

**The Camden (Cleveland Street) Experimental Traffic Order 2022**  
**The Camden (Goodge Street) Experimental Traffic Order 2022**  
**The Camden (South End Road) Experimental Traffic Order 2022**  
**The Camden (Warren Street) Experimental Traffic Order 2022**

Notice is hereby given that, on 6 June 2022, the Council of the London Borough of Camden made the above orders under s.9 of the Road Traffic Regulation Act 1984. The orders will come into force on 16 June 2022. The general nature and effect of the orders are set out below.

**CLEVELAND STREET:** removal of the paid-for parking place (10 metres length) and a 5 metre section of the residents parking place outside nos. 124, 126 and 128-134 Cleveland Street. Removal of the residents parking place outside nos. 94 and 96 Cleveland Street (10 metres length). Designation of 24-hour waiting prohibitions in the aforementioned areas and also for a length of 7 metres outside no. 100 Cleveland Street.

**GOODGE STREET:** removal of the westernmost 11 metre section of the residents parking place outside no. 29 Goodge Street. Designation of 24-hour waiting prohibitions in the aforementioned area and for an 11 metre length outside nos. 40 and 42 Goodge Street and for a 7 metre length outside nos. 5 and 7 Goodge Street.

**SOUTH END ROAD:** removal of the paid-for parking places and the loading bay on the west side of the road between the junctions with Keats Grove and Heath Hurst Road. A 24-hour waiting prohibition to apply along this length of the road with the exception of a 15.5 meter long loading bay (operating Mondays – Saturdays between 9am and 8pm) designated outside nos. 51 and 53 South End Road.

**WARREN STREET:** removal of an 11 metre length of the residents parking place outside nos. 25 and 26 Warren Street. Designation of a 24-hour waiting prohibition along the aforementioned length and extending westwards for a further 16 metres outside nos. 27 to 29 Warren Street. Motor vehicles are prohibited from proceeding westwards past the eastern kerb line of Fitzroy Street (exemptions apply to vehicles being used by the police, fire brigade and ambulance service).

The Council will be considering in due course whether the provisions of the experimental order should continue in force indefinitely. Within a period of six months beginning with the date on which this modification to the experimental order comes into force or, if the order is varied by other orders or modified pursuant to section 10 (2) of the Road Traffic Regulation Act 1984 beginning with the day on which the variation or modification or the latest variation or modification came into force, any person may object to the making of an order for the purpose of such indefinite continuation.

Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk) or by post to FREEPOST LBC Transport Strategy. Copies of the order and other documents relating to the order may be inspected at [camden.gov.uk/recently-advertised-proposals](https://camden.gov.uk/recently-advertised-proposals) or by contacting [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) or 020-7974 4788 or 020-7974 5800 to arrange an appointment). Any person desiring to question the validity of the order or of any provision contained therein on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984 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 order was made, make application for the purpose to the High Court.

Peter Mardell  
Head of Parking Operations  
9 June 2022

## LONDON BOROUGH OF CAMDEN

### Phase 4 Streateries programme

### Experimental Traffic Order (ETO) Statement of Reasons

#### STATEMENT OF REASONS

#### 1. REASONS FOR PROPOSING TO MAKE THE ORDER

- 1.1 The hospitality sector has been particularly hard hit by the COVID-19 pandemic. In 2020 the UK Government introduced a new temporary pavement licence to make it easier for hospitality businesses to place tables and chairs on the public highway and offer outdoor eating and drinking while social distancing rules restricted seating inside. For many businesses in Camden, there is insufficient space on the footway to enable businesses to secure a pavement licence.
- 1.2 These proposals align with the Council's approved Streateries programme to support the hospitality sector both during the pandemic and to aid their recovery as lockdown eases, by making changes to the public highway to provide additional safe outdoor space for tables and chairs in the carriageway for dining and drinking for those businesses who cannot secure a temporary pavement licence to use the footway.
- 1.3 The proposals also align with the Council's wider vision for Future High Streets, helping to create vibrant streets and destinations where people can meet and socialise, increasing footfall and helping to regenerate the wider area.
- 1.4 The proposals also align with Policy 1c in the Camden Transport Strategy to enable different uses of the kerb space, which states that the Council "*will change how road space is allocated, including reducing kerbside space for parking/loading provision, and reallocating carriageway space to .... deliver enhancements to the public realm*".
- 1.5 The proposals are to be implemented as 18 months trials under Experimental Traffic Orders (ETOs), to allow a period of monitoring and review of the proposed measures, prior to a decision being taken on whether or not to implement the proposals permanently. During the 18 months trial period, the Council will collect both quantitative and qualitative data about how this scheme is operating. This will include reviewing comments and feedback provided on the Streateries Commonplace site, surveys among businesses including non-hospitality businesses, in the vicinity of Streateries who may be affected by the changes, surveys among customers, and monitoring of correspondence direct to officers.
- 1.6 Before the trial period ends, a public consultation will be undertaken on making the schemes permanent. The decision on whether or not to make the scheme permanent will be informed by the consultation responses, together

with responses received during the two week consultation prior to the trial, the monitoring data, Commonplace comments, the surveys, other feedback during the trial period, and national, regional and local borough policy.

- 1.7 The Council recognises that some residents in some locations have concerns about the proposals. Therefore, introducing the scheme as a trial provides an opportunity for all stakeholders and the Council to monitor and review how the scheme is operating before deciding whether or not to make them permanent.

## 2. SUMMARY OF CHANGES

- 2.1 The following trial measures will be implemented: retain existing Streateries for a further 18 months as trials using an Experimental Traffic Order (ETO) as Phase 4 of the programme, to permit businesses with pavement licences to continue to offer outdoor dining in 2022. Extant parking and loading restrictions would remain in place, and accompanying measures such as infrastructure to ensure the safety of Stretery customers and protection from passing traffic would be retained while ensuring alignment with Council policy, as set out in the Camden Transport Strategy, to ensure connectivity and accessibility for cyclists. This includes Policy 1b, *to remove barriers to walking and cycling*, and Measure 1b, *to implement the infrastructure/streetscape proposals set out in our Cycling Action Plan, including developing and implementing a network of 'primary' and 'secondary' cycle routes across the Borough, cycle permeability, cycle parking and wayfinding improvements that will enable more cycling, more safely and more often.*

- 2.2 The changes required, which would be listed within the Experimental Traffic Order, are set out below:

- **Cleveland Street**

Outside Nos.124 and 126: Keeping 20.2 metres of outdoor dining space in an area that previously was 10 metres of paid for parking bays and 10 metres of residents' parking bays;

Outside No. 100: Keeping 7 metres of outdoor dining space in an area that was previously 7 metres of single yellow line.

Outside Nos. 94 and 96: Keeping 10 metres of outdoor dining space in an area that was previously 10 metres of resident parking bay.

Outside nos. 80 - 84: Keeping 17.5 metres of space for outdoor dining in an area that was previously 6.1 metres of resident parking bay and 5.2 metres of pay by phone bay and 6.2 metres of single yellow line

Outside nos. 74 - 78: Keeping 11 metres of loading bay in an area that was previously single yellow line.

Outside nos. 68 - 72: Keeping 16 metres of outdoor dining space in an area that was previously 10 metres of residents' parking bays and 6 metres of single yellow line

- **Warren Street**

Outside nos. 25 – 28 Keeping 27 metres of space for outdoor dining in an area which was previously 11 metres of resident parking bay and 16 metres single yellow line

Retaining the pedestrian and cycle zone with emergency vehicle access only from the west (near intersection with Fitzroy Street).

- **Goodge Street**

Outside Nos. 40 and 42: Keeping the outdoor dining space in an area that was previously an 11 metre loading bay.

Outside Nos. 27 to 31: Keeping the outdoor dining space in an area that was previously an 11 metre residents parking space

Outside Nos. 5 and 7: Keeping the outdoor dining space in an area that was previously a 7 metre loading bay

- **South End Road**

Outside nos. 45A -65 South End Road: Keeping 50 meters of outdoor dining space in an area previously a 50m pay by phone parking bay, with 15.5 meters of loading space relocated.



- KEY**
- Existing road markings
  - Existing restaurant
  - Proposed temporary outdoor dining area with improved barriers
  - Proposed waiting / loading restrictions
  - Indicative number of table & chairs
  - Proposed greening / planters

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  
**Camden Streatery Programme**

Drawing Title  
**Cleveland Street Consultation Plan**

Scale NTS	Date October 2021
Drawn By NHS	File Ref
Checked By	Dwg Name
Drawing Location	
Drawing Number	Rev.







Remove 11m of resident parking bay and 16m single yellow line and provide 27m of space for outdoor dining

Pedestrian and cycle zone retained with emergency vehicle access from the west

CUT LINE

**KEY**

-  Existing road markings
-  Proposed waiting / loading restrictions
-  Indicative number of table & chairs
-  Proposed greening / planters





27.3m

**KEY**

- Existing road markings
- Proposed waiting / loading restrictions
- Indicative number of table & chairs



Remove 11m of loading bay and provide space for outdoor dining

Remove 7m of loading bay and provide space for outdoor dining

Remove 11m of resident parking and provide space for outdoor dining

- Pilati No 34
- Traitoria Mondello No 36
- Ippudo No 40
- Yaya Sushi No 42
- Fizrovia No 18
- Wrap It Up! No 19
- Amarino No 21
- Tongue&Bnet No 23
- Xarria No 29
- Le Pain Quotidien No 2-6
- Spaghetti House No 15-17
- Subway No 13
- Black Sheep Coffee No 7

Play Area

27.5m













Representation of Streatery on new footway buildout



**KEY**

-  Existing road markings
-  Existing restaurant
-  Existing outdoor dining area
-  Proposed temporary outdoor dining area with improved barriers
-  Proposed road markings
-  Proposed waiting / loading restrictions
-  Indicative number of table & chairs
-  Proposed greening / planters



Remove 50m of pay by phone parking bay, relocate 15.5m of loading space and provide 50m area for outdoor dining

Representation of outdoor dining on new area





# **The Camden (Cleveland Street) Experimental Traffic Order 2022**

**2022 No. 84**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2022 No. 84

The Camden (Cleveland Street) Experimental Traffic Order 2022

Made on 6 June 2022

Coming into force on 16 June 2022

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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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

#### **1. Citation and commencement**

- 1.1 This order shall come into force on 16 June 2022 and may be cited as the Camden (Cleveland Street) Experimental Traffic Order 2022.

#### **2. Interpretation**

- 2.1 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. Revocation of Parking Places and Designation of Waiting Restrictions**

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.2 The Camden (Parking Places) (CA-E) Traffic Order 2012 [L.B.C. 2012 No. 5] shall have effect as though;
- 3.2.1 the item numbered 10741 was omitted from schedule 1 to that order and the item numbered 4037 was omitted from schedule 2 to that order,
- 3.2.2 there was substituted for the similarly numbered items in schedule 1 to that order, the items set out in table 1 of the schedule to this order.
- 3.3 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though there was substituted for the items set out in relation to the similarly named streets in schedule 1 to that order, the items set out in table 2 of the schedule to this order.

**4. Power to modify or suspend provisions of this order**

- 4.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

**Dated this 8 June 2022**



**Peter Mardell**  
**Head of Parking Operations**



## SCHEDULE

TABLE 1 – ITEMS SUBSTITUTED FOR SIMILARLY NUMBERED ITEMS IN SCHEDULE 1 TO THE CA-E ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
2152	CLEVELAND STREET	south-east side: from a point 6 metres south of the party wall of nos. 124 and 126 Cleveland Street, south-eastwards for a distance of 6 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM

TABLE 2 – ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
<b>203</b>	<b>CLEVELAND STREET: north-east side</b>	
(a)	from a point 6 metres north-west of the north-western kerb line of Warren Street to a point 6 metres south-east of the south-eastern kerb line of Warren Street	A
(b)	from a point 23 metres south-east of the south-eastern kerb line of Warren Street, south-eastwards for a distance of 15 metres	A
(c)	from the party wall of nos. 100 and 102 Warren Street, south-eastwards for a distance of 7 metres	A
(d)	from the party wall of nos. 96 and 98 Warren Street, south-eastwards for a distance of 10 metres	A
(e)	from a point 6.5 metres north-west of the north-western kerb line of Maple Street to a point 34 metres south-east of the south-eastern kerb line of Howland Street	A
(f)	so much else of the north-eastern side of Cleveland Street which is public highway and which is not designated as a part of the Transport for London Route network and which does not fall within those lengths specified above	F

# **The Camden (Goodge Street) Experimental Traffic Order 2022**

**2022 No. 85**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2022 No. 85

The Camden (Goodge Street) Experimental Traffic Order 2022

Made on 6 June 2022

Coming into force on 16 June 2022

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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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

#### **1. Citation and commencement**

- 1.1 This order shall come into force on 16 June 2022 and may be cited as the Camden (Goodge Street) Experimental Traffic Order 2022.

#### **2. Interpretation**

- 2.1 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. Revocation of Parking Places and Designation of Waiting Restrictions**

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.2 The Camden (Parking Places) (CA-E) Traffic Order 2012 [L.B.C. 2012 No. 5] shall have effect as though there was omitted from schedule 1 to that order, the items set out in table 1 of the schedule to this order.
- 3.3 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though there was substituted for the items set out in relation to the similarly named streets in schedule 1 to that order, the items set out in table 2 of the schedule to this order.

#### **4. Power to modify or suspend provisions of this order**

- 4.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of



the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

**Dated this 8 June 2022**

A handwritten signature in black ink, appearing to read 'P. Mardell', written in a cursive style.

**Peter Mardell  
Head of Parking Operations**

## SCHEDULE

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CA-E ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
11113	GOODGE STREET	south-east side: from a point 2.5 metres south-west of the party wall of nos. 29 and 31 Goodge Street, north-eastwards for a distance of 7.3 metres	MONDAY – FRIDAY 9AM - 6.30PM SATURDAY 9.30AM - 1.30PM

TABLE 2 – ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
<b>378</b>	<b>GOODGE STREET</b>	
(a)	<b>south-east side:</b>	
(i)	from the western kerb line of Tottenham Court Road, westwards for a distance of 26.5 metres	A
(ii)	between the party wall of nos. 13 and 15/17 Goodge Street to a point 20 metres west of the western kerb line of Whitfield Street	A
(iii)	from a point 30 metres west of the western kerb line of Whitfield Street, westwards for a distance of 11 metres	A
(iv)	from a point 2.5 metres west of the party wall of 29 and 31 Goodge Street, westwards to the north-eastern kerb line of Charlotte Street	A
(v)	from a point 1.0 metre east of the party wall of 43 and 45 Goodge Street, eastwards to the south-western kerb line of Charlotte Street	A

(b)	<b>north-west side:</b>	
(i)	from the south-western kerb line of Tottenham Court Road to a point 14.6 metres south-westwards of north-east flank wall of 64 Tottenham Court Road	A
(ii)	from a point 26.4 metres south-westwards of north-east flank wall of 64 Tottenham Court Road to the north-eastern kerb line of Whitfield Street	A
(iii)	from the western kerb line of Whitfield Street, westwards for a distance of 16.0 metres	A
(iv)	from a point 34.2 metres west of the western kerb line of Whitfield Street westwards for a distance of 6.0 metres	A
(v)	from the party wall of nos. 38 and 40 Goodge Street, westwards for a distance of 11 metres	A
(c)	both sides: so much else of Goodge Street that is public highway and which does not fall within those lengths specified above	F



# **The Camden (South End Road) Experimental Traffic Order 2022**

**2022 No. 86**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2022 No. 86

The Camden (South End Road) Experimental Traffic Order 2022

Made on 6 June 2022

Coming into force on 16 June 2022

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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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

#### **1. Citation and commencement**

- 1.1 This order shall come into force on 16 June 2022 and may be cited as the Camden (South End Road) Experimental Traffic Order 2022.

#### **2. Interpretation**

- 2.1 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. Revocation and Designation of Parking Places and Waiting Restrictions**

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.2 The Camden (Parking Places) (CA-H) Traffic Order 2012 [L.B.C. 2012 No.8] shall have effect as though there was omitted from schedule 2 to that order, the items set out in table 1 of the schedule to this order.
- 3.3 The Camden (Loading Places) Traffic Order 2012 [L.B.C. 2012 No. 21] shall have effect as though there was substituted for the similarly numbered items in schedule 1 to that order, the items set out in table 2 of the schedule to this order.

#### **4. Power to modify or suspend provisions of this order**

- 4.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of

suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

**Dated this 8 June 2022**

A handwritten signature in black ink, appearing to read 'P. Mardell', written in a cursive style.

**Peter Mardell**  
**Head of Parking Operations**

TABLE 1 – ITEMS OMITTED FROM SCHEDULE 2 TO THE CA-H ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF (NON-DIESEL ENGINED)	TARIFF (DIESEL ENGINED)	MAXIMUM STAY
3789	SOUTH END ROAD	west side: from a point 7 metres north of the northern kerb line of Heath Hurst Road, northwards for a distance of 13.9 metres	MONDAY – SATURDAY 8AM – 6PM	£3.67 per hour	£4.55 per hour	2 hours
3790	SOUTH END ROAD	west side: from a point 6.5 metres south of the southern kerb line of Keats Grove, southwards for a distance of 32.7 metres	MONDAY – SATURDAY 8AM – 6PM	£3.67 per hour	£4.55 per hour	2 hours

TABLE 2 – ITEMS SUBSTITUTED FOR SIMILARLY NUMBERED ITEMS SET OUT IN SCHEDULE 1 TO THE LOADING PLACES ORDER

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
9988	SOUTH END ROAD	west side: from a point 30 metres north of the northern kerb line of Heath Hurst Road, northwards for a distance of 15 metres	MONDAY – SATURDAY 9AM – 8PM

# **The Camden (Warren Street) Experimental Traffic Order 2022**

**2022 No. 87**

# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

### 2022 No. 87

The Camden (Warren Street) Experimental Traffic Order 2022

Made on 6 June 2022

Coming into force on 16 June 2022

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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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

#### **1. Citation and commencement**

- 1.1 This order shall come into force on 16 June 2022 and may be cited as the Camden (Warren Street) Experimental Traffic Order 2022.

#### **2. Interpretation**

- 2.1 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.
- 2.2 In this order, the term “pedal cycle” has the same meaning as in the Traffic Signs Regulations and General Directions 2016 [S.I. 2016 No. 362].

#### **3. Revocation and designation of parking places and waiting restrictions**

- 3.1 Nothing in this article shall prejudice the validity of anything done or any liability incurred in respect of any act or omission before the coming into force of this order.
- 3.2 The Camden (Parking Places) (CA-E) Traffic Order [2012 No. 5] shall have effect as though there was substituted for the similarly numbered items in schedule 1 to that order, the items set out in table 1 of the schedule to this order.
- 3.3 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though there was substituted for the items set out in relation to similarly named streets in schedule 1 to that order, the items set out in table 2 of the schedule to this order.



#### **4. Restrictions – prescribed routes**

- 4.1 No person shall cause any vehicle to enter the section of Warren Street which lies east of its junction with Fitzroy Street at its junction with Fitzroy Street.
- 4.2 Nothing in Article 4.1 shall apply in respect of;
  - 4.2.1 a pedal cycle;
  - 4.2.2 a vehicle being used for police, ambulance service or fire brigade purposes;
  - 4.2.3 anything done with the permission of a police constable in uniform;
  - 4.2.4 a vehicle being used by the council in the pursuance of statutory duties;
  - 4.2.5 a vehicle being used for the purposes of street maintenance or the maintenance of street furniture, or in connection with the laying, maintenance or repair of any utility infrastructure within the road provided such activity cannot reasonably be carried out without the vehicle entering that section of the road;
  - 4.2.6 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984
  - 4.2.7 any other vehicle which may otherwise be authorised by the council.

#### **5. Power to modify or suspend provisions of this order**

- 5.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

**Dated this 8 June 2022**



**Peter Mardell**  
**Head of Parking Operations**

## SCHEDULE

TABLE 1

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
11231	WARREN STREET	the south-east side, from a point 3 metres west of the western kerb line of Richardson's Mews, westwards for a distance of 5 metres	MONDAY – SATURDAY 8.30AM – 6.30PM

TABLE 2 – ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE WAITING AND LOADING ORDER

ITEM NUMBER	STREET – SIDE OF STREET – LENGTH OF HIGHWAY	RESTRICTED HOURS See Schedule
971	<b>WARREN STREET</b>	
(a)	<b>south-east side:</b>	
(i)	from the western kerb line of Tottenham Court Road, south-westwards for a distance of 31.5 metres	A
(ii)	from the south-western kerb line of Grafton Mews, south-westwards for a distance of 10 metres	A
(iii)	from a point 8 metres west of the western kerb line of Richardson's Mews, westwards for a distance of 27 metres	A
(b)	<b>north-west side:</b>	
(i)	from the south-western kerb line of Tottenham Court Road, south-westwards for a distance of 6 metres	A

(ii)	from a point 10 metres south-west of the projected south-western kerb line of Grafton Mews, north-eastwards for a distance of 15.8 metres	A
(c)	so much else of Warren Street that is public highway and which does not fall within the lengths specified above	F