

Public Notice

Crowndale Road area – safe and healthy streets

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

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

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

*The Camden (Parking Places) (CA-F) (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 section 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 convert existing 'single yellow line' waiting restrictions or waiting and loading restrictions (single kerb blips) to 'at any time' waiting and loading restrictions (double kerb blips) at the following locations:-

CROWDALE ROAD – (i) the north-west side, from its junction with Bayham Street to its junction with Camden Street; (ii) the north-west side, from a point 25 metres north-east of the north-eastern kerb-line of Camden Street to its junction with Royal College Street; (iii) the south-east side, from its junction with Bayham Street to its junction with the north-western arm of Oakley Square; and (iv) the south-east side, from a point 57.5 metres south-west of a point opposite the south-western kerb-line of Royal College Street to its junction with Goldington Crescent;

COLLEGE PLACE – (i) the north-west side, from the south-western kerb-line of Royal College Street to a point 19.5 metres south-west of that kerb-line; (ii) the north-west side, from a point 25.5 metres south-west of the south-western kerb-line of Royal College Street to a point 28.5 metres south-west of that kerb-line; (iii) the north-west and north-east side, from a point 43.5 metres south-west of the south-western kerb-line of Royal College Street to a point 0.5 metres south-east of the north-westernmost wall of 'Calstock', College Place Estate; and (iv) the south-east side, from the south-western kerb-line of Royal College Street to a point 28 metres south-west of that kerb-line;

Note: two 'cycle hangars' - each 2.55 metres in length, would be provided at the kerbside between the lengths of College Place referred to in items (i) and (ii) preceding, fronting the south-easternmost wall of 'Calstock';

OAKLEY SQUARE (the north-western arm) - both sides, from its junction with Crowndale Road to its junction with Eversholt Street;

- (b) to provide a new loading bay in which vehicles may load or unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday inclusive, at the following location:-

COLLEGE PLACE, the north-west side - extending from a point 28.5 metres south-west of the south-western kerb-line of Royal College Street south-westward for a distance of 15 metres;

- (c) to provide two new disabled persons' ('blue badge') parking places, which would operate 'at any time', by converting an existing 'CA-F' resident's parking place and part of an existing 'CA-F' 'shared-use' parking place and adjoining waiting restrictions, at the following locations:-

OAKLEY SQUARE (the north-western arm) - (i) the south-east side, extending from a point 10.5 metres south of the south-eastern kerb-line of Crowndale Road south-westward for a distance of 6.6 metres; and (ii) the south-east side, extending from a point 17.1 metres south of the south-eastern kerb-line of Crowndale Road south-westward for a distance of 6.6 metres.

3. Further notice is hereby given that the Council, under section 23 of the Road Traffic Regulation Act 1984, have approved the provision of 'zebra' pedestrian crossings, centred at the following locations:-

BAYHAM STREET – at a point 7 metres north-west of the north-western kerb-line of Crowndale Road. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the road extending for a distance of 11 metres north-west of the crossing and extending to the south-east to its junction with Crowndale Road;

CROWNDALE ROAD – at a point 8.5 metres south-west of the south-western kerb-line of Bayham Street. 'Zig-zag' markings would be laid on both sides of the road extending to the north-east to the crossing location detailed below and extending for a distance of 20 metres south-west of the crossing;

CROWNDALE ROAD – at a point 8 metres north-east of the north-eastern kerb-line of Bayham Street. 'Zig-zag' markings would be laid on both sides of the road extending for a distance of 11 metres south-west of the crossing and extending to the south-west to the crossing location detailed above;

CROWNDALE ROAD – at a point 60.5 metres north-west of the north-western kerb-line of Camden Street. 'Zig-zag' markings would be laid on both sides of the road extending for a distance of 23 metres north-east and south-west of the crossing.

The existing pedestrian crossings at or the vicinity of the above locations would be removed.

4. Further notice is hereby given that the Council, under section 65 of the Highways Act 1980, propose to construct segregated cycle tracks on the footway, reserved for the use of pedal cycles only, at the following locations:-

CROWNDALE ROAD – a north-eastbound cycle track, comprising a 2 metre wide corridor within the north-western footway aligned with the north-western kerb-line, as extends from a point 18.5 metres north-east of the north-eastern kerb-line of Bayham Street to a point 38.5 metres south-west of the south-western kerb-line of Camden Street;

CROWNDALE ROAD – a north-eastbound cycle track, comprising a 2 metre wide corridor within the north-western footway, broadly aligned with the north-

western kerb-line, save where diverted around the bus boarder island constructed adjacent to the bus stop clearway referred to in item 6(b)(i) following, as extends from a point 49 metres north-east of the north-eastern kerb-line of Camden Street to a point 28.5 metres south-west of the south-western kerb-line of Royal College Street;

CROWNDALE ROAD – a south-westbound cycle track, comprising a 2 metre wide corridor within the south-eastern footway aligned with the south-eastern kerb-line, as extends from a point 6 metres south-west of the north-western kerb-line of Oakley Square (north-western arm) to a point 18.5 metres north-east of a point opposite the north-eastern kerb-line of Bayham Street;

CROWNDALE ROAD – a south-westbound cycle track, comprising a 2 metre wide corridor within the south-eastern footway, broadly aligned with the south-eastern kerb-line, save where diverted around the bus boarder island constructed adjacent to the bus stop clearway referred to in item 6(b)(ii) following, as extends from a point 17 metres south-west of a point opposite the south-western kerb-line of Royal College Street to a point 47 metres north-east of the north-eastern kerb-line of Oakley Square (the eastern arm);

5. Further notice is hereby given that the Council, under sections 90A-F of the Highways Act 1980 and in accordance with the Highways (Road Humps) Regulations 1999, propose to construct a flat-topped speed table, comprising the full width of the carriageway and of a height level with the surrounding kerb at the following location:-

CROWNDALE ROAD – at the fourth 'zebra' crossing location referred to in item 3 preceding, extending from a point 56 metres north-east of the north-eastern kerb-line of Camden Street north-eastward for a distance of 10 metres, including both ramps.

6. Additional notice is hereby given as a courtesy measure that the Council, under the powers of the Traffic Signs Regulations and General Directions 2016, have approved the provision of:-

- (a) mandatory with-flow pedal cycle lanes, which would operate 'at any time' at the following locations:-

CROWNDALE ROAD - (i) the north-west side, extending from a point 38.5 metres south-west of the south-western kerb-line of Camden Street to a point 19 metres south-west of that kerb-line; (ii) the north-west side, extending from a point 28.5 metres south-west of the south-western kerb-line of Royal College Street to a point 14 metres south-west of that kerb-line; and (iii) the south-east side, extending from a point 7 metres south-west of the eastern kerb-line of Oakley Square (eastern arm) to a point 21.5 metres south-west of that kerb-line.

Note - the cycle lanes referred to in items (i) and (iii) preceding would be segregated from the remainder of the carriageway by means of an intermittent kerb;

- (b) bus stop clearway markings, on which all vehicles except local buses would be prohibited from stopping 'at any time' at the following locations:-

CROWNDALE ROAD - (i) the north-west side, extending from a point 34.5

metres south-west of the south-western kerb-line of Royal College Street south-westward for a distance of 18 metres; (ii) the south-east side, extending from a point 34.5 metres south-west of a point opposite the south-western kerb-line of Royal College Street south-westward for a distance of 18 metres; and (iii) the south-east side, extending from a point 20 metres north-east of a point opposite the north-eastern kerb-line of Bayham Street north-eastward for a distance of 19 metres.

The existing bus stop clearway markings at or in the vicinity of the above locations would be removed.

7. Copies of the proposed Orders, plans indicating the proposals, and other related 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 '**TMO2425-0004**' 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 12 July 2024.

Peter Mardell – Head of Parking Operations

20 June 2024

Statement of reasons

Crowndale Road area – safe and healthy streets

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

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

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

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

Background

The *Crowndale Road Area Safe and Healthy Streets Proposals* have been developed as part of the Mayor of London's Future Neighbourhoods 2030 programme which is funding a series of projects focused on making Somers Town a more sustainable, healthy and climate resilient place. This programme is being delivered in partnership with the Somers Town community and is focused on delivering a series of projects that will make Somers Town a more climate resilient and healthy place to live.

Following public consultation, which took place from 5 August to 10 September 2023, amendments have been made to the final design of the scheme.

The proposal meets the objectives of *We Make Camden* by creating clean, vibrant and sustainable places and making it easier for people to travel more by foot and bike.

Statement of Reasons

The reasons for proposing to introduce the permanent changes to the Crowndale Road area are set out in detail within the decision report. In summary the reasons are to:

- Improve safety for local residents and business owners, as well as cyclists and pedestrians using the area by reducing traffic dominance and providing segregated facilities for cyclists and new crossing points.
- Expand the borough-wide cycling network by providing a key East-West cycling link that would join up with several main North-South cycling routes in Camden as set out in the Cycling Action Plan.
- Encourage improved health and well-being through enabling more people, particularly the young, older and other groups less likely to cycle, to travel actively (e.g. walking or cycling) in the area, by making it safer and easier to do so
- Reduce traffic dominance in the area, thereby over time reducing pollution and congestion
- Keep the area accessible for disabled residents by adding two new disabled user bays.

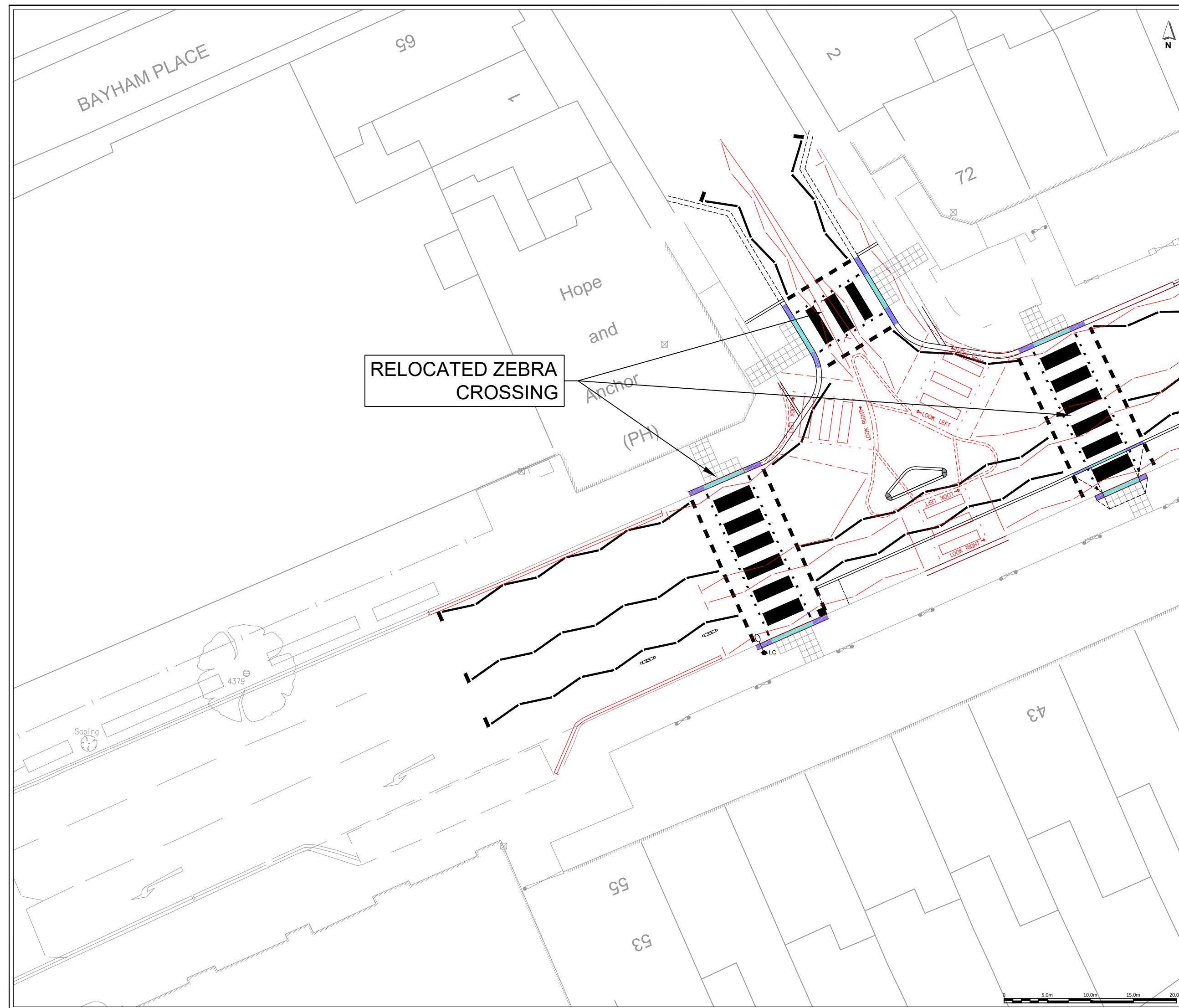
- Deliver public realm and climate resilience measures including new tree planting and rain gardens. Making the area a nicer place to meet, stop, rest, and shop by planting new plants and trees, adding new benches and reducing street clutter.
- Respond to the positive consultation response on the scheme proposals.
- Deliver the recommendation made by the Citizens' Assembly on the Climate Crisis to introduce more segregated cycle lanes in the borough, and more urban greenery, and accompanying actions within the Climate Action Plan.
- Contribute to delivering key London-wide and Borough-wide strategies, such as the Mayor's Transport Strategy, Camden's Transport Strategy, the Clean Air Action Plan and the Climate Action Plan.
- Deliver the objectives of the Somers Town Future Neighbourhoods 2030 programme and contribute to making Somers Town a healthier, more sustainable and climate resilient place.








The *Crowndale Road Area Safe and Healthy Streets Proposals* are suggested based on the alignment with Council and Mayoral policy, the positive response to the public consultation, the monitoring data and other feedback received as part of engagement conducted during the development of the scheme.

The scheme is designed to deliver a safer and healthier environment for local residents and businesses alongside other users of the street such as cyclists and pedestrians.

For more information visit:-

<https://democracy.camden.gov.uk/ieDecisionDetails.aspx?ID=4128>



- NOTES:
- Do not scale from this drawing.
-  PROPOSED WHITE ROAD MARKING
 -  PROPOSED YELLOW ROAD MARKINGS
 -  EXISTING ROAD MARKING TO BE REMOVED
 -  EXISTING ROAD MARKING TO BE RETAINED
 -  PROPOSED CYCLE HANGAR
 -  PROPOSED KERB
 -  PROPOSED SIGN

RELOCATED ZEBRA CROSSING

REV	DESCRIPTION	DES	DATE
00	INITIAL ISSUE	RCL	FEB 2024

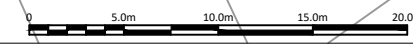
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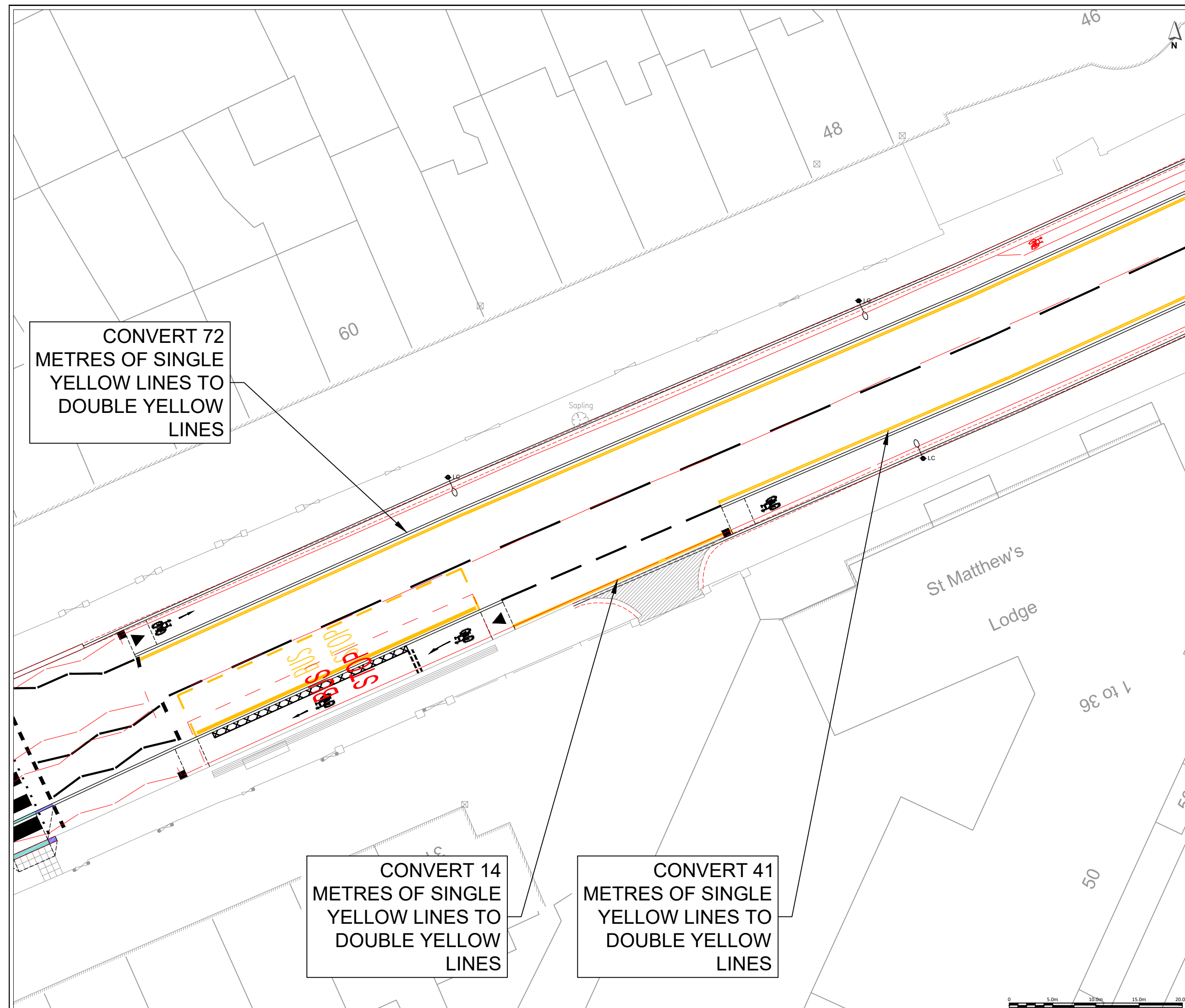


PROJECT:
CROWNDALE ROAD CYCLE SCHEME



DRAWING TITLE:
TRAFFIC MANAGEMENT ORDER PROPOSALS SHEET 01

DRAWING NO: 202302101-7000-01			
PROJECT NO 202302101	SCALE @ A3 NTS	REVISION 00	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE FEB 2024





NOTES:

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- PROPOSED KERB
-  PROPOSED SIGN

CONVERT 72 METRES OF SINGLE YELLOW LINES TO DOUBLE YELLOW LINES

CONVERT 14 METRES OF SINGLE YELLOW LINES TO DOUBLE YELLOW LINES

CONVERT 41 METRES OF SINGLE YELLOW LINES TO DOUBLE YELLOW LINES

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REV	DESCRIPTION	DES	DATE

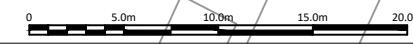
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FOR COMMENT



PROJECT:
CROWDALE ROAD CYCLE SCHEME

DRAWING TITLE:
TRAFFIC MANAGEMENT ORDER PROPOSALS SHEET 02

DRAWING NO: 202302101-7000-02			
PROJECT NO 202302101	SCALE @ A3 NTS	REVISION 00	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE FEB 2024



The Working Mens College

44

INTRODUCE 20 METRES OF MANDATORY CYCLE LANE

KEEP CLEAR

INTRODUCE 12 METRES OF MANDATORY CYCLE LANE



INTRODUCE 12 METRES OF ADVISORY CYCLE LANE

INTRODUCE 5 METRES OF MANDATORY CYCLE LANE

CONVERT 6 METRES OF SINGLE YELLOW LINES TO DOUBLE YELLOW LINES

DISABLED SHEET 3
DISABLED SHEET 7

NOTES:

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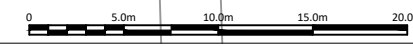
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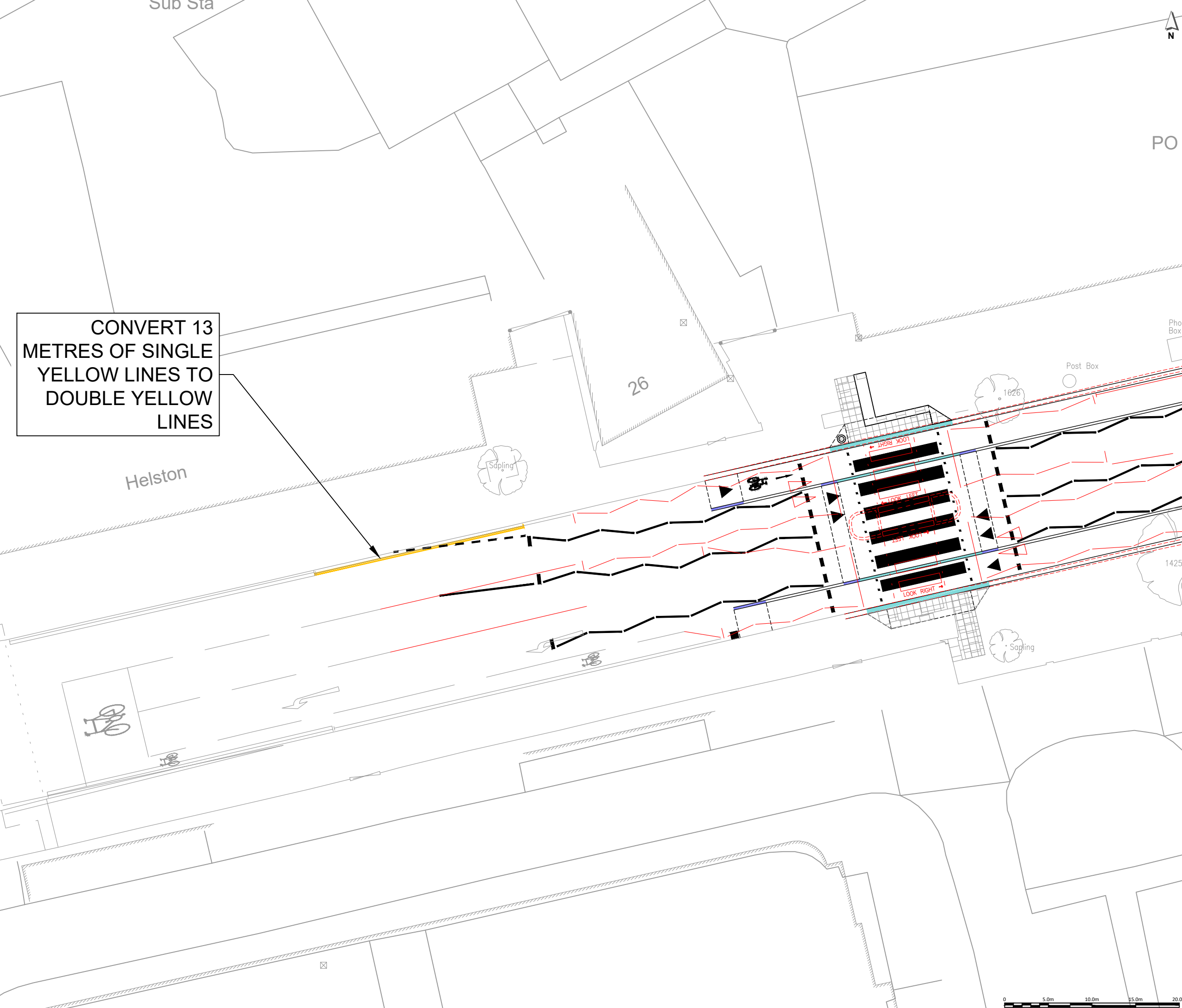


PROJECT:
CROWDALE ROAD CYCLE SCHEME

DRAWING TITLE:
TRAFFIC MANAGEMENT ORDER PROPOSALS SHEET 03

DRAWING NO: 202302101-7000-03			
PROJECT NO 202302101	SCALE @ A3 NTS	REVISION 00	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE FEB 2024





CONVERT 13 METRES OF SINGLE YELLOW LINES TO DOUBLE YELLOW LINES

- NOTES:
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 - PROPOSED CYCLE HANGAR
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 - PROPOSED SIGN

REV	DESCRIPTION	DES	DATE
00	INITIAL ISSUE	RCL	FEB 2024

STATUS:
FOR COMMENT

ROADWAYS CONSULTING
HIGHWAY DESIGN



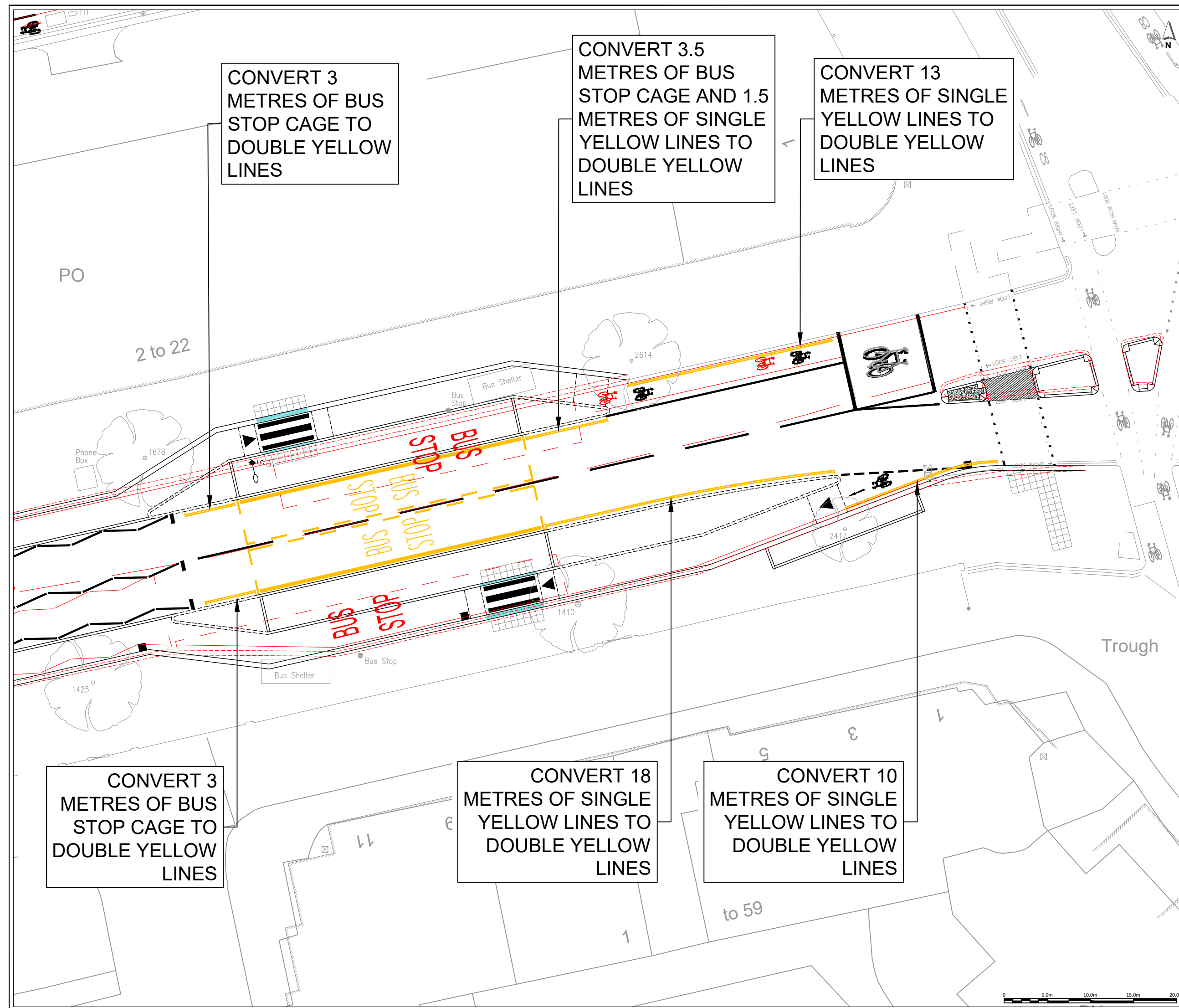
CLIENT



PROJECT:
CROWDALE ROAD CYCLE SCHEME

DRAWING TITLE:
TRAFFIC MANAGEMENT ORDER PROPOSALS SHEET 04

DRAWING NO: 202302101-7000-04			
PROJECT NO 202302101	SCALE @ A3 NTS	REVISION 00	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE FEB 2024



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REV	DESCRIPTION	DES	DATE

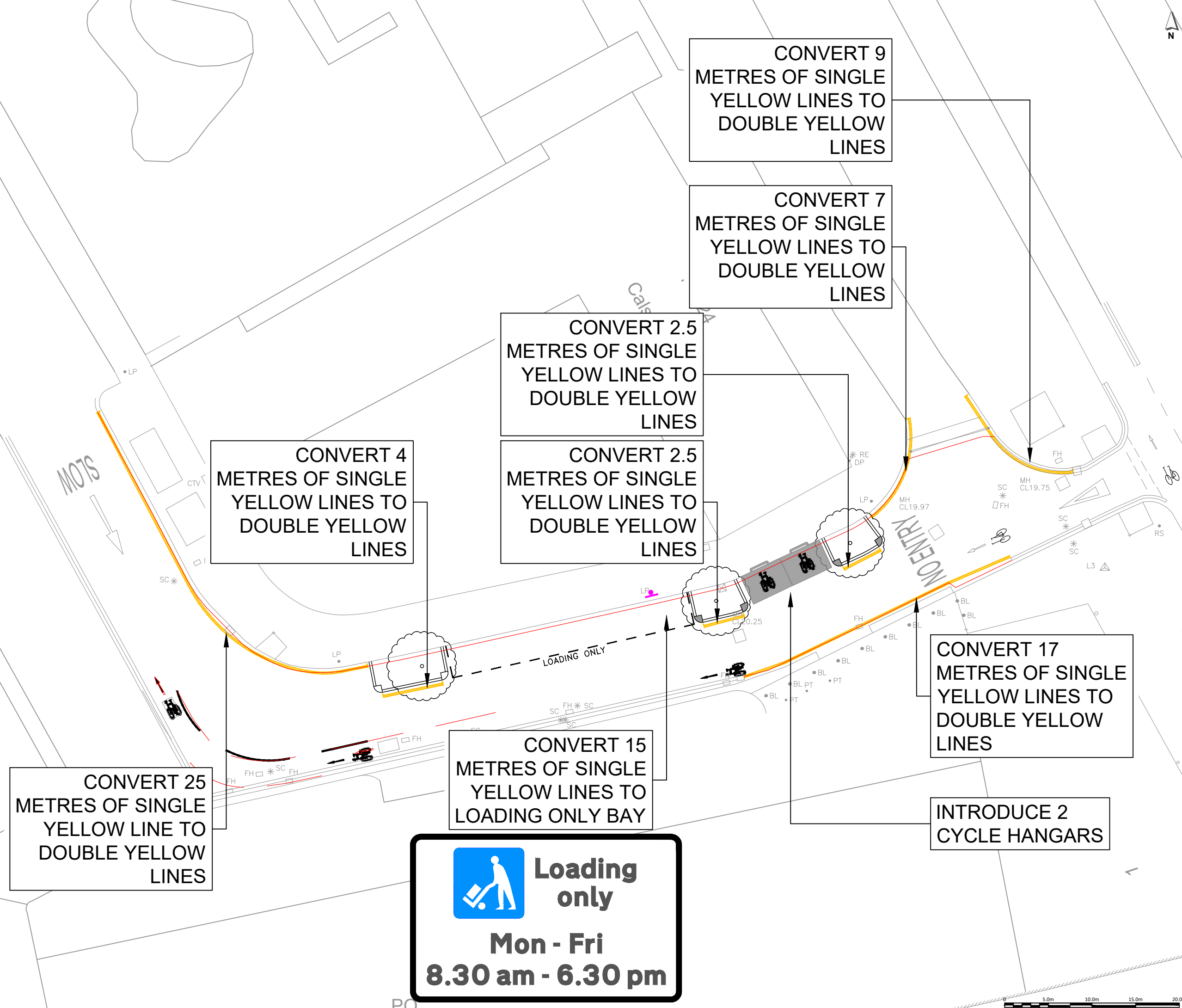
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PROJECT:
**CROWNDALE ROAD
CYCLE SCHEME**

DRAWING TITLE:
**TRAFFIC MANAGEMENT
ORDER PROPOSALS
SHEET 05**

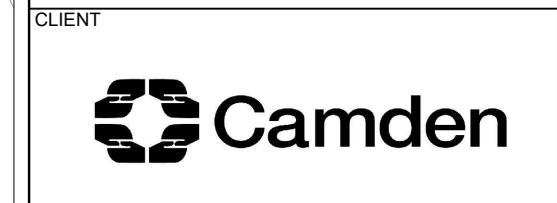
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PROJECT NO 202302101	SCALE @ A3 NTS	REVISION 00	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE FEB 2024



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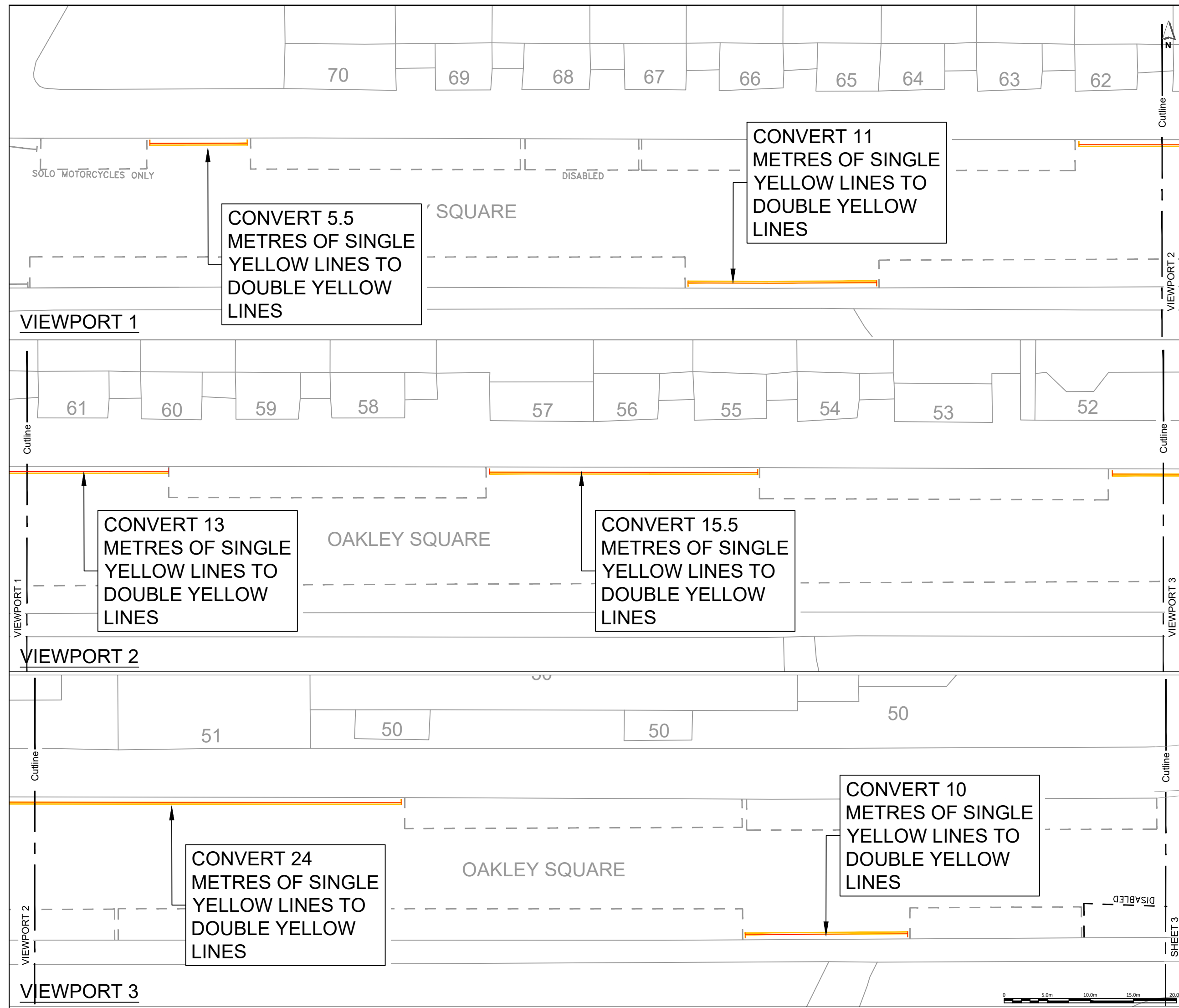
STATUS:
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PROJECT:
CROWNDALE ROAD CYCLE SCHEME

DRAWING TITLE:
TRAFFIC MANAGEMENT ORDER PROPOSALS SHEET 06

DRAWING NO: 202302101-7000-06			
PROJECT NO 202302101	SCALE @ A3 NTS	REVISION 00	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE FEB 2024



- NOTES:
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 - PROPOSED KERB
 - PROPOSED SIGN

REV	DESCRIPTION	DES	DATE
00	INITIAL ISSUE	RCL	FEB 2024

STATUS:
FOR COMMENT



CLIENT:
Camden

PROJECT:
CROWNDALE ROAD CYCLE SCHEME

DRAWING TITLE:
TRAFFIC MANAGEMENT ORDER PROPOSALS SHEET 07

DRAWING NO: 202302101-7000-07			
PROJECT NO 202302101	SCALE @ A3 NTS	REVISION 00	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE FEB 2024

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. Whilst this Order remains in force and 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:-
- (a) for the items numbered 215, 240 and 702 and set out in Schedule 1 to that Order there were substituted the items set out in Schedule 1 to this Order; and
 - (b) for the items numbered 46A and 52 and the item relating to Oakley Square added to that Order by the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 139) Traffic Order 2022³ and set out in Schedule 2 to that Order there were substituted the items set out in Schedule 2 to this Order.

Dated this ** ** 202*

Peter Mardell

Head of Parking Operations

³ LBC 2022/88 – see Table 2 of the Schedule thereto

SCHEDULE 1 – 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>
215.	COLLEGE PLACE	
	(a) the north-west and north-east side	
	(i) from the south-western kerb-line of Royal College Street to a point 19.5 metres south-west of that kerb-line;	At any time
	(ii) from a point 25.5 metres south-west of the south-western kerb-line of Royal College Street to a point 28.5 metres south-west of that kerb-line;	At any time
	(iii) from a point 43.5 metres south-west of the south-western kerb-line of Royal College Street to a point 0.5 metres south-east of the north-westernmost wall of 'Calstock', College Place Estate	At any time
	(iv) from the common boundary of Nos. 100 and 102 College Place to the common boundary of Nos. 102 and 104 College Place;	At any time
	(b) the south-east and south-west side: from the south-western kerb line of Royal College Street to a point opposite the north-westernmost wall of 'Calstock', College Place Estate;	At any time
	(c) both sides:	
	(i) from a point 7.6 metres north-west of the northern kerb line of Plender Street to a point 13.7 metres south-east of the southern kerb line of Plender Street;	At any time
	(ii) from a point 4.3 metres north-west of the common boundary of 'Newlyn' and 'Branscombe' south-eastward for a distance of 11.7 metres;	At any time
	(iii) from a point 3.3 metres north-west of the common boundary of 'Dartington' and 'Newlyn' north-westward for a distance of 11.1 metres;	At any time
	(iv) from a point 2 metres north-west of the common boundary of 'Dartington' and 'Stonehouse' north-westward for a distance of 11.3 metres;	At any time
	(d) so much else as is public highway and which does not lie within the lengths of street specified in sub-paragraphs (a) to (c) above.	8 am – Midnight

SCHEDULE 1 (continued)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
240.	CROWNDALE ROAD	
	(a) the north-west side:	
	(i) from the boundary of the Transport for London Road Network (hereafter referred to as 'TLRN') at a point 30 metres north-east of the north-eastern kerb line of Camden High Street to the boundary of the TLRN at a point 38.5 metres south-west of the south-western kerb-line of Camden Street;	At any time
	(ii) from the boundary of the TLRN at a point 25 metres north-east of the north-eastern kerb line of Camden Street to the south-western kerb line of Royal College Street;	At any time
	(b) the south-east side:	
	(i) from the boundary of the TLRN at a point 30 metres north-east of the north-eastern kerb line of Eversholt Street to a point 16.5 metres south-west of the common boundary of Nos. 51 and 53-55 Crowndale Road;	At any time
	(ii) from a point 16.5 metres south-west of the common boundary of Nos. 51 and 53-55 Crowndale Road to a point 3.5 metres south-west of that common boundary;	Monday – Friday 8.30 am – 6.30 pm Saturday 9.30 am – 5.30 pm
	(iii) from a point 3.5 metres south-west of the common boundary of Nos. 51 and 53-55 Crowndale Road to the boundary of the TLRN at the south-western kerb-line of Oakley Square (the south-western arm);	At any time
	(iv) from the boundary of the TLRN at a point 31 metres north-east of the eastern kerb line of Oakley Square (the eastern arm) to a point 56 metres north-east of that kerb-line;	Monday – Saturday 8.30 am – 6.30 pm
	(v) from a point 56 metres north-east of the eastern kerb line of Oakley Square (the eastern arm) to its junction with Pancras Road.	At any time

SCHEDULE 1 (continued)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
702.	OAKLEY SQUARE, the north-western arm	
	(a) the north-west side:	
	(i) from the south-eastern kerb line of Crowndale Road, south-westward for a distance of 13.5 metres;	At any time
	(ii) from a point 13.5 metres south-west of the south-eastern kerb-line of Crowndale Road to a point 5.5 metres north-east of the common boundary of Nos. 50 and 51 Oakley Square;	Monday – Friday 8.30 am -6.30 pm Saturday 9.30 am – 5.30 pm
	(iii) from a point 5.5 metres north-east of the common boundary of Nos. 50 and 51 Oakley Square to a point 4.7 metres south-west of the north-eastern wall of No. 52 Oakley Square;	At any time
	(iv) from a point 4.7 metres south-west of the north-eastern wall of No. 52 Oakley Square to a point 2.2 metres south-west of the common boundary of Nos. 54 and 55 Oakley Square;	Monday – Friday 8.30 am -6.30 pm Saturday 9.30 am – 5.30 pm
	(v) from a point 2.2 metres south-west of the common boundary of Nos. 54 and 55 Oakley Square to a point 6 metres south-west of the common boundary of Nos. 56 and 57 Oakley Square;	At any time
	(vi) from a point 6 metres south-west of the common boundary of Nos. 56 and 57 Oakley Square to a point 1.6 metres north-east of the common boundary of Nos. 60 and 61 Oakley Square;	Monday – Friday 8.30 am -6.30 pm Saturday 9.30 am – 5.30 pm
	(vii) from a point 1.6 metres north-east of the common boundary of Nos. 60 and 61 Oakley Square to the common boundary of Nos. 62 and 63 Oakley Square;	At any time
	(viii) from the common boundary of Nos. 62 and 63 Oakley Square to a point 8.4 metres south-west of the common boundary of Nos. 69 and 70 Oakley Square;	Monday – Friday 8.30 am -6.30 pm Saturday 9.30 am – 5.30 pm
	(ix) from a point 8.4 metres south-west of the common boundary of Nos. 69 and 70 Oakley Square to the north-eastern kerb-line of Eversholt Street;	At any time
	(b) the south-east side:	
	(i) from the boundary of the Transport for London Road Network (hereafter referred to as 'TLRN') at a point 8.5 metres south of the south-eastern kerb line of Crowndale Road to a point 10.5 metres south of that kerb-line;	At any time

SCHEDULE 1 (continued)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(ii) from a point 10.5 metres south of the south-eastern kerb line of Crowndale Road to a point 35 metres north-east of a point opposite the common boundary of Nos. 50 and 51 Oakley Square;	Monday – Friday 8.30 am -6.30 pm Saturday 9.30 am – 5.30 pm
	(iii) from a point 35 metres north-east of a point opposite the common boundary of Nos. 50 and 51 Oakley Square to a point 25 metres north-east of a point opposite the common boundary of Nos. 50 and 51 Oakley Square;	At any time
	(iv) from a point 25 metres north-east of a point opposite the common boundary of Nos. 50 and 51 Oakley Square to a point opposite the common boundary of Nos. 64 and 65 Oakley Square;	Monday – Friday 8.30 am -6.30 pm Saturday 9.30 am – 5.30 pm
	(v) from a point opposite the common boundary of Nos. 64 and 65 Oakley Square to a point opposite the common boundary of Nos. 66 and 67 Oakley Square;	At any time
	(vii) from a point opposite the common boundary of Nos. 66 and 67 Oakley Square to a point 12.1 metres north-east of the north-eastern kerb line of Eversholt Street;	Monday – Friday 8.30 am -6.30 pm Saturday 9.30 am – 5.30 pm
	(viii) from a point 12.1 metres north-east of the north-eastern kerb line of Eversholt Street to the boundary of the TLRN at a point 5 metres north-east of the north-eastern kerb line of Eversholt Street.	At any time

SCHEDULE 2 – LOADING RESTRICTIONS

(substitution in Schedule 2 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Restricted hours (3)</i>
46A.	COLLEGE PLACE	
	(a) the north-west and north-east side:	
	(i) from the south-western kerb-line of Royal College Street to a point 19.5 metres south-west of that kerb-line;	At any time
	(ii) from a point 25.5 metres south-west of the south-western kerb-line of Royal College Street to a point 28.5 metres south-west of that kerb-line;	At any time
	(iii) from a point 43.5 metres south-west of the south-western kerb-line of Royal College Street to a point 0.5 metres south-east of the north-westernmost wall of 'Calstock', College Place Estate	At any time
	(iv) from the common boundary of Nos. 100 and 102 College Place to the common boundary of Nos. 102 and 104 College Place;	At any time
	(b) the south-east and south-west side: from the south-western kerb line of Royal College Street to a point 27.5 metres south-west of that kerb-line;	At any time
	(c) both sides:	
	(i) from the southern kerb line of Plender Street to a point 13.7 metres south-east of that kerb-line;	At any time
	(ii) from a point 4.3 metres north-west of the common boundary of 'Newlyn' and 'Branscombe' south-eastward for a distance of 11.7 metres;	At any time
	(iii) from a point 3.3 metres north-west of the common boundary of 'Dartington' and 'Newlyn' north-westward for a distance of 11.1 metres;	At any time
	(iv) from a point 2 metres north-west of the common boundary of 'Dartington' and 'Stonehouse' north-westward for a distance of 11.3 metres.	At any time

SCHEDULE 2 (continued)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Restricted hours (3)</i>
52.	CROWDALE ROAD	
	(a) the north-west side:	
	(i) from the boundary of the Transport for London Road Network (hereafter referred to as 'TLRN') at a point 30 metres north-east of the north-eastern kerb line of Camden High Street to a point 28 metres south-west of the south-western kerb-line of Bayham Street;	Monday – Friday 8.30 am – 6.30 pm Saturday 9.30 am – 1.30 pm
	(ii) from a point 28 metres south-west of the south-western kerb-line of Bayham Street to the boundary of the TLRN at a point 38.5 metres south-west of the south-western kerb-line of Camden Street;	At any time
	(iii) from the boundary of the TLRN at a point 25 metres north-east of the north-eastern kerb line of Camden Street to the south-western kerb line of Royal College Street;	At any time
	(b) the south-east side:	
	(i) from a point 3.5 metres south-west of the common boundary of Nos. 51 and 53-55 Crowndale Road to the boundary of the TLRN at the south-western kerb-line of Oakley Square (the south-western arm);	At any time
	(ii) from a point 56 metres north-east of the eastern kerb line of Oakley Square (the eastern arm) to its junction with Pancras Road.	At any time

SCHEDULE 2 (continued)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Restricted hours (3)</i>
A139/1.	OAKLEY SQUARE, the north-western arm	
	(a) the north-west side:	
	(i) from the south-eastern kerb line of Crowndale Road, south-westward for a distance of 13.5 metres;	At any time
	(ii) from a point 5.5 metres north-east of the common boundary of Nos. 50 and 51 Oakley Square to a point 4.7 metres south-west of the north-eastern wall of No. 52 Oakley Square;	At any time
	(iii) from a point 2.2 metres south-west of the common boundary of Nos. 54 and 55 Oakley Square to a point 6 metres south-west of the common boundary of Nos. 56 and 57 Oakley Square;	At any time
	(iv) from a point 1.6 metres north-east of the common boundary of Nos. 60 and 61 Oakley Square to the common boundary of Nos. 62 and 63 Oakley Square;	At any time
	(v) from a point 8.4 metres south-west of the common boundary of Nos. 69 and 70 Oakley Square to a point 14.1 metres north-east of the north-eastern kerb-line of Eversholt Street;	At any time
	(vi) from the north-eastern kerb-line of Eversholt Street north-eastward for a distance of 7.8 metres;	At any time
	(b) the south-east side:	
	(i) from the boundary of the Transport for London Road Network (hereafter referred to as 'TLRN') at a point 8.5 metres south of the south-eastern kerb line of Crowndale Road to a point 10.5 metres south of that kerb-line;	At any time
	(ii) from a point 35 metres north-east of a point opposite the common boundary of Nos. 50 and 51 Oakley Square to a point 25 metres north-east of a point opposite the common boundary of Nos. 50 and 51 Oakley Square;	At any time
	(iii) from a point opposite the common boundary of Nos. 64 and 65 Oakley Square to a point opposite the common boundary of Nos. 66 and 67 Oakley Square;	At any time
	(iv) from a point 12.1 metres north-east of the north-eastern kerb line of Eversholt Street to the boundary of the TLRN at a point 5 metres north-east of the north-eastern kerb line of Eversholt Street.	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, so as to convert existing lengths of 'single yellow line' waiting restrictions and/or waiting and loading restrictions to 'at any time' waiting and loading restrictions in College Place (at and on the approach to its junction with Royal College Street), Crowndale Road, and the north-western arm of Oakley Square, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Loading Places) (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 45, 46, 49 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

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

Interpretation

2.1 In this Order:

“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 (Loading Places) Traffic Order 2012², as amended.

2.2 Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment.

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

¹ 1984 c.27

² LBC 2012/21

Amendment of the Order of 2012

- 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 Order of 2012 shall have effect as though there were added to Schedule 1 to that Order the item set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – LOADING PLACE

(Addition to Schedule 1 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>	<i>Controlled hours (4)</i>
****.	COLLEGE PLACE	the north-west side, from a point 28.5 metres south-west of the south-western kerb-line of Royal College Street south-westward for a distance of 15 metres.	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Loading Places) Traffic Order 2012, so as to designate a new loading place, operating 'at any time', in which vehicles may load or unload without time limit, in College Place in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Free Parking Places) (Disabled Persons)
(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

1.1 This Order may be cited as the Camden (Free Parking Places) (Disabled Persons) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2.1 In this Order:

“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 (Free Parking Places) (Disabled Persons) Traffic Order 2012², as amended.

2.2 Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment.

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

¹ 1984 c.27

² LBC 2012/22

Amendment of the Order of 2012

- 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 Order of 2012 shall have effect as though there were added to the Schedule to that Order the items set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – DISABLED PERSONS' PARKING PLACES (BLUE BADGE)

(Addition to the Schedule to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>
****.	OAKLEY SQUARE	the north-western arm, the south-east side, from a point 10.5 metres south of the south-eastern kerb-line of Crowndale Road south-westward for a distance of 6.6 metres.
****.	OAKLEY SQUARE	the north-western arm, the south-east side, from a point 17.1 metres south of the south-eastern kerb-line of Crowndale Road south-westward for a distance of 6.6 metres.

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012, so as to designate a new 'blue badge' disabled persons parking places, operating 'at any time', in Oakley Square in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (CA-F) (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 45, 46, 49 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

1.1 This Order may be cited as the Camden (Parking Places) (CA-F) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2.1 In this Order:

“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 (Parking Places) (CA-F) Traffic Order 2012², as amended.

2.2 Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment;

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

¹ 1983 c.27

² LBC 2012/6

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 Order of 2012 shall have effect as though:

- (a) the item numbered 10547 in Schedule 1 to that Order and the item numbered 2510 in Schedule 3 to that Order, both relating to Oakley Square, were revoked; and
- (b) there were added to Schedule 3 to that Order, the item set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – 'SHARED-USE' PARKING PLACE

(Addition to Schedule 3 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>	<i>Controlled hours (4)</i>	<i>Tariff (5)</i>	<i>Maximum stay (6)</i>
*****	OAKLEY SQUARE	the north-western arm, the south-east side, from a point 23.7 metres south of the south-eastern kerb-line of Crowndale Road south-westward for a distance of 10 metres.	Monday – Friday 8.30 am - 6.30 pm Saturday 9.30 am - 5.30 pm	£4.83/hour (non-diesel) £5.87/hour (diesel)	2 hours

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Parking Places) (CA-F) Traffic Order 2012, so as to remove an existing 'CA-F' resident's parking place and part of an existing 'CA-F' 'shared-use' parking place, to accommodate the provision of two new 'blue badge' disabled persons parking places, in Oakley Square in the London Borough of Camden.