

Public notice

Cycle permeability measures - phase 5

*The Camden (Moving Traffic Restrictions) (Amendment No. *) (Greville Street, Kirby Street, Lincoln's Inn Fields, Macklin Street, Orde Hall Street, Saffron Hill, Stukeley Street and Whetstone Park) Order 202**

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

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Orders would be:
 - (a) to exempt pedal cycles from the following existing one-way systems and associated no entries and banned turns into those one-way systems against the flow of traffic:
 - (i) GREVILLE STREET (between its junction with Hatton Garden and its junction with Saffron Hill), eastbound one-way;
 - (ii) KIRBY STREET, northbound one-way;
 - (iii) LINCOLN'S INN FIELDS (north-eastern north-west to south-east arm), south-eastbound one-way;
 - (iv) LINCOLN'S INN FIELDS (north-western south-west to north-east arm), north-eastbound one-way;
 - (v) MACKLIN STREET (between its junction with Drury Lane and its junction with Stukeley Street), north-eastbound one-way;
 - (vi) ORDE HALL STREET, north-westbound one-way;
 - (vii) SAFFRON HILL (between its junction with St. Cross Street and its junction with Greville Street), north-westbound one-way
 - (viii) STUKELEY STREET, north-west to south-east arm, north-westbound one-way; and
 - (ix) WHETSTONE PARK (between its junction with Gate Street and a point 15 metres north-east of the south-western boundary of No. 16 Lincoln's Inn Fields), south-westbound one-way;
 - (b) to provide double yellow line 'at any time' waiting restriction and 'at any time' loading restrictions in KIRBY STREET, east side, between a point 7 metres south of the southern kerb-line of St. Cross Street and a point 2.6 metres north of the southern boundary of No. 31 Greville Street;
 - (c) to provide 'at any time' loading restrictions in:
 - (i) GATE STREET, north-east side, between the north-western kerb-line of Lincoln's Inn Fields (north-western south-west to north-east arm) and a point 18 metres north-west of that kerb-line;

- (ii) LINCOLN'S INN FIELDS:
 - (A) north-western south-west to north-east arm:
 - (I) north-west side:
 - (1) between the north-eastern kerb-line of Gate Street and a point 14 metres north-east of that kerb-line; and
 - (2) between the south-western kerb-line of Newman's Row and a point 10 metres south-west of that kerb-line; and
 - (II) south-east side:
 - (1) between the north-eastern kerb-line of Lincoln's Inn Fields (south-western north-west to south-east arm) and a point 8.5 metres north-east of that kerb-line; and
 - (2) between the south-western kerb-line of Lincoln's Inn Fields (north-eastern north-west to south-east arm) and a point 10 metres south-west of that kerb-line;
 - (B) south-western north-west to south-east arm, north-east side, between the south-eastern kerb-line of Lincoln's Inn Fields (north-western south-west to north-east arm) and a point 10 metres south-east of that kerb-line; and
 - (C) north-eastern north-west to south-east arm:
 - (I) north-east side, between its junction with Newman's Row and a point 7.5 metres south-east of the south-eastern kerb-line of Lincoln's Inn Fields (north-western south-west to north-east arm); and
 - (II) south-west side, between the south-eastern kerb-line of Lincoln's Inn Field (north-western south-west to north-east arm) and a point 10 metres south-east of that kerb-line;
- (iii) NEWMAN'S ROW:
 - (A) north-east side, between its junction with Lincoln's Inn Fields and a point 2 metres north-west of a point opposite the south-eastern boundary of No. 29 Lincoln's Inn Fields; and
 - (B) south-west side, between its junction with Lincoln's Inn Fields and a point 6.5 metres north-west of the south-eastern boundary of No. 29 Lincoln's Inn Fields;
- (d) GREVILLE STREET, north-west side:
 - (i) to replace 16.2 metres of CA-D permit parking and 7.8 metres of loading place with 'at any time' waiting restrictions between a point 7.5 metres south-west of the north-eastern boundary of No. 32 Greville Street and a point 31.5 metres south-west of that boundary;
 - (ii) to replace CA-D permit parking with a loading place operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and

between 8.30am and 1.30pm on Saturdays between a point 31.5 metres south-west of the north-eastern boundary of No. 32 Greville Street and a point 39.5 metres south-west of that boundary; and

- (iii) to replace car club parking with CA-D permit parking operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and between 8.30am and 1.30pm on Saturdays between a point 1.3 metres south-west of the common boundary of Nos. 27 and 28 Greville Street and a point 6.3 metres south-west of that common boundary;

(e) KIRBY STREET, west side:

- (i) to replace 'controlled hours' waiting restrictions with CA-D permit parking between a point 16.4 metres south of the southern kerb-line of St. Cross Street and a point 26 metres south of that kerb-line , extending the adjacent parking place;
- (ii) to replace paid-for parking with CA-D permit parking between a point 5.5 metres south of the common boundary of No. 30 and Nos. 31 to 35 Kirby Street and a point 14.9 metres south of that common boundary, extending the adjacent parking place;
- (iii) to replace 0.3 metres of paid-for solo motorcycle parking, 5.1 metres of 'controlled hours' waiting restrictions and 10.1 metres of CA-D permit parking with electric vehicles recharging point parking operating 'at any time' between the common boundary of Nos. 31 to 35 and Nos. 36 to 43 Kirby Street and a point 15.5 metres south-east of that common boundary; and
- (iv) to replace paid-for solo motorcycle parking with 'at any time' waiting restrictions between a point 39.6 metres north-west of the south-eastern boundary of No. 32 Greville Street and a point 42.6 metres north-west of that boundary;

(f) LINCOLN'S INN FIELDS, south-western north-west to south-east arm, north-east side:

- (i) to replace CA-C permit parking with dockless cycle hire parking between a point 15.4 metres north-west of a point opposite the common boundary of Nos. 58 and 59 Lincoln's Inn Fields and a point 25.4 metres north-west of a point opposite that common boundary; and
- (ii) to replace CA-C permit parking with 'controlled hours' waiting restrictions in order to install two cycle hangars between a point 9.8 metres north-west of a point opposite the common boundary of Nos. 58 and 59 Lincoln's Inn Fields and a point 15.4 metres north-west of a point opposite the common boundary;

(g) ORDE HALL STREET, south-west side:

- (i) to replace CA-D permit parking with 'controlled hours' waiting restrictions in order to install two cycle hangars between a point 2.2 metres north-west of a point opposite the common boundary of Nos.

- 8 and 10 Orde Hall Street and a point 7.4 metres north-west of a point opposite the common boundary; and
- (ii) to replace paid-for parking with CA-D permit parking operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and between 8.30am and 1.30pm on Saturdays between a point 4.2 metres north-west of a point opposite the common boundary of Nos. 4 and 4a Orde Hall Street and a point 14.2 metres north-west of a point opposite that common boundary; and
 - (h) SAFFRON HILL, south-west side, to replace paid-for parking with CA-D permit parking operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and between 8.30am and 1.30pm on Saturdays between a point 1 metre south-east of the south-eastern boundary of Nos. 106 and 109 Saffron Hill and a point 6.5 metres south-east of that boundary.
3. Copies of the proposed Orders, plans indicating the proposals, and other related documents may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals, or by prior appointment in person at 5 Pancras Square, London N1C 4AG - during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference '**TMO2627-0013**' 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 13 November 2026.

Peter Mardell – Head of Parking Operations

22 October 2026

Statement of reasons

Cycle permeability measures - phase 5

*The Camden (Moving Traffic Restrictions) (Amendment No. *) (Greville Street, Kirby Street, Lincoln's Inn Fields, Macklin Street, Orde Hall Street, Saffron Hill, Stukeley Street and Whetstone Park) Order 202**

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

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

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

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

The overarching aim of the Cycle Permeability programme is to help overcome barriers to cycling. Many streets in the borough are one-way and links between streets on desired routes and Camden's cycle network are often severed by infrastructure, traffic restrictions or highly trafficked major roads. The Cycle Permeability programme aims to make more Camden streets more accessible to cyclists and provide better connections and links through measures such as adding two-way cycling on one-way streets and cut throughs at physical road closures. A number of such permeability improvements for cyclists have been made in recent years at various locations across the borough.

The proposals for Kirby Street, Greville Street, and Saffron Hill would provide continuous and safe two-way cycle links on those streets, enabling cyclists to access the wider cycle network.

The proposals for Lincoln's Inn Fields and Whetstone Park would provide continuous and safe two-way cycle links on the north and west sides of Lincoln's Inn Fields, and on the western section of Whetstone Park, enabling cyclists to access the wider cycle network. The proposals would also provide 2 bike hangars on the western side of Lincoln's Inn Fields which would accommodate 12 standard bikes in total. In addition, proposals would provide a dockless E-Scooter & Cycle Hire parking bay on the western side of Lincoln's Inn Fields.

The proposals for Macklin Street and Stukeley Street would provide continuous and safe two-way cycle links on those streets, enabling cyclists to access the wider cycle network.

The proposals for Orde Hall Street would provide continuous and safe two-way cycle links on the northern section of Orde Hall Street, enabling cyclists to access the wider cycle network. The proposals would also provide 2 bike hangars on Orde Hall Street which would accommodate 12 standard bikes in total.

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

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

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

For more information visit:

<https://democracy.camden.gov.uk/ieDecisionDetails.aspx?Id=5182>

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Moving Traffic Restrictions) (Amendment No. *)
(Greville Street, Kirby Street, Lincoln's Inn Fields, Macklin Street, Orde Hall Street,
Saffron Hill, Stukeley Street and Whetstone Park) 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 and 124 of and part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

1. This Order may be cited as the Camden (Moving Traffic Restrictions) (Amendment No. *) (Greville Street, Kirby Street, Lincoln's Inn Fields, Macklin Street, Orde Hall Street, Saffron Hill, Stukeley Street and Whetstone Park) Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-

“causing” includes “permitting”;

“contra-flow” and “pedal cycle” have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016².

“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

² SI 2016/362

“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;

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

“the Order of 2026” means the Camden (Moving Traffic Restrictions) Consolidation Order 2026³.

- (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 with pedal cycle contra-flow and corresponding no entry except pedal cycles

3. (1) No person shall cause any vehicle other than a pedal cycle to proceed in the road of length of road specified in column 2 of Schedule 1 to this Order in a direction other than the direction specified in relation thereto in column 3 of that Schedule.
- (2) No person causing any vehicle other than a pedal cycle to proceed in a road of length of road specified in column 2 of Schedule 2 to this Order shall, upon reaching its junction with the road of length of road specified in relation thereto in column 3 of that Schedule, cause that vehicle to enter into the road of length of road specified in relation thereto in column 3 of that Schedule.
- (3) No person causing any vehicle other than a pedal cycle to proceed in Newman’s Row in a south-eastbound direction shall, upon reaching its junction with Lincoln’s Inn Fields (north-western south-west to north-east arm), cause that vehicle to turn right into Lincoln’s Inn Fields (north-western south-west to north-east arm).
- (4) No person causing any vehicle other than a pedal cycle to proceed in Saffron Hill in a north-westbound direction shall, upon reaching its junction with Greville Street, cause that vehicle to turn left into Greville Street.

Exemptions to restrictions

4. (1) Without prejudice to the provisions of Article 16 of the Order of 2026, Article 3 of this Order does not apply:-

³ LBC 2026/023

- (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.

Substitution of map tiles

5. (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 any provision designated or provided or imposed by a previous version of that map tile and not incorporated into the latest version.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE 1 (see Article 3(1))

<i>(1) Item</i>	<i>(2) Length of road</i>	<i>(3) Direction of travel</i>
1.	Greville Street, between its junction with Hatton Garden and its junction with Saffron Hill	eastbound
2.	Kirby Street	northbound
3.	Lincoln's Inn Fields, north-eastern north-west to south-east arm	south-eastbound
4.	Lincoln's Inn Fields, north-western south-west to north-east arm	north-eastbound
5.	Macklin Street, between its junction with Drury Lane and its junction with Stukeley Street	north-eastbound
6.	Orde Hall Street	north-westbound
7.	Saffron Hill, between its junction with St. Cross Street and its junction with Greville Street	north-westbound
8.	Stukeley Street, north-west to south-east arm	north-westbound
9.	Whetstone Park, between its junction with Gate Street and a point 15 metres north-east of the south-western boundary of No. 16 Lincoln's Inn Fields	south-westbound

SCHEDULE 2 (see Article 3(2))

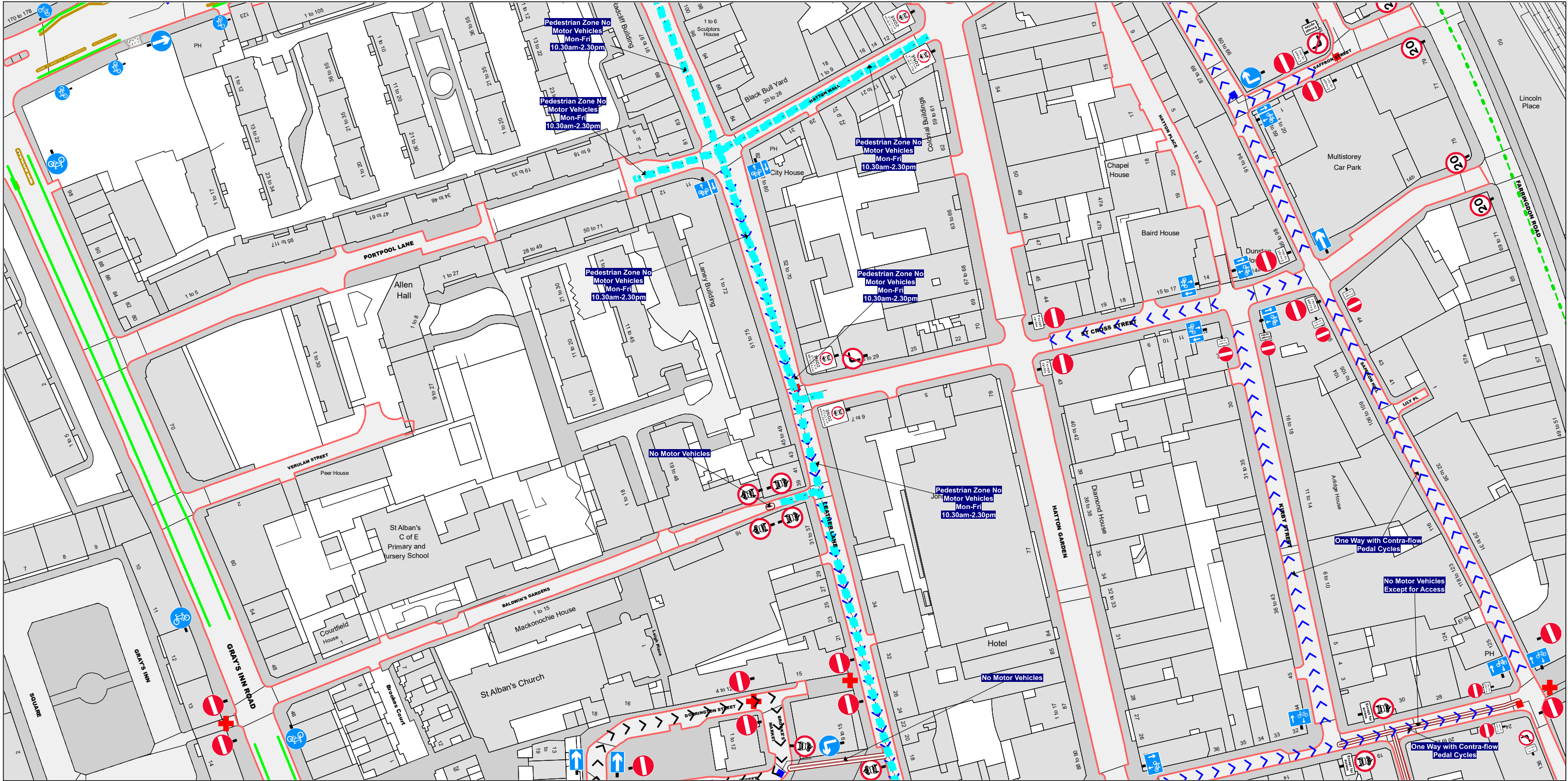
(1) Item	(2) <i>Roads of lengths of road in which vehicle is proceeding</i>	(3) <i>Road of length of road into which entry is prohibited</i>
1.	Saffron Hill or Greville Street, that length which lies to the north-east of the south-western kerb-line of Saffron Hill	Greville Street, that length which lies to the south-west of the south-western kerb-line of Saffron Hill
2.	St. Cross Street	Kirby Street
3.	New Square, Serle Street or Lincoln's Inn Fields, south-eastern south-west to north-east arm,	Lincoln's Inn Fields, north-eastern north-west to south-east arm
4.	Newman's Row or Lincoln's Inn Fields, north-eastern north-west to south-east arm	Lincoln's Inn Fields, north-western south-west to north-east arm,
5.	Great Ormond Street	Orde Hall Street
6.	St. Cross Street	Saffron Hill
7.	Stukeley Street, south-west to north-east arm	Stukeley Street, north-west to south-east arm
8.	Gate Street	Whetstone Park

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order, as part of the Council's 'cycle permeability' programme, exempts pedal cycles from the following existing one-way systems and associated no entries and banned turns into those one-way systems against the flow of traffic:

- (a) Greville Street (between its junction with Hatton Garden and its junction with Saffron Hill), eastbound one-way;
- (b) Kirby Street, northbound one-way;
- (c) Lincoln's Inn Fields (north-eastern north-west to south-east arm), south-eastbound one-way;
- (d) Lincoln's Inn Fields (north-western south-west to north-east arm), north-eastbound one-way;
- (e) Macklin Street (between its junction with Drury Lane and its junction with Stukeley Street), north-eastbound one-way;
- (f) Orde Hall Street, north-westbound one-way;
- (g) Saffron Hill (between its junction with St. Cross Street and its junction with Greville Street), north-westbound one-way
- (h) Stukeley Street, north-west to south-east arm, north-westbound one-way; and
- (i) Whetstone Park (between its junction with Gate Street and a point 15 metres north-east of the south-western boundary of No. 16 Lincoln's Inn Fields), south-westbound one-way.



SCALE - 1 : 1250 at A3 size

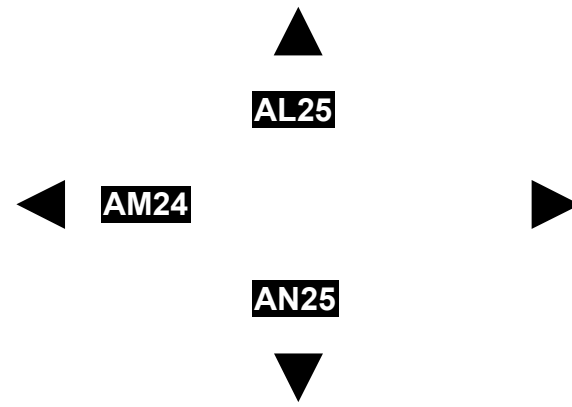
NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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LB Camden
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Key to Restriction Types Displayed

- 20mph
- Ahead Only
- Cycle Lane
- Other features within footway
- Islands & build-outs not shown in OS
- Left Turn Only
- No Entry
- No Left Turn Except Cycles
- No Right Turn
- One Way
- One Way Contra-flow Cycle Lane
- Pedestrian Zone No Motor Vehicles Mon-Fri 10.30am-2.30pm
- No Motor Vehicles Except for Access
- No Motor Vehicles
- Right Turn Only

Labels:
Confirmed Area

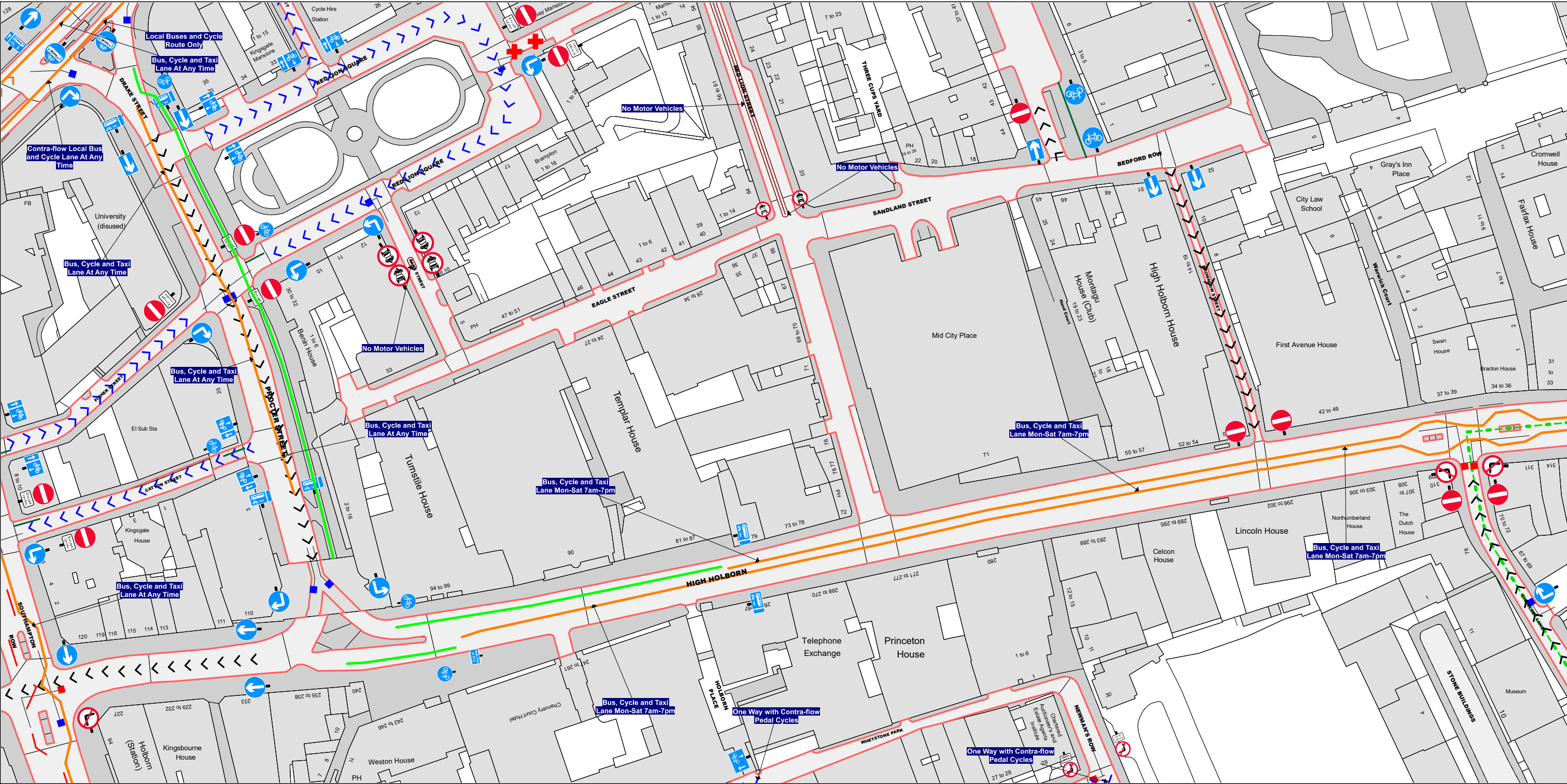


Status: PROPOSE

Map Tile Reference: Tile Ref: AM25

Sheet Revision Number: 2

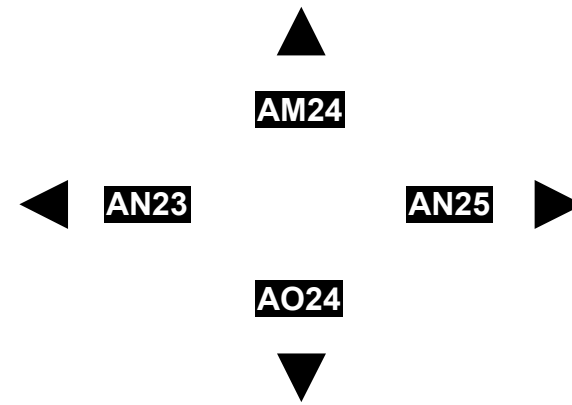
Sheet Active From: 15/09/2026



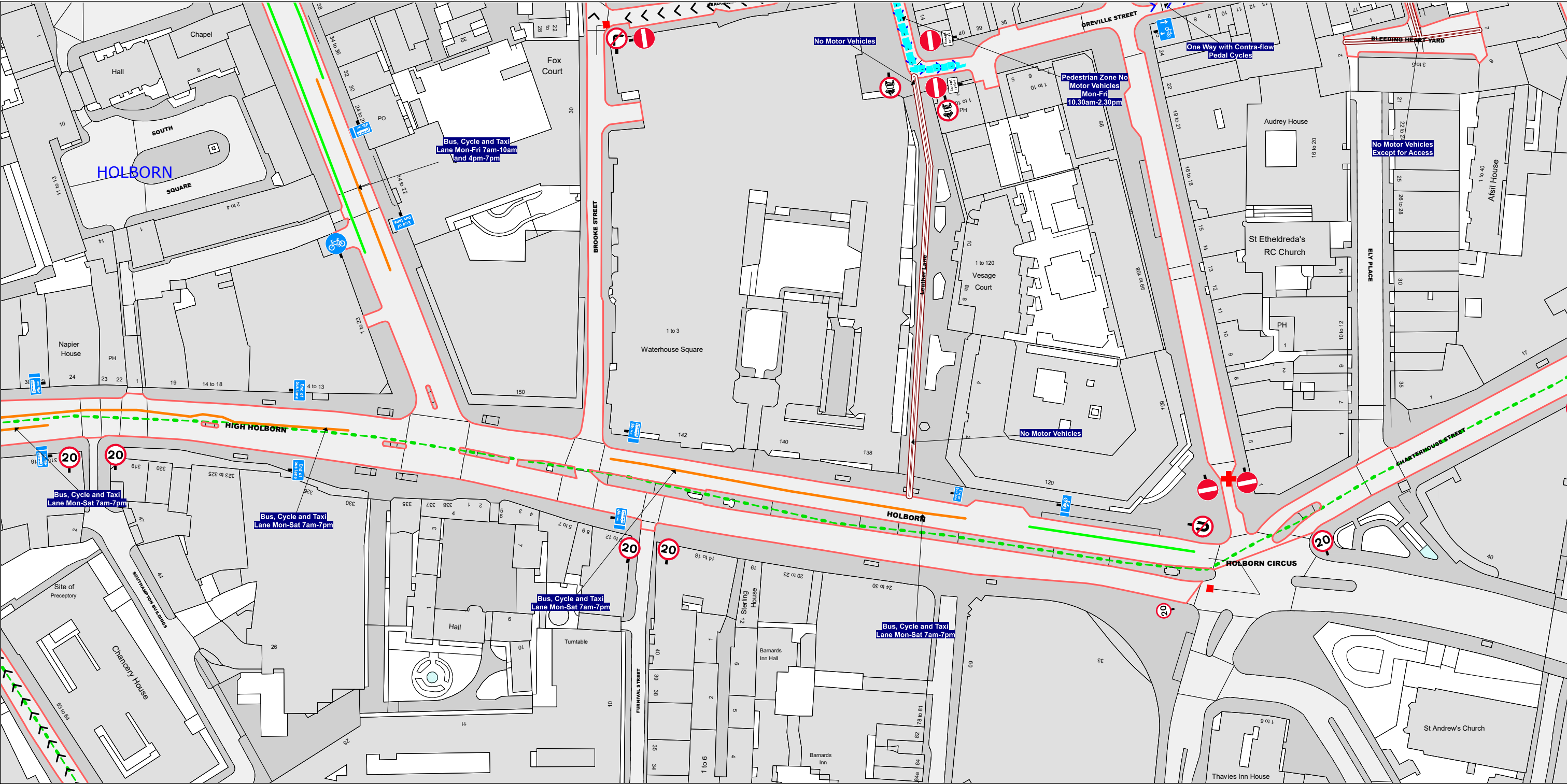
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- Key to Restriction Types Displayed
- 20mph
 - Ahead Only
 - Local Buses and Cycle Route Only
 - Bus Lane
 - Bus Lane
 - Cycle Only Route
 - Left Turn Only
 - No Entry except Cycles
 - No Left Turn
 - No Right Turn
 - No U-Turn
 - One Way Contra-flow Cycle Lane
 - One Way Contra-flow Bus and Cycle Lane
 - One Way
 - No Motor Vehicles
 - Right Turn Only
- Labels:
Confirmed limit



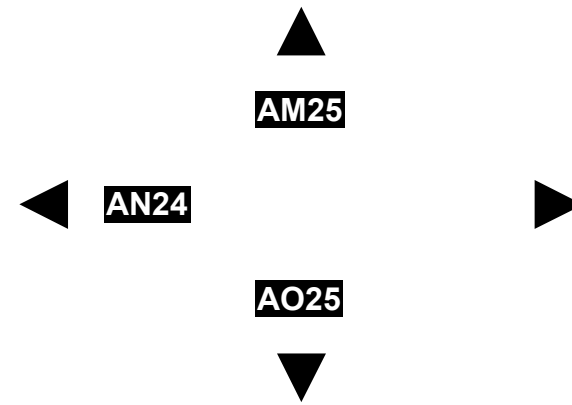
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Sheet Revision Number: 1
Sheet Active From: 15/09/2026



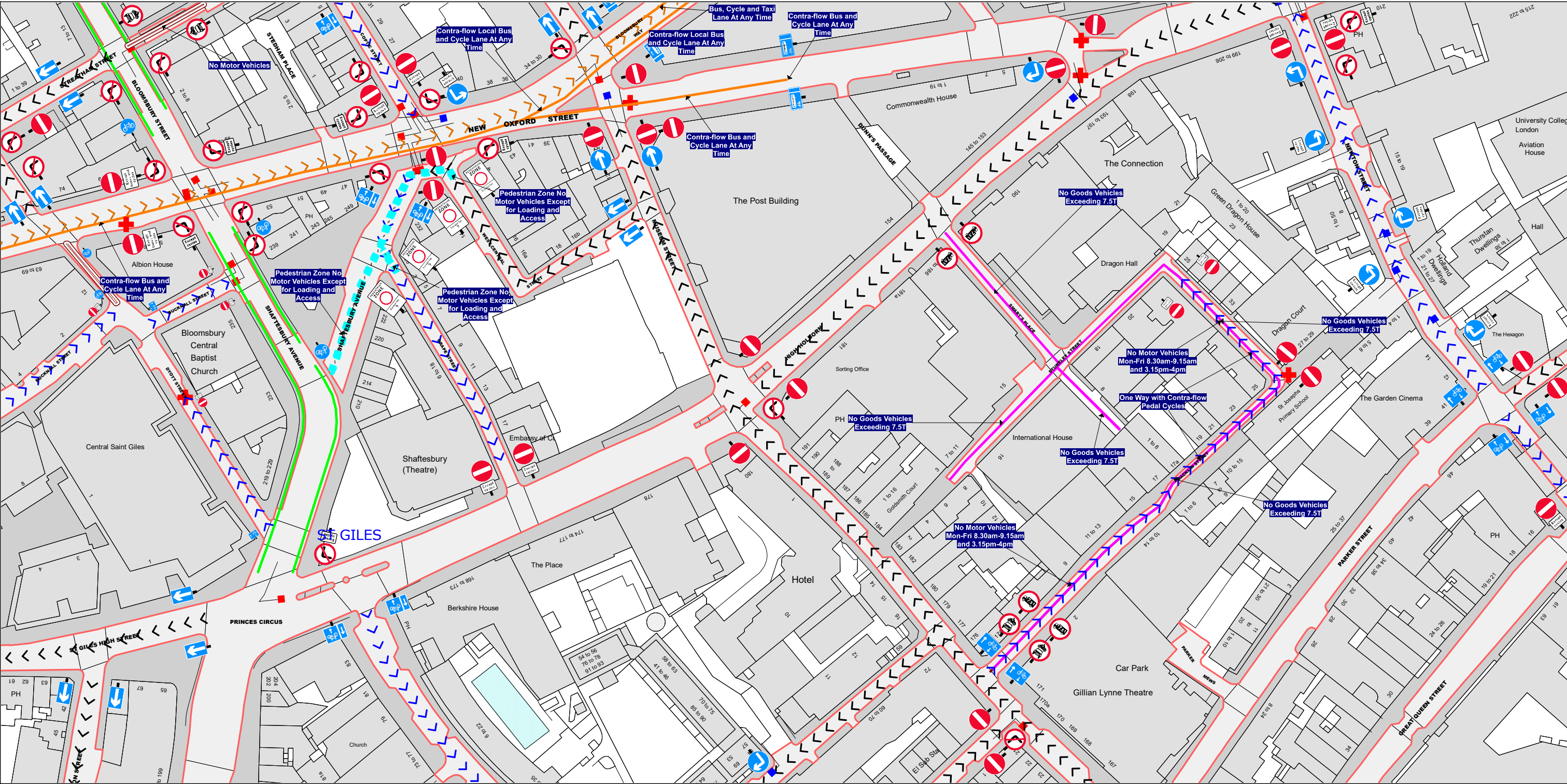
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- Key to Restriction Types Displayed
- 20mph
 - Bus Lane
 - Cycle Lane
 - No Entry
 - No Right Turn
 - No U-Turn
 - One Way Contra-flow Cycle Lane
 - One Way
 - Pedestrian Zone No Motor Vehicles Mon-Fri 10.30am-2.30pm
 - No Motor Vehicles Except for Access
 - No Motor Vehicles
- Labels:
Confirmed Item



Status: PROPOSE
Map Tile Reference: Tile Ref: AN25
Sheet Revision Number: 0
Sheet Active From: 09/09/2026

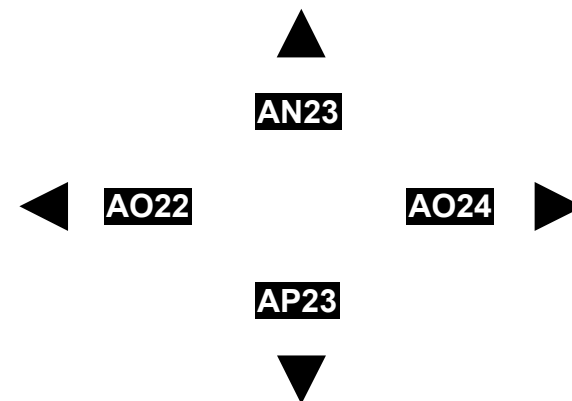


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- Key to Restriction Types Displayed
- Streets
 - One Way
 - Cycle Lane
 - Blue Lane
 - Left Turn Only
 - No Entry
 - No Left Turn Except Cycles
 - No Right Turn
 - One Way Contra-Flow Cycle Lane
 - One Way Contra-Flow Bus and Cycle Lane
 - One Way
 - Pedestrian Zone No Motor Vehicles Except for Loading and Access
 - No Motor Vehicles Mon-Fri 8.30am-9.15am and 3.15pm-4pm
 - No Goods Vehicles Exceeding 7.5T
 - No Motor Vehicles
 - Right Turn Only
- Labels:
Confirmed Item

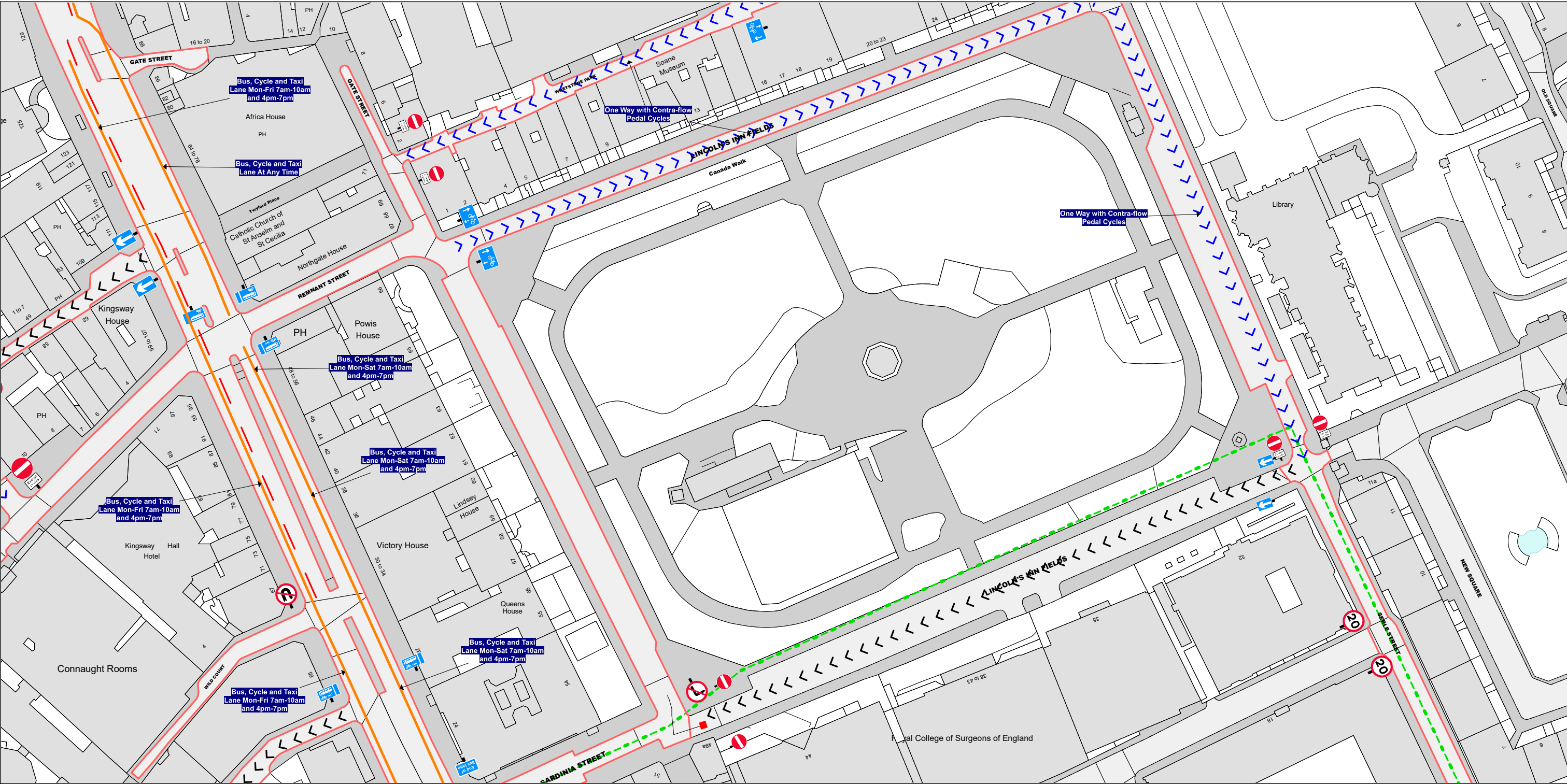


Status: PROPOSE

Map Tile Reference: Tile Ref: AO23

Sheet Revision Number: 2

Sheet Active From: 09/09/2026



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NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

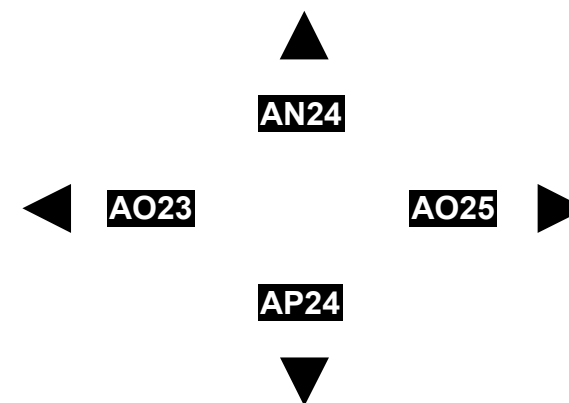
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Key to Restriction Types Displayed

- 20mph
- Bus Lane
- No Left Turn
- No U-Turn
- One Way
- One Way Contra-flow Cycle Lane

Labels:

Confirmed item



Status: PROPOSE

Map Tile Reference: Tile Ref: AO24

Sheet Revision Number: 0

Sheet Active From: 15/09/2026

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)

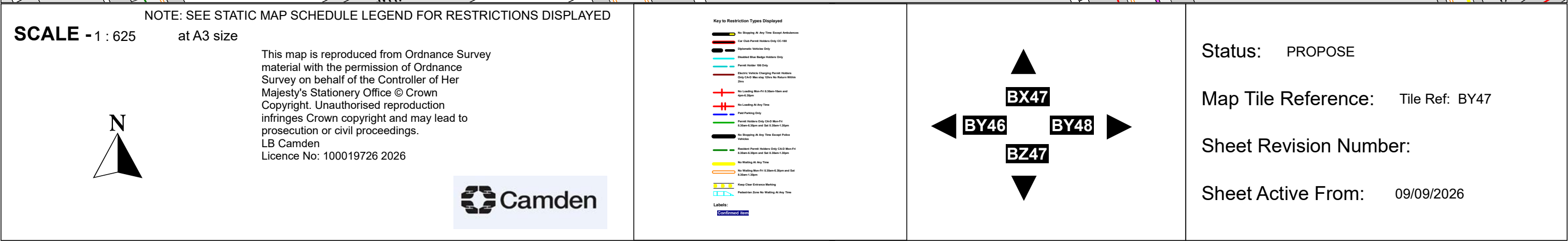
This Order amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as:

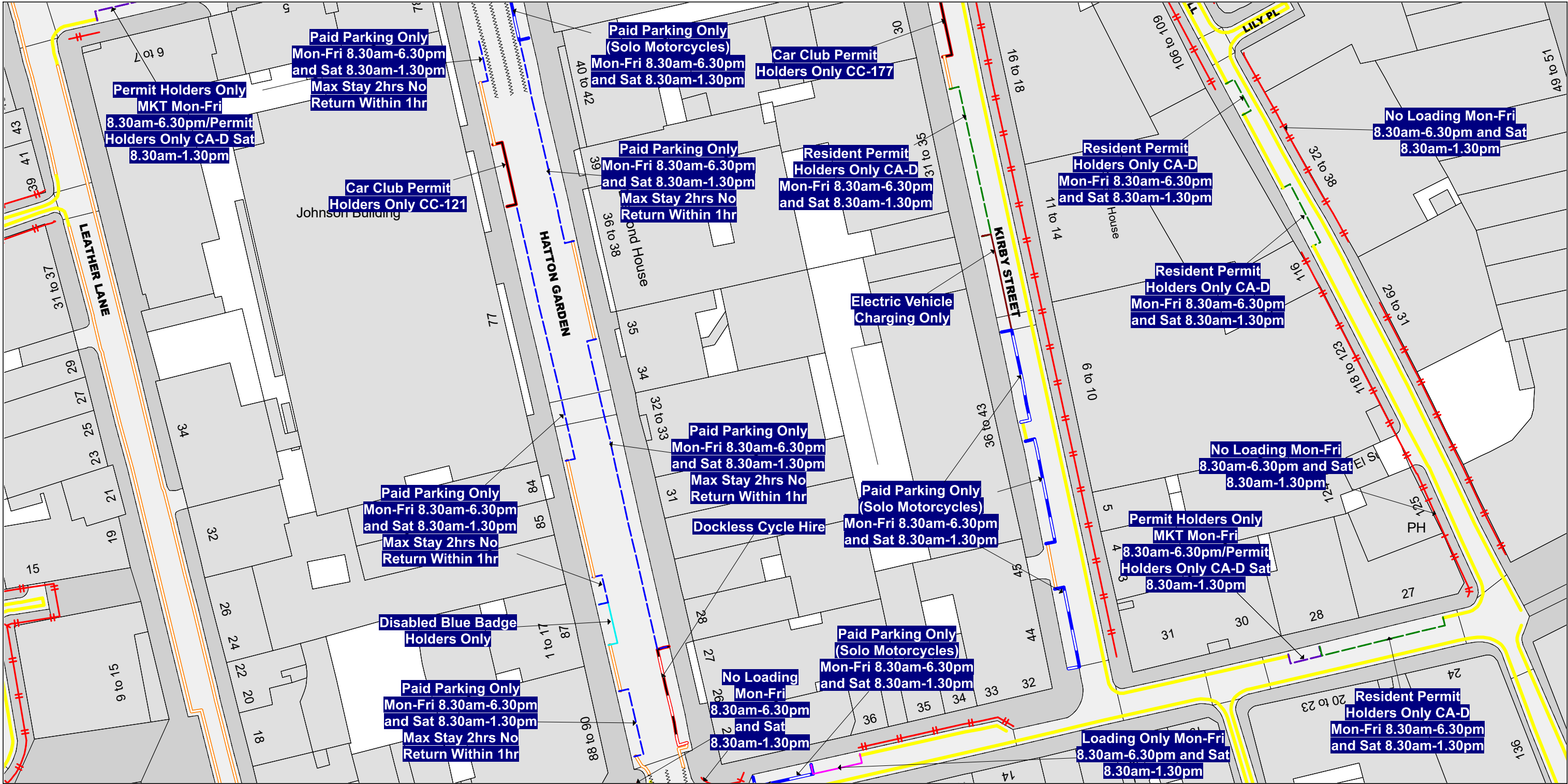
- (a) to provide double yellow line 'at any time' waiting restriction and 'at any time' loading restrictions in Kirby Street, east side, between a point 7 metres south of the southern kerb-line of St. Cross Street and a point 2.6 metres north of the southern boundary of No. 31 Greville Street;
- (b) to provide 'at any time' loading restrictions:
 - (i) Gate Street, north-east side, between the north-western kerb-line of Lincoln's Inn Fields (north-western south-west to north-east arm) and a point 18 metres north-west of that kerb-line;
 - (ii) Lincoln's Inn Fields:
 - (A) north-western south-west to north-east arm:
 - (I) north-west side:
 - (1) between the north-eastern kerb-line of Gate Street and a point 14 metres north-east of that kerb-line; and
 - (2) between the south-western kerb-line of Newman's Row and a point 10 metres south-west of that kerb-line; and
 - (II) south-east side:
 - (1) between the north-eastern kerb-line of Lincoln's Inn Fields (south-western north-west to south-east arm) and a point 8.5 metres north-east of that kerb-line; and
 - (2) between the south-western kerb-line of Lincoln's Inn Fields (north-eastern north-west to south-east arm) and a point 10 metres south-west of that kerb-line;
 - (B) south-western north-west to south-east arm, north-east side, between the south-eastern kerb-line of Lincoln's Inn Fields (north-western south-west to north-east arm) and a point 10 metres south-east of that kerb-line; and
 - (C) north-eastern north-west to south-east arm:
 - (I) north-east side, between its junction with Newman's Row and a point 7.5 metres south-east of the south-eastern kerb-line of Lincoln's Inn Fields (north-western south-west to north-east arm); and
 - (II) south-west side, between the south-eastern kerb-line of Lincoln's Inn Field (north-western south-west to north-east arm) and a point 10 metres south-east of that kerb-line;
 - (iii) Newman's Row:
 - (A) north-east side, between its junction with Lincoln's Inn Fields and a point 2 metres north-west of a point opposite the south-eastern boundary of No. 29 Lincoln's Inn Fields; and

- (B) south-west side, between its junction with Lincoln's Inn Fields and a point 6.5 metres north-west of the south-eastern boundary of No. 29 Lincoln's Inn Fields;
- (c) in Greville Street, north-west side:
- (i) to replace 16.2 metres of CA-D permit parking and 7.8 metres of loading place with 'at any time' waiting restrictions between a point 7.5 metres south-west of the north-eastern boundary of No. 32 Greville Street and a point 31.5 metres south-west of that boundary;
 - (ii) to replace CA-D permit parking with a loading place operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and between 8.30am and 1.30pm on Saturdays between a point 31.5 metres south-west of the north-eastern boundary of No. 32 Greville Street and a point 39.5 metres south-west of that boundary; and
 - (iii) to replace car club parking with CA-D permit parking operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and between 8.30am and 1.30pm on Saturdays between a point 1.3 metres south-west of the common boundary of Nos. 27 and 28 Greville Street and a point 6.3 metres south-west of that common boundary;
- (d) in Kirby Street, west side:
- (i) to replace 'controlled hours' waiting restrictions with CA-D permit parking between a point 16.4 metres south of the southern kerb-line of St. Cross Street and a point 26 metres south of that kerb-line , extending the adjacent parking place;
 - (ii) to replace paid-for parking with CA-D permit parking between a point 5.5 metres south of the common boundary of No. 30 and Nos. 31 to 35 Kirby Street and a point 14.9 metres south of that common boundary, extending the adjacent parking place;
 - (iii) to replace 0.3 metres of paid-for solo motorcycle parking, 5.1 metres of 'controlled hours' waiting restrictions and 10.1 metres of CA-D permit parking with electric vehicles recharging point parking operating 'at any time' between the common boundary of Nos. 31 to 35 and Nos. 36 to 43 Kirby Street and a point 15.5 metres south-east of that common boundary; and
 - (iv) to replace paid-for solo motorcycle parking with 'at any time' waiting restrictions between a point 39.6 metres north-west of the south-eastern boundary of No. 32 Greville Street and a point 42.6 metres north-west of that boundary;
- (e) in Lincoln's Inn Fields, south-western north-west to south-east arm, north-east side:
- (i) to replace CA-C permit parking with dockless cycle hire parking between a point 15.4 metres north-west of a point opposite the common boundary of Nos. 58 and 59 Lincoln's Inn Fields and a point 25.4 metres north-west of a point opposite that common boundary; and
 - (ii) to replace CA-C permit parking with 'controlled hours' waiting restrictions in order to install two cycle hangars between a point 9.8 metres north-west

of a point opposite the common boundary of Nos. 58 and 59 Lincoln's Inn Fields and a point 15.4 metres north-west of a point opposite the common boundary;

- (f) in Orde Hall Street, south-west side:
 - (i) to replace CA-D permit parking with 'controlled hours' waiting restrictions in order to install two cycle hangars between a point 2.2 metres north-west of a point opposite the common boundary of Nos. 8 and 10 Orde Hall Street and a point 7.4 metres north-west of a point opposite the common boundary; and
 - (ii) to replace paid-for parking with CA-D permit parking operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and between 8.30am and 1.30pm on Saturdays between a point 4.2 metres north-west of a point opposite the common boundary of Nos. 4 and 4a Orde Hall Street and a point 14.2 metres north-west of a point opposite that common boundary; and
- (g) in Saffron Hill, south-west side, to replace paid-for parking with CA-D permit parking operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and between 8.30am and 1.30pm on Saturdays between a point 1 metre south-east of the south-eastern boundary of Nos. 106 and 109 Saffron Hill and a point 6.5 metres south-east of that boundary.





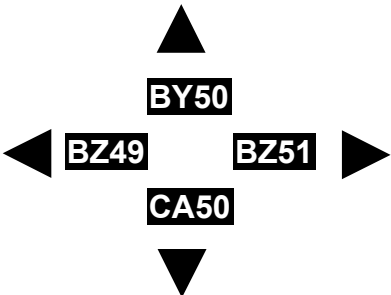
NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

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- Key to Restriction Types Displayed
- Car Club Parking Place
 - Disabled Blue Badge Holders Only
 - Dockless Cycle Hire
 - Electric Vehicle Charging Only
 - 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
 - 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
 - Prohibition Crossing
 - 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
 - Permit Holders Only MKT Mon-Fri 8.30am-6.30pm/Permit Holders Only CA-D Sat 8.30am-1.30pm
 - Permit Holders Only CA-D Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Labels:
Confirmed Item

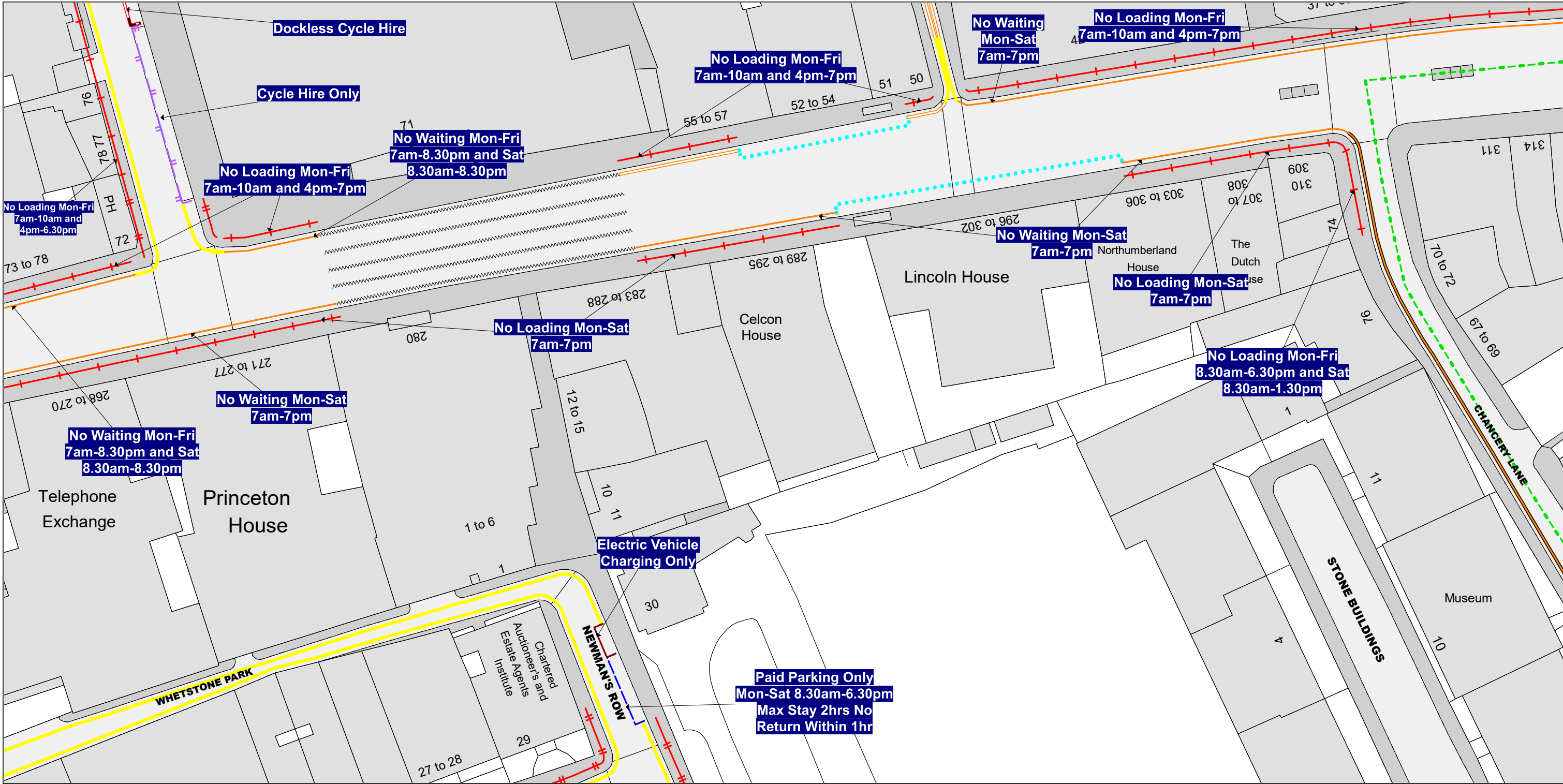


Status: PROPOSE

Map Tile Reference: Tile Ref: BZ50

Sheet Revision Number:

Sheet Active From: 09/09/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

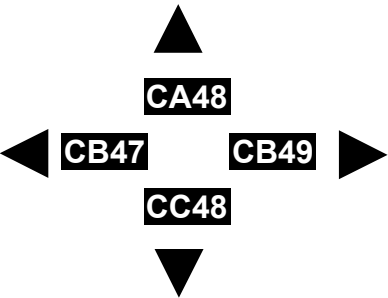
SCALE - 1 : 625 at A3 size

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Key to Restriction Types Displayed

- No stopping except local buses
- Cycle Hire Only
- Dockless Cycle Hire
- Electric Vehicle Charging Only
- No Loading
- No Loading At Any Time
- Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
- Pedestrian Crossing
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- No Waiting Mon-Sat 8.30am-6.30pm
- No Waiting

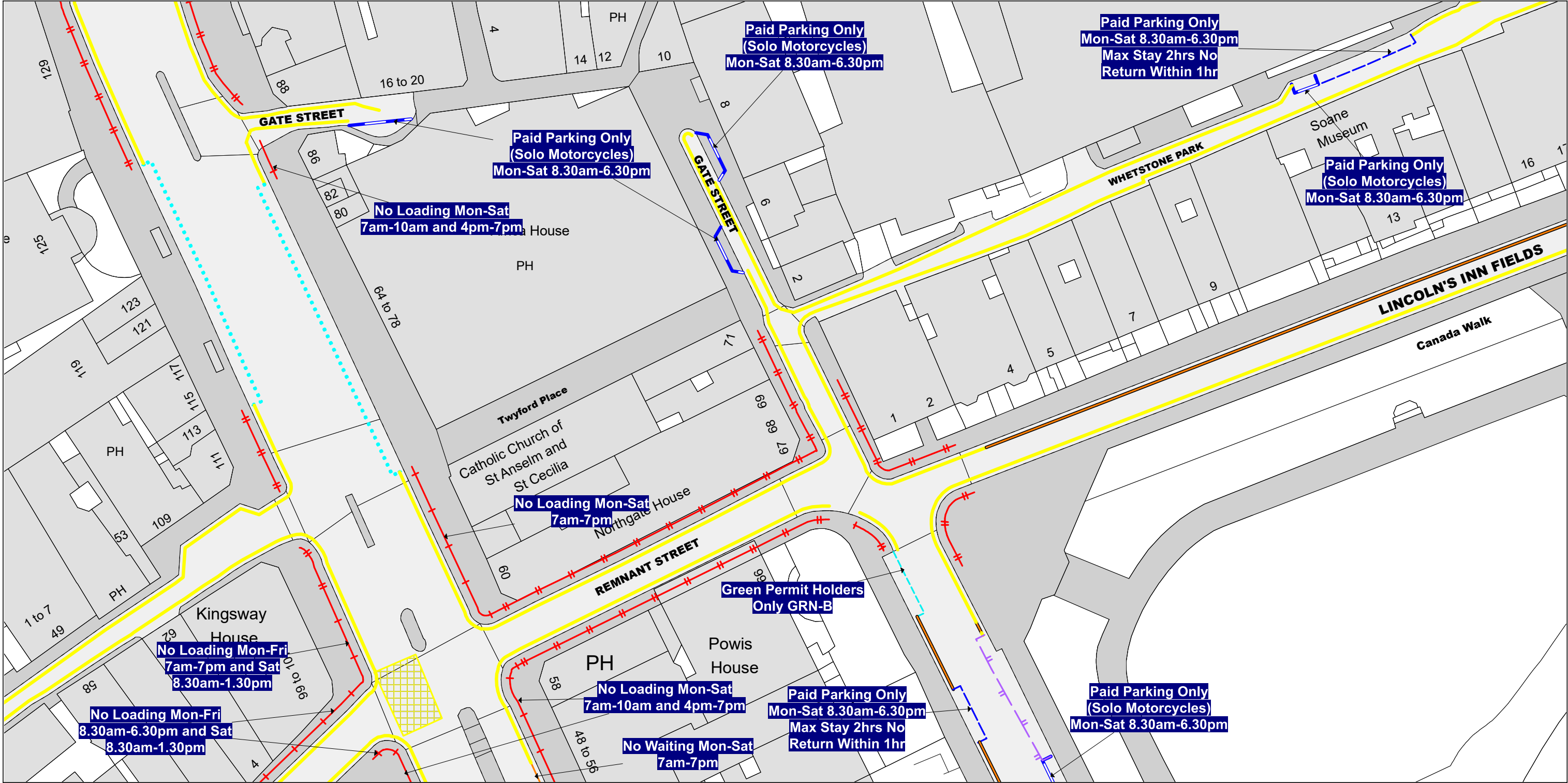


Status: PROPOSE

Map Tile Reference: Tile Ref: CB48

Sheet Revision Number:

Sheet Active From: 09/09/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

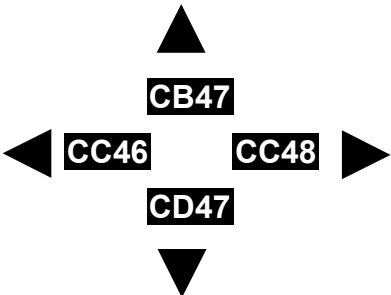
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Key to Restriction Types Displayed

- No stopping except local buses
- Cycle Hire Only
- Green Permit Holders Only GRN-B
- No Loading
- No Loading At Any Time
- Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
- Paid Parking Only (Solo Motorcycles) Mon-Sat 8.30am-6.30pm
- No Waiting At Any Time
- No Waiting Mon-Sat 7am-7pm
- No Waiting Mon-Sat 8.30am-6.30pm
- Hatched Marking

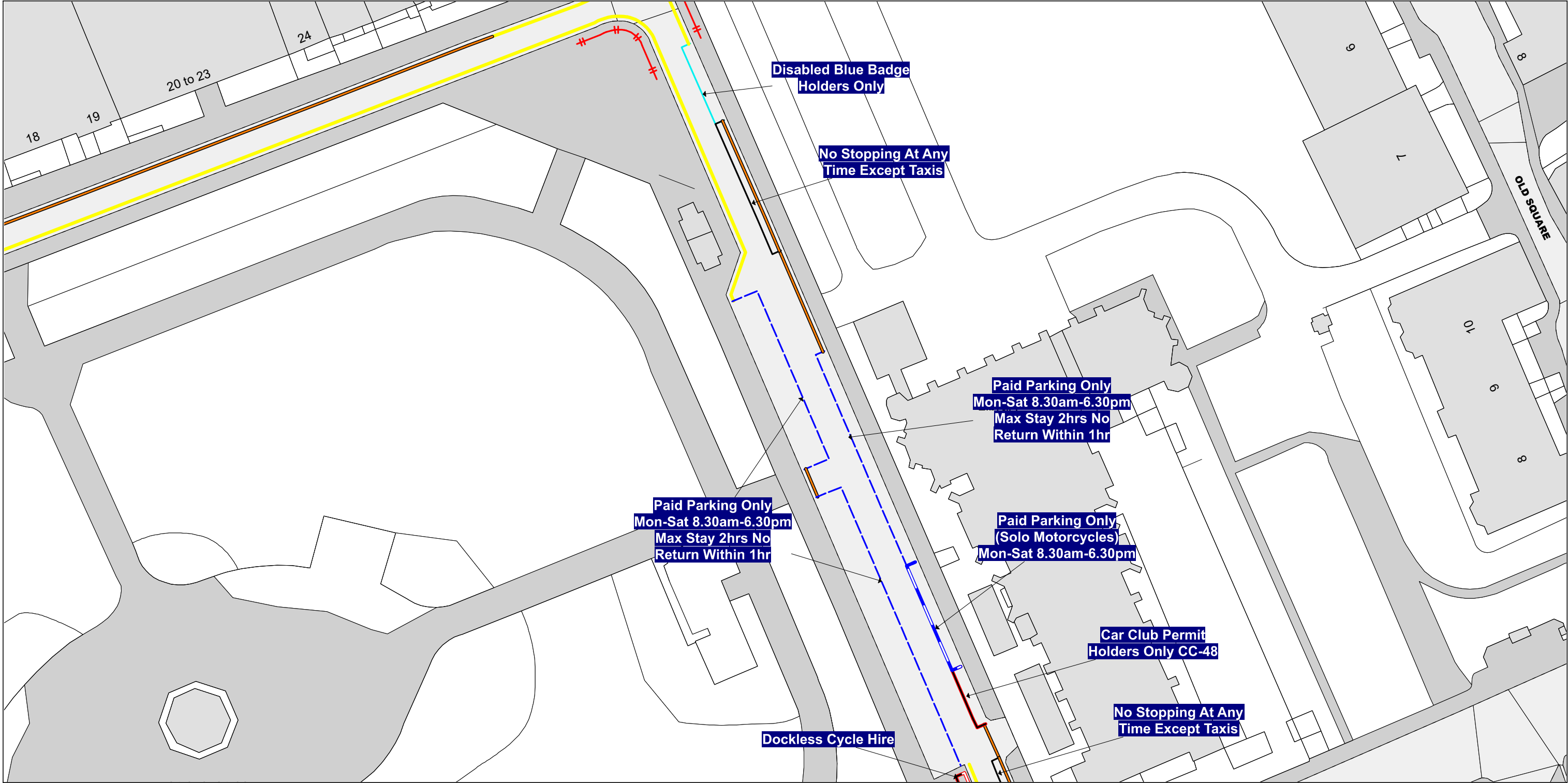


Status: PROPOSE

Map Tile Reference: Tile Ref: CC47

Sheet Revision Number:

Sheet Active From: 09/09/2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

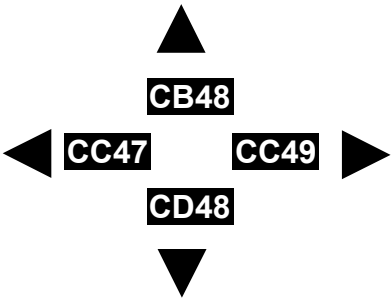
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Key to Restriction Types Displayed

- Car Club Permit Holders Only CC-48
- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- No Loading At Any Time
- Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
- Paid Parking Only (Solo Motorcycles) Mon-Sat 8.30am-6.30pm
- No Stopping At Any Time Except Taxis
- No Waiting At Any Time
- No Waiting Mon-Sat 8.30am-6.30pm

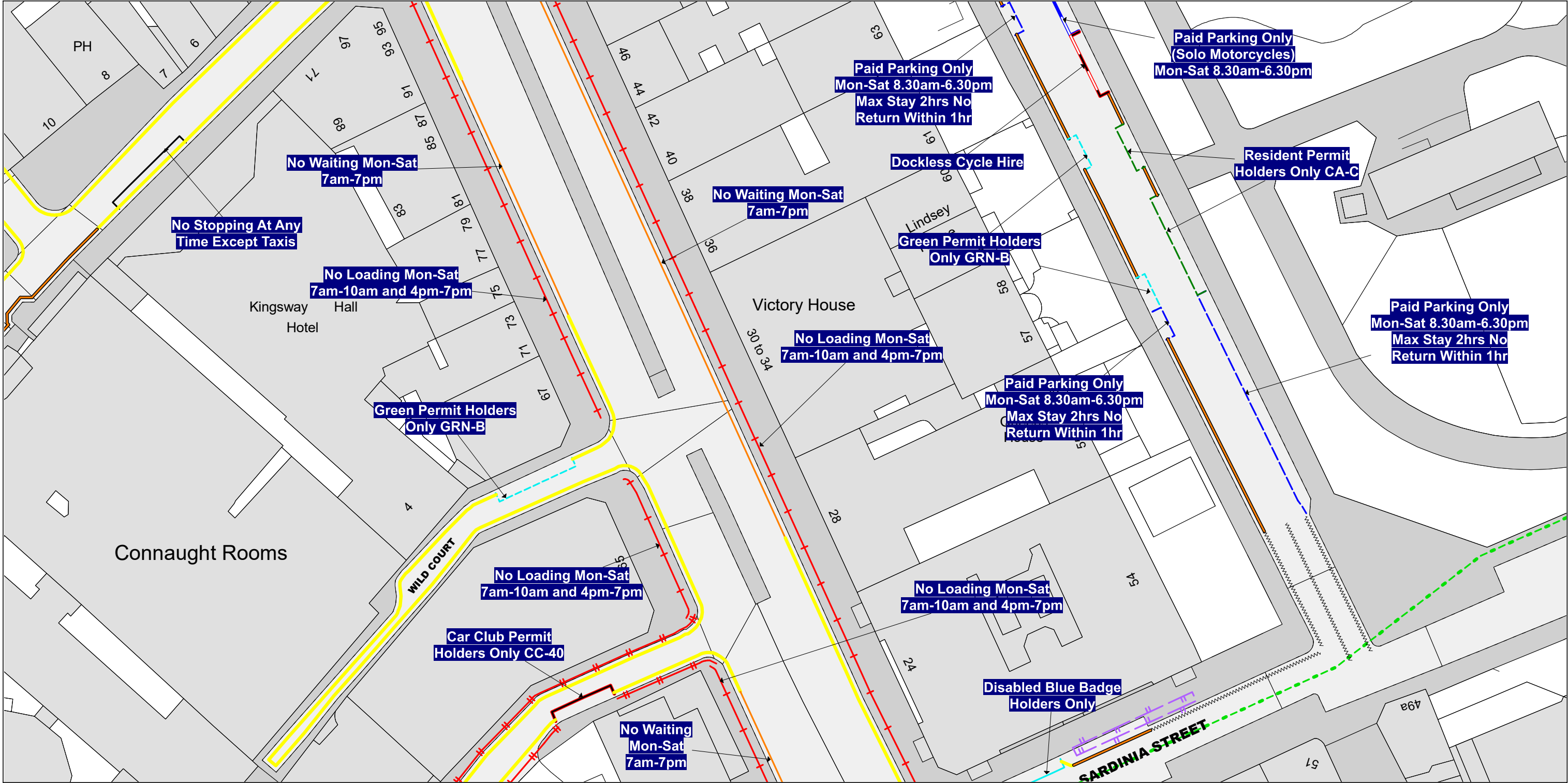


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Map Tile Reference: Tile Ref: CC48

Sheet Revision Number:

Sheet Active From: 09/09/2026



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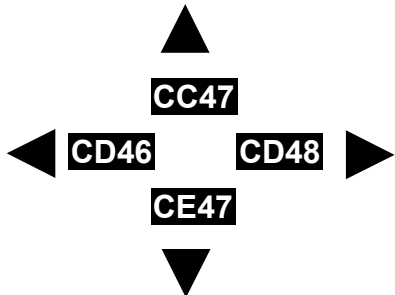
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Key to Restriction Types Displayed

- Car Club Permit Holders Only CC-40
 - Cycle Hire Only
 - Disabled Blue Badge Holders Only
 - Green Permit Holders Only GRN-B
 - Dockless Cycle Hire
 - No Loading Mon-Sat 7am-10am and 4pm-7pm
 - No Loading At Any Time
 - Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
 - Paid Parking Only (Solo Motorcycles) Mon-Sat 8.30am-6.30pm
 - Resident Permit Holders Only CA-C
 - No Stopping At Any Time Except Taxis
 - No Waiting At Any Time
 - No Waiting Mon-Sat 7am-7pm
 - No Waiting Mon-Sat 7am-10am and 4pm-7pm
 - No Waiting Mon-Sat 8.30am-6.30pm
- Labels:
Confirmed item

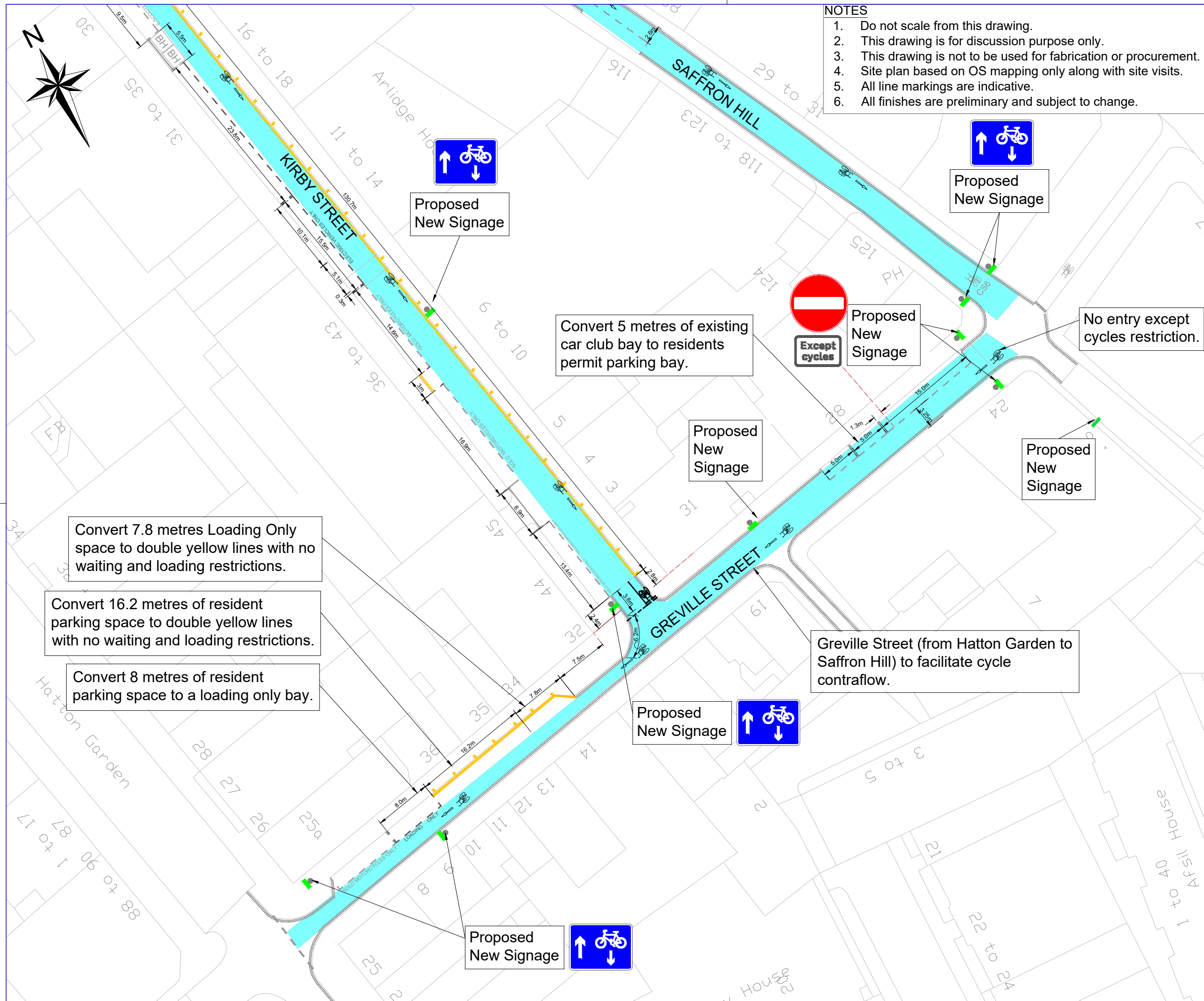


Status: PROPOSE

Map Tile Reference: Tile Ref: CD47

Sheet Revision Number:

Sheet Active From: 09/09/2026



- NOTES**
- 1. Do not scale from this drawing.
 - 2. This drawing is for discussion purpose only.
 - 3. This drawing is not to be used for fabrication or procurement.
 - 4. Site plan based on OS mapping only along with site visits.
 - 5. All line markings are indicative.
 - 6. All finishes are preliminary and subject to change.

- KEY**
- Install sign on existing lamp column or signpost
 - Proposed white straight arrow
 - Proposed cycle symbol
 - Existing road markings
 - Propose yellow markings
 - Proposed white markings
 - Cycle Hangar
 - Proposed street with cycle contraflow

Convert 7.8 metres Loading Only space to double yellow lines with no waiting and loading restrictions.

Convert 16.2 metres of resident parking space to double yellow lines with no waiting and loading restrictions.

Convert 8 metres of resident parking space to a loading only bay.

Convert 5 metres of existing car club bay to residents permit parking bay.



Proposed New Signage

No entry except cycles restriction.

Greville Street (from Hatton Garden to Saffron Hill) to facilitate cycle contraflow.

Rev	By	Date	Amendments

Design Team
Transport Strategy Service
London Borough of Camden
5 Pancras Square
Tel 020 7974 5551, Fax 020 7974 6952
DX 2106 Euston, Minicom 020 7974 6866

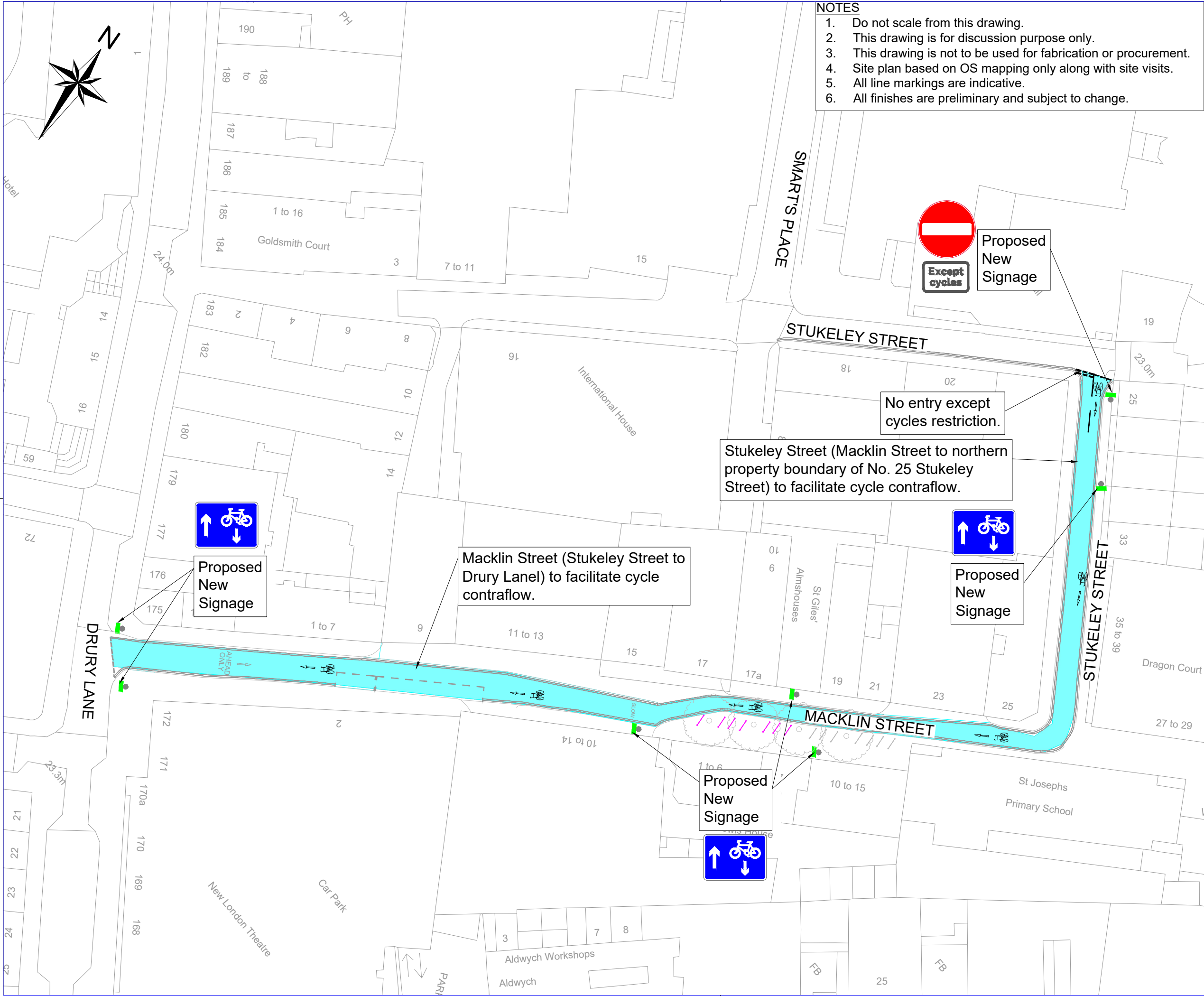
Project

Cycle Permeability
Greville Street

Drawing Title

CONSULTATION PLAN

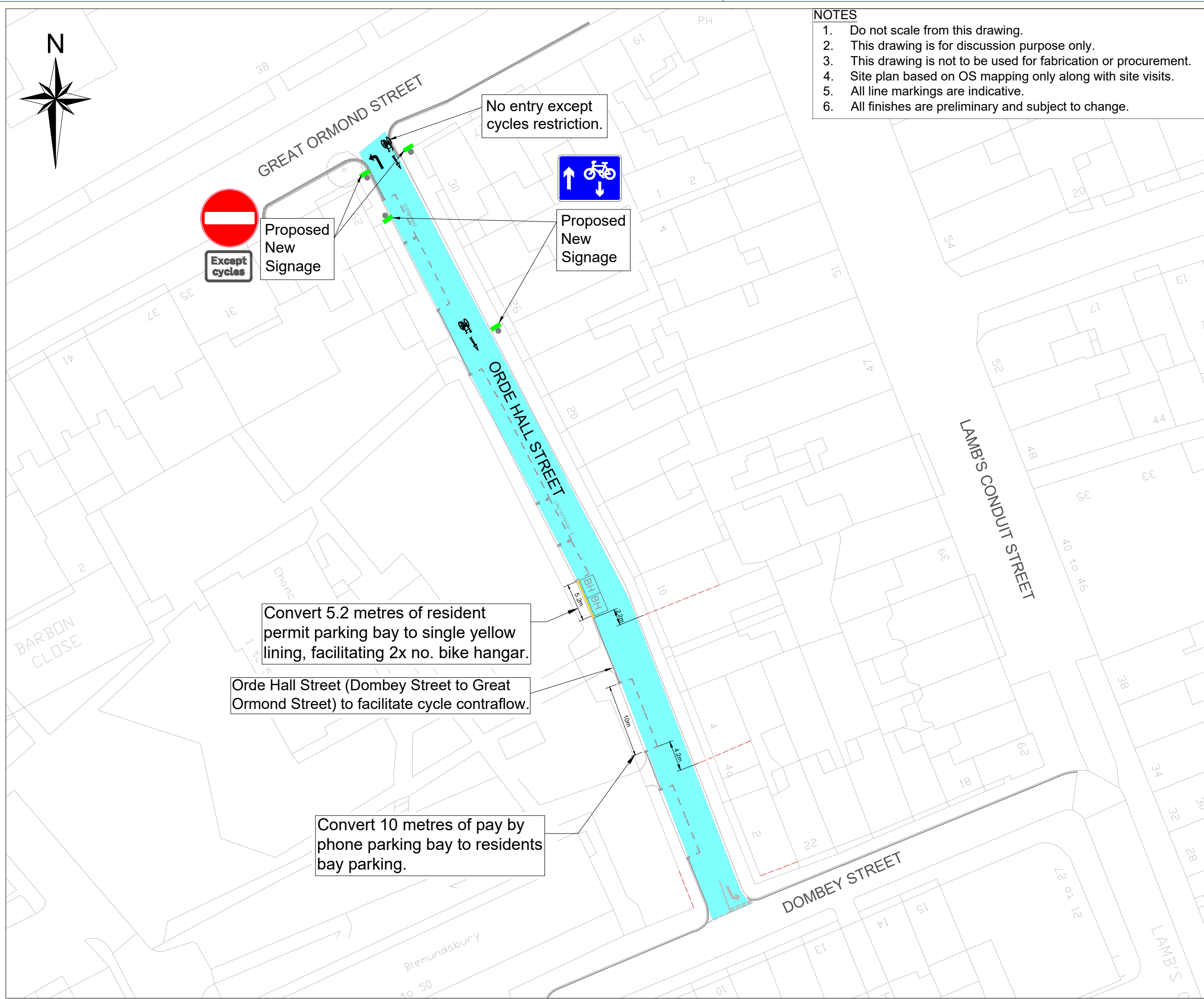
Scale 1 : 500@ A3	Date SEP 2026
Drawn By JD	File Ref
Checked By -	Dwg Name Greville Street - TMO
Drawing Location	
Drawing Number CP_Phase 5 - Greville Street	Rev. A



- NOTES
1. Do not scale from this drawing.
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- KEY
- Install sign on existing lamp column or signpost
 - Proposed white straight arrow
 - Proposed cycle symbol
 - Existing road markings
 - Propose yellow markings
 - Proposed street with cycle contraflow

Rev	By	Date	Amendments
 Camden Design Team Transport Strategy Service London Borough of Camden 5 Pancras Square Tel 020 7974 5551, Fax 020 7974 6952 DX 2106 Euston, Minicom 020 7974 6866			
Project Cycle Permeability Macklin Street and Stukeley Street			
Drawing Title CONSULTATION PLAN			
Scale 1 : 500@ A3		Date SEP 2026	
Drawn By JD		File Ref	
Checked By -		Dwg Name Macklin Street - Stukeley Street TMO	
Drawing Location			
Drawing Number CP_Phase 5 - Macklin Street			Rev. A



- NOTES**
1. Do not scale from this drawing.
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 3. This drawing is not to be used for fabrication or procurement.
 4. Site plan based on OS mapping only along with site visits.
 5. All line markings are indicative.
 6. All finishes are preliminary and subject to change.

- KEY**
- Install sign on existing lamp column or signpost
 - Proposed white straight arrow
 - Proposed cycle symbol
 - Existing road markings
 - Propose yellow markings
 - Proposed street with cycle contraflow
 - Cycle Hangar

Rev	By	Date	Amendments
-----	----	------	------------

Design Team
Transport Strategy Service
London Borough of Camden
5 Pancras Square
Tel 020 7974 5551, Fax 020 7974 6952
DX 2106 Euston, Minicom 020 7974 6866

Project

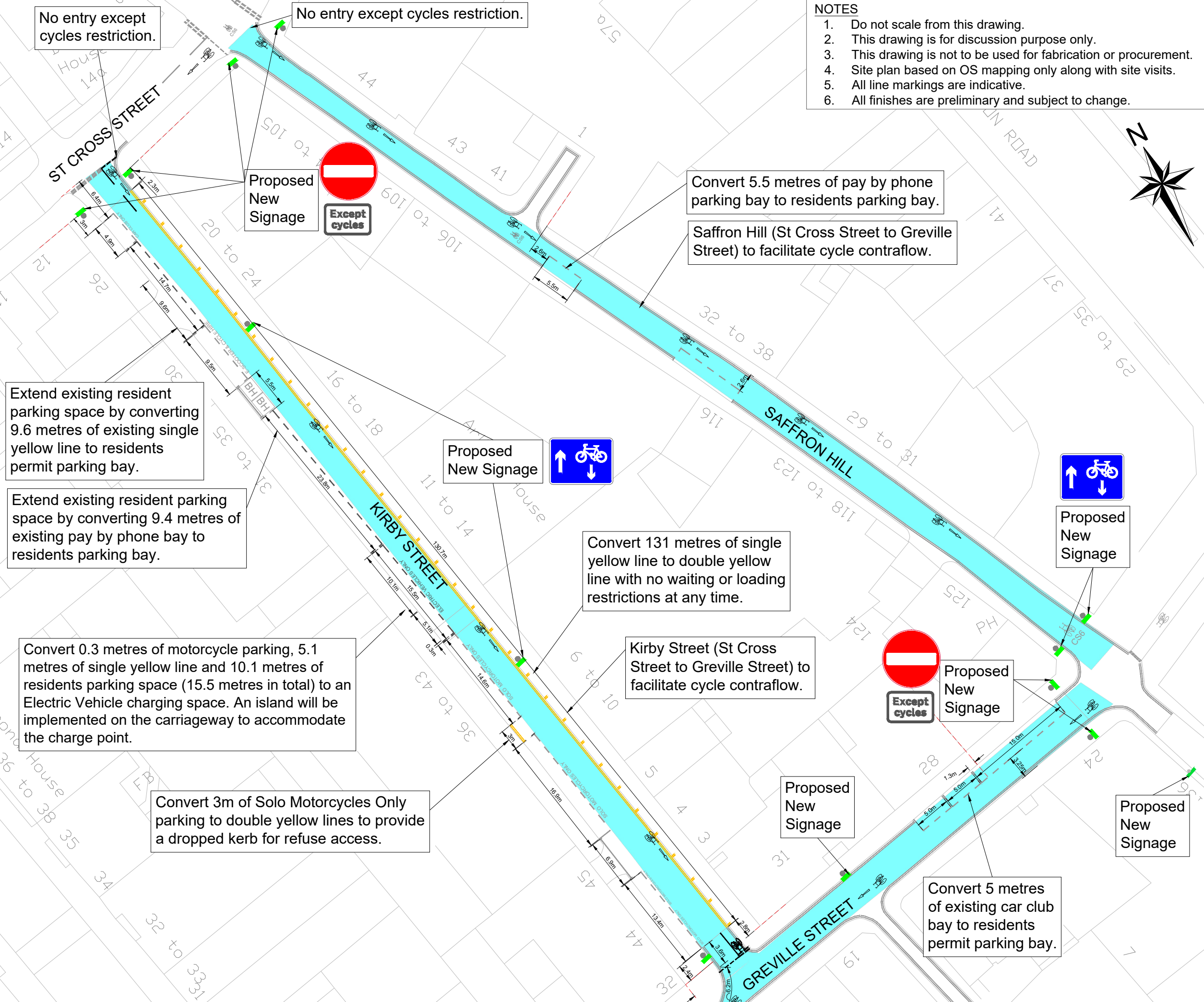
Cycle Permeability
Orde Hall Street

Drawing Title

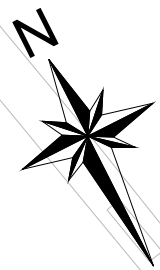
CONSULTATION PLAN

Scale 1 : 500@ A3	Date SEP 2026
Drawn By JD	File Ref
Checked By -	Dwg Name Orde Hall Street

Drawing Location	
Drawing Number CP_Phase 5 - Orde Hall Street	Rev. A



- NOTES**
- 1. Do not scale from this drawing.
 - 2. This drawing is for discussion purpose only.
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 - 4. Site plan based on OS mapping only along with site visits.
 - 5. All line markings are indicative.
 - 6. All finishes are preliminary and subject to change.



- KEY**
- Install sign on existing lamp column or signpost
 - Proposed white straight arrow
 - Proposed cycle symbol
 - Existing road markings
 - Proposed yellow markings
 - Proposed white markings
 - Cycle Hangar
 - Proposed street with cycle contraflow

Rev	By	Date	Amendments

Design Team
Transport Strategy Service
London Borough of Camden
5 Pancras Square
Tel 020 7974 5551, Fax 020 7974 6952
DX 2106 Euston, Minicom 020 7974 6866

Project
**Cycle Permeability
Kirby Street, Saffron Hill**

Drawing Title
CONSULTATION PLAN

Scale 1 : 500@ A3	Date SEP 2026
Drawn By JD	File Ref
Checked By -	Dwg Name Kirby Street - Saffron Hill TMO
Drawing Location	
Drawing Number CP_Phase 5 - Saffron Hill Kirby Street	Rev. A