

CITY OF WESTMINSTER

CARLTON HOUSE TERRACE, CARLTON STREET, CHARLES II STREET,
HAYMARKET, JERMYN STREET, NORRIS STREET, ORANGE STREET, PANTON
STREET, REGENT STREET, ST. JAMES'S MARKET, SUFFOLK PLACE, SUFFOLK
STREET AND WATERLOO PLACE

THE CITY OF WESTMINSTER (BUS PRIORITY) (NO. 1, 1999) (AMENDMENT NO. *)
ORDER 201*

THE CITY OF WESTMINSTER (FREE PARKING PLACES) (BICYCLES)
(AMENDMENT NO. *) ORDER 201*

THE CITY OF WESTMINSTER (FREE PARKING PLACES) (DIPLOMATIC MISSIONS)
(NO. *) ORDER 201*

THE CITY OF WESTMINSTER (FREE PARKING PLACES) (DISABLED PERSONS)
(NO. *) ORDER 201*

THE CITY OF WESTMINSTER (GOODS VEHICLE LOADING BAY)
(AMENDMENT NO. *) ORDER 201*

THE CITY OF WESTMINSTER (MOTORCYCLE PARKING PLACES)
(AMENDMENT NO. *) ORDER 201*

THE CITY OF WESTMINSTER (PARKING PLACES) (E ZONE) (AMENDMENT NO. *)
ORDER 201*

THE CITY OF WESTMINSTER (PARKING PLACES) (G ZONE) (AMENDMENT NO. *)
ORDER 201*

THE CITY OF WESTMINSTER (PRESCRIBED ROUTES) (NO. *) TRAFFIC ORDER 201*

THE CITY OF WESTMINSTER (RESTRICTION OF BUSES) (TERMINAL POINTS)
(AMENDMENT NO. *) ORDER 201*

THE CITY OF WESTMINSTER (TAXI RANK) (AMENDMENT NO. *) ORDER 201*

THE CITY OF WESTMINSTER (WAITING AND LOADING RESTRICTION)
(AMENDMENT NO. *) ORDER 201*

1. NOTICE IS HEREBY GIVEN that Westminster City Council proposes to make the above Orders under sections 6, 45, 46, 49 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 as amended.
2. The general effects of the Orders, in relation to the implementation of Phase 2 of the Piccadilly 2 Way Scheme, would be in:
 - (a) **Carlton House Terrace** to introduce 'at any time' waiting and loading restrictions on the south-east side between Nos. 9 and 10 and 'at any time' loading restrictions on the north-west side at the junction with Waterloo Place;
 - (b) **Carlton Street** to introduce 'at any time' loading restrictions on the north-west side at the junction with Regent Street;
 - (c) **Charles II Street** to:-
 - (i) relocate the two 'blue badge' disabled bays on the south-east side adjacent to 'Her Majesty's Theatre' to the north-west side outside No. 12 and introduce two additional bays;
 - (ii) introduce dual purpose bay on the south-east side adjacent to 'Her Majesty's Theatre' to operate between 7a.m. to 9p.m. as a tour bus terminal point and as a goods vehicle loading bay between 7p.m. and 9a.m. where waiting is limited to 20 minutes with no return within one hour;

- (iii) introduce a motorcycle parking place on the north-west side outside Nos. 13 to 15;
- (iv) revise the 'pay by phone'/pay and display parking places on the north-west side as a 'pay by phone' parking place with 2 bays outside No. 12;
- (v) introduce 'at any time' loading restrictions at the junctions with Haymarket and Regent Street;
- (vi) introduce 'at any time' waiting restrictions on the north-west side at the junction with Regent Street and outside Nos. 12 and 13, and on the south-east side outside the Royal Opera Arcade;
- (vii) introduce a cycle parking place with one cycle rack on each side of the street at the south-western junction with Regent Street; and
- (viii) revise the position of the diplomatic parking bay on the north-west side outside No. 13;

(d) **Haymarket to:-**

- (i) revise the good vehicles loading bays to:-
 - (A) introduce a bay operating 'at any time' where loading is limited to 20 minutes with no return within one hour in on the south-west side outside 'St. Alban's House';
 - (B) introduce dual use bays on the north-east side outside Nos. 27 and 28 and on the south-west side outside 'New Zealand House' No. 80 to operate as goods vehicle loading bays between 5am and 6.30pm where loading is limited to 20 minutes with no return within one hour and as taxi ranks between 6.30pm and 5am with stopping only permitted by taxis;
- (ii) revise the 'pay by phone' parking to introduce a 'pay by phone' parking place with eight bays on the south-west side outside from 'St. Albans House' No. 58 to No. 68;
- (iii) remove the tour bus terminal place on the north-east side outside Nos. 29 to 31; and
- (iv) re-organise the taxi ranks as detailed in (i)(B) above and:-
 - (A) introduce a taxi rank operating between midnight and 6 a.m. on the south-west side outside Nos. 39 and 40 with stopping only permitted for taxis; and
 - (B) introduce a taxi rank operating between 6.30 p.m. and 5 a.m. on the north-east side outside No. 11 with waiting only permitted for taxis;
- (v) introduce 'at any time' waiting and loading restrictions throughout except for:-
 - (A) a length of 'no stopping' restrictions to operate outside the hours of operation of the taxi rank in (iv) above; and
 - (B) a length of loading restrictions operating between 7 a.m. and 6.30 p.m. on the north-west side outside the Theatre Royal Haymarket, No. 8 Haymarket and Nos. 6 & 7;
- (vi) remove the cycle parking place on the south-west side outside Nos. 39 & 40; and
- (vii) removes the bus lanes;

(e) **Jermyn Street to:-**

- (i) introduce a contra-flow cycle lane on the south-east side between St. Alban's Street and Regent Street and to exempt pedal cycles from the one-way operation between St. Alban's Street and Haymarket;

- (ii) introduce 'at any time' loading restrictions on the south-east side at the junction with Haymarket and between St. Alban's Street and Regent Street;
 - (iii) introduce loading restrictions operating between 7 a.m. and 7 p.m. on the south-east side between Haymarket and St. Alban's Street; and
 - (iv) introduce cycle parking places on the north-west side at the junction with Haymarket (5 racks) and on the south-east side at the junction with Regent Street (3 racks);
- (f) **Norris Street** to close off the junction to Haymarket to all vehicles and remove the one-way working;
- (g) **Orange Street** to introduce 'at any time' loading restrictions at the junction with Haymarket;
- (h) **Oxendon Street** to introduce 'at any time' loading restrictions on the north-east side at the junction with Panton Street;
- (h) **Panton Street** to:-
 - (i) introduce 'at any time' loading restrictions on the south-east side between Oxendon Street and Whitcomb Street and on the north-west side at the junction with Oxendon Street; and
 - (ii) exempt pedal cycles from the one-way operation between Haymarket and Whitcomb Street;
- (i) **Regent Street** to:-
 - (i) remove the 'blue badge' disabled parking parking place on the north-east side outside Nos. 4 to 12;
 - (ii) introduce a goods vehicle loading bay operating 'at any time' where loading is limited to 20 minutes with no return within one hour on the south-west side outside 'British Columbia House' No. 1 and No. 3; and
 - (iii) introduce 'at any time' waiting and loading restrictions throughout between Piccadilly and Waterloo Place;
- (j) **St. James's Market** introduce 'at any time' waiting and loading restrictions on the south-east side and 'at any time' loading restrictions on the north-west side at the junction with Haymarket;
- (k) **Suffolk Place** to:-
 - (i) introduce a 'blue badge' disabled parking bay on the south-east side at the rear of 'Kinnaird House';
 - (ii) shorten the motorcycle parking place on the south-east side of Suffolk Place, at the rear of 'Kinnaird House';
 - (iii) reduce the length of the eastern 'pay by phone' parking place on the south-east side at the rear of 'Kinnaird House' by one bay;
 - (iv) introduce 'at any time' waiting and loading restrictions at the junction with Haymarket; and
 - (v) introduce a cycle parking place on the south-east side at the junction with Haymarket;
- (l) **Suffolk Street** to:-
 - (i) removes the 'blue badge' disabled parking place on the north-east side outside No. 5;

- (ii) relocate the motorcycle parking place on the north-east side from outside Nos. 5 to 7 to outside Nos. 1-4;
- (iii) revoke the 'pay by phone' parking place on the north-east side outside Nos. 1-4;
- (iv) introduce 'at any time' waiting restrictions on the north-east side outside Nos. 1 to 10; and
- (v) relocate the three diplomatic bays from outside Nos. 5-7 to outside Nos. 1-4;

(m) **Waterloo Place to:-**

- (i) remove the 'blue badge' disabled parking place on the south-west side outside No. 16;
- (ii) introduce two single 'blue badge' disabled bays on the north-east side adjacent to No. 116 Pall Mall;
- (iii) revise the two parallel 'blue badge' disabled bays on the south-west side adjacent to 'The Athenaeum' to be two single bays perpendicular to the kerb-line;
- (iv) introduce a single 'blue badge' disabled bay on the south-west side adjacent to 'The Athenaeum' perpendicular to the kerb-line;
- (v) introduce a cycle parking place with twenty racks on the south-west side outside Waterloo Gardens;
- (vi) remove the three motorcycle parking places and one parking place 16.5m in length outside Nos. 16 and 17 and adjacent to No. 10 Pall Mall;
- (vii) replace the two 'pay by phone' parking bays on the north-east side outside the 'Sofitel Hotel' with three diplomatic parking bays;
- (viii) remove the residents' parking place on the south-west side outside No. 9;
- (ix) remove the shared use ('pay by phone/residents' permit) parking places adjacent to the central island around the King Edward VII statue;
- (x) combine the two existing shared use parking places on the north-east side outside Waterloo Gardens into one parking place;
- (xi) combine the two existing shared use parking places on the south-west side outside Waterloo Gardens into one parking place;
- (xii) introduce 'at any time' loading restrictions on both sides between the junction with Regent Street and the north-western kerb-line of the section containing the Crimean War memorial island; at the junction with Pall Mall and at the junction with Carlton House Terrace;
- (xiii) introduce 'at any time' waiting restrictions on the north-east side between the junction with Regent Street and the north-western kerb-line of the section containing the Crimean War memorial island and adjacent to No. 116 Pall Mall; on the south-west side outside No. 14 and adjacent to 'The Athenaeum' No. 107 Pall Mall; and around the extended Edward VII statue island;
- (xiv) replace the two echelon diplomatic parking bays on the north-east side outside Nos. 6 and 7 with a single 'blue badge' disabled bay parallel to the kerb-line;
- (xv) introduce three 'pay by phone' parking bays perpendicular to the kerb-line on the south-west side adjacent to 'The Athenaeum' No. 107 Pall Mall; and
- (xvi) revise the positions of the diplomatic bays on the north-east side adjacent to No. 116 Pall Mall.

3. The proposed Orders and other documents giving more detailed particulars of the Orders are available for inspection until six weeks have elapsed from the date on which either the Orders are made or the Council decides not to make the Orders between 9 a.m. and 5 p.m. on Mondays to Fridays inclusive at West One, 10th Floor, Westminster City Hall, 64 Victoria Street, London, SW1E 6QP.
4. Further information may be obtained by telephoning the Council's agents, West One, telephone number (020) 7811 6337. Details are also available at <http://westminstertransportationservices.co.uk/notices>.
5. **Any objections or other representations about the proposals should be sent in writing to the Council's agents, West One, 10th Floor, Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, or by email at TMO@westonejv.co.uk quoting reference 6093/GL, by 8th November 2013. All objections must specify the grounds on which they are made.**

Dated 18th October 2013

MARTIN LOW
City Commissioner of Transportation
(The officer appointed for this purpose)

CITY OF WESTMINSTER

**CARLTON HOUSE TERRACE, CARLTON STREET, CHARLES II STREET,
HAYMARKET, JERMYN STREET, NORRIS STREET, ORANGE STREET, PANTON
STREET, REGENT STREET, ST. JAMES'S MARKET, SUFFOLK PLACE, SUFFOLK
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**THE CITY OF WESTMINSTER (PARKING PLACES) (E ZONE) (AMENDMENT NO. *)
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**THE CITY OF WESTMINSTER (PARKING PLACES) (G ZONE) (AMENDMENT NO. *)
ORDER 201***

THE CITY OF WESTMINSTER (PRESCRIBED ROUTES) (NO. *) TRAFFIC ORDER 201*

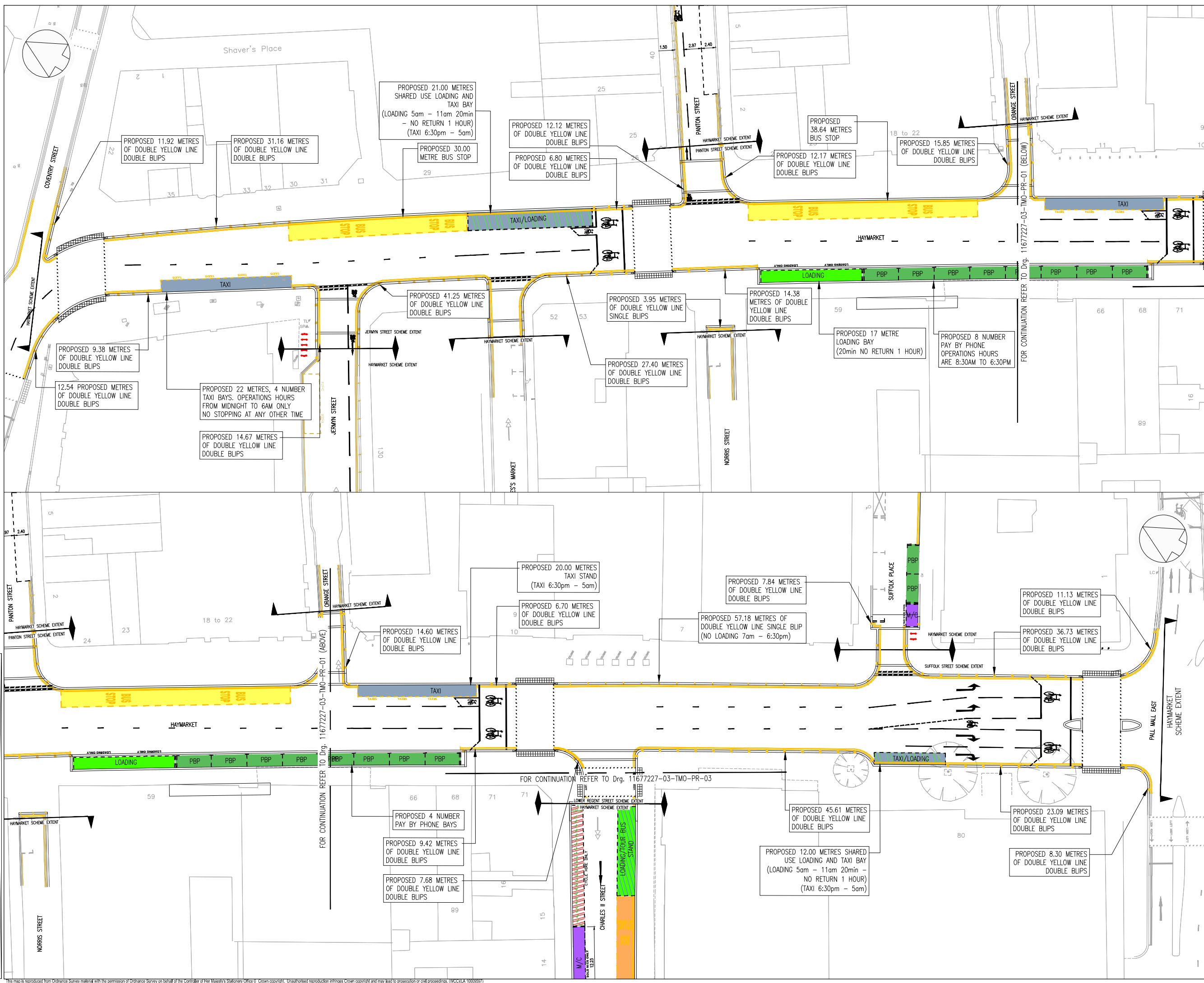
**THE CITY OF WESTMINSTER (RESTRICTION OF BUSES) (TERMINAL POINTS)
(AMENDMENT NO. *) ORDER 201***

THE CITY OF WESTMINSTER (TAXI RANK) (AMENDMENT NO. *) ORDER 201*

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(AMENDMENT NO. *) ORDER 201***

Statement of Reasons

The Piccadilly Two Way Part 2 scheme will complete the transformation of the St James's area and help deliver Better City, Better Lives by delivering public realm projects to meet public realm aspirations of local businesses and the Business Improvement District. In particular it will improve conditions for pedestrians and is important to The Crown Estate's redevelopment of St. James's Market and for the regeneration of this part of the West End. It will also assist cyclists with the introduction of contra-flow cycle lanes in Jermyn Street (westbound) and Panton Street (eastbound).



KEY

- EXISTING KERB LINE
- EXISTING WHITE LINE ROAD MARKING
- EXISTING YELLOW LINE ROAD MARKING
- EXISTING TREE AND PIT TO REMAIN
- EXISTING CYCLE HIRE STATION
- PROPOSED KERB LINE
- PROPOSED YELLOW LINE ROAD MARKING
- PROPOSED WHITE LINE ROAD MARKING
- PROPOSED BUS STAND
- PROPOSED BUS STOP
- PROPOSED CYCLE STAND
- DIP
- PROPOSED DIPLOMATIC PARKING BAY
- D
- PROPOSED DISABLED PARKING BAY
- LOADING
- PROPOSED LOADING BAY
- M/C
- PROPOSED MOTORCYCLE BAY
- PBP
- PROPOSED PAY BY PHONE PARKING BAY
- PBP OR MAC
- PROPOSED PAY BY PHONE OR PAY BY MACHINE PARKING BAY
- R
- PROPOSED RESIDENTS' PARKING BAY
- SU
- PROPOSED SHARED USE PARKING BAY
- TAXI
- PROPOSED TAXI STAND
- PROPOSED SHARED USE LOADING BAY AND TOUR BUS STAND
- PROPOSED SHARED USE LOADING BAY AND TAXI STAND
- PROPOSED SHARED USE PAY BY PHONE AND TAXI BAYS
- PROPOSED CYCLE STANDS

Haymarket Schedule of Provision Proposed		
Restriction Type	Proposed Provision	Difference from Existing Situation
Bus Stand	0m	-21.21m (-1 stand)
Bus Stop Clearway	68.64 (2 stops)	-41.15m (-2 stops)
Loading Bay	17m	-16.00m (-1 bay)
Pay by Phone Parking	8 bays	4 bays
Taxi Stand	42m (2)	1.68m (2 stands)
Single Yellow Line	0m	-49.19m
Double Yellow Line	0m	-90.82m
Double Yellow Line Single Blip	61.13m	-164.01m
Double Yellow Line Double Blip	373.06m	+264.02m
Shared Use Taxi/Loading	33m (2)	+33m
Shared Use Pay by Phone/Taxi	0 bays	+0 bays

REV	DATE	BY	DESCRIPTION	CHK	APD
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West One

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City of Westminster
SAFE STREETS
City Commissioner of Transportation

PROJECT
PICCADILLY TWO WAY SCHEME PART 2
HAYMARKET / LOWER REGENT ST & WATERLOO PLACE

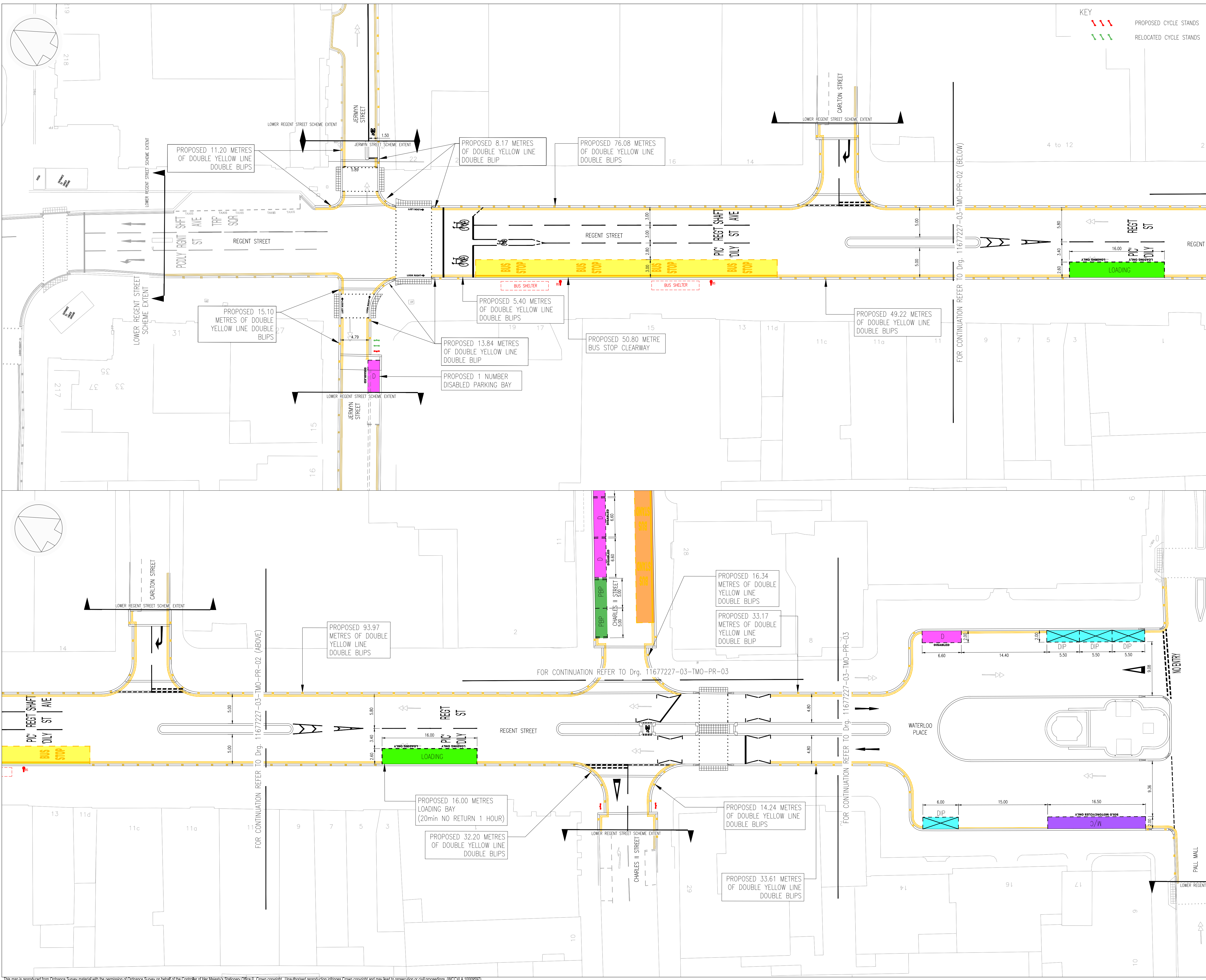
TITLE
TRAFFIC MANAGEMENT ORDER
PROPOSED LAYOUT
SHEET 1 OF 6

SCALE @ A1	DATE	DESIGNED/DRAWN	CAD CHECKED	CHECKED	APPROVED	BHT
NTS	06/09/2013	AR/JS	CDS	TB	AJ	A1

JOB No: 11677227
BRIEF/DSS No: BR 13707

DRAWING No: 11677227-03-TMO-PR-01
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- KEY
- PROPOSED CYCLE STANDS
 - RELOCATED CYCLE STANDS

- KEY
- EXISTING KERB LINE
 - EXISTING WHITE LINE ROAD MARKING
 - EXISTING YELLOW LINE ROAD MARKING
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 - PROPOSED TAXI STAND
 - PROPOSED SHARED USE LOADING BAY AND TOUR BUS STAND
 - PROPOSED SHARED USE LOADING BAY AND TAXI STAND
 - PROPOSED SHARED USE PAY BY PHONE AND TAXI BAYS

Regent Street, Charles II Street and Waterloo Place. Schedule of Provision Proposed		
Restriction Type	Proposed Provision	Difference from Existing Situation
Bus Stand	59 (2 Stands)	+1.20m
Bus Stop Clearway	50.85 (1 Stops)	-11.30m (-1 stop)
Diplomatic Parking	8 bays	-5 bays
Disabled Parking	9 bays	-1 bay
Loading Bay	16m	+16m (+1 bay)
Motorcycle Bay	28.73m (1 bay)	-9.33m (2 bays)
Pay by Phone Parking	5 bays	+2 bays
Pay by Phone or Pay by Machine Parking	0 bays	-4 bays
Residents Parking	0 bays	-4 bays
Shared Use Parking	28 bays	-37 bays
Single Yellow Line	15m	-191.62m
Double Yellow Line	61.3m	-139.2m
Double Yellow Line Single Blip	0	-127.35m
Double Yellow Line Double Blip	502.08m	+455.05m
Cycle Stands	19 stands	+4 stands
Shared Use Loading Bay/Tour Bus Stand	15m	+15m (1 bay)

REV	DATE	BY	DESCRIPTION	CHK	APD
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City Commissioner of Transportation

PROJECT

PICCADILLY TWO WAY SCHEME PART 2
HAYMARKET / LOWER REGENT ST & WATERLOO PLACE

TITLE

TRAFFIC MANAGEMENT ORDER
PROPOSED LAYOUT
SHEET 2 OF 6

SCALE @ A1	DATE	DESIGN/DRAWN	CAD CHECKED	CHECKED	APPROVED	SHT
NTS	06/09/2013	AR/JS	CDS	TB	AJ	A1

JOB No. 11677227

BRIEF/CDS No. BR 13707

DRAWING No. 11677227-03-TMO-PR-02

REV. -



Regent Street, Charles II Street and Waterloo Place. Schedule of Provision Proposed		
Restriction Type	Proposed Provision	Difference from Existing Situation
Bus Stand	59 (2 Stands)	+1.20m
Bus Stop Clearway	50.85 (1 Stops)	-11.30m (-1 stop)
Diplomatic Parking	8 bays	-5 bays
Disabled Parking	9 bays	-1 bay
Loading Bay	16m	+16m (+1 bay)
Motorcycle Bay	28.73m (1 bay)	-9.33m (2 bays)
Pay by Phone Parking	5 bays	+2 bays
Pay by Phone or Pay by Machine Parking	0 bays	-4 bays
Residents Parking	0 bays	-4 bays
Shared Use Parking	28 bays	-37 bays
Single Yellow Line	15m	-191.62m
Double Yellow Line	61.3m	-139.2m
Double Yellow Line Single Blip	0	-127.35m
Double Yellow Line Double Blip	502.08m	+455.05m
Cycle Stands	19 stands	+4 stands
Shared Use Loading Bay/Tour Bus Stand	15m	+15m (1 bay)

REV	DATE	BY	DESCRIPTION	CHK	APD
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PROJECT

PICCADILLY TWO WAY SCHEME PART 2

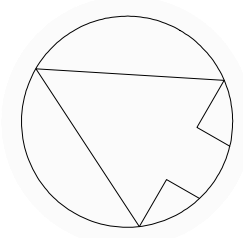
HAYMARKET / LOWER REGENT ST & WATERLOO PLACE

TITLE	<p>TRAFFIC MANAGEMENT ORDER</p> <p>PROPOSED LAYOUT</p> <p>SHEET 3 OF 6</p>
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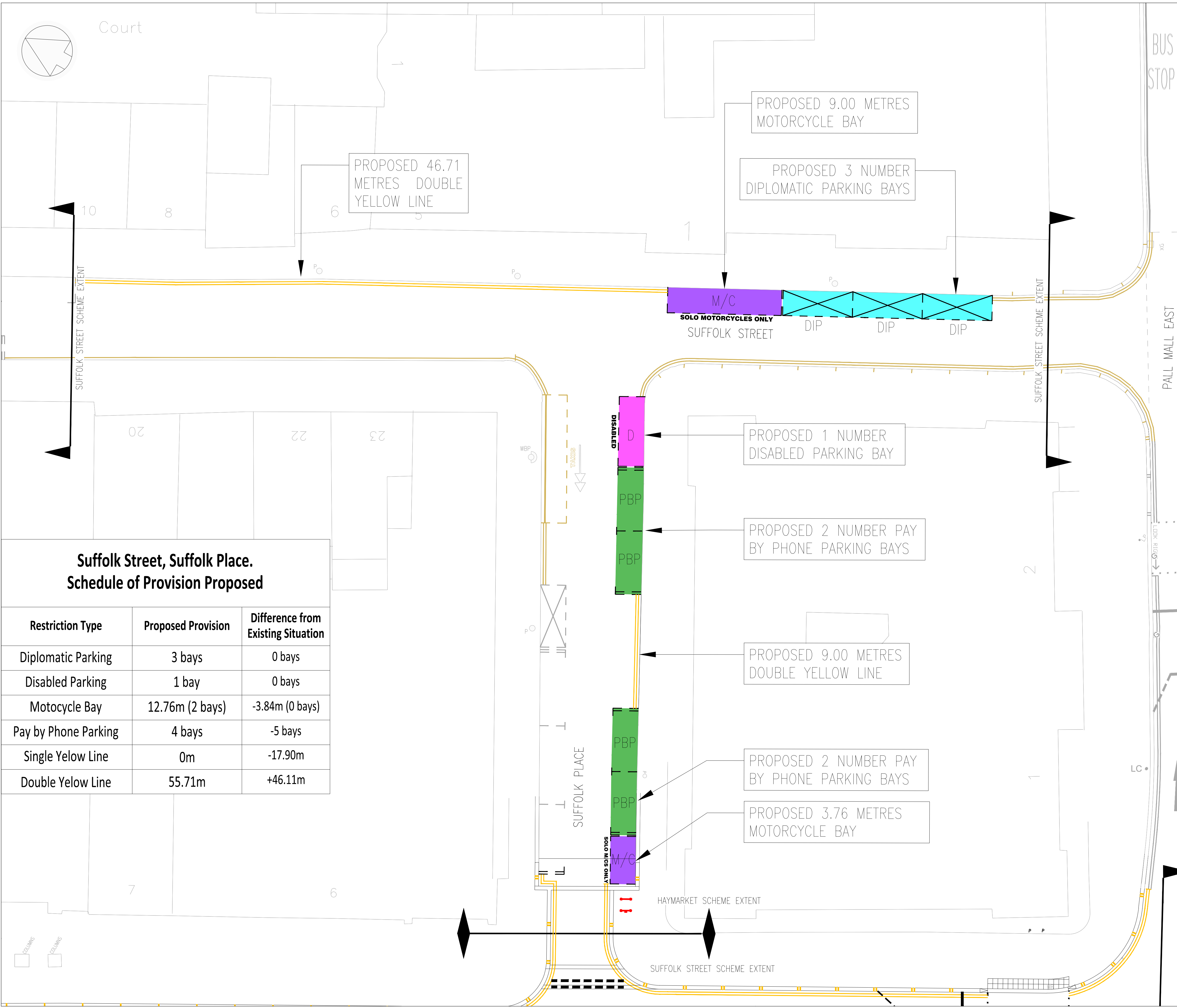
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JOB No.	11677227	BRIEF/DSB No.	BR 13707
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DRAWING No.	REV.
11677227-03-TMO-PR-03	-



Court



Suffolk Street, Suffolk Place. Schedule of Provision Proposed

Restriction Type	Proposed Provision	Difference from Existing Situation
Diplomatic Parking	3 bays	0 bays
Disabled Parking	1 bay	0 bays
Motocycle Bay	12.76m (2 bays)	-3.84m (0 bays)
Pay by Phone Parking	4 bays	-5 bays
Single Yelow Line	0m	-17.90m
Double Yelow Line	55.71m	+46.11m

KEY

	KERB LINE
	EXISTING WHITE LINE ROAD MARKING
	EXISTING YELLOW LINE ROAD MARKING
	PROPOSED WHITE LINE ROAD MARKING
	PROPOSED YELLOW LINE ROAD MARKING
	PROPOSED DIPLOMATIC PARKING BAY
	PROPOSED MOTORCYCLE BAY
	PROPOSED PAY BY PHONE PARKING BAY
	PROPOSED DISABLED PARKING BAY
	PROPOSED CYCLE STANDS

REV	DATE	BY	DESCRIPTION	CHK	APD
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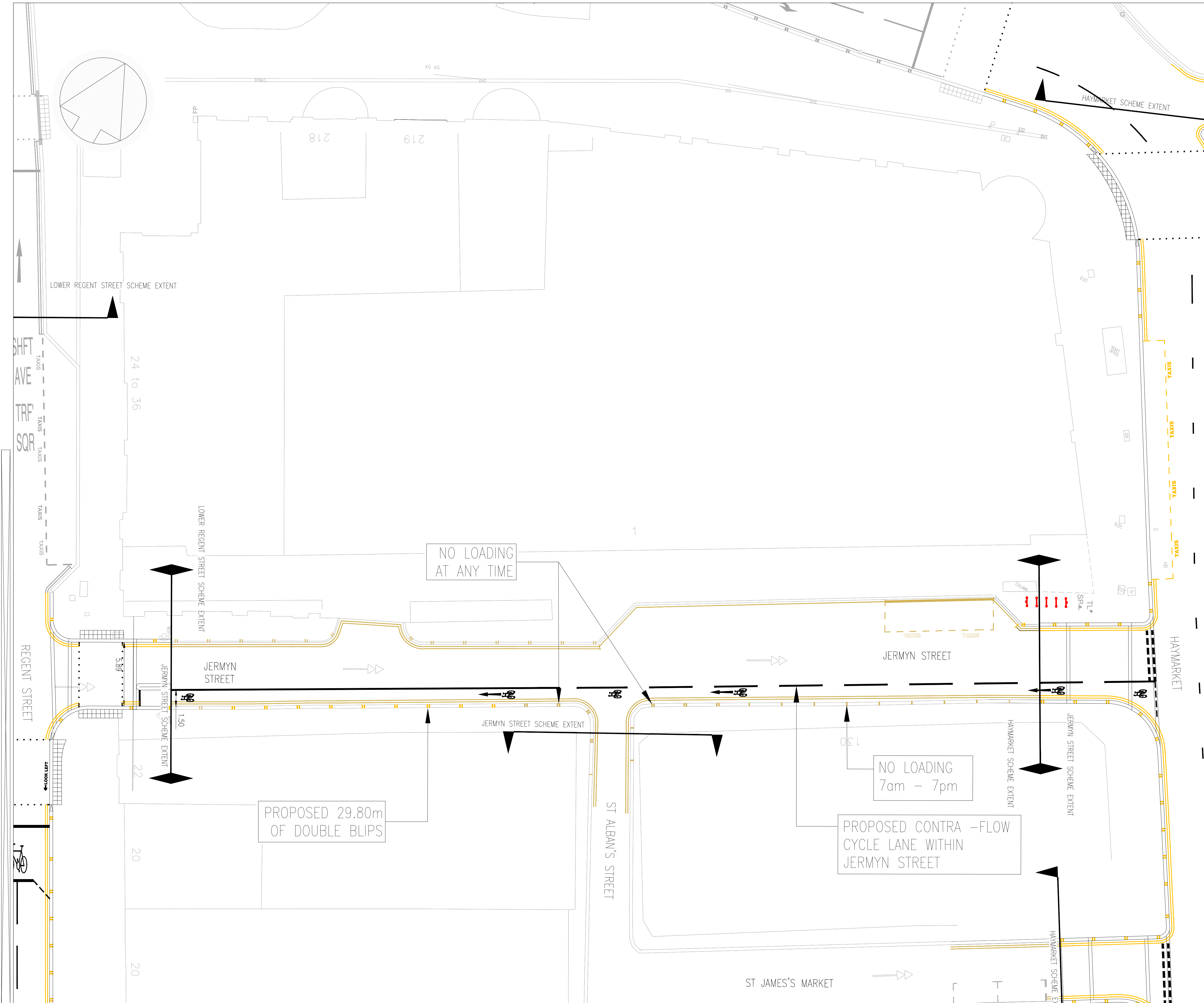
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City of Westminster
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City Commissioner of Transportation

PROJECT:	PICCADILLY TWO WAY SCHEME PART 2 HAYMARKET / LOWER REGENT ST & WATERLOO PLACE
TITLE:	TRAFFIC MANAGEMENT ORDER PROPOSED LAYOUT SHEET 4 OF 6

SCALE @ A3	DATE	DESIGN/DRAWN	CAD CHECKED	CHECKED	APPROVED	SHT
NTS	06/09/2013	AR	CDS	TB	AJ	A3
JOB No.	11677227	BRIEF/DSB No.	BR 13707			
DRAWING No.	11677227-03-TMO-PR-04	REV:	-			



KEY

EXISTING KERB LINE

EXISTING WHITE LINE ROAD MARKING

EXISTING YELLOW LINE ROAD MARKING

PROPOSED KERB LINE

PROPOSED YELLOW LINE ROAD MARKING

PROPOSED WHITE LINE ROAD MARKING

" "

PROPOSED NO WAITING /LOADING AT ANY TIME

— — —

PROPOSED CYCLE STANDS

→

EXISTING TRAFFIC DIRECTION

Jermyn Street

Schedule of Provision Proposed

Restriction Type	Proposed Provision	Difference from Existing Situation
Double yellow line double blips	29.80m	+ 29.80m


REV	DATE	BY	DESCRIPTION	CHK	APD

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West One

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City of Westminster

SAFE STREETS

City Commissioner of Transportation

PROJECT:

PICCADILLY TWO WAY SCHEME PART 2
HAYMARKET / LOWER REGENT ST & WATERLOO PLACE

TITLE:

TRAFFIC MANAGEMENT ORDER
PROPOSED LAYOUT
SHEET 5 OF 6

SCALE @ A3	DATE	DESIGN/DRAWN	CAD CHECKED	CHECKED	APPROVED	SHT
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JOB No.

11677227

BRIEF/DSB No.

BR 13707

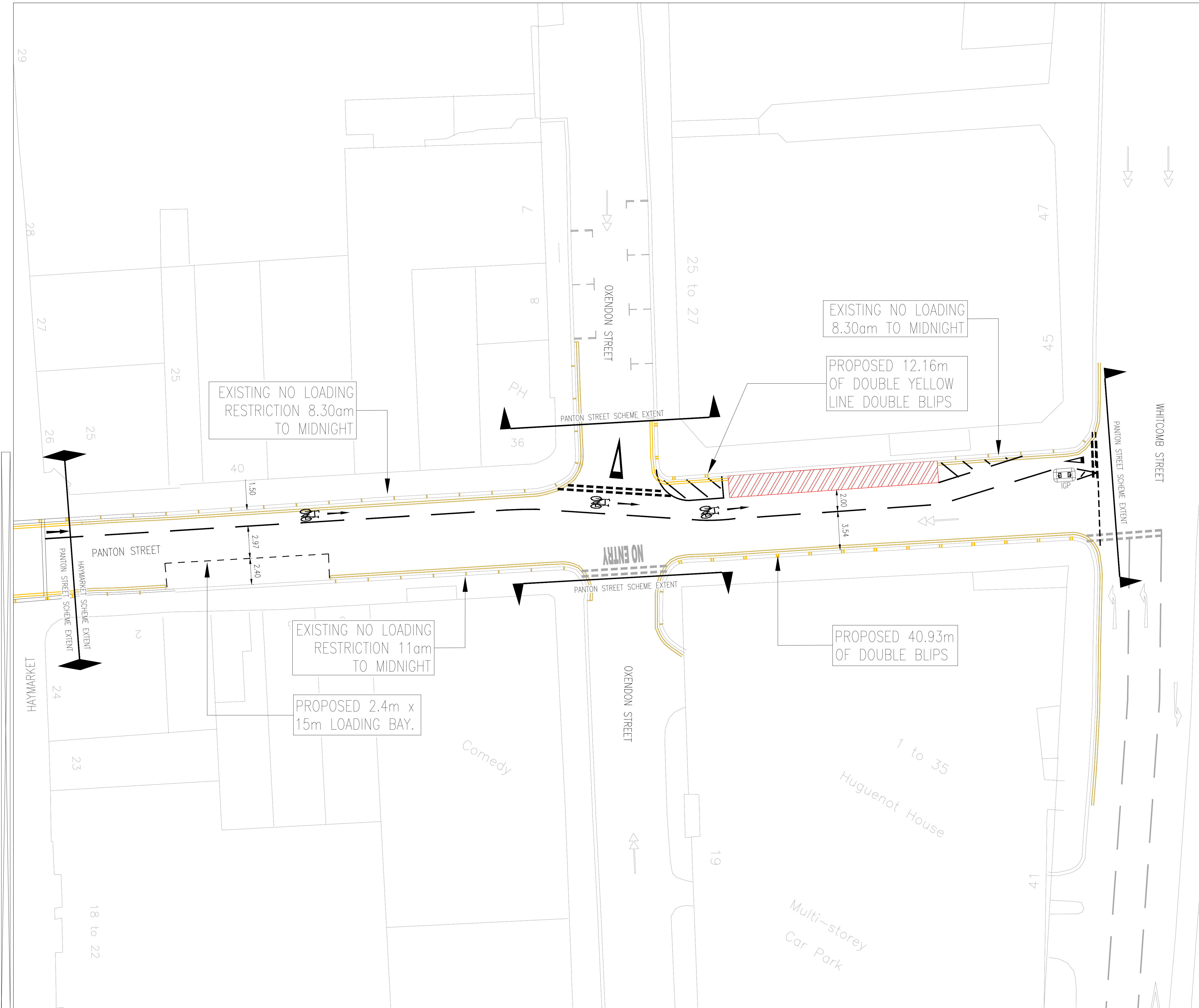
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KEY

EXISTING KERB LINE

EXISTING WHITE LINE ROAD MARKING

EXISTING YELLOW LINE ROAD MARKING

PROPOSED KERB LINE

PROPOSED YELLOW LINE ROAD MARKING

PROPOSED WHITE LINE ROAD MARKING

PROPOSED NO WAITING /LOADING AT ANY TIME

EXISTING CYCLE HIRE STATION

EXISTING TRAFFIC DIRECTION

Panton Street Schedule of Provision Proposed		
Restriction Type	Proposed Provision	Difference from Existing Situation
Double yellow line double blips	53.09m	+ 53.09m
Loading Bay	15m	0m

REV	DATE	BY	DESCRIPTION	CHK	APD
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West One

West One Infrastructure Services
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CLIENT:



City of Westminster
SAFE STREETS
City Commissioner of Transportation

PROJECT:	PICCADILLY TWO WAY SCHEME PART 2 HAYMARKET / LOWER REGENT ST & WATERLOO PLACE
TITLE:	TRAFFIC MANAGEMENT ORDER PROPOSED LAYOUT SHEET 6 OF 6

SCALE @ A3	DATE	DESIGN/DRAWN	CAD CHECKED	CHECKED	APPROVED	SHT
NTS	06/09/2013	CDS/JS	CDS	CDS	TB	A3
JOB No.	11677227	BRIEF/DSB No.	BR 13707			
DRAWING No:	11677227-03-TMO-PR-06	REV:	-			