Public notice

South End Green area - Safe and healthy streets

The Camden (Moving Traffic Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') on 05 November 2026 have made the above Experimental Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended.

2. The general nature and effect of the Orders, as part of the Council's 'Safe and healthy streets' programme, will be by way of an experiment, in:-

   CONSTANTINE ROAD – the north side, to: (1) remove the existing bus stop clearway outside Nos. 1-3 Elm Terrace, Constantine Road, the existing loading place outside Nos. 4-5 Elm Terrace, Constantine Road so as to accommodate the new bus stop clearway detailed in item 5 following; and (2) remove 12.8 metres of an existing 'paid-for' parking place outside Nos. 1-3 Constantine Road, so as to re-provide a loading place, 9.2 metres in length (operating 7am – 7pm throughout the week, loading/unloading only - no maximum stay period) and 3.6 metres of 'at any time' waiting and loading restrictions, the remaining length of 'paid-for' parking place outside Nos. 5-9 Constantine Road to be retained;

   FLEET ROAD – to: (1) on the north-east side, remove the existing 'keep clear' zig-zag markings outside Nos. 150-156 Fleet Road, the existing 'CA-B' resident permit holders parking place outside Nos. 146-148 Fleet Road, and the existing 'paid-for' parking place outside Nos. 136-142 Fleet Road and 1 Byron Mews and introduce 'at any time' waiting and loading restrictions extending throughout this length; and on the south-west side :(2) remove the existing bus stop clearway outside Nos. 83-85 Fleet Road so as to re-provide a 'CA-B' resident permit holders parking place, 10.5 metres in length and 3.9 metres of 'at any time' waiting and loading restrictions; (3) remove the existing 'CA-B' resident permit holders parking place and 'paid-for' parking place opposite Nos. 144-138A Fleet Road so as to accommodate the new bus stand clearway detailed in item 5 following; and (4) remove the existing 'keep clear' zig-zag markings opposite Nos. 146-152 Fleet Road introduce 'at any time' waiting and loading restrictions extending throughout this length, and remove the existing 'keep clear' zig-zag markings opposite No. 136 Fleet Road and No. 1 Byron Close - the existing 'single yellow line' markings (Monday-Friday 9am-6.30pm, Saturday 9.30am-1.30pm) in situ to be retained;

   POND STREET, to remove the existing bus stop clearway on the south side outside Nos. 10-12 and 16 Pond Street and introduce 'at any time' waiting and loading restrictions on all otherwise undesignated kerbside on both sides between its junction with Constantine Road, Fleet Road and South End Green and a point 15 metres west of the eastern wall of No. 37 Pond Street;

SOUTH END GREEN – the eastern (south to north) arm, to : (1) prohibit motor vehicles from entering into or proceeding in that part which lies between its junction with Constantine Road and the eastern vehicular access to South End Close, exception to this restriction being provided for buses and for access (to maintain access to South End Close); (2) introduce one-way northbound traffic working between its junction with Constantine Road and the eastern vehicular access to South End Close; (3) remove the existing bus stop clearway on the east side adjacent to No. 1 Constantine Road and introduce 'at any time' waiting and loading restrictions on all otherwise undesignated kerbside on both sides throughout; and (4) remove the redundant compulsory left turn from South End Green (eastern arm) southbound into Constantine Road;

SOUTH END GREEN – the northern (east to west) arm, to: (1) introduce a bus-only route (that is a prohibition of entry and proceeding applicable to all vehicles except buses) in that part which lies between its junctions with the eastern (south to north) arm of South End Green and the western (north to south-west) arm of South End Green; (2) introduce one-way westbound traffic working in said bus-only route, with a complementary 'no entry' restriction applicable to traffic approaching from the western (north to south-west) arm of South End Green or South End Close; (3) remove the existing bus stand clearway within this part, and introduce 'at any time' waiting and loading restrictions on all otherwise undesignated kerbside on both sides throughout;

SOUTH END GREEN – the western (north to south-west) arm, to:- (1) prohibit motor vehicles proceeding in either South End Road or the southern arm of South End Green from entering into or proceeding in that part which lie between its junction with said roads and the western vehicular access to South End Close; (2) introduce one-way south-westbound traffic working (for buses and vehicles exiting South End Close) between the western vehicular access to South End Close and its junction with South End Road and South End Green (southern arm); and (3) introduce 'at any time' waiting and loading restrictions on both sides throughout;

SOUTH END GREEN – the southern (north-west to south-east) arm, to introduce 'at any time' waiting and loading restrictions on all otherwise undesignated kerbside on both sides throughout; and

SOUTH END ROAD – the arm fronting Nos. 1-13 South End Road, to: (1) prohibit motor vehicles entering into or proceeding in that part which lies between its junctions with Pond Street and South End Green (southern arm); and (2) remove the existing paid-for parking place on the east side outside Nos. 11-13 South End Road and bus stop clearway on the east side outside Nos. 3-9 South End Road, and introduce 'at any time' waiting and loading restrictions on both sides throughout.

3. FURTHER NOTICE IS HEREBY GIVEN that the Council under section 23 of the 1984 Act, have approved the provision of new or revised pedestrian crossings at the following locations:-

CONSTANTINE ROAD - a 'zebra' pedestrian crossing, centred on a point 10 metres west of the common boundary of Nos. 1 and 3 Elm Terrace, Constantine Road. 'Zig-zag' markings, on which stopping by vehicles would

be prohibited at all times, would be laid on both sides of the road for a distance of 7 metres east and 11 metres west of this crossing;

FLEET ROAD - a ‘zebra’ pedestrian crossing, centred on a point 2 metres north-west of the common boundary of Nos. 85 and 87 Fleet Road. ‘Zig-zag’ markings would be laid on both sides of the road for a distance of 7 metres north-west and 11 metres south-east of this crossing;

POND STREET – a raised ‘zebra’ pedestrian crossing with parallel pedal cycle crossing facility, centred on a point 0.5 metres west of the western wall of Nos. 10-12 Pond Street. ‘Zig-zag’ markings would be laid on both sides of the road for a distance of 20 metres east and 22 metres west of this crossing;

SOUTH END ROAD – the main arm, a ‘zebra’ pedestrian crossing with parallel pedal cycle crossing facility, centred on a point 2.5 metres south-east of the common boundary of Nos. 15 and 17 South End Road, measured on the south-west side of South End Road. ‘Zig-zag’ markings would be laid on the north-east side of the road for a distance of 20 metres north-west and 22 metres south-east of this crossing, and on the south-west side of road for a distance of 12 metres north-west and 22 metres south-east of this crossing; and

SOUTH END GREEN – the southern (north-west to south-east) arm, a ‘zebra’ pedestrian crossing, centred on a point 14 metres north-west of the north-western kerb-line of Pond Street. ‘Zig-zag’ markings would be laid on both sides of the road for a distance of 16 metres north-west and 12 metres south-east of this crossing.

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 a speed table of flat-top construction having a maximum height level with the surrounding footway and covering the full width of the carriageway at the following location:-

   POND STREET – at the raised pedestrian crossing referred to above, extending from a point 8 metres west of the western wall of No. 37 Pond Street eastward to a point 4 metres east of the western wall of Nos. 10-12 Pond Street, including both ramps.

5. FURTHER NOTICE IS HEREBY GIVEN that the Council, in accordance with Part 6 of Schedule 7 to the Traffic Signs Regulations and General Directions 2016, have approved the provision of new or revised bus stop and bus stand clearways (on which vehicles other than local buses would be prohibited from stopping at all times) at the following locations:-

   CONSTANTINE ROAD – a bus stop clearway on the north side, extending from a point 3.5 metres west of the common boundary of Nos. 1 and 3 Elm Terrace, Constantine Road to the common boundary of No. 5 Elm Terrace and No. 1, Constantine Road (25 metres);

   FLEET ROAD – a bus stand clearway on the south-west side, extending from a point 2 metres north-west of the north-western kerb-line of the vehicular access to No. 77 Fleet Road north-westward for a distance of 40 metres;

   POND STREET – a bus stop clearway on the south side, extending from a point 23 metres west of the western wall of Nos. 10-12 Pond Street westward for a distance of 25 metres;

SOUTH END GREEN, the western (north to south-west) arm – a bus stand clearway, on the west side, extending from a point 5 metres north of a point opposite the northern kerb-line of Constantine Road northward for a distance of 13 metres; and

SOUTH END GREEN, the northern (east to west) arm – two bus stand clearways: (1) on the north side, extending from a point 15 metres west of the western kerb-line of the vehicular access to South End Close westward for a distance of 14 metres; and (2) on the south side, extending from a point 6 metres west of a point opposite the western kerb-line of the vehicular access to South End Close westward for a distance of 25 metres.

6. Copies of the Orders, which will come into force on 11 January 2027 and may remain in force for up to 18 months, of plans indicating their effects, and of other related documents may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals or by prior appointment, in person at 5 Pancras Square, London, N1C 4AG during normal office hours.

7. The Council will consider in due course whether the provisions of the Experimental Orders should be continued in force indefinitely by means of an Order made under sections 6 and 124 of and Part IV of Schedule 9 to the 1984 Act. Any person may object to the making of Orders for the purpose of such indefinite continuation within a period of six months, beginning from the date on which the Experimental Orders came into force or, if an Experimental Order is varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the date on which the variation or modification or the latest variation or modification comes into force. Any objection to or representation in respect of the Experimental Orders must be made in writing quoting reference '**TMO2627-0012',** give reasons for any objection or state the grounds on which it is made, and be sent to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 12 July 2027.

   Objections to or representations in respect of the speed table referred to in item 4 of this Notice (including grounds) may similarly be made, to be received by the end of a period of 21 days following the date of publication of this Notice.

8. Any person desiring to question the validity of the Orders or of any provision contained therein on the grounds that it is not within the powers conferred by the 1984 Act or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with may, within 6 weeks of the date on which the Orders were made, make application for the purpose to the High Court.

Peter Mardell - Head of Parking Operations

05 November 2026

Statement of reasons

South End Green - Safe and healthy streets

The Camden (Moving Traffic Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026

Background

This statement outlines proposals to deliver a Safe and Healthy Streets transport and public realm scheme in South End Green. The proposals aim to create healthier, safer and more accessible streets, and opportunities for a new public space with greening and seating for community use that would contribute to South End Green's village character and identity as a neighbourhood centre.

The proposals include closing the slip road on South End Road to all motor traffic except cyclists, relocating bus stands and bus stops, providing three new zebra crossings, relocating one zebra crossing and upgrading two zebra crossings to parallel pedestrian and cycle zebra crossings. The proposals aim to create a new, traffic-free, public realm space at South End Green, and address long-standing local stakeholder concerns about the amenity, road safety and air quality impacts of bus route 1 (formerly route 168) which terminates on the slip road, and road safety and pedestrian accessibility in the wider area.

The proposal meets the objectives of We Make Camden by creating clean, vibrant and sustainable places and making it easier for people to travel more by foot and bike.

It is proposed to put in place an Experimental Traffic Order (ETO) for elements of the scheme relating to moving traffic restrictions, parking places and waiting and loading restrictions. Other elements such as the introduction of pedestrian crossings, road humps, speed tables and bus stop changes will be introduced on a permanent basis using the relevant legislation.

Statement of Reasons

The reasons for proposing to introduce these changes to South End Green are set out in detail in the decision report. In the summary the reasons are to:

- Improve safety for people using the South End Green area by closing the slip road to motor vehicles, enabling easier walking, wheeling and cycling locally
- Provide an improved area of public realm by reducing traffic dominance in the area
- Encourage improved health and wellbeing through enabling more people to travel actively in the area, by making it safer and easier to do so
- Reduce traffic dominance in the area, thereby over time reducing pollution and congestion

- Deliver public realm and climate resilience measures including new tree planting and rain gardens. Making the area a nicer place to meet, stop, rest, and shop by planting new plants and trees, adding new benches and reducing street clutter.
- Respond to the positive consultation response on the scheme proposals.
- Deliver the ambitions of the Hamstead Town Neighbourhood Plan to create an area of public realm next to the green

The South End Green Safe and Healthy Streets Proposals are suggested based on the alignment with Council and Mayoral policy, the positive response to the public consultation, the monitoring data and other feedback received as part of engagement conducted during the development of the scheme. The scheme is designed to deliver a safer and healthier environment for local residents and businesses alongside other users of the street such as cyclists and pedestrians. The proposed amendments to the scheme design, as set out in the decision report, would assist further in meeting these aims.

The Council is introducing certain elements of the changes (to moving traffic restrictions, parking places and waiting and loading restrictions) by way of an experimental Orders under section 9 of the Road Traffic Regulation Act 1984 (the 1984 Act), so as to enable Officers to monitor the effectiveness of the scheme, and potentially make changes, pursuant to section 10(2) of the 1984 Act, if so required. Following monitoring of the scheme and assessment and determination by decision maker of responses from residents, local businesses and other road users during the first 6 months of operation of the experimental scheme, the Council will in due course consider the making of Orders under sections 6 and 45 of the 1984 Act giving permanent effect to these changes.

For more information visit:-

https://democracy.camden.gov.uk/ieDecisionDetails.aspx?ID=4390

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2026 No. 047

The Camden (Moving Traffic Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026

Made: 05 November 2026

Coming into force: 11 January 2027

Expires: 10 July 2028

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984[1], as amended, 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) (South End Green area) (No. 1) Experimental Traffic Order 2026, shall come into force on 11 January 2027, and will expire on 10 July 2028.

Interpretation

2. (1) In this Order:-

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

"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

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[1] 1984 c.27
[2] SI 2016/362

changes that have been made to the underlying Ordnance Survey data.

"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 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

3. (1) No person shall cause any vehicle to proceed in South End Green (the eastern arm, leading from Constantine Road to the eastern vehicular access to South End Close) in a direction other than from south to north.

(2) No person shall cause any vehicle to proceed in South End Green (the northern arm, leading from the eastern to western arms of South End Green) in a direction other than from east to west.

(3) No person shall cause any vehicle to proceed in South End Green (the western arm, leading from the western vehicular access to South End Close to South End Road and the southern arm of South End Green) in a direction other than from north to south-west.

Moving traffic restrictions – no entry

4. No person causing any vehicle other than a pedal cycle to proceed in South End Green (the western arm) shall, upon reaching its junction with South End Green (the northern arm) cause that vehicle to enter into South End Green (the northern arm).

[3] LBC 2026/023

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

5. (1) No person shall cause any motor vehicle to enter into or proceed in that part of South End Road (the arm fronting Nos. 1-13 South End Road) which lies between its junction with Pond Street and its junction with South End Green (the southern arm) and South End Road (the main arm).

(2) No person causing any motor vehicle to proceed in South End Road (the main arm) or South End Green (the southern arm) shall, upon reaching its junction with South End Green (the western arm), cause that motor vehicle to enter into or proceed in South End Green (the western arm).

(3) Except as provided in Article 5(4) of this Order, no person shall cause any motor vehicle to enter into or proceed in that part of South End Green (the eastern arm) which lies between its junction with Constantine Road and the eastern vehicular access to South End Close.

(4) Exception to the restriction in Article 5(4) of this Order shall be provided for buses and such vehicles entering said part of South End Green (the eastern arm) at its junction with Constantine Road for the purpose of gaining access to South End Close or other premises either located therein or only accessible therefrom.

Moving traffic restrictions – bus-only route

6. (1) South End Green (the northern arm) is a bus-only route.

(2) Except as provided in Article 22(2) of the Order of 2026, no person shall cause a vehicle to other than a bus to enter into or proceed in a bus-only route.

Exemptions from restrictions

7. (1) Without prejudice to the provisions of Article 16 of the Order of 2026, Articles 3, 4 and 5 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, Articles 5(1) and (3) 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) Whilst this Order remains in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 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 suspending any provision designated or provided or imposed by a previous version of that map tile and not incorporated into the latest version.

Power to modify or suspend the provisions of this order

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

Dated this 05 November 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 trial ‘Safe and healthy streets’ walking, cycling, bus infrastructure and public realm improvements in the South End Green area, by way of an experiment, amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as to, in:-

SOUTH END GREEN – the eastern (south to north) arm, to : (1) prohibit motor vehicles from entering into or proceeding in that part which lies between its junction with Constantine Road and the eastern vehicular access to South End Close, exception to this restriction being provided for buses and for access (to maintain access to South End Close); (2) introduce one-way northbound traffic working between its junction with Constantine Road and the eastern vehicular access to South End Close; and (3) remove the redundant compulsory left turn from South End Green (eastern arm) southbound into Constantine Road;

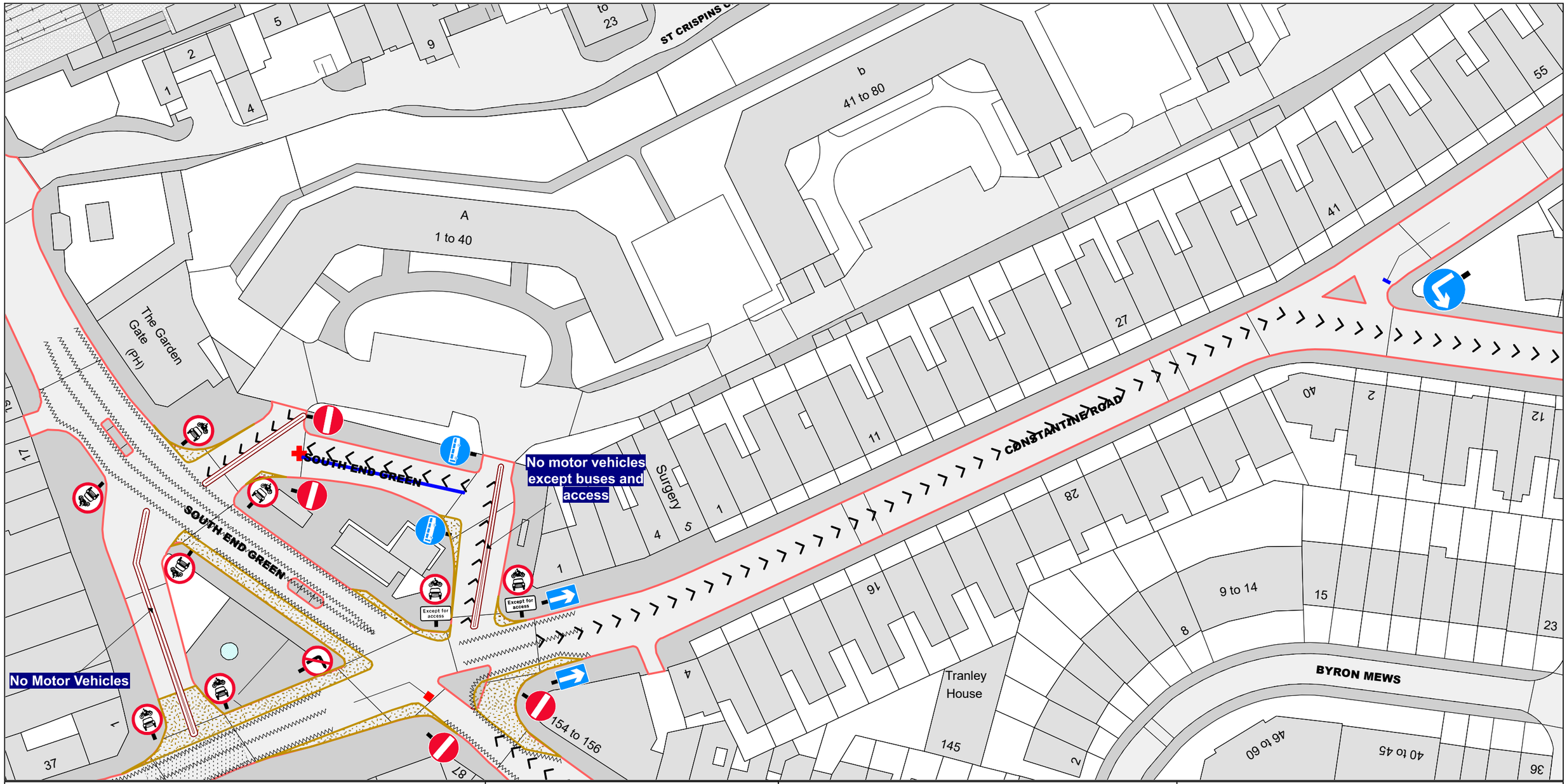
SOUTH END GREEN – the northern (east to west) arm, to: (1) introduce a bus-only route (that is a prohibition of entry and proceeding applicable to all vehicles except buses) in that part which lies between its junctions with the eastern (south to north) arm of South End Green and the western (north to south-west) arm of South End Green; and (2) introduce one-way westbound traffic working in said bus-only route, with a complementary ‘no entry’ restriction applicable to traffic approaching from the western (north to south-west) arm of South End Green or South End Close;

SOUTH END GREEN – the western (north to south-west) arm, to:- (1) prohibit motor vehicles proceeding in either South End Road or the southern arm of South End Green from entering into or proceeding in that part which lie between its junction with said roads and the western vehicular access to South End Close; and (2) introduce one-way south-westbound traffic working (for buses and vehicles exiting South End Close) between the western vehicular access to South End Close and its junction with South End Road and South End Green (southern arm);

SOUTH END ROAD – the arm fronting Nos. 1-13 South End Road, to: prohibit motor vehicles entering into or proceeding in that part which lies between its junctions with Pond Street and South End Green (southern arm);

in the London Borough of Camden.

The Camden (Moving Traffic Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026



Camden

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SCALE - 1 : 625 at A3 size

NOTE: SEE MOVING MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Key to Restriction Types Displayed

- 20mph
- Bus only route
- Islands & build-outs not shown in OS
- Left Turn Only
- No Entry
- No Right Turn
- One Way
- Pedestrian Crossing
- No Motor Vehicles
- No motor vehicles except buses and access
- Speed hump

Labels:

- Confirmed item
- Confirmed experimental or temporary item

AU34

AV33 AV35

AW34

Status: CONFIRM

Map Tile Reference: Tile Ref: AV34

Sheet Revision Number: 1

Sheet Active From: 11/01/2027

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2026 No. 048

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026

Made: 05 November 2026

Coming into force: 11 January 2027

Expires: 10 July 2028

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984[1], and of all other powers thereunto enabling, hereby make the following Order:

Citation, commencement and expiry

1. This Order may be cited as the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026, shall come into force on 11 January 2027, and will expire on 10 July 2028.

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.

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[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) Whilst this Order remains in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though for the map tiles attached to that Order there were substituted the map tiles similarly referenced and attached to this Order.

(2) The substitution of any map tile referred to in paragraph (1) of this Article will have the effect of suspending any provision designated or imposed or applied by a previous version of that map tile and not incorporated into the latest version.

Designation of parking places or loading places and application of the Order of 2025 thereto

4. (1) Each area on a street identified in a map tile as a parking place or loading place and, where applicable, by way of the map schedule legend as an area marked out or signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2025 in relation to that type of parking place or loading place, as the case may be, is designated as a parking place or a loading place.

(2) Unless otherwise so identified, a parking place or loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 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.

Power to modify or suspend the provisions of this order

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

Dated this 05 November 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 trial ‘Safe and healthy streets’ walking, cycling, bus infrastructure and public realm improvements in the South End Green area, by way of an experiment, amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as to, in:-

CONSTANTINE ROAD – the north side, to: (1) remove the existing bus stop clearway outside Nos. 1-3 Elm Terrace, Constantine Road, the existing loading place outside Nos. 4-5 Elm Terrace, Constantine Road so as to accommodate a new bus stop clearway; and (2) remove 12.8 metres of an existing ‘paid-for’ parking place outside Nos. 1-3 Constantine Road, so as to re-provide a loading place, 9.2 metres in length (operating 7am – 7pm throughout the week, loading/unloading only - no maximum stay period) and 3.6 metres of ‘at any time’ waiting and loading restrictions, the remaining length of ‘paid-for’ parking place outside Nos. 5-9 Constantine Road to be retained;

FLEET ROAD – to: (1) on the north-east side, remove the existing ‘keep clear’ zig-zag markings outside Nos. 150-156 Fleet Road, the existing ‘CA-B’ resident permit holders parking place outside Nos. 146-148 Fleet Road, and the existing ‘paid-for’ parking place outside Nos. 136-142 Fleet Road and 1 Byron Mews and introduce ‘at any time’ waiting and loading restrictions extending throughout this length; and on the south-west side :(2) remove the existing bus stop clearway outside Nos. 83-85 Fleet Road so as to re-provide a ‘CA-B’ resident permit holders parking place, 10.5 metres in length and 3.9 metres of ‘at any time’ waiting and loading restrictions; (3) remove the existing ‘CA-B’ resident permit holders parking place and ‘paid-for’ parking place opposite Nos. 144-138A Fleet Road so as to accommodate the new bus stand clearway detailed in item 5 following; and (4) remove the existing ‘keep clear’ zig-zag markings opposite Nos. 146-152 Fleet Road introduce ‘at any time’ waiting and loading restrictions extending throughout this length, and remove the existing ‘keep clear’ zig-zag markings opposite No. 136 Fleet Road and No. 1 Byron Close - the existing ‘single yellow line’ markings (Monday-Friday 9am-6.30pm, Saturday 9.30am-1.30pm) in situ to be retained;

POND STREET, to remove the existing bus stop clearway on the south side outside Nos. 10-12 and 16 Pond Street and introduce ‘at any time’ waiting and loading restrictions on all otherwise undesignated kerbside on both sides between its junction with Constantine Road, Fleet Road and South End Green and a point 15 metres west of the eastern wall of No. 37 Pond Street;

SOUTH END GREEN – the eastern (south to north) arm, to: remove the existing bus stop clearway on the east side adjacent to No. 1 Constantine Road and introduce ‘at any time’ waiting and loading restrictions on all otherwise undesignated kerbside on both sides throughout;

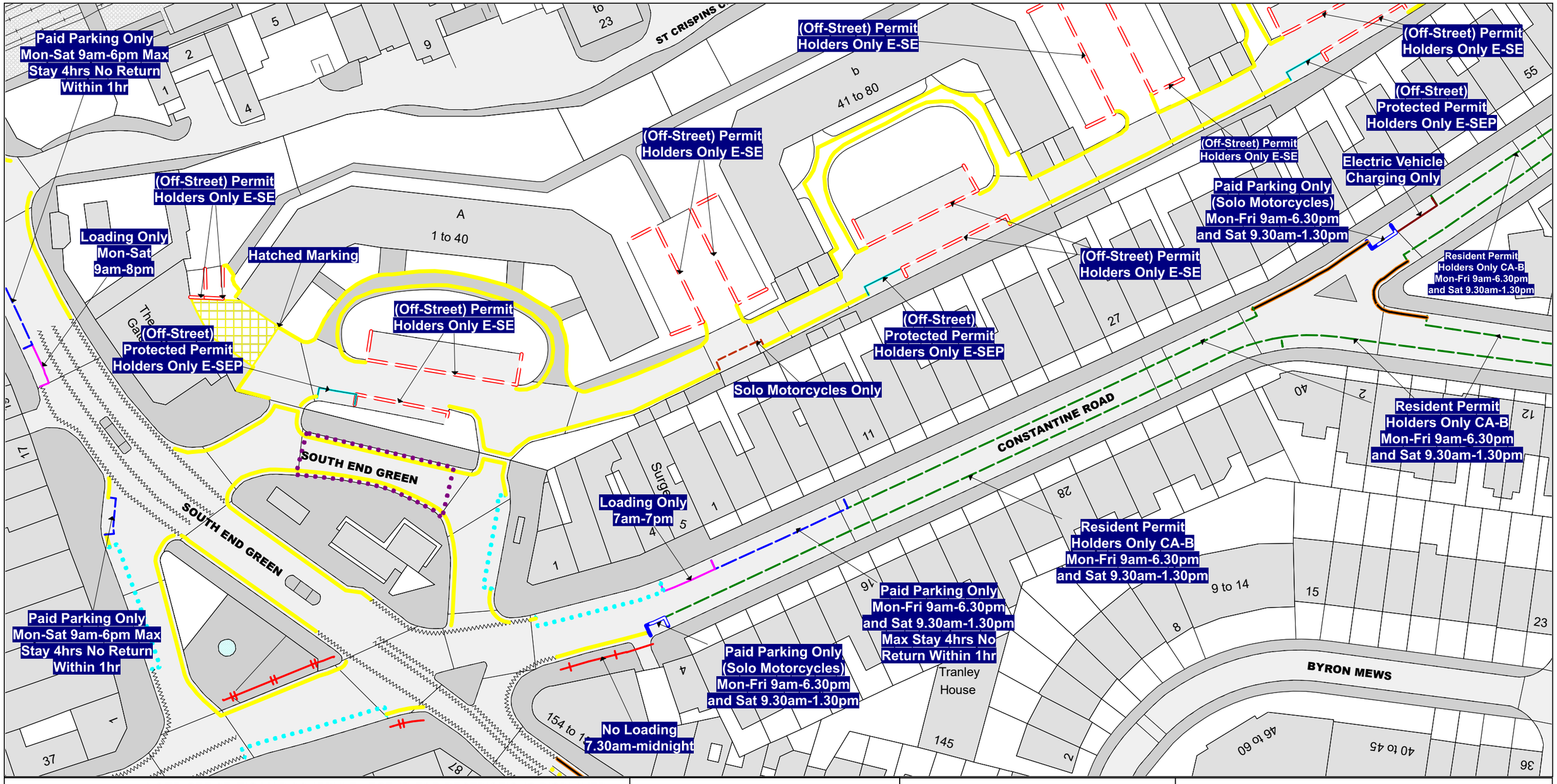
SOUTH END GREEN – the northern (east to west) arm, to remove the existing bus stand clearway within this part, and introduce ‘at any time’ waiting and loading restrictions on all otherwise undesignated kerbside on both sides throughout;

SOUTH END GREEN – the western (north to south-west) arm, to introduce ‘at any time’ waiting and loading restrictions on both sides throughout;

SOUTH END GREEN – the southern (north-west to south-east) arm, to introduce ‘at any time’ waiting and loading restrictions on all otherwise undesignated kerbside on both sides throughout; and

SOUTH END ROAD – the arm fronting Nos. 1-13 South End Road, to: remove the existing paid-for parking place on the east side outside Nos. 11-13 South End Road and bus stop clearway on the east side outside Nos. 3-9 South End Road, and introduce ‘at any time’ waiting and loading restrictions on both sides throughout.

in the London Borough of Camden.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

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N

Camden

Key to Restriction Types Displayed

- (Off-Street) Permit Holders Only E-SE
- (Off-Street) Protected Permit Holders Only E-SEP
- Bus Stand No stopping except local buses
- Bus Stop
- Electric Vehicle Charging Only
- Loading Place
- No Loading 7.30am-midnight
- No Loading At Any Time
- Paid Parking Only
- Paid Parking Only (Solo Motorcycles) Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm
- Pedestrian Crossing
- Resident Permit Holders Only CA-B Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm
- Solo Motorcycles Only
- No Waiting At Any Time
- No Waiting Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm
- Hatched Marking
- Keep Clear Entrance Marking

AU34
AV33 AV35
AW34

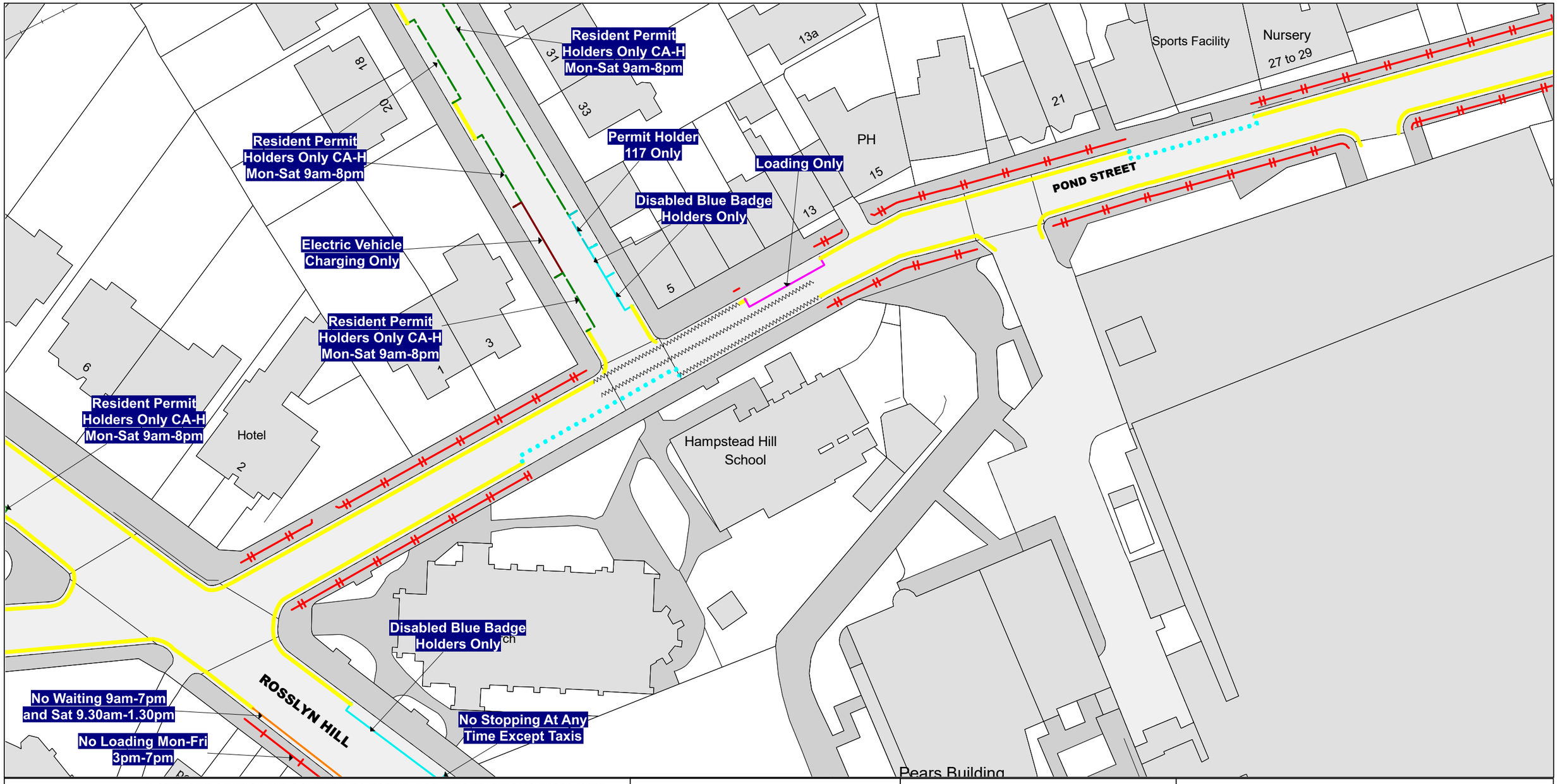
Status: CONFIRM

Map Tile Reference: Tile Ref: AV34

Sheet Revision Number: 2

Sheet Active From: 11/01/2026

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

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Camden

Key to Restriction Types Displayed

- No stopping except local buses
- Disabled Blue Badge Holders Only
- Permit Holder 117 Only
- Electric Vehicle Charging Only
- Loading Only
- No Loading Mon-Fri 3pm-7pm
- No Loading At Any Time
- Pedestrian Crossing
- Resident Permit Holders Only CA-H Mon-Sat 9am-8pm
- No Stopping At Any Time Except Taxis
- No Waiting At Any Time
- No Waiting 9am-7pm and Sat 9.30am-1.30pm

AV33
AW32 AW34
AX33

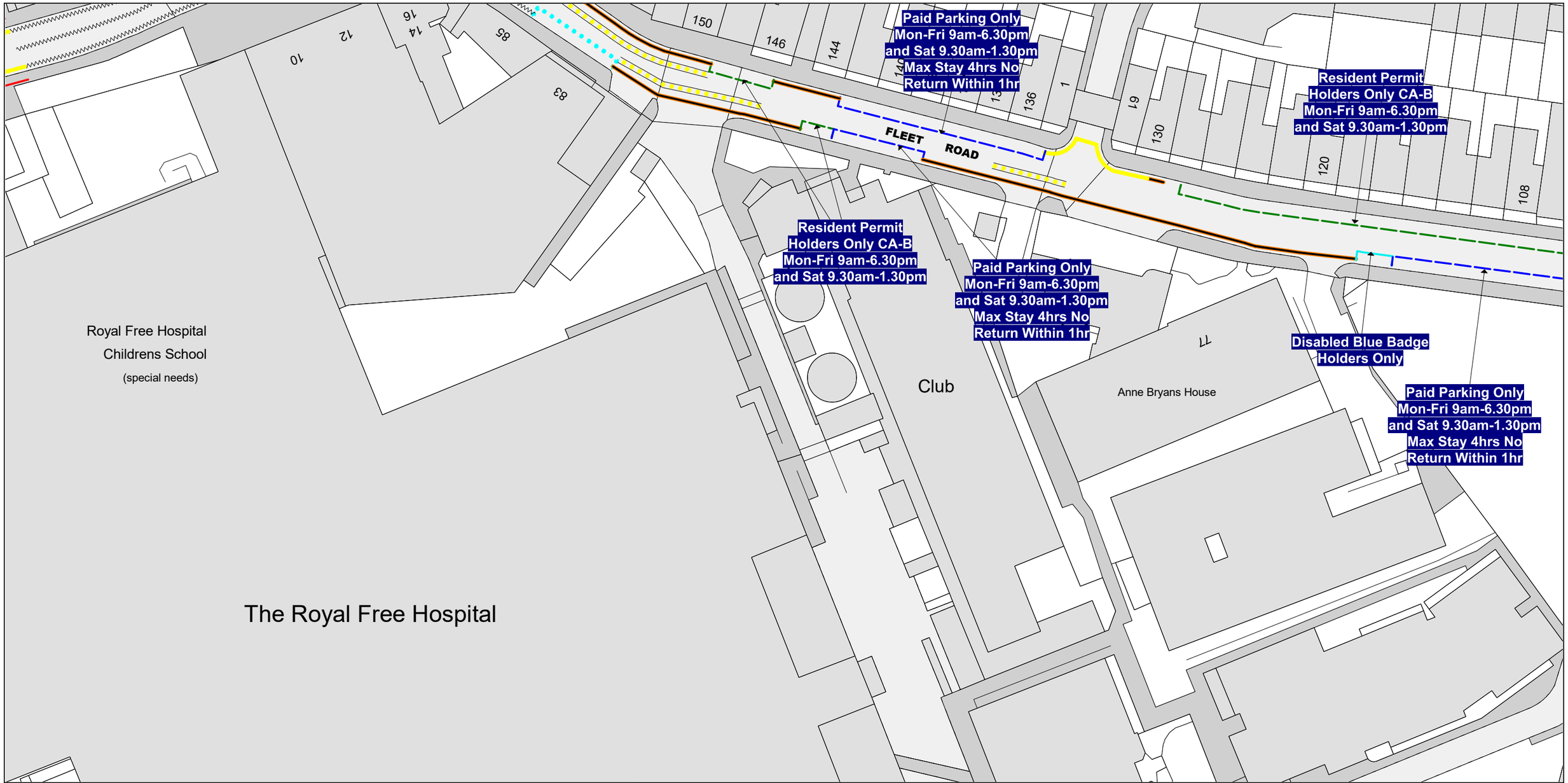
Status: CONFIRM

Map Tile Reference: Tile Ref: AW33

Sheet Revision Number: 1

Sheet Active From: 11/01/2026

The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (South End Green area) (No. 1) Experimental Traffic Order 2026



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

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N

Camden

Key to Restriction Types Displayed

- No stopping except local buses
- Disabled Blue Badge Holders Only
- No Loading At Any Time
- Paid Parking Only Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm Max Stay 4hrs No Return Within 1hr
- Pedestrian Crossing
- Resident Permit Holders Only CA-B Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm
- No Waiting At Any Time
- No Waiting Mon-Fri 9am-6.30pm and Sat 9.30am-1.30pm
- Keep Clear Entrance Marking

AV34
AW33 AW35
AX34

Status: CONFIRM

Map Tile Reference: Tile Ref: AW34

Sheet Revision Number: 1

Sheet Active From: 11/01/2026

VIEWPORT 1
SOUTH END ROAD

REMOVE 2.7m OF KERBSIDE RESTRICTIONS FOR NEW PARALLEL CROSSING CONTROLLED ZONE.

REMOVE 24.5m OF KERBSIDE RESTRICTIONS FOR NEW ZEBRA CROSSING CONTROLLED ZONE.

RETAIN 4.5m OF CONTROLLED ZONE FOR NEW ZEBRA CROSSING.

RETAIN 36.6m OF CONTROLLED ZONE FOR NEW PEDESTRIAN AND CYCLE PARALLEL CROSSING.

RETAIN 21.6m OF CONTROLLED ZONE FOR NEW PEDESTRIAN AND CYCLE PARALLEL CROSSING.

REMOVE 2.6m OF KERBSIDE RESTRICTIONS FOR NEW PARALLEL CROSSING CONTROLLED ZONE.

MAINTAIN 1.4m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

CONVERT 5.7m OF PAY BY PHONE PARKING TO NO WAITING OR LOADING AT ANY TIME.

MAINTAIN 2.0m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

CONVERT 21.8m OF BUS STOP TO NO WAITING OR LOADING AT ANY TIME.

CONVERT 3.7m OF CONTROLLED ZONE TO NO WAITING OR LOADING AT ANY TIME.

CONVERT 9.4m OF CONTROLLED ZONE TO NO WAITING OR LOADING AT ANY TIME.

MAINTAIN 3.6m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

RETAIN 7.3m OF CONTROLLED ZONE FOR NEW ZEBRA CROSSING.

REMOVE 20.6m OF KERBSIDE RESTRICTIONS FOR NEW ZEBRA CROSSING CONTROLLED ZONE.

MAINTAIN 24.9m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

SOUTH END ROAD
SOUTH END GREEN
CONSTANTINE ROAD
FLEET ROAD
POND STREET

1.7m
36.6m
2.7m
24.5m
4.5m
9.4m
21.6m
2.6m
3.6m
5.0m
1.4m
5.7m
2.0m
20.6m
7.3m
24.9m
8.0m
21.8m
4.8m
3.7m

VIEWPORT 2
SOUTH END GREEN

CONVERT 15.0m OF NO WAITING TO NEW BUS STAND.

MAINTAIN 14.2m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

CONVERT 25.0m OF NO WAITING TO NEW BUS STAND.

RETAIN 7.9m OF NO WAITING RESTRICTION.

MAINTAIN 12.9m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

MAINTAIN 10.2m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

MAINTAIN 1.3m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

CONVERT 15.0m OF BUS STOP TO NO WAITING OR LOADING AT ANY TIME.

CONVERT 12.7m OF NO WAITING TO NEW BUS STAND.

MAINTAIN 5.7m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

MAINTAIN 3.6m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

NEW 1.5m OF NO WAITING OR LOADING AT ANY TIME RESTRICTION.

MAINTAIN 4.0m OF NO WAITING AT ANY TIME AND INTRODUCE NO LOADING AT ANY TIME.

SOUTH END ROAD
SOUTH END GREEN
CONSTANTINE ROAD
FLEET ROAD

14.2m
15.0m
7.9m
12.9m
25.0m
10.2m
4.0m
1.3m
15.0m
12.7m
4.6m
5.7m
3.6m
1.5m
3.8m

NOTES:
1. Do not scale from this drawing.

PROPOSED WHITE ROAD MARKING

PROPOSED YELLOW ROAD MARKINGS

EXISTING ROAD MARKINGS TO BE RETAINED

EXISTING ROAD MARKINGS TO BE REMOVED

PROPOSED KERB LINE

PROPOSED BUFF COLOUR TACTILE PAVING

PROPOSED RED COLOUR TACTILE PAVING

SPX PROPOSED TRAFFIC SIGN

BB PROPOSED BELISHA BEACON

STATUS:
FOR CONSULTATION

CLIENT
Camden

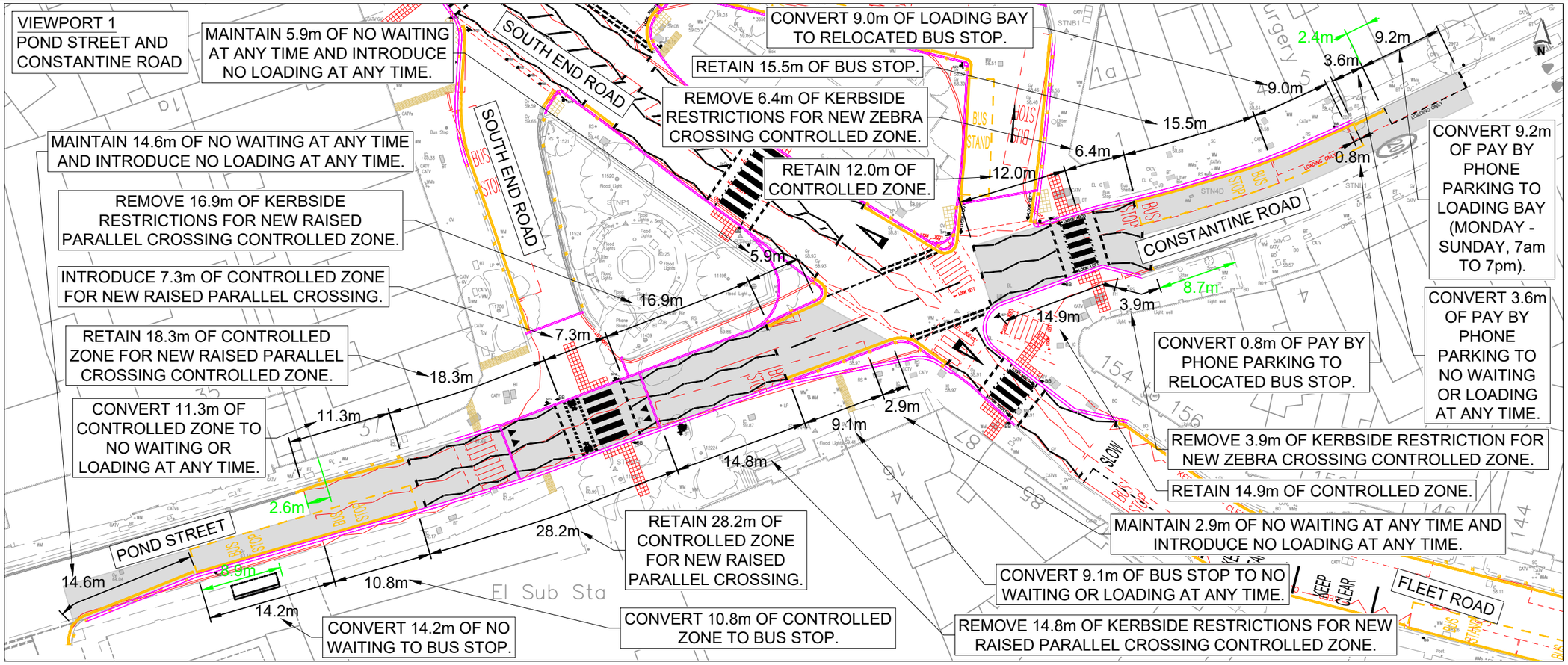
PROJECT:
SOUTH END GREEN

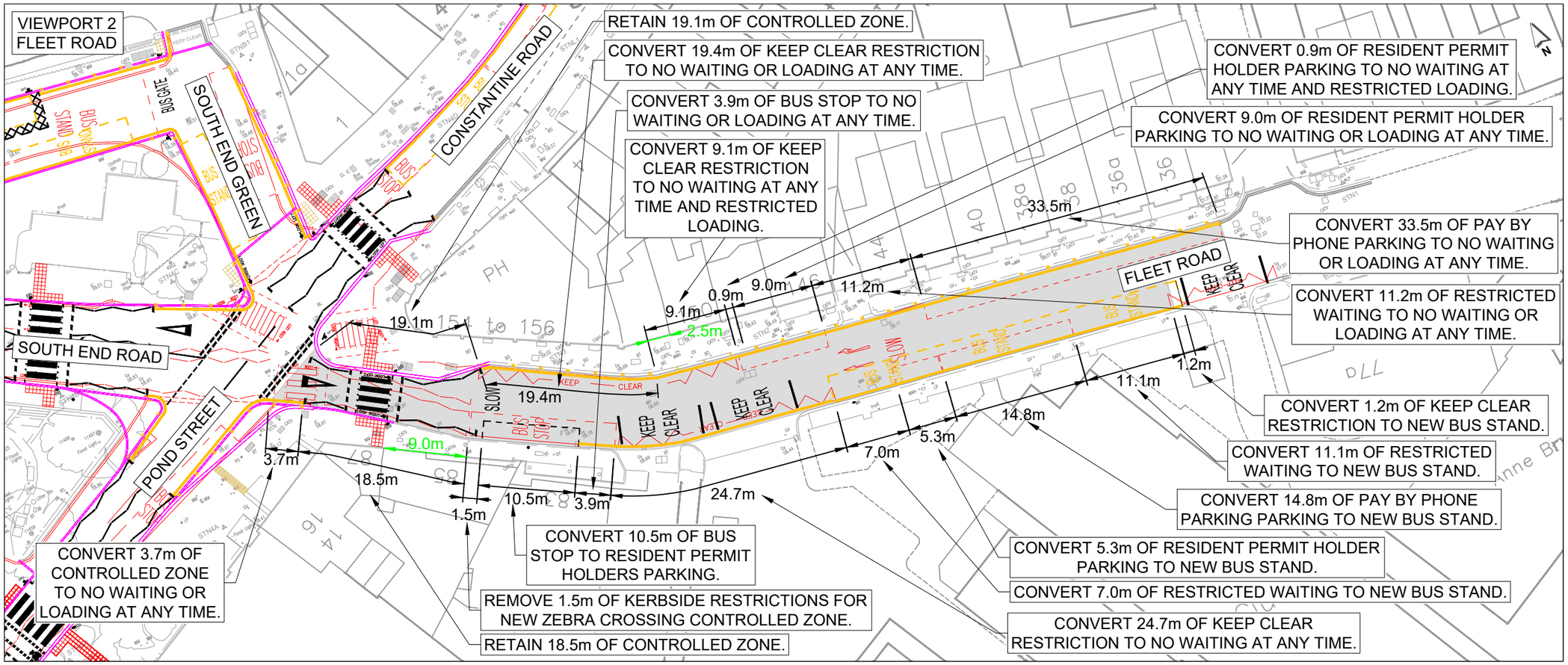
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TMO CONSULTATION PROPOSALS
SHEET 1

SCALE @ A3: 1:500

DATE: JULY 2026

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NOTES:

1. Do not scale from this drawing.

- PROPOSED WHITE ROAD MARKING
- PROPOSED YELLOW ROAD MARKINGS
- EXISTING ROAD MARKINGS TO BE RETAINED
- EXISTING ROAD MARKINGS TO BE REMOVED
- PROPOSED KERB LINE
- PROPOSED BUFF COLOUR TACTILE PAVING
- PROPOSED RED COLOUR TACTILE PAVING
- SPX PROPOSED TRAFFIC SIGN
- BB PROPOSED BELISHA BEACON

STATUS:
FOR CONSULTATION

CLIENT
Camden

PROJECT:
SOUTH END GREEN

DRAWING TITLE:
TMO CONSULTATION PROPOSALS
SHEET 2

SCALE @ A3: 1:500 | DATE: JULY 2026

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SOUTH END GREEN BETWEEN THE TWO ESTATE ACCESSES TO BE DESIGNATED AS A BUS GATE.

ESTATE ACCESS TO OPERATE AS A ONE WAY SYSTEM WITH ENTRANCE ON THE EASTERN SIDE AND EXIT ON THE WESTERN SIDE.

SOUTH END GREEN TO OPERATE AS A ONE WAY SYSTEM WITH ENTRANCE FROM CONSTANTINE ROAD AND EXIT TO SOUTH END ROAD.

EXISTING ZEBRA CROSSING TO BE CONVERTED TO A PARALLEL CROSSING.

NEW ZEBRA CROSSING ACROSS SOUTH END ROAD.

SECTION OF SOUTH END ROAD BETWEEN ITS JUNCTION WITH SOUTH END ROAD AND POND STREET TO BE DESIGNATED WITH A MOTOR VEHICLE PROHIBITION ORDER.

NEW ZEBRA CROSSING ACROSS CONSTANTINE ROAD.

EXISTING ZEBRA CROSSING TO BE RELOCATED TO THE EAST ALONG POND STREET AND CONVERTED TO A PARALLEL CROSSING.

EXISTING JUNCTION PRIORITY TO BE REVERSED WITH VEHICLES ON SOUTH END ROAD AND FLEET STREET GIVING WAY TO VEHICLES TRAVELING ALONG POND STREET / CONSTANTINE ROAD.

NEW ZEBRA CROSSING ACROSS FLEET ROAD.

SOUTH END ROAD

SOUTH END GREEN

CONSTANTINE ROAD

POND STREET

FLEET ROAD

BUS GATE

BUS STAND

BUS STOP

Except buses and access

13.0m

14.2m

10.4m

2.5m

16.8m

17.7m

5.0m

34.4m

2.3m

KEEP CLEAR

SLOW

NOTES:

1. Do not scale from this drawing.

PROPOSED WHITE ROAD MARKING

PROPOSED YELLOW ROAD MARKINGS

EXISTING ROAD MARKINGS TO BE RETAINED

PROPOSED KERB LINE

PROPOSED BUFF COLOUR TACTILE PAVING

PROPOSED RED COLOUR TACTILE PAVING

SPX PROPOSED TRAFFIC SIGN

BB PROPOSED BELISHA BEACON

SHARED USE SPACE

STATUS:
FOR CONSULTATION

CLIENT
Camden

PROJECT:
SOUTH END GREEN

DRAWING TITLE:
TMO CONSULTATION PROPOSALS
SHEET 3

SCALE @ A3: 1:500

DATE: JULY 2026

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