

The Camden (Huntley Street) Experimental Traffic Order 2020

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned order on 23 November 2020 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 3 December 2020. The general nature and effect of the order is set out below:

Cyclists are permitted to travel contraflow (from south-east to north-west) in the section of Huntley Street which lies between its junctions with Chenies Street and University Street. Additional waiting / loading restrictions are designated at the junctions with Chenies Street, Torrington Place and University Street, Capper Street and in Chenies Place. A pay by phone parking space and a residents parking space on the south-east side, immediately south of the junction with University Street and immediately north of the junction with Chenies Street respectively are removed. A disabled parking space and a pay by phone parking space located in Chenies Street in the vicinity of the junction with Huntley Street are relocated westwards and eastwards respectively by approximately 5 metres.

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 order came 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 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
26 November 2020

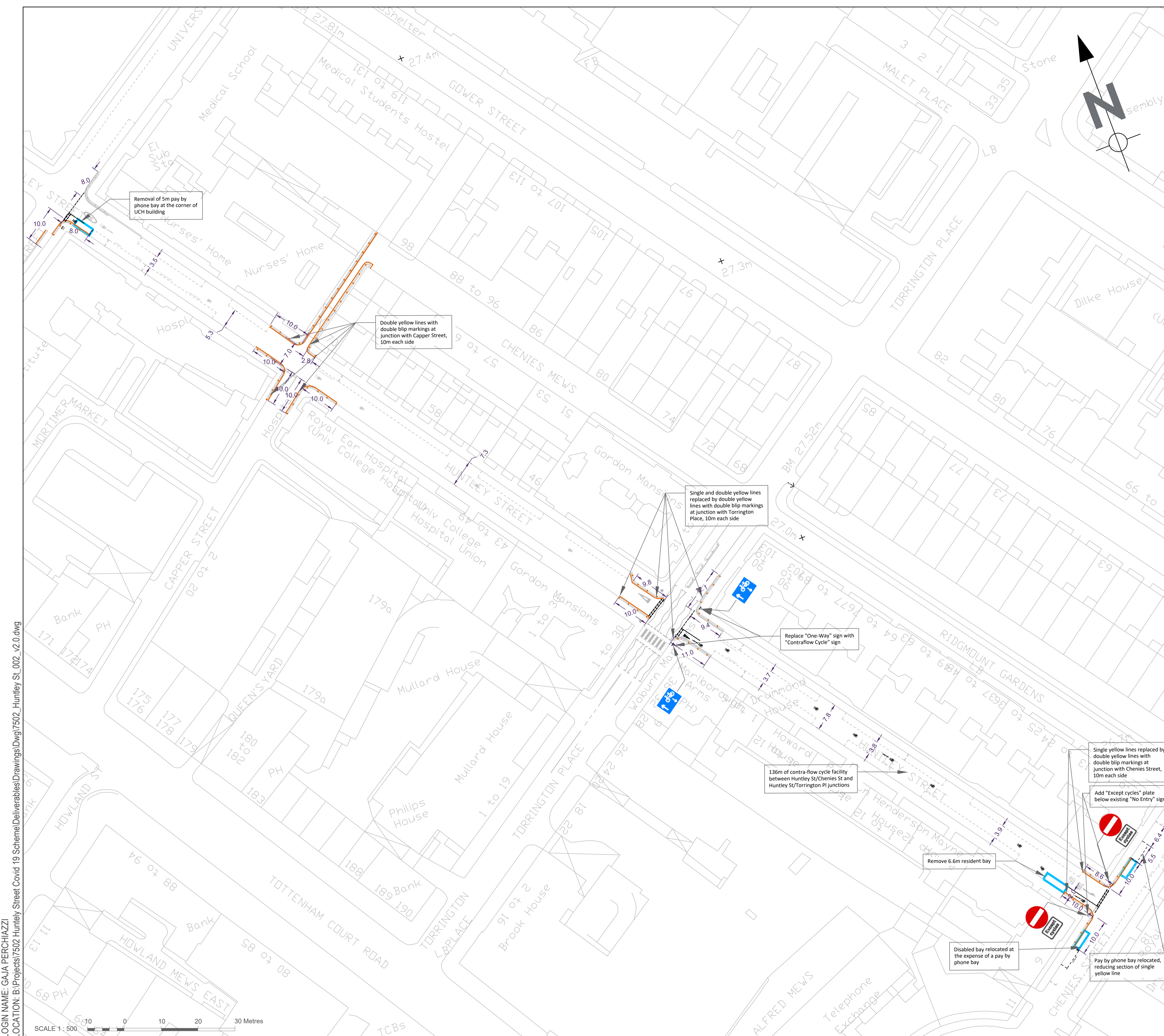
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STATEMENT OF REASONS REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT

The measures will permit contraflow cycling (from south-east to north-west) in the section of Huntley Street which lies between its junctions with Chenies Street and University Street thereby enhancing cycle permeability in Camden's streets and improving cyclists' journey times by providing more convenient routes.

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.. 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:
- All signs and road markings to TSRGD standards, or Camden standard details, unless otherwise stated.
 - All signs to be located on minimum 3m poles with a minimum ground clearance of 2.1m clearance, unless otherwise stated - See separate sign schedule for further details.
 - Ordnance Survey (OS) mapping used, site engineer to confirm on site measurements. Where OS mapping inaccurate, traffic lane width and cycle lane width dimensions to be prioritised over footway build-out, when setting out on site.
 - This drawing is only applicable to the project stated below
 - This drawing is only to be used at the size and scale stated below
 - Any discrepancies are to be reported to the designer named below

KEY

- Suspended parking bay
- Proposed parking bay
- Proposed white road markings
- Proposed double yellow line markings

1.0	27/10/20	AM	AS	AS	
2.0	06/11/20	GP	AS	AS	
REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

FOR COMMENT

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CLIENT
CAMDEN CITY COUNCIL

PROJECT
COVID-19 RESPONSE

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
AM	AS	AS	27/10/20	AS	27/10/20

TITLE
COVID-19 SAFE TRAVEL IN CAMDEN
HUNTLEY STREET - IMMEDIATE MEASURES
GENERAL ARRANGEMENT

SCALE	DRAWING No	REV
1:200@A1	7502/OS/002	2.0

LOGIN NAME: GAUA PERCHIAZZI
 LOCATION: B:\Projects\7502 Huntley Street Covid 19 Scheme\Deliverables\Drawings\Dwg\7502_Huntley St_002_v2.0.dwg

The Camden (Huntley Street) Experimental Traffic Order 2020

2020 No. 90

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 90

The Camden (Huntley Street) Experimental Traffic Order 2020

Made on 23 November 2020

Coming into force on 3 December 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 3 December 2020 and may be cited as the Camden (Huntley Street) Experimental Traffic Order 2020.

2. Interpretation

- 2.1 In this order, the term “pedal cycle” has the same meaning ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].
- 2.2 Any reference in this order to any other order or enactment shall be construed as a reference to that order or enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent order or enactment.

3. Restrictions

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.3 The Camden (Prescribed Routes) (No. 9) Traffic Order 1988 [L.B.C. 1988 No. 42] shall have effect as though Article 4 did not apply in respect of a pedal cycle proceeding in the section of Huntley Street set out in the schedule to that order.
- 3.4 The Camden (Prescribed Route) (No. 8) Traffic Order 2000 [L.B.C. 2000 No. 63] shall have effect as though Article 4 did not apply in respect of a pedal cycle proceeding in the section of Huntley Street set out in Schedule 1 to that order.
- 3.5 The Camden (Parking Places) (CA-E) Traffic Order 2012 [L.B.C. 2012 No. 5] shall have effect as though;

- 3.5.1 there was omitted from Schedule 1 to that order, the items set out in table 1 of the schedule to this order;
- 3.5.2 there was omitted from Schedule 2 to that order, the item set out in table 2.1 of the schedule to this order;
- 3.5.3 there was included in Schedule 2 to that order, the items set out in table 2.2 of the schedule to this order.
- 3.6 The Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012 [L.B.C. 2012 No. 22] shall have effect as though;
 - 3.6.1 there was omitted from the schedule to that order, the item set out in table 3.1 of the schedule to this order;
 - 3.6.2 there was included in the schedule to that order, the item set out in table 3.2 of the schedule to this order.
- 3.7 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
 - 3.7.1 there was substituted for items set out in relation to similarly named streets in Schedule 1 to that order, the items set out in table 4.1 of the schedule to this order;
 - 3.7.2 there was 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

4. Power to modify or suspend provisions of 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 23 November 2020



Peter Mardell
Head of Parking Operations

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
2090	HUNTLEY STREET	the south-west side, from a point 10 metres north-east of the north-eastern kerb-line of Chenies Street, north-eastwards for a distance of 5.5 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM

TABLE 2.1 - ITEMS OMITTED FROM SCHEDULE 2 TO THE CAMDEN (PARKING PLACES) (CA-E) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
13311	HUNTLEY STREET	south-west side: from a point 3.9 metres south-east of the south-east kerb line of University Street, south-eastwards for a distance of 9.5 metres	MONDAY – SATURDAY 8.30AM – 6.30PM	£5.92 per hour	£7.20 per hour	2 HOURS
2243	CHENIES STREET	the north-west side, from a point 1.3 metres north-east of a point opposite the south-western wall of no. 9 Chenies Street, north-eastwards for a distance of 12 metres	MONDAY – SATURDAY 8.30AM – 6.30PM	£5.92 per hour	£7.20 per hour	2 HOURS
13309	CHENIES STREET	north-west side: from a point 3.6 metres north-east of the north-eastern kerb line of Huntley Street, north-eastwards for a distance of 19.8 metres	MONDAY – SATURDAY 8.30AM – 6.30PM	£5.92 per hour	£7.20 per hour	2 HOURS

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
13735	HUNTLEY STREET	south-west side: from a point 8.9 metres south-east of the south-east kerb line of University Street, south-eastwards for a distance of 4.5 metres	MONDAY – SATURDAY 8.30AM – 6.30PM	£5.92 per hour	£7.20 per hour	2 HOURS
13736	CHENIES STREET	north-west side: from a point 16.6 metres of the south-west kerb line of Huntley Street, north-eastwards for a distance of 5.4 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM	£5.92 per hour	£7.20 per hour	2 HOURS
13737	CHENIES STREET	north-west side: from a point 10 metres north-east of the north-eastern kerb line of Huntley Street, north-eastwards for a distance of 13.4 metres	MONDAY – SATURDAY 8.30AM – 6.30PM	£5.92 per hour	£7.20 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
6880	CHENIES STREET	north-west side: the north-west side, from a point 6 metres south-west of the extended south-western kerb-line of Huntley Street, south-westwards for a distance of 6.5 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
13738	CHENIES STREET	north-west side: from a point 10 metres south-west of the south-western kerb line of Huntley 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)
157	CAPPER STREET	
(a)	from the south-western kerb line of Huntley Street, south-westwards for a distance of 10 metres	A
(b)	so much else of Capper Street that is public highway and which does not lie within the length specified above	F
187	CHENIES MEWS	
(a)	north-east to south-west arm	A
(b)	north-west to south-east arm	F

189	CHENIES STREET	
(a)	north-west side:	A
(i)	from the south-western kerb line of Gower Street to a point 8 metres south-west of that kerbline	A
(ii)	from a point 10 metres south-west of the south-western kerb line of Huntley Street to a point 10 metres north-east of the north-eastern kerb line of Huntley Street	A
(b)	south-east side: from the south-western kerb line of Gower Street to a point 13 metres south-west of that kerb line	A
(c)	both sides:	
(i)	from the north-eastern kerb line of Tottenham Court Road to a point 10.8 metres north-east of the south-western flank wall of 209 Tottenham Court Road	A
(ii)	so much else of Chenies Street that is public highway and which does not fall within those lengths specified above	F
494	HUNTLEY STREET	
(a)	north-east side:	
(i)	between the south-eastern kerb line of Grafton Way and a point 7.0 metres south-east of that kerb line	A
(ii)	from the south-eastern kerb line of University Street, south-eastwards for a distance of 8 metres	A
(iii)	from a point 10 metres north-west of the north-western kerb line of Chenies Mews to a point 2.8 metres south of the south-eastern kerb line of Chenies Mews	A
(iv)	from a point 9.8 metres north-west of the north-western kerb line of Torrington Place to a point 9.4 metres south of the south-eastern kerb line of Torrington Place	A
(v)	from the north-western kerb line of Chenies Street, north-westwards for a distance of 8.6 metres	A

(b)	south-west side:	
(i)	from the south-eastern kerb line of University Street, south-eastwards for a distance of 8 metres	A
(ii)	from a point 10 metres north-west of the north-western kerb line of Capper Street to a point 10 metres south-east of the south-eastern kerb line of Capper Street	A
(iii)	from a point 10 metres north-west of the north-western kerb line of Torrington Place to a point 11 metres south-east of the south-eastern kerb line of Torrington Place	A
(iv)	from the north-western kerb line of Chenies Street, north-westwards for a distance of 10 metres	A
(c)	both sides: so much else of Huntley Street that is public highway and which does not lie within those lengths specified above	F
954	UNIVERSITY STREET	
(a)	north-west side:	
(i)	from a point 6.0 metres west of the western flank wall of the Public House, no.31 University Street, westwards for a distance of 10.5 metres	A
(ii)	from the north-eastern kerb line of Tottenham Court Road, north-eastwards for a distance of 20 metres	A
(b)	south-east side:	
(i)	from the north-eastern kerb line of Tottenham Court Road, north-eastwards for a distance of 10 metres	A
(ii)	from the south-western kerb line of Huntley Street, south-westwards for a distance of 10 metres	A
(c)	both sides:	
(i)	from the south-western kerb line of Gower Street, south-westwards for a distance of 10 metres	A

(ii)	so much else of University Street that is public highway and which does not fall within those lengths specified above	F
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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)
	CAPPER STREET: from the south-western kerb line of Huntley Street, south-westwards for a distance of 10 metres	1
	CHENIES MEWS: north-east to south-west arm	1
41	CHENIES STREET	
(a)	north-west side:	
(i)	from the south-western kerb line of Gower Street to a point 8 metres south-west of that kerb line	1
(ii)	from a point 10 metres south-west of the south-western kerb line of Huntley Street to a point 10 metres north-east of the north-eastern kerb line of Huntley Street	1
(b)	south-east side: from the north-eastern kerb line of Tottenham Court Road to a point 10.8 metres north-east of the south-western flank wall of 209 Tottenham Court Road	1
	HUNTLEY STREET	

(a)	north-east side:	
(ii)	from the south-eastern kerb line of University Street, south-eastwards for a distance of 8 metres	1
(iii)	from a point 10 metres north-west of the north-western kerb line of Chenies Mews to a point 2.8 metres south of the south-eastern kerb line of Chenies Mews	1
(iv)	from a point 9.8 metres north-west of the north-western kerb line of Torrington Place to a point 9.4 metres south of the south-eastern kerb line of Torrington Place	1
(v)	from the north-western kerb line of Chenies Street, north-westwards for a distance of 8.6 metres	1
(b)	south-west side:	
(i)	from the south-eastern kerb line of University Street, south-eastwards for a distance of 8 metres	1
(ii)	from a point 10 metres north-west of the north-western kerb line of Capper Street to a point 10 metres south-east of the south-eastern kerb line of Capper Street	1
(iii)	from a point 10 metres north-west of the north-western kerb line of Torrington Place to a point 11 metres south-east of the south-eastern kerb line of Torrington Place	1
(iv)	from the north-western kerb line of Chenies Street, north-westwards for a distance of 10 metres	1
	UNIVERSITY STREET: from the south-western kerb line of Huntley Street, south-westwards for a distance of 10 metres	1