



Streateries consultation – Goodge Street

Our proposal to make the Streatory permanent

What's the challenge on Goodge 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 Streateries Programme: Streateries 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. Streateries 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 Goodge Street.

We implemented Streateries on Goodge 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.

What is being proposed?

This consultation asks residents and stakeholders to give their views on whether or not the Streateries on Goodge Street should be made permanent after the end of the 18-month ETO period. Other minor parking changes are also proposed:

We are proposing to:

- Permanently keep the Streatory space outside No 7 Goodge Street (Black Sheep Coffee House). This was created from the removal of 8 metres of loading and parking after the hours of control, 6.30pm to 8.30am. Install double yellow lines and double kerb blips (no waiting or loading at any time) in the Streatory space.
- Permanently keep the Streatory outside No. 29 Goodge Street (Xantia). This was created from the removal of 7.4 metres of residents' parking. Install double yellow lines and double kerb blips in the Streatory space.
- Permanently keep the 9.8 metres of Streatory outside No. 40 - 42 Goodge Street. This was created from the removal of 9.8 metres of double yellow lines. Install double kerb blips (no loading at any time).
- Outside Nos 36-38, add single kerb blips existing double yellow lines to provide a 7.7 metres loading area, and retain the loading restriction (loading only 7am to 4pm).
- Permanently keep 14.4 metres of loading bay outside No. 8 Goodge Street and the waiting and loading restrictions (loading only 8am to noon) and retain the double yellow lines and single kerb blips. This was created from single yellow line and a cycle lane (the cycle lane was relocated to run along the outside the loading bay).
- Extend the loading bay outside No. 8 Goodge Street for a further 13.6 metres (to provide a total of 28 metres) and install double yellow lines and single kerb blips with the same waiting and loading restrictions (loading only 8am to noon). This space was previously occupied by a Streatory which was subsequently removed.
- Permanently keep the relocated cycle lane which runs along the outside of the trial loading bay and extend it by a further 13.6 metres along the whole loading bay, and make it advisory (dashed line).

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 permanently proposed changes. Should a decision be made to retain the Streateries and our other proposals this would be done through a permanent Traffic Management Order.