

The Camden (Prescribed Routes) (No. 5) Traffic Order 2022
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 151) Traffic Order 2022
The Camden (Parking Places) (CA-L) (Amendment No 17) Traffic Order 2022
The Camden (Loading Places) (Amendment No. 36) Traffic Order 2022
The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 59) Traffic Order 2022
The Camden (Parking Places) (Pedal Cycles) (Amendment No. 11) Traffic Order 2022

Notice is hereby given that, the Council of the London Borough of Camden proposes to make the above orders under s. 6, 45, 46, 49 and 124 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984. The general nature and effect of the orders is set out below:

PROHIBITIONS ON MOTOR VEHICLES

QUEEN'S CRESCENT:

The existing prohibition on motor vehicles entering the section of Queen's Crescent between the eastern kerb line of Basset Street and the western kerb line of the southern arm of Weedington Road will be modified and it is now proposed that motor vehicles will not be permitted to enter the section of Queen's Crescent which lies between the eastern kerb line of Allcroft Road and the western kerb line of the southern arm of Weedington Road. An exemption will apply in respect of motor vehicles entering this section for the purposes of loading or unloading goods between 7pm and 11am to or from premises adjacent to the same section of the road.

ALLCROFT ROAD:

The prohibition on motor vehicles entering Allcroft Road at its junction with Queen's Crescent, and on entering Queen's Crescent at its junction with Allcroft Road would be revoked.

GRAFTON ROAD:

The location of the prohibition on motor vehicles proceeding past a point outside Rhyl Community Primary School, in either direction, will be revoked. A prohibition on motor vehicles proceeding past a point located outside nos. 234 and 236 Grafton Road, in either direction, would instead be designated, approximately 115 metres north-west of the current prohibition outside the school.

Exemptions to the above restrictions will apply in respect of vehicles being used for police, ambulance or fire brigade purposes and other vehicles as may be authorised by the council.

CHANGES TO PARKING RESTRICTIONS

ALLCROFT ROAD / COITY ROAD:

- Removal of a 10-metre section of residents' permit holders parking space opposite nos. 6-10 Allcroft Road, to be replaced with double yellow lines indicating no-waiting by vehicles at any time;
- Removal of a 10-metre section of residents' permit holders parking space opposite nos. 24-28 Allcroft Road, to be replaced with double yellow lines indicating no-waiting by vehicles at any time;
- Designation of an additional 20-metre section of residents' permit holders parking space opposite no. 40 Coity Road by extending the parking place opposite nos. 2 and 4 Allcroft Road south-eastwards;
- Conversion of the disabled person's parking place outside nos. 40 and 42 Allcroft Road to a paid-for parking place;
- Designation of a disabled persons' parking place outside nos. 42 and 44 Allcroft Road;
- Designation of a hire bicycle parking place at the side of no. 86 Queen's Crescent;
- Designation of a 24-hour prohibition on waiting by vehicles at the junction of Allcroft Road and Coity Road marked by double yellow lines between the eastern and southern ends of the parking places situated on both sides of each street, including the extension to the parking place in Allcroft Road mentioned above;

BASSETT STREET:

- Removal of a 4-metre section of residents parking space opposite nos. 1 Bassett Street in order to accommodate a bicycle hangar.

GILLIES STREET / ARCTIC STREET / QUEEN'S CRESCENT

- Removal of the residents' permit holders parking place (approximately 10 metres length) opposite nos. 3 and 4 Gillies Street;
- Designation of a 24-hour prohibition on waiting by vehicles, including for the purposes of loading / unloading on the north-east side of Gillies Street from approximately 10 metres north-west of the

junction with Arctic Street to a point approximately 5 metres south-east of the same junction, and on both sides of Arctic Street from the junction with Gillies Street for approximately 10 metres north-eastwards;

- Removal of the north-easternmost 5 metre section of the residents / market permit holders parking place opposite the entrance to no. 17 Gilles Street;
- Designation of 24-hour prohibitions on waiting by vehicles, including for the purposes of loading / unloading at the junction of Queen's Crescent and Gillies Street, extending approximately 5 metres from the junction on the south-east and south-west sides of Queen's Crescent and Gillies Street respectively, and 15 metres from the junction on the north-west and north-east sides of the same streets;
- Designation of a 24-hour prohibition on waiting by vehicles, including for the purposes of loading / unloading to apply on both sides of Queen's Crescent from the north-eastern kerb line of Malden Crescent, north-eastwards for a distance of approximately 12 metres;
- Reduction in the length of the paid-for parking place at the side of no. no. 110 Malden Road by approximately 6 metres to 11.8 metres;
- Conversion of the disabled persons' parking place outside nos. 139-141 Queen's Crescent to a paid-for parking place operating Mondays, Tuesdays, Wednesdays and Fridays from 9am until 11am;
- Designation of two disabled persons' parking spaces (total length 13.2 metres) outside nos. 149 and 151 Queen's Crescent operating at all times except on Thursdays and Saturdays between 7am and 6pm;
- Designation of two loading bays of 20.4 metres and 16.4 metres length on the south-east side of Queen's Crescent between the junctions with Allcroft Road and Bassett Street, operating Mondays, Tuesdays, Wednesdays, Fridays and Sundays from 7pm until 11am the following morning (no waiting or loading permitted at other times) with a maximum stay of 40 minutes;
- Removal of the westernmost 2 metre section of the paid-for parking place outside no. 167 Queen's Crescent;
- Any remaining intermittent waiting restriction operating in Queen's Crescent on Thursdays between 7am and 5.30pm to be extended to operate from 7am until 6pm.

GRAFTON ROAD / DALE ROAD:

- Removal of a 7.6 metre section of the residents' permit holders parking place outside nos. 234 and 236 Grafton Road to be replaced with a 24-hour prohibition on waiting, including for the purposes of loading / unloading and extending southwards to the northern end of the parking place sited outside no. 226 Grafton Road;
- Removal of a 10 metre section of the residents' permit holders parking place opposite nos. 234 and 236 Grafton Road to be replaced with a 24-hour prohibition on waiting, including for the purposes of loading / unloading and extending a further 14 metres northwards to a point opposite the junction with Dale Road;
- Designation of a 40 metre long residents' permit holders parking place from the point opposite the junction with Dale Road mentioned above north-westwards;
- Removal of a 4 metre section of the residents' permit holders parking place opposite nos. 224 and 226 Grafton Road to accommodate a bicycle hangar;
- Designation of 24-hour prohibitions on waiting, including for the purposes of loading / unloading on both sides of Dale Road from the junction with Grafton Road for approximately 4 metres north-eastwards and in Grafton Road (north-east side) from a point approximately 5 metres south-east of the junction with Dale Road to a point approximately 10 metres north-west of the same junction;

VICAR'S ROAD / WEEDINGTON ROAD / WELLESLEY ROAD

- Removal of a 16.4 metre section of the residents' permit holders parking place outside no. 22 Vicar's Road and of an 18.2 metre section of the residents' permit holders parking place opposite nos. 20 and 22 Vicar's Road to incorporate a footway buildout, both areas to be designated with a prohibition on waiting by vehicles, including for the purposes of loading or unloading, marked with double yellow lines and kerb markings.
- Removal of the northernmost 3.5 metre section of the resident's permit holders parking place in Weedington Road at the side of no. 51 Vicar's Road;
- Designation of 24-hour prohibitions on waiting, including for the purposes of loading / unloading at the junction of Vicar's Road and Weedington Road between the two parking places east and west of the junction in Vicar's Road and approximately 10 metres southwards from the junction in Weedington Road.
- Designation of 24-hour prohibition on waiting, including for the purposes of loading / unloading at the

junction of Vicar's Road with Wellesley Road extending eastwards in Vicar's Road to the western ends of the parking places sited on both sides, northwards in Wellesley Road to the boundary of the public highway (excluding the parking place on the west side) and southwards in Wellesley Road for a distance of approximately 12.5 metres.

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 8 December 2022.

Notice is also given under s.90C of the Highways Act 1980 of the Council's intention to construct or modify road humps at the following locations:

QUEEN'S CRESCENT: extension of the flat top hump at the junction with Malden Road by approximately 2 metres north-eastwards;

QUEEN'S CRESCENT: construction of a flat top road hump outside no. 74 Queen's Crescent, 2.2 metres wide (approximately 5.2 metres wide including ramps) to a height of no more than 100mm;

GILDEN CRESCENT: construction of a flat top hump at the junction with Queen's Crescent, 3.5 metres wide (approximately 7.5 metres wide including ramps) to a height of no more than 100mm;

QUEEN'S CRESCENT / ALLCROFT ROAD: extension of the raised table junction by approximately 2 metres south-westwards in Queen's Crescent and 2.4 metres in Allcroft Road;

QUEEN'S CRESCENT / WEEDINGTON ROAD: construction of a flat top table junction at the junction of Queen's Crescent with the north and south arms of Weedington Road to a height of no more than 100mm;

VICAR'S ROAD: construction of a flat-top road hump outside no. 22 Vicar's Road approximately 8 metres total length to a height of no more than 100mm;

WEEDINGTON ROAD: construction of a flat-top road hump at the junction with Vicar's Road, approximately 7.9 metres total length to a height of no more than 100mm;

VICAR'S ROAD / WELLESLEY ROAD: construction of a flat-top raised table junction approximately 16.2 metres total length along Wellesley Road and 9.6 metres total width extending approximately 4 metres into Vicar's Road, to a height of no more than 100mm;

GRAFTON ROAD: construction of a flat-top road hump outside nos. 234 and 236 Grafton Road approximately 7.5 metres total length constructed to a height of no more than 100mm;

GRAFTON ROAD: construction of a sinusoidal-profile road hump approximately 10 metres north-west of the junction with Dale Road to a height of no more than 100mm.

Comments or objections in relation to any of the proposed road humps can be sent to the same addresses detailed above to be received by the end of 8 December 2022.

Further information on the proposals and associated highways improvements can be found at safetravelcamden.commonplace.is/proposals/queens-crescent

Peter Mardell
Head of Parking Operations
17 November 2022

Appendix E: Queen's Crescent Area Safe and Healthy Streets Scheme – Statement of Reasons

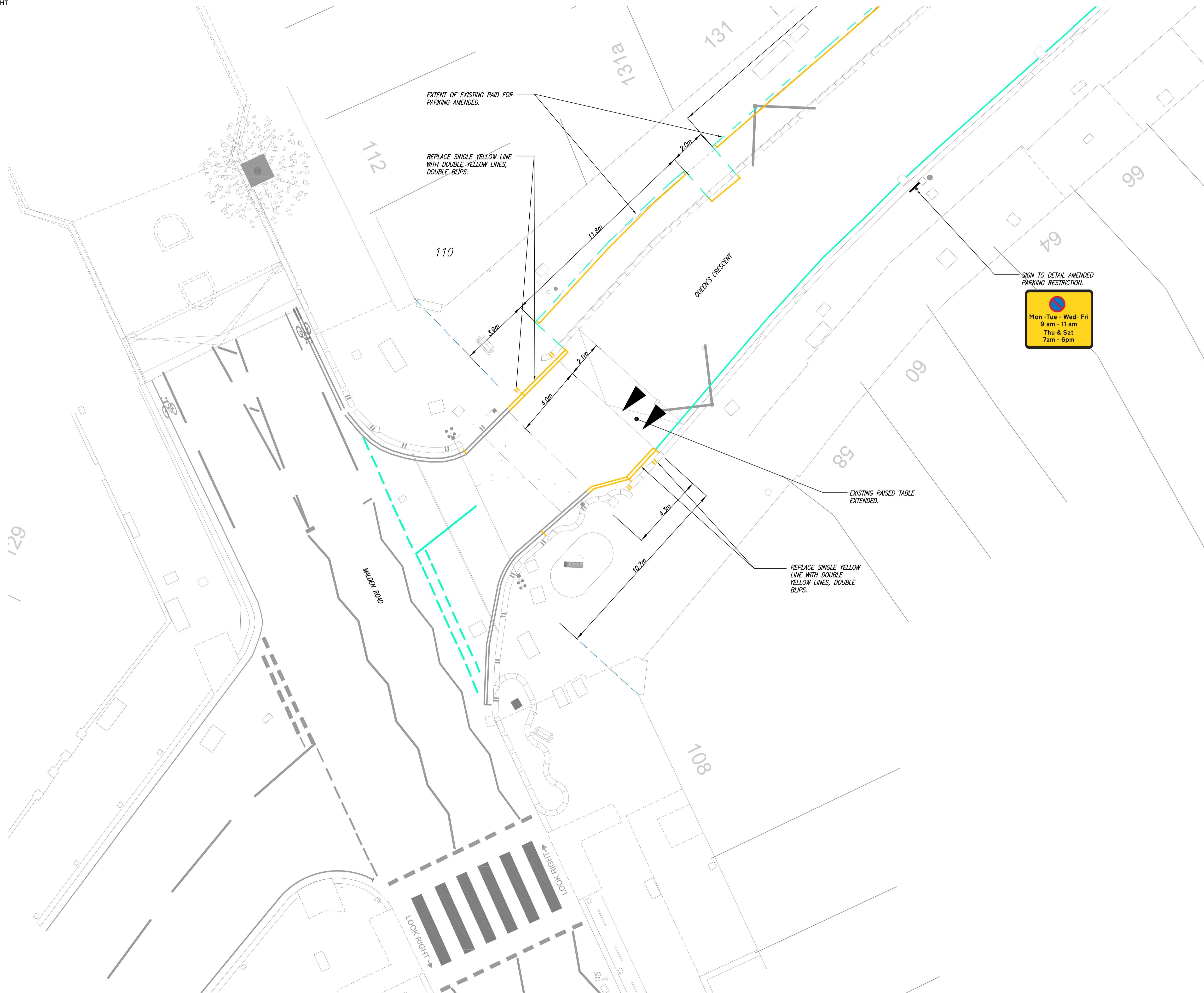
Background

- a) The section of Queen's Crescent between the B517/Malden Road and Grafton Road is approximately 300m in length and was identified as part of a significant east/west (and vice versa) rat-running route for motor vehicles between Malden Road and both Kentish Town Road and Prince of Wales Road.
- b) Approximately 32,000 people live within a 15-minute walk (0.7 miles) of Queen's Crescent and the street caters for a high volume of pedestrians, shoppers and commercial activity.
- c) Local streets in the area historically experienced high volumes of through traffic, with Queen's Crescent hosting in the region of 3,000 two-way motor vehicle trips per day.
- d) Queen's Crescent, and the streets between Malden Road, Mansfield Road, Prince of Wales Road and Kentish Town road/Highgate Road (such as Grafton Road and Weedington Road), are classed as 'local streets' in Camden's road hierarchy and are not designated to act as routes between roads that are higher up the road hierarchy such as A Roads and B roads.
- e) Between 2014 and 2018, a total of 12 pedestrians or cyclists were injured on Queen's Crescent and at its junctions. Three of them suffered from serious injuries, and one person on a bike lost their life on Malden Road.
- f) Since 2016, the Council has been listening closely to the views of local people in the area and have noted a strong desire to improve pedestrian facilities and reduce the way traffic dominates Queen's Crescent.
- g) Following a public consultation in January 2021, a decision was made by the Council to implement the Queen's Crescent Area Safe and Healthy Streets scheme under an Experimental Traffic Order (ETO). The trial scheme included a Pedestrian and Cycle Zone on a section of Queen's Crescent between Bassett Street and Weedington Road and supporting motor vehicle restrictions on Allcroft Road, Weedington Road and Grafton Road. The [ETO](#) came into force on 27th May 2021 for a maximum period of 18 months. Details of this scheme are available online [here](#).
- h) The council now seeks to make permanent changes in the area, in response to feedback and monitoring data collected during the trial period. The reasons for these proposed changes are outlined below.

Details

- a) Providing a timed Pedestrian and Cycle Zone on Queen's Crescent between Allcroft Road and Weedington Road would improve safety for pedestrians and cyclists by removing the high volumes of traffic that used Queen's Crescent, prior to the ETO.
- b) Timed access for loading in the Pedestrian and Cycle Zone would be available via Malden Road, between 7pm and 11am (Monday-Wednesday, Friday and Sunday), with space for loading on the south side of the street. Emergency Services would be exempt from the restrictions.

- c) The section of Queen's Crescent between Allcroft Road and Weedington Road has been flagged as a focal point by the local community, with several key community destinations located here. In response to concerns raised during the ETO Motor vehicles would be enabled to access to this section of Queen's Crescent between Malden Road and Allcroft Road.
- d) Providing two new blue badge parking spaces would increase opportunities for disabled people to park near Queen's Crescent.
- e) Providing new Pay-by-Phone bay and single yellow lines would increase opportunities to park and load outside of market times (Thursday and Saturdays) on Queens Crescent between Bassett Street and Allcroft Road.
- f) Providing motor vehicle restrictions on Grafton Road and Weedington Road would complement the Pedestrian and Cycle Zone on Queen's Crescent and ensure the high volumes of traffic which historically travelled through the local street network to travel between Malden Road and Kentish Town Road/Prince of Wales Road, do not end up being displaced onto other local streets in the area.
- g) Providing double yellow lines with double kerb blips on Grafton Road, at the junctions with Dale Road and Cressfield Close would prevent waiting and loading at this location and prevent the carriageway from being blocked by parked vehicles, improving visibility and road safety.
- h) Relocating residential parking to create a new raised pedestrian crossing and new vehicle passing place on Vicar's Road would improve road safety for pedestrians and cyclists and slow down traffic.
- i) Providing double yellow lines with double kerb blips on Vicar's Road at the junction with Weedington Road would prevent waiting and loading at this location and prevent the carriageway from being blocked by parked vehicles, improving visibility and therefore road safety.
- j) Providing double yellow lines with double kerb blips at the junction of Vicar's Road and Wellesley Road would prevent waiting and loading at this location and prevent the carriageway from being blocked by parked vehicles, improving visibility and therefore road safety.
- k) Relocating residential parking and providing two vehicle passing places on Allcroft Road would improve road safety
- l) Providing double yellow lines with double kerb blips at the junction of Allcroft Road and Coity Road would prevent waiting and loading at this location and prevent the carriageway from being blocked by parked vehicles, improving visibility and therefore road safety and reducing vehicle engine idling at this location.
- m) Providing double yellow lines with double kerb blips on Gilles Street at the junctions with Queen's Crescent, Woodyard Close and Arctic Street would prevent waiting and loading at these locations and prevent the carriageway from being blocked by parked vehicles, therefore, improving visibility and road safety and enabling large wheel-based vehicles to access Queen's Crescent from the east.
- n) Relocating residential parking to facilitate the installation of cycle parking hangars would help to improve access to secure cycle storage in the area.



- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATION.
 2. DO NOT SCALE FROM THIS DRAWING.
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 4. KEY:
 - PROPOSED POST & SIGN
 - EXISTING ROAD MARKINGS.
 - EXISTING ROAD MARKINGS TO BE REPROVIDED.
 - PROPOSED ROAD MARKINGS.

FOR INFORMATION ONLY

D	11.11.22	ROAD MARKINGS UPDATED.	TWm
C	31.08.22	SIGNS AND BACKGROUND REVISED.	MBr
B	04.08.22	BACKGROUND REVISED. SIGN ADDED.	MBr
A	15.07.22	KEY ADDED. SETTING OUT ADDED.	MBr
	13.07.22	ISSUED FOR COORDINATION	MBr

job
QUEENS CRESCENT

title
TRAFFIC MANAGEMENT ORDER ZONE 1

drawn
UJ

checked
MBr

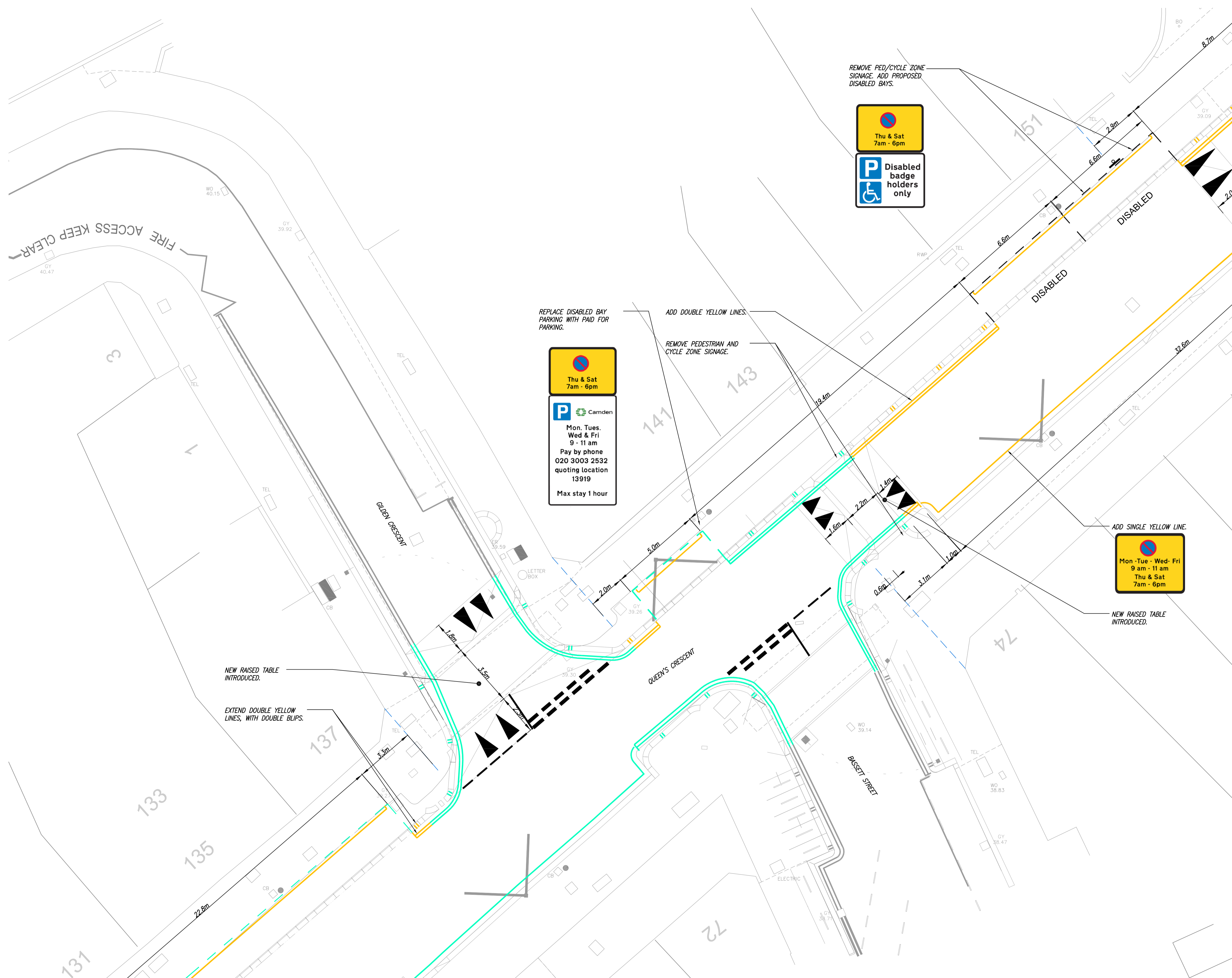
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JUNE '22

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- notes
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EXISTING ROAD MARKINGS TO BE REPROVIDED.

PROPOSED ROAD MARKINGS.

FOR INFORMATION ONLY

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D	11.11.22	ROAD MARKINGS UPDATED.	TWm
C	31.08.22	SIGNS AND BACKGROUND REVISED.	MBr
B	04.08.22	SIGNS AND BACKGROUND REVISED.	MBr
A	15.07.22	KEY ADDED. SETTING OUT ADDED.	MBr
	13.07.22	ISSUED FOR COORDINATION	MBr

job
QUEENS CRESCENT

title
TRAFFIC MANAGEMENT ORDER ZONE 2

drawn
UJ

checked
MBr

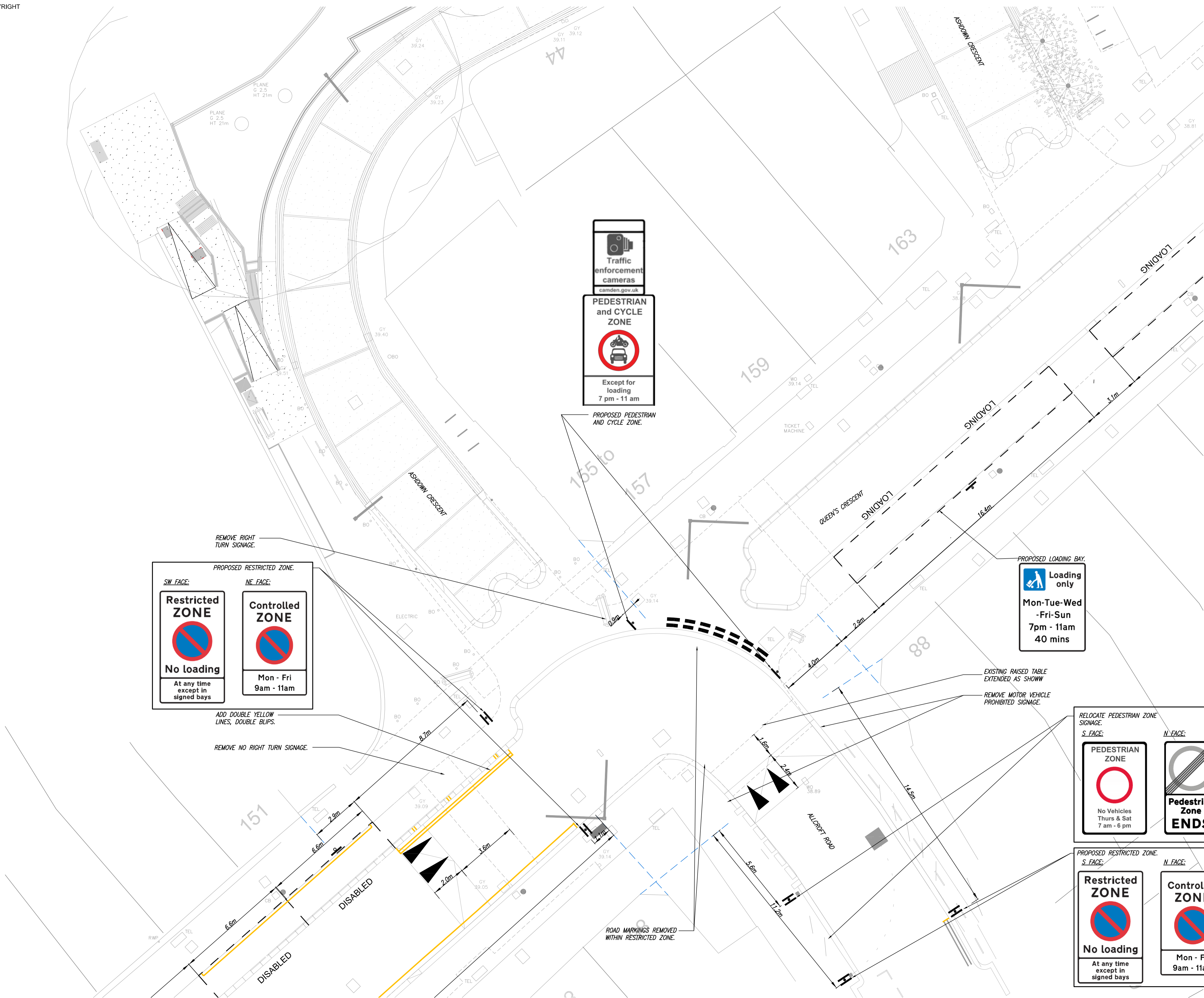
date
JUNE '22

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 - PROPOSED ROAD MARKINGS.

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D	11.11.22	ROAD MARKINGS UPDATED.	TWm
C	31.08.22	SIGNS AND BACKGROUND REVISED.	MBr
B	04.08.22	SIGNS AND BACKGROUND REVISED.	MBr
A	15.07.22	KEY ADDED. NOTES ADDED. SETTING OUT ADDED.	MBr
	13.07.22	ISSUED FOR COORDINATION	MBr

job
QUEENS CRESCENT

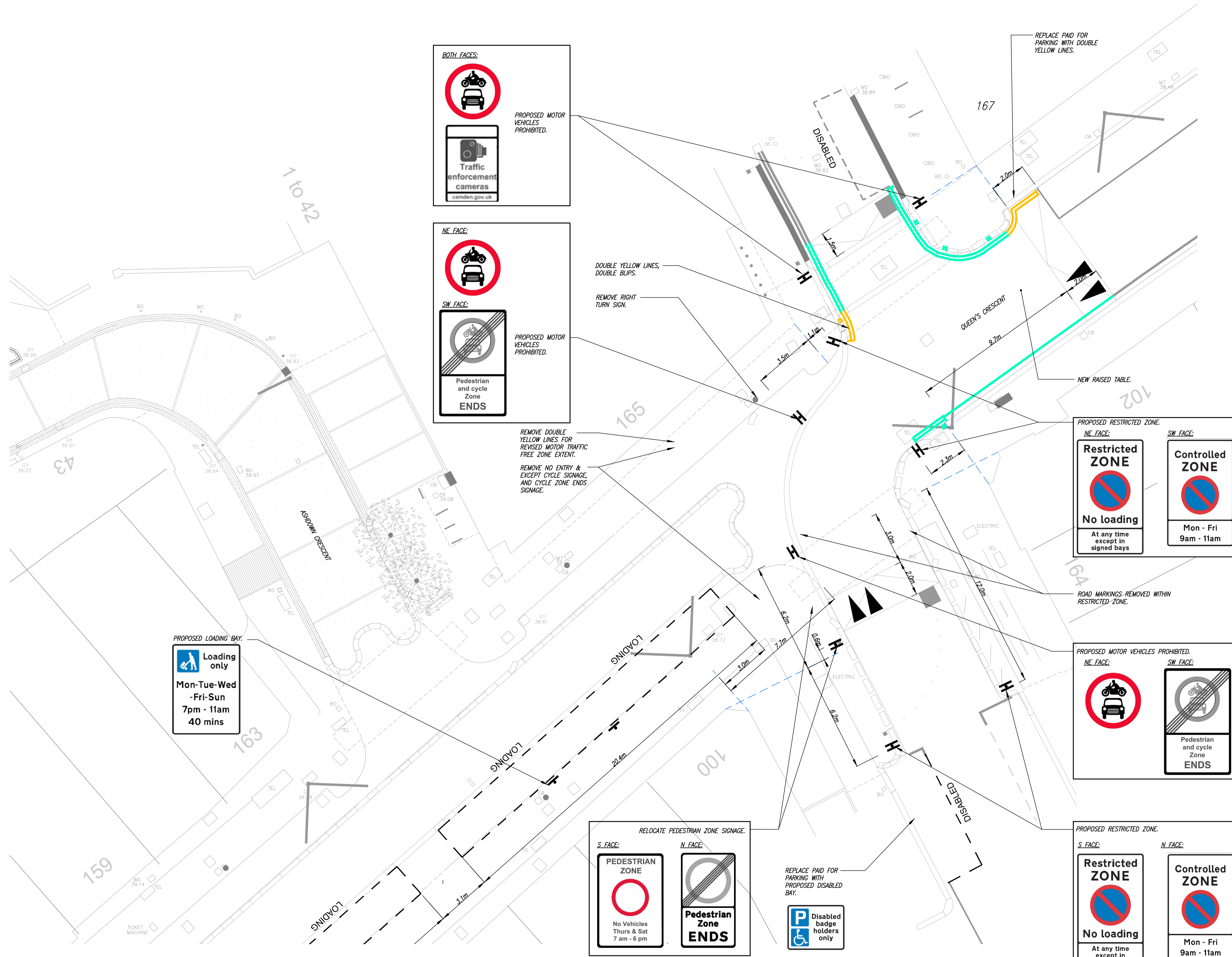
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TRAFFIC MANAGEMENT ORDER
ZONE 3

drawn UJ	checked MBr
date JUNE '22	scale (original - A1) 1:100


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BOTH FACES:




PROPOSED MOTOR VEHICLES PROHIBITED.

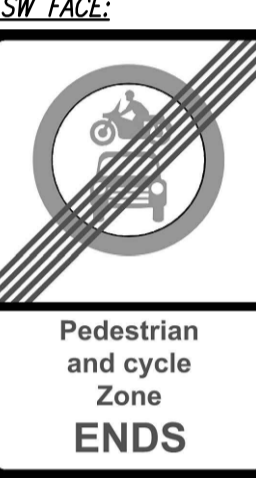


Traffic enforcement cameras
camden.gov.uk

NE FACE:



SW FACE:




PROPOSED MOTOR VEHICLES PROHIBITED.


Pedestrian and cycle Zone ENDS

PROPOSED RESTRICTED ZONE.

NE FACE:



SW FACE:




Restricted ZONE
No loading
At any time except in signed bays

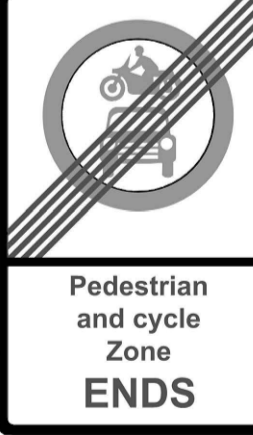
Controlled ZONE
Mon - Fri
9am - 11am

PROPOSED MOTOR VEHICLES PROHIBITED.

NE FACE:



SW FACE:

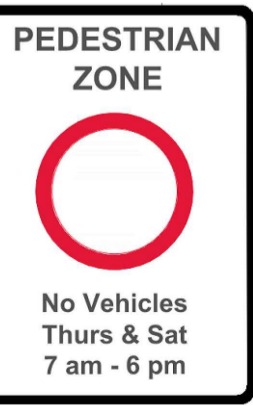


PROPOSED MOTOR VEHICLES PROHIBITED.


Pedestrian and cycle Zone ENDS

RELOCATE PEDESTRIAN ZONE SIGNAGE.

S. FACE:



N. FACE:



PEDESTRIAN ZONE
No Vehicles
Thurs & Sat
7 am - 6 pm

Pedestrian Zone ENDS


REPLACE PAID FOR PARKING WITH PROPOSED DISABLED BAY.




Disabled badge holders only

PROPOSED RESTRICTED ZONE.

S. FACE:



N. FACE:



Restricted ZONE
No loading
At any time except in signed bays

Controlled ZONE
Mon - Fri
9am - 11am

- NOTES
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 4. **KEY:**



FOR INFORMATION ONLY

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A	04.08.22	SIGNS AND BACKGROUND REVISED.	MBr
	15.07.22	ISSUED FOR INFORMATION	MBr

job
QUEENS CRESCENT

title
TRAFFIC MANAGEMENT ORDER ZONE 4

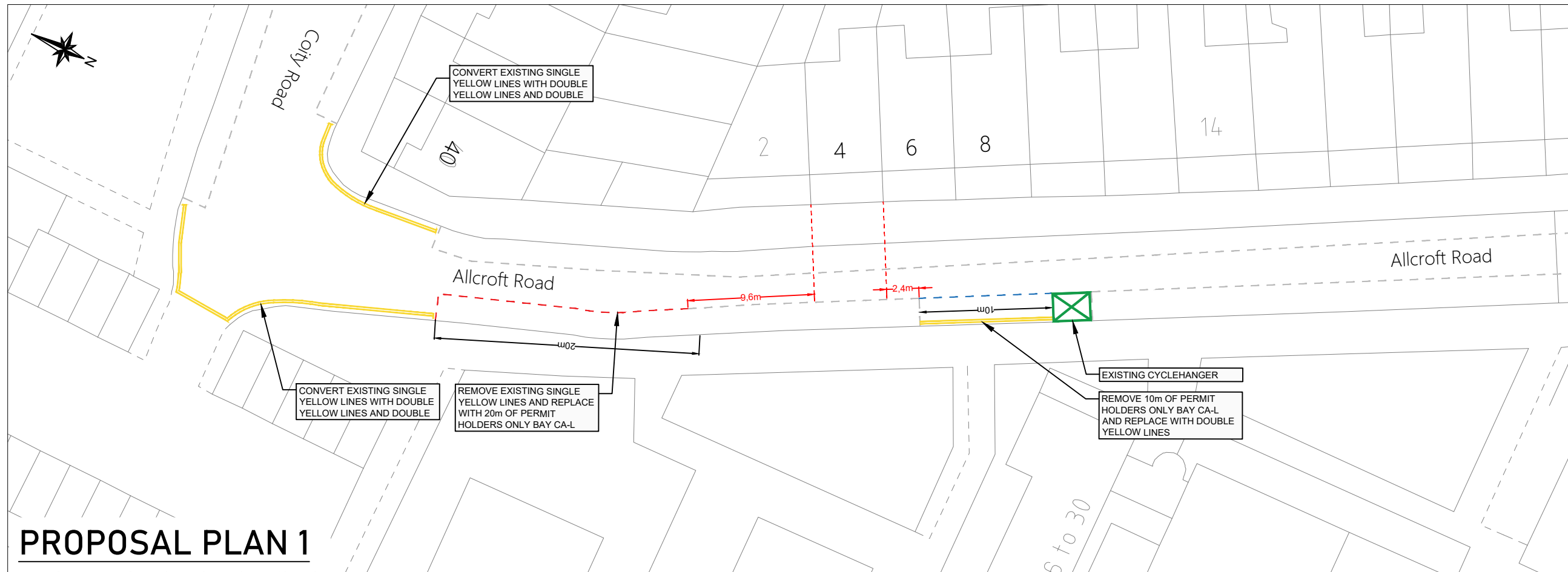
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Alan Baxter

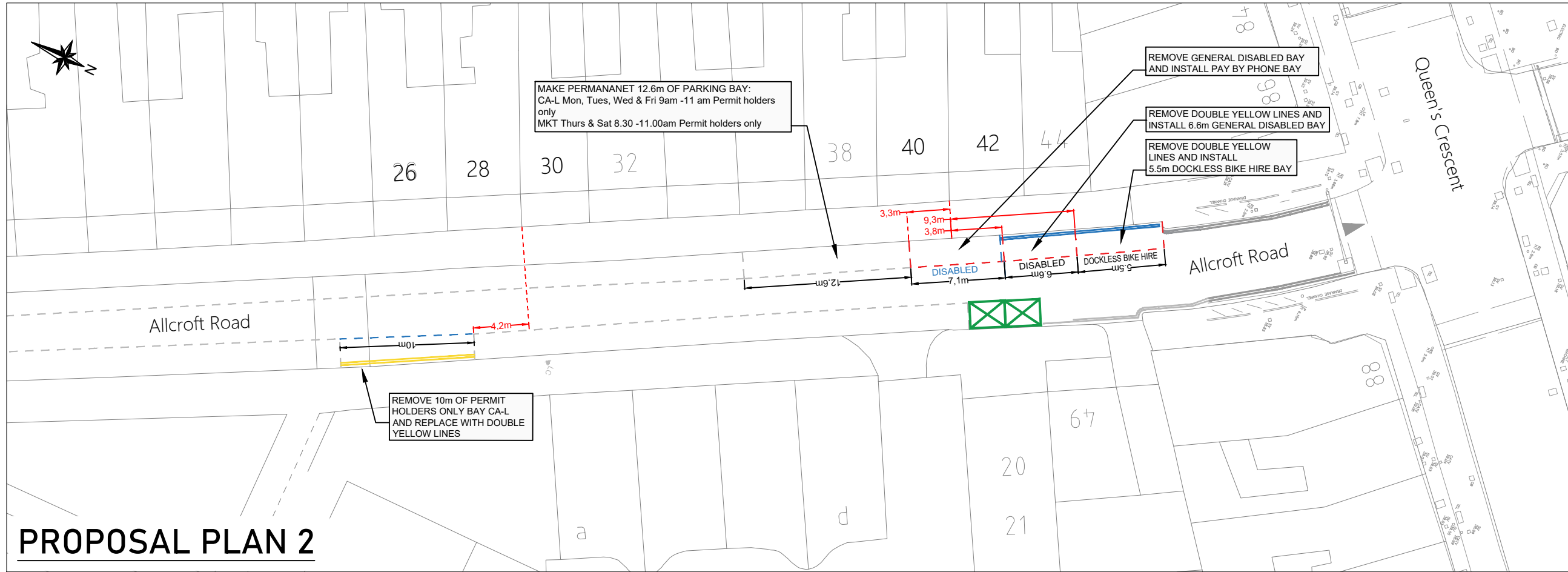
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PROPOSAL PLAN 1



PROPOSAL PLAN 2

Notes

- All measurements in metres unless otherwise stated.
- Planters to be heavy duty timber with drainage clearance and fixed to carriageway.
- Layout based on OS base mapping.
- This drawing is for technical approvals and are not to be used for construction purposes and it is the responsibility of the client and contractor to identify risks associated with the construction stage and to design appropriate measures to mitigate.
- Design aims to retain servicing access for local businesses and market traders.

KEY:

- DOUBLE YELLOW LINES
- EXISTING ROAD MARKING
- ROAD MARKINGS TO BE REMOVED
- ROAD MARKINGS TEXT TO BE REMOVED
- EXISTING PARKING BAYS
- PROPOSED PARKING BAYS
- PARKING BAYS TO BE REMOVED
- EXISTING CYCLEHANGER

Rev	By	Date	Amendments

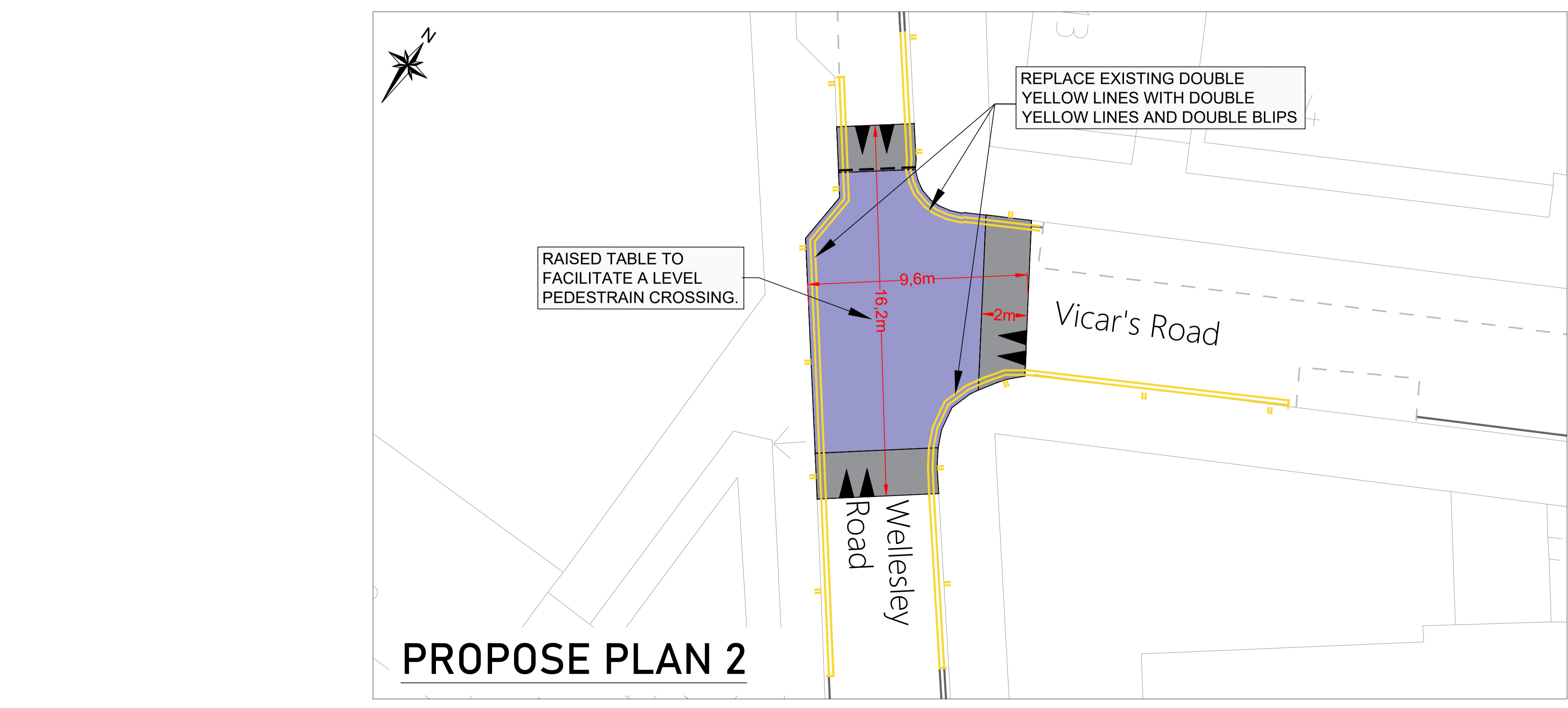
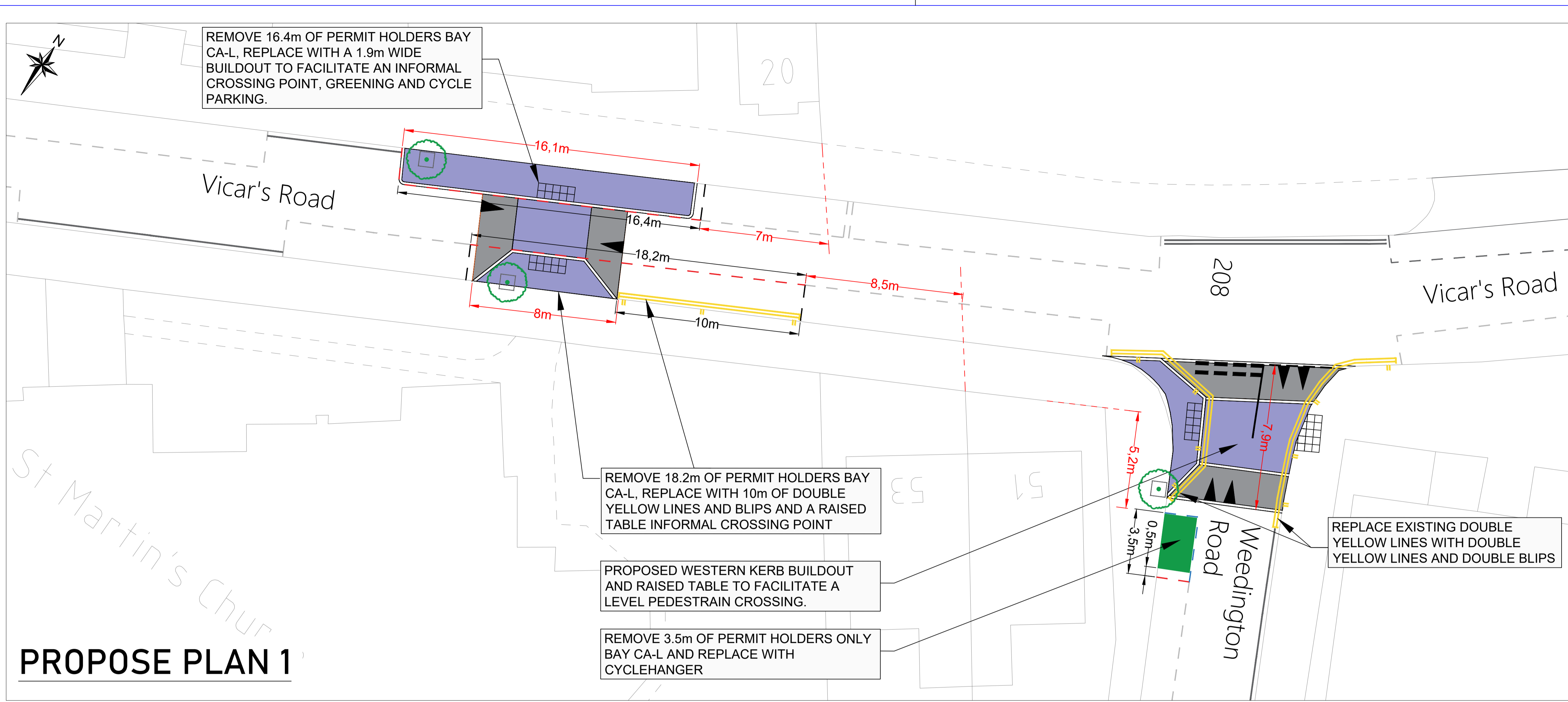
Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
**QUEENS CRESCENT AREA
 LOWER TRAFFIC NEIGHBOURHOOD**

Drawing Title
**ALLCRAFT ROAD / COITY ROAD
 TRAFFIC MANAGEMENT ORDER**

Scale NTS	Date JULY 2022
Drawn By Y.K	File Ref
Checked By K.B	Dwg Name
Drawing Location	

Drawing Number
 QC-TMO-002-RevA



- Notes**
1. All measurements in metres unless otherwise stated.
 2. Planters to be heavy duty timber with drainage clearance and fixed to carriageway.
 3. Layout based on OS base mapping.
 4. This drawing is for technical approvals and are not to be used for construction purposes and it is the responsibility of the client and contractor to identify risks associated with the construction stage and to design appropriate measures to mitigate.
 5. Design aims to retain servicing access for local businesses and market traders.

- KEY:**
- DOUBLE YELLOW LINES AND BLIPS
 - EXISTING ROAD MARKING
 - REMOVE EXISTING PARKING BAYS
 - EXISTING PARKING BAYS
 - PROPOSED BUILDOUT / RAISED TABLE
 - PROPOSED RAMP
 - PROPOSED LOCATION OF TREE (SUBJECT TO UNDERGROUND SERVICES)
 - PROPOSED CYCLEHANGER

Rev	By	Date	Amendments

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 Transport Strategy Service
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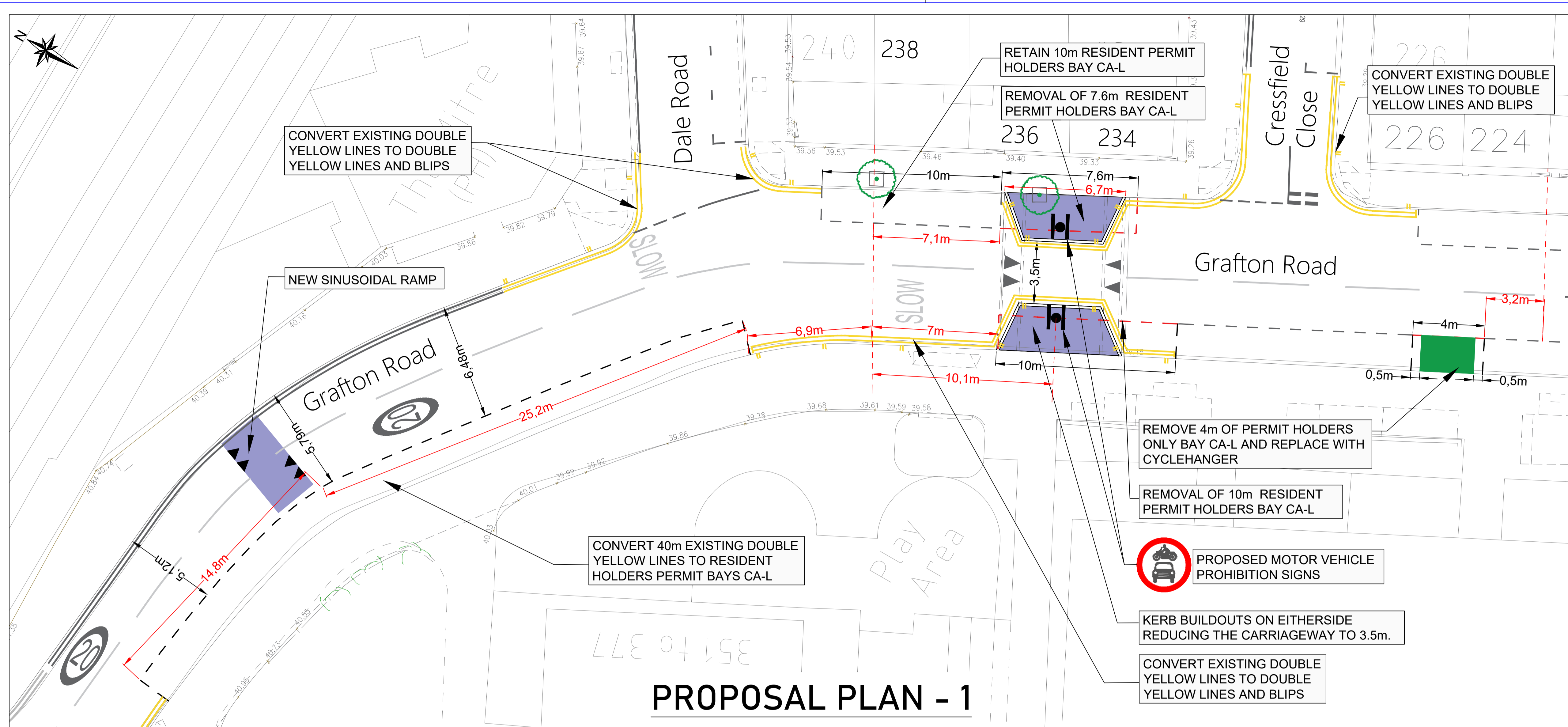
Project
**QUEENS CRESCENT AREA
 LOWER TRAFFIC NEIGHBOURHOOD**

Drawing Title
**VICAR'S ROAD
 TRAFFIC MANAGEMENT ORDER**

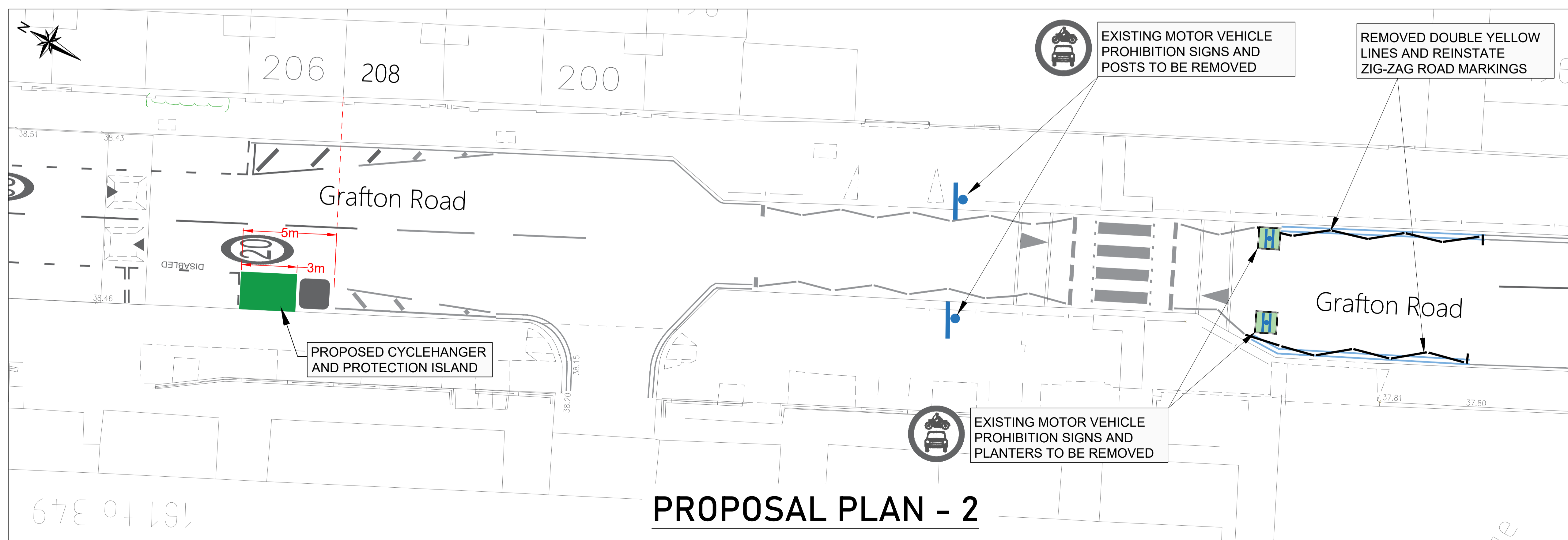
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Drawn By Y.K	File Ref
Checked By K.B	Dwg Name
Drawing Location	

Drawing Number
 QC-TMO-003

Rev.
 E



PROPOSAL PLAN - 1



PROPOSAL PLAN - 2

Notes

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- Planters to be heavy duty timber with drainage clearance and fixed to carriageway.
- Layout based on OS base mapping.
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- Design aims to retain servicing access for local businesses and market traders.

KEY:

- DOUBLE YELLOW LINES AND BLIPS
- EXISTING ROAD MARKING
- ROAD MARKINGS TO BE REMOVED
- PROPOSED ROAD MARKINGS
- REMOVE EXISTING PARKING BAYS
- EXISTING PARKING BAYS
- PROPOSED BUILDOUT / RAISED TABLE
- PROPOSED RAMP
- NEW BLACK POST
- NEW SIGN LOCATION
- POST TO BE REMOVED
- SIGN TO BE REMOVED
- PROPOSED MOTOR PROHIBITION SIGN
- MOTOR PROHIBITION SIGN TO BE REMOVED
- PROPOSED LOCATION OF TREE (SUBJECT TO UNDERGROUND SERVICES)
- PROPOSED LOCATION OF CYCLEHANGER
- PROPOSED LOCATION OF CYCLEHANGER AND PROTECTION ISLAND

Rev	By	Date	Amendments

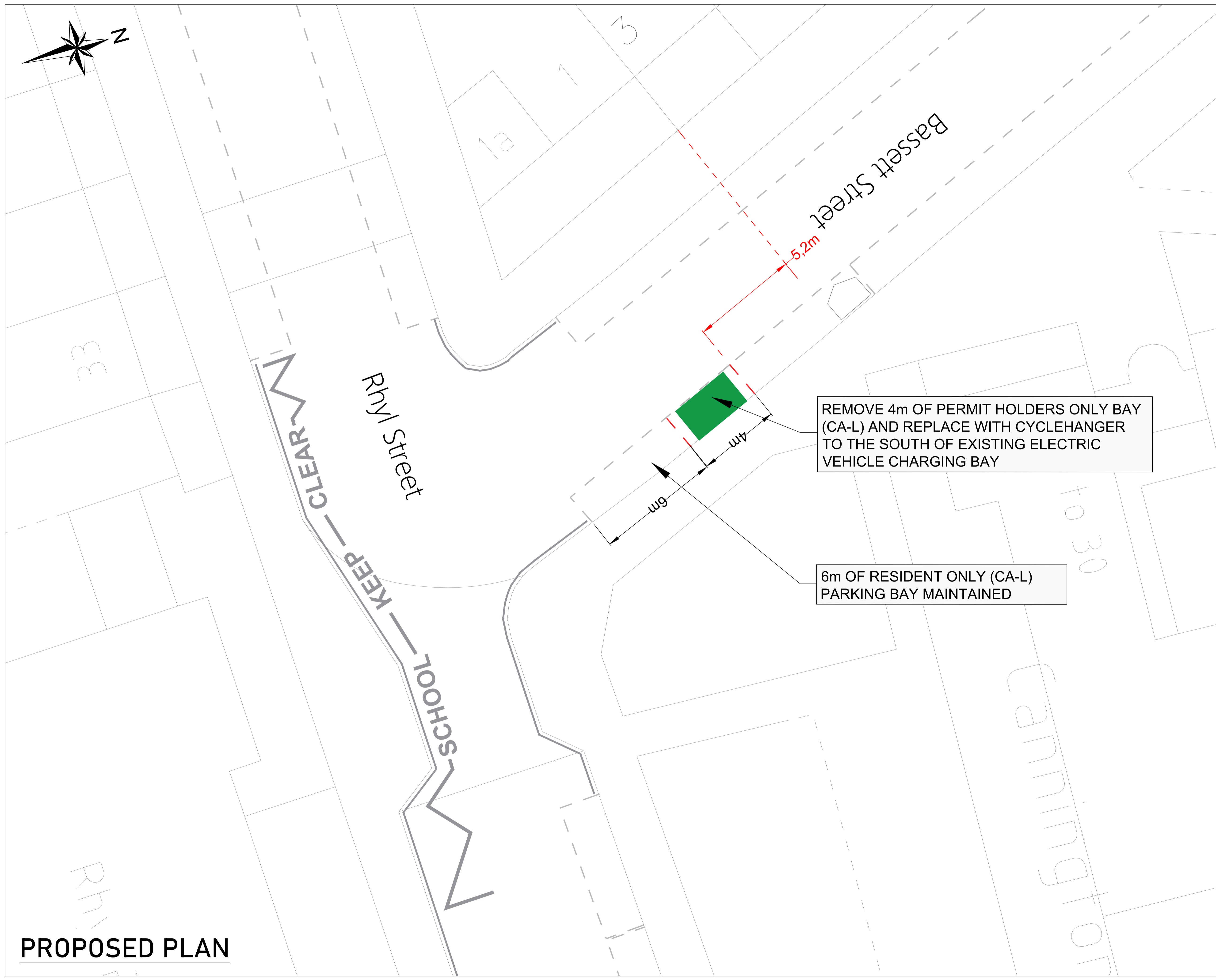
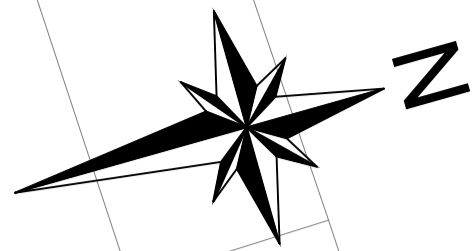
Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
**QUEENS CRESCENT AREA
 LOWER TRAFFIC NEIGHBOURHOOD**

Drawing Title
**GRAFTON ROAD
 TRAFFIC MANAGEMENT ORDER**

Scale NTS	Date JULY 2022
Drawn By Y.K	File Ref
Checked By K.B	Dwg Name
Drawing Location	

Drawing Number QC-TMO-004	Rev.
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PROPOSED PLAN

Notes

1. All measurements in metres unless otherwise stated.
2. Planters to be heavy duty timber with drainage clearance and fixed to carriageway.
3. Layout based on OS base mapping.
4. This drawing is for technical approvals and are not to be used for construction purposes and it is the responsibility of the client and contractor to identify risks associated with the construction stage and to design appropriate measures to mitigate.
5. Design aims to retain servicing access for local businesses and market traders.

KEY:

- EXISTING ROAD MARKING
- EXISTING PARKING BAYS
- PROPOSED PARKING BAYS
- PARKING BAYS TO BE REMOVED
- PROPOSED CYCLEHANGER

Rev	By	Date	Amendments

Camden
 Design Team
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Project
**QUEENS CRESCENT AREA
 LOWER TRAFFIC NEIGHBOURHOOD**

Drawing Title
**BASSETT ST / RHLV ST
 TRAFFIC MANAGEMENT ORDER**

Scale NTS	Date NOVEMBER 2022
Drawn By Y.K	File Ref
Checked By A.C	Dwg Name
Drawing Location	
Drawing Number QC-TMO-001	Rev.

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 151) Traffic Order 2022

2022 No. 145

**ALLCROFT ROAD
ARCTIC STREET
COITY ROAD
DALE ROAD
GILLIES STREET
GRAFTON ROAD
QUEEN'S CRESCENT
VICAR'S ROAD
WEEDINGTON ROAD
WELLESLEY ROAD**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 145

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 151) Traffic Order 2022

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. 151) Traffic Order 2022.

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

3.1.3 there was substituted for the item identified by the letter “Z” in column 1 of the table in schedule 3 to that order, the similarly identified item set out in table 3 of the schedule to this order.

Dated this

SCHEDULE

TABLE - ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
27	ALLCROFT ROAD	
(a)	west side: from the southern kerb line of Queen's Crescent, southwards for a distance of 18.0 metres	A
(b)	east side:	
(i)	from the southern kerb line of Queen's Crescent, southwards for a distance of 24.9 metres	A
(ii)	from a point 2.4 metres north of the party wall of nos. 4 and 6 Allcroft Road, northwards for a distance of 10 metres	A
(iii)	from a point 4.2 metres south of the party wall of nos. 28 and 30 Allcroft Road, southwards for a distance of 10 metres	A
(c)	both sides:	
(i)	from the northern kerb line of Coity Road, northwards for a distance of 10 metres	A
(ii)	so much else of Allcroft Road as is public highway and which does not lie within the lengths specified above	2A
35	ARCTIC STREET	
(a)	from the north-eastern kerb line of Gillies Street, north-eastwards for a distance of 8 metres	A
(b)	so much else of Arctic Street that is public highway and which does not lie within those lengths specified above	B

210	COITY ROAD	
(a)	north side: from a point 4.5 metres west of the western kerb line of Allcroft Road, eastwards for a distance of 17 metres	A
(b)	south side: from a point 6 metres east of the projected western kerb line of Allcroft Road, eastwards for a distance of 7 metres	A
(c)	both sides: so much else of Coity Road that is public highway and which does not lie within those lengths specified above	2A
247	DALE ROAD:	
(a)	south-east side: from the north-eastern kerb line of Grafton Road, north-eastwards for a distance of 3 metres	A
(b)	north-west side: from the north-eastern kerb line of Grafton Road, north-eastwards for a distance of 5 metres	A
(c)	both sides: so much else of Dale Road that is public highway and which does not lie within those lengths specified above	2A
362	GILLIES STREET	
(a)	north-east side:	
(i)	between the northern kerb line of Queens Crescent and a point 12 metres south-east of that kerb line	A
(ii)	from a point 4 metres north-west of the north-western kerb line of Woodyard Close to a point 4 metres south-east of the south-eastern kerb line of Woodyard Close	A
(iii)	from a point 15.5 metres north-west of the north-western kerb line of Arctic Street to a point 6 metres south-east of the south-eastern kerb line of Arctic Street	A
(b)	south-west side:	

(ii)	between the southern kerb line of Queens Crescent and a point 7 metres south of that kerb line	A
(c)	both sides: so much else of Gillies Street that is public highway and which does not lie within those lengths specified above	B
389	GRAFTON ROAD	
(a)	east side:	
(i)	between its junction with Prince of Wales Road, and a point 67.0 metres north of that point	A
(ii)	between a point 67.0 metres north of its junction with Prince of Wales Road and a point 7.5 metres south-east of the south-eastern kerb line of Inkerman Road	B
(iii)	between a point 7.5 metres south-east of the south-eastern kerb line of Inkerman Road and a point 26 metres north-west of the north-western kerb line of Inkerman Road	A
(iv)	between a point 26 metres north-west of the north-western kerb line of Inkerman Road and a point 20 metres south-east of the south-eastern kerb line of Athlone Street	B
(v)	between a point 20 metres south-east of the south-eastern kerb line of Athlone Street and a point 5.7 metres north-west of the north-western kerb line of Athlone Street	A
(vi)	between a point 5.7 metres north-west of the north-western kerb line of Athlone Street and a point 19 metres south-east of a point level with the southern kerb line of Warden Road	B
(vii)	between a point 19 metres south-east of a point level with the southern kerb line of Warden Road and a point 3 metres south-east of that kerb line	A
(viii)	between a point 3 metres south-east of the southern kerb line of Warden Road and a point 9.3 metres south-east of the south-eastern kerb line of Queen's Crescent	2A
(ix)	between a point 9.3 metres south-east of the south-eastern kerb line of Queen's Crescent and the south-eastern boundary wall of no. 198 Grafton Road	A
(x)	between the south-eastern boundary wall of no.198 Grafton Road and a point 8 metres south-east of the south-eastern kerb line of Cressfield Close	2A
(xi)	from a point 8 metres south-east of the south-eastern kerb line of Cressfield Close and a point 12.5 metres north-west of the north-western kerb line of Cressfield Close	A

(xii)	between a point 5 metres north-west of the north-western kerb line of Cressfield Close and a point 3.5 metres south-east of the south-eastern kerb line of Dale Road	2A
(xiii)	between a point 3.5 metres south-east of the south-eastern kerb line of Dale Road and a point 67 metres south of the southern kerb line of Lamble Street	A
(xiv)	between a point 67 metres south of the southern kerb line of Lamble Street and a point 40 metres south of its junction with Lamble Street	B
(xv)	between its junction with Lamble Street, and a point 40 metres south of that junction	A
(b)	west side:	
(i)	between its junction with Prince of Wales Road and a point 36 metres north of that point	A
(ii)	between a point 36.0 metres north of the junction with Prince of Wales Road and a point 75 metres south-east of the south-eastern kerb line of Ryland Road	B
(iii)	between a point 75 metres south-east of the south-eastern kerb line of Ryland Road and a point 37 metres south-east of the south-eastern kerb line of Ryland Road	A
(iv)	between a point 37 metres south-east of the south-eastern kerb line of Ryland Road and a point 5 metres south of the south-eastern kerb line of Ryland Road	B
(v)	between a point 5 metres south of the south-eastern kerb line of Ryland Road and a point 5 metres north of the north-western kerb line of Ryland Road	A
(vi)	between a point 5.0 metres north of the north-western kerb line of Ryland Road and a point 5.0 metres south of the south-eastern kerb line of Wilkin Street	B
(vii)	between a point 5 metres south the south-eastern kerb line of Wilkin Street and a point 5 metres north-west of the north-western kerb line of Wilkin Street	A
(viii)	between a point 5 metres north the north-western kerb line of Wilkin Street and a point 21 metres south-east of the south-eastern kerb line of Athlone Street	B
(ix)	between a point 23 metres south-east of the south-eastern kerb line of Athlone Street and a point 15 metres north of northern kerb line of Warden Road	A
(x)	between a point 15 metres north of the northern kerb line of Warden Road and a point 55 metres south-east of a point opposite the party wall of nos. 166 and 168 Grafton Road	2A
(xi)	ween a point 55 metres south-east of a point opposite the party wall of nos. 166 and 168 Grafton Road, and a point 39 metres south-east of that point	A
(xii)	between a point 39 metres south-east of a point opposite the party wall of nos. 166 and 168 Grafton Road and a point 8.5 metres south-east of the south-eastern kerb line of Queen's Crescent	2A

(xiii)	between a point 8.5 metres south-east of the south-eastern kerb line of Queen's Crescent and a point 9.2 metres north-west of the north-western kerb line of Queen's Crescent	A
(xiv)	between a point 9.2 metres north-west of the north-western kerb line of Queen's Crescent and a point opposite the north-western flank wall of no. 196 Grafton Road	2A
(xv)	from a point opposite the north-western flank wall of no. 196 Grafton Road to a point opposite the party wall of nos. 202 and 204 Grafton Road	A
(xvi)	from a point opposite the party wall of nos. 202 and 204 Grafton Road to a point opposite the south-eastern flank wall of no. 234 Grafton Road	2A
(xvii)	from a point opposite the south-eastern flank wall of no. 234 Grafton Road to a point 72 metres north of the northern kerb line of Vicar's Road	A
(xviii)	between a point 72 metres north of the northern kerb line of Vicar's Road and a point 20 metres south of its junction with Lamble Street	B
(xix)	between its junction with Lamble Street and a point 20 metres south of that junction	A
775	QUEEN'S CRESCENT	
(a)	north-west and north sides:	
(i)	from the southernmost extremity of Queen's Crescent to a point 25.4 metres south of the northern flank wall of nos. 17-30 Silverbirch Walk	A
(ii)	from a point 25.4 metres south of the northern flank wall of nos. 17-30 Silverbirch Walk to a point 5 metres south of the southern kerb line of Modbury Gardens	B
(iii)	from a point 5 metres south of the southern kerb line to a point 5 metres north of the northern kerb line of Modbury Gardens	A
(iv)	from a point 5 metres north of the northern kerb line of Modbury Gardens northward for a distance of 45 metres	B
(v)	from a point 5 metres south of the southern kerb line of St. Ann's Gardens to a point 2 metres north of the northern kerb line	A
(vi)	from a point 2 metres north of the northern kerb line of St. Ann's Gardens northwards for 47 metres	B
(vii)	from a point 7.0 metres south of the southern kerb line of Baptist Gardens to a point 2 metres north of the northern kerb line of Baptist Gardens	A

(viii)	from a point 2 metres north of the northern kerb line of Baptist Gardens, northwards for a distance of 44 metres	B
(ix)	from a point 7.0 metres south of the southern kerb line of St. Thomas's Gardens to a point 5 metres north of the northern kerb line of St. Thomas's Gardens	A
(x)	from a point 5 metres north of the northern kerb line of St. Thomas's Gardens northwards for a distance of 40 metres	B
(xi)	from a point 5 metres south of the southern kerb line of Herbert Street to a point 5 metres north of the northern kerb line of Herbert Street	A
(xii)	from a point 5 metres north of the northern kerb line of Herbert Street northwards to the western kerb line of Malden Road	B
(xiii)	from the eastern kerb-line of Malden Road to a point 3.9 metres north-west of the south-western flank wall of no. 110 Malden Road	A
(xiv)	from a point 7.8 metres north-east of the eastern kerb line of Malden Road to a point 3.3 metres south-west of the north-eastern flank wall of no.137 Queens Crescent	Z
(xv)	from a point 3.3 metres south-west of the north-eastern flank wall of no.137 Queens Crescent to a point 2 metres north-east of the south-western flank wall of no. 141 Queen's Crescent	A
(xvi)	from a point 2 metres north-east of the south-western flank wall of no. 141 Queen's Crescent north-eastwards for a distance of 5 metres	Z
(xvii)	from a point 7 metres north-east of the south-western flank wall of no. 141 Queen's Crescent to a point 2 metres north-east of the south-western flank wall of no. 167 Queen's Crescent	A
(xviii)	from a point 2 metres north-east of the south-western flank wall of no. 167 Queen's Crescent to a point 5.4 metres west of the western kerb line of Grafton Road	Z
(xix)	between a point 5.4 metres west of the western kerb line of Grafton Road to a point 5.8 metres east of the eastern kerb line of Grafton Road	A
(xx)	between a point 5.8 metres east of the eastern kerb line of Grafton Road to a point 7.6 metres south-west of a point opposite the property boundary of no. 17 Gillies Street	B
(xxi)	from a point 7.6 metres south-west of a point opposite the property boundary of no. 17 Gillies Street to the north-western kerb line of Gillies Street	A
(b)	south-east and east side:	
(i)	from the southernmost extremity of Queen's Crescent to a point 17.5 metres north of the southern flank wall of Penshurst, Prince of Wales Road	A
(ii)	from a point 17.5 metres north of the southern flank wall of Penshurst, Prince of Wales Road to a point 68 metres north-east of the northern kerb line of Marsden Street	B

(iii)	from a point 68 metres north-east of the northern kerb line of Marsden Street north-eastwards for a distance of 30 metres	A
(iv)	from a point 98 metres north-east of the northern kerb line of Marsden Street to a point 17.77 metres south-west of the western kerb line of Malden Road	B
(v)	between a point 17.77 metres south-west of the western kerb line of Malden Road and that kerb line	A
(vi)	from the eastern kerb line of Malden Road north-eastwards for a distance of 14.3 metres	A
(vii)	from a point 14.3 metres north-east of the eastern kerb line of Malden Road to a point opposite the north-eastern kerb line of Gilden Crescent	Z
(viii)	from a point opposite the north-eastern kerb line of Gilden Crescent to a point opposite the party wall of nos. 143 and 145 Queen's Crescent	A
(ix)	from a point opposite the party wall of nos. 143 and 145 Queen's Crescent to a point 11.6 metres north-east of a point opposite the north-eastern flank wall of no. 151 Queen's Crescent	Z
(x)	from a point 11.6 metres north-east of a point opposite the north-eastern flank wall of no. 151 Queen's Crescent to a point 2.3 metres north-east of a point opposite the south-western kerb line of Weedington Road (northern arm)	A
(xi)	from a point 6 metres north-east of the north-eastern kerb line of Weedington Road to a point 5.2 metres west of the western kerb line of Grafton Road	Z
(xii)	between a point 5.2 metres west of the western kerb line of Grafton Road to a point 6.3 metres east of the eastern kerb line of Grafton Road	A
(xiii)	between a point 6.3 metres east of the eastern kerb line of Grafton Road to a point 5 metres west of the junction with Gillies Street	B
(xiv)	from a point 28 metres east of the eastern kerb line of Grafton Road, eastwards for a distance of 10 metres	A
(xv)	from a point 38 metres east of the eastern kerb line of Grafton Road, eastwards for a distance of 18 metres	B
(xvi)	from the western kerb-line of Gillies Street, westward for a distance of 5 metres	A
963	VICAR'S ROAD	
(a)	north-west side:	

(i)	between its junction with Wellesley Road and a point 6.0 metres north-east of the north-eastern kerb line of Wellesley Road	A
(ii)	from a point 7 metres south-west of the eastern flank wall of no. 20 Vicar's Road, south-westwards for a distance of 16.4 metres	A
(iii)	between a point 15.0 metres south-west of the south-western kerb line of Grafton Road and its junction with Grafton Road	A
(b)	south-east side:	
(i)	between its junction with Wellesley Road and a point 16 metres north-east of the north-eastern kerb line of Wellesley Road	A
(ii)	from a point 8.5 metres south-west of the party wall of nos. 51 and 53 Vicar's Road, south-westwards for a distance of 18 metres	A
(iii)	between a point 5.0 metres south-west of the south-western kerb line of Weedington Road and a point 3.0 metres north-east of the north-eastern kerb line of Weedington Road	A
(v)	between a point 5.0 metres south-west of the south-western kerb line of Grafton Road and its junction with Grafton Road	A
(c)	both sides: so much else of Vicar's Road that is public highway and which does not lie within those lengths specified above	B

TABLE 2 – ITEMS INCLUDED IN, OR SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
	ARCTIC STREET: from the north-eastern kerb line of Gillies Street, north-eastwards for a distance of 8 metres	1
	DALE ROAD:	
(a)	south-east side: from the north-eastern kerb line of Grafton Road, north-eastwards for a distance of 3 metres	1

(b)	north-west side: from the north-eastern kerb line of Grafton Road, north-eastwards for a distance of 5 metres	1
	GILLIES STREET	
(a)	north-west side:	
(i)	between the northern kerb line of Queens Crescent and a point 12 metres south-east of that kerb line	1
(ii)	from a point 4 metres north-west of the north-western kerb line of Woodyard Close to a point 4 metres south-east of the south-eastern kerb line of Woodyard Close	1
(iii)	from a point 10 metres north-west of the north-western kerb line of Arctic Street to a point 6 metres south-east of the south-eastern kerb line of Arctic Street	1
(b)	south-west side:	
(ii)	between the southern kerb line of Queens Crescent and a point 7 metres south of that kerb line	1
83	GRAFTON ROAD:	
(a)	south-west side:	
(i)	from a point 5.0 metres north-west of a point opposite the northernmost building line of 1-20 Durston, north-westwards for a distance of 5.8 metres	1
(ii)	from a point opposite the south-eastern flank wall of no. 234 Grafton Road, north-westwards for a distance of 24 metres	1
(b)	north-east side:	
(i)	from a point 8 metres south-east of the south-eastern kerb line of Cressfield Close and a point 12.5 metres north-west of the north-western kerb line of Cressfield Close	1
(ii)	from a point 3.5 metres south-east of the south-eastern kerb line of Dale Road to a point 10 metres north-west of the north-western kerb line of Dale Road	1

	QUEEN'S CRESCENT	
(a)	north-west side:	1
(i)	from the eastern kerb-line of Malden Road to a point 3.9 metres north-west of the south-western flank wall of no. 110 Malden Road	1
(ii)	from a point 3.3 metres south-west of the north-eastern flank wall of no.137 Queens Crescent to a point 2 metres north-east of the south-western flank wall of no. 141 Queen's Crescent	1
(iii)	from a point 7 metres north-east of the south-western flank wall of no. 137 Queen's Crescent north-eastwards for a distance of 19.4 metres	1
(iv)	from a point 2.9 metres north-east of the north-eastern flank wall of no. 151 Queen's Crescent to a point 2 metres north-east of the south-western flank wall of no. 167 Queen's Crescent	1
(v)	from a point 7.6 metres south-west of a point opposite the property boundary of no. 17 Gillies Street to the north-western kerb line of Gillies Street	1
(b)	south-east side:	
(i)	from the eastern kerb line of Malden Road north-eastwards for a distance of 14.3 metres	1
(ii)	from a point opposite the north-eastern kerb line of Gilden Crescent to a point opposite the party wall of nos. 143 and 145 Queen's Crescent	1
(iii)	from a point 11.6 metres north-east of a point opposite the north-eastern flank wall of no. 151 Queen's Crescent to a point 2.3 metres north-east of a point opposite the south-western kerb line of Weedington Road (northern arm)	1
(iv)	from the western kerb-line of Gillies Street, westward for a distance of 5 metres	1
	VICAR'S ROAD	
(a)	north-west side:	
(i)	between its junction with Wellesley Road and a point 6.0 metres north-east of the north-eastern kerb line of Wellesley Road	1

(ii)	from a point 7 metres south-west of the eastern flank wall of no. 20 Vicar's Road, south-westwards for a distance of 16.4 metres	1
(b)	south-east side:	
(i)	between its junction with Wellesley Road and a point 16 metres north-east of the north-eastern kerb line of Wellesley Road	1
(ii)	from a point 8.5 metres south-west of the party wall of nos. 51 and 53 Vicar's Road, south-westwards for a distance of 18 metres	1
(iii)	between a point 5.0 metres south-west of the south-western kerb line of Weedington Road and a point 3.0 metres north-east of the north-eastern kerb line of Weedington Road	1
	WEEDINGTON ROAD	
(a)	both sides:	
(i)	from the south-eastern kerb line of Vicar's Road, south-eastwards for a distance of 8 metres	1
(ii)	from the north-western kerb line of Queen's Crescent, north-westwards for a distance 6 metres	1
	WELLESLEY ROAD	
(a)	north-east, east and south side: from a point 12.0 metres north-west of the north-western kerb line of Vicar's Road to a point 15.4 metres south-east of the south-eastern kerb line of Vicar's Road	1
(b)	south-west, west and north side: between a point 7.9 metres north-west of a point opposite the north-western kerb line of Vicar's Road and a point 15.4 metres south-east of the south-eastern kerb line of Vicar's Road	1

TABLE 3 – ITEMS SUBSTITUTED IN SCHEDULE 3 TO THE PARENT ORDER

Column 1 Prescribed hours (Schedule 1)	Column 2; Day(s) and time(s) during which restriction applies		Column 3 Restricted hours (Schedule 2)
Z	MONDAY – WEDNESDAY, FRIDAY	9am – 11am	26
	THURSDAY, SATURDAY	7am – 6pm	

The Camden (Parking Places) (CA-L) (Amendment No. 17) Traffic Order 2022

2022 No. 146

**ALLCROFT ROAD
BASSETT STREET
GILLIES STREET
GRAFTON ROAD
QUEEN'S CRESCENT
VICAR'S ROAD**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 146

The Camden (Parking Places) (CA-L) (Amendment No. 17) Traffic Order 2022

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 45, 46, 49 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 (Parking Places) (CA-L) (Amendment No. 17) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-L) (Traffic Order 2012 [L.B.C 2012 No. 10];

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 the parent order, the items set out in table 1.1 in the schedule to this order;

3.1.2 there was included in schedule 1 to the parent order, the items set out in table 1.2 in the schedule to this order.

3.1.3 there was omitted from schedule 2 to the parent order, the items set out in table 2.1 in the schedule to this order;

3.1.4 there was included in schedule 3 to the parent order, the items set out in table 2.2 in the schedule to this order.

Dated

SCHEDULE

TABLE 1.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
14312	BASSETT STREET	north-east side: from a point 20 metres south-east of the south-western flank wall of nos. 16-30 Cannington, Bassett Street, north-westwards for a distance of 10 metres	MONDAY – FRIDAY 9AM – 11AM
13964	ALLCROFT ROAD	east side: from a point 6 metres south of a point opposite the common boundary of Nos. 10 and 12 Allcroft Road, south-eastwards for a distance of 25 metres.	MONDAY - FRIDAY 9AM – 11AM
13963	ALLCROFT ROAD	east side: from a point 1 metre south of a point opposite the common boundary of Nos. 10 and 12 Allcroft Road, north-westwards for a distance of 46.5 metres.	MONDAY - FRIDAY 9AM – 11AM
7770	QUEEN'S CRESCENT	the north side, from a point 8 metres east of the eastern kerb-line of Grafton Road, eastwards for a distance of 47 metres.	MON, TUES, WED & FRI 9AM - 11AM THURSDAY, SATURDAY 08.30AM -11AM
4363	GILLIES STREET	the north-east side, from a point 4 metres north-west of its junction with Arctic Street, north-westwards for a distance of 11 metres.	MONDAY – FRIDAY 9AM – 6.30PM
4590	VICAR'S ROAD	north side: from a point 42 metres east of the eastern kerb-line of Wellesley Road, eastwards for a distance of 27 metres	MONDAY – FRIDAY 8.30AM – 6.30PM
4594	VICAR'S ROAD	the south side, from a point 6 metres west of the western kerb-line of Weedington Road, westwards for a distance of 45 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM
4390	WEEDINGTON ROAD	the west side, from a point 8 metres south of the southern kerb-line of Vicar's Road, southwards for a distance of 17 metres.	MONDAY – FRIDAY 9AM – 11AM

4385	GRAFTON ROAD	the east side, from a point 5.5 metres north of the northern kerb-line of Cressfield Close, northwards for a distance of 17 metres.	MONDAY – FRIDAY 9AM – 11AM
14224	GRAFTON ROAD	west side: from a point 12.6 metres north-west of a point opposite the party wall of nos. 206 and 208 Grafton Road, north-westwards for a distance of 58.4 metres.	MONDAY – FRIDAY 9AM – 11AM

TABLE 1.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	BASSETT STREET	north-east side: from a point 20 metres south-east of the south-western flank wall of nos. 16-30 Cannington, Bassett Street, north-westwards for a distance of 6 metres	MONDAY – FRIDAY 9AM – 11AM
	ALLCROFT ROAD	east side: from a point 16 metres south of a point opposite the common boundary of Nos. 10 and 12 Allcroft Road, south-eastwards for a distance of 35 metres.	MONDAY - FRIDAY 9AM – 11AM
	ALLCROFT ROAD	east side: from a point 8.5 metres south of a point opposite the common boundary of Nos. 26 and 28 Allcroft Road, south-eastwards for a distance of 36.5 metres.	MONDAY - FRIDAY 9AM – 11AM
	QUEEN'S CRESCENT	the north side, from a point 8 metres east of the eastern kerb-line of Grafton Road, eastwards for a distance of 42 metres.	MON, TUES, WED & FRI 9AM -11AM THURS, SAT 08:30 -11AM
	VICAR'S ROAD	north side: from a point 58.1 metres east of the eastern kerb-line of Wellesley Road, eastwards for a distance of 7 metres	MONDAY – FRIDAY 8.30AM – 6.30PM
	VICAR'S ROAD	the south side, from a point 6 metres west of the western kerb-line of Weedington Road, westwards for a distance of 26.8 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM
	WEEDINGTON ROAD	the west side, from a point 11.5 metres south of the southern kerb-line of Vicar's Road, southwards for a distance of 13.5 metres.	MONDAY – FRIDAY 9AM – 11AM

	GRAFTON ROAD	the north-west side: from a point 6.9 metres north-west of a point opposite the party wall of nos. 238 and 240 Grafton Road, north-westwards for a distance of 40 metres.	MONDAY – FRIDAY 9AM – 11AM
	GRAFTON ROAD	the east side, from a point 13.1 metres north of the northern kerb-line of Cressfield Close, northwards for a distance of 10 metres.	MONDAY – FRIDAY 9AM – 11AM
	GRAFTON ROAD	west side: from a point 12.6 metres north-west of a point opposite the party wall of nos. 206 and 208 Grafton Road, north-westwards for a distance of 31 metres.	MONDAY – FRIDAY 9AM – 11AM
	GRAFTON ROAD	west side: from a point 7.7 metres north-west of a point opposite the party wall of nos. 222 and 224 Grafton Road, north-westwards for a distance of 12 metres.	MONDAY – FRIDAY 9AM – 11AM

TABLE 2.1 – 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
	QUEEN'S CRESCENT	the north side, from a point 3 metres west of the western kerb-line of Gilden Crescent, westwards for a distance of 44 metres.	MONDAY, TUESDAY, WEDNESDAY AND FRIDAY 9-11AM	£3.67 per hour	£4.45 per hour	2 hours
4414	QUEEN'S CRESCENT	the north side, from a point 5 metres east of the eastern kerb line of Weedington Road, eastwards for a distance of 63 metres	MONDAY, TUESDAY, WEDNESDAY AND FRIDAY 9-11AM	£3.67 per hour	£4.45 per hour	2 hours

TABLE 2.2 – ITEMS INCLUDED IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	ALLCROFT ROAD	south-west side: from a point 3 metres south-west of the party wall of nos. 42 and 44 Allcroft Road, south-westwards for a distance of 6.6 metres	MONDAY – FRIDAY 9-11AM	£3.67 per hour	£4.45 per hour	2 hours
	QUEEN'S CRESCENT	north side: from a point 3.9 metres north-east of the south-western flank wall of no. 110 Malden Road, north-eastwards for a distance of 11.8 metres.	MONDAY, TUESDAY, WEDNESDAY AND FRIDAY 9-11AM	£3.67 per hour	£4.45 per hour	2 hours
	QUEEN'S CRESCENT	north-west side: from a point 3.3 metres south-west of the north-eastern flank wall of no. 137 Queen's Crescent, south-westwards for a distance of 22.8 metres	MONDAY, TUESDAY, WEDNESDAY AND FRIDAY 9-11AM	£3.67 per hour	£4.45 per hour	2 hours
	QUEEN'S CRESCENT	north-west side: from a point 3.8 metres south-west of the party wall of nos. 139/141 and 143 Queen's Crescent, south-westwards for a distance of 6.6 metres	MONDAY, TUESDAY, WEDNESDAY AND FRIDAY 9-11AM	£3.67 per hour	£4.45 per hour	2 hours
	QUEEN'S CRESCENT	north-west side: from a point 7 metres north-east of the north-eastern kerb line of Weedington Road, north-eastwards for a distance of 10 metres	MONDAY, TUESDAY, WEDNESDAY AND FRIDAY 9-11AM	£3.67 per hour	£4.45 per hour	2 hours
	QUEEN'S CRESCENT	north-west side: from a point 18.5 metres north-east of the north-eastern kerb line of Weedington Road, north-eastwards for a distance of 21.2 metres	MONDAY, TUESDAY, WEDNESDAY AND FRIDAY 9-11AM	£3.67 per hour	£4.45 per hour	2 hours

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 59) Traffic Order 2022

2022 No. 147

**ALLCROFT ROAD
QUEEN'S CRESCENT**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 147

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 59) Traffic Order 2022

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. 59) Traffic Order 2022.

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 include 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
13843	ALLCROFT ROAD	south-west side: from a point 3 metres south-west of the party wall of nos. 42 and 44 Allcroft Road, south-westwards for a distance of 6.6 metres.	AT ALL TIMES
13842	QUEEN'S CRESCENT	north-west side: from a point 3.8 metres south-west of the party wall of nos. 139/141 and 143 Queen's Crescent, south-westwards for a distance of 6.6 metres	AT ALL TIMES

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	ALLCROFT ROAD	south-west side: from a point 3.8 metres north-west of a point opposite the party wall of nos. 40 and 42 Allcroft Road, north-westwards for a distance of 6.6 metres.	AT ALL TIMES
	QUEEN'S CRESCENT	north-west side: from a point 2.9 metres north-east of the eastern flank wall of no. 151 Queen's Crescent, south westwards for a distance of 13.2 metres.	AT ALL TIMES EXCEPT THURSDAY, SATURDAY 7PM- 6PM

The Camden (Parking Places) (Pedal Cycles) (Amendment No. 11) Traffic Order 2022

2022 No. 148

ALLCROFT ROAD

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 148

The Camden (Parking Places) (Pedal Cycles) (Amendment No. 11) Traffic Order 2022

Made on

Coming into force on

The London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 and 124 of Part IV of Schedule 9 to the 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 may be cited as the Camden (Parking Places) (Pedal Cycles) (Amendment No. 11) Traffic Order 2022 and shall come into force on .

2. Interpretation

2.1 In this order;

2.1.1 the term "parent order" means the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020 [L.B.C. 2020 No. 42];

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

Dated this

SCHEDULE – ITEMS INCLUDED IN THE SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
	ALLCROFT ROAD	south-west side: from a point 9.3 metres north-east of the party wall of nos. 40 and 42 Allcroft Road, north-westwards for a distance of 5.5. metres

The Camden (Loading Places) (Amendment No. 36) Traffic Order 2022

2022 No. 149

QUEEN'S CRESCENT

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 149

The Camden (Loading Places) (Amendment No. 36) Traffic Order 2022

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. 36) Traffic Order 2022.

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

Dated this

SCHEDULE

TABLE 1 – ITEMS INCLUDED IN SCHEDULE 1 TO THE (LOADING PLACES) ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	QUEEN'S CRESCENT	south-east side: from a point 2.9 metres north-east of the western flank wall of no. 88 Queen's Crescent, north-eastwards for a distance of 16.4 metres.	MONDAY, TUESDAY, WEDNESDAY, FRIDAY AND SUNDAY 7PM – 11AM
	QUEEN'S CRESCENT	south-east side: from a point 3 metres north-east of the eastern flank wall of no. 100 Queen's Crescent, south-westwards for a distance of 20.4 metres.	MONDAY, TUESDAY, WEDNESDAY, FRIDAY AND SUNDAY 7PM – 11AM

The Camden (Prescribed Routes) (No. 5) Traffic Order 2022

2022 No. 150

**GRAFTON ROAD
QUEEN'S CRESCENT**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 150

The Camden (Prescribed Routes) (No. 5) Traffic Order 2022

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. 5) Traffic Order 2022.

2. Interpretation

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

"goods" means goods of any kind whether animate or inanimate and includes postal packets of any description; and "delivering" and "collecting", in relation to any goods, includes checking the goods for the purpose of their delivery or collection;

3. Restrictions

- 3.1 No person shall cause any motor vehicle to enter that section of Queen's Crescent which lies between the north-eastern kerb line of Allcroft Road and the south-western kerb line of the southern arm of Weedington Road.
- 3.2 Nothing in Article 3.1 shall apply in respect of;
- 3.2.1 a vehicle being used to deliver goods to or to collect goods from premises adjacent to the same section of Queen's Crescent on any day before 11am or after 7pm and which is caused to enter that section of the road for the purposes of loading or unloading those goods to or from the vehicle;
- 3.2.2 a vehicle for which a parking space in Ashdown Crescent has been provided and which is being caused to proceed to or from that parking space, or a vehicle operated by the Queen's Crescent Community Centre;

- 3.2.3 a vehicle being used in connection with the removal of any obstruction to traffic within the same section of Queen's Crescent;
- 3.3 No person shall cause any motor vehicle to enter the northern arm of Weedington Road at its junction with Queen's Crescent.
- 3.4 No person shall cause any motor vehicle to enter Queen's Crescent at its junction with the northern arm of Weedington Road.
- 3.5 No person shall cause any motor vehicle proceeding in Grafton Road to proceed past the projected party wall of nos. 234 and 236 Grafton Road.

4. Exemptions

- 4.1 Nothing in Article 3 shall apply in respect of;
 - 4.1.1 anything done with the permission of a police constable or traffic warden in uniform;
 - 4.1.2 a vehicle being used for police, ambulance service or fire brigade purposes;
 - 4.1.3 a vehicle being used by or on behalf of the council for the collection of refuse or in the pursuance of statutory powers or duties;
 - 4.1.4 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;
 - 4.1.5 any other vehicle which may be authorised by the council.

Dated this

