

Public Notice

Adeline Place Area – safe and healthy streets

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

*The Camden (Prescribed Routes) (No. *) Traffic Order 202**

*The Camden (Free Parking Places) (Diplomatic Missions) (Amendment No. **) Traffic Order 202**

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

*The Camden (London Cycle Hire Scheme) (Parking Places) Order 202**

*The Camden (Parking Places) (Pedal Cycles) (Amendment No. **) Traffic Order 202**

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

*The Camden (Taxi Waiting Areas) (No. *) Traffic Order 202**

1. Notice is hereby given that the Council of the London Borough of Camden ('the Council') propose to make the above Orders under section 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Orders will be:-
 - (a) in GREAT RUSSELL STREET:
 - (i) on the north-west side, between Adeline place and No. 102 Great Russell Street:
 - (A) relocate the taxi waiting area north-eastward by approximately 15 metres;
 - (B) relocate the e-scooter and dockless cycle hire parking place north-eastward by approximately 5 metres;
 - (C) provide a diplomatic parking place for two vehicles outside Nos. 103 and 104 Great Russell Street;
 - (D) remove the paid-for parking place outside Nos. 106 and 107 Great Russell Street;
 - (E) shorten the paid-for parking place outside Nos. 103 to 105 Great Russell Street by 16.7 metres; and
 - (F) extend the 'at any time' waiting restriction north-eastwards from its junction with Adeline Place to 13.2 metres south-west of the party wall of Nos. 105 and 106 Great Russell Street; and
 - (ii) on the south-east side:
 - (A) provide 3 metres of 'at any time' waiting restrictions outside No. 14 Great Russell Street; and
 - (B) extend the 'at any time' waiting restrictions for a further 8 metres north-east of Dyott Street;

- (b) in ADELINE PLACE, between Bedford Avenue and Great Russell Street, in connection with the provision of kerb buildouts:
 - (i) on the north-east side:
 - (A) remove the existing CA-C permit holders parking places and provide CA-C permit holders parking places outside No. 14 Adeline Place (13.9 metres in length) and outside No. 16 Adeline Place (11.7 metres in length);
 - (B) remove the existing cycle hangar adjacent to No. 110 Great Russell Street and provide 5.2 metres of single yellow line waiting restrictions outside No. 15 Adeline Road on which two cycle hangars will be provided; and
 - (C) extend the 'at any time' waiting restrictions so that they extend for 13 metres south-east of Bedford Avenue and for 9.5 metres north-west of Great Russell Street; and
 - (ii) on the south-west side:
 - (A) remove the diplomatic parking place for two vehicles;
 - (B) provide a loading bay operating at all times, between 9.5 metres and 24.5 metres north-west of Great Russell Street and 'at any time' waiting restrictions throughout the rest of the length between Bedford Avenue and Great Russell Street; and
 - (C) provide a London cycle hire scheme parking place on the footway, between 9 metres and 27 metres south-east of Bedford Avenue; and
 - (iii) provide an exception to the south-eastbound one way system for pedal cycles proceeding in the cycle track referred to in paragraph 3 of this Notice and an exception for pedal cycles to the existing no entry from Great Russell Street; and
 - (c) in BEDFORD SQUARE (south-western arm), provide an exception for pedal cycles to the north-westbound one-way system.
3. Further notice is hereby given that the Council propose to convert a section of carriageway to cycle track under section 65(1) of the Highways Act 1980 at the following location:-
- ADELINE PLACE – a north-westbound segregated cycle track for the use of pedal cycles only, comprising a 1.6 metre wide corridor aligned with the south-western footway as extends from north-western kerb-line of Great Russell Street to the south-eastern kerb-line of Bedford Avenue.
4. Further notice is hereby given that the Council, in accordance with Sections 90A and 90C of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 as amended, proposes to build Copenhagen style blended crossing/raised entry/exit tables at the following locations:
- ADELINE PLACE at its junction with Great Russell Street, for 4.7 metres north-west of the north-western kerb-line of Great Russell Street; and
- BEDFORD AVENUE at its junction with Adeline Place, for 3.6 metres north-east

of the north-eastern kerb-line of Adeline Place.

5. Copies of the proposed Orders, plans indicating the proposals, and other related documents may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals or by prior appointment, in person at 5 Pancras Square, London, N1C 4AG during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference 'TMO2425-0040' and giving reasons for any objection, to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 02 May 2025.

Peter Mardell – Head of Parking Operations

10 April 2025

Statement of reasons

Adeline Place Area – safe and healthy streets

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

*The Camden (Prescribed Routes) (No. *) Traffic Order 202**

*The Camden (Free Parking Places) (Diplomatic Missions) (Amendment No. **) Traffic Order 202**

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

*The Camden (London Cycle Hire Scheme) (Parking Places) Order 202**

*The Camden (Parking Places) (Pedal Cycles) (Amendment No. **) Traffic Order 202**

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

*The Camden (Taxi Waiting Areas) (No. *) Traffic Order 202**

Enabling walking and cycling is a key strategic outcome for the Council as set out in multiple strategy documents. The [Camden Transport Strategy](#) (CTS), adopted in 2019, has 7 objectives, all of which are directly aligned with the proposals for this scheme. The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025.

The proposals, as outlined in Section 2 of the decision report, include the construction of junction improvements and pavement widening, the installation of a Santander cycle hire docking station, a bike hangar, and cycle parking stands, and the planting of five trees on Adeline Place (subject to ground condition surveys). The proposal also includes the introduction of two-way cycling (contraflow cycling where the traffic only flows one-way) on the section of Adeline Place between Bedford Avenue and Great Russell Street (northbound cycle contraflow) and on the western section of Bedford Square (southbound cycle contraflow), as well as some minor parking changes, on Adeline Place including the introduction of a loading bay, and on Great Russell Street including the removal of 5 paid-for-parking (pay by phone) spaces, the relocation of diplomatic parking bays from Adeline Place and the introduction of double yellow lines.

The [Camden Transport Strategy](#) (CTS) and accompanying [Cycling Action Plan](#) aim to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets our objectives, policies, and measures for achieving this goal. Our priorities include:

- increasing walking and cycling
- improving public transport in the borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible, and inclusive for all

The above proposal meets the objectives of the Camden Transport Strategy (CTS) by:

- helping to facilitate an increase in walking and cycling.
- reducing the dominance of motor vehicles.

- helping to facilitate improving the quality of our air.
- making our streets and transport networks safe, accessible, and inclusive for all.

The proposals meet the objectives of [We Make Camden](#) by helping create clean, vibrant, and sustainable places and making it easier for people to travel by active modes of transport, which would help to encourage residents and visitors to cycle more instead of driving motor vehicles or using public transport. This would in turn contribute to improving air quality and lowering carbon emissions in the borough. The proposals also meet the objectives of We Make Camden by responding to the impacts of climate change.

The proposed traffic restrictions can be summarised as follows:

- Introducing two-way cycling (contraflow cycling where the traffic only flows one-way) on the section of Adeline Place between Bedford Avenue and Great Russell Street (northbound cycle contraflow) and on the western section of Bedford Square (southbound cycle contraflow). This would improve accessibility for people who cycle, helping them to travel more easily and safely in both directions on these sections of street which are currently one-way for all vehicles, while also helping to make the streets safer and healthier. The cycle contraflow on Adeline Place would be protected from southbound traffic by the pavement island for the Santander cycle hire docking station and a smaller island at the junction with Great Russell Street.

The proposed parking and loading changes can be summarised as follows:

- Introduction of double yellow lines, and double kerb blips where appropriate, on Adeline Place, Bedford Avenue, and Great Russell Street.
- Converting two diplomatic parking bays on Adeline Place to double yellow lines to facilitate the new Santander cycle hire docking station (the diplomatic parking bays to be relocated to Great Russell Street).
- Converting a section of double yellow line on the west side of Adeline Place to a loading bay to enable servicing for the new hotel as covered in the planning permission for that development. The new loading bay would also be available to other businesses in the area.
- Converting one resident permit holder parking space to double yellow lines on Adeline Place to facilitate junction improvements at Great Russell Street and the introduction of an additional bike hangar on Adeline Place.
- Converting 11 metres of 'pay to park' parking bays on Great Russell Street to two diplomatic parking bays (to be relocated from Adeline Place). This would require the removal of two 'pay to park' parking bays on Great Russell Street.
- Converting 15 metres of taxi bays to double yellow lines on Great Russell Street at the junction with Adeline Place to improve road safety and to make it easier and safer for large vehicles to be reversed into the off-street loading bay to the rear of the Dominion Theatre.
- Converting 15 metres of 'pay to park' parking bays to taxi bays on Great Russell Street to facilitate the introduction of double yellow lines at the junction

with Adeline Place. This would require the removal of three 'pay to park' parking bays on Great Russell Street.

The proposed physical changes to the road layout can be summarised as follows:

- Construction of a continuous pavement on Adeline Place at the junction with Great Russell Street.
- Construction of a continuous pavement on Bedford Avenue at the junction with Adeline Place.
- Construction of an island on the west side of Adeline Place to accommodate a Santander cycle hire docking station and 2 street trees.
- Construction of widened pavements on Adeline Place at the junction with Great Russell Street.
- Installation of a new bike hangar next to the existing one on the east side of Adeline Place, providing additional safe and secure cycle parking for residents.
- Installation of new cycle parking stands on Adeline Place to provide short stay facilities for people who cycle visiting the area.
- Planting of five trees on Adeline Place (subject to ground condition surveys) to address a key objective of Camden's Climate Action Plan by helping to provide shade, shelter on our streets and contributing to improved air quality, helping to tackle the climate crisis, and promoting biodiversity. Trees also help to soften hard landscapes and help to make walking more enjoyable.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER
202* No. ***

The Camden (Prescribed Routes) (No. *) Traffic Order 202*

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 section 6 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Prescribed Routes) No. *) Traffic Order 202* and shall come into force on **** 202*.

Interpretation

2. (1) In this Order:-

"Adeline Place cycle track" means that part of the north-westbound carriageway of Adeline Place that is reserved for the use of pedal cycles and that extends between the north-western kerb-line of Great Russell Street and the south-eastern kerb-line of Bedford Avenue;

"causing" includes "permitting";

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980²;

"enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

"pedal cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016³.

- (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.

¹ 1984 c.27

² 1980 c.66

³ SI 2016/362

- (3) Any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

Amendment to existing Order

3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order:
- (a) the Camden (Prescribed Routes) (No. 3) Traffic Order 2006⁴ shall have effect as though item (c) in the table in Article 3 to that Order were omitted; and
 - (b) the Camden (Prescribed Routes) (No. 9) Traffic Order 2006⁵ shall have effect as though the Article numbered 4.13 in that Order were omitted;

Prescribed routes

4. (1) No person shall cause any vehicle other than a pedal cycle to proceed in Bedford Square, south-western north-west to south-east arm, in any direction other than in a north-westerly direction.
- (2) No person shall cause any vehicle to proceed in Adeline Place, between the north-western kerb-line of Great Russell Street and the south-eastern kerb-line of Bedford Avenue in any direction other than in a north-westerly direction, other than a pedal cycle proceeding in the Adeline Place cycle track.
- (3) No person causing any vehicle except for a pedal cycle to proceed in Russell Street shall, upon reaching its junction with Adeline Place, cause that vehicle to enter Adeline Place.

Exemptions

5. Nothing in Article 4 of this Order shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform; or
 - (b) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

⁴ LBC 2006/4

⁵ LBC 2020/103

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order introduces exceptions for pedal cycles to the one-way working in Bedford Square (south-western north-west to south-east arm) and in Adeline Place, between Great Russell Street and Bedford Avenue, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

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

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

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

Interpretation

2.1 In this Order:

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

“the Order of 2012” means the Camden (Parking Places) (CA-C) Traffic Order 2012², as amended.

2.2 Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment;

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

¹ 1983 c.27

² LBC 2012/3

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 Order of 2012 shall have effect as though:

- (a) the items numbered 13958, 13959 and 14649 (relating to Adeline Place) in Schedule 1 to that Order were revoked;
- (b) the items numbered 13601 and 13602 (relating to Great Russell Street), in Schedule 2 to that Order were revoked;
- (c) there were added to Schedule 1 to that Order, the items set out in Schedule 1 to this Order; and
- (d) there were added to Schedule 2 to that Order, the items set out in Schedule 2 to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 – PERMIT HOLDERS' PARKING PLACES

(Additions to Schedule 1 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>	<i>Controlled hours (4)</i>
**	ADELINE PLACE	north-east side, from a point 8.5 metres north-west of the north-western kerb-line of Great Russell Street north-westwards for a distance of 11.7 metres.	At any time
**	ADELINE PLACE	north-east side, from a point 25.4 metres north-west of the north-western kerb-line of Great Russell Street north-westwards for a distance of 13.9 metres.	At any time

SCHEDULE 2 – LIMITED STAY PAID-FOR PARKING PLACES (PAY AND DISPLAY / PAY BY PHONE)

(Additions to Schedule 2 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>	<i>Controlled hours (4)</i>	<i>Tariff (non-diesel-engine) (5)</i>	<i>Tariff (diesel-engine) (6)</i>	<i>Maximum Stay (7)</i>
**	GREAT RUSSELL STREET	north-west side, from a point 18.3 metres north-east of the party wall of Nos. 105 and 106 Great Russell Street north-eastwards for a distance of 5.5 metres.	Monday – Saturday 8.30 am - 6.30 pm	Electric vehicles - £6.63 per hour. Euro 6 compliant petrol vehicles: CO2 emissions up to 120g/km - £7.96 per hour, over 121g/km - £10.34 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £1.99, over 121g/km - £2.59.	Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £7.96 per hour, over 121g/km - £10.34 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £3.98, over 121g/km - £5.17.	2 hours

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Parking Places) (CA-N) Traffic Order 2012, so as to relocate CA-C permit holders parking space in Adeline Place and shorten and relocate paid-for parking places in Great Russell Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Free Parking Places) (Diplomatic Missions) (Amendment No. **)
Traffic Order 202*

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

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

Interpretation

- 2.1 In this Order:

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

“the Order of 2011” means the Camden (Free Parking Places) (Diplomatic Missions) Traffic Order 2011², as amended.

- 2.2 Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment;
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2011 shall have the same meaning as in that Order.

¹ 1983 c.27

² LBC 2011/45

Revocation and designation of parking places

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order the Order of 2011 shall have effect as though:

- (a) the item numbered 103 (relating to Adeline Place) in the Schedule to that Order, were revoked; and
- (b) there were added to the Schedule to that Order, the item set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – DIPLOMATIC MISSIONS PARKING PLACES

(Additions to the Schedule to the Order of 2011)

(1) Item No.	(2) Street	(3) Length of highway	(4) Controlled hours	(5) Manner of standing (if not parallel to the edge of the carriageway)
**	GREAT RUSSELL STREET	north-west side: from a point 7.3 metres north-east of the common boundary of No. 105 and 106 Great Russell Street north-eastwards for a distance of 11 metres.	at all times	-

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Free Parking Places) (Diplomatic Missions) Traffic Order 2011, so as to relocate a diplomatic parking place for two vehicles from Adeline Place to Great Russell Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (London Cycle Hire Scheme) (Parking Places) Order 202*

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 49, and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹ as amended, and of all other powers thereunto enabling, hereby make the following Order:-

Commencement and citation

1.1 This Order may be cited as the Camden (London Cycle Hire Scheme) (Parking Places) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2.1 In this Order:-

“authorised agent” means a contractor appointed by and acting on behalf of the Council for the purposes of enforcing the provisions of this order;

“carriageway” has the same meaning as in section 329 (1) of the Highways Act 1980²;

“cause” includes permit, and causing shall be construed accordingly;

“civil enforcement officer” has the same meaning as in section 76 of the Traffic Management Act 2004³

“Council” means the Council of the London Borough of Camden;

“cycle docking station parking place” refers to an area of carriageway or footway designated by this Order as a parking place for pedal cycles used for the London cycle hire scheme;

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“footway” has the same meaning as in section 329 (1) of the Highways Act 1980;

“London cycle hire scheme” refers to the pedal cycle rental scheme operated by Transport for London and their agents;

¹ 1984 c27

² 1980 c66

³ 2004 c18

“pedal cycle” has the same meaning as in regulation 4 of the Traffic Signs Regulations and General Directions 2016⁴;

"public highway" has the same meaning as "highway maintainable at the public expense" in section 329(1) of the Highways Act 1980;

“Schedule” means a Schedule to this Order;

"traffic sign" has the same meaning as in section 64 of the Road Traffic Regulation Act 1984;

“vehicle” includes any part of a vehicle.

- 2.2 The Interpretation Act 1978⁵ applies to this order as if it were an enactment.
- 2.3 Any reference 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.
- 2.4 Any reference to an Article or a Schedule followed by a number is a reference to the Article of, or the Schedule to, this Order so numbered.

Designation of cycle docking station parking places

3. Each area on a street specified in Schedule 1 or 2 is designated as a parking place for the leaving only of pedal cycles used for the London cycle hire scheme.
- 3.2 Subject to the provisions of Article 3.4 and 3.5, no person shall cause any vehicle to stop at any time on a cycle docking station parking place specified in Schedule 1.
- 3.3 Subject to the provisions of Article 3.4, no person shall cause any vehicle to stop at any time on a cycle docking station parking place specified in Schedule 2.
- 3.4 The controls specified in Articles 3.2 and 3.3 do not apply to any pedal cycle used as part of the London cycle hire scheme.
- 3.5 The controls specified in Article 3.2 do not apply to any vehicle used for servicing or operating the London cycle hire scheme.

Power to suspend the use of a cycle docking station parking place.

- 4.1 Notwithstanding any other provision of this Order, the Council or, the Commissioner of Police of the Metropolis, on the occasion of any public procession or for other good and sufficient reason, or a police constable in uniform, or a civil enforcement officer in case of emergency, or an authorised agent may suspend the use of any cycle docking station parking place or any part thereof during such period as may be reasonably necessary.
- 4.2 The Council or, Commissioner of Police of the Metropolis, or a police constable in uniform, or a civil enforcement officer or an authorised agent suspending the use of a cycle docking station parking place or any part thereof in accordance

⁴ SI 2016/362

⁵ 1978 C30

with the provisions of Article 4.1, shall thereupon place or cause to be placed in or adjacent to that cycle docking station parking place or that part thereof, as the case may be, the use of which is suspended, a traffic sign indicating that stopping by vehicles is prohibited.

- 4.3 No person shall cause or permit a vehicle to stop in a cycle docking station parking place or any part thereof during such period as there is in or adjacent to that cycle docking station parking place or that part thereof, as the case may be, a traffic sign placed in pursuance of Article 4.2.

Exemptions

- 5.1 Provided that nothing in Articles 3 and 4 shall apply in respect of a person causing a vehicle to stop if that person is:
- (a) required by law to cause the vehicle to stop or not to proceed; or
 - (b) obliged to stop the vehicle so as to avoid an accident; or
 - (c) prevented from proceeding in the vehicle by circumstances beyond the person's control; or
 - (d) getting or giving help in consequence of an accident or an emergency, or otherwise taking action for public safety; or
 - (e) using the vehicle on any occasion for fire brigade, ambulance or police purposes if the observance of those provisions would hinder the use of the vehicle; or
 - (f) using the vehicle in connection with the removal of any obstruction to traffic; or
 - (g) using the vehicle in connection with the maintenance, improvement or reconstruction of any length of road specified in Schedule 1 or 2.

Dated this ** *** 202***
Peter Mardell

Head of Parking Operations

SCHEDULE 1

Areas of carriageway designated as cycle docking stations parking places.

Item No.	Description
(1)	(2)
	No item.

SCHEDULE 2

Area of footway designated as a cycle docking station parking place.

Item No.	Description
(1)	(2)
*****	ADELINE PLACE, all that part of the footway that's bounded on the north-east by the south-western kerb-line of Adeline place, as extends between a point 9 metres south-east of the south-eastern kerb-line of Bedford Court Mansion south-eastwards for a distance of 18 metres and having a width throughout of 2 metres.

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order provides a London Cycle Hire Scheme Docking Station parking place in Adeline Place, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (Pedal Cycles) (Amendment No. **)
Traffic Order 202*

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

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

Interpretation

2.1 In this Order:

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

“the Order of 2020” means the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020², as amended.

2.2 Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment.

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2020 shall have the same meaning as in that Order.

Revocation and designation of parking places

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2020 shall have effect as though:

(a) the item numbered 13573 in Schedule 1 to that Order were revoked; and

¹ 1983 c.27

² LBC 2020/42

(b) there were added to Schedule 1 to that Order, the item set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – DOCKLESS CYCLE HIRE AND E-SCOOTER PARKING PLACES

(Additions to Schedule 1 to the Order of 2020)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>
*****	GREAT RUSSELL STREET	north-west side, from a point 1.8 metres north-east of the party wall of Nos. 105 and 106 Great Russell Street north-eastwards for a distance of 5.5 metres.

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order amends the provisions of the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020, so as to relocate a dockless cycle hire and e-scooter parking place in Great Russell Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

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

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

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

Interpretation

2.1 In this Order:

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

“the Order of 2012” means the Camden (Loading Places) Traffic Order 2012², as amended.

2.2 Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment.

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

¹ 1984 c.27

² LBC 2012/21

Amendment of the Order of 2012

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2012 shall have effect as though there were added to Schedule 1 to that Order the item set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – LOADING PLACES

(Additions to Schedule 1 to the Order of 2012)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Length of highway</i> (3)	<i>Controlled hours</i> (4)
****.	ADELINE PLACE	south-west side: from a point 9.5 metres north-west of the north-western kerb-line of Great Russell Street north-westwards for a distance of 15 metres.	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Loading Places) Traffic Order 2012, so as to designate a new loading place, operating 'at any time', in which vehicles may load or unload without time limit, in Adeline Place in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

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

Made: ** ***** 202*

Coming into force: ** ***** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

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

Interpretation

2. (1) In this Order:
"Council" means the Council of the London Borough of Camden;
"enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme, or other instrument having effect by virtue of an enactment; and
"the Order of 2012" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012², as amended.
(2) Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment.
(3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

¹ 1984 c.27

² LBC 2012/1

Amendment of the Order of 2012

3. Whilst this Order remains in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2012 shall have effect as though for the items numbered 8, 70 and 402 and set out in Schedule 1 to that Order there were substituted the items similarly numbered and set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – WAITING RESTRICTIONS

(substitutions in Schedule 1 to the Order of 2012)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
8	<p>ADELINE PLACE</p> <p>(a) north-east side</p> <p style="padding-left: 20px;">(i) between the south-eastern kerb-line of Bedford Square (north-westernmost south-west to north-east arm) and a point 10 metres south-east of the south-eastern kerb-line of Bedford Square (south-east-s-w to north-east arm);</p> <p style="padding-left: 20px;">(ii) between a point 7 metres north-west of the north-western kerb-line of Bedford Avenue and a point 13 metres south-east of the south-eastern kerb-line of Bedford Avenue;</p> <p style="padding-left: 20px;">(iii) between a point 8.5 metres north-west of the north-western kerb-line of Gret Russell Street and that kerb-line;</p> <p>(b) south-west side</p> <p style="padding-left: 20px;">(i) between the south-eastern kerb-line of Bedford Square (north-westernmost south-west to north-east arm) and a point 8.2 metres south-east of that kerb-line;</p> <p style="padding-left: 20px;">(ii) between the south-eastern kerb-line of Bedford Avenue and a point 13 metres south-east of that kerb-line;</p> <p style="padding-left: 20px;">(iii) between a point 9.5 metres north-west of the north-western kerb-line of Great Russell Street and that kerb-line;</p> <p>(c) so much else of Adeline Place that is public highway and which does not fall within the lengths specified above.</p>	<p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">At any time</p> <p style="text-align: center;">Monday – Saturday 8.30am – 6.30pm</p>
70	<p>BEDFORD AVENUE</p> <p>(a) north-west side</p> <p style="padding-left: 20px;">(i) between a point 8.8 metres south-west of the south-western kerb-line of Morwell Street and a point 1.5 metres north-east of the north-eastern kerb-line of Morwell Street;</p> <p style="padding-left: 20px;">(ii) between a point 1.5 metres north-east of the north-eastern kerb-line of Morwell Street and the south-western kerb-line of Adeline Place;</p> <p style="padding-left: 20px;">(iii) between the north-eastern kerb-line of Adeline Place and a point 3.5 metres south-west of the party wall of Nos. 9 and 11 Bedford Avenue;</p>	<p style="text-align: center;">At any time</p> <p style="text-align: center;">Monday – Saturday 8.30am – 6.30pm</p> <p style="text-align: center;">At any time</p>

SCHEDULE 1 (continued)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
	<ul style="list-style-type: none"> (iv) between a point 3.5 metres south-west of the party wall of Nos. 9 and 11 Bedford Avenue and a point 14.7 metres south-west of the south-western kerb-line of Bloomsbury Street; (v) between a point 14.7 metres south-west of the south-western kerb-line of Bloomsbury Street and that kerb-line; 	<p>Monday – Saturday 8.30am – 6.30pm</p> <p style="text-align: center;">At any time</p>
	<p>(b) south-east side</p> <ul style="list-style-type: none"> (i) between a point 8.8 metres south-west of the south-western kerb-line of Morwell Street and a point 4.8 metres south-west of a point opposite the party wall of Nos. 9 and 11 Bedford Avenue; (ii) between a point 4.8 metres south-west of a point opposite the party wall of Nos. 9 and 11 Bedford Avenue and a point 14.7 metres south-west of the south-western kerb-line of Bloomsbury Street; (iii) between a point 14.7 metres south-west of the south-western kerb-line of Bloomsbury Street and that kerb-line. 	<p style="text-align: center;">At any time</p> <p>Monday – Saturday 8.30am – 6.30pm</p> <p style="text-align: center;">At any time</p>
402	GREAT RUSSELL STREET	
	<p>(a) north-west side:</p> <ul style="list-style-type: none"> (i) between the north-eastern kerb-line of Tottenham Court Road and a point 15 metres north-east of that kerb-line; (ii) between a point 15 metres north-east of the north-eastern kerb-line of Tottenham Court Road and a point 9 metres south-west of the south-western kerb-line of Adeline Place; (iii) between a point 9 metres south-west of the south-western kerb-line of Adeline Place and a point 13.2 metres south-west of the party wall of Nos. 105 ad 106 Great Russell Street; (iv) between a point 13.2 metres south-west of the party wall of Nos. 105 ad 106 Great Russell Street and a point 11.4 metres south-west of the extended south-western kerb-line of Dyott Street; (v) between a point 11.4 metres south-west of the extended south-western kerb-line of Dyott Street and a point opposite the south-western kerb-line of Museum Street; 	<p style="text-align: center;">At any time</p> <p>Monday – Saturday 8.30am – 6.30pm</p> <p style="text-align: center;">At any time</p> <p>Monday – Saturday 8.30am – 6.30pm</p> <p style="text-align: center;">At any time</p>

SCHEDULE 1 (continued)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
	(vi) between a point opposite the south-western kerb-line of Museum Street and a point 6.5 metres south-west of a point opposite the eastern flank wall of nos. 62-65 Great Russell Street;	Monday – Saturday 8.30am – 6.30pm
	(vii) between a point 6.5 metres south-west of a point opposite the eastern flank wall of nos. 62-65 Great Russell Street, and a point 15.4 metres north-east of the north-eastern kerb-line of Montague Street;	At any time
	(viii) between a point 15.4 metres north-east of the north-eastern kerb-line of Montague Street and a point opposite the south-western kerb-line of the south-western arm of Bloomsbury Square;	Monday – Saturday 8.30am – 6.30pm
	(b) south-east side	
	(i) between the north-eastern kerb-line of Tottenham Court Road and a point 18.5 metres north-east of that kerb-line;	At any time
	(ii) between a point 18.5 metres north-east of the north-eastern kerb-line of Tottenham Court Road and a point 10.5 metres south-west of the south-western kerb-line of Adeline Place;	Monday – Saturday 8.30am – 6.30pm
	(iii) between a point 10.5 metres south-west of the south-western kerb-line of Adeline Place and a point 15 metres south-west of the north-eastern wall of No. 14 Great Russell Street;	At any time
	(iv) between a point 15 metres south-west of the north-eastern wall of No. 14 Great Russell Street and a point 5.5 metres south-west of that wall;	Monday – Saturday 8.30am – 6.30pm
	(v) between a point 5.5 metres south-west of the north-eastern wall of No. 14 Great Russell Street and a point 9.9 metres north-east of the north-eastern kerb-line of Dyott Street;	At any time
	(vi) between a point 9.9 metres north-east of the north-eastern kerb-line of Dyott Street and a point 12.4 metres south-west of the south-western kerb-line of Bloomsbury Street;	Monday – Saturday 8.30am – 6.30pm
	(vii) between a point 14.3 metres north-east of the north-eastern kerb-line of Dyott Street and a point 37.3 metres north-east of the north-eastern kerb-line of Museum Street;	At any time
	(viii) between a point 37.3 metres north-east of the north-eastern kerb-line of Museum Street and a point 7.2 metres south-west of the eastern flank wall of nos. 62-65 Great Russell Street;	Monday – Saturday 8.30am – 6.30pm

SCHEDULE 1 (continued)

<i>Item No.</i> <i>(1)</i>	<i>Street</i> <i>(2)</i>	<i>Prescribed hours</i> <i>(3)</i>
	<p>(ix) between a point 7.2 metres south-west of the eastern flank wall of nos. 62-65 Great Russell Street and a point 2.2 metres north-east of the party wall of nos. 70 and 71 Great Russell Street;</p> <p>(x) between a point 2.2 metres north-east of the party wall of nos. 70 and 71 Great Russell Street and the south-western kerb-line of the south-western arm of Bloomsbury Square.</p>	<p>At any time</p> <p>Monday – Saturday 8.30am – 6.30pm</p>

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order amends the provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, so as to provide 'at any time' waiting restrictions apply in Adeline Place, Bedford Avenue and Great Russell Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Taxi Waiting Areas) (No. *) Traffic Order 202*

Made: *** 202*

Coming into force: *** 202*

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1.1 This Order may be cited as the Camden (Taxi Waiting Areas) (No. *) Traffic Order 202* and shall come into force on *** 202*.

Interpretation

2.1 In this Order:-

“causing” includes “permitting”;

“Council” means the Council of the London Borough of Camden;

“electronic communications network” has the same meaning as in section 32 of the Communications Act 2003²;

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment

“prescribed hours”, in relation to a taxi waiting area, means the period specified in column 3 of an item in the Schedule to this Order;

“taxi” has same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016³;

“taxi waiting area” means an area of highway described in column 2 of an item in the Schedule to this Order which is reserved for use by taxis only during the prescribed hours, and in which waiting by vehicles other than taxis is prohibited.

¹ 1984 c.27

² 2003 c.21

³ SI 2016/362

- 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.
- 2.3 For the purposes of this Order a vehicle shall be deemed to be stopped in a taxi waiting area if the vehicle is stationary and any point of the taxi waiting area is below the vehicle or its load.

Restrictions – Taxi Waiting Areas

- 3.1 No person shall cause any vehicle other than a taxi to stop in a taxi waiting area during the prescribed hours.

Exemptions

- 4.1 Nothing in Article 3.1 shall apply in relation to:-
- (a) to any vehicle being used for fire brigade or police purposes; or
 - (b) to any vehicle being used in the service of the Council in pursuance of its statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or in the performance of such duties for the vehicle to stop in a taxi waiting area; or
 - (c) to any vehicle being used in or adjacent to a taxi waiting area, in connection with any building operation, demolition or excavation, the removal of any obstruction to traffic, the maintenance, improvement, reconstruction, cleansing or lighting of a street, the laying, erection, alteration or repair of any sewer or of any main pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network, or the placing, maintenance or removal of any traffic sign, if the vehicle cannot conveniently and lawfully be used for that purpose in any part of a street which is not a taxi waiting area during the prescribed hours; or
 - (d) in any case where the person in control of the vehicle is required by law to stop or is obliged to do so in order to avoid an accident; or
 - (e) in any case where the person in control of the vehicle is obliged to stop by circumstances beyond that person's control; or
 - (f) to anything done with the permission or at the direction of a police constable or a civil enforcement officer in uniform.

Power to suspend a taxi waiting area

- 5.1 Any person authorized by the Council or the Chief of Police of the Metropolis may suspend the use of a taxi waiting area or any part thereof whenever that person considers such suspension necessary -
- (a) for the purpose of facilitating the movement of traffic or promoting its safety; or
 - (b) for any purpose referred to in Article 4.1(b) or (c);
 - (c) for the convenience of occupiers of premises adjacent to the taxi waiting area on any occasion of the removal of furniture to or from one office or

dwelling-house adjacent to the taxi waiting area from or to a depository, another office or dwelling-house; or

- (d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
 - (e) for the convenience of occupiers of premises adjacent to the taxi waiting area at times of weddings or funerals, or on other special occasions.
- 5.2 A police constable in uniform may suspend for not longer than twenty-four hours the use of a taxi waiting area or any part thereof whenever that person considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.
- 5.3 The suspension of a taxi waiting area or part thereof shall be indicated by the placement in or adjacent to the loading place of traffic signage of such type as may be prescribed or authorised under section 64 or 65 of the Road Traffic Regulation 1984 indicating that waiting by vehicles is prohibited and the Council may temporarily remove or replace any permanent traffic signage in order to convey the same effect.
- 5.4 No person shall cause or permit a vehicle to stop or wait in any part of a taxi waiting area during such period as there is in or adjacent to that taxi waiting area a traffic sign placed in pursuance of Article 5.3.
- 5.5 Nothing in Article 5.4 shall apply in respect of any vehicle which is waiting for any reason specified in Article 5.1(b), (c) or (e) or with the permission of the person suspending the use of all or part of the taxi waiting area or a police constable in uniform or any person duly authorised by the Council.

Placing of traffic signs

- 6.1 The Council shall:
- (a) cause the limits of each taxi waiting area to be indicated on the highway by placing and maintaining thereon traffic signs;
 - (b) place and maintain traffic signs in the vicinity of each taxi waiting area indicating that the taxi waiting area may only be used by taxis during the prescribed hours;
 - (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a taxi waiting area.

Dated this ** 202***

Peter Mardell

Head of Parking Operations

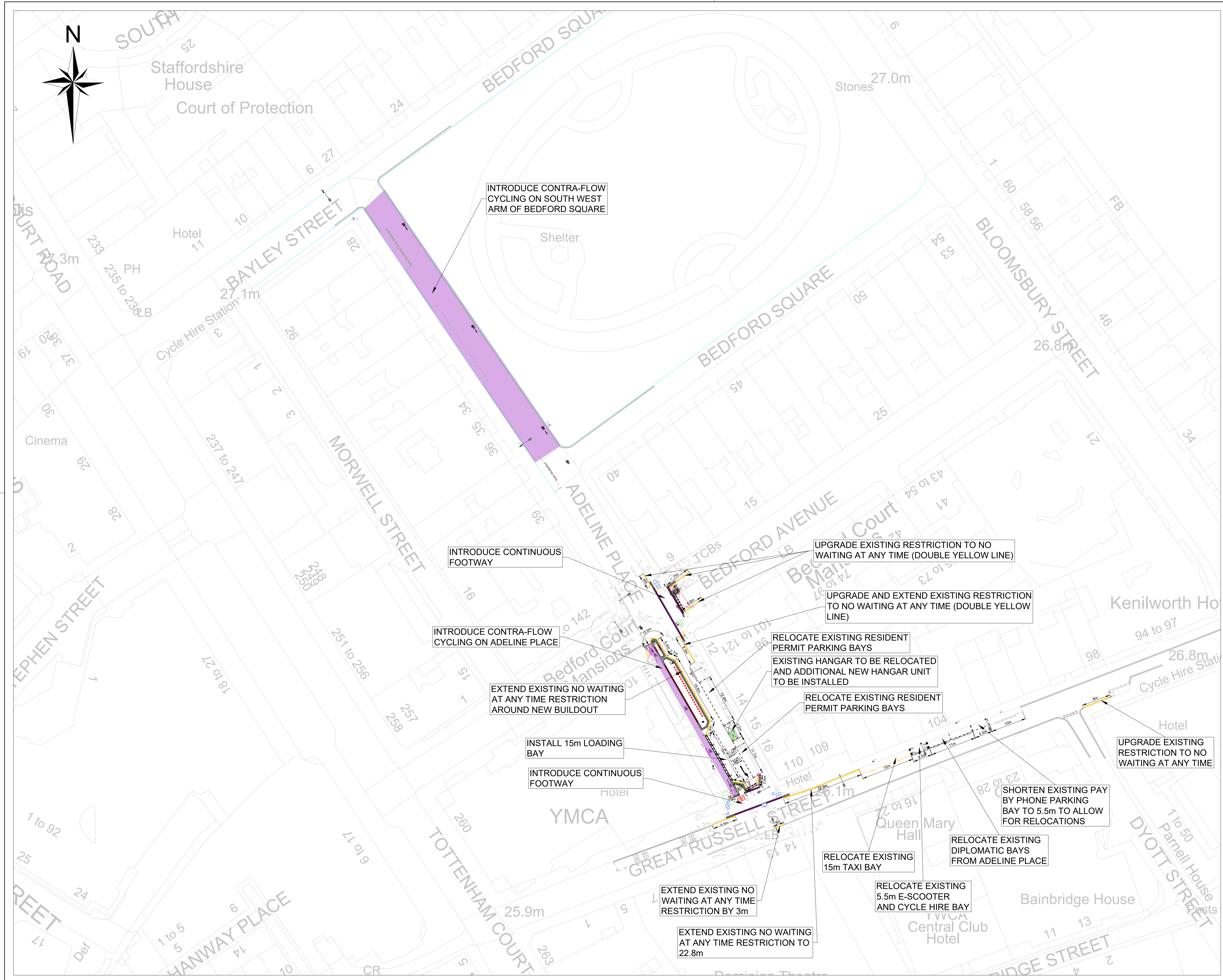
SCHEDULE – TAXI WAITING AREAS

Item No. 1	Taxi waiting area 2	Prescribed hours 3
1.	GREAT RUSSELL STREET north-west side, from a point 1.8 metres north-east of the common boundary of No. 105 and 106 Great Russell Street south-westwards for a distance of 15 metres .	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order provides a relocated taxi waiting area in Great Russell Street, in the London Borough of Camden.



- KEY**
- Install road markings
 - Install 300mm wide granite kerb with 100mm upstand
 - Install 300mm wide flush granite kerbs
 - Install 300mm wide chamfered granite kerbs
 - Existing road markings
 - Existing kerbs
 - Proposed cycle hanger
 - Existing cycle hanger (to be relocated)

INTRODUCE CONTRA-FLOW CYCLING ON SOUTH WEST ARM OF BEDFORD SQUARE

INTRODUCE CONTINUOUS FOOTWAY

UPGRADE EXISTING RESTRICTION TO NO WAITING AT ANY TIME (DOUBLE YELLOW LINE)

INTRODUCE CONTRA-FLOW CYCLING ON ADELINE PLACE

UPGRADE AND EXTEND EXISTING RESTRICTION TO NO WAITING AT ANY TIME (DOUBLE YELLOW LINE)

EXTEND EXISTING NO WAITING AT ANY TIME RESTRICTION AROUND NEW BUILDOUT

RELOCATE EXISTING RESIDENT PERMIT PARKING BAYS
EXISTING HANGAR TO BE RELOCATED AND ADDITIONAL NEW HANGAR UNIT TO BE INSTALLED

INSTALL 15m LOADING BAY

RELOCATE EXISTING RESIDENT PERMIT PARKING BAYS

INTRODUCE CONTINUOUS FOOTWAY

UPGRADE EXISTING RESTRICTION TO NO WAITING AT ANY TIME

EXTEND EXISTING NO WAITING AT ANY TIME RESTRICTION BY 3m

RELOCATE EXISTING 15m TAXI BAY

SHORTEN EXISTING PAY BY PHONE PARKING BAY TO 5.5m TO ALLOW FOR RELOCATIONS

EXTEND EXISTING NO WAITING AT ANY TIME RESTRICTION TO 22.8m

RELOCATE EXISTING 5.5m E-SCOOTER AND CYCLE HIRE BAY

RELOCATE EXISTING DIPLOMATIC BAYS FROM ADELINE PLACE

Rev	By	Date	Amendments

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

Project
**ADELINE PLACE AREA PUBLIC REALM
 PEDESTRIAN, CYCLING AND
 ENVIRONMENTAL IMPROVEMENTS**

Drawing Title
**TMO DRAWING
 SHEET 1 OF 1**

Scale 1 : 500 @ A1	Date NOV 24
Drawn By JR	File Ref
Checked By JA	Dwg Name
Drawing Location	

Drawing Number
22-23/AP-OUTLINE-01