

**The Camden (Prescribed Routes) Experimental Traffic Order (No. 1) 2020**  
**The Camden (Prescribed Routes) Experimental Traffic Order (No. 2) 2020**  
**The Camden (Prescribed Routes) Experimental Traffic Order (No. 3) 2020**  
**The Camden (Prescribed Routes) Experimental Traffic Order (No. 4) 2020**

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned orders on 13 May 2020 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The orders will come into force on 21 May 2020. The general nature and effect of the orders are as follows:

**No. 1 - SAVERNAKE ROAD, NW3**

Vehicular traffic prohibited from proceeding in Savernake Road, in either direction, past a point adjacent to nos. 2 and 4 Savernake Road (between the junctions with Lisburne Road and Roderick Road).

**No. 2 - SANDALL ROAD, NW1**

Vehicular traffic prohibited from proceeding in Sandall Road, in either direction, past the traffic islands sited approximately 33 metres north-west of the junction with Camden Road.

**No. 3 - WILMOT PLACE, NW1**

Vehicular traffic prohibited from proceeding into or out of Wilmot Place at the junction with St. Pancras Way.

**No. 4 - HARTLAND ROAD, CLARENCE WAY, NW1**

Vehicular traffic prohibited from proceeding into or out of Clarence Way at its junction with Harmood Street.

Vehicular traffic prohibited from proceeding in Hartland Road, in either direction, past the north-eastern kerb line of Hawley Road.

Vehicular traffic prohibited from proceeding in Hartland Road, in either direction, past a point which lies 27 metres north-east of the northern kerb line of Clarence Way (the north-eastern end of the footway build-outs outside Holy Trinity Church).

The prohibitions outlined above will be in force at all times. Exemptions apply to emergency vehicles, council vehicles being used in the pursuance of statutory duties (including refuse collection) and pedal cycles.

The Council will be considering in due course whether the provisions of the experimental orders should continue in force indefinitely. Within a period of six months beginning with the date on which the experimental orders come 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 an order for the purpose of such indefinite continuation.

Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk) or by post to London Borough of Camden, Culture Environment & Directorate, Transport Strategy Service, FREEPOST RSLT-RJBR-TXAA, London, WC1H 9JE.

Copies of the orders and other documents related to these schemes may be inspected at [camden.gov.uk/recently-advertised-proposals](https://camden.gov.uk/recently-advertised-proposals) or by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or at London Borough of Camden, 5 Pancras Square, N1C 4AG.

Peter Mardell  
Head of Parking Operations  
14 May 2020

**The Camden (Prescribed Routes) Experimental Traffic Order (No. 1) 2020**  
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## **STATEMENT OF REASONS**

The proposals seek to respond to the safe travel and transport needs of people in Camden in light of Covid-19.

The proposals seek to improve road safety by helping people in the borough social distance safely through providing more, safe space they can use to walk and cycle in.

The proposals seek to address anticipated medium-term rises in walking, cycling, and use of motor vehicles. They seek to facilitate and encourage rises in the first two; and to mitigate the impact on Camden's communities of rising numbers of vehicles on our roads. This can be achieved by reducing traffic on key safe alternative walking and cycling routes for residents away from and between high streets and other destinations; and by restricting traffic around key destinations such as schools, green spaces and other amenities.

14 May 2020

**The Camden (Prescribed Routes) Experimental Traffic Order (No. 1) 2020**  
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**REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT**

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. The council is required to consider any objections made over the initial 6 month 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.

14 May 2020

# **The Camden (Prescribed Routes) Experimental Traffic Order (No. 1) 2020**

**2020 No. 30**

**SAVERNAKE ROAD**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 30

The Camden (Prescribed Routes) (No. 1) Experimental Traffic Order 2020

Made on 13 May 2020

Coming into force on 21 May 2020

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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 21 May 2020 and may be cited as the Camden (Prescribed Routes) (No. 1) Experimental Traffic Order 2020.

#### **2. Interpretation**

- 2.1 In this order the term "pedal cycle" has the same meaning as 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 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. Restrictions – prescribed route**

- 3.1 No person shall cause any vehicle proceeding in either direction in Savernake Road to proceed past a point along an imaginary line formed by the projection of the party wall of nos. 2 and 4 Savernake Road across the road.

#### **4. Exemptions**

- 4.1 Nothing in Article 3 shall apply in respect of;
- 4.1.1 a pedal cycle;
- 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
- 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;

- 4.1.4 a vehicle being used by the council in the pursuance of statutory purposes;
- 4.1.5 any person who causes 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.

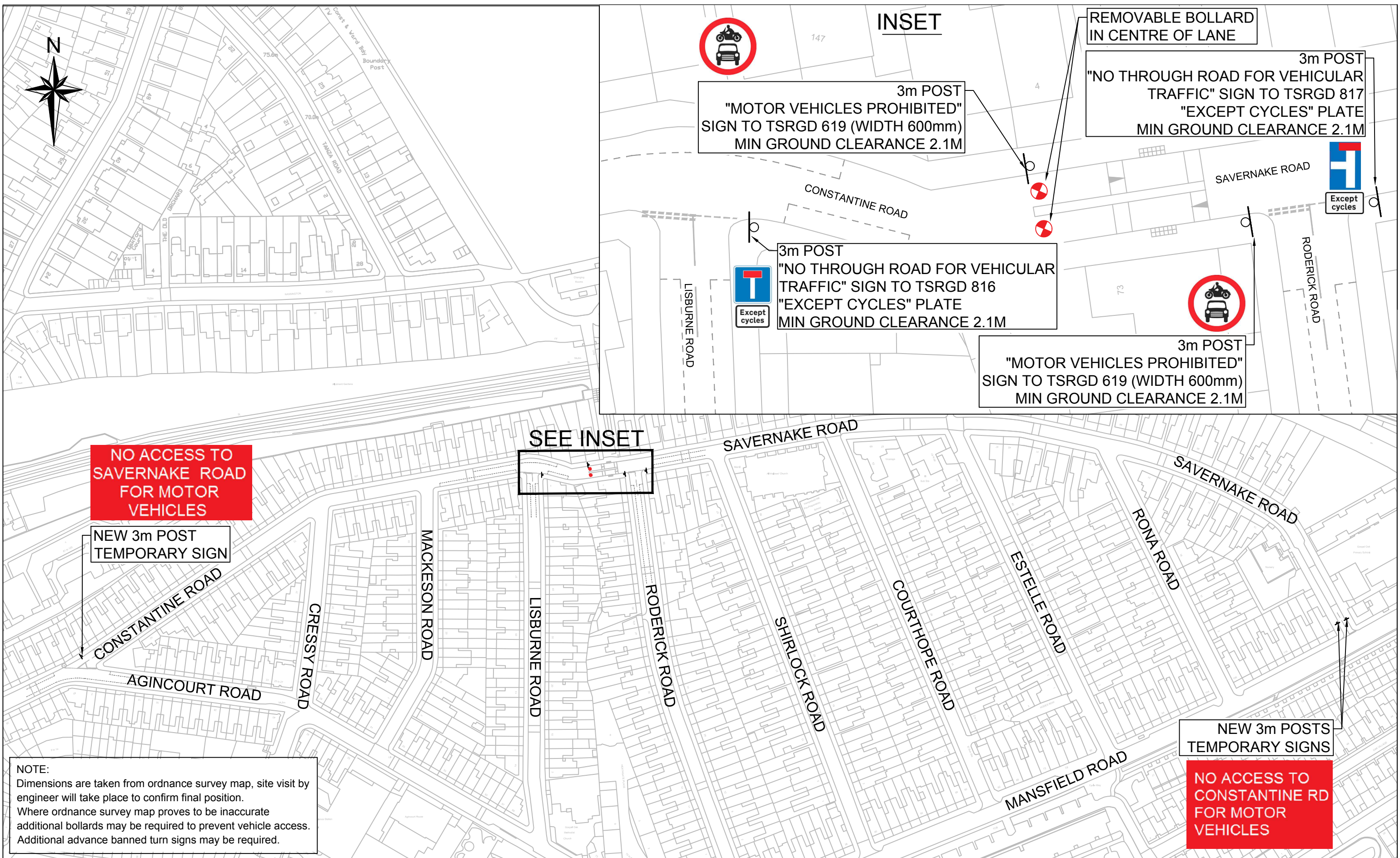
**5. Power to modify or amend this order**

- 5.1 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 13 May 2020**



**Peter Mardell**  
**Head of Parking Operations**





# **The Camden (Prescribed Routes) Experimental Traffic Order (No. 2) 2020**

**2020 No. 31**

**SANDALL ROAD**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 31

The Camden (Prescribed Routes) (No. 2) Experimental Traffic Order 2020

Made on 13 May 2020

Coming into force on 21 May 2020

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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 21 May 2020 and may be cited as the Camden (Prescribed Routes) (No. 2) Experimental Traffic Order 2020.

#### **2. Interpretation**

- 2.1 In this order the term "pedal cycle" has the same meaning as 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 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. Restrictions – prescribed routes**

- 3.1 No person shall cause any vehicle proceeding in either direction in Sandall Road to proceed past a point which lies 33 metres north-west of the junction with Camden Road.

#### **4. Exemptions**

- 4.1 Nothing in Article 3 shall apply in respect of;
- 4.1.1 a pedal cycle;
- 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
- 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;

- 4.1.4 a vehicle being used by the council in the pursuance of statutory duties;
- 4.1.5 any person who causes 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.

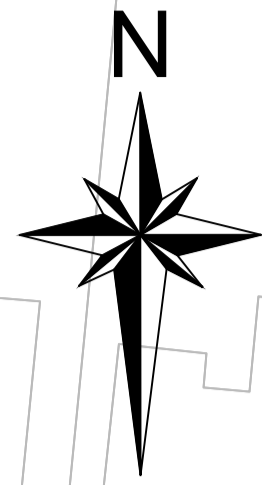
## **5. Power to modify or amend this order**

- 5.1 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 13 May 2020**



**Peter Mardell**  
**Head of Parking Operations**



Except cycles

"NO THROUGH ROAD FOR VEHICULAR TRAFFIC" SIGN TO DIA 816 (400mm x 400mm)  
"EXCEPT CYCLES" PLATE  
MIN GROUND CLEARANCE 2.1M

BARTHOLOMEW ROAD

SANDALL ROAD

SANDALL ROAD



NEW 4m POST "MOTOR VEHICLES PROHIBITED" SIGN TO DIA 619 (WIDTH 600mm)



NEW 4m POST "MOTOR VEHICLES PROHIBITED" SIGN TO DIA 619 (WIDTH 600mm)



Except cycles

"NO THROUGH ROAD FOR VEHICULAR TRAFFIC" SIGN TO DIA 816 (400mm x 400mm)  
"EXCEPT CYCLES" PLATE  
MIN GROUND CLEARANCE 2.1M

SANDALL ROAD

CAMDEN ROAD

PROPOSED REMOVABLE BOLLARD

EXISTING DOUBLE RED LINES

NOTE:  
Dimensions are taken from ordnance survey map, site visit by engineer will take place to confirm final position.  
Where ordnance survey map proves to be inaccurate additional bollards may be required to prevent vehicle access.  
Additional advance banned turn signs may be required.

**Camden**  
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Project  
**SANDALL ROAD  
COVID 19 ROAD MEASURES**

Drawing Title  
**GENERAL ARRANGEMENT**

**KEY**

- Existing road marking
- New sign and post
- New removable bollard with hi vis band (white) and cycle sign TSRGD 955 (100mm dia)
- Existing double red line

Rev	By	Date	Amendments

Scale NTS	Date 01.05.2020
Drawn By YK	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number TS/20-21/COVID19/RW/SANDALL/100	Rev. -

# **The Camden (Prescribed Routes) Experimental Traffic Order (No. 3) 2020**

**2020 No. 32**

**WILMOT PLACE**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 32

The Camden (Prescribed Routes) (No. 3) Experimental Traffic Order 2020

Made on 13 May 2020

Coming into force on 21 May 2020

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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 21 May 2020 and may be cited as the Camden (Prescribed Routes) (No. 3) Experimental Traffic Order 2020.

#### **2. Interpretation**

- 2.1 In this order the term "pedal cycle" has the same meaning as 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 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. Restrictions – prescribed routes**

- 3.1 No person shall cause any vehicle to enter Wilmot Place at the junction with St. Pancras Way.
- 3.2 No person shall cause any vehicle to proceed from Wilmot Place into St. Pancras Way.

#### **4. Exemptions**

- 4.1 Nothing in Article 3 shall apply in respect of;
- 4.1.1 a pedal cycle;
- 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;

- 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;
- 4.1.4 a vehicle being used by the council in the pursuance of statutory duties;
- 4.1.5 any person who causes 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.

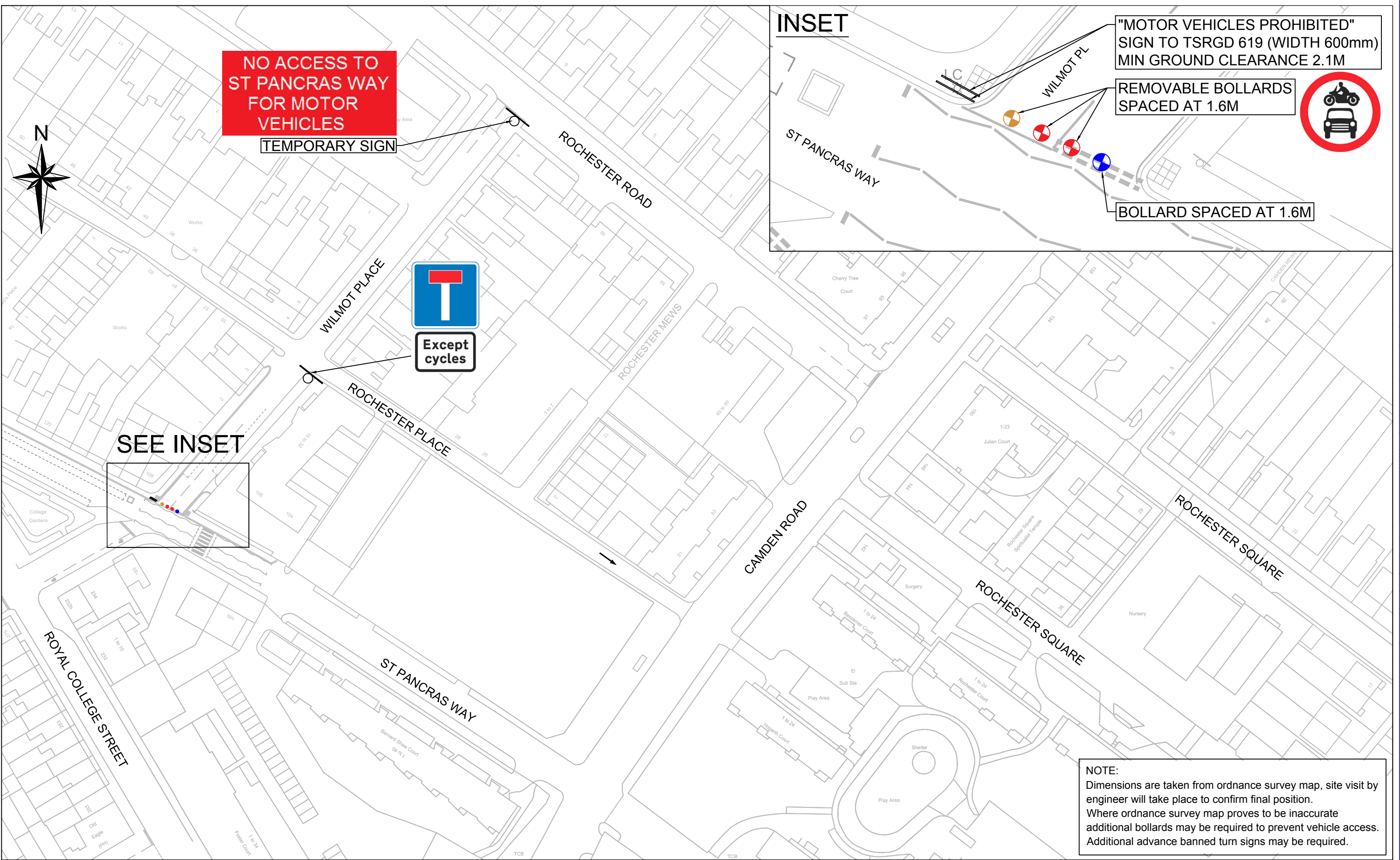
## **5. Power to modify or amend this order**

- 5.1 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 13 May 2020**



**Peter Mardell**  
**Head of Parking Operations**



**NOTE:**  
 Dimensions are taken from ordnance survey map, site visit by engineer will take place to confirm final position.  
 Where ordnance survey map proves to be inaccurate additional bollards may be required to prevent vehicle access.  
 Additional advance banned turn signs may be required.

**Camden**  
 Design Team  
 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
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Project  
**WILMOT PLACE COVID 19 MEASURES**

Drawing Title  
**GENERAL ARRANGEMENT**

- KEY**
- Existing road marking
  - New removable bollard with hi vis band white and cycle sign TSRGD 955 (dia 100mm)
  - New removable bollard with hi vis band white
  - New bollard with hi vis band white
  - ⊥ New sign and post

Rev	By	Date	Amendments

Scale NTS	Date 01.05.2020
Drawn By RW	File Ref
Checked By SS	Dwg Name
Drawing Location	
Drawing Number TS/20-21/COVID19/RW/WILMOTPL/100	Rev. -



# **The Camden (Prescribed Routes) Experimental Traffic Order (No. 4) 2020**

**2020 No. 33**

**CLARENCE WAY  
HARTLAND ROAD**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 33

The Camden (Prescribed Routes) (No. 4) Experimental Traffic Order 2020

Made on 13 May 2020

Coming into force on 21 May 2020

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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 21 May 2020 and may be cited as the Camden (Prescribed Routes) (No.4) Experimental Traffic Order 2020.

#### **2. Interpretation**

- 2.1 In this order the term "pedal cycle" has the same meaning as 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 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. Restrictions – prescribed routes**

- 3.1 No person shall cause any vehicle to enter Clarence Way at its junction with Harmood Street.
- 3.2 No person shall cause any vehicle to proceed in Hartland Road past the north-east kerb line of Hawley Road.
- 3.3 No person shall cause any vehicle to proceed in Hartland Road past a point which lies 27 metres north-east of the northern kerb line of Clarence Way.

#### **4. Exemptions**

- 4.1 Nothing in Article 3 shall apply in respect of;
- 4.1.1 a pedal cycle;

- 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
- 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;
- 4.1.4 a vehicle being used by the council in the pursuance of statutory duties;
- 4.1.5 any person who causes 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.

## **5. Power to modify or amend this order**

- 5.1 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 13 May 2020**



**Peter Mardell**  
**Head of Parking Operations**

