



Streateries consultation – Warren Street

Our proposal to make the Streatory permanent

What's the challenge on Warren 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 Warren Street.

We implemented Streateries on Warren Street, as a trial in March 2022, under an Experimental Traffic Order (ETO) as part of Phase 4 of our Streatery 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 a further consultation on any proposed permanent changes after approximately 12 months of the trial scheme being implemented.

What is being proposed?

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

We are proposing to:

- Permanently keep the pedestrian and cycle only zone between Grafton Mews and Fitzroy Street, with emergency vehicle access only from the west (near intersection with Fitzroy Street). The pedestrian and cycle zone was created from the removal of 19.5 metres of single yellow lines (parking after the hours of control and loading) on the northern kerb, and 15.3 metres of paid for parking on the southern kerb. Bollards were already in place on Warren Street, at the junction with Grafton Mews, to restrict through traffic prior to the Streatery being implemented. Additional bollards with no entry signs for motor traffic were implemented on Warren Street at the junction with Fitzroy Street to create the trial zone.
- Permanently keep the Streatery outside nos. 25 – 28 Warren Street which was created from the removal of 11 metres of residents' parking bay and 16 metres of single yellow line (parking outside the hours of control). We also propose to install double yellow lines and double kerb blips (no parking or loading at any time) within the permanent Streatery space.

After the consultation, we will carefully consider all the responses alongside consideration of wider policies and 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 changes this would be done through a permanent Traffic Management Order.