

Public Notice

Camden High Street pedestrianisation

The Camden (Prescribed Routes and Contraflow Cycle Lane) (Camden High Street Area) (No. 1) Experimental Traffic Order 2025

The Camden (Parking Places, Loading Places and Waiting and Loading Restrictions) (Camden High Street Area) (No. 1) Experimental Traffic Order 2025

1. Notice is hereby given that the Council of the London Borough of Camden ('the Council') on 27 March 2025 have made the above Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the (Prescribed Routes and Contraflow Cycle Lane) Order will be, on an experimental basis, to:-
 - (a) introduce one-way south-eastbound traffic working for all vehicles except pedal cycles in STUCLEY PLACE;
 - (b) prohibit vehicles other than pedal cycles proceeding in BUCK STREET from entering into Stucley Place;
 - (c) remove the existing prohibition of motor vehicles applicable to vehicles exiting BUCK STREET at its junction with Kentish Town Road, whilst retaining the existing prohibition of motor vehicles applicable to vehicles approaching Buck Street from Kentish Town Road;
 - (d) introduce a compulsory left turn applicable to all vehicles exiting BUCK STREET at its junction with Kentish Town Road;
 - (e) introduce a 'point' prohibition of motor vehicles, applicable to both north-eastbound and south-westbound vehicles in BUCK STREET at a point 14.5 metres north-east of the north-eastern kerb-line of Camden High Street;
 - (f) update the existing prohibition of motor vehicles in INVERNESS STREET at its junction with Camden High Street, so as to prohibit all motor vehicles approaching from either road from entering into or proceeding in Inverness Street between its junction with Camden High Street and a point 13 metres south-west;
 - (g) introduce one-way south-westbound traffic working for all vehicles except pedal cycles in JAMESTOWN ROAD between its junctions with Camden High Street and Arlington Road;
 - (h) update the existing prohibition of motor vehicles in JAMESTOWN ROAD at its junction with Arlington Road (applicable to vehicles approaching that length of Jamestown Road which lies to the north-east of its junction with Arlington Road from either Arlington Road or that length of Jamestown Road which lies to the south-west of said junction) so as to more accurately reflect signing on-street;

- (i) reinforce the existing one-way traffic working in HAWLEY CRESCENT and CAMDEN HIGH STREET, so as to expressly prohibit: (i) all vehicles proceeding in Camden High Street or Jamestown Road from entering Hawley Crescent at the junction of those three roads; (ii) north-westbound vehicles proceeding in Camden High Street from turning right into Hawley Crescent; and (iii) south-westbound vehicles proceeding in Hawley Crescent from turning left into Camden High Street; and
 - (j) provide a formal north-eastbound contraflow cycle lane, for the use of pedal cycles only at any time, in the north-west side of JAMESTOWN ROAD between its junctions with Arlington Road and Camden High Street.
3. The general effect of the (Parking Places, Loading Places and Waiting and Loading Restrictions) Order will be, on an experimental basis to:-
- (a) remove all the existing inset 'parking and loading places' in CAMDEN HIGH STREET on both sides of the road between its junction with Parkway and its junction with Hawley Crescent and Jamestown Road;
 - (b) provide 3 new loading places, operating at any time, 1 hour maximum stay in BUCK STREET, by converting two existing 'paid-for' parking places on the south-east side and a length of 'at any time' waiting restrictions on the north-west side between its junctions with Kentish Town Road and Stucley Place;
 - (c) provide a new disabled persons 'blue badge' parking place, operating at any time, on the south-east side of BUCK STREET, at the side of Camden Market, by converting an existing 'dockless cycle and e-scooter parking place';
 - (d) introduce 'at any time' waiting and loading restrictions on both sides of BUCK STREET at its junction with Kentish Town Road;
 - (e) convert an existing 'paid-for' parking place in HAWLEY CRESCENT, opposite its junction with Stucley Place, to a 'dockless cycle and e-scooter parking place';
 - (f) update the existing taxi waiting area (taxi rank) on the south-east side of HAWLEY CRESCENT, at the side of 'The Elephants Head' PH to operate as 'no waiting except taxis' 9.30am – 5.30pm Saturday & Sunday, with loading by other vehicles prohibited during these hours, and no waiting 'at any time', loading permitted at other times;
 - (g) convert a length of 'at any time' waiting restrictions on the north-west side of HAWLEY CRESCENT outside No. 30 Hawley Crescent to 'single yellow line' waiting restrictions (Monday – Friday, 8.30 am – 11 pm; Saturday & Sunday 9.30 am – 11 pm);
 - (h) remove an existing 'paid-for' parking place on the south-east side of JAMESTOWN ROAD outside 'The Glass Building' and re-provides this in part on the north-west side outside No. 10 Jamestown Road, off-set from the kerb to accommodate a contraflow cycle lane;

- (i) provide new loading places, operating at any time, 1 hour maximum stay in JAMESTOWN ROAD on the north-west side outside No. 2 Jamestown Road, off-set from the kerb to accommodate a contraflow cycle lane, and on the south-east side outside 'The Oxford Arms' PH and No. 3 Jamestown Road;
 - (j) provide a new disabled persons 'blue badge' parking place, operating at any time, on the south-east side of JAMESTOWN ROAD outside 'The Glass Building' by converting part of an existing 'paid-for' parking place;
 - (k) introduce 'at any time' waiting and loading restrictions on both sides of JAMESTOWN ROAD on all otherwise undesignated kerbside between its junctions with Arlington Road and Camden High Street;
 - (l) introduce a new length of 'at any time' waiting and loading restrictions on the west side of KENTISH TOWN ROAD, extending southward from its junction with Buck Street;
 - (m) convert an existing 'paid-for' parking place in KENTISH TOWN ROAD on the east side outside No.18 Kentish Town Road to a bus parking place, reserved for buses only at any time, 24 hours maximum stay;
 - (n) convert a length of 'single yellow line' waiting restrictions in KENTISH TOWN ROAD on the east side outside No. 16 Kentish Town Road to 'paid-for' parking;
 - (o) convert an existing 10am – 2pm, Monday to Friday loading place in PARKWAY outside Nos. 8-10 Parkway to at any time, 1 hour maximum stay, removing the underlying waiting and loading restrictions; and
 - (p) introduce 'at any time' loading restrictions in STUCLEY PLACE on the north-east side at its junctions with Buck Street and Hawley Crescent, and throughout the south-west side.
4. Copies of the Orders, which will come into force on 02 May 2025, and other documents relating to the Order 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.
5. The Council will consider in due course whether the provisions of the Experimental Orders should be continued in force indefinitely by means of Orders made under sections 6, 45, 46, 49 and 124 of the Road Traffic Regulation Act 1984. Any person may object to the making of the Orders for the purpose of such indefinite continuation within a period of six months, beginning from the date on which the Experimental Orders came into force or, if the any of the Experimental Orders are varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the date on which the variation or modification or the latest variation or modification comes into force. Any objection or representation must be in writing, quoting reference '**TMO2425-0044**' and giving reasons for any objection and stating the grounds on which it is made, and sent to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 03 November 2025.

6. Any person desiring to question the validity of the Orders or of any provision contained therein on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with may, within 6 weeks of the date on which the Orders were made, make application for the purpose to the High Court.

Peter Mardell – Head of Parking Operations

27 March 2025

Statement of reasons

Camden High Street pedestrianisation

The Camden (Prescribed Routes and Contraflow Cycle Lane) (Camden High Street Area) (No. 1) Experimental Traffic Order 2025

The Camden (Parking Places, Loading Places and Waiting and Loading Restrictions) (Camden High Street Area) (No. 1) Experimental Traffic Order 2025

Background

The experimental measures aim to make the Camden High Street and surrounding streets safer, healthier and more enjoyable. The experimental measures aim to create a more welcoming place to walk and cycle, whilst helping local businesses flourish, reducing carbon emissions from road transport and improving air quality, improving the public realm of the area and enriching the cultural heritage of Camden Town.

Public consultation was undertaken for the experimental motor traffic free zone on Camden High Street and supporting measures on surrounding streets. Public consultation on the proposed changes took place between 8 July 2024 and 30 August 2024.

The experimental measures meet the objectives of We Make Camden by creating clean, vibrant and sustainable places and making it easier for people to travel more by foot and bike.

The scheme is to be introduced by way of an Experimental Traffic Order (ETO).

Statement of reasons

The reasons for introducing a motor traffic free zone on Camden High Street and supporting measures on surrounding streets are set out in detail within the decision report. In summary the reasons are to:

- Help implement Policies 1, 2 and/or 3 in the Mayor's Transport Strategy and help deliver objectives 1,2,4 and/or 7 in the Camden Transport Strategy, alongside other policies such as the Mayor's Healthy Streets objectives, through prioritising active, healthy, and sustainable modes of travel such as walking and cycling;
- Contribute to improved air quality in the area, as part of the Council's wider Clean Air Action Plan by reducing the need for private vehicle use, particularly for short, everyday trips.
- Deliver one of the key schemes outlined in the 3 year Camden Transport Strategy Delivery Plan for 2025-2028.
- Help protect the large number of pedestrians which use Camden High Street.

- Help deliver improvements to the look and feel of the area, increasing greenery and planting and making the area a more attractive place to visit, stop and rest, or pass through.
- Help deliver the recommendation made by the Citizens' Assembly on the Climate Crisis to create more green spaces on residential streets, and trial car free zones, and therefore contribute to the Council's Climate Action Plan .
- Help achieve the We Make Camden ambition of Camden being a green, clean, vibrant, accessible, and sustainable place with everyone empowered to contribute to tackling the climate emergency.
- Respond to positive consultation responses on the trial scheme proposals as outlined in this report.

The rationale for the scheme is based on the alignment with Council and Mayoral policy, the feedback received to the public consultation, monitoring data available and other feedback received as part of engagement conducted during the development of the scheme.

The scheme as a whole is designed to deliver a safer and healthier environment for local residents and businesses alongside other users of the street such as cyclists and pedestrians.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2025 No. 021

The Camden (Prescribed Routes and Contraflow Cycle Lane)
(Camden High Street Area) (No. 1) Experimental Traffic Order 2025

Made: 27 March 2025

Coming into force: 02 May 2025

Expires: 01 November 2026

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 9 and 10(2) of the Road Traffic Regulation Act 1984¹ as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

1. This Order may be cited as the Camden (Prescribed Routes and Contraflow Cycle Lane) (Camden High Street Area) (No. 1) Experimental Traffic Order 2025, shall come into force on 02 May 2025, and will expire on 01 November 2026.

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "carriageway" has the same meaning as in section 329(1) of the Highways Act 1980²;
 - "contraflow", "cycle lane" and "pedal cycle" have the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016³;
 - "electronic communications network" has the same meaning as in section 32 of the Communications Act 2003⁴;
 - "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

¹ 1984 c.27

² 1980 c.66

³ SI 2016/362

⁴ 2003 c.21

“motor vehicle” has the same meaning as in section 136 of the Road Traffic Regulation Act 1984.

- (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.
- (4) The prohibitions imposed by this Order are in addition to and not in derogation of any restriction, prohibition or requirement imposed by the London Traffic (Prescribed Routes) (St. Pancras) Regulations 1965⁵ as amended, and any exemption from the provisions of this Order is without prejudice to the provisions of those Regulations.

Amendment of existing provisions

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:-

- (a) the Camden (Prescribed Route) (No. 2) Traffic Order 2006⁶ shall have effect as though:
 - (i) for Article 3 of that Order there were substituted the following:-

“3. Except as provided in Article 4 of this Order and the proviso thereto, no person shall cause any motor vehicle to enter into or proceed in that part of Inverness Street in the London Borough of Camden which lies between the north-eastern kerb-line of Arlington Road and a point 13 metres south-west of the south-western kerb-line of Camden High Street.”;
 - (ii) after sub-paragraph Article 4(f) of that Order there were inserted the following proviso:-

“Provided that, any person causing a motor vehicle to enter into that part of Inverness Street referred to in Article 3 in accordance with an exception referred to in sub-paragraphs (a), (b) or (c) of this Article, shall cause that motor vehicle to enter into and, subsequently exit from, said part of street at its junction with Arlington Road only.”;

⁵ SI 1965/227

⁶ LBC 2006/2

(b) the Camden (Arlington Road Low Traffic Neighbourhood) Traffic Order 2022⁷ shall have effect as though:

(i) for Article 3.6 of that Order there were substituted the following:-

“3.6 No person causing any motor vehicle to proceed in a north-eastbound direction in that length of Inverness Street which lies between its junction with Gloucester Crescent and its junction with Arlington Road shall, upon reaching its junction with Arlington Road, cause that motor vehicle to enter into Arlington Road or proceed into that length of Inverness Street which lies between its junction with Arlington Road and its junction with Camden High Street.”; and

(ii) Articles 3.3 and 3.8 of that Order were omitted.

Prescribed routes

4. (1) No person shall cause any vehicle other than a pedal cycle to proceed in Stucley Place in a direction other than from north-west to south-east.
- (2) No person causing any vehicle other than a pedal cycle to proceed in Buck Street shall, upon reaching its junction with Stucley Place, cause that vehicle to enter into Stucley Place.
- (3) No person causing any motor vehicle to proceed in Kentish Town Road shall, upon reaching its junction with Buck Street, cause that motor vehicle to enter into Buck Street.
- (4) Every person causing any vehicle to proceed in an eastbound direction in Buck Street shall, upon reaching its junction with Kentish Town Road, cause that vehicle to turn left into Kentish Town Road.
- (5) No person causing any motor vehicle to proceed in a north-eastbound direction in that length of Buck Street which lies between its junction with Camden High Street and a point 16 metres north-east of the north-eastern kerb-line of Camden High Street shall, upon reaching that point, cause that vehicle to proceed into that length of Buck Street which lies between a point 16 metres north-east of the north-eastern kerb-line of Camden High Street and its junction with Kentish Town Road.
- (6) No person causing any motor vehicle to proceed in a south-westbound direction in that length of Buck Street which lies between its junction with Kentish Town Road and a point 16 metres north-east of the north-eastern kerb-line of Camden High Street shall, upon reaching that point, cause that vehicle to proceed into that length of Buck Street which lies between a point 16 metres north-east of the north-eastern kerb-line of Camden High Street and its junction with Camden High Street.

⁷ LBC 2022/43

- (7) No person causing any motor vehicle to proceed in a north-eastbound direction in that length of Inverness Street which lies between its junction with Arlington Road and a point 13 metres south-west of the south-western kerb-line of Camden High Street shall, upon reaching that point, cause that motor vehicle to proceed into that length of Inverness Street which lies between a point 13 metres south-west of the south-western kerb-line of Camden High Street and its junction with Camden High Street.
- (8) No person causing any motor vehicle to proceed in Camden High Street shall, upon reaching its junction with Inverness Street, cause that motor vehicle to enter into Inverness Street.
- (9) No person shall cause any vehicle other than a pedal cycle to proceed in that length of Jamestown Road which lies between its junction with Camden High Street and its junction with Arlington Road in a direction other than from north-east to south-west.
- (10) No person causing any motor vehicle to proceed in either Arlington Road or that length of Jamestown Road which lies between its junction with Oval Road and its junction with Arlington Road shall, upon reaching the junction of Arlington Road and Jamestown Road, cause that motor vehicle to enter or proceed into that length of Jamestown Road which lies between its junction with Arlington Road and its junction with Camden High Street.
- (11) No person causing any vehicle to proceed in either Camden High Street or Jamestown Road shall, upon reaching the junction of Camden High Street and Hawley Crescent and Jamestown Road, cause that vehicle to enter into Hawley Crescent.
- (12) No person causing any vehicle to proceed in a north-westbound direction in Camden High Street shall, upon reaching the junction of Camden High Street and Hawley Crescent and Jamestown Road, cause that vehicle to turn right into Hawley Crescent.
- (13) No person causing any vehicle to proceed in a south-westbound direction in Hawley Crescent shall, upon reaching the junction of Camden High Street and Hawley Crescent and Jamestown Road, cause that vehicle to turn left into Camden High Street.

Cycle lane controls

5. (1) No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane comprising a length of street specified in column (2) of an item in the Schedule to this Order, during the hours of operation specified in column (4) of that item.
- (2) Every person causing a pedal cycle to proceed in a cycle lane specified in column (2) of an item in the Schedule to this Order shall cause that pedal cycle to proceed in the direction specified in column (3) of that item.

Exemptions

6. (1) Nothing in Articles 4 or 5 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.
- (2) Nothing in Article 5 shall apply in relation to:-
- (a) any vehicle being used by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise authorised by the Council; or
 - (b) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in the street; or the maintenance, improvement, reconstruction, cleansing or lighting within the street; the laying, erection, alteration in or adjacent to the street 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 in the street, if the vehicle cannot be used for that purpose in any other street or part thereof.

Power to modify or suspend the provisions of this order

7. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, either the Council's Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised in that behalf by them, if it appears to them or that person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, may modify or suspend the Order or any provision therein, save that no modification shall make an addition.

Dated this 27 March 2025

Peter Mardell



Head of Parking Operations

SCHEDULE – CYCLE LANE

(1) <i>Item</i>	(2) <i>Length of street</i>	(3) <i>Direction of travel and type of cycle lane</i>	(4) <i>Hours of operation</i>
1.	JAMESTOWN ROAD the north-west side: extending from a point opposite the north-eastern kerb-line of Arlington Road north-eastward to a point 8 metres south-west of the south-western kerb-line of Camden High Street, aligned parallel to the north-western kerb and having a width throughout of 1.6 metres.	North- eastbound contraflow cycle lane	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, by way of experiment, and as part of a wider scheme of pedestrian priority measures being trialled in the Camden High Street area:-

- (i) introduces one-way south-eastbound traffic working for all vehicles except pedal cycles in Stucley Place;
- (ii) prohibits vehicles other than pedal cycles proceeding in Buck Street from entering into Stucley Place;
- (iii) removes the existing prohibition of motor vehicles applicable to vehicles exiting Buck Street at its junction with Kentish Town Road, whilst retaining the existing prohibition of motor vehicles applicable to vehicles approaching Buck Street from Kentish Town Road;
- (iv) introduces a compulsory left turn applicable to all vehicles exiting Buck Street at its junction with Kentish Town Road;
- (v) introduces a 'point' prohibition of motor vehicles, applicable to both north-eastbound and south-westbound vehicles in Buck Street at a point 14.5 metres north-east of the north-eastern kerb-line of Camden High Street;
- (vi) updates the existing prohibition of motor vehicles in Inverness Street at its junction with Camden High Street, so as to prohibit all motor vehicles approaching from either road from entering into or proceeding in Inverness Street between its junction with Camden High Street and a point 13 metres south-west;
- (vii) introduces one-way south-westbound traffic working for all vehicles except pedal cycles in Jamestown Road between its junctions with Camden High Street and Arlington Road;
- (viii) updates the existing prohibition of motor vehicles in Jamestown Road at its junction with Arlington Road (applicable to vehicles approaching that length of Jamestown Road which lies to the north-east of its junction with Arlington Road from either Arlington Road or that length of Jamestown Road which lies to the south-west of said junction) so as to more accurately reflect signing on-street;
- (ix) reinforces the existing one-way traffic working in Hawley Crescent and Camden High Street, so as to expressly prohibit: (A) all vehicles proceeding in Camden High Street or Jamestown Road from entering Hawley Crescent at the junction of those three roads; (B) north-westbound vehicles proceeding in Camden High Street from turning right into Hawley Crescent; and (C) south-westbound vehicles proceeding in Hawley Crescent from turning left into Camden High Street; and
- (x) provides a formal north-eastbound contraflow cycle lane, for the use of pedal cycles only at any time, in the north-west side of Jamestown Road between its junctions with Arlington Road and Camden High Street;

in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2025 No. 022

The Camden (Parking Places, Loading Places and Waiting and Loading Restrictions)
(Camden High Street Area) (No. 1) Experimental Traffic Order 2025

Made: 27 March 2025

Coming into force: 02 May 2025

Expires: 01 November 2026

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 9 and 10(2) of the Road Traffic Regulation Act 1984¹ as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

1. This Order may be cited as the Camden (Parking Places, Loading Places and Waiting and Loading Restrictions) (Camden High Street Area) (No. 1) Experimental Traffic Order 2025, shall come into force on 02 May 2025, and will expire on 01 November 2026.

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "bus" and "taxi" have the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016²;
 - "controlled hours", being the hours during which a vehicle may be left in a parking place or may wait for the purpose of loading or unloading in a loading place, whilst complying with the provisions of this Order, means either:-
 - (i) the hours indicated in column (4) of an item in a Schedule to this Order in relation to that parking place or loading place; or
 - (ii) where no such hours are indicated, at any time.
 - "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

¹ 1984 c.27

² SI 2016/362

- (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.

Amendment of existing provisions

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:-
 - (a) the Camden (Restricted Zone) (No. 1) Order 2009³, as amended by the Camden (Parking and Loading Places) (Restricted Zone) (Amendment No. 1) Traffic Order 2009⁴, shall have effect as though the 'parking and loading place' items numbered 1, 2, 3, 4, 5, 6, 7 and 8 (relating to Camden High Street) in Schedule 2 to that Order were omitted;
 - (b) the Camden (Parking Places) (CA-F, Camden Town Area) (No. 1) Experimental Traffic Order 2024⁵, shall have effect as though the paid-for parking place items numbered X145 and 146 (relating to Buck Street), X158 (relating to Hawley Crescent), X163 (relating to Jamestown Road), and X168 and X169 (relating to Kentish Town Road) in Schedule 3 to that Order were omitted;
 - (c) the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020⁶, as amended by the Camden (Parking Places) (Pedal Cycles) (Amendment No. 3) Traffic Order 2021⁷ and the Camden (Parking Places) (Pedal Cycles) (Amendment No. 16) Traffic Order 2025⁸, shall have effect as though the dockless cycle hire and e-scooter parking place item numbered 13918 (relating to Buck Street) in Schedule 1 to that Order were omitted;
 - (d) the Camden (Loading Places) Traffic Order 2012⁹ shall have effect as though the loading place item numbered 12297 (relating to Parkway) in Schedule 1 to that Order were omitted;

³ LBC 2009/55

⁴ LBC 2009/86

⁵ LBC 2024/069

⁶ LBC 2020/42

⁷ LBC 2021/2

⁸ LBC 2025/004

⁹ LBC 2012/21

- (e) the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012¹⁰, as amended by the Camden (Waiting Restrictions) (CA-F, Camden Town Area) (No. 1) Experimental Traffic Order 2024¹¹, shall have effect as though:-
- (i) the waiting restriction items numbered 134 and X134 (relating to Buck Street), 451 and X451 (relating to Hawley Crescent), 503 and X503 (relating to Jamestown Road), and 517 and X517 (relating to Kentish Town Road) in Schedule 1 to that Order were omitted;
 - (ii) there were added to Schedule 1 to the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, the waiting restriction items set out in Schedule 6 to this Order;
 - (iii) the loading restriction items numbered 119 (relating to Jamestown Road) and 159(a)(i) (relating to Parkway) in Schedule 2 to that Order were omitted; and
 - (iv) there were added to Schedule 2 to the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, the loading restriction items set out in Schedule 7 to this Order.

Designation of parking places and loading places

4. (1) Each area on a highway comprising the length of carriageway of a street specified in columns (2) and (3) of an item in either Schedule 1, 2, 3, 4 or 5 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, or a loading place, as the case may be.
- (2) The provisions of the Camden (Parking Places) (CA-F) Traffic Order 2012¹², as amended, shall apply to each area designated as a paid-for parking place by this Order as if in those provisions any reference to a paid-for parking place shall include a reference to each area designated as a paid-for parking place by this Order, and as if any reference to Schedule 2 to the Camden (Parking Places) (CA-F) Traffic Order 2012 included a reference to Schedule 1 to this Order.
- (3) The provisions of the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012¹³, as amended, shall apply to each area designated as a disabled persons parking place (blue badge holders) by this Order as if in those provisions any reference to a disabled persons parking place shall include a reference to each area designated as a disabled persons parking place (blue badge holders) by this Order, and as if any reference to the Schedule to the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012 included a reference to Schedule 2 to this Order.

¹⁰ LBC 2012/1

¹¹ LBC 2024/070

¹² LBC 2012/6

¹³ LBC 2012/22

- (4) Each area designated as bus parking place referred to in Schedule 3 to this Order may be used, subject to the provisions of this Order, for the leaving only during the controlled hours of such vehicles as are buses.
- (5) The provisions of the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020, as amended, shall apply to each area designated as a dockless cycle hire and e-scooter parking place by this Order as if in those provisions any reference to a dockless cycle hire and e-scooter parking place shall include a reference to the area designated as a dockless cycle hire and e-scooter parking place by this Order and as if any reference to Schedule 1 to the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020 included a reference to Schedule 4 to this Order.
- (6) The provisions of the Camden (Loading Places) Traffic Order 2012, as amended by the Camden (Loading Places) (Amendment No. 50) Traffic Order 2025¹⁴, shall apply to each area designated as a loading place by this Order as if in those provisions any reference to a loading place shall include a reference to each area designated as a loading place by this Order, and as if any reference to Schedule 1 to the Camden (Loading Places) Traffic Order 2012 included a reference to Schedule 5 to this Order.

Provisions relating to bus parking places

5. (1) No person shall cause any vehicle other than a bus to be left in a bus parking place.
- (2) Where a maximum stay period is stated in column (5) of an item in Schedule 3 to this Order in relation to bus parking place, no person shall cause a bus to be left in that bus parking place during the controlled hours for a continuous period exceeding that maximum stay period.
- (3) The provisions of Articles 13, 14, 16 and 17 of the Camden (Parking Places) (CA-F) Traffic Order 2012, in relation to 'manner of standing in a parking place', 'restrictions on the use of parking places', 'power to suspend the use of parking places', and 'exemptions to restrictions', shall apply in relation to the bus parking place designated by this Order as though it were a parking place designated under the provisions of the Camden (Parking Places) (CA-F) Traffic Order 2012.

Waiting restrictions and loading restrictions applicable in restricted streets

6. 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 Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 shall have effect as though any waiting restriction referred to in Schedule 6 to this Order, or any loading restriction referred to in Schedule 7 to this Order, and marked out or indicated by a traffic sign, or both, as a waiting restriction, or a loading restriction, as the case may be, shall be construed as through it were a restricted street referred to in the Order of 2012.

¹⁴ LBC 2025/11

Prohibition of waiting except taxis

7. (1) No person shall cause any vehicle other than a taxi to wait in a length of street subject to a prohibition of waiting except taxis restriction referred to in an item in Schedule 8 to this Order, during the hours of operation of that prohibition stated in column (4) of that item.
- (2) The provisions of Articles 6, 8, 9 and 14 of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, in relation to 'excepted vehicles', 'miscellaneous exemptions', 'power to suspend' and 'miscellaneous restrictions' shall apply to a length of street subject to a prohibition of waiting except taxis restriction as though it were a restricted street referred to in Article 3 of that Order.

Placing of traffic signs, etc.

8. 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 place referred to in a Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each paid-for parking place referred to in Schedule 1 to this Order, traffic signs indicating that such parking place may be used during the controlled hours for the leaving only of the vehicles specified in Article 4.3 of the Camden (Parking Places) (CA-F) Traffic Order 2012;
 - (c) place and maintain in or in the vicinity of each paid-for parking place referred to in Schedule 1 to this Order, a traffic sign indicating that such parking place may be used by vehicles making payment of the parking charge by way of an electronic payments system, and the location identification number of such parking place;
 - (d) place and maintain in or in the vicinity of each disabled persons parking place (blue badge holders) referred to in Schedule 2 to this Order, traffic signs indicating that such parking place may be used during the controlled hours for the leaving only of the vehicles specified in Article 3 of the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012;
 - (e) place and maintain in or in the vicinity of each bus parking place referred to in Schedule 3 to this Order, traffic signs indicating that such parking place may be used during the controlled hours for the leaving of buses only;
 - (f) place and maintain in or in the vicinity of each dockless cycle hire and e-scooter 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 Camden (Parking Places) (Pedal Cycles) Traffic Order 2020;
 - (g) place and maintain in or in the vicinity of each loading place referred to in Schedule 5 to this Order, traffic signs indicating that such a loading place may be used during the controlled hours for the loading and unloading of vehicles only; and

- (h) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place or loading place.

Power to modify or suspend the provisions of this order

- 9. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, either the Council's Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised in that behalf by them, if it appears to them or that person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, may modify or suspend the Order or any provision therein, save that no modification shall make an addition.

Dated this 27 March 2025

Peter Mardell



Head of Parking Operations

SCHEDULE 1 – PAID-FOR PARKING PLACES – see Article 4(2)

(1) Item number	(2) Street	(3) Length of highway	(4) Controlled hours	(5) Tariff (non-diesel-engined)	(6) Tariff (diesel-engined)	(7) Maximum stay
X-P1.	KENTISH TOWN ROAD	the east side, from a point 25 metres south of a point opposite the southern kerb-line build-out of Buck Street to a point 1 metre south of the common boundary of Nos. 10a and 12 Kentish Town Road.	Monday – Friday: 8.30 am – 11 pm Saturday & Sunday: 9.30 am – 11 pm	Electric vehicles - £4.83/hour. Euro 6 compliant petrol vehicles: CO ₂ emissions up to 120g/km - £5.31/hour; over 121g/km - £6.18/hour. Non-compliant vehicles: CO ₂ emissions up to 120g/km - £5.97/hour; over 121g/km - £6.95/hour.	Euro 6d/6d-TEMP compliant diesel vehicles: CO ₂ emissions up to 120g/km - £5.31/hour; over 121g/km - £6.18/hour. Non-compliant vehicles: CO ₂ emissions up to 120g/km - £7.21/hour; over 121g/km - £8.39/hour.	2 hours
X-P2.	JAMESTOWN ROAD	the north-west side, from a point 6 metres north-east of the common boundary of Nos. 10 and 28 Jamestown Road north-eastward for a distance of 10 metres, having a width throughout of 2 metres. <i>Special manner of standing: offset from the north-western kerb by a distance of 1.6 metres.</i>	Monday – Friday: 8.30 am – 11 pm Saturday & Sunday: 9.30 am – 11 pm	Electric vehicles - £4.83/hour. Euro 6 compliant petrol vehicles: CO ₂ emissions up to 120g/km - £5.31/hour; over 121g/km - £6.18/hour. Non-compliant vehicles: CO ₂ emissions up to 120g/km - £5.97/hour; over 121g/km - £6.95/hour.	Euro 6d/6d-TEMP compliant diesel vehicles: CO ₂ emissions up to 120g/km - £5.31/hour; over 121g/km - £6.18/hour. Non-compliant vehicles: CO ₂ emissions up to 120g/km - £7.21/hour; over 121g/km - £8.39/hour.	2 hours

SCHEDULE 2 – DISABLED PERSONS PARKING PLACES (BLUE BADGE HOLDERS) – see Article 4(3)

<i>(1)</i> <i>Item number</i>	<i>(2)</i> <i>Street</i>	<i>(3)</i> <i>Length of highway</i>
X-D1.	BUCK STREET	the south-east side, from a point opposite the north-eastern wall of No. 3 Buck Street south-westward for a distance of 13.2 metres.
X-D2.	JAMESTOWN ROAD	the south-east side, from the north-eastern kerb-line of Arlington Road north-eastward for a distance of 13.2 metres.

SCHEDULE 3 – BUS PARKING PLACE – see Articles 4(4) and 5

<i>(1)</i> <i>Item number</i>	<i>(2)</i> <i>Street</i>	<i>(3)</i> <i>Length of highway</i>	<i>(4)</i> <i>Controlled hours</i>	<i>(5)</i> <i>Maximum stay</i>
X-B1.	KENTISH TOWN ROAD	the east side, from a point 4 metres south of a point opposite the southern kerb-line build-out of Buck Street southward for a distance of 21 metres.	At any time	24 hours

SCHEDULE 4 - DOCKLESS CYCLE HIRE AND E-SCOOTER PARKING PLACE – see Article 4(5)

(1) Item number	(2) Street and length of highway
X-H1.	<p>HAWLEY CRESCENT</p> <p>the north-west side, from a point 1 metre north-east of the south-western wall of Nos. 17-29 Hawley Crescent north-eastward for a distance of 10.3 metres.</p>

SCHEDULE 5 – LOADING PLACES – see Article 4(6)

(1) Item No.	(2) Street	(3) Length of highway	(4) Controlled hours	(5) Maximum stay period	(6) Minimum return interval
X-LP1.	BUCK STREET	the north-west side, from a point 23 metres south-west of the south-western kerb-line of Kentish Town Road south-westward for a distance of 22.6 metres.	At any time	1 hour	-
X-LP2.	BUCK STREET	the south-east side, from a point 13.5 metres south-west of the south-western kerb-line of Kentish Town Road south-westward for a distance of 30 metres.	At any time	1 hour	-
X-LP3.	BUCK STREET	the south-east side, from a point opposite the north-eastern wall of No. 3 Buck Street north-eastward for a distance of 7.7 metres.	At any time	1 hour	-
X-LP4.	JAMESTOWN ROAD	the north-west side, from a point 17 metres south-west of the south-western kerb-line of Camden High Street south-westward for a distance of 10 metres, having a width throughout of 2 metres. <i>Special manner of standing: offset from the north-western kerb by a distance of 1.6 metres.</i>	At any time	1 hour	-
X-LP5.	JAMESTOWN ROAD	the south-east side, from a point 13 metres south-west of the south-western kerb-line of Camden High Street south-westward for a distance of 25 metres.	At any time	1 hour	-
X-LP6.	PARKWAY	the north-west side, from a point 35.5 metres south-west of the south-western kerb-line of Camden High Street south-westward for a distance of 21 metres.	At any time	1 hour	-

SCHEDULE 6 – WAITING RESTRICTIONS – see Article 3(e)(ii)

(1) Item No.	(2) Street or length of street	(3) Prescribed hours
X-WR1.	BUCK STREET	
	(a) the north and north-west side:	
	(i) between the north-eastern kerb-line of Camden High Street and a point 12 metres north-east of the north-eastern kerb-line of Stucley Place;	At any time
	(ii) between the western kerb-line of Kentish Town Road and a point 23 metres west of that kerb-line;	At any time
	(b) the south and south-east side:	
	(i) between the north-eastern kerb-line of Camden High Street and a point 12.5 metres north-east of that kerb-line;	At any time
	(ii) between the western kerb-line of Kentish Town Road and a point 14 metres west of that kerb-line;	At any time
	(c) so much else as is public highway.	Monday – Friday 8.30 am – 11 pm Saturday & Sunday 9.30 am – 11 pm

(1) Item No.	(2) Street or length of street	(3) Prescribed hours
X-WR2.	HAWLEY CRESCENT	
	(a) the north and north-west side:	
	(i) between the western kerb-line of Kentish Town Road and a point 7 metres west of the eastern wall of Nos. 17-29 Hawley Crescent;	At any time
	(ii) between a point 38.5 metres south-west of the eastern wall of Nos. 17-29 Hawley Crescent and a point 11 metres north-east of the south-western wall of Nos. 17-29 Hawley Crescent;	At any time
	(iii) between the north-eastern kerb-line of Camden High Street and a point 18 metres north-east of that kerb-line;	At any time
	(b) the south and south-east side:	
	(i) between the western kerb-line of Kentish Town Road and a point 17.5 metres west of that kerb-line;	At any time
	(ii) between a point 4 metres west of the common boundary of Nos. 1-11 and 13 Hawley Crescent and a point 27.5 metres north-east of the north-eastern kerb-line of Stucley Place;	At any time
	(iii) between a point 5 metres north-east of the north-eastern kerb-line of Stucley Place and the north-eastern kerb-line of Camden High Street;	At any time
	(c) so much else as is public highway.	Monday – Friday 8.30 am – 11 pm Saturday & Sunday 9.30 am – 11 pm

(1) Item No.	(2) Street or length of street	(3) Prescribed hours
X-WR3.	JAMESTOWN ROAD	
	(a) the north-west side:	
	(i) between the south-western kerb-line of Camden High Street and a point 17 metres south-west of that kerb-line;	At any time
	(ii) between a point 27 metres south-west of the south-western kerb-line of Camden High Street and a point 16 metres north-east of the common boundary of Nos. 10 and 28 Jamestown Road;	At any time
	(iii) between a point 6 metres north-east of the common boundary of Nos. 10 and 28 Jamestown Road and a point 14.5 metres south-west of that common boundary;	At any time
	(iv) between the north-eastern kerb-line of Oval Road and a point 33.5 metres north-east of that kerb-line;	At any time
	(b) the south-east side:	
	(i) between the south-western kerb-line of Camden High Street and a point 13 metres south-west of that kerb-line;	At any time
	(ii) between a point 47.5 metres south-west of the south-western kerb-line of Camden High Street and a point 21 metres north-east of the north-eastern kerb-line of Arlington Road;	At any time
	(iii) between a point 8 metres north-east of the north-eastern kerb-line of Arlington Road and a point 9.5 metres south-west of the south-western kerb-line build-out of Arlington Road;	At any time
	(iv) between the north-eastern kerb-line of Oval Road and a point 17 metres north-east of that kerb-line;	At any time
	(c) so much else as is public highway.	Monday – Friday 8.30 am – 11 pm Saturday & Sunday 9.30 am – 11 pm

(1) Item No.	(2) Street or length of street	(3) Prescribed hours
X-WR4.	KENTISH TOWN ROAD	
	(a) the east side	
	(i) between its junction with Fortess Road and a point 1.5 metres north of the common boundary of Nos. 194 and 196 Kentish Town Road;	At any time
	(ii) between a point 1.5 metres south of the common boundary of Nos. 194 and 196 Kentish Town Road and a point 1 metre north of the common boundary of Nos. 190-192 and 194 Kentish Town Road;	Monday – Friday 7 am – 10 am, 4 pm – 7 pm
	(iii) between a point 1 metre north of the common boundary of Nos. 190-192 and 194 Kentish Town Road and a point 1.5 metres south of the common boundary of No.184 and 186-188 Kentish Town Road;	At any time
	(iv) between a point 2 metres south of the common boundary of No.184 and Nos. 186-188 Kentish Town Road and a point 7 metres north of the northern kerb-line build-out of Patshull Road;	Monday – Friday 7 am – 7 pm
	(v) between a point 7 metres north of the northern kerb-line build-out of Patshull Road and a point 12.5 metres south of the southern kerb-line of Patshull Road;	At any time
	(vi) between a point 12.5 metres south of the southern kerb-line of Patshull Road and a point 1 metre north of the common boundary of Nos. 158-160 and 162-164 Kentish Town Road;	Monday – Friday 7 am – 10 am, 4 pm – 7 pm
	(vii) between a point 1 metre north of the common boundary of Nos. 158-160 and 162-164 Kentish Town Road and a point 1 metre north of the common boundary of Nos. 142 and 144-146 Kentish Town Road;	At any time
	(viii) between a point 1 metre north of the common boundary of Nos. 142 and 144-146 Kentish Town Road and a point 21 metres north of the northern kerb-line of Bartholomew Road;	Monday – Friday 7 am – 7 pm
	(ix) between a point 21 metres north of the northern kerb-line of Bartholomew Road and a point 7.5 metres south of the southern kerb-line of Bartholomew Road;	At any time

<i>(1)</i> <i>Item No.</i>	<i>(2)</i> <i>Street or length of street</i>	<i>(3)</i> <i>Prescribed hours</i>
	(x) between a point 7.5 metres south of the southern kerb-line of Bartholomew Road and a point 25.5 metres south of that kerb-line;	Monday – Friday 7 am – 7 pm Saturday & Sunday 9.30 am – 5.30 pm
	(xi) between a point 25.5 metres south of the southern kerb-line of Bartholomew Road and a point 29.5 metres south of a point opposite the southern kerb-line of Hawley Crescent;	At any time
	(xii) between a point 29.5 metres south of a point opposite the southern kerb-line of Hawley Crescent and a 62 metres south of a point opposite that kerb-line;	Monday – Friday 8.30 am – 11 pm Saturday & Sunday 9.30 am – 11 pm
	(xiii) between a point 62 metres south of a point opposite the southern kerb-line of Hawley Crescent and a point 10 metres south of a point opposite the southern kerb-line build-out of Buck Street;	At any time
	(xiv) between a point 35 metres south of a point opposite the southern kerb-line build-out of Buck Street and its junction with the Transport for London Road Network ('TLRN') at a point 1 metre north of the common boundary of Nos. 4 and 6 Kentish Town Road;	Monday – Friday 8.30 am – 11 pm Saturday & Sunday 9.30 am – 11 pm
	(b) the west side:	
	(i) between its junction with Highgate Road and a point 0.5 metres south of the common boundary of Nos. 335 and 337 Kentish Town Road;	At any time
	(ii) between a point 0.5 metres south of the common boundary of Nos. 335 and 337 Kentish Town Road and a point 2 metres north of the common boundary of Nos. 327 and 329-333 Kentish Town Road;	Monday – Friday 7 am – 10 am, 4 pm – 7 pm
	(iii) between a point 2 metres north of the common boundary of Nos. 327 and 329-333 Kentish Town Road and the common boundary of Nos. 249 and 251 Kentish Town Road;	At any time

(1) Item No.	(2) Street or length of street	(3) Prescribed hours
	(iv) between the common boundary of Nos. 249 and 251 Kentish Town Road and the common boundary of Nos. 231 and 233 Kentish Town Road;	Monday – Friday 7 am – 7 pm
	(v) between the common boundary of Nos. 231 and 233 Kentish Town Road and a point 2 metres south of the common boundary of Nos. 197 and 205 Kentish Town Road;	At any time
	(vi) between a point 2 metres south of the common boundary of Nos. 197 and 205 Kentish Town Road and a point 19 metres north of the northern kerb-line of Prince of Wales Road;	Monday – Friday 7 am – 7 pm
	(vii) between a point 19 metres north of the northern kerb-line of Prince of Wales Road and a point 34 metres south of the southern kerb-line of Prince of Wales Road;	At any time
	(viii) between a point 34 metres south of the southern kerb-line of Prince of Wales Road and a point 7 metres north of the northern kerb-line of Kelly Street;	Monday – Friday 7 am – 7 pm
	(ix) between a point 7 metres north of the northern kerb-line of Kelly Street and a point 3 metres south of the southern kerb-line of Kelly Street;	At any time
	(x) between a point 3 metres south of the southern kerb-line of Kelly Street and a point 26 metres north of the northern kerb-line of Castle Road;	Monday – Friday 7 am – 7 pm Saturday & Sunday 9.30 am – 5.30 pm
	(xi) between a point 26 metres north of the northern kerb-line of Castle Road and the southern wall of No. 133 Kentish Town Road;	At any time
	(x) between the southern wall of No. 133 Kentish Town Road and a point 1.5 metres north of the common boundary of Nos. 119 and 121 Kentish Town Road;	Monday – Saturday 7 am – 7 pm
	(xi) between a point 1.5 metres north of the common boundary of Nos. 119 and 121 Kentish Town Road and the common boundary of Nos. 103 and 105 Kentish Town Road;	Monday – Friday 4 pm – 7 pm
	(xii) between the common boundary of Nos. 103 and 105 Kentish Town Road and a point 4 metres north of the northern kerb-line of Farrier Street;	Monday – Saturday 7 am – 7 pm

<i>(1)</i> <i>Item No.</i>	<i>(2)</i> <i>Street or length of street</i>	<i>(3)</i> <i>Prescribed hours</i>
	(xiii) between a point 4 metres north of the northern kerb-line of Farrier Street and the common boundary of Nos. 91 and 93 Kentish Town Road;	At any time
	(xiv) between the common boundary of Nos. 91 and 93 Kentish Town Road and a point 43 metres north of the northern kerb-line of Hawley Road;	Monday – Friday 7 am – 7 pm Saturday & Sunday 9.30 am – 5.30 pm
	(xv) between a point 43 metres north of the northern kerb-line of Hawley Road and a point 10 metres south of the southern kerb-line of Hawley Road;	At any time
	(xvi) between a point 10 metres south of the southern kerb-line of Hawley Road and a point opposite the northern kerb-line build-out of Camden Gardens;	Monday – Friday 8.30 am – 11 pm Saturday & Sunday 9.30 am – 11 pm
	(xvii) between a point opposite the northern kerb-line build-out of Camden Gardens and a point 32 metres south of the southern kerb-line build-out of Buck Street;	At any time
	(xviii) between a point 32 metres south of the southern kerb-line build-out of Buck Street and its junction with the TLRN at a point 0.5 metres south of the common boundary of Nos. 9 and 11 Kentish Town Road.	Monday – Friday 8.30 am – 11 pm Saturday & Sunday 9.30 am – 11 pm

SCHEDULE 7 – LOADING RESTRICTIONS – see Article 3(e)(iv)

(1) Item No.	(2) Street or length of street	(3) Restricted hours
X-LR1.	BUCK STREET	
	(a) the north and north-west side:	
	(i) between the north-eastern kerb-line of Camden High Street and a point 8 metres north-east of that kerb-line;	At any time
	(ii) between the western kerb-line of Kentish Town Road and a point 13.5 metres west of that kerb-line;	At any time
	(b) the south and south-east side:	
	(i) between the north-eastern kerb-line of Camden High Street and a point 11 metres north-east of that kerb-line;	At any time
	(ii) between the western kerb-line of Kentish Town Road and a point 14 metres west of that kerb-line.	At any time

(1) Item No.	(2) Street or length of street	(3) Restricted hours
X-LR2.	HAWLEY CRESCENT	
	(a) the north and north-west side:	
	(i) between the western kerb-line of Kentish Town Road and a point 43.5 metres west of that kerb-line;	At any time
	(ii) between the north-eastern kerb-line of Camden High Street and a point 18 metres north-east of that kerb-line;	At any time
	(b) the south and south-east side:	
	(i) between the western kerb-line of Kentish Town Road and a point 17.5 metres west of that kerb-line;	At any time
	(ii) between a point 5 metres north-east of the north-eastern kerb-line of Stucley Place and a point 2 metres south-west of the south-western kerb-line of Stucley Place;	At any time
	(iii) between a point 2 metres south-west of the south-western kerb-line of Stucley Place and a point 14.7 metres south-west of that kerb-line;	Saturday & Sunday 9.30 am – 5.30 pm
	(iv) between a point 14.7 metres south-west of the south-western kerb-line of Stucley Place and the north-eastern kerb-line of Camden High Street.	At any time

(1) Item No.	(2) Street or length of street	(3) Restricted hours
X-LR3.	JAMESTOWN ROAD	
	(a) the north-west side:	
	(i) between the south-western kerb-line of Camden High Street and a point 17 metres south-west of that kerb-line;	At any time
	(ii) between a point 27 metres south-west of the south-western kerb-line of Camden High Street and a point 16 metres north-east of the common boundary of Nos. 10 and 28 Jamestown Road;	At any time
	(iii) between a point 6 metres north-east of the common boundary of Nos. 10 and 28 Jamestown Road and a point 14.5 metres south-west of that common boundary;	At any time
	(b) the south-east side:	
	(i) between the south-western kerb-line of Camden High Street and a point 13 metres south-west of that kerb-line;	At any time
	(ii) between a point 47.5 metres south-west of the south-western kerb-line of Camden High Street and a point 21 metres north-east of the north-eastern kerb-line of Arlington Road;	At any time
	(iii) between a point 8 metres north-east of the north-eastern kerb-line of Arlington Road and a point 9.5 metres south-west of the south-western kerb-line build-out of Arlington Road.	At any time
X-LR4.	KENTISH TOWN ROAD	
	the west side, between the southern kerb-line build-out of Buck Street and a point 32 metres south of that kerb-line build-out.	At any time

(1) Item No.	(2) Street or length of street	(3) Restricted hours
X-LR5.	STUCLEY PLACE	
	(a) the north-east side:	
	(i) between the north-western kerb-line of Buck Street and a point 12.5 metres north-west of that kerb-line;	At any time
	(ii) between the south-eastern kerb-line of Hawley Crescent and a point 14 metres south-west of that kerb-line;	At any time
	(b) the south-west side.	At any time

SCHEDULE 8 – PROHIBITION OF WAITING EXCEPT TAXIS – see Article 7

<i>(1)</i> <i>Item number</i>	<i>(2)</i> <i>Street</i>	<i>(3)</i> <i>Length of highway</i>	<i>(4)</i> <i>Hours of operation</i>
X-T1.	HAWLEY CRESCENT	the south-east side, between a point 2 metres south-west of the south-western kerb-line of Stucley Place and a point 18 metres north-east of the north-eastern kerb-line of Camden High Street.	Saturday & Sunday 9.30 am – 5.30 pm

EXPLANATORY NOTE

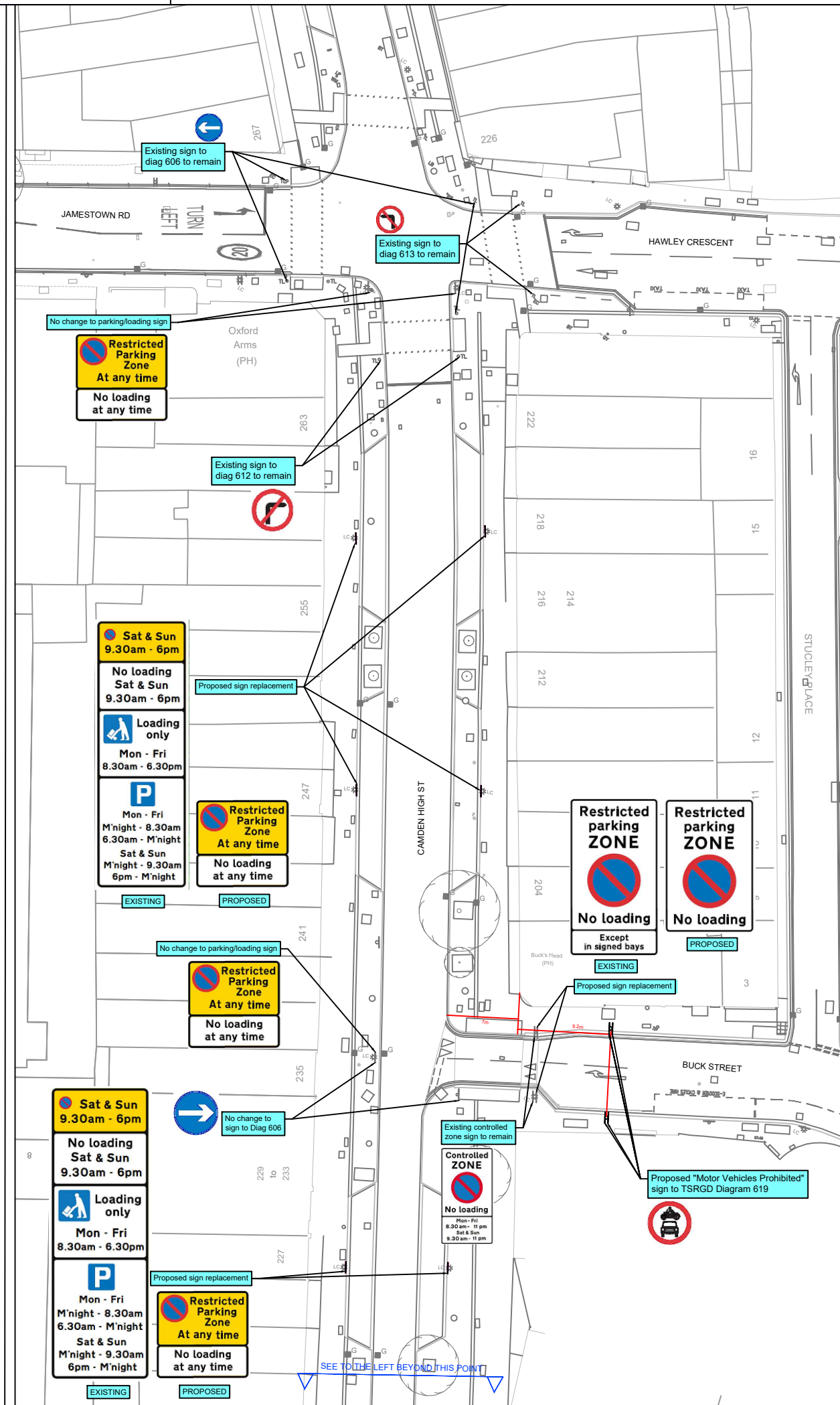
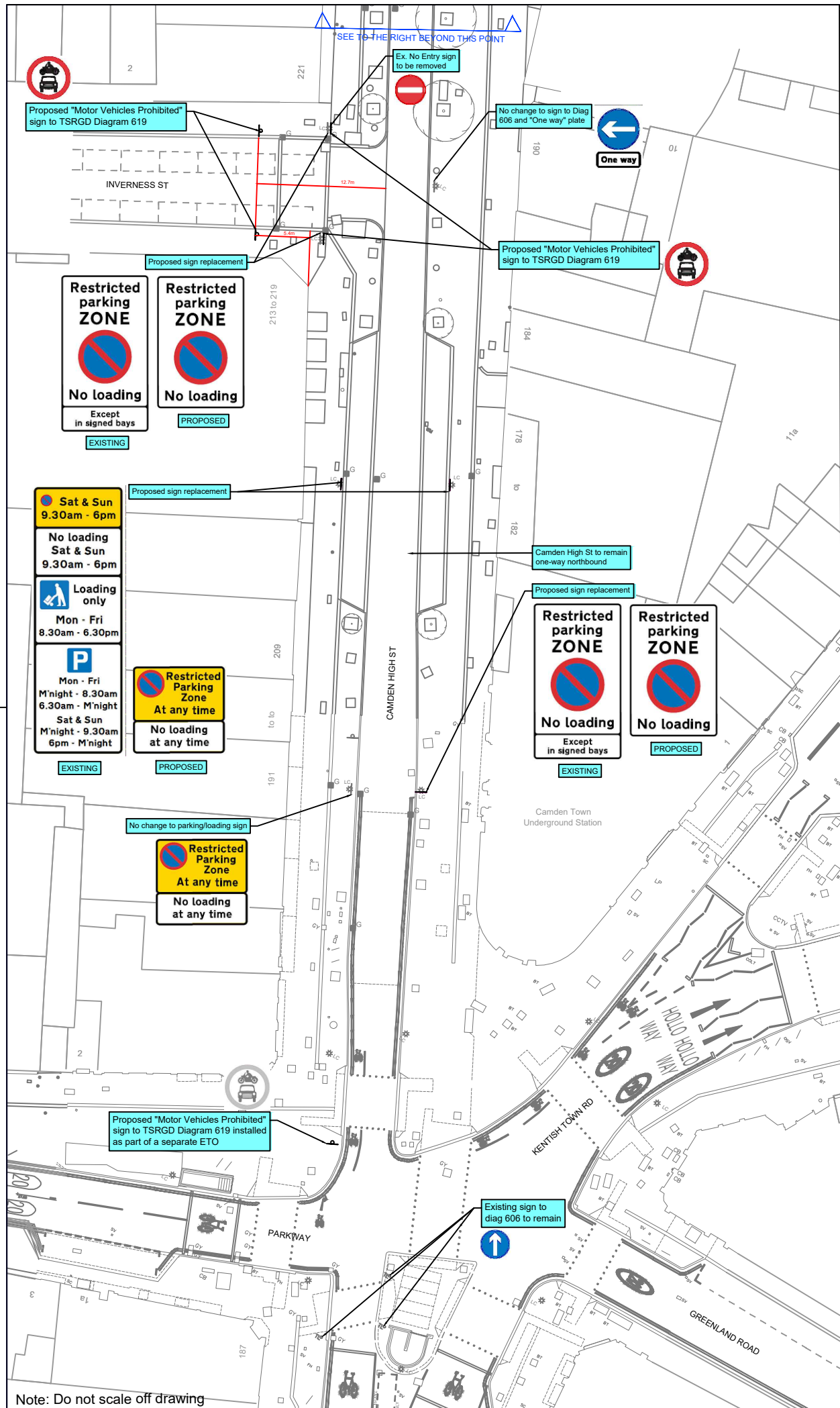
(This Note is not part of the Order)

This Order, by way of experiment, and as part of a wider scheme of pedestrian priority measures being trialled in the Camden High Street area:-

- (i) removes all the existing inset 'parking and loading places' in Camden High Street on both sides of the road between its junction with Parkway and its junction with Hawley Crescent and Jamestown Road;
- (ii) provides 3 new loading places, operating at any time, 1 hour maximum stay in Buck Street, by converting two existing 'paid-for' parking places on the south-east side and a length of 'at any time' waiting restrictions on the north-west side between its junctions with Kentish Town Road and Stucley Place;
- (iii) provides a new disabled persons 'blue badge' parking place, operating at any time, on the south-east side of Buck Street, at the side of Camden Market, by converting an existing 'dockless cycle and e-scooter parking place';
- (iv) introduces 'at any time' waiting and loading restrictions on both sides of Buck Street at its junction with Kentish Town Road;
- (v) converts an existing 'paid-for' parking place in Hawley Crescent, opposite its junction with Stucley Place, to a 'dockless cycle and e-scooter parking place';
- (vi) updates the existing taxi waiting area (taxi rank) on the south-east side of Hawley Crescent, at the side of 'The Elephants Head' PH to operate as 'no waiting except taxis' 9.30am – 5.30pm Saturday & Sunday, with loading by other vehicles prohibited during these hours, and no waiting 'at any time', loading permitted at other times;
- (vii) converts a length of 'at any time' waiting restrictions on the north-west side of Hawley Crescent outside No. 30 Hawley Crescent to 'single yellow line' waiting restrictions (Monday – Friday, 8.30 am – 11 pm; Saturday & Sunday 9.30 am – 11 pm);
- (viii) removes an existing 'paid-for' parking place on the south-east side of Jamestown Road outside 'The Glass Building' and re-provides this in part on the north-west side outside No. 10 Jamestown Road, off-set from the kerb to accommodate a contraflow cycle lane;
- (ix) provides new loading places, operating at any time, 1 hour maximum stay in Jamestown Road on the north-west side outside No. 2 Jamestown Road, off-set from the kerb to accommodate a contraflow cycle lane, and on the south-east side outside 'The Oxford Arms' PH and No. 3 Jamestown Road;
- (x) provides a new disabled persons 'blue badge' parking place, operating at any time, on the south-east side of Jamestown Road outside 'The Glass Building' by converting part of an existing 'paid-for' parking place;
- (xi) introduces 'at any time' waiting and loading restrictions on both sides of Jamestown Road on all otherwise undesignated kerbside between its junctions with Arlington Road and Camden High Street;
- (xii) introduces a new length of 'at any time' waiting and loading restrictions on the west side of Kentish Town Road, extending southward from its junction with Buck Street;

- (xiii) converts an existing 'paid-for' parking place in Kentish Town Road on the east side outside No.18 Kentish Town Road to a bus parking place, reserved for buses only at any time, 24 hours maximum stay;
- (xiv) converts a length of 'single yellow line' waiting restrictions in Kentish Town Road on the east side outside No. 16 Kentish Town Road to 'paid-for' parking;
- (xv) converts an existing 10am – 2pm, Monday to Friday loading place in Parkway outside Nos. 8-10 Parkway to at any time, 1 hour maximum stay, removing the underlying waiting and loading restrictions; and
- (xvi) introduces 'at any time' loading restrictions in Stucley Place on the north-east side at its junctions with Buck Street and Hawley Crescent, and throughout the south-west side;

in the London Borough of Camden.



KEY

- Existing road marking
- Proposed sign and post

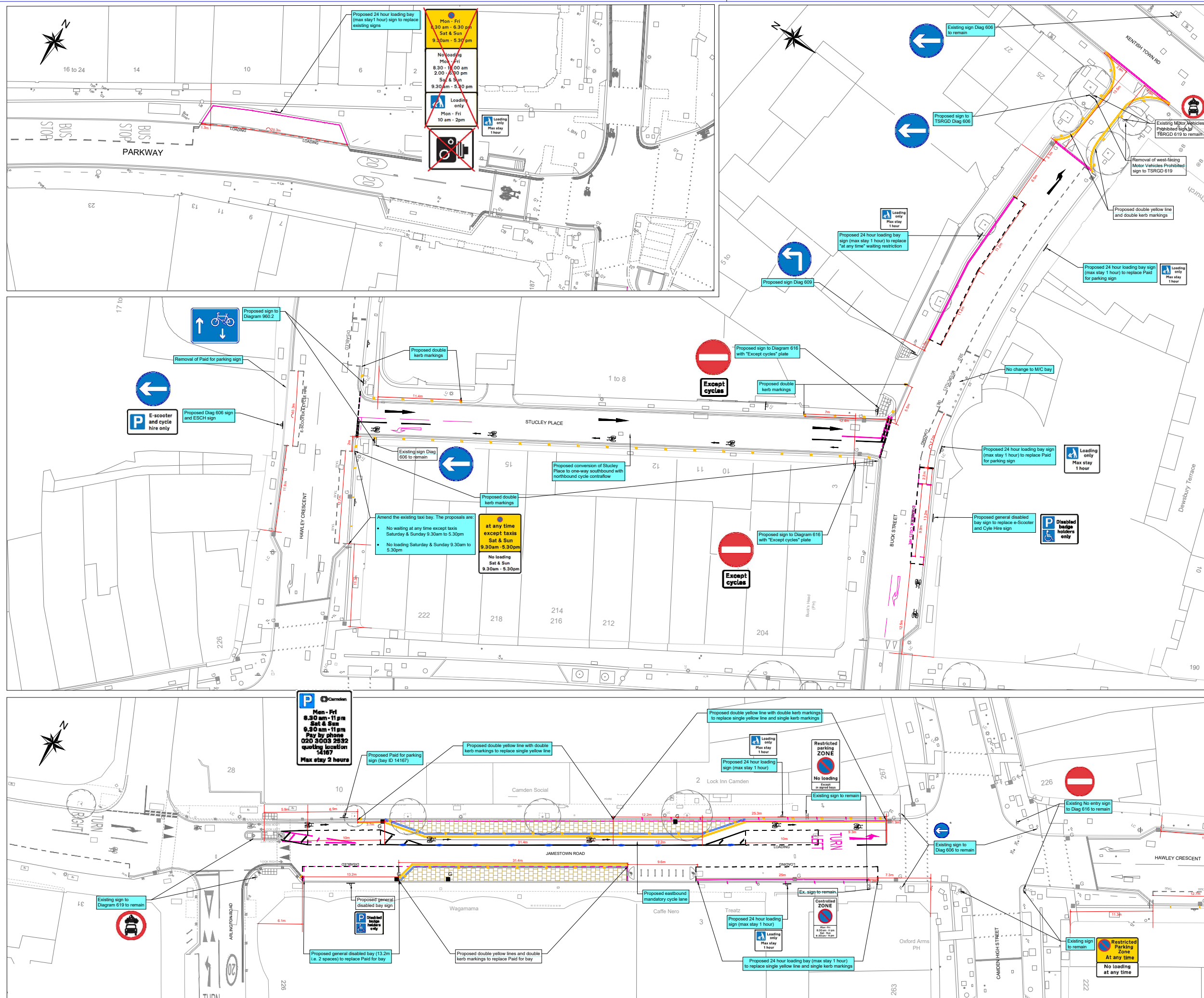
Rev	By	Date	Amendments
A	RW	17.03.2025	Change to signage at Inverness St/CHS Jn

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Project: **Camden High Street**

Drawing Title: **Camden High St
Experimental Traffic Order**

Scale: 1:500 @ A3	Date: 17 03 2025
Drawn By: RW	File Ref:
Checked By: AC	Dwg Name:
Drawing Location:	
Drawing Number: TSI\2025\CHS\CHS\ETO	Rev. A



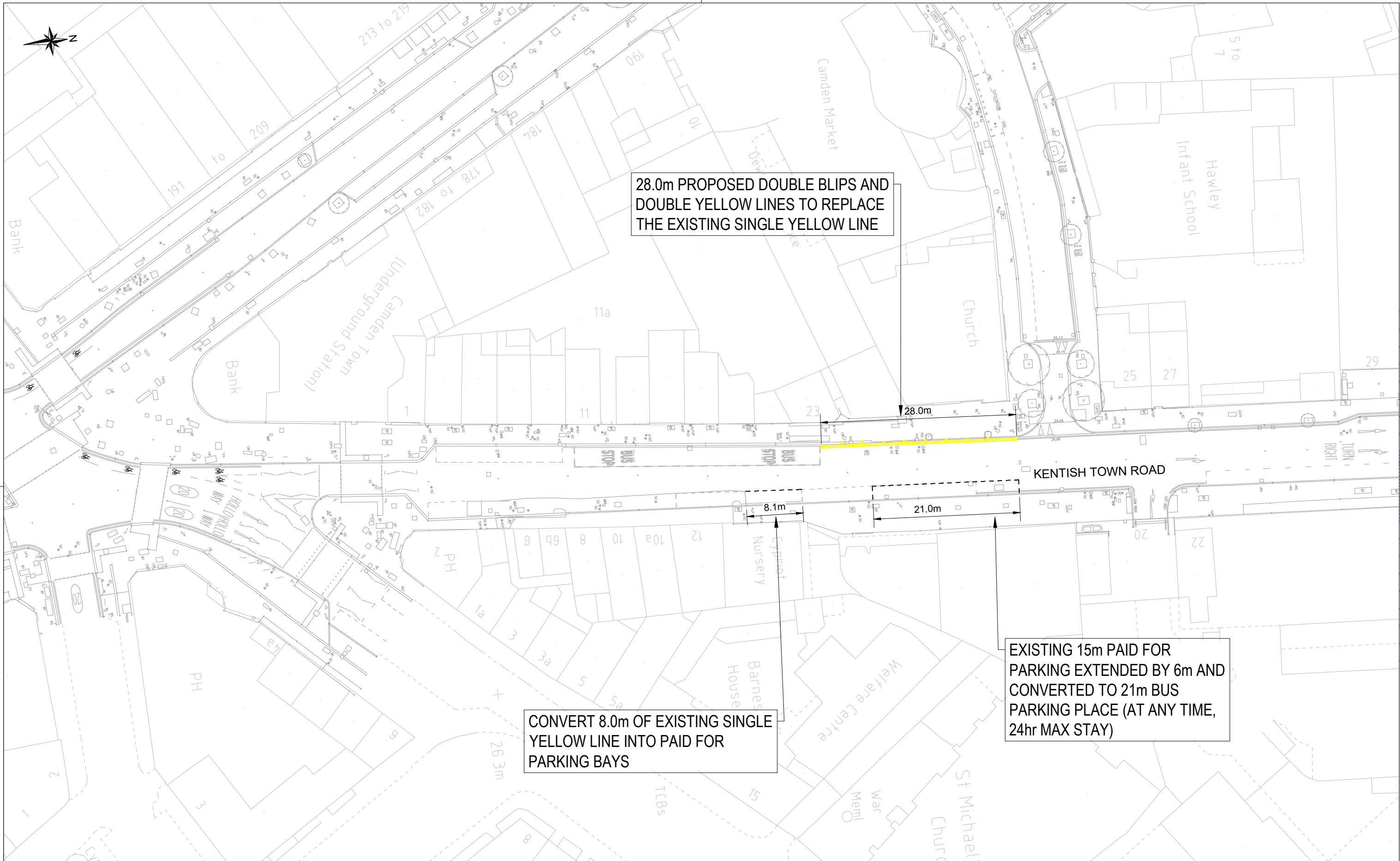
- KEY**
- Existing road marking
 - Proposed road marking (white)
 - Proposed sign and post
 - Proposed road marking (yellow)
 - No waiting at any time
 - Proposed kerb marking (yellow)
 - No loading at any time
 - Proposed kerb marking (yellow)
 - No loading at indicated times
 - Proposed 'armadillo' (light cycle lane segregation)
 - Removal of road marking
 - Removal of sign and post
 - Proposed ASP (Artificial Stone Paving)
 - Proposed granite kerb

Rev	By	Date	Amendments
B	RW	19.03.2025	update to loading zone bay sign to include capture CPZ zone
A	RW	10.03.2025	update to prop. Jamestown Rd Paid for sign to reflect capture CPZ zone
			update to prop. Jamestown Rd Controlled Zone sign to reflect capture CPZ zone
			update to prop. Parkway Cycle bay sign
			Proposed loading zone restrictions at Buck St / Jamestown Road Junction
			Proposed loading zone restrictions at Buck St / Camden High Street Junction

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Project	Camden High Street		
Drawing Title	Buck St & Jamestown Rd Experimental Traffic Order		
Scale	1:500 @ A3	Date	05 03 2025
Drawn By	RW	File Ref	
Checked By	AC	Dwg Name	
Drawing Location			
Drawing Number	TS12025\CHS\BUCK&J\ETO	Rev.	B

Note: Do not scale off drawing



28.0m PROPOSED DOUBLE BLIPS AND DOUBLE YELLOW LINES TO REPLACE THE EXISTING SINGLE YELLOW LINE

CONVERT 8.0m OF EXISTING SINGLE YELLOW LINE INTO PAID FOR PARKING BAYS

EXISTING 15m PAID FOR PARKING EXTENDED BY 6m AND CONVERTED TO 21m BUS PARKING PLACE (AT ANY TIME, 24hr MAX STAY)

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Project	TfL Bus Priority Programme London Borough of Camden
Drawing Title	Kentish Town Road BP Experimental Traffic Order

Key	
	Existing Road Markings
	Proposed Road Markings
	Proposed Waiting Restrictions
	Proposed Kerbline
	Proposed build-out
	Proposed tree

Rev	By	Date	Amendments

Scale	1 : 500 @ A3	Date	OCT 2024
Drawn By	UG	File Ref	
Checked By	AC	Dwg Name	
Drawing Location			
Drawing Number	TfLBPP-KTR-002	Rev.	A