

The Camden (Harmood Street) Experimental Traffic Order 2021

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned order on 18 January 2021 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 28 January 2021. The general nature and effect of the order is as follows:

HARMOOD STREET – motor vehicles are prohibited from proceeding in Harmood Street, in either direction, past a point which lies approximately 14 metres south-west of the southern kerb line of Clarence Way. The north-easternmost 20 metre section of the permit holders parking place outside nos. 26 to 32 Harmood Street is revoked and this area designated with “no-waiting at any time” restrictions. A 20 metre long permit holders parking place is designated on the opposite side of the road outside nos. 29 to 35 Harmood Street adjacent to the existing paid-for parking place.

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 orders and other documents related to these schemes may be inspected at camden.gov.uk/recently-advertised-proposals

Peter Mardell
Head of Parking Operations
21 January 2021

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STATEMENT OF REASONS

Following receipt of a petition from local residents calling for the reduction of traffic on Harmood Street and suggesting a closure of the street to traffic, just north of the junction with Clarence Way, outside the Camden Centre for Learning, the council has decided to make an experimental traffic order, the provisions of which are hoped to address these concerns.

Traffic counts of motor vehicles using Harmood Street were carried out between 23 and 29 September 2020 and showed what officers considered to be high volumes using this residential street.

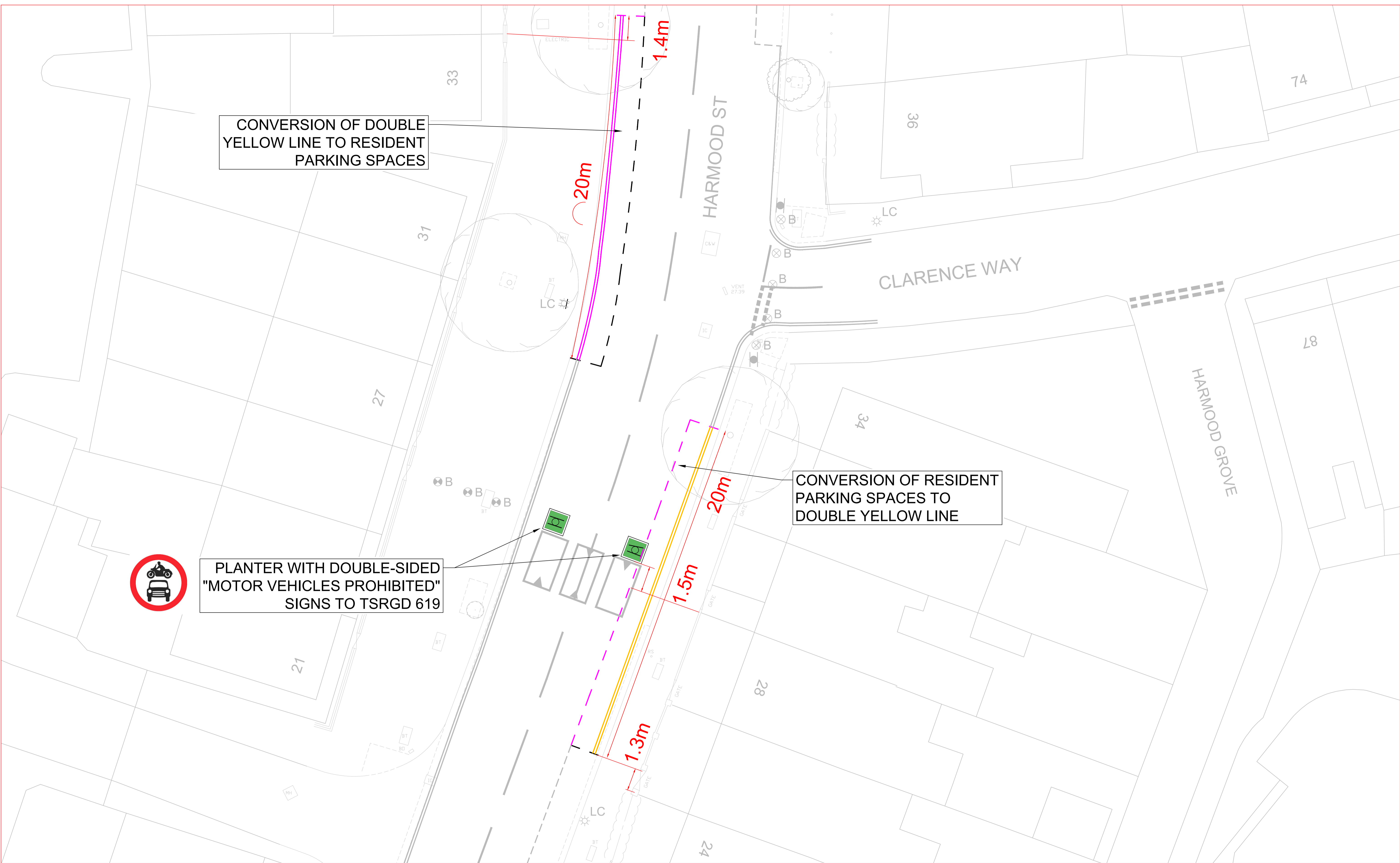
The measures set out in the order will prevent motor vehicles from proceeding, in both directions, past a point south of the junction of Harmood Street with Clarence Way in order to reduce the high levels of through traffic which uses Harmood Street to access Prince of Wales Road to the north and Chalk Farm Road to the south. The location of the Camden Centre for Learning has also been a consideration in the decision to progress the scheme. An additional measure will replace residents parking spaces close to the point where the motor vehicle prohibition applies with double yellow lines to improve visibility and safety. The parking spaces will be relocated further north on the opposite side of the street.

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REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT

The experimental for the Harmood Street measures will be in force for a maximum period 18 months although the Council will carry out a full public consultation after the scheme has run for approximately 12 months. This consultation, together with other relevant information (e.g. monitoring information), will inform the Council's decision as to whether, at the end of each 18-month experiment, the changes should be made permanent. Traffic levels will also be monitored, as required, on relevant streets after the schemes are implemented. It is anticipated that the measures will lead to a reduction in traffic using Harmood Street as a means to travel between Prince of Wales Road and Chalk Farm Road.

The council intends to consider making an order having the same effect and which is not an experimental order and feedback from residents will contribute to this decision. The measures will be monitored following implementation to assess the efficacy of the scheme in reducing traffic levels and to identify any unforeseen adverse effects. Ongoing engagement with stakeholders will be sought whilst the experimental scheme is in effect.



| Rev | By | Date | Amendments |
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The Camden (Harmood Street) Experimental Traffic Order 2021

2021 No. 10

HARMOOD STREET

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 10

The Camden (Harmood Street) Experimental Traffic Order 2021

Made on 18 January 2021

Coming into force on 28 January 2021

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 28 January 2021 and may be cited as the Camden (Harmood Street) Experimental Traffic Order 2021.

2. Interpretation

- 2.1 In this order the term "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].
- 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 – prescribed routes

- 3.1 No person shall cause any vehicle to proceed in either direction in Harmood Street past a point which lies 1.5 metres north-east of the projected boundary wall of nos. 28 and 30 Harmood Street.

4. Revocation and designation of parking places

- 4.1 The Camden (Parking Places) (CA-F) Traffic Order 2012 [L.B.C. 2012 No. 6] shall have effect as though;
- 4.1.1 there was omitted from schedule 1 to that order, the items set out in table 1.1 of the schedule to this order;
- 4.1.2 there was included in schedule 1 to that order, the items set out in table 1.2 of the schedule to this order.

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 there was substituted for the items set out in relation to the similarly named street in schedule 1 to that order, the items set out in table 2 of the schedule to this order.

6. Exemptions

- 6.1 Nothing in Article 3 shall apply in respect of;
- 6.1.1 a pedal cycle;
- 6.1.2 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
- 6.1.3 a vehicle being used by the police, fire brigade or ambulance service in an emergency;
- 6.1.4 a vehicle being used by the council in the pursuance of statutory purposes;
- 6.1.5 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.

7. Power to modify or suspend provisions of this order

- 7.1 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 18 January 2021



Peter Mardell
Head of Parking Operations

SCHEDULE

TABLE 1.1 – ITEMS OMITTED FROM SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-F) TRAFFIC ORDER 2012

| ITEM NUMBER | STREET | LENGTH OF HIGHWAY | CONTROLLED HOURS |
|-------------|----------------|--|--|
| 11703 | HARMOOD STREET | the east side, from a point 1.0 metre south of the common boundary of nos. 9 and 11 Harwood Street, northward for a distance of 61.5 metres. | MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM – 11PM |

TABLE 1.2 - ITEMS INCLUDED IN SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-F) TRAFFIC ORDER 2012

| ITEM NUMBER | STREET | LENGTH OF HIGHWAY | CONTROLLED HOURS |
|-------------|----------------|---|--|
| 13744 | HARMOOD STREET | east side: from opposite a point 1 metre south of the common boundary of nos. 9 and 11 Harwood Street, northwards for a distance of 41.5 metres | MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM – 11PM |
| 13745 | HARMOOD STREET | west side: from a point 1.4 metres north of the common boundary of nos. 33 and 35 Harwood Street, southwards for a distance of 20 metres | MONDAY – FRIDAY 8.30AM – 11PM SATURDAY & SUNDAY 9.30AM – 11PM |

TABLE 2 – ITEMS SUBSTITUTED FOR ITEMS SET OUT IN RELATION TO HARMOOD STREET 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) |
|-------------|--|-----------------------------------|
| 436 | HARMOOD STREET | |
| (a) | west side: | |
| (i) | from the northern kerb line of Chalk Farm Road, northwards for a distance of 35 metres | A |
| (ii) | from a point 35 metres north of the northern kerb line of Chalk Farm Road, northwards to the party wall of nos. 17 and 19 Harmond Street | 3M |
| (iii) | from the party wall of nos. 17 and 19 Harmond Street to a point 5 metres north of the party wall of nos. 33 and 35 Harmond Street | A |
| (iv) | from a point 5 metres north of the party wall of nos. 33 and 35 Harmond Street to a point 5 metres south of the southern kerb line of Prince of Wales Road | 3M |
| (v) | from the southern kerb line of Prince of Wales Road, southwards for a distance of 5 metres | A |
| (b) | east side: | |
| (i) | from the northern kerb line of Chalk Farm Road, northwards for a distance of 9 metres | A |
| (ii) | from a point 9 metres north of the northern kerb line of Chalk Farm Road to a point 1.3 metres north-east of the party wall of nos. 24 and 26 Harmond Street | 3M |
| (iii) | from a point 1.3 metres north-east of the party wall of nos. 24 and 26 Harmond Street to the northern kerb line of Clarence Way | A |
| (iv) | from the northern kerb line of Clarence Way to a point 6 metres south of the southern kerb line of Prince of Wales Road | 3M |
| (v) | from the southern kerb line of Prince of Wales Road, southwards for a distance of 6 metres | A |