Camden

Public notice

Argyle Square area - Safe and healthy streets

*The Camden (Moving Traffic Restrictions) (Amendment No. *) (Argyle Square, Argyle Street, Belgrove Street, Crestfield Street and St. Chad's Street) 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, 63 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, as part of a scheme of 'Safe and healthy streets' walking, cycling, accessibility, junction, and public realm improvements including footway widening, the construction of build-outs, and street greening in the vicinity of and in conjunction with the development of Belgrove House, would be, in:-

   ARGYLE SQUARE (north-eastern arm) – to update the existing one-way south-eastbound traffic working between its junctions with Argyle Square (north-western arm) and Argyle Street so as to provide contra-flow north-westbound traffic working for pedal cycles. The complementary 'no entry except pedal cycles' restriction facing traffic approaching from Argyle Square (southernmost arm) or Argyle Street would be retained. To remove the existing 'CA-D' resident permit holders parking place on the north-east side outside Nos. 9-11 Argyle Square and provide a car club parking place, 8.7 metres in length outside Nos. 9-10 Argyle Square. To remove 9.1 metres of existing 'CA-D' resident permit holders parking place on the north-east side outside Nos. 11-13 Argyle Square and provide a loading place of the same length (in which vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday), the remaining length of 'CA-D' resident permit holders parking outside Nos. 14-24 Argyle Square to be retained. The existing 'paid-for' parking place and 'CA-D' resident permit holders parking place on the south-west side would be removed and 'at any time' waiting restrictions marked on both sides of the road throughout the remaining length;

   ARGYLE SQUARE (north-western arm) - to prohibit motor vehicles from entering into or proceeding in that length which lies between its junction with Crestfield Street and its junction with Belgrove Street, retaining a two-way carriageway route for the use of pedal cycles only. The existing 'paid-for' and 'paid-for' reserved for motorcycles parking places and waiting restrictions located within this arm would be removed, and the existing prohibited right turn (except cycles) from Argyle Square (north-western arm) into Belgrove Street would be revoked;

   ARGYLE SQUARE (southernmost arm) – to update the existing one-way westbound traffic working between its junctions with Argyle Square (north-eastern arm) and Argyle Square (south-western arm) so as to provide contra-flow eastbound traffic working for pedal cycles. The complementary 'no entry

except pedal cycles' restriction facing traffic approaching from Argyle Square (south-western arm) or Argyle Street west of its junction with Argyle Square (south-western arm)would be retained. To remove 6.5 metres of 'CA-D' resident permit holders parking place on the south side outside Nos. 33-34 Argyle Square, the remaining length outside Nos. 29-33 Argyle Square to be retained. To provide a new 'paid for' parking place reserved for motorcycles only, 10.8 metres in length, operating at any time and chargeable between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday (£0.66/day - electric motorcycles, £1.30/day - other fuel types) on the south-side outside Nos. 27-28 Argyle Square. 'At any time' waiting restrictions marked on both sides of the road throughout the remaining length;

ARGYLE SQUARE (south-western arm) – to update the existing one-way south-eastbound traffic working between its junctions with Argyle Square (north-western arm) and Argyle Street so as to provide contra-flow north-westbound traffic working for pedal cycles. The complementary 'no entry except pedal cycles' restriction facing traffic approaching from Argyle Square (southernmost arm) or Argyle Street would be retained. To remove 10.1 metres of 'CA-D' resident permit holders on the south-west side outside Nos. 45-46 Argyle Square and provide a car club parking place of the same length, the remaining length outside Nos. 43-44 Argyle Square to be retained. To remove 9.3 metres of 'CA-D' resident permit holders on the south-west side outside Nos. 39-41 Argyle Square and provide a loading place of the same length (in which vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday), the remaining length outside Nos. 36-39 Argyle Square to be retained. The existing dockless cycle/e-scooter hire parking place and 'CA-D' resident permit holders parking places on the north-east side would be removed and 'at any time' waiting restrictions marked on both sides of the road throughout the remaining length;

ARGYLE STREET (east to west arm) – to update the existing one-way westbound traffic working between its junctions with Argyle Square (south-eastern arm) and Argyle Street (south-east to north-west arm) so as to provide contra-flow eastbound traffic working for pedal cycles. To provide a new loading place, 9.7 metres in length on the south side outside Nos. 52-54 Argyle Street (in which vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday) inset into the south-western kerb. To mark 'at any time' waiting restrictions on both sides of the road at its junctions with Argyle Square (north-eastern arm) and Argyle Square (south-western arm), and on both sides throughout all otherwise undesignated kerbside between its junctions with Argyle Square (south-western arm) and Argyle Street (south-east to north-west arm);

ARGYLE STREET (south-east to north-west arm) – to update the existing one-way north-westbound traffic working between its junctions with Argyle Street (east to west arm) and Euston Road so as to provide contra-flow eastbound traffic working for pedal cycles. To provide two new loading bays, on the north-east side outside Nos. 7-9 Argyle Street (9.4 metres in length) and on the south-west side outside Nos. 26-28 Argyle Street (9 metres in length), in which

vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday. To provide a new TfL cycle hire docking station on the north-east side outside Nos. 11-15 Argyle Street (16.4 metres in length) – removing the same length of existing 'paid-for' parking at this location – and a new dockless cycle/e-scooter hire parking place on the south-west side outside No. 12 Argyle Street (12 metres in length). To provide a new car club parking place, 9.9 metres in length, on the south-west side, extending north-westward from a point 2 metres north-west of the north-western kerb-line of Whidborne Street. To mark 'at any time' waiting restrictions on both sides of the road throughout all otherwise undesignated kerbside between its junctions with Argyle Street (east to west arm) and Euston Road, excepting the northernmost extent falling within the Transport for London Road Network;

BELGROVE STREET – to update the existing one-way south-eastbound traffic working so as to provide: one-way south-eastbound working for all vehicles between its junction with Euston Road and a point 36 metres south-east of the south-eastern kerb-line of Euston Road (immediately north-west of the vehicular access to Belgrove House), with a complementary 'no entry except cycles' restriction at that point to prohibit vehicles other than pedal cycles exiting against the flow, and one-way south-eastbound traffic working for all vehicles with contra-flow north-westbound traffic working for pedal cycles between a point 36 metres south-east of the south-eastern kerb-line of Euston Road and its junction with Argyle Square (north-western arm). To provide a new loading place, 25 metres in length on the south-west side outside Nos. 3-7 Belgrove Street (in which vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday) inset into the south-western kerb. To remove the existing TfL cycle hire docking station on the north-eastern footway outside Belgrove House and the existing TfL cycle hire docking station and 'CA-D' resident permit holders, car club, and dockless cycle/e-scooter hire parking places on the south-western side and 'at any time' waiting restrictions marked on both sides of the road throughout the remaining length;

CRESTFIELD STREET – to update the existing one-way south-eastbound traffic working between its junctions with Euston Road and Argyle Square (north-western arm) so as to provide contra-flow north-westbound traffic working for pedal cycles. A complementary 'no entry except cycles' restriction would be placed at a point 25 metres south-east of the south-eastern kerb-line of Euston Road (immediately north-west of the vehicular access to Belgrove House) to prohibit vehicles other than pedal cycles exiting against the flow. A new loading place (in which vehicles may load/unload for 40 minutes at any time, no return within 1 hour), 15 metres in length would be provided inset in the north-eastern kerb-line outside the Northumberland Hotel, Nos 9-11 Euston Road *(Note: the existing 'red route' loading place and disabled persons parking place on the south-west side at its junction with Euston Road would be removed and red route 'no stopping' extents revised subject to a separate consultation undertaken by Transport for London)*. The existing 'CA-D' resident permit holders, 'paid-for', and 'paid for' reserved for motorcycles parking places, and electric vehicle recharging place within Crestfield Street would be removed and 'at any time' waiting restrictions marked on both sides of the road throughout the remaining length; and

ST. CHAD'S STREET- to prohibit motor vehicles from entering into or proceeding in that length which lies between its junction with Belgrove Street and its junction with Argyle Street, retaining a two-way carriageway route for the use of pedal cycles only. A signed exception for access would be provided at its junction with Belgrove Street to facilitate motor vehicle entry to off-street parking at the rear of No. 47 Argyle Square. Vehicles other than pedal cycles subsequently exiting this length of St. Chad's Street would be prohibited from turning left into Argyle Street. The existing 'CA-D' resident permit holders, 'paid-for', and dockless cycle hire parking places, and waiting restrictions located within this arm would be removed, and the existing one-way south-westbound traffic working with pedal cycle contra-flow would be revoked.

3. FURTHER NOTICE IS HEREBY GIVEN that the Council under section 23 of the Road Traffic Regulation Act 1984, have approved the provision of 'zebra' pedestrian crossings at the following locations:-

   ARGYLE STREET – centred at a point 5 metres north-west of the realigned north-western kerb-line of St. Chad's Street. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the carriageway for a distance of 3 metres either side of this crossing;

   BELGROVE STREET – centred at a point 3.5 metres north-west of the north-western kerb-line of St. Chad's Street. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the carriageway for a distance of 7 metres north-west of this crossing. Two informal 'zebra-type' crossings (with surface markings only) would be placed in conjunction with this crossing in Argyle Square (north-western arm) and St. Chad's Street, so as to provide a designated crossing point for pedestrians across the carriageway reserved for pedal cycles; and

   CRESTFIELD STREET – centred at a point 3.5 metres north-west of the north-western kerb-line of Argyle Square (north-western arm). 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the carriageway for a distance of 7 metres north-west of this crossing. Two informal 'zebra-type' crossings (with surface markings only) would be placed in conjunction with this crossing in Argyle Square (north-western arm) and St. Chad's Street, so as to provide a designated crossing point for pedestrians across the carriageway reserved for pedal cycles.

4. FURTHER NOTICE IS HEREBY GIVEN that the Council under sections 90A to 90E of the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999, propose to construct speed tables of flat-top construction having a maximum height level with the surrounding footway and covering the full width of the carriageway at the following locations:-

   ARGYLE SQUARE (north-eastern arm) – extending from a point 0.5 metres south-east of the common boundary of Nos. 10 and 11 Argyle Square south-eastward for a distance of 4.5 metres;

   ARGYLE SQUARE (south-western arm) – extending from a point 2 metres north-west of the common boundary of Nos. 41 and 43 Argyle Square north-westward for a distance of 4.5 metres;

ARGYLE SQUARE (north-eastern arm) / ARGYLE SQUARE (south-eastern arm) / ARGYLE STREET – extending from a point in Argyle Square (north-eastern arm) 11 metres north-west of the north-western kerb-line of Argyle Street south-eastward to its junction with Argyle Street and Argyle Square (south-eastern arm), then eastward into Argyle Street for a distance of 4.5 metres from the north-eastern kerb-line of Argyle Square (north-eastern arm), and westward into Argyle Square (south-eastern arm) for a distance of 12.5 metres from the south-western kerb-line of Argyle Square (north-eastern arm);

ARGYLE SQUARE (south-western arm) / ARGYLE SQUARE (south-eastern arm) / ARGYLE STREET – extending from a point in Argyle Square (south-western arm) 11 metres north-west of the north-western kerb-line of Argyle Street south-eastward to its junction with Argyle Street and Argyle Square (south-eastern arm), then eastward into Argyle Square (south-eastern arm) for a distance of 7 metres from the north-eastern kerb-line of Argyle Square (south-western arm), and westward into Argyle Street for a distance of 14 metres from the south-western kerb-line of Argyle Square (south-western arm);

BELGROVE STREET / ARGYLE SQUARE (south-western arm) – extending from a point in Belgrove Street 7 metres north-west of the north-western kerb-line of Argyle Square (north-western arm) to a point in Argyle Square (south-western arm) 10 metres south-east of the south-eastern kerb-line of Argyle Square (north-western arm), including both ramps, and extending north-eastward into ARGYLE SQUARE (north-western arm) and south-westward into ST. CHAD'S STREET for a distance of 5 metres from north-eastern and south-western kerb-lines of Belgrove Street and Argyle Square (south-western arm), respectively; and

CRESTFIELD STREET / ARGYLE SQUARE (north-eastern arm) – extending from a point in Crestfield Street 8 metres north-west of the north-western kerb-line of Argyle Square (north-western arm) to a point in Argyle Square (north-eastern arm) 9 metres south-east of the south-eastern kerb-line of Argyle Square (north-western arm), including both ramps, and extending south-westward into ARGYLE SQUARE (north-western arm) and north-eastward into ST. CHAD'S STREET for a distance of 5 metres from north-eastern and south-western kerb-lines of Belgrove Street and Argyle Square (south-western arm), respectively.

5. Copies of the proposed Orders, of plans indicating the proposals, the Council's Statement of reasons for making the Orders, and of other relevant 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 '**TMO2627-0007'** 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 06 November 2026.

Peter Mardell – Head of Parking Operations

15 October 2026

Statement of reasons

Argyle Square area - Safe and healthy streets

*The Camden (Moving Traffic Restrictions) (Amendment No. *) (Argyle Square, Argyle Street, Belgrove Street, Crestfield Street and St. Chad's Street) Order 202**

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

SUMMARY OF CHANGES

The London Borough of Camden has developed and consulted on permanent Safe & Healthy streets changes in the Argyle Square Area. The scheme has been developed to improve safety, amenity and accessibility for all road users, including in particular for cyclists and pedestrians using the street, and to enhance the area through greening and artwork.

<u>The following permanent changes are proposed in Argyle Square Area:</u>

Proposals –

- Widening any parts of the pavement on Argyle Street, Argyle Square, Belgrove Street, Crestfield Street or St Chad's Street that are less than 2m wide. This will create more space for people walking and wheeling around the area.
- Adding raised crossings (where the pavement and road are at the same level) to make it easier for people to cross the roads on the west, east and south sides of Argyle Square and Argyle Street.
- Adding parallel Crossings (where pedestrians and people cycling can cross together) to make it easier for people walking, wheeling and cycling to cross the road across:
    - the north side of the junction of Belgrove Street, Argyle Square and St Chad's Street
    - the north side of the junction of Crestfield Street, Argyle Square and St Chad's Street
- Keeping two way cycling routes across the area on one-way streets, with the exception of the north part of Belgrove Street leading to Euston Road, to make it easier and more efficient for people who cycle to travel around the area.
- Adding more cycle parking stands to Euston Road to increase cycling facilities locally.
- Relocating some Santander bike stands from Belgrove Street to Crestfield Street and Argyle Street to spread these bikes out and make them easier to access.
- Introducing parking for e-scooters and cycle hire bikes on Argyle Street to improve access to shared micromobility and provide designated parking facilities.

- Closing St Chad's Street (between Belgrove Street and Argyle Street) and Argyle Square (between Belgrove Street and Crestfield Street) to motor vehicles and become cycle and pedestrian only. This space will have seating, planting and play features for children including colourful markings on the streets showing scooting routes, boulders, stepping stones or timbers to balance on. Vehicle access will only be maintained for the garages of two privately owned properties.
- Creating an outdoor space on St Chad's Street outside the southern side of Belgrove House, which could be used as space for a café or events.
- Adding planting spaces – and Sustainable Drainage Systems (SuDS) where possible - across the area including on Argyle Street, Argyle Square, Belgrove Street, Crestfield Street and St Chad's Street. This will improve the look and feel of the area, contribute to improvements in air quality and improve biodiversity. The SuDs will also control flow rates, reduce volumes of runoff, provide water quality benefits, and create opportunities for biodiversity and amenity.
- Improving the setting of the park in both visual and environmental terms, including through additional tree planting which will offer a cooling effect by reducing the surface area of hard standing, will provide increased canopy and shade, and will mitigate the effects of climate change.
- Based on data around occupancy, the proposals involve the removal of a total of 39 resident bays, leaving 60 resident bays with 54 Active Resident Permits. This is considered sufficient to cater to the number of active permits in the area. In addition, 9 existing pay-by-phone bays would be removed.
- Paid for parking would be kept nearby at: the western end of St Chad's Street, close to the junction of Gray's Inn Road; and Argyle Street between the junctions with Birkenhead Street and Gray's Inn Road.
- 6 Car Club bays, 5 solo motorcycle bays (down from 6 solo motorbike bays currently), and 1 loading bay are proposed to be relocated from their existing locations on Belgrove Street, Crestfield Street, St Chad's Street (west) and Argyle Square (north) to Argyle Square (east and west) and Argyle Street.
- 2 of the Car Club bays and the 5 solo motorcycle bays are proposed to be relocated to sections of single yellow line, which does not reduce existing parking bay numbers.
- A space on Crestfield Street will be used as a vehicle pad, with no waiting or loading at any time with the exception of authorised vehicles who may park within the limits of the traffic regulation order when attending the building for gas supply purposes.

REASONS FOR PROPOSING TO MAKE THE ORDERS

The proposed changes have been developed to help deliver on the Council's commitments to introducing cycling, walking, wheeling, road safety and public realm improvements in the Argyle Square Area as set out in its Transport Strategy Delivery Plan 2025-2028. The proposals respond to policies and actions in Camden's Transport Strategy, and associated Cycling Action Plan, Road Safety Action Plan and Walking and Accessibility Action Plan.

Private motor-vehicle access in the King's Cross Ward is low, meaning that walking, wheeling, cycling and public transport are important modes in the area and that reallocating kerbside space that is currently used for parking to more sustainable uses, such as crossings, is particularly impactful here. Introducing more cycling infrastructure would also help make cycling more accessible to groups who might be less represented in using this mode of transport, including older people, children, disabled people, women, and people from ethnic minorities, while improving access to one of the cheapest transport modes for people on low incomes.

The Argyle Square Area Safe and Healthy Streets proposals deliver against the Cycling Action Plan (CAP). The CAP synthesises policies and measures in the CTS that enable and support increased and safe cycling levels in Camden. Argyle Street, Belgrove Street and Crestfield Street are all identified as secondary cycling routes within the CAP, and segregated cycle routes encourage more people to cycle. The potential traffic speed reductions resulting from the changes and planting and trees may improve local air quality and climate resilience, which would also support local health and wellbeing.

Overall, the walking, wheeling, cycling, road safety, public realm and shared mobility improvements would align with the Council's policy vision set out in:

- We Make Camden
- Euston Area Plan
- Camden's Transport Strategy and supporting action plans
- Camden's Climate Action Plan
- Camden's Clean Air Action Plan
- Camden's Health and Well-Being Strategy
- Camden Tree Planting Strategy 2020-25
- Camden Biodiversity Strategy

For more information visit:-

https://camden.moderngov.co.uk/ieDecisionDetails.aspx?Id=5133

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2026 No. 0**

The Camden (Moving Traffic Restrictions) (Amendment No. *)
(Argyle Square, Argyle Street, Belgrove Street, Crestfield Street
and St. Chad's Street) Order 2026

Made: 2026

Coming into force: 2026

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 1984[1], 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 (Moving Traffic Restrictions) (Amendment No. *) (Argyle Square, Argyle Street, Belgrove Street, Crestfield Street and St. Chad's Street) Order 2026 and shall come into force on 2026.

Interpretation

2. (1) In this Order:-

"causing" includes "permitting";

"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 2026, which depicts the moving traffic restrictions designated, provided or imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular moving traffic restriction, and, if appropriate, certain of its 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 moving traffic restriction is depicted on the map based schedule, that moving traffic 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 2026 which, when used in conjunction with the map-based schedule, identifies the specific type of moving traffic restrictions designated, provided or 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;

"pedal cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016[2]; and

"the Order of 2026" means the Camden (Moving Traffic Restrictions) Consolidation Order 2026[3], as amended.

(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 2026 shall have the same meaning as in that Order.

Moving traffic restrictions – one-way traffic working and one-way traffic working with pedal cycle contraflow

3. (1) No person shall cause any vehicle other than a pedal cycle to proceed in Argyle Square (north-eastern arm) in a direction other than from north-west to south-east.

(2) No person shall cause any vehicle other than a pedal cycle to proceed in Argyle Square (south-western arm) in a direction other than from north-west to south-east.

(3) No person shall cause any vehicle other than a pedal cycle to proceed in Argyle Square (southernmost arm) in a direction other than from east to west.

(4) No person shall cause any vehicle other than a pedal cycle to proceed in Argyle Street (east to west arm) in a direction other than from east to west.

(5) No person shall cause any vehicle other than a pedal cycle to proceed in Argyle Street (south-east to north-west arm) in a direction other than from south-east to north-west.

(6) No person shall cause any vehicle to proceed in that part of Belgrove Street which lies between its junction with Euston Road and a point 36 metres south-east of the south-eastern kerb-line of Euston Road in a direction other than from north-west to south-east.

[2] SI 2016/362
[3] LBC 2026/023

(7) No person shall cause any vehicle other than a pedal cycle to proceed in that part of Belgrove Street which lies between a point 36 metres south-east of the south-eastern kerb-line of Euston Road and its junction with Argyle Square (north-western arm) and St. Chad's Street in a direction other than from north-west to south-east.

(8) No person shall cause any vehicle other than a pedal cycle to proceed in Crestfield Street in a direction other than from north-west to south-east.

Moving traffic restrictions – no entry and no entry except pedal cycles

4. (1) No person causing any vehicle other than a pedal cycle to proceed in Argyle Street or Argyle Square (southernmost arm) shall, upon reaching its junction with Argyle Square (north-eastern arm) cause that vehicle to enter into Argyle Square (north-eastern arm).

(2) No person causing any vehicle other than a pedal cycle to proceed in Argyle Square (southernmost arm) or Argyle Street shall, upon reaching its junction with Argyle Square (south-western arm) cause that vehicle to enter into Argyle Square (south-western arm).

(3) No person causing any vehicle other than a pedal cycle to proceed in Argyle Street or Argyle Square (south-western arm) or shall, upon reaching its junction with Argyle Square (southernmost arm) cause that vehicle to enter into Argyle Square (southernmost arm).

(4) No person causing any vehicle to proceed in that part of Belgrove Street which lies to the south-east of a point 36 metres south-east of the south-eastern kerb-line of Euston Road shall, upon reaching said point, cause that vehicle to enter into that part of Belgrove Street which lies to the north-west of said point.

(5) No person causing any vehicle other than a pedal cycle to proceed in that part of Crestfield Street which lies to the south-east of a point 25 metres south-east of the south-eastern kerb-line of Euston Road shall, upon reaching said point, cause that vehicle to enter into that part of Crestfield Street which lies to the north-west of said point.

Moving traffic restrictions – prohibited turn except pedal cycles

5. No person causing any vehicle other than a pedal cycle to proceed in a south-westbound direction in St. Chad's Street shall, upon reaching its junction with Argyle Street, cause that vehicle to turn left into Argyle Street.

Moving traffic restrictions – prohibition of motor vehicles and prohibition of motor vehicles except for access

6. (1) No person shall cause any motor vehicle to enter into or proceed in that length of Argyle Square (north-western arm) which lies between its junction with Crestfield Street and Belgrove Street.

(2) Except as provided in Article 6(3) of this Order, no person shall cause any motor vehicle to enter into or proceed in that length of St. Chad's Street which lies between its junction with Belgrove Street and its junction with Argyle Street.

(3) Exception to the restriction in Article 6(2) of this Order would be provided for vehicles entering said length of St. Chad's Street at its junction with Belgrove Street for the purpose of gaining access to premises either located therein or only accessible therefrom.

Exemptions from restrictions

7. (1) Without prejudice to the provisions of Article 16 of the Order of 2026, Articles 3, 4, 5 and 6 of this Order shall not apply:-

(a) in respect of any vehicle being used for ambulance, fire brigade or police purposes; or

(b) in respect of 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

(c) in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

Provided that the physical layout or design of the road, or of any structure or other feature or item of street furniture located in relation to that road, allows for such usage or passage of vehicles or such action without danger to other road users, or to the fabric of the road or such surrounding structures or features.

(2) Without prejudice to the provisions of Article 16 of the Order of 2026, Article 6 of this Order shall not apply if the vehicle is being used:-

(a) for the purpose of collecting refuse; or

(b) in connection with the removal of any obstruction to traffic; or

(c) in connection with the maintenance, improvement or reconstruction of any road; or

(d) in connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure; or

(e) in connection with any building operation or demolition; or

(f) in connection with the laying, erection, alteration or repair in or near that length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network, providing the vehicle cannot be used for that purpose without entering into or proceeding in a length of road subject to a prohibition or restriction and in so far as that activity is not prohibited by the provisions of any other Order;

Provided that the physical layout or design of the road, or of any structure or other feature or item of street furniture located in relation to that road, allows for such usage or passage of vehicles or such action without danger to other road users, or to the fabric of the road or such surrounding structures or features;

or

(g) by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise so authorised by the Council.

Substitution of map tiles

8. (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 2026 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 provided or imposed by a previous version of that map tile and not incorporated into the latest version.

Dated this 2026

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of a scheme of 'Safe and healthy streets' walking, cycling, accessibility, junction, and public realm improvements including footway widening, the construction of build-outs, and street greening in the vicinity of and in conjunction with the development of Belgrove House, amends the Camden (Moving Traffic Restrictions) Consolidation Order 2026 so as to, in:-

ARGYLE SQUARE (north-eastern arm) – to update the existing one-way south-eastbound traffic working between its junctions with Argyle Square (north-western arm) and Argyle Street so as to provide contra-flow north-westbound traffic working for pedal cycles. The complementary 'no entry except pedal cycles' restriction facing traffic approaching from Argyle Square (southernmost arm) or Argyle Street would be retained.

ARGYLE SQUARE (north-western arm) - to prohibit motor vehicles from entering into or proceeding in that length which lies between its junction with Crestfield Street and its junction with Belgrove Street, retaining a two-way carriageway route for the use of pedal cycles only, the existing prohibited right turn (except cycles) from Argyle Square (north-western arm) into Belgrove Street to be revoked;

ARGYLE SQUARE (southernmost arm) – to update the existing one-way westbound traffic working between its junctions with Argyle Square (north-eastern arm) and Argyle Square (south-western arm) so as to provide contra-flow eastbound traffic working for pedal cycles. The complementary 'no entry except pedal cycles' restriction facing traffic approaching from Argyle Square (south-western arm) or Argyle Street west of its junction with Argyle Square (south-western arm)would be retained.

ARGYLE SQUARE (south-western arm) – to update the existing one-way south-eastbound traffic working between its junctions with Argyle Square (north-western arm) and Argyle Street so as to provide contra-flow north-westbound traffic working for pedal cycles. The complementary 'no entry except pedal cycles' restriction facing traffic approaching from Argyle Square (southernmost arm) or Argyle Street would be retained;

ARGYLE STREET (east to west arm) – to update the existing one-way westbound traffic working between its junctions with Argyle Square (southernmost arm) and Argyle Street (south-east to north-west arm) so as to provide contra-flow eastbound traffic working for pedal cycles.

ARGYLE STREET (south-east to north-west arm) – to update the existing one-way north-westbound traffic working between its junctions with Argyle Street (east to west arm) and Euston Road so as to provide contra-flow eastbound traffic working for pedal cycles;

BELGROVE STREET – to update the existing one-way south-eastbound traffic working so as to provide: one-way south-eastbound working for all vehicles between its junction with Euston Road and a point 36 metres south-east of the south-eastern kerb-line of Euston Road (immediately north-west of the vehicular access to Belgrove House), with a complementary 'no entry except cycles' restriction at that point to prohibit vehicles other than pedal cycles exiting against the flow, and one-way south-eastbound traffic working for all vehicles with contra-flow north-westbound traffic working for pedal cycles between a point 36 metres south-east of the south-

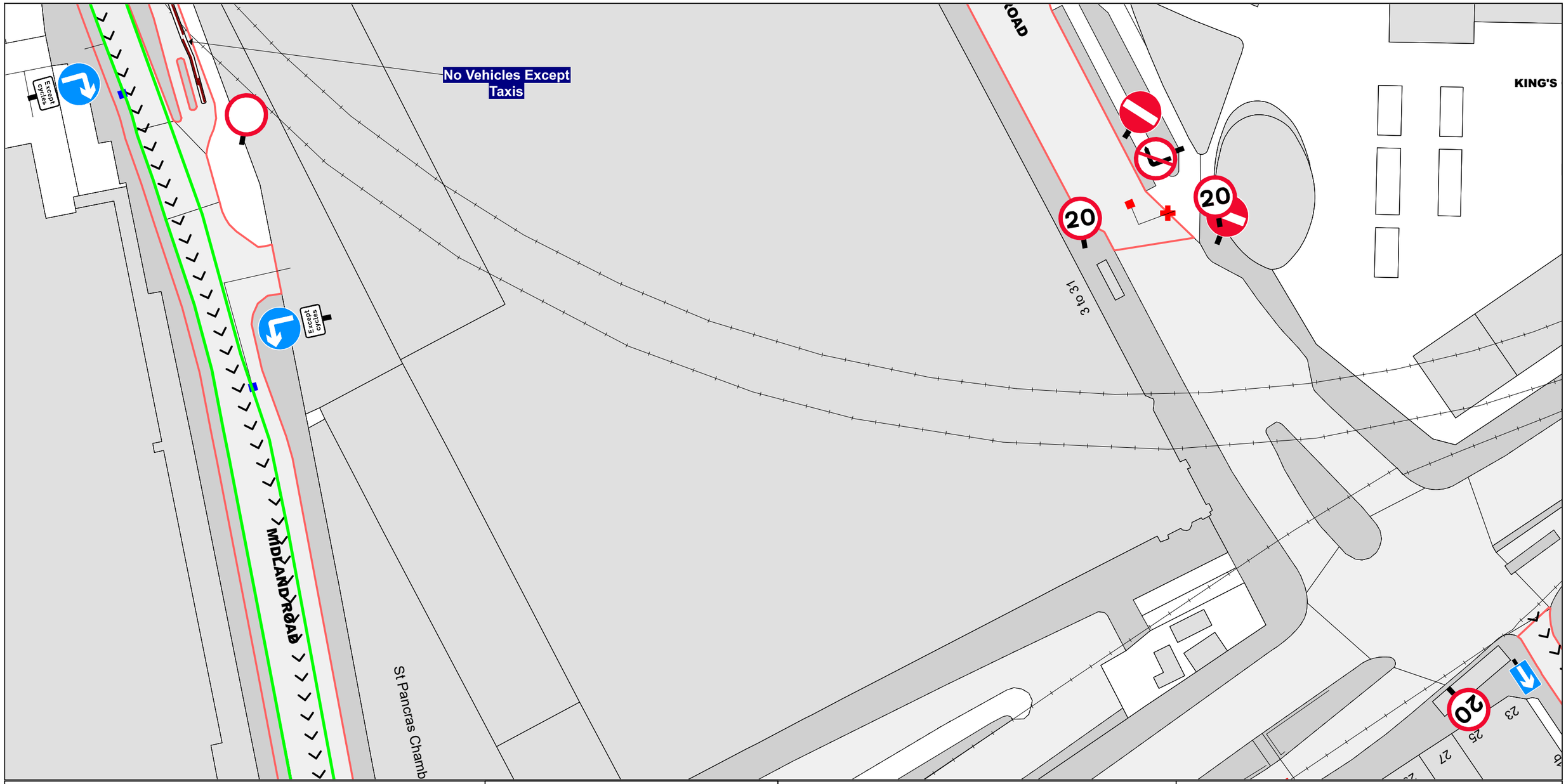
eastern kerb-line of Euston Road and its junction with Argyle Square (north-western arm);

CRESTFIELD STREET – to update the existing one-way south-eastbound traffic working between its junctions with Euston Road and Argyle Square (north-western arm) so as to provide contra-flow north-westbound traffic working for pedal cycles. A complementary ‘no entry except cycles’ restriction would be placed at a point 25 metres south-east of the south-eastern kerb-line of Euston Road (immediately north-west of the vehicular access to Belgrove House) to prohibit vehicles other than pedal cycles exiting against the flow;

ST. CHAD’S STREET- to prohibit motor vehicles from entering into or proceeding in that length which lies between its junction with Belgrove Street and its junction with Argyle Street, retaining a two-way carriageway route for the use of pedal cycles only. A signed exception for access would be provided at its junction with Belgrove Street to facilitate motor vehicle entry to off-street parking at the rear of No. 47 Argyle Square. Vehicles other than pedal cycles subsequently exiting this length of St. Chad’s Street would be prohibited from turning left into Argyle Street, and the existing one-way south-westbound traffic working with pedal cycle contra-flow would be revoked.

in the London Borough of Camden.

The Camden (Moving Traffic Restrictions) (Amendment No. *) (Argyle Square, Argyle Street, Belgrove Street, Crestfield Street and St. Chad's Street) Order 202*



Camden

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
LB Camden
Licence No: 100019726 2026

N

SCALE - 1 : 625 at A3 size

NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Key to Restriction Types Displayed

- 20mph
- Cycle Lane
- Left Turn Only Except Cycles
- No Entry
- No Right Turn
- One Way
- No Vehicles Except Taxis
- Right Turn Only Except Cycles

BP45

BQ44 BQ46

BR45

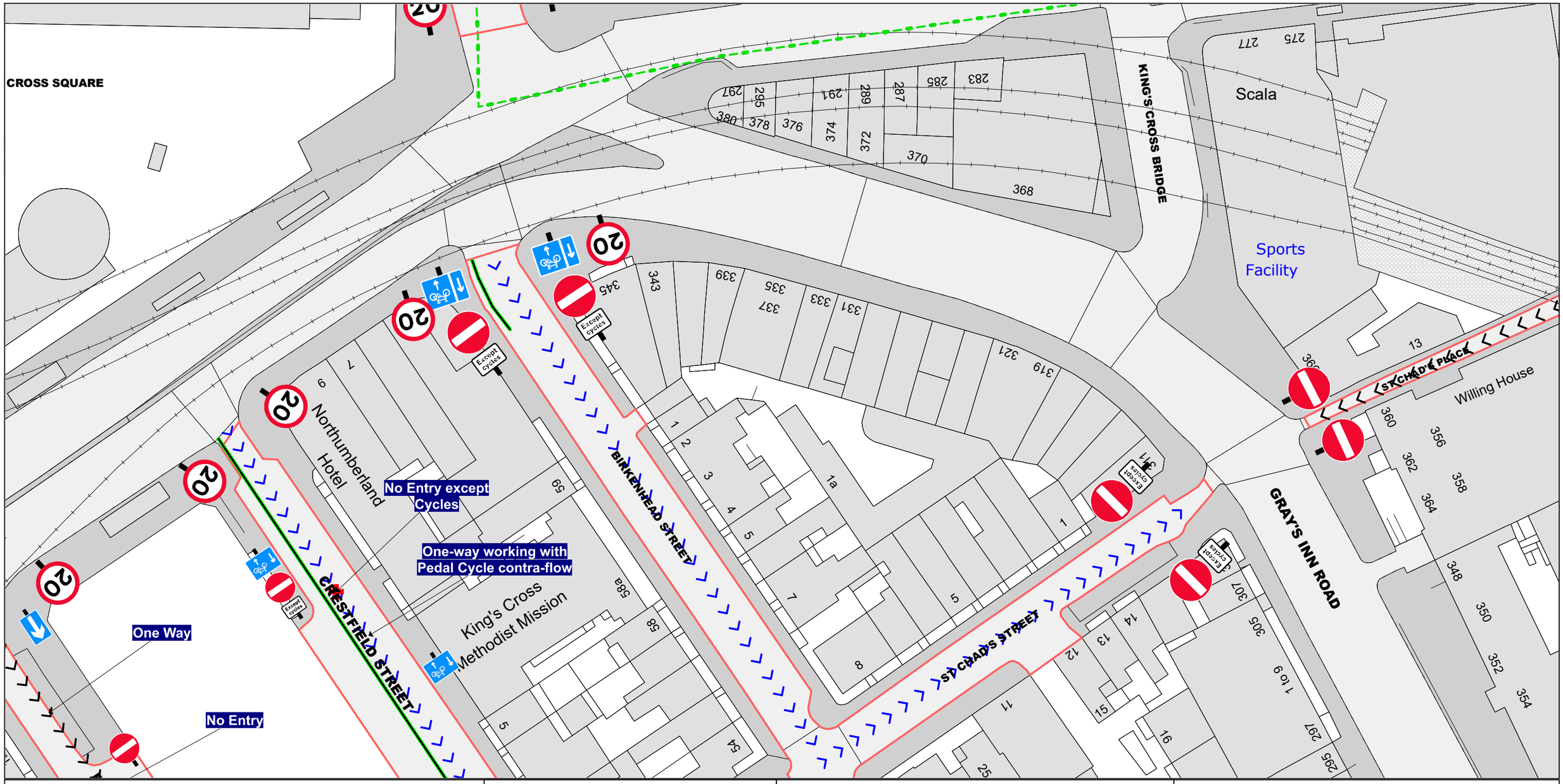
Status: PROPOSE

Map Tile Reference: Tile Ref: BQ45

Sheet Revision Number:

Sheet Active From: 28/09/2026

The Camden (Moving Traffic Restrictions) (Amendment No. *) (Argyle Square, Argyle Street, Belgrove Street, Crestfield Street and St. Chad's Street) Order 202*



Camden

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
LB Camden
Licence No: 100019726 2026

N

SCALE - 1 : 625 at A3 size

NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Key to Restriction Types Displayed

- **20mph**
- **Advisory Cycle Lane**
- **No Entry except Cycles**
- **One Way**
- **One Way Contra-flow Cycle Lane**

BP46

BQ45 BQ47

BR46

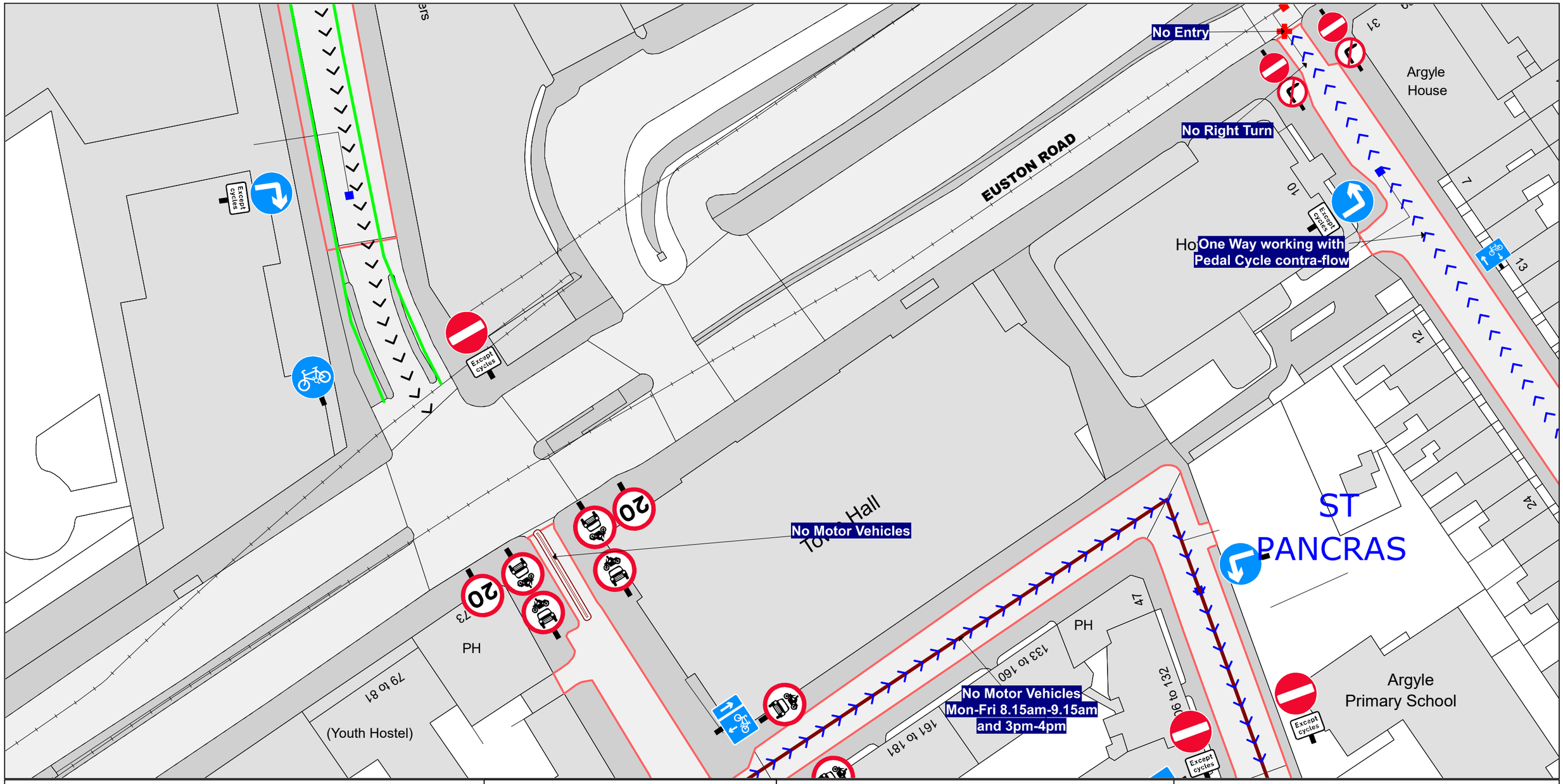
Status: PROPOSE

Map Tile Reference: Tile Ref: BQ46

Sheet Revision Number:

Sheet Active From: 28/09/2026

The Camden (Moving Traffic Restrictions) (Amendment No. *) (Argyle Square, Argyle Street, Belgrove Street, Crestfield Street and St. Chad's Street) Order 202*



Camden

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
LB Camden
Licence No: 100019726 2026

N

SCALE - 1 : 625 at A3 size

NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Key to Restriction Types Displayed

- 20mph
- Cycle Lane
- Left Turn Only
- No Entry
- No Right Turn
- One Way
- One Way Contra-flow Cycle Lane
- No Motor Vehicles
- No Motor Vehicles Mon-Fri 8.15am-9.15am and 3pm-4pm
- Right Turn Only Except Cycles

Labels:

Confirmed item

BQ45

BR44 BR46

BS45

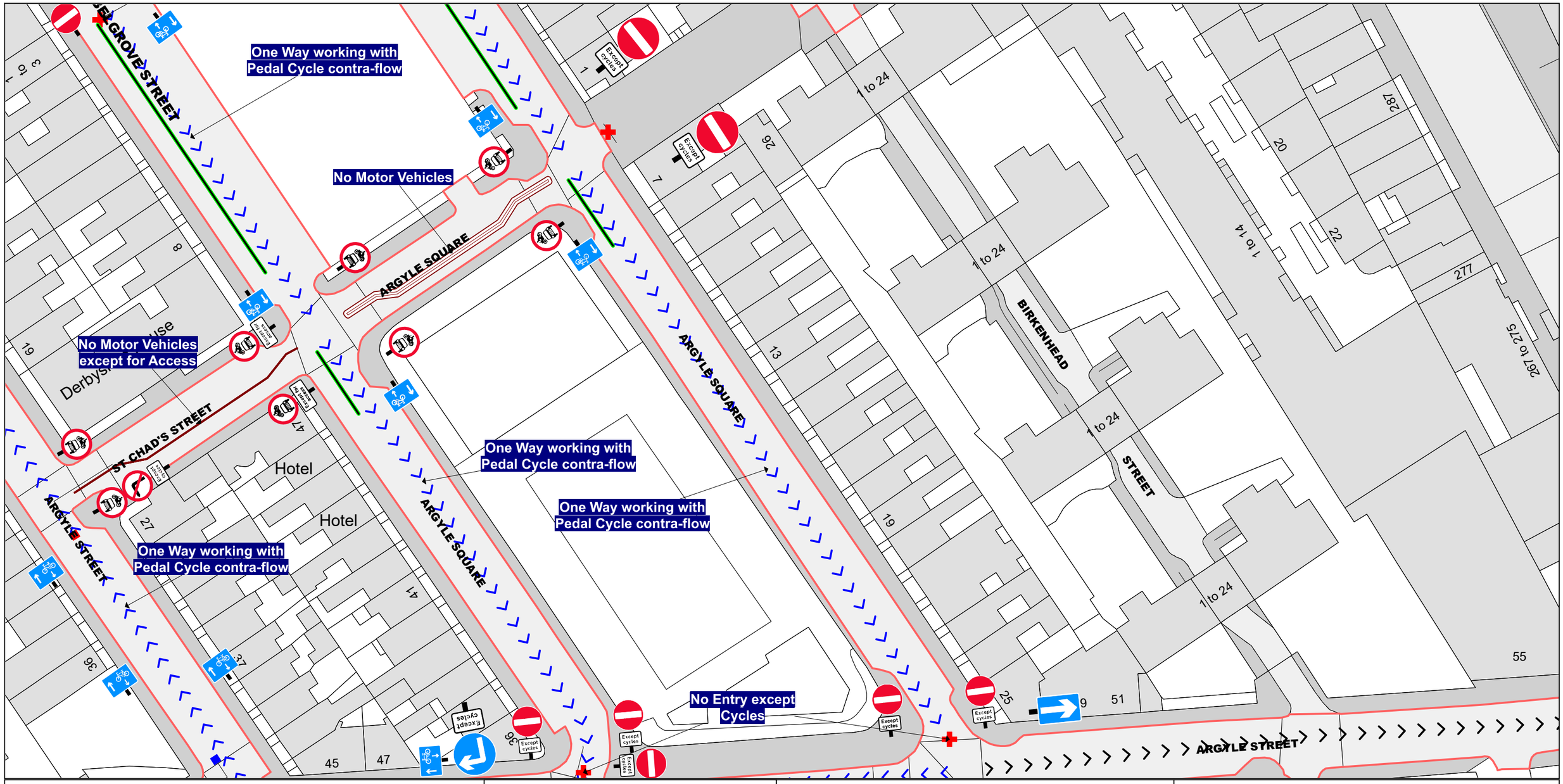
Status: PROPOSE

Map Tile Reference: Tile Ref: BR45

Sheet Revision Number:

Sheet Active From: 28/09/2026

The Camden (Moving Traffic Restrictions) (Amendment No. *) (Argyle Square, Argyle Street, Belgrove Street, Crestfield Street and St. Chad's Street) Order 202*



Camden

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
LB Camden
Licence No: 100019726 2026

N

SCALE - 1 : 625 at A3 size

NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Key to Restriction Types Displayed

- 20mph
- Advisory Cycle Lane
- Left Turn Only Except Cycles
- No Entry
- No Left Turn Except Cycles
- One Way
- One Way Contra-flow Cycle Lane
- Prohibited Access Motor Vehicles except for Access
- No Motor Vehicles
- Right Turn Only Except Cycles

BQ46

BR45 BR47

BS46

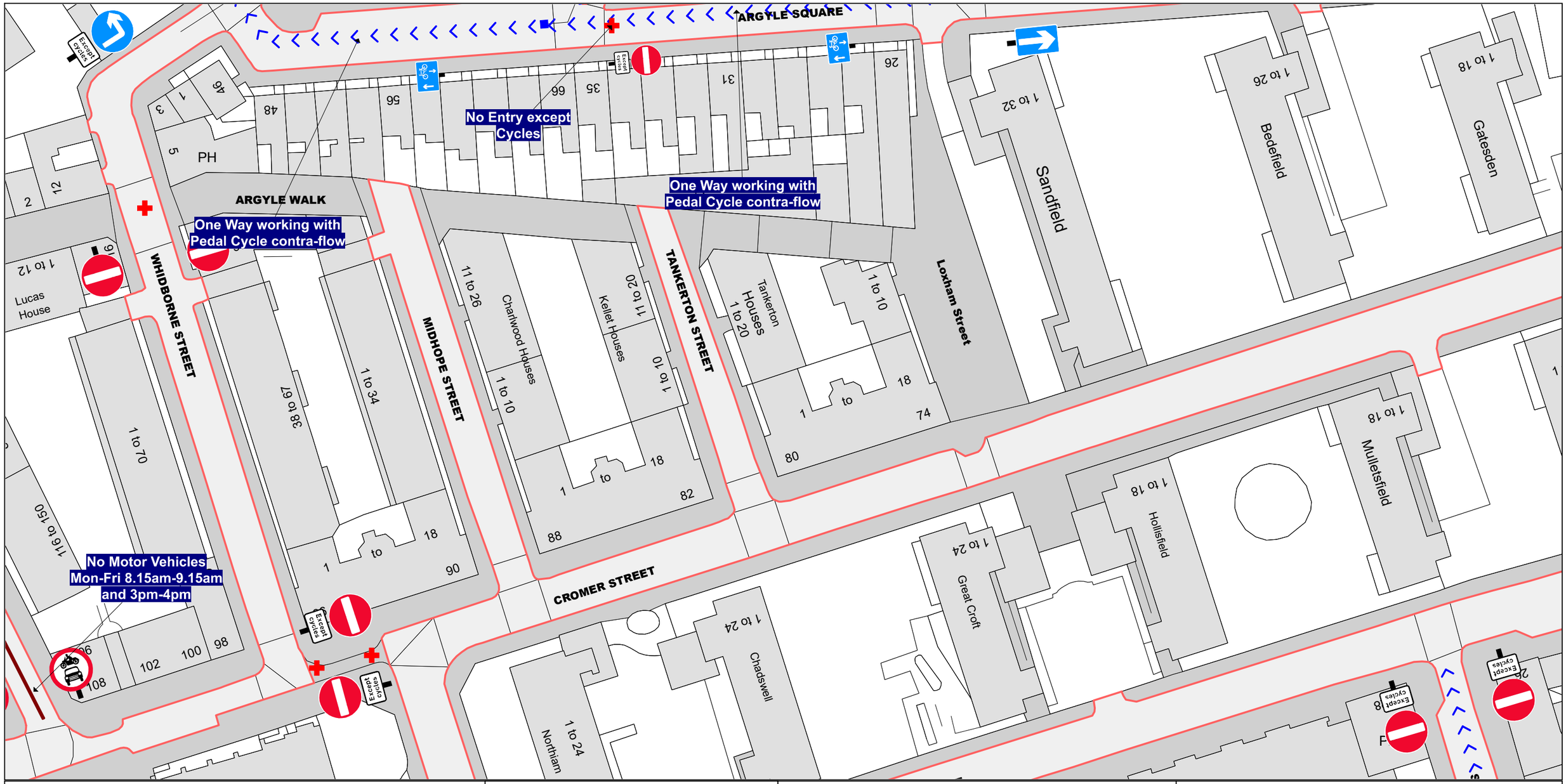
Status: PROPOSE

Map Tile Reference: Tile Ref: BR46

Sheet Revision Number:

Sheet Active From: 28/09/2026

The Camden (Moving Traffic Restrictions) (Amendment No. *) (Argyle Square, Argyle Street, Belgrove Street, Crestfield Street and St. Chad's Street) Order 202*


ARGYLE SQUARE
No Entry except Cycles
One Way working with Pedal Cycle contra-flow
ARGYLE WALK
One Way working with Pedal Cycle contra-flow
WHIDBORNE STREET
MIDHOPE STREET
TANKERTON STREET
Loxham Street
CROMER STREET
No Motor Vehicles Mon-Fri 8.15am-9.15am and 3pm-4pm
Except cycles
Lucas House
PH
Sandfield
Bedefield
Gatesden
Mulletsfield
Hollisfield
Great Croft
Chadswell
Northiam
Chatwood Houses
Kellet Houses
Tankerton Houses
1 to 70
1 to 34
36 to 67
1 to 150
1 to 32
1 to 26
1 to 18
1 to 24
1 to 10
11 to 20
11 to 26
1 to 12
1 to 74
1 to 80
1 to 82
1 to 88
1 to 90
1 to 98
1 to 100
1 to 102
1 to 108
1 to 116
1 to 18
1 to 18
1 to 24
1 to 24
1 to 10
11 to 20
1 to 10
1 to 18
1 to 18
1 to 18

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: ** **** 202*

Coming into force: ** **** 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 1984[1], 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 2025[2].

(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 2016[3].

[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, as part of a scheme of 'Safe and healthy streets' walking, cycling, accessibility, junction, and public realm improvements including footway widening, the construction of build-outs, and street greening in the vicinity of and in conjunction with the development of Belgrove House, amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as to, in:-

ARGYLE SQUARE (north-eastern arm) – to remove the existing 'CA-D' resident permit holders parking place on the north-east side outside Nos. 9-11 Argyle Square and provide a car club parking place, 8.7 metres in length outside Nos. 9-10 Argyle Square. To remove 9.1 metres of existing 'CA-D' resident permit holders parking place on the north-east side outside Nos. 11-13 Argyle Square and provide a loading place of the same length (in which vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday), the remaining length of 'CA-D' resident permit holders parking outside Nos. 14-24 Argyle Square to be retained. The existing 'paid-for' parking place and 'CA-D' resident permit holders parking place on the south-west side would be removed and 'at any time' waiting restrictions marked on both sides of the road throughout the remaining length;

ARGYLE SQUARE (north-western arm) - to remove existing 'paid-for' and 'paid-for' reserved for motorcycles parking places and waiting restrictions located between its junctions with Crestfield Street and Belgrove Street.

ARGYLE SQUARE (southernmost arm) – to remove 6.5 metres of 'CA-D' resident permit holders parking place on the south side outside Nos. 33-34 Argyle Square, the remaining length outside Nos. 29-33 Argyle Square to be retained. To provide a new 'paid for' parking place reserved for motorcycles only, 10.8 metres in length, operating at any time and chargeable between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday (£0.66/day - electric motorcycles, £1.30/day - other fuel types) on the south-side outside Nos. 27-28 Argyle Square. 'At any time' waiting restrictions marked on both sides of the road throughout the remaining length;

ARGYLE SQUARE (south-western arm) – to remove 10.1 metres of 'CA-D' resident permit holders on the south-west side outside Nos. 45-46 Argyle Square and provide a car club parking place of the same length, the remaining length outside Nos. 43-44 Argyle Square to be retained. To remove 9.3 metres of 'CA-D' resident permit holders on the south-west side outside Nos. 39-41 Argyle Square and provide a loading place of the same length (in which vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday), the remaining length outside Nos. 36-39 Argyle Square to be retained. The existing dockless cycle/e-scooter hire parking place and 'CA-D' resident permit holders parking places on the north-east side would be removed and 'at any time' waiting restrictions marked on both sides of the road throughout the remaining length;

ARGYLE STREET (east to west arm) – to provide a new loading place, 9.7 metres in length on the south side outside Nos. 52-54 Argyle Street (in which vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday

to Friday and between the hours of 8.30 am and 1.30 pm on Saturday) inset into the south-western kerb; To mark ‘at any time’ waiting restrictions on both sides of the road at its junctions with Argyle Square (north-eastern arm) and Argyle Square (south-western arm), and on both sides throughout all otherwise undesignated kerbside between its junctions with Argyle Square (south-western arm) and Argyle Street (south-east to north-west arm);

ARGYLE STREET (south-east to north-west arm) – to provide two new loading bays, on the north-east side outside Nos. 7-9 Argyle Street (9.4 metres in length) and on the south-west side outside Nos. 26-28 Argyle Street (9 metres in length), in which vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday. To provide a new TfL cycle hire docking station on the north-east side outside Nos. 11-15 Argyle Street (16.4 metres in length) – removing the same length of existing ‘paid-for’ parking at this location – and a new dockless cycle/e-scooter hire parking place on the south-west side outside No. 12 Argyle Street (12 metres in length). To provide a new car club parking place, 9.9 metres in length, on the south-west side, extending north-westward from a point 2 metres north-west of the north-western kerb-line of Whidborne Street. To mark ‘at any time’ waiting restrictions on both sides of the road throughout all otherwise undesignated kerbside between its junctions with Argyle Street (east to west arm) and Euston Road, excepting the northernmost extent falling within the Transport for London Road Network;

BELGROVE STREET – to provide a new loading place, 25 metres in length on the south-west side outside Nos. 3-7 Belgrove Street (in which vehicles may load/unload without time limit between the hours of 8.30 am and 6.30 pm on Monday to Friday and between the hours of 8.30 am and 1.30 pm on Saturday) inset into the south-western kerb. To remove the existing TfL cycle hire docking station on the north-eastern footway outside Belgrove House and the existing TfL cycle hire docking station and ‘CA-D’ resident permit holders, car club, and dockless cycle/e-scooter hire parking places on the south-western side and ‘at any time’ waiting restrictions marked on both sides of the road throughout the remaining length;

CRESTFIELD STREET – to provide a new loading place (in which vehicles may load/unload for 40 minutes at any time, no return within 1 hour), 15 metres in length inset in the north-eastern kerb-line outside the Northumberland Hotel, Nos 9-11 Euston Road *(Note: the existing ‘red route’ loading place and disabled persons parking place on the south-west side at its junction with Euston Road would be removed and red route ‘no stopping’ extents revised subject to a separate consultation undertaken by Transport for London)*. The existing ‘CA-D’ resident permit holders, ‘paid-for’, and ‘paid for’ reserved for motorcycles parking places, and electric vehicle recharging place within Crestfield Street would be removed and ‘at any time’ waiting restrictions marked on both sides of the road throughout the remaining length; and

ST. CHAD’S STREET- to remove the existing ‘CA-D’ resident permit holders, ‘paid-for’, and dockless cycle hire parking places and waiting restrictions located between its junctions with Belgrove Street and Argyle Street;

in the London Borough of Camden.

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

NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
LB Camden
Licence No: 100019726 2026

N

Camden

Key to Restriction Types Displayed

- No stopping except local buses
- Islands & build-outs not shown in OS
- No Loading At Any Time
- Speed hump
- No Waiting At Any Time

BP45
BQ44 BQ46
BR45

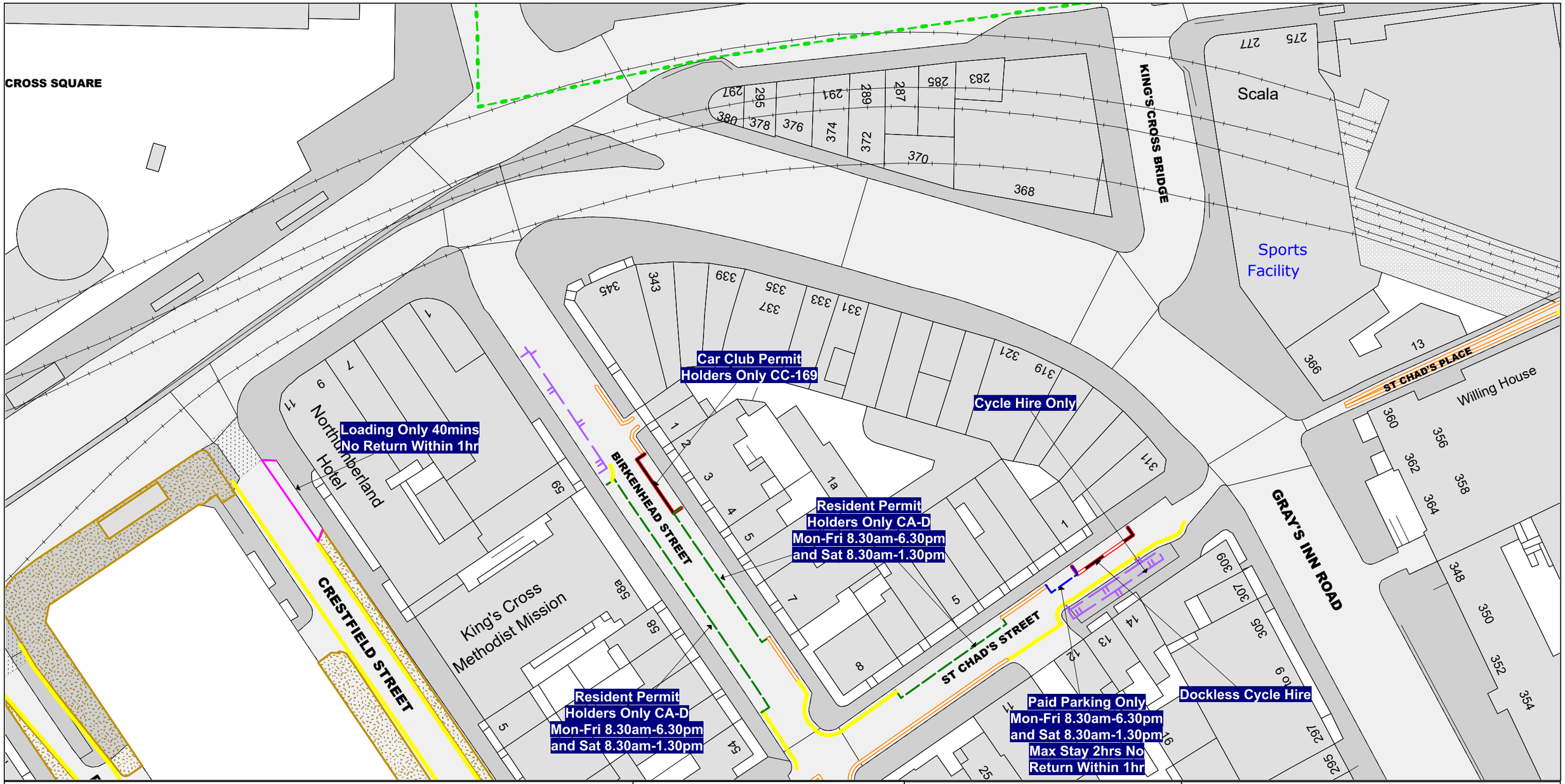
Status: PROPOSE

Map Tile Reference: Tile Ref: BQ45

Sheet Revision Number:

Sheet Active From: 28/09/2026

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



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
LB Camden
Licence No: 100019726 2026

N

Camden

Key to Restriction Types Displayed

- Car Club Permit Holders Only CC-169
- Cycle Hire Only
- Dockless Cycle Hire
- Islands & build-outs not shown in OS
- Loading Only 40mins No Return Within 1hr
- Paid Parking Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm Max Stay 2hrs No Return Within 1hr
- Speed hump
- Resident Permit Holders Only CA-D 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

BP46

BQ45 BQ47

BR46

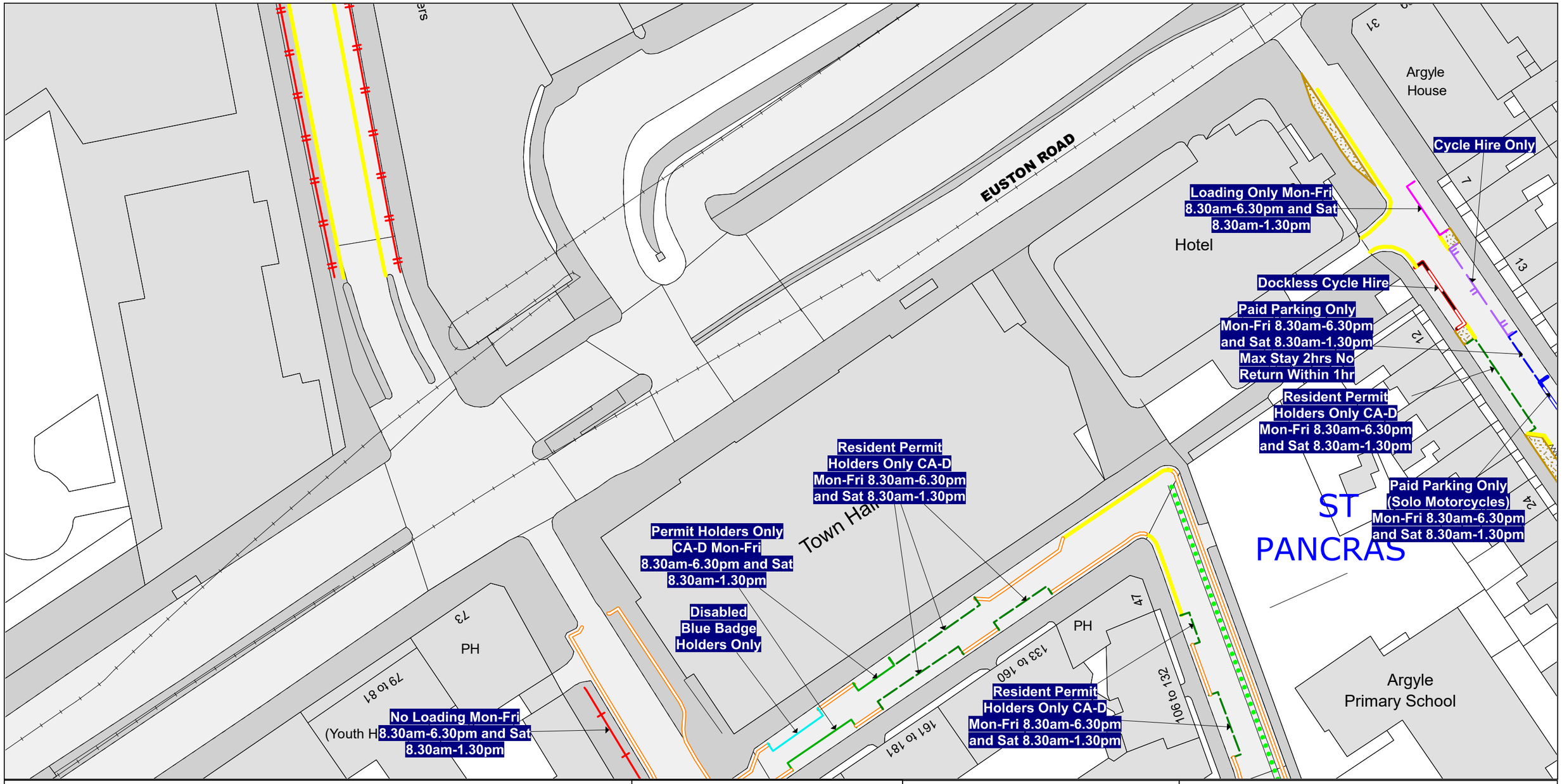
Status: PROPOSE

Map Tile Reference: Tile Ref: BQ46

Sheet Revision Number:

Sheet Active From: 28/09/2026

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



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
LB Camden
Licence No: 100019726 2026

N

Camden

Key to Restriction Types Displayed

- Cycle Hire Only
- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- Islands & build-outs not shown in OS
- Loading Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- No Loading Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- No Loading At Any Time
- No Stopping on School Entrance Markings Mon-Fri 7am-6.30pm During School Term
- 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) Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Pedestrian Crossing
- Permit Holders Only CA-D Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Resident Permit Holders Only CA-D 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

BQ45
BR44 BR46
BS45

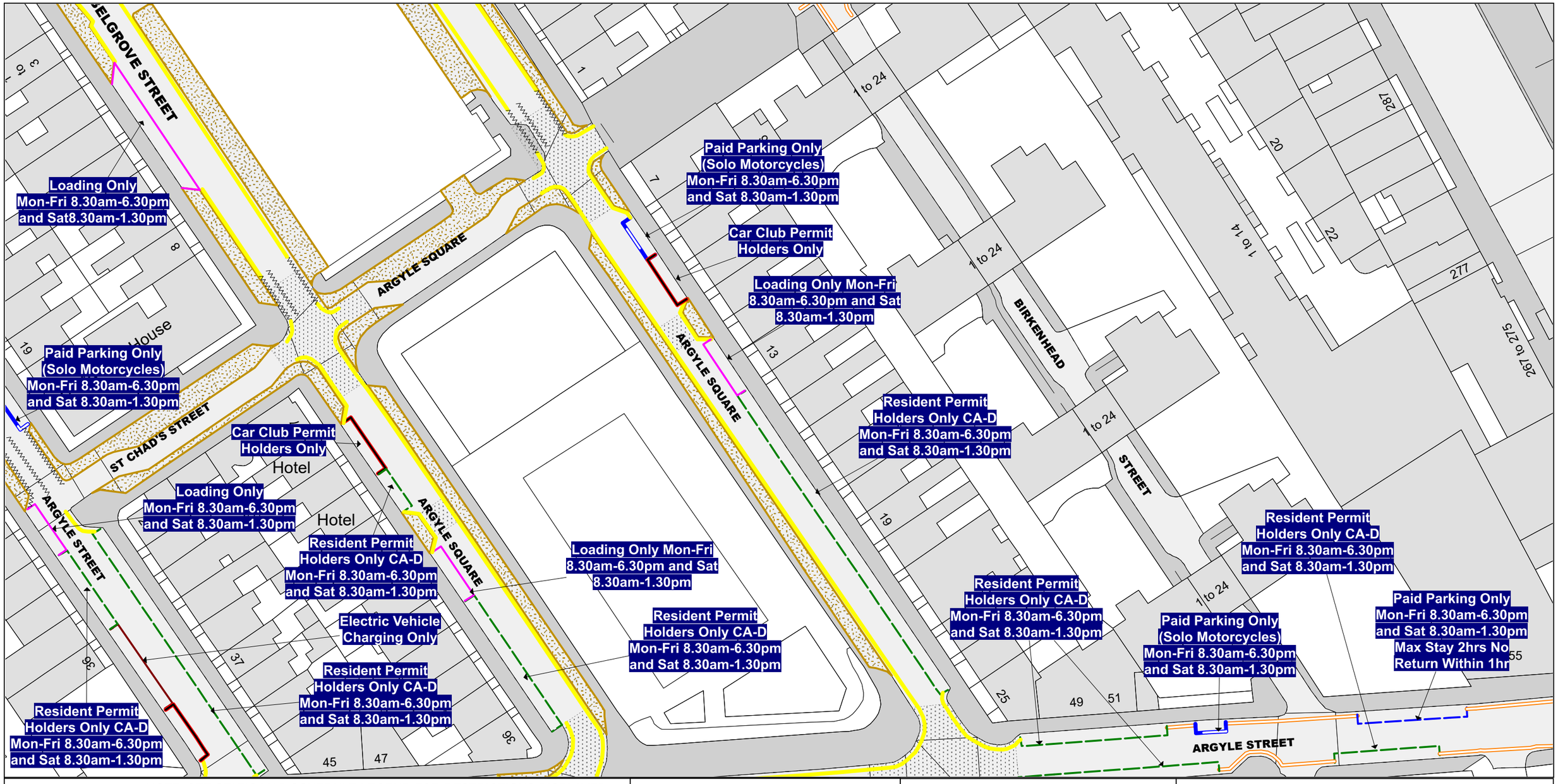
Status: PROPOSE

Map Tile Reference: Tile Ref: BR45

Sheet Revision Number:

Sheet Active From: 28/09/2026

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



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
LB Camden
Licence No: 100019726 2026

N

Camden

Key to Restriction Types Displayed

- Car Club Permit Holders Only
- Electric Vehicle Charging Only
- Islands & build-outs not shown in OS
- Loading Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- 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) Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Pedestrian Crossing
- Speed hump
- Resident Permit Holders Only CA-D 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

BQ46

BR45 BR47

BS46

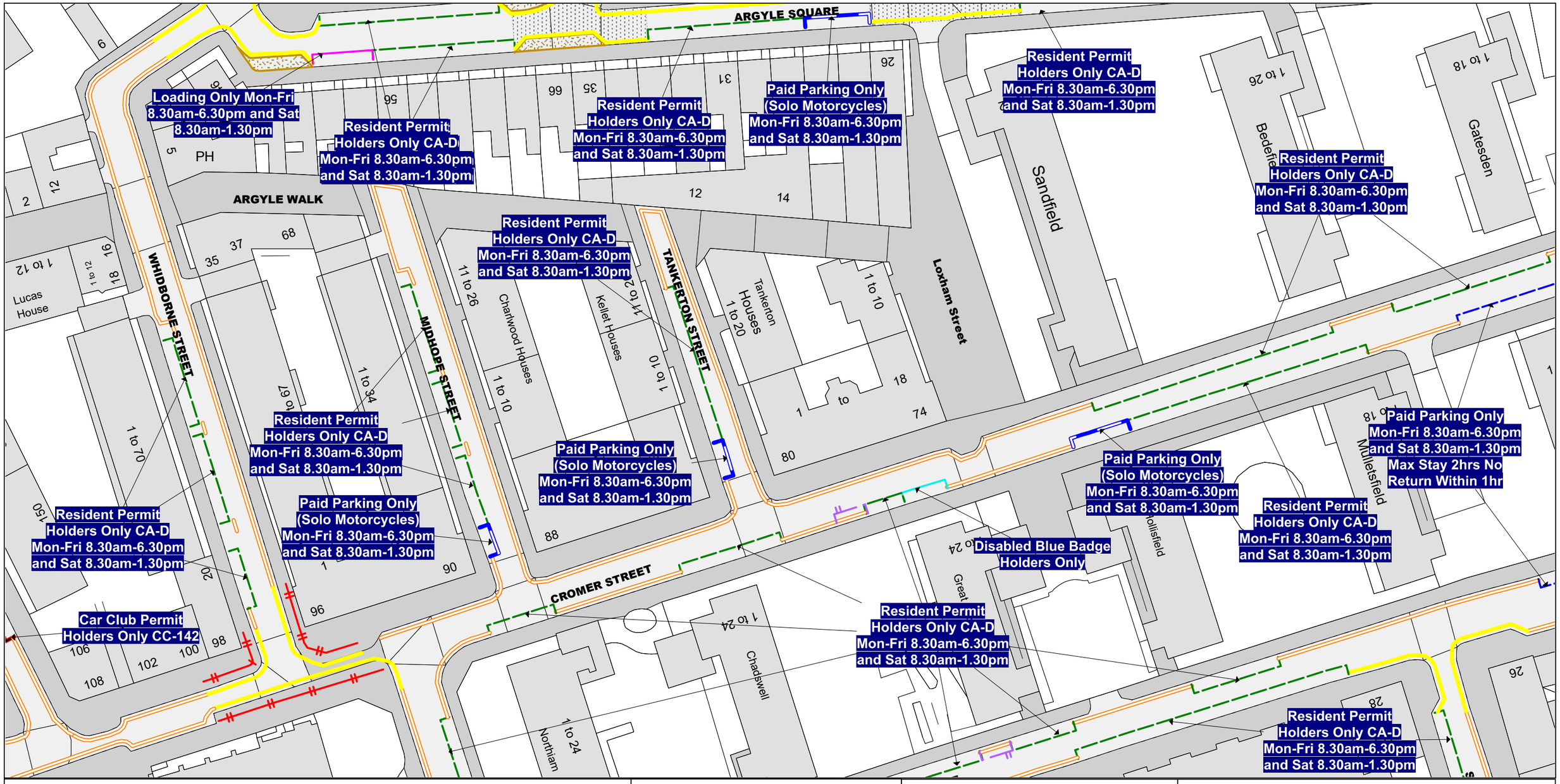
Status: PROPOSE

Map Tile Reference: Tile Ref: BR46

Sheet Revision Number:

Sheet Active From: 28/09/2026

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



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

N

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
LB Camden
Licence No: 100019726 2026

Camden

Key to Restriction Types Displayed

- Car Club Permit Holders Only CC-142
- Cycle Hangar
- Disabled Blue Badge Holders Only
- Islands & build-outs not shown in OS
- Loading Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- 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
- Paid Parking Only (Solo Motorcycles) Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Speed hump
- Resident Permit Holders Only CA-D 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

BR46

BS45 BS47

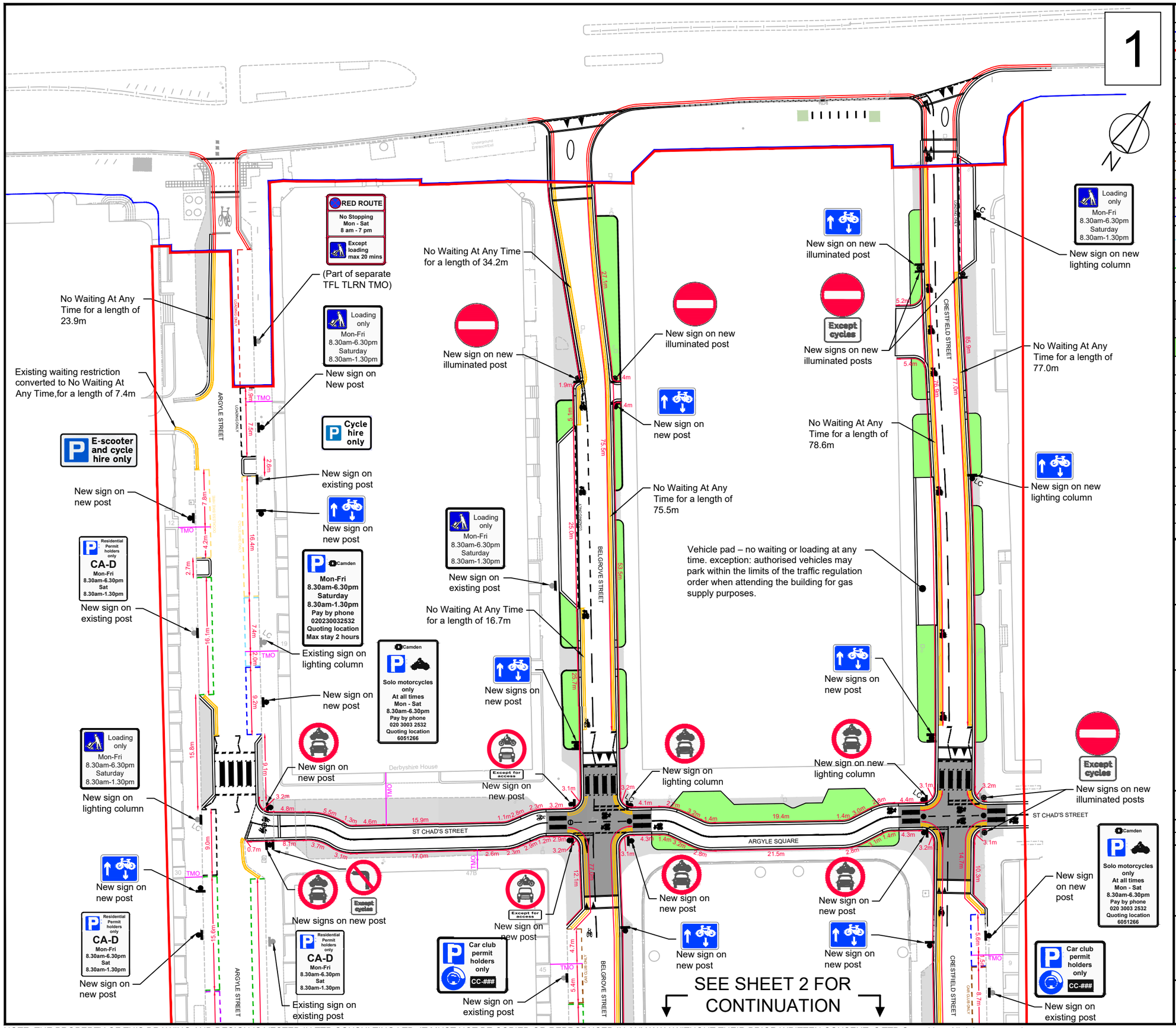
BT46

Status: PROPOSE

Map Tile Reference: Tile Ref: BS46

Sheet Revision Number:

Sheet Active From: 28/09/2026



Highway & Extent of Works Boundaries

- Existing highway boundary (TfL)
- Proposed Phase 1 TMO Extent of Works (Camden Council)

Key to Restriction Types Displayed

- Stopping of vehicles prohibited at all times (TfL Highway)
- No Waiting At Any Time
- Red Route Loading bay
- Loading Only Mon-Fri 8.30am-6.30pm Sat 8.30am-1.30pm
- Car Club Permit Holders Only
- Cycle Hire Only
- Electric Vehicles Only
- Motor Cycles Only
- Paid parking only Mon-Fri 8.30am-6.30pm Sat 8.30am-1.30pm max stay 2 hrs
- Resident Permit Holders only (CA-D) Mon-Fri 8.30am-6.30pm Sat 8.30am-1.30pm

General key

- Raised Carriageway
- Footway Widening
- New Landscaping
- New Lockable Cycle Bollard
- New Cycle Bollard
- Existing Sign on Existing Sign Post
- Existing Sign on Existing Lighting Column
- Existing Sign on New Illuminated Post
- Existing Sign on New Lighting Column
- New Sign on New Post
- New Sign on New Illuminated Post
- New Sign on New Lighting Column

Client

...

Project

Belgrove House, King's Cross

Drawing Title

Camden TMO Works (Proposed Layout) Sheet 1 of 2

Scale	1:500	Size	A3
Drawn	MG		04.03.26
Checked	BS		04.03.26

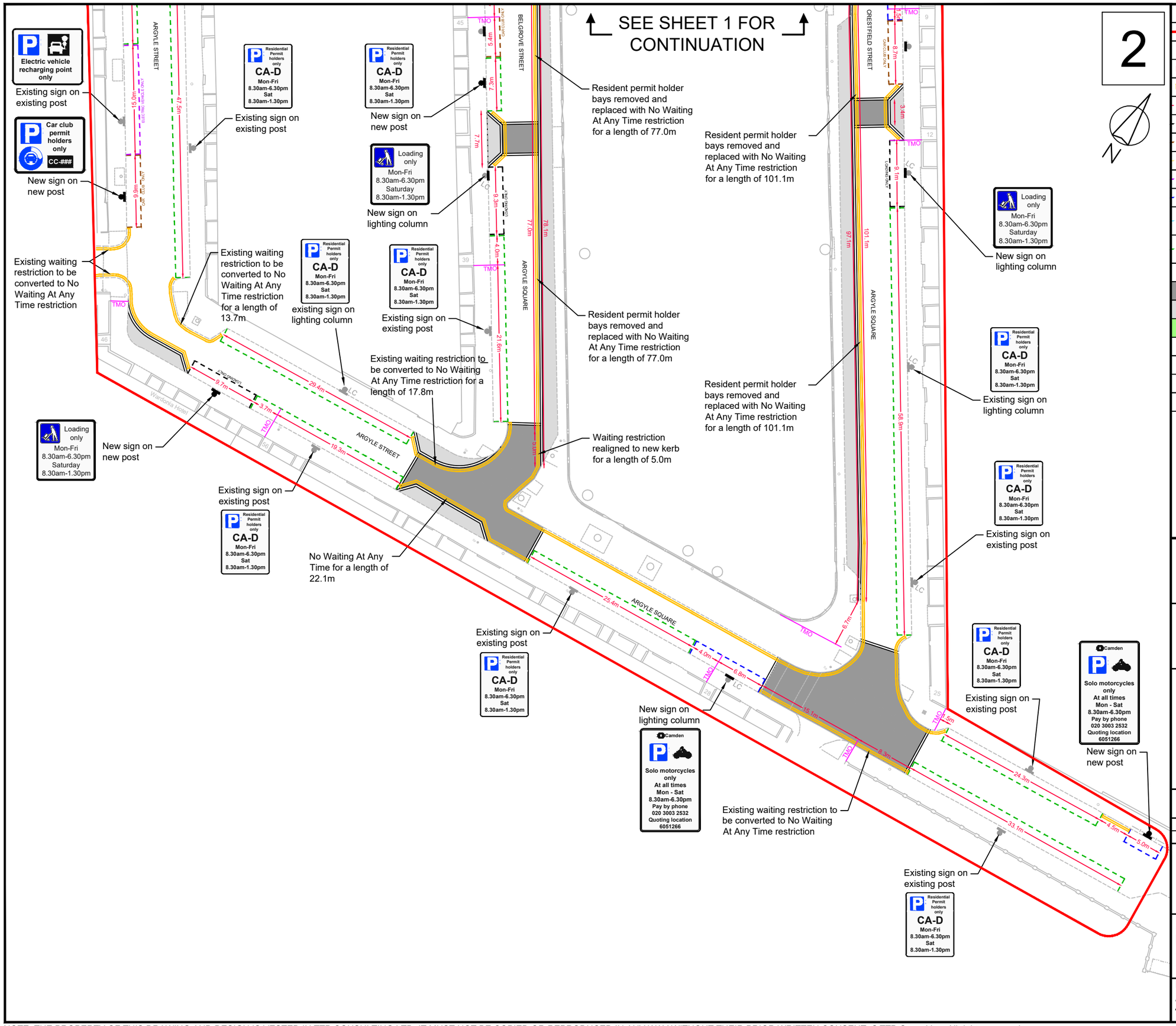
Camden

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number 2016-2951(A)-S278-SK70.1

Rev ...

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN TTP CONSULTING LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT. © TTP Consulting. All rights reserved.



Extent of Works Boundary	
	Proposed Phase 1 TMO Extent of Works (Camden Council)
Key to Restriction Types Displayed	
	Stopping of vehicles prohibited at all times (TfL Highway)
	No Waiting At Any Time
	Red Route Loading bay
	Loading Only Mon-Fri 8.30am-6.30pm Sat 8.30am-1.30pm
	Car Club Permit Holders Only
	Cycle Hire Only
	Electric Vehicles Only
	Motor Cycles Only
	Paid parking only Mon-Fri 8.30am-6.30pm Sat 8.30am-1.30pm max stay 2 hrs
	Resident Permit Holders only (CA-D) Mon-Fri 8.30am-6.30pm Sat 8.30am-1.30pm
General key	
	Raised Carriageway
	Footway Widening
	New Landscaping
	Existing Sign on Existing Sign Post
	Existing Sign on Existing Lighting Column
	New Sign on New Post
	New Sign on Existing Lighting Column

Client

...

Project

Belgrove House, King's Cross

Drawing Title

Camden TMO Works (Proposed Layout) Sheet 2 of 2

Scale	1:500	Size	A3
Drawn	MG		04.03.26
Checked	BS		04.03.26

Camden

27 Beak Street
London
W1F 9RU
Tel. No. 0207 1000 753

Drawing Number 2016-2951(A)-S278-SK70.2

Rev ...

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN TTP CONSULTING LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT. © TTP Consulting. All rights reserved.