

HIGHWAYS ACT 1980 s.65 and s.90A

Notice is hereby given that the Council of the London Borough of Camden intends to designate cycle tracks on the south side of Prince of Wales Road, NW5. The cycle tracks will be of 2 metres width and will be formed from the existing carriageway. They will run westwards from outside no. 23 Prince of Wales Road to outside no. 201 Prince of Wales Road with breaks at junctions with side roads. Parking places on the south side of Prince of Wales Road, where designated, will be relocated 2 metres transversely from their present position to accommodate the cycle tracks.

Notice is also given of the council's intention to construction road humps in Prince of Wales Road, NW5. The humps will be flat-top profile and constructed to a height of 75mm outside nos. 59-65 Prince of Wales Road (pedestrian crossing to be retained), approximately 10 metres east of the junction with Truro Street (pedestrian crossing to be retained), approximately 10 metres east of the junction with Craddock Street and at the junction with Queen's Crescent.

Any person wishing to comment on these proposals should send comments in writing to TransportConsultations@camden.gov.uk or by post to the Director of Regeneration & Planning, Supporting Communities Directorate, Camden Town Hall, Judd Street, London WC1H 9JE, to be received by the end of 9 May 2019.

ROAD TRAFFIC REGULATION ACT 1984

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 100) Traffic Order 2019

The Camden (Parking Places) (CA-F) (Amendment No. 20) Traffic Order 2019

The Camden (Parking Places) (Doctors) (Amendment No. 12) Traffic Order 2019

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 42) Traffic Order 2019

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:

PRINCE OF WALES ROAD, NW5 (between Grafton Road and Haverstock Hill):

- Designation of 24-hour waiting prohibition (except where parking places are designated) between the junctions with Grafton Road and Haverstock Hill except a 7.1 metre length opposite no. 181 Prince of Wales Road, and a 20 metre length opposite nos. 197 to 201 Prince of Wales Road where a waiting prohibition will apply Mondays to Fridays 8.30am – 11pm and Saturdays and Sundays 9.30am – 11pm.

To accommodate the designation of 2 metre wide cycle tracks on the southern side of the carriageway of Prince of Wales Road, parking places designated on that side of the road will be moved 2 metres transversely. The lengths of the parking places in this section of Prince of Wales Road will be retained except where noted below:

- South side: removal of a 7.7 metre length of the permit holders parking place outside no. 35 Prince of Wales Road leaving two sections of 13.7 and 5 metres length.
- South side: extension in the length of the permit holders parking place immediately west of the junction with Harmond Street from 14.5 metres to 17.4 metres
- South side: reduction in the length of the permit holders parking place opposite the junction with Talacre Road from 18.3 metres to 5.6 metres
- South side: reduction in the length of the permit holders parking place outside nos. 171 – 191 Prince of Wales Road by 21 metres at the eastern end and 5 metres at the western end leaving the parking place 29.2 metres long.
- North side: remove the length of double yellow line (22 metres) opposite the junction with Craddock Street and designate as permit holders parking, consolidate with the two adjacent permit holders parking places to the east and west and remove a 7.1 metre section opposite no. 179 Prince of Wales Road. This will leave a permit holders parking place of 40.6 metres length from opposite nos. 159-167 to no. 179 Prince of Wales Road.
- South side: designate a new permit holders parking place of 33.6 metres length outside nos. 193 to 201 Prince of Wales Road (bus stop to be relocated eastwards to outside no. 175)
- South side: extension of the disabled persons parking place opposite no. 102 to 6.6 metres and minor adjustments to adjacent doctors parking places.

MALDEN CRESCENT, NW5: designate a permit holders parking place of 5.8 metres length on the north-east side approximately 25 metres from the junction with Prince of Wales Road.

Further information regarding these proposed cycling and walking improvements can be found at www.camden.gov.uk/princeofwalesroad/TMOconsultation

Copies of the proposed orders and the Council's Statement of Reasons for proposing to make the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at the council's offices at 5 Pancras Square, N1C 4AG. Any person wishing to object or make representations in respect of the proposed orders, should send comments in writing, giving reasons for any objection to TransportConsultations@camden.gov.uk or by post to the Director of Regeneration & Planning, Supporting Communities Directorate, Camden Town Hall, Judd Street, London WC1H 9JE, to be received by the end of 9 May 2019.

Peter Mardell
Head of Parking Operations
18 April 2019

ROAD TRAFFIC REGULATION ACT 1984

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 100) Traffic Order 2019

The Camden (Parking Places) (CA-F) (Amendment No. 20) Traffic Order 2019

The Camden (Parking Places) (Doctors) (Amendment No. 12) Traffic Order 2019

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 42) Traffic Order 2019

STATEMENT OF REASONS

Following initial consultation between 6 August and 10 September 2018, these proposals to amend parking restrictions are being progressed together with proposals to install cycle tracks in order to improve cycling and walking facilities along Prince of Wales Road, between the junctions with Haverstock Hill and Grafton Road.

The appended report provides more information on how initial consultation responses were assessed and the current design proposals approved.

18 April 2019

SINGLE MEMBER DECISION REPORT TEMPLATE

LONDON BOROUGH OF CAMDEN	WARDS: Haverstock; Kentish Town
REPORT TITLE Prince of Wales Road Cycling and Walking Improvement Scheme (SC/2018/43)	
REPORT OF Director of Regeneration and Planning	
FOR SUBMISSION TO Cabinet Member for Improving Camden's Environment	DATE 16 October 2018
SUMMARY OF REPORT <p>This report sets out a summary of the results of the consultation carried out between 06 August and 10 September 2018 on a proposal to create a safer and more pleasant environment for walking and cycling on Prince of Wales Road between the junction with Haverstock Hill and the junction with Grafton Road. This report also includes officers' recommendations following the feedback provided by residents, businesses, statutory groups, ward councillors, commuters and resident groups during the consultation period.</p> <p>This report is being presented to the Cabinet Member for Improving Camden's Environment in order to take a decision on whether or not the proposed improvements are implemented. The reason for this decision being taken by the Cabinet Member is that the value of implementing the scheme is over £100,000.</p> <p>Local Government Act 1972 – Access to Information</p> <p>No documents that require listing were used in the preparation of this report.</p> <p>Contact Officer: Acacia Hasler Transport Strategy Service, 5 Pancras Square, London N1C 4AG, 020 7974 2087 acacia.hasler@camden.gov.uk</p>	
RECOMMENDATIONS That the Cabinet Member for Improving Camden's Environment: <ol style="list-style-type: none">1. Having considered the results of the consultation set out in section 6 of this report (and in Appendix A) and the results of the equalities impact assessment at Appendix B, and having due regard to the needs set out in section 149 of the Equality Act 2010, approves the proposed/consulted design (Option C) with consideration to the amendments set out in section 6, subject to compliance with relevant statutory requirements; and2. Grants delegated authority to the Director of Regeneration and Planning to	

take any further decisions required linked to the implementation of the scheme.

Signed: *David T. Joyce*

Date: 05 October 2018

1. CONTEXT AND BACKGROUND

- 1.1 This report provides details of the responses received during the consultation undertaken between 6th August 2018 to 10 September 2018 on proposals to create a safer and more pleasant environment for walking and cycling on Prince of Wales Road between the junction with Haverstock Hill and the junction with Grafton Road.
- 1.2 It provides officers' consideration of the responses to the consultation, including a recommendation on a way forward. Plans showing the consultation proposals are provided in the consultation document, Appendix C.

2. PROPOSAL AND REASONS

- 2.1 Current collision data for Prince of Wales Road, indicates that the majority of collisions that have taken place in the last 36 months on Prince of Wales Road have taken place at the Prince of Wales Road/ Haverstock Hill junction and the Malden Road/ Prince of Wales junction. The majority of collisions along Prince of Wales Road have involved vulnerable road users (pedestrians, cyclists and powered two wheelers). The collision data for Prince of Wales Road indicates that there is a need for road safety improvements that will make this a safer road for vulnerable road users, particularly at signalised junctions.
- 2.2 Prince of Wales Road provides a strategic east / west cycle link between Kentish Town Road (east) and Haverstock Hill (west). The London Strategic Cycling Analysis 2017, identifies Prince of Wales Road as currently being in the top 5-10% of roads in the London road network with the highest cycle flows. This analysis also identifies Prince of Wales Road as having high potential to contribute towards addressing London's greatest cycling needs, through forming part of a wider cycling network.
- 2.3 In response to road safety concerns and in line with the objectives set out in Camden's Transport Strategy, officers began work in 2016 on developing a scheme and investigating options for improving the cycling and walking infrastructure on Prince of Wales Road, located in the Haverstock and Kentish Town Wards. Three options were developed and modelled, that investigated various options for providing cycle lanes and safer, less complex junctions on Prince of Wales Road.
- 2.4 Following an appraisal of the options, described in Section 3, below, and detailed in the feasibility study set out in Appendix D, the assessment of each option against the projective objectives indicated that option C (westbound cycle lane) was best able to deliver the scheme objectives. The proposals set out in Option C are detailed in Section 3, below, and illustrated in the attached consultation drawing in Appendix C. These objectives are:

- Simplify junction layouts
- Significantly improve facilities for cyclists
- Provide enhanced pedestrian crossing facilities
- Do not significantly increase traffic congestion
- Improve air quality
- Improve the quality of the public realm
- Make this a more pleasant area for residents

2.5 The proposed changes on the Prince of Wales Road corridor would also contribute towards delivering objectives 2, 3, 5 and 7 of Camden's Transport Strategy. Through providing improvements for pedestrians and cyclists this scheme also contributes towards achieving Camden's Road User Hierarchy, which prioritises walking and cycling over other modes of travel.

3. OPTIONS APPRAISAL

3.1 Three options for delivering the project objectives were developed for the Prince of Wales Road scheme. An outline of each option is provided below.

Option A: Do Minimum

3.2 This option proposes an advisory cycle lane along the Prince of Wales Road Corridor, where widths permitted this, and no alterations to the kerb lines. Minor amendments including Advanced Stop Lines (ASL) for cyclists are proposed at the junctions with Haverstock Hill and Malden Road, this also included no alterations to kerb lines.

Option B: Segregated eastbound cycle track

Option C: Segregated westbound cycle track

3.3 Both Options B and C propose the introduction of a cycle track along Prince of Wales Road. This cycle track would be either eastbound (adjacent to the northern footway) or westbound (adjacent to the southern footway) depending on the option taken forward, the reason for this is that there is not enough road width to allow for a cycle track in both directions on Prince of Wales Road without removing a substantial amount of residents' parking. In both options, bus boarding facilities will be provided where the cycle track runs parallel to a bus stop. At the Prince of Wales Road / Haverstock Hill junction it is proposed that a shared space for pedestrians and cyclists is introduced. Significant improvements to pedestrian and cycling facilities are proposed at the Prince of Wales Road / Malden Crescent junction. In particular, it is proposed to ban the left-turn from Prince of Wales Road into Malden Crescent (southbound), improve pedestrian crossings including the provision of a new diagonal crossing, create wider footways, narrow and simplify the junction layout, early release at the signals and two-stage right turns proposed for cyclists and integration with cycle track. It is proposed to raise all informal and formal pedestrian crossings along the corridor.

3.4 The key difference between Options B and C is the amount of resident permit parking spaces that would need to be removed in order to accommodate the

proposed segregated cycle track. Option B (eastbound cycle track) would require the removal of 5 resident permit parking bays along the northern side of the carriageway while in Option C (westbound cycle track) the design retains the same number of residential parking bays.

- 3.5 The three options developed for Prince of Wales Road have been evaluated against each of the project objectives. The assessment of each option against the project objectives indicates that Option C (westbound cycle lane) is best able to deliver the scheme objectives, the assessment is included within section 5 of the feasibility report (Appendix D). The main benefit that Option C has over the Option B is the level of improvements for cycling, due to the higher number of cyclists traveling westbound than eastbound and that westbound is generally uphill so there will be more benefit to having a segregated cycle lane.

4. WHAT ARE THE KEY IMPACTS / RISKS? HOW WILL THEY BE ADDRESSED?

- 4.1 There are a number of proposed changes which are likely to impact on the traffic capacity of Prince of Wales Road, including reducing the carriageway width on Prince of Wales Road to 3.25m in each direction, bus stops being moved into the carriageway and entry lanes on the approach to the junctions with Haverstock Hill and Malden Road being reduced to a single lane. The reduction in capacity is likely to result in some additional congestion on Prince of Wales Road, which would result in reduced air quality. However, the proposed cycle lane may encourage people to make shorter journeys by bicycle rather than car. Officers are monitoring pre and post scheme air quality as well as traffic flows. Analysed together, this data will provide officers with a clearer picture of air quality changes linked to the scheme. It should, however, be noted that there are other factors that could influence changes in air quality, apart from the proposed scheme.
- 4.2 The left turn into Malden Road from Prince of Wales Road will be banned as part of the proposals, this movement is used by 14 vehicles during the peak travel times which are expected divert to alternative routes. This will remove a conflict between motor vehicles turning left and cycles travelling straight ahead at the junction. If the traffic diverts to alternative routes (rather than alternative modes or not making the journey at all) this could result in a worsening of air quality on those streets.
- 4.3 Five bus routes move through the project area, namely routes 393, 46, 24, 168 and N5. Routes 393 and 46 have stops along the Prince of Wales Road Corridor, while route 24 travels through the Prince of Wales Road/ Malden Road junction and routes 168 and N5 travel through the Prince of Wales Road/ Haverstock Hill junction but do not stop on Prince of Wales Road. The proposed reduction in capacity at both junctions on Prince of Wales Road is likely to increase bus journey times.

- 4.4 There is a risk that some of the proposed cycling measures will result in conflict with pedestrians, namely the proposed 'shared spaces' at both junctions and the bus boarder provision at bus stops. A Road Safety Audit will be carried out on the proposed scheme and the design amended to remove any features that may result in unsafe interactions between cyclists and pedestrians.
- 4.5 Local Implementation Plan (LIP) funding, provided by Transport for London (TfL), has been secured to implement this scheme. This funding is only valid for the financial year 2018/19 and, therefore, this scheme (if approved) needs to be built by the end of the financial year. If there is an unforeseen delay to the scheme there would need to be an agreement with TfL to carry over the funding into the next financial year.

5. LINKS TO OUR CAMDEN PLAN

- 5.1 Investing in improving walking and cycling on Prince of Wales Road specifically contributes towards meeting strategic objective four of the Camden Plan: Investing in our communities to ensure sustainable neighbourhoods. There are significant environmental, health, economic and social benefits that come from active modes of travel, such as walking and cycling. Providing safe facilities that enable more residents and visitors to use these modes is a means of ensuring that Camden residents access these benefits and, ultimately, enables more sustainable neighbourhoods in Camden.

6. CONSULTATION/ENGAGEMENT

- 6.1 A public consultation was carried out between 6th August 2018 and 10th September 2018. The consultation leaflet was posted to 943 residents and businesses in the consultation area, indicated in Appendix C.
- 6.2 Leaflets were also sent to statutory groups and local groups as listed on the CINDEX database. The consultation was also available online at WeAreCamden.org where any interested party, regardless of their location, could submit their views via an online questionnaire. The consultation questionnaire requested feedback on proposed improvements outlined in the consultation leaflet, and asked for alternative suggestions. A copy of the consultation leaflet and questionnaire is attached in Appendix C.
- 6.3 In total 538 valid responses to the consultation were received, a full summary of these is available in Appendix A. Valid responses are those that include the consultees name and full postal address, as stipulated in the consultation document.
- 6.4 We asked respondents for their comments and suggestions on the proposal. Of the 538 total responses received to the consultation, 445 (82%) left a comment about the proposals.

- 6.5 The consultation indicates an overall 78.4% support for the proposal for the improvements shown in Option C and 21.2% objected to these proposals, with 0.4% of respondents having no opinion about the scheme.
- 6.6 84% of residents, that responded to the consultation, were in support of the scheme and 16% objected to the scheme.
- 6.7 41% of supporters and 60% of objectors to the proposed scheme live outside of the borough.
- 6.8 The proposals are supported by Camden Cycling Campaign, London Cycling Campaign and Living Streets. The emergency services were all consulted and no responses were received. No official response was received from the taxi trade.
- 6.9 The majority of comments from respondents who support the scheme cited that it was necessary to include an eastbound segregated cycle track within the scope of the project. The need for this is acknowledged, and while not currently feasible, further investigation into this is proposed, this would be dependent on feasibility and funding.
- 6.10 A significant amount of objectors to the scheme cited concerns about increased congestion and decreased air quality on Prince of Wales Road as a result of the proposed cycle lane. This issue is considered within section 4 of this report.
- 6.11 Objectors also raised concerns about the proposed 'shared spaces' for pedestrians and cyclists at the junction of Haverstock Hill / Prince of Wales Road and Malden Road / Prince of Wales Road. These shared spaces were considered to be dangerous by those respondents. Another concern raised was around pedestrians alighting a bus directly onto the cycle track. Officers acknowledge both these safety concerns and a Road Safety Audit (RSA) will be carried out on the proposed design (as set out in Appendix C). Following the results of the RSA, and with consideration for the comments received during consultation, officers will make the necessary adjustments to the scheme to address any safety issues highlighted in the audit.

7. LEGAL IMPLICATIONS

- 7.1 Members, when taking Council decisions, must comply with the Public Sector Equality Duty in section 149 of the Equality Act 2010. This is a personal duty, which Members must consider. An Equalities Impact Assessment is included in Appendix B.
- 7.2 The Council has a duty under section 122 of the Road Traffic Regulation Act 1984 ("RTRA 1984"), so far as practicable, to exercise its functions under that Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) and the provision of

suitable and adequate parking facilities on and off the highway. In performing this duty, the Council must have regard to:

- I. the desirability of securing and maintaining reasonable access to premises;
- II. the effect on the amenities of any locality affected (including the importance of regulating and restricting the use of roads by heavy commercial vehicles), so as to preserve or improve the amenities of the areas through which the roads run;
- III. the National Air Quality Strategy;
- IV. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- V. any other matters appearing to the authority to be relevant.

7.3 Under section 39 of the Road Traffic Act 1988, the Council is required to prepare and carry out a programme of measures designed to promote road safety, to carry out studies into accidents arising out of the use of vehicles, to take such measures as appear to the Council to be appropriate to prevent such accidents, including giving training and advice and other measures taken in the exercise of its powers for controlling, protecting or assisting the movement of traffic on roads.

7.4 A traffic regulation order may be made where it appears to the authority to be expedient to make it for one or more of the purposes set out in the RTRA 1984: please see the summary of those provisions below. Officers consider that, having regard to section 122 of the RTRA 1984, it would be expedient to progress the recommended Order for the following purposes set out or referred to in section 1 of that Act:

- for avoiding or preventing danger to persons or other traffic using the road;
- for facilitating the passage on the road of any class of traffic (including pedestrians and cyclists);
- for preventing vehicular traffic using the corridor, or using it in a manner, which is unsuitable having regard to the existing character of the road;
- for preserving the character of the road where it is especially suitable for use by persons on foot or by bicycle;
- for preserving or improving the amenities of the area through which the road runs; and
- for improving air quality in the borough by, among other measures, implementing the Council's Clean Air Action Plan.

7.5 The Council also has a responsibility under the Environment Act 1995 to take steps to reduce air pollution. As in much of central London, the World Health Organisation (WHO) and EU Objectives for nitrogen dioxide (NO₂) are exceeded within Camden. Although currently meeting the EU objective levels for particulate matters (PM), Camden is working to reduce PM levels to WHO objectives. Improving facilities for walking and cycling is anticipated to make it easier for more people to use these modes instead of a car, particularly for

shorter journeys, and as such encourage a modal shift towards less polluting and more sustainable modes of travel.

- 7.6 As a result of failing to meet these Objectives within Camden, the whole of the Borough has been designated an Air Quality Management Area (AQMA) since 2000. This requires the Council to take action to reduce air pollution levels, and to monitor pollution levels across the Borough. As a result, the Council has a regularly updated Clean Air Action Plan which currently has over 60 actions aimed at reducing pollution levels. The Council also has a monitoring network capturing AQ data from across the borough, including Prince of Wales Road and surrounding streets.

8. RESOURCE IMPLICATIONS

- 8.1 This paper seeks approval from the Cabinet Member for Improving Camden's Environment to proceed with the implementation of the scheme, subject to detailed design and compliance with statutory processes. The scheme is to improve cycling on Prince of Wales Road between the junction with Haverstock Hill and the junction with Grafton Road.
- 8.2 The estimated cost of this proposal is £667,000 and would be funded from both Local Implementation Plan (LIP) corridors and neighbourhoods funding for Chalk Farm (CDCD7539) and Section 106 funding in the financial year 2018/19. If there is an unforeseen delay to the scheme there would need to be an agreement with TfL to carry over the funding into the next financial year.
- 8.3 The funding for this scheme, provided by Transport for London (TfL) through the LIP, needs to be spent this financial year (2018/19). Should the scheme not proceed, or the cost is lower than anticipated, the funding will be reallocated to other transport projects. Costs will be monitored closely during implementation to ensure that costs do not exceed the budget.

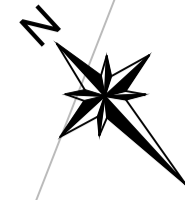
9. TIMETABLE FOR IMPLEMENTATION

- 9.1 Should this scheme be approved for implementation, the next steps will be to draw up the detailed design, submit this design to TfL's traffic signals team for approval and carry out a statutory consultation on the traffic management orders (TMO's) required for this scheme. It is proposed that implementation works would begin in early 2019.

10. APPENDICES

Appendix A – Consultation results
Appendix B – Equalities Impact Assessment
Appendix C – Consultation document
Appendix D – Feasibility study

REPORT ENDS



Adventist Church

MAITLAND PARK VILLAS

Stone

DYL 10.8m

2.9m

HAVERSTOCK HILL

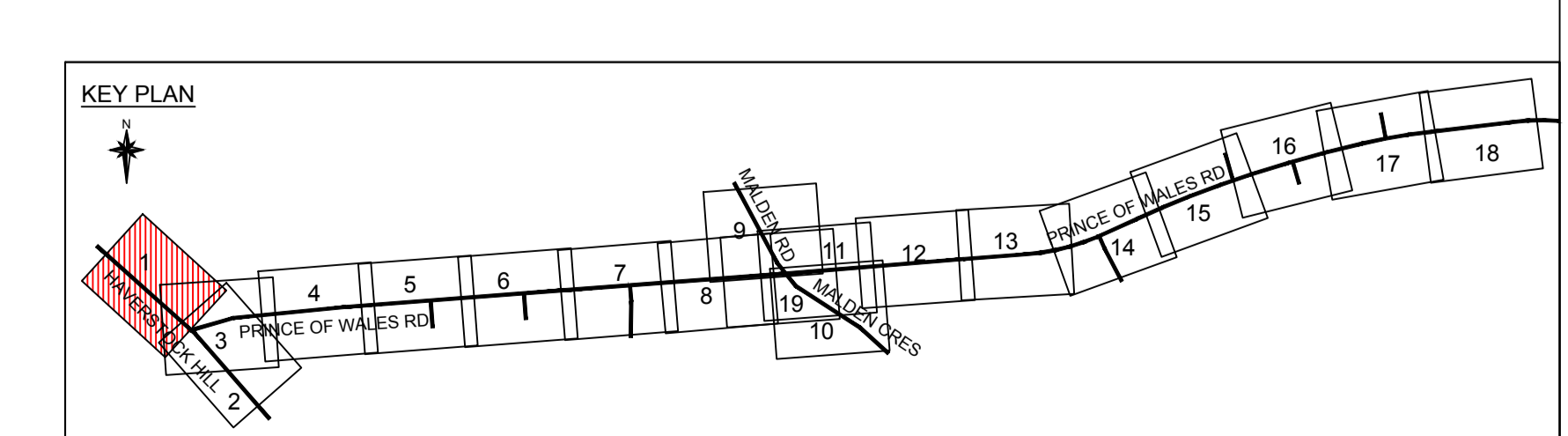
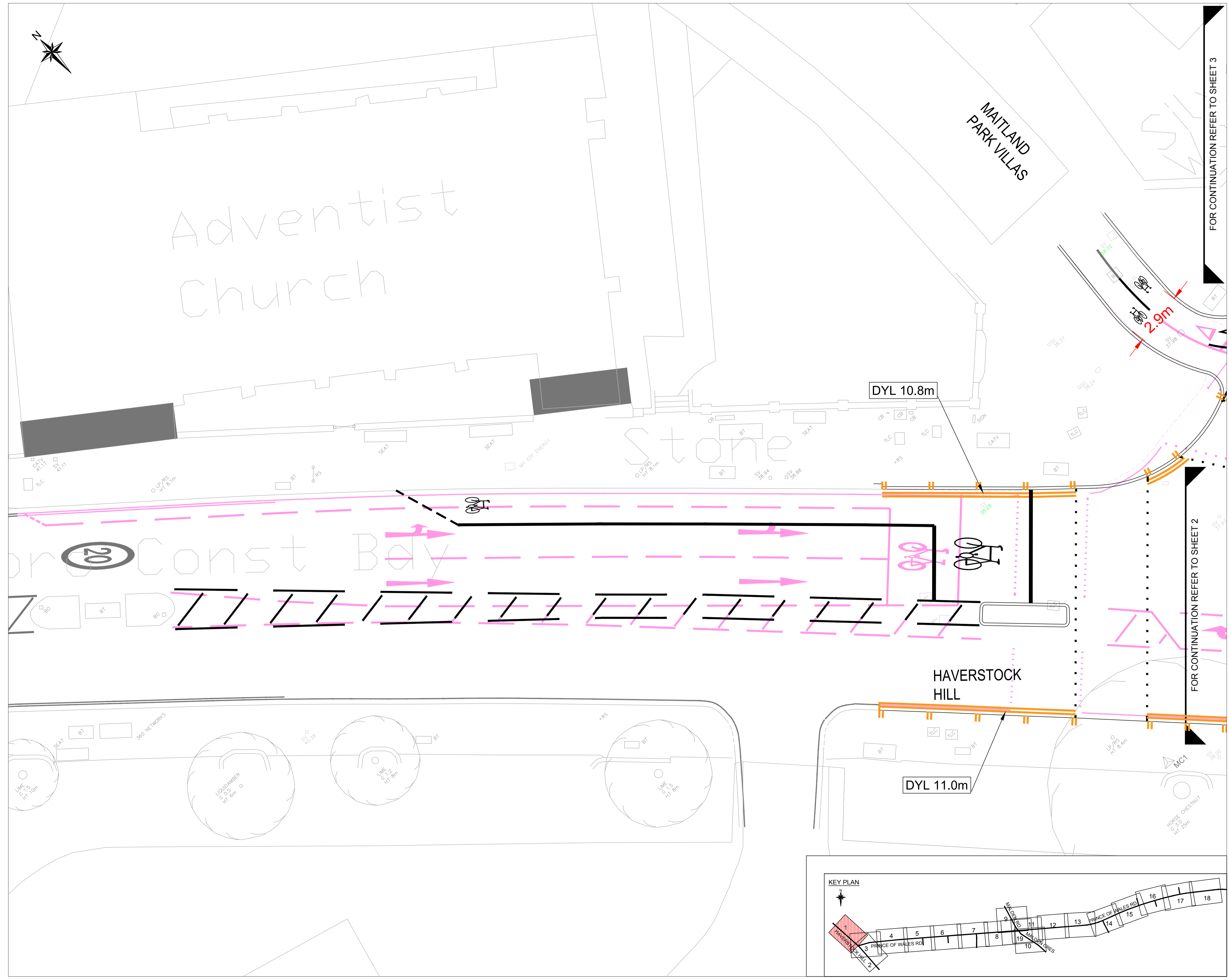
DYL 11.0m

FOR CONTINUATION REFER TO SHEET 3

FOR CONTINUATION REFER TO SHEET 2

- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.



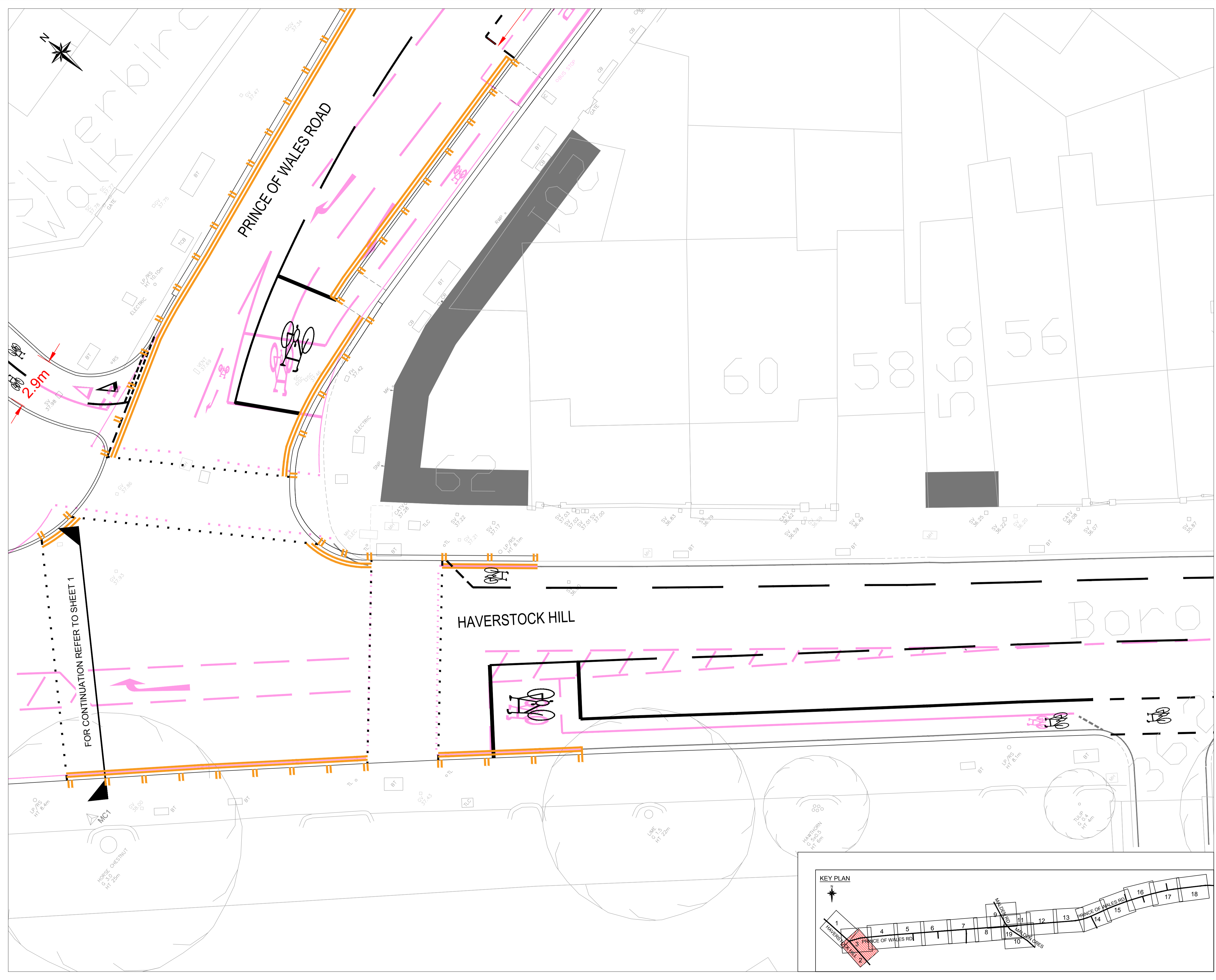
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME

Drawing Title
DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 1 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	
Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1001	Rev. A



LEGEND

	PROPOSED YELLOW ROAD MARKINGS
	PROPOSED WHITE ROAD MARKINGS
	EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

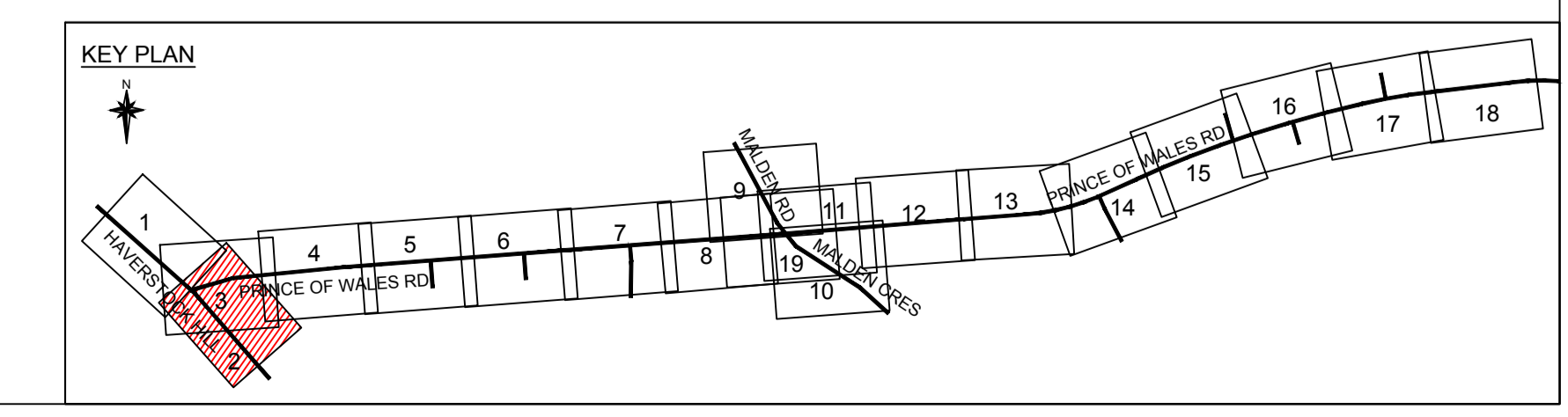
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
 PRINCE OF WALES
 CYCLING AND WALKING
 IMPROVEMENT SCHEME

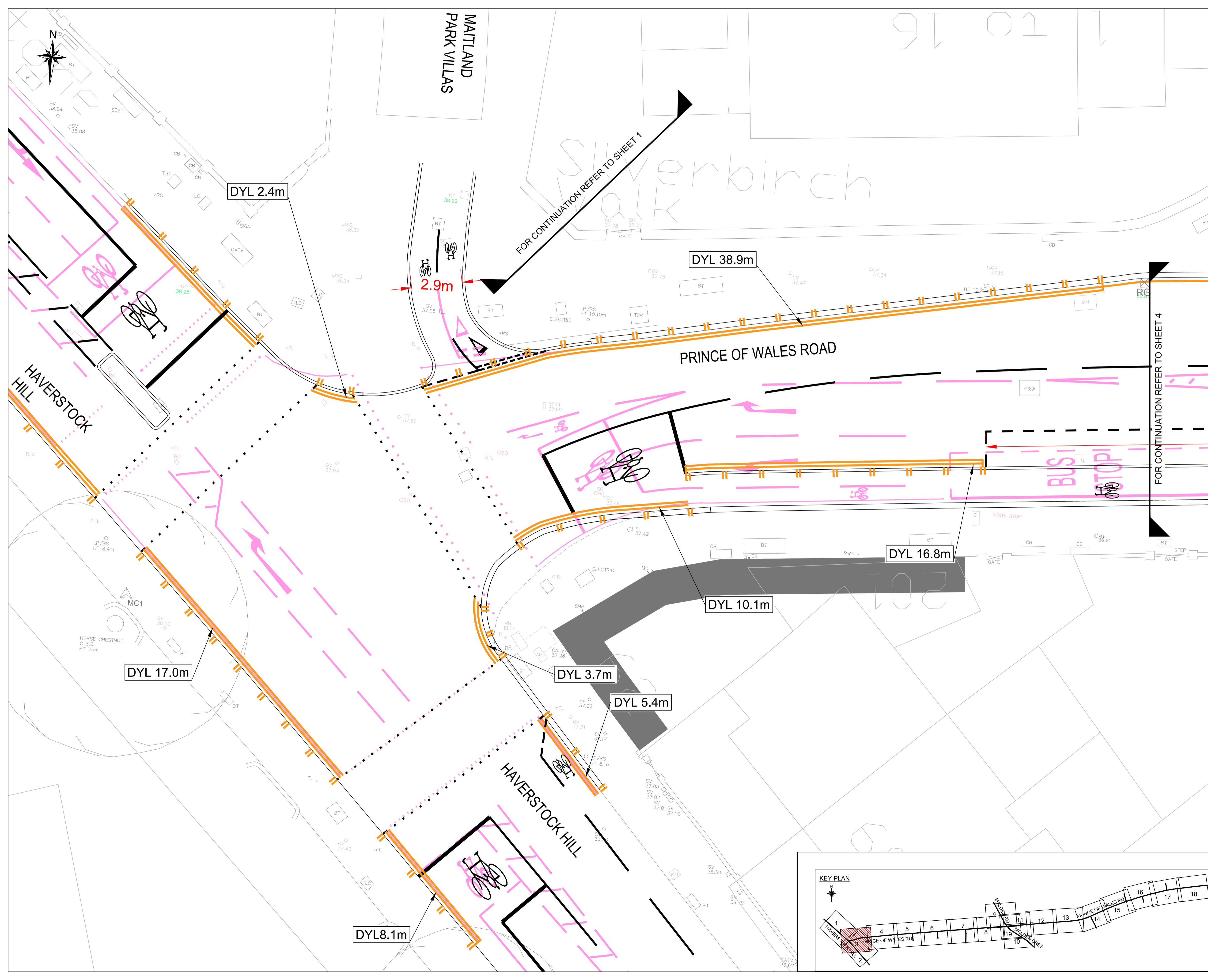
Drawing Title
 DETAIL DESIGN
 TRAFFIC MANAGEMENT ORDER (TMO)
 SHEET 2 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CNI\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	
Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1002	Rev. A



FOR CONTINUATION REFER TO SHEET 1





- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

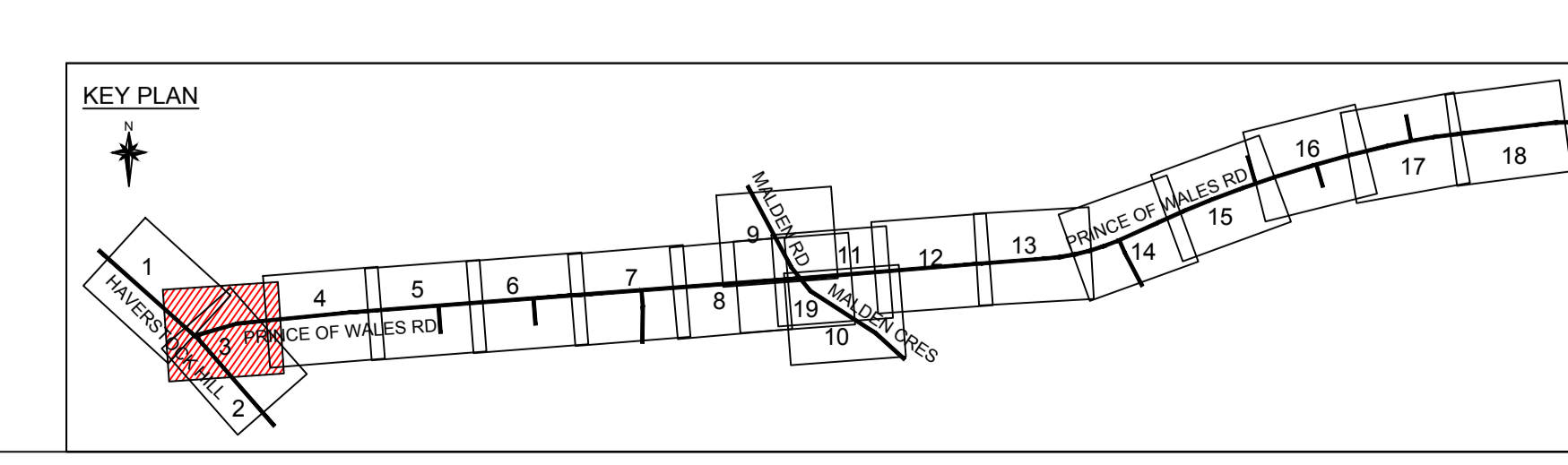
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

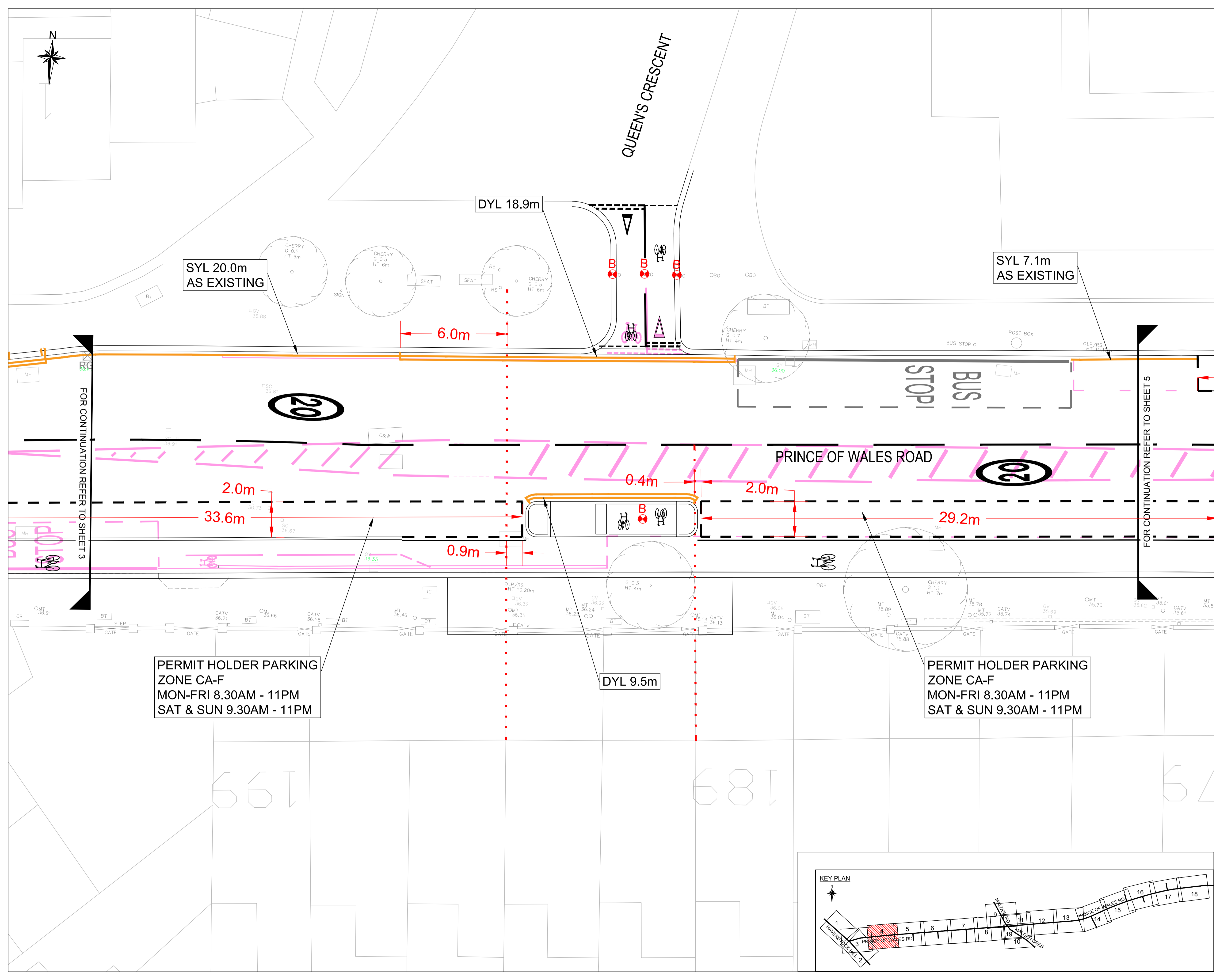
Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME

Drawing Title
DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 3 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1003
	Rev. A





- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - - - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

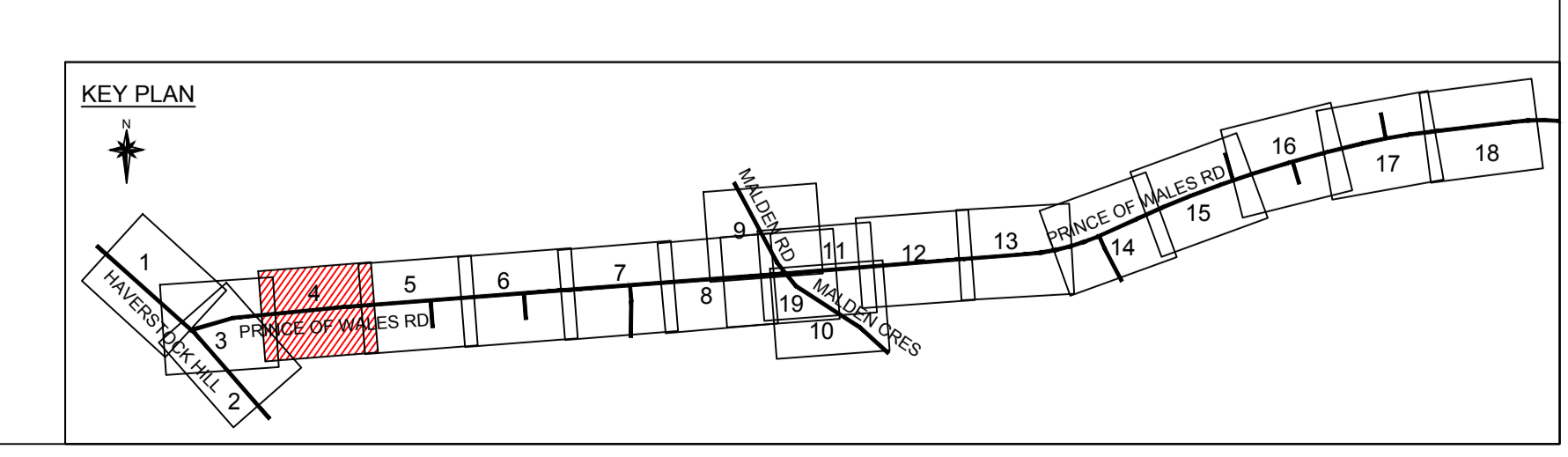
A	HD	17.04.19	Initial Issue
Rev	By	Date	Amendments

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
PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME

Drawing Title
DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 4 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	Rev.
Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1004	A



PERMIT HOLDER PARKING ZONE CA-F
 MON-FRI 8.30AM - 11PM
 SAT & SUN 9.30AM - 11PM

PERMIT HOLDER PARKING ZONE CA-F
 MON-FRI 8.30AM - 11PM
 SAT & SUN 9.30AM - 11PM

FOR CONTINUATION REFER TO SHEET 3

FOR CONTINUATION REFER TO SHEET 5



PERMIT HOLDER PARKING
ZONE CA-F
MON-FRI 8.30AM - 11PM
SAT & SUN 9.30AM - 11PM

DYL 20.6m

2.0m

40.6m

PRINCE OF WALES ROAD

DIAG 1004

BUS STOP



KEEP CLEAR

2.0m

1.7m

DYL 4.0m

DYL 3.4m

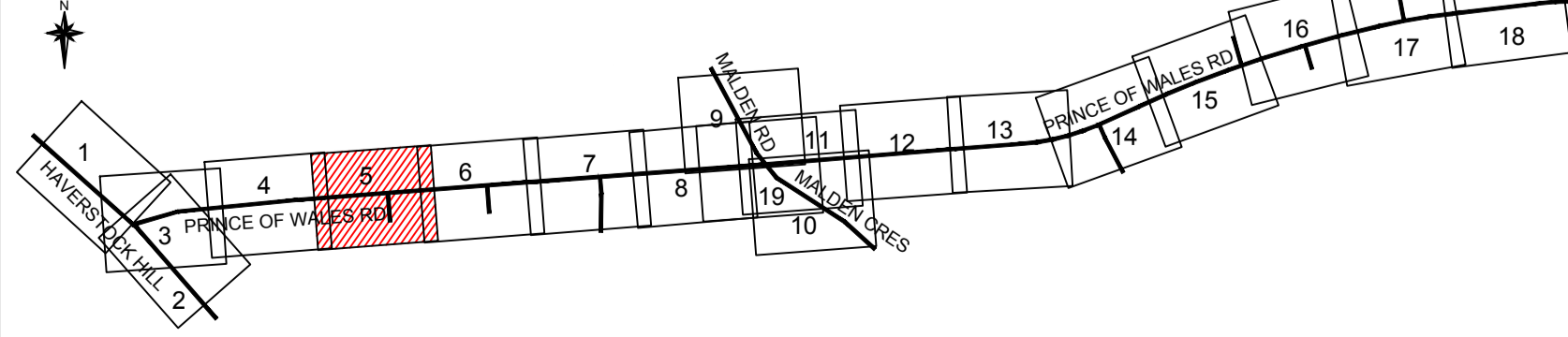
DYL 12.2m

CRADDOCK STREET

DYL 4.0m

DYL 12.3m

KEY PLAN



- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
**PRINCE OF WALES
CYCLING AND WALKING
IMPROVEMENT SCHEME**

Drawing Title
**DETAIL DESIGN
TRAFFIC MANAGEMENT ORDER (TMO)
SHEET 5 OF 19**

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location <small>T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design</small>	Rev.
Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1005	A

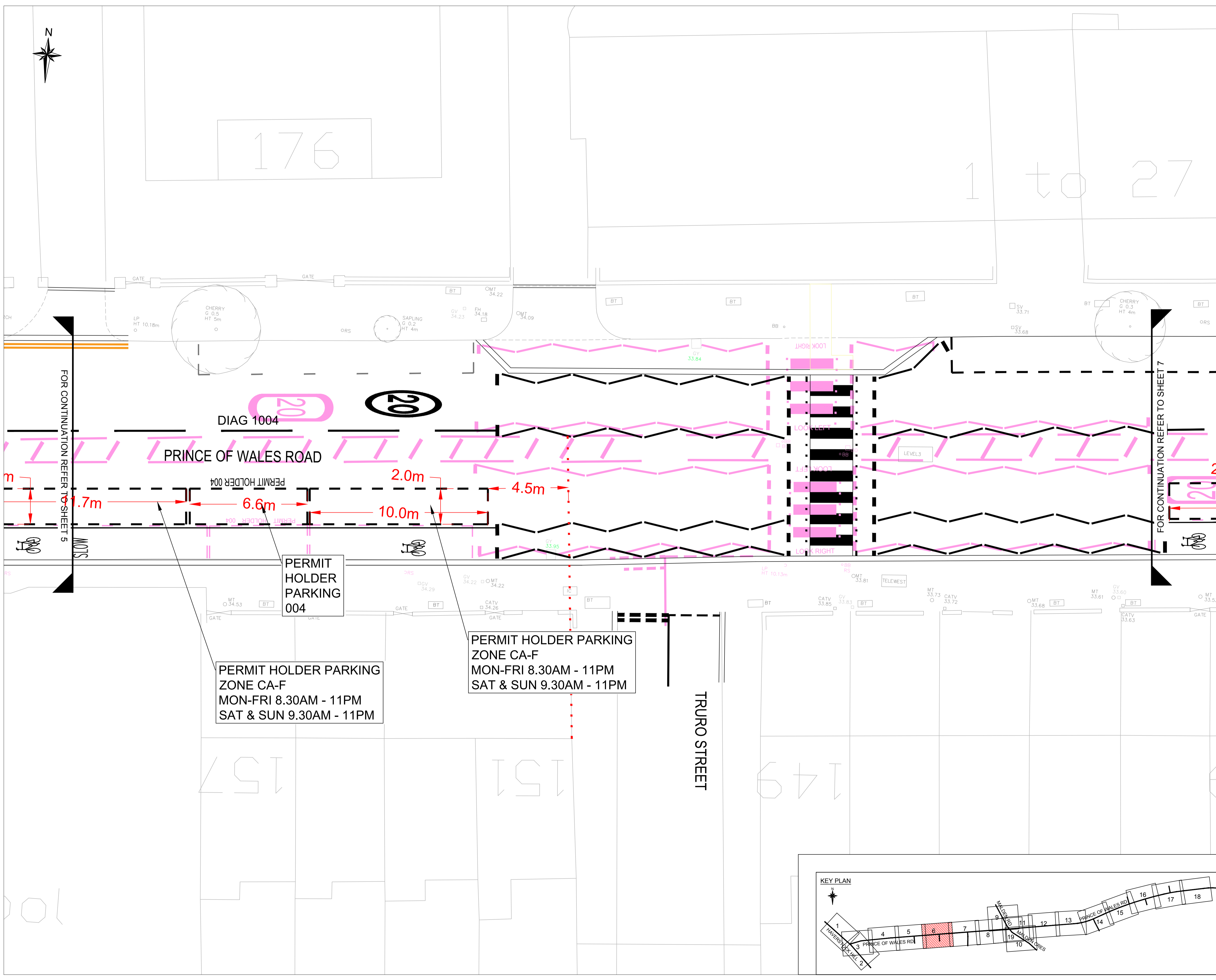


176

1 to 27

- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.



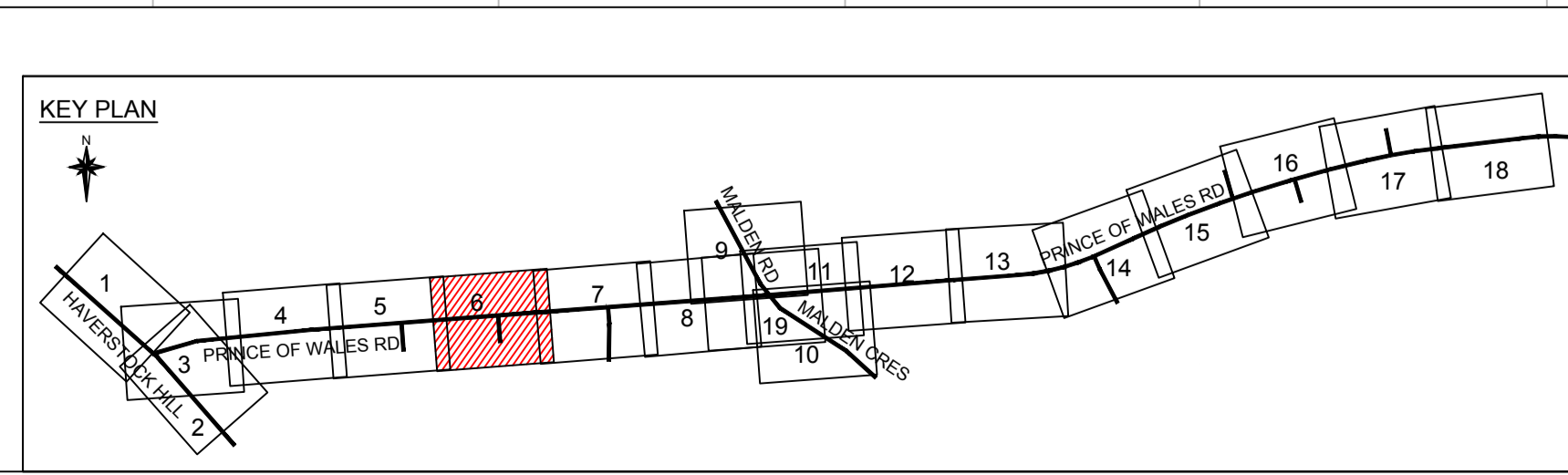
A	HD	17.04.19	Initial Issue
Rev	By	Date	Amendments

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
PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME

Drawing Title
DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 6 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1006
Rev.	A





27

ST. SILAS PLACE

PH

Ship

DYL 5.4m

DYL 4.3m

PRINCE OF WALES ROAD

DIAG 1004

BUS STOP

FOR CONTINUATION REFER TO SHEET 8

DIAG 1004

2.0m



4.7m

28.1m

DYL 3.3m

DYL 3.4m

PERMIT HOLDER PARKING
ZONE CA-F
MON-FRI 8.30AM - 11PM
SAT & SUN 9.30AM - 11PM

DYL 4.5m

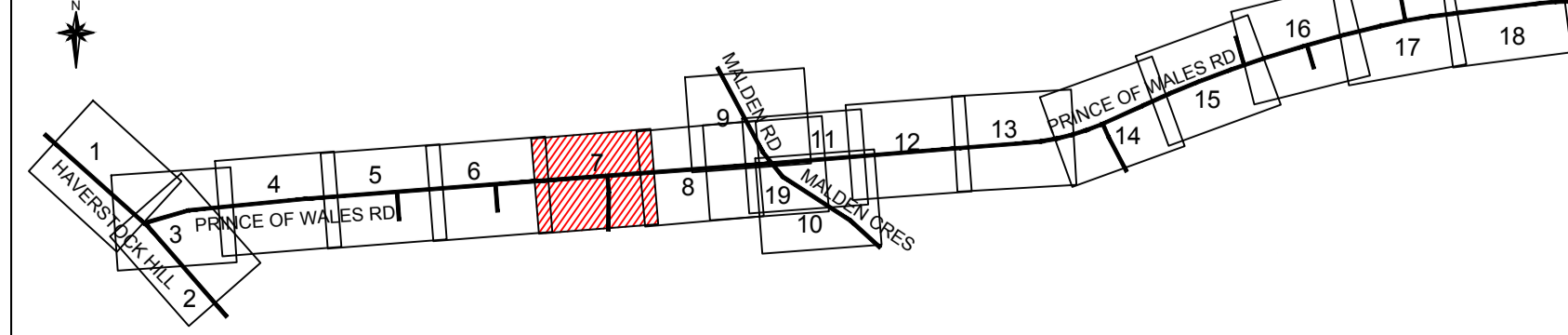
CROSSLAND ROAD

DYL 4.9m

138

131

KEY PLAN



- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

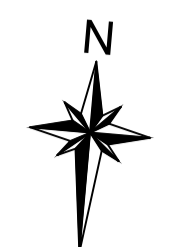
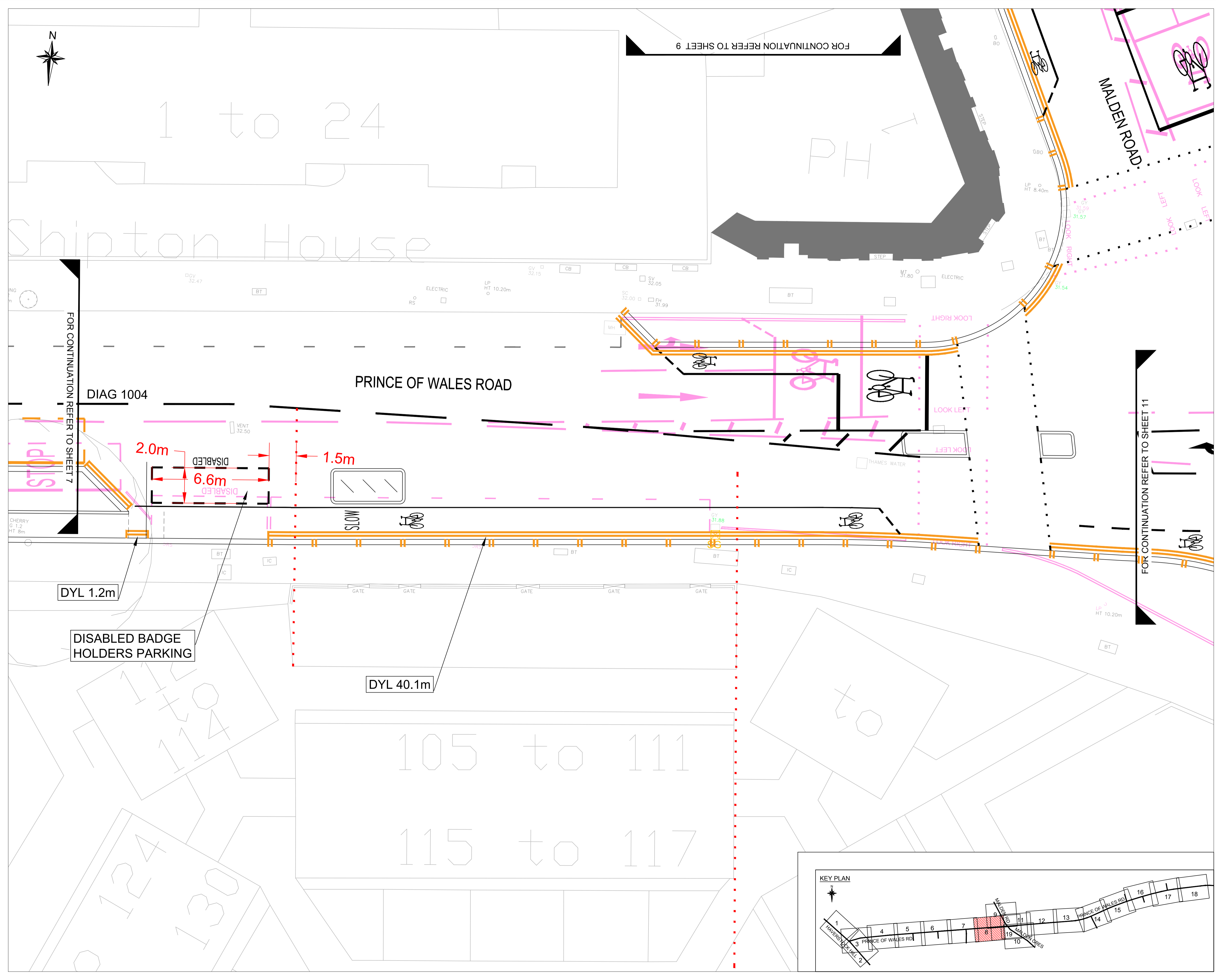
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
**PRINCE OF WALES
 CYCLING AND WALKING
 IMPROVEMENT SCHEME**

Drawing Title
**DETAIL DESIGN
 TRAFFIC MANAGEMENT ORDER (TMO)
 SHEET 7 OF 19**

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1007
Rev.	A



FOR CONTINUATION REFER TO SHEET 9

FOR CONTINUATION REFER TO SHEET 7

FOR CONTINUATION REFER TO SHEET 11

- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

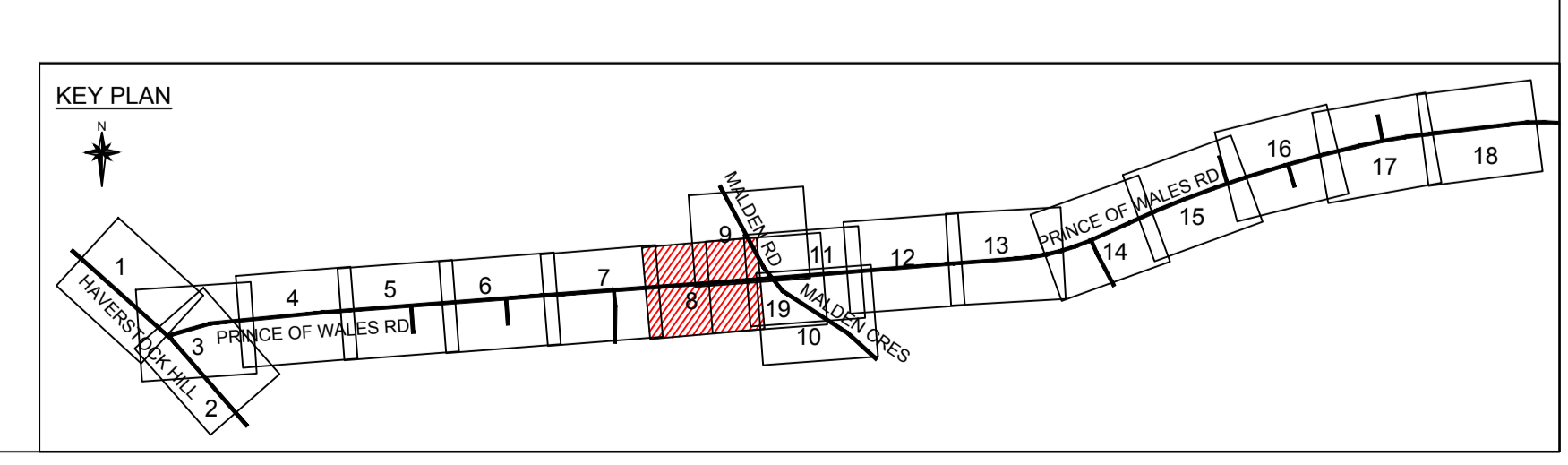
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME

Drawing Title
DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 8 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1008
Rev.	A



1 to 24

PH

Shipton House

PRINCE OF WALES ROAD

MALDEN ROAD

105 to 111

115 to 117

2.0m

6.6m

DISABLED

DISABLED

1.5m

DYL 1.2m

DISABLED BADGE HOLDERS PARKING

DYL 40.1m

SLOW

GATE

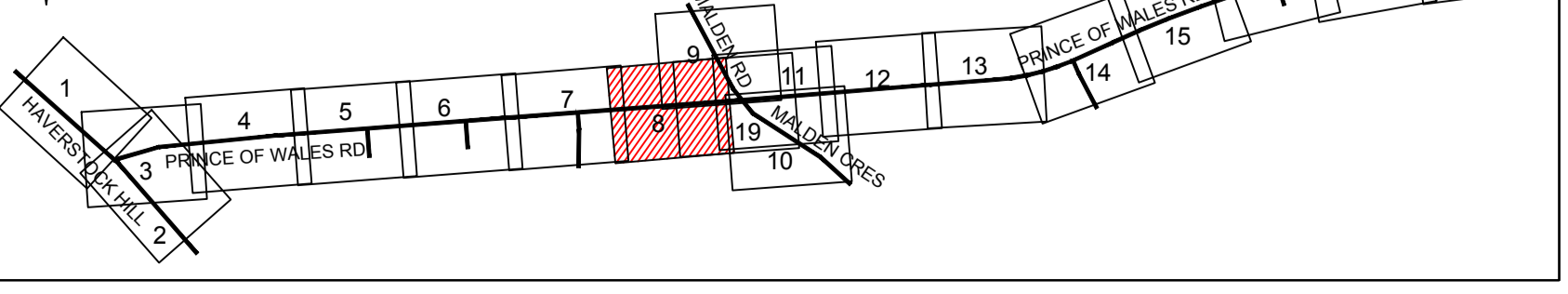
GATE

GATE

GATE

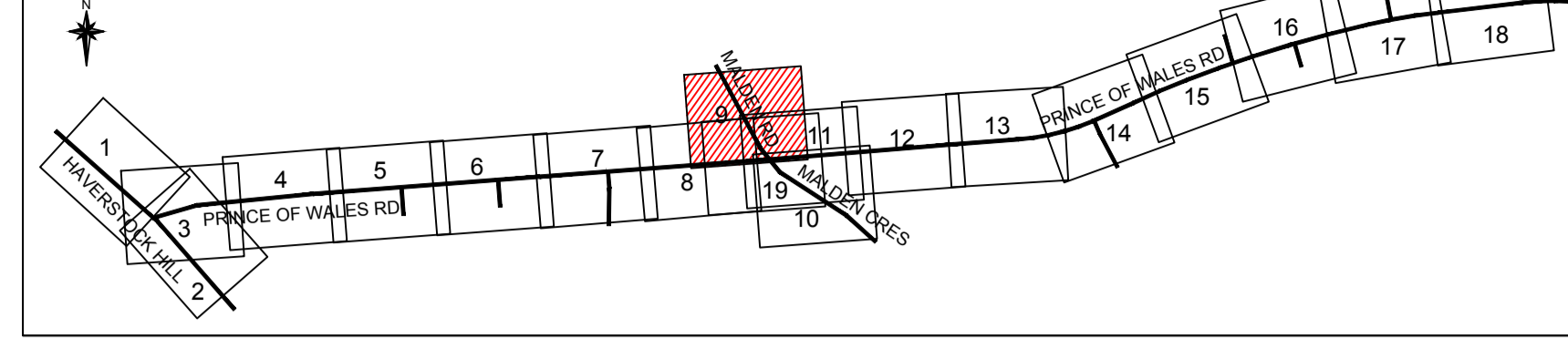
GATE

KEY PLAN





KEY PLAN

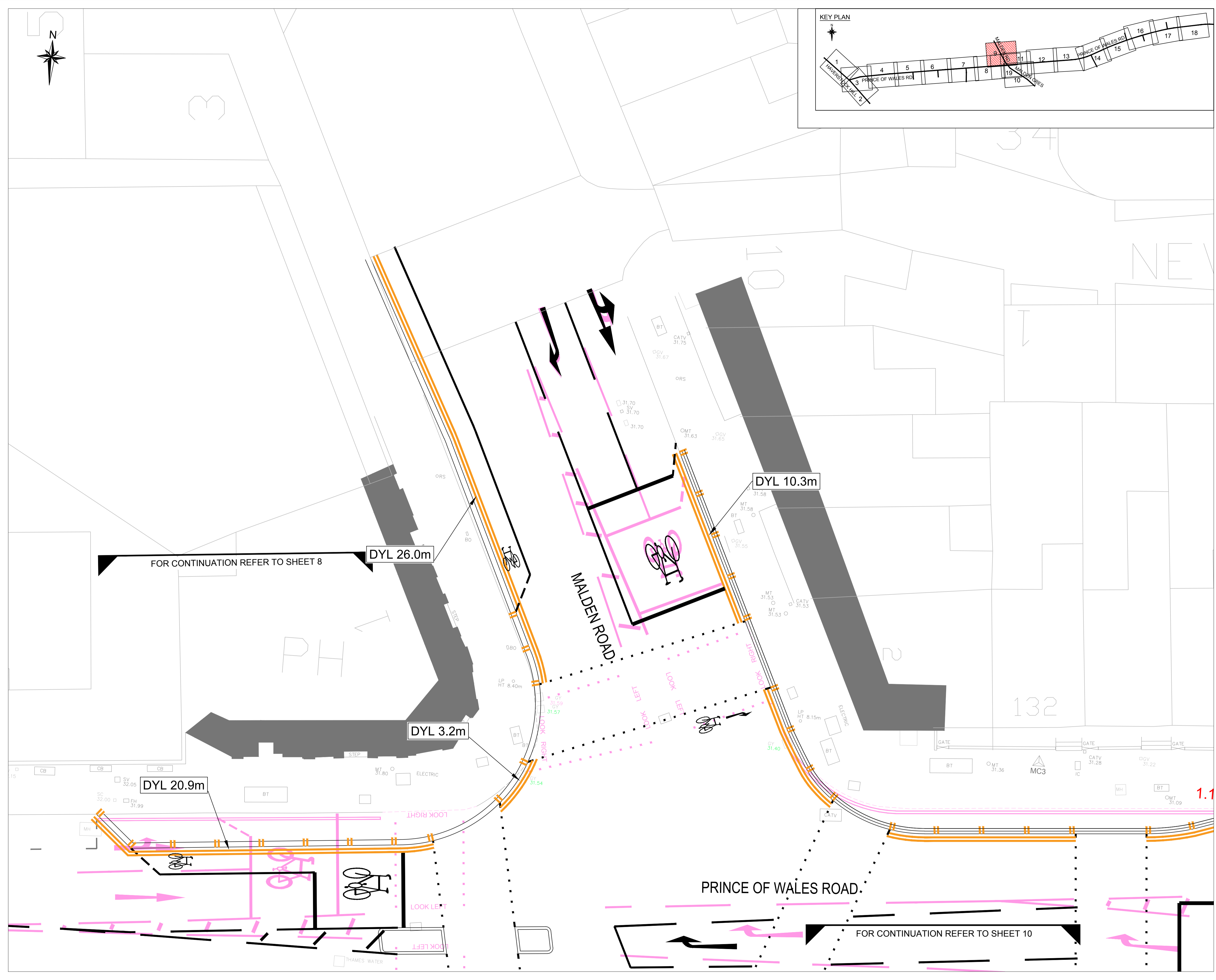


LEGEND

- PROPOSED YELLOW ROAD MARKINGS
- PROPOSED WHITE ROAD MARKINGS
- EXISTING ROAD MARKINGS TO BE REMOVED

NOTES

- THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
- DO NOT SCALE FROM THE DRAWING.
- ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.



FOR CONTINUATION REFER TO SHEET 8

FOR CONTINUATION REFER TO SHEET 10

Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

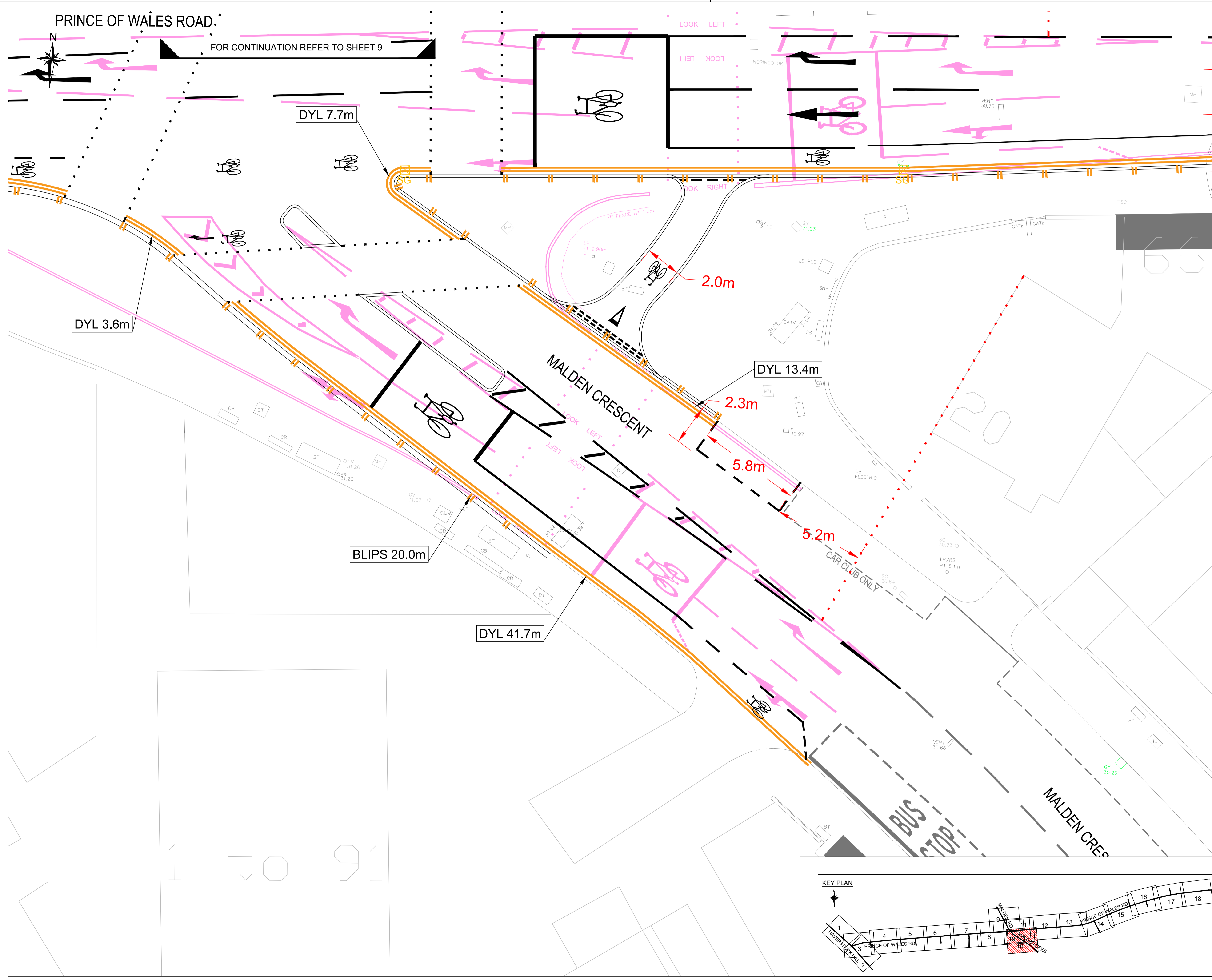


Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
**PRINCE OF WALES
 CYCLING AND WALKING
 IMPROVEMENT SCHEME**

Drawing Title
**DETAIL DESIGN
 TRAFFIC MANAGEMENT ORDER (TMO)
 SHEET 9 OF 19**

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1009
Rev.	A



- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - - - EXISTING ROAD MARKINGS TO BE REMOVED

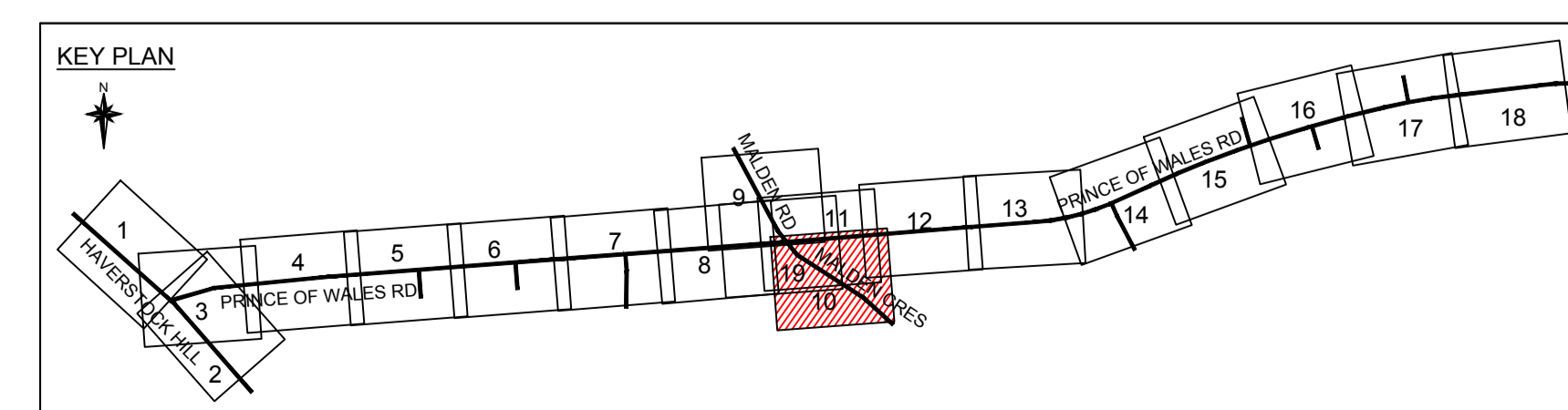
- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

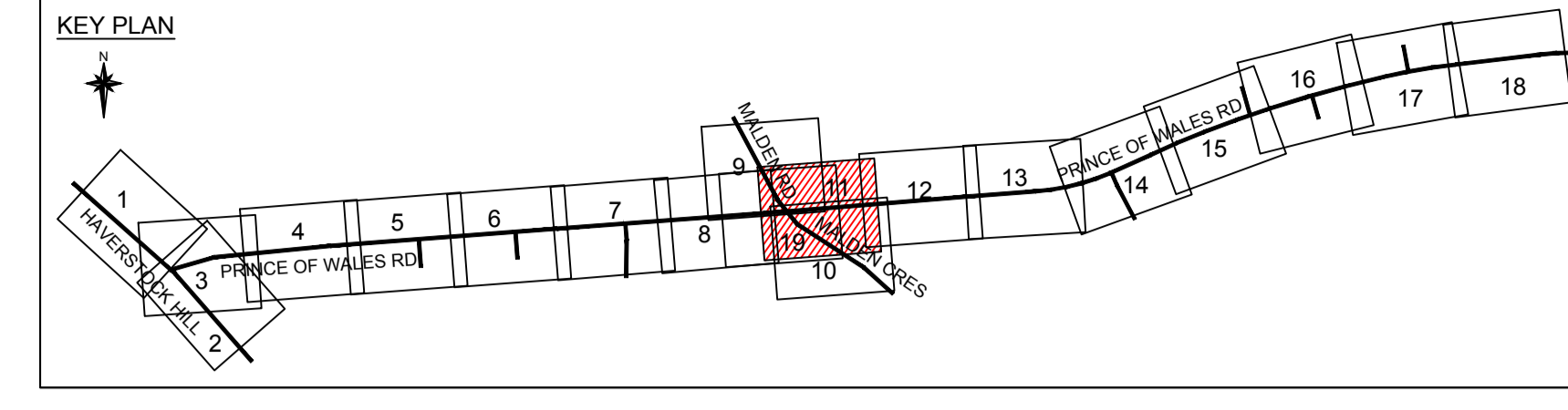
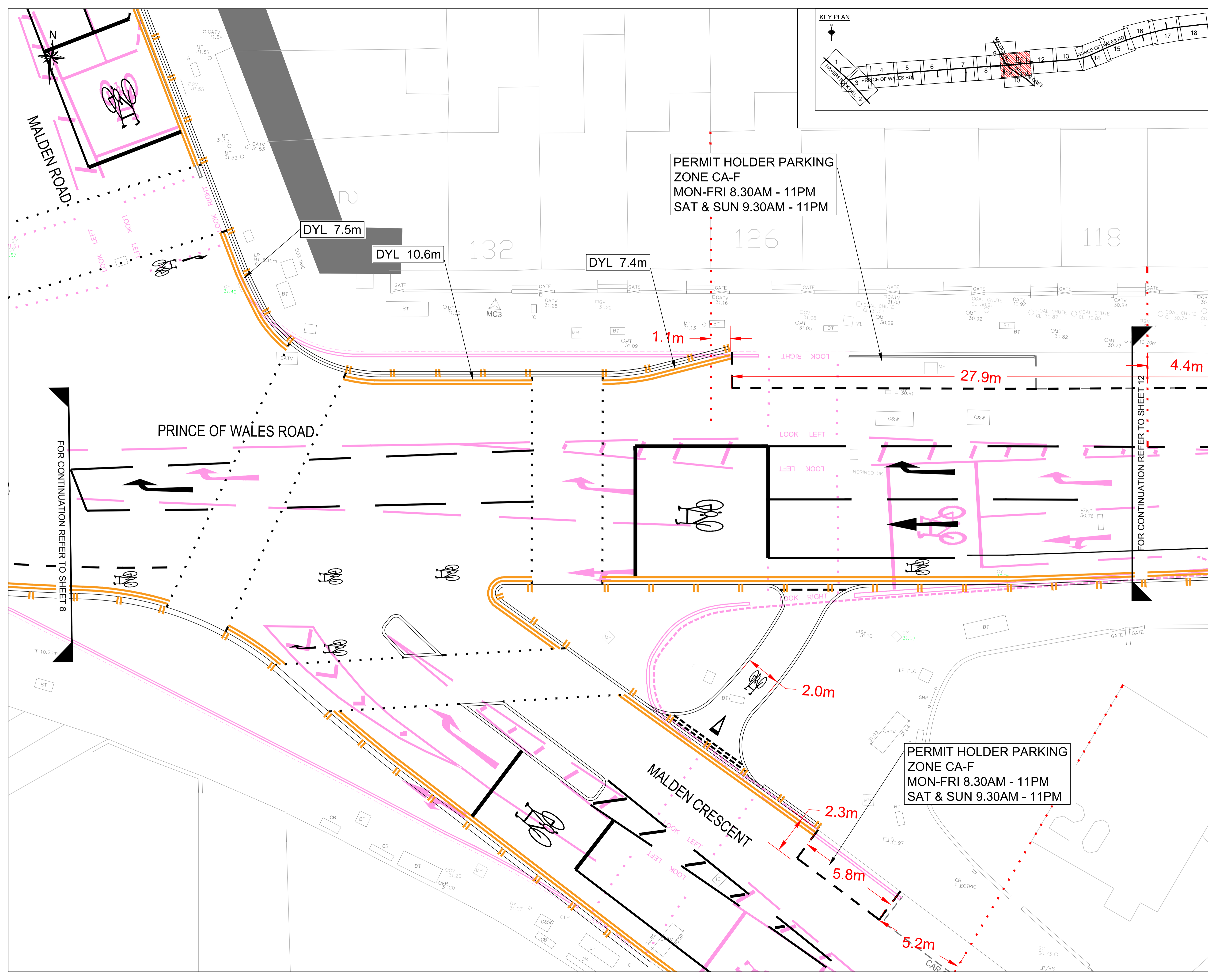
Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project: **PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME**
 Drawing Title: **DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 10 OF 19**

Scale: 1:100 @ A1	Date: DEC 2018
Drawn By: HD	File Ref: SC-TS-PRP-AH-POWR-DD
Checked By: RC	Dwg Name: SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location: T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	Drawing Number: SC-TS-PRP-AH-POWR-DD-1200-1010



1 to 91



- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 01 TO 19.
 2. DO NOT SCALE FROM THE DRAWING.

Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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: **PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME**
 Drawing Title: **DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 11 OF 19**

Scale: 1:100 @ A1	Date: DEC 2018
Drawn By: HD	File Ref: SC-TS-PRP-AH-POWR-DD
Checked By: RC	Dwg Name: SC-TS-PRP-AH-POWR-DD.dwg

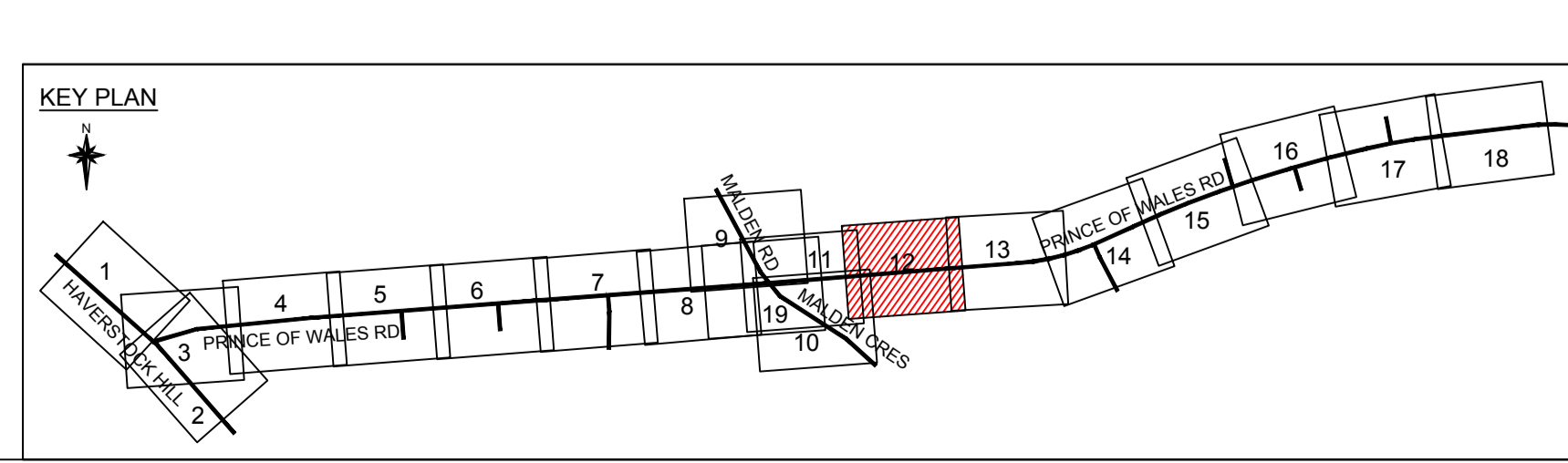
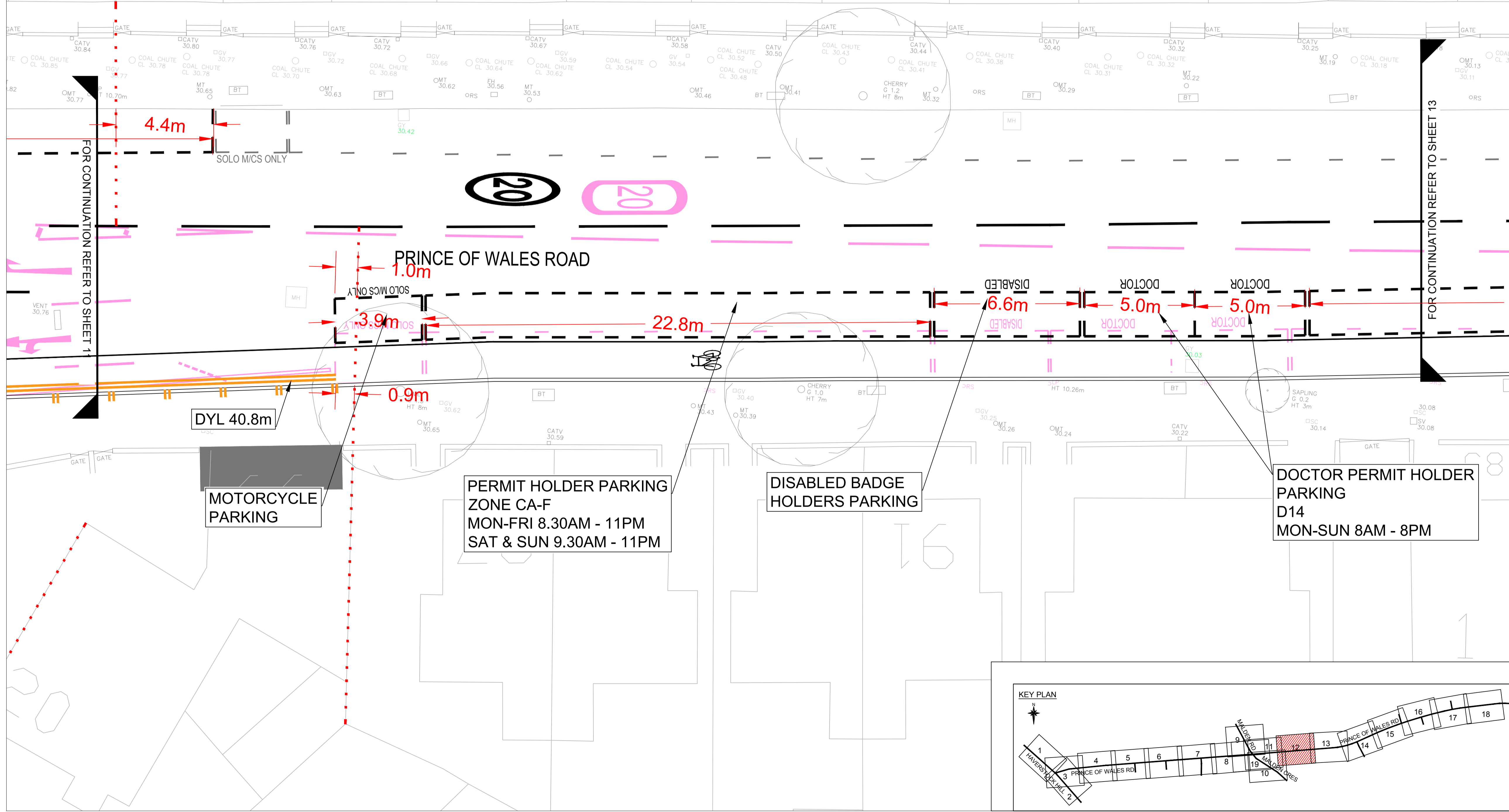
Drawing Location: T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design
 Drawing Number: **SC-TS-PRP-AH-POWR-DD-1200-1011**

Rev. **A**



118

104



- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

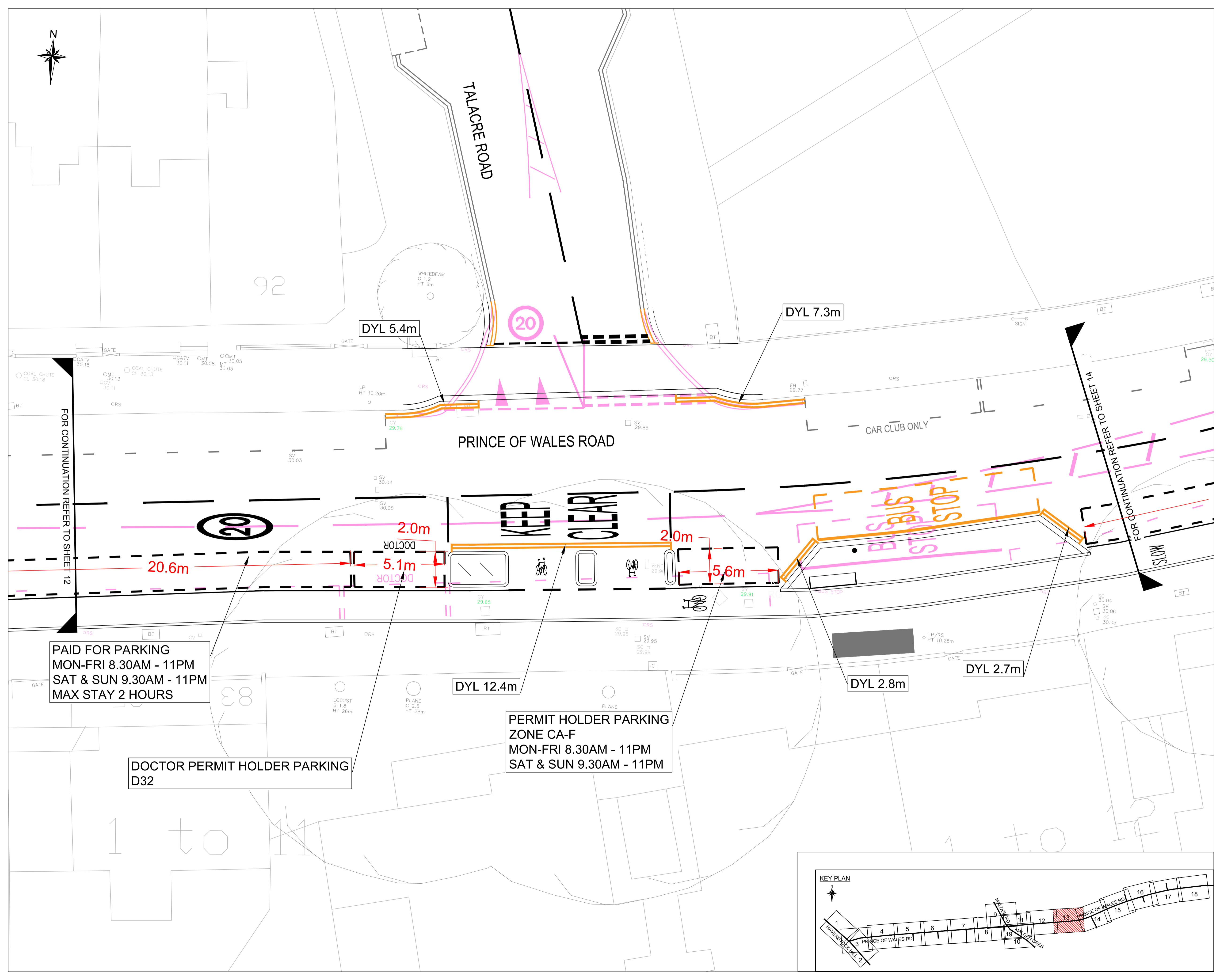
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
**PRINCE OF WALES
 CYCLING AND WALKING
 IMPROVEMENT SCHEME**

Drawing Title
**DETAIL DESIGN
 TRAFFIC MANAGEMENT ORDER (TMO)
 SHEET 12 OF 19**

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	
Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1012	Rev. A



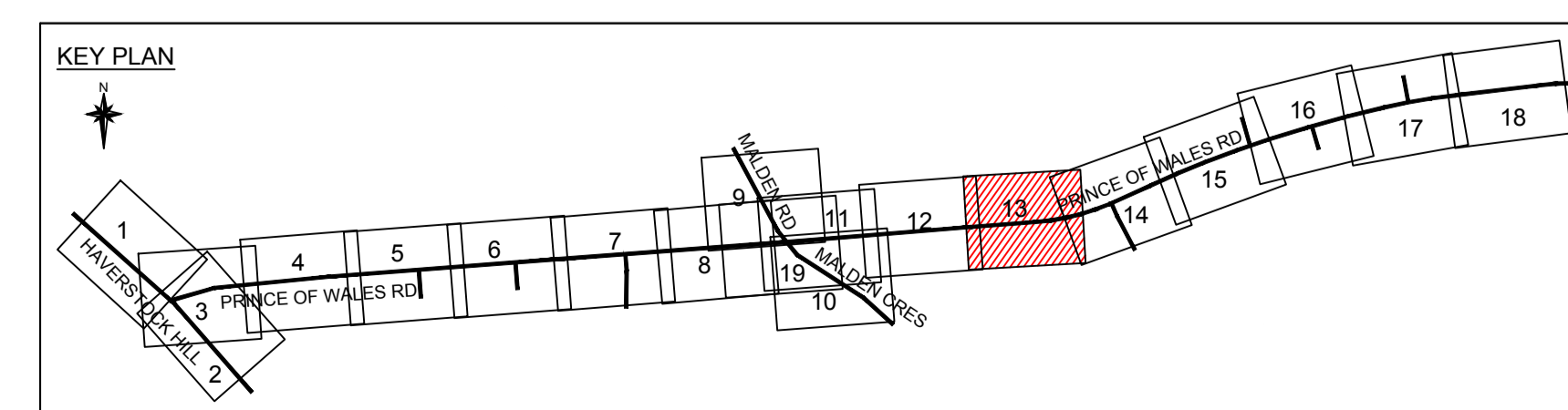
- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

PAID FOR PARKING
 MON-FRI 8.30AM - 11PM
 SAT & SUN 9.30AM - 11PM
 MAX STAY 2 HOURS

DOCTOR PERMIT HOLDER PARKING
 D32

PERMIT HOLDER PARKING
 ZONE CA-F
 MON-FRI 8.30AM - 11PM
 SAT & SUN 9.30AM - 11PM



Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
 PRINCE OF WALES
 CYCLING AND WALKING
 IMPROVEMENT SCHEME

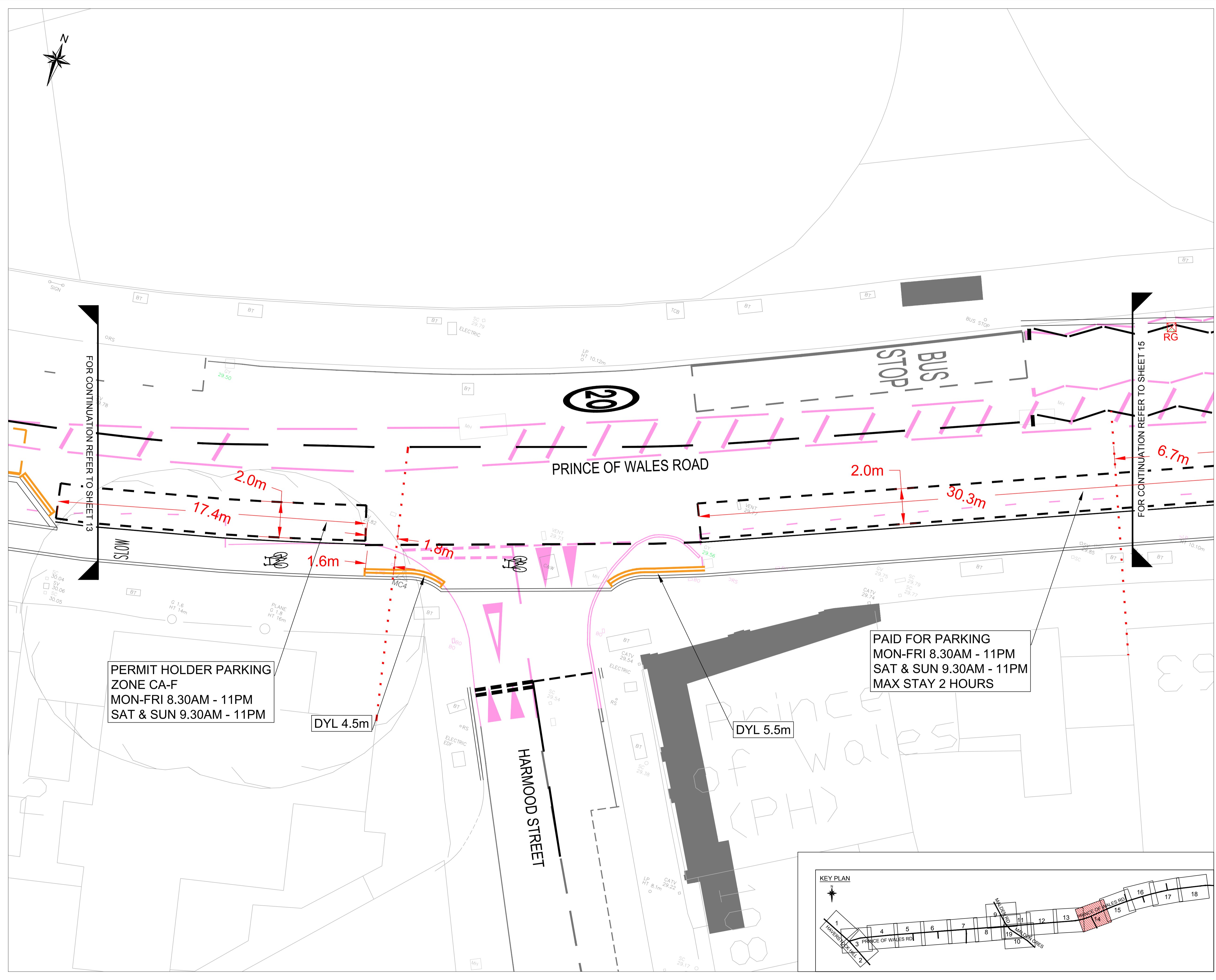
Drawing Title
 DETAIL DESIGN
 TRAFFIC MANAGEMENT ORDER (TMO)
 SHEET 13 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	
Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1013	Rev. A



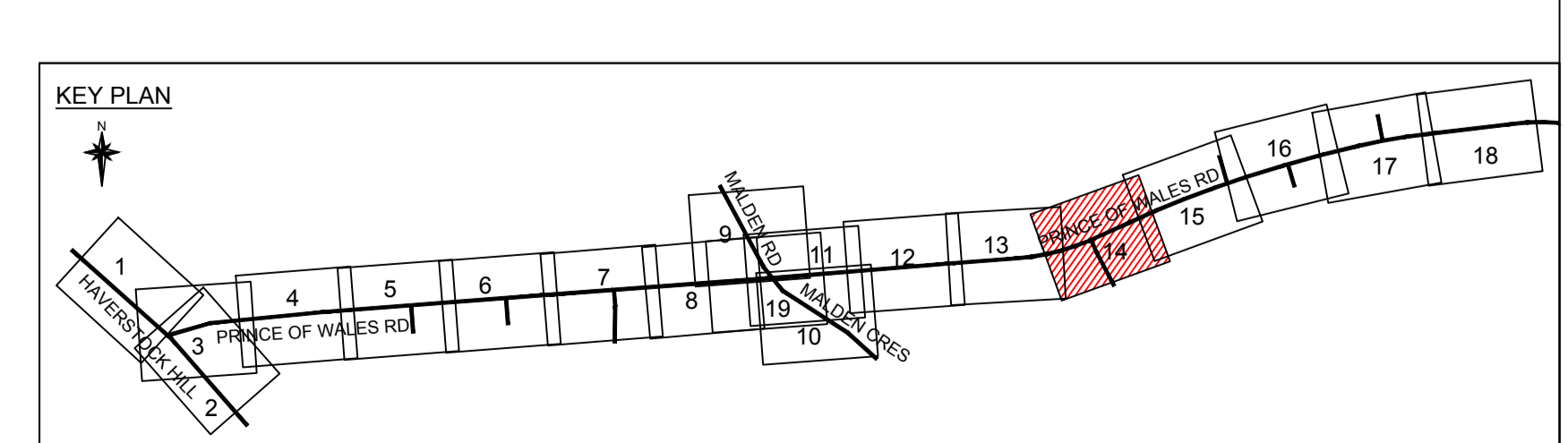
- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - - - PROPOSED WHITE ROAD MARKINGS
 - - - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.



PERMIT HOLDER PARKING
 ZONE CA-F
 MON-FRI 8.30AM - 11PM
 SAT & SUN 9.30AM - 11PM

PAID FOR PARKING
 MON-FRI 8.30AM - 11PM
 SAT & SUN 9.30AM - 11PM
 MAX STAY 2 HOURS



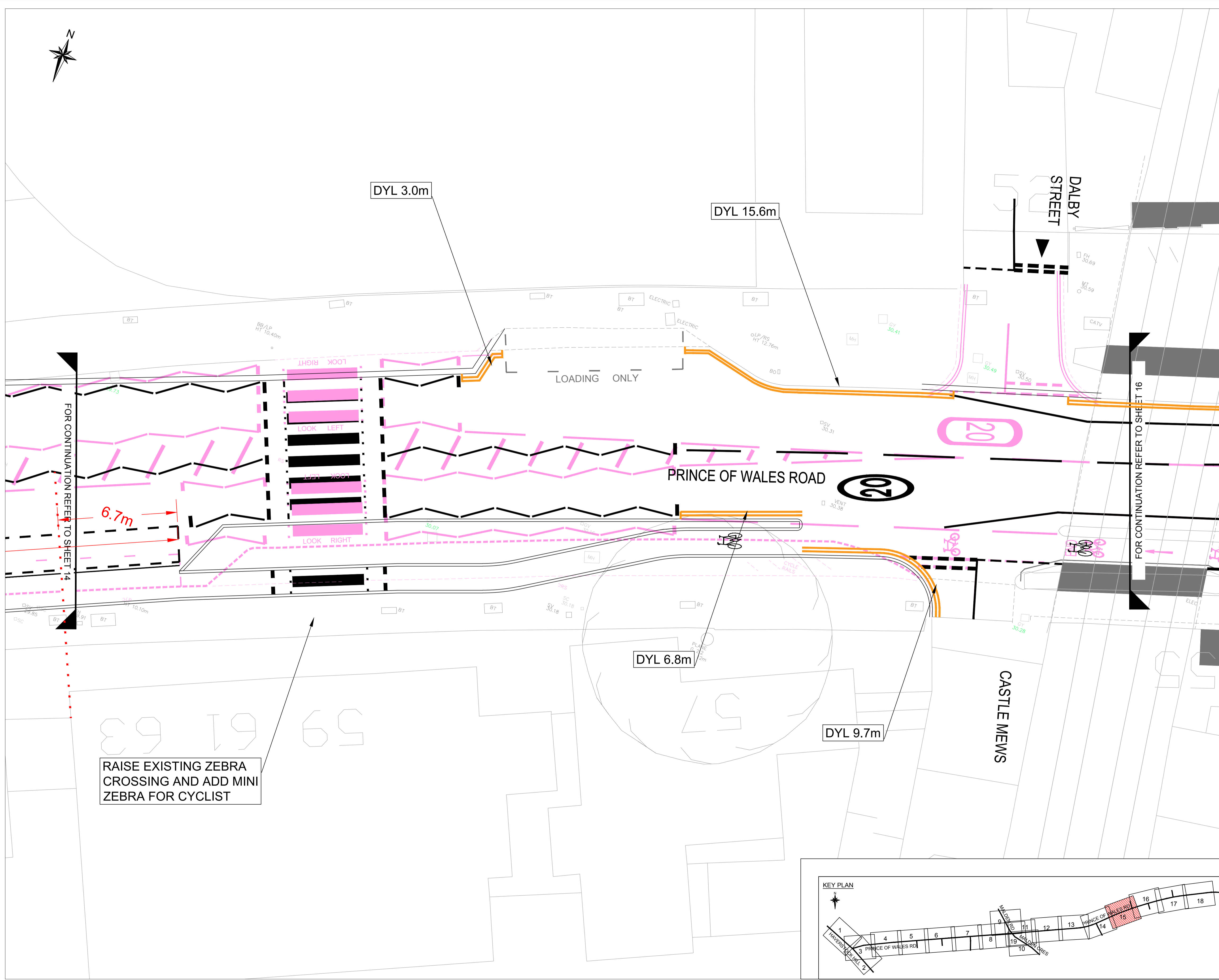
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
**PRINCE OF WALES
 CYCLING AND WALKING
 IMPROVEMENT SCHEME**

Drawing Title
**DETAIL DESIGN
 TRAFFIC MANAGEMENT ORDER (TMO)
 SHEET 14 OF 19**

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1014
	Rev. A



- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

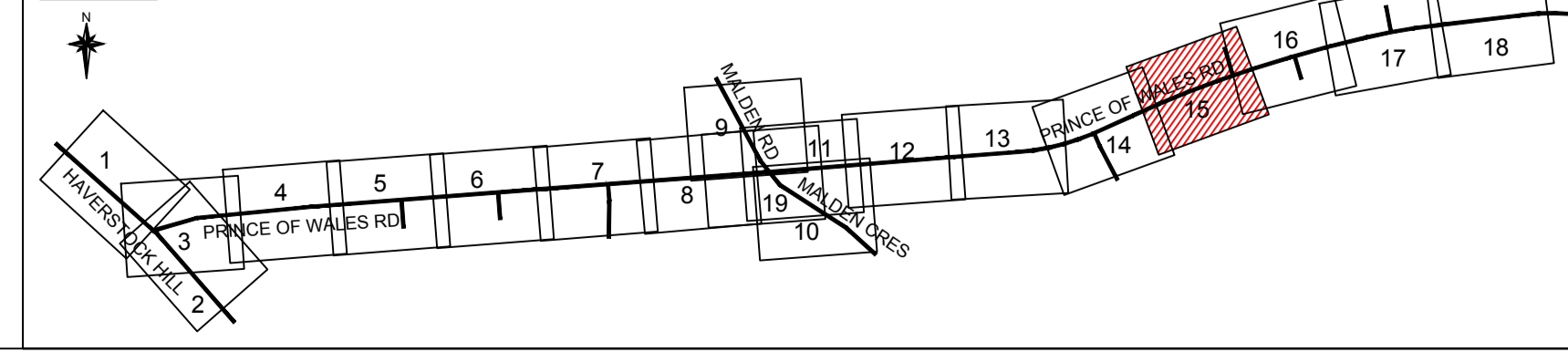
- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

FOR CONTINUATION REFER TO SHEET 14

FOR CONTINUATION REFER TO SHEET 16

RAISE EXISTING ZEBRA CROSSING AND ADD MINI ZEBRA FOR CYCLIST

KEY PLAN



Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue



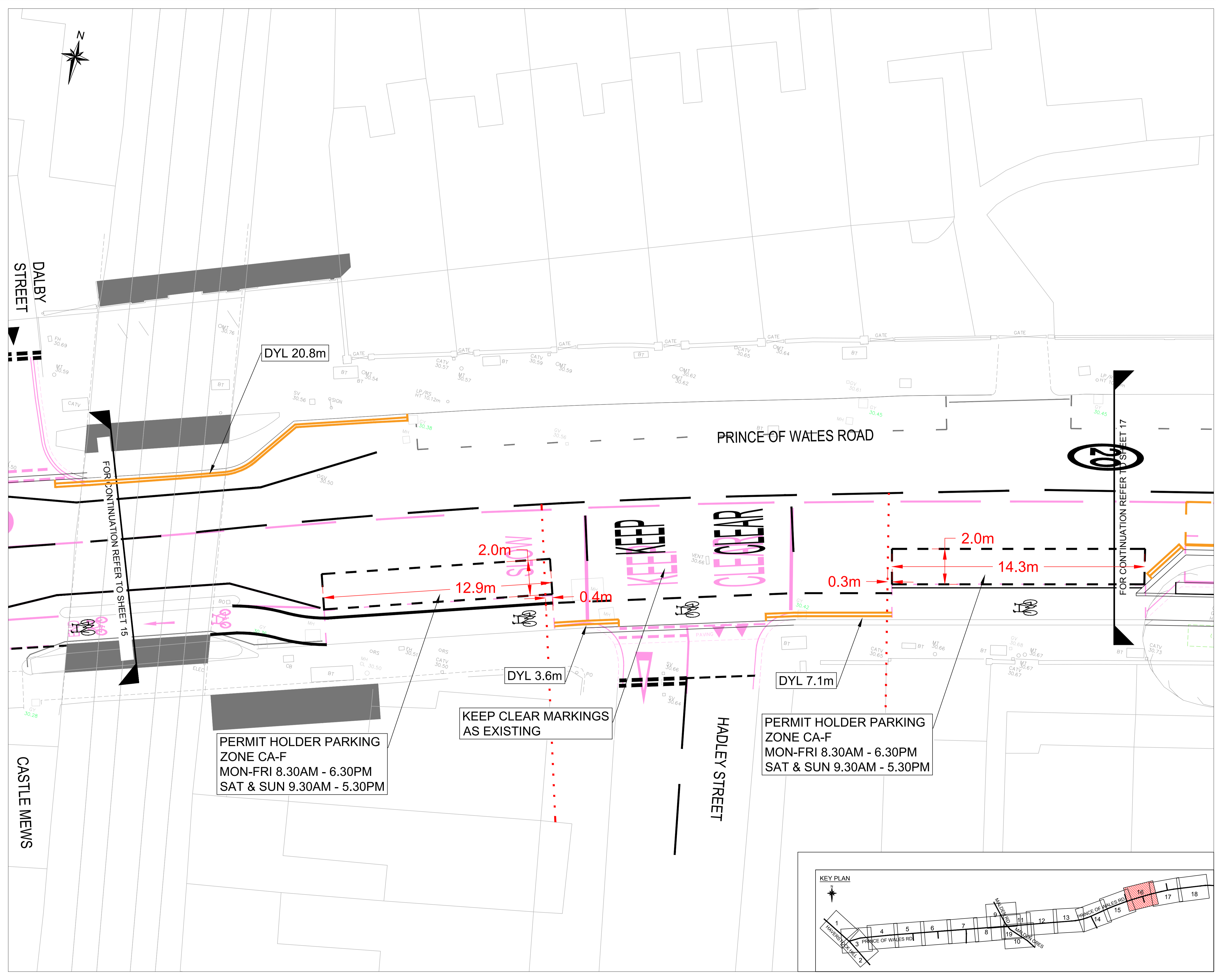
Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME

Drawing Title
DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 15 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CNI\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	
Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1015	

A



- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

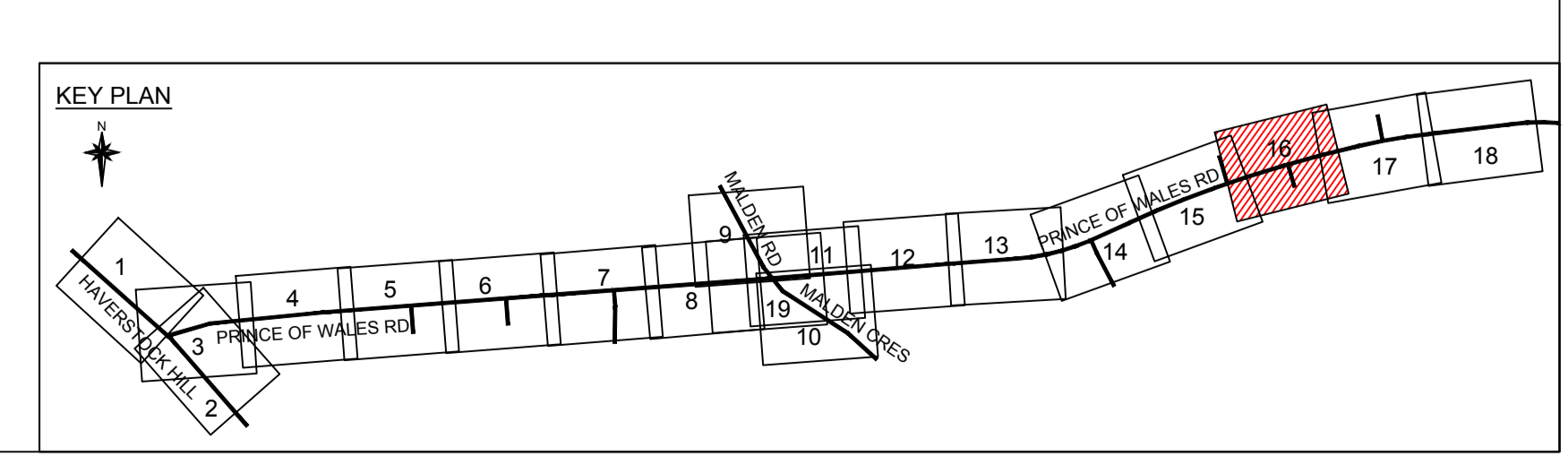
- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

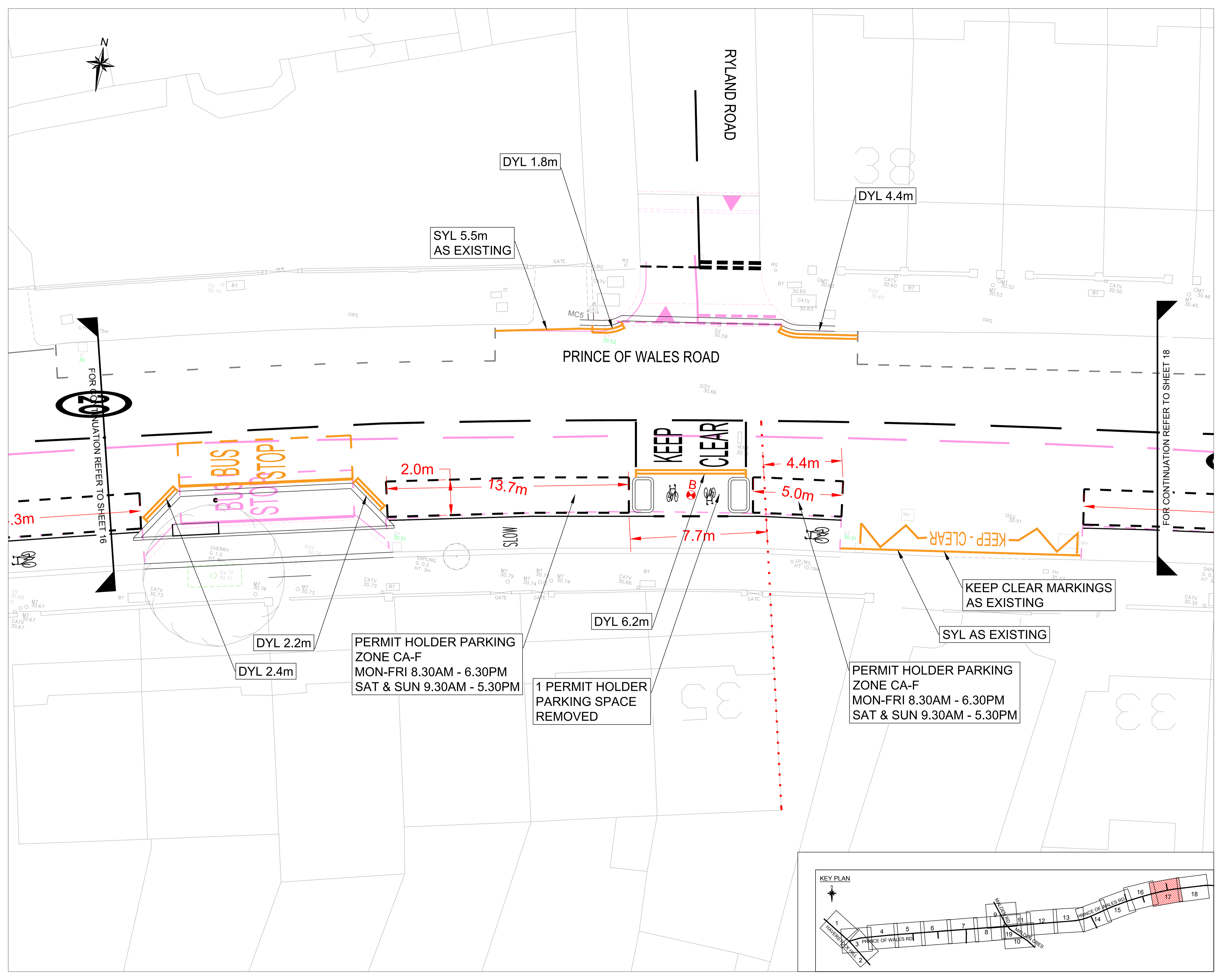
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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: **PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME**
 Drawing Title: **DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 16 OF 19**

Scale: 1:100 @ A1	Date: DEC 2018
Drawn By: HD	File Ref: SC-TS-PRP-AH-POWR-DD
Checked By: RC	Dwg Name: SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location: T:\Cptl_Schms\2015-16_CNI\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	
Drawing Number: SC-TS-PRP-AH-POWR-DD-1200-1016	Rev: A





- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

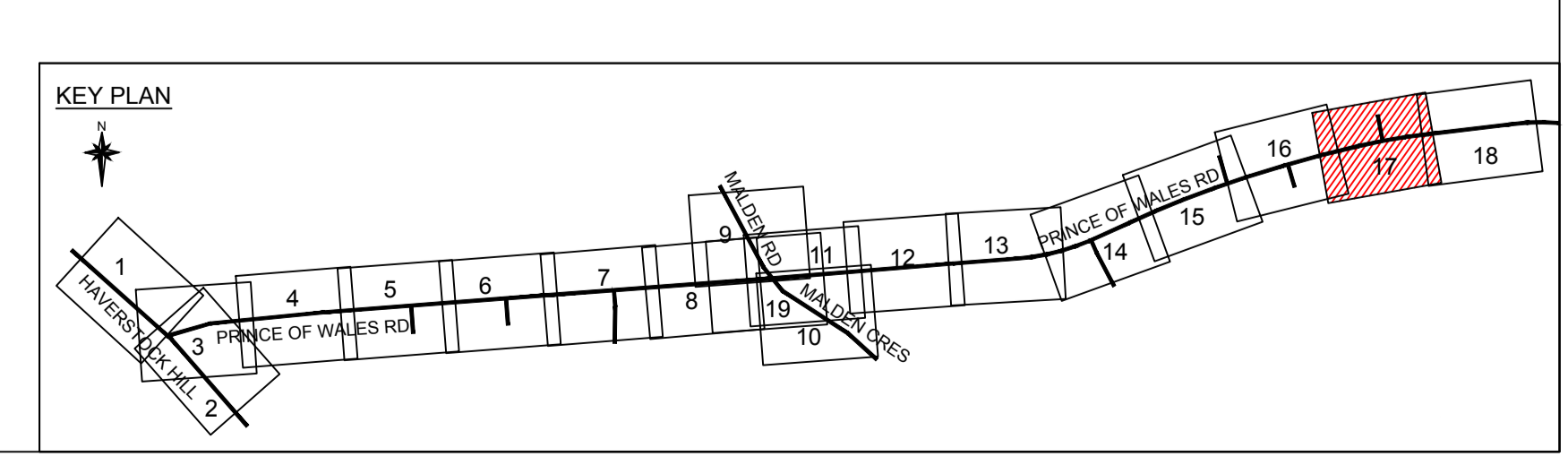
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

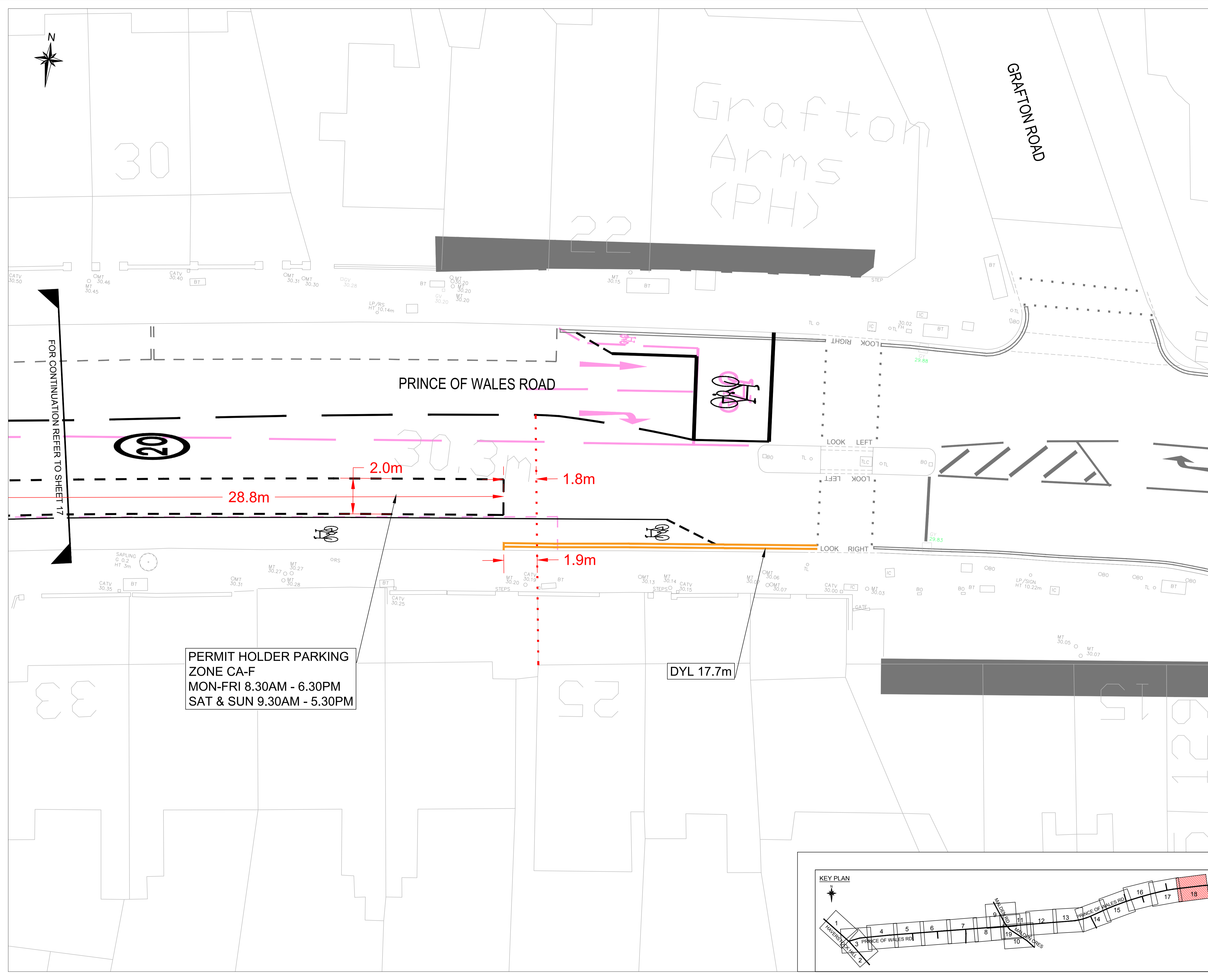
Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
 PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME

Drawing Title
 DETAIL DESIGN
 TRAFFIC MANAGEMENT ORDER (TMO)
 SHEET 17 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1017
Rev.	A

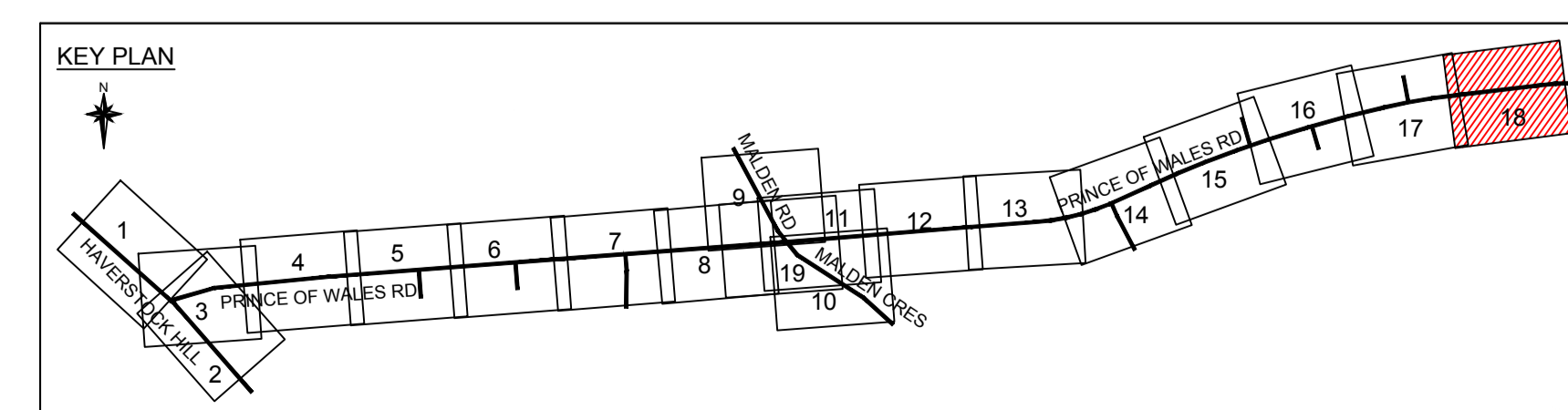




FOR CONTINUATION REFER TO SHEET 17

**PERMIT HOLDER PARKING
ZONE CA-F
MON-FRI 8.30AM - 6.30PM
SAT & SUN 9.30AM - 5.30PM**

DYL 17.7m



- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

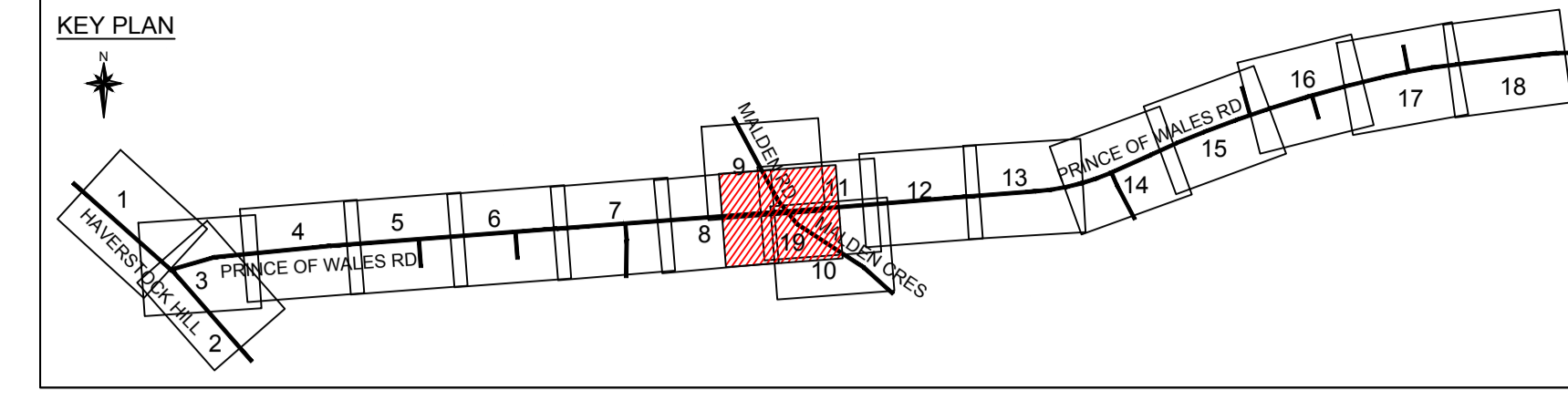
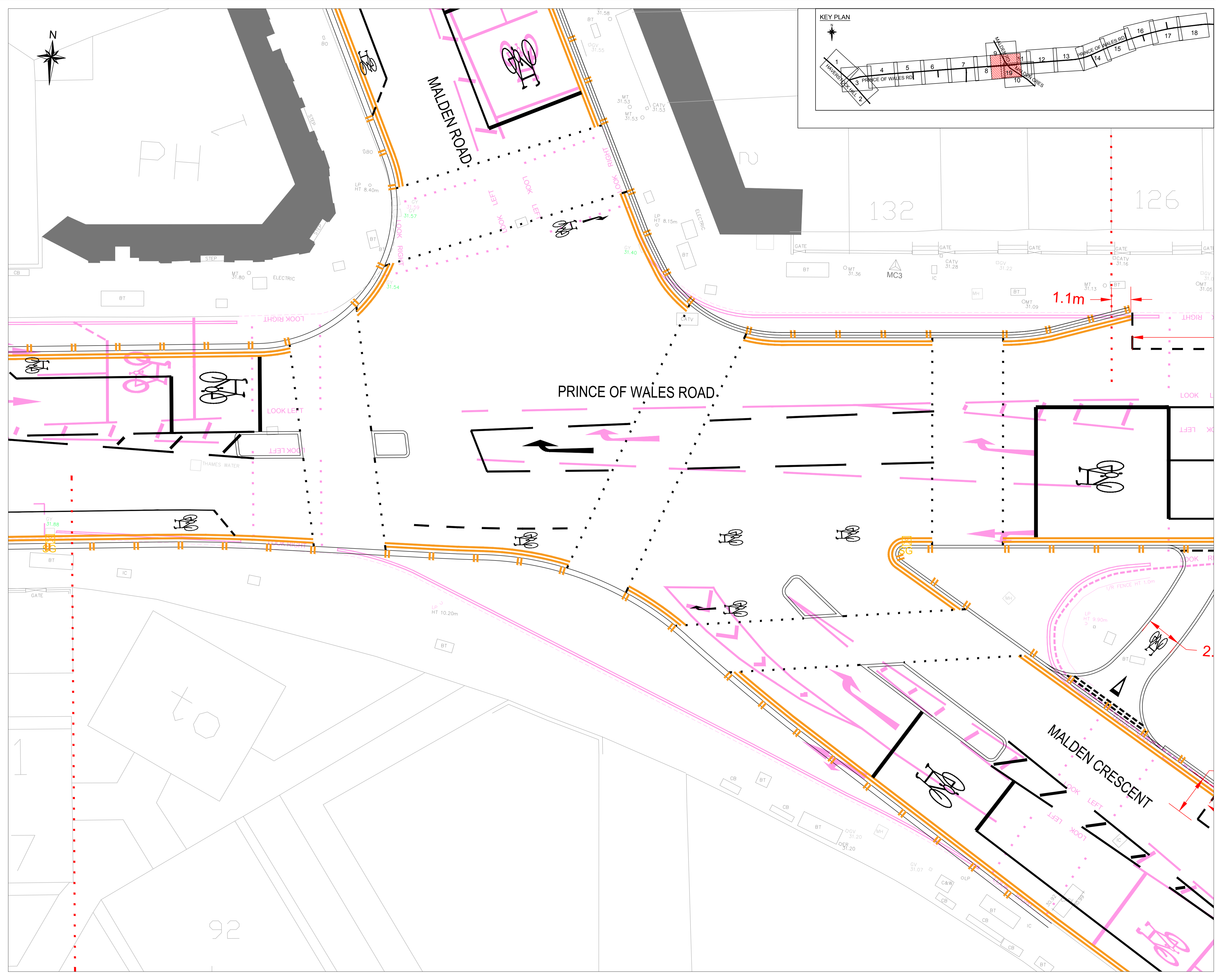
Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
PRINCE OF WALES
CYCLING AND WALKING
IMPROVEMENT SCHEME

Drawing Title
DETAIL DESIGN
TRAFFIC MANAGEMENT ORDER (TMO)
SHEET 18 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cpt_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	
Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1018	Rev. A



- LEGEND**
- PROPOSED YELLOW ROAD MARKINGS
 - PROPOSED WHITE ROAD MARKINGS
 - - - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 1200/1001 TO 1200/1019.
 2. DO NOT SCALE FROM THE DRAWING.
 3. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

Rev	By	Date	Amendments
A	HD	17.04.19	Initial Issue

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
PRINCE OF WALES CYCLING AND WALKING IMPROVEMENT SCHEME

Drawing Title
DETAIL DESIGN TRAFFIC MANAGEMENT ORDER (TMO) SHEET 19 OF 19

Scale 1:100 @ A1	Date DEC 2018
Drawn By HD	File Ref SC-TS-PRP-AH-POWR-DD
Checked By RC	Dwg Name SC-TS-PRP-AH-POWR-DD.dwg
Drawing Location T:\Cptl_Schms\2015-16_CN\Chalk Farm ABS\06 - Drawings\04 - Detailed Design	
Drawing Number SC-TS-PRP-AH-POWR-DD-1200-1019	Rev. A

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 100) Traffic Order 2019

2019 No. 31

**HAVERSTOCK HILL
PRINCE OF WALES ROAD**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 31

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 100) Traffic Order 2019

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. 100) Traffic Order 2019.

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 schedule 1 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 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;

Dated this

SCHEDULE

TABLE - ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
449	HAVERSTOCK HILL	
(a)	north-east side:	
(i)	between its junction with Crogslan Road and a point 29.5 metres south-east of the south-eastern boundary of no. 50 Haverstock Hill	A
(ii)	between a point 29.5 metres south-east of the south-eastern boundary of no. 50 Haverstock Hill and the south-east flank wall of no. 62 Haverstock Hill	2L
(iii)	from the south-east flank wall of no. 62 Haverstock Hill to a point 15 metres north-west of the northern kerb line of Prince of Wales Road	A
(iv)	from a point 15 metres north-west of the northern kerb line of Prince of Wales Road to a point 14.7 metres south-east of the south-eastern flank wall of no. 68 Haverstock Hill	2N
(v)	between a point 14.7 metres south-east of the south-eastern flank wall of no. 68 Haverstock Hill and the common boundary of nos. 70 and 72 Haverstock Hill	A
(vi)	between the common boundary of nos. 70 and 72 Haverstock Hill and a point 2.5 metres north-west of the party wall of nos. 92 and 94 Haverstock Hill	2N
(vii)	between a point 2.5 metres north-west of the party wall of nos. 92 and 94 Haverstock Hill and a point 1 metre north-west of the common boundary of nos. 98 and 100 Haverstock Hill	A
(viii)	between a point 1 metre north-west of the common boundary wall of nos. 98 and 100 Haverstock Hill and a point 9.88 metres northwest of the common boundary of nos. 108 and 110 Haverstock Hill	2N
(ix)	between a point 9.88 metres north-west of the common boundary of nos. 108 and 110 Haverstock Hill and a point 12.29 metres south-east of the party wall of nos. 112 and 114 Haverstock Hill	A
(x)	between a point 12.29 metres south-east of the party wall of nos. 112 and 114 Haverstock Hill and the common boundary of nos. 140 and 142/144 Haverstock Hill	2N

(xi)	between the common boundary of nos. 140 and 142/144 Haverstock Hill and the party wall of nos. 148 and 150 Haverstock Hill	A
(xii)	between the party wall of nos. 148 and 150 Haverstock Hill and the south-eastern kerb line of Upper Park Road	2N
(xiii)	between the north-western kerb line of Upper Park Road and a point 5.64 metres north-west of the common boundary of nos. 156 and 158 Haverstock Hill	A
(xiv)	between the common boundary of nos. 156 and 158 Haverstock Hill and a point 5 metres south-east of the common boundary wall of nos. 168 and 170 Haverstock Hill	2N
(xv)	between a point 5 metres south-east of the common boundary of nos. 168 and 170 Haverstock Hill and a point 1 metre south-east of the common boundary of nos. 180 and 182 Haverstock Hill	A
(xvi)	between a point 1 metre south-east of the common boundary of nos. 180 and 182 Haverstock Hill and a point 33 metres south-east of the south-eastern kerb line of Rowland Hill Street	2N
(xvii)	between a point 33 metres south-east of the south-eastern kerb line of Rowland Hill Street and a point 11.9 metres south-east of a point opposite the north-western kerb line of Belsize Lane	A
(xvii)	from a point 11.9 metres south-east of a point opposite the north-western kerb line of Belsize Lane to a point 1.9 metres south-east of a point opposite that kerb line	2N
(b)	south-west side:	
(i)	between its junction with Chalk Farm Road and a point 80 metres north-west of the party wall of nos. 5-17 Haverstock Hill	A
(ii)	between a point 80 metres north-west of the party wall of nos. 5-17 Haverstock Hill and a point opposite the southern kerb line of Prince of Wales Road	2L
(iii)	between a point opposite the southern kerb line of Prince of Wales Road and a point 20.15 metres south-east of the existing southern kerb line of Eton Road	2N
(iv)	between a point 20.15 metres south-east of the existing southern kerb line of Eton Road and a point 20.71 metres north-west of the northern kerb line of Eton Road	A
(v)	between a point 20.71 metres north-west of the northern kerb line of Eton Road and the party wall of nos. 75 and 77 Haverstock Hill	2N
(vi)	between the party wall of nos. 75 and 77 Haverstock Hill and the party wall of nos. 91 and 93 Haverstock Hill	A

(vii)	between the party wall of nos. 91 and 93 Haverstock Hill and a point 6.8 metres south-east of the common boundary of nos. 14 to 61 Stanbury Court and no. 97a Haverstock Hill	2N
(viii)	between a point 6.8 metres south-east of the common boundary of nos. 14 to 61 Stanbury Court and no. 97a Haverstock Hill and a point 0.4 metres north-west of that common boundary	A
(ix)	between a point 0.4 metres north-west of the common boundary of nos. 14 to 61 Stanbury Court and no. 97a Haverstock Hill and a point 5.0 metres south-east of the south-eastern kerb line of Antrim Grove	2N
(x)	between a point 5.0 metres south-east of the south-eastern kerb line of Antrim Grove and a point 20.0 metres north-west of the north-western kerb line of Antrim Grove	A
(xi)	between a point 20.0 metres north-west of the north-western kerb line of Antrim Grove and a point opposite the party wall of nos. 168 and 170 Haverstock Hill	2N
(xii)	between a point opposite the party wall of nos. 168 and 170 Haverstock Hill and a point 23 metres north-west of the north-western kerb line of Belsize Grove	A
(xiii)	between a point 23 metres north-west of the north-western kerb line of Belsize Grove and a point 7 metres south-east of the south-eastern kerb line of Howitt Road	2N
(xiv)	between the south-eastern kerb line of Howitt Road and a point 7 metres south-east of the south-eastern kerb line of Howitt Road	A
(xv)	between the north-western kerb line of Howitt Road and a point 12 metres south-east of the south-eastern kerb line of Belsize Avenue	2N
(xvi)	between a point 12 metres south-east of the south-eastern kerb line of Belsize Avenue and a point 7 metres north-west of the northwestern kerb line of Belsize Avenue	A
(xvii)	between a point 7 metres north-west of the north-western kerb line of Belsize Avenue and a point 30.8 metres north-west of that kerb line	2N
(xvii)	between a point 30.8 metres north-west of the north-western kerb line of Belsize Avenue and its junction with Rosslyn Hill	2T
764	PRINCE OF WALES ROAD	
(a)	south side:	

(i)	from the junction with Haverstock Hill, eastward for a distance of 31 metres	A
(ii)	from the extended common boundary of nos. 189 and 191 Prince of Wales Road, westward for a distance of 9.5 metres	A
(iii)	from a point 2 metres west of the common boundary of nos. 177 and 179, eastward for a distance of 53.8 metres	A
(iv)	from a point 6 metres west of the western kerb line of Crogsland Road, eastward to a point 34 metres east of the north-eastern kerb line of Malden Crescent	A
(v)	from a point 36 metres west the western kerb-line of Harmood Street, westward for a distance of 16.2 metres.	A
(vi)	from a point 2.4 metres west of the western kerb line of Harmood Street, westward for a distance of 19.6 metres	A
(vii)	from a point 37.8 metres east of the eastern kerb line of Harmood Street to a point 17 metres west of the western kerb line of Hadley Street	A
(viii)	from a point 0.3 metres east of the extended common boundary of nos. 47 and 49 Prince of Wales Road, westward for a distance of 19.1 metres	A
(ix)	from the extended common boundary of nos. 39 and 41 Prince of Wales Road, westward for a distance of 14.5 metres	A
(x)	from the extended common boundary of nos. 39 and 41 Prince of Wales Road, eastward to a point 14.0 metres west of the party wall of no.15 Prince of Wales Road and nos.127/129 Castlehaven Road	3M
(xi)	from a point 14.0 metres west of the party wall of no.15 Prince of Wales Road and nos.127 / 129 Castlehaven Road to a point 8.9 metres east of the western flank wall of no.122 Castlehaven Road	A
(xii)	from a point 8.9 metres east of the western flank wall of no.122 Castlehaven Road to a point 15.3 metres west of the western kerb line of Kentish Town Road	2L
(xiii)	from the western kerb line of Kentish Town Road, westwards for a distance of 15.3 metres	A
(b)	north side:	
(i)	from the junction with Haverstock Hill, eastward for a distance of 46 metres	A

(ii)	from a point 46 metres east of the junction with Haverstock Hill, eastward for a distance of 20.1 metres	3M
(iii)	from a point 66 metres east of the junctions with Haverstock Hill, eastward for a distance of 18.9 metres	A
(iv)	from a point opposite the common boundary of nos. 181 and 183 Prince of Wales Road, eastward for a distance of 7.1 metres	3M
(v)	from a point 5 metres east of a point opposite the eastern kerb line of Craddock Street, eastward for a distance of 20.6 metres	A
(vi)	from a point 5 metres west of the western kerb line of St. Silas Place to a point 5 metres east of the eastern kerb line of St Silas Place	A
(vii)	from a point 27 metres west of the western kerb line of Malden Road to a point 1 metre east of the common boundary of nos. 126 and 128 Prince of Wales Road	A
(viii)	from a point 7 metres west of the western kerb line of Talacre Road to a point 7 metres east of the eastern kerb line of Talacre Road	A
(ix)	from a point 7 metres east of the eastern kerb line of Talacre Road, to a point opposite a point 6.8 metres east of the junction with Harwood Street	3M
(x)	from a point opposite a point 6.8 metres east of the junction with Harwood Street to a point 30 metres east of the eastern kerb line of Dalby Street	A
(xi)	from a point 30 metres east of the eastern kerb line of Dalby Street to a point 2 metres west of the western kerb line of Ryland Road	2L
(xii)	from a point 2 metres west of the western kerb line of Ryland Road, eastward for a distance 15.1 metres	A
(xiii)	from a point 24 metres west of the junction with Grafton Road eastwards for a distance of 86 metres	A
(xiv)	from a point 86.0 metres east of a point 24 metres west of the junction with Grafton Road, eastwards to a point 16.5 metres west of the western kerb line of Kentish Town Road	2L
(xv)	from the western kerb line of Kentish Town Road westwards for a distance of 16.5 metres	A
(c)	both sides:	

(i)	so much of else Prince of Wales Road that is public highway and lies west of the western limit of the Railway Bridge and which does not lie within those lengths specified above	3M
(ii)	so much else of Prince of Wales Road that is public highway and lies east of the of the eastern limit of the Railway Bridge and which does not lie within those lengths specified above	2L

**The Camden (Parking Places) (CA-F) (Amendment No. 20)
Traffic Order 2019**

2019 No. 32

PRINCE OF WALES ROAD

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 32

The Camden (Parking Places) (CA-F) (Amendment No. 20) Traffic Order 2018

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-F) (Amendment No. 20) Traffic Order 2019.

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 the parent 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 the parent order, the items set out in table 3 of the schedule to this order;

3.1.4 there was included in schedule 2 to the parent order, the items set out in table 4 of the schedule to this order.

Dated this

SCHEDULE

TABLE 1 - ITEMS OMITTED FROM SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
11729	PRINCE OF WALES ROAD	the north side, from a point opposite the common boundary of Nos. 171 and 173 Prince of Wales Road, westward for a distance of 24.15 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
11730	PRINCE OF WALES ROAD	the south side, from a point 3.2 metres west of the party wall of nos. 139 and 141 Prince of Wales Road, eastward for a distance of 27.8 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
11731	PRINCE OF WALES ROAD	the south side, from a point 9.0 metres west of the western kerb-line of Craddock Street, westward for a distance of 56.70 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
11732	PRINCE OF WALES ROAD	the south side, from a point 23.3 metres west of the western kerb-line of Truro Street, westward for a distance of 22.0 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
11736	PRINCE OF WALES ROAD	the north side, from a point 3.6 metres east of the party wall of nos. 120 and 122 Prince of Wales Road, eastward for a distance of 7.0 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
11737	PRINCE OF WALES ROAD	the south side, from a point 13.8 metres west the western kerb-line of Harmood Street, westwards for a distance of 14.5 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
11744	PRINCE OF WALES ROAD	the south side, from a point 41.6 metres west the western kerb-line of Harmood Street, westward for a distance of 18.3 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM

11746	PRINCE OF WALES ROAD	the south side, from a point 30.2 metres east of the eastern kerb-line of Crogsland Road, eastward for a distance of 25.0 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
451	PRINCE OF WALES ROAD	the south side, from the party wall of nos. 47 and 49 Prince of Wales Road, eastwards for a distance of 16.5 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM -5.30PM
10570	PRINCE OF WALES ROAD	the south side, from a point 6.5 metres east of the party wall of nos. 41 and 43 Prince of Wales Road, eastwards for a distance of 27.6 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM -5.30PM
450	PRINCE OF WALES ROAD	the south side, from a point 0.9 metres east of its junction with Healey Street, eastwards for a distance of 31 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
13342	MALDEN CRESCENT	north-east side, from a point 5.2 north-west of a point in line with the north-western flank wall of No. 20 Malden Crescent, north-westward for a distance of 5.5 metres	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
13343	PRINCE OF WALES ROAD	north side, from a point 4.4 metres east of the party wall of nos. 114 and 116 Prince of Wales Road, westward for a distance of 27.9 metres	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
13344	PRINCE OF WALES ROAD	north side, from a point 7.1 metres east of a point opposite the party wall of nos. 181 and 183 Prince of Wales Road, eastward for a distance of 40.6 metres	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY

			9.30AM -11PM
13345	PRINCE OF WALES ROAD	south side, from the party wall of nos. 193 and 195 Prince of Wales Road, westwards for a distance of 33.6 metres	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
13346	PRINCE OF WALES ROAD	south side, from the party wall of nos. 189 and 191 Prince of Wales Road, eastward for a distance of 29.2 metres	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
13347	PRINCE OF WALES ROAD	south side, from a point opposite the western flank wall of no. 157 Prince of Wales Road, westward for a distance of 12.9 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
13348	PRINCE OF WALES ROAD	south side, from a point 4.7 metres east of the party wall of nos. 131 and 133 Prince of Wales Road, westward for a distance of 28.1 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
13349	PRINCE OF WALES ROAD	south side, from a point 41 metres west the western kerb-line of Harwood Street, westward for a distance of 5.6 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
13350	PRINCE OF WALES ROAD	south side, from a point 2.4 metres west of the western kerb line of Harwood Street, westward for a distance of 17.4 metres	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM
13351	PRINCE OF WALES ROAD	south side, from the party wall of nos. 47 and 49 Prince of Wales Road, eastwards for a distance of 14.3 metres.	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM -5.30PM
13352	PRINCE OF WALES ROAD	south side, from a point 7.7 metres west of the eastern flank wall of no. 35 Prince of Wales Road, westward for a distance of 13.7 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM -5.30PM

13353	PRINCE OF WALES ROAD	south side, from a point 0.6 metres west of the eastern flank wall of no. 35 Prince of Wales Road, eastward for a distance of 5 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY & SUNDAY 9.30AM -5.30PM
13354	PRINCE OF WALES ROAD	south side, from a point 1.8 metres west of the common boundary of nos. 25 and 27 Prince of Wales Road, westward for a distance of 28.8 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
11768	PRINCE OF WALES ROAD	the south side, from a point 66 metres west of its junction with Harwood Street, westward for a distance of 21.2 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM	£3.30 per hour	£4.01 per hour	2 hours
11769	PRINCE OF WALES ROAD	the south side, from a point 6.8 metres east of its junction with Harwood Street, eastward for a distance of 31.7 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM	£3.30 per hour	£4.01 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 ENGINE)	TARIFF (DIESEL ENGINE)	MAXIMUM STAY
13355	PRINCE OF WALES ROAD	south side, from a point 10.6 metres east of the western flank wall of nos. 87 and 89 Prince of Wales Road, eastward for a distance of 20.6 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM	£3.30 per hour	£4.01 per hour	2 hours
13356	PRINCE OF WALES ROAD	south side, from a point 6.8 metres east of its junction with Harwood Street, eastward for a distance of 30.3 metres.	MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM -11PM	£3.30 per hour	£4.01 per hour	2 hours

The Camden (Parking Places) (Doctors) (Amendment No. 12) Traffic Order 2019

2019 No. 33

PRINCE OF WALES ROAD

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 33

The Camden (Parking Places) (Doctors) (Amendment No. 12) Traffic Order 2019

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) (Doctors) (Amendment No. 12) Traffic Order 2019.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (Doctors) Traffic Order 2012 [L.B.C 2012 No. 27];

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 of parking place

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 included 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 - ITEM OMITTED FROM THE SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	DESIGNATION NUMBER
7623	PRINCE OF WALES ROAD	the south side, from a point opposite the western flank wall of nos. 87 and 89 Prince of Wales Road, eastwards for a distance of 12 metres.	MONDAY – SUNDAY 8AM – 8PM	D14
7624	PRINCE OF WALES ROAD	the south side, from a point 60 metres west of its junction with Harwood Street, westwards for a distance of 6 metres.	AT ANY TIME	D32

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	DESIGNATION NUMBER
13358	PRINCE OF WALES ROAD	south side, from a point 0.6 metres east of the western flank wall of nos. 87 and 89 Prince of Wales Road, eastward for a distance of 10 metres.	MONDAY – SUNDAY 8AM – 8PM	D14
13359	PRINCE OF WALES ROAD	south side, from a point 5.4 metres east of the eastern flank wall of no. 82 Prince of Wales Road, eastward for a distance of 5.1 metres.	AT ANY TIME	D32

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 42) Traffic Order 2019

2019 No. 34

PRINCE OF WALES ROAD

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2019 No. 34

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. 42) Traffic Order 2019

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 (Parking Places) (Disabled Persons) (Amendment No. 42) Traffic Order 2019.

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

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

Dated this

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
7297	PRINCE OF WALES ROAD	the south side, from a point opposite the western flank wall of nos. 87 and 89 Prince of Wales Road, westwards for a distance of 6 metres.	AT ALL TIMES

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13357	PRINCE OF WALES ROAD	south side, from a point 0.6 metres east of the western flank wall of nos. 87 and 89 Prince of Wales Road, westwards for a distance of 6.6 metres	AT ALL TIMES