

Public Notice

Flask Walk / Well Walk area - Safe and healthy streets

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

*The Camden (Prescribed Routes) (Well Walk and Willow Road) (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, in connection with:
(1) the closure to vehicles of the following part of Well Walk (by way of kerb-realignment): the carriageway north-west of the island site situated at its junction with Willow Road; and (2) footway widening on the south side of Willow Road, between Flask Walk and No. 47 Willow Road:-
 - (a) in WELL WALK:
 - (i) in the carriageway north-west of the island site situated at its junction with Willow Road: (A) to remove the 14-metre CA-H residents' permit parking place; and (B) to remove the 'no entry' restriction applying to south-westbound vehicles at the north-eastern end of the aforementioned carriageway, and the north-eastbound one-way traffic working in this carriageway (note: closure of this carriageway to vehicles via kerb-realignment works would make these 'no entry' and one-way restrictions redundant); and
 - (ii) in the carriageway east of the island site situated at its junction with Willow Road: (A) to remove the southbound one-way traffic working and the accompanying 'no entry' restriction into Well Walk from Willow Road, reinstating 2-way traffic working; (B) on the west side: (I) to remove the 10-metre CA-H residents' permit parking place opposite Nos. 4 and 6 Well Walk; and (II) to provide 'at any time' waiting and loading restrictions between the north-eastern kerb-line of Willow Road and a point 26 metres north of that kerb-line; and (C) on the east side, to remove 5 metres of CA-H residents' permit parking, between a point 1.9 metres south and a point 3.1 metres north of the common boundary of Nos. 2 and 4 Willow Walk and replace it with 'at any time' waiting restrictions;
 - (b) in WILLOW ROAD:
 - (i) to remove the 'no entry' restriction applying to eastbound vehicles, situated between Flask Walk and Gayton Road and the westbound one-way traffic working in this location, reinstating 2-way traffic working;
 - (ii) on the north-east side, to provide 'at any time' waiting and loading restrictions between its junction with New End Square and its

junction with Well Walk (carriageway east of the island site situated at its junction with Willow Road); and

- (iii) on the south-west and south side: (A) to provide 'at any time' waiting and loading restrictions between its junction with Flask Walk and its junction with Gayton Road, replacing the 10.2-metre car club parking place and 'at any time' waiting restrictions; and (B) to provide 'at any time' waiting restrictions between a point 3.8 metres east and a point 11 metres east of the south-eastern kerb-line of Gayton Road, replacing CA-H residents' permit parking; and
- (c) in GAYTON ROAD:
 - (i) on the north-west side: (A) to remove CA-H residents' permit parking, between a point 2.9 metres north-east and a point 8.1 metres north-east of the common boundary of Nos. 35 and 36 Gayton Road and replace it with double yellow line 'at any time' waiting restrictions; and (B) to provide 'at any time' loading restrictions between a point 8.1 metres north-east of the common boundary of Nos. 35 and 36 Gayton Road and its junction with Willow Road; and
 - (ii) on the south-east side, to remove 15.2 metres of CA-H residents' permit parking adjacent to No. 48 Willow Road and replace it with a 10-metre car club parking place at the south-western end of that length and 5.2 metres of 'at any time' waiting restrictions.

Note: to accommodate the footway widening at its junction with Willow Road, the proposed 'at any time' waiting and loading restrictions on the west side of Gayton Road and the existing 'at any time' waiting restrictions on the east side of Gayton Road would be extended so as to terminate at the realigned south-western kerb-line of Willow Road.

3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under sections 90A-F of the Highways Act 1980 and in accordance with the Highways (Road Humps) Regulations 1999, propose to construct a flat-topped speed table in WILLOW ROAD, comprising the full width of the carriageway and at a height level with the surrounding kerb, from a point 8.2 metres north-west of the north-western kerb-line of Gayton Road, extending north-westward for a distance of 4.2 metres, including both ramps.
4. 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 'TMO2526-0016' 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 29 August 2025.

Peter Mardell – Head of Parking Operations

31 July 2025

Statement of reasons

Flask Walk / Well Walk area - Safe and healthy streets

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

*The Camden (Prescribed Routes) (Well Walk and Willow Road) (No. *) Traffic Order 202**

SUMMARY OF CHANGES

Camden Council has worked up proposals for introducing a walking and accessibility scheme in the Flask Walk/Well Walk area. These proposals aim to:

- Create a more accessible environment by widening the pavement on Willow Road and creating more space on Well Walk;
- Implementing new public realm and urban greening on the new public space on Well Walk;
- Support safer, healthier streets in the area especially for pedestrians and cyclists;
- Contribute to improved air quality in the area, as part of the Council's wider Clean Air Action Plan by reducing the need for private vehicle use, particularly for short, everyday trips;
- Deliver one of the key schemes outlined in the 3-year Camden Transport Strategy Delivery Plan for 2025 – 2028;

The following permanent changes are proposed in the area of Flask Walk/Well Walk, under a Traffic Management Order (TMO):

Well Walk

- Creating a public space on Well Walk opposite the Well Walk Theatre by closing the northern arm of the current traffic triangle to motor traffic, and replacing it with a widened pavement, planting and rainwater gardens. This would require the removal of four residents' car parking bays.
- Allowing two-way traffic for all traffic on the southern arm of the traffic triangle. This would require the removal of two residents' car parking bays. One resident car parking bay will also be removed as part of Camden's junction protection programme to remove parking within 10 metres of all junctions to improve sight lines for all road users and reduce road risk as set out in the Road Safety Action Plan.

Willow Road

- Widening the pavement on Willow Road on both sides of the junction with Gayton Road (including outside the Well Walk Theatre) to provide more space for pedestrians to gather, safely cross and enter/exit the theatre. This would require the removal of one resident parking bay on Willow Road and two residents' parking bays on Gayton Road as part of Camden's junction protection programme.

- Two car club parking bays will be relocated from Willow Road. Note, before these proposals, these car club bays were temporarily relocated from Willow Road to the southern arm of the traffic triangle on Well Walk.
- Introducing a raised table pedestrian crossing on Willow Road from the pavement widening on Willow Road to the new public space on Well Walk. This proposal aims to reduce speeding in this location and is proposed instead of the raised table crossing at the end of New End Square which was found to be unviable following site surveys.

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.

“map schedule legend” means the map schedule legend attached to the Order of 2025 which, when used in conjunction with a map tile, identifies

¹ 1984 c.27

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) 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.
- (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,

² LBC 2025/**

³ SI 2016/362

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

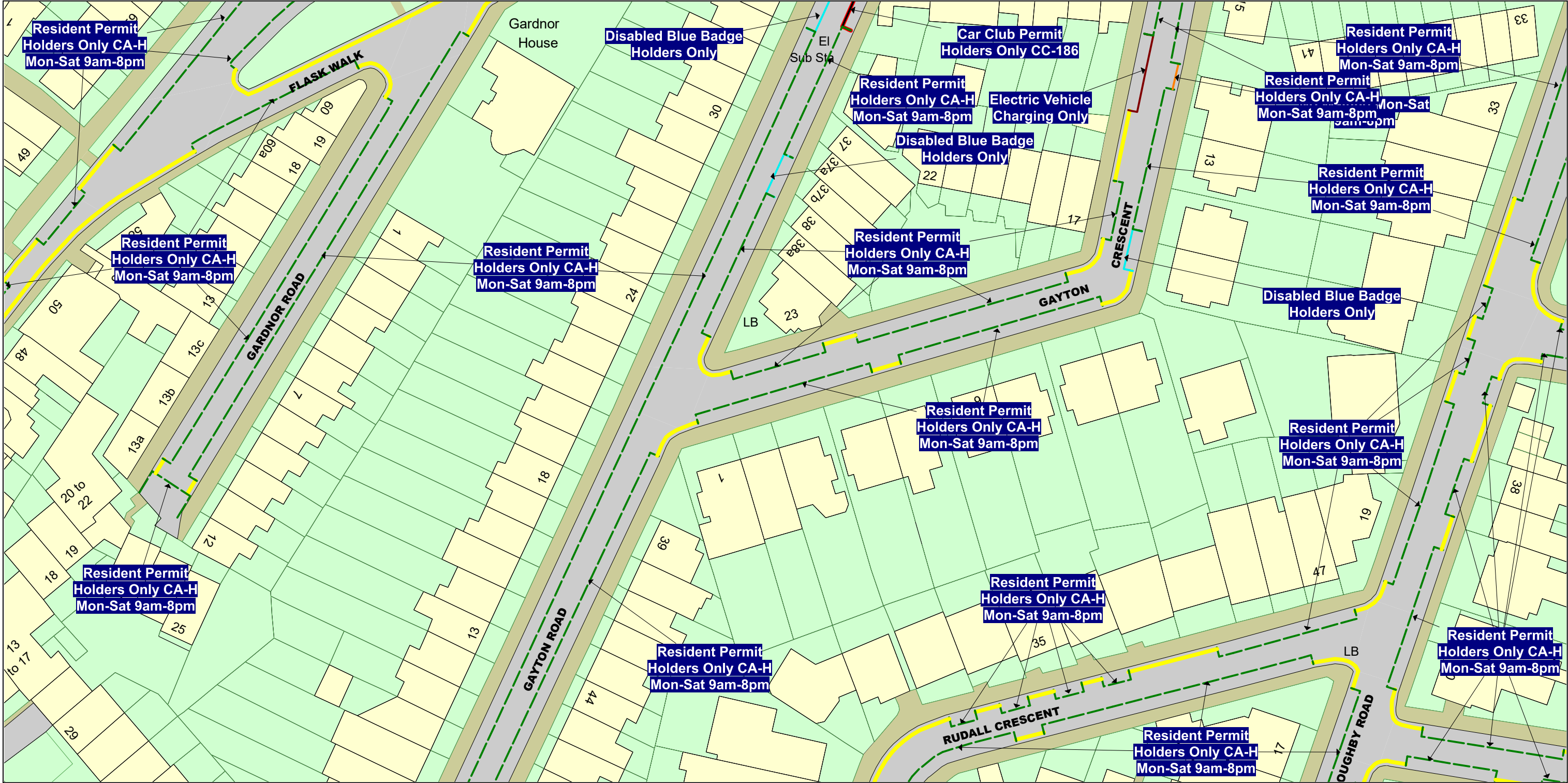
Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order replaces certain map tiles attached to the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Order 2025 so as:

- (a) in Well Walk:
 - (i) in the carriageway north-west of the island site situated at its junction with Willow Road, to remove the 14-metre CA-H residents' permit parking place; and
 - (ii) in the carriageway east of the island site situated at its junction with Willow Road: (A) on the west side: (I) to remove the 10-metre CA-H residents' permit parking place opposite of Nos. 4 and 6 Well Walk; and (II) to provide 'at any time' waiting and loading restrictions between the north-eastern kerb-line of Willow Road and a point 26 metres north of that kerb-line; and (B) on the east side, to remove 5 metres of CA-H residents' permit parking, between a point 1.9 metres south and a point 3.1 metres north of the common boundary of Nos. 2 and 4 Willow Walk and replace it with 'at any time' waiting restrictions;
- (b) in Willow Road:
 - (i) on the north-east side, to provide 'at any time' waiting and loading restrictions between its junction with New End Square and its junction with Well Walk (carriageway east of the island site situated at its junction with Willow Road); and
 - (ii) on the south-west and south side: (A) to provide 'at any time' waiting and loading restrictions between its junction with Flask Walk and its junction with Gayton Road, replacing the 10.2-metre car club parking place and 'at any time' waiting restrictions; and (B) to provide 'at any time' waiting restrictions between a point 3.8 metres east and a point 11 metres east of the south-eastern kerb-line of Gayton Road, replacing CA-H residents' permit parking; and
- (c) in Gayton Road:
 - (i) on the north-west side: (A) to remove CA-H residents' permit parking, between a point 2.9 metres north-east and a point 8.1 metres north-east of the common boundary of Nos. 35 and 36 Gayton Road and replace it with double yellow line 'at any time' waiting restrictions; and (B) to provide 'at any time' loading restrictions between a point 8.1 metres north-east of the common boundary of Nos. 35 and 36 Gayton Road and its junction with Willow Road; and
 - (ii) on the south-east side, to remove 15.2 metres of CA-H residents' permit parking adjacent to No. 48 Willow Road and replace it with a 10-metre car club parking place at the south-western end of that length and 5.2 metres of 'at any time' waiting restrictions.



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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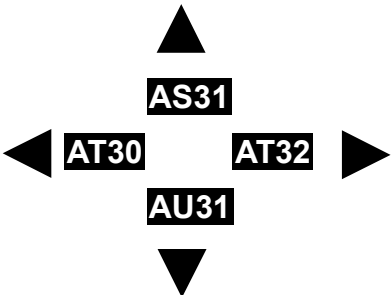


Key to Restriction Types Displayed

- Car Club Permit Holders Only CC-186
- Disabled Blue Badge Holders Only
- Electric Vehicle Charging Only
- Resident Permit Holders Only CA-H Mon-Sat 9am-8pm
- No Waiting At Any Time
- No Waiting Mon-Sat 9am-8pm

Labels:

Confirmed item



Status: PROPOSE

Map Tile Reference: Tile Ref: AT31

Sheet Revision Number: 1

Sheet Active From: 15/07/2025

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Prescribed Routes) (Well Walk and Willow Road) (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) (Well Walk and Willow Road) (No. *) Traffic Order 202* and shall come into force on *** 202*.

Interpretation

2. (1) In this Order:-
"causing" includes "permitting";
"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980²;
"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.
- (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) 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.

¹ 1984 c.27

² 1980 c.66

Amendment to existing Order

3. 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 Route) (No.6) Traffic Order 2000³ shall have effect as though the Articles numbered 13 to 18 inclusive of that Order were omitted.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

³ LBC 2000/90

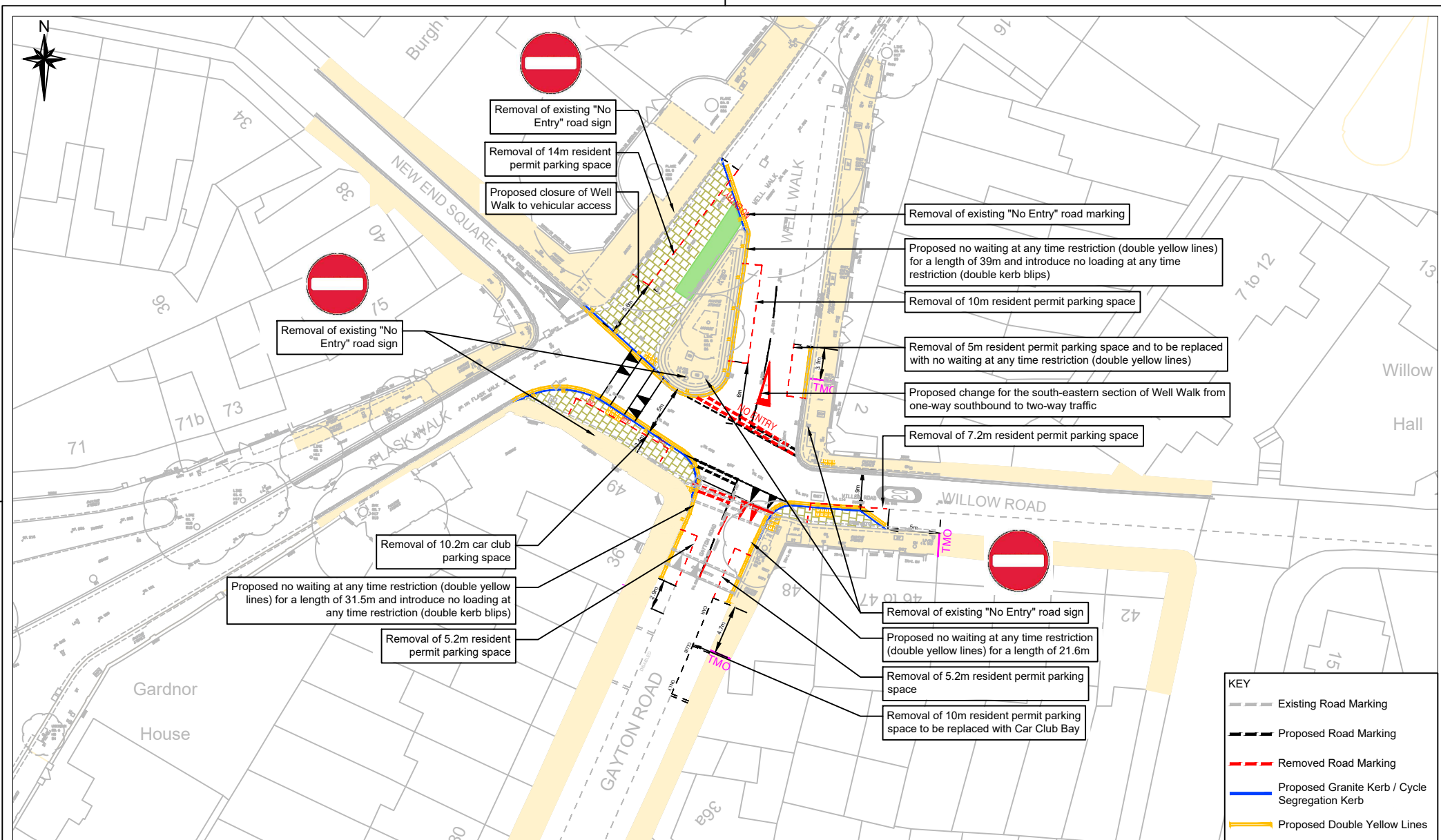
EXPLANATORY NOTE

(This Note is not part of the Order)

This Order revokes:

- (a) the southbound one-way traffic working in Well Walk, in the carriageway east of the island site situated at its junction with Willow Road and the accompanying no entry into Well Walk from Willow Road;
- (b) the no entry applying to south-westbound vehicles in Well Walk, at the north-eastern end of the carriageway north-west of the island site situated at its junction with Willow Road and the north-eastbound one-way in this carriageway; and
- (c) the no entry applying to eastbound vehicles in Willow Road, situated between Flask Walk and Gayton Road and the westbound one-way traffic working at this location,

in the London Borough of Camden.



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Project
Walking and Accessibility

Drawing Title
Flask Walk
TMO Plan

B	SM	07/05/25	Minor Amendments	
A	SM	05/03/25	Preliminary	
Rev	By	Date	Amendments	

Scale
1 : 500 @ A4

Drawn By
SM

Checked By
HD

Drawing Location
-

Drawing Number
-

Date
March 2025

File Ref
-

Dwg Name
-

Rev.

B