

The Camden (Estelle Road) Experimental Traffic Order 2021

Notice is hereby given that, on 12 July 2021, the Council of the London Borough of Camden made the above experimental order under s.9 of the Road Traffic Regulation Act 1984. The order will come into force on 22 July 2021. The general nature and effect of the order is set out below.

Vehicles will not be permitted to enter Estelle Road at its junction with Mansfield Road except for pedal cycles entering through a “cycle gap” to be constructed on the south-west side of the carriageway. The lengths of the residents parking places closest to the junction will be reduced by approximately 3 metres on the south-west side and 6 metres on the north-east side and double yellow lines extended from the junction by the same lengths.

The Council will be considering in due course whether the provisions of the experimental order should continue in force indefinitely. Within a period of six months beginning with the date on which this modification to the experimental order comes into force or, if the order is varied by other orders or modified pursuant to section 10 (2) of the Road Traffic Regulation Act 1984 beginning with the day on which the variation or modification or the latest variation or modification came into force, any person may object to the making of an order for the purpose of such indefinite continuation.

Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to safetravel@camden.gov.uk or by post to FREEPOST LBC Transport Strategy. Copies of the orders and other documents related to these schemes may be inspected at camden.gov.uk/recently-advertised-proposals or obtained by contacting traffic.orders@camden.gov.uk

Peter Mardell
Head of Parking Operations
15 July 2021

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Statement of Reasons

- 1.1 Mansfield Road is a both a residential and commercial 0.45km stretch of road between Fleet Road and Gordon House Road, connecting the South End area to the Dartmouth Park area. Estelle Road is a residential 0.2km stretch of road between Savernake Road and Mansfield Road
- 1.2 It is proposed to upgrade the existing zebra crossing on Mansfield Road, at the junction with Estelle Road, to a parallel crossing, to provide a high-quality walking and cycling crossing on Mansfield Road.
- 1.3 Estelle Road is also proposed to be converted to exit only at the junction with Mansfield Road to provide adequate space for the proposed two-way cycle track and pedestrian islands. The remainder of Estelle Road is proposed to remain two-way.
- 1.4 The proposed pedestrian crossing facility of the parallel crossing is proposed to be increased from 3.2m to 4.8m wide. The new cycle crossing element of the parallel crossing is proposed to be 3.5m wide to allow cyclists to pass in opposite directions simultaneously. Cyclists are proposed to access the parallel crossing via the shared space on the southern kerblines of Mansfield Road, and the proposed two-way cycle track on Estelle Road.
- 1.5 This proposal aligns with Transport for London's (TfL) aim to extend the existing Cycleway 6 Route, creating a joined-up route from Hampstead Heath, via Estelle Road, to the existing Cycleway 6 route on Royal College Street, via Elaine Grove and Grafton Road, and from there into central and south London.
- 1.6 The southern footway of Mansfield Road is proposed to be widened into the carriageway, to improve visibility at the crossing for all users. This will reduce the crossing distance across Mansfield Road for both pedestrians and cyclists.
- 1.7 A section of the southern footway is proposed to be converted to a small shared space area around the crossing, to enable cycle access to the parallel crossing from Elaine Grove via the existing cycle track. Corduroy tactile paving is proposed to be placed adjacent to blister paving (for the pedestrian aspect of the crossing), as well as to the east of the existing cycle track, to indicate pedestrians will be entering a shared space. Comments provided in the consultation around this feature were noted and the designs amended accordingly, resulting in the reduction of the shared space area, compared to the proposal that was consulted upon.
- 1.8 The existing cycle track on the southern footway is proposed to be converted to exit (southbound) only at the junction with Mansfield Road, with a dropped kerb proposed to be implemented for cyclists access between the proposed shared space and parallel crossing. The cycle track will remain two-way between the dropped kerb for cyclists and the cycle track's junction with Elaine Grove. This is proposed to encourage cyclists to join Mansfield Road, or cross Mansfield Road in the northbound direction, at the crossing, improving cyclist safety.
- 1.9 The existing Virgin Media junction box on the southern footway of Mansfield Road is proposed to be relocated to the southwestern kerblines of Elaine Grove.
- 1.10 A two-way cycle track is proposed on Estelle Road to provide access for cyclists between the parallel crossing and Estelle Road, this replaces the shared use design that was consulted upon. Comments provided in the consultation around this feature were noted and the designs amended accordingly, resulting in the removal of a proposed shared space area on the northern footway, and proposed introduction of a two-way cycle track instead.
- 1.11 2no. small traffic islands are proposed on Estelle Road to segregate the two-way cycle track and the motor vehicle junction of Mansfield Road/Estelle Road, improving

cyclist safety. The islands will also provide a small pedestrian refuge area between the cycle track and exit only vehicle lane.

- 1.12 The existing cycle hangar on the western kerb of Estelle Road is proposed to be relocated 3m north in an existing resident parking bay, to provide adequate space for cyclists to access the cycle track between Estelle Road and the crossing facility.
- 1.13 3.2m of double yellow lines (“No waiting at any time”) restrictions are proposed to be implemented on the western kerblines, replacing existing resident parking bays space to ensure that the shared space and footway buildout is accessible for cyclists.
- 1.14 6.5m of resident parking bay is proposed to be replaced with double yellow lines (“No waiting at any time”) restrictions on the eastern kerb of Estelle Road to ensure vehicles can access the exit-only junction of Estelle Road with Mansfield Road.
- 1.15 Existing zig zags (“No waiting, loading or overtaking at any time”) are proposed to be realigned with the proposed parallel crossing to ensure vehicle lane discipline and prevent waiting and loading on the approach/exit of the proposed crossing.
- 1.16 Existing guard railing is proposed to be removed from both kerbs to the west of the crossing, to assist with the ‘de-cluttering’ of the area.
- 1.17 The proposal follows meets the objectives of the [Camden Transport Strategy](#) (CTS) including our road user hierarchy which places pedestrians and cyclists as top priority.
- 1.18 The proposal meets measure 1a of the CTS, by implementing the infrastructure/streetspace proposals set out in our Walking & Accessibility Action Plan, including new and safer crossings, wayfinding, and enhanced footways, and support improvements to leisure routes/creation of new spaces (such as the Camden High Line), to maintain and increase existing high walking levels. The proposal also supports the aims set out in the supporting Cycling Action Plan to the CTS.
- 1.19 The proposal meets Measure 1d of the CTS, by introducing traffic restrictions, including trials, for ‘timed’ and full road closures, to reduce traffic dominance and provide safer and more welcoming environments for walking and cycling (see also Objective 2).
- 1.20 The proposed parallel crossing and associated works helps deliver measure 3b of our CTS, by reallocating existing kerbside space from parking/loading provision to carriageway space for active, sustainable travel modes, to enable and encourage people to walk and cycle.
- 1.21 The proposal addresses Policy 1b of the CTS, which states that the Council will remove barriers to walking and cycling, ensuring that every transport, placeshaping and other relevant schemes improve conditions for pedestrians and cyclists, to create high quality environments that enable modal shift and increase active, healthy travel.
- 1.22 The proposed scheme also addresses Measure 3.33 of Objective 4 of the CTS, by delivering traffic restriction measures and reducing crossing distances to help reduce all road casualties.
- 1.23 The scheme is proposed to be implemented as an Experimental Traffic Order; this allows us to monitor any impacts of the scheme, whilst inviting and considering feedback during the ETO period. The Council intends to making an order having the same effect which is not an experimental order and a full public consultation would be undertaken after 12 months, to inform the decision on whether to make the scheme permanent.



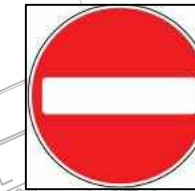
3.15m OF PARKING BAY TO BE REPLACED BY DOUBLE YELLOW LINES

BICYCLE STORAGE TO BE RELOCATED 3m NORTH

TWO-WAY CYCLE TRACK TO BE INSTALLED

6.5m OF PARKING BAY TO BE REPLACED WITH DOUBLE YELLOW LINES

ESTELLE ROAD TO BECOME EXIT ONLY. 3m SIGNAGE POLE TO BE INSTALLED WITH TSRGD 616 SIGNAGE



SHARED USE SIGNS TO BE PLACED ON NEW 3m AND EXISTING SIGNAGE POLES/LIGHTING COLUMNS AS SHOWN

MANSFIELD ROAD

ESTELLE ROAD

BUS STOP

BUS STOP

LOOK LEFT

The Camden (Estelle Road) Experimental Traffic Order 2021

2021 No. 32

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 32

The Camden (Estelle Road) Experimental Traffic Order 2021

Made on 12 July 2021

Coming into force on 22 July 2021

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 9 and 124 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 22 July 2021 and may be cited as The Camden (Estelle Road) Experimental Traffic Order 2021.

2. Interpretation

- 2.1 In this order, the following terms have the meanings respectively assigned to them:
- “pedal cycle” has the same meaning ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S.I. 2016 No. 362]
- 2.2 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.

3. Prescribed route

- 3.1 No person shall cause any vehicle to enter Estelle Road at its junction with Mansfield Road.
- 3.2 Nothing in Article 3.1 shall apply in respect of
- 3.2.1 a pedal cycle entering Estelle Road by way of the cycle track provided on the south-west side of the road;
- 3.2.2 a vehicle being used by the police, fire brigade or ambulance service;
- 3.2.3 anything done with the permission of a police constable in uniform;

3.2.4 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

4. Designation of waiting restrictions and parking places

4.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.

4.2 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though there was substituted for items relating to the similarly named streets set out in schedule 1 to that order, the items set out in table 1 of the schedule to this order.

4.3 The Camden (Parking Places) (CA-B) Traffic Order 2012 [L.B.C. 2012 No. 2] shall have effect as though;

4.3.1 there was omitted from schedule 1 to that order, the items set out in table 2 of the schedule to this order;

4.3.2 there was included in schedule 1 to that order, the items set out in table 3 of the schedule to this order.

5. Power to modify or suspend provisions of this order

5.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 12 July 2021



Peter Mardell
Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS SUBSTITUTED FOR ITEMS RELATING TO SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
302	ESTELLE ROAD	
(a)	south-west side: from the north-western kerb line of Mansfield Road, north-westwards for a distance of 15 metres	A
(b)	north-east side: from the north-western kerb line of Mansfield Road, north-westwards for a distance of 15 metres	A
(c)	both sides: so much else of Estelle Road that is public highway and which does not lie within those lengths specified above	2N

TABLE 2 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-B) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
6473	ESTELLE ROAD	south-west side: from a point 11 metres north-west of the north-western kerb line of Mansfield Road, north-westwards for a distance of 15 metres	MONDAY – FRIDAY 9AM – 6.30PM SATURDAY 9.30AM – 1.30PM
12380	ESTELLE ROAD	north-east side: from a point 8.6 metres north-west of the north-western kerb line of Mansfield Road, north-westwards for a distance of 188.8 metres	MONDAY – FRIDAY 9AM – 6.30PM SATURDAY 9.30AM – 1.30PM

TABLE 3 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-B) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13972	ESTELLE ROAD	south-west side: from a point 15 metres north-west of the north-western kerb line of Mansfield Road, north-westwards for a distance of 10 metres	MONDAY – FRIDAY 9AM – 6.30PM SATURDAY 9.30AM – 1.30PM
13973	ESTELLE ROAD	north-east side: from a point 15 metres north-west of the north-western kerb line of Mansfield Road, north-westwards for a distance of 182.3 metres	MONDAY – FRIDAY 9AM – 6.30PM SATURDAY 9.30AM – 1.30PM