

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 133) Traffic Order 2022
The Camden (Parking Places) (CA-D) (Amendment No. 34) Traffic Order 2022
The Camden (Parking Places) (CA-F) (Amendment No. 26) Traffic Order 2022

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above Order under sections 6, 45, 46, 49 and 124 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the orders are set out below:

HARTLAND ROAD, HAWLEY ROAD – designation of 24-hour waiting restrictions at the junction of the two streets. Removal of two residents parking spaces on the south-east side of Hartland Road and one residents parking space on the north-west side immediately to the north-east of the junction.

DANE STREET, EAGLE STREET, RED LION SQUARE – removal of the paid-for parking place situated on the east side adjacent to the vehicular entrance to Halsey House. Designation of a 24-hour waiting prohibition by vehicles along the length of Dane Street except where parking places remain designated, and at its junctions with Eagle Street and Red Lion Square.

Copies of the proposed orders and other documents relating to the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020-7974 4788 or 020-7974 5800 to arrange an appointment). Any person wishing to object or make representations in respect of the proposed orders should send comments in writing, giving reasons for any objection to safetravel@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 24 March 2022.

Peter Mardell
Head of Parking Operations
3 March 2022

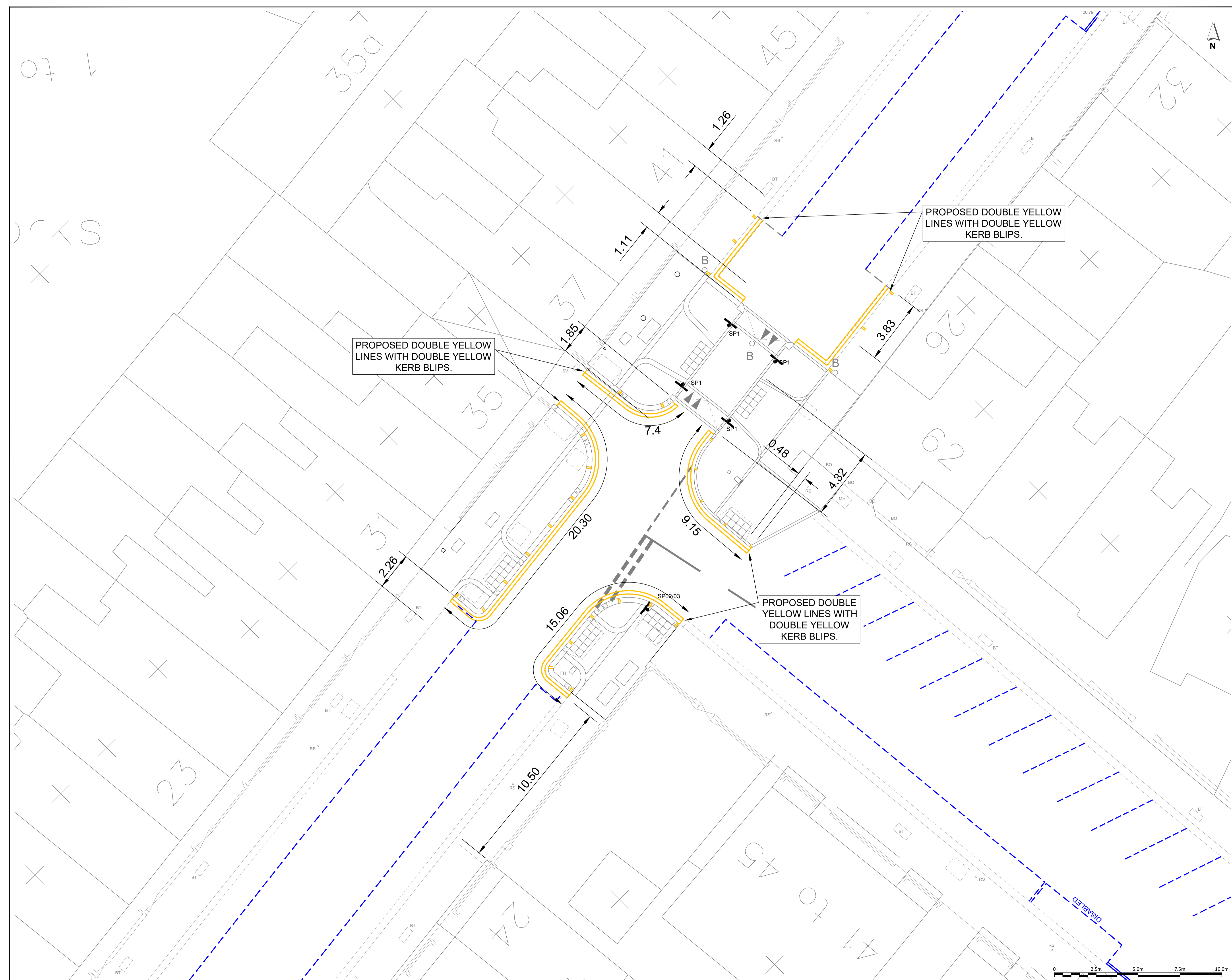
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 133) Traffic Order 2022

The Camden (Parking Places) (CA-D) (Amendment No. 34) Traffic Order 2022

The Camden (Parking Places) (CA-F) (Amendment No. 26) Traffic Order 2022

STATEMENT OF REASONS

- 1.1 The proposals seek to create safer and healthier streets for people in Camden, following the impact of the COVID-19 pandemic and are in alignment with, the Camden Plan, which responds to Camden 2025; the objectives of the Camden Transport Strategy; and, the Climate Action Plan.
- 1.2 The proposals meet the objectives set out in these documents by transforming streets and creating clean, vibrant, and sustainable places; by reducing motor traffic levels; and, by making it easier for people to travel on foot or by cycle. The proposals prioritise space for the most efficient modes and seek to create high quality environments and spaces of public realm that are accessible and inclusive, enable modal shift and increase active, healthy travel.
- 1.3 The proposals, if implemented, would provide space on Dane Street to facilitate better management, of motor vehicles, and facilitate enhanced pedestrian and cycle infrastructure.
- 1.4 In response to feedback received the order will revoke 12m of residents bays outside (outside no 26 and no 41 Hartland Road) and replace them with a 24 hour prohibition on waiting (including for the purposes of loading / unloading) to ensure sufficient space is available to facilitate U turn movements, of motor vehicles, taking place north of the motor vehicle restriction on Hartland Road



- NOTES:**
- There are existing statutory undertakers' plant in the vicinity of the works. Contractor is to confirm position of plant before commencement of the works using safe methods.
 - Do not scale from this drawing. If any discrepancies are identified they are to be brought to the engineer's attention immediately.
 - All dimensions are in metres unless otherwise shown.
 - All works shall be in accordance with the Manual of Contract Documents for Highway Works.
 - All temporary traffic management to be in accordance with 'Safety at Street Works and Road Works: A Code of Practice 2013'
 - All street furniture to maintain at least 450mm clearance from front of kerb.
 - This drawing is to be read in conjunction with all other relevant drawings. Refer to 20211002-0000-01 for drawing register.
 - This drawing is based on topographical survey drawing number 22251 from MK Surveys in May 2016.
 - All paving, kerbing and surfacing materials to match adjacent existing colour, texture and levels.

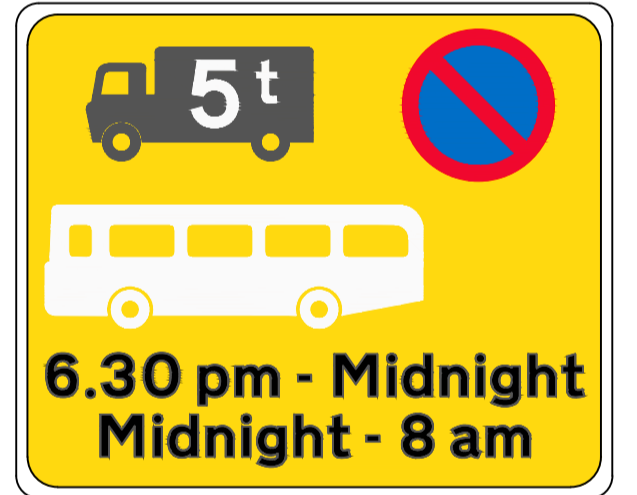
- PROPOSED YELLOW / WHITE THERMOPLASTIC ROAD MARKINGS IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
- EXISTING ROAD MARKINGS TO REMAIN.
- SP PROPOSED NARROW BASED SIGN AND POST.



Scheme Ref:	SP01
Sign Reference	619
Height	450mm
Width	450mm
Area	0.16 m ²
Material	Class R3B Microprismatic
Mount Height	2300



Scheme Ref:	SP02	x-height	100.0
Sign Ref:	816	SIGN FACE	
Letter colour	BLACK	Width	400mm
Background	WHITE	Height	400mm
Border	BLACK	Area	0.16m ²
Material	Class R3B Microprismatic		



Sign Ref:	SP03	x-height	20.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	395mm
Border	BLACK	Height	330mm
Material	Class R3B Microprismatic	Area	0.13m ²

00.1 INITIAL SUBMISSION	SEG	SEG	28/02/2022
REVISION	DES	APP	DATE

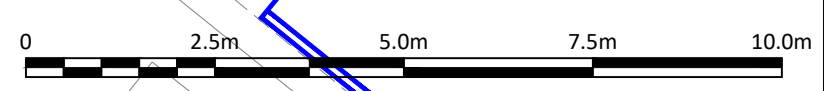
STATUS: DETAILED DESIGN



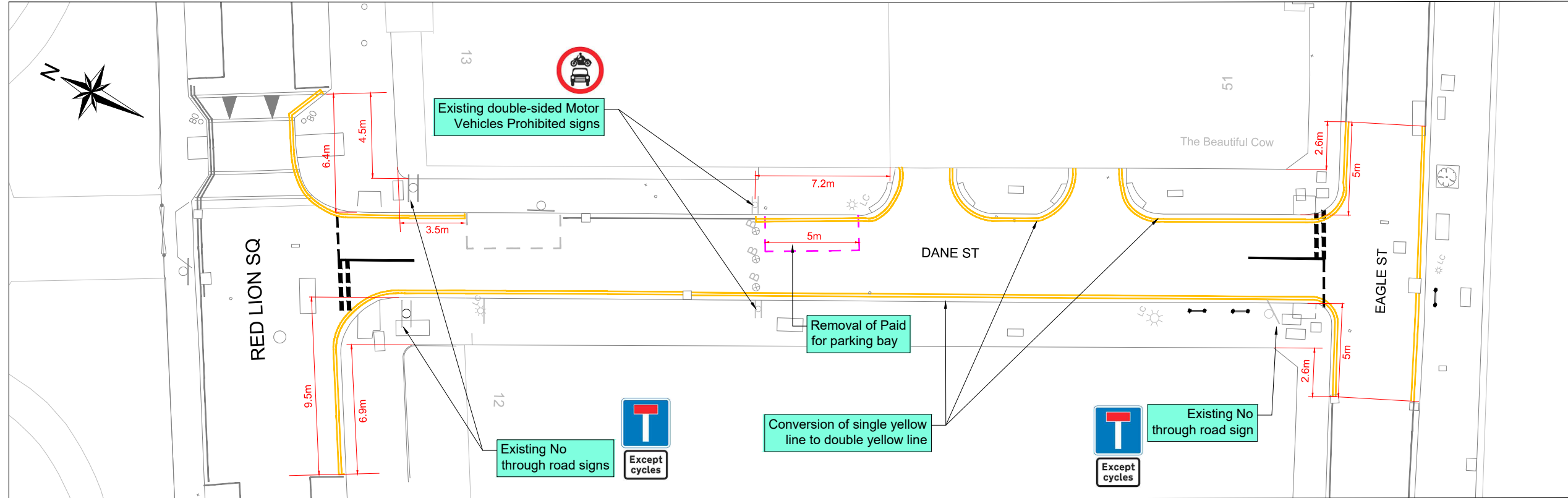
PROJECT: HARTLAND ROAD MODAL FILTER

DRAWING TITLE: TRAFFIC MANAGEMENT ORDER PLAN







DRAWING NO:	202110004-1200-01						
PROJECT NO:	202110004	SCALE @ A1:	1:100	REVISION:	01		
DESIGNED:	SEG	CHECKED:	SEG	APPROVED:	SEG	DATE:	28/02/2022



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KEY

-  Existing road marking
-  Proposed white road marking
-  Proposed yellow road marking
-  Removal of road marking
-  Existing sign and sign post
-  Proposed cycle stand

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Project
**RED LION STREET & DANE STREET
 SAFE & HEALTHY STREETS SCHEME**

Drawing Title
TMO CONSULTATION

Rev	By	Date	Amendments

Scale NTS	Date 21.02.2022
Drawn By RW	File Ref
Checked By AC	Dwg Name
Drawing Location	
Drawing Number TS/21-22/LTN/RLS-DANE/TMO/01	Rev. -

The Camden (Parking Places) (CA-F) (Amendment No. 26) Traffic Order 2022

2022 No. 27

HARTLAND ROAD

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 27

The Camden (Parking Places) (CA-F) (Amendment No. 26) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden after consulting the Commissioner of Police of the Metropolis, in exercise of powers conferred by sections 6 and 124 of and Part IV of schedule 9 to the Road Traffic Regulation Act 1984, as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985 and Part 6 of the Traffic Management Act 2004 and all other powers thereunto enabling, hereby make the following Order:

1. Citation and commencement

1.1 This order shall come into force on _____ and may be cited as the Camden (Parking Places) (CA-F) (Amendment No. 26) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-F) Traffic Order 2012 [L.B.C 2012 No. 6];

2.1.2 any reference in this order to any other order or enactment shall be construed as a reference to that order or enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent order or enactment;

2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Revocation and designation of parking places

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though:

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

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

Dated this

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-F ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
11706	HARTLAND ROAD	north-west side: from a point 3.6 metres north of the party wall of nos. 37 and 39 Hartland Road, northwards for a distance of 40.6 metres	MONDAY - FRIDAY: 8.30AM - 11PM SATURDAY, SUNDAY: 9.30AM - 11PM
11713	HARTLAND ROAD	south-east side: from a point 1.6 metres north the party wall of nos. 37 and 39 Hartland Road, northwards for a distance of 27.6 metres	MONDAY - FRIDAY: 8.30AM - 11PM SATURDAY, SUNDAY: 9.30AM - 11PM

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-F ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	HARTLAND ROAD	north-west side: from a point 1.2 metres south-west of the party wall of nos. 41 and 43 Hartland Road, north-eastwards for a distance of 35.9 metres	MONDAY - FRIDAY: 8.30AM - 11PM SATURDAY, SUNDAY: 9.30AM - 11PM
	HARTLAND ROAD	south-east side: from a point 3.8 metres north-east of the party wall of nos. 26 Hartland Road and 62 Hawley Road, north-eastwards for a distance of 19 metres	MONDAY - FRIDAY: 8.30AM - 11PM SATURDAY, SUNDAY: 9.30AM - 11PM

The Camden (Parking Places) (CA-D) (Amendment No. 34) Traffic Order 2022

2022 No. 28

DANE STREET

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 28

The Camden (Parking Places) (CA-D) (Amendment No. 34) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden after consulting the Commissioner of Police of the Metropolis, in exercise of powers conferred by sections 6 and 124 of and Part IV of schedule 9 to the Road Traffic Regulation Act 1984, as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985 and Part 6 of the Traffic Management Act 2004 and all other powers thereunto enabling, hereby make the following Order:

1. Citation and commencement

1.1 This order shall come into force on _____ and may be cited as the Camden (Parking Places) (CA-D) (Amendment No. 34) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-D) Traffic Order 2012 [L.B.C 2012 No. 4];

2.1.2 any reference in this order to any other order or enactment shall be construed as a reference to that order or enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent order or enactment;

2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Revocation and designation of parking places

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though:

3.1.1 there was omitted from schedule 3 to that order, the items set out in table 1 of the schedule to this order;

Dated this

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 2 TO THE CA-D ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	DANE STREET	north-east side: from a point 21 metres south-east of the south-eastern kerb-line of Red Lion Square (south-eastern arm), south-eastwards for a distance of 5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM	£6.14 per hour	£7.46 per hour	2 hours

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 133) Traffic Order 2022

2022 No. 26

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 26

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 133) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on _____ and may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 133) Traffic Order 2022.

2. Interpretation

- 2.1 In this order;
- 2.1.1 the term "parent order" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C 2012 No. 1];
- 2.1.2 any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;
- 2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Amendments to Schedule 1 and 2 to the parent order

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though;
- 3.1.1 there was substituted for the items set out in relation to the similarly named street in schedule 1 to the parent order, the items set out in table 1 of the schedule to this order;
- 3.1.2 there was substituted for the items set out in relation to the similarly named street in schedule 2 to the parent order, the items set out in table 2 of the schedule to this order;

Dated this

SCHEDULE

TABLE 1 - ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
248	DANE STREET	
(a)	north-east side: from a point 7 metres south-east of the south-eastern kerb-line of red lion square (south-eastern arm), southwards for a distance of 14 metres	G
(b)	both side: so much else of Dane Street that is public highway and which does not lie within those lengths specified above	A
278	EAGLE STREET	
(a)	both sides	
(i)	from the western kerb line of Red Lion Street westwards for a distance of 6.5 metres	A
(ii)	from a point 5 metres north-east of the south-eastern kerb line of Dane Street to a point 5 metres south-west of the south-western kerb line of Dane Street	A
(iii)	so much else of Eagle Street that is public highway and which does not lie within those lengths specified above	G
441	HARTLAND ROAD	
(a)	north-west and west side:	
(i)	from the northern kerb line of Chalk Farm Road, northwards for a distance of 28 metres	A

(i)	between a point 2.2 metres north-east of the party wall of nos. 29 and 31 Hartland Road and a point 1.2 metres south-west of the party wall of nos. 41 and 43 Hartland Road	A
(ii)	from a point 23 metres north-east of the north-western kerb line of Clarence Way, north-eastwards for a distance of 10 metres	A
(b)	south-east side: from the northern kerb line of Chalk Farm Road to its junction with Lewis Street	A
(c)	so much else of Hartland Road that is public highway and which does not lie within the length specified above	3M
453	HAWLEY ROAD	
(a)	north and north-east side:	
(i)	between the western kerb line of Kentish Town Road and the south-eastern kerb line of Castlehaven Road	2L
(ii)	between the western kerb line of Castlehaven Road and the common boundary of nos. 52 and 54 Hawley Road	A
(iii)	from the north-eastern kerb line of Hartland Road, south-eastwards for a distance of 5.5 metres	A
(b)	south and south-west side:	
(i)	between the western kerb line of Kentish Town Road and a point 95 metres westwards of that kerb line	2L
(ii)	from a point 95 metres westwards of the western kerb line of Kentish Town Road to a point 5.5 metres north-west of the common boundary of nos. 35 and 37 / 39 Hawley Road	A
(iii)	from the south-eastern kerb line of Hartland Road, south-eastwards for a distance of 5.5 metres	A
(c)	so much else of Hawley Road that is public highway and which does not lie within the length specified above	3M

794	RED LION SQUARE	
(a)	(south-eastern arm) north-west side: between a point 6.5 metres north-east of a point opposite the north-eastern kerb line of Dane Street and a point opposite the north-western kerb line of Dane Street	A
(b)	(south-eastern arm) south-east side: between a point 6.5 metres north-east of the north-eastern kerb line of Dane Street and a point 9.4 metres south-west of the north-western kerb line of Dane Street	A
(c)	so much else of Red Lion Square that is public highway and which does not lie within the length specified above	G

TABLE 2 - ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREET IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS (See Schedule 3)
	HARTLAND ROAD:	
(a)	north-west side: between a point 2.2 metres north-east of the party wall of nos. 29 and 31 Hartland Road and a point 1.2 metres south-west of the party wall of nos. 41 and 43 Hartland Road	1
(b)	south-east side: between a point 10.5 metres north-east of the north-eastern flank wall of no. 24 Hartland Road and a point 3.8 metres north-east of the party wall of nos. 26 Hartland Road and 62 Hawley Road	1
99	HAWLEY ROAD:	
	north and north-east side:	
(i)	between its junction with Kentish Town Road and a point 95 metres west of the junction with Kentish Town Road.	19
(ii)	from the north-eastern kerb line of Hartland Road, south-eastwards for a distance of 5.5 metres	1

(b)	south and south-west side:	
(i)	from a point 95 metres westwards of the western kerb line of Kentish Town Road to a point 11 metres east of the common boundary between no. 21 and no. 22c Hawley Road	1
(ii)	from a point 1 metre east of the common boundary between no. 21 and no. 22c Hawley Road, eastwards for a distance of 10 metres	25
(iii)	from a point 1 metre east of the common boundary between no. 21 and no. 22c Hawley Road to the south-eastern kerb line of Castlehaven Road	1
(iv)	from the south-eastern kerb line of Hartland Road, south-eastwards for a distance of 5.5 metres	1