

**The Camden (Cliff Villas) Experimental Traffic Order 2020**  
**The Camden (Minster Road) Experimental Traffic Order 2020**  
**The Camden (Princess Road) Experimental Traffic Order 2020**

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned orders on 24 August 2020 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The orders will come into force on 3 September 2020. The general nature and effect of the orders are as follows:

**The Camden (Cliff Villas) Experimental Traffic Order 2020** – motor vehicles to be prohibited from entering Cliff Villas at its junction with Camden Park Road on Mondays to Fridays between 8 and 9.15am and between 3 and 4pm. 24-hour waiting / loading prohibition to apply on both arms of the junction of Cliff Villas and Cliff Road. Exemptions to the entry restriction will apply to vehicles registered to addresses in Cliff Villas, to persons living in Cliff Villas to which a disabled person's badge has been issued and vehicles displaying a disabled person's badge issued to a student at Brecknock Primary School.

**The Camden (Minster Road) Experimental Traffic Order 2020** – motor vehicles to be prohibited from entering the section of Minster Road which lies between its junctions with Shoot-Up Hill and Fordwych Road on Mondays to Fridays between 8 and 9am and between 3 and 4pm with 24-hour waiting / loading prohibitions to apply on all arms of both junctions. Exemptions to the entry restriction will apply to vehicles registered to addresses in the restricted area of Minster Road, to persons living in the restricted area of Minster Road to which a disabled person's badge has been issued and vehicles displaying a disabled person's badge issued to a student at Mulberry House School.

**The Camden (Princess Road) Experimental Traffic Order 2020** – motor vehicles to be prohibited from entering the section of Princess Road which lies between its junctions with Gloucester Avenue and Chalcot Road on Mondays to Fridays between 8.30 and 9.30am and between 3 and 4pm with 24-hour waiting / loading prohibitions to apply on the south-east arm of the junction with Gloucester Avenue, across the entrance to Waterside Place, on the north-west arm of the junction with Chalcot Road and opposite the junction with Chalcot Road. The south-easternmost shared-use parking space at the side of no. 33 Princess Road will be removed. Exemptions to the entry restriction will apply to vehicles registered to addresses in the restricted area of Princess Road and Waterside Place, to persons living in the restricted area of Princess Road and Waterside Place to which a disabled person's badge has been issued and vehicles displaying a disabled person's badge issued to a student at Primrose Hill School.

The Council will be considering in due course whether the provisions of the experimental orders should be continued in force indefinitely. Within a period of six months beginning with the date on which the experimental orders come into force or, if the orders are 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](mailto:safetravel@camden.gov.uk) or by post to London Borough of Camden, Culture Environment & Directorate, Transport Strategy Service, FREEPOST RSLT-RJBR-TXAA, London, WC1H 9JE. Copies of the orders and other documents related to these schemes may be inspected at [camden.gov.uk/recently-advertised-proposals](http://camden.gov.uk/recently-advertised-proposals) or by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or at London Borough of Camden, 5 Pancras Square, N1C 4AG.

Peter Mardell  
Head of Parking Operations  
27 August 2020

**The Camden (Cliff Villas) Experimental Traffic Order 2020**  
**The Camden (Minster Road) Experimental Traffic Order 2020**  
**The Camden (Princess Road) Experimental Traffic Order 2020**

**STATEMENT OF REASONS**

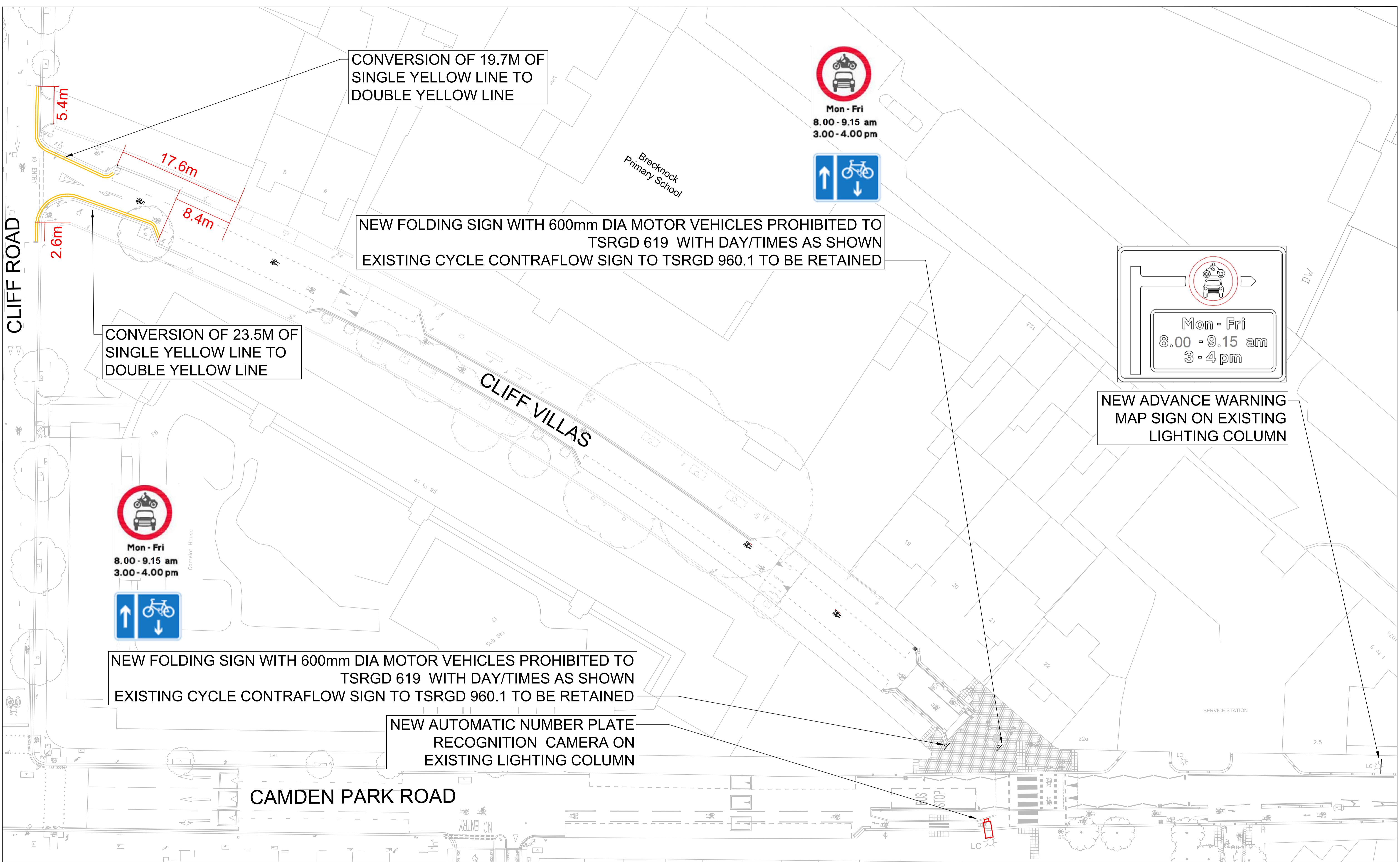
The measures prescribed in these orders will restrict through traffic, and create “Heathy School Streets”. The objective is to improve safety for those travelling to and from schools by reducing through traffic in the vicinity of the school during at those times.

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**REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT**

At the present time, restrictions on people's movements as a result of the Covid-19 crisis may render normal modes of consultation ineffective. Additionally, the current state of traffic on the affected streets may not reflect the ordinary operation of the schemes which may prevent consultees from forming a reasoned opinion over their effect.

The experimental order will be in force for a maximum period of 18 months and the council will decide whether or not to retain the schemes indefinitely before the expiration of this period. The council is required to consider any objections made over the initial 6 month period. It is anticipated that the various schemes may have a longer-term utility and their operation will be evaluated whilst the experimental orders remain in force. Council officers would ideally wish to carry out a full consultation on each scheme after 12 months to elicit views from stakeholders and members of the public, subject to circumstances. A decision as to whether to do so or not will be made nearer the time.



# **The Camden (Cliff Villas) Experimental Traffic Order 2020**

**2020 No. 55**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 55

The Camden (Cliff Villas) Experimental Traffic Order 2020

Made on 24 August 2020

Coming into force on 3 September 2020

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 9 of Road Traffic Regulation Act 1984 [1984 c. 27], 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 3 September 2020 and may be cited as the Camden (Cliff Villas) Experimental Traffic Order 2020.

#### **2. Interpretation**

- 2.1 In this order the following terms have the meanings respectively ascribed to them;

"pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].

"disabled persons badge" has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 [S. I. 2000 No. 682];

- 2.2 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.

#### **3. Restrictions**

- 3.1 No person shall cause any vehicle to enter Cliff Villas at its junction with Cliff Road on Mondays to Fridays between 8 and 9.15am and between 3 and 4pm.

- 3.2 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though 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 1 of the schedule to this order.

#### **4. Exemptions**

- 4.1 Nothing in Article 3.1 shall apply in respect of;
  - 4.1.1 a pedal cycle;
  - 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
  - 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;
  - 4.1.4 a vehicle being used by the council in the pursuance of statutory purposes;
  - 4.1.5 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984;
  - 4.1.6 any vehicle registered to an address in Cliff Villas and in respect of which a valid residents' permit has been issued under the provisions of the Camden (Parking Places) (CA-N) Traffic Order 2012 [L.B.C. 2012 No. 13];
  - 4.1.7 any vehicle being used to transport a person resident in Cliff Villas and to whom a valid disabled persons' badge has been issued;
  - 4.1.8 any vehicle which may otherwise be authorised by the council.

## **5. Power to modify or amend 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 24 August 2020**



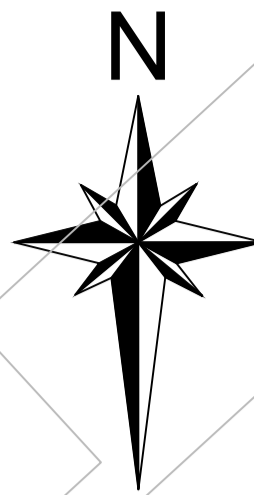
**Peter Mardell  
Head of Parking Operations**

SCHEDULE – ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
205	<b>CLIFF ROAD</b>	
(a)	from the kerb line of Camden Park Road, north-eastwards for a distance of 18.0 metres	A
(b)	from a point 18.0 metres north-east of the north-eastern kerb line of Camden Park Road to its junction with Brecknock Road	B
(c)	south-east side: from a point 2.6 metres south-west of the south-western kerb line of Cliff Villas to a point 5.4 metres north-east of the north-eastern kerb line of Cliff Villas	A
206	<b>CLIFF VILLAS</b>	
(a)	<b>east side:</b>	
(i)	from a point 15 metres south of the southern boundary wall of no.6 Cliff Villas, southwards for a distance of 61 metres	A
(ii)	from the south-eastern kerb line of Cliff Road south-eastwards for a distance of 19.7 metres	
(b)	<b>west side:</b>	
(i)	from a point opposite the southern boundary wall of no.6 Cliff Villas, southwards for a distance of 48.2 metres	A
(ii)	from the south-eastern kerb line of Cliff Road south-eastwards for a distance of 23.5 metres	A
(c)	<b>both sides:</b>	



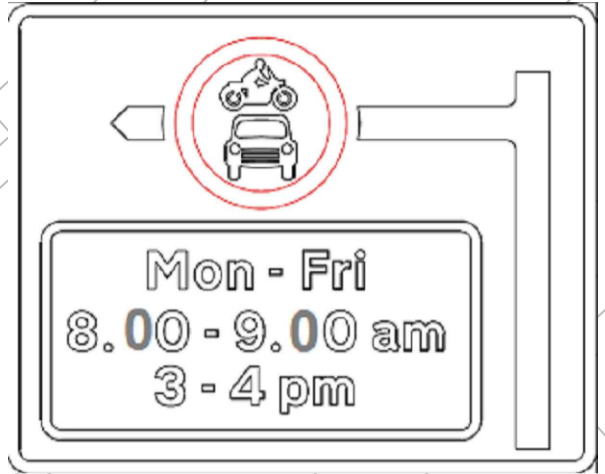
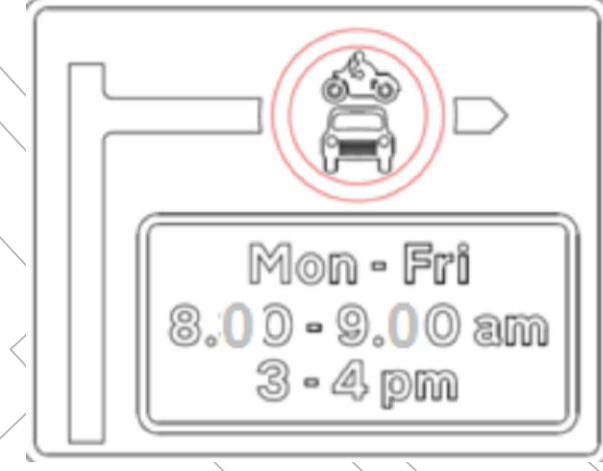
(i)	from a point 2 metres north-west of the party wall of nos. 20 and 21 Cliff Villas to the junction with Camden Park Road	A
(ii)	so much else of Cliff Villas that is public highway and which does not lie within those lengths specified above	B



NEW FOLDING SIGN WITH 600mm DIA MOTOR VEHICLES PROHIBITED TO TSRGD 619 WITH DAY/TIMES AS SHOWN



NEW ADVANCE WARNING MAP SIGN ON NEW POST



NEW ADVANCE WARNING MAP SIGN ON EXISTING LIGHTING COLUMN



NEW FOLDING SIGN WITH 600mm DIA MOTOR VEHICLES PROHIBITED TO TSRGD 619 WITH DAY/TIMES AS SHOWN

CONVERSION OF 3.6M OF SINGLE YELLOW TO DOUBLE YELLOW LINE

NEW AUTOMATIC NUMBER PLATE RECOGNITION CAMERA ON NEW COLUMN

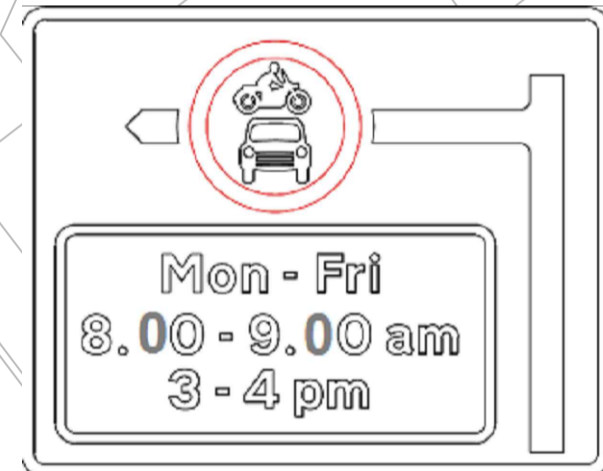
CONVERSION OF 6.6M OF SINGLE YELLOW TO DOUBLE YELLOW LINE

CONVERSION OF 11.3M OF SINGLE YELLOW TO DOUBLE YELLOW LINE

NEW FOLDING SIGN WITH 600mm DIA MOTOR VEHICLES PROHIBITED TO TSRGD 619 WITH DAY/TIMES AS SHOWN



NEW ADVANCE WARNING MAP SIGN ON NEW POST



NEW FOLDING SIGN WITH 600mm DIA MOTOR VEHICLES PROHIBITED TO TSRGD 619 WITH DAY/TIMES AS SHOWN

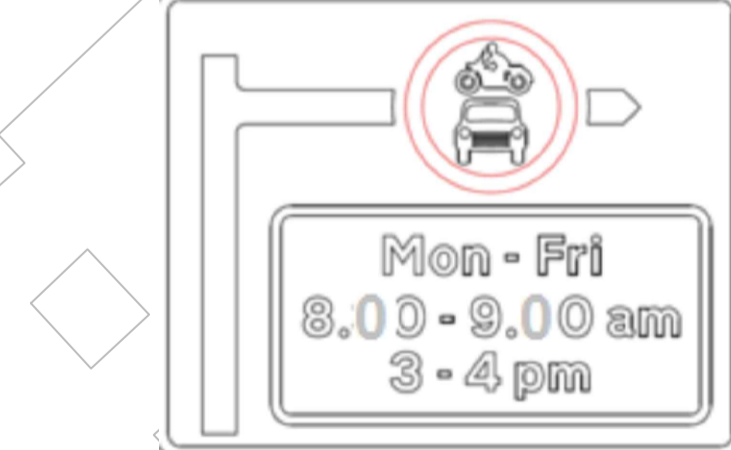


NEW AUTOMATIC NUMBER PLATE RECOGNITION CAMERA ON EXISTING LIGHTING COLUMN (LB BRENT)

SHOOT-UP HILL

MINSTER ROAD

FORDWYCH ROAD



NEW ADVANCE WARNING MAP SIGN ON NEW POST (LB BRENT)

**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  
**MINSTER ROAD  
HEALTHY SCHOOLS STREET**

Drawing Title  
**ETO**

**KEY**

- Existing road marking
- New road marking
- ⊕ New sign on new post
- ⊕ New Automatic Number Plate Recognition camera on new CCTV column
- ⊕ New sign on existing lighting column

Rev	By	Date	Amendments

Scale  
NTS

Drawn By  
RW

Checked

Drawing Location

Date  
18.08.2020

File Ref

Dwg No

Rev.  
-

**DRAFT**

TS/20-21/HSS/RW/MINSTER/ETO

# **The Camden (Minster Road) Experimental Traffic Order 2020**

**2020 No. 56**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 56

The Camden (Minster Road) Experimental Traffic Order 2020

Made on 24 August 2020

Coming into force on 3 September 2020

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 9 of Road Traffic Regulation Act 1984 [1984 c. 27], 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 3 September 2020 and may be cited as the Camden (Minster Road) Experimental Traffic Order 2020.

#### **2. Interpretation**

- 2.1 In this order the following terms have the meanings respectively ascribed to them;

"pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].

"disabled persons badge" has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 [S.I. 2000 No. 682];

- 2.2 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.

#### **3. Restrictions**

- 3.1 No person shall cause any vehicle to enter that section of Minster Road which lies between its junctions with Shoot-Up Hill and Fordwych Road on Mondays to Fridays between 8 and 9am and between 3 and 4pm.
- 3.2 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though 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 1 of the schedule to this order;

#### **4. Exemptions**

- 4.1 Nothing in Article 3.1 shall apply in respect of;
  - 4.1.1 a pedal cycle;
  - 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
  - 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;
  - 4.1.4 a vehicle being used by the council in the pursuance of statutory purposes;
  - 4.1.5 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984;
  - 4.1.6 any vehicle registered to an address in the section of Minster Road described in Article 3.1 and in respect of which a valid residents' permit has been issued under the provisions of the Camden (Parking Places) (CA-Q) Traffic Order 2012 [L.B.C. 2012 No. 15];
  - 4.1.7 any vehicle being used to transport a person resident in the section of Minster Road described in Article 3.1 and to whom a valid disabled persons' badge has been issued;
  - 4.1.8 any vehicle which may otherwise be authorised by the council.

#### **5. Power to modify or amend 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 24 August 2020**

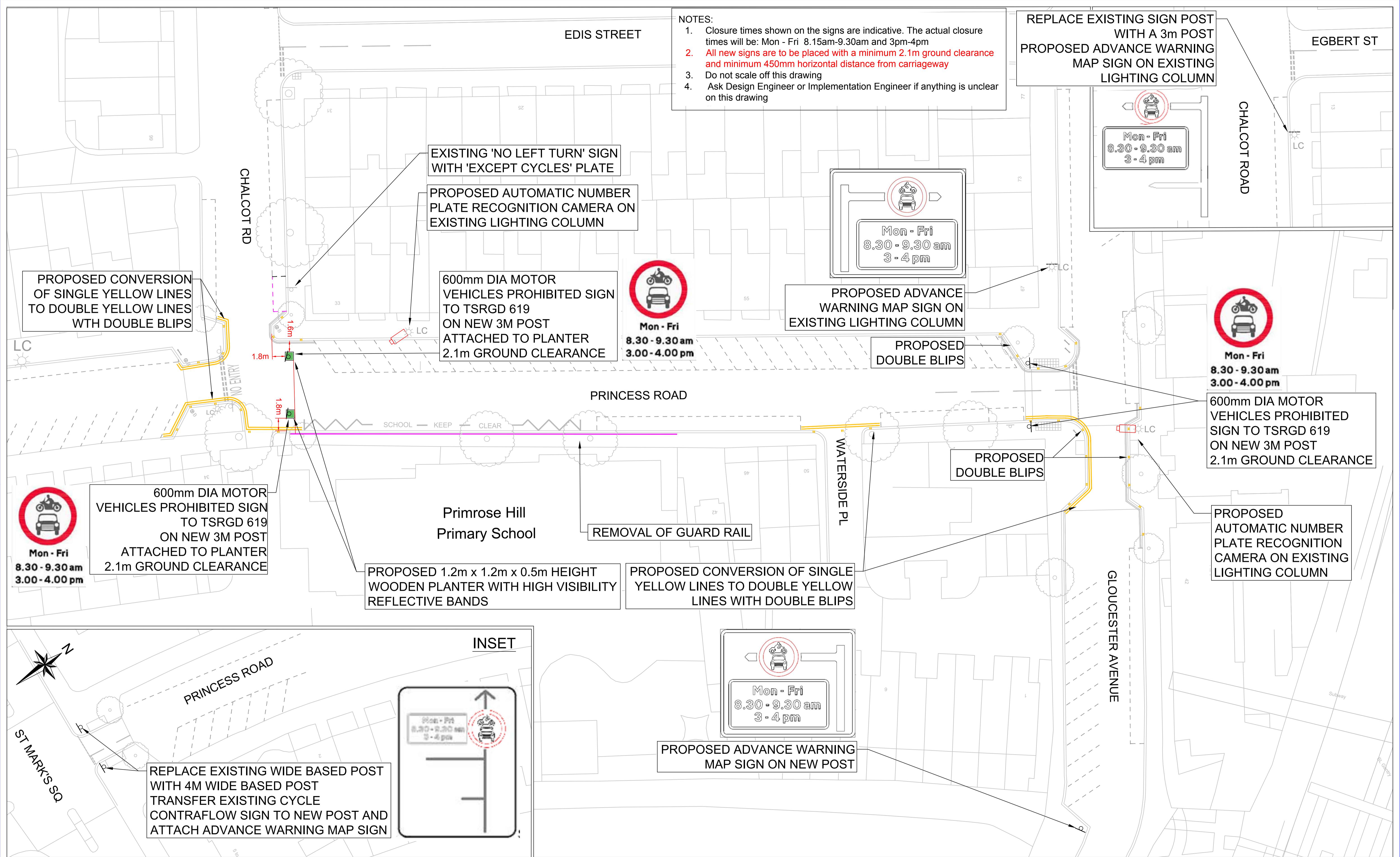


**Peter Mardell  
Head of Parking Operations**

SCHEDULE – ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
336	<b>FORDWYCH ROAD</b>	
(a)	<b>west side:</b>	
(i)	from the southern kerb line of Richborough Road, southwards for a distance of 6.1 metres	A
(ii)	from a point 5.5 metres north of the north-western kerb line of Ebbsfleet Road to a point 6.7 metres south-east of the south-eastern kerb line of Ebbsfleet Road	A
(iii)	from a point 7.3 metres north-west of the north-western kerb line of Skardu Road to a point 10 metres south-east of the south-eastern kerb line of Skardu Road	A
(iv)	from a point 6.9 metres north-west of the north-western kerb line of Rondu Road to a point 6.0 metres south-east of the south-eastern kerb line of Rondu Road	A
(vi)	from a point 5.0 metres north-west of the north-western kerb line of Manstone Road to a point 6.6 metres south-east of the south-eastern kerb line of Manstone Road	A
(vii)	from a point 30.2 metres north-west of the north-western kerb line of Minster Road to a point 10 metres south of the southern kerb line of Minster Road	A
(viii)	between the common boundary of nos. 100 and 102 Fordwych Road and a point 18.2 metres south of the southern kerb line of Mill Lane	A
(ix)	from a point 10 metres north-west of the north-western kerb line of St. Cuthbert's Road to a point 10 metres south-east of the south-eastern kerb line of St. Cuthbert's Road	A
(x)	from a point 6.6 metres north of the northern kerb line of Garlinge Road to a point 5.4 metres south of the southern kerb line of Garlinge Road	A
(xi)	from the northern kerb line of Maygrove Road, northwards for a distance of 9.1 metres	A
(b)	<b>east side:</b>	

(i)	from the southern kerb line of Richborough Road, southwards for a distance of 4.8 metres	A
(ii)	between a point 17.4 metres north of the northern kerb line of Mill Lane and a point 15 metres south of the southern kerb line of Mill Lane	A
(iii)	from a point 10 metres north of the northern kerb line of Minster Road to a point 10 metres south of the southern kerb line of Minster Road	A
(iv)	from the northern kerb line of Maygrove Road northwards for a distance of 9.0 metres	A
(c)	<b>both sides:</b> so much else of Fordwych Road that is public highway and which does not lie within those lengths specified above	B





# **The Camden (Princess Road) Experimental Traffic Order 2020**

**2020 No. 57**

**PRINCESS ROAD**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

**2020 No. 57**

The Camden (Princess Road) Experimental Traffic Order 2020

Made on 24 August 2020

Coming into force on 3 September 2020

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 9 of Road Traffic Regulation Act 1984 [1984 c. 27], 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 3 September 2020 and may be cited as the Camden (Princess Road) Experimental Traffic Order 2020.

### **2. Interpretation**

- 2.1 In this order the following terms have the meanings respectively ascribed to them;

"pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].

"disabled persons badge" has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 [S.I. 2000 No. 682];

### **3. Restrictions**

- 3.1 No person shall cause any vehicle to enter that section of Princess Road which lies between its junctions with Gloucester Avenue and Chalcot Road on Mondays to Fridays between 8.30 and 9.30am and between 3 and 4pm.

- 3.2 For as long as this order remains in force, the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 shall have effect as though;

- 3.2.1 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 1 of the schedule to this order;

- 3.2.2 there was included, or substituted for items set out in relation to similarly named streets, in schedule 2 to that order, the items set out in table 2 of the schedule to this order.

- 3.3 For as long as this order remains in force, the Camden (Parking Places) (CA-J) Traffic Order 2012 shall have effect as though;
  - 3.3.1 there was omitted from schedule 3 to that order, the item set out in table 3.1 of the schedule to this order;
  - 3.3.2 there was included in schedule 3 to that order, the item set out in table 3.2 of the schedule to this order.

#### **4. Exemptions**

- 4.1 Nothing in Article 3.1 shall apply in respect of;
  - 4.1.1 a pedal cycle;
  - 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
  - 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;
  - 4.1.4 a vehicle being used by the council in the pursuance of statutory purposes;
  - 4.1.5 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984;
  - 4.1.6 any vehicle registered to an address in the section of Princess Road described in Article 3.1 and in respect of which a valid residents' permit has been issued under the provisions of the Camden (Parking Places) (CA-J) Traffic Order 2012 [L.B.C. 2012 No. 9];
  - 4.1.7 any vehicle being used to transport a person resident in the section of Princess Road described in Article 3.1 and to whom a valid disabled persons' badge has been issued;
  - 4.1.8 any vehicle which may otherwise be authorised by the council.

#### **5. Power to modify or amend 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 24 August 2020**

A handwritten signature in black ink, appearing to read 'P. Mardell', written in a cursive style.

**Peter Mardell  
Head of Parking Operations**

## SCHEDULE

TABLE 1 - ITEMS INCLUDED IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
765	<b>PRINCESS ROAD</b>	
(a)	<b>west and north-west side:</b>	
(i)	between a point 5.0 metres south of the southern kerb line of Kingstown Street and a point 10.0 metres north-west of the northern kerb line of Kingstown Street	A
(ii)	between a point 6.5 metres south-west of the extended south-western kerb line of Chalcot Road and a point 8.15 metres north-east of the extended north-eastern kerb line of Chalcot Road	A
(iii)	between the extended south-western kerb line of Gloucester Avenue and a point 9.0 metres south-west of that kerb line	A
(b)	<b>east and south-east side:</b>	
(i)	from a point 5 metres north-east of a point opposite the north-eastern kerb line of Chalcot Road, south-westwards for a distance of 12 metres	A
(ii)	from the south-western kerb line of Gloucester Avenue south-westwards for a distance of 9 metres	A
(iii)	from a point 2.5 metres north-east of the north-eastern kerb line of Waterside Place south-westwards for a distance of 10 metres	A
(c)	<b>both sides:</b> so much else of Princess Road that is public highway and which does not lie within those lengths specified above	2N

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 2 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
	<b>CHALCOT ROAD</b>	
(a)	from the north-western kerb line of Princess Road, north-westwards for a distance of 5.7 metres	1
<b>171</b>	<b>PRINCESS ROAD</b>	
(a)	<b>north-west side:</b>	
(i)	between the southern kerb line of Kingstown Street and a point 5.0 metres south of that kerb line	1
(ii)	from the south-western kerb line of Chalcot Road, south-westwards for a distance of 6.5 metres	1
(b)	<b>south-east side:</b>	
(i)	from a point 5 metres north-east of a point opposite the north-eastern kerb line of Chalcot Road, south-westwards for a distance of 10 metres	1
(ii)	from a point 2.5 metres north-east of the north-eastern kerb line of Waterside Place south-westwards for a distance of 10 metres	1
(c)	<b>both sides:</b> from the south-western kerb line of Gloucester Crescent, south-westwards for a distance of 9 metres	1

TABLE 3.1 – ITEMS OMITTED FROM SCHEDULE 3 TO THE CAMDEN (PARKING PLACES) (CA-J) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
9343	CHALCOT ROAD	north side: from a point 3 metres west of the western kerb line of Princess Road, westwards for a distance of 31.5 metres	MONDAY – FRIDAY 8.30AM – 6PM	£4.31 per hour	£5.24 per hour	2 hours

TABLE 3.2 – ITEMS INCLUDED IN SCHEDULE 3 TO THE CAMDEN (PARKING PLACES) (CA-J) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
13630	CHALCOT ROAD	north-east side: from a point 8 metres north-west of the north-western kerb line of Princess Road, north-westwards for a distance of 26.5 metres	MONDAY – FRIDAY 8.30AM – 6PM	£4.31 per hour	£5.24 per hour	2 hours