

The Camden (Various Provisions and Exemptions) (E-Scooter Trial) Experimental Traffic Order 2021

Notice is hereby given that, on 13 September 2021, the Council of the London Borough of Camden made the above experimental order under s.9 of the Road Traffic Regulation Act 1984. The order will come into force on 23 September 2021.

The general nature and effect of the order will be to permit electric scooters (e-scooters) provided through the experimental trial being run by Transport for London to enter and proceed along cycle lanes designated by a traffic order in the borough and to designate cycle tracks made pursuant to s.65 of the Highways Act 1980 as “restricted carriageways” also for the purposes of permitting the use of trial e-scooters along them. The order also modifies the Camden (Parking Places) (Pedal Cycles) Traffic Order 2020 in allowing e-scooters to be left in the same parking places provided for “dockless hire bicycles”.

The Council will be considering in due course whether the provisions of the experimental order should continue in force indefinitely. Within a period of six months beginning with the date on which the experimental order comes 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 relating to the orders may be inspected at camden.gov.uk/recently-advertised-proposals or obtained by contacting traffic.orders@camden.gov.uk - any person wishing to question the validity of the order or of any of its provisions on the grounds that it or they are not within the powers conferred by the Act of 1984, or that any requirement of the Act or of any instrument made under the Act has not been complied with, that person may, within 6 weeks from the date on which the order is made, apply for the purpose to the High Court.

Notice is further given under s.15(4) of the Greater London Council (General Powers) Act 1974 of the council’s resolution to allow e-scooters being used as part of the trial to be left on areas of the footway which have been provided for the use of leaving dockless hire bicycles and marked accordingly, thereby exempting them from the general prohibition on parking on footways which applies across Greater London. The resolution will take effect from 23 September 2021 at these locations: Clerkenwell Road (no. 85), Guilford Street (Coram Fields), Marchmont Street (opposite no. 33-37), Holborn (no. 120), High Holborn (no. 330, no. 246), New Oxford Street (no. 47, no. 101), Howland Street (side of no. 95 Tottenham Court Road), Malet Street (opposite no. 33 Torrington Place, at junction with Montague Place), Greville Street (no. 6), Lamb’s Conduit Street (side of no. 84 Theobald’s Road), Rugby Street (side of Rugby Tavern), Gray’s Inn Road (opposite no. 42), Lincoln’s Inn Fields (outside New Hall), Russell Square (no. 1, opposite junction with Bedford Place), St. Giles High Street (side of no. 199 Shaftesbury Avenue), Bloomsbury Square (opposite nos. 2-3), Great Queen Street (nos. 41-44), Montague Street (junction with Great Russell Street), Eversholt Street (opposite nos. 26-32), Brill Place (junction with Midland Road), Goodsway (rear of 4 Pancras Square), Robert Street (outside Ladbroke’s), Arlington Road (outside Bingo Hall), Jeffrey’s Street (side of no. 174 Camden Street), Oval Road (opposite Latitude House), York Way (outside Sainsbury’s), Haverstock Hill (no. 186), Hartland Road (side of no. 34 Chalk Farm Road), Queen’s Crescent (junction with Prince of Wales Road), Harley Road (UCL Academy), Belsize Park (island between Belsize Park / Buckland Crescent), Abbey Road (no. 85), Heath Street (junction with East Heath Road).

Peter Mardell
Head of Parking Operations
16 September 2021

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Statement of Reasons

The Department for Transport have been facilitating the introduction of rental e-scooter trials around the country in order to trial this new mode, to support a 'green' restart of local travel and help mitigate reduced public transport capacity. Rental e-scooters will also provide an alternative mode of travel to private car use and assist in reducing congestion and improving air quality as they are a zero emission mode at the point of use.

The London Electric Scooter Rental Trail commenced in London on the 7th June 2021, and facilitates the use of rental e-scooters in participating boroughs. Camden will be joining the trial on 27th September 2021.

In order for Camden to join the trial, rental e-scooters need to be permitted to use the cycle lanes and tracks that have been installed in the borough, in order to provide them with the same safe infrastructure that is provided for cyclists and also in order to maintain consistency across the trial area.

In order to manage the parking of rental e-scooters in Camden, parking bays will need to be provided in order to prevent parked e-scooters becoming obstructions. Camden has installed a network of network of Dockless Bike Hire bays across the Borough, and these will be converted to dual use to facilitate dedicated locations from which dockless bikes and rental e-scooters can be hired and returned. These bays are mostly located on the road in place of parking spaces, to minimise impacts on the footway, and further encourage switching from car ownership and use to more sustainable modes of travel.

The London Borough of Camden is proceeding by way of an experiment due to the nature of this being a trial scheme and will consider in due course whether to make an order, which is not an experimental order, to give permanent effect to the experimental order's provisions.

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2021 No. 69

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2021 No. 69

The Camden (Various Provisions and Exemptions) (E-Scooter Trial) Experimental Traffic Order 2021

Made on 13 September 2021

Coming into force on 23 September 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 23 September 2021 and may be cited as the Camden (Various Provisions and Exemptions) (E-Scooter Trial) Experimental Traffic Order 2021.

2. Interpretation

- 2.1 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.
- 2.2 In this order;
- 2.2.1 “carriageway”, “cycle track” and “footway” have the same meanings as in the Highways Act 1980 [1980 c.66];
- 2.2.2 “cycle lane” has the same meaning as in schedule 1 to the Traffic Signs Regulations and General Directions 2016 [S.I. 2016 No. 362] as amended by the Traffic Signs (Coronavirus) (Amendment) (England) Regulations 2021 [S.I. 2021 No. 75]
- 2.2.3 “electric scooter” has the same meaning as in the schedule 1 to the Traffic Signs Regulations and General Directions [2016 No. 362] as amended by the Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 [S.I. 2020 No. 663];
- 2.2.4 “pedal cycle” has the same meaning as in schedule 1 to the Traffic Signs Regulations and General Directions [2016 No. 362];

3. Controls

- 3.1 Where provisions in the traffic orders listed in Schedule 1 to this order, which designate areas of carriageway as cycle lanes, have the effect of exempting pedal cycles from any restrictions prohibiting vehicles from entering or proceeding in or along those areas so designated, or where a definition of “pedal cycle” is included in those orders, those provisions or those definitions shall be construed as including a reference to electric scooters.
- 3.2 The cycle tracks designated by the orders listed in Schedule 2 to this order (made pursuant to section 65 of the Highways Act 1980) are re-designated as restricted carriageway where only pedal cycles and electric scooters, and pedestrians if noted, have right of way.
- 3.3 The controls specified in Article 3.2 shall not apply in respect of;
 - 3.3.1 any vehicle being used by the police, fire brigade or ambulance service if observance of those controls would unduly hinder those services;
 - 3.3.2 any vehicle being used in the connection with the removal of any obstruction to traffic;
 - 3.3.3 any vehicle being used in connection with the maintenance, improvement or reconstruction of street furniture;
 - 3.3.4 in connection with the laying or maintenance of any mains, sewer or apparatus for the supply of gas, water, electricity or communications network if that work cannot be satisfactorily carried out without the vehicle being parked in a restricted carriageway;
 - 3.3.5 any vehicle being used by a person or persons authorised by the London Borough of Camden.

4. Electric scooters permitted to use parking places designated for pedal cycles

- 4.1 The Camden (Parking Places) (Pedal Cycles) Traffic Order 2020 [L.B.C. 2020 No. 42] shall have effect as though;
 - 4.1.1 there was included in Article 2.1 of that order, the definition of “electric scooter” as set out in Article 2.2.3 of this order;
 - 4.1.2 there was included in Article 3.2 of that order, following the words “pedal cycle”, the words “and electric scooters.”

5. Power to modify or amend this order

- 5.1 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 13 September 2021

A handwritten signature in black ink, appearing to read 'P. Mardell', written in a cursive style.

Peter Mardell
Head of Parking Operations

SCHEDULE 1

LIST OF ORDERS DESIGNATING CYCLE LANES UNDER S.6 OF THE ROAD TRAFFIC REGULATION ACT 1984

The Camden (Prescribed Routes) (No.1) Traffic Order 1984
The Camden (Prescribed Routes) (No.2) Traffic Order 1987
The Camden (Prescribed Routes) (No.4) Traffic Order 1988
The Camden (Prescribed Routes) (No.7) Traffic Order 1988
The Camden (Prescribed Route) (No.1) Traffic Order 1992
The Camden (Prescribed Route) (No.6) Traffic Order 1995
The Camden (Prescribed Route) (No.4) Traffic Order 1996
The Camden (Prescribed Route) (No.1) Traffic Order 1997
The Camden (Prescribed Route) (No.8) Traffic Order 1997
The Camden (Prescribed Route) (No.1) Traffic Order 1998
The Camden (Prescribed Route) (No.4) Traffic Order 1998
The Camden (Prescribed Route) (No.10) Traffic Order 1998
The Camden (Prescribed Route) (No.4) Traffic Order 1999
The Camden (Prescribed Route) (No.11) Traffic Order 1999
The Camden (Prescribed Route) (No.12) Traffic Order 1999
The Camden (Prescribed Route) (No. 14) Traffic Order 1999
The Camden (Prescribed Route) (No.2) Traffic Order 2000
The Camden (Prescribed Route) (No.8) Traffic Order 2000
The Camden (Prescribed Route) (No.2) Traffic Order 2002
The Camden (Prescribed Route) (No.6) Traffic Order 2002
The Camden (Prescribed Route) (No.7) Traffic Order 2002
The Camden (Prescribed Route) (No.8) Traffic Order 2002
The Camden (Prescribed Route) (No.4) Traffic Order 2003
The Camden (Prescribed Route) (No.14) Traffic Order 2003
The Camden (Prescribed Route) (No.1) Traffic Order 2004
The Camden (Prescribed Route) (No.6) Traffic Order 2004
The Camden (Prescribed Route) (No.4) Traffic Order 2005
The Camden (Prescribed Route) (No.9) Traffic Order 2005
The Camden (Prescribed Route) (No.10) Traffic Order 2005
The Camden (Prescribed Route) (No.6) Traffic Order 2006
The Camden (Prescribed Route) (No.8) Traffic Order 2007
The Camden (Prescribed Route) (No.4) Traffic Order 2008
The Camden (Prescribed Route) (No. 1) Traffic Order 2009
The Camden (Prescribed Route) (No. 3) (Cycle Lane) Traffic Order 2009
The Camden (Prescribed Routes) (No.3) Traffic Order 2010
The Camden (Prescribed Routes) (No.7) Traffic Order 2010
The Camden (Prescribed Routes) (No.10) Traffic Order 2010

The Camden (Prescribed Route) (No. 3) Traffic Order 2013

The Camden (Torrington Place to Tavistock Place) (Prescribed Routes, Waiting and Loading Restrictions and Loading Places) Traffic Order 2018

The Camden (Contraflow Cycle Lane) (No. 1) Traffic Order 2019

The Camden (Contraflow Cycle Lane) (No. 1) Traffic Order 2020

SCHEDULE 2

LIST OF ORDERS DESIGNATING CYCLE TRACKS UNDER S.65 OF THE HIGHWAYS ACT 1980

The Camden (Cycle Tracks) (No. 1) Order 1991 – linking Agar Grove with Stratford Villas at its junction with the north-east arm of Rochester Square

The Camden (Prescribed Route) (No. 3) and (Cycle Track) Traffic Order 2013 – includes right of way for pedestrians – Hatton Garden