

Public Notice

Camden Street Area – safe and healthy streets

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

*The Camden (Bus Lanes) (Amendment No. **) Traffic Order 202**

*The Camden (Prescribed Routes) (Camden Street) (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 section 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Orders would be:-
 - (a) to provide 'at any time' waiting and loading restrictions on the north-eastern side of Camden Street:
 - (i) between 51.9 metres north-west of the south-eastern boundary of No. 162 Camden Street and 4.7 metres south-east of that boundary;
 - (ii) between 12 metres north-west of the common boundary of Nos. 154 and 156 Camden Street and 8 metres south-east of that common boundary; and
 - (iii) between 11.8 metres south-east of the south-eastern boundary of No. 148 Camden Street and 57.1 metres south-east of that boundary;
 - (b) to provide a south-eastbound with-flow bus lane operating 'at any time', available to buses, dial-a-ride buses, taxis and pedal cycles, between 1 metre north-west of the common boundary of Nos. 162 and 164 Camden Street and 3 metres north-west of the common boundary of Nos. 154 and 156 Camden Street;
 - (c) to provide a northbound contra-flow cycle lane in Camden Street, on the south-west side, between a point 2 metres north-west of the south-eastern kerb-line of Bonny Street and its junction with Camden Gardens;
 - (d) to introduce an exception for pedal cycles to the compulsory right turn from Bonny Street into Camden Street; and
 - (e) to provide a no entry except pedal cycles into Camden Gardens from Camden Street.
3. Further notice is hereby given that the Council, under section 23 of the Road Traffic Regulation Act 1984, have approved the provision of a pedestrian crossing, centred at the following location:-

CAMDEN STREET, at a point 0.5 metres north-west of the south-eastern boundary of No. 148 Camden Street ('zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the road, extending for a distance of 20.5 metres north-west of the crossing and 8 metres south east of the crossing).

4. Further notice is hereby given that the Council, in accordance with Sections 90A and 90C of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 as amended, proposes to build Copenhagen style blended crossing/raised entry/exit tables at the following locations:

BONNY STREET at its junction with Camden Street, extending for approximately 2.5 metres north-east of the north-eastern kerb-line of Camden Street; and

CAMDEN GARDENS at its junction with Camden Street, extending for approximately 9 metres west of the south-western kerb-line of Camden Street.

5. Copies of the proposed Orders, plans indicating the proposals, and other related documents 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. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference 'TMO2425-0034' 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 February 2025.

Peter Mardell – Head of Parking Operations

06 February 2025

Statement of reasons

Camden Street Area – safe and healthy streets

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

*The Camden (Bus Lanes) (Amendment No. **) Traffic Order 202**

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

The reasons for proposing to introduce the permanent changes to the Bonny Street and Camden Gardens are set out in detail within the decision report. In summary the reasons are to:

- Improve safety for local residents, visitors and as well as cyclists and pedestrians using the area by reducing traffic dominance and providing crossing facilities for those on foot and on cycles
- Address the Council's [Road Safety Action Plan](#), which forms part of the CTS, commits to delivering measures that will help meet the Mayor's 'Vision Zero' target to reduce Killed and Seriously Injured (KSI) road traffic casualties to zero by 2041. Protected cycle lanes and enhanced pedestrian crossing facilities, identified within this plan and proposed as part of the scheme, are noted as being a key measure that will help deliver that goal.
- Expand the borough-wide cycling network by providing a mandatory cycle lane south of Bonny Street that would contribute to cycle connectivity in the area
- Expand the boroughs bus lane network by providing a bus lane on Camden Street between Kentish Town Road and the signalized crossing outlined below.
- The installation of signalized pedestrian crossing would be the first parting in a safe east- west walking and cycling link between Camden Road Overground station and Water Lane (Hawley Wharf development)
- Encourage improved health and well-being through enabling more people, particularly the young, older and other groups less likely to cycle, to travel actively (e.g. walking or cycling) in the area, by making it safer and easier to do so
- Reduce traffic dominance in the area, thereby over time reducing pollution and congestion.
- Contribute to delivering key London-wide and Borough-wide strategies, such as the Mayor's Transport Strategy, Camden's Transport Strategy, the Clean Air Action Plan and the Climate Action Plan.

These scheme extents are currently used by the following TfL bus routes 1, 24, 27, 31, 46, 88, 134, 214, N5, N20, N27, N28, N31. This proposal aligns with Transport for London's (TfL) design to improve bus journey time reliability. The section of Camden Street north of Camden Road was identified in TfL's Healthy Streets Spatial Data (Feb 2024) as a section of bus route which performed poor for bus speeds.

The bus lanes would be available to buses, cycles and taxis only. Emergency vehicles would be permitted in the bus lanes when attending to emergencies; improving emergency response times. The bus lane will not be available to motorcycles.

Taxis (black cabs) are proposed to be permitted to use the bus lane. Privately hired vehicles are proposed to not be permitted to access the bus lane, as they are pre-booked, so cannot be flagged down, meaning that they do not require access to the bus lane: please see *Eventech Ltd v Parking Adjudicator* (2012).

The *Camden Street Bonny Street Safe and Healthy Streets proposals* are suggested based on the alignment with Council and Mayoral policy, the positive response to the public consultation, the monitoring data and other feedback received as part of engagement conducted during the development of the scheme.

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

For more information visit:

<https://democracy.camden.gov.uk/ieDecisionDetails.aspx?Id=4356>

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. **

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

Made: ** ***** 202*

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

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, 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 2012², 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.

¹ 1984 c.27

² 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 item numbered 148 in Schedule 1 to that Order there were substituted the item similarly numbered and set out in Schedule 1 to this Order; and
 - (b) there were added to Schedule 2 to that Order the item numbered XX and set out in Schedule 2 to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 – WAITING RESTRICTIONS

(substitution in Schedule 1 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
148	<p>CAMDEN STREET</p> <p>(a) north-east side, between the south-eastern kerb-line of Jeffreys Street and its junction with the Transport for London Road Network ('TLRN') at a point 65 metres north-west of the north-western kerb-line of Camden Road;</p> <p>(b) south-west side</p> <p>(i) between the southern kerb-line of Hawley Road and a point 8 metres north-west of a point opposite the north-western boundary of No. 168 Camden Street;</p> <p>(ii) between a point 8 metres north-west of a point opposite the north-western boundary of No. 168 Camden Street and a point 11 metres south-east of a point opposite of that boundary;</p> <p>(iii) between a point 11 metres south-east of a point opposite of the north-western boundary of No. 168 Camden Street and a point 18 metres south-east of a point opposite that boundary;</p> <p>(iv) between a point 18 metres south-east of a point opposite of the north-western boundary of No. 168 Camden Street and a point 55.5 metres south-east of a point opposite of that boundary;</p> <p>(v) between a point 55.5 metres south-east of a point opposite of the north-western boundary of No. 168 Camden Street and a point 62 metres south-east of a point opposite that boundary;</p> <p>(vi) between a point 62 metres south-east of a point opposite of the north-western boundary of No. 168 Camden Street and a point 9 metres north-west of a point opposite of the party wall of Nos. 154 and 156 Camden Street;</p> <p>(vii) between a point 9 metres north-west of a point opposite of the party wall of Nos. 154 and 156 Camden Street and its junction with the Transport for London Road Network ('TLRN') at a point 65 metres north-west of the north-western kerb-line of Camden Road.</p>	<p>At any time</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm</p> <p>At any time</p> <p>Monday – Friday 8.30 am – 6.30 pm Saturday and Sunday 9.30 am – 5.30 pm</p> <p>At any time</p>

SCHEDULE 2 – LOADING RESTRICTIONS

(addition to Schedule 2 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Restricted hours (3)</i>
**	<p>CAMDEN STREET</p> <p>(a) north-east side</p> <p style="padding-left: 40px;">(i) between the south-eastern kerb-line of Jeffreys Street and a point 4.7 metres south-east of the south-eastern boundary of No. 162 Camden Street;</p> <p style="padding-left: 40px;">(ii) between a point 12 metres north-west of the common boundary of Nos. 154 and 156 Camden Street and a point 8 metres south-east of that common boundary;</p> <p>(b) south-west side</p> <p style="padding-left: 40px;">(i) between the southern kerb-line of Hawley Road and a point 8 metres north-west of a point opposite the north-western boundary of No. 168 Camden Street;</p> <p style="padding-left: 40px;">(ii) between a point 11 metres south-east of a point opposite of the north-western boundary of No. 168 Camden Street and a point 18 metres south-east of a point opposite that boundary;</p> <p style="padding-left: 40px;">(iii) between a point 55.5 metres south-east of a point opposite of the north-western boundary of No. 168 Camden Street and a point 62 metres south-east of a point opposite that boundary;</p> <p style="padding-left: 40px;">(iv) between a point 9 metres north-west of a point opposite of the party wall of Nos. 154 and 156 Camden Street and a point 8 metres south-east of a point opposite that party wall.</p>	<p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p> <p>At any time</p>

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012, so as to alter the hours during which waiting and loading restrictions apply in Camden Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. **

The Camden (Bus Lanes) (Amendment No. **)
Traffic Order 202*

Made: ** ***** 202*

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

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the Camden (Bus Lanes) (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 (Bus Lanes) (Consolidation) Traffic Order 2012², as amended.

- 2.2 Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment.
- 2.3 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.

¹ 1984 c.27

² LBC 2012/62

Amendment of the Order of 2012

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2012 shall have effect as though there were added to the Schedule to that Order, the item set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – DESIGNATED BUS LANES

(Additions to the Schedule to the Order of 2012)

ITEM NO.	NAME OF STREET AND LENGTH OF CARRIAGEWAY	TIMES OF OPERATION	DIRECTION OF TRAVEL	PERMITTED VEHICLES
XX.	CAMDEN STREET north-east side; from a point 1 metre north-west of the common boundary of Nos. 162 and 164 Camden Street to a point 3 metres north-west of the common boundary of Nos. 154 and 156 Camden Street.	At any time	south-eastbound (with-flow lane)	bus; dial-a-ride bus; taxi; pedal cycle

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order provides a south-eastbound bus lane in Camden Street in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

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

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, 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) (Camden Street) (No. *) Traffic Order 202* and shall come into force on **** 202*.

Interpretation

2. (1) In this Order:-

"Camden Street cycle lane" means that part of the north-westbound carriageway of Camden Street that is bounded on the south-west by the south-western kerb-line of Camden Street and having a width throughout of 1 metre and that extends between a point 2 metres north-west of the south-eastern kerb-line of Bonny Street and its junction with Camden Gardens;

"causing" includes "permitting";

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980²;

"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 2016³.

- (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.

¹ 1984 c.27

² 1980 c.66

³ SI 2016/362

- (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 within the boundary of the London Borough of Camden.

Amendment to existing Order

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) (St. Pancras) Regulations 1965⁴ shall have effect as though the item numbered 6 in Schedule 1 to that Order were omitted.

Prescribed routes

4. (1) No person shall cause any vehicle to proceed in Camden Street in any direction other than in a south-easterly direction other than a pedal cycle proceeding in the Camden Street cycle lane.
- (2) No person causing any vehicle to proceed in Camden Street, other than a pedal cycle proceeding in the Camden Street cycle lane, shall, upon reaching its junction with Camden Gardens, cause that vehicle to enter Camden Gardens.
- (3) Every person causing any vehicle other than a pedal cycle to proceed in Bonny Street shall, upon reaching its junction with Camden Street, cause that vehicle to turn left into Camden Street.

Exemptions

5. Nothing in Article 4 of this Order 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

⁴ S.I. 1965/227

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order makes the following changes:

- (a) introduces a northbound contra-flow cycle lane in Camden Street, between Bonny Street and Camden Gardens;
- (b) introduces an exemption to the compulsory right turn from Bonny Street into Camden Street; and
- (c) provides a no entry except pedal cycles into Camden Gardens from Camden Street, in the London Borough of Camden



Hawley Road

Jeffreys St

Camden Street

No Waiting and Loading At Any Time (SYL to DYL)

No Waiting and Loading At Any Time (SYL to DYL)






No Waiting and Loading At Any Time (SYL to DYL)

Bus lane taper (27m)

New At Any Time mandatory Bus Lane

Camden Gardens

KEY

-  Existing dropped kerb entrance
-  Introduce bus lane taper
-  Existing lining
-  Proposed yellow lines
-  Proposed double kerb markings

- Notes**
- Distance between bottom of sign and ground is 2.1m min

Rev	By	Date	Amendments

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
 Camden St jct Bonny St & Camden Gds
 Proposed Bus Lane, Cycle Lane
 & Signal Crossing

Drawing Title
 TMO Drawing
 Sheet 1 of 2

Scale 1:500	Date Apr 2024
Drawn By MW	File Ref
Checked By JA	Dwg Name Camden St - Signal Crossing - Option 7b
Drawing Location T:\Cpt\ Schml\ 2021-22\ s106\ Camden Street Bonny Street Drawings\ Working Drawings	
Drawing Number Camden St jct Camden Gds jct Bonny St\ 02	Rev.



Camden Gardens

Proposed No Entry except cycles into Camden Gardens from Camden Street

Proposed exemption of cycles from banned right turn from Bonny Street into Camden Street

New contraflow cycle lane

No Waiting At Any Time (SYL to DYL)

Extend mandatory Cycle Lane




Remove Cycle Lane taper

Existing Red Route lining

Camden Bridge

Bonny Street

Camden Street

- KEY**
-  Existing lining
 -  Proposed yellow lines
 -  Existing red route

- Notes**
- Distance between bottom of sign and ground is 2.1m min

Rev	By	Date	Amendments

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
 Camden St jct Bonny St & Camden Gds
 Proposed Bus Lane, Cycle Lane
 & Signal Crossing

Drawing Title
 TMO Drawing
 Sheet 2 of 2

Scale
 1:500

Date
 Apr 2024

Drawn By
 MW

File Ref

Checked By
 JA

Dwg Name
 Camden St - Signal Crossing - Option 7b

Drawing Location
 T:\Cptf\Schm\2021-22\ s106\ Camden Street Bonny Street Drawings\ Working Drawings

Drawing Number
 Camden St jct Camden Gds jct Bonny St\ 02

Rev.