

**The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 147) Traffic Order 2022**

**The Camden (Parking Places) (CA-F) (Amendment No. 35) Traffic Order 2022**

**The Camden (Parking Places) (CA-N) (Amendment No. 8) Traffic Order 2022**

**The Camden (Parking Places) (CA-M) (Amendment No. 18) Traffic Order 2022**

**The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 58) Traffic Order 2022**

**The Camden (Parking Places) (Dedicated Disabled) (Amendment No. 61) 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, 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 orders are set out below:

**PRINCE OF WALES ROAD:** north-side - introduction of a waiting prohibition including for the purposes of loading or unloading along the north side of Prince of Wales Road between the junctions with Haverstock Hill and Grafton Road; south side - conversion of the doctors parking place opposite the junction with Talacre Road to a residents parking space; removal of the easternmost 5 metre section of the residents parking space outside no. 51 Prince of Wales Road and designation of the area with a prohibition on waiting at all times; removal of the westernmost 5 metre section of the residents parking place outside no. 47 Prince of Wales Road and designation of this area with a prohibition on waiting at all times; removal of the residents parking place immediately to the west of the junction with Healey Street and the westernmost 9.4 metre section of the residents parking place immediately to the east of the same junction.

**CASTLEHAVEN ROAD – west side:** designation of a 24-hour waiting prohibition including for the purposes of loading / unloading from the junction with Prince of Wales Road to the junction with Grafton Crescent; conversion of the paid-for parking place outside nos. 113 – 115 Castlehaven Road to a shared-use parking place enabling resident permit holders “CA-F” to also use these spaces.

**CASTLE ROAD – north side:** conversion of the paid-for parking place east of the junction with Hadley Street to a shared-use parking place enabling resident permit holders “CA-F” to also use these spaces.

**CAMDEN PARK ROAD – north-east side:** removal of the paid-for parking place situated between the junctions with Camden Road and Camden Mews; designate of a 24-hour waiting prohibition, including for the purposes of loading or unloading between those junctions.

**TORRIANO AVENUE – south-west side:** removal of the paid-for parking place outside nos. 61-73 Torriano Avenue and designation of a 24-hour waiting prohibition, including for the purposes of loading / unloading between the junction with Torriano Cottages and the and the north-western flank wall of no. 75 Torriano Avenue.

**STRATFORD VILLAS - south-east side:** conversion of the north-easternmost 10 metre section of the residents parking place at the side of no. 15 Murray Street to a paid-for parking place.

**BUSBY PLACE – north side:** designation of a disabled persons' parking place (13.2 metres length) at the side of no. 9 Torriano Avenue; designation of a 24-hour waiting prohibition outside the frontage of Kentish Town Community Centre, no. 15 Busby Place.

**GRAY'S INN ROAD – south-west side:** designation of a dedicated disabled person's parking place (6.6 metres length) outside no. 149 Gray's Inn Road.

**GAISFORD STREET – north side:** conversion of the westernmost 6.6 metre section of the residents parking place outside nos. 6 and 8 Gaisford Street to a dedicated disabled persons' parking place.

**CREDITON HILL – east side:** revocation of the dedicated disabled person's parking place outside no. 20 Crediton Hill.

**YORK WAY – west side:** conversion of the northernmost 12 metre section of the residents parking place outside nos. 69-73 York Way to a disabled persons' parking place; conversion of the southernmost 10.7 metre section of the residents parking place outside nos. 97 and 99 York Way to a disabled persons' parking place.

Copies of the proposed orders and other documents relating to the orders may be obtained by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or inspected at [camden.gov.uk/recently-advertised-proposals](http://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](mailto: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](mailto:transportconsultations@camden.gov.uk) or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 27 October 2022.

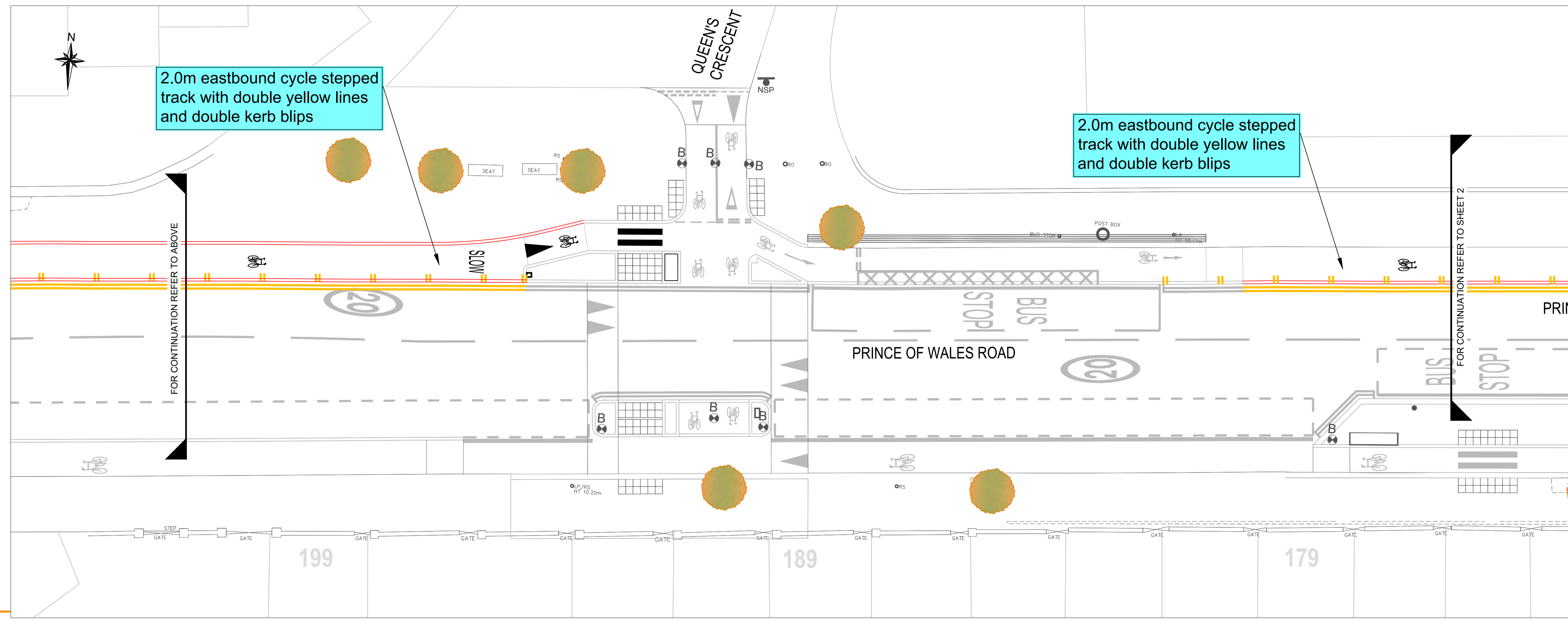
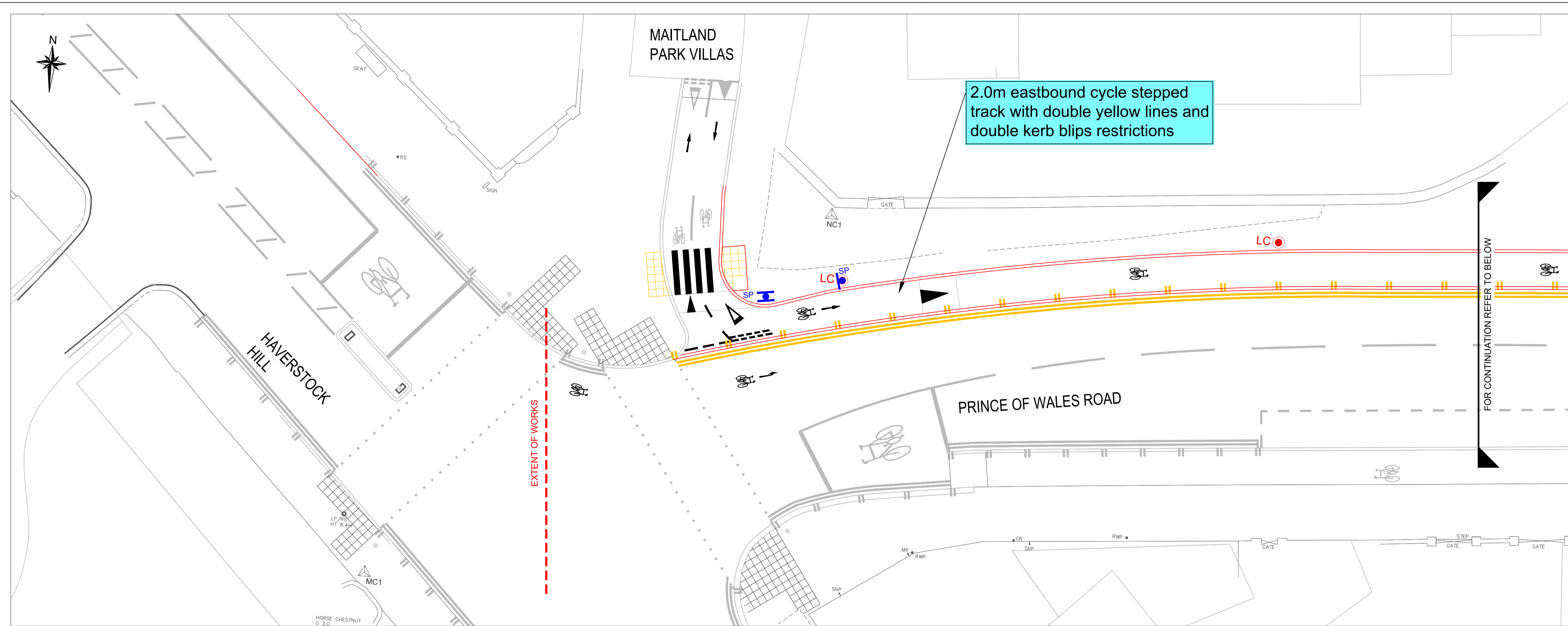
Notice is also given under s.23 of the Road Traffic Regulation Act of the council's intention to establish or alter pedestrian crossings at the locations below:

PRINCE OF WALES ROAD – designation of a pedestrian crossing with a parallel cycle crossing at the junction with Healey Street. Notice is also given under s.90C of the Highways Act 1980 that the crossing area will be on a flat-top road hump constructed to no more than 100mm height.

TORRIANO AVENUE – extension of the pedestrian crossing controlled area by approximately 8 metres south-eastwards outside Torriano Primary School.

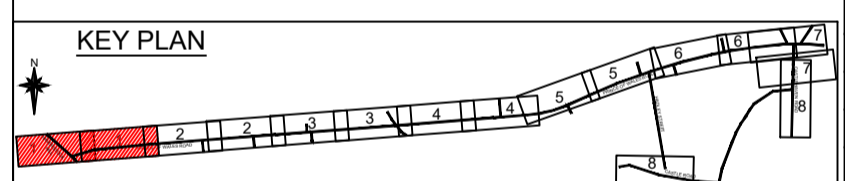
Comments or objections on the pedestrian crossing proposals can be sent to the same addresses set out above and should also be received by the end of 27 October 2022.

Peter Mardell  
Head of Parking Operations  
6 October 2022



- LEGEND**
- PROPOSED NEW KERB
  - || DOUBLE KERB BLIPS ROAD MARKINGS
  - || DOUBLE YELLOW LINE ROAD MARKINGS
  - CYCLE LOGO
  - ROAD HUMP TO DIAG 1062 (TSRGD 2016)
  - WHITE LINES ROAD MARKINGS
  - ROAD MARKINGS TO BE REMOVED
  - PROPOSED SIGN
  - 1.0m SETTING OUT DIMENSIONS
  - SETTING OUT LINE

- NOTES**
1. DO NOT SCALE FROM THE DRAWING.
  2. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.



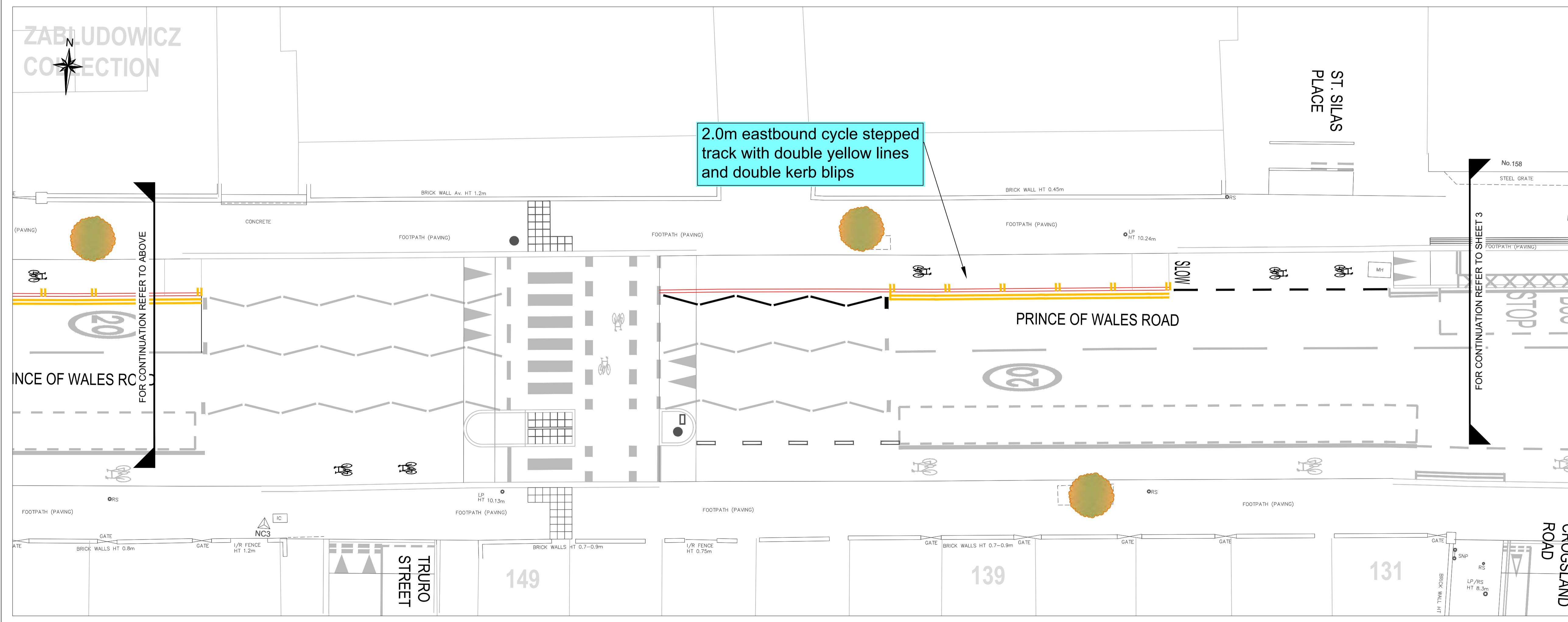
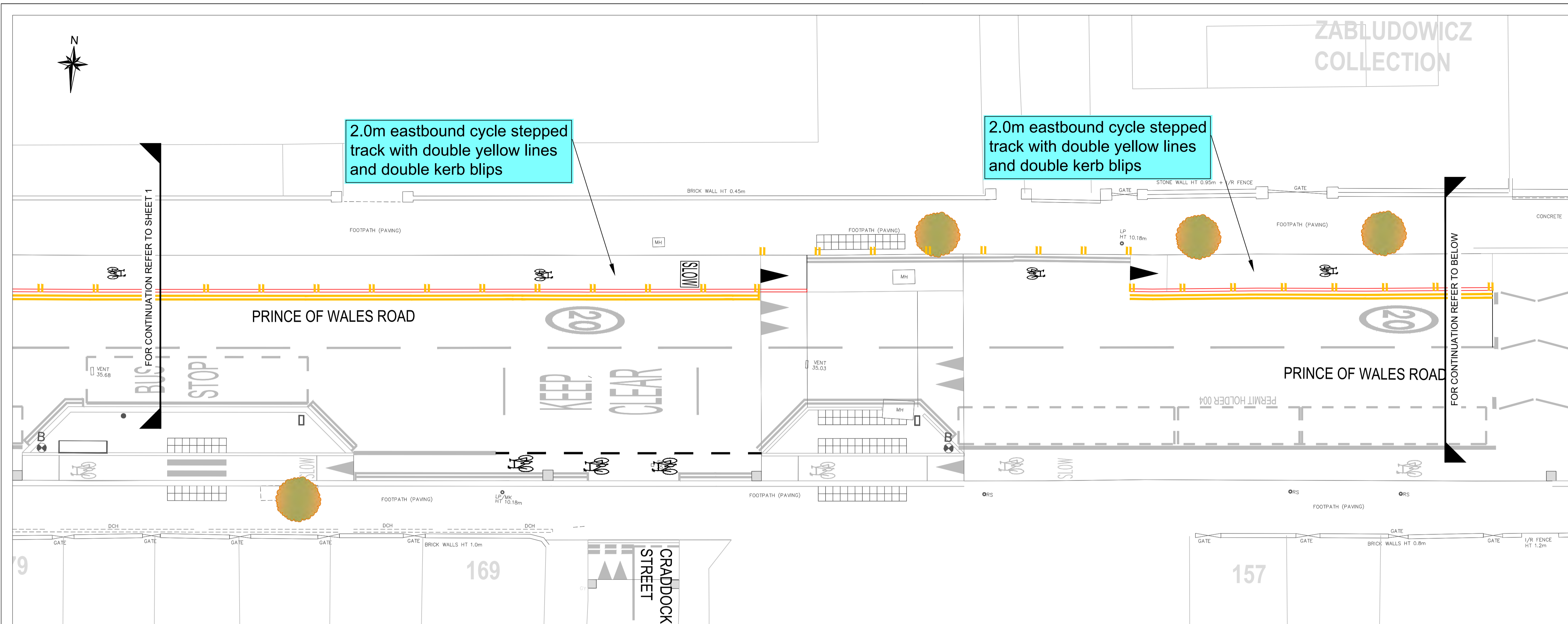
Rev	By	Date	Amendments
A	HD	20.07.22	Initial Issue

**Camden**  
 Design Team  
 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
 DX 2106 Euston, Minicom 020 7974 6866

Project  
**PRINCE OF WALES ROAD  
 EASTBOUND CYCLING SCHEME  
 PERMANENT MEASURES**

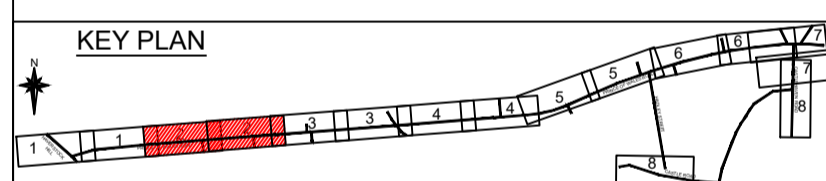
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 SHEET 1 OF 8**

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Drawing Number TM-POWR-PERM-EB-DD-1200-2001	Rev. A



- LEGEND**
- PROPOSED NEW KERB
  - DOUBLE YELLOW LINE ROAD MARKINGS
  - DOUBLE KERB BLIPS ROAD MARKINGS
  - CYCLE LOGO
  - ROAD HUMPS TO DIAG 1062 (TSRGD 2016)
  - WHITE LINES ROAD MARKINGS
  - ROAD MARKINGS TO BE REMOVED
  - PROPOSED SIGN
  - 1.0m SETTING OUT DIMENSIONS
  - SETTING OUT LINE

- NOTES**
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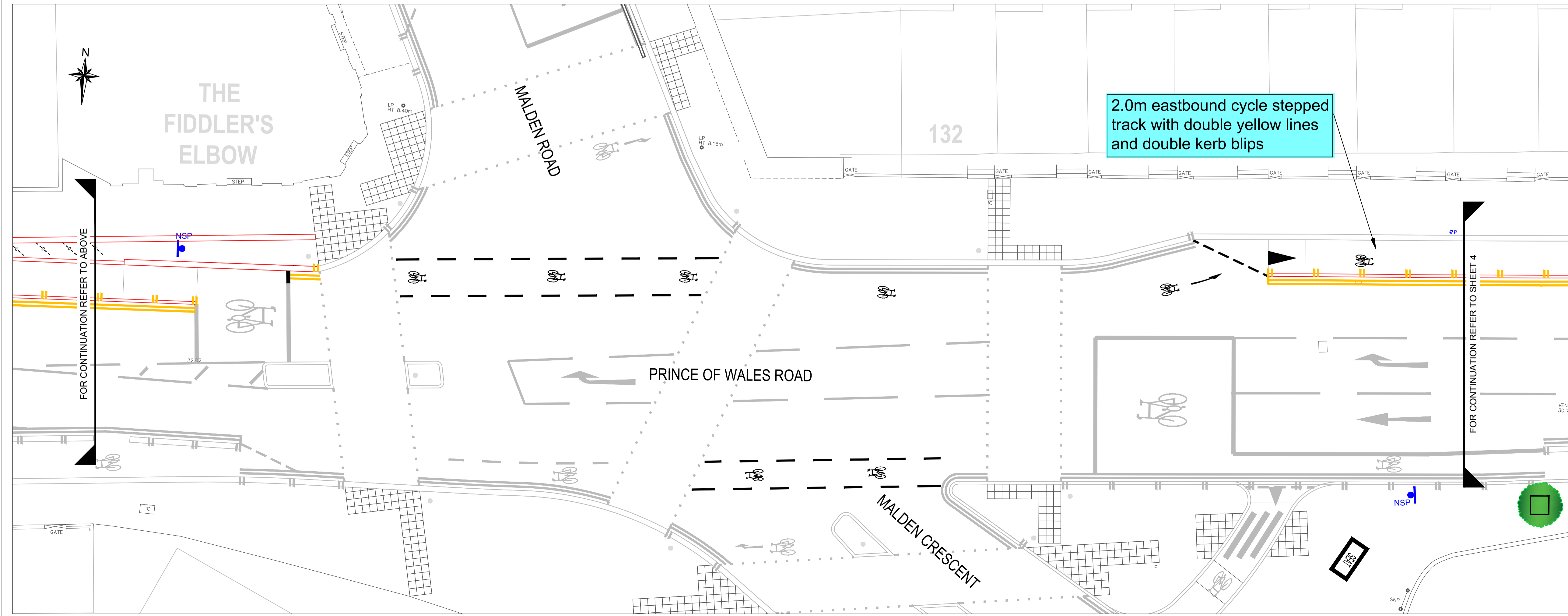
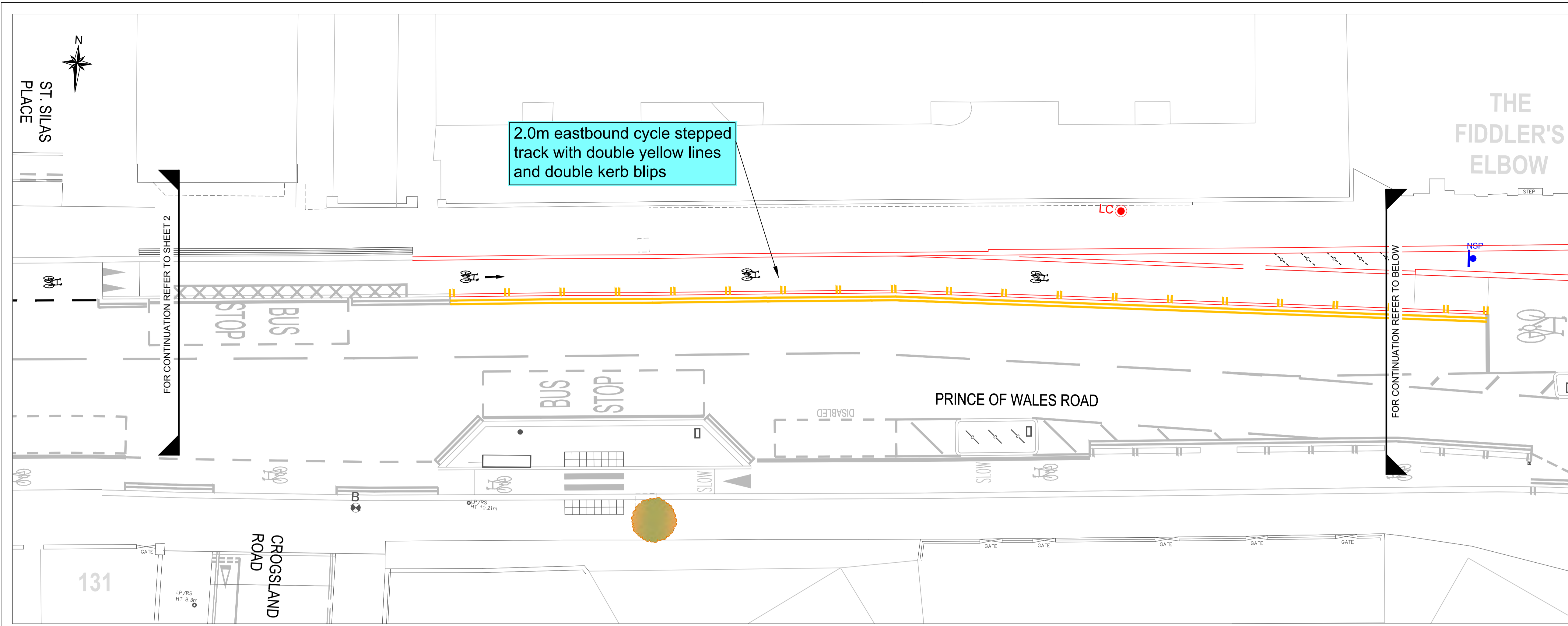
Rev	By	Date	Amendments
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Project  
**PRINCE OF WALES ROAD  
 EASTBOUND CYCLING SCHEME  
 PERMANENT MEASURES**

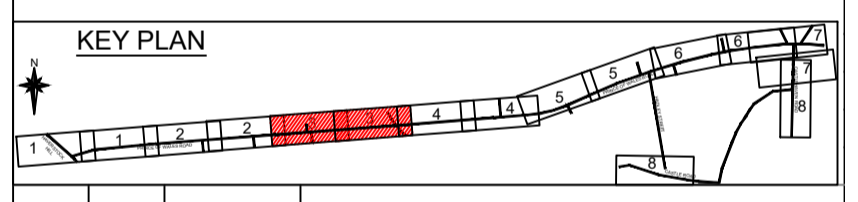
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- LEGEND**
- PROPOSED NEW KERB
  - DOUBLE YELLOW LINE ROAD MARKINGS
  - DOUBLE KERB BLIPS ROAD MARKINGS
  - CYCLE LOGO
  - ROAD HUMP TO DIAG 1062 (TSRGD 2016)
  - WHITE LINES ROAD MARKINGS
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  - PROPOSED SIGN
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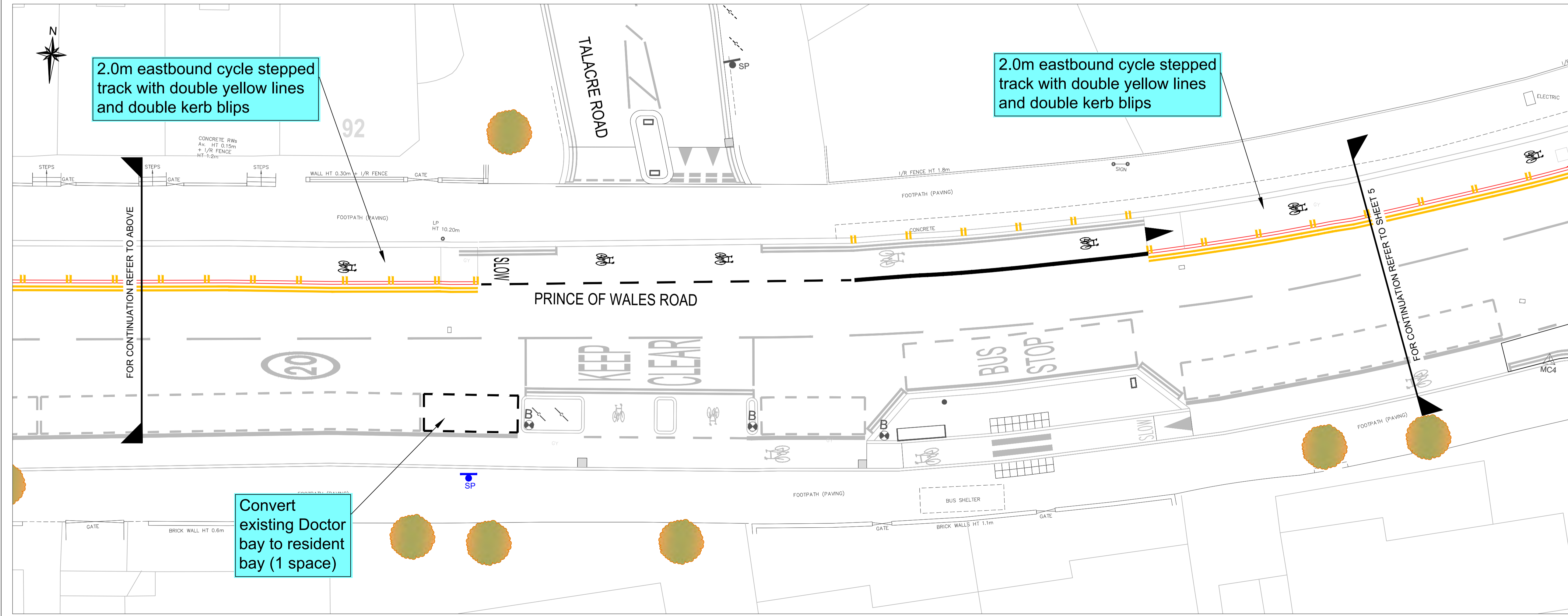
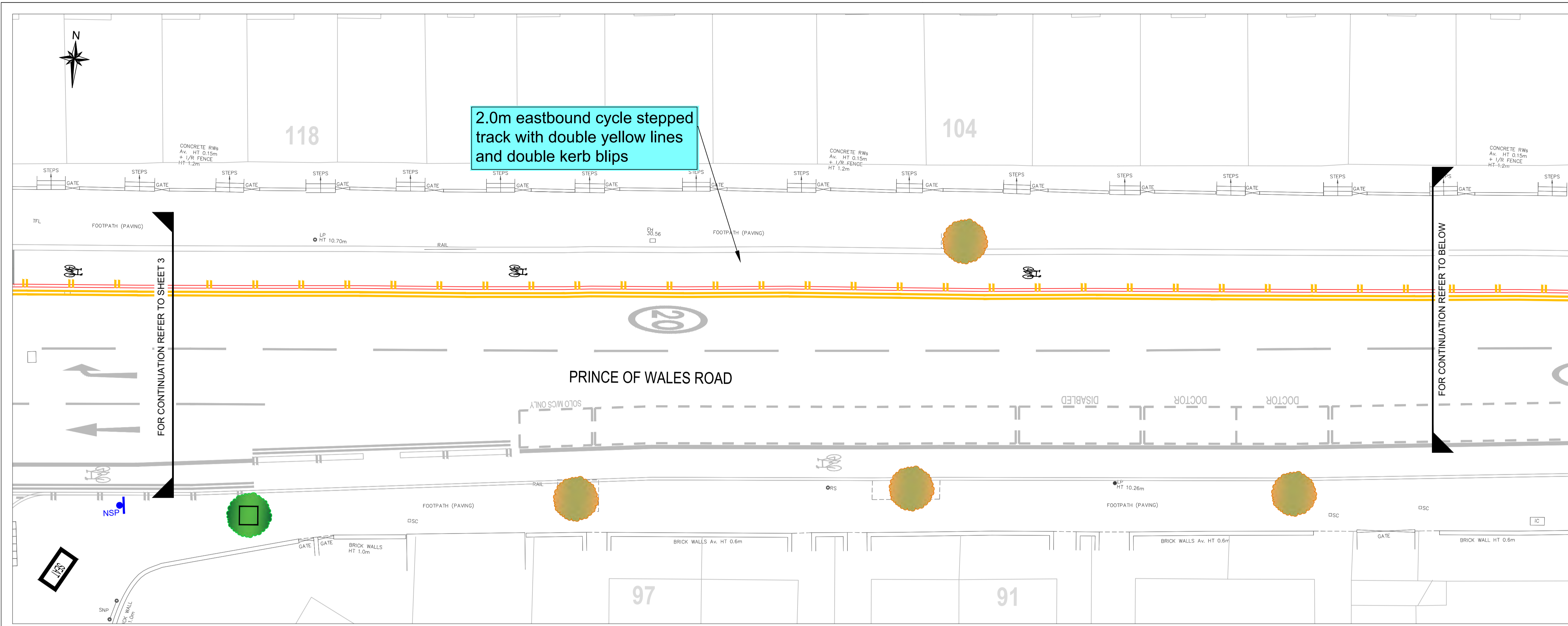
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 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
 DX 2106 Euston, Minicom 020 7974 6866

Project  
**PRINCE OF WALES ROAD  
 EASTBOUND CYCLING SCHEME  
 PERMANENT MEASURES**

Drawing Title  
**DETAIL DESIGN  
 TRAFFIC MANAGEMENT ORDER  
 SHEET 3 OF 8**

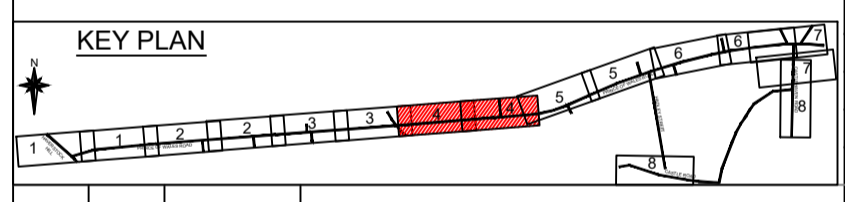
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- LEGEND**
- PROPOSED NEW KERB
  - DOUBLE YELLOW LINE ROAD MARKINGS
  - DOUBLE KERB BLIPS ROAD MARKINGS
  - CYCLE LOGO
  - ROAD HUMPS TO DIAG 1062 (TSRGD 2016)
  - WHITE LINES ROAD MARKINGS
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  - PROPOSED SIGN
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**NOTES**

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 London Borough of Camden  
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Project  
**PRINCE OF WALES ROAD  
 EASTBOUND CYCLING SCHEME  
 PERMANENT MEASURES**

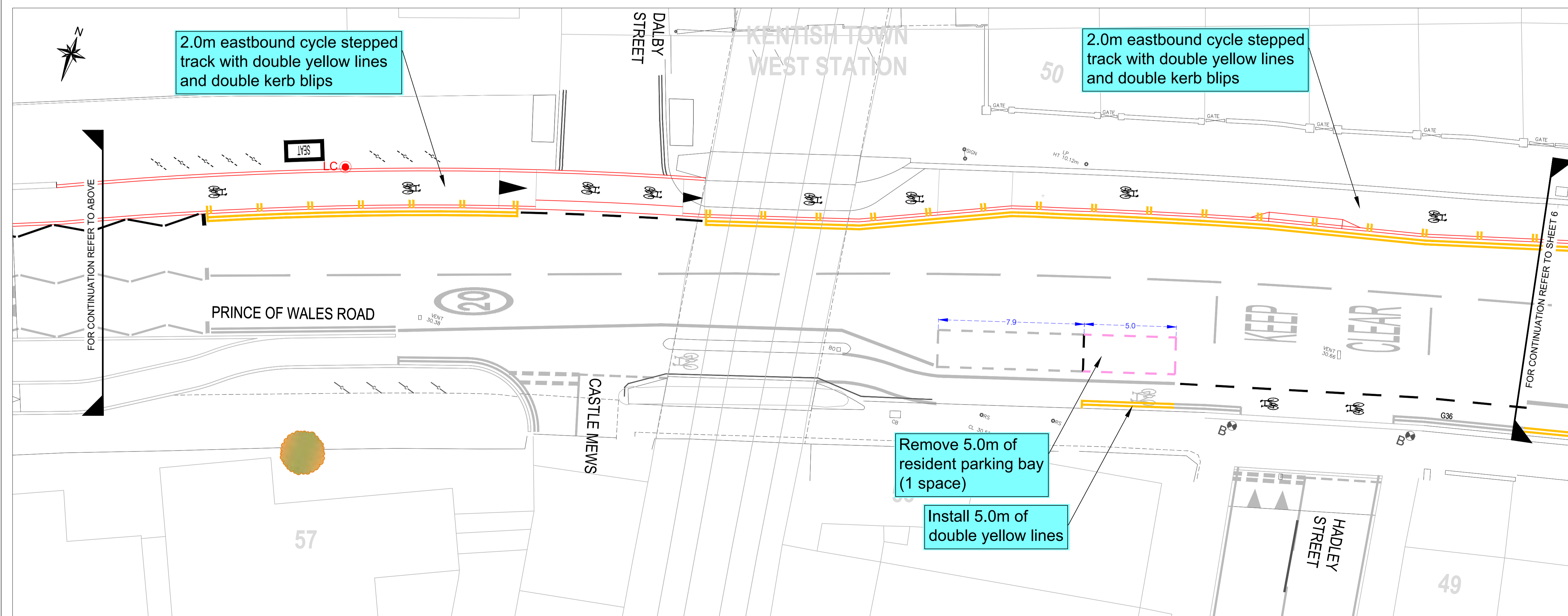
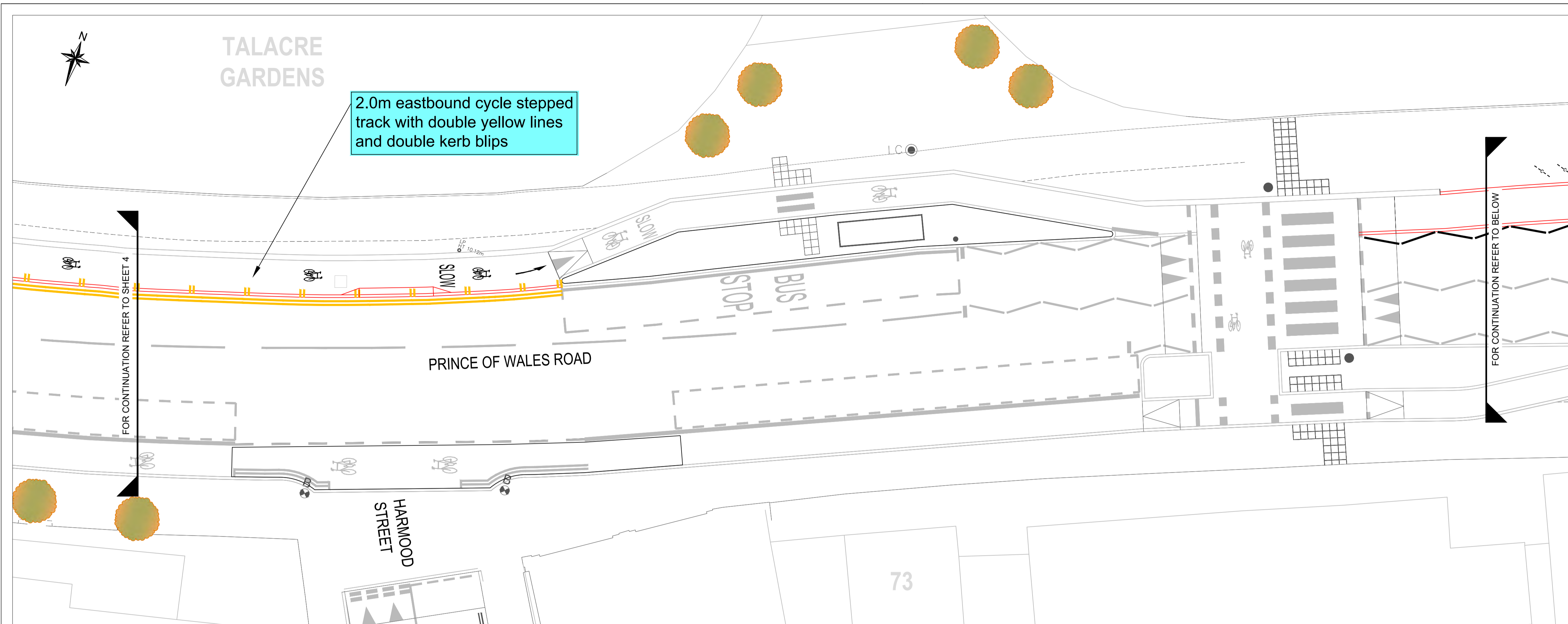
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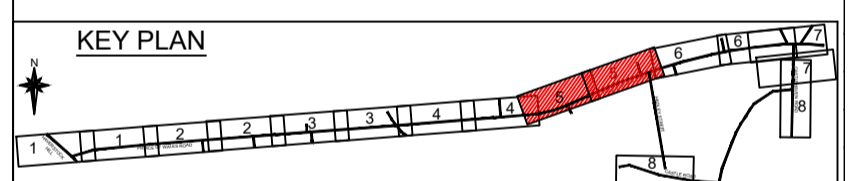
Rev. **A**



- LEGEND**
- PROPOSED NEW KERB
  - || DOUBLE KERB BLIPS ROAD MARKINGS
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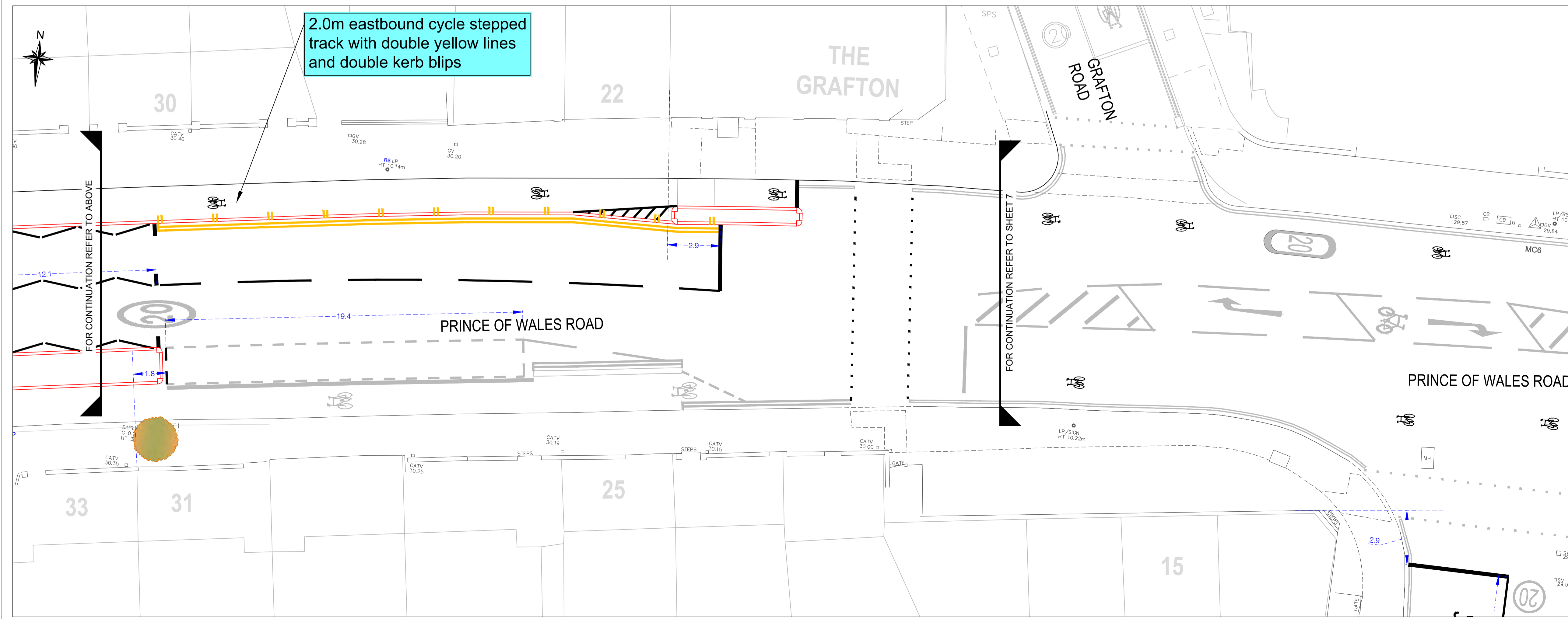
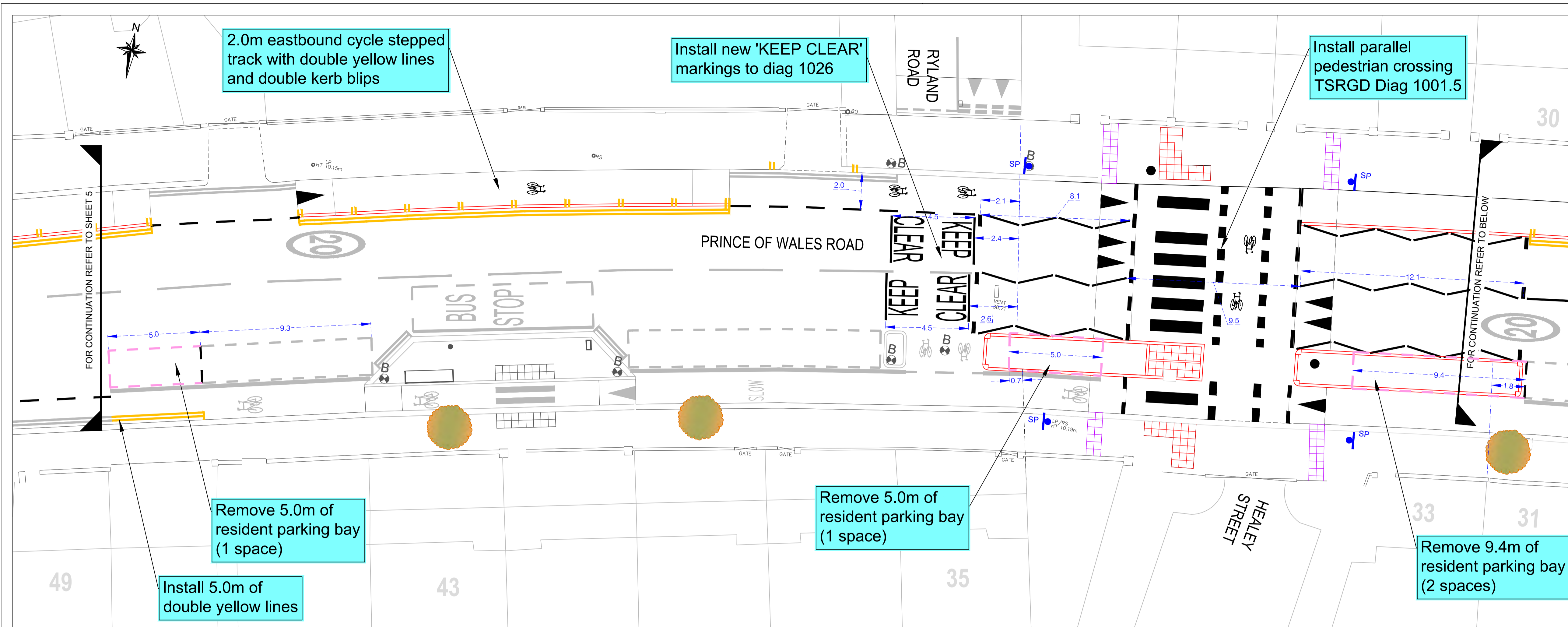
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 Design Team  
 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
 DX 2106 Euston, Minicom 020 7974 6866

Project  
**PRINCE OF WALES ROAD  
 EASTBOUND CYCLING SCHEME  
 PERMANENT MEASURES**

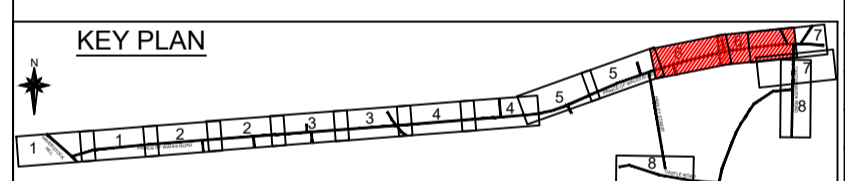
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 TRAFFIC MANAGEMENT ORDER  
 SHEET 5 OF 8**

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Rev.	<b>A</b>



- LEGEND**
- PROPOSED NEW KERB
  - || DOUBLE KERB BLIPS ROAD MARKINGS
  - DOUBLE YELLOW LINE ROAD MARKINGS
  - CYCLE LOGO
  - ROAD HUMPS TO DIAG 1062 (TSRGD 2016)
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Rev	By	Date	Amendments
A	HD	20.07.22	Initial Issue

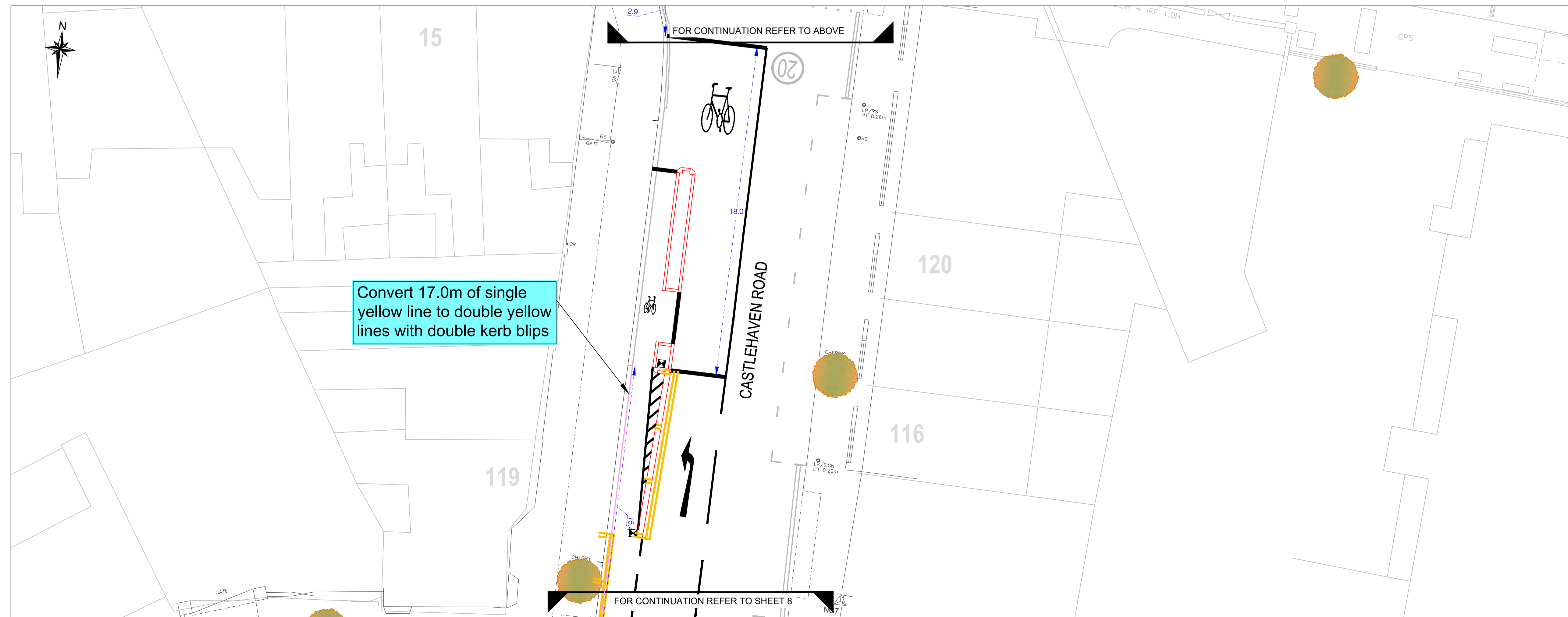
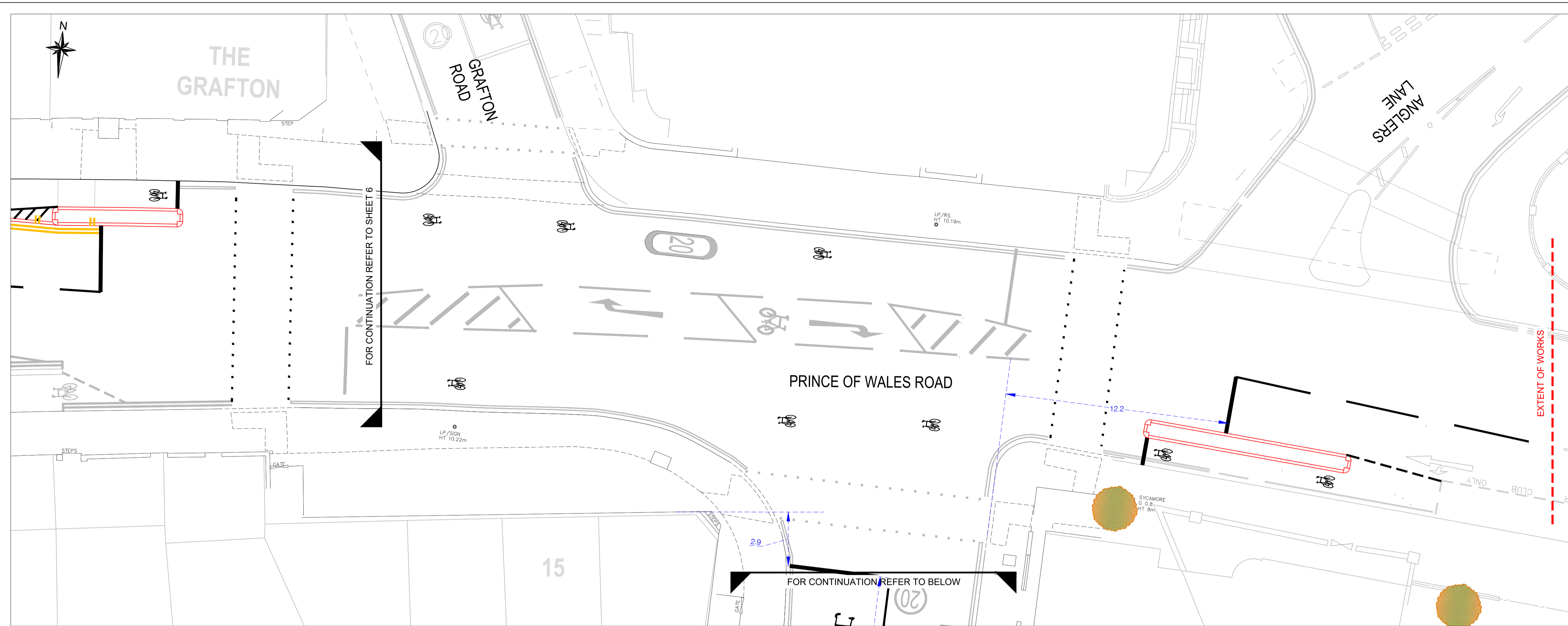
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 Design Team  
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 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
 DX 2106 Euston, Minicom 020 7974 6866

Project  
**PRINCE OF WALES ROAD  
 EASTBOUND CYCLING SCHEME  
 PERMANENT MEASURES**

Drawing Title  
**DETAIL DESIGN  
 TRAFFIC MANAGEMENT ORDER  
 SHEET 6 OF 8**

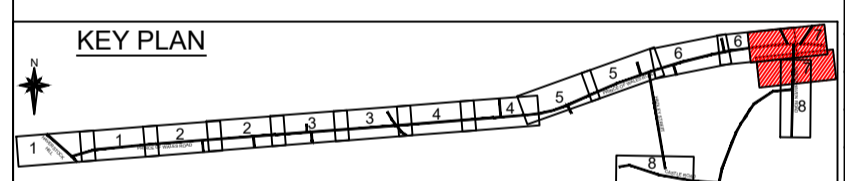
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Drawing Number TM-POWR-PERM-EB-DD-1200-2006	Rev. A





- LEGEND**
- PROPOSED NEW KERB
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  - = DOUBLE YELLOW LINE ROAD MARKINGS
  - CYCLE LOGO
  - ROAD HUMPS TO DIAG 1062 (TSRGD 2016)
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  - - - SETTING OUT LINE

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 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
 DX 2106 Euston, Minicom 020 7974 6866

Project  
**PRINCE OF WALES ROAD  
 EASTBOUND CYCLING SCHEME  
 PERMANENT MEASURES**

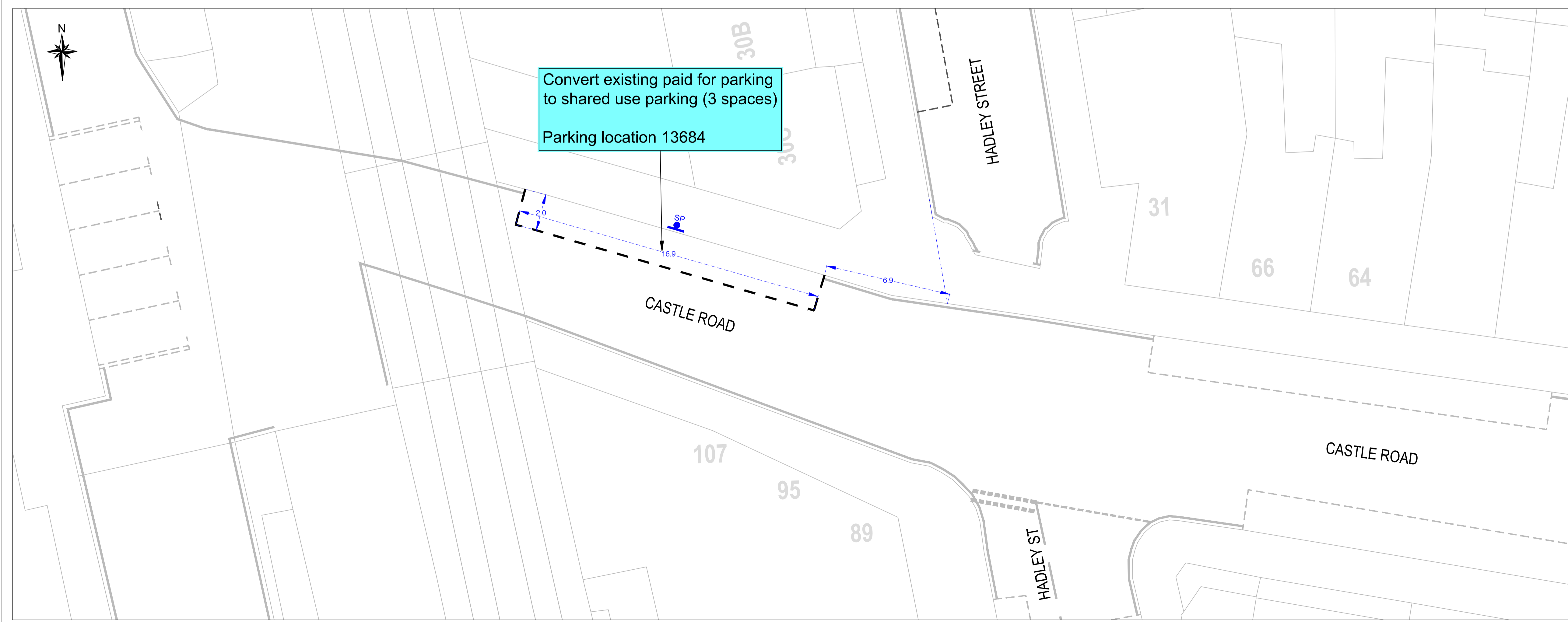
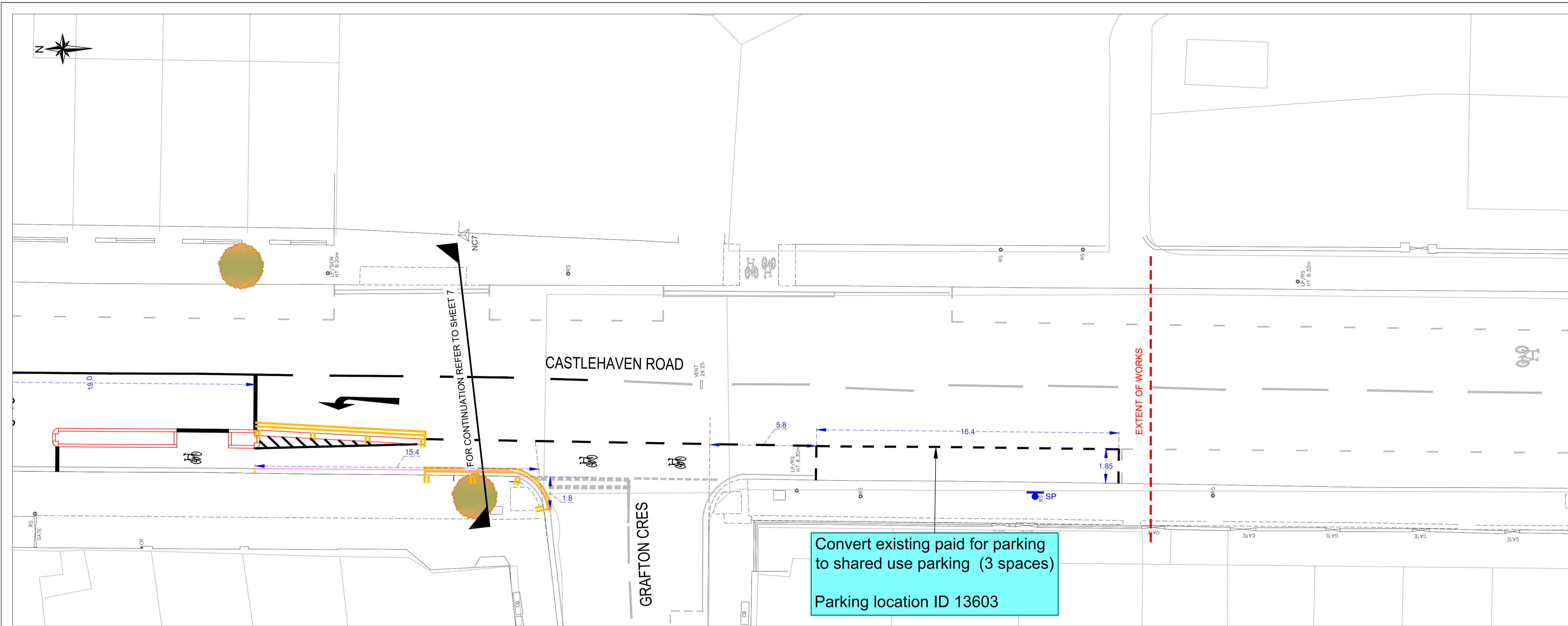
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 TRAFFIC MANAGEMENT ORDER  
 SHEET 7 OF 8**

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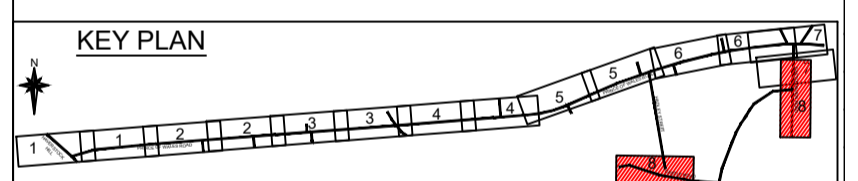
Rev. **A**



- LEGEND**
- PROPOSED NEW KERB
  - || DOUBLE KERB BLIPS ROAD MARKINGS
  - DOUBLE YELLOW LINE ROAD MARKINGS
  - CYCLE LOGO
  - ROAD HUMPS TO DIAG 1062 (TSRGD 2016)
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  - ROAD MARKINGS TO BE REMOVED
  - PROPOSED SIGN
  - - - 1.0m SETTING OUT DIMENSIONS
  - - - SETTING OUT LINE

**NOTES**

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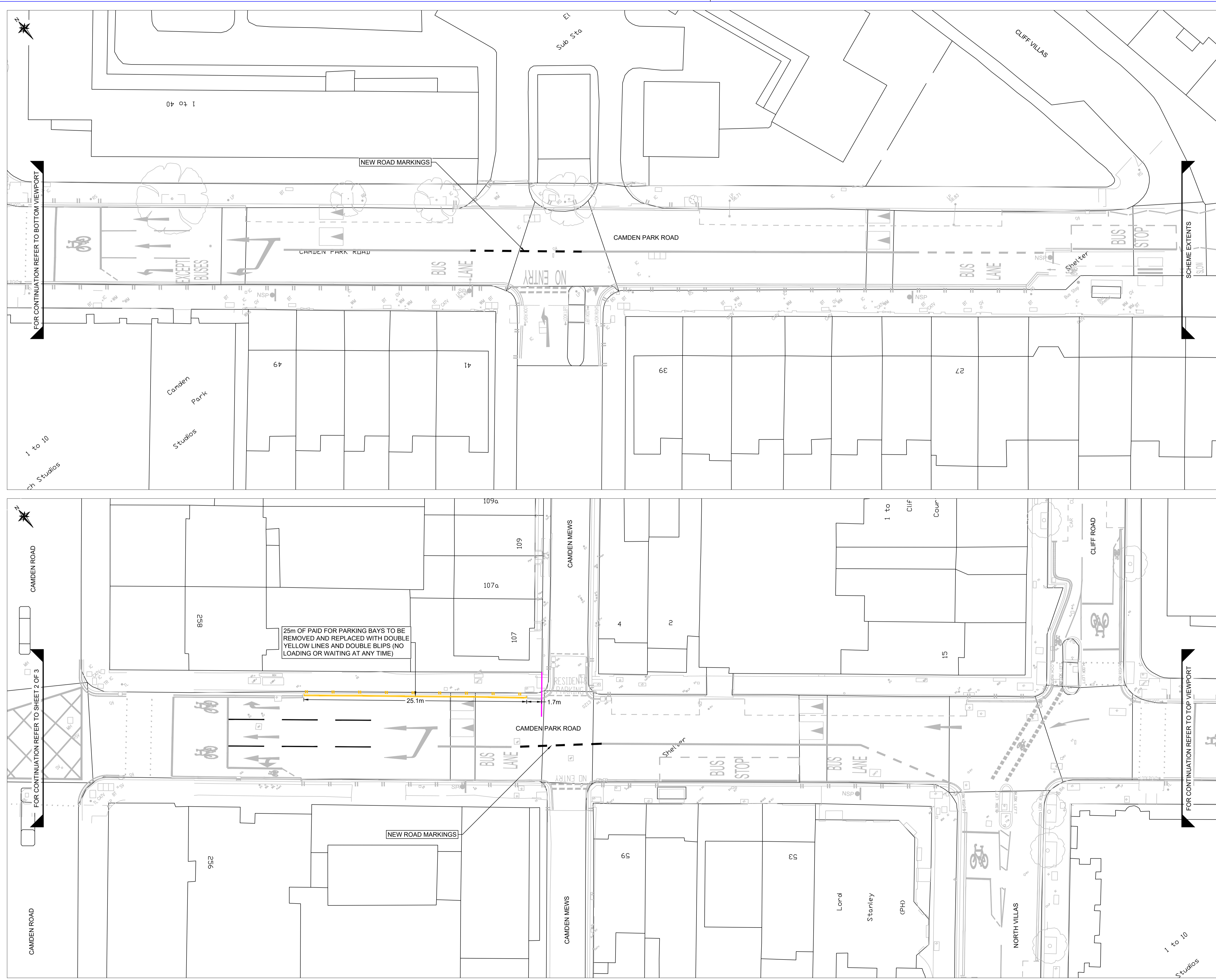
Rev	By	Date	Amendments
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 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
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Project  
**PRINCE OF WALES ROAD  
 EASTBOUND CYCLING SCHEME  
 PERMANENT MEASURES**

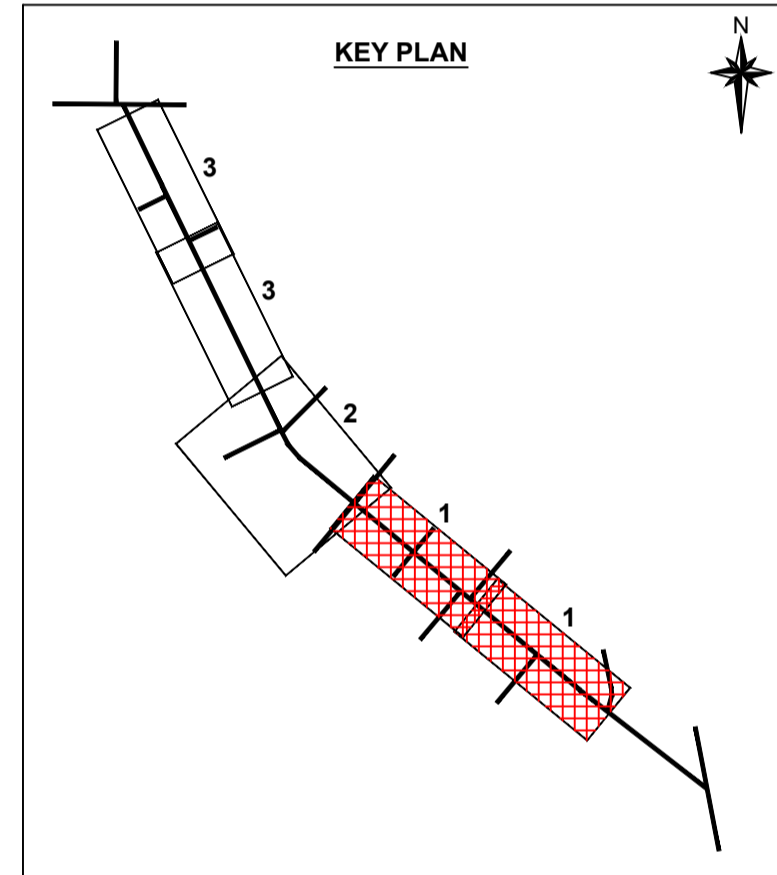
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 SHEET 8 OF 8**

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Drawing Number TM-POWR-PERM-EB-DD-1200-2008	Rev. <b>A</b>



**NOTES**  
 1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

- LEGEND**
- PROPOSED ASP PAVING
  - PROPOSED BLOCK PAVING
  - PROPOSED 300 mm KERB
  - PROPOSED ROAD MARKINGS
  - PROPOSED CYCLE STAND
  - PROPOSED LAMP COLUMN
  - PROPOSED TREE



Rev	By	Date	Amendments

**Camden**  
 Design Team  
 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
 DX 2106 Euston, Mincorn 020 7974 6866

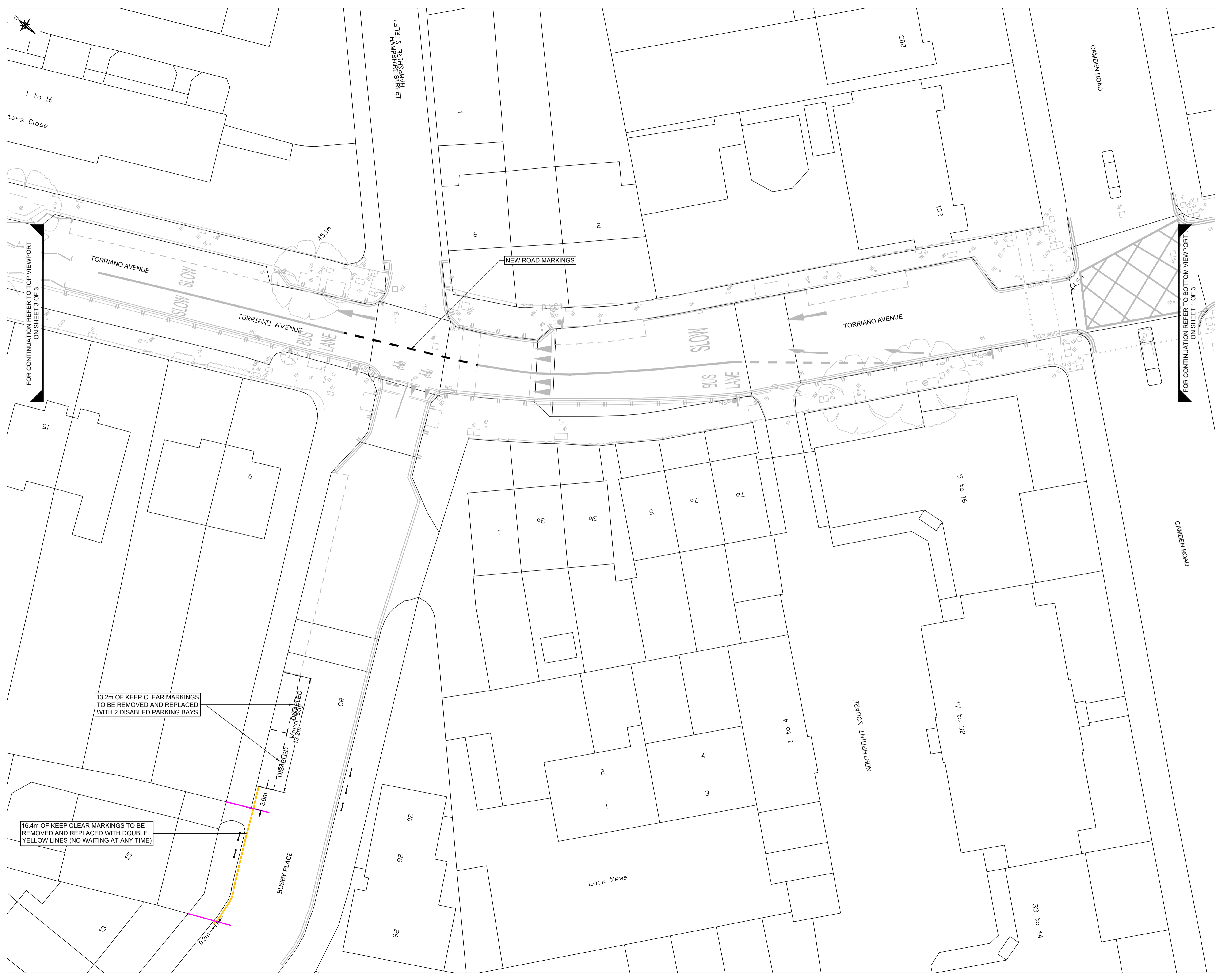
Project  
**CAMDEN PARK ROAD  
 TORRIANO AVENUE**

Drawing Title  
**DETAIL DESIGN  
 TMO  
 SHEET 1 OF 3**

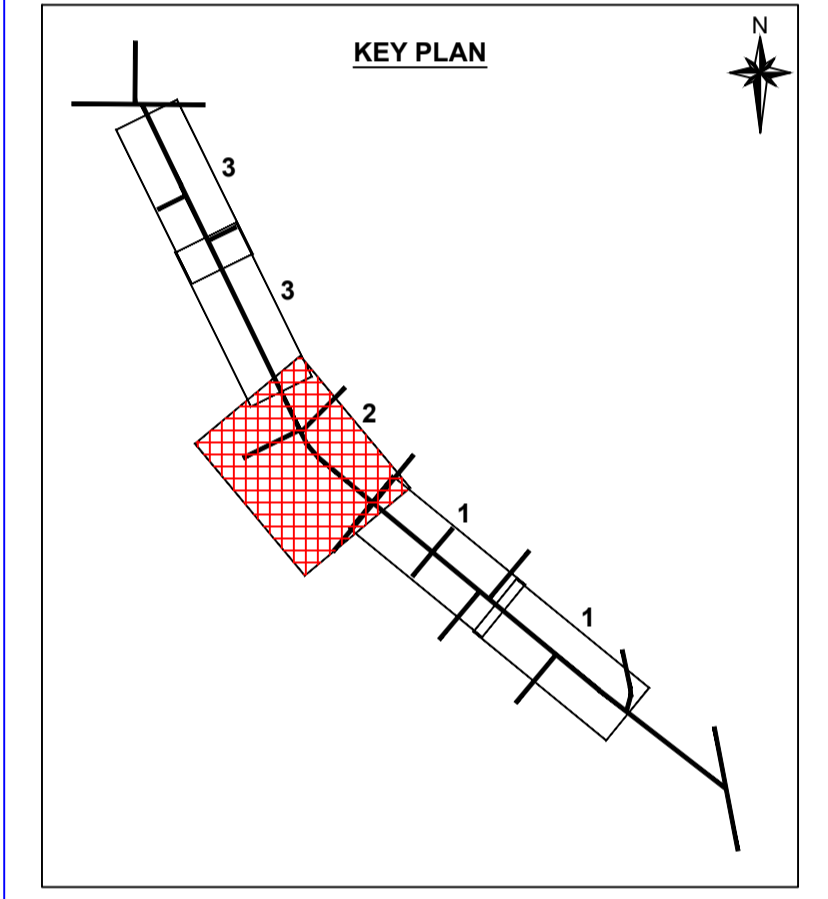
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**22-23/CPRTA-DD-100-01**

Rev. **A**



- NOTES**
- ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
- LEGEND**
- PROPOSED ASP PAVING
  - PROPOSED BLOCK PAVING
  - PROPOSED 300 mm KERB
  - PROPOSED ROAD MARKINGS
  - PROPOSED CYCLE STAND
  - PROPOSED LAMP COLUMN
  - PROPOSED TREE



Rev	By	Date	Amendments

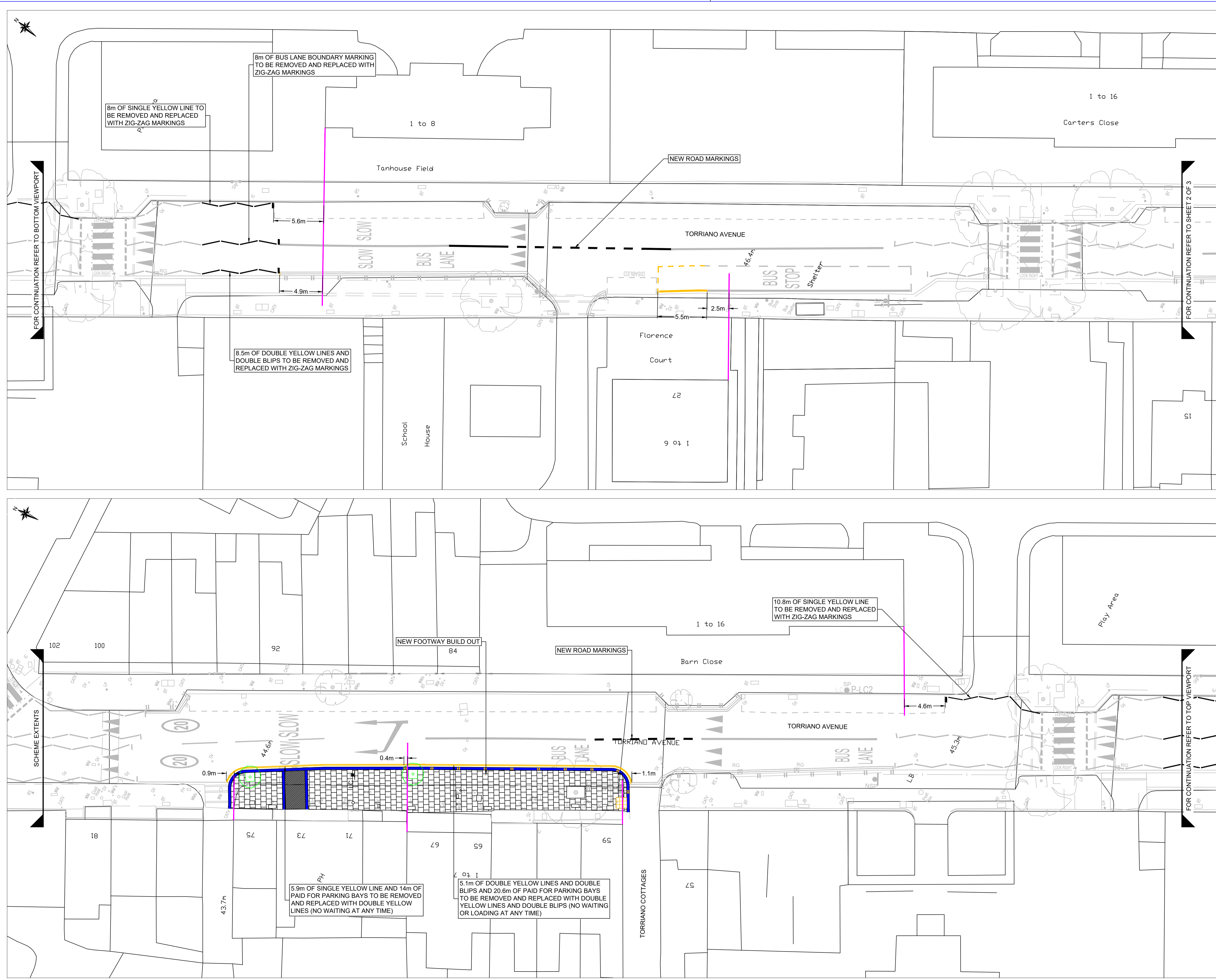
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 DX 2106 Euston, Mincorn 020 7974 6866

Project  
**CAMDEN PARK ROAD  
 TORRIANO AVENUE**

Drawing Title  
**DETAIL DESIGN  
 TMO  
 SHEET 2 OF 3**

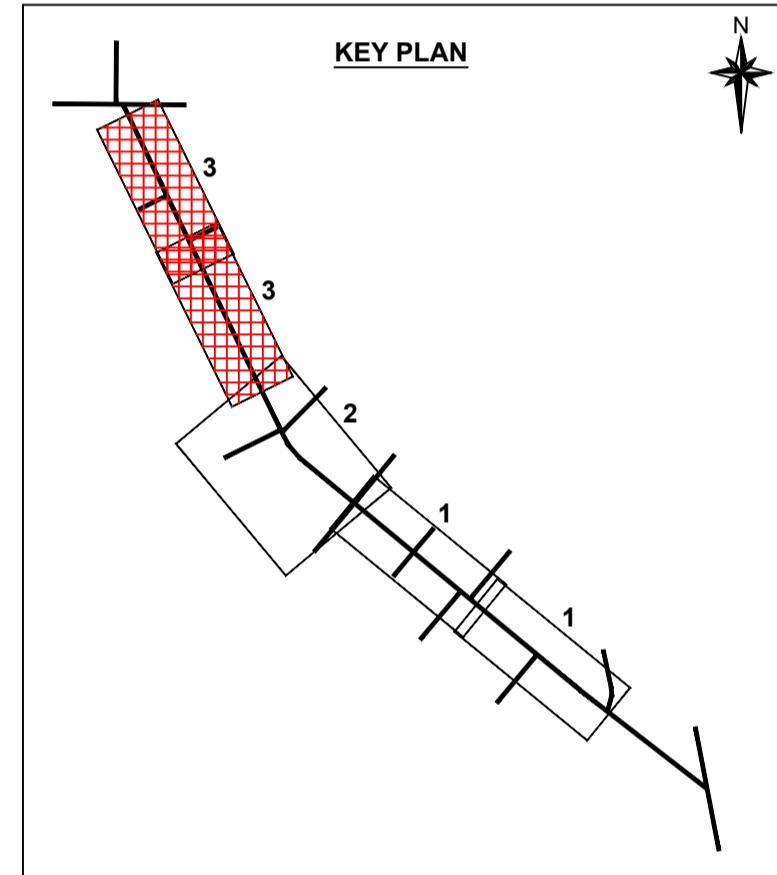
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Checked By	Dwg Name <b>CPRTA-DD-100.dwg</b>

Drawing Location  
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 Drawing Number  
**22-23/CPRTA-DD-100-02**



**NOTES**  
 1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

- LEGEND**
- PROPOSED ASP PAVING
  - PROPOSED BLOCK PAVING
  - PROPOSED 300 mm KERB
  - PROPOSED ROAD MARKINGS
  - PROPOSED CYCLE STAND
  - PROPOSED LAMP COLUMN
  - PROPOSED TREE



Rev	By	Date	Amendments

**Camden**  
 Design Team  
 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
 DX 2106 Euston, Mincorn 020 7974 6866

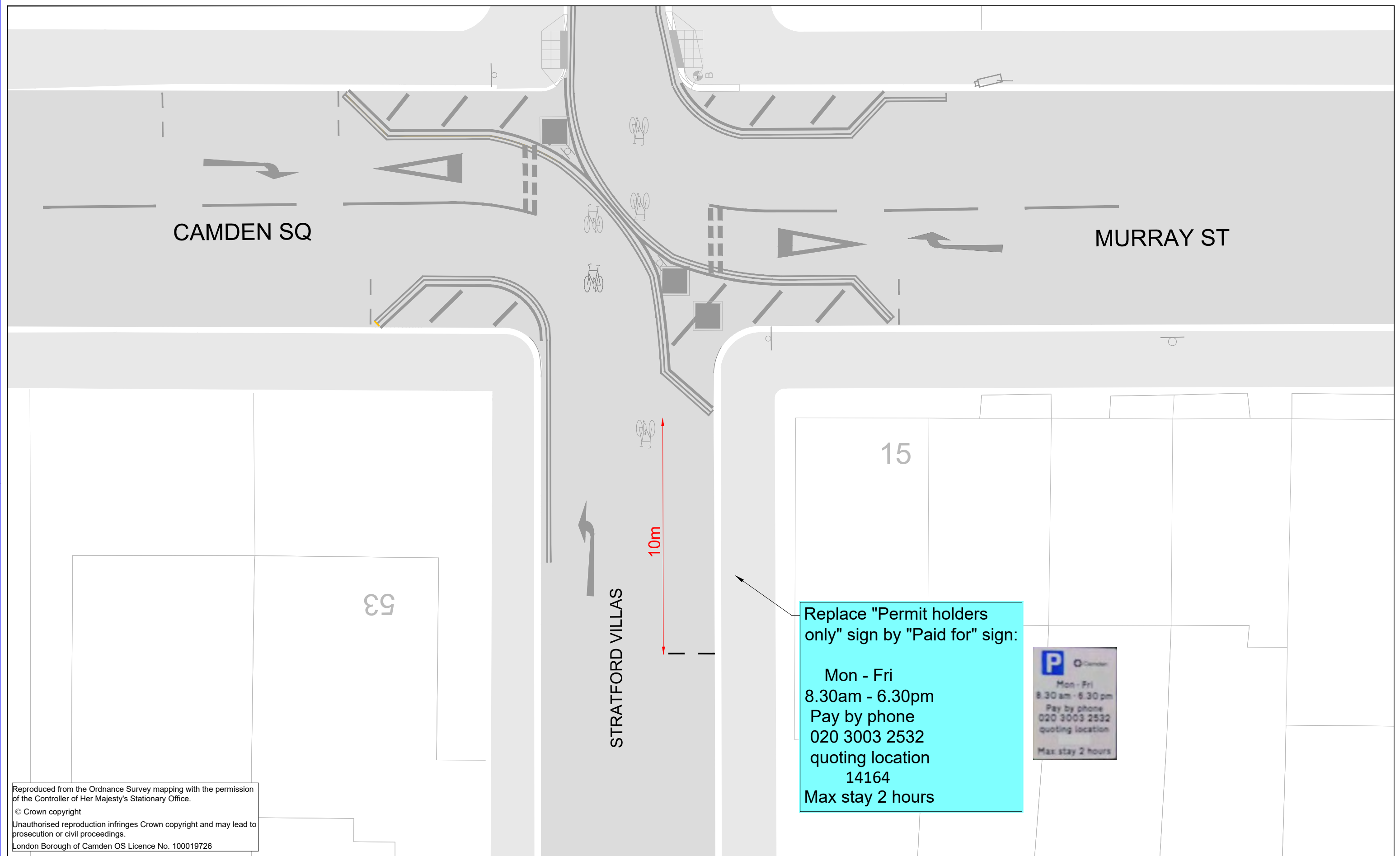
Project  
**CAMDEN PARK ROAD  
 TORRIANO AVENUE**

Drawing Title  
**DETAIL DESIGN  
 TMO  
 SHEET 3 OF 3**

Scale 1 : 200 @ A1	Date MAY 2022
Drawn By HH	File Ref CPRTA-DD-100
Checked By	Dwg Name CPRTA-DD-100.dwg

Drawing Location  
 T:\Cptl\_Schms\2022-23\Torriano Camden Park Road\08\_Drawings\CAD  
 Drawing Number  
**22-23/CPRTA-DD-100-03**

Rev. **A**



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**Camden**  
 Design Team  
 Transport Strategy Service  
 London Borough of Camden  
 5 Pancras Square  
 Tel 020 7974 5551, Fax 020 7974 6952  
 DX 2106 Euston, Minicom 020 7974 6866

Project  
**CAMDEN SQUARE SAFE AND HEALTHY STREETS**

Drawing Title  
**STRATFORD VILLAS PARKING CHANGE FOR CONSTRUCTION**

**KEY**

— Existing road marking  
 — Proposed road marking

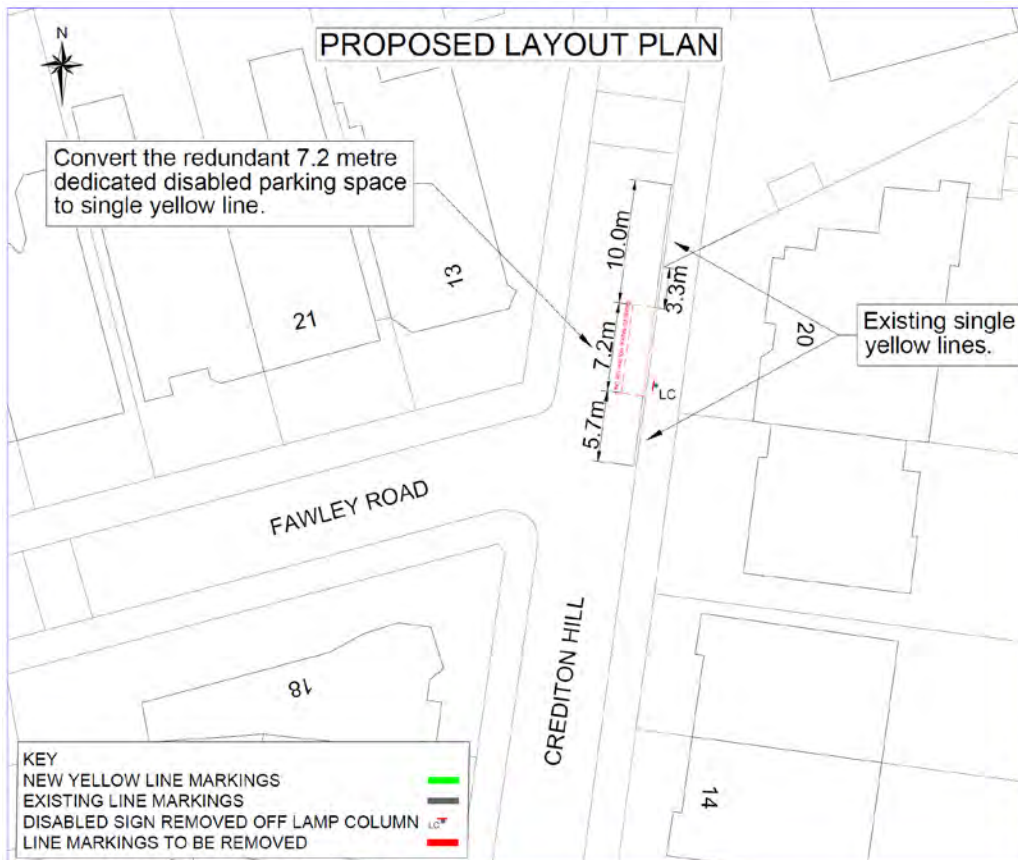
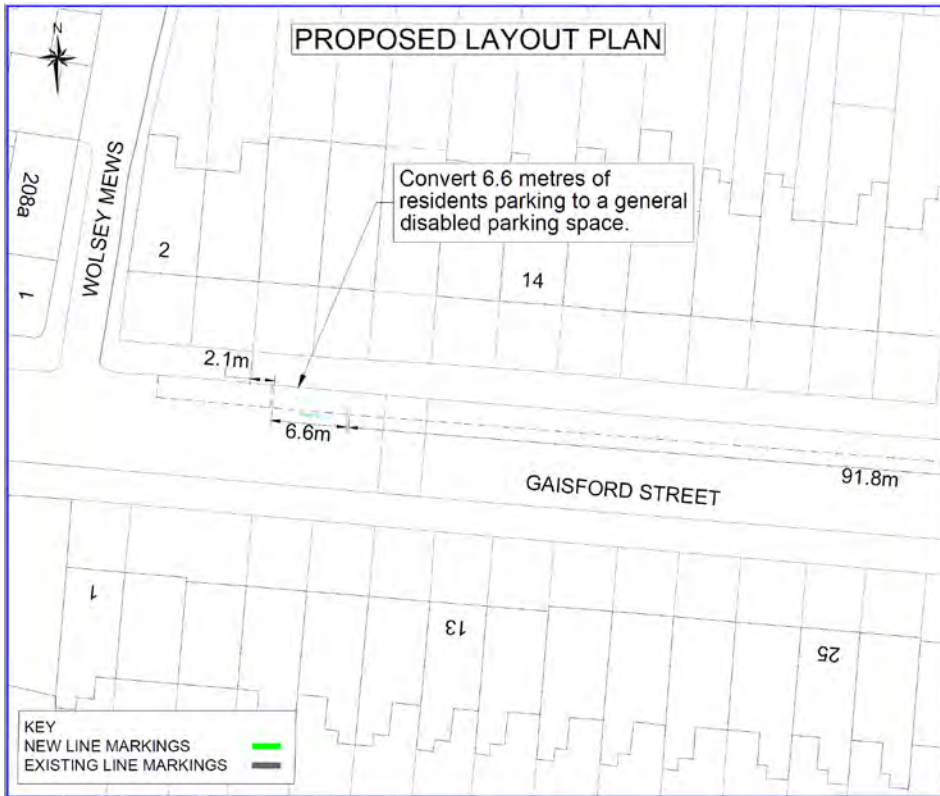
Rev	By	Date	Amendments

Scale NTS	Date 13.07.2022
Drawn By RW	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number TS/22-23/CSASHS/STRATFORDVLLS/DD	Rev. -









## Prince of Wales Road Safe and Healthy Streets – Statement of Reasons

### Background

- a) Prince of Wales Road is an important local distributor road spanning across the Wards of Haverstock and Kentish Town, connecting Haverstock Hill in the west with Kentish Town Road in the east.
- b) In response to the Covid-19 pandemic and in line with the aims and ambitions of the Camden Transport Strategy, a decision was made to implement a trial scheme to improve walking and cycling conditions along Prince of Wales Road. This scheme was implemented under an Experimental Traffic Order (ETO) in July 2020.
- c) The trial scheme comprised of a pop-up eastbound cycle lane between Haverstock Hill and Grafton Road protected by flexible wands, the removal of all parking spaces on the north side of the road, the conversion of existing bus stops to a combination of temporary shared-use bus boarders (SUBBs) and a bus stop bypass, several changes to existing pedestrian crossings and various improvements to enable people to walk and cycle safely whilst maintaining social distancing.
- d) The ETO came into force on 2 July 2020 for a maximum period of 18 months. Details of this scheme are available online [here](#).
- e) Following a successful trial period and public consultation on a set of proposed changes, the council now has permission to implement a permanent scheme on Prince of Wales Road which requires a new Traffic Management Order (TMO).
- f) The section below outlines the TMO changes required to implement the scheme and the associated reasons for these changes.

### Details

- a) Replace the temporary 'kerb and wand' segregated cycle lane between Haverstock Hill and Grafton Road with "stepped cycle tracks".
- b) Provide double yellow lines with double kerb blips along the eastbound (and on some sections of the westbound) stepped cycle track to prevent the carriageway and cycle track from being blocked by vehicles.
- c) Convert one redundant 'Doctors permit holders only' parking bay on Prince of Wales Road to resident 'Permit holders only' parking, to help ensure no net loss of resident parking availability.
- d) Remove two parking spaces on the south side of the carriageway at the junction with Hadley Street to improve visibility for drivers and cyclists.
- e) Remove three parking spaces on the south side of the carriageway at the junction with Healey Street to provide space for a new parallel pedestrian and cycle crossing.
- f) Convert six 'Pay-by-phone' parking spaces within Controlled Parking Zone (CPZ) CA-F to shared use 'Pay-by-phone' and residential 'Permit holders only' parking, to ensure help ensure no net loss of resident parking availability.
- g) Convert a section of single yellow line on Castlehaven Road to double yellow lines with double kerb blips to prevent the carriageway and cycle track from being blocked by vehicles.

# LONDON BOROUGH OF CAMDEN

## APPENDIX H

### FOR CAMDEN PARK ROAD AND TORRIANO AVENUE SAFE AND HEALTHY STREETS

#### STATEMENT OF REASONS

Under paragraph 2(d) in Schedule 2 to the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

#### 1 SUMMARY OF CHANGES

- 1.1 A statement of reasons for implementing the Camden Park Road and Torriano Avenue trial measures, under an Experimental Traffic Order (ETO), can be found in Appendix D of the original report [here](#).
- 1.2 The new additional measures proposed as part of the permanent scheme are summarised below:
  - Adding new modernised junction signals and pedestrian countdown timer facilities at the junction of Camden Road, Torriano Avenue and Camden Park Road to provide safer crossing facilities for pedestrians. This is subject to further TfL approval as Traffic Authority for Camden Road.
  - Extending the right turn lane on Camden Park Road at the junction with Camden Road to reduce queuing of vehicles. This requires removal of 25m of “pay by phone” parking bays and replacing with double yellow lines and double blips (no waiting and loading at any time).
  - Adding new “broken” bus lane road marking across junctions along Camden Park Road and Torriano Avenue to ensure bus lane continuity and clarity for traffic crossing the bus lane.
  - Replacing the existing “Keep Clear” markings with new double yellow lines and 2 disabled parking bays on Busby Place. To enable these changes, the relocation of 3 cycle stands to the opposite footway (outside 30 Busby Place) would be required.
  - Extending the “Zig Zag” road markings at the existing zebra crossing outside the Torriano Primary School for additional safety and visibility for pedestrians using the zebra crossing.
  - Adding new widened pavements outside 59-75 Torriano Avenue to continue pavement widening already in place, provide more safer spaces for pedestrians, including children and parents walking to and from Torriano Primary School. This requires removing 35m of “pay by phone” parking bays and replacing with double yellow lines and double blips (no waiting or loading at any time).
  - Maintain the loading provision for the Rose and Crown (71-73 Torriano Avenue), including a new and extended reinforced loading area.
  - Adding 4 potential new trees to existing and new widened pavements to help improve air quality, shade cover and public realm amenities in the area. This is subject to surveys to establish the presence of underground services and viability of planting.

1.3 In addition, Officers are considering to make the following minor amendments to the proposals at the detailed design stage, if approved. The potential design changes are summarised below:

- Extending the Bus Stop markings (outside 27 Torriano Avenue) to the existing disabled bay, replacing the double yellow lines and double blips.
- Removing the existing bollard (outside the entrance of the Kentish Town Community Centre) and proposing two additional cycle stands in this location
- Additional cycle stands on the widened pavements outside the Torriano Primary School

## **2 REASONS FOR PROPOSING TO MAKE THE ORDER**

2.1 The purpose of this scheme is to create safer and healthier streets within the neighbourhood of Camden Park Road and Torriano Avenue by making it easier and safer to walk and cycle, providing more pavement space for parents and carers when dropping off and collecting children and protecting and improving bus journey times.

2.2 The Council considers that this traffic scheme will contribute towards delivering the Council's transport response to the COVID-19 pandemic and towards meeting the objectives of Our Camden Plan and We Make Camden, DfT guidance in Gear Change, the Mayor's Transport Strategy, the Camden Transport Strategy, the Camden Climate Action Plan and the Camden Clean Air Action Plan, which are relevant to the scheme area and Camden as a whole.

2.3 It is considered that the scheme is in accordance with the Department for Transport (DfT) Network Management Duty Guidance issued under section 18 of the Traffic Management Act 2004 in November 2004. On 1 April 2022 the Secretary of State for Transport issued additional statutory guidance and which replaces the guidance published on 9 May 2020 and updated on 23 May 2020, 13 November 2020 and 30 July 2021. The additional statutory guidance does not replace the Network Management Duty Guidance published in November 2004. This guidance sets out that the government expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Local authorities in areas with high levels of public transport use, such as Camden, should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart, and maintain a green recovery. The additional statutory guidance provides that the focus should now be on devising further schemes and assessing Covid-19 schemes with a view to making them permanent. The assumption should be that they will be retained unless there is substantial evidence to the contrary. Local authorities should be considering how to introduce further active travel schemes, building on those already delivered through the Active Travel Fund.

2.4 It is considered that the scheme will contribute towards the implementation of Policies 1, 2 and 3 in the Mayor's Transport Strategy 2018 as follows:

Policy 1 in the MTS is as follows: *“The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners’ dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.”* The Mayor’s borough-specific target for the Council is that by 2041 the transport mode shares for Camden residents will be 93% of travel on foot, by cycle or public transport and only 7% by car, motorcycle, taxi or other. The 93% mode share represents a substantial increase on the baseline of 85% (3 year average for 2014/15 to 2016/17).

Policy 2 in the MTS is as follows: *“The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners’ dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.”*

*“The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor’s aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.”*

*“The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor’s aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London’s streets by 2041.”*

- 2.5 It is also considered that the scheme aligns with Camden’s Transport Strategy 2019-2041 and will contribute towards the achievement of Objectives 1, 2, 3, 4 and 6 in the Camden Transport Strategy 2019-2041, as follows:

*“To transform our streets and places to enable an increase in walking and cycling.”*

*“To reduce car ownership and use, and motor traffic levels in Camden.”*

*“To deliver a sustainable transport system and streets that are accessible and inclusive for all”*

*“To substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties”*

*“To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people”*

- 2.6 The Council’s Climate Action Plan, responding to the Citizens Assembly on the climate emergency, supports interventions to reduce car dependency and

create more green space on residential streets. The proposals respond to both of these strategy documents.

- 2.7 The DfT also issued its strategy for cycling and walking, entitled 'Gear Change' on 27 July 2020, outlining plans to revolutionise active travel with a £2 billion investment. The DfT highlight that there needs to be a step change in cycling and walking in the coming years, and the potential benefits of increasing cycling and walking can help tackle some of the most challenging issues such as; improving air quality combating climate change, improving health and wellbeing, addressing inequalities, and tackling congestion on roads.
- 2.8 Whilst most of the national restrictions were fully lifted in July 2021, some people remain concerned about the use of public transport. As a result, there is a risk of a car-led recovery from the pandemic. 69% of Camden households do not have access to a car or van and that 85% of journey in Camden are made by walking, cycling or Public Transport. Therefore any potential increase in traffic volumes creates a road safety risk to the way in which the majority of people from Camden make their journeys (on foot, by cycle or via public transport).
- 2.9 Further reasons for proposing to make the order are more fully set out in the decision report.

## **Designation or Revocation of Disabled Parking Bays - Statement of Reasons**

The orders will designate (or revoke where they are no longer required) parking places either for the sole use of residents whose mobility is severely impaired or for the leaving of vehicles in which a valid Blue Badge is displayed.

The proposals meet the objectives of Camden Transport Strategy (CTS) which acknowledges that people who have a disability can have particular difficulties when they are travelling by public transport, and walking and cycling may be difficult, unsuitable, or simply not an option.

# **The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 147) Traffic Order 2022**

**2022 No. 125**



# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2022 No. 125

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)  
(Amendment No. 147) 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. 147) 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. Amendment 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 items set out in relation to similarly named streets in schedule 1 to that order, the items set out in table 1 of the schedule to this order;
- 3.1.2 there was substituted for, 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 of the schedule to this order.

**Dated this**

SCHEDULE

TABLE - 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)
141	<b>BUSBY PLACE</b>	
(a)	<b>south side:</b> between the south-western kerb line of Torriano Avenue and a point 1 metre east of a point opposite the party wall of nos. 13 and 15 Busby Place	A
(b)	<b>north-west side:</b>	
(i)	from the south-western kerb line of Torriano Avenue, south-westwards for a distance of 12.8 metres	A
(ii)	from a point 2.6 metres north-west of the south-western property boundary of no. 9 Torriano Avenue, westwards for a distance of 16.8 metres	A
(c)	so much else of Busby Place that is public highway and which does not lie within the lengths specified above	B
146	<b>CAMDEN PARK ROAD</b>	
(a)	<b>north-east side:</b>	
(i)	from a point [^RR^] 25 metres south-east of the south-eastern kerb line of Camden Road south-eastwards to a point 2.5 metres south-east of the south-eastern kerb line of Camden Mews	A
(ii)	between a point 2.0 metres south-east of the south-eastern kerb line of Camden Mews and a point 9.6 metres north-west of the north-western kerb line of Cliff Road	B
(iii)	from a point 9.6 metres north-west of the north-western kerb line of Cliff Road to a point 29 metres south-east of the south-eastern kerb line of Cliff Road	A
(iv)	from a point 29 metres south-east of the south-eastern kerb line of Cliff Road, south-eastwards for a distance of 23.7 metres	B

(v)	from a point 52.7 metres south-east of the south-eastern kerb line of Cliff Road, south-eastwards for a distance of 27.5 metres	A
(vi)	from opposite a point 1.6 metres south-east of the party wall of nos. 37 and 39 Camden Park Road south-eastwards for a distance of 37.2 metres	B
(vii)	from a point 14 metres north-west of the north-western kerb line of Cliff Villas to the junction with York Way	A
(b)	<b>south-west side:</b>	
(i)	from a point [^RR^] 25 metres south-east of the south-eastern kerb line of Camden Road, to the junction with York Way	A
<b>166</b>	<b>CASTLEHAVEN ROAD</b>	
(a)	<b>south-east and east sides:</b>	
(i)	between the junction with Chalk Farm Road and a point level with the north-eastern flank wall of nos. 1 to 25 Leybourne Street	<b>2C</b>
(ii)	from the north-eastern flank wall of nos. 1 to 25 Leybourne Street, north-eastwards for a distance of 10 metres	<b>A</b>
(iii)	from a point 10 metres north-east of the north-eastern flank wall of nos. 1 to 25 Leybourne Street, north-eastwards to the southern kerb line of Hawley Road	<b>2L</b>
(iv)	from the northern kerb line of Hawley Road, northwards for a distance of 28.0 metres	<b>A</b>
(v)	from a point 2.0 metres south of the northern flank wall of no. 41 Clarence Way, southwards for a distance of 57.0 metres	<b>2L</b>
(vi)	from the southern kerb line of Clarence Way, southwards to a point 2 metres south of the northern flank wall of no. 41 Clarence Way	<b>A</b>
(vii)	from the northern kerb line of Clarence Way, northwards for a distance of 34.5 metres	<b>A</b>
(viii)	from a point 34.5 metres north of the northern kerb line of Clarence Way, northwards to a point 9.0 metres south of the southern kerb line of Castle Road	<b>2L</b>
(ix)	from a point 9.0 metres south of the southern kerb line of Castle Road, northwards to a point 14.6 metres north of the southern wall of no. 84 Castlehaven Road	<b>A</b>

(x)	from a point 14.6 metres north of the southern wall of no. 84 Castlehaven Road to a point 34.2 metres south of the northern flank wall of No. 122 Castlehaven Road	<b>2L</b>
(xi)	from a point from a point 23.2 metres south of the northern flank wall of 122 Castlehaven Road, southwards for a distance of 11 metres	<b>A</b>
(xii)	from a point 8.2 metres south of the northern flank wall of 122 Castlehaven Road, southwards for a distance of 15.0 metres	<b>2L</b>
(xiii)	from the southern kerb line of Prince of Wales Road, southwards to a point 8.2 metres south of the northern flank wall of 122 Castlehaven Road	<b>A</b>
<b>(b)</b>	<b>north-west and west side:</b>	
(i)	from the northern kerb line of Chalk Farm Road, northwards to a point 28.10 metres south-west of the south-western kerb line of Leybourne Street	<b>2L</b>
(ii)	from the south-west kerb line of Leybourne Street, south-westwards for a distance of 28.10 metres	<b>A</b>
(iii)	from the extended north-east kerb line of Leybourne Street, north-eastwards for a distance of 10.2 metres	<b>A</b>
(iv)	from a point 10.2 metres north-east of the extended north-eastern kerb line of Leybourne Street, north-eastwards to the northern kerb line of Hawley Road	<b>2L</b>
(v)	from a point opposite the northern kerb line of Hawley Road, northwards for a distance of 27.8 metres	<b>A</b>
(vi)	from a point 27.8 metres north of a point opposite the northern kerb line of Hawley Road, northwards for a distance of 44.4 metres	<b>2L</b>
(vii)	from a point 19.2 metres south of the southern kerb line of Clarence Way to a point 13.0 metres north of the northern kerb line of Clarence Way	<b>A</b>
(viii)	from a point 13.0 metres north of the northern kerb line of Clarence Way to a point 16.8 metres south of the southern kerb line of Castle Road	<b>2L</b>
(ix)	from a point 16.8 metres south of the southern kerb line of Castle Road, northwards to the party wall of nos.89 & 91 Castlehaven Road	<b>A</b>
(x)	from the party wall of nos.89 & 91 Castlehaven Road to a point 5 metres south of the southern kerb line of Grafton Crescent	<b>2L</b>
(xi)	from a point 5 metres south of the southern kerb line of Grafton Crescent to the southern kerb line of Prince of Wales Road	<b>A</b>

<b>764</b>	<b>PRINCE OF WALES ROAD</b>	
(a)	<b>south side:</b>	
(i)	from the junction with Haverstock Hill, eastward for a distance of 31 metres	A
(ii)	from the extended common boundary of nos. 189 and 191 Prince of Wales Road, westward for a distance of 9.5 metres	A
(iii)	from a point 2 metres west of the common boundary of nos. 177 and 179, eastward for a distance of 53.8 metres	A
(iv)	from a point 6 metres west of the western kerb line of Crogsland Road, eastward to a point 34 metres east of the north-eastern kerb line of Malden Crescent	A
(v)	from a point 36 metres west the western kerb-line of Harwood Street, westward for a distance of 16.2 metres.	A
(vi)	from a point 2.4 metres west of the western kerb line of Harwood Street, westward for a distance of 19.6 metres	A
(vii)	from a point 37.8 metres east of the eastern kerb line of Harwood Street to a point 17 metres west of the western kerb line of Hadley Street	A
(viii)	from a point 9 metres west of the western kerb line of Hadley Street to a point 11.5 metres east of the eastern kerb line of Hadley Street	A
(ix)	from the extended common boundary of nos. 39 and 41 Prince of Wales Road, westward for a distance of 14.5 metres	A
(x)	from the extended common boundary of nos. 39 and 41 Prince of Wales Road, eastward to a point 14.0 metres west of the party wall of no.15 Prince of Wales Road and nos.127/129 Castlehaven Road	3M
(xi)	from a point 14.0 metres west of the party wall of no.15 Prince of Wales Road and nos.127 / 129 Castlehaven Road to a point 8.9 metres east of the western flank wall of no.122 Castlehaven Road	A
(xii)	from a point 8.9 metres east of the western flank wall of no.122 Castlehaven Road to a point 15.3 metres west of the western kerb line of Kentish Town Road	2L
(xiii)	from the western kerb line of Kentish Town Road, westwards for a distance of 15.3 metres	A
(xiv)	so much of else of the south side of Prince of Wales Road that is public highway and lies west of the western limit of the Railway Bridge and which does not lie within those lengths specified above	3M
(xv)	so much else of the south side of Prince of Wales Road that is public highway and lies east of the of the western limit of the Railway Bridge and which does not lie within those lengths specified above	2L

(b)	<b>north side:</b>	
(i)	from the junction with Haverstock Hill to a point 52 metres east of the eastern kerb line of Grafton Road	A
(ii)	from a point 52 metres east of the eastern kerb line of Grafton Road, eastwards to a point 16.5 metres west of the western kerb line of Kentish Town Road	2L
(iii)	from the western kerb line of Kentish Town Road westwards for a distance of 16.5 metres	A
<b>940</b>	<b>TORRIANO AVENUE</b>	
(a)	<b>north-east side:</b>	
(i)	from a point 12 metres south-east of the south-eastern kerb line of Hampshire Street to a point 12.2 metres north-west of the north-western kerb line of Hampshire Street	A
(ii)	from a point 17.65 metres south-east of the north-western flank wall of Tanhouse Field, south-eastwards for a distance of 7.3 metres	A
(iii)	from a point 4.65 metres south-east of the south-eastern flank wall of Barn Court, south-eastwards for a distance of 7.85 metres	A
(iv)	from a point 18.3 metres north-west of the south-eastern flank wall of Barn Close, north-westwards for a distance of 9.55 metres	A
(v)	from a point 3.3 metres north-west of the party wall of nos. 94 and 96 Torriano Avenue, north-westwards for a distance of 4.6 metres	A
(b)	<b>south-west side:</b>	
(i)	from a point [^RR^] 11 metres north-west of the north-western kerb line of Camden Road to the north-western flank wall of no. 75 Torriano Avenue	A
(ii)	from the southern kerb line of Leighton Road, south-eastwards for a distance of 22.5 metres	A
(c)	<b>both sides:</b> so much else of Torriano Avenue that is public highway and which does not lie within those lengths specified above	B

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)
<b>34</b>	<b>CAMDEN PARK ROAD</b>	
(a)	<b>north-east side:</b>	
(i)	from a point [^RR^] 25 metres south-east of the south-eastern kerb line of Camden Road south-eastwards to a point 2.5 metres south-east of the south-eastern kerb line of Camden Mews	1
(ii)	from a point 9.6 metres north-west of the north-western kerb line of Cliff Road to a point 12.25 metres south-east of the south-eastern kerb line of Cliff Road	1
(iii)	from a point 52.7 metres south-east of the south-eastern kerb line of Cliff Road, south-eastwards for a distance of 27.5 metres	1
(iii)	from a point 14 metres north-west of the north-western kerb line of Cliff Villas to the junction with York Way	1
(b)	<b>south-west side:</b>	
(i)	from a point [^RR^] 25 metres south-east of the south-eastern kerb line of Camden Road, to the junction with York Way	1
	<b>CASTLEHAVEN ROAD:</b> from the southern kerb line of Prince of Wales Road to the northern kerb line of Grafton Crescent	1
<b>170</b>	<b>PRINCE OF WALES ROAD</b>	
(a)	<b>north side:</b>	
(i)	from the junction with Kentish Town Road, westwards for a distance of 16.5 metres.	<b>1</b>



(ii)	from a point 16.5 metres west of the western kerb line of Kentish Town Road, westwards for a distance of 16.5 metres	<b>47</b>
(iii)	from the north-eastern kerb line of Haverstock Hill to the western kerb line of Grafton Road	<b>1</b>
(b)	<b>south side:</b>	
(i)	from its junction with Kentish Town Road, westwards for a distance of 15.3 metres	<b>1</b>
(ii)	from a point 15.3 metres west of the western kerb line of Kentish Town Road, westwards for a distance of 26 metres	<b>47</b>
	<b>TORRIANO AVENUE</b>	
(a)	<b>north-east side:</b>	
(i)	from a point 12 metres south-east of the south-eastern kerb line of Hampshire Street to a point 12.2 metres north-west of the north-western kerb line of Hampshire Street	1
(ii)	from a point 17.65 metres south-east of the north-western flank wall of Tanhouse Field, south-eastwards for a distance of 7.3 metres	1
(iii)	from a point 4.65 metres south-east of the south-eastern flank wall of the south-eastern flank wall of Barn Court, south-eastwards for a distance of 7.85 metres	1
(iv)	from a point 18.3 metres north-west of the south-eastern flank wall of Barn Close, north-westwards for a distance of 9.55 metres	1
(v)	from a point 3.3 metres north-west of the party wall of nos. 94 and 96 Torriano Avenue, north-westwards for a distance of 4.6 metres	1
(b)	<b>south-west side:</b>	
(i)	from a point [^RR^] 11 metres north-west of the north-western kerb line of Camden Road to a point 7.4 metres south-east of the south-eastern kerb line of the access road lying immediately north-west of Florence Court 4.8 metres north-west of the north-western kerb line of Torriano Cottages	1
(ii)	from a point 1.9 metres south-east of the south-eastern kerb line of the access road lying immediately north-west of Florence Court to the north-western flank wall of no. 75 Torriano Avenue	1

# **The Camden (Parking Places) (CA-F) (Amendment No. 28) Traffic Order 2022**

**2022 No. 126**

**PRINCE OF WALES ROAD  
CASTLEHAVEN ROAD  
CASTLE STREET**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

2022 No. 126

The Camden (Parking Places) (CA-F) (Amendment No. 28) Traffic Order 2022

Made on

Coming into force on

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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 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-F) (Amendment No. 28) 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 the parent order, the items set out in table 1.1 in the schedule to this order;

3.1.2 there was included in schedule 1 to the parent order, the items set out in table 1.2 in the schedule to this order.

3.1.3 there was omitted from schedule 2 to the parent order, the items set out in table 2 in the schedule to this order;

- 3.1.4 there was included in schedule 3 to the parent order, the items set out in table 3 in the schedule to this order.
- 3.2 The Camden (Parking Places) (Doctors) Traffic Order 2012 [L.B.C. 2012 No. 27] shall have effect as though the item numbered 13359 in the schedule to that order was omitted.

**Dated**

## SCHEDULE

TABLE 1.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13353	PRINCE OF WALES ROAD	south side: from a point 0.6 metres west of the eastern flank wall of no. 35 Prince of Wales Road, eastwards for a distance of 5 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM
13354	PRINCE OF WALES ROAD	south side: from a point 1.8 metres west of the common boundary of nos. 25 and 27 Prince of Wales Road, westwards for a distance of 28.8 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM
13351	PRINCE OF WALES ROAD	south side: from the party wall of nos. 47 and 49 Prince of Wales Road, eastwards for a distance of 14.3 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM
452	PRINCE OF WALES ROAD	south side: from a point 4 metres west of its junction with Hadley Street, westwards for a distance of 13 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM

TABLE 1.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	PRINCE OF WALES ROAD	south side: from a point 1.8 metres west of the common boundary of nos. 25 and 27 Prince of Wales Road, westwards for a distance of 19.4 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM

	PRINCE OF WALES ROAD	south side: from the party wall of nos. 43 and 45 Prince of Wales Road, westwards for a distance of 14.4 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM
	PRINCE OF WALES ROAD	south side: from a point 9 metres west of the western kerb line of Hadley Street, westwards for a distance of 8 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM

TABLE 2 – ITEMS OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
10670	CASTLE ROAD	north-side: from a point 2.9 metres north-west of the western flank wall of no. 77 Castle Road, north-westwards for a distance of 16.7 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM	£3.67 per hour	£4.45 per hour	2 HOURS
10722	CASTLEHAVEN ROAD	west side: from a point 5.2 metres south of the southern kerb line of Grafton Crescent, southwards for a distance of 16.6 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM	£3.67 per hour	£4.45 per hour	2 HOURS

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	CASTLE ROAD	north-side: from a point 2.9 metres north-west of the western flank wall of no. 77 Castle Road, north-westwards for a distance of 16.7 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM	£3.67 per hour	£4.45 per hour	2 HOURS

	CASTLEHAVEN ROAD	west side: from a point 5.2 metres south of the southern kerb line of Grafton Crescent, southwards for a distance of 16.6 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY, SUNDAY 9.30AM – 5.30PM	£3.67 per hour	£4.45 per hour	2 HOURS
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# **The Camden (Parking Places) (CA-N) (Amendment No. 8) Traffic Order 2022**

**2022 No. 127**

**CAMDEN PARK ROAD  
STRATFORD VILLAS  
YORK WAY**



# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

2022 No. 127

The Camden (Parking Places) (CA-N) (Amendment No. 8) Traffic Order 2022

Made on

Coming into force on

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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 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-N) (Amendment No. 8) Traffic Order 2022.

### 2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-N) (Traffic Order 2012 [L.B.C 2012 No. 13];

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 1.1 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 1.2 of the schedule to this order;

3.1.3 there was omitted from schedule 2 to the parent order, the items set out in table 2.1 of the schedule to this order;

3.1.4 there was included in schedule 2 to the parent order, the items set out in table 2.2 of the schedule to this order;

**Dated**

## SCHEDULE

TABLE 1.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13634	YORK WAY	west side: from a point 79.2 metres south of the junction with Camden Park Road southwards for a distance of 69.4 metres	MONDAY – FRIDAY 8.30AM -6.30PM
13633	YORK WAY	west side: from a point 8.1 metres south of the south-western kerb line of Camden Park Road, southwards for a distance of 20.9 metres	MONDAY – FRIDAY 8.30AM -6.30PM
4928	STRATFORD VILLAS	south-west side: from a point 4 metres south-west of its junction with Murray Street, south-westwards for a distance of 102.7 metres	MONDAY – FRIDAY 8.30AM -6.30PM

TABLE 1.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	YORK WAY	west side: from a point 79.2 metres south of the junction with Camden Park Road southwards for a distance of 12 metres	MONDAY – FRIDAY 8.30AM -6.30PM
	YORK WAY	west side: from a point 18.1 metres south of the south-western kerb line of Camden Park Road, southwards for a distance of 10.7 metres	MONDAY – FRIDAY 8.30AM -6.30PM
	STRATFORD VILLAS	south-west side: from a point 14 metres south-west of the south-western kerb line of Murray Street, south-westwards for a distance of 92.7 metres	MONDAY – FRIDAY 8.30AM -6.30PM

TABLE 2.1 – ITEMS OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
5008	CAMDEN PARK ROAD	north-east side: from a point 25 metres south-east of the south-eastern kerb line of Camden Road, south-eastwards for a distance of 25.5 metres	MONDAY – FRIDAY 8.30AM – 6.30PM	£3.67 per hour	£4.45 per hour	2 HOURS

TABLE 2.1 – ITEMS INCLUDED IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	STRATFORD VILLAS	south-west side: from a point 4 metres south-west of the south-western kerb line of Murray Street, south-westwards for a distance of 10 metres	MONDAY – FRIDAY 8.30AM – 6.30PM	£3.67 per hour	£4.45 per hour	2 HOURS

# **The Camden (Parking Places) (CA-M) (Amendment No. 18) Traffic Order 2022**

**2022 No. 128**

**GAISFORD STREET  
TORRIANO AVENUE**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

2022 No. 128

The Camden (Parking Places) (CA-M) (Amendment No. 18) Traffic Order 2022

Made on

Coming into force on

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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 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-M) (Amendment No. 18) Traffic Order 2022.

### 2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-M) (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 1.1 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 1.2 of the schedule to this order.

3.1.3 there was omitted from schedule 2 to the parent order, the items set out in table 2 of the schedule to this order;

**Dated**

## SCHEDULE

TABLE 1.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
4664	GAISFORD STREET	north side: from the eastern flank wall of no. 40 Gaisford Street, westwards for a distance of 97 metres	MONDAY – FRIDAY 8.30AM – 6.30PM

TABLE 1.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	GAISFORD STREET	north side: from the eastern flank wall of no. 40 Gaisford Street, westwards for a distance of 90.4 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM

TABLE 2 – ITEMS OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
4858	TORRIANO AVENUE	west side: from the northern flank wall of no. 77 Torriano Avenue, south-eastwards for a distance of 34.3 metres	MONDAY – FRIDAY 8.30AM – 6.30PM	£3.67 per hour	£4.45 per hour	2 HOURS



**The Camden (Parking Places) (Dedicated Disabled)  
(Amendment No. 61) Traffic Order 2022**

**2022 No. 129**

**CREDITON HILL  
GRAY'S INN ROAD**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

2022 No. 129

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### The Camden (Parking Places) (Dedicated Disabled) (Amendment No. 61) Traffic Order 2022

Made on

Coming into force on

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The Council of the London Borough of Camden after consulting the Commissioner of Police of the Metropolis, in exercise of powers conferred by sections 45, 46 49 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) (Dedicated Disabled) (Amendment No. 61) Traffic Order 2022.

#### **2. Interpretation**

2.1 In this order:

2.1.1 the term “parent order” means the Camden (Parking Places) (Dedicated Disabled) Traffic Order 2012 [L.B.C. 2012 No. 23].

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

3.1.2 there was included in the schedule 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 THE SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER	CONTROLLED HOURS
13400	CREDITON HILL	east side, from a point 1.4 metres north-east of the common boundary of nos. 18 and 20 Crediton Hill, north-eastwards for a distance of 7.4 metres.	158	AT ANY TIME

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER	CONTROLLED HOURS
	GRAY'S INN ROAD	north-west side: from a point 0.5 metres north-west of the boundary of no.s 149 and 151 Gray's Inn Road, south-westwards for 6.6 metres.		AT ANY TIME

# **The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 58) Traffic Order 2022**

**2022 No. 130**

**GAISFORD STREET  
YORK WAY**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

2022 No. 130

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### **The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 58) Traffic Order 2022**

Made on

Coming into force on

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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 (Free Parking Places) (Disabled Persons) (Amendment No. 58) Traffic Order 2022.

#### **2. Interpretation**

2.1 In this order:

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

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

**Dated this**

## SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	GAISFORD STREET	north side: from a point 2.1 metres east of the boundary of nos. 4 and 6 Gaisford Street, eastwards for a distance of 6.6 metres.	AT ALL TIME
	YORK WAY	west side: from a point 79.2 metres south of the junction with Camden Park Road southwards for a distance of 12.0 metres.	AT ALL TIMES
	YORK WAY	west side: from a point 18.1 metres south of the south-western kerb line of Camden Park Road, southwards for a distance of 10.7 metres.	AT ALL TIMES