I. Introduction

We are proposing to substantially upgrade the capacity of Camden Town station and provide step-free access.

The station needs improving so that it can properly support the vibrant local community and economy. We want to deliver an upgrade that will provide a much better experience for customers using the station.

Our proposals include a second entrance on Buck Street, new escalators and lifts, and more space to change between trains.

In autumn 2015 we held our first public consultation on these proposals and 95 per cent of respondents agreed that a station capacity upgrade was needed.

We consulted on a building above and around the proposed station entrance in January 2017. We have to make a separate planning application to Camden Council in late 2017. This would be built after the new entrance is complete.

We have continued to develop our plans using your feedback. Our second public consultation on the station capacity upgrade, is open from 19 June to 18 August 2017.

This is part of TfL and the Mayor, Sadiq Khan’s commitment to improving capacity and accessibility across London Underground. We have allocated funds in our Business Plan.
2. The need

- The station is too small for current demand, leading to crowding and queuing
- There is no step-free access
- Customers entering, leaving and changing between trains have to cut across each other, creating congestion and delays
- There are only two escalators, which we have to make one-way at busy times
- On Saturdays, customers must use a spiral staircase to get to platform level
- On Sundays when the station is exit only, many customers have to use other stations or buses
- As the population of London and Camden continues to grow, with increases in employment and housing, demand at the station will increase further
- By 2021, passenger demand at the station is expected to grow by a further 40 per cent on weekdays. If we do nothing the congestion will get worse.
3. We asked, you said, we did

We asked whether you agreed with the need for a capacity upgrade of the station
95% of you who responded agreed.

We asked if you had any comments about the need for a capacity upgrade
Your issues included:
Crowding – “bad and slow pedestrian flows”, “congestion at the bottom of the escalators”, “road congestion”, “restricted access to the station”, “need for better interchange”, “concerns over emergency evacuation”

Regeneration – “Camden is a growing business area”

We have continued to develop our plans, and are now carrying out a second public consultation on more advanced proposals.

We asked if you had any comments about our proposals for a possible new entrance
Most of you were supportive, felt the proposals would ease congestion and agreed with the need to provide step-free access. However, there were concerns – the most common are shown below:

“The timescale is too long” Unfortunately major schemes like this require considerable work and time before we can seek permission from the Government. However, your feedback has helped make Camden Town station a priority for investment, with £120m funding allocated in our current Business Plan.

“I’m concerned about gentrification…” These concerns have highlighted our responsibility to create a scheme that is suitable for Camden Town. Our proposals do not involve any changes to the Electric Ballroom, Camden Market or Trinity United Reformed Church, and we will preserve the existing station.

“Will the proposals provide enough additional capacity?” Our scheme would triple the size of the station and future proof it for around 60 years.

“I’m concerned about disruption while the works are being completed” The station will remain open during the vast majority of the works. Our current design proposes approximately five weekend closures where the Northern line will not serve Camden Town to support the new station construction, and we will reduce the number if possible.

“Camden Town needs better information screens” We will make sure there is clear and visible signage from the ticket hall to platform level, with state of the art technology providing the latest service information.

We couldn’t capture all your comments here, just the most frequently mentioned. For a detailed breakdown of all the comments received and our response, visit our first consultation report at tfl.gov.uk/camden-town-upgrade
4. Our proposal – overview

Benefits would include:

- A second entrance to the station, positioned on Buck Street, providing direct access to Camden High Street and Kentish Town Road
- Three additional new escalators
- Step-free access from street to trains via two new lifts
- New interchange routes between Northern line platforms
- A station that remains open during busy periods, removing the need for frequent crowd control
- Less crowding outside the existing station entrance on weekends
- Shorter walking distances between the new station entrance and the north part of Camden, including Camden Lock

Part of the Buck Street site was previously occupied by Hawley Infants School, which has now moved to Hawley Road. We believe this location would best limit the impact construction would have on the local community (see factsheet 1) and discussions continue with Camden Council to secure this land. We are also talking with the owners of 25 Kentish Town Road to include this property in our proposals.
5. Our proposal – improving capacity

A new entrance on Buck Street would provide much needed extra space for customers. This would also reduce pressure on the existing ticket hall.

Our design would triple the size of the station.

It also provides two new lifts and three additional escalators. A central concourse would create new access to each of the four platforms, which would reduce congestion at important points throughout the station.

The proposals would improve customer journey times and reduce congestion and queuing outside station entrances. It would be easier to enter and exit the station and change between trains.

The new station entrance would also allow customers to obtain journey information and travel assistance, and to purchase tickets.
6. Our proposal – step-free access

Camden Town station does not currently have step-free access. The new station entrance on Buck Street would have two lifts that would provide step-free access from the street to trains. There would also be more step-free access space to change between trains, plus three new escalators.

This would offer more travel options and in particular benefit:

• Older people
• Disabled people
• Parents and carers with children and pushchairs
• People with heavy luggage or shopping

Cut-away view showing step-free access routes from street to trains

Key

- Step-Free Access to trains
- Platform 1 Northbound to Edgware
- Platform 2 Southbound services
- Platform 3 Northbound to High Barnet
- Platform 4 Southbound services
- Existing station entrance
- Proposed new second station entrance
7. Our proposal – the current station entrance

**While the new second entrance is being built**
Construction of the new entrance is expected to take around four years. During this time, to minimise disruption, the existing entrance would remain open.

We anticipate that the station would need to close for around five weekends towards the end of construction. This would allow us to join up the two entrances and break through to the platforms. We would make sure there is advance warning of any closures.

**Use of the entrances**
We estimate that 70 per cent of customers head north when leaving the existing station, and 30 per cent go south. We don’t expect this to change, so the majority of people would use the new entrance.

During normal operation, customers could enter and exit the station using both entrances.

**Congestion**
The new station entrance would reduce the current congestion at the station.

**Improvements to the existing station entrance**
The existing station would stay as it is. We plan to improve the control centre which runs the station. We will consider any further improvements to the existing station at a later date.
8. How have our proposals changed from the last consultation?

**Changes**
We have continued to use feedback to shape our proposals. Our latest design:

- Reduces the depth of the new station
- Reduces the scale of tunnelling
- Improves passageway connections to the platforms
- Alters the position of the new entrance on Buck Street

**Benefits of the changes**
- Reduces the size of the excavation needed and the amount of waste to be removed
- Reduces the number of lorry movements
- Minimises utility works and diversions
- Reduces the time needed to build the second entrance
- Ensures passengers can move more freely around the station
- Provides greater visibility of the station entrance from both Camden High Street and Kentish Town Road

The diagram shows the entrance level and northbound interchange. Changes to our proposals from the last consultation are in bold/large print. Proposed station and tunnels are shown in dark grey, existing station and tunnels are in light grey.
9. Future consultation

We plan to carry out another public consultation in 2018. This will focus on how we build the new entrance and manage the construction impacts.

We would agree a Code of Construction Practice with Camden Council, setting out the required standards and construction techniques. It would cover:

- Air quality
- Contaminated land
- Construction noise and vibration mitigation scheme
- Ecology
- Energy management
- General site operations
- Ground movement
- Historic environment
- Materials and waste management
- Traffic and transport

Increasing the capacity of Camden Town station supports the Mayor’s approach to “Healthy Streets” which prioritises walking, cycling and public transport to create a healthy city.

Camden Council will lead on the consultation on changes to the public realm on Buck Street.
10. Timeline

What will happen next?

- Your views will be taken into account as we develop the scheme
- A summary of responses will be published online at tfl.gov.uk/camden-town-upgrade
- We will apply to the Secretary of State for Transport for a Transport and Works Act Order which would give us powers to build the scheme
- There is likely to be a public inquiry
- If permission is granted, the upgrade would start in 2020 and take about four years to complete.

- 2015
  First public consultation – on why there is a need for a capacity upgrade
- 2017 (June-July)
  Second public consultation – what are our proposals for a capacity upgrade
- 2018
  Third public consultation – how we will build the new entrance and manage the impacts
- 2018 (summer)
  TWAO Submission date
- 2019
  Public inquiry
- Late 2019/early 2020
  Government decision
- Spring 2020
  Main works start (if permission granted)
- 2024/5
  Station upgrade complete