

**The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 166) Traffic Order 2023**

**The Camden (Loading Places) (Amendment No. 40) Traffic Order 2023**

**The Camden (Parking Places) (CA-F) (Amendment No. 30) Traffic Order 2023**

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

**ALBERT STREET**

A loading bay, approximately 9 metres length, would be designated on the south-west side of Albert Street approximately 10 metres north-west of the junction with Delancey Street – hours of operation Mondays to Fridays 8.30am – 6.30pm, Saturdays and Sundays 9.30am – 5.30pm;

A prohibition on waiting by vehicles at all times, including for the purposes of loading / unloading would be designated north and south of the junction with Delancey Street – north-east side, from approximately 17 metres north-west of the junction to approximately 10 metres south-east of the junction; south-west side, from approximately 8 metres north-west of the junction to approximately 7.5 metres south-east of the junction;

The north-westernmost 2.7 metre section of the paid-for parking place at the side of no. 27 Delancey Street would be revoked;

A prohibition on waiting by vehicles at all times would be designated on both sides of the road from the junction with Parkway south-eastwards for approximately 23 metres on the south-west side and for approximately 20 metres on the north-east side, with a prohibition on waiting for the purposes of loading / unloading also applying from the same junction south-eastwards for approximately 8 metres.

**ARLINGTON ROAD**

A prohibition on waiting by vehicles at all times, including for the purposes of loading / unloading, would be designated on the north-east side for approximately 25 metres south-east of the junction with Delancey Street; The paid-for parking place outside no. 172 Arlington Road would be revoked;

A prohibition on waiting by vehicles at all times, including for the purposes of loading / unloading would be designated from the junction with Parkway, north-westwards for a distance of approximately 46 metres.

**DELANCEY STREET**

A prohibition on waiting by vehicles at all times, including for the purposes of loading / unloading would be designated on both sides from the south-west kerb line of Albert Street westwards for approximately 10 metres;

**CLARKSON ROW**

A prohibition on waiting by vehicles at all times would apply on the north-east side from the junction with Mornington Place, south-eastwards and extending round the corner approximately 10 metres into the north-west side of the north-east to south-west arm of Clarkson Row;

A 5 metre section of the residents permit holders parking place opposite nos. 9 and 10 Clarkson Row would be revoked and the north-western portion of the parking place extended by approximately 3 metres.

**PARKWAY**

South-east side: a prohibition on waiting by vehicles at all times, including for the purposes of loading / unloading would apply either side of the junction with Albert Street between the north-east and south-west ends of the parking places situated each side;

A prohibition on waiting by vehicles at all times, including for the purposes of loading / unloading, would apply from approximately 20 metres south-west of the junction with Arlington Road to a point approximately 10 metres north-east of the same junction;

The remaining length of the south-east side between the junctions with Albert Street and Arlington Road would be designated with a prohibition on waiting for the purposes of loading / unloading on Mondays to Fridays between 8.30 and 10am and between 4 and 6.30pm;

North-west side: a prohibition on waiting by vehicle at any time, including for the purposes of loading / unloading would apply from the junction with Arlington Road south-westwards for approximately 40 metres;

A prohibition on waiting by vehicles for the purposes of loading / unloading on Mondays to Fridays between 8.30 and 10am and between 4 and 6.30pm along the frontage of nos. 40 to 54 Parkway.

**INVERNESS STREET**

The north-easternmost 12.5 metre section of the residents permit holders parking place outside no. 32 Inverness Street would be revoked and this area would be designated with a prohibition on waiting by vehicles at all times, including for the purposes of loading / unloading;

The residents permit holders parking place outside nos. 40 to 46 Inverness Street would be extended by 5 metres at the south-western end;

The residents permit holders parking place on the south-east side, closest to the junction with Arlington Road, would be revoked;

A prohibition on waiting by vehicles at all times, including for the purposes of loading / unloading would apply on the south-east side from the junction with Arlington Road, south-westwards for approximately 33 metres.

**JAMESTOWN ROAD**

North-west side: the length along which a prohibition on waiting bay vehicles at all times, including for the purposes of loading / unloading opposite and north-east of the junction with Arlington Road would be extended by 5 metres in a north-easterly direction.

Copies of the proposed orders and other documents relating to the orders may be obtained by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or inspected at [camden.gov.uk/recently-advertised-proposals](https://www.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](mailto:traffic.orders@camden.gov.uk) or 020-7974 4788 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 [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk) or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 10 August 2023.

Peter Mardell  
Head of Parking Operations  
20 July 2023

**The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 166) Traffic Order 2023**  
**The Camden (Loading Places) (Amendment No. 40) Traffic Order 2023**  
**The Camden (Parking Places) (CA-F) (Amendment No. 30) Traffic Order 2023**

**Statement of Reasons: Arlington Road area Low Traffic Neighbourhood**

**Background**

- a) The residential streets to the west of Camden High Street between Mornington Crescent and Camden Town have historically hosted a significant volume of vehicle traffic.
- b) Large volumes of traffic, including heavy goods vehicles, used the area as a cut-through to avoid using main roads.
- c) Significant volumes of traffic also used Mornington Street to access Camden High Street.
- d) Mornington Crescent, Arlington Road, Oval Road and Jamestown Road are identified on the Camden Council Cycle Action Plan as proposed “secondary” cycle routes. The Secondary cycle network largely, but not exclusively, uses quieter, residential streets and/or suitable parks and open spaces in the Borough.
- e) There were a number of suggestions from members of the public to improve this area on the Making Travel in Camden Safer Commonplace.
- f) In July 2020 a petition signed by 613 people asked for a local weight restriction on streets in the area on and to the south of Delancey Street to create a Low Emission Neighbourhood / Low Traffic Neighbourhood.
- g) On 17th September 2020 a decision was made by the Director of Environment and Sustainability to implement the Arlington Road Area Low Traffic Neighbourhood under an Experimental Traffic Order (ETO).
- h) The trial scheme included several measures such as motor traffic restrictions to restrict through traffic in the Arlington Road area, and an additional measure on Buck Street.
- i) Following amendments to the scheme and in response to feedback and monitoring data collected during the trial period, a decision was made to make the scheme permanent and to consider new proposals including footway widening, greenspace improvements, parking amendments and installation of bike hangars.
- j) The reasons for these proposed changes are outlined below.

**Details of proposed changes**

*Jamestown Road (east of junction with Arlington Road)*

- a) Replace existing planter with a traffic island and create a new informal pedestrian crossing to make it easier for pedestrians to cross the street.
- b) Install double yellow lines and double yellow kerb markings at the junction with Arlington Road to improve visibility and increase safety for pedestrians and cyclists.

*Inverness Street*

- c) Replace existing planters with traffic island (with planting) to provide a shorter crossing distance for pedestrians, making access to The Cavendish School safer, and increasing greening in the area.
- d) Remove resident parking\* adjacent to the southern footway (east of the entrance to The Cavendish School) and widen the footway, to increase safety for pedestrians. Add cycle stands and trees to increase cycle parking and greening in the area.
- e) Remove resident parking\* to create a space to facilitate U-turn movements near the junction with Arlington Road.
- f) Remove 2.6m of resident parking\* to provide space for a secure cycle storage facility for local residents.

- g) Extend the resident bay at the western end of Inverness St by 5m

*\*Some resident parking on Inverness Street would be relocated and the net loss from these proposals would therefore be 15.8m.*

*Delancey Street junction with Arlington Road*

- h) Replace existing planters on Arlington Road with a traffic island (with planting) and cycle stands to provide pedestrians with a shorter crossing distance and increase cycle parking and greening in the area.
- i) Implement a continuous footway across Arlington Rd to slow vehicle speeds, improve road safety and indicate pedestrian priority.

*Mornington Street junction with Albert Street*

- j) Replace existing planters with footway buildouts-to provide a shorter crossing distance for pedestrians.
- k) Introduce a new informal pedestrian crossing point to make it easier for pedestrians to cross the street.

*Albert Street junction with Mornington Place*

- l) Replace existing planters with footway build-outs to provide a shorter crossing distance for pedestrians.
- m) Install additional bollards to enforce the traffic restriction.

*Mornington Place junction with Clarkson Row*

- n) Build out the footway to provide a shorter crossing distance for pedestrians.
- o) Provide a new raised table to help pedestrians cross the road
- p) Install additional bollards to enforce the traffic restriction.
- q) Plant trees to increase greening in the area.

*Clarkson Row*

- r) Introduce a Sustainable Drainage System (SuDS) planted area to collect road surface water, contributing to flood prevention, and increasing greening in the area.
- s) Provide two passing places for vehicles and "Priority over oncoming vehicles" signs in the southbound direction.
- t) Provide double yellow lines with double yellow kerb markings to prevent the carriageway from being blocked by parked motor vehicles.
- u) Install two new informal crossing points for pedestrians

*Parkway*

- v) Remove/relocate the TfL bike hire docking station on Parkway and replace it with a Single Yellow Line and Single yellow kerb markings to improve bus journey time reliability and reduce congestion.
- w) Amend a Single Yellow Line to restrict loading to outside peak times.
- x) Convert a Single Yellow Line to Double Yellow Line with Double yellow kerb markings to improve journey times and reduce congestion.

*Albert Street south of the junction with Parkway*

- y) Widen pavement and install double yellow lines and double yellow kerb markings to create space for the TfL bike hire docking station, relocated from Parkway.

*Arlington Road north of the junction with Parkway*

- z) Build out both footways over approximately 40m to-shorten the crossing distance and improve space available for pedestrians. Reducing the available carriageway width would help prevent dangerous overtaking manoeuvres and reduce vehicle speeds, improving road safety.

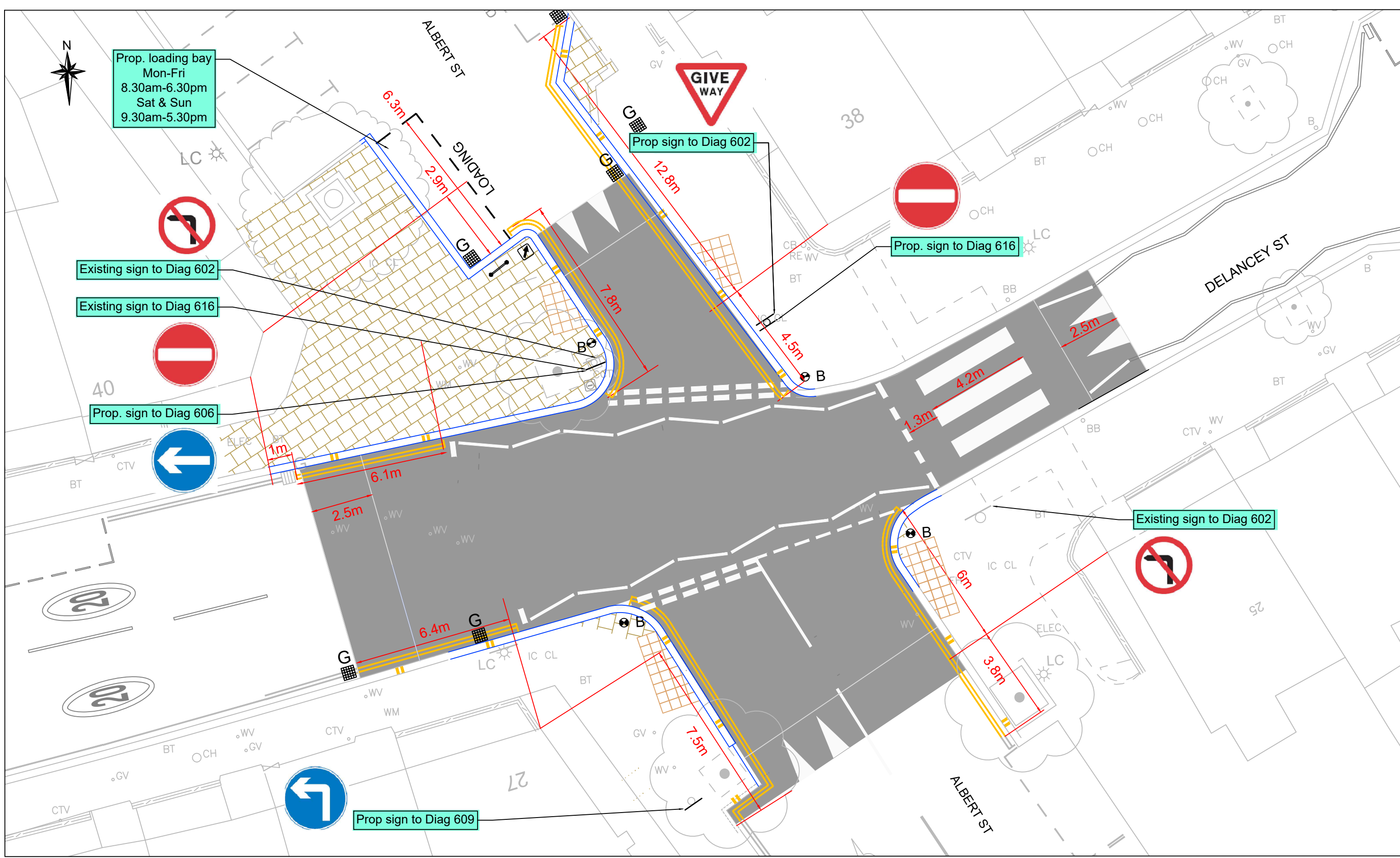
- aa) Install low-level planting and plant trees to increase greening in the area.
- bb) Provide pedestrian countdowns on the traffic signals

*Albert Street junction with Delancey Street*

- cc) Remove the right turn motor traffic slip lane from Albert Street onto Delancey Street and replace it with a new paved area to give rise to an enhanced pedestrian space.
- dd) Raise the carriageway to slow vehicle speeds and improve road safety.

*Albert Street south of the junction with Delancey Street*

- ee) Remove 2.7m of paid for parking to provide space for a secure cycle storage facility for local residents.



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Project  
**ARLINGTON ROAD  
 LOW TRAFFIC NEIGHBOURHOOD**

Drawing Title  
**DELANCEY ST - ALBERT ST JUNCTION  
 TRAFFIC MANAGEMENT ORDER**

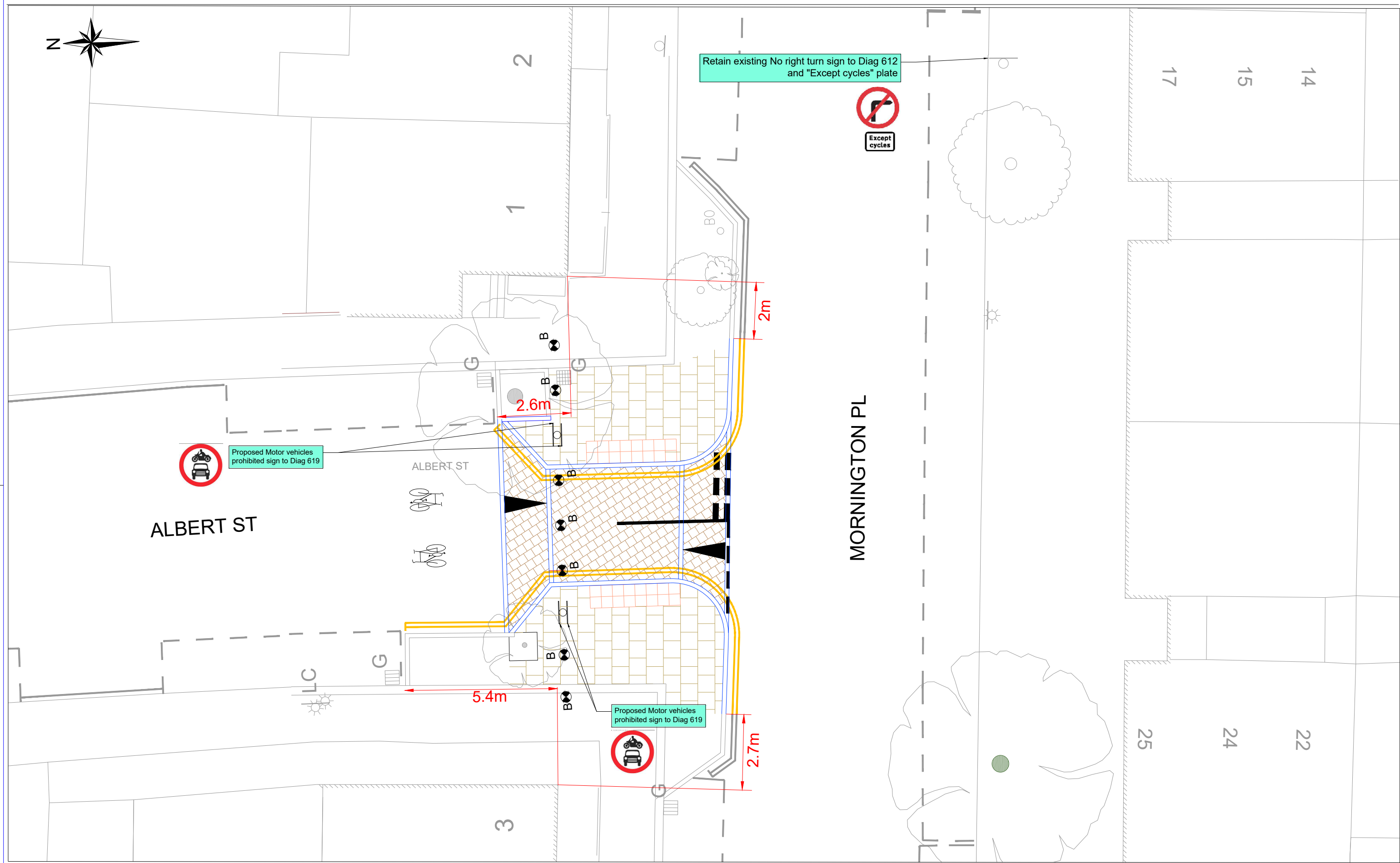
**KEY**

	Existing road marking		Proposed cycle-friendly gully
	Proposed white marking		Proposed cycle stand
	Prop. yellow marking "No waiting at any time"		Proposed bollard
	Prop. yellow marking "No loading at any time"		Proposed sign on new post
	Proposed footway paving slabs		Proposed granite kerb
	Proposed blister paving slabs		Proposed flexibollard with Keep left sign face
			Proposed flexibollard with No entry sign face

Rev	By	Date	Amendments

Scale NTS	Date 13.06.2023
Drawn By RW	File Ref
Checked	Name
Drawing Location	
Drawing Number TS/2023/ARLINGLTN/TMO/ALBERTDEL	Rev. -

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Project  
**ARLINGTON ROAD  
 LOW TRAFFIC NEIGHBOURHOOD**

Drawing Title  
**ALBERT ST FILTER  
 TRAFFIC MANAGEMENT ORDER**

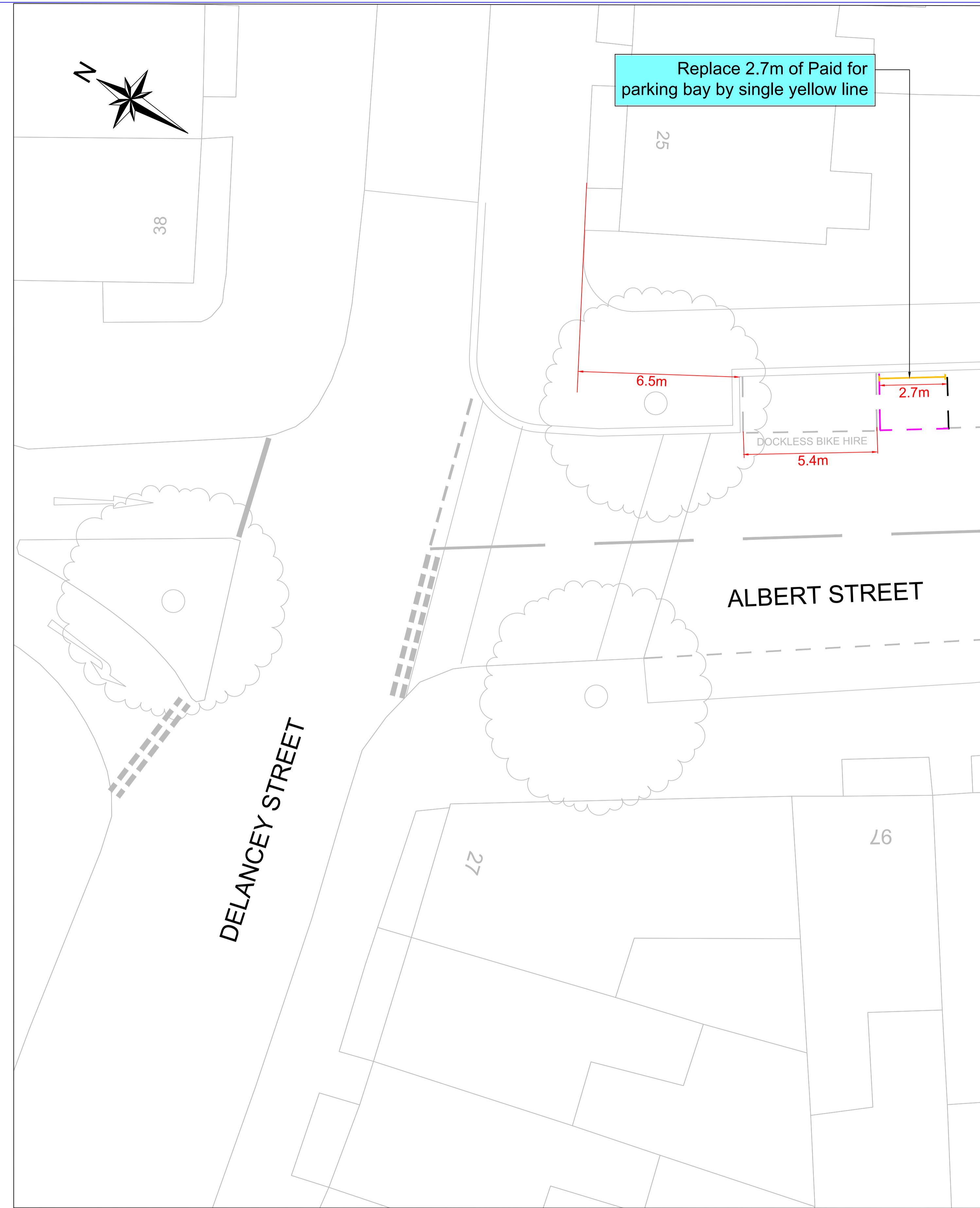
**KEY**

	New white road marking		New sign on new post
	New yellow road marking		Existing road marking
	New bollard		
	New smooth granite sets		
	New footway paving slabs		
	New 150mm x 300mm granite kerb		

Rev	By	Date	Amendments

Scale NTS	Date 30.03.2023
Drawn By RW	File Ref
Checked	Name
Drawing Location	
Drawing Number TS/23/ARLINGLTN/AL/TMO	Rev. -

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Project  
**ARLINGTON ROAD  
 LOW TRAFFIC NEIGHBOURHOOD**

Drawing Title  
**ALBERT ST BIKE HANGAR  
 TRAFFIC MANAGEMENT ORDER**

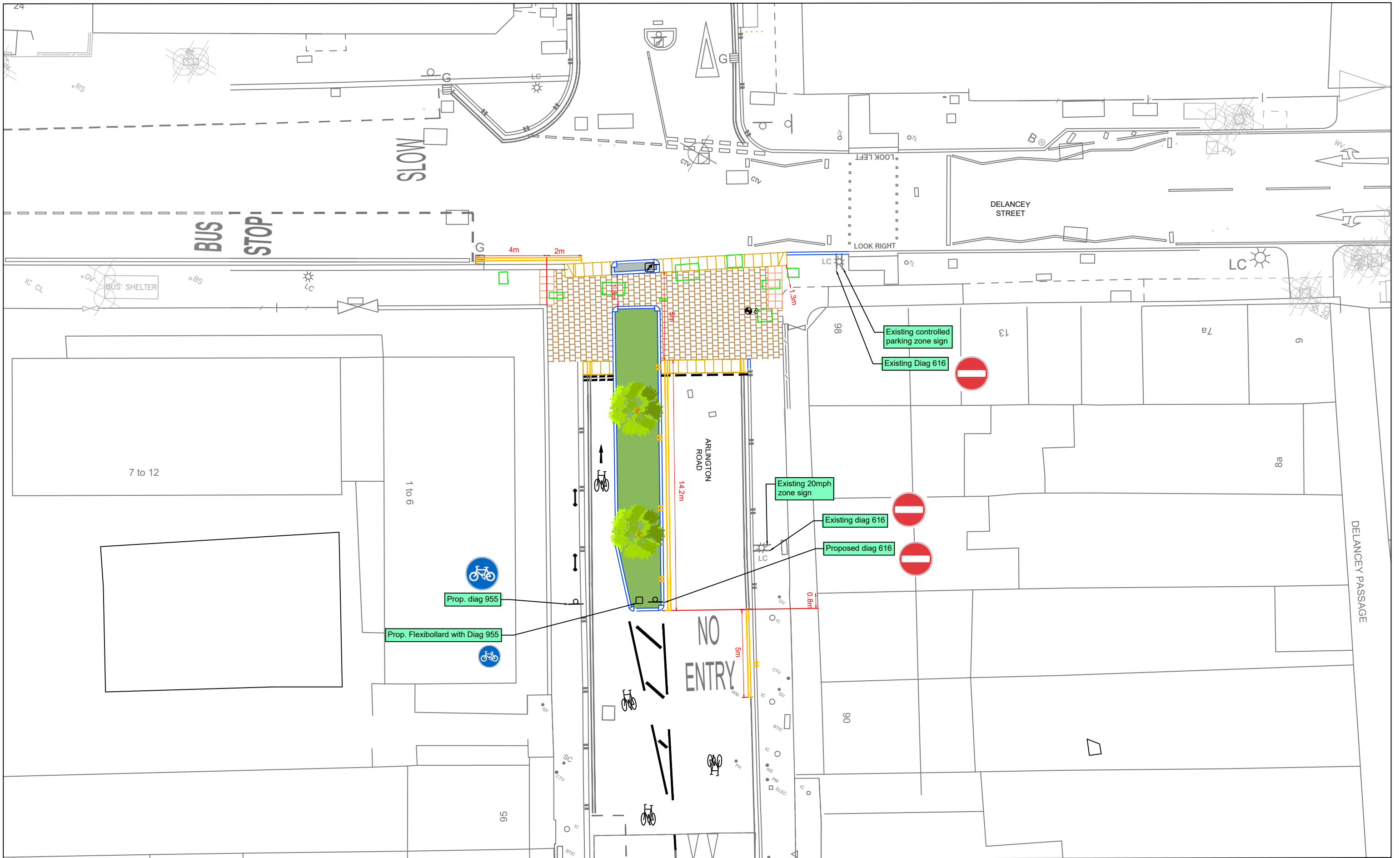
KEY  
 — Existing road marking  
 — New white road marking

Rev	By	Date	Amendments

Scale <b>NTS</b>	Date 02.11.2022
Drawn By <b>RW</b>	File Ref
Checked	Name
Drawing Location	
Drawing Number <b>TS/22-23/ARL-LTN/BIKE-H/TMO</b>	Rev. -

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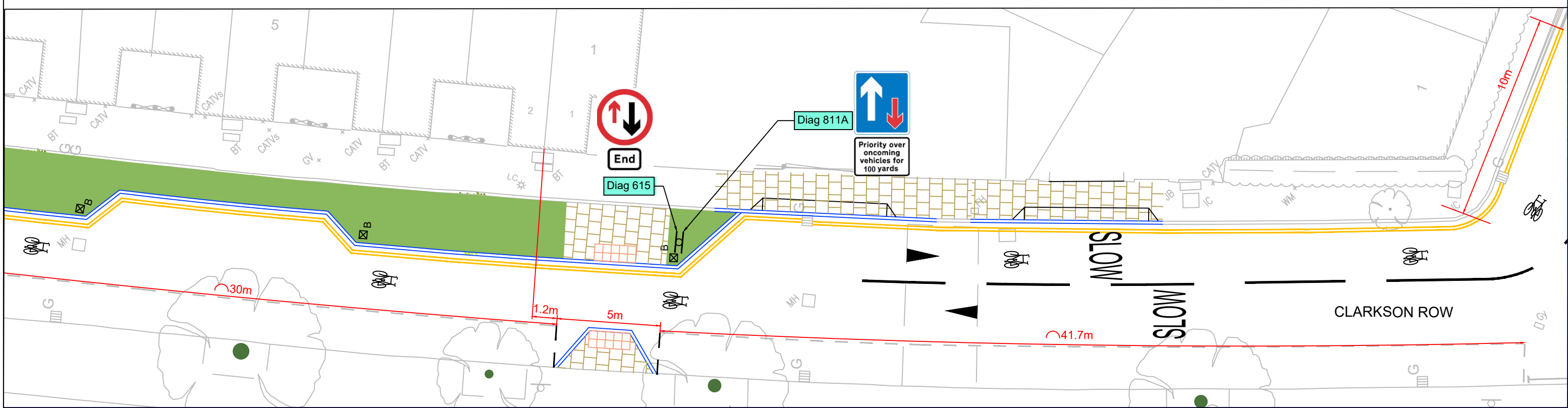
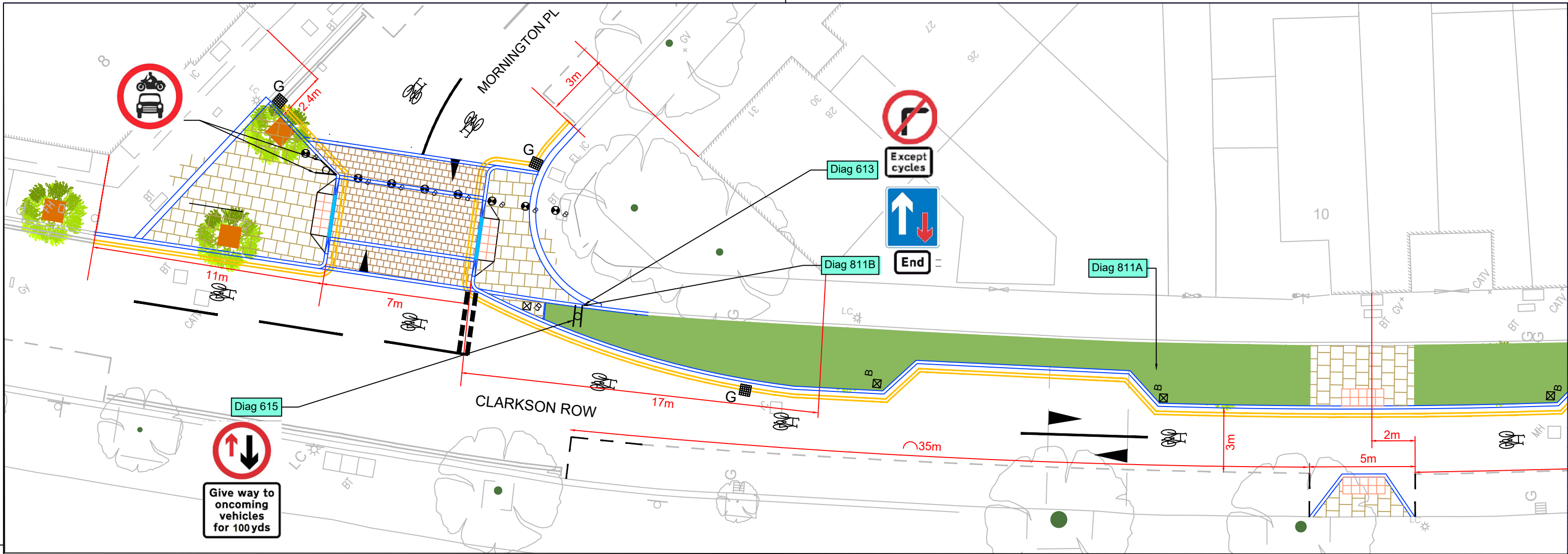


**KEY**

	Existing road marking		Existing sign on existing post
	New road marking		New sign on new post
	No waiting at any time		New rain garden
	No loading at any time		New tactile paving slabs
	New Camden bollard		New granite setts on continuous footway
	New cycle stand		

Rev	By	Date	Amendments

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Project  
**ARLINGTON ROAD  
 LOW TRAFFIC NEIGHBOURHOOD**

Drawing Title  
**MORNINGTON PL & CLARKSON ROW  
 TRAFFIC MANAGEMENT ORDER**

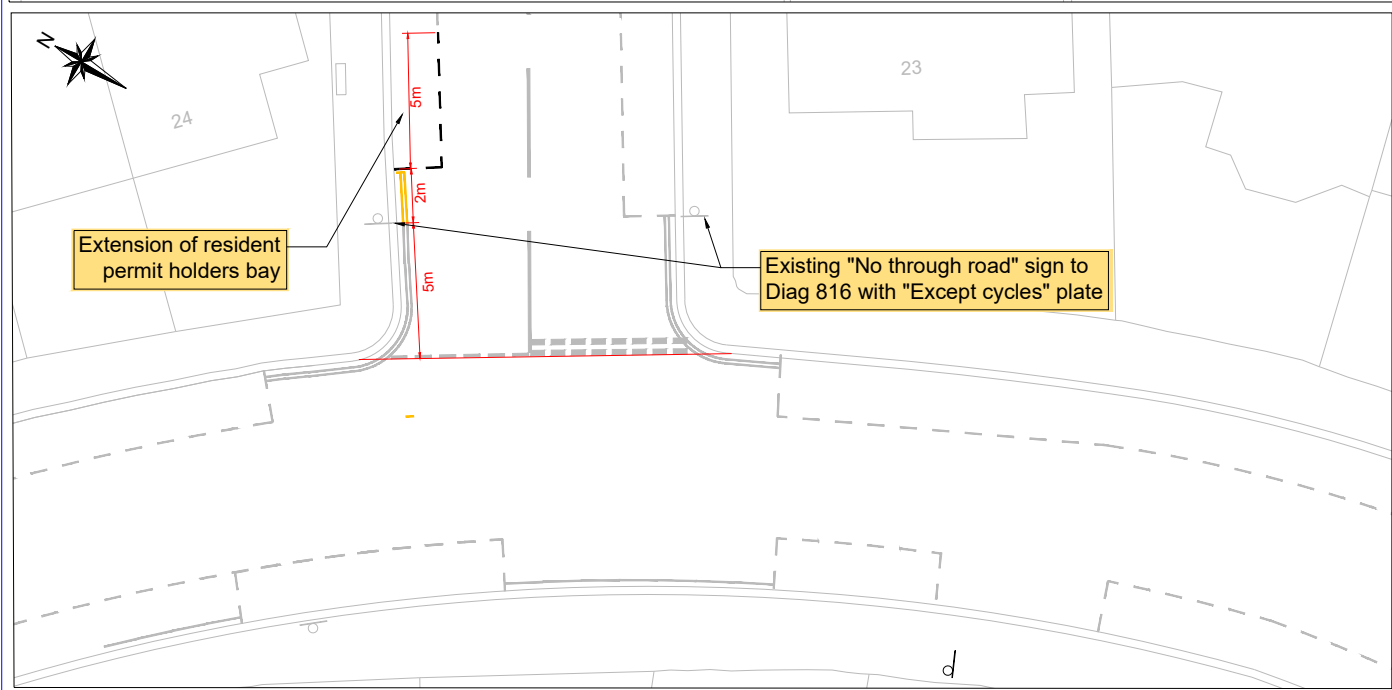
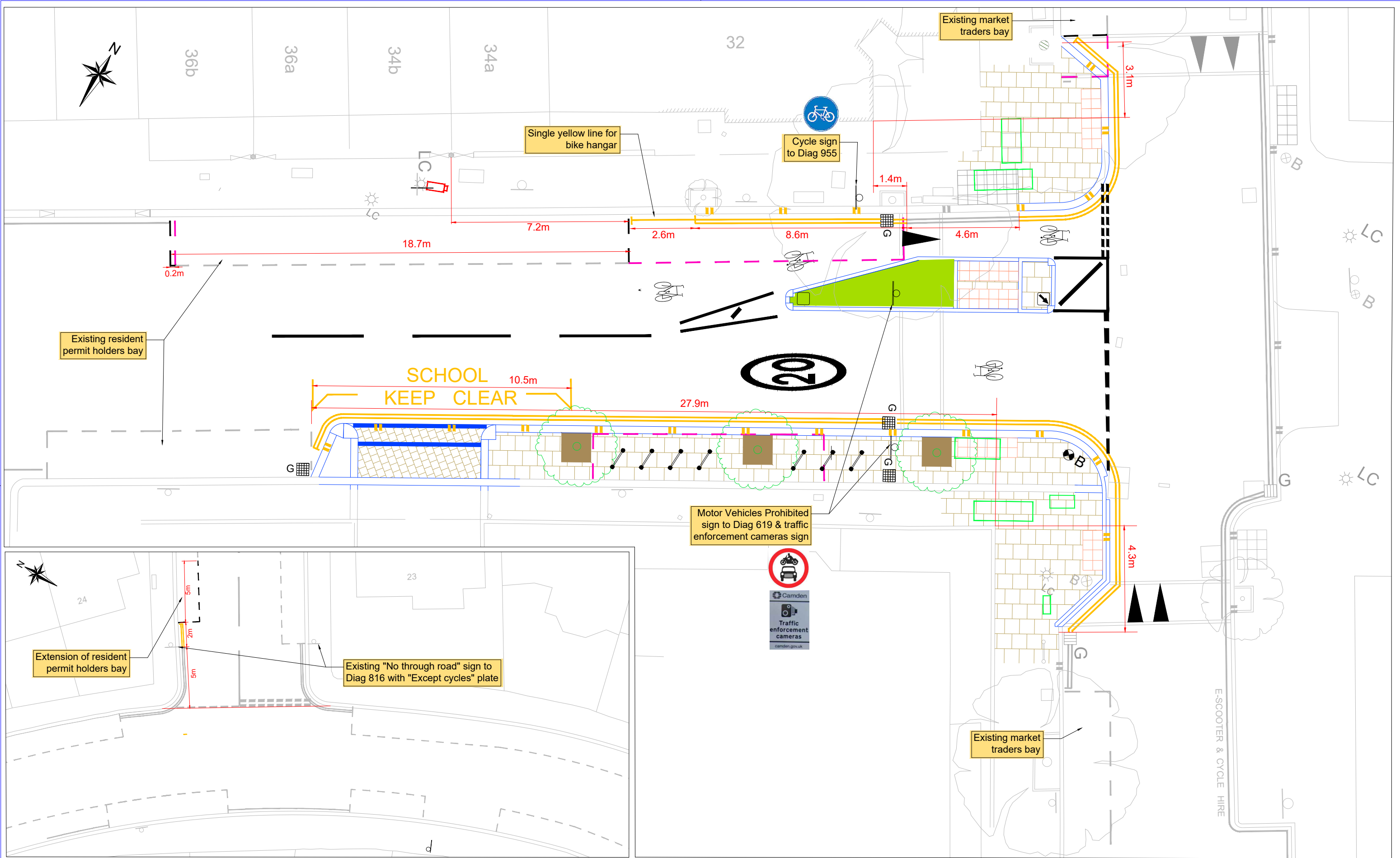
**KEY**

—	Existing road marking	Ⓟ	Proposed sign on new post
—	Proposed white road marking	▨	Proposed granite setts
—	No waiting at any time	▩	Proposed footway paving slabs
—	No loading at any time	■	Proposed planted bed or SUDS
●	Proposed Camden bollard		
⊠	Proposed wooden bollard		

Rev	By	Date	Amendments
A	RW	23 6 2023	Changes to the priority signage and to the waiting/loading restrictions

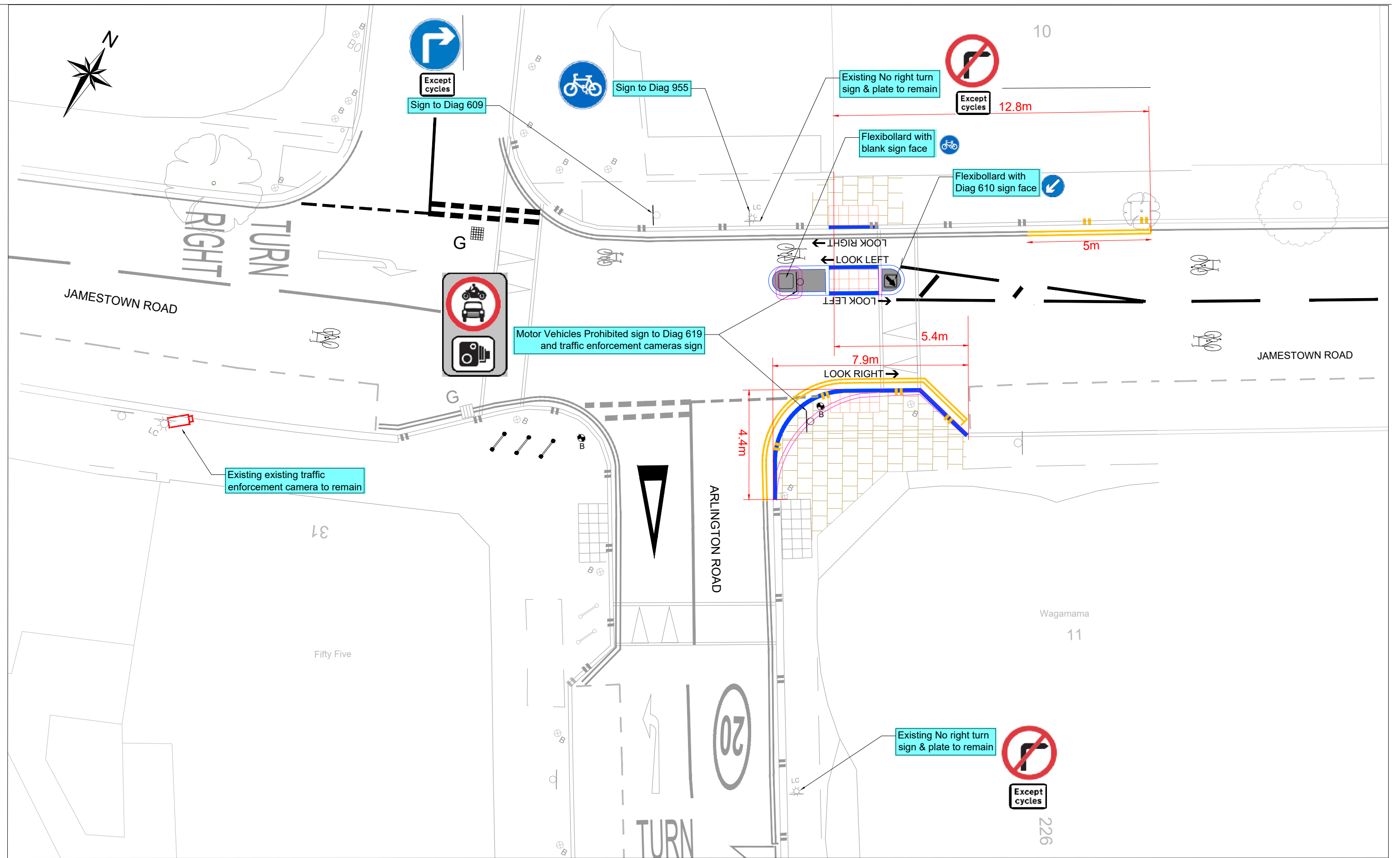
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Drawn By RW	File Ref
Checked	Name
Drawing Location	
Drawing Number TS/22-23/ARLLTN/MORNPL&CR/TMO	Rev. A

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Rev	By	Date	Amendments

**DRAFT**



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Project  
**ARLINGTON ROAD  
 LOW TRAFFIC NEIGHBOURHOOD**

Drawing Title  
**JAMESTOWN RD  
 TMO**

**KEY**

Existing marking	Prop. 150mm width granite kerb
New white marking	Prop. 150mm width granite kerb (flush)
Prop. yellow marking	Kerb removal
Prop. double kerb marking	Prop. sign and post
Prop. Camden bollard	Prop. ASP paving slabs
Prop. cycle stand	Prop. tactile paving slabs

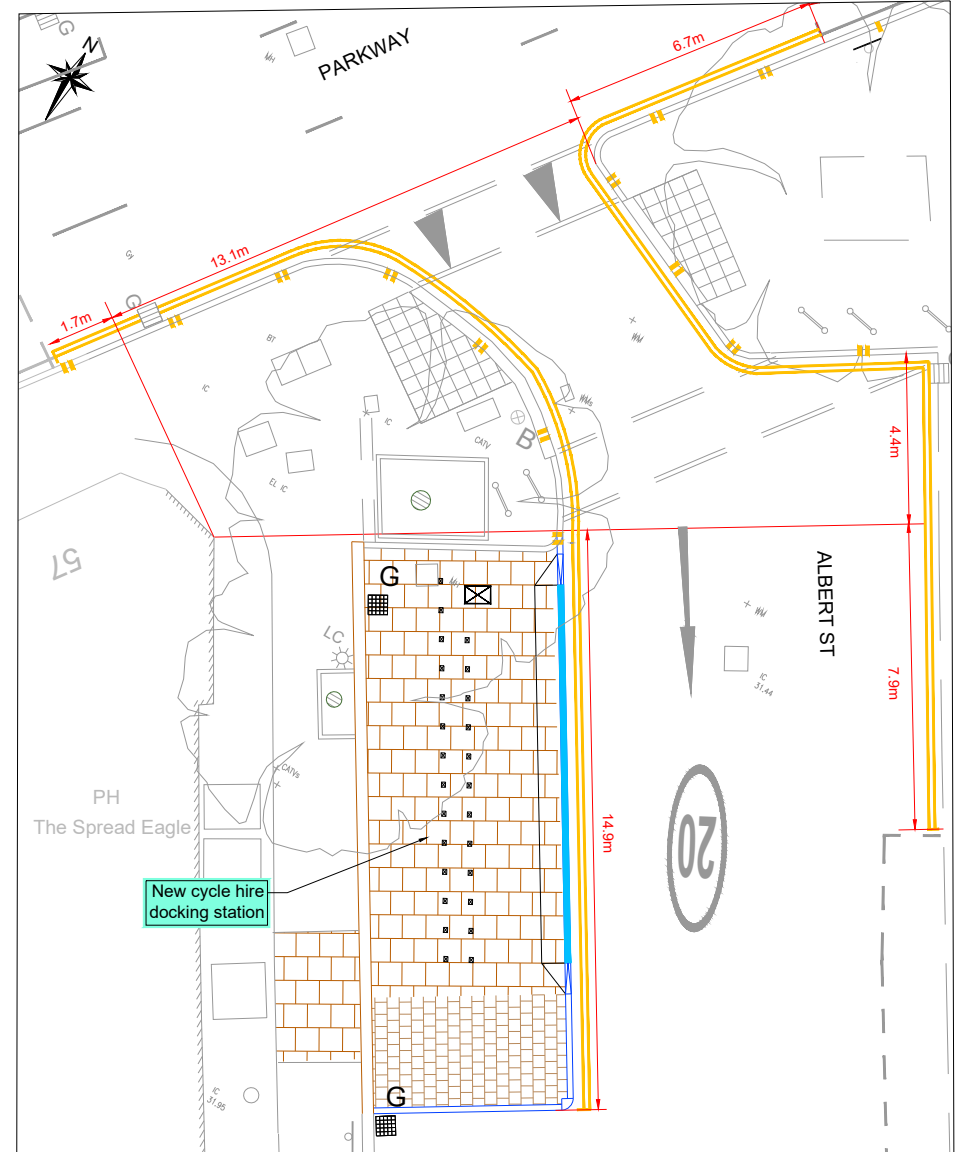
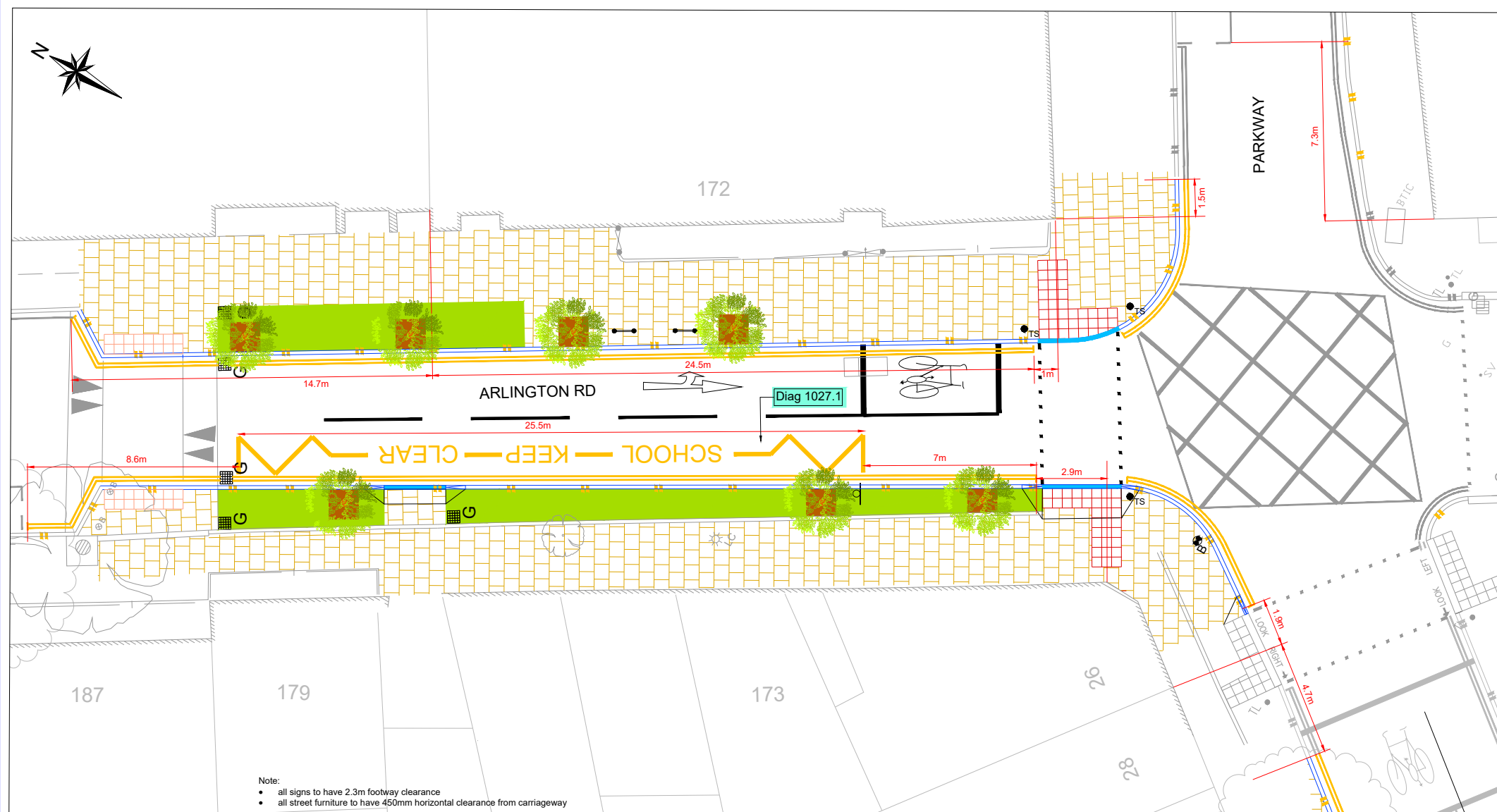
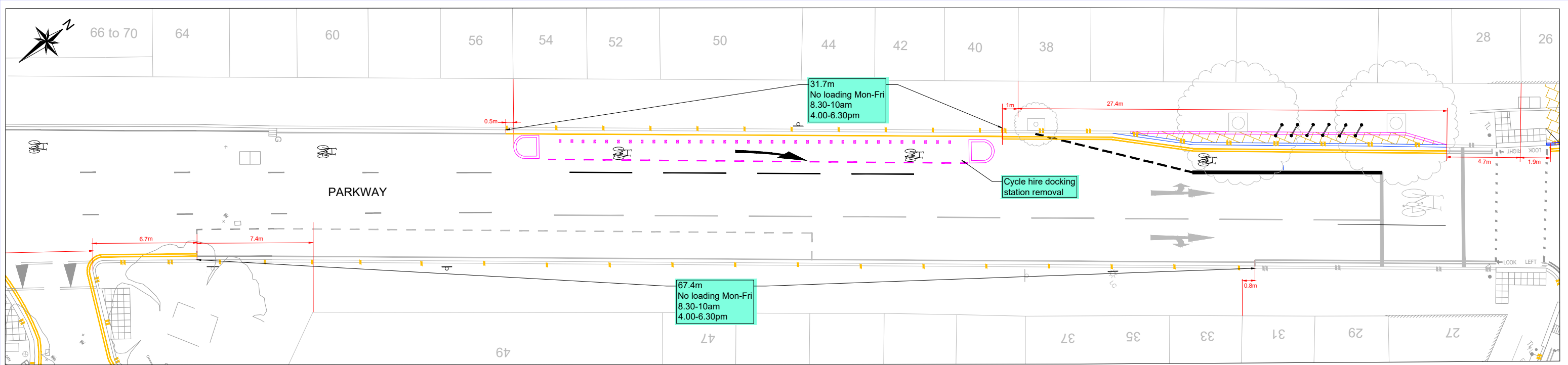
Rev	By	Date	Amendments

Scale NTS	Date 30.03.2023
Drawn By RW	File Ref
Checked	Name
Drawing Location	
Drawing Number TS/2023/ARLINGLTN/JAMESTN/TMO	Rev. -

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Note:  
 • all signs to have 2.3m footway clearance  
 • all street furniture to have 450mm horizontal clearance from carriageway

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**ARLINGTON ROAD  
 LOW TRAFFIC NEIGHBOURHOOD**

Drawing Title  
**PARKWAY, ARLINGTON RD & ALBERT ST  
 TMO**

**KEY**

	Existing road marking		New Camden bollard
	New white road marking		New sign & post
	New yellow road marking		New 150mm x 300mm granite kerb
	New granite sets		New tree
	New ASP slabs		New M-shaped cycle stand
	New Yorkstone slabs		New gully or gully cover

Rev	By	Date	Amendments

Scale  
**NTS**

Drawn By  
**RW**

Checked  
 Name

Drawing Location

Drawing Number  
**TS/2023/ARLINGLTON/PARKWAY/TMO**

Date  
**31.03.2023**

File Ref

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Rev. **-**

# **The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 166) Traffic Order 2023**

**2023 No. 99**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2023 No. 99

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)  
(Amendment No. 166) Traffic Order 2023

Made on

Coming into force on

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by 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. 166) Traffic Order 2023.

#### **2. Interpretation**

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

#### **3. Amendment to schedules 1 and 2 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.

**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 and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
18	<b>ALBERT STREET</b>	
(a)	<b>south-west side:</b>	
(i)	from the south-eastern kerb line of Parkway, south-eastwards for a distance of 25 metres	A
(ii)	from a point 1.6 metres south-east of the party wall between 133 and 135 Albert Street for a distance of 17.5 metres south-eastwards	A
(iii)	from a point 7.8 metres north-west of the northern kerb line of Delancey Street to a point 11.5 metres south-east of the southern kerb line of Delancey Street	A
(iv)	from a point 8.5 metres north-west of the north-western kerb line of Mornington Street to a point 6.5 metres south-east of the south-eastern kerb line of Mornington Street	A
(v)	from the northern kerb line of Mornington Place, northwards for a distance of 10.5 metres	A
(b)	<b>north-east side:</b>	
(i)	from the south-eastern kerb line of Parkway, south-eastwards for a distance of 20 metres	A
(ii)	from a point of the party wall of 118 and 124/126 Albert Street for a distance of 31.5 metres north-westwards	A
(iii)	from a point 17.3 metres north-west of the northern kerb line of Delancey Street to a point 9.8 metres south-east of the southern kerb line of Delancey Street	A
(iv)	from a point 8.5 metres north-west of the north-western kerb line of Mornington Street to a point 4.5 metres south-east of the south-eastern kerb line of Mornington Street	A
(v)	from the northern kerb line of Mornington Place, northwards for a distance of 8.5 metres	A
(c)	<b>both sides:</b> so much else of Albert Street that is public highway and which does not lie within those lengths specified above	20

<b>41</b>	<b>ARLINGTON ROAD</b>	
<b>(a)</b>	<b>north-east side:</b>	
(i)	from the south-eastern kerb line of Jamestown Road, south-eastwards for a distance of 18.5 metres	A
(ii)	from the party wall of nos. 220 and 226 Arlington Road, south-eastwards for a distance of 21.3 metres	A
(iii)	from the north-western kerb line of Early Mews, north-westwards for a distance of 20 metres	A
(iv)	from a point 3.5 metres north-west of the south-eastern flank wall of no. 30 Inverness Street, south-eastwards for a distance of 24 metres	A
(v)	from a point 45 metres north-west of the north-western kerb line of Parkway to a point 19 metres south-east of the south-eastern kerb line of Parkway	A
(vi)	from a point 19 metres south-east of the south-eastern kerb line of Parkway to a point 6.9 metres south-east of the party wall of nos. 142 to 152 and no. 154 Arlington Road	20
(vii)	from a point 6.9 metres south-east of the party wall of nos. 142 to 152 and no. 154 Arlington Road to a point 6 metres south-east of the south-eastern kerb line of Underhill Street	A
(viii)	from a point 6 metres south-east of the south-eastern kerb line of Underhill Street to a point 15.5 metres north-west of the north-western kerb line of Delancey Street	20
(ix)	from a point 15.5 metres north-west of the north-western kerb line of Delancey Street to a point 25 metres south-east of the south-eastern kerb line of Delancey Street	A
(x)	from a point 25 metres south-east of the south-eastern kerb line of Delancey Street to a point 6 metres north-west of the north-western kerb line of Mary Terrace	20
(xi)	from a point 6 metres north-west of the north-western kerb line of Mary Terrace to a point 8.9 metres south-east of the south-eastern kerb line of Mary Terrace	A
(xii)	from a point 8.9 metres south-east of the south-eastern kerb line of Mary Terrace to a point, south-eastwards for a distance of 41.5 metres	20
(xiii)	from a point 50.4 metres south-east of the south-eastern kerb line of Mary Terrace, south-eastwards for a distance of 16 metres	A
(xiv)	from a point 66.4 metres south-east of the south-eastern kerb line of Mary Terrace to a point 5 metres north-west of the north-western kerb line of Miller Street	20
(xv)	from a point 5 metres north-west of the north-western kerb line of Miller Street to a point 5 metres south-east of the south-eastern kerb line of Miller Street	A

(xvi)	from a point 5 metres south-east of the south-eastern kerb line of Miller Street to the north-western kerb line of Mornington Crescent	20
<b>(b)</b>	<b>south-west side:</b>	
(i)	between its junction with Mornington Crescent and a point 32.2 metres south-east of the south-eastern kerb line of Delancey Street	20
(ii)	from a point 32.2 metres south-east of the south-eastern kerb line of Delancey Street to a point 15.5 metres north-west of the north-western kerb line of Delancey Street	A
(iii)	from a point 15.5 metres north-west of the north-western kerb line of Delancey Street to the party wall of nos. 141 and 143 Arlington Road	20
(iv)	between the party wall of nos. 141 and 143 Arlington Road and a point 2.6 metres north-west of the south-eastern flank wall of nos. 147 to 155 Arlington Road	A
(v)	between a point 2.6 metres north-west of the south-eastern flank wall of nos. 147 to 155 Arlington Road and a point 57.1 metres south-east of the southern kerb line of Parkway	20
(vi)	between a point 57.1 metres south-east of the southern kerb line of Parkway and a point 41.3 metres south-east of that kerb line	2R
(vii)	between a point 41.3 metres south-east of the south-eastern kerb line of Parkway and a point 17 metres south-east of that kerb line	20
(viii)	between a point 27 metres south-east of the south-eastern kerb line of Parkway to a point 47.5 metres north-west of the north-western kerb line of Parkway	A
(ix)	from a point 8.8 metres south-east of the south-eastern kerb line of Inverness Street to a point 10.7 metres north-west of the north-western kerb line of Inverness Street	A
(x)	from the south-eastern kerb line of Jamestown Road, south-eastwards for a distance of 11 metres	A
(c)	<b>both sides:</b> so much else of Arlington Road that is public highway and which does not fall within those lengths specified above	2L
	<b>CLARKSON ROW</b>	
<b>(a)</b>	<b>north-west to south-east arm:</b>	
<b>(i)</b>	<b>north-west side:</b>	A
<b>(ii)</b>	<b>south-east side:</b> from the junction with Mornington Terrace to a point 6 metres south-east of a point opposite the south-eastern kerb line of Mornington Place	A

<b>(b)</b>	north-east to south-west arm: north-east side: from the north-eastern kerb line of the north-west to south-east arm of Clarkson Row, north-eastwards for a distance of 10 metres	A
<b>(c)</b>	so much else of Clarkson Row that is public highway and which does not lie within those lengths specified above	20
<b>498</b>	<b>INVERNESS STREET</b>	
<b>(a)</b>	<b>north-west side:</b> from a point 7 metres north-east of the north-eastern kerb line of Gloucester Crescent to a point 18.2 metres south-west of the south-western kerb line of Arlington Road	2L
<b>(b)</b>	<b>south-east side:</b> from a point 5.5 metres north-east of the north-eastern kerb line of Gloucester Crescent to a point 33.5 metres south-west of the built-out south-western kerb line of Arlington Road	2L
<b>(c)</b>	so much else of Inverness Street that is public highway and which does not lie within those lengths specified above	A
<b>502</b>	<b>JAMESTOWN ROAD</b>	
<b>(a)</b>	<b>north and north-west side:</b>	
<b>(i)</b>	between its junction with Oval Road and a point 13 metres east of the western wall of nos. 24 to 28 Oval Road	A
<b>(ii)</b>	between a point 13.0 metres east of the western wall of nos. 24 to 28 Oval Road and the north-eastern kerb line of the access road leading towards Hampstead Road Lock	2L
<b>(iii)</b>	from the north-eastern kerb line of the access road leading towards Hampstead Road Lock to a point 27 metres north-east of that kerb line	A
<b>(iv)</b>	from a point 22 metres north-east of the north-eastern kerb line of the access road leading towards Hampstead Road Lock and a point 7.5 metres south-west of the north-eastern wall of no. 265 Camden High Street [^RZ^]	2L
<b>(b)</b>	<b>south and south-east side:</b>	
<b>(i)</b>	between its junction with Oval Road and a point 17.0 metres east of the eastern kerb line of Oval Road	A
<b>(ii)</b>	between a point 17.0 metres east of the eastern kerb line of Oval Road and a point 4.5 metres south-west of the north-eastern building line of no. 31 Jamestown Road	2L
<b>(iii)</b>	from a point 4.5 metres south-west of the north-eastern building line of no. 31 Jamestown Road to a point 6.2 metres north-east of the south-western building line of no. 226 Arlington Road	A

(iv)	and a point 7.5 metres south-west of the north-eastern wall of no. 265 Camden High Street [^RZ^]	2L
730	<b>PARKWAY</b>	
(a)	<b>north-west side:</b>	
(i)	from a point 36.4 metres north-east of the south-western flank wall of nos. 16-24 Parkway, north-eastwards for a distance of 21 metres to [^RR^] Camden High Street	2L
(ii)	from a point 36.4 metres north-east of the south-western flank wall of nos. 1-24 Parkway to a point 35 metres south-west of the south-western kerb line of Arlington Road	A
(iii)	from a point 35 metres south-west of the south-western kerb line of Arlington Road to a point 23 metres south-west of that kerb line	A
(iv)	from a point 35 metres south-west of the south-western kerb line of Arlington Road to a point opposite the party wall of nos. 105 Parkway and no. 86 Delancey Street	2L
(v)	from a point opposite the party wall of nos. 105 Parkway and no. 86 Delancey Street to the junction with Prince Albert Road	A
(b)	<b>south-east side:</b>	
(i)	from a point 11.7 metres north-east of the party wall of nos. 7 and 9 Parkway, north-eastwards for a distance of 15 metres to [^RR^] Camden High Street	2L
(ii)	from a point 11.7 metres north-east of the party wall of nos. 7 and 9 Parkway to a point 21 metres south-west of the south-western kerb line of Arlington Road	A
(iii)	from a point 21 metres south-west of the south-western kerb line of Arlington Road to a point 6.7 metres north-east of the north-eastern kerb line of Albert Street	2L
(iv)	from a point 6.7 metres north-east of the north-eastern kerb line of Albert Street to a point 10 metres south-west of the south-western kerb line of Albert Street	A
(v)	from a point 10 metres south-west of the south-western kerb line of Albert Street to the party wall of no. 105 Parkway and no. 86 Delancey Street	2L
(v)	from the party wall of no. 105 Parkway and no. 86 Delancey Street to the northern flank wall of no. 119 Parkway	A
(vi)	from the northern flank wall of no. 119 Parkway to the southern flank wall of no. 125 Parkway	2L
(vii)	from the southern flank wall of no. 125 Parkway to the junction with Park Village East	A

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

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
5	<b>ALBERT STREET</b>	
(a)	<b>south-west side:</b>	
(i)	from the south-eastern kerb line of Parkway, south-eastwards for a distance of 8.5 metres	1
(ii)	from a point 1.6 metres south-east of the party wall between 133 and 135 Albert Street, south-eastwards for a distance of 17.5 metres	1
(iii)	from a point 7.8 metres north-west of the northern kerb line of Delancey Street to a point 11.5 metres south-east of the southern kerb line of Delancey Street	1
(b)	<b>north-east side:</b>	
(i)	from the south-eastern kerb line of Parkway, south-eastwards for a distance of 8.5 metres	1
(ii)	from a point of the party wall of 118 and 124/126 Albert Street, north-westwards for a distance of 31.5 metres	1
(iii)	from a point 17.3 metres north-west of the northern kerb line of Delancey Street to a point 9.8 metres south-east of the southern kerb line of Delancey Street	1
11	<b>ARLINGTON ROAD</b>	
(a)	<b>north-east side:</b>	

(i)	from a point 3.5 metres north-west of the south-eastern flank wall of no. 30 Inverness Street south-eastwards for a distance of 24 metres	1
(ii)	from a point 45 metres north-west of the north-western kerb line of Parkway to a point 19 metres south-east of the south-eastern kerb line of Parkway	1
(iii)	between the party wall of nos. 51 and 53 Arlington Road, north-westwards for a distance of 14.5 metres	1
(iv)	between the party wall of nos. 75 and 77 Arlington Road, north-westwards for a distance of 18.4 metres	1
(v)	from a point 6 metres south-east of the boundary wall of nos. 94 and 96 Arlington Road to a point 15.5 metres north-west of the north-western kerb line of Delancey Street	1
(vi)	between the party wall of nos. 136 and 138 Arlington Road and a point 6.9 metres south-east of the party wall of nos. 142 to 152 and 154 Arlington Road	1
(vii)	between a point 19 metres south-east of the south-eastern kerb line of Parkway and a point 12.9 metres north-west of the north-western kerb line of Parkway	1
(viii)	from the south-eastern kerb line of Jamestown Road, south-eastwards for a distance of 11 metres	1
(b)	<b>south-west side:</b>	
(i)	from the south-eastern kerb line of Jamestown Road, south-eastwards for a distance of 11 metres	1
(ii)	between a point 27 metres south-east of the south-eastern kerb line of Parkway to a point 47.5 metres north-west of the north-western kerb line of Parkway	1
(iii)	between a point 17 metres south-east of the south-eastern kerb line of Parkway and a point 15.0 metres north-west of the north-western kerb line of Parkway	1
(iv)	between the party wall of nos. 139 and 141 Arlington Road and a point 2.6 metres north-west of the south-eastern flank wall of nos. 147 to 155 Arlington Road	1
(v)	from a point 32.2 metres south-east of the south-eastern kerb line of Delancey Street to a point 15.5 metres north-west of the north-western kerb line of Delancey Street	1
(vi)	from a point 10.7 metres north-west of the north-western kerb line of Inverness Street to a point 8.8 metres south-east of the south-eastern kerb line of Inverness Street	1
	<b>CLARKSON ROW</b>	
(a)	<b>north-east side:</b> from the southern kerb line with Mornington Place south-eastwards for a distance of 7 metres	1



<b>54</b>	<b>DELANCEY STREET</b>	
(a)	<b>north-west side:</b>	
(i)	from a point 19 metres south-west of the junction with Camden High Street and the north-eastern kerb line of Arlington Road	50
(ii)	between its junction with Parkway and a point opposite the north-western wall of no. 84 Delancey Street	50
(b)	<b>south-east side:</b> between the north-eastern kerb line of Arlington Road and a point 19.0 metres south-west of the south-western kerb line of Camden High Street	18
(c)	<b>both sides:</b> from the south-western kerb line of Arlington Road, south-westwards for a distance of 7.5 metres	1
	<b>INVERNESS STREET</b>	
(a)	<b>north-west side:</b> from the south-western kerb line of Arlington Road, south-westwards for a distance of 18.2 metres	1
(b)	<b>south-east side:</b> from the south-western kerb line of Arlington Road, south-westwards for a distance of 33.5 metres	1
<b>119</b>	<b>JAMESTOWN ROAD</b>	
(a)	<b>both sides:</b> from a point 7.5 metres south-west of the north-eastern wall of no. 265 Camden High Street to a point 47.24 metres south-west of the south-western kerb line of Camden High Street	19
(b)	<b>north-west side:</b> from the north-eastern kerb line of the access road leading towards Hampstead Road Lock to a point 27 metres north-east of that kerb line	1
(c)	<b>south-east side:</b> from a point 4.5 metres south-west of the north-eastern building line of no. 31 Jamestown Road to a point 6.2 metres north-east of the south-western building line of no. 226 Arlington Road	1
<b>159</b>	<b>PARKWAY</b>	

<b>(a)</b>	<b>north-west side:</b>	
(i)	from a point 36.4 metres north-east of the south-western flank wall of nos. 16-24 Parkway, north eastward for a distance of 21.0 metres to [^RR^] Camden High Street	67
(ii)	from a point 36.4 metres north-east of the south-western flank wall of nos. 16-24 Parkway to a point 35 metres south-west of the south-western kerb line of Arlington Road	1
(iii)	from a point 35 metres south-west of the south-western kerb line of Arlington Road, south-westwards for a distance of 31.7 metres	99999
(iv)	between a point opposite the party wall of nos. 118 and 120 Parkway and its junction with Prince Albert Road	2
<b>(b)</b>	<b>south-east side:</b>	
(i)	between the north-eastern kerb-line of Park Village East and a point 30.48 metres north-east of that kerb-line	2
(ii)	between a point opposite the party wall of nos. 118 and 120 Parkway and a point 19.81 metres south-west of the south-western kerb line of Delancey Street	2
(iii)	from a point 6.7 metres north-east of the north-eastern kerb line of Albert Street to a point 10 metres south-west of the south-western kerb line of Albert Street	1
(iv)	from a point 21 metres south-west of the south-western kerb line of Arlington Road to a point 6.7 metres north-east of the north-eastern kerb line of Albert Street	99999
(v)	from a point 11.7 metres north-east of the party wall of nos. 7 and 9 Parkway to a point 21 metres south-west of the south-western kerb line of Arlington Road	1
(vi)	from a point 11.7 metres north-east of the common boundary of nos. 7 and 9 Parkway, north eastward for a distance of 15.0 metres to [^RR^] Camden High Street	68

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

<b>Column 1 Prescribed hours (Schedule 1)</b>	<b>Column 2; Day(s) and time(s) during which restriction applies</b>		<b>Column 3 Restricted hours (Schedule 2)</b>
<b>XXXXX</b>	<b>MONDAY – FRIDAY</b>	<b>8.30am – 10am; 4pm – 6.30pm</b>	<b>99999</b>

# **The Camden (Parking Places) (CA-F) (Amendment No. 30) Traffic Order 2023**

**2023 No. 100**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

2023 No. 100

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### The Camden (Parking Places) (CA-F) (Amendment No. 30) Traffic Order 2023

Made on

Coming into force on

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

#### **1. Citation and commencement**

1.1 This order shall come into force on \_\_\_\_\_ and may be cited as the Camden (Parking Places) (CA-F) (Amendment No. 30) Traffic Order 2023.

#### **2. Interpretation**

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-F) Traffic Order 2012 [L.B.C 2012 No. 6];

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

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

#### **3. Revocation and designation of parking places**

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

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

- 3.1.2 there was included in schedule 1 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 2 to that order, the items set out in table 3 of the schedule to this order;
- 3.1.4 there was included in schedule 2 to that order, the items set out in table 4 of the schedule to this order.

**Dated this**

## SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
10543	CLARKSON ROW	south-west side, from a point 14.7 metres south-east of a point opposite the south-eastern kerb line of Mornington Place, south-eastwards for a distance of 115 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM
13768	INVERNESS STREET	north-west side: from a point 11 metres south-west of the south-western kerb line of Arlington Road, south-westwards for a distance of 25 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM
13767	INVERNESS STREET	north-west side: from a point 0.6 metres north-east of the property boundary of nos. 38 and 40 Inverness Street, south-westwards for a distance of 30 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM
11351	MORNINGTON PLACE	south side: from a point 12.2 metres east of the north-eastern kerb line of Mornington Terrace, eastwards for a distance for a distance of 47.5 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	CLARKSON ROW	south-west side, from a point 6 metres south-east of a point opposite the built-out kerb line of Mornington Place, south-eastwards for a distance of 35 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM
	CLARKSON ROW	south-west side, from a point 2 metres south-east of a point opposite the party wall of nos. 9 and 10 Clarkson Row, south-eastwards for a distance of 30 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM
	CLARKSON ROW	south-west side, from a point 6.2 metres south-east of a point opposite the party wall of nos. 1 and 2 Clarkson Row, south-eastwards for a distance of 41.7 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM
	INVERNESS STREET	north-west side: from a point 22.2 metres south-west of the south-western kerb line of Arlington Road, south-westwards for a distance of 18.7 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM
	INVERNESS STREET	north-west side: from a point 0.6 metres north-east of the property boundary of nos. 38 and 40 Inverness Street, south-westwards for a distance of 35 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM
	MORNINGTON PLACE	south side, from a point 15.2 metres east of the north-eastern kerb-line of Mornington Terrace, eastwards for a distance of 44.5 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM

TABLE 3 – 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
	ALBERT STREET	north-east side: from a point 15.25 metres south-east of the south-eastern kerb-line of Delancey Street, south-eastwards for a distance of 22.3 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM	£4.83 per hour	£5.87 per hour	2 hours

TABLE 4 – 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
	ALBERT STREET	north-east side: from a point 17.95 metres south-east of the south-eastern kerb-line of Delancey Street, south-eastwards for a distance of 19.6 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM	£4.83 per hour	£5.87 per hour	2 hours



# **The Camden (Loading Places) (Amendment No. 40) Traffic Order 2023**

**2023 No. 101**

**ALBERT STREET**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2023 No. 101

The Camden (Loading Places) (Amendment No. 40) Traffic Order 2023

Made on

Coming into force on

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by 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. 39) Traffic Order 2023.

#### **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 include 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 PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	ALBERT STREET	north-west side: from a point 7.8 metres north-west of the north-eastern kerb-line of Delancey Street, north-westwards for a distance of 6.3 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY – SUNDAY 9.30AM – 5.30PM