

The Camden (Bus Lanes) (Amendment No. 7) Traffic Order 2023
The Camden (Prescribed Routes) (No. 7) Traffic Order 2023
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 163) Traffic Order 2023
The Camden (Loading Places) (Amendment No. 39) Traffic Order 2023
The Camden (Parking Places) (CA-D) (Amendment No. 37) Traffic Order 2023

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 will be to make various changes to parking and traffic restrictions in Drake Street, Procter Street, High Holborn and Kingsway, and in adjacent streets to facilitate highways improvements. More specific details are set out below:

BUS LANES

KINGSWAY

Southbound bus lanes would be re-designated along the length of Kingsway which lies within Camden. The southbound bus lane in Southampton Row which currently ends north of the junction with High Holborn will be extended through the junction and along Kingsway, ending opposite the junction with Parker Street and would operate at all times. A second southbound bus lane in Kingsway would be designated running from a point 29.45 metres south-east of the south-eastern kerb line of Remnant Street to the junction with Sardinia Street and would operate Mondays to Saturdays between 7 and 10am and between 4 and 7pm.

DRAKE STREET / PROCTER STREET

the "off-side" bus lane designated on the western side of the carriageway would be revoked. revocation of the off-side bus lane (i.e. along the western side of the carriageway) and designation of 24-hour waiting restrictions, including for the purposes of loading and unloading along the lengths of both streets. The bus lane designated on the eastern side of the carriageway would remain in place but would operate at all times.

HIGH HOLBORN

the westbound bus lane will be shortened by approximately 10 metres at the western end outside the Rosewood Hotel (hours of operation will continue to be Mondays to Saturdays from 7am until 7pm).

WAITING AND LOADING RESTRICTIONS

DRAKE STREET / PROCTER STREET

a prohibition on waiting by vehicles at all times, including for the purposes of loading / unloading, would be designated along the length of Drake Street and Procter Street on both sides of the road with the exception of a 16.77 metre length on the west side south of the junction with Catton Street where waiting for the purposes of loading or unloading would be prohibited between 7am and 7pm each day of the week.

HIGH HOLBORN

north side: a prohibition on waiting by vehicles, including for the purposes of loading / unloading would be designated from the junction with Southampton Row, eastwards, to the pedestrian crossing controlled area outside no. 90 High Holborn with the exception of a length of approximately 15 metres outside nos. 112 and 113 High Holborn, and the section eastwards from the eastern end of the traffic island segregating left-turning traffic from Procter Street where waiting for the purposes of loading / unloading will be prohibited Mondays to Saturdays between 7am and 7pm.

south side: a prohibition on waiting bay vehicles, including for the purposes of loading / unloading at all times would be designated from the junction with Southampton Row to the pedestrian crossing controlled area outside no. 90 High Holborn with the exception of the area of the proposed loading bay (see below) outside no. 233 High Holborn.

CATTON STREET / FISHER STREET

prohibitions on waiting by vehicles, including for the purposes of loading / unloading, would apply at all times from junctions of these streets with Procter Street for a distance of approximately 10 metres westwards.

CHANGES TO PARKING AND LOADING BAYS

HIGH HOLBORN

the loading bay outside the Waitrose store (nos. 242-246 High Holborn) would be revoked and a new loading bay of 10.8 metres length, operative at all times, would be designated approximately 35 metres to the west outside no. 233 High Holborn.

RED LION SQUARE – south-east arm, south-east side

the westernmost 5 metre section of the shared-use parking place closest to the junction with Procter Street would be revoked

CONTRAFLOW CYCLING

CATTON STREET / FISHER STREET / RED LION SQUARE

pedal cycles would be permitted to proceed in a contraflow direction along these streets, i.e. cyclists would be permitted to travel from north-east to south-west along Catton Street and from south-west to north-east along Fisher Street and counter-clockwise around the north-west, north-east and south-east arms of Red Lion Square.

Copies of the proposed orders and other documents relating to the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020-7974 4788 to arrange an appointment). Any person wishing to object or make representations in respect of the proposed orders should send comments in writing, giving reasons for any objection to safetravel@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 27 July 2023.

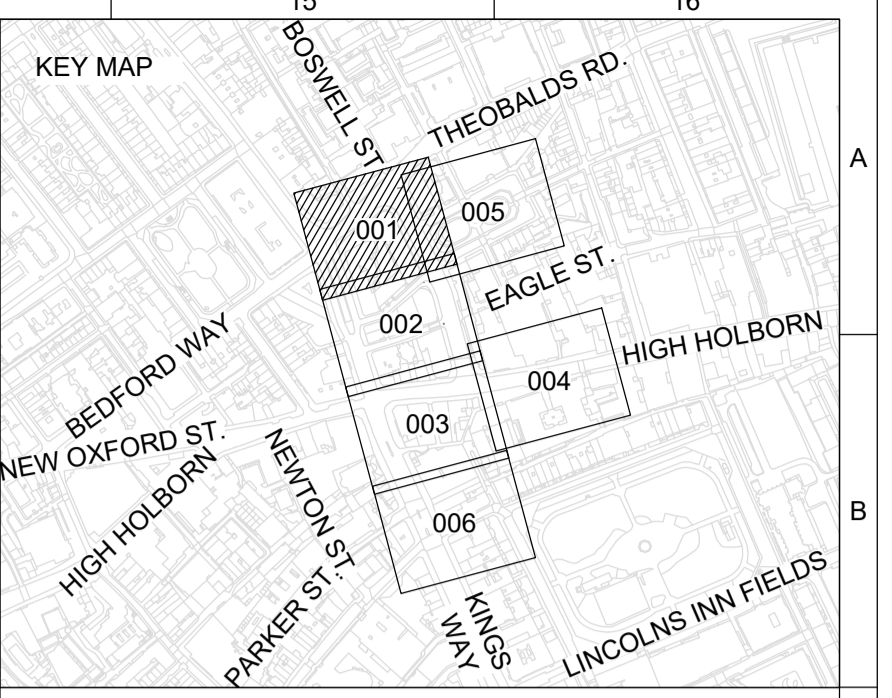
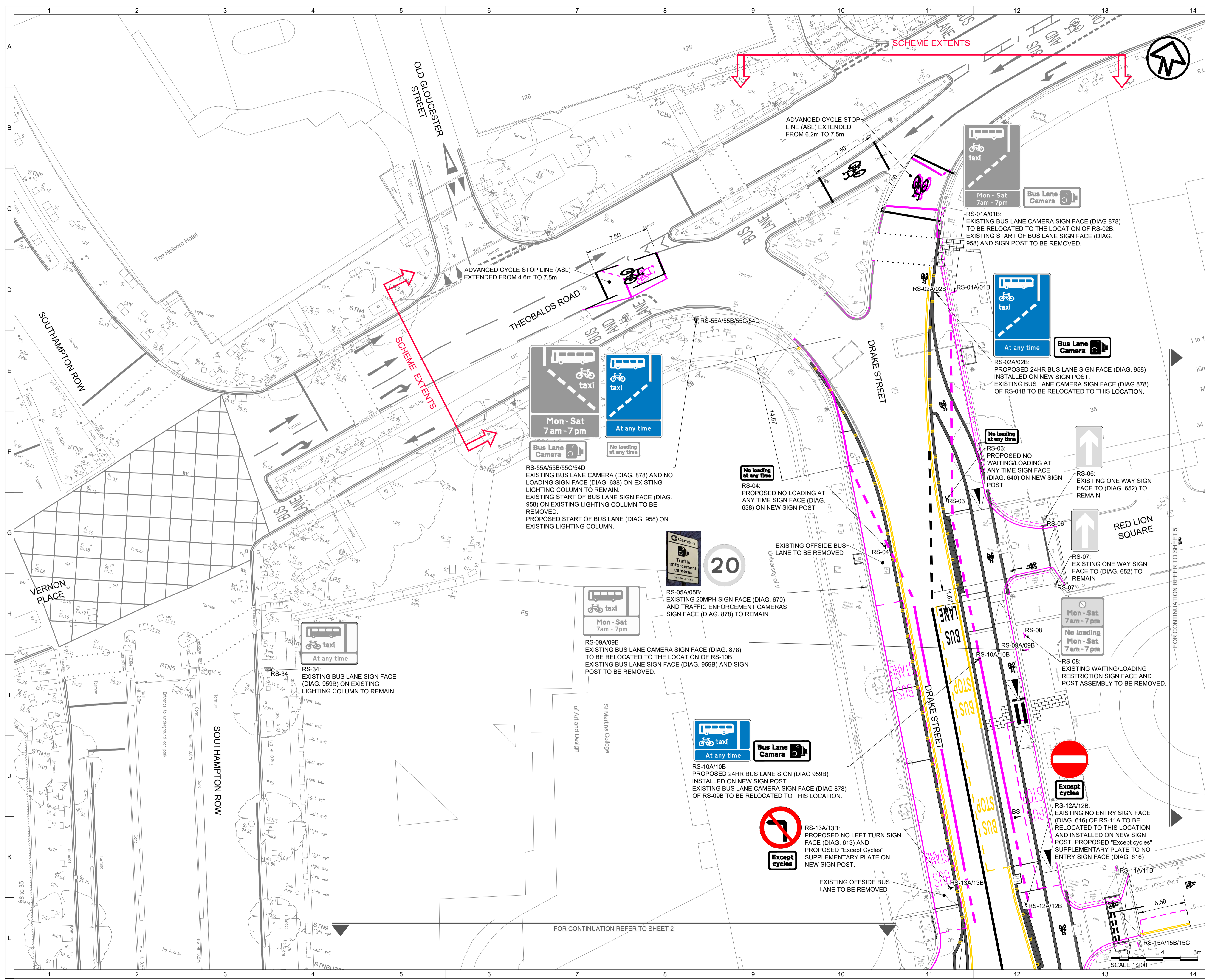
Peter Mardell
Head of Parking Operations
6 July 2023

Appendix I – Statement of Reasons for the High Holborn/Procter Street Scheme Traffic Management Order

- a. High Holborn, Drake Street, Procter Street and Southampton Row are part of the capital's "Strategic Road Network" (SRN), connecting Euston in the north to Holborn and the Strand in the south, Farringdon to the east and the West End to the west. These streets are significant bus corridors for the borough. There are circa 37 buses an hour on Procter Street and Drake Street, 20 buses on High Holborn and 35 buses on Southampton Row. Holborn tube station is located at the junction of High Holborn and Southampton Row. There are many public amenities in the vicinity of High Holborn, Drake Street & Procter Street including many shops, restaurants, offices and hotels. In totality, this is a very busy and significant section within the wider Holborn area.
- b. Theobalds Road at the junction with Drake Street has 6,448 counted cyclists passing through on the weekday period from 7am to 7pm, making up over 30% of road transport, increasing to a mode share of nearly 50% in the morning and evening peaks. The junction of Southampton Row and High Holborn has nearly 5,000 people cycling passing through it over a 12-hour period, which is 18% of the road transport, increasing to over 25% in the morning and evening peaks. At the junction of High Holborn and Procter Street, counted cycles make up 24% of road transport (nearly 4,000 journeys during the 12-hour period) increasing to a 35% mode share in the peak periods. At the same High Holborn and Procter Street junction, there are over 12,700 motorised vehicles in the 12-hour period of which 2866 are taxis and 3227 are Goods Vehicles.
- c. Since 2008 there have been 8 cyclists fatally killed in the Holborn Gyratory area. The latest fatality was in March 2022 when Shatha Ali was killed on the section of High Holborn between Procter Street and Southampton Row. On the roads where changes are proposed, in the 36 month period from 1st August 2019 to 21st July 2022 there were 28 recorded collisions, 9 involving a cyclist. Of those 9, 1 resulted in a fatality, 2 resulted in serious injury and 6 in slight injury. The following measures listed in paragraphs 'f' to 'q' are proposed in order to provide enhanced road safety benefits.
- d. The Camden Transport Strategy (CTS) has a key objective "*to substantially reduce all road traffic casualties in Camden and progress towards zero Killed and Seriously Injured casualties.*" Therefore it was deemed imperative by Council officers to progress with these changes but also to look at a longer term strategy across the wider Holborn network.
- e. The Camden Transport Strategy (CTS) contains a road user hierarchy, which has pedestrians and cyclists at the top, recognising their vital role in a safer, cleaner, healthier Camden. Policy 1c of the CTS states that "the Council will change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm". It is imperative that our streets are made as safe as possible for these vulnerable road users.

- f. The proposals include Increasing the size of the cycle boxes from 5m to 7.5m at the junction of Theobalds Road and Drake Street to create more space for cyclists waiting at the stop line.
- g. Transforming Drake Street and Procter Street by reducing the number of lanes from four currently (two general traffic lanes and two bus lanes permitting taxis and cycles) into a road with only one traffic lane and one bus lane permitting taxis and cycle. This would enable the introduction of a segregated cycle track to physically separate cyclists from motor traffic on this busy road. At the bus stops, bus stop bypasses would be introduced to provide space for pedestrians to wait for buses and safely cross the cycle track. New seating and planting would also be provided along the road. Bus stops and stands would be relocated and consolidated to simplify the road layout whilst maintaining access and convenience for bus passengers.
- h. Two-way cycling would be permitted in and out of Red Lion Square at the northern and southern junctions and along Catton Street, in line with Borough wide policy to make, where possible, all one-way streets two-way for cycling to improve connectivity for people travelling by bike. Continuous crossings would also be installed at the junction with Red Lion Square to improve safety (see photo guide for an example of a continuous crossing).
- i. At the junction of High Holborn and Procter Street a “cycle gate” is proposed on Procter Street (see photo guide for an example of a cycle gate and other types of cycle measure).
- j. A separate signalised cycle lane is proposed on High Holborn, allowing cyclists to progress before motor traffic. This would allow people cycling to access the cycle box on High Holborn (by the station) ahead of, and separate from motor, vehicles.
- k. On the High Holborn approach to Southampton Row, a cycle early release would be provided which would allow cyclists to have a 4 second start ahead of motor vehicles to prevent left turning motor vehicles cutting across people cycling. The cycle box would also be increased to 7.5m.
- l. At the junction of High Holborn and Southampton Row, two-stage right turn facilities would also be provided enabling right turn movements to be made in two, separate, safe stages to reduce the risk of collisions for people cycling turning right. More noticeable (buff coloured) pedestrian crossing surfacing would also be installed at crossing points.
- m. The ability to load and service for businesses would be maintained throughout the area by relocating the existing loading bay 50m west of its current location on High Holborn, to opposite 233-235 High Holborn, with loading permitted 24 hours a day.
- n. Loading would also be permitted on the north side of High Holborn between the hours of 7pm-7am, with parking prohibited throughout the day and a cycle lane provided on High Holborn, to the east of Procter Street, to protect people cycling outside of the loading hours. A section of loading would also be provided on the west side of Procter Street on the approach to High Holborn with loading permitted 7pm-7am.
- o. The existing southbound bus lane permitting taxis and cycle on Southampton Row would be extended from Catton Street through the junction to 20m south of High Holborn, to protect bus and taxi journey time reliability and increase safety for cycling. The bus lane would operate 24 hours a day as far as Remnant Street.

- p. The ahead and right turn lane on Kingsway northbound, would be changed into a right turn only into Remnant Street, to improve road safety and reduce the risk of collisions.
- q. In line with the Borough's Climate Action Plan, we would provide additional planting through the area with rain gardens and plants to improve biodiversity and reduce the risk of flooding.



NOTES:

- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL MRRP CONSULTANTS LTD DRAWINGS AND ALL OTHER RELEVANT ARCHITECTS, ENGINEERS AND LANDSCAPE ARCHITECTS DRAWINGS AND SPECIFICATIONS.
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- LEGEND:
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 - PROPOSED TACTILE PAVING
 - EXISTING SINGLE YELLOW BLIPS TO REMAIN OR BE REINSTATED
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REV	DATE	DRAWN	T. CHECKED	T. APPROVED	P. APPROVED	AUTHORISED
P01	16/05/2023	D. BULL	D. DVORNIK	T. DE JAGER	T. DE JAGER	M. ELLMAN

RESTRICTED

Project: **HIGH HOLBORN CYCLE SAFETY**

Originator: **METIS CONSULTANTS**

Location: **LONDON BOROUGH OF CAMDEN**

Asset Classification: **TRAFFIC SIGNS AND ROAD MARKINGS**

Lifecycle: **DETAILED DESIGN**

Suitability: **S4 FOR STAGE APPROVAL**

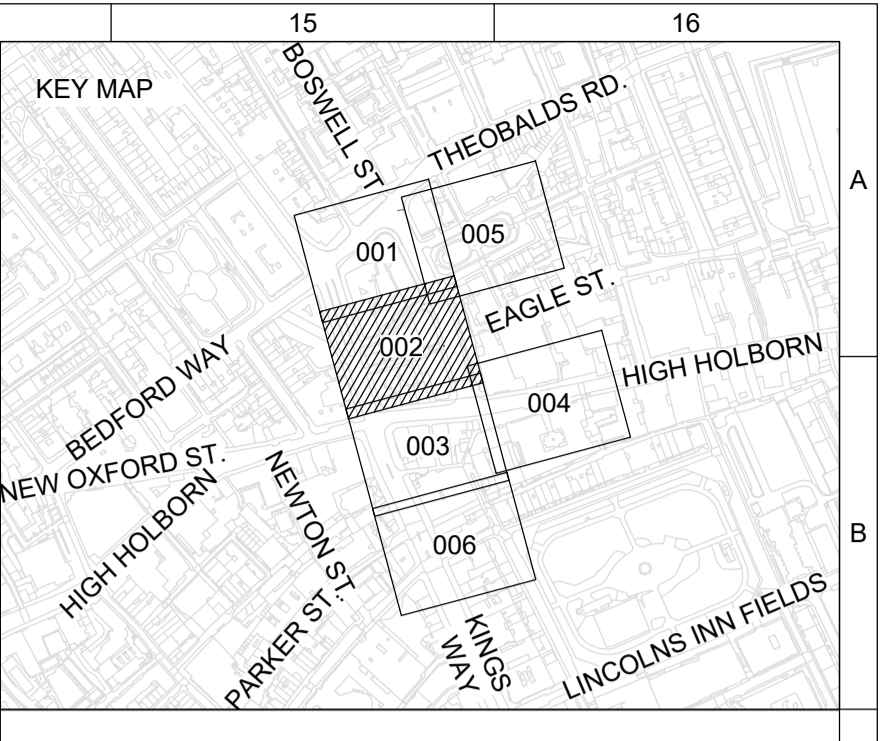
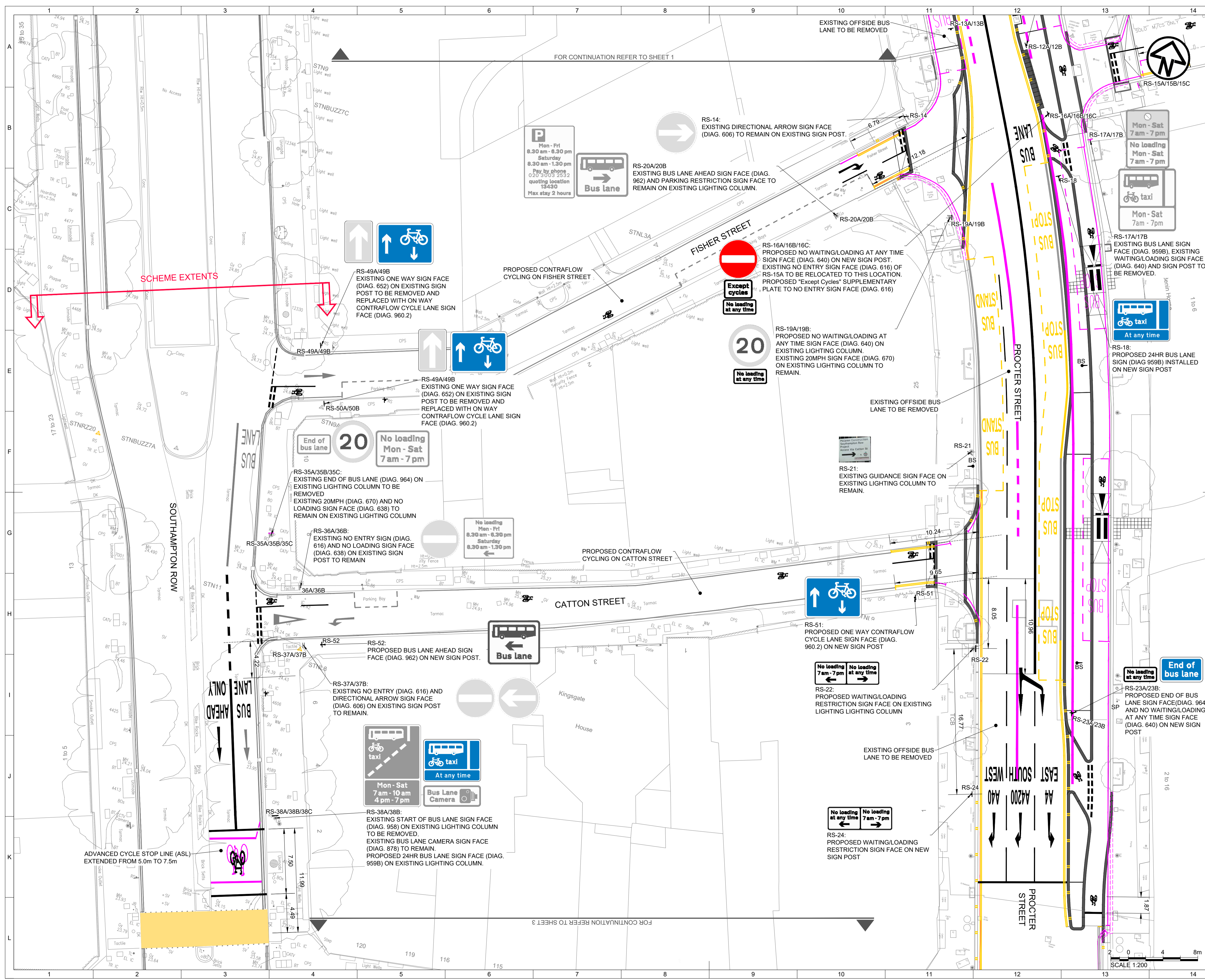
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Prepared by: **METIS metisconsultants.co.uk**

Prepared for: **Camden**

Drawing Number: **22271-METCS-121-02_01-DRG-CE-001**

Rev: **P01**



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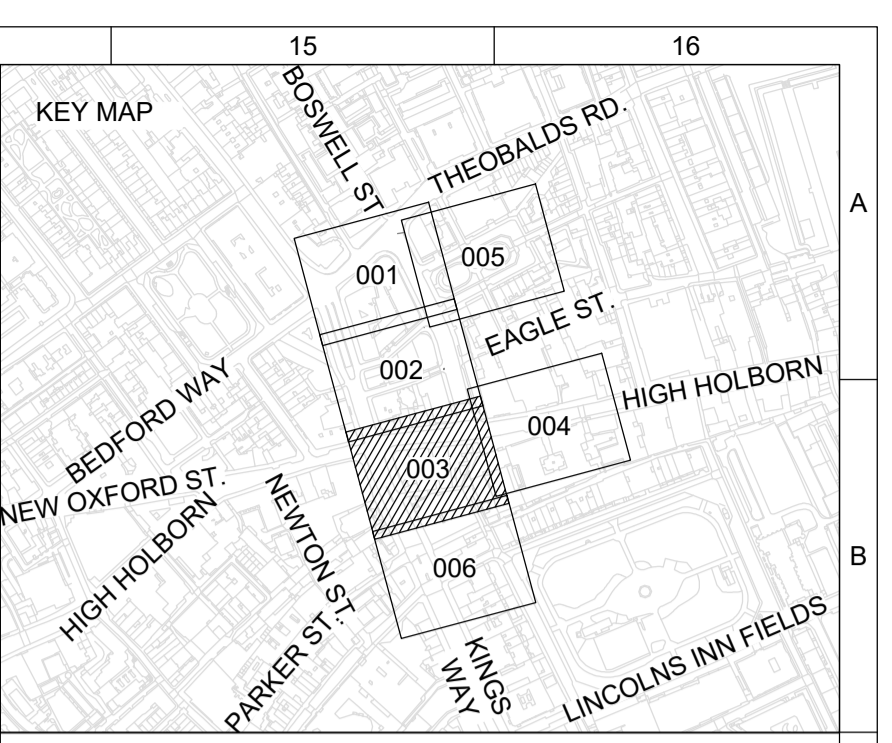
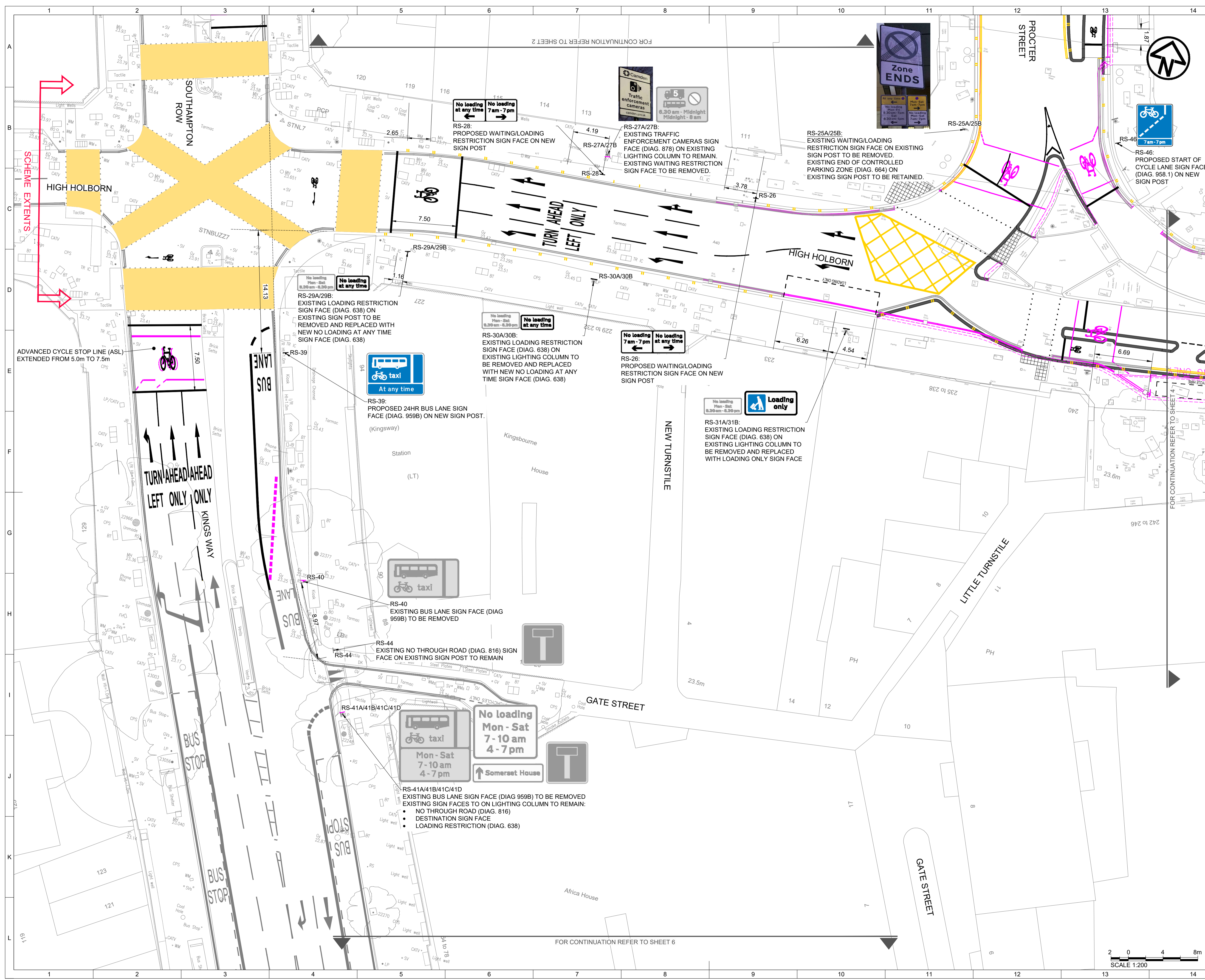
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POI	FOR STAGE APPROVAL	D. BULL	D. DVORNIK	T. DE JAGER	T. DE JAGER	M. ELLMAN
REV	DATE	PURPOSE/DESCRIPTION	T. CHECKED	T. APPROVED	P. APPROVED	AUTHORISED

RESTRICTED

Project: HIGH HOLBORN CYCLE SAFETY
 Originator: METIS CONSULTANTS
 Location: LONDON BOROUGH OF CAMDEN
 Asset Classification: TRAFFIC SIGNS AND ROAD MARKINGS
 Lifecycle: DETAILED DESIGN
 Suitability: S4 FOR STAGE APPROVAL
 Title: TRAFFIC MANAGEMENT ORDERS LAYOUT SHEET 2 OF 6

Prepared by: **METIS** metisconsultants.co.uk
 Prepared for: **Camden**
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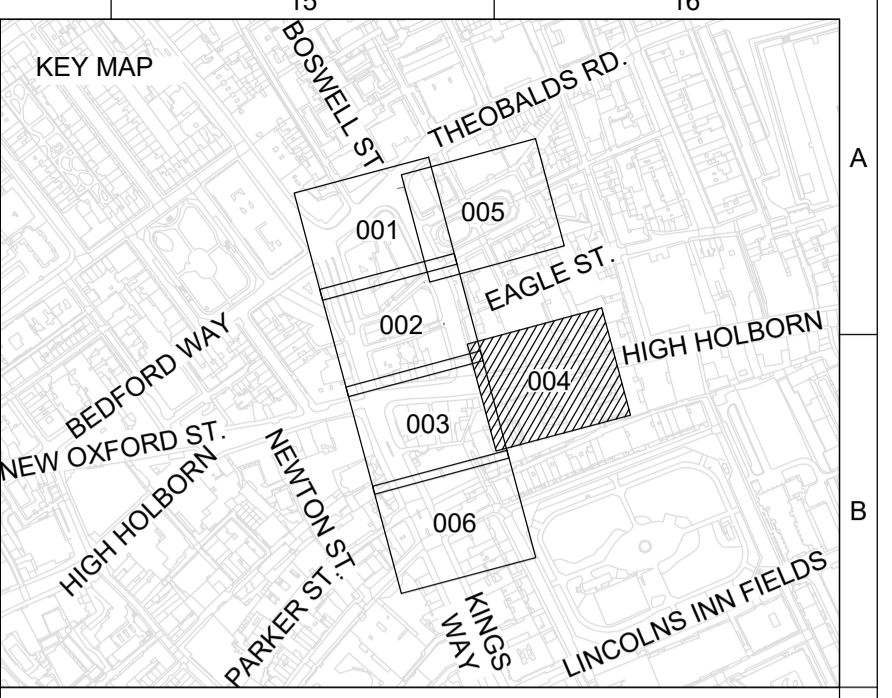
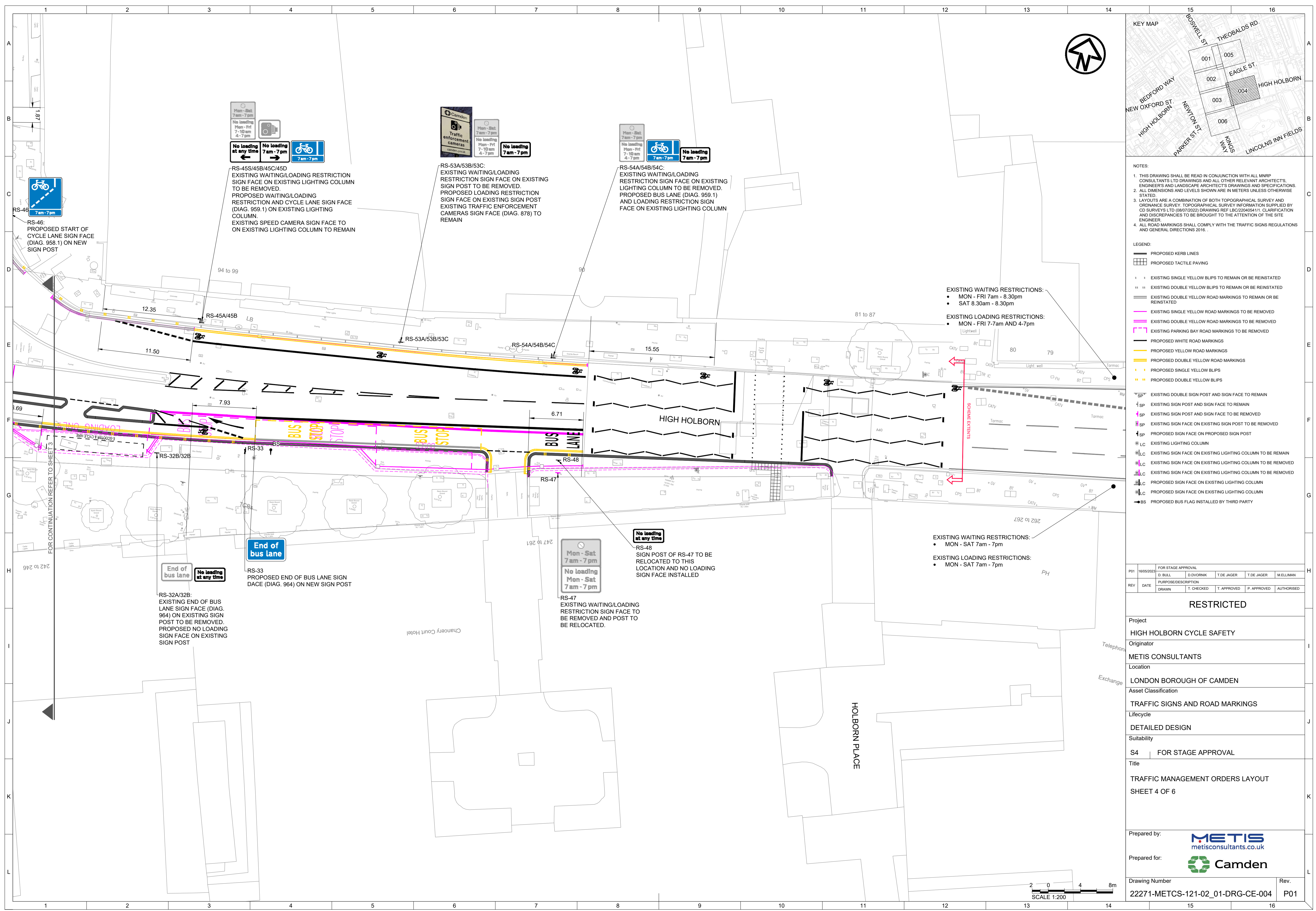
RESTRICTED

Project
HIGH HOLBORN CYCLE SAFETY
 Originator
METIS CONSULTANTS
 Location
LONDON BOROUGH OF CAMDEN
 Asset Classification
TRAFFIC SIGNS AND ROAD MARKINGS
 Lifecycle
DETAILED DESIGN
 Suitability
 S4 FOR STAGE APPROVAL
 Title
TRAFFIC MANAGEMENT ORDERS LAYOUT
SHEET 3 OF 6

Prepared by:

 Prepared for:

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EXISTING WAITING RESTRICTIONS:

- MON - FRI 7am - 8.30pm
- SAT 8.30am - 8.30pm

EXISTING LOADING RESTRICTIONS:

- MON - FRI 7-7am AND 4-7pm

EXISTING WAITING RESTRICTIONS:

- MON - SAT 7am - 7pm

EXISTING LOADING RESTRICTIONS:

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Project
HIGH HOLBORN CYCLE SAFETY

Originator
METIS CONSULTANTS

Location
LONDON BOROUGH OF CAMDEN

Asset Classification
TRAFFIC SIGNS AND ROAD MARKINGS

Lifecycle
DETAILED DESIGN

Suitability
S4 FOR STAGE APPROVAL

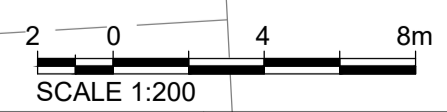
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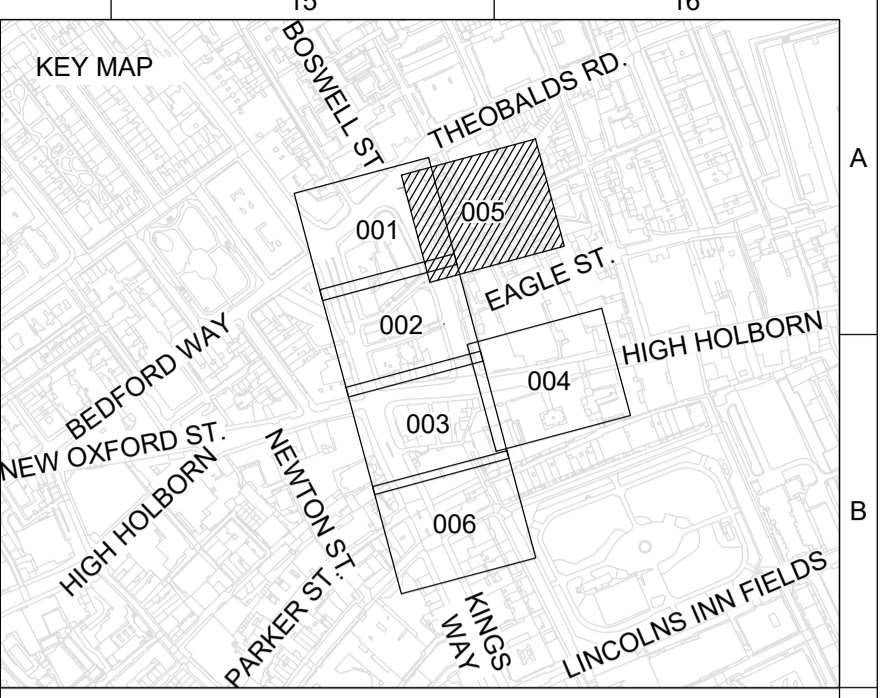
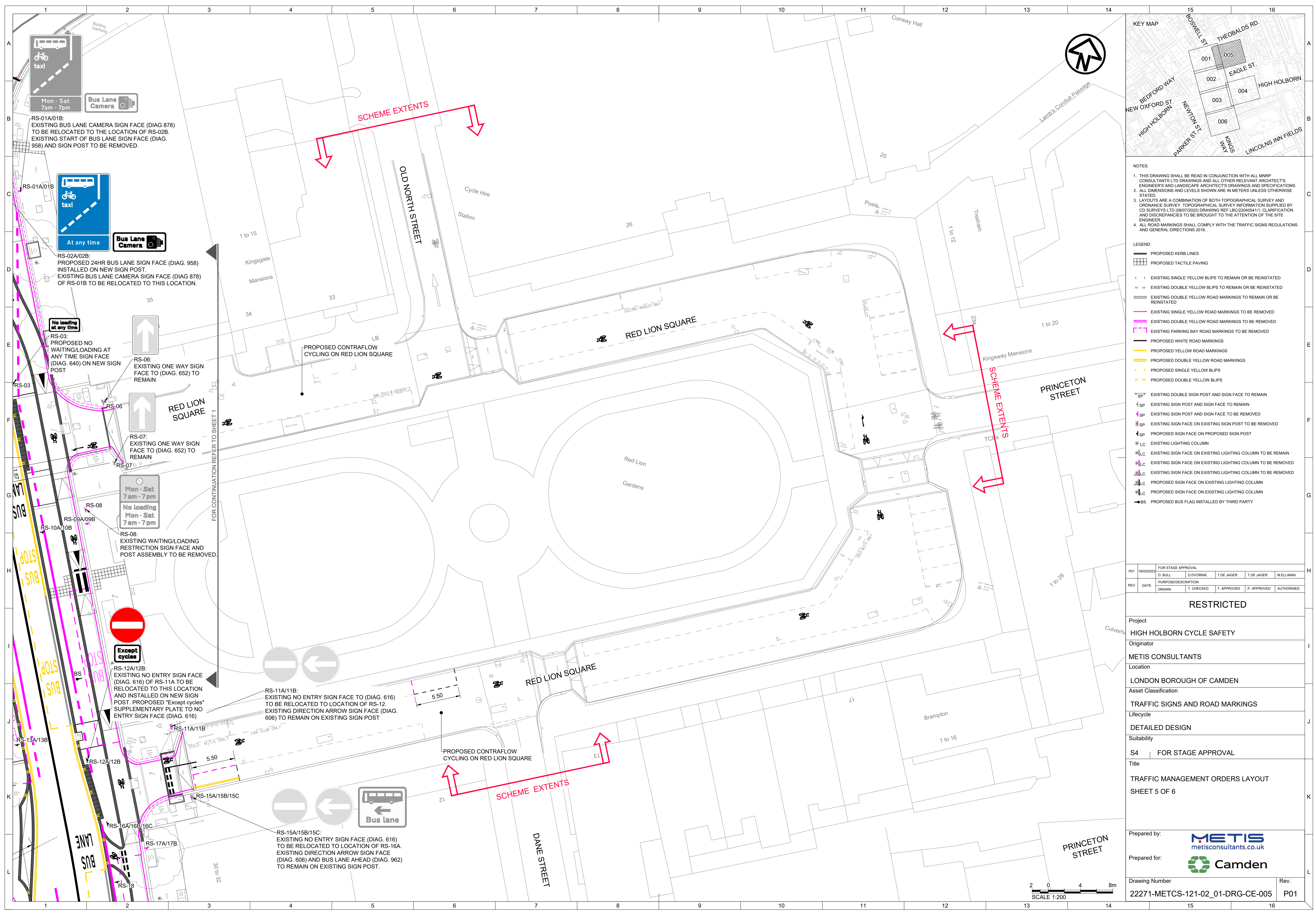
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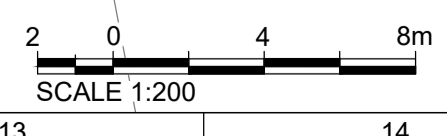
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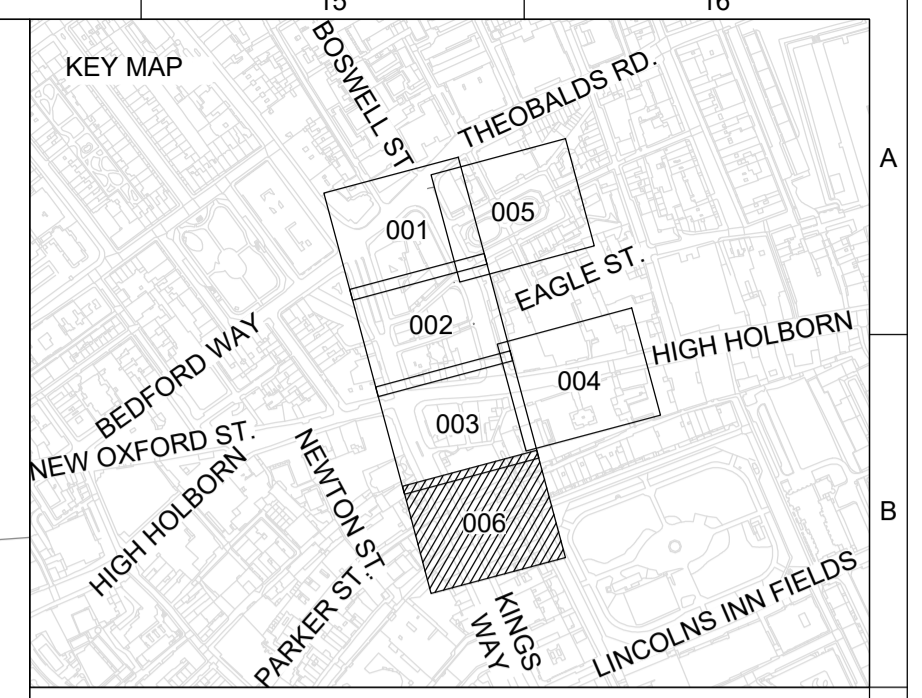
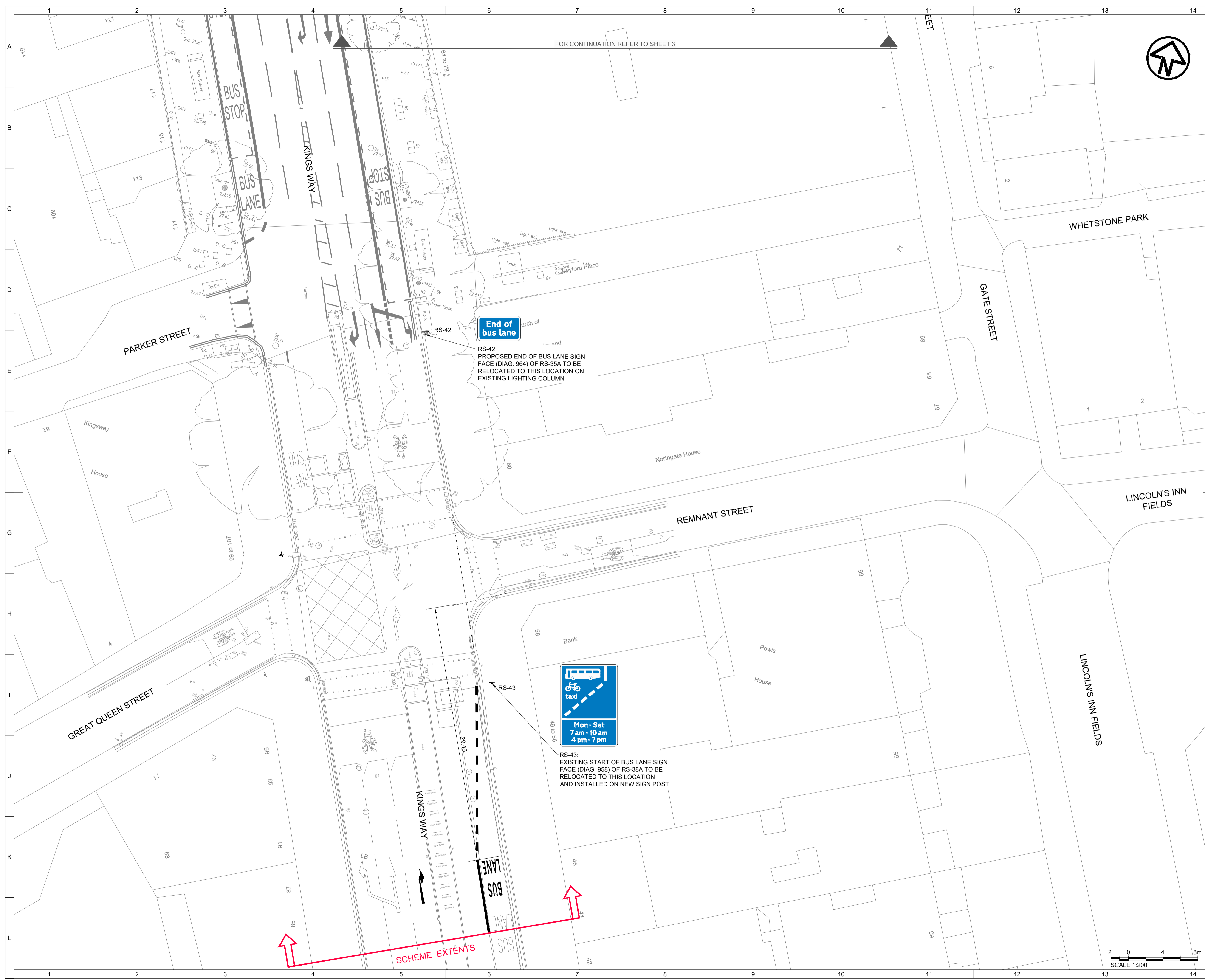
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 - PROPOSED TACTILE PAVING
 - EXISTING SINGLE YELLOW BLIPS TO REMAIN OR BE REINSTATED
 - EXISTING DOUBLE YELLOW BLIPS TO REMAIN OR BE REINSTATED
 - EXISTING DOUBLE YELLOW ROAD MARKINGS TO REMAIN OR BE REINSTATED
 - EXISTING SINGLE YELLOW ROAD MARKINGS TO BE REMOVED
 - EXISTING DOUBLE YELLOW ROAD MARKINGS TO BE REMOVED
 - EXISTING PARKING BAY ROAD MARKINGS TO BE REMOVED
 - PROPOSED WHITE ROAD MARKINGS
 - PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED DOUBLE YELLOW ROAD MARKINGS
 - PROPOSED SINGLE YELLOW BLIPS
 - PROPOSED DOUBLE YELLOW BLIPS
 - EXISTING DOUBLE SIGN POST AND SIGN FACE TO REMAIN
 - EXISTING SIGN POST AND SIGN FACE TO REMAIN
 - EXISTING SIGN POST AND SIGN FACE TO BE REMOVED
 - EXISTING SIGN FACE ON EXISTING SIGN POST TO BE REMOVED
 - PROPOSED SIGN FACE ON PROPOSED SIGN POST
 - EXISTING LIGHTING COLUMN
 - EXISTING SIGN FACE ON EXISTING LIGHTING COLUMN TO REMAIN
 - EXISTING SIGN FACE ON EXISTING LIGHTING COLUMN TO BE REMOVED
 - EXISTING SIGN FACE ON EXISTING LIGHTING COLUMN TO BE REMOVED
 - PROPOSED SIGN FACE ON EXISTING LIGHTING COLUMN
 - PROPOSED SIGN FACE ON EXISTING LIGHTING COLUMN
 - PROPOSED BUS FLAG INSTALLED BY THIRD PARTY

REV	DATE	PURPOSE/DESCRIPTION	T. CHECKED	T. APPROVED	P. APPROVED	AUTHORISED
P01	16/05/2023	FOR STAGE APPROVAL				
		D. BULL	D. DVORNIK	T. DE JAGER	T. DE JAGER	M. ELLIMAN

RESTRICTED	
Project	HIGH HOLBORN CYCLE SAFETY
Originator	METIS CONSULTANTS
Location	LONDON BOROUGH OF CAMDEN
Asset Classification	TRAFFIC SIGNS AND ROAD MARKINGS
Lifecycle	DETAILED DESIGN
Suitability	S4 FOR STAGE APPROVAL
Title	TRAFFIC MANAGEMENT ORDERS LAYOUT SHEET 5 OF 6
Prepared by:	metisconsultants.co.uk
Prepared for:	
Drawing Number	22271-METCS-121-02_01-DRG-CE-005
Rev.	P01





- NOTES:
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL MRRP CONSULTANTS LTD DRAWINGS AND ALL OTHER RELEVANT ARCHITECTS, ENGINEERS AND LANDSCAPE ARCHITECTS DRAWINGS AND SPECIFICATIONS.
 - ALL DIMENSIONS AND LEVELS SHOWN ARE IN METERS UNLESS OTHERWISE STATED.
 - LAYOUTS ARE A COMBINATION OF BOTH TOPOGRAPHICAL SURVEY AND ORDNANCE SURVEY TOPOGRAPHICAL SURVEY INFORMATION SUPPLIED BY CD SURVEYS LTD (08472029) DRAWING REF: LB22204541/1. CLARIFICATION AND DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE SITE ENGINEER.
 - ALL ROAD MARKINGS SHALL COMPLY WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.

- LEGEND:
- PROPOSED KERB LINES
 - PROPOSED TACTILE PAVING
 - EXISTING SINGLE YELLOW BLIPS TO REMAIN OR BE REINSTATED
 - EXISTING DOUBLE YELLOW BLIPS TO REMAIN OR BE REINSTATED
 - EXISTING DOUBLE YELLOW ROAD MARKINGS TO REMAIN OR BE REINSTATED
 - EXISTING SINGLE YELLOW ROAD MARKINGS TO BE REMOVED
 - EXISTING DOUBLE YELLOW ROAD MARKINGS TO BE REMOVED
 - EXISTING PARKING BAY ROAD MARKINGS TO BE REMOVED
 - PROPOSED WHITE ROAD MARKINGS
 - PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED DOUBLE YELLOW ROAD MARKINGS
 - PROPOSED SINGLE YELLOW BLIPS
 - PROPOSED DOUBLE YELLOW BLIPS
 - EXISTING DOUBLE SIGN POST AND SIGN FACE TO REMAIN
 - EXISTING SIGN POST AND SIGN FACE TO REMAIN
 - EXISTING SIGN POST AND SIGN FACE TO BE REMOVED
 - EXISTING SIGN FACE ON EXISTING SIGN POST TO BE REMOVED
 - PROPOSED SIGN FACE ON PROPOSED SIGN POST
 - EXISTING LIGHTING COLUMN
 - EXISTING SIGN FACE ON EXISTING LIGHTING COLUMN TO REMAIN
 - EXISTING SIGN FACE ON EXISTING LIGHTING COLUMN TO BE REMOVED
 - EXISTING SIGN FACE ON EXISTING LIGHTING COLUMN TO BE REMOVED
 - PROPOSED SIGN FACE ON EXISTING LIGHTING COLUMN
 - PROPOSED SIGN FACE ON EXISTING LIGHTING COLUMN
 - PROPOSED BUS FLAG INSTALLED BY THIRD PARTY

P01	16/05/2023	FOR STAGE APPROVAL	D. BULL	D. DVORNIK	T. DE JAGER	T. DE JAGER	M. ELLIMAN
REV	DATE	PURPOSE/DESCRIPTION	DRAWN	T. CHECKED	T. APPROVED	P. APPROVED	AUTHORISED

RESTRICTED

Project
HIGH HOLBORN CYCLE SAFETY

Originator
METIS CONSULTANTS

Location
LONDON BOROUGH OF CAMDEN

Asset Classification
TRAFFIC SIGNS AND ROAD MARKINGS

Lifecycle
DETAILED DESIGN

Suitability
S4 FOR STAGE APPROVAL

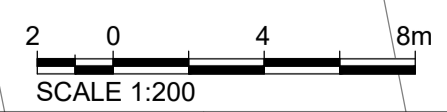
Title
TRAFFIC MANAGEMENT ORDERS LAYOUT SHEET 6 OF 6

Prepared by:

Prepared for:

Drawing Number
22271-METCS-121-02_01-DRG-CE-006

Rev.
P01



The Camden (Bus Lanes) (Amendment No. 7) Traffic Order 2023

2023 No. 82

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 82

The Camden (Bus Lanes) (Amendment No. 7) Traffic Order 2023

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 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 (Bus Lanes) (Amendment No. 7) Traffic Order 2023.

2. Interpretation

- 2.1 In this order:
- 2.1.1 the term "parent order" means the Camden (Bus Lanes) (Consolidation) Traffic Order 2012 [L.B.C 2012 No. 62];
- 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. Designation of bus lanes

- 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;
- 3.2 the item numbered 12 in the schedule to that order was omitted;
- 3.3 the items set out in the table of the schedule to this order were substituted for the similarly numbered items in the schedule to the parent order.

Dated this

SCHEDULE

TABLE – ITEMS SUBSTITUTED FOR THE SIMILARLY NUMBER ITEMS IN THE SCHEDULE TO THE PARENT ORDER

ITEM NO.	NAME OF STREET(S) AND LENGTH OF CARRIAGEWAY	TIMES OF OPERATION	DIRECTION OF TRAVEL	PERMITTED VEHICLES
5	KINGSWAY north-east side; from a point 29.45 metres south-east of the south-eastern kerb line of Remnant Street to a point 10.6 metres north-west of the north-western kerb line of Sardinia Street	Monday – Saturday 7am – 10am 4pm – 7pm	south-eastbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle
7	SOUTHAMPTON ROW, KINGSWAY east side; from a point 7.1 metres north-west of the north-western boundary wall of nos.140 to 148 Southampton Row to a point opposite the southern kerb line of Parker Street	at all times	south-eastbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle
11	DRAKE STREET, PROCTER STREET east side; from the south-eastern kerb line of the north-western arm of Red Lion Square to a point 11 metres south of a point opposite the south-eastern kerb line of Catton Street	at all times	southbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle
27	HIGH HOLBORN south side; from the western kerb line of Chancery Lane to a point 30 metres east of the eastern flank wall of no. 240 High Holborn	Monday – Saturday 7am – 7pm	westbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle

The Camden (Prescribed Routes) (No. 7) Traffic Order 2023

2023 No. 83

**CATTON STREET
FISHER STREET
RED LION SQUARE
SOUTHAMPTON ROW**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 83

The Camden (Prescribed Routes) (No. 7) Traffic Order 2023

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. 7) Traffic Order 2023.

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.
- 2.2 In this order, the term “pedal cycle” has the same meaning ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].

3. Revocation of existing order

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.2 The London Traffic (Prescribed Routes) (Holborn) Regulations 1963 [S. I. 1963 No. 982] shall have effect as though;
- 3.2.1 regulation 7 was omitted;
- 3.2.2 items 2, 3 and 6 relating to Fisher Street, a section of Eagle Street and Red Lion Square in schedule 2 to those regulations were omitted.

4. Restrictions

- 4.1 No person shall cause any vehicle, other than a pedal cycle, to proceed in Fisher Street in any direction other than from south-west to north-east.
- 4.2 Any person causing any vehicle to proceed in north-easterly direction in Fisher Street shall, on reaching the junction with Drake Street, cause that vehicle to turn right.
- 4.3 No person shall cause any vehicle, other than a pedal cycle, to proceed in Catton Street in any direction other than from north-east to south-west.
- 4.4 Any person causing any vehicle to proceed in a south-westerly direction in Catton Street shall, on reaching the junction with Southampton Row, cause that vehicle to turn left.
- 4.5 No person shall cause any vehicle, other than a pedal cycle, to proceed in the north-west arm of Red Lion Square in any direction other than from south-west to north-east.
- 4.6 No person shall cause any vehicle, other than a pedal cycle, to proceed in the north-east arm of Red Lion Square in any direction other than from north-west to south-east.
- 4.7 No person shall cause any vehicle, other than a pedal cycle, to proceed in the south-east arm of Red Lion Square in any direction other than from north-east to south-west.

5. Exemptions

- 5.1 Nothing in Article 4 shall apply in respect of;
 - 5.1.1 anything done with the permission of a police constable or traffic warden in uniform;
 - 5.1.2 a vehicle being used for police, fire brigade or ambulance service purposes;
 - 5.1.3 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

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 163) Traffic Order 2023

2023 No. 84

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 84

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 163) Traffic Order 2023

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. 163) Traffic Order 2023.

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, 2 and 5 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 the table of the schedule to this order;

- 3.1.2 there was included in, or 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 omitted from schedule 5 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 – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
170	CATTON STREET	
(a)	from the western kerb line of Procter Street, westwards for a distance of 10.25 metres	A
(b)	so much else of Catton Street that is public highway and which does not lie within those lengths specified above	G
267	DRAKE STREET	A
325	FISHER STREET	
(a)	from the western kerb line of Procter Street, westwards for a distance of 12.2 metres	A
(b)	so much else of Fisher Street that is public highway and which does not lie within those lengths specified above	G
472	HIGH HOLBORN	
(a)	north side:	

(i)	from the junction with St. Giles High Street / Shaftesbury Avenue to a point 38 metres north-east of the extended north-eastern kerb line of Museum Street	A
(ii)	from a point 38 metres north-east of the extended north-eastern kerb line of Museum Street, north-eastwards for a distance of 104 metres	F
(iii)	from the north-eastern kerb line of New Oxford Street, north-eastwards for a distance of 10 metres	A
(iv)	from a point 10 metres north-east of the north-eastern kerb line of New Oxford Street, north-eastwards to a point 10 metres west of the south-western kerb line of Southampton Place	F
(v)	from a point 10 metres west of the south-western kerb line of Southampton Place to a point 10 metres east of the south-eastern kerb line of Southampton Place	A
(vi)	from a point 10 metres east of the south-eastern kerb line of Southampton Place to a point 12 metres west of the south-western kerb line of Southampton Row	F
(vii)	from a point 12 metres west of the south-western kerb line of Southampton Row to a point 70 metres east of the eastern kerb line of Procter Street	A
(viii)	from a point 70 metres east of the eastern kerb line of Procter Street to the western kerb line of Gray's Inn Road	2E
(b)	south side:	
(i)	from the junction with St. Giles High Street / Shaftesbury Avenue to a point 37.5 metres north-east of the extended north-eastern kerb line of Drury Lane	A
(ii)	from a point 37.5 metres north-east of the extended north-eastern kerb line of Drury Lane, north-eastwards to a point 6 metres southwest of the south-western kerb line of Smarts Place	F
(iii)	from a point 6 metres south-west of the south-western kerb line of Smarts Place, north-eastwards to a point 4.0 metres north-east of the north-eastern kerb line of Smarts Place	A
(iv)	from a point 4.0 metres north-east of the north-eastern kerb line of Smarts Place, north-eastwards to a point 15.9 metres south-west of the party wall of nos. 193-197 and 198 High Holborn	F
(v)	from a point 15.9 metres south-west of the party wall of nos. 193-197 and 198 High Holborn and a point 61.0 metres east of a point opposite the eastern kerb line of Procter Street	A
(vi)	from a point 70 metres east of a point opposite the eastern kerb line of Procter Street to the western kerb line of Chancery Lane	2E

769	PROCTER STREET	A

TABLE 2 – ITEMS INCLUDED, OR SUBSTITUTED FOR ITEMS IN RESPECT OF SIMILARLY NAMED STREETS, IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
35	CATTON STREET	
(a)	between the north-eastern kerb line of Southampton Row and a point 4.57 metres north-east of that kerb line	7
(b)	from the western kerb line of Procter Street, westwards for a distance of 10.25 metres	1
58	DRAKE STREET	1
67	FISHER STREET	
(a)	between the north-eastern kerb line of Southampton Row and a point 4.57 metres north-east of that kerb line	7
(b)	from the western kerb line of Procter Street, south-westwards for a distance of 12.2 metres	1
107	HIGH HOLBORN	
(a)	north side:	
(i)	from the junction with St. Giles High Street to a point 39 metres west of the western kerb line of Grape Street	1

(ii)	from a point 27 metres west of the western kerb line of Grape Street to a point 10 metres east of the junction with Museum Street	1
(iii)	from a point 10 metres west of the south-western kerb line of Southampton Place to a point 12 metres east of the south-eastern kerb line of Southampton Place	1
(iv)	from a point 12 metres west of the south-western kerb line of Southampton Row to a point 10 metres east of the south-eastern kerb line of Southampton Row	1
(v)	from a point 10 metres east of the south-eastern kerb line of Southampton Row to the western kerb line of Proctor Street	6
(vi)	from the eastern kerb line of Proctor Street to the western kerb line of Grays Inn Road	25
(b)	south side:	
(i)	from the junction with St. Giles High Street eastwards for a distance of 107 metres	1
(ii)	from a point 25 metres south-west of the south-western kerb line of Drury Lane to a point 10 metres north-east of the north-eastern kerb line of Drury Lane	1
(iii)	from a point 15.9 metres south-west of the party wall of nos. 193-197 and 198 High Holborn to the north eastern kerb-line of Smarts Place	6
(iv)	from the party wall of nos. 193-197 and 198 High Holborn, south-westward for a distance of 15.9 metres	2
(v)	from the party wall of nos. 193-197 and 198 High Holborn to a point 15 metres east of the eastern kerb line of Newton Street	6
(vi)	from a point 14.6 metres west of the party wall of nos.212 and 215-222 High Holborn, eastwards for a distance of 45.5 metres	4
172	PROCTER STREET	
(a)	west side: from a point 8.05 metres south of the southern kerb line of Catton Street, southwards for a distance of 16.77 metres	63

(b)	so much else of Procter Street that is public highway and which does not lie within those lengths specified above	1
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The Camden (Loading Places) (Amendment No. 39) Traffic Order 2023

2023 No. 85

HIGH HOLBORN

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 85

The Camden (Loading Places) (Amendment No. 39) Traffic Order 2023

Made on

Coming into force on

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

1. Citation and commencement

1.1 This order shall come into force on _____ and may be cited as the Camden (Loading Places) (Amendment No. 39) Traffic Order 2023.

2. Interpretation

2.1 In this order:

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

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

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

3. Amendments to the schedule to the parent order

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

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
10917	HIGH HOLBORN	south side: from a point opposite the eastern kerb line of Procter Street, eastwards for a distance of 19 metres	AT ANY TIME

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	HIGH HOLBORN	south side: from a point 80 metres east of the north-eastern kerb line of Kingsway, eastwards for a distance of 10.8 metres	AT ANY TIME

The Camden (Parking Places) (CA-D) (Amendment No. 37) Traffic Order 2023

2023 No. 86

BEDFORD ROW

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 86

The Camden (Parking Places) (CA-D) (Amendment No. 37) Traffic Order 2023

Made on

Coming into force on

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

1. Citation and commencement

1.1 This order shall come into force on _____ and may be cited as the Camden (Parking Places) (CA-D) (Amendment No. 36) Traffic Order 2023.

2. Interpretation

2.1 In this order:

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

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

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

3. Revocation and designation of parking places

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

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

3.1.2 there was included in schedule 3 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 3 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINE)	TARIFF (DIESEL ENGINE)	MAXIMUM STAY
12808	RED LION SQUARE	south-east arm: south-east side: from a point 9.4 metres south-west of the south-western kerb line of Dane Street, south-westwards for a distance of 29.2 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£6.63 per hour	£8.06 per hour	2 HOURS

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 3 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINE)	TARIFF (DIESEL ENGINE)	MAXIMUM STAY
	RED LION SQUARE	south-east arm: south-east side: from a point 9.4 metres south-west of the south-western kerb line of Dane Street, south-westwards for a distance of 23.7 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£6.63 per hour	£8.06 per hour	2 HOURS