

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 104) Traffic Order 2019
The Camden (Parking Places) (CA-D) (Amendment No. 29) Traffic Order 2019
The Camden (Parking Places) (CA-F) (Amendment No. 21) Traffic Order 2019
The Camden (Parking Places) (CA-P) (Amendment No. 21) Traffic Order 2019
The Camden (Parking Places) (CA-S) (Amendment No. 7) Traffic Order 2019
The Camden (Parking Places) (Dedicated Disabled) (Amendment No. 43) Traffic Order 2019
The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 44) Traffic Order 2019

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above Order 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:

GUILFORD STREET, WC1N:

- 24-hour waiting and loading restrictions to apply from a point 25.3 metres west of the western kerb line of Millman Street eastwards to a point 5.2 metres east of the eastern kerb line of Millman Street.

GREAT ORMOND STREET, WC1N:

- 24-hour waiting restrictions to apply on the north side for a distance of approximately 5 metres west of the junction with Millman Street.

MILLMAN STREET, WC1N:

west side

- Revocation of the residents permit parking place between the junctions with Guilford Street and Millman Mews.
- Three disabled persons' (Blue Badge) parking spaces to be designated between the junctions with Guilford Street and Millman Mews to operate as such on Mondays to Fridays, 8.30am – 6.30pm and on Saturdays between 8.30am and 1.30pm, maximum stay 3 hours.
- 24-hour waiting and loading restrictions to apply between the junctions with Guilford Street and Millman Mews (except where disabled persons' parking places are designated). 24-hour waiting restrictions (without loading restrictions) to apply on the west side between the junctions with Millman Place and Great Ormond Street except where parking places are designated.

east side

- Conversion of the paid-for parking place outside nos. 42 and 44 Millman Street to shared-use parking with "CA-D" permit holders.
- Disabled persons' (Blue Badge) parking place immediately south of the junction with Guilford Street to be converted to residents permit parking place
- 24-hour waiting and loading restrictions to apply from the junction with Guilford Street southwards for a distance of 10.2 metres

LAMB'S CONDUIT STREET, WC1N:

- 24-hour waiting restrictions to apply on the east side from a point 2.7 metres north of the junction with Long Yard southwards to a point 34.2 metres south of the same junction

LONG YARD, WC1N:

- 24-hour waiting restrictions to apply on both sides for a distance of 10 metres from the junction with Lamb's Conduit Street

QUEEN SQUARE, WC1

- Designation of 24-hour waiting restrictions outside the vehicular entrance to 5 Queen Square.

CREDITON HILL, NW6:

- Revocation of a 7.4 metre long residents' parking place outside no. 20 Crediton Hill and re-designation as a dedicated disabled person's parking place.

OVAL ROAD, NW1:

- Designation of a dedicated disabled person's parking place in the southernmost 6.6 metre section of the paid-for parking place outside The LockHouse, 33-35 Oval Road with the paid-for parking place extended at the northern end by 6.6 metres.

PLATT'S LANE, NW3:

- Revocation of a 7.2 metre long residents' parking place outside no. 10 Platt's Lane and re-designation as a disabled persons' (Blue Badge) parking place.

Copies of the proposed orders and the Council's Statement of Reasons for proposing to make the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or at the council's offices at 5 Pancras Square, N1C 4AG. Any person wishing to object or make representations in respect of the proposed order should send comments in writing, giving reasons for any objection to TransportConsultations@camden.gov.uk or by post to the Director of Regeneration & Planning, Supporting Communities Directorate, Camden Town Hall, Judd Street, London WC1H 9JE, to be received by the end of 25 July 2019.

Peter Mardell
Head of Parking Operations
4 July 2019

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 104) Traffic Order 2019
The Camden (Parking Places) (CA-D) (Amendment No. 29) Traffic Order 2019
The Camden (Parking Places) (CA-F) (Amendment No. 21) Traffic Order 2019
The Camden (Parking Places) (CA-P) (Amendment No. 21) Traffic Order 2019
The Camden (Parking Places) (CA-S) (Amendment No. 7) Traffic Order 2019
The Camden (Parking Places) (Dedicated Disabled) (Amendment No. 43) Traffic Order 2019
The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 44) Traffic Order 2019

STATEMENT OF REASONS

Changes are proposed in the vicinity of Great Ormond Street Hospital, WC1N, as a result of development works and associated S.106 agreement which includes provision for additional disabled parking as well as a drop off area nearby for patients and other users of the centre.

Other changes relate to the provision of disabled parking (either dedicated for an individual or for Blue Badge holders in general) and associated conversion of existing parking places for this purpose.

4 July 2019

GUILFORD STREET / MILLMAN STREET TMO

Single yellow lines on junction corner of Guilford Street/Millman Street to be converted to double yellow line with double blips

B502 GUILFORD STREET, WC1N

3 General Disabled bays (6.6m) to replace 4.0m of single yellow line and 16m of residents permit holders space. Disabled bays to be in operation during controlled hours only, parking limited to 3 hours.

General disabled bay to be converted to residents' permit holders space

Residents' permit converted to double blips

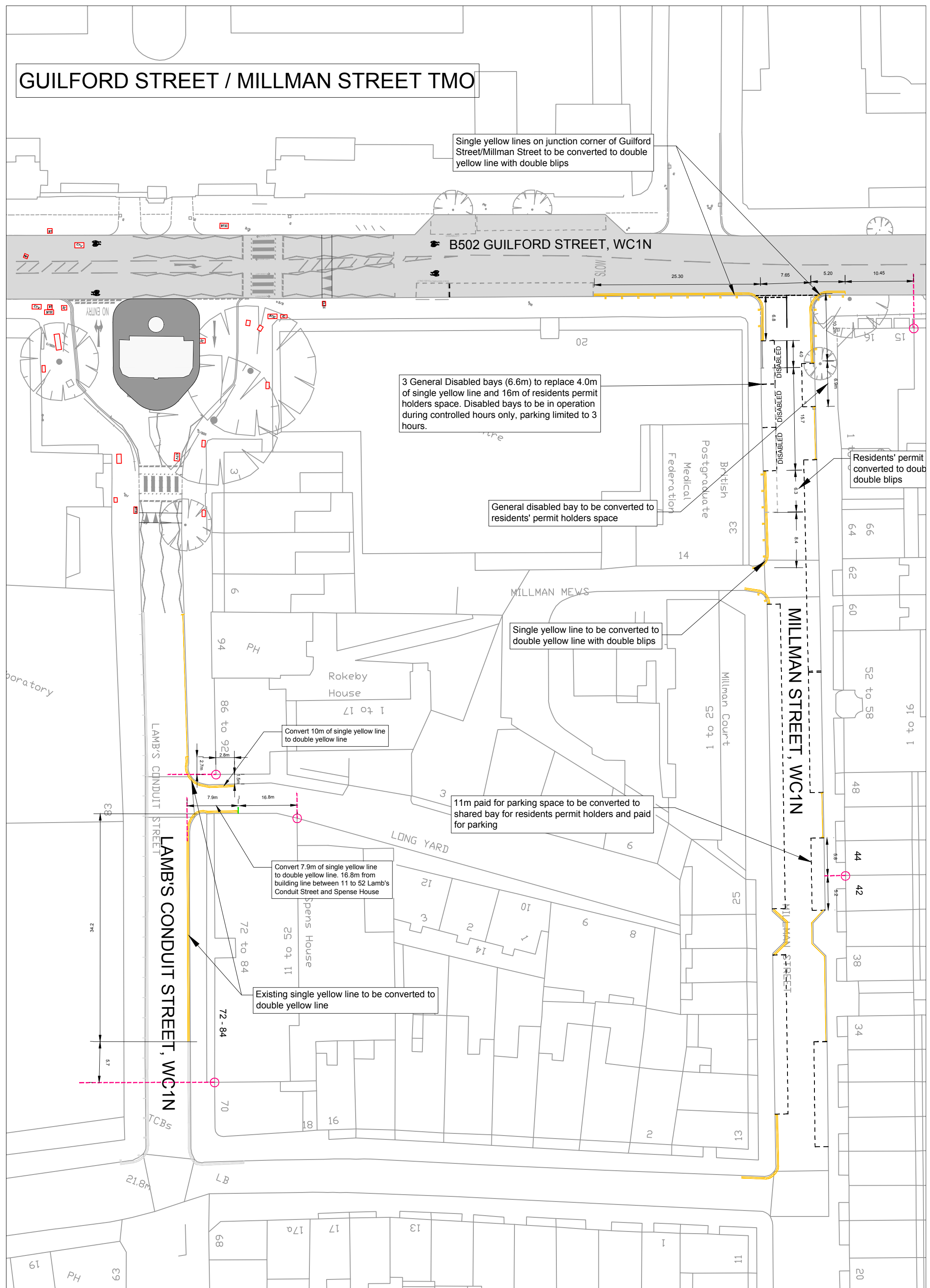
Single yellow line to be converted to double yellow line with double blips

Convert 10m of single yellow line to double yellow line

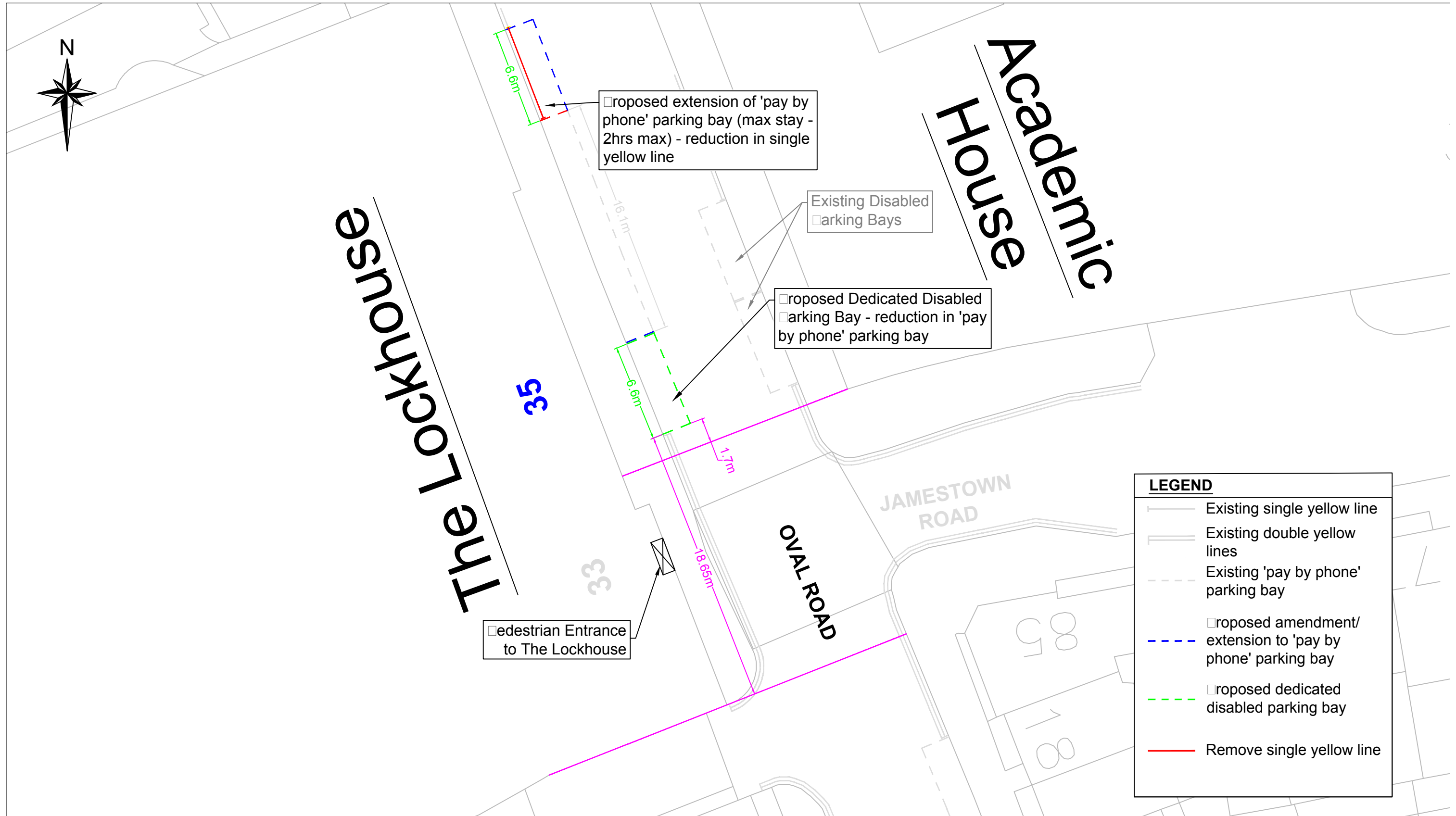
11m paid for parking space to be converted to shared bay for residents permit holders and paid for parking

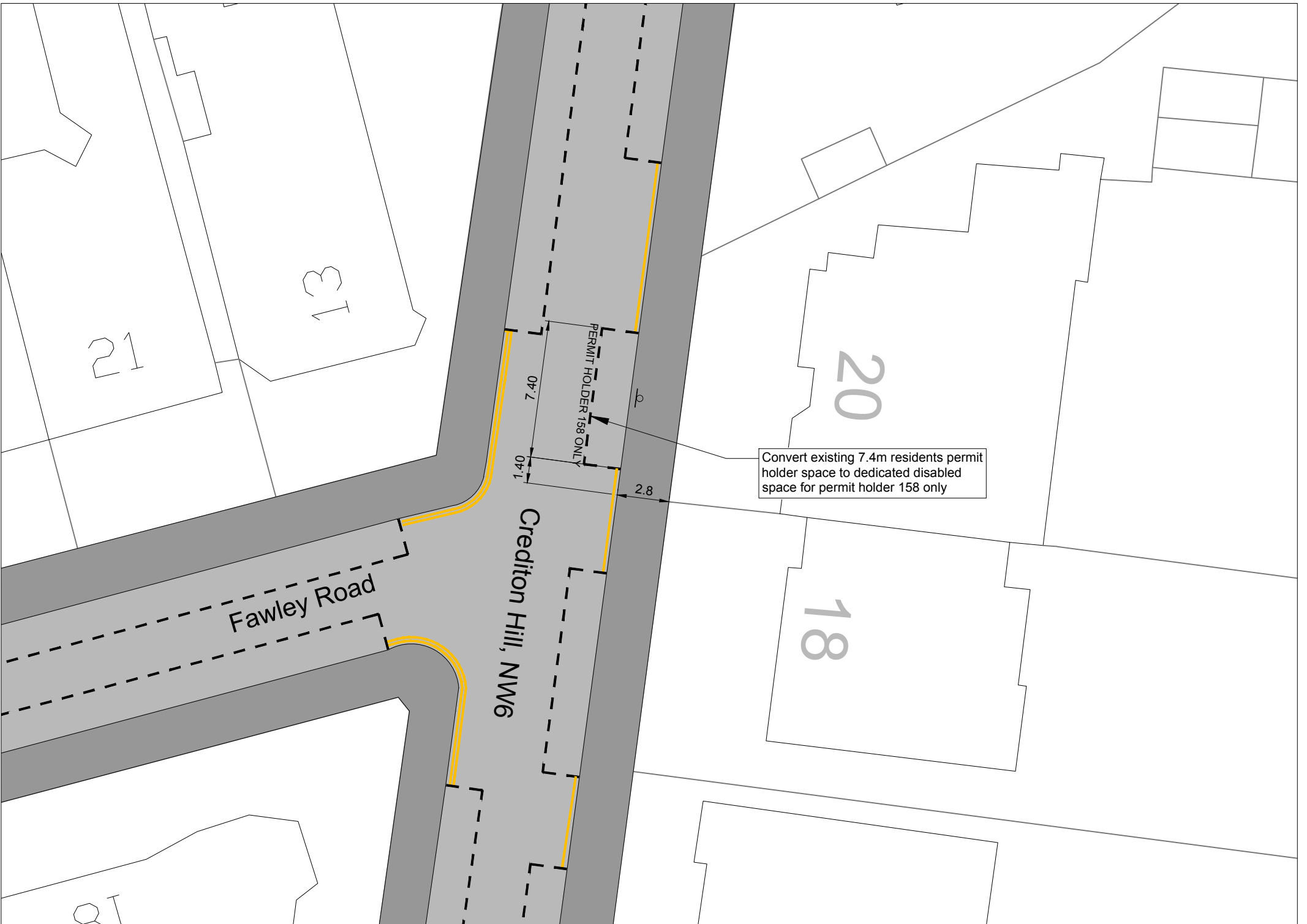
Convert 7.9m of single yellow line to double yellow line. 16.8m from building line between 11 to 52 Lamb's Conduit Street and Spense House

Existing single yellow line to be converted to double yellow line



Proposed Dedicated Disabled Parking Bay





21

31

20

18

Fawley Road

Credition Hill, NW6

Convert existing 7.4m residents permit holder space to dedicated disabled space for permit holder 158 only

PERMIT HOLDER 158 ONLY

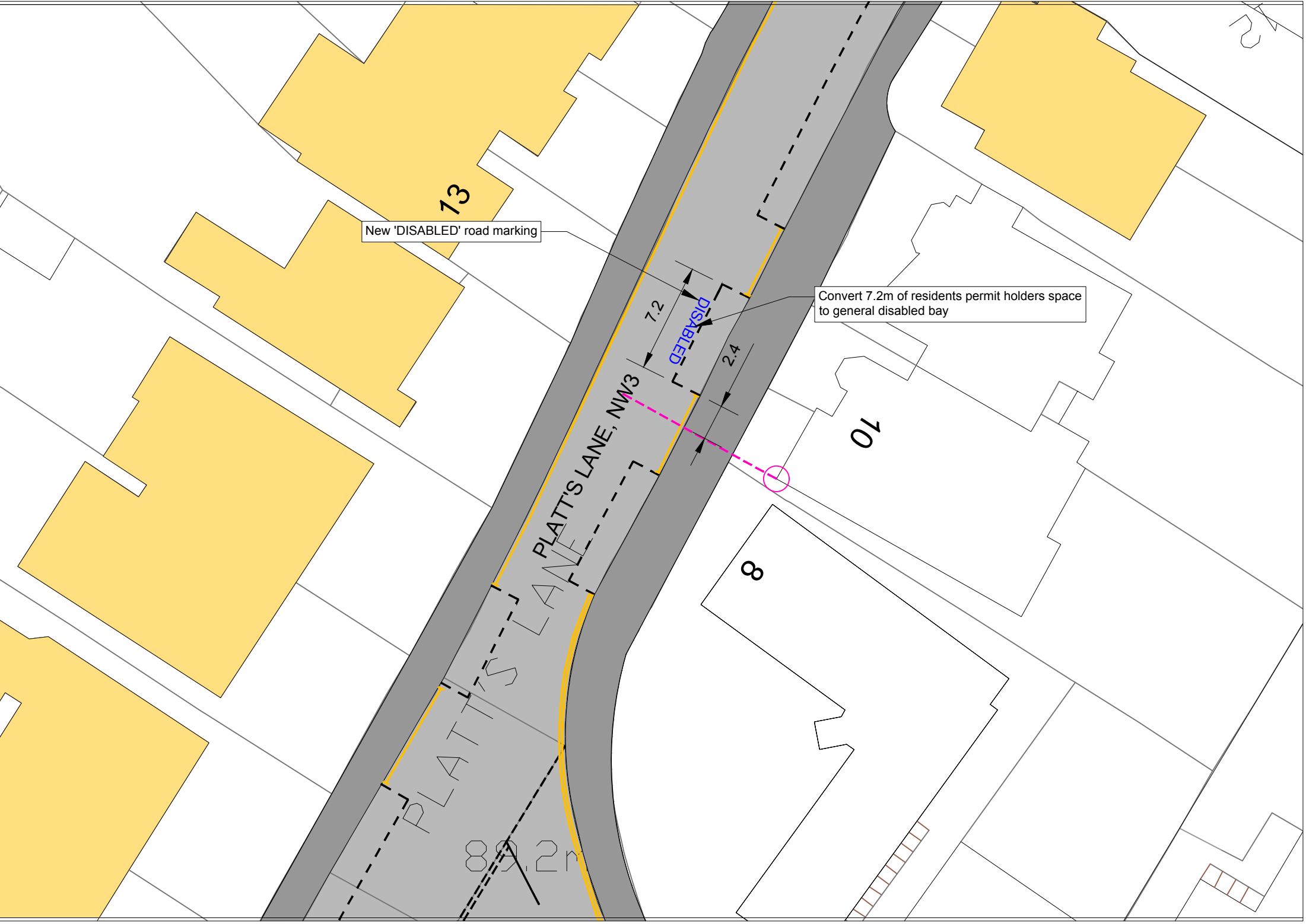
7.40

1.40

2.8

New 'DISABLED' road marking

Convert 7.2m of residents permit holders space to general disabled bay



7

13

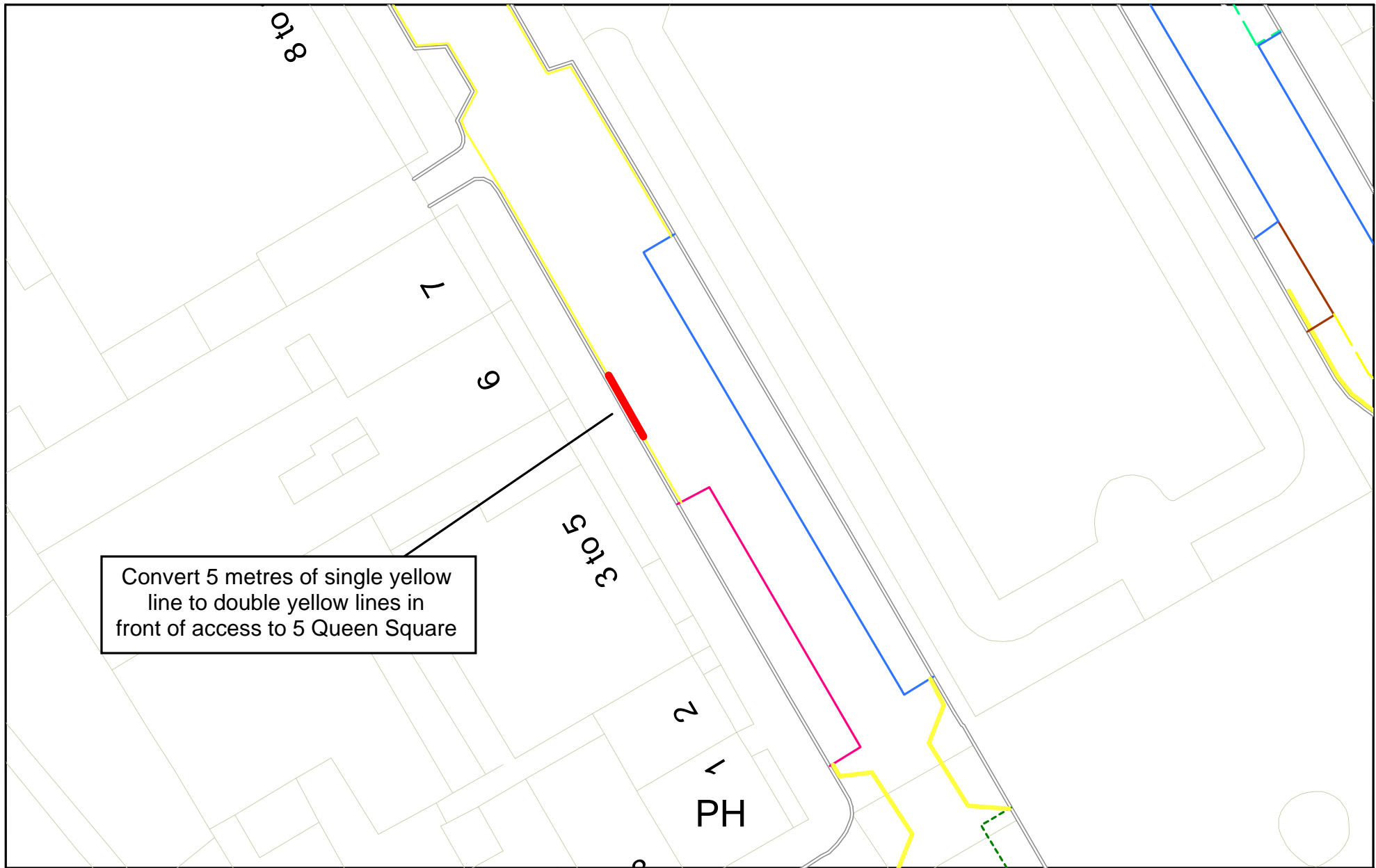
PLATT'S LANE, NW3

PLATT'S LANE

10

8

88 2 23



Convert 5 metres of single yellow line to double yellow lines in front of access to 5 Queen Square

Queen Square Diagram



© Crown copyright and database rights 2019 OS 100019726

Scale 1: Not Usable Scale



Print Date: 02/07/2019

Printed By: PM

Map Ref No:

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 104) Traffic Order 2019

2019 No. 50

**GUILFORD STREET
LAMB'S CONDUIT STREET
LONG YARD
MILLMAN STREET
QUEEN SQUARE**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 50

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 104) Traffic Order 2019

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. 104) Traffic Order 2019.

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. Amendment 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;
- 3.1.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to the parent order, the items set out in table 1 of the schedule to this order;

3.1.2 there was substituted for the items set out in relation to the similarly named streets in schedule 2 to the parent order, the items set out in table 2 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 – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
400	GREAT ORMOND STREET	
(a)	north-west side:	
(i)	from the north-eastern kerb line of Queen Square, north-eastwards to a point 38.5 metres south-west of the south-western kerb line of Lambs Conduit Street	G
(ii)	from a point 38.5 metres south-west of the south-western kerb line of Lamb's Conduit Street to that kerb line	A
(iii)	from the north-eastern kerb line of Lambs Conduit Street to a point 5.5 metres south-west of the south-western kerb line of Millman Street	G
(iv)	between the south-western kerb line of Millman Street and a point 5.5 metres south-west of that kerb line	A
(b)	south-east side:	
(i)	from the north-eastern kerb line of Queen Square, north-eastwards for a distance of 26.5 metres	A
(ii)	from a point 26.5 metres north-east of the north-eastern kerb line of Queen Square to a point 10 metres south-west of the south-western kerb line of Lamb's Conduit Street	G
(iii)	between a point 10 metres south-west of the south-western kerb line of Lamb's Conduit Street and a point 18.29 metres north-east of the north-eastern kerb line of Lamb's Conduit Street	A
(iv)	between a point 18.29 metres north-east of the north-eastern kerb line of Lamb's Conduit Street and the south-western kerb line of Millman Street	G

420	GUILFORD STREET <i>(based on previous Amendment No. 70 – which I think has not been made)</i>	
(a)	north side:	
(i)	from a point 14.0 metres west of the western kerb line of Lansdowne Terrace to a point 75 metres east of the eastern kerb line of Lansdowne Terrace	A
(ii)	between the south-western kerb line of Grays Inn Road and a point 15 metres west of that kerb line	A
(b)	south side:	
(i)	from the western flank wall of no.30 Guilford Street eastwards to the eastern kerb line of Guilford Place	A
(ii)	between a point 25.3 metres west of the western kerb line of Millman Place and a point 5.2 metres east of the eastern kerb line of Millman Road	A
(iii)	from the junction with Brownlow Mews, eastwards to its junction with Grays Inn Road	A
(c)	so much else of Guilford Street that is public highway and which does not lie within those lengths specified above	G
549	LAMB'S CONDUIT STREET	
(a)	north-east side:	
(i)	between its junction with Guilford Place and a point 2.7 metres north-west of the south-eastern flank wall of nos. 86 to 92 Lamb's Conduit Street	G
(ii)	between a point 2.7 metres north-west of the south-eastern flank wall of nos. 86 to 92 Lamb's Conduit Street and the extended party wall of nos. 30/32 and no. 34 Lamb's Conduit Street	A

(iii)	from the extended party wall of nos. 30/32 and no. 34 Lamb's Conduit Street and a point 6 metres north-west of the north-western kerb line of Richbell Place	G
(iv)	from a point 6 metres north-west of the north-western kerb line of Richbell Place to a point 2.5 metres south-east of the south-eastern kerb line of Richbell Place	A
(v)	from a point 2.5 metres south-east of the south-eastern kerb line of Richbell Place to a point 19.4 metres north-west of the north-western kerb line of Theobald's Road	G
(vi)	between the north-western kerb line of Theobald's Road and a point 19.4 metres north-west of that kerb line	A
(b)	south-west side:	
(i)	between its junction with Guilford Place and a point 6 metres south-east of the south-eastern kerb line of Dombey Street	A
(ii)	from a point 6 metres south-east of the south-eastern kerb line of Dombey Street to 10 metres north-west of the north-western kerb line of Theobald's Road	G
(iii)	between the north-western kerb line of Theobald's Road and a point 10 metres north-west of that kerb line	A
591	LONG YARD	
(a)	north-west side: between the north-eastern kerb-line of Lamb's Conduit Street and a point 10 metres east of that kerb line	A
(b)	south-east side: between the north-eastern kerb-line of Lamb's Conduit Street and a point 7.9 metres east of that kerb line	A
(c)	so much else of Long Yard that is public highway and which does not lie within those lengths specified above	G
648	MILLMAN STREET	

(a)	east side:	
(i)	between the southern kerb line of Guilford Street and a point 10.2 metres south of that kerb line	A
(ii)	from a point 2 metres north-west of the common boundary of nos. 20 and 22 Millman Street, south-eastwards for a distance of 30 metres	A
(b)	west side:	
(i)	between the southern kerb line of Guildford Street and the northern kerb line of Great Ormond Street	A
(ii)	from the common boundary of nos. 7 and 9 Millman Street, south-eastwards for a distance of 20 metres	A
(c)	so much else of Millman Street that is public highway and which does not lie within those lengths specified above	G
777	QUEEN SQUARE	
(a)	western arm:	
(i)	north-east side: from a point 3.79 metres north-west of the southern flank wall of no.1 Queen Square, south-eastwards for a distance of 8.20 metres	A
(ii)	north-east side: from the north-west kerb line of the Southern Arm of Queen Square, north-westwards for a distance of 5.93 metres	A
(iii)	south-west side: between the junction with Old Gloucester Street and a point 14.20 metres south-east of the north-western flank wall of St. George the martyr church	A
(iv)	south-west side: between a point 2.20 metres south-east of the north-western flank wall of St. George the Martyr Church and a point 2.40 metres north-west of the south-eastern flank wall of no. 1 Queen Square	A
(v)	south-west side: from a point 30 metres north-west of the north-western kerb line of Cosmo Place, north-westwards for a distance of 5 metres	A

(b)	southern arm:	
(i)	north-west side: from the north-eastern kerb line of the western arm of Queen Square, north-eastwards for a distance of 6.11 metres	A
(ii)	north-west side: from the south-western kerb line of the eastern arm of Queen Square, south-westwards for a distance of 6.12 metres	A
(iii)	south-east side: from the north-east kerb line of Old Gloucester Street, north-eastwards for a distance of 8.42 metres	A
(iv)	south-east side: from the south-west kerb line of Boswell Street south-westwards for a distance of 6.97 metres	A
(b)	eastern arm:	
(i)	the south-west side, from the north-west kerb line of the southern arm of Queen Square, north-westwards to a point 16 metres north-west of a point opposite the north-west kerb line of Great Ormond Street	A
(ii)	the north-east side, from a point 15 metres north-west of the north-western kerb line of Great Ormond Street to a point 18.5 metres south-east of the northern flank wall of York House	A
(c)	north-eastern arm:	
(i)	north-east side: between a point 12.5 metres north-west of the north-western kerb line of Great Ormond Street and a point 18.5 metres south-east of the northern flank wall of York House	A
(ii)	south-west side: between the north-western kerb line of the southern arm of Queen Square and a point 16 metres north-west of a point opposite the north-western kerb line of Great Ormond Street	A
(d)	northern arm: north side: the north side from a point 2.1 metres east of the common boundary wall of nos. 23 and 24-28 Queen Square (Queen Court), eastwards for a distance of 6.5 metres.	A
(e)	so much else of Queen Square that is public highway and which does not lie within those lengths specified above	G

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
	GUILFORD STREET	
(a)	north side:	
(i)	between the south-western kerb line of Gray's Inn Road and the junction with Doughty Street	1
(ii)	between the north-eastern kerb line of the north-eastern arm of Russell Square and a point 6.10 metres east of that kerb line	7
(b)	south side:	
(i)	between the south-western kerb line of Gray's Inn Road and a point 17 metres west of that kerb line	1
(ii)	between a point 25.3 metres west of the western kerb line of Millman Place and a point 5.2 metres east of the eastern kerb line of Millman Road	1
(iii)	between the north-eastern kerb line of the north-eastern arm of Russell Square and a point 12.19 metres east of that kerb line	7
	MILLMAN STREET	
(a)	south-west side: from a point 14.7 metres north-west of the north-western kerb line of Millman Mews to a point 1 metre south-east of the south-eastern kerb line of Millman Mews	1

**The Camden (Parking Places) (CA-D) (Amendment No. 29)
Traffic Order 2019**

2019 No. 51

MILLMAN STREET

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 51

The Camden (Parking Places) (CA-D) (Amendment No. 29) Traffic Order 2019

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 45, 46, 49 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 (Parking Places) (CA-D) (Amendment No. 29) Traffic Order 2019.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-D) (Traffic Order 2012 [L.B.C 2012 No. 3];

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 the parent order, the items set out in table 1 of the schedule to this order;

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

3.1.3 there was omitted from schedule 2 to the parent order the items set out in table 3 of the schedule to this order;

3.1.4 there was included in schedule 3 to the parent order the item set out in table 4 of the schedule to this order;

Dated this

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
1805	MILLMAN STREET	the south-west side, from a point 9.5 metres north-west of the north-western side, of Millman Mews, north-westwards for a distance of 22.3 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	MILLMAN STREET	the north-east side from a point 10 metres south-east of the south-eastern kerb line of Guilford Street, south-eastwards for a distance of 6.5 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM

TABLE 3 - ITEM OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
9459	MILLMAN STREET	the north-east side, from the party wall of nos. 40 and 42 Millman Street, north-westwards for a distance of 9.75 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£5.70 per hour	£6.93 per hour	2 hours

TABLE 4 – ITEM INCLUDED IN SCHEDULE 3 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	MILLMAN STREET	the north-east side, from the party wall of nos. 40 and 42 Millman Street, north-westwards for a distance of 9.75 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£5.70 per hour	£6.93 per hour	2 hours

The Camden (Parking Places) (CA-F) (Amendment No. 21) Traffic Order 2019

2019 No. 52

OVAL ROAD

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 52

The Camden (Parking Places) (CA-D) (Amendment No. 21) Traffic Order 2019

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 45, 46, 49 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 (Parking Places) (CA-F) (Amendment No. 21) Traffic Order 2019.

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 2 to the parent order, the items set out in table 1 of the schedule to this order;

3.1.2 there was included in schedule 2 to the parent order, the items set out in table 2 of the schedule to this order;

Dated this

SCHEDULE

TABLE 1 - ITEM OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
12111	OVAL ROAD	the south-west side, from a point 38.5 metres north-west of the common boundary of Nos. 31 and 33 Oval Road, north-westwards for a distance of 23 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM	£4.15 per hour	£5.04 per hour	2 hours

TABLE 2 – ITEM INCLUDED IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
13379	OVAL ROAD	south-west side, from a point 45.1 metres north-west of the common boundary of Nos. 31 and 33 Oval Road, north-westwards for a distance of 23 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM	£4.15 per hour	£5.04 per hour	2 hours

The Camden (Parking Places) (CA-P) (Amendment No. 21) Traffic Order 2019

2019 No. 53

CREDITON HILL

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 53

The Camden (Parking Places) (CA-P) (Amendment No. 21) Traffic Order 2019

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 45, 46, 49 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 (Parking Places) (CA-P) (Amendment No. 21) Traffic Order 2019.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-P) (Traffic Order 2012 [L.B.C 2012 No. 13];

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

Dated this

SCHEDULE

TABLE 1 – ITEM OMITTED FROM SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
5368	CREDITON HILL	the east side, from the common boundary of nos. 18 and 20 Crediton Hill, northwards for a distance of 8 metres.	MONDAY –SATURDAY 8.30AM – 6.30PM

The Camden (Parking Places) (CA-S) (Amendment No. 7) Traffic Order 2019

2019 No. 54

PLATT'S LANE

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 54

The Camden (Parking Places) (CA-S) (Amendment No. 7) Traffic Order 2019

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 45, 46, 49 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 (Parking Places) (CA-S) (Amendment No. 7) Traffic Order 2019.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-S) (Traffic Order 2012 [L.B.C 2012 No. 17];

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 there was omitted from schedule 1 to the parent order, the items set out in table 1 of the schedule to this order.

Dated this

SCHEDULE

TABLE 1 – ITEM OMITTED FROM SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
6215	PLATT'S LANE	southeast side, from a point 11.0 metres southwest from the common boundary of nos. 12 and 14 Platt's Lane, south-westwards for a distance of 7.7 metres	MONDAY – FRIDAY 12.30PM - 2.30PM

The Camden (Parking Places) (Dedicated Disabled) (Amendment No. 43) Traffic Order 2019

2019 No. 55

**CREDITON HILL
OVAL ROAD**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 55

The Camden (Parking Places) (Dedicated Disabled) (Amendment No. 43) Traffic Order 2019

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) (Dedicated Disabled) (Amendment No. 43) Traffic Order 2019.

2. Interpretation

2.1 In this order:

2.1.1 the term “parent order” means the Camden (Parking Places) (Dedicated Disabled) Traffic Order 2012 [L.B.C. 2012 No. 23].

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. 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 there was included in the schedule to the parent order, the items set out in the table of the schedule to this order.

Dated this

SCHEDULE

TABLE – ITEMS INCLUDED IN THE SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER	CONTROLLED HOURS
XXXX	OVAL ROAD	south-west side, from a point 38.5 metres north-west of the common boundary of Nos. 31 and 33 Oval Road, north-westwards for a distance of 6.6 metres.	XXXX	AT ANY TIME
XXXX	CREDITON HILL	east side, from a point 1.4 metres north-east of the common boundary of nos. 18 and 20 Crediton Hill, north-eastwards for a distance of 7.4 metres.	XXXX	AT ANY TIME

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 43) Traffic Order 2019

2019 No. 56

**MILLMAN STREET
PLATT'S LANE**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 56

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 43) Traffic Order 2019

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) (Disabled Persons) (Amendment No. 56) Traffic Order 2019.

2. Interpretation

- 2.1 In this order:
- 2.1.1 the term “parent order” means the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012 [L.B.C. 2012 No. 22].
- 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 provisions contained in the parent order

- 3.1 The parent order shall have effect as though;
- 3.1.1 the definition of “parking place” in Article 2.1 was substituted for the following definition:
- “parking place”** for the purposes of this order means a length of the road defined in an item in the schedule to this order
- 3.1.2 the text of Article 3 and all its sub-articles was substituted for the following text:

- 3.1 Each area of a street comprising the length of road specified in an item in the schedule with a width throughout of at least 1.8 metres is designated as a parking place.
- 3.2 Each parking place may be used, subject to the provisions of this Order, for the leaving during the permitted hours of such disabled persons' vehicles as display in the relevant position a disabled person's badge in the circumstances prescribed by Regulation 13 of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 (S.I. 2000 No. 682), or a substitute badge.
- 3.3 Unless otherwise specified in the schedule item, the permitted hours shall be at any time of the day on any day of the year with no limitation on the period of time during which the vehicle may be left in the parking place.
- 3.4 If a schedule item expresses a maximum period of time during which a vehicle may be left in the parking place then the vehicle must be removed from the parking place before the end of that period of time.
- 3.5 Any vehicle removed from the parking place must be returned to the parking place before the expiry of a period of one hour if this instruction is expressed on signage adjacent to or in the vicinity of the parking place.
- 3.6 For the purposes of this Order, "**substitute badge**" means a parking device issued by the Council to a resident of the London Borough of Camden who is also a disabled persons' badge holder for display inside a disabled persons' vehicle in lieu of the disabled persons' badge for the purposes of leaving the vehicle in a parking place designated by an Order made under Section 45 or 46 of the Act of 1984 within the Controlled Parking Zone in which the resident resides.

3.1.3 the text of Article 8 was substituted for the following text:

8. PLACEMENT OF TRAFFIC SIGNS

- 8.1 The council shall maintain traffic signs in or in the vicinity of each parking place indicating the limits of the parking place and to convey that the parking place may only be used by vehicles displaying a disabled persons' badge.

4. Revocation and designation of parking places

- 4.1 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;
 - 4.1.1 there was omitted from the schedule to the parent order, the item set out in table 1 of the schedule to this order;

4.1.2 there was included in the schedule to the parent order, the item set out in table 2 of the schedule to this order.

Dated this

SCHEDULE

TABLE 1 – ITEM OMITTED FROM THE SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
9461	MILLMAN STREET	the north-east side from a point 10 metres south-east of the south-eastern kerb line of Guilford Street, south-eastwards for a distance of 6.5 metres.	AT ANY TIME

TABLE 2 – ITEM INCLUDED IN THE SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	MAXIMUM STAY
XXXX	MILLMAN STREET	south-west side, from a point 6.8 metres south-east of the southern kerb line of Guilford Street, south-eastwards for a distance of 19.7 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	3 HOURS
XXXX	PLATT'S LANE	the east, southeast side, from a point 11.0 metres southwest from the common boundary of nos. 12 and 14 Platt's Lane, south-westwards for a distance of 7.2 metres	AT ANY TIME	NONE