

Public notice

Goods Way - Safe and healthy streets (Espérance Bridge to York Way)

*The Camden (Moving Traffic Restrictions) (Amendment No. *) (Goods Way) 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, as part of a scheme of 'Safe and healthy streets' footway and carriageway realignment works/public realm improvements in GOODS WAY:-
 - (a) on the north-west side, to convert the existing semi-segregated mandatory/advisory north-eastbound contra-flow cycle lane between the north-eastern parapet of Espérance Bridge and a point 38 metres north-east of the north-eastern parapet of Granary Square Bridge to a kerb-segregated mandatory north-eastbound contra-flow cycle lane;
 - (b) on the south-east side:-
 - (i) to convert the existing semi-segregated mandatory/advisory south-westbound cycle lane between a point 38 metres north-east of a point opposite the north-eastern parapet of Granary Square Bridge and a point opposite the north-eastern parapet of Espérance Bridge and to a kerb-segregated mandatory south-westbound cycle lane;
 - (ii) to provide a new advisory west/south-westbound cycle lane between a point 24 metres west of the western kerb-line of York Way and a point opposite the north-eastern parapet of Granary Square Bridge;
 - (c) on both sides, to provide 'at any time' waiting and loading restrictions on both sides of the carriageway between its junction with York Way and the a point 16 metres north-east of the north-eastern parapet of Granary Square; and
 - (d) to remove the redundant moving traffic restrictions at the Goods Way/Granary Square Bridge junction.
3. FURTHER NOTICE IS HEREBY GIVEN that the Council under section 23 of the Road Traffic Regulation Act 1984, have approved changes to existing pedestrian/pedestrian and cycle crossings in GOODS WAY as follows:-
 - (a) to convert the existing 'zebra' pedestrian crossing centred at a point 2 metres north-east of the south-western parapet of Espérance Bridge to a signalised (pedestrian-demand) pedestrian crossing. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the carriageway for a distance of 20 metres north-east of and 12 metres south-west of this crossing; and

- (b) to remove the existing 'zebra' pedestrian crossing with parallel cycle crossing facility centred at a point 6 metres south-west of the south-western parapet of Granary Square Bridge and provide a new 'toucan' signalised (pedestrian/cyclist-demand) pedestrian and cycle crossing, centred on the mid-point of Granary Square Bridge (that is, 7.5 metres south-west of the north-eastern parapet). 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the carriageway for a distance of 24 metres north-east of and 25 metres south-west of this crossing.
- 4. 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 'TMO2627-0003' 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 14 August 2026.

Peter Mardell – Head of Parking Operations

23 July 2026

Statement of reasons

Goods Way - Safe and healthy streets (Espérance Bridge to York Way)

*The Camden (Moving Traffic Restrictions) (Amendment No. *) (Goods Way) Order 202**

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

The proposed changes have been developed in response to policy, as well as monitoring and modelling of transport in the local area.

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.

Modelling for the Goods Way area has also shown that as pedestrian flows increase as the King's Cross Central redevelopment nears completion, congestion at the existing zebra crossings is likely to increase, which could lead to drivers pushing through small gaps in the pedestrian flow.

The proposed signalised crossings will provide better traffic control and clarity over road user priorities in the area.

For more information visit:-

<https://democracy.camden.gov.uk/ieDecisionDetails.aspx?Id=4530>

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Moving Traffic Restrictions) (Amendment No. *)
(Goods Way) 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 (Moving Traffic Restrictions) (Amendment No. *) (Goods Way) Order 2026 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 2026, which depicts the moving traffic restrictions designated, provided or imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular moving traffic restriction, and, if appropriate, certain of its 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 moving traffic restriction is depicted on the map based schedule, that moving traffic restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

“map schedule legend” means the map schedule legend attached to the Order of 2026 which, when used in conjunction with a map tile, identifies the specific type of moving traffic restrictions designated, provided or imposed by this Order to which the provisions of this Order apply, and, where appropriate, certain of their governing provisions;

¹ 1984 c.27

“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 2026” means the Camden (Moving Traffic Restrictions) Consolidation Order 2026².

- (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 2026 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 2026 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 provided or imposed by a previous version of that map tile and not incorporated into the latest version.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

² LBC 2026/023

EXPLANATORY NOTE

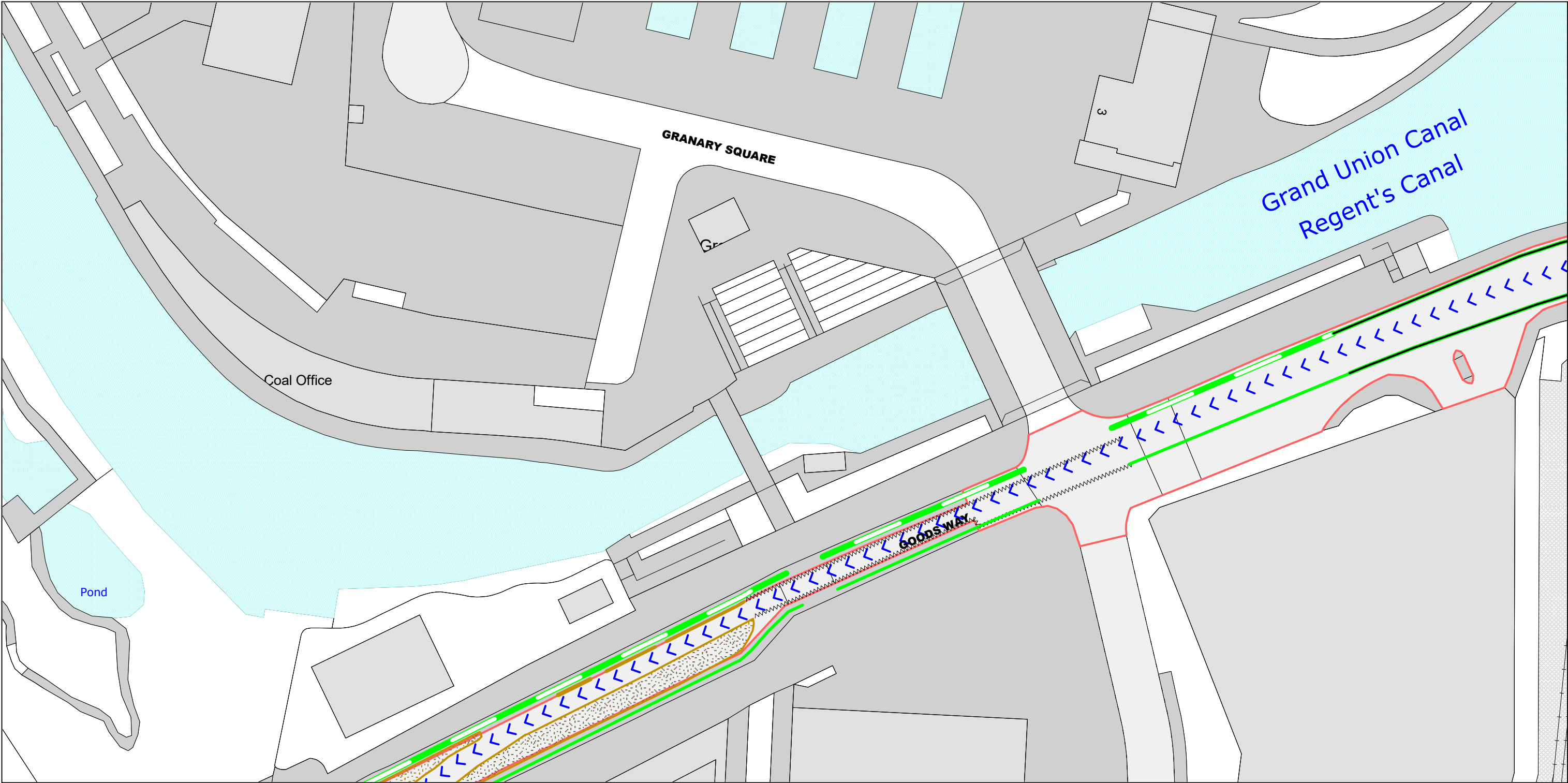
(This Note is not part of the Order)

This Order, as part of a scheme of 'Safe and healthy streets' footway and carriageway realignment works/public realm improvements in the Goods Way area, amends the Camden (Moving Traffic Restrictions) Consolidation Order 2026, with the following effects:-

in GOODS WAY:

- (a) on the north-west side, to convert the existing semi-segregated mandatory/advisory north-eastbound contra-flow cycle lane between the north-eastern parapet of Espérance Bridge and a point 38 metres north-east of the north-eastern parapet of Granary Square Bridge to a kerb-segregated mandatory north-eastbound contra-flow cycle lane;
 - (b) on the south-east side:-
 - (i) to convert the existing semi-segregated mandatory/advisory south-westbound cycle lane between a point 38 metres north-east of a point opposite the north-eastern parapet of Granary Square Bridge and a point opposite the north-eastern parapet of Espérance Bridge and to a kerb-segregated mandatory south-westbound cycle lane;
 - (ii) to provide a new advisory west/south-westbound cycle lane between a point 24 metres west of the western kerb-line of York Way and a point opposite the north-eastern parapet of Granary Square Bridge;
- and
- (c) to remove the redundant moving traffic restrictions at the Goods Way/Granary Square Bridge junction;

in the London Borough of Camden.

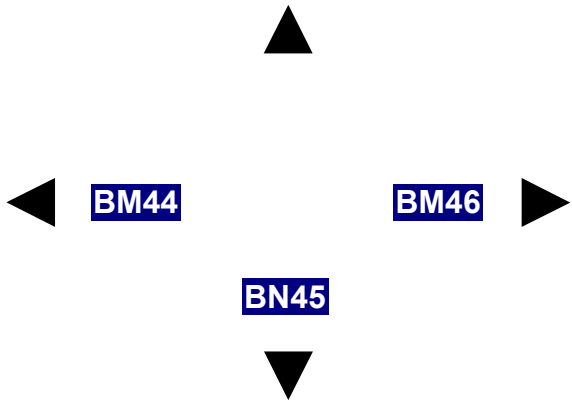


SCALE - 1 : 625 at A3 size
NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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LB Camden
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Key to Restriction Types Displayed

- 20mph
- Advisory Cycle Lane
- Contra-flow Cycle Lane
- Cycle Lane
- Islands & build-outs not shown in OS
- One Way Contra-flow Cycle Lane
- Pedestrian Crossing

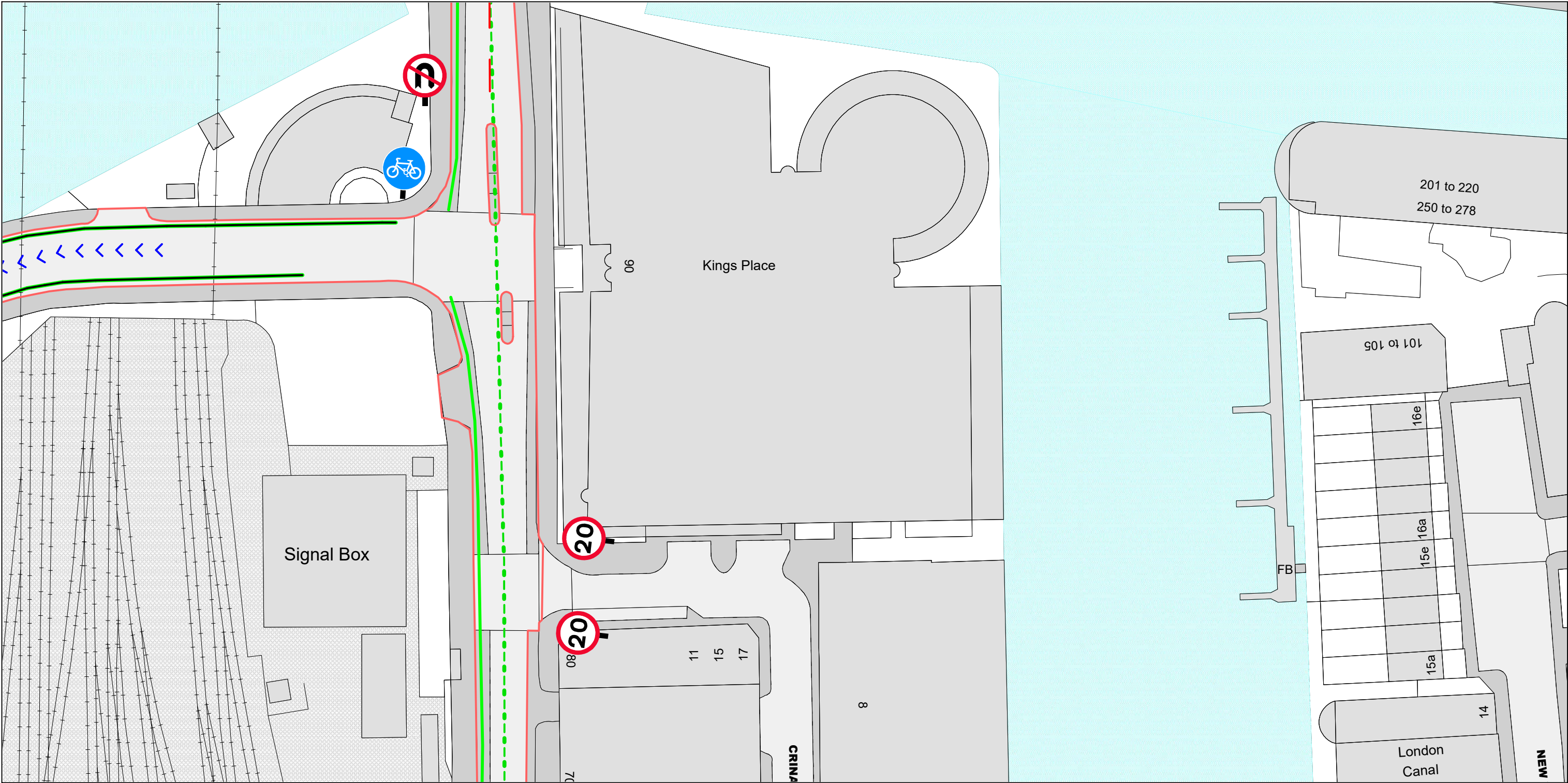


Status: PROPOSE

Map Tile Reference: Tile Ref: BM45

Sheet Revision Number:

Sheet Active From: 02/07/2026

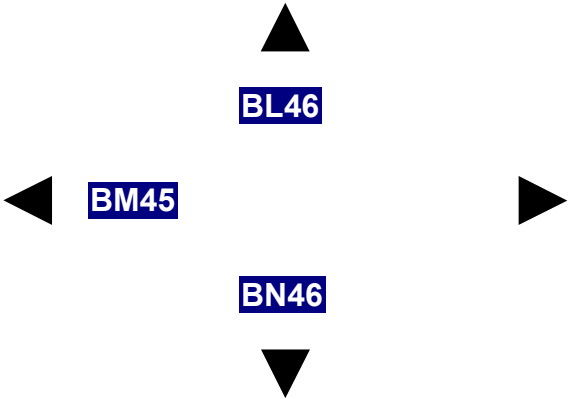


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Key to Restriction Types Displayed

- 20mph**
- Advisory Cycle Lane**
- Cycle Lane**
- No U-Turn For 130 yds**
- One Way Contra-flow Cycle Lane**

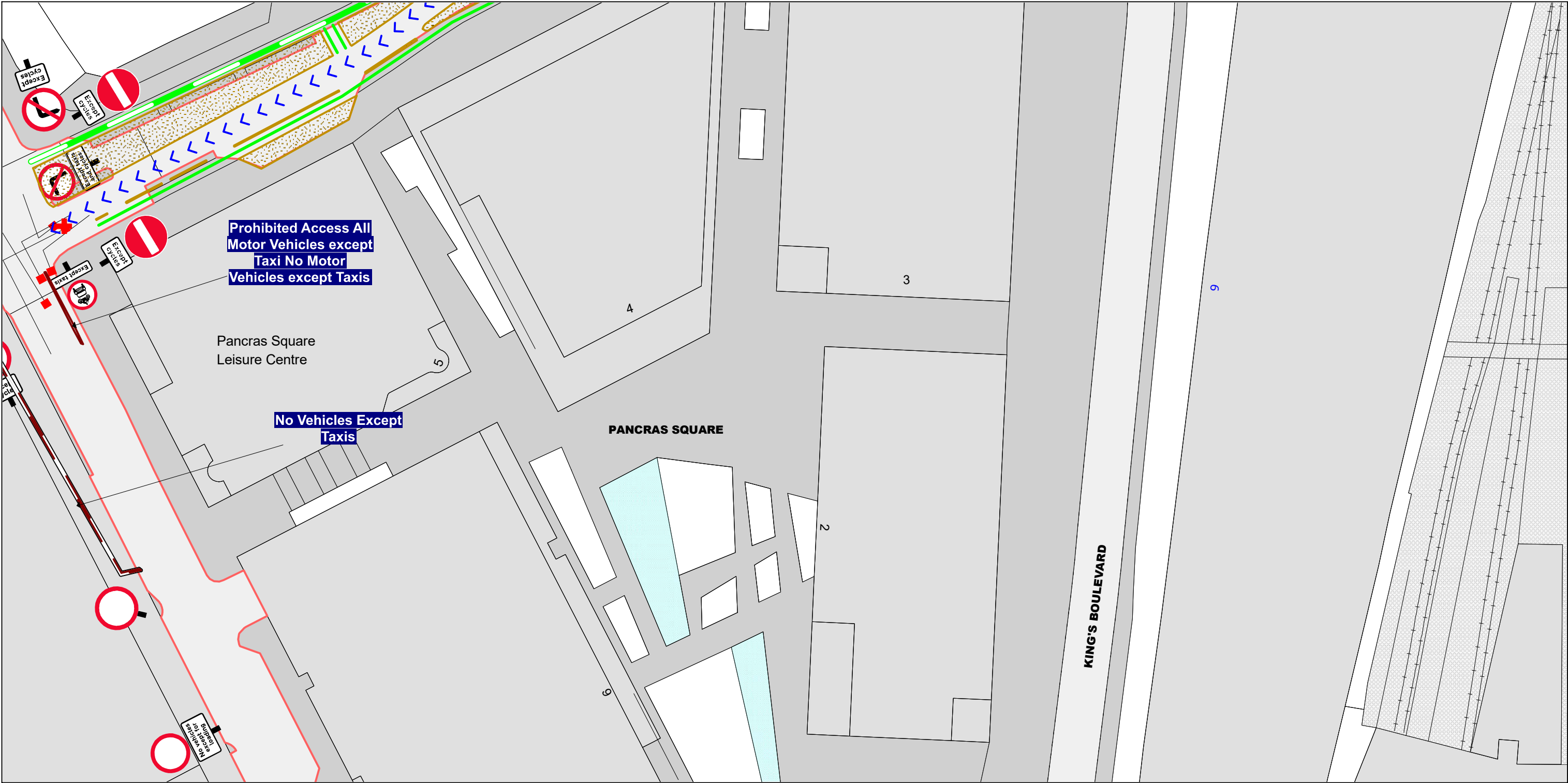


Status: PROPOSE

Map Tile Reference: Tile Ref: BM46

Sheet Revision Number:

Sheet Active From: 02/07/2026

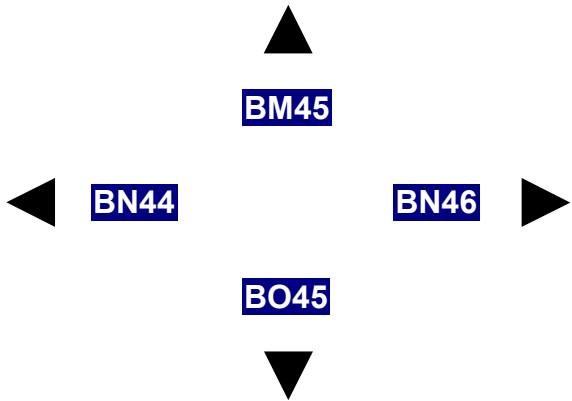


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Key to Restriction Types Displayed

- 20mph
- Contra-flow Cycle Lane
- Cycle Lane
- Islands & build-outs not shown in OS
- No Entry except Cycles
- No Left Turn
- No Right Turn
- One Way Contra-flow Cycle Lane
- Prohibited Access All Motor Vehicles except Taxi No Motor Vehicles except Taxis
- No Vehicles Except Taxis



Status: PROPOSE

Map Tile Reference: Tile Ref: BN45

Sheet Revision Number:

Sheet Active From: 02/07/2026

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

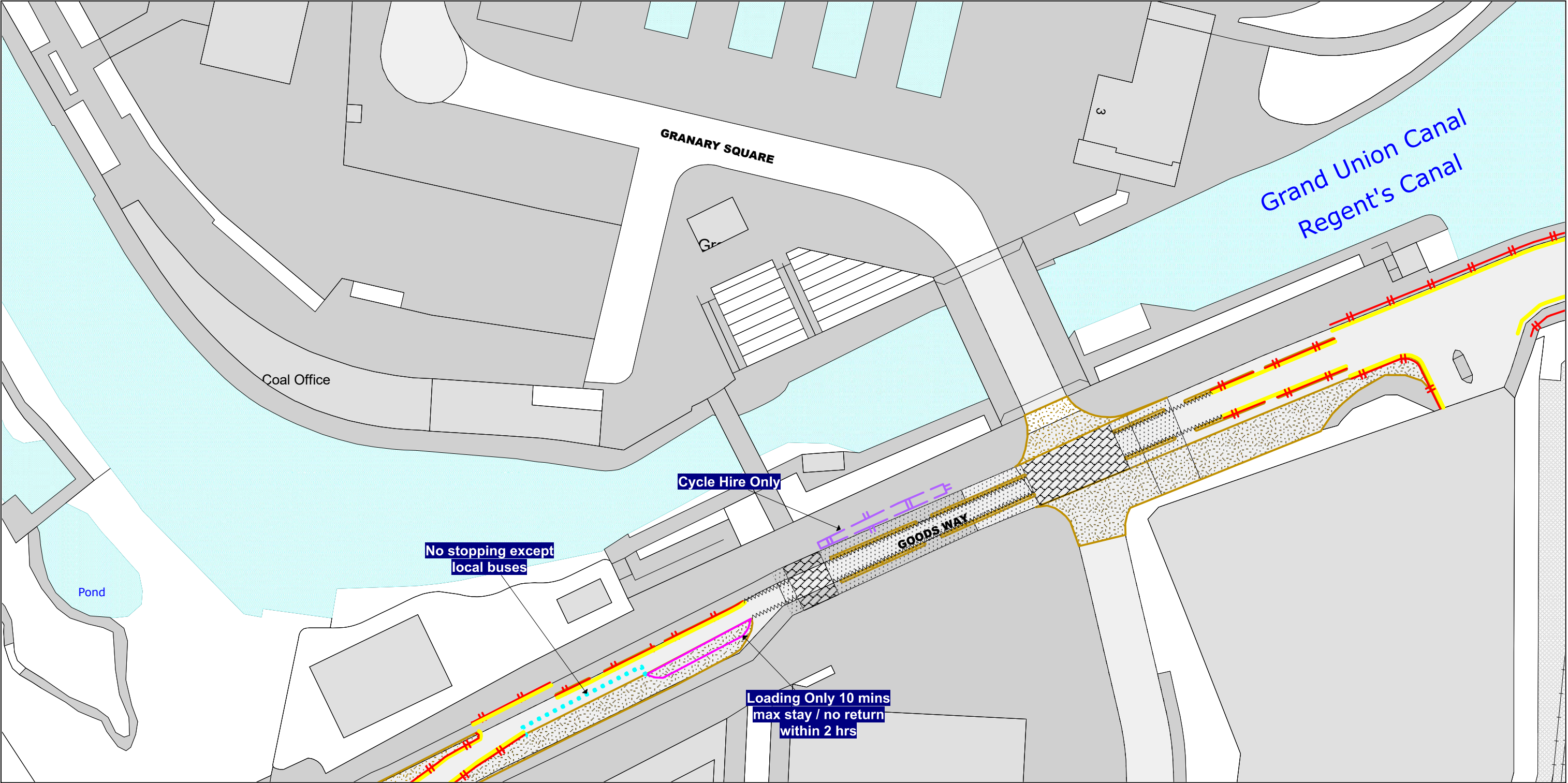
EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of a scheme of 'Safe and healthy streets' footway and carriageway realignment works/public realm improvements in the Goods Way area, amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025, with the following effects:-

- in GOODS WAY, on both sides, to provide 'at any time' waiting and loading restrictions on both sides of the carriageway between its junction with York Way and a point 16 metres north-east of the north-eastern parapet of Granary Square Bridge ;

in the London Borough of Camden.



SCALE - 1 : 625

at A3 size

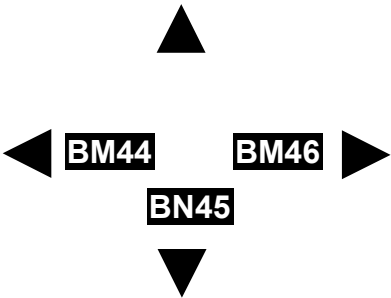
NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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Key to Restriction Types Displayed

- No stopping except local buses
- Cycle Hire Only
- Loading Only 10 mins max stay / no return within 2 hrs
- No Loading At Any Time
- Pedestrian Crossing
- Speed hump
- Raised carriageway
- No Waiting At Any Time

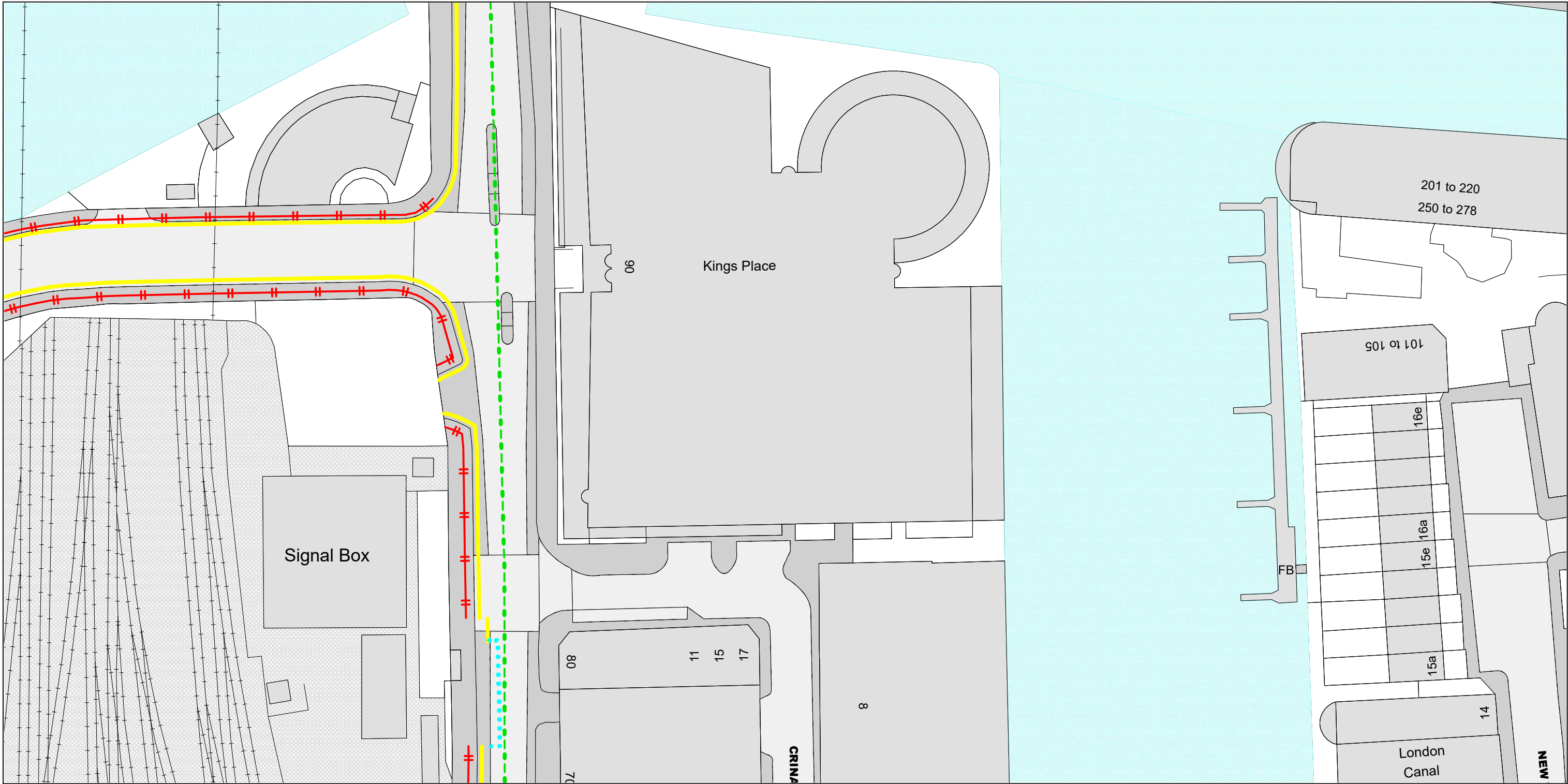


Status: PROPOSE

Map Tile Reference: Tile Ref: BM45

Sheet Revision Number:

Sheet Active From: 02/07/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

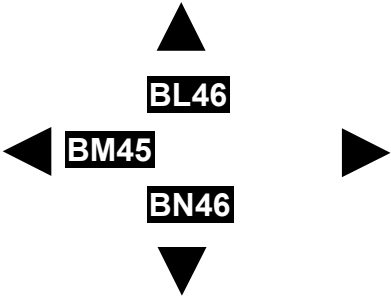


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Key to Restriction Types Displayed

- No stopping except local buses
- No Loading At Any Time
- No Waiting At Any Time

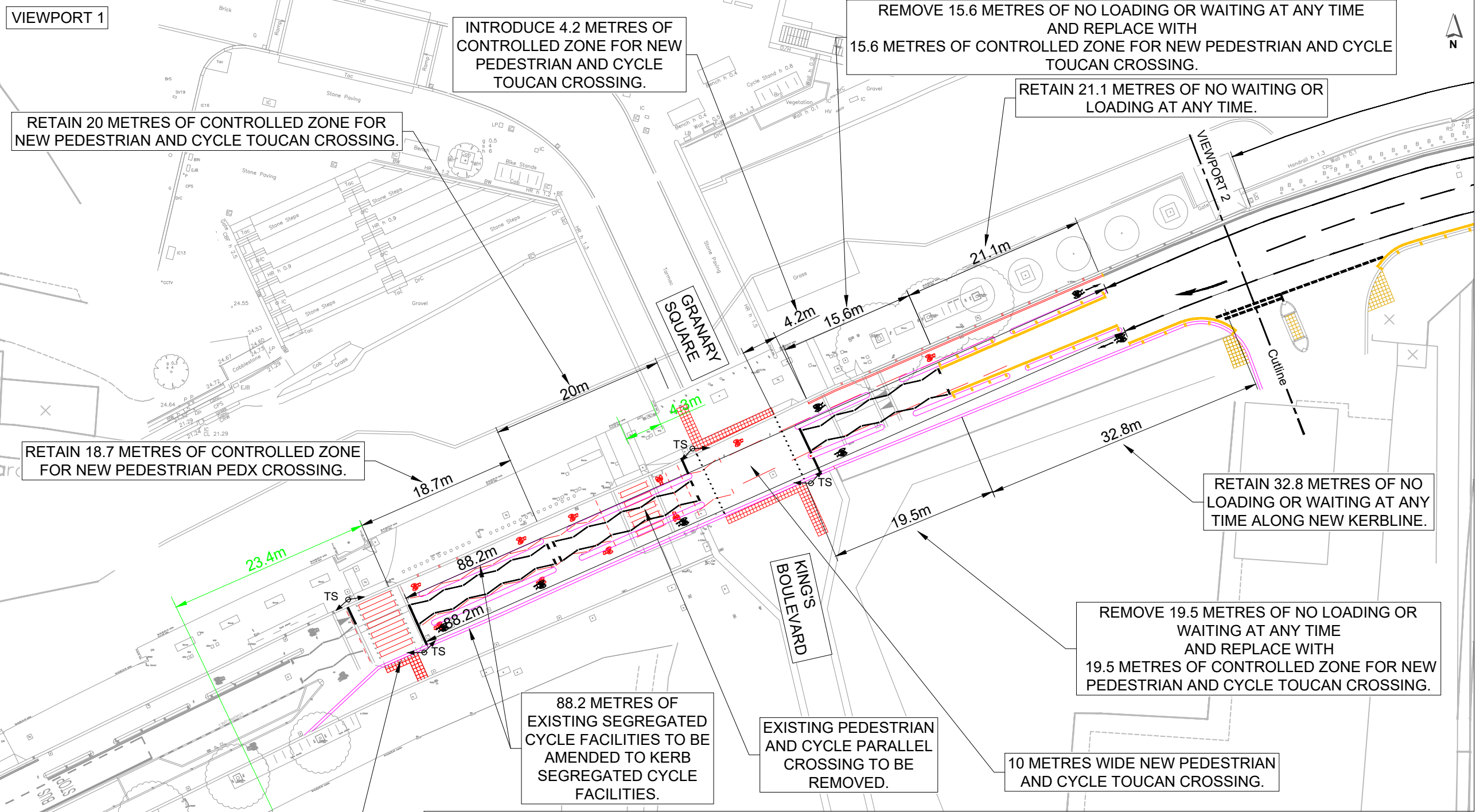


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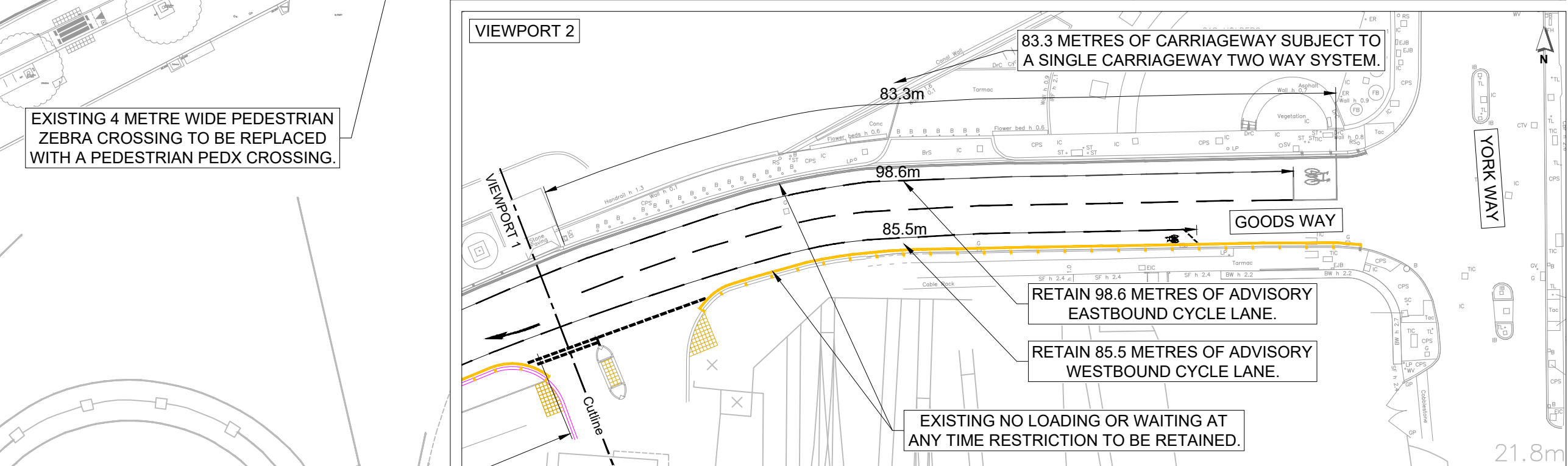
Map Tile Reference: Tile Ref: BM46

Sheet Revision Number:

Sheet Active From: 02/07/2026



- NOTES:
- 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 BUFF COLOUR TACTILE PAVING
 - PROPOSED RED COLOUR TACTILE PAVING
 - TS PROPOSED TRAFFIC SIGNAL



STATUS:
FOR CONSULTATION

CLIENT



PROJECT:
GOODS WAY CROSSINGS

DRAWING TITLE:
TMO CONSULTATION PROPOSALS

SCALE @ A3: 1:500 DATE: JULY 2026