

The Camden (Prescribed Routes) (No. 8) Traffic Order 2023
The Camden (Parking Places) (CA-D) (Amendment No. 38) Traffic Order 2023
The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 63) Traffic Order 2023
The Camden (Parking Places) (Dedicated Disabled) (Amendment No. 72) Traffic Order 2023
The Camden (Waiting and Loading Restrictions) (Amendment No. 164) Traffic Order 2023

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above orders under Sections 6, 45, 46, 49 and 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the orders will be to designate disabled parking places either in general or for specific individuals, together with associated changes to existing parking restrictions as set out below:

GORDON SQUARE, north-east side:

Motor vehicles will be prohibited from entering the north-east side of Gordon Square.

All parking places designated on both sides of the north-east side of Gordon Square will be revoked, including 3 residents permit holders parking places totalling approximately 70 metres length, a disabled persons parking place 6.6 metres length and a paid-for parking place approximately 20 metres length and 2 motorcycle parking places

The motorcycle parking place at the western end of the road will be reduced in length to 6.6 metres occupying the south-west side of Gordon Square and the motorcycle parking place at the eastern end of the road will be revoked and replaced with a cycle hire / e-scooter parking place of 5 metres length.

GOLDHURST TERRACE: the dedicated disabled person's parking place outside no. 82 Goldhurst Terrace will be revoked and the area designated with a prohibition on waiting at all times.

CANNON HILL: entry to the access road to the rear of nos. 25 to 34 Avenue Mansions, approximately 40 metres south of the junction with Finchley Road, would be protected by a prohibition on waiting (including for the purposes of loading / unloading) applying at all times.

Copies of the proposed orders and other documents relating to the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020-7974 4788 or 020-7974 5800 to arrange an appointment). Any person wishing to object or make representations in respect of the proposed orders should send comments in writing, giving reasons for any objection to transportconsultations@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 27 July 2023.

Peter Mardell
Head of Parking Operations
6 July 2023

LONDON BOROUGH OF CAMDEN

GORDON SQUARE PUBLIC REALM IMPROVEMENTS

STATEMENT OF REASONS

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

- 1.1 Gordon Square North is a 70-metre stretch of road between Gordon St/Gordon Square West and Taviton St/Gordon Square East outside the University College London (UCL)'s Institute of Archaeology.
- 1.2 It is proposed to permanently close this section of road to traffic so that the space is available to use by the public to walk and cycle, excluding motor vehicles by permitting emergency vehicles and public service vehicles.
- 1.3 The Council considers that this traffic scheme will contribute towards meeting the objectives of Our Camden Plan and We Make Camden, DfT guidance in Gear Change, the Mayor's Transport Strategy, the Camden Transport Strategy, the Camden Climate Action Plan and the Camden Clean Air Action Plan, which are relevant to the scheme area and Camden as a whole.
- 1.4 The section of road had previously been closed to traffic under a temporary traffic order for logistics zone during construction works but has been reinstated to the original road layout in November 2022.
- 1.5 The following changes to the highway are proposed as part of the permanent traffic order:

Highway Change	Reason
Permanent no entry for vehicles	Transform highway space into a public realm.
As part of the road closure, the removal of 5 pay-by-phone bays and 12 resident permit holder bays.	Parking bays previously removed as part of the temporary traffic order. Making permanent this removal helps facilitate the change of use of the road.
Relocation of one disabled parking bay from Gordon Square to Endsleigh Street.	Relocation is already in place as part of the temporary traffic order. Formalising this relocation helps facilitate the change of use of the road.

A 2.6-metre-wide bi-directional cycle-lane along the southern side of the street, with bollards and upright 'No Entry except cyclists' sign	Provide segregated and safe passage of cyclists through the space. Encourage active travel- this aligns with Our Camden Plan. Bollards are provided to prevent vehicles from driving into the cycle track.
White thermoplastic line marking the edge of the cycle lane	To create further visual differentiation between pedestrianised space and the new cycle lane.
New pedestrian ramps at the western extent of the road	For accessibility in the north-south pedestrian desire lines footpaths.
Tactile paving at three crossing points over the cycle lane – the western and eastern ends and at the entrance to Gordon Square Park	For pedestrian safety and accessibility at key crossing areas.
On Gordon Square West - The motorcycle parking bay on the western side to be extended into the existing 'Pay by Phone' parking bay. 6.6m total motorcycle parking provision.	The Motorcycle Association provided feedback in consultation that they were concerned with the removal of existing parking, required for the cycle-lane. The parking is provided where it impacts 'pay by phone' rather than residential parking.
On Gordon Square East – Provision of an 'E-scooter & cycle bay hire bay', 5m in length.	To facilitate use of new flexible travel modes around the area.

- 1.6 It is considered that the scheme is in accordance with the Department for Transport (DfT) Network Management Duty Guidance issued under section 18 of the Traffic Management Act 2004 in November 2004. On 1 April 2022 the Secretary of State for Transport issued additional statutory guidance, and which replaces the guidance published on 9 May 2020 and updated on 23 May 2020, 13 November 2020 and 30 July 2021. The additional statutory guidance does not replace the Network Management Duty Guidance published in November 2004. This guidance sets out that the government expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Local authorities in areas with high levels of public transport use, such as Camden, should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart, and maintain a green recovery.
- 1.7 It is considered that the scheme will contribute towards the implementation of Policies 1, 2 and 3 in the Mayor's Transport Strategy 2018 as follows:

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

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

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

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

- 1.8 It is also considered that the scheme aligns with Camden’s Transport Strategy 2019-2041 and will contribute towards the achievement of Objectives 1, 2, 3, 4, 6 and 7 in the Camden Transport Strategy 2019-2041, as follows:

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

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

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

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

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

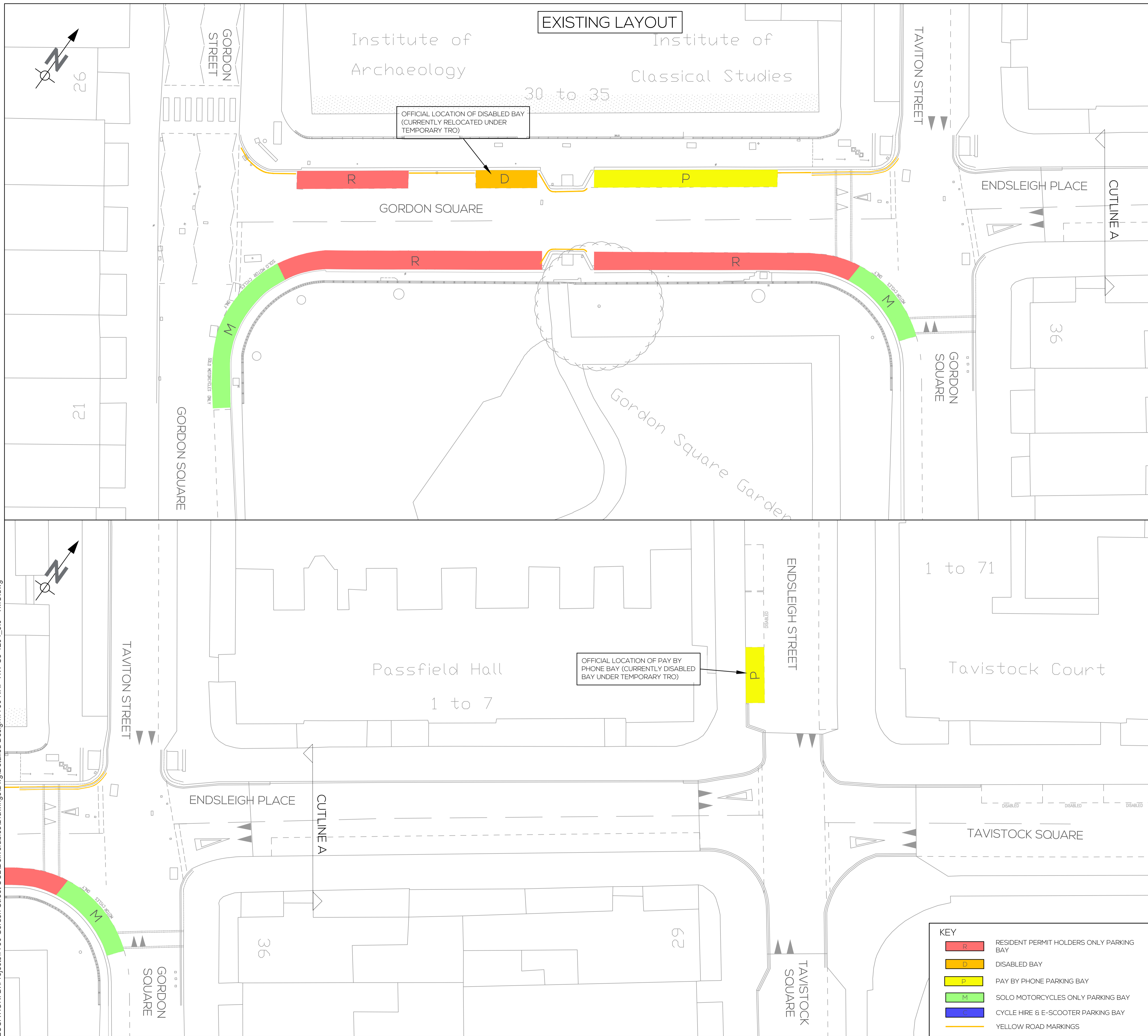
“To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network”

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

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

- 1.10 The DfT also issued its strategy for cycling and walking, entitled 'Gear Change' on 27 July 2020, outlining plans to revolutionise active travel. 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.

LOGIN NAME: LAURITA BOSOVECAITE
 LOCATION: B:\Projects\7750 Gordon Street UCL\Deliverables\Drawings\DWG\Detailed Design\7750-NRP-HW-S3-1204_3.0 - TMO.dwg



EXISTING LAYOUT

OFFICIAL LOCATION OF DISABLED BAY
 (CURRENTLY RELOCATED UNDER
 TEMPORARY TRO)

OFFICIAL LOCATION OF PAY BY
 PHONE BAY (CURRENTLY DISABLED
 BAY UNDER TEMPORARY TRO)

KEY

- R RESIDENT PERMIT HOLDERS ONLY PARKING BAY
- D DISABLED BAY
- P PAY BY PHONE PARKING BAY
- M SOLO MOTORCYCLES ONLY PARKING BAY
- CYCLE HIRE & E-SCOOTER PARKING BAY
- YELLOW ROAD MARKINGS

- NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. ROAD MARKING DIMENSIONS ARE TAKEN FROM THE CENTRE OF THE MARKING.
 2. DO NOT SCALE FROM THIS DRAWING.
 3. LAYOUTS ARE A COMBINATION OF BOTH TOPOGRAPHICAL SURVEY ARE ORDINANCE SURVEY. CLARIFICATION AND DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF SITE ENGINEER.
 4. ALL ROAD MARKINGS AND SIGNS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2016 AND TRAFFIC SIGNS MANUAL 2018.

	Existing	Proposed	Difference
Pay by phone	5 bays (25.8m)	0 bays (0m)	-5 bays (-25.8m)
Resident permit holders only	12 bays (69.3m)	0 bays (0m)	-12 bays (-69.3m)
Solo motorcycles only	31 bays (24.7m)	8 bays (6.6m)	-23 bays (-18.1m)
E-scooter & cycle hire	0 bays (0m)	14 bays (5m)	+14 bays (5m)
Disabled bay	1 bay (6.6m)	1 bay (6m)	0 bays (-0.6m)
Single yellow line	30m	0m	-30m
Double yellow line	9.7m	0m	-9.7m

REV	DATE	DRAWN	REV'D	APP'D	NOTES
3.0	24/05/23	LB	DV	AS	UPDATED BAY REFERENCE POINTS
2.0	24/04/23	LB	DV	AS	CHANGED CYCLE TRACK AND MC BAY
1.0	31/03/23	LB	DV	AS	FIRST ISSUE

DRAWING STATUS
FOR INFORMATION

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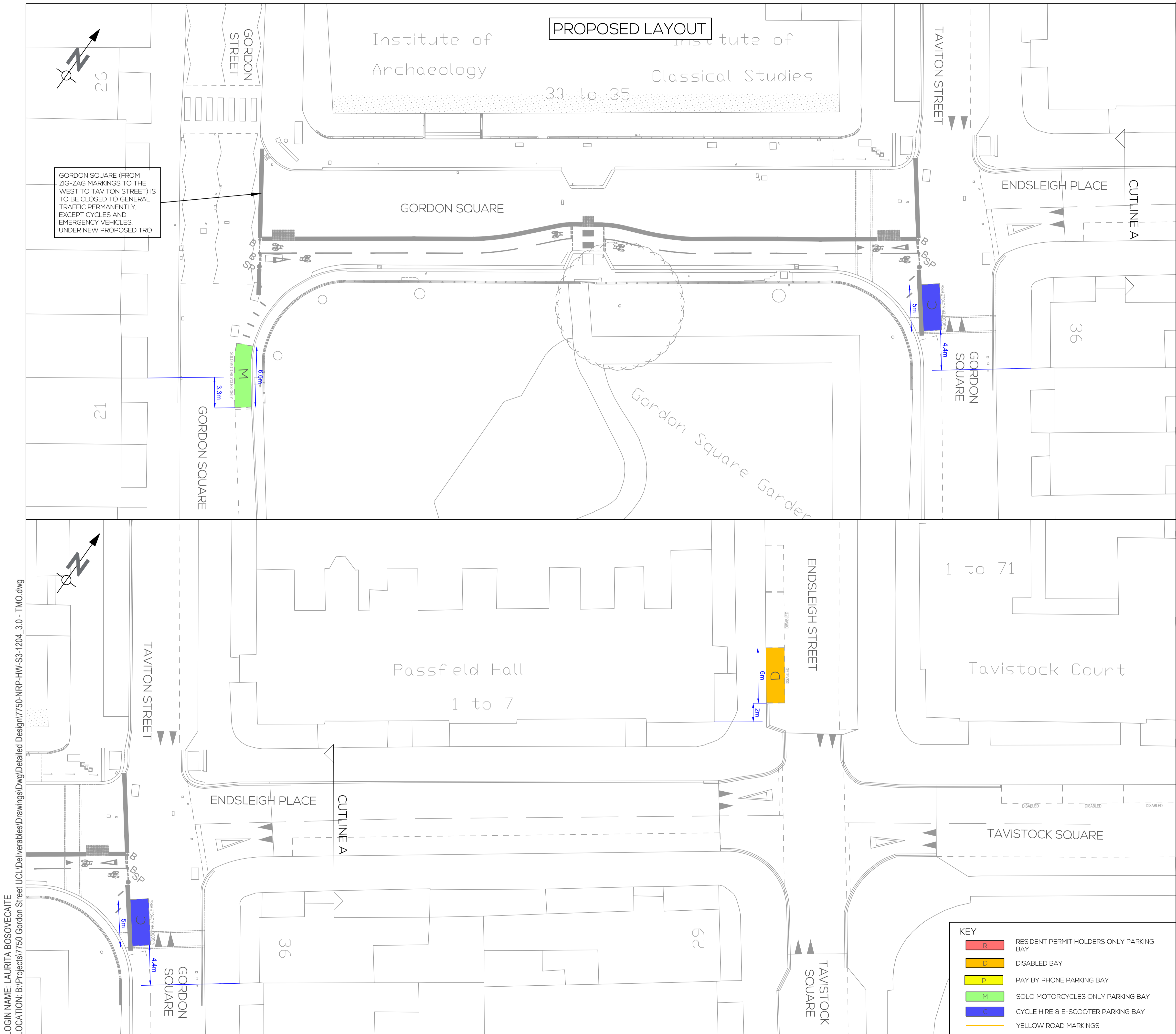
CLIENT
 UNIVERSITY COLLEGE LONDON

PROJECT
 GORDON STREET UCL

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
LB	LB	DV	24/05/23	AS	24/05/23

TITLE
 GORDON SQUARE
 TMO - EXISTING LAYOUT
 1200 SERIES

SCALE	DRAWING No	REV
1:200@A1	7750-NRP-HW-S3-1204-01	3.0



PROPOSED LAYOUT

GORDON SQUARE (FROM ZIG-ZAG MARKINGS TO THE WEST TO TAVISTON STREET) IS TO BE CLOSED TO GENERAL TRAFFIC PERMANENTLY, EXCEPT CYCLES AND EMERGENCY VEHICLES, UNDER NEW PROPOSED TRO

- NOTES:
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	Existing	Proposed	Difference
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Solo motorcycles only	31 bays (24.7m)	8 bays (6.6m)	-23 bays (-18.1m)
E-scooter & cycle hire	0 bays (0m)	14 bays (5m)	+14 bays (5m)
Disabled bay	1 bay (6.6m)	1 bay (6m)	0 bays (-0.6m)
Single yellow line	30m	0m	-30m
Double yellow line	9.7m	0m	-9.7m

REV	DATE	DRAWN	REV'D	APP'D	NOTES
3.0	24/05/23	LB	DV	AS	UPDATED BAY REFERENCE POINTS
2.0	24/04/23	LB	DV	AS	CHANGED CYCLE TRACK AND MC BAY
1.0	31/03/23	LB	DV	AS	FIRST ISSUE

DRAWING STATUS
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CLIENT
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PROJECT
GORDON STREET UCL

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
LB	LB	DV	24/05/23	AS	24/05/23

TITLE
GORDON SQUARE
TMO - PROPOSED LAYOUT
1200 SERIES

SCALE	DRAWING No	REV
1:200@A1	7750-NRP-HW-S3-1204-02	3.0

KEY

- RESIDENT PERMIT HOLDERS ONLY PARKING BAY
- DISABLED BAY
- PAY BY PHONE PARKING BAY
- SOLO MOTORCYCLES ONLY PARKING BAY
- CYCLE HIRE & E-SCOOTER PARKING BAY
- YELLOW ROAD MARKINGS

LOGIN NAME: LAURITA BOSOVECAITE
 LOCATION: B:\Projects\7750 Gordon Street UCL\Deliverables\Drawings\DWG\7750-NRP-HW-S3-1204_3.0 - TMO.dwg

Statement of Reasons

Goldhurst Terrace

The purpose of this proposal is to provide a cycle hangar and prohibit waiting at the junction. This replaces a dedicated disabled parking bay outside 82 Goldhurst Terrace, NW6 that is no longer required.

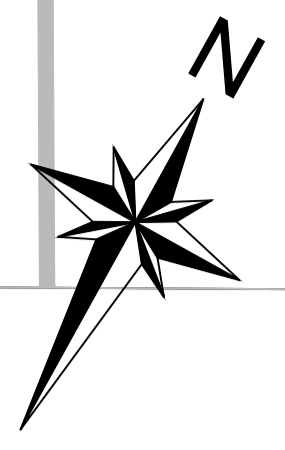
The proposal meets the objectives of the Camden Transport Strategy (CTS) which aims to reallocate bays that are redundant or no longer in use to other uses such as cycle parking.

The proposal meets the objectives of the Cycling Action Plan (CAP) which aims to enhanced cycle parking facilities across Camden.

The proposal meets the objectives of the Road Safety Action Plan (RSAP) which aims to amend the parking, waiting and loading restrictions around junctions to reduce the number of casualties Killed or Seriously Injured (KSI) on Camden's roads.

Cannon Hill

Prohibitions on waiting by vehicles would be designated in areas of Cannon Hill adjacent to dropped kerbs or access roads to adjacent properties to ensure these areas are unobstructed by parked vehicles. Existing parking places would be unaffected by the introduction of these measures.



92 90 88 86 84 82 80

Existing sign and post to be removed

5.8

SP

PERMIT HOLDER 047 ONLY
DISABLED

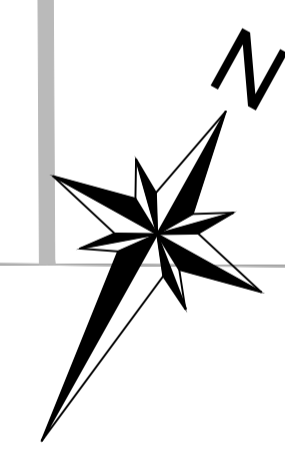
GOLDHURST TERRACE

Existing dedicated disabled bay (permit number 047) and associated markings to be removed.

FAIRHAZEL GARDENS

147 145 143 141 139 137 135 133 131

EXISTING LAYOUT



92 90 88 86 84 82 80

5.1

4.5

1.5

GOLDHURST TERRACE

Extend waiting prohibition by 6.0m

Install 1 No. cycle hangar unit 2.6m

FAIRHAZEL GARDENS

147 145 143 141 139 137 135 133 131

PROPOSED LAYOUT

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

Rev	By	Date	Amendments
A	HD	16.06.23	INITIAL ISSUE



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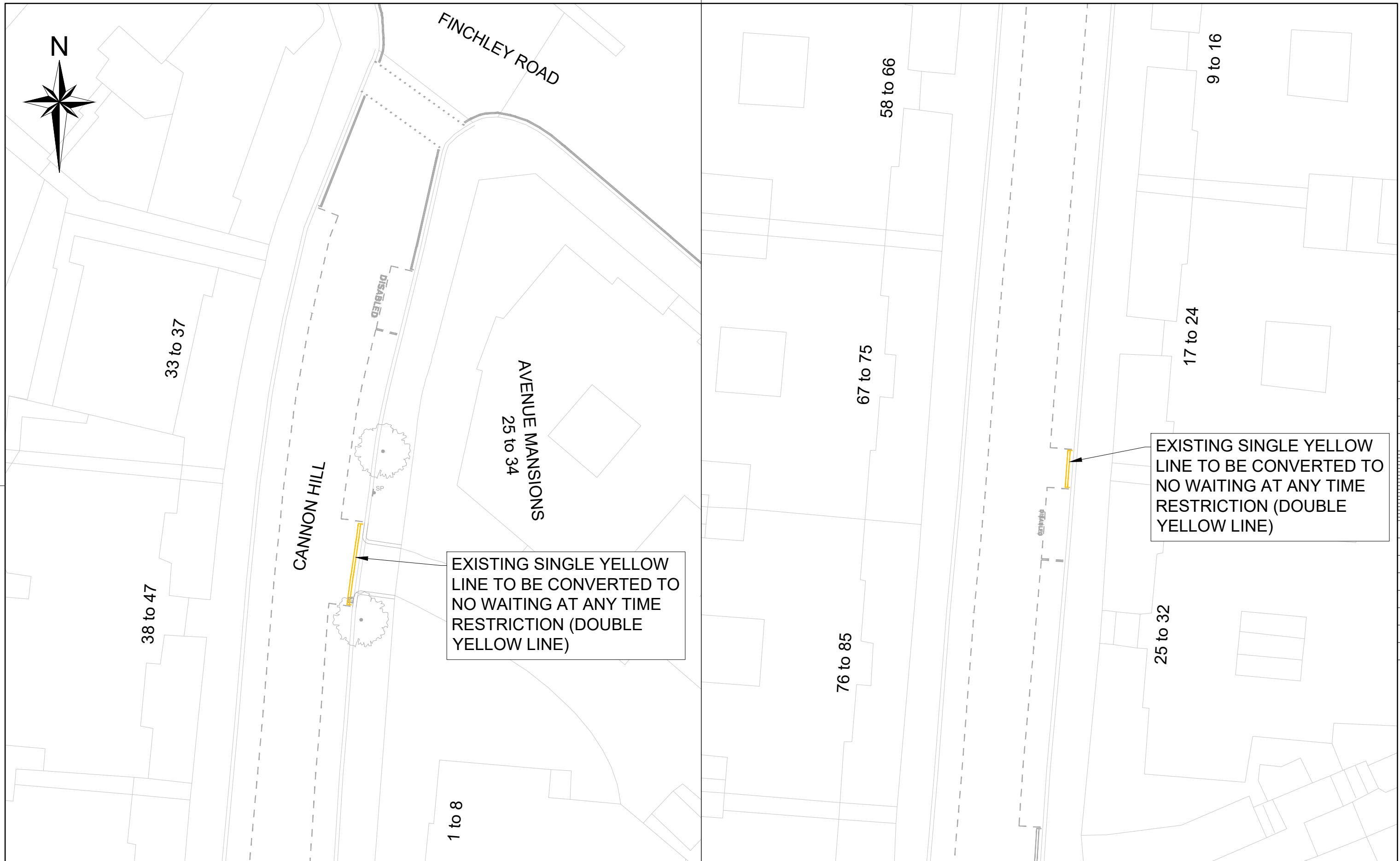
Project
TRAFFIC MANAGEMENT ORDER
REMOVAL OF
DEDICATED DISABLED BAY

Drawing Title
82 GOLDHURST TERRACE
LONDON, NW6 3HS
SHEET 1 OF 1

Scale NTS	Date JUN 2023
Drawn By HB	File Ref DDB-11-GT
Checked By HD	Dwg Name DDB-11-GT.dwg

Drawing Location
T:\Non Capital Schemes\2022-23\Disabled Bays\DDB_11_GOLDHURST TER\DWG
Drawing Number
DDB-11-GT-TMO-0001

Rev.
A



Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
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Project
Waiting and Loading Restrictions

Drawing Title
Cannon Hill

Key
 Existing road markings
 Proposed waiting restrictions

Rev	By	Date	Amendments

Scale NTS @ A3	Date JUN 23
Drawn By JR	File Ref
Checked By JA	Dwg Name
Drawing Location	
Drawing Number	Rev. A

The Camden (Parking Places) (CA-D) (Amendment No. 38) Traffic Order 2023

2023 No. 87

**ENDSLEIGH STREET
GORDON SQUARE**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 87

The Camden (Parking Places) (CA-D) (Amendment No. 38) Traffic Order 2023

Made on

Coming into force on

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

1. Citation and commencement

1.1 This order shall come into force on _____ and may be cited as the Camden (Parking Places) (CA-D) (Amendment No. 38) Traffic Order 2023.

2. Interpretation

2.1 In this order:

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

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

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

3. Revocation and designation of parking places

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

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

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

Dated this

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
9643	GORDON SQUARE	(north-west arm), south-east side, from a point 6.1 metres south-west of the south-western kerb-line of Gordon Square (north-eastern arm), south-westwards for a distance of 27 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM
9644	GORDON SQUARE	(north-west arm), south-east side, from a point 5.5 metres north-east of the north-eastern kerb-line of Gordon Square (south-western arm), north-eastwards for a distance of 28 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM
1882	GORDON SQUARE	(north-west arm), north-west side, from a point 4.9 metres north-east of the north-eastern kerb-line of Gordon Street, north-eastwards for a distance of 12.2 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
11253	GORDON SQUARE	(north-west arm), north-west side, from a point 12.43 metres south-west of the extended south-west kerb line of Taviton Street, south westward for a distance of 20 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£6.63 per hour	£8.06 per hour	2 hours
9662	ENDSLEIGH STREET	south-west side: from a point 7 metres north-west of the north-western kerb of Endsleigh Place, north-westwards for a distance of 17 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£6.63 per hour	£8.06 per hour	2 hours

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 164) Traffic Order 2023

2023 No. 88

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 84

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 164) Traffic Order 2023

Made on

Coming into force on

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

1. Citation and commencement

- 1.1 This order shall come into force on _____ and may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 164) Traffic Order 2023.

2. Interpretation

- 2.1 In this order;
- 2.1.1 the term "parent order" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C 2012 No. 1];
- 2.1.2 any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;
- 2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Amendment to schedules 1, 2 and 5 to the parent order

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though;
- 3.1.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to the parent order, the items set out in the table of the schedule to this order;

- 3.1.2 there was included in, or substituted for the items set out in relation to the similarly named streets in schedule 2 to the parent order, the items set out in table 2 of the schedule to this order.
- 3.1.3 there was omitted from schedule 5 to the parent order, the items set out in table 3 of the schedule to this order;
- 3.1.4 there was included in schedule 5 to the parent order, the items set out in table 4 of the schedule to this order.

4. Designation of cycle parking place

- 4.1 The Camden (Parking Places) (Pedal Cycles) Traffic Order 2020 [L.B.C. 2020 No. 42] shall have effect as though there was included in the schedule to that order, the items set out in table 5 of the schedule to this order.

Dated this

SCHEDULE

TABLE 1 - ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
153	CANNON HILL	
(a)	north-west side:	
(i)	from the north-western kerb line of West End Lane, north-eastwards for a distance of 6.5 metres	A
(b)	south-east side:	
(i)	from a point 39 metres south of the south-western kerb line of Finchley Road, southwards for a distance of 7 metres	A
(ii)	from a point 128 metres south of the south-western kerb line of Finchley Road, southwards for a distance of 4 metres	A
(iii)	from the north-western kerb line of West End Lane, north-eastwards for a distance of 8.2 metres	A
(c)	both sides: so much else of Cannon Hill that is public highway and which does not lie within those lengths specified above, and which is not designated as a part of the Transport for London Route Network (Red Route)	B
372	GOLDHURST TERRACE	
(a)	both sides: between the eastern kerb line of Priory Road and a point 9 metres east of that kerb line	A
(b)	north and west side:	

(i)	between a point 9 metres east of the eastern kerb line of Priory Road and a point 9.5 metres west of the western kerb line of Fairhazel Gardens	B
(ii)	between a point 15.5 metres west of the western kerb line of Fairhazel Gardens and a point 21 metres north of the eastern kerb line of Fairhazel Gardens	A
(iii)	between a point 21 metres north of the eastern kerb line of Fairhazel Gardens and a point 10 metres south of the southern side of its junction with Greencroft Gardens	D
(iv)	between a point [^RR^] 25.5 metres south-west of the south-western kerb line of Finchley Road and a point 9 metres south of the southern side of its junction with Greencroft Gardens	D
(c)	the perimeter of the island site situated at the junction of Goldhurst Terrace, Greencroft Gardens and Broadhurst Gardens	A
(d)	south and east side:	
(i)	between a point 9 metres east of the eastern kerb line of Priory Road and a point 18 metres west of the south-western kerb line of Fairhazel Gardens	B
(ii)	between a point 18 metres west of the western kerb line of Fairhazel Gardens and a point 18 metres north of the north-eastern kerb line of Fairhazel Gardens	A
(iii)	between a point 18 metres north of the north-eastern kerb line of Fairhazel Gardens and a point [^RR^] 25.5 metres south-west of the south-western kerb line of Finchley Road	D
380	GORDON SQUARE	
(a)	north-west arm:	A
(b)	south-west arm:	
(i)	south-west side: from a point 54.44 metres north-west of the north-western kerb line of the south-east arm of Gordon Square, north-westwards for a distance of 18.5 metres	A
(ii)	north-east side: from a point 63.12 metres north-west of the north-western kerb line of the south-east arm of Gordon Square, north-westwards for a distance of 8.5 metres	A
(c)	north-east arm:	

(i)	south-west side: from a point 65.53 metres north-west of the north-western kerb line of the south-east arm of Gordon Square, north-westwards for a distance of 8.66 metres	A
(ii)	north-east side: from a point 64.92 metres north-west of the north-western kerb line of the south-east arm of Gordon Square, north-westwards for a distance of 17.50 metres	A
(iii)	north-east side: from the south-eastern kerb line of Endsleigh Place, south-eastwards for a distance of 11.28 metres	A
(d)	so much else of Gordon Square that is public highway and which does not lie within those lengths specified above	G

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

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
	CANNON HILL: south-east side: from a point 39 metres south of the south-western kerb line of Finchley Road, southwards for a distance of 7 metres	1

TABLE 3 – ITEMS OMITTED FROM SCHEDULE 5 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
10259	GORDON SQUARE	(south-western arm), north-east side: from a point 2.3 metres south-east of a point opposite the party wall of nos. 21 and 22 Gordon Square, north-eastwards for a distance of 16.6 metres, and which has a width throughout of 2.13 metres.
7871	GORDON SQUARE	(north-eastern arm), south-west side, from a point 2.4 metres north-west of a point opposite the party wall of nos. 36 and 37 Gordon Square, north-westwards for a distance of 9.1 metres, and which has a width throughout of 2.13 metres.

TABLE 4 – ITEMS INCLUDED IN SCHEDULE 5 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
	GORDON SQUARE	(south-western arm), north-east side: from a point 3.3 metres south-east of a point opposite the party wall of nos. 21 and 22 Gordon Square, north-eastwards for a distance of 6.6 metres

TABLE 5 – ITEMS INCLUDED IN THE SCHEDULE TO THE CAMDEN (

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
	GORDON SQUARE	(north-eastern arm), south-west side, from a point 4.4 metres north-west of a point opposite the party wall of nos. 36 and 37 Gordon Square, north-westwards for a distance of 5 metres

The Camden (Prescribed Routes) (No. 8) Traffic Order 2023

2023 No. 89

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 89

The Camden (Prescribed Routes) (No. 8) Traffic Order 2023

Made on

Coming into force on

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

1. Citation and commencement

- 1.1 This order shall come into force on _____ and may be cited as the Camden (Prescribed Routes) (No. 8) Traffic Order 2023.

2. Interpretation

- 2.1 Any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.2 In this order, the term “pedal cycle” has the same meaning ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].

3. Restrictions and exemptions

- 3.1 No person shall cause any motor vehicle to enter the north-eastern arm of Gordon Square.
- 3.2 Nothing in Article 3.1 shall apply in respect of;
- 3.2.1 a vehicle being used for police, ambulance or fire brigade purposes;
- 3.2.2 anything done with the permission of a police constable or traffic warden in uniform;

- 3.2.3 any vehicle being used for the purposes of highway maintenance, including the maintenance of any street furniture, or any vehicle being used in connection with the laying, installation or maintenance of any apparatus for the provision of utilities or any electronic communications network provided that such work cannot reasonably be accomplished without the vehicle being caused to enter the section of the road set out in Article 3.1.
- 3.2.4 any person causing any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

Dated this

**The Camden (Free Parking Places) (Disabled Persons)
(Amendment No. 63) Traffic Order 2023**

2023 No. 90

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 90

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 63) Traffic Order 2023

Made on

Coming into force on

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

1. Citation and commencement

1.1 This Order shall come into force on _____ and may be cited as the Camden (Free Parking Places) (Disabled Persons) (Amendment No. 63) Traffic Order 2023.

2. Interpretation

2.1 In this order:

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

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

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

3. Designation of parking places

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

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

3.1.2 there was included in the schedule to the parent order, the items set out in table 2 of the schedule to this order.

Dated this

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	ENDSLEIGH STREET	south-west side: from a point 7 metres north-west of the north-western kerb of Endsleigh Place, north-westwards for a distance of 6 metres	AT ALL TIMES

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	GORDON SQUARE	(north-eastern arm), south-west side, from a point 4.4 metres north-west of a point opposite the party wall of nos. 36 and 37 Gordon Square, north-westwards for a distance of 5 metres	AT ALL TIMES

**The Camden (Parking Places) (Dedicated Disabled)
(Amendment No. 72) Traffic Order 2023**

2023 No. 91

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2023 No. 91

The Camden (Parking Places) (Dedicated Disabled) (Amendment No. 72) Traffic Order 2023

Made on

Coming into force on

The Council of the London Borough of Camden after consulting the Commissioner of Police of the Metropolis, in exercise of powers conferred by sections 45, 46, 49 and 124 of and Part IV of schedule 9 to the Road Traffic Regulation Act 1984, as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985 and Part 6 of the Traffic Management Act 2004 and all other powers thereunto enabling, hereby make the following Order:

1. Citation and commencement

- 1.1 This Order shall come into force on _____ and may be cited as the Camden (Parking Places) (Dedicated Disabled) (Amendment No. 72) Traffic Order 2023.

2. Interpretation

2.1 In this order:

- 2.1.1 the term “parent order” means the Camden (Parking Places) (Dedicated Disabled) Traffic Order 2012 [L.B.C. 2012 No. 23].
- 2.1.2 any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;
- 2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. Designation of parking places

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though there was omitted from the the schedule to the parent order, the items set out in table 1 of the schedule to this order.

Dated this

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER	CONTROLLED HOURS
8762	GOLDHURST TERRACE	north-west side: from the party wall of nos. 80 and 82 Goldhurst Terrace, south-westwards for a distance of 6 metres	047	AT ALL TIMES