

The Camden (Arlington Road Low Traffic Neighbourhood) Experimental Traffic Order 2020

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned order on 14 September 2020 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 24 September 2020. The general nature and effect of the order is as follows:

RESTRICTIONS ON VEHICULAR MOVEMENTS:

ARLINGTON ROAD / JAMESTOWN ROAD: Motor vehicle are prohibited from proceeding north-eastwards in Jamestown Road past the projected north-eastern kerb line of Arlington Road and prohibited from turning right from Arlington Road into Jamestown Road.

ARLINGTON ROAD / DELANCEY STREET: all vehicles prohibited from proceeding north-westwards in Arlington Road past a point in line with the boundary wall of nos. 94 and 92 Arlington Road, (approximately 18 metres south-east of the junction with Delancey Street), except for cyclists travelling in a segregated lane provided on the south-western side of the carriageway.

ALBERT STREET / MORNINGTON PLACE: motor vehicles are prohibited from proceeding into and out of Albert Street at its junction with Mornington Place

MORNINGTON PLACE / MORNINGTON CRESCENT: motor vehicles are prohibited from proceeding into Mornington Place at its junction with Mornington Crescent.

MORNINGTON STREET / ALBERT STREET: motor vehicles are prohibited from proceeding into and out of the section of Mornington Street which lies north-east of its junction with Albert Street at the junction with Albert Street.

BUCK STREET / KENTISH TOWN ROAD: motor vehicles prohibited from proceeding into and out of Buck Street at its junction with Kentish Town Road.

Exemptions to the above restrictions will apply to emergency service vehicles and refuse trucks.

REVOCATION / DESIGNATION OF PARKING PLACES:

ARLINGTON ROAD

The paid-for parking place outside nos. 90-94 Arlington Road is revoked (approx. 15 metres long)
The north-westernmost 15 metre section of the residents parking place outside nos. 91-95 Arlington Road and 1-6 Ruscombe is revoked.

MORNINGTON PLACE

The residents parking place at the side of no. 24 Mornington Crescent is revoked (approx. 10 metres long)

The paid-for parking place outside no. 1 Mornington Place is revoked (approx. 5 metres long)

The paid-for parking place outside at the side of no. 25 Mornington Crescent is relocated westwards by approximately 5 metres and extended by 5 metres in a westerly direction

A residents parking place of 10 metres length is designated outside nos. 1 and 1B Mornington Place.

MORNINGTON STREET

The disabled persons' parking place outside nos. 68/69 Mornington Street is relocated eastwards to opposite no. 1A Mornington Street

WAITING AND LOADING RESTRICTIONS:

24-hour prohibitions on waiting by vehicles are designated at the junction of Mornington Place with Mornington Crescent and on all four arms of the junction of Mornington Street and Albert Street.

The 24-hour prohibition on waiting by vehicles at the junction of Arlington Road with Delancey Street is extended north-westwards and south-eastwards in Arlington Road and now also applies to waiting for the purposes of loading / unloading.

A 24-hour prohibition on waiting by vehicles, including for the purposes of loading / unloading, is designated at the junction of Arlington Road with Jamestown Road except for a section in Jamestown Road adjacent to existing “keep clear” markings where loading will be permitted.

The Council will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely. Within a period of six months beginning with the date on which the experimental orders come into force or, if the orders are 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 FREEPOST LBC Transport Strategy. 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
17 September 2020

The Camden (Arlington Road Low Traffic Neighbourhood) Experimental Traffic Order 2020

STATEMENT OF REASONS

The order provides for the closure of various junctions to motor traffic in the Arlington Road area to support Camden's "Low Traffic Neighbourhoods" initiatives. Adjustments to parking places and waiting and loading restrictions in the vicinity of these junctions are included to prevent vehicles obstructing cyclists and improve sightlines.

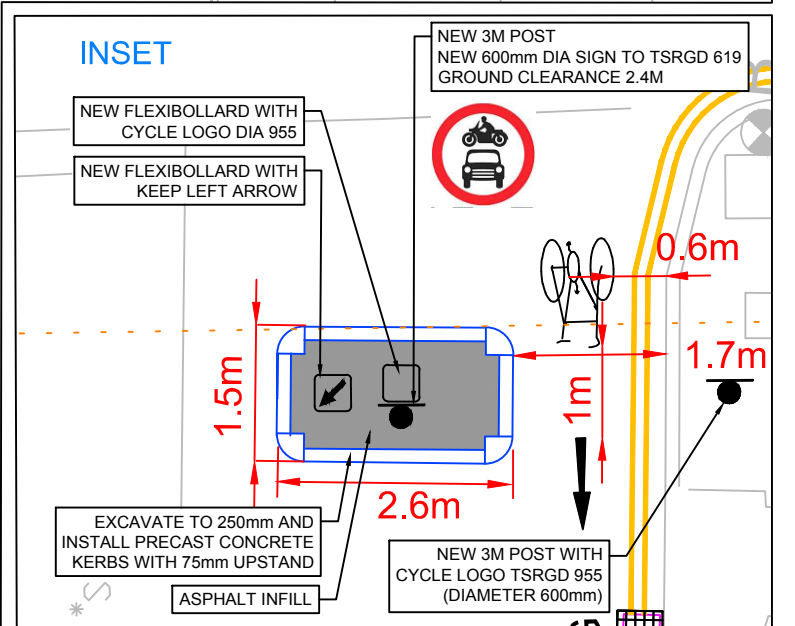
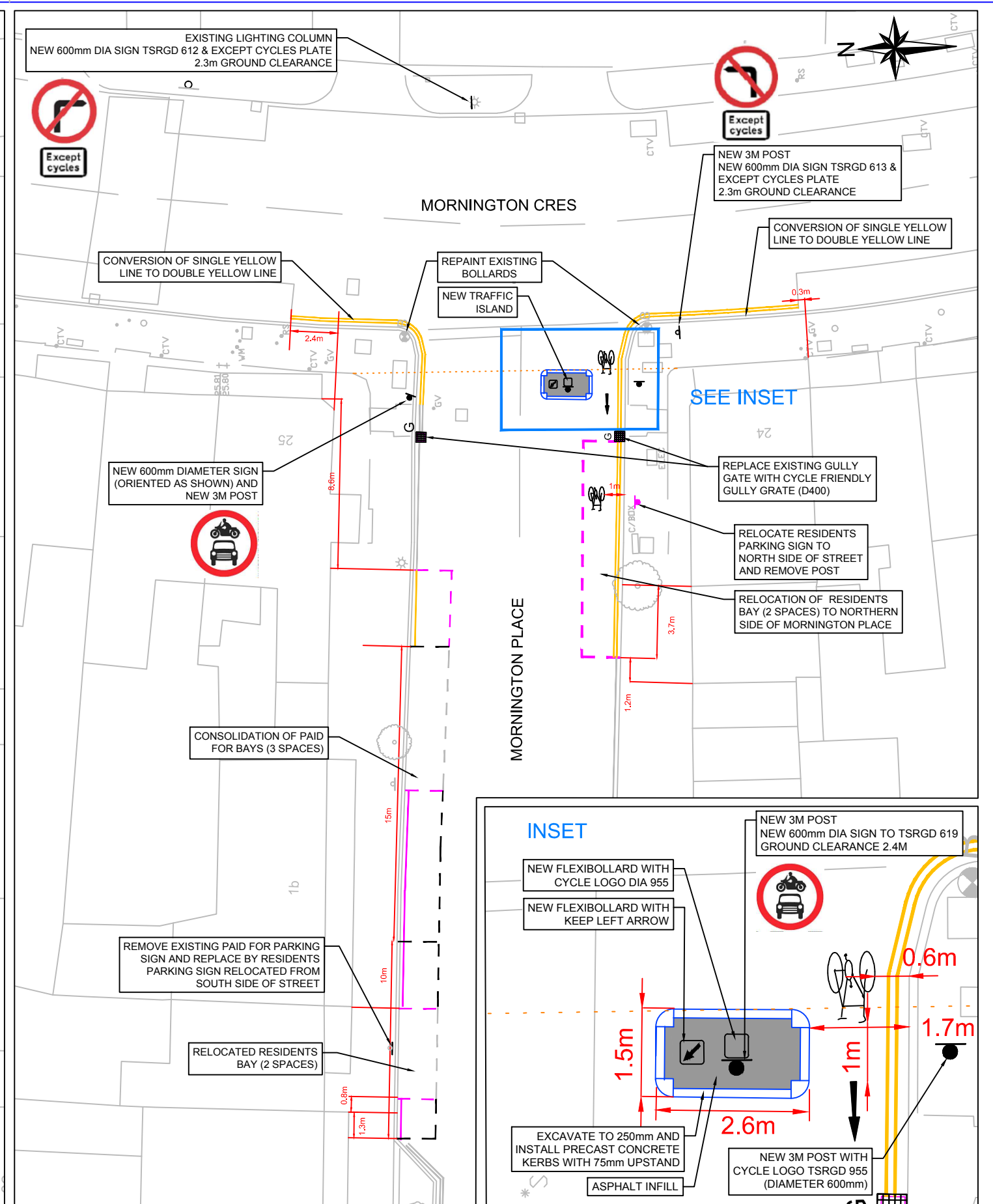
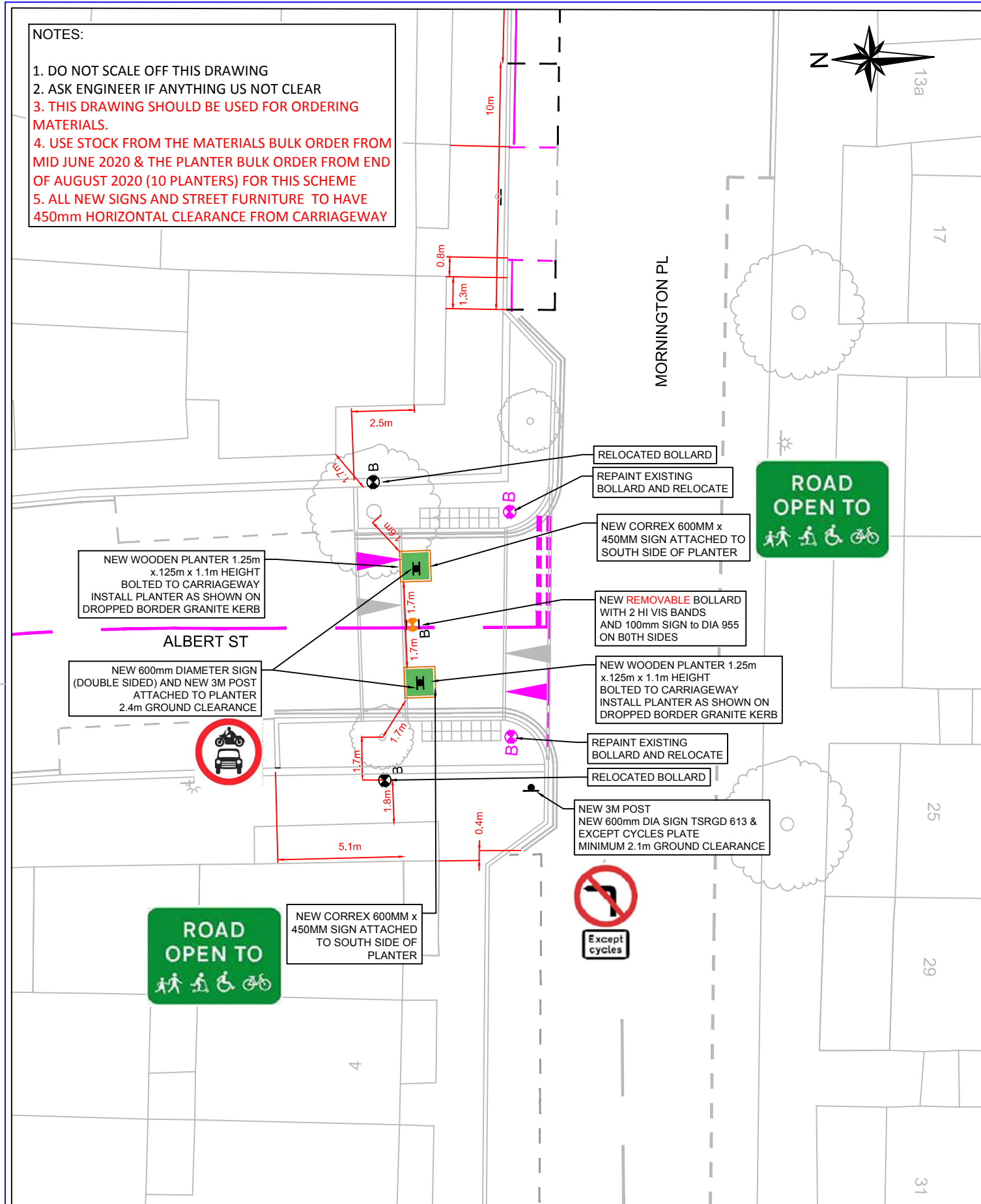
The Camden (Arlington Road Low Traffic Neighbourhood) Experimental Traffic Order 2020

REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT

At the present time, restrictions on people's movements as a result of the Covid-19 crisis may render normal modes of consultation ineffective. Additionally, the current state of traffic on the affected streets may not reflect the ordinary operation of the schemes which may prevent consultees from forming a reasoned opinion over their effect.

The experimental order will be in force for a maximum period of 18 months and the council will decide whether or not to retain the schemes indefinitely before the expiration of this period. The council is required to consider any objections made over the initial 6 month period. It is anticipated that the various schemes may have a longer-term utility and their operation will be evaluated whilst the experimental orders remain in force. Council officers would ideally wish to carry out a full consultation on each scheme after 12 months to elicit views from stakeholders and members of the public, subject to circumstances. A decision as to whether to do so or not will be made nearer the time.

- NOTES:
- DO NOT SCALE OFF THIS DRAWING
 - ASK ENGINEER IF ANYTHING IS NOT CLEAR
 - THIS DRAWING SHOULD BE USED FOR ORDERING MATERIALS.
 - USE STOCK FROM THE MATERIALS BULK ORDER FROM MID JUNE 2020 & THE PLANTER BULK ORDER FROM END OF AUGUST 2020 (10 PLANTERS) FOR THIS SCHEME
 - ALL NEW SIGNS AND STREET FURNITURE TO HAVE 450mm HORIZONTAL CLEARANCE FROM CARRIAGEWAY



KEY

	Existing road marking		New removable bollard with cycle logos to TSRGD 955
	New yellow road marking (50mm width)		New fixed bollard
	New yellow kerb marking		New sign on new post
	New precast concrete kerb (125mm width x 150mm depth)		New keep left flexibollard
	Remove road marking		New wooden planter 1.25m x 1.25m x 1.1m height with reflective bands
	Remove sign and post		Existing lighting column
			Setting out line

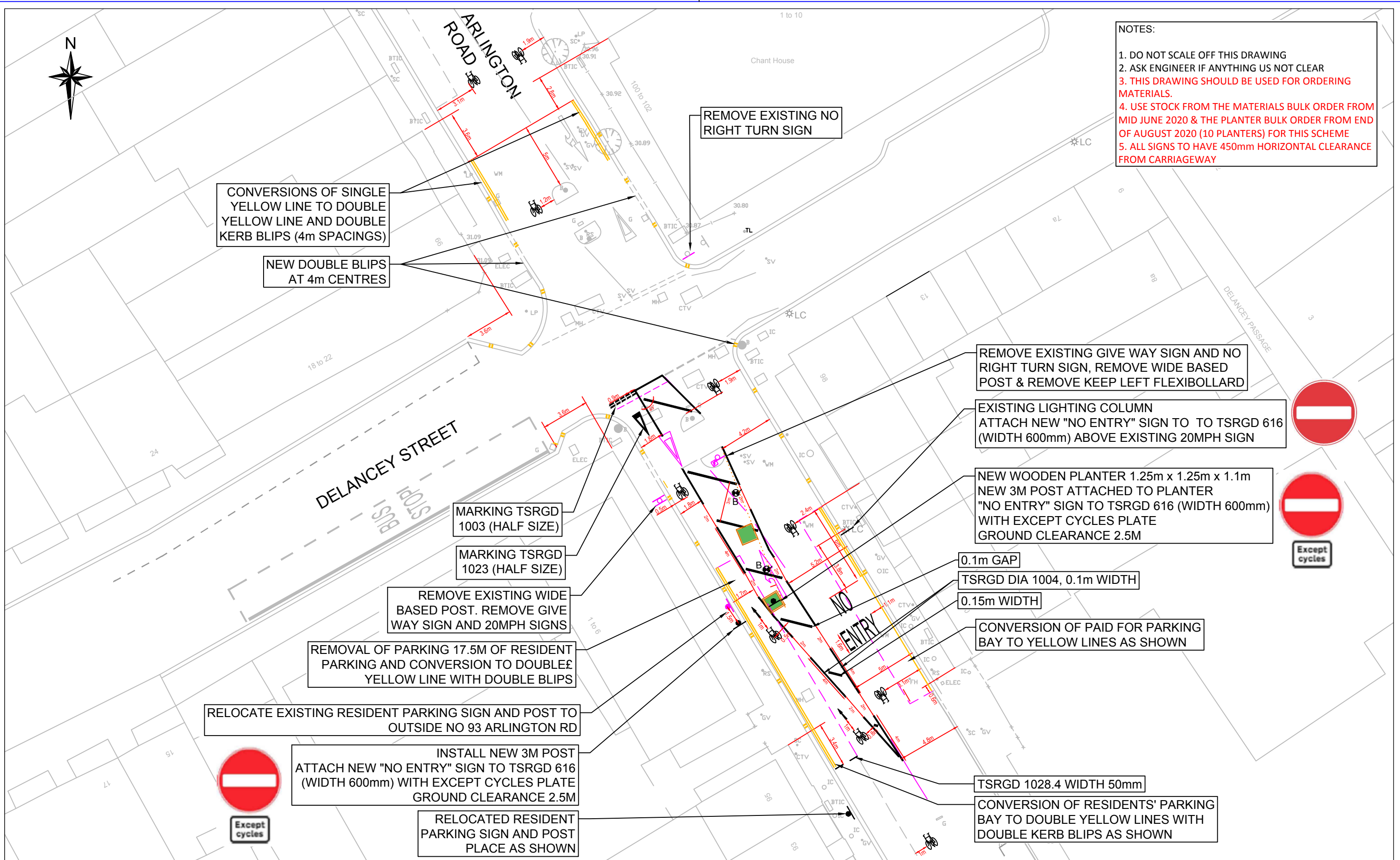
Rev	By	Date	Amendments

Scale NTS	Date 09.09.2020
Drawn By RW	File Ref
Checked By YK	Dwg Name
Drawing Location	
Drawing Number TS/20-21/ARLINGTONLTN/ALBERT/DD/100	Rev.



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- ALL SIGNS TO HAVE 450mm HORIZONTAL CLEARANCE FROM CARRIAGEWAY



CONVERSIONS OF SINGLE YELLOW LINE TO DOUBLE YELLOW LINE AND DOUBLE KERB BLIPS (4m SPACINGS)

NEW DOUBLE BLIPS AT 4m CENTRES

REMOVE EXISTING NO RIGHT TURN SIGN

REMOVE EXISTING GIVE WAY SIGN AND NO RIGHT TURN SIGN, REMOVE WIDE BASED POST & REMOVE KEEP LEFT FLEXIBOLLARD

EXISTING LIGHTING COLUMN ATTACH NEW "NO ENTRY" SIGN TO TO TSRGD 616 (WIDTH 600mm) ABOVE EXISTING 20MPH SIGN

NEW WOODEN PLANTER 1.25m x 1.25m x 1.1m NEW 3M POST ATTACHED TO PLANTER "NO ENTRY" SIGN TO TSRGD 616 (WIDTH 600mm) WITH EXCEPT CYCLES PLATE GROUND CLEARANCE 2.5M

MARKING TSRGD 1003 (HALF SIZE)

MARKING TSRGD 1023 (HALF SIZE)

REMOVE EXISTING WIDE BASED POST. REMOVE GIVE WAY SIGN AND 20MPH SIGNS

REMOVAL OF PARKING 17.5M OF RESIDENT PARKING AND CONVERSION TO DOUBLE YELLOW LINE WITH DOUBLE BLIPS

RELOCATE EXISTING RESIDENT PARKING SIGN AND POST TO OUTSIDE NO 93 ARLINGTON RD

INSTALL NEW 3M POST ATTACH NEW "NO ENTRY" SIGN TO TSRGD 616 (WIDTH 600mm) WITH EXCEPT CYCLES PLATE GROUND CLEARANCE 2.5M

RELOCATED RESIDENT PARKING SIGN AND POST PLACE AS SHOWN

0.1m GAP

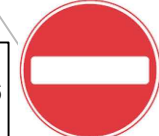
TSRGD DIA 1004, 0.1m WIDTH

0.15m WIDTH

CONVERSION OF PAID FOR PARKING BAY TO YELLOW LINES AS SHOWN

TSRGD 1028.4 WIDTH 50mm

CONVERSION OF RESIDENTS' PARKING BAY TO DOUBLE YELLOW LINES WITH DOUBLE KERB BLIPS AS SHOWN



Except cycles



Except cycles

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

Project
 London Borough of Camden
 Arlington Rd LTN

Drawing Title
 ARLINGTON RD FILTER
 GENERAL ARRANGEMENT
 DETAILED DESIGN

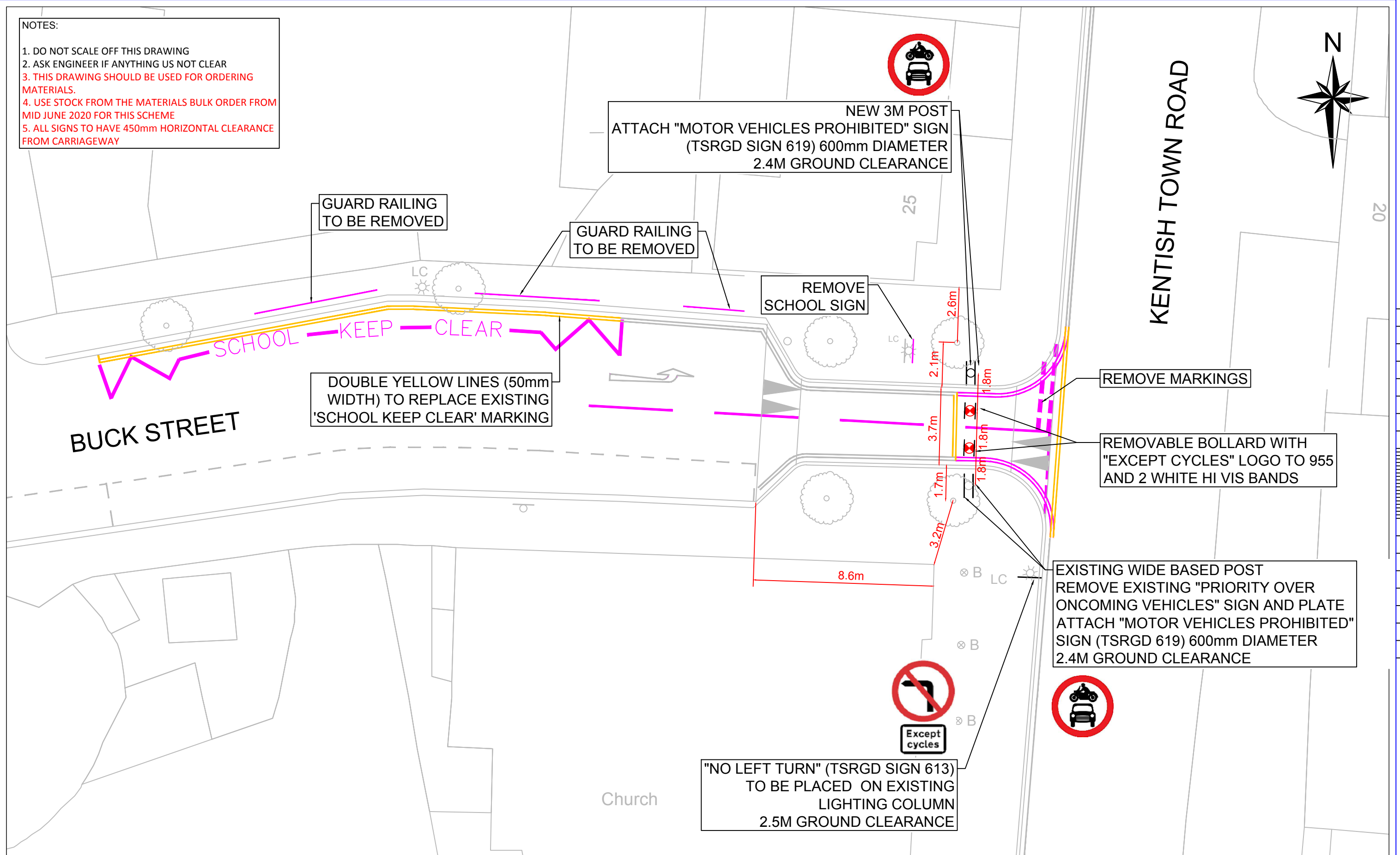
KEY

	New white road marking		Remove item or marking
	New yellow road marking		Existing road marking
	New sign on new post		Existing lighting column
	New cycle logo marking TSRGD 1057 (750mm x 1215mm)		Setting out line
	New wooden planter 1.25m x 1.25m x 1.1m height with reflective bands		New fixed bollard with 2 white hi vis bands

Rev	By	Date	Amendments

Scale NTS	Date 24 08 2020
Drawn By RW	File Ref
Checked By YK	Dwg Name
Drawing Location	
Drawing Number TS/20-21/ARLINGTONLTN/DELAN/DD/100	Rev. -

NOTES:
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 4. USE STOCK FROM THE MATERIALS BULK ORDER FROM MID JUNE 2020 FOR THIS SCHEME
 5. ALL SIGNS TO HAVE 450mm HORIZONTAL CLEARANCE FROM CARRIAGEWAY



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

Project
 Arlington Road
 Low Traffic Neighbourhood

Drawing Title
 Buck St/Kentish Town Road Junction Filter
 Detailed Design
 General Arrangement

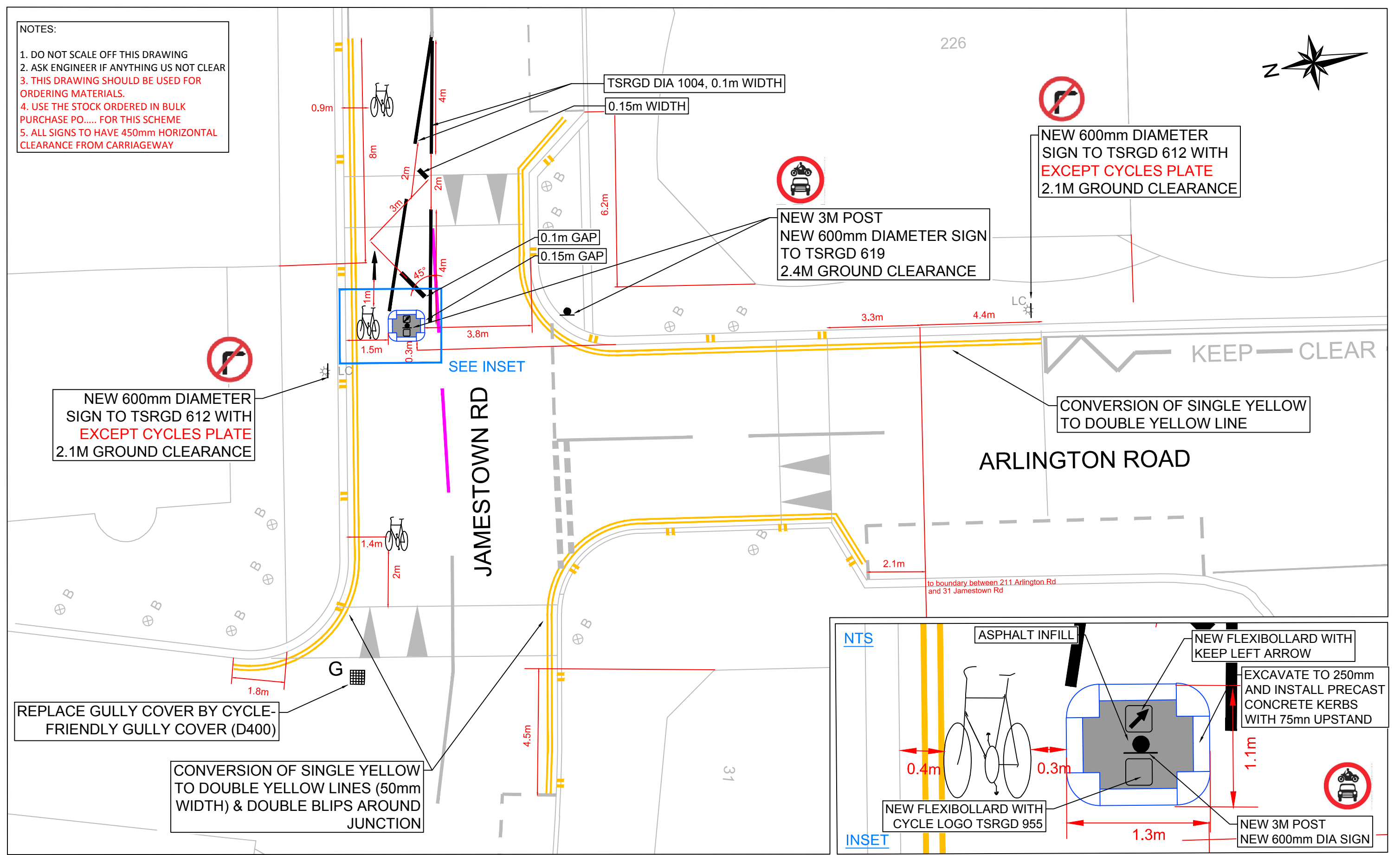
Key

- Existing road marking
- New yellow road marking
- New removable bollard with 2 hi vis band white and cycle signs to TSRGD 955 (100 mm diameter)
- New sign on new post
- Remove item or marking
- Existing lighting column

Rev	By	Date	Amendments

Scale NTS	Date 11.09.2020
Drawn By RW	File Ref
Checked By YK	Dwg Name
Drawing Location	
Drawing Number	Rev. -

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 4. USE THE STOCK ORDERED IN BULK PURCHASE PO..... FOR THIS SCHEME
 5. ALL SIGNS TO HAVE 450mm HORIZONTAL CLEARANCE FROM CARRIAGEWAY



NEW 600mm DIAMETER SIGN TO TSRGD 612 WITH EXCEPT CYCLES PLATE 2.1M GROUND CLEARANCE

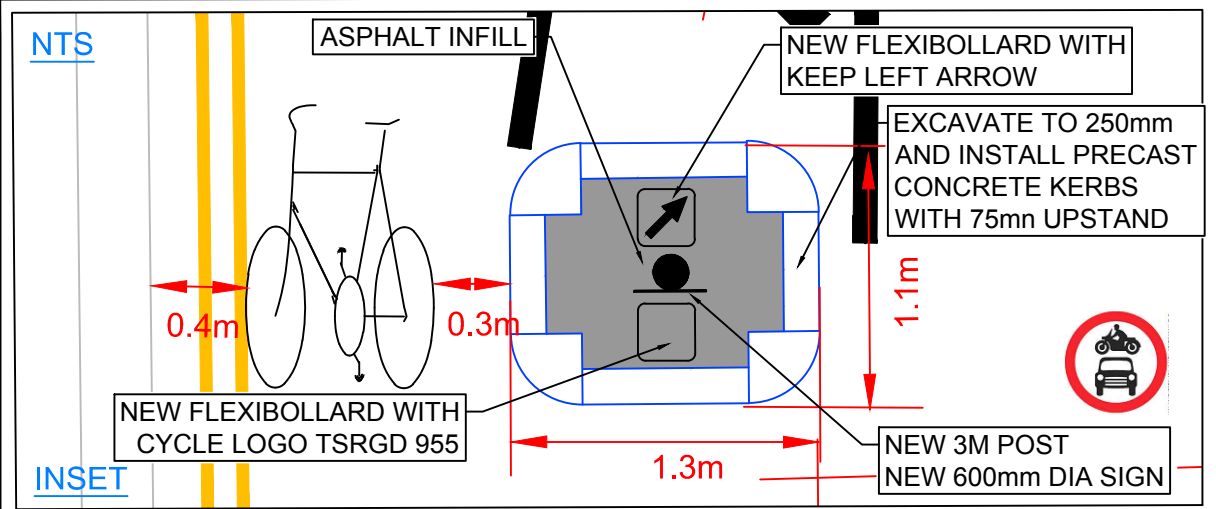
NEW 3M POST NEW 600mm DIAMETER SIGN TO TSRGD 619 2.4M GROUND CLEARANCE

NEW 600mm DIAMETER SIGN TO TSRGD 612 WITH EXCEPT CYCLES PLATE 2.1M GROUND CLEARANCE

REPLACE GULLY COVER BY CYCLE-FRIENDLY GULLY COVER (D400)

CONVERSION OF SINGLE YELLOW TO DOUBLE YELLOW LINES (50mm WIDTH) & DOUBLE BLIPS AROUND JUNCTION

CONVERSION OF SINGLE YELLOW TO DOUBLE YELLOW LINE



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

Project
ARLINGTON ROAD LOW TRAFFIC NEIGHBOURHOOD
 Drawing Title
JAMESTOWN ROAD FILTER GENERAL ARRANGEMENT

KEY
 — Existing road marking
 — New yellow road marking
 = New precast concrete kerb (125mm width)
 p New sign on new post
 ▣ Keep left flexibollard
 — Remove item or marking

Rev	By	Date	Amendments

Scale
 NTS
 Drawn By
 RW
 Checked By
 YK
 Drawing Location
 Drawing Number
 TS/20-21/ARLINGTONLTN/JAMESTN/DD
 Date
 14.09.2020
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 5. ALL NEW SIGNS AND NEW STREET FURNITURE TO HAVE AT LEAST 450mm HORIZONTAL CLEARANCE FROM CARRIAGEWAY

PROPOSED NO LEFT SIGN
 TSRGD 613 600mm DIAMETER
 "EXCEPT CYCLES" PLATE
 2.5M GROUND CLEARANCE

CONVERSION OF EXISTING
 SINGLE YELLOW LINE TO
 DOUBLE YELLOW LINE
 AROUND JUNCTION

4M POST ATTACHED TO PLANTER
 DOUBLE-SIDED "MOTOR VEHICLES PROHIBITED"
 SIGN TO TSRGD 619 (WIDTH 600mm)
 AND DOUBLE SIDED CAMERA SIGN TO TSRGD 878
 ORIENTED AS SHOWN
 MIN GROUND CLEARANCE 2.4M

NEW ANPR CAMERA
 ON EXISTING
 LIGHTING COLUMN

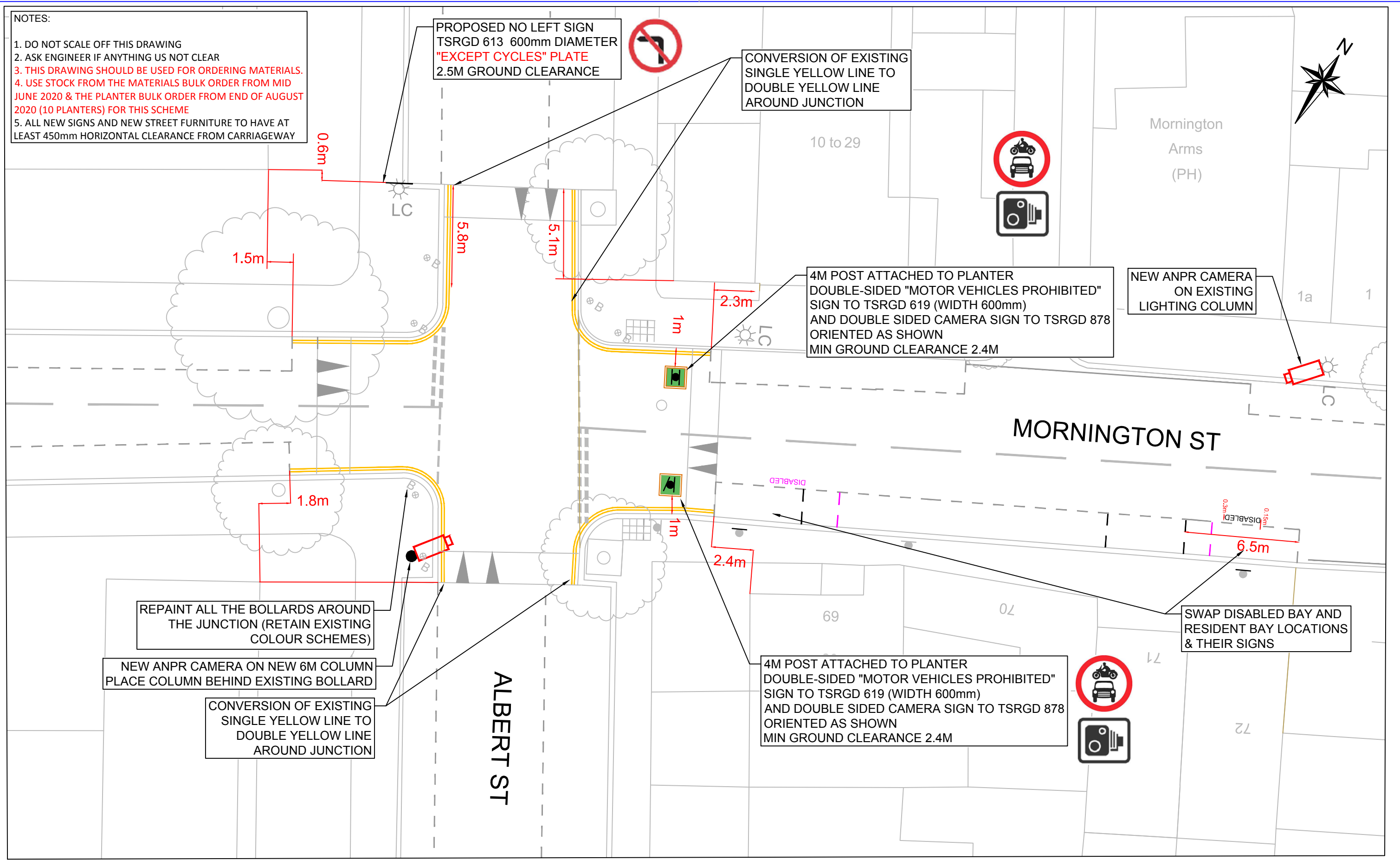
REPAINT ALL THE BOLLARDS AROUND
 THE JUNCTION (RETAIN EXISTING
 COLOUR SCHEMES)

NEW ANPR CAMERA ON NEW 6M COLUMN
 PLACE COLUMN BEHIND EXISTING BOLLARD

CONVERSION OF EXISTING
 SINGLE YELLOW LINE TO
 DOUBLE YELLOW LINE
 AROUND JUNCTION

4M POST ATTACHED TO PLANTER
 DOUBLE-SIDED "MOTOR VEHICLES PROHIBITED"
 SIGN TO TSRGD 619 (WIDTH 600mm)
 AND DOUBLE SIDED CAMERA SIGN TO TSRGD 878
 ORIENTED AS SHOWN
 MIN GROUND CLEARANCE 2.4M

SWAP DISABLED BAY AND
 RESIDENT BAY LOCATIONS
 & THEIR SIGNS



The Camden (Arlington Road Low Traffic Neighbourhood) Experimental Traffic Order 2020

2020 No. 65

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 65

The Camden (Arlington Road Low Traffic Neighbourhood) Experimental Traffic Order 2020

Made on 14 September 2020

Coming into force on 24 September 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 24 September 2020 and may be cited as the Camden (Arlington Road Low Traffic Neighbourhood) Experimental Traffic Order 2020.

2. Interpretation

- 2.1 In this order the following terms have the meanings respectively ascribed to them;
- "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].

3. Restrictions on vehicle movements

- 3.1 No person shall cause any vehicle to proceed into or out of Albert Street at its junction with Mornington Place.
- 3.2 No person shall cause any vehicle to enter Mornington Place at its junction with Mornington Crescent.
- 3.3 No person shall cause any vehicle to proceed into or out of the section of Mornington Street which lies between its junctions with Albert Street and Arlington Road at the junction with Albert Street.
- 3.4 No person shall cause any vehicle to proceed into or out of Buck Street at its junction with Kentish Town Road.
- 3.5 No person shall cause any vehicle to turn right from Arlington Road into Jamestown Road.

- 3.6 No person shall cause any vehicle proceeding in an easterly direction in Jamestown Road, to proceed past the projected north-eastern kerb line of Arlington Road, except for a pedal cycle travelling in the lane provided for such purpose on the north-western side of the carriageway.
- 3.7 No person shall cause any vehicle proceeding north-westwards in Arlington Road, to proceed past a point which lies 18 metres south-east of the south-eastern kerb line of Delancey Street, except for a pedal cycle travelling in the lane provided for such purpose on the south-western side of the carriageway.

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 Camden (Parking Places) (CA-F) Traffic Order 2012 [L.B.C. 2012 No. 6] shall have effect as though;
- 4.1.1 there was omitted from schedule 1 to that order, the items set out in table 1.1 of the schedule to this order;
- 4.1.2 there was included in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order;
- 4.1.3 there was omitted from schedule 2 to that order, the items set out in table 2.1 of the schedule to this order;
- 4.1.4 there was included in schedule 2 to that order, the items set out in table 2.2 of the schedule to this order;
- 4.2 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 (Free Parking Places) (Disabled Persons) Traffic Order 2012 [L.B.C. 2012 No. 22] shall have effect as though;
- 4.2.1 there was omitted from the schedule to that order, the item set out in table 3.1 of the schedule to this order;
- 4.2.2 there was included in the schedule to that order, the item set out in table 3.2 of the schedule to this order.

5. Designation of waiting restrictions

- 5.1 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 Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
- 5.1.1 there was substituted for items in relation to the similarly named streets set out in schedule 1 to that order, the items set out in table 4.1 of the schedule to this order

5.1.2 there was included, or substituted for items set out in relation to similarly named streets, in schedule 2 to that order, the items set out in table 4.2 of the schedule to this order.

6. Exemptions

6.1 Nothing in sub-articles 3.1 to 3.5 shall apply in respect of a pedal cycle.

6.2 Nothing in Article 3 shall apply in respect of;

6.2.1 anything done with the permission or at the direction of a police constable or traffic warden in uniform;

6.2.2 a vehicle being used by the police, fire brigade or ambulance service in an emergency;

6.2.3 a vehicle being used by the council in the pursuance of statutory purposes;

6.2.4 any person who causes 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;

7. Power to modify or suspend provisions of this order

7.1 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 14 September 2020



Peter Mardell
Head of Parking Operations

SCHEDULE

TABLE 1.1 - ITEMS OMITTED FROM SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-F) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
10667	MORNINGTON PLACE	south side: from a point 7.3 metres west of the western kerb line of Mornington Crescent, westwards for a distance of 11.3 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM
8750	ARLINGTON ROAD	south-west side: from a point 14.7 metres south-east of the south-eastern kerb line of Delancey Street, south-eastwards for a distance of 27.5 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM
2425	MORNINGTON STREET	south-east side: from a point 33.5 metres north-east of the north-eastern kerb line of Albert Street, north-eastwards for a distance of 4.6 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM

TABLE 1.2 - ITEMS INCLUDED IN SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-F) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13637	MORNINGTON PLACE	north side: from a point 8.5 metres east of the eastern kerb line of Albert Street, eastwards for a distance of 10 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM
13639	ARLINGTON ROAD	south-west side: from a point 32.2 metres south-east of the south-eastern kerb line of Delancey Street, south-eastwards for a distance of 10 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM

13640	MORNINGTON STREET	south-east side: from a point 6.6 metres south-west of the south-western property boundary of no. 73 Mornington Street, south-westwards for a distance of 4.6 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM
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TABLE 2.1 - ITEMS OMITTED FROM SCHEDULE 2 TO THE CAMDEN (PARKING PLACES) (CA-F) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
2507	MORNINGTON PLACE	north side: 16.5 metres from a point opposite the party wall of nos. 1 and 2 Mornington Place, eastwards for a distance of 10.5 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 9.30AM – 5.30PM	£4.31 per hour	£5.24 per hour	2 HOURS
2508	MORNINGTON PLACE	north side: from a point 7 metres east of a point opposite the eastern kerb line of Albert Street, eastwards for a distance of 6.1 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 9.30AM – 5.30PM	£4.31 per hour	£5.24 per hour	2 HOURS
8763	ARLINGTON ROAD	north-east side: from a point 14.6 metres south-east of the south-eastern kerb line of Delancey Street, south-eastwards for a distance of 15.9 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 9.30AM – 5.30PM	£4.31 per hour	£5.24 per hour	2 HOURS
432	MORNINGTON STREET	south-east side: from a point 12 metres north-east of the north-eastern kerb line of Albert Street, north-eastwards for a distance of 21 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 9.30AM – 5.30PM	£4.31 per hour	£5.24 per hour	2 HOURS

TABLE 2.2 - ITEMS INCLUDED IN SCHEDULE 2 TO THE CAMDEN (PARKING PLACES) (CA-F) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
13638	MORNINGTON PLACE	north side: from a point 18.5 metres east of the eastern kerb line of Albert Street, eastwards for a distance of 15 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 9.30AM – 5.30PM	£4.31 per hour	£5.24 per hour	2 HOURS
13641	MORNINGTON STREET	south-east side: from a point 11.2 metres south-west of the south-western boundary wall of no. 73 Mornington Street, south-westwards for a distance of 21 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 9.30AM – 5.30PM	£4.31 per hour	£5.24 per hour	2 HOURS

TABLE 3.1 – ITEM OMITTED FROM THE SCHEDULE TO THE CAMDEN (FREE PARKING PLACES) (DISABLED PERSONS) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
7232	MORNINGTON STREET	south-east side: from a point 1.4 metres west of the western flank wall of no. 68/69 Mornington Street, north-eastwards for a distance of 6.6 metres

TABLE 3.2 – ITEM INCLUDED IN THE SCHEDULE TO THE CAMDEN (FREE PARKING PLACES) (DISABLED PERSONS) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
13642	MORNINGTON STREET	south-east side: from the south-western boundary wall of no. 73 Mornington Street, south-westwards for a distance of 6.6 metres

TABLE 4.1 – ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
18	ALBERT STREET	
(a)	south-west side:	
(i)	from a point 1.6 metres south-east of the party wall between 133 and 135 Albert Street for a distance of 17.5 metres south-eastwards	A
(ii)	from the south-east kerb line of Parkway to a point 1.6 metres south-east of the party wall of 133 and 135 Albert Street	20
(iii)	from a point 2.5 metres south-eastwards of the party wall of 125 and 127 Albert Street to a point 8.5 metres north-west of the north-western kerb line of Mornington Street	20
(iv)	from a point 8.5 metres north-west of the north-western kerb line of Mornington Street to a point 6.5 metres south-east of the south-eastern kerb line of Mornington Street	A
(v)	from a point 6.5 metres south-east of the south-western kerb line of Mornington Street to a point 10.5 metres north of the northern kerb line of Mornington Place	20
(vi)	from the northern kerb line of Mornington Place, northwards for a distance of 10.5 metres	A

(b)	north-east side:	
(i)	from the south-east kerb line of Parkway to a point 31.5 metres north-west of the party wall of 118 and 124/126 Albert Street	20
(ii)	from a point of the party wall of 118 and 124/126 Albert Street for a distance of 31.5 metres north-westwards	A
(iii)	from a point of the party wall of 118 and 124/126 Albert Street to a point 8.5 metres north-west of the north-western kerb line of Mornington Street	20
(iv)	from a point 8.5 metres north-west of the north-western kerb line of Mornington Street to a point 4.5 metres south-east of the south-eastern kerb line of Mornington Street	A
(v)	from a point 4.5 metres south-east of the south-eastern kerb line of Mornington Street to a point 8.5 metres north of the northern kerb line of Mornington Place.	20
(vi)	from the northern kerb line of Mornington Place, northwards for a distance of 8.5 metres	A
41	ARLINGTON ROAD	
(a)	north-east side:	
(i)	from the south-eastern kerb line of Jamestown Road, south-eastwards for a distance of 18.5 metres	A
(ii)	from the party wall of nos. 220 and 226 Arlington Road, southwards for a distance of 21.3 metres	A
(iii)	from the north-western kerb line of Early Mews, north-westwards for a distance of 20 metres	A
(iv)	between a point 19 metres south-east of the south-eastern kerb line of Parkway and a point 14 metres north-west of the north-western kerb line of Parkway	A
(v)	between a point 6.9 metres south-east of the party wall of nos. 142 to 152 and 154 Arlington Road and a point 19 metres south-east of the south-eastern kerb line of Parkway	20
(vi)	between the party wall of nos. 136 and 138 Arlington Road and a point 6.9 metres south-east of the party wall of nos. 142 to 152 and 154 Arlington Road	A

(vii)	between a point 18.4 metres north-west of a point opposite the party wall of nos. 75 and 77 Arlington Road and a point 6 metres south-east of the boundary wall of nos. 94 and 96 Arlington Road	2O
(viii)	from a point 6 metres south-east of the boundary wall of nos. 94 and 96 Arlington Road to a point 15.5 metres north-west of the north-western kerb line of Delancey Street	A
(ix)	from a point 15.5 metres north-west of the north-western kerb line of Delancey Street to the party wall of nos. 136 and 138 Arlington Road	2O
(x)	between a point opposite the party wall of nos. 75 and 77 Arlington Road, north-westwards for a distance of 18.4 metres	A
(xi)	between a point opposite the boundary wall of nos. 57 and 61 Arlington Road and a point opposite the party wall of nos. 75 and 77 Arlington Road	2O
(xii)	between a point opposite the party wall of nos. 51 and 53 Arlington Road and a point opposite the party wall of nos. 57 and 59 Arlington Road	A
(xiii)	between a point opposite the party wall of nos. 51 and 53 Arlington Road and a point 5 metres north west of the north-western kerb line of Miller Street.	2O
(xiv)	Between a point 5 metres north west of the north-western kerb line of Miller Street and a point 5 metres south east of the south-eastern kerb line of Miller Street.	A
(xv)	from the junction with Mornington Crescent to a point 5 metres south east of the south-eastern kerb line of Miller Street	2O
(b)	south-west side:	
(i)	between its junction with Mornington Crescent and a point 32.2 metres south-east of the south-eastern kerb line of Delancey Street	2O
(ii)	from a point 32.2 metres south-east of the south-eastern kerb line of Delancey Street to a point 15.5 metres north-west of the north-western kerb line of Delancey Street	A
(iii)	from a point 15.5 metres north-west of the north-western kerb line of Delancey Street to the party wall of nos. 139 and 141 Arlington Road	2O
(iv)	between the party wall of nos. 139 and 141 Arlington Road and a point 2.6 metres north-west of the south-eastern flank wall of nos. 147 to 155 Arlington Road	A
(v)	between a point 2.6 metres north-west of the south-eastern flank wall of nos. 147 to 155 Arlington Road and a point 57.1 metres south-east of the southern kerb line of Parkway	2O
(vi)	between a point 57.1 metres south-east of the southern kerb line of Parkway and a point 41.3 metres south-east of that kerb line	2R

(vii)	between a point 41.3 metres south-east of the south-eastern kerb line of Parkway and a point 17 metres south-east of that kerb line	2O
(viii)	between a point 17 metres south-east of the south-eastern kerb line of Parkway and that kerb line	A
(ix)	between the north-western kerb line of Parkway and a point 15 metres north-west of that kerb line	A
(x)	from the south-eastern kerb line of Jamestown Road, south-eastwards for a distance of 11 metres	A
(c)	both sides: so much else of Arlington Road that is public highway and which does not fall within those lengths specified above	2L
502	JAMESTOWN ROAD	
(a)	north and north-west side:	
(i)	between its junction with Oval Road and a point 13 metres east of the western wall of nos. 24 to 28 Oval Road	A
(ii)	between a point 13.0 metres east of the western wall of nos. 24 to 28 Oval Road and the north-eastern kerb line of the access road leading towards Hampstead Road Lock	2L
(iii)	from the north-eastern kerb line of the access road leading towards Hampstead Road Lock to a point 22 metres north-east of that kerb line	A
(iv)	from a point 22 metres north-east of the north-eastern kerb line of the access road leading towards Hampstead Road Lock and a point 7.5 metres south-west of the north-eastern wall of no. 265 Camden High Street [^RZ^]	2L
(b)	south and south-east side:	
(i)	between its junction with Oval Road and a point 17.0 metres east of the eastern kerb line of Oval Road	A
(ii)	between a point 17.0 metres east of the eastern kerb line of Oval Road and a point 4.5 metres south-west of the north-eastern building line of no. 31 Jamestown Road	2L
(iii)	from a point 4.5 metres south-west of the north-eastern building line of no. 31 Jamestown Road to a point 6.2 metres north-east of the south-western building line of no. 226 Arlington Road	A

(iv)	and a point 7.5 metres south-west of the north-eastern wall of no. 265 Camden High Street [^RZ^]	2L
655	MORNINGTON CRESCENT	
(a)	west side: from a point 6 metres north of the northern kerb line to a point 8.5 metres south of the southern kerb line of Mornington Place	A
(b)	both sides: so much else of Mornington Crescent that is public highway except those parts designated as part of Transport for London's Route Network	2O
656	MORNINGTON PLACE	
(a)	north side:	
(i)	from the western kerb line of Mornington Crescent, westwards for a distance of 11 metres	A
(ii)	from a point 10.5 metres east of the eastern kerb line of Albert Street to a point 6.5 metres west of the western kerb line of Albert Street	A
(b)	south side: from the western kerb line of Mornington Crescent, westwards for a distance of 18 metres	A
(c)	both sides: so much else of Mornington Place that is public highway and which does not lie within those lengths specified above	2O
657	MORNINGTON STREET	
(a)	north-west side: from a point 7.5 metres north-east of the north-eastern kerb line of Albert Street to a point 8.5 metres south-west of the south-western kerb line of Albert Street	A
(b)	south-east side: from a point 7.5 metres north-east of the north-eastern kerb line of Albert Street to a point 8 metres south-west of the south-western kerb line of Albert Street	A

(c)	both sides: so much else of Mornington Street that is public highway and which does not lie within those lengths specified above	20
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TABLE 4.2 – ITEMS INCLUDED, OR SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS, IN SCHEDULE 2 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
11	ARLINGTON ROAD	
(a)	north-east side:	
(i)	between the party wall of nos. 51 and 53 Arlington Road, north-westwards for a distance of 14.5 metres	1
(ii)	between the party wall of nos. 75 and 77 Arlington Road, north-westwards for a distance of 18.4 metres	1
(iii)	from a point 6 metres south-east of the boundary wall of nos. 94 and 96 Arlington Road to a point 15.5 metres north-west of the north-western kerb line of Delancey Street	1
(iii)	between the party wall of nos. 136 and 138 Arlington Road and a point 6.9 metres south-east of the party wall of nos. 142 to 152 and 154 Arlington Road	1
(iv)	between a point 19 metres south-east of the south-eastern kerb line of Parkway and a point 12.9 metres north-west of the north-western kerb line of Parkway	1
(v)	from the south-eastern kerb line of Jamestown Road, south-eastwards for a distance of 11 metres	1
(b)	south-west side:	
(i)	from the south-eastern kerb line of Jamestown Road, south-eastwards for a distance of 11 metres	1
(ii)	between a point 17 metres south-east of the south-eastern kerb line of Parkway and a point 15.0 metres north-west of the north-western kerb line of Parkway	1

(iii)	between the party wall of nos. 139 and 141 Arlington Road and a point 2.6 metres north-west of the south-eastern flank wall of nos. 147 to 155 Arlington Road	1
(iv)	from a point 32.2 metres south-east of the south-eastern kerb line of Delancey Street to a point 15.5 metres north-west of the north-western kerb line of Delancey Street	1
54	DELANCEY STREET	
(a)	north-west side:	
(i)	from a point 19 metres south-west of the junction with Camden High Street and the north-eastern kerb line of Arlington Road	50
(ii)	between its junction with Parkway and a point opposite the north-western wall of no. 84 Delancey Street	50
(b)	south-east side: between the north-eastern kerb line of Arlington Road and a point 19.0 metres south-west of the south-western kerb line of Camden High Street	18
(c)	both sides: from the south-western kerb line of Arlington Road, south-westwards for a distance of 7 metres	1
119	JAMESTOWN ROAD	
(a)	both sides: from a point 7.5 metres south-west of the north-eastern wall of no. 265 Camden High Street to a point 47.24 metres south-west of the south-western kerb line of Camden High Street	19
(b)	north-west side: from the north-eastern kerb line of the access road leading towards Hampstead Road Lock to a point 22 metres north-east of that kerb line	1
(c)	south-east side: from a point 4.5 metres south-west of the north-eastern building line of no. 31 Jamestown Road to a point 6.2 metres north-east of the south-western building line of no. 226 Arlington Road	1