



# Harmood Street Safe and Healthy Streets consultation

**Proposal to make the existing motor vehicle traffic restriction and parking amendments on Harmood Street permanent, including new trees, planting and a new informal pedestrian crossing point**

## Making your neighbourhood safer and healthier

The Covid-19 pandemic has changed how people in Camden live, travel and work. We want our streets to have more safe space for everyone to walk and cycle, for children to get to and from school safely and healthily, for businesses to be able to flourish, to reduce carbon emissions from vehicles and for you to be breathing cleaner air.

We want to ensure that our streets support a strong recovery from the pandemic and provide a lasting legacy of greener, safer, healthier travel. Whether it's an essential journey like taking your children to school, getting to work or just popping out to enjoy your local park we want you to love where you live, and to love Camden

To help we have been making changes across Camden in our Safe and Healthy Streets Programme. This included making trial changes on Harmood Street, near the junction with Clarence Way. This prevented traffic using this residential street as a cut-through between Prince of Wales Road and Chalk Farm Road as well as preventing speeding near the school by installing a motor vehicle restriction south of the junction of Harmood Street with Clarence Way. The trial changes we are now proposing to make permanent are as follows:

- Making the existing motor vehicle restriction permanent, in a position slightly closer to the junction with Clarence Way and making the conversion of 17.1 meters of Pay by Phone parking space outside No. 35-39 Harmood Street to Shared Use (resident and pay by phone parking) permanent
- Amending the existing restriction by removing the planters and the speed humps, installing a new raised pedestrian crossing with a new footway buildout with 15m of residents parking on the western side of the street (north of the restriction) and, 5m of residents parking on the eastern side of the street (south of the restriction) with space available for vehicles to turn.

# About the Harmood Street Safe and Healthy Streets scheme

In June 2020 we received a petition from residents requesting the reduction of motor vehicle through traffic on Harmood Street. Traffic counts were conducted on Harmood Street in September 2020 and showed that the volumes of motor vehicle traffic using the street were high for a residential street. There was an average of 2000 motor vehicles a day - 787 motor vehicles per day moving northbound and 1307 moving southbound.

In general, we know that more cars than ever are using residential streets to cut through between main roads. Recent figures from the DfT suggest a 72.2% increase in traffic using residential streets in London since sat-navs were introduced.

As a direct response to the petition and the traffic counts, in December 2020 we consulted on and then introduced a trial traffic restriction on Harmood Street. You can read the [decision report](#) related to the trial.

This decision report noted that a further consultation, after around 12 months of the trial scheme, would take place on any proposed permanent arrangements of the trial scheme. This is that promised consultation. The trial scheme went live under an Experimental Traffic Order (ETO) in January 2021 and since then, it has been monitored and comments from residents and stakeholders have been received.

## Data collected pre and during scheme trial

The Covid-19 pandemic has had an impact on traffic levels in Camden and across London making it difficult to directly compare data collected during the ETO period of the scheme (those periods since the pandemic started) with data from before the scheme was in place and before the pandemic started. The information below and in the accompanying detailed monitoring data sheet sets this out further. A summary is as follows:

Before and during the scheme operation, traffic levels in the area have been monitored. Data was collected in:

- 2017-2020 (pre scheme implementation)
- July 2021 (after scheme implementation)

When comparing the data from 2020 (pre-scheme), the traffic levels collected on Harmood Street, north of Powlett Place and south of Collard Place have shown approximately an 80% decrease. The traffic monitoring data collected on Castlehaven Road (north of Lewis Street) has shown a 47% decrease. Furthermore, there has been a 47% decrease in daily average motor vehicle flow on local roads and a slight increase (11%) in daily average motor vehicle flow on main roads in Harmood Street area. However, as a whole, there has been a 12% decrease in daily average motor vehicle flow on local and main roads in Harmood Street area.

Data also indicates that the scheme has had a positive impact on cycle use in the area, with a 75% average increase in daily cycle usage in the area from December 2020 (Pre scheme) to July 2021 (After scheme).



Lime bicycle usage was also higher after January 2021 when the trial was implemented).

Air quality data was also gathered pre and after scheme implementation and show NO<sub>2</sub> emissions were lower at all monitoring sites (Harmood Street north & south) within the scheme area when comparing the raw unadjusted data for February-July 2019 (Pre scheme) and February-July 2021 (After scheme).

## Feedback during the Experimental Traffic Order Period

Twenty-four (24) comments on the scheme were received on Commonplace and forty-one (41) emails were received via Safetravel mailbox during the ETO period. Seventy-five per cent (75%) of the respondents were positive towards the changes and the comments are categorised as per the following key themes:

- Noise levels decrease
- Air quality improved
- Easier to walk
- Easier cycling
- Safer and more beneficial for children, elderly people and cyclists

Those that were not supportive to the scheme stated issues regarding longer journey times and that traffic levels, air pollution and noise levels do not seem improved. However, the monitoring data highlighted above shows improvements on those issues during the scheme operation.

## What we are now consulting on

Based on the monitoring data and the feedback received from residents and stakeholders via Commonplace and email correspondence during the trial period, we are now consulting on the following measures:

- Making the existing motor vehicle restriction permanent, in a position slightly closer to the junction with Clarence Way and making the conversion of 17.1 meters of Pay by Phone parking space outside No. 35-39 Harmood Street to Shared Use (resident and pay by phone parking) permanent
- Amending the existing restriction by removing the planters and the speed humps, installing a new raised pedestrian crossing with a new footway buildout with 15m of residents parking on the western side of the street (north of the restriction) and, 5m of residents parking on the eastern side of the street (south of the restriction) with space available for vehicles to turn

Properties on Harmood Street to the north of the restriction will continue to be accessible via Prince of Wales Road. Properties on Harmood Street to the south of the restriction will continue to be accessible via Chalk Farm Road.

## How would these changes be made?

After the consultation, a decision report considering the consultation responses, relevant policies and other data/information will be produced and published online via our website. Residents and stakeholders will be notified about the outcome and the next steps.

The consultation will close on **Friday 18<sup>th</sup> March 2022**.

