

**The Camden (Prescribed Routes) (No.1) Traffic Order 2021**  
**The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 125) Traffic Order 2021**  
**The Camden (Parking Places) (CA-F) (Amendment No. 25) Traffic Order 2021**  
**The Camden (Parking Places) (CA-M) (Amendment No. 15) Traffic Order 2021**

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above Order 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 will be to:

- re-introduce the vehicular left turn from Prince of Wales Road into Kentish Town Road;
- prohibit all vehicles (except cycles) from entering or proceeding in the section of Anglers Lane which lies between its junctions with Raglan Street and Kentish Town Road;
- introduce one-way working south-westbound in Anglers Lane between its junctions with Raglan Street and Willes Road with cyclists permitted to travel contraflow along this section of the road;
- revoke the loading bay outside nos. 162 / 164 Kentish Town Road;
- amend the hours of control for the paid-for parking place outside nos. 168 to 172 Kentish Town Road so controls operate Mondays to Fridays between 10am and 4pm and extend the parking place to include the extent of the loading bay to be revoked (mentioned above);
- introduce additional waiting prohibitions, including for the purposes of loading along the proposed length of the paid-for parking place mentioned above on Mondays to Fridays between 7 and 10am and 4 and 7pm;
- revoke the motorcycle parking place on the south side of Prince of Wales Road outside the former Pizza Express restaurant;
- revoke the easternmost 8m section of the paid-for parking place on the south side of Prince of Wales Road outside the former Pizza Express restaurant;
- introduce waiting and loading prohibitions applying at all times on the south side of Prince of Wales Road from the junction with Kentish Town Road for approximately 15m westwards;
- introduce waiting and loading restrictions on the south side of Prince of Wales Road for a length of 10m opposite the junction with Grafton Yard – no waiting Monday to Friday between 8.30am and 6.30pm and Saturdays and Sundays between 9.30am and 5.30pm, no loading Monday to Friday between 8.30 and 10.30am and between 3.30 and 6.30pm.

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](mailto:traffic.orders@camden.gov.uk) or inspected at [camden.gov.uk/recently-advertised-proposals](http://camden.gov.uk/recently-advertised-proposals) - any person wishing to object or make representations in respect of the proposed order should send comments in writing, giving reasons for any objection to [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk) or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 21 October 2021.

Peter Mardell  
Head of Parking Operations  
30 September 2021

**The Camden (Prescribed Routes) (No.1) Traffic Order 2021**  
**The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)**  
**(Amendment No. 125) Traffic Order 2021**  
**The Camden (Parking Places) (CA-F) (Amendment No. 25) Traffic Order 2021**  
**The Camden (Parking Places) (CA-M) (Amendment No. 15) Traffic Order 2021**

**STATEMENT OF REASONS**







Prince of Wales Road Junction with Kentish Town Road

- 1.1 The proposal would make changes to allow vehicles turn left from Prince of Wales Road to Kentish Town Road and to improve the pedestrian crossing facilities by widening and relocating the crossings; and simplifying one arm of the junction to remove the existing 'stagger arrangement' to enable these changes a number of changes are required to the traffic order;
- 1.2 Currently vehicles turning left often bypass the restriction by using local roads, which has a negative impact on residents living on smaller, local roads which are less suitable to cater for this traffic and some of which host primary schools and nurseries. Turning left at the junction would now be permitted for all vehicles (including buses).
- 1.3 A 2-metre motorcycle bay would be removed from Prince of Wales Road as well as 6 meters of Paid for parking bay to allow space for vehicles to safely turn through the junction. These bays would be replaced with a Single Yellow line with single kerb blips; prohibiting parking Monday-Friday 8.30am-6.30pm and Sat-Sun 9.30am - 5.30pm; and loading Monday Friday 8.30am-10am and 3.30pm-6.30pm.
- 1.4 Existing waiting loading facilities on the eastern side of Kentish Town Road (between Prince of Wales Road and Anglers Lane would be amended to help keep the approach to the junction clear and improve safety at busier times of the day. The existing dedicated loading bay would be removed, replacing all bays between 174 and 164 Kentish Town Road with a new 41m bay permitting 'Paid For' parking (max 2 hours) between 10am and 4pm; with no waiting or loading permitted between 7am-10am and 4pm-7pm Monday-Friday. Waiting and loading would be permitted without restriction between 7pm and 7am. Loading for 20 minutes is permitted during the hours of operation where the 'paid for' parking is permitted.
- 1.5 To improve safety, double yellow lines and double blips would prevent waiting and loading 8m in advance of the junction on Prince of Wales Road, 18m in advance northbound on Kentish Town Road and on the Southbound approach on Kentish Town Road. Double yellow lines and kerb blips would be installed inside the junction space to improve safety.

Anglers Lane Area

- 1.6 Anglers Lane would be closed to all traffic to between Raglan Street and Kentish Town Road with the exception of emergency services and cycles. This would remove through-traffic through roads that are less suitable to accommodate them. This change requires a left turn ban (except cycles) from Raglan Street to Anglers Lane.
- 1.7 To further reduce the risk of northbound traffic using Raglan St and Holmes Road to bypass the junction, Anglers Lane between the junction of Raglan Street and Willes Road would be restricted to southbound motor traffic only, with contraflow cycling permitted for cycling in a northbound direction. This change requires a left turn ban (except cycles) from Willes Road to Anglers Lane.

NOTES:  
 1. Do not scale from this drawing. If any discrepancies are identified they are to be brought to the engineer's attention immediately.  
 2. All dimensions are in metres unless otherwise shown.  
 3. This drawing is based on topographical survey drawing number 913171-4 from APR Services produced in June 2013.

- KEY
-  PROPOSED SINGLE YELLOW LINE
  -  PROPOSED DOUBLE YELLOW LINES WITH DOUBLE YELLOW KERB BLIPS
  -  PROPOSED WHITE ROAD MARKING
  -  PROPOSED SIGN AND SIGN POST
  -  EXISTING ROAD MARKING TO BE REMOVED
  -  EXISTING ROAD MARKING TO BE RETAINED

**Mon - Fri**  
**7 - 10 am**  
**4 - 7 pm**

**No loading**  
**Mon - Fri**  
**7 - 10 am**  
**4 - 7 pm**

**P Mon - Fri**  
**10 am - 4 pm**

**Pay by phone**  
**020 3003 2532**  
**quoting location**  
**13199**  
**Max stay 2 hours**

EXISTING PARKING AND LOADING FACILITIES REMOVED.  
 41m NEW WAITING AND LOADING FACILITIES PROPOSED:  
**PAY BY PHONE PARKING**  
 10:00am - 4:00pm  
**NO WAITING**  
**MON-FRI**  
 7:00am-10:00am AND  
 4:00pm-7:00pm  
**NO LOADING**  
**MON-FRI**  
 7:00am-10:00am AND  
 4:00pm-7:00pm

REVOCAION OF LEFT TURN BANNED MOVEMENT (LEFT TURN INTO KENTISH TOWN ROAD NOW PERMITTED).

6.5m PROPOSED DOUBLE YELLOW LINES WITH DOUBLE YELLOW KERB BLIPS.

1.5m PROPOSED DOUBLE YELLOW LINES WITH DOUBLE YELLOW KERB BLIPS.

EXISTING YELLOW BOX JUNCTION AMENDED AND INCREASED IN SIZE TO 7.5m x 21m

**Mon - Fri**  
**8.30 am - 6.30 pm**  
**Sat & Sun**  
**9.30 am - 5.30 pm**

**No loading**  
**Mon - Fri**  
**8.30 - 10.30 am**  
**3.30 - 6.30 pm**

10m PROPOSED SINGLE YELLOW LINES WITH SINGLE YELLOW KERB BLIPS.  
**NO WAITING**  
 MON-FRI 8:30am-6:30pm  
 SAT-SUN 9:30am-5:30pm  
**NO LOADING**  
 MON-FRI 8:30-10:30am AND  
 3:30-6:30pm

8m PROPOSED DOUBLE YELLOW LINES WITH DOUBLE YELLOW KERB BLIPS.

9.5m PROPOSED DOUBLE YELLOW LINES WITH DOUBLE YELLOW KERB BLIPS.

18m PROPOSED DOUBLE YELLOW LINES WITH DOUBLE YELLOW KERB BLIPS.

|     |                          |     |     |            |
|-----|--------------------------|-----|-----|------------|
| 03  | CHANGES TO KTR EAST SIDE | SEG | SEG | 09/09/21   |
| 02  | FOR CONSULTATION         | SEG | SEG | 06/09/21   |
| 01  | COMMENTS INCORPORATED    | SEG | SEG | 12/08/21   |
| 00  | INITIAL SUBMISSION       | SEG | SEG | 22/02/2021 |
| REV | DESCRIPTION              | DES | APP | DATE       |

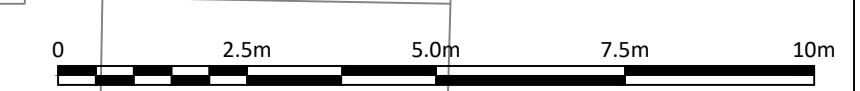
STATUS:  
**FOR CONSULTATION**

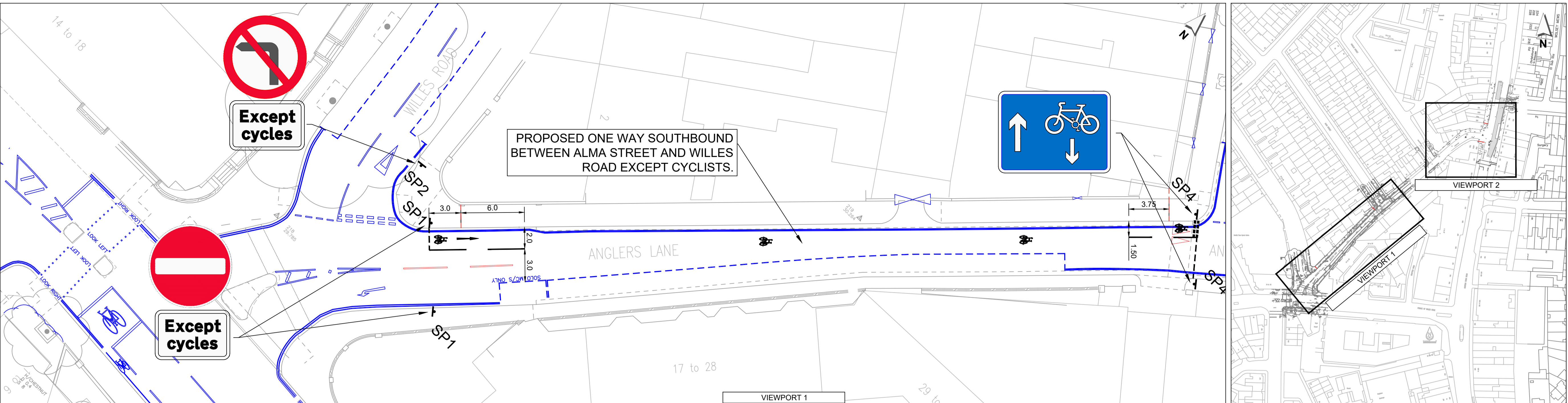


PROJECT:  
**KENTISH TOWN ROAD / PRINCE OF WALES ROAD JUNCTION IMPROVEMENTS**

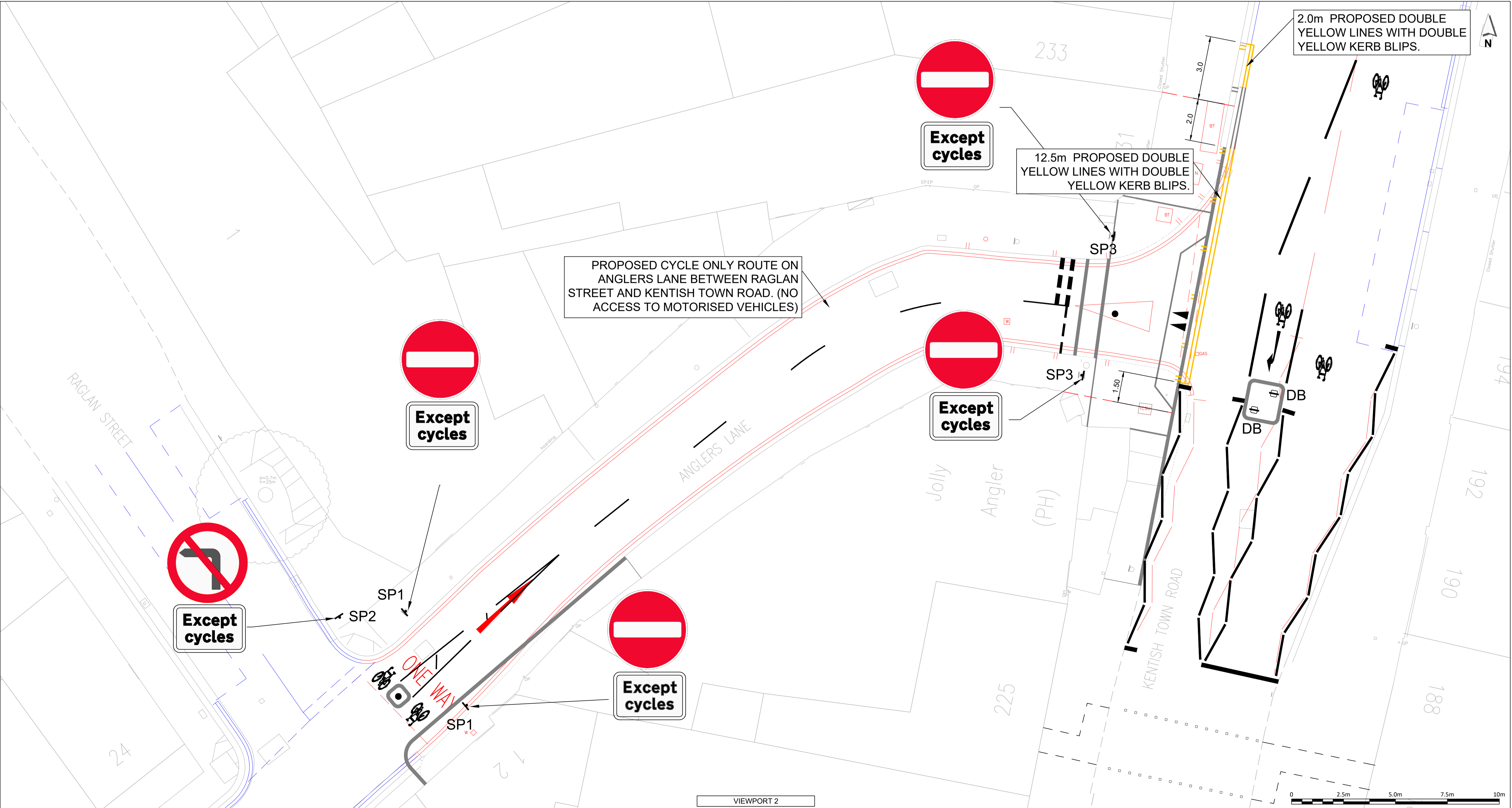
DRAWING TITLE:  
**TRAFFIC MANAGEMENT ORDER PROPOSALS**

|                                  |                    |                  |                     |
|----------------------------------|--------------------|------------------|---------------------|
| DRAWING NO:<br>202101002-9999-02 |                    |                  |                     |
| PROJECT NO:<br>202101002         | SCALE @ A1:<br>NTS | REVISION:<br>03  |                     |
| DESIGNED:<br>SEG                 | CHECKED:<br>SEG    | APPROVED:<br>SEG | DATE:<br>26/01/2021 |





- NOTES:
- Do not scale from this drawing. If any discrepancies are identified they are to be brought to the engineer's attention immediately.
  - All dimensions are in metres unless otherwise shown.
  - This drawing is based on topographical survey drawing number 913171-4 from APR Services produced in June 2013.
- KEY
- PROPOSED SINGLE YELLOW LINE
  - PROPOSED DOUBLE YELLOW LINES WITH DOUBLE YELLOW KERB BLIPS
  - PROPOSED WHITE ROAD MARKING
  - SP, PROPOSED SIGN AND SIGN POST
  - EXISTING ROAD MARKING TO BE REMOVED
  - EXISTING ROAD MARKING TO BE RETAINED



|     |                       |     |     |          |
|-----|-----------------------|-----|-----|----------|
| 02  | FOR CONSULTATION      | SEG | SEG | 05/08/21 |
| 01  | COMMENTS INCORPORATED | SEG | SEG | 12/08/21 |
| 00  | INITIAL SUBMISSION    | SEG | SEG | 03/06/21 |
| REV | DESCRIPTION           | DES | APP | DATE     |

STATUS: CONSULTATION



PROJECT: ANGLERS LANE MODAL FILTER

DRAWING TITLE: TRAFFIC MANAGEMENT ORDER PROPOSALS

|                               |                   |               |                  |
|-------------------------------|-------------------|---------------|------------------|
| DRAWING NO: 202106001-9999-01 |                   |               |                  |
| PROJECT NO: 202106001         | SCALE @ A1: 1:100 | REVISION: 02  |                  |
| DESIGNED: SEG                 | CHECKED: SEG      | APPROVED: SEG | DATE: 03/06/2021 |

# **The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 125) Traffic Order 2021**

**2021 No. 72**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2021 No. 72

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)  
(Amendment No. 125) Traffic Order 2021

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. 125) Traffic Order 2021.

#### **2. Interpretation**

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

#### **3. Amendment to schedules 1, 2 and 5 to the parent order**

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though;
- 3.1.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to the parent order, the items set out in the table of the schedule to this order;

- 3.1.2 there was substituted for the items set out in relation to the similarly named streets in schedule 2 to the parent order, the items set out in table 2 of the schedule to this order;
- 3.1.3 there was omitted from schedule 5 to the parent order, the items set out in table 3 of the schedule to this order;

#### **4. Revocation of Loading Place**

- 4.1 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 Camden (Loading Places) Traffic Order 2012 [L.B.C. 2012 No. 21] shall have effect as though the item numbered 9628 in Schedule 1 to that order was omitted.

**Dated this**

## SCHEDULE

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

| ITEM NUMBER | STREET – SIDE OF STREET – LENGTH OF HIGHWAY   | RESTRICTED HOURS<br>See Schedule 3 |
|-------------|---|------------------------------------|
| 517         | <b>KENTISH TOWN ROAD</b>  |                                    |
| (a)         | <b>east side:</b>   |                                    |
| (i)         | from a point 1.5 metres south of the party wall of nos. 200/202 and no. 198 Kentish Town Road to a point 2.7 metres north of the party wall of nos. 190/192 and no. 194 Kentish Town Road                                 | 2Q                                 |
| (ii)        | from a point 2.7 metres north of the party wall of nos. 190/192 and no. 194 Kentish Town Road to a point 2.4 metres south of the party wall of no. 184 and nos. 186/188 Kentish Town Road                                 | B                                  |
| (iii)       | from a point 2.4 metres south of the party wall of no. 184 and nos. 186/188 Kentish Town Road to a point 10 metres north of the northern kerb line of Patshull Road   | 2Q                                 |
| (iv)        | from a point 7.2 metres south of the southern kerb line of Patshull Road to a point 46.7 metres south of that kerb line   | Y                                  |
| (v)         | from a point 11.6 metres south of the party wall of nos. 146 and 148 Kentish Town Road to a point 4.2 metres south of the party wall of nos. 136 / 138 and 140 Kentish Town Road  | 2Q                                 |
| (vi)        | from a point 7.1 metres south of the southern kerb line of Bartholomew Road to the extended northern kerb line of Rochester Road  | 2Z                                 |
| (vii)       | from a point 26.88 metres south of a point opposite the northern flank wall of Public House, no.33 Kentish Town Road to a point 26.86 metres north of a point opposite the northern flank wall of the Church, Buck Street | 2L                                 |
| (viii)      | from a point 7.36 metres south of a point opposite the northern flank wall of the Church, Buck Street to a point [^RR^] opposite the party wall of nos. 1 and 3 Kentish Town Road   | 2L                                 |
| (b)         | <b>west side:</b>   |                                    |



|        |   |    |
|--------|---|----|
| (i)    | from a point 0.2 metres south of the party wall of nos. 335 and 337 Kentish Town Road, southward for a distance of 20 metres  | Y  |
| (ii)   | from a point 1.5 metres south of the party wall of nos. 253 / 255 and 257 Kentish Town Road to the party wall of 235 and 237 Kentish Town Road                          | 2Q |
| (iii)  | from the party wall of 235 and 237 Kentish Town Road to a point 3 metres north of the party wall of nos. 231 and 233 Kentish Town Road                                  | B  |
| (iv)   | from a point 5.0 metres north the party wall of nos. 191 and 193 Kentish Town Road to a point 21.5 metres north of the party wall of nos. 191 and 193 Kentish Town Road | B  |
| (v)    | from a point 5.6 metres south of the centre line of Church Avenue to a point 6.6 metres north of the northern kerb line of Kelly Street                                 | 2Q |
| (vi)   | from a point 4 metres south of the southern kerb line of Kelly Street to a point 9.8 metres north of the northern kerb line of Castle Road                              | 2Z |
| (vii)  | from the southern flank wall of no. 133 Kentish Town Road to a point 4.0 metres north of the northern kerb line of Farrier Street                                       | 2M |
| (viii) | from the party wall of nos. 91 and 93 Kentish Town Road to a point 42.80 metres north of the northern kerb line of Hawley Road  | 2Z |
| (ix)   | from the northern kerb line of Hawley Road to a point opposite the northern kerb line of Camden Gardens   | 2L |
| (x)    | from the northern kerb line of Buck Street to a point [^RR^] 21.34 metres north of the north-eastern kerb line of Camden High Street                                    | 2L |
| (c)    | <b>both sides:</b> so much else of Kentish Town Road that is public highway and which does not lie within the lengths specified above                                   | A  |

**TABLE 2 – ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 2 TO THE PARENT ORDER**

| ITEM NUMBER | STREET – SIDE OF STREET – LENGTH OF HIGHWAY   | RESTRICTED HOURS<br>See Schedule 3 |
|-------------|---|------------------------------------|
| 121         | <b>KENTISH TOWN ROAD</b>  |                                    |
| (a)         | <b>east side:</b>   |                                    |
| (i)         | between its junction with Fortess Road and a point 7.5 metres south of the party wall of nos. 312 and 314 Kentish Town Road   | 1                                  |
| (ii)        | between the party wall of nos. 304 and 306 Kentish Town Road and a point 7.5 metres south of the party wall of nos. 312 and 314 Kentish Town Road                             | 25                                 |
| (iii)       | between the party wall of nos. 304 and 306 Kentish Town Road and a point 2.7 metres south of the party wall of nos. 270 and 272 Kentish Town Road                             | 1                                  |
| (iv)        | from a point 2.7 metres south of the party wall of nos. 270 and 272 Kentish Town Road, southwards for a distance of 12.5 metres   | 25                                 |
| (v)         | from the southern kerb line of Islip Street, southwards for a distance of 10 metres   | 1                                  |
| (vi)        | from a point 10 metres south of the southern kerb line of Islip Street to a point 0.5 metres south of the party wall of nos. 242 and 244 Kentish Town Road                    | 25                                 |
| (vii)       | from a point 0.5 metres south of the party wall of nos. 242 and 244 Kentish Town Road to a point 12.7 metres south of the southern kerb line of Caversham Road                | 1                                  |
| (viii)      | from a point 14.3 metres north of the northern kerb line of Gaisford Street to the northern kerb line of Gaisford Street  | 25                                 |
| (ix)        | from the southern kerb line of Gaisford to a point 1.5 metres south of the party wall of nos. 198 and 200/202 Kentish Town Road   | 1                                  |
| (x)         | from a point 1.5 metres south of the party wall of nos. 198 and 200/202 Kentish Town Road to a point 2.7 metres north of party wall of nos. 190/192 and 194 Kentish Town Road | 25                                 |

|            |   |    |
|------------|---|----|
| (xi)       | from a point 10 metres north of the northern kerb line of Patshull Road to a point 10 metres south of the southern kerb line of Patshull Road                                     | 1  |
| (xii)      | from the party wall of nos. 168 and 172 and nos. 174-178 Kentish Town Road, southwards for a distance of 30 metres  | 25 |
| (xiii)     | from a point 1.3 metres north of party wall of nos. 158/160 and 162/164 Kentish Town Road to a point of 11.6 metres south of the party wall of nos. 146 and 148 Kentish Town Road | 1  |
| (xiv)      | from a point of 11.6 metres south of the party wall of nos. 146 and 148 Kentish Town Road to a point 4.2 metres south of party wall of nos. 136/138 and 140 Kentish Town Road     | 25 |
| (xv)       | from a point 4 metres north of the party wall of nos. 126 and 128 Kentish Town Road to a point 7.1 metres south of southern kerb line of Bartholomew Road                         | 1  |
| (xvi)      | from a point 7.1 metres south of the southern kerb line of Bartholomew Road to the extended northern kerb line of Rochester Road  | 25 |
| (xvii)     | from the extended northern kerb line of Rochester Road to a point opposite the southern flank wall of no. 133 Kentish Town Road   | 1  |
| (xviii)    | from a point opposite the southern flank wall of no. 133 Kentish Town Road to the northern kerb line of Jeffrey's Street  | 25 |
| (xix)      | from the south-eastern kerb line of Jeffrey's Street to the northern kerb line of Camden Gardens  | 1  |
| (xx)       | from the northern kerb line of Camden Gardens to a point 26.88 metres south of a point opposite the northern flank wall of Public House, no.33 Kentish Town Road                  | 1  |
| (xxi)      | from a point 7.36 metres south of a point opposite the northern flank wall of the Church, Buck Street, northwards for a distance of 34.22 metres.                                 | 1  |
| <b>(b)</b> | <b>west side:</b>   |    |
| (i)        | from its junction with Highgate Road to a point 30.1 metres north of the northern kerb line of Regis Road   | 1  |
| (ii)       | from a point 30.1 metres north of the northern kerb line of Regis Road, southwards for a distance of 13.4 metres  | 25 |
| (iii)      | from a point 16.7 metres north of the northern kerb line of Regis Road to a point 0.2metres south of the party wall of nos. 335 and 337 Kentish Town Road                         | 1  |

|        |  |    |
|--------|--|----|
| (iv)   | from a point 0.2 metres south of the party wall of nos. 335 and 337 Kentish Town Road, southward to a point 2.7 metres south of party wall of nos. 293/295 and 297 Kentish Toad Road . | 25 |
| (v)    | from a point 2.7 metres south of party wall of nos. 293/295 and 297 Kentish Toad Road to the party wall of nos. 281 and 283 Kentish Town Road  | 1  |
| (vi)   | from the party wall of nos. 281 and 283 Kentish Town Road to the northern Kerb line of Old Dairy Mews  | 25 |
| (vii)  | from a point 3 metres north of the party wall of nos. 231 and 233 Kentish Town Road to a point 21.5 metres north of the party wall of nos. 191 and 193 Kentish Town Road               | 1  |
| (viii) | from a point 5.0 metres north of party wall of nos. 191 and 193 Kentish Town Road to point 11.5 metres north of the party wall of nos. 173 and 175 Kentish Town Road                   | 1  |
| (ix)   | from a point 11.5 metres north of the party wall of nos. 173 and 175 Kentish Town Road to a point 6.6 metres north of the northern kerb line of Kelly Street                           | 25 |
| (x)    | from a point 6.6 metres north of the northern kerb line of Kelly Street to a point 4 metres south of southern kerb line of Kelly Street  | 1  |
| (xi)   | from a point 4 metres south of the southern kerb line of Kelly Street to a point 9.8 metres north of northern kerb line of Castle Road   | 25 |
| (xii)  | from a point 9.8 metres north of the northern Kerb line of Castle Road to southern flank wall of no. 133 Kentish Town Road   | 1  |
| (xiii) | from a the southern flank wall of no. 133 Kentish Town Road to a point 4 metres north of the northern kerb line of Farrier Street  | 32 |
| (xiv)  | from a point 4 metres north of the northern kerb line of Farrier Street to the party wall of nos. 91 and 93 Kentish Town Road  | 1  |
| (xv)   | from the party wall of nos. 91 and 93 Kentish Town Road to the northern kerb line of Hawley Road   | 25 |
| (xvi)  | from the northern kerb line of Hawley Road to a point opposite the northern kerb line of Camden Gardens  | 18 |
| (xvii) | from a point opposite the northern kerb line of Camden Gardens to the northern kerb line of Buck Street  | 1  |

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

| <b>ITEM NUMBER</b> | <b>STREET</b>        | <b>LENGTH OF HIGHWAY</b>  |
|--------------------|----------------------|---|
| 11267              | PRINCE OF WALES ROAD | south side: from a point 24.3 metres west of the eastern flank wall of no. 1 Prince of Wales Road, westwards for a distance of 2 metres and which has a width throughout of 1.83 metres |

# **The Camden (Parking Places) (CA-F) (Amendment No. 25) Traffic Order 2021**

**2021 No. 73**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2021 No. 75

The Camden (Parking Places) (CA-F) (Amendment No. 25) Traffic Order 2021

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. 25) Traffic Order 2021.

#### **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 2 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 2 to the parent order, the items set out in table 2 of the schedule to this order;

**Dated this**



## SCHEDULE

TABLE 1 - ITEM OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

| ITEM NUMBER | STREET               | LENGTH OF HIGHWAY   | CONTROLLED HOURS   | TARIFF (NON-DIESEL ENGINED) | TARIFF (DIESEL ENGINED) | MAXIMUM STAY |
|-------------|----------------------|---|--|-----------------------------|-------------------------|--------------|
| 10568       | PRINCE OF WALES ROAD | south side: from a point 30 metres west of its junction with Kentish Town Road, westwards for a distance of 40 metres | MONDAY – FRIDAY<br>8.30AM – 6.30PM<br>SATURDAY AND SUNDAY<br>9.30AM – 5.30PM | £3.55<br>per hour           | £4.31<br>per hour       | 2 HOURS      |

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

| ITEM NUMBER | STREET               | LENGTH OF HIGHWAY   | CONTROLLED HOURS   | TARIFF (NON-DIESEL ENGINED) | TARIFF (DIESEL ENGINED) | MAXIMUM STAY |
|-------------|----------------------|---|--|-----------------------------|-------------------------|--------------|
|             | PRINCE OF WALES ROAD | south side: from a point 1.5 metres west of a point opposite the western kerb line of Grafton Yard, westwards for a distance of 33.5 metres | MONDAY – FRIDAY<br>8.30AM – 6.30PM<br>SATURDAY AND SUNDAY<br>9.30AM – 5.30PM | £3.55<br>per hour           | £4.31<br>per hour       | 2 HOURS      |

# **The Camden (Parking Places) (CA-M) (Amendment No. 15) Traffic Order 2021**

**2021 No. 74**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2021 No. 74

The Camden (Parking Places) (CA-M) (Amendment No. 15) Traffic Order 2021

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. 15) Traffic Order 2021.

#### **2. Interpretation**

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-M) (Traffic Order 2012 [L.B.C 2012 No. 12];

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 - ITEM 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 |
|-------------|-------------------|---|------------------------------|-----------------------------|-------------------------|--------------|
| 12873       | KENTISH TOWN ROAD | east side: from the party wall of nos. 168 and 172 and nos. 174-178 Kentish Town Road, southwards for a distance of 20 metres | MONDAY – FRIDAY<br>7AM – 7PM | £3.55 per hour              | £4.31 per hour          | 2 HOURS      |

TABLE 4 – ITEM INCLUDED IN SCHEDULE 2 TO THE PARENT ORDER

| ITEM NUMBER | STREET            | LENGTH OF HIGHWAY   | CONTROLLED HOURS              | TARIFF (NON-DIESEL ENGINED) | TARIFF (DIESEL ENGINED) | MAXIMUM STAY |
|-------------|-------------------|---|-------------------------------|-----------------------------|-------------------------|--------------|
|             | KENTISH TOWN ROAD | east side: from the party wall of nos. 168 and 172 and nos. 174-178 Kentish Town Road, southwards for a distance of 30 metres | MONDAY – FRIDAY<br>10AM – 4PM | £3.55 per hour              | £4.31 per hour          | 2 HOURS      |

# **The Camden (Prescribed Routes) (No. 1) Traffic Order 2021**

**2021 No. 75**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2021 No. 75

The Camden (Prescribed Routes) (No. 1) Traffic Order 2021

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 section 6 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

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

- 1.1 This order shall come into force on \_\_\_\_\_ and may be cited as the Camden (Prescribed Routes) (No. 1) Traffic Order 2021.

#### **2. Interpretation**

- 2.1 In this order, the term “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. Revocations**

- 3.1 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.
- 3.2 The Camden (Prescribed Routes) (No. 7) Traffic Order 1976 [L.B.C 1976 No. 352] shall have effect as though Article 10 of that order (compelling vehicular traffic to turn right from Prince of Wales Road into Kentish Town Road) was omitted.
- 3.3 The London Traffic (One-Way Working) (Consolidation) Regulations 1965 [S.I. 1965 No. 932] shall have effect as though Item 15 of Schedule 1 to those Regulations (designating one-way working from south-west to north-east in Anglers Lane between its junctions with Raglan Street and Kentish Town Road) was omitted.

### **3. Restrictions**

- 3.1 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.
- 3.2 No person shall cause any vehicle to enter the section of Anglers Lane which lies between the north-eastern kerb line of Raglan Street and the western kerb line of Kentish Town Road.
- 3.3 No person shall cause any vehicle to proceed in the section of Anglers Lane which lies between its junction with Raglan Street and and the eastern kerb line of Willes Road in any direction other than from north-east to south-west.

### **4. Exemptions**

- 4.1 Nothing in Article 3.2 shall apply in respect of any vehicle being used in connection with the maintenance of the highway, street lighting and street furniture, or in connection with the laying, repair or maintenance of any sewer or of any mains, pipe or apparatus for the supply of gas, electricity or telecommunications network, provided that in all the circumstances the work cannot satisfactorily be carried out without the vehicle entering the section of road described in that article.
- 4.2 Nothing in Articles 3.2 and 3.3 shall apply;
  - 4.2.1 in respect of a pedal cycle;
  - 4.2.2 in respect of anything done with the permission of a police constable in uniform;
  - 4.2.3 in respect of a vehicle being used by the police, fire brigade or ambulance service in the pursuance of operational duties;
  - 4.2.3 in relation to any person who causes any vehicle to proceed in accordance with any restriction indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.
  - 4.2.4 in respect of any other vehicle which may be authorised by the council.

**Dated this**



