

Public notice

Somers Town - Green Mobility Hubs (Phase 1 & 2)

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

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

*The Camden (Parking Places) (Charging Points for Electric Vehicles) (Amendment No. *) Traffic Order 202**

*The Camden (Parking Places) (Pedal Cycles) (Amendment No. *) Traffic Order 202**

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

*The Camden (Loading Places) (Amendment No. *) Traffic Order 202**

*The Camden (Contraflow Cycle Lane) (Doric Way) (No. 1) Traffic Order 202**

*The Camden (Prescribed Route) (Charrington Street) (No. 1) Traffic Order 202**

*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 Orders under sections 6, 45, 46, 49, 63 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 Orders would be, in:-
 - (a) CHALTON STREET (north-west to south-east arm), to:
 - (i) provide a new pedal cycle parking place and a new cargo bike parking place (reserved for pedal cycles adapted for the carriage of goods) on the north-east side outside the Shaw Theatre/Pullman London St. Pancras Hotel;
 - (ii) reduce in length an existing paid-for parking place on the south-west side outside Nos. 3-9 Chalton Street, so as to provide a new dockless cycle and e-scooter hire parking place, kerb-build-out and cycle hangar;
 - (iii) introduce 'at any time' waiting and loading restrictions at the kerb build-out referred to above, a kerb build-out on the north-east side outside the Shaw Theatre/Pullman London St. Pancras Hotel, and on both sides of the road on its approach to Euston Road; and
 - (iv) introduce 'at any time' waiting restrictions on the north-east side underlying the cycle parking places referred to above, and on the south-west side outside Nos. 9-15 Chalton Street;
 - (b) CHALTON STREET (north-east to south-west arm), to:-
 - (i) remove part of a paid-for parking place on the north-west side at the side of No. 19 Goldington Crescent, and relocate south-westward over a reduced length the adjoining motorcycle parking area; and
 - (ii) introduce 'at any time' waiting and loading restrictions on both sides at its junction with Goldington Crescent;

- (c) CHARRINGTON STREET, to:
- (i) prohibit motor vehicles from entering into that part of Charrington Street which lies between the common boundary of Nos. 6-7 and 8-9 Charrington Street and its south-easternmost extremity;
 - (ii) designate a new electric vehicle charging point parking place and car club parking place reserved for electric vehicles in a new parking area on the north-east side outside Nos. 6-7 Charrington Street, both parking places standing parallel to the north-eastern kerb-line;
 - (iii) provide a new pedal cycle parking place on the north-east side outside Nos. 2-3 and 4-5 Charrington Street;
 - (iv) provide a new cargo bike parking place on the north-east side outside No. 1 Charrington Street;
 - (v) introduce 'at any time' waiting and loading restrictions on the north-east side outside Nos. 8-11 Charrington Street;
 - (vi) remove an existing paid-for parking place on the south-west side and part (2 vehicle spaces) of an existing residents parking place opposite Nos. 1-7 Charrington Street and provide a new accessible cycle parking place (reserved for pedal cycles adapted for use by disabled persons), dockless cycle and e-scooter hire parking place, kerb-build out, two cycle hangars;
 - (vii) remove part (3 vehicle spaces) of an existing residents parking place on the south-west side opposite Nos. 8-11 Charrington Street and introduce 'at any time' waiting and loading restrictions; and
 - (viii) convert part (5 vehicle spaces) of an existing residents parking place on the south-west side opposite Nos. 10-15 Charrington Street to a 'shared-use' permit holders' and paid-for parking place;
- (d) CRANLEIGH STREET, to:
- (i) remove an existing paid-for parking place on the south-east side outside Johnson House, Cranleigh Street and provide a new pedal cycle parking place, dockless cycle and e-scooter hire parking place, accessible cycle parking place, car club parking place, kerb build-out and two cycle hangars;
 - (ii) introduce 'at any time' waiting and loading restrictions on the north-west side between its junction with Eversholt Street and a point 8 metres north-east of its junction with Werrington Street;
 - (iii) introduce 'at any time' waiting and loading restrictions on the south-east side between its junction with Eversholt Street and a point 28 metres north-east of that junction, on the kerb build-out referred to above, and either side of its junction with Werrington Street;
 - (iv) introduce 'at any time' waiting restrictions on the south-east side underlying the pedal cycle and accessible cycle parking places referred to above; and

- (v) introduce a pedal cycle parking place within the paved area adjoining the north-western footway located to the north-west of Brook Houses, Cranleigh Street;
- (e) DORIC WAY, to:
- (i) introduce a new mandatory south-westbound contraflow cycle lane operating 'at any time', aligned with the south-east kerb and extending from a point 30 metres north-east of its junction with Eversholt Street south-westward to that junction;
 - (ii) remove an existing disabled persons 'blue badge' parking place and a loading place on the north-west side at the side of Nos. 34-38 Eversholt Street and provide a new pedal cycle parking place, dockless cycle and e-scooter hire parking place, kerb build-out and two cycle hangars;
 - (iii) remove an existing motorcycle parking area on the north-west side outside St. Mary's Flats, Doric Way and a length of 'at any time' waiting restrictions outside St. Anne's Flats, Doric Way to accommodate the construction of the pedestrian crossing referred to below, and provide a new 'loading only' place, operating 7 am – 7 pm on any day;
 - (iv) split and reduce in length by 6.6 metres an existing residents parking place on the north-west side outside St. Anne's Flats, Doric Way and provide a new disabled persons 'blue badge' parking place reserved for electric vehicles;
 - (v) remove a length of 'at any time' waiting restrictions on the north-west side outside St. Anne's Flats, Doric Way and provide a motorcycle parking area;
 - (vi) remove an existing paid-for parking place on the south-east side outside Nos. 1-79 Doric Way to accommodate the construction of the pedestrian crossing referred to below, and provide a new car club parking place;
 - (vii) convert an existing motorcycle parking area on the south-east side outside Nos. 1-79 Doric Way to residents parking, by extending the adjoining residents parking place;
 - (viii) introduce 'at any time' waiting and loading restrictions on the north-east side at its junction with Eversholt Street and the kerb build-out referred to above; and
 - (ix) introduce 'at any time' waiting restrictions on the north-west side underlying the pedal cycle parking place referred to above;
- (f) EVERSOLT STREET, to introduce a pedal cycle parking place on the north-eastern footway outside No. 190 Eversholt Street;
- (g) GOLDINGTON CRESCENT, to:
- (i) remove an existing paid-for parking place on the north-east side opposite its junction with Chalton Street and part of an existing residents parking place on the north-east side opposite Nos. 5-16 Goldington Crescent and provide a new cargo bike parking place,

dockless cycle and e-scooter hire parking place, car club parking place reserved for electric vehicles, electric vehicle recharging point parking place, and two kerb build-outs;

- (ii) provide a new pedal cycle parking place (and two cycle hangars) on the south-west side outside No. 17 Goldington Crescent and Nos. 48-49 Crowndale Court;
 - (iii) introduce 'at any time' waiting and loading restrictions on the north-east side opposite its junction with Chalton Street and at the kerb-build outs referred to above;
 - (iv) introduce 'at any time' waiting and loading restrictions on the south-west side extending 15 metres north-west of and 23.5 metres south-east of its junction with Chalton Street; and
 - (v) introduce 'at any time' waiting restrictions on both sides underlying the cargo bike and pedal cycle parking places referred to above;
- (h) WERRINGTON STREET, to introduce 'at any time' waiting and loading restrictions on both sides, at its junction with Cranleigh Street.

3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 23 of the Road Traffic Regulation Act 1984, have approved the provision of 'zebra' pedestrian crossings, centred at the following locations:-

DORIC WAY – at the south-western wall of Nos. 1-79 Doric Way. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the road extending for a distance of 15.5 metres south-west of and 8.5 metres north-east of this crossing; and

EVERSHOLT STREET – at a point 6.5 metres south-east of the south-eastern kerb-line of Cranleigh Street. 'Zig-zag' markings would be laid on both sides of the road extending for a distance of 19 metres either side of this crossing.

4. FURTHER NOTICE IS HEREBY GIVEN that the Council propose to construct a speed table of flat-top construction, under sections 90A to 90E of the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999, having a maximum height level with the surrounding footway and covering the full width of the carriageway, at the following locations:-

CHALTON STREET (the north-east to south-west arm) – at its junction with Goldington Crescent, extending from the south-western kerb-line of Goldington Crescent south-westward for a distance of 4 metres, including both ramps;

CRANLEIGH STREET – at its junction with Eversholt Street, extending from the north-eastern kerb-line of Eversholt Street north-eastward for a distance of 4 metres, including both ramps;

CRANLEIGH STREET – at its junction with Werrington Street, extending from a point 4.5 metres south-west of the south-western kerb-line of Werrington Street north-eastward to a point 5.5 metres north-east of the north-eastern kerb-line of Werrington Street, including both ramps, and extending into WERRINGTON STREET from the south-eastern kerb-line build-out of Cranleigh Street south-eastward for a distance of 6 metres, including the south-easternmost ramp; and

DORIC WAY – at the 'zebra' pedestrian crossing location referred to above, extending from a point 3 metres south-west of the south-western wall of Nos. 1-79 Doric Way north-eastward for a distance of 6 metres, including both ramps.

5. Copies of the proposed Orders, of plans indicating the proposals, the Council's Statement of reasons for making the Orders, 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 '**TMO2425-0019**' 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 13 December 2024.

Peter Mardell – Head of Parking Operations

21 November 2024

Statement of reasons

Somers Town - Green Mobility Hubs (Phase 1 & 2)

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

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

*The Camden (Loading Places) (Amendment No. *) Traffic Order 202**

*The Camden (Contraflow Cycle Lane) (Doric Way) (No. 1) Traffic Order 202**

*The Camden (Prescribed Route) (Charrington Street) (No. 1) Traffic Order 202**

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

Background

The proposals set out in this report have been developed as part of the Mayor of London's Future Neighbourhoods 2030 programme which is funding a series of projects focused on making Somers Town a more sustainable, healthy and climate resilient place.

Public consultation was undertaken for proposed Green Mobility Hubs (hereafter referred to as Hubs) on Goldington Crescent, Cranleigh Street and Charrington Street, as part of Phase 1 of the Green Mobility Hubs scheme, and for the proposal to install permanent Hubs on Doric Way and Chalton Street, which is Phase 2 of the scheme. Public consultations on the proposed changes took place between:

- Phase 1: 26th September 2023 - 17th October 2023
- Phase 2: 21st December 2023 – 21st January 2024

The proposal meets the objectives of We Make Camden by creating clean, vibrant and sustainable places and making it easier for people to travel more by foot and bike.

If the schemes are approved, they are proposed to put in place a Traffic Management Order ('TMO').

Statement of Reasons

The reasons for proposing to introduce the permanent Hub changes are set out in detail within the decision report. In summary the reasons are to:

- Create a recognisable location or space that offers a mix of sustainable and active shared mobility modes, which can include shared bikes, car clubs, cargo bikes and e-scooters.
- Implement community features such as cycle parking, seating and planting or play areas, water fountains and other amenities designed to improve public space for residents and visitors.

- Provide a sustainable, accessible 24-hour alternative service to private car ownership by providing access to sustainable, shared mobility services (such as cycle hire, e-scooters, shared cargo bikes and car clubs).
- Improve the safety of pedestrians and cyclists by reducing traffic dominance, and thereby over time reducing carbon emissions from road transport and congestion and improving air quality.
- Encourage improved health and well-being through enabling more people, especially the younger, older and groups less likely to engage in active modes in the area, by providing facilities such as bike hangars, wayfinding, seating and parking for adapted bikes which all make it easier and safer to do so.
- Deliver public realm and climate resilience measures including new tree planting, rain gardens, seating areas and water fountains. Making the area a nicer place to meet, stop, rest, and shop.
- Respond to the positive consultation response on the scheme proposals.
- Deliver the recommendation made by the Citizens' Assembly on the Climate Crisis to introduce more green spaces of residential streets, enabling electric transport with infrastructure and incentives.
- Contribute to delivering key London-wide and Borough-wide strategies, such as the Mayor's Transport Strategy, Camden's Transport Strategy, the Clean Air Action Plan and the Climate Action Plan.
- Deliver the objectives of the Somers Town Future Neighbourhoods 2030 programme and contribute to making Somers Town a healthier, more sustainable and climate resilient place. It also seeks to help residents, local businesses and organisations understand how climate change affects them and delivering projects that are good for "the environment, our pockets and our quality of life".

These proposals are suggested based on the alignment with Council and Mayoral policy, the positive response to the public consultation, the monitoring data and other feedback received as part of engagement conducted during the development of the scheme.

The scheme is designed to deliver a safer and healthier environment for local residents and businesses alongside other users of the street such as cyclists and pedestrians.

The proposed amendments to the scheme design, as set out in the decision report, would assist further in meeting these aims.

For more information visit:-

<https://democracy.camden.gov.uk/mglIssueHistoryHome.aspx?lId=68911>

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (CA-G)
(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 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

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*.

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 (Parking Places) (CA-G) 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 1983 c.27

² LBC 2012/7

Revocation

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:-
 - (a) the designation by the Order of 2012 of the parking places numbered 2938, 2939, 9827, 11644, and 11645, and set out in Schedule 1 therein is hereby revoked; and
 - (b) the designation by the Order of 2012 of the parking places numbered 2666, 2669, 3023, 3064, 3065, 3066, 8995, 9811, 11085, and 11641, and set out in Schedule 2 therein is hereby revoked.

Designation of parking places and application of the Order of 2012 thereto

4. (1) Each area on a highway comprising the length of carriageway of a street specified in columns (2) and (3) of a Schedule to this Order and bounded on one side of that length by the edge of the carriageway and, unless otherwise so specified, having a width throughout of at least 1.8 metres, is designated as a parking place.
- (2) The provisions of the Order of 2012 (other than Articles 4 and 15) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if:-
 - (a) any reference to Schedule 1 to the Order of 2012 included a reference to Schedule 1 to this Order; and
 - (b) any reference to Schedule 2 to the Order of 2012 included a reference to Schedule 2 to this Order; and
 - (c) any reference to Schedule 3 to the Order of 2012 included a reference to Schedule 3 to this Order.

Placing of traffic signs, etc.

5. The Council shall:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place referred to in a Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the controlled hours for the leaving only of the vehicles specified in either: Article 4.2, or Article 4.3, or Article 4.4, as the case may be, of the Order of 2012;
 - (c) place and maintain in or in the vicinity of each parking place referred to in Schedule 2 or 3 to this Order, a traffic sign indicating that such parking place may be used by vehicles making payment of the parking charge by way of an electronic payments system, and the location identification number of such parking place or part thereof; and
 - (d) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 - PERMIT HOLDERS' PARKING PLACES

(1) Item number	(2) Street	(3) Length of highway	(4) Controlled hours
****	CHARRINGTON STREET	south-west side: from a point 12.5 metres north-west of a point opposite the north-western kerb-line of Platt Street to a point 22 metres south-east of a point opposite the south-eastern kerb-line of Platt Street, having a width throughout of 5 metres. <i>Vehicles to stand at an angle of 90° to the south-western kerb-line.</i>	Monday – Friday 8.30 am - 6.30 pm
****	DORIC WAY	north-west side: from a point 5.5 metres north-east of the south-western wall of St. Anne's Flats, Doric Way north-eastward for a distance of 10.9 metres.	Monday – Friday 8.30 am - 6.30 pm
****	DORIC WAY	north-west side: from a point 7 metres south-west of the north-eastern wall of St. Anne's Flats, Doric Way south-westward for a distance of 14.2 metres.	Monday – Friday 8.30 am - 6.30 pm
****	DORIC WAY	south-east side: from a point 15.7 metres north-east of the south-western wall of Nos. 1-79 Doric Way to a point 4 metres south-west of the north-eastern wall of Nos. 1-79 Doric Way.	Monday – Friday 8.30 am - 6.30 pm
****	GOLDINGTON CRESCENT	north-east side: from a point 20.5 metres south-east of a point opposite the south-eastern kerb-line of Chalton Street to a point 24.5 metres south-west of the south-western kerb-line of Pancras Road.	Monday – Friday 8.30 am - 6.30 pm

SCHEDULE 2 – PAID-FOR PARKING PLACES

(1) Item number	(2) Street	(3) Length of highway	(4) Controlled hours	(5) Tariff (non-diesel-engined)	(6) Tariff (diesel-engined)	(7) Maximum stay
****	CHALTON STREET (north-west to south-east arm)	south-west side: from a point 28.5 metres north-west of the north-western kerb-line of Euston Road to a point 2.5 metres north-west of the common boundary of Nos. 1 and 3 Chalton Street.	Monday – Tuesday 8.30 am - 6.30 pm Wednesday – Friday 3 pm – 6.30 pm	Electric vehicles - £4.83 per hour. Euro 6 compliant petrol vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £0.66, over 121g/km - £0.77.	Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £1.90, over 121g/km - £2.21.	2 hours

SCHEDULE 3 (continued)

(1) <i>Item number</i>	(2) <i>Street</i>	(3) <i>Length of highway</i>	(4) <i>Controlled hours</i>	(5) <i>Tariff (non-diesel-engined)</i>	(6) <i>Tariff (diesel-engined)</i>	(7) <i>Maximum stay</i>
****.	CHALTON STREET (north-east to south-west arm)	north-west side: from a point 17.5 metres south-west of the south-western kerb-line of Goldington Crescent south-westward for a distance of 17.1 metres.	Monday – Friday 8.30 am - 6.30 pm	Electric vehicles - £4.83 per hour. Euro 6 compliant petrol vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £0.66, over 121g/km - £0.77.	Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £1.90, over 121g/km - £2.21.	2 hours

SCHEDULE 3 – 'SHARED-USE' PARKING PLACES

(1) Item number	(2) Street	(3) Length of highway	(4) Controlled hours	(5) Tariff (non-diesel-engined)	(6) Tariff (diesel-engined)	(7) Maximum stay
****	CHARRINGTON STREET	<p>south-west side: from a point 22 metres south-east of a point opposite the south-eastern kerb-line of Platt Street to a point 33.5 metres south-east of a point opposite that kerb-line, having a width throughout of 5 metres.</p> <p><i>Vehicles to stand at an angle of 90° to the south-western kerb-line.</i></p>	Monday – Friday 8.30 am - 6.30 pm	<p>Electric vehicles - £4.83 per hour.</p> <p>Euro 6 compliant petrol vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour.</p> <p>Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £0.66, over 121g/km - £0.77.</p>	<p>Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour.</p> <p>Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £1.90, over 121g/km - £2.21.</p>	2 hours

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Council's 'Green Mobility Hubs' programme:

- (a) reduces in length by 7 metres an existing paid-for parking place in the south-west side of Chalton Street (north-west to south-east arm), outside Nos. 1-5 Chalton Street, so as to accommodate the construction of a kerb build-out and provision of a dockless cycle hire and e-scooter hire parking place;
- (b) in the south-west side of Charrington Street, removes an existing paid-for parking place (10 vehicle spaces) opposite Nos. 1-5 Charrington Street, removes part of a residents parking place (5 vehicle spaces) opposite Nos. 6-9 Charrington Street, and converts part of a residents parking place (5 vehicle spaces) opposite Nos. 10-15 Charrington Street to 'shared-use' parking, so as to accommodate the construction of a kerb-build-out, and provision of cycle hangars, a dockless cycle hire and e-scooter hire parking place, and an accessible cycle parking place;
- (c) revokes an existing paid-for parking place, 37 metres in length, in the south-east side of Cranleigh Street outside Johnson House, so as to accommodate the construction of a kerb-build-out, provision of cycle hangars, a dockless cycle hire and e-scooter hire parking place, a pedal cycle parking place, an accessible cycle parking place and a car club parking place;
- (d) revokes 15.5 metres of paid-for parking in the south-east side of Doric Way outside Nos. 1-79 Doric Way, so as to accommodate the provision of a pedestrian crossing, car club parking place and extends the adjacent residents parking place, and removes 13.8 metres of residents' parking in the north-west side outside St. Anne's Flats so as to accommodate the provision of a loading bay and disabled persons' parking place reserved for electric vehicles;
- (e) reduces in length by 6 metres an existing paid-for parking place in Chalton Street (north-east to south-west arm) so as to accommodate the relocation of a motorcycle parking area;
- (f) revokes an existing paid-for parking place, 38 metres in length in the north-east side of Goldington Crescent opposite its junction with Chalton Street and reduces in length by 3.9 metres the adjacent residents parking place opposite Nos. 5-16 Goldington Crescent, so as to accommodate the provision of a cargo bike parking place, dockless cycle and e-scooter hire parking place, car club parking place reserved for electric vehicles, electric vehicle recharging point parking place, and construction of two kerb build-outs;

in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (Car Clubs)
(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 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

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*.

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 (Parking Places) (Car Clubs) 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 1983 c.27

² LBC 2012/26

Designation of parking places and application of the Order of 2012 thereto

3. (1) Each area on a highway comprising the length of carriageway of a street specified in columns (2) and (3) of a Schedule to this Order and bounded on one side of that length by the edge of the carriageway and, unless otherwise so specified, having a width throughout of at least 1.8 metres, is designated as a parking place.
- (2) The provisions of the Order of 2012 (other than Articles 4 and 11) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if any reference to the Schedule to the Order of 2012 included a reference to the Schedules to this Order.

Placing of traffic signs, etc.

4. The Council shall:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place referred to in Schedules 1 and 2 to this Order;
 - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the controlled hours for the leaving only of such vehicles specified in Article 4 of the Order of 2012 or such vehicles specified in Article 4 of the Order of 2012 as are electric vehicles, as the case may be; and
 - (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 - CAR CLUB PARKING PLACES

(1) Item number	(2) Street	(3) Length of highway	(4) Permit identifier
****	DORIC WAY	the south-east side, from a point 8.5 metres north-east of the south-western wall of Nos. 1-79 Doric Way north-eastward for a distance of 7.2 metres.	CC*****

SCHEDULE 2 - CAR CLUB PARKING PLACES RESERVED FOR ELECTRIC VEHICLES

(1) Item number	(2) Street	(3) Length of highway	(4) Permit identifier
****	CHARRINGTON STREET	the segregated parking area fronting Nos. 6-7 Charrington Street, the south-east side, from the north-eastern kerb-line of Charrington Street south-eastward for a distance of 2.5 metres, having a width throughout of 5.2 metres. <i>Vehicles to stand at an angle of 90° to the south-eastern kerb-line of said parking area.</i>	CC*****
****	CRANLEIGH STREET	the south-east side, from a point 6.5 metres south-west of the south-western kerb-line of Werrington Street south-westward for a distance of 7.5 metres.	CC*****
****	GOLDINGTON CRESCENT	the north-east side, from a point 5 metres south-east of a point opposite the south-eastern kerb-line of Chalton Street south-eastward for a distance of 6.6 metres.	CC*****

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Council's 'Green Mobility Hubs' programme, designates a new car club parking place in Doric Way, and designates new car club parking places reserved for electric vehicles in Charrington Street, Cranleigh Street and Goldington Crescent, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Contraflow Cycle Lane) (Doric Way)
(No. 1) 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 section 6 of the Road Traffic Regulation Act 1984¹ as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Contraflow Cycle Lane) (Doric Way) (No. 1) Traffic Order 2024 and shall come into force on ** ** 202*.

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "contraflow", "cycle lane" and "pedal cycle" have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016²;
 - "Council" means the Council of the London Borough of Camden;
 - "electronic communications network" has the same meaning as in section 32 of the Communications Act 2003³; and
 - "enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment.
- (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.
- (3) Any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

¹ 1984 c.27

² SI 2016/362

³ 2003 c.21

Cycle lane controls

3. (1) No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane comprising a length of street specified in column (2) of the item in the Schedule to this Order during the hours of operation specified in column (4) of that item.
- (2) Every person causing a pedal cycle to proceed in a cycle lane specified in column (2) of an item in the Schedule to this Order shall cause that pedal cycle to proceed in the direction specified in column (3) of that item.

Exemptions

4. Nothing in Article 3 shall apply in relation to:-
 - (a) any vehicle being used for ambulance, fire brigade or police purposes; or
 - (b) anything done with the permission or at the direction of a police constable in uniform; or
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.
 - (d) any vehicle being used by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise authorised by the Council;
 - (e) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in the street; or the maintenance, improvement, reconstruction, cleansing or lighting within the street; the laying, erection, alteration in or adjacent to the street of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network, or the placing, maintenance or removal of any traffic sign in the street, if the vehicle cannot be used for that purpose in any other street or part thereof.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – CYCLE LANE

(1)	(2)	(3)	(4)
<i>Item</i>	<i>Length of street</i>	<i>Direction of travel and type of cycle lane</i>	<i>Hours of operation</i>
1.	<p>DORIC WAY all that part of the south-eastern side of the carriageway as is bound on the south-east by the south-eastern kerb-line of Doric Way and on the north-west by a road marking placed 1.6 metres north-west of and parallel to that kerb-line, as extends from a point 30 metres north-east of the north-eastern kerb-line of Eversholt Street south-westward to the north-eastern kerb-line of Eversholt Street.</p>	<p>South-westbound contraflow cycle lane</p>	<p>At any time</p>

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order provides a new contraflow south-westbound cycle lane in Doric Way in the London Borough of Camden on the approach to its junction with Eversholt Street, as part of the Council's 'Green Mobility Hubs' programme.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Free Parking Places) (Disabled Persons)
(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 (Free Parking Places) (Disabled Persons) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:
“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 (Free Parking Places) (Disabled Persons) 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 2012/22

Revocation

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 designation by the Order of 2012 of the parking place numbered 11549 in the Schedule therein is hereby revoked.

Designation of parking place and application of the Order of 2012 thereto

4. (1) Each area on a highway comprising the length of carriageway of a street specified in columns (2) and (3) of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway and, unless otherwise so specified, having a width throughout of at least 1.8 metres, is designated as a parking place.
- (2) The provisions of the Order of 2012 (other than Articles 3 and 8) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if any reference to the Schedule to the Order of 2012 included a reference to the Schedule to this Order.

Placing of traffic signs, etc.

5. The Council shall:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place referred to in the Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used for the leaving only of such vehicles specified in Article 3 of the Order of 2012 as are electric vehicles; and
 - (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – DISABLED PERSONS' PARKING PLACE RESERVED FOR ELECTRIC VEHICLES

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Length of highway</i> (3)
****.	DORIC WAY	the north-west side, from a point 16.5 metres north-east of the south-western wall of St. Anne's Flats, Doric Way north-eastward for a distance of 6.6 metres.

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Council's 'Green Mobility Hubs' programme, revokes the designation of an existing disabled persons' parking place in Doric Way, so as to accommodate the construction of kerb build-out in the vicinity of its junction with Eversholt Street, and designates a new disabled persons' parking place reserved for electric vehicles in the north-west side of Doric Way outside St. Anne's Flats, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (Charging Points for Electric Vehicles)
(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 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Parking Places) (Charging Points for Electric Vehicles) (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 (Parking Places) (Charging Points for Electric Vehicles) 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 1983 c.27

² LBC 2012/28

Designation of parking places and application of the Order of 2012 thereto

3. (1) Each area on a highway comprising the length of carriageway of a street specified in columns (2) and (3) of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway and, unless otherwise so specified, having a width throughout of at least 1.8 metres, is designated as a parking place.
- (2) The provisions of the Order of 2012 (other than Articles 3 and 8) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if any reference to the Schedule to the Order of 2012 included a reference to the Schedule to this Order.

Placing of traffic signs, etc.

4. The Council shall:
 - (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place referred to in a Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the controlled hours for the leaving only of the vehicles specified in Article 3 of the Order of 2012; and
 - (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE - ELECTRIC VEHICLE PARKING PLACES

(1) <i>Item number</i>	(2) <i>Street</i>	(3) <i>Length of highway</i>
****.	CHARRINGTON STREET	<p>the segregated parking area fronting Nos. 6-7 Charrington Street, the south-east side, from a point 2.5 metres south-west of the north-eastern kerb-line of Charrington Street south-eastward for a distance of 2.5 metres, having a width throughout of 5.2 metres.</p> <p><i>Vehicles to stand at an angle of 90° to the south-eastern kerb-line of said parking area.</i></p>
****.	GOLDINGTON CRESCENT	<p>the north-east side, from a point 13.9 metres south-east of a point opposite the south-eastern kerb-line of Chalton Street south-eastward for a distance of 6.6 metres.</p>

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Council's 'Green Mobility Hubs' programme, designates new electric vehicle recharging point parking places in Charrington Street and Goldington Crescent, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Loading Places) (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 45, 46, 49 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

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

Interpretation

2.1 In this Order:

“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 (Loading Places) Traffic Order 2012², as amended.

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.

2.3 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 2012/21

Amendment of the Order of 2012

- 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 Order of 2012 shall have effect as though there were added to Schedule 1 to that Order the item set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – LOADING PLACE

<i>(1)</i> <i>Item</i> <i>number</i>	<i>(2)</i> <i>Street</i>	<i>(3)</i> <i>Length of highway</i>	<i>(4)</i> <i>Controlled hours</i>	<i>(5)</i> <i>Maximum stay period</i>	<i>(6)</i> <i>Minimum return interval</i>
****	DORIC WAY	the north-west side, from a point 5.5 metres north-east of the south-western wall of St. Anne's Flats, Doric Way south-westward for a distance of 16 metres.	7 am – 7 pm	-	-

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Council's 'Green Mobility Hubs' programme, provides a new loading place, operating 7 am – 7 pm on any day, in the north-west side of Doric Way in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (Pedal Cycles)
(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, 63 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Parking Places) (Pedal Cycles) (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;
 - "electric scooter" and "pedal cycle" have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016², as amended.
 - "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 2020" means the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020³, 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;

¹ 1983 c.27

² SI 2016/362

³ LBC 2020/42

- (3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2020 shall have the same meaning as in that Order.

Amendment of the Order of 2020

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 2020 shall have effect as though:-

- (a) there were added to Article 2.1 of that Order the following definitions:-

"accessible cycle" means a pedal cycle constructed or adapted for use by a disabled person;";

"accessible cycle parking place" means a parking place reserved for the leaving of accessible cycles;";

"cargo bike" means a pedal cycle constructed or adapted for the carriage of goods;";

"cargo bike parking place" means a parking place reserved for the leaving of cargo bikes;";

"dockless cycle hire scheme" means a point-to-point pedal cycle hire scheme approved by the Council to operate within the boundary of the London Borough of Camden;";

"dockless cycle hire and e-scooter parking place" means a parking place reserved for the leaving of pedal cycles provided by a dockless cycle hire scheme and e-scooters provided by an e-scooter hire scheme;";

"electric scooter" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016, as amended, and the contraction thereof "e-scooter" shall be construed accordingly;";

"e-scooter hire scheme" means a point-to-point electric scooter hire scheme approved by the Council to operate within the boundary of the London Borough of Camden;";

"goods" means goods or burden of any kind and includes postal packets of any description;";

"pedal cycle parking place" means a parking place reserved for the leaving of pedal cycles of any type;";

- (b) for Article 3 of that Order there were substituted the following:-

"3. DESIGNATION AND USE OF PARKING PLACES

3.1 Each area on a street comprising a length of highway specified in an item set out in a Schedule to this Order and, unless otherwise so specified, having a width throughout of at least 1.8 metres, is designated as a parking place.

3.2 Each dockless cycle hire and e-scooter parking place referred to in Schedule 1 to this Order may be used, subject to the provisions of this Order, for the leaving only of such vehicles as are either: pedal

cycles provided by a dockless cycle hire scheme, or e-scooters provided by an e-scooter hire scheme.

- 3.3 Each pedal cycle parking place referred to in Schedule 2 to this Order may be used, subject to the provisions of this Order, for the leaving only of such vehicles as are pedal cycles.
 - 3.4 Each accessible cycle parking place referred to in Schedule 3 to this Order may be used, subject to the provisions of this Order, for the leaving only of such vehicles as are accessible cycles.
 - 3.5 Each cargo bike parking place referred to in Schedule 4 to this Order may be used, subject to the provisions of this Order, for the leaving only of such vehicles as are cargo bikes.";
- (c) the Schedule to that Order were re-named as 'Schedule 1' and for the title of that Schedule there were substituted the following:-
"SCHEDULE 1 – DOCKLESS CYCLE HIRE AND E-SCOOTER PARKING PLACES";
 - (d) there were added to Schedule 1 to that Order the items set out in Schedule 1 to this Order; and
 - (e) there were added as Schedules 2, 3 and 4 to that Order, Schedules 2, 3 and 4 to this Order.

Designation of parking places and application of the Order of 2020 thereto

4. (1) Each area on a street comprising a length of highway specified in column (2) of a Schedule to this Order, and unless otherwise so specified, having a width throughout of at least 1.8 metres, is designated as a parking place.
- (2) The provisions of the Order of 2020 (other than Articles 3 and 8) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if:-
 - (a) any reference to Schedule 1 to the Order of 2020 included a reference to Schedule 1 to this Order;
 - (b) any reference to Schedule 2 to the Order of 2020 included a reference to Schedule 2 to this Order;
 - (c) any reference to Schedule 3 to the Order of 2020 included a reference to Schedule 3 to this Order; and
 - (d) any reference to Schedule 4 to the Order of 2020 included a reference to Schedule 4 to this Order.

Placing of traffic signs, etc.

5. The Council shall:

- (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place referred to in a Schedule to this Order;
- (b) place and maintain in or in the vicinity of each parking place, traffic signs or road markings indicating that such parking place may be used during the controlled hours for the leaving only of the vehicles specified in either: Article 3.2, or Article 3.3, or Article 3.4, or Article 3.5, as the case may be, of the Order of 2020; and
- (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 - DOCKLESS CYCLE HIRE AND E-SCOOTER PARKING PLACES

(1) Item number	(2) <i>Street and length of highway</i>
**. .	<p>CHALTON STREET</p> <p>the south-west side, from a point 5.5 metres north-west of the common boundary of Nos. 1 and 3-5 Chalton Street north-westward for a distance of 5 metres.</p>
**. .	<p>CHARRINGTON STREET</p> <p>the south-west side, from a point 15.5 metres north-east of the south-eastern kerb-line of its south-eastern extremity north-westward for a distance of 5.7 metres.</p>
**. .	<p>CRANLEIGH STREET</p> <p>the south-east side, from a point 7.5 metres north-east of the south-western wall of Johnson House, Cranleigh Street north-eastward for a distance of 5 metres.</p>
**. .	<p>DORIC WAY</p> <p>the north-west side, from a point 18.6 metres north-east of the north-eastern kerb-line of Doric Way north-eastward for a distance of 5 metres.</p>
**. .	<p>GOLDINGTON CRESCENT</p> <p>the north-east side, from a point opposite the north-western kerb-line of Chalton Street north-westward for a distance of 6.5 metres.</p>

SCHEDULE 2 – PEDAL CYCLE PARKING PLACES

(1) Item number	(2) <i>Street and length of highway</i>
1.	<p>CHALTON STREET</p> <p>the north-east side, from a point 18.5 metres south-east of the south-eastern wall of No. 16 Chalton Street south-eastward for a distance of 5 metres.</p>
2.	<p>CHARRINGTON STREET</p> <p>the north-east side, from a point 9.3 metres north-west of the south-easternmost wall of No. 1 Charrington Street north-westward for a distance of 5 metres.</p>
3.	<p>CRANLEIGH STREET</p> <p>the paved area located to the immediate north-west of 'Brook Houses', Cranleigh Street and contiguous with the north-western footway, standing at an angle of 90° to the north-western kerb-line and aligned with the south-western edge of said paved area, from a point 4.5 metres north-west of the north-western kerb-line of Cranleigh Street north-westward for a distance of 5 metres.</p> <p><i>Vehicles to stand wholly on the footway.</i></p>
4.	<p>CRANLEIGH STREET</p> <p>the south-east side, from a point 2.8 metres north-east of the south-western wall of 'Johnson House', Cranleigh Street north-eastward for a distance of 5 metres.</p>
5.	<p>DORIC WAY</p> <p>the north-west side, from a point 13.5 metres north-east of the north-eastern kerb-line of Doric Way north-eastward for a distance of 5.1 metres.</p>
6.	<p>GOLDINGTON CRESCENT</p> <p>the south-west side, from a point 15 metres north-west of the north-western kerb-line of Chalton Street north-westward for a distance of 5 metres.</p>

SCHEDULE 3 – ACCESSIBLE CYCLE PARKING PLACES

(1) <i>Item number</i>	(2) <i>Street and length of highway</i>
1.	<p>CHARRINGTON STREET the south-west side, from a point 6 metres north-east of the south-eastern kerb-line of its south-eastern extremity north-westward for a distance of 6.4 metres.</p>
2.	<p>CRANLEIGH STREET the south-east side, from a point 19.5 metres south-west of the south-western kerb-line of Werrington Street south-westward for a distance of 5 metres.</p>

SCHEDULE 4 – CARGO BIKE PARKING PLACES

(1) Item number	(2) <i>Street and length of highway</i>
1.	<p>CHALTON STREET</p> <p>the north-east side, from a point 13.5 metres south-east of the south-eastern wall of No. 16 Chalton Street south-eastward for a distance of 5 metres.</p>
2.	<p>CHARRINGTON STREET</p> <p>the north-east side, from the south-easternmost wall of No. 1 Charrington Street north-westward for a distance of 5.6 metres.</p>
3.	<p>EVERSHOLT STREET</p> <p>the north-east side, from a point 5 metres north-west of the north-western kerb-line of Cranleigh Street north-westward for a distance of 5 metres.</p> <p><i>Vehicles to stand wholly on the footway.</i></p>
4.	<p>GOLDINGTON CRESCENT</p> <p>the north-east side, from a point 6.5 metres north-west of a point opposite the north-western kerb-line of Chalton Street north-westward for a distance of 5 metres.</p>

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Council's Green Mobility Hubs programme, provides dedicated on-street parking places for dockless cycle hire and e-scooter hire vehicles, pedal cycles, accessible cycles adapted for disabled persons, and cargo bikes, in Chalton Street, Charrington Street, Cranleigh Street, Doric Way and Goldington Crescent, in the Somers Town area of the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Prescribed Route) (Charrington Street)
(No. 1) 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 section 6 of the Road Traffic Regulation Act 1984¹ as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Prescribed Route) (Charrington Street) (No. 1) Traffic Order 2024 and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-

"car club vehicle" and "car club parking place" have the same meaning as may be construed from the Camden (Parking Places) (Car Clubs) Traffic Order 2012²;

"causing" includes "permitting";

"Council" means the Council of the London Borough of Camden;

"electric vehicle" and "electric vehicle parking place" have the same meaning as may be construed from the Camden (Parking Places) (Charging Points for Electric Vehicles) Traffic Order 2012³;

"electronic communications network" has the same meaning as in section 32 of the Communications Act 2003⁴;

"enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

"motor vehicle" has the same meaning as in section 136 of the Road Traffic Regulation Act 1984.

¹ 1984 c.27

² LBC 2012/26

³ LBC 2012/28

⁴ 2003 c.21

- (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.
- (3) Any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

Prescribed route

3. No person shall cause any motor vehicle to enter into or proceed in that part of Charrington Street which lies between a point 41.5 metres south-east of the south-eastern kerb-line of Platt Street and its south-easternmost extremity.

Provided that nothing in this Article shall apply to either: a car club vehicle entering into or exiting from the car club parking place located within the segregated on-street parking area fronting Nos. 6-7 Charrington Street, or an electric vehicle, entering into or exiting from the electric vehicle parking place also so located.

Exemptions

4. Nothing in Article 3 shall apply in relation to:-
 - (a) any vehicle being used for ambulance, fire brigade or police purposes; or
 - (b) anything done with the permission or at the direction of a police constable in uniform; or
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.
 - (d) any vehicle being used by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise authorised by the Council;
 - (e) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in the street; or the maintenance, improvement, reconstruction, cleansing or lighting within the street; the laying, erection, alteration in or adjacent to the street of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network, or the placing, maintenance or removal of any traffic sign in the street, if the vehicle cannot be used for that purpose in any other street or part thereof.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order prohibits motor vehicles, with certain exemptions, from entering into the south-easternmost part Charrington Street as part of the Council's 'Green Mobility Hubs' programme, so as to reserve use of that part of the carriageway for pedal cycle, cargo bike, accessible cycle, and dockless cycle hire and e-scooter hire users accessing dedicated parking facilities for each of those transport modes, in the London Borough of Camden.

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:-
- (a) for the items numbered 176, 184, 230, 259, 374 and 987 and set out in Schedule 1 to that Order there were substituted the items similarly numbered and set out in Schedule 1 to this Order;
 - (b) there were added to Schedule 2 to that Order the items set out in Schedule 2 to this Order;
 - (c) there were added to Schedule 5 to that Order the items set out in Schedule 3 to this Order;
 - (d) the item numbered 986 in Schedule 1 to that Order relating to Werrington Street added by the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 161) Traffic Order 2023³ were omitted;
 - (e) the un-numbered items in Schedule 2 to that Order relating to Chalton Street and Werrington Street added by the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 171) Traffic Order 2024⁴ were omitted; and
 - (f) the item numbered 113, 129 and 130 in Schedule 5 to that Order relating to Chalton Street and Doric Way respectively in Schedule 5 to that Order were omitted.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

³ LBC 2023/67

⁴ LBC 2024/4

SCHEDULE 1 – WAITING RESTRICTIONS

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
176.	CHALTON STREET	
	1. the north-west to south-east arm:	
	(a) the north-east side:	
	(i) between the boundary of the Transport for London Road Network ('TLRN') at a point 13.5 metres north-west of the north-western kerb-line of Euston Road and a point 1.5 metres north-west of the south-eastern wall of No. 16 Chalton Street;	At any time
	(ii) between a point 1.5 metres north-west of the south-eastern wall of No. 16 Chalton Street and the common boundary of Nos. 46 and 48-54 Chalton Street;	Monday – Friday 8.30 am – 6.30 pm
	(iii) between the common boundary of Nos. 46 and 48-54 Chalton Street the common boundary of Nos. 58 and 60 Chalton Street;	Monday – Tuesday 8.30 am – 6.30 pm, Wednesday – Friday 4 pm – 6.30 pm
	(iv) between the common boundary of Nos. 58 and 60 Chalton Street and a point 10 metres south-east of the south-eastern kerb-line of Phoenix Road;	Monday – Friday 8.30 am – 6.30 pm
	(v) between a point 11.5 metres south-east of the south-eastern kerb-line of Phoenix Road and the south-eastern kerb-line of the vehicular access to Walker House, Phoenix Road;	At any time
	(vi) between the south-eastern kerb-line of the vehicular access to Walker House, Phoenix Road and a point 15.5 metres south-east of a point opposite the south-eastern kerb-line of Cranleigh Street;	Monday – Friday 8.30 am – 6.30 pm
	(vii) between a point 15.5 metres south-east of a point opposite the south-eastern kerb-line of Cranleigh Street and a point 10 metres north-west of a point opposite the north-western kerb-line of Cranleigh Street;	At any time
	(viii) between a point 10 metres north-west of a point opposite the north-western kerb-line of Cranleigh Street and its north-western extremity;	Monday – Friday 8.30 am – 6.30 pm
	(b) the south-west side:	
	(i) between the boundary of the TLRN at a point 13.5 metres north-west of the north-western kerb-line of Euston Road and a point 28.5 metres north-west of that kerb-line;	At any time

SCHEDULE 1 (continued)

Item No. (1)	Street (2)	Prescribed hours (3)
	(ii) between a point 28.5 metres north-west of the north-western kerb-line of Euston Road and a point 2.5 metres north-west of the common boundary of Nos. 1 and 3-5 Chalton Street;	Wednesday – Friday 8.30 am – 3 pm
	(iii) between a point 2.5 metres north-west of the common boundary of Nos. 1 and 3-5 Chalton Street and a point 5.5 metres north-west of that common boundary;	At any time
	(iv) between a point 5.5 metres north-west of the common boundary of Nos. 1 and 3-5 Chalton Street and a point 13.5 metres north-west of that common boundary;	Monday – Friday 8.30 am – 6.30 pm
	(v) between a point 13.5 metres north-west of the common boundary of Nos. 1 and 3-5 Chalton Street and a point 3 metres south-east of the common boundary of Nos. 15 and 17 Chalton Street;	At any time
	(vi) between a point 3 metres south-east of the common boundary of Nos. 15 and 17 Chalton Street and a point 7 metres north-west of that common boundary;	Monday – Friday 8.30 am – 6.30 pm
	(vii) between a point 7 metres north-west of the common boundary of Nos. 15 and 17 Chalton Street and a point 1.5 metres north-west of the common boundary of Nos. 25 and 29 Chalton Street;	Wednesday – Friday 8.30 am – 3 pm
	(viii) between a point 1.5 metres north-west of the common boundary of Nos. 25 and 29 Chalton Street and a point 1 metre south-east of the common boundary of Nos. 33 and 35 Chalton Street;	Monday – Friday 8.30 am – 6.30 pm
	(ix) between a point 1 metre south-east of the common boundary of Nos. 33 and 35 Chalton Street and a point 1.5 metres north-east of the south-eastern wall of No. 39 Chalton Street;	Wednesday – Friday 8.30 am – 3 pm
	(x) between a point 1.5 metres north-east of the south-eastern wall of No. 39 Chalton Street and a point 8 metres south-east of the common boundary of Nos. 43 and 45 Chalton Street;	Monday – Friday 8.30 am – 6.30 pm
	(xi) between a point 8 metres south-east of the common boundary of Nos. 43 and 45 Chalton Street and a point 1 metre north-east of the common boundary of Nos. 51 and 53 Chalton Street;	Wednesday – Friday 8.30 am – 3 pm
	(xii) between a point 1 metre north-east of the common boundary of Nos. 51 and 53 Chalton Street and a point 10 metres south-east of the south-eastern kerb-line of Phoenix Road;	Monday – Friday 8.30 am – 6.30 pm

SCHEDULE 1 (continued)

Item No. (1)	Street (2)	Prescribed hours (3)
	(xiii) between a point 10 metres south-east of the south-eastern kerb-line of Phoenix Road and a point 11.5 metres north-west of the north-western kerb-line build-out of Phoenix Road;	At any time
	(xiv) between a point 11.5 metres north-west of the north-western kerb-line build-out of Phoenix Road and a point 10 metres south-east of the south-eastern kerb-line of Aldenham Street;	Monday – Friday 8.30 am – 6.30 pm
	(xv) between a point 10 metres south-east of the south-eastern kerb-line of Aldenham Street and a point 10 metres north-west of the north-western kerb-line of Aldenham Street;	At any time
	(xvi) between a point 10 metres north-west of the north-western kerb-line of Aldenham Street and a point 10 metres south-east of the south-eastern kerb-line of Bridgeway Street;	Monday – Friday 8.30 am – 6.30 pm
	(xvii) between a point 10 metres south-east of the south-eastern kerb-line of Bridgeway Street and a point 10 metres north-west of the north-western kerb-line of Bridgeway Street;	At any time
	(xviii) between a point 10 metres north-west of the north-western kerb-line of Bridgeway Street and a point 10 metres south-east of the south-eastern kerb-line of Cranleigh Street;	Monday – Friday 8.30 am – 6.30 pm
	(xix) between a point 10 metres south-east of the south-eastern kerb-line of Cranleigh Street and a point 10 metres north-west of the north-western kerb-line of Cranleigh Street;	At any time
	(xx) between a point 10 metres north-west of the north-western kerb-line of Cranleigh Street and its north-western extremity, including the north-west side of its north-western extremity.	Monday – Friday 8.30 am – 6.30 pm
	2. the north-east to south-west arm:	
	(a) the north-west side, between the south-western kerb-line of Goldington Crescent and a point 11.5 metres south-west of that kerb-line;	At any time
	(b) the south-east side, between the south-western kerb-line of Goldington Crescent and a point 14.5 metres south-west of that kerb-line;	At any time
	(c) so much else as is public highway.	Monday – Friday 8.30 am – 6.30 pm

SCHEDULE 1 (continued)

Item No. (1)	Street (2)	Prescribed hours (3)
184.	CHARRINGTON STREET	
	(a) the north-east side:	
	(i) between a point 10.5 metres north-west of the north-western kerb-line of Medburn Street and a point 10.5 metres south-east of the south-eastern kerb-line of Medburn Street;	At any time
	(ii) between a point 10 metres north-west of the north-western kerb-line of Platt Street and a point 11.5 metres south-east of the south-eastern kerb-line of Platt Street;	At any time
	(iii) between a point 31.5 metres south-east of the south-eastern kerb-line of Platt Street and a point 41.5 metres south-east of that kerb-line;	At any time
	(b) the south-west side, between a point 33.5 metres south-east of a point opposite the south-eastern kerb-line of Platt Street and a point 41.5 metres south-east of a point opposite that kerb-line;	At any time
	(c) so much else as is public highway.	Monday – Friday 8.30 am – 6.30 pm
230.	CRANLEIGH STREET	
	(a) the north-west side:	
	(i) between the north-eastern kerb-line of Eversholt Street and a point 4 metres north-east of the south-western wall of Nos. 49-55 Cranleigh Houses, Cranleigh Street;	At any time
	(ii) between the south-western kerb-line of Chalton Street and a point 11 metres south-west of that kerb-line;	At any time
	(b) the south-east side:	
	(i) between the north-eastern kerb-line of Eversholt Street and a point 7.8 metres north-east of the south-western wall of Johnson House, Cranleigh Street;	At any time
	(ii) between a point 12.8 metres north-east of the south-western wall of Johnson House, Cranleigh Street and a point 19.5 metres south-west of the south-western kerb-line of Werrington Street;	At any time
	(iii) between a point 6.5 metres south-west of the south-western kerb-line of Werrington Street and a point 10.5 metres north-east of the north-eastern kerb-line of Werrington Street;	At any time

SCHEDULE 1 (continued)

Item No. (1)	Street (2)	Prescribed hours (3)
	(iv) between the south-western kerb-line of Chalton Street and a point 10.5 metres south-west of that kerb-line;	At any time
	(c) so much else as is public highway.	Monday – Friday 8.30 am – 6.30 pm
259.	DORIC WAY	
	(a) the north-west side:	
	(i) between the north-eastern kerb-line of Eversholt Street and a point 18.6 metres north-east of that kerb-line;	At any time
	(ii) between a point 10.6 metres south-west of the north-eastern wall of Ian Hamilton House, No. 40 Doric Way and a point 9 metres south-west of that wall;	At any time
	(iii) between a point 7 metres south-west of the north-eastern wall of St. Anne's Flats, Doric Way and a point 5 metres south-west of that wall;	At any time
	(iv) between a point 2 metres north-east of the north-eastern wall of St. Anne's Flats, Doric Way and its junction with Drummond Crescent;	At any time
	(b) the south-east side:	
	(i) between the north-eastern kerb-line of Eversholt Street and a point 30 metres north-east of that kerb-line;	At any time
	(ii) between a point 4 metres south-west of the north-eastern wall of Nos. 1-79 Doric Way and its junction with Churchway;	At any time
	(c) so much else as is public highway.	Monday – Friday 8.30 am – 6.30 pm
374.	GOLDINGTON CRESCENT	
	(a) the north and north-east side:	
	(i) between its north-westernmost extremity and a point 6.5 metres north-west of a point opposite the north-western kerb-line of Chalton Street;	At any time
	(ii) between a point opposite the north-western kerb-line of Chalton Street and a point 5 metres south-east of a point opposite the south-eastern kerb-line of Chalton Street;	At any time

SCHEDULE 1 (continued)

Item No. (1)	Street (2)	Prescribed hours (3)
	(iii) between a point 11.6 metres south-east of a point opposite the south-eastern kerb-line of Chalton Street and a point 13.9 metres south-east of a point opposite that kerb-line;	At any time
	(b) the south-west and south side;	
	(i) between a point 25.3 metres north-west of the north-western kerb-line of Chalton Street and a point 20.3 metres north-west of that kerb-line;	At any time
	(ii) between a point 15 metres north-west of the north-western kerb-line of Chalton Street and a point 23.5 metres south-east of the south-eastern kerb-line of Chalton Street;	At any time
	(iii) between a point 10.5 metres west of the western kerb-line of Goldington Street and a point 10 metres east of the eastern kerb-line of Goldington Street;	At any time
	(c) so much else as is public highway.	Monday – Friday 8.30 am – 6.30 pm
987.	WERRINGTON STREET	
	(a) the north-east side:	
	(i) between the south-eastern kerb-line build-out of Cranleigh Street and a point 11.5 metres south-east of that kerb-line build-out;	At any time
	(ii) between a point 10 metres north-west of the north-western kerb-line of Bridgeway Street and a point 10 metres south-east of the south-eastern kerb-line of Bridgeway Street;	At any time
	(iii) between a point 9.5 metres north-west of the north-western kerb-line of Aldenham Street and a point 8.5 metres south-east of the south-eastern kerb-line of Aldenham Street;	At any time
	(iv) between a point 12.5 metres north-west of the north-western kerb-line of Polygon Road and a point 9 metres south-east of the south-eastern kerb-line of Polygon Road;	At any time
	(v) between the north-western kerb-line of Phoenix Road and a point 8 metres north-west of that kerb-line;	At any time

SCHEDULE 1 (continued)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(b) the south-west side:	
	(i) between the south-eastern kerb-line build-out of Cranleigh Street and a point 11.5 metres south-east of that kerb-line build-out;	At any time
	(ii) between a point 10.5 metres north-west of the north-western kerb-line of Aldenham Street and a point 10 metres south-east of the south-eastern kerb-line of Aldenham Street;	At any time
	(iii) between a point 10 metres north-west of the north-western kerb-line of Polygon Road and a point 10 metres south-east of the south-eastern kerb-line of Polygon Road;	At any time
	(iv) between the north-western kerb-line of Phoenix Road and a point 22 metres north-west of that kerb-line;	At any time
	(c) so much else as is public highway.	Monday – Friday 8.30 am – 6.30 pm

SCHEDULE 2 – LOADING RESTRICTIONS

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Restricted hours (3)</i>
****.	CHALTON STREET	
	1. the north-west to south-east arm:	
	(a) the north-east side:	
	(i) between the boundary of the Transport for London Road Network ('TLRN') at a point 13.5 metres north-west of the north-western kerb-line of Euston Road and a point 24 metres north-west of the south-eastern wall of No. 16 Chalton Street;	At any time
	(ii) between a point 11.5 metres south-east of the south-eastern kerb-line of Phoenix Road and the south-eastern wall of 'The Cock Tavern' PH, Phoenix Road;	At any time
	(b) the south-west side:	
	(i) between the boundary of the TLRN at a point 13.5 metres north-west of the north-western kerb-line of Euston Road and a point 28.5 metres north-west of that kerb-line;	At any time
	(ii) between a point 6 metres south-east of the south-eastern kerb-line of Phoenix Road and a point 8.5 metres north-west of the north-western kerb-line build-out of Phoenix Road.	At any time
	2. the north-east to south-west arm:	
	(a) the north-west side, between the south-western kerb-line of Goldington Crescent and a point 11.5 metres south-west of that kerb-line;	At any time
	(b) the south-east side, between the south-western kerb-line of Goldington Crescent and a point 14.5 metres south-west of that kerb-line.	At any time
****.	CHARRINGTON STREET	
	(a) the north-east side, between a point 31.5 metres south-east of the south-eastern kerb-line of Platt Street and a point 41.5 metres south-east of that kerb-line;	At any time
	(b) the south-west side, between a point 33.5 metres south-east of a point opposite the south-eastern kerb-line of Platt Street and a point 41.5 metres south-east of a point opposite that kerb-line.	At any time

SCHEDULE 2 (continued)

Item No. (1)	Street (2)	Restricted hours (3)
****.	CRANLEIGH STREET	
	(a) the north-west side, between the north-eastern kerb-line of Eversholt Street and a point 4 metres north-east of the south-western wall of Nos. 49-55 Cranleigh Houses, Cranleigh Street;	At any time
	(b) the south-east side:	
	(i) between the north-eastern kerb-line of Eversholt Street and a point 2.8 metres north-east of the south-western wall of Johnson House, Cranleigh Street;	At any time
	(ii) between a point 12.8 metres north-east of the south-western wall of Johnson House, Cranleigh Street and a point 24.5 metres south-west of the south-western kerb-line of Werrington Street;	At any time
	(iii) between a point 6.5 metres south-west of the south-western kerb-line of Werrington Street and a point 10.5 metres north-east of the north-eastern kerb-line of Werrington Street.	At any time
****.	DORIC WAY	
	the north-west side, between the north-eastern kerb-line of Eversholt Street and a point 13.5 metres north-east of that kerb-line.	At any time
****.	GOLDINGTON CRESCENT	
	(a) the north-east side:	
	(i) between a point opposite the north-western kerb-line of Chalton Street and a point 5 metres south-east of a point opposite the south-eastern kerb-line of Chalton Street;	At any time
	(ii) between a point 11.6 metres south-east of a point opposite the south-eastern kerb-line of Chalton Street and a point 13.9 metres south-east of a point opposite that kerb-line;	At any time
	(b) the south-west side, between a point 15 metres north-west of the north-western kerb-line of Chalton Street and a point 23.5 metres south-east of the south-eastern kerb-line of Chalton Street.	At any time

SCHEDULE 2 (continued)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Restricted hours (3)</i>
****.	WERRINGTON STREET	
	(a) the north-east side:	
	(i) between the south-eastern kerb-line build-out of Cranleigh Street and a point 11.5 metres south-east of that kerb-line build-out;	At any time
	(ii) between the north-western kerb-line of Phoenix Road and a point 8 metres north-west of that kerb-line;	At any time
	(b) the south-west side, between the south-eastern kerb-line build-out of Cranleigh Street and a point 11.5 metres south-east of that kerb-line build-out.	At any time

SCHEDULE 3 - MOTORCYCLE PARKING AREAS

<i>(1)</i> <i>Item</i> <i>number</i>	<i>(2)</i> <i>Street</i>	<i>(3)</i> <i>Length of highway</i>
****.	CHALTON STREET	the north-west side, from a point 11.5 metres south-west of the south-western kerb-line of Goldington Crescent south-westward for a distance of 6 metres.
****.	DORIC WAY	the north-west side, from a point 2 metres north-east of the north-eastern wall of St. Anne's Flats, Doric Way south-westward for a distance of 7.2 metres.

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Council's Green Mobility Hubs programme, provides:-

- (a) new lengths of 'at any time' waiting restrictions underlying certain pedal cycle parking facilities and 'at any time' waiting and loading restrictions at road junctions and at new kerb build-outs in Chalton Street, Charrington Street, Cranleigh Street, Doric Way, Goldington Crescent and Werrington Street; and
- (b) relocated motorcycle parking areas in Chalton Street and Doric Way;
in the London of Camden.

Works

CONVERT 13.6 METRES OF SINGLE YELLOW LINE TO 13.6 METRES OF DOUBLE YELLOW LINES.

CONVERT 0.9 METRES OF SINGLE YELLOW LINE TO 0.9 METRES OF E-SCOOTER AND CYCLE HIRE BAY.

CONVERT 4.1 METRES OF PAY BY PHONE PARKING MONDAY AND TUESDAY 8.30AM TO 6.30 PM WEDNESDAY TO FRIDAY 3.00PM TO 6.30PM AND 4.1 METRES OF NO WAITING WEDNESDAY TO FRIDAY 8.30AM TO 3.00PM TO 4.1 METRES OF E-SCOOTER AND CYCLE HIRE BAY.

CONVERT 2.9 METRES OF PAY BY PHONE PARKING MONDAY AND TUESDAY 8.30AM TO 6.30 PM WEDNESDAY TO FRIDAY 3.00PM TO 6.30PM AND 2.9 METRES OF NO WAITING WEDNESDAY TO FRIDAY 8.30AM TO 3.00PM TO 2.9 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON NEW BUILD OUT.

RETAIN 13.1 METRES OF PAY BY PHONE PARKING MONDAY AND TUESDAY 8.30AM TO 6.30 PM WEDNESDAY TO FRIDAY 3.00PM TO 6.30PM AND 13.1 METRES OF NO WAITING WEDNESDAY TO FRIDAY 8.30AM TO 3.00PM.

RETAIN EXISTING DOUBLE YELLOW LINE RESTRICTION ON NEW BUILD OUT.

CONVERT 5 METRES OF SINGLE YELLOW LINE TO 5 METRES OF DOUBLE YELLOW LINES TO ACCOMMODATE CARGO BIKE BAY.

CONVERT 5 METRES OF SINGLE YELLOW LINE TO 5 METRES OF DOUBLE YELLOW LINES TO ACCOMMODATE CYCLE PARKING BAY.

CONVERT 12.6 METRES OF SINGLE YELLOW LINE TO 12.6 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON NEW BUILD OUT.

CONVERT 14.3 METRES OF SINGLE YELLOW LINE TO 14.3 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS.

CONVERT 15 METRES OF SINGLE YELLOW LINE TO 15 METRES OF DOUBLE YELLOW LINES AND DOUBLE YELLOW KERB MARKINGS.

CHALTON STREET

EUSTON ROAD

Pher Place

The Shay



- NOTES:
- 1. Do not scale from this drawing.
 - PROPOSED WHITE ROAD MARKING
 - PROPOSED YELLOW ROAD MARKINGS
 - EXISTING ROAD MARKING TO BE RETAINED
 - PROPOSED KERB LINE
 - PROPOSED CYCLE HANGAR
 - PROPOSED SIGN

05	Minor amendments	RCL	24/09/2024
04	Minor amendments	RCL	23/09/2024
03	Minor amendments	RCL	23/09/2024
02	Minor amendments	RCL	12/07/2024
01	Minor amendments	RCL	09/07/2024
00	Initial issue	RCL	23/05/2024
REV	DESCRIPTION	DES	DATE

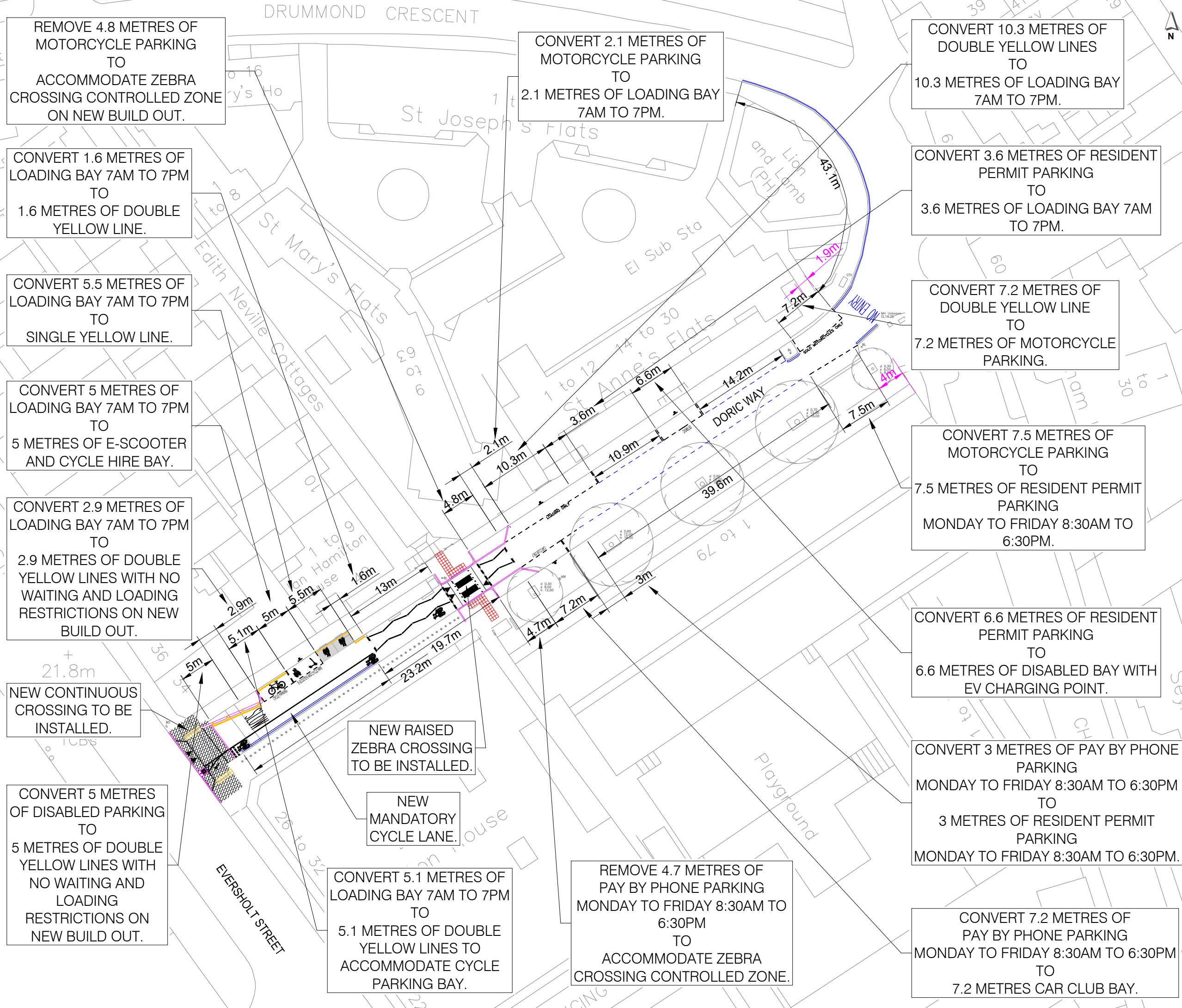
STATUS: FOR CONSULTATION



PROJECT: SOMERS TOWN GREEN MOBILITY HUBS

DRAWING TITLE: CHALTON STREET TMO CONSULTATION PROPOSALS

DRAWING NO: 202302103-2500-01			
PROJECT NO: 202302103		SCALE @ A3: 1:500	REVISION: 05
DESIGNED: RCL	CHECKED: RCL	APPROVED: RCL	DATE: MAY 2024



REMOVE 4.8 METRES OF MOTORCYCLE PARKING TO ACCOMMODATE ZEBRA CROSSING CONTROLLED ZONE ON NEW BUILD OUT.

CONVERT 1.6 METRES OF LOADING BAY 7AM TO 7PM TO 1.6 METRES OF DOUBLE YELLOW LINE.

CONVERT 5.5 METRES OF LOADING BAY 7AM TO 7PM TO SINGLE YELLOW LINE.

CONVERT 5 METRES OF LOADING BAY 7AM TO 7PM TO 5 METRES OF E-SCOOTER AND CYCLE HIRE BAY.

CONVERT 2.9 METRES OF LOADING BAY 7AM TO 7PM TO 2.9 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON NEW BUILD OUT.

NEW CONTINUOUS CROSSING TO BE INSTALLED.

CONVERT 5 METRES OF DISABLED PARKING TO 5 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON NEW BUILD OUT.

CONVERT 2.1 METRES OF MOTORCYCLE PARKING TO 2.1 METRES OF LOADING BAY 7AM TO 7PM.

CONVERT 10.3 METRES OF DOUBLE YELLOW LINES TO 10.3 METRES OF LOADING BAY 7AM TO 7PM.

CONVERT 3.6 METRES OF RESIDENT PERMIT PARKING TO 3.6 METRES OF LOADING BAY 7AM TO 7PM.

CONVERT 7.2 METRES OF DOUBLE YELLOW LINE TO 7.2 METRES OF MOTORCYCLE PARKING.

CONVERT 7.5 METRES OF MOTORCYCLE PARKING TO 7.5 METRES OF RESIDENT PERMIT PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM.

CONVERT 6.6 METRES OF RESIDENT PERMIT PARKING TO 6.6 METRES OF DISABLED BAY WITH EV CHARGING POINT.

CONVERT 3 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 3 METRES OF RESIDENT PERMIT PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM.

CONVERT 7.2 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 7.2 METRES CAR CLUB BAY.

NEW RAISED ZEBRA CROSSING TO BE INSTALLED.

NEW MANDATORY CYCLE LANE.

CONVERT 5.1 METRES OF LOADING BAY 7AM TO 7PM TO 5.1 METRES OF DOUBLE YELLOW LINES TO ACCOMMODATE CYCLE PARKING BAY.

REMOVE 4.7 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO ACCOMMODATE ZEBRA CROSSING CONTROLLED ZONE.

- NOTES:
- 1. Do not scale from this drawing.
 - PROPOSED WHITE ROAD MARKING
 - PROPOSED YELLOW ROAD MARKINGS
 - EXISTING ROAD MARKING TO BE RETAINED
 - PROPOSED KERB LINE
 - PROPOSED CYCLE HANGAR
 - PROPOSED SIGN
 - PROPOSED CONTINUOUS CROSSING
 - PROPOSED TACTILE PAVING

03	Minor amendments	RCL	23/09/2024
02	Minor amendments	RCL	12/07/2024
01	Minor amendments	RCL	09/07/2024
00	Initial issue	RCL	23/05/2024
REV	DESCRIPTION	DES	DATE

STATUS:
FOR CONSULTATION



PROJECT:
SOMERS TOWN GREEN MOBILITY HUBS

DRAWING TITLE:
DORIC WAY CONSULTATION PROPOSALS

DRAWING NO:
202302103-2500-11

PROJECT NO	SCALE @ A3	REVISION
202302103	1:500	03
DESIGNED	CHECKED	APPROVED
RCL	RCL	RCL
		DATE
		MAY 2024

NEW DOUBLE YELLOW LINE WITH NO LOADING AND WAITING RESTRICTIONS AROUND NEW BUILD OUT.

CONVERT 5 NO. OF RESIDENT PERMIT HOLDERS PARKING BAYS MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 5 NO. OF RESIDENT PERMIT HOLDERS AND PAY BY PHONE DUAL USE PARKING BAYS MONDAY TO FRIDAY 8:30AM TO 6:30PM.

CONVERT 3 NO. OF RESIDENT PERMIT HOLDERS PARKING BAYS MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 7.8 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS.

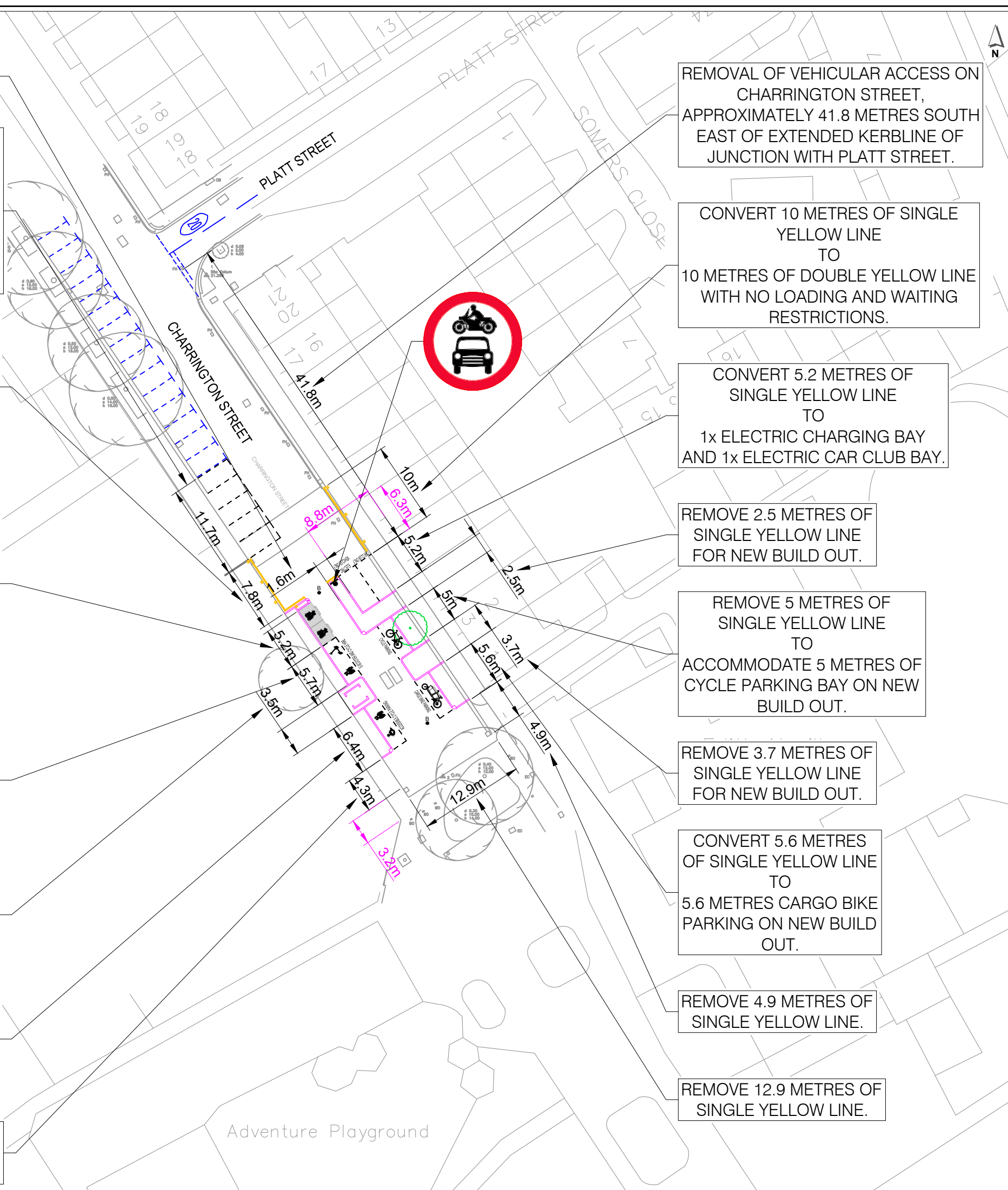
REMOVE 2 NO. OF RESIDENT PERMIT HOLDERS PARKING BAYS MONDAY TO FRIDAY 8:30AM TO 6:30PM AND REMOVE 1 NO. OF PAY BY PHONE PARKING BAY MONDAY TO FRIDAY 8:30AM TO 6:30PM TO ACCOMMODATE 5.2 METRES OF CYCLE HANGARS ON NEW BUILD OUT.

CONVERT 2 NO. OF PAY BY PHONE PARKING BAYS MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 5.7 METRES OF DOCKLESS E-SCOOTER AND CYCLE HIRE BAY ON NEW BUILD OUT.

REMOVE 2 NO. OF PAY BY PHONE PARKING BAYS MONDAY TO FRIDAY 8:30AM TO 6:30PM FOR NEW BUILD OUT.

REMOVE 2 NO. OF PAY BY PHONE PARKING BAYS MONDAY TO FRIDAY 8:30AM TO 6:30PM TO ACCOMMODATE 6.4 METRES OF ACCESSIBLE CYCLE PARKING.

REMOVE 2 NO. OF PAY BY PHONE PARKING BAYS MONDAY TO FRIDAY 8:30AM TO 6:30PM.



REMOVAL OF VEHICULAR ACCESS ON CHARRINGTON STREET, APPROXIMATELY 41.8 METRES SOUTH EAST OF EXTENDED KERBLINE OF JUNCTION WITH PLATT STREET.

CONVERT 10 METRES OF SINGLE YELLOW LINE TO 10 METRES OF DOUBLE YELLOW LINE WITH NO LOADING AND WAITING RESTRICTIONS.

CONVERT 5.2 METRES OF SINGLE YELLOW LINE TO 1x ELECTRIC CHARGING BAY AND 1x ELECTRIC CAR CLUB BAY.

REMOVE 2.5 METRES OF SINGLE YELLOW LINE FOR NEW BUILD OUT.

REMOVE 5 METRES OF SINGLE YELLOW LINE TO ACCOMMODATE 5 METRES OF CYCLE PARKING BAY ON NEW BUILD OUT.

REMOVE 3.7 METRES OF SINGLE YELLOW LINE FOR NEW BUILD OUT.

CONVERT 5.6 METRES OF SINGLE YELLOW LINE TO 5.6 METRES CARGO BIKE PARKING ON NEW BUILD OUT.

REMOVE 4.9 METRES OF SINGLE YELLOW LINE.

REMOVE 12.9 METRES OF SINGLE YELLOW LINE.

- NOTES:
- 1. Do not scale from this drawing.
 - PROPOSED WHITE ROAD MARKING
 - PROPOSED YELLOW ROAD MARKINGS
 - EXISTING ROAD MARKING TO BE RETAINED
 - PROPOSED KERB LINE
 - PROPOSED CYCLE HANGAR
 - PROPOSED SIGN

05	Minor amendments	RCL	24/09/2024
04	Minor amendments	RCL	23/09/2024
03	Minor amendments	RCL	23/09/2024
02	Minor amendments	RCL	12/07/2024
01	Minor amendments	RCL	09/07/2024
00	Initial issue	RCL	23/05/2024
REV	DESCRIPTION	DES	DATE

STATUS:
FOR CONSULTATION

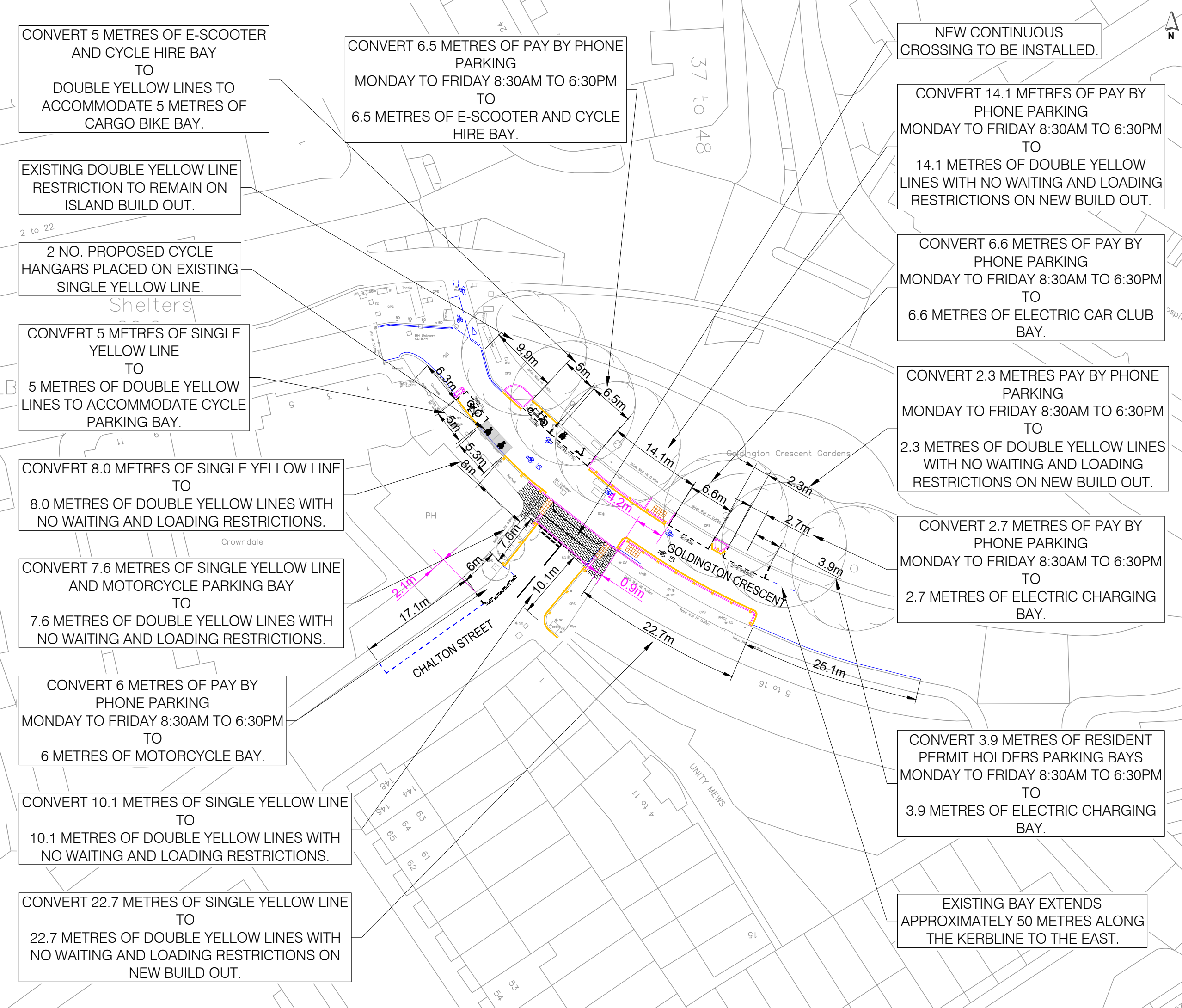


PROJECT:
SOMERS TOWN GREEN MOBILITY HUBS

DRAWING TITLE:
CHARRINGTON STREET TMO CONSULTATION PROPOSALS

DRAWING NO:
202302103-2500-21

PROJECT NO 202302103	SCALE @ A3 1:500	REVISION 05
DESIGNED RCL	CHECKED RCL	APPROVED RCL
		DATE MAY 2024



CONVERT 5 METRES OF E-SCOOTER AND CYCLE HIRE BAY TO DOUBLE YELLOW LINES TO ACCOMMODATE 5 METRES OF CARGO BIKE BAY.

CONVERT 6.5 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 6.5 METRES OF E-SCOOTER AND CYCLE HIRE BAY.

NEW CONTINUOUS CROSSING TO BE INSTALLED.

CONVERT 14.1 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 14.1 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON NEW BUILD OUT.

EXISTING DOUBLE YELLOW LINE RESTRICTION TO REMAIN ON ISLAND BUILD OUT.

2 NO. PROPOSED CYCLE HANGARS PLACED ON EXISTING SINGLE YELLOW LINE.

CONVERT 6.6 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 6.6 METRES OF ELECTRIC CAR CLUB BAY.

CONVERT 5 METRES OF SINGLE YELLOW LINE TO 5 METRES OF DOUBLE YELLOW LINES TO ACCOMMODATE CYCLE PARKING BAY.

CONVERT 2.3 METRES PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 2.3 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON NEW BUILD OUT.

CONVERT 8.0 METRES OF SINGLE YELLOW LINE TO 8.0 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS.

CONVERT 2.7 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 2.7 METRES OF ELECTRIC CHARGING BAY.

CONVERT 7.6 METRES OF SINGLE YELLOW LINE AND MOTORCYCLE PARKING BAY TO 7.6 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS.

CONVERT 6 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 6 METRES OF MOTORCYCLE BAY.

CONVERT 3.9 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 3.9 METRES OF ELECTRIC CHARGING BAY.

CONVERT 10.1 METRES OF SINGLE YELLOW LINE TO 10.1 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS.

EXISTING BAY EXTENDS APPROXIMATELY 50 METRES ALONG THE KERBLINE TO THE EAST.

CONVERT 22.7 METRES OF SINGLE YELLOW LINE TO 22.7 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON NEW BUILD OUT.

- NOTES:
- 1. Do not scale from this drawing.
 - PROPOSED WHITE ROAD MARKING
 - PROPOSED YELLOW ROAD MARKINGS
 - EXISTING ROAD MARKING TO BE RETAINED
 - PROPOSED KERB LINE
 - PROPOSED CYCLE HANGAR
 - PROPOSED SIGN
 - PROPOSED CONTINUOUS CROSSING
 - PROPOSED TACTILE PAVING

REV	DESCRIPTION	DES	DATE
05	Minor amendments	RCL	27/09/2024
04	Minor amendments	RCL	23/09/2024
03	Minor amendments	RCL	23/09/2024
02	Minor amendments	RCL	12/07/2024
01	Minor amendments	RCL	09/07/2024
00	Initial issue	RCL	23/05/2024

STATUS:
FOR CONSULTATION



PROJECT:
SOMERS TOWN GREEN MOBILITY HUBS

DRAWING TITLE:
GOLDINGTON CRESCENT TMO CONSULTATION PROPOSALS

DRAWING NO: 202302103-2500-51			
PROJECT NO 202302103	SCALE @ A3 1:500	REVISION 05	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE MAY 2024

CONVERT 79.7 METRES OF SINGLE YELLOW LINE TO 79.7 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS.

CONVERT 6 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 6 METRES OF CAR CLUB BAY.

2 NO. CYCLE HANGARS AND 5 METRES OF CYCLE PARKING BAY.

NEW RAISED TABLE TO BE INSTALLED.

CONVERT 6.3 METRES OF SINGLE YELLOW LINE TO 6.3 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS.

CONVERT 5 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 5 METRES OF DOUBLE YELLOW LINES TO ACCOMMODATE CYCLE PARKING BAY.

NEW CONTINUOUS CROSSINGS TO BE INSTALLED.

CONVERT 3.1 METRES OF DOUBLE YELLOW LINES TO 3.1 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS.

CONVERT 6 METRES OF SINGLE YELLOW LINE TO 6 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS.

5 METRES OF CARGO BIKE PARKING BAY.

NEW CONTINUOUS CROSSINGS TO BE INSTALLED.

CONVERT 2.5 METRES OF SINGLE YELLOW LINE TO 2.5 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS ON NEW BUILD OUT.

CONVERT 20.2 METRES OF SINGLE YELLOW LINE TO 20.2 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS ON NEW BUILD OUT.

CONVERT 0.5 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 0.5 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS ON NEW BUILD OUT.

NEW ZEBRA CROSSING TO BE INSTALLED.

REMOVE 39.6 METRES OF DOUBLE YELLOW LINES TO ACCOMMODATE ZEBRA CROSSING CONTROLLED ZONE.

CONVERT 5.3 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 5.3 METRES OF SINGLE YELLOW LINE TO ACCOMMODATE 2 NO. OF CYCLE HANGARS.

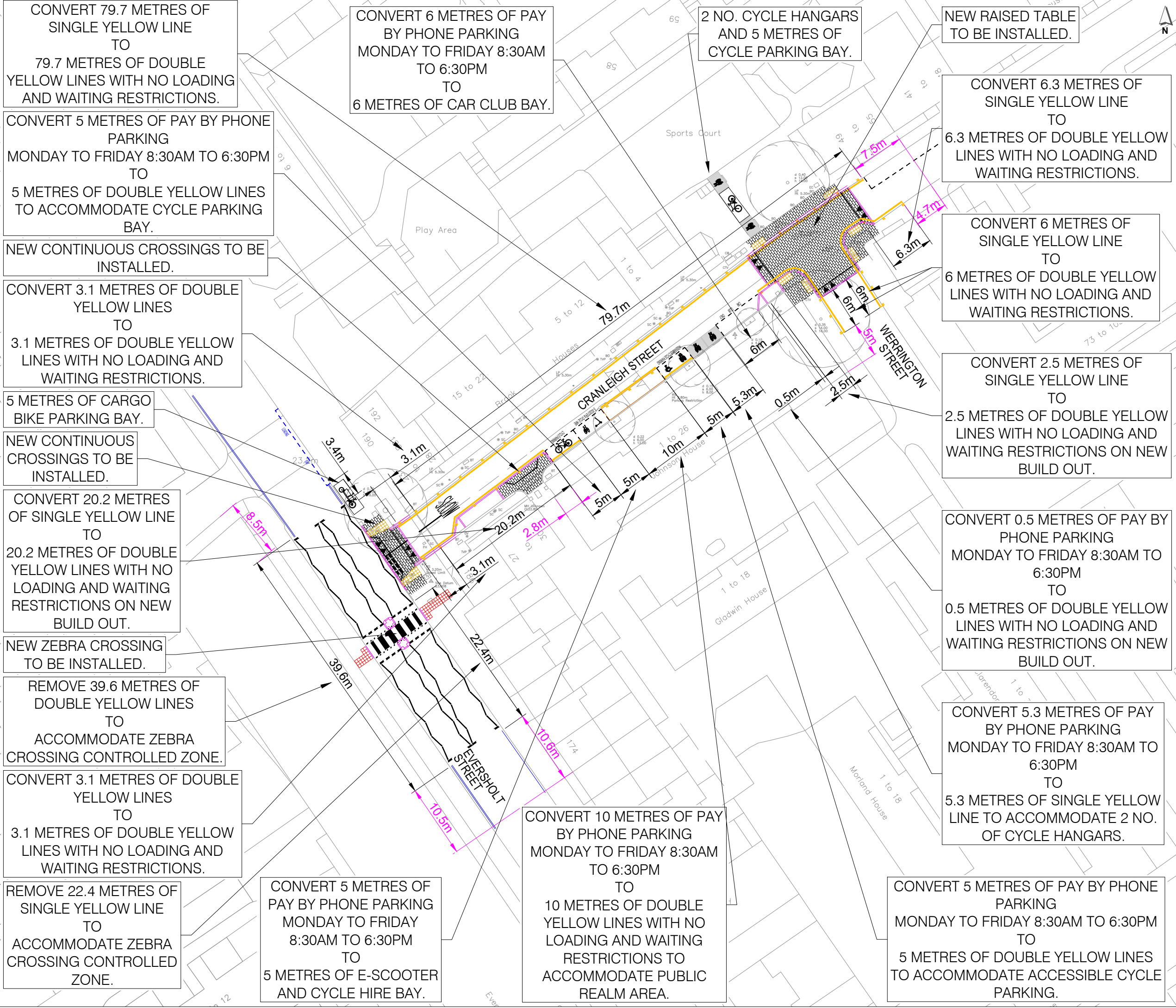
CONVERT 3.1 METRES OF DOUBLE YELLOW LINES TO 3.1 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS.

CONVERT 10 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 10 METRES OF DOUBLE YELLOW LINES WITH NO LOADING AND WAITING RESTRICTIONS TO ACCOMMODATE PUBLIC REALM AREA.

REMOVE 22.4 METRES OF SINGLE YELLOW LINE TO ACCOMMODATE ZEBRA CROSSING CONTROLLED ZONE.

CONVERT 5 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 5 METRES OF E-SCOOTER AND CYCLE HIRE BAY.

CONVERT 5 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 5 METRES OF DOUBLE YELLOW LINES TO ACCOMMODATE ACCESSIBLE CYCLE PARKING.



NOTES:

- Do not scale from this drawing.

- PROPOSED WHITE ROAD MARKING
- PROPOSED YELLOW ROAD MARKINGS
- EXISTING ROAD MARKING TO BE RETAINED
- PROPOSED KERB LINE
- PROPOSED CYCLE HANGAR
- PROPOSED SIGN
- PROPOSED CONTINUOUS CROSSING / RAISED TABLE
- PROPOSED TACTILE PAVING

03	Minor amendments	RCL	23/09/2024
02	Minor amendments	RCL	12/07/2024
01	Minor amendments	RCL	09/07/2024
00	Initial issue	RCL	23/05/2024
REV	DESCRIPTION	DES	DATE

STATUS: **FOR CONSULTATION**



PROJECT: **SOMERS TOWN GREEN MOBILITY HUBS**

DRAWING TITLE: **CRANLEIGH STREET TMO CONSULTATION PROPOSALS**

DRAWING NO: 202302103-2500-61			
PROJECT NO 202302103	SCALE @ A3 1:500	REVISION 03	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE MAY 2024