

The Camden (Prescribed Routes) Experimental Traffic Order (No. 1) (Modification No. 1) 2020

The Camden (Prescribed Routes) Experimental Traffic Order (No. 5) 2020

The Camden (Prescribed Routes) Experimental Traffic Order (No. 6) 2020

The Camden (Prescribed Routes) Experimental Traffic Order (No. 7) 2020

The Camden (Prescribed Routes) Experimental Traffic Order (No. 8) 2020

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned orders on 8 June 2020 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The orders will come into force on 18 June 2020. The general nature and effect of the orders are as follows:

No. 1 (Modification No. 1) - SAVERNAKE ROAD / CONSTANTINE ROAD / RODERICK ROAD, NW3

designation of 24-hour waiting prohibitions in the vicinity of the road closure adjacent to nos. 2 and 4 Savernake Road. North side; from the eastern end of the parking place outside no. 147 Constantine Road eastwards to the western end parking place outside no. 14 Savernake Road. South side; from the eastern end of the parking place situated at the side of no. 60 Lisburne Road to the western end of the parking place situated outside no. 97 Savernake Road and including both sides of Roderick Road between the junction with Savernake Road and the norther ends of the parking places situated outside no. 73 Roderick Road and at the side no. 97 Savernake road respectively. This is a modification of the Camden (Prescribed Routes) Experimental Traffic Order (No. 1) which came into force on 21 May 2020.

No. 5 – MILLFIELD LANE, N6

Vehicular traffic to proceed in one direction only, generally from south-east to north-west, from a point 4 metres south-west from the vehicular crossover accessing no. 16 Millfield Lane towards the junction with Merton Lane. Removal of the permit holders parking place outside no. 16 Millfield Lane and removal of the south-easternmost 15 metre section of the shared-use parking place opposite the south-eastern entrance to Hampstead Heath. 24-hour waiting prohibitions are designated where parking spaces have been removed.

No. 6 – RED LION STREET, DANE STREET, WC1R

Vehicular traffic will be prohibited from proceeding in Red Lion Street between the junction with Princeton Street and a point 32 metres south of that junction. Removal of the business permit parking place outside no. 21 Red Lion Street.

One-way working will be suspended in Dane Street - vehicular traffic proceeding in either direction in Dane Street will be prohibited from proceeding past a point 22 metres south-east of the junction with Red Lion Square.

No. 7 – PROWSE PLACE, NW1

Vehicular traffic will be prohibited from proceeding in either direction in Prowse Place between the south-eastern kerb line of Ivor Street and a point 40 metres south-east of that kerb line. A 24-hour waiting prohibition is designated along this section of the street.

No. 8 – SWAIN'S LANE, N6

Vehicular traffic will be prohibited from turning right from Swain's Lane into Bisham Gardens and from Swain's Lane into South Grove.

The prohibitions outlined above will be in force at all times. Exemptions apply to emergency vehicles, council vehicles being used in the pursuance of statutory duties (including refuse collection) and pedal cycles.

The Council will be considering in due course whether the provisions of the experimental orders should be continued in force indefinitely. Within a period of six months beginning with the date on which the experimental orders come into force or, if the orders are varied by other orders or modified pursuant to section 10 (2) of the Road Traffic Regulation Act 1984, beginning with the day on which the variation or modification or the latest variation or modification came into force, any person may object to the making of an order for the purpose of such indefinite continuation.

Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to safetravel@camden.gov.uk or by post to London Borough of Camden, Culture Environment & Directorate, Transport Strategy Service, FREEPOST RSLT-RJBR-TXAA, London, WC1H 9JE.

Copies of the orders and other documents related to these schemes may be inspected at camden.gov.uk/recently-advertised-proposals or by contacting traffic.orders@camden.gov.uk or at London Borough of Camden, 5 Pancras Square, N1C 4AG.

Peter Mardell
Head of Parking Operations
11 June 2020

The Camden (Prescribed Routes) Experimental Traffic Order (No. 5) 2020
The Camden (Prescribed Routes) Experimental Traffic Order (No. 6) 2020
The Camden (Prescribed Routes) Experimental Traffic Order (No. 7) 2020
The Camden (Prescribed Routes) Experimental Traffic Order (No. 8) 2020

STATEMENT OF REASONS

The proposals seek to respond to the safe travel and transport needs of people in Camden in light of Covid-19.

The proposals seek to improve road safety by helping people in the borough social distance safely through providing more, safe space they can use to walk and cycle in.

The proposals seek to address anticipated medium-term rises in walking, cycling, and use of motor vehicles. They seek to facilitate and encourage rises in the first two; and to mitigate the impact on Camden's communities of rising numbers of vehicles on our roads. This can be achieved by reducing traffic on key safe alternative walking and cycling routes for residents away from and between high streets and other destinations; and by restricting traffic around key destinations such as schools, green spaces and other amenities.

11 June 2020

The Camden (Prescribed Routes) Experimental Traffic Order (No. 5) 2020
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REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT

At the present time, restrictions on people's movements as a result of the Covid-19 crisis may render normal modes of consultation ineffective. Additionally, the current state of traffic on the affected streets may not reflect the ordinary operation of the schemes which may prevent consultees from forming a reasoned opinion over their effect.

The experimental orders will be in force for a maximum period of 18 months and the council will decide whether or not to retain the schemes indefinitely before the expiration of this period. The council is required to consider any objections made over the initial 6 month period. It is anticipated that the various schemes may have a longer-term utility and their operation will be evaluated whilst the experimental orders remain in force. Council officers would ideally wish to carry out a full consultation on each scheme after 12 months to elicit views from stakeholders and members of the public, subject to circumstances. A decision as to whether to do so or not will be made nearer the time.

11 June 2020

The Camden (Prescribed Routes) Experimental Traffic Order (No. 1) (Modification No. 1) 2020

2020 No. 34

**CONSTANTINE ROAD
SAVERNAKE ROAD
RODERICK ROAD**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 34

The Camden (Prescribed Routes) Experimental Traffic Order (No. 1) (Modification No. 1)
2020

Made on 8 June 2020

Coming into force on 18 June 2020

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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on 18 June 2020 and may be cited as the Camden (Prescribed Routes) (No. 1) (Modification No. 1) Experimental Traffic Order 2020.

2. Interpretation

- 2.1 In this order the term "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].
- 2.2 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. Restrictions

- 3.1 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 shall have effect as though there were substituted for the items relating to the similarly named streets in schedule 1 to that order, the items set out in the schedule to this order.

4. Exemptions

- 4.1 Nothing in Article 3 shall apply in respect of;
- 4.1.1 a pedal cycle;
- 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;

- 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;
- 4.1.4 a vehicle being used by the council in the pursuance of statutory purposes;
- 4.1.5 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

5. Power to modify or amend this order

- 5.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 8 June 2020



Peter Mardell
Head of Parking Operations

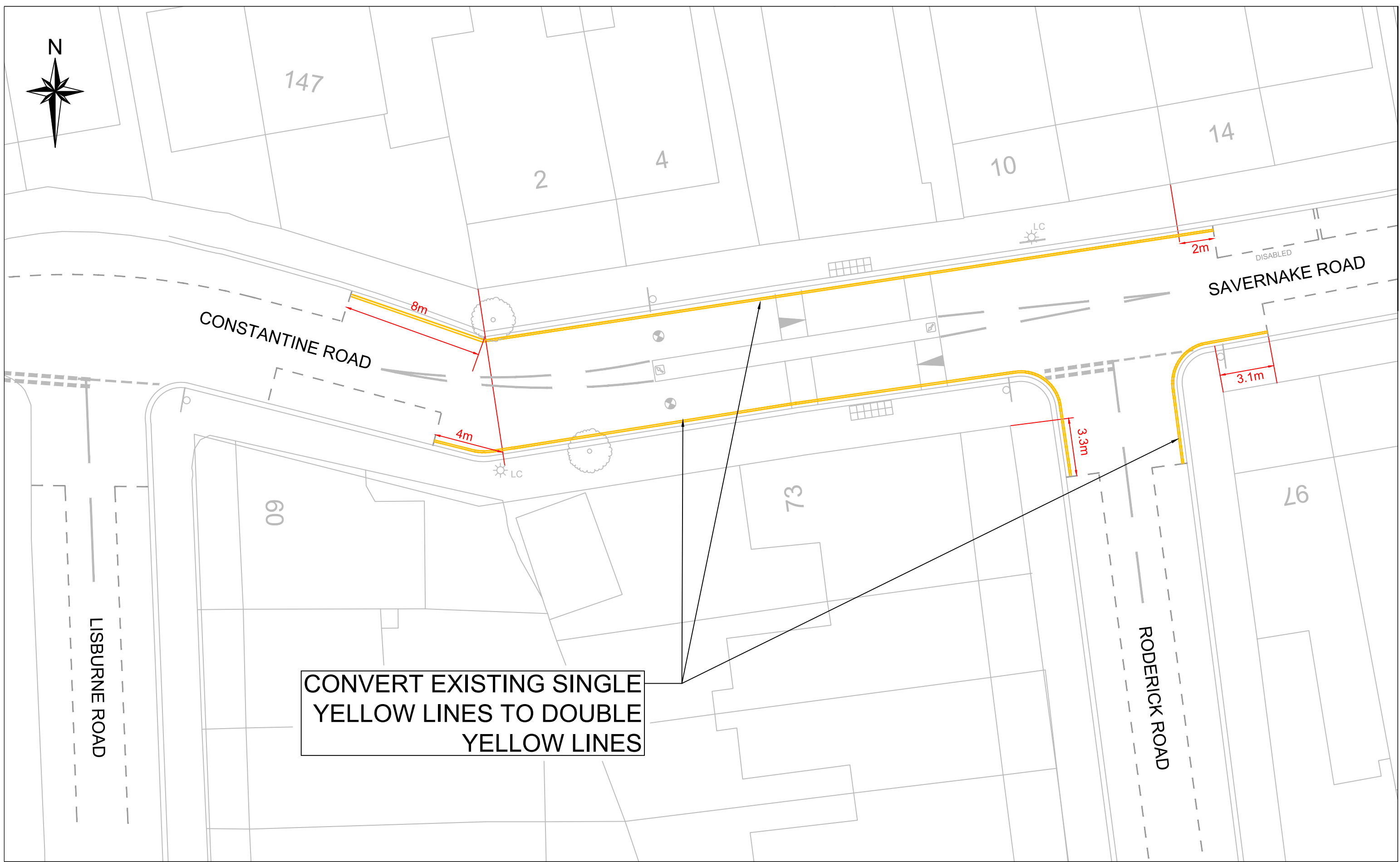
SCHEDULE

ITEMS SUBSTITUTED FOR ITEMS RELATING TO THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE CAMDEN
(WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
220	CONSTANTINE ROAD	
(a)	north side:	
(i)	between its junction with south End Green and a point 15 metres east of that kerb line	A
(ii)	from a point 15 metres east of the junction with South End Green to the party wall of nos. 141 and 143 Constantine Road	2N
(iii)	from the party wall of nos. 141 and 143 Constantine Road to the junction with Savenake Road	A
(b)	south side:	
(i)	from its junction with Fleet Road eastwards for a distance of 30 metres	A
(ii)	from a point 30 metres east of its junction with Fleet Road to its junction with Savenake Road	2N

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
813	RODERICK ROAD	
(a)	from the southern kerb line of Savernake Road southwards for a distance of 5 metres	A
(b)	so much else of Roderick Road that is public highway and which does not lie within the length specified above	2N

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
864	SAVERNAKE ROAD	
(a)	east side: from the northern kerb line of Mansfield Road, northwards for a distance of 7.1 metres	A
(b)	west side: from the northern kerb line of Mansfield Road, Northwards for a distance of 7.2 metres	A
(c)	north side: from a point 1.8 metres east of the boundary wall of nos. 12 and 14 Savernake Road to the junction with Constantine Road	A
(d)	south side: from a point 2 metres west of the boundary wall of nos. 95 and 97 Savernake Road to the junction with Constantine Road	A
(e)	both sides: so much else of Savernake Road that is public highway and which does not lie within those lengths specified above	2N



**CONVERT EXISTING SINGLE
YELLOW LINES TO DOUBLE
YELLOW LINES**

Rev	By	Date	Amendments

The Camden (Prescribed Routes) Experimental Traffic Order (No. 5) 2020

2020 No. 35

MILLFIELD LANE

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 35

The Camden (Prescribed Routes) (No. 5) Experimental Traffic Order 2020

Made on 8 June 2020

Coming into force on 18 June 2020

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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on 18 June 2020 and may be cited as the Camden (Prescribed Routes) (No. 1) (Modification No. 1) Experimental Traffic Order 2020.

2. Interpretation

- 2.1 In this order the term "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].
- 2.2 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. Restrictions – prescribed route

- 3.1 No person shall cause any vehicle to proceed, in Millfield Lane between a point 4 metres south-west of the vehicular crossover accessing no. 16 Millfield Lane and its junction with Merton Lane in any direction, other than from generally south-east to north-west.
- 3.2 The provisions of the Camden (Parking Places) (CA-U) Traffic Order 2012 shall have effect as though;
- 3.2.1 there was omitted from schedule 1 to that order, the item set out in table 1 of the schedule to this order;
- 3.2.2 there was omitted from schedule 3 to that order, the item set out in table 2 of the schedule to this order;

3.2.3 there was included in schedule 3 to that order, the item set out in table 3 of the schedule to this order.

4. Exemptions

4.1 Nothing in Article 3 shall apply in respect of;

4.1.1 a pedal cycle;

4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;

4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;

4.1.4 a vehicle being used by the council in the pursuance of statutory purposes;

4.1.5 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

5. Power to modify or amend this order

5.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 8 June 2020



Peter Mardell
Head of Parking Operations

SCHEDULE

TABLE 1 – ITEM OMITTED FROM SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-U) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
8404	MILLFIELD LANE	north side: from a point 5.4 metres west of the common boundary of nos. 12 and 16 Millfield Lane, westwards for a distance of 9.6 metres	MONDAY - FRIDAY 10AM - NOON

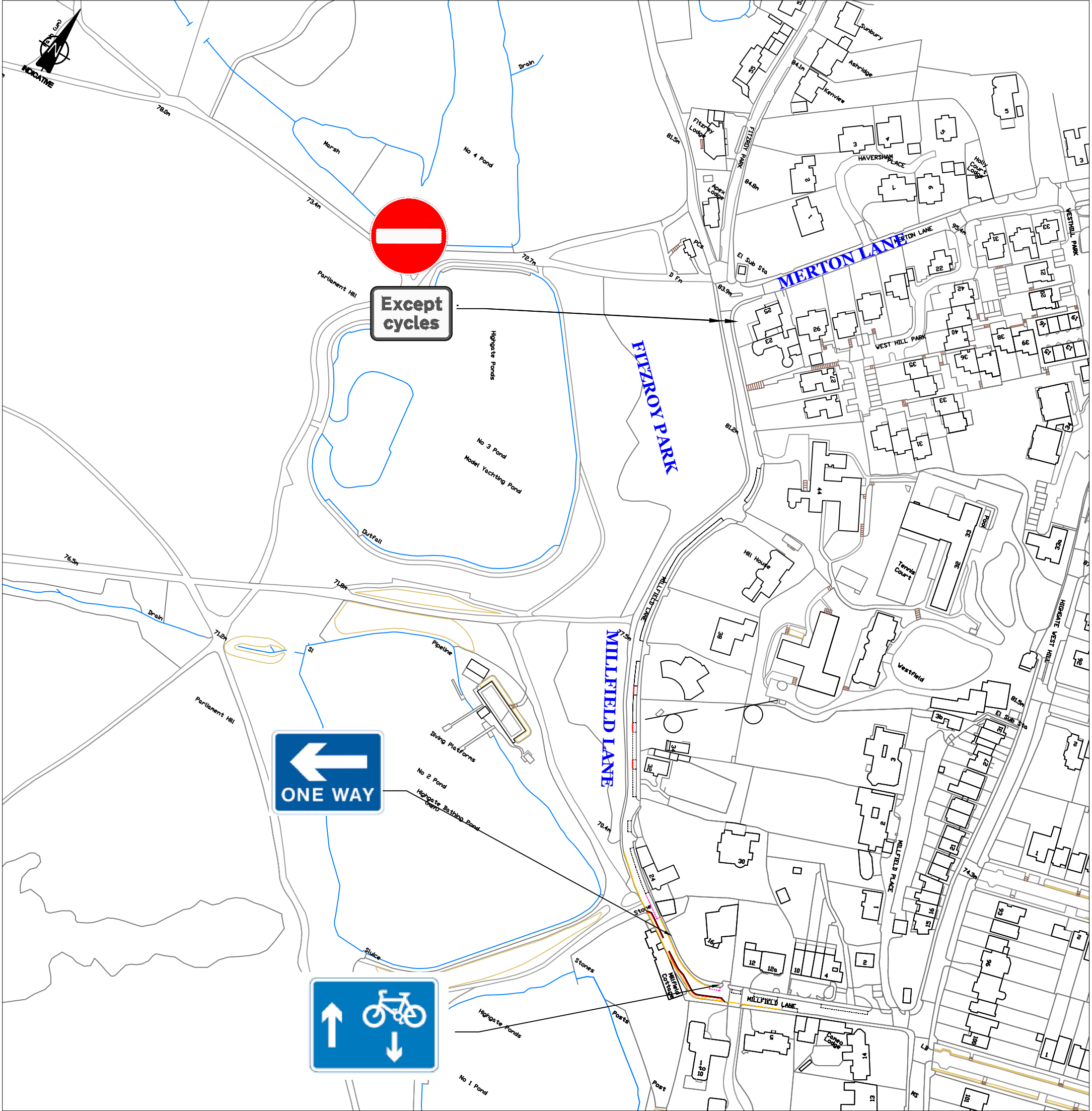
TABLE 2 – ITEM OMITTED FROM SCHEDULE 3 TO THE CAMDEN (PARKING PLACES) (CA-U) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
8407	MILLFIELD LANE	east side: from a point 4.4 metres north of the common boundary of nos. 16 and 22 Millfield Lane, northwards for a distance of 41.5 metres	MONDAY – FRIDAY 10AM – NOON	£3.43 per hour	£4.17 per hour	1.5 hours

TABLE 3 – ITEM INCLUDE IN SCHEDULE 3 TO THE CAMDEN (PARKING PLACES) (CA-U) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
13500	MILLFIELD LANE	east side: from a point 19.4 metres north of the common boundary of nos. 16 and 22 Millfield Lane, northwards for a distance of 26.5 metres	MONDAY - SATURDAY 8.30AM - 6.30PM	£3.43 per hour	£4.17 per hour	1.5 hours

MILLFIELD LANE SOCIAL DISTANCING MEASURES EXTENT



MILLFIELD LANE SOCIAL DISTANCING MEASURES

Remove shared permit holders / Pay by Phone bay (3 spaces) from boundary of no.22/24 Millfield Lane for a distance of 15m in the south eastern direction (end of bay).

Erect tsrgd diag no. 810

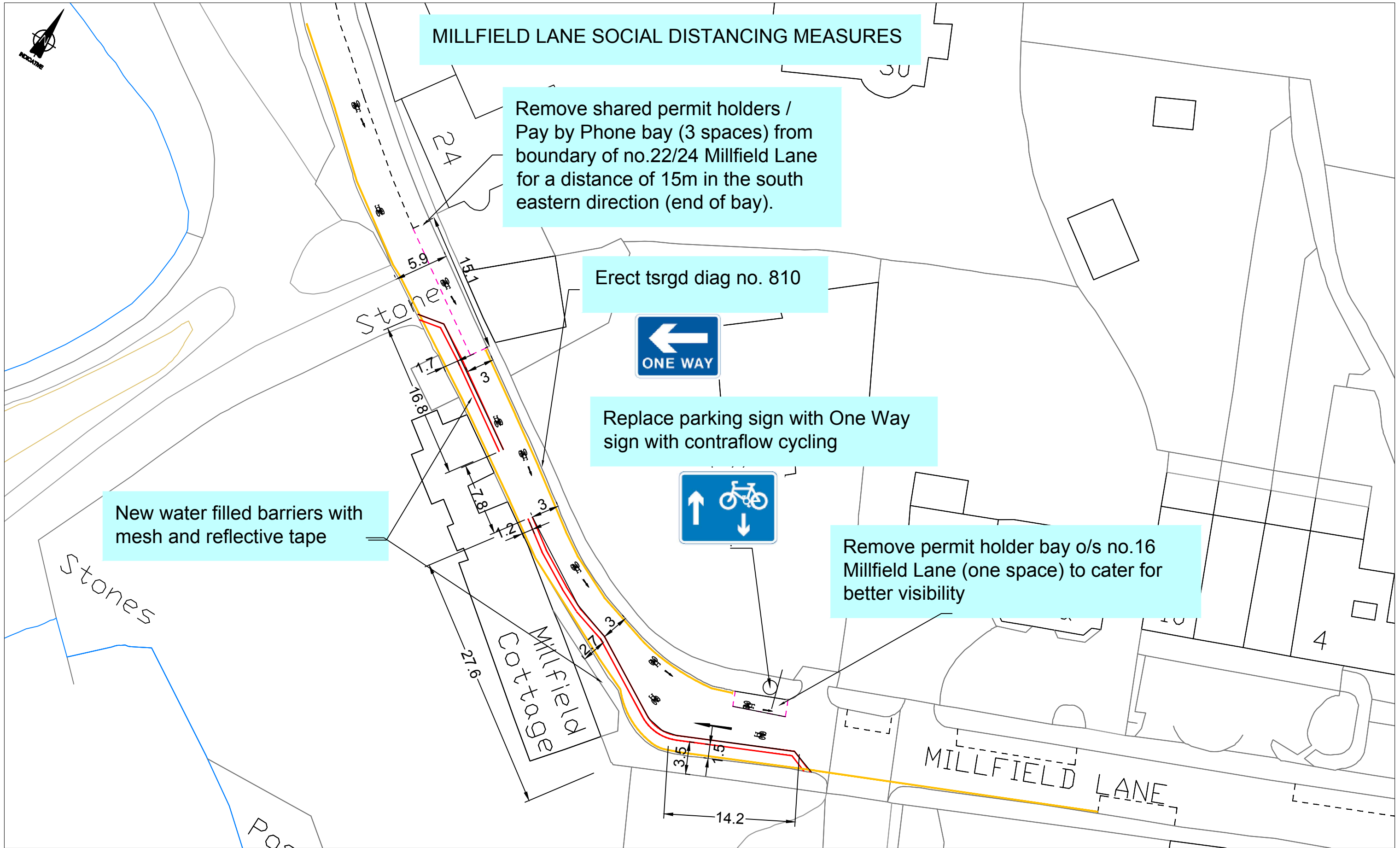


Replace parking sign with One Way sign with contraflow cycling



Remove permit holder bay o/s no.16 Millfield Lane (one space) to cater for better visibility

New water filled barriers with mesh and reflective tape



Project SOCIAL_DISTANCING_MEASURES

Drawing Title MILLFIELD_LANE_LOWER_SECTION

— WATERFILL BARRIERS (0.5m WIDE)

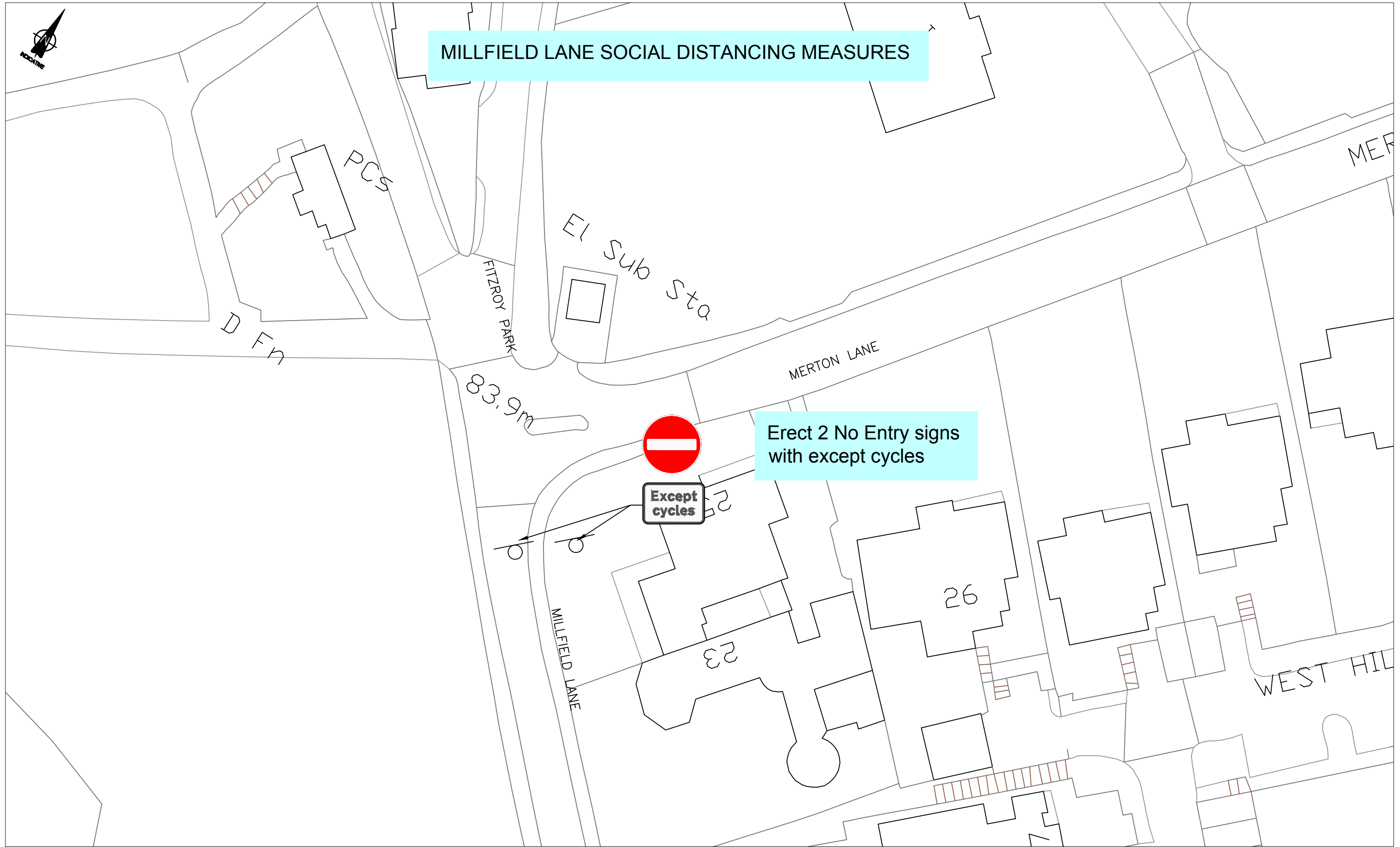
- - - REMOVAL OF PERMIT HOLDER/SHARED USED BAY

Rev	By	Date	Amendments
A			preliminary

Scale	Date
Drawn By	MAY2020
A.B.	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number	Rev.
MILLFIELD_1	A



MILLFIELD LANE SOCIAL DISTANCING MEASURES



Erect 2 No Entry signs with except cycles

Except cycles

83.9m



Project SOCIAL_DISTANCING_MEASURES

Drawing Title MILLFIELD_LANE_UPPER_SECTION

Rev	By	Date	Amendments

Scale	Date
Drawn By	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number	Rev.
MILLFIELD_2	

The Camden (Prescribed Routes) Experimental Traffic Order (No. 6) 2020

2020 No. 36

**DANE STREET
RED LION STREET**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 36

The Camden (Prescribed Routes) (No. 6) Experimental Traffic Order 2020

Made on 8 June 2020

Coming into force on 18 June 2020

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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on 18 June 2020 and may be cited as the Camden (Prescribed Routes) (No. 6) Experimental Traffic Order 2020.

2. Interpretation

- 2.1 In this order the term "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].
- 2.2 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. Suspension of provisions in existing orders

- 3.1 For so long as this order remains in force and, subject to any subsequent modifications to this order;
- 3.1.1 the London Traffic (Prescribed Routes) (Holborn, City of London, St. Pancras and Westminster) Regulations 1961 [S. I. 1961 No. 2210] shall have effect as though item 4 was omitted from the schedule to those regulations.
- 3.1.2 the Camden (Parking Places) (Business Scheme 'A') Traffic Order 2012 shall have effect as though the item number 90 in the schedule to that order was omitted.

4. Restrictions – prescribed routes

- 4.1 No person shall cause any vehicle to proceed in either direction in Red Lion Street between the southern kerb line of Princeton Street and a point 32 metres south of that kerb line.

4.2 No person shall cause any vehicle proceeding in Dane Street to proceed past a point which lies 22 metres south-east of the south-eastern kerb line of Red Lion Square.

5. Exemptions

5.1 Nothing in Article 4 shall apply in respect of;

5.1.1 a pedal cycle;

5.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;

5.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;

5.1.4 a vehicle being used by the council in the pursuance of statutory purposes;

5.1.5 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

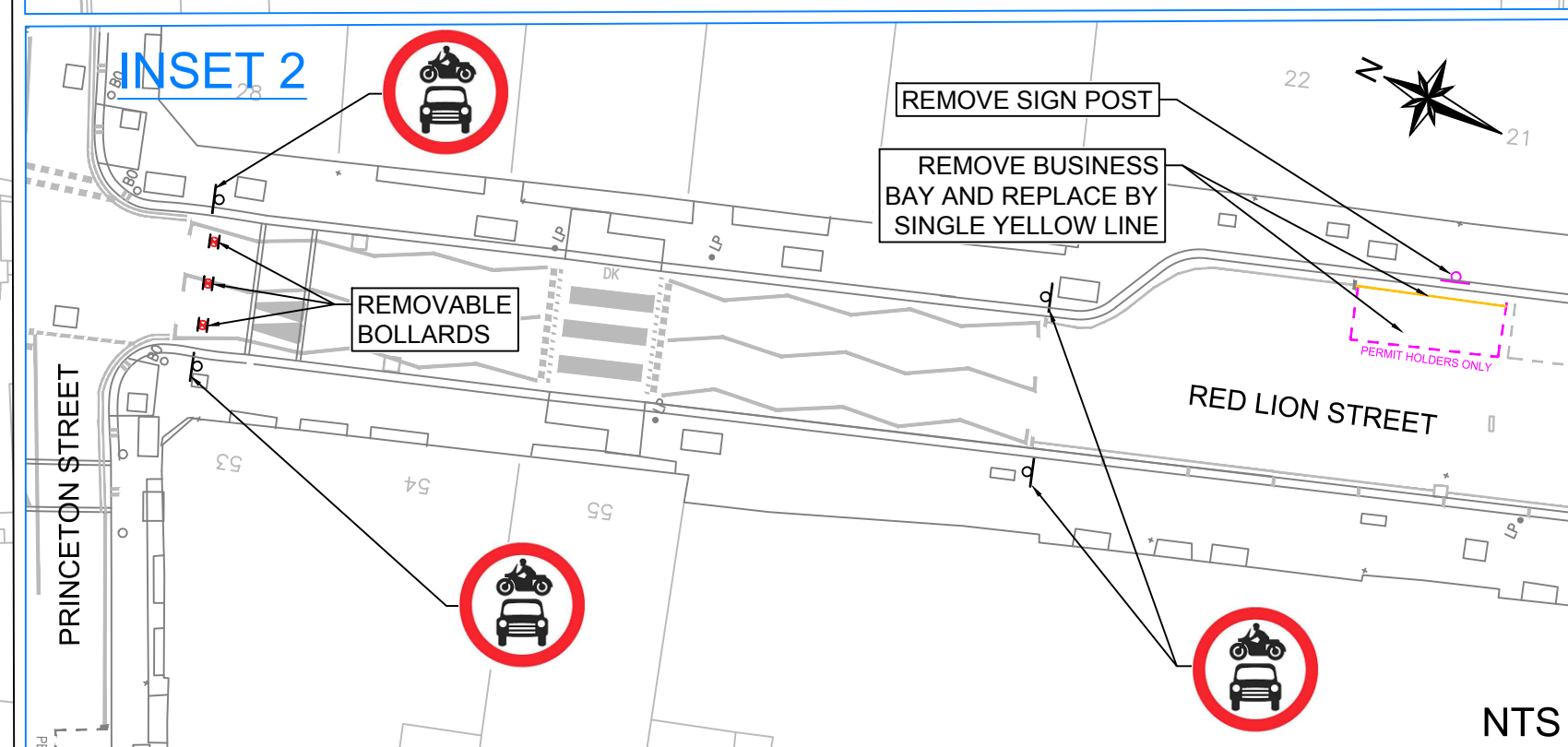
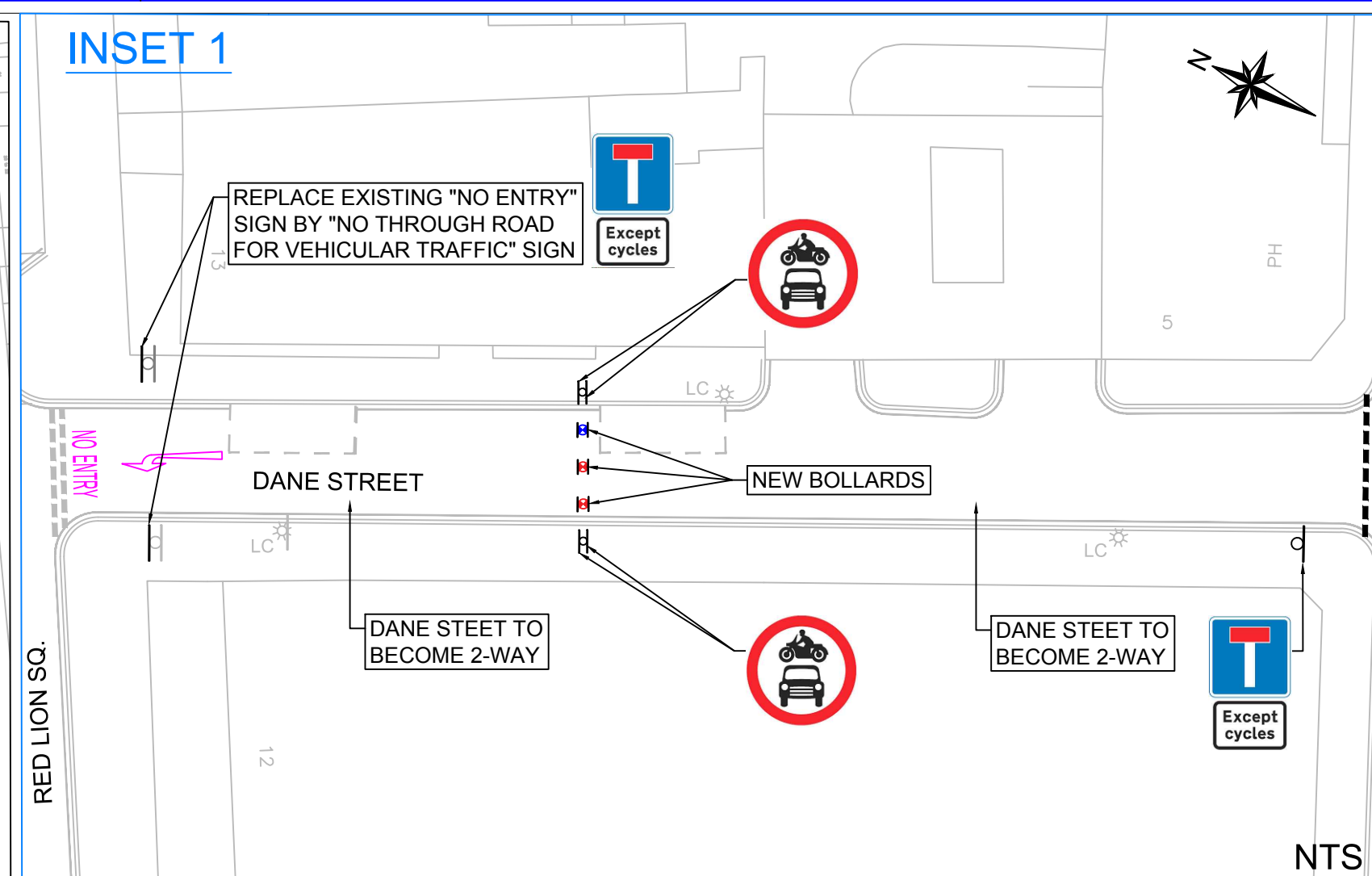
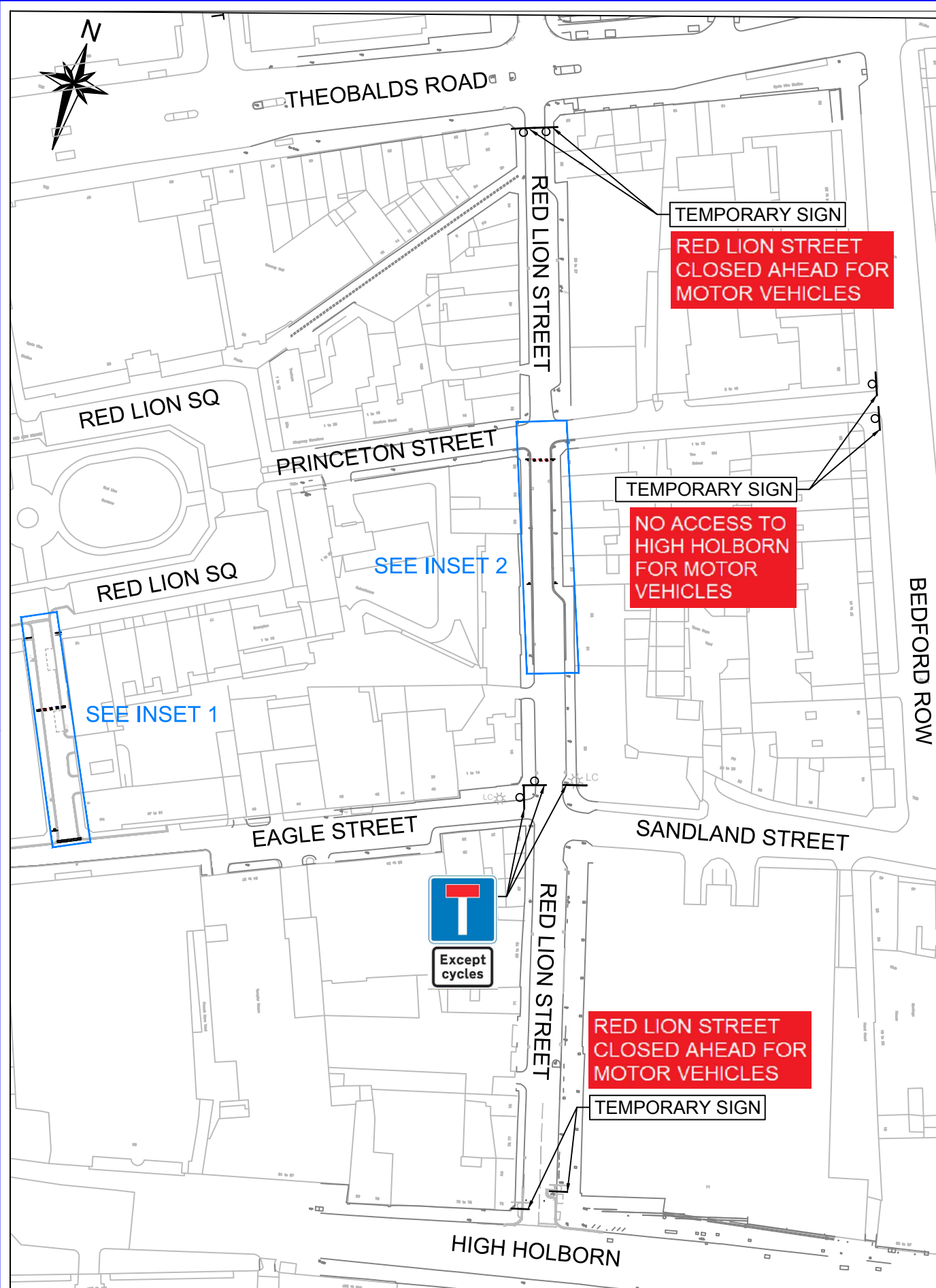
6. Power to modify or amend this order

6.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 8 June 2020



Peter Mardell
Head of Parking Operations



The Camden (Prescribed Routes) Experimental Traffic Order (No. 7) 2020

2020 No. 37

PROWSE PLACE

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 37

The Camden (Prescribed Routes) (No. 7) Experimental Traffic Order 2020

Made on 8 June 2020

Coming into force on 18 June 2020

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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on 18 June 2020 and may be cited as the Camden (Prescribed Routes) (No. 7) Experimental Traffic Order 2020.

2. Interpretation

- 2.1 In this order the term "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].
- 2.2 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. Restrictions

- 3.1 No person shall cause any vehicle to proceed in either direction in Prowse Place between the south-eastern kerb line of Ivor Street and a point 40 metres south-east of that kerb line.
- 3.2 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 shall have effect as though there was substituted for the items relating to Prowse Place in schedule 1 to that order, the items set out in the schedule to this order.

4. Exemptions

- 4.1 Nothing in Article 3.1 shall apply in respect of;
- 4.1.1 a pedal cycle;

- 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
- 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;
- 4.1.4 a vehicle being used by the council in the pursuance of statutory purposes;
- 4.1.5 any person using a vehicle for the purposes of accessing premises within the area described in Article 3.1;
- 4.1.6 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

5. Power to modify or amend this order

- 5.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 8 June 2020

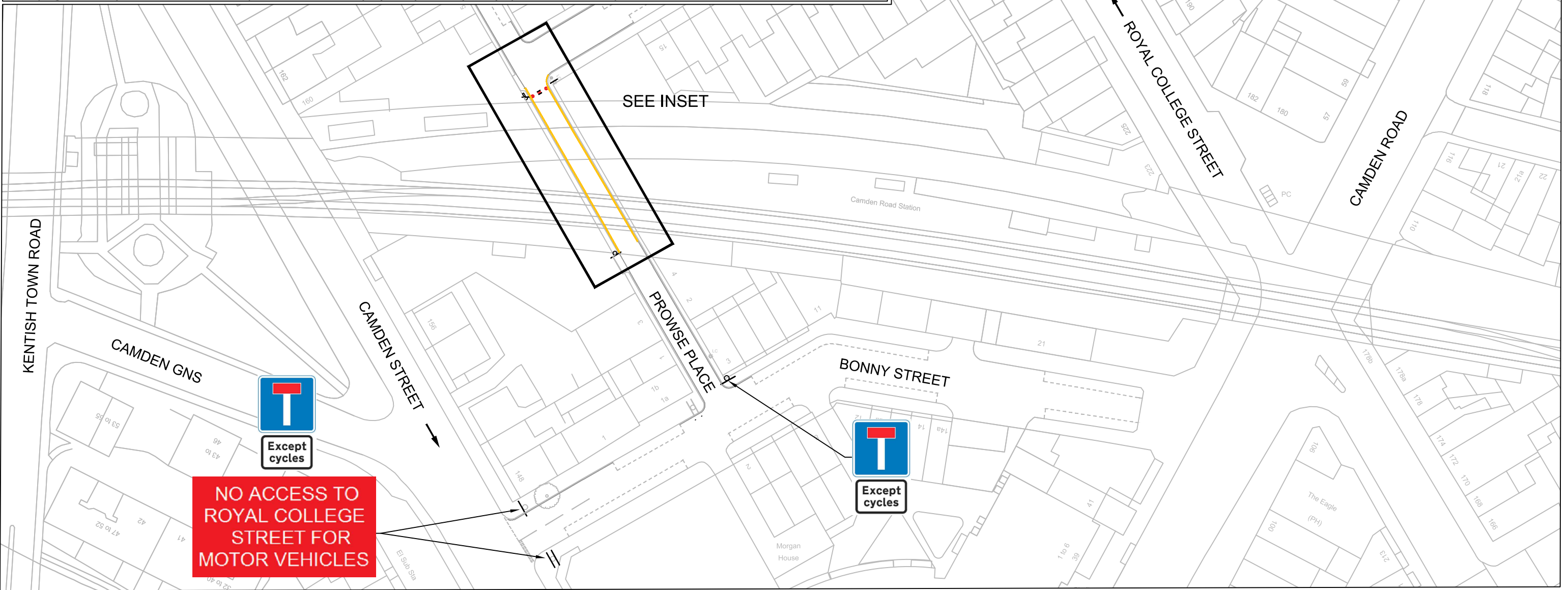
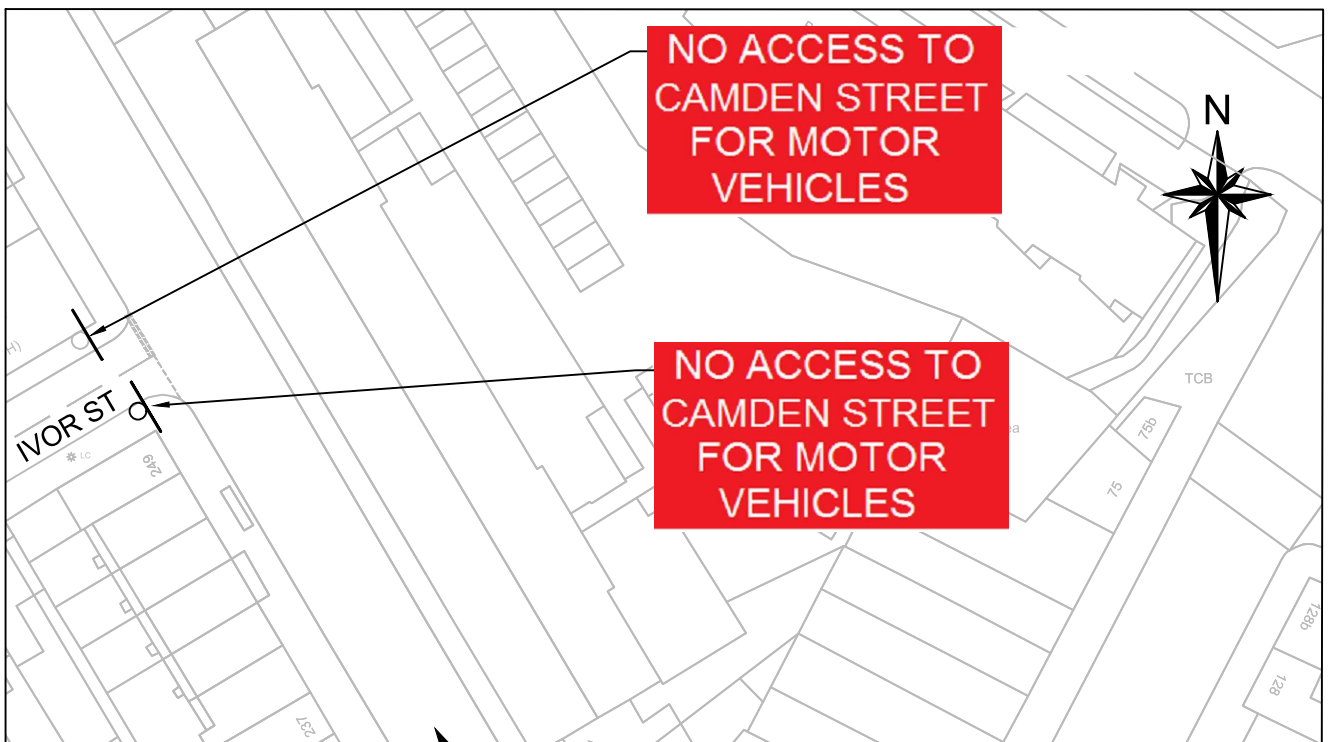
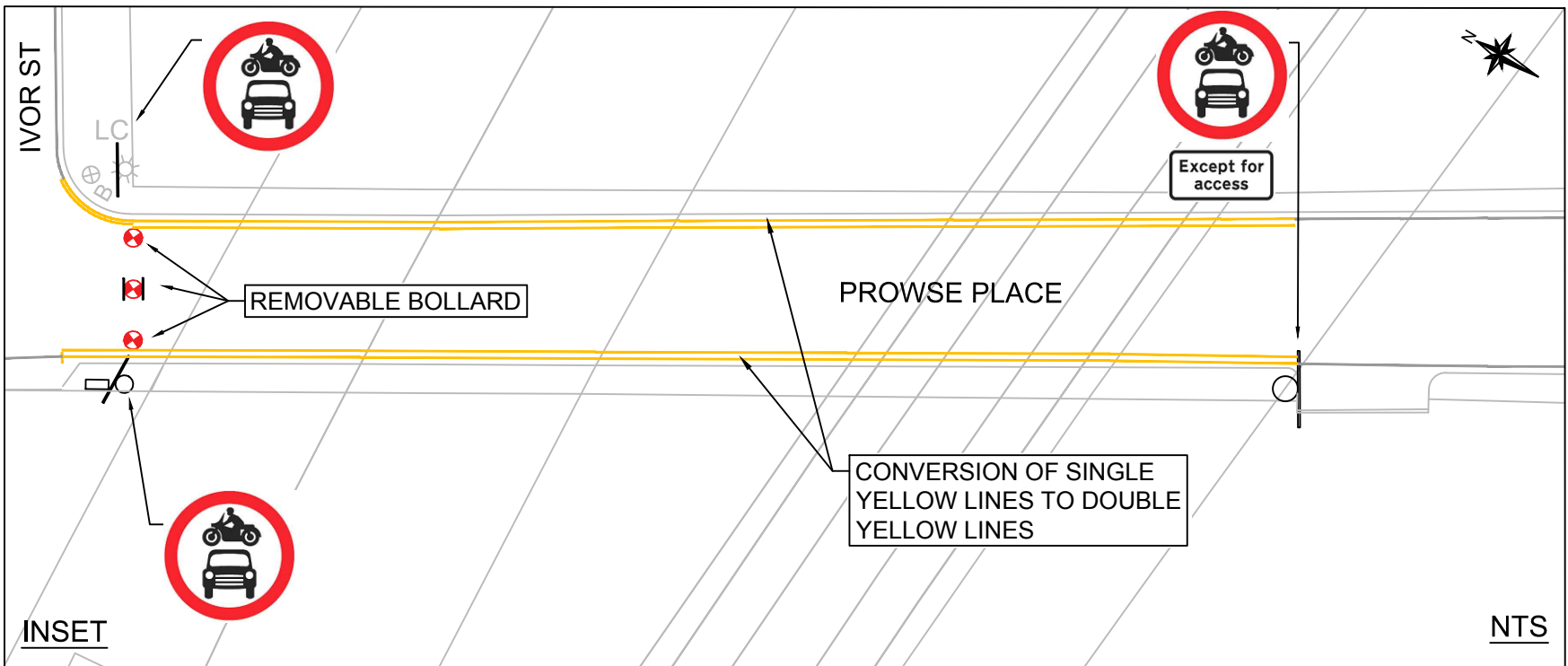


Peter Mardell
Head of Parking Operations

SCHEDULE

ITEMS SUBSTITUTED IN RELATION TO PROWSE PLACE IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
772	PROWSE PLACE	
(a)	from the south-eastern kerb line of Ivor Street south-eastwards for a distance of 37 metres	A
(b)	from a point 37 metres south of the south-eastern kerb line of Ivor Street to the north-western kerb line of Bonny Street	2L



The Camden (Prescribed Routes) Experimental Traffic Order (No. 8) 2020

2020 No. 38

SWAIN'S LANE

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2020 No. 38

The Camden (Prescribed Routes) (No. 8) Experimental Traffic Order 2020

Made on 8 June 2020

Coming into force on 18 June 2020

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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on 18 June 2020 and may be cited as the Camden (Prescribed Routes) (No. 8) Experimental Traffic Order 2020.

2. Interpretation

- 2.1 In this order the term "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].
- 2.2 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. Restrictions – prescribed routes

- 3.1 No person shall cause any vehicle to turn right from Swain's Lane into Bisham Gardens.
- 3.2 No person shall cause any vehicle to turn right from Swain's Lane into South Grove.

4. Exemptions

- 4.1 Nothing in Article 3 shall apply in respect of;
- 4.1.1 a pedal cycle;
- 4.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;

- 4.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;
- 4.1.4 a vehicle being used by the council in the pursuance of statutory purposes;
- 4.1.5 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

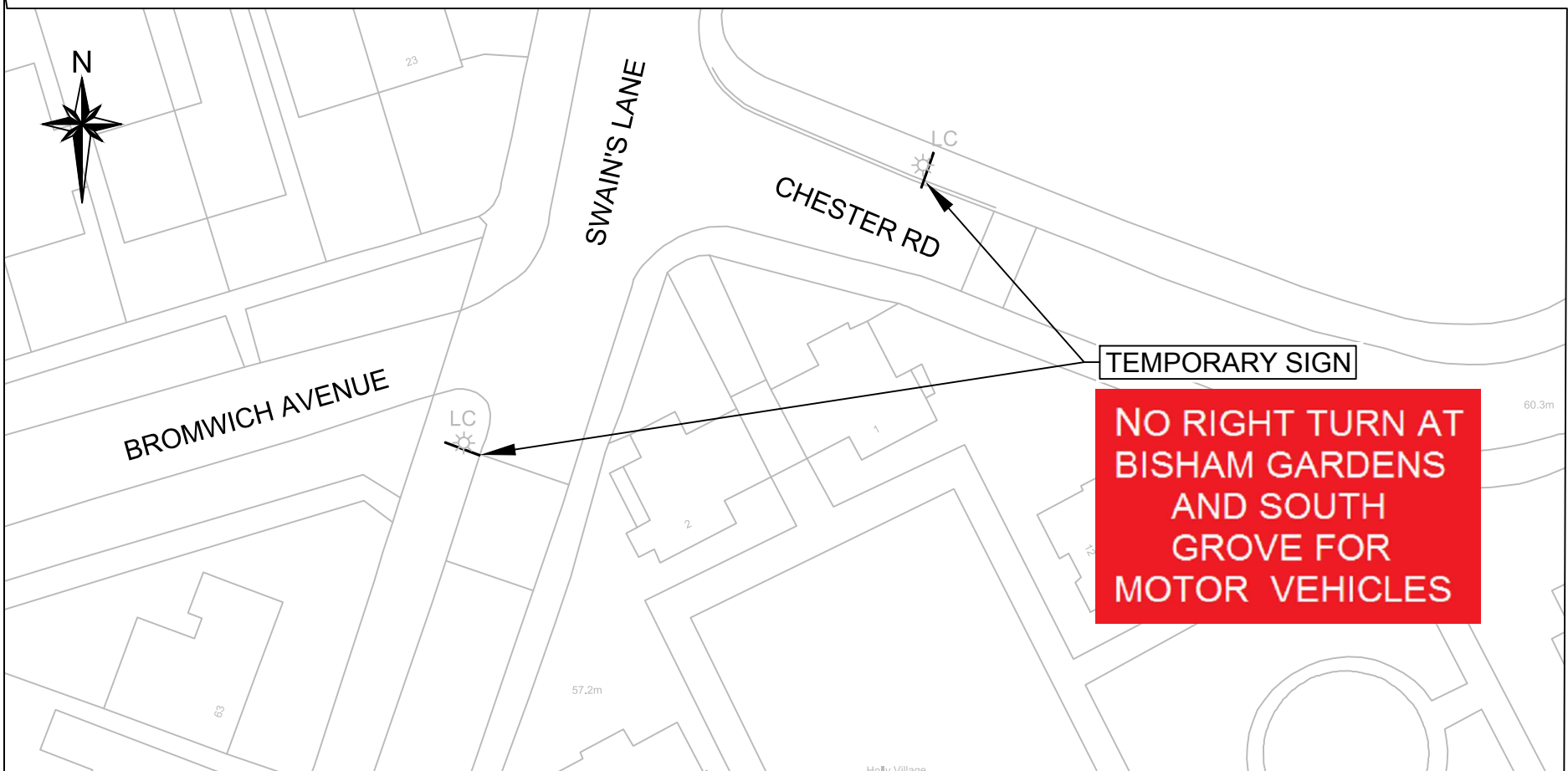
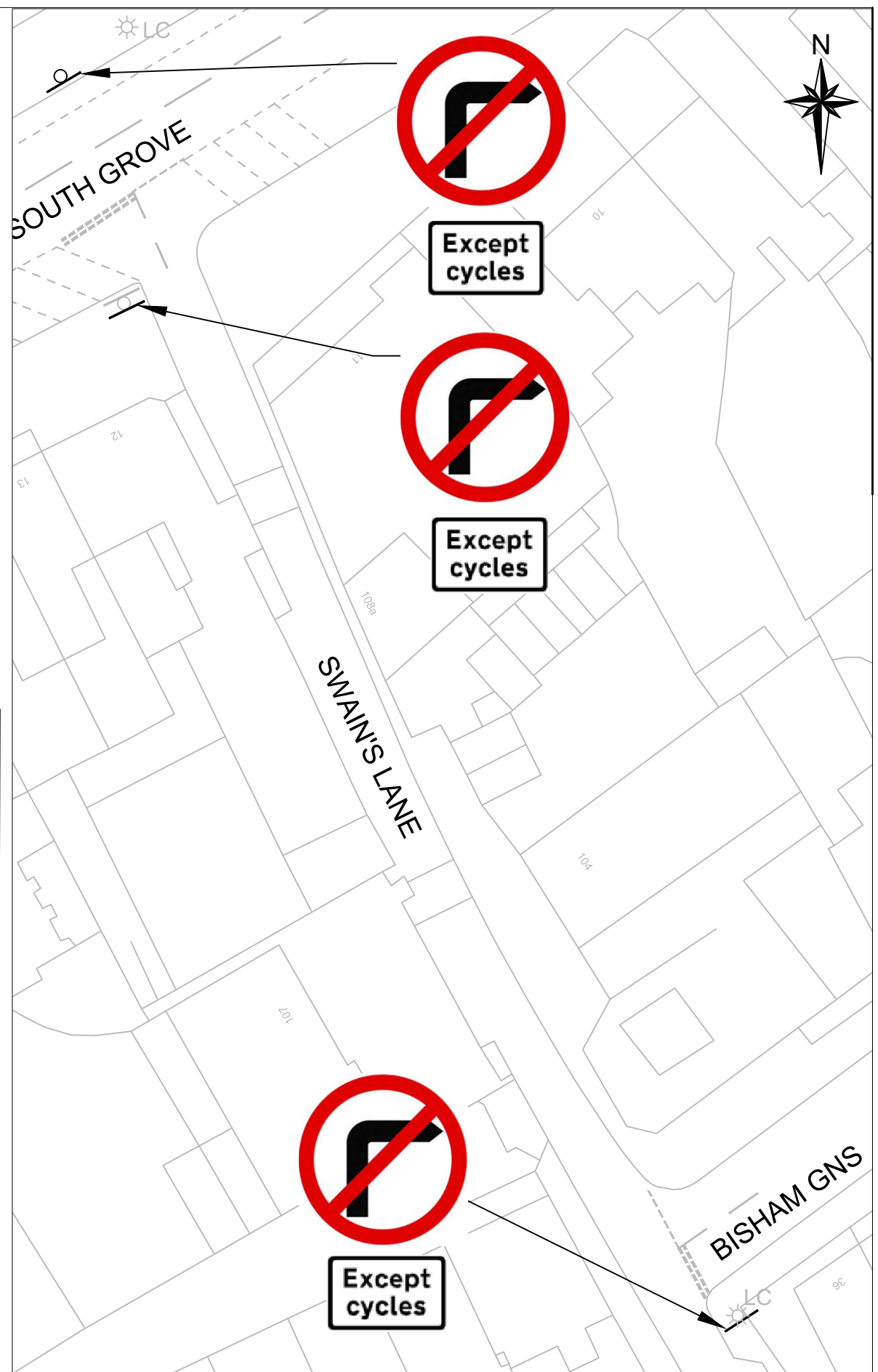
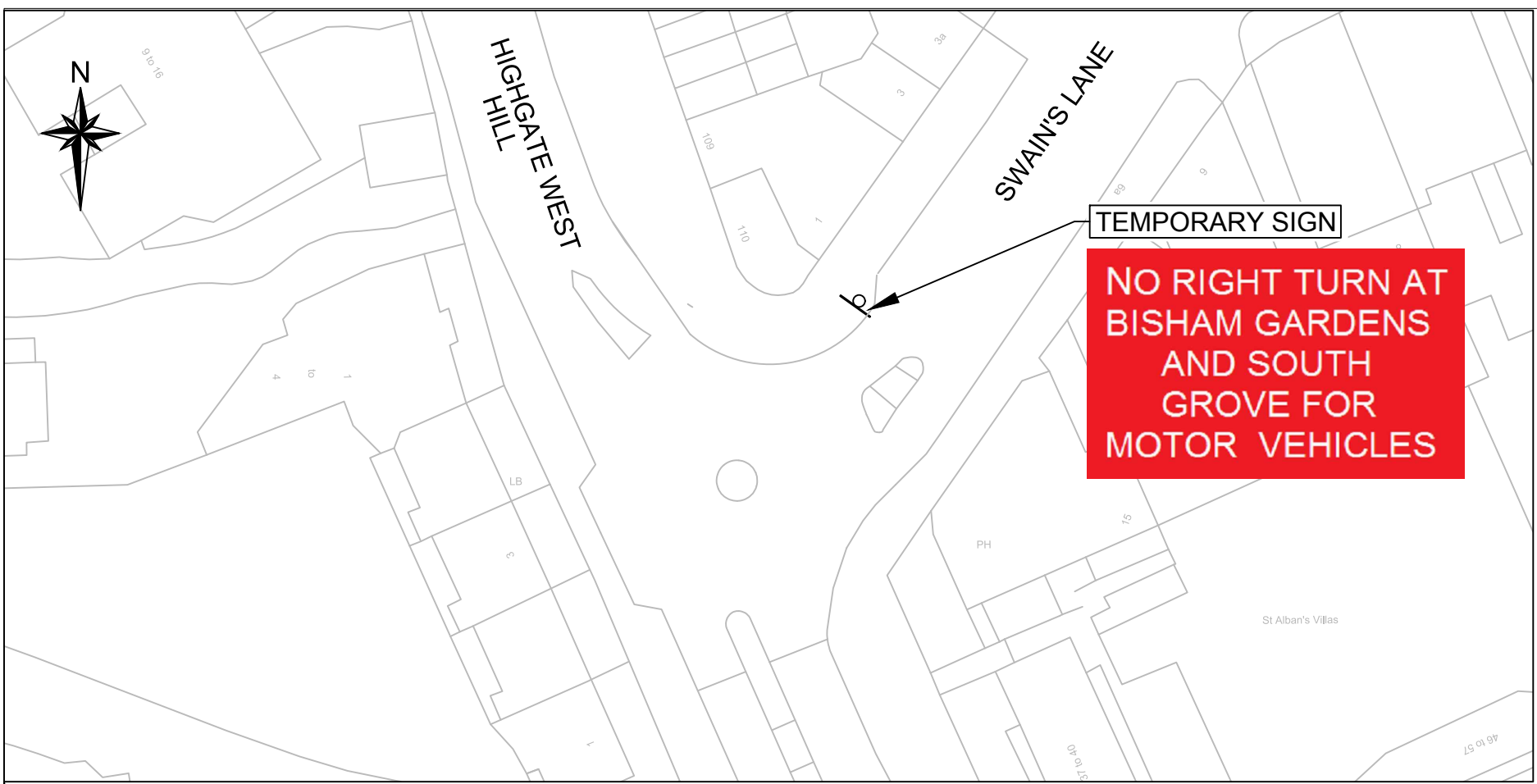
5. Power to modify or amend this order

- 5.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 8 June 2020



Peter Mardell
Head of Parking Operations



Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
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Project
**SWAIN'S LANE
 COVID 19 MEASURES**

Drawing Title
SCHEME OVERVIEW

KEY

	Existing road marking
	New sign and post
	New sign on existing lighting column

Rev	By	Date	Amendments

Scale NTS	Date 05.06.2020
Drawn By RW	File Ref
Checked By YK	Dwg Name
Drawing Location	
Drawing Number TS/20-21/COVID19/RW/SWAINS-RN/100	Rev. -