

**The Camden (Linstead Street) (Cycle Permeability) Experimental Traffic Order 2020**  
**The Camden (St. Paul's Crescent) (Cycle Permeability) Experimental Traffic Order 2020**

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned orders on 14 September 2020 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The orders will come into force on 24 September 2020. The general nature and effect of the orders are as follows:

**The Camden (Linstead Street) (Cycle Permeability) Experimental Traffic Order 2020**

Removal of an 8 metre section of the permit holders parking place at the junction with Linstead Street. Designation of a 24 hour waiting prohibition (including for the purposes of loading / unloading) along this section of road and at the northern extremity of Linstead Street (designated parking places in Linstead Street are unaffected).

**The Camden (St. Paul's Crescent) (Cycle Permeability) Experimental Traffic Order 2020**

Designation of a 24-hour waiting restriction (including for the purposes of loading / unloading) at the southern extremity of the section of St. Paul's Crescent which remains open to all vehicular traffic at the side of no. 36A St. Paul's Crescent.

The Council will be considering in due course whether the provisions of the experimental orders should be continued in force indefinitely. Within a period of six months beginning with the date on which the experimental orders come into force or, if the orders are 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](mailto:safetravel@camden.gov.uk) or by post to FREEPOST LBC Transport Strategy. Copies of the orders and other documents related to these schemes may be inspected at [camden.gov.uk/recently-advertised-proposals](https://camden.gov.uk/recently-advertised-proposals) or by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or at London Borough of Camden, 5 Pancras Square, N1C 4AG.

Peter Mardell  
Head of Parking Operations  
17 September 2020

# **The Camden (St. Paul's Crescent) (Cycle Permeability) Experimental Traffic Order 2020**

## **STATEMENT OF REASONS**

The order designates waiting and loading restrictions at any time in a section of St. Paul's Crescent in order to prevent vehicles obstructing the entrance to / exit from the cycle route over the pedestrianised section of the road.

## **The Camden (St. Paul's Crescent) (Cycle Permeability) Experimental Traffic Order 2020**

### **REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT**

At the present time, restrictions on people's movements as a result of the Covid-19 crisis may render normal modes of consultation ineffective. Additionally, the current state of traffic on the affected streets may not reflect the ordinary operation of the schemes which may prevent consultees from forming a reasoned opinion over their effect.

The experimental order will be in force for a maximum period of 18 months and the council will decide whether or not to retain the schemes indefinitely before the expiration of this period. The council is required to consider any objections made over the initial 6 month period. It is anticipated that the various schemes may have a longer-term utility and their operation will be evaluated whilst the experimental orders remain in force. Council officers would ideally wish to carry out a full consultation on each scheme after 12 months to elicit views from stakeholders and members of the public, subject to circumstances. A decision as to whether to do so or not will be made nearer the time.



Upgrade existing single yellow line to No Waiting or Loading At Any Time double yellow lines

Existing brick cycle track

Proposed shared area

Guardrail panels to be removed.

Proposed sign 956 paving slab to be inlaid

Proposed 1:10 dropped kerb

Guardrail panels to be removed.
















St Paul's Crescent

51 Agar Grove

53 Agar Grove

Agar Grove

**KEY**

-  Existing lamp post
-  Existing tree
-  Proposed No Loading At Any Time double kerb markings
-  Proposed No Waiting At Any Time double yellow lines
-  Existing give way lines
-  Proposed give way lines
-  Proposed cycle symbol lines
-  Proposed 'tramline' paving to warn pedestrians walking into a shared area with cyclists
-  Proposed dropped kerb
-  Proposed cycle sign attached to existing bollard
-  Proposed cycle sign attached to new bollard
-  Proposed cycle sign attached to new signpost
-  Existing cycle track paving
-  Existing guardrail to be removed
-  'Except cycles' sub plate to be added to existing 'No through Road' signage.  
2x at junction of St Paul's Crescent / Cantelowes Road.



Design Team  
Transport Strategy Service  
London Borough of Camden  
5 Pancras Square  
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Project **Cycle Permeability  
Covid 19 Measures  
ETO DRAWING**

Drawing Title **St Pauls Crescent / Agar Grove  
Cycle access**

Scale **NTS** Date **Jul 2020**

Drawn By **JA** File Ref

Checked By Dwg Name

Drawing Location T:\\_Cptl\_Schmel\2020-21\Cycle Permeability 2020-21\08\_Drawings\01\_Working Drawings\04\_Detailed Design

Drawing Number **St Pauls Crescent\ TMO** Rev. **B**



# **The Camden (St. Paul's Crescent) (Cycle Permeability) Experimental Traffic Order 2020**

**2020 No. 59**

**ST. PAUL'S CRESCENT**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 59

The Camden (St. Paul's Crescent) (Cycle Permeability) Experimental Traffic Order 2020

Made on 14 September 2020

Coming into force on 24 September 2020

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by 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 24 September 2020 and may be cited as the Camden (St. Paul's Crescent) (Cycle Permeability) Experimental Traffic Order 2020.

#### **2. Restrictions**

- 2.1 For as long as this order remains in force, the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
- 2.1.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to that order, the items set out in table 1 of the schedule to this order;
- 2.1.2 there was included, or substituted for the items set out in relation to similarly named streets, in schedule 2 to that order, the items set out in table 2 of the schedule to this order.

#### **3. Power to modify or suspend provisions of this order**

- 3.1 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 14 September 2020**

A handwritten signature in black ink, appearing to read 'P. Mardell', written in a cursive style.

**Peter Mardell  
Head of Parking Operations**

## SCHEDULE

TABLE 1 – ITEMS SUBSTITUTED IN RESPECT OF SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2020

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
853	<b>ST. PAUL'S CRESCENT</b>	
(a)	<b>west side:</b> from the junction with Marquis Road to the northern kerb line of Agar Grove	B
(b)	<b>east side:</b>	
(i)	from the junction with Marquis Road to a point 5 metres north of the northern extent of the section of St. Paul's Crescent which is closed to through traffic	B
(ii)	from the northern extent of the section of St. Paul's Crescent which is pedestrianised, northwards for a distance of 5 metres and including the width of the roadway adjacent to the closed section.	A
(iii)	the remaining section of the east side St. Paul's Crescent which lies between its junctions with Marquis Road and Agar Grove not included in those lengths described above	B
(b)	<b>west side:</b>	
(i)	from the southern kerb line of Agar Grove to a point opposite the southern boundary wall of no.42 St. Paul's Crescent	B
(ii)	from a point opposite the southern boundary wall of No 42 St. Paul's Crescent southwards for a distance of 11 metres	A
(iii)	from a point 11 metres south of a point opposite the southern boundary wall of no. 42 St. Paul's Crescent, southwards for as much of St. Paul's Crescent as is public highway	B
(c)	<b>east side:</b>	
(i)	from the southern kerb line of Agar Grove, southwards to a point opposite the southern flank wall of no. 27 St. Paul's Crescent	B
(ii)	from a point opposite the southern flank wall of no. 27 St. Paul's Crescent southwards for as much as St. Paul's Crescent is public highway	A



TABLE 2 – ITEMS INCLUDED, OR SUBSTITUTED IN RESPECT OF SIMILARLY NAMED STREETS, IN SCHEDULE 2 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2020

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
	<b>ST. PAUL'S CRESCENT</b>	
(a)	<b>east side:</b> from the northern extent of the section of St. Paul's Crescent which is pedestrianised, northwards for a distance of 5 metres and including the width of the roadway adjacent to the closed section.	1

# **The Camden (Linstead Street) (Cycle Permeability) Experimental Traffic Order 2020**

## **STATEMENT OF REASONS**

A cycle way is to be constructed across the southern footway of Netherwood Street at its junction with Linstead Street. The order revokes a section of the parking place in Netherwood Street adjacent to this junction and designates a prohibition on waiting and loading at any time in both Linstead Street and Netherwood Street at the junction to ensure access / egress to and from the cycle way is not obstructed by parked vehicles.

# **The Camden (Linstead Street) (Cycle Permeability) Experimental Traffic Order 2020**

## **REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT**

At the present time, restrictions on people's movements as a result of the Covid-19 crisis may render normal modes of consultation ineffective. Additionally, the current state of traffic on the affected streets may not reflect the ordinary operation of the schemes which may prevent consultees from forming a reasoned opinion over their effect.

The experimental order will be in force for a maximum period of 18 months and the council will decide whether or not to retain the schemes indefinitely before the expiration of this period. The council is required to consider any objections made over the initial 6 month period. It is anticipated that the various schemes may have a longer-term utility and their operation will be evaluated whilst the experimental orders remain in force. Council officers would ideally wish to carry out a full consultation on each scheme after 12 months to elicit views from stakeholders and members of the public, subject to circumstances. A decision as to whether to do so or not will be made nearer the time.



Proposed 1:10 dropped kerb to be installed between trees.

8.0m of Resident Parking bay to be removed and replaced with Double Yellow Lines and Double Kerb markings

2x cycle stands to be relocated

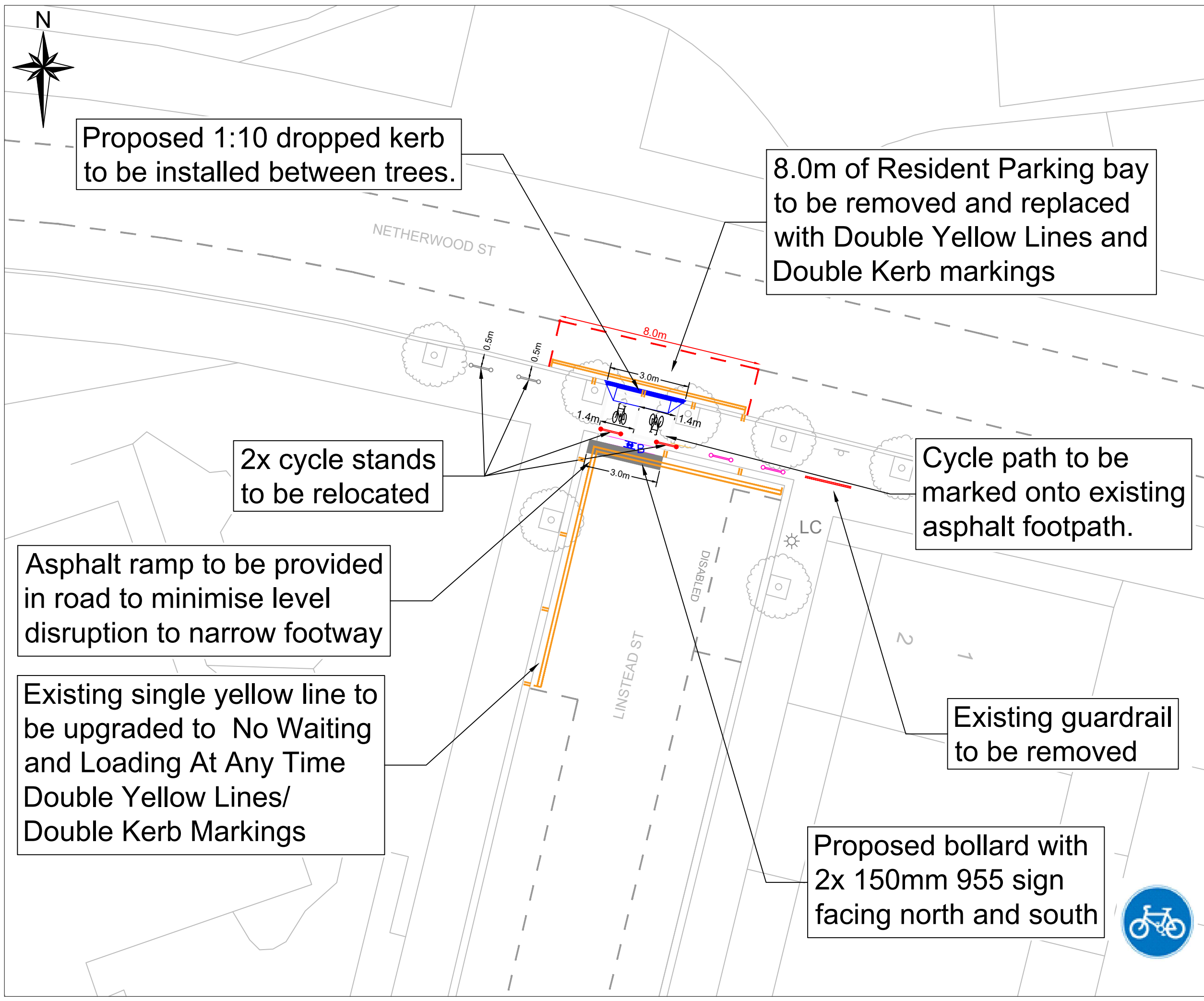
Asphalt ramp to be provided in road to minimise level disruption to narrow footway

Existing single yellow line to be upgraded to No Waiting and Loading At Any Time Double Yellow Lines/ Double Kerb Markings

Cycle path to be marked onto existing asphalt footpath.

Existing guardrail to be removed

Proposed bollard with 2x 150mm 955 sign facing north and south



'Except cycles' sub plate to be added to existing 'No through Road' signage.  
1x at Linstead St / Hemstal Rd



Proposed Dropped kerb



Guardrail to be removed



Cycle Stand to remain



Cycle Stand to be removed



Cycle Stands to be relocated

Rev	By	Date	Amendments



**Camden**  
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Project  
Cycle Permeability  
Covid 19 Measures

Drawing Title  
Linstead St / Netherwood St  
Proposed cycle access

Scale NTS	Date June 2020
Drawn By JA	File Ref
Checked By	Dwg Name

Drawing Location  
T:\Cpt\_Schm\2020-21\Cycle Permeability 2020-21\08\_Drawing\01\_Working Drawings\04\_Detailed Design  
Drawing Number  
Linstead Street\ 001

Rev. **B**

# **The Camden (Linstead Street) (Cycle Permeability) Experimental Traffic Order 2020**

**2020 No. 60**

**LINSTEAD STREET  
NETHERWOOD STREET**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2020 No. 60

The Camden (Linstead Street) (Cycle Permeability) Experimental Traffic Order 2020

Made on 14 September 2020

Coming into force on 24 September 2020

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by 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 24 September 2020 and may be cited as the Camden (Linstead Street) (Cycle Permeability) Experimental Traffic Order 2020.

#### **2. Restrictions**

2.1 For as long as this order remains in force, the Camden (Parking Places) (CA-Q) Traffic Order 2012 [L.B.C. 2012 No. 15] shall have effect as though;

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

2.1.2 there was included in schedule 1 to that order, the items set out in table 2 of the schedule to this order.

2.2 For as long as this order remains in force, the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;

2.2.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to that order, the items set out in table 3 of the schedule to this order;

2.2.2 there was included, or substituted for the items set out in relation to similarly named streets, in schedule 2 to that order, the items set out in table 4 of the schedule to this order.

#### **3. Power to modify or suspend provisions of this order**

3.1 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 14 September 2020**

A handwritten signature in black ink, appearing to read 'P. Mardell', written in a cursive style.

**Peter Mardell**  
**Head of Parking Operations**

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
5648	NETHERWOOD STREET	south side: from a point 7 metres west of the western kerb line of Lowfield Road to a point 16 metres east of the eastern limit of the vehicular accessway to St. George's R.C. School (annexe) and Westminster Tuition Centre	MONDAY – FRIDAY 8.30AM – 6.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13635	NETHERWOOD STREET	south side: from a point 62 metres west of the western kerb line of Lowfield Road, westwards for a distance of 60 metres	MONDAY – FRIDAY 8.30AM – 6.30PM
13636	NETHERWOOD STREET	south side: from a point 7 metres west of the western kerb line of Lowfield Road, westwards for a distance of 47 metres	MONDAY – FRIDAY 8.30AM – 6.30PM



TABLE 3 – ITEMS SUBSTITUTED IN RESPECT OF SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2020

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
579	<b>LINSTEAD STREET</b>	
(a)	<b>east side:</b> from the northern kerb line of Hemstal Road, northwards for a distance of 7.0 metres	A
(b)	<b>west side:</b>	A
(i)	from the northern kerb line of Palmerston Road, northwards for a distance of 9.9 metres	A
(ii)	from the rear of the southern footway of Netherwood Street southwards for a distance of 9 metres and including the area adjacent to the southern footway of Netherwood Street	A
(c)	so much else of Linstead Street that is public highway and which does not lie within those lengths specified above	B
678	<b>NETHERWOOD STREET</b>	
(a)	<b>north-west side:</b> from the north-eastern kerb line of Kilburn High Road, north-eastwards for a distance of 10 metres	A
(b)	<b>south-east side:</b>	
(i)	from the north-eastern kerb line of Kilburn High Road, north-eastwards for a distance of 12 metres	A
(ii)	from a point 54 metres west of the western kerb line of Lowfield Road, westwards for a distance of 8 metres	A
(c)	<b>both sides:</b>	

(i)	between a point 8.0 metres west of the western kerb line of the vehicle access road of Webheath workshop and a point 8.0 metres east of the eastern kerb line of that access road	A
(ii)	from the western kerb line of Lowfield Road, westwards for a distance of 7.2 metres	A
(iii)	so much else of Netherwood Street that is public highway and which is not specified in the lengths above	B

TABLE 4 – ITEMS INCLUDED, OR SUBSTITUTED IN RESPECT OF SIMILARLY NAMED STREETS, IN SCHEDULE 2 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2020

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
	<b>LINSTEAD STREET</b>	
(a)	<b>west side:</b> from the rear of the southern footway of Netherwood Street southwards for a distance of 9 metres and including the area adjacent to the southern footway of Netherwood Street	1
	<b>NETHERWOOD STREET</b>	
(a)	<b>south-east side:</b> from a point 54 metres west of the western kerb line of Lowfield Road, westwards for a distance of 8 metres	1