

# Public notice

## Torriano Avenue - school street greening and safety improvements

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

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Order 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 nature and effect of the Order would be:
  - (a) in TORRIANO AVENUE:
    - (i) to remove CA-M permit holders parking, on the north-east side: (A) between a point 6.2 metres north-west of the south-eastern wall of Barn Close, Torriano Avenue and a point 5.8 metres south-east of that wall; (B) between a point 6.4 metres north-west of the north-western wall of Tanhouse Field, Torriano Avenue and a point 2.6 metres south-east of that wall; (C) between the south-eastern wall of Tanhouse Field, Torriano Avenue and a point 15.5 metres south-east of that wall; (D) between a point 12.2 metres north-west of the north-western wall of Carters Close, Torriano Avenue and a point 4.5 metres south-east of that wall; and (E) between a point 12.5 metres north-west of the south-eastern wall of Carters Close, Torriano Avenue and a point 7 metres north-west of that wall;
    - (ii) to provide 'at any time' waiting and loading restrictions: on the north-east side: (A) between a point 2 metres north-west of the south-eastern wall of Barn Close, Torriano Avenue and a point 6.2 metres north-west of that wall; (B) between a point 3.4 metres north-west of the north-western wall of Tanhouse Field, Torriano Avenue and a point 2.6 metres south-east of that wall; (C) between the south-eastern wall of Tanhouse Field, Torriano Avenue and a point 9.5 metres south-east of that wall; and (D) between a point 9 metres north-west of the south-eastern wall of Carters Close and a point 7 metres north-west of that wall; and (E) on the south-west side: between a point 0.4 metres north-west of the north-western wall of Florence Court, No. 27 Torriano Avenue and a point 5.4 metres south-east of that wall;
    - (iii) to provide a dockless cycle and e-scooter hire parking place on the north-east side, between a point 9.5 metres south-east of the south-eastern wall of Tanhouse Field, Torriano Avenue and a point 15.5 metres south-east of that wall; and
    - (iv) to relocate a disabled persons blue badge parking place from the south-west side, outside Florence Court, No. 27 Torriano Avenue to the north-east side, between a point 5.6 metres north-west of the

north-western wall of Carters Close, Torriano Avenue and a point 12.2 metres north-west of that wall; and

- (b) in HAMPSHIRE STREET, on the north-west side, to replace 4.4 metres of CA-M permit holders parking with 'at any time' waiting restrictions, between a point opposite the south-western wall of No. 1a Hampshire Street and a point 4.4 metres north-east of a point opposite that wall.
3. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 23 of the Road Traffic Regulation Act 1984, have approved the replacement of a 'zebra' pedestrian crossing with a parallel pedestrian and cycle crossing in TORRIANO AVENUE, between a point 3.1 metres south-east of the south-eastern kerb-line of the vehicular entrance to Torriano Estate and a point 9.5 metres south-east of that kerb-line. 'Zig-zag' markings, on which vehicles would be prohibited from stopping at all times, would be laid on both sides of the road, extending for a distance of 17 metres either side of the crossing.
4. 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 in TORRIANO AVENUE:-
- (a) a flat-topped speed table comprising, the full width of the carriageway and at a height level with the adjacent footway at the parallel crossing location referred to above, between a point 2 metres south-east of the south-eastern kerb-line of the vehicular entrance to Torriano Estate and a point 12 metres south-east of that kerb-line (including the ramps); and
  - (b) blended crossings (raised entry/exit tables): (a) on the north-east side of the carriageway, across the vehicle entrance to Torriano Estate; and (b) on the south-west side of the carriageway: (i) across the vehicle entrance to Torriano Primary School located approximately 15 metres south-east of the vehicle entrance to Torriano Estate; and (ii) across the vehicle entrance to Torriano Primary School located between Nos. 27 and 29 Torriano Avenue.
5. FURTHER NOTICE IS HEREBY GIVEN that the Council, under section 65 of the Highways Act 1980, propose to provide shared footway and cycle tracks on the existing footway of TORRIANO AVENUE:
- (a) on the north-east side: (i) between the north-western kerb-line of the vehicle entrance to Torriano Estate and a point 2 metres north-west of that kerb-line; and (ii) between the south-east kerb-line of the vehicle entrance to Torriano Estate and a point 14 metres south-east of that kerb-line; and
  - (b) on the south-west side, between a point 3 metres south-east of the south-eastern kerb-line of the vehicle entrance to Torriano Estate and a point 18 metres south-east of that kerb-line.
6. Copies of the proposed Order, plans indicating the proposals, and other related 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 'TMO2526-0027' 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 16 January 2026.

**Peter Mardell** – Head of Parking Operations

11 December 2025

# Statement of reasons

## Torriano Avenue - school street greening and safety improvements

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

Improving the pedestrian environment and accessibility in the borough is a key strategic objective for the Council, as set out in multiple strategy documents. The scheme contributes to the local and regional policy framework including [The Camden Transport Strategy \(CTS\)](#) adopted in 2019, as well as the [CTS Delivery Plan for 2025 to 2028](#) which aims to make it safer and easier for carers/parents and children to walk to schools on main roads. It also contributes to the [Camden Climate Action Plan](#) and [Clean Air Action Plan](#) and the [Mayor's Transport Strategy \(MTS\) 2018 \(revised 2022\)](#).

The proposed Torriano Avenue School Street Greening and Safety Improvement scheme is part of the Council's wider commitment to provide healthy routes to school and improve road safety outside schools. As part of this the Council has a Healthy School Street (HSS) programme which has been in operation in Camden since 2016. 31 HSS schemes have been delivered to date covering 36 schools. The HSS programme helps to deliver the Council's policies set out in the [Camden Transport Strategy](#) (CTS) to create Healthy Streets – streets where more people walk, cycle, scoot and use public transport more often – and specifically to roll out a HSS programme across the borough.

The scheme introduces permanent measures to help improve road safety, reduce traffic dominance, improve the public realm and encourage sustainable, active travel in the area in and around Torriano Primary School. This includes:

- Widening the pavement by approximately 2 metres on the western side of Torriano Avenue next to the existing bus stop (bus stop U) and reposition the bus stop closer to the carriageway, to help improve pedestrian accessibility, particularly for parents and children walking to Torriano Primary School and improve the accessibility of the bus stop.
- Planting trees and low-level planting on both sides of Torriano Avenue between Busby Place and Torriano Cottages, near to Torriano Primary School, to soften the hard landscape and help to reduce traffic dominance. The planting would include rain gardens to soak up rainwater, helping to prevent local flooding and improve local biodiversity in line with [Camden's Climate Action Plan](#).
- Installing 2 cycle storage hangars, and a dockless e-scooter and cycle hire parking bay, on the eastern side of Torriano Avenue, to make it easier to store and hire cycles and encourage sustainable travel.
- Introducing continuous pavements which indicate pedestrian priority across 2 vehicle entrances to the school and the vehicle entrance to the Torriano Estate. This would prioritise pedestrians, in line with the [CTS](#) road user hierarchy, and improve pedestrian accessibility, particularly for people accessing the school.

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

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

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

Made on \*\* \*\*\*\* 202\*

Coming into force on \*\* \*\*\*\* 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, 45, 46, 49 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 (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.

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<sup>1</sup> 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) Consolidation Order 2025<sup>2</sup>.

- (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 2016<sup>3</sup>.

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<sup>2</sup> LBC 2025/023

<sup>3</sup> 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 amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 with the following effects:

*in Torriano Avenue:*

- (a) to shorten CA-M permit holders parking, on the north-east side: (i) by 12 metres at the south-eastern end of Barn Close, Torriano Avenue; (ii) by 9 metres at the north-western end of Tanhouse Field, Torriano Avenue; (iii) by 15.5 metres at the south-eastern end of Tanhouse Field, Torriano Avenue; (iv) by 17.7 metres at the north-western end of Carters Close, Torriano Avenue; and (v) by 7 metres at the south-eastern end of Carters Close, Torriano Avenue;
- (b) to provide 'at any time' waiting and loading restrictions:
  - (i) on the north-east side:
    - (A) between a point 2 metres north-west of the south-eastern wall of Barn Close, Torriano Avenue and a point 6.2 metres north-west of that wall;
    - (B) between a point 2.8 metres north-west of the north-western wall of Tanhouse Field, Torriano Avenue and a point 3.2 metres south-east of that wall; and
    - (C) between the south-eastern wall of Tanhouse Field, Torriano Avenue and a point 9.5 metres south-east of that wall; and
  - (ii) on the south-west side, between a point 0.4 metres north-west of the north-western wall of Florence Court, No. 27 Torriano Avenue and a point 5.4 metres south-east of that wall;
- (c) to provide a 6-metre dockless cycle and e-scooter hire parking place on the north-east side, opposite Florence Court, No. 27 Torriano Avenue; and
- (d) to relocate a disabled persons blue badge parking place from the south-west side, outside Florence Court, No. 27 Torriano Avenue to the north-east side, between a point 5.6 metres north-west of the north-western wall of Carters Close, Torriano Avenue and a point 12.2 metres north-west of that wall; and

*in Hampshire Street:*

on the north-west side, to replace 4.4 metres of CA-M permit holders parking with 'at any time' waiting restrictions, between a point opposite the south-western wall of No. 1a Hampshire Street and a point 4.4 metres north-east of a point opposite that wall.





