

The Camden (Chalk Farm Road and Neighbouring Streets) (Modification No. 1) Experimental Traffic Order 2020

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned Experimental Traffic Order on 3 August 2020 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 13 August 2020. The general nature and effect of the order is modify the Camden (Chalk Farm Road and Neighbouring Streets) Experimental Traffic Order 2020 in order to designate a prohibition on waiting by vehicles, including for the purposes of loading or unloading goods, along the length of Chalk Farm Road (except where parking places have been designated under the experimental order). The operative hours of the loading bay outside the Stables Market are designated as from 10am until noon and from 2pm to 4pm each day.

The Council will be considering in due course whether the provisions of the experimental order should continue in force indefinitely. Within a period of six months beginning with the date on which this experimental order comes into force or, if the order is varied by other orders or modified pursuant to section 10 (2) of the Road Traffic Regulation Act 1984 beginning with the day on which the variation or modification or the latest variation or modification came into force, any person may object to the making of an order for the purpose of such indefinite continuation.

Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to safetravel@camden.gov.uk or by post to London Borough of Camden, Culture Environment & Directorate, Transport Strategy Service, FREEPOST RSLT-RJBR-TXAA, London, WC1H 9JE. Copies of the orders and other documents related to these schemes may be inspected at camden.gov.uk/recently-advertised-proposals or by contacting traffic.orders@camden.gov.uk or at London Borough of Camden, 5 Pancras Square, N1C 4AG.

Peter Mardell
Head of Parking Operations
6 August 2020

**The Camden (Chalk Farm Road and Neighbouring Streets) (Modification No. 1)
Experimental Traffic Order 2020**

STATEMENT OF REASONS

The measures seek to respond to the safe travel and transport needs of people in Camden in light of Covid-19 by enabling them to travel more safely whilst avoiding public transport as lockdown eases in the coming weeks and months.

In anticipation of an increase in cycling, most parking places will be removed from Chalk Farm Road and the operation of the south-eastbound bus lane in Haverstock Hill will be suspended on an experimental basis from in order to construct cycle lanes on both sides of the carriageway. This modification to the order will introduce additional waiting and loading restrictions along Chalk Farm Road and designate a loading bay outside the Stables Market.

6 August 2020

The Camden (Chalk Farm Road and Neighbouring Streets) (Modification No. 1) Experimental Traffic Order 2020

2020 No. 52

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 52

The Camden (Chalk Farm Road and Neighbouring Streets) (Modification No. 1)
Experimental Traffic Order 2020

Made on 3 August 2020

Coming into force on 13 August 2020

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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], 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 13 August 2020 and may be cited as the Camden (Chalk Farm Road and Neighbouring Streets) (Modification No. 1) Experimental Traffic Order 2020.

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. Designation of Loading Place and Amendments to Waiting and Loading Restrictions

- 3.1 For as long as this order remains in force;
- 3.1.1 the Camden (Waiting and Loading Restrictions) (Special Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
- 3.1.1.1 there were substituted for the items relating to Chalk Farm Road from schedule 1 to that order, the items set out in table 1.1 of the schedule to this order;
- 3.1.1.2 there was substituted for the items relating to Chalk Farm Road in schedule schedule 2 to that order, the items set out in table 1.2 of the schedule to this order;
- 3.1.2 the Camden (Loading Places) Traffic Order 2012 [L.B.C. 2012 No. 21] shall have effect as though there was included in schedule 1 to that order, the item set out in table 2 of the schedule to this order.

4. Power to modify or amend this order

- 4.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 3 August 2020



Peter Mardell
Head of Parking Operations

SCHEDULE

TABLE 1.1 – ITEMS SUBSTITUTED FOR ITEMS RELATING TO CHALK FARM ROAD IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (SPECIAL ENFORCEMENT AREA) TRAFFIC ORDER 2012

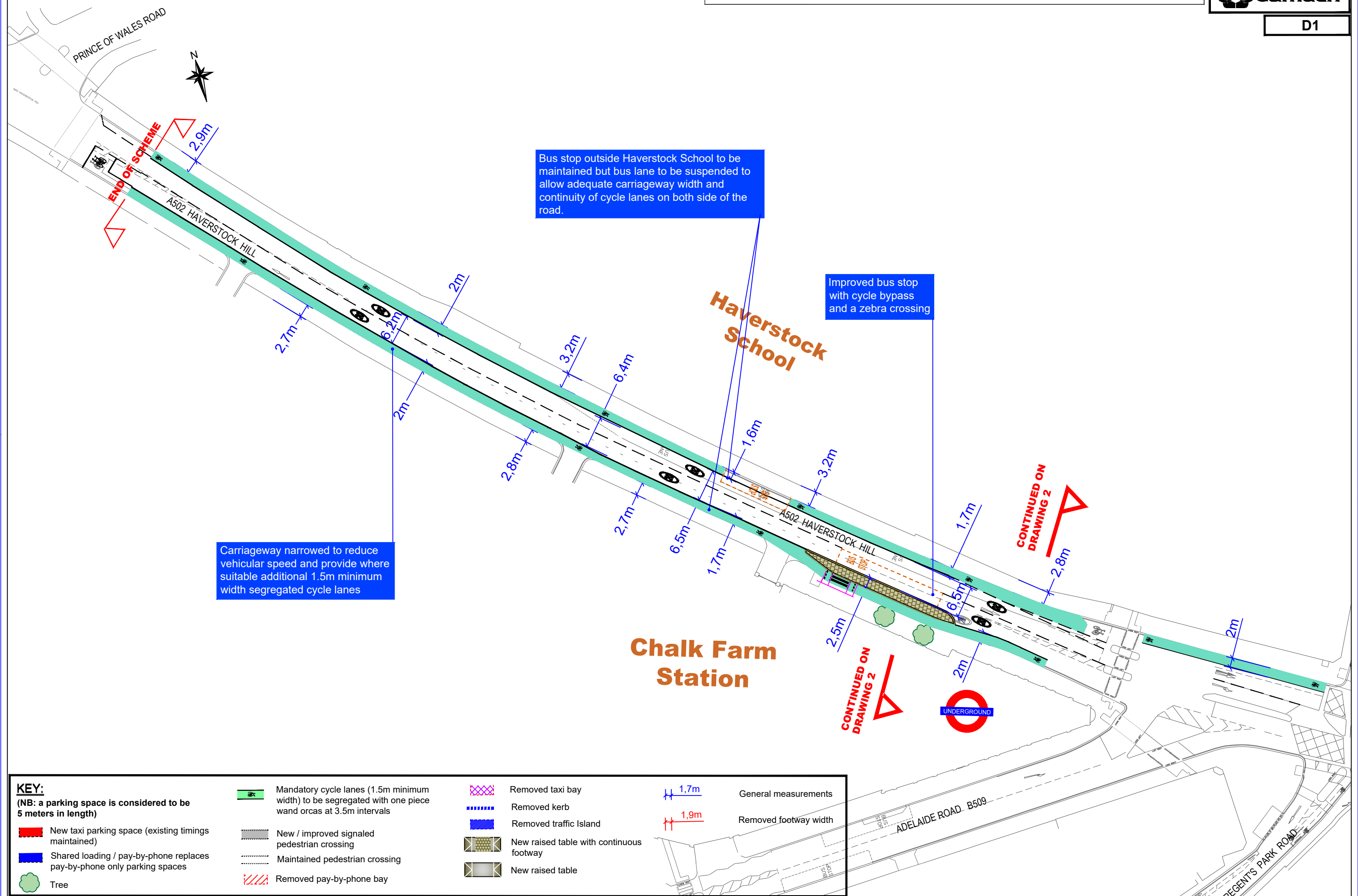
ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
175	CHALK FARM ROAD	A

TABLE 1.2 – ITEMS SUBSTITUTED FOR ITEMS RELATING TO CHALK FARM ROAD IN SCHEDULE 2 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (SPECIAL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
37	CHALK FARM ROAD	1

TABLE 2 – ITEMS INCLUDED IN THE CAMDEN (LOADING PLACES) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13627	CHALK FARM ROAD	south-west side: from a point opposite the north-western flank wall of no. 28 Chalk Farm Road, north-westwards for a distance of 16 metres	10AM – NOON 2PM – 4PM

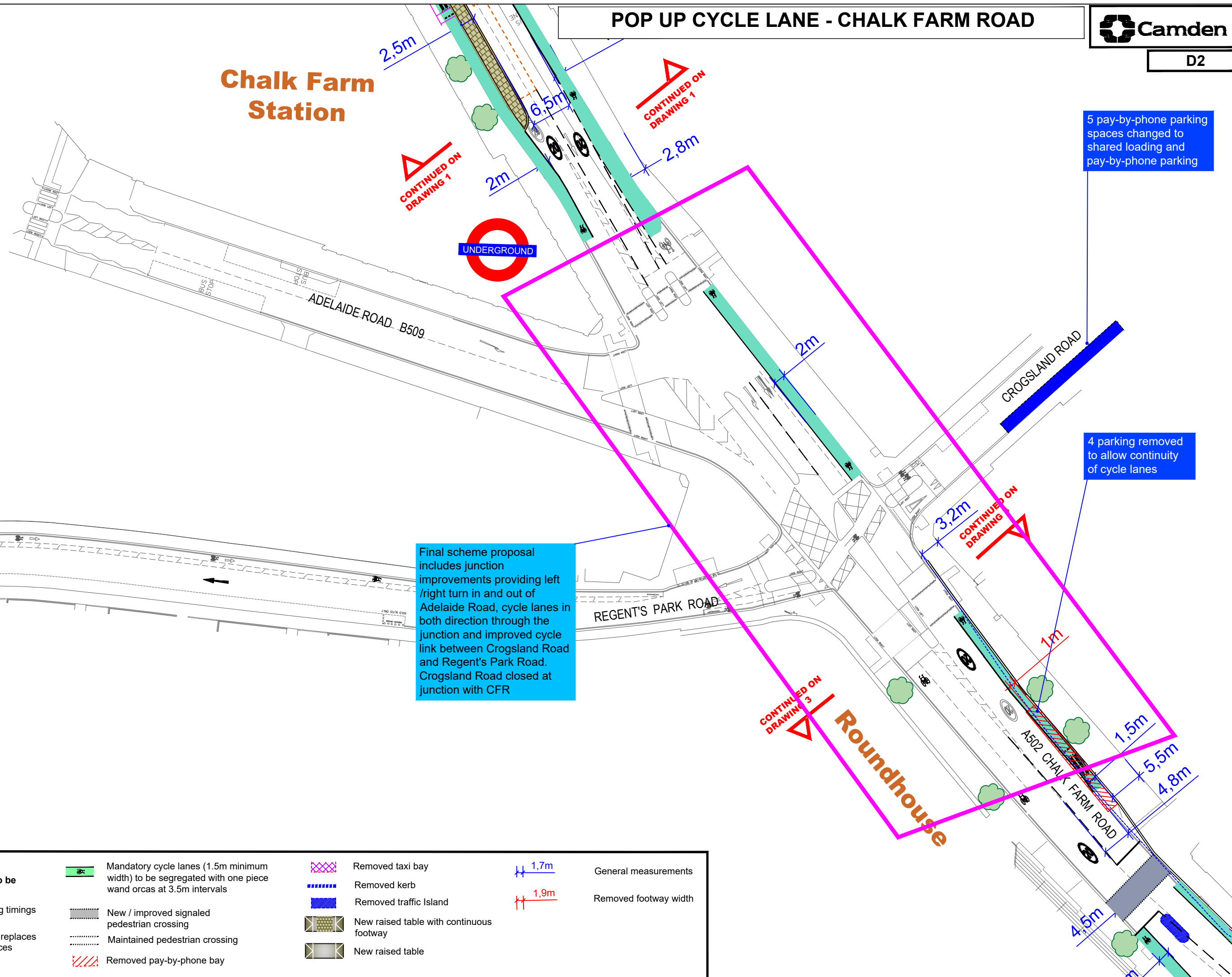


KEY:					
(NB: a parking space is considered to be 5 meters in length)					
	New taxi parking space (existing timings maintained)		Mandatory cycle lanes (1.5m minimum width) to be segregated with one piece wand orcas at 3.5m intervals		Removed taxi bay
	Shared loading / pay-by-phone replaces pay-by-phone only parking spaces		New / improved signaled pedestrian crossing		Removed kerb
	Tree		Maintained pedestrian crossing		Removed traffic island
			Removed pay-by-phone bay		New raised table with continuous footway
					New raised table
					General measurements
					Removed footway width

POP UP CYCLE LANE - CHALK FARM ROAD



Chalk Farm Station



5 pay-by-phone parking spaces changed to shared loading and pay-by-phone parking

4 parking removed to allow continuity of cycle lanes

Final scheme proposal includes junction improvements providing left/right turn in and out of Adelaide Road, cycle lanes in both direction through the junction and improved cycle link between Crogsland Road and Regent's Park Road. Crogsland Road closed at junction with CFR

KEY:			
(NB: a parking space is considered to be 5 meters in length)			
	New taxi parking space (existing timings maintained)		Mandatory cycle lanes (1.5m minimum width) to be segregated with one piece wand orcas at 3.5m intervals
	Shared loading / pay-by-phone replaces pay-by-phone only parking spaces		New / improved signaled pedestrian crossing
	Tree		Maintained pedestrian crossing
			Removed pay-by-phone bay
			Removed taxi bay
			Removed kerb
			Removed traffic island
			New raised table with continuous footway
			New raised table
			1.7m General measurements
			1.9m Removed footway width



5 resident parking spaces changed to shared resident and pay-by-phone parking

5 resident parking spaces changed to shared resident and pay-by-phone parking

9 resident parking spaces changed to shared resident and pay-by-phone parking

5 resident parking spaces changed to shared resident and pay-by-phone parking (existing timings will be maintained)

7 pay-by-phone parking spaces changed to shared loading and pay-by-phone parking

Bus stop east of Ferdinand Street improved and relocated 100m west to improve traffic flows

Raised junction with continuous footway to reduce vehicle speeds and prioritize pedestrians

10 pay-by-phone parking spaces removed (allocations made within side street bays)

4 pay-by-phone parking spaces removed (allocations made within side street bays)

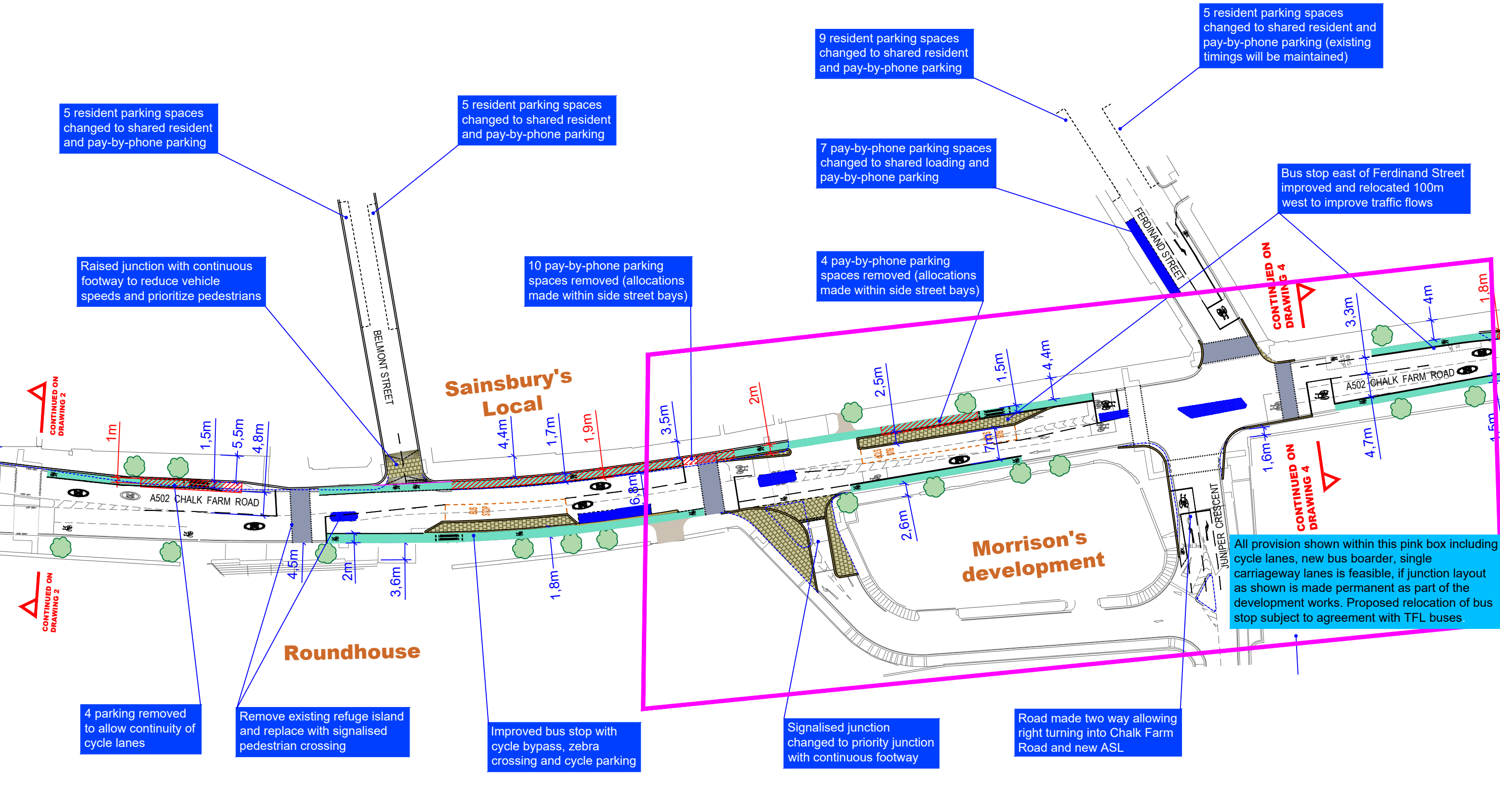
CONTINUED ON DRAWING 2

CONTINUED ON DRAWING 4

CONTINUED ON DRAWING 4

All provision shown within this pink box including cycle lanes, new bus boarder, single carriageway lanes is feasible, if junction layout as shown is made permanent as part of the development works. Proposed relocation of bus stop subject to agreement with TFL buses.

CONTINUED ON DRAWING 2



4 parking removed to allow continuity of cycle lanes

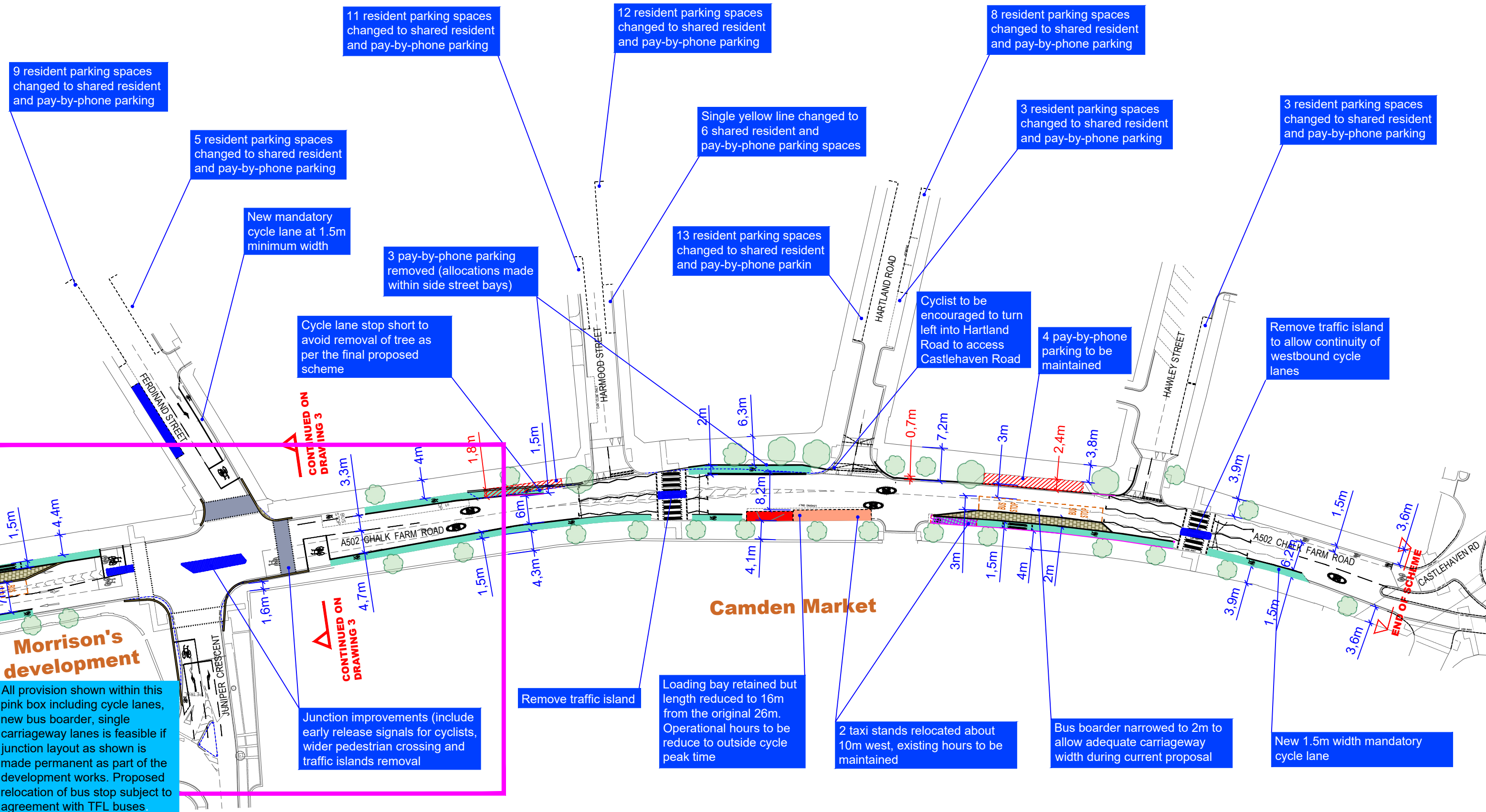
Remove existing refuge island and replace with signalled pedestrian crossing

Improved bus stop with cycle bypass, zebra crossing and cycle parking

Signalised junction changed to priority junction with continuous footway

Road made two way allowing right turning into Chalk Farm Road and new ASL

KEY:			
(NB: a parking space is considered to be 5 meters in length)			
	New taxi parking space (existing timings maintained)		Mandatory cycle lanes (1.5m minimum width) to be segregated with one piece wand orcas at 3.5m intervals
	Shared loading / pay-by-phone replaces pay-by-phone only parking spaces		Maintained pedestrian crossing
	Tree		Removed pay-by-phone bay
	Removed traffic island		New raised table
	Removed kerb		Removed footway width
	New / improved signalled pedestrian crossing		General measurements
	Removed taxi bay		Removed footway width
	Removed pay-by-phone bay		General measurements
	Removed pay-by-phone bay		Removed footway width



All provision shown within this pink box including cycle lanes, new bus boarder, single carriageway lanes is feasible if junction layout as shown is made permanent as part of the development works. Proposed relocation of bus stop subject to agreement with TFL buses.

KEY:			
(NB: a parking space is considered to be 5 meters in length)	Mandatory cycle lanes (1.5m minimum width) to be segregated with one piece wand orcas at 3.5m intervals	Removed taxi bay	1.7m General measurements
New taxi parking space (existing timings maintained)	New / improved signaled pedestrian crossing	Removed kerb	1.9m Removed footway width
Shared loading / pay-by-phone replaces pay-by-phone only parking spaces	Maintained pedestrian crossing	Removed traffic Island	
Tree	Removed pay-by-phone bay	New raised table with continuous footway	
		New raised table	