

Public notice

Queen's Crescent area – public realm improvements

*The Camden (Prescribed Routes) (Queen's Crescent area) (No. *) Traffic Order 202**
*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 Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Orders would be, in: -
 - (a) ALLCROFT ROAD, both sides, amend the existing waiting restrictions to no waiting and no loading at any time from the south-western kerb-line of Queen's Crescent south-westward for 17 metres.
 - (b) BASSETT STREET, both sides, amend the existing waiting restrictions to no waiting and no loading at any time from the south-western kerb-line of Queen's Crescent south-westward for 11 metres.
 - (c) CRESSFIELD CLOSE, both sides, introduce no waiting and no loading at any time restrictions, revoking existing waiting restrictions between the north-eastern kerb-line of Grafton Road north-eastward for 24 metres.
 - (d) DALE ROAD, both sides, introduce no waiting and no loading at any time restrictions, revoking existing waiting restrictions from the north-eastern kerb-line of Grafton Road and a point opposite the rear footway of Grafton Road.
 - (e) GILDEN CRESCENT, both sides, amend the existing waiting restrictions to no waiting and no loading at any time from the north-eastern kerb-line of Queen's Crescent north-eastward for 13 metres.
 - (f) GRAFTON ROAD, between QUEEN'S CRESCENT and VICAR'S ROAD:
 - (i) both sides, revoke existing waiting restrictions outside 196 Grafton Road and extend zigzag lines at the same location;
 - (i) both sides, revoke existing resident permit holders (CA-L) parking place restrictions outside and opposite Nos. 234 and 236 Grafton Road and replace with no waiting and no loading at any time restrictions at the same location;
 - (iii) the south-west side, introduce no waiting and no loading at any time restrictions, revoking existing waiting and parking place restrictions, opposite No. 234 Grafton Road to the south-eastern kerb-line of Dale Road;
 - (iv) the north-east side, introduce no waiting and no loading at any time restrictions, revoking existing waiting and parking place restrictions:
(A) from the north-western kerb-line of Cressfield Close to outside No. 236 Grafton Road, (B) outside No. 240 Grafton Road to the

- south-eastern kerb-line of Dale Road, and (C) from the north-western kerb-line of Dale Road north-westward for 10 metres;
- (v) the south-west side, convert 40 metres of existing no waiting restrictions to resident permit holders (CA-L) bay outside Nos. 351 to 377 Grafton Road;
 - (vi) the south-west side, introduce a 4 metre cycle hangar, revoking existing resident permit holders (CA-L) parking place restrictions, opposite (A) Nos. 224 and 226 Grafton Road and (B) No. 206 Grafton Road;
 - (vii) introduce a prohibition of motor vehicles at any time restriction outside Nos. 234 and 236 Grafton Road.
- (g) QUEEN'S CRESCENT, between MALDEN ROAD and BASSETT STREET:
- (i) both sides, extend the existing no waiting and no loading at any time restrictions at the junction of Malden Road north-eastward by 4 metres revoking the existing waiting and parking place restrictions at these locations;
 - (ii) the south-west side, outside Nos. 56 to 72 Queen's Crescent, amend the existing no waiting restrictions to Monday, Tuesday, Wednesday and Friday 8.30am - 6.30pm, Thursday 7am - 6.30pm, and Saturday 7 am – 6pm;
 - (iii) the north-east side, amend the operational times of the existing waiting restrictions and pay by phone parking places to no waiting Thursday 7am - 6.30pm, Saturday 7am – 6pm, and pay by phone parking Monday, Tuesday, Wednesday and Friday 8.30am – 6.30pm max stay 1 hour;
 - (iv) the north-east side, amend the existing waiting restrictions to no waiting and no loading at any time.
- (h) QUEEN'S CRESCENT, between BASSETT STREET and ALLCROFT ROAD:
- (i) both sides, amend the existing waiting restrictions to no waiting and no loading at any time between the south-western kerb-line of ASHDOWN CRESCENT and the north-eastern kerb-line of ALLCROFT ROAD;
 - (ii) the north-east side, (A) amend the length of the existing pay by phone parking place outside Nos. 139-141 Queen's Crescent to 5.5 metres, (B) amend the operational times of the existing waiting restrictions and pay by phone parking places to no waiting Thursday 7am - 6.30pm, Saturday 7am – 6pm, and pay by phone parking Monday, Tuesday, Wednesday and Friday 8.30am – 6.30pm max stay 1 hour, and (C) amend the existing waiting restrictions to no waiting and no loading at any time;
 - (iii) the south-west side, outside Nos. 76 to 86 Queen's Crescent, amend the no waiting restrictions to Monday, Tuesday, Wednesday and

Friday 8.30am - 6.30pm, Thursday 7am - 6.30pm, and Saturday 7am – 6pm.

- (i) QUEEN'S CRESCENT, between the north-eastern kerb-line of ALLCROFT ROAD and the south-western kerb-line of WEEDINGTON ROAD:
 - (i) introduce a prohibition of motor vehicles at any time restriction with an exception for loading or unloading by goods vehicles between 7pm and 11am;
 - (ii) both sides, introduce no waiting at any time restrictions, revoking existing waiting and parking place restrictions at these locations;
 - (iii) the south-west side, introduce 2 loading only parking places operating 7pm to 11am with a 40-minute maximum stay.
 - (j) QUEEN'S CRESCENT, between the north-eastern kerb-line of WEEDINGTON ROAD, and the south-western kerb-line of GRAFTON ROAD:
 - (i) the north-east side, amend the existing waiting restrictions to no waiting and no loading at any time from the north-eastern kerb-line of the northern arm of WEEDINGTON ROAD, north-eastward for 7 metres;
 - (ii) the north-east side, amend the operational times of the existing waiting restrictions and pay by phone parking places to no waiting Thursday 7am - 6.30pm, Saturday 7am – 6pm, and pay by phone parking Monday, Tuesday, Wednesday and Friday 8.30am – 6.30pm max stay 1 hour outside Nos 167 and 169 Queen's Crescent;
 - (iii) the south-west side, amend the existing waiting restrictions to no waiting and no loading at any time, from the south-eastern kerb-line of the southern arm of WEEDINGTON ROAD north-eastward for 16 metres.
 - (k) WEEDINGTON ROAD:
 - (i) the northern arm: (A) on both sides, amend the existing waiting restrictions to no waiting and no loading at any time restrictions, from the north-eastern kerb-line of Queen's Crescent north-eastward for 5 metres, and (B) introduce a prohibition of motor vehicles at any time restriction at its junction with Queen's Crescent, applicable to vehicles approaching from either Queen's Crescent or the southern arm of Weedington Road;
 - (ii) the southern arm: (A) on both sides, amend the existing waiting restrictions to no waiting and no loading at any time restrictions, from the southern kerb-line of Queen's Crescent southward for 12 metres, and (B) introduce a compulsory right turn restriction (into Queen's Crescent) with exception for pedal cycles at its junction with Queen's Crescent, applicable to vehicles approaching from the south-east.
2. FURTHER NOTICE IS HEREBY GIVEN that the Council, under powers conferred by section 23 of the Road Traffic Regulation Act 1984, intend to amend the length of the existing control area for the zebra crossing situated on

Grafton Road adjacent to No. 196 Grafton Road from the centre of the crossing south-eastward by 18.8 metres.

3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 90C of the Highways Act 1980, intend to construct or modify road humps at the following locations, the general effect of which would be, in:
 - (a) GILDEN CRESCENT, construction of a flat top hump at the junction with Queen's Crescent, 3.1 metres wide (7.5 metres wide including ramps) to a height of no more than 100mm.
 - (b) GRAFTON ROAD: (i) reconstruct the flat top table 6.7 metres wide including ramps outside Nos. 234 and 236 Grafton Road and a height no more than 100mm; and (ii) construction of a sinusoidal road hump 23 metres north-west of the north-western kerb-line of Dale Road to a height of no more than 100mm.
 - (c) QUEEN'S CRESCENT: (i) at the junction with Malden Road, extend the flat top hump north-eastward by 2.1 metres; and (ii) construction of a flat top hump outside No. 74 Queen's Crescent, 3.3 metres wide (5.3 metres wide including ramps) and a height no more than 100mm.
 - (d) QUEEN'S CRESCENT and ALLCROFT ROAD, extension of the raised table junction by 3.7 metres south-westward in Queen's Crescent and 1.5 metres south-westward in Allcroft Road.
 - (e) QUEEN'S CRESCENT and WEEDINGTON ROAD, construction of a flat top table junction at the junction of Queen's Crescent with the north-east and south-west arms of Weedington Road to a height of no more than 100mm.
4. Further information on the proposals and associated highways improvements can be found at safetravelcamden.commonplace.is/proposals/queens-crescent .
5. Copies of the proposed Orders, of plans indicating the proposals, the Council's Statement of reasons for making the Orders, and of other relevant 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.
6. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference '**TMO2425-0021**' 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 30 May 2025.

Peter Mardell - Head of Parking Operations

08 May 2025

Statement of reasons

Queen's Crescent area – public realm improvements

*The Camden (Prescribed Routes) (Queen's Crescent area) (No. *) Traffic Order 202**
*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. **) Order 202**

Background

A public consultation exercise was carried out in January 2021 and after carefully considering feedback a decision was made to trial the introduction of a pedestrian and cycle zone on a section of Queens Crescent. Monitoring and feedback of the original scheme have resulted in several proposed amendments which are contained in the current proposals.

Proposals – Queens Crescent

1. A timed Pedestrian and Cycle Zone on Queens Crescent between Allcroft Road and Weedington Road.

Providing a timed Pedestrian and Cycle Zone on Queen's Crescent between Allcroft Road and Weedington Road would improve safety for pedestrians and cyclists by removing the high volumes of traffic that used Queen's Crescent, prior to the trial period.

Timed access for loading in the Pedestrian and Cycle Zone would be available via Malden Road, between 7pm and 11am (Monday-Wednesday, Friday and Sunday), with space for loading on the south side of the street. Emergency Services would be exempt from the restrictions.

2. Amending waiting and loading restrictions, at junctions on Queens Crescent to no waiting and no loading at any time to ensure accessibility and movement of vehicles at all times.
3. Amending the operational hours of waiting restrictions on Queens Crescent.
4. Amending parking place and loading only parking place locations and operational times.

Providing two new blue badge parking spaces would increase opportunities for disabled people to park near Queen's Crescent.

Providing new Pay-by-Phone bay and single yellow lines would increase opportunities to park and load outside of market times (Thursday and Saturdays) on Queens Crescent between Bassett Street and Allcroft Road.

5. Amending disabled badge holder parking place locations.

Proposals – Grafton Road

1. Introducing a prohibition of motor vehicles restriction outside Nos. 234 and 236 Grafton Road.
2. Reduce permit holder parking and introduce no waiting and no loading at any time restrictions adjacent to the prohibition of motor vehicle restriction.

3. Converting 14.8 and 25.2 metres of existing double yellow lines to 'CA-L' resident holders permit parking.
4. Removing no waiting at any time restrictions:
 - (a) to extend zigzag restriction at the south side of the existing zebra crossing;
 - (b) to extend the permit holder parking place outside Nos. 351 to 377 Grafton Road.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER
202* No. **

The Camden (Prescribed Routes) (Queen's Crescent area) (No. **)
Traffic Order 202*

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, as amended, and of all other powers thereunto enabling, hereby make the following order:

Citation and commencement

1. This Order may be cited as the Camden (Prescribed Routes) (Queen's Crescent area) (No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:
 - “causing” includes “permitting”;
 - “Council” means the Council of the London Borough of Camden;
 - “electronic communications network” has the same meaning as in section 32 of the Communications Act 2003²;
 - “enactment” means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;
 - “goods vehicle” and “pedal cycle” have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016³; and
 - “motor vehicle” has the same meaning as in section 136 of the Road Traffic Regulation Act 1984.
- (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

¹ 1984 c.27

² 2003 c.21

³ SI 2016/362

- (3) Any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

Prescribed routes

3. (1) No person shall cause any motor vehicle to enter into or proceed in that part of Queen's Crescent which lies between the north-eastern kerb-line of Allcroft Road and the south-western kerb-line of Weedington Road.
- Provided that nothing in the preceding paragraph shall apply to a goods vehicle entering into the aforementioned part of Queen's Crescent between the hours of 7 pm and 11 am on the following day, for the purposes of loading or unloading at premises located therein or only accessible therefrom.
- (2) No person causing any motor vehicle to proceed in that part of Grafton Road which lies to the south-east of a point opposite the common boundary of Nos. 234 and 236 Grafton Road shall, upon reaching said point, cause that motor vehicle to enter into that part of Grafton Road which lies to the north-west of the common boundary of Nos. 234 and 236 Grafton Road.
- (3) No person causing any motor vehicle to proceed in that part of Grafton Road which lies to the north-west of a point opposite the common boundary of Nos. 234 and 236 Grafton Road shall, upon reaching said point, cause that motor vehicle to enter into that part of Grafton Road which lies to the south-east of the common boundary of Nos. 234 and 236 Grafton Road.
- (4) No person causing any motor vehicle to proceed in either Queen's Crescent or that part of Weedington Road which lies to the south-east of a point 4.5 metres north-west of the north-western kerb-line of Queen's Crescent shall, upon reaching said point, cause that motor vehicle to enter into that part of Weedington Road which lies to the north-west of a point 4.5 metres north-west of the north-western kerb-line of Queen's Crescent.
- (5) Every person causing any vehicle other than a pedal cycle to proceed in that part of Weedington Road which lies to the south-east of its junction with Queen's Crescent shall, upon reaching said junction, cause that vehicle to turn right into Queen's Crescent.

Exemptions

6. (1) Nothing in Article 3 shall apply in relation to:-
- (a) any vehicle being used for ambulance, fire brigade or police purposes; or
 - (b) anything done with the permission or at the direction of a police constable in uniform; or
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

- (2) Nothing in Articles 3(1), 3(2), 3(3) or 3(4) shall apply in relation to:-
- (a) any vehicle being used by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise authorised by the Council; or
 - (b) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in the street; or the maintenance, improvement, reconstruction, cleansing or lighting within the street; the laying, erection, alteration in or adjacent to the street of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network, or the placing, maintenance or removal of any traffic sign in the street, if the vehicle cannot be used for that purpose in any other street or part thereof.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of a scheme of public realm improvements in the Queen's Crescent area, provides:-

- (a) in Queen's Crescent, between its junctions with Allcroft Road and Weedington Road, a prohibition of motor vehicles, operating at any time, with exception for loading or unloading by goods vehicles between 7 pm and 11 am;
- (b) in Grafton Road, at the common boundary of Nos. 234 and 236 Grafton Road, a prohibition of motor vehicles, operating at any time, applicable to vehicles approaching from either the north-west or south-east;
- (c) in Weedington Road:
 - (i) at the junction of its north-western arm with Queen's Crescent, a prohibition of motor vehicles, operating at any time, applicable to vehicles approaching from either Queen's Crescent or that part of Weedington Road which lies to the south-east of Queen's Crescent; and
 - (ii) at the junction of its south-eastern arm with Queen's Crescent, a compulsory right turn restriction, with exception for pedal cycles, applicable to vehicles approaching from the south-east;

in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

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

Made on ** **** 202*

Coming into force on ** **** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202* and shall come into force on ** **** 202*.

Interpretation

2. (1) In this Order:

“Council” means the Council of the London Borough of Camden;

“map based schedule” means a map tile attached to this Order, to be read in conjunction with this Order and the Order of 2025, which depicts the parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place or loading place or length of waiting or loading or stopping restrictions, and, if appropriate, certain of their governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map based schedule and where a parking place, loading place or waiting or loading or stopping restriction is depicted on the map based schedule, that parking place, loading place or waiting or loading or stopping restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

¹ 1984 c.27

“map schedule legend” means the map schedule legend attached to the Order of 2025 which, when used in conjunction with a map tile, identifies the specific type of parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, to which the provisions of this Order apply, and, where appropriate, certain of their governing provisions;

“map tile” means an individual map with a specific tile reference, being part of the map based schedule attached to this Order;

“the Order of 2025” means the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025².

- (2) Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment;
- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2025 shall have the same meaning as in that Order.

Substitution of map tiles

3. (1) Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though for the map tiles attached to that Order there were substituted the map tiles similarly referenced and attached to this Order.
- (2) The substitution of any map tile referred to in paragraph (1) of this Article will have the effect of revoking or omitting any provision designated or imposed or applied by a previous version of that map tile and not incorporated into the latest version.

Designation of parking places or loading places and application of the Order of 2025 thereto

4. (1) Each area on a street identified in a map tile as a parking place or loading place and, where applicable, by way of the map schedule legend as an area marked out or signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2025 in relation to that type of parking place or loading place, as the case may be, is designated as a parking place or a loading place.
- (2) Unless otherwise so identified, a parking place or loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016³.

² LBC 2025/**

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)

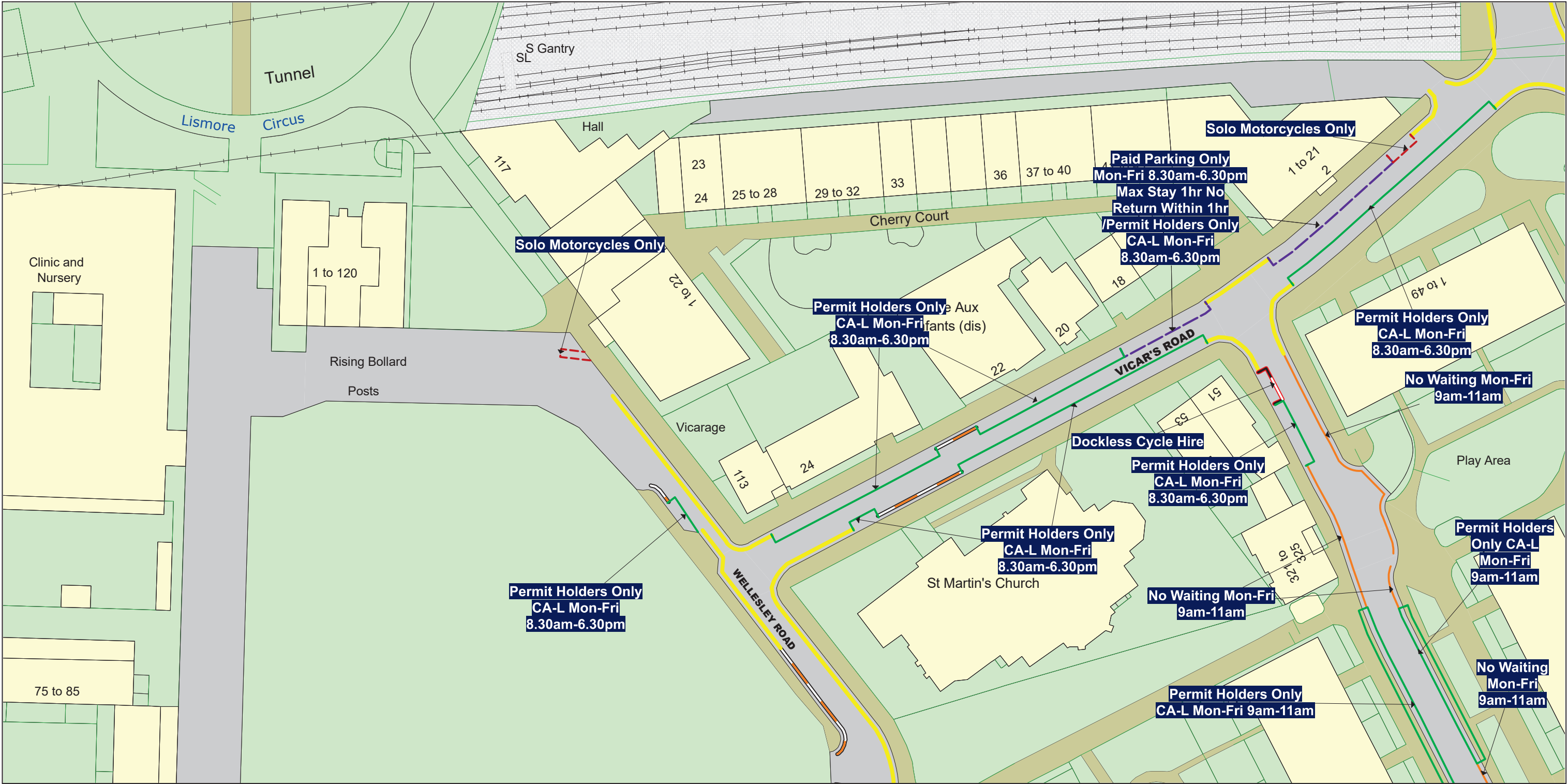
This Order, as part of a scheme of public realm improvements in the Queen's Crescent area, replaces certain map tiles attached to the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025, so as to, in:-

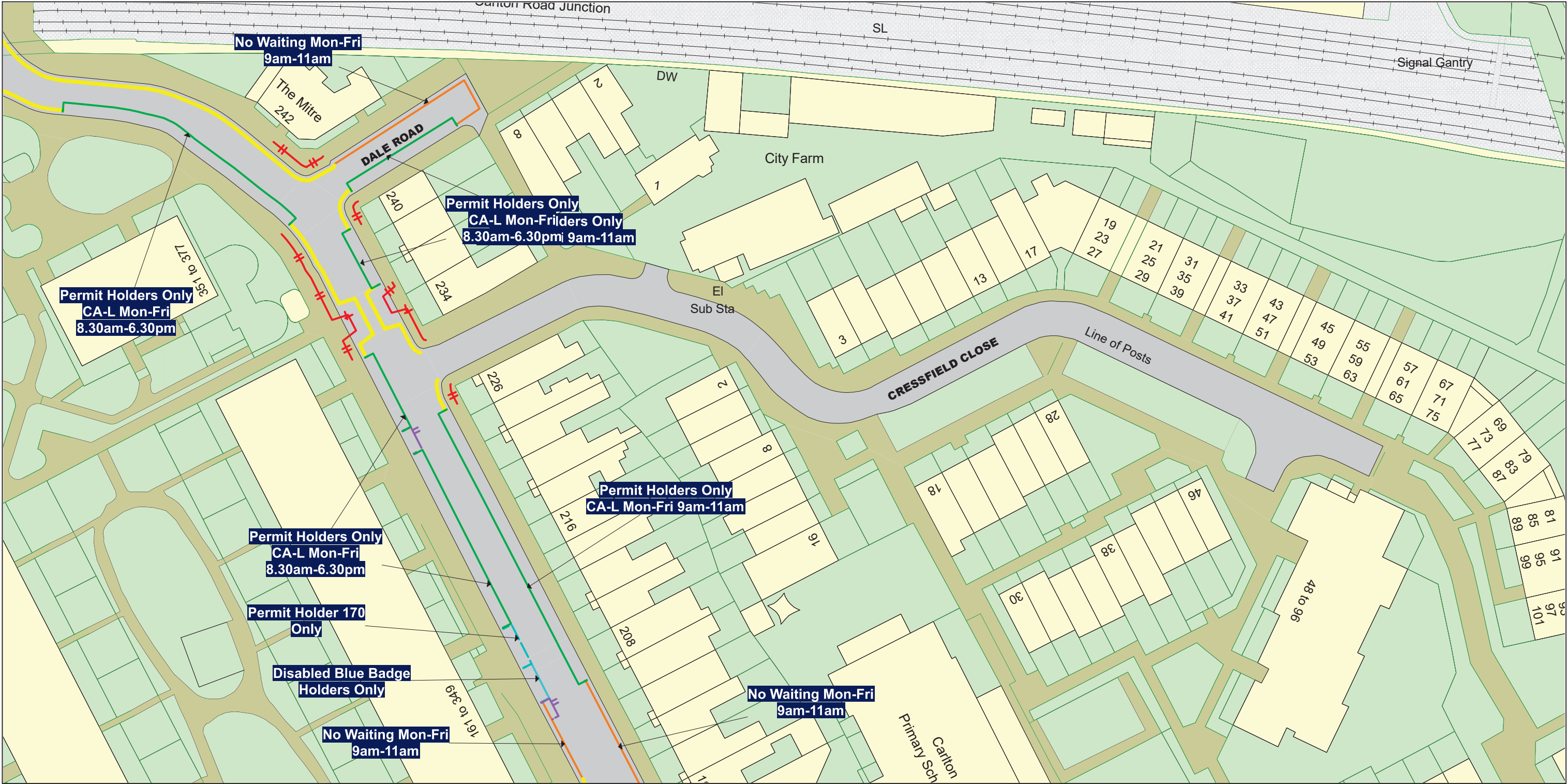
- (a) Allcroft Road, both sides, amend the existing waiting restrictions to no waiting and no loading at any time from the south-western kerb-line of Queen's Crescent south-westward for 17 metres;
- (b) Bassett Street, both sides, amend the existing waiting restrictions to no waiting and no loading at any time from the south-western kerb-line of Queen's Crescent south-westward for 11 metres;
- (c) Cressfield Close, both sides, introduce no waiting and no loading at any time restrictions, revoking existing waiting restrictions between the north-eastern kerb-line of Grafton Road north-eastward for 24 metres;
- (d) Dale Road, both sides, introduce no waiting and no loading at any time restrictions, revoking existing waiting restrictions from the north-eastern kerb-line of Grafton Road and a point opposite the rear footway of Grafton Road;
- (e) Gilden Crescent, both sides, amend the existing waiting restrictions to no waiting and no loading at any time from the north-eastern kerb-line of Queen's Crescent north-eastward for 13 metres;
- (f) Grafton Road, between Queen's Crescent and Vicar's Road:
 - (i) both sides, revoke existing waiting restrictions outside 196 Grafton Road (to accommodate extended pedestrian crossing zigzag lines at the same location);
 - (i) both sides, revoke existing resident permit holders (CA-L) parking place restrictions outside and opposite Nos. 234 and 236 Grafton Road and replace with no waiting and no loading at any time restrictions at the same location;
 - (iii) the south-west side, introduce no waiting and no loading at any time restrictions, revoking existing waiting and parking place restrictions, opposite No. 234 Grafton Road to the south-eastern kerb-line of Dale Road;
 - (iv) the north-east side, introduce no waiting and no loading at any time restrictions, revoking existing waiting and parking place restrictions:
(A) from the north-western kerb-line of Cressfield Close to outside No. 236 Grafton Road, (B) outside No. 240 Grafton Road to the south-eastern kerb-line of Dale Road, and (C) from the north-western kerb-line of Dale Road north-westward for 10 metres;
 - (v) the south-west side, convert 40m of the existing no waiting restrictions to resident permit holders (CA-L) bay outside Nos. 351 to 377 Grafton Road;

- (vi) the south-west side, introduce a 4-metre cycle hangar, revoking existing resident permit holders (CA-L) parking place restrictions, opposite (A) Nos. 224 and 226 Grafton Road and (B) No. 206 Grafton Road;
- (g) Queen's Crescent, between Malden Road and Bassett Street:
 - (i) both sides, extend the existing no waiting and no loading at any time restrictions at the junction of Malden Road north-eastward by 4 metres revoking the existing waiting and parking place restrictions at these locations;
 - (ii) the south-west side, outside Nos. 56 to 72 Queen's Crescent, amend the existing no waiting restrictions to Monday, Tuesday, Wednesday and Friday 8.30am - 6.30pm, Thursday 7am - 6.30pm, and Saturday 7 am – 6pm;
 - (iii) the north-east side, amend the operational times of the existing waiting restrictions and pay by phone parking places to no waiting Thursday 7am - 6.30pm, Saturday 7am – 6pm, and pay by phone parking Monday, Tuesday, Wednesday and Friday 8.30am – 6.30pm max stay 1 hour;
 - (iv) the north-east side, amend the existing waiting restrictions to no waiting and no loading at any time;
- (h) Queen's Crescent, between Bassett Street and Allcroft Road:
 - (i) both sides, amend the existing waiting restrictions to no waiting and no loading at any time between the south-western kerb-line of Ashdown Crescent and the north-eastern kerb-line of Allcroft Road;
 - (ii) the north-east side, (A) amend the length of the existing pay by phone parking place outside Nos. 139-141 Queen's Crescent to 5.5 metres, (B) amend the operational times of the existing waiting restrictions and pay by phone parking places to no waiting Thursday 7am - 6.30pm, Saturday 7am – 6pm, and pay by phone parking Monday, Tuesday, Wednesday and Friday 8.30am – 6.30pm max stay 1 hour, and (C) amend the existing waiting restrictions to no waiting and no loading at any time;
 - (iii) the south-west side, outside Nos. 76 to 86 Queen's Crescent, amend the no waiting restrictions to Monday, Tuesday, Wednesday and Friday 8.30am - 6.30pm, Thursday 7am - 6.30pm, and Saturday 7am – 6pm;
- (i) Queen's Crescent, between the north-eastern kerb-line of Allcroft Road and the south-western kerb-line of Weedington Road:
 - (i) both sides, introduce no waiting at any time restrictions, revoking existing waiting and parking place restrictions at these locations;
 - (ii) the south-west side, introduce 2 loading only parking places operating 7pm to 11am with a 40-minute maximum stay;
- (j) Queen's Crescent, between the north-eastern kerb-line of Weedington Road, and the south-western kerb-line of Grafton Road:
 - (i) the north-east side, amend the existing waiting restrictions to no waiting and no loading at any time from the north-eastern kerb-line of the northern arm of Weedington Road, north-eastward for 7 metres;

- (ii) the north-east side, amend the operational times of the existing waiting restrictions and pay by phone parking places to no waiting Thursday 7am - 6.30pm, Saturday 7am – 6pm, and pay by phone parking Monday, Tuesday, Wednesday and Friday 8.30am – 6.30pm max stay 1 hour outside Nos 167 and 169 Queen's Crescent;
 - (iii) the south-west side, amend the existing waiting restrictions to no waiting and no loading at any time, from the south-eastern kerb-line of the southern arm of Weedington Road north-eastward for 16 metres;
- (k) Weedington Road:
 - (i) the northern arm: on both sides, amend the existing waiting restrictions to no waiting and no loading at any time restrictions, from the north-eastern kerb-line of Queen's Crescent north-eastward for 5 metres;
 - (ii) the southern arm: on both sides, amend the existing waiting restrictions to no waiting and no loading at any time restrictions, from the southern kerb-line of Queen's Crescent southward for 12 metres;

in the London Borough of Camden.

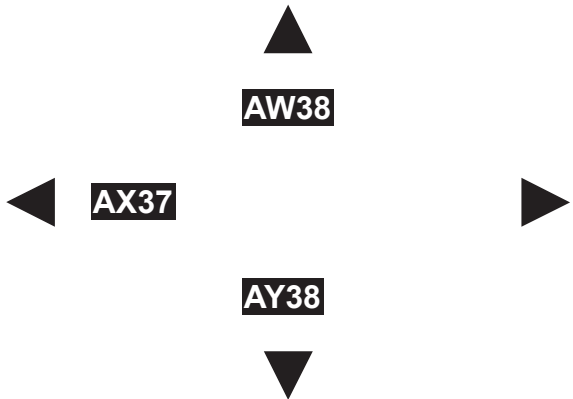




SCALE - 1 : 625 at A3 size

NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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Status: PROPOSED
Map Tile Reference: Tile Ref: AX38
Sheet Revision Number: 1
Sheet Active From: 08/05/2025



SCALE - 1 : 625 at A3 size

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AX38

AY37

AY39

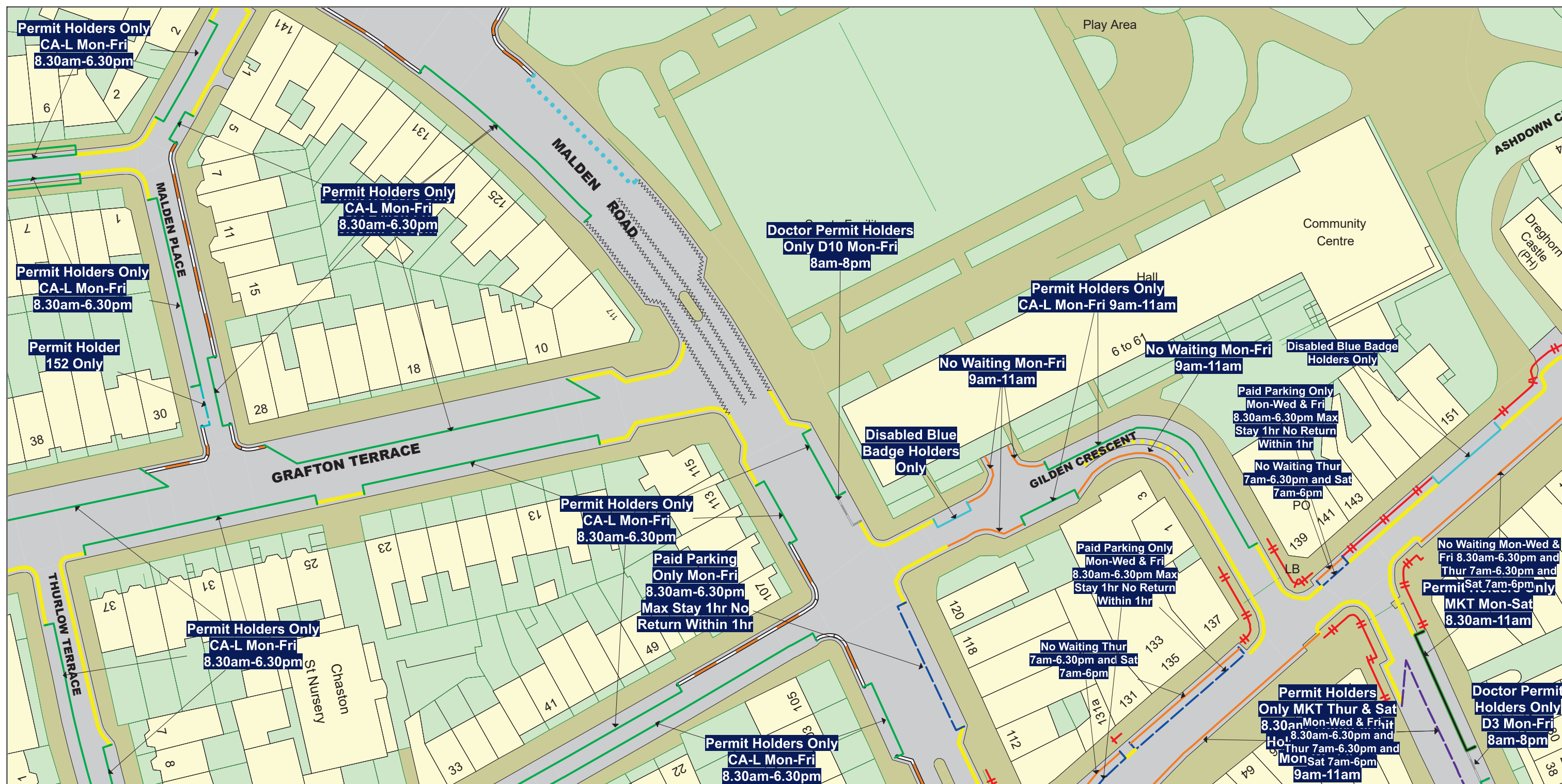
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Status: PROPOSED

Map Tile Reference: Tile Ref: AY38

Sheet Revision Number: 1

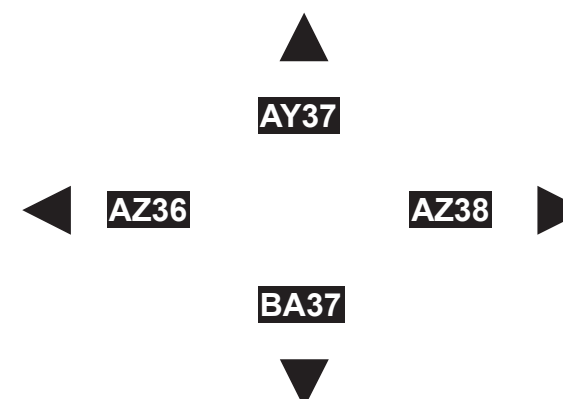
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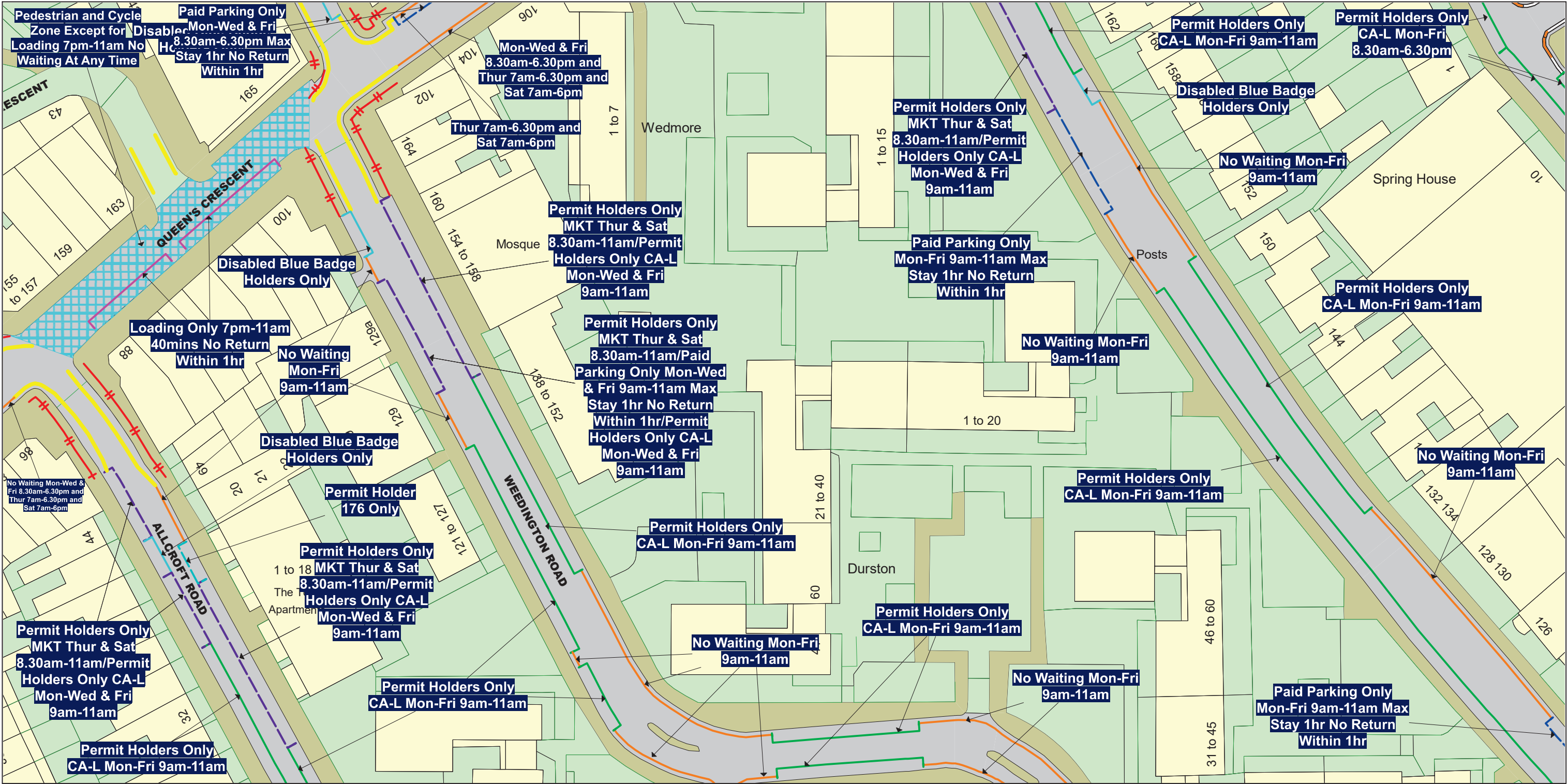


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▲
AY38

◀ **AZ37** **AZ39** ▶

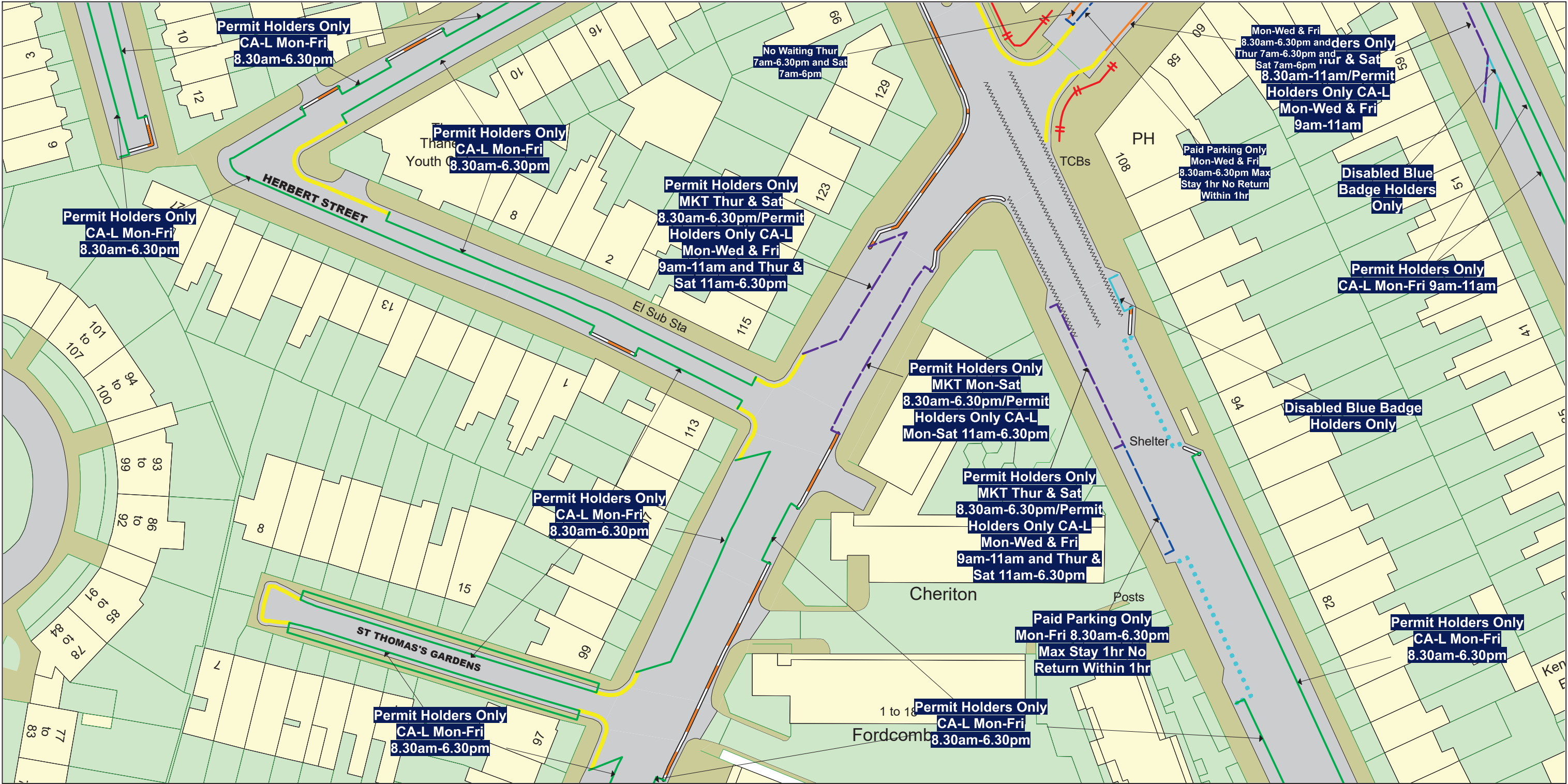
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Map Tile Reference: Tile Ref: AZ38

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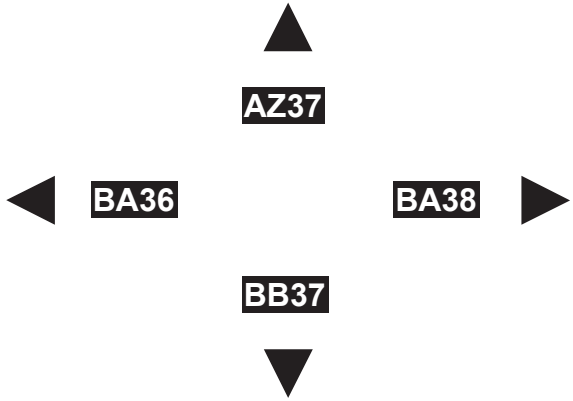
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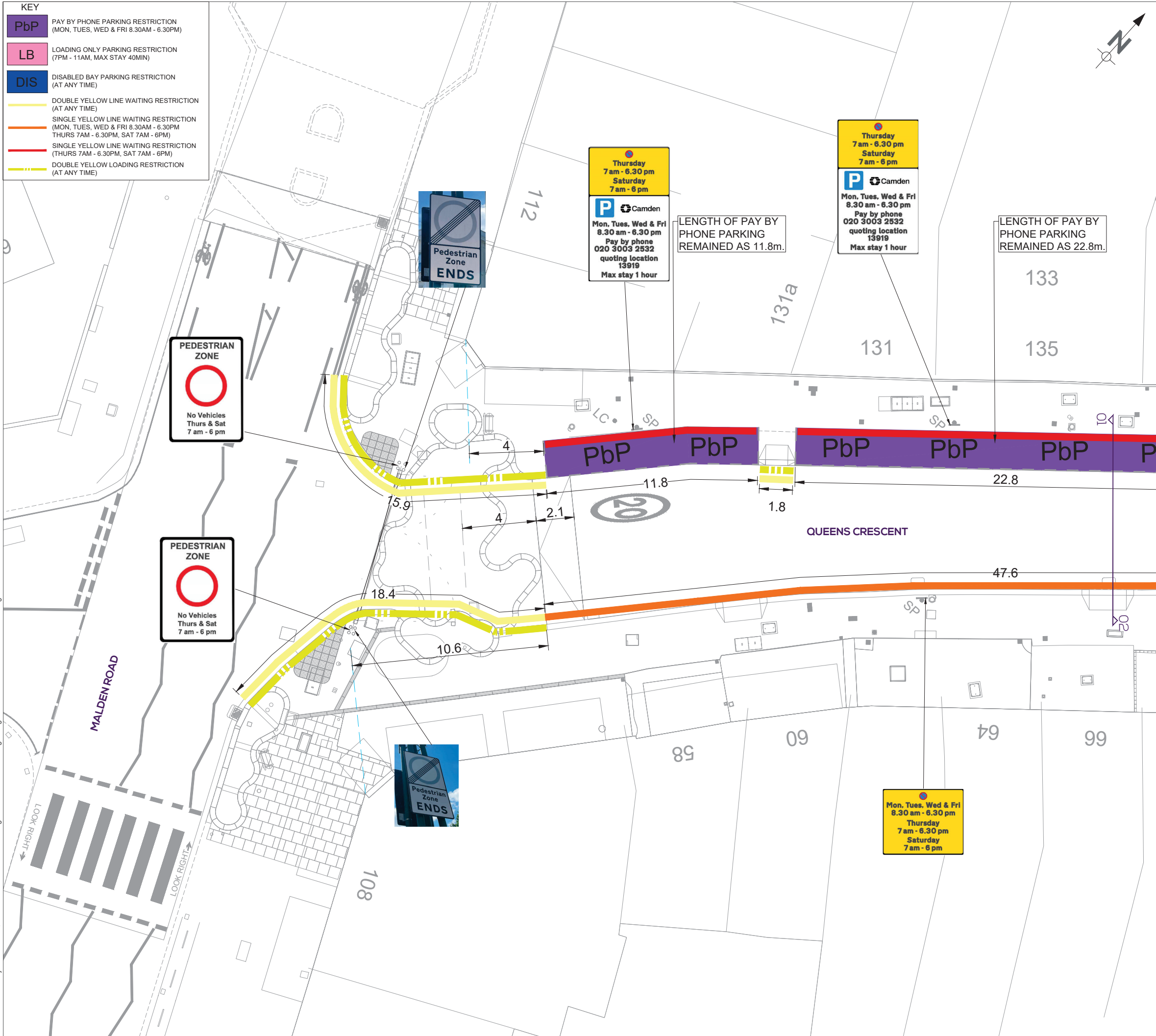
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REV	DATE	DRAWN	REV'D	APP'D	NOTES
2.0	11-2-2025	JLIN	DV	DV	AS PER TRO DRAFTER COMMENTS
1.0	24-08-21	JLIN	DV	DV	INITIAL ISSUE

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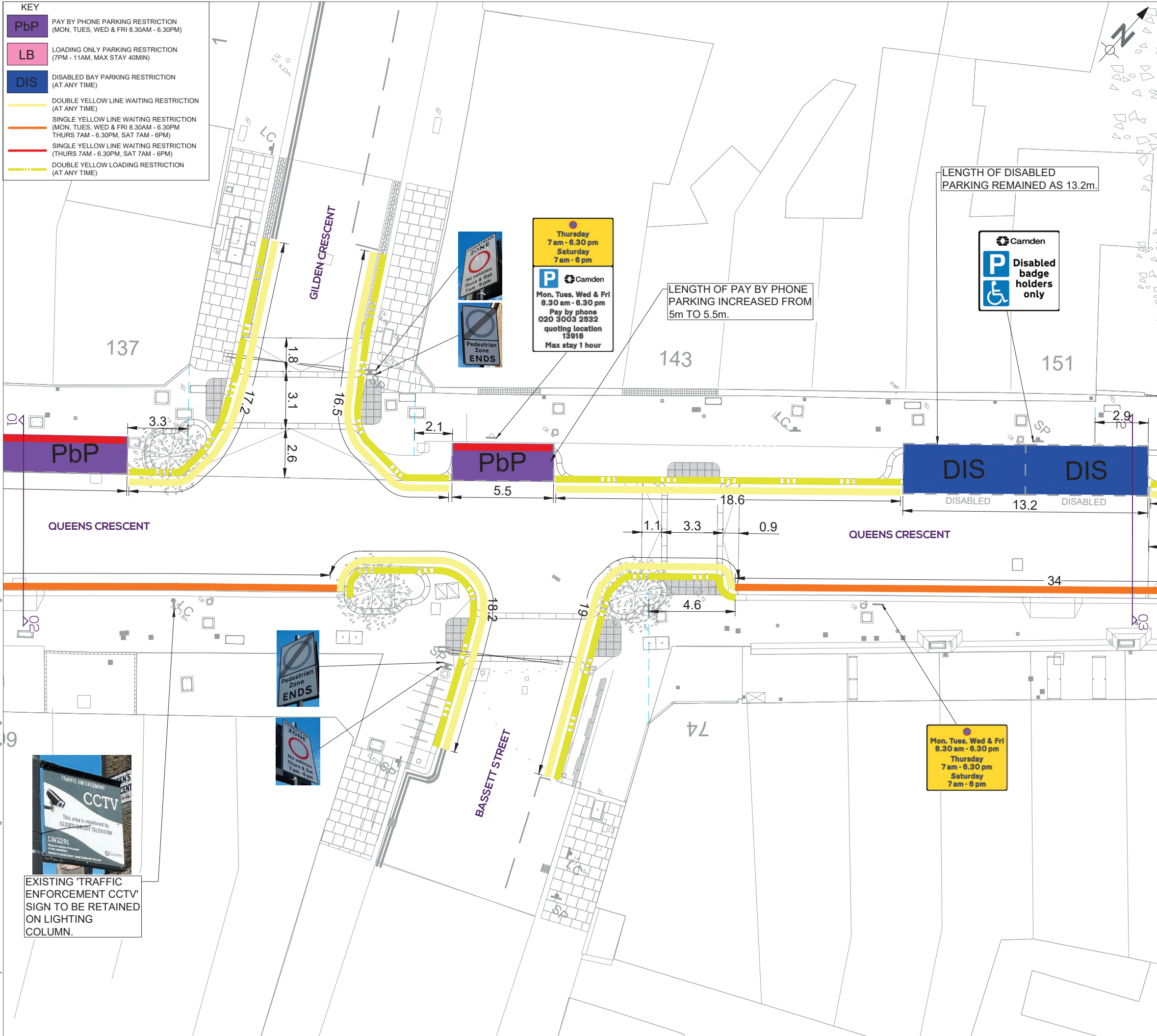
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PROJECT
QUEENS CRESCENT
PUBLIC REALM IMPROVEMENT

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
JLIN	JLIN	DV	25-02-10	DV	25-02-10

TITLE
TRAFFIC MANAGEMENT ORDER
PROPOSED LAYOUT
SHEET 1 OF 4

SCALE	DRAWING No	REV
A1@1:100	10800-NRP-HW-S3-1205-01	2.0



KEY	
PbP	PAY BY PHONE PARKING RESTRICTION (MON, TUES, WED & FRI 8.30AM - 6.30PM)
LB	LOADING ONLY PARKING RESTRICTION (7PM - 11AM, MAX STAY 40MIN)
DIS	DISABLED BAY PARKING RESTRICTION (AT ANY TIME)
---	DOUBLE YELLOW LINE WAITING RESTRICTION (AT ANY TIME)
---	SINGLE YELLOW LINE WAITING RESTRICTION (MON, TUES, WED & FRI 8.30AM - 6.30PM THURS 7AM - 6.30PM, SAT 7AM - 6PM)
---	SINGLE YELLOW LINE WAITING RESTRICTION (THURS 7AM - 6.30PM, SAT 7AM - 6PM)
---	DOUBLE YELLOW LOADING RESTRICTION (AT ANY TIME)

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REV	DATE	DRAWN	REV'D	APP'D	NOTES
2.0	11-2-2025	JLIN	DV	DV	AS PER TRO DRAFTER COMMENTS
1.0	24-08-21	JLIN	DV	DV	INITIAL ISSUE

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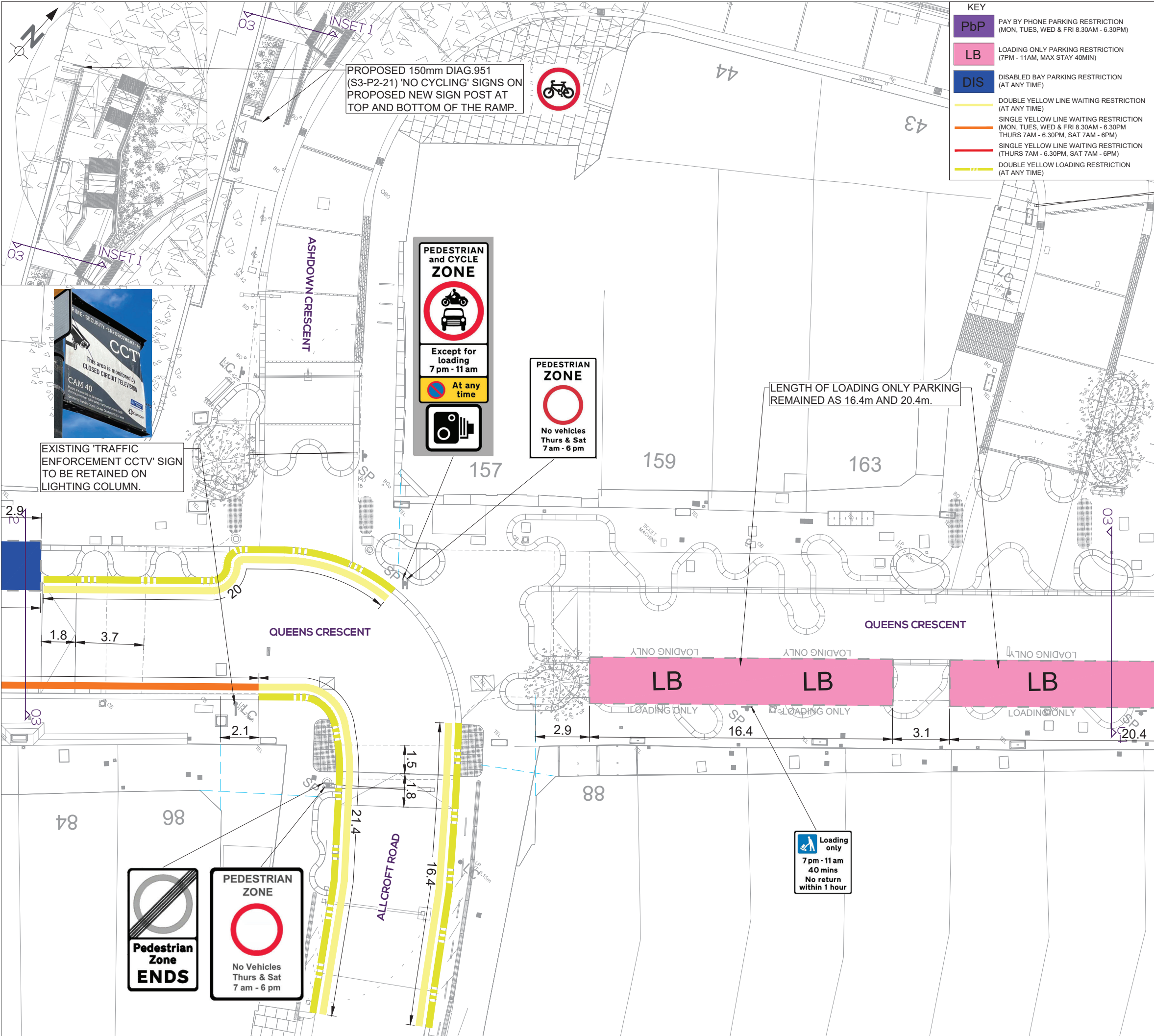
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PROJECT					
QUEENS CRESCENT PUBLIC REALM IMPROVEMENT					
DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
JLIN	JLIN	DV	25-02-10	DV	25-02-10

TITLE		
TRAFFIC MANAGEMENT ORDER		
PROPOSED LAYOUT		
SHEET 2 OF 4		
SCALE	DRAWING No	REV
A1@1:100	10800-NRP-HW-S3-1205-02	2.0



KEY	
PbP	PAY BY PHONE PARKING RESTRICTION (MON, TUES, WED & FRI 8.30AM - 6.30PM)
LB	LOADING ONLY PARKING RESTRICTION (7PM - 11AM, MAX STAY 40MIN)
DIS	DISABLED BAY PARKING RESTRICTION (AT ANY TIME)
Yellow line	DOUBLE YELLOW LINE WAITING RESTRICTION (AT ANY TIME)
Orange line	SINGLE YELLOW LINE WAITING RESTRICTION (MON, TUES, WED & FRI 8.30AM - 6.30PM THURS 7AM - 6.30PM, SAT 7AM - 6PM)
Red line	SINGLE YELLOW LINE WAITING RESTRICTION (THURS 7AM - 6.30PM, SAT 7AM - 6PM)
Yellow dashed line	DOUBLE YELLOW LOADING RESTRICTION (AT ANY TIME)

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2.0	11-2-2025	JLIN	DV	DV	AS PER TRO DRAFTER COMMENTS
1.0	24-08-21	JLIN	DV	DV	INITIAL ISSUE

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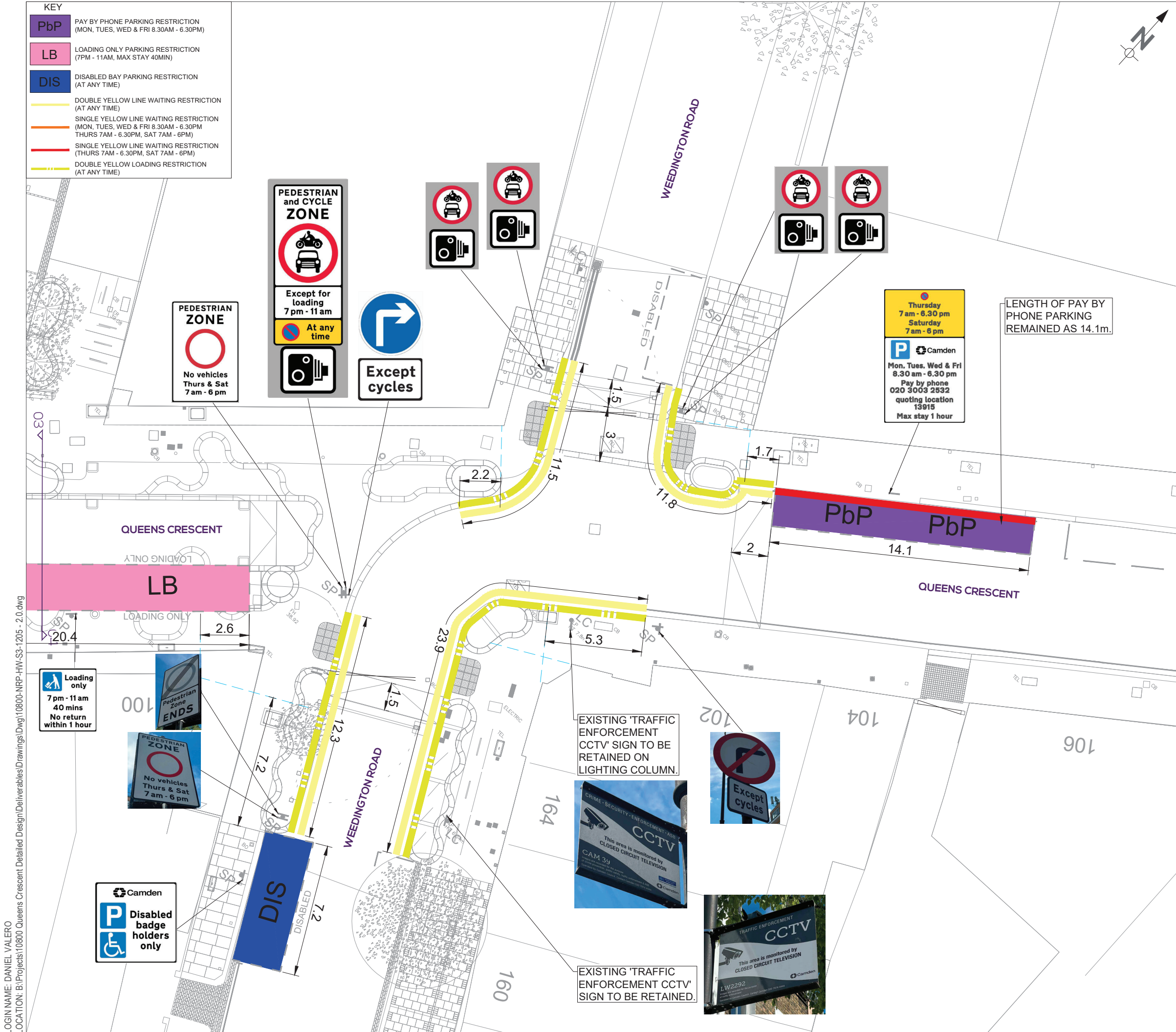
QUEENS CRESCENT
PUBLIC REALM IMPROVEMENT

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
JLIN	JLIN	DV	25-02-10	DV	25-02-10

TITLE

TRAFFIC MANAGEMENT ORDER
PROPOSED LAYOUT
SHEET 3 OF 4

SCALE	DRAWING No	REV
A1@1:100	10800-NRP-HW-S3-1205-03	2.0



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2.0	11-2-2025	JLIN	DV	DV	AS PER TRO DRAFTER COMMENTS
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DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
JLIN	JLIN	DV	25-02-10	DV	25-02-10

TITLE
TRAFFIC MANAGEMENT ORDER
PROPOSED LAYOUT
SHEET 4 OF 4

SCALE	DRAWING No	REV
A1@1:100	10800-NRP-HW-S3-1205-04	2.0

