

Public notice

Camley Street – introduction of 'at any time' waiting restrictions

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

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Order under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Order, so as to improve road safety for northbound pedal cycle users in CAMLEY STREET, would be to introduce a new length of 'at any time' waiting restrictions in the west side of Camley Street, between its junction with Granary Street and a point 30 metres south-east of the south-eastern wall of No. 103 Camley Street.
3. Copies of the proposed Order, of a plan indicating the proposals, the Council's Statement of reasons for making the Order, and of other relevant documents, may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals or by prior appointment, in person at 5 Pancras Square, London, N1C 4AG during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference '**TMO2425-0016**' and giving reasons for any objection, to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 25 October 2024.

Peter Mardell – Head of Parking Operations

03 October 2024

Statement of reasons

Camley Street – introduction of 'at any time' waiting restrictions

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

The purpose of this proposal is to improve road safety and comfort for cyclists on the west side of Camley Street between the junction with Granary Street and the zebra crossing opposite 102 Camley Street by:

- Converting the section of single yellow line on the west side of Camley Street between the junction with Granary Street and the zebra crossing opposite 102 Camley Street into double yellow lines ('No waiting at any time') restrictions.

The proposals meet the objectives of [We Make Camden](#) by helping create clean, vibrant, and sustainable places and making it easier for people to travel by active modes of transport, which would help to encourage residents and visitors to walk and cycle more instead of driving motor vehicles or using public transport. This would in turn contribute to improving air quality and lowering carbon emissions in the borough. The proposals also meet the objectives of We Make Camden by responding to the impacts of climate change.

The above proposal meets the objectives of the Camden Transport Strategy (CTS) and Road Safety Action Plan by improving sightlines and providing more room for northbound cyclists, thereby reducing conflicts with southbound vehicles, and improving visibility and road safety. This may help to facilitate a reduction in motor vehicle dominance, an increase in cycling and improved air quality in the area. It would also help to make our streets and transport networks safe, accessible, and inclusive for all.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

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

Made: ** ***** 202*

Coming into force: ** ***** 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 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Waiting and Loading Restrictions) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:
 - "Council" means the Council of the London Borough of Camden;
 - "enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme, or other instrument having effect by virtue of an enactment; and
 - "the Order of 2012" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012², as amended.
- (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) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

¹ 1984 c.27

² LBC 2012/1

Amendment of the Order of 2012

3. 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 Order of 2012 shall have effect as though for the item numbered 150 and set out in Schedule 1 to that Order there were substituted the item similarly numbered and set out in the Schedule to this Order.

Dated this ** ** 202*

Peter Mardell

Head of Parking Operations

SCHEDULE – WAITING RESTRICTIONS

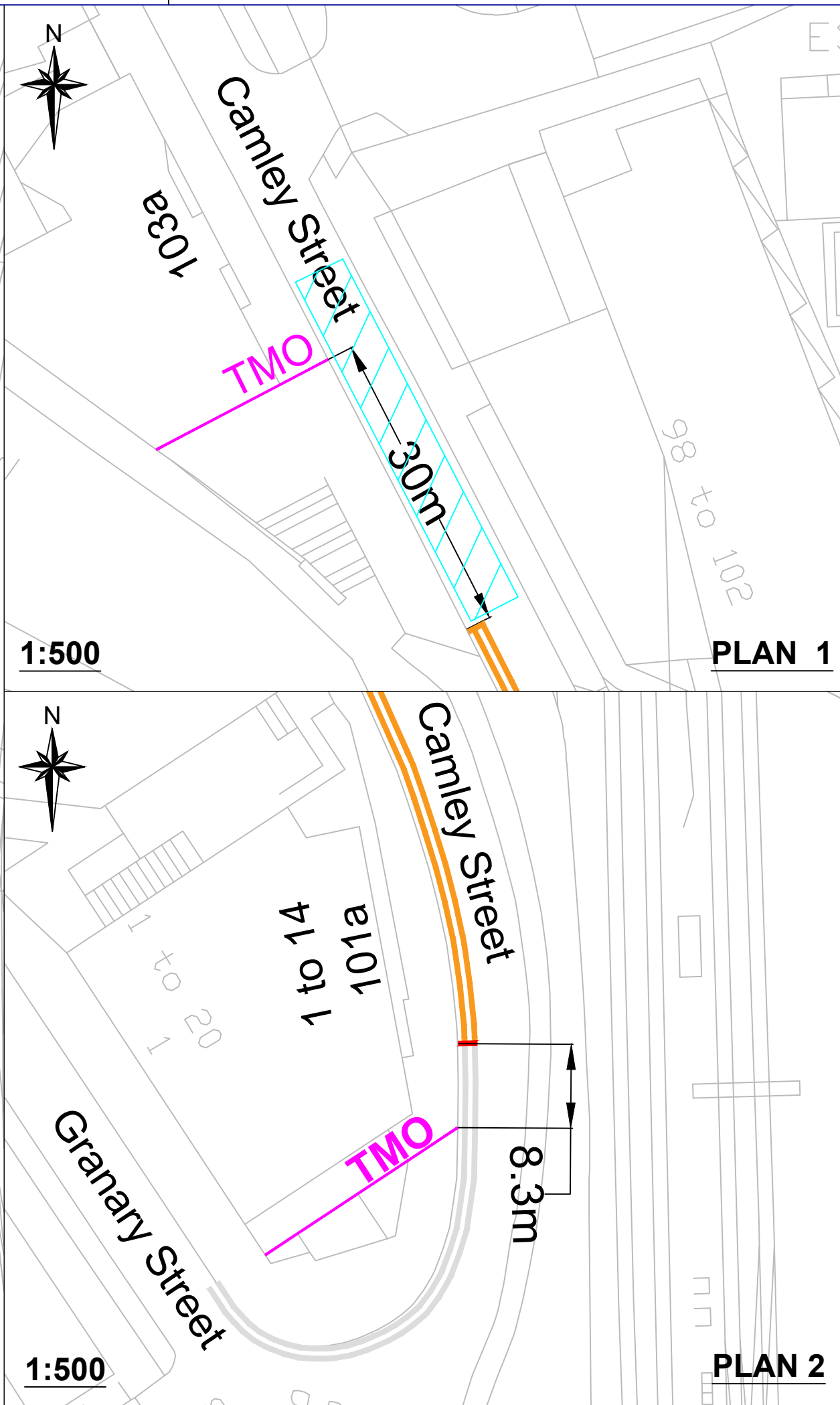
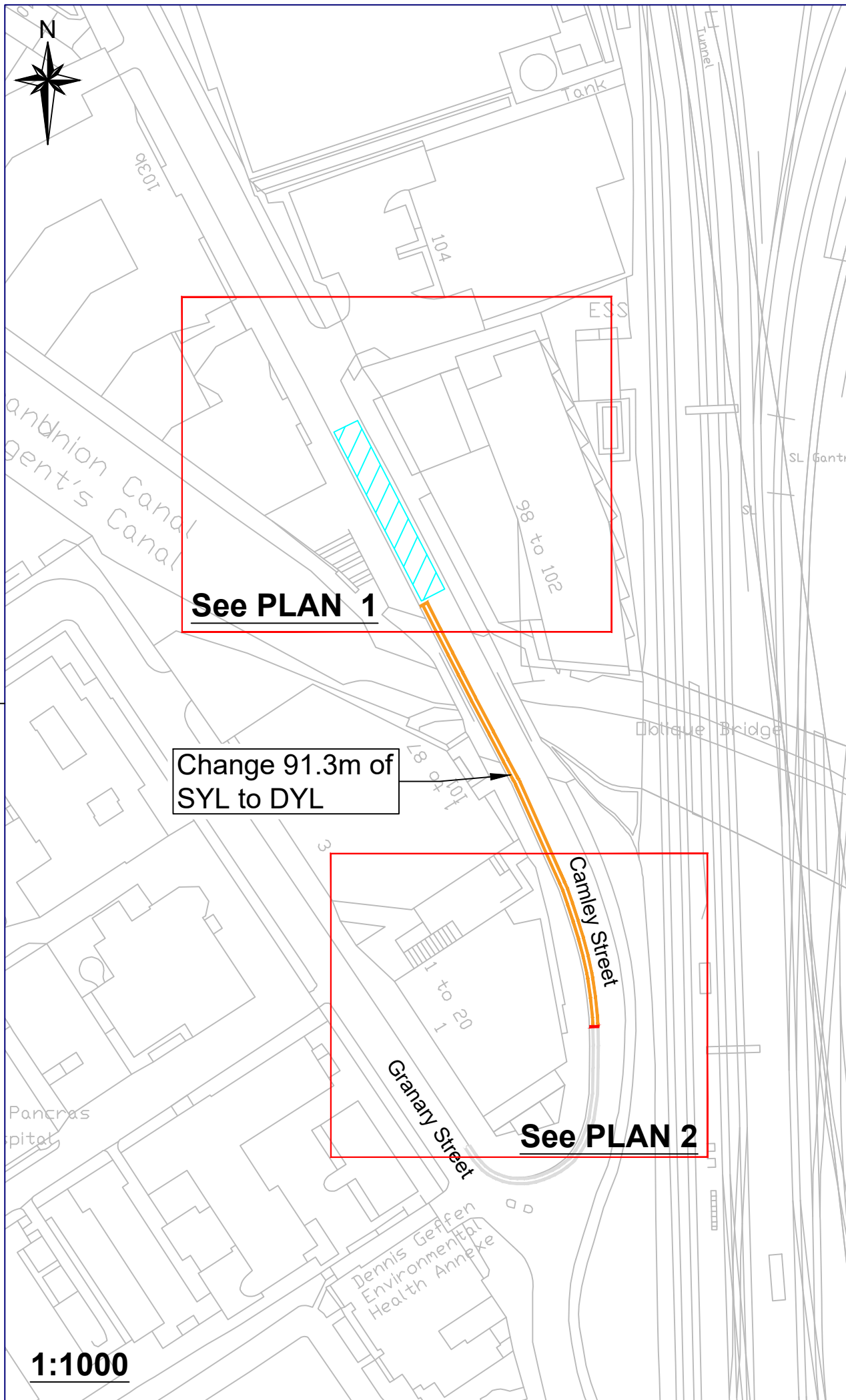
(substitution in Schedule 1 to the Order of 2012)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
150.	<p>CAMLEY STREET</p> <p>(a) the east side:</p> <p style="padding-left: 20px;">(i) between the north-western kerb-line of Goodsway and a point 32.5 metres north-west of that kerb-line;</p> <p style="padding-left: 20px;">(ii) between a point 52 metres north-west of the north-western kerb-line of Goodsway and a point 35 metres north of a point opposite the north-eastern kerb-line of Granary Street;</p> <p style="padding-left: 20px;">(iii) between a point 47.6 metres south-east of a point opposite the south-eastern wall of No. 103a Camley Street and the common boundary of Nos. 122 and 124 Camley Street;</p> <p>(a) the west side:</p> <p style="padding-left: 20px;">(i) between the north-western kerb-line of Pancras Road and a point 30 metres south-east of the south-eastern wall of No. 103a Camley Street;</p> <p style="padding-left: 20px;">(ii) between a point 10.4 metres north-west of the south-eastern wall of No. 103a Camley Street and a point 30.4 metres north-west of that wall;</p> <p style="padding-left: 20px;">(iii) between a point 10 metres north-west of the north-western kerb-line of Cedar Way (at its southern junction with Camley Street) and a point 10 metres north-west of the north-western kerb line of Crofters Way;</p> <p style="padding-left: 20px;">(iv) between a point 26.5 metres north of the northern kerb-line of Barker Drive and a point opposite the common boundary of Nos. 122 and 124 Camley Street;</p> <p>(c) so much else as is public highway.</p>	<p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm, Saturday 8.30 am – 12 noon</p>

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order further amends the provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, so as to introduce a new length of 'at any time' waiting restrictions in the west side of Camley Street, between its junction with Granary Street and a point 30 metres south-east of the south-eastern wall of No. 103 Camley Street, in the London Borough of Camden.



Key

- Existing zebra crossing
- Existing double yellow lines (DYL)
- Proposed removal of yellow line
- Proposed double yellow lines (DYL)

Rev	By	Date	Amendments

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

Project
 Minor Parking Scheme Upgrade of SYL to DYL

Drawing Title
 TMO Drawing
 Camley Street

Scale Various	Date Apr 2024
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location	

Drawing Number Camley Street/ 03	Rev.
-------------------------------------	------

1:1000

1:500

PLAN 2

1:500

PLAN 1