

Public Notice

Bayley Street – Safe and healthy streets

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

*The Camden (Loading Places) (Amendment No. *) Traffic Order 202**

*The Camden (Parking Places) (Pedal Cycles) (Amendment No. **) Traffic Order 202**

*The Camden (Parking Places) (CA-C) (Amendment No. *) Traffic Order 202**

*The Camden (Prescribed Routes) (Bayley 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, as amended.
2. The general nature and effect of the Orders would be in BAYLEY STREET, to:-
 - (a) prohibit any vehicle other than a pedal cycle from entering that length of Bayley Street that lies between Tottenham Court Road and Morwell Street;
 - (b) relocate and extend the loading bay operating 'at any time' outside No. 11 Bayley Street so that it measures 20.6 metres and is located outside Nos. 9 to 11 Bayley Street;
 - (c) remove the 5.4-metre CA-C permit holders parking place outside Nos. 8 and 9 Bayley Street; and
 - (d) extend the e-scooter and cycle hire bay outside Nos. 8 and 9 Bayley Street by 5.4 metres north-eastwards.
3. Copies of the proposed Orders, plans indicating the proposals, and other related documents may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals or by prior appointment, in person at 5 Pancras Square, London, N1C 4AG during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference '**TMO2425-0029**' 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 07 February 2025.

Peter Mardell – Head of Parking Operations

16 January 2025

Statement of reasons

Bayley Street – 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, 3 of which are directly aligned with the proposals for this scheme (objectives 1, 2, & 3). The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025.

The proposals, as outlined in Section 2 of the decision report, include the creation of a pocket park between Morwell Street and Tottenham Court Road including rain gardens with low level planting and tree planting (subject to ground condition surveys), seating, and short stay cycle parking stands. The proposals include resurfacing of the existing two-way cycle track on the same section of Bayley Street in high quality granite setts and the introduction of standard cycle route signs and road markings. The proposals also include some minor parking changes on Bayley Street between Bedford Square and Tottenham Court Road, including the relocation of a loading bay and an extension to an e-scooter and cycle hire parking bay.

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

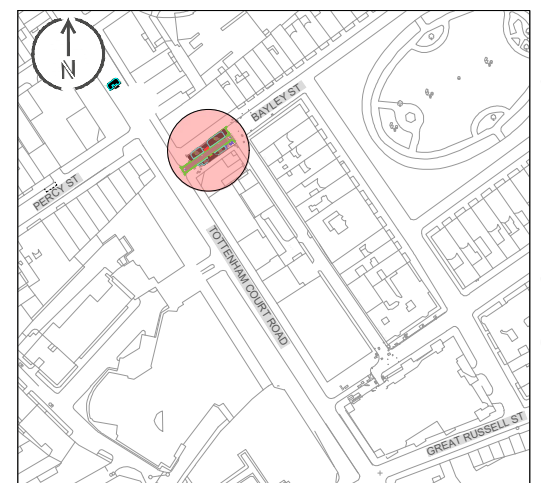
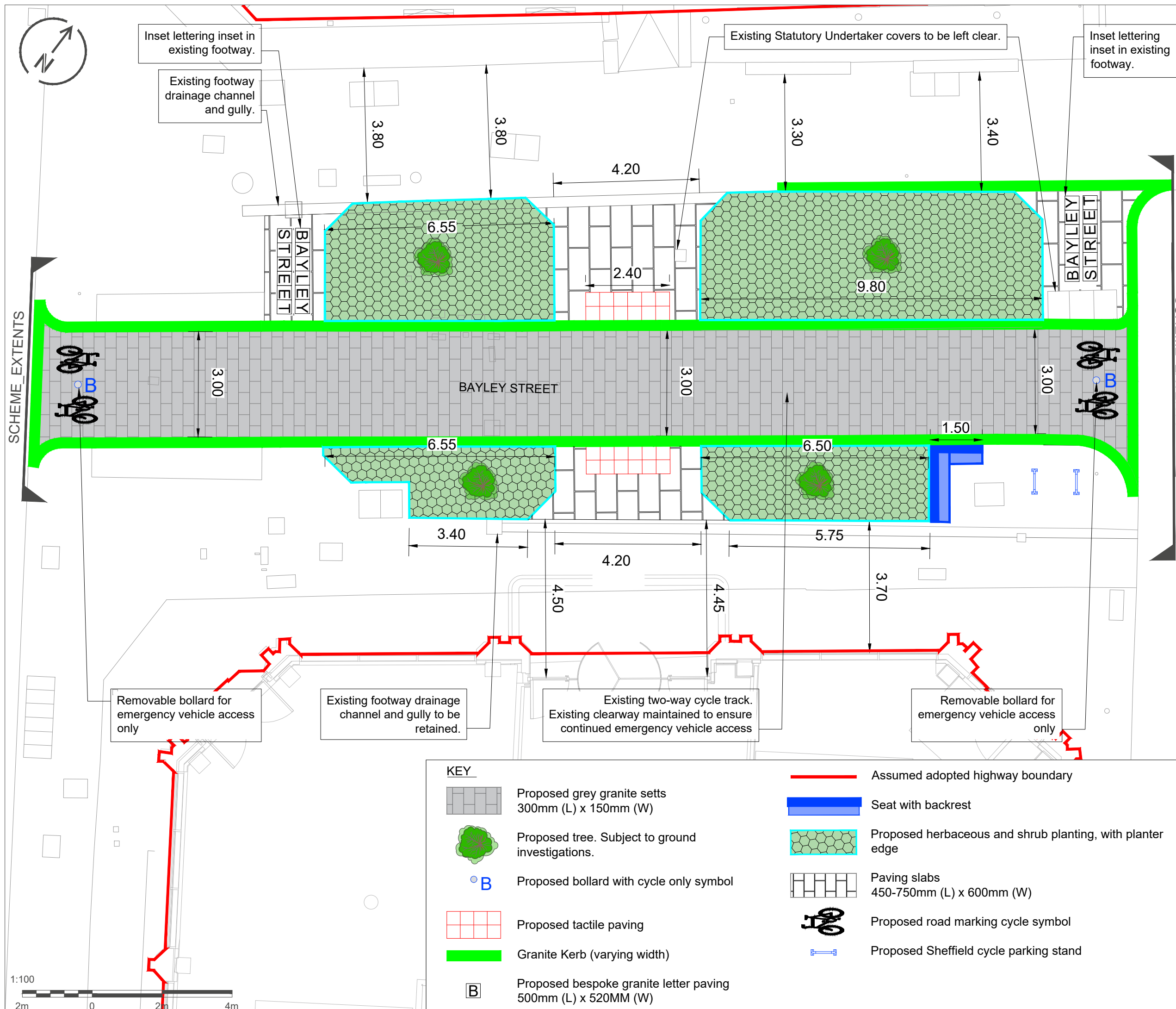
- helping to facilitate an increase in walking and cycling.
- reducing the dominance of motor vehicles.
- helping to facilitate improving the quality of our air.
- making our streets and transport networks safe, accessible, and inclusive for all.

The proposed parking and loading changes can be summarised as follows:

- The relocation of the existing loading bay and an extension to the existing e-scooter and cycle hire parking bay.

This would be achieved by:

- Permanently removing the existing loading bay on the north side of Bayley Street to facilitate construction of the pocket park between Morwell Street and Tottenham Court Road.
- Permanently removing 20.7 metres of double yellow lines to facilitate the introduction of a new loading bay.
- Permanently removing one resident permit holder parking space on Bayley Street to facilitate the extension of the existing e-scooter and cycle hire parking bay by 5.4 metres.



OVERVIEW PLAN

NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This plan is based upon topographical survey information provided by "Site Engineering Service" dated July 2021
4. Scheme extent boundaries are indicative.
5. The Santander cycle hire docking station on Bayley Street would be relocated to near 16-19 Percy Street to create space for the pocket park. This has already been approved subject to statutory processes in a separate consultation.
6. The proposal is a preliminary design and for consultation purposes only. No construction should be undertaken using this drawing as a basis.
7. All items shown in grey are to be retained unless stated otherwise.

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
F	07/05/24	Revised following LBC comments	SY	JT	JT
E	26/04/24	Revised following LBC comments	SY	JT	JT
D	25/04/24	Revised following LBC comments	SY	JT	DHG
C	01/03/24	Revised following LBC comments	SY	JT	JT
B	27/02/24	Revised following LBC comments	SY	JT	JT
A	23/02/24	First issue	SY	JT	JT

KEY

- Proposed grey granite setts 300mm (L) x 150mm (W)
- Proposed tree. Subject to ground investigations.
- Proposed bollard with cycle only symbol
- Proposed tactile paving
- Granite Kerb (varying width)
- Proposed bespoke granite letter paving 500mm (L) x 520MM (W)
- Assumed adopted highway boundary
- Seat with backrest
- Proposed herbaceous and shrub planting, with planter edge
- Paving slabs 450-750mm (L) x 600mm (W)
- Proposed road marking cycle symbol
- Proposed Sheffield cycle parking stand



CLIENT: **Camden**

JOB TITLE: **BAYLEY STREET**

DRAWING TITLE: **BAYLEY STREET PROPOSED POCKET PARK PRELIMINARY DESIGN**

STATUS: **FOR INFORMATION**

DRAWING NO: M001471-2-1-DR-002

REV: F

SCALE AT A3: 1:100

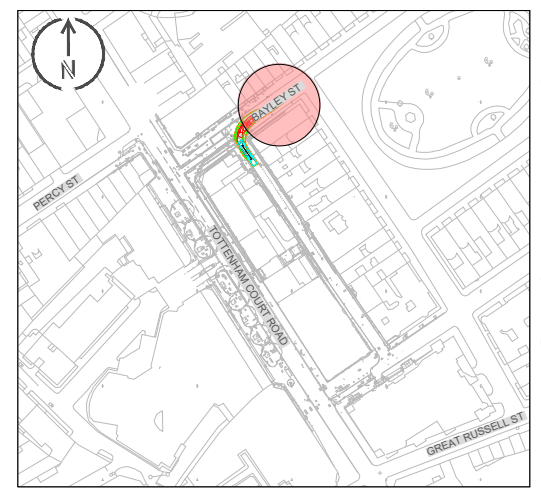


REMOVE 11.9m DEDICATED LOADING ONLY BAY. LOADING BAY SIGN TO BE RELOCATED.

REMOVE 18.8m DOUBLE YELLOW LINE. REPLACE WITH 20.7m LOADING ONLY BAY. INSTALL LOADING BAY SIGN ON EXISTING SIGN POST.



REMOVE 5.4m RESIDENTS PERMIT HOLDER BAY AND SIGN. EXTEND E-SCOOTER/CYCLE HIRE BAY BY 5.4m. EXISTING E-SCOOTER/CYCLE HIRE BAY SIGN TO BE RETAINED.



OVERVIEW PLAN

NOTES

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This plan is based upon topographical survey information provided by "Site Engineering Service" dated July 2021 & associated site visits.
4. All items shown in grey are to be retained unless stated otherwise.
5. Scheme extents boundaries are indicative.
6. The proposal is a preliminary design and for consultation purposes only. No construction should be undertaken using this drawing as a basis.

TOTTENHAM COURT ROAD

THE JACK HORNER PUB

BAYLEY STREET

MORWELL STREET

BEDFORD SQAURE

SCHEME EXTENTS

SCHEME EXTENTS

11.90

20.70

11.50

TMO 3.05°

KEY

- Existing road markings
- Existing road markings to be removed (colour and type may vary)
- Existing sign to be removed from signpost
- Proposed sign on existing signpost
- Proposed white road markings (type may vary)
- Proposed yellow road markings (type may vary)

F	18/06/24	Scale adjusted as per LBC request	JT	JT	JT
E	07/05/24	Revised following LBC comments	SY	JT	JT
D	26/04/24	Revised following LBC comments	SY	JT	JT
C	25/04/24	Revised following LBC comments	SY	JT	DHG
B	27/02/24	Revised following LBC comments	SY	JT	JT
A	23/02/24	First issue	SY	JT	JT
REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY



CLIENT:



JOB TITLE:

BAYLEY STREET

DRAWING TITLE:

BAYLEY STREET
MINOR PARKING AND LOADING CHANGES
PRELIMINARY DESIGN

STATUS:

FOR INFORMATION

DRAWING NO:	REV:	SCALE AT A3:
M001471-2-1-DR-003	F	1:500

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Parking Places) (CA-C) (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-C) (Amendment No. **) Traffic Order 2024 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-C) 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 1984 c.27

² LBC 2012/3

Revocation 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 the Order of 2012 shall have effect as though the item numbered 13593 (relating to Bayley Street) in Schedule 1 to that Order were revoked.

Dated this * 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Parking Places) (CA-C) Traffic Order 2012, so as to remove a permit holders parking place in Bayley Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Parking Places) (Pedal Cycles) (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) (Pedal Cycles) (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 2020” means the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020², 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 2020 shall have the same meaning as in that Order.

¹ 1983 c.27

² LBC 2020/42

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, the Order of 2020 shall have effect as though:
- (a) any item in a Schedule to that Order relating to a parking place on the north-west side of Bayley Street were revoked; and
 - (b) there were added to Schedule 1 to that Order, the item set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – DOCKLESS CYCLE HIRE AND E-SCOOTER PARKING PLACES

(Addition to Schedule 1 to the Order of 2020)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Length of highway (3)</i>
*****	BAYLEY STREET	north-west side: from a point 9.4 metres north-east of the party wall of No. 236 Tottenham Court Road and No. 10 Bayley Street, north-eastwards for a distance of 11.5 meters.

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020, so as to extend a dockless cycle hire and e-scooter parking place in Bayley Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. **

The Camden (Loading Places) (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 (Loading Places) (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 (Loading Places) 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 1984 c.27

² LBC 2012/21

Amendment of the Order of 2012

- 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 2012 shall have effect as though:
- (a) the item numbered 13312 (relating to Bayley Street) in Schedule 1 to that Order, were revoked; and
 - (b) there were added to Schedule 1 to that Order, the item set out in the Schedule to this Order.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – LOADING PLACE

(Addition to Schedule 1 to the Order of 2012)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Length of highway</i> (3)	<i>Controlled hours</i> (4)
****.	BAYLEY STREET	north-west side: from a point 11.2 metres south-west of the party wall of No.236 Tottenham Court Road and No.10 Bayley Street to a point 9.4 metres north-east of that party wall.	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Loading Places) Traffic Order 2012, so as to relocate and extend a loading place in Bayley Street in the London Borough of Camden.

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

1.1 This Order may be cited as the Camden (Waiting and Loading Restrictions) (Amendment No. **) Traffic Order 2024 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 (Waiting and Loading Restrictions) Traffic Order 2012², as amended.

2.2 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.

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 1984 c.27

² LBC 2012/1

Amendment of the Order of 2012

- 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 2012 shall have effect as though:-
- (a) for the item numbered 64 in Schedule 1 to that Order there were substituted the item similarly numbered and set out in the table in the Schedule to this Order; and
 - (b) the item numbered 15 in Schedule 2 to that Order were omitted.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

SCHEDULE – WAITING RESTRICTIONS

TABLE - ITEMS SUBSTITUTED IN SCHEDULE 1 TO THE ORDER OF 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS
64	<p>BAYLEY STREET</p> <p>(a) north-west side: between its junction with Bedford Square and the party wall of Nos. 5 and 6 Bayley Street;</p> <p>(b) south-east side</p> <p>(i) between the north-eastern kerb-line of Morwell Street and a point 5.9 metres north-east of that kerb line;</p> <p>(ii) between the south-western kerb line of Bedford Square and a point 6.7 metres south-west of that kerb line;</p> <p>(c) so much else of Bayley Street that is public highway and which does not fall within the lengths specified above.</p>	<p>At any time</p> <p>At any time</p> <p>At any time</p> <p>Monday – Saturday 8.30 am – 6.30 pm</p>

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order amends the provisions of the Camden (Waiting and Loading Restrictions) Traffic Order 2012, so as to alter the provision of waiting and loading restrictions in certain lengths of Bayley Street, in the London Borough of Camden.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER
202* No. ***

The Camden (Prescribed Routes) (Bayley Street) (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 section 6 of and Part IV of Schedule 9 to 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 shall come into force on and may be cited as the Camden (Prescribed Routes) No. *) Traffic Order 202*

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "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; and
 - "pedal cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016².
- (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

Revocation of existing prohibition

3. 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 part of any order which prohibits vehicles from entering any part of that length of Bayley Street that lies between Tottenham Court Road and Morwell Street is hereby revoked.

Prescribed routes

4. (1) No person causing any vehicle other than a pedal cycle to proceed in that length of Bayley Street that lies north-east of the south-western kerb-line of Morwell Street shall, upon reaching its junction with that length of Bayley Street that lies south-west of the south-western kerb-line of Morwell Street, cause that vehicle to enter that length of Bayley Street that lies south-west of the south-western kerb-line of Morwell Street.
- (2) No person causing any vehicle other than a pedal cycle to proceed in Tottenham Court Road shall, upon reaching its junction with Bayley Street, cause that vehicle to enter Bayley Street.

Exemptions

5. Nothing in Article 3 of this Order shall apply in relation to:-
 - (a) any vehicle being used for ambulance, fire brigade or police purposes;
 - (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.

Dated this ** ** 202*

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order prevents all vehicles other than pedal cycles from entering that part of Bayley Street that lies between Tottenham Court Road and Morwell Street, in the London Borough of Camden.