

Public notice

King Henry's Road area - Safe and healthy streets

*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 ('the Council') propose to make the above Order under section 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ('the Act of 1984'), as amended.
2. The general nature and effect of the Order would be:-
 - (a) at the junction of WADHAM GARDENS and LOWER MERTON RISE, to provide double yellow line 'at any time' waiting restrictions on the west side of Lower Merton Rise, between 3.9 metres south and 9.7 metres south of the southern kerb-line of Wadham Gardens;
 - (b) at the junction of HARLEY ROAD and WADHAM GARDENS, to realign existing 'at any time' waiting restrictions around proposed kerb buildouts and provide 'at any time' waiting restrictions: (i) on the north-east side of Harley Road, between 7.2 metres north-west and 12.7 metres north-west of the north-western kerb-line of Wadham Gardens, removing 5.5 metres of CA-J permit holders parking; and (ii) on the south-west side of Harley Road, between 6.4 metres north-west and 13 metres north-west of the north-western kerb-line of Wadham Gardens, removing 6.6 metres of CA-J permit holders parking; and (iii) on the north-west side of Wadham Gardens, between 8.5 metres south and 11.8 metres south of the south-western kerb-line of Harley Road, removing 3.3 metres of CA-J permit holders parking;
 - (c) at the junction of WADHAM GARDENS and ELSWORTHY ROAD, to realign existing 'at any time' waiting restrictions around proposed kerb buildouts without change to their extents;
 - (d) at the junction of HARLEY ROAD and KING HENRY'S ROAD, to realign existing 'at any time' waiting restrictions around proposed kerb buildouts and convert single yellow line 'controlled hours' waiting restrictions to 'at any time' waiting restrictions: (i) on the north-east side of Harley Road, between King Henry's Road and 0.5 metres north-west of the north-western boundary of No. 14 Harley Road; and (ii) on the south side of King Henry's Road, for 37.3 metres east of the eastern kerb-line of Harley Road;
 - (e) in KING HENRY'S ROAD, to provide 'at any time' waiting restrictions on the north side, between 10 metres west of the western kerb-line of Lyttleton Close and 5.7 metres east of the eastern kerb-line of Lyttleton

Close, replacing 5 metres of CA-J permit holders parking and 21.3 metres of 'controlled hours' waiting restrictions;

- (f) at and near the junction of KING HENRY'S ROAD and ELSWORTHY RISE, to provide 'at any time' waiting restrictions: (i) on the west side of Elsworthy Rise: (A) between 3.9 metres north and 10 metres north of the northern kerb-line of King Henry's Road, removing 6.1 metres of 'controlled hours' waiting restrictions; and (B) between 6.6 metres south and 10.1 metres south of the southern kerb-line of King Henry's Road, removing 3.5 metres of CA-J permit holders parking; (ii) on the east side of Elsworthy Rise: (A) between 4 metres north and 10.2 metres north of the northern kerb-line of King Henry's Road, removing 2.4 metres of CA-J permit holders parking and 3.8 metres of 'controlled hours' waiting restrictions; and (B) between 6.8 metres south and 10.1 metres south of the southern kerb-line of King Henry's Road, removing 3.3 metres of CA-J permit holders parking; and (iii) on the south side of King Henry's Road, between 42.8 metres east and 47.1 metres east of the eastern kerb-line of Elsworthy Rise;
- (g) near the junction of KING HENRY'S ROAD and PRIMROSE HILL ROAD: (i) on the north side of King Henry's Road, between 18.8 metres west and 27.3 metres west of the western kerb-line of Primrose Hill Road to extend the e-scooter and cycle hire parking place by 3 metres and provide 5.6 metres of 'controlled hours' waiting restrictions on which the Council intend to provide 2 cycle hangar units, removing 8.5 metres of CA-J permit holders parking; and (ii) on the south side of King Henry's Road, to provide 'at any time' waiting restrictions between 6.5 metres west and 10.4 metres west of the western kerb-line of Primrose Hill Road, removing 3.9 metres of CA-J permit holders parking;
- (h) at the junction of ELSWORTHY ROAD and ELSWORTHY TERRACE, to provide 'at any time' waiting restrictions: (i) on the north-east side of Elsworthy Terrace, between 10 metres south-east and 12.9 metres south-east of the south-eastern kerb-line of Elsworthy Road, removing 2.9 metres of shared-use (2-hour paid-for / CA-J permit holders) parking; and (ii) on the south-west side of Elsworthy Terrace, between 10 metres south-east and 12.7 metres south-east of the south-eastern kerb-line of Elsworthy Road, removing 2.7 metres (one echelon parking) of shared-use (2-hour paid-for / CA-J permit holders) parking; and (iii) on the south-east side of Elsworthy Road, between 5.4 metres north-east and 9.2 metres north-east of the north-eastern kerb-line of Elsworthy Terrace, removing 3.8 metres of CA-J permit holders parking;
- (i) at and near the junction of ELSWORTHY ROAD and ELSWORTHY RISE, to provide 'at any time' waiting restrictions: (i) on the south-west side of Elsworthy Rise, between 7.4 metres north-west and 10.1 metres north-west of the north-western kerb-line of Elsworthy Road, removing 2.7 metres of CA-J permit holders parking; (ii) on the north-east side of

Elsworthy Rise, between 7.1 metres north-west and 10.1 metres north-west of the north-western kerb-line of Elsworthy Road, removing 3.1 metres of CA-J permit holders parking; and (iii) on the north-west side of Elsworthy Road, between 7.1 metres south-west and 9.8 metres south-west of the south-western kerb-line of Elsworthy Rise, removing 2.7 metres of CA-J permit holders parking; and

- (j) in ELSWORTHY ROAD, to provide 'at any time' waiting restrictions: (i) on the north-west side: (A) between 3 metres south-west and 8 metres north-east of the common boundary of Nos. 16 and 18 Elsworthy Road, removing 2 metres of CA-J permit holders parking and 8 metres of 'controlled hours' waiting restrictions; and (B) between 10.2 metres south-west and 8.8 metres north-east of the common boundary of Nos. 4 and 6 Elsworthy Road, removing 14.7 metres of CA-J permit holders parking and 3.3 metres of 'controlled hours' waiting restrictions (note: a kerb build-out is to be provided in this location); and (ii) on the south-east side: (A) between the common boundary of Nos. 11 and 13 Elsworthy Road and 11 metres south-west of that common boundary, removing 2 metres of CA-J permit holders parking and 9 metres of 'controlled hours' waiting restrictions; and (B) between 25 metres south-west and 14.3 metres north-east of the common boundary of Nos. 2 and 4 Elsworthy Road replacing school keep clear markings (*Note: a kerb build out is to be constructed in this location*).
- 3. FURTHER NOTICE IS HEREBY GIVEN as a courtesy measure that the Council under section 63 of the Act of 1984, as amended, intend to provide cycle parking stands on the carriageway in ELSWORTHY RISE, between 2 metres south and 7.5 metres south of the southern boundary of No. 15 Elsworthy Rise.
 - 4. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 23 of the Act of 1984, have approved the provision of a 'zebra' pedestrian crossing, centred in KING HENRY'S ROAD, at a point 22.5 metres east of the eastern kerb-line of Elsworthy Rise ('zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the road, extending for a distance of 22.5 metres west of the crossing and 17.2 metres east of the crossing).
 - 5. FURTHER NOTICE IS HEREBY GIVEN that the Council, under sections 90A-F of the Highways Act 1980 and in accordance with the Highways (Road Humps) Regulations 1999, propose to construct flat-topped speed tables comprising the full width of the carriageway and at a height of 75 millimetres above the surrounding carriageway at the following locations:-
 - (a) in ELSWORTHY ROAD, from 3 metres south-west of the common boundary of Nos. 4 and 6 Elsworthy Road, extending north-eastward for 7.3 metres, including both ramps;
 - (b) in HARLEY ROAD: (i) at its junction with King Henry's Road, extending southward for a distance of 6.9 metres, including both ramps; and (ii) at its

junction with Wadham Gardens, extending north-westward for a distance of 8.7 metres, including both ramps;

- (c) in KING HENRY'S ROAD, from 18 metres east of the eastern kerb-line of Elsworthy Rise, extending eastward for 8.8 metres, including both ramps, in which location the pedestrian crossing referred to above would be located; and
- (d) in WADHAM GARDENS: (i) at its junction with Lower Merton Rise, extending westward for a distance of 5.5 metres, including both ramps; and (ii) at its junction with Elsworthy Road, extending northward for a distance of 11.3 metres, including both ramps.

Note: The existing speed cushions at or in the vicinity of the above locations would be removed.

- 6. 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 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 'TMO2526-0010' 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 01 August 2025.

Peter Mardell – Head of Parking Operations

10 July 2025

Statement of reasons

King Henry's Road area - Safe and healthy streets

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

Enabling walking and cycling are key strategic outcomes for the Council as set out in multiple strategy documents. The [Camden Transport Strategy](#) (CTS), adopted in 2019, has 7 objectives, several of which directly align with the proposals for this scheme. The proposed scheme also aligns with the CTS delivery plan for 2025/26 to 2027/28.

The proposals, as outlined in Section 2 of the decision report, include:

- Widening the footway on Elworthy Road, outside St Paul's CofE Primary School, to provide additional space for pedestrians and/or people visiting the school, space for planting to improve the look and feel of the street, biodiversity and local climate resilience, and cycle parking stands to increase local cycle parking capacity.
- Installing one raised table on Elsworthy Road to improve pedestrian accessibility and reduce vehicle speeds;
- Installing a new raised zebra crossing on King Henry's Road to improve pedestrian accessibility and safety, and to reduce vehicle speeds;
- Introducing improvements along Wadham Gardens, at the junctions with Elsworthy Road, Harley Road and Lower Merton Rise to make it easier and safer for pedestrians to cross, including widening the footways to shorten crossing distances, introducing raised crossings to help reduce motor vehicle turning speeds, and adding tactile paving to make the crossings easier and safer for visually impaired people; planting will also be introduced on the wider footways where feasible.
- Installing four new cycle hangers, two on King Henry's Road and two on Elsworthy Rise, to help meet demand for secure cycle storage in the area and enable more people to cycle;
- Extending the existing dockless e-scooter and cycle hire bay on King Henry's Road to increase the space where people can leave scooters and hire cycles;
- Adding new and extending sections of double yellow lines at several junctions in the area as part of the Council's Junction Protection Programme, to improve visibility for all road users at junctions, reduce road risk and make it safer for pedestrians to cross the road.

The [Camden Transport Strategy \(CTS\)](#) and accompanying Action Plans aim to transform transport and mobility in Camden, and to create Healthy Streets - streets where more people walk, cycle and use public transport. The CTS sets our objectives, policies, and measures for achieving this goal. Our priorities include:

- increasing walking and cycling and prioritising these modes

- improving public transport in the borough
- reducing car ownership and use
- reducing vehicle emissions to improve air quality and address climate change
- making our streets and transport networks safe, accessible, and inclusive for all.
- The above proposals meet the objectives of the Camden Transport Strategy (CTS) by:
 - facilitating an increase in walking and cycling
 - reducing the dominance of motor vehicles
 - helping to improve air quality.
 - reducing road risk and making our streets and transport networks safe, accessible, and inclusive for all.

The proposals also meet the objectives of the Council's [Clean Air Action Strategy and Clean Air Action Plan](#), to reduce pollution including emissions from motor traffic and, by improving walking and cycling infrastructure, work towards a modal shift away from private vehicles towards walking, cycling and public transport.

The proposals also help to deliver objectives in [We Make Camden](#) by helping to create clean, vibrant, and sustainable places and making it easier and safer for people to travel by active modes of transport. This would in turn contribute to improving air quality and reducing carbon emissions in the borough. The proposals also meet the objectives of We Make Camden by responding to the impacts of climate change and helping to deliver our [Climate Action Plan](#).

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.

“map schedule legend” means the map schedule legend attached to the Order of 2025 which, when used in conjunction with a map tile, identifies

¹ 1984 c.27

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) 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/**

³ SI 2016/362

- (3) The provisions of the Order of 2025 shall apply to an area designated as a parking place or loading place by this Order as if in those provisions any reference to a parking place or loading place, as the case may be, included a reference to an area designated as a parking place or loading place by this Order.

Waiting restrictions, loading restrictions and stopping restrictions and application of the Order of 2025 thereto

5. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though:-
- (a) any waiting restriction or loading restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a waiting restriction or a loading restriction shall be construed as through it were a restricted street referred to in the Order of 2025; and
 - (b) any stopping restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a stopping restriction shall be construed as through it were a stopping restriction referred to in the Order of 2025.

Placing of traffic signs, etc.

6. The Council shall:
- (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place or loading designated by, or each length of waiting or loading or stopping restrictions imposed by, this Order; and
 - (b) carry out such other work as is reasonably required for the purpose of the satisfactory operation of such parking place, loading place, or length of waiting or loading or stopping restrictions.

Dated this ** ** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

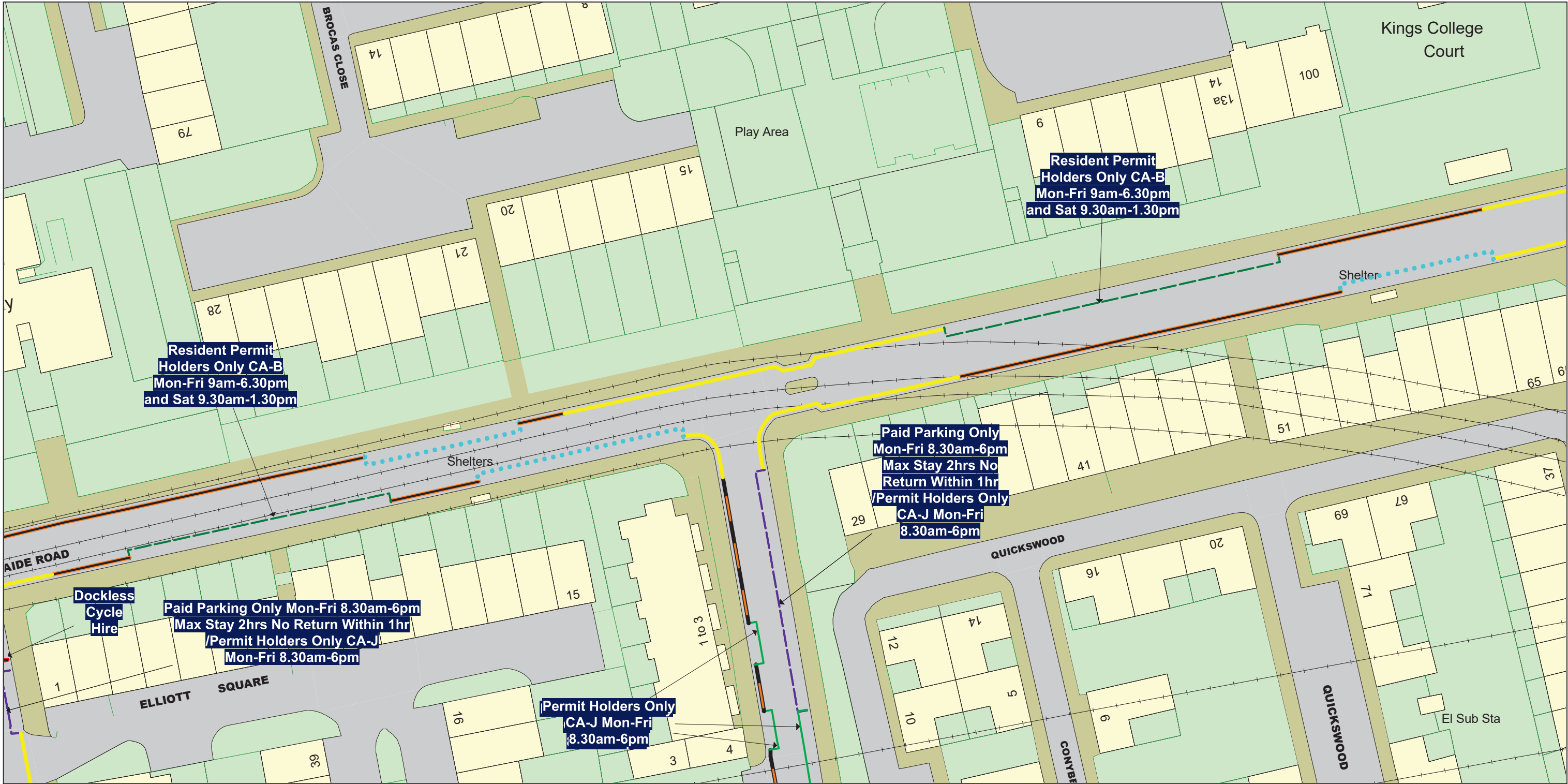
This Order amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Order 2025 with the following effects:

- (a) at the junction of WADHAM GARDENS and LOWER MERTON RISE, to provide double yellow line 'at any time' waiting restrictions on the west side of Lower Merton Rise, between 3.9 metres south and 9.7 metres south of the southern kerb-line of Wadham Gardens;
- (b) at the junction of HARLEY ROAD and WADHAM GARDENS, to realign existing 'at any time' waiting restrictions around proposed kerb buildouts and provide 'at any time' waiting restrictions: (i) on the north-east side of Harley Road, between 7.2 metres north-west and 12.7 metres north-west of the north-western kerb-line of Wadham Gardens, removing 5.5 metres of CA-J permit holders parking; and (ii) on the south-west side of Harley Road, between 6.4 metres north-west and 13 metres north-west of the north-western kerb-line of Wadham Gardens, removing 6.6 metres of CA-J permit holders parking; and (iii) on the north-west side of Wadham Gardens, between 8.5 metres south and 11.8 metres south of the south-western kerb-line of Harley Road, removing 3.3 metres of CA-J permit holders parking;
- (c) at the junction of WADHAM GARDENS and ELSWORTHY ROAD, to realign existing 'at any time' waiting restrictions around proposed kerb buildouts without change to their extents;
- (d) at the junction of HARLEY ROAD and KING HENRY'S ROAD, to realign existing 'at any time' waiting restrictions around proposed kerb buildouts and convert single yellow line 'controlled hours' waiting restrictions to 'at any time' waiting restrictions: (i) on the north-east side of Harley Road, between King Henry's Road and 0.5 metres north-west of the north-western boundary of No. 14 Harley Road; and (ii) on the south side of King Henry's Road, for 37.3 metres east of the eastern kerb-line of Harley Road;
- (e) in KING HENRY'S ROAD, to provide 'at any time' waiting restrictions on the north side, between 10 metres west of the western kerb-line of Lyttleton Close and 5.7 metres east of the eastern kerb-line of Lyttleton Close, replacing 5 metres of CA-J permit holders parking and 21.3 metres of 'controlled hours' waiting restrictions;
- (f) at and near the junction of KING HENRY'S ROAD and ELSWORTHY RISE, to provide 'at any time' waiting restrictions: (i) on the west side of Elsworthy Rise: (A) between 3.9 metres north and 10 metres north of the northern kerb-line of King Henry's Road, removing 6.1 metres of 'controlled hours' waiting restrictions; and (B) between 6.6 metres south and 10.1 metres south of the southern kerb-line of King Henry's Road, removing 3.5 metres of CA-J permit holders parking; (ii) on the east side of Elsworthy Rise: (A) between 4 metres north and 10.2 metres north of the northern kerb-line of King Henry's Road, removing 2.4 metres of CA-J permit holders parking and 3.8 metres of 'controlled hours' waiting restrictions; and (B) between 6.8 metres south and 10.1 metres south of the southern kerb-line of King Henry's Road, removing 3.3 metres of CA-J permit holders parking; and (iii) on the south side of King

Henry's Road, between 42.8 metres east and 47.1 metres east of the eastern kerb-line of Elsworthy Rise;

- (g) near the junction of KING HENRY'S ROAD and PRIMROSE HILL ROAD: (i) on the north side of King Henry's Road, between 18.8 metres west and 27.3 metres west of the western kerb-line of Primrose Hill Road to extend the e-scooter and cycle hire parking place by 3 metres and provide 5.6 metres of 'controlled hours' waiting restrictions on which the Council intend to provide 2 cycle hangar units, removing 8.5 metres of CA-J permit holders parking; and (ii) on the south side of King Henry's Road, to provide 'at any time' waiting restrictions between 6.5 metres west and 10.4 metres west of the western kerb-line of Primrose Hill Road, removing 3.9 metres of CA-J permit holders parking;
- (h) at the junction of ELSWORTHY ROAD and ELSWORTHY TERRACE, to provide 'at any time' waiting restrictions: (i) on the north-east side of Elsworthy Terrace, between 10 metres south-east and 12.9 metres south-east of the south-eastern kerb-line of Elsworthy Road, removing 2.9 metres of shared-use (2-hour paid-for / CA-J permit holders) parking; and (ii) on the south-west side of Elsworthy Terrace, between 10 metres south-east and 12.7 metres south-east of the south-eastern kerb-line of Elsworthy Road, removing 2.7 metres (one echelon parking) of shared-use (2-hour paid-for / CA-J permit holders) parking; and (iii) on the south-east side of Elsworthy Road, between 5.4 metres north-east and 9.2 metres north-east of the north-eastern kerb-line of Elsworthy Terrace, removing 3.8 metres of CA-J permit holders parking;
- (i) at and near the junction of ELSWORTHY ROAD and ELSWORTHY RISE, to provide 'at any time' waiting restrictions: (i) on the south-west side of Elsworthy Rise, between 7.4 metres north-west and 10.1 metres north-west of the north-western kerb-line of Elsworthy Road, removing 2.7 metres of CA-J permit holders parking; (ii) on the north-east side of Elsworthy Rise, between 7.1 metres north-west and 10.1 metres north-west of the north-western kerb-line of Elsworthy Road, removing 3.1 metres of CA-J permit holders parking; and (iii) on the north-west side of Elsworthy Road, between 7.1 metres south-west and 9.8 metres south-west of the south-western kerb-line of Elsworthy Rise, removing 2.7 metres of CA-J permit holders parking; and
- (j) in ELSWORTHY ROAD, to provide 'at any time' waiting restrictions: (i) on the north-west side: (A) between 3 metres south-west and 8 metres north-east of the common boundary of Nos. 16 and 18 Elsworthy Road, removing 2 metres of CA-J permit holders parking and 8 metres of 'controlled hours' waiting restrictions; and (B) between 10.2 metres south-west and 8.8 metres north-east of the common boundary of Nos. 4 and 6 Elsworthy Road, removing 14.7 metres of CA-J permit holders parking and 3.3 metres of 'controlled hours' waiting restrictions; and (ii) on the south-east side: (A) between the common boundary of Nos. 11 and 13 Elsworthy Road and 11 metres south-west of that common boundary, removing 2 metres of CA-J permit holders parking and 9 metres of 'controlled hours' waiting restrictions; and (B) between 25 metres south-west and 14.3 metres north-east of the common boundary of Nos. 2 and 4 Elsworthy Road replacing school keep clear markings;

in the London Borough of Camden, as part of the Council's 'Safe and healthy streets' programme.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size



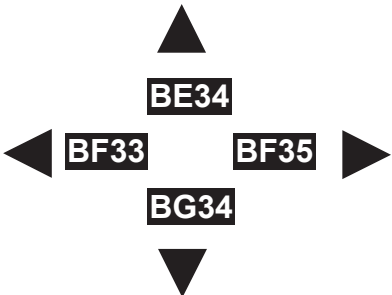
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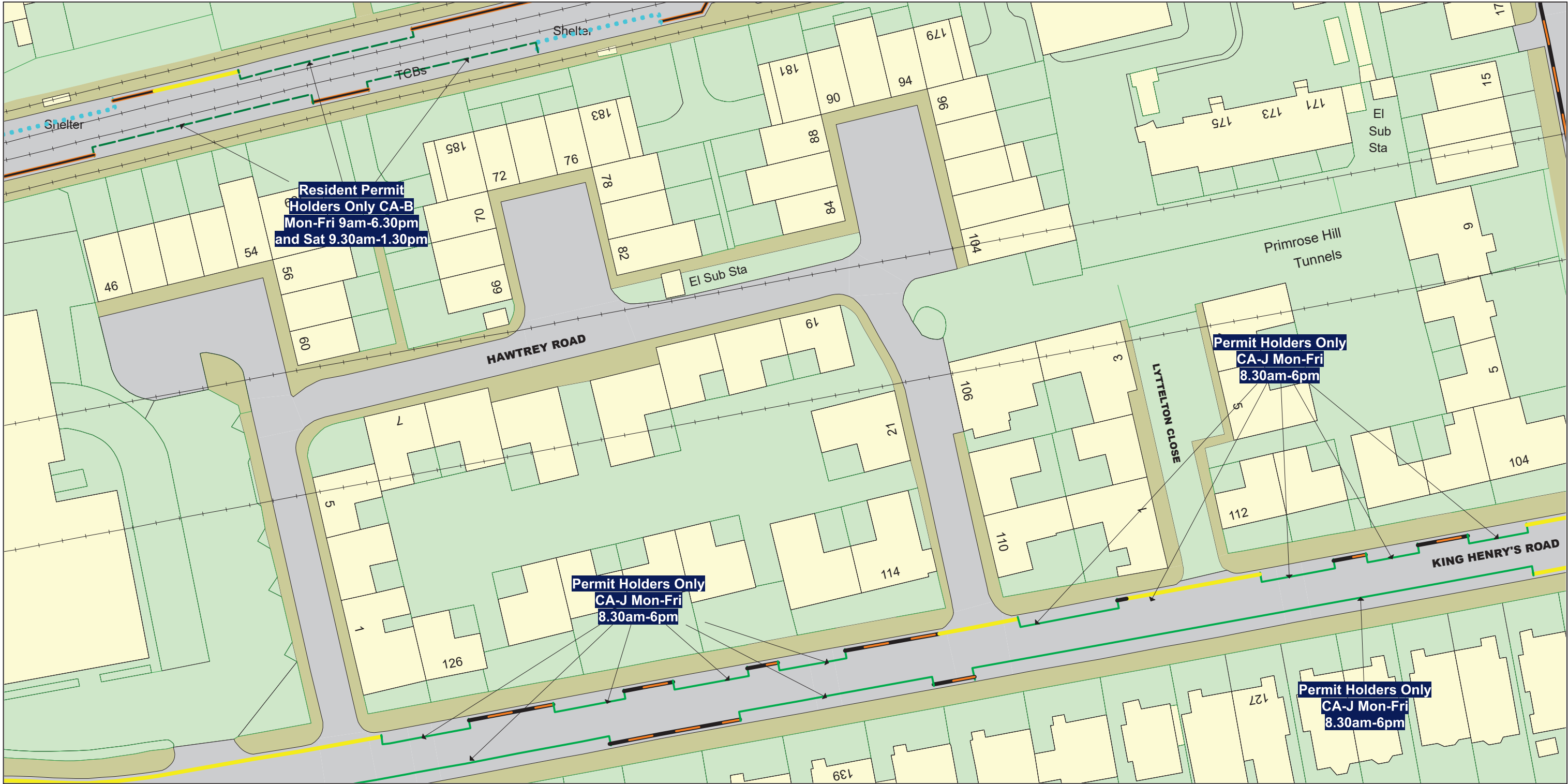
Key to Restriction Types Displayed

- No stopping except local buses
- Dockless Cycle Hire
- Permit Holders Only CA-J Mon-Fri 8.30am-6pm
- Resident Permit Holders Only CA-B Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm
- No Waiting Mon-Fri 8.30am-6pm
- Paid Parking Only Mon-Fri 8.30am-6pm Max Stay 2hrs No Return Within 1hr Permit Holders Only CA-J Mon-Fri 8.30am-6pm

Labels:
Confirmed Item



Status: PROPOSED
Map Tile Reference: Tile Ref: BF34
Sheet Revision Number: 1
Sheet Active From: 17/06/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

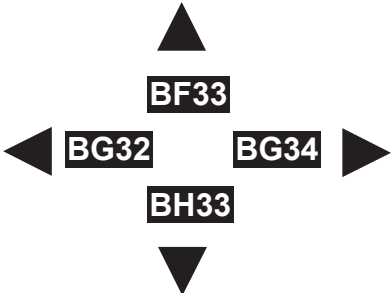
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Key to Restriction Types Displayed

- No stopping except local buses
- Permit Holders Only CA-J Mon-Fri 8.30am-6pm
- Resident Permit Holders Only CA-B Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm
- No Waiting Mon-Fri 8.30am-6pm



Status: PROPOSED
Map Tile Reference: Tile Ref: BG33
Sheet Revision Number: 1
Sheet Active From: 17/06/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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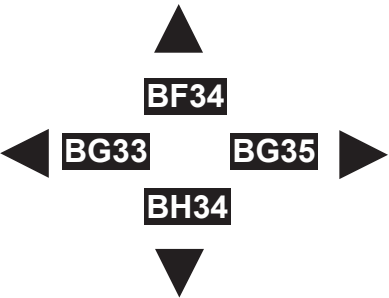
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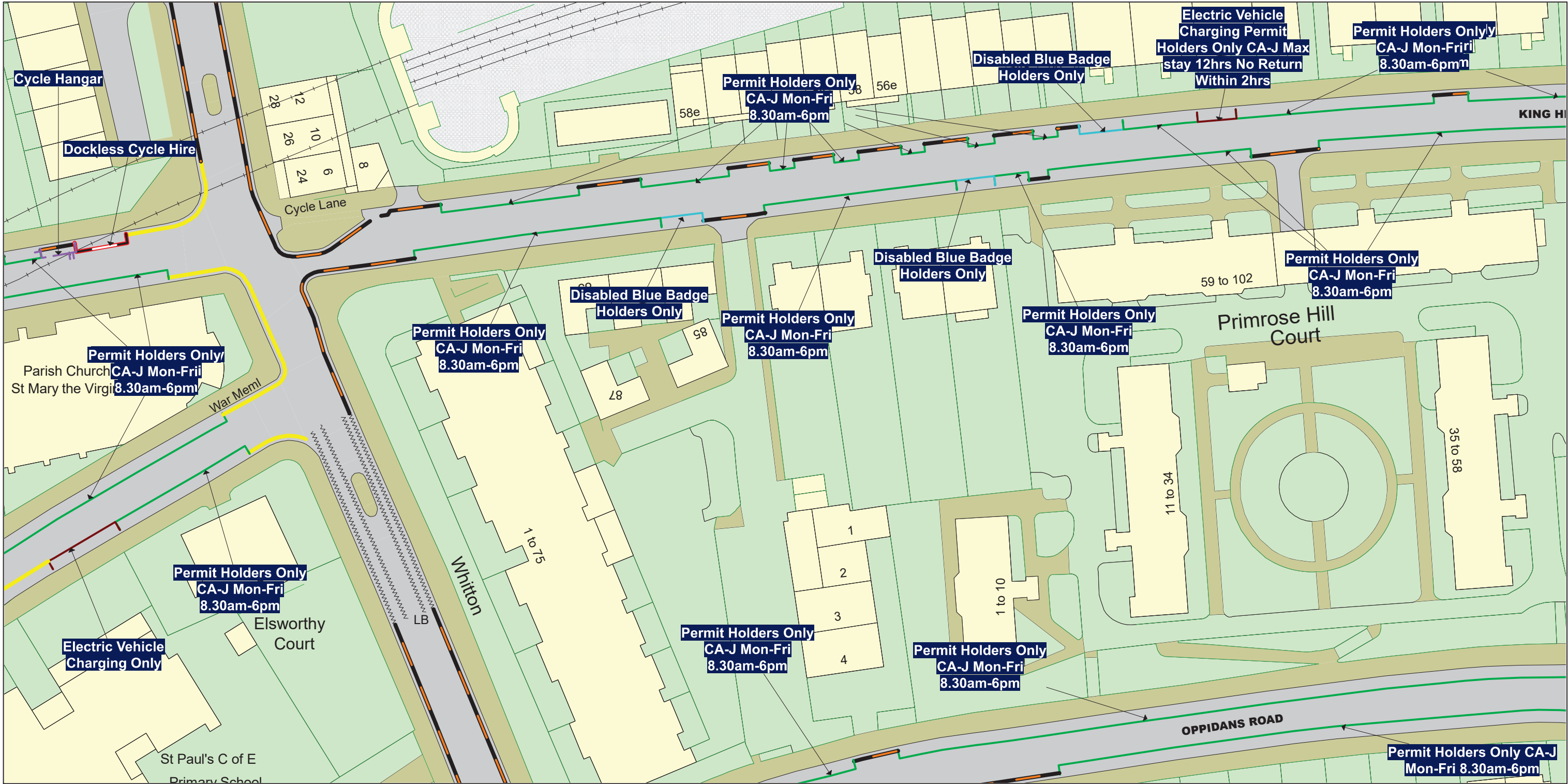
Key to Restriction Types Displayed

- Cycle Hangar
- Permit Holders Only CA-J Mon-Fri 8.30am-6pm
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6pm
- Pedestrian Crossing
- Paid Parking Only Mon-Fri 8.30am-6pm Max Stay 2hrs No Return Within 1hr
Permit Holders Only CA-J Mon-Fri 8.30am-6pm

Labels:
 Confirmed item



Status: PROPOSED
Map Tile Reference: Tile Ref: BG34
Sheet Revision Number: 1
Sheet Active From: 17/06/2025



SCALE - 1 : 625

at A3 size

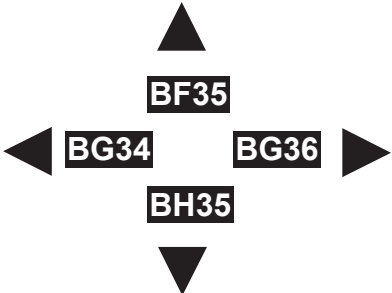
NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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Key to Restriction Types Displayed

- Cycle Hangar
 - Disabled Blue Badge Holders Only
 - Dockless Cycle Hire
 - Electric Vehicle Charging Only
 - Permit Holders Only CA-J Mon-Fri 8.30am-6pm
 - No Waiting At Any Time
 - No Waiting Mon-Fri 8.30am-6pm
 - Pedestrian Crossing
- Labels:
Confirmed item



Status: PROPOSED

Map Tile Reference: Tile Ref: BG35

Sheet Revision Number: 1

Sheet Active From: 17/06/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

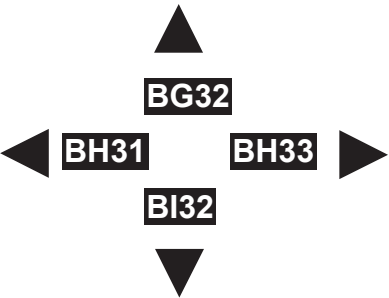
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Key to Restriction Types Displayed

- Car Club Permit Holders Only CC-69
- Permit Holder 020 Only
- Electric Vehicle Charging Permit Holders Only CA-J Max stay 12hrs No Return Within 2hrs
- Permit Holders Only CA-J Mon-Fri 8.30am-6pm
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6pm
- No Stopping on School Entrance Markings

Labels:
Confirmed item

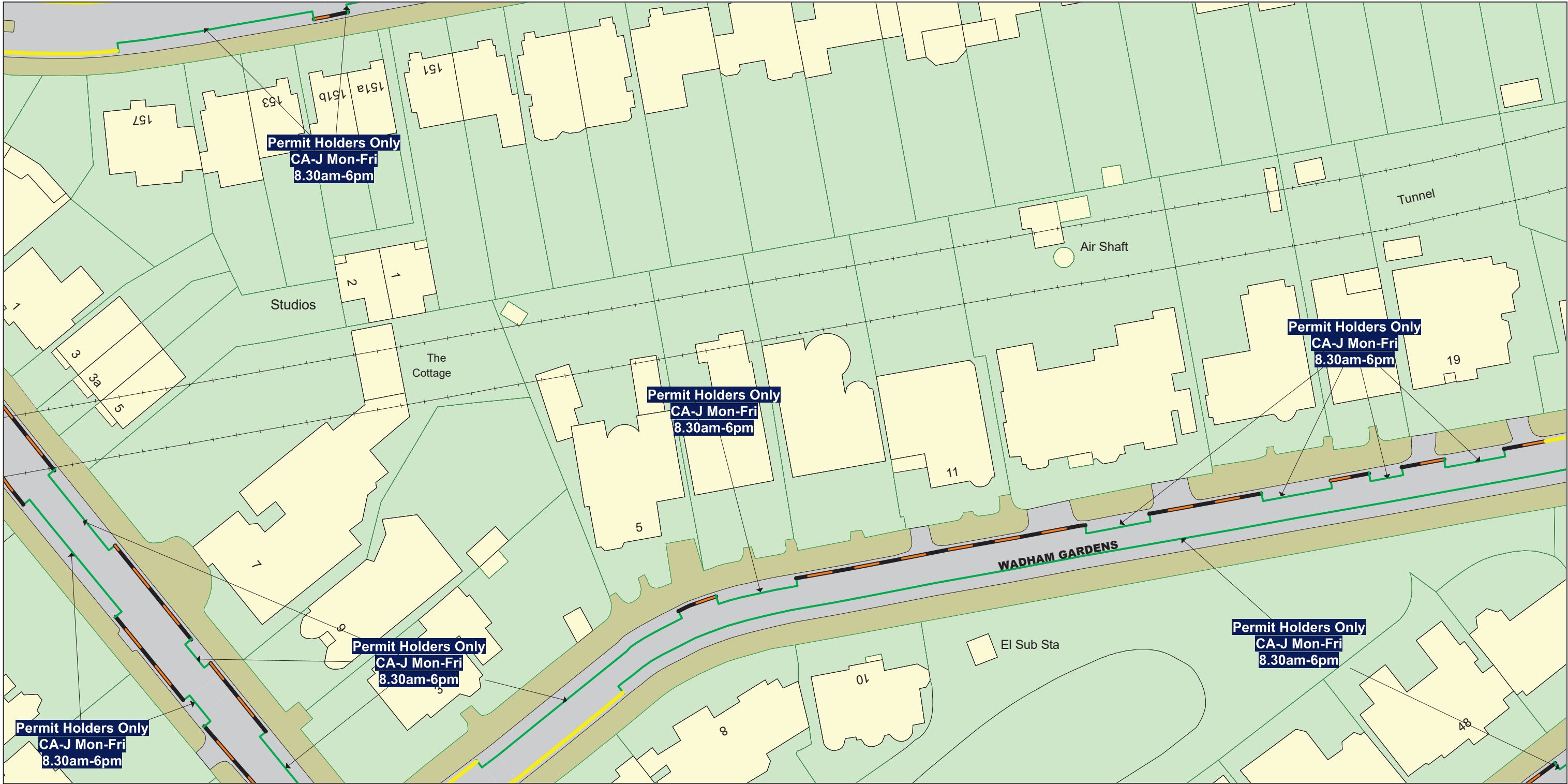


Status: PROPOSED

Map Tile Reference: Tile Ref: BH32

Sheet Revision Number: 1

Sheet Active From: 17/06/2025



SCALE - 1 : 625 at A3 size

NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

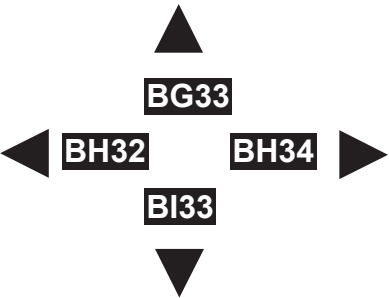
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Key to Restriction Types Displayed

-  Permit Holders Only CA-J Mon-Fri 8.30am-6pm
-  No Waiting At Any Time
-  No Waiting Mon-Fri 8.30am-6pm

Labels:
 Confirmed item

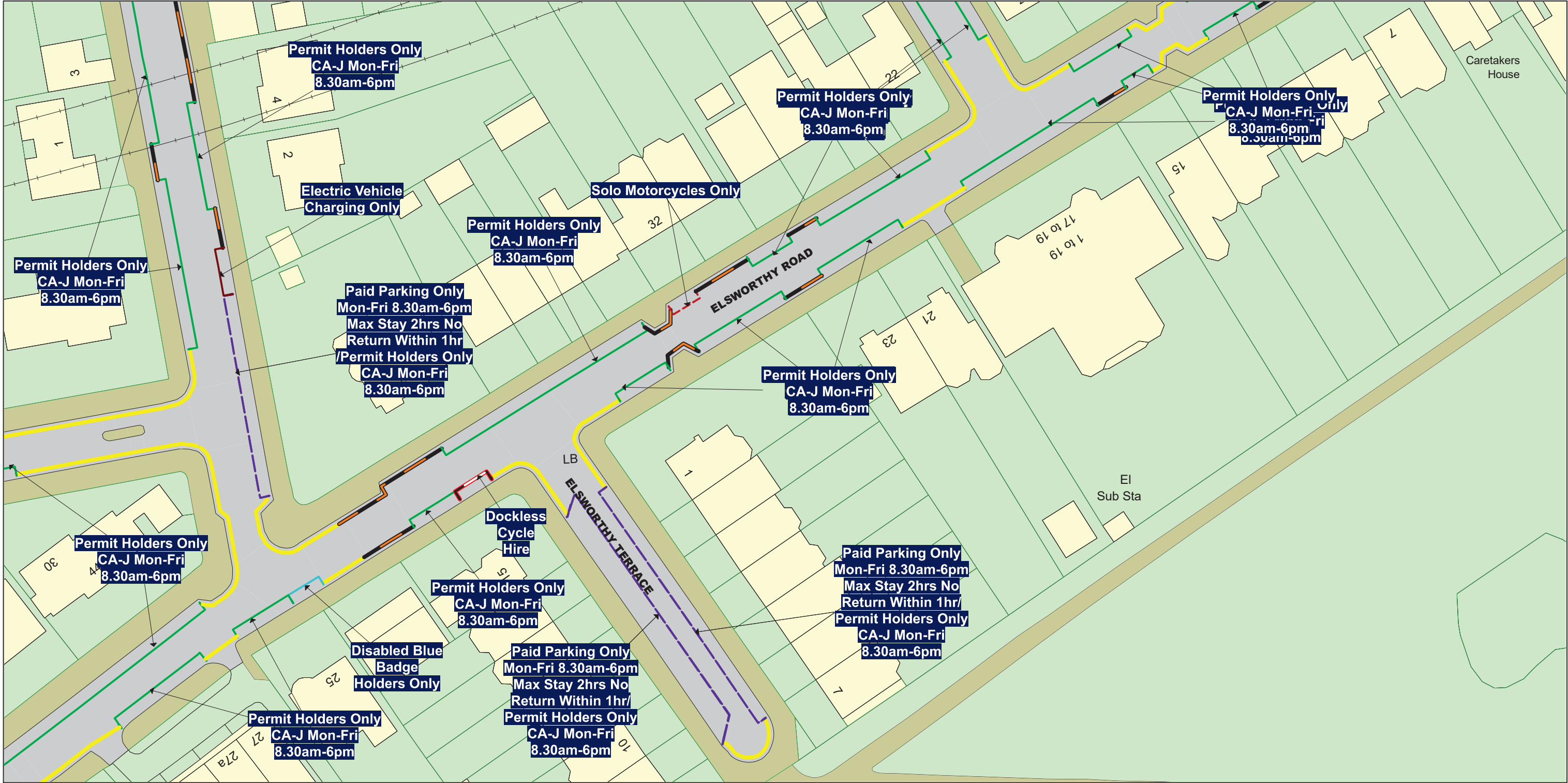


Status: PROPOSED

Map Tile Reference: Tile Ref: BH33

Sheet Revision Number: 1

Sheet Active From: 17/06/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

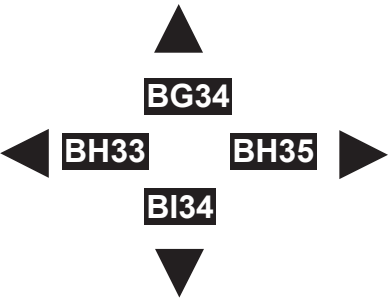
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Key to Restriction Types Displayed

- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- Electric Vehicle Charging Only
- Permit Holders Only CA-J Mon-Fri 8.30am-6pm
- Solo Motorcycles Only
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6pm
- Paid Parking Only Mon-Fri 8.30am-6pm Max Stay 2hrs No Return Within 1hr
- Permit Holders Only CA-J Mon-Fri 8.30am-6pm

Labels:
Confirmed item

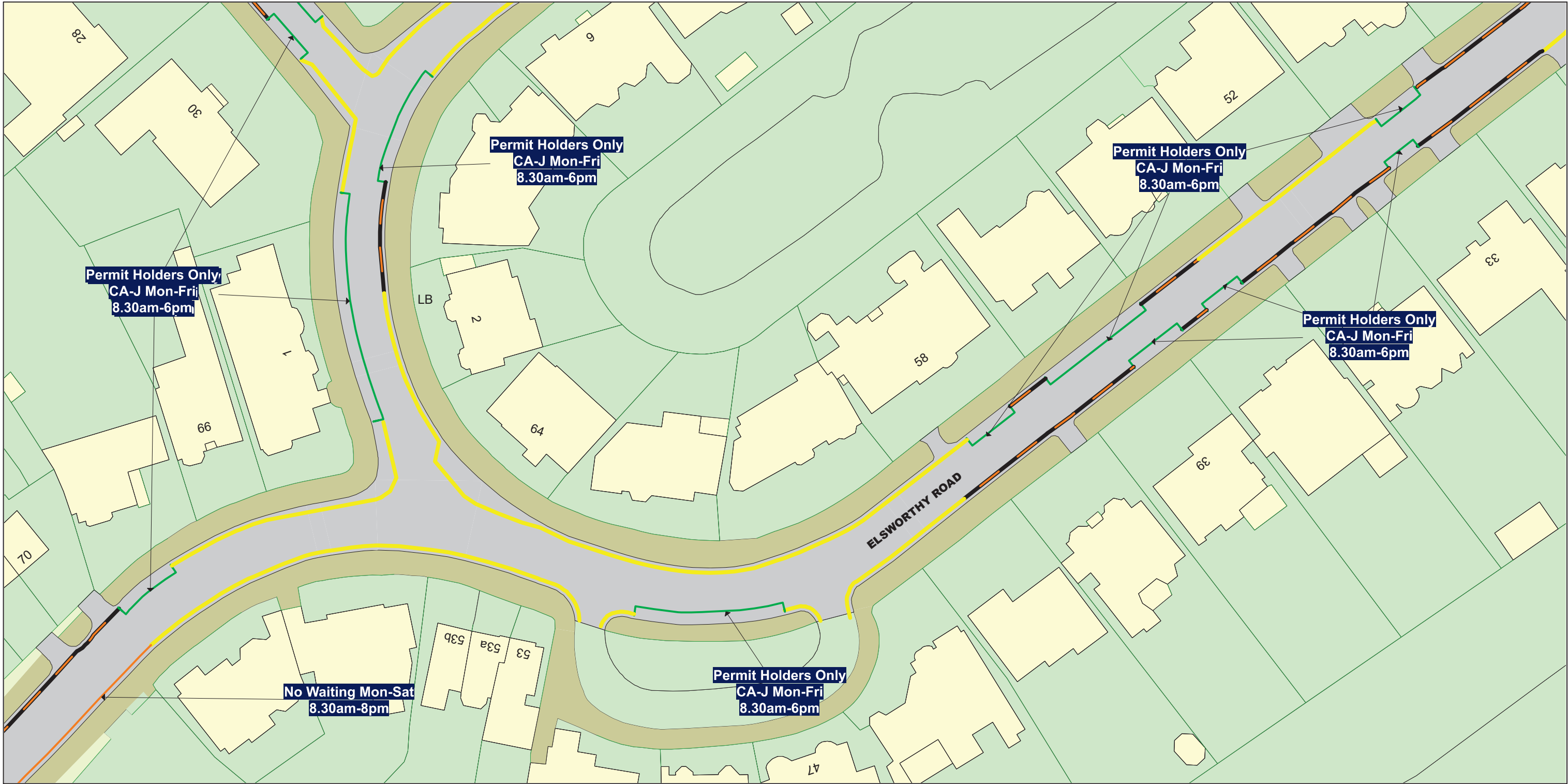


Status: PROPOSED

Map Tile Reference: Tile Ref: BH34

Sheet Revision Number: 1

Sheet Active From: 17/06/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

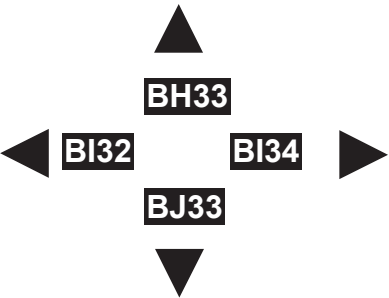
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Key to Restriction Types Displayed

- Permit Holders Only CA-J Mon-Fri 8.30am-6pm
- No Waiting At Any Time
- No Waiting Mon-Sat 8.30am-8pm
- No Waiting Mon-Fri 8.30am-6pm

Labels:
 Confirmed item

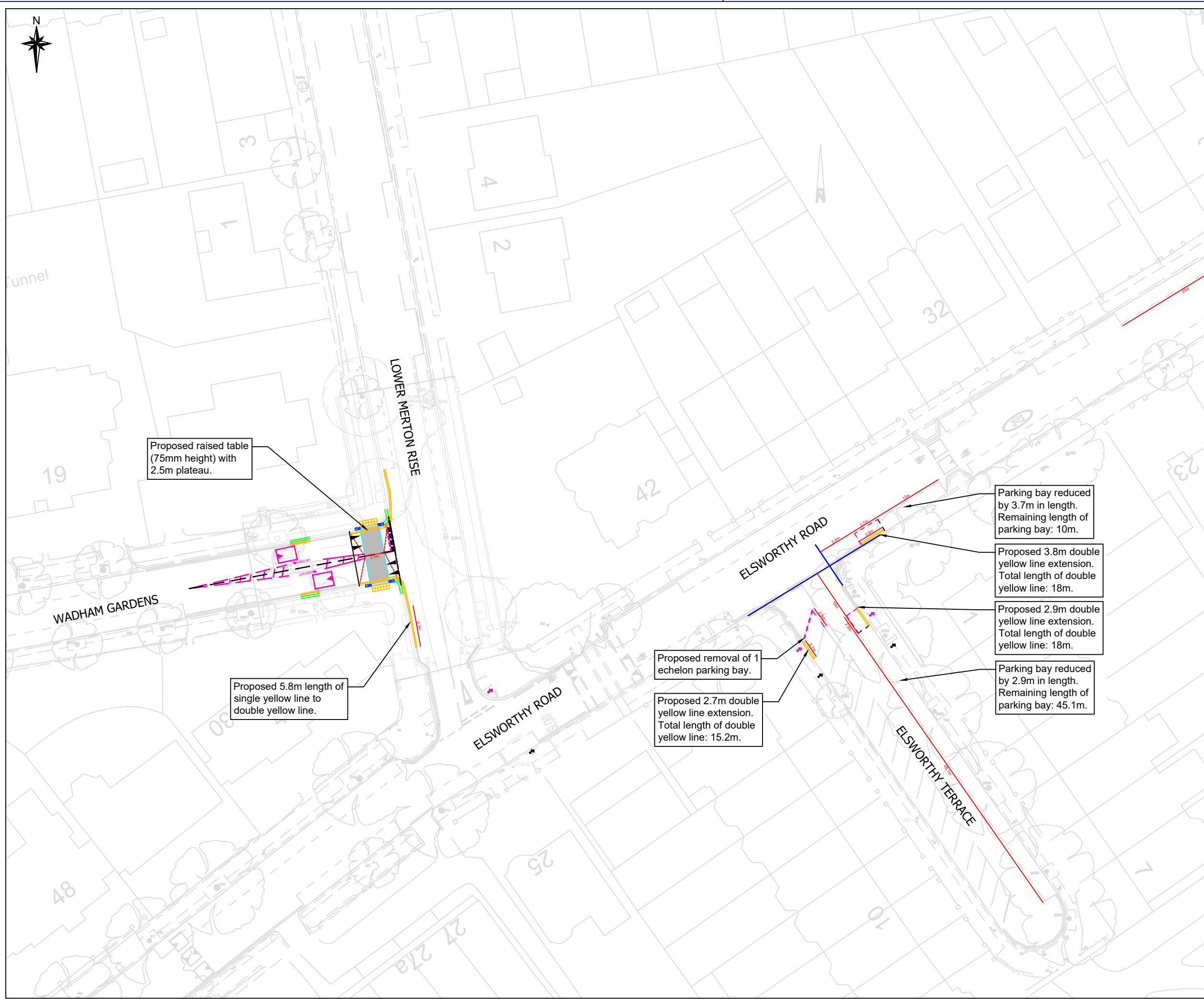


Status: PROPOSED

Map Tile Reference: Tile Ref: BI33

Sheet Revision Number: 1

Sheet Active From: 17/06/2025



KEY	
	Existing road marking
	New white road marking
	New double yellow line
	New kerbs
	New granite setts
	New ASP paving slabs
	New greening
	New road sign and post
	Remove road sign and post
	Remove road marking
	TMO line

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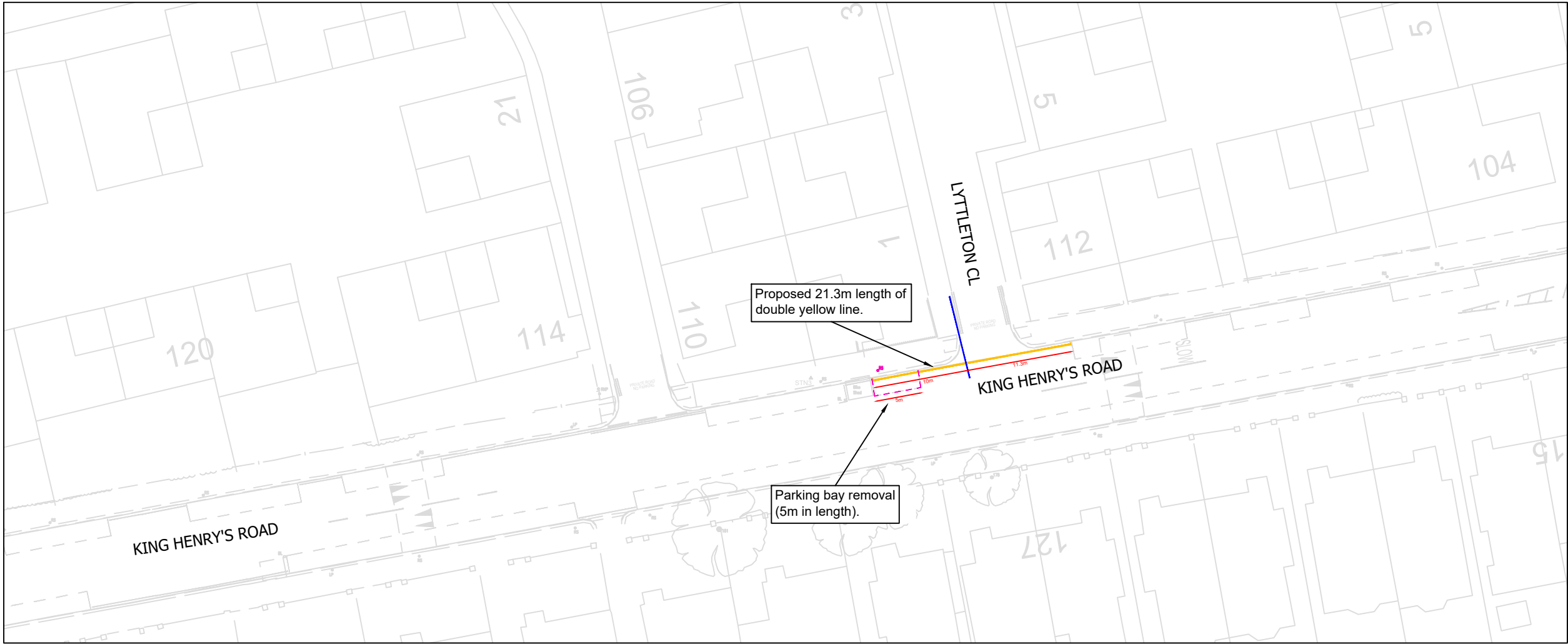
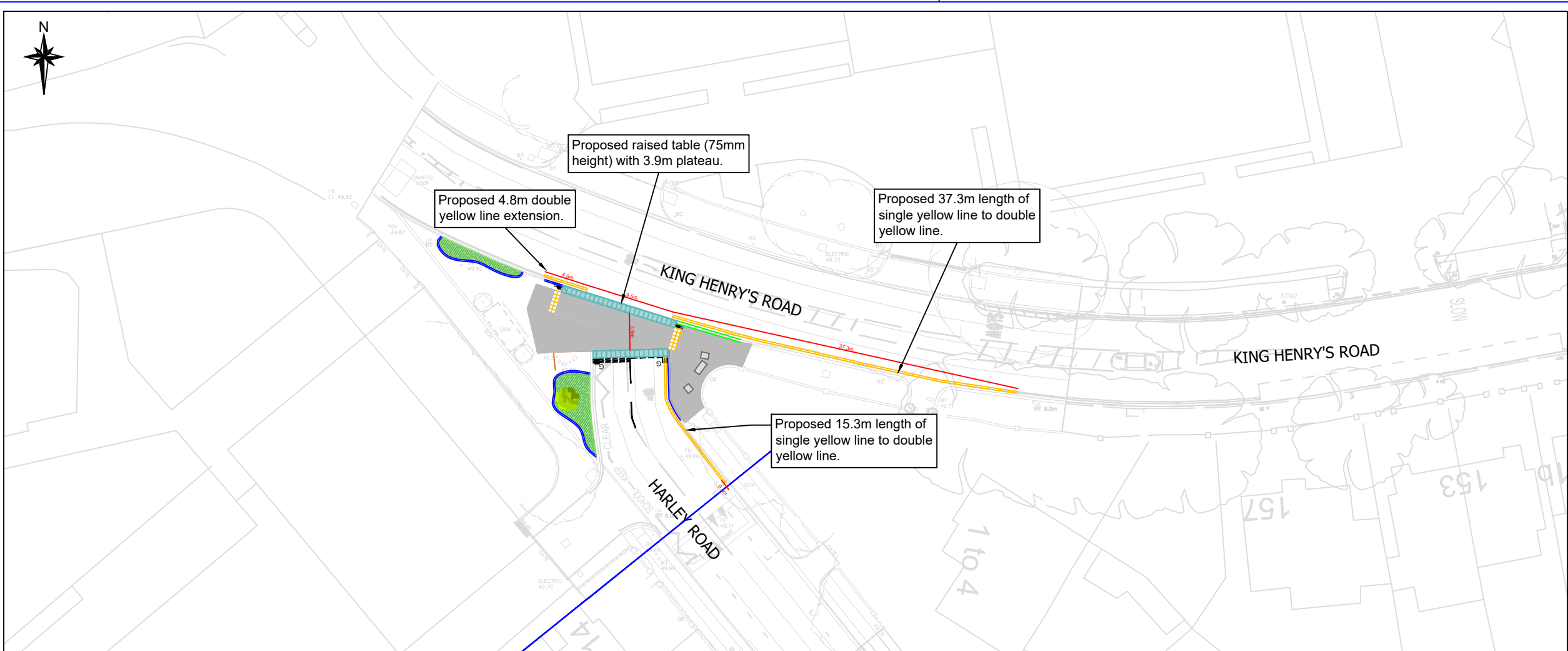
Design Team
Transport Strategy Service
London Borough of Camden
5 Pancras Square
Tel 020 7974 5551, Fax 020 7974 6952
DX 2106 Euston, Minicom 020 7974 6866

Project
King Henry's Road Area
Safe and Healthy Streets Scheme

Drawing Title
TRAFFIC MANAGEMENT ORDER
SHEET 2 OF 4

Scale 1 : 500 @ A3	Date Mar 2025
Drawn By RC	File Ref
Checked By TH	Dwg Name
Drawing Location	

Drawing Number KHR-TMO-02	Rev. A
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KEY	
	Existing road marking
	New white road marking
	New double yellow line
	New kerbs
	New granite setts
	New ASP paving slabs
	New greening
	New road sign and post
	Remove road sign and post
	Remove road marking
	TMO line

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
King Henry's Road Area
Safe and Healthy Streets Scheme

Drawing Title
TRAFFIC MANAGEMENT ORDER
SHEET 4 OF 4

Scale 1 : 500 @ A3	Date Mar 2025
Drawn By RC	File Ref
Checked By TH	Dwg Name

Drawing Location	
Drawing Number KHR-TMO-04	Rev. A