

The Camden (Prescribed Routes) (No. 1) Traffic Order 2019
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 94) Traffic Order 2019
The Camden (Parking Places) (CA-L) (Amendment No. 10) Traffic Order 2019

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

Brecknock Road / Fortess Road, NW5

Prohibit the left-turn from Brecknock Road into Fortess Road.

Extend double yellow line restrictions on the south-west side of Brecknock Road from the south-eastern wall of no. 235 to the south-eastern wall of no. 229.

Red Lion Street, WC1R / Lamb's Conduit Street, WC1

Additional waiting and loading controls to be implemented along both streets and at junctions with side streets. In Red Lion Street, waiting restrictions commencing at 8.30am on Mondays to Fridays will be extended to commence at 7am. Loading bans will be introduced on the west side of Red Lion Street between 7 - 10am and 4 - 6.30pm, Mondays to Fridays except in the immediate vicinity of junctions with Princeton Street, Sandland Street and Eagle Street where 24-hour waiting and loading restrictions will be introduced. Loading bans will also be implemented on the west side of Lamb's Conduit Street between 8.30 – 10am and 4 – 6.30pm, Mondays to Fridays with 24-hour waiting and loading prohibitions in the immediate vicinity of the junction with Great Ormond Street, Dombey Street, Richbell Place and Theobald's Road.

Willes Road, NW5

Revoke 5-metre length of permit holders parking space outside no. 54 Willes Road.

Extend permit holders parking place in Inkerman Road by 5 metres north-eastwards at side of no. 31 Willes Road.

Copies of the proposed orders and the Council's Statement of Reasons for proposing to make the orders may be inspected / obtained by contacting traffic.orders@camden.gov.uk or at the council's offices at 5 Pancras Square, N1C 4AG. 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 the Director of Regeneration & Planning, Supporting Communities Directorate, Camden Town Hall, Judd Street, London WC1H 9JE, to be received by the end of 14 February 2019.

Peter Mardell - Head of Parking Operations
24 January 2019

The Camden (Prescribed Routes) (No. 1) Traffic Order 2019
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 94) Traffic Order 2019
The Camden (Parking Places) (CA-L) (Amendment No. 10) Traffic Order 2019

STATEMENT OF REASONS

Brecknock Road / Fortress Road, NW5

The junction at present is complex with a number of roads connecting to it and therefore multiple movements by motor vehicles being undertaken which makes it challenging to cross as a pedestrian and cyclist. There are some popular routes being used, for example pupils from nearby school on Burghley Road to travel daily to and from the bus stops on Tufnell Park Road. The underground station draws pedestrians from different directions, with some having to cross multiple roads to reach their destination and using the small narrow traffic islands whose function is to house the signal poles.

The left turn from Brecknock Road into Fortress Road is lightly used with less than 25 vehicles using this turn in each rush hour, therefore, it will not have significant impact and it will improve the functionality of the junction.

The extension of the waiting restrictions (double yellow lines) on the western side of Brecknock Road outside the parade of shops is to reduce the number of occasions that vehicles are likely to be parked for any length of time at this location.

Red Lion Street, Lamb's Conduit Street and side streets, WC1

The proposed changes are intended to encourage cycling by providing a "quietway" along Lamb's Conduit Street and Red Lion Street. Additional waiting and loading restrictions will, in general, apply on the west side of these streets and at junctions with side streets.

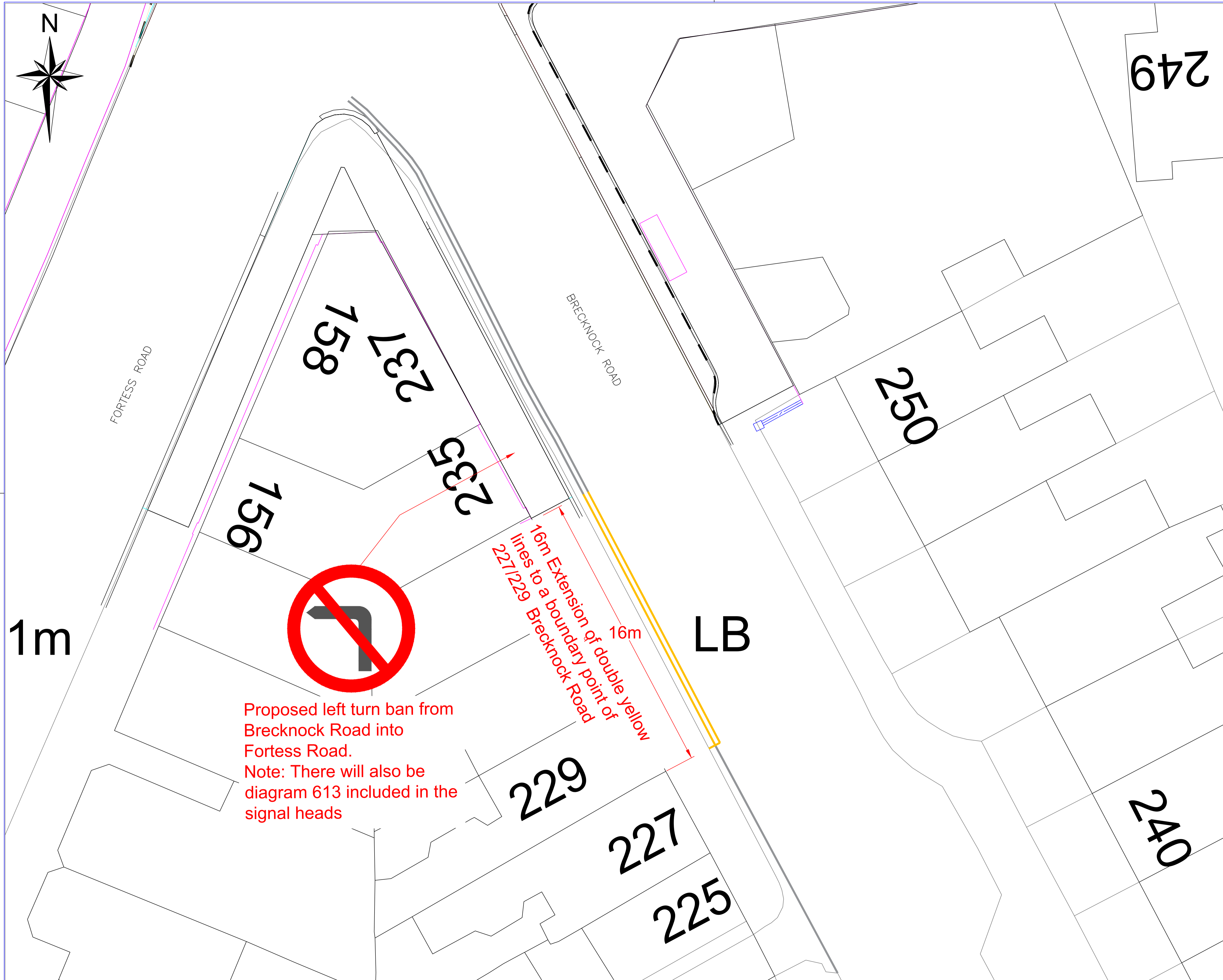
Willes Road, NW5

There is a growing demand from residents living in high density dwellings, with limited space for sheltered and secure cycle parking within their properties. A lack of secure cycle storage facilities is currently a barrier to people to cycle.

A key objective of the Camden Transport Strategy is to improve cycling facilities for those both living, visiting and working in Camden. The Council believes the introduction of secure cycle parking facilities would encourage the use of cycling within the borough especially in locations where high density dwellings are present.

The proposed order will revoke a parking space in Willes Road and relocate it to Inkerman Road to ensure no loss of parking facility. A bicycle hangar will be installed in the space to be vacated in Willes Road.



24 January 2019



Proposed left turn ban from Brecknock Road into Fortess Road.
 Note: There will also be diagram 613 included in the signal heads

16m Extension of double yellow lines to a boundary point of 227/229 Brecknock Road

LEGEND

	Existing waiting restriction
	Proposed extension of waiting restriction

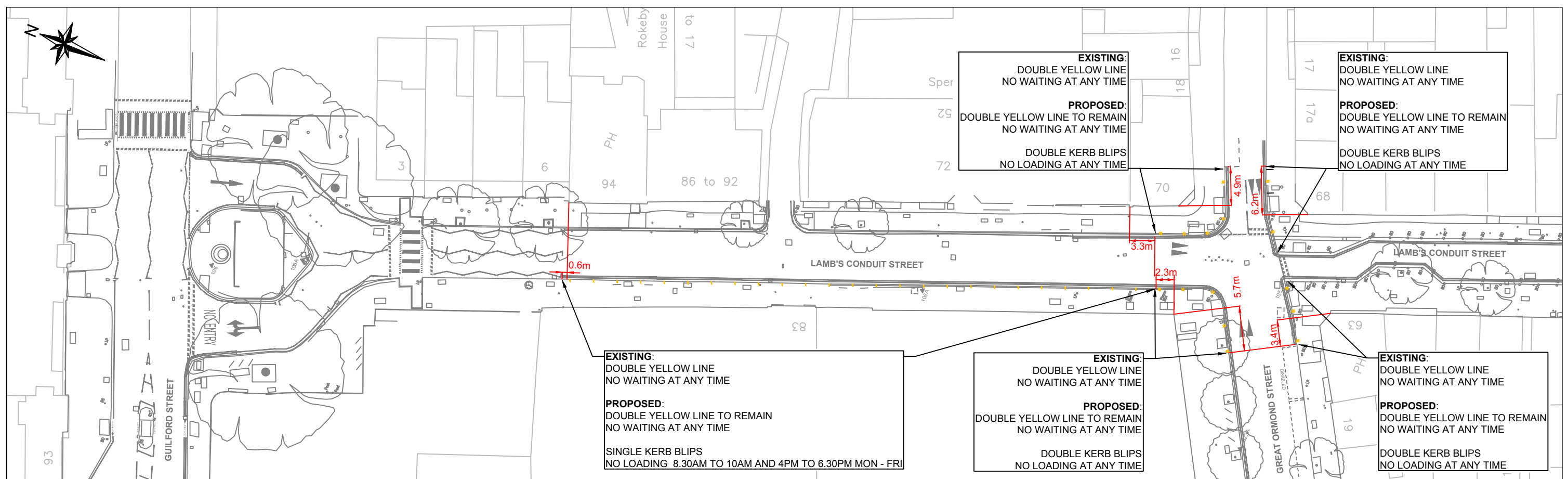
Rev	By	Date	Amendments

Camden
 Design Team
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 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
**WALKING AND CYCLING IMPROVEMENTS
 TUFNELL PARK JUNCTION**

Drawing Title
 TMO

Scale 1:200@ A1	Date JAN/2019
Drawn By AA	File Ref TS1409
Checked By RC	Dwg Name Tufnell Park
Drawing Location T:\Cptl_Schms\2014-15\TC\Tufnell Park Junction_TS1409	
Drawing Number MCHW-TP-TMO-01	Rev. 0



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Project
**CENTRAL LONDON CYCLE GRID
RED LION STREET LINK**

Drawing Title
TMO

KEY

- Existing road marking
- Proposed white road marking
- Proposed yellow road marking

Rev	By	Date	Amendments

Scale
NTS

Drawn By
RMW

Checked By
AC

Drawing Location

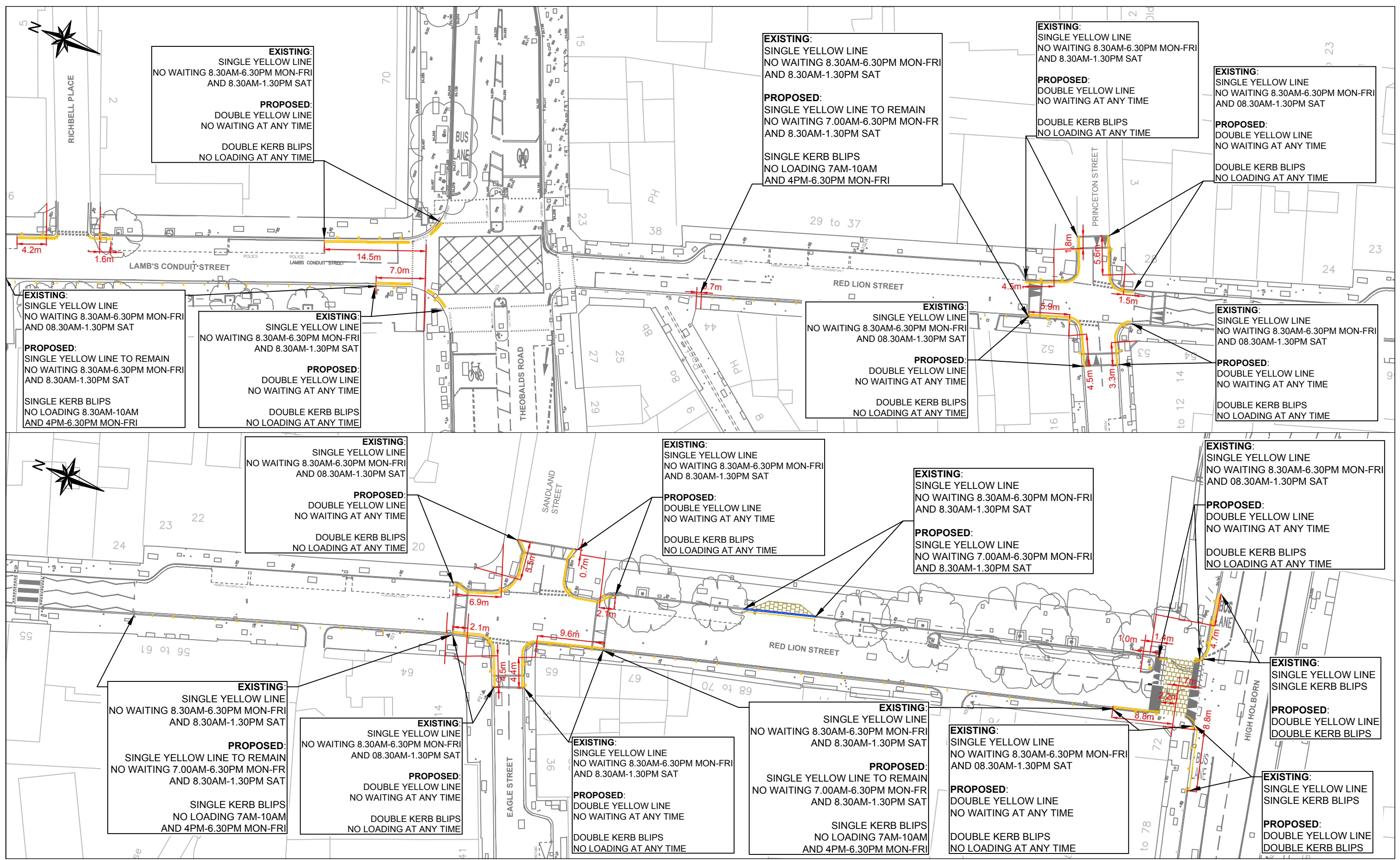
Drawing Number
TS\RW\RLS\TMO\01

Date
14/12/2018

File Ref

Rev.

DRAFT



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Project
**CENTRAL LONDON CYCLE GRID
 RED LION STREET LINK**

Drawing Title
TMO

KEY

- Existing road marking
- Proposed white road marking
- Proposed yellow road marking
- Proposed footway
- Proposed raised table ramp

Rev	By	Date	Amendments

Scale
 NTS

Drawn By
 RMW

Checked By
 AC

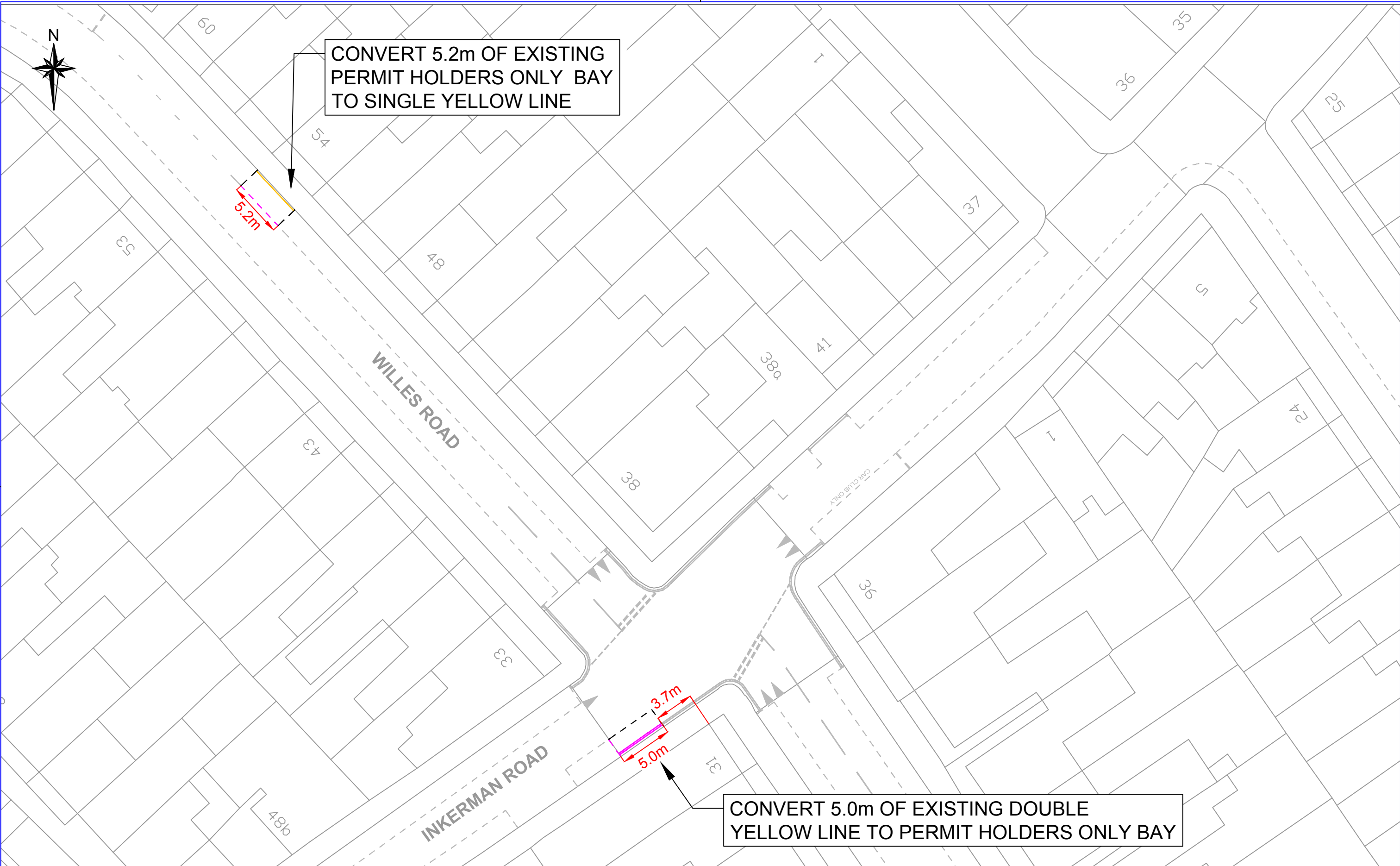
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Drawing Number
 TS\RW\RLS\TMO\02

Date
 14/12/2018

File Ref
 Name

Rev.







CONVERT 5.2m OF EXISTING PERMIT HOLDERS ONLY BAY TO SINGLE YELLOW LINE

CONVERT 5.0m OF EXISTING DOUBLE YELLOW LINE TO PERMIT HOLDERS ONLY BAY

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Project
**SECURE CYCLE STORAGE UNITS
 2017-2018**

Drawing Title
**TMO
 WILLES ROAD**

- KEY**
-  Existing road marking
 -  Existing road marking to be removed
 -  Proposed white road marking
 -  Proposed yellow road marking

Rev	By	Date	Amendments

Scale NTS	Date 08.11.2018
Drawn By RW	File Ref
Checked By AC	Dwg Name
Drawing Location C:\Users\Cptl_Schms\2017-18\CN\Cycle Parking\Bikehangars 2017-18	
Drawing Number TS\RWBH\WILLESRD\TMO	Rev. -

The Camden (Parking Places) (CA-L) (Amendment No. 10) Traffic Order 2019

2019 No. 3

**INKERMAN ROAD
WILLES ROAD**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 3

The Camden (Parking Places) (CA-L) (Amendment No. 10) Traffic Order 2018

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 45, 46, 49 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 (Parking Places) (CA-L) (Amendment No. 10) Traffic Order 2019.

2. Interpretation

2.1 In this order:

- 2.1.1 the term "parent order" means the Camden (Parking Places) (CA-L) (Traffic Order 2012 [L.B.C 2012 No. 12];
- 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 the parent order the items set out in table 1 of the schedule to this order;
- 3.1.2 there was included in schedule 1 to the parent 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 PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
6616	INKERMAN ROAD	the south-east side, from a point 30 metres north-east of its junction with Grafton Road, north-eastwards for a distance of 6 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM
12459	WILLES ROAD	east side: from a point 7.2 metres north-west of the north-western kerb line of Inkerman Road, north-westwards for a distance of 71.5 metres	MONDAY – FRIDAY 8.30AM – 6.30PM

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13235	INKERMAN ROAD	south-east side: from a point 30 metres north-east of its junction with Grafton Road, north-eastwards for a distance of 11 metres	MONDAY – FRIDAY 8.30AM – 6.30PM
13236	WILLES ROAD	east side: from the extended party wall of nos. 54 and 56 Willes Road, north-westwards for a distance of 24 metres	MONDAY – FRIDAY 8.30AM – 6.30PM
13237	WILLES ROAD	east side: from the extended party wall of nos. 52 and 54 Willes Road, south-eastwards for a distance of 43 metres	MONDAY – FRIDAY 8.30AM – 6.30PM

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 94) Traffic Order 2019

2019 No. 4

**BRECKNOCK ROAD
DOMBEY STREET
EAGLE STREET
GREAT ORMOND STREET
LAMB'S CONDUIT STREET
PRINCETON STREET
RED LION STREET
SANDLAND STREET**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 4

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 94) Traffic Order 2018

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. 94) Traffic Order 2019.

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 schedules 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 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 substituted for the items set out in relation to the similarly named streets in schedule 2 to the parent order, the items set out in table 2 of the schedule to this order;

3.1.3 there was included in schedule 3 to the parent order, the items set out in table 3 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 and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
116	BRECKNOCK ROAD: west and south-west side:	
(a)	from a point 0.7 metres north-west of the party wall of nos. 11 and 13 Brecknock Road to a point 1.9 metres north-west of the southern flank building wall of no.17 Brecknock Road	A
(b)	from a point 3.0 metres south-east of the south-east kerb line of Hargrave Place to a point 4.0 metres north-west of the north-west kerb line of Hargrave Place	A
(c)	from a point 1.3 metres north-west of the party wall of nos. 35 and 37a Brecknock Road, north-westwards for a distance of 3.1 metres	A
(d)	from the junction with Leighton Road, northwards to a point 3.0 metres north of the common boundary of no. 57 Brecknock Road and No.75 Brecknock Road (Charlton Court)	A
(e)	from a point 35 metres north of the common boundary of no. 57 Brecknock Road and No.75 Brecknock Road (Charlton Court), north-westwards to a point 15 metres south-east of the common boundary of No.75 Brecknock Road (Charlton Court) and No. 87 Brecknock Road	A
(f)	from a point 3 metres north-west of the common boundary of nos. 95 and 97 Brecknock Road, north-westwards to a point 5.8 metres north-west of the south-eastern flank wall of No. 101 Brecknock Road	A
(g)	from a point 7.5 metres south-east of the extended south-eastern kerb line of Leighton Grove, north-westwards to a point 2 metres north-west of the south-eastern flank wall of No.5 Carleton Gardens Brecknock Road	A
(h)	from a point 4 metres north-west of the common boundary of nos. 1 and 2 Carleton Gardens Brecknock Road, north-westwards to a point 1 metre south-east of the common boundary of nos. 129 and 131 Brecknock Road	A
(i)	from a point 2.0 metres south-east of a point opposite the common boundary of nos. 135 and 137 Brecknock Road, north-westwards to a point opposite the common boundary of nos. 139 and 141 Brecknock Road	A
(j)	from a point 2 metres north-west of the common boundary of nos. 147 and 149 Brecknock Road, north-westwards to a point 1 metre north-west of the common boundary of nos. 149 and 151 Brecknock Road	A

(k)	from a point 2.7 metres south-east of the common boundary of nos. 161 and 163 Brecknock Road, north-westwards to a point 1 metre north-west of the south-eastern flank wall of No. 167 Brecknock Road	A
(l)	from the common boundary of nos. 179 and 181 Brecknock Road, north-westwards to a point opposite the common boundary of nos. 187 and 189 Brecknock Road	A
(m)	from a point 4 metres north-west of the north-western flank wall of nos. 24 to 58 Lupton Street, north-westwards to a point 3 metres north-west of the south-eastern flank wall of No.213 Brecknock Road	A
(n)	from a point 1.5 metres south-east of the common boundary of nos. 221 and 223 Brecknock Road, north-westwards for a distance of 16.0 metres	A
(o)	from south-east kerblines of Fortess Road, south-eastwards to the common boundary of nos. 227 and 229 Brecknock Road	A
(p)	so much else of the west and south-west side of Brecknock Road that is public highway and for which the London Borough of Camden is the traffic authority and which does not lie within those lengths specified above	B
258	DOMBEY STREET	
(a)	north-west side:	
(i)	between its junction with Harpur Street and a point 11.6 metres south-west of the south-western kerb line of Lamb's Conduit Street	G
(ii)	between the south-western kerb line of Lamb's Conduit Street and a point 11.6 metres south-west of that kerb line	A
(b)	south-east side:	
(i)	between the south-western kerb line of Lamb's Conduit Street and a point 7.7 metres south-west of that kerb line	A
(ii)	so much else of Dombey Street that is public highway and which does not lie within those lengths specified above	G

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)	so much else of Eagle Street that is public highway and which does not lie within those lengths specified above	G
549	LAMB'S CONDUIT STREET	
(a)	north-east side:	
(i)	between its junction with Guilford Place and a point 18.4 metres north-west of the north-western kerb line of Great Ormond Street	G
(ii)	between a point 18.4 metres north-west of the north-western kerb line of Great Ormond Street and the extended party wall of nos. 30/32 and no. 34 Lamb's Conduit Street	A
(iii)	from the extended party wall of nos. 30/32 and no. 34 Lamb's Conduit Street and a point 6 metres north-west of the north-western kerb line of Richbell Place	G
(iv)	from a point 6 metres north-west of the north-western kerb line of Richbell Place to a point 2.5 metres south-east of the south-eastern kerb line of Richbell Place	A
(v)	from a point 2.5 metres south-east of the south-eastern kerb line of Richbell Place to a point 19.4 metres north-west of the north-western kerb line of Theobald's Road	G
(vi)	between the north-western kerb line of Theobald's Road and a point 19.4 metres north-west of that kerb line	A
(b)	south-west side:	
(i)	between its junction with Guilford Place and a point 6 metres south-east of the south-eastern kerb line of Dombey Street	A

(ii)	from a point 6 metres south-east of the south-eastern kerb line of Dombey Street to 10 metres north-west of the north-western kerb line of Theobald's Road	G
(iii)	between the north-western kerb line of Theobald's Road and a point 10 metres north-west of that kerb line	A
767	PRINCETON STREET	
(a)	north side: from a point 6.9 metres west of the western kerb line of Red Lion Street to a point 6.6 metres east of the eastern kerb line of Red Lion Street	A
(b)	south side: from a point 5.4 metres west of the western kerb line of Red Lion Street to a point 8.2 metres east of the eastern kerb line of Red Lion Street	A
(c)	so much else of Princeton Street that is public highway and which does not lie within those lengths specified above	G
795	RED LION STREET	
(a)	south-west side:	
(i)	from the southern kerb line of Theobald's Road, southwards for a distance of 21 metres	A
(ii)	between a point 7.9 metres north of the north-western kerb line of Princeton Street to a point 31.4 metres south-east of the south-east kerb line of Princeton Street	A
(iii)	from a point 6.3 metres north-west of the northern kerb line of Eagle Street to a point 11.2 metres south-east of the south-eastern kerb line of Eagle Street	A
(iv)	between the north-western kerb line of High Holborn and a point 11.8 metres north-west of that kerb line	A
(b)	north-east side:	

(i)	from the southern kerb line of Theobald's Road, southwards for a distance of 21 metres	A
(ii)	from a point 6.3 metres north-west of the northern kerb line of Princeton Street to a point 33.5 metres south-east of the south-eastern kerb line of Princeton Street	A
(iii)	from a point 8.9 metres north-west of the north-western kerb line of Sandland Street to a point 7.4 metres south-east of the south-eastern kerb line of Sandland Street	A
(iv)	between the north-western kerb line of High Holborn and a point 9.8 metres north-west of that kerb line	A
(c)	both sides: so much else of Red Lion Street that is public highway and which does not lie within those lengths specified above	3R
859	SANDLAND STREET	
(a)	both sides:	
(i)	from the eastern kerb line of Red Lion Street eastwards for a distance of 7.8 metres	A
(ii)	so much else of Sandland Street that is public highway and which does not lie within those lengths specified above	G

TABLE 2 - ITEMS SUBSTITUTED IN RESPECT OF THE 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)
258	DOMBEY STREET	
(a)	north-west side: between the south-western kerb line of Lamb's Conduit Street and a point 11.6 metres south-west of that kerb line	1

(b)	south-east side: between the south-western kerb line of Lamb's Conduit Street and a point 7.7 metres south-west of that kerb line	1
59A	EAGLE STREET	
(a)	both sides: from the western kerb line of Red Lion Street westwards for a distance of 6.5 metres	1
89	GREAT ORMOND STREET	
(a)	south-east side:	
(i)	from the western kerb line of Orde Hall Street to the party wall of nos. 35 and 37 Great Ormond Street	7
(ii)	between a point 9.2 metres south-west of the south-western kerb line of Lamb's Conduit Street and a point 10.1 metres north-east of the north-eastern kerb line of Lamb's Conduit Street	1
(b)	north-west side: from a point 8.2 metres south-west of the south-western kerb line of Lamb's Conduit Street to a point 8.4 metres north-eastwards of the north-western kerb line of Lamb's Conduit Street	1
129A	LAMB'S CONDUIT STREET	
(a)	north-east side:	
(i)	between the north-western kerb line of Great Ormond Street and a point 9.6 metres north-west of that kerb line	1
(ii)	from the extended party wall of nos. 30/32 and no. 34 Lamb's Conduit Street and a point 6 metres north-west of the north-western kerb line of Richbell Place	68

(iii)	from a point 6 metres north-west of the north-western kerb line of Richbell Place to a point 2.5 metres south-east of the south-eastern kerb line of Richbell Place	1
(iv)	between the north-western kerb line of Theobald's Road and a point 19.4 metres north-west of that kerb line	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)	between the north-western kerb line of Great Ormond Street and a point 9.2 metres north-west of that kerb line	1
(iii)	between the south-eastern kerb line of Dombey Street and a point 6 metres south-east of that kerb line	1
(iii)	from a point 6 metres south-east of the south-eastern kerb line of Dombey Street to 10 metres north-west of the north-western kerb line of Theobald's Road	68
(iv)	between the north-western kerb line of Theobald's Road and a point 10 metres north-west of that kerb line	1
170A	PRINCETON STREET	
(a)	north side: from a point 6.9 metres west of the western kerb line of Red Lion Street to a point 6.6 metres east of the eastern kerb line of Red Lion Street	1
(b)	south side: from a point 5.4 metres west of the western kerb line of Red Lion Street to a point 8.2 metres east of the eastern kerb line of Red Lion Street	1
176A	RED LION STREET	
(a)	north-east side:	

(i)	from the southern kerb line of Theobald's Road, southwards for a distance of 21 metres	1
(ii)	from a point 6.3 metres north-west of the northern kerb line of Princeton Street to a point 33.5 metres south-east of the south-eastern kerb line of Princeton Street	1
(iii)	from a point 8.9 metres north-west of the north-western kerb line of Sandland Street to a point 7.4 metres south-east of the south-eastern kerb line of Sandland Street	1
(iv)	between the north-western kerb line of High Holborn and a point 9.8 metres north-west of that kerb line	1
(b)	south-west side:	
(i)	from the southern kerb line of Theobald's Road, southwards for a distance of 21 metres	1
(ii)	between a point 7.9 metres north of the north-western kerb line of Princeton Street to a point 31.4 metres south-east of the south-east kerb line of Princeton Street	1
(iii)	from a point 6.3 metres north-west of the northern kerb line of Eagle Street to a point 11.2 metres south-east of the south-eastern kerb line of Eagle Street	1
(iv)	between the north-western kerb line of High Holborn and a point 11.8 metres north-west of that kerb line	1
(c)	both sides: so much else of Red Lion Street that is public highway and which does not lie within those lengths specified above	69
186A	SANDLAND STREET	
(a)	both sides: from the eastern kerb line of Red Lion Street, eastwards for a distance of 7.8 metres	1

TABLE 3 – ITEMS INCLUDED IN SCHEDULE 3 TO THE PARENT ORDER

Column 1 Prescribed Hours (Schedule 1)	Column 2; Day(s) and time(s) during which restriction applies		Column 3 Restricted Hours (Schedule 2)
3P	MONDAY - FRIDAY	8.30am to 10am; 4pm to 6.30pm	68
3Q	MONDAY - FRIDAY	7am to 10am; 4pm to 6:30pm	69
3R	MONDAY – FRIDAY	7am to 6.30pm	70
	SATURDAY	8.30am to 1.30pm	

The Camden (Prescribed Routes) (No. 1) Traffic Order 2019

2019 No. 5

BRECKNOCK ROAD

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 5

The Camden (Prescribed Routes) (No. 1) Traffic Order 2019

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 (Prescribed Routes) (No. 1) Traffic Order 2019.

2. Interpretation

2.1 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.

3. Restriction

4.1 No person shall cause any vehicle proceeding in Brecknock Road to turn left into Fortress Road.

5. Exemptions

7.1 Nothing in Article 4 shall apply in respect of;

7.1.1 anything done with the permission of a police constable or traffic warden in uniform;

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

7.1.2 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.

Dated this

