

Public notice

Somers Town Green mobility hubs - phase 3

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

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Order under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Order would be:
 - (a) in BRILL PLACE, on the south-east side, to replace:
 - (i) CA-G permit parking: (A) between a point 14.8 metres north-east of a point opposite the north-eastern boundary of Monica Shaw Court (No. 31) Purchase Street and a point 44.1 metres north-east of a point opposite that boundary; and (B) between a point 46.5 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 75.9 metres north-east of a point opposite that boundary;
 - (ii) double yellow line 'at any time' waiting restrictions in those lengths between a point 10.6 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 78 metres north-east of a point opposite that boundary that are not within the lengths referred to in sub-paragraph (i) foregoing; and
 - (iii) disabled persons (blue badge) parking between a point 78 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 86 metres north-east of a point opposite that boundary,with the following:
 - (i) electric vehicles parking, operating 'at any time', between a point 20.1 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 28.1 metres north-east of a point opposite that boundary;
 - (ii) car club parking, operating 'at any time', between a point 30.5 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 37.8 metres north-east of a point opposite that boundary;
 - (iii) e-scooter and dockless cycle hire parking, operating 'at any time', between a point 55.5 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 61.8 metres north-east of a point opposite that boundary;

- (iv) cycle parking, operating 'at any time', between a point 64.5 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 68.4 metres north-east of a point opposite that boundary;
- (v) accessible cycle parking, operating 'at any time', between a point 78 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 86 metres north-east of a point opposite that boundary;
- (vi) single yellow line 'controlled hours' waiting restrictions, in order to install pedal cycle hangars: (A) between a point 52.8 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 55.5 metres north-east of a point opposite that boundary; and (B) between a point 61.8 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 64.5 metres north-east of a point opposite that boundary; and
- (vii) 'at any time' waiting and loading restrictions in those lengths between a point 10.6 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 78 metres north-east of a point opposite that boundary that are not within the lengths referred to in sub-paragraphs (i) to (vi) foregoing;

NOTE: the Council intend to remove the mandatory north-eastbound with-flow cycle lane on the north-west side of Brill Place, between the south-western kerb-line of Midland Road and a point 10.2 metres south-west of that kerb-line;

(b) in WERRINGTON STREET

- (i) on the south-west side, to replace paid-for parking between a point 19.4 metres north-west of the south-eastern boundary of St. Augustine's House, Werrington Street and a point 41.4 metres north-west of that boundary and 'controlled hours' waiting restrictions between a point 41.4 metres north-west of the south-eastern boundary of St. Augustine's House, Werrington Street and a point 44.7 metres north-west of that boundary, with 'at any time' waiting restrictions;
- (ii) on the north-east side, to replace:
 - (A) car club parking, between a point 4.6 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 9.9 metres north-west of that boundary;
 - (B) paid-for parking, between a point 9.9 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 17 metres north-west of that boundary; and

- (C) CA-G permit parking, between a point 17 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 48.6 metres north-west of that boundary;

with the following:

- (A) e-scooter and cycle hire parking, operating 'at any time', between a point 14.2 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 19.2 metres north-west of that boundary;
- (B) electric vehicles recharging point parking, operating 'at any time': (I) between a point 36.8 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 39.2 metres north-west of that boundary (one echelon bay); and (II) between a point 41.6 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 44 metres north-west of that boundary (one echelon bay);
- (C) cycle parking, operating 'at any time', between a point 44 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 47.8 metres north-west of that boundary;
- (D) 'controlled hours' waiting restrictions, between a point 47.8 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 48.6 metres north-west of that boundary; and
- (E) 'at any time' waiting and loading restrictions, in those lengths between a point 4.6 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 41.6 metres north-west of that boundary not referred to in subparagraphs (A) to (D) foregoing; and

Note: the Council intend to install two cycle hangars on the footway on the north-east side of Werrington Street, between a point 21.8 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 27.4 metres north-west of that boundary;

- (c) on the south-east side of DORIC WAY, to provide 'at any time' loading restrictions, between a point 6.7 metres north-east of the north-eastern kerb-line of Eversholt Street and a point 29.9 metres north-east of that kerb-line.
3. 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 a blended crossing / raised entry/exit table in BRILL PLACE, at its junction with Midland Road, between the south-western kerb-line of Midland Road and a point 5.2 metres south-west of that kerb-line.

4. Copies of the proposed Order, plans indicating the proposals, and other related documents may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals , or by prior appointment in person at 5 Pancras Square, London N1C 4AG - during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference 'TMO2627-0004' 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 24 July 2026.

Peter Mardell – Head of Parking Operations

02 July 2026

Statement of reasons

Somers Town Green mobility hubs - phase 3

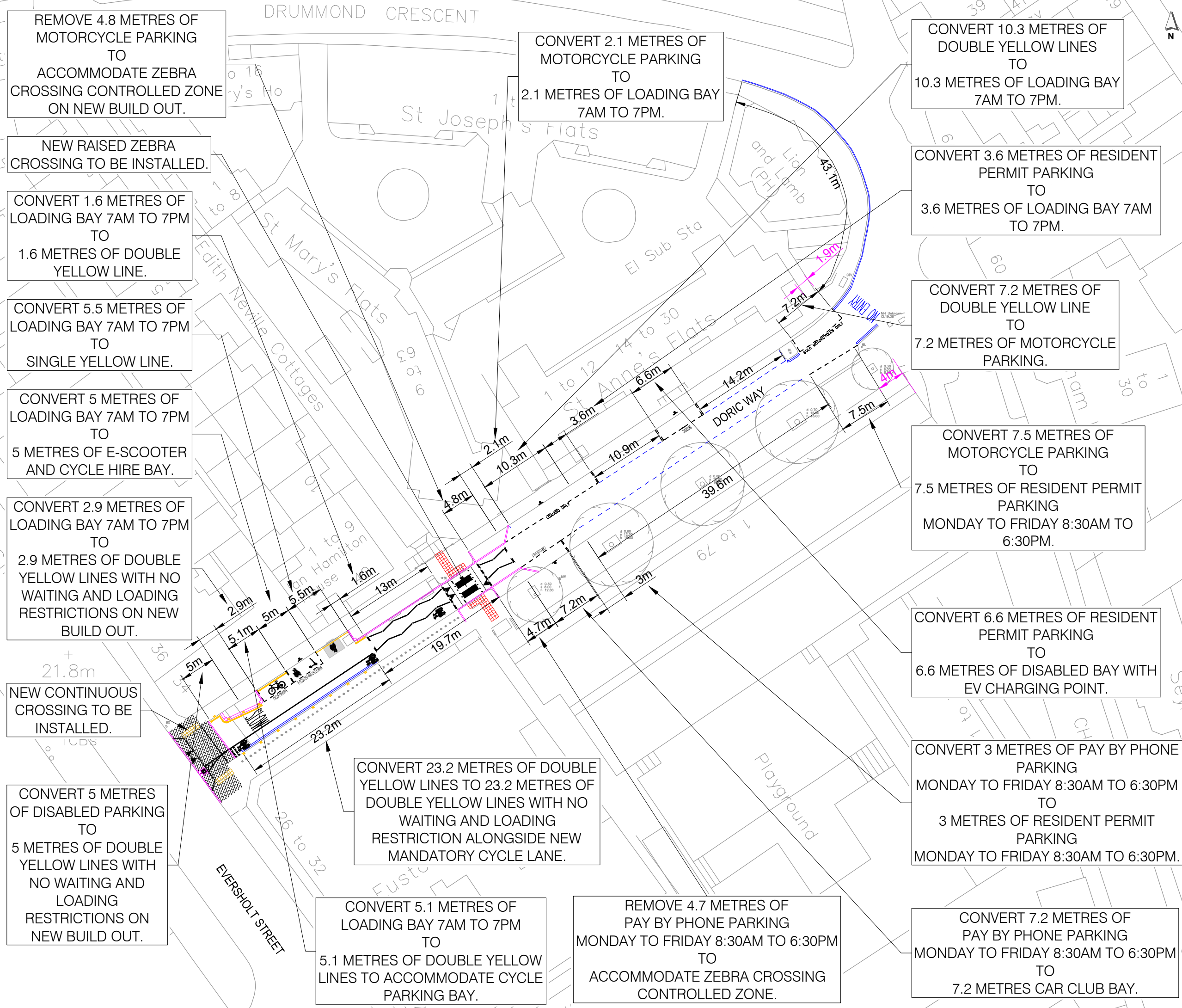
*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202**

The reasons for proposing the changes are to:

- Create a recognisable location or space that offers a mix of sustainable and active shared mobility modes, which can include shared bikes, car clubs, cargo bikes and e-scooters.
- Implement community features such as cycle parking, seating and planting or play areas, water fountains and other amenities designed to improve public space for residents and visitors.
- Provide a sustainable, accessible 24-hour alternative service to private car ownership by providing access to sustainable, shared mobility services (such as cycle hire, e-scooters, shared cargo bikes and car clubs).
- Improve the safety of pedestrians and cyclists by reducing traffic dominance, and thereby over time reducing carbon emissions from road transport and congestion and improving air quality.
- Encourage improved health and well-being through enabling more people, especially the younger, older and groups less likely to engage in active modes in the area, by providing facilities such as bike hangars, wayfinding, seating and parking for adapted bikes which all make it easier and safer to do so.
- Deliver public realm and climate resilience measures including new tree planting, rain gardens, seating areas and water fountains. Making the area a nicer place to meet, stop, rest, and shop.
- Deliver the recommendation made by the Citizens' Assembly on the Climate Crisis to introduce more green spaces of residential streets, enabling electric transport with infrastructure and incentives.
- Contribute to delivering key London-wide and Borough-wide strategies, such as the Mayor's Transport Strategy, Camden's Transport Strategy, the Clean Air Action Plan and the Climate Action Plan.
- Deliver the objectives of the Somers Town Future Neighbourhoods 2030 programme and contribute to making Somers Town a healthier, more sustainable and climate resilient place. It also seeks to help residents, local businesses and organisations understand how climate change affects them, and delivering projects that are good for "the environment, our pockets and our quality of life".

These proposals are suggested based on the alignment with Council and Mayoral policy, the feedback received to the public consultation, the monitoring data and other feedback received as part of engagement conducted during the development of the scheme.

The scheme is designed to deliver a safer and healthier environment for local residents and businesses alongside other users of the street such as cyclists and pedestrians.



REMOVE 4.8 METRES OF MOTORCYCLE PARKING TO ACCOMMODATE ZEBRA CROSSING CONTROLLED ZONE ON NEW BUILD OUT.

NEW RAISED ZEBRA CROSSING TO BE INSTALLED.

CONVERT 1.6 METRES OF LOADING BAY 7AM TO 7PM TO 1.6 METRES OF DOUBLE YELLOW LINE.

CONVERT 5.5 METRES OF LOADING BAY 7AM TO 7PM TO SINGLE YELLOW LINE.

CONVERT 5 METRES OF LOADING BAY 7AM TO 7PM TO 5 METRES OF E-SCOOTER AND CYCLE HIRE BAY.

CONVERT 2.9 METRES OF LOADING BAY 7AM TO 7PM TO 2.9 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON NEW BUILD OUT.

NEW CONTINUOUS CROSSING TO BE INSTALLED.

CONVERT 5 METRES OF DISABLED PARKING TO 5 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON NEW BUILD OUT.

CONVERT 2.1 METRES OF MOTORCYCLE PARKING TO 2.1 METRES OF LOADING BAY 7AM TO 7PM.

CONVERT 10.3 METRES OF DOUBLE YELLOW LINES TO 10.3 METRES OF LOADING BAY 7AM TO 7PM.

CONVERT 3.6 METRES OF RESIDENT PERMIT PARKING TO 3.6 METRES OF LOADING BAY 7AM TO 7PM.

CONVERT 7.2 METRES OF DOUBLE YELLOW LINE TO 7.2 METRES OF MOTORCYCLE PARKING.

CONVERT 7.5 METRES OF MOTORCYCLE PARKING TO 7.5 METRES OF RESIDENT PERMIT PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM.

CONVERT 6.6 METRES OF RESIDENT PERMIT PARKING TO 6.6 METRES OF DISABLED BAY WITH EV CHARGING POINT.

CONVERT 3 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 3 METRES OF RESIDENT PERMIT PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM.

CONVERT 7.2 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO 7.2 METRES CAR CLUB BAY.

CONVERT 23.2 METRES OF DOUBLE YELLOW LINES TO 23.2 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTION ALONGSIDE NEW MANDATORY CYCLE LANE.

CONVERT 5.1 METRES OF LOADING BAY 7AM TO 7PM TO 5.1 METRES OF DOUBLE YELLOW LINES TO ACCOMMODATE CYCLE PARKING BAY.

REMOVE 4.7 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8:30AM TO 6:30PM TO ACCOMMODATE ZEBRA CROSSING CONTROLLED ZONE.

- NOTES:
- 1. Do not scale from this drawing.
 - PROPOSED WHITE ROAD MARKING
 - PROPOSED YELLOW ROAD MARKINGS
 - EXISTING ROAD MARKING TO BE RETAINED
 - PROPOSED KERB LINE
 - PROPOSED CYCLE HANGAR
 - PROPOSED SIGN
 - PROPOSED CONTINUOUS CROSSING
 - PROPOSED TACTILE PAVING

04	Minor amendments	RCL	24/10/2025
03	Minor amendments	RCL	23/09/2024
02	Minor amendments	RCL	12/07/2024
01	Minor amendments	RCL	09/07/2024
00	Initial issue	RCL	23/05/2024
REV	DESCRIPTION	DES	DATE

STATUS: FOR CONSULTATION



PROJECT: SOMERS TOWN GREEN MOBILITY HUBS

DRAWING TITLE: DORIC WAY CONSULTATION PROPOSALS

DRAWING NO: 202302103-2500-11			
PROJECT NO: 202302103	SCALE @ A3: 1:500	REVISION: 04	
DESIGNED: RCL	CHECKED: RCL	APPROVED: RCL	DATE: MAY 2024

CONVERT 2.4 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS TO 2.4 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON ISLAND.

CONVERT 2.4 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS TO 2.4 METRES OF ELECTRIC CHARGING BAY.

CONVERT 3.8 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS TO 3.8 METRES OF PEDAL CYCLE PARKING BAY FOR CARGO BIKES ALSO.

CONVERT 0.8 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS TO 0.8 METRES OF SINGLE YELLOW LINE.

CONVERT 3.3 METRES OF SINGLE YELLOW LINE TO 3.3 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON BUILD OUT.

CONVERT 22 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8.30AM TO 6.30 PM TO 22 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON BUILD OUT.

CONVERT 5.3 METRES OF CAR CLUB BAYS TO 5.3 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON BUILD OUT.

CONVERT 2.4 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS TO 2.4 METRES OF ELECTRIC CHARGING BAY.

CONVERT 1.5 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS TO 1.5 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS.

CONVERT 13.5 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS TO 13.5 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON BUILD OUT.

CONVERT 2.6 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS TO 2.6 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS.

CONVERT 2.2 METRES OF RESIDENT PERMIT HOLDERS PARKING BAYS TO 2.2 METRES OF E-SCOOTER AND CYCLE HIRE BAY.

CONVERT 2.8 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8.30AM TO 6.30 PM TO 2.8 METRES OF E-SCOOTER AND CYCLE HIRE BAY.

CONVERT 4.3 METRES OF PAY BY PHONE PARKING MONDAY TO FRIDAY 8.30AM TO 6.30 PM TO 4.3 METRES OF DOUBLE YELLOW LINES WITH NO WAITING AND LOADING RESTRICTIONS ON BUILD OUT.



- NOTES:
- Do not scale from this drawing.
- PROPOSED WHITE ROAD MARKING
 - PROPOSED YELLOW ROAD MARKINGS
 - EXISTING ROAD MARKING TO BE RETAINED
 - PROPOSED KERB LINE
 - PROPOSED CYCLE HANGAR
 - PROPOSED SIGN
 - PROPOSED LIGHTING COLUMN RELOCATION

04	Minor amendments	RCL	16/03/2026
03	Minor amendments	RCL	05/02/2026
02	Minor amendments	RCL	12/06/2025
01	Minor amendments	RCL	29/10/2024
00	Initial issue	RCL	14/10/2024
REV	DESCRIPTION	DES	DATE

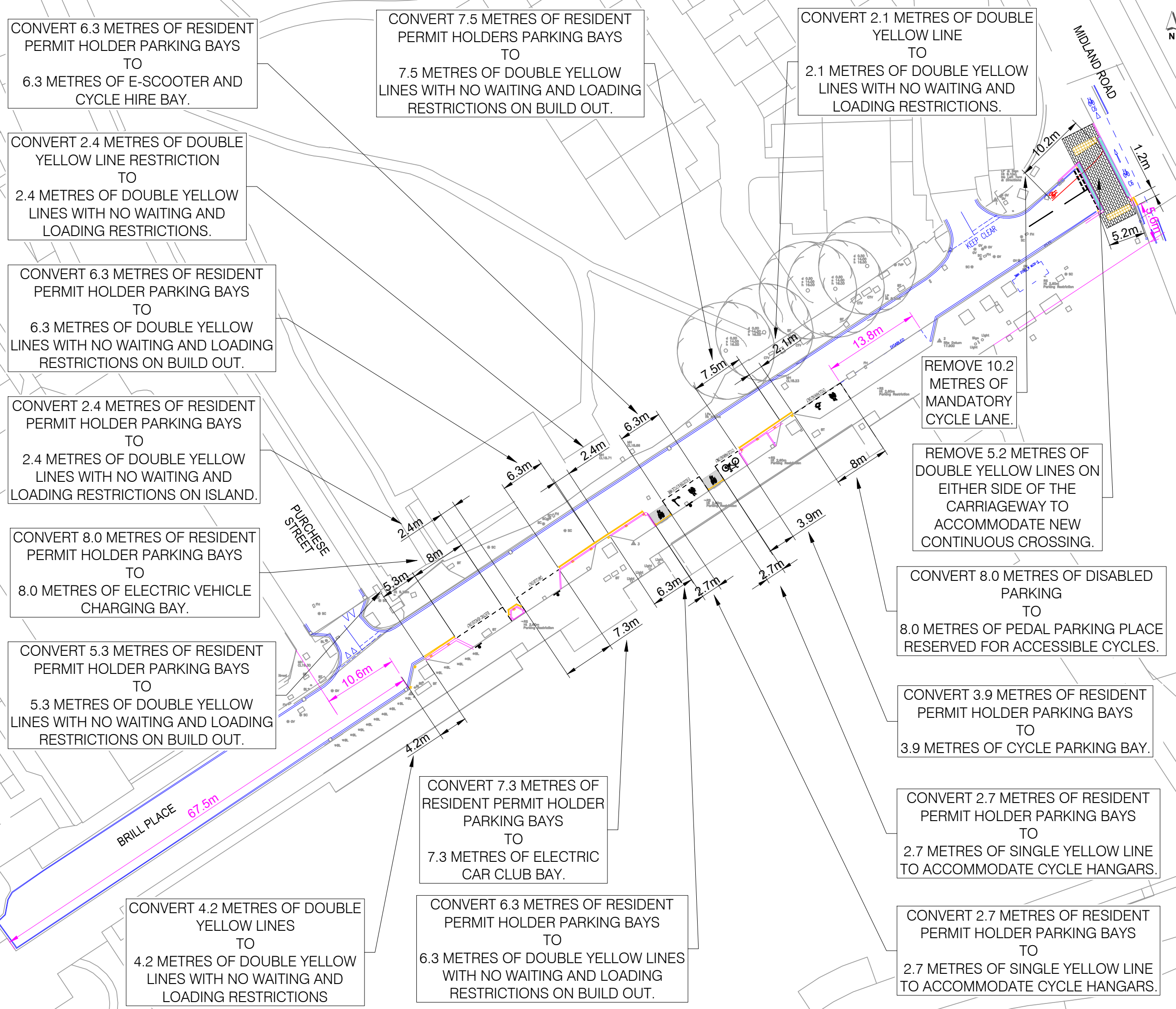
STATUS:
FOR CONSULTATION



PROJECT:
SOMERS TOWN GREEN MOBILITY HUBS

DRAWING TITLE:
WERRINGTON STREET TMO CONSULTATION PROPOSALS

DRAWING NO: 202302103-2500-31			
PROJECT NO 202302103	SCALE @ A3 1:500	REVISION 04	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE OCT 2024



- NOTES:
- Do not scale from this drawing.
- PROPOSED WHITE ROAD MARKING
 - PROPOSED YELLOW ROAD MARKINGS
 - EXISTING ROAD MARKING TO BE RETAINED
 - PROPOSED KERB LINE
 - PROPOSED CYCLE HANGAR
 - PROPOSED SIGN
 - PROPOSED CONTINUOUS CROSSING
 - PROPOSED TACTILE PAVING

REV	DESCRIPTION	DES	DATE
04	Minor amendments	RCL	16/03/2026
03	Minor amendments	RCL	05/02/2026
02	Minor amendments	RCL	12/06/2025
01	Minor amendments	RCL	29/10/2024
00	Initial issue	RCL	14/10/2024

STATUS:
FOR CONSULTATION



PROJECT:
SOMERS TOWN GREEN MOBILITY HUBS

DRAWING TITLE:
BRILL PLACE TMO CONSULTATION PROPOSALS

DRAWING NO: 202302103-2500-41			
PROJECT NO 202302103	SCALE @ A3 1:500	REVISION 04	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE OCT 2024

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 BRILL PLACE, on the south-east side, to replace:
- (i) CA-G permit parking: (A) between a point 14.8 metres north-east of a point opposite the north-eastern boundary of Monica Shaw Court (No. 31) Purchase Street and a point 44.1 metres north-east of a point opposite that boundary; and (B) between a point 46.5 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 75.9 metres north-east of a point opposite that boundary;
 - (ii) double yellow line 'at any time' waiting restrictions in those lengths between a point 10.6 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 78 metres north-east of a point opposite that boundary that are not within the lengths referred to in sub-paragraph (i) foregoing; and
 - (iii) disabled persons (blue badge) parking between a point 78 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 86 metres north-east of a point opposite that boundary,
- with the following:
- (i) electric vehicles parking, operating 'at any time', between a point 20.1 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 28.1 metres north-east of a point opposite that boundary;
 - (ii) car club parking, operating 'at any time', between a point 30.5 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 37.8 metres north-east of a point opposite that boundary;
 - (iii) e-scooter and dockless cycle hire parking, operating 'at any time', between a point 55.5 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 61.8 metres north-east of a point opposite that boundary;
 - (iv) cycle parking, operating 'at any time', between a point 64.5 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 68.4 metres north-east of a point opposite that boundary;
 - (v) accessible cycle parking, operating 'at any time', between a point 78 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 86 metres north-east of a point opposite that boundary;
 - (vi) single yellow line 'controlled hours' waiting restrictions, in order to install pedal cycle hangars: (A) between a point 52.8 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 55.5 metres north-east of a point opposite that boundary; and (B) between a point 61.8 metres north-east of a point opposite the north-

eastern boundary of No. 31 Purchase Street and a point 64.5 metres north-east of a point opposite that boundary; and

- (vii) 'at any time' waiting and loading restrictions in those lengths between a point 10.6 metres north-east of a point opposite the north-eastern boundary of No. 31 Purchase Street and a point 78 metres north-east of a point opposite that boundary that are not within the lengths referred to in sub-paragraphs (i) to (vi) foregoing;

(b) in WERRINGTON STREET

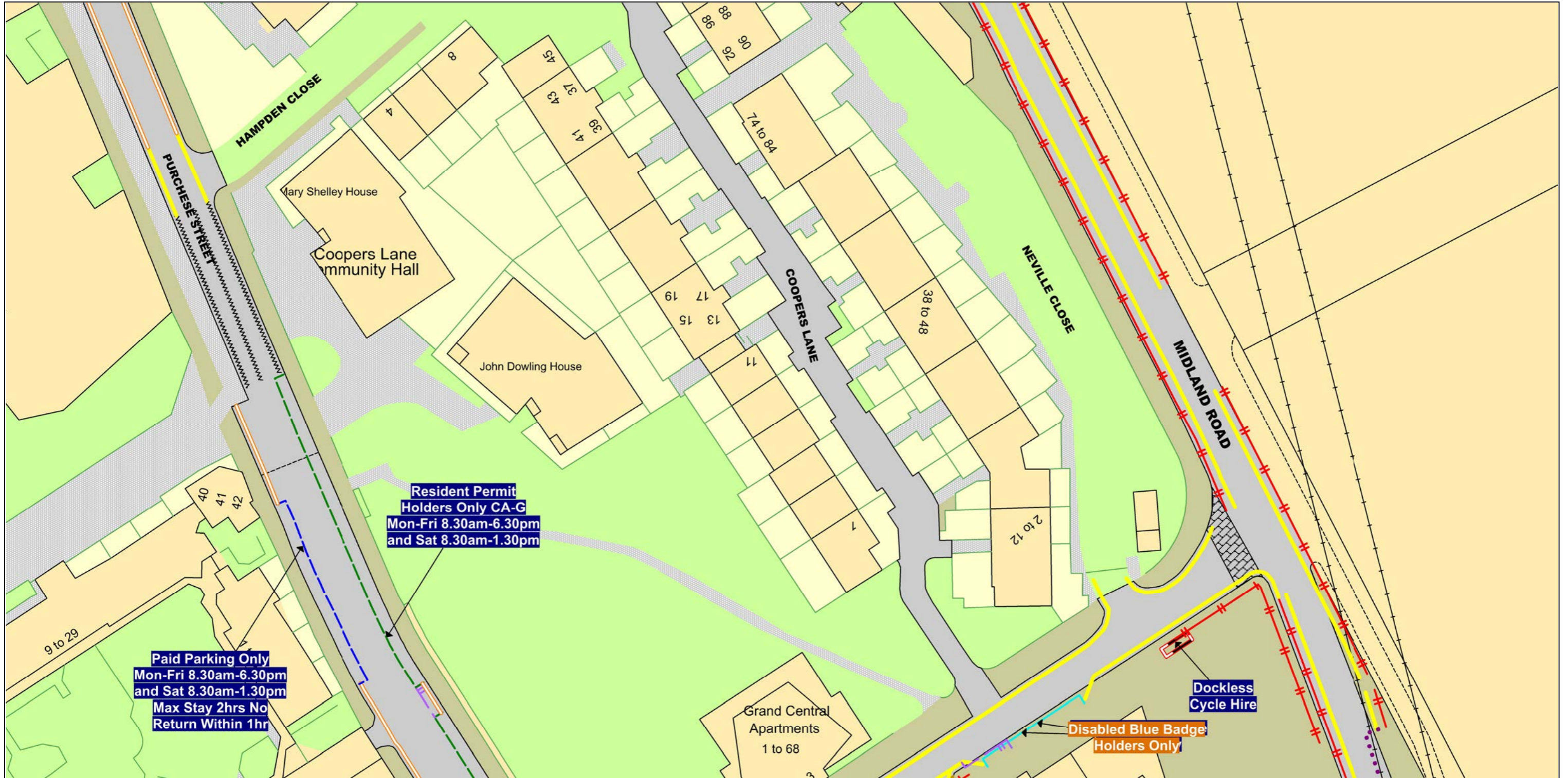
- (i) on the south-west side, to replace paid-for parking between a point 19.4 metres north-west of the south-eastern boundary of St. Augustine's House, Werrington Street and a point 41.4 metres north-west of that boundary and 'controlled hours' waiting restrictions between a point 41.4 metres north-west of the south-eastern boundary of St. Augustine's House, Werrington Street and a point 44.7 metres north-west of that boundary, with 'at any time' waiting restrictions;
- (ii) on the north-east side, to replace:
 - (A) car club parking, between a point 4.6 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 9.9 metres north-west of that boundary;
 - (B) paid-for parking, between a point 9.9 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 17 metres north-west of that boundary; and
 - (C) CA-G permit parking, between a point 17 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 48.6 metres north-west of that boundary;

with the following:

- (A) e-scooter and cycle hire parking, operating 'at any time', between a point 14.2 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 19.2 metres north-west of that boundary;
- (B) electric vehicles recharging point parking, operating 'at any time': (I) between a point 36.8 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 39.2 metres north-west of that boundary (one echelon bay); and (II) between a point 41.6 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 44 metres north-west of that boundary (one echelon bay);
- (C) cycle parking, operating 'at any time', between a point 44 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 47.8 metres north-west of that boundary;
- (D) 'controlled hours' waiting restrictions, between a point 47.8 metres north-west of the south-eastern boundary of Oakshott Court, Polygon Road and a point 48.6 metres north-west of that boundary; and
- (E) 'at any time' waiting and loading restrictions, in those lengths between a point 4.6 metres north-west of the south-eastern boundary

of Oakshott Court, Polygon Road and a point 41.6 metres north-west of that boundary not referred to in sub-paragraphs (A) to (D) foregoing; and

- (c) on the south-east side of DORIC WAY, to provide 'at any time' loading restrictions, between a point 6.7 metres north-east of the north-eastern kerb-line of Eversholt Street and a point 29.9 metres north-east of that kerb-line.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

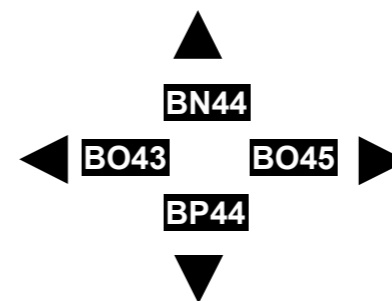
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Key to Restriction Types Displayed

- Bus Stand No stopping except local buses
- Cycle Parking
- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- Islands & build-outs not shown in OS
- 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
- Pedestrian Crossing
- Raised carriageway
- Resident Permit Holders Only CA-G 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

- Labels:
- Confirmed item
 - Proposed item
 - Confirmed experimental or temporary item

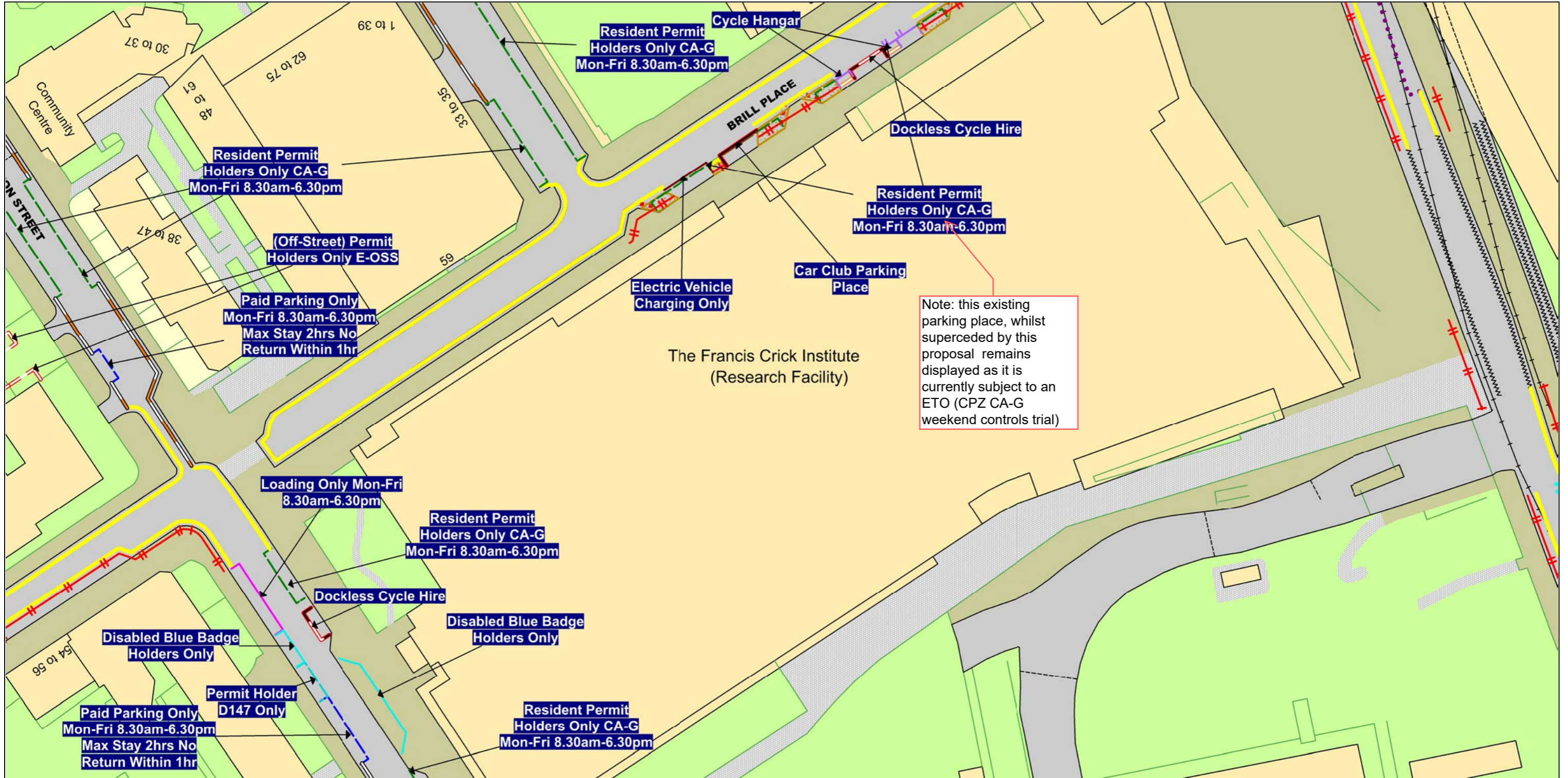


Status: PROPOSE

Map Tile Reference: Tile Ref: BO44

Sheet Revision Number:

Sheet Active From: 10/06/2026



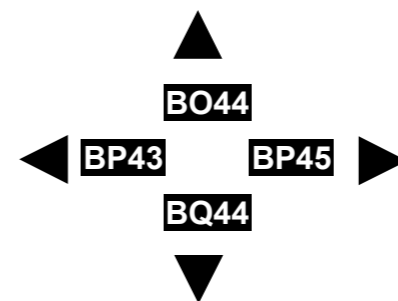
NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

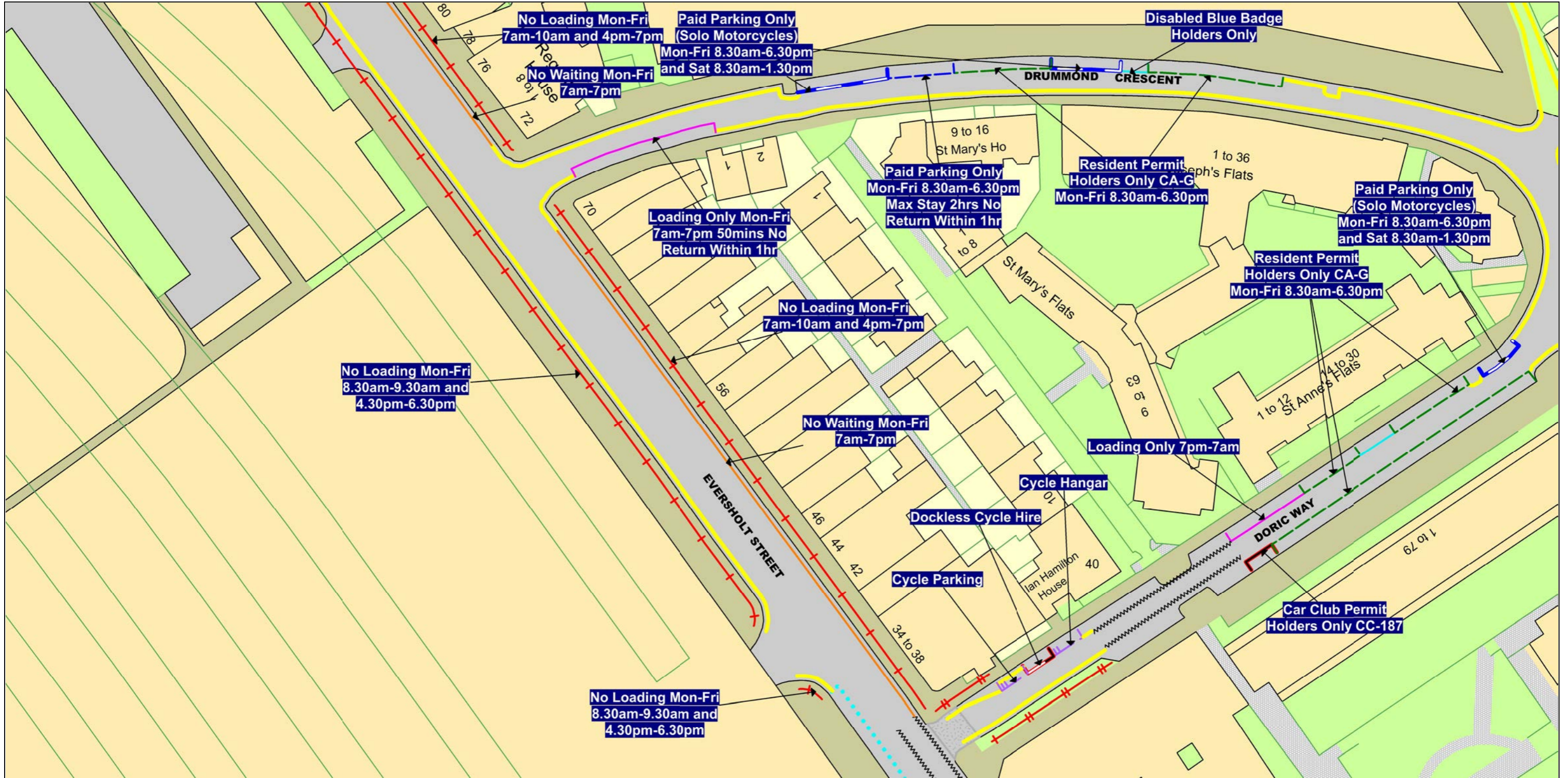
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- Key to Restriction Types Displayed
- Off Street Permit Holders (CPZ CA-G)
 - Bus Street No stopping except load/unload
 - No stopping except load/unload
 - Car Club Parking Place
 - Cycle Parking
 - Disabled Blue Badge Holders Only
 - Permit Holder D147 Only
 - Dockless Cycle Hire
 - Electric Vehicle Charging Only
 - Loading & Unloading only (Mon-Fri 8.30am-6.30pm)
 - No Loading At Any Time
 - Paid Parking (Mon-Fri 8.30am-6.30pm) Max Stay 2hrs No Return Within 1hr
 - Paid Parking (Mon-Fri 8.30am-6.30pm) Max Stay 2hrs No Return Within 1hr
 - No Waiting At Any Time
 - No Waiting Mon-Fri 8.30am-6.30pm
 - No Waiting Mon-Fri 8.30am-6.30pm



Status: PROPOSE
 Map Tile Reference: Tile Ref: BP44
 Sheet Revision Number:
 Sheet Active From: 04/06/2026



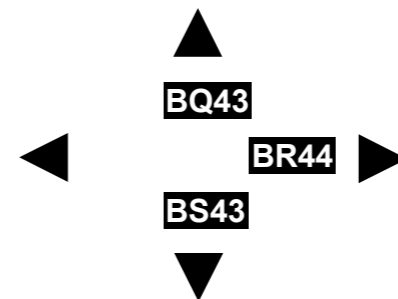
NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

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- Key to Restriction Types Displayed
- No stopping except local buses
 - Car Club Permit Holders Only CC-187
 - Cycle Parking
 - Disabled Blue Badge Holders Only
 - Dockless Cycle Hire
 - Other features within footway
 - Loading Place
 - + No Loading
 - + 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) Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
 - Pedestrian Crossing
 - Resident Permit Holders Only CA-G Mon-Fri 8.30am-6.30pm
 - No Waiting At Any Time
 - No Waiting Mon-Fri 7am-7pm



Status: PROPOSE

Map Tile Reference: Tile Ref: BR43

Sheet Revision Number:

Sheet Active From: 04/06/2026