

Public notice

Shaftesbury Avenue area – Safe and healthy streets

*The Camden (Prescribed Routes) (Shaftesbury Avenue area) (No. *) Traffic Order 202**

*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) 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 sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended ('the 1984 Act').
2. The general nature and effect of the Orders would be:
 - (a) in PHOENIX STREET, to remove the existing waiting restrictions and prohibit all vehicles except pedal cycles from entering Phoenix Street at its junctions with Charing Cross Road and Stacey Street (the existing one-way traffic working therein to be revoked);
 - (b) in ST. GILES PASSAGE, in that part which lies between New Compton Street and Shaftesbury Avenue, to remove the existing waiting restrictions and prohibit all vehicles except pedal cycles from entering at its junctions with New Compton Street and Shaftesbury Avenue;
 - (c) in STACEY STREET:
 - (i) to provide 'at any time' loading restrictions:
 - (A) on the north-east side: (I) between a point 8 metres north-west of the north-western kerb-line of New Compton Street and a point 5 metres south-east of the south-eastern kerb-line of New Compton Street; and (II) between the north-western kerb-line of Shaftesbury Avenue and a point 14 metres north-west of that kerb-line; and
 - (B) on the south-west side: (I) between a point 1 metre south-east of the south-eastern kerb-line of Phoenix Street and a point 1 metre north-west of the north-western kerb-line of Phoenix Street; and (II) between the north-western kerb-line of Shaftesbury Avenue and a point 12.5 metres north-west of that kerb-line;
 - (ii) at its junction with Shaftesbury Avenue:
 - (A) to prohibit vehicles from turning left into Shaftesbury Avenue, with exception provided for vehicles having a maximum gross weight of less than 7.5 tonnes; and
 - (B) to prohibit all vehicles except pedal cycles from entering from Shaftesbury Avenue;
 - (iii) to introduce one-way south-eastbound traffic working, with contra-flow north-westbound working for pedal cycles between the south-

eastern kerb-line of New Compton Street and its junction with Shaftesbury Avenue; and

- (iv) to provide an e-scooter and cycle hire parking place on the footway on the south-west side of the carriageway, between a point 5.8 metres south-east of the south-eastern kerb-line of Phoenix Street and a point 11.6 metres south-east of that kerb-line;
- (d) in ST. GILES HIGH STREET, to provide 'at any time' loading restrictions, between the north-western kerb-line of New Compton Street and a point 18.8 metres north-west of that kerb-line;
- (e) in NEW COMPTON STREET:
 - (i) on the north-west side:
 - (A) outside Pendrell House:
 - (I) to convert 30 metres of paid-for parking to CA-C resident permit holders parking; and
 - (II) to convert 13 metres of paid-for parking to a loading place operating 'at any time'; and
 - (B) outside Nos. 42 and 45 New Compton Street:
 - (I) to convert two 5 metre lengths of paid-for parking to CA-C resident permit holders parking;
 - (II) to convert 5 metres of paid-for parking to car club parking;
 - (III) to remove 5.2 metres of paid-for parking and provide controlled hours waiting restrictions in order to install two pedal cycle hangars; and
 - (IV) to convert CA-C resident permit holders parking to a 10-metre loading place operating 'at any time';
 - (ii) on the south-east side, between a point 5 metres south-west of the south-western kerb-line St. Giles Passage and a point 21.5 metres south-west of that kerb-line, convert CA-C resident permit holders parking to a loading place operating 'at any time';
 - (iii) provide 'at any time' loading restrictions:
 - (A) on the north-west side: (I) between the north-eastern kerb-line of Stacey Street and a point 5 metres north-east of that kerb-line; and (II) between the southern kerb-line of St. Giles High Street and a point 12.5 metres south-west of that kerb-line; and
 - (B) on the south-east side: (I) between the north-eastern kerb-line of Stacey Street and a point 5 metres north-east of that kerb-line; (II) between a point 5 metres south-west of the south-western kerb-line of St. Giles Passage and a point 5 metres north-east of the north-eastern kerb-line of St. Giles Passage); and (III) between the southern kerb-line of St. Giles High Street and a point 12.5 metres south-west of that kerb-line;

- (iv) to introduce one-way south-westbound traffic working with contra-flow north-eastbound traffic working for pedal cycles between its junctions with Stacey Street and St. Giles High Street; and
- (f) in SHAFTESBURY AVENUE:
 - (i) on the north-west side:
 - (A) replace waiting and loading restrictions with a 16-metre loading bay operating 'at any time' outside the Odeon Cinema, 135 Shaftesbury Avenue;
 - (B) remove the paid-for parking (45 metres) and car club parking (5 metres) outside Nos. 151 to 177 Shaftesbury Avenue; and
 - (C) provide 'at any time' waiting restrictions:
 - (I) between the north-eastern kerb-line of Stacey Street and a point 16.5 metres north-east of that kerb-line;
 - (II) between a point 6 metres south-west of the south-western kerb-line of St. Giles Passage and a point 12.5 metres south-west of that kerb-line; and
 - (III) between a point 13.8 metres south-west of the common boundary of No. 151 Shaftesbury Avenue and Nos. 167 to 177 Shaftesbury Avenue and a point 17.5 metres north-east of that common boundary; and
 - (ii) on the south-east and east side:
 - (A) provide a 13.3-metre loading bay operating 'at any time' outside Nos. 172 to 176 Shaftesbury Avenue;
 - (B) change the hours of operation of the loading bay outside Nos. 194 and 196 Shaftesbury Avenue so that it operates 'at any time'; and
 - (C) provide 'at any time' waiting and loading restrictions:
 - (I) between a point 2.3 metres south-west of the south-western kerb-line of Mercer Street and a point 24.1 metres south-west of that kerb-line;
 - (II) between a point 7.5 metres north-east of the common boundary of No. 166 Shaftesbury Avenue and Nos. 172 to 176 Shaftesbury Avenue and a point 11.8 metres north-east of that common boundary;
 - (III) between a point 25.1 metres north-east of the common boundary of No. 166 Shaftesbury Avenue and Nos. 172 to 176 Shaftesbury Avenue and a point 40 metres north-east of that common boundary; and
 - (IV) between a point 15.5 metres north-east of the north-eastern kerb-line of St. Giles High Street and a point 53 metres north-east of that kerb-line.

3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 23 of the 1984 Act, have approved the provision of parallel pedestrian and cycle crossings, in SHAFTESBURY AVENUE:
- (a) between a point 10.5 metres north-east of the north-eastern kerb-line of Mercer Street and a point 19 metres north-east of that kerb-line (note: the 'zebra' pedestrian crossing outside the Odeon Cinema, 135 Shaftesbury Avenue would be removed); and
 - (b) between the common boundary of Nos. 184 and 186 Shaftesbury Avenue and a point 7 metres north-east of that common boundary.
- 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the road, extending for a distance of 17 metres either side of the above crossings.
4. FURTHER NOTICE IS HEREBY 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
- (a) flat-topped speed tables comprising, the full width of the carriageway and at a height level with the adjoining footway, on which the parallel crossings referred to in paragraph 3 preceding would be situated in SHAFTESBURY AVENUE, at the following locations:
 - (i) between a point 5.8 metres north-east of the north-eastern kerb-line of Mercer Street and a point 22.7 metres north-east of that kerb-line (including the ramps); and
 - (ii) between a point 5 metres south-west of the common boundary of Nos. 184 and 186 Shaftesbury Avenue and a point 15.2 metres north-east of that common boundary (including the ramps).
 - (b) 'Copenhagen-style' blended crossings / raised entry/exit tables, in the following locations:
 - (i) in MERCER STREET, at its junction with Shaftesbury Avenue, between the south-eastern kerb-line of Shaftesbury Avenue and a point 7.9 metres south-east of that kerb-line;
 - (ii) in STACEY STREET, at its junction with Shaftesbury Avenue, between the north-western kerb-line of Shaftesbury Avenue and a point 7.2 metres north-west of that kerb-line; and
 - (iii) in NEW COMPTON STREET, at its junction with St. Giles High Street, between the southern kerb-line of St. Giles High Street and a point 7.2 metres south of that kerb-line.
5. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 65 of the Highways Act 1980, propose to:
- (a) construct a cycle track reserved for the use of pedal cycles only in SHAFTESBURY AVENUE:
 - (i) adjacent to the east side of the carriageway, southbound, between a point 60 metres south-east of the south-eastern kerb-line of New Oxford Street and a point 15.5 metres north-east of the north-western kerb-line of St. Giles High Street;

- (ii) adjacent to the south-east side of the carriageway, south-westbound, between a point 7.5 metres north-east of the common boundary of Nos. 198 and 200 Shaftesbury Avenue and a point 12.1 metres south-west of the common boundary of Nos 158 and 160 Shaftesbury Avenue; and
 - (iii) adjacent to the north-west side of the carriageway, north-eastbound, between a point 20.4 metres south-west of the common boundary of Nos. 115 and 117 Shaftesbury Avenue and the north-eastern wall of No. 65 St. Giles High Street; and
 - (b) provide a shared footway and cycle track:
 - (i) on the existing footway on the north-west side of SHAFTESBURY AVENUE, between the north-eastern wall of Nos. 167 to 177 and a point 9.5 metres north-east of that wall;
 - (ii) on the existing footway on the south-east side of SHAFTESBURY AVENUE, between a point 2 metres south-west of the common boundary of Nos. 184 and 186 Shaftesbury Avenue and the north-western kerb-line of Monmouth Street; and
 - (iii) on the existing footway on the north-west side of MONMOUTH STREET, between a point 6.8 metres north-east of the common boundary of Nos. 2 and 2a Monmouth Street and the south-eastern kerb-line of Shaftesbury Avenue.
6. FURTHER NOTICE IS HEREBY GIVEN as a courtesy measure that the Council intend to provide:
- (a) a mandatory south-westbound with-flow cycle lane, operating at all times, on the south-east side of the carriageway of SHAFTESBURY AVENUE, extending from the common boundary of Nos. 148-150 and 152-154 Shaftesbury Avenue south-westward for a distance of 14 metres; and
 - (b) a cycle parking stand on the footway under section 63 of the 1984 Act, on the south-west side of STACEY STREET, between a point 0.5 metres south-east of the south-eastern kerb-line of Phoenix Street and a point 2.5 metres south-east of that kerb-line.
7. 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 'TMO2526-0022' 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 December 2025.

Peter Mardell – Head of Parking Operations

27 November 2025

SHAFTESBURY AVENUE AREA SAFE AND HEALTHY STREETS

TRAFFIC MANAGEMENT ORDER (TMO) STATEMENT OF REASONS

1 Project background

- 1.1 The Shaftesbury Avenue Area Safe and Healthy Streets scheme consists of proposals to improve safety and amenity for cyclists and pedestrians using the area, and to enhance public realm spaces in the area.
- 1.2 This Statement of Reasons sets out the reasons for a number of proposed measures and associated reasons for these changes.

2 Summary of changes and reasoning

- 2.1 This scheme comprises of Shaftesbury Avenue, between Princess Circus and Cambridge Circus (Charing Cross Road), New Compton Street, St Giles Passage, Stacey Street and Phoenix Street. Details of the proposals and reasons for them are provided below. In response to feedback and the full public consultation held during October and November 2024, the following changes are proposed. Further details of the reasons for the proposals are outlined in Section 2 of the main decision report.
- 2.2 The following permanent changes are proposed on Shaftesbury Avenue, St Giles High Street, New Compton Street, St Giles Passage, Stacey Street, and Phoenix Street. If the scheme is approved, the following proposals will be implemented under a Traffic Management Order (TMO):

Shaftesbury Avenue Walking and Cycling Improvements

- (i) Converting the existing advisory southbound cycle lane on Shaftesbury Avenue, north of the junction with St Giles High Street (Princes Circus), into a segregated cycle lane to offer more protection to cyclists.
- (ii) Introducing segregated cycle lanes on both sides of Shaftesbury Avenue, between St Giles High Street/High Holborn and Cambridge Circus. This is to create a safer environment by protecting cyclists from motor vehicles.
- (iii) Creating rain gardens (areas of planting which soak up rainwater) on the south side of Shaftesbury Avenue east of Mercer Street (subject to ground condition surveys). This would support a key objective of Camden's Climate Action Plan by removing some CO₂ out of the atmosphere, helping to tackle the climate crisis. Adding new plants would also create more areas which could soak up water during heavy rainfall, improve local biodiversity by adding new habitats for nature and improve how the area looks and feels. Rain gardens also help to soften hard landscapes and help to make walking more enjoyable.
- (iv) Banning the left turn, except for cyclists and vehicles under 7.5 tons, from Stacey Street onto Shaftesbury Avenue. This is because large vehicles turning left encroach the opposite traffic lane in existing conditions, posing a safety risk to all road users.
- (v) Creating a pedestrian and cycles only zone on St Giles Passage between Shaftesbury Avenue and New Compton Street (i.e. closing St Giles

Passage to motor vehicles). This would improve pedestrian and cycle connectivity in the area, improve public realm and enhance road safety.

- (vi) Converting the existing zebra crossing outside 188 Shaftesbury Avenue (near Neal Street/Monmouth Street) into a raised parallel (walking and cycling) priority crossing, to provide an improved crossing for pedestrians and cyclists.
- (vii) Creating a pedestrian and cycles shared use area at the corner of Shaftesbury Avenue and Monmouth Street, to facilitate easier access for cyclists turning right onto Monmouth Street from Shaftesbury Avenue.
- (viii) Relocating the existing Legible London wayfinding sign on Shaftesbury Avenue closer to the junction with St Giles High Street, to improve wayfinding for pedestrians.
- (ix) Adding continuous pavements across Stacey Street and Mercer Street, at the junctions with Shaftesbury Avenue, to reduce vehicle speeds and provide pedestrian priority.
- (x) Retaining the loading bay outside 196 Shaftesbury Avenue (south side) and converting it into a 'floating' bay. 'Floating' bays are bays located between the cycle lane and the vehicle traffic lane. This is to provide loading provision without affecting general road traffic while keeping segregated cycling facilities.
- (xi) Introducing a new loading bay outside 135 Shaftesbury Avenue (north side, old Odeon), and outside 172 Shaftesbury Avenue (south side, rear of Covent Garden Hotel), in the form of a 'floating bay', to provide loading provision without affecting general road traffic while retaining segregated cycling facilities.
- (xii) Relocating the existing zebra crossing on Shaftesbury Avenue from the west to the east of the junction with Mercer Street, to accommodate the proposed loading bay outside 135 Shaftesbury Avenue. The crossing would be converted into a raised parallel crossing, providing an improved level crossing for pedestrians and cyclists.
- (xiii) To enable the above changes, several adjustments to waiting and loading on Shaftesbury Avenue and New Compton Street are proposed. It should be noted, however, that there will be no net loss or gain of residents' permit holder parking spaces. Details of parking and loading changes can be found in Appendix D.

Other Safe and Healthy Streets Proposals

- (i) Creating a one-way system for motor vehicles (except for cyclists) on New Compton Street (between St Giles Passage and Stacey Street) and Stacey Street (between New Compton Street and Shaftesbury Avenue). Motor vehicle access to all properties would be kept. Details on how traffic would access and egress New Compton Street and Stacey Street can be found in Appendix E, Proposed Vehicle Access Routes.
- (ii) Creating a pedestrian and cycles only zone on Phoenix Street between Charing Cross Road and Stacey Street (i.e. closing Phoenix Street to motor vehicles). This would reduce through traffic volumes, increase

pedestrian and cycle provision, and enhance overall road safety in the area. Additionally, this would create a new area for public realm, with plans for further development in the future

- (iii) Introducing two-way cycling (cycling in both directions where traffic only flows one-way) on New Compton Street and Stacey Street to help cyclists travel more easily and safely in both directions on sections of street which are one-way for motor vehicles.
- (iv) Adding a continuous pavement across New Compton Street at the junction with St Giles High Street to reduce vehicle speeds and provide pedestrian priority.
- (v) Creating a rain garden on St Giles High Street at the junction with New Compton Street. This would support Camden's Climate Action Plan by reducing CO2, improving biodiversity, enhancing aesthetics, and managing rainwater.
- (vi) Installing a new dockless bike hire bay on Stacey Street near the junction with Phoenix Street. This is to create a designated parking area to accommodate the growing demand for dockless bike usage.
- (vii) Installing one new cycle hangar on Stacey Street near the junction with Phoenix Street, and two new cycle hangars outside 45 New Compton Street. This is to provide local residents with safe and secure cycle storage.

Public Realm Improvements

- (i) Enhancing the top section of St Giles Passage outside Phoenix Garden, Phoenix Street, and the corner of Phoenix Street and Stacey Street, to improve the environment for residents and visitors. This could include new low-level planting, trees, seating, pavement widening, repaving or step-free access to the St Giles in the Fields' churchyard. If the scheme is approved for implementation, Officers will work with the Council's Place and Design team, together with local organisations, residents and developers to develop designs for these areas. A capital budget would be allocated to the public realm element of this scheme. Final proposals would be subject to feasibility including detailed design, land ownership boundaries and utilities surveys.

2.3 These proposals, if approved, would:

- (ii) Create circa 550 metres of new segregated cycle infrastructure, on Shaftesbury Avenue, which would improve cyclist accessibility, safety and amenity.
- (iii) Support safer and healthier streets in the area especially for pedestrians and cyclists.
- (iv) Maintain loading and unloading facilities for businesses in the Shaftesbury Avenue area.
- (v) Improve access to shared mobility modes.

3 Reasons for Proposing to Make the Orders

3.1 The proposed changes have been developed in response to policies and consultation feedback. Shaftesbury Avenue has been highlighted as a top potential connection in the strategic analysis of the Transport for London's Cycling Action Plan 2. It has also been identified in the Camden Transport Strategy (CTS) Delivery Plan, as a high priority for road safety interventions, ranking as the second highest priority corridor across the Borough. Furthermore, these proposals contribute to and align with the Mayoral and Council policy vision set out in:

- We Make Camden
- Camden's Transport Strategy, supporting action plans and 3-year Delivery Plans
- Mayor's Transport Strategy
- Camden's Climate Action Plan
- Camden's Clean Air Action Plan

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Prescribed Routes) (Shaftesbury Avenue area)
(No. 1) Traffic 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 section 6 and 124 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 may be cited as the Camden (Prescribed Routes) (Shaftesbury Avenue area) (No. 1) Traffic Order 202* and shall come into force on *** 202*.

Interpretation

2. (1) In this Order:-

"causing" includes "permitting";

"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 2003²;

"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;

"maximum gross weight" and "pedal cycle" have the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016³;

"prescribed street" means a street or part of street to which the provisions of Article 5 of this Order apply; and

"traffic sign" means a sign of any size, type and colour prescribed or authorised under, or having effect as though prescribed or authorised under, section 64 of the Road Traffic Regulation Act 1984.

¹ 1984 c.27

² 2003 c.21

³ SI 2016/362

- (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.

Amendment of existing Order

- 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 Camden (Prescribed Routes) Traffic Order 1968⁴ shall have effect as though Article 2 thereof were omitted.

Revocation

- 4. 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 Camden (Prescribed Route) (No. 5) Traffic Order 1999⁵ is hereby revoked.

Prescribed routes

- 5.
 - (1) No person causing a vehicle other than a pedal cycle to proceed in Charing Cross Road shall, upon reaching its junction with Phoenix Street, cause that vehicle to enter Phoenix Street.
 - (2) No person causing a vehicle other than a pedal cycle to proceed in New Compton Street shall, upon reaching its junction with St. Giles Passage, cause that vehicle to enter that part of St. Giles Passage which lies between its junctions with New Compton Street and Shaftesbury Avenue.
 - (3) No person shall cause any vehicle other than a pedal cycle to proceed in New Compton Street in a direction other than from north-east to south-west.
 - (4) No person causing a vehicle other than a pedal cycle to proceed in Shaftesbury Avenue shall, upon reaching its junction with Stacey Street, cause that vehicle to enter Stacey Street.
 - (5) No person causing a vehicle other than a pedal cycle to proceed in Shaftesbury Avenue shall, upon reaching its junction with St. Giles Passage, cause that vehicle to enter St. Giles Passage.
 - (6) No person causing a vehicle other than a pedal cycle to proceed in Stacey Street shall, upon reaching its junction with Phoenix Street, cause that vehicle to enter Phoenix Street.
 - (7) No person causing a vehicle other than a pedal cycle to proceed in Stacey Street shall, upon reaching its junction with New Compton Street, cause that vehicle to enter New Compton Street.

⁴ GLC 1968/19

⁵ LBC 1999/26

- (8) No person shall cause a vehicle other than a pedal cycle to proceed in that length of Stacey Street that lies between the south-eastern kerb-line of New Compton Street and the north-western kerb-line of Shaftesbury Avenue in any direction other than a south-westbound direction.
- (9) No person causing a vehicle other than a vehicle having a maximum gross weight of less than 7.5 tonnes to proceed in Stacey Street shall, upon reaching its junction with Shaftesbury Avenue, cause that vehicle to turn left into Shaftesbury Avenue.

Exemptions

- 6. (1) Nothing in Article 5 of this Order 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.
- (2) Nothing in Articles 5(1), (2), (5), or (6) of this Order shall apply in relation to:-
 - (a) 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; or
 - (b) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in a prescribed street; or the maintenance, improvement, reconstruction, cleansing or lighting within a prescribed street; or the laying, erection, alteration in or adjacent to a prescribed 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 a prescribed 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

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order makes the following changes:

- (a) in Phoenix Street, to prohibit all vehicles except pedal cycles from entering Phoenix Street at its junctions with Charing Cross Road and Stacey Street, the existing one-way traffic working therein to be revoked;
- (b) in St. Giles Passage, to prohibit all vehicles except pedal cycles from entering into that part of St. Giles Passage which lies between New Compton Street and Shaftesbury Avenue;
- (c) in Stacey Street:
 - (i) at its junction with Shaftesbury Avenue:
 - (A) to prohibit vehicles from turning left into Shaftesbury Avenue with exception provided for vehicles having a maximum gross weight of less than 7.5 tonnes; and
 - (B) to prohibit all vehicles except pedal cycles from entering Stacey Street at its junction with Shaftesbury Avenue; and
 - (ii) to introduce one-way south-eastbound traffic working, with contra-flow north-westbound working for pedal cycles between the south-eastern kerb-line of New Compton Street and its junction with Shaftesbury Avenue; and
- (d) in New Compton Street, to introduce one-way south-westbound traffic working with contra-flow north-eastbound traffic working for pedal cycles between its junctions with Stacey Street and St. Giles High Street;

in the London Borough of Camden.

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) Consolidation 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 2025/023

³ SI 2016/362

- (3) The provisions of the Order of 2025 shall apply to an area designated as a parking place or loading place by this Order as if in those provisions any reference to a parking place or loading place, as the case may be, included a reference to an area designated as a parking place or loading place by this Order.

Waiting restrictions, loading restrictions and stopping restrictions and application of the Order of 2025 thereto

5. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though:-
- (a) any waiting restriction or loading restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a waiting restriction or a loading restriction shall be construed as through it were a restricted street referred to in the Order of 2025; and
 - (b) any stopping restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a stopping restriction shall be construed as through it were a stopping restriction referred to in the Order of 2025.

Placing of traffic signs, etc.

6. The Council shall:
- (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place or loading designated by, or each length of waiting or loading or stopping restrictions imposed by, this Order; and
 - (b) carry out such other work as is reasonably required for the purpose of the satisfactory operation of such parking place, loading place, or length of waiting or loading or stopping restrictions.

Dated this ** ** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

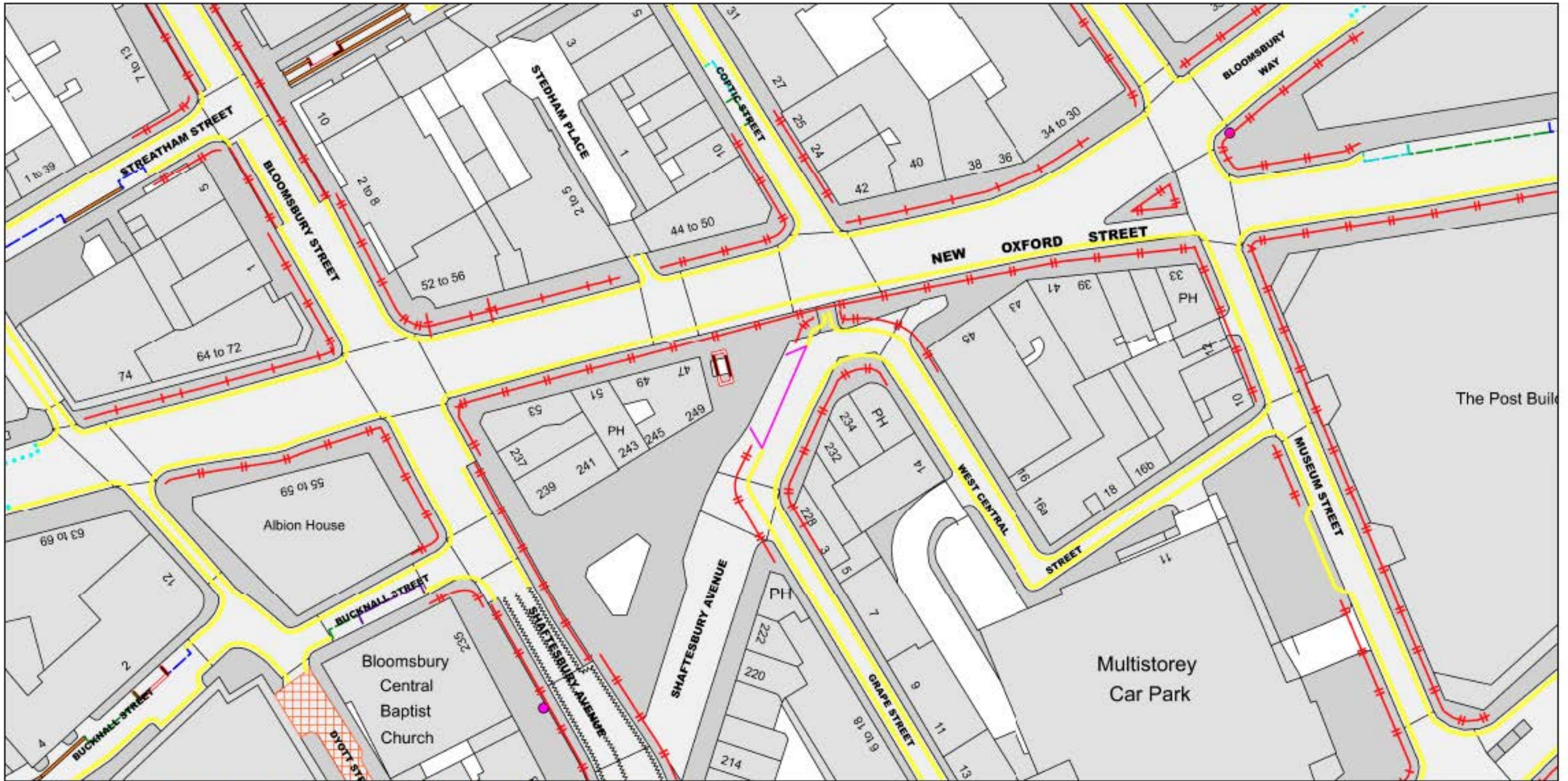
(This Note is not part of the Order)

This Order amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 so as:

- (a) in Phoenix Street, to remove all existing waiting restrictions (access to the road by vehicles other than pedal cycles is to be prohibited);
- (b) in St. Giles Passage, in the length that lies between New Compton Street and Shaftesbury Avenue, to remove the existing waiting restrictions (access to this length of road by vehicles other than pedal cycles is to be prohibited);
- (c) in Stacey Street:
 - (i) to provide 'at any time' loading restrictions:
 - (A) on the north-east side: (I) between a point 8 metres north-west of the north-western kerb-line of New Compton Street and a point 5 metres south-east of the south-eastern kerb-line of New Compton Street; and (II) between the north-western kerb-line of Shaftesbury Avenue and a point 14 metres north-west of that kerb-line; and
 - (B) on the south-west side: (I) between a point 1 metre south-east of the south-eastern kerb-line of Phoenix Street and a point 1 metre north-west of the north-western kerb-line of Phoenix Street; and (II) between the north-western kerb-line of Shaftesbury Avenue and a point 12.5 metres north-west of that kerb-line; and
 - (ii) to provide an e-scooter and cycle hire parking place on the footway on the south-west side of the carriageway, between a point 5.8 metres south-east of the south-eastern kerb-line of Phoenix Street and a point 11.6 metres south-east of that kerb-line;
- (d) in St. Giles High Street, to provide 'at any time' loading restrictions, between the north-western kerb-line of New Compton Street and a point 18.8 metres north-west of that kerb-line;
- (e) in New Compton Street:
 - (i) on the north-west side:
 - (A) outside Pendrell House:
 - (I) to convert 30 metres of paid-for parking to CA-C resident permit holders parking; and
 - (II) to convert 13 metres of paid-for parking to a loading place operating 'at any time'; and
 - (B) outside Nos. 42 and 45 New Compton Street:
 - (I) to convert two 5 metres lengths of paid-for parking to CA-C resident permit holders parking;
 - (II) to convert 5 metres of paid-for parking to car club parking;
 - (III) to remove 5.2 metres of paid-for parking and provide controlled hours waiting restrictions in order to install two pedal cycle hangars; and

- (IV) to convert CA-C resident permit holders parking to a 10-metre loading place operating 'at any time';
- (ii) on the south-east side, between a point 5 metres south-west of the south-western kerb-line St. Giles Passage and a point 21.5 metres south-west of that kerb-line, convert CA-C resident permit holders parking to a loading place operating 'at any time'; and
- (iii) provide 'at any time' loading restrictions:
 - (A) on the north-west side: (I) between the north-eastern kerb-line of Stacey Street and a point 5 metres north-east of that kerb-line; and (II) between the southern kerb-line of St. Giles High Street and a point 12.5 metres south-west of that kerb-line; and
 - (B) on the south-east side: (I) between the north-eastern kerb-line of Stacey Street and a point 5 metres north-east of that kerb-line; (II) between a point 5 metres south-west of the south-western kerb-line of St. Giles Passage and a point 5 metres north-east of the north-eastern kerb-line of St. Giles Passage; and (III) between the southern kerb-line of St. Giles High Street and a point 12.5 metres south-west of that kerb-line; and
- (f) in Shaftesbury Avenue:
 - (i) on the north-west side:
 - (A) replace waiting and loading restrictions with a 16-metre loading bay operating 'at any time' outside the Odeon Cinema, 35 Shaftesbury Avenue;
 - (B) remove the paid-for parking (45 metres) and car club parking (5 metres) outside Nos. 151 to 177 Shaftesbury Avenue; and
 - (C) provide 'at any time' waiting restrictions:
 - (I) between the north-eastern kerb-line of Stacey Street and a point 16.5 metres north-east of that kerb-line;
 - (II) between a point 6 metres south-west of the south-western kerb-line of St. Giles Passage and a point 12.5 metres south-west of that kerb-line; and
 - (III) between a point 13.8 metres south-west of the common boundary of No. 151 Shaftesbury Avenue and Nos. 167 to 177 Shaftesbury Avenue and a point 17.5 metres north-east of that common boundary; and
 - (ii) on the south-east and east side:
 - (A) provide a 13.3-metre loading bay operating 'at any time' outside Nos. 172 to 176 Shaftesbury Avenue;
 - (B) change the hours of operation of the loading bay outside Nos. 194 and 196 Shaftesbury Avenue so that it operates 'at any time'; and
 - (C) provide 'at any time' waiting and loading restrictions:

- (I) between a point 2.3 metres south-west of the south-western kerb-line of Mercer Street and a point 24.1 metres south-west of that kerb-line;
- (II) between a point 7.5 metres north-east of the common boundary of No. 166 Shaftesbury Avenue and Nos. 172 to 176 Shaftesbury Avenue and a point 11.8 metres north-east of that common boundary;
- (III) between a point 25.1 metres north-east of the common boundary of No. 166 Shaftesbury Avenue and Nos. 172 to 176 Shaftesbury Avenue and a point 40 metres north-east of that common boundary; and
- (IV) between a point 15.5 metres north-east of the north-eastern kerb-line of St. Giles High Street and a point 53 metres north-east of that kerb-line.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

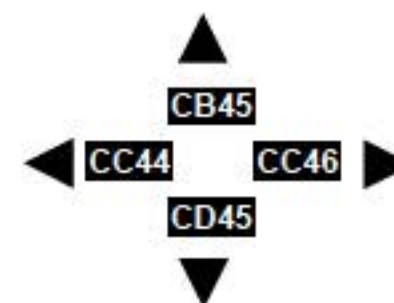
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Key to Restriction Types Displayed

- No stopping except local buses
- Permit Holders 17h Only
- Green Permit Holders Only 07h-08h
- Disabled Cycle Hire
- Loading Only Mon-Fri 8.30am-6.30pm
- + No Loading
- + No Loading At Any Time
- Paid Parking Only Mon-Fri 8.30am-6.30pm
Max Stay 2hrs No Return Within 2hr
- ~~~~~ Pedestrian Crossing
- Resident Permit Holders Only CAC
- Restricted Parking Zone No Waiting At Any Time No Loading At Any Time
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm
- Loading Only 8.30am-6.30pm 4h max
Resident Permit Holders Only CAC
8.30am-6.30pm Or Loading only 4h max



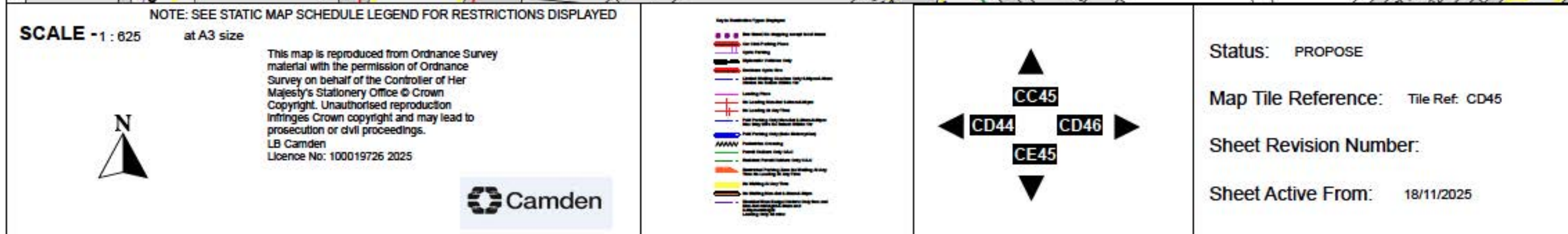
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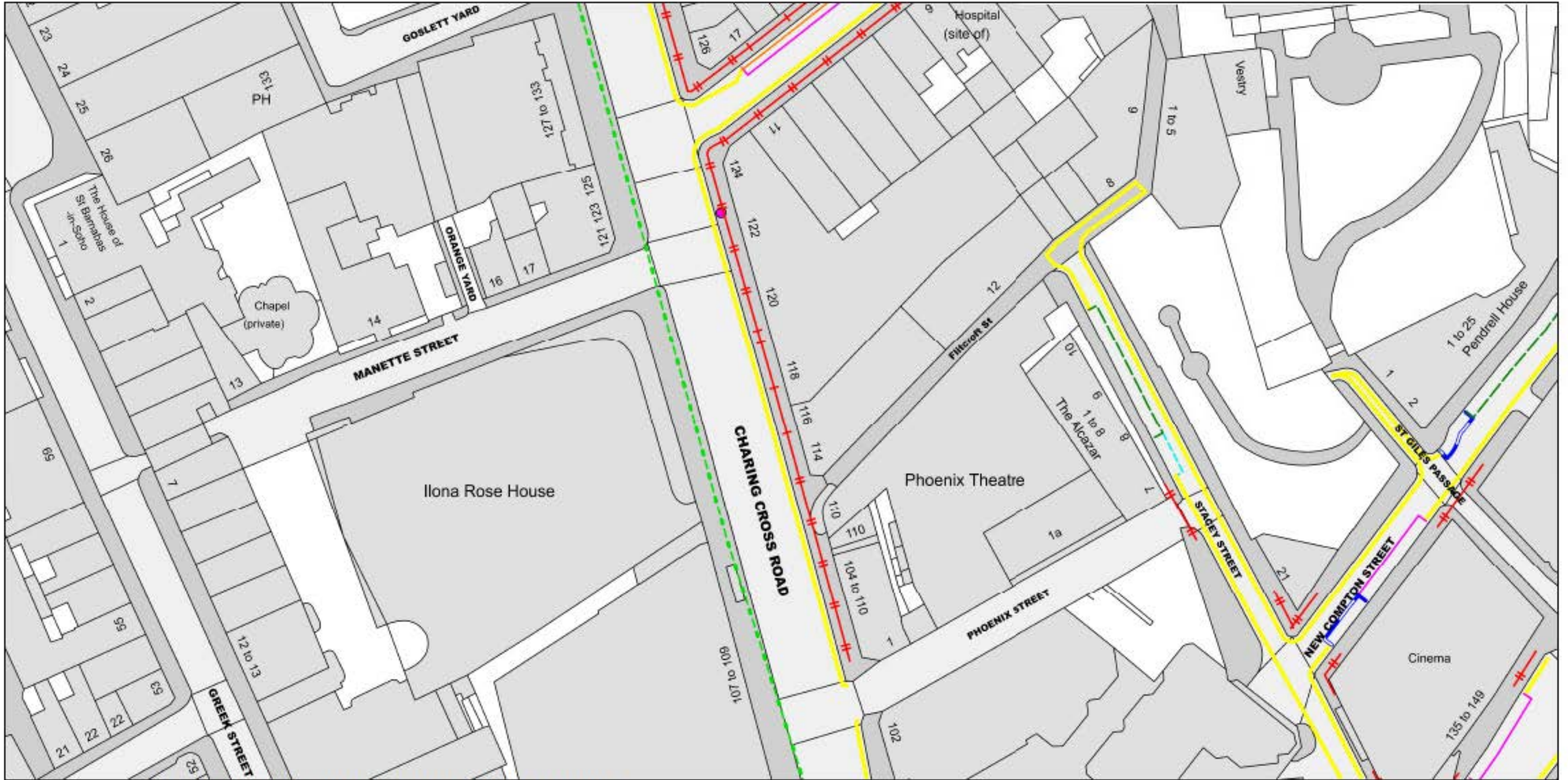
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Sheet Revision Number:

Sheet Active From: 18/11/2025

Sheet Active From: 18/11/2025





NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

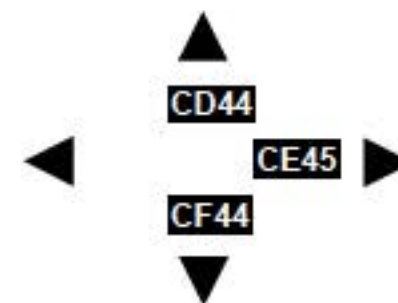
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Key to Restriction Types Displayed

- Green Permit Holders Only GRN-B
- Loading Place
- No Loading
- No Loading At Any Time
- Paid Parking Only (Solo Motorcycle)
- Resident Permit Holders Only GA-C
- No Waiting At Any Time
- No Waiting Mon-Sat 9.30pm-6.30am and Sun at any time



Status: PROPOSE

Map Tile Reference: Tile Ref: CE44

Sheet Revision Number:

Sheet Active From: 18/11/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

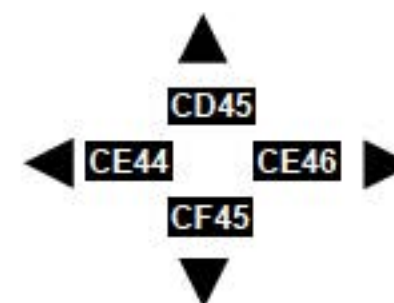
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Key to Restriction Types Displayed

- Cycle Lane
- Disabled (Dedicated)
- Disabled Cycle Lane
- Disabled Permit Holders Only (DB Bus Stop)
- Loading Only
- No Loading At Any Time
- Road Parking Only (Max 6.30am-6.30pm Mon-Fri 20m No Return Within 1hr)
- Pedestrian Crossing
- Resident Permit Holders Only (RPH)
- No Waiting At Any Time
- No Waiting (Max 6.30am-6.30pm)
- Disabled Blue Badge Holders Only (Bus and Minibus) (Max 6.30am-6.30pm and 6.30pm-6.30pm)
- Loading Only (20m)
- Resident Permit Holders Only (RPH) (Bus and Minibus) (Max 6.30am-6.30pm and 6.30pm-6.30pm)

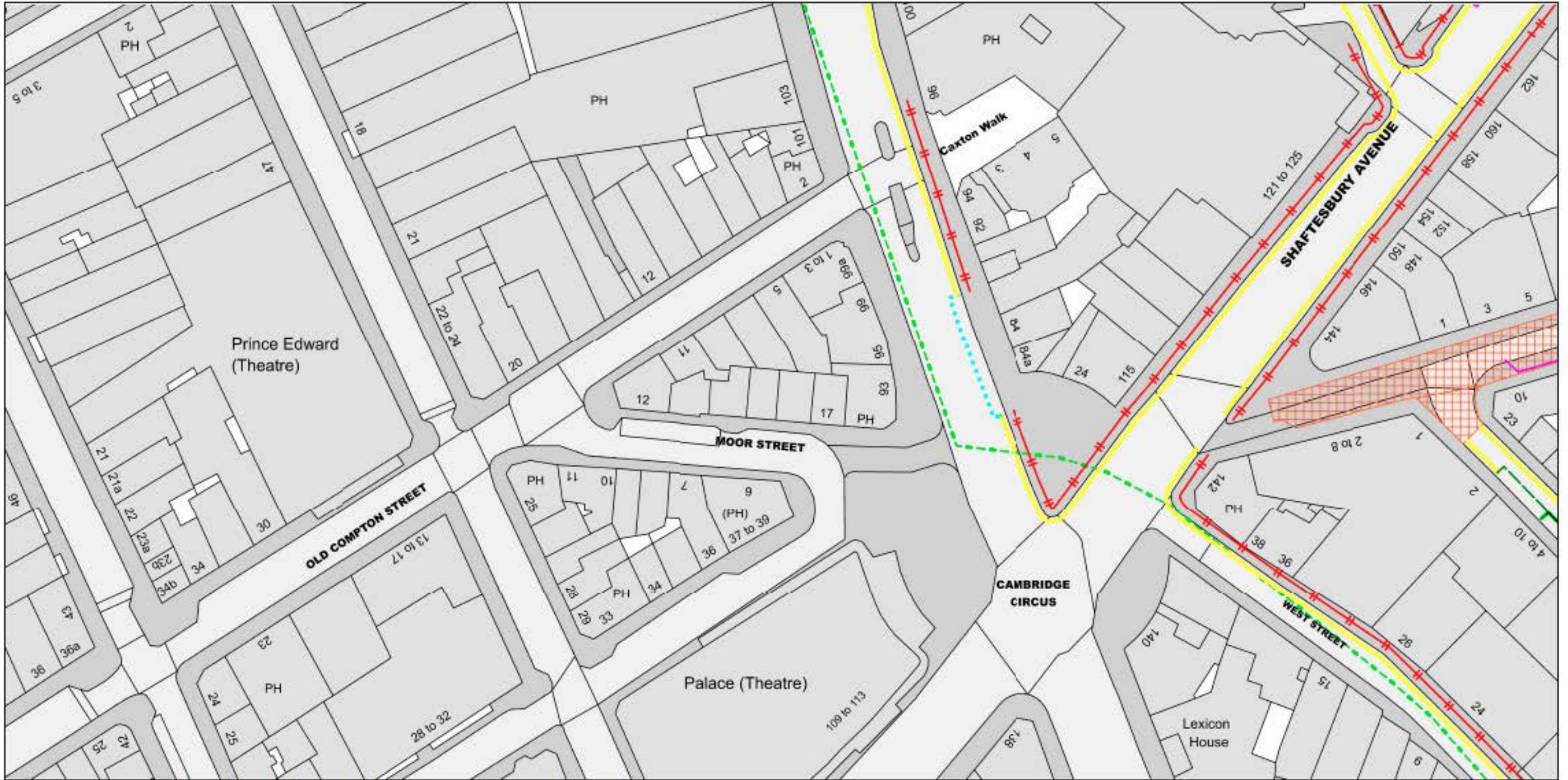


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Map Tile Reference: Tile Ref: CE45

Sheet Revision Number:

Sheet Active From: 18/11/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

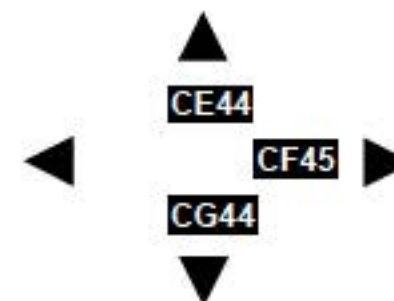
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Key to Restriction Types Displayed

- No stopping except local buses
- Loading Place
- - - - - Permit Holders Only MKT Mon-Sat 8.30am-6.30pm
- + + + + + No Loading 8am-midnight
- + + + + + No Loading At Any Time
- - - - - Resident Permit Holders Only CA-C
- ▨▨▨▨▨ Restricted Zone
- No Waiting At Any Time

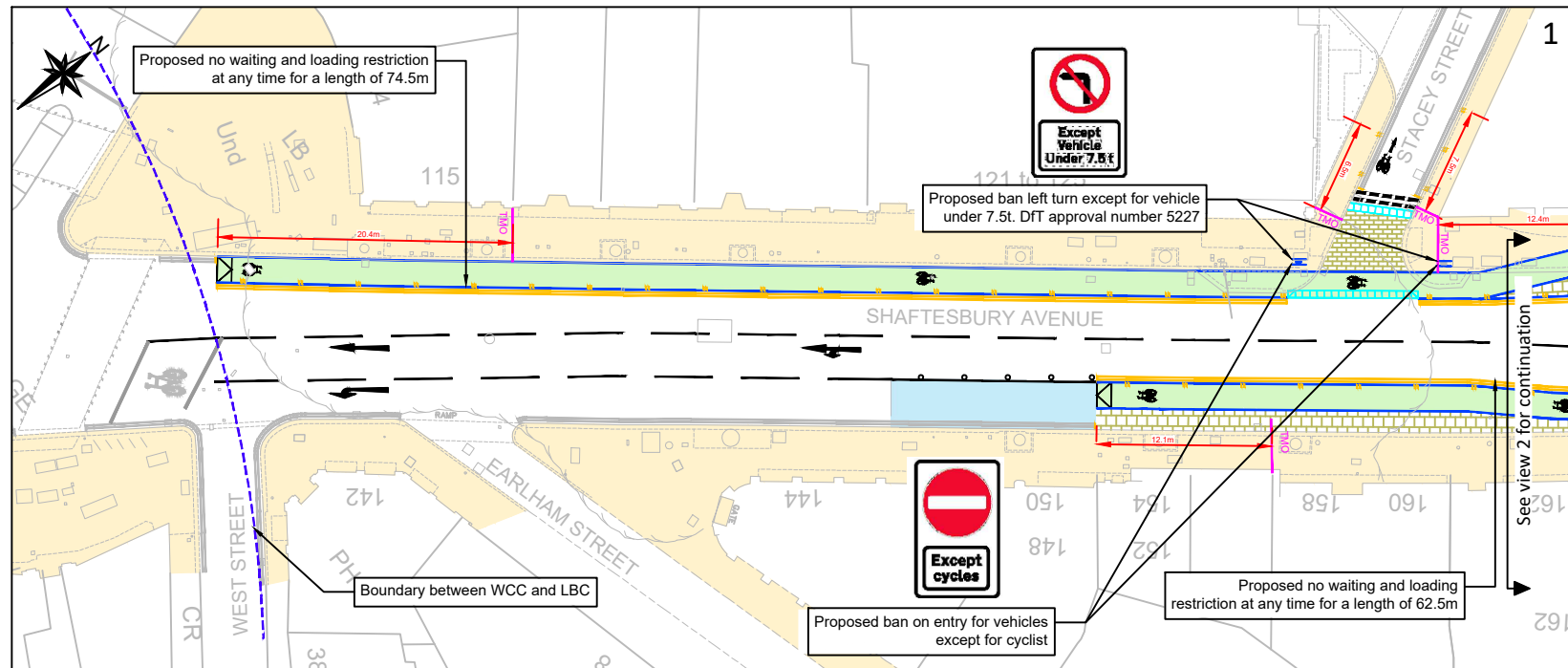


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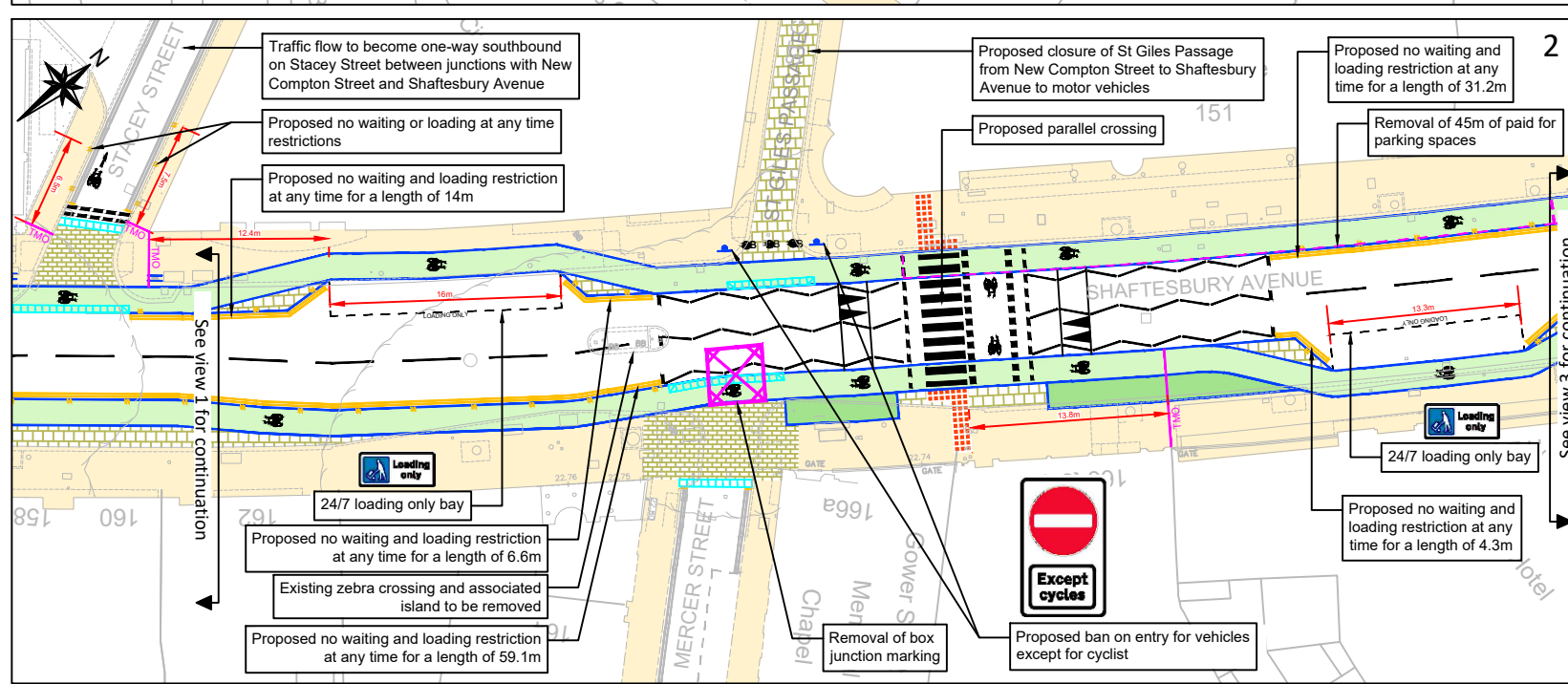
Sheet Revision Number:

Sheet Active From: 18/11/2025



- KEY**
- Existing footway
 - Existing road marking
 - Proposed road marking
 - Proposed yellow lines
 - Proposed kerb
 - Proposed segregated cycle track
 - Proposed mandatory cycle lanes
 - Proposed rainwater garden
 - Existing trees
 - Proposed bollard
 - Proposed shared surface
 - Proposed Dutch entrance kerb
 - Proposed footway

A	SM	29/05/25	Preliminary
Rev	By	Date	Amendments



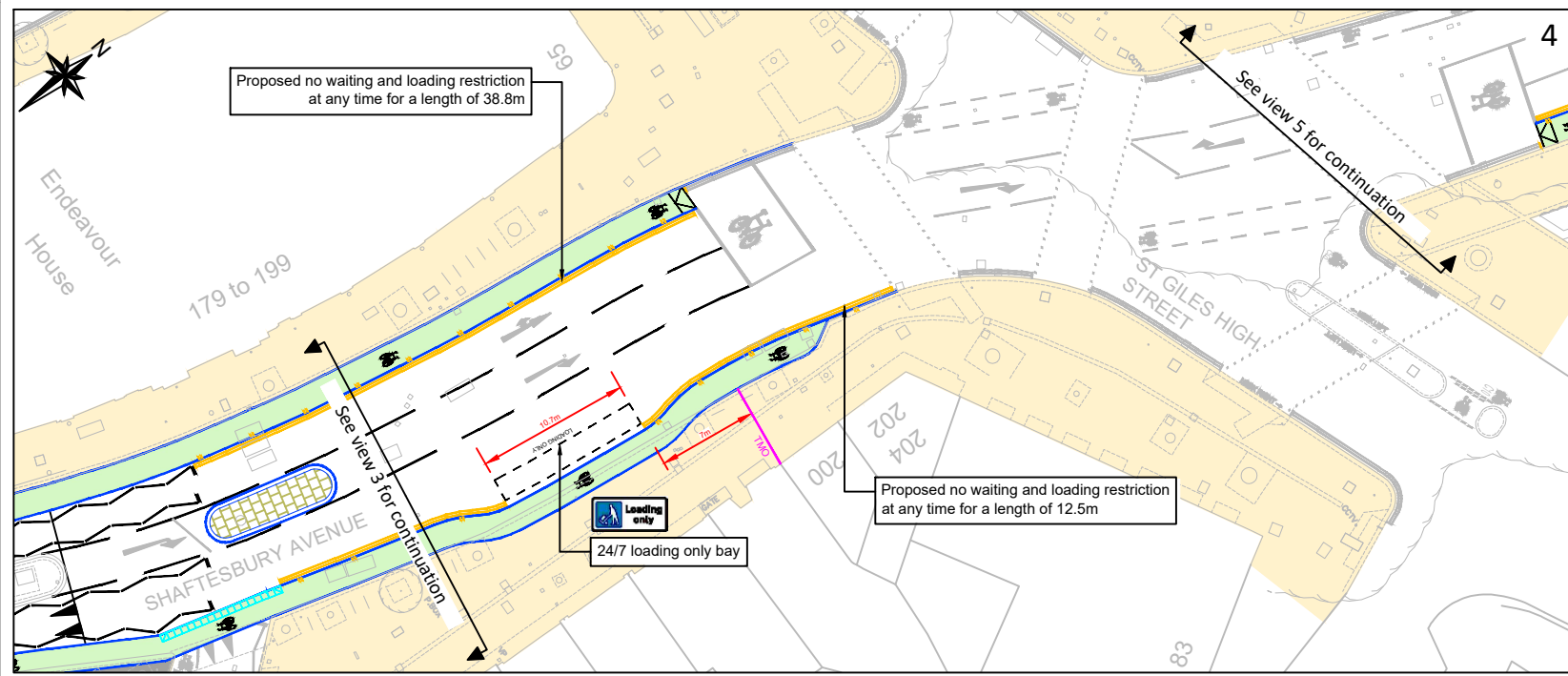
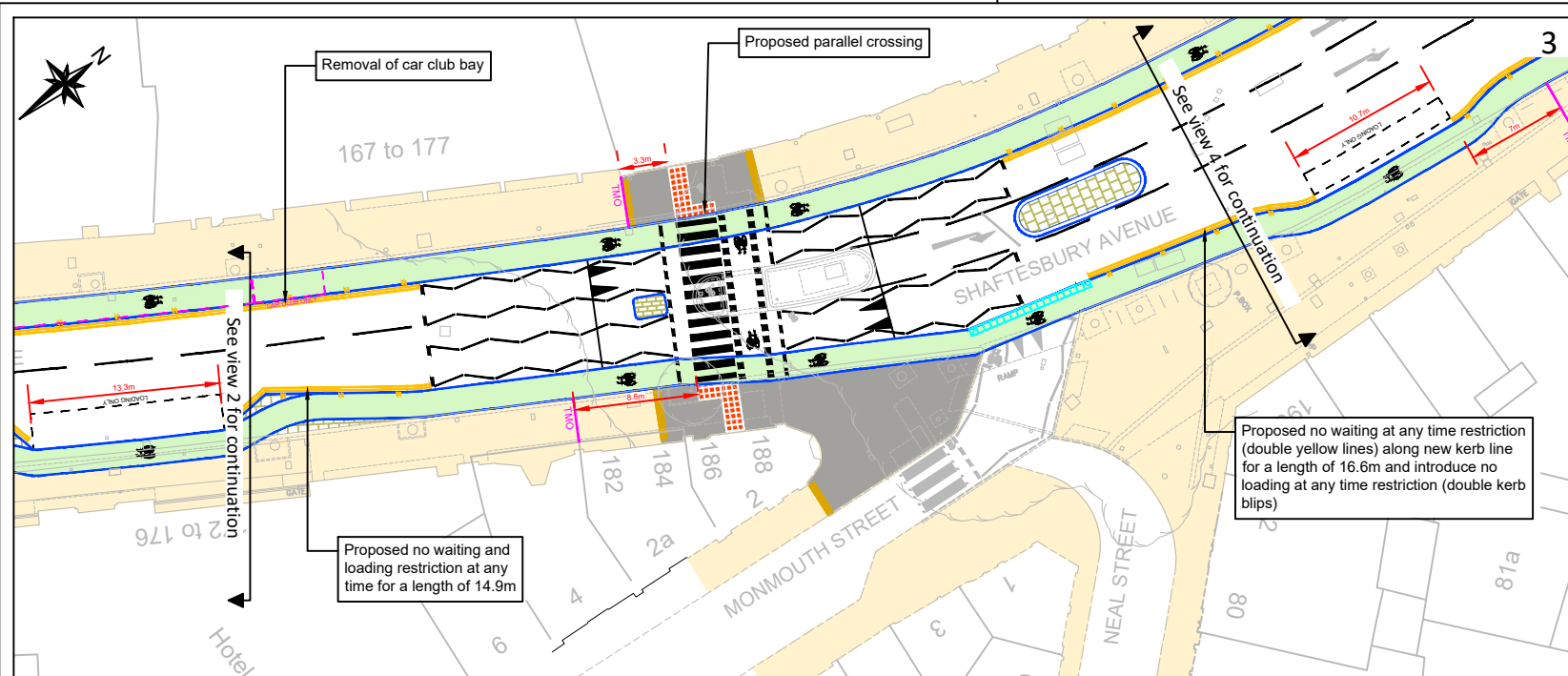
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Project
**Shaftesbury Avenue Area
Safe and Healthy Streets**

Drawing Title
**TMO Plan
Sheet 1 of 5**

Scale 1 : 500 @ A4	Date May 2025
Drawn By SM	File Ref -
Checked By HD	Dwg Name -
Drawing Location -	Drawing Number SA-PERM-TMO-0100-1001
	Rev. A



- KEY**
- Existing footway
 - Existing road marking
 - Proposed road marking
 - Proposed yellow lines
 - Proposed kerb
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 - Proposed mandatory cycle lanes
 - Proposed rainwater garden
 - Existing trees
 - Proposed bollard
 - Proposed shared surface
 - Proposed Dutch entrance kerb
 - Proposed footway

A	SM	29/05/25	Preliminary
Rev	By	Date	Amendments

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Project
**Shaftesbury Avenue Area
 Safe and Healthy Streets**

Drawing Title
**TMO Plan
 Sheet 2 of 5**

Scale
1 : 500 @ A4

Date
May 2025

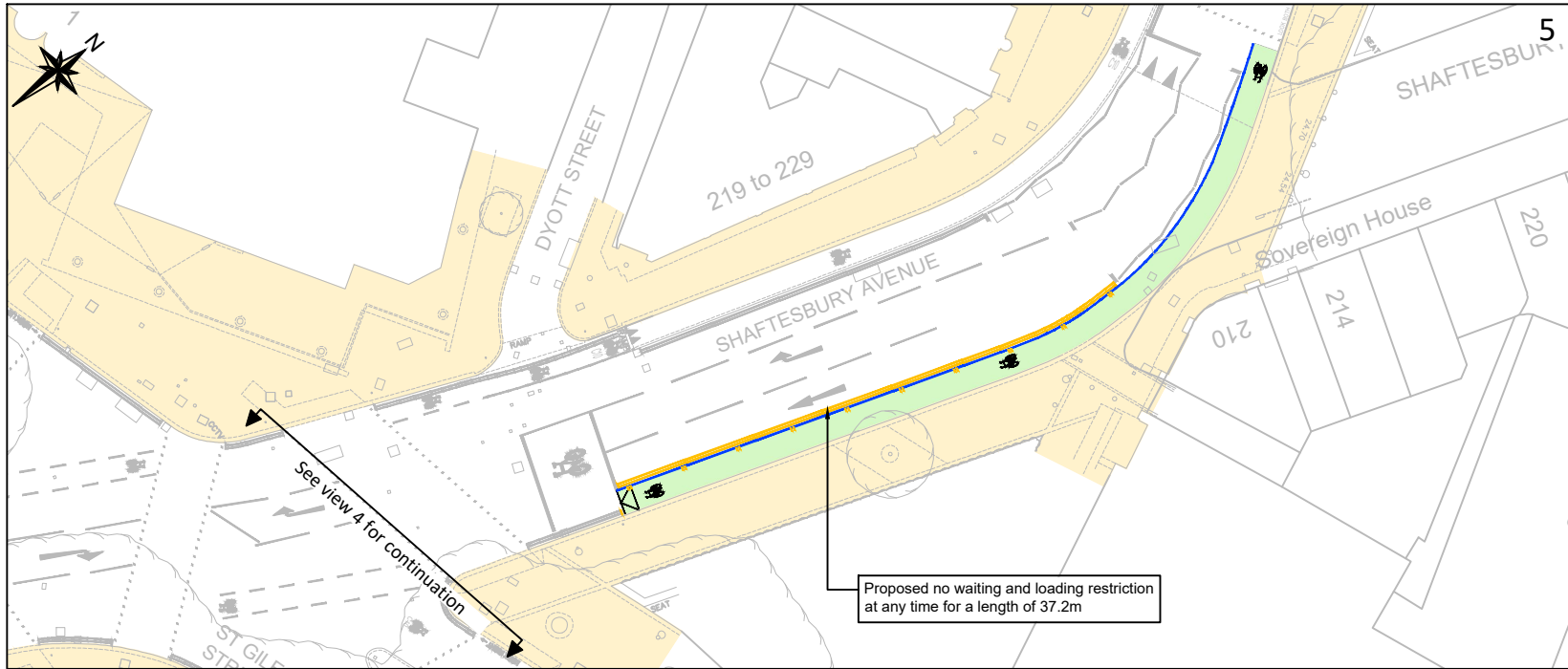
Drawn By
SM

Checked By
HD

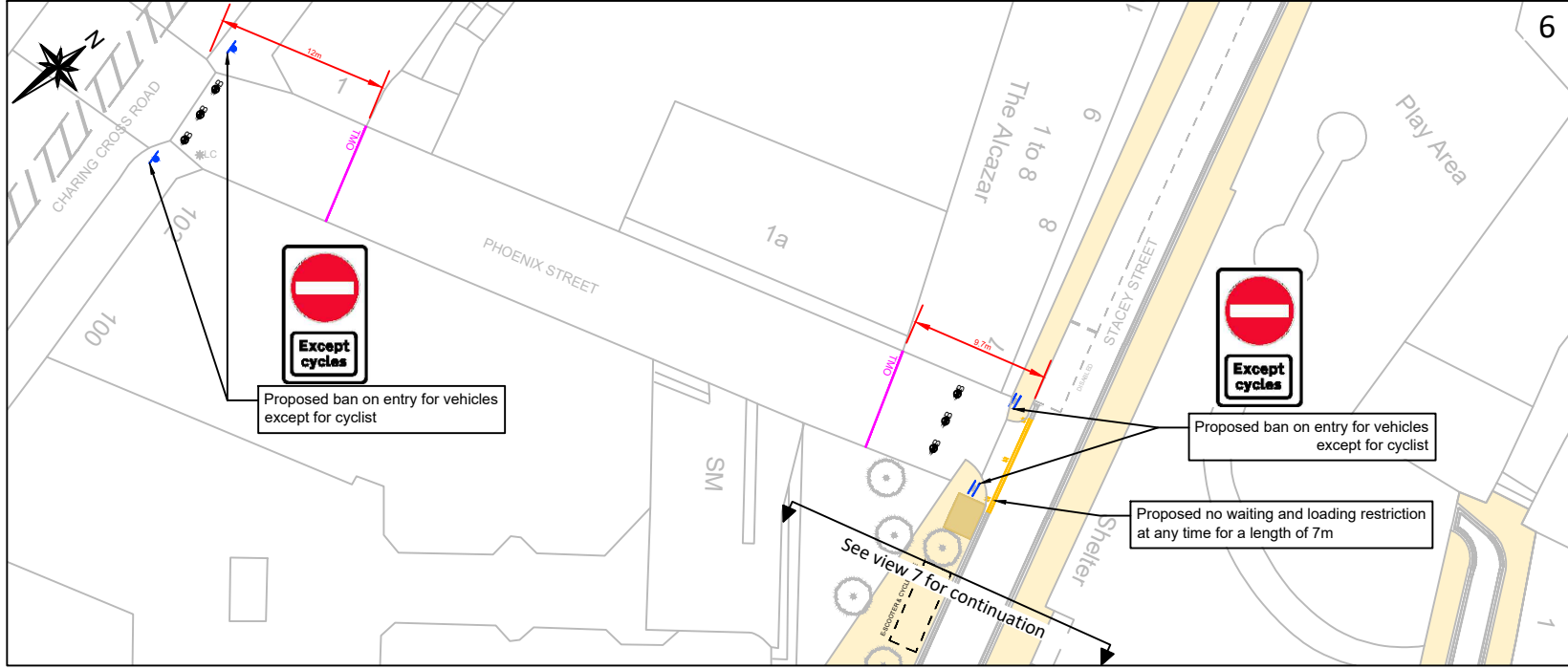
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Drawing Number
SA-PERM-TMO-0100-1002

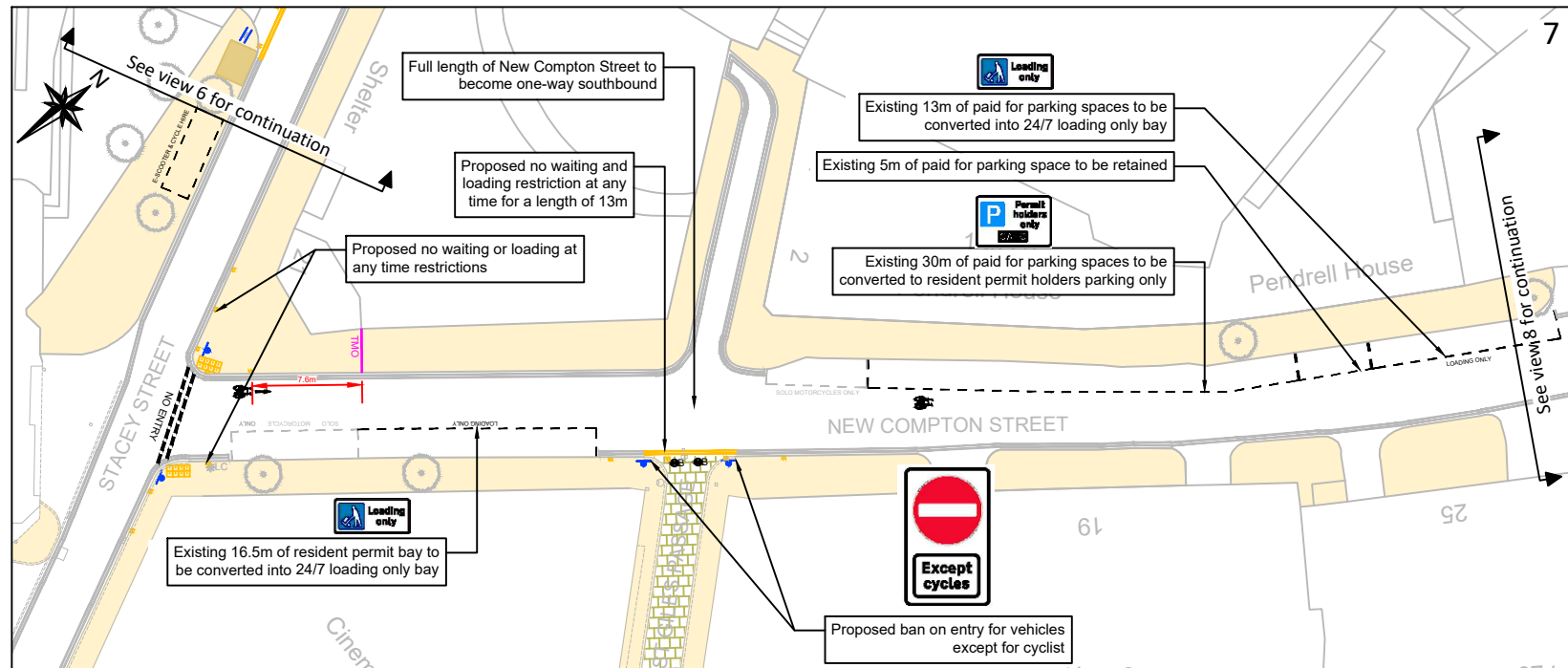
Rev. **A**



KEY			
	Existing footway		
	Existing road marking		
	Proposed road marking		
	Proposed yellow lines		
	Proposed kerb		
	Proposed segregated cycle track		
	Proposed mandatory cycle lanes		
	Proposed rainwater garden		
	Existing trees		
	Proposed bollard		
	Proposed shared surface		
	Proposed Dutch entrance kerb		
	Proposed footway		
A	SM	29/05/25	Preliminary
Rev	By	Date	Amendments

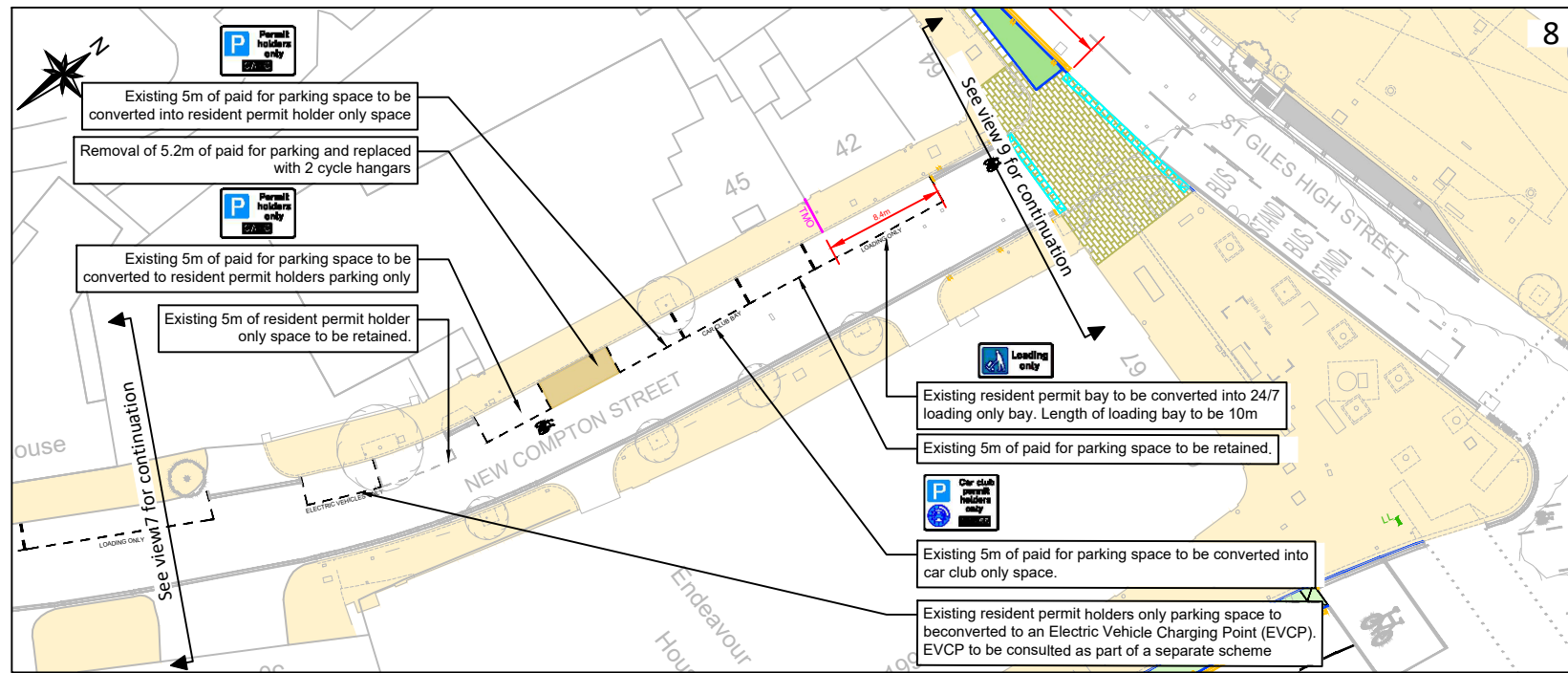


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Design Team Transport Strategy Service London Borough of Camden 5 Pancras Square Tel 020 7974 5551, Fax 020 7974 6952 DX 2106 Euston, Minicom 020 7974 6866	
Project Shaftesbury Avenue Area Safe and Healthy Streets	
Drawing Title TMO Plan Sheet 3 of 5	
Scale 1 : 500 @ A4	Date May 2025
Drawn By SM	File Ref -
Checked By HD	Dwg Name -
Drawing Location -	
Drawing Number SA-PERM-TMO-0100-1003	
Rev. A	



- KEY**
- Existing footway
 - Existing road marking
 - Proposed road marking
 - Proposed yellow lines
 - Proposed kerb
 - Proposed segregated cycle track
 - Proposed mandatory cycle lanes
 - Proposed rainwater garden
 - Existing trees
 - Proposed bollard
 - Proposed shared surface
 - Proposed Dutch entrance kerb
 - Proposed footway

A	SM	29/05/25	Preliminary
Rev	By	Date	Amendments



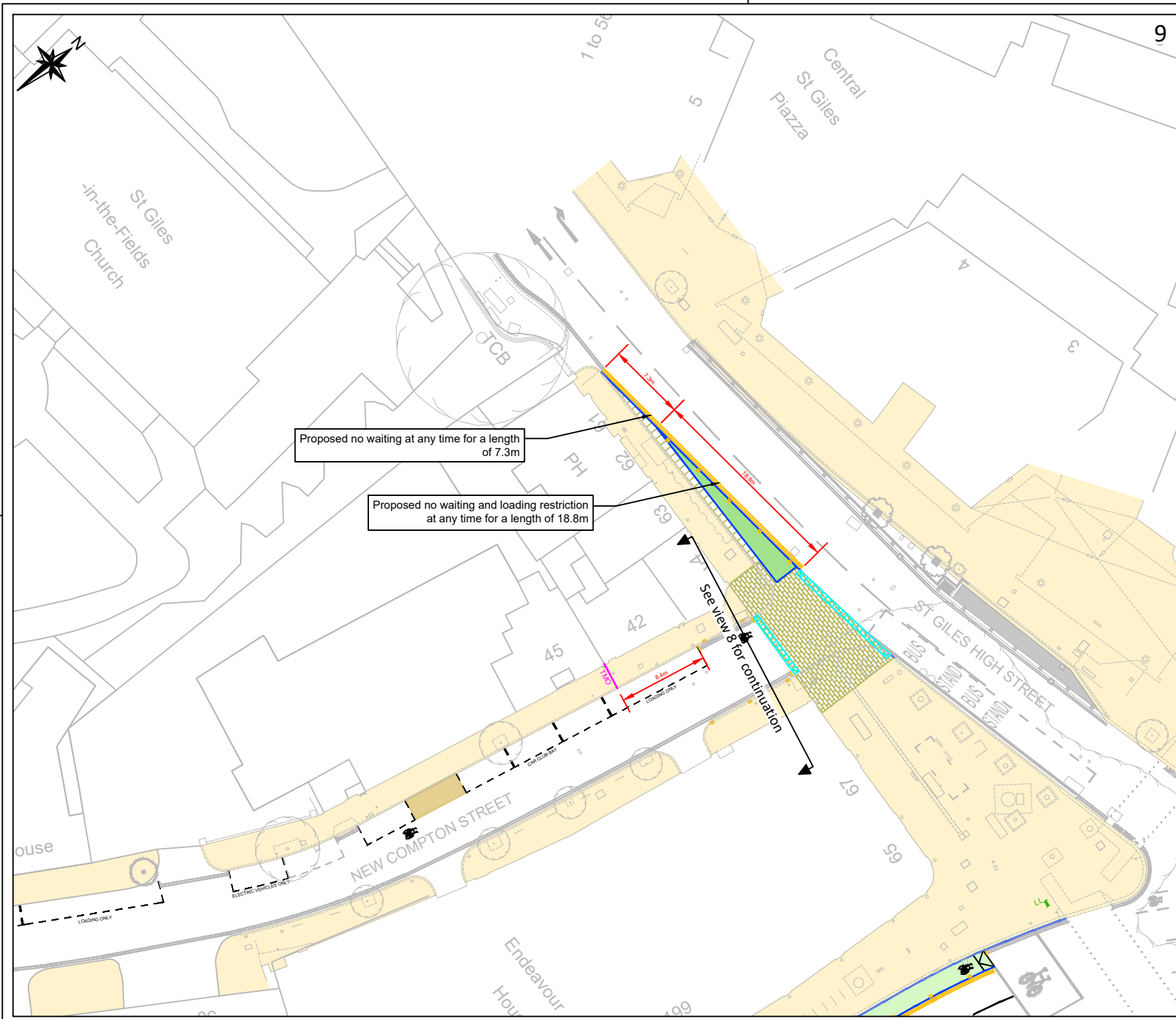
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Project
**Shaftesbury Avenue Area
 Safe and Healthy Streets**

Drawing Title
**TMO Plan
 Sheet 4 of 5**

Scale 1 : 500 @ A4	Date May 2025
Drawn By SM	File Ref -
Checked By HD	Dwg Name -
Drawing Location -	Drawing Number SA-PERM-TMO-0100-1004
	Rev. A



9

- KEY
- Existing footway
 - Existing road marking
 - Proposed road marking
 - Proposed yellow lines
 - Proposed kerb
 - Proposed segregated cycle track
 - Proposed mandatory cycle lanes
 - Proposed rainwater garden
 - Existing trees
 - Proposed bollard
 - Proposed shared surface
 - Proposed Dutch entrance kerb
 - Proposed footway

A	SM	29/05/25	Preliminary
Rev	By	Date	Amendments

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Project
**Shaftesbury Avenue Area
Safe and Healthy Streets**

Drawing Title
**TMO Plan
Sheet 5 of 5**

Scale 1 : 500 @ A4	Date May 2025
Drawn By SM	File Ref -
Checked By HD	Dwg Name -
Drawing Location -	
Drawing Number SA-PERM-TMO-0100-1005	Rev. A