

# Public notice

## Introduction of cycle hangars

*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. ) Order 202\**

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden proposes to make the above Order under sections 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 Order would be to remove lengths of existing parking place and replace them with single yellow line 'controlled hours' waiting restrictions on which the Council intends to provide cycle hangars in the following locations:
  - (a) in **Alma Street**, on the south-west side, at the side of No. 5 Inkerman Road, removing the north-westernmost 5.2 metres of existing zone 'L' permit parking place;
  - (b) in **Cathcart Street**, on the south-west side, at the side of No. 37 Inkerman Road, removing the south-easternmost 5.2 metres of existing zone 'L' permit parking place;
  - (c) in **Inkerman Road**, (i) on the north-west side, at the side of No. 33 Willes Road, removing the south-westernmost 5.2 metres of existing zone 'L' permit parking place; and (ii) on the south-east side, opposite No. 40 Inkerman Road, removing 5.2 metres of existing zone 'L' permit parking place;
  - (d) in **Raglan Street**, on the north-east side, opposite Nos. 36 and 38 Raglan Street, removing the north-westernmost 5.2 metres of existing zone 'L' permit parking place;
  - (e) in **Willes Road**, (i) on the north-east side, outside Nos. 42 and 44 Willes Road, removing the north-westernmost 5.2 metres of existing zone 'L' permit parking place; (ii) on the south-west side, outside Nos. 23 and 25 Willes Road, removing 5.2 metres of existing zone 'L' permit parking place; (iii) on the north-east side, outside No. 12 Willes Road, removing 5.2 metres of existing zone 'L' permit parking place; (iv) on the north-east side, outside No. 4 Willes Road, removing 5.2 metres of existing zone 'L' permit parking place.
3. Copies of the proposed Orders, plans indicating the proposals, and other documents relating to the Orders may be obtained by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or inspected at [www.camden.gov.uk/recently-advertised-proposals](http://www.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 proposed Orders should send comments in writing, quoting reference TMO2526-0018, and giving reasons for any objection to the email address above or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 19 September 2025.

**Peter Mardell** - Head of Parking Operations

21 August 2025

## STATEMENT OF REASONS

### On-street changes for the provision of cycle hangars

The proposals aim to introduce secure cycle hangars which provide covered, secure, and fully enclosed cycle storage facilities at 9 locations in the Holmes Road area (18 cycle hangars in total). There is an ever increasing demand for such facilities from residents living in high density dwellings with limited space for sheltered and secure cycle storage space within their properties. A lack of secure cycle hangar storage facilities is currently a barrier to some of our residents cycling. The introduction of secure cycle hangar storage facilities, especially in locations near high density dwellings, would encourage more of our residents to cycle.

Enabling 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, 4 of which are directly aligned with the proposals for this scheme (objectives 1, 2, 3, and 6). The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025, [here](#).

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 proposals meet the objectives of the Camden Transport Strategy (CTS) by:

- helping to facilitate an increase in 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.

## LONDON BOROUGH OF CAMDEN

### TRAFFIC MANAGEMENT ORDER

202\* No. \*\*\*

---

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) 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, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, and of all other powers thereunto enabling, hereby make the following Order:

#### Citation and commencement

1. This Order may be cited as the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) 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;

“map based schedule” means a map tile attached to this Order and listed in the Schedule to this Order which depicts the parking places designated by the Order of 2025 and, in conjunction with either the map schedule legend or a map tile label, or both, identifies the type of each particular parking place and, where specified, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map based schedule and where a parking place is depicted in the map based schedule, that parking place will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data; and

“map schedule legend” means the map schedule legend attached to the Order of 2025 which, when used in conjunction with a map tile, identifies the specific type of parking place designated by the Order of 2025 and, where specified, certain of its governing provisions;

---

<sup>1</sup> 1984 c.27

“map tile” means an individual map with a specific tile reference, being part of the map based schedule attached to this Order;

“the Order of 2025” means the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Order 2025<sup>2</sup>.

(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 2025 shall have the same meaning as in that Order.

### **Substitution of map tiles**

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 2025 shall have effect as though for the map tiles attached to that Order there were substituted the map tiles similarly referenced and attached to this Order.
- (2) The substitution of any map tile referred to in paragraph (1) of this Article will have the effect of revoking or omitting any provision designated or imposed or applied by a previous version of that map tile and not incorporated into the latest version.

### **Designation of parking places or loading places and application of the Order of 2025 thereto**

4. (1) Each area on a street identified in a map tile as a parking place or loading place and, where applicable, by way of the map schedule legend as an area marked out or signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2025 in relation to that type of parking place or loading place, as the case may be, is designated as a parking place or a loading place.
- (2) Unless otherwise so identified, a parking place or loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016<sup>3</sup>.
- (3) The provisions of the Order of 2025 shall apply to an area designated as a parking place or loading place by this Order as if in those provisions any reference to a parking place or loading place, as the case may be, included a reference to an area designated as a parking place or loading place by this Order.

---

<sup>2</sup> LBC 2012/5

<sup>3</sup> SI 2016/362

## **Waiting restrictions, loading restrictions and stopping restrictions and application of the Order of 2025 thereto**

5. 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 2025 shall have effect as though:-
- (a) any waiting restriction or loading restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a waiting restriction or a loading restriction shall be construed as through it were a restricted street referred to in the Order of 2025; and
  - (b) any stopping restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a stopping restriction shall be construed as through it were a stopping restriction referred to in the Order of 2025.

## **Placing of Traffic Signs, etc**

6. The Council shall:
- (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place or loading designated by, or each length of waiting or loading or stopping restrictions imposed by, this Order; and
  - (b) carry out such other work as is reasonably required for the purpose of the satisfactory operation of such parking place, loading place, or length of waiting or loading or stopping restrictions.

**Dated this \*\* \*\*\*\* 202\***

**Peter Mardell**

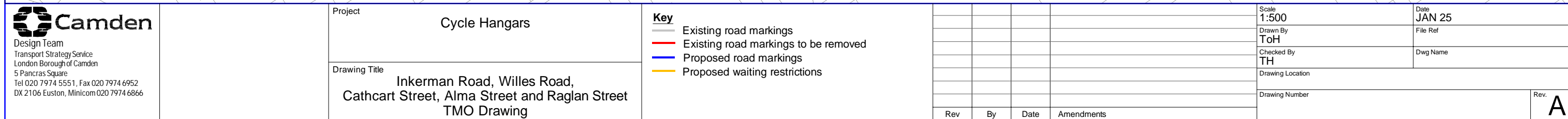
**Head of Parking Operations**

## EXPLANATORY NOTE

(This Note is not part of the Order)

This Order further amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Order 2025 to remove lengths of existing parking place and replace them with single yellow line 'controlled hours' waiting restrictions on which the Council intends to provide cycle hangars in the following locations:

- (a) in **Alma Street**, on the south-west side, at the side of No. 5 Inkerman Road, removing the north-westernmost 5.2 metres of existing zone 'L' permit parking place;
- (b) in **Cathcart Street**, on the south-west side, at the side of No. 37 Inkerman Road, removing the south-easternmost 5.2 metres of existing zone 'L' permit parking place;
- (c) in **Inkerman Road**, (i) on the north-west side, at the side of No. 33 Willes Road, removing the south-westernmost 5.2 metres of existing zone 'L' permit parking place; and (ii) on the south-east side, opposite No. 40 Inkerman Road, removing 5.2 metres of existing zone 'L' permit parking place;
- (d) in **Raglan Street**, on the north-east side, opposite Nos. 36 and 38 Raglan Street, removing the north-westernmost 5.2 metres of existing zone 'L' permit parking place;
- (e) in **Willes Road**, (i) on the north-east side, outside Nos. 42 and 44 Willes Road, removing the north-westernmost 5.2 metres of existing zone 'L' permit parking place; (ii) on the south-west side, outside Nos. 23 and 25 Willes Road, removing 5.2 metres of existing zone 'L' permit parking place; (iii) on the north-east side, outside No. 12 Willes Road, removing 5.2 metres of existing zone 'L' permit parking place; (iv) on the north-east side, outside No. 4 Willes Road, removing 5.2 metres of existing zone 'L' permit parking place.







# Kentish Town Sports

Grafton  
Arms  
(PH)

14 to 18

# Una House

GRAEFIONVAU





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

Project	Cycle Hangars
---------	---------------

Drawing Title	<p>Willes Road</p> <p>(Outside No.4 &amp; 12 Willes Road)</p> <p>TMO Drawing</p>
---------------	--

**Key**

-  Existing road markings
-  Existing road markings to be removed
-  Proposed road markings
-  Proposed waiting restrictions

Rev	By	Date	Amendments

Scale <b>1:500</b>	Date <b>JAN 25</b>
Drawn By <b>ToH</b>	File Ref
Checked By <b>TH</b>	Dwg Name
Drawing Location	
Drawing Number	

Rev. **A**