

London Borough of Camden

Torrington Place to Tavistock Place Cycling Corridor

The Camden (Prescribed Routes) (No. *) Traffic Order 202*

The Camden (Parking Places) (CA-D) (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:

Introduction of restricted parking zones, comprising the full width of the highway, in which waiting and loading by vehicles would be prohibited at any time other than in marked bays:

Torrington Place – extending from its junction with Gower Street south-westward to its junction with Tottenham Court Road.

Torrington Place – extending from its junction with Gower Street north-eastward to its junction with Byng Place, becoming contiguous with the existing restricted parking zone in Byng Place.

Gordon Square (south-eastern south-west to north-east arm) – extending from its junction with Byng Place, where it would be contiguous with the existing restricted parking zone, north-eastward to its junction with Tavistock Square (south-eastern south-west to north-east arm).

Tavistock Square (south-eastern south-west to north-east arm) – extending from its junction with Gordon Square (south-eastern south-west to north-east arm) north-eastward to its junction with Woburn Place.

Tavistock Place – extending from its junction with Woburn Place north-eastward to its junction with Judd Street and Hunter Street.

Introduction of new lengths of ‘at any time’ waiting and loading restrictions:

Chenies Mews – both sides, extending from the north-western kerb-line of Torrington Place north-westward for a distance of 5.0 metres.

Gordon Square (south-western north-west to south-east arm) – both sides, extending from the north-western kerb-line of Gordon Square (south-eastern south-west to north-east arm) north-westward for a distance of 10.0 metres.

Gordon Square (north-eastern north-west to south-east arm) – both sides, extending from the north-western kerb-line of Gordon Square (south-eastern south-west to north-east arm) north-westward for a distance of 10.0 metres.

Herbrand Street – north-east side, extending from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 10.0 metres.

Handel Street – both sides, extending from the south-western kerb-line of Hunter Street south-westward for a distance of 10.0 metres.

Hunter Street – north-east side, extending from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 17.0 metres.

Hunter Street – south-west side, extending from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 15.0 metres.

Hunter Street – south-west side, extending from the north-western kerb-line of Handel Street north-westward for a distance of 10.0 metres.

Judd Street – north-east side, extending from the north-western kerb-line of Tavistock Place north-westward for a distance of 12.0 metres.

Judd Street – south-west side, extending from the north-western kerb-line of Tavistock Place north-westward for a distance of 14.0 metres.

Kenton Street – north-east side, extending from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 12.0 metres.

Kenton Street – south-west side, extending from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 10.0 metres.

Marchmont Street – north-east side, extending from a point 13.0 metres north-west of the north-western kerb-line of Tavistock Place to a point 10.0 metres south-east of the south-eastern kerb-line of Tavistock Place.

Marchmont Street – south-west side, extending from a point 6.0 metres north-west of the north-western kerb-line of Tavistock Place to a point 3.9 metres south-east of the south-eastern kerb-line of Tavistock Place.

Ridgmount Gardens – the south-west side, extending from the south-eastern kerb-line of Torrington Place south-eastward for a distance of 10.0 metres.

Tavistock Place – the north-west side, extending from the north-eastern kerb-line of Judd Street north-eastward for a distance of 16.0 metres.

Tavistock Place – the north-west side, extending from the north-eastern kerb-line of Hunter Street north-eastward for a distance of 17.0 metres.

Woburn Square (south-western north-west to south-east arm) – both sides, extending from the south-eastern kerb-line of Gordon Square (south-eastern south-west to north-east arm) south-eastward for a distance of 10.0 metres.

Woburn Square (north-eastern north-west to south-east arm) – south-west side, extending from the south-eastern kerb-line of Gordon Square (south-eastern south-west to north-east arm) south-eastward for a distance of 10.0 metres.

Introduction of new lengths of ‘at any time’ waiting restrictions:

Hunter Street – south-west side, extending from a point 15.0 metres south-east of the south-eastern kerb-line of Tavistock Place to a point 10.0 metres north-west of the north-western kerb-line of Handel Street.

Marchmont Street – south-west side, extending from a point 6.0 metres north-west of the north-western kerb-line of Tavistock Place north-eastward for a distance of 13.0 metres.

Extension of existing loading places:

Herbrand Street – the south-west side, at the side of No. 16 Tavistock Place, the existing loading place at this location (operating ‘at any time’) to be extended south-eastward by 7.0 metres (by conversion of part of an existing ambulance stopping area) to provide a total length of 16.2 metres.

Torrington Place – the south-east side outside Nos. 22-26 Torrington Place, the existing loading place at this location (operating 10 am – Noon, 2pm - 4pm on Monday to Sunday) to be extended on both sides to provide a total length of 25 metres.

Conversion of residents parking place to ambulance stopping area:

Herbrand Street – the south-west side, outside Dickens House, Herbrand Street, the full length of the parking place (16.9 metres) to be converted to an ambulance stopping area, in which only ambulances would be permitted to stop at any time, the residents parking capacity to be re-provided in part as below.

Extension of a residents parking place:

Herbrand Street – the north-east side, outside Block ‘G’ Herbrand Estate, Herbrand Street, the existing residents parking place at this location to be extended north-westward by 13.4 metres, by converting a length of ‘single yellow line’.

Amendment to moving traffic restrictions:

Gordon Square (south-eastern south-west to north-east arm) at its junction with Tavistock Square and Bedford Way– to remove the existing prohibited left turn applicable to north-eastbound motor vehicles and ‘ahead only restriction’ applicable to pedal cycle proceeding in Gordon Square (south-eastern south-west to north-east arm), so as to permit all vehicles to turn left into Tavistock Square (south-western north-west to south-east arm).

Tavistock Square (south-eastern south-west to north-east arm) at its junction with Gordon Square and Bedford Way– to remove the existing prohibited right turn applicable to south-westbound pedal cycles proceeding in Tavistock Square (south-eastern south-west to

north-east arm), so as to permit motor vehicles to turn right into Tavistock Square (south-western north-west to south-east arm).

Bedford Way at its junction with Gordon Square and Tavistock Square - to remove the existing compulsory left turn applicable to north-westbound pedal cycles proceeding in Bedford Way, so as to permit pedal cycles to turn left into Gordon Square, proceed ahead into Tavistock Square (south-western north-west to south-east arm) and turn right into Tavistock Square (south-eastern south-west to north-east arm).

Tavistock Place at its junction with Hunter Street and Judd Street – to amend the prohibited right turn applicable to south-westbound vehicles proceeding in Tavistock Place, so as to permit pedal cycles to turn right into Judd Street.

Tavistock Place at its junction with Marchmont Street – to amend the prohibited right turn applicable to south-westbound pedal cycle proceeding in Tavistock Place, so as to permit pedal cycles to turn right into Marchmont Street; and to amend the prohibited right turn applicable to north-eastbound pedal cycle proceeding in Tavistock Place, so as to permit pedal cycles to turn right into Marchmont Street.

Tavistock Square at its junction with Tavistock Place and Woburn Place – to amend the ‘no right turn’ restriction applicable to south-eastbound vehicles proceeding in Tavistock Square, so as to permit southbound pedal cycles to turn right into Tavistock Square (in two stages).

Woburn Place at its junction with Tavistock Place and Tavistock Square – to amend the ‘no left turn except pedal cycles’ and ‘ahead only’ restriction applicable to north-westbound vehicles proceeding in Woburn Place, so as to permit northbound pedal cycles to both turn left into Tavistock Square (south-eastern south-west to north-east arm) and turn right into Tavistock Place (in two stages).

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 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 17 November 2023.

Peter Mardell – Head of Parking Operations

26 October 2023

The Camden (Prescribed Routes) (No. *) Traffic Order 202*
The Camden (Parking Places) (CA-D) (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*

Statement of Reasons: Torrington Place to Tavistock Place Cycling Corridor

The streets of Torrington Place, Byng Place, Gordon Square, Tavistock Square and Tavistock Place (between the junctions with Tottenham Court Road and Judd Street) - referred to in this document as “the Corridor”, carry a large number of cyclists - around 5000 a day in both directions. The Corridor also forms an important part of the Borough-wide cycle network, as set out in the Camden Transport Strategy Cycling Action Plan. It is designated by Transport for London as part of Cycle Route C27.

A trial layout (including some temporary materials in the westbound direction) was installed in November 2015, under an experimental traffic order (ETO), following approval by the (then) Cabinet Member for Regeneration, Transport and Planning. This included the prohibition and removal of westbound motor vehicle traffic between Gower Street and Judd Street and conversion of the existing narrow and overcrowded bi-directional cycle lane on the northern side of the carriageway along the whole Corridor to one-way eastbound for cycling. The extra road space gained by the removal of the westbound motor traffic facilitated the creation of a segregated westbound cycle lane on the south side of the carriageway to increase safety for cyclists and removed associated confusion for pedestrians crossing the road.

The trial was followed by a formal public consultation, a cabinet report (February 2017), a Public Inquiry (October 2017), an inspector’s report and recommendation (May 2018), a cabinet report and cabinet approval to make a permanent eastbound traffic order, and give consideration to a westbound traffic order (September 2018) and a cabinet report and cabinet approval to keep the scheme in the eastbound direction and to proceed with a number of recommended improvements to the scheme (November 2019).

The improvements to the Corridor are being implemented in a phased approach, as follows:-

Tavistock Square / Bedford Way / Gordon Square Junction

The proposed staging at the junction of Tavistock Square Bedford Way and Gordon Square would be amended to allow east/west cycle movements to run in a separate stage to eastbound motor traffic which would help improve cycle safety through this junction. Running the east/west cycles separately also allows cyclists to carry out all turning movements at the junction, without conflicting with motor traffic and the eastbound left turn for motor traffic would be permitted safely in a separate stage. Footway widening and wider crossing facilities also form part of the improvements to make walking through the area more pleasant

During the trial period of the eastbound scheme, concerns were raised about motor vehicles not giving way to oncoming cyclists when turning right into Bedford Way. Whilst the council installed signage, this has had limited success and the improvements to this junction remain a priority.

Furthermore, pavement widening between Bedford Way and Woburn Place is also proposed within these proposals to provide enhanced pedestrian space and comfort.

Tavistock Place / Woburn Place Junction / Tavistock Square Junction

The junction is proposed to be amended to introduce ‘cycle early release’ in the both the north and south directions, reducing the risk of ‘left hook’ type collisions. Those cycling eastbound would now be able to turn left into Tavistock Square without conflict with motor traffic or pedestrians as part of a dedicated cycle stage, running alongside a westbound cycle phase and eastbound (ahead only vehicle phase) to enhance cycle safety and remove

conflict. Low level cycle signals would be provided on all arms and a dedicated pedestrian stage would be provided to reduce the risk of conflict between other road users.

Footway widening between Bedford Way and Woburn Place and on south-west corner of the junction at Woburn Place would shorten crossing the crossing distance and create more space for people to walk through the area, reducing the risk of pedestrians walking in the road.

Tavistock Place / Marchmont Street Junction

The east-west cycle movements would be separated from eastbound motor vehicle traffic in a dedicated stage, allowing cycles to turn in all directions. Furthermore the crossing for pedestrians on the northern arm of Marchmont Street would be shortened by extending the footway.

Tavistock Place / Judd Street / Hunter Street Junction

A new cycle reservoir (cycle gate) would be provided on Tavistock Place (eastbound) to ensure those cycling in that direction are protected from motor traffic. This would allow those cycling within the existing cycle lane to get ahead of traffic and be released ahead of them, reducing conflict between cycles and motor vehicles.

Low level cycle signals (with Cycle Early Release) would be implemented on Tavistock Place westbound with the existing traffic island removed to provide a head start for those cycling. Footway widening would be undertaken on the southern side of Tavistock Place between Marchmont Street and Judd Street to provide a more comfortable walking experience. The movement from Judd Street to Tavistock Place (westbound) would remain banned for cycling owing to conflict with oncoming vehicles, however this would be mitigated by new wayfinding signage via Leigh Street to enable cyclists heading south on Judd Street to then make a westbound movement in advance.

Localised widening of cycle tracks and servicing arrangement

Changes to waiting and loading arrangements, including increasing the length of the loading bays in Herbrand Street and Torrington Place make servicing businesses and properties in the area easier.

Permanent Protected Cycle Tracks between Tottenham Court Road and Judd Street

The westbound cycle track along Tavistock Place is currently facilitated by temporary “orcas” in the ground. These would be replaced by permanent kerb segregation to ensure the cycle lanes are more durable and less likely to be illegally used by vehicles. This would require reducing the useable cycle lane width by around 200mm to accommodate the kerbs, but maintaining at least 2 metres.

Reasons

The scheme directly meets a number of Camden's Transport Strategy (CTS) Objectives; primarily Objective 1; To transform our streets and places to enable an increase in walking and cycling, Objective 3: To deliver a sustainable transport system and streets that are accessible and inclusive for all; and Objective 4: To substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties. The provision of segregated cycle facilities helps meet an action within the Camden Climate Action Plan, following increased segregated cycle lanes being one of the 17 main recommendations arising from the Citizens Assembly into the Climate Emergency in Camden. Camden's Cycling Action Plan, a daughter document of the CTS, proposes a network of “primary” and “secondary” cycle corridors across the Borough. The Tavistock-Torrington corridor is one such “primary” corridor which typically includes segregated cycle tracks and facilities on busy highways.

In December 2022 Cabinet (see item 15) approved the next 2.5 year CTS Healthy Streets Delivery Plan, which included (subject to individual scheme approvals) the implementation of

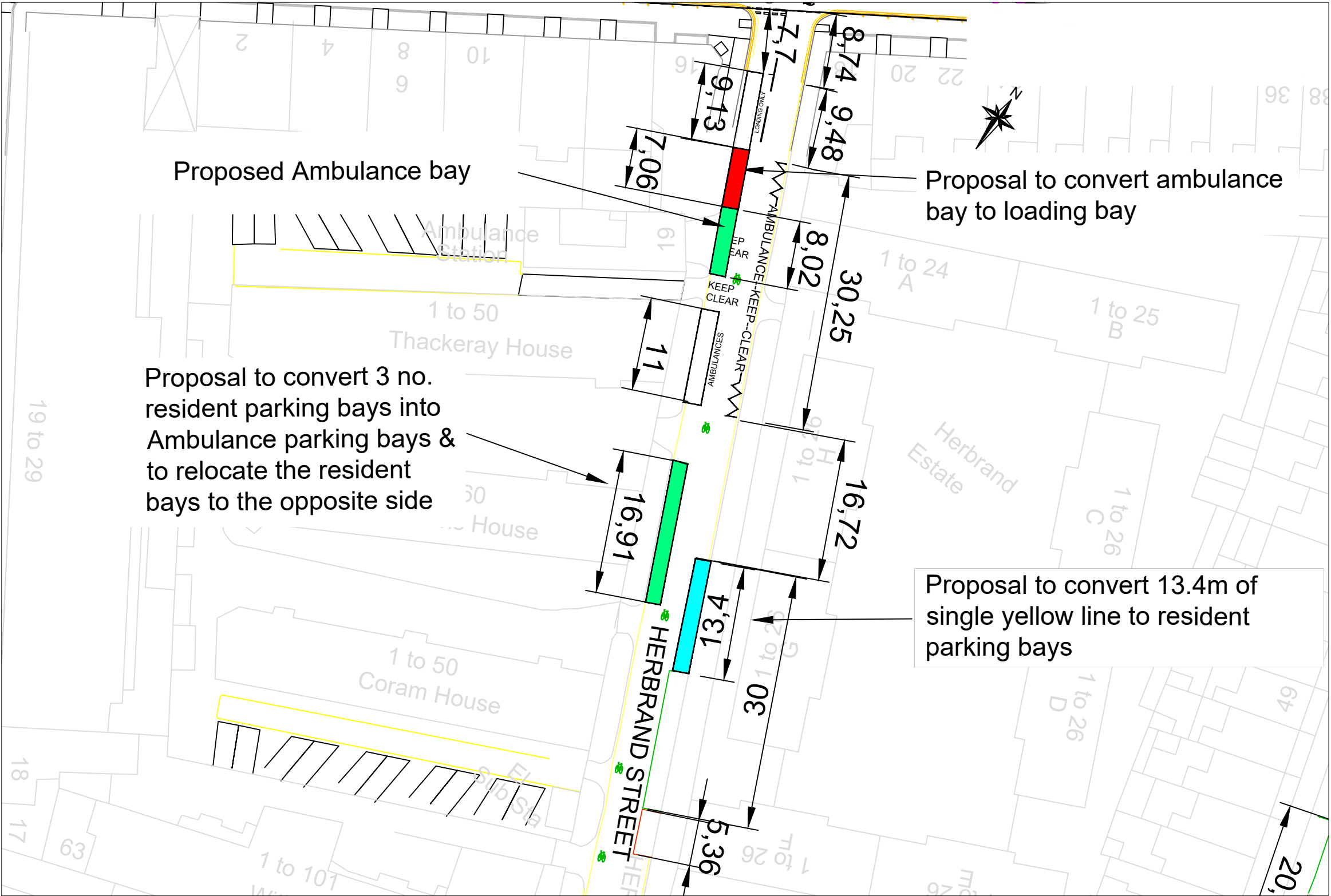
the final measures on the Tavistock-Torrington corridor, which this reports seeks approval to deliver.

The proposals reflect the Government's (DfT) "Gear Change" document which encourages the use of physically segregated bike tracks on main roads and direct and connected cycle routes, and The Traffic Management Act 2004: network management to support active travel (latest version issued in April 2022), which calls for Changes to junction design to accommodate more cyclists and Cycle facilities with physical separation from traffic. DfT's design guidance, LTN 1/20, calls for physically segregated bike tracks on main roads and promotes the economic benefits of walking and cycling.

For more information visit:-

<https://democracy.camden.gov.uk/ieDecisionDetails.aspx?Id=4052>

TAVISTOCK PLACE



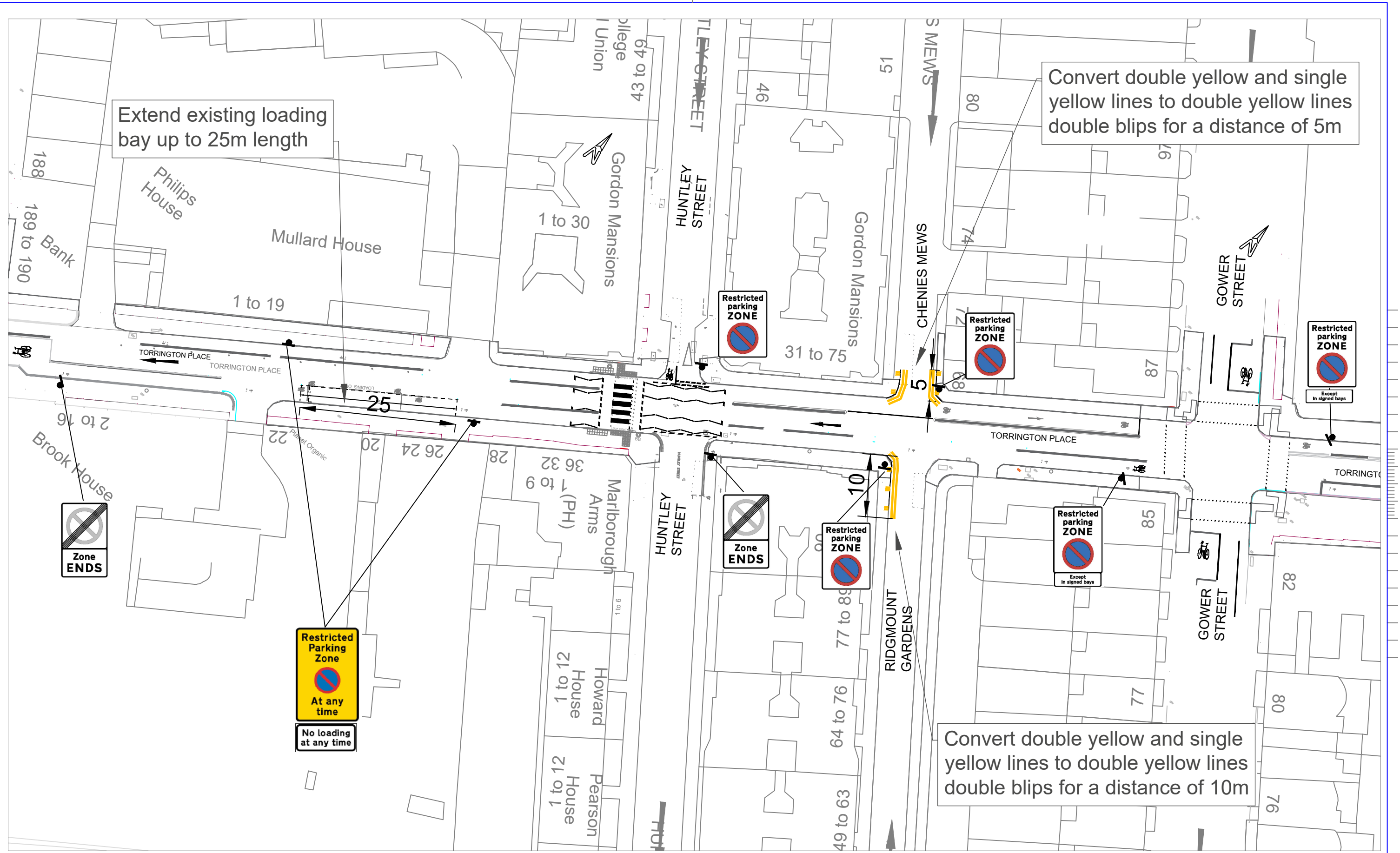
Project
TAVISTOCK TORRINGTON
 Drawing Title
Herbrand St TMO

- Notes:
- Proposed Cycle Logo
 - Proposed Ambulance Bay
 - Proposed Loading Bay
 - Proposed Resident Bay

Rev	By	Date	Amendments

Scale 1:500	Date
Drawn By AB	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number TT_TMO_HERBRAND_001	
Rev.	



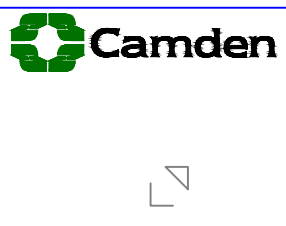


Extend existing loading bay up to 25m length

Convert double yellow and single yellow lines to double yellow lines double blips for a distance of 5m

Convert double yellow and single yellow lines to double yellow lines double blips for a distance of 10m

Restricted Parking Zone
At any time
No loading at any time

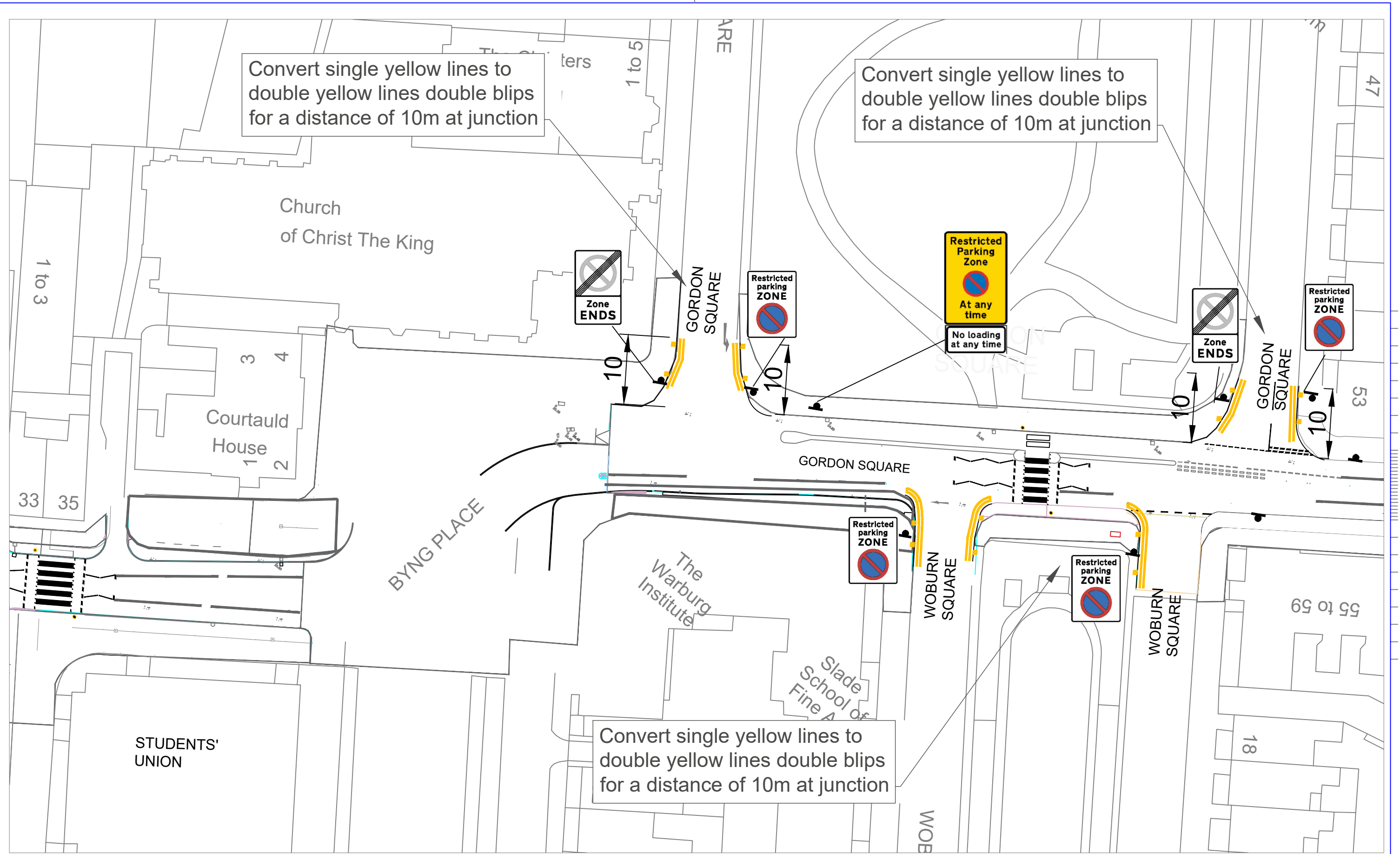


Project
Tavistock Torrington Corridor

Drawing Title
Proposed Traffic Order

Rev	By	Date	Amendments

Scale 1:555	Date OCTOBER 2023
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Drawing Number TT_TMO_002	Rev.









Project
Tavistock Torrington Corridor

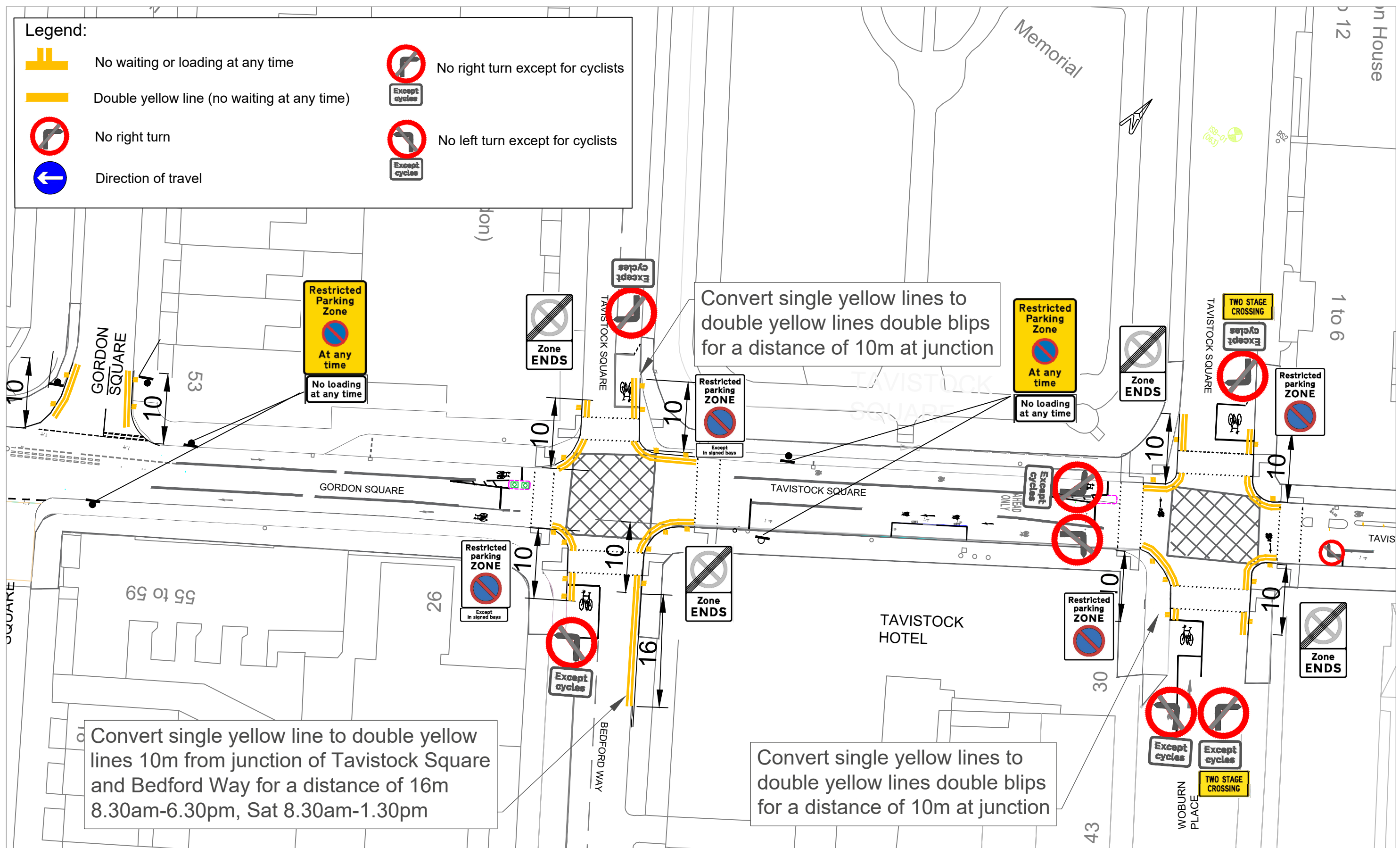
Drawing Title
Proposed Traffic Order

Rev	By	Date	Amendments

Scale 1:500	Date OCTOBER_2023
Drawn By AB	File Ref
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Drawing Location	
Drawing Number TT_TMO_003	Rev.

Legend:

-  No waiting or loading at any time
-  Double yellow line (no waiting at any time)
-  No right turn
-  Direction of travel
-  No right turn except for cyclists
-  No left turn except for cyclists



Project
Tavistock Torrington Corridor

Legend:

Drawing Title
Proposed Traffic Order

Scale
1:500

Drawn By
AB

Checked By

Drawing Number
TT_TMO_004







Date
OCTOBER_2023

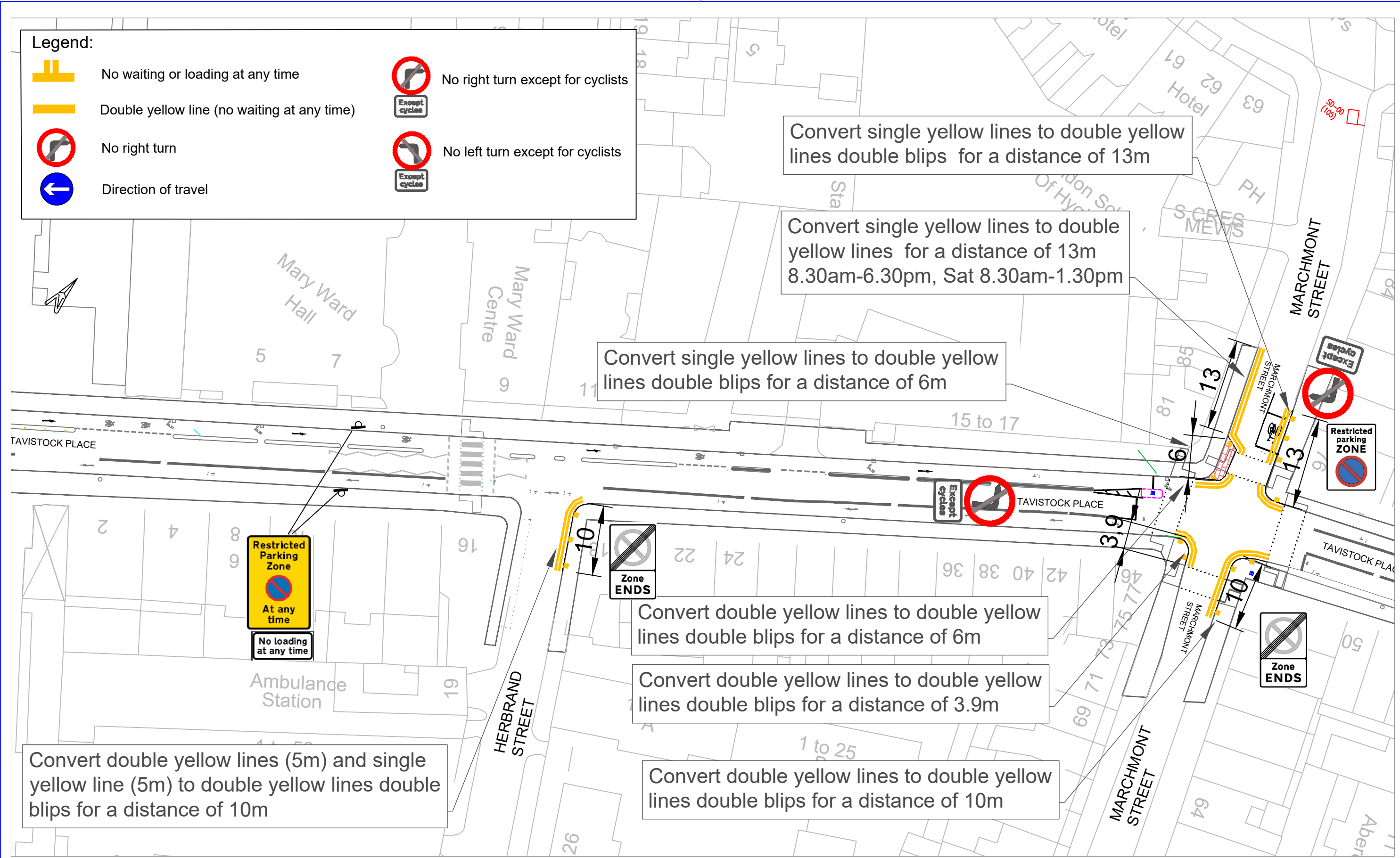
File Ref

Dwg Name

Rev.

Legend:

-  No waiting or loading at any time
-  Double yellow line (no waiting at any time)
-  No right turn
-  Direction of travel
-  No right turn except for cyclists
-  No left turn except for cyclists



Convert single yellow lines to double yellow lines double blips for a distance of 13m

Convert single yellow lines to double yellow lines for a distance of 13m
8.30am-6.30pm, Sat 8.30am-1.30pm

Convert single yellow lines to double yellow lines double blips for a distance of 6m

Convert double yellow lines to double yellow lines double blips for a distance of 6m

Convert double yellow lines to double yellow lines double blips for a distance of 3.9m

Convert double yellow lines to double yellow lines double blips for a distance of 10m

Convert double yellow lines (5m) and single yellow line (5m) to double yellow lines double blips for a distance of 10m

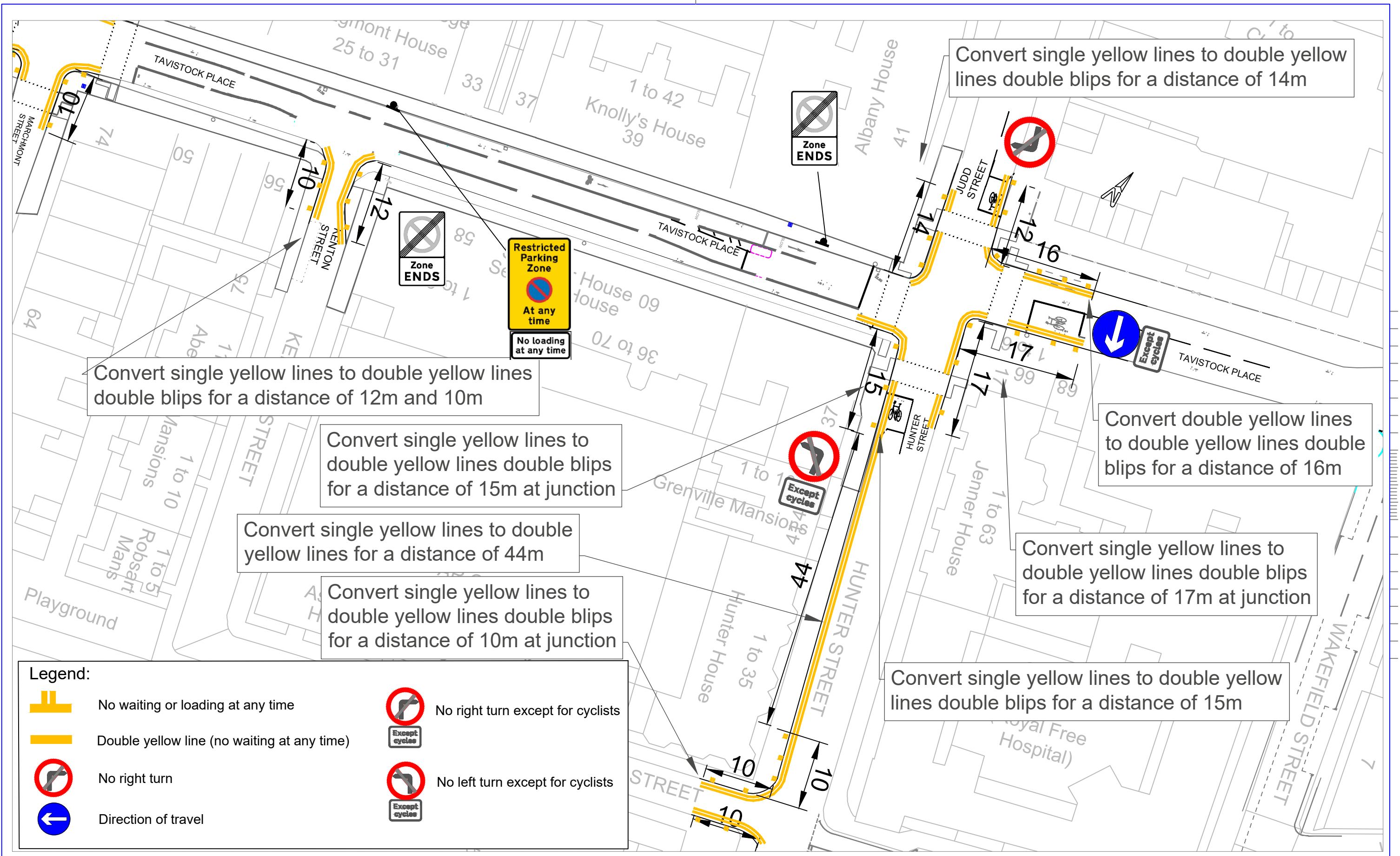


Project
Tavistock Torrington Corridor

Drawing Title
Proposed Traffic Order

Legend:

Scale 1:500	Date OCTOBER 2023
Drawn By AB	File Ref
Checked By	Dwg Name
Drawing Number TT_TMO_005	Rev.



	Project Tavistock Torrington Corridor	Legend:	Scale 1:500	Date OCTOBER 2023
	Drawing Title Proposed Traffic Order		Drawn By AB	File Ref
			Checked By	Dwg Name
			Drawing Number TT_TMO_006	Rev.

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

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Parking Places) (CA-D) (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-D) (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-D) Traffic Order 2012 [LBC 2012 No. 4];

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 included in Schedule 1 to that Order, the item set out in table 2 of the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – RESIDENTS PARKING PLACES

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
1778	HERBRAND STREET	south-west side: from a point 3 metres south-east of a point opposite the south-eastern wall of nos. 1 to 60 (Dickens House) Herbrand Street, north-westwards for a distance of 29.9 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM
9418	HERBRAND STREET	north-east side: from a point 1.7 metres south-east of the north-western flank wall of 1-26 F Herbrand Estate, north-westward for a distance of 16.5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
****	HERBRAND STREET	north-east side: from a point 1.7 metres south-east of the north-western flank wall of 1-26 F Herbrand Estate, north-westward for a distance of 30.0 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM

**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 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], as amended;
- 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
12899	HERBRAND STREET	west side: from a point 5 metres south of the southern kerb line of Tavistock Place, southwards for a distance of 12 metres	Monday - Friday 8.30am - 6.30pm
12930	TORRINGTON PLACE	south side: from a point 6 metres east of the western boundary of number 22 Torrington Place, eastwards for a distance of 15 metres	Monday – Sunday 10am – Noon & 2pm – 4pm

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
*****	HERBRAND STREET	south-west side: from a point 7.7 metres south-east of the south-eastern kerb line of Tavistock Place south-eastward for a distance of 16.2 metres	At any time
*****	TORRINGTON PLACE	south-east side: from a point 10.5 metres south-west of the common boundary of Nos. 20 and 22 Torrington Place north-eastward for a distance of 25.0 metres	Monday – Sunday 10am – Noon, 2pm – 4pm

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Prescribed Routes) (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 (Prescribed Routes) (No. *) Traffic Order 202* and shall come into force on ** ***** 202*.

2. Interpretation

- 2.1 In this order the term "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [SI 2016/362].
- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

3. Amendment of existing Orders

- 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 Any existing Order or Regulation making provision in respect of or imposing restrictions applicable to the movement of vehicles at the locations referred to in Article 4 of this Order and having conflict with any provision referred to in said Article, shall have effect as though that provision or restriction, as the case may be, were omitted.

4. Provisions – prescribed routes

- 4.1 Any person causing any vehicle to proceed in a north-eastbound direction in the south-eastern arm of Gordon Square may, upon reaching its junction with Tavistock Square, cause that vehicle to turn left into the south-western arm of Tavistock Square.
- 4.2 Any person causing a pedal cycle to proceed in a south-westbound direction in the south-eastern arm of Tavistock Square may, upon reaching its junction with Bedford Way, Gordon Square and the south-western arm of Tavistock Square, cause that pedal cycle to turn right into the south-western arm of Tavistock Square.
- 4.3 Any person causing a pedal cycle to proceed in a north-westbound direction in Bedford Way may, upon reaching its junction with Gordon Square and Tavistock Square, cause that pedal cycle to either: turn left into Gordon Square; or proceed ahead into the south-western arm of Tavistock Square; or turn right into the south-eastern arm of Tavistock Square.
- 4.4 Any person causing a pedal cycle to proceed in a south-westbound direction in Tavistock Place may, upon reaching its junction with Hunter Street and Judd Street, cause that pedal cycle to turn right into Judd Street.
- 4.5 Any person causing a pedal cycle to proceed in a north-eastbound direction in Tavistock Place may, upon reaching its junction with Marchmont Street, cause that pedal cycle to turn right into Marchmont Street.
- 4.6 Any person causing a pedal cycle to proceed in a south-westbound direction in Tavistock Place may, upon reaching its junction with Marchmont Street, cause that pedal cycle to turn right into Marchmont Street.
- 4.7 Any person causing a pedal cycle to proceed in a north-westbound direction in Woburn Place may, upon reaching its junction with Tavistock Place and Tavistock Square, cause that pedal cycle to either: turn left into the south-eastern arm of Tavistock Square; or turn right into Tavistock Place.
- 4.8 Any person causing a pedal cycle to proceed in a south-eastbound direction in the north-eastern arm of Tavistock Square may, upon reaching its junction with Tavistock Place and Woburn Place, cause that pedal cycle to turn right into the south-eastern arm of Tavistock Square.

5. Exemptions

- 5.1 Nothing in Article 4 shall apply in respect of;
 - 5.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
 - 5.1.3 a vehicle being used by the police, fire brigade or ambulance service;
 - 5.1.4 any person who causes any vehicle to proceed in accordance with any restriction

or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

Dated this ** ***** 202*

Peter Mardell



Head of Parking Operations

**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], as amended;
- 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, 2 and 10 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 included in Schedule 1 to that Order, the item set out in table 2 of Schedule 1 to this Order.
- 3.1.3 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;
- 3.1.4 there were included in Schedule 2 to that Order, the items set out in table 2 of Schedule 2 to this Order;
- 3.1.5 there were substituted for the item set out in relation to the similarly named street in Schedule 10 to that Order, the item set out in table 1 of Schedule 3 to this Order;
- 3.1.6 there were included in Schedule 10 to that Order, the item set out in table 2 of Schedule 3 to this Order;

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 – WAITING RESTRICTIONS

TABLE 1 – ITEMS SUBSTITUTED 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)
75	BEDFORD WAY	
(a)	north-east side, from the south-eastern kerb line of the south-east arm of Tavistock Square south-eastward for a distance of 26.0 metres	A
(b)	south-west side:	
(i)	from the south-eastern kerb line of the south-east arm of Gordon Square south-eastward for a distance of 10.0 metres;	A
(ii)	from a point 45.0 metres south-east of the south-eastern kerb line of the south-east arm of Tavistock Square south-eastward for a distance of 26.0 metres;	A
(c)	so much else of Bedford Way as is public highway and does not lie within the lengths specified above.	G
187	CHENIES MEWS	
(a)	both sides, from the north-western kerb-line of Torrington Place north-westward for a distance of 5.0 metres;	A
(b)	so much else of Chenies Mews as is public highway and does not lie within that length specified above.	F

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
381	GORDON SQUARE	
(a)	north-west arm: both sides;	A
(b)	south-west arm:	
(i)	south-west side, from a point 54.44 metres north-west of the north-western kerb line of the south-east arm of Gordon Square, north-westward for a distance of 18.5 metres;	A
(ii)	north-east side, from a point 63.12 metres north-west of the north-western kerb line of the south-east arm of Gordon Square, north-eastward for a distance of 8.5 metres;	A
(iii)	both sides, from the north-western kerb line of the south-east arm of Gordon Square north-westward for a distance of 10.0 metres;	A
(c)	north-east arm:	
(i)	south-west side, from a point 65.53 metres north-west of the north-western kerb line of the south-east arm of Gordon Square, north-westward for a distance of 8.66 metres;	A
(ii)	north-east side, from a point 64.92 metres north-west of the north-western kerb line of the south-east arm of Gordon Square, north-westward for a distance of 17.50 metres;	A
(iii)	north-east side, from the south-eastern kerb line of Endsleigh Place, south-eastward for a distance of 11.28 metres;	A
(iv)	both sides, from the north-western kerb line of the south-east arm of Gordon Square north-westward for a distance of 10.0 metres;	A
(d)	south-east arm: both sides;	A
(e)	so much else of Gordon Square as is public highway and does not lie within those lengths specified above.	G

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
429	HANDEL STREET	
(a)	both sides, from the south-western kerb-line of Hunter Street south-westward for a distance of 10.0 metres;	A
(b)	so much else of Handel Street as is public highway and does not lie within that length specified above.	G
466	HERBRAND STREET	
(a)	north-east side:	
(i)	from the south-eastern kerb-line of Tavistock Place to a point 10.0 metres south-east of that kerb-line;	A
(ii)	from a point 10.0 metres south-east of the south-eastern kerb-line of Tavistock Place to a point 21.0 metres north-west of the north-western kerb line of Coram Street;	G
(iii)	from a point 21.0 metres north-west of the north-western kerb line of Coram Street to a point 11.5 metres south-east of the south-eastern kerb-line of Coram Street;	A
(iv)	from a point 11.5 metres south-east of the south-eastern kerb line of Coram Street to a point 64.0 metres north-west of the north- western kerb line of Bernard Street	G
(v)	from a point 64.0 metres north-west of the north-western kerb line of Bernard Street to the north-western kerb line of Guilford Street;	A
(b)	south-west side:	
(i)	from the south-eastern kerb-line of Tavistock Place to a point 7.7 metres south-east of that kerb-line;	A
(ii)	from a point 7.7 metres south-east of the south-eastern kerb-line of Tavistock Place to a point 21.0 metres north-west of the north-western kerb line of Coram Street;	G

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
(iii)	from a point 21.0 metres north-west of the north-western kerb line of Coram Street to a point 7.0 metres south-east of the south-eastern kerb-line of Coram Street;	A
(iv)	from a point 7.0 metres south-east of the south-eastern kerb line of Coram Street to a point 6.0 metres north-west of the north- western kerb line of Bernard Street;	G
(v)	from a point 6.0 metres north-west of the north-western kerb line of Bernard Street to a point 12.0 metres south-east of the south-east kerb line of Bernard Street;	A
(vi)	from a point 12.0 metres south-east of the south-eastern kerb line of Bernard Street to a point 17.5 metres north-west of the north-western kerb line of Guilford Street;	G
(vii)	from the north-western kerb line of Guilford Street north-westward for a distance of 17.5 metres.	A
493	HUNTER STREET	
(a)	north-east side, from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 17.0 metres;	A
(b)	south-west side, from the south-eastern kerb-line of Tavistock Place to the north-western kerb-line of Handel Street;	A
(c)	so much else of Hunter Street as is public highway and does not lie within those lengths specified above.	G

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
509	JUDD STREET	
(a)	north-east side:	
(i)	from a point 10.0 metres south-east of the south-eastern kerb line of Euston Road to a point 12.0 metres north-west of the north-western kerb-line of Tavistock Place;	G
(ii)	from the north-western kerb-line of Tavistock Place north-westward for a distance of 12.0 metres;	A
(b)	south-west side:	
(i)	from a point 20.0 metres south-east of the south-eastern kerb line of Euston Road to a point 14.0 metres north-west of the north-western kerb-line of Tavistock Place;	G
(ii)	from the north-western kerb-line of Tavistock Place north-westward for a distance of 14.0 metres.	A
518	KENTON STREET	
(a)	north-east side, from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 12.0 metres;	A
(b)	south-west side, from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 10.0 metres;	A
(c)	so much else of Kenton Street as is public highway and does not lie within those lengths specified above.	G

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
623	MARCHMONT STREET	
(a)	north-east side:	
(i)	from the north-western kerb line of Bernard Street to a point 13.0 metres north-west of the north-western kerb-line of Tavistock Place;	A
(ii)	from a point 13.0 metres north-west of the north-western kerb-line of Tavistock Place to the south-eastern kerb-line of Leigh Street;	G
(b)	south-west side:	
(i)	from the north-western kerb line of Bernard Street north-westward for a distance of 38.0 metres;	A
(ii)	from a point 38.0 metres north-west of the north-western kerb line of Bernard Street to a point 11.0 metres south-east of the south-eastern kerb line of Coram Street;	G
(iii)	from a point 11.0 metres south-east of the south-eastern kerb line of Coram Street to a point 16.0 metres north-west of the north-western kerb-line of Coram Street;	A
(iv)	from a point 16.0 metres north-west of the north-western kerb-line of Coram Street to a point 7.6 metres north-west of the common boundary of Nos. 69 and 71 Marchmont Street;	G
(v)	from a point 7.6 metres north-west of the common boundary of Nos. 69 and 71 Marchmont Street to a point 19.0 metres north-west of the north-western kerb-line of Tavistock Place;	A
(vi)	from a point 19.0 metres north-west of the north-western kerb-line of Tavistock Place to the southern kerb-line of Cartwright Gardens.	G

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
925	TAVISTOCK PLACE	
(a)	north-west side, from the north-eastern kerb-line of the north-east arm of Tavistock Square to the south-western kerb-line of Wakefield Street;	A
(b)	south-east side, from the north-eastern kerb-line of Woburn Place to a point 17.0 metres north-east of the north-eastern kerb-line of Hunter Street;	A
(c)	so much else of Tavistock Place as is public highway and does not lie within those lengths specified above.	G
926	TAVISTOCK SQUARE	
(a)	north-east arm:	
(i)	north-east side, from its junction with Upper Woburn Place to a point 10.0 metres north-west of the north-western kerb-line of Tavistock Place;	X
(ii)	north-east side, from the north-western kerb-line of Tavistock Place north-westward for a distance of 10.0 metres;	A
(iii)	south-west side, from the south-eastern kerb-line of the north-west arm of Tavistock Square to a point 10.0 metres north-west of the north-western kerb-line of the south-east arm of Tavistock Square;	X
(iv)	south-west side, from the north-western kerb-line of the south-east arm of Tavistock Square north-westward for a distance of 10.0 metres;	A
(b)	south-east arm: both sides;	A
(c)	north-west arm:	
(i)	north-west side, from the north-east kerb line of Endsleigh Street, north-eastward for a distance of 10.14 metres;	A

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
(ii)	north-west side, from the common boundary of Tavistock Court and Woburn House to the western kerb line of Upper Woburn Place	A
(iii)	south-east side, from the eastern kerb line of the south-west arm of Tavistock Square north-eastward for a distance of 13.36 metres;	A
(iv)	south-east side, from the western kerb line of the north-east arm of Tavistock Square south-westward for a distance of 8.7 metres;	A
(d)	south-west arm:	
(i)	north-east side, from the south-eastern kerb-line of the north-west arm of Tavistock Square south-eastward for a distance of 10.26 metres;	A
(ii)	north-east side, from a point 67.40 metres south-east of a point opposite the south-eastern kerb line of Endsleigh Place, south-eastwards for a distance of 8.04 metres;	A
(iii)	north-east side, from the north-western kerb-line of the south-east arm of Tavistock Square north-westward for a distance of 10.0 metres;	A
(iii)	south-west side, from the south-eastern kerb line of Endsleigh Place south-eastward for a distance of 13.70 metres;	A
(iv)	south-west side, from a point 65.20 metres south-east of a point opposite the south-eastern kerb line of Endsleigh Place, south-eastwards for a distance of 19.84metres;	A
(v)	south-west side, from the north-western kerb-line of Gordon Square north-westward for a distance of 10.0 metres;	A
(e)	so much else of Tavistock Square as is public highway and does not lie within those lengths specified above.	G

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
942	TORRINGTON PLACE	
	both sides.	A
1017	WOBURN PLACE	
(a)	north-east side:	
(i)	from the north-western kerb-line build-out of Bernard Street north-westward for a distance of 10.0 metres;	A
(ii)	from a point 10.0 metres north-west of the north-western kerb-line build-out of Bernard Street to a point 22.0 metres south-east of the south-eastern kerb-line of Coram Street;	X
(iii)	from a point 22.0 metres south-east of the south-eastern kerb-line of Coram Street to a point 10.0 metres north-west of the north-western kerb-line of Coram Street;	A
(iv)	from a point 10.0 metres north-west of the north-western kerb-line of Coram Street to a point 10.0 metres south-east of the south-eastern kerb-line of Tavistock Place;	X
(v)	from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 10.0 metres;	A
(b)	south-west side:	
(i)	from the north-western kerb-line of the north-west arm of Russell Square north-westward for a distance of 22.86 metres;	A
(ii)	from a point 22.86 metres north-west of the north-western kerb-line of the north-west arm of Russell Square to a point 48.0 metres south-east of a point opposite the south-eastern kerb line of Coram Street;	X
(iii)	from a point 48.0 metres south-east of a point opposite the south-eastern kerb line of Coram Street to a point 11.22 metres south-east of a point opposite the south-eastern kerb line of Coram Street;	G

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
(iv)	from a point 11.22 metres south-east of a point opposite the south-eastern kerb line of Coram Street to a point 11.04 metres north-west of a point opposite the south-eastern kerb line of Coram Street;	A
(v)	from a point 11.04 metres north-west of a point opposite the south-eastern kerb line of Coram Street to a point 10.0 metres south-east of the south-eastern kerb-line of the south-east arm of Tavistock Square;	X
(vi)	from the south-eastern kerb-line of the south-east arm of Tavistock Square south-eastward for a distance of 10.0 metres.	A

TABLE 2 – ITEMS INCLUDED 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)
****	WOBURN SQUARE , in so much as is public highway:	
(a)	north-east arm: south-west side, from the south-eastern kerb-line of the south-east arm of Gordon Square south-eastward for a distance of 10.0 metres;	A
(b)	south-west arm: both sides, from the south-eastern kerb-line of the south-east arm of Gordon Square south-eastward for a distance of 10.0 metres.	A

SCHEDULE 2 – LOADING RESTRICTIONS

TABLE 1 – ITEMS SUBSTITUTED 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)
79A	GORDON SQUARE	
(a)	south-west arm: both sides, from the north-western kerb line of the south-east arm of Gordon Square north-westward for a distance of 10.0 metres;	1
(b)	north-east arm: both sides, from the north-western kerb line of the south-east arm of Gordon Square north-westward for a distance of 10.0 metres;	1
(c)	south-east arm: both sides.	1
102	HERBRAND STREET	
(a)	north-east side:	
(i)	from the south-eastern kerb-line of Tavistock Place to a point 10.0 metres south-east of that kerb-line;	1
(ii)	from a point 21.0 metres north-west of the north-western kerb-line of Coram Street to a point 11.5 metres south-east of the south-eastern kerb-line of Coram Street;	1
(iii)	from the south-eastern kerb line of Bernard Street to the north-west kerb line of Guilford Street;	1
(b)	south-west side	
(i)	from a point 21.0 metres north-west of the north-western kerb-line of Coram Street to a point 6.0 metres south-east of the south-eastern kerb-line of Coram Street;	1
(ii)	from the south-eastern kerb-line of Bernard Street south-eastward for a distance of 12.0 metres;	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Parent Order)
(iii)	from the north-western kerb-line of Guildford Street north-westward for a distance of 17.5 metres.	1
114	HUNTER STREET	
(a)	north-east side, from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 17.0 metres;	1
(b)	south-west side, from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 15.0 metres.	1
119	JUDD STREET	
(a)	north-east side, from the north-western kerb-line of Tavistock Place north-westward for a distance of 12.0 metres;	1
(b)	south-west side:	
(i)	from a point 20.0 metres south-east of the south-eastern kerb line of Euston Road to the north-western kerb line of Bidborough Street;	7
(ii)	from the north-western kerb-line of Tavistock Place north-westward for a distance of 14.0 metres.	1
142	MARCHMONT STREET	
(a)	north-east side:	
(i)	from a point 14.5 metres north-west of the north-western kerb-line of Bernard Street to a point 35.0 metres south-east of a point opposite the south-eastern kerb line of Coram Street;	1
(ii)	from a point 10.0 metres south-east of the south-eastern kerb-line of Tavistock Place to a point 13.0 metres north-east of the north-eastern kerb-line of Tavistock Place;	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Parent Order)
(b)	south-west side, from a point 3.9 metres south-east of the south-eastern kerb-line of Tavistock Place to a point 6.0 metres north-east of the north-eastern kerb-line of Tavistock Place.	1
200A	TAVISTOCK PLACE	
(a)	north-west side, from the north-eastern kerb-line of the north-east arm of Tavistock Square to a point 16.0 metres north-east of the north-eastern kerb-line of Hunter Street;	1
(b)	south-east side, from the north-eastern kerb-line of Woburn Place to a point 17.0 metres north-east of the north-eastern kerb-line of Hunter Street.	1
201	TAVISTOCK SQUARE	
(a)	north-east arm:	
(i)	north-east side, from its junction with Upper Woburn Place to a point 10.0 metres north-west of the north-western kerb-line of Tavistock Place;	24
(ii)	north-east side, from the north-western kerb-line of Tavistock Place north-westward for a distance of 10.0 metres;	1
(iii)	south-west side, from its junction with Upper Woburn Place to a point 10.0 metres north-west of the north-western kerb-line of the south-east arm of Tavistock Square;	32
(iv)	south-west side, from the north-western kerb-line of the south-east arm of Tavistock Square north-westward for a distance of 10.0 metres;	1
(b)	south-east arm: both sides.	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Parent Order)
204	TORRINGTON PLACE	
(a)	north-west side;	1
(b)	south-east side:	
(i)	from the north-eastern kerb-line of Tottenham Court Road to a point 10.5 metres south-west of the common boundary of Nos. 20 and 22 Torrington Place;	1
(ii)	from a point 14.5 metres north-east of the common boundary of Nos. 20 and 22 Torrington Place to its junction with Byng Place.	1
217	WOBURN PLACE	
(a)	north-east side:	
(i)	from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 10.0 metres;	1
(ii)	from a point 10.0 metres south-east of the south-eastern kerb-line of Tavistock Place to a point 10.0 metres north-west of the north-western kerb-line build-out of Bernard Street;	24
(iii)	from the north-western kerb-line build-out of Bernard Street north-westward for a distance of 10.0 metres;	1
(b)	south-west side:	
(i)	from the south-eastern kerb-line of the south-east arm of Tavistock Square south-eastward for a distance of 10.0 metres;	1
(ii)	between the north-western kerb-line of the north-west arm of Russell Square and a point 22.86 metres north-west of that kerb-line.	24

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)
***	BEDFORD WAY	
(a)	north-east side, from the south-eastern kerb line of the south-east arm of Tavistock Square south-eastward for a distance of 10.0 metres;	1
(b)	south-west side, from the south-eastern kerb line of the south-east arm of Gordon Square south-eastward for a distance of 10.0 metres.	1
***	CHENIES MEWS	
	both sides, from the north-western kerb-line of Torrington Place north-westward for a distance of 5.0 metres.	1
***	HANDEL STREET	
	both sides, from the south-western kerb-line of Hunter Street south-westward for a distance of 10.0 metres.	1
***	KENTON STREET	
(a)	north-east side, from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 12.0 metres;	1
(b)	south-west side, from the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 10.0 metres.	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	RESTRICTED HOURS (see Schedule 3 to the Parent Order)
***	WOBURN SQUARE , in so much as is public highway:	
(a)	north-east arm: south-west side, from the south-eastern kerb-line of the south-east arm of Gordon Square south-eastward for a distance of 10.0 metres;	1
(b)	south-west arm: both sides, from the south-eastern kerb-line of the south-east arm of Gordon Square south-eastward for a distance of 10.0 metres.	1

SCHEDULE 3 – AMBULANCE STOPPING AREAS

TABLE 1 – ITEMS SUBSTITUTED IN SCHEDULE 10 TO THE PARENT ORDER

ITEM NUMBER	STREET - LENGTH OF HIGHWAY
3	Herbrand Street, south-west side: from a point 23.8 metres south-east of the south-eastern kerb-line of Tavistock Place south-eastward for a distance of 8.0 metres.

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 10 TO THE PARENT ORDER

ITEM NUMBER	STREET - LENGTH OF HIGHWAY
**	Herbrand Street, south-west side: from a point 5.0 metres north-west of the north-westernmost wall of Nos. 1-60 Dickens House, Herbrand Street south-eastward for a distance of 16.9 metres.