

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 111) Traffic Order 2020

The Camden (Loading Places) (Amendment No. 29) Traffic Order 2020

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above orders under Sections 6 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 and/or amend waiting and loading restrictions and parking places as set out below.

Waiting and loading prohibitions will apply at all times at the locations below:

along the length of the lengths of Shaftesbury Avenue which lie north of High Holborn (with the exception of the loading bay to be designated opposite no. 232);
along the length of Shaftesbury Avenue from the junction with St. Giles High Street / High Holborn south-westwards to the junction with Neal Street / Mercer Street (with the exception of the loading bay on the south-east side mid-way between the junctions);
in High Holborn from the junction with St. Giles High street to a point 10 metres east of the junction with Museum Street (with the exception of the loading bay to be designated outside the Shaftesbury Theatre and the parking places located on the south side);
in New Oxford Street between the junctions with Bloomsbury Street and Bloomsbury Way
in Grape Street from the junction with High Holborn to a point 7 metres north of that junction and from the junction with Shaftesbury Avenue for a distance of 5 metres south-west of that junction;
in Coptic Street from the junction with New Oxford Street to a point 15 metres north of that junction;
in West Central Street from the junction with Shaftesbury Avenue for a distance of 15 metres eastwards;
in Drury Lane from the junction with High Holborn southwards for a distance of 15 metres;
in Endell Street from the junction with High Holborn southwards for a distance of 15 metres on the west side and 5 metres on the east side.

Loading bays will be designated in Shaftesbury Avenue, opposite nos. 230 – 234 and in High Holborn, outside the Shaftesbury Theatre. A loading bay on the south side of Store Street, between the junctions with South Crescent will be revoked and a cycle docking station installed in its place.

The motorcycle parking place located outside no. 83 Endell Street will be revoked.

Copies of the proposed orders and the Council's Statement of Reasons for proposing to make the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or at the council's offices at 5 Pancras Square, N1C 4AG. 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 westendproject@camden.gov.uk or by post to Kevin Stears, WEP Project Manager, Camden Town Hall, Judd Street, London WC1H 9JE, to be received by the end of 14 May 2020.

Peter Mardell - Head of Parking Operations
23 April 2020

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 111) Traffic Order 2020
The Camden (Loading Places) (Amendment No. 29) Traffic Order 2020

Statement of Reasons

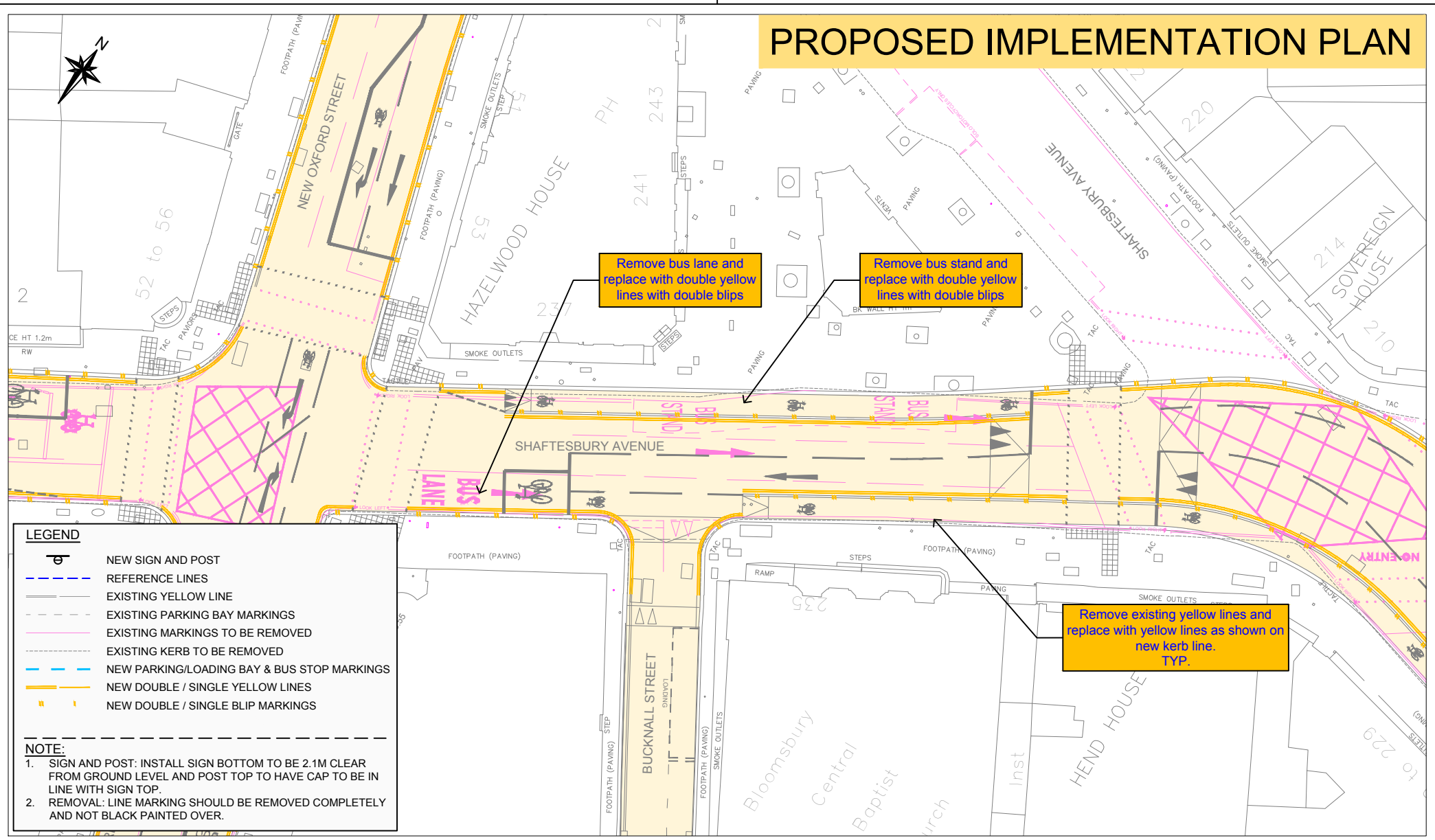
The measures form a part of Camden's West End Project.

Additional waiting and loading measures will be designated in High Holborn, Shaftesbury Avenue, New Oxford Street and side streets at the junctions with these streets to ensure the free flow of traffic. Loading bays will be provided to service local businesses.

The West End Project aims to provide a more pleasant environment for pedestrians and cyclists including the provision of open spaces. Further information can be obtained by contacting westendproject@camden.gov.uk

23 April 2020

PROPOSED IMPLEMENTATION PLAN



LEGEND

- NEW SIGN AND POST
- REFERENCE LINES
- EXISTING YELLOW LINE
- EXISTING PARKING BAY MARKINGS
- EXISTING MARKINGS TO BE REMOVED
- EXISTING KERB TO BE REMOVED
- NEW PARKING/LOADING BAY & BUS STOP MARKINGS
- NEW DOUBLE / SINGLE YELLOW LINES
- NEW DOUBLE / SINGLE BLIP MARKINGS

NOTE:

1. SIGN AND POST: INSTALL SIGN BOTTOM TO BE 2.1M CLEAR FROM GROUND LEVEL AND POST TOP TO HAVE CAP TO BE IN LINE WITH SIGN TOP.
2. REMOVAL: LINE MARKING SHOULD BE REMOVED COMPLETELY AND NOT BLACK PAINTED OVER.

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

West End project
 Transforming the Tottenham Court Road area

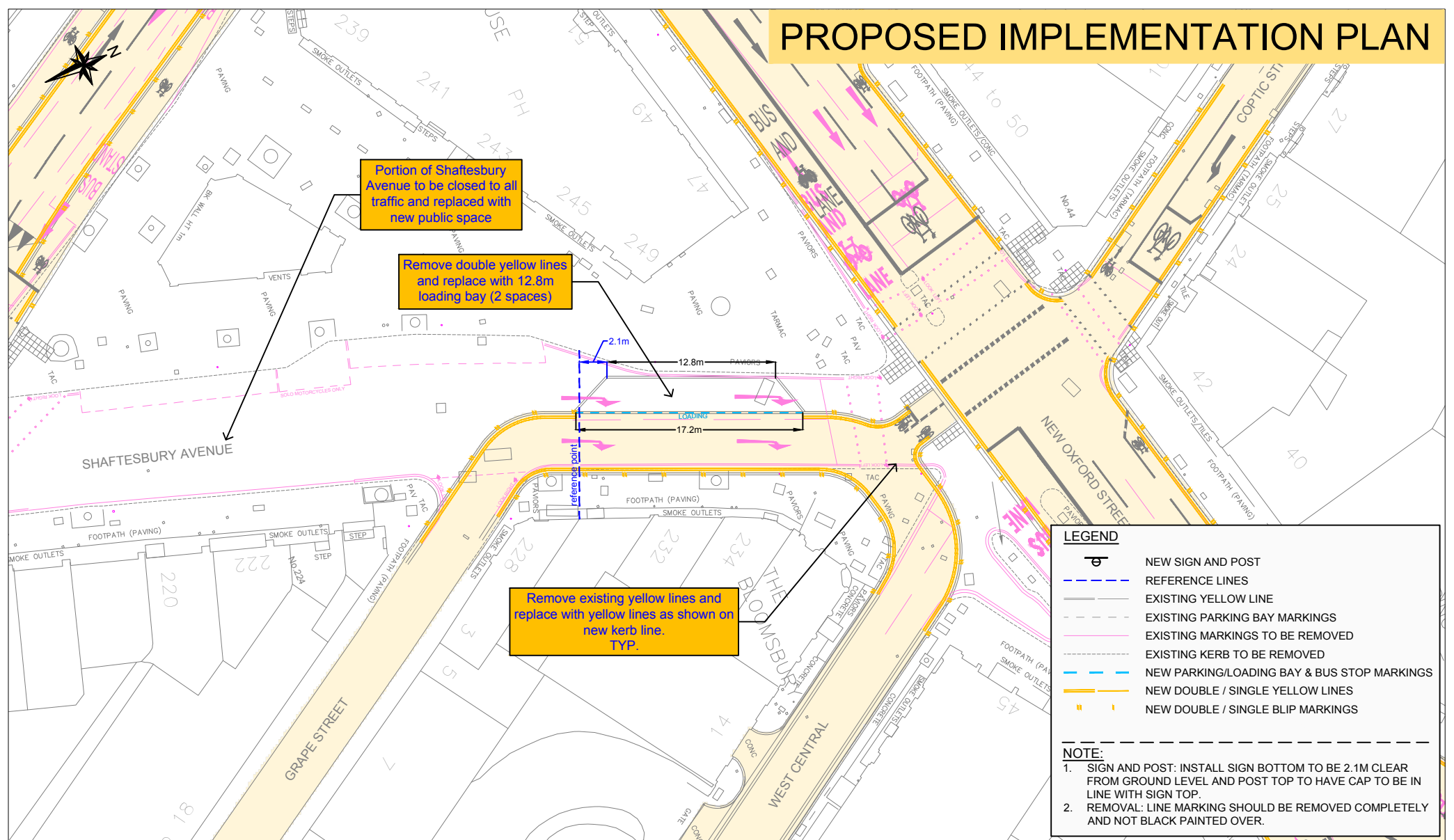
Project
**West End Project
 Shaftesbury Avenue**

Drawing Title
TMO Drawing - Implementation Plan

Rev	By	Date	Amendments
A	CK	05/10/18	Preliminary

Scale 1:400 @ A4	Date OCT 2018
Drawn By PS	File Ref -
Checked By CK	Dwg Name MP1101_WEP_TMO_CA-C_PC.dwg
Drawing Location K:\Projects\West End Project\05 - TMO	
Drawing Number MP1101_WEP_TMO_CA-C_PC-001	Rev. A

PROPOSED IMPLEMENTATION PLAN



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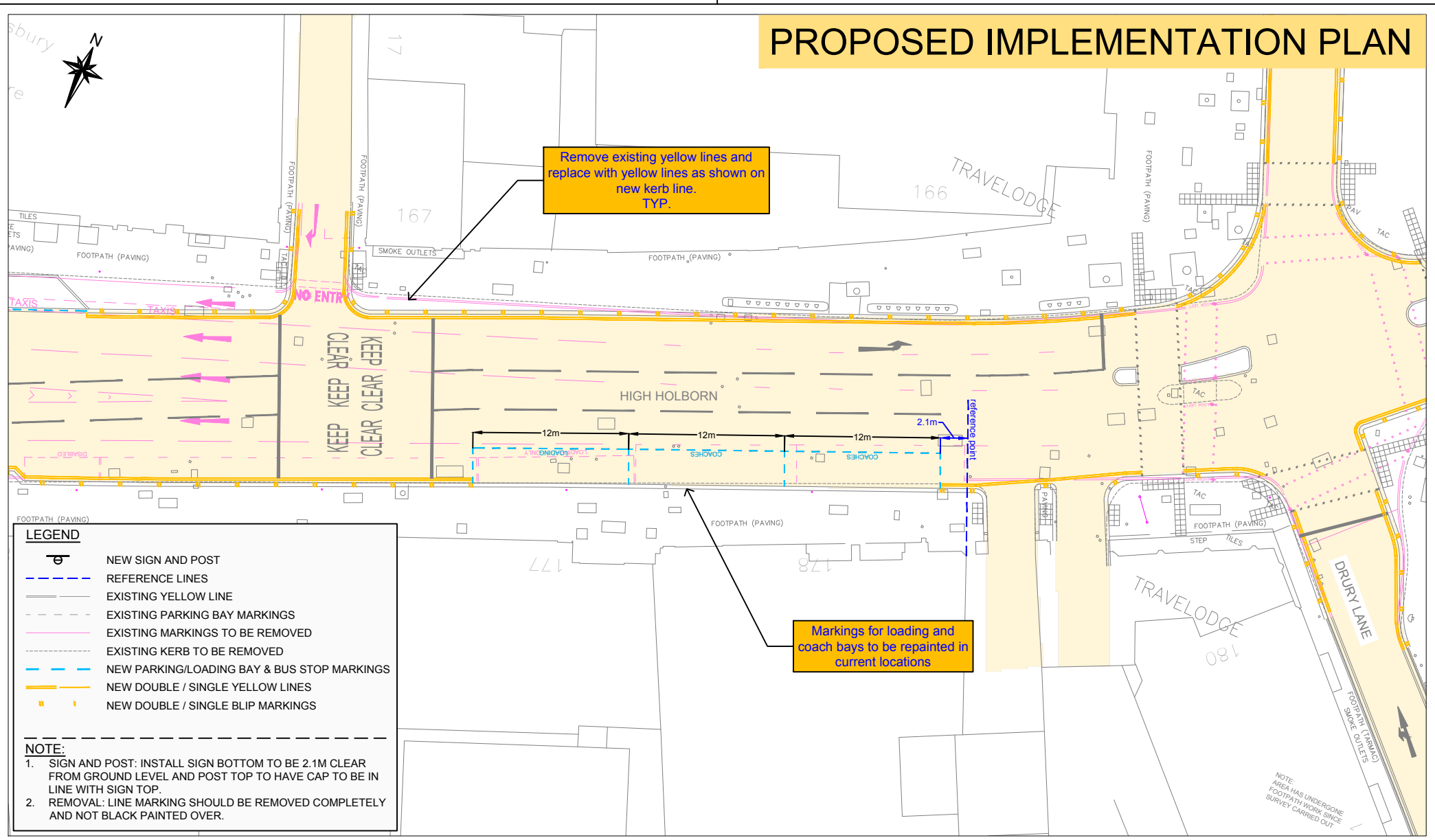
West End project
 Transforming the Tottenham Court Road area

Project	West End Project Shaftesbury Avenue		
Drawing Title	TMO Drawing - Implementation Plan		
Rev	By	Date	Amendments
A	CK	05/10/18	Preliminary

Scale	1:400 @ A4
Drawn By	PS
Checked By	CK
Drawing Location	K:\Projects\West End Project\05 - TMO
Drawing Number	MP1101_WEP_TMO_CA-C_PC-002

Date	OCT 2018
File Ref	-
Dwg Name	MP1101_WEP_TMO_CA-C_PC.dwg
Rev.	A

PROPOSED IMPLEMENTATION PLAN



Remove existing yellow lines and replace with yellow lines as shown on new kerb line. TYP.

Markings for loading and coach bays to be repainted in current locations

LEGEND

	NEW SIGN AND POST
	REFERENCE LINES
	EXISTING YELLOW LINE
	EXISTING PARKING BAY MARKINGS
	EXISTING MARKINGS TO BE REMOVED
	EXISTING KERB TO BE REMOVED
	NEW PARKING/LOADING BAY & BUS STOP MARKINGS
	NEW DOUBLE / SINGLE YELLOW LINES
	NEW DOUBLE / SINGLE BLIP MARKINGS

NOTE:

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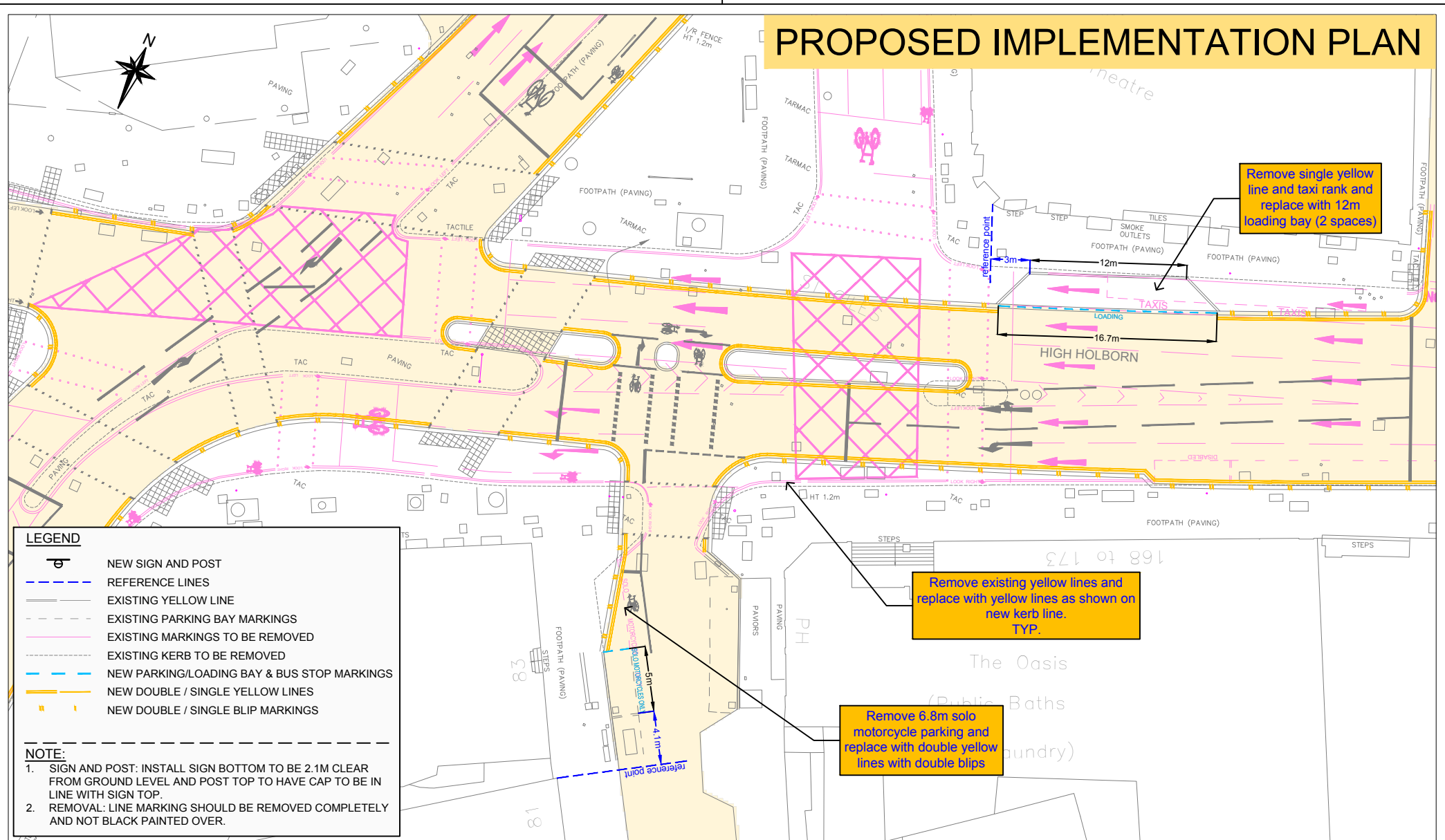
West End project
 Transforming the Tottenham Court Road area

Project	West End Project High Holborn		
Drawing Title	TMO Drawing - Implementation Plan		

Rev	By	Date	Amendments
A	CK	05/10/18	Preliminary

Scale	1:400 @ A4	Date	OCT 2018
Drawn By	PS	File Ref	-
Checked By	CK	Dwg Name	MP1101_WEP_TMO_CA-C_PC.dwg
Drawing Location		K:\Projects\West End Project\05 - TMO	
Drawing Number		MP1101_WEP_TMO_CA-C_PC-003	
Rev.	A		

PROPOSED IMPLEMENTATION PLAN



LEGEND

- NEW SIGN AND POST
- REFERENCE LINES
- EXISTING YELLOW LINE
- EXISTING PARKING BAY MARKINGS
- EXISTING MARKINGS TO BE REMOVED
- EXISTING KERB TO BE REMOVED
- NEW PARKING/LOADING BAY & BUS STOP MARKINGS
- NEW DOUBLE / SINGLE YELLOW LINES
- NEW DOUBLE / SINGLE BLIP MARKINGS

NOTE:

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West End project
 Transforming the Tottenham Court Road area

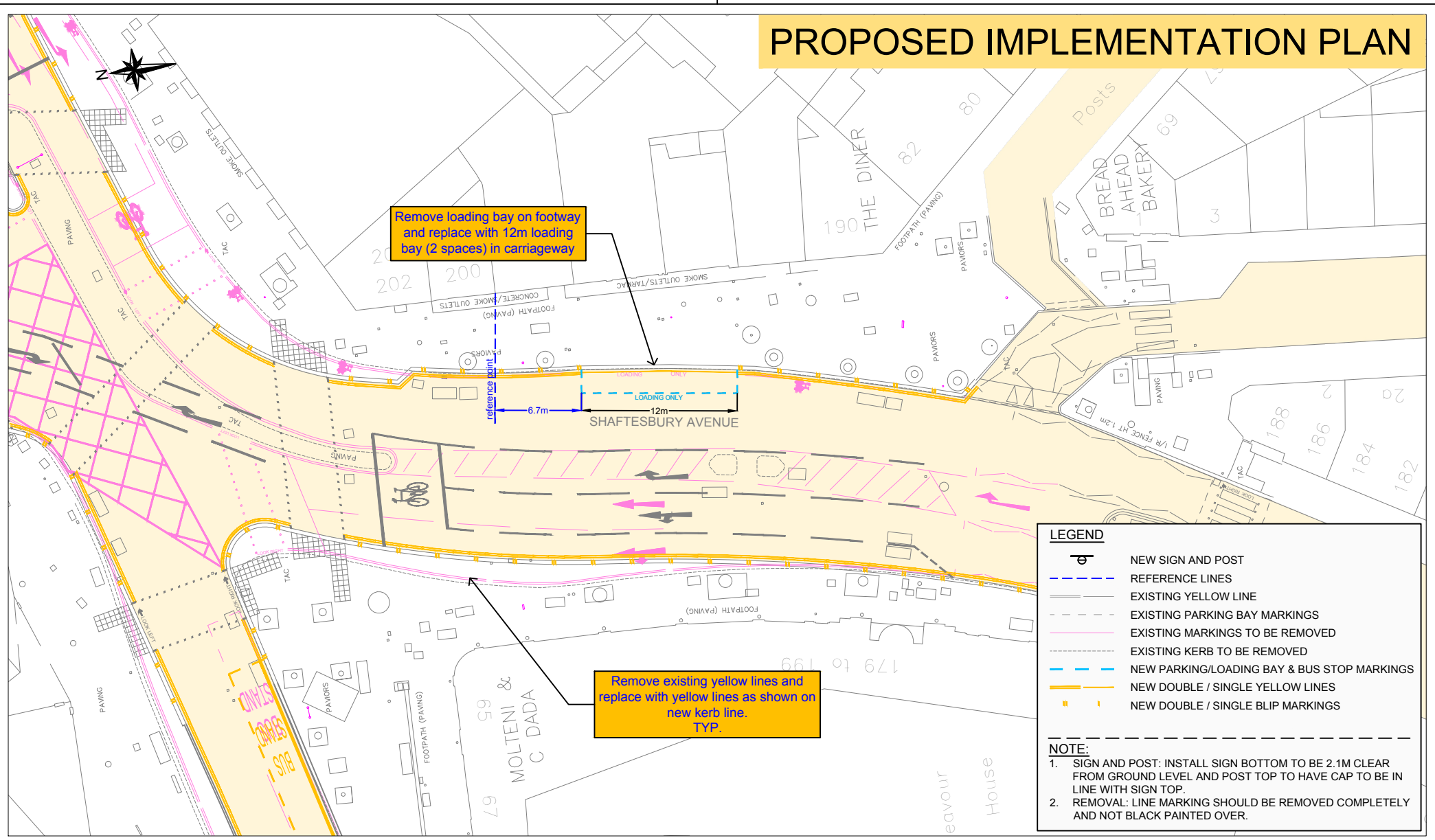
Project **West End Project High Holborn**

Drawing Title **TMO Drawing - Implementation Plan**

Rev	By	Date	Amendments
A	CK	05/10/18	Preliminary

Scale 1:400 @ A4	Date OCT 2018
Drawn By PS	File Ref -
Checked By CK	Dwg Name MP1101_WEP_TMO_CA-C_PC.dwg
Drawing Location K:\Projects\West End Project\05 - TMO	
Drawing Number MP1101_WEP_TMO_CA-C_PC-004	Rev. A

PROPOSED IMPLEMENTATION PLAN



Remove loading bay on footway and replace with 12m loading bay (2 spaces) in carriageway

Remove existing yellow lines and replace with yellow lines as shown on new kerb line. TYP.

LEGEND

- NEW SIGN AND POST
- REFERENCE LINES
- EXISTING YELLOW LINE
- EXISTING PARKING BAY MARKINGS
- EXISTING MARKINGS TO BE REMOVED
- EXISTING KERB TO BE REMOVED
- NEW PARKING/LOADING BAY & BUS STOP MARKINGS
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NOTE:

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West End project
 Transforming the Tottenham Court Road area

Project
 West End Project
 Shaftesbury Avenue

Drawing Title
 TMO Drawing - Implementation Plan

Rev	By	Date	Amendments
A	CK	05/10/18	Preliminary

Scale 1:400 @ A4	Date OCT 2018
Drawn By PS	File Ref -
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Drawing Number MP1101_WEP_TMO_CA-C_PC-005	Rev. A

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 111) Traffic Order 2020

2020 No. 28

**COPTIC STREET
DRURY LANE
ENDELL STREET
GRAPE STREET
HIGH HOLBORN
NEW OXFORD STREET
SHAFTESBURY AVENUE
WEST CENTRAL STREET**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 28

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 111) Traffic Order 2020

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. 111) Traffic Order 2020.

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;

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 3
472	HIGH HOLBORN	
(a)	north side:	
(i)	from the junction with St. Giles High Street / Shaftesbury Avenue to a point 38 metres north-east of the extended north-eastern kerb line of Museum Street	A
(ii)	from a point 38 metres north-east of the extended north-eastern kerb line of Museum Street, north-eastwards for a distance of 104 metres	F
(iii)	from the north-eastern kerb line of New Oxford Street, north-eastwards for a distance of 10 metres	A
(iv)	from a point 10 metres north-east of the north-eastern kerb line of New Oxford Street, north-eastwards to a point 10 metres west of the south-western kerb line of Southampton Place	F
(v)	from a point 10 metres west of the south-western kerb line of Southampton Place to a point 10 metres east of the south-eastern kerb line of Southampton Place	A
(vi)	from a point 10 metres east of the south-eastern kerb line of Southampton Place to a point 12 metres west of the south-western kerb line of Southampton Row	F
(vii)	from a point 12 metres west of the south-western kerb line of Southampton Row to the south-western kerb line of Proctor Street	A
(viii)	from the eastern kerb line of Proctor Street to the western kerb line of Gray's Inn Road	2E
(b)	south side:	

(i)	from the junction with St. Giles High Street / Shaftesbury Avenue to a point 37.5 metres north-east of the extended north-eastern kerb line of Drury Lane	A
(ii)	from a point 37.5 metres north-east of the extended north-eastern kerb line of Drury Lane, north-eastwards to a point 6 metres southwest of the south-western kerb line of Smarts Place	F
(iii)	from a point 6 metres south-west of the south-western kerb line of Smarts Place, north-eastwards to a point 4.0 metres north-east of the north-eastern kerb line of Smarts Place	A
(iv)	from a point 4.0 metres north-east of the north-eastern kerb line of Smarts Place, north-eastwards to a point 15.9 metres south-west of the party wall of nos. 193-197 and 198 High Holborn	F
(v)	from a point 15.9 metres south-west of the party wall of nos. 193-197 and 198 High Holborn and a point 61.0 metres east of a point opposite the eastern kerb line of Proctor Street	A
(vi)	from a point 61.0 metres east of a point opposite the eastern kerb line of Proctor Street to the western kerb line of Chancery Lane	2E
684	NEW OXFORD STREET	
(a)	north side:	
(i)	from the eastern kerb line of Tottenham Court Road to a point 24 metres east of the eastern kerb line of Museum Street	A
(ii)	from a point 24.0 metres east of the eastern kerb line of Museum Street to a point 10 metres west of the south-western kerb line of Bury Place	F
(iii)	from a point 10 metres west of the south-western kerb line of Bury Place to the junction with High Holborn	A
(b)	south side:	
(i)	from the eastern kerb line of Charing Cross Road to a point 16 metres west of the western kerb line of Dunn's Passage	A
(ii)	from a point 16 metres west of the western kerb line of Dunn's Passage eastwards for a distance of 10 metres	F

(iii)	from a point 6.0 metres west of the western kerb line of Dunn's Passage to a point 2.0 metres east of the eastern kerb line of Dunn's Passage	A
(iv)	from a point 2.0 metres east of the eastern kerb line of Dunn's Passage, eastwards for a distance of 19.0 metres	F
(v)	from a point 21 metres east of the eastern kerb line of Dunn's Passage, eastwards to its junction with High Holborn	A
868	SHAFTESBURY AVENUE	
(a)	that length which lies south of St. Giles High Street and High Holborn; north-west side:	
(i)	between the borough boundary with the City of Westminster and a point 8.4 metres north-east of the north-eastern kerb line of St Giles Passage	A
(ii)	from a point 8.4 metres north-east of the north-eastern kerb line of St Giles Passage, north-eastwards for a distance of 49 metres	F
(iii)	from a point 57.4 metres north-east of the north-eastern kerb line of St Giles Passage, north-eastwards to the southern kerb line of St. Giles High Street.	A
(b)	that length which lies south of St. Giles High Street and High Holbron; south-east side:	
(i)	from the north-eastern kerb line of West Street, north-eastwards to a point 18 metres north-east of the north-eastern kerb line of Monmouth Street	A
(ii)	from a point 18 metres north-east of the north-eastern kerb line of Monmouth Street, northwards for a distance of 12.6 metres	F
(iii)	from a point 30.6 metres north-east of the north-eastern kerb line of Monmouth Street, north-eastwards to a point 16 metres north-east of the north-eastern kerb line of the north-west to south-east arm of Shaftesbury Avenue	A
(c)	those lengths which lies north of St. Giles High Street and High Holborn	A

TABLE 2 – ITEMS INCLUDED, OR SUBSTITUTED FOR ITEMS IN RESPECT OF SIMILARLY NAMED STREETS, IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
	COPTIC STREET: from the junction with High Holborn northwards for a distance of 15 metres	1
	DRURY LANE: from the junction with High Holborn southwards for a distance of 15 metres	1
	ENDELL STREET:	
(a)	east side: from the junction with High Holborn southwards for a distance of 5 metres	1
(b)	west side: from the junction with High Holborn southwards for a distance of 15 metres	1
	GRAPE STREET:	
(a)	from the junction with High Holborn northwards for a distance of 7 metres	1
(b)	from the junction with Shaftesbury Avenue southwards for a distance of 5 metres	1

107	HIGH HOLBORN	
(a)	north side:	
(i)	from the junction with St. Giles High Street to a point 39 metres west of the western kerb line of Grape Street	1
(ii)	from a point 27 metres west of the western kerb line of Grape Street to a point 10 metres east of the junction with Museum Street	1
(iii)	from a point 10 metres west of the south-western kerb line of Southampton Place to a point 12 metres east of the south-eastern kerb line of Southampton Place	1
(iv)	from a point 12 metres west of the south-western kerb line of Southampton Row to a point 10 metres east of the south-eastern kerb line of Southampton Row	1
(v)	from a point 10 metres east of the south-eastern kerb line of Southampton Row to the western kerb line of Proctor Street	6
(vi)	from the eastern kerb line of Proctor Street to the western kerb line of Grays Inn Road	25
(b)	south side:	
(i)	from the junction with St. Giles High Street eastwards for a distance of 107 metres	1
(ii)	from a point 25 metres south-west of the south-western kerb line of Drury Lane to a point 10 metres north-east of the north-eastern kerb line of Drury Lane	1
(iii)	from a point 15.9 metres south-west of the party wall of nos. 193-197 and 198 High Holborn to the north eastern kerb-line of Smarts Place	6
(iv)	from the party wall of nos. 193-197 and 198 High Holborn, south-westward for a distance of 15.9 metres	2
(v)	from the party wall of nos. 193-197 and 198 High Holborn to a point 15 metres east of the eastern kerb line of Newton Street	6
(vi)	from a point 14.6 metres west of the party wall of nos.212 and 215-222 High Holborn, eastwards for a distance of 45.5 metres	4

(vi)	from the north western kerb line of Kingsway to a point opposite the party wall of 113 and 114 High Holborn	1
(vii)	from a point opposite the party wall of 113 and 114 High Holborn to a point 19.0 metres east of a point opposite the eastern kerb line of Proctor Street	6
(viii)	from a point 19.0 metres east of a point opposite the eastern kerb line of Proctor Street, eastwards for a distance of 42.0 metres	1
(ix)	from a point 61.0 metres east of a point opposite the eastern kerb line of Proctor Street to the western kerb-line of Chancery Lane	31
151	NEW OXFORD STREET	
(a)	north side:	
(i)	from the north-western kerb line of New Oxford Street at its junction with Tottenham Court Road to a point opposite 10 metres east of the north-eastern kerb line of Earnshaw Street.	1
(iii)	from a point opposite the party wall of 71 and 73 New Oxford Street to the south-eastern kerb line of Dyott Street.	9
(iv)	from the south-eastern kerb line of Dyott Street to a point 20 metres west of the south-western kerb line of Bloomsbury Street.	45
(v)	from a point 20 metres west of the south-western kerb line of Bloomsbury Street to the junction with Bloomsbury Way.	1
(b)	south side:	
(i)	from the south-western kerb line of its junction with Charing Cross Road to a point 16.0 metres west of Dunn's Passage.	1
(ii)	from a point 19 metres east of the eastern kerb line of Dunn's passage to its junction with High Holborn.	1

	SHAFTESBURY AVENUE	
(a)	that length which lies south of St. Giles High Street and High Holborn:	
(i)	north-west side: from the boundary with the City of Westminster to the junction with Stacey Street.	1
(ii)	north-west side: from the junction with Stacey Street to a point 6.5 metres north-east of the north-eastern kerb line of St. Giles's Passage	2
(iii)	north-west side: between a point 105 metres north-east of the north-eastern kerb line of Stacy Street and a point 10 metres north-east of that point.	25
(iv)	north-west side: from the southern kerb line of St. Giles High Street south-westwards for a distance of 55 metres	1
(v)	south-east side: between the north-eastern kerb line of West Street and a point opposite the party wall of Nos 146 and 148/150 Shaftesbury Avenue.	1
(vi)	south-east side: from the junction with Monmouth Street to the party wall of nos. 192 and 194 Shaftesbury Avenue	1
(vii)	south-east side: from the party wall of nos. 196 and 198 Shaftesbury Avenue to the southern kerb line of High Holborn	1
(b)	those lengths which lie north of St. Giles High Street and High Holborn excluding that length which lies on the north-west side of the north-east arm between a point opposite the boundary wall of nos. 228 and 230 Shaftesbury Avenue and a point 12.8 metres north-west of that point.	1
	WEST CENTRAL STREET: from the junction with Shaftesbury Avenue eastwards for a distance of 15 metres	1

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
7838	ENDELL STREET	south-west side: from a point 3.7 metres south-east of the south-eastern kerb-line of High Holborn, south-eastwards for a distance of 13.7 metres, and which has a width of 6.1 metres commencing at the north-western at the end decreasing to 1.52 metres
11428	ENDELL STREET	south-west side: from a point 13.4 metres south-east of the south-eastern kerb-line of Princes Circus, south-eastwards for a distance of 12.6 metres, and which has a width throughout of 1.83 metres

The Camden (Loading Places) (Amendment No. 29) Traffic Order 2020

2020 No. 29

**HIGH HOLBORN
SHAFTESBURY AVENUE
STORE STREET**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 29

The Camden (Loading Places) (Amendment No. 29) Traffic Order 2020

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 (Loading Places) (Amendment No. 29) Traffic Order 2020.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Loading Places) (Traffic Order 2012 [L.B.C 2012 No. 21];

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. Amendments to the schedule 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 omitted from schedule 1 to the parent order, the item set out in the table 1 of the schedule to this order;

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

Dated this

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13322	STORE STREET	south-east side: from a point opposite the south-west kerb line of Alfred Place, south-westwards for a distance of 12 metres`	MONDAY – SATURDAY 8.30AM – 6.30PM

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13492	HIGH HOLBORN	north side: from a point 27 metres west of the western kerb line of Grape Street, westwards for a distance of 12 metres	MONDAY – SATURDAY 8.30AM – 6.30PM
13493	SHAFTESBURY AVENUE	north-west side: from a point opposite the party wall of nos. 228 and 230 Shaftesbury Avenue, north-eastwards for a distance of 12.8 metres	MONDAY – SATURDAY 8.30AM – 6.30PM