

## London Borough of Camden

### 'Streeteries' Programme: Cleveland Street, Goodge Street, and South End Road

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

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

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

**The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (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 of sections of on-street parking or loading places (and/or changes to waiting and loading restrictions) to construct 'stretery' kerb build-outs, providing outdoor seating space for hospitality businesses:**

**Cleveland Street** – removal of 5.8 metres of a resident's parking place and 5.1 metres of 'single yellow line' waiting restrictions on the north-east side outside Nos. 70-72 Cleveland Street, the kerbside to be marked with 'at any time' waiting and loading restrictions ('double yellow lines/double kerb blips') of the same distance.

**Cleveland Street** – removal of 9.7 metres of 'single yellow line' waiting restrictions on the north-east side outside Nos. 78-80 Cleveland Street, the kerbside to be marked with 'at any time' waiting and loading restrictions of the same distance.

**Cleveland Street** – removal of 13 metres of a resident's parking place on the north-east side outside Nos. 94-98 Cleveland Street, the kerbside to be marked with 'at any time' waiting and loading restrictions of the same distance.

**Cleveland Street** – removal of 4.9 metres of a resident's parking place and 4.9 metres of paid-for parking on the north-east side outside Nos. 124-126 Cleveland Street, the kerbside to be marked with 10 metres of 'at any time' waiting and loading restrictions.

**Goodge Street** – removal of 9.8 metres of 'double yellow line/single kerb blip' waiting and loading restrictions in lay-by on the north-west side outside Nos. 40-42 Goodge Street, the kerbside to be marked with 'at any time' waiting and loading restrictions of the same distance.

**Goodge Street** - removal of 8 metres of 'single yellow line/single kerb blip' waiting and loading restrictions in lay-by on the south-east side outside Nos. 5-7 Goodge Street, the kerbside to be marked with 'at any time' waiting and loading restrictions of the same distance.

**Goodge Street** - removal of 7.5 metres of a resident's parking place in lay-by on the south-east side outside Nos. 29-31 Goodge Street, the kerbside to be marked with 'at any time' waiting and loading restrictions of the same distance.

**South End Road** – removal of 15.3 metres of paid-for parking place on the west side outside Nos. 59-65 South End Road, the kerbside of the build-out facing the centre of the carriageway to be marked with 'at any time' waiting and loading restrictions of the same distance.

**South End Road** – removal of 37.8 metres of paid-for parking and loading places on the south-west side outside Nos.45-55 South End Road, the kerbside of the build-out facing the centre of the carriageway to be marked with 'at any time' waiting and loading restrictions of the same distance.

#### **Amendments to on-street parking places or loading places:**

**Cleveland Street** – removal of 5.1 metres of paid-for parking on the north-east side outside Nos. 128-134 Cleveland Street, so as to facilitate the provision of pedal cycle stands and construction of a street tree island, the kerbside to be marked with 'at any time' waiting restrictions of the same distance.

**Cleveland Street** – conversion of 5 metres of paid-for parking on the north-east side outside Nos. 128-134 Cleveland Street and 0.5 metres of ‘at any time’ waiting restrictions to resident’s parking.

**Cleveland Street** – removal of 5 metres of paid-for parking and 5 metres of resident’s parking on the north-east side outside Nos. 82 and 84a Cleveland Street, the kerbside to be marked with ‘at any time’ waiting and loading restrictions of the same distance.

**Cleveland Street** – removal of 11.6 metres of paid-for parking and 5 metres of resident’s parking on the north-east side outside Nos. 74-78 Cleveland Street, so as to provide a loading place operating between the hours of 7 am and 4 pm throughout the week. *Note: the existing waiting and loading restrictions applicable to this location would continue to apply outside the operational hours of this loading bay.*

**Cleveland Street** – removal of 4.1 metres of resident’s parking on the north-east side at the side of No. 56 Maple Street, the kerbside to be marked with ‘at any time’ waiting and loading restrictions of the same distance.

**Goodge Street** – provision of a loading bay, operating between the hours of 8 am and Noon throughout the week, 28 metres in length on the north-west side outside Nos. 8 and 10-16 Goodge Street. *Note: the ‘at any time’ waiting restrictions referred to below and existing and loading restrictions applicable to this location would apply outside the operational hours of this loading bay.*

**Goodge Street** – provision of a loading bay, operating between the hours of 7 am and 4 pm throughout the week, 7.7 metres in length in the lay-by on the north-west side outside Nos. 36-38 Goodge Street. *Note: the existing waiting and loading restrictions applicable to this location would continue to apply outside the operational hours of this loading bay.*

**South End Road** – removal of 11.8 metres of paid-for parking place on the west side outside Nos.55-59 South End Road, so as to provide a loading place operating between the hours of 9 am and 8 pm on Monday to Sunday.

#### **Amendments to waiting and loading restrictions:**

**Cleveland Street** - upgrading of a 14 metre length of existing waiting restrictions on the north-east side outside Nos. 90-100 Cleveland Street, to no waiting or loading ‘at any time’.

**Cleveland Street** - upgrading of a 5.6 metre length of existing waiting restrictions on the north-east side outside Nos. 128-134 Cleveland Street, to ‘at any time’ – so as to facilitate the provision of two ‘cycle hangar’ secure pedal cycle parking facilities.

**Cleveland Street** – introduction of a 5.1 metre length of ‘at any time’ loading restrictions on the north-east side at its junction with Maple Street.

**Maple Street** - introduction of a 10 metre length of ‘at any time’ loading restrictions on the north-west side at its junction with Cleveland Street.

**Goodge Street** – upgrading of a 31.5 metre length of existing waiting restrictions on the north-west side outside Nos. 8 and 10-16 Goodge Street, to ‘at any time’.

**South End Road/Keats Grove**– upgrading of existing waiting and/or loading restrictions on the west side of South End Road either side of its junction with Keats Grove and both sides of Keats Grove at the same junction, to ‘at any time’.

**South End Road/Heath Hurst Road** – upgrading of existing waiting and/or loading restrictions on the south-west side at its junction with Heath Hurst Road and on the north-east side of Heath Hurst Road at that same junction, to ‘at any time’.

The proposals above would supersede similar ‘streatery’ measures introduced on a trial basis at or in the vicinity of the above locations by way of [experimental traffic orders published on 09 June 2022](#).

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](mailto: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](mailto: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](mailto: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

### Phase 7 Streateries programme

### Traffic Management Order (TMO) Statement of Reasons

#### STATEMENT OF REASONS

#### 1. REASONS FOR PROPOSING TO MAKE THE ORDER

- The Council implemented trial Streateries on South End Road, Goodge Street, and Cleveland Street in June 2022 to ensure a lasting legacy of temporary measures delivered during the pandemic to support the hospitality sector and to aid its longer-term recovery. The Streateries removed/relocated waiting and loading provision adjacent to the hospitality businesses in order to provide additional space in the carriageway, protected by barriers, for al fresco eating and drinking.
- It is proposed to put in place a Traffic Management Order ('TMO') which amends the trial Streatery schemes on South End Road, Goodge Street and Cleveland Street. The Statement of Reasons are set out below:
- These proposals align with the Council's approved Streateries programme to support the hospitality sector both during the pandemic and recovery, and also ensure a lasting legacy by making changes to the public highway to provide additional safe outdoor space for tables and chairs in the carriageway for dining and drinking for those businesses who request them, subject to and compliance with approved pavement licences.
- The proposals also align with the Council's wider vision for re-opening High Streets and Future High Streets programme, helping to create vibrant streets and destinations where people can meet and socialise, increasing footfall and helping to regenerate the wider area.
- The proposals also align with Policy 1c in the Camden Transport Strategy to enable different uses of the kerb space, which states that the Council "*will change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to .... deliver enhancements to the public realm*".
- The proposals would be implemented under a permanent Traffic Management Order (TMO). Responses to the TMO and the public consultation, a review of comments and feedback received during the prior trial periods, monitoring data as well as a consideration of national, regional and local borough policy will inform a decision as to whether or not to make the schemes permanent.

#### 2. SUMMARY OF CHANGES

- 2.1 The following Streateries would be made permanent as Phase 7 of the Streatery programme to permit businesses with pavement licences to

continue to offer outdoor dining in 2022. Extant parking and loading restrictions would remain in place, and accompanying measures such as infrastructure to ensure the safety of Streatery customers and protection from passing traffic would be retained while ensuring alignment with Council policy, as set out in the Camden Transport Strategy, to ensure connectivity and accessibility for pedestrians and cyclists. This includes Policy 1b, *to remove barriers to walking and cycling*, and Measure 1b, *to implement the infrastructure/streetscape proposals set out in our Cycling Action Plan, including developing and implementing a network of 'primary' and 'secondary' cycle routes across the Borough, cycle permeability, cycle parking and wayfinding improvements that will enable more cycling, more safely and more often.*

2.2 The changes required, which would be listed within the Traffic Management Order are set out below:

### **Cleveland Street**

- Permanently keep a Streatery outside Nos. 124-126 Cleveland Street (Zilly's and Remedy Wine Bar) but reduce the size from **15 metres to 10 metres**. Install double yellow lines and double kerb blips (no waiting or loading) within the Streatery space; replace the paid for parking space previously used for the Streatery with double yellow lines and double kerb blips (no waiting or loading at any time).
- Remove the Streatery outside 100 Cleveland Street. It is proposed to replace the existing 7 metre single yellow line with double yellow lines (no parking at any time) and extend them for a further 7 metres to outside No. 98 to provide a total of 14 metres of double yellow lines. Loading would still be permitted at any time.
- Permanently keep the 13 metres Streatery outside No. 96 Cleveland Street (Four Lanterns) and install double yellow lines and double kerb blips (no parking or loading at any time) in the Streatery space.
- Remove the Streatery outside No.82 Cleveland Street (Fishbone). It is proposed to replace existing residents' and paid for parking bays with 10 metres of double yellow lines and double kerb blips (no parking or loading at any time).
- Permanently retain the 9.7 metre Streatery outside No. 80 (Passyunk) and install double yellow lines and double kerb blips (no parking or loading at any time) within the Streatery space.
- Permanently keep the 11.6 metre loading bay outside Nos. 74 to 78 Cleveland Street with loading only from 7am to 4pm, and no parking at any time.
- Permanently keep the 10.9 metres Streatery outside Nos. 70-72 Cleveland

Street and install double yellow lines and double kerb blips (no parking or loading at any time) would be added to the Streatery space.

- Remove the Streatery outside No. 68 Cleveland Street (Paradise Pizza).
- Remove 4.1 metres of residents' parking outside number 56 Cleveland Street and replace with 4.1 metres of double yellow lines and double kerb blips (no waiting or loading at any time). Extend the double kerb blips for a further 5.2 metres to the junction with Maple Street, to provide a continuous stretch of 9.3 metres of double yellow lines and double kerb blips. Extend double kerb blips for 10 metres from the stop line at the junction along Maple Street. These measures are in line with our junction protection programme to remove all kerbside use within 10 metres of a junction to improve sight lines for all road users. The three remaining parking spaces would be consolidated.
- Remove 5.1 metres of paid for parking outside 128-134 Cleveland Street to provide space for cycle parking and a new tree.
- Convert 5 metres of paid for parking outside 128 – 134 Cleveland Street to residents' parking

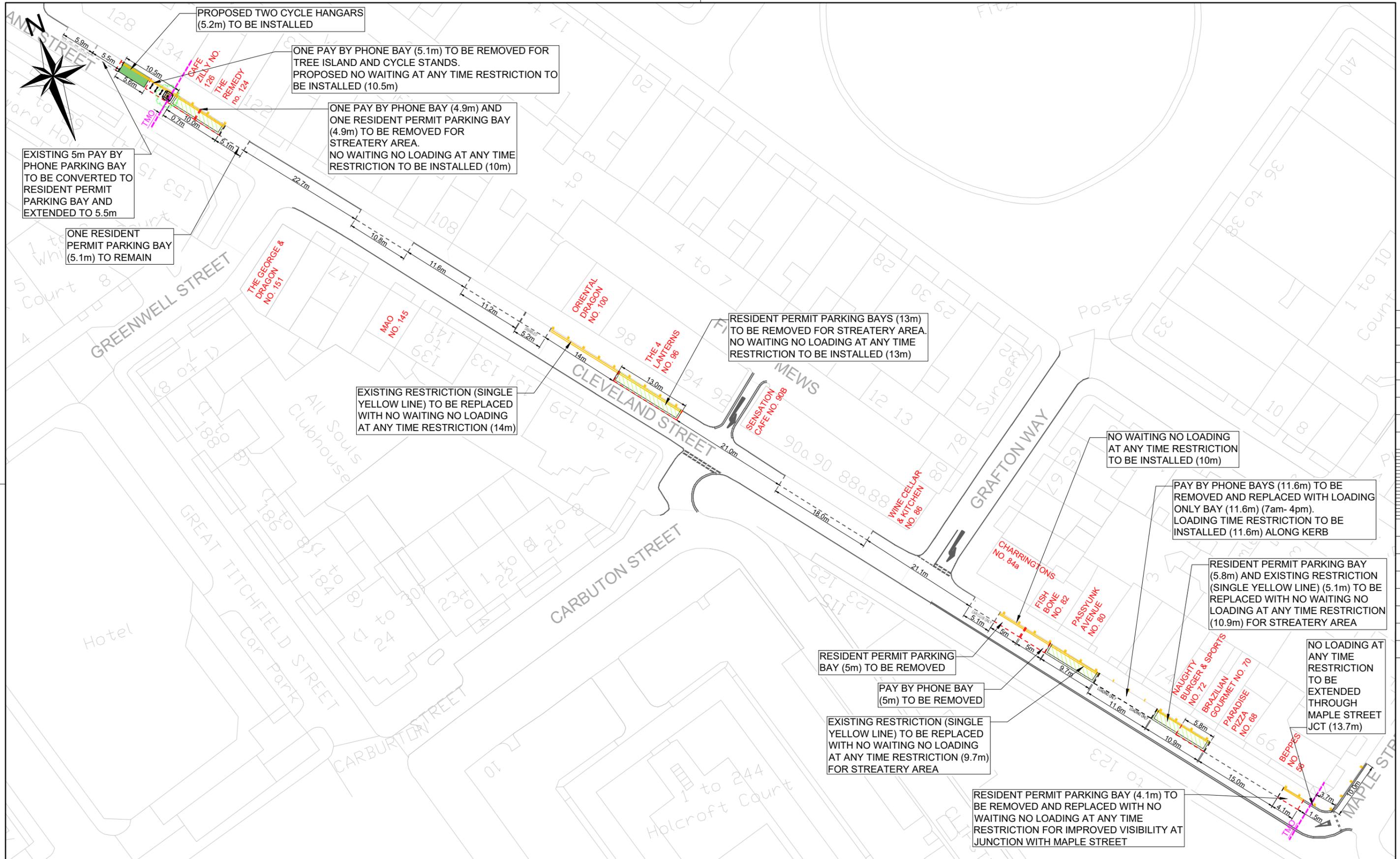
### **Goodge Street**

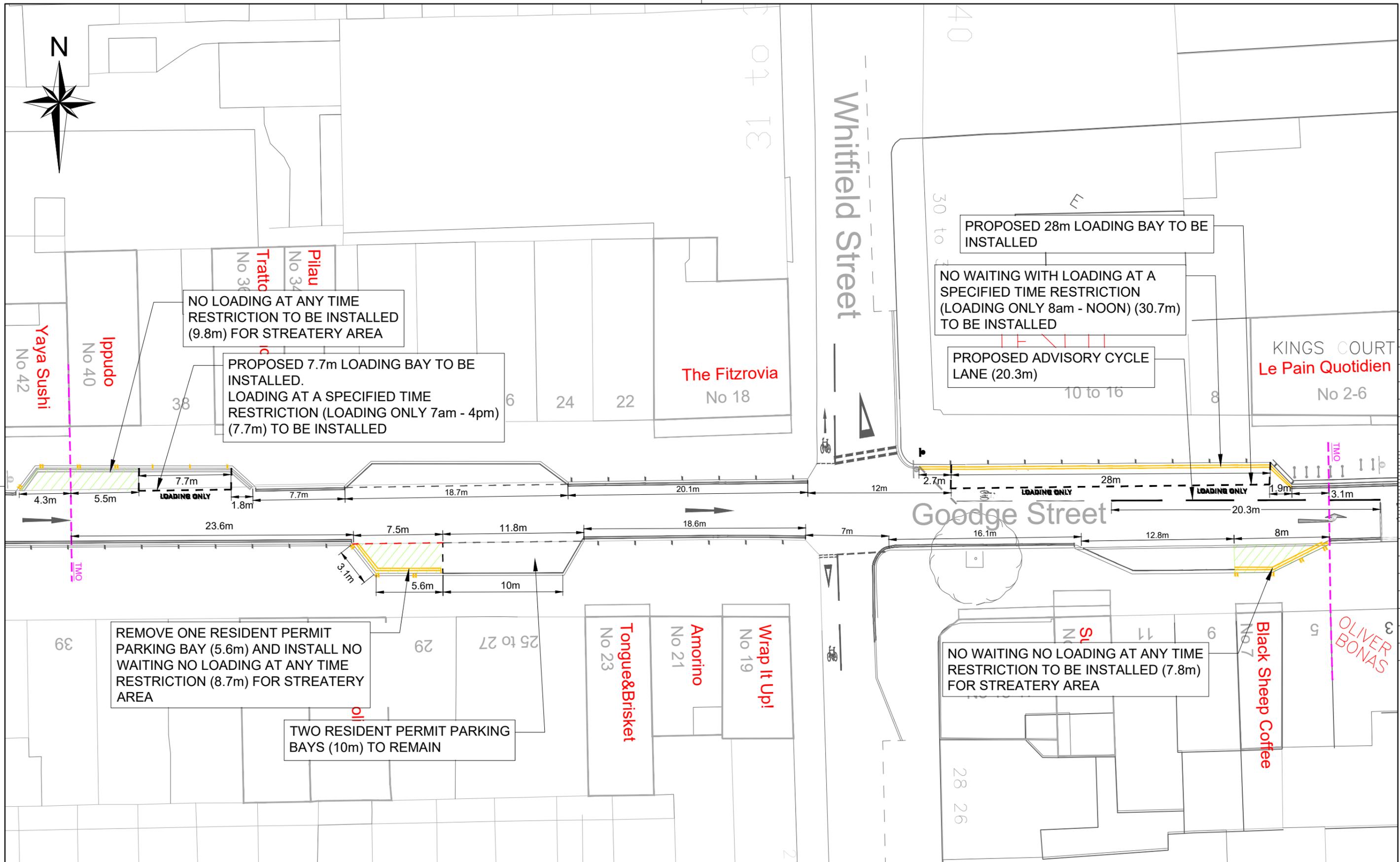
- Permanently keep the 8 metres Streatery space outside No 7 Goodge Street (Black Sheep Coffee House) and install double yellow lines and double kerb blips (no waiting or loading at any time) in the Streatery space.
- Permanently keep the 7.5 metres of Streatery space outside No. 29 Goodge Street (Xantia) and install double yellow lines and double kerb blips within the Streatery space.
- Permanently keep the 9.8 metres Streatery outside No. 40 - 42 Goodge Street and add double kerb blips (no loading at any time) to existing double yellow lines in the Streatery space.
- Outside Nos 36-38 Goodge Street, add single kerb blips to the existing double yellow lines and retain the loading restriction to provide 7.7 metres of loading only 7am to 4pm.
- Permanently keep 14.4 metres of loading bay outside No. 8 Goodge Street and the waiting and loading restrictions (loading only 8am to noon) and extend by a further 13.6 metres and install double yellow lines and single kerb blips with the same waiting and loading restrictions (loading only 8am to noon) to provide a total of 28 metres of loading only 8am to noon.
- Permanently keep the relocated cycle lane which runs along the outside of the trial loading bay, extend it to continue along proposed additional 13.6

metre loading area, and make it advisory (dashed line).

### **South End Road**

- Widen the footway by 2 metres outside Nos 45 - 55 and 59 – 63 South End Road, and install double yellow line and double kerb blips (no waiting or loading) around the widened footway (total of 50 metres).
- Relocate the loading bay to outside Nos. 55 – 59 South End Road and extend the hours of loading to include loading only from 9am to 8pm on Sunday.
- Widen the footway on South End Road at the junction with Keats Grove for 5.6 metres, to help reduce the speed of vehicles entering and exiting Keats Grove.





**Camden**  
 Design Team  
 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
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Project  
 Goodge Street Streatery

Drawing Title  
 Goodge Street  
 Traffic Management Order

**Key**

- Existing road markings
- Proposed road markings
- Existing road markings to be removed
- Proposed streatery area

Rev	By	Date	Amendments

Scale NTS @ A3	Date AUGUST 23
Drawn By FB	File Ref
Checked By AC	Dwg Name
Drawing Location	
Drawing Number	Rev. <b>A</b>



NO WAITING NO LOADING AT ANY TIME RESTRICTION TO BE INSTALLED ALONG FOOTWAY WIDENING (11.2m)

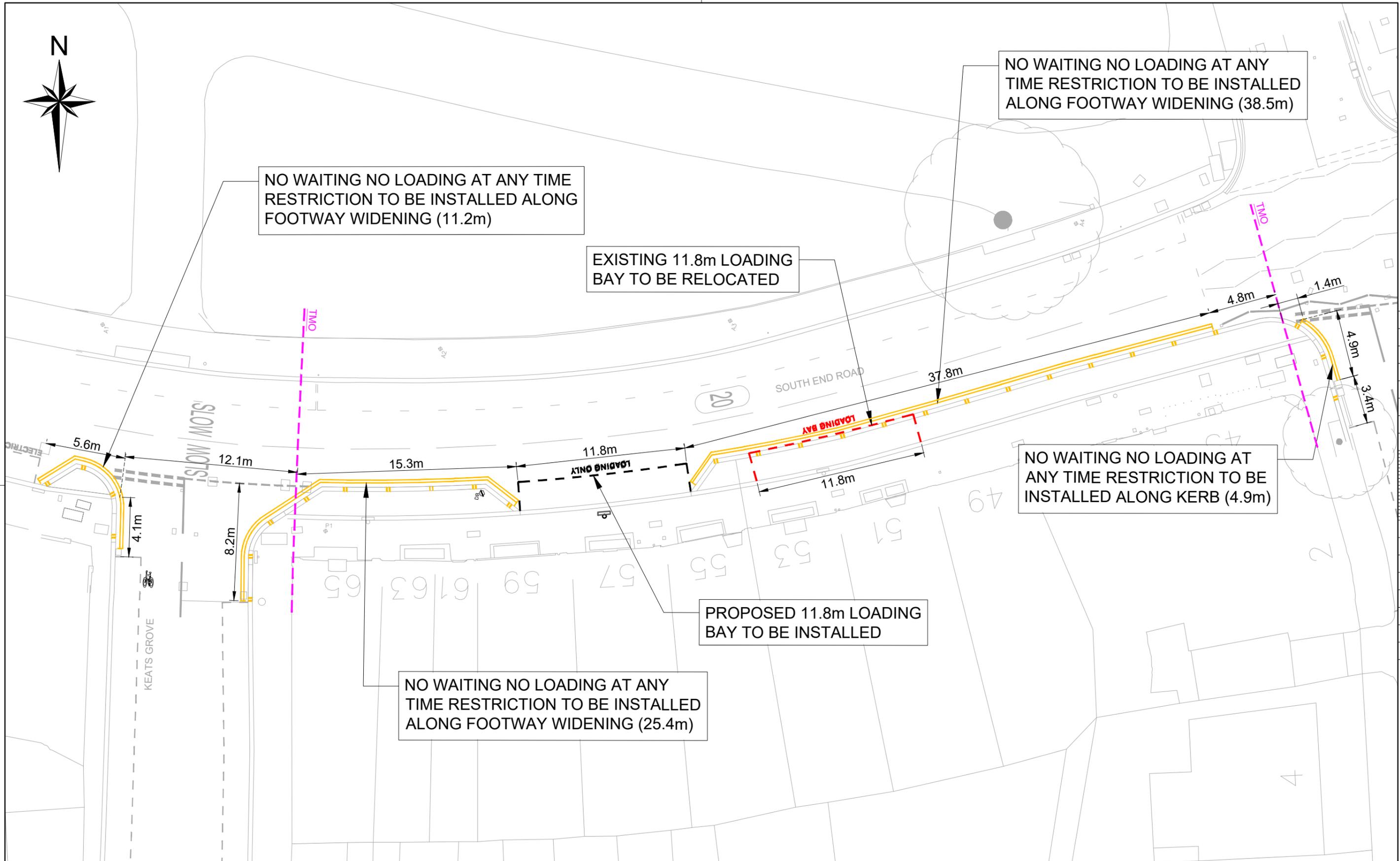
EXISTING 11.8m LOADING BAY TO BE RELOCATED

NO WAITING NO LOADING AT ANY TIME RESTRICTION TO BE INSTALLED ALONG FOOTWAY WIDENING (38.5m)

NO WAITING NO LOADING AT ANY TIME RESTRICTION TO BE INSTALLED ALONG KERB (4.9m)

NO WAITING NO LOADING AT ANY TIME RESTRICTION TO BE INSTALLED ALONG FOOTWAY WIDENING (25.4m)

PROPOSED 11.8m LOADING BAY TO BE INSTALLED



# **The Camden (Parking Places) (CA-E) (Amendment No. \*\*) Traffic Order 202\***

**202\* No. \*\*\***

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. \*\*\***

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

Made on \*\* \*\*\*\*\* 202\*

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

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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], 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-H) (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-E) Traffic Order 2012 [LBC 2012 No. 5];
- 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 Schedule 1 to this Order;
- 3.1.2 there were included in Schedule 1 to that Order, the items set out in table 2 of Schedule 1 to this Order;

3.1.3 there were omitted from Schedule 2 to that Order, the items set out in table 1 of Schedule 2 to this Order.

**Dated this \*\* \*\*\*\*\* 202\***

**Peter Mardell**

**Head of Parking Operations**

## SCHEDULE 1 – RESIDENTS PARKING PLACES

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
10741	CLEVELAND STREET	north-east side: from a point 6.8 metres north-west of the north-western kerb-line of Carburton Street, north-westwards for a distance of 13.2 metres	MONDAY – SATURDAY 8.30AM – 6.30PM

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
*****	CLEVELAND STREET	north-east side: from a point 9.2 metres north-west of the north-western kerb-line of Maple Street north-eastward for a distance of 15.0 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM
*****	CLEVELAND STREET	north-east side: from the common boundary of Nos. 122 and 124 Cleveland Street south-eastward for a distance of 5.1 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM
*****	CLEVELAND STREET	north-east side: from a point 12.3 metres south-east of the south-eastern kerb-line of Warren Street south-eastward for a distance of 5.5 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM
*****	GOODGE STREET	south-east side: from the common boundary of Nos. 23 and 25-27 Goodge Street south-westward for a distance of 11.8 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM

## SCHEDULE 2 – PAID-FOR PARKING PLACES

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF	MAXIMUM STAY
9236	CLEVELAND STREET	north-east side: from a point opposite the party wall of no. 72 and 74 Cleveland Street, north-westwards for a distance of 11.3 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM	£4.90 per hour	2 hours
9237	CLEVELAND STREET	north-east side: from a point 23 metres south-east of the north-western kerb-line of Warren Street, south-eastwards for a distance of 11.4 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM	£4.90 per hour	2 hours
9238	CLEVELAND STREET	north-east side: from a point 12.2 metres south-east of the north-western kerb-line of Warren Street, south-eastwards for a distance of 5 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM	£4.90 per hour	2 hours

# **The Camden (Parking Places) (CA-H) (Amendment No. \*\*) Traffic Order 202\***

**202\* No. \*\*\***

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. \*\*\***

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

Made on \*\* \*\*\*\*\* 202\*

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

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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], 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-H) (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-H) Traffic Order 2012 [LBC 2012 No. 8];

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**

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 2 to that Order the items set out in table 1 of the Schedule to this Order.

**Dated this \*\* \*\*\*\*\* 202\***

**Peter Mardell**

**Head of Parking Operations**

## SCHEDULE

TABLE 1 – 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
3789	SOUTH END ROAD	west side: from a point 7 metres north of the northern kerb line of Heath Hurst Road, northwards for a distance of 13.9 metres	MONDAY – SATURDAY 8AM – 6PM	£3.67 per hour	£4.55 per hour	2 hours
3790	SOUTH END ROAD	west side: from a point 6.5 metres south of the southern kerb line of Keats Grove, southwards for a distance of 32.7 metres	MONDAY – SATURDAY 8AM – 6PM	£3.67 per hour	£4.55 per hour	2 hours

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

**202\* No. \*\*\***

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. \*\*\***

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

Made on \*\* \*\*\*\*\* 202\*

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

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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], 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. Revocation and designation of loading 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 included in Schedule 1 to that Order, the items set out in table 2 of the Schedule to this Order.

**Dated this \*\* \*\*\*\*\* 202\***

**Peter Mardell**

**Head of Parking Operations**

## SCHEDULE – LOADING PLACES

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
9988	SOUTH END ROAD	west side: from a point 22.2 metres north of the northern kerb-line of Heath Hurst Road, northwards for a distance of 15.6 metres.	MONDAY – SATURDAY 9.00AM – 8.00PM

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
*****	CLEVELAND STREET	north-east side: from the common boundary of Nos. 72 and 72 Cleveland Street north-westward for a distance of 11.6 metres.	MONDAY – SUNDAY 7AM – 4PM
*****	GOODGE STREET	north-west side: from a point 4.4 metres north-east of the north-eastern kerb-line of Whitfield Street north-eastward for a distance of 28 metres.	MONDAY – SUNDAY 8AM – NOON
*****	GOODGE STREET	north-west side: from the common boundary of Nos. 38 and 40 Goodge Street north-eastward for a distance of 7.7 metres.	MONDAY – SUNDAY 7AM – 4PM
*****	SOUTH END ROAD	west side: from a point 3.5 metres north of the common boundary of Nos. 53 and 55 South End Road northward for a distance of 11.8 metres.	MONDAY – SUNDAY 9.00AM – 8.00PM

**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. \*\*\***

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

Made on \*\* \*\*\*\*\* 202\*

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

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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 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 Schedules 1 and 2 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 items set out in relation to the similarly named streets in Schedule 1 to that Order, the items set out in table 1 of Schedule 1 to this Order;

- 3.1.2 there were substituted for the items set out in relation to the similarly named streets in Schedule 2 to that Order, the items set out in table 1 of Schedule 2 to this Order;
- 3.1.3 there were included in Schedule 2 to that Order, the items set out in table 2 of Schedule 2 to this Order.

**Dated this \*\* \*\*\*\*\* 202\***

**Peter Mardell**

**Head of Parking Operations**

## SCHEDULE 1 – WAITING RESTRICTIONS

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)
203	<b>CLEVELAND STREET</b>	
(a)	north-east side:	
(i)	from a point 34 metres south-east of the south-eastern kerb line of Howland Street to a point 9.2 metres north-west of the north-western kerb-line of Maple Street;	A
(ii)	from the common boundary of Nos. 68 and 70 Cleveland Street to the common boundary of Nos. 72 and 76 Cleveland Street;	A
(iii)	from a point 2.0 metres north-west of the common boundary of Nos. 76 and 78 Cleveland Street to a point 10.9 metres south-east of the south-eastern kerb-line of Grafton Way;	A
(iv)	from a point 6.1 metres north-west of the south-eastern wall of No. 92 Cleveland Street to the common boundary of Nos. 100 and 102 Cleveland Street;	A
(v)	from the common boundary of Nos. 122 and 124 Cleveland Street to a point 17.8 metres south-east of the south-eastern kerb-line of Warren Street;	A
(vi)	from a point 6.3 metres south-east of the south-eastern kerb-line of Warren Street to a point 6.0 metres north-west of the north-western kerb line of Warren Street;	A
(b)	north-east side: so much else of Cleveland Street as lies within the London Borough of Camden, excluding that length at its junction with A501 Euston Road which is designated part of the Transport for London Road Network.	F

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
378	<b>GOODGE STREET</b>	
(a)	north-west side:	
(i)	from the south-western kerb line of Tottenham Court Road to a point 2.5 metres north-east of the common boundary of Nos. 24 and 26 Goodge Street;	A
(ii)	from a point 1.3 metres south-west of the common boundary of Nos. 30 and 32 Goodge Street to the north-eastern kerb-line of Goodge Place;	A
(iii)	from the north-eastern kerb-line of Cleveland Street to a point 8.5 metres north-east of that kerb-line;	A
(b)	south-east side:	
(i)	from the south-western kerb line of Tottenham Court Road to the common boundary of Nos. 7 and 9 Goodge Street;	A
(ii)	from a point 1.9 metres north-east of the common boundary of Nos. 13 and 15-17 Goodge Street to the common boundary of Nos. 23 and 25-27 Goodge Street;	A
(iii)	from a point 1.0 metres south-west of the common boundary of Nos. 25-27 and 29 Goodge Street to a point 1.0 metres south-west of the common boundary of Nos. 45 and 47 Goodge Street;	A
(iv)	from the common boundary of Nos. 51 and 53 Goodge Street to the north-eastern kerb-line of Cleveland Street;	A
(c)	both sides: so much else of Goodge Street as lies within the London Borough of Camden.	F

## SCHEDULE 2 – LOADING RESTRICTIONS

TABLE 1 – ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Parent Order)
43	<b>CLEVELAND STREET</b>	
(a)	north-east side:	
(i)	from a point 18.3 metres south-east of the south-eastern kerb line of Howland Street to a point 12.2 metres north-west of the north-western kerb line of Howland Street;	6
(ii)	from the north-western kerb-line of Maple Street to a point 9.3 metres north-west of that kerb-line;	1
(iii)	from the common boundary of Nos. 68 and 70 Cleveland Street to the common boundary of Nos. 72 and 76 Cleveland Street;	1
(iv)	from a point 2.0 metres north-west of the common boundary of Nos. 76 and 78 Cleveland Street to a point 10.9 metres south-east of the south-eastern kerb-line of Grafton Way;	1
(v)	from a point 6.1 metres north-west of the south-eastern wall of No. 92 Cleveland Street to the common boundary of Nos. 100 and 102 Cleveland Street;	1
(vi)	from the common boundary of Nos. 122 and 124 Cleveland Street to the common boundary of Nos. 126 and 128-134 Cleveland Street.	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Parent Order)
<b>78</b>	<b>GOODGE STREET</b>	
(a)	north-west side:	
(i)	from the south-western kerb line of Tottenham Court Road to a point 3.6 metres north-east of the common boundary of Nos. 2-6 and 8 Goodge Street;	1
(ii)	from a point 3.6 metres north-east of the common boundary of Nos. 2-6 and 8 Goodge Street to a point 2.4 metres north-east of the common boundary of Nos. 24 and 26 Goodge Street;	6
(iii)	From a point 1.0 metres south-east from the common boundary of Nos. 36 and 38 Goodge Street to a point 4.3 metres south-west of the common boundary of Nos. 40 and 42 Goodge Street;	1
(iv)	from a point 4.3 metres south-west of the common boundary of Nos. 40 and 42 Goodge Street to the north-eastern kerb line of Charlotte Street;	6
(b)	south-east side:	
(i)	from the south-western kerb line of Tottenham Court Road to the common boundary of Nos. 7 and 9 Goodge Street;	1
(ii)	from the common boundary of Nos. 7 and 9 Goodge Street to the common boundary of Nos. 23 and 25-27 Goodge Street;	6
(iii)	from a point 1.0 metres south-west of the common boundary of Nos. 25-27 and 29 Goodge Street to a point 3.0 metres south-west of the common boundary of Nos. 29 and 31 Goodge Street;	1
(iv)	from a point 3.0 metres south-west of the common boundary of Nos. 29 and 31 Goodge Street to the north-eastern kerb line of Charlotte Street.	6
<b>141</b>	<b>MAPLE STREET</b>	
(a)	both sides: from the south-western kerb line of Tottenham Court Road to a point 18.29 metres south-west of that kerb	6

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Parent Order)
	line;	
(b)	north-west side: from the north-eastern kerb-line of Cleveland Street to a point 10.0 metres north-east of that kerb-line.	1
<b>195</b>	<b>SOUTH END ROAD</b>	
(a)	west and south-west side:	
(i)	from the common boundary of Nos. 5 and 7 South End Road to the north-western kerb line of Pond Street;	37
(ii)	from a point 5.7 metres north of the northern kerb-line of Keats Grove to a point 15.3 metres south of the southern kerb-line of Keats Grove;	1
(iii)	from a point 3.5 metres north of the common boundary of Nos. 53 and 55 South End Road to the north-western kerb-line of Heath Hurst Road.	1

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

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Parent Order)
***	<b>HEATH HURST ROAD</b>	
(a)	north-east side: from the south-western kerb-line build-out of South End Road south-westward for a distance of 8.8 metres.	1
***	<b>KEATS GROVE</b>	
(a)	north side: from the western kerb-line build-out of South End Road westward for a distance of 6.0 metres;	1
(b)	south side: from the western kerb-line build-out of South End Road westward for a distance of 8.2 metres.	1