

Public notice

Gordon Square (south-west arm) and Gordon Street - experimental public realm improvements

The Camden (Prescribed Routes) (Gordon Square and Gordon Street) (No. 1) Experimental Traffic Order 2026

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Gordon Square and Gordon Street) (No. 1) Experimental Traffic Order 2026

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') on 05 February 2026 have made the above Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended.
2. The general nature and effect of the Orders will be, by way of an experiment, to:-
 - (a) introduce a 'pedestrian and cycle zone', in which motor vehicle traffic will be prohibited, in GORDON SQUARE (south-west arm) extending from its junction with Byng Place and Gordon Square (south-east arm) to its junction with Gordon Street, and subsequently extending into GORDON STREET from its junction with Gordon Square to its junction with Endsleigh Gardens and Gower Place;

Exception to the 'pedestrian and cycle zone' motor vehicle prohibition will be provided for disabled persons badge holders and for loading by goods vehicles, accessing via Gordon Square (south-west arm) at its junction with Byng Place and Gordon Square (south-east arm);

Waiting by vehicles will be prohibited on all kerbside within the 'pedestrian and cycle zone' except in the designated parking places and loading places referred to below;
 - (b) introduce one-way northbound traffic working for all vehicles except pedal cycles in GORDON SQUARE (south-west arm) between its junction with Byng Place and Gordon Square (south-east arm) and its junction with Gordon Street, and in GORDON STREET between its junction with Gordon Square and its junction with Endsleigh Gardens and Gower Place;

A corresponding 'no entry except pedal cycles' prohibition, applicable to vehicles approaching from that part of Gordon Street which lies between its junction with Euston Road and its junction with Endsleigh Gardens and Gower Place, or from Endsleigh Gardens, prohibiting entry into that part of GORDON STREET which lies between its junction with Endsleigh Gardens and Gower Place and its junction with Gordon Square.
 - (c) remove the existing paid-for, paid-for (reserved for motorcycles), and permit holder's parking places on the north-east side of GORDON SQUARE (south-west arm) fronting Gordon Square Gardens and the existing dockless cycle and e-scooter hire parking place fronting Gordon House, and provide on the south-west side: (i) a new loading place for loading/unloading only at any time, 15 metres in length, outside Nos. 1-5

The Cloisters, Gordon Square; and (ii) a dockless cycle and e-scooter hire parking place, 20 metres in length outside Nos. 22-24 Gordon Square;

(The existing dockless cycle and e-scooter hire parking place on the north-east side fronting Gordon Square Gardens to be retained);

- (d) remove all existing paid-for, permit holders and electric vehicle parking places on both sides of GORDON STREET between its junction with Endsleigh Gardens and Gower Place and its junction with Gordon Square, and provide on the south-west side: (i) two new loading places for loading/unloading only at any time, each 15 metres in length, outside The Bloomsbury Theatre, No. 15 Gordon Street and outside No. 25 Gordon Street; and (ii) a disabled persons 'blue badge' parking place with space for two vehicles, 13.2 metres in length, outside The Bloomsbury Theatre, No. 15 and Nos. 17-19 Gordon Street.
3. Exemption from the 'pedestrian and cycle zone' motor vehicle prohibition and 'no entry except pedal cycles' prohibition referred to in items 2(a) and (b) above will be provided for emergency services vehicles, and exemption from the 'pedestrian and cycle zone' motor vehicle prohibition and referred to in item 2(a) above will be provided for other vehicles authorised by the Council (including for refuse collection and street cleansing/maintenance purposes).
 4. Copies of the Orders, which will come into force on 13 February 2026 and may remain in force for up to 18 months, of plans indicating its effects, and of 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.
 5. The Council will consider in due course whether the provisions of the Experimental Orders should be continued in force indefinitely by means of Orders made under sections 6 and 45 of the 1984 Act. Any person may object to the making of Orders for the purpose of such indefinite continuation within a period of six months, beginning from the date on which the Experimental Orders came into force or, if the Experimental Orders are varied by any subsequent Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the date on which the variation or modification or the latest variation or modification comes into force. Any objection or representation must be in writing, quoting reference '**TMO2526-0031**' and giving reasons for any objection and stating the grounds on which it is made, and sent to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 14 August 2026.

Peter Mardell - Head of Parking Operations

05 February 2026

Statement of reasons

Gordon Square (south-west arm) and Gordon Street - experimental public realm improvements

The Camden (Prescribed Routes) (Gordon Square and Gordon Street) (No. 1) Experimental Traffic Order 2026

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Gordon Square and Gordon Street) (No. 1) Experimental Traffic Order 2026

Project background

- 1.1 The Gordon Street and Gordon Square west Safe and Healthy Streets scheme consists of proposals to improve the public realm of the street and prioritise walking, wheeling and cycling.
- 1.2 This Statement of Reasons sets out the proposed measures and associated reasons for these changes.

Summary of changes and reasoning

- 2.1 The overall aim of the trial is to improve the public realm on Gordon Street and Gordon Square (west). The public realm would be a people-focused space, offering an attractive place to move through actively (walking, wheeling, cycling), to stop and rest in with low noise and air pollution, and a safe and accessible environment for all users.
- 2.2 This would be achieved by trialling the introduction of seating and planting and reducing the volume of through-traffic. If approved, it would:
 - (i) Support safer and healthier streets in the area, especially for pedestrians and cyclists.
 - (ii) Enhance the street environment
 - (iii) Maintain loading and unloading facilities on Gordon Street and Square.
 - (iv) Improve access to shared mobility modes.
- 2.3 If the scheme is approved, the following proposals will be implemented under an Experimental Traffic Order (ETO):
 - (i) Trialling the restriction of through-traffic on Gordon Street/Gordon Square (western side of Gordon Square Park) between Byng Place and Endsleigh Gardens. No vehicle access would be allowed at all times from Endsleigh Gardens in the north, and limited vehicle access would be allowed from Byng Place in the south. Access from the south would be permitted only for emergency services, loading, Blue Badge holders and for refuse collection and street cleansing/maintenance purposes. Those permitted motor vehicles would only be allowed in a northbound direction from Byng Place. Cycling would be permitted in both directions. The scheme would be introduced as a trial for a period of up to 18 months.

- (ii) On Gordon Street, removing 75 metres of Pay by Phone parking bays. 61.4 metres of CA-D/E Resident permit holders bays. 15 metres of Permit holders only bays.
- (iii) On Gordon Square west, removing 10.3 metres of Solo motorcycles bays. 73.8 metres of Pay by phone bays. 18.2 metres of CA-D/E Resident permit holders bays
- (iv) Keeping existing Dockless E-scooter and Cycle Hire bays but relocating the bay from Gordon Street to further south opposite Gordon Square North outside 24 Gordon Square. Capacity of the bay would increase from 15m to 20m. Dockless E bike & E scooter bays near the junction with Byng Place would increase in size from 10.7m to 15m.
- (v) Retaining existing Blue Badge holder parking capacity by provision of a Blue Badge holder parking place with space for 2 vehicles outside No.17 Gordon Street.
- (vi) Adding new loading bays to enable deliveries. We're proposing a total of 43 metres of Loading bays on Gordon Street and Square, these bays (15 metres each) are proposed outside No.15 Gordon Street, No.25 Gordon Street, and The Cloisters.

The following supporting measures would be introduced under permanent changes (as part of separate Traffic Management Orders)

Relocating the existing Electric Vehicle Charging Point (EVCP) bay from outside No.23 Gordon Street to a nearby location. Subject to separate engagement.

No changes that require a TMO consultation are proposed below and therefore would be proceeded as an extension of the existing measures.

Improving cycle safety at the junction of Gordon Square (south) and Gordon Square (east). This would be achieved by raising the eastbound cycle track across the junction to slow motor vehicle speeds turning into and out of Gordon Square (east).

Reasons for Proposing to Make the Orders

3.1 The proposed changes have been developed in response to policies and consultation feedback. Gordon Street and Gordon Square west has been highlighted in the Camden Transport Strategy (CTS) Delivery Plan, as an opportunity area for a Safe and Healthy Streets scheme. Furthermore, the proposals contribute to and align with the Mayoral and Council policy vision set out in:

- We Make Camden
- Camden's Transport Strategy, supporting action plans and 3-year Delivery Plans
- Mayor's Transport Strategy
- Camden's Climate Action Plan
- Camden's Clean Air Action Plan

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2026 No. 004

The Camden (Prescribed Routes) (Gordon Square and Gordon Street) (No. 1)
Experimental Traffic Order 2026

Made: 05 February 2026

Coming into force: 13 February 2026

Expires: 12 August 2027

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 9 and 10 of the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

1. This Order may be cited as the Camden (Prescribed Routes) (Gordon Square and Gordon Street) (No. 1) Experimental Traffic Order 2026, shall come into force on 13 February 2026 and will expire on 12 August 2027.

Interpretation

2. (1) In this Order:-
 - “causing” includes “permitting”;
 - “Council” means the Council of the London Borough of Camden;
 - “disabled persons badge” has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000²;
 - “electronic communications network” has the same meaning as in section 32 of the Communications Act 2003³;
 - “enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;
 - “goods vehicle” and “pedestrian and cycle zone” have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016⁴;

¹ 1984 c.27

² SI 2000/682

³ 2003 c.21

⁴ SI 2016/362

“motor vehicle” has the same meaning as in section 136 of the Road Traffic Regulation Act 1984;

“prescribed street” means a street or part of street to which the provisions of Article 3(1) 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;

- (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.

Prescribed routes

3. (1) Gordon Square (the south-west arm) and that part of Gordon Street which lies between its junction with Gordon Square (the south-west arm) and its junction with Endsleigh Gardens and Gower Place is a pedestrian and cycle zone.

Except as is provided by this Order, no person shall cause any motor vehicle to enter into or proceed in the pedestrian and cycle zone, that is, either:-

- (a) Gordon Square (the south-west arm); or
 - (b) that part of Gordon Street which lies between its junction with Gordon Square (the south-west arm) and its junction with Endsleigh Gardens and Gower Place.
- (2) Exception to the prohibition detailed in paragraph (1) of this Article is provided for such vehicles entering the pedestrian and cycle zone at the junction of Gordon Square (the south-west arm) with Byng Place and Gordon Square (the south-east arm) as either:-
 - (a) display a valid disabled persons badge in accordance with Regulation 12 and either Regulation 13 or 15, as the case may be, of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000; or
 - (b) are goods vehicles, entering into the pedestrian and cycle zone for the purpose of loading or unloading.
 - (3) No person shall cause any vehicle other than a pedal cycle to proceed in either:-
 - (a) Gordon Square (the south-west arm); or
 - (b) that part of Gordon Street which lies between its junction with Gordon Square (the south-west arm) and its junction with Endsleigh Gardens and Gower Place;

in a direction other than from south-east to north-west.

- (4) No person causing any vehicle other than a pedal cycle to proceed in either:-
- (a) that part of Gordon Street which lies between its junction with Euston Road and its junction with Endsleigh Gardens and Gower Place; or
 - (b) Endsleigh Gardens; or
 - (c) Gower Place;
- shall, upon reaching the junction of Gordon Street with Endsleigh Gardens and Gower Place, cause that vehicle to enter into that part of Gordon Street which lies between its junction with Endsleigh Gardens and Gower Place and its junction with Gordon Square (the south-west arm).

Exemptions

4. (1) Nothing in Article 3 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.
- (2) Nothing in Article 3(1) of this Order shall apply in relation to:-
- (a) 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
 - (b) 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.

Power to modify or suspend the provisions of this order

5. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, either the Council's Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised in that behalf by them, if it appears to them or that person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, may modify or suspend the Order or any provision therein, save that no modification shall make an addition.

Dated this 05 February 2026

Peter Mardell



Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, by way of an experiment:-

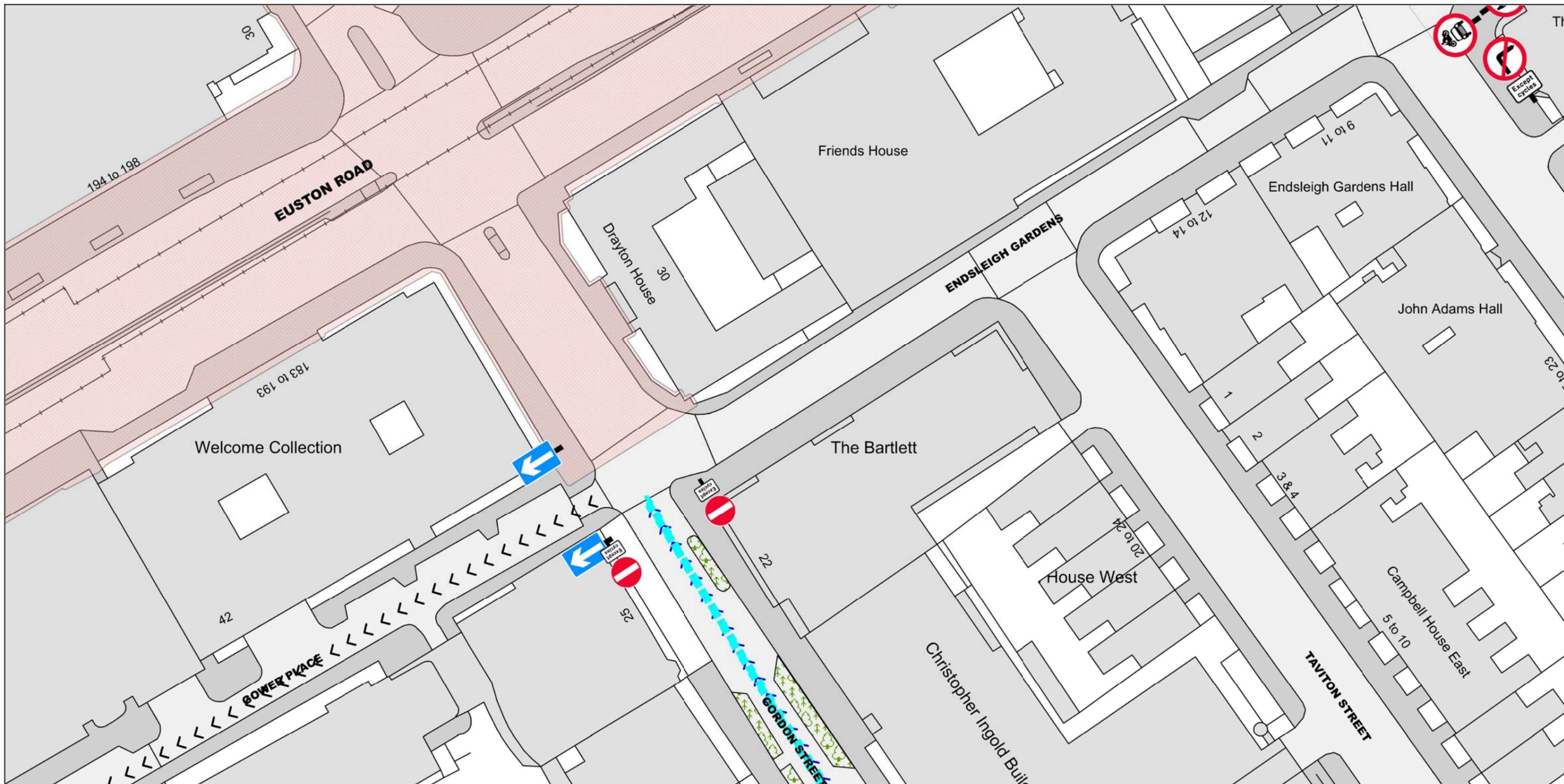
- (a) introduces a 'pedestrian and cycle zone', in which motor vehicle traffic will be prohibited, in GORDON SQUARE (south-west arm) extending from its junction with Byng Place and Gordon Square (south-east arm) to its junction with Gordon Street, and subsequently extending into GORDON STREET from its junction with Gordon Square to its junction with Endsleigh Gardens and Gower Place;

Exception to the 'pedestrian and cycle zone' motor vehicle prohibition is provided for disabled persons badge holders and for loading by goods vehicles, accessing via Gordon Square (south-west arm) at its junction with Byng Place and Gordon Square (south-east arm);

- (b) introduces one-way northbound traffic working for all vehicles except pedal cycles in GORDON SQUARE (south-west arm) between its junction with Byng Place and Gordon Square (south-east arm) and its junction with Gordon Street, and in GORDON STREET between its junction with Gordon Square and its junction with Endsleigh Gardens and Gower Place;

A corresponding 'no entry except pedal cycles' prohibition, applicable to vehicles approaching from that part of Gordon Street which lies between its junction with Euston Road and its junction with Endsleigh Gardens and Gower Place, or from Endsleigh Gardens, prohibiting entry into that part of GORDON STREET which lies between its junction with Endsleigh Gardens and Gower Place and its junction with Gordon Square;

as part of a programme of 'Safe and healthy streets' pedestrian and cycle priority measures in the vicinity of University College London's Bloomsbury campus, in the London Borough of Camden.



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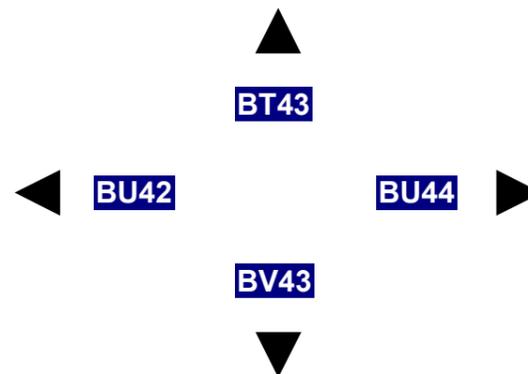


SCALE - 1 : 625 at A3 size

NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Key to Restriction Types Displayed

- No Right Turn Except Cycles
- One Way Contra-flow Cycle Lane
- One Way
- Parklets and planters
- Pedestrian Zone No Motor Vehicles Except Disabled Badge Holders and Loading by Goods Vehicles

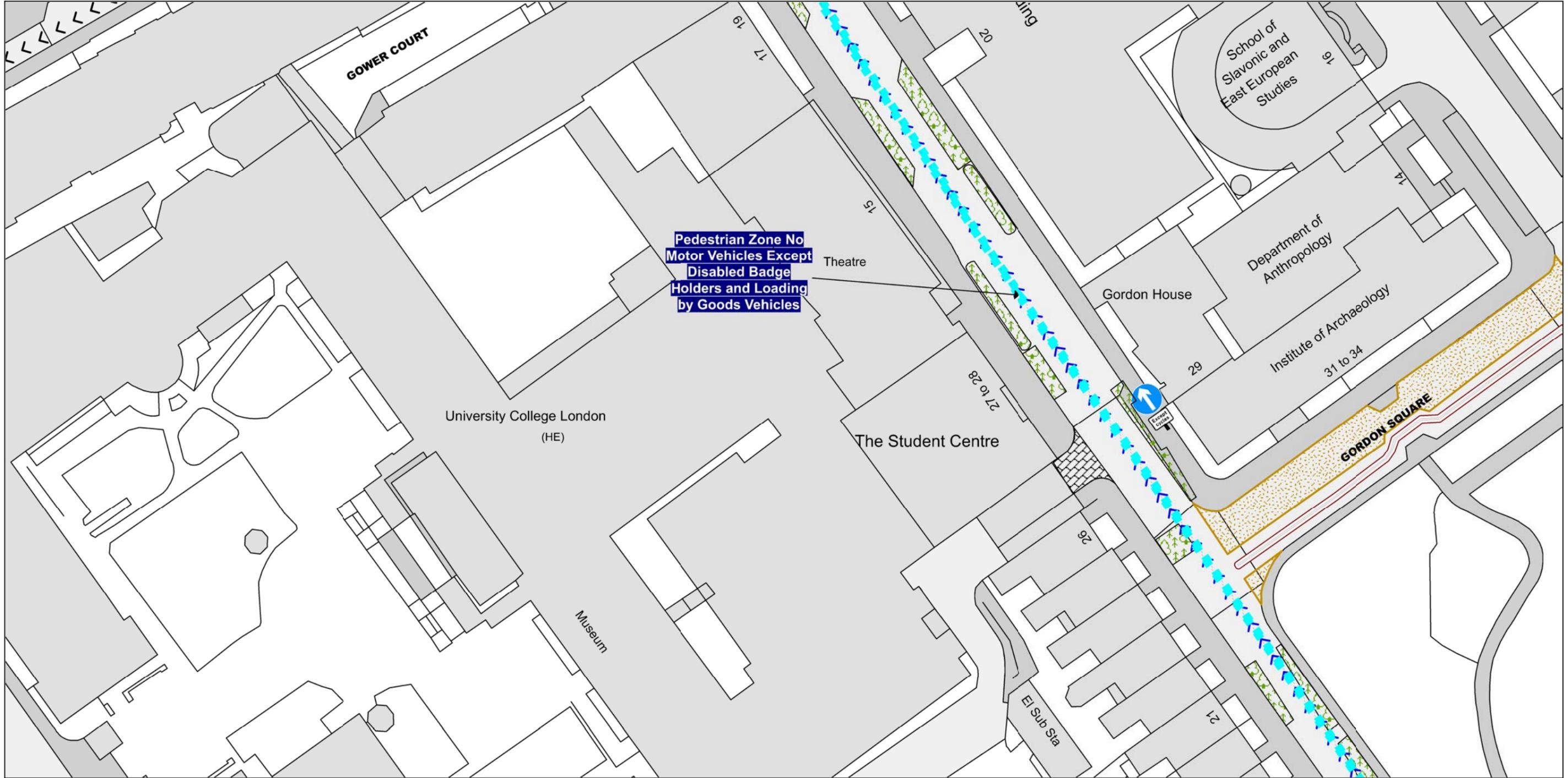


Status: CONFIRM

Map Tile Reference: Tile Ref: BU43

Sheet Revision Number: 2

Sheet Active From: 13/02/2026



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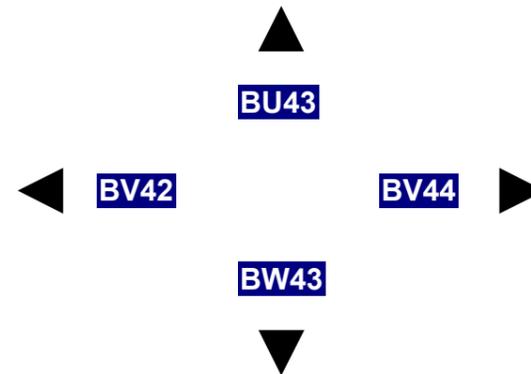
NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Key to Restriction Types Displayed

-  Islands & build-outs not shown in OS
-  One Way
-  One Way Contra-flow Cycle Lane
-  Parklets and planters
-  Pedestrian Zone No Motor Vehicles Except Disabled Badge Holders and Loading by Goods Vehicles
-  No Motor Vehicles
-  Raised carriageway

Labels:

-  Confirmed Item
-  Confirmed experimental or temporary item

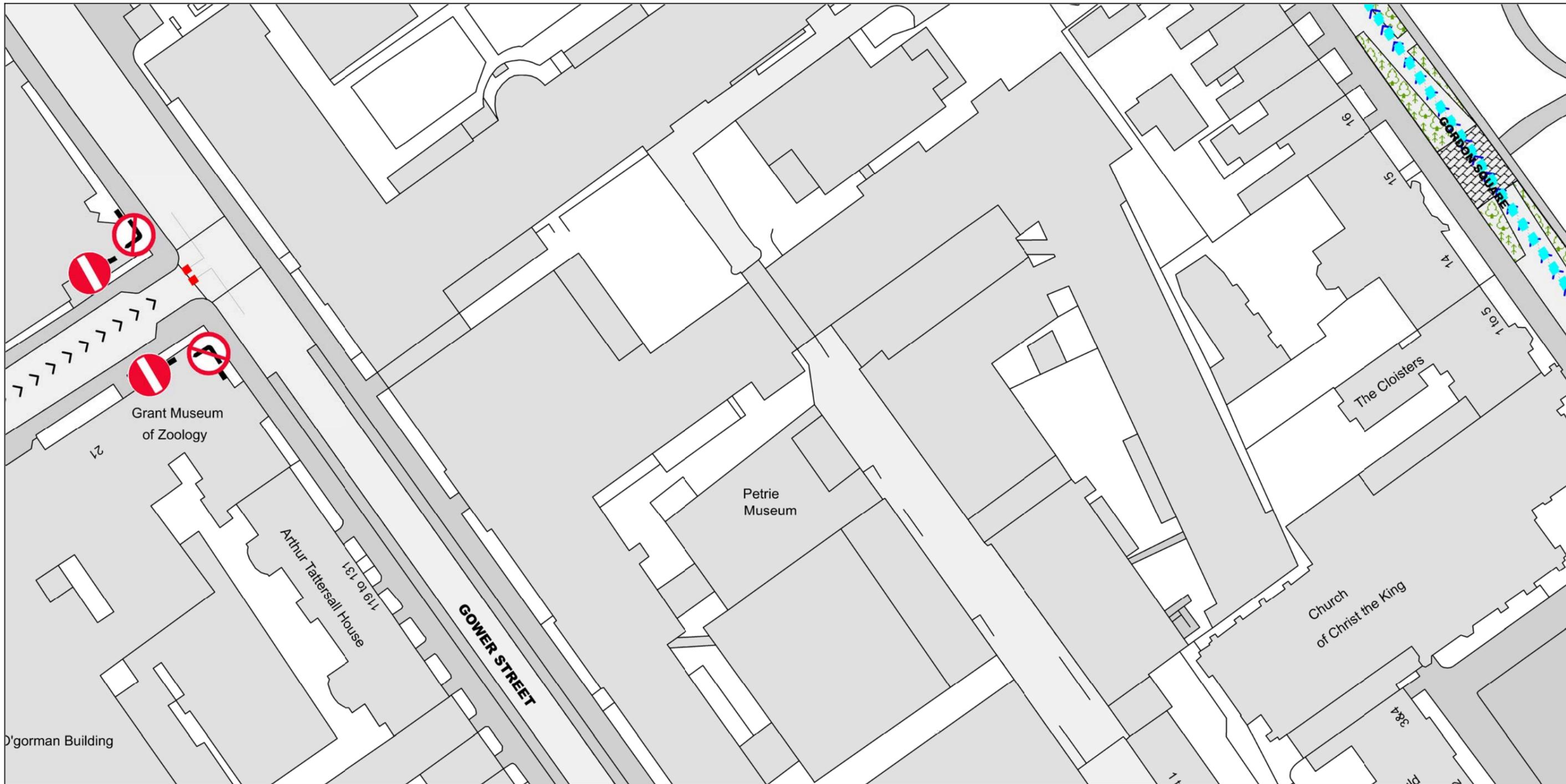


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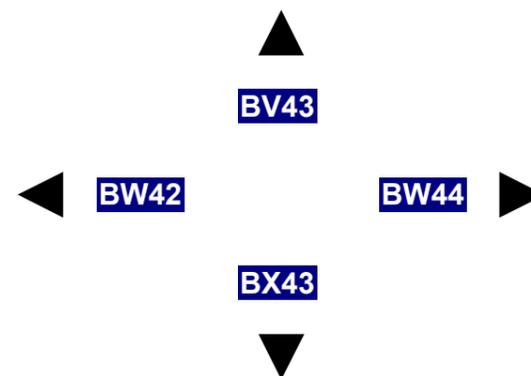


SCALE - 1 : 625 at A3 size

NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Key to Restriction Types Displayed

- No Left Turn
- No Right Turn
- One Way Contra-flow Cycle Lane
- One Way
- Parklets and planters
- Pedestrian Zone No Motor Vehicles Except Disabled Badge Holders and Loading by Goods Vehicles
- Raised carriageway

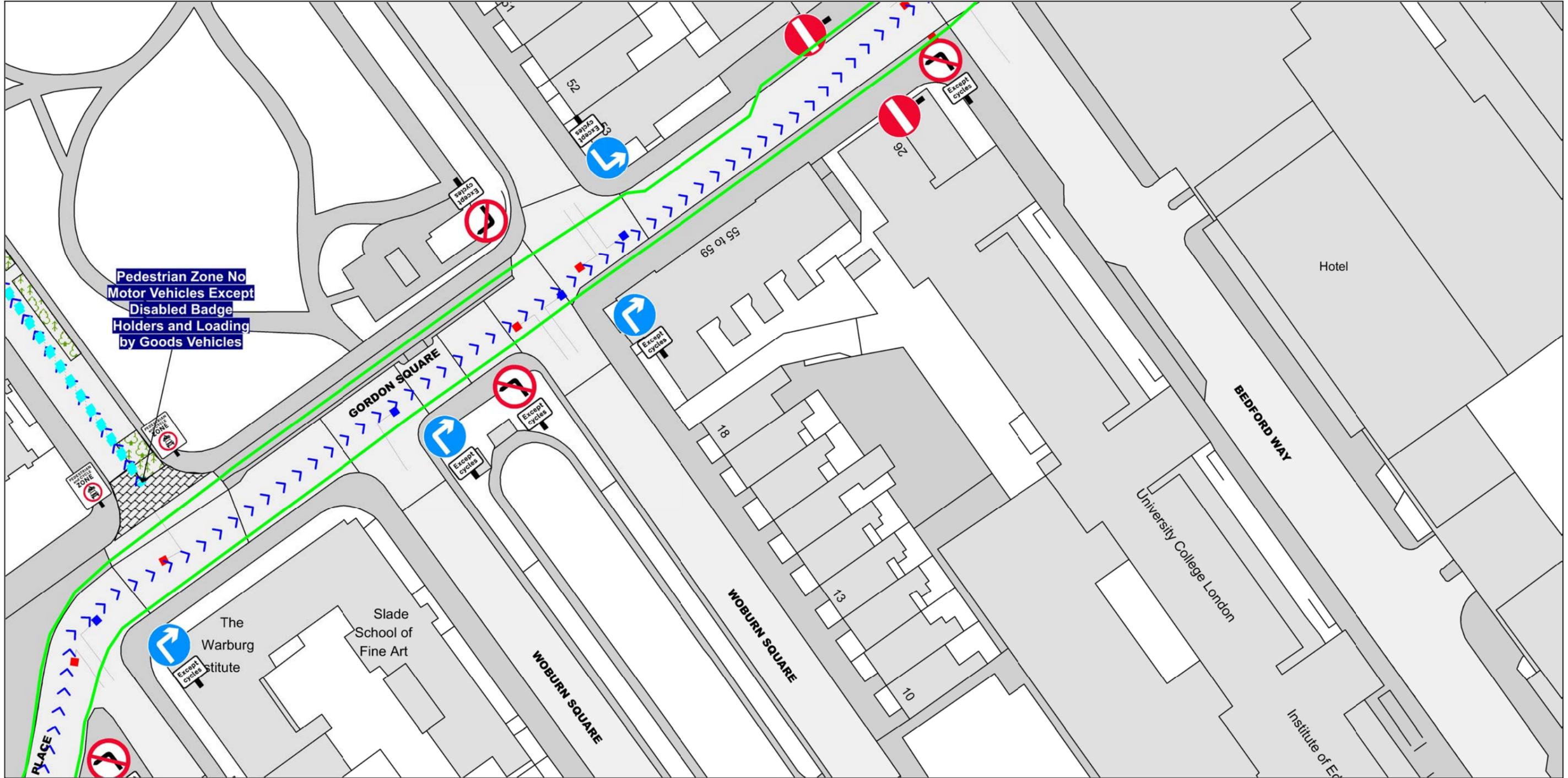


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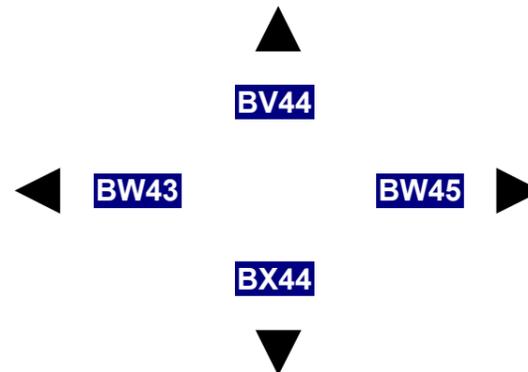
NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Key to Restriction Types Displayed

- Cycle Lane
- Left Turn Only Except Cycles
- No Left Turn
- No Right Turn Except Cycles
- One Way Contra-flow Cycle Lane
- Parklets and planters
- Pedestrian Zone No Motor Vehicles Except Disabled Badge Holders and Loading by Goods Vehicles
- Raised carriageway
- Right Turn Only Except Cycles

Labels:

- Confirmed item
- Confirmed experimental or temporary item



Status: CONFIRM

Map Tile Reference: Tile Ref: BW44

Sheet Revision Number: 2

Sheet Active From: 13/02/2026

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2026 No. 005

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Gordon Square and Gordon Street) (No. 1) Experimental Traffic Order 2026

Made: 05 February 2026

Coming into force: 13 February 2026

Expires: 12 August 2027

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 9, 10 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, commencement and expiry

1. This Order may be cited as the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Gordon Square and Gordon Street) (No. 1) Experimental Traffic Order 2026, shall come into force on 05 February 2026 and will expire on 12 August 2027.

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

¹ 1984 c.27

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 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) While this Order remains in force and 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 suspending 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 2025023

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.

Suspension or modification of this Order

7. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, either the Council's Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised in that behalf by them, if it appears to them or that person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, may modify or suspend the Order or any provision therein, save that no modification shall make an addition.

Dated this 05 February 2026



**Peter Mardell
Head of Parking Operations**

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order amends on an experimental basis the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as to:-

- (a) introduce 'at any time' waiting restrictions throughout a new 'pedestrian and cycle zone' in GORDON SQUARE (south-west arm) extending from its junction with Byng Place and Gordon Square (south-east arm) to its junction with Gordon Street, and subsequently extending into GORDON STREET from its junction with Gordon Square to its junction with Endsleigh Gardens and Gower Place;

Waiting by vehicles will be prohibited on all kerbside within the 'pedestrian and cycle zone' area except in the designated parking places and loading places referred to below;

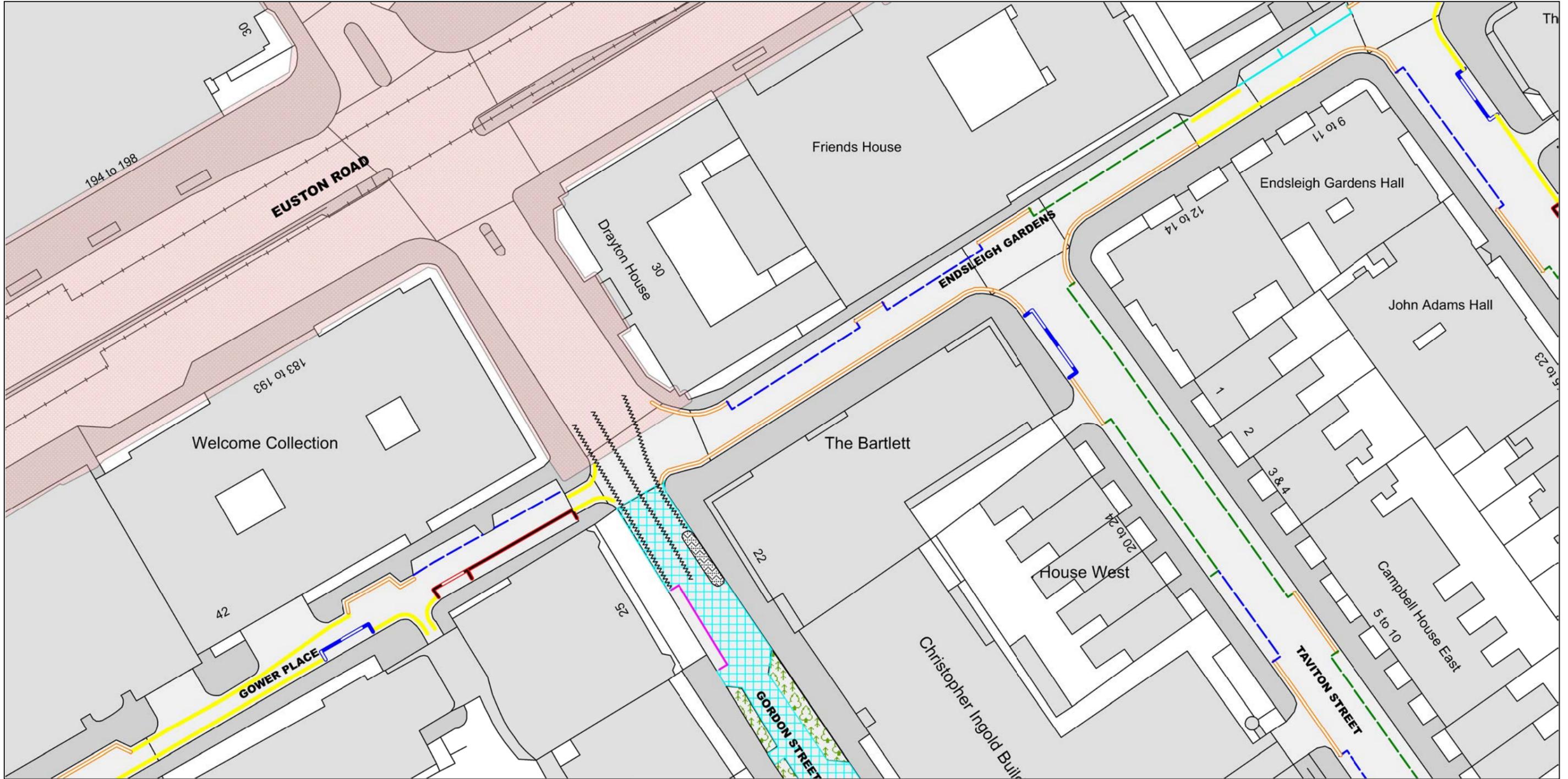
- (b) remove the existing paid-for, paid-for (reserved for motorcycles), and permit holder's parking places on the north-east side of GORDON SQUARE (south-west arm) fronting Gordon Square Gardens and the existing dockless cycle and e-scooter hire parking place fronting Gordon House, and provide on the south-west side: (i) a new loading place for loading/unloading only at any time, 15 metres in length, outside Nos. 1-5 The Cloisters, Gordon Square; and (ii) a dockless cycle and e-scooter hire parking place, 20 metres in length outside Nos. 22-24 Gordon Square;

(The existing dockless cycle and e-scooter hire parking place on the north-east side fronting Gordon Square Gardens to be retained);

and

- (c) remove all existing paid-for, permit holders and electric vehicle parking places on both sides of GORDON STREET between its junction with Endsleigh Gardens and Gower Place and its junction with Gordon Square, and provide on the south-west side: (i) two new loading places for loading/unloading only at any time, each 15 metres in length, outside The Bloomsbury Theatre, No. 15 Gordon Street and outside No. 25 Gordon Street; and (ii) a disabled persons 'blue badge' parking place with space for two vehicles, 13.2 metres in length, outside The Bloomsbury Theatre, No. 15 and Nos. 17-19 Gordon Street;

as part of a programme of 'Safe and healthy streets' pedestrian and cycle priority measures in the vicinity of University College London's Bloomsbury campus, in the London Borough of Camden.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

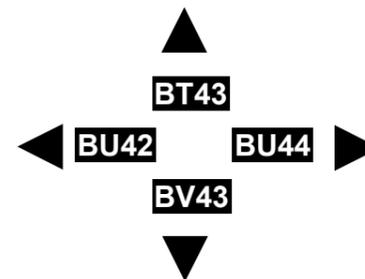
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Key to Restriction Types Displayed

- Car Club Parking Place
- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- Loading Only
- Paid Parking Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm Max Stay 2hrs No Return Within 1hr
- Paid Parking Only (Solo Motorcycles)
- Parklets and planters
- Pedestrian Crossing
- Resident Permit Holders Only CA-D/E Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Pedestrian Zone No Waiting At Any Time
- Overlapping Restrictions

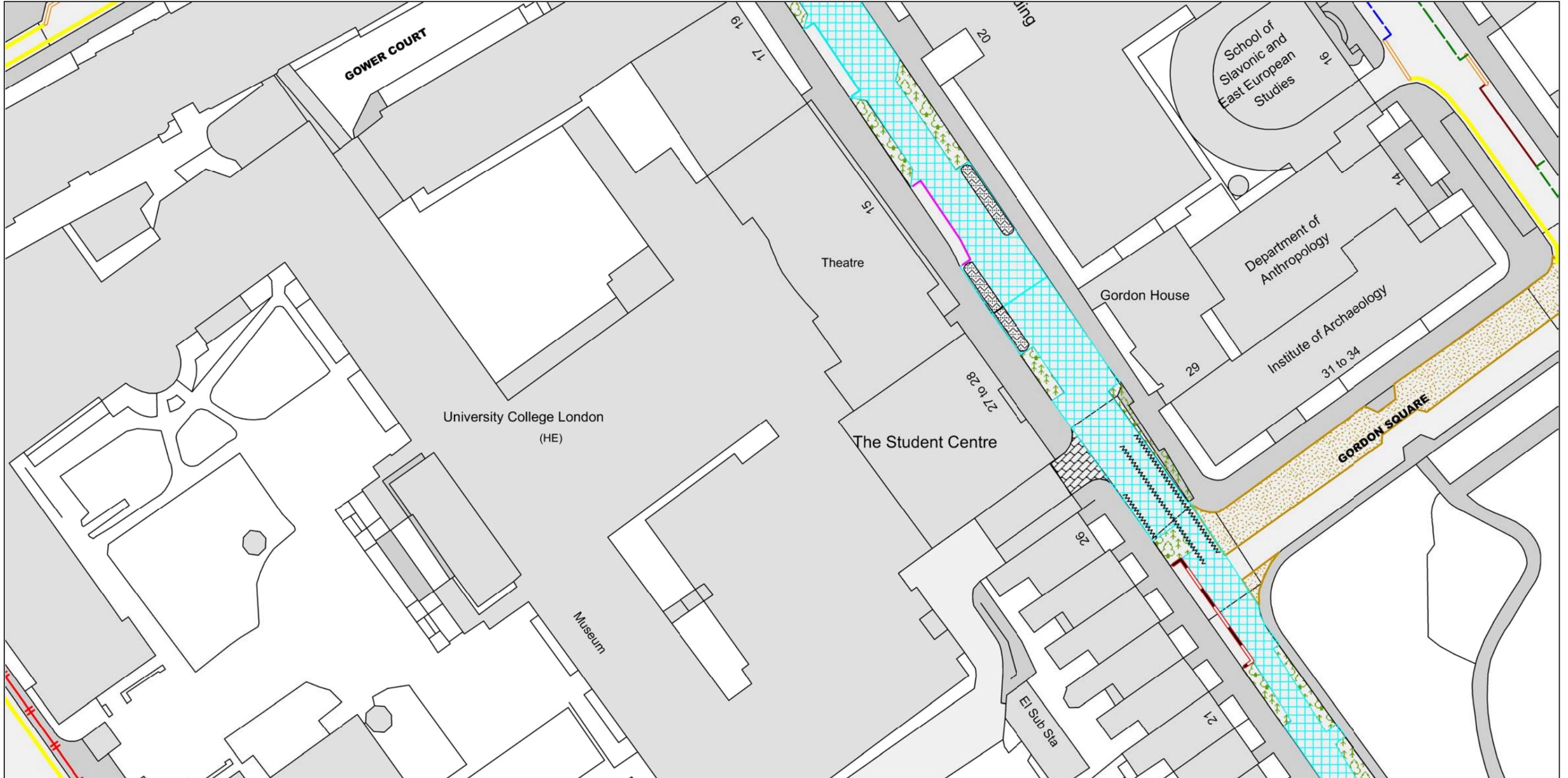


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Map Tile Reference: Tile Ref: BU43

Sheet Revision Number: 5

Sheet Active From: 13/02/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

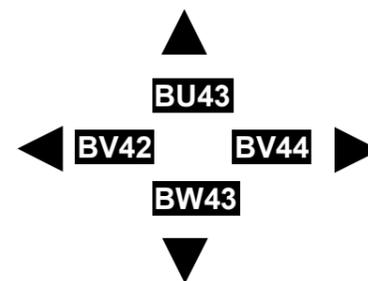
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Key to Restriction Types Displayed

- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- Electric Vehicle Charging Only
- Islands & build-outs not shown in OS
- Loading Only
- No Loading At Any Time
- Paid Parking Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm Max. Stay 2hrs No Return Within 1hr
- Parklets and planters
- Pedestrian Crossing
- Raised carriageway
- Resident Permit Holders Only CA/D/E Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Pedestrian Zone No Waiting At Any Time
- Overlapping Restrictions

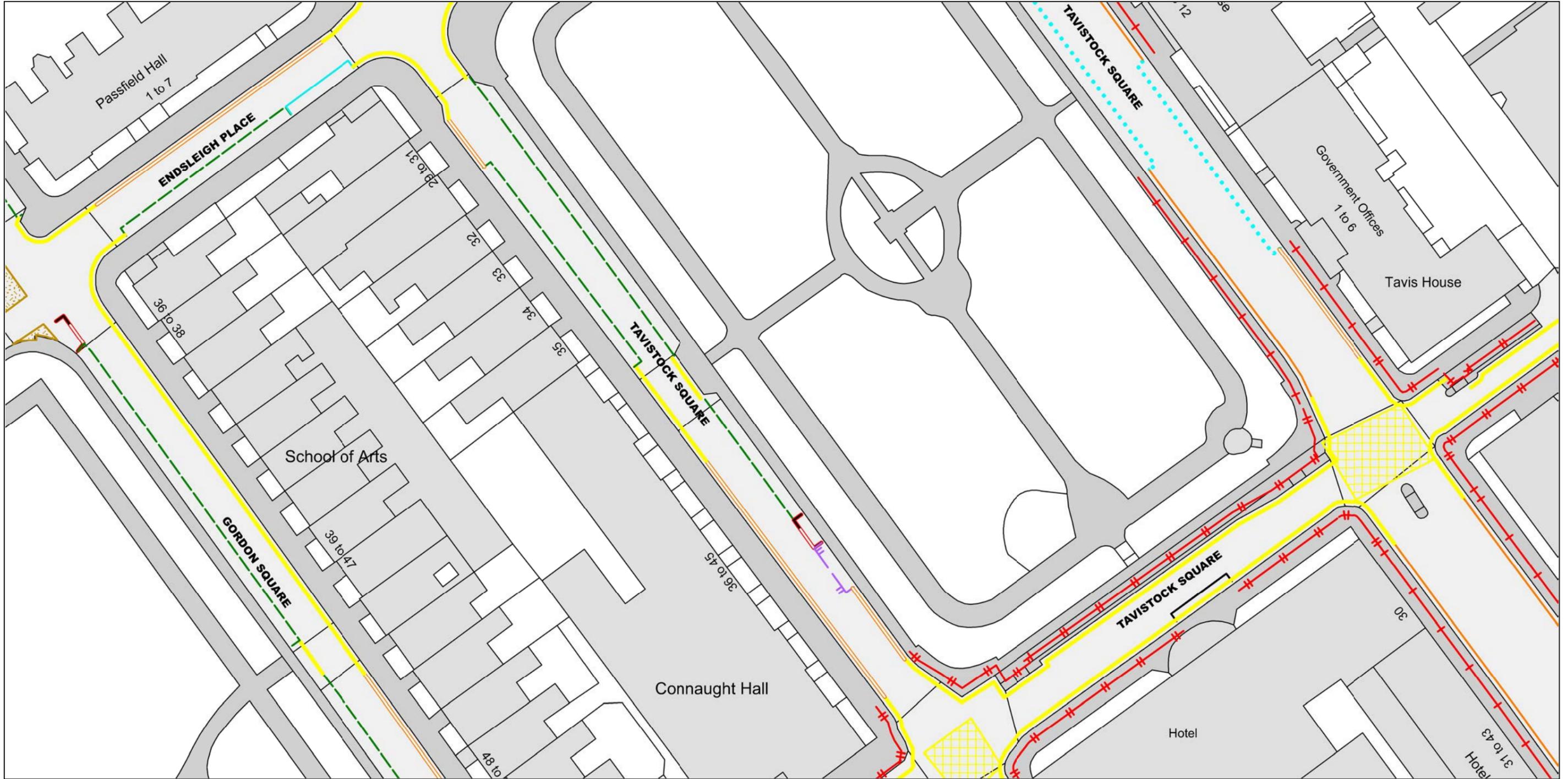


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Map Tile Reference: Tile Ref: BV43

Sheet Revision Number: 8

Sheet Active From: 13/02/2026



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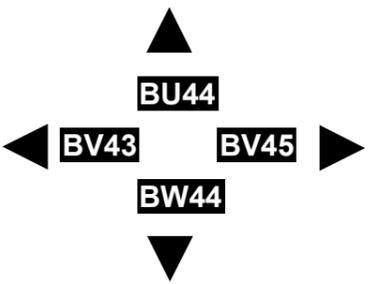
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Key to Restriction Types Displayed

- No stopping except local buses
- Cycle Parking
- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- Islands & build-outs not shown in OS
- No Loading
- No Loading At Any Time
- Resident Permit Holders Only CA/DL Mon-Fri 8.30am-8.30pm and Sat 8.30am-1.30pm
- No Waiting At Any Time Except Taxis
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-8.30pm and Sat 8.30am-1.30pm
- No Waiting Mon-Fri 7am-7pm and Sat 8.30am-1.30pm
- Hatched Marking



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 Map Tile Reference: Tile Ref: BV44
 Sheet Revision Number: 5
 Sheet Active From: 13/02/2026



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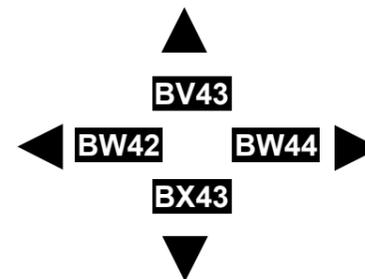
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Key to Restriction Types Displayed

-  Disabled Blue Badge Holders Only
-  Dockless Cycle Hire
-  Loading Place
-  No Loading At Any Time
-  Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 4hrs No Return Within 1hr
-  Parklets and planters
-  Raised carriageway
-  Resident Permit Holders Only CA-E Mon-Sat 8.30am-6.30pm
-  Restricted Parking Zone No Waiting At Any Time No Loading At Any Time
-  No Waiting At Any Time
-  No Waiting Mon-Sat 8.30am-6.30pm
-  Pedestrian Zone No Waiting At Any Time
-  Overlapping Restrictions



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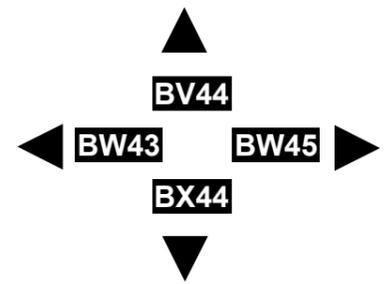
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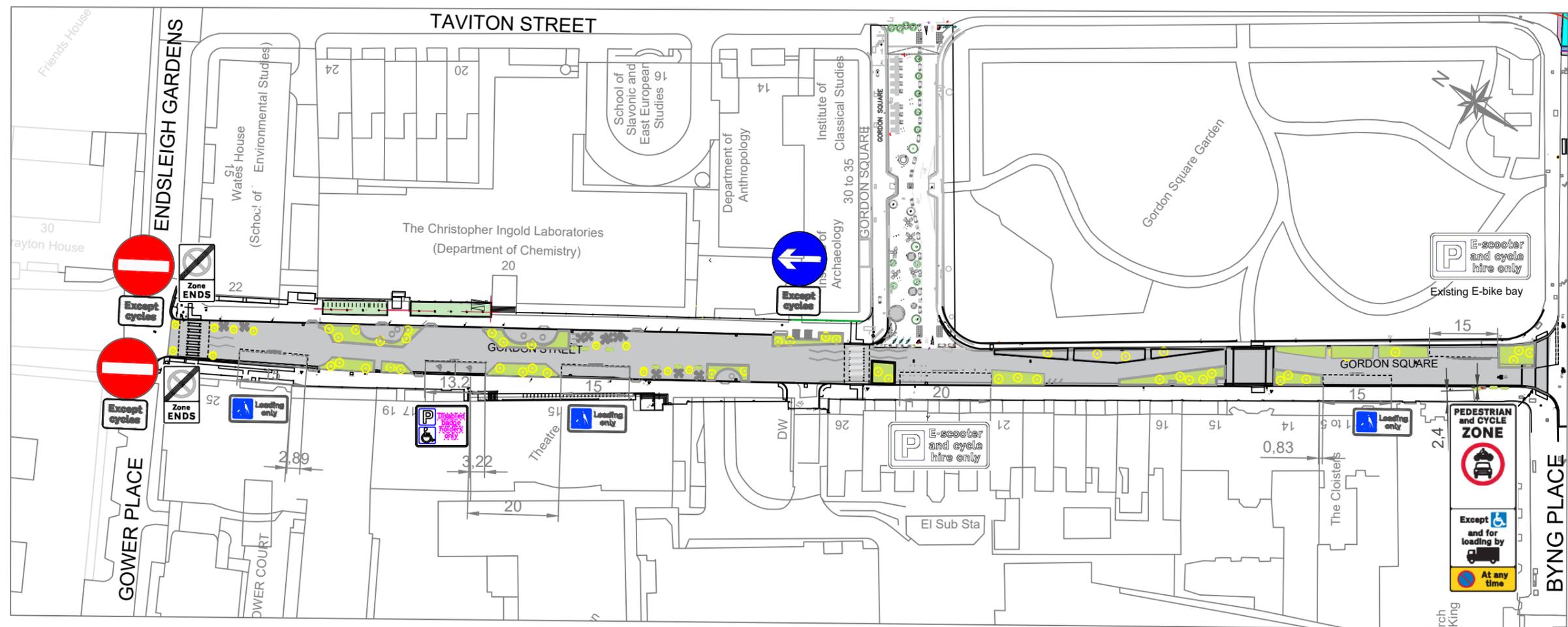
Key to Restriction Types Displayed

- Cycle Stand
- Disabled Blue Badge Holders Only
- Disabled Cycle Hire
- Electric Vehicle Charging Only
- Loading Only
- No Loading Mon-Fri 7am-9pm and Sat 8.30am-3.30pm
- No Loading At Any Time
- Paid Parking Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-3.30pm. No Return Within 1hr
- Paid Parking (Blue) Mon-Fri 8.30am-6.30pm and Sat 8.30am-3.30pm. No Return Within 1hr
- Paid Parking Only (Blue Motorcycles)
- Public and private
- Pedestrian Crossing
- Roadway crossing
- Resident Permit Holders Only CADE Mon-Fri 8.30am-6.30pm and Sat 8.30am-3.30pm
- Restricted Parking Zone No Waiting At Any Time No Loading At Any Time
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-3.30pm
- Restricted Waiting
- Prohibited Sign No Waiting At Any Time
- Overlapping Restrictions



Status: CONFIRM
 Map Tile Reference: Tile Ref: BW44
 Sheet Revision Number: 6
 Sheet Active From: 13/02/2026

ETO GORDON SQUARE WEST / GORDON STREET



Location: Gordon Street

Proposed for removal:

- 75 metres of Pay by phone bays
- 61.4 metres of CA-D/E Resident permit holders bays
- 15 metres of Permit holders only bays
- 11.3 metres of Electric Vehicle Charging Point (EVCP) bay

Proposed to relocate:

- 15 metres of Dockless E-scooter and cycle hire bays to be relocated to 22-25 Gordon Square
- 6.6 metres of Disabled parking (Blue Badge holder) bay to be relocated to opposite side (o/s no 17 Gordon Street)

Proposed new in scheme

- 2 x 15 metres Loading bay (o/s no. 15 & 25 Gordon Street)
- 6.6 metres of Disabled parking (Blue Badge holder) bay (o/s 17 Gordon Street)

Existing 2 x zebra crossings to be retained.

Location: Gordon Square

Proposed for removal:

- 10.3 metres of Solo motorcycles bays
- 73.8 metres of Pay by phone bays
- 18.2 metres of CA-D/E Resident permit holders bays

Proposed to retain:

- 10.7 metres of Dockless E-scooter and cycle hire bays (Near Byng Place junction)

Proposed new in scheme:

- 4.3 metres of dockless E-scooter and cycle hire bay added to retained 10.7m bay (near Byng Place junction)
- 5 metres of dockless E-scooter and cycle hire bays added to relocated bay from Gordon Street (20m bay o/s 22-25 Gordon Square)
- 15 metres Loading bay (o/s no. 1-5 Gordon Square (The Cloisters))