

Public notice

Baynes Street – safe and healthy streets

*The Camden (Prescribed routes) (Baynes Street) (No. *) Traffic Order 202**
*The Camden (Waiting and Loading Restrictions) (Amendment No. *) Traffic Order 202**

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Orders under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Orders would be:-
 - (a) to formalize the existing south-westbound one-way traffic working for all vehicles in BAYNES STREET between its junction with St. Pancras Way and a point 10 metres north-east of the north-eastern kerb-line of Royal College Street, and impose a corresponding no entry restriction applicable to north-eastbound vehicles (i.e. pedal cycles) approaching from that part of Baynes Street which lies to the south-west of that point;
 - (b) to provide a segregated north-eastbound pedal cycle only route in the north-western side of BAYNES STREET, between its junction with Royal College Street and a point 10 metres north-east of the north-eastern kerb-line of Royal College Street;
 - (c) to impose south-westbound one-way traffic working for all vehicles except pedal cycles in the remainder of BAYNES STREET, between a point 10 metres north-east of the north-eastern kerb-line of Royal College Street and its junction with Royal College Street, with a corresponding no entry except pedal cycles restriction applicable to vehicles approaching from Royal College Street;
 - (d) to impose a compulsory right turn applicable to all south-westbound vehicles except pedal cycles in BAYNES STREET, at its junction with Royal College Street; and
 - (e) to introduce a new length of 'at any time' waiting restrictions, 17.5 metres in length, on both sides of BAYNES STREET at its junction with Royal College Street.

3. FURTHER NOTICE IS HEREBY GIVEN that the Council propose to convert a section of footway to cycle track under section 65(1) of the Highways Act 1980 at the following location:-

BAYNES STREET – a two-way shared-use cycle track for the use of both pedal cycles and pedestrians, comprising the full width of the south-eastern footway as extends from a point 4.5 metres north-east of the north-eastern kerb-line of Royal College Street to a point 13 metres north-east of that kerb-line.

4. FURTHER NOTICE IS HEREBY GIVEN that the Council propose to construct a speed table of flat-top construction, under sections 90A to 90E of the Highways Act 1980, and in accordance with the provisions of the Highways (Road humps) Regulations 1999, having a maximum height of 75 millimetres above the surrounding road surface and covering the full width of the carriageway, at the following location:-

BAYNES STREET – extending from a continuous footway surface at its junction with Royal College Street north-eastward to a point 6.5 metres north-east of the north-eastern kerb-line of Royal College Street.

5. Copies of the proposed Orders, of a plan indicating the proposals, the Council's Statement of reasons for making the Orders, and of other relevant documents, may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals or by prior appointment, in person at 5 Pancras Square, London, N1C 4AG during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference **'TMO2425-0018'** and giving reasons for any objection, to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 25 October 2024.

Peter Mardell – Head of Parking Operations

03 October 2024

Statement of reasons

Baynes Street – safe and healthy streets

*The Camden (Prescribed routes) (Baynes Street) (No. *) Traffic Order 202**
*The Camden (Waiting and Loading Restrictions) (Amendment No. *) Traffic Order 202**

Project Background:

There have been a number of collisions with cyclists and motor vehicles at or near the junction of Baynes Street and Royal College Street, and the proposals sought to improve road safety at the junction by limiting the number of motor vehicles using Baynes Street as a cut through from St Pancras Way to Royal College Street.

The measures proposed aim to create a quieter and safer route for pedestrians and cyclists accessing Royal College Street, the cycle lanes on St Pancras Way, and Regents Canal.

The proposals of this scheme meet the objectives of We Make Camden by improving safety and tackling the Climate Emergency by encouraging people to cycle as a mode of transport.

Enabling walking and cycling is also key strategic outcome for the Council as set out in multiple strategy documents. The changes would meet Measure 4a of Camden's Transport Strategy which aims deliver road safety improvements measures on our highways network in locations prioritised using robust evidence and information.

The permanent scheme requires a new Traffic Management Order (TMO) for the additional approved features. This TMO relates to Phase 1 of the scheme, which is for changes to St Pancras Way (between Pratt Street and Wilmot Place), Wilmot Place, Georgiana Street and Pratt Street.

Summary of Changes and Reasoning

The reasons for proposing to introduce the changes to Baynes Street and Royal College Street are set out within the decision report, [here](#). In summary the changes and reasons are:

- Adding blue resin surfacing and cycle symbols to the southbound cycle lane on Royal College Street, across the junction of Baynes Street to provide an increased awareness of cyclists.
- Introducing a raised table and footway buildout on Baynes Street, at the junction of Royal College, to provide a traffic calming feature to slow vehicles and to provide a level crossing for pedestrians. The buildout would ensure vehicles are positioned to the left of the road, maximising visibility.
- A STOP line and sign to ensure drivers must stop and check for oncoming traffic before proceeding.
- Installing two illuminated signs on Baynes Street and Royal College Street to warn motor vehicles when a cyclist is approaching the Baynes Street – Royal College Street junction southbound along Royal College Street.

The signs would use detectors to illuminate when a cyclist is approaching on Royal College Street, emphasising their presence to a driver/vehicle emerging on Baynes Street.

Camden will undertake analysis at the junction after installation of the scheme to understand the impact of the changes following delivery, and if necessary, bring forward further changes to improve safety, including any new consultation as required.

For more information visit:-

<https://democracy.camden.gov.uk/mgIssueHistoryHome.aspx?Id=69374>

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Prescribed Routes) (Baynes Street)
(No. 1) Traffic Order 2024

Made: ** ***** 202*

Coming into force: ** ***** 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 section 6 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹ as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Prescribed Routes) (Baynes Street) (No. 1) Traffic Order 2024 and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "carriageway" has the same meaning as in section 329(1) of the Highways Act 1980²;
 - "enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and
 - "pedal cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016³.
- (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) Any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

¹ 1984 c.27

² 1980 c. 66

³ SI 2016/362

Prescribed routes

3. (1) No person shall cause any vehicle to proceed in that part of the carriageway of Baynes Street which lies between its junction with St. Pancras Way and a point 10 metres north-east of the north-eastern kerb-line of Royal College Street in a direction other than from north-east to south-west.
- (2) No person shall cause any vehicle other than a pedal cycle proceeding in a north-eastbound direction to enter into or proceed in that part of the carriageway of Baynes Street comprising a 1.32 metre wide corridor aligned with the north-western kerb of Baynes Street and partially segregated from the remainder of the carriageway by means of a longitudinal island site constructed to the south-east of that corridor, which lies between a point 2.5 metres north-east of the north-eastern kerb-line of Royal College Street and a 10 metres north-east of that kerb-line.
- (3) Except as provided in paragraph (2) preceding, no person shall cause any vehicle other than a pedal cycle to proceed in that part of the carriageway of Baynes Street which lies between a point 10 metres north-east of the north-eastern kerb-line of Royal College Street and its junction with Royal College Street in a direction other than from north-east to south-west.
- (4) No person causing any vehicle other than a pedal cycle to proceed in Royal College Street shall, upon reaching its junction with Baynes Street, cause that vehicle to enter into Baynes Street.
- (5) No person causing any vehicle to proceed in a north-eastbound direction in that part of Baynes Street which lies between its junction with of Royal College Street and a point 10 metres north-east of the north-eastern kerb-line of Royal College Street, shall upon reaching that point, cause that vehicle to enter into that part of Baynes Street which lies between a point 10 metres north-east of the north-eastern kerb-line of Royal College Street and its junction with St. Pancras Way.
- (6) Every person causing a vehicle other than a pedal cycle to proceed in a south-westbound direction in Baynes Street shall, upon reaching its junction with Royal College Street, cause that vehicle to turn right into Royal College Street.

Exemptions

4. Nothing in Article 3 shall apply in relation to:-
 - (a) any vehicle being used for ambulance, fire brigade or police purposes; or
 - (b) anything done with the permission or at the direction of a police constable in uniform; or
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order:

- (a) formalises existing south-westbound one-way traffic working for all vehicles in Baynes Street between its junction with St. Pancras Way and a point 10 metres north-east of the north-eastern kerb-line of Royal College Street, with a corresponding no entry restriction applicable to north-eastbound vehicles (i.e. pedal cycles) approaching from that part of Baynes Street which lies to the south-west of that point;
- (b) provides a segregated north-eastbound pedal cycle only route in the north-western side of Baynes Street between its junction with Royal College Street and a point 10 metres north-east of the north-eastern kerb-line of Royal College Street;
- (c) imposes south-westbound one-way traffic working for all vehicles except pedal cycles in the remainder of Baynes Street between a point 10 metres north-east of the north-eastern kerb-line of Royal College Street and its junction with Royal College Street, with a corresponding no entry except pedal cycles restriction applicable to vehicles approaching from Royal College Street; and
- (d) imposes a compulsory right turn applicable to all south-westbound vehicles except pedal cycles in Baynes Street at its junction with Royal College Street;

in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

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

Made: ** ***** 202*

Coming into force: ** ***** 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 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Waiting and Loading Restrictions) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:
 - "Council" means the Council of the London Borough of Camden;
 - "enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme, or other instrument having effect by virtue of an enactment; and
 - "the Order of 2012" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012², as amended.
- (2) Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment;
- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

¹ 1984 c.27

² LBC 2012/1

Amendment of the Order of 2012

3. 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 Order of 2012 shall have effect as though for the item numbered 65 and set out in Schedule 1 to that Order there were substituted the item similarly numbered and set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – WAITING RESTRICTIONS

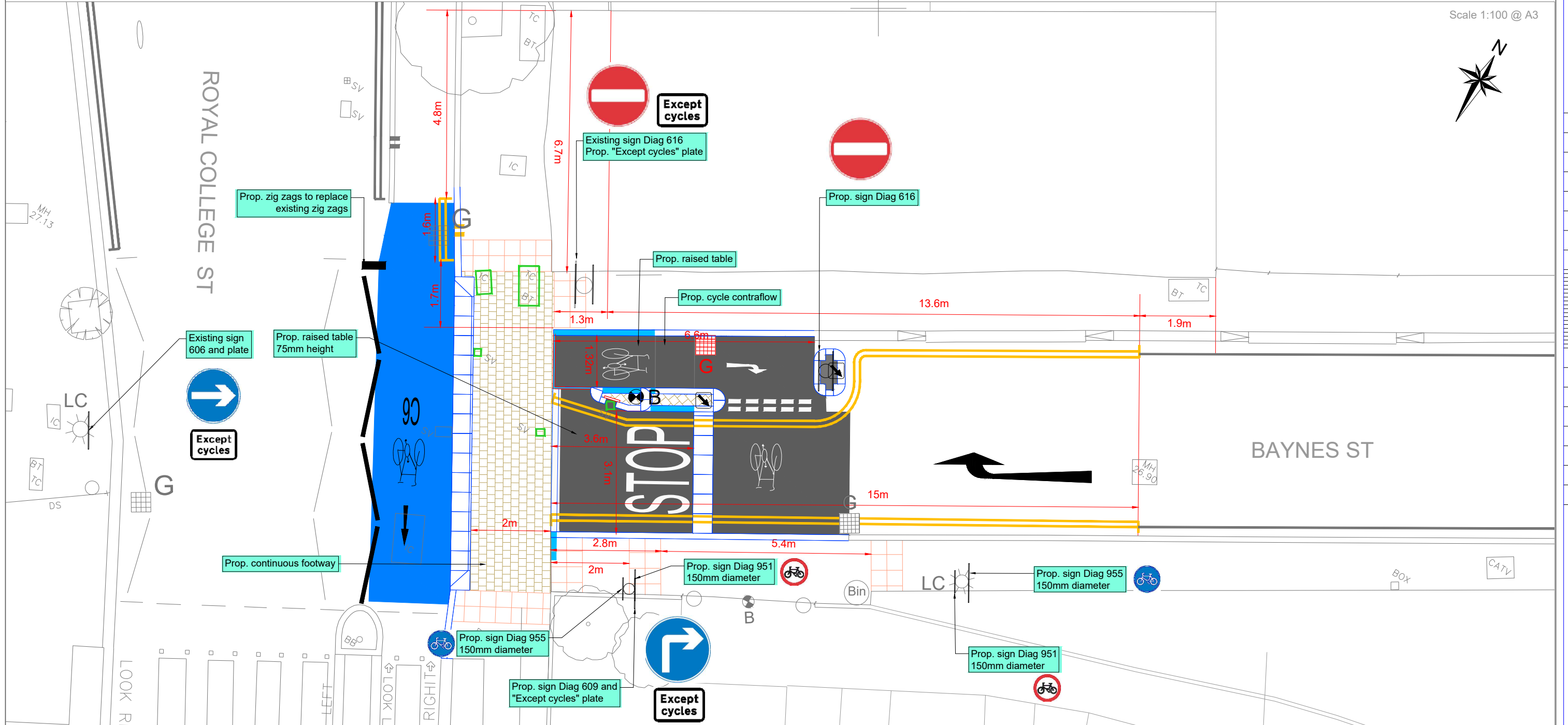
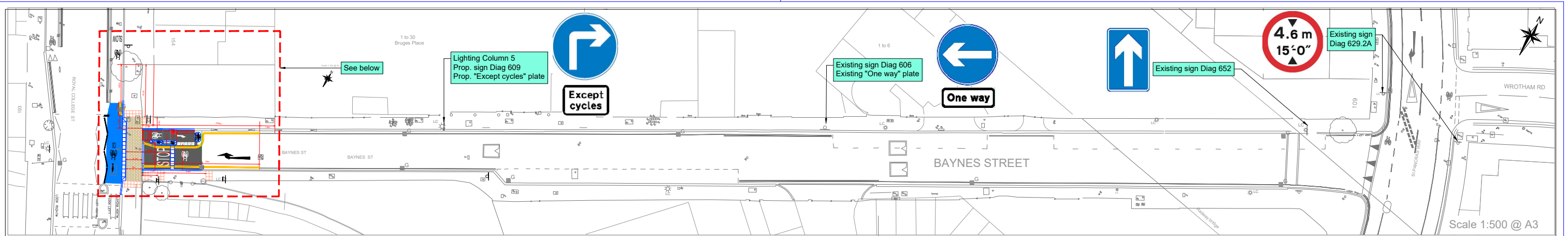
(substitution in Schedule 1 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
65.	<p>BAYNES STREET</p> <p>(a) the north-west side:</p> <p style="padding-left: 20px;">(i) between the north-eastern kerb-line of Royal College Street and a point 17.5 metres north-east of that kerb-line;</p> <p style="padding-left: 20px;">(ii) between a point 0.5 metres south-west of the north-eastern wall of Nos. 31-37 Bruges Place, Baynes Street and a point 13.5 metres north-east of that wall;</p> <p>(b) the south-east side:</p> <p style="padding-left: 20px;">(i) between the north-eastern kerb-line of Royal College Street and a point 17.5 metres north-east of that kerb-line;</p> <p style="padding-left: 20px;">(ii) between a point 3 metres south-west of the south-western kerb-line of Reachview Close and a point 5 metres north-east of the north-eastern kerb-line of Reachview Close;</p> <p>(c) so much else as is public highway.</p>	<p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm</p>

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order further amends the provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, so as to introduce a new length of 'at any time' waiting restrictions on both sides of Baynes Street at and on the approach to its junction with Royal College Street, in the London Borough of Camden.



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

Project
BAYNES STREET SAFE & HEALTHY STREETS PROPOSED AMENDMENTS

Drawing Title
TRAFFIC MANAGEMENT ORDER

— Existing road marking	— Proposed white road marking
— Proposed granite kerb	— Proposed double yellow road marking "No waiting at any time"
— Proposed Dutch-style entrance kerb	— Proposed double yellow kerb marking "No loading at any time"
LC ✱ Existing lighting column	— Proposed sign on new post
— Proposed granite setts	— Proposed blister paving slabs

A	RW	6/8/2024	New viewport showing whole of Baynes St added, STOP signs at western end of Baynes St not showing
Rev	By	Date	Amendments

Scale REFER TO VIEWPORTS	Date 24 07 2024
Drawn By RW	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number TS/2024/BAYNES/TMO	Rev. A