

The Camden (Redhill Street) Experimental Traffic Order 2022

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned order on 15 August 2022 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 25 August 2022. The general nature and effect of the order is set out below:

REDHILL STREET / CUMBERLAND MARKET:

Motor vehicles are prohibited from proceeding from Redhill Street into Cumberland Market, and from Cumberland Market into Redhill Street. The restrictions will apply at all times.

REDHILL STREET:

Motor vehicles are prohibited from entering Redhill Street at both its junctions with Albany Street (northern junction adjacent to Gardner House, southern junction adjacent to St. George's Antiochian Orthodox Cathedral) on Mondays to Fridays between 8 and 9.15 am and between 2.45 and 4pm during Christ Church C of E Primary School term times. Exemptions to these timed restrictions will apply in respect of vehicles registered to properties in Redhill Street or properties accessible only via Redhill Street, to disabled badge holders living in Redhill Street or properties accessible only from Redhill Street and any other vehicles which may otherwise be authorised by the council.

NASH STREET:

Motor vehicles are prohibited from entering Nash Street at its junctions with Robert Street and Albany Street except for the purposes of accessing properties in Nash Street or off-street premises accessible only via Nash Street. A 24-hour prohibition on waiting by vehicles will apply from the junction with Robert Street northwards for a distance of approximately 10 metres.

ROBERT STREET / ALBANY STREET:

24-hour waiting restrictions, including for the purposes of loading or unloading will apply in Robert Street between the junction with Albany Street and Nash Street and on the east side of Albany Street approximately 10 metres either side of the junction with Robert Street.

The Council will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely. Within a period of six months beginning with the date on which the experimental order came into force or, if the order is varied by other orders or modified pursuant to section 10 (2) of the Road Traffic Regulation Act 1984, beginning with the day on which the variation or modification or the latest variation or modification came into force, any person may object to the making of an order for the purpose of such indefinite continuation. Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to safetravel@camden.gov.uk or by post to FREEPOST LBC Transport Strategy. Copies of the order and other documents related to these schemes may be inspected at camden.gov.uk/recently-advertised-proposals or by contacting traffic.orders@camden.gov.uk or may be inspected in person by appointment only at 5 Pancras Square, London, N1C 4AG, between the hours of 9am and 5pm on Mondays to Fridays excluding bank and public holidays (please contact traffic.orders@camden.gov.uk or 020-7974 4788 or 020-7974 5800 to arrange an appointment).

Peter Mardell
Head of Parking Operations
18 August 2022

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STATEMENT OF REASONS

Background

The accompanying decision report seeks approval from the Director of Environment and Sustainability to implement the following schemes:

1. A trial 'Healthy School Street' (HSS) outside Christ Church Primary School on Redhill Street would be implemented for up to 18 months under an Experimental Traffic Order (ETO); and
2. Permanent road safety and pedestrian improvements on Cumberland Market, under a Traffic Management Order (TMO).

This follows on from a joint public consultation on these proposals, which took place between 16 February 2022 and 9 March 2022. This statement of reasons, and the main decision report, set out the reasons the schemes have been proposed and consulted upon.

These schemes are part of the Council's wider strategy to enable safe travel in Camden. The schemes are designed to improve road safety and air quality around the school and in this residential area, as well as reducing traffic and prioritising pedestrians and other vulnerable road users. The proposed schemes meet the objectives of Our Camden Plan by creating clean, vibrant, and sustainable places making it easier for people to travel on foot and by bike.

Following the consultation, some amendments to the scheme have been proposed in the final designs, including a reduction in the number of parking bays proposed to be removed, and some new measures on Nash Street to help ensure this narrow street does not suffer from rat-running impacts.

Following the public consultation, it is proposed to put introduce the Cumberland Market elements of the scheme permanently under a TMO, and an ETO to trial the HSS elements of the scheme on Redhill Street.

At this stage the HSS measures concerning Redhill Street are being progressed.

Statement of Reasons

The reasons for introducing both the permanent and trial elements of the scheme are set out in detail within the decision report. In summary the key reasons are:

- To contribute to delivering the objectives of the Clean Air Action Plan, the Climate Action Plan and recommendation 9 of Camden's Citizen Assembly on the Climate Crisis, to trial more car free days and zones;

- To contribute towards the delivery of Objectives 1, 2, 5 and 6 (in particular) in the Camden Transport Strategy (CTS) and the implementation of Policies 1, 2 and 3 in the Mayor's Transport Strategy 2018. The Mayor's borough-specific target for the Council is that by 2041 the transport mode shares for Camden residents will be 93% of travel on foot, by cycle or public transport and only 7% by car, motorcycle, taxi or other. The 93% mode share represents a substantial increase on the baseline of 85% (3-year average for 2014/15 to 2016/17); and
- To deliver a safer and healthier environment for residents and users of these streets, such as cyclists and pedestrians, and the children of Christ Church Primary School.

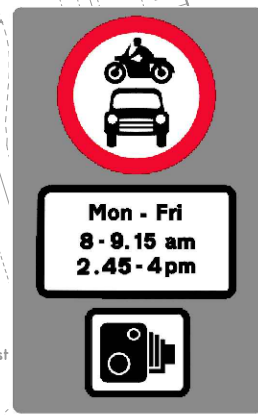
It is acknowledged that, as described in Section 6 of the main decision report and **Appendix B**, the majority of consultation respondents objected to the proposed scheme. The public consultation process – both overall views and the detailed comments provided by respondents - is an important component helping to inform the Council's decision-making process. However, it is not the only consideration. Officers are recommending implementation of the scheme due to:

- Recognising that whilst there was not majority support, a significant level of the negative feedback was received from car owners. When considering the feedback from non-car users, although this was a lower response rate, the feedback was in favour of the scheme;
- Car ownership across the borough, and at a ward level, is low and therefore the respondents to the consultation disproportionately reflect the views of a minority of car owners;
- The potential contribution towards relevant policy aims as outlined above;
- The mitigations in respect of some of the concerns raised by respondents to the consultation, who did not support the scheme, as set out in Section 2 of the main decision report; and
- That the Healthy School Street elements of the scheme are a trial and, therefore, an opportunity to test the proposals in practice and potentially further address, during the trial period, outstanding concerns/issues.

These schemes are designed to make walking and cycling a more attractive and safer choice, encouraging modal shift towards active modes of travel (where possible), and de-prioritising motor vehicles.

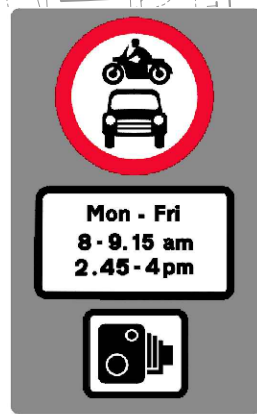


EXISTING LIGHTING COLUMN FOR TRAFFIC ENFORCEMENT CAMERA MONITORING.



PROPOSED HEALTHY SCHOOL STREET FOLDING SIGNS TO BE PLACED ON NEW 4m SIGNAGE POLES

TRAFFIC ENFORCEMENT CAMERA MONITORING WITH NEW 6m POLE.



PROPOSED HEALTHY SCHOOL STREET FOLDING SIGNS TO BE PLACED ON NEW 4m SIGNAGE POLES

DOUBLE YELLOW LINES TO BE INTRODUCED AT JUNCTION AS PER BOROUGH POLICY

EXISTING PUPIL ENTRANCE

HEALTHY SCHOOL STREET RESTRICTED AREA



NO THROUGH ROAD SIGNS TO BE INSTALLED ON NEW 3m SIGNAGE POLES



PLANTERS AND DROPPABLE BOLLARD TO BE INTRODUCED IN CARRIAGEWAY TO PREVENT THROUGH ACCESS BETWEEN REDHILL ST AND CUMBERLAND MARKET. NO MOTOR VEHICLE SIGNS TO BE INSTALLED IN PLANTERS ON SIGNAGE POLES



NO THROUGH ROAD SIGNS TO BE INSTALLED ON NEW 3m SIGNAGE POLES

CHRIST CHURCH PRIMARY SCHOOL

ALBANY STREET

REDHILL STREET

AUGUSTUS STREET

STANHOPE STREET

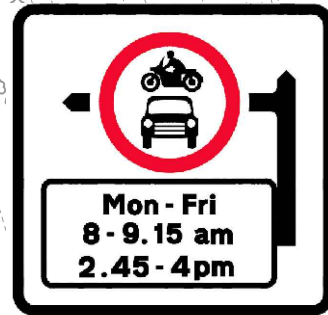
St Georges Cathedral

Ascot House

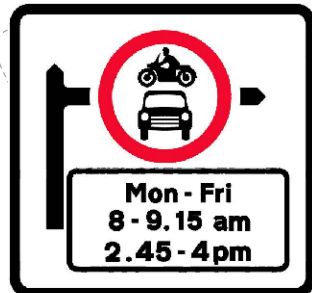
Community Hall

Datchet House

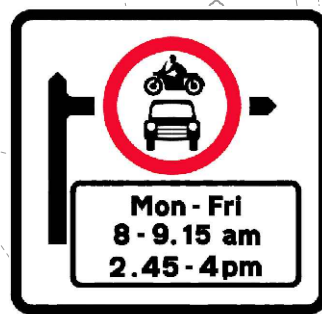
Mackworth



ADVANCED WARNING SIGN TO BE PLACED ON EXISTING LIGHTING COLUMN. SUBJECT TO TESTING



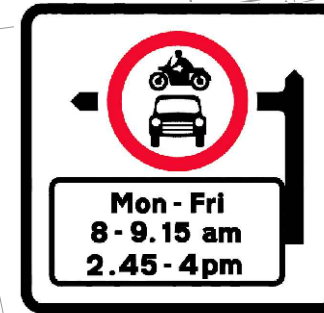
ADVANCED WARNING SIGN TO BE PLACED ON NEW 3m SIGNAGE POLE



ADVANCED WARNING SIGN TO BE PLACED ON NEW 3m SIGNAGE POLE

No access to Robert St via Redhill St for motor vehicles

ADVANCED WARNING SIGN TO BE PLACED ON NEW 3m SIGNAGE POLE



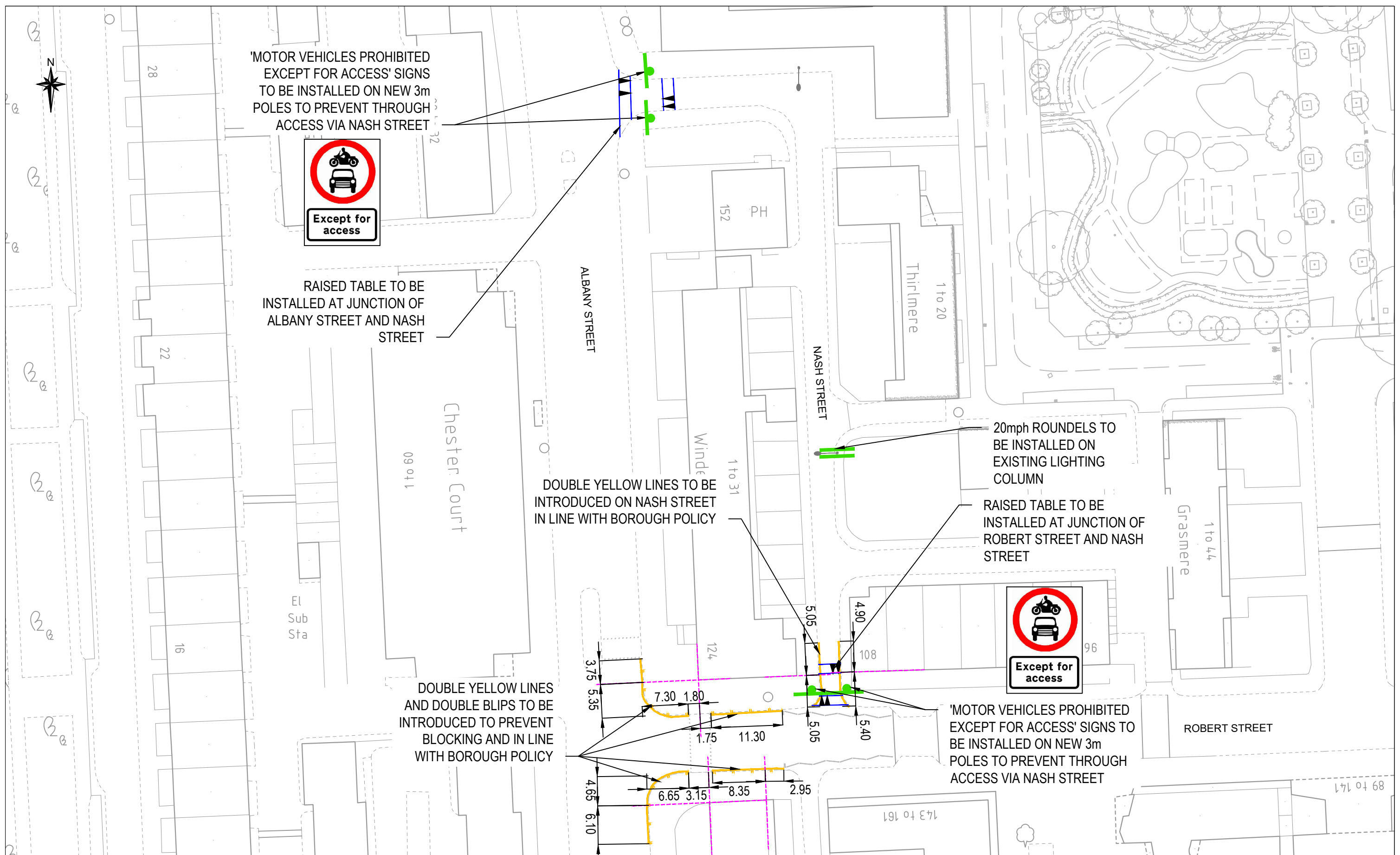
ADVANCED WARNING SIGN TO BE PLACED ON NEW 3m SIGNAGE POLE

INSET 1: ADVANCED SIGNAGE ON ROBERT STREET

No access to Albany St via Redhill St for motor vehicles

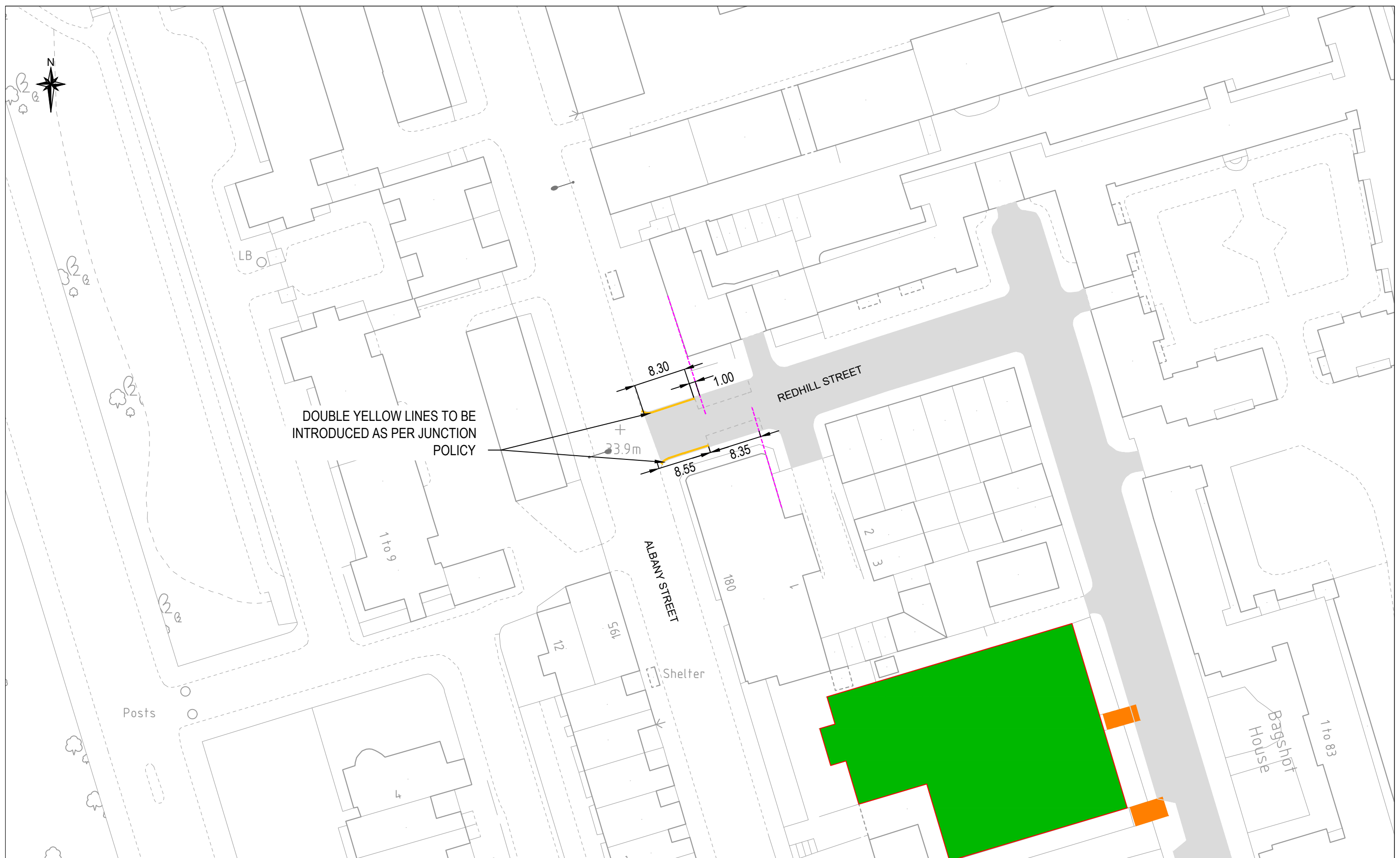
ADVANCED WARNING SIGN TO BE PLACED ON NEW 3m SIGNAGE POLE

Table with columns: Rev, By, Date, Amendments



Rev	By	Date	Amendments

Scale NTS @ A3	Date JULY 22
Drawn By DS	File Ref
Checked By AC	Dwg Name
Drawing Location	
Drawing Number	



Key

- Existing lighting column
- Existing Pupil Entrance
- Existing Signage Pole
- Proposed Signage Pole
- Proposed Signage
- Proposed Timed Road Closure Area
- Proposed Waiting Restriction

Rev	By	Date	Amendments

Scale NTS @ A3	Date JULY 22
Drawn By DS	File Ref
Checked By AC	Dwg Name
Drawing Location	
Drawing Number	Rev. A

The Camden (Redhill Street) Experimental Traffic Order 2022

2022 No. 115

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2022 No. 115

The Camden (Redhill Street) Experimental Traffic Order 2022

Made on 15 August 2022

Coming into force on 25 August 2022

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 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on 25 August 2022 and may be cited as the Camden (Redhill Street) Experimental Traffic Order 2022.

2. Interpretation

- 2.1 In this order the following terms have the meanings respectively ascribed to them;

“**disabled persons badge**” has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 [S. I. 2000 No. 682];

“**electric scooter**” has the same meaning ascribed to it by schedule 1 to the Traffic Signs Regulations and General Directions as amended by the Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 [S.I. 2020 No. 663];

“**school term times**” means the term dates of the academic year as published by Christ Church C of E Primary School, Redhill Street, NW1 4BF, or, if that school makes no such publication of the term dates, the London Borough of Camden in its capacity as the Local Education Authority.

- 2.2 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. Restrictions

- 3.1 No person shall cause any motor vehicle to enter Redhill Street at either of its junctions with Albany Street between 8 and 9.15am and between 2.45 and 4pm on Mondays to Fridays during school term times.

- 3.2 No person shall cause any motor vehicle to enter Redhill Street at its junction with Cumberland Market.
- 3.3 No person shall cause any motor vehicle to enter Cumberland Market at its junction with Redhill Street.
- 3.4 No person shall cause any motor vehicle to enter Nash Street.

4. Exemptions

- 4.1 Nothing in Article 3.1 shall apply in respect of;
 - 4.1.1 any motor vehicle registered to a property in Redhill Street or any property which can only be accessed by motor vehicle from Redhill Street;
 - 4.1.2 any motor vehicle being used to transport a person residing at a property in Redhill Street, or any property which can only be accessed by motor vehicle from Redhill Street and to whom a valid disabled persons' badge has been issued;
- 4.2 Nothing in Article 3.4 shall apply in respect of any motor vehicle being caused to enter Nash Street for the purposes of accessing properties in that street or properties which can only be accessed by motor vehicle from Nash Street.
- 4.3 Without prejudice to the foregoing articles, nothing in Articles 3.1, 3.2, 3.3 and 3.4 shall apply in respect of;
 - 4.3.1 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
 - 4.3.2 a vehicle being used by the police, fire brigade or ambulance services;
 - 4.3.3 a vehicle being used by or on behalf of the council in the pursuance of statutory duties;
 - 4.3.4 any vehicle being used in connection with the maintenance of street furniture, highways maintenance, by or on behalf of the council, or in connection with the laying, repair or maintenance of any utility apparatus situated in or under the street providing that in all the circumstances such work cannot be satisfactorily carried out without the vehicle being caused to enter those streets;
 - 4.3.5 a vehicle being used in connection with the removal of an obstruction to traffic;
 - 4.3.6 an electric scooter;
 - 4.3.7 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984;
 - 4.3.8 any other vehicle which may otherwise be authorised by the council.

5. Designation of Waiting Restrictions

- 5.1 The Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [L.B.C. 2012 No. 1] shall have effect as though;
- 5.1.1 there was substituted for the items set out in relation to the similarly named streets in schedule 1 to that order, the items set out in table 1 of the schedule to this order;
- 5.1.2 there was included, or substituted for items set out in relation to similarly named streets, in schedule 2 to that order, the items set out in table 2 of the schedule to this order.

6. Power to modify or suspend this order

- 6.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 15 August 2022



Peter Mardell
Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO THE SIMILARLY NAMED STREETS IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
17	ALBANY STREET	
(a)	east and north-east side:	
(i)	between its junction with Gloucester Gate and the southern kerb line of the southern arm of Park Village West	F
(ii)	between the southern kerb line of the southern arm of Park Village West and a point 10 metres south of the southern kerb line of the northern arm of Redhill Street	A
(iii)	between a point 10 meters south of the southern kerb line of the northern arm of Redhill Street to a point 10 metres north of the northern kerb line of the southern arm of Redhill Street	B
(iv)	between a point 10 metres north of the northern kerb line of the southern arm of Redhill Street to a point 10 metres south of the southern kerb line of the southern arm of Redhill Street	A
(v)	between a point 10 meters south of the southern kerb line of the southern arm of Redhill Street and a point 9.1 metres north of the northern kerb line of Robert Street	B
(vi)	between a point 9.1 metres north of the northern kerb line of Robert Street and a point 10.75 metres south of the southern kerb line of Robert Street	A
(vii)	between a point 10.75 metres south of the southern kerb line of Robert Street and a point 10 metres north of the northern kerb line of Longford Street	B
(viii)	between a point 10 metres north of the northern kerb line of Longford Street to a point 10 metres south of the southern kerb line of Longford Street	A
(ix)	between a point 10 metres south of the southern kerb line of Longford Street and a point [^RR^] opposite the party wall of nos. 1 to 9 and no. 11 Albany Street	B
(b)	west and south-west side:	

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
(i)	between its junction with Gloucester Gate and the northern kerb line of Gloucester Gate Mews	F
(ii)	between the northern kerb line of Gloucester Gate Mews and a point 38.5 metres north of the northern boundary wall of no. 87 Albany Street	B
(iii)	between a point 14.5 metres north of the northern boundary wall of no. 87 Albany Street, northwards for a distance of 24.0 metres	A
(iv)	between a point 14.5 metres north of the northern boundary wall of no. 87 Albany Street to a point [^rr^] opposite the party wall of nos. 1 to 9 and no. 11 Albany Street	B
672	NASH STREET	
(a)	west and south side:	
(i)	from the northern kerb line of Robert Street, northwards for a distance of 10.1 metres	A
(ii)	from the north-eastern kerb line of Albany Street, eastwards for a distance of 10 metres	A
(b)	east and north side:	
(i)	from the northern kerb line of Robert Street, 10.3 metres	A
(ii)	from the north-eastern kerb line of Albany Street, eastwards for a distance of 10 metres	A
(c)	both sides: so much else of Nash Street that is public highway and which does not fall within those lengths specified above	B
790	REDHILL STREET	

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
(a)	northern north-east to south-west arm: both sides: from the north-eastern kerb line of Albany Street, north-eastwards for a distance of 8.1 metres	A
(b)	southern north-east to south-west arm:	A
(i)	north-west side: from the north-eastern kerb line of Albany Street, north-eastwards for a distance of 10.5 metres	A
(ii)	south-east side: from the north-eastern kerb line of Albany Street, north-eastwards for a distance of 8.3 metres	A
(c)	north-west to south-east arm:	
(i)	south-west side: from a point 22.4 metres south-east of the south-eastern kerb line of the northern north-east to south-west arm of Redhill Street, south-eastwards for a distance of 60.5 metres	A
(ii)	north-east side: from a point 8.4 metres north-west of the northern kerb line of Cumberland Market, north-westwards for a distance of 8.5 metres	A
(iii)	north-east side: from a point 128.5 metres north-west of the northern kerb line of Cumberland Market, north-westwards for a distance of 4.4 metres	A
(d)	so much else of Redhill Street that is public highway and which does not fall within those lengths specified above	B
807	ROBERT STREET	
(a)	north side:	
(i)	from a point 10 metres east of the eastern kerb line of Stanhope Street to a point 10 metres west of the western kerb line of Stanhope Street	A
(ii)	from the eastern kerb line of Albany Street to the western kerb line of Nash Street	A
(b)	south side:	

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
(i)	from a point 10 metres east of the eastern kerb line of Stanhope Street to a point 11 metres west of the western kerb line of Stanhope Street	A
(ii)	from the eastern kerb line of Albany Street to the western kerb line of the access road leading to the rear of Troutbeck	A
(c)	so much else of Robert Street that is public highway and which does not fall within those lengths specified above	B

TABLE 2 – ITEMS INCLUDED, OR SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO SIMILARLY NAMED STREETS, IN SCHEDULE 2 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
4	ALBANY STREET	
(a)	west side: between its junction with Gloucester Gate and the northern kerb line of Gloucester Gate Mews	7
(b)	east side:	
(i)	between a point 9.1 metres north of the northern kerb line of Robert Street and a point 10.75 metres south of the southern kerb line of Robert Street	1
(ii)	from a point 10 metres north of the northern kerb line of Longford Street to a point 10 metres south of the southern kerb line of Albany Street	1
	ROBERT STREET	
(a)	north side: from the eastern kerb line of Albany Street to the western kerb line of Nash Street	1

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS (see Schedule 3)
(b)	south side: from the eastern kerb line of Albany Street to the western kerb line of the access road leading to the rear of Troutbeck	1