

## **The Camden (Parking Places) (Electric Vehicle Charging Points) (No. 1) Traffic Order 2020**

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above Orders under Sections 6, 45, 46, 49 and 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the order will be to designate parking places for the purposes of recharging electrically powered vehicles at the locations below. The parking places will be of two types – “Source London Charging Points” will enhance coverage of the Source London scheme and membership is required to use them. “Rapid Charging Points” are available for any user.

In most cases, an island build-out will accommodate the charging post and may be either end of the parking place or, where two spaces are provided, centrally within the parking place. Two spaces at the same location are being provided where a high level of demand has been identified. The parking places will be restricted at all times for electrically propelled vehicles the batteries of which are being recharged.

### **Source London Charging Points:**

**Brecknock Road, N7:** south-west side, 5 metre space approximately 25 metres north of the junction with Hargrave Place, conversion of one and a half paid-for parking spaces.

**Broadhurst Gardens, NW6:** south side, 5 metre space approximately 8 metres west of the junction with Broadhurst Close – conversion of one and a half residents permit spaces.

**Burrard Road, NW6:** south-east side, 5 metre space 10.2 metres from the junction with West End Lane - conversion of one shared-use parking space and a section of double yellow line at the side of no. 54 West End Lane.

**Charlotte Street, W1T:** north-east side, 5 metre space immediately south-east of the existing electric vehicle charging space south-east of the junction with Goodge Street – conversion of Blue Badge parking space and provision of new Blue Badge parking -space 12 metres to the south-east.

**Charrington Street, NW1:** south side, two echelon spaces approximately 5 metres from the junction with Chalton Street – conversion of a Car Club parking space and two residents permit spaces.

**Haverstock Hill, NW3:** south-west side, 5 metre space approximately 20 metres south-west of the junction with Belsize Grove – conversion of a paid-for parking space adjacent to existing electric vehicle charging space.

**Inkerman Road, NW5:** north-west side, two 5 metre spaces approximately 10 metres from the junction with Grafton Road – conversion of two and a half residents permit spaces.

**John Street, WC1N:** east side, 5 metre space immediately to the north of the existing electric vehicle charging space north of the junction with Theobald’s Road – conversion of Blue Badge parking space and provision of new Blue Badge parking space immediately to the north.

**Princeton Street, WC1R:** south-east side, two 5 metre spaces approximately 23 metres south-east of the junction with Bedford Row – conversion of two Car Club parking spaces and a section of shared-use parking space.

**Rochester Road, NW1:** south-east side, two 5 metre spaces approximately 25 metres from the junction with Camden Road – conversion of two paid-for parking spaces and section of single yellow line. Paid-for parking spaces to be relocated to the opposite side of the road.

**Ryland Road, NW5:** north-west arm, north-west side, single space 10 metres from the junction with Grafton Road – conversion of one and a half residents permit spaces.

**Sandall Road, NW5:** north side, two 5 metre spaces approximately 50 metres from the junction with Camden Road – conversion of one and a half paid-for parking spaces and a Car Club parking space. Car Club parking space to be relocated immediately to the west in place of a further paid-for parking space.

**South End Road, NW3:** east side, 5 metre space approximately 20 metres north of the junction with Keats Grove – conversion of a residents permit space.

**South Villas, NW1:** south-east side, 5 metre space 14 metres from the junction with Camden Park Road – conversion of one and a half residents permit spaces.

**West End Lane, NW6:** south-west side, two 5 metre spaces approximately 20 metres from the junction with Abbey Road – conversion of two residents permit spaces.

### **Rapid Charging points:**

**Bartholomew Road, NW5:** east side, 5 metre space approximately 7 metres south of the junction with Islip Street – conversion of one and a half residents’ permit spaces.

**Camley Street, NW1:** east side, 5 metre space approximately 7 metres north of the junction with Cedar Way – conversion of one and a half residents’ permit spaces.

**Freight Lane, NW1:** north side, 18 metre space to accommodate three charging posts outside London Borough of Camden vehicle depot.

**Frideswide Place, NW5:** west side, 5 metre space 6 metres south of the northern end of the road – conversion of one and a half paid-for parking spaces.

**Fortess Road, NW5:** south-east side, 5 metre space outside no. 114a Fortess Road – conversion of section of single yellow line .

Copies of the proposed order and the Council's Statement of Reasons for proposing to make the order may be inspected / obtained by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or at the council's offices at 5 Pancras Square, N1C 4AG. Any person wishing to object or make representations in respect of the proposed orders, should send comments in writing, giving reasons for any objection to [TransportConsultations@camden.gov.uk](mailto:TransportConsultations@camden.gov.uk) or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 6 February 2020.

Peter Mardell  
Head of Parking Operations  
16 January 2020

## **The Camden (Parking Places) (Electric Vehicle Charging Points) (No. 1) Traffic Order 2020**

### **Statement of Reasons**

The proposed order would designate a number of parking places for the purposes of recharging electrically powered vehicles. Fifteen of these will enhance the coverage of the Source London scheme. Rapid charging points will be installed at a further five locations.

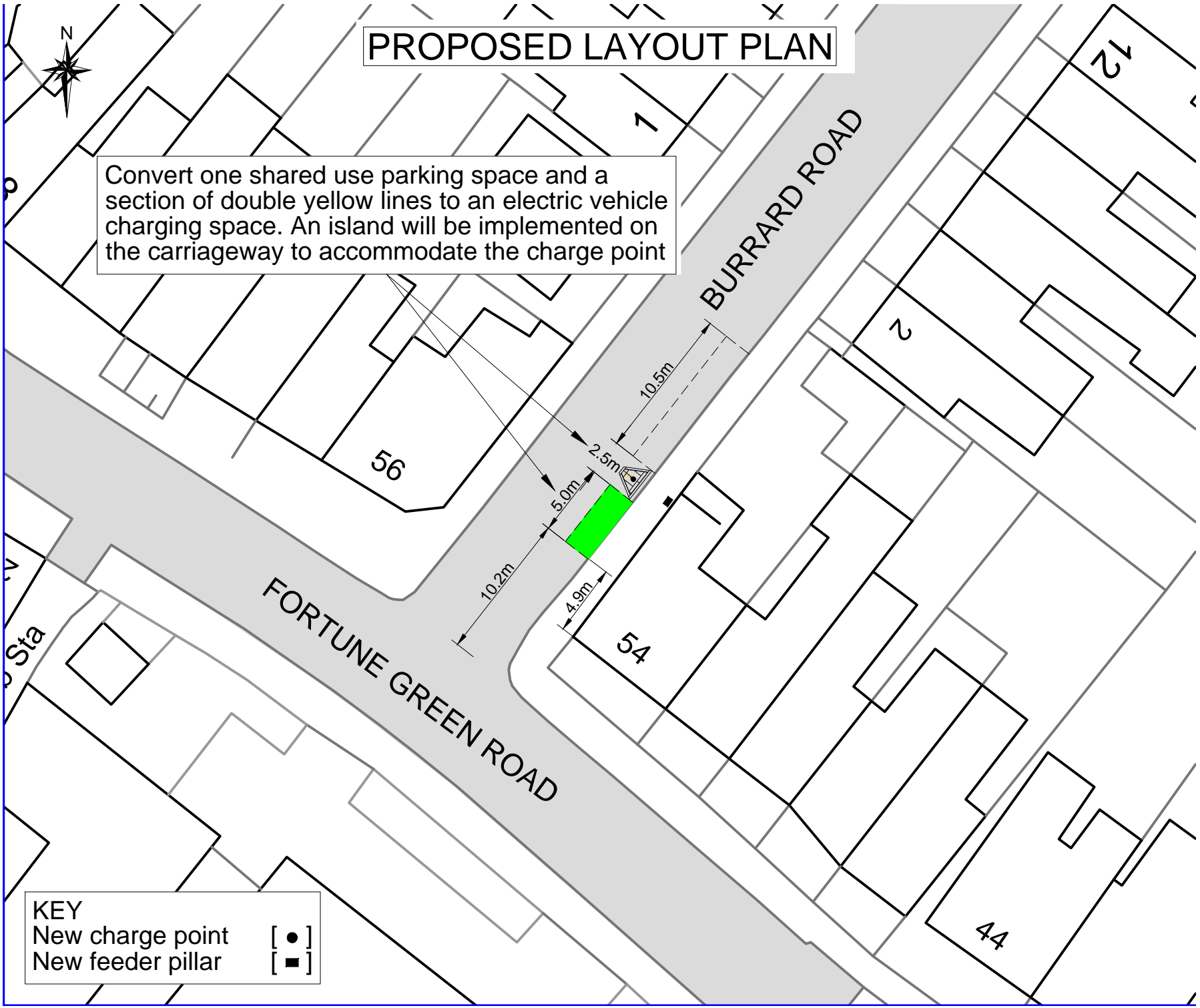
Users must be registered with Source London in order to use their charging points. Rapid charging points will be available for anyone's use.

The provision of more charging points improves options for those who choose to drive vehicles which have a less detrimental effect on air quality.

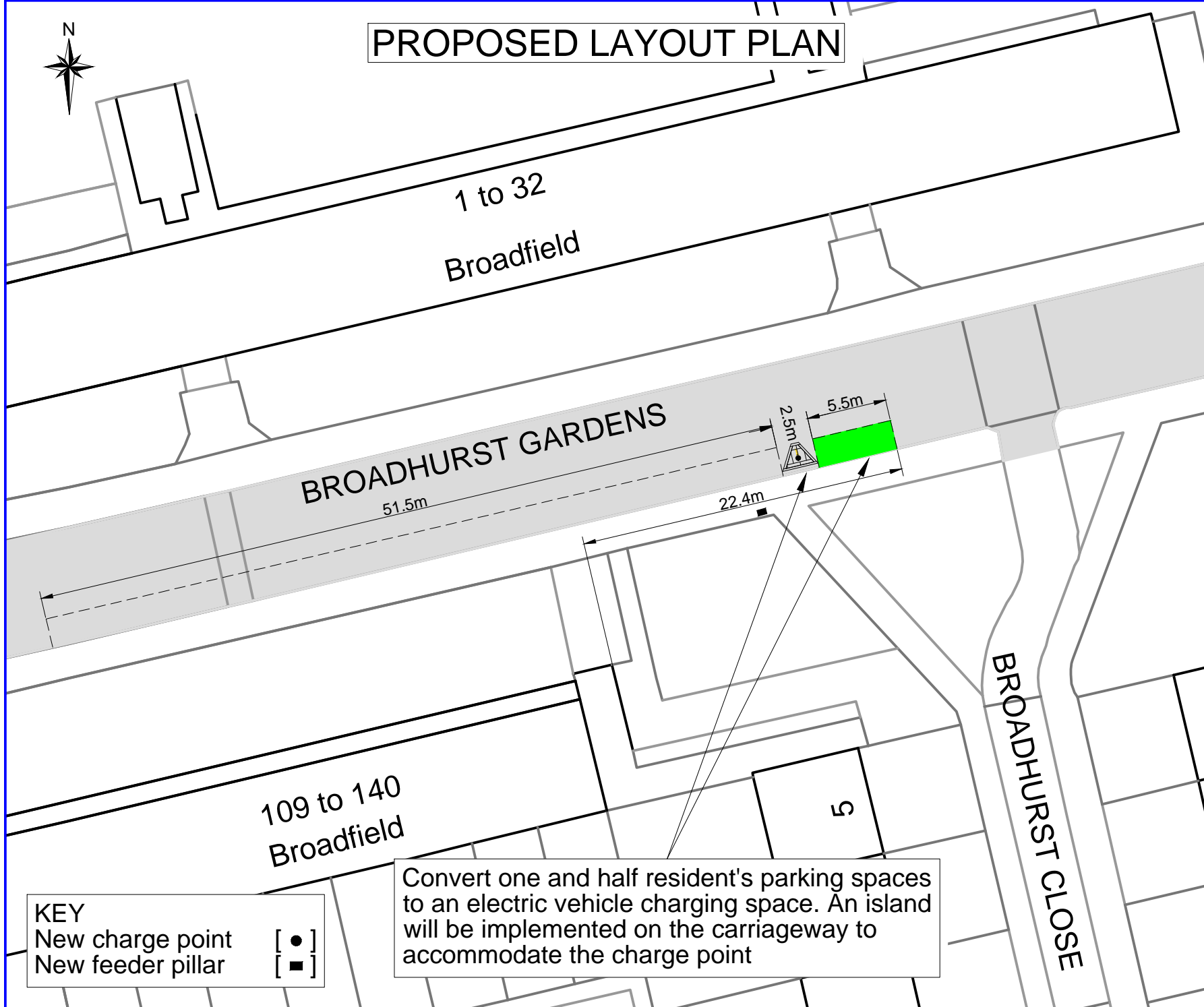
16 January 2020

# PROPOSED LAYOUT PLAN

Convert one shared use parking space and a section of double yellow lines to an electric vehicle charging space. An island will be implemented on the carriageway to accommodate the charge point



# PROPOSED LAYOUT PLAN



1 to 32  
Broadfield

BROADHURST GARDENS

109 to 140  
Broadfield

BROADHURST CLOSE

5

KEY	
New charge point	[ ● ]
New feeder pillar	[ ■ ]

Convert one and half resident's parking spaces to an electric vehicle charging space. An island will be implemented on the carriageway to accommodate the charge point

# PROPOSED LAYOUT PLAN



Implement double kerb blips on existing double yellow lines

Ryland House

GRAFTON ROAD

24a

68

24b

10.0m

53

58

smead

25a

RYLAND ROAD

9.2m

2.5m

5.0m

Convert one resident's parking space to double yellow lines with double kerb blips

Convert one and half resident's parking spaces to an electric vehicle charging space. An island will be implemented on the carriageway to accommodate the charge point

43

37

## KEY

New charge point



New feeder pillar

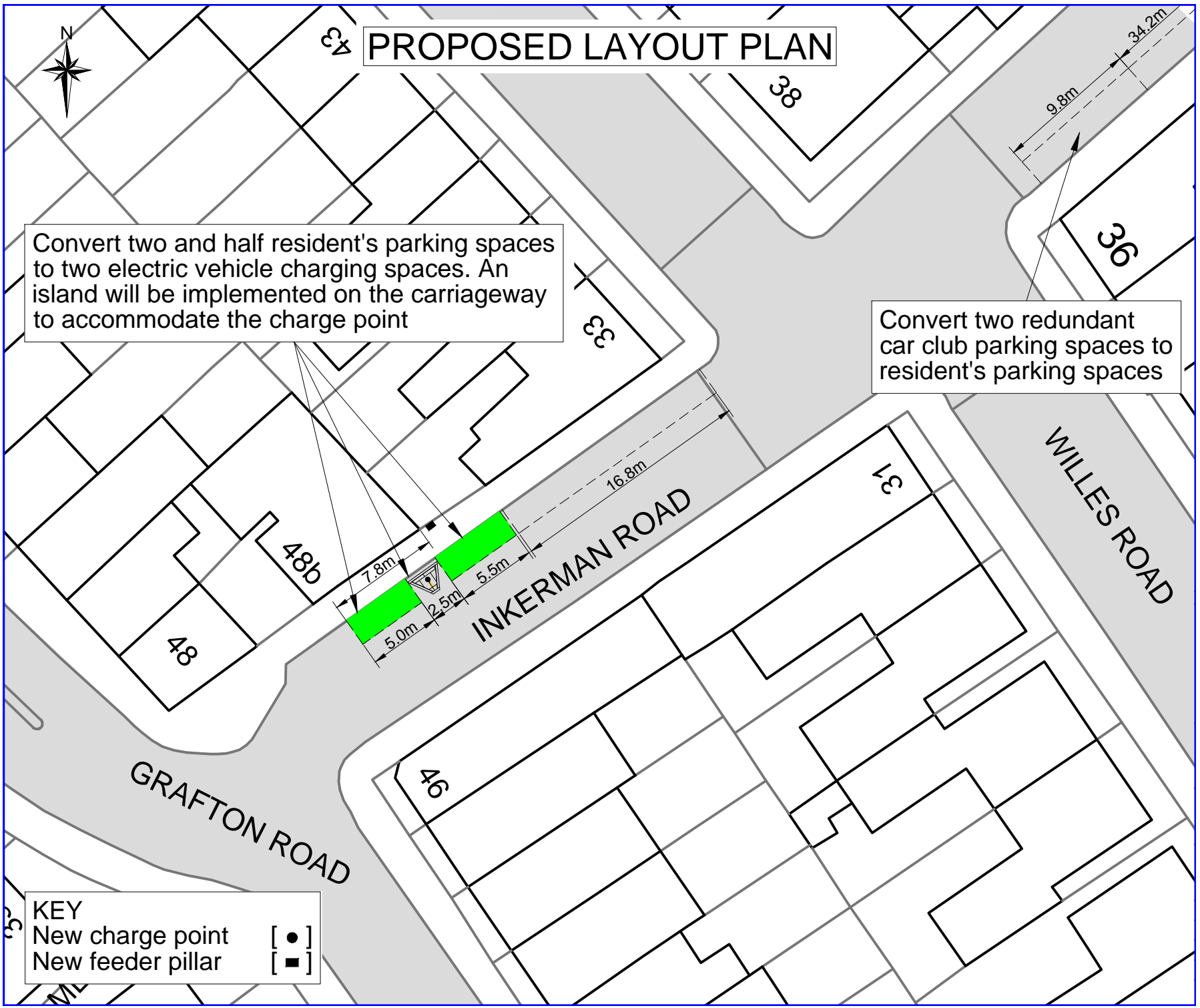


# PROPOSED LAYOUT PLAN



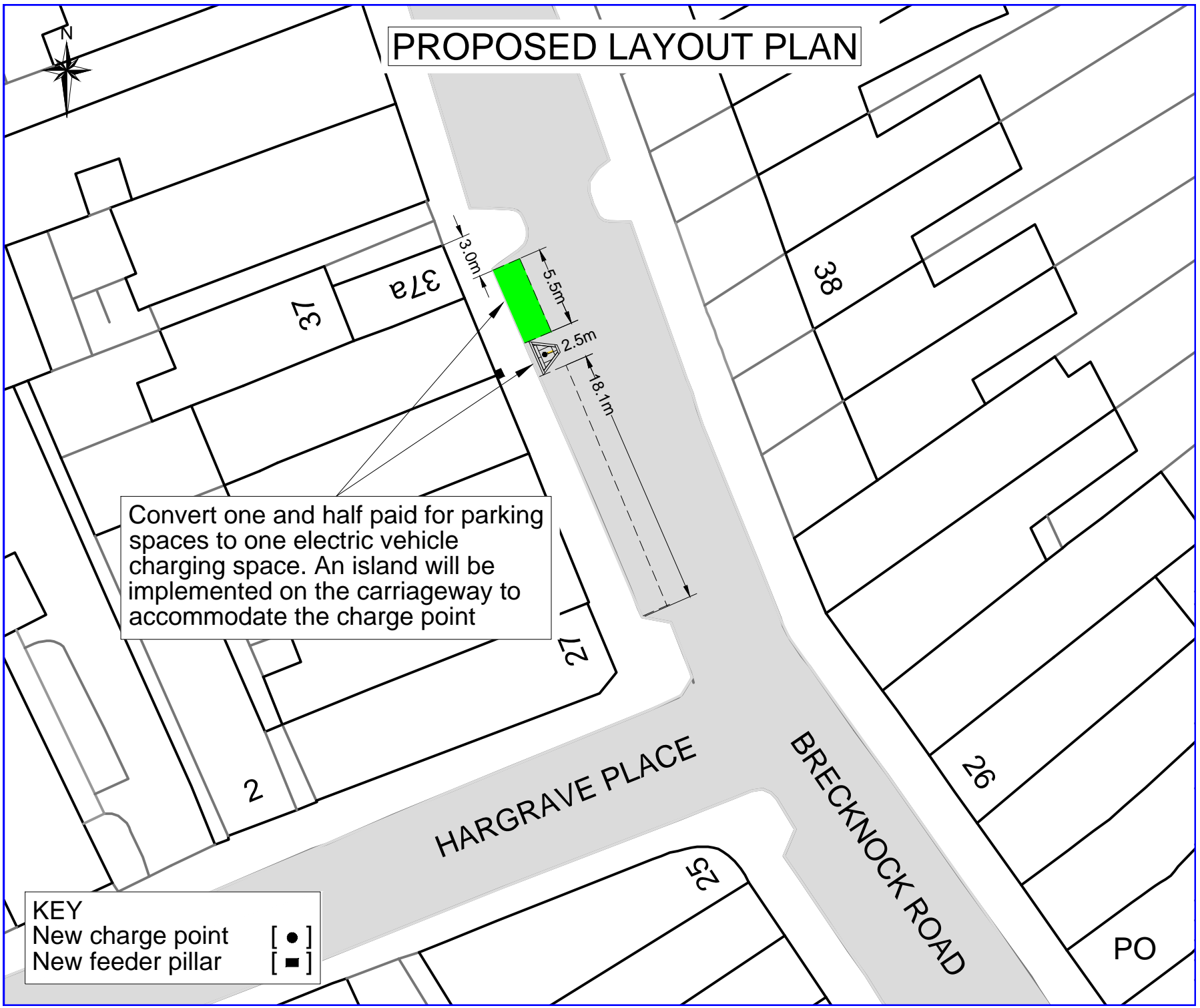
Convert two and half resident's parking spaces to two electric vehicle charging spaces. An island will be implemented on the carriageway to accommodate the charge point

Convert two redundant car club parking spaces to resident's parking spaces



KEY  
New charge point [●]  
New feeder pillar [■]

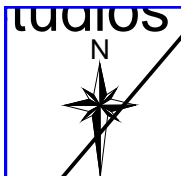
# PROPOSED LAYOUT PLAN



Convert one and half paid for parking spaces to one electric vehicle charging space. An island will be implemented on the carriageway to accommodate the charge point

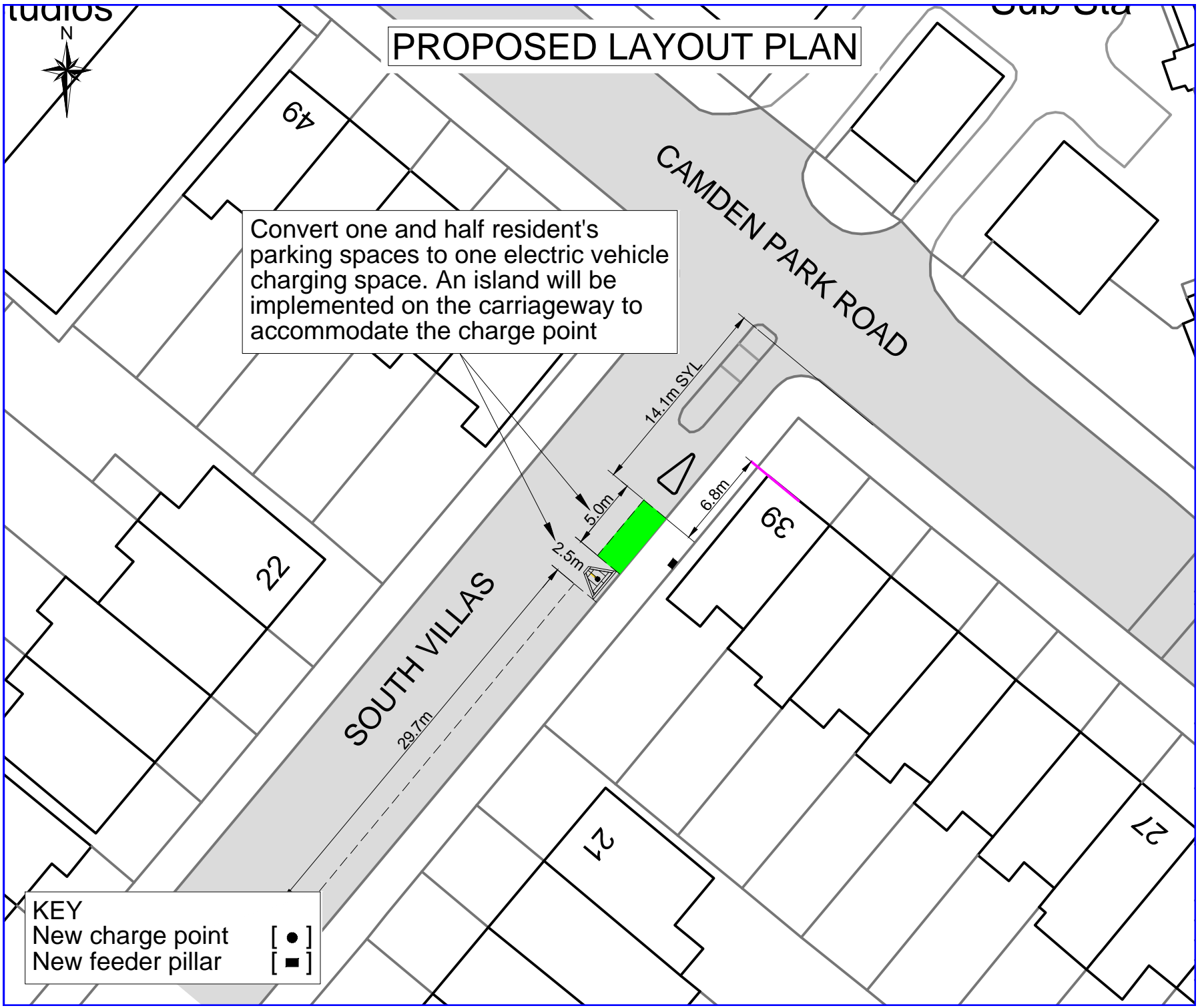
KEY	
New charge point	[ ● ]
New feeder pillar	[ ■ ]





# PROPOSED LAYOUT PLAN

Convert one and half resident's parking spaces to one electric vehicle charging space. An island will be implemented on the carriageway to accommodate the charge point

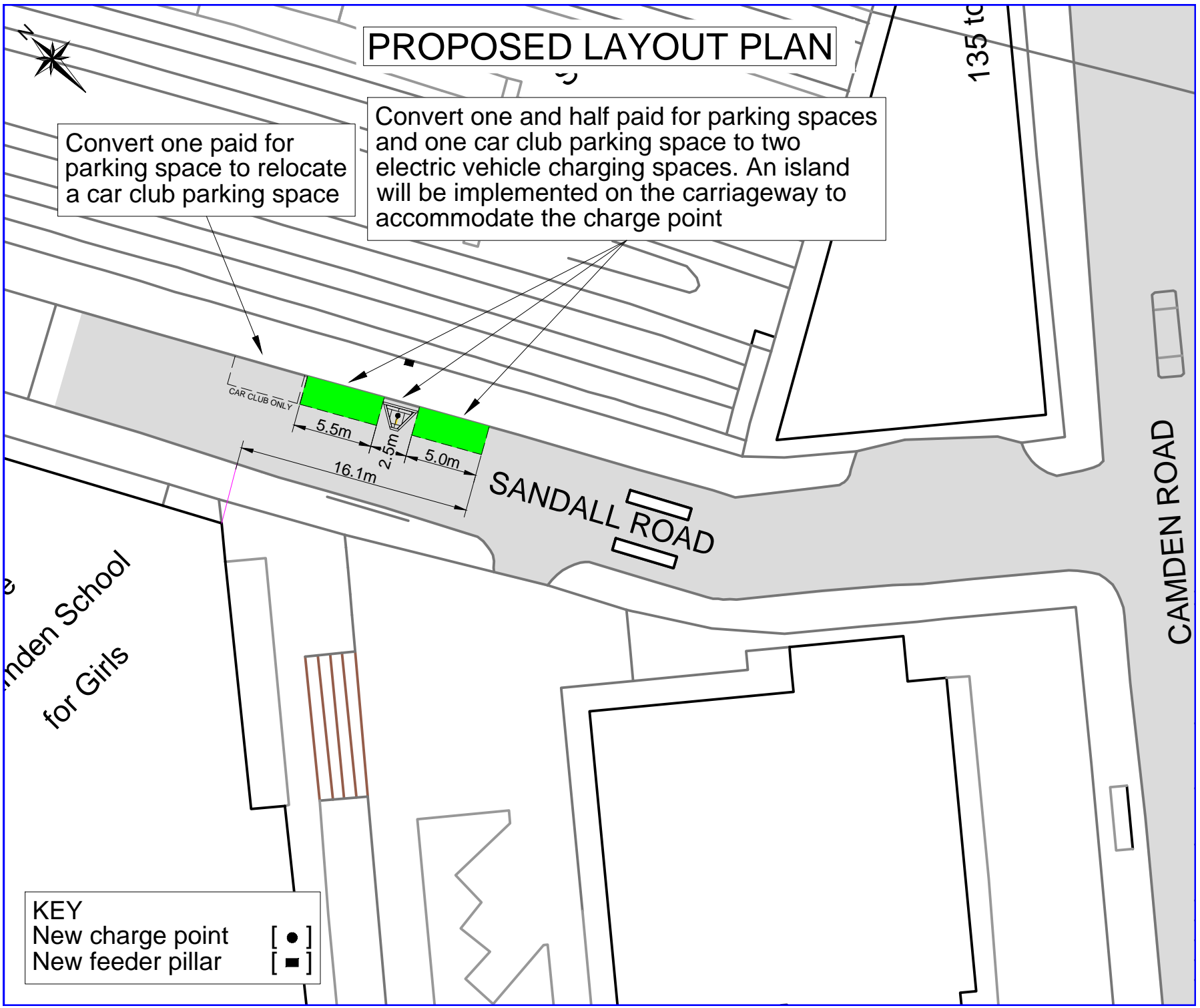


KEY	
New charge point	[ ● ]
New feeder pillar	[ ■ ]

# PROPOSED LAYOUT PLAN

Convert one paid for parking space to relocate a car club parking space

Convert one and half paid for parking spaces and one car club parking space to two electric vehicle charging spaces. An island will be implemented on the carriageway to accommodate the charge point



KEY  
New charge point [ ● ]  
New feeder pillar [ ■ ]

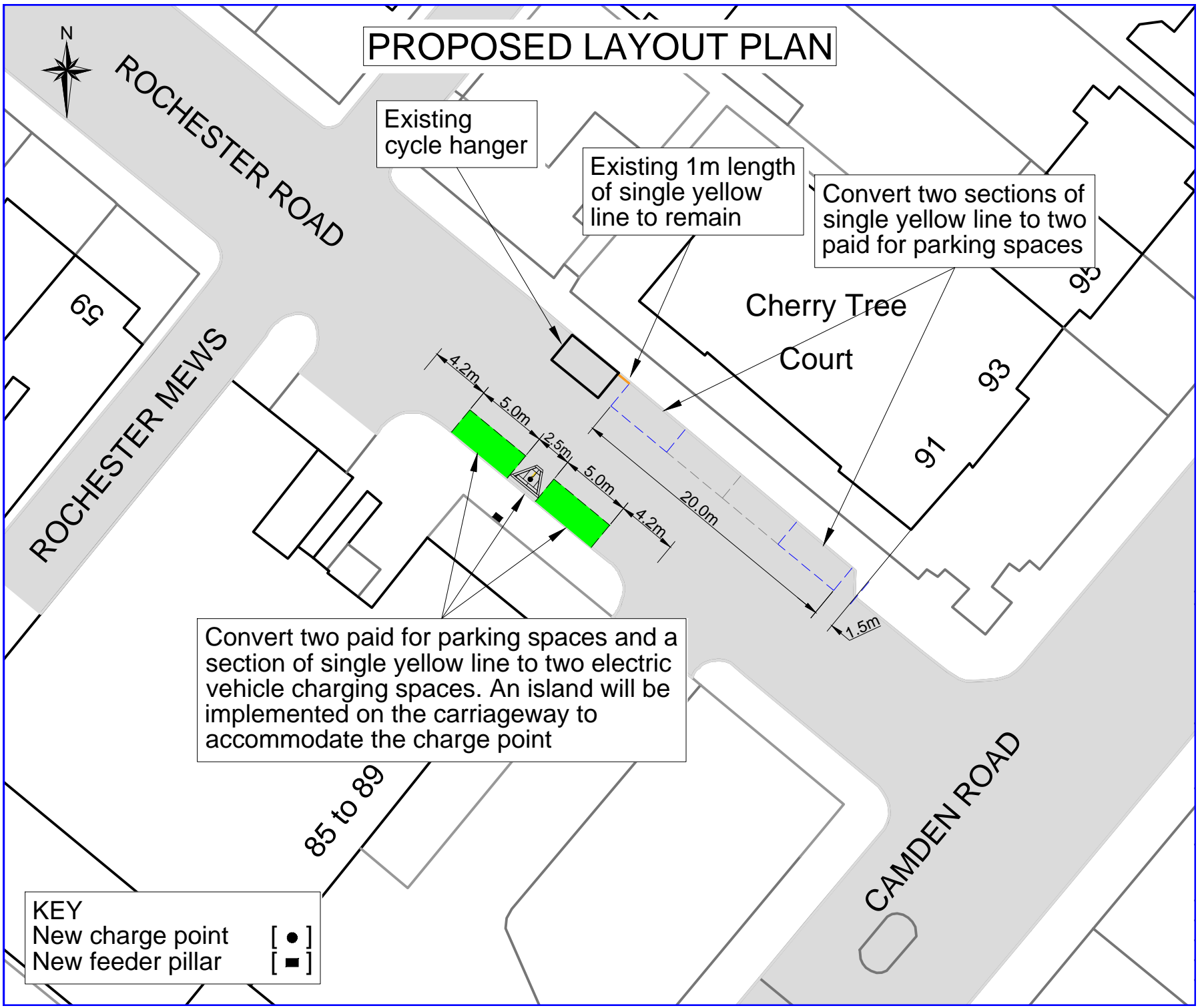
Camden School for Girls

135 to

CAMDEN ROAD

SANDALL ROAD

# PROPOSED LAYOUT PLAN



Existing cycle hanger

Existing 1m length of single yellow line to remain

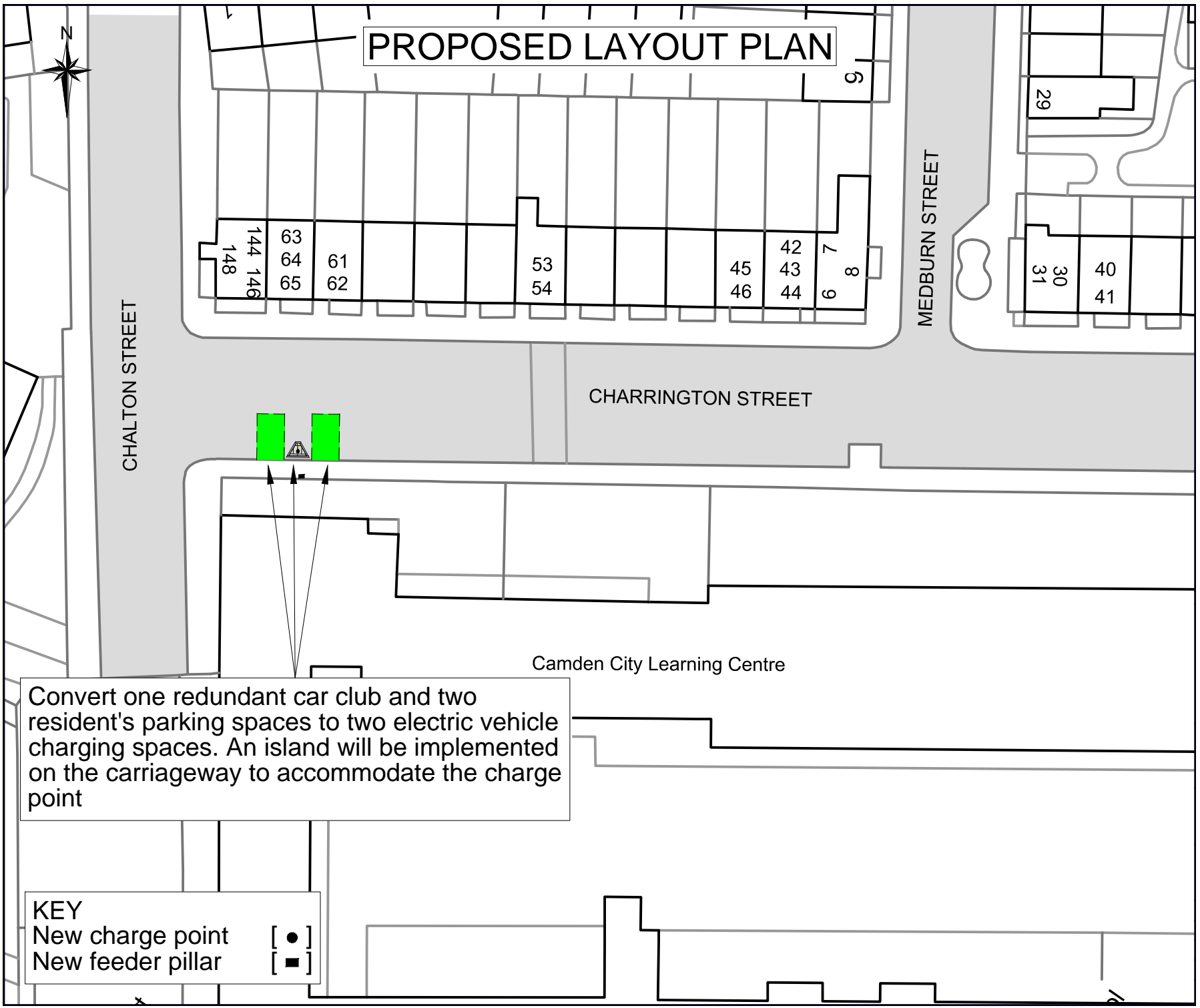
Convert two sections of single yellow line to two paid for parking spaces

Cherry Tree Court

Convert two paid for parking spaces and a section of single yellow line to two electric vehicle charging spaces. An island will be implemented on the carriageway to accommodate the charge point

KEY  
New charge point [●]  
New feeder pillar [■]

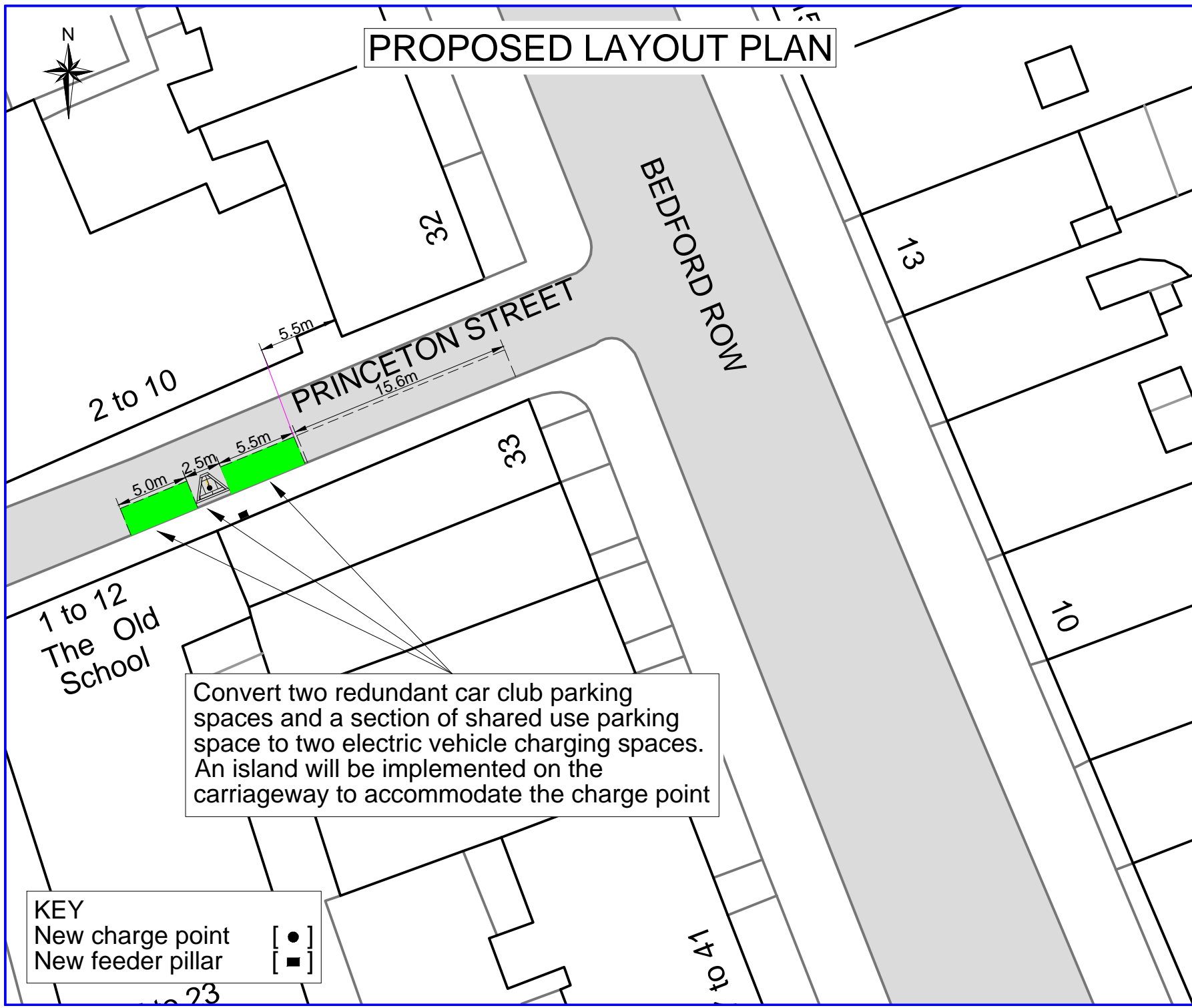
# PROPOSED LAYOUT PLAN



Convert one redundant car club and two resident's parking spaces to two electric vehicle charging spaces. An island will be implemented on the carriageway to accommodate the charge point

KEY  
New charge point [ ● ]  
New feeder pillar [ ■ ]

# PROPOSED LAYOUT PLAN



Convert two redundant car club parking spaces and a section of shared use parking space to two electric vehicle charging spaces. An island will be implemented on the carriageway to accommodate the charge point

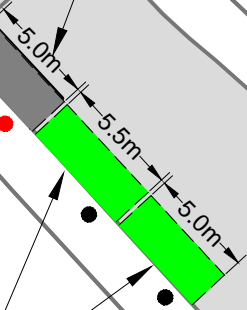
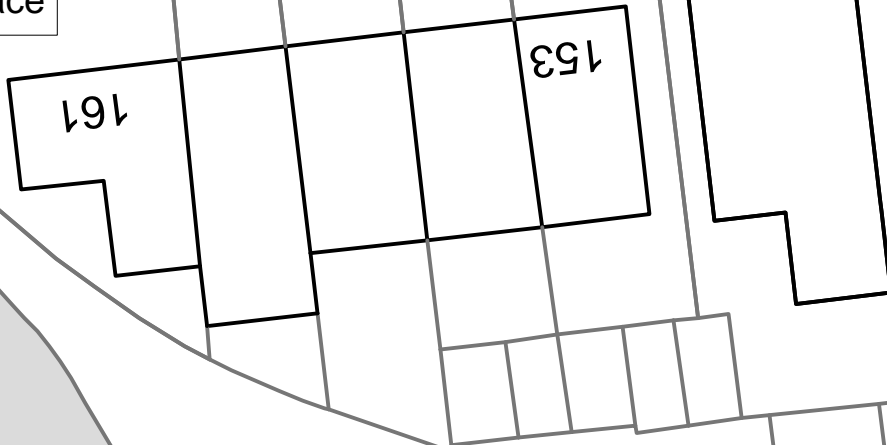
KEY	
New charge point	[ ● ]
New feeder pillar	[ ■ ]

# PROPOSED LAYOUT PLAN



ABBAY ROAD

Convert electric vehicle charging space to a resident's parking space



Convert two resident's parking spaces to two electric vehicle charging spaces

Mary's  
n C of E  
ry School

WEST END LANE

ABBOT'S PLACE

KEY

New charge points	[ ● ]
Existing feeder pillar	[ ■ ]
Remove charge point	[ ● ]

# PROPOSED LAYOUT PLAN



Existing resident's parking spaces

Convert two resident's parking spaces to two electric vehicle charging spaces

Existing resident's parking spaces

71

11

2.7m

25.1m

5.5m

11.3m

5.0m

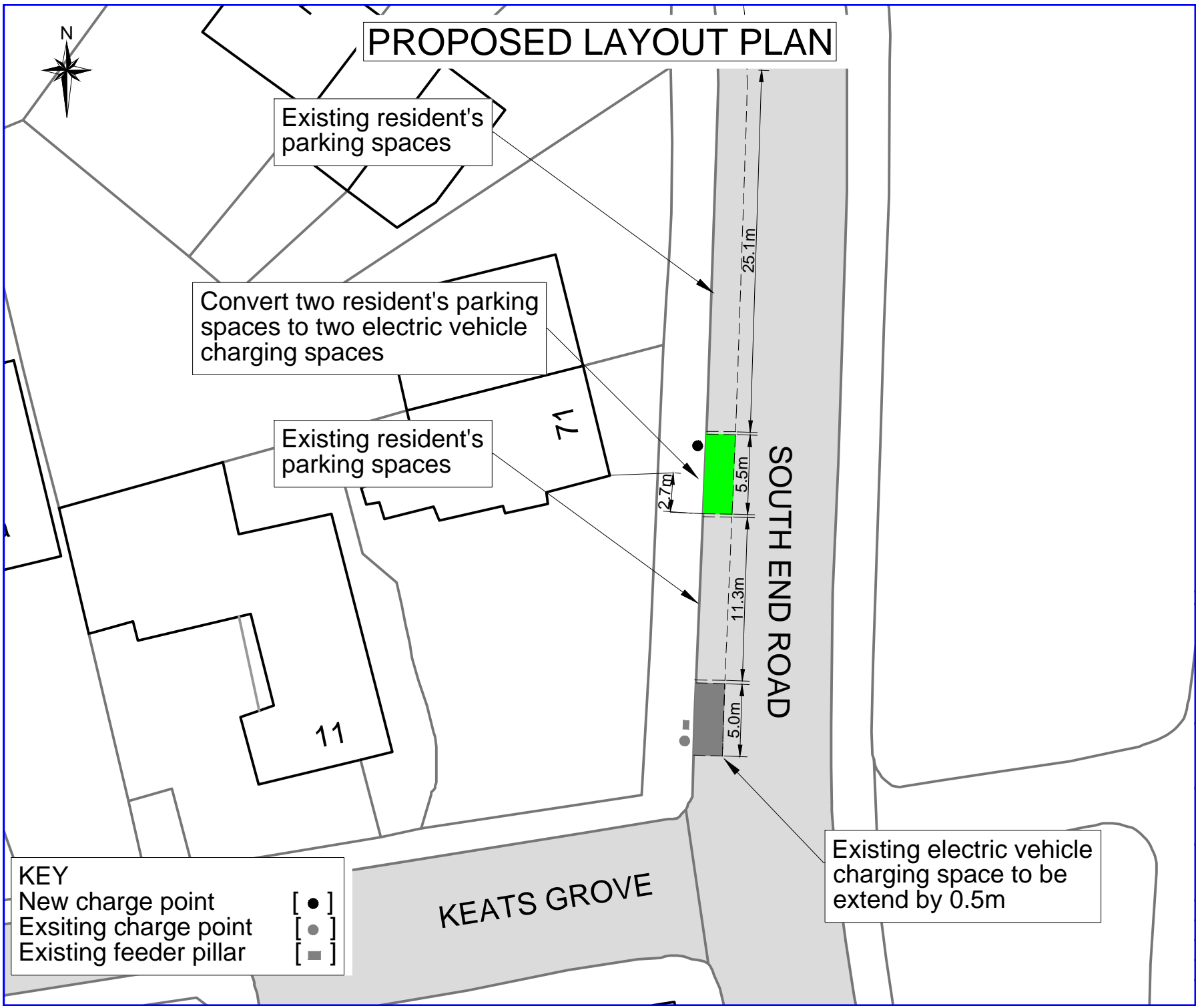
SOUTH END ROAD

KEATS GROVE

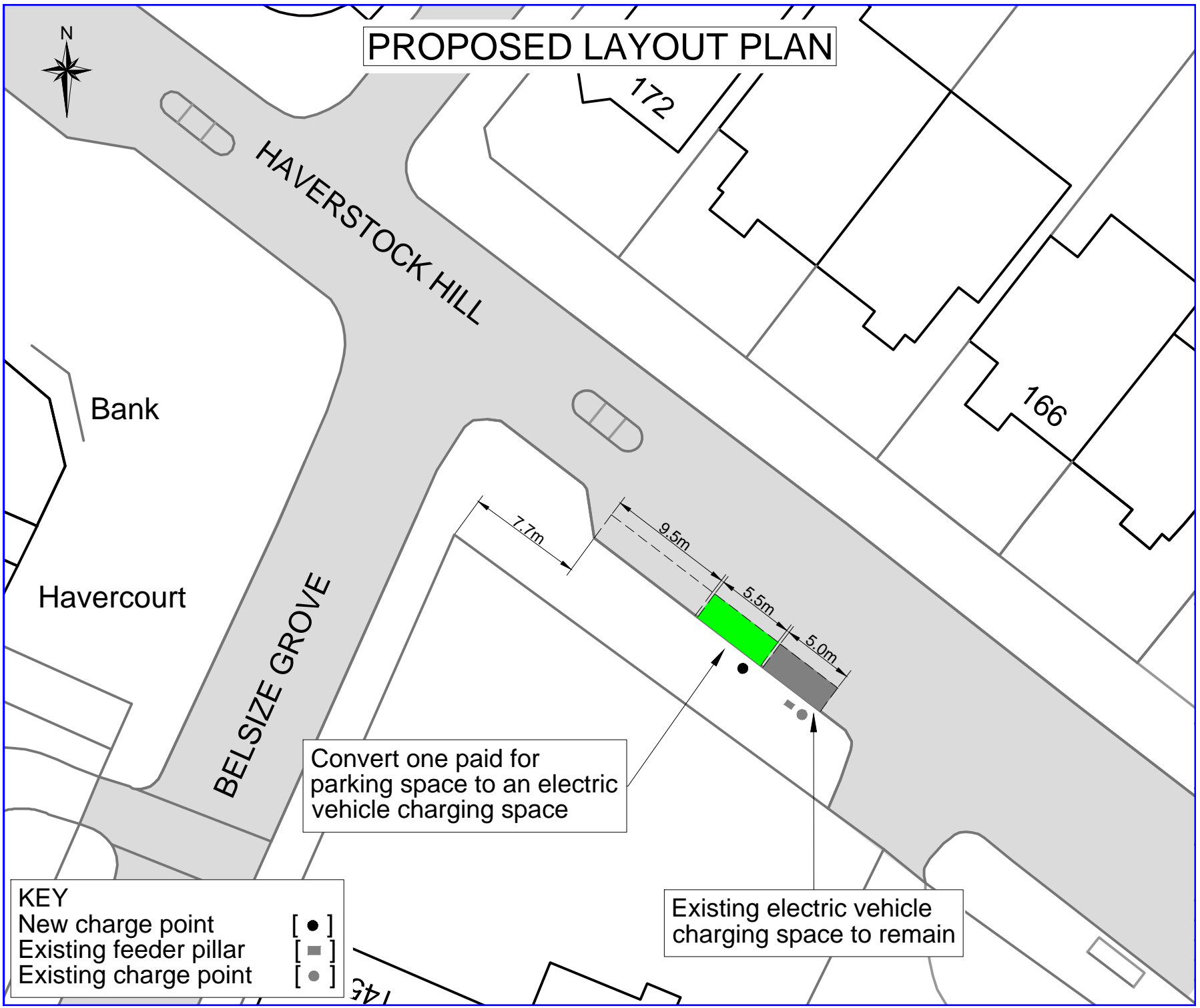
Existing electric vehicle charging space to be extend by 0.5m

## KEY

- New charge point [ ● ]
- Existing charge point [ ● ]
- Existing feeder pillar [ ■ ]



# PROPOSED LAYOUT PLAN



Bank

Havercourt

BELSIZE GROVE

HAVERSTOCK HILL

172

166

Convert one paid for parking space to an electric vehicle charging space

Existing electric vehicle charging space to remain

**KEY**

- New charge point [●]
- Existing feeder pillar [■]
- Existing charge point [○]



# PROPOSED LAYOUT PLAN



Convert one disabled parking space to an electric vehicle charging space. An additional space is being proposed due to the current high demand of users using the existing electric vehicle charging space on John Street

Existing resident's parking spaces

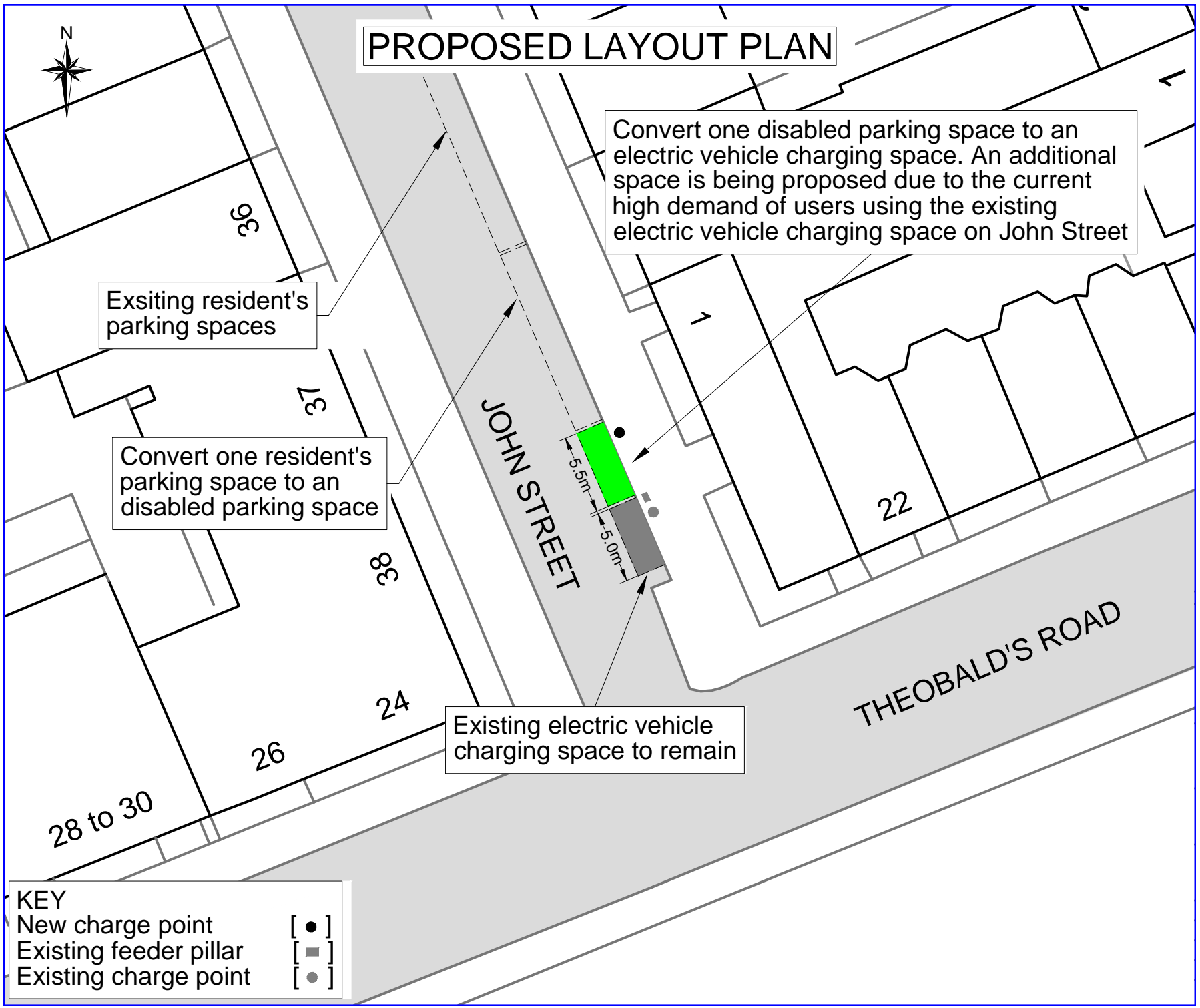
Convert one resident's parking space to an disabled parking space

Existing electric vehicle charging space to remain

JOHN STREET

THEOBALD'S ROAD

KEY	
New charge point	[ ● ]
Existing feeder pillar	[ ■ ]
Existing charge point	[ ● ]



# PROPOSED LAYOUT PLAN



GOODGE STREET

Existing electric vehicle charging space to remain

Convert one blue badge disabled parking space to an electric vehicle charging space

Convert one paid for parking space to a blue badge disabled parking space

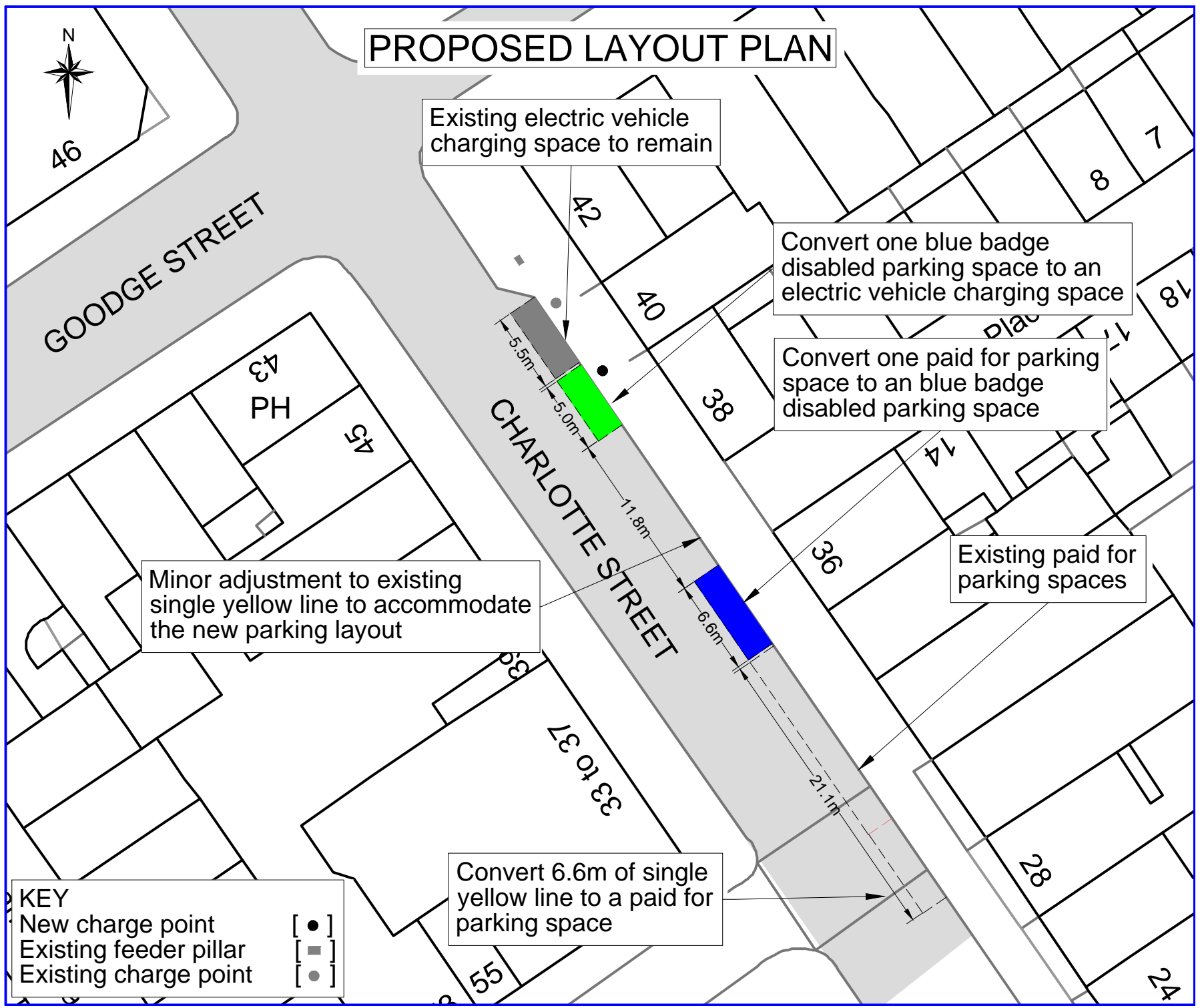
Minor adjustment to existing single yellow line to accommodate the new parking layout

Existing paid for parking spaces

Convert 6.6m of single yellow line to a paid for parking space

**KEY**

- New charge point [ ● ]
- Existing feeder pillar [ ■ ]
- Existing charge point [ ● ]



# PROPOSED LAYOUT PLAN

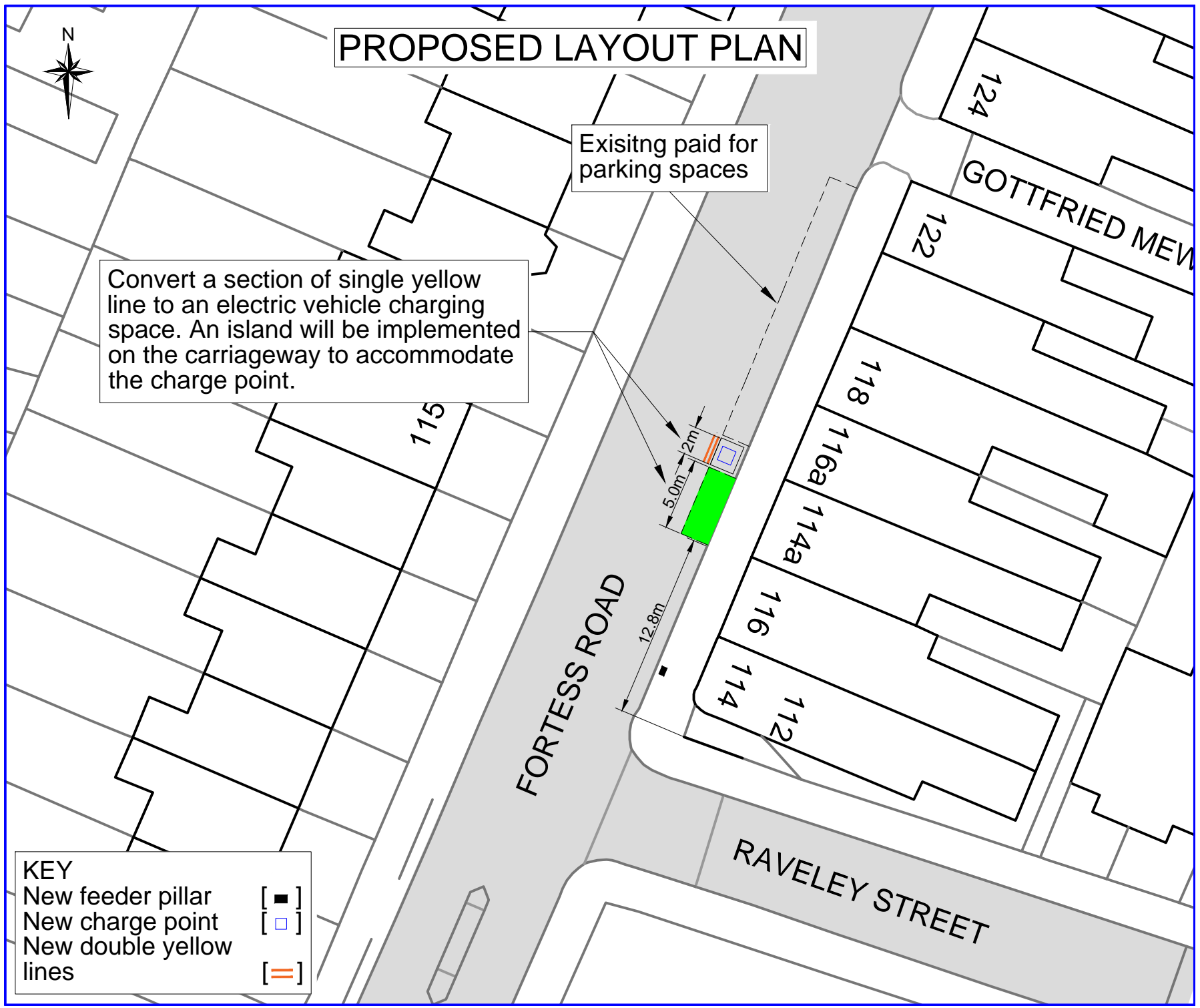


Existing paid for parking spaces

Convert a section of single yellow line to an electric vehicle charging space. An island will be implemented on the carriageway to accommodate the charge point.

**KEY**

New feeder pillar	[ ■ ]
New charge point	[ □ ]
New double yellow lines	[ = ]



FORTESS ROAD

RAVELEY STREET

GOTTFRIED MEW

115

124

122

118

116a

114a

116

114

112

# PROPOSED LAYOUT PLAN



1 to 24  
The Forties

49 to 72  
Greenwood

74

ISLIP STREET

121

0.6m

5.0m

2m

61.2m

BARTHOLOMEW ROAD

65

57

107a

Convert one and half resident's parking spaces to an electric vehicle charging space. An island will be implemented on the carriageway to accommodate the charge point

## KEY

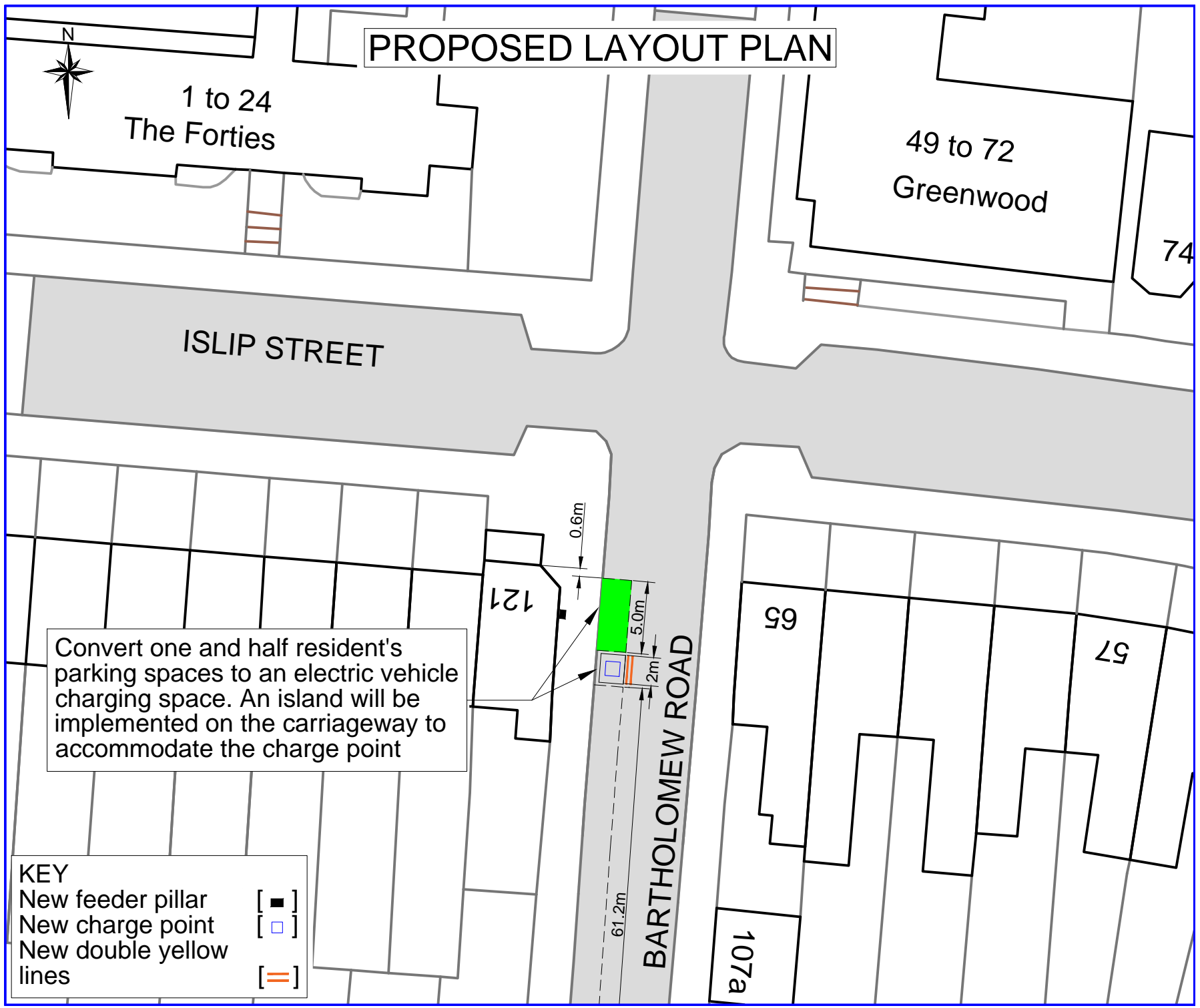
New feeder pillar



New charge point



New double yellow lines



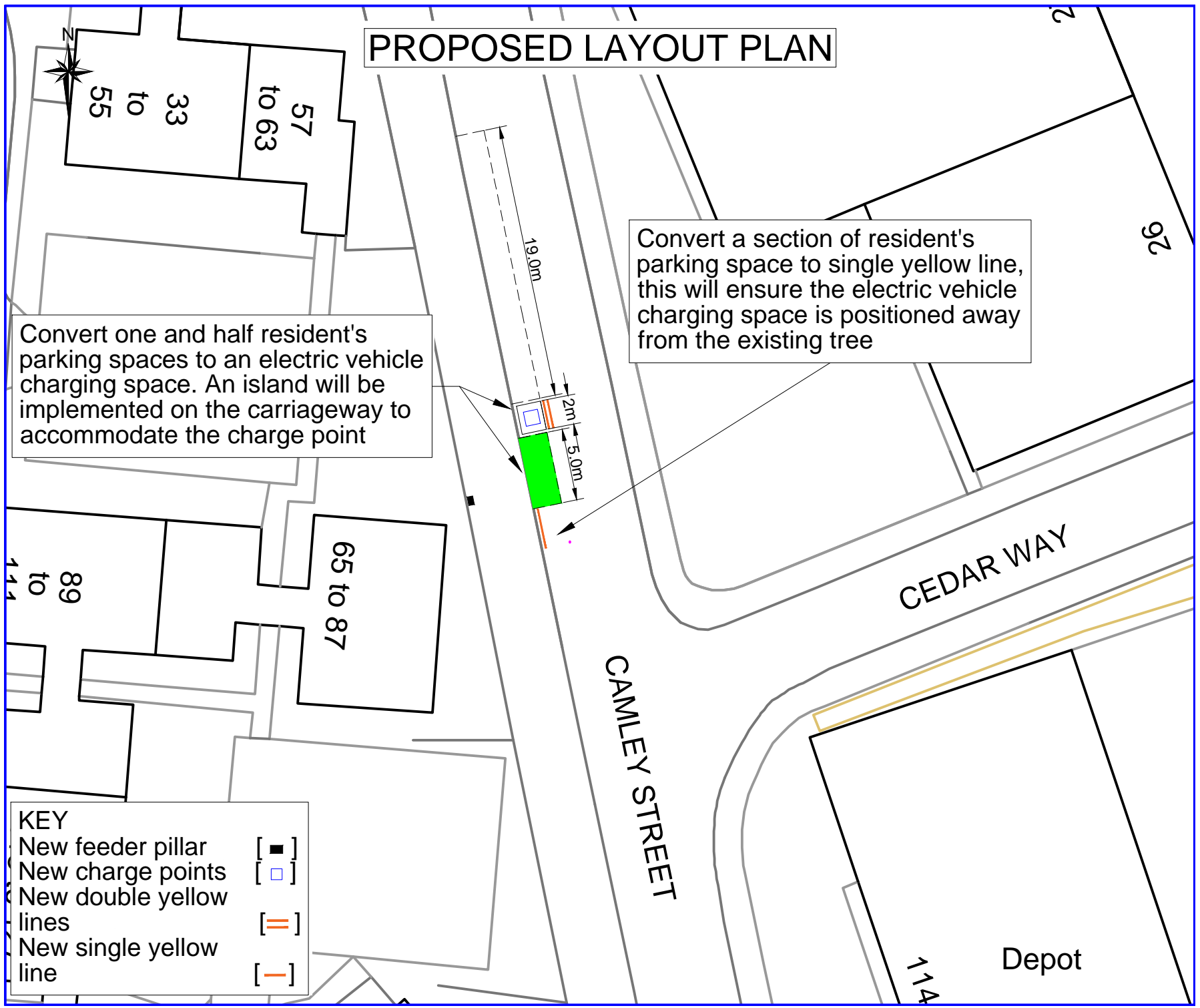
# PROPOSED LAYOUT PLAN

Convert one and half resident's parking spaces to an electric vehicle charging space. An island will be implemented on the carriageway to accommodate the charge point

Convert a section of resident's parking space to single yellow line, this will ensure the electric vehicle charging space is positioned away from the existing tree

**KEY**

New feeder pillar	[ ■ ]
New charge points	[ □ ]
New double yellow lines	[    ]
New single yellow line	[ - ]



# PROPOSED LAYOUT PLAN



Kentish Town  
(Station)

274

270

Library

FRIDESWIDE PLACE

19.6m

6.0m

5.0m

2m

Convert one and half paid for parking spaces to an electric vehicle charging space. An island will be implemented on the carriageway to accommodate the charge point

## KEY

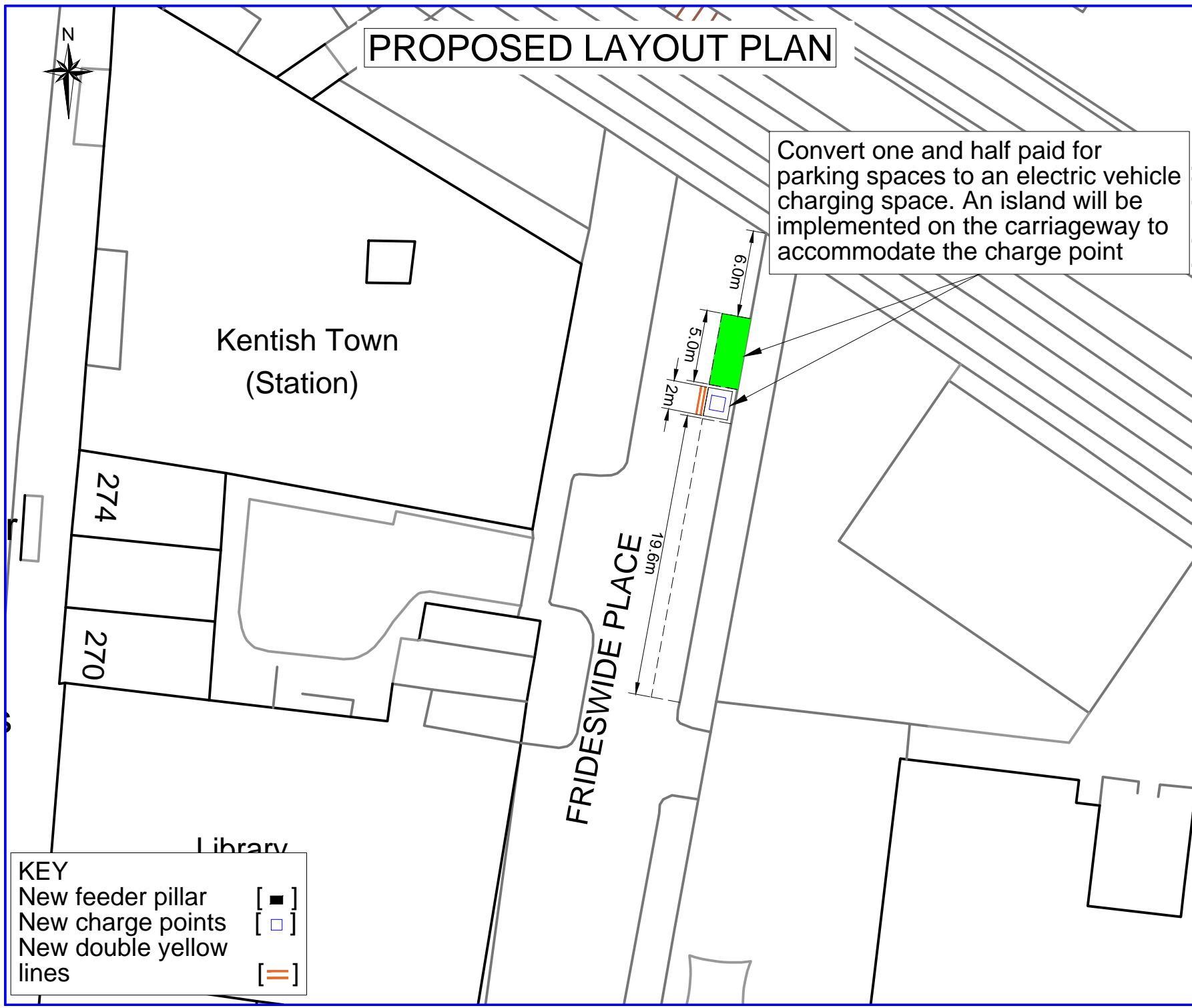
New feeder pillar



New charge points



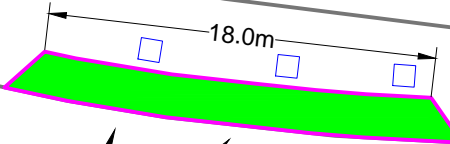
New double yellow lines





# PROPOSED LAYOUT PLAN

Depot



FREIGHT LANE

Convert a section of the footway to accommodate three electric vehicle charging spaces. Two spaces will be available to anyone with an electric vehicle to use and one space will be dedicated to taxi only

KEY

New feeder pillar	[ ■ ]
New charge points	[ □ ]

# **The Camden (Parking Places) (Electric Vehicle Charging Points) Traffic Order 2020**

**2020 No. 1**

**BARTHOLOMEW ROAD  
BRECKNOCK ROAD  
BROADHURST GARDENS  
BURRARD ROAD  
CAMLEY STREET  
CHARLOTTE STREET  
CHARRINGTON STREET  
FREIGHT LANE  
FRIDESWIDE PLACE  
FORTESS ROAD  
HAVERSTOCK HILL  
INKERMAN ROAD  
JOHN STREET  
PRINCETON STREET  
ROCHESTER ROAD  
RYLAND ROAD  
SANDALL ROAD  
SOUTH END ROAD  
SOUTH VILLAS  
WEST END LANE**



# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 1

The Camden (Parking Places) (Electric Vehicle Charging Points) Traffic Order 2020

Made on

Coming into force on

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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 sections 45, 46, 49 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

#### **1. Citation and commencement**

- 1.1 This Order shall come into force on \_\_\_\_\_ and may be cited as The Camden (Parking Places) (Electric Vehicle Charging Points) Traffic Order 2020.

#### **2. Interpretation**

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

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

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

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

“CA-F order” means the Camden (Parking Places) (CA-F) Traffic Order 2012 [L.B.C. 2012 No. 6];

“CA-G order” means the Camden (Parking Places) (CA-G) Traffic Order 2012 [L.B.C. 2012 No. 7];

“CA-H order” means the Camden (Parking Places) (CA-H) Traffic Order 2012 [L.B.C. 2012 No. 8];

“CA-K order” means the Camden (Parking Places) (CA-K) Traffic Order 2012 [L.B.C. 2012 No. 10];

“CA-L order” means the Camden (Parking Places) (CA-L) Traffic Order 2012 [L.B.C. 2012 No. 11];

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

“CA-N order” means the Camden (Parking Places) (CA-N) Traffic Order 2012 [L.B.C. 2012 No. 13];

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

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

“CA-X order” means the Camden (Parking Places) (CA-X) Traffic Order 2012 [L.B.C. 2012 No. 20];

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

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

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

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

2.2 Any reference in this order to any other order or enactment shall be construed as a reference to that order or enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent order or enactment.

2.3 Unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

### **3. Revocation and designation of residents’, paid-for and shared-use parking places**

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

3.2 the CA-B order shall have effect as though;

3.2.1 there was omitted from Schedule 2 to that order, the items set out in table 1.1 of Schedule 1 to this order;

3.2.2 there was include in Schedule 2 to that order, the items set out in table 1.2 of Schedule 1 to this order

3.3 the CA-D order shall have effect as though;

- 3.3.1 there was omitted from Schedule 1 to that order, the item set out in table 2.1 of Schedule 1 to this order;
- 3.3.2 there was included in Schedule 1 to that order, the item set out in table 2.2 of Schedule 1 to this order;
- 3.3.3 there was omitted from schedule 3 to that order, the item set out in table 2.3 of Schedule 1 to this order
- 3.3.4 there was included in schedule 3 to that order, the item set out in table 2.4 of Schedule 1 to this order;
- 3.4 the CA-E order shall have effect as though;
  - 3.4.1 there was omitted from Schedule 2 to that order, the items set out in table 3.1 of Schedule 1 to this order;
  - 3.4.2 there was include in Schedule 2 to that order, the items set out in table 3.2 of Schedule 1 to this order
- 3.5 the CA-F order shall have effect as though;
  - 3.5.1 there was omitted from Schedule 1 to that order, the item set out in table 4.1 of Schedule 1 to this order;
  - 3.5.2 there was included in Schedule 1 to that order, the item set out in table 4.2 of Schedule 1 to this order;
- 3.6 the CA-G order shall have effect as though;
  - 3.6.1 there was omitted from Schedule 1 to that order, the item set out in table 5.1 of Schedule 1 to this order;
  - 3.6.2 there was included in Schedule 1 to that order, the item set out in table 5.2 of Schedule 1 to this order;
  - 3.6.3 there was omitted from schedule 2 to that order, the item set out in table 5.3 of Schedule 1 to this order;
  - 3.6.4 there was included in schedule 2 to that order, the item set out in table 5.4 of Schedule 1 to this order;
- 3.7 the CA-H order shall have effect as though;
  - 3.7.1 there was omitted from Schedule 1 to that order, the item set out in table 6.1 of Schedule 1 to this order;
  - 3.7.2 there was included in Schedule 1 to that order, the item set out in table 6.2 of Schedule 1 to this order;
- 3.8 the CA-K order shall have effect as though;

- 3.8.1 there was omitted from Schedule 1 to that order, the item set out in table 7.1 of Schedule 1 to this order;
- 3.8.2 there was included in Schedule 1 to that order, the item set out in table 7.2 of Schedule 1 to this order;
- 3.9 the CA-L order shall have effect as though;
  - 3.9.1 there was omitted from Schedule 1 to that order, the item set out in table 8.1 of Schedule 1 to this order;
  - 3.9.2 there was included in Schedule 1 to that order, the item set out in table 8.2 of Schedule 1 to this order;
- 3.10 the CA-M order shall have effect as though;
  - 3.10.1 there was omitted from Schedule 1 to that order, the item set out in table 9.1 of Schedule 1 to this order;
  - 3.10.2 there was included in Schedule 1 to that order, the item set out in table 9.2 of Schedule 1 to this order;
  - 3.10.3 there was omitted from Schedule 2 to that order, the items set out in table 9.3 of Schedule 1 to this order;
  - 3.10.4 there was included in Schedule 2 to that order, the items set out in table 9.4 of Schedule 1 to this order;
- 3.11 the CA-N order shall have effect as though;
  - 3.11.1 there was omitted from Schedule 1 to that order, the item set out in table 10.1 of Schedule 1 to this order;
  - 3.11.2 there was included in Schedule 1 to that order, the item set out in table 10.2 of Schedule 1 to this order;
- 3.12 the CA-P order shall have effect as though;
  - 3.12.1 there was omitted from Schedule 3 to that order, the item set out in table 11.1 of Schedule 1 to this order;
  - 3.12.2 there was included in Schedule 3 to that order, the item set out in table 11.2 of Schedule 1 to this order;
- 3.13 the CA-R order shall have effect as though;
  - 3.13.1 there was omitted from Schedule 1 to that order, the item set out in table 12.1 of Schedule 1 to this order;
  - 3.13.2 there was included in Schedule 1 to that order, the item set out in table 12.2 of Schedule 1 to this order;

- 3.14 the CA-X order shall have effect as though;
- 3.14.1 there was omitted from Schedule 1 to that order, the item set out in table 13.1 of Schedule 1 to this order;
- 3.14.2 there was included in Schedule 1 to that order, the item set out in table 13.2 of Schedule 1 to this order;

#### **4. Revocation and designation of Car Club parking places**

- 4.1 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 Car Club order shall have effect as though;
- 4.1.1 there was omitted from the schedule to that order, the items set out in table 1 of Schedule 2 to this order;
- 4.1.2 there was included in the schedule to that order, the item set out in table 2 of Schedule 2 to this order.

#### **5. Revocation and designation of Disabled Persons' parking places**

- 5.1 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 Disabled Persons' order shall have effect as though;
- 5.1.1 there was omitted from the schedule to that order, the items set out in table 1 of Schedule 3 to this order;
- 5.1.2 there was included in the schedule to that order, the item set out in table 2 of Schedule 3 to this order.

#### **6. Designation of loading restrictions in Ryland Road**

- 5.1 The Waiting and Loading order shall have effect as though there was included in Schedule 2 to that order, the items set out Schedule 4 to this order.

#### **7. Revocation and designation of parking places for the purposes of charging electrically powered vehicles**

- 6.1 The Electric Vehicles' Charging Points order shall have effect as though;
- 6.1.1 there was omitted from the schedule to that order, the item set out in table 1 of Schedule 5 to this order;
- 6.1.2 there was included in the schedule to that order, the items set out in table 2 of Schedule 5 to this order.

**Dated this**

## SCHEDULE 1

TABLE 1.1 - ITEMS OMITTED FROM SCHEDULE 2 TO THE CA-B ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
12154	HAVERSTOCK HILL	south-west side: from a point 14.9 metres north-west of the common boundary of nos.141 and 143 Haverstock Hill, north westwards for a distance of 17.2 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.30 Per hour	£4.01 Per hour	2 hours

TABLE 1.2 – ITEMS INCLUDED IN SCHEDULE 2 TO THE CA-B ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	HAVERSTOCK HILL	south-west side: from a point 20.4 metres north-west of the common boundary of nos.141 and 143 Haverstock Hill, north westwards for a distance of 9.5 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.30 Per hour	£4.01 Per hour	2 hours

TABLE 2.1 – ITEM OMITTED FROM SCHEDULE 1 TO THE CA-D ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13172	JOHN STREET	north-east side: from a point 24.8 metres south-east of the north-western boundary wall of no. 9 John Street, south-eastwards for a distance of 37.1 metres	MONDAY – FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM

TABLE 2.2 – ITEM INCLUDED IN SCHEDULE 1 TO THE CA-D ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	JOHN STREET	north-east side: from a point 24.8 metres south-east of the north-western boundary wall of no. 9 John Street, south-eastwards for a distance of 29.4 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM

TABLE 2.3 – ITEM OMITTED FROM SCHEDULE 3 TO THE CA-D ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
12035	PRINCETON STREET	the south-east side: from a point 4.9 metres north-east of a point in line with the north-eastern building line of Nos. 1 to 12 The Old School, Princeton Street, north-eastwards for a distance of 15 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£5.70 per hour	£6.93 per hour	2 hours

TABLE 2.4 – ITEM INCLUDED IN SCHEDULE 3 TO THE CA-D ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	PRINCETON STREET	south-east side: from a point in line with the north-eastern building line of Nos. 33 Bedford Row, south-westwards for a distance of 15.6 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£5.70 per hour	£6.93 per hour	2 hours



TABLE 3.1 – ITEM OMITTED FROM SCHEDULE 2 TO THE CA-E ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
11186	CHARLOTTE STREET	north-east side: from the party wall of nos. 30 and 32 Charlotte Street, north westward for a distance of 20.0 metres	MONDAY - SATURDAY 8.30AM - 6.30PM	£5.70 per hour	£6.93 per hour	2 hours

TABLE 3.2 – ITEM INCLUDED IN SCHEDULE 2 TO THE CA-E ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	CHARLOTTE STREET	north-east side: from the party wall of nos. 34 and 36 Charlotte Street, south-eastward for a distance of 14.5 metres	MONDAY - SATURDAY 8.30AM - 6.30PM	£5.70 per hour	£6.93 per hour	2 hours

TABLE 4.1 – ITEM OMITTED FROM SCHEDULE 1 TO THE CA-F ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
474	RYLAND ROAD (business)	north side: from a point 5 metres west of its junction with Grafton Road, westwards for a distance of 22 metres	MONDAY – FRIDAY 8.30AM - 6.30PM SATURDAY, SUNDAY: 9.30AM - 5.30PM

TABLE 4.2 – ITEM INCLUDED IN SCHEDULE 1 TO THE CA-F ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	RYLAND ROAD (business)	north side: from a point 17.5 metres west of its junction with Grafton Road, south-westwards for a distance of 9.2 metres	MONDAY - FRIDAY: 8.30AM - 6.30PM SATURDAY, SUNDAY: 9.30AM - 5.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
11539	CHARRINGTON STREET	south-west side: from a point 17 metres north-west of a point in line with the party wall of nos.42/43/44 and 45/46 Charrington Street, north-westward for a distance of 4.8 metres and has a width throughout of 4.8 metres	MONDAY- FRIDAY 8.30AM – 6.30PM
11540	CHARRINGTON STREET	south-west side: from a point 26.5 metres north-west of a point in line with the party wall of nos.42/43/44 and 45/46 Charrington Street, north-westward for a distance of 26.4 metres and has a width throughout of 4.8 metres	MONDAY- FRIDAY 8.30AM – 6.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	CHARRINGTON STREET	south-west side from a point 28.4 metres north-west of a point in line with the south-western flank wall of no.8 Medburn Street, north-westward for a distance of 28.9 metres, and which has a width throughout of 4.8 metres	MONDAY- FRIDAY 8.30AM – 6.30PM

TABLE 5.3 – ITEM OMITTED FROM SCHEDULE 2 TO THE CA-G ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
9754	ROCHESTER ROAD	south-west side: from a point 27 metres north-west of the north-western kerb line of Camden Road, north-westwards for a distance of 10 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 per hour	£4.01 per hour	2 hours
9937	ROCHESTER ROAD	north-east side: from a point 23.5 metres south-east of the south-eastern kerb line of Rochester Mews, south-eastwards for a distance of 12.5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 per hour	£4.01 per hour	2 hours

TABLE 5.4 – ITEMS INCLUDED IN SCHEDULE 2 TO THE CA-G ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	ROCHESTER ROAD	north-east side: from a point 1.5 metres north-east of the south-western building line of Cherry Tree Court, 91 Camden Road, north-westwards for a distance of 20.0 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 per hour	£4.01 per hour	2 hours

TABLE 6.1 – ITEM OMITTED FROM SCHEDULE 1 TO THE CA-H ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
12160	SOUTH END ROAD	the west side; from a point 9.5 metres north of the northern kerb line of Keat's Grove, northward for a distance of 40 metres	MONDAY - SATURDAY 9AM - 8PM

TABLE 6.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-H ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	SOUTH END ROAD	west side; from a point 9.5 metres north of the northern kerb line of Keat’s Grove, northward for a distance of 11.3 metres	MONDAY - SATURDAY 9AM - 8PM
	SOUTH END ROAD	west side; from a point 26.3 metres north of the northern kerb line of Keat’s Grove, northward for a distance of 25.1 metres	MONDAY - SATURDAY 9AM - 8PM

TABLE 7.1 – ITEM OMITTED FROM SCHEDULE 1 TO THE CA-K ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
4253	WEST END LANE	the west, south-west side, from a point 41 metres south-east of the south-eastern kerb-line of Quex Road, south-eastwards for a distance of 11 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 7.2 – ITEM INCLUDED IN SCHEDULE 1 TO THE CA-K ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	WEST END LANE	south-west side: from a point 36 metres south-east of the south-eastern kerb line of Quex Road, south- eastwards for a distance of 5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 8.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-L ORDER

<b>ITEM NUMBER</b>	<b>STREET</b>	<b>LENGTH OF HIGHWAY</b>	<b>CONTROLLED HOURS</b>
12041	INKERMAN ROAD	the south-east side, from a point 14.7 metres north-east of a point in line with the north-eastern kerb line of Willes Road, north-eastwards for a distance of 35 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
12042	INKERMAN ROAD	north-west side: from a point 3.9 metres south-west of a point in line with the south-western kerb line of Willes Road, south-westwards for a distance of 30 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 8.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-L ORDER

<b>ITEM NUMBER</b>	<b>STREET</b>	<b>LENGTH OF HIGHWAY</b>	<b>CONTROLLED HOURS</b>
	INKERMAN ROAD	the south-east side, from a point 4.7 metres north-east of a point in line with the north-eastern kerb line of Willes Road, north-eastwards for a distance of 44 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
	INKERMAN ROAD	north-west side: from a point 3.9 metres south-west of a point in line with the south-western kerb line of Willes Road, south-westwards for a distance of 16.8 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 9.1 – ITEM OMITTED FROM SCHEDULE 1 TO THE CA-M ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
4350	BARTHOLOMEW ROAD	west side: from a point opposite the northern flank wall of no. 121 Islip Street, southwards for a distance of 69 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 9.2 – ITEM INCLUDED IN SCHEDULE 1 TO THE CA-M ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	BARTHOLOMEW ROAD	west side: from a point 7.6 metres south of the northern boundary wall of no. 121 Islip Street , southwards for a distance of 61.2 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 9.3 – ITEMS OMITTED FROM SCHEDULE 2 TO THE CA-M ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
11857	BRECKNOCK ROAD	west side: from a point 4.0 metres north-west of the north-west kerb line of Hargrave Place, north-westward for a distance of 25.0 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 per hour	£4.01 per hour	2 hours
4846	FRIDESWIDE PLACE	east side: from a point 24.5 metres north of the northern kerb-line of Islip Street, northwards for a distance of 48.9 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 per Hour	£4.01 per Hour	2 hours

4847	FRIDESWIDE PLACE	east side: from a point 7.1 metres north of the northern kerb-line of Islip Street, northwards for a distance of 9.7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 per Hour	£4.01 per Hour	2 hours
11482	SANDALL ROAD	north-east side: from a point 8.3 metres north-west of the north westernmost wall of The Camden School for Girls, south-eastward for a distance of 55.2 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 per hour	£4.01 per hour	2 hours

TABLE 9.4 – ITEMS INCLUDED IN SCHEDULE 2 TO THE CA-M ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	BRECKNOCK ROAD	west side: from a point 4.0 metres north-west of the north-west kerb line of Hargrave Place, north-westward for a distance of 18.1 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 per hour	£4.01 per hour	2 hours
	FRIDESWIDE PLACE	east side: from a point 14.5 metres north of the northern kerb-line of Islip Street, northwards for a distance of 22.7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 Per Hour	£4.01 Per Hour	2 hours
	FRIDESWIDE PLACE	east side: from a point 48.7 metres north of the northern kerb-line of Islip Street, northwards for a distance of 19.6 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 Per Hour	£4.01 Per Hour	2 hours
	SANDALL ROAD	north-east side: from a point 8.3 metres north-west of the north westernmost wall of The Camden School for Girls, south-eastward for a distance of 37.2 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.30 per hour	£4.01 per hour	2 hours

TABLE 10.1 – ITEM OMITTED FROM SCHEDULE 1 TO THE CA-N ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
11456	SOUTH VILLAS	south-east side: from a point 5.7 metres south-west of the north-eastern wall of no. 39 Camden Park Road, south-westwards for a distance of 38.5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 10.2 – ITEM INCLUDED IN SCHEDULE 1 TO THE CA-N ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	SOUTH VILLAS	south-east side: from a point 14.3 metres south-west of the north-eastern wall of no. 39 Camden Park Road, south-westwards for a distance of 29.7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 11.1 – ITEM OMITTED FROM SCHEDULE 3 TO THE CA-P ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
5423	BURRARD ROAD	south-east side: from a point 5.5 metres south-west of the south-westernmost boundary of no. 2 Burrard Road, south-westwards for a distance of 15.5 metres	MONDAY – FRIDAY 8.30AM - 6.30PM	£2.05 per hour	£2.49 per hour	2 hours



TABLE 11.2 – ITEM OMITTED FROM SCHEDULE 3 TO THE CA-P ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	BURRARD ROAD	south-east side: from a point 5.5 metres south-west of the south-westernmost boundary of no. 2 Burrard Road, south-westwards for a distance of 10.5 metres	MONDAY – FRIDAY 8.30AM - 6.30PM	£2.05 per hour	£2.49 per hour	2 hours

TABLE 12.1 – ITEM OMITTED FROM SCHEDULE 1 TO THE CA-R ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
5979	BROADHURST GARDENS	the south side: from a point 38 metres east of the western wall of nos. 109 to 140 Broadhurst Gardens, to a point 12 metres west of the eastern kerb-line of Broadhurst Close.	MONDAY - SATURDAY 8.30AM - 10PM

TABLE 12.2 – ITEM INCLUDED IN SCHEDULE 2 TO THE CA-R ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	BROADHURST GARDENS	the south side: from a point 38 metres east of the western wall of nos. 109 to 140 Broadhurst Gardens, north-eastwards for a distance of 51.5 metres	MONDAY - SATURDAY 8.30AM - 10PM

TABLE 13.1 – ITEM OMITTED FROM SCHEDULE 1 TO THE CA-X ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
8580	CAMLEY STREET	south-west side: from a point 10 metres north-west of the extended north-west kerb line of the southern entrance to Cedar Way, north-westward for a distance of 29 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 13.2 – ITEM INCLUDED IN SCHEDULE 1 TO THE CA-X ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	CAMLEY STREET	south-west side: from a point 20 metres north-west of the extended north-west kerb line of the southern entrance to Cedar Way, north-westward for a distance of 19 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

SCHEDULE 2

TABLE 1 – ITEMS OMITTED FROM THE SCHEDULE TO THE CAR CLUB ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
12009	INKERMAN ROAD	South-east side: from a point 4.7 metres north-east of a point in line with the north-eastern kerb line of Willes Road, north-eastwards for a distance of 10 metres.	CC131
11473	SANDALL ROAD	North-east side: From a point 46.9 metres south-east of the north westernmost building wall of the Camden School for Girls, south eastward for a distance of 5 metres.	CC67
12017	PRINCETON STREET	South-east side: From a point 4.9 metres north-east of a point in line with the north-eastern building line of nos. 1 to 12 The Old School, Princeton Street, south-westwards for a distance of 10 metres	CC133
11525	CHARRINGTON STREET	south-west side: from a point 52.9 metres north-west of a point in line with the party wall of nos.42/43/44 and 45/46 Charrington Street, north-westwards for a distance of 2.4 metres	CC71

TABLE 2 – ITEM INCLUDED IN THE SCHEDULE TO THE CAR CLUB ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
	SANDALL ROAD	north-east side: from a point 3.1 metres south-east of the south-easternmost building wall of the Camden School for Girls, north westward for a distance of 5 metres	CC133

### SCHEDULE 3

TABLE 1 – ITEMS OMITTED FROM THE SCHEDULE TO THE DISABLED PERSONS’ ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
11196	CHARLOTTE STREET	north-east side: from a point 2.2 metres north-west of the party wall of no. 38 and 40 Charlotte Street, south-eastwards for a distance of 6.6 metres
13170	JOHN STREET	north-east side: from a point 61.9 metres south-east of the north-western boundary wall of no. 9 John Street, south-eastwards for a distance of 13.2 metres

TABLE 2 – ITEMS INCLUDED IN THE SCHEDULE TO THE DISABLED PERSONS’ ORDE

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
	CHARLOTTE STREET	north-east side: from the party wall of nos. 34 and 36 Charlotte Street, north-westwards for a distance of 6.6 metres
	JOHN STREET	north-east side: from a point 54.2 metres south-east of the north-western boundary wall of no. 9 John Street, south-eastwards for a distance of 13.2 metres

#### SCHEDULE 4

TABLE - ITEMS INCLUDED IN SCHEDULE 2 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
	<b>RYLAND ROAD: north-west side;</b> from the south-west kerb line of Grafton Road south-westwards for a distance of 10 metres	1

#### SCHEDULE 5

TABLE 1 – ITEMS OMITTED FROM THE SCHEDULE TO THE ELECTRIC VEHICLES' CHARGING POINTS ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
12172	WEST END LANE	south-west side: from a point 36 metres south-east of the south-eastern kerb line of Quex Road, south- eastwards for a distance of 5 metres
12171	SOUTH END LANE	west side: from a point 5 metres north of the northern kerb line of Keat's Grove, northwards for a distance of 4.5 metres
11188	CHARLOTTE STREET	north-east side: from a point 1.8 metres north-west of the party wall of nos. 40 and 42 Charlotte Street, south-eastwards for a distance of 5 metres
12166	JOHN STREET	north-east side: from a point 6.2 metres north-west of the south-eastern flank wall of no.1 John Street, north- westwards for a distance of 5 metres

TABLE 2 – ITEMS INCLUDED IN THE SCHEDULE TO THE ELECTRIC VEHICLES’ CHARGING POINTS ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
	BURRARD ROAD	south-east side: from a point 10.2 metres north-east of the north-eastern kerb-line of Fortune Green Road, north-eastwards for a distance of 5 metres
	BROADHURST GARDENS	the south side: from a point 12 metres west of the eastern kerb-line of Broadhurst Close, westwards for a distance of 5.5 metres
	RYLAND ROAD	north side: from a point 10 metres west of its junction with Grafton Road, westwards for a distance of 5 metres
	INKERMAN ROAD	north-west side: from a point 20.7 metres south-west of a point in line with the south-western kerb line of Willes Road, south-westwards for a distance of 13 metres
	BRECKNOCK ROAD	west side: from a point 3 metres south-east of the north-westernmost boundary wall of no.37a Brecknock Road, south-westwards for 8 metres
	SOUTH VILLAS	south-east side: from a point 6.8 metres south-west of the north-eastern wall of no. 39 Camden Park Road, south-westwards for a distance of 7.5 metres
	SANDALL ROAD	North-east side: From a point 16.1 metres south-east of the south-easternmost building wall of the Camden School for Girls, north westward for a distance of 13 metres
	ROCHESTER ROAD	south-west side: from a point 27 metres north-west of the north-western kerb line of Camden Road, north-westwards for a distance of 12.5 metres
	PRINCETON STREET	south-east side: from a point 15.6 metres south-west of the north-eastern building line of Nos. 33 Bedford Row, south-westwards for a distance of 13 metres

	WEST END LANE	the west, south-west side, from a point 41 metres south-east of the south-eastern kerb-line of Quex Road, south-eastwards for a distance of 10.5 metres
	SOUTH END LANE	west side: from a point 4.5 metres north of the northern kerb line of Keat's Grove, northwards for a distance of 5 metres
	SOUTH END ROAD	the west side from a point 20.8 metres north of the northern kerb line of Keat's Grove, northward for a distance of 5.5 metres
	HAVERSTOCK HILL	south-west side: from a point 14.9 metres north-west of the common boundary of nos.141 and 143 Haverstock Hill, north westwards for a distance of 5.5 metres
	CHARLOTTE STREET	north-east side: from a point 1.8 metres north-west of the party wall of nos. 40 and 42 Charlotte Street, south-eastwards for a distance of 10.5 metres
	JOHN STREET	north-east side: from a point 6.2 metres north-west of the south-eastern flank wall of no.1 John Street, north- westwards for a distance of 10.5 metres
	CHARRINGTON STREET	south-west side from a point 57.3 metres north-west of a point in line with the south-western flank wall of no.8 Medburn Street, north-westward for a distance of 7 metres, and which has a width throughout of 4.8 metres
	FORTESS ROAD	South-east side: from a point in line with the party wall of nos. 116 and 114A Fortess Road, north-eastward for a distance of 7 metres
	BARTHOLOMEW ROAD	west side: from a point 0.6 metres south of the northern boundary wall of no. 121 Islip Street , southwards for a distance of 7 metres
	CAMLEY STREET	south-west side: from a point 13 metres north-west of the extended north-west kerb line of the southern entrance to Cedar Way, north-westward for a distance of 7 metres
	FRIDESWIDE PLACE	east side: from a point 68.3 metres north of the northern kerb-line of Islip Street, northwards for a distance of 7 metres

	FREIGHT LANE	north-west side: from a point 9 metres east of the eastern kerb line of Freight Lane Depot, eastwards for a distance of 18 metres
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