

Public Notice

Bucknall Street Area – safe and healthy streets

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

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

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

*The Camden (Prescribed Routes) (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, 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 to:-
 - (a) impose eastbound one-way traffic working for all vehicles except pedal cycles in BUCKNALL STREET;
 - (b) impose a northbound prohibition on all motor vehicles in DYOTT STREET at the north-western kerb-line of Bucknall Street (westernmost arm) and a no entry except pedal cycles restriction into DYOTT STREET from NEW OXFORD STREET;
 - (c) remove the south-eastbound one-way traffic working in the length of Dyott Street referred to in sub-paragraph (b) preceding;
 - (d) provide an exception for pedal cycles to the one-way northbound traffic working in DYOTT STREET between Shaftesbury Avenue and Bucknall Street;
 - (e) provide an exception for pedal cycles to the no left turn prohibition from BUCKNALL STREET (westernmost arm) into DYOTT STREET;
 - (f) provide an exception for pedal cycles to the compulsory right turn from DYOTT STREET into BUCKNALL STREET (easternmost arm);
 - (g) provide that the existing no left turn except pedal cycles from BUCKNALL STREET into SHAFTESBURY AVENUE is correctly reflected in the Traffic Order;
 - (h) replace existing waiting restrictions with 'at any time' waiting and loading restrictions in BUCKNALL STREET, throughout its length, except for:
 - (i) the south-east side, where the residents' parking place is currently provided between Dyott Street and Shaftesbury Avenue; and (ii) the north-west side: (A) between 12 metres and 27 metres south-west of Dyott Street; and (B) between 44.5 metres and 58.5 metres north-east of Earnshaw Street, where waiting restrictions operating between 8.30 am and 6.30 pm on Mondays to Saturdays inclusive;
 - (i) remove the bicycle parking place, CA-C permit holders parking place and pay by phone parking place on the north-west side of BUCKNALL STREET, between 12 metres and 27 metres south-west of Dyott Street would be removed; and

- (j) to provide 'at any time' loading restrictions:
- in DYOTT STREET, on the north-east side, for 10 metres north-west and 2 metres south-east of Bucknall Street (eastern arm) and on the south-west side, for 2 metres north-west and 9 metres south-east of Bucknall Street (western arm);
 - in EARNSHAW STREET on the north-east side, for 5 metres north-west and 2 metres south-east of Bucknall Street;
 - in ST. GILES HIGH STREET, on the north side, between 10.5 metres and 90.4 metres east of Earnshaw Street.
3. Further notice is hereby given that the Council, under section 23 of the Road Traffic Regulation Act 1984, have approved the provision of a pedestrian crossing, centred at the following location:-
- EARNSHAW STREET, at its junction with St. Giles High Street, at a point 5.5 metres north-west of the northern kerb-line of St. Giles High Street ('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 3 metres north-west of the crossing and 13 metres south-east of the crossing (extending into St. Giles High Street).
4. 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 flat-topped speed tables, comprising the full width of the carriageway and of a height level with the surrounding kerb at the following locations:-
- At the junction of BUCKNALL STREET and EARNSHAW STREET – extending in Earnshaw Street from a point 5 metres north-west of the north-western kerb-line of Bucknall Street south-eastward for a distance of 14.5 metres, including both ramps and in Bucknall Street from the north-eastern kerb-line of Earnshaw Street north-eastwards for 6 metres, including the ramp.
- EARNSHAW STREET – at the crossing location referred to in item 3 preceding, extending from a point 1 metre north-west of the northern kerb-line of Denmark Street northward for a distance of 11 metres, including both ramps.
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 'TMO2425-0023' 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 13 December 2024.

Peter Mardell – Head of Parking Operations

21 November 2024

Statement of reasons

Bucknall Street Area – safe and healthy streets

The Camden (Parking Places) (CA-C) (Amendment No. XX) Traffic Order 2024
*The Camden (Parking Places) (Pedal Cycles) (Amendment No. **) Traffic Order 202**
*The Camden (Waiting and Loading Restrictions) (Amendment No. XX) Traffic Order 202**
*The Camden (Prescribed Routes) (No. *) Traffic Order 202**

Bucknall Street Area Safe and Healthy Streets Scheme and associated parking changes (Bloomsbury ward)

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 proposals, as outlined in Section 2 of the decision report, include the construction of junction improvements and pavement widening, the installation of zebra crossing on a raised table, the relocation of a Santander cycle hire docking station, the creation of a rain garden with plants, and tree planting (subject to ground condition surveys). The proposal includes vehicle access changes and the introduction of two-way cycling (contraflow cycling where the traffic only flows one-way) on Bucknall Street and Dyott Street as well as a full closure of the section of Dyott Street between Bucknall Street and New Oxford Street. The proposal also includes some minor parking changes on Bucknall Street between Dyott Street and Earnshaw Street, including the replacement of marked parking bays with double yellow lines and the introduction of a disabled parking bay and a loading bay.

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

- helping to facilitate an increase in walking and 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.

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 proposed traffic restrictions can be summarised as follows:

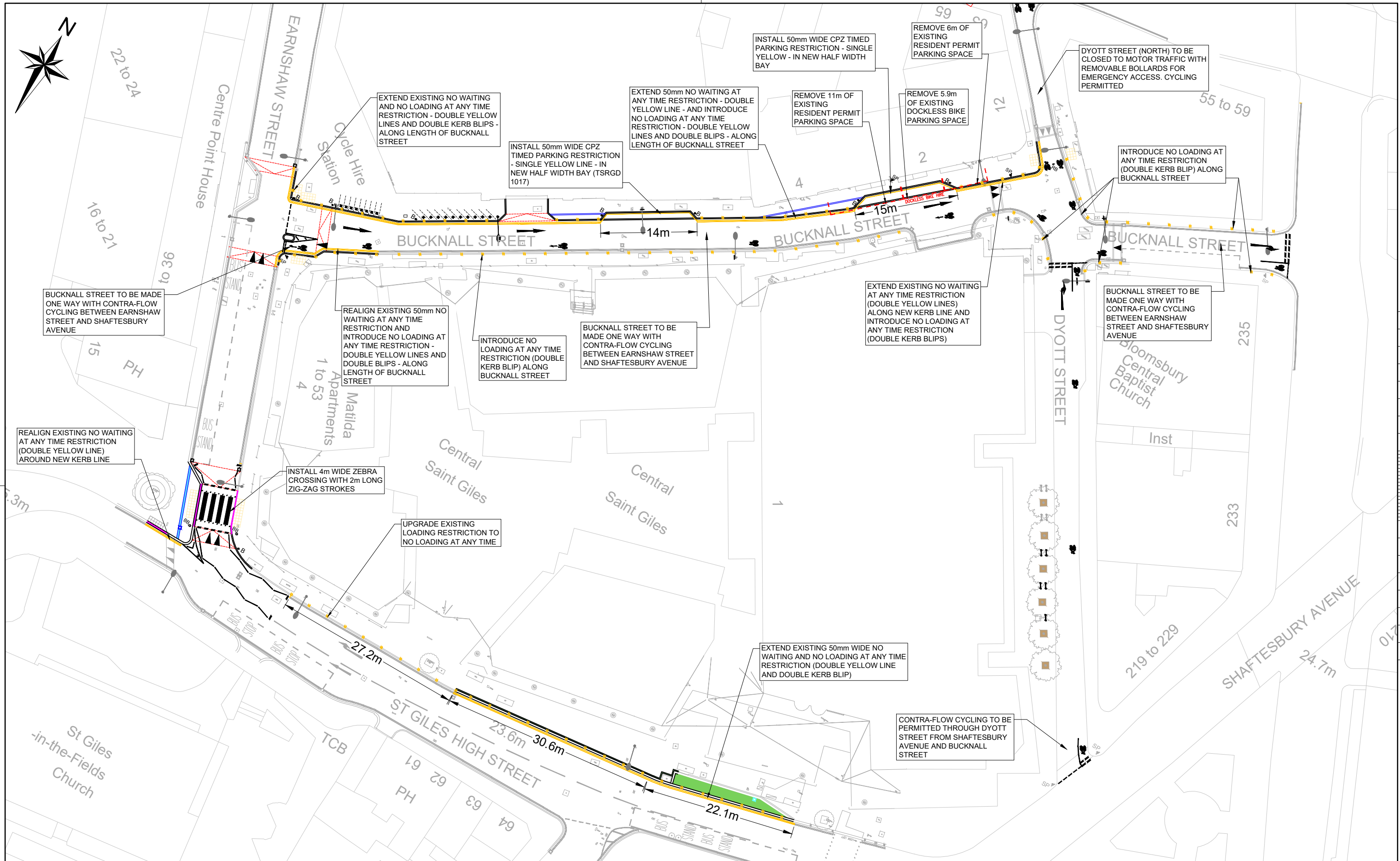
- Prohibition to motor vehicles travelling westbound on Bucknall Street between Shaftesbury Avenue and Earnshaw Street (the section between Shaftesbury Avenue and Dyott Street is already one-way eastbound). Cyclists will be permitted to use the entire length of Bucknall Street in both directions.
- Prohibition to motor vehicles on the section of Dyott Street between Bucknall Street and New Oxford Street. Cyclists will be permitted to use this section of Dyott Street in both directions.

The proposed parking and loading changes can be summarised as follows:

- Introduction of double yellow lines, and double kerb blips where appropriate, on Bucknall Street, Dyott Street, Earnshaw Street, and St Giles High Street.
- Introduction of zig-zag markings on Earnshaw Street and St Giles High Street to facilitate a new zebra crossing on Earnshaw Street near the junction with St Giles High Street.

Physical changes to the road layout include:

- Construction of a raised junction table on Earnshaw Street at the junction with Bucknall Street.
- Construction of a raised table and a zebra crossing on Earnshaw Street near the junction with St Giles High Street.
- Construction of a widened pavement on the north side of Bucknall Street to accommodate the Santander cycle hire docking station (to be relocated slightly), to accommodate 2 pavement loading areas, and to provide more space for pedestrian movement.
- Construction of a widened pavement on the north side of St Giles High Street to facilitate the creation of a new rain garden with low level planting and trees.



Rev	By	Date	Amendments

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

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

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This order shall come into force on and may be cited as the Camden (Prescribed Routes) 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

Amendment to existing Order

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 Camden (Prescribed Routes) (No.9) Traffic Order 2020⁴ shall have effect as though Articles 4.7, 4.8, 4.9, 4.10, 4.11 and 4.12 of that Order were omitted.

Prescribed routes

4. (1) No person shall cause any vehicle other than a pedal cycle to proceed in that length of Bucknall Street that lies between the north-eastern kerb-line of Earnshaw Street and the south-western kerb-line of Dyott Street in any direction other than in a north-eastbound direction.
- (2) No person shall cause any vehicle other than a pedal cycle to proceed in that length of Bucknall Street that lies between the north-eastern kerb-line of Dyott Street and the south-western kerb-line of Shaftsbury Avenue in any direction other than in a north-eastbound direction.
- (3) No person shall cause any vehicle other than a pedal cycle to proceed in that length of Dyott Street that lies between the north-western kerb-line of Shaftsbury Avenue and the south-eastern kerb-line of Bucknall Street (easternmost arm) in any direction other than a north-westerly direction.
- (4) No person causing any vehicle other than a pedal cycle to proceed in that length of Dyott Street that lies north-west of the south-eastern kerb-line of Bucknall Street (easternmost arm) shall, upon reaching its junction with that length of Dyott Street that lies south-east of the south-eastern kerb-line of Bucknall Street (easternmost arm) shall cause that vehicle to enter that length of Dyott Street that lies south-east of the south-eastern kerb-line of Bucknall Street (easternmost arm).
- (5) No person causing any vehicle other than a pedal cycle to proceed in Shaftsbury Avenue shall, upon reaching its junction with Bucknall Street, cause that vehicle to enter Bucknall Street.
- (6) No person causing any motor vehicle to proceed in that length of Dyott Street that lies south-east of the north-western kerb-line of Bucknall Street (westernmost arm) shall, upon reaching its junction with that length of Dyott Street that lies north-west of the north-western kerb-line of Bucknall Street (westernmost arm), cause that motor vehicle to enter that length of Dyott Street that lies north-west the north-western kerb-line of Bucknall Street (westernmost arm).
- (7) No person causing any vehicle other than a pedal cycle to proceed in New Oxford Street shall, upon reaching its junction with Dyott Street, cause that vehicle to enter Dyott Street.
- (8) No person causing any vehicle other than a pedal cycle to proceed in that length of Bucknall Street that lies between with the north-eastern kerb-line of Dyott Street and the south-western kerb-line of Shaftsbury Avenue shall, upon reaching its junction with Shaftsbury Avenue cause that vehicle to turn left.

⁴ LBC 2020/103

- (9) No person causing any vehicle other than a pedal cycle to proceed in that length of Bucknall Street that lies between the north-eastern kerb-line of Earnshaw Street and the south-western kerb-line of Dyott Street shall, upon reaching its junction with Dyott Street, cause that vehicle to turn left.
- (10) Every person causing any vehicle other than a pedal cycle to proceed in that length of Dyott Street that lies between the north-western kerb-line of Shaftsbury Avenue and the south-eastern kerb-line of Bucknall Street (easternmost arm) shall, upon reaching its junction with Bucknall Street (easternmost arm), cause that vehicle to turn right.

Exemptions

- 5. (1) Nothing in Article 4(6), 4(7), 4(8), 4(9) or 4(10) of this Order shall apply in relation to any vehicle being used for ambulance, fire brigade or police purposes.
- (2) 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:

- (a) imposes eastbound one-way traffic working for all vehicles except pedal cycles in Bucknall Street;
- (b) imposes a northbound prohibition on all motor vehicles in Dyott Street at the north-western kerb-line of Bucknall Street (westernmost arm) and a no entry except pedal cycles restriction into Dyott Street from New Oxford Street;
- (c) provides an exemption to the north-westbound one-way traffic working for pedal cycles in Dyott Street between Bucknall Street and Shaftesbury Avenue;
- (d) remove the south-eastbound one-way traffic working in the length of Dyott Street referred to in sub-paragraph (b) preceding;
- (e) provides an exemption for pedal cycles to the no left turn prohibition from Bucknall Street (westernmost arm) into Dyott Street;
- (f) provides an exemption for pedal cycles to the compulsory right turn from Dyott Street into Bucknall Street (easternmost arm) into; and
- (g) makes certain other changes to provide that existing on-street restrictions are correctly reflected in the Traffic Order,

in the London Borough of Camden

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

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

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

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

Interpretation

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

¹ 1984 c.27

² LBC 2012/1

Amendment of the Order of 2012

3. 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 item numbered 133 and set out in Schedule 1 to that Order there were substituted the item similarly numbered and set out in Schedule 1 to this Order;
 - (b) for the items numbered 61 and 185 and set out in Schedule 2 to that Order there were substituted the items similarly numbered and set out in Schedule 2 to this Order; and
 - (c) there were added to Schedule 2 to that Order the item numbered ** and ** and set out in Schedule 3 to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

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

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
133	<p>BUCKNALL STREET</p> <p>(a) westernmost arm</p> <p style="padding-left: 20px;">(i) north-west side</p> <p style="padding-left: 40px;">(A) between the south-western kerb-line of Dyott Street and a point 12 metres south-west of that kerb-line;</p> <p style="padding-left: 40px;">(B) between a point 12 metres south-west of the south-western kerb-line of Dyott Street and a point 27 metres south-west of that kerb-line;</p> <p style="padding-left: 40px;">(C) between a point 27 metres south-west of the south-western kerb-line of Dyott Street and a point 50 metres south-west of that kerb-line;</p> <p style="padding-left: 40px;">(D) between a point 50 metres south-west of the south-western kerb-line of Dyott Street and a point 44.5 metres north-east of the north-eastern kerb-line of Earnshaw Street;</p> <p style="padding-left: 40px;">(E) between the north-eastern kerb-line of Earnshaw Street and a point 44.5 metres north-east of that kerb-line;</p> <p style="padding-left: 20px;">(ii) south-east side;</p> <p>(b) easternmost arm</p> <p style="padding-left: 20px;">(i) north-west side;</p> <p style="padding-left: 20px;">(ii) south-east side</p> <p style="padding-left: 40px;">(A) between the north-eastern kerb-line of Dyott Street and a point 5.8 metres north-east of that kerb-line;</p> <p style="padding-left: 40px;">(B) between a point 5.8 metres north-east of the north-eastern kerb-line of Dyott Street and a point 8 metres south-west of the south-western kerb-line of Shaftesbury Avenue (north-west to south-east arm);</p> <p style="padding-left: 40px;">(C) between the south-western kerb-line of Shaftesbury Avenue (north-west to south-east arm) and a point 8 metres south-west of that kerb-line.</p>	<p style="text-align: center;">At any time</p> <p style="text-align: center;">Monday – Saturday 8.30 am – 6.30 pm</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">Monday – Saturday 8.30 am – 6.30 pm</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">Monday – Saturday 8.30 am – 6.30 pm</p> <p style="text-align: center;">At any time</p>

SCHEDULE 2 – LOADING RESTRICTIONS

(substitution in Schedule 2 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
61	<p>EARNSHAW STREET</p> <p>(a) north-east side</p> <p style="padding-left: 40px;">(i) between the northern kerb-line of St. Giles High Street and a point 9.75 metres north-west of that kerb-line;</p> <p style="padding-left: 40px;">(ii) between a point 2 metres north-west of the north-western kerb-line of Bucknall Street and a point 2 metres south-east of the south-eastern kerb-line of Bucknall Street;</p> <p>(b) south-west side, between the northern kerb-line of St. Giles High Street and a point 13.72 metres north-west of that kerb-line.</p>	<p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">Monday – Friday 8.30 am – 6.30 pm</p>
185	<p>ST. GILES HIGH STREET</p> <p>(a) north side, between the north-eastern kerb-line of Earnshaw Street and the western kerb-line of Shaftesbury Avenue;</p> <p>(b) south side, between the western kerb-line of Shaftesbury Avenue and a point 24.5 metres east of the eastern kerb-line of New Compton Street.</p>	<p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p>

SCHEDULE 3 – LOADING RESTRICTIONS

(addition to Schedule 2 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
XXX	<p>BUCKNALL STREET</p> <p>(a) westernmost arm</p> <p style="padding-left: 40px;">(i) north-west side</p> <p style="padding-left: 80px;">(A) between the north-eastern kerb-line of Earnshaw Street and a point 44.5 metres north-east of that kerb-line;</p> <p style="padding-left: 80px;">(B) between a point 50 metres south-west of the south-western kerb-line of Dyott Street and a point 27 metres south-west of that kerb-line;</p> <p style="padding-left: 80px;">(C) between the south-western kerb-line of Dyott Street and a point 12 metres south-west of that kerb-line;</p> <p style="padding-left: 40px;">(ii) south-east side;</p> <p>(b) easternmost arm</p> <p style="padding-left: 40px;">(i) north-west side;</p> <p style="padding-left: 40px;">(ii) south-east side</p> <p style="padding-left: 80px;">(A) between the north-eastern kerb-line of Dyott Street and a point 5.8 metres north-east of that kerb-line;</p> <p style="padding-left: 80px;">(B) between the south-western kerb-line of Shaftesbury Avenue (north-west to south-east arm) and a point 8 metres south-west of that kerb-line.</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>At any time</p> <p>At any time</p>
XXX	<p>DYOTT STREET</p> <p>(a) north-east side, between a point 10 metres north-west of the north-western kerb-line of Bucknall Street (easternmost arm) and a point 2 metres south-east of the south-eastern kerb-line of Bucknall Street (easternmost arm);</p> <p>(b) south-west side, between a point 2 metres north-west of the north-western kerb-line of Bucknall Street (westernmost arm) and a point 9 metres south-east of the south-eastern kerb-line of Bucknall Street (westernmost arm).</p>	<p>At any time</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 lengths of 'at any time' waiting restrictions in Bucknall Street and lengths of 'at any time' loading restrictions Bucknall Street, Dyott Street, Earnshaw Street and St. Giles High Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (CA-C) (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. This Order may be cited as the Camden (Parking Places) (CA-C) (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-C) 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 1983 c.27

² LBC 2012/3

Revocation of parking place

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 the item numbered 13597 (relating to Bucknall Street) in Schedule 1 to that Order and the item numbered 13603 (relating to Bucknall Street) in Schedule 2 to that Order were revoked.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

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-C) Traffic Order 2012, so as to remove an existing 'CA-C' permit holders' parking place and an existing pay by phone parking place in Bucknall Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

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. 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) 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 2020 shall have the same meaning as in that Order.

¹ 1983 c.27

² LBC 2020/42

Revocation of parking place

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 2020 shall have effect as though the item numbered 13579 (relating to Bucknall Street) in the Schedule 1 to that Order were revoked.

Dated this ** ** 202*

Peter Mardell

Head of Parking Operations

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) (Pedal Cycles) Traffic Order 2020, so as to remove an e-scooter and pedal cycle parking place in Bucknall Street, in the London Borough of Camden.