

# Public Notice

## St. Pancras Way – Safe and healthy streets, Phase 1

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

*The Camden (Loading Places) (Amendment No. \*) Traffic Order 202\**

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

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

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

1. Notice is hereby given that the Council of the London Borough of Camden ('the Council') propose to make the above Orders under 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) in Barker Drive, on the south side, to provide 'at any time' loading restrictions for 10 metres east of St. Pancras Way;
  - (b) in Georgiana Street:
    - (i) on the south-east side, between 10.3 metres and 23.5 metres north-east of Royal College Street, to provide a disabled persons' parking place operating 'at any time';
    - (ii) to provide waiting restrictions that apply 'at any time' in the following lengths:
      - (A) the north-west side, for 16 metres south-west of St. Pancras Way; and
      - (B) the south-east side: (I) between 20.3 metres and 22.3 metres south-west of St. Pancras Way; and (II) between 42.6 metres and 44.6 metres south-west of St. Pancras Way;
  - (c) in Pratt Street:
    - (i) on the north-west side, to remove the 'paid for' parking place located between 14 metres and 31 metres south-west of St. Pancras Way;
    - (ii) on the south-east side, between Royal College Street and St. Pancras Way, to provide two shared-use ('CA-G' permit holders and 'paid-for') parking places (15.5 metres and 11 metres in length), a loading place in which vehicles may load or unload without time limit (16 metres in length);
    - (iii) to provide new or alter the hours of existing waiting and loading restrictions so that they apply 'at any time' on both sides, between Royal College Street and St. Pancras Way (excluding those lengths referred to in sub-paragraph (ii) preceding);
  - (d) in St. Pancras Way:

- (i) on the south-west side, between 8 metres and 30 metres north-west of Pratt Street, to remove the 'paid for' parking place and solo motorcycle parking place and provide a dockless bicycle and e-scooter parking place (5 metres in length) and a shared-use ('CA-G' permit holders and 'paid-for') parking place (20 metres in length);
- (ii) to provide 'at any time' loading restriction in the following lengths: (A) north-east side: (I) between a point 15.2 metres south-east of the south-eastern kerb-line of Wilmot Place and a point 83.5 metres south-east of that kerb-line; (II) between a point 36 metres south-east of the south-eastern kerb-line of Camden Road and a point 60.6 metres south-east of that kerb-line; (III) between a point 46.8 metres north-west of the north-western kerb-line of Agar Grove and a point 15 metres north-west of that kerb-line; and (IV) between a point 5.9 metres south of the southern kerb-line of Barker Drive; and (B) west side, between the south-eastern kerb-line of Baynes Street and a point 14.5 metres south of the southern kerb-line of Barker Drive;
- (iii) to provide 'at any time' waiting and loading restrictions in St. Pancras Way, the south-west side, between a point 23 metres south-east of the south-eastern kerb-line of Randolph Street and a point 46.7 metres south-east of that kerb-line;
- (e) in Wilmot Place, on the north-west side, approximately 20 metres north-east of St. Pancras Way, remove 5 metres of 'CA-G' resident permit holders parking space and replace it with 'controlled hours' waiting restrictions on which a cycle hangar would be provided; and
- (f) to provide that the shared use parking places referred to in subparagraphs (c)(ii) and (d)(i) preceding would operate between 8.30am and 6.30pm on Mondays to Fridays inclusive. 'Paid-for' parking would have a maximum stay of 2 hours and the charges would be as follows:  
 Electric vehicles - £4.83 per hour; Euro 6 compliant petrol vehicles and Euro 6d/6d-TEMP compliant diesel vehicles: CO<sub>2</sub> emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour. Air quality surcharge for non-compliant vehicles: petrol vehicles CO<sub>2</sub> emissions up to 120g/km - £0.66, over 121g/km - £0.77; diesel vehicles CO<sub>2</sub> emissions up to 120g/km - £1.90, over 121g/km - £2.21.

3. Further notice is hereby given that the Council, under section 23 of the Road Traffic Regulation Act 1984, have approved the provision of parallel pedestrian and cycle crossings, centred at the following locations:-

ST. PANCRAS WAY, at a point 10 metres north of the north-western kerb-line of Georgiana 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 12 metres north of the crossing and 8 metres south of the crossing); and

ST. PANCRAS WAY, at a point 5.5 metres south-east of the south-eastern kerb-line of Pratt 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 16 metres north-west of the crossing and 4 metres

south-east of the crossing).

*The existing pedestrian crossings at or the vicinity of the above locations would be removed.*

4. Further notice is hereby given that the Council, under sections 90A-F of the Highways Act 1980 and in accordance with the Highways (Road Humps) Regulations 1999, propose to construct a flat-topped speed table, comprising the full width of the carriageway and of a height level with the surrounding kerb at the following location:-

ST. PANCRAS WAY and PRATT STREET – at the second parallel crossing location referred to in paragraph 3 preceding, extending in St. Pancras Way from a point 6.5 metres north-west of the north-western kerb-line of Pratt Street, south-eastward for a distance of 25.5 metres, including both ramps and in Pratt Street for 9 metres south-west of the south-western kerb-line of St. Pancras Way, including the ramp.

5. Further notice is hereby given that the Council, under section 65 of the Highways Act 1980, propose to construct a segregated cycle track on the footway, reserved for the use of pedal cycles only, at the following locations:-

GEORGIANA STREET, the north-west side, between a point 11.5 metres south-west of the western kerb-line of ST. PANCRAS WAY and that kerb-line; and

ST. PANCRAS WAY: (a) north-east and east side (i) between a point 15.2 metres south-east of the south-eastern kerb-line of Wilmot Place and a point 83.5 metres south-east of that kerb-line; (ii) between a point 36 metres south-east of the south-eastern kerb-line of Camden Road and a point 12.5 metres north-west of the north-western kerb-line of Agar Grove; and (iii) between a point 5.9 metres south-east of the south-eastern kerb-line of Agar Grove and the south-eastern kerb-line of Pratt Street; and (b) south-west and west side, between the northern kerb-line of Georgiana Street and a point 17.6 metres south-east of the south-eastern kerb-line of Agar Grove.

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

In BARKER STREET at its junction with St. Pancras Way, extending for approximately 6 metres east of the eastern kerb-line of St. Pancras Way;

In BAYNES STREET at its junction with St. Pancras Way, extending for approximately 5.5 metres south-west of the south-western kerb-line of St. Pancras Way; and

In WROTHAM ROAD at its junction with St. Pancras Way, extending for approximately 4.5 metres north-east of the north-eastern kerb-line of St. Pancras Way

*The Copenhagen style blended crossing would be an elevated section of carriageway, between 75 and 100 millimetres higher at its highest point than the surrounding carriageway, or at an equal level with the surrounding pavement*

*and extending across the full width of the carriageway, including the gradients (under section 90 of the Highways Act 1980). Parking on a Copenhagen styled crossing or on any raised section of highway above the existing highway is a contravention and is prohibited under section 86 of The Traffic Management Act 2004 (exceptions apply). All lengths mentioned in this Notice include the gradients.*

7. Copies of the proposed Orders, plans indicating the proposals, and other related documents may be obtained by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or inspected either: online at [camden.gov.uk/recently-advertised-proposals](https://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 'TMO2425-0024' 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 **20 December 2024**.

**Peter Mardell** – Head of Parking Operations

**28 November 2024**

# Statement of reasons

## St. Pancras Way – Safe and healthy streets, Phase 1

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

*The Camden (Loading Places) (Amendment No. \*) Traffic Order 202\**

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

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

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

- 1.1. St Pancras Way provides a strategically important southbound link from the Kentish Town area into the heart of the Kings Cross / St Pancras business district, as well connecting to other major cycle routes on Midland Road, Royal College Street, Agar Grove, Goods Way and York Way, providing a segregated cycle route towards Holborn, Euston, Bloomsbury and beyond.
- 1.2. This scheme was initially implemented under an Experimental Traffic Order (ETO) in September 2020 for a maximum period of 18 months.
- 1.3. Following a successful trial period and public consultation on a set of proposed changes, the council approved the proposal to implement a permanent scheme on St Pancras Way in February 2022.
- 1.4. The proposals of this scheme 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.
- 1.5. Enabling walking and cycling is also key strategic outcome for the Council as set out in multiple strategy documents. The Camden Transport Strategy (CTS), adopted in 2019, has 7 objectives, four of which are directly aligned with the proposals for this scheme (objectives 1, 2, 4 and 5). The scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025.
- 1.6. The permanent scheme requires a new Traffic Management Order (TMO) for the additional approved features. This TMO relates to Phase 1 of the scheme, which is for changes to St Pancras Way (between Pratt Street and Wilmot Place), Wilmot Place, Georgiana Street and Pratt Street.

## 2. Summary of Changes and Reasoning

The reasons for proposing to introduce the permanent changes to St Pancras Way area are set out in detail within the decision report, ID number SC/2022/05. In summary the reasons are to:

- 2.1. Improve safety for local residents and business owners, as well as cyclists and pedestrians using the area by reducing traffic dominance and providing segregated facilities for cyclists and improved crossing points.
- 2.2. Expand the borough-wide cycling network by providing a key cycling link that would join up with several cycling routes in Camden as set out in the Cycling Action Plan.
- 2.3. 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
- 2.4. Reduce traffic dominance in the area, thereby over time reducing pollution and congestion
- 2.5. Making the area a nicer place to meet, stop, rest, and shop by planting new trees and adding new benches.
- 2.6. Respond to the positive consultation response on the scheme proposals
- 2.7. Deliver the recommendation made by the Citizens' Assembly on the Climate Crisis to introduce more segregated cycle lanes in the borough, and more urban greenery, and accompanying actions within the Climate Action Plan.
- 2.8. 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.

In addition to the changes approved in the decision report, officers are proposing to make the following minor amendments at the detailed design stage. The design changes are summarised below:

- 2.1. Introducing two new disabled bays on Georgiana Street
- 2.2. Converting paid for parking bays and a motorcycle bay on St Pancras Way to a Shared Use parking bay

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. 0\*\***

---

The Camden (Free Parking Places) (Disabled Persons)  
(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 1984<sup>1</sup>, 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 (Free Parking Places) (Disabled Persons) (Amendment No. \*\*) Traffic Order 202\* and shall come into force on \*\* \*\*\*\*\* 202\*.

**Interpretation**

2.1 In this Order:

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

“the Order of 2012” means the Camden (Free Parking Places) (Disabled Persons) Traffic Order 2012<sup>2</sup>, as amended.

2.2 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.

---

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

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

## **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 – DISABLED PERSONS' PARKING PLACES (BLUE BADGE)

(Addition to the Schedule to the Order of 2012)

| <i>Item No.<br/>(1)</i> | <i>Street<br/>(2)</i> | <i>Length of highway<br/>(3)</i>  |
|-------------------------|-----------------------|---|
| ****.                   | GEORGIANA STREET      | south-east side: from a point 10.3 metres north-east of the north-eastern kerb-line of Royal College Street north-eastward for a distance of 13.2 metres. |

## **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 (Free Parking Places) (Disabled Persons) Traffic Order 2012, so as to provide a 'blue badge' disabled persons parking place, operating 'at any time', in Georgiana Street in the London Borough of Camden.

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

---

The Camden (Loading Places) (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 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, and of all other powers thereunto enabling, hereby make the following Order:

### Citation and commencement

- 1.1 This Order may be cited as the Camden (Loading Places) (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 (Loading Places) Traffic Order 2012<sup>2</sup>, 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.

---

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

<sup>2</sup> LBC 2012/21

## **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 Schedule 1 to that Order the item set out in the Schedule to this Order.

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

**Peter Mardell**

**Head of Parking Operations**

## SCHEDULE – LOADING PLACE

(Addition to the Schedule to the Order of 2012)

| <i>Item No.</i><br>(1) | <i>Street</i><br>(2) | <i>Length of highway</i><br>(3)   | <i>Controlled hours</i><br>(4) |
|------------------------|----------------------|---|--------------------------------|
| ****.                  | PRATT STREET         | south-east side: from a point 5.2 metres north-east of the north-eastern kerb-line of Royal College Street north-eastwards for a distance of 16 metres. | At any time                    |

## **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 (Loading Places) Traffic Order 2012, so as to designate a new loading place, operating 'at any time', in which vehicles may load or unload without time limit, in Pratt Street in the London Borough of Camden.

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. 0\*\***

---

The Camden (Parking Places) (Pedal Cycles) (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 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, and of all other powers thereunto enabling, hereby make the following Order:

**Citation and commencement**

1.1 This Order may be cited as the Camden (Parking Places) (Pedal Cycles) (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 2020” means the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020<sup>2</sup>, 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 2020 shall have the same meaning as in that Order.

---

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

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

### **Revocation and designation of parking places**

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 2020 shall have effect as though:

- (a) any item in a Schedule to that Order relating to a parking place on the south-west side of St. Pancras Way, between its junctions of Georgiana Street and Pratt Street, were revoked; and
- (b) there were added to Schedule 2 to that Order, the item set out in the Schedule to this Order.

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

**Peter Mardell**

**Head of Parking Operations**



## SCHEDULE – DOCKLESS CYCLE HIRE AND E-SCOOTER PARKING PLACES

(Addition to Schedule 2 to the Order of 2020)

| <i>Item No.<br/>(1)</i> | <i>Street<br/>(2)</i> | <i>Length of highway<br/>(3)</i>   |
|-------------------------|-----------------------|--|
| *****                   | ST. PANCRAS WAY       | south-west side: from a point 8.2 metres north-west of the north-western kerb-line of Pratt Street, north-westward for a distance of 5 metres. |

## **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 (Parking Places) (Pedal Cycles) Traffic Order 2020, so as to provide a pedal cycle and e-scooter parking place in St. Pancras Way, in the London Borough of Camden.

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. 0\*\***

---

The Camden (Parking Places) (CA-G) (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 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, and of all other powers thereunto enabling, hereby make the following Order:

**Citation and commencement**

1.1 This Order may be cited as the Camden (Parking Places) (CA-G) (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 (Parking Places) (CA-G) Traffic Order 2012<sup>2</sup>, 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.

---

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

<sup>2</sup> LBC 2012/7

### **Revocation and designation of parking places**

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:

- (a) the items numbered 2899 (relating to Rochester Road) and 2923 (relating to Wilmot Drive) in Schedule 1 to that Order, were revoked; and
- (b) there were added to Schedule 1 to that Order, the item set out in the Schedule to this Order.

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

**Peter Mardell**

**Head of Parking Operations**

## SCHEDULE – PERMIT HOLDERS' PARKING PLACES

(Additions to Schedule 1 to the Order of 2012)

| <i>Item No.<br/>(1)</i> | <i>Street<br/>(2)</i> | <i>Length of highway<br/>(3)</i>   | <i>Controlled hours<br/>(4)</i>      |
|-------------------------|-----------------------|--|--------------------------------------|
| *****                   | PRATT STREET          | south-east side: from a point 21.2 metres north-east of the north-eastern kerb-line of Royal College Street north-eastwards for a distance of 15.5 metres. | Monday – Friday<br>8.00 am - 6.30 pm |
| *****                   | PRATT STREET          | south-east side: from a point 9.2 metres south-west of the south-western kerb-line of St. Pancras Way south-westwards for a distance of 11 metres.         | Monday – Friday<br>8.00 am - 6.30 pm |
| *****                   | ST. PANCRAS WAY       | south-west side: from a point 13.2 metres north-west of the north-western kerb-line of Pratt Street north-westwards for a distance of 20 metres.           | Monday – Friday<br>8.00 am - 6.30 pm |
| *****                   | WILMOT PLACE          | north-west side: from a point 10.7 metres north-east of the north-eastern kerb-line of St. Pancras Way north-eastwards for a distance of 6 metres.         | Monday – Friday<br>8.00 am - 6.30 pm |

## **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 (Parking Places) (CA-F) Traffic Order 2012, so as to remove certain existing 'CA-G' pay and display parking places in Pratt Street, St. Pancras Way and Wilmot Place and provide shared-use ('CA-G' permits and pay and display) parking places in Pratt Street and St. Pancras Way, in the London Borough of Camden.

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. 0\*\***

---

The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area)  
(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 1984<sup>1</sup>, 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 (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. \*\*) Traffic Order 2024 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 (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012<sup>2</sup>, as amended.

2.2 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.

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.

---

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

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

## **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:-

- (a) for the items numbered 359, 758 and 852 in Schedule 1 to that Order there were substituted the items similarly numbered and set out in the table in Schedule 1 to this Order;
- (b) for the items numbered 75, 167 and 186 in Schedule 2 to that Order there were substituted the items similarly numbered and set out in the table in Schedule 2 to this Order;
- (c) there were added to Schedule 2 to that Order, the item numbered \* and set out in the table in Schedule 3 to this Order; and
- (d) the item numbered 11628 in Schedule 5 to that Order were omitted.

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

**Peter Mardell**

**Head of Parking Operations**



## SCHEDULE 1 – WAITING RESTRICTIONS

TABLE - ITEMS SUBSTITUTED IN SCHEDULE 1 TO THE ORDER OF 2012

| ITEM NUMBER | STREET, SIDE OF STREET and LENGTH OF HIGHWAY  | PRESCRIBED HOURS                   |
|-------------|---|------------------------------------|
|             |   |                                    |
| 359         | GEORGIANA STREET  |                                    |
|             | (a) south-east side   |                                    |
|             | (i) between the south-western kerb-line of St. Pancras Way and a point 7.7 metres south-west of that kerb-line;   | At any time                        |
|             | (ii) between a point 7.7 metres south-west of the south-western kerb-line of St. Pancras Way and a point 20.3 metres south-west of that kerb-line;  | Monday – Friday<br>8.30am – 6.30pm |
|             | (iii) between a point 20.3 metres south-west of the south-western kerb-line of St. Pancras Way and a point 22.3 metres south-west of that kerb-line;  | At any time                        |
|             | (iv) between a point 22.3 metres south-west of the south-western kerb-line of St. Pancras Way and a point 42.6 metres south-west of that kerb-line;   | Monday – Friday<br>8.30am – 6.30pm |
|             | (v) between a point 42.6 metres south-west of the south-western kerb-line of St. Pancras Way and a point 44.6 metres south-west of that kerb-line;  | At any time                        |
|             | (vi) between a point 44.6 metres south-west of the south-western kerb-line of St. Pancras Way and its junction with the Transport for London Road Network ('TLRN') at a point 11 metres north-east of the north-eastern kerb-line of Camden Street; | Monday – Friday<br>8.30am – 6.30pm |

**SCHEDULE 1 (continued)**

| ITEM NUMBER | STREET, SIDE OF STREET and LENGTH OF HIGHWAY   | PRESCRIBED HOURS  |
|-------------|--|---|
|             | (b) north-west side  |   |
|             | (i) between its junction with the TLRN at a point 11 metres north-east of the north-eastern kerb-line of Camden Street and a point 16 metres south-west of the south-western kerb-line of St. Pancras Way;   | Monday – Friday<br>8.30am – 6.30pm  |
|             | (ii) between a point 16 metres south-west of the south-western kerb-line of St. Pancras Way and that kerb-line.  | At any time   |
| <b>758.</b> | <b>PRATT STREET</b>  |   |
|             | (a) the north-west side:   |   |
|             | (i) between its junction with the Transport for London Road Network ('TLRN') at a point 40 metres north-east of the north-eastern kerb-line of Camden High Street and a point 7.5 metres south-west of the south-western kerb-line of Bayham Street; | Monday – Friday<br>8.30 am – 11 pm<br>Saturday &<br>Sunday<br>9.30 am – 11 pm |
|             | (ii) between a point 7.5 metres south-west of the south-western kerb-line of Bayham Street and the common boundary of Nos. 23 and 25 Pratt Street;   | At any time   |
|             | (iii) between the common boundary of Nos. 23 and 25 Pratt Street and its junction with the TLRN at a point 18 metres south-west of the south-western kerb-line build-out of Camden Street;   | Monday – Friday<br>8.30 am – 11 pm<br>Saturday &<br>Sunday<br>9.30 am – 11 pm |
|             | (iv) between its junction with the TLRN at a point 10.5 metres north-east of the north-eastern kerb-line build-out of Camden Street and a point 17 metres south-west of the south-western kerb-line of Royal College Street;                         | Monday – Friday<br>8.30am – 6.30pm<br>Saturday<br>9.30am – 5.30pm             |

**SCHEDULE 1 (continued)**

| ITEM NUMBER | STREET, SIDE OF STREET and LENGTH OF HIGHWAY   | PRESCRIBED HOURS  |
|-------------|--|---|
|             | (v) between a point 17 metres south-west of the south-western kerb-line of Royal College Street and the south-western kerb-line of St. Pancras Way;  | At any time   |
|             | (b) the south-east side:   |   |
|             | (i) between its junction with the TLRN at a point 0.5 metres south-west of the south-western kerb-line build-out of Pratt Mews and the common boundary of Nos. 12 and 14 Pratt Street;                                 | Monday – Friday<br>8.30 am – 11 pm<br>Saturday &<br>Sunday<br>9.30 am – 11 pm |
|             | (ii) between the common boundary of Nos. 12 and 14 Pratt Street and a point 12 metres north-east of the north-eastern kerb-line of Bayham Street;  | At any time   |
|             | (iii) between a point 12 metres north-east of the north-eastern kerb-line of Bayham Street and its junction with the TLRN at a point 17.5 metres south-west of the south-western kerb-line build-out of Camden Street; | Monday – Friday<br>8.30 am – 11 pm<br>Saturday &<br>Sunday<br>9.30 am – 11 pm |
|             | (iv) between its junction with the TLRN at a point 25 metres north-east of the north-eastern kerb-line build-out of Camden Street and a point 11 metres south-west of the south-western kerb-line of Mandela Street;   | Monday – Friday<br>8.30am – 6.30pm<br>Saturday<br>9.30am – 5.30pm             |
|             | (v) between a point 11 metres south-west of the south-western kerb-line of Mandela Street and the common boundary of Nos. 92 and 94 Pratt Street;  | At any time   |
|             | (vi) between the common boundary of Nos. 92 and 94 Pratt Street and a point 10 metres south-west of the south-western kerb-line of Royal College Street;   | Monday – Friday<br>8.30am – 6.30pm  |

**SCHEDULE 1 (continued)**

| ITEM NUMBER | STREET, SIDE OF STREET and LENGTH OF HIGHWAY  | PRESCRIBED HOURS                   |
|-------------|---|------------------------------------|
|             | (vii) between a point 10 metres south-west of the south-western kerb-line of Royal College Street and a point 5.2 metres north-east of the north-eastern kerb-line of Royal College Street;                         | At any time                        |
|             | (viii) between a point 5.2 metres north-east of the north-eastern kerb-line of Royal College Street and a point 36.7 metres north-east of that kerb-line;   | Monday – Friday<br>8.30am – 6.30pm |
|             | (ix) between a point 36.7 metres north-east of the north-eastern kerb-line of Royal College Street and a point 40.8 metres north-east of that kerb-line;  | At any time                        |
|             | (x) between a point 40.8 metres north-east of the north-eastern kerb-line of Royal College Street and a point 35.9 metres south-west of the south-western kerb-line of St. Pancras Way;                             | Monday – Friday<br>8.30am – 6.30pm |
|             | (xi) between a point 35.9 metres south-west of the south-western kerb-line of St. Pancras Way and a point 20.2 metres south-west of that kerb-line;   | At any time                        |
|             | (xii) between a point 20.2 metres south-west of the south-western kerb-line of St. Pancras Way and a point 9.2 metres south-west of that kerb-line;   | Monday – Friday<br>8.30am – 6.30pm |
|             | (xiii) between the south-western kerb-line of St. Pancras Way and a point 9.2 metres south-west of that kerb-line.  | At any time                        |
| <b>852</b>  | <b>ST. PANCRAS WAY</b>  |                                    |
|             | (a) north-east side;  | At any time                        |
|             | (b) south-west side:  |                                    |
|             | (i) between the north-eastern kerb line of Royal College Street and its junction with the Transport for London Road Network ('TLRN') at a point 55 metres north-west of the north-western kerb line of Camden Road; | At any time                        |

**SCHEDULE 1 (continued)**

| <b>ITEM NUMBER</b> | <b>STREET, SIDE OF STREET and LENGTH OF HIGHWAY</b>   | <b>PRESCRIBED HOURS</b>            |
|--------------------|---|------------------------------------|
|                    | (ii) between its junction with the TLRN at a point 33.53 metres south-east of the south-eastern kerb line of Camden Road and a point 2 metres north-west of the north-western kerb line of Randolph Street; | Monday – Friday<br>8.30am – 6.30pm |
|                    | (iii) between a point 2 metres north-west of the north-western kerb line of Randolph Street and a point 33.2 metres north-west of the north-western kerb line of Pratt Street;                              | At any time                        |
|                    | (iv) between a point 33.2 metres north-west of the north-western kerb line of Pratt Street and a point 8.2 metres north-west of the north-western kerb line of Pratt Street;                                | Monday – Friday<br>8.30am – 6.30pm |
|                    | (v) between a point 8.2 metres north-west of the north-western kerb line of Pratt Street and a point 24 metres south-east of the south-eastern kerb line of Pratt Street;                                   | At any time                        |
|                    | (vi) between a point 24 metres south-east of the south-eastern kerb line of Pratt Street and a point 48 metres south-east of that kerb-line;  | Monday – Friday<br>8.30am – 6.30pm |
|                    | (vii) between a point 50 metres south-east of the south-eastern kerb line of Pratt Street and a point 83 metres south-east of that kerb-line;   | At any time                        |
|                    | (viii) from a point 83 metres south-east of the south-eastern Kerb line of Pratt Street and a point 104.1 metres north-west of that kerb-line;  | Monday – Friday<br>8.30am – 6.30pm |
|                    | (ix) between a point 100.4 metres north-west of the north-western kerb line of College Grove and a point 80.4 metres north-west of that kerb-line;  | At any time                        |
|                    | (x) between a point 80.4 metres north-west of the north-western kerb line of College Grove and a point 57.4 metres north-west of that kerb-line;  | Monday – Friday<br>8.30am – 6.30pm |
|                    | (xi) between a point 57.4 metres north-west of the north-western kerb line of College Grove and a point 39 metres north-west of that kerb-line;   | At any time                        |

**SCHEDULE 1 (continued)**

| <b>ITEM NUMBER</b> | <b>STREET, SIDE OF STREET and LENGTH OF HIGHWAY</b>   | <b>PRESCRIBED HOURS</b>            |
|--------------------|---|------------------------------------|
|                    | (xii) between a point 39 metres north-west of the north-western kerb line of College Grove and a point 27 metres north-west of that kerb-line;  | Monday – Friday<br>8.30am – 6.30pm |
|                    | (xiii) between a point 28 metres north-west of the north-western kerb line of College Grove and its junction with Pancras Road; and   | Monday – Friday<br>8.30am – 6.30pm |
|                    | (c) south-western arm: between its junction with the TLRN at a point 10 metres south-east of the south-eastern kerb line of Camden Road and its junction with the main arm of St. Pancras Way, N/E Arm. | Monday – Friday<br>8.30am – 6.30pm |

## SCHEDULE 2 – LOADING RESTRICTIONS

TABLE - ITEMS SUBSTITUTED IN SCHEDULE 2 TO THE ORDER OF 2012

| ITEM NUMBER | STREET, SIDE OF STREET and LENGTH OF HIGHWAY   | PRESCRIBED HOURS                                      |
|-------------|--|---|
| 75          | GEORGIANA STREET   |   |
|             | south-east side, between the south-western kerb-line of St. Pancras Way and a point 7.7 metres south-west of that kerb-line.   | At any time   |
|             |  |   |
| 167         | PRATT STREET   |   |
|             | (a) north-west side  |   |
|             | (i) between the south-western kerb-line of St. Pancras Way and the north-eastern kerb-line of Royal College Street;  | At any time   |
|             | (ii) between the south-western kerb-line of Bayham Street and a point 7.6 metres south-west of that kerb-line;   | At any time   |
|             | (iii) between a point 53.3 metres north-east of the north-eastern kerb-line of Camden High Street and a point 7.6 metres south-west of the south-western kerb-line of Bayham Street; | Monday – Friday<br>8.30am – 9.30am<br>5.00pm – 6.30pm |
|             | (b) south-east side  |   |
|             | (ii) between a point 20.2 metres south-west of the south-western kerb-line of St. Pancras Way and a point 35.9 metres south-west of that kerb-line;                                  | At any time   |

**SCHEDULE 2 (continued)**

| ITEM NUMBER | STREET, SIDE OF STREET and LENGTH OF HIGHWAY  | PRESCRIBED HOURS  |
|-------------|---|---|
|             | (iii) between a point 40.9 metres south-west of the south-western kerb-line of St. Pancras Way and a point 45 metres south-west of that kerb-line;  | At any time   |
|             | (iv) between the south-western kerb-line of Bayham Street and a party wall of Nos. 12/14 Pratt Street;  | Monday – Friday<br>8.30am – 6.30pm<br>Saturday<br>9.30am – 1.30pm |
|             | (v) between the party wall of Nos. 12 and 14 Pratt Street and the eastern kerb-line of Pratt Mews.  | Monday – Friday<br>8.30am – 9.30am<br>5.00pm – 6.30pm             |
| 186         | ST. PANCRAS WAY   |   |
|             | (a) north-east, east and south-east side:   |   |
|             | (i) between the south-eastern kerb-line of Wilmot Place and its junction with the Transport for London Road Network ('TLRN') at a point 55 metres north-west of the north-western kerb-line of Camden Road; | At any time   |
|             | (ii) between its junction with the TLRN at a point 34.6 metres south-east of the south-eastern kerb-line of Camden Road and a point 71.4 metres north-west of the north-western kerb-line of Agar Grove;    | At any time   |
|             | (iii) between a point 46.8 metres north-west of the north-western kerb-line of Agar Grove and a point 14.5 metres south of the southern kerb-line of Barker Drive;  | At any time   |
|             | (iv) between a point 42.2 metres south of the southern kerb-line of Barker Drive and a point 9.2 metres north-west of the north-western kerb-line of Pratt Street;  | At any time   |
|             | (v) between the south-eastern kerb-line of Granary Street and the north-eastern kerb-line of Pancras Road;  | At any time   |



**SCHEDULE 2 (continued)**

| <b>ITEM NUMBER</b> | <b>STREET, SIDE OF STREET and LENGTH OF HIGHWAY</b>   | <b>PRESCRIBED HOURS</b> |
|--------------------|---|-------------------------|
|                    | (b) south-west, west and north-west side  |                         |
|                    | (i) between the south-eastern kerb-line of Randolph Street and a point 25 metres north-east of the north-western kerb-line of Georgiana Street; | At any time             |
|                    | (ii) between the south-eastern kerb-line of Georgiana Street and a point 46.5 metres south-east of that kerb-line.                              | At any time             |

### SCHEDULE 3 – LOADING RESTRICTIONS

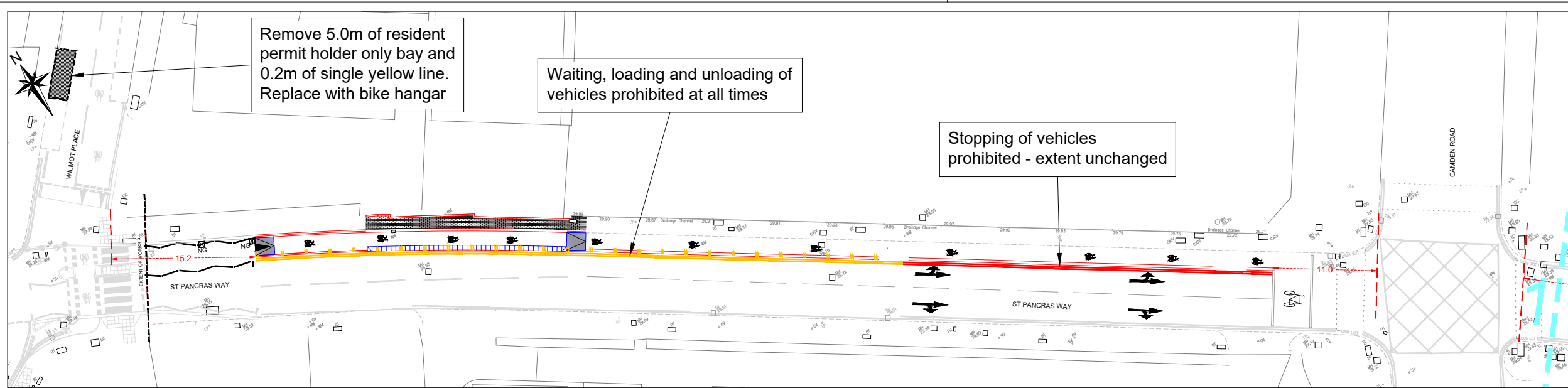
TABLE - ITEM ADDED TO SCHEDULE 2 TO THE ORDER OF 2012

| <b>ITEM NUMBER</b> | <b>STREET, SIDE OF STREET and LENGTH OF HIGHWAY</b>  | <b>PRESCRIBED HOURS</b> |
|--------------------|--|-------------------------|
| *                  | BARKER DRIVE   |                         |
|                    | south side: between the eastern kerb-line of St. Pancras Way and a point 10 metres east of that kerb-line. | At any time             |

## **EXPLANATORY NOTE**

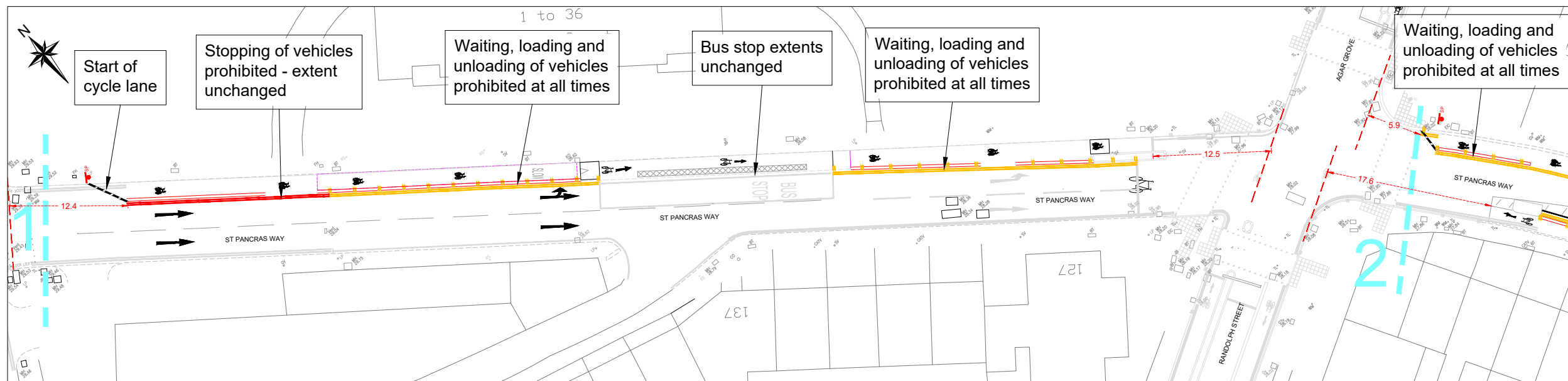
(This Note is not part of the Order)

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 provide a combination of "at any time" waiting and loading restrictions in certain lengths of Barker Drive, Georgiana Street, Pratt Street and St. Pancras Way, in the London Borough of Camden.



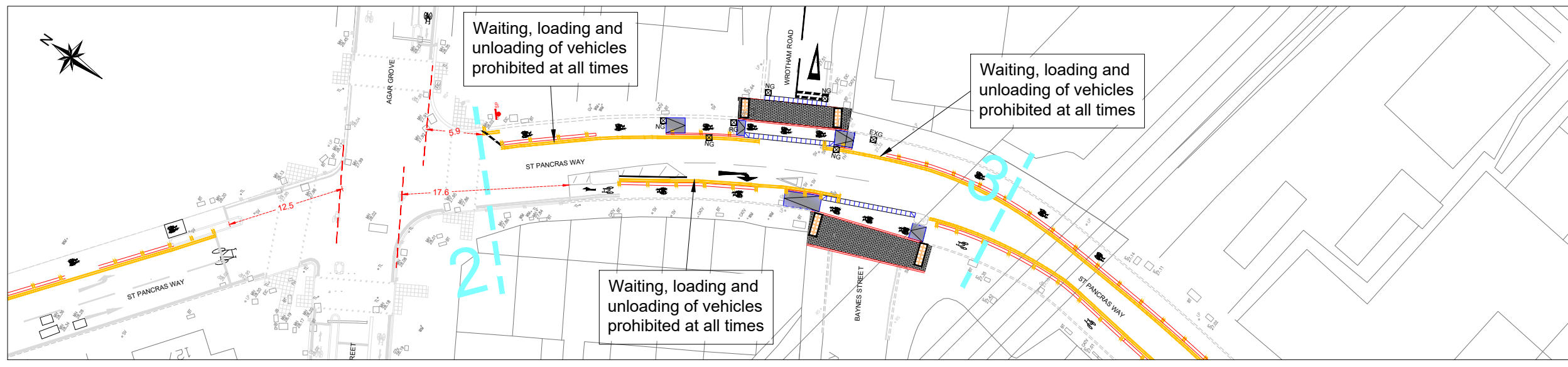
- LEGEND**
- PROPOSED KERB
  - DUTCH KERB
  - ROAD MARKINGS - YELLOW
  - ROAD MARKINGS - WHITE
  - ROAD MARKINGS - RED
  - FOOTWAY PAVING
  - CONTINUOUS CROSSING
  - ASPHALT RAMP/RAISED TABLE
  - TACTILE PAVING RED
  - TACTILE PAVING BUFF
  - CORDUROY PAVING
  - GULLY
  - LAMP COLUMN
  - CYCLE STAND
  - BOLLARD
  - REFLECTORISED SLIM BOLLARD
  - PROPOSED SIGN
  - BIKE HANGAR
  - TMO SETTING OUT LINE
  - TMO DIMENSIONS

- NOTES**
1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
  2. SHARED USE BAY ON ST PANCRAS WAY. LOCATION NUMBER REQUIRED
  3. SHARED USE BAY ON PRATT STREET. LOCATION NUMBER REQUIRED



| Rev | By | Date     | Amendments    |
|-----|----|----------|---------------|
| A   | HD | 15.07.24 | Initial issue |

**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  
**ST PANCRAS WAY  
CYCLE SCHEME  
PERMANENT MEASURES**

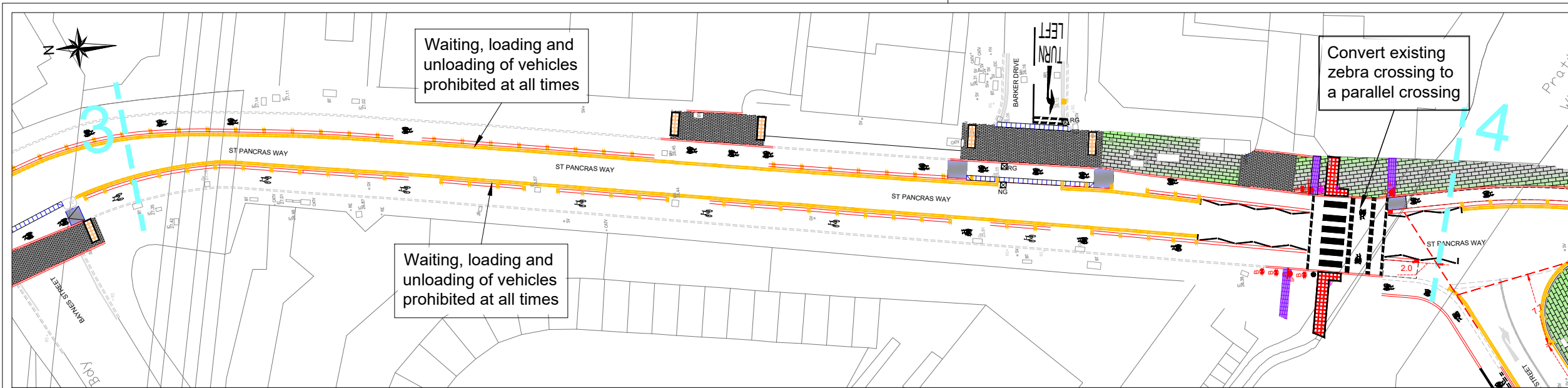
Drawing Title  
**DETAIL DESIGN  
TRAFFIC MANAGEMENT ORDER  
SHEET 1 OF 2**

|                       |                                |
|-----------------------|--------------------------------|
| Scale<br>1 : 500 @ A3 | Date<br>JULY 2024              |
| Drawn By<br>HD        | File Ref<br>TM-SPW-PERM-DD     |
| Checked By<br>--      | Dwg Name<br>TM-SPW-PERM-DD.dwg |

Drawing Location  
T:\Cptl\_Schms\20-21\COVID-19\PUCL\SPWP\08\ETO\LBC\PD\STD

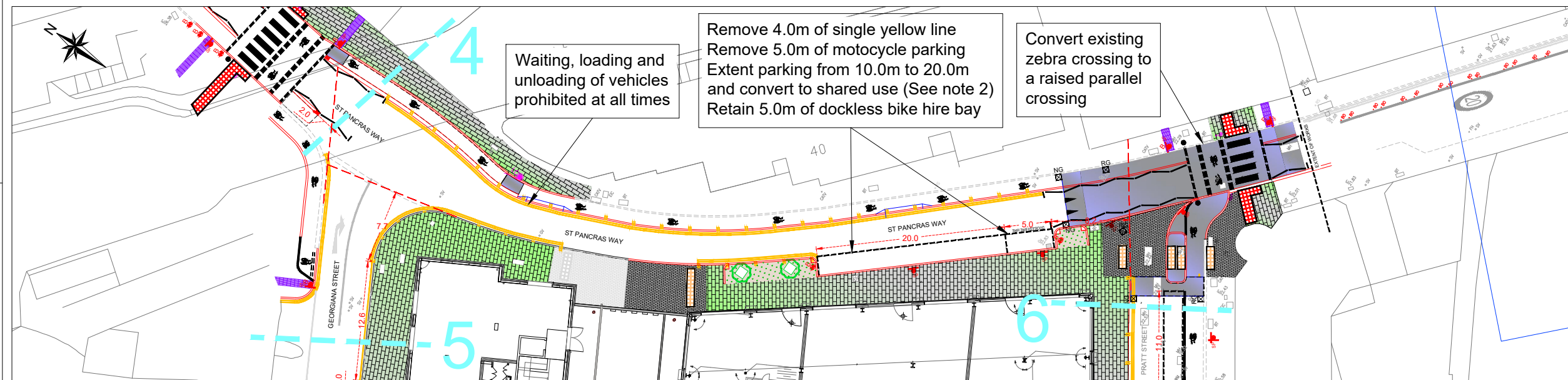
Drawing Number  
TM-SPW-PERM-DD-1200-2001

Rev. **A**



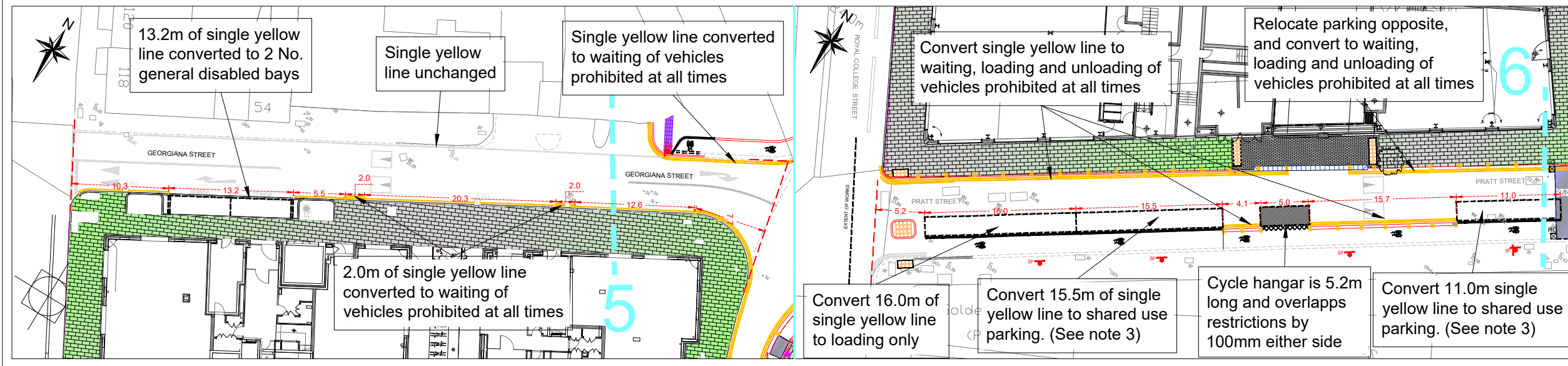
- LEGEND**
- PROPOSED KERB
  - DUTCH KERB
  - ROAD MARKINGS - YELLOW
  - ROAD MARKINGS - WHITE
  - ROAD MARKINGS - RED
  - FOOTWAY PAVING
  - CONTINUOUS CROSSING
  - ASPHALT RAMP/RAISED TABLE
  - TACTILE PAVING RED
  - TACTILE PAVING BUFF
  - CORDUROY PAVING
  - GULLY
  - LAMP COLUMN
  - CYCLE STAND
  - BOLLARD
  - ▢ REFLECTORISED SLIM BOLLARD
  - PROPOSED SIGN
  - BIKE HANGAR
  - TMO SETTING OUT LINE
  - TMO DIMENSIONS

- NOTES**
1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
  2. SHARED USE BAY ON ST PANCRAS WAY. LOCATION NUMBER REQUIRED
  3. SHARED USE BAY ON PRATT STREET. LOCATION NUMBER REQUIRED



| Rev | By | Date     | Amendments    |
|-----|----|----------|---------------|
| A   | HD | 15.07.24 | Initial issue |

**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  
**ST PANCRAS WAY  
 CYCLE SCHEME  
 PERMANENT MEASURES**

Drawing Title  
**DETAIL DESIGN  
 TRAFFIC MANAGEMENT ORDER  
 SHEET 2 OF 2**

|   |  |
|---|--|
| Scale<br>1 : 500 @ A3   | Date<br>JULY 2024                          |
| Drawn By<br>HD  | File Ref<br>TM-SPW-PERM-DD                 |
| Checked By<br>---   | Dwg Name<br>TM-SPW-PERM-DD.dwg             |
| Drawing Location<br>T:\Cptl_Schms\20-21\COVID-19\PUCL\SPWP\08\ETOL\BC\IPD\STD | Drawing Number<br>TM-SPW-PERM-DD-1200-2002 |
|   | Rev.<br><b>A</b>                           |