

**The Camden (Outdoor Dining Areas) (Regent's Park Road) Experimental Traffic Order 2023**  
**The Camden (Outdoor Dining Areas) (Doric Way) Experimental Traffic Order 2023**  
**The Camden (Outdoor Dining Areas) (Great Queen Street) Experimental Traffic Order 2023**  
**The Camden (Outdoor Dining Areas) (Charlotte Street) Experimental Traffic Order 2023**

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned orders on 17 April 2023 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The orders will come into force on 30 April 2023. The general nature and effect of the orders are set out below:

**REGENT'S PARK ROAD / ERSKINE ROAD:** revocation of shared-use parking spaces outside nos. 49 and 51 Regent's Park Road (approximately 11.5 metres length), outside nos. 55 - 59 Regent's Park Road (approximately 9.2 metres length), outside nos. 69 – 73 Regent's Park Road (approximately 11.5 metres length), outside no. 89 Regent's Park Road (approximately 13.2 metres length), outside nos. 103 and 105 Regent's Park Road (approximately 12 metres length), outside no. 130 Regent's Park Road (two echelon spaces), outside nos. 136 and 138 Regent's Park Road (3 spaces), outside nos. 148 – 152 Regent's Park Road (5 spaces), outside nos. 3 and 4 Erskine Road (approximately 12 metres length).

**DORIC WAY:** revocation of the paid-for parking place outside 40 Doric Way.

**GREAT QUEEN STREET:** revocation of the parking places outside no. 31-40 Great Queen Street (dual use loading / residents permit holders parking place – 22 metres length, residents permit holders parking place – 15 metres length). Designation of a shared-use residents permit holders / paid-for parking place, 20 metres length opposite nos.32-34 Great Queen Street. Designation of a dual-use parking place reserved for loading only Mondays – Saturdays, 8.30am – 6.30pm, vehicles in respect of which a valid "CA-C" residents permit has been issued are permitted to be left in the parking place outside of these hours.

**CHARLOTTE STREET – both sides of the road between the junctions with Goodge Street and Rathbone Street, north-east side only between the junctions with Rathbone Street and Percy Street, RATHBONE STREET (north-east side):** one-way working from north-west to south-east will apply between the junctions with Rathbone Street and Percy Street. Parking places will be removed with the exception of a 8.9 meter long residents permit holders parking place at the side of no. 37 Percy Street and a 6.6 metre long disabled persons' parking place (Blue Badge bay) outside no. 36 Charlotte Street. 24-hour waiting and loading prohibitions will apply approximately 10 metres either side of the junction with Windmill Street and for approximately 10 metres north-west from the junction with Rathbone Street. 24-hour waiting and loading prohibitions will also apply on the north-west side of Rathbone Street for approximately 10 metres from the junction with Charlotte Street. A 24-hour waiting prohibition will apply outside nos. 24 – 30 Charlotte Street with vehicles being permitted to wait for the purposes of loading or unloading between 7am and 4pm only.

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 came 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](mailto:safetravel@camden.gov.uk) or by post to FREEPOST LBC Transport Strategy. Copies of the orders and other documents related to these schemes may be inspected at [camden.gov.uk/recently-advertised-proposals](https://camden.gov.uk/recently-advertised-proposals) or by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or 020-7974 4788 or 020-7974 5800 to arrange an appointment).

Peter Mardell  
Head of Parking Operations  
20 April 2023

# **The Camden (Charlotte Street) Experimental Traffic Order 2023**

**2022 No. 52**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2023 No. 52

The Camden (Charlotte Street) Experimental Traffic Order 2023

Made on 17 April 2023

Coming into force on 27 April 2023

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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 27 April 2023 and may be cited as the Camden (Charlotte Street) Experimental Traffic Order 2023.

#### **2. Interpretation**

- 2.1 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. Revocation of Parking Places and Designation of Waiting Restrictions**

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.2 The Camden (Parking Places) (CA-E) Traffic Order 2012 [L.B.C. 2012 No. 5] shall have effect as though;
- 3.2.1 there was omitted from schedule 1 to that order, the items set out in table 1 of the schedule to this order;
- 3.2.2 there was included in schedule 1 to that order, the items set out in table 2 of the schedule to this order;
- 3.2.3 there was omitted from schedule 2 to that order, the items set out in table 3 of the schedule to this order;
- 3.3 The Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012 [L. B. C. 2012 No. 22] shall have effect as though there was included in the schedule to that order, the items set out in table 4 of the schedule to this order.
- 3.4 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;

- 3.4.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to that order, the items set out in table 5 of the schedule to this order;
- 3.4.2 there was included in, or substituted for items set out in relation to similarly named streets in schedule 2 to that order, the items set out in table 6 of the schedule to this order;
- 3.4.3 there was include in schedule 3 to that order, the items set out in table 7 of the schedule to this order;
- 3.4.4 there was omitted from schedule 5 to that order, the items set out in table 8 of the schedule to this order.

#### **4 Designation of one-way working**

- 4.1 No person shall cause any vehicle to proceed in that part of Charlotte Street which lies between its junctions with Rathbone Street and Percy Street in any direction other than from north-west to south-east.
- 4.2 Article 4.1 shall not apply in respect of:
  - 4.2.1 a pedal cycle;
  - 4.2.2 a vehicle being used for police, ambulance or fire brigade purposes;
  - 4.2.3 anything done with the permission or at the direction of a police constable in uniform;
  - 4.2.4 any person causing any vehicle to proceed in accordance with any restriction indicated by traffic signs placed pursuant to sections 66 or 67 of the Road Traffic Regulation Act 1984.

#### **5. Power to modify or suspend provisions of 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 17 April 2023**



**Peter Mardell**  
**Head of Parking Operations**

## SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
10290	CHARLOTTE STREET	south-west side: from a point 4.5 metres north-west of the party wall of nos. 39 and 41 Charlotte Street, south-eastwards for a distance of 15 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM
10624	CHARLOTTE STREET	north-east side, from a point 4.9 metres south-east of the south-eastern kerb-line of Windmill Street, south-eastwards for a distance of 18.0 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM
10625	CHARLOTTE STREET	north-east side, from a point 4.9 metres north-west of the north-western kerb-line of Windmill Street, north-westwards for a distance of 13 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) CA-E TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
14143	CHARLOTTE STREET	north-east side, from a point 4.9 metres north-west of the north-western kerb-line of Percy Street, north-westwards for a distance of 8.9 metres	MONDAY – SATURDAY 8.30AM – 6.30PM

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
	CHARLOTTE STREET	north-east side: from the party wall of nos. 34 and 36 Charlotte Street, south-eastwards for a distance of 14.5 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM	£6.63 per hour	£8.06 per hour	2 hours
11187	CHARLOTTE STREET	north-east side from a point 16.7 metres north-west of the extended north-west kerb line of Windmill Street, north-westwards for a distance of 25.0 metres.	MONDAY – SATURDAY 8.30AM – 6.30PM	£6.63 per hour	£8.06 per hour	2 hours

TABLE 4 – ITEMS INCLUDED IN THE SCHEDULE TO THE CAMDEN (FREE PARKING PLACES) (DISABLED PERSONS) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
14144	CHARLOTTE STREET	north-east side: from the party wall of nos. 34 and 36 Charlotte Street, north-westwards for a distance of 6.6 metres

TABLE 5 – ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO 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 – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
182	CHARLOTTE STREET	
(a)	north-east side:	
(i)	from the south-eastern kerb line of Howland Street, south-eastwards for a distance of 19 metres	A

(ii)	from a point 5.5 metres north-west of the north-western kerb line of Chitty Street to a point 9.3 metres south-east of the south-eastern kerb line of Chitty Street.	A
(iii)	from a point 4.5 metres north-west of the north-western kerb line of Scala Street to a point 3.5 metres south-east of the south-eastern kerb line of Scala Street.	A
(iv)	from a point 26.3 metres north-west of the north-western kerb line of Goodge Street, to the north-western kerb line of Percy Street	A
<b>(b)</b>	<b>south-west side:</b>	
(i)	from the south-eastern kerb line of Howland Street, south-eastwards for a distance of 19 metres	A
(ii)	from opposite a point 6.3 metres north-west of the north-western kerb line of Chitty Street to opposite a point 6 metres south-east of the south-eastern kerb line of Chitty Street	A
(iii)	from a point 15.4 metres north-west of the north-western kerb line of Goodge Street to a point 11.8 metres south-west of the south-western kerb line of Goodge Street	A
(iv)	from the north-western kerb line of Rathbone Street, north-westwards for a distance of 11 metres	A
<b>(c)</b>	<b>both sides:</b> so much else of Charlotte Street that is public highway and which lies within the boundaries of the London Borough of Camden and which does not lie within those lengths specified above	F
<b>783</b>	<b>RATHBONE STREET</b>	
<b>(a)</b>	<b>north-west side:</b>	
(i)	from the south-western kerb line of Charlotte Street, south-westwards for a distance of 10 metres	A
(ii)	from a point 10 metres south-west of the south-western kerb line of Charlotte Street to the junction with Colville Place	F

TABLE 6 – ITEMS INCLUDED IN, OR SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS IN SCHEDULE 2 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule 3
40	CHARLOTTE STREET	
(a)	<b>north-east side:</b> between the south-eastern kerb line of Goodge Street and a point 7.01 metres south-east of that kerb line	6
(b)	<b>south-west side:</b> between the south-eastern kerb line of Goodge Street and a point opposite the party wall of nos. 43 and 45 Charlotte Street	6
(c)	<b>north-east side:</b> from a point 12.6 metres south-east of the party wall of nos. 34 and 36 Charlotte Street, south-eastwards for a distance of 25.2 metres	2023/52
(d)	north-east side: from a point 13 metres north-west of the north-western kerb line of Windmill Street to a point 11.2 metres south-east of the south-eastern kerb line of Windmill Street	1

TABLE 7 – ITEMS INCLUDED IN SCHEDULE 3 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

Column 1 Prescribed hours (Schedule 1)	Column 2; Day(s) and time(s) during which restriction applies		Column 3 Restricted hours (Schedule 2)
ETO-CHA	EACH DAY	4pm – 7am	2023/52



TABLE 8 - ITEMS OMITTED FROM SCHEDULE 5 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY
10295	CHARLOTTE STREET	the north-east side, from the common boundary of nos. 16 and 18 Charlotte Street, south-eastwards for a distance of 6 metres.

# **The Camden (Regent's Park Road) Experimental Traffic Order 2023**

**2023 No. 53**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2023 No. 53

The Camden (Regent's Park Road) Experimental Traffic Order 2023

Made on 17 April 2023

Coming into force on 27 April 2023

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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 27 April 2023 and may be cited as the Camden (Regent's Park Road) Experimental Traffic Order 2023.

#### **2. Interpretation**

- 2.1 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. Revocation and designation of parking places**

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.

- 3.2 The Camden (Parking Places) (CA-J) Traffic Order 2012 [L.B.C. 2012 No. 9] shall have effect as though;

- 3.2.1 there was omitted from schedule 3 to that order, the items set out in table 1 of the schedule to this order;

- 3.2.2 there was included in schedule 3 to that order, the items set out in table 2 of the schedule to this order.

- 3.3 The Camden (Parking Places) (Doctors) Traffic Order 2012 [L. B. C. 2012 No. 27] shall have effect as though;

- 3.3.1 there was omitted from the schedule to that order, the items set out in table 3 of the schedule to this order;

3.3.2 there was included in the schedule to that order, the items set out in table 4 of the schedule to this order.

#### **4. Power to modify or suspend provisions of this order**

4.1 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 17 April 2023**



**Peter Mardell**  
**Head of Parking Operations**

## SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 3 TO THE CAMDEN (PARKING PLACES) (CA-J) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
4050	REGENT'S PARK ROAD	west side, from a point 12 metres north of the northern kerb-line of St. George's Terrace, northwards for a distance of 12 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
4051	REGENT'S PARK ROAD	west side, from a point 4 metres north of the northern kerb-line of St George's Mews, northwards for a distance of 9 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
12520	REGENT'S PARK ROAD	north-west side: from a point 1.7 metres north-east of the south-western flank wall of no. 69 Regent's Park Road, north-eastwards for a distance of 10 metres	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
4054	REGENT'S PARK ROAD	north-west side, from a point opposite the party wall of nos. 77 and 79 Regent's Park Road, northwards for a distance of 40 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
4030	ERSKINE ROAD	south-west side, from a point 4 metres north-west of the western kerb-line of Regent's Park Road, north-westwards for a distance of 15 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
4032	ERSKINE ROAD	south-west side, from a point 3 metres north-west of the western kerb-line of Erskine Mews, north-westwards for a distance of 18 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
12519	REGENT'S PARK ROAD	north-west side: from a point 16 metres north-east of a point opposite the south-western kerb line of Berkley Road, north-eastwards for a distance of 39.3 metres	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
4046	REGENT'S PARK ROAD	east side, from a point 12 metres south of the southern kerb-line of Sharpleshall Street, southwards for a distance of 48 metres, and which has a width throughout of 4.6 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
4047	REGENT'S PARK ROAD	east side, from a point 13 metres south of the southern kerb-line of Berkley Road, southwards for a distance of 67 metres, and which has a width throughout of 4.6 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours

TABLE 2 – ITEMS INCLUDED IN THE CAMDEN (PARKING PLACES) (CA-J) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
14135	REGENT'S PARK ROAD	north-west side, from a point opposite the party wall of nos. 77 and 79 Regent's Park Road, northwards for a distance of 26.8 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
14136	ERSKINE ROAD	south-west side, from a point 12.2 metres north-west of the western kerb-line of Regent's Park Road, north-westwards for a distance of 6.8 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
14137	ERSKINE ROAD	south-west side, from a point 15 metres north-west of the western kerb-line of Erskine Mews, north-westwards for a distance of 6.7 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
14138	REGENT'S PARK ROAD	north-west side: from a point 23 metres north-east of a point opposite the south-western kerb line of Berkley Road, north-eastwards for a distance of 32.3 metres	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
14139	REGENT'S PARK ROAD	east side, from a point 2.5 metres south of the party wall of nos. 136 and 138 Regent's Park Road, southwards for a distance of 18.75 metres, and which has a width throughout of 4.6 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
14140	REGENT'S PARK ROAD	east side, from a point opposite the party wall of nos. 122 and 124 Regent's Park Road, northwards for a distance of 14 metres, and which has a width throughout of 4.6 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours
14141	REGENT'S PARK ROAD	east side, from a point 13 metres south of the southern kerb-line of Berkley Road, southwards for a distance of 46 metres, and which has a width throughout of 4.6 metres.	MONDAY – FRIDAY 8.30AM – 6.00PM	£4.83 per hour	£5.87 per hour	2 hours

TABLE 3 – ITEMS OMITTED FROM THE SCHEDULE TO THE CAMDEN (PARKING PLACES) (DOCTORS) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	DESIGNATION NUMBER
12524	REGENT'S PARK ROAD	north-west side: from a point opposite the south-western kerb line of Berkley Road, north-eastwards for a distance of 16 metres	MONDAY – SUNDAY 8.00AM – 8.00PM	D64

TABLE 4 – ITEMS INCLUDED IN THE SCHEDULE TO THE CAMDEN (PARKING PLACES) (DOCTORS) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	DESIGNATION NUMBER
14142	REGENT'S PARK ROAD	north-west side: from a point opposite the south-western kerb line of Berkley Road, north-eastwards for a distance of 8 metres	MONDAY – SUNDAY 8.00AM – 8.00PM	D64

# **The Camden (Doric Way) Experimental Traffic Order 2023**

**2023 No. 54**



# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

**2023 No. 54**

The Camden (Doric Way) Experimental Traffic Order 2023

Made on 17 April 2023

Coming into force on 27 April 2023

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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 27 April 2023 and may be cited as the Camden (Doric Way) Experimental Traffic Order 2023.

**2. Interpretation**

2.1 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. Revocation of Parking Places**

3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.

3.2 The Camden (Parking Places) (CA-G) Traffic Order 2012 [L.B.C. 2012 No.7] shall have effect as though the item numbered 3066 in Schedule 2 to that order was omitted.

**4. Power to modify or suspend provisions of this order**

4.1 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 17 April 2023**



**Peter Mardell**  
**Head of Parking Operations**

# **The Camden (Great Queen Street) Experimental Traffic Order 2023**

**2023 No. 55**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2023 No. 55

The Camden (Great Queen Street) Experimental Traffic Order 2023

Made on 17 April 2023

Coming into force on 27 April 2023

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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 27 April 2023 and may be cited as the Camden (Great Queen Street) Experimental Traffic Order 2023.

#### **2. Interpretation**

- 2.1 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. Revocation and designation of parking and loading places**

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.2 The Camden (Parking Places) (CA-C) Traffic Order 2012 [L.B.C. 2012 No. 3] shall have effect as though;
- 3.2.1 there was omitted from schedule 1 to that order, the items set out in table 1 of the schedule to this order;
- 3.2.2 there was omitted from schedule 2 to that order, the items set out in table 2 of the schedule to this order;
- 3.2.3 there was included in schedule 3 to that order, the items set out in table 3 of the schedule to this order;
- 3.3 The Camden (Loading Places) Traffic Order 2012 [L. B. C. 2012 No. 21] shall have effect as though;

3.3.1 there was included in schedule 3 to that order, the items set out in table 4 of the schedule to this order;

3.3.2 there was included in schedule 3 to that order, the items set out in table 5 of the schedule to this order.

#### **4. Power to modify or suspend provisions of this order**

4.1 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 17 April 2023**



**Peter Mardell**  
**Head of Parking Operations**

## SCHEDULE

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

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
11865	GREAT QUEEN STREET	north-west side: from the party wall of nos. 35 and 36 Great Queen Street, north eastward for a distance of 15.5 metres.	AT ANY TIME

TABLE 2 – ITEMS OMITTED FROM SCHEDULE 2 TO THE CAMDEN (PARKING PLACES) (CA-C) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
11867	GREAT QUEEN STREET	south-east side: from a point opposite the party wall of nos. 31 and 32 Great Queen Street, south-westwards for a distance of 28.6 metres	MONDAY – SATURDAY 8.30AM – 6.30PM	£6.63 per hour	£8.06 per hour	2 hours

TABLE 3 – ITEMS INCLUDED IN SCHEDULE 3 TO THE CAMDEN (PARKING PLACES) (CA-C) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
14133	GREAT QUEEN STREET	south-east side: from a point opposite the party wall of nos. 31 and 32 Great Queen Street, south-westwards for a distance of 20 metres.	AT ANY TIME	£6.63 per hour	£8.06 per hour	2 hours

TABLE 4 – ITEMS OMITTED FROM SCHEDULE 3 TO THE CAMDEN (LOADING PLACES) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
11869	GREAT QUEEN STREET	north-west side, from the party wall of nos. 35 and 36 Great Queen Street, south westward for a distance of 22 metres.	AT ALL TIMES

TABLE 5 – ITEMS INCLUDED IN SCHEDULE 3 TO THE CAMDEN (LOADING PLACES) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
14134	GREAT QUEEN STREET	south-east side, from a point 6 metres north-east of a point opposite the party wall of nos. 37 and 38 Great Queen Street, north-eastward for a distance of 10 metres	AT ALL TIMES

## LONDON BOROUGH OF CAMDEN

### Phase 5 Streateries programme

### Experimental Traffic Orders (ETO) Statement of Reasons

#### 1. REASONS FOR PROPOSING TO MAKE THE ORDERS

- 1.1 The hospitality sector has been particularly hard hit by the COVID-19 pandemic. In 2020 the UK Government introduced a new temporary pavement licence to make it easier for hospitality businesses to place tables and chairs on the public highway and offer outdoor eating and drinking while social distancing rules restricted seating inside. For many businesses in Camden, there is insufficient space on the footway to enable businesses to operate and secure a pavement licence.
- 1.2 These proposals align with the Council's approved Streateries programme to support the hospitality sector both during the pandemic and to aid their recovery by making changes to the public highway to provide additional safe outdoor space for tables and chairs in the carriageway for dining and drinking for those businesses who cannot secure a temporary pavement licence to use the footway.
- 1.3 The proposals also align with the Council's We Make Camden ambition to support a strong, sustainable and inclusive economy and Council's wider vision for Future High Streets, helping to create vibrant streets and destinations where people can meet, dwell and socialise, increasing footfall and helping to regenerate the wider area.
- 1.4 The proposals also align with Policy 1c in the Camden Transport Strategy to enable different uses of the kerb space, which states that the Council "*will change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to .... deliver enhancements to the public realm*".
- 1.5 The proposals are to be implemented as 18 months trials under Experimental Traffic Orders (ETOs), to allow a period of monitoring and review of the proposed measures, prior to a decision being taken on whether or not to implement the proposals permanently. During the 18 months trial period, the Council will collect both quantitative and qualitative data about how this scheme is operating. This will include reviewing comments and feedback provided on the Streateries Commonplace site, surveys among businesses including non-hospitality businesses, in the vicinity of Streateries who may be affected by the changes, surveys among customers, and monitoring of correspondence direct to officers.
- 1.6 Before the trial period ends, a public consultation will be undertaken on making the schemes permanent. The decision on whether or not to make the

schemes permanent will be informed by the consultation responses, together with responses received during the two week consultation prior to the trial, the monitoring data, Commonplace comments, the surveys, other feedback during the trial period, and national, regional and local borough policy.

- 1.7 The Council recognises that some residents in some locations have concerns about the proposals. Therefore, introducing the scheme as a trial provides an opportunity for all stakeholders and the Council to monitor and review how the scheme is operating before deciding whether or not to make them permanent.

## 2. SUMMARY OF CHANGES

- 2.1 The following trial measures will be implemented: retain existing Streateries for a further 18 months as trials using an Experimental Traffic Order (ETO) as Phase 5 of the programme, to permit businesses with pavement licences to continue to offer outdoor dining in 2022/23. Extant parking and loading restrictions would remain in place, and accompanying measures such as infrastructure to ensure the safety of Streatory customers and protection from passing traffic would be retained while ensuring alignment with Council policy, as set out in the Camden Transport Strategy, to ensure connectivity and accessibility for cyclists. This includes Policy 1b, *to remove barriers to walking and cycling*, and Measure 1b, *to implement the infrastructure/streetscape proposals set out in our Cycling Action Plan, including developing and implementing a network of 'primary' and 'secondary' cycle routes across the Borough, cycle permeability, cycle parking and wayfinding improvements that will enable more cycling, more safely and more often.*
- 2.2 The changes required, which would be listed within the Experimental Traffic, Order, are set out below:

### **Charlotte Street**

The proposals seek to retain the Streateries outside Nos 2-14, 16-22, 32–34, 37-41 and 38-40 Charlotte Street, keeping the areas that were previously 69.3 metres (14 spaces) of residents' parking bays; 4.9 metres of electric vehicle charging space (1 space) which will be relocated to outside no. 23 Fitzroy Street, 17.7 metres of paid for parking (3.5 spaces); 6.3 metres of motor cycle parking bay; 116.3 metres of single yellow lines (23 parking spaces outside the hours of control); and relocating a disabled parking bay from outside no. 38 Charlotte Street to outside no. 36. Also retain 17.9 metres of single yellow lines and 7.4 metres of paid for parking, outside nos. 24 - 30, which provide 25.4 metres of loading only, 7am to 4pm with a maximum stay time of 20 minutes and no return within 1 hour. And retain the one-way southbound for motor traffic between Rathbone Street and Percy Street, except for cyclists;



### **Regent's Park Road and Erskine Road**

The proposals seek to retain the Streatery spaces outside Nos. 49-51, 57, 71, 89, 101, 130, 136-138 and 146-154 Regent's Park Road, and outside 4 Erskine Road, keeping the areas that were previously 24 shared use parking bays (with one doctor's bay relocated).

### **Great Queen Street**

The proposal seeks to retain the Streatery spaces outside Nos 32-35 and 37 to 39 Gt Queen Street that were previously 17 metres of residents' parking and 20 metres of shared use loading and 'out of hours' residents' parking. Also to retain 10 metres of loading bay outside No 60 Great Queen Street which was created from the removal of 10 metres of paid for parking; and retain 20 metres of shared use residents' and paid for parking which was created from the conversion of paid for parking.

### **Doric Way**

Retain the Streatery that was previously 15 metres of paid for parking



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 ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER NAMED BELOW.

- KEY
- Existing road markings
  - Existing restaurant
  - Existing outdoor dining area
  - Proposed temporary outdoor dining area with improved barriers
  - Proposed road markings
  - Proposed waiting / loading restrictions
  - Indicative number of table & chairs
  - Proposed greening / planters / HVM
  - Direction of traffic movement



REV	DATE	DRAWN	REV'D	APP'D	NOTES
4.0	10/2/23	RC	AS	AS	Traffic Order Plan
3.0	31/5/22	DC	CR	AS	
2.0	26/2/21	DC	CR	AS	Final Consultation Plan

DRAWING STATUS  
**FOR COMMENT**

London  
 57 Webber Street,  
 London, SE1 0RF  
 +44 (0)207 654 7280

Bristol  
 4 Colston Avenue,  
 Bristol, BS1 4ST  
 +44 (0)117 387 8910

www.nrp ltd.com

CLIENT  
 LONDON BOROUGH OF CAMDEN

PROJECT  
 CAMDEN STREATERY PROGRAMME

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
RC/DC	RC/DC	AS	10/02/23	AS	10/02/23

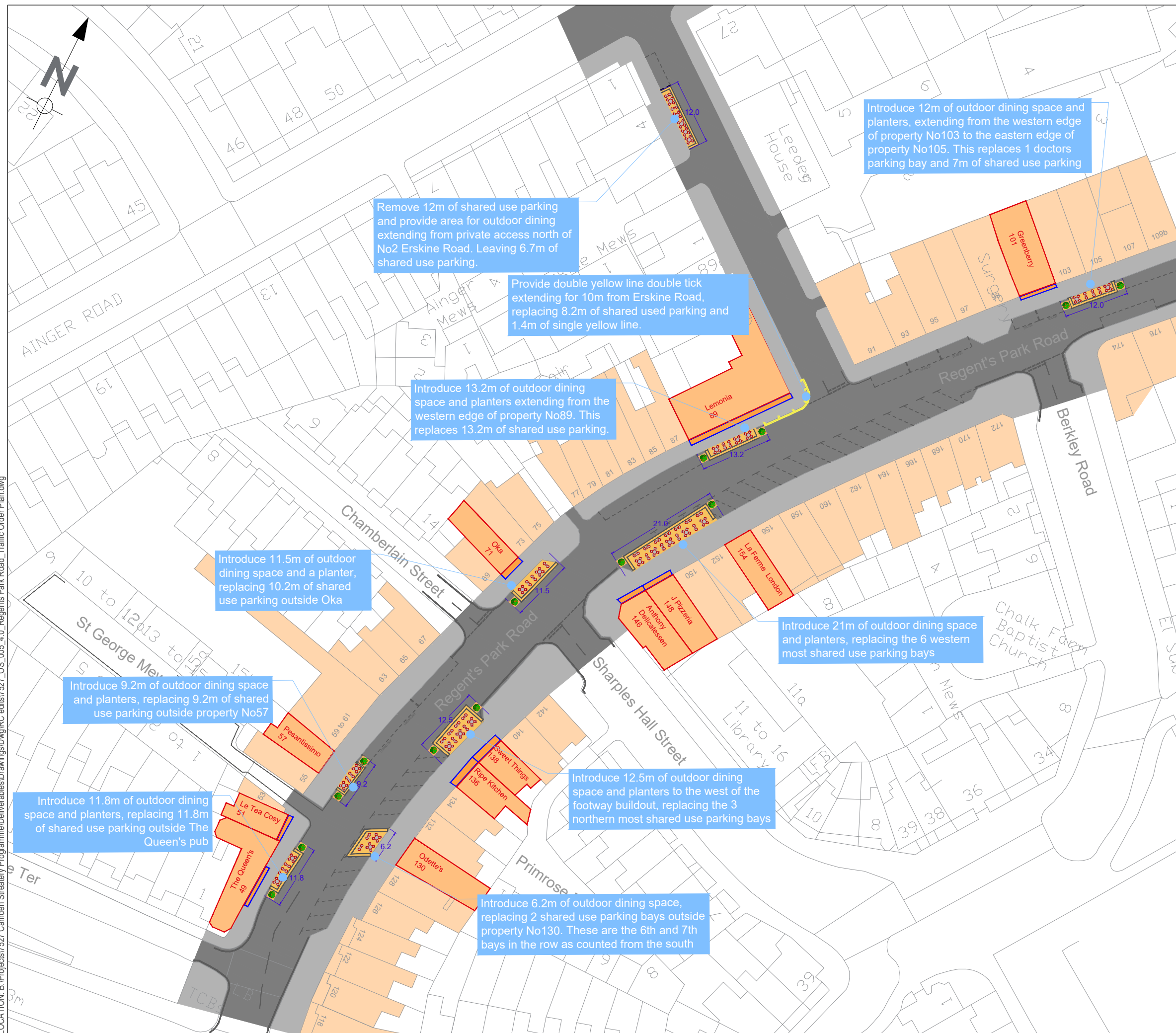
TITLE  
 CHARLOTTE STREET  
 TRAFFIC ORDER PLAN

SCALE	DRAWING No	REV
NTS	7527_OS_001-1	4.0

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LOGIN NAME: CAMERON EYES  
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REV	DATE	DRAWN	REV'D	APP'D	NOTES
4.0	10/2/23	RC	AS	AS	Traffic Order Plan
3.0	31/5/22	DC	CR	AS	
2.0	26/2/21	DC	CR	AS	Final Consultation Plan

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**NRP**  
 NORMAN ROURKE PRYME

London  
 57 Webber Street,  
 London, SE1 0RF  
 +44 (0)207 654 7280

Bristol  
 4 Colston Avenue,  
 Bristol, BS1 4ST  
 +44 (0)117 387 8910  
 www.nrpitd.com

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**PROJECT**  
 CAMDEN STREATERY PROGRAMME

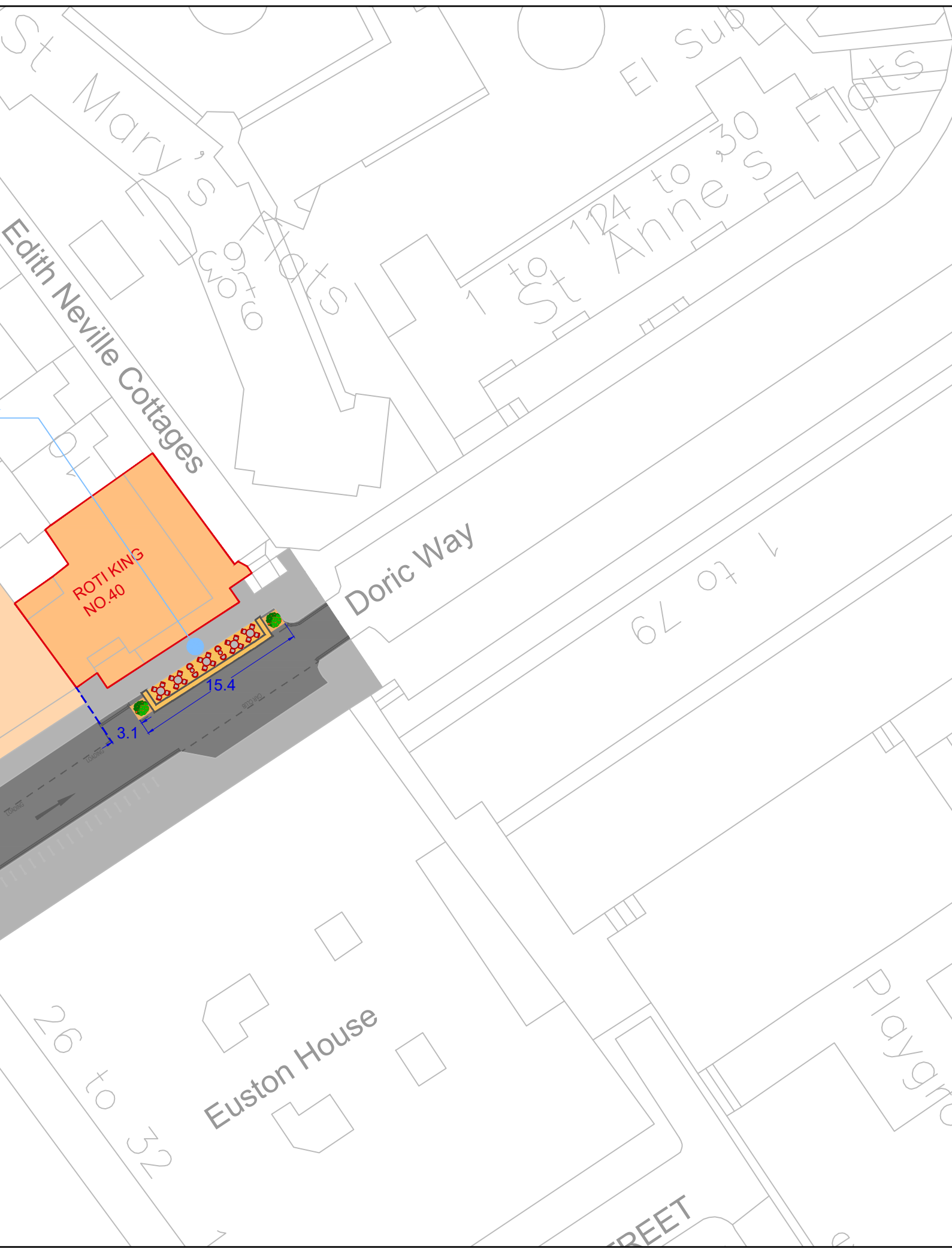
DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
RC/DC	RC/DC	AS	10/02/23	AS	10/02/23

**TITLE**  
 REGENTS PARK ROAD  
 TRAFFIC ORDER PLAN

SCALE	DRAWING No	REV
NTS	7527_OS_005-1	4.0



Remove 15.4m of pay by phone parking and provide area for 15.4m of outdoor dining space and planters, extending from 3.1m east of edge of property No40 to footway buildout



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  - Proposed greening / planter / HVM



REV	DATE	DRAWN	REV'D	APP'D	NOTES
3.0	10/2/23	RC	AS	AS	Traffic Order Plan
2.0	26/2/21	DC	CR	AS	Final Consultation Plan

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 NORMAN ROURKE PRYME

London  
 57 Webber Street,  
 London, SE1 0RF  
 +44 (0)207 654 7280

Bristol  
 4 Colston Avenue,  
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 CAMDEN STREATERY PROGRAMME

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RC/DC	RC/DC	AS	10/02/23	AS	10/02/23

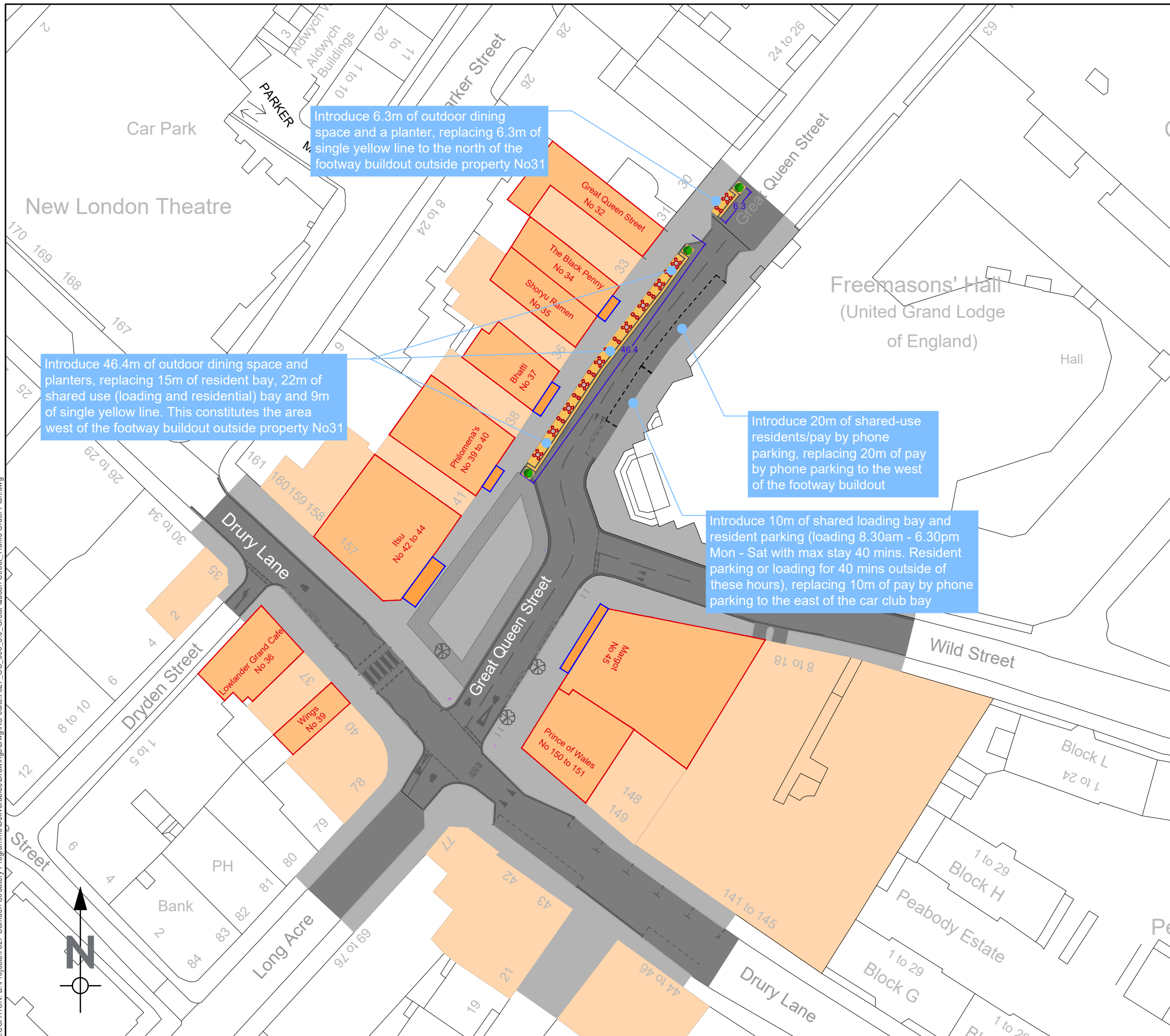
TITLE  
 DORIC WAY  
 TRAFFIC ORDER PLAN

SCALE	DRAWING No	REV
NTS	7527_OS_010-1	3.0

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LOG IN NAME: ROB COLLINS  
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  - Proposed road markings
  - Proposed pedestrian and cycle zone
  - Proposed waiting / loading restrictions
  - Indicative number of table & chairs
  - Proposed greening / planter / HVM



REV	DATE	DRAWN	REV'D	APP'D	NOTES
3.0	10/2/23	RC	AS	AS	Traffic Order Plan
2.0	26/2/21	DC	CR	AS	Final Consultation Plan

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**NRP**  
 NORMAN ROURKE PRYME

London  
 57 Webber Street,  
 London, SE1 0RF  
 +44 (0)207 654 7280

Bristol  
 4 Colston Avenue,  
 Bristol, BS1 4ST  
 +44 (0)117 387 8910  
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 LONDON BOROUGH OF CAMDEN

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DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
RC/DC	RC/DC	AS	10/02/23	AS	10/02/23

TITLE  
 GREAT QUEEN STREET  
 TRAFFIC ORDER PLAN

SCALE	DRAWING No	REV
NTS	7527_OS_008-1	3.0