

Public notice

Oval Road and Gloucester Crescent – Safe and healthy streets

*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 Order 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 Order would be:
 - (a) in GLOUCESTER CRESCENT, to provide 'at any time' waiting and loading restrictions: (i) on the north-west side, between the north-eastern kerb-line of Oval Road and a point 2.3 metres north-east of the north-eastern kerb-line of Regent's Park Terrace; and (ii) on the south-east side, between the north-eastern kerb-line of Oval Road and the common boundary of Nos. 2 and 3 Gloucester Crescent; and
 - (b) in OVAL ROAD:
 - (i) to remove the 10.5-metre resident CA-F permit holders parking place on the south-west side, opposite Gloucester Crescent; and
 - (ii) to provide 'at any time' waiting and loading restrictions: (A) on the north-east and east side, between a point 4 metres south-east of a point opposite the common boundary of Nos. 1a and 1b Oval Road and a point 35 metres north-east of the north-eastern kerb-line of Gloucester Avenue; and (B) on the south-west and west side:
 - (I) between a point 4.3 metres south-east of the common boundary of Nos. 1a and 1b Oval Road and a point 10.9 metres south-east of that common boundary; and (II) between a point 19.7 metres south-east of the common boundary of Nos. 1a and 1b Oval Road and a point 27 metres north-east of the north-eastern kerb-line of Gloucester Avenue.
- Note: the Council intend to provide a cycle hangar on 'single yellow line' waiting restrictions on the north-east side of Oval Road, opposite No. 1a Oval Road.*
3. FURTHER NOTICE IS HEREBY GIVEN that the Council under sections 90A to 90F of the Highways Act 1980, as amended, and in accordance with the Highways (Road Humps) Regulations 1999, propose to:
 - (a) construct 'blended crossings' (raised entry/exit tables), at the following locations:
 - (i) GLOUCESTER CRESCENT, at its junction with Oval Road, between the north-eastern kerb-line of Oval Road and a point 6.7 metres north-east of that kerb-line; and

- (ii) REGENT'S PARK TERRACE, at its junction with Gloucester Crescent, between the north-western kerb-line of Gloucester Crescent and a point 4.4 metres north-west of that kerb-line; and
 - (b) construct a sinusoidal road hump, comprising the full width of the carriageway with a maximum height of 65 millimetres and a length of 3.7 metres in OVAL ROAD, at a point 36 metres south-east of the common boundary of Nos. 1a and 1b Oval Road (the existing speed cushions outside No. 1a Oval Road to be removed).
- 4. Copies of the proposed Order, 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 'TMO2526-0028' 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 09 January 2026.

Peter Mardell – Head of Parking Operations

04 December 2025

Statement of reasons

Oval Road and Gloucester Crescent – Safe and healthy streets

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

Camden Council has worked up proposals for introducing a walking and accessibility scheme in the Oval Road/Gloucester Crescent area. These proposals aim to:

- Improve pedestrian safety on Gloucester Crescent at the junction with Oval Road by reducing the crossing distance of the carriageway by widening the existing pavements and also slow cars down when turning in and out of this junction;
- Introduce a speed hump on the southern section of Oval Road to improve road safety and to slow cars down on the approach to the junction;
- Improve connectivity and accessibility for pedestrians by introducing two informal crossings and two raised continuous crossings;
- Implement urban greening and introduce new trees on the new widened pavements;
- Introduce a cycle hangar and cycle stands to provide opportunities for cycle parking;
- Introduce double yellow lines with no loading/ waiting around the junction of Oval Road with Gloucester Crescent;
- Support safer, healthier streets in the area especially for pedestrians;
- 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 Oval Road and Gloucester Crescent, under a Traffic Management Order (TMO):

Oval Road

- Introduce two informal crossings on Oval Road to allow pedestrians to safely cross Oval Road connecting to Gloucester Crescent.
- Introduce a speed hump on Oval Road to reduce vehicle speeds and making it safer for pedestrians using the crossings on this road.
- Widen the existing pavement to make it easier and safer for pedestrians to walk. This would require the removal of two residents' car parking bays (on the western side of Oval Road).
- Introduce a cycle hangar with a planter/tree pit (on the Northern section of Oval Road before the junction with Gloucester Crescent), a new tree and a rain garden on the widened pavements which would increase opportunities for cycle parking and help reduce local flood risk and increase local biodiversity.
- Introduce double yellow lines with no loading/waiting around on Oval Road, to ensure space for pedestrians that would otherwise be blocked by vehicles.

Gloucester Crescent

- Shorten the crossing distance across Gloucester Crescent by widening the existing pavement, making it easier and safer for pedestrians to cross the road at this section of the junction for all types of journeys to work, to education, to transport and activity hubs, and for recreation.
- Introduce a raised continuous pavement crossing across Gloucester Crescent and Regent's Park Terrace, that would highlight pedestrian priority and increase accessibility for everyone.
- Introduce cycle stands, rain gardens and a new tree on the widened pavement, which would increase opportunities for cycle parking and help reduce local flood risk and increase local biodiversity.
- Introduce double yellow lines with no loading/waiting around on Gloucester Crescent to ensure space for pedestrians that would otherwise be blocked by vehicles.
- Access to properties which have off street parking would remain where there is pavement widening outside of these properties. The following properties would be able to access their property for off street parking; 1 Gloucester Crescent and 2 Gloucester Crescent. Motor vehicle access would be unaffected for properties in Regents Park Terrace.

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) 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.
- (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 2025/023

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 though 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 though 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 with the following effects:

- (a) in Gloucester Crescent, to provide 'at any time' waiting and loading restrictions:
 - (i) on the north-west side, between the north-eastern kerb-line of Oval Road and a point 2.3 metres north-east of the north-eastern kerb-line of Regent's Park Terrace; and (ii) on the south-east side, between the north-eastern kerb-line of Oval Road and the common boundary of Nos. 2 and 3 Gloucester Crescent; and
- (b) in Oval Road:
 - (i) to remove the 10.5-metre resident CA-F permit holders parking place on the south-west side, opposite Gloucester Crescent; and
 - (ii) to provide 'at any time' waiting and loading restrictions: (A) on the north-east and east side, between a point 4 metres south-east of a point opposite the common boundary of Nos. 1a and 1b Oval Road and a point 35 metres north-east of the north-eastern kerb-line of Gloucester Avenue; and (B) on the south-west and west side: (I) between a point 4.3 metres south-east of the common boundary of Nos. 1a and 1b Oval Road and a point 10.9 metres south-east of that common boundary; and (II) between a point 19.7 metres south-east of the common boundary of Nos. 1a and 1b Oval Road and a point 27 metres north-east of the north-eastern kerb-line of Gloucester Avenue;

in the London Borough of Camden, as part of the Council's 'Safe and healthy streets' programme.

