

# Public Notice

## Camden High Street pedestrianisation – changes at Britannia Junction

*The Camden (Prescribed Routes) (Camden High Street) (No. 1) Experimental Traffic Order 2025*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council'), pursuant to arrangements made with Transport for London under section 101 of the Local Government Act 1972, on 27 March 2025 have made the above Order under sections 9 and 10 of the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Order, as part of a wider scheme of pedestrian priority measures being trialled in the Camden High Street area by way of an experiment, will be:-
  - (a) to prohibit motor vehicles proceeding in that part of Camden High Street which lies south-east of its junction with Parkway from entering into that part of the carriageway located to the south-west of the traffic island at the junction of Parkway with Camden High Street (said part of the carriageway providing a north-westbound ahead only lane approaching Camden High Street north of Parkway);
  - (b) to prohibit motor vehicles proceeding in either Parkway or that part of Camden High Street which lies south-east of its junction with Parkway from entering into that part of Camden High Street which lies north-west of its junction with Parkway; and
  - (c) to provide certain exemptions to the above restrictions, including for emergency services vehicles, and refuse collection vehicles collecting refuse at premises or trading pitches in, or in the vicinity of, Camden High Street.
3. Copies of the Order, 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](mailto:traffic.orders@camden.gov.uk) or inspected either: online at [camden.gov.uk/recently-advertised-proposals](https://camden.gov.uk/recently-advertised-proposals) or in person at either: the offices of the Council at 5 Pancras Square, London N1C 4AG; or the offices of Transport for London, Streets Traffic Order Team (RSM/PI/STOT) at Palestra, 197 Blackfriars Road, London SE1 8NJ, by prior appointment during normal office hours.
4. The Council will consider in due course whether the provisions of the Experimental Order should be continued in force indefinitely by means of an Order made under section 6 of the Road Traffic Regulation Act 1984. Any person may object to the making of the Order for the purpose of such indefinite continuation within a period of six months, beginning from the date on which the

Experimental Order came into force or, if the Experimental Order is 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.

5. Any person desiring to question the validity of the Order 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 Order was 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 – changes at Britannia Junction

*The Camden (Prescribed Routes) (Camden High Street) (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.

### **Changes at Britannia Junction**

The changes at Britannia Junction in particular, which will affect vehicles approaching from that part of Camden High Street administered by Transport for London ('Red route'), are being introduced to prevent north-westbound motor vehicles proceeding in Camden High Street south-east of its junction with Parkway and unable to proceed ahead into the pedestrianised section of Camden High Street, from turning left across the pedestrian crossing linking the island site at the centre of the Britannia Junction and the footway to the immediate south of Camden Town Underground Station, so as to maintain pedestrian safety for crossing users.

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

2025 No. 020

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The Camden (Prescribed Routes) (Camden High Street) (No. 1)  
Experimental Traffic Order 2025

Made: 27 March 2025

Coming into force: 02 May 2025

Expires: 01 November 2026

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The Council of the London Borough of Camden, pursuant to arrangements made with Transport for London under section 101 of the Local Government Act 1972<sup>1</sup>, and 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 1984<sup>2</sup> 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) (Camden High Street) (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 1980<sup>3</sup>;
  - "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
  - "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.

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<sup>1</sup> 1972 c.70

<sup>2</sup> 1984 c.27

<sup>3</sup> 1980 c.66

- (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 1965<sup>4</sup> as amended, and any exemption from the provisions of this Order is without prejudice to the provisions of those Regulations.

### **Prescribed routes**

3. (1) No person shall cause any motor vehicle to enter into or proceed in that part of the carriageway of Camden High Street which lies to the south-west of the island site located at the junction of Camden High Street and Parkway, as extends from a point 10.3 metres south-east of the north-western wall of No. 187 Camden High Street to the south-eastern kerb-line of Parkway.
- (2) No person causing any motor vehicle to proceed in either Parkway or any part of Camden High Street which lies to the south-east of its junction with Parkway shall, upon reaching the junction of Camden High Street and Parkway, cause that motor vehicle to enter into that part of Camden High Street which lies to the north-west of said junction.

### **Exemptions**

4. Nothing in Article 3 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; or
  - (d) a refuse collection vehicle, whilst being used for the purpose of the collection of refuse at premises or trading pitches located in, or in the vicinity of, Camden High Street.

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<sup>4</sup> SI 1965/227

**Power to modify or suspend the provisions of this order**

5. 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**

## **EXPLANATORY NOTE**

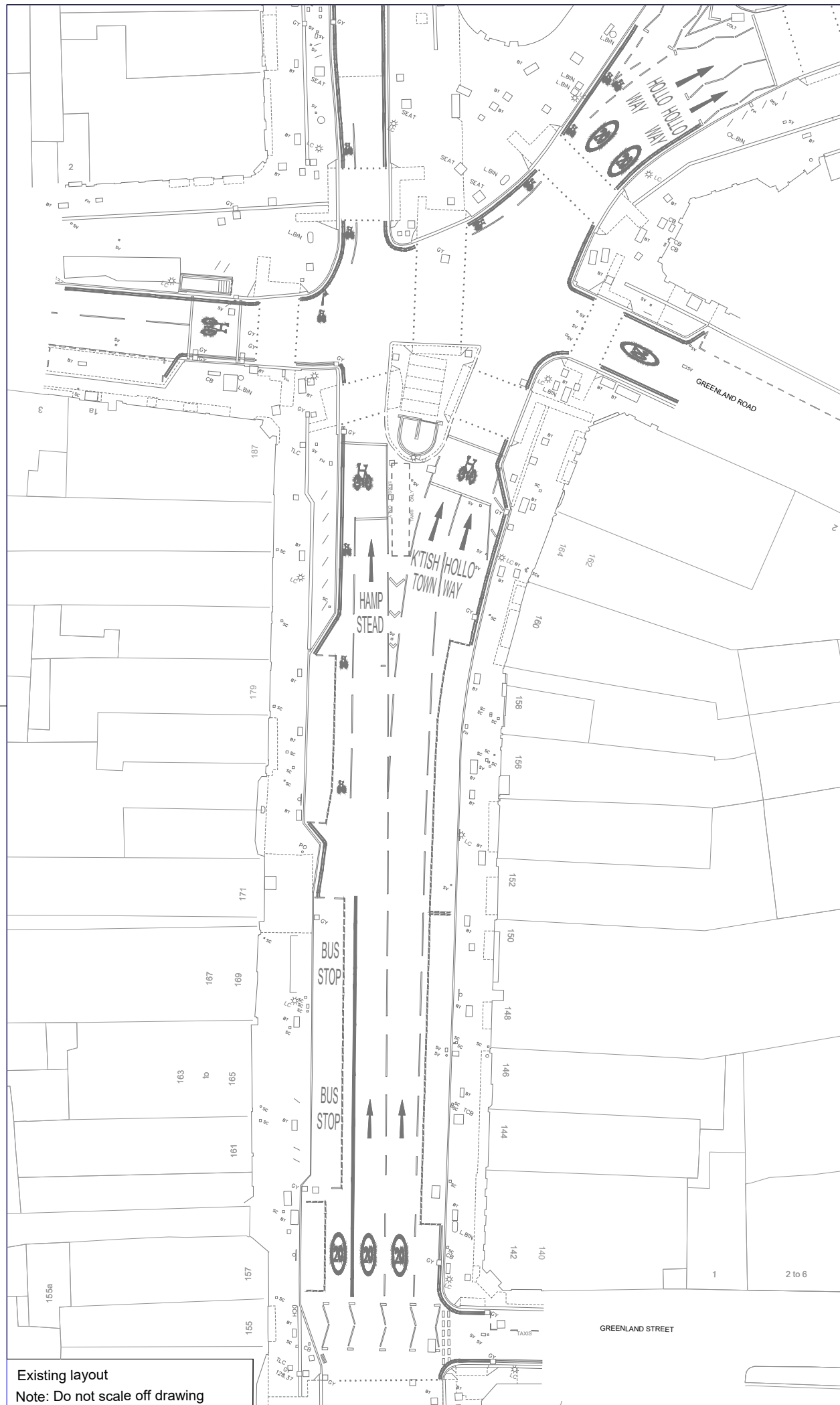
(This Note is not part of the Order)

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:-

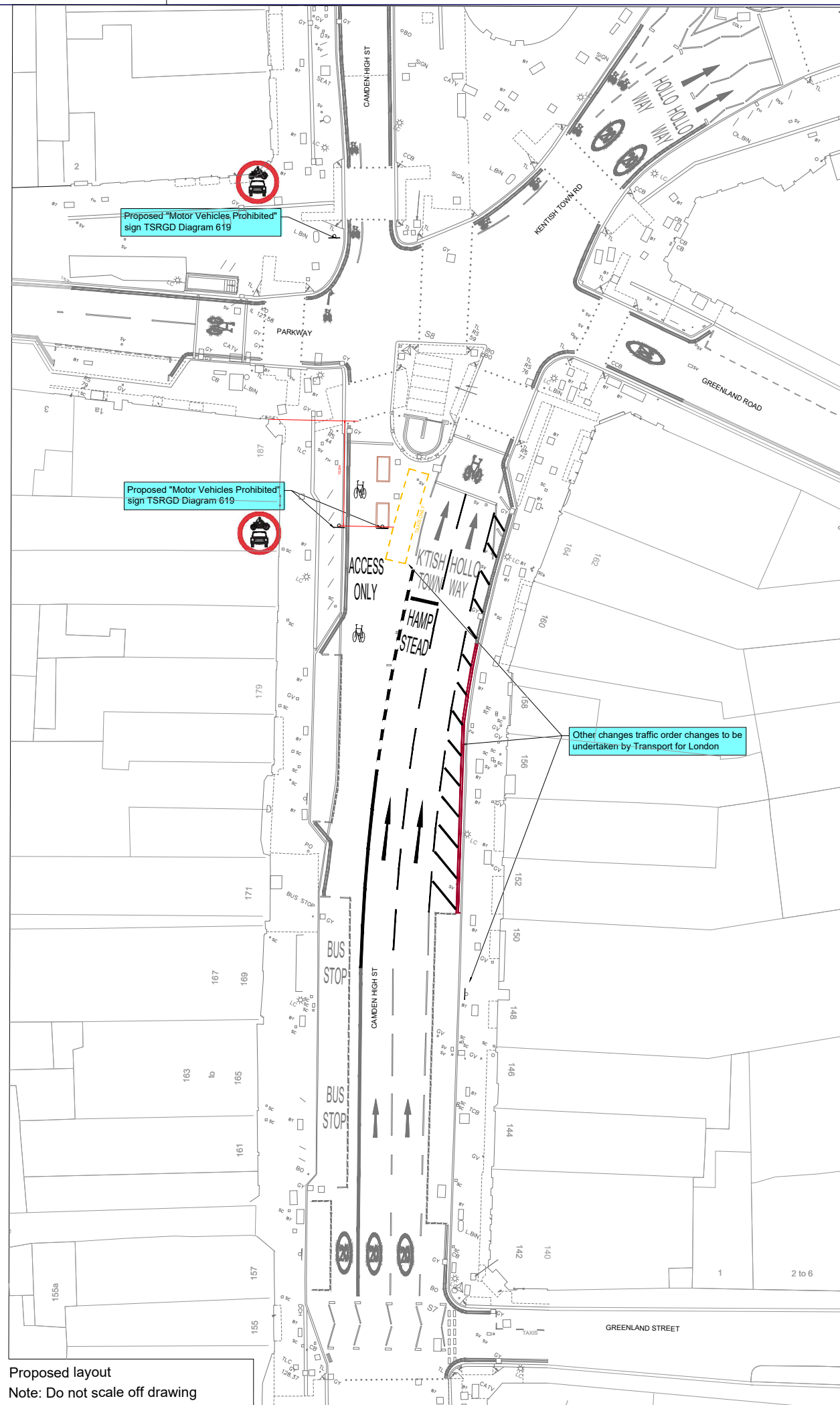
- (i) prohibits motor vehicles proceeding in Camden High Street south-east of its junction with Parkway from entering into that part of the carriageway located to the south-west of the traffic island at the junction of Parkway with Camden High Street (said carriageway providing a north-westbound ahead only lane approaching Camden High Street north of Parkway);
- (ii) prohibits motor vehicles proceeding in either Parkway or Camden High Street south-east of its junction with Parkway from entering into Camden High Street north-west of its junction with Parkway; and
- (iii) provides certain exemptions to the above restrictions, including for emergency services vehicles, and for refuse collection vehicles collecting refuse at premises or trading pitches in, or in the vicinity of, Camden High Street;

in the London Borough of Camden.











Existing layout  
Note: Do not scale off drawing



Proposed layout  
Note: Do not scale off drawing

KEY

-  Existing road marking
-  Proposed road marking (yellow)
-  Proposed road marking (red)
-  Proposed road marking (white)
-  Proposed sign and post
-  Proposed wooden planter

Rev	By	Date	Amendments



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  
**Camden High Street**

Drawing Title  
**Britannia Junction  
Experimental Traffic Order  
undertaken by LB Camden**

Scale 1 : 500 @ A3	Date 21 01 2025
Drawn By RW	File Ref
Checked By	Dwg Name

Drawing Location	
Drawing Number TS\2025\CHS\BRITETO-CAMD	Rev. -