

## **The Camden (Waiting and Loading Restrictions and Prescribed Routes) Experimental Traffic Order (No. 1) 2018**

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned order on 3 September 2018 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 17 September 2018.

The general nature and effect of the order will be to prohibit vehicles, except cycles, from entering that part of Burghley Road which lies between a point 4.9 metres south-west of the junction with Dartmouth Park Hill and a point 80 metres south-west of that kerb line between 8 and 9am and between 3 and 4pm on Mondays to Fridays inclusive during Acland Burghley School term times.

Exemptions will apply to vehicles authorised by the council which may include, but may not be limited to, vehicles carrying disabled pupils to and from the school, those vehicles belonging to residents living within this part of the road, and refuse collection vehicles.

24-hour waiting and loading restrictions will be designated outside the school entrance on the north-western side of the road from a point approximately 25 metres south-west of the junction with Dartmouth Park Hill for a distance of approximately 16 metres south-westwards (including the build-out which restricts vehicle widths). Further information regarding this scheme can be obtained by e-mailing [schooltravelplans@camden.gov.uk](mailto:schooltravelplans@camden.gov.uk), or by contacting the officer named below.

The Council will be considering in due course whether the provisions of the experimental order should continue in force indefinitely. Copies of the proposed order and the Council's Statement of Reasons for proposing to make the order may be inspected/obtained at the Contact Camden reception desk, 5 Pancras Square, N1C 4AG or online at [camden.gov.uk/parking](http://camden.gov.uk/parking).

Within a period of six months beginning with the date on which this experimental order comes into force or, if these 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 Michelle Jamieson, Senior Transport Planner, Transport Strategy Service, FREEPOST RSLT-RJBR-TXAA, Town Hall, Judd Street, London, WC1H 9JE, or by e-mail to [TransportConsultations@camden.gov.uk](mailto:TransportConsultations@camden.gov.uk).

Peter Mardell  
Head of Parking Operations  
6 September 2018

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**STATEMENT OF REASONS  
REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT**

The above order is made under s.9 of the Road Traffic Regulation Act 1984 and will remain in force for a maximum period of 18 months. It is expected that a decision to continue with its provisions indefinitely will be made after assessing the effect of the scheme over the course of 12 months from its commencement.

The principle measure is to close part of Burghley Road outside Acland Burghley School between 8 and 9am and between 3 and 4pm on schooldays.

Safety concerns have been identified at this location with the risk of accidents as a result of increased traffic during times when schoolchildren are entering or exiting the school premises. It is not considered necessary to close the road throughout the day as traffic levels are relatively quiet during off-peak times.

Since there is an unknown potential for traffic to be displaced to other streets, it is considered expedient to progress this scheme by way of an experiment with evidence being collected over the course of one year to determine its success balanced against any adverse effects which may appear.

Further information regarding the scheme can be obtained by e-mailing [scholtravelplans@camden.gov.uk](mailto:scholtravelplans@camden.gov.uk) or from Michelle Jamieson, Senior Transport Planner, Transport Strategy Service, FREEPOST RSLT-RJBR-TXAA, Town Hall, Judd Street, London, WC1H 9JE.

**Plate facing EB traffic (618.3C TSRGD & 879 TSRGD)**

**Plate facing WB traffic (618.4B TSRGD)**

Both front and back signs to be equipped with back channel, be foldable by means of a vertical hinge and be equipped with antiluce bolts.

**Plate facing WB traffic (618.3C TSRGD & 879 TSRGD)**

**Plate facing EB traffic (618.4B TSRGD)**

Both front and back signs to be equipped with back channel, be foldable by means of a vertical hinge and be equipped with antiluce bolts.

**Plate facing WB traffic (combined 618.3C & 879 TSRGD)**

Sign to be equipped with channels at the back; new sign post to replace existing bollard. Sign to be foldable by means of a vertical hinge and be equipped with antiluce bolts.

REPEATER SIGN FOR PEDESTRIAN AND CYCLE ZONE

PROPOSED ANPR CAMERA 2 LOCATION

PROPOSED ANPR CAMERA 1 LOCATION

**KEY:**

- PROPOSED NEW SIGN (with plates as indicated on drawing)
- EXISTING SIGN (POST PHASE 1 IMPLEMENTATION) TO BE RELOCATED TO ANOTHER LOCATION
- NEW ANPR CAMERA LOCATION (on existing lamp column)
- EXISTING STREET FURNITURE (POST PHASE 1 IMPLEMENTATION)
- PROPOSED (OR RELOCATED) STREET FURNITURE
- EXISTING ROAD MARKINGS (POST PHASE 1 IMPLEMENTATION)
- PROPOSED ROAD MARKINGS
- ROW OF TACTILES TO BE REMOVED

Rev	By	Date	Amendments
4	MK	09/08/2018	Changes agreed with W.Okpoho following site visit
3	MK	07/08/2018	Following Signway's & streetlighting team recommendations
2	MK	25/07/2018	Comments from J.Aiker re positioning & location of signs
1	MK	24/07/2018	Removed BB exemption from sign (advice from Parking Ops)
0	MK	02/07/2018	Drawing release (post Phase 1 implementation)

Scale: NTS @A1	Date: JULY 2018
Drawn By: MK	File Ref:
Checked By: JA	Dwg Name:
Drawing Location:	
Drawing Number: TS/DT/CN/MK Acland/Phase2-Signage-Pr	Rev: 4

# **The Camden (Waiting and Loading Restrictions and Prescribed Routes) Experimental Traffic Order (No. 1) 2018**

**2018 No. 12**

**BURGHLEY ROAD**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2018 No. 12

The Camden (Waiting and Loading Restrictions and Prescribed Routes) (No. 1) Traffic Order 2018

Made on 3 September 2018

Coming into force on 17 September 2018

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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 17 September 2018 and may be cited as the Camden (Waiting and Loading Restrictions and Prescribed Routes) (No. 1) Traffic Order 2018.

#### **2. Interpretation**

- 2.1 In this order the term "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].
- 2.2 Any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

#### **3. Restrictions – prescribed route**

- 3.1 No person shall cause any vehicle other than a pedal cycle to enter that part of Burghley Road which lies between a point 4.9 metres south-west of the junction with Dartmouth Park Hill and a point 80 metres south-west of that kerb line between 8 and 9am and between 3 and 4pm on Mondays to Fridays inclusive during Acland Burghley School term times.
- 3.2 The council shall cause signage to be displayed indicating such restrictions at such times and locations described in Article 3.1 as prescribed or authorised under sections 64 and 65 of the Road Traffic Regulation Act 1984.

#### **4. Restrictions on waiting and loading**

- 4.1 Whilst this order remains in force, the provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [2012 No. 1] shall have effect as though there was included with the items relating to Burghley Road in Schedules 1 and 2 to that order, the items set out respectively in tables 1 and 2 of the schedule to this order.

#### **5. Exemptions**

- 5.1 Nothing in Article 3 shall apply in respect of;
- 5.1.1 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
- 5.1.2 any person causing a vehicle other than a pedal cycle to enter the length of Burghley Road described in Article 3.1 with the authorisation of the council;
- 5.1.2 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

#### **6. Power to modify or amend this order**

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

**Dated this 3 September 2018**



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

## SCHEDULE

TABLE 1 – ITEMS INCLUDED IN RESPECT OF BURGHELY ROAD IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
136	BURGHLEY ROAD	
(a) (a)	<b>north-west side:</b> from a point 48.1 metres south-west of the south-western kerb line of Dartmouth Park Hill south-westwards for a distance of 14 metres	A

TABLE 2 – ITEMS INCLUDED IN RESPECT OF BURGHELY ROAD IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
32A	BURGHLEY ROAD	
(a) (a)	<b>north-west side:</b> from a point 48.1 metres south-west of the south-western kerb line of Dartmouth Park Hill, south-westwards for a distance of 14 metres	1