

Public notice

Parkway and Albert Street - Experimental changes

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Parkway and Albert Street) Experimental Traffic Order 2025

The Camden (Bus Lane) (Parkway) Experimental Traffic Order 2025

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') on 02 October 2025 made the above Orders under sections 9 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended.
2. The general nature and effect of the Orders will be, on an experimental basis:
 - (1) in PARKWAY
 - (a) on the north-west side, within that length of road between No. 32 Parkway and a point 3 metres south-west of the common boundary of Nos. 114 to 118 and No. 120 Parkway:
 - (i) to remove the three off-peak paid-for parking places outside Nos. 66 to 82 Gloucester Avenue, Nos. 96 to 106 Gloucester Avenue and Nos. 108 to 118 Gloucester Avenue (approximately 60 metres in total), the disabled persons parking place outside No. 84 Parkway and the existing waiting and loading restrictions within the length of road referred to in paragraph (a) above;
 - (ii) to provide a 24-metre loading bay operating 'at any time' outside Nos. 96 to 106 Parkway and 'at any time' waiting and loading restrictions throughout the rest of the length of road referred to in paragraph (a) above (except within the existing bus stop outside Nos. 86 to 94 Parkway); and
 - (iii) to provide a north-eastbound with-flow bus lane operating 'at any time', available to buses, dial-a-ride buses, taxis and pedal cycles, between the common boundary of Nos. 106 and 108-112 Parkway and 0.8 metres south-west of the common boundary of Nos. 44 and 46-50 Parkway; and
 - (b) on the south-east side:
 - (i) to replace existing controlled-hours waiting restrictions with two 2-hour paid-for parking places operating between 8.30am and 11pm on Mondays to Fridays inclusive and between 9.30am and 11pm on Saturdays and Sundays:
 - (A) outside Nos. 89 to 99 Parkway (21.6 metres); and
 - (B) outside Nos. 69 to 73 Parkway (extending the existing parking place westwards by 10 metres);
 - (ii) to replace off-peak 2-hour paid-for parking place / peak hours waiting restrictions with
 - (A) a 6.6-metre disabled persons parking place outside Nos. 83 and 85 Parkway;

- (B) a 12-metre loading place operating 'at any time' outside No. 55 Parkway; and
 - (C) 9 metres of 'at any time' waiting and loading restrictions outside Nos. 45 and 47 Parkway; and
 - (iii) to replace existing controlled-hours waiting restrictions with 'at any time' waiting and loading restrictions:
 - (A) outside Nos. 73 to 81 Parkway (16.5 metres);
 - (B) between 7.5 metres and 30.5 metres north-east of the party wall of Nos. 59 and 61 Parkway (extending either side of Albert Street); and
 - (C) outside Nos. 33 to 43 Parkway (28 metres); and
 - (2) in ALBERT STREET, to replace existing controlled-hours waiting restrictions with 'at any time' waiting and loading restrictions:
 - (a) on the south-west side, for 10 metres south-east of Parkway; and
 - (b) on the north-east side, for 8.5 metres south-east of Parkway.
3. Copies of the Orders, which will come into force on 11 October 2025 and shall remain in force for up to 18 months, of plans indicating their effects, and of 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.
4. The Council will consider in due course whether the provisions of the Experimental Orders should be continued in force indefinitely by means of Orders made under sections 6 and 45 of the 1984 Act. Any person may object to the making of Orders for the purpose of such indefinite continuation within a period of six months, beginning from the date on which the Experimental Order came into force or, if the Experimental Orders are varied by a another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the date on which the variation or modification or the latest variation or modification comes into force. Any objection or representation must be in writing, quoting reference 'TMO2526-0008' and giving reasons for any objection and stating the grounds on which it is made, and sent to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 10 March 2026.

Peter Mardell – Head of Parking Operations

02 October 2025

Statement of reasons

Parkway and Albert Street - Experimental changes

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Parkway and Albert Street) Experimental Traffic Order 2025

The Camden (Bus Lane) (Parkway) Experimental Traffic Order 2025

The proposed changes have been developed in response to the identification of streets that would benefit from measures to help protect and improve bus journey times and reliability. As outlined in Transport for London's (TfL) LB Camden Healthy Streets Data Pack Spring 2024, Parkway has 'very poor' bus speeds and variability respectively. Furthermore, these proposals contribute to and align with the Council's policy vision set out in:

- We Make Camden
- Camden's Transport Strategy and supporting action plans
- Mayor's Transport Strategy
- Transport for London's Bus Action Plan
- Camden's Climate Action Plan
- Camden's Clean Air Action Plan

It is proposed to implement the bus lanes and associated parking and loading changes on Parkway as a trial for a period of 18 months. This would allow stakeholders to provide feedback on the changes and to monitor how the scheme is operating. Monitoring data would be collected during the trial to understand the impact of the scheme, including:

- Bus journey times and speeds
- Traffic levels and speeds
- Air quality information
- Road traffic collision data
- Greater London Authority (GLA) Mastercard data
- Engagement and feedback from residents, businesses and other stakeholders via a new Commonplace tile and the Safe Travel inbox
- Updated Equalities Impact Assessment

The trial period would also allow the Council to collect feedback on how the scheme is operating in practice and to make any necessary adjustments to the design both during the trial and before making it permanent, should the decision be taken to make the scheme permanent at the end of the trial period.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2025 No. 036

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Parkway and Albert Street) Experimental Traffic Order 2025

Made: 02 October 2025

Coming into force: 11 October 2025

Expires: 10 March 2027

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9, 10 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, commencement and expiry

1. This Order may be cited as the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Parkway and Albert Street) Experimental Traffic Order 2025, shall come into force on 11 October 2025, and will expire on 10 March 2027.

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) Whilst this Order remains in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the 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.

Suspension or modification of this Order

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

Dated this 02 October 2025



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, on an experimental basis:

(1) in Parkway

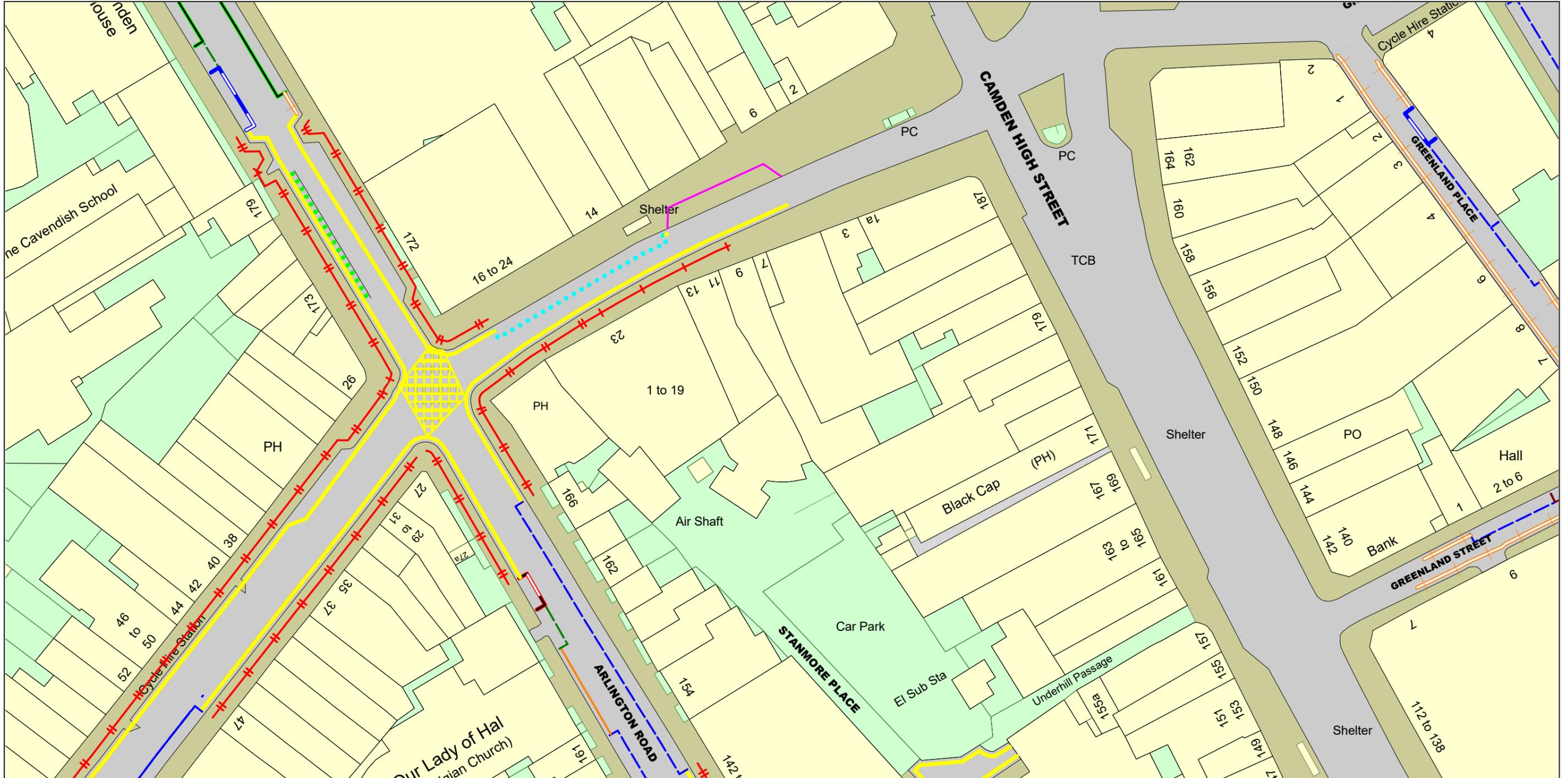
(a) on the north-west side, within that length of road between No. 32 Parkway and 3 metres south-west of the party wall of Nos. 114 to 118 and No. 120 Parkway:

- (i) to remove the three off-peak paid-for parking places outside Nos. 66 to 82 Gloucester Avenue, Nos. 96 to 106 Gloucester Avenue and Nos. 108 to 118 Gloucester Avenue (approximately 60 metres in total), the disabled persons parking place outside No. 84 Parkway and the existing waiting and loading restrictions within the length of road referred to in paragraph (a) above; and
- (ii) to provide a 24-metre loading bay operating 'at any time' outside Nos. 96 to 106 Parkway and 'at any time' waiting and loading restrictions throughout the rest of the length of road referred to in paragraph (a) above (except within the existing bus stop outside Nos. 86 to 94 Parkway); and

(b) on the south-east side:

- (i) to replace existing controlled-hours waiting restrictions with two 2-hour paid-for parking places operating between 8.30am and 11pm on Mondays to Fridays inclusive and between 9.30am and 11pm on Saturdays and Sundays:
 - (A) outside Nos. 89 to 99 Parkway (21.6 metres); and
 - (B) outside Nos. 69 to 73 Parkway (extending the existing parking place westwards by 10 metres);
- (ii) to replace off-peak 2-hour paid-for parking place / peak hours waiting restrictions with
 - (A) a 6.6-metre disabled persons parking place outside Nos. 83 and 85 Parkway;
 - (B) a 12-metre loading place operating 'at any time' outside No. 55 Parkway; and
 - (C) 9 metres of 'at any time' waiting and loading restrictions outside Nos. 45 and 47 Parkway; and
- (iii) to replace existing controlled-hours waiting restrictions with 'at any time' waiting and loading restrictions:
 - (A) outside Nos. 73 to 81 Parkway (16.5 metres);
 - (B) between 7.5 metres and 30.5 metres north-east of the party wall of Nos. 59 and 61 Parkway (extending either side of Albert Street); and
 - (C) outside Nos. 33 to 43 Parkway (28 metres); and

- (2) in Albert Street, to replace existing controlled-hours waiting restrictions with 'at any time' waiting and loading restrictions:
- (a) on the south-west side, for 10 metres south-east of Parkway; and
 - (b) on the north-east side, for 8.5 metres south-east of Parkway,
- as part of the Council's Camden Town area Bus Priority and Pedestrian Safety Improvements scheme.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

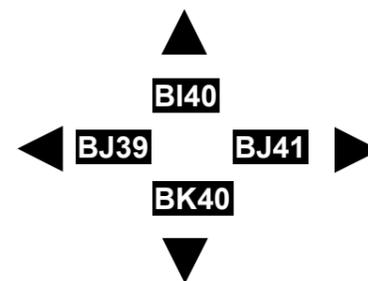
SCALE - 1 : 625 at A3 size

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 LB Camden
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Key to Restriction Types Displayed

- No stopping except local buses
- Dockless Cycle Hire
- Electric Vehicle Charging Permit Holders Only CA-F Max stay 12hrs No Return Within 2hrs
- Loading Only 1 hr
- Permit Holders Only MKT Mon-Fri 8.30am-6.30pm and Sat-Sun 9.30am-5.30pm
- No Loading Mon-Fri 8.30am-10am and 2pm-6.30pm and Sat-Sun 9.30am-5.30pm
- No Loading At Any Time
- Paid Parking Only
- Paid Parking Only (Solo Motorcycles)
- Resident Permit Holders Parking Place
- No Waiting At Any Time
- No Waiting
- No Waiting Mon-Fri 8.30am-6.30pm and Sat-Sun 9.30am-5.30pm
- No Waiting Mon-Fri 8.30am-11pm and Sat-Sun 9.30am-11pm
- No Stopping on School Entrance Markings
- Hatched Marking

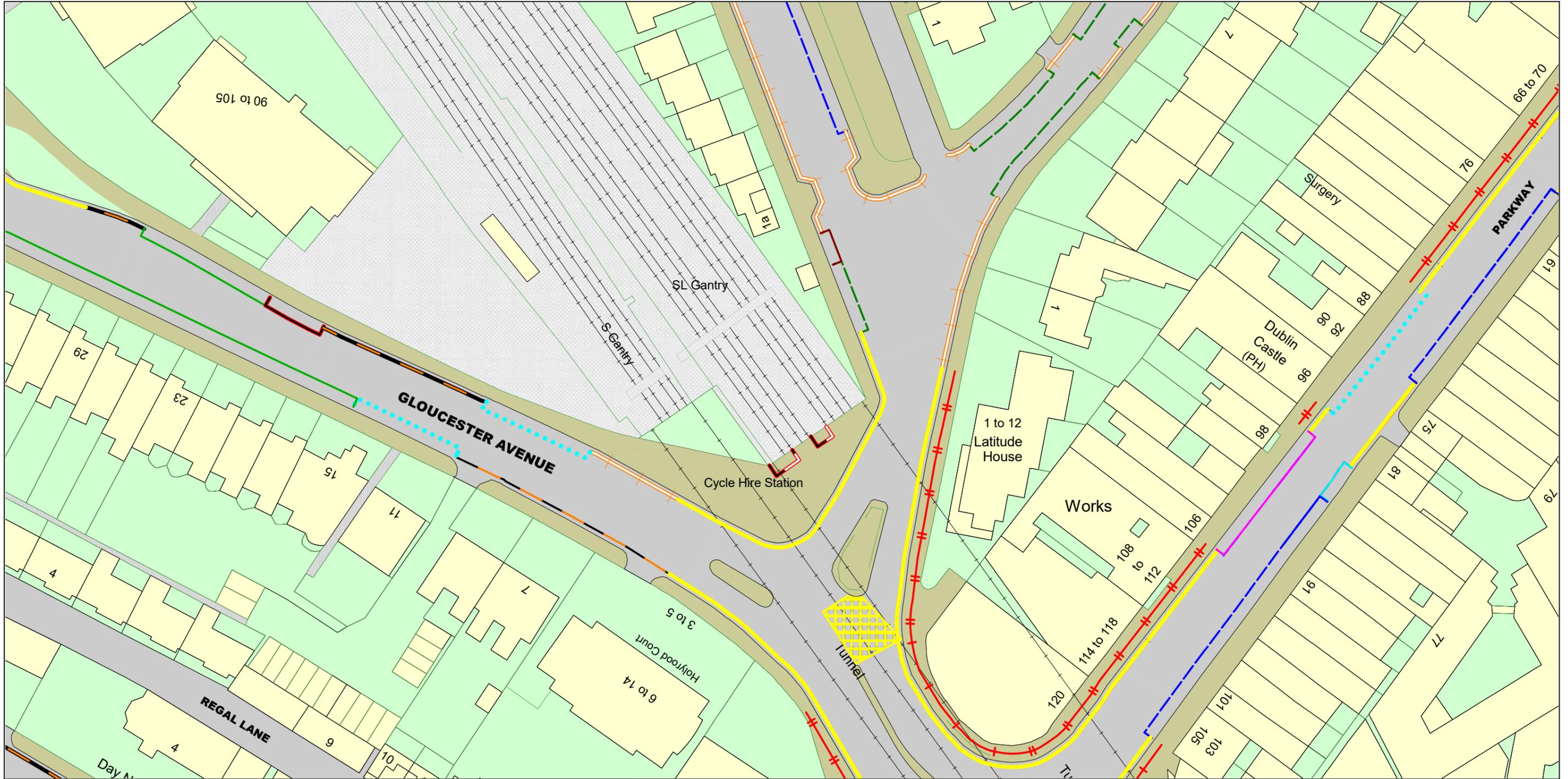


Status: CONFIRM

Map Tile Reference: Tile Ref: BJ40

Sheet Revision Number: 5

Sheet Active From: 11/10/2025



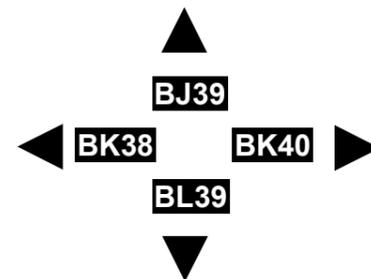
NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

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- Key to Restriction Types Displayed
- ⋯ No stopping except local buses
 - Car Club Permit Holders Only CC-155
 - - - Disabled Blue Badge Holders Only
 - Disabled Cycle Hire
 - Electric Vehicle Charging Permit Holders Only CA-F Max stay 12hrs No Return Within 2hrs
 - Loading Only
 - + No Loading Mon-Fri 8.30am-6.30pm
 - + No Loading At Any Time
 - Paid Parking Only
 - Permit Holders Only CA-J Mon-Fri 8.30am-6pm
 - Resident Permit Holders Only CA-F Mon-Fri 8.30am-11pm and Sat-Sun at any time
 - No Waiting At Any Time
 - No Waiting Mon-Fri 8.30am-10am and 4pm-6.30pm
 - No Waiting Mon-Fri 8.30am-6pm
 - No Waiting Mon-Fri 8.30am-6.30pm and Sat-Sun 8.30am-6.30pm
 - No Waiting Mon-Fri 8.30am-11pm and Sat-Sun 8.30am-11pm
 - ▨ Hatched Marking

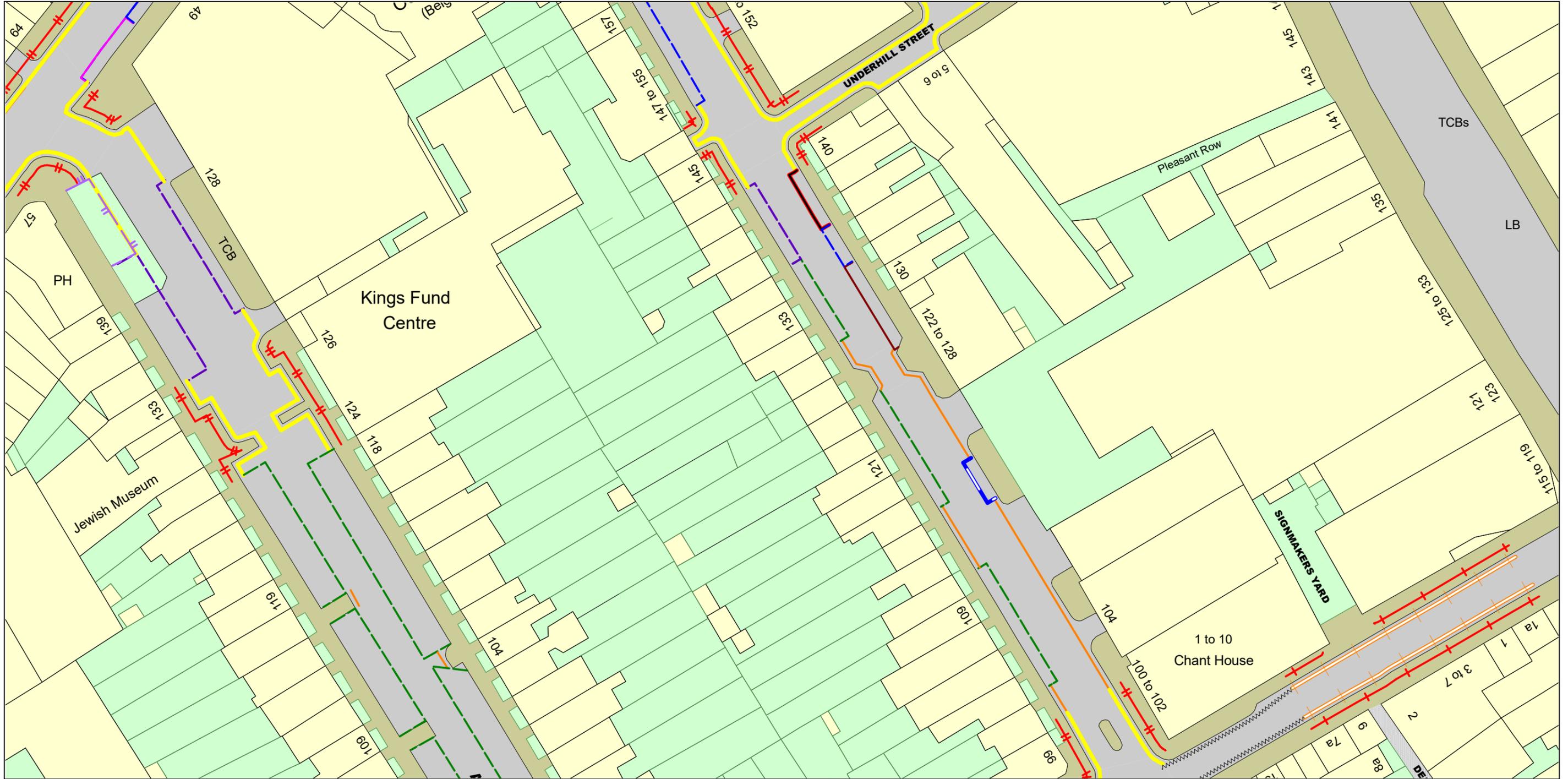


Status: CONFIRM

Map Tile Reference: Tile Ref: BK39

Sheet Revision Number: 4

Sheet Active From: 11/10/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

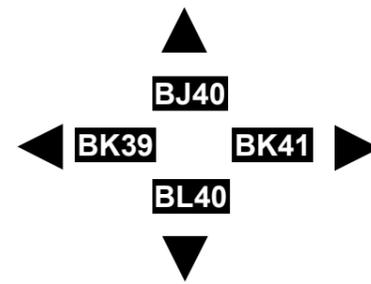
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Key to Restriction Types Displayed

- Car Club Permit Holders Only (CC-102)
- Cycle Hire Only
- Electric Vehicle Charging Only
- Loading Only
- No Loading Mon-Fri 8.30am-4.30pm and Sat 9am-5.30pm
- No Loading At Any Time
- Paid Parking Only (See Motorway)
- Permitted Permit Holders Only (CSP Mon-Fri 8.30am-4.30pm and Sat 9am-5.30pm)
- No Waiting At Any Time
- No Waiting
- No Waiting Mon-Fri 8.30am-4.30pm and Sat 9am-5.30pm
- No Waiting Mon-Fri 8.30am-4.30pm and Sat 9am-5.30pm
- No Waiting Mon-Fri 8.30am-4.30pm and Sat 9am-5.30pm
- Prohibition Crossing
- Paid Parking Only Mon-Fri 8.30am-4.30pm and Sat 9am-5.30pm (See Motorway)
- Permitted Permit Holders Only (CSP Mon-Fri 8.30am-4.30pm and Sat 9am-5.30pm)
- Paid Parking Only Mon-Fri 8.30am-4.30pm and Sat 9am-5.30pm (See Motorway)



Status: CONFIRM
 Map Tile Reference: Tile Ref: BK40
 Sheet Revision Number: 8
 Sheet Active From: 11/10/2025

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER
2025 No. 037

The Camden (Bus Lane) (Parkway) Experimental Traffic Order 2025

Made: 02 October 2025

Coming into force: 11 October 2025

Expires: 10 March 2027

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9, 10 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, commencement and expiry

1. This Order may be cited as the Camden (Bus Lane) (Parkway) Experimental Traffic Order 2025, shall come into force on 11 October 2025 and will expire on 10 March 2027.

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 (Bus Lanes) (Consolidation) 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 2012/62

Amendment of the Order of 2012

3. Whilst this Order remains in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2012 shall have effect as though there were added to the Schedule to that Order, the item numbered X1 and set out in the Schedule to this Order.

Suspension or modification of this Order

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

Dated this 02 October 2025

Peter Mardell



Head of Parking Operations

SCHEDULE – BUS LANE

(Addition to the Schedule to the Order of 2012)

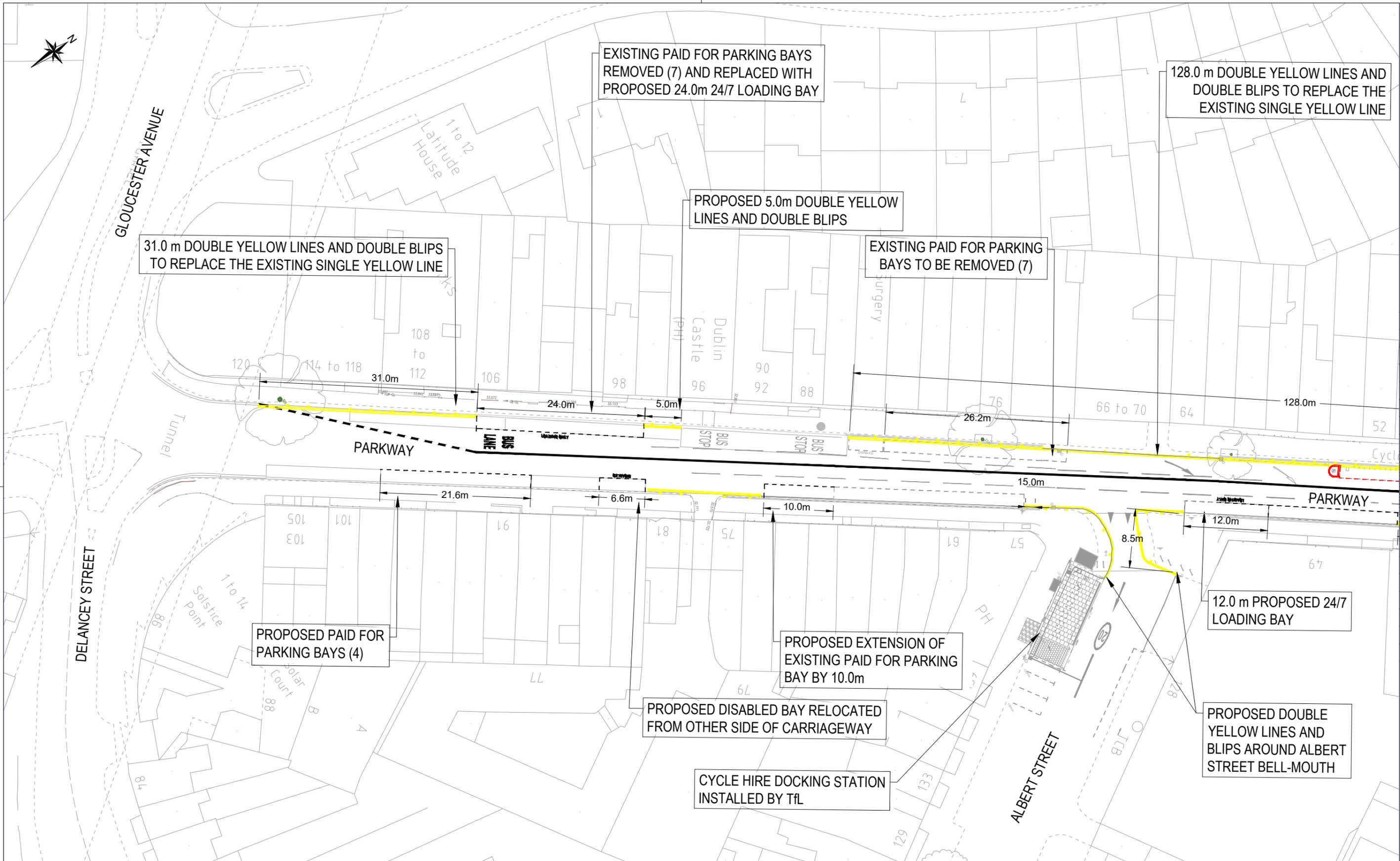
<i>(1) Item</i>	<i>(2) Length of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
X1.	PARKWAY, the north-west side, from the common boundary of Nos. 106 and 108-112 Parkway to a point 0.8 metres south-west of the common boundary of Nos. 44 and 46-50 Parkway.	At any time	North-eastbound with-flow lane	Bus, Dial-a-ride bus, Pedal cycle, Taxi

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order amends, on an experimental basis, the Camden (Bus Lanes) (Consolidation) Traffic Order 2012 so as to provide a north-eastbound bus lane in Parkway in in the London Borough of Camden, as part of the Council's Camden Town area Bus Priority and Pedestrian Safety Improvements scheme.

A copy of the above-mentioned Order of 2012 may be viewed online at <https://www.camden.gov.uk/bus-lanes-and-experimental-traffic-orders1> .



Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square, N1C 4AG, London
 Tel 020 7974 4444

- NOTES**
- Proposed 24 hour Bus Lane
 - Proposed 24.0m of Loading Bay
 - Relocation of the Disabled Bay to outside properties 71-73
 - Proposed SUDS

Project
 TfL Bus Priority Programme
 London Borough of Camden

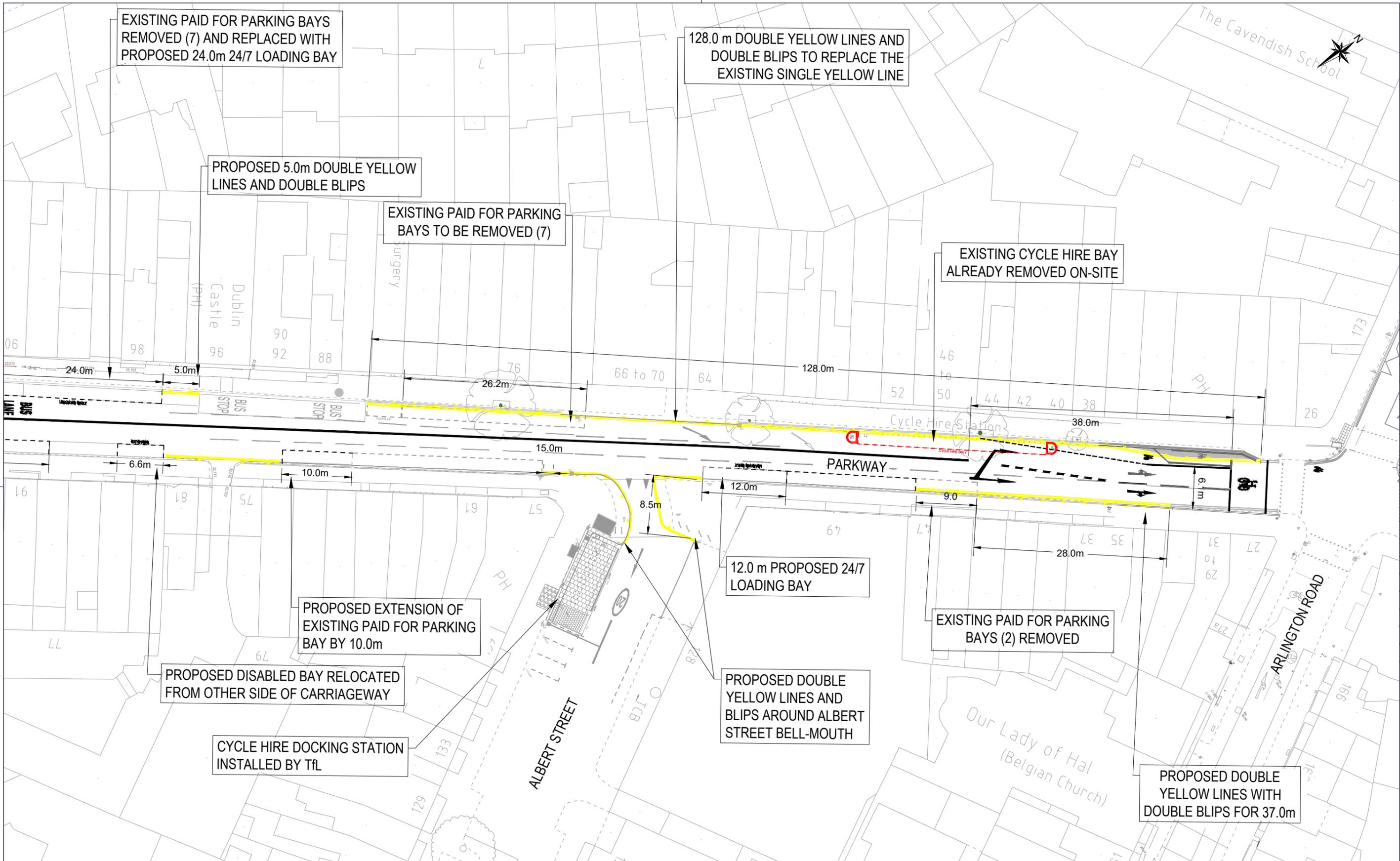
Drawing Title
 Parkway BP
 Experimental Traffic Order
 Page 1

Key

—	Existing Road Markings
- - -	Proposed Road Markings
—	Proposed Waiting Restrictions

Rev	By	Date	Amendments

Scale 1 : 500 @ A3	Date MAR 2025
Drawn By UG	File Ref
Checked By RC	Dwg Name
Drawing Location	
Drawing Number TfLBPP-PRW-001	Rev. A



NOTES

- Proposed 24 hour Bus Lane
- Proposed 12.0m of Loading Bay

Project
 TfL Bus Priority Programme
 London Borough of Camden

Drawing Title
 Parkway BP
 Experimental Traffic Order
 Page 2

Key

- Existing Road Markings
- - Proposed Road Markings
- - Proposed Waiting Restrictions

Rev	By	Date	Amendments

Scale
 1 : 500 @ A3

Date
 MAR 2025

Drawn By
 UG

Checked By
 RC

Drawing Location

Drawing Number
 TfLBPP-PRW-002

Rev.
A