

The Camden (College Place) Experimental Traffic Order 2020
The Camden (Warren Street) Experimental Traffic Order 2020
The Camden (Windmill Street) Experimental Traffic Order 2020
The Camden (Grafton Way) Experimental Traffic Order 2020
The Camden (Bedford Avenue) Experimental Traffic Order 2020
The Camden (Tottenham Street) Experimental Traffic Order 2020
The Camden (Richbell Place) Experimental Traffic Order 2020

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned orders on 16 November 2020 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The orders will come into force on 23 November 2020. The general nature and effect of the orders will be to permit contraflow cycling in the streets, or sections of streets, set out below where one-way working is otherwise prescribed. Changes to the extent of waiting / loading prohibitions and the designation of parking places in the vicinity are noted. Waiting and loading prohibitions so noted will apply at all times.

College Place (from the junction with Royal College Street to the junction with Plender Street) – waiting prohibitions designated on all four arms of the junction with Plender Street and outside Stonehouse. Loading prohibitions designated on both arms of the junction on the south side of Plender Street.

Warren Street (from the junction with Cleveland Street to the junction with Grafton Mews) – removal of a 4 metre section of the permit holders parking place at the side of no. 35 Conway Street, removal of a 1.9 metre section of the paid-for parking place at the side of no. 24 Conway Street, removal of a 12 metre section of the permit holders parking place opposite no. 24 Warren Street. Waiting prohibitions designated on the north side from the junction with Cleveland Street to the western boundary of no. 52 Warren Street except where parking places are designated. Waiting and loading prohibitions designated at the junctions with Cleveland Street, Conway Street and Fitzroy Street.

Windmill Street (from the junction with Charlotte Street to the junction with Whitfield Street) – removal of the parking place at the side of no. 31 Windmill Street, replaced with waiting and loading prohibitions. Loading prohibitions designated at the junction with Charlotte Street.

Grafton Way (from the junction with Fitzroy Street to the junction with Whitfield Street) – waiting prohibitions designated at any time introduced on the south side between the junctions with Fitzroy Street and Whitfield Street. Waiting and loading prohibitions designated at the junctions with Fitzroy Street / Fitzroy Square and Whitfield Street.

Bedford Avenue (from the junction with Adeline Place to the junction with Bloomsbury Street) – removal of the motorcycle parking place at the junction with Bloomsbury Street, removal of a 9.1 metre section of the permit holders parking place outside no. 33 Bedford Avenue with the disabled parking place outside no. 35 Bedford Avenue relocated westwards, removal of a 3.6 metre section of the permit holders parking place outside no. 9 Bedford Avenue, designation of a 5.7 metre long motorcycle parking place outside nos. 74-97 Bedford Mansions. Waiting and loading prohibitions designated at the junctions with Bloomsbury Street and Adeline Place.

Tottenham Street (between its junctions with Cleveland Street and Charlotte Street, from west to east, and between its junctions with Whitfield Street and Charlotte Street, from east to west) – removal of disabled parking places on the north side outside no. 40-50 Tottenham Street, designation of a disabled parking place on the south side outside no. 43 Tottenham Street. Waiting and loading prohibitions designated on the north side between the junction with Cleveland Street and a point opposite the eastern kerb line of Goodge Place, on the south side at the junctions with Cleveland Street and Goodge Place, and on both sides at the junctions with Charlotte Street and Whitfield Street.

Richbell Place (west to east) – permit holders parking place split into two sections of 5.4 metres length. No waiting or loading restrictions designated elsewhere in the street except a 12 metre section at the side of no. 26 Lamb's Conduit Street where waiting for the purposes of loading / unloading will remain permitted, waiting prohibitions also designated in Emerald Street for a distance of 10 metres north of the junction with Richbell Place.

The Council will be considering in due course whether the provisions of the experimental orders should be continued in force indefinitely. Within a period of six months beginning with the date on which the experimental orders came 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 orders 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
19 November 2020

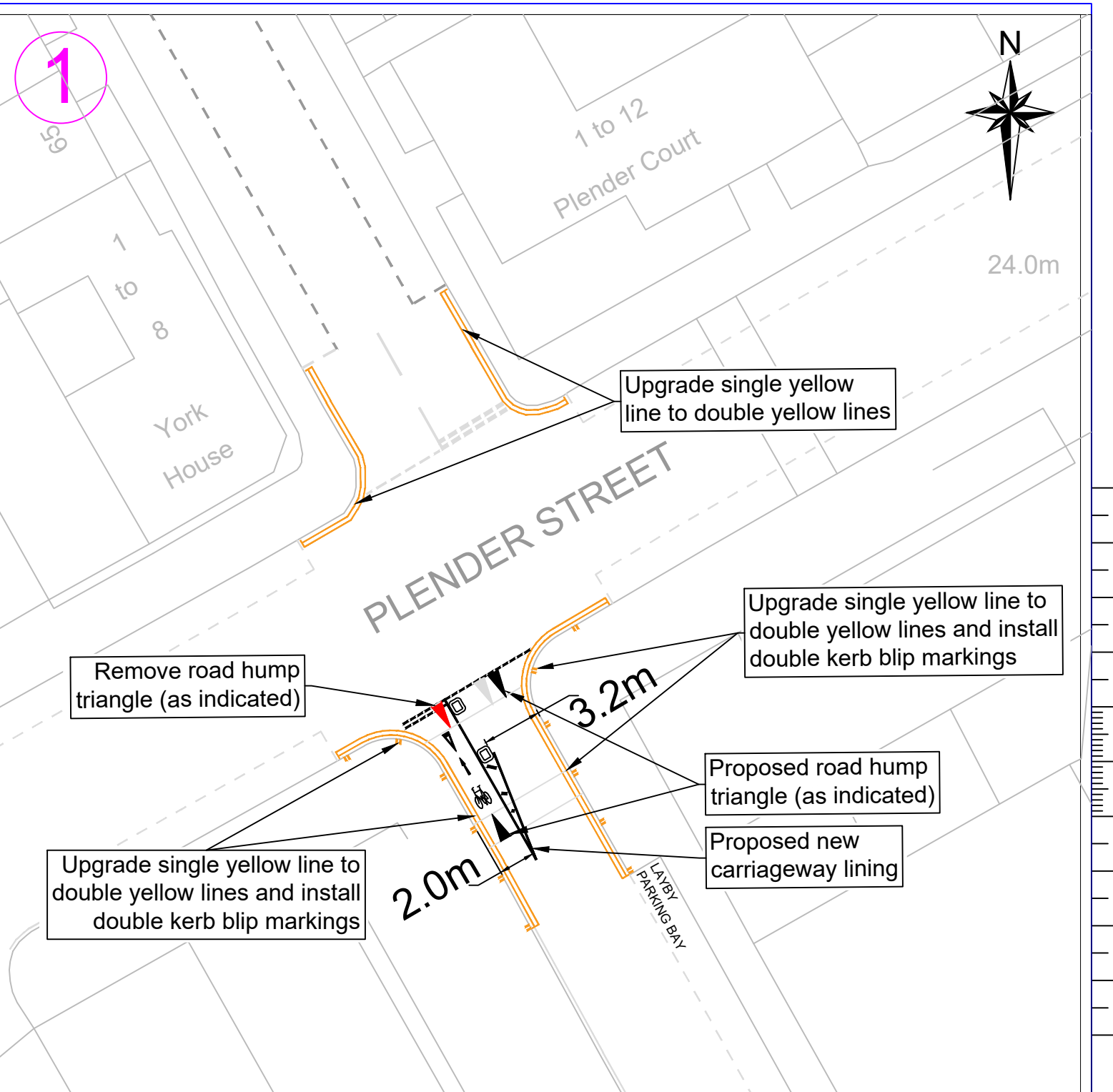
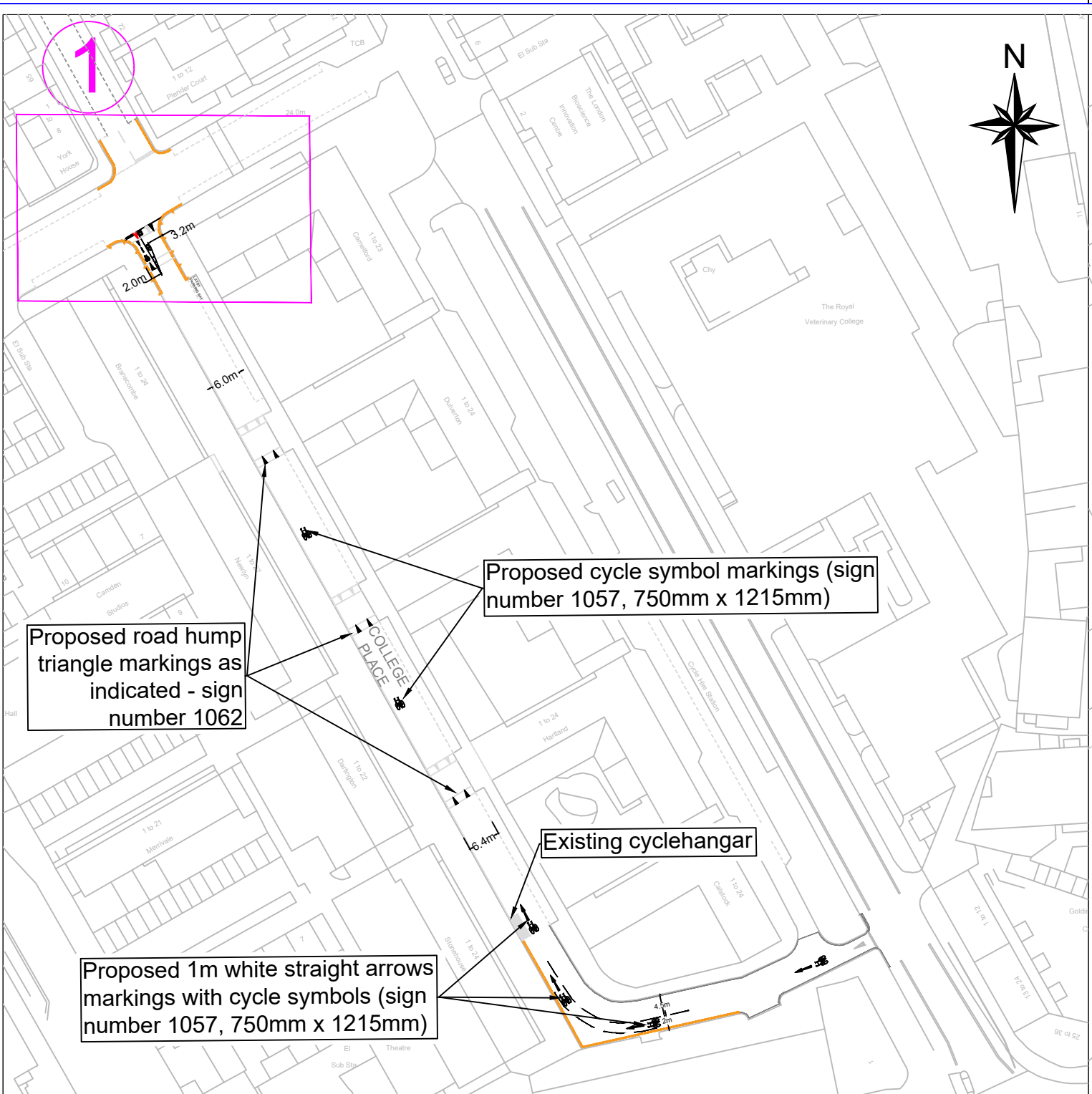
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The Camden (Warren Street) Experimental Traffic Order 2020
The Camden (Windmill Street) Experimental Traffic Order 2020
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The Camden (Bedford Avenue) Experimental Traffic Order 2020
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The Camden (Richbell Place) Experimental Traffic Order 2020

**STATEMENT OF REASONS AND
REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT**

The experimental orders will allow cyclists to travel contraflow in streets where one-way working otherwise applies. This supports Camden's policy to enhance cycle permeability by providing more convenient routes for cyclists and reduce journey times.

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 orders 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.



KEY	
	Existing single yellow line
	Existing parking bay lining
	Proposed cycle lane 'give way' (sign number 1003B & 1009B, 100mm width)
	Proposed sign number 1004 (100mm width)
	Proposed double yellow line, 50mm width
	Proposed cycle symbol (sign number 1057, 750mm x 1215mm)
	Proposed double kerb markings (sign number 1020.1, 3m spacing 100mm width)
	Proposed cycle arrow markings (sign number 1059, 2m length)
	Proposed 'give way' triangle markings (sign number 1023B, 625mm x 1875mm)
	Proposed northbound westernmost road hump triangle markings
	Remove road hump triangle markings

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Project
 Cycle Permeability
 COVID - 19 measures

Drawing Title
 College Place
 ETO Lining drawing











Rev	By	Date	Amendments

Scale NTS	Date Oct 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\ 2020-21\ Cycle Permeability 20-21\ 08_Drawings\01_Working Drawings\02_Feasibility	
Drawing Number College Place\ 01	Rev.



Amend junction markings as shown

Remove 4.0m of resident permit holders only bay

- KEY**
-  Existing lining
 -  Existing parking bays
 -  Proposed removing parking lines
 -  Proposed parking lines (sign number 1028: 50mm width)
 -  Proposed double kerb blips (3m spacing, 250mm x 50mm width)
 -  Proposed double yellow lines (50mm width)
 -  Proposed white 'give way' lines (sign numbers 1003)
 -  Proposed white lines (sign numbers 1009)
 -  Proposed white lines (sign numbers 1004)
 -  Proposed cycle symbol lining (sign number 1057: 750mm x 1215mm)

Rev	By	Date	Amendments



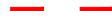







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Project
 Cycle Permeability
 COVID - 19 measures

Drawing Title
 Warren Street
 ETO lining drawing
 1 of 3

Scale NTS	Date Nov 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\2020-21\Cycle Permeability 20-21\08_Drawings\01_Working Drawings\02_Feasibility	
Drawing Number Warren Street\ 002\01	Rev. D

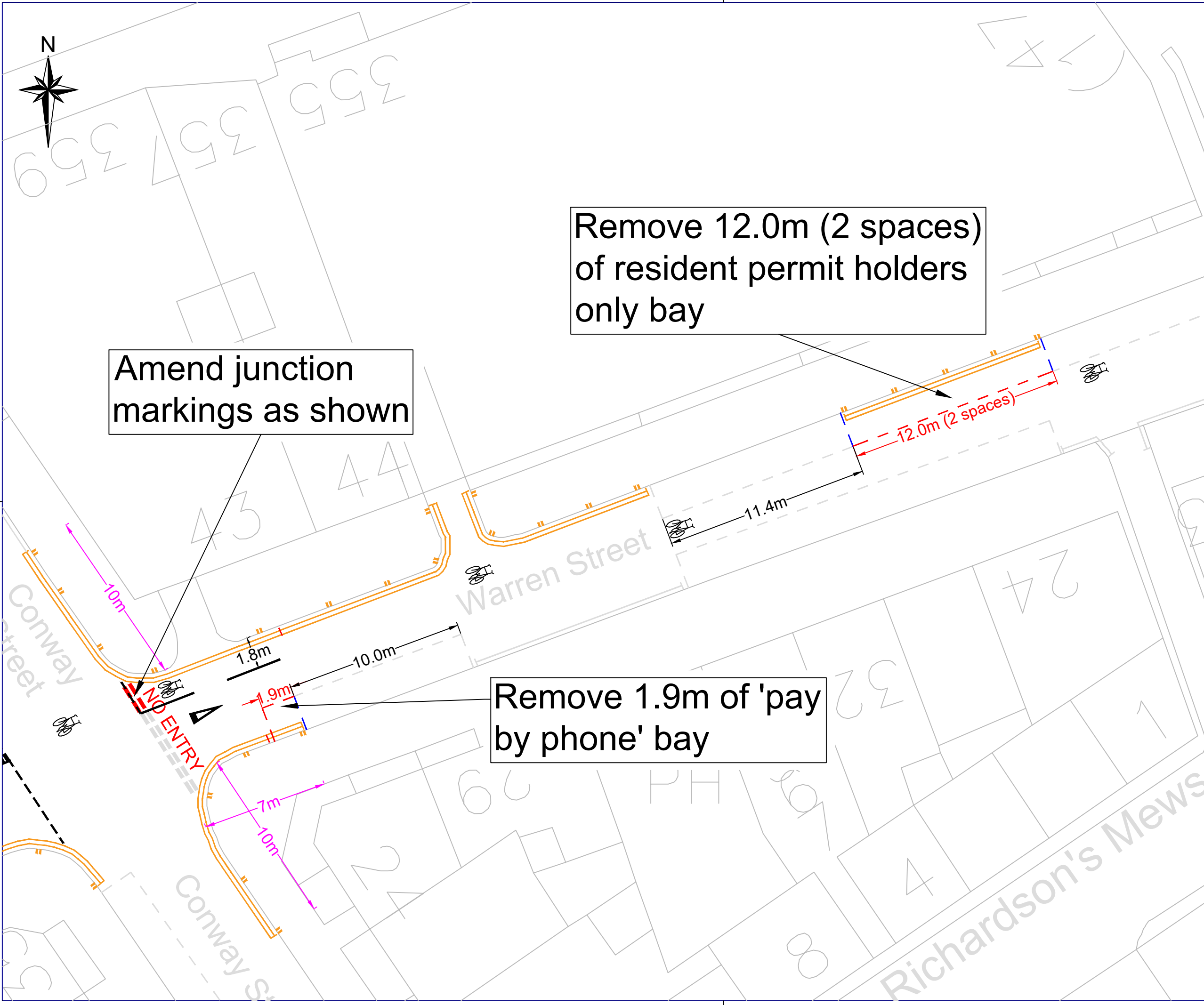


- KEY**
-  Existing lining
 -  Existing parking bays
 -  Proposed removing parking lines/ lettering
 -  Proposed parking lines (sign number 1028: 50mm width)
 -  Proposed double kerb blips (3m spacing, 250mm x 50mm width)
 -  Proposed double yellow lines (50mm width)
 -  Proposed white lines (sign numbers 1009)
 -  Proposed white lines (sign numbers 1004)
 -  Proposed cycle symbol lining (sign number 1057: 750mm x 1215mm)
 -  Proposed give way triangle lining (sign number 1023A: 1250mm x 3750mm)

Remove 12.0m (2 spaces) of resident permit holders only bay

Amend junction markings as shown

Remove 1.9m of 'pay by phone' bay



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Drawing Title
 Warren Street
 ETO lining drawing
 2 of 3









Scale NTS	Date Nov 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\2020-21\Cycle Permeability 20-21\08_Drawings\01_Working Drawings\02_Feasibility	
Drawing Number Warren Street\ 002\02	Rev. D



Existing bollards -
no through traffic
except cyclist

Refresh junction
markings as shown

Refresh junction
markings as shown

- KEY**
-  Existing lining
 -  Existing parking bays
 -  Proposed removing parking lines
 -  Proposed parking lines (sign number 1028: 50mm width)
 -  Proposed double kerb blips (3m spacing, 250mm x 100mm width)
 -  Proposed double yellow lines (50mm width)
 -  Proposed cycle symbol lining (sign number 1057: 750mm x 1215mm)
 -  Proposed refresh lining

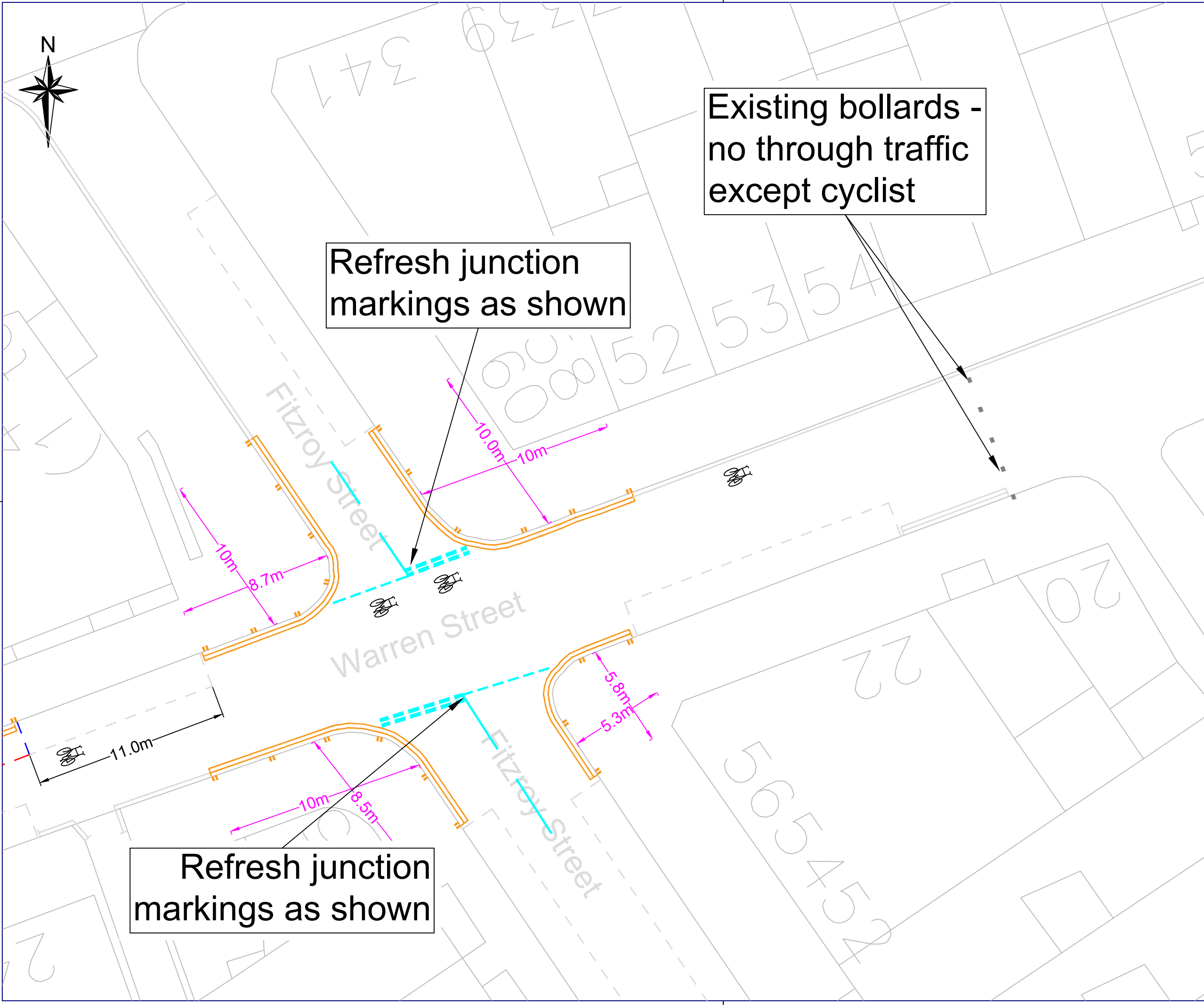
Rev	By	Date	Amendments

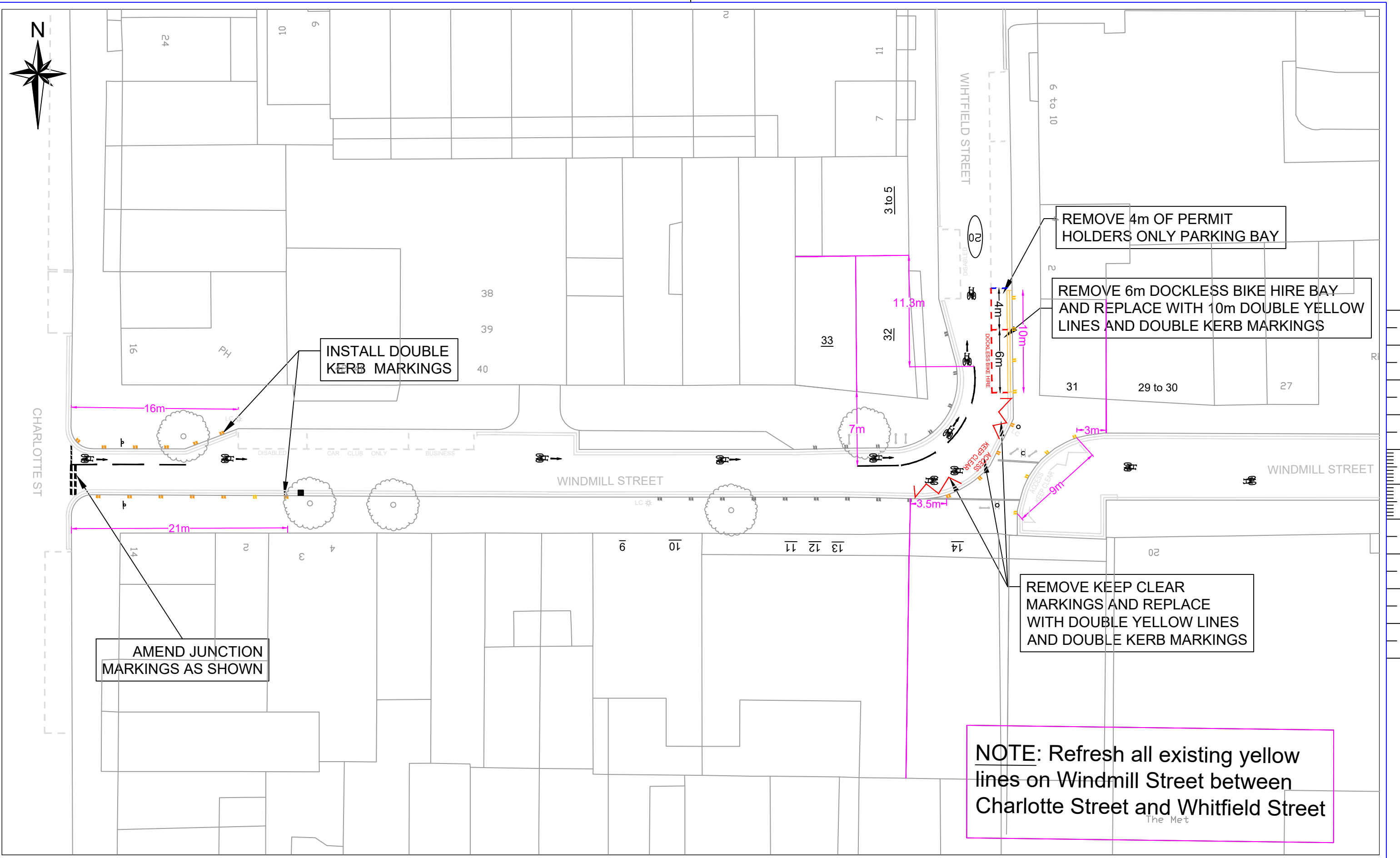
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Project
Cycle Permeability
COVID - 19 measures

Drawing Title
Warren Street
ETO lining drawing
3 of 3

Scale NTS	Date Nov 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\2020-21\Cycle Permeability 20-21\08_Drawings\01_Working Drawings\02_Feasibility	
Drawing Number Warren Street\ 002\03	Rev. D





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**Cycle Permeability
 COVID - 19 measures**

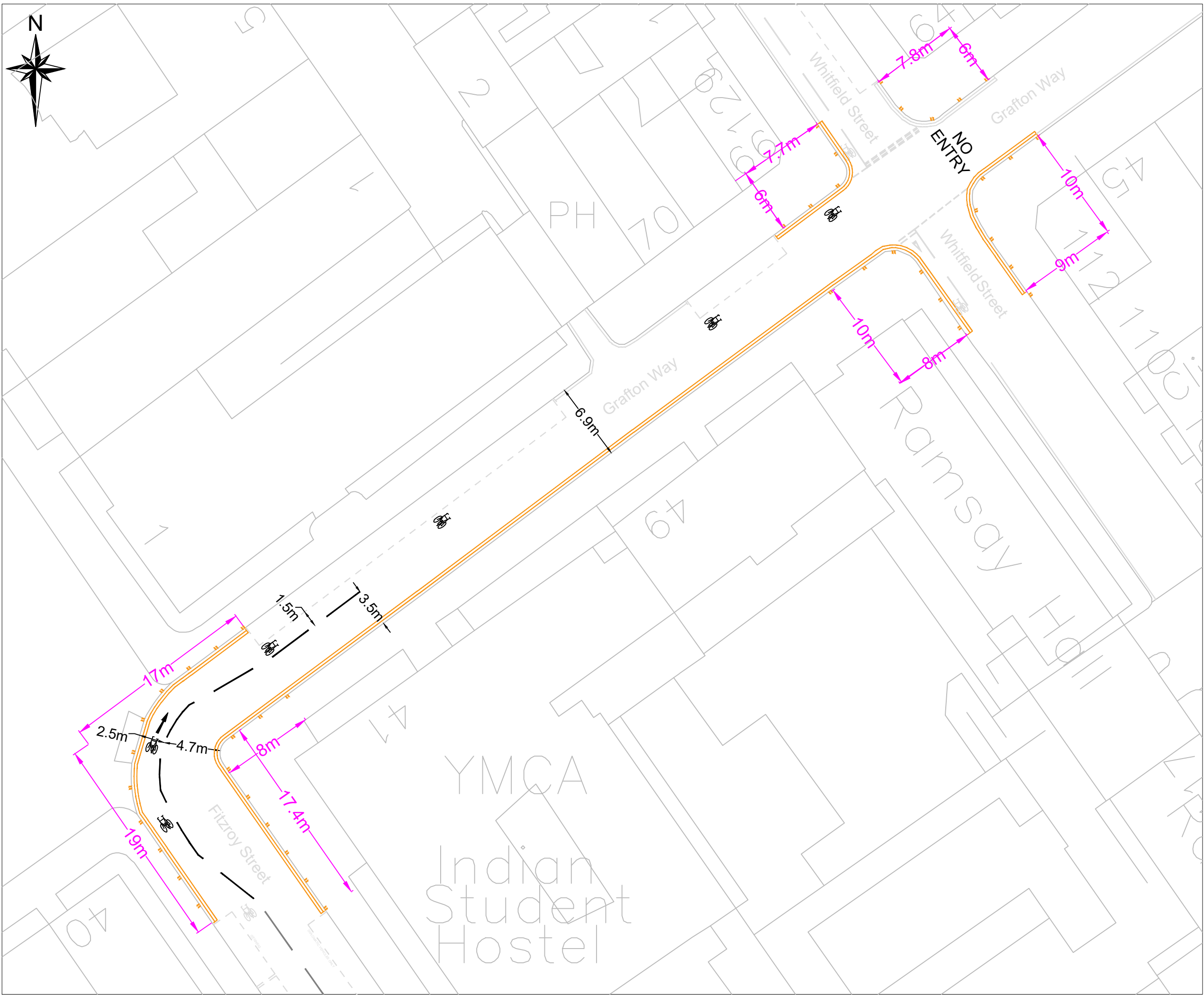
Drawing Title
**Windmill Street
 ETO lining drawing**




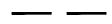

KEY

	Existing road lines		Proposed white lines
	Proposed double kerb (3m spacing, 250mm x 50mm width)		Proposed cycle symbol lining (sign number 1057: (750mm x 1215mm) and sign number 1059 (1m))
	Existing double yellow lines		
	Proposed single yellow line (50mm width)		
	Proposed double yellow lines (50mm width)		

Rev	By	Date	Amendments

Scale NTS	Date Nov 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location	
Drawing Number TS\RW\CP\1920\WINDMILL\RSA\03	
Rev.	H



- KEY**
-  Existing cycle symbol
 -  Proposed cycle symbol (sign number 1057: 750mm x 1215mm)
 -  Proposed double kerb blips (3m spacing, 250mm x 50mm width)
 -  Proposed cycle lane lining (sign number 1004)
 -  Upgrade single to double yellow lines (50mm width)

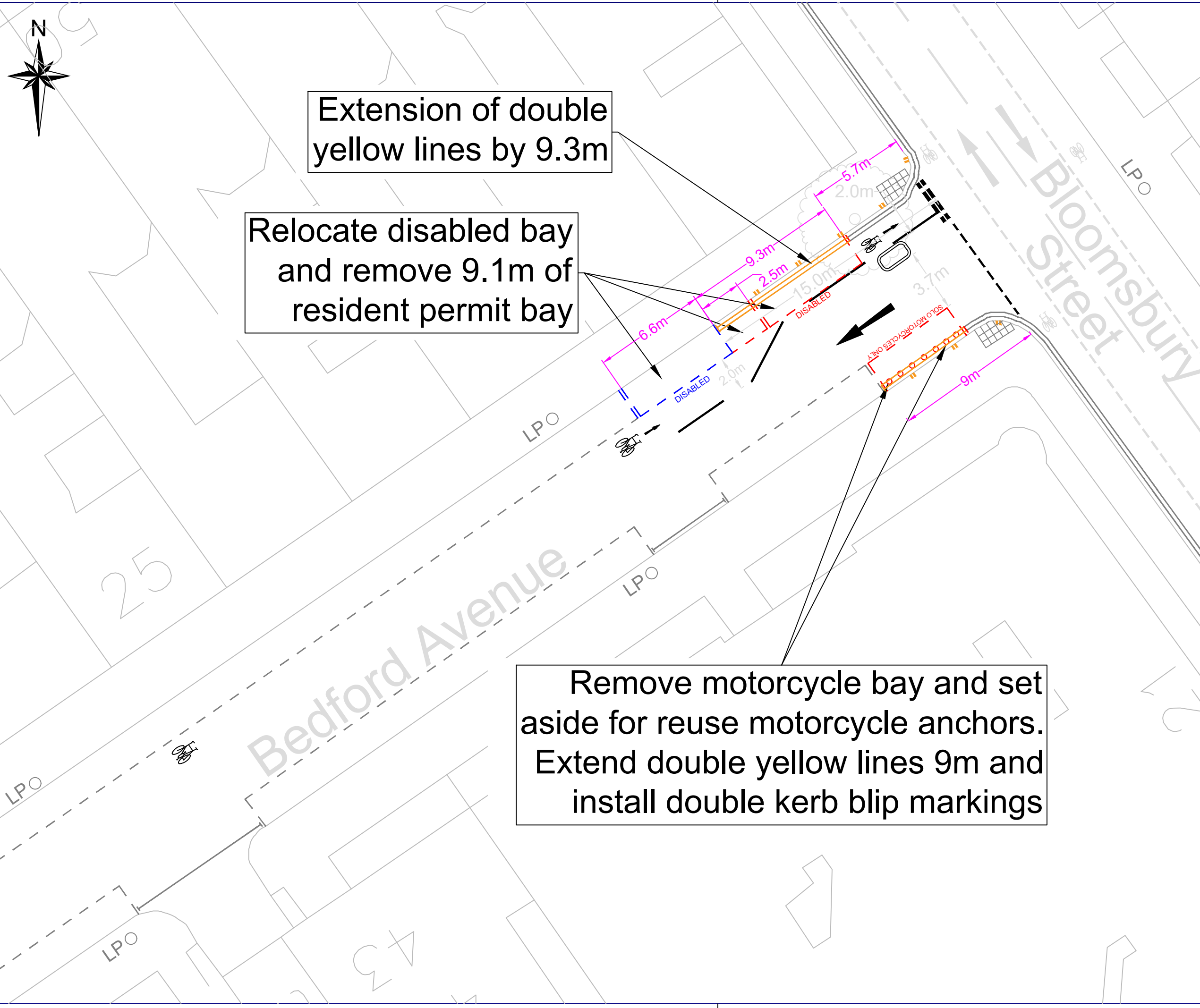
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Project
**Cycle Permeability
 COVID - 19 measures**

Drawing Title
**Grafton Way
 ETO Lining Drawing**











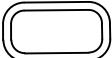
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Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\2020-21\Cycle Permeability 20-21\08_Drawings\01_Working Drawings\02_Feasibility	
Drawing Number Grafton Way\ 003	Rev.



Extension of double yellow lines by 9.3m

Relocate disabled bay and remove 9.1m of resident permit bay

Remove motorcycle bay and set aside for reuse motorcycle anchors. Extend double yellow lines 9m and install double kerb blip markings

- KEY**
-  Proposed double kerb blip markings (3m spacing, 250mm x 50mm width) and double yellow line (50mm width)
 -  Existing lining
 -  Removing lining
 -  Proposed parking lines (sign number 1028.4, 50mm wide)
 -  Proposed lining (sign number 1003, 1009 200mm, 100mm wide)
 -  Proposed lining 100mm wide)
 -  Existing cycle symbol lining
 -  Proposed cycle symbol lining (sign number 1057: (750mm x 1215mm) and sign number 1059 (1m)
 -  Proposed arrow symbol (sign number 1036.2 - 4m length)
 -  Proposed removal of motorcycle anchor
 -  Proposed traffic island (2.0m x 1.1m)

Rev	By	Date	Amendments

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 Cycle Permeability
 COVID - 19 measures

Drawing Title
 Bedford Avenue
 ETO lining drawing

Scale NTS	Date Oct 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\2020-21\Cycle Permeability 20-21\08_Drawings\01_Working Drawings\02_Feasibility	
Drawing Number Bedford Avenue\ 002	Rev.



KEY	
	Proposed double kerb markings (3m spacing, 250mm x 50mm width) and double yellow lines (50mm width)
	Existing lining
	Proposed removing lining
	Proposed lining (sign number 1028.4, 500mm wide)
	Proposed lining (sign number 1009, 100mm wide)
	Proposed lining 100mm wide)
	Existing cycle symbol lining
	Proposed cycle symbol lining (sign number 1057: (750mm x 1215mm) and sign number 1059 (1m)
	Proposed arrow symbol (sign number 1036.2 - 4m length)
	Proposed removal of motorcycle anchor
	Proposed traffic island (2.0m x 1.1m)

Rev	By	Date	Amendments

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 COVID - 19 measures

Drawing Title
 Bedford Avenue
 ETO lining drawing

Scale NTS	Date Oct 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\2020-21\Cycle Permeability 20-21\08_Drawings\01_Working Drawings\02_Feasibility	
Drawing Number Bedford Avenue\ 002	Rev.

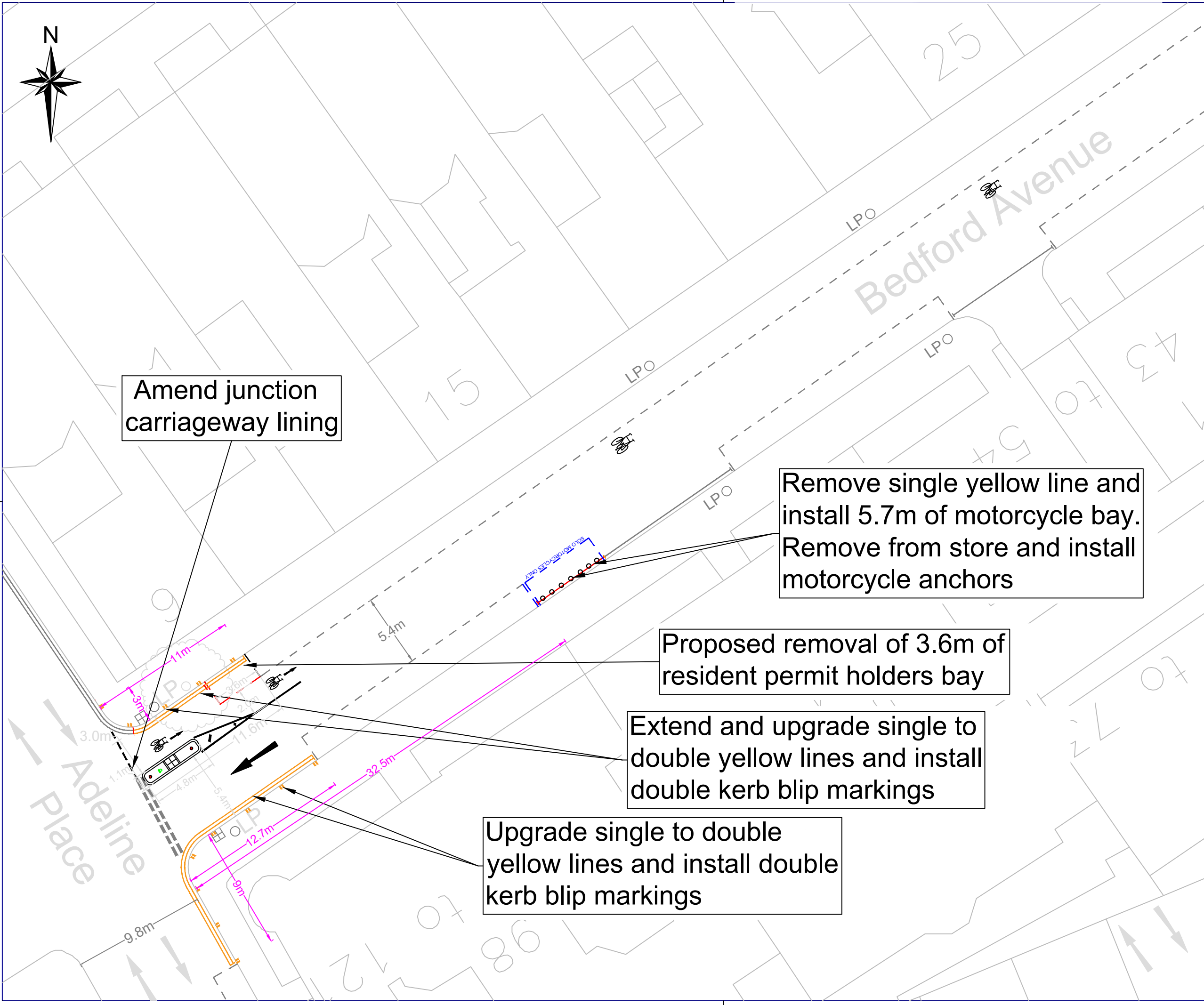
Amend junction
 carriageway lining

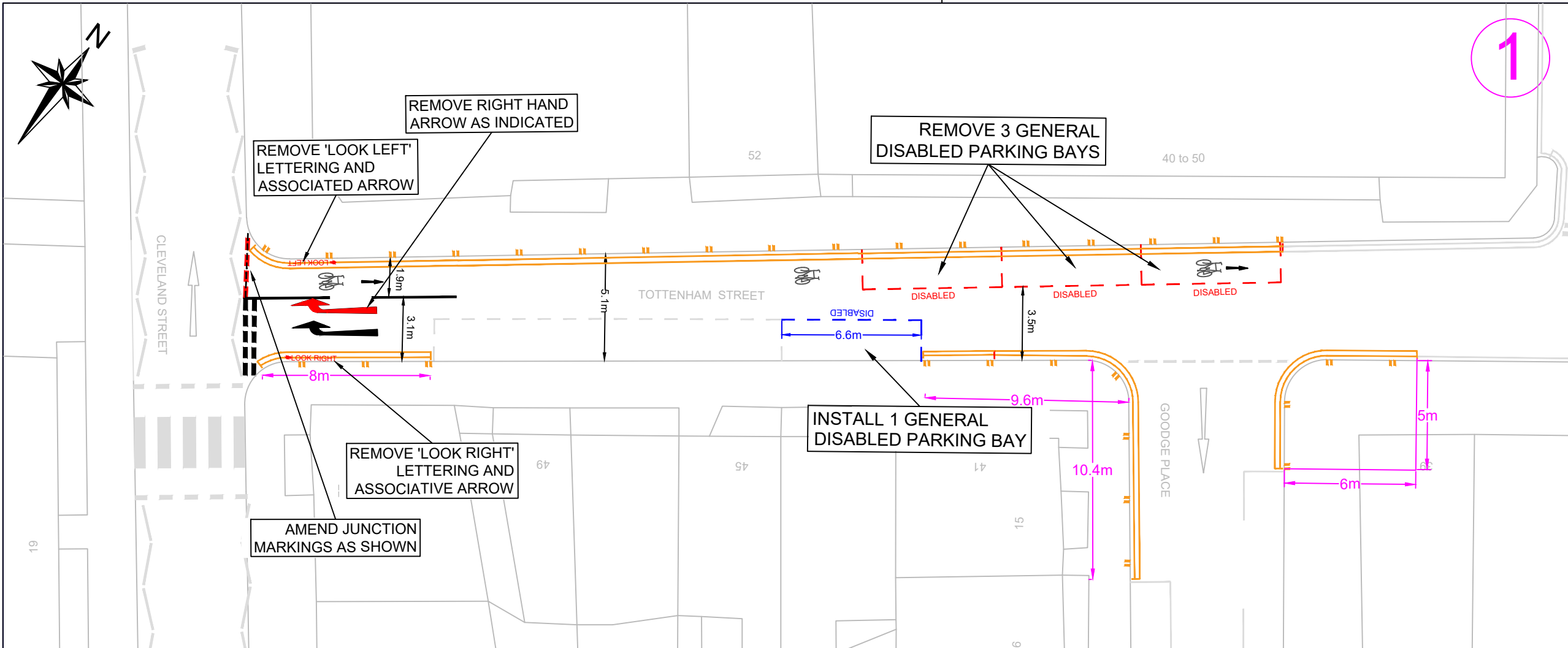
Remove single yellow line and
 install 5.7m of motorcycle bay.
 Remove from store and install
 motorcycle anchors

Proposed removal of 3.6m of
 resident permit holders bay

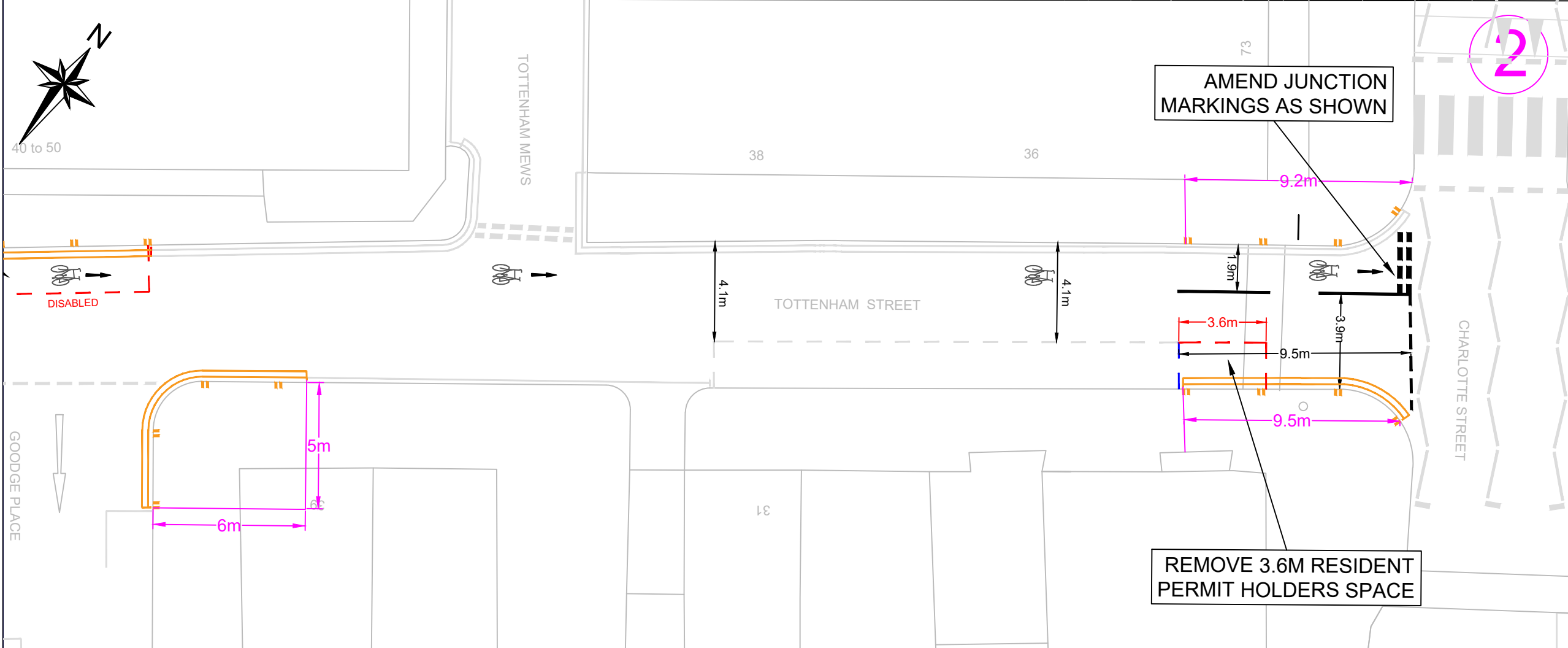
Extend and upgrade single to
 double yellow lines and install
 double kerb blip markings

Upgrade single to double
 yellow lines and install double
 kerb blip markings









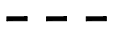





1



2

KEY

-  Existing lining
-  Removing parking lines
-  Upgrade single to double yellow lines (50mm width)
-  Proposed parking bay (sign number 1028.4, 50mm width)
-  Proposed double kerb blips (3m spacing 250mm x 50mm width)
-  Proposed white 'give way' lines (sign numbers 1003)
-  Proposed white lines (sign numbers 1009)
-  Proposed white lines (sign numbers 1004)
-  Proposed cycle symbol lining (sign number 1057: 750mm x 1215mm)
-  Proposed cycle directional arrow (1m length)

Rev	By	Date	Amendments

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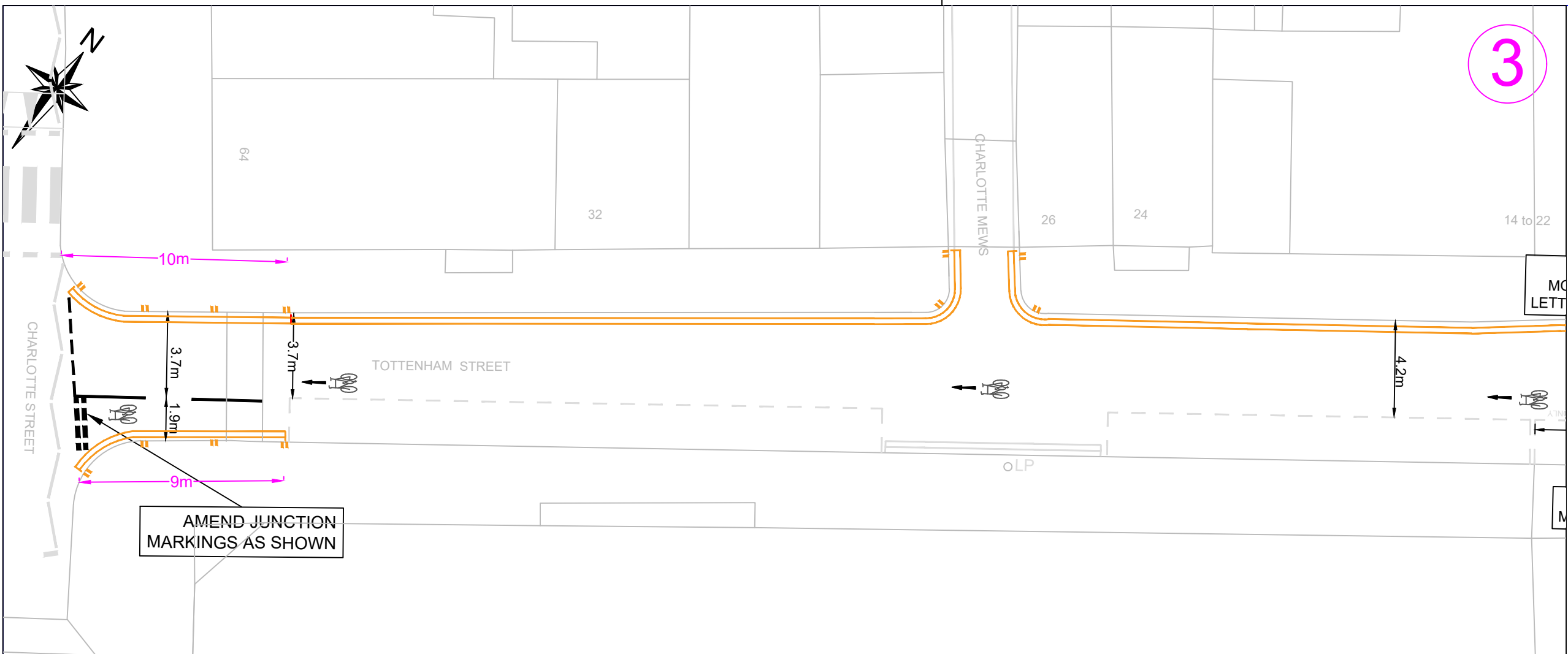
Project: **Cycle Permeability COVID - 19 measures 1 of 2**

Drawing Title: **Tottenham Street: Cleveland Street to Charlotte Street ETO Lining Drawing**

Scale: NTS	Date: Oct 2020
Drawn By: MW	File Ref:
Checked By: JA	Dwg Name:

Drawing Location: T:\Cptl_Schms\2020-21\Cycle Permeability 20-21\08_Drawings\01_Working Drawings\02_Feasibility

Drawing Number: Tottenham Street\ 001	Rev. B
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- KEY**
- Existing lining
 - Removing parking lines
 - Proposed double yellow lines (50mm width)
 - Proposed parking bay (sign number 1028.4, 50mm width)
 - Proposed double kerb blips (3m spacing, 250mm x 100mm width)
 - Proposed white 'give way' lines (sign numbers 1003)
 - Proposed white lines (sign numbers 1009)
 - Proposed white lines (sign numbers 1004)
 - Proposed cycle symbol lining (sign number 1057: 750mm x 1215mm)
 - Proposed cycle directional arrow (1m length)



Rev	By	Date	Amendments

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Project
**Cycle Permeability
 COVID - 19 measures
 2 of 2**

Drawing Title
**Tottenham Street: Charlotte Street
 to Whitfield Street
 ETO lining drawing**

Scale NTS	Date Nov 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location T:\Cptl_Schms\2020-21\Cycle Permeability 20-21\08_Drawings\01_Working Drawings\02_Feasibility	
Drawing Number Tottenham Street\ 001	Rev.



Amend existing resident permit holders bay - no loss of parking bay

Amend junction carriageway lining







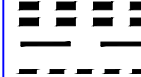



Amend junction carriageway lining

Lamb's Conduit Street

Richbell Place

Emerald Street

KEY

-  Proposed double kerb blip markings (3m spacing, 250mm x 50mm)
-  Existing double yellow lines
-  Upgrade single to double yellow lines (50mm width)
-  Existing parking lines
-  Proposed removing lining
-  Install parking lines
-  Proposed lining sign number 1003B, 1004B and 1009B (100mm width)
-  Proposed lining sign number 1010 (100mm width)
-  Proposed cycle symbol lining sign number 1057 (750mm x 1215mm)
-  Proposed white arrow lining (1m length)

Rev	By	Date	Amendments

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 Cycle Permeability
 COVID - 19 measures

Drawing Title
 Richbell Place
 ETO lining drawing

Scale NTS	Date Nov 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name

Drawing Location T:\Cptl_Schms\2020-21\Cycle Permeability 20-21\08_Drawings\01_Working Drawings\02_Feasibility	Drawing Number Richbell Place\ 001	Rev. B
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The Camden (College Place) Experimental Traffic Order 2020

2020 No. 83

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 83

The Camden (College Place) Experimental Traffic Order 2020

Made on 16 November 2020

Coming into force on 26 November 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 26 November 2020 and may be cited as the Camden (College Place) 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.
- 3.2 The Camden (Prescribed Routes) (No. 9) Traffic Order 1999 shall have effect as though the restrictions set out in Articles 3, 4 and 5 to that order do not apply in respect of a pedal cycle.
- 3.3 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
- 3.3.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to that order, the items set out in table 1 of the schedule to this order;
- 3.3.2 there was included, or substituted for the items set out in relation to similarly named streets, in schedule 2 to that order, the items set out in table 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 16 November 2020



Peter Mardell
Head of Parking Operations

TABLE 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)
215	COLLEGE PLACE	
(a)	north-east side: between the common boundary of nos. 100 and 102 College Place and the common boundary of nos. 102 and 104 College Place	A
(b)	south-west side: from a point 30m east of the eastern kerb line of Royal College Street, eastwards then northwards for a distance of 55 metres	A
(c)	both sides:	
(i)	between the northern kerb line of Plender Street to a point 7.6 metres north-west of that point	A
(ii)	between the southern kerb line of Plender Street to a point 13.7 metres south-east of that point	A
(iii)	so much else of College Place that is public highway and which does not lie within the lengths specified above	B
749	PLENDER STREET	
(a)	north-west side:	
(i)	between the south-western kerb line of College Place (northern arm) and a point 4.6 metres south-west of that kerb line	A
(ii)	between the south-eastern kerb line of College Place (northern arm) and a point 4 metres north-east of that kerb line	A
(b)	south-east side:	

(i)	between the north-western kerb line of College Place (southern arm) and a point 4.6 metres south-west of that kerb line	A
(ii)	between the north-eastern kerb line of College Place (northern arm) and a point 6.1 metres north-east of that kerb line	A
(c)	both sides:	
(i)	between a point [^RR] 5.5 metres north-east of the north-eastern kerb line of Camden High Street and a point [^RR^] 16.5 metres south-west of the south-western kerb line of Camden Street	20
(ii)	so much else of Plender Street that is public highway and which does not lie within the lengths specified above	B

TABLE 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)
46A	COLLEGE PLACE	
	north-east side: between the common boundary of nos. 100 and 102 College Place and the common boundary of nos. 102 and 104 College Place	1
	both sides: between the southern kerb line of Plender Street to a point 13.7 metres south-east of that point	1
164A	PLENDER STREET	
	south-east side:	
	between the north-western kerb line of College Place (southern arm) and a point 4.6 metres south-west of that kerb line	1

	between the north-eastern kerb line of College Place (northern arm) and a point 6.1 metres north-east of that kerb line	1
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The Camden (Warren Street) Experimental Traffic Order 2020

2020 No. 84

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 84

The Camden (Warren Street) Experimental Traffic Order 2020

Made on 16 November 2020

Coming into force on 26 November 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 26 November 2020 and may be cited as the Camden (Warren 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.
- 3.2 The London Traffic (Prescribed Routes) (St. Pancras) Regulations 1961 [S. I. 1961 No. 425] shall have effect as though Article 2 did not apply to a pedal cycle proceeding in the section of Warren Street which lies between its junctions with Cleveland Street and Grafton Mews.
- 3.3 The Camden (Parking Places) (CA-E) Traffic Order 2012 [L.B.C. 2012 No. 5] shall have effect as though;
- 3.3.1 There was omitted from schedule 1 to that order, the items set out in table 1.1 of Schedule 1 to this order;

- 3.3.2 There was included in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order;
- 3.3.3 There was omitted from schedule 2 to that order, the items set out in table 2.1 of Schedule 2 to this order;
- 3.3.4 There was included in schedule 2 to that order, the items set out in table 2.2 of the schedule to this order.
- 3.4 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
 - 3.4.1 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 3.1 of the schedule to this order
 - 3.4.2 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 3.2 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 16 November 2020



Peter Mardell
Head of Parking Operations

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
10349	WARREN STREET	north-west side: from a point 18.5 metres south-west of the south-western kerb line of Fitzroy Street, south-westward for a distance of 25.0 metres	MONDAY – SATURDAY 8.30AM - 6.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13692	WARREN STREET	north-west side: from a point 31.7 metres south-west of the north-western kerb line of Fitzroy Street, south-westward for a distance of 11.4 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
2281	WARREN STREET	south-east side: from a point 6.1 metres south-west of the south-western kerb-line of Conway Street, south-westwards for a distance of 18.3 metres	MONDAY - SATURDAY 8.30AM - 6.30PM	£5.92 per hour	£7.20 per hour	2 hours

2280	WARREN STREET	south-east side: from a point 5.8 metres north-east of the north-eastern kerb-line of Conway Street, south-westwards for a distance of 12.2 metres	MONDAY - SATURDAY 8.30AM - 6.30PM	£5.92 per hour	£7.20 per hour	2 hours
10348	WARREN STREET	north-west side from a point 7.5 metres south-west of the south-western kerb line of Fitzroy Street, south-westward for a distance of 11 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
13693	WARREN STREET	south-east side: from a point 10.3 metres south-west of the south-western kerb-line of Conway Street, south-westwards for a distance of 15 metres	MONDAY - SATURDAY 8.30AM - 6.30PM	£5.92 per hour	£7.20 per hour	2 hours
13694	WARREN STREET	south-east side: from a point 7 metres north-east of the south-eastern kerb-line of Conway Street, north-eastwards for a distance of 10 metres	MONDAY - SATURDAY 8.30AM - 6.30PM	£5.92 per hour	£7.20 per hour	2 hours
13695	WARREN STREET	north-west side: from a point 8.7 metres south-west of the south-western kerb line of Fitzroy Street, south-westward for a distance of 11 metres	MONDAY - SATURDAY 8.30AM - 6.30PM	£5.92 per hour	£7.20 per hour	2 hours

TABLE 3.1 – 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)
203	CLEVELAND STREET	
(a)	north-east side	
(i)	between a point opposite the party wall of nos.55 and 57 Cleveland Street and a point opposite the party wall of nos. 68 and 70 Cleveland Street	A
(ii)	between the south-western kerb line of Warren Street and a point 6.3 metres south-east of that kerb line	A
(iii)	so much else of Cleveland Street that is public highway and which does not fall within the length specified above	F
222	CONWAY STREET	
(a)	north-east side: between a point 10 metres north-west of the north-eastern kerb line of Warren Street and a point 10 metres south-east of the south-eastern kerb line of Warren Street	A
(b)	south-west side:	
(i)	between a point 5.5 metres north-west of the north-western kerb line of Warren Street and a point 4.5 metres south-east of the south-western kerb line of Warren Street	A
(ii)	from a point 0.6 metres south-east of the party wall of no. 20 Fitzroy Square and nos. 17 to 21 Conway Street south-eastwards for a distance of 13 metres	A
(c)	both sides:	F
(i)	between a point 3.96 metres north-west of the north-western kerb line of Bromley Place and the north-western kerb line of Maple Street	A

(ii)	so much else of Conway Street that is public highway and which does not fall within the length specified above	F
331	FITZROY STREET	
(a)	north-east side:	
(i)	from a point 5 metres north-west of the north-eastern kerb line of Warren Street to a point 5.8 metres south-east of the south-eastern kerb line of Warren Street	A
(ii)	from a point 2.0 metres north-west of the party wall of nos. 8 and 9 Fitzroy Square south-eastwards for a distance of 10 metres	A
(iii)	from the south-western kerb line of Grafton Way, south westward for a distance of 17.4 metres	A
(iv)	from the north-western kerb line of Howland street, north-westwards for a distance of 17.0 metres	A
(b)	south-west side:	
(i)	from a point 10 metres north-west of the north-western kerb line of Warren Street to a point 8.5 metres south-east of the south-western kerb line of Warren Street	A
(ii)	between the south-eastern kerb line of Fitzroy Square, South-Eastern Arm, and a point 5.5 metres south-east of north-eastern flank wall of No. 40 Fitzroy Square	A
(iii)	from the north-western kerb line of Howland street, north-westwards for a distance of 4.4 metres	A
(c)	both sides: so much else of Fitzroy Street that is public highway and which does not lie within the lengths specified above	F
972	WARREN STREET	
(a)	north-west side:	

(i)	between its junction with Cleveland Street and a point from a point 43.1 metres south-west of the north-western kerb line of Fitzroy Street	A
(ii)	from a point 19.7 metres south-west of the north-western kerb line of Fitzroy Street, south-westward for a distance of 12 metres	A
(iii)	between the north-western kerb line of Fitzroy Street and a point 8.7 metres south-west of that kerb line	A
(iv)	between the north-eastern kerb line of Fitzroy Street and a point 10 metres north-east of that kerb line	A
(v)	from the south-western kerb line of Tottenham Court Road, south-westwards for a distance of 6 metres	A
(b)	south-east side:	
(i)	between the south-eastern kerb line of Cleveland Street and a point 5.8 metres north-east of that kerb line	A
(ii)	between the south-western kerb line of Conway Street and a point 10.3 metres south-west of that kerb line	A
(iii)	between the south-eastern kerb line of Conway Street and a point 7 metres north-east of that kerb line	A
(iv)	between the south-western kerb line of Fitzroy Street and a point 10 metres south-west of that kerb line	A
(v)	between the south-eastern kerb line of Fitzroy Street and a point 5.3 metres north-east of that kerb line	A
(vi)	from the south-western kerb line of Tottenham Court Road, south-westwards for a distance of 31.5 metres	A
(c)	both sides: so much else of Warren Street that is public highway and which does not fall within the length specified above	F

TABLE 3.2 – 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)
43	CLEVELAND STREET	
(a)	north-east side	
(i)	between the south-western kerb line of Warren Street and a point 6.3 metres south-east of that kerb line	1
(ii)	between a point 12.19 metres north-west of the north-western kerb line of Howland Street and a point 18.29 metres south-east of the south-eastern kerb line of Howland Street	6
47A	CONWAY STREET	
(a)	north-east side: between a point 10 metres north-west of the north-eastern kerb line of Warren Street and a point 10 metres south-east of the south-eastern kerb line of Warren Street	1
(b)	south-west side: between a point 5.5 metres north-west of the north-western kerb line of Warren Street and a point 4.5 metres south-east of the south-western kerb line of Warren Street	1
68A	FITZROY STREET	
(a)	north-east side:	
(i)	from a point 5 metres north-west of the north-eastern kerb line of Warren Street to a point 5.8 metres south-east of the south-eastern kerb line of Warren Street	1
(ii)	from the south-western kerb line of Grafton Way, south westward for a distance of 17.4 metres	1

(b)	south-west side:	
(i)	from a point 10 metres north-west of the north-western kerb line of Warren Street to a point 8.5 metres south-east of the south-western kerb line of Warren Street	1
(ii)	between the south-eastern kerb line of Fitzroy Square, South-Eastern Arm, and a point 5.5 metres south-east of north-eastern flank wall of No. 40 Fitzroy Square	1
209A	WARREN STREET	
(a)	north-west side:	
(i)	between the north-eastern kerb line of Cleveland Street and a point from a point 6.6 metres north-east of the of that kerb line	1
(ii)	between the north-western kerb line of Conway Street and a point 8.5 metres south-west of that kerb line	1
(iii)	between the north-eastern kerb line of Conway Street and a point 43.1 metres south-west of the north-western kerb line of Fitzroy Street	1
(iv)	from a point 19.7 metres south-west of the north-western kerb line of Fitzroy Street, south-westward for a distance of 12 metres	1
(v)	between the north-western kerb line of Fitzroy Street and a point 8.7 metres south-west of that kerb line	1
(vi)	between the north-eastern kerb line of Fitzroy Street and a point 10 metres north-east of that kerb line	1
(vii)	from the south-western kerb line of Tottenham Court Road, south-westwards for a distance of 6 metres	1
(b)	south-east side:	
(i)	between the south-eastern kerb line of Cleveland Street and a point 5.8 metres north-east of that kerb line	1
(ii)	between the south-western kerb line of Conway Street and a point 10.3 metres south-west of that kerb line	1

(iii)	between the south-eastern kerb line of Conway Street and a point 7 metres north-east of that kerb line	1
(iv)	between the south-western kerb line of Fitzroy Street and a point 10 metres south-west of that kerb line	1
(v)	between the south-eastern kerb line of Fitzroy Street and a point 5.3 metres north-east of that kerb line	1

The Camden (Windmill Street) Experimental Traffic Order 2020

2020 No. 85

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 85

The Camden (Windmill Street) Experimental Traffic Order 2020

Made on 16 November 2020

Coming into force on 26 November 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 26 November 2020 and may be cited as the Camden (Windmill 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.
- 3.2 The Camden and City of Westminster (Prescribed Routes) (No. 2) Traffic Order 1981 [G.L.C. 1981 No. 433] shall have effect as though item 15 in Schedule 1 to that order was omitted.
- 3.3 No person shall cause any vehicle, other than a pedal cycle, to proceed in that part of Windmill Street which lies between its junctions with Charlotte Street and Whitfield Street in any direction other than from north-east to south-west.
- 3.4 Nothing in Article 3.3 shall apply in respect of anything done with the permission of a police officer to any person causing any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.

- 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 1.1 of Schedule 1 to this order;
- 3.5.2 There was included in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order;
- 3.6 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
- 3.6.1 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 2.1 of the schedule to this order
- 3.6.2 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 2.2 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 16 November 2020



Peter Mardell
Head of Parking Operations

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13613	WHITFIELD STREET	north-east side: from a point 6 metres north west of the south-east flank wall of no.31 Windmill Street, north-westward for a distance of 25.6 metres.	MONDAY - SATURDAY 8.30AM - 6.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13696	WHITFIELD STREET	north-east side: from a point 10 metres north-west of the south-western flank wall of no.31 Windmill Street, north-westward for a distance of 21.6 metres	MONDAY - SATURDAY 8.30AM - 6.30PM

TABLE 2.1 – 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)
1000	WHITFIELD STREET	
(a)	south-west side:	

(i)	from the north-western kerb line of Grafton Way, north-westward for a distance of 6 metres	A
(ii)	from the south-western kerb line of Grafton Way, south-eastward for a distance of 8 metres	A
(iii)	between the north-eastern kerb line of Tottenham Street and a point 6.0 metres north-west of that kerb line	A
(iv)	between the south-eastern kerb line of Tottenham Street and a point 4.5 metres south-east of that kerb line	A
(v)	between the south-eastern kerb line of Scala Street and a point 6.0 metres south-east of that kerb line	A
(vi)	between a point 16.0 metres south-east of the south-eastern kerb line of Scala Street and a point 12.2 metres south-east of the south-eastern kerb line of Goodge Street	A
(vii)	between the north-western kerb line of the south-westernmost arm of Windmill Street and a point 9 metres north-west of that kerb line	A
(b)	north-east side:	
(i)	from the north-eastern kerb line of Grafton Way, north-westward for a distance of 6 metres	A
(ii)	from the south-eastern kerb line of Grafton Way, south-eastward for a distance of 9 metres	A
(iii)	between a point opposite the north-west kerb line of Scala Street and a point 4.0 metres north-west of the common boundary of nos. 30/32 and 34/36 Whitfield Street	A
(iv)	between a point 14.00 metres south-east of the common boundary of nos. 30 / 32 and 34 / 36 Whitfield Street and a point 11.2 metres south-east of the south-eastern kerb line of Goodge Street	A
(v)	between the common boundary of nos. 16 to 24 and 26 to 28 Whitfield Street and the common boundary of nos. 16 to 24 and 14 Whitfield Street	A
(vi)	between a point 10 metres north-west of the south-western flank wall of no.31 Windmill Street and the south-eastern kerb line of the south-westernmost arm of Windmill Street	A
(c)	both sides: so much else of Whitfield Street that is public highway and which does not lie within the lengths specified above	F

1014	WINDMILL STREET	
(a)	north-eastern arm (north-west side):	A
(b)	north-eastern arm (south-east side):	
(i)	from a point 2 metres north-east of the north-eastern flank wall of no. 14 Windmill Street, north-east then north-westwards for a distance of 13 metres	A
(ii)	Between the south-western kerb line of Tottenham Court Road and a point 12.60 metres south-west of that kerb line	A
(c)	south-western arm (north-west side):	
(i)	between the north-eastern kerb line of Charlotte Street and a point 16 metres north-east of that kerb line	A
(ii)	from a point 15.2 metres south-west of the common boundary of nos. 36 and 37 Windmill Street and the south-western kerb line of Whitfield Street	A
(d)	south-western arm (south-east side):	A
(e)	both-sides: so much else of Windmill Street that is public highway and which does not fall within those lengths specified above	F

TABLE 2.2 – 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)
214	WHITFIELD STREET	
(a)	north-east side:	

(i)	between the north-western kerb line of Goodge Street and a point 12.5 metres north-west of that kerb line	6
(ii)	from the north-western kerb line of Grafton Way, north-westward for a distance of 6 metres	1
(iii)	from the south-western kerb line of Grafton Way, south-eastward for a distance of 8 metres	1
(iv)	between a point 10 metres north-west of the south-western flank wall of no.31 Windmill Street and the south-eastern kerb line of the south-westernmost arm of Windmill Street	1
(b)	south-west side:	
(i)	from the north-eastern kerb line of Grafton Way, north-westward for a distance of 6 metres	1
(ii)	from the south-eastern kerb line of Grafton Way, south-eastward for a distance of 9 metres	1
(iii)	between the south-eastern kerb line of Goodge Street and a point 12.2 metres south-east of that kerb line	6
(iv)	between the north-eastern kerb line of Tottenham Street and a point 6.0 metres north-west of that kerb line	1
(v)	between the south-eastern kerb line of Tottenham Street and a point 4.5 metres south-east of that kerb line	1
(vi)	between the north-western kerb line of the south-westernmost arm of Windmill Street and a point 9 metres north-west of that kerb line	1
(vii)	between the north-western kerb line of Goodge Street and a point 16 metres south-east of the south-eastern kerb line of Scala Street	6
(viii)	between the south-eastern kerb line of Scala Street and a point 6 metres south-east of that kerb line	6
216	WINDMILL STREET	
(a)	north-eastern arm (north-west side): between the party wall of no. 28 and nos. 29 / 30 Windmill Street and a point 2 metres north-east of the north-eastern flank wall of no. 14 Windmill Street	1

(b)	both sides: between the south-western kerb line of Tottenham Court Road and a point 16.76 metres south-west of that kerb line	6
(c)	south-western arm (north-west side):	
(i)	north-west side: between the north-eastern kerb line of Charlotte Street and a point 16 metres north-east of that kerb line	1
(ii)	from a point 4.2 metres south-west of the common boundary of nos. 36 and 37 Windmill Street, south-westwards for a distance of 11.0 metres	1
(iii)	between the common boundary of nos. 33 and 34 Windmill Street and the north-western kerb line of Whitfield Street	1
(d)	south-western arm (south-east side):	
(i)	between the south-eastern kerb line of Charlotte Street and a point 21 metres north-east of that kerb line	1
(ii)	between a point 5 metres south-west of the party wall of nos. 9 / 10 and 11 Windmill Street and the south-eastern kerb line of Whitfield Street	1

The Camden (Grafton Way) Experimental Traffic Order 2020

2020 No. 86

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 86

The Camden (Grafton Way) Experimental Traffic Order 2020

Made on 16 November 2020

Coming into force on 26 November 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 26 November 2020 and may be cited as the Camden (Grafton Way) 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.
- 3.2 The Camden (Prescribed Routes) (No. 2) Traffic Order 1976 [G.L.C. 1976 No. 3] shall have effect as though item 2 (b) in the schedule to that order was omitted.
- 3.3 No person shall cause any vehicle, other than a pedal cycle, to proceed in that section of Grafton Way which lies between its junctions with Whitfield Street and Fitzroy Street in any direction other than from north-east to south-west.
- 3.4 Nothing in Article 3.3 shall apply in respect of anything done with the permission of a police officer to any person causing any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs place pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.

- 3.5 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
- 3.5.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to that order, the items set out in table 1 of the schedule to this order;
- 3.5.2 there was included, or substituted for the items set out in relation to similarly named streets, in schedule 2 to that order, the items set out in table 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 16 November 2020



Peter Mardell
Head of Parking Operations

TABLE 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)
331	FITZROY STREET	
(a)	north-east side:	
(i)	from a point 5 metres north-west of the north-eastern kerb line of Warren Street to a point 5.8 metres south-east of the south-eastern kerb line of Warren Street	A
(ii)	from a point 2.0 metres north-west of the party wall of nos. 8 and 9 Fitzroy Square south-eastwards for a distance of 10 metres	A
(iii)	from the south-western kerb line of Grafton Way, south westward for a distance of 17.4 metres	A
(iv)	from the north-western kerb line of Howland street, north-westwards for a distance of 17.0 metres	A
(b)	south-west side:	
(i)	from a point 10 metres north-west of the north-western kerb line of Warren Street to a point 8.5 metres south-east of the south-western kerb line of Warren Street	A
(ii)	between the south-eastern kerb line of Fitzroy Square, South-Eastern Arm, and a point 5.5 metres south-east of north-eastern flank wall of No. 40 Fitzroy Square	A
(iii)	from the north-western kerb line of Howland street, north-westwards for a distance of 4.4 metres	A
(c)	both sides: so much else of Fitzroy Street that is public highway and which does not lie within the lengths specified above	F
392	GRAFTON WAY	

(a)	south-east side:	
(ii)	from a point 9 metres north-east of the south-eastern kerb line of Whitfield Street to a point 10 metres south-west of the south-western kerb line of Tottenham Court Road	L
(iii)	between the north-eastern kerb line of Fitzroy Street and a point 9 metres north-east of the south-eastern kerb line of Whitfield Street	A
(iv)	a point 10 metres south-west of the south-western kerb line of Tottenham Court Road to the south-western kerb line of Gower Street	A
(b)	north-west side:	
(ii)	from the north-eastern kerb line of Fitzroy Square, north-eastward for a distance of 9 metres	A
(iii)	from a point 7.7 metres south-west the north-western kerb line of Whitfield Street to a point 7.8 metres north-east of north-eastern kerb line of Whitfield Street	A
(v)	from a point 16 metres north-east of the north-eastern boundary wall of no. 52 Grafton Way to a point 10.4 metres north-east of the south-western flank wall of no. 145 Tottenham Court Road	A
(vi)	from a point 70.4 metres north-east of the western flank wall of no. 145 Tottenham Court Road to the south-western kerb line of Gower Street	A
(c)	both sides: so much else of Grafton Way that is public highway and which does not lie within the lengths specified above	F
1000	WHITFIELD STREET	
(a)	south-west side:	
(i)	from the north-western kerb line of Grafton Way, north-westward for a distance of 6 metres	A
(ii)	from the south-western kerb line of Grafton Way, south-eastward for a distance of 8 metres	A
(iii)	between the north-eastern kerb line of Tottenham Street and a point 6.0 metres north-west of that kerb line	A

(iv)	between the south-eastern kerb line of Tottenham Street and a point 4.5 metres south-east of that kerb line	A
(v)	between the south-eastern kerb line of Scala Street and a point 6.0 metres south-east of that kerb line	A
(vi)	between a point 16.0 metres south-east of the south-eastern kerb line of Scala Street and a point 12.2 metres south-east of the south- eastern kerb line of Goodge Street	A
(vii)	between the north-western kerb line of the south-westernmost arm of Windmill Street and a point 9 metres north-west of that kerb line	A
(b)	north-east side:	
(i)	from the north-eastern kerb line of Grafton Way, north-westward for a distance of 6 metres	A
(ii)	from the south-eastern kerb line of Grafton Way, south-eastward for a distance of 9 metres	A
(iii)	between a point opposite the north-west kerb line of Scala Street and a point 4.0 metres north-west of the common boundary of nos. 30/32 and 34/36 Whitfield Street	A
(iv)	between a point 14.00 metres south-east of the common boundary of nos. 30 / 32 and 34 / 36 Whitfield Street and a point 11.2 metres south-east of the south-eastern kerb line of Goodge Street	A
(v)	between the common boundary of nos. 16 to 24 and 26 to 28 Whitfield Street and the common boundary of nos. 16 to 24 and 14 Whitfield Street	A
(vi)	between a point 10 metres north-west of the south-western flank wall of no.31 Windmill Street and the south-eastern kerb line of the south-westernmost arm of Windmill Street	A
(c)	both sides: so much else of Whitfield Street that is public highway and which does not lie within the lengths specified above	F

TABLE 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)
	FITZROY STREET	
(a)	north-east side:	
(i)	from a point 5 metres north-west of the north-eastern kerb line of Warren Street to a point 5.8 metres south-east of the south-eastern kerb line of Warren Street	1
(ii)	from the south-western kerb line of Grafton Way, south westward for a distance of 17.4 metres	1
(b)	south-west side:	
(i)	from a point 10 metres north-west of the north-western kerb line of Warren Street to a point 8.5 metres south-east of the south-western kerb line of Warren Street	1
(ii)	between the south-eastern kerb line of Fitzroy Square, South-Eastern Arm, and a point 5.5 metres south-east of north-eastern flank wall of No. 40 Fitzroy Square	1
84	GRAFTON WAY	
(a)	south-east side:	
(i)	from the north-eastern kerb line of Fitzroy Street, north-eastwards for a distance of 8 metres	1
(ii)	from a point 8 metres south-west of the south-western kerb line of Whitfield Street to a point 9 metres north-east of the south-eastern kerb line of Whitfield Street	1
(b)	north-west side:	

(i)	from the north-eastern kerb line of Fitzroy Square, north-eastward for a distance of 9 metres	1
(ii)	from a point 7.7 metres south-west the north-western kerb line of Whitfield Street to a point 7.8 metres north-east of north-eastern kerb line of Whitfield Street	1
(c)	both sides: from the south-western kerb line of Gower Street, south-westwards for a distance of 10 metres	1
214	WHITFIELD STREET	
(a)	north-east side:	
(i)	between the north-western kerb line of Goodge Street and a point 12.5 metres north-west of that kerb line	6
(ii)	from the north-western kerb line of Grafton Way, north-westward for a distance of 6 metres	1
(iii)	from the south-western kerb line of Grafton Way, south-eastward for a distance of 8 metres	1
(iv)	between a point 10 metres north-west of the south-western flank wall of no.31 Windmill Street and the south-eastern kerb line of the south-westernmost arm of Windmill Street	1
(b)	south-west side:	
(i)	from the north-eastern kerb line of Grafton Way, north-westward for a distance of 6 metres	1
(ii)	from the south-eastern kerb line of Grafton Way, south-eastward for a distance of 9 metres	1
(iii)	between the south-eastern kerb line of Goodge Street and a point 12.2 metres south-east of that kerb line	6
(iv)	between the north-eastern kerb line of Tottenham Street and a point 6.0 metres north-west of that kerb line	1
(v)	between the south-eastern kerb line of Tottenham Street and a point 4.5 metres south-east of that kerb line	1

(vi)	between the north-western kerb line of the south-westernmost arm of Windmill Street and a point 9 metres north-west of that kerb line	1
(vii)	between the north-western kerb line of Goodge Street and a point 16 metres south-east of the south-eastern kerb line of Scala Street	6
(viii)	between the south-eastern kerb line of Scala Street and a point 6 metres south-east of that kerb line	6

The Camden (Bedford Avenue) Experimental Traffic Order 2020

2020 No. 87

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 87

The Camden (Bedford Avenue) Experimental Traffic Order 2020

Made on 16 November 2020

Coming into force on 26 November 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 26 November 2020 and may be cited as the Camden (Bedford Avenue) Experimental Traffic Order 2020.

2. Interpretation

- 2.1 In this order, the following terms have the meanings respectively assigned to them:

“pedal cycle” has the same meaning ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].

“CA-C order” means the Camden (Parking Places) (CA-C) Traffic Order 2012 [L.B.C. 2012 No. 3];

“Waiting and Loading order” means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1];

“Disabled Persons’ order” means the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012; [L.B.C. 2012 No. 22];

- 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.

- 3.2 The London Traffic (Prescribed Routes) (Holborn, St. Marylebone, St. Pancras and Westminster) Regulations 1961 [S. I. 1961 No. 2000] shall have effect as though Article 4 did not apply to item 2 in respect of a pedal cycle proceeding in the section of Bedford Avenue that lies between its junctions with Bloomsbury Street and Adeline Place.
- 3.3 The CA-C order shall have effect as though;
- 3.3.1 there was omitted from schedule 1 to that order, the items set out in table 1.1 of Schedule 1 to this order;
- 3.3.2 there was included in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order;
- 3.4 The Disabled Persons' order shall have effect as though;
- 3.4.1 there was omitted from the schedule to that order, the items set out in table 2.1 of the schedule to this order;
- 3.4.2 there was included in the schedule to that order, the items set out in table 2.2 of the schedule to this order.
- 3.5 The Waiting and Loading order shall have effect as though;
- 3.5.1 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 3.1 of the schedule to this order
- 3.5.2 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 3.2 of the schedule to this order.
- 3.5.3 there was omitted from in schedule 5 to that order, the items set out in table 4.1 of Schedule 1 to this order;
- 3.5.4 there was included in schedule 5 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 16 November 2020

A handwritten signature in black ink, appearing to read 'P. Mardell', written in a cursive style.

**Peter Mardell
Head of Parking Operations**

SCHEDULE

TABLE 1.1 - ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-C ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
317	BEDFORD AVENUE	north-west side: from a point 2.4 metres north-east of the south-western flank wall of no. 9 Bedford Avenue, north-eastwards for a distance of 112.0 metres	AT ALL TIMES
13296	BEDFORD AVENUE	south-east side: from a point 10.0 metres north-east of the north-eastern kerb line of Bloomsbury Street, north-eastwards for a distance of 33.6 metres	AT ALL TIMES

TABLE 1.2 - ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-C ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13697	BEDFORD AVENUE	north-west side: from a point 11 metres north-east of the north eastern kerb line Adeline Place, north-eastwards for a distance of 99.3 metres	AT ALL TIMES
13698	BEDFORD AVENUE	south-east side: from a point 10.0 metres north-east of the north-eastern kerb line of Adeline Place, north-eastwards for a distance of 33.6 metres	AT ALL TIMES

TABLE 2.1 – ITEM OMITTED FROM THE SCHEDULE TO THE DISABLED PERSONS’ ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13166	BEDFORD AVENUE	north-west side: from a point 6.5 metres south-west of the south-western kerb line of Bloomsbury Street, south-westwards for a distance of 6.6 metres	AT ALL TIMES

TABLE 2.2 – ITEM INCLUDED IN THE SCHEDULE TO THE DISABLED PERSONS’ ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13700	BEDFORD AVENUE	north-west side: from a point 15 metres south-west of the south-western kerb line of Bloomsbury Street, south-westwards for a distance of 6.6 metres	AT ALL TIMES

TABLE 3.1 – ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
8	ADELINE PLACE	
(a)	north-east side:	
(i)	from the southern kerb line of Bedford Square south-eastwards for a distance of 15.9 metres	A

(ii)	from the north-west kerb line of Bedford Avenue, north-westwards for a distance of 11.7 metres	A
(ii)	from the southern kerb line of Bedford Avenue, south-eastwards for a distance of 9 metres	A
(iv)	from a point 3.0 metres north-west of the north-western kerb line of Great Russell Street, south-eastwards to the north-western kerb line of Great Russell Street	A
(b)	south-west side:	
(i)	from the north-western kerb line of Gt. Russell Street, north-westwards for a distance of 37 metres	A
(iii)	from the southern kerb line of Bedford Avenue, southwards for a distance of 7.0 metres	A
(c)	both sides: so much else of College Place that is public highway and which does not lie within the lengths specified above	F
70	BEDFORD AVENUE	
(a)	north-west side:	
(i)	from a point 12 metres south-west of the south-western kerb line of Morwell Street, to a point 2 metres north-east of the north-eastern kerb line of Morwell Street	A
(ii)	from the north-eastern kerb line of Adeline Place, north-westwards for a distance of 11 metres	A
(iii)	from the south-western kerb line of Bloomsbury Street south-westwards for a distance of 15 metres	A
(b)	south-east side:	
(i)	from the south-western kerb line of Adeline Place, south-westward for a distance of 55 metres	A
(ii)	from the south-eastern kerb line of Adeline Place, north-eastward for a distance of 12.7 metres	A

(iii)	from the south-western kerb line of Bloomsbury Street, south-westward for a distance of 10 metres	A
(c)	both sides: so much else of Bedford Avenue that is public highway and which does not lie within the lengths specified above	F

TABLE 3.2 – ITEMS INCLUDED, OR SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS, IN SCHEDULE 2 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
1A	ADELINE PLACE	
	north-east side: from the southern kerb line of Bedford Avenue, south-eastwards for a distance of 9 metres	1
16	BEDFORD AVENUE	
(a)	north-west side:	
(i)	from a point 12 metres south-west of the south-western kerb line of Morwell Street, to a point 2 metres north-east of the north-eastern kerb line of Morwell Street	1
(ii)	from the north-eastern kerb line of Adeline Place, north-westwards for a distance of 11 metres	1
(iii)	from the south-western kerb line of Bloomsbury Street south-westwards for a distance of 15 metres	1
(b)	south-east side:	
(i)	from the south-western kerb line of Adeline Place, south-west for a distance of 55 metres	1

(ii)	from the south-eastern kerb line of Adeline Place, north-eastward for a distance of 12.7 metres	1
(iii)	from the south-western kerb line of Bloomsbury Street, south-westward for a distance of 10 metres	1

TABLE 4.1 - ITEMS OMITTED FROM SCHEDULE 5 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
7808	BEDFORD AVENUE	south-east side: from a point 7.6 metres south-west of the south-western kerb-line of Bloomsbury Street, south-westwards for a distance of 3.7 metres, and which has a width throughout of 1.83 metres	AT ALL TIMES

TABLE 4.2 - ITEMS INCLUDED IN SCHEDULE 5 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13699	BEDFORD AVENUE	south-east side: from a point 43.6 metres north-east of the north-eastern kerb-line of Adeline Place, north-eastwards for a distance of 5.7 metres	AT ALL TIMES

The Camden (Tottenham Street) Experimental Traffic Order 2020

2020 No. 88

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 88

The Camden (Tottenham Street) Experimental Traffic Order 2020

Made on 16 November 2020

Coming into force on 26 November 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 26 November 2020 and may be cited as the Camden (Tottenham Street) Experimental Traffic Order 2020.

2. Interpretation

- 2.1 In this order, the following terms have the meanings respectively assigned to them:

“pedal cycle” has the same meaning ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].

“CA-E order” means the Camden (Parking Places) (CA-E) Traffic Order 2012 [L.B.C. 2012 No. 5];

“Disabled Persons’ order” means the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012; [L.B.C. 2012 No. 22];

- 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.

- 3.2 The Camden (Prescribed Routes) (No. 4) Traffic Order 1985 [G.L.C. 1985 No. 579] shall have effect as though the street name “Whitfield Street” was substituted for “Charlotte Street” in item 1 of the schedule to that order.

- 3.3 No person shall cause any vehicle, other than a pedal cycle, to proceed in that section of Tottenham Street which lies between its junctions with Charlotte Street and Whitfield Street in any direction other than from south-west to north-east.
- 3.4 Nothing in Article 3.3 shall apply in respect of anything done with the permission of a police officer to any person causing any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs place pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.
- 3.5 The Camden (Prescribed Route) (No. 3) Traffic Order 1992 [L.B.C 1992 No. 20] shall have effect as though the restrictions set out in Articles 3 and 4 do not apply in respect of a pedal cycle.
- 3.6 The CA-E order shall have effect as though;
- 3.6.1 there was omitted from schedule 1 to that order, the items set out in table 1.1 of Schedule 1 to this order;
- 3.6.2 there was included in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order;
- 3.7 The Disabled Persons' order shall have effect as though;
- 3.7.1 there was omitted from the schedule to that order, the items set out in table 2.1 of the schedule to this order;
- 3.7.2 there was included in the schedule to that order, the items set out in table 2.2 of the schedule to this order.
- 3.8 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
- 3.8.1 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 3.1 of the schedule to this order
- 3.8.2 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 3.2 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 16 November 2020

A handwritten signature in black ink, appearing to read 'P. Mardell', written in a cursive style.

**Peter Mardell
Head of Parking Operations**

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
2200	TOTTENHAM STREET	south-east side: from a point opposite the flank wall of no. 69 Charlotte Street, south- westwards for a distance of 21 metres	MONDAY - SATURDAY 8.30AM - 6.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13701	TOTTENHAM STREET	south-east side: from a point 9.5 metres south west of the south-western kerb line of Charlotte Street, south-westwards for a distance of 17.4 metres	MONDAY - SATURDAY 8.30AM - 6.30PM

TABLE 2.1 – ITEM OMITTED FROM THE SCHEDULE TO THE CAMDEN (FREE PARKING PLACES) (DISABLED PERSONS) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
7410	TOTTENHAM STREET	the north-west side: from a point 11 metres north-east of the north-eastern flank wall of no. 15 Goodge Place, south-westwards for a distance of 16.5 metres.	At any time

TABLE 2.2 – ITEM INCLUDED IN THE SCHEDULE TO THE CAMDEN (FREE PARKING PLACES) (DISABLED PERSONS) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13702	TOTTENHAM STREET	south-west side: from a point 9.6 metres south-west of the south-western kerb line of Goodge Place, south- westwards for a distance of 6.6 metres	At any time

TABLE 3.1 – 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)
181	CHARLOTTE MEWS	
(a)	both sides:	
(i)	between the kerb line of Tottenham Street and a point 3.4 metres north-west of that kerb line	A
(ii)	so much else of Charlotte Mews that is public highway and which does not lie within the lengths specified above	F
377	GOODGE PLACE	
(a)	north-east side: between the south-western kerb line of Tottenham Street and a point 10.4 metres south-east of that kerb line	A

(b)	south-west side: between the south-eastern kerb line of Tottenham Street and a point 5 metres south-east of that kerb line	A
(c)	both sides: so much else of Goodge Place Street that is public highway and which does not lie within the lengths specified above	F
945	TOTTENHAM STREET	
(a)	north side:	A
(b)	south side:	
(i)	between the south-eastern kerb line of Cleveland Street and a point 8 metres north-east of that kerb line	A
(ii)	between the south-western kerb line of Goodge Place and a point 9.6 metres south-west of that kerb line	A
(iii)	between the south-eastern kerb line of Goodge Place and a point 6 metres north-east of that kerb line	A
(iv)	between the south-western kerb line of Charlotte Street and a point 9.5 metres south-west of that kerb line	A
(v)	between the south-eastern kerb line of Charlotte Street and a point 9 metres north-east of that kerb line	A
(vi)	from a point 39.2 metres north-east of the south-eastern kerb line of Charlotte Street, north-eastwards for a distance of 10 metres	A
(vii)	between the south-western kerb line of Whitfield Street and a point 10 metres south-west of that kerb line	A
(viii)	from its junction with Whitfield Street to its junction with Tottenham Court Road	A
(c)	so much else of Tottenham Street that is public highway and which does not fall within those lengths specified above	F

1000	WHITFIELD STREET	
(a)	south-west side:	
(i)	from the north-western kerb line of Grafton Way, north-westward for a distance of 6 metres	A
(ii)	from the south-western kerb line of Grafton Way, south-eastward for a distance of 8 metres	A
(iii)	between the north-eastern kerb line of Tottenham Street and a point 6.0 metres north-west of that kerb line	A
(iv)	between the south-eastern kerb line of Tottenham Street and a point 4.5 metres south-east of that kerb line	A
(v)	between the south-eastern kerb line of Scala Street and a point 6.0 metres south-east of that kerb line	A
(vi)	between a point 16.0 metres south-east of the south-eastern kerb line of Scala Street and a point 12.2 metres south-east of the south- eastern kerb line of Goodge Street	A
(vii)	between the north-western kerb line of the south-westernmost arm of Windmill Street and a point 9 metres north-west of that kerb line	A
(b)	north-east side:	
(i)	from the north-eastern kerb line of Grafton Way, north-westward for a distance of 6 metres	A
(ii)	from the south-eastern kerb line of Grafton Way, south-eastward for a distance of 9 metres	A
(iii)	between a point opposite the north-west kerb line of Scala Street and a point 4.0 metres north-west of the common boundary of nos. 30/32 and 34/36 Whitfield Street	A
(iv)	between a point 14.00 metres south-east of the common boundary of nos. 30 / 32 and 34 / 36 Whitfield Street and a point 11.2 metres south-east of the south-eastern kerb line of Goodge Street	A
(v)	between the common boundary of nos. 16 to 24 and 26 to 28 Whitfield Street and the common boundary of nos. 16 to 24 and 14 Whitfield Street	A
(vi)	between a point 10 metres north-west of the south-western flank wall of no.31 Windmill Street and the south-eastern kerb line of the south-westernmost arm of Windmill Street	A

(c)	both sides: so much else of Whitfield Street that is public highway and which does not lie within the lengths specified above	F
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TABLE 3.2 – 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)
	CHARLOTTE MEWS	
(a)	both sides: between the kerb line of Tottenham Street and a point 3.4 metres north-west of that kerb line	1
	GOODGE PLACE	
(a)	north-east side: between the south-western kerb line of Tottenham Street and a point 10.4 metres south-east of that kerb line	1
(b)	south-west side: between the south-eastern kerb line of Tottenham Street and a point 5 metres south-east of that kerb line	1
206	TOTTENHAM STREET	
(a)	north side:	
(i)	between the north-eastern kerb line of Cleveland Street and a point 12 metres west of the north-west kerb line of Tottenham Mews	1
(ii)	between the north-western kerb line of Charlotte Street and a point 9.2 metres south-west of that kerb line	1

(iii)	between the north-eastern kerb line of Charlotte Street and a point 10 metres north-east of that kerb line	1
(iv)	between the north-western kerb line of Whitfield Street and a point 10 metres south-west of that kerb line	1
(b)	south side:	
(i)	between the south-eastern kerb line of Cleveland Street and a point 8 metres north-east of that kerb line	1
(ii)	between the south-western kerb line of Goodge Place and a point 9.6 metres south-west of that kerb line	1
(iii)	between the south-eastern kerb line of Goodge Place and a point 6 metres north-east of that kerb line	1
(iv)	between the south-western kerb line of Charlotte Street and a point 9.5 metres south-west of that kerb line	1
(v)	between the south-eastern kerb line of Charlotte Street and a point 9 metres north-east of that kerb line	1
(vi)	between the south-western kerb line of Whitfield Street and a point 10 metres south-west of that kerb line	1
214	WHITFIELD STREET	
(a)	north-east side:	
(i)	between the north-western kerb line of Goodge Street and a point 12.5 metres north-west of that kerb line	6
(ii)	from the north-western kerb line of Grafton Way, north-westward for a distance of 6 metres	1
(iii)	from the south-western kerb line of Grafton Way, south-eastward for a distance of 8 metres	1
(iv)	between a point 10 metres north-west of the south-western flank wall of no.31 Windmill Street and the south-eastern kerb line of the south-westernmost arm of Windmill Street	1

(b)	south-west side:	
(i)	from the north-eastern kerb line of Grafton Way, north-westward for a distance of 6 metres	1
(ii)	from the south-eastern kerb line of Grafton Way, south-eastward for a distance of 9 metres	1
(iii)	between the south-eastern kerb line of Goodge Street and a point 12.2 metres south-east of that kerb line	6
(iv)	between the north-eastern kerb line of Tottenham Street and a point 6.0 metres north-west of that kerb line	1
(v)	between the south-eastern kerb line of Tottenham Street and a point 4.5 metres south-east of that kerb line	1
(vi)	between the north-western kerb line of the south-westernmost arm of Windmill Street and a point 9 metres north-west of that kerb line	1
(vii)	between the north-western kerb line of Goodge Street and a point 16 metres south-east of the south-eastern kerb line of Scala Street	6
(viii)	between the south-eastern kerb line of Scala Street and a point 6 metres south-east of that kerb line	6

The Camden (Richbell Place) Experimental Traffic Order 2020

2020 No. 89

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 89

The Camden (Richbell Place) Experimental Traffic Order 2020

Made on 16 November 2020

Coming into force on 26 November 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 26 November 2020 and may be cited as the Camden (Richbell Place) 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.
- 3.2 The London Traffic (Prescribed Routes) (Holborn, City of London, St. Pancras and Westminster) Regulations 1961 [S. I. 1961 No. 2210] shall have effect as though item 16 in the schedule to that order was omitted.
- 3.3 No person shall cause any vehicle, other than a pedal cycle, to proceed in Richbell Place in any direction other than from north-east to south-west.
- 3.4 Nothing in Article 3.3 shall apply in respect of anything done with the permission of a police officer to any person causing any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs place pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.

- 3.5 The Camden (Parking Places) (CA-D) Traffic Order 2012 [L.B.C. 2012 No. 4] shall have effect as though;
- 3.5.1 there was omitted from schedule 1 to that order, the items set out in table 1.1 of the schedule to this order;
- 3.5.2 there was included in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order.
- 3.6 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
- 3.6.1 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 2.1 of the schedule to this order
- 3.6.2 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 2.2 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 16 November 2020



Peter Mardell
Head of Parking Operations

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
1829	RICHBELL PLACE	north-west side: from a point 16.5 metres north-east of the north-eastern kerb-line of Lambs Conduit Street, north-eastwards for a distance of 11.5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13703	RICHBELL PLACE	north-west side: from a point 19 metres north-east of the north-eastern kerb-line of Lambs Conduit Street, north-eastwards for a distance of 5.4 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM
13704	RICHBELL PLACE	north-west side: from a point 26.9 metres north-east of the north-eastern kerb-line of Lambs Conduit Street, north-eastwards for a distance of 5.4 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM

TABLE 2.1 – 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)
295	EMERALD STREET	
(a)	north-east side:	
(i)	between the north-western kerb line of Richbell Place and a point 10 metres north-west of that kerb line	A
(ii)	between the south-western kerb line of Richbell Place and a point 3 metres south-east of that kerb line	A
(b)	north-west side: from a point opposite the north-western kerb line of Richbell Place, north-westward for a distance of 10 metres	A
(c)	both side:	
(i)	from the northern kerb line of Theobald's Road, northwards for a distance of 6.0 metres	A
(ii)	so much else of Emerald Street that is public highway and which does not fall within those lengths specified above	G
549	LAMB'S CONDUIT STREET	
(a)	north-east side:	
(i)	between a point 18.5 metres north-west of the north-western kerb line of Great Ormond Street and to a point 8.9 metres south-east of the party wall of nos. 30/32 and no. 34 Lamb's Conduit Street	A
(ii)	from a point 4.6 metres north-west of the north-western kerb line of Richbell Place to that kerb line	A

(iii)	from a point 3.6 metres south-east of the south-western kerb line of Richbell Place to that kerb line	A
(iv)	from the north-western kerb line of Theobald's Road north-westwards for a distance of 19.4 metres	A
(b)	south-west side: between a point 9.2 metres north-west of the north-western kerb line of Great Ormond Street and the north-western kerb line of Theobald's Road	A
(c)	both-sides: so much else of Lamb' Conduit Street that is public highway and which does not fall within those lengths specified above	G
803	RICHBELL PLACE	A

TABLE 2.2 – 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)
	EMERALD STREET	
	north-east side: between the south-western kerb line of Richbell Place and a point 3 metres south-east of that kerb line	1
	LAMB'S CONDUIT STREET	
(a)	north-east side:	
(i)	from a point 9.6 metres north-west of the north-western kerb line of Great Ormond Street to that kerb line	1

(ii)	from the party wall of nos. 30/32 and no. 34 Lamb's Conduit Street for distance of 8.9 metres	68
(iii)	between a point 4.6 metres north-west of the north-western kerb line of Richbell Place to that kerb line	1
(iv)	from a point 3.6 metres south-east of the south-western kerb line of Richbell Place to that kerb line	1
(v)	from a point 19.4 metres north-west of the north-western kerb line of Theobald's Road south-east for a distance of 10.1 metres	68
(vi)	from the north-western kerb line of Theobald's Road north-westwards for a distance of 9.3 metres	1
(b)	south-west side:	
(i)	between a point 85 metres north-west of the north-western kerb line of Great Ormond Street and a point 9.2 metres north-west of the north-western kerb line of Great Ormond Street	68
(ii)	from a point 9.2 metres north-west of the north-western kerb line of Great Ormond Street to that kerb line	1
(iii)	between the south-eastern kerb line of Dombey Street and a point 9.4 metres north-west of the north-western kerb line of Theobald's Road	68
(iv)	from the north-western kerb line of Theobald's Road, north-westwards for a distance of 9.4 metres	1
	RICHBELL PLACE	
(a)	north-west side:	
(i)	between the north-eastern kerb line of Lamb's Conduit Street and a point 7.5 metres north-east of that kerb line	1
(ii)	between the north-western kerb line of Emerald Street and a point 12 metres south-west of that kerb line	1

(b)	south-east side: from its junction with Lamb's Conduit Street to its junction with Emerald Street	1
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