

Public notice

Cleveland Street - Cycleway 63

*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202**

*The Camden (Contraflow Cycle Lane) (Cleveland Street) (No. *) Traffic 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, 63 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Orders, in conjunction with similar measures proposed by the City of Westminster, as part of the City of Westminster-led Cycleway 63 programme, would be, in:-
 - (a) CLEVELAND STREET – the north-west side (that part which lies within the London Borough of Camden):
 - (i) to provide a new semi-segregated contraflow south-eastbound cycle lane, 2 metres in width and aligned with the north-eastern kerb, to extend from its junction with Maple Street to a point 9 metres north-west of the north-western kerb-line of Goodge Street;
 - (ii) to amend the existing one-way north-westbound traffic working in Cleveland Street so as to permit contraflow traffic working for pedal cycles using the above-mentioned cycle lane;
 - (iii) to permit pedal cycles proceeding in Cleveland Street to enter into Tottenham Street at its junction with Cleveland Street (currently subject to a 'no entry' restriction applicable to all vehicles);
 - (iv) to revoke the designation of a disabled persons 'blue badge', 6.6 metres in length, outside Middlesex House, Nos. 34-42 Cleveland Street (said parking place to be relocated to Tottenham Street as detailed below); and
 - (v) to introduce 'at any time' waiting and loading restrictions throughout the north-west kerbside between its junctions with Maple Street and Goodge Street, including within the cycle lane referred to in item (a)(i) above;
 - (b) TOTTENHAM STREET:
 - (i) to introduce 'at any time' waiting and loading restrictions on both sides of Tottenham Street at its junction with Cleveland Street, extending from the north-eastern kerb-line of Cleveland Street for a distance of 10 metres on the north-west side, and 12 metres on the south-west side;
 - (ii) to provide a disabled persons 'blue badge' parking place, 6.6 metres in length on the south-east side outside Nos. 47-49 Tottenham Street (said parking place being relocated from Cleveland Street as detailed above); and

- (iii) to revoke the designation of an existing paid-for parking place on the south-east side outside Nos. 47-49 Tottenham Street so as to accommodate the above measures.
- 3. FURTHER NOTICE IS HEREBY GIVEN that the Council under section 23 of the Road Traffic Regulation Act 1984, in conjunction with similar measures undertaken by the City of Westminster, have approved the provision of new or revised 'zebra' pedestrian crossings, centred at the following locations, in:-
 - (a) CLEVELAND STREET:
 - (i) at a point 4.5 metres north-west of a point opposite the north-western kerb-line of Foley Street. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid for a distance of 8.5 metres north-west of and 15 metres south-east of this crossing;
 - (ii) at a point 4 metres south-east of a point opposite the north-western kerb-line of Riding House Street. 'Zig-zag' markings would be laid for a distance of 9 metres north-west of and south-east of this crossing;
 - (iii) at a point 4 metres south-east of the south-eastern kerb-line of Tottenham Street. 'Zig-zag' markings would be laid for a distance of 15.5 metres north-west of and 8.5 metres south-east of this crossing; and
 - (b) MAPLE STREET - at a point 9 metres north-east of the north-eastern kerb-line of Cleveland Street (measured on the south-east side). 'Zig-zag' markings would be laid on the north-west side for a distance of 6 metres north-east of and 7 metres south-west of this crossing, and on the south-east side for a distance of 11.5 metres north-west of and 7 metres south-east of this crossing.
- 4. FURTHER NOTICE IS HEREBY GIVEN that the Council under sections 90A to 90E of the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999, in conjunction with similar measures undertaken by the City of Westminster, propose to construct speed tables of flat-top construction, having a maximum height level with the surrounding footway and covering the full width of the carriageway, at the following locations, in:-
 - (a) CLEVELAND STREET:
 - (i) including the 'zebra' pedestrian crossing location referred to in item 3(a)(i) above, extending from a point 8 metres north-west of a point opposite the north-western kerb-line of Foley Street south-eastward to a point 6 metres south-east of a point opposite the south-eastern kerb-line of Foley Street, including both ramps;
 - (ii) including the 'zebra' pedestrian crossing location referred to in item 3(a)(ii) above, extending from a point 3.5 metres north-west of a point opposite the north-western kerb-line of Riding House Street south-eastward to a point 8 metres south-east of a point opposite the south-eastern kerb-line of Riding House Street, including both ramps;

- (b) MAPLE STREET – at the 'zebra' pedestrian crossing location referred to in item 3(b) above, extending from a point 5 metres north-east of the north-eastern kerb-line of Cleveland Street (measured on the south-east side) north-eastward for a distance of 7 metres, including both ramps; and
 - (c) TOTTENHAM STREET – forming a 'blended crossing' providing a continuous footway at its junction with Cleveland Street, extending from the north-eastern kerb-line of Cleveland Street north-eastward for a distance of 5.5 metres, including the north-eastern ramp.
5. Copies of the proposed Orders, of plans indicating the proposals, the Council's Statement of reasons for making the Orders, and of other relevant 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 'TMO2526-0004' 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 11 July 2025.

Peter Mardell – Head of Parking Operations

19 June 2025

Statement of reasons

Cleveland Street - Cycleway 63

*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202**

*The Camden (Contraflow Cycle Lane) (Cleveland Street) (No. *) Traffic Order 202**

Background

The Cleveland Street Cycleway consultation is led by Westminster City Council (WCC) in partnership with Camden Council. WCC and Camden Council want to make it safer and more pleasant to cycle and walk in (and between) both boroughs. This is part of a joint strategy to promote journeys by public transport, foot and cycle, to improve air quality and for London to become a carbon neutral city.

The Cleveland Street Cycleway between Maple Street and Mortimer Street forms part of wider proposals to provide cycleways between the West End and Pimlico. Westminster City Council originally consulted on the route in 2016 as 'Quietway 88'. Since then, proposals have changed substantially to meet up to date cycling standards. As the proposed route runs along the borough boundary between Camden and Westminster, the proposal has been carried out as a partnership between Westminster City Council and Camden Council.

The proposals for Cleveland Street meet the objectives of the Camden Transport Strategy (CTS) by helping to facilitate an increase in walking and cycling, reducing the dominance of motor vehicles and by making streets and transport networks within Camden safe, accessible, and inclusive for all.

This would be achieved by:

- Creating a segregated contraflow cycle lane along Cleveland Street between Maple Street and Mortimer Street
- Introducing a new zebra crossing at Maple Street
- Segregated contraflow link to Cycleway 27 on Clipstone Street
- Extended advanced stop lines for cyclists at the junctions
- A widened zebra crossing with parallel crossing for cyclists at Riding House Street
- Changes to traffic signals to allow southbound cyclists to continue on Newman Street
- New continuous pavement across the junction with Tottenham Street
- Introducing waiting and loadings restriction along Cleveland Street to make cycling safer and more continuous

Following Traffic Management Order (TMO) consultations by WCC and Camden Council, a decision report will be produced addressing any objections raised to the TMO consultations.

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. 0**

The Camden (Contraflow Cycle Lane) (Cleveland Street)
(No. 1) Traffic Order 202*

Made: ** ***** 202*

Coming into force: ** ***** 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 of 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 (Contraflow Cycle Lane) (Cleveland Street) (No. 1) Traffic Order 202* and shall come into force on ** ***** 202*.

Interpretation

2. (1) In this Order:-
 - "causing" includes "permitting";
 - "contraflow", "cycle lane" and "pedal cycle" have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016²;
 - "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 2003³; and
 - "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.
- (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.

¹ 1984 c.27

² SI 2016/362

³ 2003 c.21

Amendment of existing provisions

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:-
- (a) the Camden and City of Westminster (Prescribed Routes) (No. 1) Traffic Order 1987⁴ shall have effect as though:-
 - (i) in Article 2 of that Order, after the definition of "enactment", there were inserted the following definitions:-

""Cleveland Street contra-flow cycle lane" means the semi-segregated south-eastbound contra-flow cycle lane in Cleveland Street extending from the south-eastern kerb-line of Maple Street to the north-western kerb-line of Goodge Street, said cycle lane being aligned with the north-eastern kerb of Cleveland Street.

"contraflow", "cycle lane" and "pedal cycle" have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016 [SI 2016/362];";
 - (ii) in Article 5 of that Order, after sub-paragraph (b), there were inserted the following as sub-paragraph (c):-

"(c) a pedal cycle, proceeding in a south-eastbound direction in the Cleveland Street contra-flow cycle lane.";
 - (b) the Camden (Prescribed Route) (No. 3) Traffic Order 1992⁵ shall have effect as though for Article 4 of that Order there were substituted the following:-

"4. No person causing any vehicle, other than a pedal cycle, to proceed in Cleveland Street shall, upon reaching its junction with Tottenham Street, cause that vehicle to enter into Tottenham Street.";

Cycle lane controls

4. (1) No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane comprising a length of street specified in column (2) of the item in the Schedule to this Order during the hours of operation specified in column (4) of that item.
- (2) Every person causing a pedal cycle to proceed in a cycle lane specified in column (2) of an item in the Schedule to this Order shall cause that pedal cycle to proceed in the direction specified in column (3) of that item.

Exemptions

5. Nothing in Article 4 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

⁴ LBC 1987/9

⁵ LBC 1992/20

- (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.
- (d) 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;
- (e) any vehicle being used in connection with refuse collection or the removal of any obstruction to traffic in the street; or the maintenance, improvement, reconstruction, cleansing or lighting within the street; the laying, erection, alteration in or adjacent to the 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 the 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

SCHEDULE – CYCLE LANE

(1) Item	(2) Length of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
1.	CLEVELAND STREET all that part of the north-eastern side of the carriageway as is bound on the north-east by the north-eastern kerb-line of Cleveland Street and on the south-west by an intermittent segregating kerb placed 2 metres north-west of and parallel to that kerb-line, as extends from the south-eastern kerb-line of Maple Street to a point 9 metres north-west of the north-western kerb-line of Goodge Street.	South- eastbound contraflow cycle lane	At any time

EXPLANATORY NOTE

(This Note is not part of the Order)

This Order:-

- (i) provides a new semi-segregated contraflow south-eastbound cycle lane in that part of Cleveland Street which lies within the London Borough of Camden, between its junctions with Maple Street and Goodge Street
- (ii) amends the existing one-way north-westbound traffic working in Cleveland Street so as to permit contraflow traffic working for pedal cycles using the above-mentioned cycle lane; and
- (iii) permits pedal cycles proceeding in Cleveland Street to enter into Tottenham Street at its junction with Cleveland Street (currently subject to a 'no entry' restriction applicable to all vehicles;

in conjunction with similar measures undertaken by the City of Westminster, as part of the City of Westminster-led 'Cycleway 63' programme.

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) 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/**

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

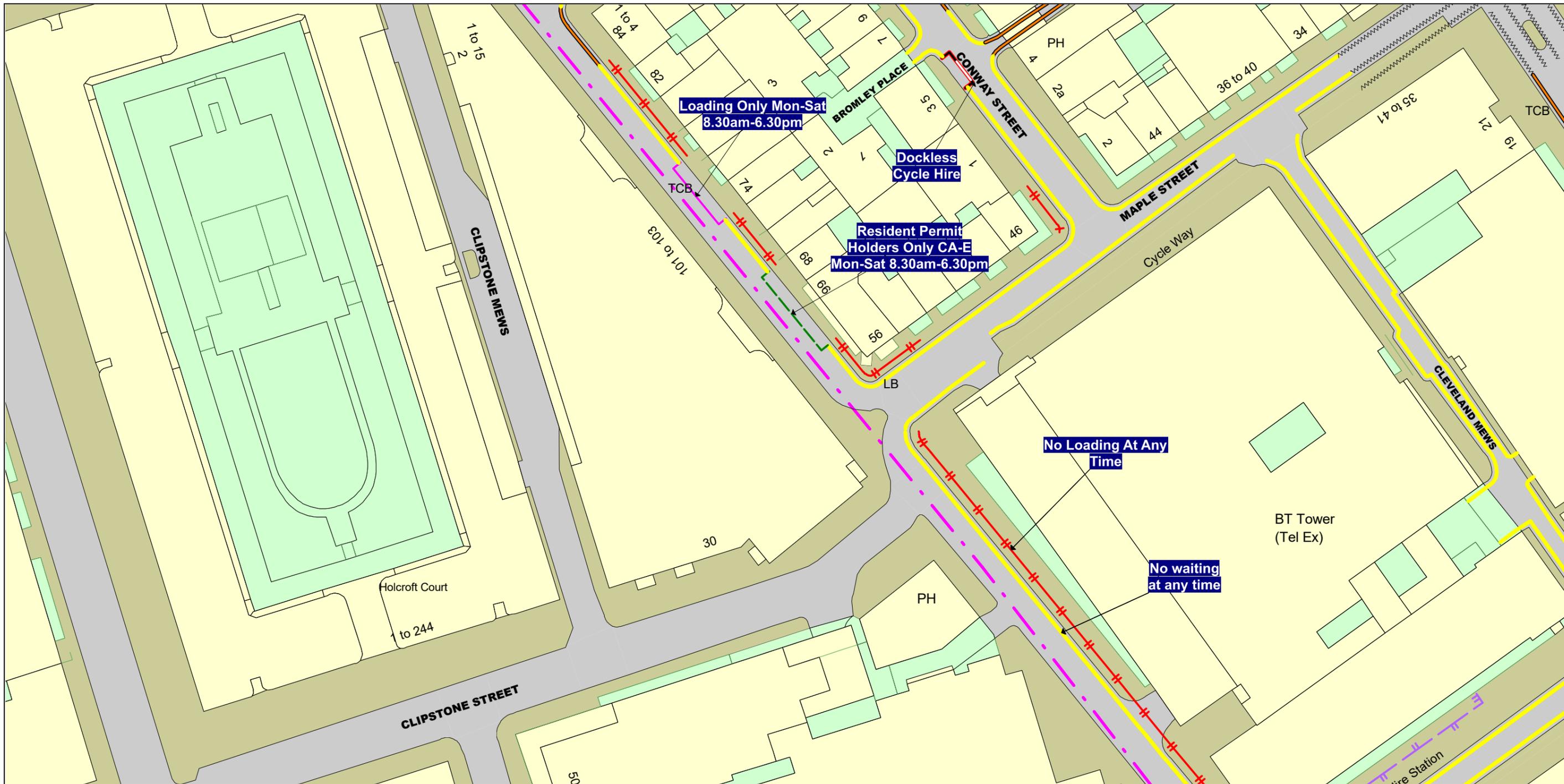
EXPLANATORY NOTE

(This Note is not part of the Order)

This Order substitutes map tiles attached to the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Order 2025 so as to:

- (i) provide 'at any time' waiting and loading restrictions through-out the north-east side of Cleveland Street (that part which lies within the boundary of the London Borough of Camden) between its junction with Maple Street and its junction with Goodge Street;
- (ii) provide 'at any time' waiting and loading restrictions on both sides of Tottenham Street at its junction with Cleveland Street, extending from the north-eastern kerb-line of Cleveland Street 10 metres on the north-west side and 12 metres on the south-west side; and
- (iii) relocate an existing disabled persons 'blue badge' parking place, 6.6 metres in length, from the north-east side of Cleveland Street outside 'Middlesex House', Nos. 34-42 Cleveland Street to the south-east side of Tottenham Street, outside Nos. 47-49 Tottenham Street; and
- (iv) revokes an existing paid-for parking place outside Nos. 47-49 Tottenham Street to accommodate the measures in (ii) and (iii) above;

in conjunction with a scheme of cycle priority measures undertaken by the City of Westminster, as part of the City of Westminster-led 'Cycleway 63' programme.



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

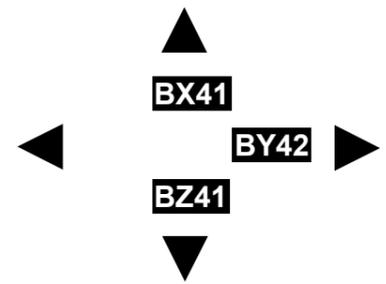
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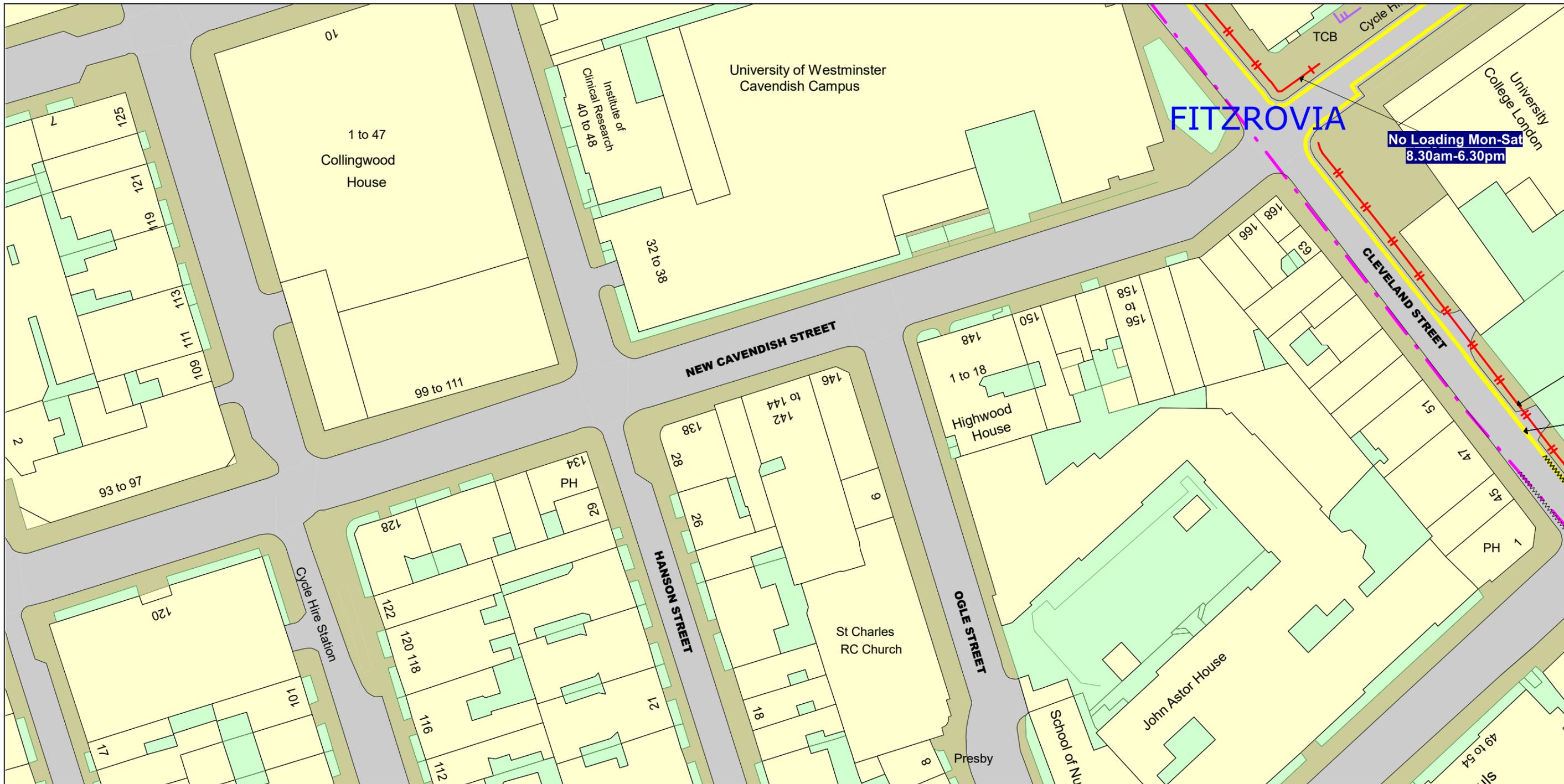
Key to Restriction Types Displayed

- No Loading At Any Time
- No Waiting At Any Time
- Faded confirmed items (point)
- Faded confirmed items (line)
- Faded confirmed items (region)

Labels:
Confirmed item



Status: PROPOSED
 Map Tile Reference: Tile Ref: BY41
 Sheet Revision Number: 2
 Sheet Active From: 19/06/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

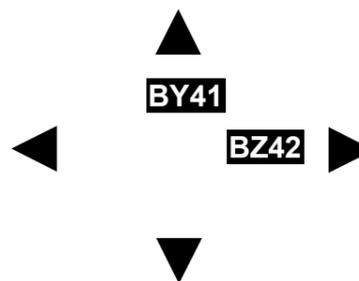
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Key to Restriction Types Displayed

- No Loading At Any Time
- No Waiting At Any Time
- Pedestrian Crossing
- Faded confirmed items (point)
- Faded confirmed items (line)
- Faded confirmed items (region)

Labels:
 Confirmed item



Status: PROPOSED

Map Tile Reference: Tile Ref: BZ41

Sheet Revision Number: 2

Sheet Active From: 19/06/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

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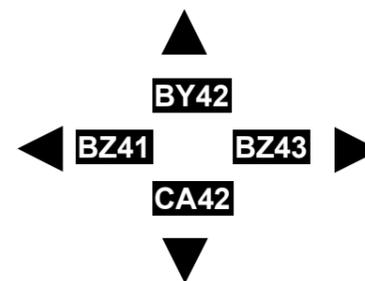


Key to Restriction Types Displayed

- No Loading At Any Time
- No Waiting At Any Time
- Pedestrian Crossing
- Faded confirmed items (point)
- Faded confirmed items (line)
- Faded confirmed items (region)

Labels:

- Confirmed item



Status: PROPOSED

Map Tile Reference: Tile Ref: BZ42

Sheet Revision Number: 3

Sheet Active From: 19/06/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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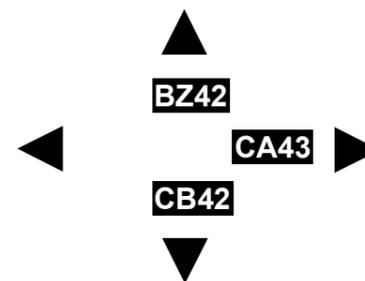
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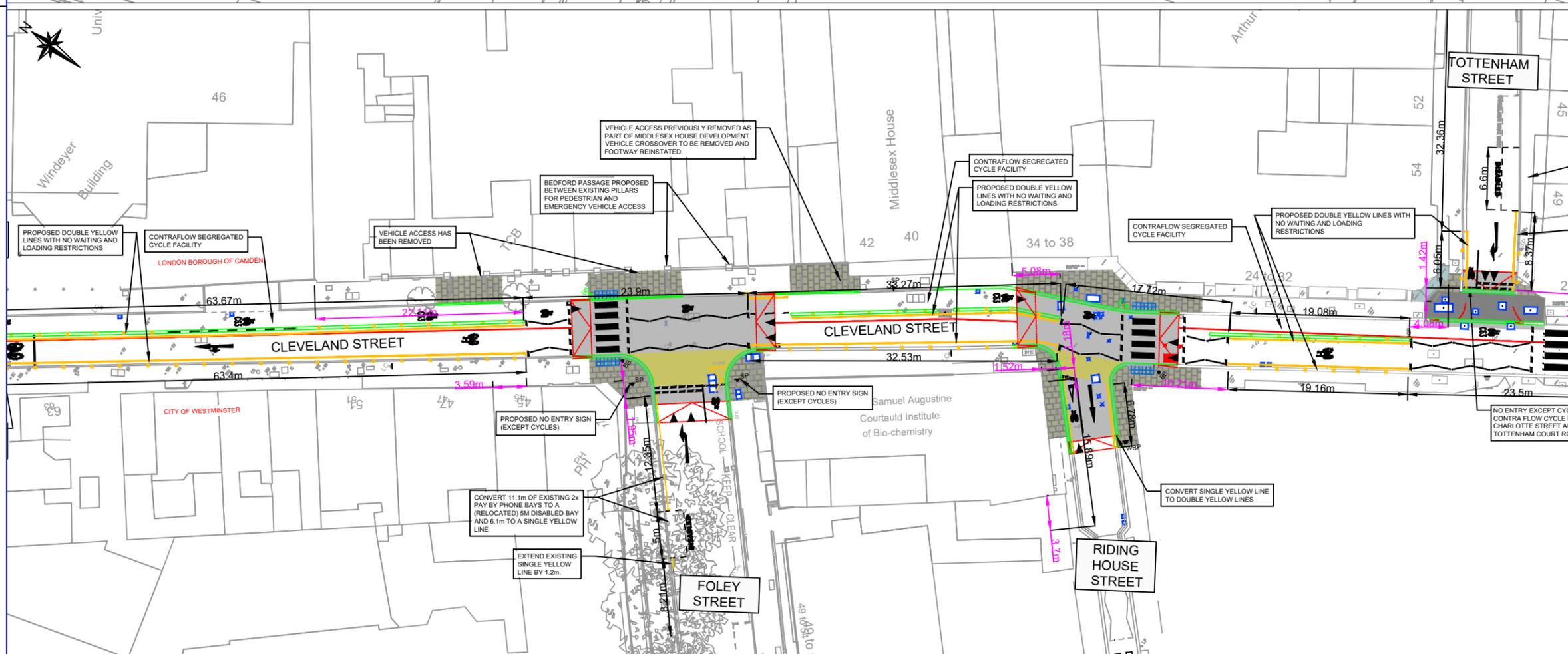
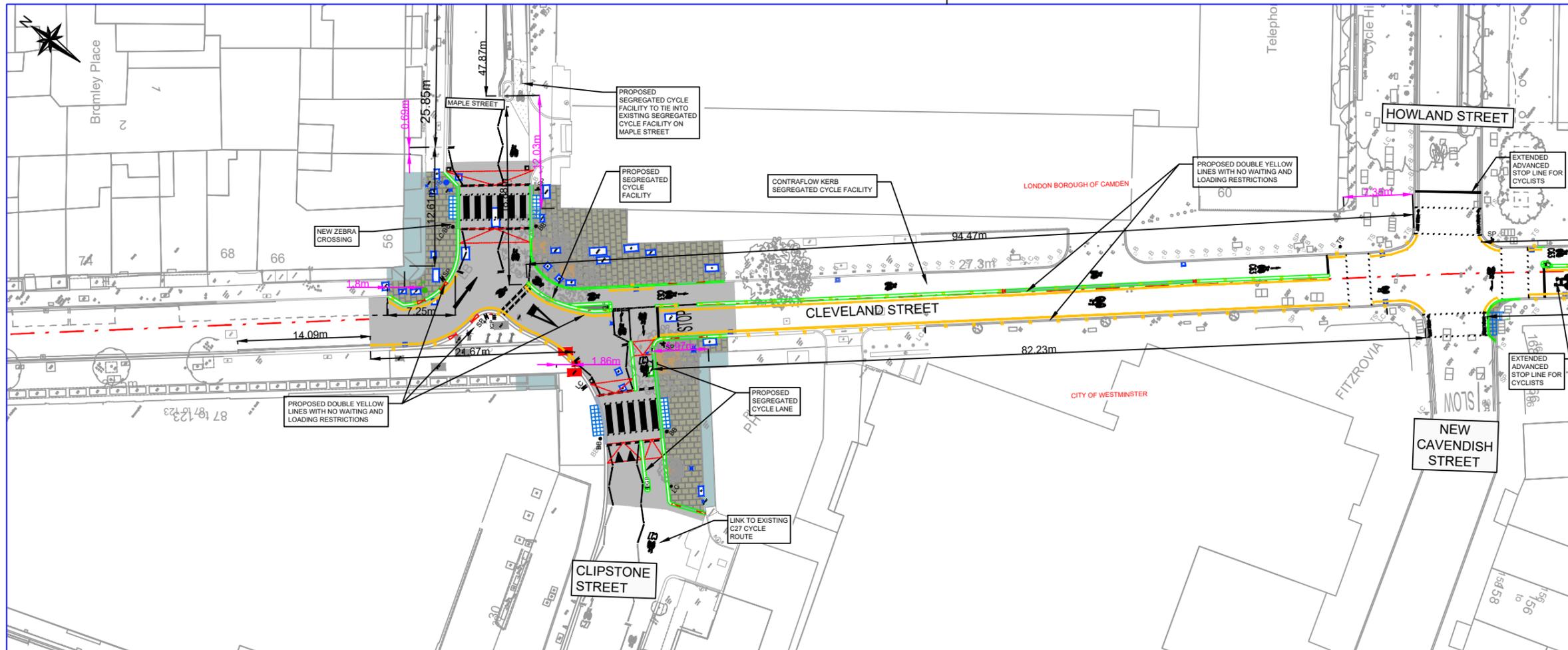
Key to Restriction Types Displayed

- Disabled Blue Badge Holders Only
- No Loading At Any Time
- No Waiting At Any Time
- Pedestrian Crossing
- Faded confirmed items (point)
- Faded confirmed items (line)
- Faded confirmed items (region)

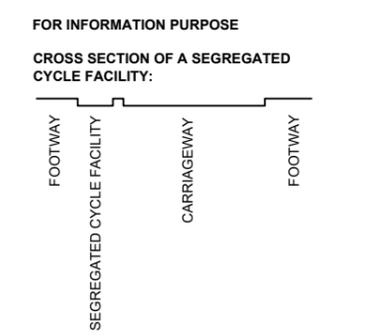
Labels:
 Confirmed Item



Status: PROPOSED
 Map Tile Reference: Tile Ref: CA42
 Sheet Revision Number: 3
 Sheet Active From: 19/06/2025



- GENERAL NOTES:**
- DO NOT SCALE FROM DRAWING.
 - ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
 - ALL DIMENSIONS TO BE VERIFIED ON SITE BY THE CONTRACTOR & SUPERVISOR.
- KEY**
- NEW YELLOW LINE MARKINGS
 - NEW WHITE LINE MARKINGS
 - EXISTING LINE MARKINGS
 - BOROUGH BOUNDARY



Rev	A	P.A.	2.4.25	Preliminary

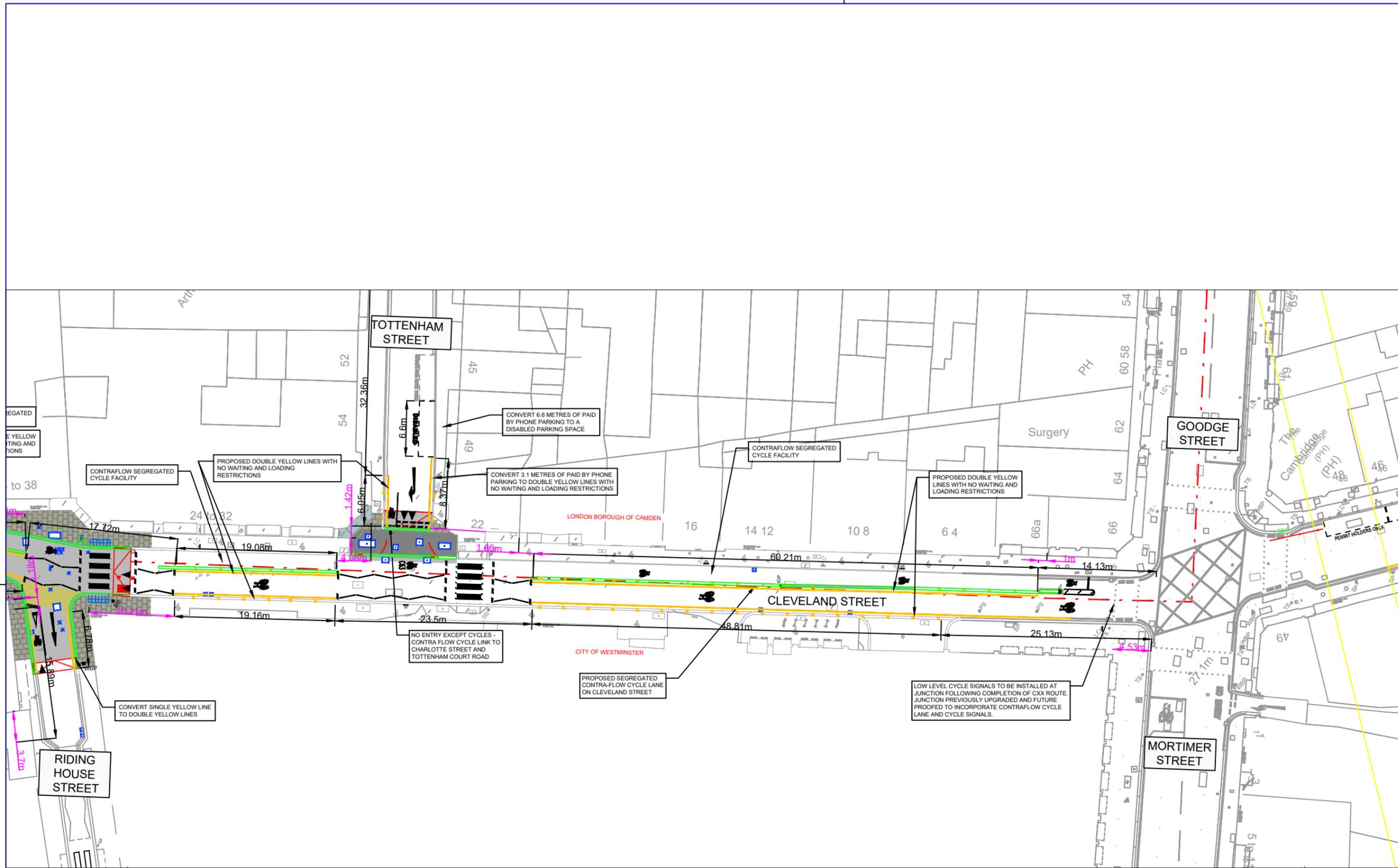
Camden

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: **CYCLEWAY 68**

Drawing Title: **CLEVELAND STREET TMO DRAWING**

Scale: 1 : 500 @ A3	Date: 2/4/25
Drawn By: P.A.	File Ref: CLEVELAND ST 25
Checked By: J.A.	Dwg Name: KEELLY STREET TMO
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Drawing Number: CLEVELAND ST TMO 01	Rev: A



GENERAL NOTES:

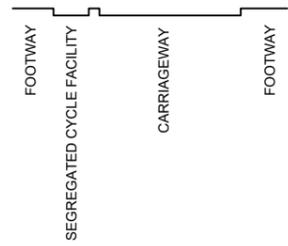
1. DO NOT SCALE FROM DRAWING.
2. ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS TO BE VERIFIED ON SITE BY THE CONTRACTOR & SUPERVISOR.

KEY

- NEW YELLOW LINE MARKINGS
- NEW WHITE LINE MARKINGS
- EXISTING LINE MARKINGS
- BOROUGH BOUNDARY

FOR INFORMATION PURPOSE

CROSS SECTION OF A SEGREGATED CYCLE FACILITY:



Rev	By	Date	Amendments
A	P.A.	2.4.25	Preliminary



Design Team
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Project
CYCLEWAY 68

Drawing Title
**CLEVELAND STREET
 TMO DRAWING**

Scale 1 : 500 @ A3	Date 2/4/25
Drawn By P.A.	File Ref CLEVELAND ST 25
Checked By J.A.	Dwg Name KEELEY STREET TMO

Drawing Location
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 Drawing Number
CLEVELAND ST TMO O2

Rev. **A**