

Public Notice

Red Lion Street Liveable Neighbourhood STARter Project – on-street changes

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

*The Camden (Prescribed Routes) (Red Lion Street area) (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 section 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 nature and effect of the Orders would be:-
 - (a) in RED LION STREET:
 - (i) to extend the length of street on which the existing 'no motor vehicles' restriction applies so that it includes that length between No. 24 Red Lion Street and the northern kerb-line of Eagle Street;
 - (ii) on the west side, to alter the hours during which waiting and loading restrictions apply so that they apply 'at any time': (A) for 8.8 metres northward from High Holborn; (B) for 50.8 metres northward from Eagle Street; and (C) for 8.6 metres northward from the northern wall of No. 71 Red Lion Street;
 - (iii) on the east side:
 - (A) to alter the hours during which waiting and loading restrictions apply so that they apply 'at any time' for 4.9 metres northward from High Holborn;
 - (B) opposite and north of No. 51 Red Lion Street, to remove 3 metres of paid-for parking and replace it with single yellow line 'controlled hours' waiting restrictions on which the Council intend to provide a cycle hangar;
 - (C) between Sandland Street and No. 24 Red Lion Street, to remove a combination of paid-for parking (18 metres), a loading place (14 metres) and 1 metre of single yellow line waiting restrictions and provide 'at any time' waiting and loading restrictions; and
 - (D) between Sandland Street and High Holborn, to remove the disabled persons parking place opposite No. 71 Red Lion Street (6 metres), the single yellow line opposite Nos. 68 to 70 Red Lion Street (9.7 metres) and the two existing paid-for parking places (6 metres and 18 metres) and provide a disabled persons parking place operating 'at any time' opposite No. 67 Red Lion Street (10.6 metres), extend the dockless bike hire bay northward by 6 metres opposite Nos 72 to 75 Red Lion

Street and provide 22.7 metres of 'at any time' waiting and loading restrictions opposite Nos. 68 to 71 Red Lion Street; and

(b) in SANDLAND STREET:

- (i) on the north side, to remove 9 metres of paid-for parking space outside The Old Nick public house and provide 'at any time' waiting restrictions for 22 metres west of the eastern wall of The Old Nick (note: the kerbs are to be re-aligned in this location and waiting restrictions would extend north of the northern kerb-line of Sandland Street towards Three Cups Yard, for 10.1 metres on the east side and 5 metres on the west side); and
 - (ii) on the south side, to remove the paid-for parking place (17.9 metres) east of Red Lion Street and replace it with a loading bay operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and between 8.30am and 1.30pm on Saturdays.
3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under sections 90A-F of the Highways Act 1980 and in accordance with the Highways (Road Humps) Regulations 1999, propose to construct a flat-topped speed table, comprising the full width of the carriageway and of a height level with the surrounding kerb in RED LION STREET, having a length of 5.5 metres (including the ramps) with its centre line 32.2 metres south of the southern kerb-line of Sandland Street.
4. FURTHER NOTICE IS HEREBY GIVEN as a courtesy measure that the Council under section 63 of the Road Traffic Regulation Act, intend to provide cycle parking stands on the footway either side of the carriageway, outside and opposite Nos. 21 to 23 RED LION STREET.
5. Copies of the proposed Orders, plans indicating the proposals, and other related 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 '**TMO2526-0005**' 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 04 July 2025.

Peter Mardell – Head of Parking Operations

12 June 2025

Statement of reasons

Red Lion Street Liveable Neighbourhood STARter Project – on-street changes

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

*The Camden (Prescribed Routes) (Red Lion Street area) (No. *) Traffic Order 202**

The reasons for proposing to introduce the permanent Holborn Liveable Neighbourhoods STARter Project changes to the Red Lion Street area are set out in detail within the decision report. In summary the reasons are to:

- Encourage improved health and wellbeing through enabling more people, particularly the young, older and other groups less likely to cycle, to travel actively (e.g. walking or cycling) in the area, by making it safer and easier to do so.
- Address the Camden Transport Strategy Delivery Plan, which identified the Red Lion Street area as a very high priority in terms of addressing road safety.
- Help reduce traffic dominance in the area, thereby over time reducing pollution and congestion.
- Deliver public realm measures including new tree planting, making the area a more pleasant place to meet, stop, rest, and shop by planting new plants and trees and reducing street clutter.
- Respond to the overall positive consultation response on the scheme proposals.
- Deliver the recommendation made by the Citizens' Assembly on the Climate Crisis to promote and trial car free zones and days, installing more segregated cycle lanes and planting trees and retaining public spaces and accompanying actions within the Climate Action Plan.
- Contribute to delivering key London-wide and Borough-wide strategies, such as the Mayor's Transport Strategy, Camden's Transport Strategy (and supporting daughter documents including the Cycling Action Plan and Walking & Accessibility Plan), the Clean Air Action Plan and the Climate Action Plan.

The Red Lion Street HLN STARter Project proposals are suggested based on the alignment with Council and Mayoral policy, the overall positive response to the public consultation, the monitoring data and other feedback received as part of engagement conducted during the development of the scheme, and in consideration of relevant policies.

The scheme is designed to deliver a safer and healthier environment for local residents and businesses alongside other users of the street such as pedestrians and cyclists.

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.

“map schedule legend” means the map schedule legend attached to the Order of 2025 which, when used in conjunction with a map tile, identifies

¹ 1984 c.27

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.
- (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,

² LBC 2025/**

³ SI 2016/362

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

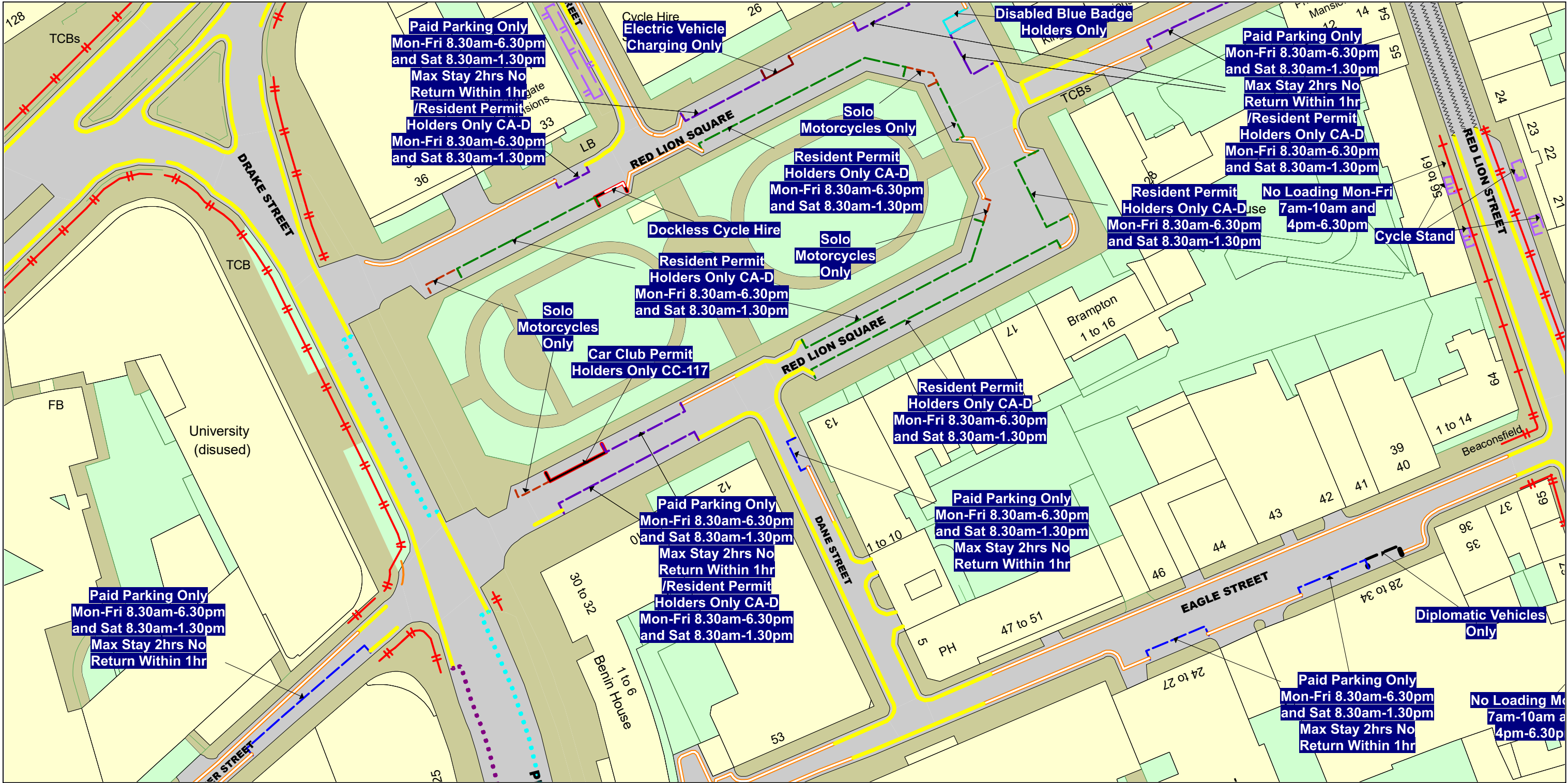
(a) in Red Lion Street:

- (i) to extend the length of street on which the existing 'no motor vehicles' restriction applies so that it includes that length between No. 24 Red Lion Street and the northern kerb-line of Eagle Street;
- (ii) on the west side, to alter the hours during which waiting and loading restrictions apply so that they apply 'at any time': (A) for 8.8 metres northward from High Holborn; (B) for 50.8 metres northward from Eagle Street; and (C) for 8.6 metres northward from the northern wall of No. 71 Red Lion Street;
- (iii) on the east side:
 - (A) to alter the hours during which waiting and loading restrictions apply so that they apply 'at any time' for 4.9 metres northward from High Holborn;
 - (B) opposite and north of No. 51 Red Lion Street, to remove 3 metres of paid-for parking and replace it with single yellow line 'controlled hours' waiting restrictions on which the Council intend to provide a cycle hangar;
 - (C) between Sandland Street and No. 24 Red Lion Street, to remove a combination of paid-for parking (18 metres), a loading place (14 metres) and 1 metre of single yellow line waiting restrictions and provide 'at any time' waiting and loading restrictions; and
 - (D) between Sandland Street and High Holborn, to remove the disabled persons parking place opposite No. 71 Red Lion Street (6 metres), the single yellow line opposite Nos. 68 to 70 Red Lion Street (9.7 metres) and the two existing paid-for parking places (6 metres and 18 metres) and provide a disabled persons parking place operating 'at any time' opposite No. 67 Red Lion Street (10.6 metres), extend the dockless bike hire bay northward by 6 metres opposite Nos 72 to 75 Red Lion Street and provide 22.7 metres of 'at any time' waiting and loading restrictions opposite Nos. 68 to 71 Red Lion Street; and

(b) in Sandland Street:

- (i) on the north side, to remove 9 metres of paid-for parking space outside The Old Nick public house and provide 'at any time' waiting restrictions for 22 metres west of the eastern wall of The Old Nick (note: the kerbs are to be re-aligned in this location and waiting restrictions will extend north of the northern kerb-line of Sandland Street towards Three Cups Yard, for 10.1 metres on the east side and 5 metres on the west side); and
- (ii) on the south side, to remove the paid-for parking place (17.9 metres) east of Red Lion Street and replace it with a loading bay operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and between 8.30am and 1.30pm on Saturdays,

within the London Borough of Camden.



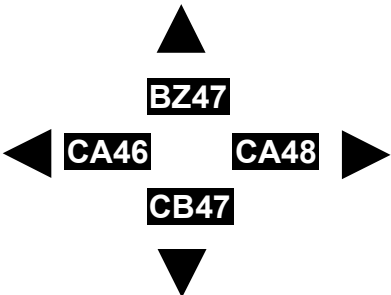
NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

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LB Camden
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- Key to Restriction Types Displayed
- Blue line with 'X' marks: Bus Stand No stopping except local buses
 - Blue line with 'X' marks: No stopping except local buses
 - Blue line with 'X' marks: Car Club Permit Holders Only CC-117
 - Blue line with 'X' marks: Cycle Parking
 - Blue line with 'X' marks: Diplomatic Vehicles Only
 - Blue line with 'X' marks: Disabled Blue Badge Holders Only
 - Blue line with 'X' marks: Dockless Cycle Hire
 - Blue line with 'X' marks: Electric Vehicle Charging Only
 - Blue line with 'X' marks: No Loading Mon-Fri 7am-10am and Sat 8.30am-1.30pm
 - Blue line with 'X' marks: No Loading At Any Time
 - Blue line with 'X' marks: Paid Parking Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm Max Stay 2hrs No Return Within 1hr /Resident Permit Holders Only CA-D
 - Blue line with 'X' marks: Resident Permit Holders Only CA-D Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
 - Blue line with 'X' marks: Solo Motorcycles Only
 - Blue line with 'X' marks: No Waiting At Any Time
 - Blue line with 'X' marks: No Waiting Mon-Fri 7am-10am and Sat 8.30am-1.30pm
 - Blue line with 'X' marks: No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
 - Blue line with 'X' marks: Prohibited Crossing
 - Blue line with 'X' marks: Paid Parking Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm Max Stay 2hrs No Return Within 1hr /Resident Permit Holders Only CA-D Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Labels:
Confirmed item

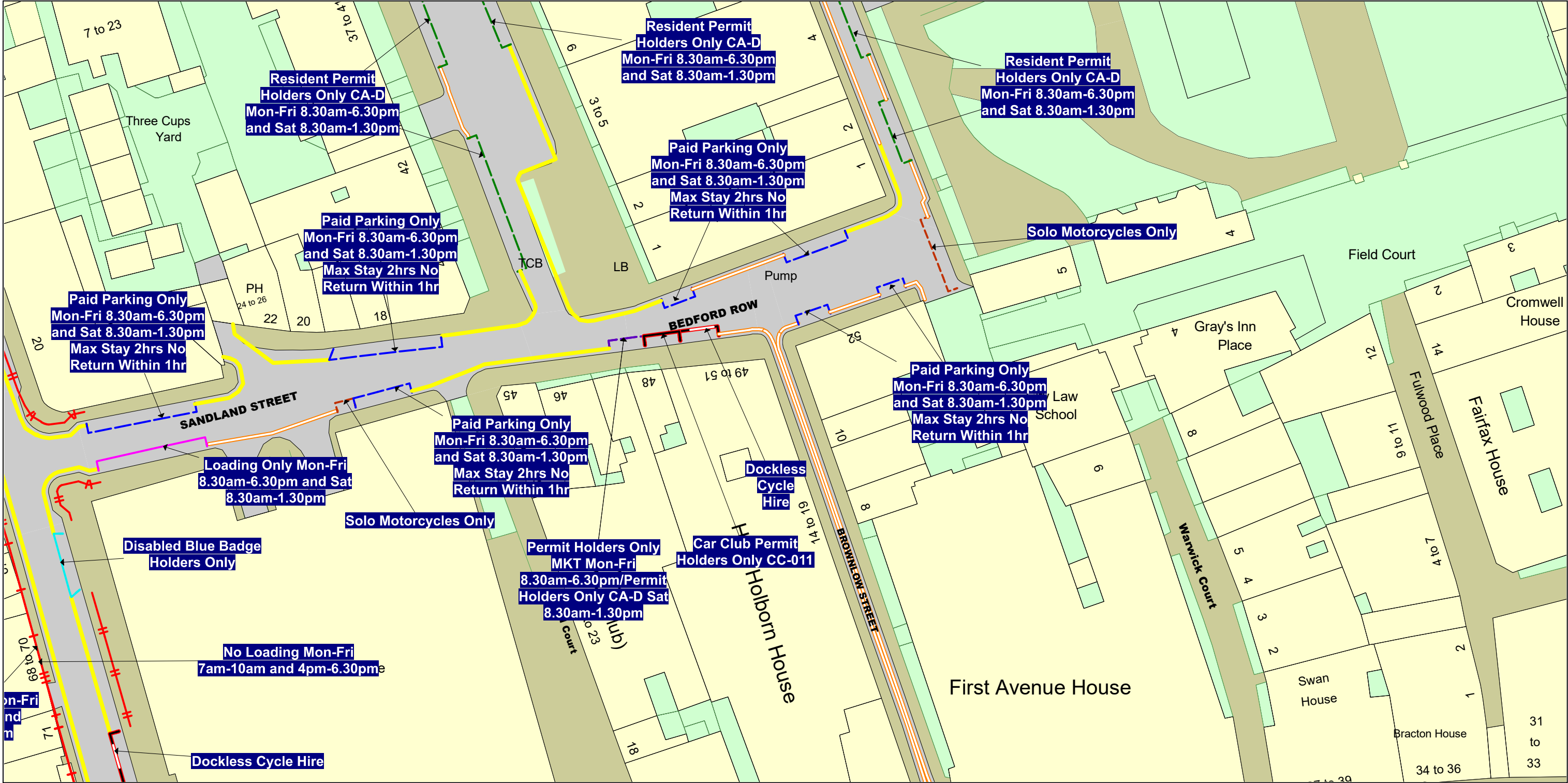


Status: PROPOSED

Map Tile Reference: Tile Ref: CA47

Sheet Revision Number: 1

Sheet Active From: 29/05/2025



NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

SCALE - 1 : 625 at A3 size

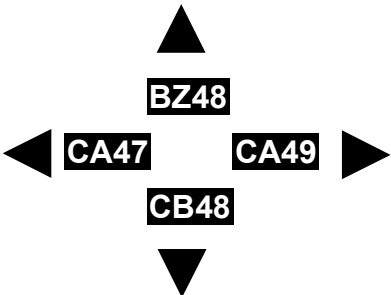
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Key to Restriction Types Displayed

- Car Club Permit Holders Only CC-011
- Disabled Blue Badge Holders Only
- Dockless Cycle Hire
- Loading Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- No Loading Mon-Fri 7am-10am and 4pm-6.30pm
- No Loading At Any Time
- Paid Parking Only Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm Max Stay 2hrs No Return Within 1hr
- Resident Permit Holders Only CA-D Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Solo Motorcycles Only
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- Permit Holders Only MKT Mon-Fri 8.30am-6.30pm
- Permit Holders Only CA-D Sat 8.30am-1.30pm

Labels:
Confirmed item

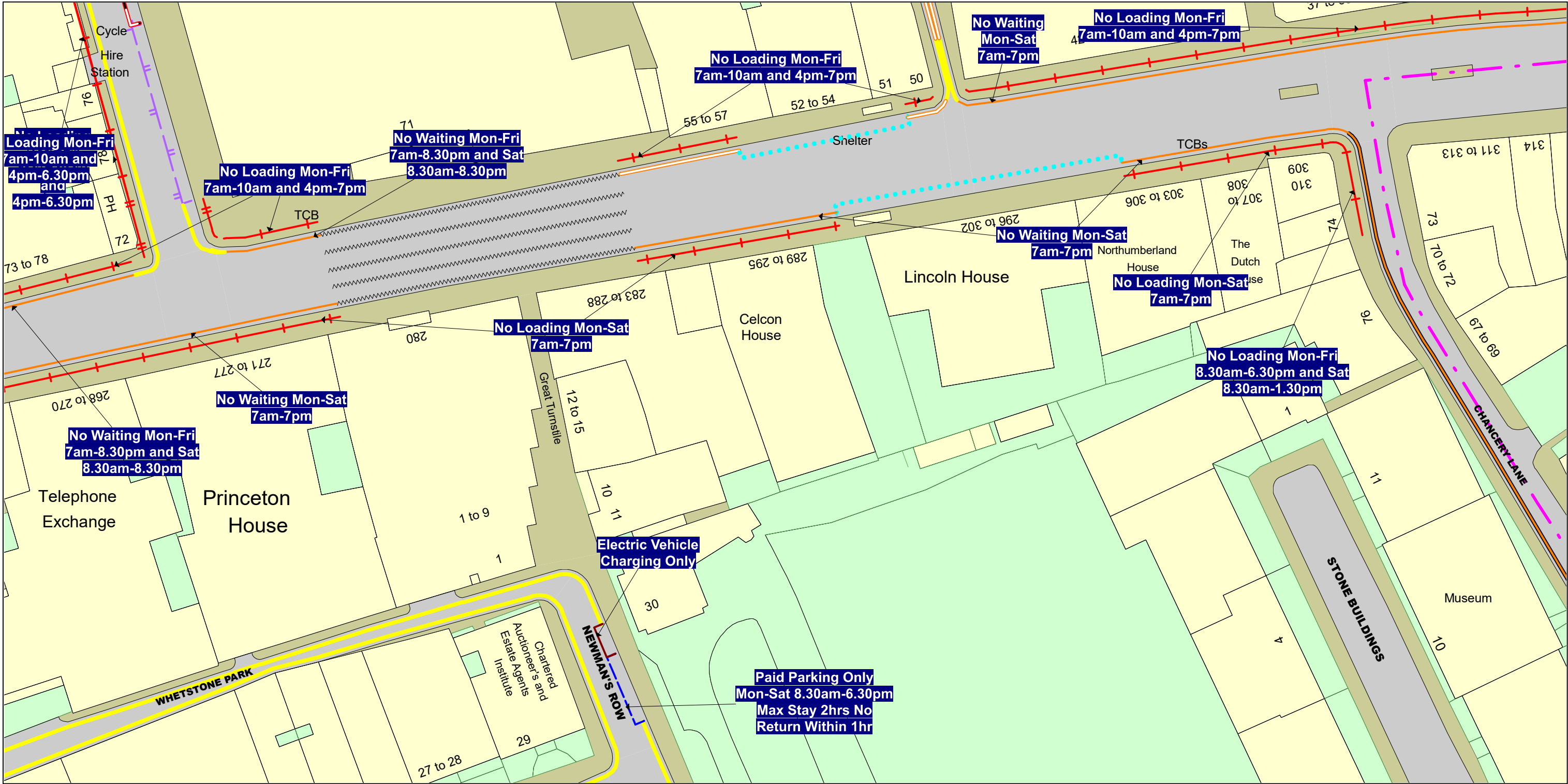


Status: PROPOSED

Map Tile Reference: Tile Ref: CA48

Sheet Revision Number: 1

Sheet Active From: 29/05/2025



SCALE - 1 : 625 at A3 size

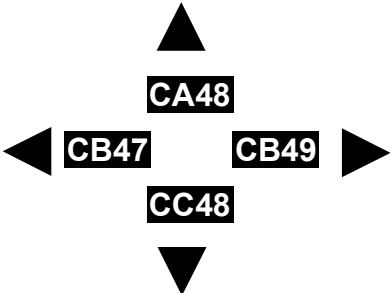
NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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Key to Restriction Types Displayed

- No stopping except local buses
- Cycle Hire Only
- Dockless Cycle Hire
- Electric Vehicle Charging Only
- No Loading
- No Loading At Any Time
- Paid Parking Only Mon-Sat 8.30am-6.30pm Max Stay 2hrs No Return Within 1hr
- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
- No Waiting Mon-Sat 8.30am-6.30pm
- No Waiting
- Pedestrian Crossing
- Labels:
Confirmed item



Status: PROPOSED
Map Tile Reference: Tile Ref: CB48
Sheet Revision Number: 1
Sheet Active From: 29/05/2025

LONDON BOROUGH OF CAMDEN
TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Prescribed Routes) (Red Lion Street area) (No. *) Traffic Order 202*

Made on

Coming into force on

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 and Part IV of Schedule 9 to 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 (Prescribed Routes) (Red Lion Street area) (No. *) Traffic Order 202* and shall come into force on **** 202*.

Interpretation

2. (1) In this Order:-
"causing" includes "permitting";
"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; and
- (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.

Amendment to existing Order

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 Camden (Prescribed Routes) (No. 6) Traffic Order 2021² shall have effect as though Article 4.1 of that Order were hereby omitted.

¹ 1984 c.27

² LBC 2021/95

Prescribed routes

4. (1) No person causing a motor vehicle to proceed in that length of Red lion Street that lies north of the southern kerb-line of Princeton Street shall, upon reaching its junction with that length of Red lion Street that lies south of the southern kerb-line of Princeton Street, cause that motor vehicle to enter that length of Red lion Street that lies south of the southern kerb-line of Princeton Street.
- (2) No person causing a motor vehicle to proceed in that length of Red lion Street that lies south of the northern kerb-line of Eagle Street shall, upon reaching its junction with that length of Red lion Street that lies north of the northern kerb-line of Eagle Street, cause that motor vehicle to enter that length of Red lion Street that lies north of the northern kerb-line of Eagle Street.

Exemptions

5. Nothing in Article 4 of this Order shall apply in relation to:-
 - (a) anything done with the permission or at the direction of a police constable in uniform; or
 - (b) any vehicle being used by the police, fire brigade or ambulance service in an emergency; or
 - (c) any vehicle being used by the Council in pursuance of statutory purposes, or which is otherwise so authorised by the Council; or
 - (d) 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.

Dated this ** *** 202***

Peter Mardell

Head of Parking Operations

EXPLANATORY NOTE

(This Note is not part of the Order)

As part of the Council's 'safe and healthy streets' programme of cycling and walking highway improvement measures, this Order extends southwards the length of Red Lion Street on which the no motor vehicles restriction applies, to the northern kerb-line of Eagle Street, in the London Borough of Camden.

