

The Camden (Bus Lanes) (Amendment No. 5) Traffic Order 2021
The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 129) Traffic Order 2021
The Camden (Loading Places) (Amendment No. 32) Traffic Order 2021

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 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the orders will be to:

- extend the operational hours of the southbound bus lane designated in Southampton Row (from south of the junction with Russell Square to the junction with Catton Street) to 24 hours a day each day of the week.
- extend the existing, eastbound 24-hour bus lane designated in Bloomsbury Way, Bloomsbury Square and Vernon Place eastwards to the junction with Lamb's Conduit Street;
- re-designate the length of the eastbound bus lane in Theobalds Road with operational hours of 7am – 7pm each day of the week to commence at the junction with Emerald Street, ending at the junction with King's Mews
- designate loading bays outside nos. 110/112 Southampton Row (20 metres length) and outside nos. 72/86 Southampton Row (10 metres length) operating each day between 10am and 1pm and between 8pm and midnight. No waiting by vehicles (including for the purposes of loading or unloading) permitted outside of these hours;
- designate prohibitions on waiting by vehicles (including for the purposes of loading or unloading) along the remainder of the Southampton Row bus lane, and in the northbound lane of Southampton Row from a point approximately 85 metres south of the southern kerb line of Vernon Place to a point approximately 40 metres north of the northern kerb line of Vernon Place

Copies of the proposed orders 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 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 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 safetravel@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 7 January 2022.

Peter Mardell
Head of Parking Operations
16 December 2021

The Camden (Bus Lanes) (Amendment No. 5) Traffic Order 2021
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(Amendment No. 129) Traffic Order 2021
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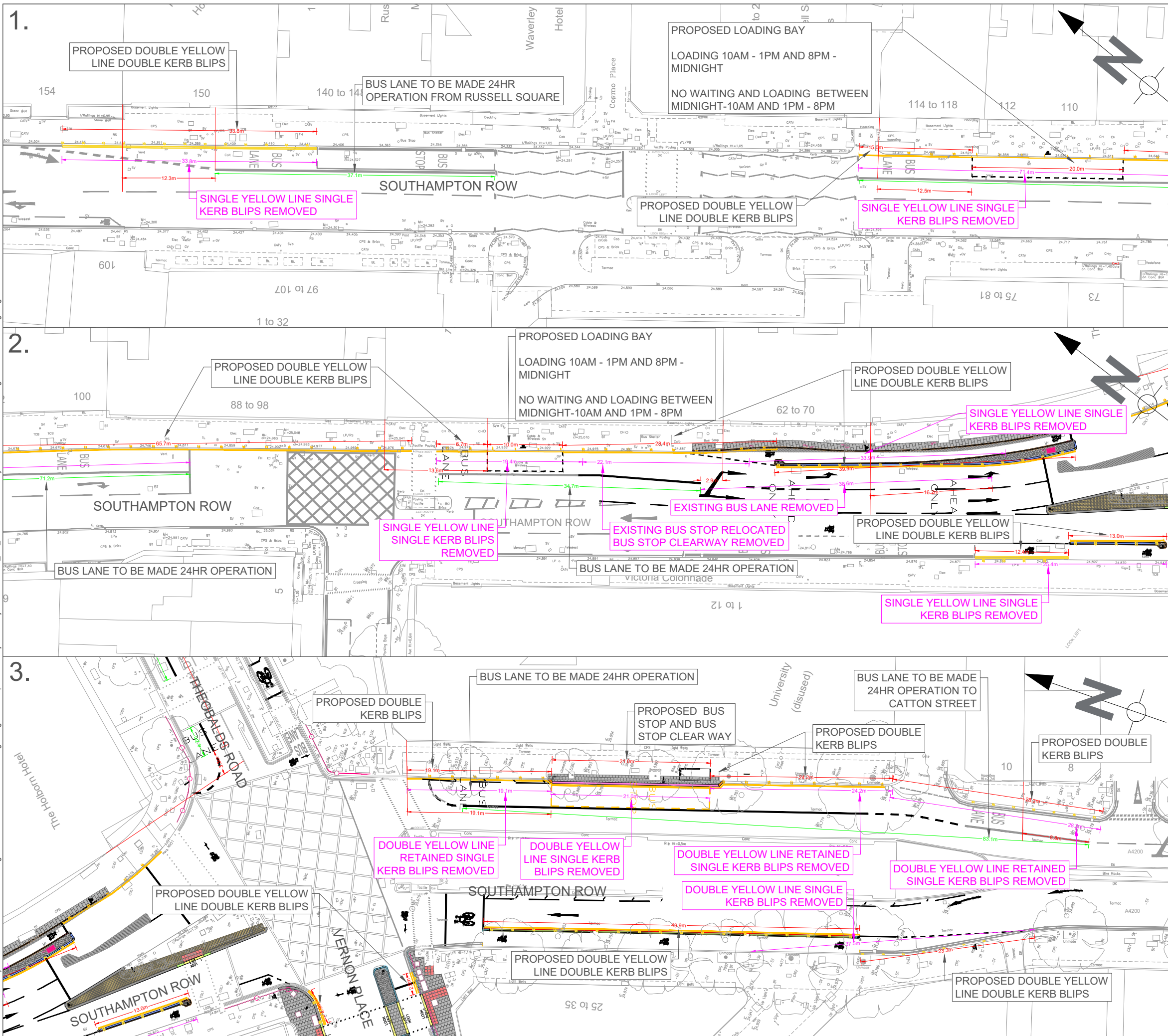
STATEMENT OF REASONS

Holborn Junction Safety Scheme Programme- Southampton Row and Theobalds Road Junction

- a. Southampton Row is part of the capital's "Strategic Road Network" (SRN), connecting Euston in the north to Holborn and the Strand in the south. Theobalds Road is a significant bus corridor for the borough. There are circa 40 buses an hour which interact with the junction. Holborn tube station is located 200m to the south of the junction.
- b. There are circa 12,000 vehicular movements at the Southampton Row/Theobalds Road junction during the day and 4,600 cycle movements. Since 2008 there have been 4 cyclists fatally killed at the junction. In the last 36 months to April 2021 there had been 4 serious collisions at the junction and 1 serious casualty involved a cyclist.
- c. The latest fatality was on 4th August 2021 where Dr Marta Krawiec was cycling to work and was killed. Camden Council proposed 15th September 2021 and subsequently implemented in October 2021 temporary road safety measures to improve the junction under a Temporary Traffic Order. These changes will be removed and replaced with the following measures listed in paragraphs 'F' to 'O' in order to provide enhanced road safety benefits compared to the current temporary measures.
- d. The Camden Transport Strategy (CTS) has a key objective "*to substantially reduce all road traffic casualties in Camden and progress towards zero Killed and Seriously Injured casualties.*" Therefore it was imperative for Council Officers to not only progress with these immediate changes but also to make sure the Council implements a more permanent scheme.
- e. The Camden Transport Strategy (CTS) contains a road user hierarchy, which has pedestrians and cyclists at the top, recognising their vital role in a safer, cleaner, healthier Camden. Policy 1c of the CTS states that "the Council will change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm". It is imperative that our streets are made as safe as possible for these vulnerable road users.
- f. The proposals include a segregated cycle track northbound and southbound to be able to maintain protection from motor traffic for cyclists. This will allow them to effectively access the Advanced Stop Line.
- g. A 'cycle gate' is proposed southbound on Southampton Row at the junction with Theobalds Road. It will allow cyclists to access the front of the junction safely providing their own time and space. It will effectively reduce 'left hook' collisions to cyclists which are the most common way for cycle collisions with motor vehicles.

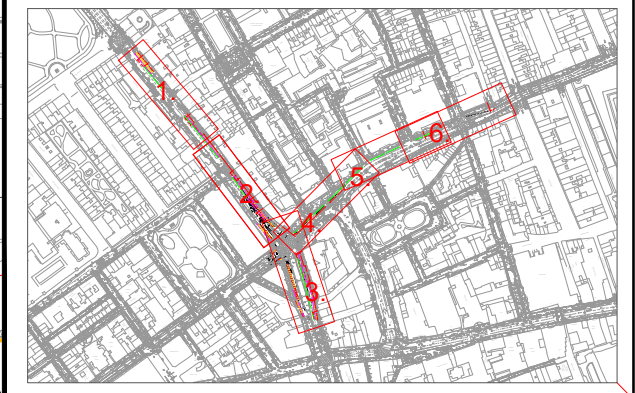
- h. Early starts of 4 seconds in all directions for cyclists (and buses on Theobald Road) allows cyclists to cross the junction safely and reduce 'left hook' collisions should the cyclists arrive at the junction on a red light.
- i. Advanced Stop Lines are proposed on all arms to create space at the front of the traffic. This also allows the cyclists to benefit from the early start as well.
- j. Cyclists will be able to turn right in two steps (stages) on all approaches which improves the permeability of the junction for active travel users. It is also providing a safer manoeuvre for cyclists rather than having to wait in the centre of the junction to turn right in some cases (e.g. turning right from Vernon Place into Southampton Row).
- k. To mitigate the impact on bus users and improve bus reliability in interpeak the proposal is to make the existing bus, cycle and taxi lanes on Southampton Row and Theobalds Road 24hrs. Furthermore, an extension of the eastbound bus lane from Boswell Street to Southampton Row/Theobalds Road junction. This will also be 24hrs. This has also meant restricting loading.
- l. Due to businesses being located on Southampton Row, the Council have included two loading bays. One is outside 110-112 Southampton Row (20m loading bay) and another is outside 80 Southampton Row (10m loading bay). These will be able to be used between 10am-1pm and 8pm-midnight. These times have been decided based on a parking and loading survey.
- m. Bus Stop X: Theobalds Road is due to be relocated from opposite 76 Southampton Row to south of the junction to protect cyclists from entering the segregated cycle track proposed. An additional benefit from the relocation is that this would then create 300m between Stop B and Stop X and 250m between Stop X and Stop M (in comparison to 185m between Stop B and Stop X and 365m between Stop X and Stop M).
- n. The proposal to realign and widen the pedestrian crossing on Vernon Place is to enable people walking to have more space as well as allowing cyclists to turn left into Vernon Place making the junction more permeable and formalising a desire line.
- o. The pedestrian guardrail removal around the junction and buff coloured crossings is to improve the public realm around the junction.
- p. The scheme is proposed to be implemented via permanent Traffic Management Orders (TMOs) in order to permanently reduce the likelihood of collisions between cyclists and motor vehicles.

LOGIN NAME: ANDREW GRAHAM
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 Preferred Mitigation TMO drawing.dwg



NOTES:
 This scheme drawing has been developed as a design concept for the purposes of option testing and therefore does not represent a final design for construction.

THIS DRAWING IS ONLY APPLICABLE TO THE PROJECT STATED BELOW.
 THIS DRAWING IS ONLY TO BE USED AT THE SIZE AND SCALE STATED BELOW.
 ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER NAMED BELOW.



REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS
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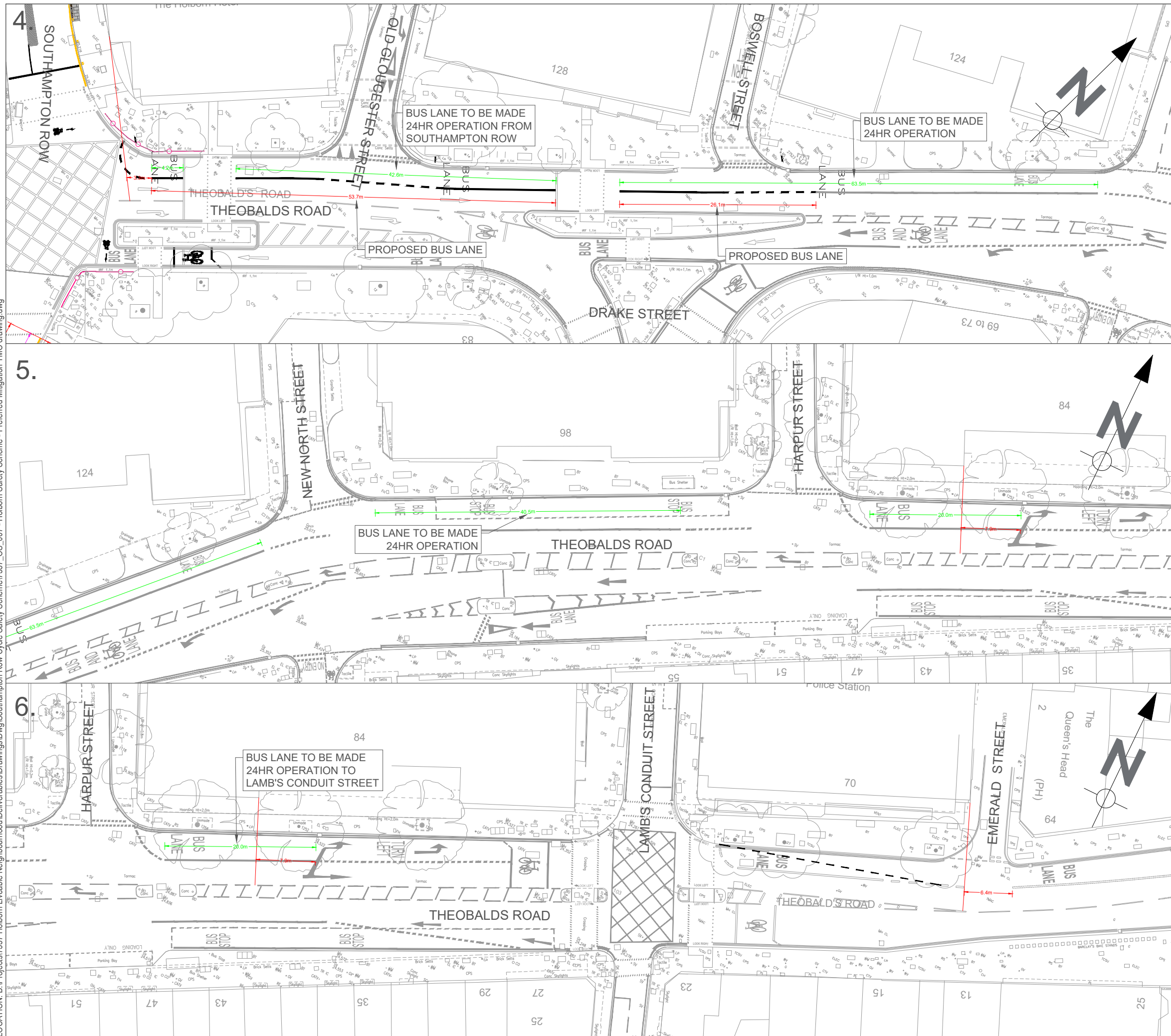
PROJECT
 HOLBORN SAFETY SCHEME

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
AG	AG	AS	30.11.21	AS	30.11.21

TITLE
 SOUTHAMPTON ROW CYCLE SAFETY SCHEME
 PROPOSED TMO DRAWING (1 OF 2)

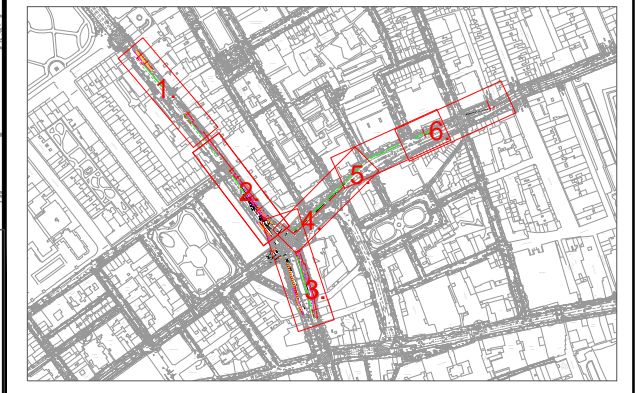
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PROJECT
 HOLBORN SAFETY SCHEME

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
AG	AG	AS	30.11.21	AS	30.11.21

TITLE
 SOUTHAMPTON ROW CYCLE SAFETY SCHEME
 PROPOSED TMO DRAWING (2 OF 2)

SCALE	DRAWING No	REV
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The Camden (Bus Lanes) (Amendment No. 5) Traffic Order 2021

2021 No. 97

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 97

The Camden (Bus Lanes) (Amendment No. 5) Traffic Order 2021

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 sections 6 and 124 and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], 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 _____ and may be cited as the Camden (Bus Lanes) (Amendment No. 5) Traffic Order 2021.

2. Interpretation

- 2.1 In this order:
- 2.1.1 the term "parent order" means the Camden (Bus Lanes) (Consolidation) Traffic Order 2012 [L.B.C 2012 No. 62];
- 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. Designation of bus lanes

- 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 the items set out in the table of the schedule to this order were substituted for the similarly numbered items in the schedule to the parent order.

Dated this

SCHEDULE

TABLE – ITEMS SUBSTITUTED FOR THE SIMILARLY NUMBER ITEMS IN THE SCHEDULE TO THE PARENT ORDER

ITEM NO.	NAME OF STREET(S) AND LENGTH OF CARRIAGEWAY	TIMES OF OPERATION	DIRECTION OF TRAVEL	PERMITTED VEHICLES
7	<p>SOUTHAMPTON ROW</p> <p>east side; from a point 7.1 metres north-west of the north western boundary wall of nos.140 to 148 Southampton Row to a point 5.1 metres north-west of the north-western kerb line of Catton Street.</p>	at all times	south-eastbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle
32	<p>BLOOMSBURY WAY / BLOOMSBURY SQUARE / VERNON PLACE / THEOBALD'S ROAD</p> <p>north-west side; from a point 20 metres north-east of the north-eastern kerb line of Museum Street to a point 40 metres west of the western kerb line of Lamb's Conduit Street</p>	at all times	eastbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle
36	<p>THEOBALD'S ROAD</p> <p>north-west side; from the eastern kerb line of Emerald Street to a point 9 metres south-west of the western kerb line of King's Mews</p>	each day 7am – 7pm	eastbound (with-flow lane)	bus; dial-a-ride; taxi; pedal cycle

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 129) Traffic Order 2021

2021 No. 98

SOUTHAMPTON ROW

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 98

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)
(Amendment No. 129) Traffic Order 2021

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 sections 6 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], 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 _____ and may be cited as the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 129) Traffic Order 2021.

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 [L.B.C 2012 No. 1];
- 2.1.2 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;
- 2.1.3 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. Amendments to schedules 1, 2 and 3 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 there was 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 the table of the schedule to this order.
- 3.1.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 of the parent order, the items set out in table 1 of the schedule to this order;

- 3.1.2 there was substituted for the items set out in relation to the similarly named streets in schedule 2 to the parent order, the items set out in table 2 of the schedule to this order;
- 3.1.3 there was included in schedule 3 to the parent order, the items set out in table 3 of the schedule to this order.

Dated this

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)
885	SOUTHAMPTON ROW	
(a)	north-east side:	A
(b)	south-west side:	
(i)	between its junction with Russell Square and a point 25 metres south-east of that point	A
(ii)	from a point 25 metres south-east of the junction with Russell Square and the north-western kerb line of Bloomsbury Place	F
(iii)	from the south-eastern kerb line of Bloomsbury Place, south-eastwards for a distance of 25 metres	A
(iv)	from a point 25 metres south-east of the south-eastern kerb line of Bloomsbury Place, south-eastwards to a point 38 metres north-west of the north-western kerb line of Vernon Place	F
(v)	from a point 38 metres north-west of the north-western kerb line of Vernon Place to the north-western kerb line of High Holborn	A

TABLE 2 – ITEMS SUBSTITUTED IN RESPECT OF SIMILARLY NAMED STREETS IN SCHEDULE 2 TO THE PARENT ORDER

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
195	SOUTHAMPTON ROW	
(a)	north-east side:	
(i)	from the junction with Russell Square, south-eastwards for a distance of 40 metres	34
(ii)	from a point 40 metres south-east of the junction with Russell Square to a point 12.5 metres south-east of the north-western flank wall of nos. 114 to 118 Southampton Row	1
(iii)	from a point 12.5 metres south-east of the north-western flank wall of nos. 114 to 118 Southampton Row, south-eastwards for a distance of 20 metres	XXXXX
(iv)	from a point 35.5 metres south-east of the north-western flank wall of nos. 114 to 118 Southampton Row to a point 13.6 metres south-east of the common boundary of nos. 88 to 98 and nos. 72 to 86 Southampton Row	1
(v)	from a point 13.6 metres south-east of the common boundary of nos. 88 to 98 and nos. 72 to 86 Southampton Row south-eastwards for a distance of 10 metres	XXXXX
(vi)	from a point 23.6 metres south-east of the common boundary of nos. 88 to 98 and nos. 72 to 86 Southampton Row to the northern kerb line of Catton Street	1
(vii)	from the southern kerb line of Catton Street to a point 24 metres north-west of the northern kerb line of High Holborn	31
(viii)	from the north-eastern kerb line of High Holborn and a point 24.0 metres north-west of that kerb line.	1
(b)	south-west side:	
(i)	between the south-eastern kerb line of the south-eastern arm of Russell Square and a point 25 metres south-east of that kerb line.	1
(ii)	from a point 16.0 metres north-west of the north-western kerb line of Bloomsbury Place to a point 25 metres south-east of the south-eastern kerb line of S/E Arm of Russell Square	25
(iii)	from the north-west kerb line of Bloomsbury Place, north-westwards for a distance of 16.0 metres.	1

(iv)	from the south-eastern kerb line of Bloomsbury Place, south-eastwards for a distance of 25.0 metres	1
(v)	between a point 38 metres north-west of the north-western kerb line of Vernon Place and a point 25.0 metres south-east of the south-eastern kerb line of Bloomsbury Place	6
(vi)	from a point 38 metres north-west of the north-western kerb line of Vernon Place to a point 85 metres south-east of the south-eastern kerb line of Vernon Place	1
(viii)	from a point 85 metres south-east of the south-eastern kerb line of Vernon Place and a point 20 metres north of the north-western kerb line of High Holborn	18
(ix)	between the north-western kerb line of High Holborn and a point 20 metres north of that kerb line	1

TABLE 3 – ITEMS INCLUDED IN SCHEDULE 3 TO THE PARENT ORDER

Column 1 Prescribed hours (Schedule 1)	Column 2; Day(s) and time(s) during which restriction applies		Column 3 Restricted hours (Schedule 2)
XXXXX	EACH DAY	Midnight – 10am; 1pm – 8pm	XXXXX

**The Camden (Loading Places) (Amendment No. 32)
Traffic Order 2021**

2021 No. 99

SOUTHAMPTON ROW

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 99

The Camden (Loading Places) (Amendment No. 32) Traffic Order 2021

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 sections 6 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], 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 _____ and may be cited as the Camden (Loading Places) (Amendment No. 32) Traffic Order 2021.

2. Interpretation

2.1 In this order:

2.1.1 the term "parent order" means the Camden (Loading Places) (Traffic Order 2012 [L.B.C 2012 No. 21];

2.1.2 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;

2.1.3 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. Amendments to the schedule 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 there was included in schedule 1 to the parent order, the items set out in the table in the schedule to this order.

Dated this

SCHEDULE

TABLE – ITEMS INCLUDED IN SCHEDULE 1 TO THE PARENT ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
	SOUTHAMPTON ROW	north-east side: from a point 13.6 metres south-east of the common boundary of nos. 88 to 98 and nos. 72 to 86 Southampton Row, south-eastwards for a distance of 10 metres	10am – 1pm 8pm - midnight
	SOUTHAMPTON ROW	north-east side: from a point 12.5 metres south-east of the north-western flank wall of nos. 114 to 118 Southampton Row, south-eastwards for a distance of 20 metres	10am – 1pm 8pm - midnight