The need for a better station
Camden Town station was not built to serve the number of passengers it sees today – weekday demand has risen by 45 per cent over the past 10 years.

Its size restricts passengers from entering and leaving, so we have to use crowd control measures. These occur every weekend and result in more than 100 days of exit-only and one-way systems each year. This inconveniences customers and disrupts other parts of the Underground, with more than a 70 per cent rise in the number of people travelling to Mornington Crescent when Camden Town station is busy.

Improving the station is an important step towards reducing crowding and increasing train frequency on the Northern line in the future.

Proposed improvements
We are proposing major improvements that would create more capacity, increase accessibility and make it easier to change between branches of the Northern line.

Our proposals include:
- A second entrance/exit mid-way along Buck Street, providing direct access to Camden High Street and Kentish Town Road
- Three new escalators
- Step-free access from street to trains, via two new lifts
- New interchange routes between Northern line platforms

These improvements would allow the station to remain open during busy periods, removing the need for frequent crowd control. There would also be less crowding outside the existing station entrance on weekends.

The Mayor, Sadiq Khan, is committed to these proposals and we have allocated funds in our Business Plan.
The existing station entrance

While work is carried out, the existing entrance would remain open. Our current design would mean approximately five weekend closures of the Northern line in the area around Camden Town. We will provide further updates as we develop our proposals.

Construction site

Most of the work will take place below ground through a single worksite on Buck Street, between Stucley Place and Kentish Town Road. The proposed construction site is shown in the map below.
Working with Camden Council we propose using the site of the former Hawley Infants School, which has now been relocated to Camden Lock as part of a wider development in Hawley Wharf.

Our works will require reaching agreement with Camden Council and the Department for Education for the use of this land and demolition of Hawley Infant School and 27 Kentish Town Road.

The site includes two properties we own, 5-7 Buck Street and 1-8 Stucley Place. We are also in discussions with the owners of 25 Kentish Town Road to include this property within our proposals.

The purchase of 25 Kentish Town Road provides significant benefits for both the project and surrounding community by reducing the effects of construction. The proposal will allow us to remove construction traffic originally planned to be routed through the site, providing greater space for construction activities. This will mean we could complete our works more efficiently, delivering much needed transport benefits earlier to customers and the community. In our next consultation, we will be able to provide further details of these proposals.

**Alternative sites**

We have been developing our proposals since 2012. During this time we have considered alternative sites that could serve as a potential construction site and location for a new additional station entrance. We have also reviewed our previous proposals for Camden Town station which were unsuccessful in 2004. When reviewing locations for a potential new station entrance, we need to consider how this may impact the local community who live and work in this area and reduce any unnecessary impacts to the surrounding area, including the local conservation areas.

These may include limited compulsory purchases of local buildings that would provide the land required for a potential construction site and location for a new station entrance and reducing the length of construction.

Our proposals have considered sites including Buck (Union) Street market, Camden High Street, the disused South Kentish Town station and the existing station entrance, at Britannia Junction. These sites have been dismissed due to limited transport benefit, limited step-free access provision to both branches of the Northern line, poor location and proximity to the Northern line platforms, disruption to private landowners and increased length of construction.
Our close working with Camden Council has identified a unique opportunity to work with the borough and use the site of the disused Hawley Infant School, on Buck Street. We own neighbouring properties so these could be incorporated within our plans. The site would enable a new entrance to sit immediately north of the existing one and between all four platforms of the Northern line, providing direct access for passengers from street to platform.

**Consultation**

Our first public consultation in autumn 2015 focused on the need for the capacity upgrade, and sought feedback on our initial proposals.

We then consulted, in January 2017, on a building above and around the proposed new station entrance. Referred to as the ‘over-station development’, this would provide much-needed homes, commercial space for small businesses and retail. We must make a separate planning application to Camden Council for permission and this would be built once the new entrance is complete.

Now our scheme is more developed, our second public consultation in summer 2017 outlines our proposals.

We will carry out a third public consultation in 2018. This will look at how we build the new station entrance and manage the construction impacts.

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

Feedback from all of these consultations will be used to help shape our proposals.

**Obtaining permission**

We propose applying to the Secretary of State for Transport, for a Transport and Works Act Order (TWAO) in summer 2018 to obtain permission for the upgrade works. A public inquiry is likely to take place in early 2019. If the Secretary of State gives permission in 2019, work would start in 2019/20 and be completed in 2024.

As mentioned previously, we are also seeking permission from Camden Council for a development over the new station entrance on Buck Street.
Find out more

Visit tfl.gov.uk/camden-town-upgrade where you can view and download a range of factsheets and other information about the scheme.

Alternatively, come along to our exhibition where you will have the opportunity to view our proposals and speak to members of the project team

Trinity United Reform Church, Buck Street, London, NW1 8NJ
Thursday 13 July and Thursday 14 July 12:00 until 20:00
Saturday 15 July 11:00 until 16:00

To request a paper version of this factsheet, or a copy of any of the consultation materials in Braille, large-text or another language please contact us using the details below.

Contact us

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* Service and network charges may apply