

Public Notice

Fitzrovia Area Safe and Healthy Streets Phase 1 – on-street changes

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

*The Camden (Contraflow Cycle Lane) (Whitfield Street) (No. *) Traffic 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 section 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ('the Act of 1984'), as amended.
2. The general nature and effect of the Orders would be:-
 - (a) in WHITFIELD STREET:
 - (i) on the north-east side:
 - (A) to remove 42.6 metres (approx. 8 spaces) of CA-E residents' permit parking spaces
 - (B) to provide 'at any time' waiting and loading restrictions: (I) for 58 metres north-west of Howland Street; and (II) for 6.8 metres south-east of Howland Street;
 - (C) to reduce the length of the existing motorcycle parking bay located approximately 25 metres south-east of Maple Street so that it measures 10.5 metres in length;
 - (D) to retain the electric vehicle parking bays in their current location between 11.8 metres and 23.8 metres south-east of Maple Street (already relocated under a temporary traffic restriction);
 - (ii) on the south-west side,
 - (A) to provide 'at any time' waiting and loading restrictions (I) for 60 metres north-west of Howland Street; and (II) for 10 metres south-east of Howland Street;
 - (B) to provide 53.3 metres of segregated contra-flow cycle lane from 6 metres north-west of Howland Street, towards Maple Street;
 - (b) in HOWLAND STREET:
 - (i) on the north-west side:
 - (A) to provide 72.2 metres of 'at any time' waiting and loading restrictions north-eastward from Whitfield Street towards Tottenham Court Road, replacing 16 metres (approx. 3 spaces) of CA-E residents' permit parking spaces and 'at any time' waiting restrictions;

- (B) to remove 11 metres of single yellow line waiting restriction and replace with 'at any time' waiting and loading restrictions south-westward from Whitfield Street;
 - (ii) on the south-east side, at the junction with Whitfield Street, to remove the single yellow line restriction and replace with 'at any time' waiting restrictions between 10 metres south-west and 11.6 metres north-east of Whitfield Street;
 - (c) in TOTTENHAM MEWS:
 - (i) to remove all sections of single yellow line from both sides and replace with double yellow line 'at any time' waiting restrictions;
 - (ii) on the south-west side, to provide a 42-metre length of no loading at any time restriction, opposite and south-east of No. 8 Tottenham Mews;
 - (d) in TOTTENHAM STREET, on the south-east side, to remove 19 metres of single yellow line waiting restrictions outside Nos. 31 to 39 Tottenham Street and replace it with double yellow line 'at any time' waiting restrictions.
3. NOTICE IS FURTHER GIVEN that the Council, under sections 90A-F of the Highways Act 1980 and in accordance with the Highways (Road Humps) Regulations 1999, propose to construct Copenhagen-style blended crossings / raised entry/exit tables comprising the full width of the carriageway and of a height level with the surrounding kerb at the following locations:-
- (a) in WHITFIELD STREET, at its junction with Howland Street, extending for 6 metres north-west of the north-western kerb-line of Howland Street, including the ramps;
 - (b) in HOWLAND MEWS EAST, at its junction with Howland Street, extending for 5 metres south-east of the south-eastern kerb-line of Howland Street, including the ramps; and
 - (c) in TOTTENHAM MEWS, at its junction with Tottenham Street, extending for 3.9 metres north-west of the north-western kerb-line of Tottenham Street, including the ramps.
4. NOTICE IS FURTHER GIVEN as a courtesy measure that the Council under section 63 of the Act of 1984, as amended, intend to provide cycle parking stands on the footway, opposite Nos. 5 and 6 TOTTENHAM MEWS.
5. 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 '**TMO2526-0006**' 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 04 July 2025.

Peter Mardell – Head of Parking Operations
12 June 2025

Statement of reasons

Fitzrovia Area Safe and Healthy Streets Phase 1 – on-street changes

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

*The Camden (Contraflow Cycle Lane) (Whitfield Street) (No. *) Traffic 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, [here](#).

The proposals, as outlined in Section 2 of the decision report for the project, include:

- (A) public realm improvements on Howland Street and Whitfield Street including pavement buildouts with rain gardens with low level planting, continuous pavements at 2 junctions, cycle lane enhancements, and additional cycle parking stands. The proposals also include some parking changes including removal of parking bays and introduction of double yellow lines, and permanently retaining the electric vehicle charging parking bay and the cycle parking bay (already relocated under a temporary traffic restriction associated with construction work at 100 Tottenham Court Road (formerly the Network Building)).
- (B) public realm improvements on Tottenham Mews, including repaving of the road and pavement surfaces, pavement widening, construction of a continuous pavement at the junction with Tottenham Street, introduction of cycle parking stands on the pavement, and introduction of double yellow lines (throughout Tottenham Mews, and on short sections of Goodge Place and Tottenham Street).

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 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 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 proposals meet the objectives of the Camden Transport Strategy by:

- helping to facilitate an increase in walking and 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.

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) 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/**

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

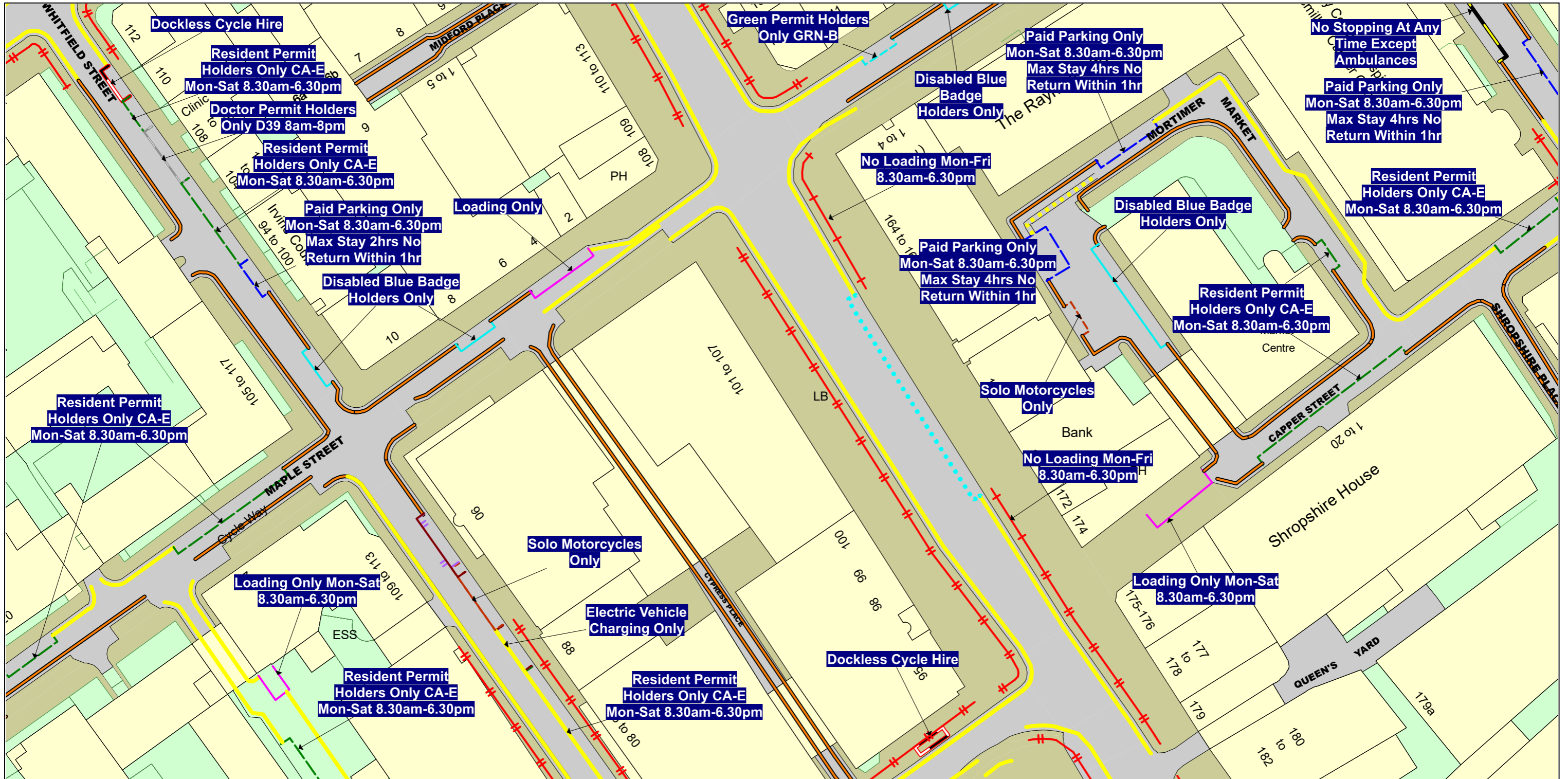
EXPLANATORY NOTE

(This Note is not part of the Order)

This Order replaces certain map tiles attached to the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Order 2025 so as:

- (a) in Whitfield Street:
 - (i) on the north-east side:
 - (A) to remove 42.6 metres (approx. 8 spaces) of CA-E residents' permit parking spaces
 - (B) to provide 'at any time' waiting and loading restrictions: (I) for 58 metres north-west of Howland Street; and (II) for 6.8 metres south-east of Howland Street;
 - (C) to reduce the length of the existing motorcycle parking bay located approximately 25 metres south-east of Maple Street so that it measures 10.5 metres in length;
 - (D) to retain the electric vehicle parking bays in their current location between 11.8 metres and 23.8 metres south-east of Maple Street (already relocated under a temporary traffic restriction);
 - (ii) on the south-west side, to provide 'at any time' waiting and loading restrictions (A) for 60 metres north-west of Howland Street; and (B) for 10 metres south-east of Howland Street;
- (b) in Howland Street:
 - (i) on the north-west side:
 - (A) to provide 72.2 metres of 'at any time' waiting and loading restrictions north-eastward from Whitfield Street towards Tottenham Court Road, replacing 16 metres (approx. 3 spaces) of CA-E residents' permit parking spaces and 'at any time' waiting restrictions;
 - (B) to remove 11 metres of single yellow line waiting restriction and replace with 'at any time' waiting and loading restrictions south-westward from Whitfield Street;
 - (ii) on the south-east side, at the junction with Whitfield Street, to remove the single yellow line restriction and replace with 'at any time' waiting restrictions between 10 metres south-west and 11.6 metres north-east of Whitfield Street;
- (c) in Tottenham Mews:
 - (i) to remove all sections of single yellow line from both sides and replace with double yellow line 'at any time' waiting restrictions;
 - (ii) on the south-west side, to provide a 42-metre length of no loading at any time restriction, opposite and south-east of No. 8 Tottenham Mews;
- (d) in Tottenham Street, on the south-east side, to remove 19 metres of single yellow line waiting restrictions outside Nos. 31 to 39 Tottenham Street and replace it with double yellow line 'at any time' waiting restrictions,

within the London Borough of Camden.



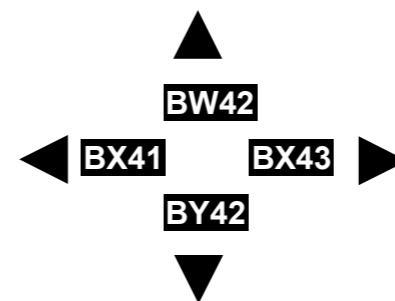
NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

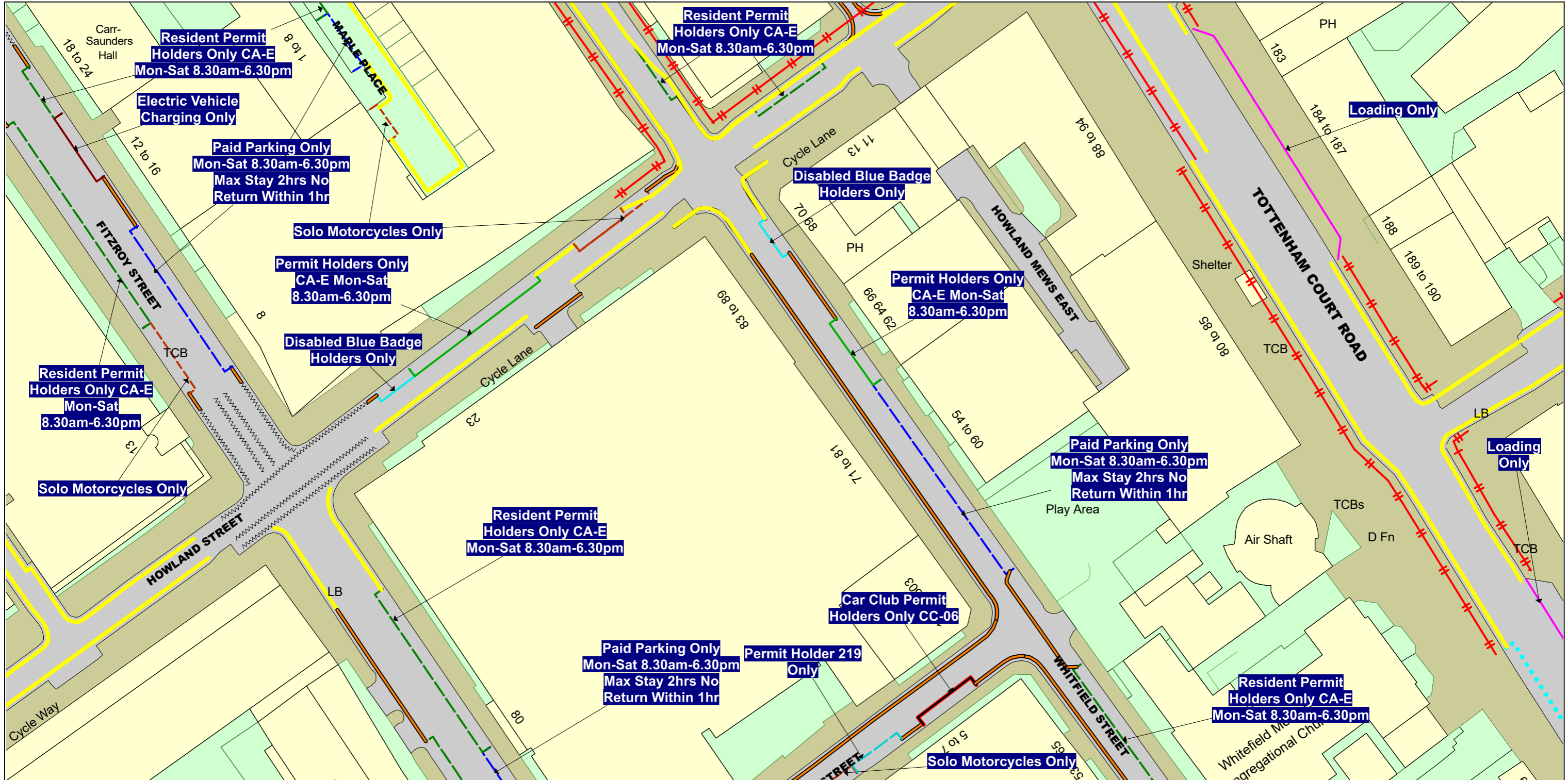
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- Key to Restriction Types Displayed
- No Stopping At Any Time Except Ambulances
 - No stopping except local traffic
 - Cycle Street
 - Disabled Blue Badge Holders Only
 - Green Permit Holders Only
 - Dockless Cycle Hire
 - Doctor Permit Holders Only
 - Electric Vehicle Charging Only
 - Loading Only
 - No Loading Mon-Fri 8.30am-6.30pm
 - No Loading At Any Time
 - Paid Parking Only
 - Disabled Blue Badge Holders Only
 - Solo Motorcycles Only
 - No Waiting At Any Time
 - No Waiting Mon-Fri 8.30am-6.30pm
 - Keep Clear Entrance Marking



Status: PROPOSED
 Map Tile Reference: Tile Ref: BX42
 Sheet Revision Number: 1
 Sheet Active From: 20/05/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

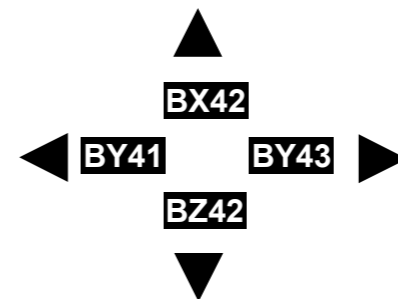
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Key to Restriction Types Displayed

- ⋯ No stopping except local buses
- Car Club Permit Holders Only CC-06
- Disabled Blue Badge Holders Only
- Permit Holder 219 Only
- Electric Vehicle Charging Only
- Loading Only
- + No Loading At Any Time
- + Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
- Permit Holders Only CA-E Mon-Sat 8.30am-6.30pm
- Resident Permit Holders Only CA-E Mon-Sat 8.30am-6.30pm
- Solo Motorcycles Only
- No Waiting At Any Time
- No Waiting Mon-Sat 8.30am-6.30pm
- ~ Pedestrian Crossing



Status: PROPOSED

Map Tile Reference: Tile Ref: BY42

Sheet Revision Number: 1

Sheet Active From: 20/05/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

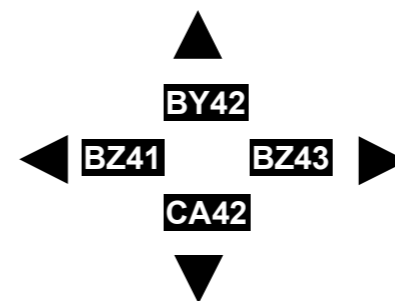
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Key to Restriction Types Displayed

- Car Club Permit Holders Only CC-119
- Cycle Parking
- Disabled Blue Badge Holders Only
- Doctor Permit Holders Only D8 8am-8pm
- Loading Only Mon-Sat 8.30am-6.30pm 20 mins
- No Loading Mon-Sat 8.30am-6.30pm
- No Loading At Any Time
- Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
- Resident Permit Holders Only CA-E Mon-Sat 8.30am-6.30pm
- Solo Motorcycles Only
- No Waiting At Any Time
- No Waiting Mon-Sat 8.30am-6.30pm
- Pedestrian Crossing
- Confirmed Item



Status: PROPOSED

Map Tile Reference: Tile Ref: BZ42

Sheet Revision Number: 1

Sheet Active From: 22/05/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

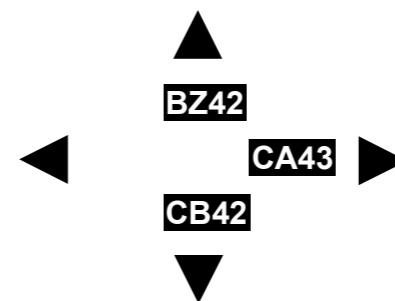
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Key to Restriction Types Displayed

- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- Doctor Permit Holders Only D8 8am-8pm
- Loading Place
- + No Loading Mon-Sat 8.30am-6.30pm
- + No Loading At Any Time
- Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
- Resident Permit Holders Only CA-E Mon-Sat 8.30am-6.30pm
- Solo Motorcycles Only
- No Waiting At Any Time
- No Waiting Mon-Sat 8.30am-8.30pm
- No Waiting Mon-Sat 8.30am-6.30pm
- Hatched Marking
- Pedestrian Crossing



Status: PROPOSED

Map Tile Reference: Tile Ref: CA42

Sheet Revision Number: 1

Sheet Active From: 20/05/2025

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Contraflow Cycle Lane) (Whitfield Street)
(No. 1) Traffic 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 section 6 of the Road Traffic Regulation Act 1984¹ as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Camden (Contraflow Cycle Lane) (Whitfield Street) (No. 1) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "contraflow", "cycle lane" 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;
 - "electronic communications network" has the same meaning as in section 32 of the Communications Act 2003³; and
 - "enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment.
- (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- (3) Any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

¹ 1984 c.27

² SI 2016/362

³ 2003 c.21

Cycle lane controls

3. (1) No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane comprising a length of street specified in column (2) of the item in the Schedule to this Order during the hours of operation specified in column (4) of that item.
- (2) Every person causing a pedal cycle to proceed in a cycle lane specified in column (2) of an item in the Schedule to this Order shall cause that pedal cycle to proceed in the direction specified in column (3) of that item.

Exemptions

4. Nothing in Article 3 shall apply in relation to:-
 - (a) any vehicle being used for ambulance, fire brigade or police purposes; or
 - (b) anything done with the permission or at the direction of a police constable in uniform; or
 - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.
 - (d) any vehicle being used by or on behalf of the Council in the pursuance of its statutory duties, or which is otherwise authorised by the Council;
 - (e) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in the street; or the maintenance, improvement, reconstruction, cleansing or lighting within the street; the laying, erection, alteration in or adjacent to the street of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications network, or the placing, maintenance or removal of any traffic sign in the street, if the vehicle cannot be used for that purpose in any other street or part thereof.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

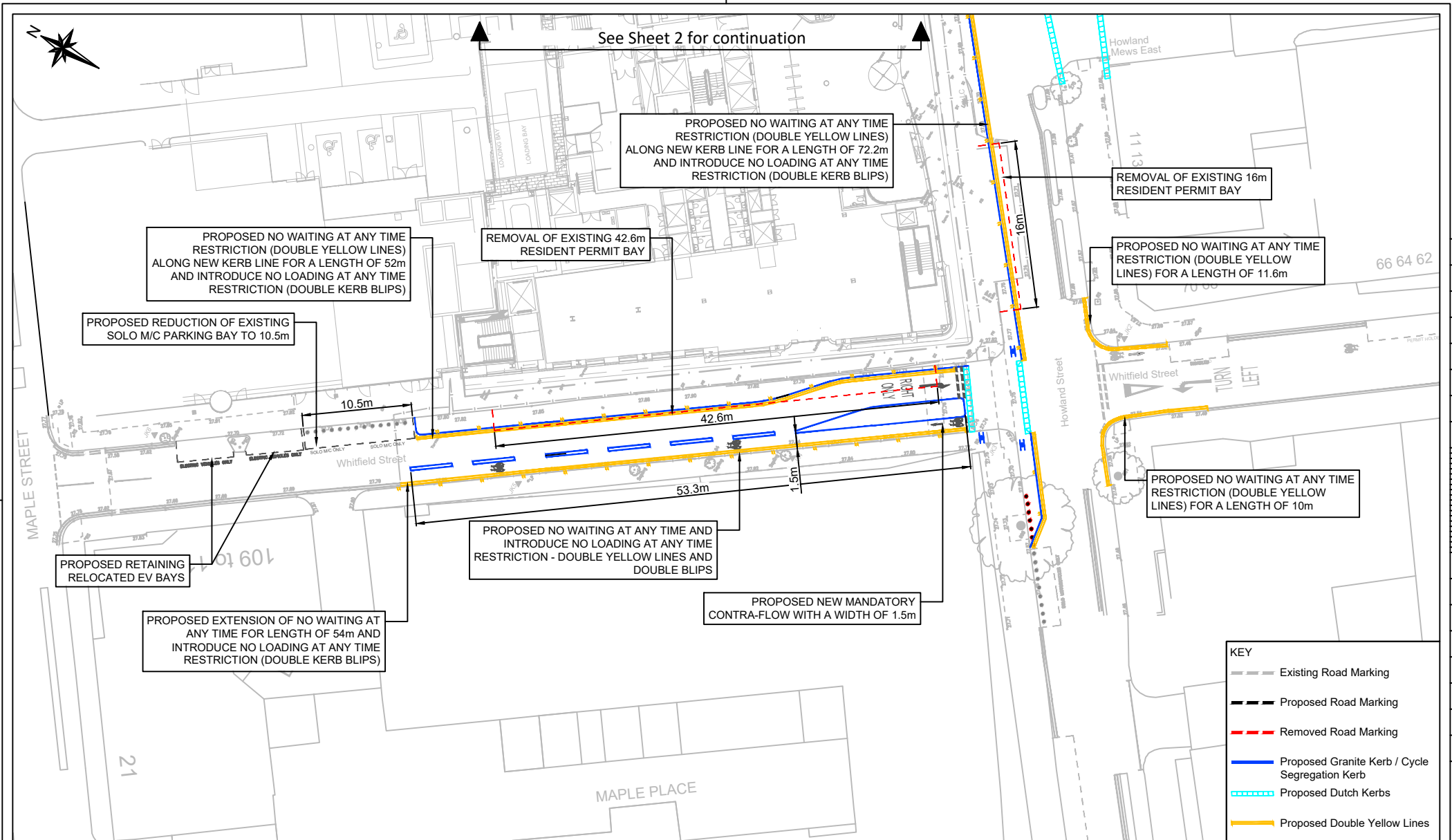
SCHEDULE – CYCLE LANE

(1) <i>Item</i>	(2) <i>Length of street</i>	(3) <i>Direction of travel and type of cycle lane</i>	(4) <i>Hours of operation</i>
1.	WHITFIELD STREET all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Whitfield Street and on the north-east by an intermittent segregating kerb placed 1.5 metres north-west of and parallel to that kerb-line, as extends from a point 6 metres north-west of the north-western kerb-line of Howland Street to a point 60 metres north-west of that kerb-line.	North- westbound contraflow cycle lane	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order provides a new semi-segregated contraflow north-westbound cycle lane in Whitfield Street, between its junctions with Howland Street and Maple Street, as part of a wider scheme of measures within the Council's 'Safe and healthy streets' programme in the Fitzrovia area, in the London Borough of Camden.



KEY	
	Existing Road Marking
	Proposed Road Marking
	Removed Road Marking
	Proposed Granite Kerb / Cycle Segregation Kerb
	Proposed Dutch Kerbs
	Proposed Double Yellow Lines

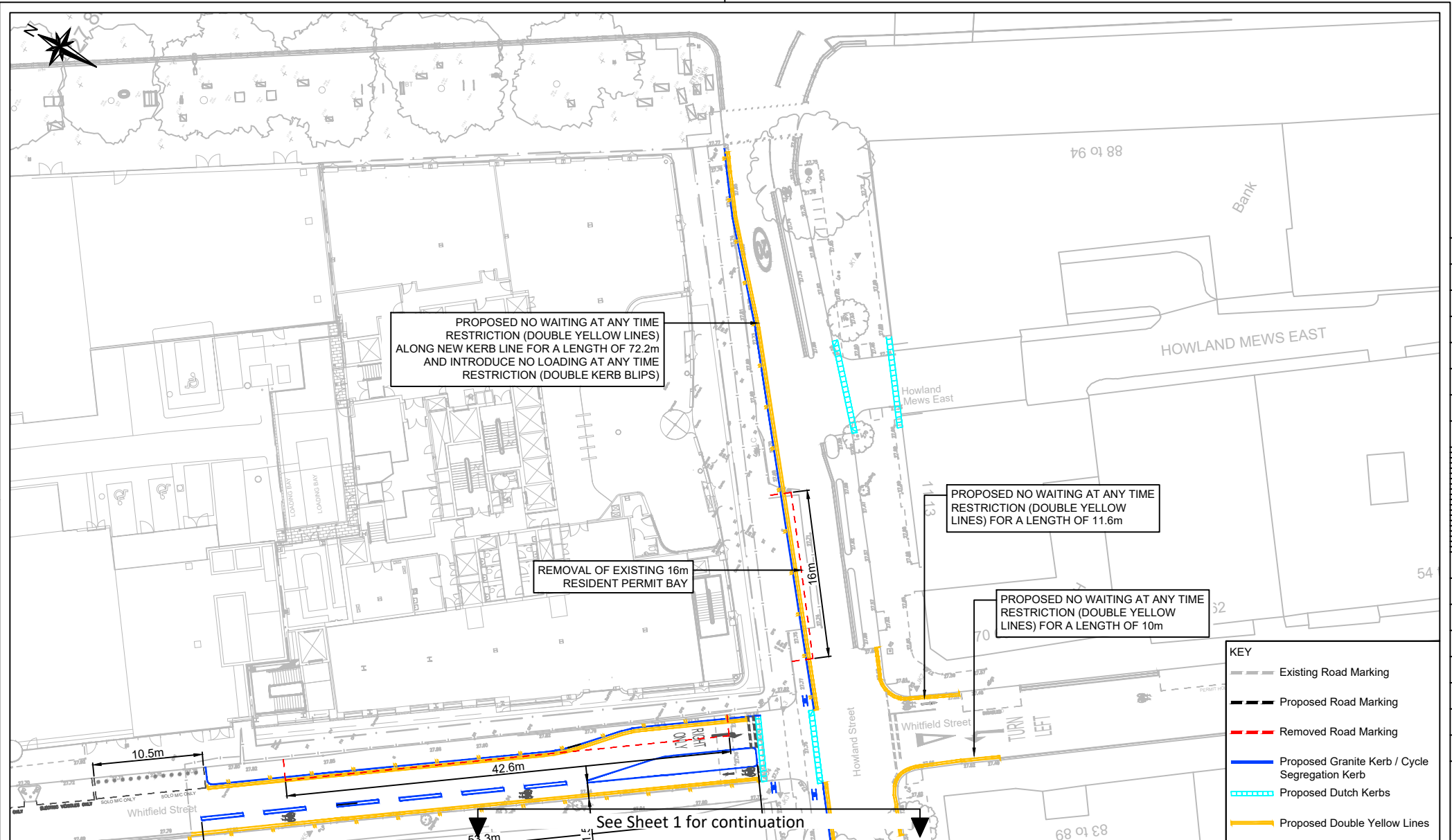
Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551,
 Fax 020 7974 6952
 DX 2106 Euston,
 Minicom 020 7974 6866

Project
Fitzrovia Area Safe and Healthy Streets
 100 Tottenham Court Road
 Public Realm Improvement

Drawing Title
Traffic Management Order Plan
 Sheet 1 of 2

Rev	By	Date	Amendments
A	SM	15/08/24	Preliminary

Scale 1 : 500 @ A4	Date JAN 2025
Drawn By SM	File Ref -
Checked By JA	Dwg Name -
Drawing Location -	Drawing Number -
	Rev. A



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 Transport Strategy Service
 London Borough of Camden
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 DX 2106 Euston,
 Minicom 020 7974 6866

Project
Fitzrovia Area Safe and Healthy Streets
 100 Tottenham Court Road
 Public Realm Improvement

Drawing Title
Traffic Management Order Plan
 Sheet 2 of 2

A	SM	15/08/24	Preliminary
Rev	By	Date	Amendments

Scale
1 : 500 @ A4

Drawn By
SM

Checked By
JA

Drawing Location
 -

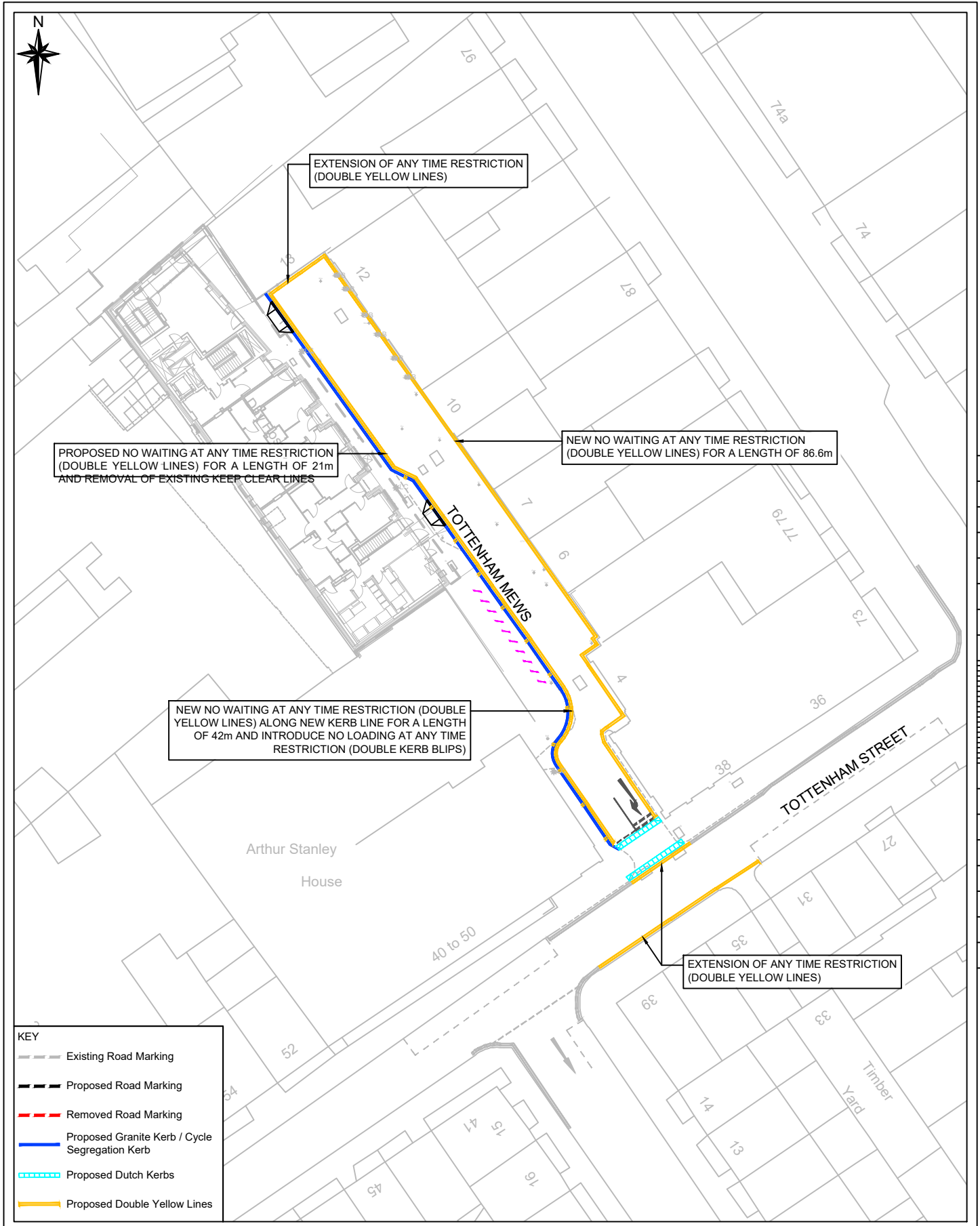
Drawing Number
 -

Date
JAN 2025

File Ref
 -

Dwg Name
 -

Rev.
A



KEY	
	Existing Road Marking
	Proposed Road Marking
	Removed Road Marking
	Proposed Granite Kerb / Cycle Segregation Kerb
	Proposed Dutch Kerbs
	Proposed Double Yellow Lines

<p>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</p>	Project Fitzrovia Area Safe and Healthy Streets Tottenham Mews	Scale 1:500 @ A4	Date Jan 2025
	Drawing Title TMO Plan	Drawn By SM	Checked By JA
		Drawing Location -	Dwg Name -
		Drawing Number -	Rev. *