

London Borough of Camden

The Camden (Parking Places) (CA-C) (Amendment No. **) Traffic Order 202* **The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)** **(Amendment No. **) Traffic Order 202***

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the Orders would be as set out below:

Removal of on-street parking places

Kemble Street – on the north-east side, outside Space House, No. 1 Kemble Street, remove 10.6 metres of pay and display parking place.

Amendments to waiting and loading restrictions:

Keeley Street - upgrading a length of 11 metres of the existing waiting restrictions on the south-east side at its junction with Wild Street, to no waiting 'at any time'.

Kemble Street – on the north-west side, upgrading of the existing lengths of waiting restrictions outside Space House, No. 1 Kemble Street, to no waiting 'at any time'.

Kemble Street – on the north-west side, replacing the parking place described above with no waiting 'at any time'.

Wild Street – on the north-east side, upgrading all the existing waiting restrictions between its junctions with Keeley Street and Kemble Street to no waiting 'at any time'.

Copies of the proposed Orders, a plan indicating the proposals, and other documents relating to the Orders may be obtained by contacting traffic.orders@camden.gov.uk or inspected at [camden.gov.uk/recently-advertised-proposals](https://www.camden.gov.uk/recently-advertised-proposals) or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9 am and 5 pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020 7974 4788 to arrange an appointment). Any person wishing to object or make representations in respect of the proposed Orders 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 10 November 2023.

Peter Mardell – Head of Parking Operations

19 October 2023

LONDON BOROUGH OF CAMDEN

KEMBLE STREET PUBLIC REALM IMPROVEMENTS

STATEMENT OF REASONS

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

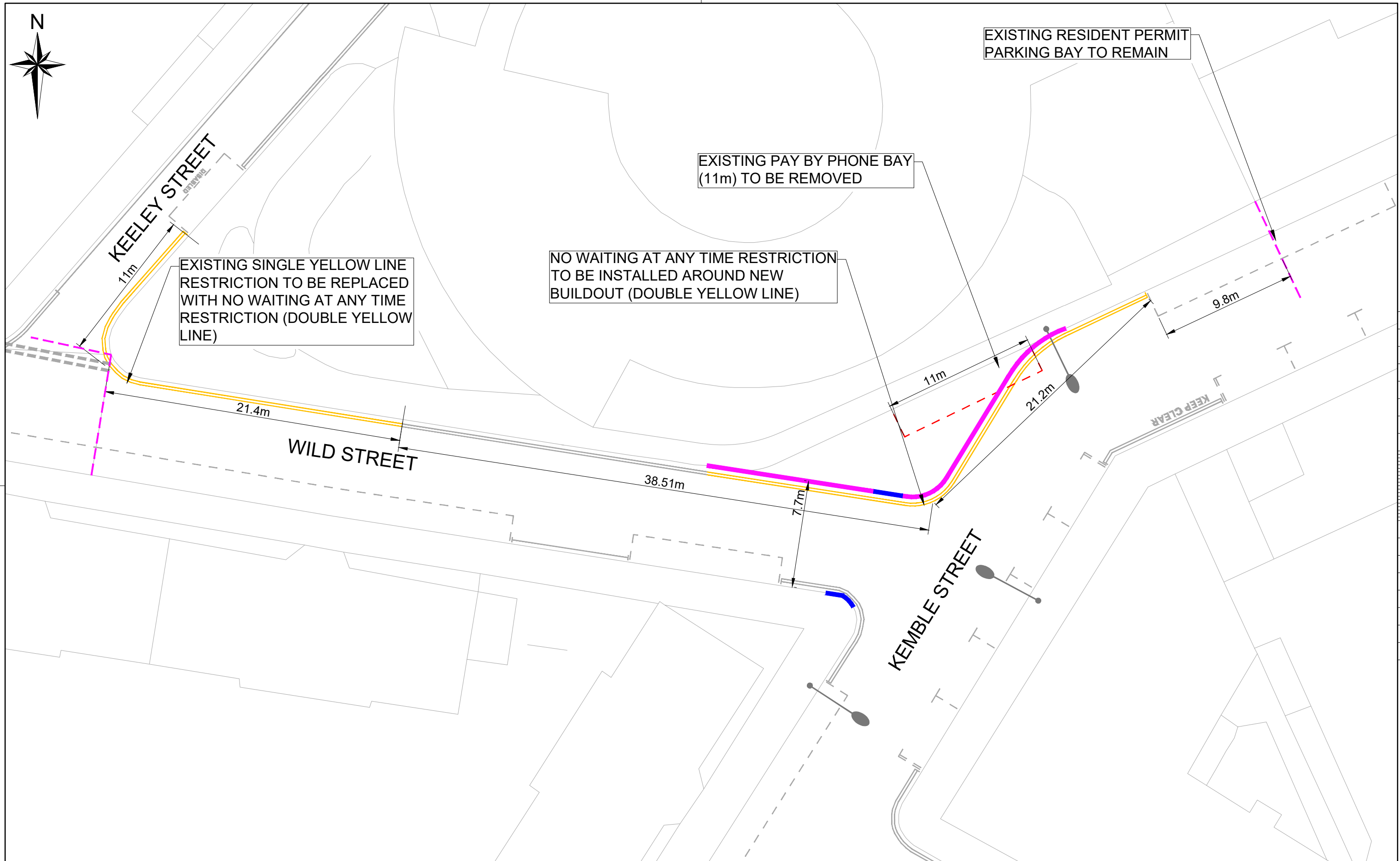
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. **) Traffic Order 202*

Under paragraph 2(d) in Schedule 2 to the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 1.1 Kemble Street is an 150m two-way road, connecting Kingsway A2400 to Drury Lane. 50m to the west of Kingsway, Wild Street meets Kemble Street at a T-junction with traffic on Wild Street giving way.
- 1.2 Space House, the Grade II listed office building previously occupied by the Civil Aviation Authority, is located close to the junction of Kemble and Wild Street and is currently being refurbished by Seaforth Land, with works due to conclude in early 2024. The refurbishment works include the re-imagining of the public realm – adding greening, cycle parking, and spaces for food trucks to serve the office workers and the wider community.
- 1.3 In line with the regeneration of the public realm within the Space House scheme red line boundary, it is proposed to create a footway buildout at the junction of Kemble Street and Wild Street. The proposals also include the introduction of dropped kerbs with tactiles paving for crossing from the new buildout across the mouth of Wild Street and the creation of new public realm to accommodate low-level planting.
- 1.4 Implementation of the buildout would require amendments to existing traffic management orders, including the removal of 11m of existing pay-by-phone parking bays and the introduction of 'no waiting at any time' restrictions (Double Yellow Lines) around the new buildout, and in place of existing Single Yellow Line restrictions at the junction of Wild and Keeley Street.
- 1.5 The proposals would have road safety benefits by reducing through traffic and traffic speeds, thereby making it safer for people to walk and cycle through the area. Encouraging more people to walk and cycle are key objectives of the Camden Transport Strategy (CTS), helping to reduce traffic congestion, improve air quality and improve the health of our residents.
- 1.6 The proposals would designate prohibitions on waiting and loading by vehicles within 10 metres of junctions at all times, in accordance with Camden's Junction Protection Programme, in order to preserve clear sightlines and to enhance the safe movement of pedestrians, cyclists and other traffic.
- 1.7 The Council considers that this traffic scheme will contribute towards meeting the objectives of Our Camden Plan and We Make Camden, DfT guidance in Gear Change, the Mayor's Transport Strategy, the Camden Transport Strategy, the

Camden Climate Action Plan and the Camden Clean Air Action Plan, which are relevant to the scheme area and Camden as a whole.

- 1.8 The proposal meets the goals of Camden's Transport Strategy, which aims to transform our streets and places to enable an increase in walking and cycling; to reduce car ownership and use, and motor traffic levels in Camden; and to substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties.



Rev	By	Date	Amendments

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

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

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

Made on ** ***** 202*

Coming into force on ** ***** 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 1984 [1984 c.27], and of all other powers thereunto enabling, hereby make the following Order:

1. Citation and commencement

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

2. Interpretation

2.1 In this Order:

2.1.1 the term "Parent Order" means the Camden (Parking Places) (CA-C) Traffic Order 2012 [LBC 2012 No. 3];

2.1.2 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;

2.1.3 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 the Parent Order shall have effect as though there were omitted from Schedule 2 to that Order, the items set out in table 1 of the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
271	KEMBLE STREET	north-west side, from a point 6.0 metres south-west of the opposite south-western boundary of no. 41 Kingsway (Cornhill House), south-westwards for a distance of 10.1 metres.	MONDAY - SATURDAY 8.30AM - 6.30PM

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

202* No. ***

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

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

Made on ** ***** 202*

Coming into force on ** ***** 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 1984 [1984 c.27], and of all other powers thereunto enabling, hereby make the following Order:

1. Citation and commencement

- 1.1 This Order may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

2. Interpretation

- 2.1 In this Order:
- 2.1.1 the term "Parent Order" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [LBC 2012 No. 1];
- 2.1.2 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;
- 2.1.3 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. Amendment of Schedule 1 to the Parent Order

- 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 Parent Order shall have effect as though:
- 3.1.1 there were substituted for the items set out in relation to the similarly named streets in Schedule 1 to the Parent Order, the items set out in table 1 of the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS SUBSTITUTED IN RESPECT OF THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3 to the Parent Order)
513	KEELELY STREET	
(a)	south-east side:	
(i)	from the north-eastern kerb line of Wild Street to a point 11 metres north-east of that kerb-line	A
(ii)	from a point 11 metres north-east of the north-eastern kerb line of Wild Street to a point 17.6 metres north-east of that kerb-line	F
(iii)	from a point 17.6 metres north-east of the north-eastern kerb line of Wild Street, north-eastwards for a distance of 20 metres	A
(iv)	from a point 37.6 metres north-east of the north-eastern kerb line of Wild Street, north-eastwards to a point 10.3 metres south- west of the south-western kerb line of Kingsway	F
(v)	between the south-western kerb line of Kingsway and a point 10.3 metres south-west of that kerb line	A
(b)	north-west side:	A
515	KEMBLE STREET: north-west side:	
(i)	from the south-western kerb line of Kingsway to the north-eastern kerb-line of Wild Street	A

1003	WILD STREET, the north-east side:	A