

THE CAMDEN (CAMDEN SQUARE AREA) EXPERIMENTAL TRAFFIC ORDER 2021

The Council of the London Borough of Camden hereby gives notice that it made the above mentioned order on 6 December 2021 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 16 December 2021. The general nature and effect of the order is set out below.

NEW MOVING TRAFFIC RESTRICTIONS AND CHANGES TO EXISTING MOVING TRAFFIC RESTRICTIONS:

Junction of Camden Square with Murray Street and Stratford Villas:

Motor traffic proceeding north-westwards in Murray Street must not proceed into either Stratford Villas or the south-west arm of Camden Square
Motor traffic proceeding south-eastwards in the south-west arm of Camden Square must not proceed into either the south-east arm of Camden Square or into Murray Street

Motor traffic proceeding north-eastwards in Stratford Villas must not proceed into either the south-east arm of Camden Square or Murray Street

Motor traffic proceeding south-westwards in the south-east arm of Camden Square must not proceed into either Stratford Villas or the south-west arm of Camden Square

Junction of Camden Square (north-east arm) with Cantelowes Road: The no-entry prohibition into Cantelowes Road is suspended.

Murray Mews: Motor vehicles are not permitted to enter Murray Mews except for the purposes of accessing properties within the street or, if the vehicle has been issued with a "CA-N" residents permit, for the purposes of leaving the vehicle in a designated parking area.

Randolph Street: Contraflow cycle lane provided along the south side of Randolph Street enabling cyclists to travel south-westwards.

North Villas: Vehicles proceeding north-eastwards in North Villas are not permitted to make a U-turn in the section of North Villas which lies between a point 180 yards south-west of the junction with Camden Park Road and that junction.

Motor vehicles are not permitted to turn right from North Villas into Camden Terrace.

Motor vehicles proceeding south-westwards in North Villas are not permitted to proceed past a point which lies 7.2 metres south-west of the south-western kerb line of Camden Terrace.

Cantelowes Road: Motor vehicles proceeding north-westwards in Cantelowes Road are not permitted to proceed past a point which lies 3.4 metres north-west of the north-western kerb line of North Villas.

Agar Place: Pedal cycles permitted to enter Agar Place at the junction with Agar Grove.

Cliff Road: contraflow cycle lane provided on the north side of the road enabling cyclists to travel south-west to north-east.

Exemptions to motor vehicle prohibitions on entering streets or passing certain points in streets will apply in respect of vehicles used for police, ambulance or fire brigade purposes and in respect of some council statutory functions.

CHANGES TO PARKING RESTRICTIONS:

Randolph Street: all parking places in Randolph Street are revoked with new parking places designated on the south side for resident permit holders (20.1m length) opposite nos. 25-28 and a single "paid-for" parking space (5m length) at the side of nos. 160-164 Royal College Street. Both parking places will be situated in the carriageway remote from the kerb to allow space for a cycle lane. Loading bay (7m length) and residents bay (5m length) designated outside no. 2 Randolph Street. Elsewhere, a 24-hour prohibition on waiting will apply in the street, and with additional restrictions on waiting for the purposes of loading applying in the vicinity of the junctions with Royal College Street, Rousden Street and St. Pancras Way.

Royal College Street: 24-hour prohibition on waiting including for the purposes of loading / unloading will apply on all arms of the junction with Randolph Street.

Rousden Street: 24-hour waiting prohibition will apply at the junction with Randolph Street, including for the purposes of loading / unloading on the north side (no changes to parking places).

St. Pancras Way: 24-hour waiting prohibition will apply on the south-west side between the junction with Randolph Street and the junction with the eastern arm of St. Pancras Way fronted by nos. 139-159 St. Pancras Way – including for the purposes of loading / unloading from the junction with Randolph Street north-westwards for approximately 30 metres. 24-hour waiting prohibition, including for the purposes of loading / unloading to apply on both sides south of the junction with Randolph Street / Agar Grove for approximately 15 metres.

Agar Grove: the residents parking place on the north side closest to the junction with St. Pancras Way is revoked. 24-hour waiting prohibition will apply on the south side from the junction with St. Pancras Way eastwards for approximately 160 metres. 24-hour waiting prohibition, including for the purposes of loading / unloading will apply on the north side from the junction with St. Pancras Way, eastwards for approximately 120 metres.

Agar Place: 24-hour waiting prohibition will apply in the vicinity of the junction with Agar Grove.

Stratford Villas: 24-hour waiting prohibition, including for the purposes of loading / unloading will apply across the entrance to the cycle track which runs to Agar Grove. 24-hour waiting prohibition will apply at on both sides of the road in the vicinity of the junction with Camden Square / Murray Street.

Rochester Square: north-east arm: 24-hour waiting prohibition, including for the purposes of loading / unloading to apply at the north-western extremity of the street.

Murray Street: 24-hour waiting prohibition will apply on both sides of the road in the vicinity of the junction with Camden Square / Stratford Villas. Removal of a 5 metre section of the residents parking place on the south-west side immediately south of the junction with Stratford Villas.

Camden Square: south-west arm – removal of a 5m section of the residents parking place on the north-east side immediately north of the junction with the south-east arm of Camden Square and removal of a 1.3m section of the residents parking place opposite. 24-hour prohibition on waiting will apply in the vicinity of the junction with Stratford Villas and the south-east arm of Camden Square.

Camden Square: south-east arm – 24-hour waiting prohibition will apply in the vicinity of the junction with Murray Street and the south-west arm of Camden Square.

Cantelowes Road: 24-hour waiting prohibitions to apply at the junctions with the south-east arm of Camden Square and South Villas and at the junctions with the north-west arm of Camden Square and North Villas. 24-hour waiting prohibition to apply on the south-west side between the junction with Camden Mews and the planted area with the motorcycle bay at this location shortened by 3 metres. Removal of approximately 2.5m sections of the residents parking places on both sides of the road immediately north of the junction with North Villas.

North Villas: 24-hour waiting prohibition to apply in the vicinity of the junction with Cantelowes Road and Camden Terrace. Removal of a 10m section of the residents parking place outside nos. 2 and 3 North Villas and removal of a 5.2m section of the residents parking place opposite no. 2 North Villas (sections re-designated with 24-hour waiting prohibitions).

Camden Terrace: 24-hour waiting prohibition to apply in the vicinity of the junctions with North Villas and South Villas.

Cliff Road: all parking places in Cliff Road are revoked with new parking places designated on the north-west side, situated in the carriageway remote from the kerb to allow space for a cycle lane, from south-west to north-east as follows: Car Club parking place (10m length) outside entrance to nos. 5-14 Cliff Court with a residents parking place (20m length) immediately to the east, residents parking place (26.2m length) outside nos. 1 to 4 Cliff Road, residents parking place (13.1m length) at the side of no. 155 York Way. 24-hour waiting prohibition, including for the purposes of loading / unloading to apply on the south-east side (excepting an approximate 20m section south-west of the junction with Cliff Villas where loading prohibitions will not apply) and on both sides in the vicinity of the junctions with Camden Park Road and York Way. Elsewhere, 24-hour waiting prohibitions will apply along the north-west kerb side with prohibitions on waiting for the purposes of loading / unloading applying at vehicular crossovers.

The above changes are being made to facilitate a safe cycling route across the Camden Square area, and to reduce the impact caused by through motor-traffic on local residents.

The Council will be considering in due course whether the provisions of the experimental order should continue in force indefinitely. Within a period of 18 months, beginning with the date on which the experimental order comes into force or, if the order 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 relating to the order may be viewed at camden.gov.uk/recently-advertised-proposals or obtained by contacting traffic.orders@camden.gov.uk 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). Further detail on these proposals can be found at camden.gov.uk/making-travel-safer-in-camden - any person desiring to question the validity of the order or of any provision contained therein on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Notice is also given under s.23 of the Road Traffic Regulation Act 1984 of the council's intention to establish a pedestrian and cycle "parallel" crossing in Agar Grove immediately east of the junction with Agar Place and further gives notice under s.90C of the Highways Act 1980 that the crossing will be raised on a flat-top road hump constructed to no more than 100mm height. Comments specifically relating to these measures may also be sent to the addresses given above.

Peter Mardell
Head of Parking Operations
9 December 2021

LONDON BOROUGH OF CAMDEN

THE CAMDEN (CAMDEN SQUARE AREA) EXPERIMENTAL TRAFFIC ORDER 2021

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

- A new diagonal motor vehicle restriction at the junction of Murray Street and Camden Square/Stratford Villas using 'no motor vehicle' signage on an arrangement of two wooden planters.
- Removal of the 'no right turn' signs on Murray Street at the junction with Camden Road.
- Three motor vehicle restrictions on North Villas between Canteloves Road and Camden Terrace by arrangement of two wooden planters to (i) prevent vehicles contravening the Murray Street motor vehicle restriction by restricting southwest traffic movements (ii) prevent vehicles from turning right into Camden Terrace from North Villas and (iii) prevent vehicles from performing a U-turn on North Villas (between junctions with Camden Terrace and Camden Park Road) to avoid the banned right turn.
- New 'no motor vehicles, except for access' signs on two wooden planters on Canteloves Road.
- Remove the existing 'no entry' restriction signs at the junction of Camden Square (west) and Canteloves Road.
- New 'mandatory left turn' signs at the exit of Camden Mews at junction with Camden Park Road.
- New 'continuous crossing', and an updated/more visible 'no motor vehicles, except for access' signs at the entrance of Camden Mews. In addition, the existing advance 'no motor vehicles, except for access' signage on Camden Park Road (near the approach to Camden Mews) increased in size to be more visible.
- New 'no motor vehicles, except for access' signs on both ends of Murray Mews
- Relocation of the existing bus stop on Royal College Street and a new build out to facilitate a northbound cycle crossing into Randolph Street.
- New blue resin surfacing in the southbound cycle lane direction across junction of Royal College Street and Randolph Street to enhance cycle safety.
- A new contraflow cycle lane on Randolph Street in the westbound direction with partial segregation using 'wands' to improve connectivity to Royal College Street from St Pancras Way and Agar Grove.
- A new cycle lane in the eastbound direction of Randolph Street to allow cyclist to travel separate from motor traffic by floating parking bays and 'wands'.
- An upgrade to the existing signalised junction of St Pancras Way, Randolph Street, Agar Grove to improve safety and accessibility for pedestrians and cyclists.

- A new “parallel zebra” crossing (permitting both pedestrians and cycles to cross with priority) on Agar Grove to improve safety and accessibility for pedestrians and cyclists immediately east of Agar Place.
- An extension to the existing advisory cycle lane on Agar Grove leading up to the junction with St Pancras Way to the new parallel zebra crossing, and further east towards the Agar Grove Estate bus stop. The cycle lane would be segregated from general traffic by use of ‘wands’.
- A new road layout on Cliff Road to improve safety and visibility for cyclists, and to reduce conflict with motor vehicles.
- A refresh of the existing road marking at the junction of York Way with Cliff Road and Hungerford Road, including a new ‘Advanced Stop Line’ on York Way and Hungerford Road for cycle entry.
- Minor cycling and walking changes to Rochester Square and Canteloves Road at the junction with Camden Road, to improve connection to TfL’s proposed pedestrian crossing improvements on Camden Road.
- An upgrade to the existing greenspaces at Agar Grove (between Agar Grove and Stratford Villas) and South Villas (between South Villas and Camden Terrace).

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 Square by preventing non-essential traffic from travelling through the residential area whilst improving conditions for people to walk and cycle. This includes introducing new motor vehicle restrictions, new cycle connections, improvements to pedestrian facilities, and upgrades to existing greenspaces.
- 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, DfT guidance *Gear Change*, the Mayor’s Transport Strategy, the Camden Transport Strategy and the Camden Climate Action Plan, which are relevant to the Camden Square Area and Camden as a whole.
- 2.3 It is considered that the scheme is in accordance with DfT guidance *Traffic Management Act 2004: network management in response to COVID-19*. 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. Such measures include installing modal filters (also known as filtered permeability); closing roads to motor traffic, for example by using planters or large barriers to create low-traffic or traffic-free neighbourhoods leading to a more pleasant environment that encourages people to walk and cycle, and improving safety.
- 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:

“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, and 4 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 substantially reduce all road casualties in Camden and progress towards zero killed and seriously injured (KSI) casualties.”

- 2.6 The Council’s Climate Action Plan, responding to the Citizens Assembly on the climate emergency, supports interventions including improved/segregated cycling facilities, road closures and climate mitigation strategies such as additional greening on streets. The proposals respond to both of these strategy documents.
- 2.7 The DfT also issued their new cycling and walking strategy, 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 Recent traffic data from Camden in the period following the latest round of relaxations of Covid related restrictions the reopening of non-essential retail, shows that traffic volumes are returning to pre-covid levels bringing increase potential for collisions between vulnerable road users and motor vehicles. As further measures are expected to be lifted, there is a risk that these figures could increase beyond pre-pandemic levels and cause road safety and air quality issues in Camden. 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 this 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 TfL have estimated that if all car-owning households switched their usual public transport journeys to car, some boroughs would see a near doubling in the number of private transport journeys, causing massive congestion issues. In Camden, this would be an increase in private transport trips of over 90%, in addition to an increase in car trips originating in other boroughs.
- 2.10 A recent assessment of traffic movements across London suggests a [72.2% increase](#) in traffic on residential streets in London since satellite navigation systems (“sat-navs”) were introduced in around 2009. High-quality public transport, cycling and walking options need to be provided to mitigate against continued growth in motor traffic levels on local streets; which would have previously remained on the strategic network.
- 2.11 Further reasons for the proposed motor vehicle restrictions and pedestrian, cycling and greenspace improvements are set out below. The reasons for proposing to make the order are more fully set out in the Single Member Decision Report dated 10 August 2021(SC/2021/27).

Proposed Motor Vehicle Restrictions

- 2.12 Traffic data collected on Murray Street in June 2018 shows that during an average 24 hour period that there are in excess of 2,900 vehicles travelling in the eastbound direction (towards Agar Grove) and in excess of 1,800 vehicles travelling in the westbound direction (towards Camden Road). This can be considered to be a high volume of traffic on a local street, which has no bus routes or dedicated pedestrian facilities such as zebra or signalised crossings. Murray Street also provides a key connection to the Camden Square park and the local play centre. However the majority of vehicles using Murray Street use it as a quick route between Agar Grove and Camden Road; telematics data highlights that the significant majority of drivers of these vehicles do not stop on Murray Street or visit local businesses or provide services to local people and only serve to increase air pollution and congestion in the area.
- 2.13 The proposed measures aim to significantly reduce traffic volumes on Murray Street and prevent through-traffic between Agar Grove and Camden Road. This reduction in motor vehicles would contribute to improving road safety and air quality on residential streets, and provide added benefit to residents who require access to Camden Square Park and the local play centre.
- 2.14 Additionally, the proposed motor vehicle restrictions on North Villas aim to prevent vehicles from contravening the Murray Street motor vehicle restriction, and also help deter traffic from using Camden Mews as a cut-through between Murray Street and York Way.
- 2.15 A summary of the proposed motor vehicles restrictions in the area can be found in Section 2 of the Decision Report, and illustrated in the scheme drawings in

Appendix A. The proposals are subject to statutory process, approvals, and detailed design.

Proposed Pedestrians, Cycling and Greenspace Improvements

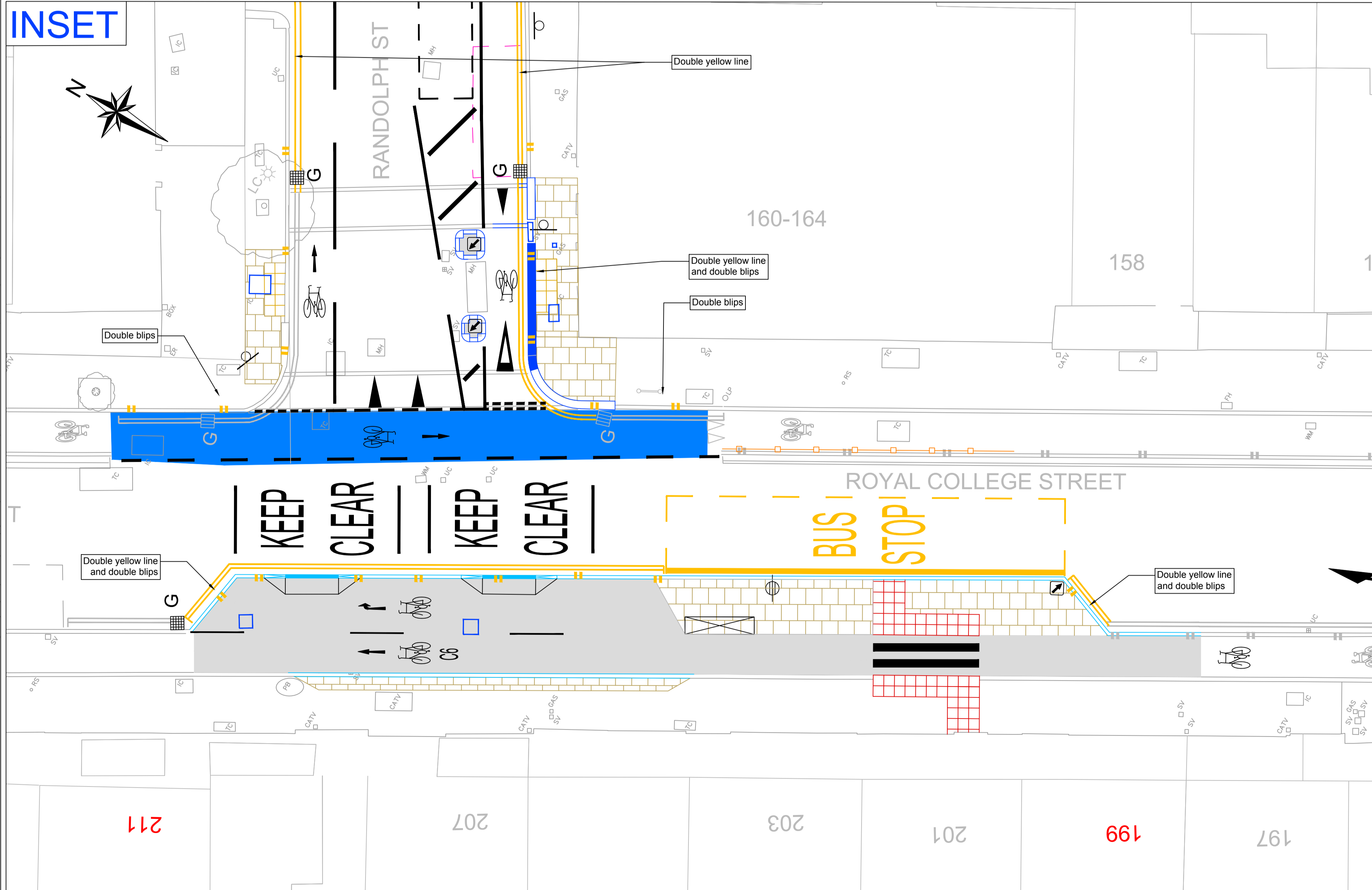
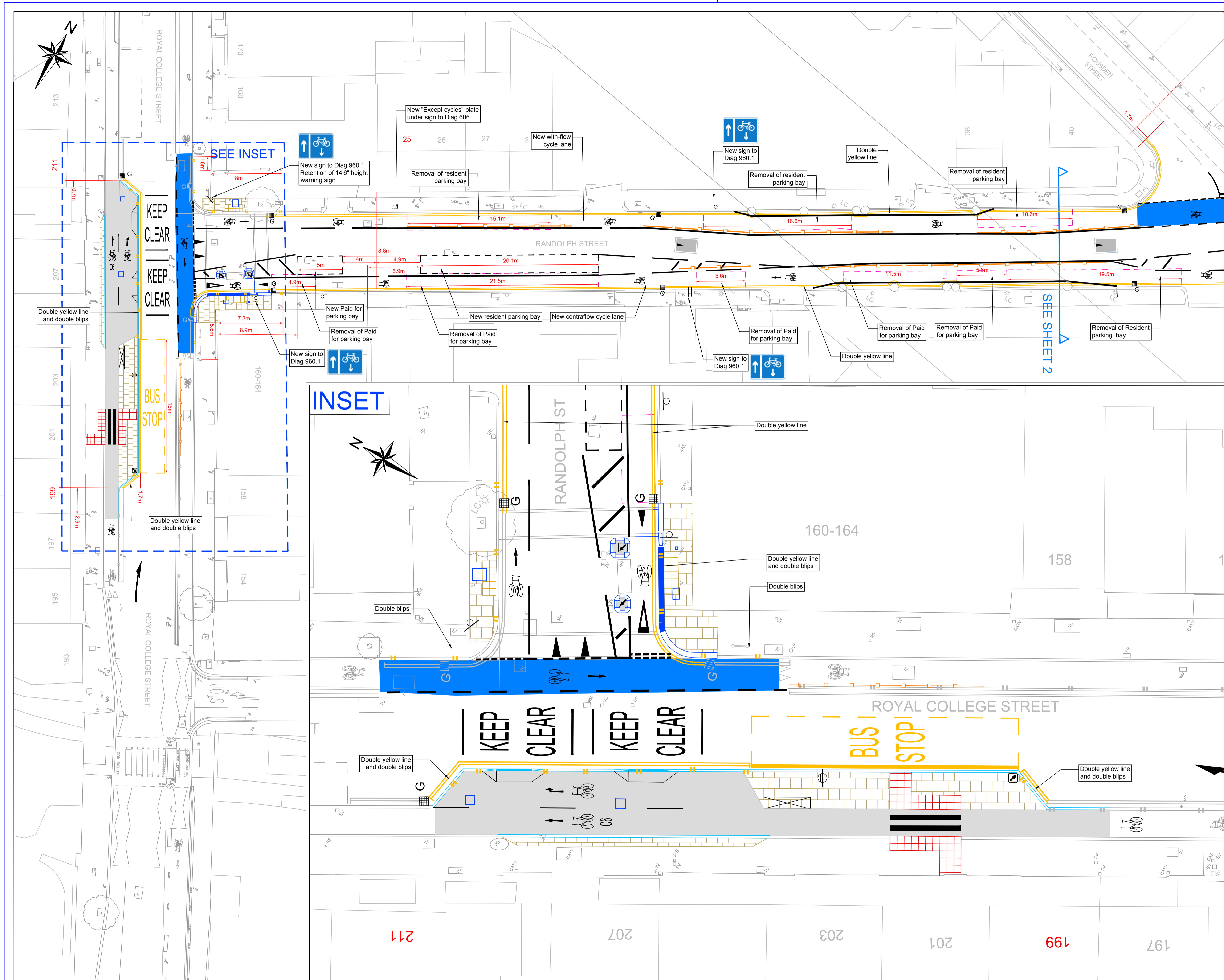
- 2.16 The proposals also aim to improve walking and cycling within the Camden Square area by creating an improved cycle route between Royal College Street and York Way. This would form part of TfL's Cycleways plan of connecting Camden and Tottenham Hale (to be branded 'Cycleway 50'), and join up with proposed cycle improvements starting at Hungerford Road in Islington. This would also connect the new pop-up cycle schemes on St Pancras Way, Camden Park Road, York Way and the existing 'Cycleway 6' route connecting Kentish Town to Elephant and Castle.
- 2.17 The proposed upgrade to the existing signalised junction of St Pancras Way, Randolph Street and Agar Grove aim to improve safety and accessibility for pedestrians and cyclists. This includes changes to the signal phasing to facilitate cycle movement through the junction on all approaches, new pedestrian crossing points on the southern arm of St Pancras Way, widening of existing pedestrian crossing on Randolph Street and Agar Grove, new traffic islands on each junction arm for cycle segregation, and minor footway resurfacing on each junction arm.
- 2.18 The proposals also aim to improve the existing greenspaces at Agar Grove (connecting into Rochester Square and Stratford Villas) and South Villas (corner with Camden Terrace). This would encourage walking and provide an opportunity for residents to gather and socialise in local green areas.
- 2.19 To help improve safety and to relocate pavement space to provide the infrastructure needed to improve walking and cycling facilities, various parking and loading changes have been proposed. The parking spaces proposed to be removed account for only 2% of the available parking within the Controlled Parking Zone (mainly CA-N). Based on current permit to space ratios, there are approximately 1012 total resident parking spaces available, and 824 active permits issued; suggesting that there are more parking spaces available than permits held. It can also be noted that based on DVLA data there has been a 10% reduction in vehicles registered in CA-N between 2010 and 2020, and therefore the pressure on spaces in this area will have reduced over that time, freeing up the potential to remove some capacity as per these proposals. There are also sufficient loading areas for deliveries built into the proposals. Officers note that changing parking/loading fits in with the Council's policy, as highlighted in the CTS, to facilitate active travel modes.
- 2.20 A summary of the proposed changes to cycling, walking and greenspaces can be found in Section 2 of the Decision Report and illustrated in the scheme drawings in Appendix A. The proposals are subject to statutory process, approvals, and detailed design.

3 REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT

- 3.1 Its is proposed to implement the scheme as a trial for a period of 18 months, in order to gather data and allow the interventions to be monitored and their impact to be recorded. In particular to gather data indicating whether or not the scheme is achieving or likely to achieve some or all of its central aims of: (i) enabling an increase in walking and cycling, (ii) reducing motor traffic levels, (iii) reducing all road casualties and progressing towards zero killed and seriously injured (KSI) casualties.
- 3.2 Whilst it is anticipated the national restrictions in response to the Covid 19 pandemic will be lifted fully by August 2021, it is expected that some people will remain concerned about the use of public transport for an ongoing period of time. In light of this, officers also consider that it is appropriate to proceed by way of experiment during a period when traffic patterns (including pedestrian footfall) may go through a number of fluctuations before, as it is not unreasonable to expect, a “new normal” traffic pattern eventually establishes itself.
- 3.3 The trial period will also allow the Council to collect feedback on how the scheme is operating in practice (in particular from stakeholders, local residents and businesses) and to make any necessary adjustments to the design both during the trial and before making it permanent, should the decision be taken to make the scheme permanent at the end of the trial period.

4 WHETHER THE COUNCIL INTENDS TO CONSIDER MAKING A PERMANENT TRAFFIC ORDER HAVING THE SAME EFFECT AS THE EXPERIMENTAL TRAFFIC ORDER

- 4.1 The Council does intend to consider making a permanent traffic order having the same effect as the experimental traffic order at the end of the trial period.
- 4.2 The Council intends to undertake a full public consultation after the trial has run for 12 months before taking a decision on whether to make the scheme permanent, remove it or make changes.



- LEGEND**
- KERBS**
- New 300x200mm granite kerb
 - New 300x200mm granite kerb flush with carriageway
 - New 300x200mm granite kerb dropper
 - New 125mm width x 255mm half batter precast concrete kerb
 - New 125mm width x 255mm half batter precast concrete kerb - flush with carriageway
 - New 125mm width x 255mm half batter precast concrete kerb - dropper
- LINES**
- New white lines
 - New yellow lines
 - Existing parking bay to be removed
- FOOTWAYS**
- New ASP footway paving
 - New asphalt footway paving
 - New blister slabs (red)
 - New blister slabs (buff)
 - Existing service cover to be adjusted to suit new footway levels
 - Existing service cover to be adjusted to suit new carriageway levels
- CARRIAGEWAYS**
- New cycle-friendly gully cover (D400 specification)
- STREET FURNITURE**
- New sign and post
 - New solar powered flexi-bollard with keep left arrow
 - One Piece Rediweild Wand Orcas spaced at 4m

NOTES

- DO NOT SCALE FROM THE DRAWING
- ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE

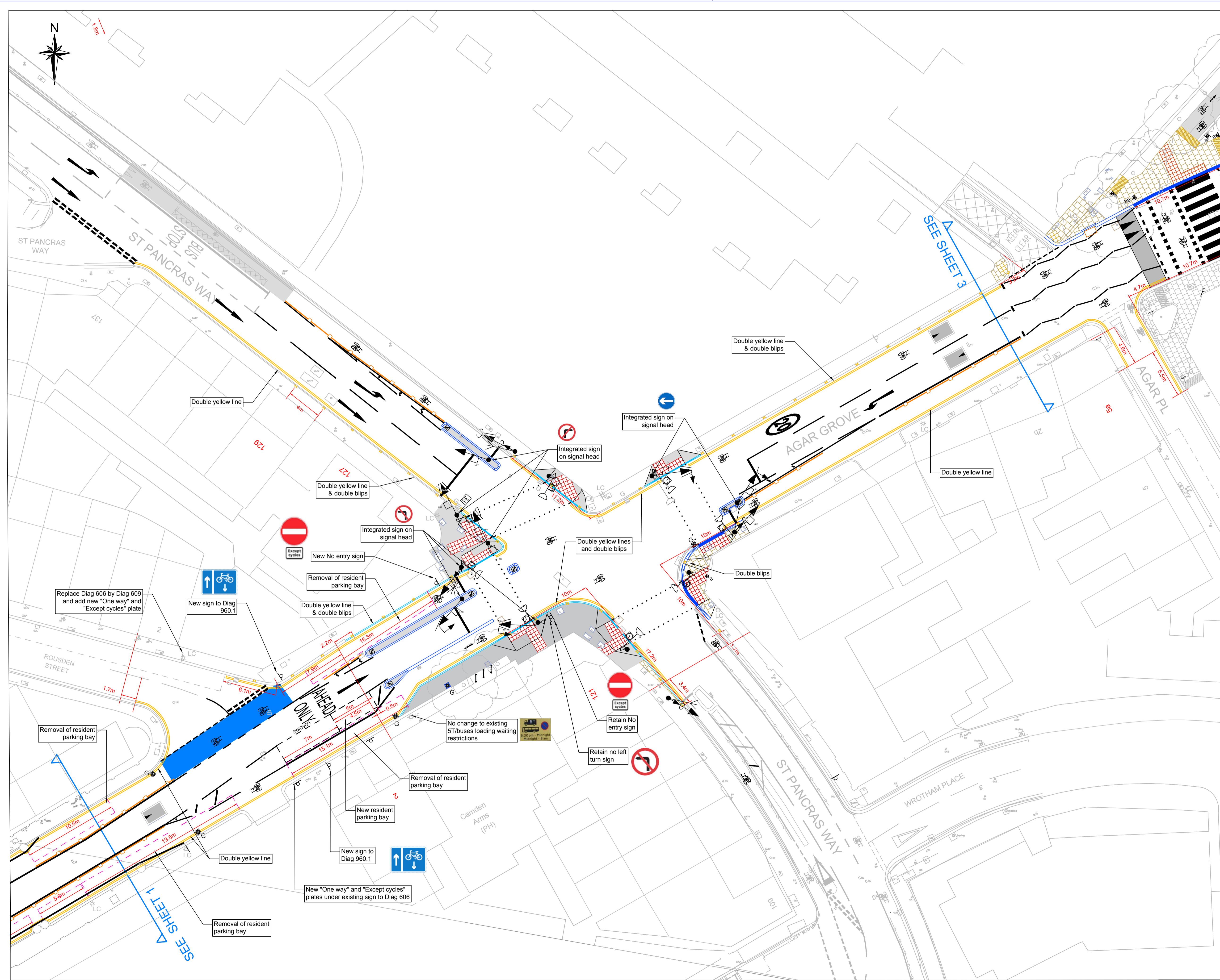
Rev	By	Date	Amendments

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

Project
**CAMDEN SQUARE AREA
 SAFE AND HEALTHY STREETS**

Drawing Title
**ETO
 SHEET 1/6**

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Drawing Number TS/2021/CSASHS/ETO01	Rev. -



- LEGEND**
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 - Existing service cover to be adjusted to suit new carriageway levels
- CARRIAGEWAYS**
- New cycle-friendly gully cover (D400 specification)
- STREET FURNITURE**
- New sign and post
 - New solar powered flexi-bollard with keep left arrow
 - New lighting column
 - New "M" shape cycle stand
 - One Piece Rediwall Wand Orcas spaced at 4m

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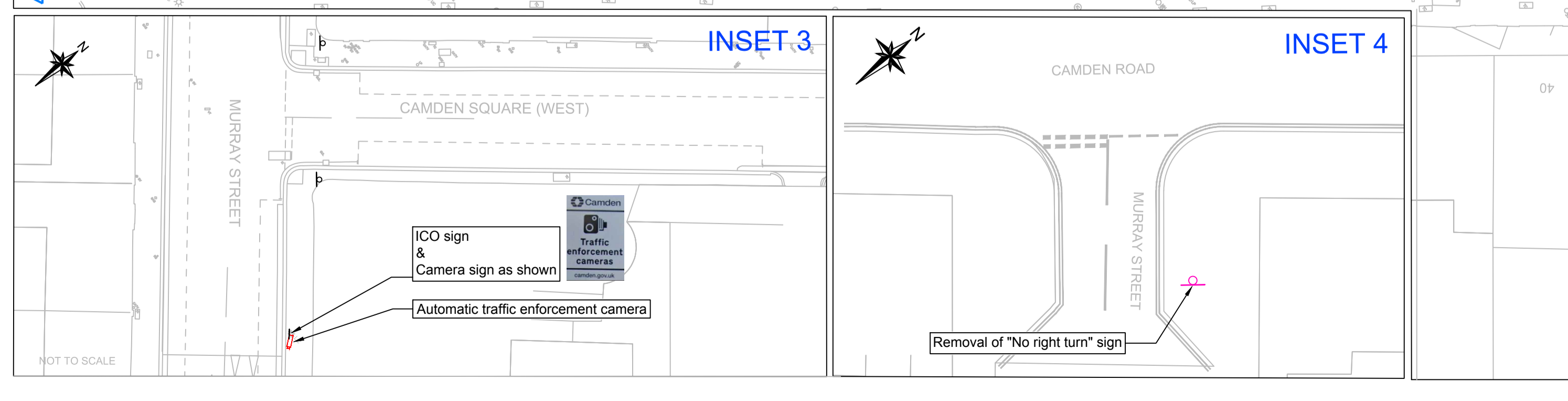
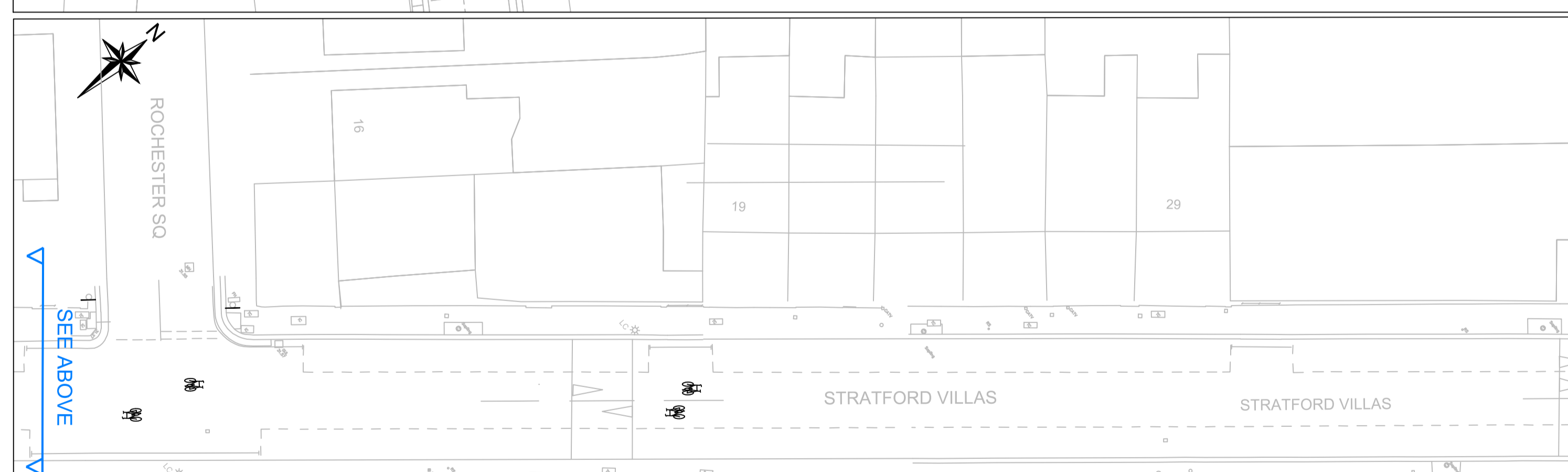
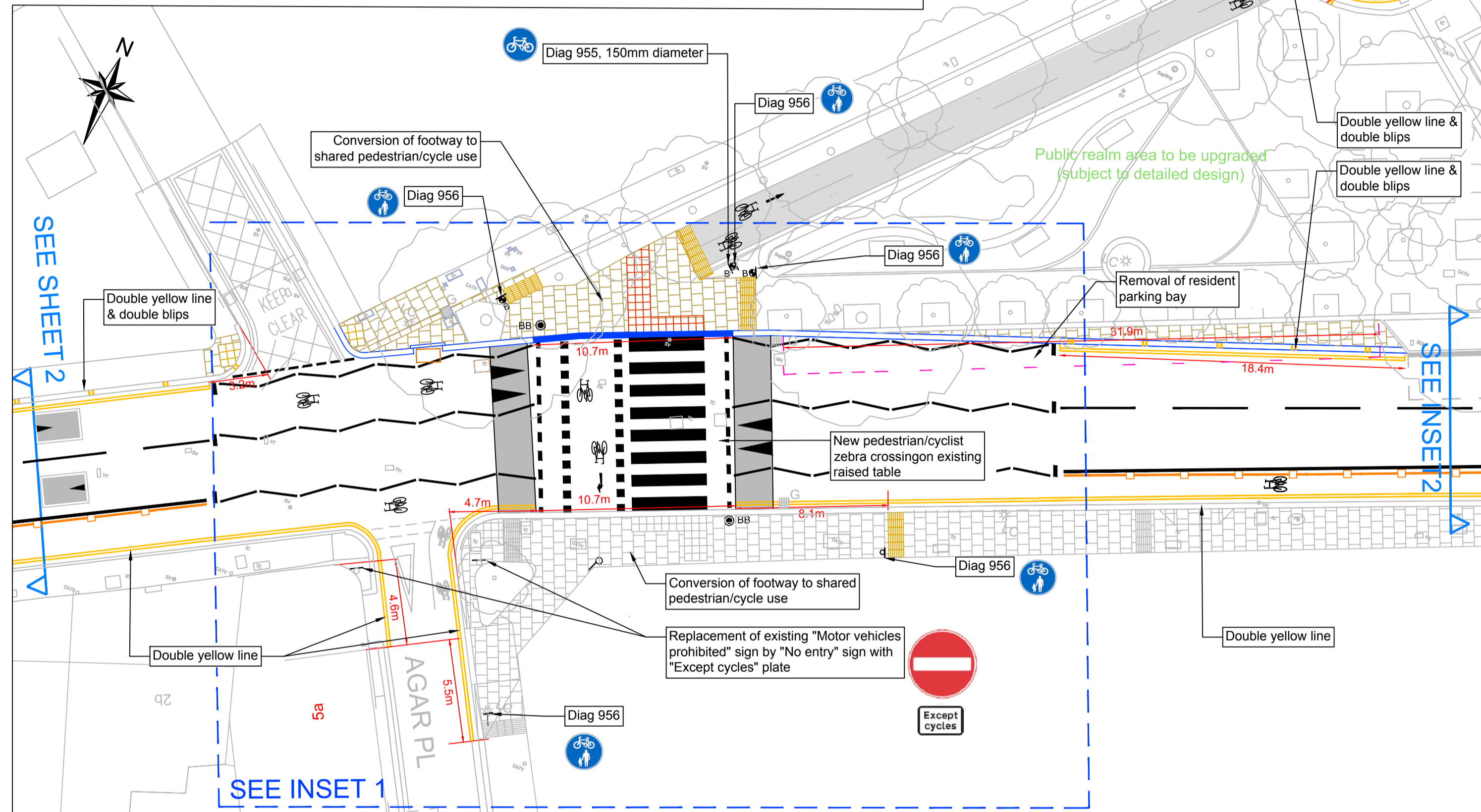
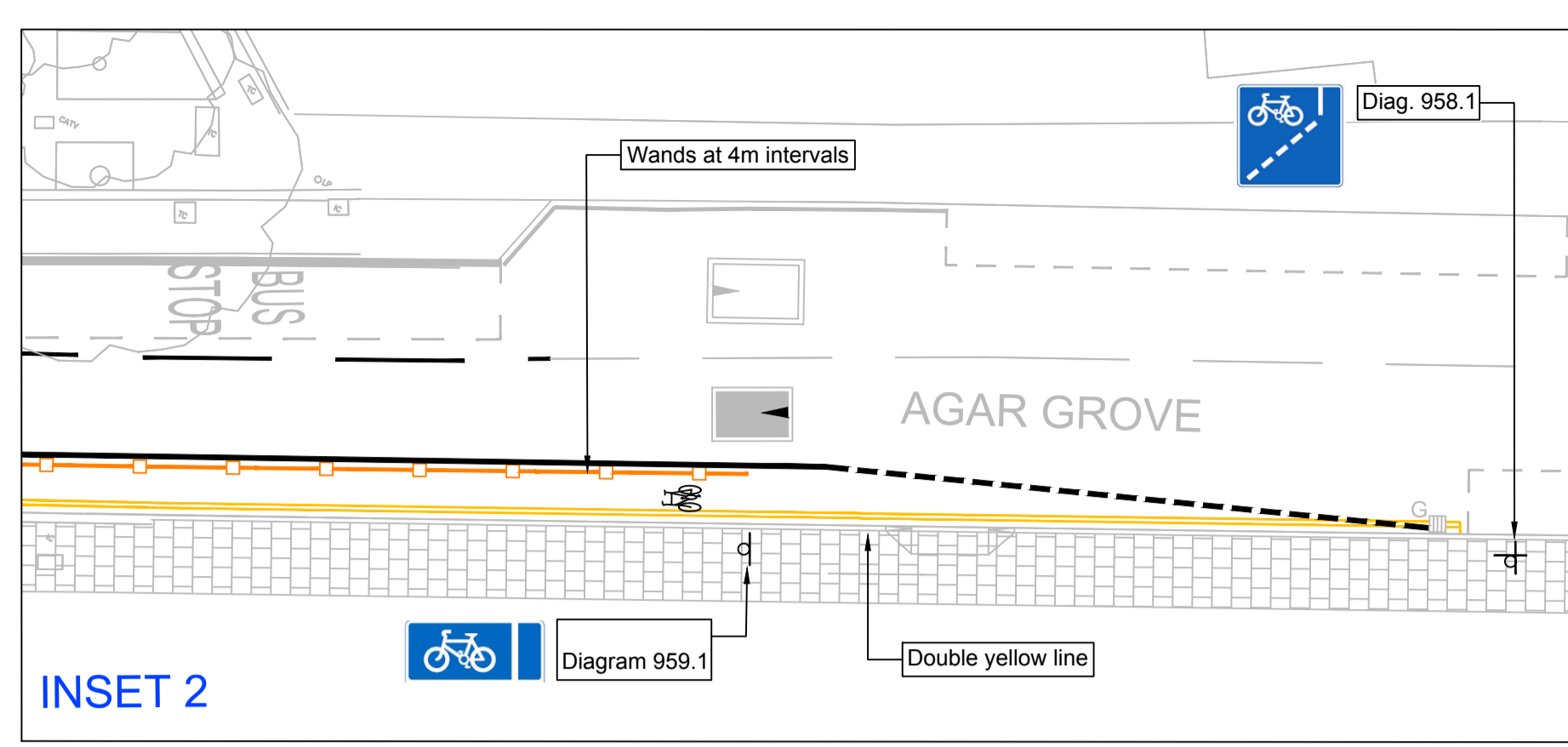
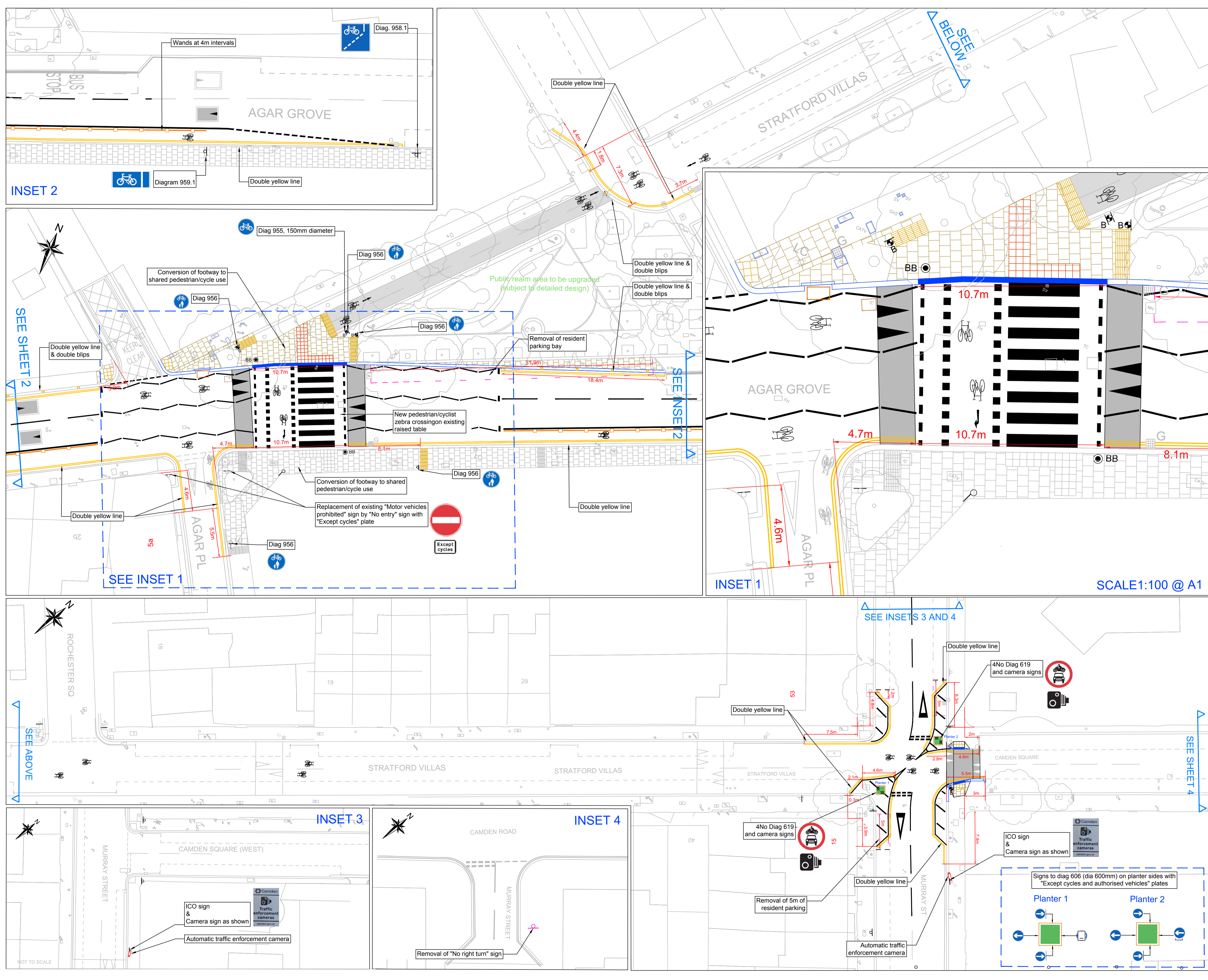
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Project
**CAMDEN SQUARE AREA
 SAFE AND HEALTHY STREETS**

Drawing Title
**ETO
 SHEET 2/6**

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 - New blister slabs (buff)
- CARRIAGEWAYS**
- New cycle-friendly gully cover (D400 specification)
 - New asphalt ramps
 - New asphalt surfacing
- STREET FURNITURE**
- New sign and post
 - New bollard
 - One Piece Rediwand Orcas spaced at 4m
 - Belisha Beacon and pole
 - New wooden planter 1.25m x 1.25m x 0.7m height with reflective bands, bolted to carriageway
 - Existing parking bay to be removed

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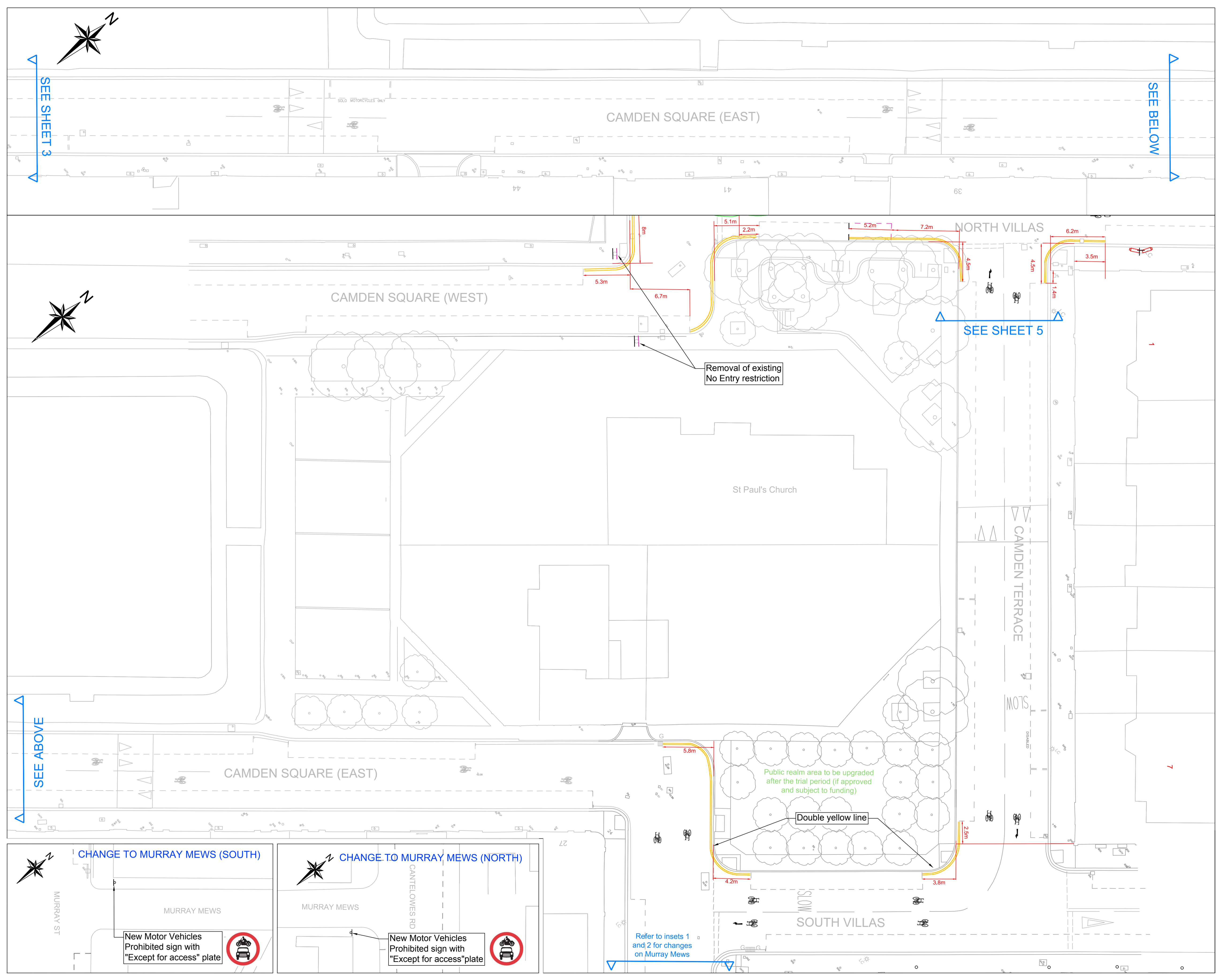
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Project: **CAMDEN SQUARE AREA SAFE AND HEALTHY STREETS**

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Checked By: AC	Dwg Name: -
Drawing Location: -	
Drawing Number: TS\2021\CSASHS\ETO03	Rev: -



LEGEND

LINES	
	New white lines
	New yellow lines
	Existing parking bay to be removed

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

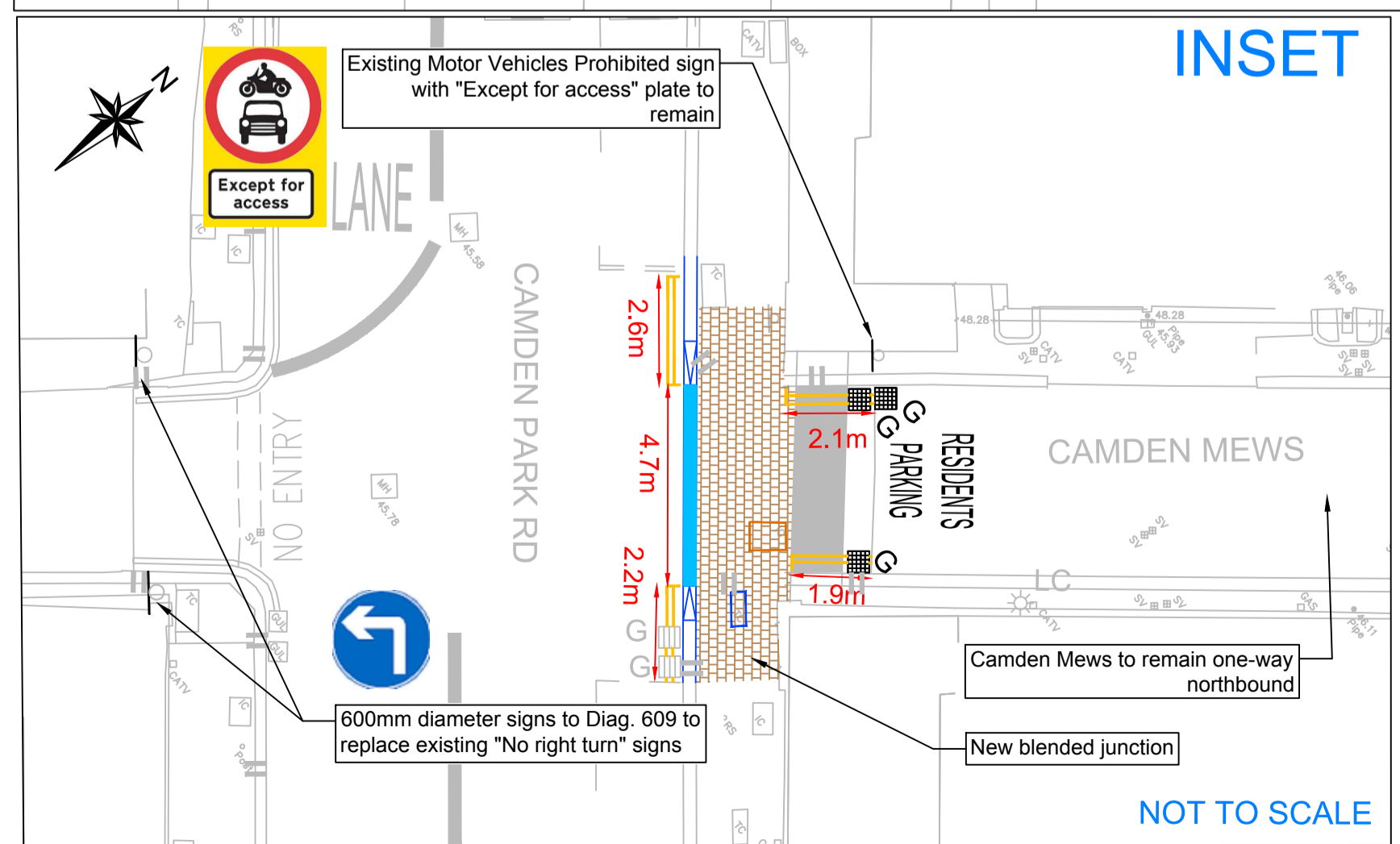
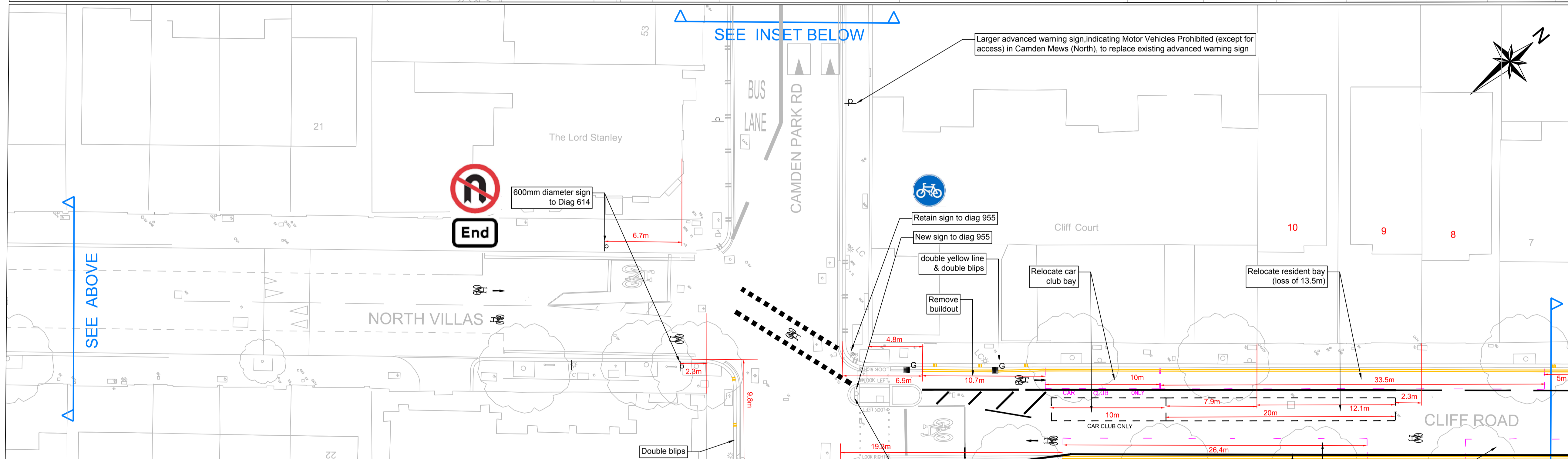
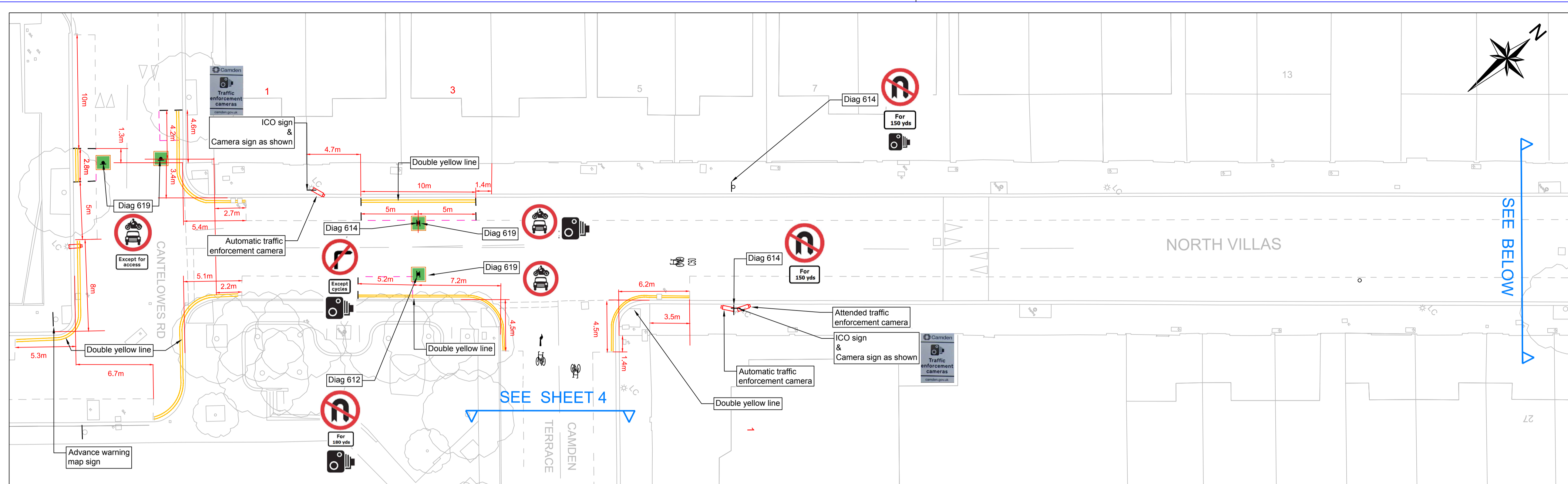
Rev	By	Date	Amendments

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

Project
**CAMDEN SQUARE AREA
 SAFE AND HEALTHY STREETS**

Drawing Title
**ETO
 SHEET 4/6**

Scale 1:200	Date 21 10 2021
Drawn By RW	File Ref -
Checked By AC	Dwg Name -
Drawing Location -	
Drawing Number TS\2021\CSASH\ETO\04	Rev. -



- LEGEND**
- LINES**
- New white lines
 - New yellow lines
 - - - Existing parking bay to be removed
- CARRIAGEWAYS**
- G New cycle-friendly gully cover (D400 specification)
- STREET FURNITURE**
- New sign and post
 - New wooden planter 1.25mx 1.25m x 0.7m height with reflective bands, bolted to carriageway

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

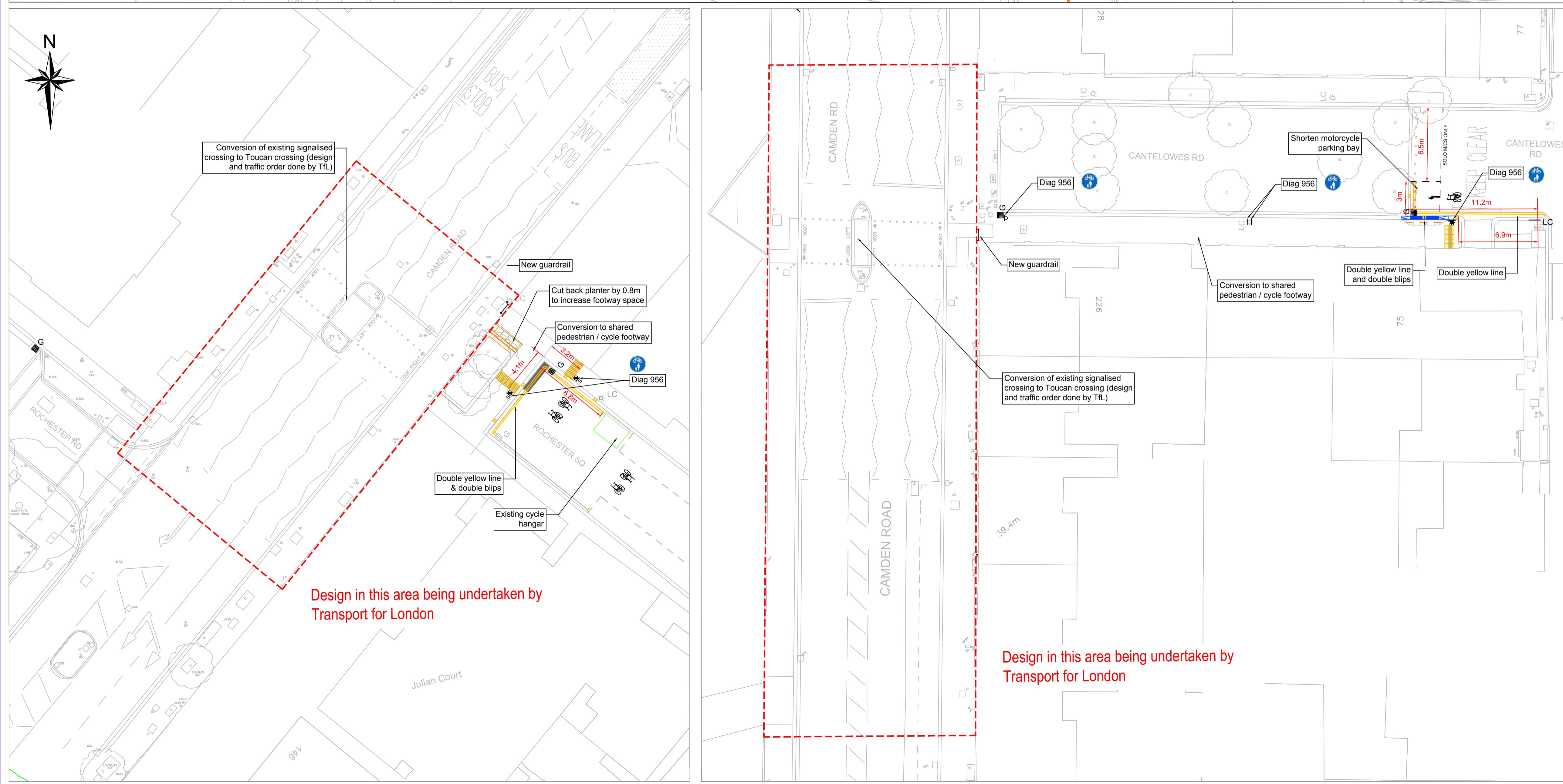
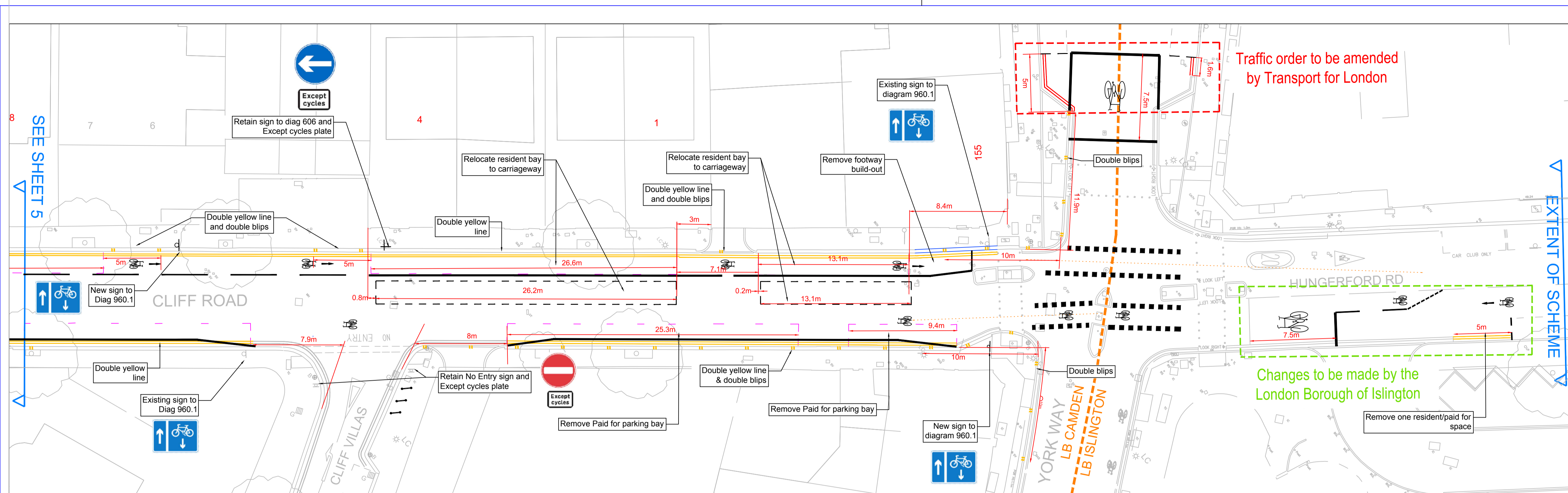
Rev	By	Date	Amendments

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Project
**CAMDEN SQUARE AREA
 SAFE AND HEALTHY STREETS**

Drawing Title
**ETO
 SHEET 5/6**

Scale 1:200	Date 21 10 2021
Drawn By RW	File Ref -
Checked By AC	Dwg Name -
Drawing Location -	
Drawing Number TS/2021/CSASH/ETO05	Rev. -



- LEGEND**
- LINES**
 - New white lines
 - New yellow lines
 - Existing parking bay to be removed
 - CARRIAGEWAYS**
 - New cycle-friendly gully cover (D400 specification)
 - STREET FURNITURE**
 - New sign and post
 - New "M" shape cycle stand
 - KERBS**
 - New 300x200mm granite kerb
 - New 300x200mm granite kerb flush with carriageway
 - New 300x200mm granite kerb dropper
 - FOOTWAYS**
 - New ASP footway paving
 - New blister slabs (buff)

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

Rev	By	Date	Amendments

Camden
 Design Team
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 5 Pancras Square
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Project
**CAMDEN SQUARE AREA
 SAFE AND HEALTHY STREETS**

Drawing Title
**ETO
 SHEET 6/6**

Scale 1:200	Date 21 10 2021
Drawn By RW	File Ref -
Checked By AC	Dwg Name -
Drawing Location -	
Drawing Number TS\2021\CSASH\ETO\06	Rev. -

The Camden (Camden Square Area) Experimental Traffic Order 2021

2021 No. 96

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 96

The Camden (Camden Square Area) Experimental Traffic Order 2021

Made on 6 December 2021

Coming into force on 16 December 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 section 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on 16 December 2021 and may be cited as the Camden (Camden Square Area) Experimental Traffic Order 2021.

2. Interpretation

- 2.1 In this order the following terms have the meanings respectively ascribed to them;

“contraflow” and “cycle lane” have the same meanings ascribed to them by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362];

"pedal cycle" has the same meaning ascribed to it by the Traffic Signs Regulations and General Directions 2016 and shall be further construed to include the meaning of electric scooter set out below.

“electric scooter” has the same meaning ascribed to it by schedule 1 to the Traffic Signs Regulations and General Directions as amended by the Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 [S.I. 2020 No. 663];

“electronic communications network” has the same meaning as in the Communications Act 2003 [2003 c.21];

3. Suspension of provisions in existing orders

- 3.1 The Camden (Prescribed Routes) (No. 4) Traffic Order 1971 [G.L.C. 1971 No. 342] shall have effect as though item 1 in Schedule 2 to that order was omitted.

4. Restrictions on vehicle movements and exemptions to restrictions

- 4.1 No person shall cause any vehicle proceeding north-eastwards in North Villas, between a point 180 yards (164.6 metres) south-west of its junction with Camden Park Road and that junction, to make a U-turn in order to proceed in the opposite direction.
- 4.2 No person shall cause any motor vehicle proceeding south-westwards in North Villas to proceed past a point which lies 180 yards (164.6 metres) south-west of the junction with Camden Park Road.
- 4.3 No person shall cause any vehicle proceeding in North Villas to turn right into Camden Terrace.
 - 4.3.1 The restriction imposed by Article 4.3 shall not apply in respect of a pedal cycle.
- 4.4 No person shall cause any motor vehicle proceeding north-westwards in Canteloves Road to proceed past a point which lies 3.4 metres north-west of the north-western kerb line of North Villas.
- 4.5 No person causing any motor vehicle to proceed north-eastwards in Stratford Villas shall, on reaching the junction with Murray Street and the south-eastern and south-western arms of Camden Square, cause that vehicle to proceed into Murray Street or south-eastern arm of Camden Square.
- 4.6 No person causing any motor vehicle to proceed south-westwards in the south-eastern arm of Camden Square shall, on reaching the junction with Murray Street, Stratford Villas and the south-western arm of Camden Square, cause that vehicle to proceed into either Stratford Villas or the south-western arm of Camden Square.
- 4.7 No person causing any motor vehicle to proceed north-westwards in Murray Street shall, on reaching the junction with Stratford Villas and the south-eastern and south-western arms of Camden Square, cause that vehicle to proceed into either Stratford Villas or the south-western arm of Camden Square.
- 4.8 No person causing any motor vehicle to proceed south-eastwards in the south-western arm of Camden Square shall, on reaching the junction with Stratford Villas, Murray Street and the south-eastern arm of Camden Square, cause that vehicle to proceed into either Murray Street or the south-eastern arm of Camden Square.
- 4.9 No person shall cause any motor vehicle to enter Murray Mews.
- 4.10 Nothing in Article 4.9 shall apply in respect of;
 - 4.10.1 any vehicle being used for the purposes of accessing any property adjacent to Murray Mews
 - 4.10.2 a vehicle in respect of which a residents, visitors or business permit has been issued under the provisions of the Camden (Parking Places) (CA-N) Traffic Order 2012 [L.B.C. 2012 No. 13] and which has been caused to enter Murray Mews for the purposes of leaving that vehicle in such areas as may be designated for the leaving of such vehicles within Murray Mews.

- 4.11 Without prejudice to the aforementioned exemptions, no restriction set out in any of the above mentioned sub-articles shall apply in respect of;
- 4.11.1 any vehicle being used for police, ambulance or fire brigade purposes;
 - 4.11.2 anything done with the permission of a police constable or traffic warden in uniform;
 - 4.11.3 a vehicle being used in connection with the laying, maintenance or repair of any mains or apparatus for the supply of gas, electricity, water or electronic communications network provided that, in all the circumstances, the work cannot reasonably be carried out without the vehicle being caused to proceed in contravention of any of those restrictions;
 - 4.11.4 a vehicle being used by or on behalf of the council in the pursuance of statutory duties;
 - 4.11.5 a vehicle being used in connection with the removal of an obstruction to traffic;
 - 4.11.6 any vehicle being caused to proceed in accordance with traffic signs placed pursuant to sections 66 and 67 of the Road Traffic Regulation Act 1984;
 - 4.11.7 any vehicle which may otherwise be authorised by the council.

5. Designation of contraflow cycle lanes

- 5.1 The following areas of carriageways of roads are designated as contraflow cycle lanes, delimited from the remainder of the carriageway by traffic signs prescribed under the Traffic Signs Regulations and General Directions 2016.
- 5.1.1 Randolph Street – south-eastern side, adjacent to the kerbside with a general width between 1.5 and 2 metres;
 - 5.1.2 Cliff Road – northern side, adjacent to the kerbside with a general width of between 1.5 and 2 metres.
- 5.2 No vehicle, other than a pedal cycle, shall enter any part of the contraflow cycle lanes designated above.
- 5.3 The restriction imposed by Article 5.2 shall not apply in respect of;
- 5.3.1 anything done with the permission of a police constable or traffic warden in uniform;
 - 5.3.2 any vehicle being used for police, ambulance or fire brigade purposes;
 - 5.3.3 any vehicle being caused to proceed in accordance with traffic signs placed pursuant to sections 66 and 67 of the Road Traffic Regulation Act 1984;
 - 5.3.4 any vehicle which may otherwise be authorised by the council.

6. Revocation and designation of parking places

- 6.1 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.
- 6.2 The Camden (Parking Places) (CA-G) Traffic Order 2012 [L.B.C. 2012 No. 7] shall have effect as though;
 - 6.2.1 there were omitted from schedule 1 to that order, the items set out in table 1 of the schedule to this order;
 - 6.2.2 there were included in schedule 1 to that order, the items set out in table 2 of the schedule to this order;
 - 6.2.3 there were omitted from schedule 2 to that order, the items set out in table 3 of the schedule to this order;
 - 6.2.4 there was included in schedule 2 to that order, the items set out in table 4 of the schedule to this order;
- 6.3 The Camden (Parking Places) (CA-N) Traffic Order 2012 [L.B.C. 2012 No. 13] shall have effect as though;
 - 6.3.1 there were omitted from schedule 1 to that order, the items set out in table 5 of the schedule to this order;
 - 6.3.2 there were included in schedule 1 to that order, the items set out in table 6 of the schedule to this order;
 - 6.3.3 there were omitted from schedule 2 to that order, the items set out in table 7 of the schedule to this order;
- 6.4 The Camden (Parking Places) (Car Clubs) Traffic Order 2012 [L.B.C. 2012 No. XX] shall have effect as though;
 - 6.4.1 there was omitted from the schedule to that order, the items set out in table 8 of the schedule to this order;
 - 6.4.2 there was included in the schedule to that order, the items set out in table 9 of the schedule to this order.
- 6.5 The Camden (Loading Places) Traffic Order 2012 [L.B.C. 2012 No. XX] shall have effect as though there was included in schedule 1 to that order, the items set out in table 10 of the schedule to this order;

7. Designation of waiting and loading restrictions

- 7.1 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 Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;

- 7.1.1 there was substituted for items in relation to the similarly named streets set out in schedule 1 to that order, the items set out in table 11 of the schedule to this order
- 7.1.2 there was included, or substituted for items set out in relation to similarly named streets, in schedule 2 to that order, the items set out in table 12 of the schedule to this order;
- 7.1.3 there was omitted from schedule 5 to that order, the items set out in table 13 of the schedule to this order;
- 7.1.4 there was included in schedule 5 to that order, the items set out in table 14 of the schedule to this order.

8. Power to modify or suspend provisions of this order

- 8.1 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 6 December 2021



Peter Mardell
Head of Parking Operations

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-G) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
2961	RANDOLPH STREET	north-west side: from a point 23.8 metres north-east of the north-eastern kerb-line of Royal College Street, north-eastwards for a distance of 16.2 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
2962	RANDOLPH STREET	north-west side: from a point 15.8 metres north of the northern flank wall of no. 28 Randolph Street, north-westwards for a distance of 16.3 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
2963	RANDOLPH STREET	north-west side: from a point 2.6 metres north of the southern flank wall of no. 38 Randolph Street, north-westwards for a distance of 9.8 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
2688	RANDOLPH STREET	north-west side: from a point 9.1 metres south-west of the south-western kerb-line of St. Pancras Way, south-westwards for a distance of 16.4 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
2960	RANDOLPH STREET	south-east side: from a point 4.6 metres north-east of a point opposite the south-western wall of no. 38 Randolph Street, north-eastwards for a distance of 19.8 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
2959	RANDOLPH STREET	south-east side: from a point 3.5 metres west of the western flank wall of no. 3 Randolph Street, north-eastwards for a distance of 15 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-G) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
14101	RANDOLPH STREET	south-east side: from a point 25.5 metres north-east of the north-eastern kerb line of Royal College Street, north-eastwards for a distance of 20.1 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14102	RANDOLPH STREET	south-east side: from a point in line with the common boundary of nos. 2 and 3 Randolph street, north-eastwards for a distance of 5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 3 - ITEMS OMITTED FROM SCHEDULE 2 TO THE CAMDEN (PARKING PLACES) (CA-G) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
11111	RANDOLPH STREET	south-east side: from a point 9.0 metres north-east of the north-eastern kerb-line of Royal College Street, north-eastwards for a distance of 5.0 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£4.47 per hour	£5.43 per hour	2 hours
9744	RANDOLPH STREET	south-east side: from a point 18.3 metres north-east of the north-eastern kerb-line of Royal College Street, north-eastwards for a distance of 21.4 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£4.47 per hour	£5.43 per hour	2 hours
9745	RANDOLPH STREET	south-east side: from the south-western wall of no. 1-7 Nora Leverton Court, Randolph Street, north-eastwards for a distance of 5.5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£4.47 per hour	£5.43 per hour	2 hours
9746	RANDOLPH STREET	south-east side: from a point 13.1 metres south-west of a point opposite the south-western wall of no. 38 Randolph Street, north-eastwards for a distance of 18.4 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£4.47 per hour	£5.43 per hour	2 hours

TABLE 4 – ITEMS INCLUDED IN SCHEDULE 2 TO THE CAMDEN (PARKING PLACE) (CA-G) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
14103	RANDOLPH STREET	south-east side: from a point 11.6 metres north-east of the north-eastern kerb line of Royal College Street, north-eastwards for a distance of 5.0 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£4.47 per hour	£5.43 per hour	2 hours

TABLE 5 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-N) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
4862	AGAR GROVE	north side: from a point 2.0 metres north-east of the party wall of nos. 1-4 and 5 Pooja Court by Agar Grove, north-eastwards for a distance of 32.2 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
13118	CANTELOWES ROAD	northern arm, south-west side; from a point 9 metres north-west of the northern kerb-line of Camden Square (north arm), north-westwards for a distance of 17 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4882	CANTELOWES ROAD	northern arm, north-east side: from a point 4.7 metres north-west of the northern kerb-line of North Villas, north-westwards for a distance of 32.8 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
11542	CLIFF ROAD	north-west side: from a point 11.0 metres north-east of a point in line with the south-western building line of no.1 to 28 Cliff Court, Cliff Road, north-eastwards for a distance of 33.6 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4970	CLIFF ROAD	south-east side: from a point 20.0 metres north-east of the northern kerb-line of Camden Park Road, north-eastwards for a distance of 25.9 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4969	CLIFF ROAD	south-east side: from a point 6 metres south-west of the south-western kerb-line of Cliff Villas, south-westwards for a distance of 19.8 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4967	CLIFF ROAD	north-west side: from a point opposite the north-eastern flank wall of no. 5 Cliff Road Studios, north-eastwards for a distance of 26.5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4968	CLIFF ROAD	north-west side: from a point 13 metres south-west of the south-western kerb-line of York Way, south-westwards for a distance of 13.7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4893	MURRAY STREET	south-west side: from a point 1.2 metres south-east of the western flank wall of no. south-eastwards for a distance of 40.7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4888	MURRAY STREET	north-east side: from a point 3 metres south-east of its junction with Camden Square (north west arm), south-eastwards for a distance of 39 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4892	MURRAY STREET	south-west side: from the party wall of nos. 61 and 62 Murray Street, south-eastwards for a distance of 75.8 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4896	NORTH VILLAS	south-east side: from a point 5.1 metres north-east of the eastern kerb-line of Cantelowes Road, north-eastwards for a distance of 15.1 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
4895	NORTH VILLAS	north-west side: from a point 2.2 metres north-east of the south-eastern flank wall of no. 1 North Villas, north-eastwards for a distance of 154.4 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 6 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-N) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
14105	CAMDEN SQUARE	north-east side: from a point 3 metres south-east of its junction with Camden Square (north west arm), south-eastwards for a distance of 34 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14106	CAMDEN SQUARE	south-west side: from the party wall of nos. 61 and 62 Camden Square, south-eastwards for a distance of 74.6 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14107	CANTELOWES ROAD	northern arm, south-west side; from a point 8 metres north-west of the northern kerb-line of Camden Square (north arm), north-westwards for a distance of 5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14108	CANTELOWES ROAD	northern arm, south-west side; from a point 16.8 metres north-west of the northern kerb-line of Camden Square (north arm), north-westwards for a distance of 10 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14109	CANTELOWES ROAD	northern arm, north-east side: from a point 7.6 metres north-west of the northern kerb-line of North Villas, north-westwards for a distance of 30 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14110	CLIFF ROAD	north-west side: from a point 2.3 metres south-west of the party wall of nos. 8 and 9 Cliff Road, south-westwards for a distance of 20 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14111	CLIFF ROAD	north-west side: from a point 3 metres south-west of the property boundary of no. 1 Cliff Road and no. 155 York Way, south-westwards for a distance of 26.2 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14112	CLIFF ROAD	north-west side: from a point 4.3 metres north-east of the property boundary of no. 1 Cliff Road and no. 155 York Way, north-eastwards for a distance of 13.1 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14113	MURRAY STREET	south-west side: from a point 4 metres south-east of the north-western flank wall of no. 15 Murray Street, south-eastwards for a distance of 35.7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14114	NORTH VILLAS	south-east side: from a point 5.1 metres north-east of the eastern kerb-line of Canteloves Road, north-eastwards for a distance of 9.9 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14115	NORTH VILLAS	north-west side: from a point 5.4 metres north-east of the eastern kerb-line of Canteloves Road, north-eastwards for a distance of 10 metres	MONDAY - FRIDAY 8.30AM - 6.30PM
14116	NORTH VILLAS	north-west side: from a point 25.4 metres north-east of the eastern kerb-line of Canteloves Road, north-eastwards for a distance of 134.4 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 7 - ITEMS OMITTED FROM SCHEDULE 2 TO THE CAMDEN (PARKING PLACES) (CA-N) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
5010	CLIFF ROAD	south-east side: from a point 6 metres north-east of the eastern kerb- line of Cliff Villas, north-eastwards for a distance of 25.5 metres	MONDAY - FRIDAY 8.30AM - 6.30PM	£3.55 per hour	£4.31 per hour	2 hours
5011	CLIFF ROAD	south-east side: from a point 2.5 metres north-east of the eastern flank wall of no. 30 Cliff Road, north-westwards for a distance of 9.5 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 (PARKING PLACES) (CAR CLUBS) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
11524	CLIFF ROAD	north-west side: From a point 1 metre north-east of a point in line with the south-western building line of nos. 1 to 28 Cliff Court, north-eastwards for a distance of 10 metres	CC72

TABLE 9 – ITEMS INCLUDED IN THE SCHEDULE TO THE CAMDEN (PARKING PLACES) (CAR CLUBS) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
14117	CLIFF ROAD	north-west side: from a point 22.3 metres south-west of the party wall of nos. 8 and 9 Cliff Road, south-westwards for a distance of 10 metres	CC72

TABLE 10 – ITEMS INCLUDED IN THE SCHEDULE TO THE CAMDEN (LOADING PLACES) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
14104	RANDOLPH STREET	south-east side: from a point in line with the common boundary of nos. 2 and 3 Randolph street, south-westwards for a distance of 7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

TABLE 11 – ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
11	AGAR GROVE	
(a)	north and north-west side:	
(i)	between the junction with St. Pancras Way and a point 62.0 metres west of the boundary wall of nos. 1 and 3 Agar Grove	A
(ii)	from a point 46 metres west of the boundary wall between nos. 1 and 3 Agar Grove westwards for 16 metres	A
(iii)	from a point 3.0 metres east of the party wall of nos. 17 and 19 Agar Grove, eastwards to the western kerb line of Murray Street	A
(iv)	from the eastern kerb line of Murray Street, eastwards to a point 0.8 metres west of the western flank wall of no. 29 Agar Grove	A
(v)	from a point 35.2 metres west of the eastern flank wall of no. 47 Agar Grove, eastwards to a point 10.0 metres west of the eastern flank wall of no. 47 Agar Grove	A
(vi)	from the western kerb line of York Way, westwards for a distance of 78 metres	A
(b)	south and south-east sides:	

(i)	between its junction with St. Pancras Way and a point 30 metres west of a point opposite nos. 1 and 3 Agar Grove	A
(ii)	from the western kerb line of the estate road opposite no.25 Agar Grove, westwards for a distance of 29.5 metres	A
(iii)	from the eastern kerb line of the estate road opposite no.25 Agar Grove, eastwards for a distance of 61 metres	A
(iv)	from a point 20.3 metres west of the western kerb line of St Pauls Crescent westwards for a distance of 23.3 metres	A
(v)	from the common boundary wall of nos.144 and 146 Agar Grove eastwards to the common boundary wall of nos. 158 and 160 Agar Grove	A
(vi)	from the common boundary wall of nos. 164 Agar Grove and PH 17 York Way eastward to the south-western kerb line of York Way	A
(c)	both sides: so much else of Agar Grove that is public highway and which does not fall within the length specified above	B
12	AGAR PLACE	
(a)	west side: from the southern kerb line of Agar Grove, south-eastwards for a distance of 10 metres	A
(b)	east side: from the southern kerb line of Agar Grove, south-eastwards for a distance of 12 metres	A
(c)	both sides: so much else of Agar Place that is public highway and which does not fall within the length specified above	B
147	CAMDEN SQUARE	
(a)	south-west side:	
(i)	from its junction with Stratford Villas to a point 4.8 metres north-west of the north-eastern property boundary of no. 53 Camden Square	A

(a)	(south-east arm) north-west side: from a point 4.6 metres north-east of the kerb line of Murray Street to a point 3 metres south-east of a point opposite the party wall of nos. 53 and 54 Camden Square	A
(b)	(south-east arm) south-east side: from its junction with Murray Street, north-eastwards for a distance of 5.5 metres	A
(c)	(north-western arm), north-west side: from the south-eastern kerb line of Cantelowes Road (northern arm), south-westwards for a distance of 10.9 metres	A
(d)	(north-west arm), the south-east side: from the south-western kerb line of North Villas to a point 9.3 metres north-east of the western flank wall of St. Paul's Chapel and nursery at Camden Square	A
(e)	so much else of Camden Square that is public highway and which does not fall within the length specified above	B
149	CAMDEN TERRACE	
(a)	west side: from northern-western kerb South Villas, north-westwards for a distance of 5.5 metres	A
(b)	both sides: from the southern kerb line of North Villas, south-eastwards for a distance of 4.5 metres	A
(c)	so much else of Camden Terrace that is public highway and which does not fall within the length specified above	B
156	CANTELOWES ROAD	
(a)	north-east side:	
(i)	from the party wall of nos. 37 and 38 Cantelowes Road, north-westwards for a distance of 16 metres	A
(ii)	from a point 3 metres north-west of the south-eastern flank wall of no. 56 St. Augustine's Road, south-eastwards for a distance of 5.3 metres	A
(b)	south-west side:	

(i)	from the north-western kerb line of Murray Mews north-westwards for a distance of 3 metres	A
(ii)	from the south-eastern kerb line of Murray Mews south-eastwards for a distance of 3 metres	A
(c)	(north arm), the south-western side:	
(i)	from the northern kerb-line of camden square (north-western arm), north-westwards for a distance of 8 metres	A
(ii)	from a point 13 metres north-west of the northern kerb-line of Camden Square (north arm), north-westwards for a distance of 2.8 metres	A
(iii)	from the southern kerb-line of Camden Mews, north-westwards for 11.5 metres and then north-eastwards for 3 metres	A
(d)	(north arm), the north-east side:	
(i)	from the north-western kerb line of South Villas, north-west then south-west for 18.2 metres	A
(ii)	from the northern kerb-line of North Villas, north-westwards for a distance of a point 7.6 metres	A
(e)	both sides: so much else of Canteloves Road that is public highway and which does not fall within the length specified above	B
205	CLIFF ROAD	A
668	MURRAY STREET	
(a)	north-east side:	
(i)	from its junction with Agar Grove and a point 0.8 metres north-west of a point opposite the party wall of nos. 1a Murray Street and 25 Agar Grove	A

(ii)	from a point 1 metres south east of the party walls of nos. 4 and 5 Murray street, north-westwards for a distance of 16.65 metres	A
(iii)	from its junction with Camden Square (south-east arm) to a point 1 metre north-west of the north western flank wall of no. 52 Camden Square	A
(b)	south-west side:	
(i)	from its junction with Agar Grove to the party wall of nos. 1a Murray Street and 25 Agar Grove	A
(ii)	from a point 3.6 metres south-east of the south-eastern kerb line of Murray Mews to a point 3.3 metres north-west of the south-western kerb line of Murray Mews	A
(iii)	from its junction with Stratford Villas to a point 4 metres south-east of the north-western flank wall of no. 15 Murray Street	A
(c)	both sides: so much else of Agar Place that is public highway and which does not fall within the length specified above	B
697	NORTH VILLAS	
(a)	north-west side:	
(i)	between the south-western kerb line of Camden Park Road and a point 18 metres south-west of that kerb line	A
(ii)	from eastern kerb-line of Cantelowes Road, north-eastwards for a distance of 5.4 metres	A
(iii)	from a point 25.4 metres north-east of the eastern kerb-line of Cantelowes Road, south-westwards for a distance of 10 metres	A
(b)	south-east side:	
(i)	between the south-western kerb line of Camden park Road and a point 18 metres south-west of that kerb line	A
(ii)	from a point 6.2 metres north-east of the north-eastern kerb line of Camden Terrace to a point 12.4 metres south-east of the south-eastern kerb line of Camden Terrace	A

(iii)	from the south-eastern kerb line Canteloves Road, north-eastwards for a distance of 5.1 metres	A
(c)	both sides: so much else of North Villas that is public highway and which does not fall within the length specified above	B
781	RANDOLPH STREET	A
812	ROCHESTER SQUARE	
(a)	south-west arm:	
(i)	from the junction with Stratford Villas and a point 2.5 metres south-east of a point opposite the south-western flank wall of no. 7 Stratford Villas	A
(b)	north-east arm, north east side: from a point 3.4 metres north-west of the western flank wall of no. 150 Camden Road (Julian Court), north-east then south-east to a point 3.1 metres south-east of the western flank wall of no. 154 Camden Road	A
(c)	north-west arm, north east side:	A
(d)	so much else of Rochester Square that is public highway and which does not fall within the length specified above	B
825	ROUSDEN STREET	
(a)	south-west side: from the junction with Randolph Street and opposite a point 1.7 metres south-east of the party wall of nos. 2 and 3 Rousden Street	A
(b)	both sides: so much else of Rousden Street that is public highway and which does not fall within the length specified above	B

892	SOUTH VILLAS	
(a)	north-west side:	
(i)	from the south-western kerb line of Camden Terrace, south-eastwards for a distance of 3.8 metres	A
(ii)	from the north-western kerb line of Cantelowes Road, north-eastwards for a distance of 4.2 metres	A
852	ST. PANCRAS WAY	
(a)	north-east side:	A
(b)	south-west side:	
(i)	from the north-eastern kerb line of Royal College Street to a point 55 metres north-west of the north-western kerb line of Camden Road [^RR^]	A
(ii)	from a point 10 metres north-west of its junction with the south-western arm of St. Pancras way to a point 32.5 metres north-west of the north-western kerb line of Pratt Street	A
(iii)	from a point 8.0 metres north-west of the north-western kerb line of Pratt Street to a point 24.0 metres south-east of the south-eastern kerb line of Pratt Street	A
(iv)	from a point 50 metres south-east of the south-eastern kerb line of Pratt Street, south-eastwards for a distance of 33.0 metres	A
(v)	from a point 80.4 metres north-west of the north-western kerb line of College Grove, north-westwards for a distance of 20 metres	A
(vi)	from a point 39.0 metres north-west of the north-western kerb line of College Grove, north-westwards for a distance of 18.4 metres	A
(c)	south-western arm: from its junction with the main arm of St. Pancras Way, N/E Arm, north-westwards for a distance of 10 metres	A
(d)	so much else of St. Pancras Way that is public highway and which does not fall within the length specified above	B

910	STRATFORD VILLAS	
(a)	south east side:	
(i)	from the junction of Rochester Square (south-west arm) and a point 2.9 metres south-west of a point opposite the party walls of nos. 7 and 9 Stratford Villas	A
(ii)	from the junction with Murray Street and a point 6.7 metres south-west of that point	A
(b)	north west side: from its junction with Camden Square, south-westwards for a distance of 10 metres	A
(c)	so much else of Stratford Villas that is public highway and which does not fall within the length specified above	B

TABLE 12 – ITEMS INCLUDED, OR SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS, IN SCHEDULE 2 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
2	AGAR GROVE:	
(a)	north side:	
(i)	between its junction with York Way and a point opposite the party wall of nos. 158 and 160 Agar Grove	16
(ii)	from a point 62 metres west of the boundary wall of nos. 1 and 3 Agar Grove, south-westwards for a distance of 18.4 metres	1
(iii)	between its junction with St Pancras Way and the western kerb line of the housing estate access road to 1 to 46 Woollett Court	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
(b)	south side:	
(i)	between its junction with York Way and the party wall of nos. 17 York Way and 164 Agar Grove	1
(ii)	Between its junction with St Pancras Way and 10 metres north-east of that point	1
	CANTELOWES ROAD	
(a)	(north arm), the south-western side: from the southern kerb-line of Camden Mews, north-westwards for 11.5 metres and then north-eastwards for 3 metres	1
44	CLIFF ROAD	1
	RANDOLPH STREET	
(a)	both sides: from kerb line of Royal College Street, north-eastwards for a distance of 11.6 metres	1
	ROCHESTER SQUARE	
(a)	north-east arm, north east side: from a point 3.4 metres north-west of the western flank wall of no. 150 Camden Road (Julian Court), north-east then south-east to a point 3.1 metres south-east of the western flank wall of no. 154 Camden Road	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
	ST. PANCRAS WAY	
(a)	north-east side:	
(i)	from a point opposite the north-western kerb line of Georgiana Street to a point 8 metres north-west of the north-western kerb line of Pratt Street	1
(ii)	from the south-eastern kerb line of Granary Street to the north-eastern kerb line of Pancras Road	1
(ii)	From a point 11.2 metres north-east of the north-eastern kerb line Agar Grove to a point 10 metres south-east of the south eastern kerb line of Agar Grove	1
(b)	south-west side:	
(i)	from the south-western kerb line of Georgiana Street to a point 32.5 metres north-west of the north-western kerb line of Pratt Street	1
(ii)	from a point 4 metres north-west of the party wall of nos. 127 and 129 St. Pancras Way to a point 3.4 metres south-east of the party wall of nos. 119 and 121 St. Pancras Way	1
	YORK WAY	
(a)	west side:	
(i)	between a point 18 metres south of the southern kerb line of the entrance to Kings Cross Station (opposite Wharfdale Road) and a point 27 metres north of the northern kerb line of that entrance to Kings Cross Station	1
(ii)	between the southern kerb line of Agar Grove and a point 4.1 metres south of the southern flank wall of no. 11 York Way	1
(iii)	from a point 11.9 north-west of the north-eastern kerb line of Cliff Road to a point 10 metres south-east of the south-eastern kerb line of Cliff Road	1

TABLE 13 – ITEMS OMITTED FROM SCHEDULE 5 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
108	CANTELOWES ROAD	from the closure at its Camden Road end, south-eastwards for a distance of 2.5 metres for the entire width of the road	AT ANY TIME

TABLE 14 - ITEMS OMITTED FROM SCHEDULE 5 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
14118	CANTELOWES ROAD	northern extremity of the carriageway adjacent to the closure at the junction with Camden Road, transversely from the north-eastern kerb line south-westwards for a distance of 6.5 metres	AT ANY TIME