

Public Notice

Cycle Permeability Schemes – Phase 4

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

*The Camden (Parking Places) (Pedal Cycles) (Amendment No. **) Traffic Order 202**

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

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

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

*The Camden (Free Parking Places) (Disabled Persons) (Amendment 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, 45, 46, 49 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 exempt pedal cycles from the existing north-westbound one-way system in ALFRED PLACE and provide a corresponding no entry except cycles and banned right turn except cycles into Alfred Place from Chenies Street;
 - (b) in the KENTON STREET / HANDEL STREET / HUNTER STREET area:
 - (i) to exempt pedal cycles from the existing one-way system southbound in KENTON STREET and eastbound in HANDEL STREET (between Kenton Street and Hunter Street);
 - (ii) in HANDEL STREET, on the south-east side, approximately 15 metres north-east of Kenton Street, to relocate eastwards by 4.5 metres the disabled persons parking place, replacing CA-D residents' permit parking space;
 - (iii) in HUNTER STREET, on the west side, between Tavistock Place and Handel Street, to provide 'at any time' waiting and loading restrictions; and
 - (iv) throughout KENTON STREET and HANDEL STREET (west of Hunter Street), to provide 'at any time' waiting restrictions, except where parking places are provided;

Note: The Council intend to provide a kerb buildout at the junction of Handel Street and Kenton Street in front of Marchmont Community Garden which would be protected by these 'at any time' waiting restrictions. The Council also intend to replace the advisory cycle lane with a mandatory cycle lane in HUNTER STREET, between Handel Street and Tavistock Place, with flexible wands to separate cyclists from traffic;

- (c) in STREATHAM STREET, to extend the dockless cycle hire and e-scooter parking place adjacent to Nos. 12 to 18 Streatham Street eastwards by 5.5 metres, replacing single yellow line waiting restrictions;
- (d) in MARESFIELD GARDENS, on the north side, adjacent to No. 3 Fitzjohn's Avenue, to remove 10.7 metres of paid-for parking space and provide additional 'at any time' waiting restrictions on the north side, so that they extend 29.6 metres west of Fitzjohn's Avenue. Note: the council intends to install cycle hangar facilities located at the western end of these waiting restrictions;
- (e) at the junction of CASTLE STREET and HADLEY STREET:
 - (i) in HADLEY STREET, on the east side, adjacent to No. 75 Castle Road, to shorten by 4.2 metres and relocate north-westwards by 1 metre (replacing single yellow line 'controlled hours' waiting restrictions), the CA-F permit holders parking place to accommodate the provision of cycle hangar facilities;
 - (ii) in CASTLE ROAD, on the north side, adjacent to No. 30c Hadley Street, to remove 3 metres of shared-use (CA-F permit holders and paid-for parking space to accommodate the provision of a cycle hangar facility;
 - (iii) to provide 'at any time' waiting restrictions:
 - (A) in HADLEY STREET: (I) west side, for 6.6 metres north and 9.5 metres south of Castle Road; and (II) east side, for 8.3 metres north and 8.1 metres south of Castle Road; and
 - (B) in CASTLE STREET: (I) north side, for 7.1 metres west and 6.9 metres east of Hadley Street; and (II) south side, for 9.9 metres west and 8.1 metres east of Hadley Street;

Note: The Council intend to provide a variety of kerb buildouts at this junction which would be protected by these 'at any time' waiting restrictions.
 - (iv) in HADLEY STREET, to provide a no motor vehicles restriction applying in both directions at the northern kerb-line of Castle Road.

3. NOTICE IS FURTHER GIVEN that the Council, under sections 90A-F of the Highways Act 1980 and in accordance with the Highways (Road Humps) Regulations 1999, propose:

- (a) to remove the existing speed cushion in CASTLE ROAD, 12.4 metres east of its junction with Hadley Street;
- (b) to provide a flat-topped speed table, comprising the full width of the carriageway and of a height level with the surrounding kerb at the junction of CASTLE ROAD and HADLEY STREET, as follows:-
 - (i) in CASTLE STREET: extending from a point 12.4 metres east of the eastern kerb-line of Hadley Street to a point 7.1 metres west of the western kerb-line of Hadley Street, including the ramps (measurements taken on the north side of Castle Road); and
 - (ii) in HADLEY STREET: extending from a point 6.6 metres north of the northern kerb-line of Castle Road to a point 9.5 metres south of the

- southern kerb-line of Castle Road, including the ramps (measurements taken on the west side of Hadley Street); and
- (c) to construct 'Copenhagen-style' blended crossings / raised entry/exit tables at the following locations:
- (i) in HANDEL STREET, at its junction with Hunter Street, extending for 5.5 metres south-west of the south-western kerb-line of Hunter Street, including the ramps; and
 - (ii) in KENTON STREET: at its junction with Tavistock Place, extending for 3.3 metres south-east of the south-eastern kerb-line of Tavistock Place, including the ramps.
4. 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 '**TMO2425-0033**' 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 14 February 2025.

Peter Mardell – Head of Parking Operations

23 January 2025

Statement of reasons

Cycle Permeability Schemes – Phase 4

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

*The Camden (Parking Places) (Pedal Cycles) (Amendment No. **) Traffic Order 202**

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

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

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

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

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

Enabling walking and cycling is a key strategic outcome for the Council as set out in multiple strategy documents. The [Camden Transport Strategy](#) (CTS), adopted in 2019, has 7 objectives, 3 of which are directly aligned with the proposals for this scheme (objectives 1, 2, & 3). The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025.

The [Camden Transport Strategy](#) (CTS) and accompanying [Cycling Action Plan](#) aim to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets our objectives, policies, and measures for achieving this goal. Our priorities include:

- increasing walking and cycling
- improving public transport in the borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible, and inclusive for all

The overarching aim of the Cycle Permeability programme is to help overcome barriers to cycling. Many streets in the borough are one-way and links between streets on desired routes and Camden's cycle network are often severed by infrastructure, traffic restrictions or highly trafficked major roads. The Cycle Permeability programme aims to make more Camden streets more accessible to cyclists and provide better connections and links through measures such as adding two-way cycling on one-way streets and cut throughs at physical road closures. A number of such permeability improvements for cyclists have been made in recent years at various locations across the borough.

The proposals for Alfred Place would provide a continuous and safe two-way cycle link on Alfred Place between Chenies Street and Store Street, enabling cyclists to access the wider cycle network.

The proposals for Handel Street, Kenton Street, and Hunter Street would provide a continuous and safe two-way cycle link on Handel Street and Kenton Street between Hunter Street and Tavistock Place, enabling cyclists to access the wider cycle network. They would also include the construction of continuous pavements at 2 junctions and the introduction of a northbound mandatory cycle lane on Hunter Street between Handel Street and Tavistock Place.

The proposals for Hadley Street and Castle Road would improve an existing continuous and safe two-way cycle link on Hadley Street at the junction with Castle Road, further enabling cyclists to access the wider cycle network. This would include the construction of pavement buildouts and a raised junction table. The proposal would also provide 2 bike hangars on Hadley Street and 1 bike hanger on Castle Road which would accommodate 18 standard bikes in total.

The proposals for Maresfield Gardens would provide 2 bike hangars on Maresfield Gardens which would accommodate 12 standard bikes in total. They would also help to improve an existing continuous and safe two-way cycle link on Maresfield Gardens at the junction with Fitzjohn's Avenue, further enabling cyclists to access the wider cycle network.

The proposals for Streatham Street would include an extension of the existing E-Scooter & Cycle Hire parking bay by 5.5 metres. They would also include minor access improvements for cyclists including the replacement of an existing fire gate with bollards.

The proposals meet the objectives of [We Make Camden](#) by helping create clean, vibrant, and sustainable places and making it easier for people to travel by active modes of transport, which would help to encourage residents and visitors to cycle more instead of driving motor vehicles or using public transport. This would in turn contribute to improving air quality and lowering carbon emissions in the borough. The proposals also meet the objectives of We Make Camden by responding to the impacts of climate change.

The above proposal meets the objectives of the Camden Transport Strategy (CTS) by:

- helping to facilitate an increase in cycling.
- reducing the dominance of motor vehicles.
- helping to facilitate improving the quality of our air.
- making our streets and transport networks safe, accessible, and inclusive for all.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Prescribed Routes) (Pedal Cycle Permeability) (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 section 6 and 124 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 shall come into force on *** 202* and may be cited as the Camden (Prescribed Routes) (Pedal Cycle Permeability) (No. *) Traffic Order 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

Revocation

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, that part of any Order made by the London Borough of Camden that prohibits:
- (a) any vehicle from proceeding in Alfred Place in any direction other than a north-western direction;
 - (b) any vehicle from entering Alfred Place at its junction with Chenies Street;
 - (c) any vehicle proceeding in Kenton Street in any direction other than in a southerly direction;
 - (d) any vehicle proceeding in Handel Street, between Kenton Street and Hunter Street, in any direction other than in an easterly direction;
 - (e) any vehicle entering that part of Handel Street that lies west of Hunter Street, at its junction with Hunter Street,
- is hereby revoked.

Prescribed routes

4. (1) No person shall cause any vehicle other than a pedal cycle to proceed in Alfred Place in any direction other than in a north-westerly direction.
- (2) No person causing any vehicle other than a pedal cycle to proceed in Chenies Street shall, upon reaching its junction with Alfred Place, cause that vehicle to enter Alfred Place.
- (3) No person shall cause any vehicle other than a pedal cycle to proceed in Kenton Street in any direction other than in a south-easterly direction.
- (4) No person causing any vehicle other than a pedal cycle to proceed in Hunter Street shall, upon reaching its junction with that length of Handel Street that lies west of the western kerb-line of Hunter Street, cause that vehicle to enter that length of Handel Street that lies west of the western kerb-line of Hunter Street.
- (5) No person shall cause any vehicle other than a pedal cycle to proceed in that length of Handel Street that lies between the south-western kerb-line of Hunter Street and its junction with Kenton Street in any direction other than in a north-easterly direction.
- (6) No person causing any vehicle other than a pedal cycle to proceed in Chenies Street in a north-easterly direction shall, upon reaching its junction with Alfred Place, cause that vehicle to turn right into Alfred Place.
- (7) No person causing a motor vehicle to proceed in Castle Road shall, upon reaching its junction with that length of Hadley Road that lies north of the northern kerb-line of Castle Road, cause that motor vehicle to enter that length of Hadley Road that lies north of the northern kerb-line of Castle Road.

- (8) No person causing a motor vehicle to proceed in that length of Hadley Road that lies north of the northern kerb-line of Castle Road shall, upon reaching its junction with Castle Road, cause that motor vehicle to enter Castle Road.

Exemptions

5. Nothing in Article 4 of this Order shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform; or
 - (b) 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 provides:

- (a) an exemption for pedal cycles to the north-westbound one-way traffic working in Alfred Place, with a corresponding no entry and banned right turn except for cycles in to Alfred Place;
- (b) an exemption for pedal cycles to the south-eastbound one-way traffic working in Kenton Street and the north-eastbound one-way traffic working in Handel Street; and
- (c) a no motor vehicles restriction in Hadley Street, applying in both directions at the northern kerb-line of Castle Road,

in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. **

The Camden (Parking Places) (Pedal Cycles) (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) (Pedal Cycles) (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 2020” means the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020², 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 2020 shall have the same meaning as in that Order.

¹ 1984 c.27

² LBC 2020/42

Amendment 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 2020 shall have effect as though:

- (a) the item numbered 13565 (relating to Streatham Street) in Schedule 1 to that Order were omitted; and
- (b) there were added to Schedule 1 to that Order, the item numbered *** and set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – DOCKLESS CYCLE HIRE AND E-SCOOTER PARKING PLACES

(Addition to Schedule 1 to the Order of 2020)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>
XX.	STREATHAM STREET	north-west side: from a point 4.4 metres north-east of the south-western flank wall of Nos. 12 to 18 Bloomsbury Street, north-eastwards for a distance of 11 metres.

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'Cycle Permeability' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020, so as to extend a dockless cycle hire and e-scooter parking place by 5.5 metres in Streatham Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. **

The Camden (Parking Places) (CA-B) (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-B) (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-B) 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 2012/2

Amendment 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 596 (relating to Maresfield Gardens) in Schedule 2 to that Order were revoked; and
 - (b) there were added to Schedule 2 to that Order, the item numbered ***** and set out in the Schedule this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – PAID-FOR PARKING PLACES (PAY AND DISPLAY / PAY BY PHONE)

(Addition to Schedule 2 to the Order of 2012)

<i>(1) Item No.</i>	<i>(2) Street</i>	<i>(3) Length of highway</i>	<i>(4) Controlled hours</i>	<i>(5) Tariff (non-diesel-engine)</i>	<i>(6) Tariff (diesel-engine)</i>	<i>(7) Maximum Stay</i>
*****	MARESFIELD GARDENS	north side: from a point 29.6 metres west of the western kerb-line of Fitzjohn's Avenue, westwards for a distance of 15.6 metres.	Monday – Friday 9.00am - 6.30pm Saturday 9.30am - 1.30pm	Electric vehicles - £3.84 per hour. Euro 6 compliant petrol vehicles: CO2 emissions up to 120g/km - £4.22 per hour, over 121g/km - £4.92 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £0.53, over 121g/km - £0.61.	Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £4.22 per hour, over 121g/km - £4.92 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £1.51, over 121g/km - £1.76.	2 hours

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'cycle permeability' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Parking Places) (CA-B) Traffic Order 2012, so as to shorten a 'CA-B' pay by phone parking place in Maresfield Gardens, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. **

The Camden (Parking Places) (CA-D) (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-D) (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-D) 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 2012/4

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 1759 (relating to Handel Street) in Schedule 1 to that Order were revoked; and
 - (b) there were added to schedule 1 to that Order, the item numbered XXX and set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – RESIDENTS PERMIT HOLDER PARKING PLACES

(Addition to Schedule 1 to the Order of 2012)

<i>(1)</i> <i>Item</i> <i>No.</i>	<i>(1)</i> <i>Street</i>	<i>(3)</i> <i>Length of highway</i>	<i>(4)</i> <i>Controlled hours</i>
XXX	HANDEL STREET	south-east side: from a point 22 metres north-east of the north-eastern kerb-line of Kenton Street, north-eastwards for a distance of 5.7 metres.	Monday – Friday 8.30 am – 6.30 pm Saturday 8.30am – 1.30pm

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'cycle permeability' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Parking Places) (CA-D) Traffic Order 2012, so as to shorten a residents permit holder parking place in Handel Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. **

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 1984 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 14561 (relating to Hadley Street) in Schedule 1 to that Order were revoked;
- (b) there were added to Schedule 1 to that Order, the items numbered *** and **** and set out in Schedule 1 to this Order; and
- (c) there were added to Schedule 3 to that Order, the item numbered **** and set out in Schedule 2 to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 – 'PERMIT HOLDERS' PARKING PLACE

(Additions to Schedule 1 to the Order of 2012)

<i>(1)</i> <i>Item No.</i>	<i>(1)</i> <i>Street</i>	<i>(3)</i> <i>Length of highway</i>	<i>(4)</i> <i>Controlled hours</i>
**	HADLEY STREET	east side: from a point 7 metres south of the southern kerb-line of Castle Road, southwards for a distance of 5.5 metres.	Monday – Friday 8.30 am – 11.00 pm Saturday and Sunday 9.30am – 11.00pm

SCHEDULE 2 – SHARED-USE PARKING PLACES

(Addition to Schedule 3 to the Order of 2012)

(1) <i>Item No.</i>	(2) <i>Street</i>	(3) <i>Length of highway</i>	(4) <i>Controlled hours</i>	(5) <i>Tariff (non-diesel-engine)</i>	(6) <i>Tariff (diesel-engine)</i>	(7) <i>Maximum Stay</i>
**	CASTLE ROAD	north side: from a point 10.1 metres west of the western kerb-line of Hadley Street, westwards for a distance of 13.6 metres.	Monday – Friday 8.30am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm	Electric vehicles - £3.84 per hour. Euro 6 compliant petrol vehicles: CO2 emissions up to 120g/km - £4.22 per hour, over 121g/km - £4.92 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £0.53, over 121g/km - £0.61.	Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £4.22 per hour, over 121g/km - £4.92 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £1.51, over 121g/km - £1.76.	2 hours

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'cycle permeability' 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 shorten and relocate a permit holders parking place in Hadley Street and shorten by 3 metres an existing 'CA-F' shared-use parking place in Castle Road, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. **

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:
- (a) the item numbered 7066 (relating to Handel Street) in the Schedule to that Order were omitted; and
 - (b) there were added to the Schedule to that Order, the item numbered XXX and set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – DISABLED PERSONS' PARKING PLACES (BLUE BADGE)

(Additions to the Schedule to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>
****.	HANDEL STREET	south-east side: from a point 15.4 metres north-east of the north-eastern kerb-line of Kenton Street, north-eastwards 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 relocate a 'blue badge' disabled persons parking places, operating 'at any time', in Handel Street in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. **

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:
 - (a) for the items numbered 168 (Castle Road), 421 (Hadley Street), 429 (Handel Street), 493 (Hunter Street), 518 (Kenton Street) and 624 (Maresfield Gardens) in Schedule 1 to that Order there were substituted the items similarly numbered and set out in Schedule 1 to this Order;
 - (b) there were added to Schedule 1 to that Order the item numbered XXX and set out in Schedule 2 to this Order; and
 - (c) for the item numbered 114 (relating to Hunter Street) in Schedule 2 to that Order there were substituted the item similarly numbered and set out in Schedule 3 to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 – WAITING RESTRICTIONS
(substitution to Schedule 1 to the Order of 2012)

<i>(1)</i> Item No.	<i>(2)</i> Street	<i>(3)</i> Prescribed hours
168	<p>CASTLE ROAD</p> <p>(a) north side</p> <p>(i) between the western kerb-line of Kentish Town Road and a point 10 metres west of that kerb-line;</p> <p>(ii) between a point 10 metres west of the western kerb-line of Kentish Town Road and the party wall of Nos. 26 and 28 Castle Road;</p> <p>(iii) between the party wall of Nos. 26 and 28 Castle Road and a point 20 metres west of the western kerb-line of Castelhaven Road;</p> <p>(iv) between a point 20 metres west of the western kerb-line of Castelhaven Road and a point 6.9 metres east of the eastern kerb-line of Hadley Street;</p> <p>(v) between a point 6.9 metres east of the eastern kerb-line of Hadley Street and a point 10.1 metres west of the western kerb-line of Hadley Street;</p> <p>(vi) between a point 10.1 metres west of the western kerb-line of Hadley Street and its junction with Castle Mews;</p> <p>(b) south side</p> <p>(i) between the western kerb-line of Kentish Town Road and a point 10 metres west of that kerb-line;</p> <p>(ii) between a point 10 metres west of the western kerb-line of Kentish Town Road and a point 36 metres east of the eastern kerb-line of Castelhaven Road;</p> <p>(iii) between a point 36 metres east of the eastern kerb-line of Castelhaven Road and a point 13 metres west of the western kerb-line of Castelhaven Road;</p> <p>(iv) between a point 13 metres west of the western kerb-line of Castelhaven Road and a point 8.1 metres east of the eastern kerb-line of Hadley Street;</p> <p>(v) between a point 8.1 metres east of the eastern kerb-line of Hadley Street and a point 9.9 metres west of the western kerb-line of Hadley Street;</p> <p>(vi) between a point 9.9 metres west of the western kerb-line of Hadley Street, and its junction with Castle Mews.</p>	<p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm</p>

SCHEDULE 1 (continued)

(1) Item No.	(2) Street	(3) Prescribed hours
421	HADLEY STREET	
	(a) west side	
	(i) between the southern kerb-line of Prince of Wales Road and a point 8 metres south of that kerb-line;	At any time
	(ii) between a point 8 metres south of the southern kerb-line of Prince of Wales Road and a point 6.6 metres north of the northern kerb-line of Castle Road;	Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm At any time
	(iii) between a point 6.6 metres north of the northern kerb-line of Castle Road and a point 9.5 metres south of the southern kerb-line of Castle Road;	
	(iv) between a point 9.5 metres south of the southern kerb-line of Castle Road and the southern extremity of Hadley Street;	Monday – Friday 8.30 am – 11.00 pm Saturday and Sunday 9.30 am – 11.00 pm
	(b) east side	
	(i) between the southern kerb-line of Prince of Wales Road and a point 8 metres south of that kerb-line;	At any time
	(ii) between a point 8 metres south of the southern kerb-line of Prince of Wales Road and a point 8.3 metres north of the northern kerb-line of Castle Road;	Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm At any time
	(iii) between a point 8.3 metres north of the northern kerb-line of Castle Road and a point 7 metres south of the southern kerb-line of Castle Road;	
	(iv) between a point 7 metres south of the southern kerb-line of Castle Road and the southern extremity of Hadley Street.	Monday – Friday 8.30 am – 11.00 pm Saturday and Sunday 9.30 am – 11.00 pm
429	HANDEL STREET	
	(a) north-west side	
	(i) between the north-eastern kerb-line of Kenton Street and the south-western kerb-line of Hunter Street;	At any time
	(ii) between the north-eastern kerb-line of Hunter Street and the south-western kerb-line of Wakefield Street;	Monday – Friday 8.30 am – 6.30 pm Saturday 8.30 am – 1.30 pm
	(b) south-east side	
	(i) between its junction with Kenton Street and a point 15.4 metres north-east of the north-eastern kerb-line of Kenton Street;	At any time
	(ii) between a point 15.4 metres north-east of the north-eastern kerb-line of Kenton Street and a point 27.7 metres north-east of that kerb-line;	Monday – Friday 8.30 am – 6.30 pm Saturday 8.30 am – 1.30 pm At any time
	(iii) between a point 27.7 metres north-east of the north-eastern kerb-line of Kenton Street and a point 41.9 metres north-east of that kerb-line;	
	(iv) between a point 41.9 metres north-east of the north-eastern kerb-line of Kenton Street and a point 10.1 metres south-west of the south-western kerb-line of Hunter Street;	Monday – Friday 8.30 am – 6.30 pm Saturday 8.30 am – 1.30 pm At any time
	(v) between a point 10.1 metres south-west of the south-western kerb-line of Kenton Street and that kerb-line;	

SCHEDULE 1 (continued)

(1) Item No.	(2) Street	(3) Prescribed hours
493	<p>(vi) between the north-eastern kerb-line of Hunter Street and the south-western kerb-line of Wakefield Street.</p> <p>HUNTER STREET</p> <p>(a) south-west side, between the south-eastern kerb-line of Tavistock Place and the north-western kerb-line of Handel Street;</p> <p>(b) so much else of Handel Street that is public highway and which does not fall within the lengths specified above.</p>	<p>Monday – Friday 8.30 am – 6.30 pm Saturday 8.30 am – 1.30 pm</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday 8.30 am – 1.30 pm</p>
518	<p>KENTON STREET</p> <p>(a) south-west side</p> <p>(i) between the south-eastern kerb-line of Tavistock Place and a point 21.2 metres south-east of that kerb-line;</p> <p>(ii) between a point 21.2 metres south-east of the south-eastern kerb-line of Tavistock Place and a point 4.3 metres north-west of the south-eastern kerb-line of Handel Street;</p> <p>(iii) between the south-eastern kerb-line of Handel Street and a point 4.3 metres north-west of that kerb-line;</p> <p>(b) north-east side.</p>	<p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm At any time</p> <p>At any time</p>
624	<p>MARESFIELD GARDENS</p> <p>(a) north to south arm</p> <p>(i) west side, between a point 6 metres north of the northern kerb-line of Nutley terrace and a point 6.5 metres south of the southern kerb-line of Nutley Terrace;</p> <p>(ii) east side, between a point 4.5 metres north of the northern kerb-line of Nutley terrace and a point 8.5 metres south of the southern kerb-line of Nutley Terrace;</p> <p>(b) west to east arm</p> <p>(i) north side, between the western kerb-line of Fitzjohn's Avenue and a point 29.6 metres west of that kerb-line;</p> <p>(ii) south side, between the western kerb-line of Fitzjohn's Avenue and a point 10 metres west of that kerb-line;</p> <p>(c) so much else of Maresfield Gardens that is public highway and which does not fall within the lengths specified above.</p>	<p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>Monday – Friday 9.00 am – 6.30 pm Saturday 9.30 am – 1.30 pm</p>

SCHEDULE 2 – WAITING RESTRICTIONS
(additions to Schedule 1 to the Order of 2012)

<i>(1)</i> <i>Item No.</i>	<i>(2)</i> <i>Street</i>	<i>(3)</i> <i>Prescribed hours</i>
XXX	<p>HUNTER STREET</p> <p>(a) north-east side</p> <p>(i) between the south-eastern kerb-line of Tavistock Place and the north-western kerb-line of Handel Street;</p> <p>(ii) between the south-eastern kerb-line of Handel Street and its junction with Brunswick Square;</p> <p>(b) south-west side</p> <p>(i) between the south-eastern kerb-line of Tavistock Place and a point 20 metres south-east of the south-eastern kerb-line of Handel Street;</p> <p>(ii) between a point 20 metres south-east of the south-eastern kerb-line of Handel Street and a point 35 metres south-east of that kerb-line;</p> <p>(iii) between a point 35 metres south-east of the south-eastern kerb-line of Handel Street and its junction with Brunswick Square.</p>	<p>Monday – Friday 8.30 am – 6.30 pm Saturday 8.30 am – 1.30 pm At any time</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday 8.30 am – 1.30 pm At any time</p>

SCHEDULE 3 – LOADING RESTRICTIONS

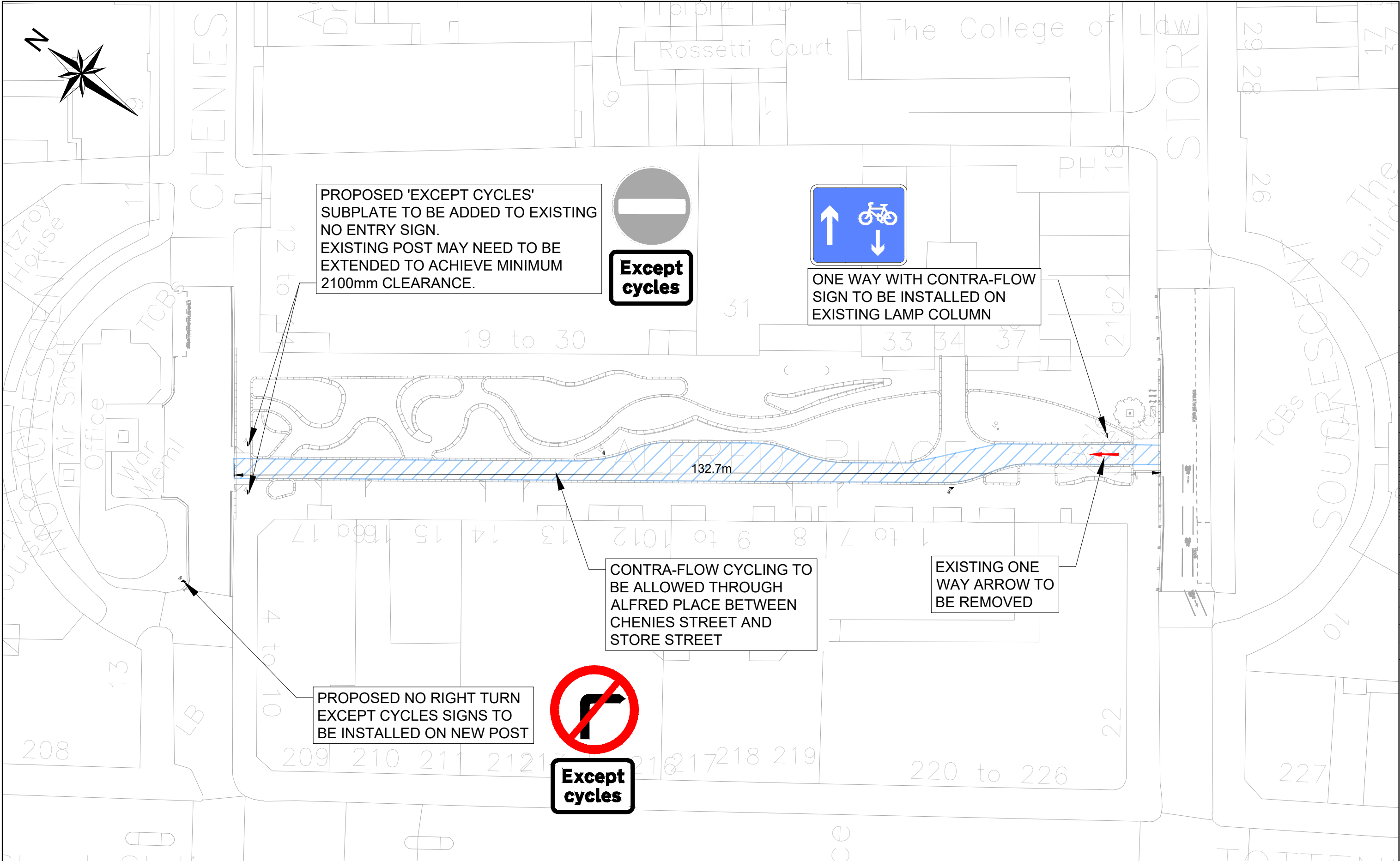
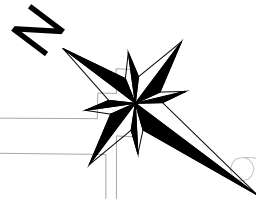
(additions to Schedule 2 to the Order of 2012)

<i>(1)</i> <i>Item No.</i>	<i>(2)</i> <i>Street</i>	<i>(3)</i> <i>Restrired hours</i>
114	<p>HUNTER STREET</p> <p>(a) the north-east side, between the south-eastern kerb-line of Tavistock Place and a point 13.7 metres south-east of that kerb-line;</p> <p>(b) south-west side, between the south-eastern kerb-line of Tavistock Place and the north-western kerb-line of Handel Street.</p>	<p>Monday – Friday 8.30 am – 6.30 pm Saturday 8.30 am – 1.30 pm</p> <p>At any time</p>

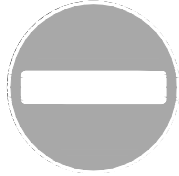
EXPLANATORY NOTE

(This Note is not part of the Order)

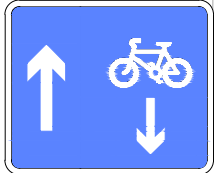
As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, so as to provide 'at any time' waiting restrictions in parts of Castle Road, Hadley Street, Handel Street, Hunter Street, Kenton Street and Maresfield Gardens and provide 'at any time' loading restrictions in part of Hunter Street, in the London Borough of Camden.



PROPOSED 'EXCEPT CYCLES' SUBPLATE TO BE ADDED TO EXISTING NO ENTRY SIGN. EXISTING POST MAY NEED TO BE EXTENDED TO ACHIEVE MINIMUM 2100mm CLEARANCE.



Except cycles



ONE WAY WITH CONTRA-FLOW SIGN TO BE INSTALLED ON EXISTING LAMP COLUMN

CONTRA-FLOW CYCLING TO BE ALLOWED THROUGH ALFRED PLACE BETWEEN CHENIES STREET AND STORE STREET

EXISTING ONE WAY ARROW TO BE REMOVED

PROPOSED NO RIGHT TURN EXCEPT CYCLES SIGNS TO BE INSTALLED ON NEW POST



Except cycles

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

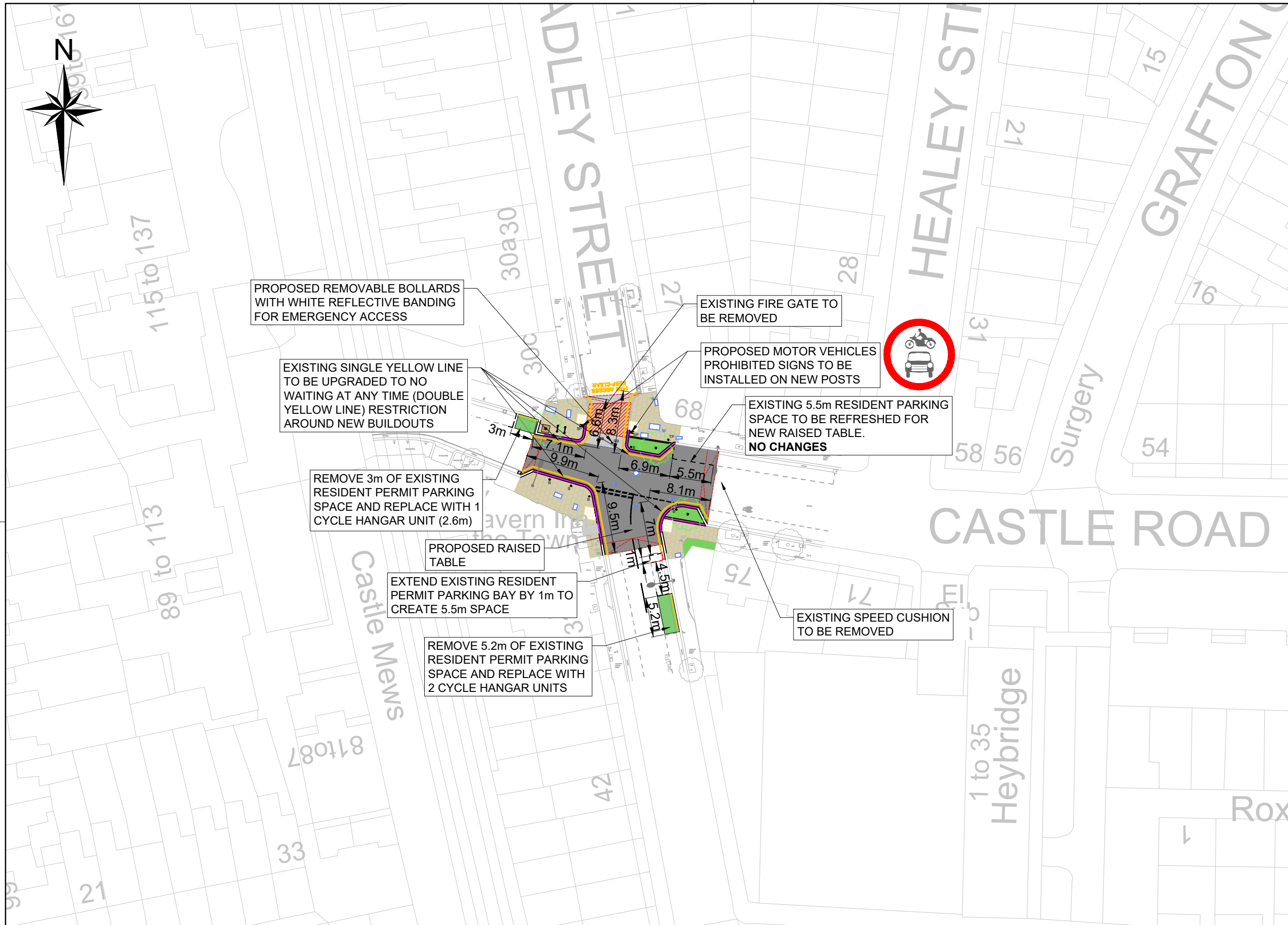
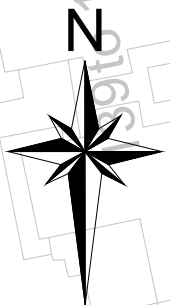
Project
 Cycle Permeability Programme - Phase 4

Drawing Title
 Alfred Place
 (Between Store Street and Chenies Street)
 TMO drawing






















- Key**
- Existing road markings
 - Proposed sign on existing lamp column
 - Proposed sign on existing wide base post
 - Proposed sign and post
 - Existing road markings to be removed
 - Area of contra-flow cycling

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JUN 24
Drawn By JR	File Ref
Checked By JA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



KEY

-  Install road markings
-  Install 300mm wide granite kerb with 100mm upstand
-  Install 300mm wide flush granite kerbs
-  Install 150mm wide flush granite kerbs
-  Install 400x400mm buff tactiles
-  Install greening and planters
-  Install 600x600mm fibre reinforced artificial stone paving slabs
-  Install 600x600x63mm artificial stone paving slabs
-  Install 200x100x150mm silver grey granite setts
-  Install carriageway asphalt
-  Install carriageway ramp for raised table
-  Install carriageway gully with new sewer connection
-  Existing road markings
-  Existing kerbs
-  Existing service covers to be adjusted to new finish level
-  Existing gully to remain
-  Install tree and resin pit
-  Install tree
-  Install Camden bollard with reflective banding
-  Install removable St Pancras Bollard with reflective banding
-  Install cycle stands with 1m spacings

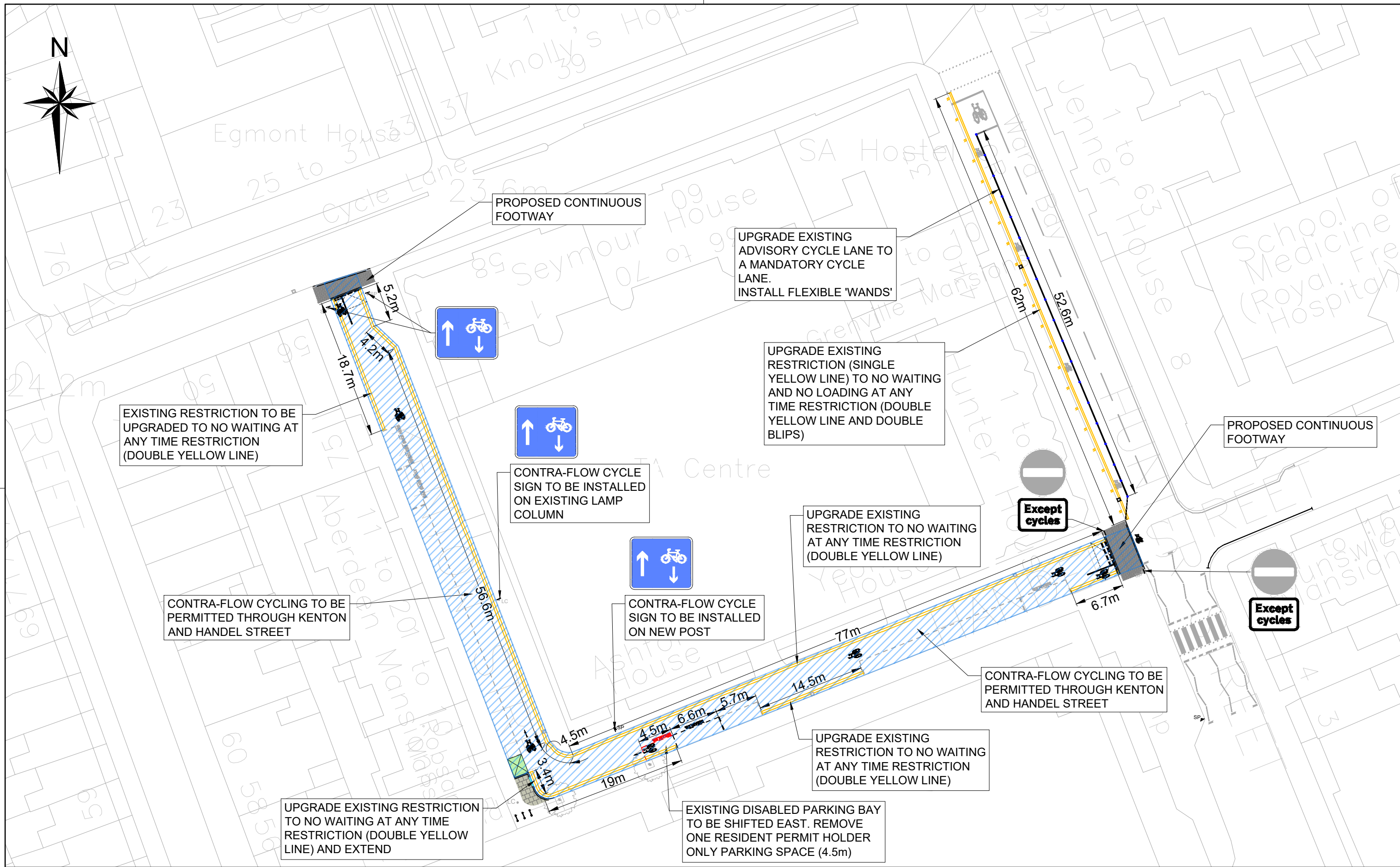
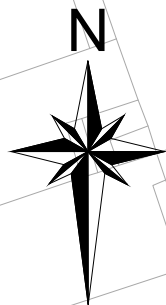
Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
 Cycle Permeability Programme - Phase 4

Drawing Title
 Hadley Street
 (Fire access to Castle Road)
 TMO Drawing

Rev	By	Date	Amendments

Scale 1:500 @ A3	Date JUN 24
Drawn By JR	File Ref
Checked By JA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



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

Project
 Cycle Permeability Programme - Phase 4

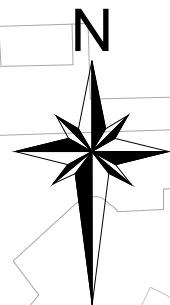
Drawing Title
 Hunter Street and Tavistock Place Link
 (Handel Street and Kenton Street)
 TMO Drawing

Key

- Existing road markings
- Existing road markings to be removed
- Proposed road markings
- Proposed waiting restrictions
- Area of contra-flow cycling

Rev	By	Date	Amendments

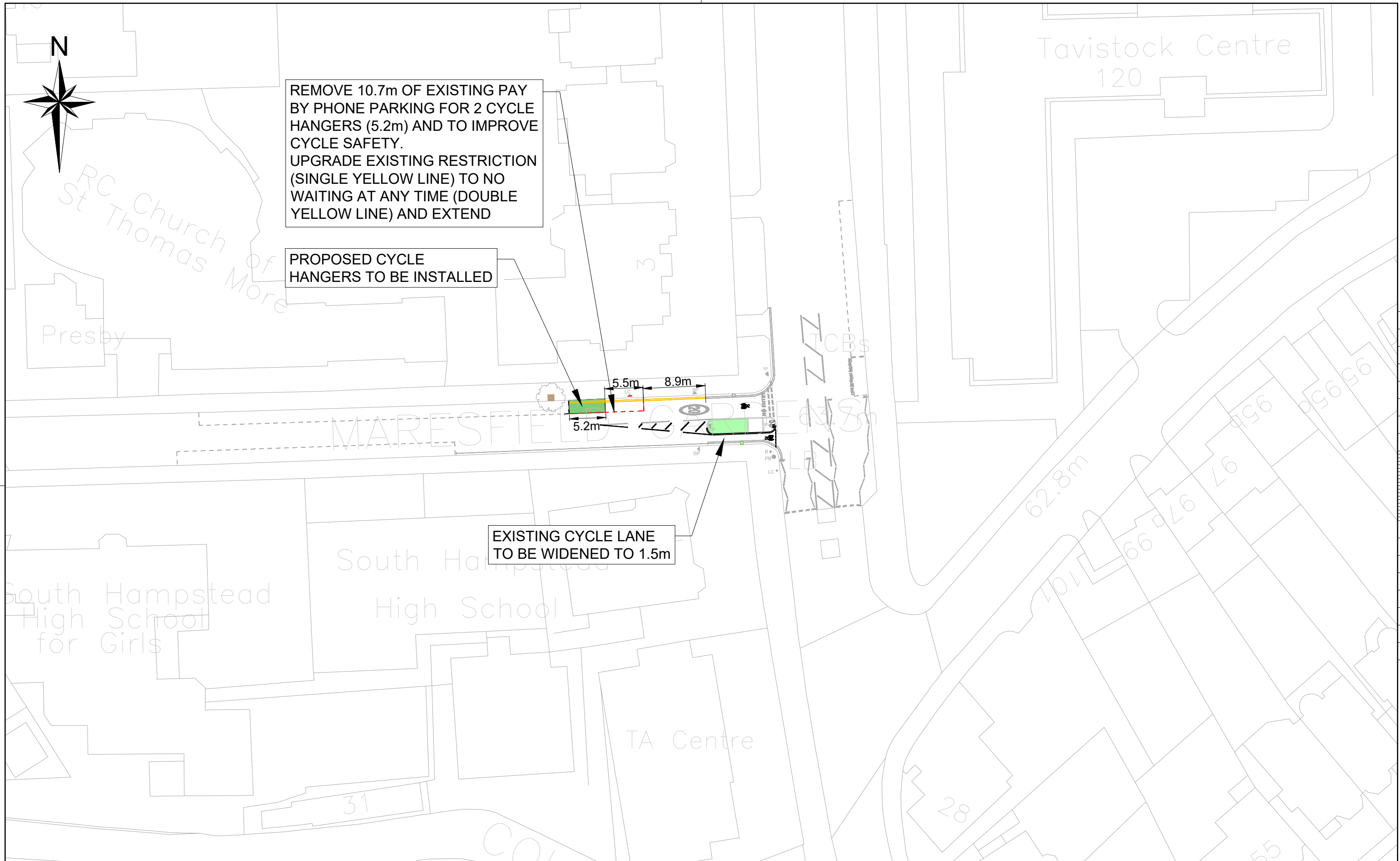
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Drawn By JR	File Ref
Checked By JA	Dwg Name
Drawing Location	
Drawing Number	Rev. A



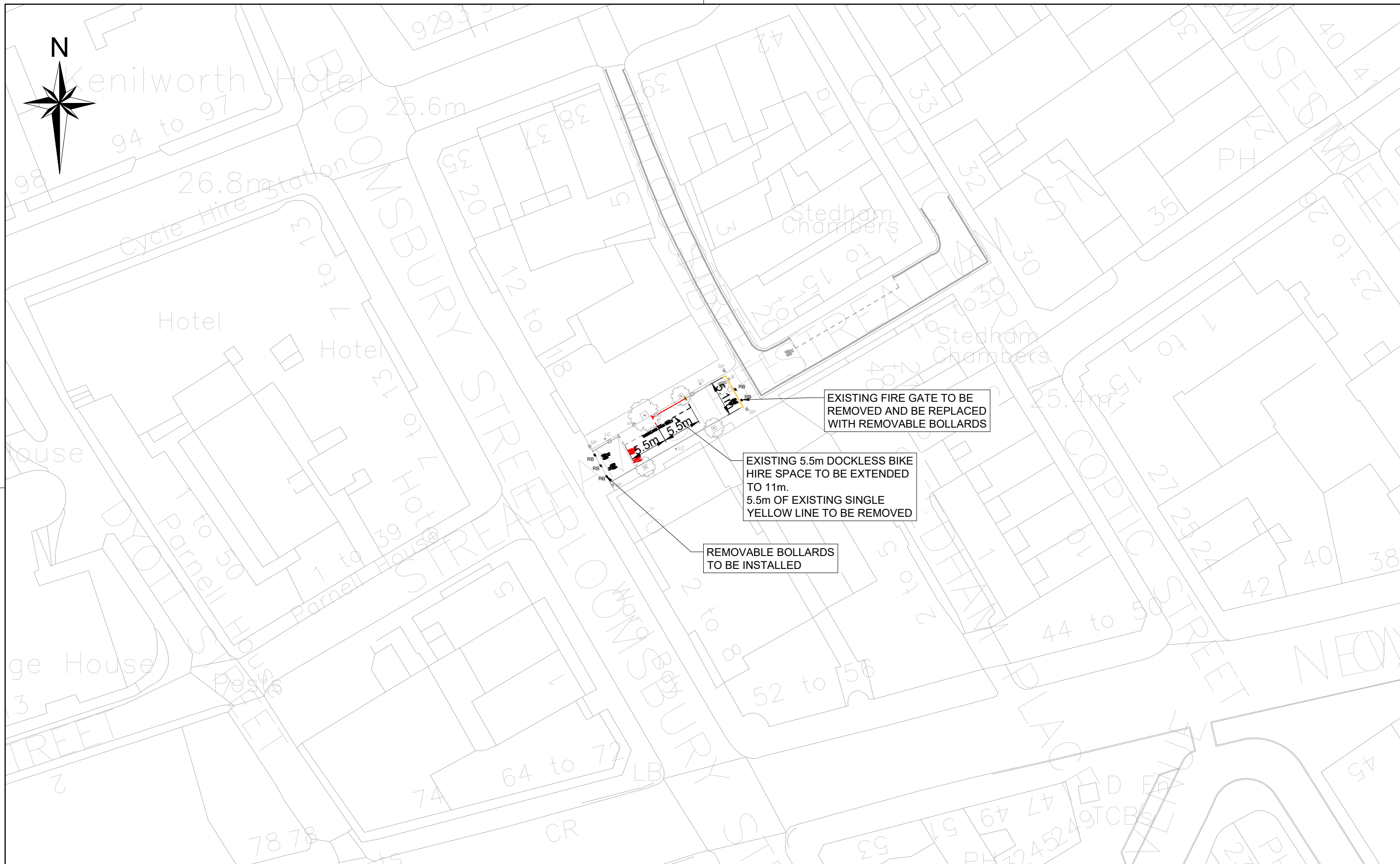
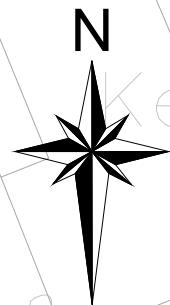
REMOVE 10.7m OF EXISTING PAY BY PHONE PARKING FOR 2 CYCLE HANGERS (5.2m) AND TO IMPROVE CYCLE SAFETY. UPGRADE EXISTING RESTRICTION (SINGLE YELLOW LINE) TO NO WAITING AT ANY TIME (DOUBLE YELLOW LINE) AND EXTEND

PROPOSED CYCLE HANGERS TO BE INSTALLED

EXISTING CYCLE LANE TO BE WIDENED TO 1.5m



Rev	By	Date	Amendments



Rev	By	Date	Amendments