

London Borough of Camden

The Camden (Parking Places) (CA-G) (Amendment No. **) Traffic Order 202*

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. **) Traffic Order 202*

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. **) Traffic Order 202*

The Camden (Parking Places) (Electric Vehicle Charging Points) (No. **) Traffic Order 202*

The Camden (Parking Places) (Car Clubs) (Amendment No. **) Traffic Order 202*

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 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the Orders is as set out below:

Removal or amendment of sections of on-street parking and changes to waiting and loading restrictions

Cumberland Market (north arm) - on the south side, remove 4.5 metres of parking place at the western end of the existing resident parking place closest to the junction with Redhill Street to be replaced with no waiting 'at any time' restrictions and provide an additional 2.3 metres of parking place at the eastern end of that parking place;

Cumberland Market (north arm) - on the south side, remove 10.1 metres of parking place at the eastern end of the existing resident parking place closest to the junction with Augustus Street to be replaced with 6.6 metres of disabled parking place and 3.5 metres of no waiting at any time restrictions, and remove 2.7 metres of parking place at the western end of that parking place, to be replaced with no waiting 'at any time' restrictions;

Cumberland Market (east arm) - on the west side, opposite Grisedale, remove 8.2 metres of the existing resident parking place at its northern end, to be replaced with 6.6 metres of disabled parking place and 1.6 metres of no waiting at any time restrictions;

Cumberland Market (south arm) - on the north side, opposite Grasmere and Wasdale, remove the existing resident parking place;

Cumberland Market (south arm) - on the north side, opposite Mosedale, remove 4.9 metres of the existing resident parking place at its eastern end;

Cumberland Market (west arm) - on the west side, outside Thirlmere, relocate the existing electric vehicle charging place 1.5 metres southwards;

Cumberland Market (west arm) - on the west side, outside Rothay, relocate the existing car club parking place 7.3 metres northwards;

Cumberland Market (west arm) - on the west side, outside Thirlmere and Rothay, amend the existing resident parking place so it runs between the electric vehicle charging place and car club parking place described above;

Amendments to waiting and loading restrictions:

Cumberland Market – in addition to the changes described above, upgrade all existing lengths of waiting restrictions to no waiting 'at any time'.

Augustus Street - upgrade the existing waiting restrictions on both sides, at its junction with Cumberland Market, to no waiting 'at any time'.

Osnaburgh Street - upgrade the existing waiting restrictions on both sides, at its junction with Cumberland Market, to no waiting 'at any time'.

Redhill Street - upgrade the existing waiting restrictions on both sides, at its junction with Cumberland Market, to no waiting 'at any time'.

Varndell Street - upgrade the existing waiting restrictions on both sides, at its junction with Cumberland Market, to no waiting 'at any time'.

Copies of the proposed Orders, a plan indicating the proposals, 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 9 am and 5 pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk 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 transportconsultations@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 23 November 2023.

Peter Mardell – Head of Parking Operations

2 November 2023

Appendix E – ETO and TMO Statement of Reasons

LONDON BOROUGH OF CAMDEN

Redhill Street & Cumberland Market Safe and Healthy Streets scheme – Experimental Traffic Order (ETO) and Traffic Management Order (TMO)

STATEMENT OF REASONS

DATE: 8 July 2022

SUMMARY OF CHANGES

The following trial measures are proposed to be implemented:

A trial 'Healthy School Street' (HSS) outside Christ Church Primary School on Redhill Street would be implemented for up to 18 months under an Experimental Traffic Order (ETO). This would include:

- a. "timed" closures to motor vehicles on Redhill Street at both junctions with Albany Street. These timed closures would be in place Monday - Friday from 8am to 9.15am and 2.45pm to 4pm, during school term times only. The timed closures would be enforced with signage and cameras.
- b. An at-all-times motor vehicle restriction on the junction of Redhill Street and Cumberland Market. This would be done through planters and a droppable bollard; and

The following trial measures are proposed to be made permanently:

Permanent road safety and pedestrian improvements on Cumberland Market, under a Traffic Management Order (TMO). This would include:

- c. Creating a continuous pavement around Cumberland Market park;
- d. Removal of 8 residents parking bays
- e. Conversion of 5 paid-for bays on Augustus Street to shared-use (i.e. also available for residents to use)
- f. Four raised pedestrian crossing points
- g. Two new disabled parking bays; and
- h. Three new bike hangars.

Additional measures proposed:

New proposals for changes on Nash Street, which would be made 'access only' to ensure it does not become a rat-run when the scheme is put in place. This will not affect access for residents or other visitors to Nash Street.

For more detailed descriptions of the scheme elements see the Decision Report, and **Appendix D** for the scheme drawings.

REASONS FOR PROPOSING TO MAKE THE ORDERS

This follows on from a public consultation on these proposals, which took place between 16 February 2022 and 9 March 2022. This statement of reasons, and the main decision report, set out the reasons the schemes have been proposed and consulted upon.

These schemes are part of the Council's wider strategy to enable safe and healthy travel in Camden. The schemes are designed to improve road safety and air quality around the school and in this residential area, as well as reducing traffic and prioritising pedestrians and other vulnerable road users. The proposed schemes meet the objectives of the [We Make Camden](#) strategy, by contributing to making Camden a green, clean, vibrant, accessible, and sustainable place, by making it easier for people to travel on foot and by bike.

Following the consultation, some amendments to the scheme have been proposed in the final designs, including a reduction in the number of parking bays proposed to be removed, and some new measures on Nash Street to help ensure this narrow street does not suffer from potential traffic "rat-running" impacts.

Following the public consultation, it is proposed to introduce the Cumberland Market elements of the scheme permanently under a TMO, with an ETO to trial the HSS elements of the scheme on Redhill Street and further improvements on Nash Street.

The reasons for introducing both the permanent and trial elements of the scheme are set out in detail within the decision report. In summary the key reasons are:

- To contribute to delivering the objectives of the Clean Air Action Plan, the Climate Action Plan, recommendation 8 and 9 of Camden's Citizen Assembly on the Climate Crisis, which includes the recommendation to encourage car-free trips to schools and the trialling of more car free days and zones.
- To contribute towards the delivery of Objectives 1, 2, 3, 4, 5 and 6 (in particular), and the supporting policies and measures, in the Camden Transport Strategy (CTS) and the implementation of Policies 1, 2 and 3 in the Mayor's Transport Strategy 2018. The Council's target for travel in London is that by 2041 the transport mode shares for Camden residents will be 93% of travel on foot, by cycle or public transport and only 7% by car, motorcycle, taxi or other. The 93% mode share represents a substantial increase on the baseline of 85% (3-year average for 2014/15 to 2016/17);
- To reduce traffic dominance and severance on residential streets and prioritise the movement of pedestrians and cyclists over motor vehicles, in line with the actions set out in Camden's Walking & Accessibility, Road Safety and Cycling Action Plans and Camden's Road User Hierarchy.
- To deliver a safer and healthier environment for residents and users of these streets, such as cyclists and pedestrians, and the children of Christ Church Primary School.

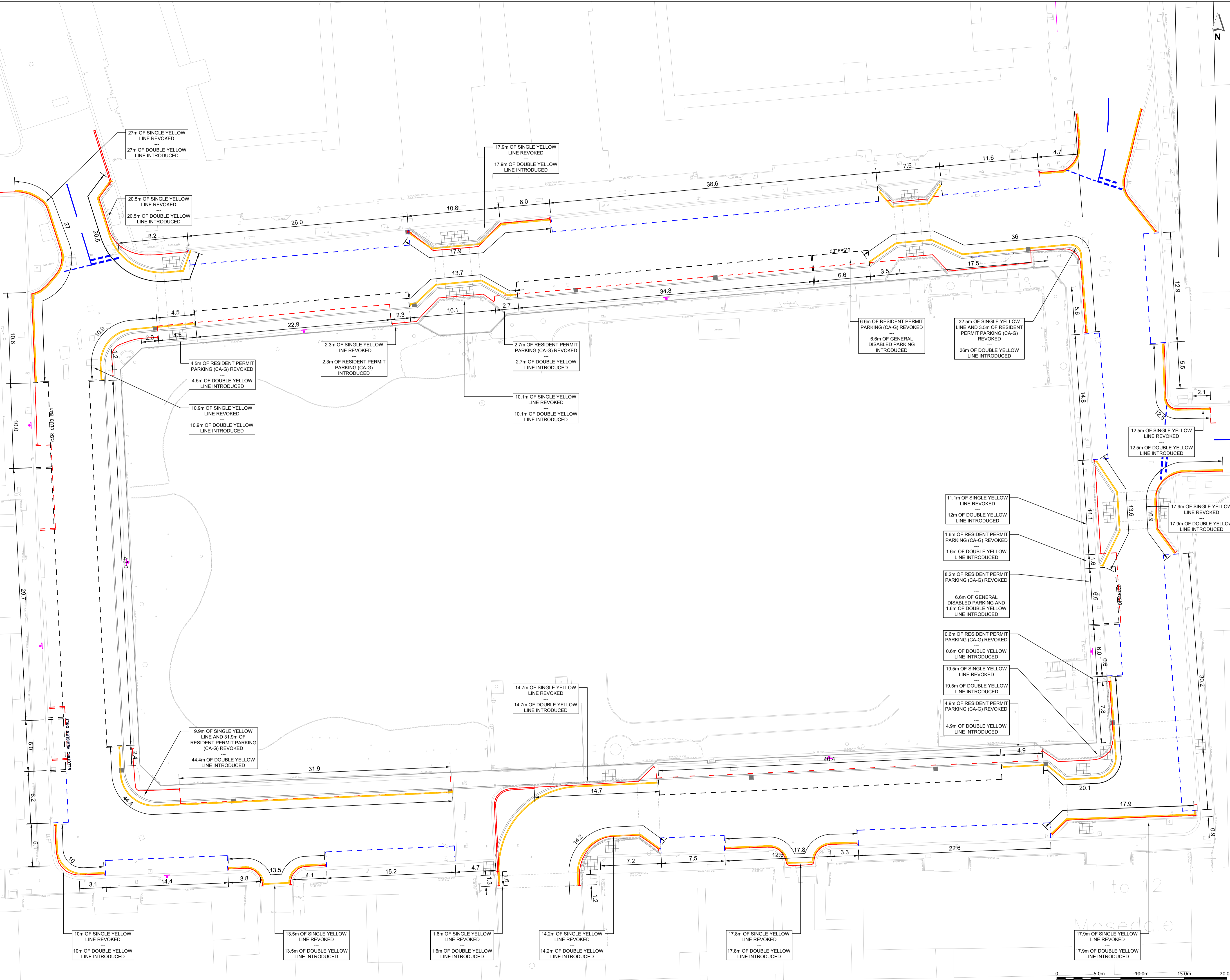
- To enable more people to choose to walk and cycle to, from and along/ around Redhill Street and Cumberland Market by removing some of the barriers that prevent more people from walking and cycling, particularly linked to road safety.
- To enhance the streetscape, footways and public realm on Redhill Street and Cumberland Market to improve the environment for pedestrians, wheelchair users and people pushing buggies.
- To enable the streetscape on Redhill Street and Cumberland Market to contribute to delivering positive benefits for people with any of the 9 protected characteristics identified in the Equality Act, 2010.
- Traffic data collected as part of investigations for the scheme, which showed that Redhill Street and Cumberland Market are currently used as a cut through between Albany Street and Robert Street. This is particularly evident from significant flows travelling along Redhill Street (Southern junction), through the Cumberland Market / Redhill Street junction, and onward along Osnaburgh Street. The Decision Report contains further information.
- The reduction in traffic would help to improve road safety and walking, cycling and scooting conditions for residents, school children, workers, and visitors to the area, and help to improve air quality in these local streets. Through-traffic on Redhill Street would be removed at all times and so helping create safer walking, cycling and scooting on that street at all times.

Appendix F contains further information regarding the policy context for this scheme.

These schemes are designed to make walking and cycling a more attractive and safer choice, encouraging modal shift towards active modes of travel (where possible), and de-prioritising non-essential motor vehicle trips.

NOTES:
 1. Do not scale from this drawing.
 2. All dimensions are in metres unless otherwise shown.

KEY
 — PROPOSED WHITE ROAD MARKING
 — PROPOSED YELLOW ROAD MARKINGS
 — EXISTING ROAD MARKING TO BE REMOVED
 — EXISTING ROAD MARKING TO BE RETAINED



00.1 INITIAL SUBMISSION	SEG	SEG	24/02/2023
REVIDES DESCRIPTION	DES	APP	DATE

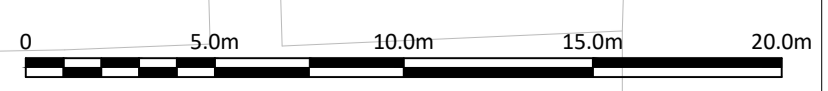
STATUS: FOR COMMENT



PROJECT: CUMBERLAND MARKET PUBLIC REALM IMPROVEMENTS

DRAWING TITLE: TMO PROPOSALS

DRAWING NO: 202207003-1250-01			
PROJECT NO: 202207003	SCALE @ A1: 1:200	REVISION: 00.1	
DESIGNED: SEG	CHECKED: SEG	APPROVED: SEG	DATE: 24/02/2023



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The Camden (Parking Places) (CA-G) (Amendment No. **) Traffic Order 202*

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Parking Places) (CA-G) (Amendment No. **)
Traffic Order 202*

Made on ** ***** 202*

Coming into force on ** ***** 202*

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], 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) (CA-G) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

2. Interpretation

2.1 In this Order:

2.1.1 the term "Parent Order" means the Camden (Parking Places) (CA-G) Traffic Order 2012 [LBC 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 were omitted from Schedule 1 to that Order, the items set out in table 1 of the Schedule to this Order; and

3.1.2 there were included in Schedule 1 to that Order, the items set out in table 2 of the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
9872	CUMBERLAND MARKET	(north arm), the south side, from a point 4.8 metres east of the eastern limit of the western arm of Cumberland Market, eastwards for a distance of 26 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
9877	CUMBERLAND MARKET	(south arm), the north side, from a point 4.6 metres west of the western limit of the eastern arm of Cumberland Market, westwards for a distance of 45 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
9881	CUMBERLAND MARKET	(south arm), the south side, from a point 4 metres east of the western flank wall of Grasmere, Cumberland Market, eastwards for a distance of 14.5 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
9882	CUMBERLAND MARKET	(south arm), the south side, from a point 6.5 metres east of the western flank wall of Patterdale, Cumberland Market, westwards for a distance of 7.5 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
9883	CUMBERLAND MARKET	(south arm), the south side, from a point 7.6 metres west of the western kerb-line of the northern arm of Osnaburgh Street, westwards for a distance of 22.5 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
11636	CUMBERLAND MARKET	(east arm), the west side, from a point 0.5 metres north of a point opposite the northern kerb-line of Varndell Street, northwards for a distance of 11.0 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM

11637	CUMBERLAND MARKET	(east arm), the west side, from a point 9.0 metres north of the northern kerb-line of Cumberland Market (southern arm), northward for a distance of 15.0 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
11638	CUMBERLAND MARKET	(north arm), the south side, from a point 1.7metres east of the western boundary wall of H-Pod West Euston Community Project Building Cumberland Market, westward for a distance of 49.0 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
11639	CUMBERLAND MARKET	(north arm), the north side, from a point 5.0 metres west of the western kerb-line of Augustus Street, westward for a distance of 14.0 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
11640	CUMBERLAND MARKET	(north arm), the north side, from a point 25.0 metres west of the western kerb-line of Augustus Street, westward for a distance of 44.7 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
12956	CUMBERLAND MARKET	(south arm), the north side, from a point 4.6 metres east of the eastern limit of the western arm of Cumberland Market, eastwards for a distance of 15 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
12957	CUMBERLAND MARKET	(south arm), the north side, from a point 25.6 metres east of the eastern limit of the western arm of Cumberland Market, eastwards for a distance of 10 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
14041	CUMBERLAND MARKET	(western arm), west side: from a point 4.4 metres south of a point in line with the southernmost building line of Nos. 1 to 50 Rothay, southwards for a distance of 20.9 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
14042	CUMBERLAND MARKET	(western arm), west side: from a point 31.3 metres south of a point in line with the southernmost building line of Nos. 1 to 50 Rothay, southwards for a distance of 7.7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
*****	CUMBERLAND MARKET	(north arm), the north side, from a point 4.7 metres west of the western kerb-line of Augustus Street, westwards for a distance of 11.6 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(north arm), the north side, from a point 23.8 metres west of the western kerb-line of Augustus Street, westwards for a distance of 38.6 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(north arm), the south side, from a point 11.0 metres east of the eastern limit of the western arm of Cumberland Market, eastwards for a distance of 25.2 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(north arm), the south side, from a point 31.3 metres west of the western limit of the eastern arm of Cumberland Market, westward for a distance of 34.8 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(east arm), the west side, from a point 6.2 metres south of a point opposite the northern kerb-line of Varndell Street, northwards for a distance of 14.8 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(east arm), the west side, from a point 11.3 metres north of the northern kerb-line of the southern arm of Cumberland Market (measured from the kerb buildout), northward for a distance of 6.0 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM

*****	CUMBERLAND MARKET	(south arm), the north side, from a point 13.1 metres west of the western limit of the eastern arm of Cumberland Market, westwards for a distance of 40.4 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(south arm), the south side, from a point 7.2 metres east of the western flank wall of Patterdale, Cumberland Market, westwards for a distance of 7.5 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(south arm), the south side, from a point 4 metres east of the western flank wall of Mosedale, Cumberland Market, eastwards for a distance of 22.6 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(south arm), the south side, from a point 4.7 metres west of the western kerb-line of the northern arm of Osnaburgh Street, westwards for a distance of 15.2 metres.	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(western arm), the west side: from a point 12.9 metres north of a point in line with the southernmost building line of Nos. 1 to 50 Rothay, southwards for a distance of 29.7 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM
*****	CUMBERLAND MARKET	(western arm), the west side: from a point 5.1 metres north of a point in line with the southernmost building line of Thirlmere, northwards for a distance of 6.2 metres	MONDAY - FRIDAY 8.30AM - 6.30PM SATURDAY 8.30AM – 1.30PM

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. **) Traffic Order 202*

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Free Parking Places) (Disabled Persons) (Amendment No. **) Traffic Order 202*

Made on ** ***** 202*

Coming into force on ** ***** 202*

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 may be cited as the Camden (Free Parking Places) (Disabled Persons) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

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 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. 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 there were included in the schedule to the parent order the items set out in table 1 of the schedule to this order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
*****	CUMBERLAND MARKET	(east arm), the west side, from a point 17.3 metres north of the northern kerb-line of Cumberland Market (southern arm), northward for a distance of 6.6 metres.	AT ALL TIMES
*****	CUMBERLAND MARKET	(north arm), the south side, from a point 24.5 metres west of the western kerb-line of Cumberland Market (east arm), westward for a distance of 6.6 metres.	AT ALL TIMES

The Camden (Parking Places) (Electric Vehicle Recharging Points) (No. **) Traffic Order 202*

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Parking Places) (Electric Vehicle Recharging Points) (Amendment No. **)
**) Traffic Order 202*

Made on ** ***** 202*

Coming into force on ** ***** 202*

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 may be cited as the Camden (Parking Places) (Electric Vehicle Recharging Points) (No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

2. Interpretation

- 2.1 In this Order:
- 2.1.1 the term "Parent Order" means the Camden (Parking Places) (Charging Points for Electric Vehicles) Traffic Order 2012 [L.B.C. 2012 No. 28]
- 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 were 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 ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
14045	CUMBERLAND MARKET	(western arm), west side: from a point 25.3 metres south of a point in line with the southernmost building line of Nos. 1 to 50 Rothay, southwards for a distance of 6 metres

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
*****	CUMBERLAND MARKET	(western arm), west side: from a point 26.8 metres south of a point in line with the southernmost building line of Nos. 1 to 50 Rothay, southwards for a distance of 6 metres

The Camden (Parking Places) (Car Clubs) (Amendment No. **) Traffic Order 202*

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Parking Places) (Car Clubs) (Amendment No. **) Traffic Order 202*

Made on ** ***** 202*

Coming into force on ** ***** 202*

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 may be cited as the Camden (Parking Places) (Car Clubs) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

2. Interpretation

- 2.1 In this Order:
- 2.1.1 the term "Parent Order" means the Camden (Parking Places) (Car Clubs) Traffic Order 2012 [L.B.C. 2012 No. 26]
- 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 were 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 ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
14045	CUMBERLAND MARKET	(western arm), the west side, from a point 5.6 metres north of a point in line with the southernmost building line of Nos. 1 to 50 Rothay, southwards for a distance of 10 metres.	CC143

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	DESIGNATION NUMBER
*****	CUMBERLAND MARKET	(western arm), the west side, from a point 12.9 metres north of a point in line with the southernmost building line of Nos. 1 to 50 Rothay, southwards for a distance of 10 metres.	CC143

**The Camden (Waiting and Loading Restrictions)
(Civil Enforcement Area) (Amendment No. **) Traffic
Order 202***

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. **) Traffic Order 202*

Made on ** ***** 202*

Coming into force on ** ***** 202*

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], 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 (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

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 [LBC 2012 No. 1];
- 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. Amendment of 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:
- 3.1.1 there were substituted for the item set out in relation to the similarly named streets in Schedule 1 to the Parent Order, the item set out in table 1 of the Schedule to this Order.

4. Amendment of Schedule 2 to the Parent Order

- 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 Parent Order shall have effect as though:
 - 4.1.1 there were added to Schedule 2 to the Parent Order the items numbered ****, ****, **** and **** and set out in table 2 of the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE

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

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
46	AUGUSTUS STREET	
(a)	west side:	
(i)	from the northern kerb-line of Cumberland Market to a point 6.5 metres north of that kerb-line.	A
(b)	east side:	
(i)	from the northern kerb-line of Cumberland Market to a point 9.8 metres north of that kerb-line.	A
(c)	both sides:	
(i)	so much else of Augustus Street as is public highway and which does not lie within those lengths specified above	B
243	CUMBERLAND MARKET	
(a)	north arm:	
(i)	the north side, from the north-eastern kerb-line of Redhill Street to a point 8.2 metres east of that kerb-line;	A
(ii)	the north side, from a point 8.2 metres east of the north-eastern kerb-line of Redhill Street to a point 34.2 metres east of that kerb-line;	A
(iii)	the north side, from a point 23.8 metres west of the western kerb-line of Augustus Street to a point 16.3 metres west of that kerb-line;	A

(iv)	the north side, from the western kerb-line of Augustus Street to a point 4.7 metres west of that kerb-line;	A
(v)	the south side, from the eastern kerb-line of the west arm of Cumberland Market to a point 11.0 metres east of that kerb-line;	A
(vi)	the south side, from a point 36.2 metres east of the eastern kerb-line of the west arm of Cumberland Market to a point 50.0 metres east of that kerb-line;	A
(vii)	the south side, from the western kerb-line of the east arm of Cumberland Market to a point 24.5 metres west of that kerb-line;	A
(b)	east arm:	
(i)	the east side, from the south-eastern kerb-line of Augustus Street to a point 18.4 metres north of the southern property boundary of No. 1 Varndell Street;	A
(ii)	the east side, from a point 5.5 metres north of the southern property boundary of No. 1 Varndell Street to a point 9.6 metres south of the southern kerb-line of Varndell Street;	A
(iii)	the east side, from the southern kerb-line of the south arm of Cumberland Market to a point 0.9 metres north of that kerb-line;	A
(iv)	the west side, from the southern kerb-line of the north arm of Cumberland Market to a point 6.2 metres north of a point opposite the northern kerb-line of Varndell Street;	A
(v)	the west side, from a point 6.2 metres south of a point opposite the northern kerb-line of Varndell Street to a point 18.9 metres south of a point opposite that kerb-line;	A
(vi)	the west side, from the northern kerb-line of the south arm of Cumberland Market to a point 11.3 metres north of that kerb-line (measured from the kerb buildout);	A
(c)	south arm:	
(i)	the north side, from the eastern kerb-line of the west arm of Cumberland Market to a point 62.5 metres east of that kerb-line;	A
(ii)	the north side, from the western kerb-line of the east arm of Cumberland Market to a point 13.3 metres west of that kerb-line;	A

(iii)	the south side, from the western kerb-line of the west arm of Cumberland Market to a point 5.5 metres east of that kerb-line;	A
(iv)	the south side, from a point 19.9 metres east of the western kerb-line of the west arm of Cumberland Market to a point 31.3 metres east of that kerb-line;	A
(v)	the south side, from the eastern kerb-line of Osnaburgh Street to a point 9.4 metres east of that kerb-line;	A
(vi)	the south side, from a point 16.9 metres east of the eastern kerb-line of Osnaburgh Street to a point 32.7 metres east of that kerb-line;	A
(vii)	the south side, from the eastern kerb-line of the east arm of Cumberland Market to a point 17.3 metres east of that kerb-line;	A
(d)	west arm:	
(i)	the west side, between the south-western kerb-line of Redhill Street and a point 12.9 metres north of a point in line with the southernmost building line of Nos. 1 to 50 Rothay;	A
(ii)	the west side, between the southern kerb-line of the south arm of Cumberland Market and a point 5.1 metres north of a point in line with the southernmost building line of Thirlmere;	A
(iii)	the east side, from the southern kerb-line of the north arm of Cumberland Market to a point 5.2 metres south of that kerb-line;	A
(iv)	the east side, from the northern kerb-line of the south arm of Cumberland Market to a point 6.8 metres north of that kerb-line;	A
(e)	so much else of Cumberland Market as is public highway and which does not lie within the lengths specified above	B
716	OSNABURGH STREET	
(a)	southern arm:	
(i)	between the northern kerb line of Euston Road and a point 6.10 metres north of the northern kerb line of Osnaburgh Terrace	F

(ii)	between its northern extremity and a point 6.10 metres north of the northern kerb line of Osnaburgh Terrace	B
(b)	northern arm:	B
(i)	the west side, from a point 0.5 metres south of the southern boundary of no 27 Osnaburgh Street, northwards up to the start of parking bay opposite side 33 Osnaburgh Street	A
(ii)	the west side, between a point 1.3 metres south of the northern property boundary of Grasmere and the southern kerb-line of Cumberland Market	A
(iii)	the east side, between a point 1.2 metres south of the northern property boundary of Patterdale and the southern kerb-line of Cumberland Market	A
(iv)	all other sections of the northern arm	B
791	REDHILL STREET	
(a)	northern north-east to south-west arm: both sides: from the north-eastern kerb line of Albany Street, north-eastwards for a distance of 8.1 metres	A
(b)	southern north-east to south-west arm:	
(i)	north-west side: from the north-eastern kerb line of Albany Street, north-eastwards for a distance of 10.5 metres	A
(ii)	south-east side: from the north-eastern kerb line of Albany Street, north-eastwards for a distance of 8.3 metres	A
(c)	north-west to south-east arm:	
(i)	south-west side: from the northern kerb line of Cumberland Market to the southern kerb-line of the vehicular entrance to Rothay	A
(ii)	south-west side: from a point 22.4 metres south-east of the south-eastern kerb line of the northern north-east to south-west arm of Redhill Street, south-eastwards for a distance of 60.5 metres	A

(iii)	north-east side: from the northern kerb line of Cumberland Market, north-westwards for a distance of 16.9 metres	A
(iv)	north-east side: from a point 128.5 metres north-west of the northern kerb line of Cumberland Market, north-westwards for a distance of 4.4 metres	A
(d)	so much else of Redhill Street that is public highway and which does not fall within those lengths specified above	B
960	VARNDELL STREET	
(a)	north side:	
(i)	between the eastern kerb line of the eastern arm of Cumberland Market and a point 2.1 metres east of the western property boundary of No. 1 Varndell Street	A
(ii)	between a point 2.1 metres east of the western property boundary of No. 1 Varndell Street and a point 6.10 metres west of the western kerb line of Stanhope Street	B
(b)	south side:	
(i)	between the eastern kerb line of the eastern arm of Cumberland Market and a point 4.3 metres east of the western property boundary of Grisedale	A
(ii)	between a point 4.3 metres east of the western property boundary of Grisedale and a point 6.10 metres west of the western kerb line of Stanhope Street	B
(c)	both sides:	
(i)	between a point 6.10 metres west of the western kerb line of Stanhope Street and a point 6.10 metres east of the eastern kerb line of Stanhope Street	F
(ii)	between a point 6.10 metres east of the eastern kerb line of Stanhope Street and a point [^RR^] 10 metres west of the western kerb line of Hampstead Road	B