

Public Notice

Alfred Mews area – Safe and healthy streets

*The Camden (Waiting and Loading Restrictions) (Amendment No. *) Traffic Order 202**

*The Camden (Parking Places) (CA-E) (Amendment 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, as amended.
2. The general nature and effect of the Orders, so as to accommodate a scheme of footway widening in Alfred Mews as part of the Council's 'Safe and healthy streets' programme, would be, in:-
 - (a) ALFRED MEWS – to remove two existing business permit holders' parking places and an existing solo motorcycle parking area and introduce 'at any time' waiting restrictions throughout the kerbside; and
 - (b) CHENIES STREET – to convert an existing 'paid-for' parking place outside No. 13 Chenies Street to a business permit holders' parking place.

In addition to these measures a continuous level footway will be provided in Alfred Mews at its junction with Tottenham Court Road and 3 additional pedal cycle stands on the widened south-eastern footway of Alfred Mews.

3. Copies of the proposed Orders, a 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 'TMO2425-0006' 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 19 July 2024.

Peter Mardell – Head of Parking Operations

27 June 2024

Statement of reasons

Alfred Mews area – Safe and healthy streets

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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, 5 of which are directly aligned with the proposals for this scheme (objectives 1, 2, 3, 6 & 7). The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025, [here](#).

The proposals include the construction of a widened pavement and the installation of additional cycle parking stands on Alfred Mews, and the construction of a continuous pavement on Tottenham Court Road at the junction with Alfred Mews. The proposal also includes some minor parking and loading changes on Alfred Mews including the removal of a business permit holders only parking bay and a solo motorcycles parking bay, and the introduction of double yellow lines throughout Alfred Mews, and on Chenies Street including the removal of 1 paid-for-parking (pay by phone) space and the relocation of the business permit holders only parking bay from Alfred Mews.

The [Camden Transport Strategy](#) (CTS) and accompanying [Walking and Accessibility 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 walk and 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 proposal meets the objectives of the Camden Transport Strategy (CTS) 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.

The purpose of this proposal is to:

- Construct a widened pavement on the north side of Alfred Mews. This would help pedestrians, especially disabled people and the visually impaired, to access the new entrances to the Heal's Building at the eastern end of Alfred Mews.
- Provide sufficient space for drivers of motor vehicles entering Alfred Mews to turn around (e.g., 3-point-turn) and exit on to Tottenham Court Road in a forward gear.
- Reduce the dominance of motor traffic on Alfred Mews, thereby improving the appearance of the mews and making walking and cycling a more pleasant experience.
- Preserve clear sightlines on Alfred Mews and enhance the safe movement of pedestrians, cyclists, and other traffic.
- Improve air quality on Alfred Mews.

This would be achieved by:

- Converting the business permit holder parking bay on the south side of Alfred Mews into double yellow lines ('No Waiting At Any Time') restrictions. The proposal involves relocating the bay to Chenies Street.
- Removing the motorcycle parking bay on the south side of Alfred Mews and replacing it with double yellow lines ('No Waiting At Any Time') restrictions.
- Converting all sections of single yellow line throughout Alfred Mews into double yellow lines ('No Waiting At Any Time') restrictions.
- Convert a paid for parking bay on the north side of Chenies Street into a business permit holder parking bay, relocating in part the business parking capacity from Alfred Mews.



TOTTENHAM COURT ROAD

ALFRED MEWS

Proposed continuous footway

Proposed removal of motorcycle bay

Proposed removal of x2 business bays

Proposed footway widening

Proposed upgrade of single yellow line to 'No Waiting At Any Time' (double yellow lines)

Proposed extension of cycle stand island by 6.2m. Add 3 new cycle stands

Scale 1:375



TOTTENHAM COURT ROAD

CHENIES STREET

Remove 'paid by phone' parking sign and replace with 'Business permit holders only' sign

Remove 'paid for' parking bay and replace with business permit holders only bay

Scale 1:200

KEY

- Existing Red Post Box
- Existing SYL
- Existing DYL
- Proposed DYL
- Existing parking lines
- Proposed removal of parking lines
- Proposed new kerbline
- Proposed new cycle stands
- Proposed footway area widening
- Proposed continuous footway
- Proposed resurface & expansion of buildout (in blue)

Notes

- Dimensions are in metres

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
Proposed Footway Widening and Parking Changes

Drawing Title
**TMO Drawing
 Alfred Mews & Chenies Street**

Scale See each plan	Date May 2024
Drawn By MW	File Ref
Checked By JA	Dwg Name
Drawing Location	

Drawing Number
Alfred Mews & Chenies Street/ 001 Rev. **B**

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Waiting and Loading Restrictions) (Amendment No. *)
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 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 and commencement

1. This Order may be cited as the Camden (Waiting and Loading Restrictions) (Amendment No. *) Traffic 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;
 - "enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme, or other instrument having effect by virtue of an enactment; and
 - "the Order of 2012" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012², 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 2012 shall have the same meaning as in that Order.

¹ 1984 c.27

² LBC 2012/1

Amendment of the Order of 2012

3. 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 2012 shall have effect as though:-
 - (a) for the item numbered 24 and set out in Schedule 1 to that Order there were substituted the items set out in the Schedule to this Order; and
 - (b) the item numbered 10923 (relating to Alfred Mews) and set out in Schedule 5 to that Order were omitted.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – WAITING RESTRICTIONS

(substitution in Schedule 1 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
24.	ALFRED MEWS	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order introduces 'At any time' waiting restrictions on all sides of the road and removes an existing solo motor cycle parking area in Alfred Mews, in the London Borough of Camden, so as to accommodate a scheme of footway widening in that street, forming part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (CA-E) (Amendment No. **)
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 sections 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

1.1 This Order may be cited as the Camden (Parking Places) (CA-E) (Amendment No. **) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2.1 In this Order:

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

“the Order of 2012” means the Camden (Parking Places) (CA-E) Traffic Order 2012², as amended.

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;

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2012 shall have the same meaning as in that Order.

¹ 1983 c.27

² LBC 2012/5

Revocation and designation of parking places

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:-

- (a) the Order of 2012 shall have effect as though:
 - (i) the item numbered 2248 (relating to Chenies Street) in Schedule 1 to that Order were revoked;
 - (ii) there were added to Schedule 1 to that Order, the item set out in the Schedule to this Order; and
- (b) the Camden (Parking Places) (Business Scheme 'A') Traffic Order 2012³ shall have effect as though the items numbered 7274 and 11438 (relating to Alfred Mews) in the Schedule to that Order were revoked.

Dated this ** ** 202*

Peter Mardell

Head of Parking Operations

³ LBC 2012/25

SCHEDULE – PERMIT HOLDERS' PARKING PLACE

(Addition to Schedule 1 to the Order of 2012)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>	<i>Controlled hours (4)</i>
*****.	CHENIES STREET (Business)	the north-west side, from a point 17 metres north-east of the north-eastern kerb-line of Tottenham Court Road north-eastward for a distance of 5.5 metres.	Monday – Saturday 8.30 am - 6.30 pm

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order:-

- (i) revokes the designation of two existing business permit holders' parking places in Alfred Mews, so as to accommodate a scheme of footway widening in that street, forming part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures; and
- (ii) converts an existing 'paid-for' parking place in Chenies Street to a business permit holders' parking place, so as to maintain in part business permit holders' parking capacity in the vicinity;

in the London Borough of Camden.