

# Public notice

## Healthy school streets - Redhill Street additional measures

*The Camden (Parking Places) (CA-G) (Amendment No. \*) Traffic Order 202\**  
*The Camden (Waiting and Loading Restrictions) (Amendment 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 would be, in:-
  - (a) REDHILL STREET (north-west to south-east arm), to:
    - (i) introduce a 32 metres length of 'at any time' waiting restrictions on the south-west side, underlying an existing 'school keep clear' restriction outside Christ Church School, which is to be retained;
    - (ii) introduce new lengths of 'at any time' waiting restrictions on the south-west side at its junction with the southernmost north-east to south-west arm of Redhill Street, extending for a length of 9 metres north-west of and 12 metres south-east of this junction;
    - (iii) realigns existing 'at any time' waiting restrictions on both sides at its junction with Cumberland Market, so as to reflect changes to the kerb-line at that junction.

*NOTE: the existing 'no motor vehicles' restriction at its junction with Cumberland Market is to be retained, with the addition of carriageway surface markings to indicate that pedal cycles may pass through the restriction;*
  - (b) REDHILL STREET (southernmost north-east to south-west arm), to:
    - (i) reduce in length by 5 metres an existing paid-for parking place on the south-east side, so as to accommodate the introduction of a 9.5 metre length of 'at any time' waiting restrictions at its junction with the north-west to south-east arm of Redhill Street;
    - (ii) re-provide said paid-for parking capacity on the north-west side outside Nos. 1-3 Redhill Street, by converting a 5 metre length of 'single yellow line' waiting restrictions; and
    - (iii) introduce a 12.5 metre length of 'at any time' waiting restrictions on the north-west side at its junction with the north-west to south-east arm of Redhill Street.

3. FURTHER NOTICE IS HEREBY GIVEN that the Council propose to construct a speed table of flat-top construction, under sections 90A to 90E of the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999, having a maximum height level with the surrounding footway and covering the full width of the carriageway, at the following locations:-

REDHILL STREET (the north-west to south-east arm) – at the uncontrolled crossing point located outside Christ Church School, extending from a point 65 metres north-west of the north-western kerb-line build-out of Redhill Street (the southernmost north-east to south-west arm) north-westward for a distance of 5 metres, including both ramps; and

REDHILL STREET (the southernmost north-east to south-west arm) – forming a continuous footway at its junction with the north-west to south-east arm of Redhill Street, extending from the south-western kerb-line of Redhill Street (the north-west to south-east arm) south-westward for a distance of 4 metres, including both ramps.

4. Copies of the proposed Orders, of a 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](mailto:traffic.orders@camden.gov.uk) or inspected either: online at [camden.gov.uk/recently-advertised-proposals](https://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 'TMO2425-0026' 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 20 December 2024.

**Peter Mardell** – Head of Parking Operations

28 November 2024

# Statement of reasons

## Healthy school streets - Redhill Street additional measures

*The Camden (Parking Places) (CA-G) (Amendment No. \*) Traffic Order 202\**  
*The Camden (Waiting and Loading Restrictions) (Amendment No. \*) Traffic Order 202\**

These proposals for additional Healthy School Street (HSS) measures in Redhill Street, including footway buildouts, improved crossings and greening not only respond to feedback from children at Christ Church Primary School but also feedback received by some respondents to engagement during the initial school street trial in Redhill Street conducted in 2022-23.

These measures also fulfil key objectives in the Camden Transport Strategy, including policies and measures relating to the public realm, road safety improvements and green infrastructure as follows:-

- to transform our streets and places to enable an increase in walking and cycling; and
- to reduce and mitigate the impact of transport-based emissions and noise in Camden.

Additional greening on our streets also strongly aligns with key recommendations from the Citizens Assembly into the Climate Emergency in Camden, as set out on the Climate Action Plan.

The design proposed for the enhancement of the at-all-times restriction, which retains current enforcement mechanism of a droppable bollard, has been chosen based on a need to maintain emergency and refuse vehicle access. Infringement of this restriction due to repeated bollard removal was raised as an issue multiple residents during the trial period.

It is considered that the footway build-out and greening would improve the public realm and at this junction and signal pedestrian and cycle priority. This step-change away from the wide-open carriageway currently present at the junction, may help discourage infringement of the restriction.

Camden would continue to monitor any infringements at this junction, and if necessary, would introduce a permanent bollard or camera enforcement, subject to further engagement with statutory services.

For more information visit:-

<https://democracy.camden.gov.uk/documents/s116287/Report - Christ Church Primary Healthy School Street Permanent Proposals.pdf>

**LONDON BOROUGH OF CAMDEN**  
**TRAFFIC MANAGEMENT ORDER**

**202\* No. 0\*\***

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The Camden (Parking Places) (CA-G)  
(Amendment No. \*\*) Traffic Order 202\*

Made: \*\* \*\*\*\*\* 202\*

Coming into force: \*\* \*\*\*\*\* 202\*

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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 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, 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 (Parking Places) (CA-G) (Amendment No. \*\*) Traffic 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;
  - "enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and
  - "the Order of 2012" means the Camden (Parking Places) (CA-G) Traffic Order 2012<sup>2</sup>, as amended.
- (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 2012 shall have the same meaning as in that Order.

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<sup>1</sup> 1983 c.27

<sup>2</sup> LBC 2012/7

## **Revocation**

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, the designation by the Order of 2012 of the parking place numbered 9725 and set out in Schedule 2 therein is hereby revoked.

## **Designation of parking places and application of the Order of 2012 thereto**

4. (1) Each area on a highway comprising the length of carriageway of a street specified in columns (2) and (3) of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway and, unless otherwise so specified, having a width throughout of at least 1.8 metres, is designated as a parking place.  
  
(2) The provisions of the Order of 2012 (other than Articles 4 and 15) shall apply to each area designated as a parking place by this Order as if in those provisions any reference to a parking place shall include a reference to each area designated as a parking place by this Order and as if any reference to Schedule 2 to the Order of 2012 included a reference to the Schedule to this Order.

## **Placing of traffic signs, etc.**

5. 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 referred to in the Schedule to this Order;
  - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the controlled hours for the leaving only of the vehicles specified in Article 4.3 of the Order of 2012;
  - (c) place and maintain in or in the vicinity of each parking place referred to in the Schedule to this Order, a traffic sign indicating that such parking place may be used by vehicles making payment of the parking charge by way of an electronic payments system, and the location identification number of such parking place or part thereof; and
  - (d) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

**Dated this \*\* \*\*\*\*\* 202\***

**Peter Mardell**

**Head of Parking Operations**

## SCHEDULE – PAID-FOR PARKING PLACES

(1) Item number	(2) Street	(3) Length of highway	(4) Controlled hours	(5) Tariff (non-diesel-engined)	(6) Tariff (diesel-engined)	(7) Maximum stay
****	REDHILL STREET (southernmost north-east to south-west arm)	north-west side: from a point 18.5 metres south-west of the south-western kerb-line of Redhill Street (north-west to south-east arm) south-westward for a distance of 5 metres.	Monday – Friday 8.30 am - 6.30 pm	Electric vehicles - £4.83 per hour. Euro 6 compliant petrol vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £0.66, over 121g/km - £0.77.	Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £1.90, over 121g/km - £2.21.	2 hours
****	REDHILL STREET (southernmost north-east to south-west arm)	south-east side: from a point 9.5 metres south-west of the south-western kerb-line of Redhill Street (north-west to south-east arm) south-westward for a distance of 8 metres.	Monday – Friday 8.30 am - 6.30 pm	Electric vehicles - £4.83 per hour. Euro 6 compliant petrol vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £0.66, over 121g/km - £0.77.	Euro 6d/6d-TEMP compliant diesel vehicles: CO2 emissions up to 120g/km - £5.31 per hour, over 121g/km - £6.18 per hour. Air quality surcharge for non-compliant vehicles: CO2 emissions up to 120g/km - £1.90, over 121g/km - £2.21.	2 hours

## **EXPLANATORY NOTE**

(This Note is not part of the Order)

This Order, as part of the Council's 'Healthy School Streets' programme measures in the vicinity of Christ Church School, Redhill Street, reduces in length by 5 metres an existing paid-for parking place in the south-east side of Redhill Street (southernmost north-east to south-west arm) and re-provides paid-for parking capacity on the north-west side of that length street, by converting a 5 metre length of 'single yellow line' waiting restrictions, in the London Borough of Camden.



# LONDON BOROUGH OF CAMDEN

## TRAFFIC MANAGEMENT ORDER

202\* No. 0\*\*

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The Camden (Waiting and Loading Restrictions)  
(Amendment No. \*\*) Traffic Order 202\*

Made: \*\* \*\*\*\*\* 202\*

Coming into force: \*\* \*\*\*\*\* 202\*

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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 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>1</sup>, and of all other powers thereunto enabling, hereby make the following Order:

### Citation and commencement

1. This Order may be cited as the Camden (Waiting and Loading Restrictions) (Amendment No. \*\*) Traffic 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;
  - "enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme, or other instrument having effect by virtue of an enactment; and
  - "the Order of 2012" means the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012<sup>2</sup>, as amended.
- (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 2012 shall have the same meaning as in that Order.

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<sup>1</sup> 1984 c.27

<sup>2</sup> LBC 2012/1

### **Amendment of the Order of 2012**

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, the Order of 2012 shall have effect as though:-
  - (a) for the item numbered 791 and set out in Schedule 1 to that Order there were substituted the items similarly numbered and set out in the Schedule to this Order; and
  - (d) the item numbered 791 relating to Redhill Street in Schedule 1 to that Order, added by the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) (Amendment No. 170) Traffic Order 2024<sup>3</sup>, were omitted.

**Dated this \*\* \*\*\*\*\* 202\***

**Peter Mardell**

**Head of Parking Operations**

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<sup>3</sup> LBC 2024/2

## SCHEDULE – WAITING RESTRICTIONS

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
<b>791.</b>	<b>REDHILL STREET</b>	
	(a) the northernmost north-east to south-west arm, both sides, between the north-eastern kerb-line of Albany Street and a point 8.1 metres north-east of that kerb-line;	At any time
	(b) the southernmost north-east to south-west arm, the north-west side:	
	(i) between the north-eastern kerb-line of Albany Street and a point 10.5 metres north-east of that kerb-line;	At any time
	(ii) between the south-western kerb-line of Redhill Street (the north-west to south-east arm) and a point 12 metres south-west of that kerb-line;	At any time
	(c) the southernmost north-east to south-west arm, the south-east side:	
	(i) between the north-eastern kerb-line of Albany Street and a point 8.3 metres north-east of that kerb-line;	At any time
	(ii) between the south-western kerb-line of the north-west to south-east arm of Redhill Street and a point 9.5 metres south-west of that kerb-line;	At any time
	(d) the north-west to south-east arm, the north-east side:	
	(i) between the northern kerb-line build-out of Cumberland Market and a point 17.5 metres north-west of that kerb-line build-out;	At any time
	(ii) between a point 36.5 metres north-west of the south-easternmost wall of Bagshot House, Redhill Street north-westward for a distance of 4.4 metres;	At any time
	(e) the north-west to south-east arm, the south-west side:	
	(i) between the northern kerb-line build-out of Cumberland Market and the southern kerb-line of the vehicular access to Rothsay, No. 154 Albany Street;	At any time
	(ii) between a point 12 metres south-east of the south-eastern kerb-line of Redhill Street (the southernmost north-east to south-west arm) and a point 9 metres north-west of the north-western kerb-line of Redhill Street (the southernmost north-east to south-west arm);	At any time

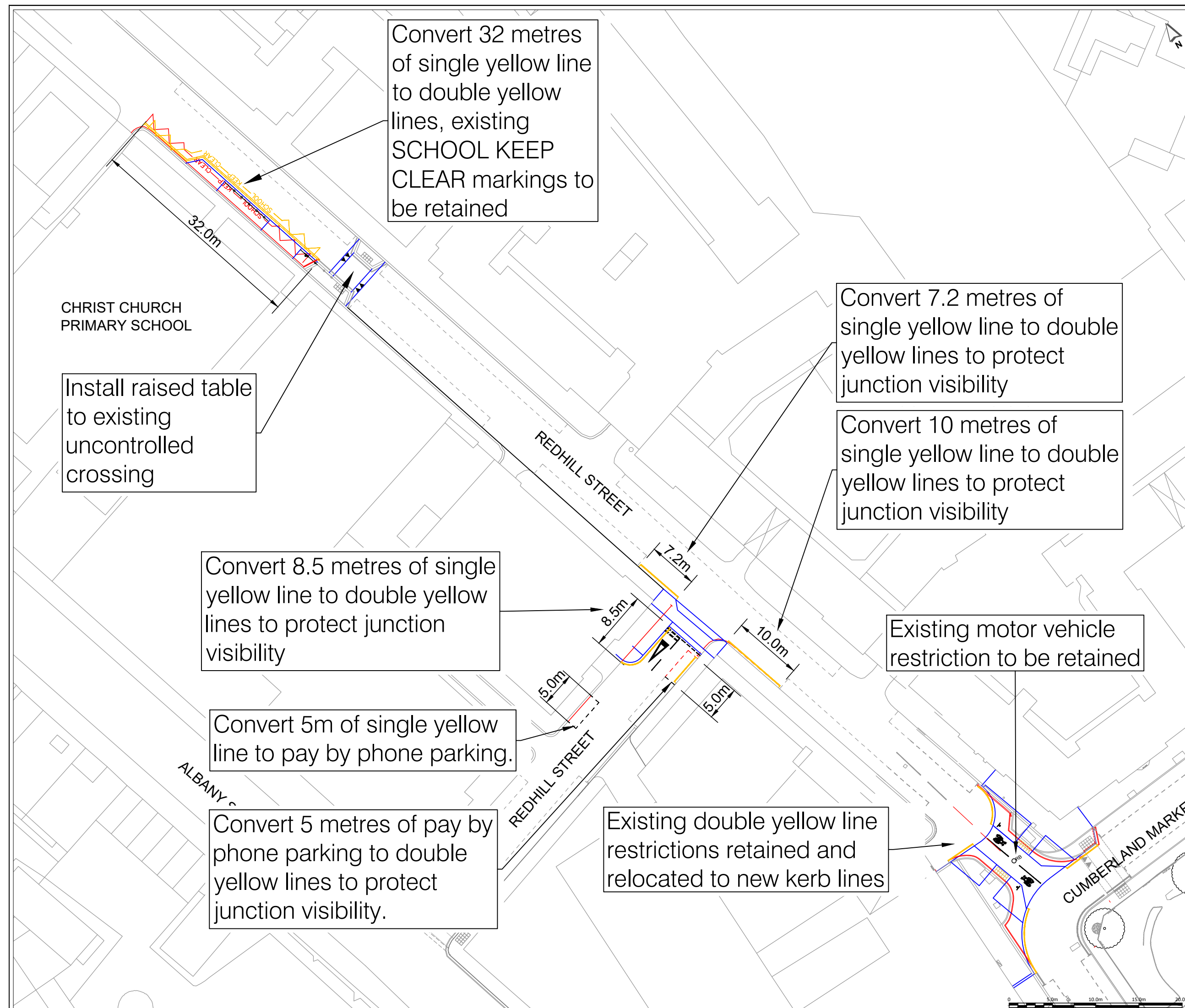
## SCHEDULE (continued)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
	(iii) between a point 65 metres north-west of the north-western kerb-line build-out of Redhill Street (the southernmost north-east to south-west arm) and a point 22 metres south-east of the south-eastern kerb-line of Redhill Street (the northernmost north-east to south-west arm);	At any time
	(f) so much else as is public highway.	Monday – Friday 8.30 am – 6.30 pm

## **EXPLANATORY NOTE**

(This Note is not part of the Order)

This Order, as part of the Council's 'Healthy School Streets' programme measures in the vicinity of Christ Church School, Redhill Street, provides new lengths of 'at any time' waiting restrictions at the junction of the north-west to south-east and southernmost north-east to south-west arms of Redhill Street, and in the north-west to south-east arm of Redhill Street underlying an existing length of 'school keep clear' restrictions outside Christ Church School and realigns existing 'at any time' waiting restrictions at its junction with Cumberland Market, so as to reflect changes to the kerb-line at that junction, in the London of Camden.



Convert 32 metres of single yellow line to double yellow lines, existing SCHOOL KEEP CLEAR markings to be retained

Install raised table to existing uncontrolled crossing

Convert 7.2 metres of single yellow line to double yellow lines to protect junction visibility

Convert 10 metres of single yellow line to double yellow lines to protect junction visibility

Convert 8.5 metres of single yellow line to double yellow lines to protect junction visibility

Existing motor vehicle restriction to be retained

Convert 5m of single yellow line to pay by phone parking.

Convert 5 metres of pay by phone parking to double yellow lines to protect junction visibility.

Existing double yellow line restrictions retained and relocated to new kerb lines

- NOTES:
- Do not scale from this drawing.
- PROPOSED WHITE ROAD MARKING
  - PROPOSED YELLOW ROAD MARKINGS
  - EXISTING ROAD MARKING TO BE RETAINED
  - EXISTING ROAD MARKING TO BE REMOVED
  - PROPOSED KERB

02	MINOR CHANGES	RCL	JULY 2024
01	MINOR CHANGES	RCL	JUNE 2024
00	INITIAL ISSUE	RCL	JUNE 2024
REV	DESCRIPTION	DES	DATE

STATUS:  
**FOR CONSULTATION**



PROJECT:  
**CUMBERLAND MARKET IMPROVEMENTS**

DRAWING TITLE:  
**REDHILL STREET TMO PROPOSALS**

DRAWING NO: <b>202207003-9999-30</b>			
PROJECT NO 202207003	SCALE @ A3 1:500	REVISION 02	
DESIGNED RCL	CHECKED RCL	APPROVED RCL	DATE JUNE 2024