

The Camden (Revocation of Parking Places) (No. 3) Traffic Order 2020

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above Order under Sections 45, 46, 49 and 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the order will be to revoke sections of parking places in order to install bicycle hangars at the following locations.

GARNET ROAD, NW3: removal of the westernmost 3 metre section of the residents permit holders parking place at the side of no. 28 Lawn Road.

GREENLAND ROAD, NW1: removal of the south-easternmost 1.5 metre section of the paid-for parking place at the side of no. 146 Bayham Street.

KING HENRY'S ROAD, NW3: removal of a 4.7 metre section of the permit holders parking place opposite no. 56 King Henry's Road.

LISSENDEN GARDENS, NW5: a) removal of the northernmost 2.7 metre section of the permit holders parking place outside nos. 65-75 Lissenden Gardens. b) removal of a 2.7 metre section of the permit holders parking place on the north-east side of the road closest to Highgate Road – section to be removed is between 14.8 – 17.5 metres south-west of the junction with Highgate Road.

RODERICK ROAD, NW3: removal of the southernmost 5.3 metre section of the residents permit holders parking place at the side of no. 18 Mansfield Road.

YORK RISE, NW5: removal of a 5.3 metre section of the permit holders parking place outside no. 39 York Rise.

Copies of the proposed orders and the Council's Statement of Reasons for proposing to make the orders may be inspected at camden.gov.uk/recently-advertised-proposals or at the council's offices at 5 Pancras Square, N1C 4AG. Any person wishing to object or make representations in respect of the proposed order should send comments in writing, giving reasons for any objection to TransportConsultations@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 16 July 2020.

Peter Mardell - Head of Parking Operations
25 June 2020

The Camden (Revocation of Parking Places) (No. 3) Traffic Order 2020

Statement of Reasons

There is a growing demand from residents living in high density dwellings, with limited space for sheltered and secure cycle parking within their properties.

A lack of secure cycle hangar storage facilities is currently a barrier to people to cycle. A key objective of the Camden Transport Strategy is to improve cycling facilities for those both living, visiting and working in Camden.

The Council believes the introduction of secure cycle hangar parking facilities would encourage the use of cycling within the borough especially in locations where high density dwellings are present.

The following locations have been identified as a suitable for the installation secure cycle hangar parking units:

- | | |
|-------------------------------------|-----------------|
| • Roderick Road | 2 cycle hangars |
| • York Rise | 2 cycle hangars |
| • Garnett Road | 1 cycle hangar |
| • Greenland Road | 1 cycle hangar |
| • King Henry's Road | 1 cycle hangar |
| • Lissenden Gardens o/s 56-75 | 1 cycle hangar |
| • Lissenden Gardens jct Highgate Rd | 1 cycle hangar |

The Camden (Revocation of Parking Places) (No. 3) Traffic Order 2020

2020 No. 40

**GARNETT ROAD
GREENLAND ROAD
KING HENRY'S ROAD
LISSENDEN GARDENS
RODERICK ROAD
YORK RISE**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 40

The Camden (Revocation of Parking Places) (No. 3) Traffic Order 2020

Made on

Coming into force on

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

1. Citation and commencement

- 1.1 This Order shall come into force on _____ and may be cited as The Camden (Revocation of Parking Places) (No. 3) Traffic Order 2020.

2. Interpretation

- 2.1 In this order, the following terms have the meanings respectively assigned to them:

“CA-B order” means the Camden (Parking Places) (CA-B) Traffic Order 2012 [L.B.C. 2012 No. 2];

“CA-F order” means the Camden (Parking Places) (CA-F) Traffic Order 2012 [L.B.C. 2012 No. 6];

“CA-J order” means the Camden (Parking Places) (CA-J) Traffic Order 2012 [L.B.C. 2012 No. 9];

“CA-U order” means the Camden (Parking Places) (CA-U) Traffic Order 2012 [L.B.C. 2020 No. 18];

- 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 parent order shall have the same meaning as in that order.

3. Revocation and designation of parking places

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order;
- 3.2 the CA-B order shall have effect as though;
 - 3.2.1 there was omitted from schedule 1 to that order, the items set out in table 1.1 of the schedule to this order;
 - 3.2.2 there was include in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order;
- 3.3 the CA-F order shall have effect as though;
 - 3.3.1 there was omitted from schedule 2 to that order, the item set out in table 2.1 of the schedule to this order;
 - 3.3.2 there was included in schedule 2 to that order, the item set out in table 2.2 of the schedule to this order;
- 3.4 the CA-J order shall have effect as though;
 - 3.4.1 there was omitted from schedule 1 to that order, the item set out in table 3.1 of the schedule to this order;
 - 3.4.2 there was included in schedule 1 to that order, the item set out in table 3.2 of the schedule to this order;
- 3.5 the CA-U order shall have effect as though;
 - 3.5.1 there was omitted from schedule 1 to that order, the items set out in table 4.1 of the schedule to this order;
 - 3.5.2 there was included in schedule 1 to that order, the items set out in table 4.2 of the schedule to this order;

Dated this

SCHEDULE

TABLE 1.1 - ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-B ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
930	GARNETT ROAD	south side: from a point 12.5 metres east of the eastern kerb line of Lawn Road, eastwards for a distance of 10 metres	MONDAY – FRIDAY 9AM – 6.30PM SATURDAY 9.30AM – 1.30PM
6499	RODERICK ROAD	north-east side: from a point 6.5 metres north-west of the north-western kerb line of Mansfield Road, north-westwards for a distance of 14.5 metres	MONDAY – FRIDAY 9AM – 6.30PM SATURDAY 9.30AM – 1.30PM

TABLE 1.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-B ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13501	GARNETT ROAD	south side: from a point 13.2 metres east of the eastern kerb line of Lawn Road, eastwards for a distance of 7.5 metres	MONDAY – FRIDAY 9AM – 6.30PM SATURDAY 9.30AM – 1.30PM
13502	RODERICK ROAD	north-east side: from a point 13.6 metres north-west of the north-western kerb line of Mansfield Road, north-westwards for a distance of 10.2 metres	MONDAY – FRIDAY 9AM – 6.30PM SATURDAY 9.30AM – 1.30PM

TABLE 2.1 – ITEMS OMITTED FROM SCHEDULE 2 TO THE CA-F ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
10644	GREENLAND ROAD	north-west side: from a point 9.1 metres north-east of the north-eastern kerb line of Bayham Street, north-eastwards for a distance of 7.5 metres	MONDAY – FRIDAY 8.30AM - 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM	£4.31 per hour	£5.24 per hour	2 hours

TABLE 2.2 – ITEM INCLUDED IN SCHEDULE 2 TO THE CA-F ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
13503	GREENLAND ROAD	north-west side: from a point 11.6 metres north-east of the north-eastern kerb line of Bayham Street, north-eastwards for a distance of 5.8 metres	MONDAY – FRIDAY 8.30AM - 6.30PM SATURDAY & SUNDAY 9.30AM – 5.30PM	£4.31 per hour	£5.24 per hour	2 hours

TABLE 3.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-J ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
3911	KING HENRY'S ROAD	south side: from a point 3 metres west of the party wall of nos. 48 and 50 King Henry's Road, westwards for a distance of 40 metres	MONDAY - FRIDAY 8.30AM - 6PM

TABLE 3.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-J ORDER

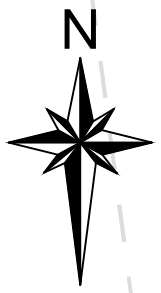
ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13504	KING HENRY'S ROAD	south side: from a point 3 metres west of the party wall of nos. 48 and 50 King Henry's Road, westwards for a distance of 29.8 metres	MONDAY - FRIDAY 8.30AM - 6PM
13505	KING HENRY'S ROAD	south side: from a point 34.5 metres west of the part wall of nos. 48 and 50 King Henry's Road, westwards for a distance of 5.5. metres	MONDAY - FRIDAY 8.30AM - 6PM

TABLE 4.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-U ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
8388	LISSENDEN GARDENS	main arm: south-east side: from a point opposite the party wall of nos. 21 to 30 and nos. 31 to 40 Parliament Hill Mansions, Lissenden Gardens, north-eastwards for a distance of 30.9 metres	MONDAY - FRIDAY 10AM - NOON
8387	LISSENDEN GARDENS	main arm: north-west side: from the south-western flank wall of nos. 1 to 8 Clarendon Mansions, Lissenden Gardens, north-eastwards for a distance of 68 metres	MONDAY - FRIDAY 10AM - NOON
10914	YORK RISE	south-west side: from a point 3 metres south-east of the north-western boundary wall of no. 21 Laurier Road, south-eastwards for a distance of 60.9 metres	MONDAY - FRIDAY 10AM - NOON

TABLE 4.2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CA-U ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13506	LISSENDEN GARDENS	main arm: south-east side: from a point opposite the party wall of nos. 21-30 and nos. 31-40 Parliament Hill Mansions, Lissenden Gardens, north-eastwards for a distance of 28.2 metres	MONDAY - FRIDAY 10AM - NOON
13507	LISSENDEN GARDENS	main arm: north-west side: from the south-western flank wall of nos. 1-8 Clarendon Mansions, Lissenden Gardens, north-eastwards for a distance of 59.8 metres	MONDAY - FRIDAY 10AM - NOON
13508	LISSENDEN GARDENS	main arm: north-west side: from a point 14.8 metres south-west of the south-western kerb line of Highgate Road, north-eastwards for a distance of 5.5 metres	MONDAY – FRIDAY 10AM – NOON
13509	YORK RISE	south-west side: from a point 3 metres south-east of the north-western boundary wall of no. 21 Laurier Road, south-eastwards for a distance of 35.6 metres	MONDAY – FRIDAY 10AM – NOON
13510	YORK RISE	south-west side: from a point 3.2 metres south-east of the property boundary of no. 39 York Rise and no. 42 Dartmouth Park Road, south-eastwards for a distance of 20 metres	MONDAY – FRIDAY 10AM – NOON



KEY

oLP	Existing lamp column
—	Existing single yellow line
- - -	Remove bay lining
- - -	Install new bay lining
—	Install single yellow line
- - -	Existing parking bays
▨	Proposed cyclehanger location

- KEY**
- Each cycle hangar length is 2.6m x 2m and if placed in a residents parking bay, it will require a 2.7m space so that the remaining bay lengths are visible

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
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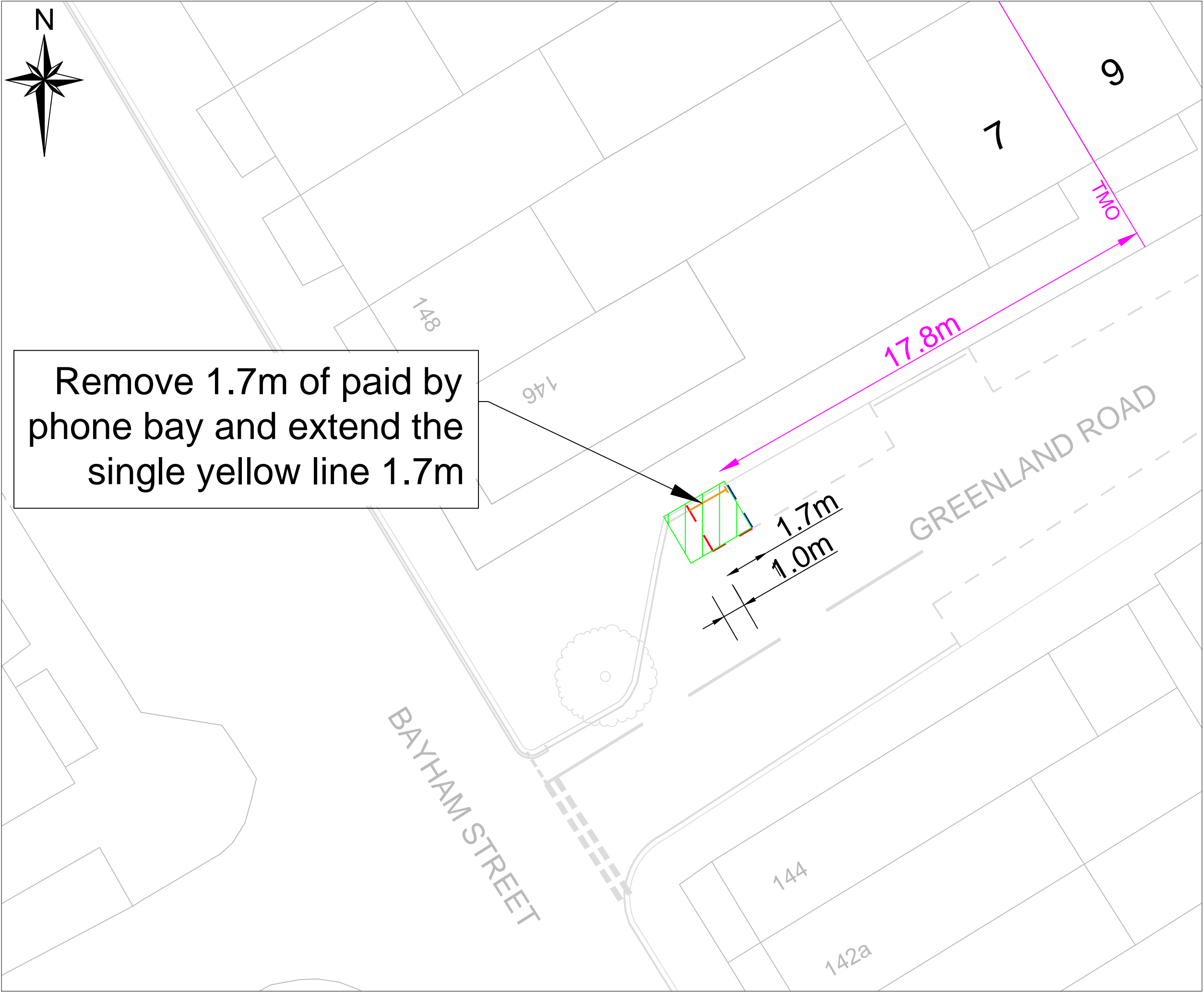
Project
 Cycle Hangars
 Garnett Road

Drawing Title
 TMO Drawing





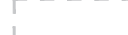

Scale NTS	Date Jun 2020
Drawn By MW	File Ref
Checked By AC	Dwg Name

Drawing Location
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 Drawing Number
 Drawings\Working Drawings\001

Rev. **A**



Remove 1.7m of paid by phone bay and extend the single yellow line 1.7m

- KEY**
-  Existing single yellow line
 -  Extend single yellow line
 -  Remove bay lining
 -  Install new bay lining
 -  Existing parking bays
 -  Install cycle hangar

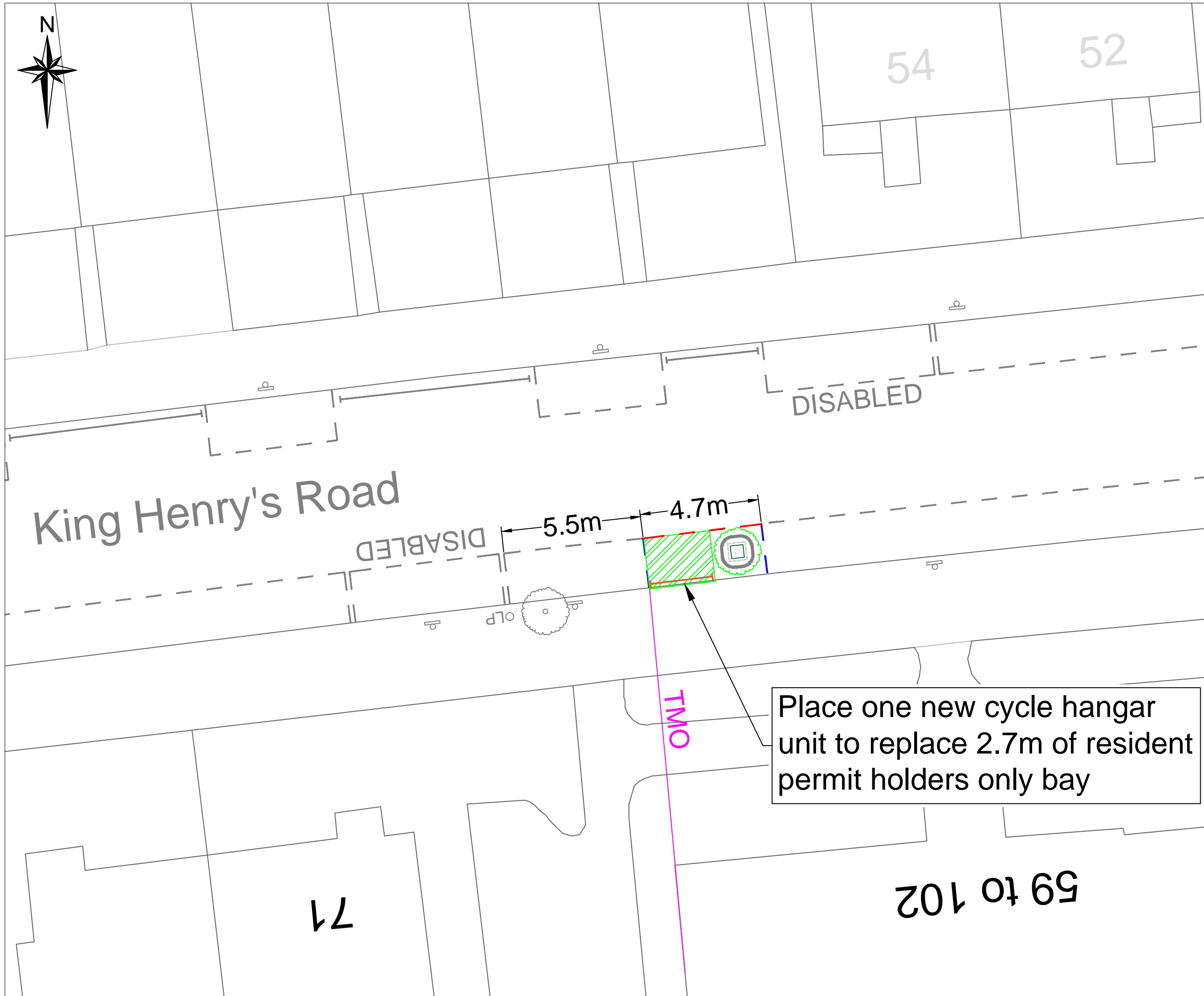
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Project
 Cycle Hangar
 Greenland Road (Os hse no
 146 Bayham Street)

Drawing Title
 TMO Drawing

Scale NTS	Date Jun 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
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Drawing Number Drawings\Working Drawings\Greenland Road\001	Rev.



KEY

-  Existing tree
-  Proposed tree
-  Existing lamp column
-  Existing signpost
-  Existing single yellow line
-  Proposed single yellow line
-  Proposed removing of lining
-  Proposed new bay lining
-  Existing parking bays
-  Proposed cyclehanger location

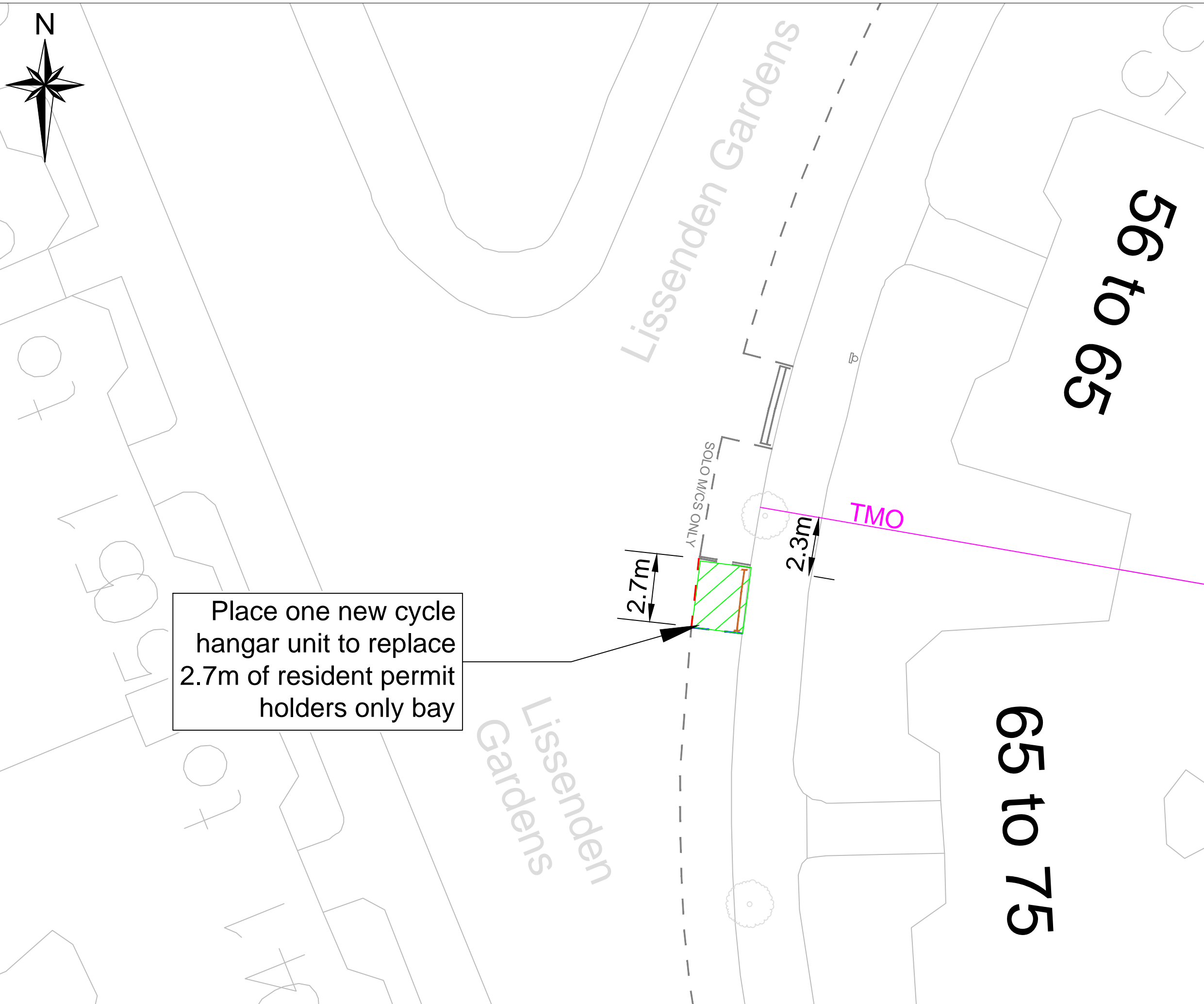
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Project
 Cycle Hangar
 King Henry Road

Drawing Title
 TMO Drawing

Scale NTS	Date Jun 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
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Drawing Number Drawings\Working Drawings\King Henry's Rd 001	Rev.



Place one new cycle hangar unit to replace 2.7m of resident permit holders only bay

KEY

	Existing tree
	Existing signpost
	Proposed single yellow line
	Existing double yellow lines
	Proposed new bay lining
	Proposed removing of lining
	Existing parking bays
	Proposed cycle hangar location

NOTES
 Each cycle hangar length is 2.6m x 2m and if place in residents parking bay, it will require a 2.7m space so that the remaining bay lengths are visible.

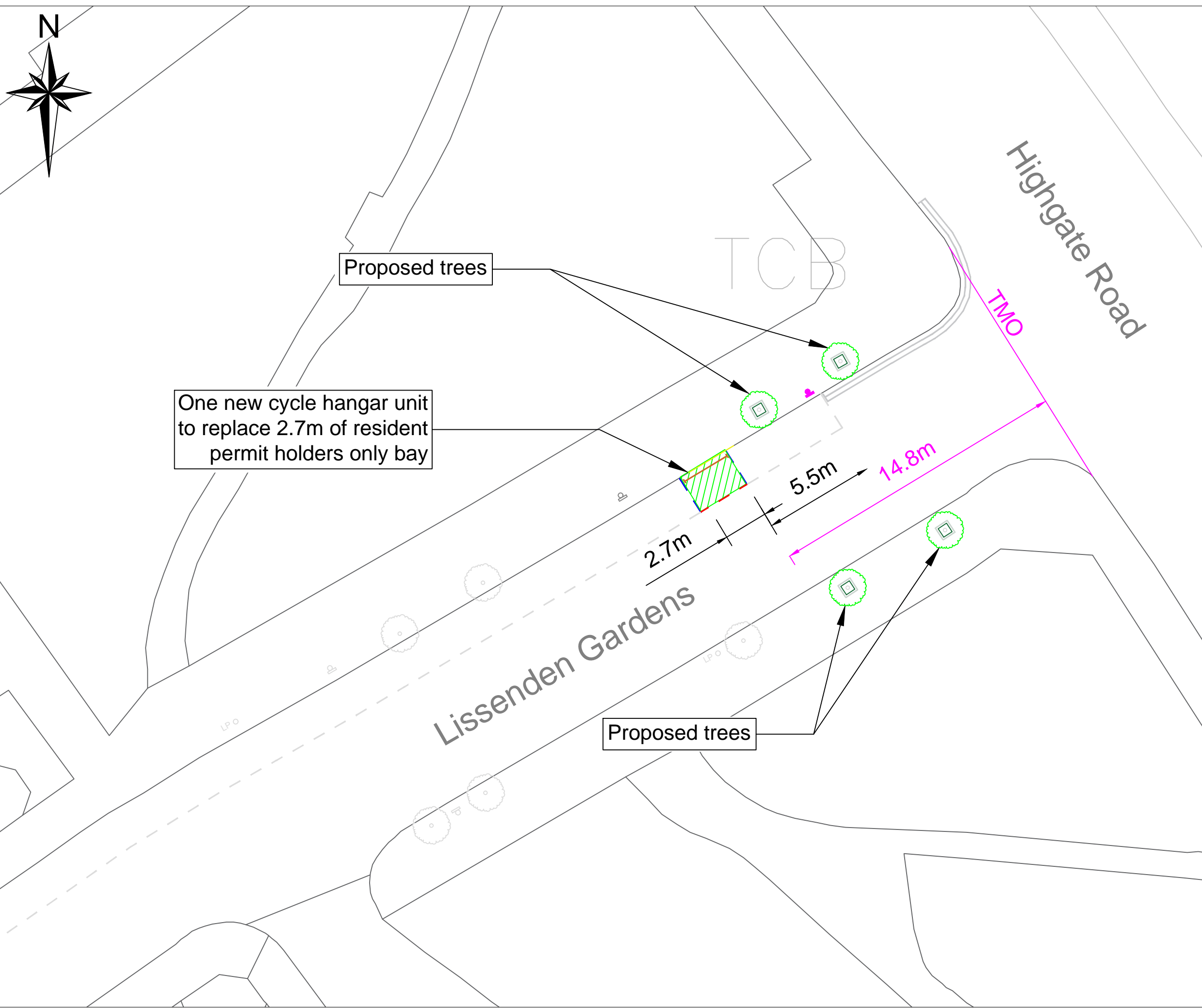
Rev	By	Date	Amendments

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Project
 Cycle Hangar
 56 to 75 Lissenden Gardens

Drawing Title
 TMO Drawing








Scale NTS	Date Jun 2020
Drawn By MW	File Ref
Checked By	Dwg Name
Drawing Location T:\Cptl_Schms\2019-20\C&N\Cycle Hangars\Drawings\Working Drawing	
Drawing Number Drawings\Working Drawings\56 to 75 Lissenden Gds\ 001	Rev.



Proposed trees

One new cycle hangar unit to replace 2.7m of resident permit holders only bay

Proposed trees

- KEY**
-  Existing tree
 -  Proposed tree
 -  Existing lamp column
 -  Existing signpost
 -  Proposed sign + signpost
 -  Proposed single yellow line
 -  Existing double yellow lines
 -  Proposed removing of lining
 -  Proposed new bay lining
 -  Existing parking bays
 -  Proposed cycle hangar location

KEY
 Each cycle hangar length is 2.6m x 2m and if placed in a residents parking bay, it will require a 2.7m space so that the remaining bay lengths are visible.

Rev	By	Date	Amendments

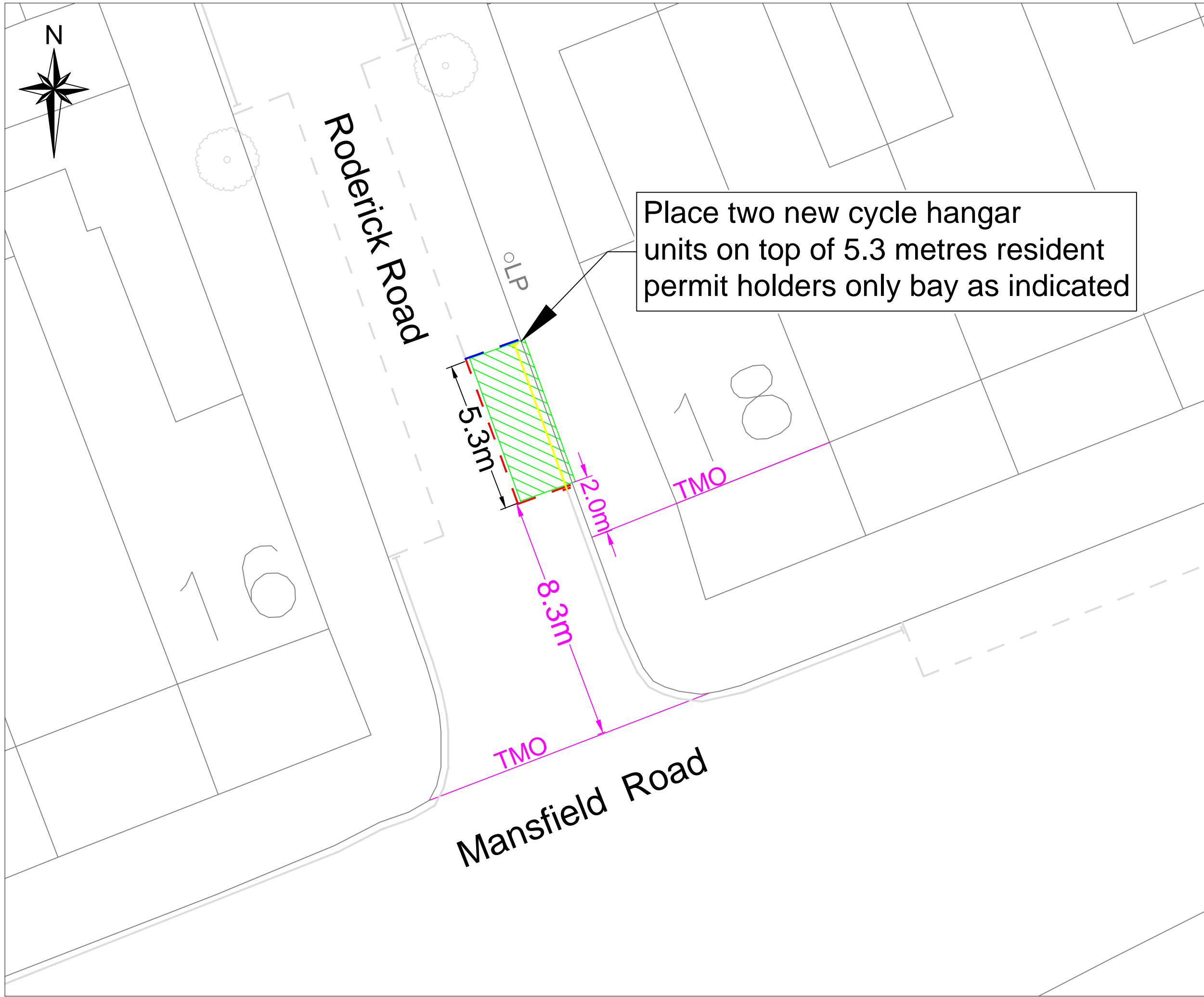
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Project
**Cycle Hangar
 Lissenden Gardens nr jct with
 Highgate Road**

Drawing Title
TMO Drawing









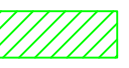
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 Drawing Number
 Drawings\Working Drawings\Lissenden Gds jct highgate Rd\ 001



Place two new cycle hangar units on top of 5.3 metres resident permit holders only bay as indicated

KEY

-  Existing tree
-  Existing lamp column
-  Existing single yellow line
-  Proposed extending single yellow line
-  Existing double yellow lines
-  Remove bay lining
-  Install new bay lining
-  Existing parking bays
-  Proposed cyclehanger location

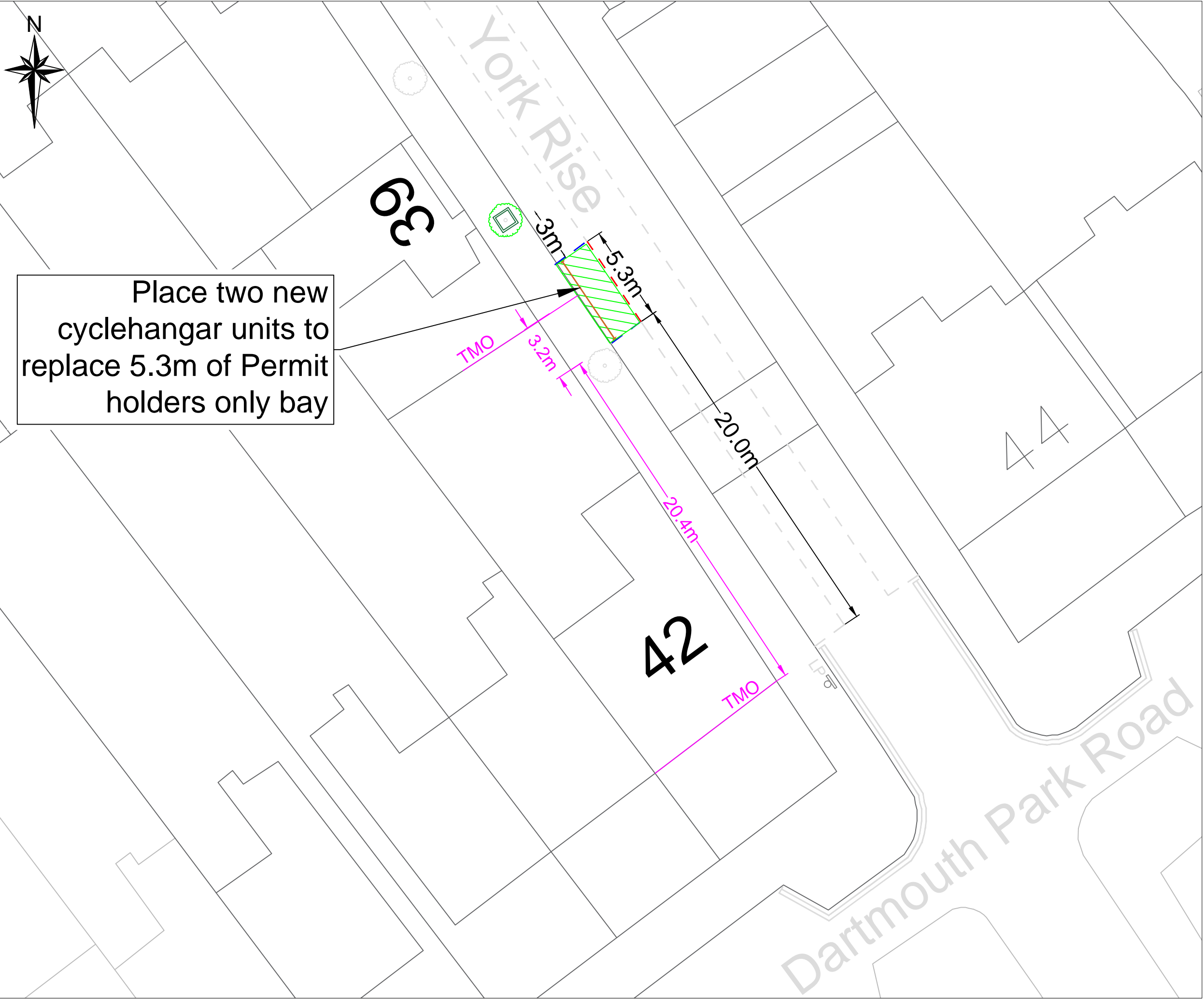
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Project
 Cyclehangars
 Roderick Road

Drawing Title
 TMO Drawing

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Checked By JA	Dwg Name
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Drawing Number Drawings\Working Drawings\001	Rev.



Place two new cyclehanger units to replace 5.3m of Permit holders only bay

KEY

- Existing tree
- Proposed tree
- Existing double yellow lines
- Proposed removing of lining
- Proposed new bay lining
- Proposed single yellow lines
- Existing parking bays
- Existing speed humps
- Proposed cycle hangars

- Each cycle hanger length is 2.6m x 2m and if placed in a residents parking bay, it will require a 2.7m space so that the remaining bay lengths are visible.

Rev	By	Date	Amendments

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Project
 Cycle Hangars
 York Rise jct Dartmouth Park Road

Drawing Title
 TMO Drawing

Scale NTS	Date Jun 2020
Drawn By MW	File Ref
Checked By JA	Dwg Name
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