

The Camden (Highgate Road Bus Lanes) Experimental Traffic Order 2020

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned orders on 1 September 2020 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The orders will come into force on 10 September 2020. The general nature and effect of the orders are as follows:

HIGHGATE ROAD: the three bus lanes designated along Highgate Road (two southbound, one northbound) will have their hours of operation extended to 24 hours a day, 7 days a week. A prohibition on vehicles waiting (including for the purposes of loading or unloading goods) will apply along the lengths of the bus lanes except at the following locations where loading bays are designated for use between 7pm and 7am each day of the week: outside Tally-Ho Apartments (12 metres length), outside Highgate Road Post Office (17 metres length).

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 or by post to London Borough of Camden, Culture Environment & Directorate, Transport Strategy Service, FREEPOST RSLT-RJBR-TXAA, London, WC1H 9JE. Copies of the orders and other documents related to these schemes may be inspected at camden.gov.uk/recently-advertised-proposals or by contacting traffic.orders@camden.gov.uk or at London Borough of Camden, 5 Pancras Square, N1C 4AG.

Peter Mardell
Head of Parking Operations
3 September 2020

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STATEMENT OF REASONS

The hours of operation for the bus lanes designated in Highgate Road would be extended so they operate 24 hours a day each day together with 24 hour waiting restrictions (including for the purposes of loading / unloading) being designated along the lengths of the bus lanes except where loading bays are provided for use between 7pm and 7am. These measures are intended to improve bus journey times.

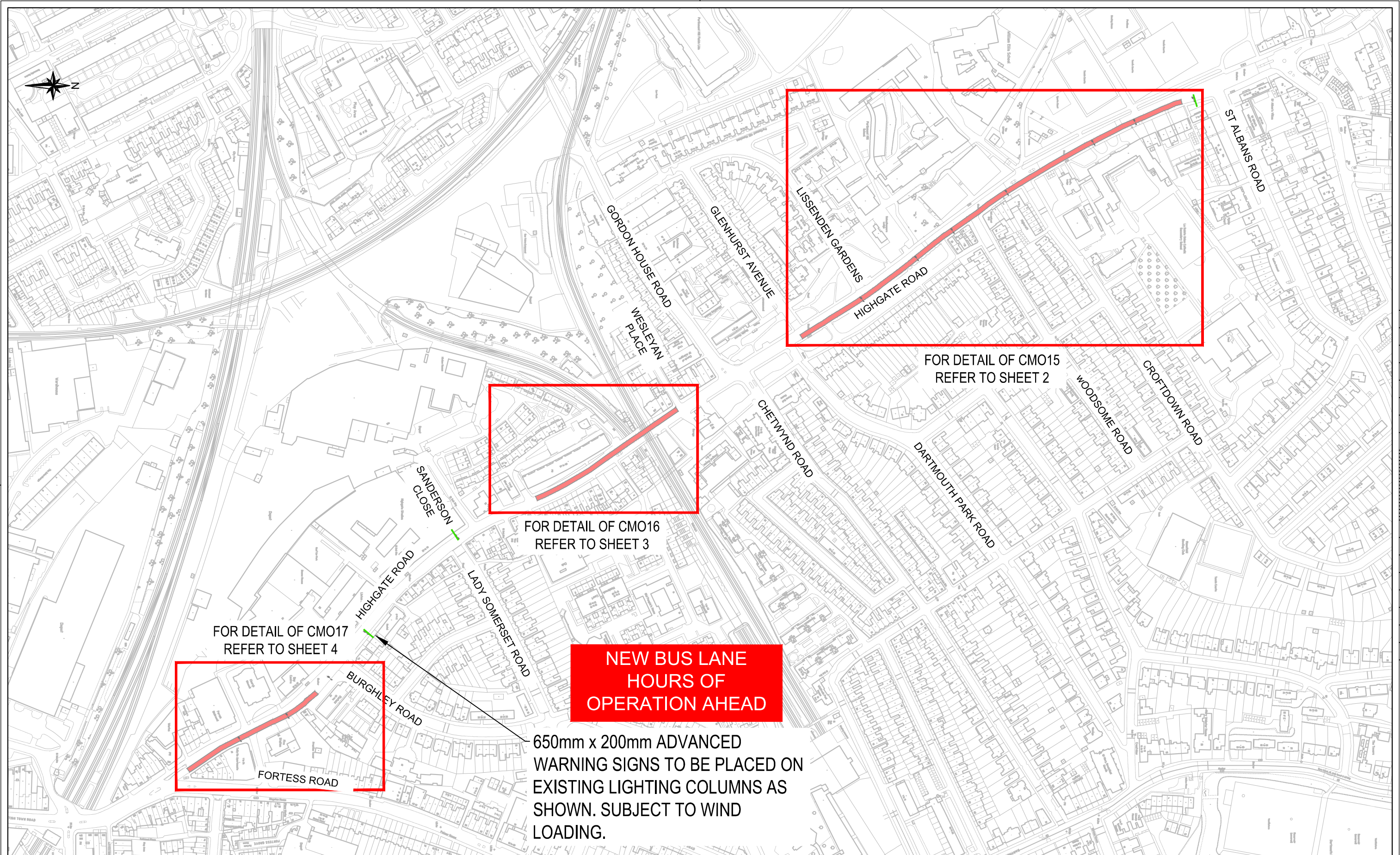
Existing exemptions to use the bus lanes will continue to apply for cyclists, taxis, dial-a-ride vehicles and ambulance, police and fire brigade vehicles.

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REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT

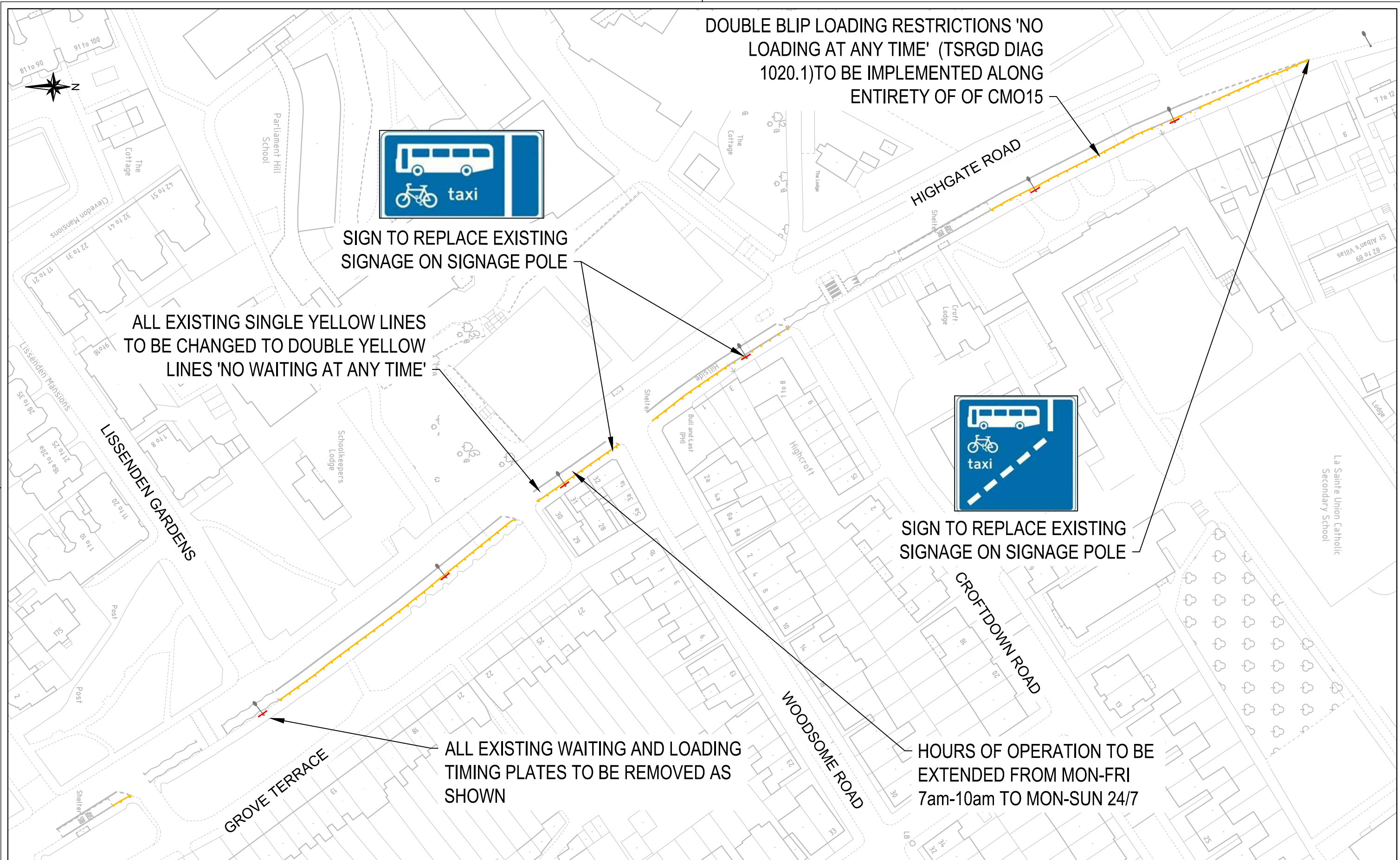
At the present time, restrictions on people's movements as a result of the Covid-19 crisis may render normal modes of consultation ineffective. Additionally, the current state of traffic on the affected streets may not reflect the ordinary operation of the schemes which may prevent consultees from forming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



Rev	By	Date	Amendments
B	DS	AUG 20	Following internal comments
A	DS	AUG 20	Following internal consultation comments

Scale DO NOT SCALE	Date AUG 20
Drawn By DS	File Ref
Checked By AC	Dwg Name
Drawing Location	
Drawing Number	Rev B



DOUBLE BLIP LOADING RESTRICTIONS 'NO LOADING AT ANY TIME' (TSRGD DIAG 1020.1) TO BE IMPLEMENTED ALONG ENTIRETY OF OF CMO15


SIGN TO REPLACE EXISTING SIGNAGE ON SIGNAGE POLE

ALL EXISTING SINGLE YELLOW LINES TO BE CHANGED TO DOUBLE YELLOW LINES 'NO WAITING AT ANY TIME'


SIGN TO REPLACE EXISTING SIGNAGE ON SIGNAGE POLE

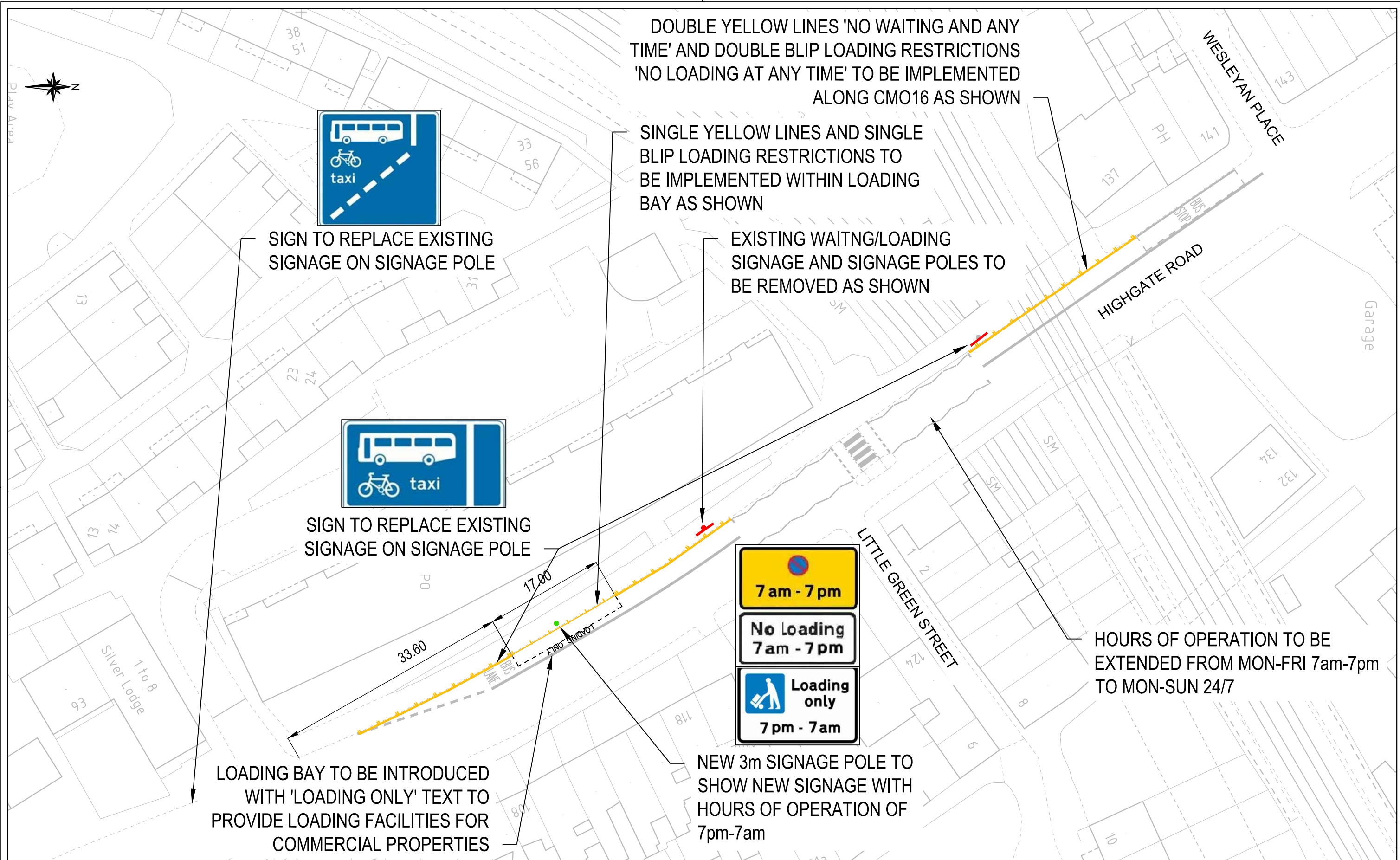
ALL EXISTING WAITING AND LOADING TIMING PLATES TO BE REMOVED AS SHOWN

HOURS OF OPERATION TO BE EXTENDED FROM MON-FRI 7am-10am TO MON-SUN 24/7

Key	
	Existing bus lane road markings
	Existing lighting column
	Existing Waiting/Loading Signage to be removed
	Proposed waiting restrictions

Rev	By	Date	Amendments
B	DS	AUG 20	Following internal comments
A	DS	AUG 20	Following internal consultation comments

Scale 1 : 1000 @ A3	Date AUG 20
Drawn By DS	File Ref
Checked By AC	Dwg Name
Drawing Location	
Drawing Number	Rev B



DOUBLE YELLOW LINES 'NO WAITING AND ANY TIME' AND DOUBLE BLIP LOADING RESTRICTIONS 'NO LOADING AT ANY TIME' TO BE IMPLEMENTED ALONG CMO16 AS SHOWN

SINGLE YELLOW LINES AND SINGLE BLIP LOADING RESTRICTIONS TO BE IMPLEMENTED WITHIN LOADING BAY AS SHOWN

EXISTING WAITING/LOADING SIGNAGE AND SIGNAGE POLES TO BE REMOVED AS SHOWN

SIGN TO REPLACE EXISTING SIGNAGE ON SIGNAGE POLE

SIGN TO REPLACE EXISTING SIGNAGE ON SIGNAGE POLE

HOURS OF OPERATION TO BE EXTENDED FROM MON-FRI 7am-7pm TO MON-SUN 24/7

LOADING BAY TO BE INTRODUCED WITH 'LOADING ONLY' TEXT TO PROVIDE LOADING FACILITIES FOR COMMERCIAL PROPERTIES

NEW 3m SIGNAGE POLE TO SHOW NEW SIGNAGE WITH HOURS OF OPERATION OF 7pm-7am

DOUBLE YELLOW LINES 'NO WAITING AT ANY TIME AND DOUBLE BLIP LOADING RESTRICTIONS 'NO LOADING AT ANY TIME' TO BE IMPLEMENTED ALONG CMO17 AS SHOWN

HOURS OF OPERATION TO BE EXTENDED FROM MON-FRI 7am-10am AND 4pm-7pm AND SAT 10am-7pm TO MON-SUN 24/7



SIGN TO REPLACE EXISTING SIGNAGE ON SIGNAGE POLE

LOADING BAY TO BE INTRODUCED WITH 'LOADING ONLY' TEXT TO PROVIDE LOADING FACILITIES FOR COMMERCIAL PROPERTIES



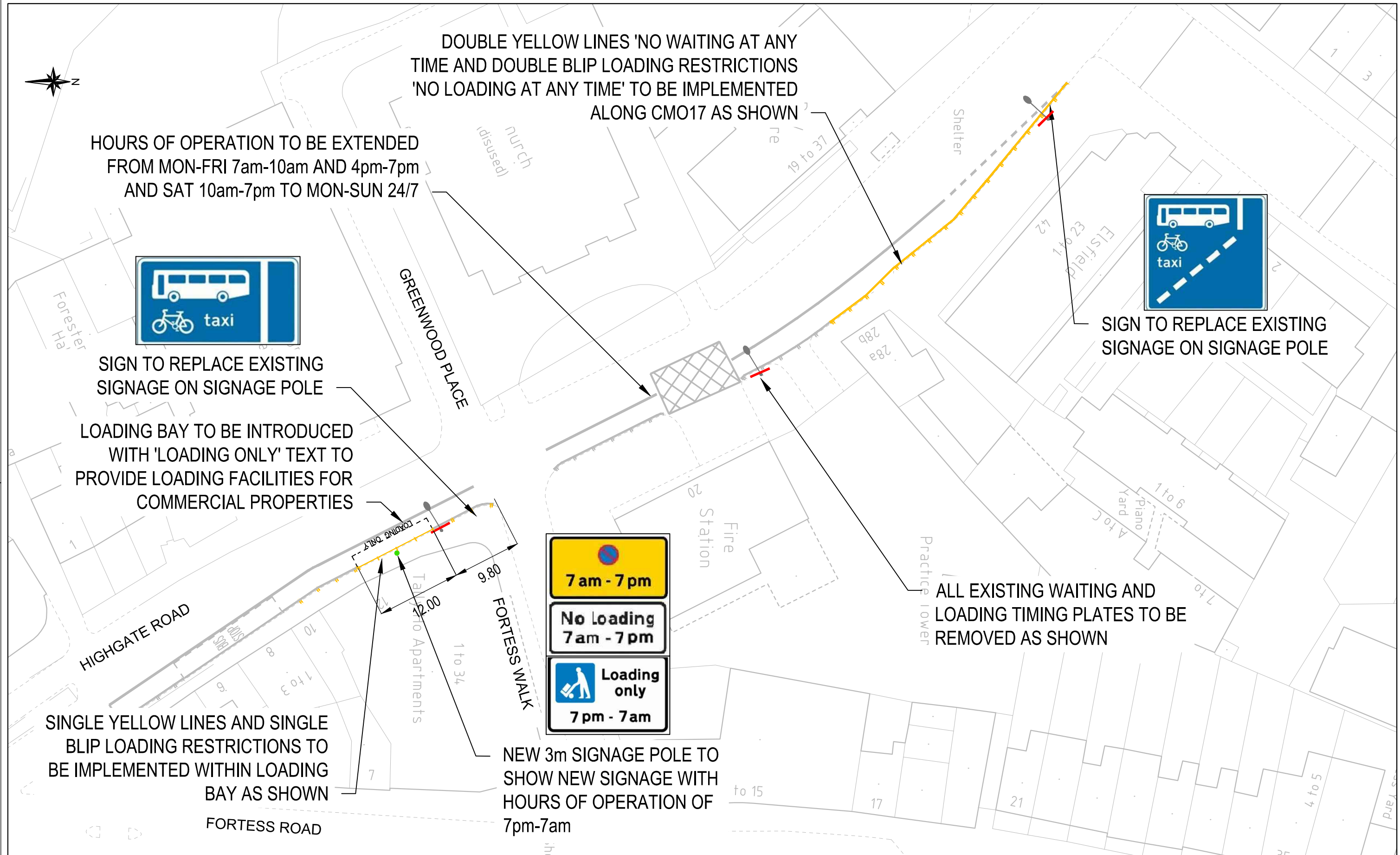
SIGN TO REPLACE EXISTING SIGNAGE ON SIGNAGE POLE








ALL EXISTING WAITING AND LOADING TIMING PLATES TO BE REMOVED AS SHOWN

NEW 3m SIGNAGE POLE TO SHOW NEW SIGNAGE WITH HOURS OF OPERATION OF 7pm-7am

SINGLE YELLOW LINES AND SINGLE BLIP LOADING RESTRICTIONS TO BE IMPLEMENTED WITHIN LOADING BAY AS SHOWN



TSRGD Diagram	TSRGD Diagram Number	Quantity
	958	3no.
	959B	5no.
	660-4	2no.
	637.2	2no.
	7014 (variant)	2no.

The Camden (Highgate Road Bus Lanes) Experimental Traffic Order 2020

2020 No. 63

HIGHGATE ROAD

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 63

The Camden (Highgate Road Bus Lanes) Experimental Traffic Order 2020

Made on 1 September 2020

Coming into force on 10 September 2020

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 10 September 2020 and may be cited as the Camden (Highgate Road Bus Lanes) Experimental Traffic Order 2020.

2. Interpretation

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

"pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].

"disabled persons badge" has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 [S.I. 2000 No. 682];

3. Restrictions

- 3.1 For as long as this order remains in force, the Camden (Bus Lanes) (Consolidation) Traffic Order 2012 [L. B. C. 2012 No. 62] shall have effect as though there was substituted for the similarly numbered items in the schedule to that order, the items set out in table 1 of the schedule to this order;
- 3.2 For as long as this order remains in force, the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 shall have effect as though;
- 3.2.1 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 2 of the schedule to this order;

- 3.2.2 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 3 of the schedule to this order.
- 3.3 For as long as this order remains in force, the Camden (Loading Places) Traffic Order 2012 [L. B. C. 2012 No. 21] shall have effect as though there was included in schedule 1 to that order, the items set out in table 3 of the schedule to this order.

4. Power to modify or amend this order

- 4.1 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 1 September 2020



Peter Mardell
Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS SUBSTITUTED FOR THE SIMILARLY NUMBERED ITEMS IN THE SCHEDULE TO THE CAMDEN (BUS LANES) (CONSOLIDATION) TRAFFIC ORDER 2012

ITEM NO.	NAME OF STREET(S) AND LENGTH OF CARRIAGEWAY	TIMES OF OPERATION	DIRECTION OF TRAVEL	PERMITTED VEHICLES
19	HIGHGATE ROAD south-west side; between a point 25.5 metres north-west of the north-western kerb line of Carrol Close and a point 11.5 metres north-west of the common boundary of nos. 137 and 139 Highgate Road	at all times	north-westbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle
20	HIGHGATE ROAD north-east side; between a point 5.5 metres south-east of the south-eastern kerb line of St Albans Road and a point 4.0 metres south-east of the north-western kerb line of Glenhurst Avenue	at all times	south-eastbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle
21	HIGHGATE ROAD north-east side; between a point 31 metres south of the south-eastern kerb line of Burghley Road to a point 7.5 metres south-east of the party wall of nos. 2 and nos. 2A/4 Highgate Road	at all times	south-eastbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle

TABLE 2.1 - ITEMS INCLUDED 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)
470	HIGHGATE ROAD	
(a)	north-east side:	
(i)	from the junction with Highgate West Hill to a point 4 metres south-east of a point opposite the north-western kerb line of Glenhurst Avenue	A
(ii)	from a point 4 metres south-east of a point opposite the north-western kerb line of Glenhurst Avenue to a point opposite the south-eastern kerb line of Glenhurst Avenue	3B
(iii)	between a point opposite the south-eastern kerb line of Glenhurst Avenue and the south-eastern kerb line of Wesleyan Place	A
(iv)	between the south-eastern kerb line of Wesleyan Place to a point 34.14 metres north-west of the north-western kerb line of Lady Somerset Road	2E
(v)	from a point 34.14 metres north-west of the north-western kerb line of Lady Somerset Road to a point 8.0 metres south-east of the south-eastern kerb line of Lady Somerset Road	A
(vi)	from a point 8.0 metres south-east of the south-eastern kerb line of Lady Somerset Road, south-eastwards for a distance of 27.0 metres	B
(vii)	from a point 35.0 metres south-east of the south-eastern kerb line of Lady Somerset Road to the south-eastern kerb line of Burghley Road	2E
(viii)	between the south-eastern kerb line of Burghley Road and its junction with Kentish Town Road	A
(b)	south-west side:	
(i)	between its junction with Kentish Town Road and the south-eastern kerb line of Burghley Road	2E
(ii)	between the south-eastern kerb line of Burghley Road and a point 27.07 metres south-east of the south-eastern kerb line of Sanderson Close	2E

(iii)	between a point 27.07 metres south-east of the south-eastern kerb line of Sanderson Close to a point 12.25 metres north-west of the north-western kerb line of Sanderson Close	A
(iv)	between a point 12.25 metres north-west of the north-western kerb line of Sanderson Close to a point 7 metres north-west of the north-western kerb line of Carrol Close	2E
(v)	from a point 7 metres north-west of the north-western kerb line of Carrol Close to a point 30 metres north-west of the north-western kerb line of Glenhurst Avenue	A
(vii)	between a point 30 metres north-west of the north-western kerb line of Glenhurst Avenue to a point 8.0 metres south-east of the south-eastern kerb line of Lissenden Gardens	J
(viii)	between a point 8.0 metres south-east of the south-eastern kerb line of Lissenden Gardens to a point 8.0 metres north-west of the north-western kerb line of Lissenden Gardens	A
(ix)	between a point 8.0 metres north-west of the north-western kerb line of Lissenden Gardens to a point 13 metres south-east of a point opposite the south-eastern kerb line of Woodsome Road	3B
(x)	between a point 13 metres south-east of a point opposite the south-eastern kerb line of Woodsome Road and a point opposite the south-eastern kerb line of Swain's Lane	J
(xi)	between the south-eastern kerb line of Swain's Lane and the junction with Highgate West Hill	A

TABLE 2.2 – ITEMS INCLUDED 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)
105	HIGHGATE ROAD	
(a)	north-east side:	
(i)	between the north-eastern kerb line of Swains Lane and the south-eastern kerb line of St. Alban's Road	1
(ii)	between the south-eastern kerb line of St Alban's Road and a point 5.5 metres south-west of the south-eastern kerb line of St. Alban's Road	28

(iii)	between a point 5.5 metres south-east of the south-eastern kerb line of St Albans Road and a point 4.0 metres south-east of the north-western kerb line of Glenhurst Avenue	1
(iv)	between the south-eastern kerb line of Glenhurst Avenue and the north-eastern kerb line of Wesleyan Place	1
(v)	between the south-eastern kerb line of Wesleyan Place and the northern flank wall of no. 118a Highgate Road	31
(vi)	between the northern flank wall of no. 118a Highgate Road and the party wall of nos. 110 and 112 Highgate Road	1
(vii)	between the party wall of nos. 110 and 112 Highgate Road to a point 8.0 metres south-east of the south-eastern kerb line of Lady Somerset Road	31
(viii)	from a point 35 metres south-east of the south-eastern kerb line of Lady Somerset Road to and a point 17 metres south-east of a point opposite the southern kerb line of Carker's Lane	31
(ix)	between a point 17 metres south-east of a point opposite the southern kerb line of Carker's Lane and the party wall of nos. 48 and 50 Highgate Road	1
(x)	between the party wall of nos. 48 and 50 Highgate Road and a point 8.0 metres south-east of the south-eastern kerb line of Burghley Road	31
(xi)	between a point 8.0 metres south-east of the south-eastern kerb line of Burghley Road to the western kerb line of Fortess Road	1
(b)	south-west side:	
(i)	between a point 30 metres south-east of the southern kerb line of Glenhurst Avenue and a point 4.0 metres north-west of the party wall of nos. 151 and 153 Highgate Road	1
(ii)	between a point 4.0 metres north-west of the party wall of nos. 151 and 153 Highgate Road and the south-eastern kerb line of Wesleyan Place	34
(iii)	between the south-eastern kerb line of Wesleyan Place and a point 7 metres north-west of the north-western kerb line of Carrol Close	1
(iv)	between a point 7 metres north-west of the north-western kerb line of Carrol Close and the north-western kerb line of Carrol Close	69
(v)	between the north-western kerb line of Carrol Close and a point 3 metres north-west of a point opposite the party wall of nos. 62a and 64 Highgate Road	48

(vi)	between a point 3 metres north-west of a point opposite the party wall of nos. 62a and 64 Highgate Road and a point 5 metres north-west of the north-western kerb line of Carker's Lane	1
(vii)	between a point 5 metres north-west of the north-western kerb line of Carker's Lane and a point 26 metres south-east of a point opposite the south-eastern kerb line of Burghley Road	48
(viii)	between a point 26 metres south-east of a point opposite the south-eastern kerb line of Burghley Road and a point 45 metres south-east of a point opposite that kerb line	1
(ix)	from a point 45 metres south-east of a point opposite the south-eastern kerb line of Burghley Road to the south-eastern flank wall of no. 1 Highgate Road	48
(x)	from south-eastern flank wall of no. 1 Highgate Road to its junction with Kentish Town Road	1

TABLE 3 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CAMDEN (LOADING PLACES) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13631	HIGHGATE ROAD	south-west side: from a point 33.6 metres north-east of the north-eastern kerb line of Carroll Close, north-eastwards for a distance of 17 metres	EACH DAY 7PM – 7AM
13632	HIGHGATE ROAD	north-east side: from a point 9.8 metres south-west of the south-western kerb line of Fortess Walk, south-westwards for a distance of 12 metres	EACH DAY 7PM – 7AM