

The Camden (Phoenix Road Area) Experimental Traffic Order 2024

2024 No. 3

**OSSULSTON STREET
PHOENIX ROAD
POLYGON ROAD**

The Camden (Phoenix Road Area) Experimental Traffic Order 2024

Notice is hereby given that, on 6 February 2024, the Council of the London Borough of Camden made the above order under section 9 of the Road Traffic Regulation Act 1984. The order will come into force on 19 February 2024. The general nature and effect of the order is set out below.

OSSULSTON STREET – motor vehicles will be banned from entering Ossulston Street between the north-western kerb-line of Phoenix Road and a point 13 metres north-west of that kerb-line.

PHOENIX ROAD - motor vehicles will be banned from entering Phoenix Road between the north-eastern kerb-line of Werrington Street and a point 69.5 metres north-east of that kerb-line.

POLYGON ROAD - any goods vehicles the maximum gross weight of which exceeds 7.5 tonnes will be banned from entering Polygon Road north-east of a point 10.7 metres north-east of the north-eastern kerb-line of Chalton Street.

The Council will be considering in due course whether the provisions of the experimental order should continue in force indefinitely. Within a period of six months beginning with the date on which this modification to the experimental order comes into force or, if the order is varied by other orders or modified pursuant to section 10 (2) of the Road Traffic Regulation Act 1984 beginning with the day on which the variation or modification or the latest variation or modification came into force, any person may object to the making of an order for the purpose of such indefinite continuation.

Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to traffic.orders@camden.gov.uk or by post to FREEPOST LBC Transport Strategy. Copies of the order and other documents relating to the order may be inspected at camden.gov.uk/recently-advertised-proposals or by contacting traffic.orders@camden.gov.uk 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 to arrange an appointment). Any person desiring to question the validity of the order or of any provision contained therein on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with may, within 6 weeks of the date on which the order was made, make application for the purpose to the High Court.

Peter Mardell
Head of Parking Operations
8 February 2024

APPENDIX K

Greening Phoenix Road– Trial Public Realm and Healthy Streets Changes:

Experimental Traffic Order (ETO)



DATE: 5 June 2023

SUMMARY OF CHANGES

Camden Council has worked up proposals for introducing greening and public realm improvements on Phoenix Road, funded through an assurance the Council secured from HS2 to mitigate for the loss of open space in the Euston area.

The following trial changes are proposed on Phoenix Road, under an 18 month Experimental Traffic Order (ETO):

- Trialling a through-traffic restriction on Phoenix Road, between Werrington Street and Chalton Street implemented using bollards, planters and signage. This is proposed in order to create new public space and space for new urban greening, while keeping a through-route for pedestrians and cyclists.
- Trialling a through-traffic restriction on Ossulston Street (north), at the junction with Phoenix Road to reduce traffic and improve road safety at this location. With exemption for cyclists, emergency vehicles and waste collection vehicles.

REASONS FOR PROPOSING TO MAKE THE ORDERS

The proposed changes have been developed in response to an assurance and funding that Camden secured from HS2 to mitigate for the loss of open space caused by construction. This includes funding for the ‘Greening Phoenix Road’ project, which will provide new open space in Somers Town and a greener link between Euston and St Pancras Stations. The assurance states the following:

“creation of open space through green infrastructure and other enhancements of Phoenix Road, potentially including a linear park and nature conservation measures... including, as a minimum, enhancing the walking route between Euston Station and St Pancras Station.”

These proposals contribute to and align with the Council’s policy vision set out in:

- We Make Camden
- Euston Area Plan

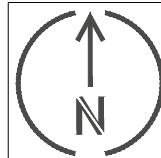
- Camden's Transport Strategy and supporting action plans
- Camden's Climate Action Plan
- Camden's Clean Air Action Plan
- Camden's Health and Well-Being Strategy
- Somers Town Greening Strategy
- Camden Tree Planting Strategy 2020-25
- Camden Biodiversity Strategy

REASONS FOR INTRODUCING THE PROPOSED TRAFFIC RESTRICTIONS AS AN EXPERIMENT

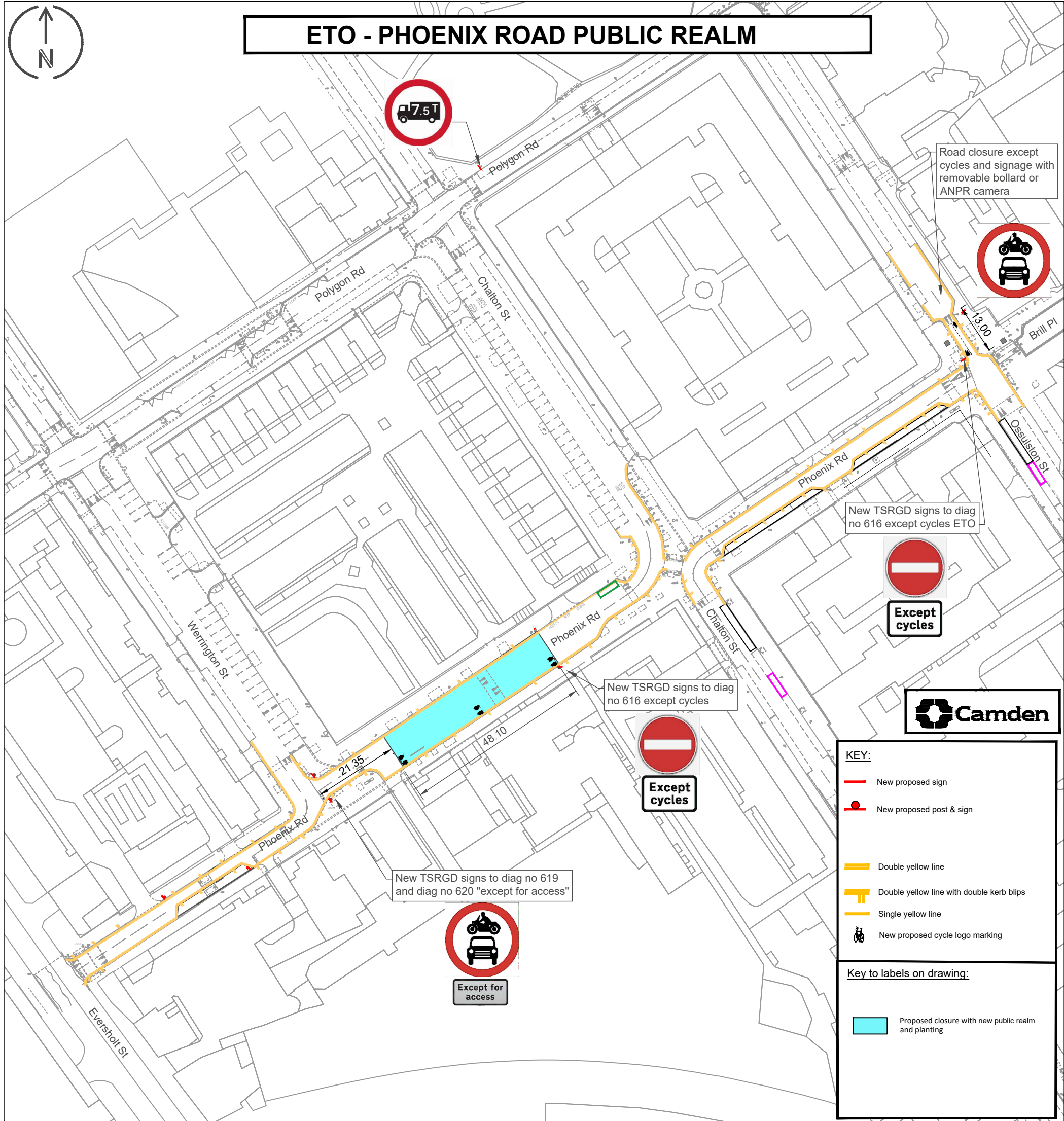
It is proposed to implement two traffic restrictions on Phoenix Road as a trial for a period of 18 months. This would allow stakeholders to provide feedback on the proposed traffic restrictions and in order to monitor how the scheme is operation. Including data that would indicate whether or not the scheme is achieving or is likely to achieve some or all of its central aims of:

- No increase in through traffic (the measures introduced should ideally reduce the volume of traffic in the area);
- Ensure local access is maintained (less than 50m walk from a motor vehicle drop-off/ collection point to/ from any dwelling, service or business) ;
- Increase green space and green infrastructure on Phoenix Road and in Somers Town;
- Improve road safety for pedestrians and opportunities for travelling by foot and bike along Phoenix Road.

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 – as part of the final greening scheme.



ETO - PHOENIX ROAD PUBLIC REALM



Road closure except cycles and signage with removable bollard or ANPR camera



New TSRGD signs to diag no 616 except cycles ETO



Except cycles



KEY:

- New proposed sign
- New proposed post & sign
- Double yellow line
- Double yellow line with double kerb blips
- Single yellow line
- New proposed cycle logo marking

Key to labels on drawing:

- Proposed closure with new public realm and planting



Polygon Rd

Chalton St

Phoenix Rd

13.00

Brill Pt

Ossulston St

Phoenix Rd

New TSRGD signs to diag no 616 except cycles



Except cycles

Werrington St

21.35

48.10

New TSRGD signs to diag no 619 and diag no 620 "except for access"



Except for access

Eversholt St

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LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER 2024 No. 3

The Camden (Phoenix Road Area) Experimental Traffic Order 202*

Made on 06 February 2024

Coming into force on 19 February 2024

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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], 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 19 February 2024 and may be cited as the Camden (Phoenix Road Area) Experimental Traffic Order 2024.

2. Interpretation

- 2.1 In this order:

“goods vehicle”, “maximum gross weight” and “pedal cycle” have the same meanings as in the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362];

“prescribed streets” means Phoenix Road between a point 21.3 metres north-east of the north-eastern kerb-line of Werrington Street and a point 69.5 metres north-east of that kerb-line; and Polygon Road between a point 10.7 metres north-east of the north-eastern kerb-line of Chalton Street and the north-western kerb-line of Phoenix Road;

“the Council” means the Council of the London Borough of Camden.

- 2.2 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.

3. Ossulston Street

- 3.1 No person shall cause or permit any motor vehicle proceeding in the length of Ossulston Street that lies north-west of a point 13.0 metres north-west of the north-western kerb-line of Phoenix Road to enter the length of Ossulston Street that lies south-east of a point 13.0 metres north-west of the north-western kerb-line of Phoenix Road.

- 3.2 No vehicle, except a pedal cycle, proceeding in Phoenix Road or the length of Ossulston Street that lies south-east of the north-western kerb-line of Phoenix Road shall enter the length of Ossulston Street that lies north-west of the north-western kerb-line of Phoenix Road.

4. Phoenix Road

- 4.1 No person shall cause or permit any motor vehicle proceeding in Werrington Street or the length of Phoenix Road that lies south-west of the north-eastern kerb-line of Werrington Street to enter the length of Phoenix Road that lies north-east of the north-eastern kerb-line of Werrington Street.
- 4.2 No vehicle, except a pedal cycle, shall enter the length of Phoenix Road that lies between a point 21.3 metres north-east of the north-eastern kerb-line of Werrington Street and a point 69.5 metres north-east of that kerb-line.

5. Weight Restriction

- 5.1 No person shall cause or permit any goods vehicles the maximum gross weight of which exceeds 7.5 tonnes proceeding in the length of Polygon Road that lies south-west of a point 10.7 metres north-east of the north-eastern kerb-line of Chalton Street to enter the length of Polygon Road that lies north-east of a point 10.7 metres north-east of the north-eastern kerb-line of Chalton Street.

6. Exemptions

- 6.1 Nothing in this Order shall apply in respect of:
- 6.1.1 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
- 6.1.2 a vehicle being used by the police, fire brigade or ambulance service;
- 6.1.3 any vehicle being used in the service of a local authority in pursuance of statutory powers or other duties in the prescribed streets provided that in all the circumstances it is reasonably necessary in the exercise of such powers or in the performance of such duties for that vehicle to enter one or other of the prescribed streets;
- 6.1.4 any vehicle being used by or on behalf of the Council or the Metropolitan Police in connection with the removal of any vehicle deemed to have contravened or not complied with any restrictions or prescriptions, imposed by any enactment, regulation or order, on waiting by vehicles in the prescribed street or in relation to any designated on-street parking place in the prescribed street;
- 6.1.5 any person who causes 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; or
- 6.1.6 anything done with the written permission of the Council, provided any conditions or requirements they may impose are being complied with.

7. Power to modify or suspend provisions of this order

- 7.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised

by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 6 February 2024

A handwritten signature in black ink, appearing to read 'P. Mardell', written in a cursive style.

Peter Mardell
Head of Parking Operations