

London Borough of Camden

The Camden (Parking Places) (CA-G) (Amendment No. **) Traffic Order 202*

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. **) Traffic Order 202*

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. **) Traffic Order 202*

The Camden (Loading Places) (Amendment No. **) Traffic Order 202*

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 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the Orders is as set out below:

Removal or conversion of sections of on-street parking or loading places and changes to waiting and loading restrictions

Chalton Street – on the north-east side, outside Nos. 92 to 94 Chalton Street, convert a 6.6-metre length of resident parking place to a disabled parking place;

Phoenix Road – remove all parking places located between its junctions with Werrington Street and Ossulston Street. The parking place on the north-west side of Phoenix Road, located between 8.5 and 14 metres south-west of the south-western kerb-line of Chalton Street, to be replaced by a parklet and all other parking places to be replaced with waiting and/or loading restrictions, as detailed below.

Designation of new on-street parking places or loading places:

Chalton Street – on the north-east side, provision of a 14 metre loading place outside Nos. 96 to 100 Chalton Street.

Ossulston Street – on the south-west side, provision of a 12.8 metre loading bay outside Chamberlain House.

Ossulston Street – on the south-west side, provision of a 6.6 metre disabled parking place outside Chamberlain House.

Amendments to waiting and loading restrictions:

Chalton Street - upgrading of the existing length of waiting restrictions on the north-east side outside the Cock Tavern, to no waiting 'at any time'.

Chalton Street - upgrading of the existing length of 'at any time' waiting restrictions on the south-east side opposite the Cock Tavern, to no waiting or loading 'at any time'.

Chalton Street - upgrading of a 10-metre length of existing waiting restrictions south-east of its junction with Phoenix Road, to no waiting or loading 'at any time'.

Ossulston Street - upgrading of a 10.5-metre length of existing waiting restrictions on the south-west side, starting 25.3 metres north-west of its junction with Phoenix Road, to no waiting 'at any time'.

Ossulston Street - upgrading of a 6.9-metre length of existing waiting restrictions on the south-west side, starting 13 metres north-west of its junction with Phoenix Road, to no waiting 'at any time'.

Ossulston Street - upgrading of a 20-metre length of existing waiting restrictions on the north-east side, starting 13 metres north-west of its junction with Phoenix Road, to no waiting 'at any time'.

Ossulston Street - upgrading of a 13-metre length of existing waiting restrictions north-west of its junction with Phoenix Road, to no waiting or loading 'at any time'.

Ossulston Street - upgrading of a 10-metre length of existing waiting restrictions on the south-west side, south-east of its junction with Phoenix Road, to no waiting or loading 'at any time'.

Phoenix Road - upgrading of the existing waiting restrictions between Eversholt Street and Werrington Street, to no waiting or loading 'at any time'.

Phoenix Road - upgrading of the existing waiting restrictions on the south-east side between Werrington Street and Ossulston Street, to no waiting or loading 'at any time'.

Phoenix Road - upgrading of a 69.5-metre length of existing waiting restrictions on the north-west side, running north-east from the junction with Werrington Street, to no waiting or loading 'at any time'.

Phoenix Road - upgrading of an 8.3-metre length of existing waiting restrictions on the north-west side, running south-west from the junction with Chalton Street, to no waiting or loading 'at any time'.

Phoenix Road - upgrading of a 29-metre length of existing waiting restrictions on the north-west side, running north-east from the junction with Chalton Street, to no waiting 'at any time'.

Phoenix Road - upgrading of a 20-metre length of existing waiting restrictions on the north-west side, starting 10 metres south-west from the junction with Ossulston Street, to no waiting 'at any time'.

Phoenix Road - upgrading of a 10-metre length of existing waiting restrictions on the north-west side, running south-west from the junction with Ossulston Street, to no waiting or loading 'at any time'.

Werrington Street - upgrading of a 9-metre length of existing waiting restrictions on the north-east side at its junction with Phoenix Road, to no waiting or loading 'at any time'.

Werrington Street - upgrading of a 22-metre length of existing waiting restrictions on the south-west side, at its junction with Phoenix Road, to no waiting 'at any time'.

Copies of the proposed Orders, a plan indicating the proposals, and other documents relating to the Orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at [camden.gov.uk/recently-advertised-proposals](https://www.camden.gov.uk/recently-advertised-proposals) or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9 am and 5 pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020 7974 4788 to arrange an appointment). 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 or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 03 November 2023.

Peter Mardell – Head of Parking Operations

12 October 2023

LONDON BOROUGH OF CAMDEN

Greening Phoenix Road– Trial Public Realm and Healthy Streets Changes:

Traffic Management Order (TMO) Statement of Reasons



SUMMARY OF CHANGES

Camden Council has worked up proposals for introducing greening and public realm improvements on Phoenix Road, funded through an assurance the Council secured from HS2 to mitigate for the loss of open space in the Euston area.

The following permanent changes are proposed on Phoenix Road, under a Traffic Management Order (TMO):

- Permanently widening the pavement in two locations to create new space for new planting on Phoenix Road, between the junctions with Eversholt Street and Werrington Street.
- Permanently widening the pavement in two locations to create new space for new planting on Phoenix Road, between the junctions with Chalton Street and Ossulston Street.
- Permanently removing 8 paid for parking bays on Phoenix Road, between Werrington Street and Chalton Street and 4 residents' bays on Phoenix Road, between Chalton Street and Ossulston Street.

These proposals, together with other traffic restrictions to be trialled experimentally, if approved, would:

- Create circa 670 sqm of new public realm/ traffic free space;
- Reduce through traffic on Phoenix Road and restrict through motor-traffic movements through Somers Town;
- Enable the creation of space for new public realm and urban greening on Phoenix Road;
- Support safer, healthier streets in the area especially for pedestrians and cyclists;
- Retain vehicle access to all properties on Phoenix Road that have off-street vehicle access.

REASONS FOR PROPOSING TO MAKE THE ORDERS

The proposed changes have been developed in response to an assurance and funding that Camden secured from HS2 to mitigate for the loss of open space caused by construction. This includes funding for the 'Greening Phoenix Road' project, which will provide new open space in Somers Town and a greener link between Euston and St Pancras Stations. The assurance states the following:

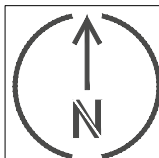
“creation of open space through green infrastructure and other enhancements of Phoenix Road, potentially including a linear park and nature conservation measures... including, as a minimum, enhancing the walking route between Euston Station and St Pancras Station.”

These proposals contribute to and align with the Council's policy vision set out in:

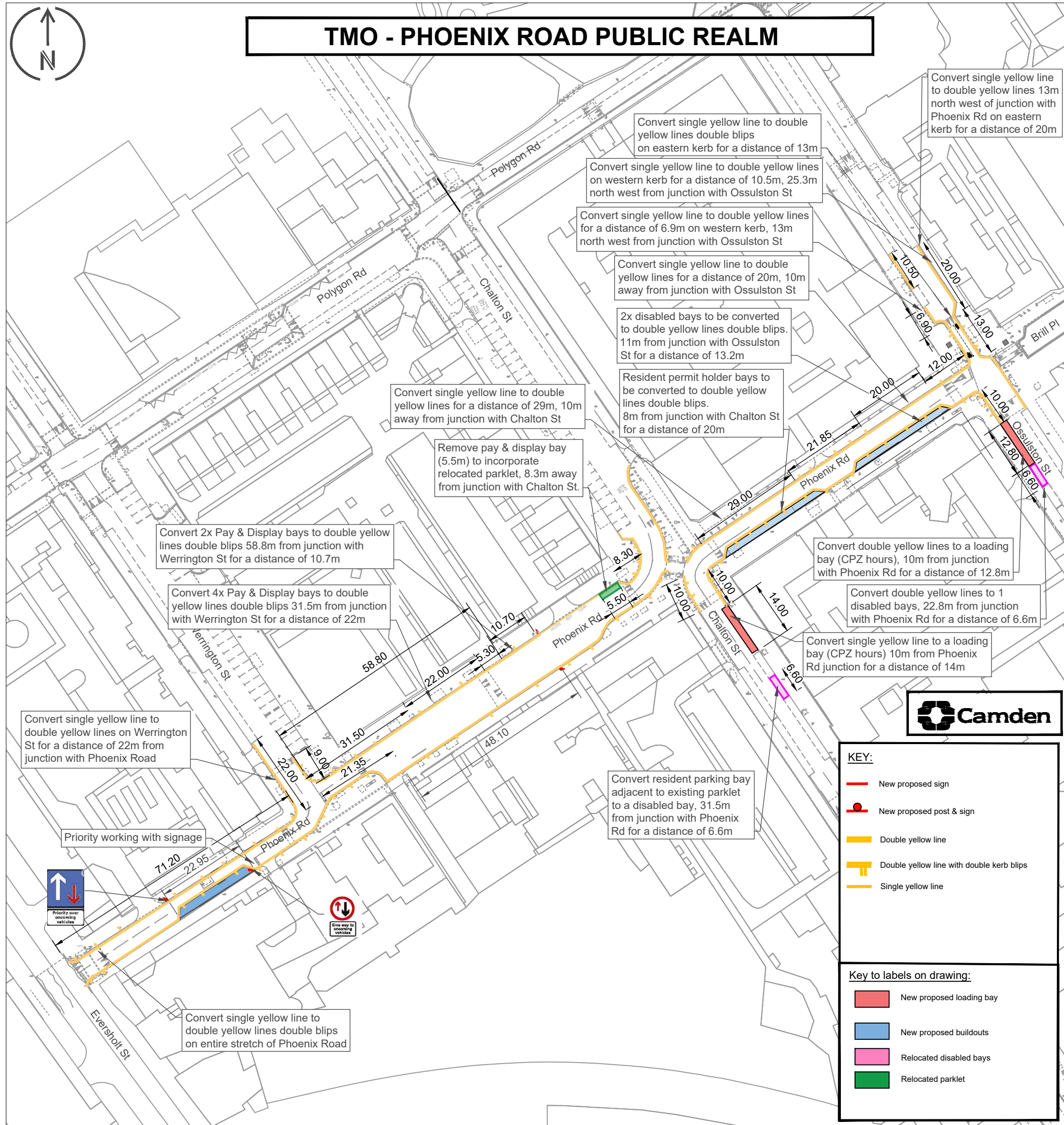
- We Make Camden
- Euston Area Plan
- Camden's Transport Strategy and supporting action plans
- Camden's Climate Action Plan
- Camden's Clean Air Action Plan
- Camden's Health and Well-Being Strategy
- Somers Town Greening Strategy
- Camden Tree Planting Strategy 2020-25
- Camden Biodiversity Strategy

REASONS FOR INTRODUCING THE PROPOSED PAVEMENT WIDENING PERMANENTLY

The proposed wider pavements with new planting, would be implemented permanently, as these are harder to introduce as temporary measures and require more permanent infrastructure changes and materials.



TMO - PHOENIX ROAD PUBLIC REALM



Convert single yellow line to double yellow lines 13m north west of junction with Phoenix Rd on eastern kerb for a distance of 20m

Convert single yellow line to double yellow lines double blips on eastern kerb for a distance of 13m

Convert single yellow line to double yellow lines on western kerb for a distance of 10.5m, 25.3m north west from junction with Ossulston St

Convert single yellow line to double yellow lines for a distance of 6.9m on western kerb, 13m north west from junction with Ossulston St

Convert single yellow line to double yellow lines for a distance of 20m, 10m away from junction with Ossulston St

2x disabled bays to be converted to double yellow lines double blips. 11m from junction with Ossulston St for a distance of 13.2m

Resident permit holder bays to be converted to double yellow lines double blips. 8m from junction with Chalton St for a distance of 20m

Convert single yellow line to double yellow lines for a distance of 29m, 10m away from junction with Chalton St

Remove pay & display bay (5.5m) to incorporate relocated parklet, 8.3m away from junction with Chalton St.

Convert 2x Pay & Display bays to double yellow lines double blips 58.8m from junction with Werrington St for a distance of 10.7m

Convert 4x Pay & Display bays to double yellow lines double blips 31.5m from junction with Werrington St for a distance of 22m

Convert double yellow lines to a loading bay (CPZ hours), 10m from junction with Phoenix Rd for a distance of 12.8m

Convert double yellow lines to 1 disabled bays, 22.8m from junction with Phoenix Rd for a distance of 6.6m

Convert single yellow line to a loading bay (CPZ hours) 10m from Phoenix Rd junction for a distance of 14m

Convert single yellow line to double yellow lines on Werrington St for a distance of 22m from junction with Phoenix Road






Convert resident parking bay adjacent to existing parklet to a disabled bay, 31.5m from junction with Phoenix Rd for a distance of 6.6m

Priority working with signage





Convert single yellow line to double yellow lines double blips on entire stretch of Phoenix Road



KEY:

-  New proposed sign
-  New proposed post & sign
-  Double yellow line
-  Double yellow line with double kerb blips
-  Single yellow line

Key to labels on drawing:

-  New proposed loading bay
-  New proposed buildouts
-  Relocated disabled bays
-  Relocated parklet

**The Camden (Parking Places) (CA-G) (Amendment
No. **) Traffic Order 202***

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Parking Places) (CA-G) (Amendment No. **)
Traffic Order 202*

Made on ** ***** 202*

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

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the 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 may be cited as the Camden (Parking Places) (CA-G) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

2. Interpretation

2.1 In this Order:

2.1.1 the term "Parent Order" means the Camden (Parking Places) (CA-G) Traffic Order 2012 [LBC 2012 No. 7];

2.1.2 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;

2.1.3 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 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 the Parent Order shall have effect as though:

3.1.1 there were omitted from Schedule 1 to that Order, the items set out in table 1 of the Schedule to this Order;

3.1.2 there were omitted from Schedule 2 to that Order, the items set out in table 2 of the Schedule to this Order;

3.1.3 there were included in Schedule 1 to that Order, the items set out in table 3 of the Schedule to this Order;

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
12731	CHALTON STREET	north-east side: from a point 3 metres north-east of the south-eastern flank wall of no. 84 Chalton Street, north-eastwards for a distance of 32.8 metres.	MONDAY – FRIDAY 8.30 AM - 6.30PM
12732	PHOENIX ROAD	south-east side: from a point 3 metres north-east of the south-western flank wall of no. 46 Phoenix Road, north-eastwards for a distance of 20 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 2 – ITEMS OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
12754	PHOENIX ROAD	north-west side: from a point 20.1 metres north-east of the south-eastern property boundary of Oakshott Court, north-eastwards for a distance of 22.4 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM	£4.83 per hour	£5.87 per hour	2 hours
12755	PHOENIX ROAD	north-west side: from a point 48.5 metres north-east of the south-eastern property boundary of Oakshott Court, north-eastwards for a distance of 10.5 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM	£4.83 per hour	£5.87 per hour	2 hours

12756	PHOENIX ROAD	north-west side: from a point 76.6 metres north-east of the south-eastern property boundary of Oakshott Court, north-eastwards for a distance of 5.4 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM	£4.83 per hour	£5.87 per hour	2 hours
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TABLE 3 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
****	CHALTON STREET	north-east side: from a point 3 metres north-east of the south-eastern flank wall of no. 84 Chalton Street to a point 38.1 metres south-east of the south-eastern kerb-line of Phoenix Road.	MONDAY - FRIDAY 8.30 AM - 6.30PM

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. **) Traffic Order 202*

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. **)
Traffic Order 202*

Made on ** ***** 202*

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

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 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 may be cited as the Camden (Free Parking Places) (Disabled Persons) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

2. Interpretation

- 2.1 In this Order:
- 2.1.1 the term "Parent Order" means the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012 [LBC 2012 No. 22];
- 2.1.2 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;
- 2.1.3 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. Designation of 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 the parent order shall have effect as though:
- 3.1.1 there was omitted from the schedule to the parent order, the item set out in table 1 of the schedule to this order;

3.1.2 there was included in the schedule to the parent order, the items set out in table 2 of the schedule to this order;

Dated this ** *** 202***
Peter Mardell

Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM THE SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
7286	PHOENIX ROAD	south-east side: from a point 11.5 metres south-west of the south-western kerb-line of Ossulston Street, south-westwards for a distance of 12 metres	AT ALL TIMES

TABLE 2 – ITEMS INCLUDED IN THE SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
****	CHALTON STREET	north-east side: from a point 31.5 metres south-east of the south-eastern kerb-line of Phoenix Road, south-eastwards for a distance of 6.6 metres	AT ALL TIMES
****	OSSULSTON STREET	south-west side: from a point 22.8 metres south-east of the south-eastern kerb-line of Phoenix Road, south-eastwards for a distance of 6.6 metres	AT ALL TIMES

**The Camden (Loading Places) (Amendment No. **)
Traffic Order 202***

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Loading Places) (Amendment No. **)
Traffic Order 202*

Made on ** ***** 202*

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

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 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 may be cited as the Camden (Loading Places) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

2. Interpretation

- 2.1 In this Order:
- 2.1.1 the term "Parent Order" means the Camden (Loading Places) Traffic Order 2012 [LBC 2012 No. 21];
- 2.1.2 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;
- 2.1.3 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. Amendments to the schedule to the parent order

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though there were included in schedule 1 to the parent order, the item set out in the table in the schedule to this order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
****	CHALTON STREET	the north-east side, from a point 10 metres south-east of the south-eastern kerb-line of Phoenix Road, south-eastwards for a distance of 14 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM
****	OSSULSTON STREET	the south-west side, from a point 10 metres south-east of the south-eastern kerb-line of Phoenix Road, south-eastwards for a distance of 12.8 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM

**The Camden (Waiting and Loading Restrictions)
(Civil Enforcement Area) (Amendment No. **) Traffic
Order 202***

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. **) Traffic Order 202*

Made on ** ***** 202*

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

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the 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 may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

2. Interpretation

- 2.1 In this Order:
- 2.1.1 the term "Parent Order" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [LBC 2012 No. 1];
- 2.1.2 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;
- 2.1.3 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. Amendment of Schedule 1 to the Parent Order

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order the Parent Order shall have effect as though:
- 3.1.1 there were substituted for the item set out in relation to the similarly named streets in Schedule 1 to the Parent Order, the item set out in table 1 of the Schedule to this Order.

SCHEDULE

TABLE 1 – ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
176	CHALTON STREET	
(a)	north-east side:	
(i)	from a point 2.1 metres north-west of the south-eastern flank wall of no.16 Chalton Street, south-eastwards for a distance of 17.4 metres	A
(ii)	from a point 10 metres south-east of the south-eastern kerb-line of Phoenix Road to the south-eastern kerb-line of the vehicular access way located between the Cock Tavern and Walker House, Chalton Street	A
(iii)	from opposite a point 15.5 metres south-east of the south-eastern kerb line of Cranleigh Street to opposite a point 10 metres north-west of the north-western kerb line of Cranleigh Street	A
(b)	south-west side:	
(i)	from a point 10 metres south-east of the south-eastern kerb-line of Phoenix Road to a point 8.3 metres north-west of the north-western kerb-line of Phoenix Road	A
(ii)	from a point 10 metres south-east of the south-eastern kerb line of Aldenham Street to a point 10 metres north-west of the north-western kerb line of Aldenham Street	A
(iii)	from a point 10 metres south-east of the south-eastern kerb line of Bridgeway Street to a point 10 metres north-west of the north-western kerb line of Bridgeway Street	A
(iv)	from a point 10 metres south-east of the south-eastern kerb line of Cranleigh Street to a point 10 metres north-west of the north-western kerb line of Cranleigh Street	A

(c)	both sides:	
(i)	so much else of Chalton Street that is public highway and which does not lie within those lengths specified above	B
719	OSSULSTON STREET	
(a)	north-east side:	
(i)	from the north-western kerb-line of Polygon Road to a point 9.2 metres south-east of that kerb-line;	A
(ii)	from a point 9.2 metres south-east of the north-western kerb-line of Polygon Road to a point 33 metres north-west of a point opposite the north-western kerb line of Brill Place;	B
(iii)	from a point 13 metres north-west of a point opposite the north-western kerb line of Brill Place to a point 10 metres south-east of a point opposite the south-eastern kerb-line of Phoenix Road;	A
(iv)	from a point 17.5 metres south of a point level with the north-western kerb line of Phoenix Road a point 15.0 metres north-west of the north-western kerb line of Euston Road. [^RR^]	B
(b)	south-west side:	
(i)	from the south-eastern kerb-line of Polygon Road to a point 7.8 metres south-east of that kerb-line;	A
(ii)	from a point 7.8 metres south-east of the south-eastern kerb-line of Polygon Road to a point 34.3 metres north-west of the north-western kerb line of Phoenix Road	B
(iii)	from a point 34.3 metres north-west of the north-western kerb-line of Phoenix Road to a point 23.8 metres north-west of that kerb-line	A
(iv)	from a point 23.8 metres north-west of the north-western kerb-line of Phoenix Road to a point 18.3 metres north-west of that kerb-line	B
(v)	from a point 18.3 metres north-west of the north-western kerb line of Phoenix Road to a point 10 metres south-east of the southern-eastern kerb line of Phoenix Road	A

(vi)	from a point 10 metres south-east of the south-eastern kerb line of Phoenix Road and a point 15.0 metres north-west of the north-western kerb line of Euston Road. [^RR^]	B
743	PHOENIX ROAD	
(a)	north-west side:	
(i)	from the south-western kerb-line of Ossulston Street to a point 8.3 metres south-west of the south-western kerb-line of Chalton Street;	A
(ii)	from a point 8.3 metres south-west of the south-western kerb-line of Chalton Street to a point 69.5 metres north-east of the north-eastern kerb-line of Werrington Street;	B
(iii)	from a point 69.5 metres north-east of the north-eastern kerb-line of Werrington Street to the eastern kerb line of Eversholt Street	A
(b)	south-east side	A
987	WERRINGTON STREET	
(a)	south-west side: from the north-western kerb line of Phoenix Road to a point 22 metres north-west of that kerb-line;	A
(b)	north-east side: from the north-western kerb line of Phoenix Road to a point 9 metres north-west of that kerb-line;	A
(c)	so much else of Werrington Street that is public highway and which does not fall within the lengths specified above.	B

TABLE 2 – ITEMS ADDED TO SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
****	CHALTON STREET	
(a)	north-east side: from a point opposite the south-eastern property boundary of the Cock Tavern to a point 10 metres south-east of the south-eastern kerb-line of Phoenix Road	1
(b)	south-west side: from a point 8.3 metres north-west of the north-western kerb-line of Phoenix Road to a point 6 metres south-east of the south-eastern kerb-line of Phoenix Road	1
****	OSSULTON STREET	
(a)	north-east side: from a point 13 metres north-west of the north-western kerb-line of Brill Place to a point opposite that kerb-line	1
(b)	south-west side: from a point 13 metres north-west of a point opposite the north-western kerb-line of Brill Place to a point 10 metres south-east of the south-eastern kerb-line of Phoenix Road	1
****	PHOENIX ROAD	
(a)	north-west side:	
(i)	from the south-western kerb line of Ossulston Street to a point 12 metres south-west of that kerb-line	1
(ii)	from a point 32 metres south-west of the south-western kerb line of Ossulston Street to a point 53.9 metres south-west of that kerb-line	1
(iii)	from a point 82.9 metres south-west of the south-western kerb line of Ossulston Street to a point 8.3 metres south-west	1

	of the south-western kerb-line of Chalton Street	
(iv)	from a point 69.5 metres north-east of the north-eastern kerb-line of Werrington Street to the north-eastern kerb-line of Eversholt Street.	1
(b)	south-east side	1
****	WERRINGTON STREET , the north-east side, from the north-western kerb-line of Phoenix Road to a point 9 metres north-west of that kerb-line	1