

The Camden (Prescribed Routes) (No. 1) Traffic Order 2022

Notice is hereby given that the Council of the London Borough of Camden proposes to make the above Orders under Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The general nature and effect of the order is set out below.

- (1) prescribe one-way working in Goodsway, from east to west, between its junction with the service road which provides access to King's Cross Rail Station (approximately 150 metres west of the junction with York Way) and the junction with Pancras Road / Camley Street. Pedal cycles will be permitted to travel contraflow along this stretch of road. The section of Goodsway between its junctions with the service road and York Way will remain two-way working.
- (2) vehicles proceeding in a generally south-easterly direction along Pancras Road (i.e. towards King's Cross station) must turn left into Camley Street on reaching that junction. Taxis and pedal cycles may turn right into the southern section of Pancras Road. Pedal cycles may also proceed ahead into Goodsway
- (3) vehicles proceeding in a generally north-westerly direction (i.e. away from King's Cross station) must not turn right into Goodsway on reaching that junction. Pedal cycles are exempted from this restriction.
- (4) vehicles proceeding southwards in Camley Street must turn right into the section of Pancras Road which passes under the railway bridge on reaching that junction. Taxis and pedal cycles may proceed ahead into the southern section of Pancras Road. Pedal cycles may also turn left into Goodsway.

Copies of the proposed order and other documents relating to the order may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020-7974 4788 or 020-7974 5800 to arrange an appointment). Any person wishing to object or make representations in respect of the proposed order should send comments in writing, giving reasons for any objection to TransportConsultations@camden.gov.uk or by post to FREEPOST LBC TRANSPORT STRATEGY, to be received by the end of 3 March 2022.

Peter Mardell - Head of Parking Operations
10 February 2022

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STATEMENT OF REASONS:

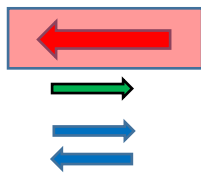
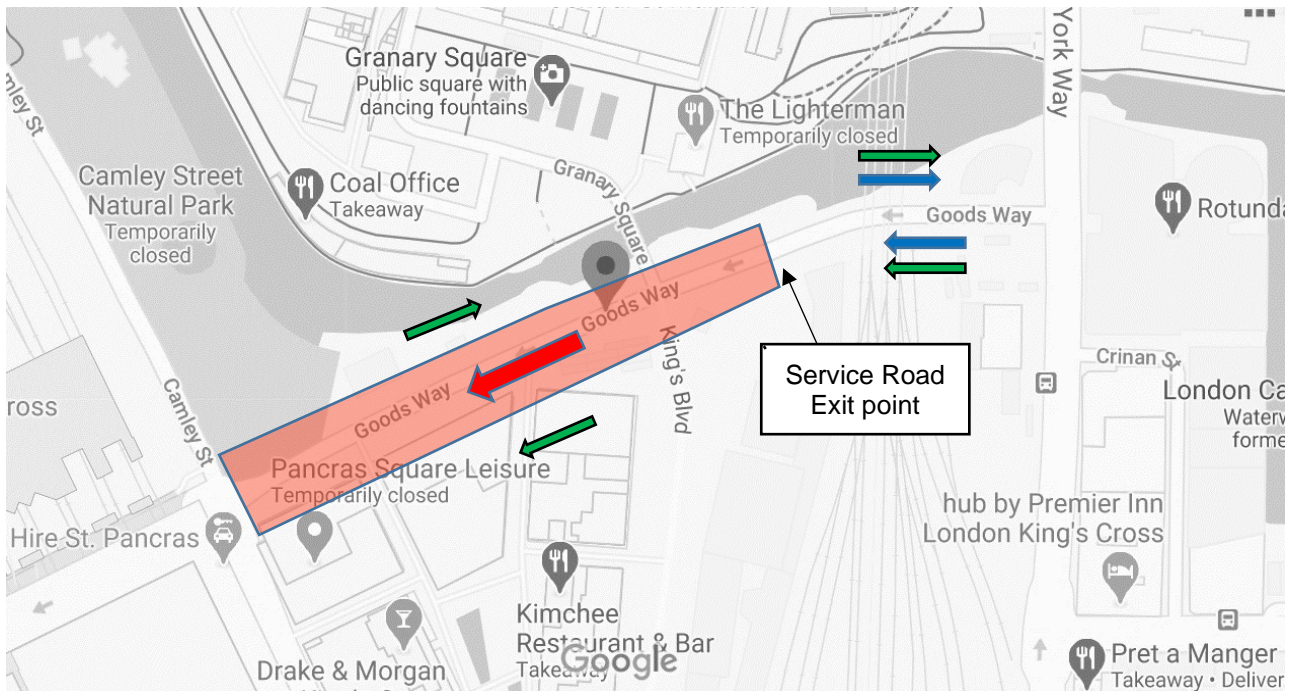
- A temporary one-way working has been in place, intermittently, for approximately four years now to facilitate the Google Construction works. Officers consider that the surrounding road network has become accustomed to this change. By making this permanent, no change or further impact is expected. Any future impact has been further mitigated by the provision of a short two-way section between the Kings Cross Station service road and York Way.
- Goods Way channels a significant volume of pedestrians to and from Kings Boulevard and Granary Bridge. Recent counts taken in November 2018 indicate approximately 4000 pedestrians an hour crossing at the zebra crossing at this location during a Thursday afternoon peak. The outline planning permission expects that to rise to almost 8000 per hour once the Kings Cross development is fully constructed, open and populated in 2023.
- Making the one-way working permanent would have the benefit of helping maintain the current traffic volumes on Goods Way, particularly at the key crossing point between Kings Boulevard and Granary Bridge. Traffic volumes would likely increase should two-way working be re-introduced. This would have an impact on pedestrian and cycle priority on Goods Way and cause an increase in risk to road safety for all road users.
- Should the street be returned to two-way, more road space would need to be allocated to motor vehicles. This would require the recent cycle infrastructure improvements installed as part of the pop-up Covid cycle lane to be compromised and there is a risk that the cycle lane widths would need to be reduced and / or wand segregation removed; leaving cyclist an increase risk of being injured by motorists. One-way enables the enhanced pedestrian and cycle facilities to be retained and therefore further encourage mode shift.
- These benefits align with the Council's approved Camden Transport Strategy (CTS) and accompanying Cycle Action Plan which highlights Goods Way as part of the *Primary* cycle network, the typology for which is segregation from motor vehicles. Measures outlined in Objective 1 of the CTS, which aims to transform Camden's streets to enable an increase in walking and cycling, includes a policy (Policy 1b) to remove barriers to walking and cycling and improve conditions for pedestrians and cyclists. Measure 1b of the CTS aims to implement infrastructure/streetscape proposals set out in the Cycling Action Plan which includes cycle permeability measures and segregation from motor vehicles.
- Promoting walking and cycling which are sustainable, less polluting modes of travel that contribute to lowering emissions in London, and encourage a shift towards healthier forms of active travel, is one of Camden's main priorities within Camden's Transport Strategy. Proposals such as this, offer the most efficient use of limited highway space, and support the targets set by the Council and the Mayor of London.
- It is proposed to make the one-way working permanent whilst the temporary Section 15 one-way traffic management is still in place. This is in order to cause minimal disruption to traffic when the hoarding and temporary features surrounding the construction site are removed. It will also ensure any streetworks undertaken to the public highway by the private developer are done so in a manner to suit a permanent one-way with contra-flow cycling situation.
- Those traveling by car / taxi from the west, wishing to access the Granary Square and Coal Drops area of Kings Cross Development site, will continue to be restricted in their future route

options should Goods Way remain one-way. However access by vehicle continues to be maintained via the following options:

- Drop off at the base of Somers Town Bridge on Camley Street. This is a step free bridge with gradients to support wheelchair use.
- Circumnavigate the train stations via Euston Road and York Way, to drop off on Goods Way.
- Circumnavigate the train stations via Euston Road and York Way, to drop off on Handyside Street.

(Granary Square and the Coal Drops are both pedestrianised and require local drop off and a subsequent short walk by all visitors using a motor vehicle.)

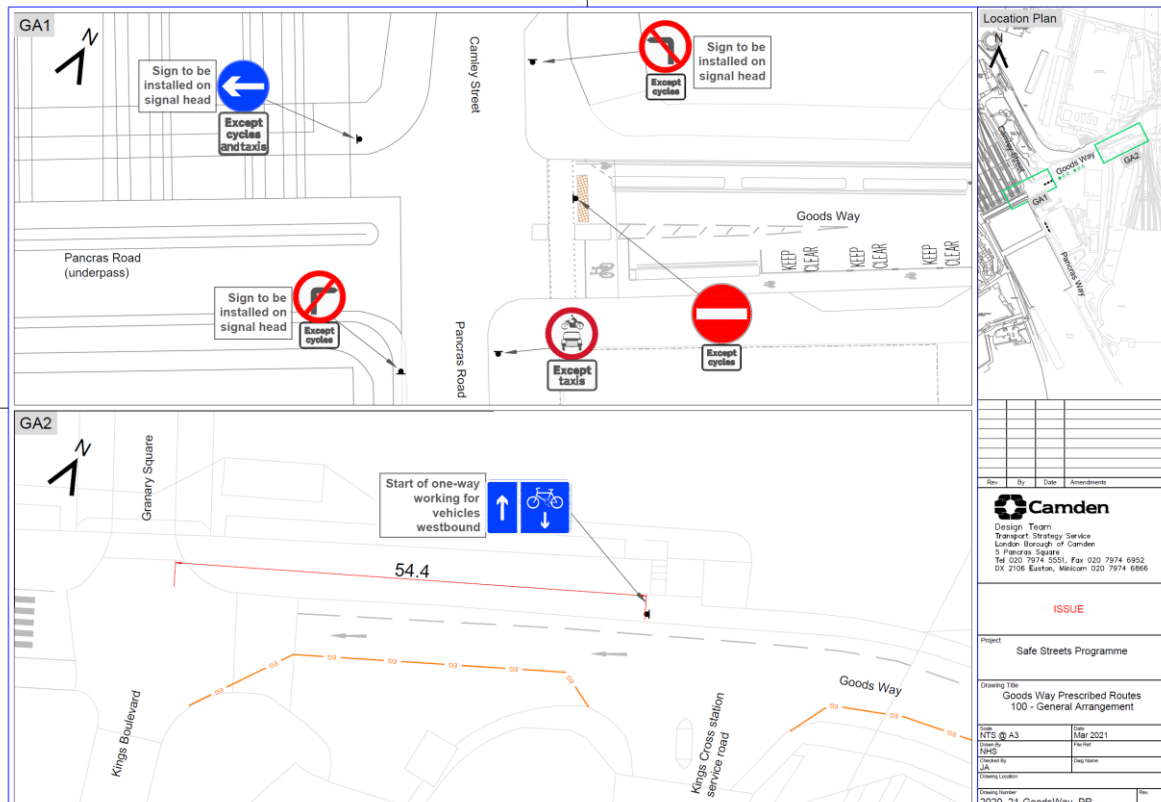
Drawing to show proposed One-Way working (partial) with contraflow cycling permitted, Goods Way, LB Camden



Proposed one-way for all motor traffic

Proposed direction allowed for cycles directions

Proposed two-way for all motor traffic



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2022 No. 9

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 9

The Camden (Prescribed Routes) (No. 1) Traffic Order 2022

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and part IV of schedule 9 to the Road Traffic Regulation Act 1984 [1984 c. 27], as amended by section 8 of and part I of schedule 5 to the Local Government Act 1985 [1985 c. 51], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on _____ and may be cited as the Camden (Prescribed Routes) (No. 1) Traffic Order 2022.

2. Interpretation

- 2.1 Any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

- 2.2 In this order, the following terms have the meanings ascribed to them below:

“Pancras Road (south)” means the section of Pancras Road which lies between its junction with Euston Road and its junction with Camley Street, Goodsway and Pancras Road (bridge)

“Pancras Road (bridge)” means the section of Pancras Road which lies between its junction with Midland Road and its junction with Camley Street, Goodsway and Pancras Road (south)

“pedal cycle” and “taxi” have the same meanings as in the Traffic Signs Regulations and General Directions 2016 [S.I. 2016 No. 362]

3. Restrictions

- 3.1 No person shall cause any vehicle to proceed in the section of Goodsway which lies between the western kerb line of the unnamed service road sited immediately west of the railway lines and its junction with Pancras Road and Camley Street, in any direction other than from north-east to south-west.

- 3.2 No person shall cause any vehicle to enter Goodsway at its junction with Pancras Road and Camley Street.
- 3.3 Every person causing any vehicle to proceed in a north-easterly direction in Pancras Road (bridge) shall, on reaching the junction with Camley Street, Goodsway and Pancras Road (south), cause that vehicle to turn left.
- 3.4 Every person causing any vehicle to proceed in a south-easterly direction in Camley Street shall, on reaching the junction with Goodsway, Pancras Road (bridge) and Pancras Road (south), cause that vehicle to turn right.

4. Exemptions

- 4.1 Nothing in Article 3 shall apply in respect of a pedal cycle being caused to enter and proceed north-eastwards in Goodsway in the lane provided on the north-west side of the carriageway, or to enter and proceed southwards in Pancras Road (south)
- 4.2 Articles 3.3 and 3.4 shall not apply in respect of a taxi being caused to enter and proceed southwards in Pancras Road (south).

5. Miscellaneous Exemptions

- 5.1 Nothing in Article 4 shall apply in respect of;
 - 5.1.1 anything done with the permission of a police constable or traffic warden in uniform;
 - 5.1.2 a vehicle being used by the police, ambulance service or fire brigade in an emergency;
 - 5.1.3 any person causing any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

6. Revocations

- 6.1 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 Camden (Prescribed Routes) (No. 5) Traffic Order 2007 [L.B.C. 2007 No. 45] shall have effect as though Articles 3, 4, 5 and 7 were omitted.

Dated this

