

Public notice

Camden Street (south) area – Safe and healthy streets

*The Camden (Prescribed Routes) (Georgiana Street, Lyme Street and Pratt Street) (No. 1) Traffic Order 202**

*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 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:
 - (a) in GEORGIANA STREET:
 - (i) to prohibit motor vehicles from entering that part of carriageway that lies between the north-eastern kerb-line of Lyme Street and its junction with Royal College Street;
 - (ii) on the north-west side, to convert single yellow line 'controlled hours' waiting restrictions to 'at any time' waiting and loading restrictions, between a point 2.5 metres north-east of the common boundary of Nos. 52 and 53 Georgiana Street and a point 26.3 metres north-east of that common boundary; and
 - (iii) on the north-east and east side, to provide 'at any time' waiting and loading restrictions across the south-western end of that part of the carriageway referred to in paragraph 2(a)(i) preceding that would be closed to motor vehicles;

Note: the Council intend to install two cycle hangars on 'controlled hours' waiting restrictions on the north-west side of Georgiana Street, between a point 10 metres north-east of Camden Street and a point 16.5 metres north-east of that kerb-line.

- (b) in LYME STREET:
 - (i) to prohibit all vehicles except pedal cycles from entering that part of the carriageway that lies between its junction with Georgiana Street and a point 0.5 metres south-east of the south-eastern wall of No. 53 Georgiana Street;
 - (ii) on the north-east side, to convert 'controlled hours' waiting restrictions and 5.2 metres of paid-for parking to 'at any time' waiting and loading restrictions, between a point 10.3 metres north-west of the north-western kerb-line of Georgiana Street and a point 21.8 metres north-west of that kerb-line;

- (iii) on the south-west side, to convert 'controlled hours' waiting restrictions and 8 metres of paid-for parking to 'at any time' waiting and loading restrictions, between a point 6 metres north-west of the north-western kerb-line of Georgiana Street and a point 17.2 metres north-west of that kerb-line; and
 - (iv) on the south-east side, to provide 'at any time' waiting and loading restrictions across the north-western end of that part of the carriageway referred to in paragraph 2(b)(i) preceding that would be closed to motor vehicles;
- (c) in MANDELA STREET:
- (i) on both sides, to convert 'controlled hours' waiting restrictions to 'at any time' waiting restrictions, between the north-western kerb-line of Plender Street and a point 10 metres north-west of that kerb-line; and
 - (ii) to prohibit all south-eastbound vehicles except pedal cycles, from turning left into Plender Street;
- (d) in PLENDER STREET:
- (i) to convert 'controlled hours' waiting restrictions to 'at any time' waiting restrictions on the north-west side, between a point 5.6 metres south-west of the south-western kerb-line of Mandela Street and a point 3.8 metres north-east of the north-eastern kerb-line of Mandela Street; and
 - (ii) to remove CA-G/F permit parking to allow kerb space for the marking of zig-zag markings adjacent to the parallel crossing referred to in paragraph 3 of this Notice: (A) on the north-west side, outside Plender Court (16 metres); and (B) on the south-east side, outside Camelford (30.2 metres);
- (e) in PRATT STREET:
- (i) to prohibit all vehicles except pedal cycles from entering that part of the carriageway that lies between the north-eastern kerb-line of Mandela Street and the south-western kerb-line of College Place;
 - (ii) on the north-west side:
 - (A) to convert CA-G/F permit parking to e-scooter and cycle hire parking operating 'at any time', between a point 11.4 metres north-east of the north-eastern kerb-line of Camden Street and a point 24.4 metres north-east of that kerb-line, and 'controlled hours' waiting restrictions between a point 24.4 metres north-east of the north-eastern kerb-line of Camden Street and a point 30.5 metres north-east of that kerb-line;
 - (B) to convert 'controlled hours' waiting restrictions to 'at any time' waiting and loading restrictions, between the north-eastern

kerb-line of Mandela Street and a point 14.5 metres south-west of that kerb-line;

- (C) to provide 'at any time' waiting and loading restrictions (replacing zig-zag markings):
 - (I) between the south-western kerb-line of College Place and a point 1.8 metres north-east of that kerb-line; and
 - (II) between a point 0.9 metres south-west of the south-western wall of No. 57 Pratt Street and a point 5 metres north-east of that wall; and
- (D) to convert CA-G/F permit holders parking to 'at any time' waiting restrictions, between a point 16.8 metres south-west of the south-western kerb-line of Royal College Street and a point 23.8 metres south-west of that kerb-line;

Note: The Council intend to install two cycle hangars on 'controlled hours' waiting restrictions, referred to in paragraph 2(e)(ii)(A) preceding.

- (iii) on the north and north-east side, to provide 'at any time' waiting and loading restrictions across the south-western end of that part of carriageway referred to in paragraph 2(e)(i) preceding that would be closed to all vehicles except pedal cycles;
 - (iv) on the south-east side:
 - (A) to provide 'at any time' loading restrictions between the south-western kerb-line of Mandela Street and a point 10 metres south-west of that kerb-line; and
 - (B) to provide 'at any time' waiting and loading restrictions (replacing zig-zag markings) between a point 5.2 metres south-west of the common boundary of Nos. 94 and 96 Pratt Street and a point 13.5 metres south-west of that common boundary; and
 - (v) on the west and south-west side, to provide 'at any time' waiting and loading restrictions across the north-eastern end of that part of carriageway referred to in paragraph 2(e)(i) preceding that would be closed to all vehicles except pedal cycles.
3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 23 of the Road Traffic Regulation Act 1984, have approved the provision of a parallel pedestrian and cycle crossing, in PLENDER STREET, between a point 4.4 metres north-east of the north-eastern kerb-line of College Place (north-western north-west to south-east arm) and a point 12.2 metres north-east of that kerb-line.

Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the road, extending for a distance of

17 metres on the approach to, and 8.5 metres on the exit from, the above crossing.

4. FURTHER NOTICE IS HEREBY GIVEN that the Council, in accordance with Sections 90A and 90C of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 as amended, proposes to build blended crossings / raised entry/exit tables, in the following locations:
 - (a) in MANDELA STREET, at its junction with Pratt Street, between the south-eastern kerb-line of Pratt Street and a point 3.5 metres south-east of that kerb-line;
 - (b) in COLLEGE PLACE, at its junction with Pratt Street, between the south-eastern kerb-line of Pratt Street and a point 3.5 metres south-east of that kerb-line; and
 - (c) in ROYAL COLLEGE STREET, at its junction with Pratt Street, between the south-western kerb-line of Royal College Street and a point 5 metres south-west of that kerb-line.
5. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 65 of the Highways Act 1980, propose to provide a shared footway and cycle track on the existing footway in PLENDER STREET:
 - (a) on the north-west side, between the north-eastern kerb-line of College Place (north-western north-west to south-east arm) and a point 15.5 metres north-east of that kerb-line;
 - (b) on the south-east side, between the north-eastern kerb-line of College Place (south-eastern north-west to south-east arm) and a point 22.5 metres north-east of that kerb-line.
6. 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 remove the speed cushions in PLENDER STREET, outside Plender Court.
7. 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 'TMO2526-0035' 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 27 February 2026.

Peter Mardell – Head of Parking Operations

05 February 2026

Statement of reasons

Camden Street (south) area – Safe and healthy streets

*The Camden (Prescribed Routes) (Georgiana Street, Lyme Street and Pratt Street) (No. 1) Traffic Order 202**

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

Enabling walking and cycling is a key strategic outcome for the Council as set out in multiple strategy documents. The [Camden Transport Strategy](#) (CTS), adopted in 2019, has 7 objectives, 3 of which are directly aligned with the proposals for this scheme (objectives 1, 2, & 3). The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025, [here](#).

The proposals as outlined in Section 2 of the decision report (linked below) aim to prevent through traffic from travelling down local streets, enable more children to walk, cycle or scoot to school, enhance the street environment, improve accessibility for pedestrians and cyclists, reduce road safety risks and improve air quality.

The proposals also include some parking changes such as removal of parking bays and addition of e-scooter and cycle hire parking bays.

The [Camden Transport Strategy](#) (CTS) and accompanying [Cycling Action Plan](#) aim to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets our objectives, policies, and measures for achieving this goal. Our priorities include:

- increasing walking and cycling
- improving public transport in the borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible, and inclusive for all

The proposals meet the objectives of [We Make Camden](#) by helping create clean, vibrant, and sustainable places and making it easier for people to travel by active modes of transport, which would help to encourage residents and visitors to cycle more instead of driving motor vehicles or using public transport. This would in turn contribute to improving air quality and lowering carbon emissions in the borough. The proposals also meet the objectives of We Make Camden by responding to the impacts of climate change.

The proposal meets the objectives of the Camden Transport Strategy (CTS) by:

- helping to facilitate an increase in walking and cycling.
- reducing the dominance of motor vehicles.
- helping to facilitate improving the quality of our air.
- making our streets and transport networks safe, accessible, and inclusive for all.

The proposed parking changes can be summarised as follows:

Proposed changes to kerbside parking:

- Lyme Street Pay by phone -14m
- Pratt Street (east of College Place) Resident Permit Holder -7m
- Pratt Street (west of Mandela Street) Resident Permit Holder -19m
- Plender Street Resident Permit Holder -60m

For more information visit:-

<https://democracy.camden.gov.uk/ieDecisionDetails.aspx?ID=4572>

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Prescribed Routes) (Georgiana Street, Lyme Street and Pratt Street)
(No. 1) 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) (Georgiana Street, Lyme Street and Pratt Street) (No. 1) Traffic Order 202* and shall come into force on *** 202*.

Interpretation

2. (1) In this Order:-

"causing" includes "permitting";

"Council" means the Council of the London Borough of Camden;

"electronic communications network" has the same meaning as in section 32 of the Communications Act 2003²;

"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;

"pedal cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016³;

"prescribed street" means a street or part of street to which the provisions of Article 4 of this Order apply; and

"traffic sign" means a sign of any size, type and colour prescribed or authorised under, or having effect as though prescribed or authorised under, section 64 of the Road Traffic Regulation Act 1984.

¹ 1984 c.27

² 2003 c.21

³ SI 2016/362

- (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.

Amendment of 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 Routes) (No. 2) Traffic Order 1987⁴ shall have effect as though Article 4 thereof were omitted.

Prescribed routes

4. (1) No person causing a motor vehicle to proceed in Royal College Street shall, upon reaching its junction with Georgiana Street, cause that vehicle to enter Georgiana Street.
- (2) No person causing a motor vehicle to proceed in that part of Georgiana Street that lies south-west of a point 7.2 metres south-west of the north-eastern wall of No. 163 Royal College Street shall, upon reaching its junction with that part of Georgiana Street that lies north-east of a point 7.2 metres south-west of the north-eastern wall of No. 163 Royal College Street shall cause that vehicle to enter the aforementioned part of Georgiana Street that lies north-east of a point 7.2 metres south-west of the north-eastern wall of No. 163 Royal College Street.
- (3) No person shall cause any vehicle other than a pedal cycle to enter or proceed in that part of Lyme Street that lies between the north-western kerb-line of Georgiana Street and a point 0.5 metres south-east of the south-eastern wall of No. 53 Georgiana Street.
- (4) No person shall cause any vehicle other than a pedal cycle to enter or proceed in that part of Pratt Street that lies between the north-eastern kerb-line of Mandela Street and the south-western kerb-line of College Place.

Exemptions

5. (1) Nothing in Article 4 of this Order shall apply in relation to:-
 - (a) any vehicle being used for ambulance, fire brigade or police purposes; or
 - (b) anything done with the permission or at the direction of a police constable in uniform; or
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984; or

⁴ GLC 1987/7

- (d) any vehicle being used by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise authorised by the Council; or
- (e) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in a prescribed street; or the maintenance, improvement, reconstruction, cleansing or lighting within a prescribed street; or the laying, erection, alteration in or adjacent to a prescribed street of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network, or the placing, maintenance or removal of any traffic sign in a prescribed street, if the vehicle cannot be used for that purpose in any other street or part thereof.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This effect of this Order is as follows:

- (a) in GEORGIANA STREET, to prohibit motor vehicles from entering that part of carriageway that lies between the north-eastern kerb-line of Lyme Street and its junction with Royal College Street;
- (b) in LYME STREET, to prohibit all vehicles except pedal cycles from entering that part of the carriageway that lies between its junction with Georgiana Street and a point 0.5 metres south-east of the south-eastern wall of No. 53 Georgiana Street;
- (c) in MANDELA STREET, to prohibit all south-eastbound vehicles except pedal cycles, from turning left into Plender Street; and
- (d) in PRATT STREET, to prohibit all vehicles except pedal cycles from entering that part of the carriageway that lies between the north-eastern kerb-line of Mandela Street and the south-western kerb-line of College Place,

in the London Borough of Camden.

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.

¹ 1984 c.27

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

² LBC 2025/023

³ SI 2016/362

- (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, 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

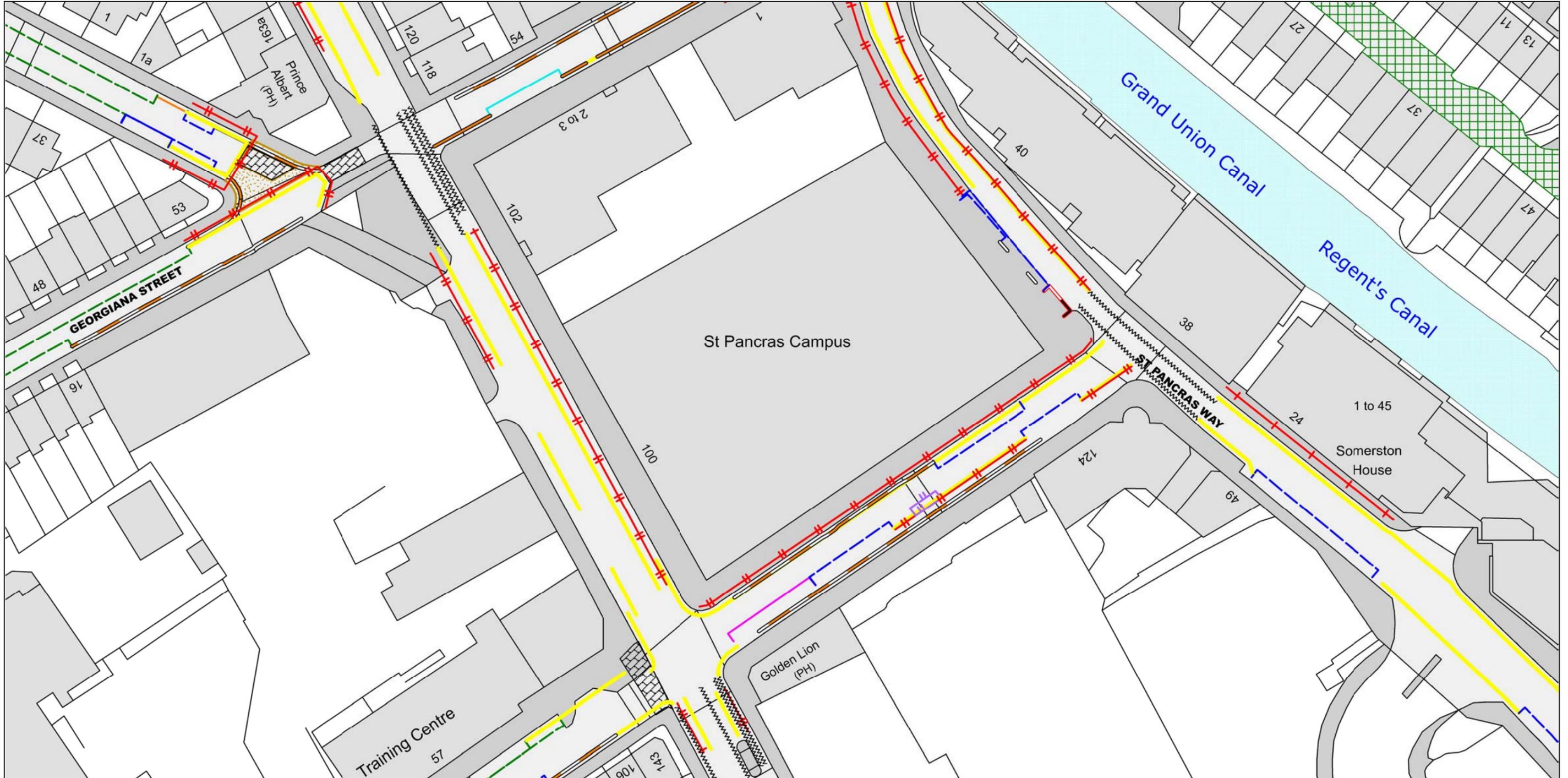
EXPLANATORY NOTE

(This Note is not part of the Order)

This Order amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as:

- (a) in GEORGIANA STREET:
 - (i) on the north-west side, to convert single yellow line 'controlled hours' waiting restrictions to 'at any time' waiting and loading restrictions, between a point 2.5 metres north-east of the common boundary of Nos. 52 and 53 Georgiana Street and a point 26.3 metres north-east of that common boundary; and
 - (ii) on the north-east and east side, to provide 'at any time' waiting and loading restrictions across the south-western end of that part of the carriageway that would be closed to motor vehicles;
- (b) in LYME STREET:
 - (i) on the north-east side, to convert 'controlled hours' waiting restrictions and 5.2 metres of paid-for parking to 'at any time' waiting and loading restrictions, between a point 10.3 metres north-west of the north-western kerb-line of Georgiana Street and a point 21.8 metres north-west of that kerb-line;
 - (ii) on the south-west side, to convert 'controlled hours' waiting restrictions and 8 metres of paid-for parking to 'at any time' waiting and loading restrictions, between a point 6 metres north-west of the north-western kerb-line of Georgiana Street and a point 17.2 metres north-west of that kerb-line; and
 - (iii) on the south-east side, to provide 'at any time' waiting and loading restrictions across the north-western end of that part of the carriageway that would be closed to motor vehicles;
- (c) in MANDELA STREET, on both sides, to convert 'controlled hours' waiting restrictions to 'at any time' waiting restrictions, between the north-western kerb-line of Plender Street and a point 10 metres north-west of that kerb-line; and
- (d) in PLENDER STREET:
 - (i) to convert 'controlled hours' waiting restrictions to 'at any time' waiting restrictions on the north-west side, between a point 5.6 metres south-west of the south-western kerb-line of Mandela Street and a point 3.8 metres north-east of the north-eastern kerb-line of Mandela Street; and
 - (ii) to remove CA-G/F permit parking to allow kerb space for the marking of zig-zag markings: (A) on the north-west side, outside Plender Court (16 metres); and (B) on the south-east side, outside Camelford (30.2 metres);
- (e) in PRATT STREET:
 - (i) on the north-west side,
 - (A) to convert CA-G/F permit parking to e-scooter and cycle hire parking operating 'at any time', between a point 11.4 metres north-east of the north-eastern kerb-line of Camden Street and a point 24.4 metres

- north-east of that kerb-line and 'controlled hours' waiting restrictions between a point 24.4 metres north-east of the north-eastern kerb-line of Camden Street and a point 30.5 metres north-east of that kerb-line;
- (B) to convert 'controlled hours' waiting restrictions to 'at any time' waiting and loading restrictions, between the north-eastern kerb-line of Mandela Street and a point 14.5 metres south-west of that kerb-line;
 - (C) to provide 'at any time' waiting and loading restrictions (replacing zig-zag markings):
 - (I) between the south-western kerb-line of College Place and a point 1.8 metres north-east of that kerb-line; and
 - (II) between a point 0.9 metres south-west of the south-western wall of No. 57 Pratt Street and a point 5 metres north-east of that wall; and
 - (D) to convert CA-G/F permit holders parking to 'at any time' waiting restrictions, between a point 16.8 metres south-west of the south-western kerb-line of Royal College Street and a point 23.8 metres south-west of that kerb-line;
- (ii) on the north and north-east side, to provide 'at any time' waiting and loading restrictions across the south-western end of that part of carriageway that would be closed to all vehicles except pedal cycles;
 - (iii) on the south-east side:
 - (A) to provide 'at any time' loading restrictions between the south-western kerb-line of Mandela Street and a point 10 metres south-west of that kerb-line; and
 - (B) to provide 'at any time' waiting and loading restrictions (replacing zig-zag markings) between a point 5.2 metres south-west of the common boundary of Nos. 94 and 96 Pratt Street and a point 13.5 metres south-west of that common boundary; and
 - (iv) on the west and south-west side, to provide 'at any time' waiting and loading restrictions across the north-eastern end of that part of carriageway that would be closed to all vehicles except pedal cycles.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

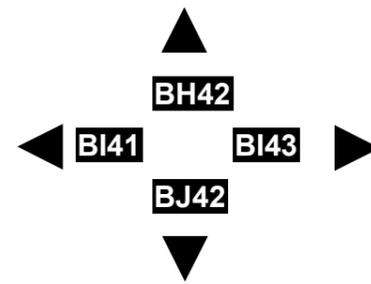
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Key to Restriction Types Displayed

- Cycle Parking
- Disabled Blue Badge Holders Only
- Disabled Cycle Hire
- Heavy & Light Goods Vehicles in CS
- Loading Only
- No Loading Mon-Fri 8.00am-5.00pm
- No Loading At Any Time
- No Loading Only
- Pedestrian Crossing
- Pedestrian Crossing
- Resident Permit Holders Parking Place
- Resident Permit Holders Only CA & Mon-Fri 8.00am-5.00pm and Sat 8.00am-1.00pm
- No Waiting At Any Time
- No Waiting Mon-Sat 8.00am-5.00pm
- Mon-Fri 8.00am-5.00pm and Sat 8.00am-1.00pm
- No Waiting Mon-Fri 8.00am-5.00pm
- Resident Permit Parking Area CA & Mon-Fri 8.00am-5.00pm



Status: PROPOSE
 Map Tile Reference: Tile Ref: BI42
 Sheet Revision Number:
 Sheet Active From: 15/12/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

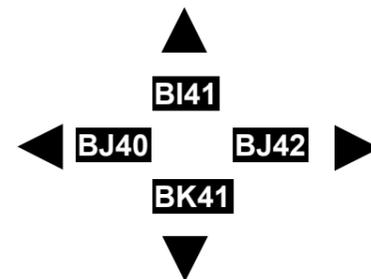
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Key to Restriction Types Displayed

- ⋯ No stopping except local buses
- Car Club Permit Holders Only CC-026
- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- Electric Vehicle Charging Permit Holders Only CA-F Max stay 12hrs No Return Within 2hrs
- + No Loading At Any Time
- Paid Parking Only
- ~ Pedestrian Crossing
- Permit Holders Only CA-F Mon-Fri 8.30am-6.30pm and Sat-Sun 9.30am-5.30pm
- Resident Permit Holders Parking Place
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat-Sun 9.30am-5.30pm



Status: PROPOSE

Map Tile Reference: Tile Ref: BJ41

Sheet Revision Number:

Sheet Active From: 15/12/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

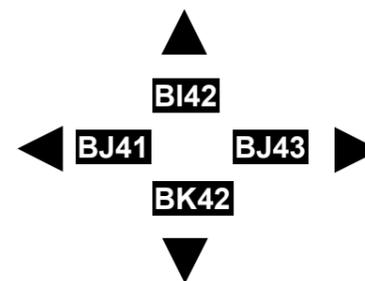
SCALE - 1 : 625 at A3 size

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Key to Restriction Types Displayed

- No stopping except local buses
- Cycle Hangar
- Dockless Cycle Hire
- Electric Vehicle Charging Permit Holders Only CA-G Max stay 12hrs No Return Within 2hrs
- No Loading Mon-Fri 8.30am-6.30pm
- No Loading At Any Time
- Paid Parking Only Mon-Fri 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
- Paid Parking Only (Solo Motorcycles)
- Pedestrian Crossing
- Raised carriageway
- Resident Permit Holders Parking Place
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- No Waiting Mon-Fri 8.30am-6.30pm



Status: PROPOSE

Map Tile Reference: Tile Ref: BJ42

Sheet Revision Number:

Sheet Active From: 15/12/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

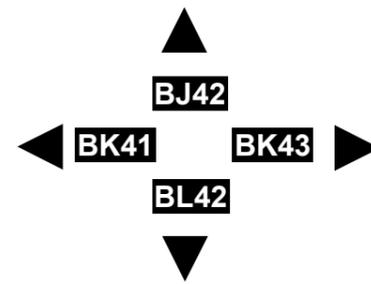
SCALE - 1 : 625 at A3 size

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Key to Restriction Types Displayed

- Disabled (Dedicated)
- Dockless Cycle Hire
- Electric Vehicle Charging Only
- Islands & build-outs not shown in OS
- Loading Only Mon-Fri 8.30am-6.30pm
- No Loading Mon-Fri 8.30am-6.30pm
- No Loading At Any Time
- Paid Parking Only
- Paid Parking Only (Solo Motorcycles)
- Pedestrian Crossing
- Permit Holders Parking Place
- Resident Permit Holders Only CA-GF Mon-Fri 8.30am-6.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-6.30pm
- No Waiting Mon-Fri 8.30am-6.30pm

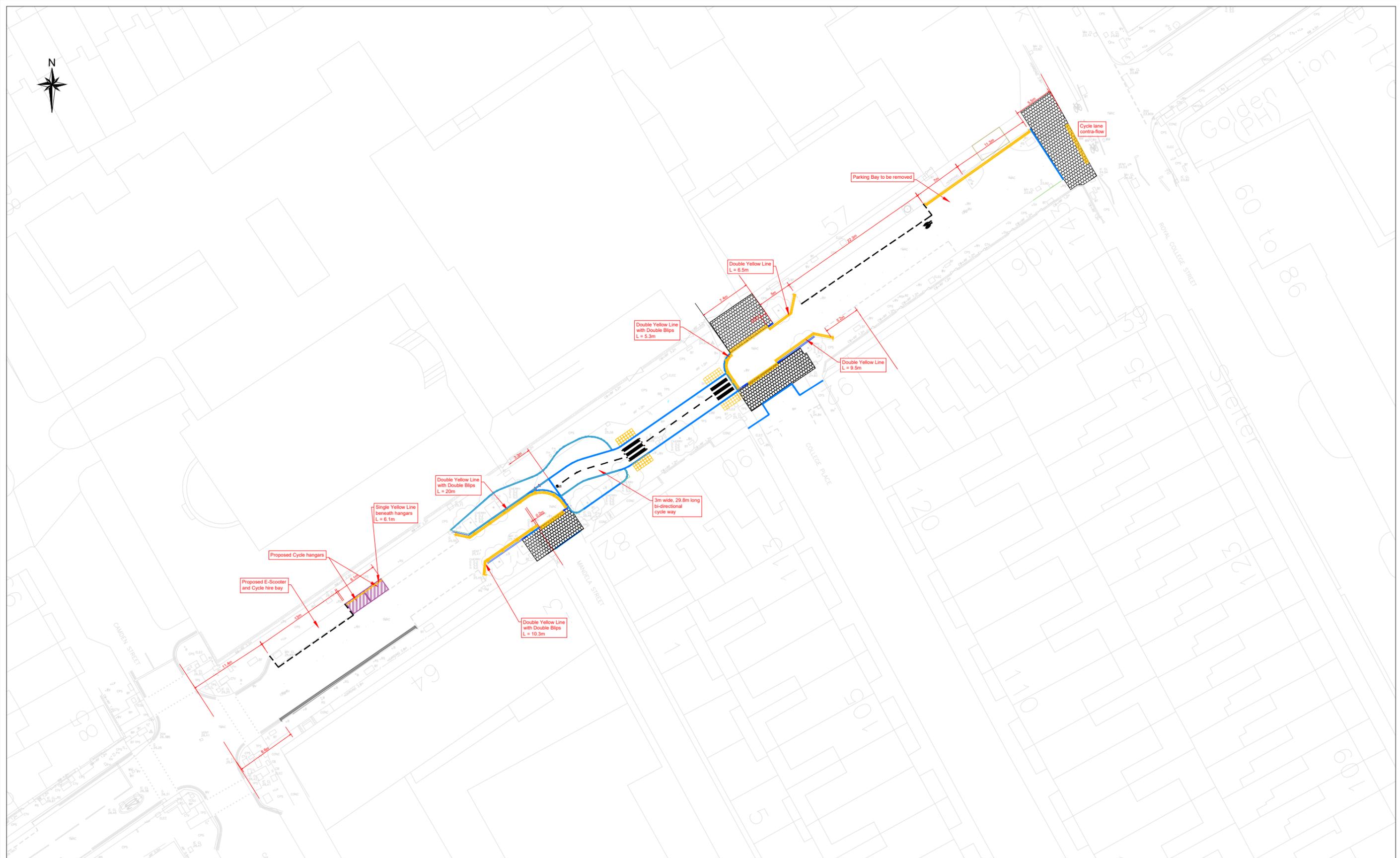


Status: PROPOSE

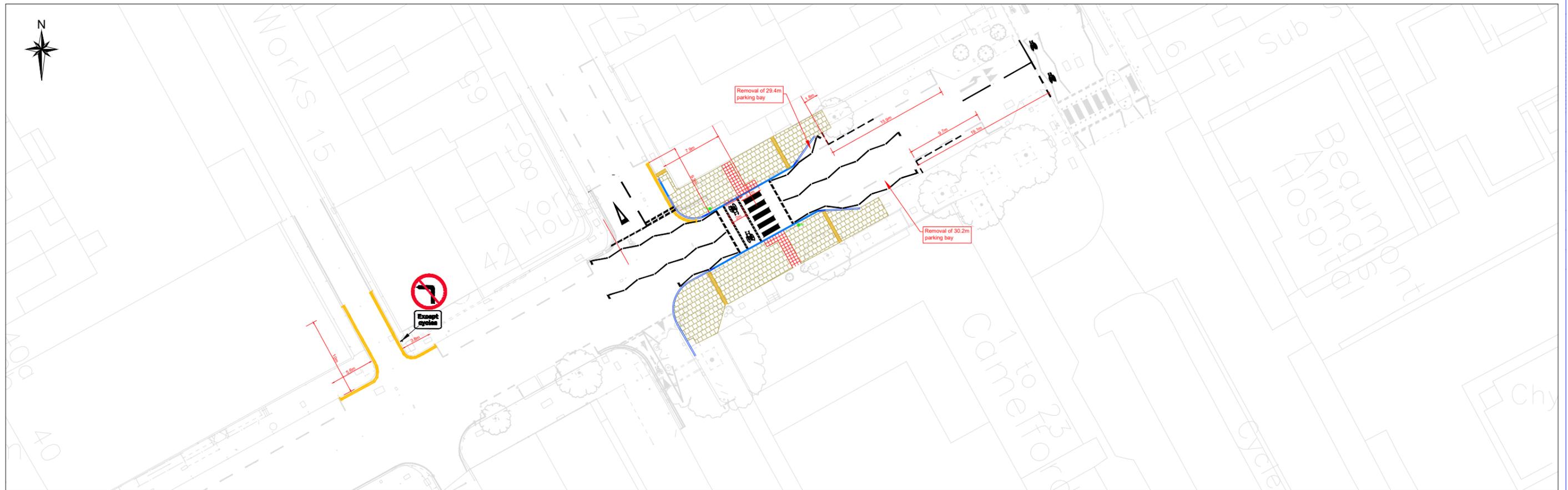
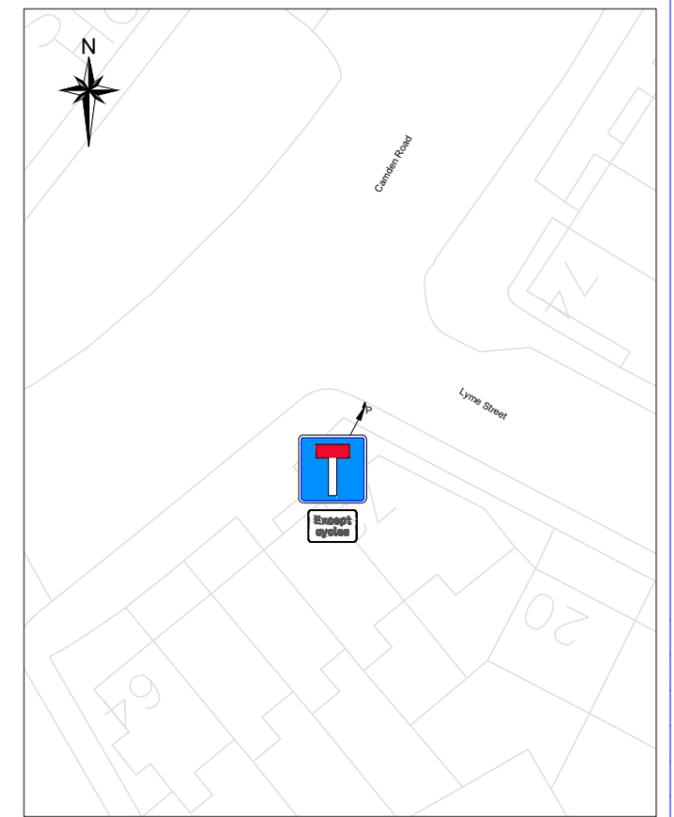
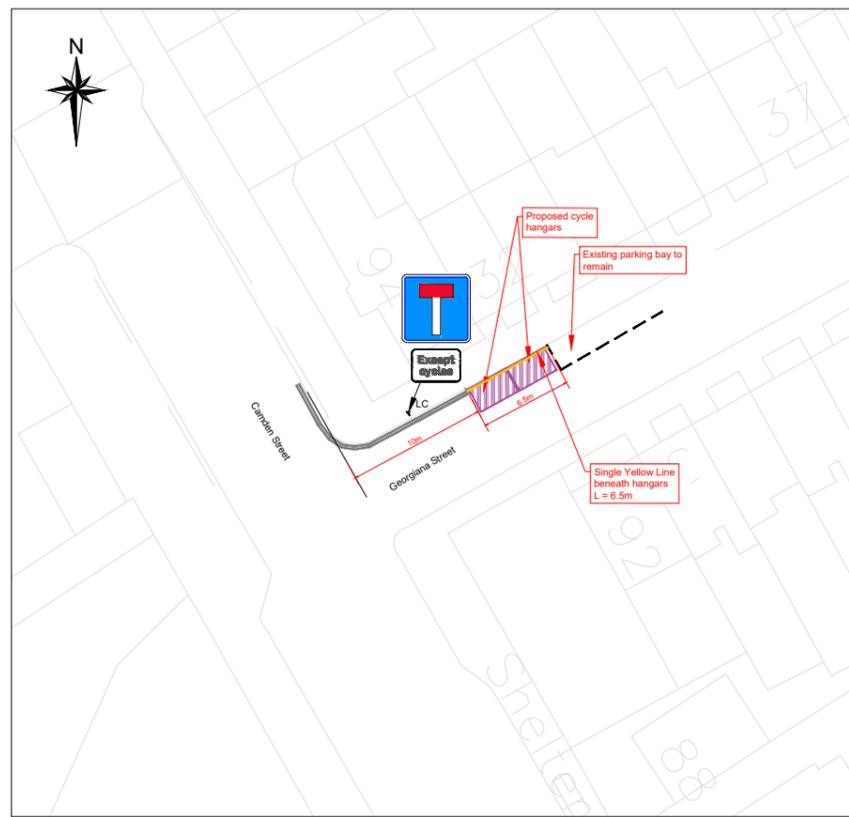
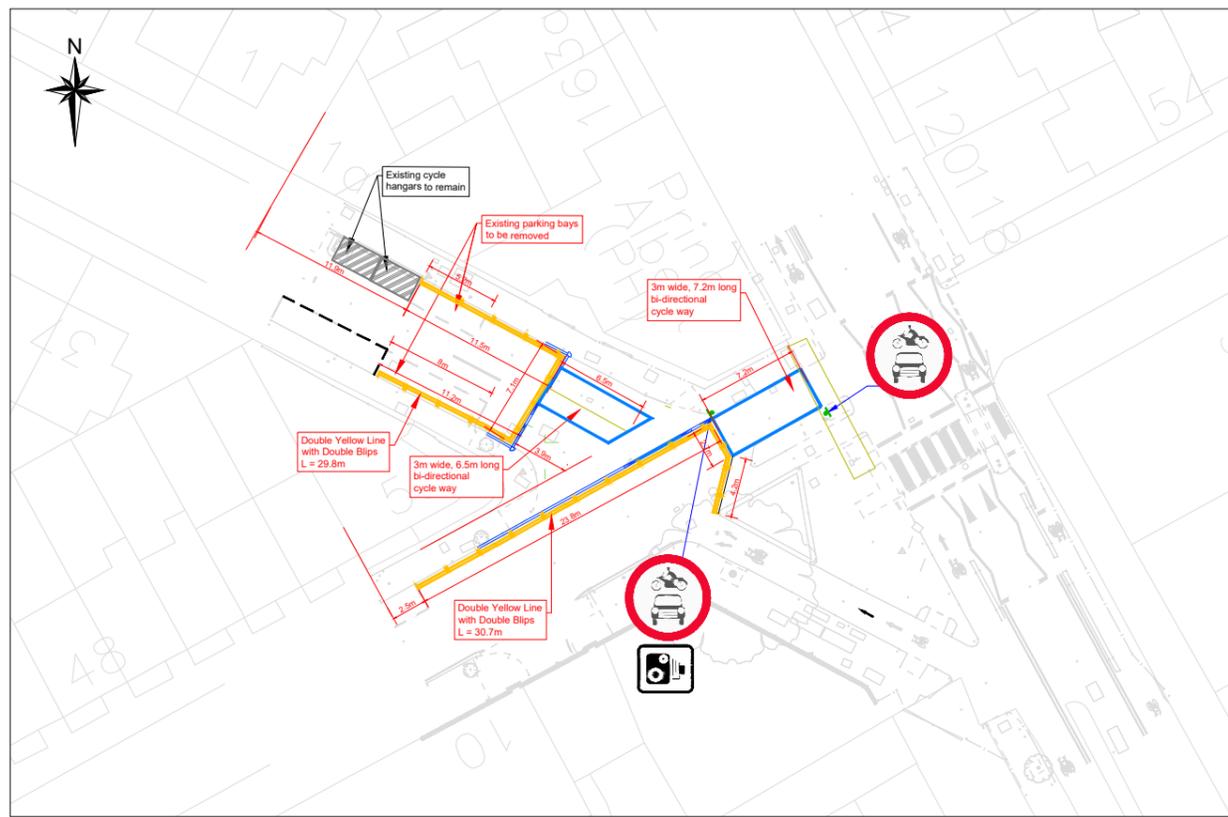
Map Tile Reference: Tile Ref: BK42

Sheet Revision Number:

Sheet Active From: 15/12/2025



Rev	By	Date	Amendments



Rev	By	Date	Amendments