

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 145) Traffic Order 2022
The Camden (Loading Places) (Amendment No. 35) Traffic Order 2022

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above orders under Sections 6 and 124 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:

FREDERICK STREET: north-west side, designation of a 24-hour waiting restriction from the junction with Gray's Inn Road north-eastwards for a distance of approximately 20 metres (outside no. 72 Frederick Street)

WREN STREET: south-east side, designation of a 24-hour waiting restriction from the junction with Gray's Inn Road, north-eastwards for a distance of approximately 25 metres (outside no. 2 Wren Street)

ROGER STREET: south-east side, new loading bay operating at all times (7.5 metres length) to be designated outside no. 14 Roger Street

ELM STREET: south-east side, new loading bay operating at all times (6 metres length) to be designated at the side of Dulverton Mansions, Gray's Inn Road

NORTHINGTON STREET: north-west side, new loading bay operating at all times (10.8 metres length) to be designated at the side of no. 59 Gray's Inn Road

VERULAM STREET: north-west side, designation of a 24-hour waiting prohibition along the entire length of the north-east side; south-east side, revocation of the paid-for parking place at the side of no. 60 Gray's Inn Road; designation of a new loading bay operating at all times (8.7 metres length) at the side of no. 60 Gray's Inn Road

BALDWIN'S GARDENS: south-east side: new loading bay operating at all times (8.5 metres length) to be designated at the side of no. 46 Gray's Inn Road adjacent to the disabled persons' parking place; revocation of the motorcycle parking place at the side of no. 7 Brookes Court and a 24-hour prohibition on waiting to apply along this kerbside length; designation of a 24-hour waiting prohibition from the junction with Leigh Place north-eastwards to a point approximately 15 metres south-west of the junction with Leather Lane; designation of a 24-hour waiting prohibition, including for the purposes of loading and unloading between the junction with Leather Lane and a point approximately 15 metres south-west of that junctions; north-west side, designation of a 24-hour waiting prohibition, including for the purposes of loading and unloading from the junction with Leather Lane south-westwards for a distance of approximately 120 metres.

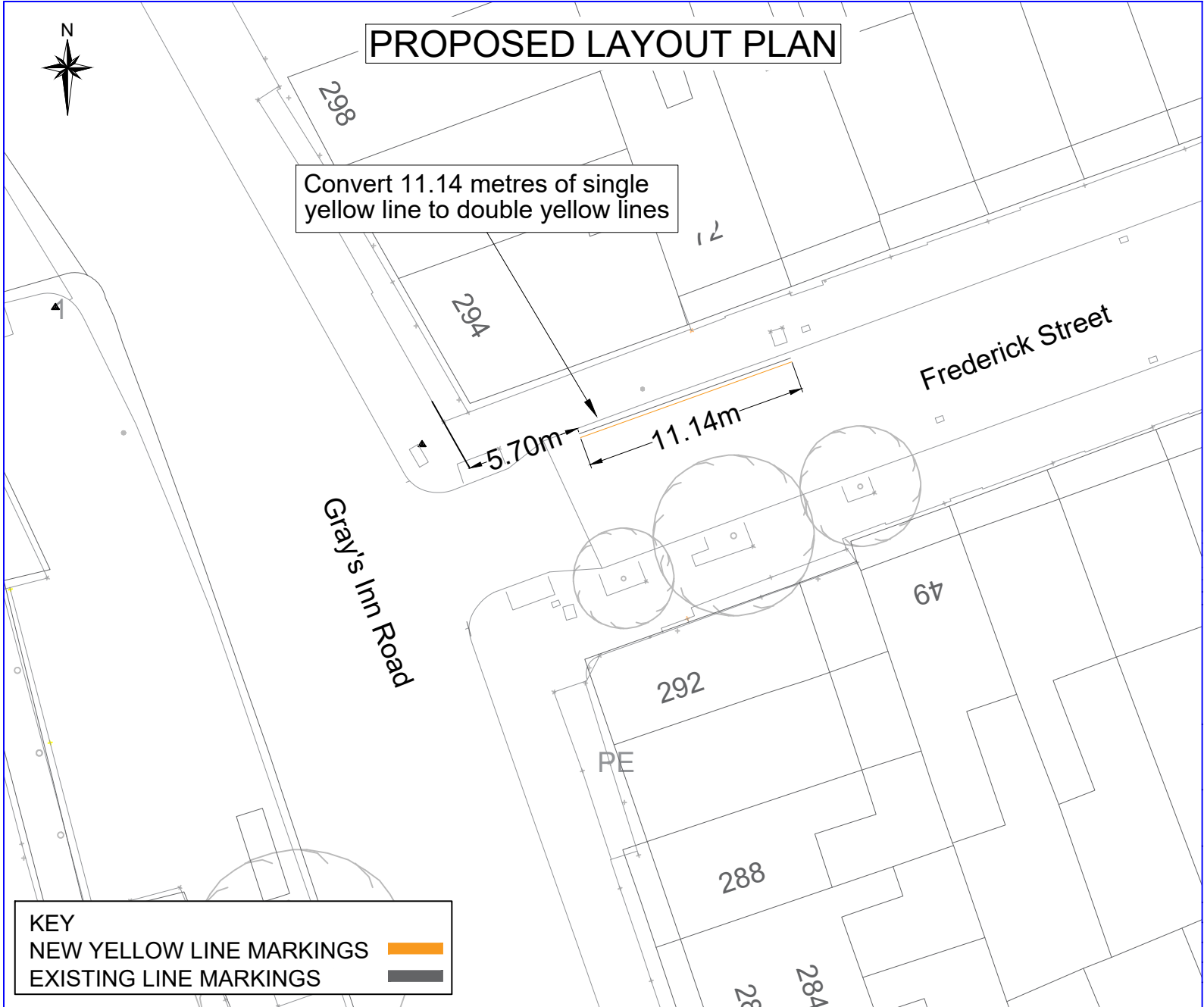
Copies of the proposed orders and other documents relating to the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at [camden.gov.uk/recently-advertised-proposals](https://www.camden.gov.uk/recently-advertised-proposals) or may be inspected in person by appointment only 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 transportconsultations@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 6 October 2022.

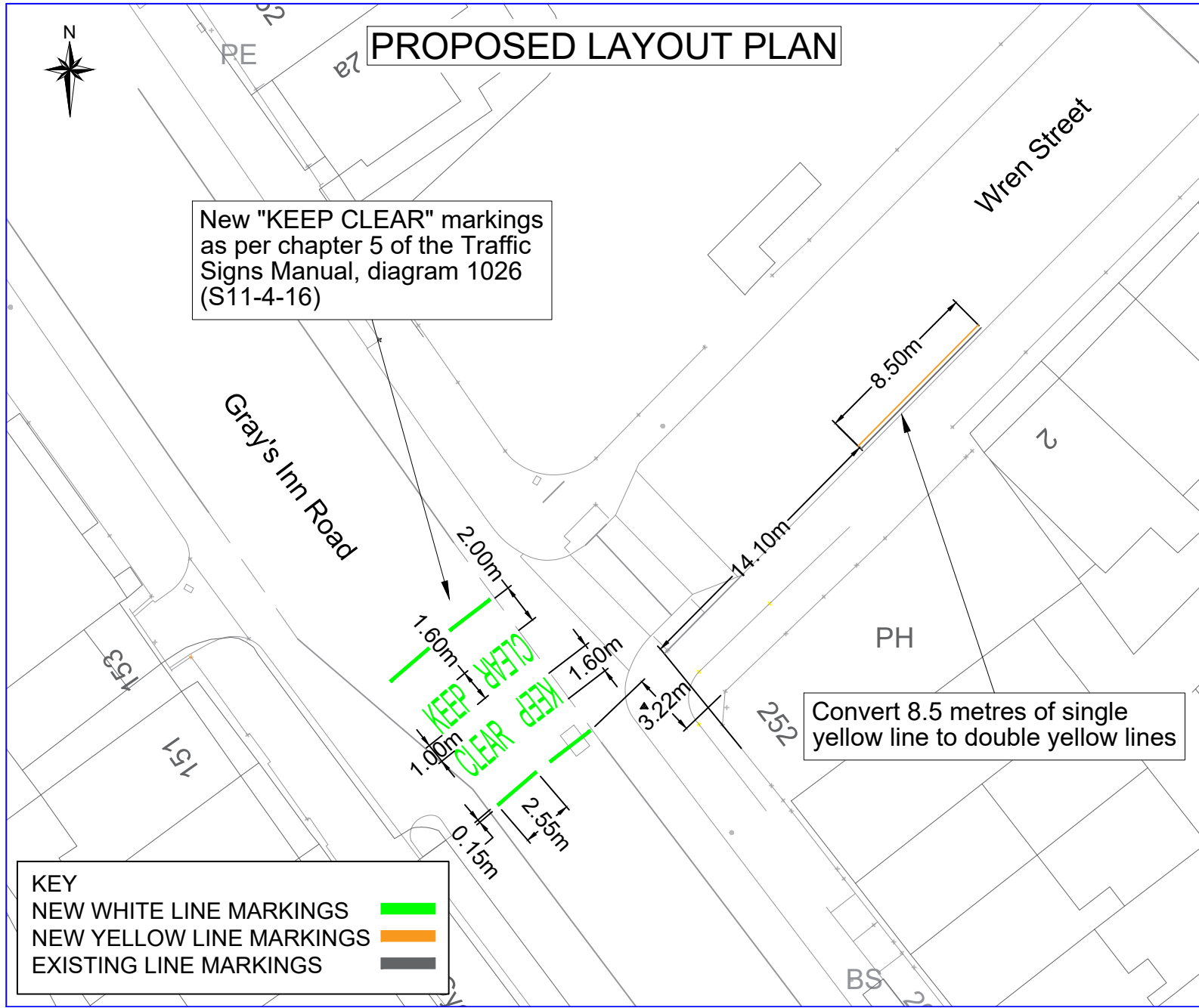
Peter Mardell
Head of Parking Operations
15 September 2022

**The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 145) Traffic Order 2022
The Camden (Loading Places) (Amendment No. 35) Traffic Order 2022**

STATEMENT OF REASONS

The proposed orders would designate additional waiting restrictions in side streets off Gray's Inn Road following the introduction of cycle lanes on each side of that road. The restrictions would prohibit the waiting of vehicles on the approaches to these junctions ensuring better visibility at the junction itself. New loading bays would also be provided in several streets to serve businesses location along Gray's Inn Road. Additional waiting restrictions, including for the purposes of loading or unloading, are also proposed in Baldwin's Gardens on the approach to the junction with Leather Lane due to the narrowness of the road to ensure clear access can be maintained between the two streets.





PROPOSED LAYOUT PLAN



New "KEEP CLEAR" markings
as per chapter 5 of the Traffic
Signs Manual, diagram 1026
(S11-4-16)

Convert 8.5 metres of single
yellow line to double yellow lines

KEY	
NEW WHITE LINE MARKINGS	
NEW YELLOW LINE MARKINGS	
EXISTING LINE MARKINGS	

Gray's Inn Road

Wren Street

2.00m
1.60m
1.60m
1.60m
1.00m
2.55m
0.15m

KEEP CLEAR
KEEP CLEAR
KEEP CLEAR

14.10m
8.50m
3.22m

153

151

252

PH

BS

2

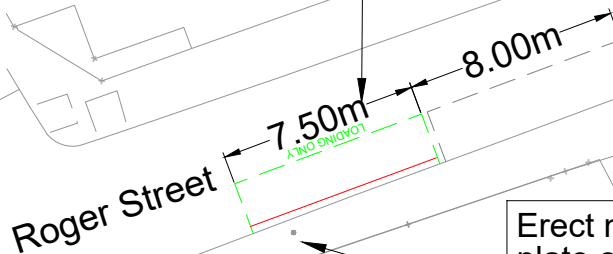
PE

2a



PROPOSED LAYOUT PLAN

New loading bay. Legend to read "LOADING ONLY"



Erect new "loading only" sign plate on to existing lamp column, minimum head clearance of 2.1m (TSRGD 2016 Ref: 660.4)

KEY	
NEW WHITE LINE MARKINGS	
REMOVE LINE MARKINGS	
EXISTING LINE MARKINGS	

Gray's Inn Road

188

184

Church

81
81b

75

73

14

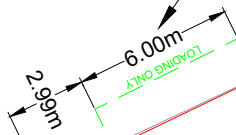
PROPOSED LAYOUT PLAN



New loading bay. Legend to read "LOADING ONLY"




Elm Street

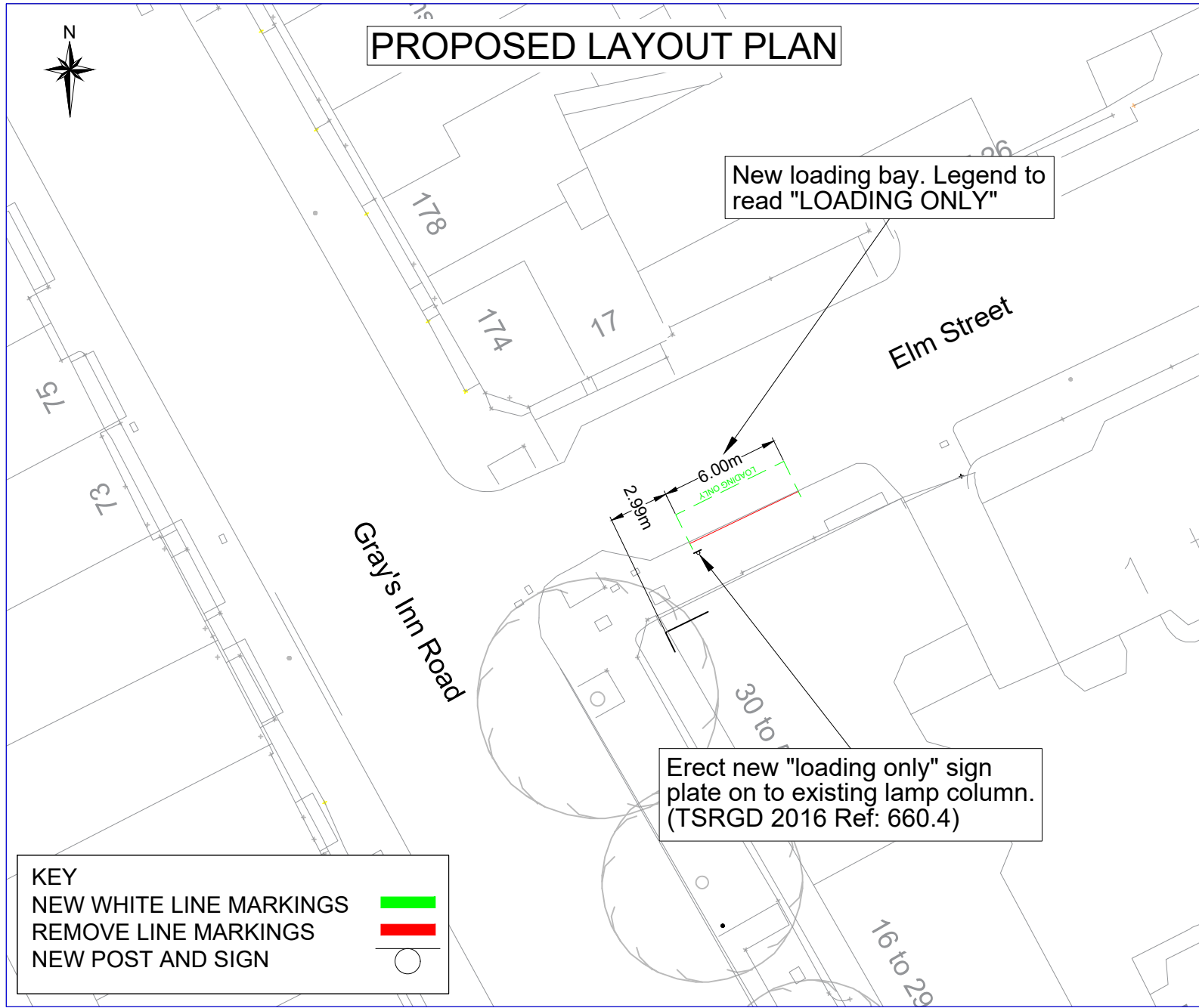
Gray's Inn Road



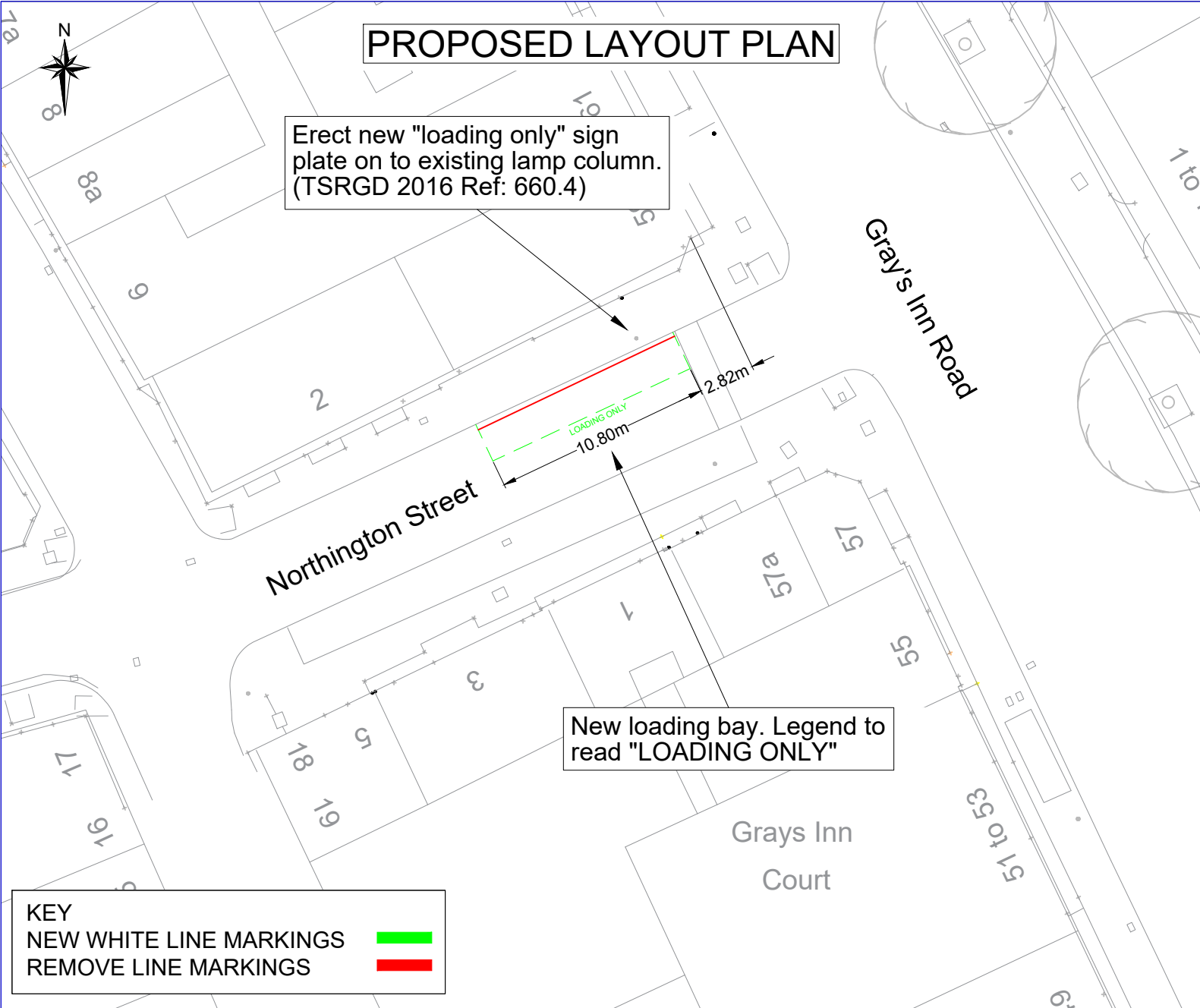
Erect new "loading only" sign plate on to existing lamp column. (TSRGD 2016 Ref: 660.4)

KEY

NEW WHITE LINE MARKINGS	
REMOVE LINE MARKINGS	
NEW POST AND SIGN	



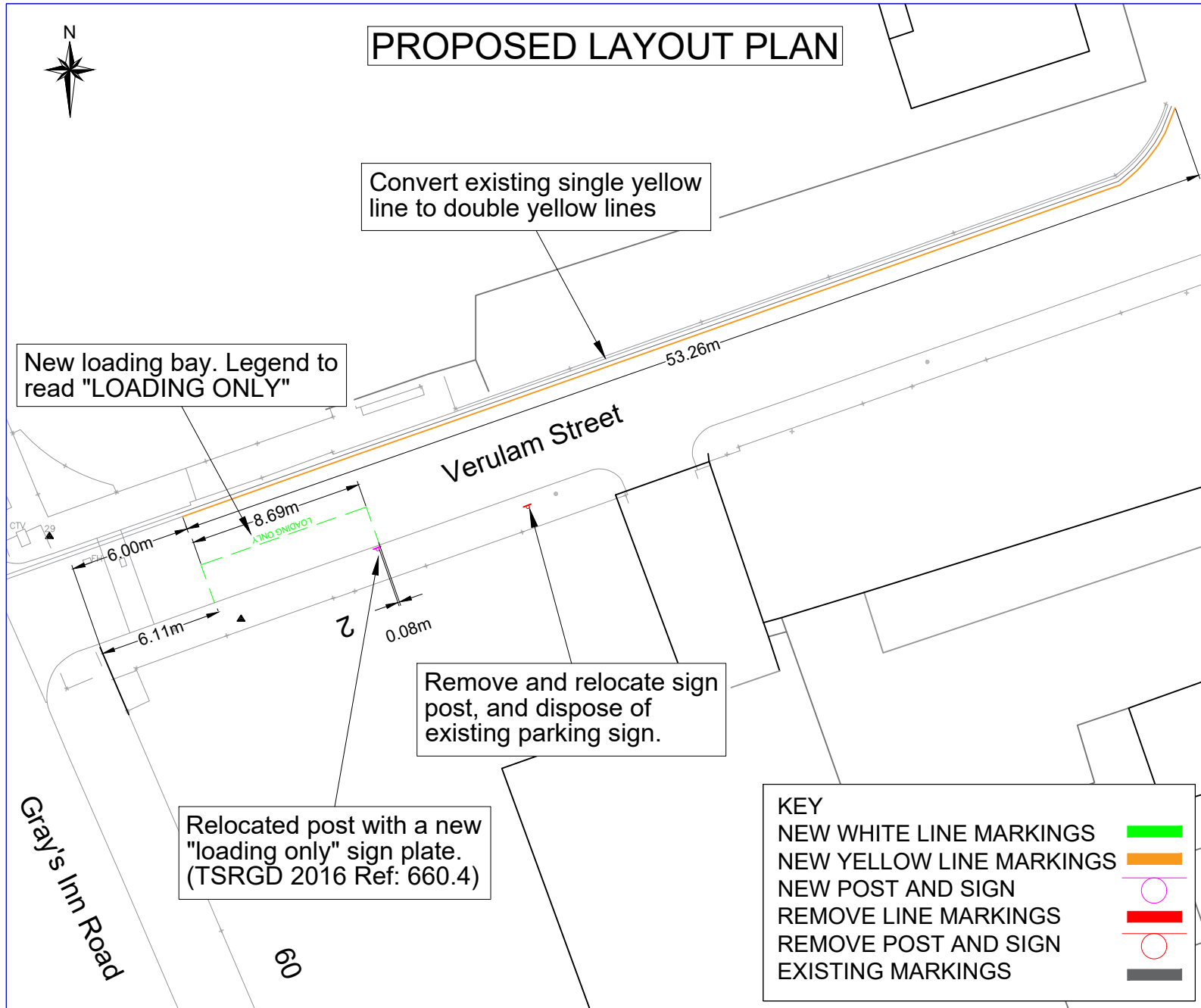
PROPOSED LAYOUT PLAN



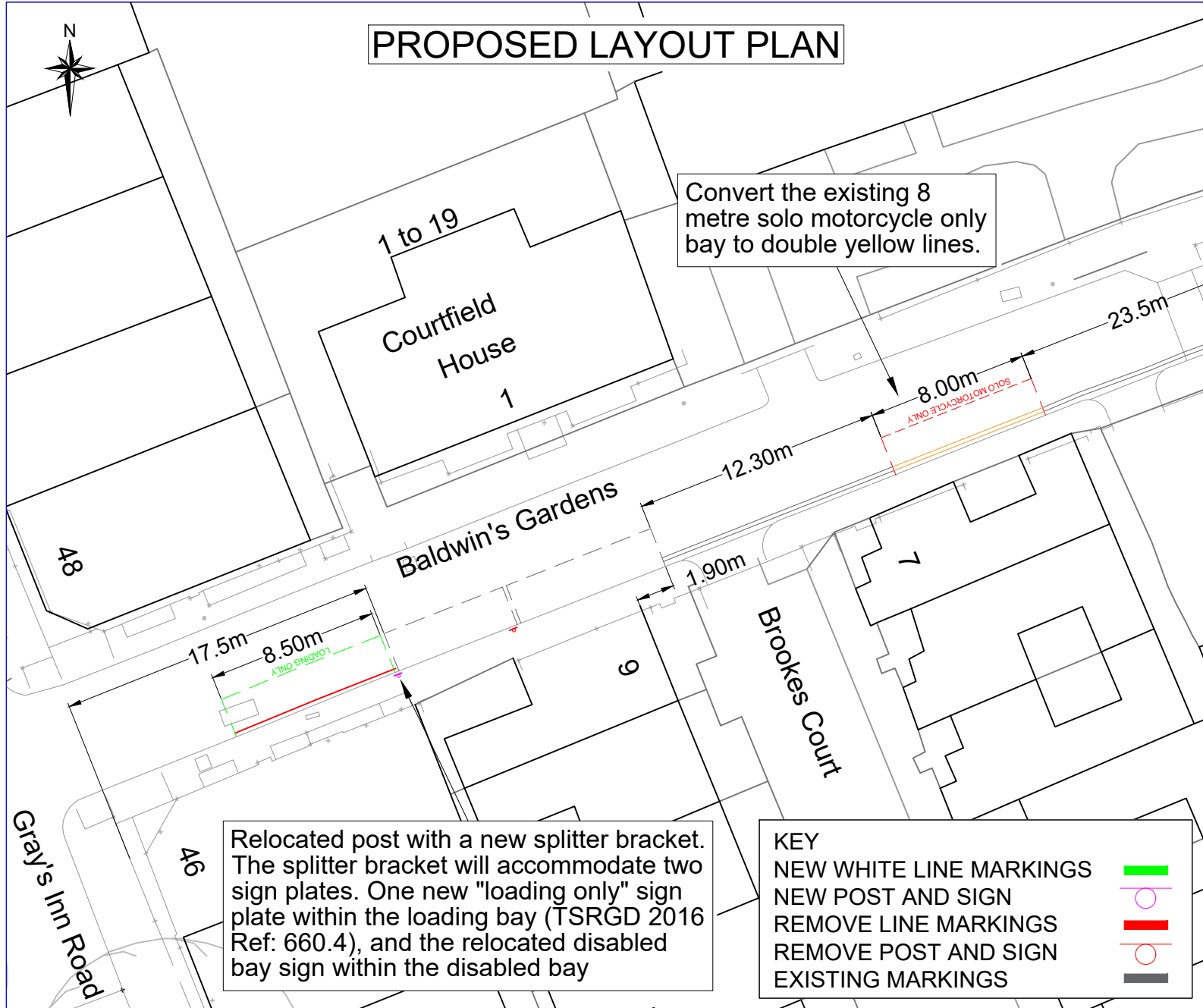
Erect new "loading only" sign plate on to existing lamp column. (TSRGD 2016 Ref: 660.4)

New loading bay. Legend to read "LOADING ONLY"

KEY
NEW WHITE LINE MARKINGS ———
REMOVE LINE MARKINGS ———








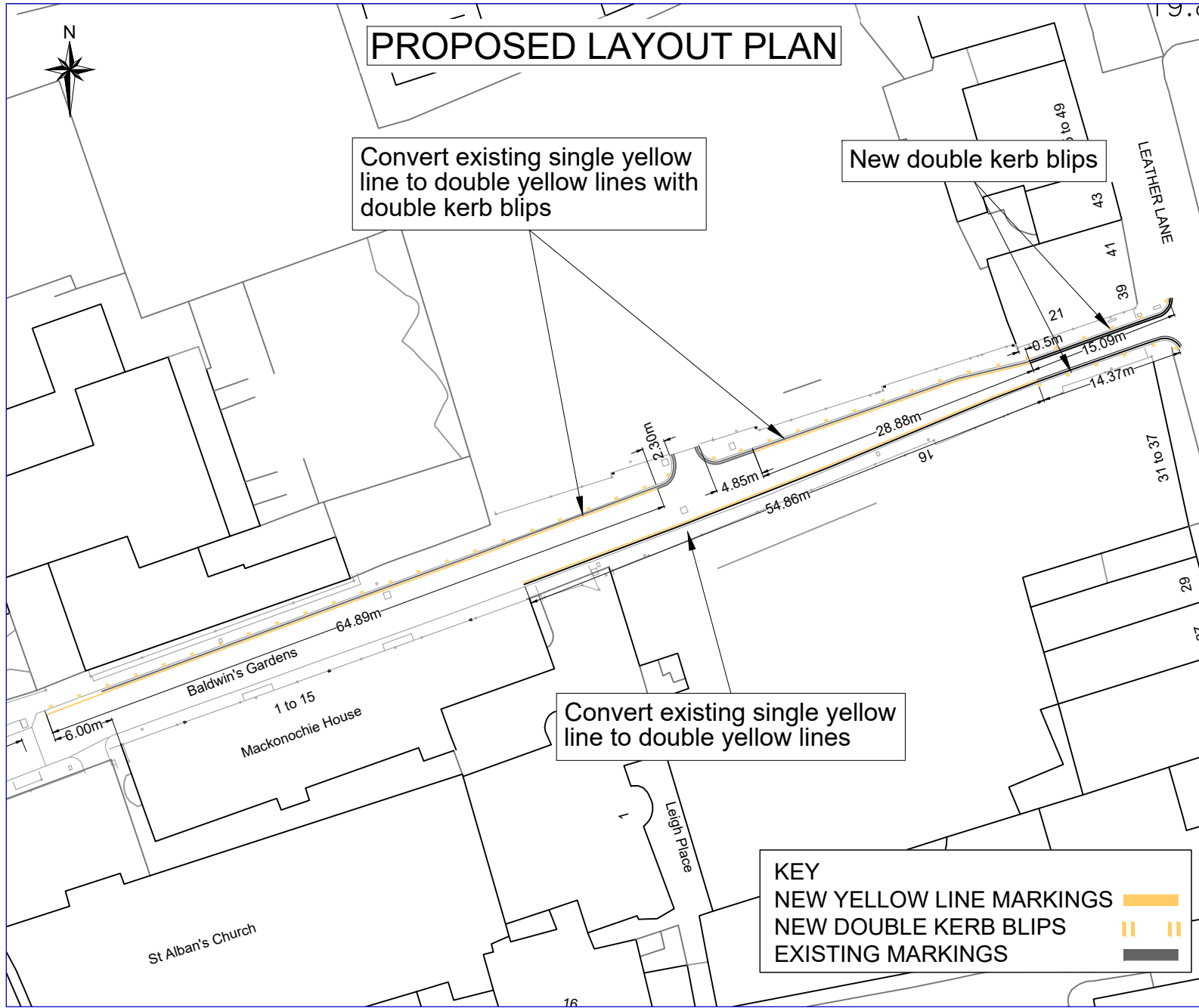
PROPOSED LAYOUT PLAN



Convert the existing 8 metre solo motorcycle only bay to double yellow lines.

Relocated post with a new splitter bracket. The splitter bracket will accommodate two sign plates. One new "loading only" sign plate within the loading bay (TSRGD 2016 Ref: 660.4), and the relocated disabled bay sign within the disabled bay

KEY	
NEW WHITE LINE MARKINGS	
NEW POST AND SIGN	
REMOVE LINE MARKINGS	
REMOVE POST AND SIGN	
EXISTING MARKINGS	



The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 145) Traffic Order 2022

2022 No. 120

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 120

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 145) 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. 145) 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 items set out in relation to similarly named streets 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 included in, or substituted for items set out in relation to similarly named streets in schedule 2 to the parent order, the items set out in the table of the schedule to this order.

Dated this

SCHEDULE

TABLE 1 - ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
	BALDWIN'S GARDENS	
(a)	north-west side:	A
(b)	south-east side:	
(i)	from the north-eastern kerb line of Gray's Inn Road, north-eastwards for a distance of 75 metres	A
(ii)	from the south-western kerb line of Leather Lane, south-westwards for a distance of 69 metres	A
(c)	both sides: so much else of Baldwin's Gardens that is public highway and which does not lie within those lengths specified above	G
	FREDERICK STREET	
(a)	south-east side:	
(i)	from the north-eastern kerb line of Gray's Inn Road, north-eastwards for a distance of 10 metres	A
(ii)	from the western kerb line of Cubitt Street, south-westwards for a distance of 9 metres	A
(iii)	from the eastern kerb line of Cubitt street, north-eastwards for a distance of 36.4 metres	A
(b)	north-east side:	

(i)	from the north-eastern kerb line of Gray's Inn Road, north-eastwards for a distance of 19 metres	A
(ii)	from a point 4 metres south-west of the south-western flank wall of no. 2 Frederick Street, north-eastwards for a distance of 13 metres	A
(c)	both sides: so much else of Frederick Street that is public highway and which does not lie within the lengths specified above	G
	VERULAM STREET	
(a)	north-west side: from the north-eastern kerb line of Gray's Inn Road, north-eastwards for a distance of 72.7 metres	A
(b)	south-east side: from the north-eastern kerb line of Gray's Inn Road, north-eastwards for a distance of 10 metres	A
(c)	both sides: so much else of Verulam Street that is public highway and which does not lie within those lengths specified above	G
	WREN STREET	
(a)	north-west side: from the north-eastern kerb line of Gray's Inn Road, north-eastwards for a distance of 10 metres	A
(b)	south-east side: from the north-eastern kerb line of Gray's Inn Road, north-eastwards for a distance of 25 metres	A
(c)	both sides: so much else of Wren Street that is public highway and which does not lie within those lengths specified above	G

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

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
	BALDWIN'S GARDENS	
(a)	north-west side: from the south-western kerb line of Leather Lane, south-westwards for a distance of 125 metres	1
(b)	south-east side: from the south-western kerb line of Leather Lane, south-westwards for a distance of 14.5 metres	1

**The Camden (Loading Places) (Amendment No. 35)
Traffic Order 2022**

2022 No. 121

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 121

The Camden (Loading Places) (Amendment No. 35) 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 (Loading Places) (Amendment No. 35) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Loading Places) (Traffic Order 2012 [L.B.C 2012 No. 21];

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 the schedule 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 there was included in schedule 1 to the parent order, the items set out in the table of the schedule to this order.

Dated this

SCHEDULE

TABLE - ITEMS INCLUDED IN SCHEDULE 1 TO THE (LOADING PLACES) ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	BALDWIN'S GARDENS	south side: from a point 9 metres east of the eastern kerb-line of Gray's Inn Road, eastwards for a distance of 8.5 metres	AT ANY TIME
	ELM STREET	south-east side: from a point 2.99 metres north-east of the south-western flank wall of no. 30 to 50 Gray's Inn Road, north-east for a distance of 6 metres	AT ANY TIME
	NORTHINGTON STREET	north-west side: from a point 0.9 metres north-east of the party wall of no. 2 Northington Street and no. 59 Gray's Inn Road, north-eastwards for a distance of 10.8 metres	AT ANY TIME
	ROGER STREET	south side: from a point 3.6 metres east of the north-eastern kerb-line of North Mews, eastwards for a distance of 7.5 metres	AT ANY TIME
	VERULAM STREET	south-east side: from a point 6 metres north-east opposite the south-western flank wall of 60 Gray's Inn Road, north-eastwards for a distance of 8.7 metres	AT ANY TIME