

The Camden (Outdoor Seating Areas) (No. 1) Experimental Traffic Order 2021

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned order on 29 June 2021 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 8 July 2021. The general nature and effect of the order will be to revoke parking places or sections of parking places in order to provide outdoor seating areas and to make associated changes to parking and traffic restrictions.

BROADHURST GARDENS – removal of the westernmost 20m section of the paid-for parking place outside Broadwell Parade.

CONWAY STREET / GRAFTON WAY – one way working to apply along the westernmost section of Grafton Way and southernmost section of Conway Street with vehicular traffic to proceed along Grafton Way north-eastwards from the junction with Cleveland Street to the junction with Fitzroy Square and then south-eastwards along Conway Street from that junction to the junction with Maple Street. Cyclists are permitted to travel in both directions. “Green Permit” disabled parking bay and dockless bicycle hire bay to be relocated from the western kerbside of Conway Street to the eastern kerbside outside nos. 8 and 10 Conway Street.

WINCHESTER ROAD – removal of the southernmost 14m section of the paid-for parking place outside nos. 23 and 25 Winchester Road.

WHITFIELD STREET – removal of the southernmost 10m section of the paid-for parking place opposite no. 43 Whitfield Street.

GREAT ORMOND STREET – removal of a 7m section of the residents parking place outside no. 19 Great Ormond Street and relocation of the disabled parking place outside “The Perseverance” P.H. to occupy that 7m section.

The Council will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely. Within a period of six months beginning with the date on which the experimental order comes into force or, if the orders is varied by other orders or modified pursuant to section 10 (2) of the Road Traffic Regulation Act 1984, beginning with the day on which the variation or modification or the latest variation or modification came into force, any person may object to the making of an order for the purpose of such indefinite continuation. Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to safetravel@camden.gov.uk or by post to FREEPOST LBC Transport Strategy. Copies of the order and other documents related to the order may be inspected at camden.gov.uk/recently-advertised-proposals or by contacting traffic.orders@camden.gov.uk

Peter Mardell
Head of Parking Operations
1 July 2021

The Camden (Outdoor Seating Areas) (No. 1) Experimental Traffic Order 2021

2021 No. 56

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 56

The Camden (Outdoor Seating Areas) (No. 1) Experimental Traffic Order 2021

Made on 29 June 2021

Coming into force on 8 July 2021

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 9 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 8 July and may be cited as The Camden (Outdoor Seating Areas) (No. 1) Experimental Traffic Order 2021.

2. Interpretation

- 2.1 In this order, the following terms have the meanings respectively assigned to them:

“pedal cycle” has the same meaning as in the Traffic Signs Regulations and General Directions 2016 [S.I. 2016 No. 362];

- 2.2 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.

3. Designation of one-way working

- 3.1 No person shall cause any vehicle to proceed in the section of Grafton Way which lies between its junctions with Cleveland Street and Fitzroy Square in any direction other than from south-west to north-east.
- 3.2 No person shall cause any vehicle to proceed in the section of Conway Street which lies between its junctions with Fitzroy Square and Maple Street in any direction other than from north-west to south-east.
- 3.3 No person shall cause any vehicle to turn left from Maple Street into Conway Street.
- 3.4 Nothing in Articles 3.1, 3.2 or 3.3 shall apply in respect of;
- 3.4.1 a pedal cycle;

- 3.4.2 anything done at the direction of a police officer in uniform;
- 3.4.3 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

4. Designation parking places and waiting restrictions

- 4.1 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.
- 4.2 The Camden (Parking Places) (CA-B) Traffic Order 2012 [L.B.C. 2012 No. 2] shall have effect as though;
 - 4.2.1 there was omitted from schedule 2 to that order, the items set out in table 1 of the schedule to this order;
 - 4.2.2 there was included in schedule 2 to that order, the items set out in table 2 of the schedule to this order;
- 4.3 The Camden (Parking Places) (CA-D) Traffic Order 2012 [L.B.C. 2012 No. 4] shall have effect as though;
 - 4.3.1 there was omitted from schedule 1 to that order, the items set out in table 3 of the schedule to this order;
 - 4.3.2 there was included in schedule 1 to that order, the items set out in table 4 of the schedule to this order;
- 4.4 The Camden (Parking Places) (CA-E) Traffic Order 2012 [L.B.C. 2012 No. 5] shall have effect as though there was omitted from schedule 2 to that order, the items set out in table 5 of the schedule to this order.
- 4.5 The Camden (Parking Places) (CA-R) Traffic Order 2012 [L.B.C. 2012 No. 16] shall have effect as though;
 - 4.5.1 there was omitted from schedule 2 to that order, the items set out in table 6 of the schedule to this order;
 - 4.5.2 there was included in schedule 2 to that order, the items set out in table 7 of the schedule to this order.
- 4.6 The Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012 [L.B.C. 2012 No. 22] shall have effect as though;
 - 4.6.1 there was omitted from the schedule to that order, the items set out in table 8 of the schedule to this order;
 - 4.6.2 there was included in the schedule to that order, the items set out in table 9 of the schedule to this order;

- 4.7 The Camden (Parking Places) (Pedal Cycles) Traffic Order 2020 [L.B.C. 2020 No. 46] shall have effect as though;
- 4.7.1 there was omitted from the schedule to that order, the items set out in table 10 of the schedule to this order;
- 4.7.2 there was included in the schedule to that order, the items set out in table 11 of the schedule to this order.
- 4.8 The Camden (Parking Places) (Disabled Green Permits) Traffic Order 2012 [L.B.C. 2012 No. 24] shall have effect as though there was included in the schedule to that order, the items set out in table 12 of the schedule to this order.
- 4.9 The provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall apply to the areas identified on the diagrams appended to this order with double yellow line markings as though those lengths of highway were included in Schedule 1 to that order and as though the prescribed hours were at all times.
- 4.10 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though there was included in Schedule 2 to that order, the items set out in table 13 of the schedule to this order.

5. Power to modify or suspend provisions of this order

- 5.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 29 June 2021



Peter Mardell
Head of Parking Operations

SCHEDULE

Table 1 – Items omitted from schedule 2 to the Camden (Parking Places) (CA-B) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINE)	TARIFF (DIESEL ENGINE)	MAXIMUM STAY
10893	WINCHESTER ROAD	south-west side: from a point 12.0 metres north of the southern boundary wall of no. 21A Winchester Road, northwards for a distance 39.0 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	4.31 per hour	4 hours

Table 2 – Items included in Schedule 2 to the Camden (Parking Places) (CA-B) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINE)	TARIFF (DIESEL ENGINE)	MAXIMUM STAY
13946	WINCHESTER ROAD	south-west side: from a point 26 metres north of the southern boundary wall of no. 21A Winchester Road, northwards for a distance 25 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM	£3.55 per hour	4.31 per hour	4 hours

Table 3 – Items omitted from Schedule 1 to the Camden (Parking Places) (CA-D) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
1757	GREAT ORMOND STREET	south-east side: from a point 5.5 metres north-east of the north-eastern kerb-line of Orde Hall Street, north-eastwards for a distance of 36 metres	MONDAY – FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM

Table 4 – Items included in Schedule 1 to the Camden (Parking Places) (CA-D) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13947	GREAT ORMOND STREET	south-east side: from a point 5.5 metres north-east of the north-eastern kerb-line of Orde Hall Street, north-eastwards for a distance of 29 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM - 1.30PM

Table 5 – Items omitted from Schedule 2 to the Camden (Parking Places) (CA-E) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINE)	TARIFF (DIESEL ENGINE)	MAXIMUM STAY
2117	WHITFIELD STREET	north-east side: from a point 6.1 metres north-west of the north-western kerb-line of Tottenham Street, north- westwards for a distance of 12.2 metres	MONDAY - SATURDAY 8.30AM - 6.30PM	£6.14 per hour	£7.46 per hour	2 hours

Table 6 – Items omitted from Schedule 2 to the Camden (Parking Places) (CA-R) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINE)	TARIFF (DIESEL ENGINE)	MAXIMUM STAY
6066	BROADHURST GARDENS	south side: from a point 9 metres west of the western kerb-line of Priory Road, to a point 11 metres east of the eastern kerb- line of West Hampstead Mews	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.55 per hour	4.31 per hour	2 hours

Table 7 – Items included in Schedule 2 to the Camden (Parking Places) (CA-R) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
13948	BROADHURST GARDENS	south side: from a point 9 metres west of the western kerb-line of Priory Road, westwards for a distance of 20 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.55 per hour	4.31 per hour	2 hours

Table 8 – Items omitted from the Schedule to the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
7052	GREAT ORMOND STREET	south-east side: from a point 41.5 metres north-east of the north-eastern kerb-line of Orde Hall Street, north-eastwards for a distance of 6.6 metres

Table 9 – Items included in the Schedule to the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
13949	GREAT ORMOND STREET	south-east side: from a point 34.5 metres north-east of the north-eastern kerb-line of Orde Hall Street, north-eastwards for a distance of 6.6 metres

Table 10 – Items omitted from the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
13570	CONWAY STREET	south-west side: from a point 4.2 metres south-east of a point in line with the south-eastern kerb-line of Bromley Place, south-westwards for a distance of 6 metres.

Table 11 – Items included in the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
13950	CONWAY STREET	north-east side: from a point 5.5 metres south-east of the party wall for Nos 33 Fitzroy Square and 10 Conway street, south-eastwards for a distance of 5.5 metres

Table 12 – Items included in the Camden (Parking Places) (Green Permits) Traffic Order 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
13951	CONWAY STREET	north-east side: from the party wall for Nos 33 Fitzroy Square and 10 Conway street, south-eastwards for a distance of 5.5 metres

Table 13 – Items included in Schedule 2 to the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
	CONWAY STREET, south-west side: from the north-western kerb line of Maple Street, north-westwards for a distance of 10 metres	1



Representation of outdoor dining on new space



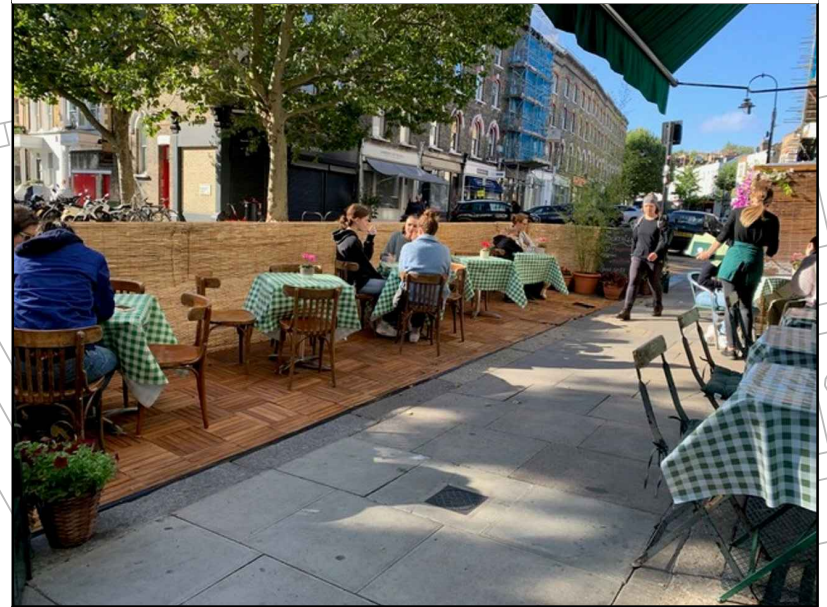
Remove 14.0m of pay by phone parking bay and provide 14.0m area for outdoor dining



KEY

- Existing road markings
- Existing outdoor dining area
- Existing restaurant
- Proposed temporary outdoor dining area with barriers
- Proposed road markings
- Proposed waiting / loading restrictions
- Indicative number of table & chairs
- Proposed greening / planters

Representation of outdoor dining on new space



Rev	By	Date	Amendments
A			Perliminary

Scale 1 : 500 @ A3	Date
Drawn By	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number	Rev. A



KEY	
	Existing road markings
	Existing restaurant
	Proposed temporary outdoor dining area with barriers
	Proposed road markings
	Proposed waiting / loading restrictions
	Indicative number of table & chairs
	Proposed greening / planters

Provide 8.0m area for outdoor dining. This requires the relocation of a disabled bay, replacing 7.0m of resident parking

Representation of outdoor dining on new space



Representation of outdoor dining on new space

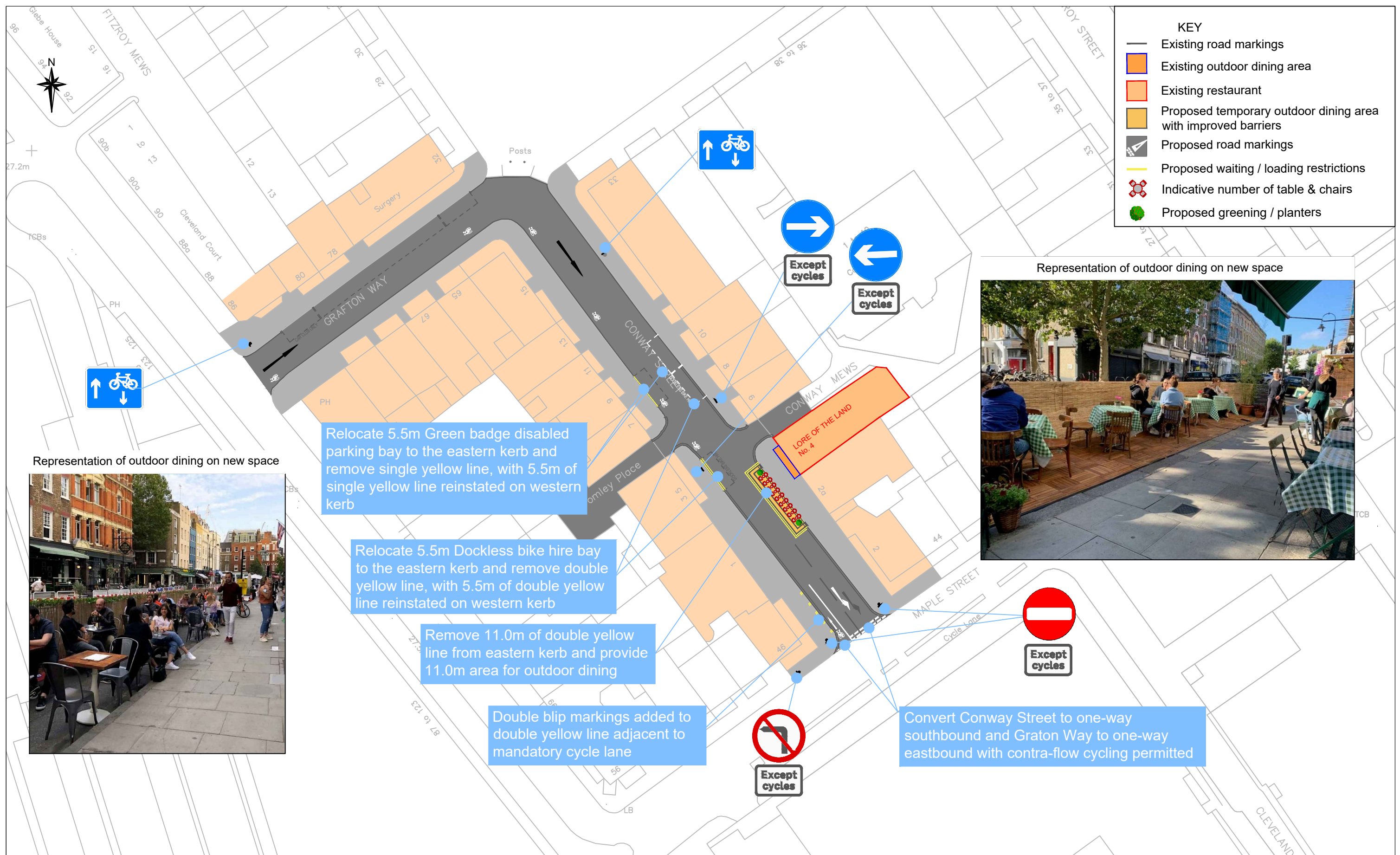


Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
 Drawing Title
GREAT ORMOND STREET

Rev	By	Date	Amendments

Scale NTS	Date
Drawn By	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number	Rev.

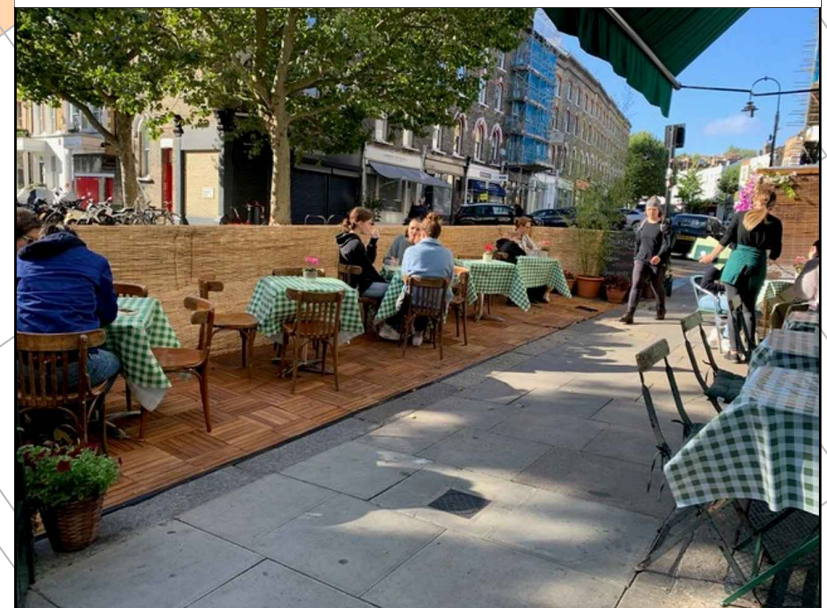




Representation of outdoor dining on new space



Representation of outdoor dining on new space



Remove 10.0m of Pay by Phone bays and 1.5m of double yellow line and provide 11.5m area for outdoor dining

Rev	By	Date	Amendments
A			Perliminary

Scale 1 : 500 @ A3	Date
Drawn By	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number	Rev. A



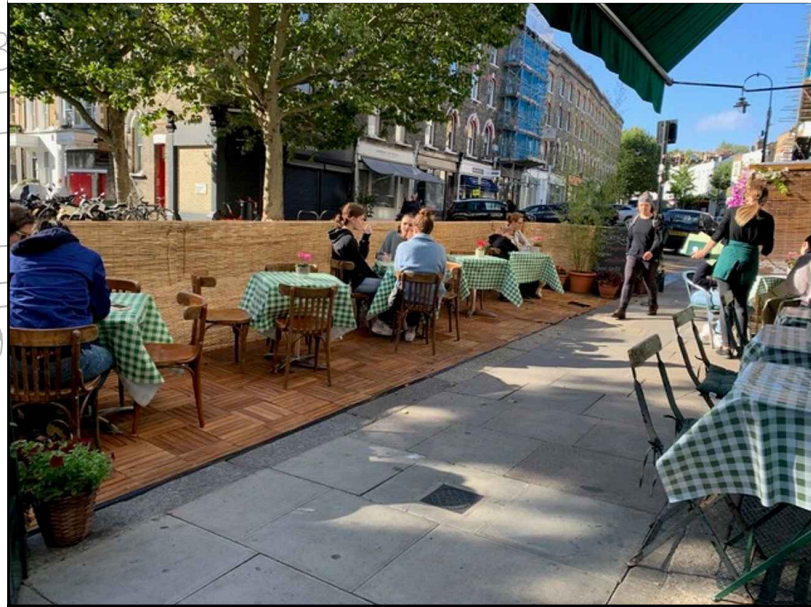
- KEY**
- Existing road markings
 - Existing outdoor dining area
 - Existing restaurant
 - Proposed temporary outdoor dining area with improved barriers
 - Proposed road markings
 - Proposed waiting / loading restrictions
 - Indicative number of table & chairs
 - Proposed greening / planters

Remove 20.0m of pay by phone parking bay and provide 20.0m area for outdoor dining

Representation of outdoor dining on new space



Representation of outdoor dining on new space



Rev	By	Date	Amendments
A			Perliminary

LONDON BOROUGH OF CAMDEN

The Camden (Outdoor Seating Areas) (No. 1) Experimental Traffic Order 2021

Statement of Reasons

- It is proposed to remove existing parking provision adjacent to hospitality businesses at Broadhurst Gardens (Broadwell Parade), Great Ormond Street, Whitfield Street and Winchester Road in Camden in order to provide additional space in the carriageway, protected by barriers around the new spaces, for al fresco eating and drinking (Streateries).
- It is also proposed to relocate existing parking provision on Great Ormond Street and on Conway Street. It is also proposed to make Conway Street one way only, southbound, for motor traffic, with an exemption for cyclists, and Grafton Way one-way only, eastbound, for motor traffic, with an exemption for cyclists, with restrictions for loading at the junction of Conway Street with Maple Street.
- The hospitality sector has been particularly hard hit by the COVID-19 pandemic. In 2020 the UK Government introduced a new temporary pavement licence to make it easier for hospitality businesses to place tables and chairs on the public highway and offer outdoor eating and drinking while social distancing rules restricted seating inside. For many businesses in Camden, there is insufficient space on the footway to enable businesses to secure a pavement licence.
- These proposals align with the Council's approved Streateries programme to support the hospitality sector both during the pandemic and to aid their recovery as lockdown eases, by making changes to the public highway to provide additional safe outdoor space for tables and chairs in the carriageway for dining and drinking for those businesses who cannot secure a temporary pavement licence to use the footway.
- The proposals also align with the Council's wider vision for re-opening High Streets, helping to create vibrant streets and destinations where people can meet and socialise, increasing footfall and helping to regenerate the wider area.
- The proposals also align with Policy 1c in the Camden Transport Strategy to enable different uses of the kerb space, which states that the Council "*will change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to deliver enhancements to the public realm*".
- The proposals would be implemented as 18 month trials under an Experimental Traffic Order (ETO), to allow a period of monitoring and review of the proposed measures, prior to a decision being taken on whether or not to implement the proposals permanently. During the 18 month trial period, the Council will collect both quantitative and qualitative data about how this scheme is operating. This

will include monitoring air quality, undertaking traffic counts, reviewing comments and feedback provided on the Streateries Commonplace site, surveys among businesses including non-hospitality businesses, in the vicinity of Streateries who may be affected by the changes, surveys among customers, and monitoring of correspondence direct to officers.

- Before the trial period ends, a public consultation will be undertaken on making the schemes permanent. The decision on whether or not to make the scheme permanent will be informed by the consultation responses, together with responses received during the two week consultation prior to the trial, the monitoring data, Commonplace comments, the surveys, other feedback during the trial period, and national, regional and local borough policy.
- The Council recognises that some residents in some locations have concerns about the proposals. Therefore, introducing the scheme as a trial provides an opportunity for all stakeholders and the Council to monitor and review how the scheme is operating before deciding whether or not to make them permanent.

PROPOSED CHANGES

- The following trial measures will be implemented: existing waiting and loading provision directly outside the businesses requesting pavement licences will be removed or relocated in order to provide space for a Streatory. Accompanying measures to ensure the safety of Streatory customers and protection from passing traffic will also be implemented, including placing temporary barriers around the new spaces in the road and traffic restrictions while ensuring alignment with Council policy, as set out in the Camden Transport Strategy, to ensure connectivity and accessibility for cyclists. This includes Policy 1b, *to remove barriers to walking and cycling*, and Measure 1b, *to implement the infrastructure/streetscape proposals set out in our Cycling Action Plan, including developing and implementing a network of 'primary' and 'secondary' cycle routes across the Borough, cycle permeability, cycle parking and wayfinding improvements that will enable more cycling, more safely and more often.*
- The changes required, which would be listed within the Experimental Traffic Order, are set out below:
 - **Broadhurst Gardens**
Remove 20 metres of paid for parking outside nos. 2, 3- 4 and 6-8 Broadwell Parade, Broadhurst Gardens, and place barriers around the new space;
 - **Conway Street**
Remove 5.5 metres of dockless bike hire bay and reinstate 5.5 metres of double yellow lines outside No 3- 5 Conway Street.

Replace 5.5 metres of double yellow lines outside No 8 Conway Street with 5.5 metres of dockless bike hire bay.

Remove 5.5 metres of green badge (disabled) parking bay and reinstate 5.5 metres of double yellow lines outside No. 9 Conway Street.

Replace 5.5 metres of double yellow lines outside No. 10 Conway Street with 5.5 metres of green badge (disabled) parking.

Make Conway Street one way only, southbound, for motor traffic, with an exemption for cyclists, from the junction of Conway Street with Grafton Way to the junction with Maple Street.

Make Grafton Way one way only, eastbound, for motor traffic with an exemption for cyclists, from the junction of Grafton Way with Cleveland Street to the junction with Conway Street.

Implement a mandatory contra-flow cycle lane and double blip kerb markings (no loading at any time) for 10 metres on the western kerb of Conway Street, from the junction with Maple Street.

- **Great Ormond Street**

Remove 7 metres of residents' parking bay outside No 19 Great Ormond Street and replace with 7 metres of blue badge (disabled) parking, relocated from outside the Perseverance pub (address 63 Lambs Conduit Street) and place barriers around the new space;.

- **Whitfield Street**

Remove 10 metres of paid for parking and 1.5 metres of double yellow line outside Gigs, on Whitfield Street (address 12 Tottenham Street, and place barriers around the new space; .

- **Winchester Road**

Remove 14 metres of paid for parking outside nos. 23 – 25 Winchester Road and place barriers around the new space.