

## **The Camden (Revocation of Parking Places) (No. 5) Traffic Order 2020**

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above Order under Sections 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 revoke the designation of parking places, or sections of parking places, in order to install bicycle hangars at the following locations.

**GREAT JAMES STREET:** revocation of the dedicated disabled person's parking place outside no. 14 Great James Street.

**DARTMOUTH PARK ROAD:** revocation of the south-westernmost 6.6 metre section of the residents parking place at the side of no. 1 Grove Terrace.

**SWAIN'S LANE:** **(1)** revocation of a 2.6 metre section of the residents parking place at the side of nos. 25 to 36 Langbourne Mansions, **(2)** revocation of a 2.7 metre section of the residents parking place at the side of nos. 235 to 269 Makepeace Mansions, **(3)** revocation of a 5.2 metre section of the paid-for parking place at the side of nos. 377 to 408 Holly Lodge Mansions.

Copies of the proposed orders and the Council's Statement of Reasons for proposing to make the orders may be inspected at [camden.gov.uk/recently-advertised-proposals](http://camden.gov.uk/recently-advertised-proposals) 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 order 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 August 2020.

Peter Mardell - Head of Parking Operations  
16 July 2020

## **The Camden (Revocation of Parking Places) (No. 5) Traffic Order 2020**

### **Statement of Reasons**

There is a growing demand from residents living in high density dwellings, with limited space for sheltered and secure cycle parking within their properties.

A lack of secure cycle hangar storage facilities is currently a barrier to people to cycle. A key objective of the Camden Transport Strategy is to improve cycling facilities for those both living, visiting and working in Camden.

The Council believes the introduction of secure cycle hangar parking facilities would encourage the use of cycling within the borough especially in locations where high density dwellings are present.

The following locations have been identified as a suitable for the installation secure cycle hangar parking units:

1. Swains Lane nr. Oakeshott Avenue – 2 Hangars
2. Swains Lane nr. Makepeace Avenue – 1 Hangar
3. Swains Lane nr. Langbourne Avenue – 1 Hangar
4. Dartmouth Park Road – 2 Hangars
5. Great James Street – 1 Hangar

16 July 2020

# **The Camden (Revocation of Parking Places) (No. 5) Traffic Order 2020**

**2020 No. 46**

**DARTMOUTH PARK ROAD  
GREAT JAMES STREET  
SWAIN'S LANE**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 46

The Camden (Revocation of Parking Places) (No. 5) 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 (Revocation of Parking Places) (No. 5) Traffic Order 2020.

#### **2. Interpretation**

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

“CA-U order” means the Camden (Parking Places) (CA-U) Traffic Order 2012 [L.B.C. 2012 No. 18];

“Dedicated Disabled order” means the Camden (Parking Places) (Dedicated Disabled) Traffic Order 2020 [L.B.C. 2012 No. 23];

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 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;

3.1.1 the CA-U order shall have effect as though;

3.1.1 there was omitted from schedule 1 to that order, the items set out in table 1.1 of the schedule to this order;

- 3.1.2 there was included in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order;
- 3.1.3 there was omitted from schedule 2 to that order, the item set out in table 1.3 of the schedule to this order;
- 3.1.4 there was included in schedule 2 to that order, the items set out in table 1.4 of the schedule to this order;
- 3.1.5 the Dedicated Disabled order shall have effect as though there was omitted from the schedule to that order, the item set out in table 2 of the schedule to this order.

**Dated this**

## SCHEDULE

TABLE 1.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-U ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
10604	DARTMOUTH PARK ROAD	north-west side: from a point opposite the south-west building line of Lynton Villa, Grove End, north-eastwards for a distance of 29.4 metres	MONDAY – FRIDAY 10AM – NOON
13203	SWAIN'S LANE	west side: from a point 1.6 metres south of the southern flank wall of nos. 1 and 2 Courtview, Swain's Lane, southwards for a distance of 39.6 metres	MONDAY – FRIDAY 10AM – NOON
8494	SWAIN'S LANE	west side: from a point 12.5 metres south of the northern flank wall of nos. 1 and 2 Hillview, Swain's Lane, southwards for a distance of 32.1 metres	MONDAY – FRIDAY 10AM – NOON

TABLE 1.2 - ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-U ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13541	DARTMOUTH PARK ROAD	north-west side: from a point 6.6 metres north-east of a point opposite the south-west building line of Lynton Villa, Grove End, north-eastwards for a distance of 22.8 metres	MONDAY – FRIDAY 10AM – NOON
13542	SWAIN'S LANE	west side: from a point 1.6 metres south of the southern flank wall of nos. 1 and 2 Courtview, Swain's Lane, southwards for a distance of 25.9 metres	MONDAY – FRIDAY 10AM – NOON
13543	SWAIN'S LANE	west side: from a point 28.6 metres south of the southern flank wall of nos. 1 and 2 Courtview, Swain's Lane, southwards for a distance of 6 metres	MONDAY – FRIDAY 10AM – NOON

13544	SWAIN'S LANE	west side: from a point 12.5 metres south of the northern flank wall of nos. 1 and 2 Hill View, Swain's Lane, southwards for a distance of 18.9 metres	MONDAY – FRIDAY 10AM – NOON
13545	SWAIN'S LANE	west side: from a point 34.1 metres south of the northern flank wall of nos. 1 and 2 Hill View, Swain's Lane, southwards for a distance of 10.5 metres	MONDAY – FRIDAY 10AM – NOON

TABLE 1.3 – ITEM OMITTED FROM SCHEDULE 2 TO THE CA-U ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
8502	SWAIN'S LANE	west side: from a point 4 metres north of the northern property wall of nos. 377 to 408 and 345 to 376 Oakeshott Avenue, southwards for a distance of 26.2 metres	MONDAY – FRIDAY 10AM – NOON	£3.43 per hour	£4.17 per hour	1.5 hours

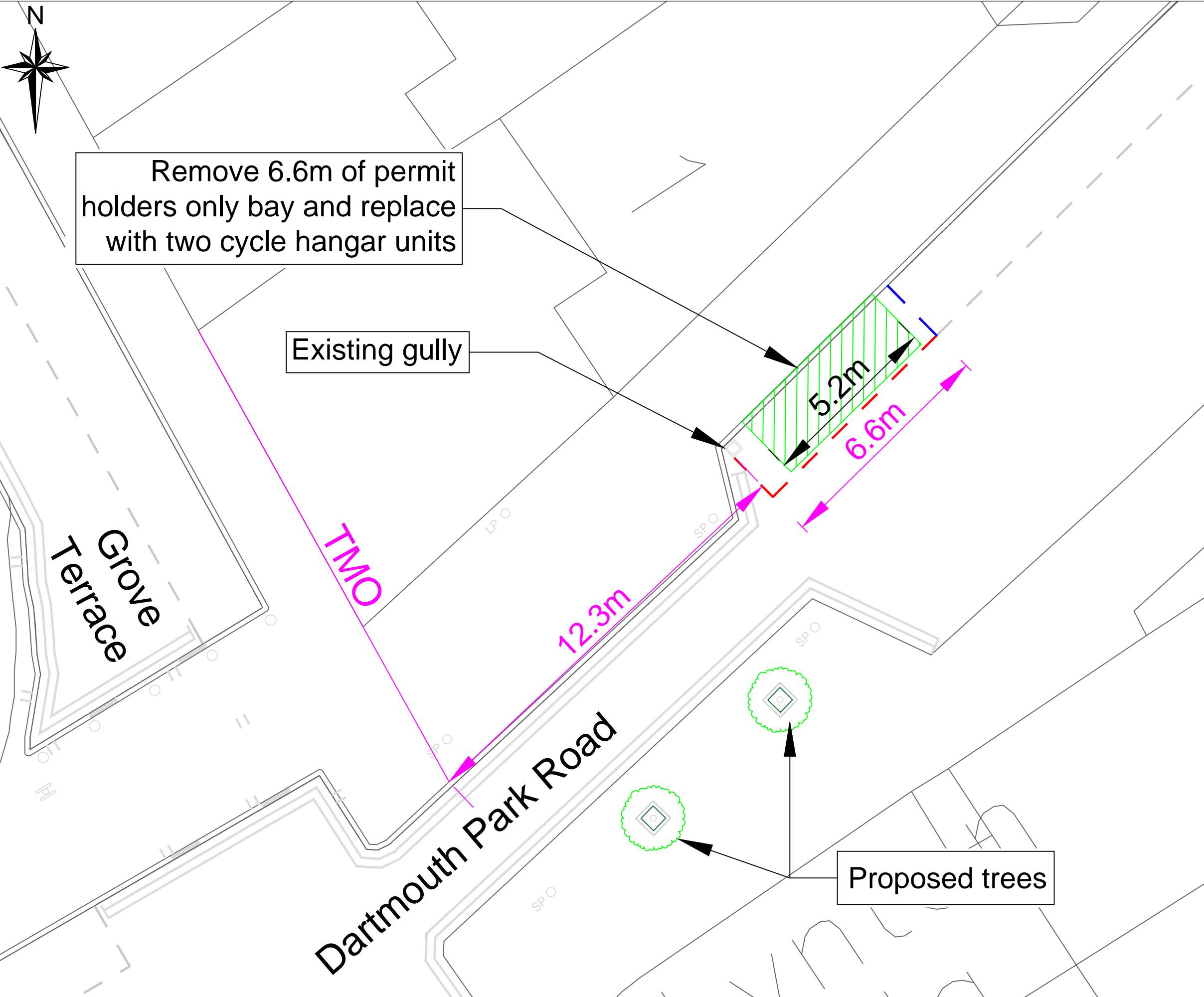
TABLE 1.4 – ITEMS INCLUDED IN SCHEDULE 2 TO THE CA-U ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
13546	SWAIN'S LANE	west side: from a point 3 metres south of the southern kerb line of Oakeshott Avenue, southwards for a distance of 5.6 metres	MONDAY – FRIDAY 10AM – NOON	£3.43 per hour	£4.17 per hour	1.5 hours
13547	SWAIN'S LANE	west side: from a point 15.6 metres south of the southern kerb line of Oakeshott Avenue, southwards for a distance of 13 metres	MONDAY – FRIDAY 10AM – NOON	£3.43 per hour	£4.17 per hour	1.5 hours

TABLE 3 – ITEM OMITTED FROM THE SCHEDULE TO THE DEDICATED DISABLED ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
10167	GREAT JAMES STREET	east side: from the common boundary of nos. 14 and 15 Great James Street, southwards for a distance of 6 metres





Remove 6.6m of permit holders only bay and replace with two cycle hangar units

Existing gully

Proposed trees

**KEY**

	Existing bollard
	Existing illuminated signpost
	Existing lamp column
	Existing signpost
	Proposed tree
	Existing dropped kerb
	Existing double yellow lines
	Proposed removing of lining
	Proposed new bay lining
	Proposed extending double yellow lines
	Existing parking bays
	Proposed cycle hangar

**KEY**

- Each cycle hangar length is 2.6m x 2m and if placed in a residents parking bay, it will require a 2.7m space so that the remaining bay lengths are visible.

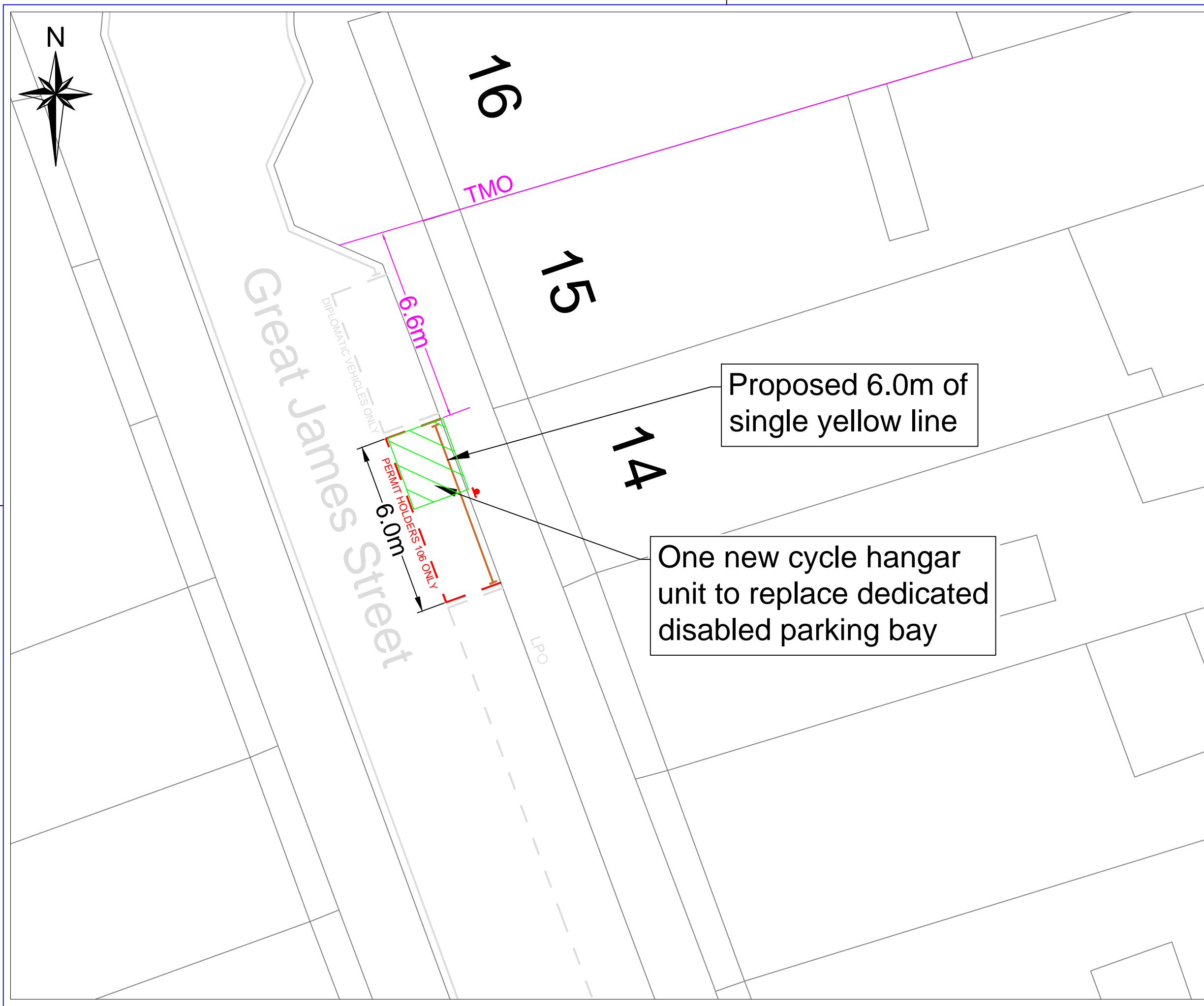
Rev	By	Date	Amendments

**Camden**  
 Design Team  
 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
 DX 2106 Euston, Minicom 020 7974 6866

Project  
 Cycle Hangars  
 Dartmouth Park Road jct Grove Terrace  
 Adjacent to 1 Grove Terrace

Drawing Title  
 TMO Drawing

Scale NTS	Date Jun 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\2019-20\ C&N\ Bike Hangars 19-20\ Drawings\Working Drawings\	
Drawing Number Consultation\Michael\ Dartmouth Park Road jct Grove Terrace01	Rev.



**KEY**

	Existing lamp column
	Remove sign + signpost
	Existing single yellow line
	Proposed single yellow line
	Proposed removing of lining
	Existing parking bays
	Proposed removing permit holders parking bays
	Proposed cycle hangar location

**KEY**  
 Each cycle hangar length is 2.6m x 2m and if placed in a residents parking bay, it will require a 2.7m space so that the remaining bay lengths are visible.

Rev	By	Date	Amendments

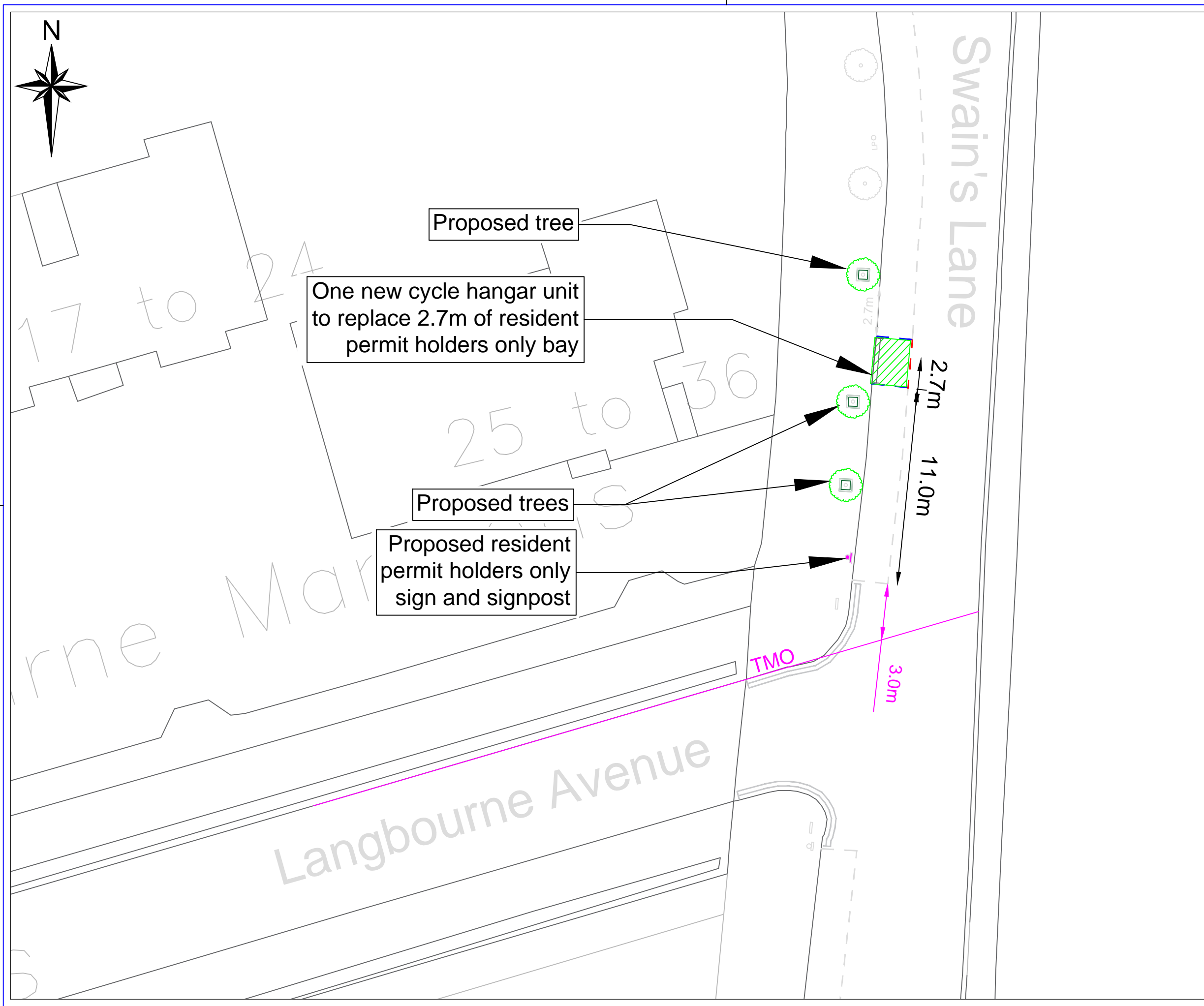
**Camden**  
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 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
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 DX 2106 Euston, Minicom 020 7974 6866

Project  
**Cycle Hangar  
 Outside 14 Great James Street**

Drawing Title  
**TMO Drawing**

Scale <b>NTS</b>	Date <b>Jun 2020</b>
Drawn By <b>MW</b>	File Ref
Checked By <b>JA</b>	Dwg Name

Drawing Location  
 T:\Cptl\_Schms\2019-20\ C&N\ Cycle Hangars\ Drawings\ Working Drawing  
 Drawing Number  
 Drawings\Working Drawings\Gt James St 001



**KEY**

	Existing tree
	Proposed tree
	Existing lamp column
	Existing cycle stand
	Existing signpost
	Proposed sign + signpost
	Existing single yellow line
	Proposed single yellow line
	Existing double yellow lines
	Proposed new bay lining
	Proposed removing of lining
	Existing parking bays
	Proposed cycle hangar location

**NOTES**  
 Each cycle hangar length is 2.6m x 2m and if placed in a residents parking bay, it will require a 2.7m space so that the remaining bay lengths are visible.

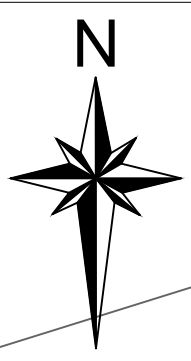
Rev	By	Date	Amendments

**Camden**  
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Project  
**Cycle Hangar  
 Langborne Ave jct Swain's Ln  
 Adjacent to 25 to 36 Langbourne Avenue**

Drawing Title  
**TMO Drawing**

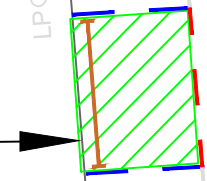
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Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\2019-20\C&N\Cycle Hangars\Drawings\ Working Drawing	
Drawing Number	Rev.
Drawings\Working Drawings\ Langbourne Av\ 001	



One new cycle hangar unit to replace 2.7m of resident permit holders only bay

269

4 235 to 269 Mansions



2.7m

10.5m














3.8m

Makepeace Avenue

TMO

Swain's Lane

**KEY**

-  Existing tree
-  Existing lamp column
-  Electrical inspection cabinet
-  Existing cycle stand
-  Existing signpost
-  Proposed single yellow line
-  Existing single yellow line
-  Existing double yellow lines
-  Proposed new bay lining
-  Proposed removing of lining
-  Existing speed cushions
-  Existing parking bays
-  Proposed cycle hangar location

**KEY**  
 Each cycle hangar length is 2.6m x 2m and if placed in a residents parking bay, it will require a 2.7m space so that the remaining bay lengths are visible.

Rev	By	Date	Amendments



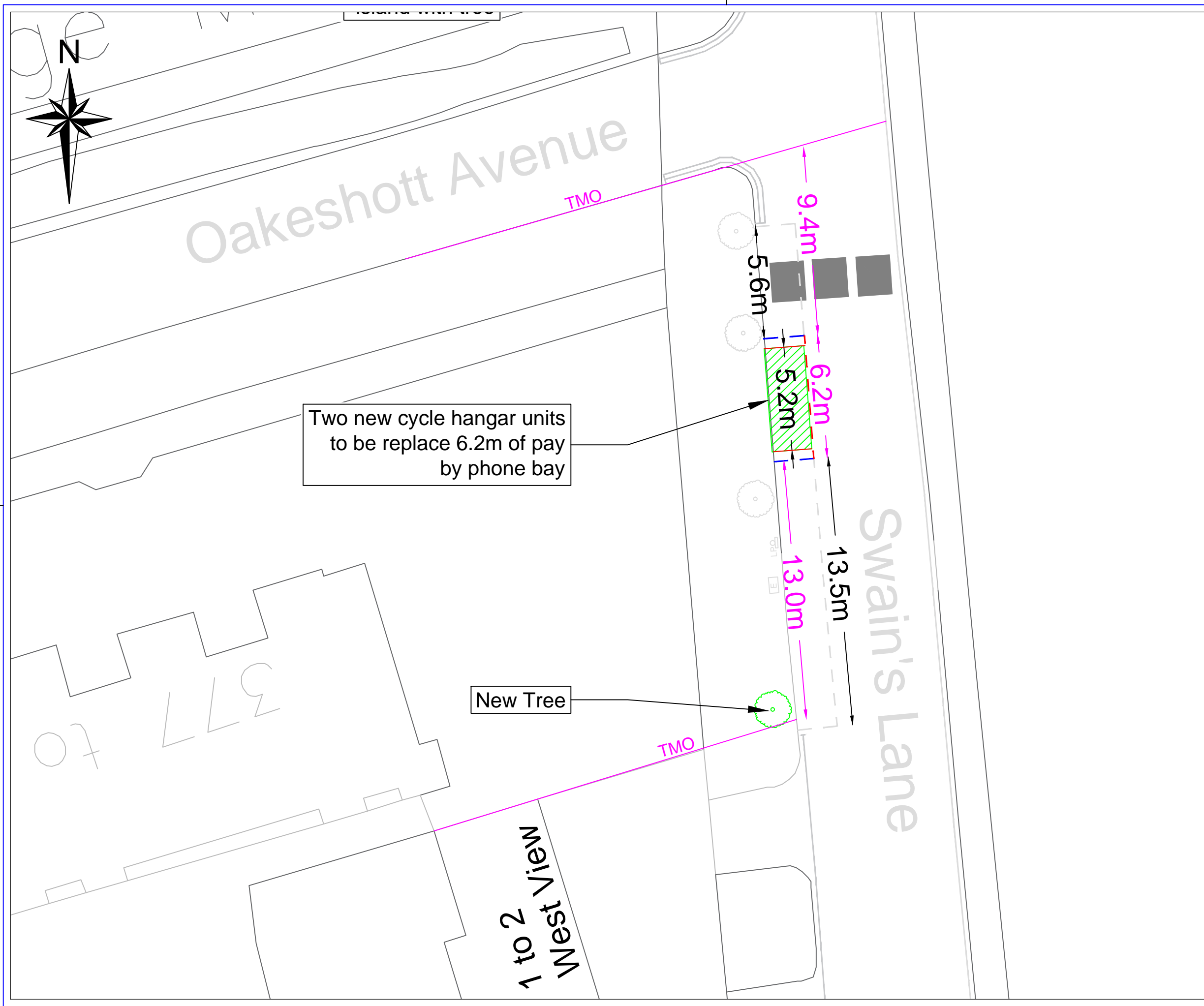
**Camden**  
 Design Team  
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 DX 2106 Euston, Minicom 020 7974 6866

Project  
 Cycle Hangar  
 Makepeace Avenue jct Swain's Lane  
 Adjacent to 235 to 269 Makepeace Avenue

Drawing Title  
 TMO Drawing

Scale NTS	Date Jun 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name

Drawing Location  
 T:\Cptl\_Schms\2019-20\ C&N\ Cycle Hangars\ Drawings\ Working Drawing  
 Drawing Number  
 Drawings\Working Drawings\ Makepeace Ave\ 001



**KEY**

- Existing tree
- Proposed tree
- Existing charging point
- Existing lamp column
- Proposed new bay lining
- Proposed removing of lining
- Existing double yellow lines
- Existing speed cushions
- Existing parking bays
- Proposed cycle hangars

**NOTES**  
 Each cycle hangar length is 2.6m x 2m and if place in parking bay, it will require an additional 0.5m either side of the hangars to reduce vehicles maneuvering too close.

Rev	By	Date	Amendments

**Camden**  
 Design Team  
 Transport Strategy Service  
 London Borough of Camden  
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 DX 2106 Euston, Minicom 020 7974 6866

Project  
**Cycle Hangars**  
**Oakeshott Avenue jct Swain's Lane**  
 Adjacent to nos 337 to 408 Oakshott Avenue

Drawing Title  
**TMO Drawing**

Scale NTS	Date Jun 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\ 2019-20\ C&N\ Cycle Hangars\ Drawings\ Working Drawing	
Drawing Number Drawings\Working Drawings\ Oakeshott Av\ 001	Rev.