



Streeteries consultation – Cleveland Street

Our proposal to make the Stretery permanent, and cycle parking provision

What's the challenge on Cleveland Street?

The COVID-19 pandemic has changed how people in Camden live, travel and work. We want our streets to be safe spaces for you to walk and cycle, for children to get to and from school safely and healthily, for businesses to be able to flourish 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.

To help, we have been making temporary changes across Camden in our Streeteries Programme: Streeteries changed parking bays to spaces in the road for businesses to place tables and chairs for al fresco dining, protected by barriers. This means pedestrians, wheelchair and buggy users can pass safely on the pavement.

Camden's town centres and High Streets are at the heart of local communities and community life; they are places where residents, workers and visitors shop, work, socialise, and access culture and services. However, they have been facing a range of challenges in recent years with a shift away from traditional retail to online shopping, accelerated by the pandemic. In response Camden has developed a [Future High Streets](#) programme to support our high streets into a robust recovery and reorientate them for a new future role so that they continue to add to community life. Streeteries are essential for delivering this vision: they help to revitalise streets, creating destinations for residents and visitors to meet, socialise and spend time, adding to street life and vibrancy, increasing footfall, and regenerating the wider local economy.

We are now consulting on making some Streateries permanent, to help businesses in the Borough who wish to continue using the Streatory spaces, subject to approval of licence applications, including businesses on Cleveland Street.

We implemented Streateries on Cleveland Street, as a trial in March 2022, under an Experimental Traffic Order (ETO) as part of Phase 4 of our Streatory programme. The decision report related to this ETO was approved on 29 March 2022 and can be found [here](#). This decision report noted that we would undertake further consultation on any proposed permanent changes after approximately 12 months of the trial scheme.

We are also proposing to provide cycle parking on Cleveland Street. Residents in Camden have told us that they would like to have more lockable cycle parking close to where they live. We know that a lack of somewhere to keep a cycle safely can deter people from taking up cycling. We are therefore rolling out a programme of installing cycle hangars across the borough. This is also in line with the Camden Transport Strategy, which aims to encourage more residents in Camden to travel by cycle. We are therefore also proposing to install two bike hangars for residents and some open access parking stands for people who work or study in the area, or visitors.

What is being proposed?

This consultation asks residents and stakeholders to give their views on whether or not the trial Streateries on Cleveland Street should be made permanent after the end of the 18-month ETO period. We are also seeking residents' and stakeholders' views on the proposals to install cycle parking and convert a paid for parking bay to a resident's parking bay, as detailed below.

Following discussions with businesses on Cleveland Street, we are proposing to remove some of the trial Streateries. This would need some additional minor parking changes, as set out below.

We are proposing to:

- Permanently keep a Streatory outside Nos. 124-126 Cleveland Street (Zilly's and Remedy Wine Bar) but reduce the size from 15 metres to 10 metres. Install double yellow lines and double kerb blips (no waiting or loading) within the permanent Streatory space. Remove the remaining 5 metre paid for parking bay that was previously part of the trial Streatory and install four cycle parking stands and an island for a new tree.
- Remove the Streatory outside 100 Cleveland Street (Oriental Dragon) which was created from the removal of 7 metres of single yellow lines (parking outside the hours of control and loading). It is proposed to replace this single yellow line with double yellow lines (no parking at any time) and extend them for a further 7 metres to outside No. 98 to provide a total of 14 metres of double yellow lines. Loading would still be permitted.
- Permanently keep the Streatory outside No. 96 Cleveland Street (Four Lanterns). This was created from the removal of 13 metres of residents' parking bay. Double yellow lines and double kerb blips (no parking or loading at any time) would be implemented in the Streatory space.
- Remove the Streatory outside No.82 Cleveland Street (Fishbone). This was created from the removal of 5 metres of residents' parking bay and 5 metres of paid for parking bay. It is proposed to replace the residents' and paid for parking bays with 10 metres of double yellow lines and double kerb blips (no parking or loading at any time).
- Permanently retain the Streatory outside No. 80 (Passyunk). This was created from 9.7

metres of single yellow line (parking outside the hours of control and loading at any time). Install double yellow lines and double kerb blips (no parking or loading at any time) within the Streatery space.

- Permanently keep the loading bay outside Nos. 74 to 78 Cleveland Street. This was created from the removal of 11.6 metres of paid for parking. Permanently retain the waiting and loading restrictions: loading only from 7am to 4pm, and no parking at any time.
- Permanently keep the Streatery outside Nos. 70-72 Cleveland Street. This was created from the removal of 5.1 metres of single yellow lines, and 5.8 metres of residents' parking bay (total 10.9 metres). Double yellow lines and double kerb blips (no parking or loading at any time) would be added to the Streatery space.
- Remove the Streatery outside No. 68 Cleveland Street (Paradise Pizza) which was created from residents' parking.
- Remove 4.1 metres of residents' parking and replace with double yellow lines and double kerb blips (no waiting or loading at any time) outside No 56 Cleveland Street; extend double kerb blips to the junction with Maple Street for a further 5.2 metres to provide a continuous 9.3 metres stretch of no waiting or loading at any time. It is also proposed to extend double kerb blips (no loading at any time) for a further 10 metres from the stop line at the junction along Maple Street. These measures are in line with our junction protection programme to remove all kerbside use within 10 metres of a junction to improve sight lines for all road users. The three remaining parking spaces would be consolidated together.

In addition we are proposing to:

- remove the single yellow lines outside 128-134 Cleveland Street and install two bike hangars to provide secure, covered cycle storage with capacity for up to 12 bikes for residents
- Convert the existing paid-for-parking bay outside 128-134 Cleveland Street, next to the motorcycle bay, to a resident's parking bay.

After the consultation, we will carefully consider all the responses alongside other information, to help us decide whether or not to go ahead with the permanent proposals. Should a decision be made to retain the Streateries and other proposed changes we would implement a permanent Traffic Management Order (TMO).