

The Camden (Loading Places) (Amendment No. 34) Traffic Order 2022
The Camden (Prescribed Routes) (No. 3) Traffic Order 2022
The Camden (Parking Places) (CA-F) (Amendment No. 27) Traffic Order 2022
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 143) Traffic Order 2022

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above orders under Sections 6, 45, 46, 49 and 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the orders are set out below:

HARMOOD STREET – the prohibition on motor vehicles proceeding in either direction past a point 1.5 metres north-east of the projected boundary wall of nos. 2 and 30 Harmond Street would be revoked and replaced with a prohibition on motor vehicles entering the section of Harmond Street which lies between a point approximately 4 metres north-east of the party wall of nos. 25 and 27 Harmond Street and a point approximately 5 metres north-east of that point thereby having the same effect of preventing through motor traffic along this street. Exemptions will apply to vehicles being used by the police, fire brigade or ambulance services. Associated measures include the designation of 24-hour waiting restrictions on the east side from the junction with Clarence Way northwards to the southern end of the residents parking place outside no. 38 Harmond Street, a 5 metre reduction in the length of the residents parking place outside no. 31 and a 5 metre extension of the residents parking place outside no. 26 Harmond Street.

GRAY'S INN ROAD – designation of a loading place outside Argos, 5 Gray's Inn Road, 15.2 metres length operating each day between 6 and 7am and 1 and 3pm with a prohibition on waiting and loading to apply at all other times.

Copies of the proposed orders and other documents relating to the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020-7974 4788 or 020-7974 5800 to arrange an appointment). Any person wishing to object or make representations in respect of the proposed orders should send comments in writing, giving reasons for any objection to transportconsultations@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 11 August 2022.

Notice is also given under s.90C of the Highways Act 1980 of the council's intent to construct a road hump outside nos. 32 and 34 Harmond Street (the same location as the proposed motor vehicle restriction described above). The hump will be of a flat-top profile of approximately 5 metres length, with inclines approximately 2 metres length each side, and constructed to no more than 100mm height. Comments or objections in regards of this proposal should be sent to the same addresses detailed above, also to be received by the end of 11 August 2022.

Peter Mardell
Head of Parking Operations
21 July 2022

The Camden (Loading Places) (Amendment No. 34) Traffic Order 2022
The Camden (Prescribed Routes) (No. 3) Traffic Order 2022
The Camden (Parking Places) (CA-F) (Amendment No. 27) Traffic Order 2022
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 143) Traffic Order 2022

STATEMENT OF REASONS

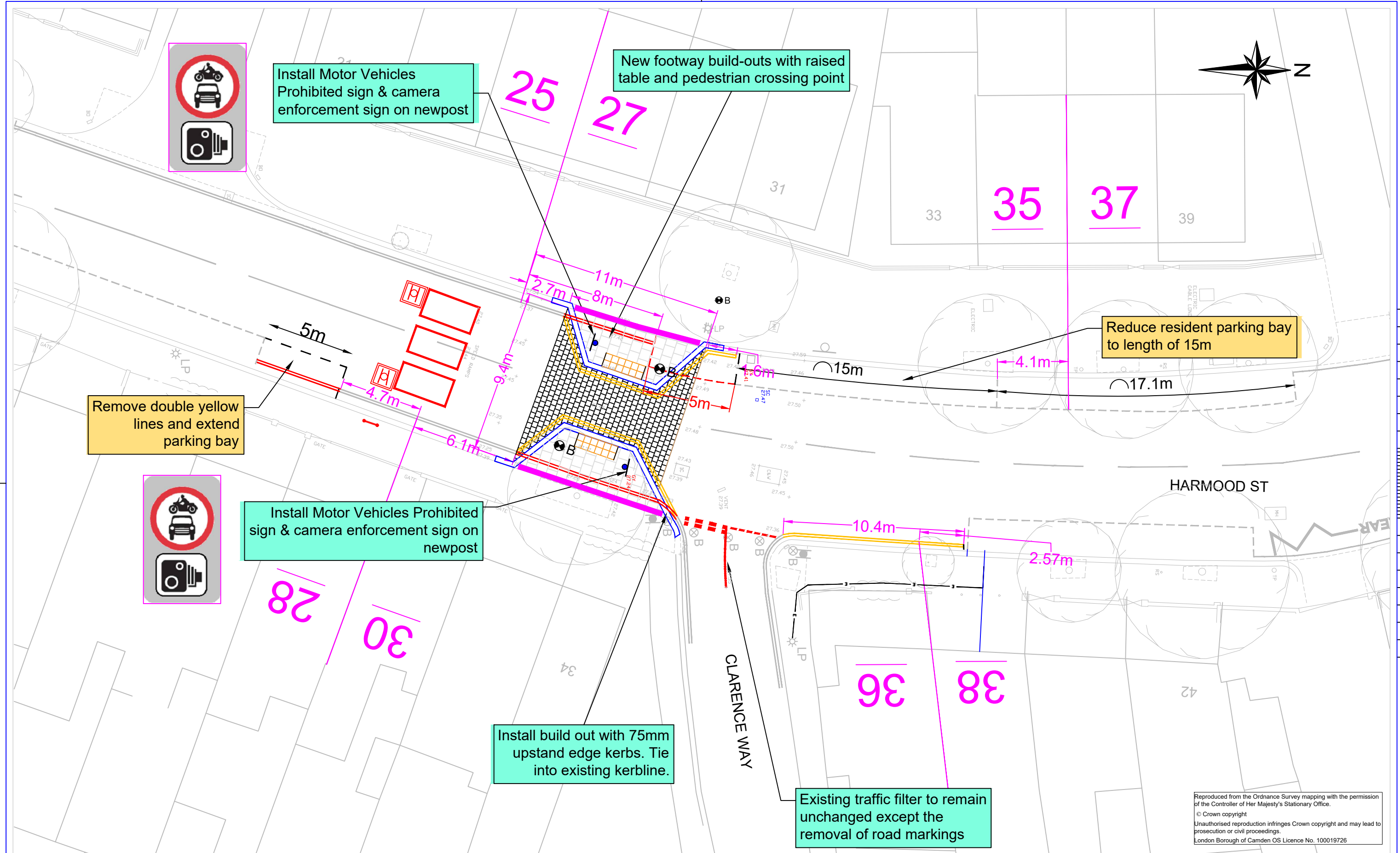
The proposals relating to Harmood Street are to make improvements to the existing Low Traffic Neighbourhood (LTN) trial scheme, prohibiting the use of Harmood Street as a 'cut through', improving air quality and road safety.

The proposals would move the existing closure slightly northwards and closes the road to all motor vehicles (subject to limited exemptions), at all times, at a point outside 32/34 Harmood Street. CCTV will be used to enforce the restriction.

Although some parking will be relocated, there will be no net loss of parking as part of these proposals.

The proposal meets the aim of Camden's Transport Strategy which aims to transform our streets and places to enable an increase in walking and cycling; to reduce car ownership and use, and motor traffic levels in Camden; and to substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties.

The proposed loading bay in Gray's Inn Road would facilitate deliveries for nearby businesses following the introduction of cycle lanes along most of the length of Gray's Inn Road which included 24-hour restrictions on kerbside waiting and loading activity. Loading may take place during the specified hours with waiting and loading restrictions remaining in force outside of those hours.



Install Motor Vehicles Prohibited sign & camera enforcement sign on newpost

New footway build-outs with raised table and pedestrian crossing point

Reduce resident parking bay to length of 15m

Remove double yellow lines and extend parking bay

Install Motor Vehicles Prohibited sign & camera enforcement sign on newpost

Install build out with 75mm upstand edge kerbs. Tie into existing kerblines.

Existing traffic filter to remain unchanged except the removal of road markings

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office.
© Crown copyright
Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
London Borough of Camden OS Licence No. 100019726

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

DRAFT

Project
**HARMOOD STREET
SAFE & HEALTHY STREETS SCHEME**

Drawing Title
TMO DRAWING

KEY

Existing road marking	Proposed bollard
Proposed road marking	Proposed granite kerb
Proposed double yellow line	Proposed smooth granite sets
Item to be removed	Proposed footway slabs
Proposed sign and post	

Rev	By	Date	Amendments

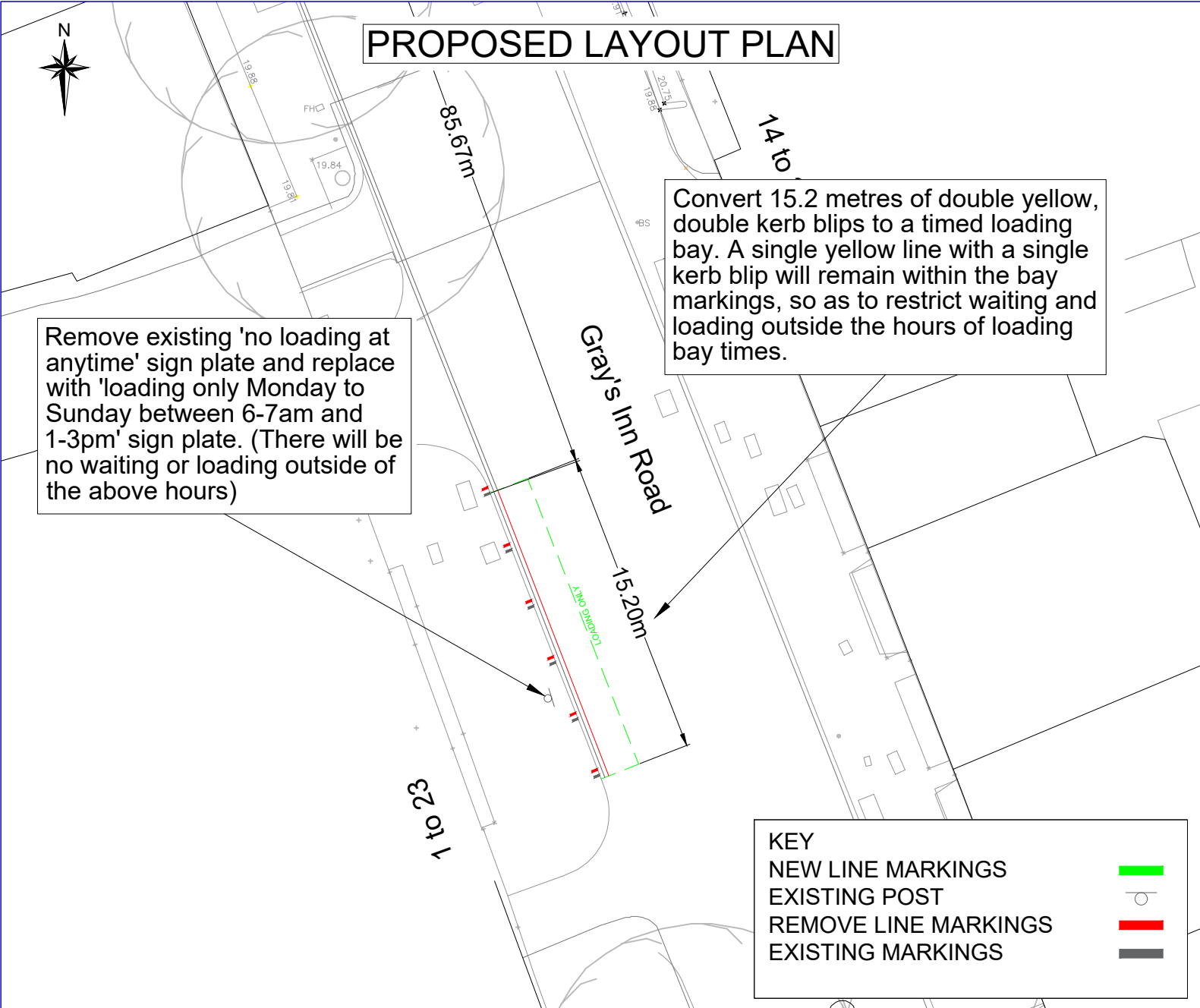
Scale NTS	Date July 2022
Drawn By MW	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number TS/2022/HARMOOD ST/TMO/02	
Rev.	-

PROPOSED LAYOUT PLAN



Remove existing 'no loading at anytime' sign plate and replace with 'loading only Monday to Sunday between 6-7am and 1-3pm' sign plate. (There will be no waiting or loading outside of the above hours)

Convert 15.2 metres of double yellow, double kerb blips to a timed loading bay. A single yellow line with a single kerb blip will remain within the bay markings, so as to restrict waiting and loading outside the hours of loading bay times.



KEY	
NEW LINE MARKINGS	
EXISTING POST	
REMOVE LINE MARKINGS	
EXISTING MARKINGS	

**The Camden (Loading Places) (Amendment No. 33)
Traffic Order 2022**

2022 No. 107

GRAY'S INN ROAD

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 107

The Camden (Loading Places) (Amendment No. 34) Traffic Order 2022

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 sections 6 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

1.1 This order shall come into force on _____ and may be cited as the Camden (Loading Places) (Amendment No. 34) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Loading Places) (Traffic Order 2012 [L.B.C 2012 No. 21];

2.1.2 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;

2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Amendments to the schedule to the parent order

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though there was included in schedule 1 to the parent order, the items set out in table 2 of the schedule to this order;

Dated this

SCHEDULE

TABLE 1 – ITEMS INCLUDED IN SCHEDULE 1 TO THE (LOADING PLACES) ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	GRAY'S INN ROAD	south-west side: from a point 41 metres north-west of the northern kerb line of High Holborn, north-westwards for a distance of 15.2 metres	EACH DAY 6 – 7am, 1 – 3pm

The Camden (Prescribed Routes) (No. 3) Traffic Order 2022

2022 No. 108

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 108

The Camden (Prescribed Routes) (No. 3) Traffic Order 2022

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 sections 6 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on _____ and may be cited as the Camden (Prescribed Routes) (No. 3) Traffic Order 2022.

2. Interpretation

- 2.1 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. Restrictions

- 3.1 No person shall cause any motor vehicle to enter the section of Harmood Street which lies between a point 4 metres north-east of the party wall of nos. 25 and 27 Harmood Street and a point 9 metres north-east of the same party wall.

4. Exemptions

- 4.1 Nothing in Article 4 shall apply in respect of;
- 4.1.1 anything done with the permission of a police constable or traffic warden in uniform;
- 4.1.2 a vehicle being used by the police, ambulance service or fire brigade in an emergency;
- 4.1.3 any person causing any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

4.1.4 any other vehicle which may otherwise be authorised by the council.

5. Revocations

5.1 Except insofar as it provides for the revocation of the parking place described therein, the Camden (Harmood Street) Traffic Order 2022 is hereby revoked.

Dated this

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 143) Traffic Order 2022

2022 No. 110

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 110

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 143) Traffic Order 2022

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 sections 6 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on _____ and may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 143) Traffic Order 2022.

2. Interpretation

- 2.1 In this order;
- 2.1.1 the term "parent order" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C 2012 No. 1];
- 2.1.2 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;
- 2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Amendments to Schedule 1 to the parent order

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though there was substituted for the items set out in relation to the similarly named street in schedule 1 to the parent order, the items set out in table 1 of the schedule to this order;

Dated this

SCHEDULE

TABLE 1 - ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
436	HARMOOD STREET	
(a)	west side:	
(i)	from the northern kerb line of Chalk Farm Road, northwards for a distance of 35 metres	A
(ii)	from a point 35 metres north of the northern kerb line of Chalk Farm Road, northwards to the party wall of nos. 17 and 19 Harwood Street	3M
(iii)	from the party wall of nos. 17 and 19 Harwood Street to a point 5 metres north of the party wall of nos. 33 and 35 Harwood Street	A
(iv)	from a point 5 metres north of the party wall of nos. 33 and 35 Harwood Street to a point 5 metres south of the southern kerb line of Prince of Wales Road	3M
(v)	from the southern kerb line of Prince of Wales Road, southwards for a distance of 5 metres	A
(b)	east side:	
(i)	from the northern kerb line of Chalk Farm Road, northwards for a distance of 9 metres	A
(ii)	from a point 9 metres north of the northern kerb line of Chalk Farm Road to a point 4.7 metres south-west of the party wall of nos. 28 and 30 Harwood Street	3M
(iii)	from a point 4.7 metres south-west of the party wall of nos. 28 and 30 Harwood Street to a point 11.4 metres north of the northern kerb line of Clarence Way	A
(iv)	from a point 11.4 metres north of the northern kerb line of Clarence Way to a point 6 metres south of the southern kerb line of Prince of Wales Road	3M
(v)	from the southern kerb line of Prince of Wales Road, southwards for a distance of 6 metres	A

The Camden (Parking Places) (CA-F) (Amendment No. 27) Traffic Order 2022

2022 No. 111

HARMOOD STREET

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 111

The Camden (Parking Places) (CA-F) (Amendment No. 27) Traffic Order 2022

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 powers conferred by sections 6 and 124 of and Part IV of schedule 9 to the Road Traffic Regulation Act 1984, as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985 and Part 6 of the Traffic Management Act 2004 and all other powers thereunto enabling, hereby make the following Order:

1. Citation and commencement

1.1 This order shall come into force on _____ and may be cited as the Camden (Parking Places) (CA-F) (Amendment No. 27) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-F) Traffic Order 2012 [L.B.C 2012 No. 6];

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

2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Revocation and designation of parking places

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though:

3.1.1 there was omitted from schedule 1 to that order, the items set out in table 1 of the schedule to this order;

3.1.2 there was included in schedule 1 to that order, the items set out in table 2 of the schedule to this order.

Dated this

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-F ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13744	HARMOOD STREET	east side: from opposite a point 1 metres south of the common boundary of nos. 9 and 11 Harmood Street, northwards for a distance of 41.5 metres	MONDAY - FRIDAY: 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM – 11PM
13745	HARMOOD STREET	west side: from a point 1.4 metres north of the common boundary of nos. 33 and 35 Harmood Street, southwards for a distance of 20 metres	MONDAY - FRIDAY: 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM – 11PM

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-G ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	HARMOOD STREET	east side: from opposite a point 1 metre south of the common boundary of nos. 9 and 11 Harmood Street, north-eastwards for a distance of 46.5 metres	MONDAY - FRIDAY: 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM – 11PM
	HARMOOD STREET	west side: from a point 1.4 metres north of the common boundary of nos. 33 and 35 Harmood Street, southwards for a distance of 15 metres	MONDAY - FRIDAY: 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM – 11PM