

# Public notice

## Keeley Street – safe and healthy streets

*The Camden (Prescribed Routes) (Keeley Street) (No. 1) Traffic 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 (Free Parking Places) (Disabled Persons) (Amendment No. \*) Traffic Order 202\**  
*The Camden (Waiting and Loading Restrictions) (Amendment 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 sections 6, 45, 46, 49, 63 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 would be, in:-
  - (a) KEELEY STREET, to:
    - (i) prohibit vehicles other than pedal cycles from entering into that part of Keeley Street which lies between a point 34.5 metres north-east of the north-eastern kerb-line of Wild Street and its junction with Wild Street;
    - (ii) re-instate two-way traffic working between its junction with Kingsway and a point 34.5 metres north-east of the north-eastern kerb-line of Wild Street;
    - (iii) provide a new dockless cycle and e-scooter hire parking place on the south-east side, extending from a point 7 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House' (No. 1 Kemble Street) south-westward for a distance of 10 metres;
    - (iv) provide a relocated disabled persons 'blue badge' parking place on the south-east side, extending from a point 24.4 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House' south-westward for a distance of 6.6 metres;
    - (v) revoke the designation of an existing disabled persons 'blue badge' parking place and paid-for parking place on the south-west side within the prohibition of entry except pedal cycles area referred to in item 2(a)(i) preceding, and revoke the designation of an existing paid-for parking place on the south-west side outside 'Space House', so as to accommodate the provision of the dockless cycle and e-scooter hire parking place referred to above; and
    - (vi) introduce 'at any time' waiting and loading restrictions on the remaining kerbside on both sides of the road between its junction with Kingsway and a point 34.5 metres north-east of the north-eastern kerb-line of Wild Street;

- (b) WILD STREET, to:
- (i) prohibit vehicles other than pedal cycles from entering into Keeley Street at its junction with Keeley Street; and
  - (ii) introduce 'at any time' waiting restrictions throughout the north-east side.

*Note: as Wild Street lies partly in both the London Borough of Camden (the north-east side) and in the City of Westminster (the south-west side), Westminster City Council will be giving concurrent Notice of measures proposed for the south-west side of Wild Street – see:*

*<http://westminstertransportationservices.co.uk/notices> for details.*

3. FURTHER NOTICE IS HEREBY GIVEN that the Council propose to construct a speed table of flat-top construction, under sections 90A to 90E of the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999, having a maximum height level with the surrounding footway and covering the full width of the carriageway, in KEELEY STREET, coterminous with the prohibition of entry except pedal cycles area referred to in item 2(a)(i) preceding, extending from the north-eastern kerb-line of Wild Street north-eastward for a distance of 34.5 metres, including both ramps (measured on the north-west side of Keeley Street).
4. Copies of the proposed Orders, of plans indicating the proposals, the Council's Statement of reasons for making the Orders, and of other relevant documents, may be obtained by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or inspected either: online at [camden.gov.uk/recently-advertised-proposals](http://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 'TMO2425-0037' 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 28 March 2025.

**Peter Mardell** – Head of Parking Operations

06 March 2025

# Statement of reasons

## Keeley Street – safe and healthy streets

*The Camden (Prescribed Routes) (Keeley Street) (No. 1) Traffic 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 (Free Parking Places) (Disabled Persons) (Amendment No. \*) Traffic Order 202\**  
*The Camden (Waiting and Loading Restrictions) (Amendment 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, 3 of which are directly aligned with the proposals for this scheme (objectives 1, 2, & 3). The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025, [here](#).

The proposals, as outlined in Section 2 of the decision report, include the creation of a small public space on Keeley Street including rain gardens with low level planting, seating, cycle lane and cycle parking stands. The proposals include resurfacing of the existing one-way road in high quality material and introduction of road signs indication dead end. The proposals also include some parking changes including the relocation of a disabled parking bay, removal of parking bays and addition of e-scooter and cycle hire parking bays.

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

- The relocation of a disabled parking bay, removal of parking bays and addition of e-scooter and cycle hire parking bays.

This would be achieved by:

- On the northside of Keeley Street approximately 25 metres of Single Yellow Line and 7.5 metres of Double Yellow Line would be removed.
- On the south side of Keeley Street approximately 6.5 metres of Double Yellow Line and 12 metres of Single Yellow would be removed.
- One Pay By Phone Parking bay would be removed and one Blue Badge parking bay would be relocated.
- Install a Blue Badge parking bay, on the south side of Keeley Street, by replacing 6 metres of Pay by Phone Parking on the south side of Keeley Street.
- Install a 10-metre long Dockless E-scooter and cycle hire bay, on the south side of Keeley Street. This proposal would replace 5 metres of Single Yellow Line and 5 metres of Pay by Phone Parking.
- Between the proposed Blue Badge Parking Bay and the proposed Dockless E-scooter and cycle hire bay Double Yellow Lines with double kerb markings (no parking/waiting at any time) would be installed. This would replace 9 metres of Pay by Phone Parking.
- On the northside of Keeley Street approximately 75 metres of Single Yellow Line would be replaced with Double Yellow Lines with double kerb markings (no parking/waiting at any time).
- The existing car club bay on the south side of Keeley Street, near the junction with Kingsway would remain.

For more information visit:-

<https://democracy.camden.gov.uk/ieDecisionDetails.aspx?ID=4514>

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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The Camden (Prescribed Routes) (Keeley Street) (No. 1)  
Traffic Order 202\*

Made: \*\* \*\*\*\*\* 202\*

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

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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 sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup> 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) (Keeley Street) (No. 1) Traffic Order 2024 and shall come into force on \*\* \*\*\*\*\* 202\*.

### Interpretation

2. (1) In this Order:-
  - "causing" includes "permitting";
  - "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 2016<sup>2</sup>.
- (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) 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 either wholly or partly within the boundary of the London Borough of Camden.

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

<sup>2</sup> SI 2016/362

### **Amendment of existing regulations**

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, the London Traffic (Prescribed Routes) (Holborn, City of London, St. Pancras and Westminster) Regulations 1961<sup>3</sup> shall have effect as though item 6 (relating to Keeley Street) in the Schedule thereto, were omitted.

### **Prescribed routes**

4. (1) No person causing any vehicle to proceed in Wild Street shall, upon reaching its junction with Keeley Street, cause that vehicle to enter into Keeley Street.
- (2) No person causing any vehicle to proceed in a south-westbound direction in that part of Keeley Street which lies between its junction with Kingsway and a point 34.5 metres north-east of the northern kerb-line of Wild Street (measured on the north-west side of Keeley Street) shall, upon reaching said point, cause that vehicle to enter into that part of Keeley Street which lies between a point 34.5 metres north-east of the northern kerb-line of Wild Street and its junction with Wild Street.
- (3) Nothing in paragraphs (1) and (2) preceding shall apply to a pedal cycle.

### **Exemptions**

5. Nothing in Article 4 shall apply in relation to:-
  - (a) any vehicle being used for ambulance, fire brigade or police purposes; or
  - (b) anything done with the permission or at the direction of a police constable in uniform; or
  - (c) 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.

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

**Peter Mardell**

**Head of Parking Operations**

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<sup>3</sup> SI 1961/2210

## EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Keeley Street 'Safe and healthy streets' scheme:

- (i) reinstates two-way traffic working in Keeley Street between its junctions with Wild Street and Kingsway;
  - (ii) prohibits vehicles other than pedal cycles proceeding in Wild Street from entering Keeley Street at its junction with Wild Street; and
  - (iii) prohibits vehicles other than pedal cycles proceeding in that part of Keeley Street which lies between its junction with Kingsway and a point 34.5 metres north-east of the northern kerb-line of Wild Street from entering into that part of Keeley Street which lies between that point and its junction with Wild Street;
- in the London Borough of Camden.

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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

Made: \*\* \*\*\*\*\* 202\*

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

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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 sections 6, 63 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, 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 (Parking Places) (Pedal Cycles) (Amendment No. \*\*) Traffic Order 2025 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 2020" means the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020<sup>2</sup>, 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 2020 shall have the same meaning as in that Order, as amended.

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<sup>1</sup> 1983 c.27

<sup>2</sup> LBC 2020/42



### **Designation of parking place and application of the Order of 2020 thereto**

3. (1) Each area on a street comprising a length of highway specified in column (2) of the Schedule to this Order, and unless otherwise so specified, having a width throughout of at least 1.8 metres, is designated as a parking place.
- (2) The provisions of the Order of 2020 (other than Articles 3 and 8) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if any reference to Schedule 1 to the Order of 2020 included a reference to the Schedule to this Order.

### **Placing of traffic signs, etc.**

4. 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 referred to in the Schedule to this Order;
  - (b) place and maintain in or in the vicinity of each parking place, traffic signs or road markings indicating that such parking place may be used during the controlled hours for the leaving only of the vehicles specified in Article 3.2 of the Order of 2020; and
  - (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

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

**Peter Mardell**

**Head of Parking Operations**

## SCHEDULE - DOCKLESS CYCLE HIRE AND E-SCOOTER PARKING PLACE

(1) Item number	(2) Street and length of highway
****.	KEELEY STREET the south-east side, from a point 7 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House', No. 1 Kemble Street south-westward for a distance of 10 metres.

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## EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Keeley Street 'Safe and healthy streets' scheme, provides a new dockless cycle and e-scooter parking place in Keeley Street in the London Borough of Camden.

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# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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

Made: \*\* \*\*\*\*\* 202\*

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

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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 sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, 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 (Parking Places) (CA-C) (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 (Parking Places) (CA-C) Traffic Order 2012<sup>2</sup>, 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.

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<sup>1</sup> 1983 c.27

<sup>2</sup> LBC 2012/3

## **Revocation**

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, the designation by the Order of 2012 of the parking places numbered 10777 and 10778 (relating to Keeley Street) and set out in Schedule 2 thereto, is hereby revoked.

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

**Peter Mardell**

**Head of Parking Operations**

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### **EXPLANATORY NOTE**

(This Note is not part of the Order)

This Order, as part of the Keeley Street 'Safe and healthy streets' scheme, revokes the designation of two existing paid-for parking places in Keeley Street in the London Borough of Camden, so as to accommodate the provision of a new footway and carriageway layout, a relocated disabled persons 'blue badge' parking place and a new dockless cycle and e-scooter hire parking place.

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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The Camden (Free Parking Places) (Disabled Persons)  
(Amendment No. \*\*) Traffic Order 202\*

Made: \*\* \*\*\*\*\* 202\*

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

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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 sections 6 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 (Free Parking Places) (Disabled Persons) (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 (Free Parking Places) (Disabled Persons) Traffic Order 2012<sup>2</sup>, 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.

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

<sup>2</sup> LBC 2012/22

## **Revocation**

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, the designation by the Order of 2012 of the parking place numbered 10155 in the Schedule therein is hereby revoked.

## **Designation of parking place and application of the Order of 2012 thereto**

4. (1) Each area on a highway comprising the length of carriageway of a street specified in columns (2) and (3) of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway and, unless otherwise so specified, having a width throughout of at least 1.8 metres, is designated as a parking place.
- (2) The provisions of the Order of 2012 (other than Articles 3 and 8) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if any reference to the Schedule to the Order of 2012 included a reference to the Schedule to this Order.

## **Placing of traffic signs, etc.**

5. 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 referred to in the Schedule to this Order;
  - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used for the leaving only of the vehicles specified in Article 3 of the Order of 2012; and
  - (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

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

**Peter Mardell**

**Head of Parking Operations**

## SCHEDULE – DISABLED PERSONS' PARKING PLACE

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Length of highway</i> (3)
*****	KEELEY STREET	the south-east side, from a point 24.4 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House', No. 1 Kemble Street south-westward for a distance of 6.6 metres.

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## EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Keeley Street 'Safe and healthy streets' scheme, relocates an existing disabled persons 'blue badge' parking place in Keeley Street in the London Borough of Camden, so as to accommodate the provision of a new footway and carriageway layout.

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# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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

Made: \*\* \*\*\*\*\* 202\*

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

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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 sections 6 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 (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 2012<sup>2</sup>, 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.

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

<sup>2</sup> LBC 2012/1

### **Amendment of the Order of 2012**

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, the Order of 2012 shall have effect as though:-
  - (a) for the items numbered 513 and 1003 and set out in Schedule 1 to that Order there were substituted the items similarly numbered and set out in Schedule 1 to this Order; and
  - (b) there were added to Schedule 2 to that Order the item set out in Schedule 2 to this Order.

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

**Peter Mardell**

**Head of Parking Operations**

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## SCHEDULE 1 – WAITING RESTRICTIONS

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
<b>513.</b>	<b>KEELEY STREET</b>	
	(a) the north-west side, between the south-western kerb-line of Kingsway and a point 34.5 metres north-east of the north-eastern kerb-line of Wild Street;	At any time
	(b) the south-east side:	
	(i) between the south-western kerb-line of Kingsway and a point 14.7 metres south-west of that kerb-line;	At any time
	(ii) between a point 24.5 metres south-west of the south-western kerb-line of Kingsway and a point 7 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House', No. 1 Kemble Street;	At any time
	(iii) between a point 17 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House', No. 1 Kemble Street and a point 24.4 metres south-west of that kerb-line;	At any time
	(iv) between a point 31 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House', No. 1 Kemble Street and a point 29.2 metres north-east of the north-eastern kerb-line of Wild Street;	At any time
	(c) so much else as is public highway.	Monday – Saturday 8.30 am – 6.30 pm
<b>1003.</b>	<b>WILD STREET</b>	
	the north-east side.	At any time

## SCHEDULE 2 – LOADING RESTRICTIONS

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Restricted hours (3)</i>
<b>****.</b>	<b>KEELEY STREET</b>	
	(a) the north-west side, between the south-western kerb-line of Kingsway and a point 34.5 metres north-east of the north-eastern kerb-line of Wild Street;	At any time
	(b) the south-east side:	
	(i) between the south-western kerb-line of Kingsway and a point 14.7 metres south-west of that kerb-line;	At any time
	(ii) between a point 24.5 metres south-west of the south-western kerb-line of Kingsway and a point 7 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House', No. 1 Kemble Street;	At any time
	(iii) between a point 17 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House', No. 1 Kemble Street and a point 24.4 metres south-west of that kerb-line;	At any time
	(iv) between a point 31 metres south-west of the south-western kerb-line of the north-eastern vehicular access to 'Space House', No. 1 Kemble Street and a point 29.2 metres north-east of the north-eastern kerb-line of Wild Street.	At any time

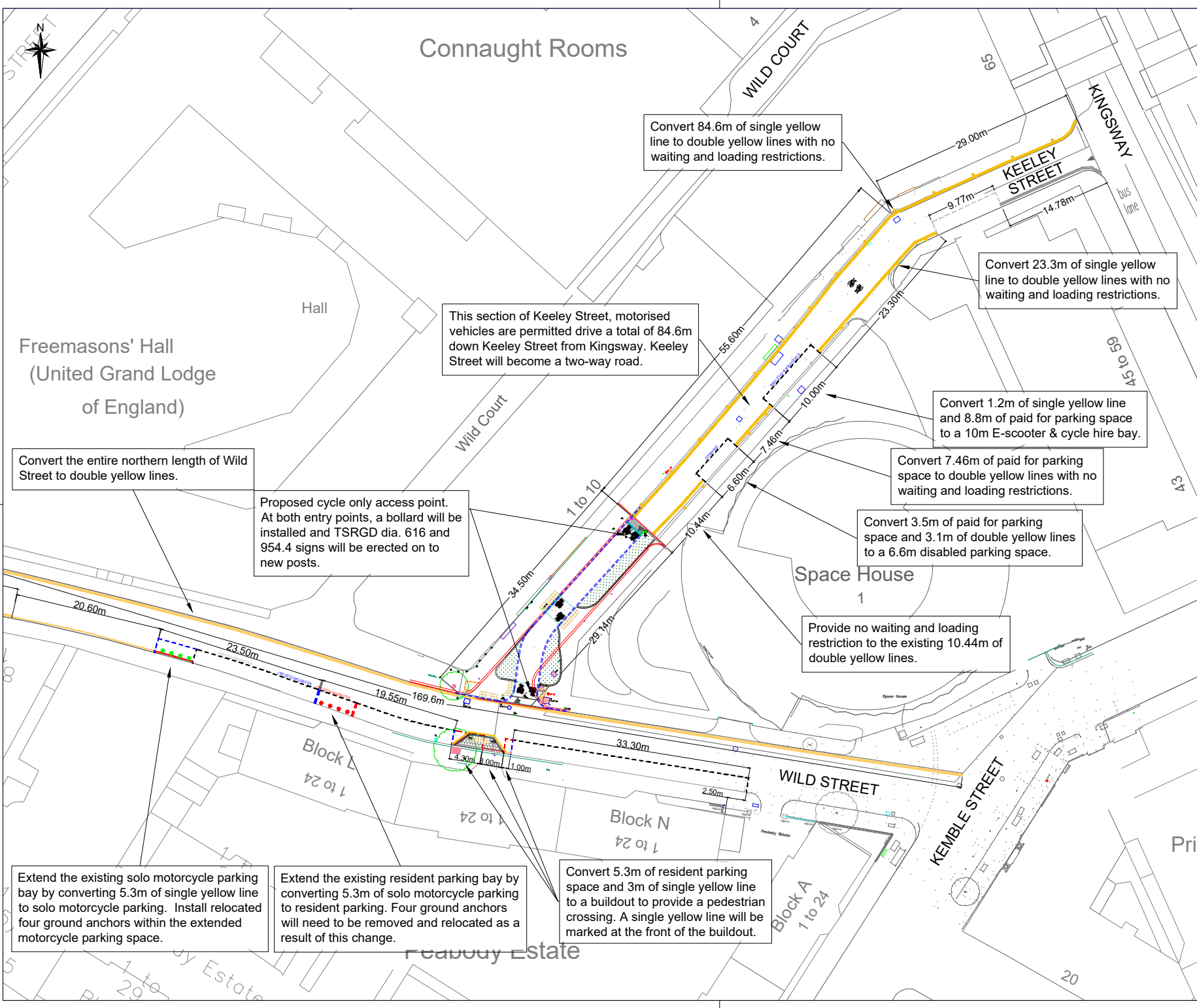
## EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Keeley Street 'Safe and healthy streets' scheme:

- (i) provides 'at any time' waiting and loading restrictions in both sides of Keeley Street between its junction with Kingsway and a point 34.5 metres north-east of the north-eastern kerb-line of Wild Street; and
- (ii) provides 'at any time' waiting restrictions in the north-east side of Wild Street; in the London of Camden.

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- GENERAL NOTES:**
1. DO NOT SCALE FROM DRAWING.
  2. ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
  3. ALL DIMENSIONS TO BE VERIFIED ON SITE BY THE CONTRACTOR & SUPERVISOR.
- KEY**
- NEW YELLOW LINE MARKINGS
  - NEW WHITE LINE MARKINGS
  - REMOVE LINE MARKINGS
  - EXISTING LINE MARKINGS
  - REMOVE MOTORCYCLE ANCHORS
  - RELOCATED MOTORCYCLE ANCHORS

Rev	By	Date	Amendments
B	P.A.	27.01.25	Preliminary
A	P.A.	13.01.25	Preliminary

**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  
**KEELEY STREET**

Drawing Title  
**PARKING CHANGES TMO DRAWING**

Scale 1 : 500 @ A3	Date Month Year
Drawn By P.A.	File Ref KEELEY STREET 25
Checked By J.A.	Draw Name KEELEY STREET TMO
Drawing Location T:25/26	Drawing Number KEELEY STREET TMO 01
	Rev <b>B</b>

Convert 84.6m of single yellow line to double yellow lines with no waiting and loading restrictions.

Convert 23.3m of single yellow line to double yellow lines with no waiting and loading restrictions.

This section of Keeley Street, motorised vehicles are permitted drive a total of 84.6m down Keeley Street from Kingsway. Keeley Street will become a two-way road.

Convert 1.2m of single yellow line and 8.8m of paid for parking space to a 10m E-scooter & cycle hire bay.

Convert 7.46m of paid for parking space to double yellow lines with no waiting and loading restrictions.

Convert 3.5m of paid for parking space and 3.1m of double yellow lines to a 6.6m disabled parking space.

Provide no waiting and loading restriction to the existing 10.44m of double yellow lines.

Proposed cycle only access point. At both entry points, a bollard will be installed and TSRGD dia. 616 and 954.4 signs will be erected on to new posts.

Convert the entire northern length of Wild Street to double yellow lines.

Extend the existing solo motorcycle parking bay by converting 5.3m of single yellow line to solo motorcycle parking. Install relocated four ground anchors within the extended motorcycle parking space.

Extend the existing resident parking bay by converting 5.3m of solo motorcycle parking to resident parking. Four ground anchors will need to be removed and relocated as a result of this change.

Convert 5.3m of resident parking space and 3m of single yellow line to a buildout to provide a pedestrian crossing. A single yellow line will be marked at the front of the buildout.