

Public notice

Goods Way area - Safe and healthy streets

*The Camden (Prescribed Routes and Cycle Lanes) (Goods Way area) (No. 1) Traffic Order 202**

*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202**

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Orders under sections 6, 45, 46, 49, 63 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Orders, complementary to a scheme of footway and carriageway realignment works and 'green mobility hub' provision in the Goods Way area, as part of the Council's 'Safe and healthy streets' programme, would be, in:-
 - (a) CAMLEY STREET, to:
 - (i) prohibit south-eastbound vehicles from turning left into or entering into Goods Way, with exception provided for pedal cycles;
 - (ii) prohibit south-eastbound motor vehicles from entering into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for taxis;
 - (iii) provide a new disabled persons 'blue badge' parking place operating at any time with space for two vehicles, 13.2 metres in length, on the north-east side outside Camley Street Natural Park, by converting the same length of 'at any time' waiting restrictions (said parking place to be located immediately to the south-east of the existing disabled persons parking place at this location); and
 - (iv) provide a new car club parking place with space for one car club vehicle, 6.6 metres in length, on the north-east side outside Camley Street Natural Park, by converting the same length of 'at any time' waiting restrictions (said parking place to be located immediately to the north-west of the existing disabled persons parking place at this location);
 - (b) GOODS WAY, to:
 - (i) formalise the existing one-way westbound/south-westbound traffic working with pedal cycle contraflow between a point 48 metres west of its junction with York Way and its junction with Camley Street and Pancras Road;
 - (ii) prohibit south-westbound vehicles from turning left into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for pedal cycles and taxis;

- (iii) prohibit south-westbound motor vehicles from entering into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for taxis;
 - (iv) provide north-eastbound and south-westbound semi-segregated cycle lanes on the north-west and south-east sides of the road, between its junction with Camley Street and Pancras Road and the south-western parapet of Espérance Bridge;
 - (v) provide a two-way cycle lane at 90° to the general flow of traffic, providing a pedal cycle gap between two new island sites to be constructed in the carriageway;
 - (vi) provide a new loading bay, operating at any time with a maximum stay period of 10 minutes, no return within two hours, 18.9 metres in length, inset to a new island site to be constructed in the south-eastern side of the carriageway at the rear of No. 4 Pancras Square;
 - (vii) provide a new dockless cycle and e-scooter hire parking place, 8 metres in length and 2 metres in width, on a new island site to be constructed in the north-western side of the carriageway outside Camley Street Natural Park;
 - (viii) provide a new dockless cycle and e-scooter hire parking place, 35 metres in length and 2 metres in width, on the realigned south-eastern footway at the rear of No. 5 Pancras Square;
 - (viii) remove an existing dockless cycle and e-scooter hire parking place, 13 metres in length, on the south-eastern footway at the rear of No. 4 Pancras Square (said capacity to be re-provided within items (b)(vii) and (viii) above);
 - (ix) remove an existing inset disabled persons parking place, 16 metres in length, on the south-east side at the rear of No. 5 Pancras Square (said capacity to be re-provided in part within item (a)(iii) above; and
 - (x) introduce 'at any time' waiting and loading restrictions on all otherwise undesignated kerbside on both sides of the carriageway between its junction with Camley Street and Pancras Road and Espérance Bridge;
- (c) PANCRAS ROAD (that part which lies between its junction with Euston Road and its junction with Camley Street and Goods Way), to prohibit north-westbound vehicles from turning right into or entering into Goods Way, with exception provided for pedal cycles; and
- (d) PANCRAS ROAD (that part which lies between its junction with Midland Road and its junction with Camley Street and Goods Way), to:
- (i) prohibit north-eastbound vehicles from entering into Goods Way, with exception provided for pedal cycles;
 - (ii) prohibit north-eastbound vehicles from turning right into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for pedal cycles and taxis; and

- (iii) prohibit north-eastbound motor vehicles from entering into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for taxis;
3. FURTHER NOTICE IS HEREBY GIVEN that the Council under section 23 of the Road Traffic Regulation Act 1984, have approved changes to an existing 'zebra' pedestrian crossing, centred in GOODS WAY at a point 2 metres north-east of the south-western parapet of Espérance Bridge. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid for a revised distance of 20 metres north-east of and 12 metres south-west of this crossing.
4. FURTHER NOTICE IS HEREBY GIVEN that the Council under sections 90A to 90E of the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999, propose to construct speed tables of flat-top construction, coterminous with informal crossing points, each having a maximum height level with the surrounding footway or island site, and covering the full width of the cycle lanes referred to in (b)(iv) above, at the following locations, in GOODS WAY:-
- (a) in the north-eastbound (contra-flow) cycle lane:
 - (i) extending from a point 2 metres north-east of the north-eastern kerb-line build-out of Camley Street north-eastward for a distance of 6.5 metres, including both ramps; and
 - (ii) extending from a point 31.5 metres north-east of the north-eastern kerb-line build-out of Camley Street north-eastward for a distance of 6 metres, including both ramps;
 - (b) in the south-westbound (with-flow) cycle lane, extending from a point 37 metres south-west of a point opposite the south-western parapet of Espérance Bridge south-westward for a distance of 7 metres, including both ramps.
5. Additional notice is given as a courtesy measure that the Council have approved:-
- (a) in GOODS WAY:
 - (i) the provision of two 'cycle hangar' secure pedal cycle stands, each 2.55 metres in length and 2 metres in width, on a new island site to be constructed in the north-western side of the carriageway outside Camley Street Natural Park;
 - (ii) the provision of a bus stop clearway (no stopping except local buses at any time), 22 metres in length, on the south-east side of the carriageway at the rear of No. 4 Pancras Square; and
 - (b) at the junction of CAMLEY STREET, GOODS WAY and PANCRAS ROAD, a revised box junction layout (within which box junctions rules will apply), bounded on the north-west by a line extended from north-easternmost kerb-line of Goods Way, on the north-east by a line extended from the north-easternmost kerb-line of Camley Street, on the south-east by a line perpendicular to the north-eastern kerb of Pancras Road 6.5

metres south-east of the south-eastern kerb-line of Goods Way, and on the south-west by the south-western kerb-line of Pancras Road.

6. Copies of the proposed Orders, of plans indicating the proposals, the Council's Statement of reasons for making the Orders, and of other relevant documents, may be obtained by contacting traffic.orders@camden.gov.uk 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 'TMO2526-0011' 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 07 November 2025.

Peter Mardell – Head of Parking Operations

16 October 2025

Statement of reasons

Goods Way area - Safe and healthy streets

*The Camden (Prescribed Routes and Cycle Lanes) (Goods Way area) (No. 1) Traffic Order 202**

*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202**

The London Borough of Camden has developed and consulted on changes to improve the safety, accessibility and amenity of walking and cycling, as well as public and shared transport accessibility in the Goods Way area.

The following permanent changes are proposed in the Goods Way area, under a Traffic Management Order (TMO):

Walking proposals

- Pavement widening and planting on the southern footway of Goods Way

Cycling and walking proposals

- Upgrade and expansion of existing bollard-separated cycle lanes to kerb separated cycle tracks along the length of Goods Way with widths ranging between 1.5 and 2.1m
- Inclusion of a bus stop bypass for people cycling westbound at the proposed bus stop

Bus stop proposals

- A new bus stop for the 63 Route to the west of the existing western zebra crossing. This would be the first stop on the bus route and therefore boarding only.
- Bus stop cycle bypass with a zebra crossing, entry 'taper' (a bend) in the cycle track bypass and rumble strips

Shared and micro-mobility hub proposals

- A new 'shared and micro-mobility hub' to be built on an island in space previously used for the former eastbound lane of Goods Way, near the junction with Camley Street. This would be a space that gives people to shared types of transport, including to sustainable freight transport and expands provision for e-bike and scooter hire parking, which is currently overflowing. The island would connect to the northern Goods Way pavement via mini zebra crossings and would also connect to the southern Goods Way pavement via a signalised crossing.

The hub is proposed to include:

- A dockless e-scooter and cycle bay
- Sheltered cycle parking, including for outsized cycles such as cargo bikes

- A hireable community cargo bike (to be confirmed with providers), which could be hosted by a local business
- A cycle repair and maintenance toolkit and pump
- Seating
- Plants and trees
- An information and wayfinding plinth

Loading, parking and road marking proposals

- A car club bay and car club vehicle on Camley Street, to serve as an extension of the shared and micro-mobility hub on Goods Way. This would help expand shared car-access, which can be a more sustainable alternative to private car ownership
- Existing dockless e-scooter and cycle hire bay to be moved further west, to accommodate new bus stop
- Existing disabled bays on western end of Goods Way outside 5 Pancras Square to be relocated to the southern end of Camley Street, close to the junction with Goods Way to improve cycle safety on Goods Way, where vehicles currently have to cross the cycle lane to park
- A new floating loading bay to allow time limited loading for 10 minutes with no return in 2 hours

Greening and public realm proposals

- Low level planting, including rain gardens, throughout Goods Way. Rain gardens are areas of planting which soak up water during heavy rainfall helping to mitigate against local flooding.
- Tree planting in the proposed mobility hub

These proposals, if approved, would:

- Improve pedestrian and cyclist accessibility, safety and amenity, particularly at junctions and crossings
- Reduce incidents of vehicles parking on or crossing over cycle paths
- Improve accessibility to the area by bus, particularly for groups known to rely on buses more than others
- Enable continuous segregation from traffic for cyclists, while also ensuring interactions between cyclists and pedestrians near the bus stop are safe
- Reduce pavement clutter from e-bike and scooter hire parking
- Improve access to shared mobility modes

REASONS FOR PROPOSING TO MAKE THE ORDERS

The proposed changes have been developed in response to policy, transport data monitoring and the public feedback, including from the consultation on the proposals in the summer of 2024. Goods Way is identified as a primary cycling route in Camden's Transport Strategy and is currently served by wand-separated infrastructure, which has been marked as needing to be upgraded to kerb-separated in Appendix A of the Cycling Action Plan. It is also an area of high footfall, which is set to increase as development in the area is completed. This means it is important to enhance footways and the public realm in the area. Goods Way also has one of the busiest dockless bike and e-scooter hire bays within the borough; the proposals help to respond to high demand for these modes in the area and to better manage how they are parked. Neither Goods Way nor the King's Cross development has an internal bus connection, and there is an opportunity to provide a new bus stop to improve public transport accessibility, especially for groups who are more likely to rely on buses.

Overall, the walking, cycling, public transport and shared mobility improvements would align with the Council's policy vision set out in:

- We Make Camden
- Euston Area Plan
- Camden's Transport Strategy, supporting action plans and 3 year Delivery Plans
- Camden's Climate Action Plan
- Camden's Clean Air Action Plan
- Camden's Health and Well-Being Strategy
- Somers Town Greening Strategy
- Camden Tree Planting Strategy 2020-25
- Camden Biodiversity Strategy

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Prescribed Routes and Cycle Lanes) (Goods Way area)
(No. 1) 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 section 6 and 124 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 and Cycle Lanes) (Goods Way area) (No. 1) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "contraflow", "cycle lane", "pedal cycle", "taxi" and "with-flow" have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016²;
 - "Council" means the Council of the London Borough of Camden;
 - "electronic communications network" has the same meaning as in section 32 of the Communications Act 2003³;
 - "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.

¹ 1984 c.27

² SI 2016/362

³ 2003 c.21

- (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 of existing provisions

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 Camden (Prescribed Routes) (No. 5) Traffic Order 2007⁴ shall have effect as though Articles 3, 5, 6 and 7 of that Order were omitted.

Prescribed routes

Camley Street - south-eastbound:

4. (1) No person causing any vehicle to proceed in a south-eastbound direction in Camley Street shall, upon reaching its junction with Goods Way and Pancras Road:-

- (a) cause that vehicle to turn left into Goods Way; or
- (b) cause that vehicle to enter into Goods Way.

Provided that nothing in paragraph (1) of this Article shall apply to a pedal cycle.

- (2) No person causing any motor vehicle to proceed in a south-eastbound direction in Camley Street shall, upon reaching its junction with Goods Way and Pancras Road, cause that motor vehicle to enter into or proceed in that part of Pancras Road which lies between its junction with Goods Way and its junction with Euston Road.

Provided that nothing in paragraph (2) of this Article shall apply to a taxi.

Goods Way – south-westbound:

5. (1) No person shall cause any vehicle, other than a pedal cycle, to proceed in that part of Goods Way which lies between a point 48 metres west of the western kerb-line of York Way and its junction with Camley Street and Pancras Road, other than in an westbound, or south-westbound, direction.

- (2) No person causing any vehicle to proceed in a south-westbound direction in Goods Way shall, upon reaching its junction with Camley and Pancras Road, cause that vehicle to turn left into that part of Pancras Road which lies between its junction with Goods Way and its junction with Euston Road.

Provided that nothing in paragraph (2) of this Article shall apply to a pedal cycle or a taxi.

⁴ LBC 2007/45

- (3) No person causing any motor vehicle to proceed in a south-westbound direction in Goods Way shall, upon reaching its junction with Camley and Pancras Road, cause that motor vehicle to enter into or proceed in that part of Pancras Road which lies between its junction with Goods Way and its junction with Euston Road.

Provided that nothing in paragraph (3) of this Article shall apply to a taxi.

Pancras Road (Euston Road to Camley Street and Goods Way) – north-westbound:

6. No person causing any vehicle to proceed in a north-westbound direction in that part of Pancras Road which lies between its junction with Euston Road and its junction with Camley Street and Goods Way shall, upon reaching its junction with Camley Street and Goods Way:-

- (a) cause that vehicle to turn right into Goods Way; or
- (b) cause that vehicle to enter into Goods Way.

Provided that nothing in this Article shall apply to a pedal cycle.

Pancras Road (Midland Road to Camley Street and Goods Way) - north-eastbound:

7. (1) No person causing any vehicle to proceed in a north-eastbound direction in that part of Pancras Road which lies between its junction with Midland Road and its junction with Camley Street and Goods Way shall, upon reaching its junction with Camley Street and Goods Way:-

- (a) cause that vehicle to enter into Goods Way; or
- (b) cause that vehicle to turn right into that part of Pancras Road which lies between its junction with Goods Way and its junction with Euston Road.

Provided that:

- (i) nothing in sub-paragraph (a) of this Article shall apply to a pedal cycle; and
- (ii) nothing in sub-paragraph (b) of this Article shall apply to a pedal cycle or a taxi.

- (2) No person causing any motor vehicle to proceed in a north-eastbound direction in that part of Pancras Road which lies between its junction with Midland Road and its junction with Camley Street and Goods Way shall, upon reaching its junction with Camley Street and Goods Way, cause that motor vehicle to enter into or proceed in that part of Pancras Road which lies between its junction with Goods Way and its junction with Euston Road.

Provided that nothing in paragraph (2) of this Article shall apply to a taxi.

Cycle lane controls

8. (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 the 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

9. (1) Nothing in Articles 4, 5, 6, 7 or 8 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 8 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;
 - (b) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in a cycle lane; or the maintenance, improvement, reconstruction, cleansing or lighting within a cycle lane; the laying, erection, alteration in or adjacent to a cycle lane 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 or adjacent to a cycle lane, if the vehicle cannot be used for that purpose in any other part of street.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – CYCLE LANES

(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.	<p>GOODS WAY all that part of the north-western side of the carriageway as is bound on the north-west by the north-western kerb-line of Goods Way and on the south-east by a either the north-western edge of an island site constructed in the carriageway, or an intermittent segregating kerb placed 2 metres south-east of and parallel to the north-western kerb-line of Goods Way, as extends from the north-eastern kerb-line build-out of Camley Street to a point 7.5 metres south-west of the south-western parapet of Espérance Bridge.</p>	North-eastbound contraflow cycle lane	At any time
2.	<p>GOODS WAY all that part of the south-eastern side of the carriageway as is bound on the south-east by the south-eastern kerb-line of Goods Way and on the north-west by a either the south-eastern edge of an island site constructed in the carriageway, or an intermittent segregating kerb placed 2 metres north-west of and parallel to the south-eastern kerb-line of Goods Way, as extends from a point opposite the south-western parapet of Espérance Bridge to a point 10 metres north-east of the north-eastern kerb-line of Pancras Road.</p>	South-westbound with-flow cycle lane	At any time
3.	<p>GOODS WAY all that part of the north-western side of the carriageway of Goods Way as is bound on the north-east by the south-western edge of an island site constructed in the carriageway and on the south-west by the north-eastern edge of a second island site constructed in the carriageway, as extends from the north-western edge to the south-eastern edge of said island sites, providing a 'pedal cycle gap' aligned at 90° to the general flow of traffic.</p>	Two-way cycle lane, at 90° to the general flow of traffic.	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order formalises or updates moving traffic restrictions at the junction of Camley Street, Goods Way and Pancras Road, and formalises, updates and introduces new cycle lane restrictions in Goods Way, in the London Borough of Camden, with the following effects:

- (a) in Camley Street:
 - (i) to prohibit south-eastbound vehicles from turning left into or entering into Goods Way, with exception provided for pedal cycles; and
 - (ii) to prohibit south-eastbound motor vehicles from entering into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for taxis;
- (b) in Goods Way:
 - (i) to formalise the one-way westbound/south-westbound traffic working with pedal cycle contraflow between a point 48 metres west of its junction with York Way and its junction with Camley Street and Pancras Road;
 - (ii) to prohibit south-westbound vehicles from turning left into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for pedal cycles and taxis;
 - (iii) to prohibit south-eastbound motor vehicles from entering into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for taxis;
 - (iv) to provide north-eastbound and south-westbound semi-segregated cycle lanes on the north-west and south-east sides of the road, between its junction with Camley Street and Pancras Road and the south-western parapet of Espérance Bridge; and
 - (v) to provide a two-way cycle lane at 90° to the general flow of traffic, providing a pedal cycle gap between two new island sites to be constructed in the carriageway;
- (c) in Pancras Road (that part which lies between its junction with Euston Road and its junction with Camley Street and Goods Way), to prohibit north-westbound vehicles from turning right into or entering into Goods Way, with exception provided for pedal cycles; and
- (d) in Pancras Road (that part which lies between its junction with Midland Road and its junction with Camley Street and Goods Way):
 - (i) to prohibit north-eastbound vehicles from entering into Goods Way, with exception provided for pedal cycles;
 - (ii) to prohibit north-eastbound vehicles from turning right into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for pedal cycles and taxis; and

- (iii) to prohibit north-eastbound motor vehicles from entering into that part of Pancras Road which lies between its junction with Camley Street and Goods Way and its junction with Euston Road, with exception provided for taxis;

complementary to a scheme of footway and carriageway realignment works and 'green mobility hub' provision in the Goods Way area, as part of the Council's 'Safe and healthy streets' programme.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. **) 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, 45, 46, 49 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 (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. **) 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;

“map based schedule” means a map tile attached to this Order, to be read in conjunction with this Order and the Order of 2025, which depicts the parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place or loading place or length of waiting or loading or stopping restrictions, and, if appropriate, certain of their governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map based schedule and where a parking place, loading place or waiting or loading or stopping restriction is depicted on the map based schedule, that parking place, loading place or waiting or loading or stopping restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

¹ 1984 c.27

“map schedule legend” means the map schedule legend attached to the Order of 2025 which, when used in conjunction with a map tile, identifies the specific type of parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, to which the provisions of this Order apply, and, where appropriate, certain of their governing provisions;

“map tile” means an individual map with a specific tile reference, being part of the map based schedule attached to this Order;

“the Order of 2025” means the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025².

- (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 2025 shall have the same meaning as in that Order.

Substitution of map tiles

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 2025 shall have effect as though for the map tiles attached to that Order there were substituted the map tiles similarly referenced and attached to this Order.
- (2) The substitution of any map tile referred to in paragraph (1) of this Article will have the effect of revoking or omitting any provision designated or imposed or applied by a previous version of that map tile and not incorporated into the latest version.

Designation of parking places or loading places and application of the Order of 2025 thereto

4. (1) Each area on a street identified in a map tile as a parking place or loading place and, where applicable, by way of the map schedule legend as an area marked out or signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2025 in relation to that type of parking place or loading place, as the case may be, is designated as a parking place or a loading place.
- (2) Unless otherwise so identified, a parking place or loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016³.

² LBC 2025/023

³ SI 2016/362

- (3) The provisions of the Order of 2025 shall apply to an area designated as a parking place or loading place by this Order as if in those provisions any reference to a parking place or loading place, as the case may be, included a reference to an area designated as a parking place or loading place by this Order.

Waiting restrictions, loading restrictions and stopping restrictions and application of the Order of 2025 thereto

5. 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 2025 shall have effect as though:-
 - (a) any waiting restriction or loading restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a waiting restriction or a loading restriction shall be construed as through it were a restricted street referred to in the Order of 2025; and
 - (b) any stopping restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a stopping restriction shall be construed as through it were a stopping restriction referred to in the Order of 2025.

Placing of traffic signs, etc.

6. 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 designated by, or each length of waiting or loading or stopping restrictions imposed by, this Order; and
 - (b) carry out such other work as is reasonably required for the purpose of the satisfactory operation of such parking place, loading place, or length of waiting or loading or stopping restrictions.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as to, in:

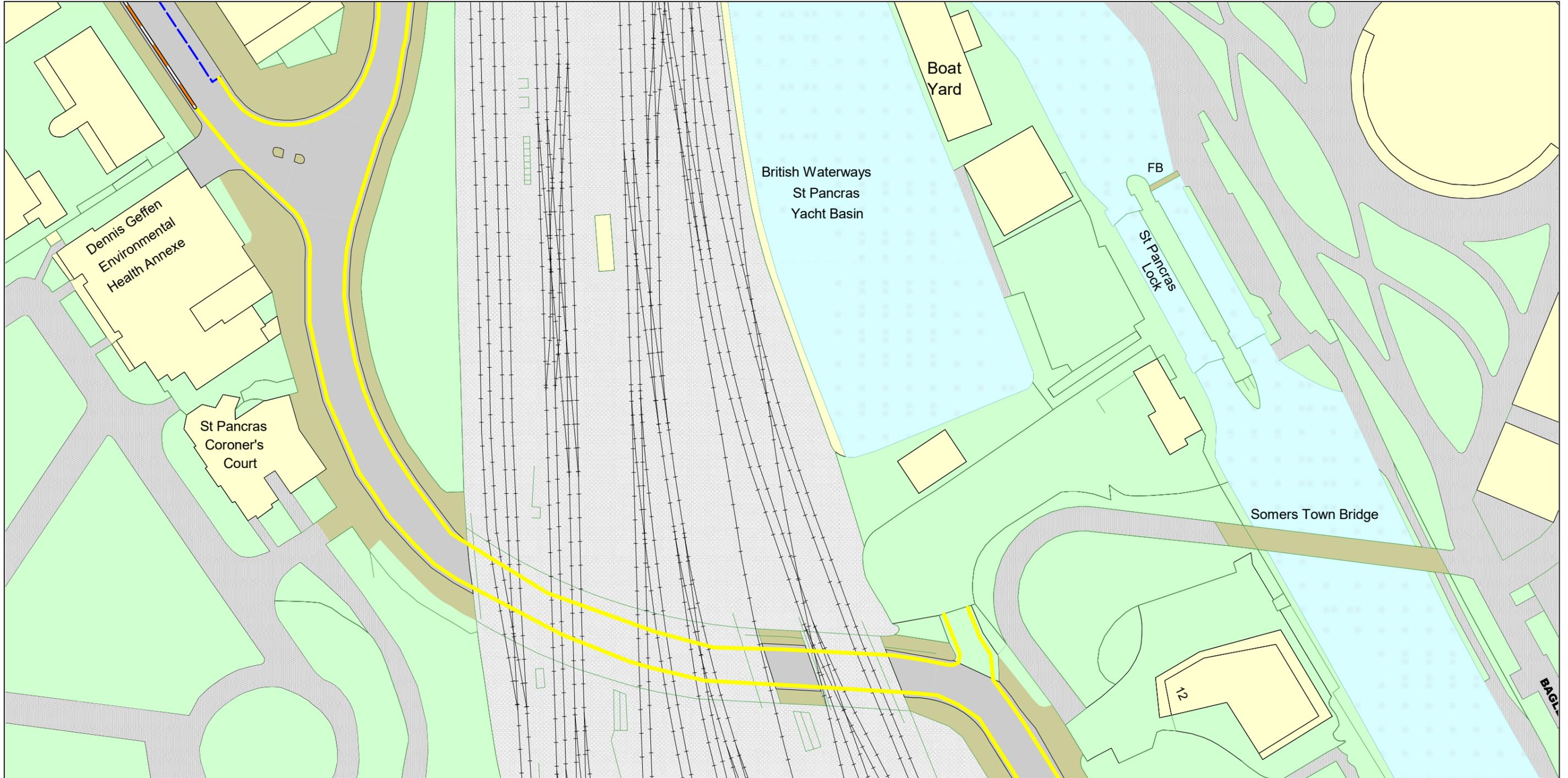
(a) CAMLEY STREET:

- (i) provide a new disabled persons 'blue badge' parking place operating at any time with space for two vehicles, 13.2 metres in length, on the north-east side outside Camley Street Natural Park, by converting the same length of 'at any time' waiting restrictions (said parking place to be located immediately to the south-east of the existing disabled persons parking place at this location); and
- (ii) provide a new car club parking place with space for one car club vehicle, 6.6 metres in length, on the north-east side outside Camley Street Natural Park, by converting the same length of 'at any time' waiting restrictions (said parking place to be located immediately to the north-west of the existing disabled persons parking place at this location);

(b) GOODS WAY:

- (i) provide a new loading bay, operating at any time with a maximum stay period of 10 minutes, no return within two hours, 18.9 metres in length, inset to a new island site to be constructed in the south-eastern side of the carriageway at the rear of No. 4 Pancras Square;
- (ii) provide a new dockless cycle and e-scooter hire parking place, 8 metres in length and 2 metres in width, on a new island site to be constructed in the north-western side of the carriageway outside Camley Street Natural Park;
- (iii) provide a new dockless cycle and e-scooter hire parking place, 35 metres in length and 2 metres in width, on the realigned south-eastern footway at the rear of No. 5 Pancras Square;
- (iv) remove an existing dockless cycle and e-scooter hire parking place, 13 metres in length, on the south-eastern footway at the rear of No. 4 Pancras Square (said capacity to be re-provided within items (b)(ii) and (iii) above);
- (v) remove an existing inset disabled persons parking place, 16 metres in length, on the south-east side at the rear of No. 5 Pancras Square (said capacity to be re-provided in part within item (a)(i) above; and
- (vi) introduce 'at any time' waiting and loading restrictions on all otherwise undesignated kerbside on both sides of the carriageway between its junction with Camley Street and Pancras Road and Espérance Bridge;

in the London Borough of Camden.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

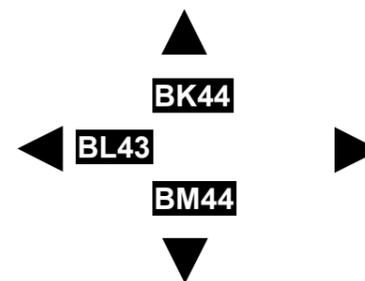
SCALE - 1 : 625 at A3 size

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Key to Restriction Types Displayed

-  **No Waiting At Any Time**
-  **Faded confirmed items (point)**
-  **Faded confirmed items (line)**
-  **Faded confirmed items (region)**



Status: PROPOSE

Map Tile Reference: Tile Ref: BL44

Sheet Revision Number:

Sheet Active From: 06/10/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

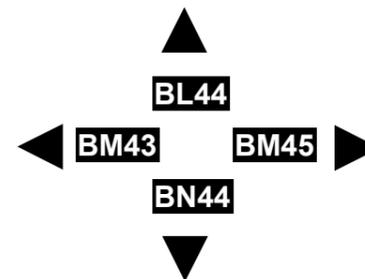
SCALE - 1 : 625 at A3 size

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Key to Restriction Types Displayed

-  Car Club Parking Place
-  Disabled Blue Badge Holders Only
-  No Waiting At Any Time
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)

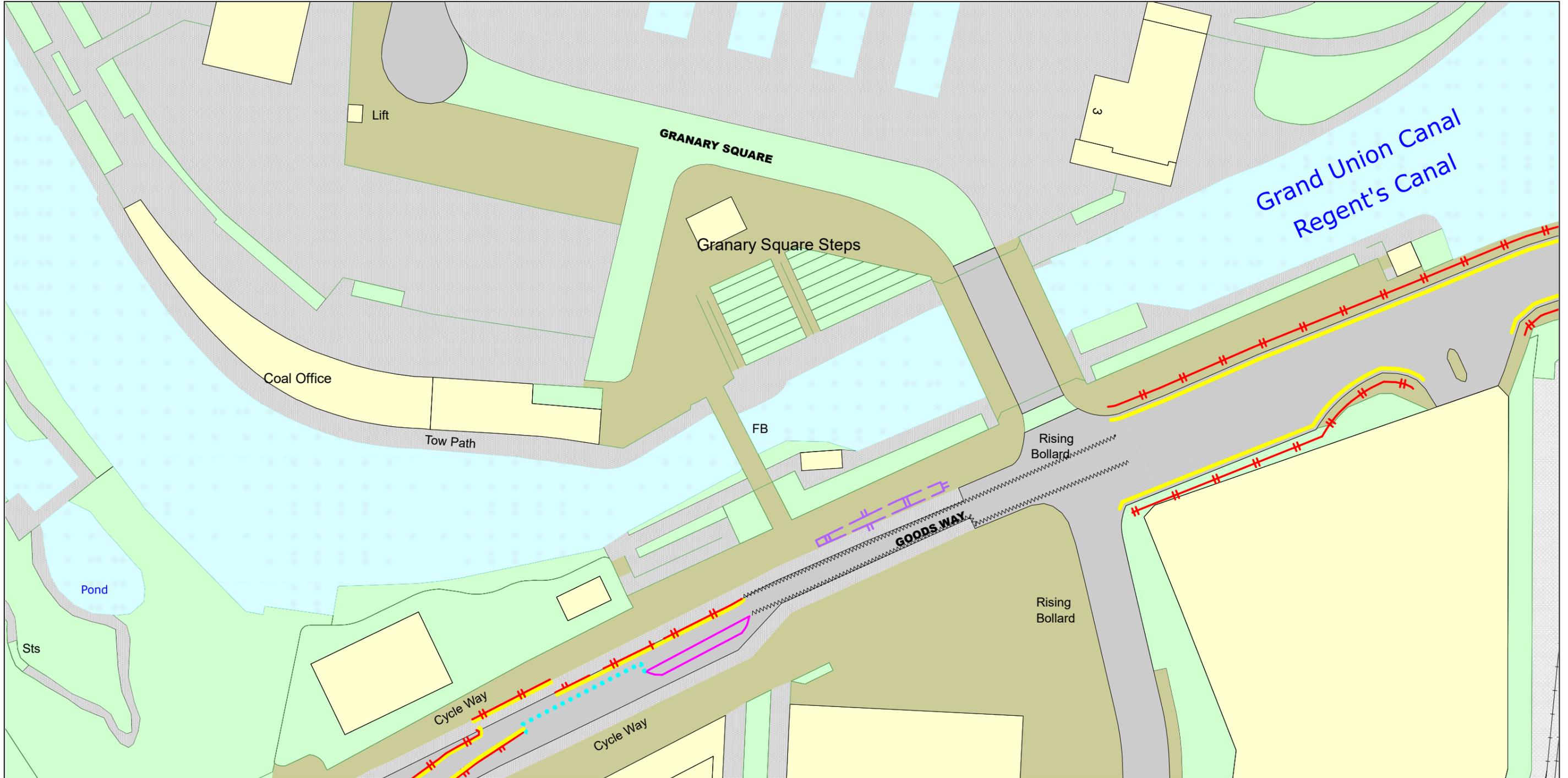


Status: PROPOSE

Map Tile Reference: Tile Ref: BM44

Sheet Revision Number:

Sheet Active From: 06/10/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

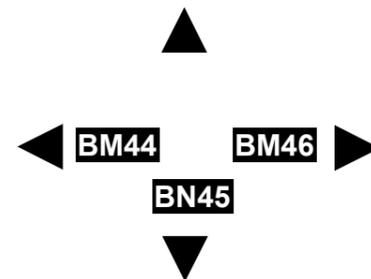
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Key to Restriction Types Displayed

- No stopping except local buses
- Loading Only 10 mins max stay / no return within 2 hrs
- +—+—+— No Loading At Any Time
- No Waiting At Any Time
- ◆ Faded confirmed items (point)
- - - - - Faded confirmed items (line)
- - - - - Faded confirmed items (region)

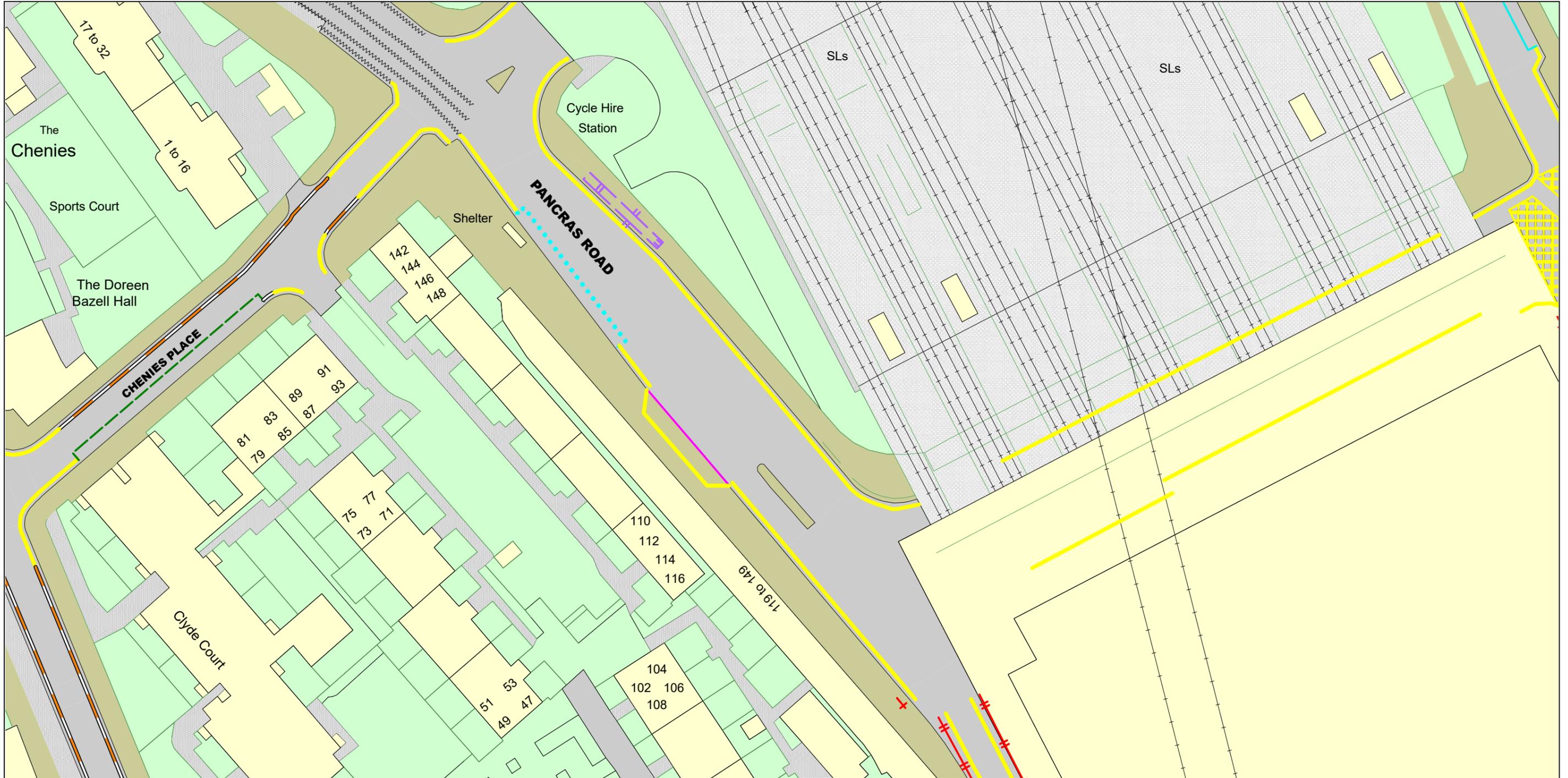


Status: PROPOSE

Map Tile Reference: Tile Ref: BM45

Sheet Revision Number:

Sheet Active From: 06/10/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

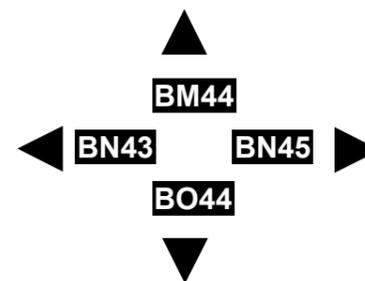
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Key to Restriction Types Displayed

-  Disabled Blue Badge Holders Only
-  No Waiting At Any Time
-  Hatched Marking
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)

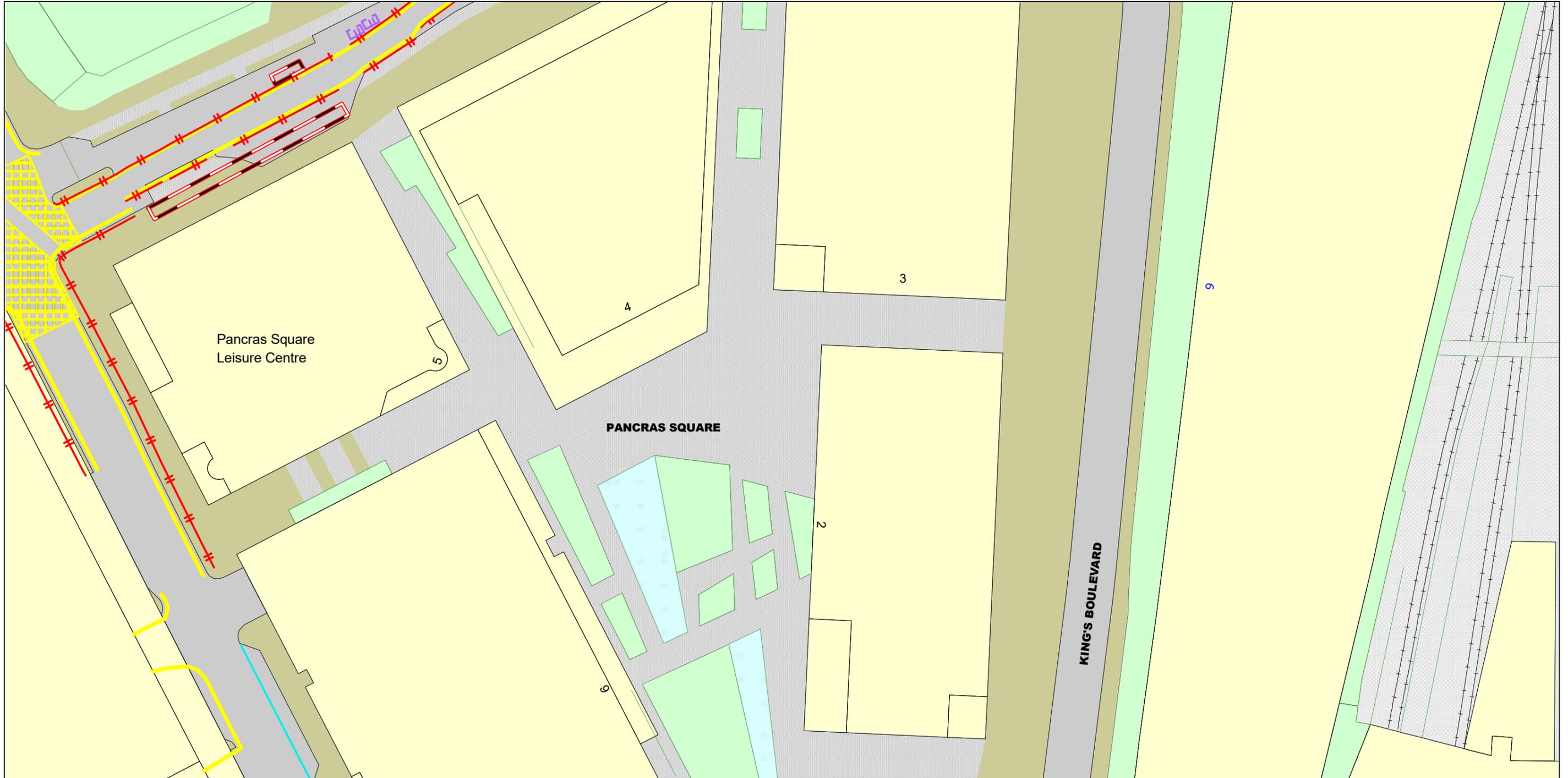


Status: PROPOSE

Map Tile Reference: Tile Ref: BN44

Sheet Revision Number:

Sheet Active From: 06/10/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

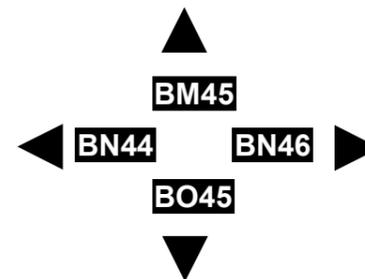
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Key to Restriction Types Displayed

-  Cycle Hangar
-  Dockless Cycle Hire
-  No Loading At Any Time
-  No Waiting At Any Time
-  Hatched Marking
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)

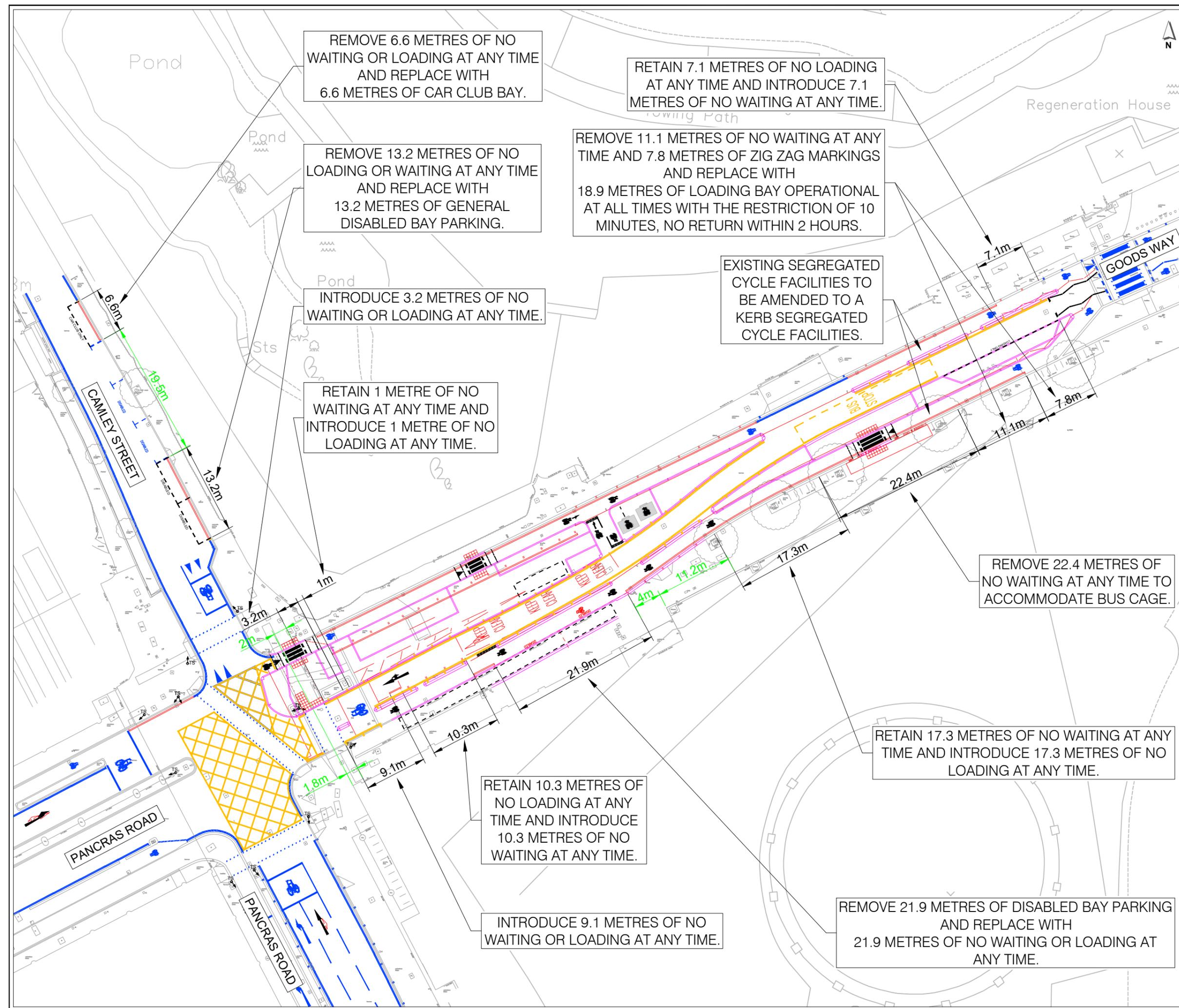


Status: PROPOSE

Map Tile Reference: Tile Ref: BN45

Sheet Revision Number:

Sheet Active From: 06/10/2025



REMOVE 6.6 METRES OF NO WAITING OR LOADING AT ANY TIME AND REPLACE WITH 6.6 METRES OF CAR CLUB BAY.

RETAIN 7.1 METRES OF NO LOADING AT ANY TIME AND INTRODUCE 7.1 METRES OF NO WAITING AT ANY TIME.

REMOVE 11.1 METRES OF NO WAITING AT ANY TIME AND 7.8 METRES OF ZIG ZAG MARKINGS AND REPLACE WITH 18.9 METRES OF LOADING BAY OPERATIONAL AT ALL TIMES WITH THE RESTRICTION OF 10 MINUTES, NO RETURN WITHIN 2 HOURS.

REMOVE 13.2 METRES OF NO LOADING OR WAITING AT ANY TIME AND REPLACE WITH 13.2 METRES OF GENERAL DISABLED BAY PARKING.

EXISTING SEGREGATED CYCLE FACILITIES TO BE AMENDED TO A KERB SEGREGATED CYCLE FACILITIES.

INTRODUCE 3.2 METRES OF NO WAITING OR LOADING AT ANY TIME.

RETAIN 1 METRE OF NO WAITING AT ANY TIME AND INTRODUCE 1 METRE OF NO LOADING AT ANY TIME.

REMOVE 22.4 METRES OF NO WAITING AT ANY TIME TO ACCOMMODATE BUS CAGE.

RETAIN 10.3 METRES OF NO LOADING AT ANY TIME AND INTRODUCE 10.3 METRES OF NO WAITING AT ANY TIME.

RETAIN 17.3 METRES OF NO WAITING AT ANY TIME AND INTRODUCE 17.3 METRES OF NO LOADING AT ANY TIME.

INTRODUCE 9.1 METRES OF NO WAITING OR LOADING AT ANY TIME.

REMOVE 21.9 METRES OF DISABLED BAY PARKING AND REPLACE WITH 21.9 METRES OF NO WAITING OR LOADING AT ANY TIME.

NOTES:

- 1. Do not scale from this drawing.
- PROPOSED WHITE ROAD MARKING
- PROPOSED YELLOW ROAD MARKINGS
- EXISTING ROAD MARKINGS TO BE RETAINED
- EXISTING ROAD MARKINGS TO BE REMOVED
- PROPOSED KERB LINE
- PROPOSED CYCLE HANGAR
- PROPOSED TACTILE PAVING
- PROPOSED TRAFFIC SIGNAL

P5	MINOR CHANGES	RCL	16/07/2025
P4	MINOR CHANGES	RCL	14/07/2025
P3	MINOR CHANGES	RCL	06/06/2025
P2	MINOR CHANGES	RCL	28/05/2025
P1	INITIAL ISSUE	RCL	27/05/2025
REV	DESCRIPTION	DES	DATE

STATUS:
S2 - FOR INFORMATION



PROJECT:
GOODS WAY MICRO MOBILITY HUB & IMPROVED CYCLE FACILITIES

DRAWING TITLE:
TMO CONSULTATION PROPOSALS

DRAWING NO: 202409021-RCL-HAC-GDW-DR-C-0051			
PROJECT NO 202409021	SCALE @ A3 1:500	REVISION P5	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE MAY 2025