

Public Notice

York Way– safe and healthy streets

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

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

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

*The Camden (Parking Places) (CA-N) (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 section 6, 45, 46, 49 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:-
 - (a) to replace existing waiting restrictions and part of an existing CA-N permit holders parking place with 'at any time' waiting restrictions (double yellow lines) at the following locations:-

YORK WAY, the west side, (i) from a point 0.4 metres south of the common boundary of Nos. 73 and 75 York Way to a point 8.6 metres north of that common boundary; and (ii) from a point 1 metre south of the common boundary of Nos. 103 and 105 York Way to a point 0.5 metres north of that common boundary;
 - (b) to replace existing waiting restrictions, waiting and loading restrictions and part of existing CA-N permit holders parking places with 'at any time' waiting and loading restrictions (double kerb blips) at the following locations:-

AGAR GROVE, the north side, from its junction with York Way to a point 5.7 metres west of a point opposite the party wall of Nos. 158 and 160 Agar Grove;

CLIFF ROAD, both sides, from the south-western kerb-line of York Way to a point 4 metres north-east of the south-western wall of No. 153 York Way;

YORK WAY, the west side – (i) from its junction with Agar Grove to the common boundary of Nos. 45 and 47 York Way; (ii) from a point 1 metre north of the northern boundary of No. 123 York Way to a point 10.5 metres north of the southern wall of No. 135 York Way; and (iii) from a point 20.9 metres south-east of the party wall of Nos. 149 and 151 York Way to a point 1 metre north-west of the common boundary of Nos. 155 and 157 York Way (the red route loading bay outside Nos. 155 and 157 York Way would be shortened by 4.8 metres by Transport for London to accommodate this change);

- (c) to provide a new loading place in which vehicles may load or unload 'at any time' for up to 20 minutes with a 1 hour 'no return' interval, at the following location:-

YORK WAY, the west side, from a point 1 metre south of the common boundary of Nos. 103 and 105 York Way southwards for a distance of 10 metres;

- (d) to relocate disabled persons' ('blue badge') parking places at two sites, which would operate 'at any time' and be accommodated by converting part of an existing 'CA-N' resident's parking place, at the following locations:-

YORK WAY, the west side – (i) from a point 11.5 metres south of the common boundary of Nos. 103 and 105 York Way southwards for a distance of 11 metres; (ii) from a point 0.4 metres south of the common boundary of Nos. 73 and 75 York Way southwards for a distance of 6.6 metres; and (iii) from a point 7 metres south of the common boundary of Nos. 73 and 75 York Way southwards for a distance of 6.6 metres; and

- (e) to relocate and lengthen an existing 'CA-N' resident's parking place to accommodate new 'at any time' waiting restrictions (double yellow lines) and one of the relocated disabled persons' ('blue badge') parking places referred to in paragraph (d) foregoing, at the following locations:-

YORK WAY, the west side – (i) from a point 22.5 metres south of the common boundary of Nos. 103 and 105 York Way southwards for a distance of 15 metres; and (ii) from a point 13.6 metres south of the common boundary of Nos. 73 and 75 York Way southwards for a distance of 59.7 metres.

The loading place and parking places referred to in items 2(c), (d) and (e) preceding would be offset from the western kerb by the width of the mandatory cycle lane referred to in item 6 following (1.5 metres);

3. Further notice is hereby given that the Council, under section 23 of the Road Traffic Regulation Act 1984, have approved the provision of parallel pedestrian and cycle crossings, centred at the following locations:-

YORK WAY, in the northbound carriageway at its junction with Camden Park Road, at a point 16 metres north of the common boundary of Nos. 103 and 105 York 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 in the northbound carriageway for a distance of 15 metres north-west of the crossing (extending in to Camden Park Road) and 13 metres south of the crossing); and

YORK WAY, at a point 2 metres south of the common boundary of Nos. 85 and 87 York 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 in the northbound carriageway for a distance of 8.5 metres north of the crossing and 17 metres south of the crossing);

The existing pedestrian crossings at or the vicinity of the above locations would be removed.

4. Further notice is hereby given that the Council, under section 65 of the

Highways Act 1980, propose to construct a segregated cycle track on the footway, reserved for the use of pedal cycles only, at the following location:-

YORK WAY – a northbound cycle track, comprising a 2 metre wide corridor within the western footway aligned with the western kerb-line, as extends from a point 1 metre north of the common boundary of Nos. 37 and 39 York Way to a point 20 metres north of that common boundary.

5. Further notice is hereby given that the Council, under sections 90A-F of the Highways Act 1980 and in accordance with the Highways (Road Humps) Regulations 1999, propose to construct a flat-topped speed table, comprising the full width of the carriageway and of a height level with the surrounding kerb at the following location:-

YORK WAY – at the first parallel crossing location referred to in item 3 preceding, extending from a point 10 metres north of the common boundary of Nos. 103 and 105 York Way northward for a distance of 13 metres, including both ramps.

6. Additional notice is hereby given as a courtesy measure that the Council, under the powers of the Traffic Signs Regulations and General Directions 2016, have approved the provision of mandatory with-flow pedal cycle lanes, which would operate 'at any time' at the following location:-

YORK WAY - the west side, extending from a point 5.1 metres north of the common boundary of Nos. 43 and 45 York Way to a point 3 metres north of the northern boundary of No. 105 York Way.

Note - the cycle lane referred to above would be segregated from the remainder of the carriageway by intermittent 'rain garden' island sites, and the offset loading place and parking places referred to in items 2(c), (d) and (e) preceding.

7. Copies of the proposed Orders, plans indicating the proposals, and other related 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 'TMO2425-0012' 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 20 September 2024.

Peter Mardell – Head of Parking Operations

29 August 2024

Statement of reasons

York Way– safe and healthy streets

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

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

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

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

Background

The *York Way Safe and Healthy Streets Proposals* 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 the York Way area a more sustainable, healthy and climate resilient place. This programme is being delivered in partnership with the York Way area community and is focused on delivering a series of projects that will make the York Way area a more climate resilient and healthy place to live.

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.

Statement of Reasons

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

- Improve safety for local residents and business owners, as well as cyclists and pedestrians using the area by reducing traffic dominance and providing segregated facilities for cyclists and new crossing points.
- Expand the borough-wide cycling network by providing a key East-West cycling link that would join up with several main North-South cycling routes in Camden as set out in the Cycling Action Plan.
- Encourage improved health and well-being through enabling more people, particularly the young, older and other groups less likely to cycle, to travel actively (e.g. walking or cycling) in the area, by making it safer and easier to do so
- Reduce traffic dominance in the area, thereby over time reducing pollution and congestion
- Keep the area accessible for disabled residents by adding two new disabled user bays.
- Deliver public realm and climate resilience measures including new tree planting and rain gardens. Making the area a nicer place to meet, stop, rest, and shop by planting new plants and trees, adding new benches and reducing street clutter.
- Respond to the positive consultation response on the scheme proposals.

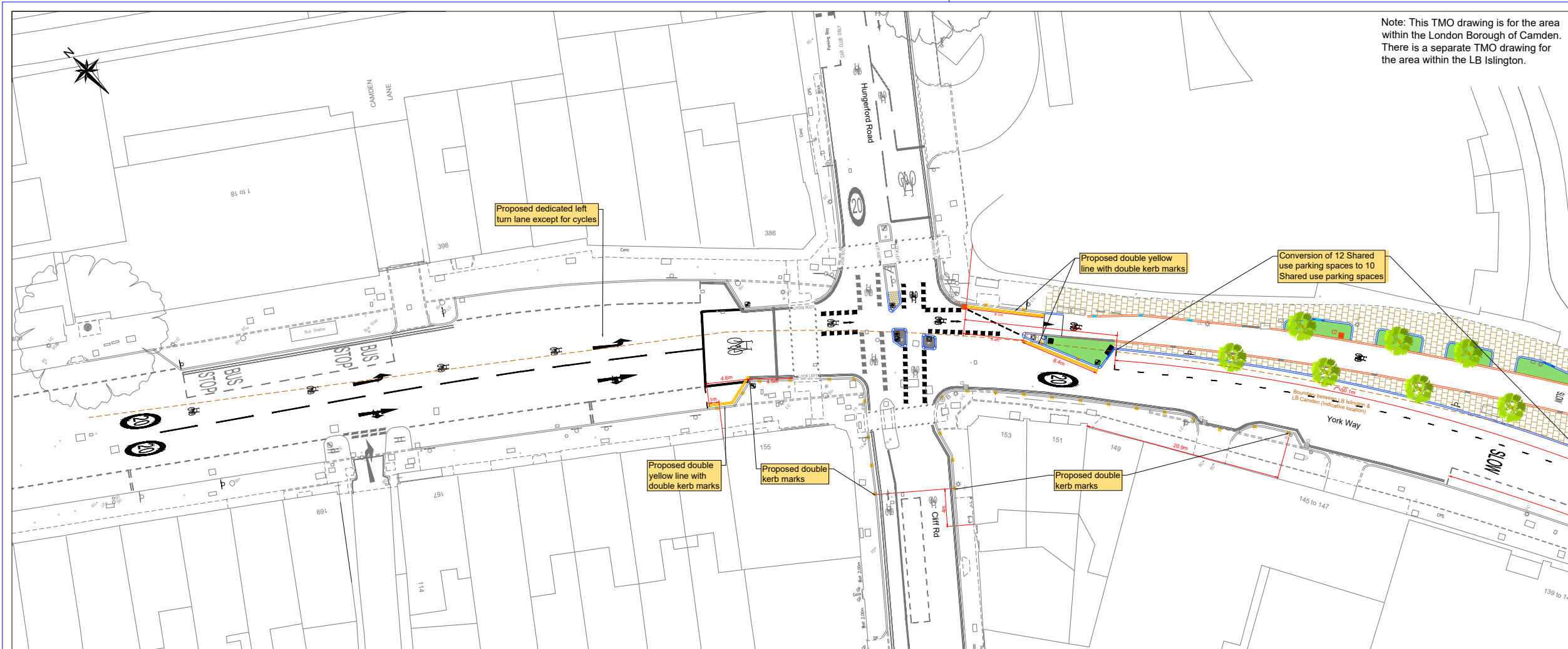
- Deliver the recommendation made by the Citizens' Assembly on the Climate Crisis to introduce more segregated cycle lanes in the borough, and more urban greenery, and accompanying actions within the Climate Action Plan.
- Contribute to delivering key London-wide and Borough-wide strategies, such as 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 the York Way area a healthier, more sustainable and climate resilient place.

The *York Way Safe and Healthy Streets 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.

For more information visit:-

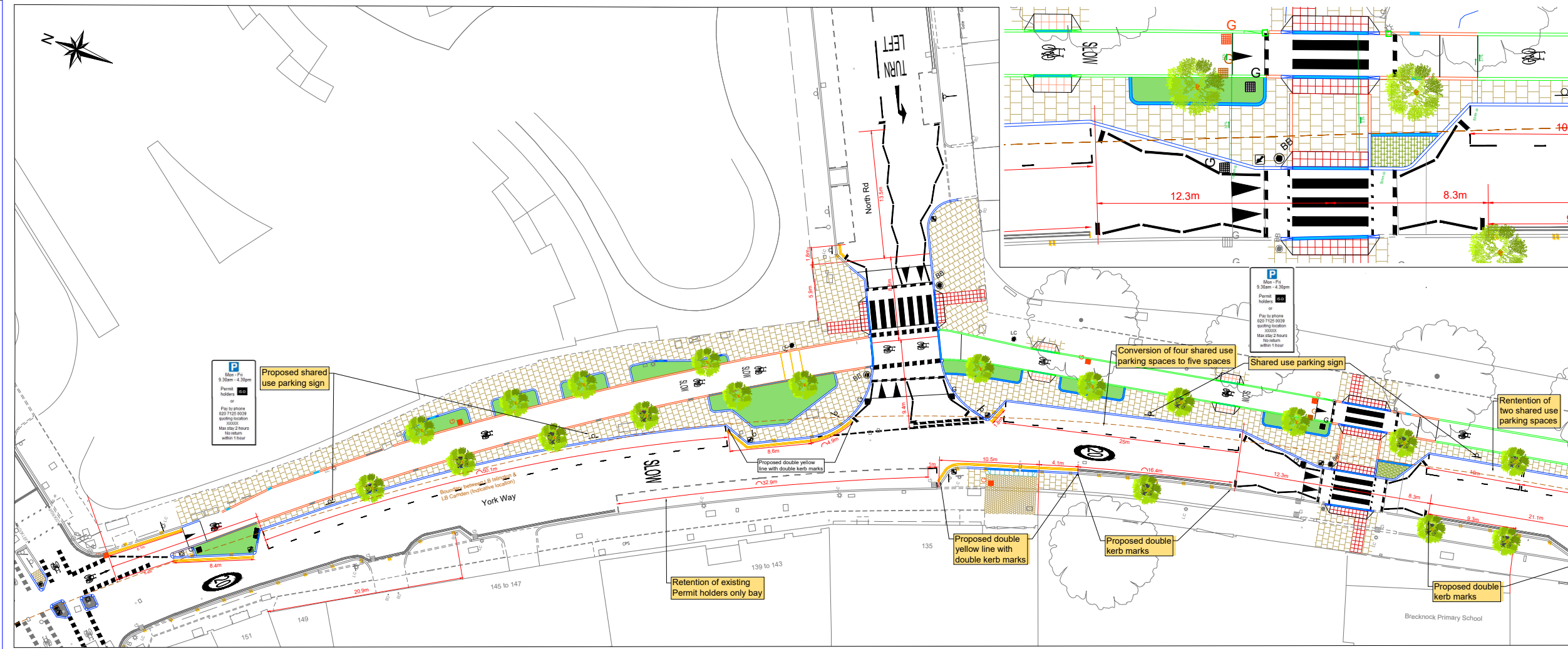
<https://democracy.camden.gov.uk/ieDecisionDetails.aspx?ID=3458>



Note: This TMO drawing is for the area within the London Borough of Camden. There is a separate TMO drawing for the area within the LB Islington.

KEY

- Existing road marking
- Prop. road marking
- Prop. double yellow line (No waiting at any time)
- Prop. double yellow kerb markings (No loading at any time)
- Prop. granite kerb
- Prop. granite kerb with 45 degree splay
- Prop. precast concrete kerb with 30 degree splay
- Prop. precast concrete delineation unit
- Prop. flush kerb
- Prop. ASP footway paving slabs
- Prop. asphalt cycle track
- Prop. raised table
- Prop. cycle stand
- Prop. Cavendish bench
- Prop. tree
- Prop. planted area
- Prop. Belisha beacon
- Prop. cycle-friendly gully
- Prop. cycle-friendly grate



Rev	By	Date	Amendments

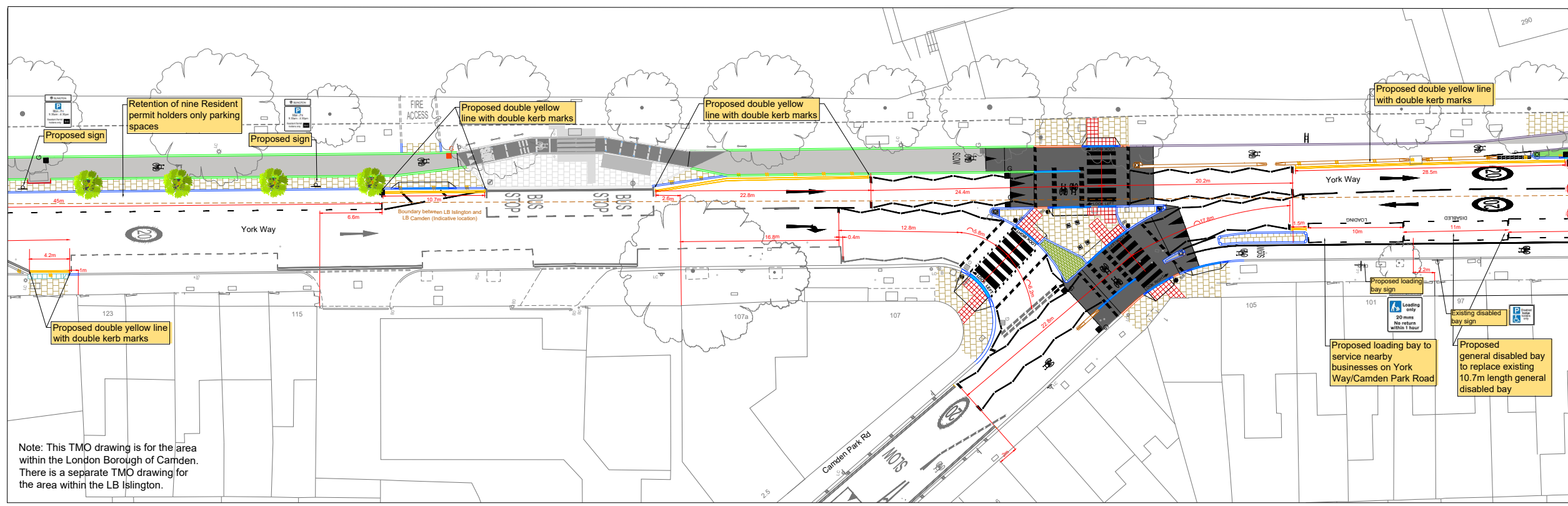
Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

ISLINGTON
 Environment & Regeneration
 Street Management Service
 Assistant Director of Street Management
 Brian Karim
 222 Upper Street, London, N1 1XR

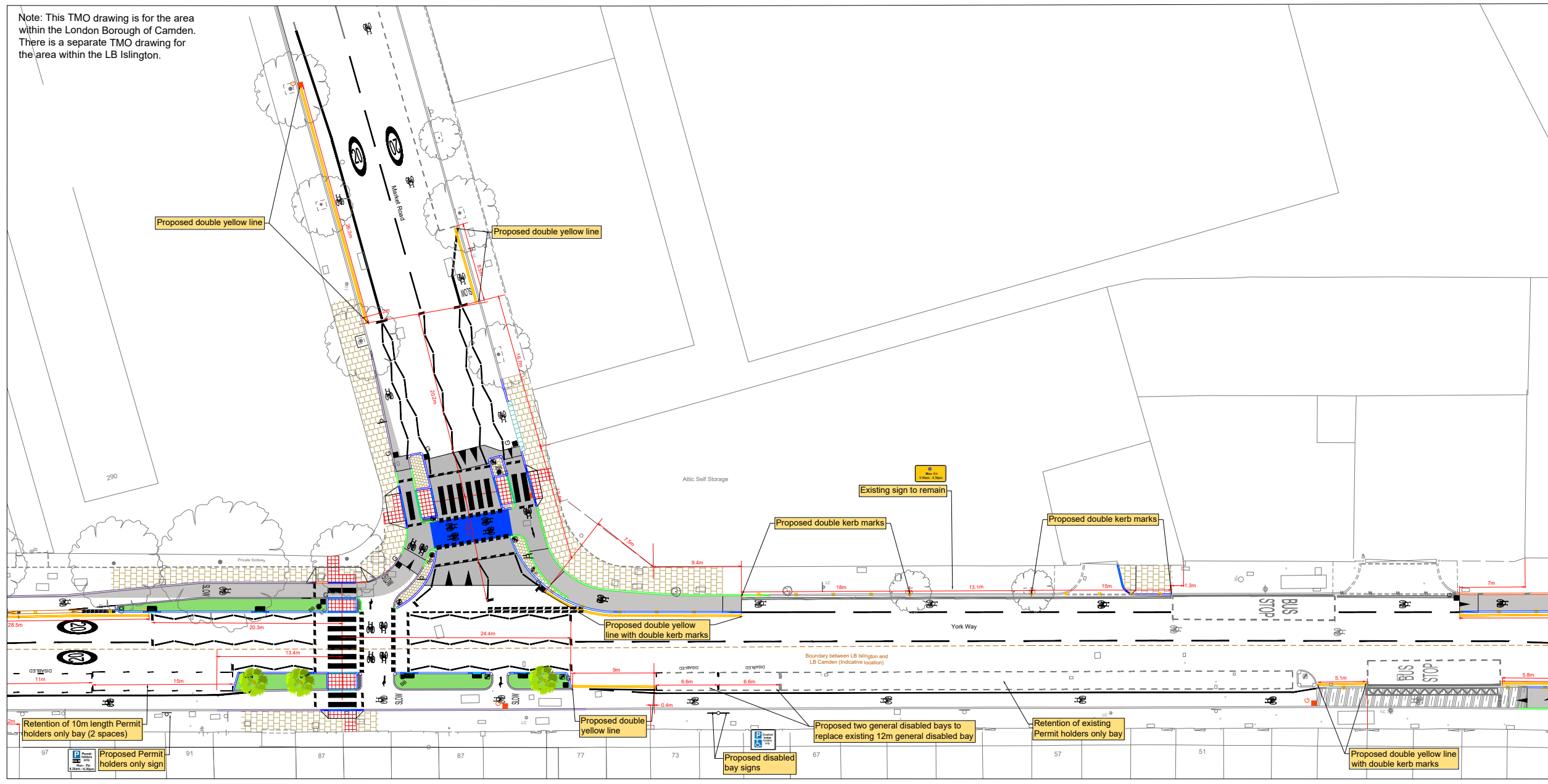
Project
York Way Safe and Healthy Street scheme

Drawing Title
**TRAFFIC MANAGEMENT ORDER
 TMO WITHIN LB CAMDEN
 SHEET 1/3**

Scale 1 : 500 @ A3	Date 07 05 2024
Drawn By RW	File Ref
Checked By JA	Dwg Name
Drawing Location	
Drawing Number TS\2023\YORKWAY\TMO\01	Rev. -



Note: This TMO drawing is for the area within the London Borough of Camden. There is a separate TMO drawing for the area within the LB Islington.



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- Prop. cycle-friendly grate

Rev	By	Date	Amendments

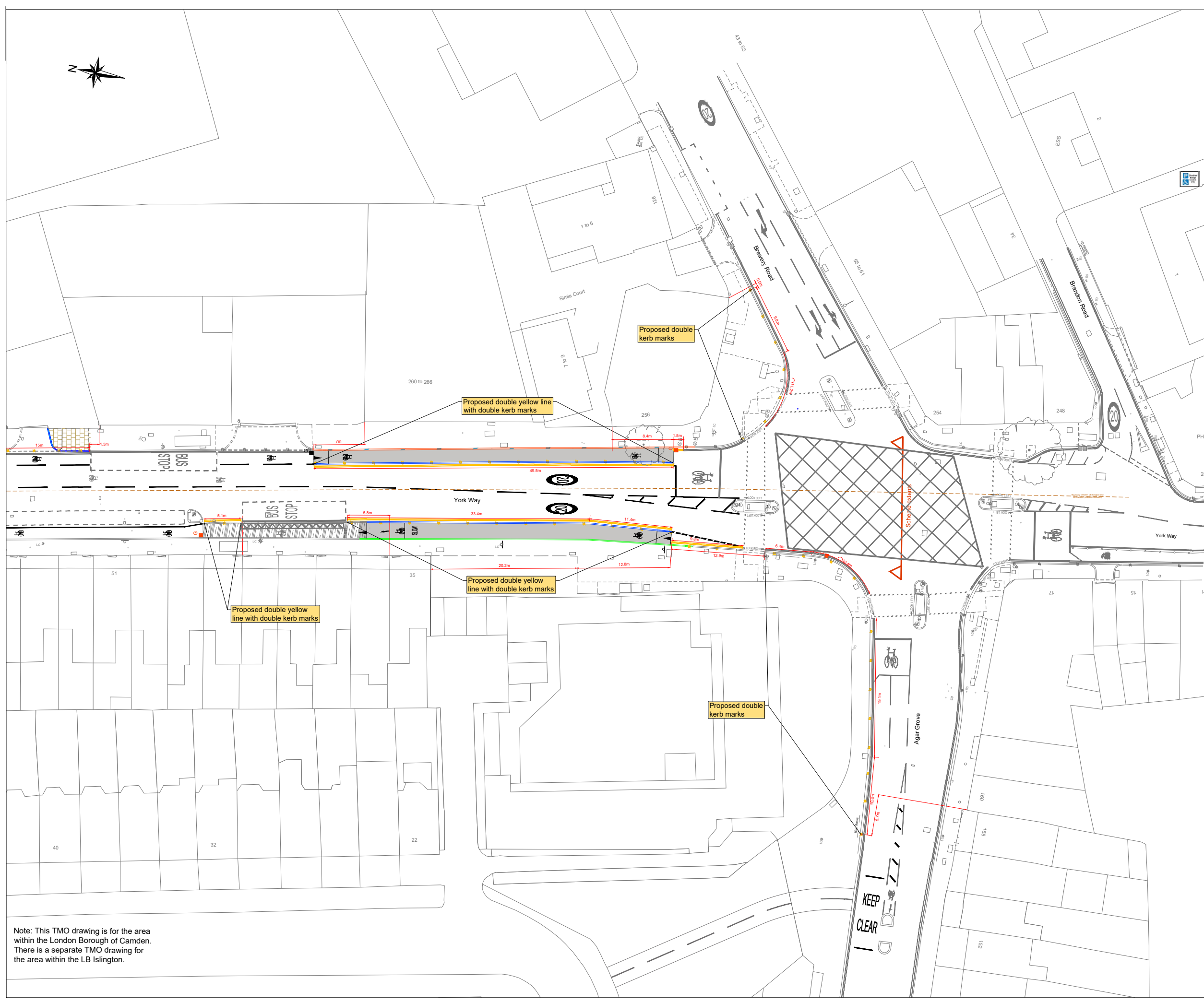
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 Brian Kurth
 222 Upper Street, London, N1 1XR

Project
York Way Safe and Healthy Street scheme

Drawing Title
**TRAFFIC MANAGEMENT ORDER
 TMO WITHIN LB CAMDEN
 SHEET 2/3**

Scale 1 : 500 @ A3	Date 07 05 2024
Drawn By RW	File Ref
Checked By JA	Dwg Name
Drawing Location	
Drawing Number TS\2023\YORKWAY\TMO\02	Rev. -



KEY

- Existing road marking
- Prop. road marking
- Prop. double yellow line (No waiting at any time)
- Prop. double yellow kerb markings (No loading at any time)
- Prop. granite kerb
- Prop. granite kerb with 45 degree splay
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Project
York Way Safe and Healthy Street scheme

Drawing Title
**TRAFFIC MANAGEMENT ORDER
 TMO WITHIN LB CAMDEN
 SHEET 3/3**

Scale 1 : 500 @ A3	Date 07 05 2024
Drawn By RW	File Ref
Checked By JA	Dwg Name

Drawing Location	Drawing Number TS\2023\YORKWAY\TMO\03	Rev. -
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Note: This TMO drawing is for the area within the London Borough of Camden. There is a separate TMO drawing for the area within the LB Islington.

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. Whilst this Order remains in force and 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 item numbered 1025 and set out in Schedule 1 to that Order there were substituted the item similarly numbered and set out in Schedule 1 to this Order; and
 - (b) for the items numbered 11, 44 and 219 and set out in Schedule 2 to that Order there were substituted the items similarly numbered and set out in Schedule 2 to this Order.

Dated this ** ** 202*

Peter Mardell

Head of Parking Operations

SCHEDULE 1 – WAITING RESTRICTIONS

(substitution in Schedule 1 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
1025.	YORK WAY	
	(a) west and south-west side:	
	(i) from the boundary of the Transport for London Road Network (TLRN) at a point 9.0 metres north of a point opposite the extended common boundary of Nos. 20-22 and 24 York Way to the common boundary of Nos. 45 and 47 York Way;	At any time
	(ii) from the common boundary of Nos. 45 and 47 York Way to a point 0.4 metres south of the common boundary of Nos. 73 and 75 York Way;	Monday – Friday: 8.30 am - 6.30 pm
	(iii) from a point 0.4 metres south of the common boundary of Nos. 73 and 75 York Way to a point 2 metres south of the common boundary of Nos. 89 and 91 York Way;	At any time
	(iv) from a point 2 metres south of the common boundary of Nos. 89 and 91 York Way to a point 1 metre south of the common boundary of Nos. 103 and 105 York Way;	Monday – Friday: 8.30 am - 6.30 pm
	(v) from a point 1 metre south of the common boundary of Nos. 103 and 105 York Way to a point 3.5 metres south of the party wall of Nos. 107 and 107a York Way;	At any time
	(vi) from a point 3.5 metres south of the party wall of Nos. 107 and 107a York Way to a point 17.5 metres north of that party wall;	Monday – Friday: 8.30 am - 6.30 pm
	(vii) from a point 17.5 metres north of the party wall of Nos. 107 and 107a York Way to a point 28.5 metres north of that party wall;	At any time
	(viii) from a point 28.5 metres north of the party wall of Nos. 107 and 107a York Way to a point 11 metres south of the southern wall of No. 115 York Way;	Monday – Friday: 8.30 am - 6.30 pm
	(ix) from a point 11 metres south of the southern wall of No. 115 York Way to a point 4.2 metres north of that wall;	At any time
	(x) from a point 4.2 metres north of the southern wall of No. 115 York Way to a point 1 metre north of the northern boundary of No. 123 York Way;	Monday – Friday: 8.30 am - 6.30 pm
	(xi) from a point 1 metre north of the northern boundary of No. 123 York Way to a point 10.5 metres north of the southern wall of No. 135 York Way;	At any time
	(xii) from a point 10.5 metres north of the southern wall of No. 135 York Way to a point 44.4 metres north of that wall;	Monday – Friday: 8.30 am - 6.30 pm

SCHEDULE 1 (continued)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(xiii) from a point 44.4 metres north of the southern wall of No. 135 York Way to the boundary of the Transport for London Road Network (TLRN) at a point 1 metre north-west of the common boundary of Nos. 155 and 157 York Way;	At any time
	(b) east side: from the northern kerb-line of Bingfield Street to a point 25 metres north of a point opposite the northern kerb-line of Freight Lane.	At any time

SCHEDULE 2 – LOADING RESTRICTIONS

(substitutions in Schedule 2 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Restricted hours (3)</i>
11.	AGAR GROVE	
	(a) north side	
	(i) from its junction with York Way to a point 5.7 metres west of a point opposite the party wall of Nos. 158 and 160 Agar Grove;	At any time
	(ii) from a point 62 metres west of the boundary wall of Nos. 1 and 3 Agar Grove, southwards for a distance of 18.4 metres;	At any time
	(iii) from its junction with St Pancras Way to the western kerb-line of the housing estate access road to Nos. 1 to 46 Woollett Court;	At any time
	(b) south side	
	(i) from its junction with York Way and the party wall of No. 17 York Way and No. 164 Agar Grove;	At any time
	(ii) from its junction with St Pancras Way to a point 10 metres north of that junction.	At any time
44.	CLIFF ROAD	
	(a) north-west side: from the north-eastern kerb-line of Camden Park Road to a point 13 metres north-east of that kerb-line;	Monday – Friday: 8 am - 10 am, 4 pm – 6.30 pm
	(b) south-east side: from the north-eastern kerb-line of Camden Park Road to a point 19 metres north-east of that kerb-line;	Monday – Friday: 8 am - 10 am, 4 pm – 6.30 pm
	(c) both sides: from the south-western kerb-line of York Way to a point 4 metres north-east of the south-western wall of No. 153 York Way.	At any time
219.	YORK WAY	
	(a) south-west and west side	
	(i) from a point 12 metres north of a point opposite the northern kerb-line of Railway Street to the common boundary of Nos. 45 and 47 York Way;	At any time
	(ii) from a point 1 metre north of the northern boundary of No. 123 York Way to a point 10.5 metres north of the southern wall of No. 135 York Way;	At any time

SCHEDULE 2 (continued)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Restricted hours (3)</i>
	(iii) from a point 20.9 metres south-east of the party wall of Nos. 149 and 151 York Way to to the boundary of the Transport for London Road Network (TLRN) at a point 13 metres north-west of the north-western kerb-line of Cliff Road;	At any time
	(b) east side: from the northern kerb-line of Bingfield Street to a point 25 metres north of a point opposite the northern kerb-line of Freight Lane.	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, so as to convert existing waiting restrictions or waiting and loading restrictions to 'at any time' waiting restrictions or waiting and loading restrictions in various lengths of Agar Grove, Cliff Road and York Way, 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 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

- 1.1 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:-

(a) after Article 3 of that Order there were inserted the following as Article 3A:-

"3A. MAXIMUM STAY PERIOD AND MINIMUM RETURN INTERVAL IN RESPECT OF CERTAIN LOADING PLACES

3A.1 Without prejudice to the provisions of Articles 3.3 and 4, where a maximum stay period is stated in column (5) of an item in a Schedule to this Order in relation to a loading place, no person shall cause any vehicle to wait in that loading place during the controlled hours for a continuous period exceeding that maximum stay period.

3A.2 Without prejudice to the provisions of Article 4, where a minimum return interval is stated in column (6) of an item in a Schedule to this Order in relation to a loading place, no person, having taken a vehicle away from that loading place during the controlled hours, shall cause that vehicle to return to that loading place during the controlled hours until the expiration of that minimum return interval.";

and

(b) 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

(Addition to Schedule 1 to the Order of 2012)

(1) Item No.	(2) Street	(3) Length of highway	(4) Controlled hours	(5) Maximum stay period	(6) Minimum return interval
****.	YORK WAY	west side: from a point 1 metre south of the common boundary of Nos. 103 and 105 York Way southwards for a distance of 10 metres. <i>Special manner of standing: this loading place to be offset from the western kerb by a distance of 1.5 metres.</i>	At any time	20 minutes	1 hour

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Loading Places) Traffic Order 2012, so as to designate a new loading place, operating at any time, in which vehicles may load or unload for up to 20 minutes, provided that no vehicle may return within 1 hour, in York Way in the London Borough of Camden.

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

1.1 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.

2.2 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 2012/22

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:

- (a) the items numbered 14508 and 14509 in the Schedule to that Order, both relating to York Way, were revoked; and
- (b) there were added to the Schedule to that Order, the items set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – DISABLED PERSONS' PARKING PLACES (BLUE BADGE)

(Additions to the Schedule to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>
****.	YORK WAY	west side: from a point 11.5 metres south of the common boundary of Nos. 103 and 105 York Way southward for a distance of 11 metres. <i>Special manner of standing: this parking place to be offset from the western kerb by a distance of 1.5 metres.</i>
****.	YORK WAY	west side: from a point 0.4 metres south of the common boundary of Nos. 73 and 75 York Way southward for a distance of 6.6 metres. <i>Special manner of standing: this parking place to be offset from the western kerb by a distance of 1.5 metres.</i>
****.	YORK WAY	west side: from a point 7 metres south of the common boundary of Nos. 73 and 75 York Way southward for a distance of 6.6 metres. <i>Special manner of standing: this parking place to be offset from the western kerb by a distance of 1.5 metres.</i>

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012, so as to relocate 'blue badge' disabled persons parking places, operating 'at any time', at two locations in York Way in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (CA-N) (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 (Parking Places) (CA-N) (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 (Parking Places) (CA-N) 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 1983 c.27

² LBC 2012/13

Revocation and designation of parking places

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order the Order of 2012 shall have effect as though:
- (a) the two items relating to York Way added to that Order by the Camden (Parking Places) (CA-N) (Amendment No. 8) Traffic Order 2022³ were revoked; and
 - (b) there were added to Schedule 1 to that Order, the items set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

³ LBC 2022/127 – see Table 1.2 of the Schedule thereto

SCHEDULE – 'PERMIT HOLDERS' PARKING PLACE

(Additions to Schedule 1 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>	<i>Controlled hours (4)</i>
XX	YORK WAY	west side: from a point 22.5 metres south of the common boundary of Nos. 103 and 105 York Way southward for a distance of 15 metres. <i>Special manner of standing: this parking place to be offset from the western kerb by a distance of 1.5 metres.</i>	Monday – Friday 8.30 am - 6.30 pm
XX	YORK WAY	west side: from a point 13.6 metres south of the common boundary of Nos. 73 and 75 York Way southward for a distance of 59.7 metres. <i>Special manner of standing: this parking place to be offset from the western kerb by a distance of 1.5 metres.</i>	Monday – Friday 8.30 am - 6.30 pm

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Parking Places) (CA-N) Traffic Order 2012, so as to extend and relocate an existing 'CA-N' permit holders parking place and remove part of an existing 'CA-N' permit holders parking place, to accommodate the provision of a 'blue badge' disabled persons parking place, a loading place and 'at any time' waiting and loading restrictions, in York Way in the London Borough of Camden.