

Public notice

St. Pancras Way - Safe and healthy streets phase 2 (Oriel Hospital area)

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

*The Camden (Prescribed Routes) (Granary Street and St. Pancras Way) (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 sections 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 GRANARY STREET, south-west to north-east arm:
 - (i) to prohibit vehicles from turning right into St. Pancras Way with a no right turn traffic sign as an additional visual deterrent to aid enforcement of the St. Pancras Way one-way southbound traffic flow;
 - (ii) the north-west side:
 - (A) to provide 'at any time' waiting restrictions, between the eastern kerb-line of St. Pancras Way and a point 102.2 metres north-east of that kerb-line; and
 - (B) to provide 'at any time' waiting and loading restrictions, between a point 102.2 metres north-east of the north-eastern kerb-line of St. Pancras Way and its junction with Granary Street (north-west to south-east arm);
 - (iii) the south-east side:
 - (A) to provide 'at any time' waiting restrictions, between with the eastern kerb-line of St. Pancras Way and a point 66.2 metres north-east of that kerb-line;
 - (B) to provide 'at any time' waiting and loading restrictions;
 - (I) between a point 66.2 metres north-east of with the eastern kerb-line of St. Pancras Way and a point 89.1 metres north-east of that kerb-line; and
 - (II) between the south-western kerb-line of Granary Street (north-west to south-east arm), and a point 18.9 metres south-west of that kerb-line; and
 - (C) to provide paid-for parking, operating at any time, maximum stay 40 minutes, no return within 1 hour, between a point 18.9 metres south-west of the south-western kerb-line of Granary Street (north-west to south-east arm) and a point 35.4 metres south-west of that kerb-line. *[The charges for leaving a vehicle in the parking place would be as follows: Electric vehicles - £6.63 per hour; Euro 6*

compliant petrol vehicles and Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £7.96 per hour, over 121g/km - £10.34 per hour. Air quality surcharge for non-compliant vehicles: petrol vehicles CO2 emissions up to 120g/km - £1.99, over 121g/km - £2.59; diesel vehicles CO2 emissions up to 120g/km - £3.98, over 121g/km - £5.17];

- (b) in GRANARY STREET, north-west to south-east arm:
- (i) the north-east side, to provide 'at any time' waiting and loading restrictions between its junction with Granary Street (south-west to north-east arm) and a point 18.9 metres south-east of the south-eastern kerb-line of Granary Street (south-west to north-east arm);
 - (ii) the south-west side, to provide 'at any time' waiting and loading restrictions between the south-eastern kerb-line of Granary Street (south-west to north-east arm) and a point 18.9 metres south-east of that kerb-line; and
- (c) in ST. PANCRAS WAY:
- (i) the east side, to provide 'at any time' waiting and loading restrictions between the south-eastern kerb-line of Granary Street and a point 18.5 metres north of the north-eastern kerb-line of Pancras Road; and
 - (ii) Oriel Hospital service road:
 - (A) to provide no stopping except for ambulances, operating 'at any time', on the east side:
 - (I) between a point 19.7 metres south of the south-eastern kerb-line of Granary Street and a point 49.7 metres south-east of that kerb-line; and
 - (II) between a point 53.4 metres south of the south-eastern kerb-line of Granary Street and a point 59.4 metres south of that kerb-line; and
 - (B) to provide 'at any time' waiting and loading restrictions, except where the ambulance parking referred to in paragraph (A) foregoing would be provided;
3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 65 of the Highways Act 1980, propose to provide a southbound stepped cycle track, 1.6 metres wide, adjacent to the carriageway on the east side of ST. PANCRAS WAY, between a point 7.3 metres north of the north-western kerb-line of Granary Street and a point 18.5 metres north of the north-eastern kerb-line of Pancras Road.
4. FURTHER NOTICE IS HEREBY GIVEN that the Council, in accordance with Sections 90A and 90C of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 as amended, proposes to build a continuous footway in GRANARY STREET at its junction with St. Pancras Way, extending between the eastern kerb-line of St. Pancras Way and a point 14.4 metres north-east of that kerb-line.
5. Copies of the proposed Orders, plans indicating the proposals, and other related documents may be obtained by contacting

traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals , or by prior appointment in person at 5 Pancras Square, London N1C 4AG - during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference '**TMO2627-0002**' 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 19 June 2026.

Peter Mardell – Head of Parking Operations

28 May 2026

Statement of reasons

St. Pancras Way - Safe and healthy streets phase 2 (Oriental Hospital area)

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

*The Camden (Prescribed Routes) (Granary Street and St. Pancras Way) (No. *) Traffic Order 202**

SUMMARY OF CHANGES

Camden Council has worked up proposals for introducing a scheme enabling walking and cycling, and improving our public realm which are key strategic objectives for the Council as set out in multiple strategy documents.

The permanent continuation of the protected stepped cycle track on St. Pancras Way, and the proposed continuous footway across the junction of Granary Street with St. Pancras Way, work towards achieving this.

These proposals contribute to and align with the Council's vision set out in a number of key policy documents including:

- We Make Camden
- Camden's Transport Strategy
- Camden's Walking and Accessibility Plan
- Camden's Climate Action Plan
- Camden's Clean Air Action Plan
- Camden's Health and Well-Being Strategy
- Camden Tree Planting Strategy 2020-25
- Camden Biodiversity Strategy

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

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

Made on ** **** 202*

Coming into force on ** **** 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

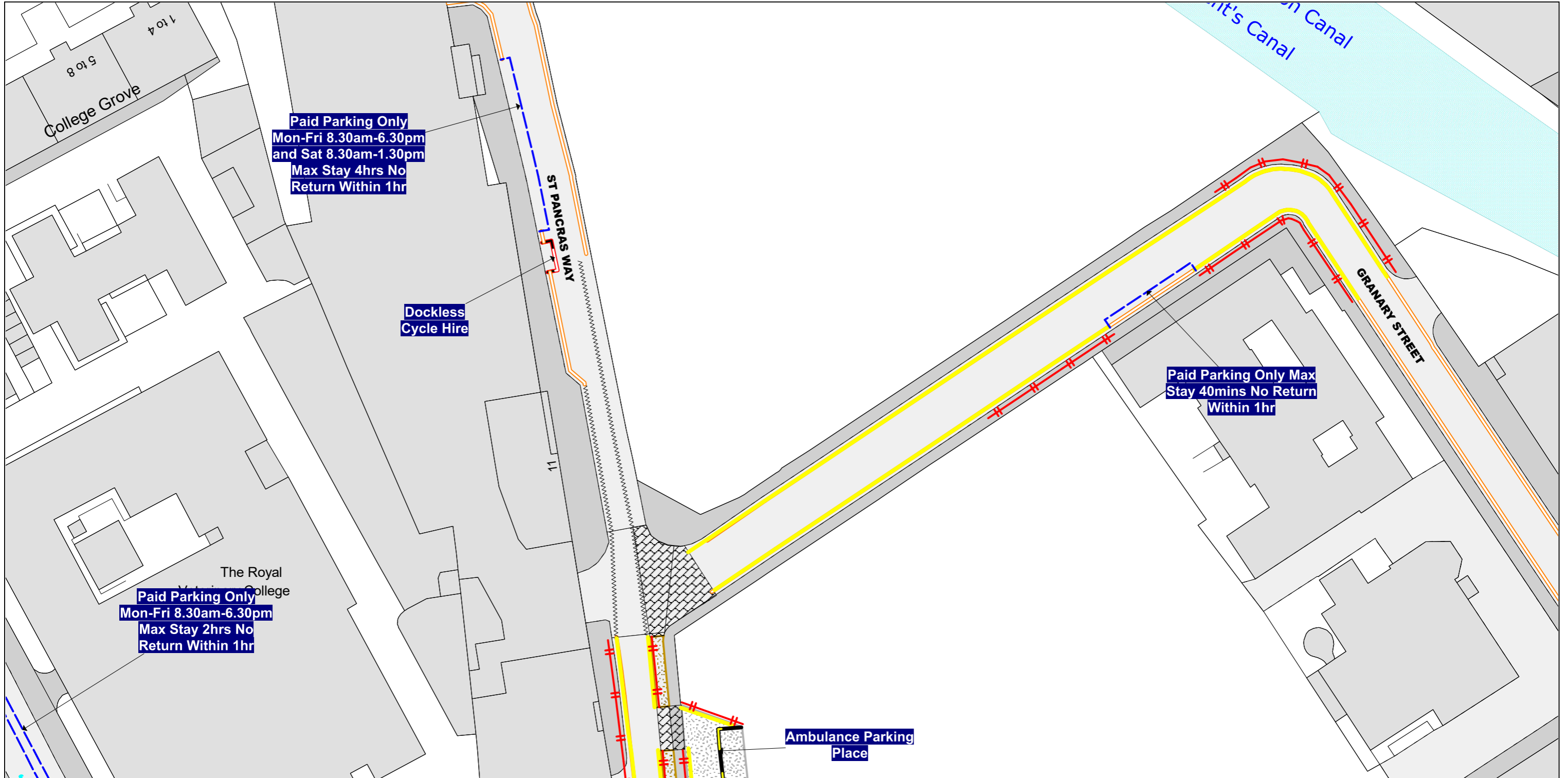
EXPLANATORY NOTE

(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:

- (a) in Granary Street, south-west to north-east arm:
 - (ii) the north-west side:
 - (A) to provide 'at any time' waiting restrictions, between the eastern kerb-line of St. Pancras Way and a point 102.2 metres north-east of that kerb-line; and
 - (B) to provide 'at any time' waiting and loading restrictions, between a point 102.2 metres north-east of the north-eastern kerb-line of St. Pancras Way and its junction with Granary Street (north-west to south-east arm);
 - (iii) the south-east side:
 - (A) to provide 'at any time' waiting restrictions, between with the eastern kerb-line of St. Pancras Way and a point 66.2 metres north-east of that kerb-line;
 - (B) to provide 'at any time' waiting and loading restrictions;
 - (I) between a point 66.2 metres north-east of with the eastern kerb-line of St. Pancras Way and a point 89.1 metres north-east of that kerb-line; and
 - (II) between the south-western kerb-line of Granary Street (north-west to south-east arm), and a point 18.9 metres south-west of that kerb-line; and
 - (C) to provide paid-for parking, operating at any time, maximum stay 40 minutes, no return within 1 hour, between a point 18.9 metres south-west of the south-western kerb-line of Granary Street (north-west to south-east arm) and a point 35.4 metres south-west of that kerb-line. The charges for leaving a vehicle in the parking place would be as follows: Electric vehicles - £6.63 per hour; Euro 6 compliant petrol vehicles and Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £7.96 per hour, over 121g/km - £10.34 per hour. Air quality surcharge for non-compliant vehicles: petrol vehicles CO2 emissions up to 120g/km - £1.99, over 121g/km - £2.59; diesel vehicles CO2 emissions up to 120g/km - £3.98, over 121g/km - £5.17.
- (b) in Granary Street, north-west to south-east arm:
 - (i) the north-east side, to provide 'at any time' waiting and loading restrictions between its junction with Granary Street (south-west to north-east arm), and a point 18.9 metres south-east of the south-eastern kerb-line of Granary Street (south-west to north-east arm);
 - (ii) the south-west side, to provide 'at any time' waiting and loading restrictions between the south-eastern kerb-line of Granary Street (south-west to north-east arm) and a point 18.9 metres south-east of that kerb-line; and

- (c) in St. Pancras Way:
 - (i) the east side, to provide 'at any time' waiting and loading restrictions between the south-eastern kerb-line of Granary Street and a point 18.5 metres north of the north-eastern kerb-line of Pancras Road; and
 - (ii) Oriol Hospital service road:
 - (A) to provide no stopping except for ambulances, operating 'at any time', on the east side:
 - (I) between a point 19.7 metres south of the south-eastern kerb-line of Granary Street and a point 49.7 metres south-east of that kerb-line; and
 - (II) between a point 53.4 metres south of the south-eastern kerb-line of Granary Street and a point 59.4 metres south of that kerb-line; and
 - (B) to provide 'at any time' waiting and loading restrictions, except where the ambulance parking referred to in paragraph (A) foregoing would be provided.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

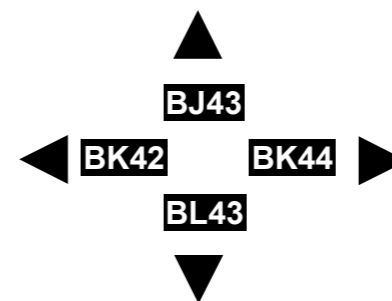
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Key to Restriction Types Displayed

- Ambulance Parking Place
- No stopping except local buses
- Dockless Cycle Hire
- Other features within footway
- Islands & build-outs not shown in OS
- No Loading At Any Time
- Paid Parking Only
- Pedestrian Crossing
- Raised carriageway
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm

- Labels:
- Confirmed item
 - Confirmed experimental or temporary item

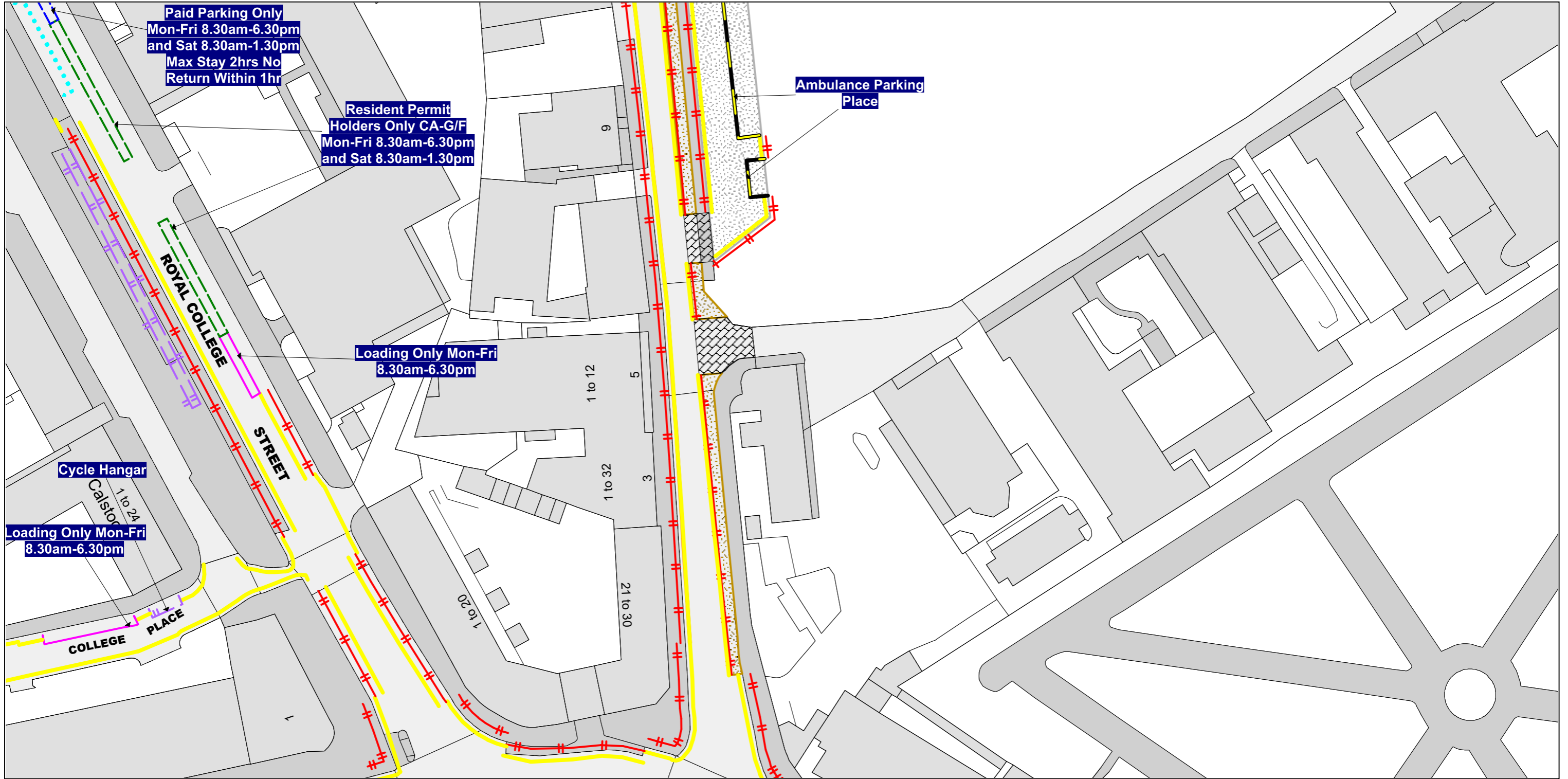


Status: PROPOSE

Map Tile Reference: Tile Ref: BK43

Sheet Revision Number:

Sheet Active From: 28/05/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

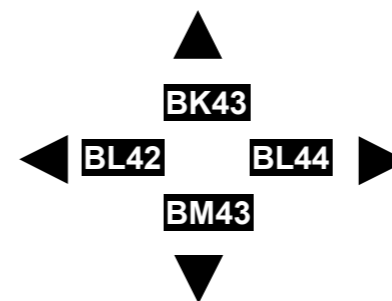
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Key to Restriction Types Displayed

- Ambulance Parking Place
- No stopping except local buses
- Cycle Parking
- Other features within footway
- Islands & build-outs not shown in OS
- Loading Only Mon-Fri 8.30am-6.30pm
- No Loading At Any Time
- Paid Parking Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm Max Stay 2hrs No Return Within 1hr
- Raised carriageway
- Resident Permit Holders Only CA-G/F Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm

- Labels:
- Confirmed item
 - Confirmed experimental or temporary item



Status: PROPOSE

Map Tile Reference: Tile Ref: BL43

Sheet Revision Number:

Sheet Active From: 28/05/2026

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Prescribed Routes) (Granary Street and St. Pancras Way) (No. *)
Traffic Order 202*

Made on ***** 202*

Coming into force on ***** 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) (Granary Street and St. Pancras Way) (No. *) Traffic Order 202* and shall come into force on *** 202*.

Interpretation

2. (1) In this Order:-

"causing" includes "permitting";

"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 2003²;

"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;

"prescribed street" means a street or part of street to which the provisions of Article 4 of this Order apply; and

"traffic sign" means a sign of any size, type and colour prescribed or authorised under, or having effect as though prescribed or authorised under, section 64 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 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.

Prescribed routes

4. (1) No person causing any vehicle to proceed in Granary Street in a south-westbound direction shall, upon reaching its junction with St. Pancras Way, cause that vehicle to turn right into St. Pancras Way.

Exemptions

5. (1) Nothing in Article 4 of this Order shall apply in relation to:-
- (a) anything done with the permission or at the direction of a police constable in uniform; or
 - (b) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This effect of this Order is to prevent all south-westbound vehicles from Granary Street making a right turn into St. Pancras Way, in the London Borough of Camden.

