



Charlotte Street Streateries consultation

Our proposal to extend the trial Streateries

What's the challenge?

The Covid-19 pandemic has changed how people in Camden live, travel and work. We want our streets to have more safe space for everyone to walk and cycle, for children to get to and from school safely and healthily, for businesses to be able to flourish, to reduce carbon emissions from vehicles and for you to be breathing cleaner air.

We want to ensure that our streets support a strong recovery from the pandemic so we can provide a lasting legacy of greener, safer, healthier travel with places for people to spend time in and enjoy, regenerating our local town centres.

Our town centres and high streets have recently faced a range of challenges including the shift from traditional retail to online shopping. This trend was accelerated by the pandemic and the hospitality sector has been particularly hard hit. To help we have been making changes across Camden in our Streateries Programme to support our businesses not just during the pandemic but to help revitalize our town centres ready for a new role in the future.

Charlotte Street, in Fitzrovia, has numerous cafes and restaurants. The stretch of Charlotte Street between Goodge Street and Percy Street has about 24 hospitality businesses. Several temporary Streateries were implemented on Charlotte Street in 2020 to support businesses in Camden by suspending parking and placing barriers in the carriageway to create additional space for outdoor dining. The street was also made one-way for traffic, southbound, between the junctions of Rathbone Street and Percy Street except for cyclists.

What are we consulting on?

We are now consulting on extending the existing Streateries for a further 18 months' trial period to aid business recovery and support the long-term success of this local town centre. This includes:

- Keeping the existing Streatory outside nos. 38 – 40. This space was created from the removal of 6.6 meters of residents' parking bays, and 10.2 meters of single yellow lines (loading during the hours of control, and parking outside the hours of control) and 4.9 metres of electric vehicle charging bay, which currently provides 22.5 meters of outdoor dining space. The disabled parking bay outside no. 38, Thai Metro, has been relocated to outside no.36.
- Keeping the existing Streatory outside nos. 37 - 41. This outdoor dining space was created from the removal of 19.4 meters of residents' parking bays.
- Keeping the existing Streatory outside nos. 32 - 34. This outdoor dining space was created from the removal of 12.4 meters of residents' parking bays.

- Keeping the existing Streatery outside nos. 16 – 22; this space was created from removing 17.7 meters of paid for parking and 6.3 meters of motorcycle parking which currently provides 24 meters of outdoor dining space.
- Keeping the existing Streatery outside nos. 2 - 14. This space was created from the removal of 30.9 meters of residents' parking bays and 14.3 meters of single yellow line (loading during the hours of control and parking outside the hours of control) which currently provides 45.2 meters of outdoor dining space.

In addition, we propose to:

- Keep 17.9 metres of single yellow lines and 7.4 metres of paid for parking, outside nos. 24 - 30, which provide 25.4 metres of loading only, 7am to 4pm with a maximum stay time of 20 minutes and no return within 1 hour.
- Keep the one-way only direction for motor traffic, southbound, between Rathbone Street and Percy Street, except for cyclists. Keep the northbound cycle route on this section.

After the consultation, we will carefully consider the responses, alongside other information, to help us decide whether or not to retain the Streateries. Should a decision be made to proceed, we would implement the changes on a trial basis for a further 18 months, under an Experimental Traffic Order (ETO).