

The Camden (Lower Kilburn High Road) Experimental Traffic Order 2021

Notice is hereby given that, on 8 March 2021, the Council of the London Borough of Camden made the above experimental order under s.9 of the Road Traffic Regulation Act 1984. The order will come into force on 18 March 2021. The general nature and effect of the order is set out below.

KILBURN HIGH ROAD / MAIDA VALE (north-east side) – a south-eastbound bus lane operating on Mondays to Saturdays between 7am and 10am and between 4pm and 7pm is designated from a point 17 metres south-east of the eastern kerb line of Kilburn Priory south-eastwards to the boundary with the City of Westminster. Vehicles permitted to use the bus lane during operational hours include buses, taxis, pedal cycles and dial-a-ride vehicles.

Prohibitions on waiting by vehicles, including where specified for the purposes of loading or unloading goods will apply at the locations and during the times specified below:

No waiting or loading “at any time”

KILBURN HIGH ROAD (north-east side); (i) from a point 16 metres north-west of the north-western kerb line of Belsize Road to a point 36.5 metres south-east of the south-eastern kerb line of the same kerb line: no waiting or loading at any time; (ii) for 10 metres either side of the junctions with Springfield Lane and Greville Road; (iii) from a point 10 metres north-west of the north-western kerb line of Kilburn Priory to a point 25 metres south-east of the south-eastern kerb line of Kilburn Priory

MAIDA VALE (north-east side): from the north-western kerb line of Greville Place, north-westwards for a distance of approx. 25 metres

BELSIZE ROAD: from the north-eastern kerb line of Kilburn High Road north-eastwards for a distance of approx. 16.5 metres

SPRINGFIELD LANE, GREVILLE ROAD, KILBURN PRIORY: from the junction with Kilburn High Road north-eastwards for a distance of 10 metres

No waiting at any time; no loading Monday – Friday 7-10am, 4-7pm; Saturday and Sunday 10am – 7pm

KILBURN HIGH ROAD (north-east side): (i) from a point approx. 56 metres north-west of the north western kerb line of Belsize Road to a point 16 metres north-west of the same kerb line; (ii) from a point 36.5 metres south-east of the south-eastern kerb line of Belsize Road to a point 10 metres north-west of the north-western kerb line of Springfield Lane; (iii) from a point 10 metres south-east of the south-eastern kerb line of Springfield Lane to a point 10 metres north-west of the north-western kerb line of Greville Road;

BELSIZE ROAD (north-west side): from a point 16.5 metres north-east of the north-eastern kerb line north-eastwards for a distance of 18 metres

GREVILLE ROAD (north-west side): from a point 10 metres north-east of the north-eastern kerb line of Kilburn High Road north-eastwards for a distance of 10 metres

KILBURN PRIORY: between a point 10 metres north-east of the north-eastern kerb line of Kilburn High Road and the northern flank wall of nos. 1 – 8 Kilburn Gate.

No waiting Monday – Sunday 7am – 7pm; no loading Monday – Friday 7-10am, 4-7pm, Saturday and Sunday 10am – 7pm

KILBURN HIGH ROAD (north-east side): from a point 10 metres south-east of the south-eastern kerb line of Greville Road to a point 10 metres north-west of the north-western kerb line of Kilburn Priory

No waiting Monday – Saturday 7am – 7pm; no loading Monday – Saturday 7-10am, 4-7pm

MAIDA VALE (north-east side): from a point 25 metres south-east of the south-eastern kerb line of Kilburn Priory to a point 25 metres north-west of the north-western kerb line of Greville Place

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

Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to safetravel@camden.gov.uk or by post to FREEPOST LBC Transport Strategy. Copies of the orders and other documents relating to the order may be inspected at camden.gov.uk/recently-advertised-proposals or obtained by contacting traffic.orders@camden.gov.uk

Notice is also given under s.23 of the Road Traffic Regulation Act 1984 of the Council's intention to replace the zebra crossing at the junction of Kilburn High Road with Greville Road with a signalized pedestrian crossing and to make adjustments to the length of the controlled area. Comments on this proposal can be sent to the same addresses specified above.

Peter Mardell
Head of Parking Operations
11 March 2021

The Camden (Lower Kilburn High Road) Experimental Traffic Order 2021

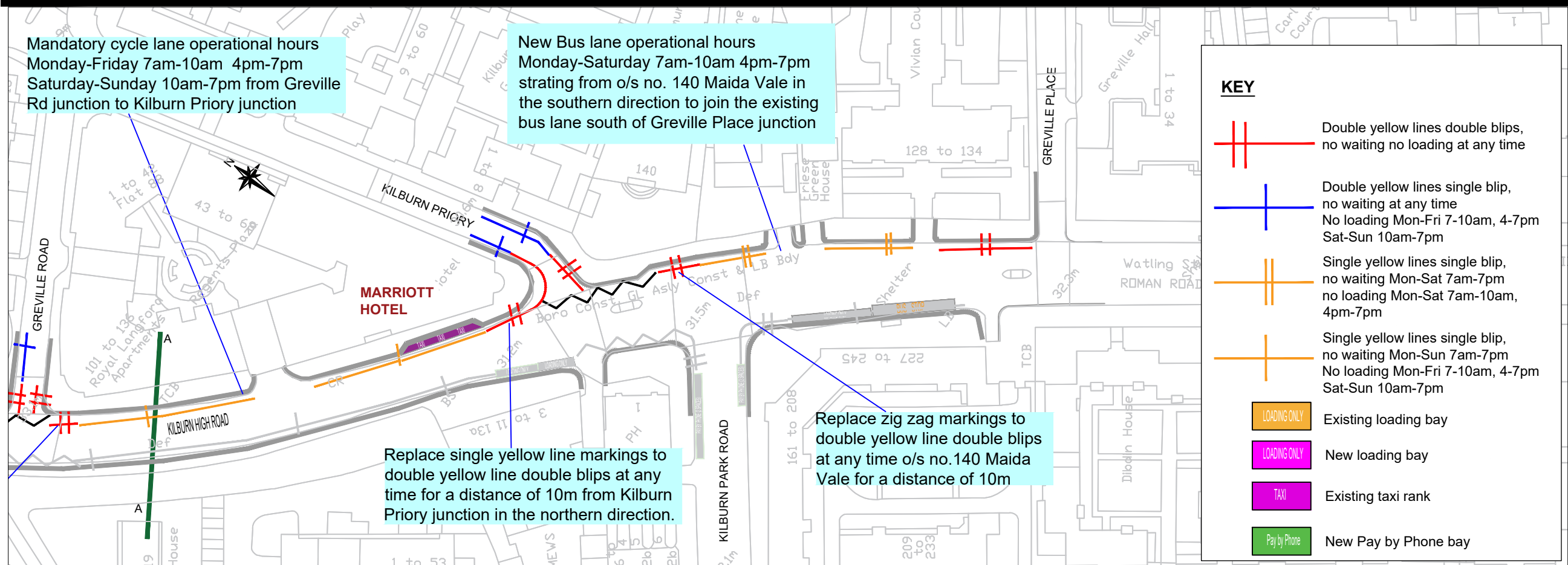
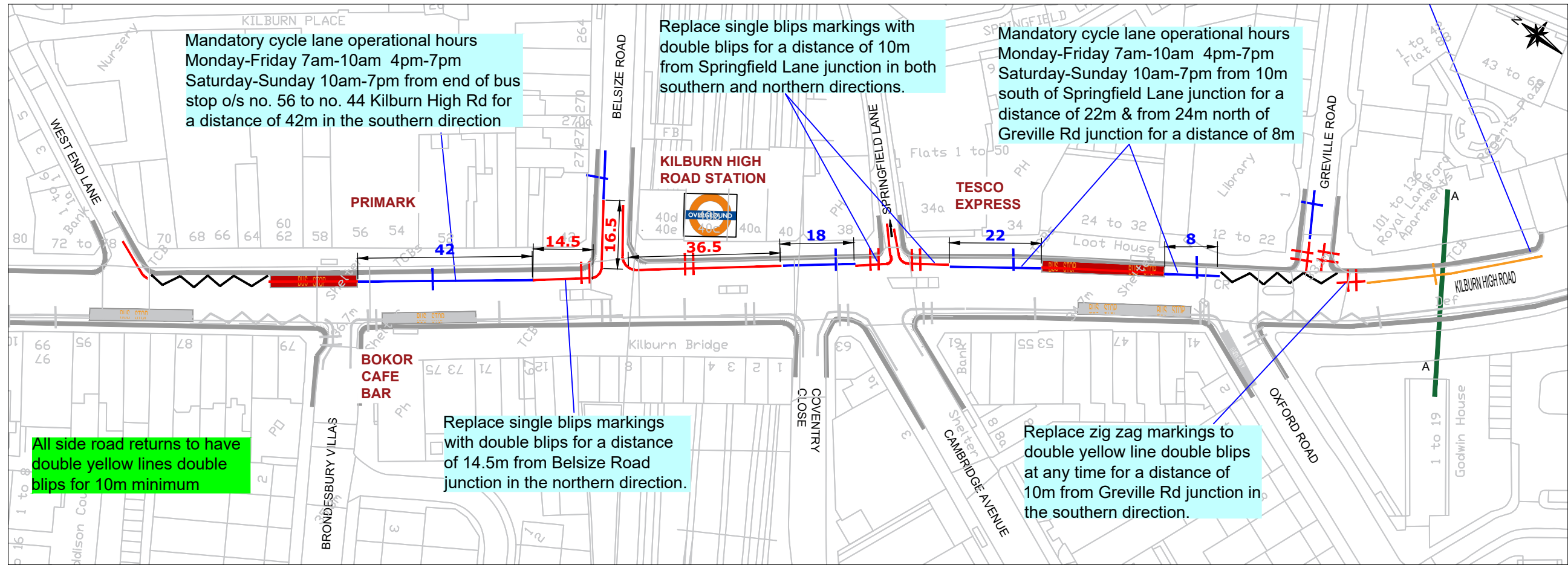
STATEMENT OF REASONS

- a. Kilburn High Road is a 1.65km section of the A5, a major arterial road running northwest/southeast, with significant motor vehicle movements per day in “business as usual” times – around 6,000 motor vehicle trips in each direction (north and south) between 7am and 7pm. It also has a very high number of road traffic casualties in recent years; with 54 pedestrian casualties recorded along the corridor between 2016 and 2018, of which 2 were fatal and 11 serious.
- b. The section of the road being changed in this project, is the lower part of Kilburn High Road between West End Lane and Greville Place. The road forms the boundary between Camden Council (to the east) and Brent Council (to the east) and with a short section at the lower end where Camden borders onto Westminster City Council between Oxford Road and Greville Place. The road continues south and changes name to Maida Vale.
- c. As well as being a major A-road, the road is an important bus route with the lower part of Kilburn High Road carrying five bus routes. The project area also covers a short stretch of the middle part of Kilburn High Road, which caters for high volumes of pedestrians, shoppers and commercial activity.
- d. The Coronavirus (COVID-19) pandemic has created new road safety challenges in Camden that the Council is taking seriously and responding to rapidly. In line with National Government’s statutory, [COVID-19 guidance](#) to local authorities, the London Borough of Camden is currently putting in place measures across the Borough to make it easier and safer for people to walk and cycle locally.
- e. The need to continue social distancing is expected to continue until at least late summer 2021 and government advice is to avoid public transport and instead walk or cycle wherever possible. Kilburn High Road town centre contains many essential shopping services that are used frequently throughout all tiers of Covid-19 restrictions. The pavements are generally too narrow for successful social distancing by pedestrians. The majority of households in Camden and Brent do not own a car (approximately 69%) making road safety for walking and cycling crucial in both boroughs.
- f. The Council is also responding to needs in the medium-term (as lockdown eases) to constrain the expected rise in motor vehicles trips, which includes measures in, *‘Identifying and implementing, where feasible, opportunities for extending bus lane hours to (a) help improve bus journey times and (b) create safer cycling conditions than when those bus lanes become general traffic lanes’.*

- g. Our Camden Transport Strategy (CTS) contains a road user hierarchy, which has pedestrians and cyclists at the top, recognising their vital role in a safer, cleaner, healthier Camden. Policy 1c of the CTS states that “the Council will change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm”. It is imperative that our streets are made as safe as possible for these vulnerable road users, both currently and as road traffic levels continue to rise as the lockdown eases. Full details of the rationale for these proposals are set out in the Covid-19 Safer Travel in Camden SMD report referenced earlier.
- h. By widening the pavement (between West End Lane and Belsize Road), the carriageway width would be narrowed thereby shortening pedestrian crossing distances, and improving road safety more generally by slowing vehicle speeds all day. Further south (between Kilburn Park Road and Greville Place) the existing painted hatched median, would be replaced with raised central medians to maintain the narrow carriageway, whilst also providing informal places for pedestrians to cross the road.
- i. The conversion of the existing zebra near Kilburn Park Road, into a pedestrianised signal crossing is proposed to make the crossing to be easier to use by older people, children and people with disabilities. It will also improve bus reliability during times of high pedestrian volumes generated by the adjacent Islamic Centre for England, particularly during Islamic religious festivals and Friday prayers.
- j. Short sections of cycle lane are proposed where bus lanes can't be installed due to width restrictions. Dedicated cycling facilities, within the wider Kilburn High Road scheme, are proposed in the lower (and upper) parts of the road, with the middle section more focussed on pedestrian safety and shopping comfort in the short and medium term.
- k. Standardising and extending bus lanes, and their hours of operation is proposed in this first phase of the wider Kilburn High Road project to mitigate and maintain bus service reliability along the length of the wider project area. Providing an increased level of uniformity of bus lane hours along Kilburn High Road is key project objective to improve understanding and compliance with the bus lane hours.
- l. To improve bus reliability at peak times, commensurate changes to the waiting and loading restrictions are proposed within the bus lanes and cycle lanes. Full time bus and cycle lanes are not being proposed in this trial, to balance the needs of the commercial premises in the town centre to allowing for restocking during off-peak weekday periods (between 10am and 4pm), and weekend mornings (before 10am). Camden Council has previously restricted access to rear service entrances to some stores (e.g. H&M) in response to resident complaints, so loading must take place from Kilburn High Road.

- m. The introduction of more trees into the town centre has been a long-held ambition of Camden Council and Brent Council. The introduction of wider pavements provides the necessary space for the planting of new trees in the town centre. Trees are important for encouraging walking by improving the attractiveness of the town centre, as well as mitigating against poor air quality.
- n. The scheme is proposed to be implemented on a trial basis by using an Experimental Traffic Order (ETO) in order to allow the interventions to be monitored and their impact to be recorded during the experimental period. The scheme will be introduced during the present national Covid-19 lockdown, and the Government has proposed a staged relaxation of the present social distancing measures, albeit that whether and when the successive relaxations will be introduced is presently uncertain. In light of this, officers consider that it is appropriate to proceed by way of experiment during a period when traffic patterns (including pedestrian footfall) on the corridor may go through a number of fluctuations before, as it is not unreasonable to expect, a “new normal” traffic pattern eventually establishes itself.
- o. An additional advantage of proceeding by way of ETO is that this allows the Council to invite and consider feedback from stakeholders and local residents and businesses during the experimental period. The experimental scheme thus provides an opportunity to ascertain the views of the community and stakeholders in relation to some key interventions on a relatively small scale, before considering proposing similar interventions on a wider scale for the whole of Kilburn High Road.
- p. A public consultation on the long-term future of the experimental scheme is planned for early autumn 2021, at the same time as the Council has committed to consulting on the wider Kilburn High Road scheme. In this way the long-term future of the entire length of the town centre will be publicly consulted on.
- q. The Council intends to consider whether to make an indefinite or “permanent” Traffic Management Order having the same effect as the Experimental Traffic Order. A decision will be made as to this by the Council’s Director of Environment and Sustainability in response to recommendations contained in an officer’s report which will consider, among other matters, the results of the public consultation referred to in paragraph (p) above and all other available relevant information including, for example, monitoring information.

LOWER KILBURN HIGH ROAD PROJECT (WEST END LANE TO GREVILLE PLACE) LOADING RESTRICTIONS



KEY	
	Double yellow lines double blips, no waiting no loading at any time
	Double yellow lines single blip, no waiting at any time No loading Mon-Fri 7-10am, 4-7pm Sat-Sun 10am-7pm
	Single yellow lines single blip, no waiting Mon-Sat 7am-7pm no loading Mon-Sat 7am-10am, 4pm-7pm
	Single yellow lines single blip, no waiting Mon-Sun 7am-7pm No loading Mon-Fri 7-10am, 4-7pm Sat-Sun 10am-7pm
	Existing loading bay
	New loading bay
	Existing taxi rank
	New Pay by Phone bay

The Camden (Lower Kilburn High Road) Experimental Traffic Order 2021

2021 No. 20

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 20

The Camden (Lower Kilburn High Road) Experimental Traffic Order 2021

Made on 8 March 2021

Coming into force on 18 March 2021

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 9 and 124 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 18 March 2021 and may be cited as The Camden (Lower Kilburn High Road) Experimental Traffic Order 2021.

2. Interpretation

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

“Bus Lane order” means the Camden (Bus Lanes) (Consolidation) Traffic Order 2012 [L.B.C. 2012 No. 62];

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

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

3. Designation of bus lane

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.2 The Bus Lanes order shall have effect as though there was included in the schedule to that order, the item set out in table 1 of the schedule to this order;

5. Designation of waiting restrictions

- 5.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 5.2 The Waiting and Loading order shall have effect as though;
- 5.2.1 there was substituted for items set out in relation to similarly named streets in the schedule to that order, the items set out in table 2 of the schedule to this order;
- 5.2.2 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 3 of the schedule to this order.
- 5.2.3 there was included in schedule 3 to that order, the item set out in table 4 of the schedule to this order.

6. Power to modify or suspend provisions of this order

- 6.1 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 8 March 2021



Peter Mardell
Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS INCLUDED IN THE SCHEDULE TO THE BUS LANES ORDER

ITEM NO.	NAME OF STREET(S) AND LENGTH OF CARRIAGEWAY	TIMES OF OPERATION	DIRECTION OF TRAVEL	PERMITTED VEHICLES
40	KILBURN HIGH ROAD / MAIDA VALE (A5) north-east side: from a point 17 metres south-east of the eastern kerb line of Kilburn Priory south-eastwards to the borough boundary with the City of Westminster	MONDAY – SATURDAY 7AM – 10AM; 4PM – 7PM	south-eastbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle

TABLE 2 – ITEMS SUBSTITUTED FOR ITEMS RELATING TO SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
87	BELSIZE ROAD	
(a)	north-west side:	
(i)	from the north-eastern kerb line of Kilburn High Road to a point 9.8 metres north-east of the common boundary of nos. 254 and 256 Belsize Road	A
(iii)	between a point 9.80 metres north-east of the common boundary of nos. 254 and 256 Belsize Road and a point 27.00 metres north of that same common boundary	B
(iv)	between a point 27.00 metres north of the common boundary of nos. 254 and 256 Belsize Road and the north-eastern kerb line of Kilburn Vale	A
(v)	between the north-eastern kerb line of Kilburn Vale and the south-western kerb line of Abbey Road	B

(vi)	between the north-eastern kerb line of Abbey Road and a point 18 metres south-west of the common boundary of nos. 121 and 123 Belsize Road	A
(vii)	between the common boundary of nos. 121 and 123 Belsize Road and a point 18 metres south-west of that boundary	B
(viii)	between the common boundary of nos. 121 and 123 Belsize Road and a point 2 metres south-west of the common boundary of nos. 115 and 117 Belsize Road	A
(ix)	between a point 2 metres south-west of the common boundary of nos. 115 and 117 Belsize Road and the south-western kerb line of Fairhazel Gardens	B
(x)	between the north-eastern kerb line of Fairfax Road and a point 18 metres north-east of that kerb line	A
(xi)	between a point 18 metres north-east of the north-eastern kerb line of Fairfax Road and a point 9.0 metres north-east of the party wall of nos. 20 and 22 Belsize Road	B
(xii)	From and a point 9.0 metres north-east of the party wall of nos. 20 and 22 Belsize Road, north eastward for a distance of 38.0 metres	A
(xiii)	between a point 2.7 metres north-east of the party wall of nos. 4 and 6 Belsize Road and a point 9 metres south-west of the south western kerb line of Harben Road	B
(xiv)	between a point 9 metres south-west of the south-western kerb line of Harben Road and a point 12 metres north-east of the north eastern kerb line of Harben Road	A
(xv)	between a point 12 metres north-east of the north-eastern kerb line of Harben Road and a point 34 metres north-east of that kerb line	B
(xvi)	(xiv) between a point 34 metres north-east of the north-eastern kerb line of Harben Road and the north-easternmost extremity of Belsize Road	A
(b)	south-east side:	
(i)	from the north-eastern kerb line of Kilburn High Road, north-eastwards for a distance of 16.5 metres	A
(ii)	from a point 16.5 metres north-east of the north-eastern kerb line of Kilburn High Road to a point 14 metres south-west of a point opposite the common boundary of nos. 254 and 256 Belsize Road	B
(iii)	between a point 14.00 metres south-west of a point opposite the common boundary of nos. 254 and 256 Belsize Road and a point 11.60 metres north-east of a point opposite that common boundary	A

(iv)	between a point 11.60 metres north-east of a point opposite the common boundary of nos. 254 and 256 Belsize Road and a point 3.40 metres north of the northernmost flank wall of no. 221a Belsize Road	B
(v)	between a point 3.40 metres north of the northernmost flank wall of no. 221a Belsize Road and the northern kerb line of the unnamed access road lying to the south of no. 219 Belsize Road	A
(vi)	between the northern kerb line of the unnamed access road lying to the south of no. 219 Belsize Road and a point opposite the common boundary of nos. 181 and 183 Belsize Road	B
(vii)	between a point 23 metres north-east of a point opposite the common boundary of nos.181 and 183 Belsize Road and the south-western kerb line of Abbey Road	A
(viii)	between the north-eastern kerb line of Abbey Road and a point 18 metres south-west of the common boundary of nos. 121 and 123 Belsize Road	A
(ix)	between a point 18 metres south-west of the common boundary of nos. 121 and 123 Belsize Road and a point 2.2 metres south-west of the north-eastern wall of no. 67 Belsize Road	B
(x)	between a point 2.2 metres south-west of the north-eastern wall of no. 67 Belsize Road and the south-western kerb line of Loudoun Road	A
(xi)	between the north-eastern kerb line of Hilgrove Road and a point 20 metres north-east of that kerb line	A
(xii)	between a point 20 metres north-east of the north-eastern kerb line of Hilgrove Road and a point 19 metres north-east of the north-eastern kerb line of Dobson Close	B
(xiii)	between a point 19 metres north-east of the north-eastern kerb line of Dobson Close and the north-easternmost extremity of Belsize Road	A
413	GREVILLE ROAD	
(a)	north-west side;	
(i)	from the north-east kerb line of Kilburn High Road, north eastward for a distance of 20 metres.	A
(ii)	from a point 20 metres north-east of the north-east kerb line of Kilburn High Road to a point 3.0 metres south-west of the south-west kerb line of Greville Mews	B

(iii)	from a point 3.0 metres south-west of the south-west kerb line of Greville Mews to a point 4.1 metres north-east of the north-east kerb line of Greville Mews.	A
(iv)	from a point 4.1 metres north-east of the north-east kerb line of Greville Mews to a point 9.0 metres south-west of the western kerb line of Kilburn Priory	B
(v)	from a point 9.0 metres south-west of the western kerb line of Kilburn Priory to a point 31.4 metres east of the eastern kerb line of Kilburn Priory	A
(vi)	from a point 31.4 metres east of the eastern kerb line of Kilburn Priory to the north-west kerb line of Greville Place	B
(b)	south-east side;	
(i)	from the north-east kerb line of Kilburn High Road, north eastward for a distance of 10 metres.	A
(ii)	from a point 8.9 metres north-east of the north-east kerb line of Kilburn High Road, north-eastward for a distance of 15.5 metres	B
(iii)	from a point 24.5 metres north-east of the north-east kerb line of Kilburn High Road, north-eastward for a distance of 21.4 metres	A
(iv)	from a point 46.0 metres north-east of the north-east kerb line of Kilburn High Road, north-eastward for a distance of 28.0 metres	B
(v)	from a point 6.7 metres south-west of the western kerb line of Kilburn Priory to a point 25.5 metres east of the eastern kerb line of Kilburn Priory	A
(vi)	from a point 25.5 metres east of the eastern kerb line of Kilburn Priory to the north-west kerb line of Greville Place	B
521	KILBURN HIGH ROAD: north-east side:	
(a)	between the south-eastern kerb line of Maygrove Road and a point 58.9 metres south-east of a point opposite the party wall of nos. 332 and 334 Kilburn High Road	A
(b)	between a point 58.9 metres south-east of a point opposite the party wall of nos. 332 and 334 Kilburn High Road and the north-western kerb line of Netherwood Street	2E

(c)	from the south-eastern kerb line of Netherwood Street, south-eastwards for a distance of 10 metres	A
(d)	from a point 10 metres south-east of the south-eastern kerb line of Netherwood Street to the north-western kerb line of Messina Avenue	2E
(e)	between the south-eastern kerb line of Messina Avenue and a point opposite the party wall of nos. 198 and 200 Kilburn High Road	A
(f)	between a point opposite the party wall of nos. 198 and 200 Kilburn High Road and a point opposite the party wall of nos. 140 and 142 Kilburn High Road	2E
(g)	between a point opposite the party wall of nos. 140 and 142 Kilburn High Road and a point opposite the party wall of nos. 118 and 120 Kilburn High Road	A
(h)	between a point opposite the party wall of nos. 118 and 120 Kilburn High Road and a point 2 metres north-west of the party wall of nos. 86 and 88/90 Kilburn High Road	2E
(i)	between a point 2 metres north-west of the party wall of nos. 86 and 88/90 Kilburn High Road and the western kerb line of West End Lane	A
(j)	from the eastern kerb line of West End Lane to a point 10 metres south-east of the south-eastern kerb line of Greville Road	A
(k)	from a point 10 metres south-east of the south-eastern kerb line of Greville Road to a point 10 metres north-east of the north-eastern kerb line of Kilburn Priory	3K
(l)	from a point 10 metres north-west of the north-western kerb line of Kilburn Priory to a point 25 metres south-east of the south-eastern kerb line of Kilburn Priory	A
(m)	from a point 25 metres south-east of the south-eastern kerb line of Kilburn Priory to the junction with Maida Vale	2E
610	MAIDA VALE: north-east side:	
(a)	from the north-west kerb line of Greville Place, north-westwards for a distance of 25 metres	A
(b)	from a point 25 metres north-west of the north-western kerb line of Greville Place to the junction with Kilburn High Road	2E

TABLE 3 - ITEMS INCLUDED, OR SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO THE SIMILARLY NAMED STREETS, IN SCHEDULE 2 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
21	BELSIZE ROAD	
(a)	both sides; from the north-eastern kerb line of Kilburn High Road, north-eastwards for a distance of 16.5 metres	1
(b)	north-west side; from a point 16.5 metres north-east of the north-eastern kerb line of Kilburn High Road north-eastwards for a distance of 19 metres	79
(c)	south-east side; from a point 16.5 metres north-east of the north-eastern kerb line of Kilburn High Road to a point opposite the party wall of nos. 256 and 258 Belsize Road	5
	GREVILLE ROAD	
(a)	both sides; from the north-eastern kerb line of Kilburn High Road, north-eastwards for a distance of 10 metres	1
(b)	north-east side: from a point 10 metres north-east of the north-eastern kerb line of Kilburn High Road, north-eastwards for a distance of 10 metres	79
125	KILBURN HIGH ROAD; (north-east side)	
(a)	between the junction with Shoot Up Hill and the north-western kerb line of Loveridge Road	1
(b)	between the south-eastern kerb line of Loveridge Road and the party wall of nos. 332 and 334 Kilburn High Road	34
(c)	between the party wall of nos. 332 and 334 Kilburn High Road and a point 58.9 metres south-east of that party wall	1

(d)	between a point 58.9 metres south-east of the party wall of nos. 332 and 334 Kilburn High Road and the north-western kerb line of Palmerston Road	34
(e)	between the south-eastern kerb line of Palmerston Road and a point 6 metres north-west of the common boundary of nos. 242 and 244 Kilburn High Road	48
(f)	between a point 6 metres north-west of the common boundary of nos. 242 and 244 Kilburn High Road and a point 14 metres south-east of the common boundary of nos. 242 and 244 Kilburn High Road	49
(g)	between a point 14 metres south-east of the common boundary of nos. 242 and 244 Kilburn High Road and a point opposite the party wall of nos. 204 and 206 Kilburn High Road	31
(h)	between a point opposite the party wall of nos. 204 and 206 Kilburn High Road and a point opposite the party wall of nos. 140 and 142 Kilburn High Road	34
(i)	between a point opposite the party wall of nos. 140 and 142 Kilburn High Road and a point opposite the party wall of nos. 118 and 120 Kilburn High Road	31
(j)	between a point opposite the party wall of Nos. 118 and 120 Kilburn High Road to a point 49 metres north-west of the north-western kerb line of Belsize Road;	34
(k)	from a point 49 metres north-west of the north-western kerb line of Belsize Road to a point 14.5 metres north-west of that kerb line	79
(l)	from a point 14.5 metres north-west of the north-western kerb line of Belsize Road to a point 36.5 metres south-east of the south-eastern kerb line of Belsize Road	1
(m)	from a point 36.5 metres north-west of the north-western kerb line of Springfield Lane to a point 10 metres north-west of that kerb line	79
(n)	from a point 10 metres north-west of the north-western kerb line of Springfield Lane to a point 10 metres south-east of the south-eastern kerb line of Springfield Lane	1
(o)	from a point 10 metres south-east of the south-eastern kerb line of Springfield Lane to a point 10 metres north-west of the north-western kerb line of Greville Road	79
(p)	from a point 10 metres north-west of the north-western kerb line of Greville Road to a point 10 metres south-east of the south-eastern kerb line of Greville Road	1
(q)	from a point 10 metres south-west of the south-western kerb line of Greville Road to a point 10 metres north-east of the north-eastern kerb line of Kilburn Priory	79
(r)	from a point 10 metres north-east of the north-eastern kerb line of Kilburn Priory to a point 25 metres south-east of the south-eastern kerb line of Kilburn Priory	1
(s)	from a point 25 metres south-west of the south-eastern kerb line of Kilburn Priory to the junction with Maida Vale	34

126	KILBURN PRIORY	
(a)	both sides:	
(i)	from the north-eastern kerb line of Kilburn High Road, north-eastwards for a distance of 10 metres	1
(ii)	from a point 10 metres north-east of the north-eastern kerb line of Kilburn Priory for a distance of 20 metres in a northerly direction	79
(iii)	from a point 30 metres north of the north-eastern kerb line of Kilburn high Road to a point opposite the northern flank wall of Nos. 1 to 8 Kilburn Gate, Kilburn Priory	7
139	MAIDA VALE	
(a)	north-east side from the north-west kerblines of Greville Place, north-westward for a distance of 25 metres.	1
(b)	so much of Maida Vale as falls within the borough boundaries as does not lie within the length of Maida Vale specified above.	34
	SPRINGFIELD LANE: from the north-eastern kerb line of Kilburn High Road, north-eastwards for a distance of 10 metres	1

TABLE 4 – ITEM INCLUDED IN SCHEDULE 3 TO THE WAITING AND LOADING ORDER

Column 1 Prescribed hours (Schedule 1)	Column 2; Day(s) and time(s) during which restriction applies		Column 3 Restricted hours (Schedule 2)
4A	MONDAY TO FRIDAY	7AM – 10AM, 4PM – 7PM	79
	SATURDAY AND SUNDAY	10AM – 7PM	