

The Camden (Parking Places) (CA-G) (Amendment No. 29) Traffic Order 2022
The Camden (Parking Places) (CA-U) (Amendment No. 20) Traffic Order 2022
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 134) Traffic Order 2022
The Camden (Parking Places) (Pedal Cycles) (Amendment No. 8) Traffic Order 2022

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 of, 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:

WILMOT PLACE, ST. PANCRAS WAY, ROYAL COLLEGE STREET, JEFFREY'S STREET: designation of 24-hour waiting prohibitions by vehicles (including for the purposes of loading / unloading) at the junctions of Wilmot Place with St. Pancras Way and Royal College Street, along the north-west side of Wilmot Place between its junctions with Royal College Street and St. Pancras Way, and along St. Pancras Way for approximately 30 metres south-east of the junction with Wilmot Place. Removal of the south-easternmost 6 metre section of the residents parking place on the north-east side of St. Pancras Way immediately north-west of the junction with Wilmot Place.

MERTON LANE, south-east side: removal of the easternmost 20 metre section of the residents parking place and the 5.5 metre long dockless bicycle hire parking place opposite Merton House and designate a 24-hour prohibition on waiting by vehicles along this length. Designate 24-hour waiting prohibitions, including for the purposes of loading or unloading opposite the junction with Haversham Place (approximately 20 metres length) and from the junction with Millfield Lane north-eastwards for approximately 30 metres (to the south-western end of the shared-use parking place at the rear of no. 26 West Hill Park).

MILLFIELD LANE, north-east side: removal of the north-westernmost 10.5 metre section of the shared-use parking place at the side of no. 25 Merton Lane (the parking place closest to the junction with Merton Lane). Designate 24-hour waiting prohibition, including for the purposes of loading / unloading from the junction with Merton Lane south-eastwards for approximately 14 metres. Designate a 5.5 metre long dockless bicycle hire parking place in the remaining section of the revoked shared-use spaces.

The following sections of parking places will also be removed and replaced with a 24-hour prohibition on waiting by vehicles, including for the purposes of loading / unloading:

South-westernmost 5 metre length of the shared-use parking place outside no. 44 Millfield Lane
Northernmost and southernmost 5 metre sections of, and a further 5 metre section mid-way along the the shared-use parking place outside Hill House; northernmost and southernmost 5 metre sections of the parking place outside no. 38 Millfield Lane; northernmost and southernmost 5 metre sections of the shared-use parking place outside nos. 32 and 34 Millfield Lane; removal of the parking place south of the access road to no. 30 Millfield Lane; removal of the north-westernmost 5 metre section of the parking place outside nos. 24 and 26 Millfield Lane. A 24-hour prohibition on waiting, including for the purposes of loading / unloading will also apply outside the frontage of no. 16 Millfield Lane.

Copies of the proposed orders and other documents relating to the orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020-7974 4788 or 020-7974 5800 to arrange an appointment). Any person wishing to object or make representations in respect of the proposed orders should send comments in writing, giving reasons for any objection to safetravel@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 31 March 2022.

Notice is also given under s.23 of the Road Traffic Regulation Act 1984 of the council's intention to make changes to the pedestrian crossing in St. Pancras Way south-east of its junction with Wilmot Place. The crossing area will be moved closer to the junction and will incorporate a "parallel" crossing for cyclists and the pedestrian crossing controlled area will be extended north-west of the junction.

Peter Mardell
Head of Parking Operations
10 March 2022

The Camden (Parking Places) (CA-G) (Amendment No. 29) Traffic Order 2022
The Camden (Parking Places) (CA-U) (Amendment No. 20) Traffic Order 2022
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 134) Traffic Order 2022
The Camden (Parking Places) (Pedal Cycles) (Amendment No. 8) Traffic Order 2022

Statement of Reasons

The proposed orders contain additional measures following feedback received as a result of Experimental Traffic schemes in Wilmot Place and Millfield Lane.

Additional measures are proposed in Wilmot Place, St. Pancras Way, Royal College Street and Jeffrey's Street as follows:

- A new parallel zebra crossing, which offers a more direct pedestrian route and facilitates the crossing of St Pancras Way for cycles
- A new 'continuous footway' across Wilmot Place to increase pedestrian comfort and safety
- Additional loading restrictions to increase safety and visibility, in particular at junctions
- Resurfacing the carriageway where it is in a poor condition
- Integration with the St Pancras Way pop-up cycle lane installed in 2020

A Statement of Reasons concerning the proposed measures in Merton Lane and Millfield Lane is given on the following pages.

Appendix F – Statement of Reasons

LONDON BOROUGH OF CAMDEN

Millfield Lane Safe and Healthy Streets Scheme

Traffic Management Order (TMO) Statement of Reasons

DATE: 10 December 2021

STATEMENT OF REASONS

Background

The Council implemented a trial Safe and Healthy Streets scheme on Millfield Lane in Highgate to make it safer for pedestrians to use the street. The trial scheme was implemented using an Experimental Traffic Order which came into force on 18 June 2020. It included temporary footway widening measures on Millfield Lane to create additional spaces for pedestrians: 4 parking spaces were removed on Millfield Lane and the section of Millfield Lane, between Millfield Cottage and Merton Lane, was amended from two-way to all vehicular traffic to one-way northbound except for cycles.

Following the public consultation, it is proposed to put in place a Traffic Management Order ('TMO') to make the trial scheme permanent, and to build out the footway for the new pedestrian space. In addition, through the monitoring of, and feedback on, the trial scheme implemented under the ETO, additional improvements are proposed that will require additional changes under a Traffic Management Order. The changes required under the TMO and statement of reasons for this are set out below.

On Merton Lane

Convert 6 permit holder/paid for parking bays on Merton Lane to double yellow lines and double kerb blips (no parking or loading at any time) to provide passing points for vehicles. This includes converting 4 parking spaces near the junction with Highgate West Hill to double yellow lines to allow drivers and cyclists to turn into the street safely, and 2 parking spaces opposite Haversham Place to enable drivers to turn out of that street safely.

Convert the dockless vehicle parking bay for hire bikes and rental e-scooters on Merton Lane near the junction with Highgate West Hill to double yellow lines and double kerb blips (no parking or loading at any time) to provide a passing point for vehicles.

The proposals would be implemented as a permanent measure under a Traffic Management Order (TMO).

On Millfield Lane

Convert 11 additional permit holder/paid for parking bays on Millfield Lane to double yellow lines and double kerb blips (no parking or loading at any time) and build out the footway at the northern end of Millfield Lane at the junction with Merton Lane to improve visibility, reduce conflict between drivers and cyclists and to minimise vehicle movements which are hazardous to pedestrians and cyclists.

Convert 1 additional permit holder/paid for parking bays on Millfield Lane near the junction with Merton Lane to a dockless vehicle parking bay for hire bikes and rental e-scooters – to be relocated from Merton Lane near the junction with Highgate West Hill.

The proposals would be implemented as a permanent measure under a Traffic Management Order (TMO).

Statement of Reasons

The proposals seek to improve road safety and create safer and healthier streets for pedestrians and cyclists and improve accessibility to open spaces.

They seek to support walking and cycling trips in the local area but also to mitigate the road safety, air quality and associated impacts of motor vehicle trips by reducing traffic on key walking and cycle routes in the vicinity of open spaces and other amenities.

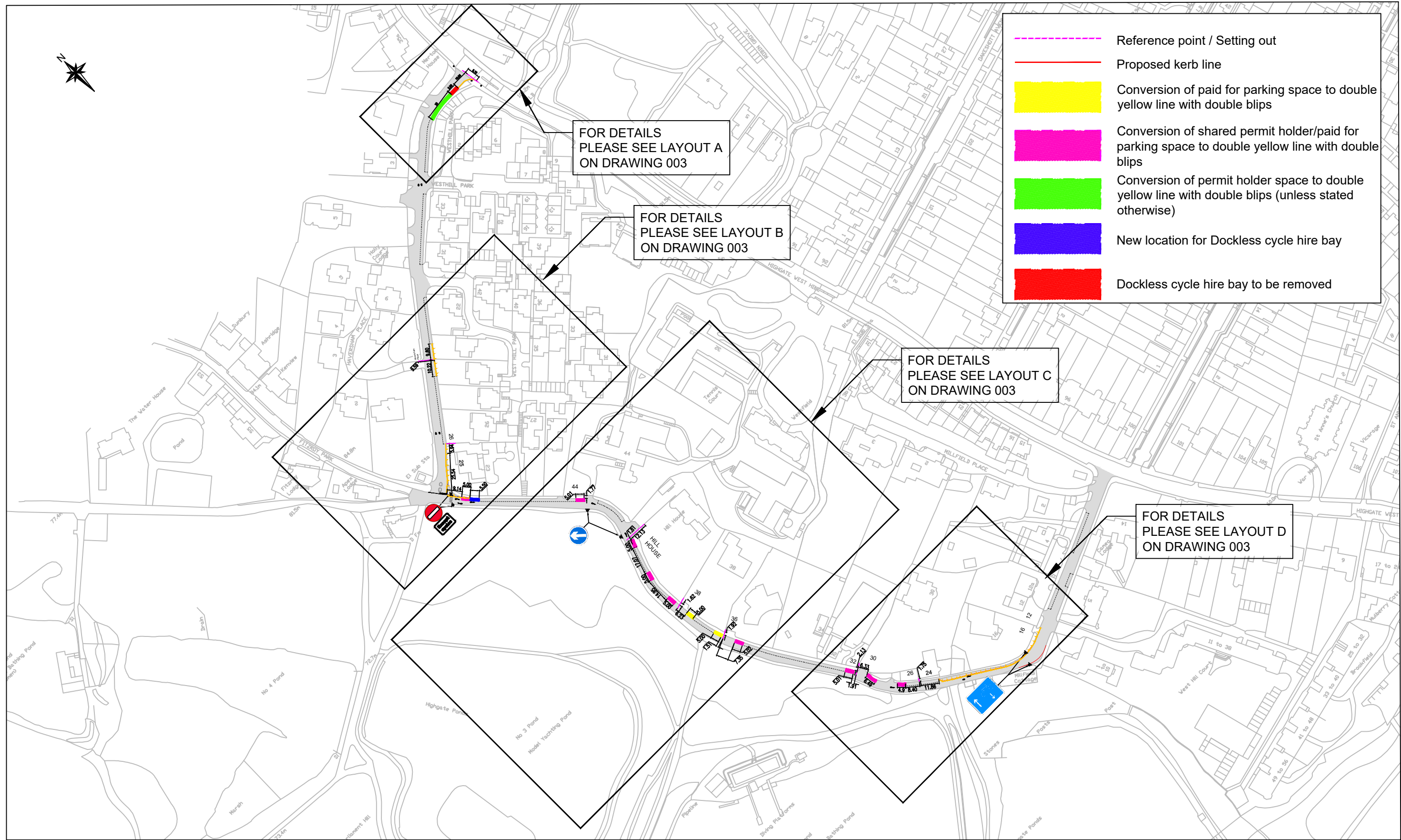
The proposals seek to reduce hazardous vehicle movements and enhance the environment for pedestrians and cyclists by creating additional space for these modes.

The proposals meet the objectives set out in the Camden Transport Strategy, the Climate Action Plan and the Camden Plan which responds to Camden 2025; by helping to transform streets for pedestrians and cyclists, making it easier and safer for people to travel on foot and by cycle, creating more inclusive spaces and improving accessibility to key destinations

The measures introduced by this order would create safe passing spaces for vehicles on Merton Lane and reduce vehicle movements which are hazardous to pedestrians and cyclists.

The measures on Millfield Lane would improve visibility of pedestrians and cyclists and also enable safe passing for contraflow southbound cyclists.

They measures would also enable spaces for a built-out pavement extension on Millfield Lane, creating more safe space for pedestrians and improving pedestrian access to and from Hampstead Heath.



- Reference point / Setting out
- Proposed kerb line
- Conversion of paid for parking space to double yellow line with double blips
- Conversion of shared permit holder/paid for parking space to double yellow line with double blips
- Conversion of permit holder space to double yellow line with double blips (unless stated otherwise)
- New location for Dockless cycle hire bay
- Dockless cycle hire bay to be removed

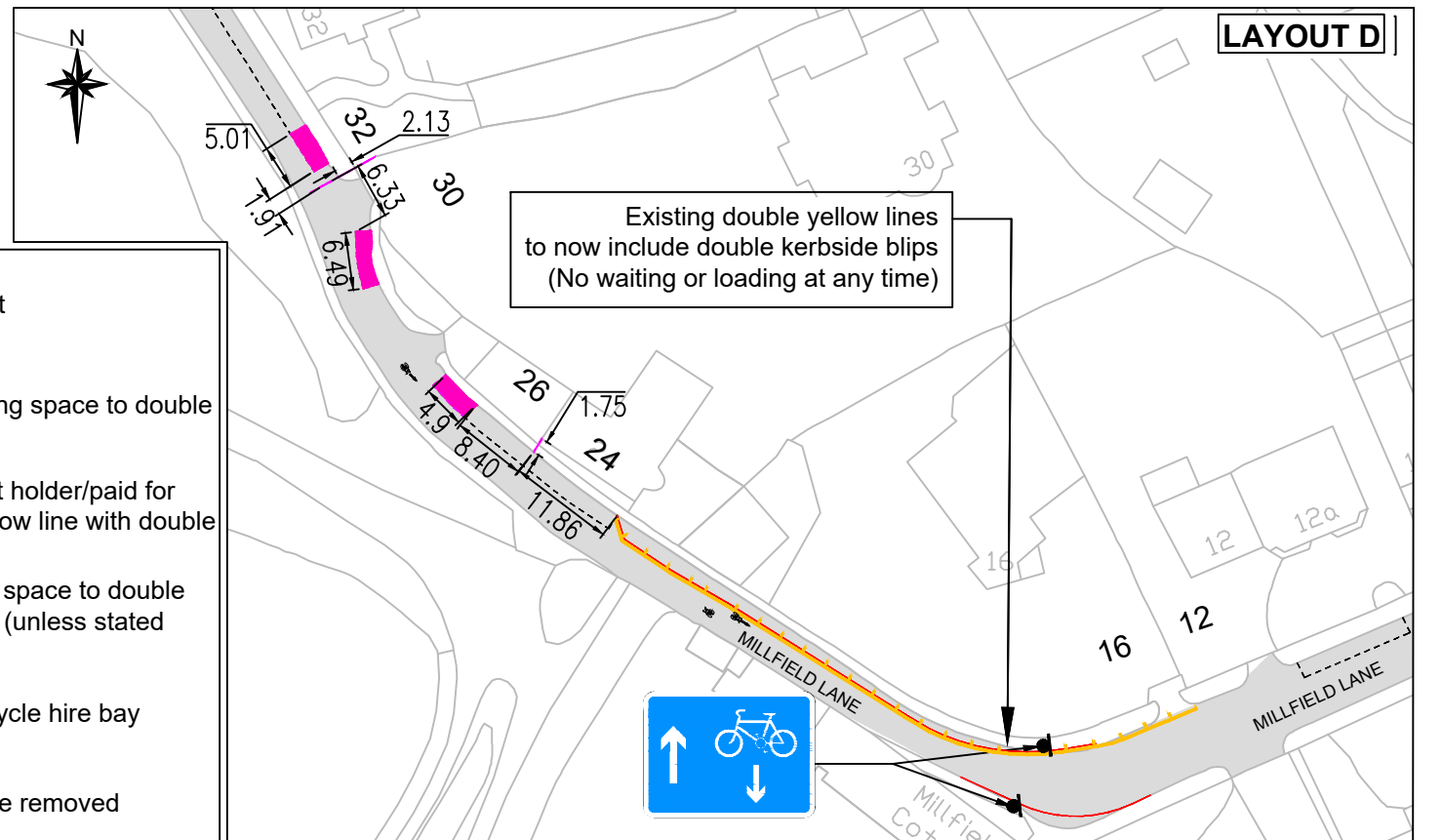
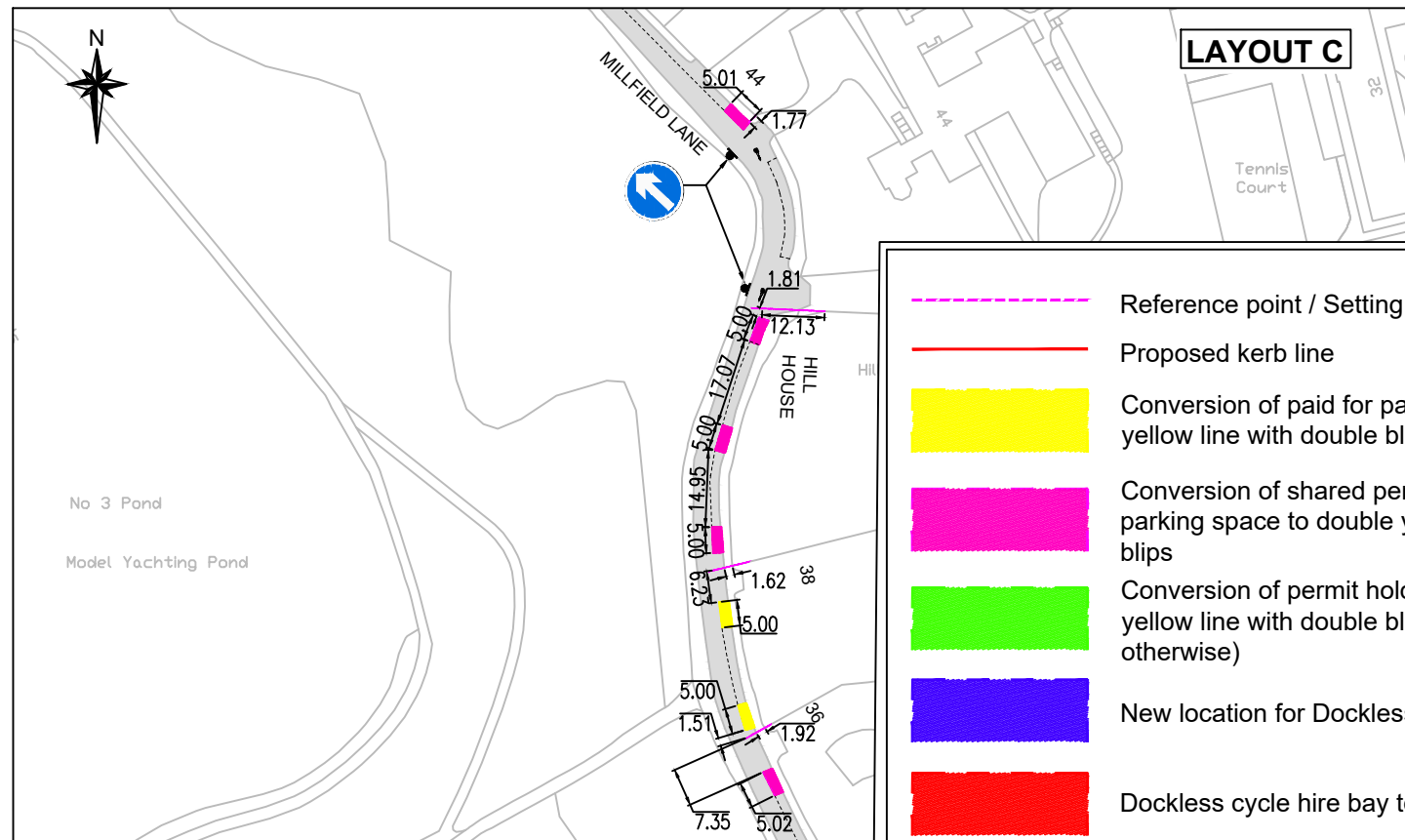
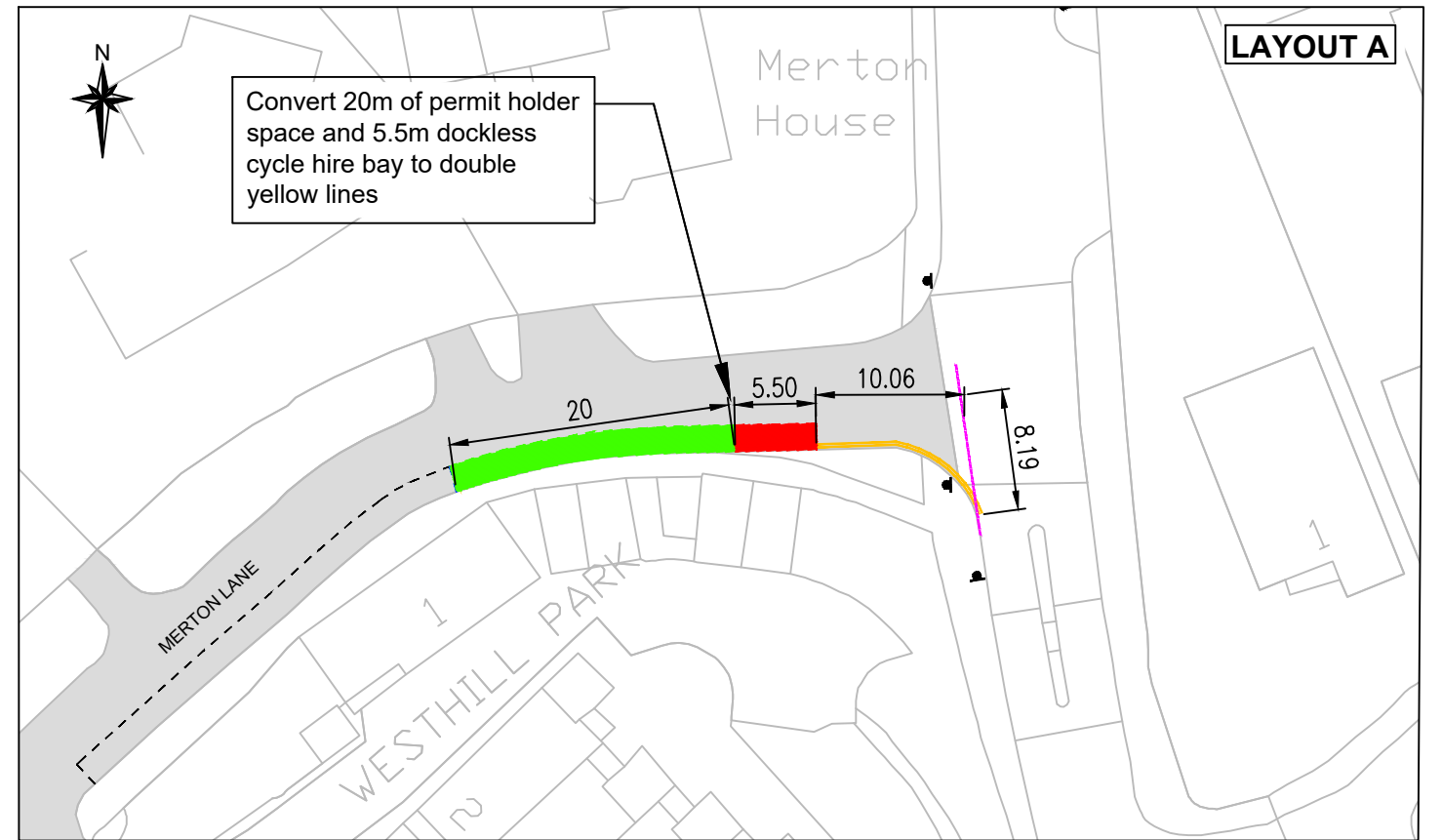
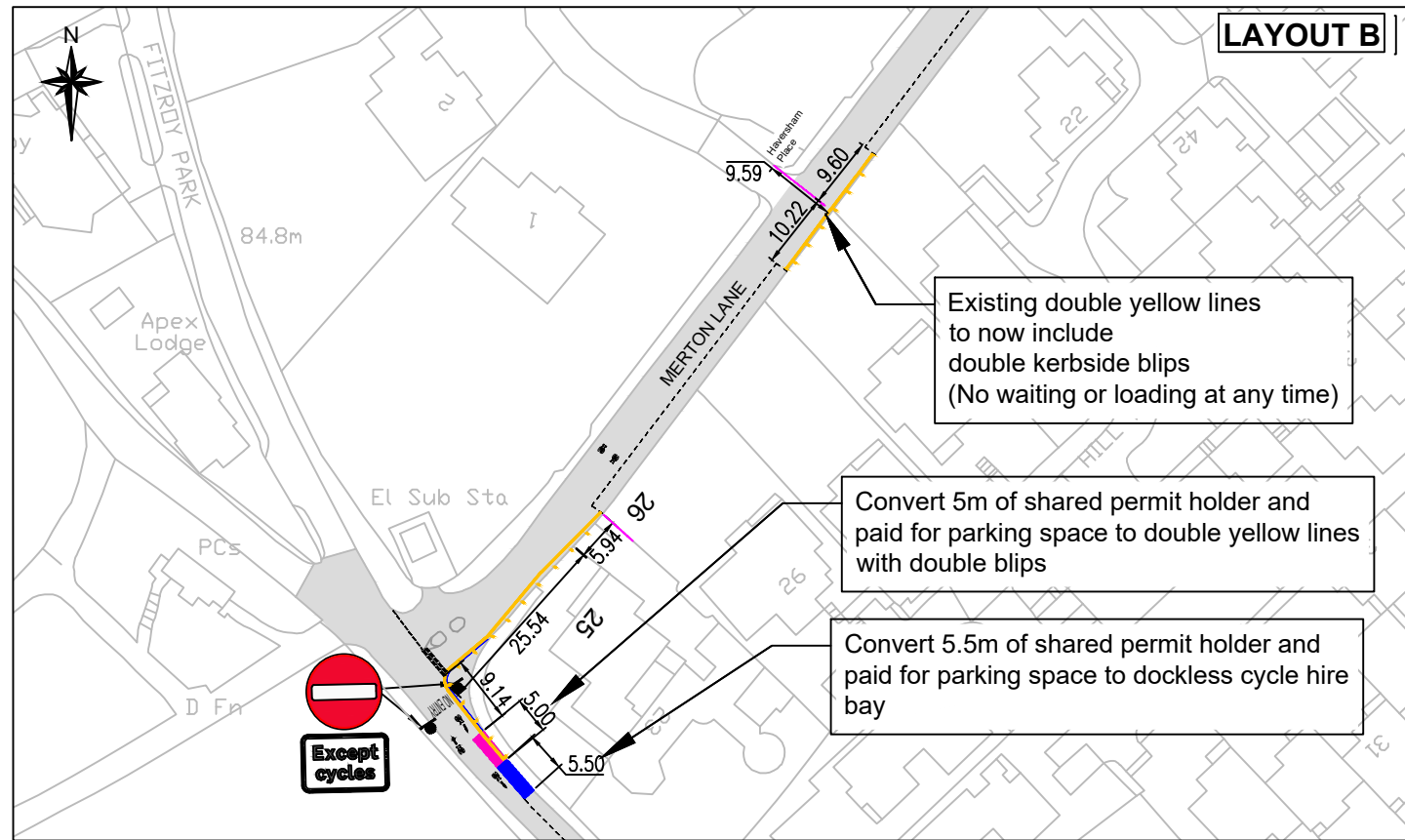
Camden
 Design Team
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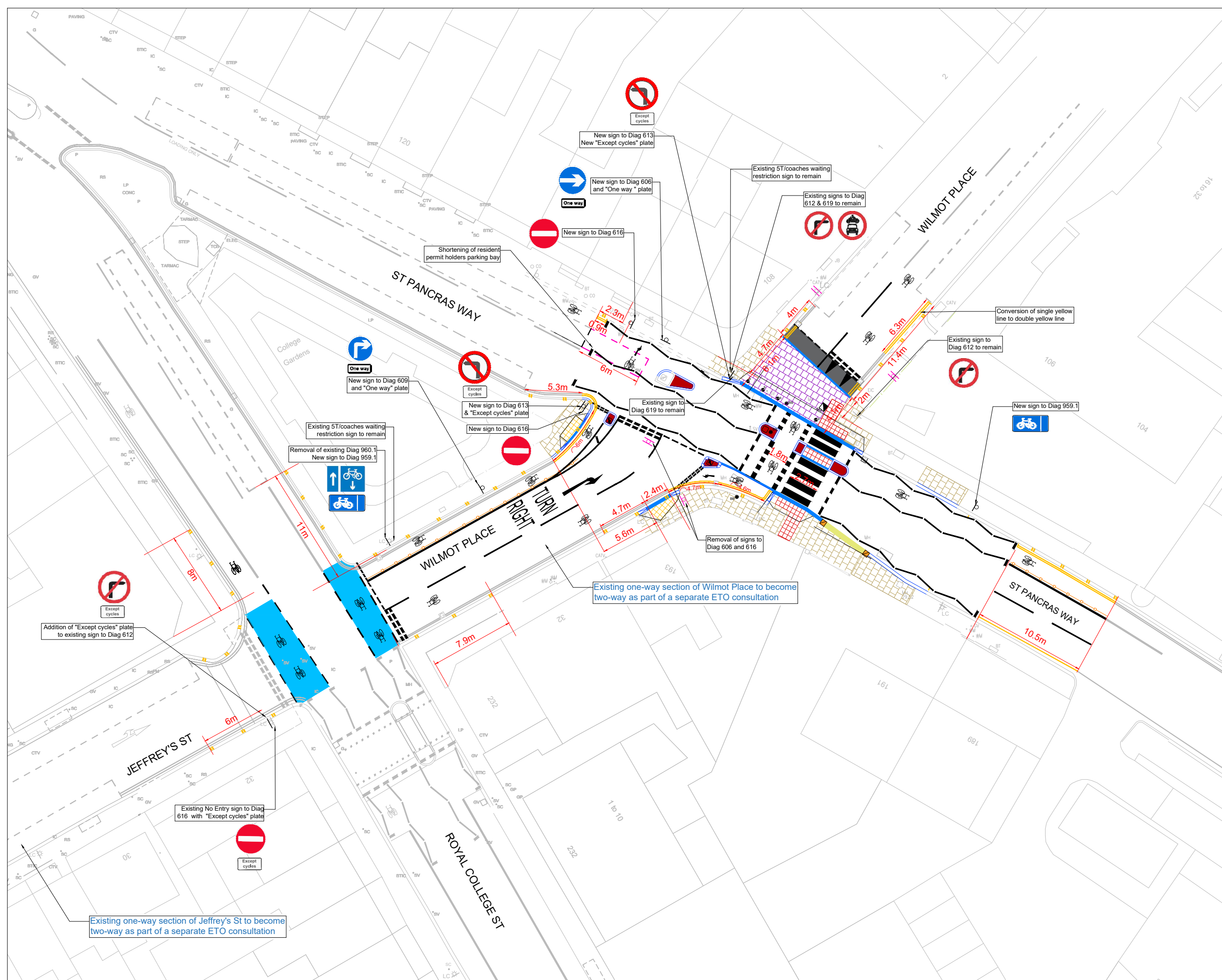
Project
MILLFIELD LANE

Drawing Title
TMO OVERVIEW

Rev	By	Date	Amendments
A			Preliminary

Scale NTS : @ A3	Date 24/02/22
Drawn By AI	File Ref -
Checked By RC	Dwg Name -
Drawing Location	
Drawing Number ML/TMO/002	Rev. A





KEY

- Existing road marking
- New road marking
- New double yellow line
- New kerb markings at 3m intervals
- New granite kerb
- New flush granite kerb
- New ASP paving slabs
- New reinforced ASP paving slabs
- MMA resin anti-skid surfacing
- New Belisha beacon
- New sign and post
- New One piece wand orcas spaced 4m apart
- Existing lighting column
- Removal of parking bay markings
- Removal of sign and post

NOTES
 1. DO NOT SCALE FROM THE DRAWING.
 2. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.

Rev	By	Date	Amendments

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Project
**WILMOT PLACE
 SAFE AND HEALTHY STREETS**

Drawing Title
**TRAFFIC MANAGEMENT ORDER
 SHEET 1/1**

Scale NTS	Date 03.03.2022
Drawn By RW	File Ref -

Checked By
-
 Drawing Location
-

Drawing Number
TS/2022/WILMOTPL/TMO/01

DRAFT

Rev. **A**

Existing one-way section of Jeffrey's St to become two-way as part of a separate ETO consultation

Existing one-way section of Wilmot Place to become two-way as part of a separate ETO consultation

Addition of "Except cycles" plate to existing sign to Diag 612

Existing No Entry sign to Diag 616 with "Except cycles" plate

Removal of existing Diag 960.1
New sign to Diag 959.1

New sign to Diag 609 and "One way" plate

New sign to Diag 613 & "Except cycles" plate

New sign to Diag 616

New sign to Diag 613
New "Except cycles" plate

New sign to Diag 606 and "One way" plate

New sign to Diag 616

Shortening of resident permit holders parking bay

Existing 5T/coaches waiting restriction sign to remain

Existing signs to Diag 612 & 619 to remain

Existing sign to Diag 612 to remain

New sign to Diag 959.1

Conversion of single yellow line to double yellow line

Removal of signs to Diag 606 and 616

The Camden (Parking Places) (CA-U) (Amendment No. 20) Traffic Order 2022

2022 No. 36

**MERTON LANE
MILLFIELD LANE**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 36

The Camden (Parking Places) (CA-U) (Amendment No. 20) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

1.1 This Order shall come into force on _____ and may be cited as The Camden (Parking Places) (CA-U) (Amendment No. 20) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-U) (Traffic Order 2012 [L.B.C 2012 No. 18];

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

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

3. Revocation and designation of parking places

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

3.1.1 there was omitted from schedule 1 to the parent order, the items set out in table 1.1 of the schedule to this order;

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

3.1.4 there was omitted from schedule 3 to the parent order, the items set out in table 2.1 of the schedule to this order;

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

Dated

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13891	MERTON LANE	south-east side: from a point 15.5 metres east of the western kerb line of Highgate West Hill, south-westwards for a distance of 31.1 metres	MONDAY - FRIDAY 10AM - NOON

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	MERTON LANE	south-east side: from a point 35.5 metres east of the western kerb line of Highgate West Hill, south-westwards for a distance of 11.1 metres	MONDAY - FRIDAY 10AM - NOON

TABLE 2.1 – ITEMS OMITTED FROM SCHEDULE 3 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
10449	MILLFIELD LANE	east side: from a point 2 metres north of the common boundary of nos. 30 and 32 Millfield Lane, northwards for a distance of 73.3 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
8411	MILLFIELD LANE	east side: from a point 2.2 metres north of the common boundary of Hill House and no. 38 Millfield Lane, northwards for a distance of 46.0 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
8412	MILLFIELD LANE	east side: from a point 1.2 metres north of the common boundary of nos. 36 and 38 Millfield Lane, northwards for a distance of 23.2 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
10240	MILLFIELD LANE	east side: from a point 2 metres north of the common boundary of nos. 30 and 32 Millfield Lane, northwards for a distance of 73.3 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
8408	MILLFIELD LANE	east side: from a point 59.7 metres north of the common boundary of nos. 16 and 22 Millfield Lane, northwards for a distance of 5 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
13896	MILLFIELD LANE	east side: from a point 5.8 metres north-west of the south-western flank wall no. 24 Millfield Lane, south-eastwards for a distance of 14.6 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours

TABLE 2.2 – ITEMS INCLUDED IN SCHEDULE 3 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	MILLFIELD LANE	east side: from a point 19.6 metres south-east of south-eastern kerb line of Merton Lane, south-eastwards for a distance of 57.8 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
	MILLFIELD LANE	east side: from a point 7.2 metres north of the common boundary of Hill House and no. 38 Millfield Lane, northwards for a distance of 14.95 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
	MILLFIELD LANE	east side: from a point 27.15 metres north of the common boundary of Hill House and no. 38 Millfield Lane, northwards for a distance of 17.1 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
	MILLFIELD LANE	east side: from a point 11.2 metres south of the common boundary of Hill House and no. 38 Millfield Lane, southwards for a distance of 13.2 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
	MILLFIELD LANE	east side: from a point 6.9 metres north of the common boundary of nos. 30 and 32 Millfield Lane, northwards for a distance of 63.3 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours
	MILLFIELD LANE	east side: from a point 0.5 metres north-west of the south-western flank wall no. 24 Millfield Lane, south-eastwards for a distance of 20.2 metres	MONDAY - FRIDAY 10AM - NOON	£3.55 Per hour	£4.31 Per hour	1.5 hours

The Camden (Parking Places) (Pedal Cycles) (Amendment No. 8) Traffic Order 2022

2022 No. 37

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 37

The Camden (Parking Places) (Pedal Cycles) (Amendment No. 8) Traffic Order 2022

Made on

Coming into force on

The London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 and 124 of Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27] and of all other powers thereunto enabling, hereby make the following Order.

1. Citation and commencement

- 1.1 This order may be cited as the Camden (Parking Places) (Pedal Cycles) (Amendment No. 8) Traffic Order 2022 and shall come into force on .

2. Interpretation

2.1 In this order;

- 2.1.1 the term "parent order" means the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020 [L.B.C. 2020 No. 42];
- 2.1.2 any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;
- 2.1.3 unless the context otherwise requires, any expression used in this order which is also used in the parent order shall have the same meaning as in that order.

3. 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 items set out in table 1 of the schedule to this order.
- 3.1.3 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 – ITEMS OMITTED FROM SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
13864	MERTON LANE	south-east side: from a point 10 metres east of the western kerb line of Highgate West Hill, westwards for a distance of 5.5 metres

TABLE 2 – ITEMS INCLUDED IN SCHEDULE TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
	MILLFIELD LANE	east side: from a point 14.1 metres south-east of south-eastern kerb line of Merton Lane, south-eastwards for a distance of 5.5 metres

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 134) Traffic Order 2022

2022 No. 38

**JEFFREY'S STREET
MERTON LANE
MILLFIELD LANE
ST. PANCRAS WAY
WILMOT PLACE**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 38

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 134) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on _____ and may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 134) Traffic Order 2022.

2. Interpretation

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

3. Amendments to Schedule 1 and 2 to the parent order

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order the parent order shall have effect as though;
- 3.1.1 there was substituted for the items set out in relation to the similarly named street in schedule 1 to the parent order, the items set out in table 1 of the schedule to this order;
- 3.1.2 there was substituted for the items set out in relation to the similarly named street in schedule 2 to the parent order, the items set out in table 2 of the schedule to this order;

Dated this

SCHEDULE

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

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
504	JEFFREY’S STREET	
(a)	south-east sides:	
(i)	from the south-western kerb line of Royal College Street, south-westwards for a distance of 19.4 metres	A
(ii)	between a point 10 metres south-west of the north-western kerb line of Prowse Place and a point 7.6 metres north-east of the north-eastern kerb line of Prowse Place	A
(b)	north-west side:	
(i)	from the extended eastern kerb line of Kentish Town Road to a point 15 metres north-east of extended eastern kerb line of Kentish Town Road	A
(ii)	from the north-western kerb line of Royal College Street, south-westwards for a distance of 9.1 metres	A
(ii)	from the north-western kerb line of Royal College Street, south-westwards for a distance of 9.1 metres	A
(c)	so much else of Jeffrey’s Street that is public highway and which does not lie within the length specified above	2L
637	MERTON LANE	A
643	MILLFIELD LANE	A

852	ST. PANCRAS WAY	
(a)	north-east side:	A
(b)	south-west side:	
(i)	from the north-eastern kerb line of Royal College Street to a point 10.5 metres south-east of the common boundary of nos. 189 and 191 St. Pancras Way	A
(ii)	from a point 10 metres north-west of its junction with the south-western arm of St. Pancras way to a point 32.5 metres north-west of the north-western kerb line of Pratt Street	A
(iii)	from a point 8.0 metres north-west of the north-western kerb line of Pratt Street to a point 24.0 metres south-east of the south-eastern kerb line of Pratt Street	A
(iv)	from a point 50 metres south-east of the south-eastern kerb line of Pratt Street, south-eastwards for a distance of 33.0 metres	A
(v)	from a point 80.4 metres north-west of the north-western kerb line of College Grove, north-westwards for a distance of 20 metres	A
(vi)	from a point 39.0 metres north-west of the north-western kerb line of College Grove, north-westwards for a distance of 18.4 metres	A
(c)	south-western arm: from its junction with the main arm of St. Pancras Way, N/E Arm, north-westwards for a distance of 10 metres	A
(d)	so much else of St. Pancras Way that is public highway and which does not fall within the length specified above	B
1010	WILMOT PLACE	
(a)	north-west side:	
(i)	between the north-eastern kerb line of Royal College Street and a point 11.5 metres north-east of the north-western kerb line of St. Pancras Way	A

(ii)	between the south-western kerb line of Rochester Road and a point in line with the north-eastern flank wall of no. 1 Rochester Terrace	A
(b)	south-east side:	
(i)	between the south-eastern kerb line of Royal College Street and a point in line with the south-western flank wall of no. 106 St. Pancras Way	A
(ii)	between a point 4 metres north-east of the north-eastern kerb line of Rochester Place and a point 1 metre south-west of south-eastern kerb line of Rochester Place	A
(iii)	from south-west kerb line of Rochester Road, south-westwards for a distance of 16.7 metres	A
(c)	so much else of Wilmot Place that is public highway and which does not fall within those lengths specified above	B

TABLE 2 - ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREET IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS (See Schedule 3)
504	JEFFREY'S STREET	
(a)	south-east sides: from the south-western kerb line of Royal College Street, south-westwards for a distance of 10 metres	1
(b)	north-west side: from the north-western kerb line of Royal College Street, south-westwards for a distance of 9.1 metres	1
	MERTON LANE	
(a)	south-east side	

(i)	from a point 40 metres northeast of the rear south-west property boundary of no. 26 West Hill Park, north-eastwards for a distance of 19.8 metres.	1
(ii)	from the north-eastern kerb line of Millfield Lane to the common boundary of no.25 Merton Lane and rear of no.26 West Hill Park	1
	MILLFIELD LANE	
(a)	east side:	
(i)	from the south-eastern kerb line of Merton Lane, south-eastwards for a distance of 14.1 metres	1
(ii)	from a point 8.2 metres south-east of the rear south-western property boundary of no. 28 West Hill Park, south-eastwards for a distance of 13.3 metres	1
(iii)	from a point 3 metres north of the common boundary of Hill House and no. 44 Millfield Lane, south-westwards for a distance of 17.7 metres	1
(iv)	from a point 22.15 metres north of the common boundary of Hill House and no. 38 Millfield Lane, northwards for a distance of 5 metres	1
(v)	from a point 7.2 metres north of the common boundary of Hill House and no. 38 Millfield Lane, southwards for a distance of 16.2 metres	1
(vi)	from a point 6.5 metres north of the common boundary of nos. 36 and 38 Millfield Lane, south-eastwards for a distance of 18.85 metres	1
(vii)	between a point 6.9 metres north of the common boundary of nos. 30 and 32 Millfield Lane, from a point 20.7 metres north-west of the south-western flank wall no. 24 Millfield Lane	1
(vii)	between a point 0.5 metres north-west of the south-western flank wall no. 24 Millfield Lane and the common boundary of nos. 12 and 16 Millfield Lane	1
	ST. PANCRAS WAY	
(a)	north-east side:	

(i)	from a point opposite the north-western kerb line of Georgiana Street to a point 8 metres north-west of the north-western kerb line of Pratt Street	1
(ii)	from the south-eastern kerb line of Granary Street to the north-eastern kerb line of Pancras Road	1
(iii)	From a point 11.2 metres north-east of the north-eastern kerb line Agar Grove to a point 10 metres south-east of the south-eastern kerb line of Agar Grove	1
(iv)	between a point 2.3 metres north-west of the party wall of nos. 110 and 112 St. Pancras Way and a point opposite a point 10.5 metres south-east of the common boundary of nos. 189 and 191 St. Pancras Way	1
(b)	south-west side:	
(i)	from the south-western kerb line of Georgiana Street to a point 32.5 metres north-west of the north-western kerb line of Pratt Street	1
(ii)	from a point 4 metres north-west of the party wall of nos. 127 and 129 St. Pancras Way to a point 3.4 metres south-east of the party wall of nos. 119 and 121 St. Pancras Way	1
(iii)	between a point to a point 10.5 metres south-east of the common boundary of nos. 189 and 191 St. Pancras Way and a point 3 metres south-east of a point opposite the party wall of nos. 112 and 114 St. Pancras way	1
1010	WILMOT PLACE	
(a)	north-west side: between the north-eastern kerb line of Royal College Street and a point 11.5 metres north-east of the north-western kerb line of St. Pancras Way	1
(b)	south-east side:	
(i)	between the north-eastern kerb line of Royal College Street, north-eastwards for 10 metres	1
(ii)	between a point 1 metre north-east of the common boundary of nos. 234 Wilmot Place and 193 St. Pancras Way a point in line with the south-western flank wall of no. 106 St. Pancras Way	1

The Camden (Parking Places) (CA-G) (Amendment No. 29) Traffic Order 2022

2022 No. 39

ST. PANCRAS WAY

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 39

The Camden (Parking Places) (CA-G) (Amendment No. 29) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

1.1 This Order shall come into force 20 December 2021 and may be cited as The Camden (Parking Places) (CA-G) (Amendment No. 29) Traffic Order 2022.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Parking Places) (CA-G) (Traffic Order 2012 [L.B.C 2012 No. 7];

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 the 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 the schedule 1 to the parent order, the items set out in table 2 of the schedule to this order.

Dated

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	ST. PANCRAS WAY	north-east side: from a point 8 metres north-west of the north-western kerb line of Wilmot Place, north-eastwards for a distance of 24 metres	MONDAY - FRIDAY 8.30AM - 6.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	ST. PANCRAS WAY	north-east side: from a point 2.3 metres north-west of the party wall of nos. 110 and 112 St. Pancras Way, north-westwards for 18 metres	MONDAY - FRIDAY 8.30AM - 6.30PM