

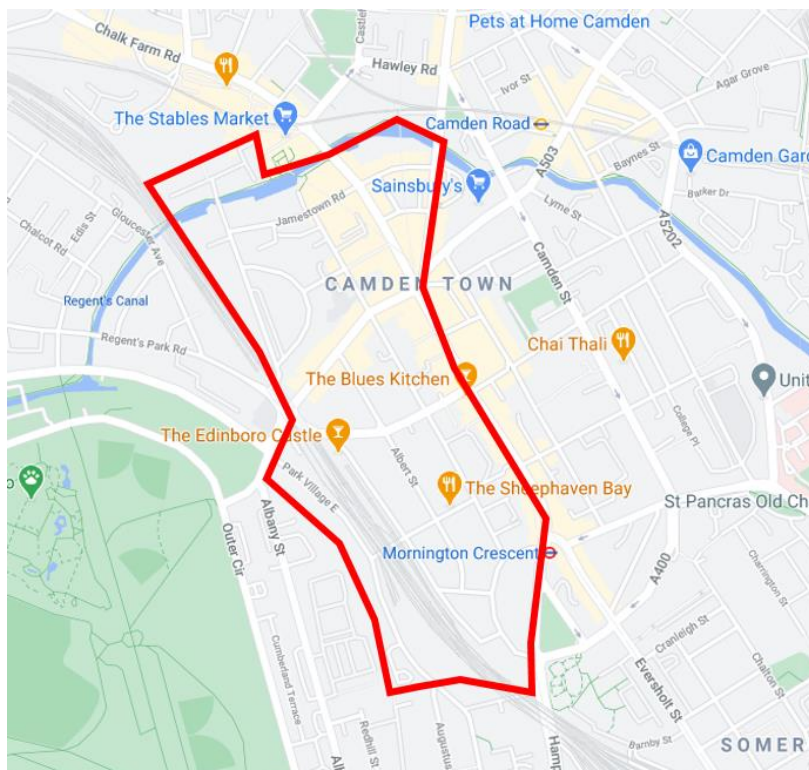
APPENDIX B - CONSULTATION RESPONSES AND OFFICERS' COMMENTS

Amendments to Arlington Road Area Low Traffic Neighbourhood Scheme

1. INTRODUCTION

- 1.1. Between 07 December and 21 December 2020, the London Borough of Camden carried out a public consultation on the proposed amendments to the Arlington Road Area Low Traffic Neighbourhood (LTN). This report provides details on how the consultation was undertaken, as well as a summary of the consultation responses and Officers' comments on these.
- 1.2. A total of 3599 consultation postcards containing a link and QR code to the online consultation (see Appendix A of the Decision Report) were hand delivered to all properties (including residents, businesses and organisations) within the consultation area, see Figure 1 below. An email containing a link to the online consultation was sent to Local and Statutory Groups, including various organisations representing the groups identified by the Equality Act 2010 and groups representing various transport users, the Emergency Services and Ward Councillors in both Camden Town with Primrose Hill and Regent's Park Wards.
- 1.3. The consultation was available at [WeAreCamden.org](http://www.camden.gov.uk), where respondents could submit their views via an online questionnaire. Paper questionnaires were also available on request. The consultation web page included details of the proposed amendments and layout plans. This consultation page can be viewed on We Are Camden: <http://www.camden.gov.uk/ArlingtonRoadAreaConsultation>

Figure 1 Consultation Area (outlined in red)



1.4. In addition, approximately 25 street notices, informing residents, businesses and other stakeholders of the consultation, were put up on lamp columns within the consultation area. A copy of the street notice is included in Appendix A of the Decision Report.

Consultation Approach

1.5. A questionnaire was used to ascertain respondents' views on the proposed amendments to the Arlington Road Area LTN. A copy of the questionnaire is provided in Appendix H of the Decision Report.

1.6. The questionnaire included 14 questions, which asked respondents:

- To provide the mode that they usually use to travel around the Arlington Road Area,
- For their views and comments on the proposed amendments to the Arlington Road Area Low Traffic Neighbourhood,
- Non-mandatory equalities questions (these were asked to inform the Equalities Impact Assessment carried out for the scheme) and,
- Whether they considered the proposals to have any impact on people with any of the protected characteristics defined in the Equality Act, 2010.

1.7. This report provides a summary of the comments and suggestions respondents provided in response to questions 2, 4 to 11 and question 13 of the questionnaire, as well as officers' responses to these comments and suggestions. An analysis of the comments provided in response to the equalities' questions (questions 12 and 14 of the questionnaire) is provided in the Equality Impact Assessment for the proposed amendments in the Arlington Road Area LTN, see Appendix G of the Decision Report.

1.8. Overall, 238 responses to the consultation were received online and by email. Not all these responses were valid. Valid responses are defined as those in which a valid UK postcode was provided. Moreover, only one response per respondent was accepted. A valid UK post code was provided in all the received responses, however, officers discounted 2 responses to the consultation, where the respondent had provided more than one response (in the case of repeat responses, only one response was counted). In total, 236 valid responses to the consultation were received and these are discussed within this report.

1.9. In advance of the consultation starting, all Councillors in both Camden Town with Primrose Hill and Regent's Park Wards were briefed on the proposed parking amendments to the Arlington Road Area LTN. However, no comments about the proposals were received from Ward Councillors.

1.10. Although included within the consultation, no comments about the proposals were received from the Metropolitan Police, London Ambulance Service or London Fire Brigade.

2. SUMMARY OF CONSULTATION RESULTS

2.1. Respondents have been classified into the following categories shown in Table 1, based on the post code that they registered for the consultation.

Table 1 Summary of responses received by respondent location

Location	Respondents	
	Number	Percentage
LB Camden Residents/ Organisations/ Businesses within consultation area*	105	44.5%
LB Camden Residents/ Organisations/ Businesses outside the consultation area**	65	27.5%
Respondents from outside Camden	66	28.0%
Overall response (inside and outside Camden)	236	100%

*Within consultation area refers to all the respondents who provided a post code that was within the consultation area outlined in section 1.3.

**Within Camden refers to all the respondents who provided a post code within Camden but outside the consultation area.

2.2. Table 2 provides a breakdown of the respondents that responded as individuals, businesses and on behalf of a group or an organisation.

Table 2 Summary to the respondent category

Category	Respondents	
	Number	Percentage
Individual	212	89.8%
Business	15	6.4%
On behalf of a group or organisation	9	3.8%

2.3. The overall results of the consultation are summarised in table 3, below. Percentages given are calculated from the total amount of valid responses to the consultation. The reasons that the respondents provided for agreeing or disagreeing with the proposals are analysed in section 3.

Table 3 Summary of overall consultation results

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Inverness Street proposal	36.40%	8.90%	5.10%	8.50%	41.10%
	45.30%			49.60%	
Mornington Street proposal	20.80%	15.30%	16.50%	4.20%	43.20%
	36.10%			47.50%	
Parking amendments***	19.90%	13.10%	41.90%	3.10%	22.00%
	33.00%			25.10%	

*** Parking amendments results refer to the results averaged for the three locations (Arlington Road, Albert Street and Mornington Street). The responses received for each of the three locations were very similar, therefore it was considered appropriate to average the results.

2.4. Tables 4 to 6 below provide a further breakdown of the responses received for each proposed amendment by respondent location. Percentages given are calculated from the number of valid responses to the consultation within the specified location.

Table 4 Summary of responses for Inverness Street proposal by respondent location

Inverness Street proposal					
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
LB Camden Residents/ Organisations/ Businesses within consultation area*	38.10%	12.40%	10.50%	13.30%	25.70%
	50.50%			39.00%	
LB Camden Residents/ Organisations/ Businesses outside the consultation area**	43.08%	7.69%	1.50%	3.08%	44.62%
	50.70%			47.70%	
Respondents from outside Camden	27.30%	4.50%	0.00%	6.10%	62.10%
	31.80%			68.20%	
Overall response	36.40%	8.90%	5.10%	8.50%	41.10%
	45.30%			49.60%	

Table 5 Summary of responses for Mornington Place proposal by respondent location

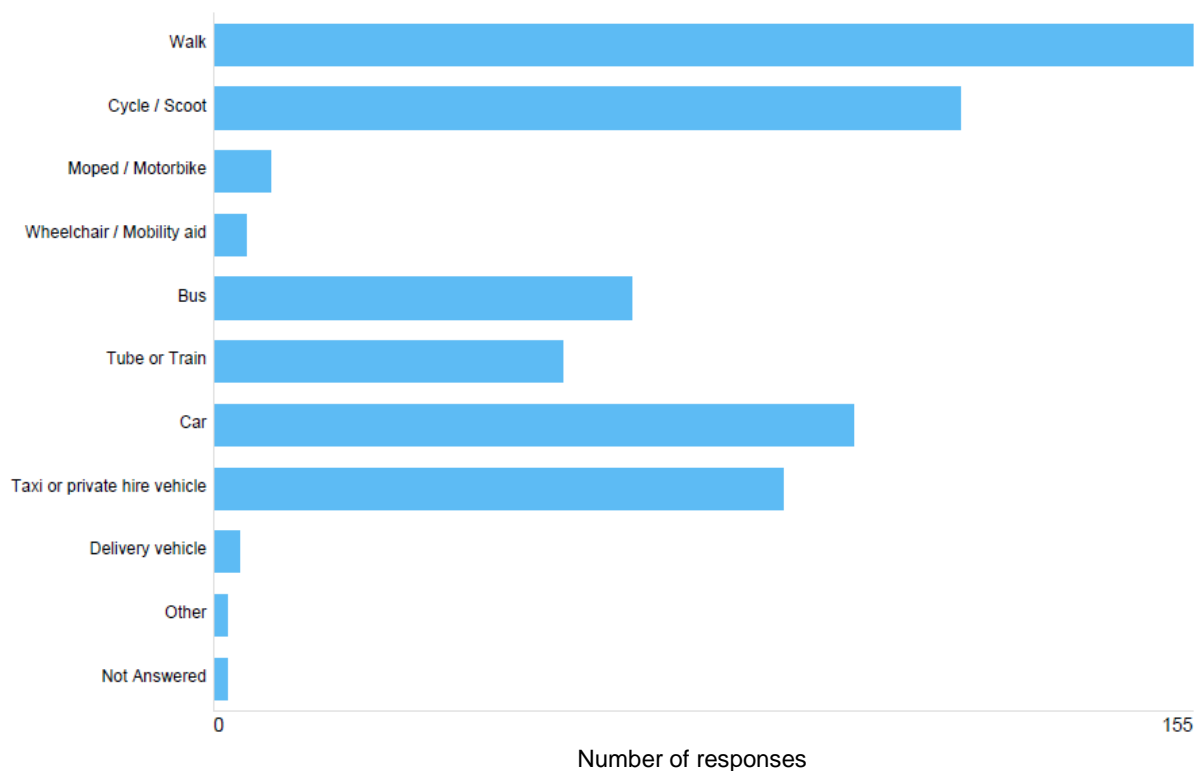
Mornington Street proposal					
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
LB Camden Residents/ Organisations/ Businesses within consultation area*	17.10%	15.20%	33.30%	5.70%	28.60%
	32.30%			34.30%	
LB Camden Residents/ Organisations/ Businesses outside the consultation area**	29.23%	20.00%	3.10%	1.54%	46.15%
	49.20%			47.70%	
Respondents from outside Camden	18.20%	10.60%	3.00%	4.50%	63.60%
	28.80%			68.10%	
Overall response	20.80%	15.30%	16.50%	4.20%	43.20%
	36.10%			47.50%	

Table 6 Summary of responses for the proposed parking amendments by respondent location

Parking amendments					
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
LB Camden Residents/ Organisations/ Businesses within consultation area*	25.70%	14.30%	46.30%	1.90%	11.70%
	40.00%			13.60%	
LB Camden Residents/ Organisations/ Businesses outside the consultation area**	20.00%	13.90%	36.90%	1.54%	27.70%
	33.90%			29.20%	
Respondents from outside Camden	10.60%	10.60%	39.40%	6.60%	32.80%
	21.20%			39.40%	
Overall response	19.90%	13.10%	41.90%	3.10%	22.00%
	33.00%			25.10%	

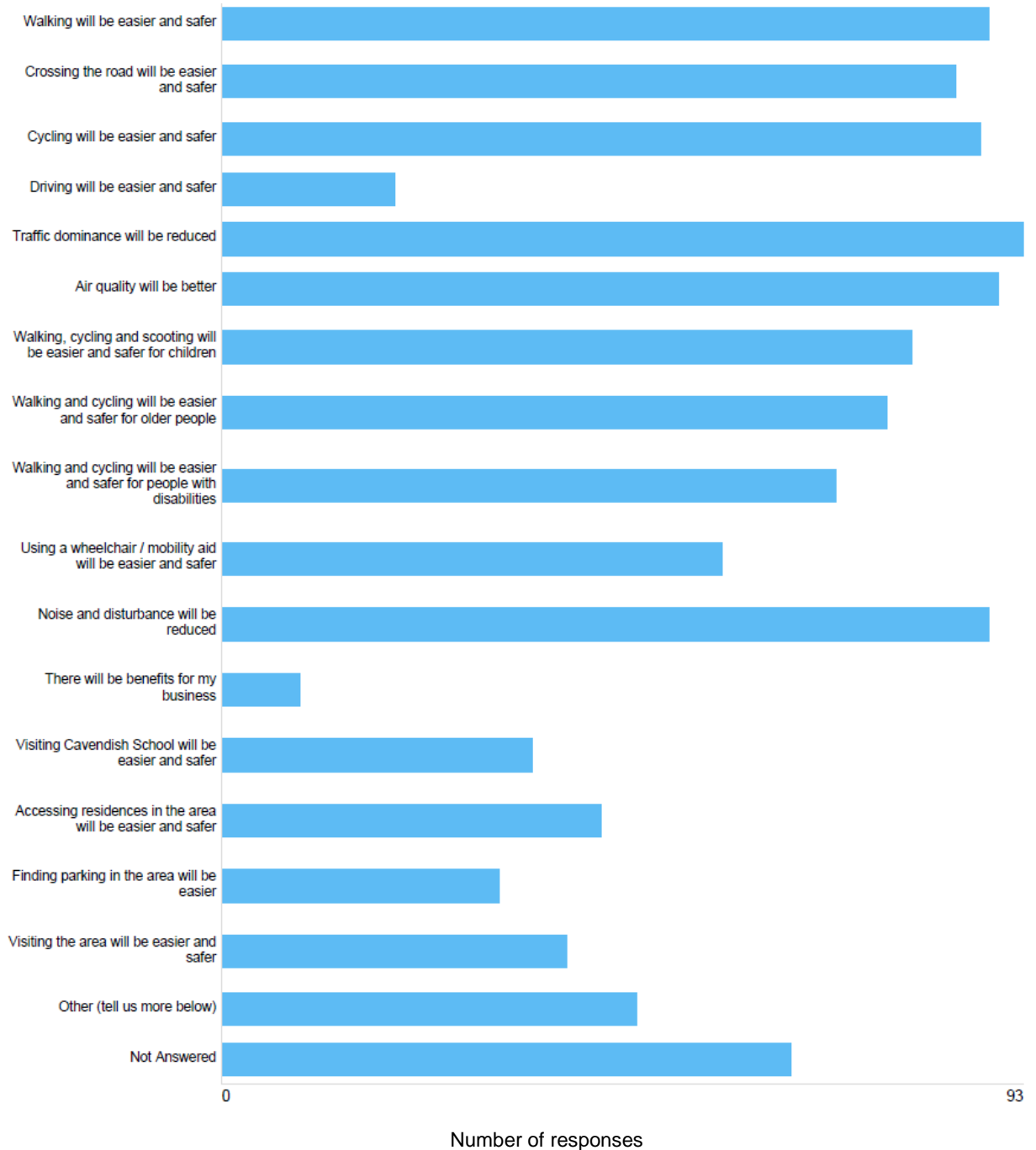
2.5. As illustrated in Figure 2 below, walking is the most frequent travel mode in and around the Arlington Road Area, followed by cycling/scooting, driving a car and hiring a taxi or a private vehicle.

Figure 2 Preferred travel mode in and around Arlington Road Area



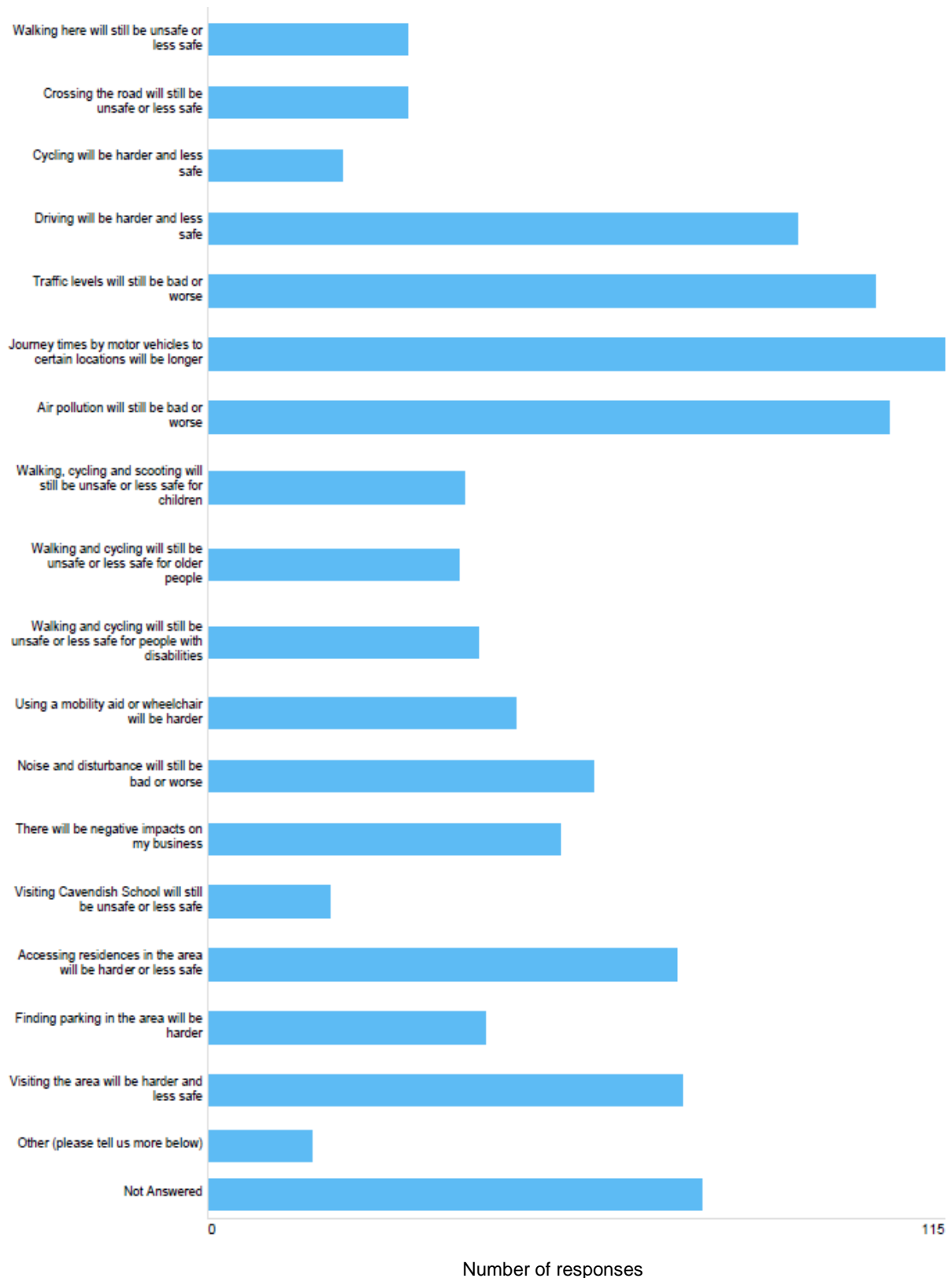
2.6. Reasons why the respondents may like the proposed amendments to the Arlington Road Area LTN are summarised in Figure 3 below:

Figure 3. Summary of reasons why the respondents may like the proposed amendments to the Arlington Road Area LTN



2.7. Reasons why the respondents may not like the proposed amendments to the Arlington Road Area LTN are summarised in Figure 4 below:

Figure 4. Summary of reasons why the respondents may not like the proposed amendments to the Arlington Road Area LTN



2.8. Inverness proposal

The results of the Inverness Street proposal are highlighted below and are based on the information provided in Table 3 and Table 4.

As can be seen from Table 3, which shows the results of all responses to the consultation, the results are as follows:

- 45.3% of all respondents supported the proposal for Inverness Street (8.9% agree and 36.4% strongly agree)
- 5.1% of all respondents were neutral on the proposals
- 49.6% of all respondents did not support the proposal for Inverness Street (8.5% disagreeing and 41.1% strongly disagreeing).

However, the data is further deconstructed in Table 4, which shows the results of those who provided a post code within the consultation area, within Camden but outside the consultation area, and those who provided a post code from outside Camden.

- 50.5% of the those who gave a post code within the consultation area supported the Inverness Street proposal.
- 10.5% of those who gave a post code within the consultation area were neutral on the Inverness Street proposal
- 39.0% of those who gave a post code within the consultation area did not support the Inverness Street proposal.

Table 4 also shows that 68.2% of the respondents that registered a post code outside Camden did not support the proposals for Inverness Street.

Further analysis of the data shows that 63.9% of the respondents that registered a post code north of Parkway, within the consultation area, supported the Inverness Street proposal.

Some respondents left valuable comments highlighting their concerns on the Inverness Street proposals and provided suggestions and/or proposed solutions to the issues highlighted. This information is further analysed in the section 3.3.

Of those who do not support the Inverness Street proposal

- 37.6% of the respondents indicated, via comments, that they are concerned with the perceived issues that have been created by the wider Arlington Road Area LTN and have not provided any specific reason for disagreeing with the proposal for Inverness Street itself.
- 35% of the responders that are disagreeing with the proposal have not provided any reason for disagreeing.

2.9. Mornington Place proposal

The results of the Mornington Place proposal are highlighted below and are based on the information provided in

Table 3 and Table 5.

As can be seen from Table 3, which shows the results of all responses to the consultation, the results are as follows:

- 36.1% of all respondents supported the proposal for Mornington Place (15.3% agree and 20.8% strongly agree)
- 16.5% of all respondents were neutral on the proposals
- 47.5% of all respondents did not support the proposal for Mornington Place (4.2% disagreeing and 43.2% strongly disagreeing).

However, the data is further deconstructed in Table 5, which shows the results of those who provided a post code within the consultation area, those within Camden but outside the consultation area, and those who provided a post code from outside Camden.

- 32.3% of the those who gave a post code within the consultation area supported the Mornington Place proposal
- 33.3% of those who gave a post code within the consultation area were neutral on the Mornington Place proposal
- 34.3% of those who gave a post code within the consultation area did not support the Mornington Place proposal

Table 5 also shows that 68.1% of the respondents that registered a post code outside Camden did not support the proposals for Mornington Place.

Some respondents left a comment listing out their concerns relating to the proposals and provided suggestions and solutions to the proposals. This information is further analysed in the section 3.4.

Of those who are not supportive of the Mornington Place proposal:

- 40.2% of the responders that are not supportive of the Mornington Place proposal have indicated that they are concerned with the perceived issues that have been created by the schemes implemented as part of the Arlington Road Area LTN and have not provided any specific reason for disagreeing with the proposal for Mornington Place.
- 39.3% of the responders that disagree with the Mornington Place proposal have not provided any reason for disagreeing.

2.10. Parking amendments

The results of the Parking amendments proposal are highlighted below and are based on the information provided in Table 3 and Table 6.

As can be seen from Table 3, which shows the results of all responses to the consultation, the results are as follows:

- 33.0% of all respondents supported the proposal for Parking amendments (13.1% agree and 19.9% strongly agree)
- 41.9% of all respondents were neutral on the proposal
- 25.1% of all respondents did not support the proposal for Parking amendments (3.1% disagreeing and 22.0% strongly disagreeing).

However, the data is further deconstructed in Table 5, which shows the results of those who provided a post code within the consultation area, those who provided a post code within Camden but outside the consultation area, and those who provided a post code from outside Camden.

- 40.0% of the those who gave a post code within the consultation area supported the proposals for Parking amendments
- 46.3% of those who gave a post code within the consultation area were neutral on the Parking amendments proposal
- 13.6% of those who gave a post code within the consultation area did not support the Parking amendments proposal

Table 5 also shows that 39.4% of the respondents that registered a post code outside Camden did not support the proposal for Parking amendments.

Some respondents left a comment listing out their concerns of the proposals and provided suggestions and solutions to the proposal for Parking amendments. This information is further analysed in the section 3.5.

3. SUMMARY OF RESIDENT AND LOCAL STAKEHOLDER RESPONSES, ADDITIONAL RESPONSES, SUGGESTIONS OR OBJECTIONS TO THE PROPOSED AMENDMENTS

3.1. This section provides a summary of the responses to the consultation received from residents and local stakeholders on the proposed parking amendments to Arlington Road Area LTN.

3.2. The consultation questions asked respondents for their comments and suggestions on the proposals. Of the 236 total valid responses received to the consultation, 143 (60.6%) left a comment on the Inverness Street proposal, 111 (47.0%) left a comment on the Mornington Place proposal and 84 (35.6%) left a comment on the proposed parking amendments. Percentages given are calculated from the total amount of valid responses to the consultation.

3.3. To assist with analysis, comments were categorised into two broad categories: overarching comments on the Arlington Road area LTN, and comments specific to each proposal that were further categorised as positive, negative and further comments. Overall themes raised were identified and the comments were further categorised to be included under a theme, whenever possible. During the course of the analysis, all comments were considered but identical & repeated comments from same respondents were included as part of the overall themes raised.

3.4. Residents' responses

i. Overarching comments on the Arlington Road area LTN

Comments received:

Overarching comments received, highlighting perceived issues that have been created by the previous schemes implemented as part of the Arlington Road area LTN have been identified across the three proposals. Those comments concern displaced traffic, congestion, increased pollution, longer journey times, no prior consultation, emergency services being affected, property access being affected, businesses being negatively affected, road safety, the need to drive a car, discrimination against those with protective characteristics, inconvenience to residents caused by the schemes, making things worse during a pandemic, these roads were never busy before, the need of people need to drive because of the pandemic and residents' parking.

Officer Response:

This consultation is primarily concerned with the three proposed sets of amendments in the Arlington Road Area LTN. Stakeholders can provide their comments on the experimental schemes for the Arlington Road Area LTN that have been already implemented under an Experimental Traffic Order (ETO) in place for 18 months, on our dedicated [Commonplace website](#). The Council will carry out a full public consultation after the Arlington Road Area LTN has run for 12 months. This consultation would then inform – together with other relevant information, e.g., monitoring data - the Council's decision as to whether, at the end of the 18-month experiment, the experimental schemes should be made permanent (and, if so, whether with or without changes) or allowed to lapse.

ii. Inverness Street proposal specific comments

Positive comments

Visiting Cavendish School will become safer for me and my children.

Air quality in the area will improve.

Traffic levels in Gloucester Crescent and Inverness Street will be reduced.

We are delighted that after years of Gloucester Crescent being used as a rat run from Gloucester Avenue/Oval Road to Inverness Street to Parkway, this will finally close off that option for through traffic.

It will discourage short journeys and therefore pollution will be reduced.

Walking and cycling in the area will become safer.

The area will become more pleasant.

It will encourage people to be more active.
It will reduce the likelihood of collisions between motor vehicles and pedestrians and/or cyclists and increase road safety in the area.
Noise and disturbance in the area will be reduced.
Removing the trader vans and introducing double yellow lines at the junction will improve safety for pedestrians and people trying to cross Inverness Street.
It will make the northern end of Arlington Road safer for cyclists.
The streets are interlinked, and this move will ensure that traffic does not displace North, which is fair and treats us as one community
Southbound traffic along Arlington Rd is still high. These proposals will improve this.

Negative comments

I will not be able to access my property /business / I will not be able to receive deliveries
Officer response: The changes proposed mean that motor vehicles can no longer use Inverness Street to access Arlington Road. However, it is still possible to access every building on Arlington Road and Inverness Street, and other surrounding streets, by motor vehicle, on foot, by bike, or using a wheelchair. For motor vehicles, alternative routes to access some properties may be required. Local residents, businesses, delivery drivers and visitors can still access all the properties via motor vehicle, and waste collections can still be made.
It will force more traffic on Parkway. Pollution will increase and it will become dangerous more pedestrians and cyclists.
Officer response: It is proposed that the amendments will be implemented under an Experimental Traffic Order if a decision is made to move forward with them. Officers will monitor the impacts of the changes. Traffic levels and air quality data will be monitored across the area including the A Roads such as Parkway, if a decision is made to move forward with the proposals. Moreover, the Council is conducting an additional study into potential solutions to improve traffic flow and reduce congestion on Parkway.
Blocking Inverness Street will make visiting Cavendish School harder / less safe

Officer response:

Officers note that in the proposals the Cavendish school can be reached by motor vehicle via Gloucester Crescent and from Arlington Road. The proposed changes aim to offer added protection to those visiting Cavendish School. Reducing the number of vehicles that travel along Inverness Street seeking to access Arlington Road, and subsequently Parkway, will improve safety for those accessing the Cavendish School. According to STARS accredited schools survey data, during 2018-2019, 76% of pupils travelled to/from Cavendish School by walking, cycling, scooting, or by using public transport or school bus/taxi.

Congestion on Oval Road will increase.

Officer response:

Traffic levels and air quality will be monitored across the area, as required, including on Oval Road, after the changes is implemented. Officers have provided counts for Oval Road in Appendix F of the Decision Report. These counts show that pre the Arlington Road Area LTN circa 4,400 vehicles per day used Oval Road, while post implementation circa 3,060 vehicles per day use Oval Road.

The new street furniture will block emergency vehicle access.

Officer response:

Emergency services have been contacted and comments received have been considered as part of the design process. The camera enforced restriction and the location of the street furniture ensure that emergency services will have a direct access through the restriction.

I am disabled. I need to drive. This proposal is against those with protective characteristics.

Officer response:

Without understanding the details of the above highlighted disability, Officers note that it is still possible to access every building on these streets by motor vehicle, on foot, by bike, or using a wheelchair, and receive deliveries and visitors.

The proposals do not prevent car journeys from being made. Residents and businesses will retain the ability to access every front door within the scheme area and to drive in and out the area and park when they need to, delivery drivers and visitors can still access all the properties, and waste collections can still be made, but the movement of through traffic to use Inverness Street and Gloucester Crescent will be restricted. For motor vehicles, alternative routes to access some properties may be required.

The scheme is not needed anymore / not wanted by residents.

Officer response:

The proposed measure on Inverness Street constitutes a direct response to comments received from stakeholders during the trial period for the Arlington Road area LTN. These comments highlighted high volumes of through traffic using Gloucester Crescent and Inverness Street to access Arlington Road and Parkway. Moreover, officers conducted site visits to investigate these issues, which confirmed that high volumes of through traffic continue using Gloucester Crescent and Inverness Street to access Parkway. The results of the public consultation show that the greater proportion of respondents within the consultation area and within Camden, especially those that live north of Parkway within the consultation area (63.9%), support the proposal for Inverness Street.

This is punitive to traders. Too restrictive and inflexible.

Officers response:

There is no loss of Trader parking bays in the proposed measures. Trader parking bays will be relocated to Arlington Road, south of the junction with Inverness Street and not removed.

Relocating the market trader bays on Arlington Road will make it less safe for cyclists is a terrible idea since this road is already really dangerous to cycle with the number of parked and moving cars.

Officers response:

The trader parking bays that are proposed for relocation from Inverness Street to Arlington Road will replace existing parking bays therefore there will be no net loss of parking on Arlington Road.

Suggested Improvements, Some concerns, and General Comments

A significant proportion of the comments received provided useful feedback, highlighting concerns about aspects of the proposals or provided suggestions for improvements.

A lot of traffic will probably still come into Gloucester Crescent at the South end, find they can't get down Inverness Street, and go right round back to Oval Road. If you want to reduce the through traffic in Oval Road, Gloucester Crescent, Inverness Street and Arlington Road it would seem to be better to close Oval Road to Northbound traffic at Regents Park Road and leave the end of Jamestown Road open in both directions

Officer response:

Adequate warning signage will be installed in advance of the area to let drivers know of the changes at Inverness Street in advance of reaching them.

Moreover, Officers will also update the Sat Nav providers of the changes at Inverness Street.

Moreover, it is proposed that the scheme will be implemented under an Experimental Traffic Order. We will monitor the impacts of the scheme, including the routing provided above. Traffic levels and air quality will be monitored across the area, on relevant streets, as required, including Oval Road, Gloucester Crescent, Inverness Street and Arlington Road, after the scheme is implemented., At approximately 12 months of the experimental scheme (counting from the coming into force of the original ETO), the council will carry out a full public consultation and officers will consider making additional changes if deemed necessary.

I don't think that this solution is actually going far enough as it's not Camden residents causing the majority of this pollution, the pollution is from the quantity of cars driving in and out of North London. Personally, I think the only way this will change is to push the congestion charge zone further out of central London to include Camden.

Officer response:

Officers acknowledge this response and highlight that it is currently proposed, by TfL, that on the 25 October 2021, the ULEZ area will be expanded to include the inner London area bounded by the North and South Circular Roads. This will include the entire borough of Camden. While the ULEZ does not ban vehicles of a particular size, e.g those over 3.5 Tonnes, from entering the zone it does have a significantly higher monetary charge for vehicles of this size which serves to discourage vehicles from entering the zone (£12.50 daily for vehicles under 3.5 Tonnes and £100 daily for those over 3.5 Tonnes).

I do not understand the reason for adding planters in Inverness street, which is resulting in the need to move residents parking bays.

Officer response:

It is proposed that the residents' parking spaces will be relocated on Inverness Street, close to the original locations therefore there will be no net loss in residents' parking spaces.

As a resident who lives on Gloucester Crescent, I am getting nervous that on the occasions when we do use our car, we won't very easily be able to get out of Gloucester Crescent to go anywhere. We used to leave via Jamestown Road, but this is no longer an option and this new change would stop us using Inverness St. We would then only be able to leave via Oval Road moving onto Parkway where the traffic is often very heavy.

Officer response:

The scheme has been designed to restrict through traffic and balance the need for local access. Access to Parkway will still be available for motor

vehicles via Jamestown Road and Arlington Road, in addition to the route indicated above.

I wonder why you couldn't devise a scheme where locals (cars are registered to addresses so you would know who they were) were allowed access whereas non-locals were not? I also think if you make this kind of changes, you need to look at the frequency of the traffic lights on the new busier routes- people never seem to actually come out and observe the effect their changes have or alter the traffic lights to try and ease traffic from the newer, busier routes- I know this is possible, given what traffic lights can do and the cameras you have, but it never seems to happen. This is doubly true in case of temporary lights when no one ever seems to monitor the change/effect they have and adjust accordingly.

Officer response:

Access by motor vehicles will be retained to every front door within the scheme area. Unlike the proposed measure, Healthy School Streets close streets or sections of streets completely and only for a limited period, so residents need exemptions to access their streets during the restricted times. The proposed measure maintains access to Inverness Street and Gloucester Crescent at all times through alternative entry points, so exemptions aren't needed.

Officers are conducting an additional study into potential solutions to traffic flow and congestion on Parkway.

It is hoped that drivers would not alternatively be directed by their satnavs along Oval Road, Jamestown Road and back along Arlington Road, however, and should that occur then an alternative/additional scheme will need to be provided to prevent residents on these roads, and the Cavendish School on Arlington Road north from being negatively affected.

Officer response:

It is proposed that the measure will be implemented under an Experimental Traffic Order. We will monitor the impacts of the scheme, including the routing provided above. Traffic levels and air quality will be monitored across the area, on relevant streets, as required, including Oval Road and Arlington Road, after the scheme is implemented. , At approximately 12 months of the experimental scheme (counting from the coming into force of the original ETO), the council will carry out a full public consultation and Officers will consider making additional changes if deemed necessary.

It would appear that an ANPR camera will capture me coming down Inverness Street to cross Arlington into the pedestrian area or it will capture me turning left or right from Arlington into the pedestrian area of Inverness Street. This is not in line with the statement about residents being able to reach their property.

Officer response:

No changes are proposed to the Inverness Street pedestrian area. Access to the pedestrianised section of Inverness Street is via Arlington Road, which is not affected by these proposals. The proposed scheme on Inverness Street will prohibit access into Arlington Road for motor vehicles, from the section of Inverness Street between Gloucester Crescent and Arlington Road. Access into Inverness Street (both the pedestrian area and the section between Gloucester Crescent and Arlington Road) from Arlington Road will not be affected.

It is important not to close Inverness St completely as this would make the street too quiet and invite more drug dealing.

Officer response:

As outlined in the Inverness Street proposal plan, it is not proposed to fully close Inverness Street to motor vehicle traffic.

Traders vans provide sheltered places for drug dealers. Market traders should be able to park during the day but should also be subject to removing vans outside of market trading times. These spaces have become cheap storage spaces, not parking spaces.

Officer response:

Officers have noted these comments.

We are a little concerned that the circular no cars and motorbike signage would imply that vans and other commercial vehicles would still be allowed to enter Arlington Road from Inverness Street. Along with motor cars there is a massive problem with the constant flow of delivery vans, especially those used by UPS who use GC as a cut through to Kentish Town from Central London via Gloucester Avenue and Oval Road.

Officer response:

The signage (No Motor Vehicle Sign) indicates that no motor vehicles of any type (excluding emergency services and refuse vehicles) can pass this point. Any other vehicles passing through the restriction will be captured by the ANRP camera and a Penalty Charge Notice (PCN) will be issued.

The reason that the No Motor Vehicle Signages will be used at this location is that emergency services will not contravene a No Entry Sign. We have developed the proposed measure to balance access for necessary emergency services whilst ensuring that through traffic is restricted.

iii. Mornington Place proposal specific comments

Positive comments

This proposal as it will help reduce motor traffic in Mornington Place, making it safer for walking and cycling, as well as reducing pollution for local residents.
It's a residential street, of course through traffic should be prevented, and road space regained by the community.
The current measures are ineffective because cars can still turn right onto Mornington Place from Mornington Crescent and cyclists do not go through the space provided. The current measure is also unsightly, and planters are much more attractive. I fully support the proposal as it will ensure motor vehicles cannot use Mornington Place as a cut through.
Much safer and stops cars cutting the corner and continuing along Mornington Terrace/Granby Terrace.
It will remove the Satnav-induced rat-running on Mornington Place and Mornington Terrace.
Current measure is highly ignored by drivers. The proposed measure will work better than the current measure to stop through traffic.

Negative comments

Not in favour of restoring parking at the junctions, which reduces visibility.
Officer response: The comment does not specify a location However officers note that the resident parking bays on Mornington Place that are being reinstated are located in excess of 5m from the junction.
The current restriction of turn into Mornington Place from Mornington Crescent should be resulting in the same restriction as posited here, as the driver for this change. If this proposal goes ahead, traffic will simply continue further down Mornington Crescent to turn up Clarkson Row as they do already today. The blockade proposed will add to the dwell area for homeless and drug-taking on corner of Clarkson Row/Mornington Place.
Officer response: No restrictions are placed on Clarkson Row as part of the current proposal, or as part of the Arlington Road Area LTN. This approach has been proposed to balance the restriction on through traffic with local access for residents and

emergency services around the restriction. Traffic volumes will be monitored on Clarkson Row as part of the proposed changes and Officers will consider making additional changes if deemed necessary.

I totally understand the need for safety for cyclists and pedestrians, but our area has never been hugely full of traffic and there is no school to protect so we definitely don't need any more restrictions.

Officer response:

The proposed scheme will prevent motor vehicles movements into and out of Mornington Place at the junction with Clarkson's Row. This will ensure that motor vehicles seeking to access Delancey Street from Hampstead Road will have a more circuitous route, disincentivising the use of residential streets in the area for through-traffic, and will improve safety for pedestrians and cyclists on Mornington Place.

I'm not a car owner and live on Clarkson Row. I can imagine it's frustrating for those living on Mornington Place who are car owners currently. However, by moving the sign to the corner of Clarkson Row and Mornington Terrace, won't this just create a bottle neck of cars who don't realise they can't get onto the Terrace from Mornington Place?

If this does go ahead then google maps etc need to be told somehow in advance so that Sat Navs do not send cars up Mornington Place who want access to Mornington Terrace.

Officer response:

If a decision is made to move forward with this scheme Officers will ensure that Adequate warning signage will be installed in advance of the area to let drivers know of the changes at Mornington Place in advance of reaching them. Additionally, Officers will update the Sat Nav providers of the changes at Mornington Place.

Cars should be able to move freely up and down Mornington Place to keep traffic congestion off Camden high street.

Officer response:

The aim of the scheme is to prevent through traffic from using the cell of residential streets to the west of Camden High Street to avoid Camden High Street, and improve safety for people walking and cycling in this residential street. The proposal is aligned with the policies and objectives of the Camden Transport Strategy outlined in section 1.8 – 1.11 of the Arlington Road area LTN [Decision Report](#).

Taxis licenced by TFL need access to all roads so that disabled passengers have access and are not discriminated by these schemes.

Officer response:

The proposals do not prevent car journeys from being made. Under these proposals it is still possible to access every building on these streets by motor vehicle (including Taxis), but the movement of through traffic to use Mornington Place will be restricted. For motor vehicles, alternative routes to access some properties may be required.

So you completely want to cut off this area. The way to get to my home is through Clarkson Row.

Officer response:

Access to every front door, in the area, is available for motor vehicles but the movement of through traffic to use Mornington Place to access Clarkson's Row/Mornington Terrace will be restricted. Alternative routes to access some properties may be required.

Suggested Improvements, Some concerns, and General Comments

Good to see a vehicle filter between Mornington Place and Mornington Terrace to calm the streets, but I don't know how much this will be negated by opening up Mornington Place to two-way traffic.

Officer response:

Mornington Place is already a two-way street; therefore, the proposals are not introducing any change in this regard.

I don't know the traffic movements at this point. But this seems to reopen access to Albert Street at the South end. It appears that through traffic can still use Mornington Crescent/Clarkson Row/Mornington Terrace. Is that what you want?

Officer response:

The traffic restriction at the junction of Albert Street with Mornington Place will not be removed.

No restrictions are placed on Clarkson Row as part of the current proposal. This approach has been proposed to balance the restriction on through traffic with local access for residents and emergency services around the restriction. Traffic volumes will be monitored on Clarkson Row as part of the proposed changes and Officers will consider making additional changes if deemed necessary.

I only agree if something can be done about mid Albert St Traffic!

Officer response:

Any comments on the already implemented experimental schemes for the Arlington Road Area LTN should be provided on our dedicated Commonplace website. However as outlined, if a decision is made to move forward with this scheme, Officers will monitor traffic levels and air quality will be monitored across the area, on relevant streets, as required, including Albert Street, if a decision is taken to move forward with the scheme.

Good to mitigate through traffic to our neighbours in Clarkson Row, consolidating our area as a community.

Officer response:

No restrictions are placed on Clarkson Row as part of the current proposal. This approach has been proposed to balance the restriction on through traffic with local access for residents and emergency services around the restriction. Traffic volumes will be monitored on Clarkson Row as part of the proposed changes and Officers will consider making additional changes if deemed necessary. Officers will also investigate the feasibility of restricting vehicles over 3.5 tonnes from accessing Clarkson Row.

iv. Proposed parking amendments specific comments

Positive comments

It offers more flexibility. Those bays are often empty while residents have to drive round trying to find a space to park.

Resident Parking in the Arlington Road area is at a premium at the best of times. This potentially expands the opportunities for residents to park.

This will assist in ensuring that additional longer journeys are not required to find parking spaces on the other side of the Mornington Street ANPR filter when there are none on the Arlington Road side, which has been a problem on a number of occasions for residents since the changes have been made (as there are far greater numbers of resident spaces in Albert Street than there are in Arlington Road).

I hope this will also discourage couriers and other tradespeople from sitting in their vehicles having lunch with their engines on and then dropping their takeaways out of their doors before driving off (which sadly is now a real problem here).

This will reduce traffic making the area safer and less polluted.

Although I walk a lot, I have a car, and often find it hard to get a residents parking bay on Mornington Street. So strongly agree with the proposal.

I think a reduction in purely paid for parking will help encourage visitors to the area to use public transport.

Negative comments

Making residents parking bays/areas mixed use reduces to availability of parking for residents at a time when the Council is making significant increases in parking charges across a range of residents permits.

Officer response:

The proposed parking amendments include the conversion of parking spaces from 'Paid for' to 'Share use' to provide additional parking opportunities for CPZ permit holders while retaining the option for 'paid for parking'. The proposed parking amendments do not include any reduction in residents' parking spaces.

As you confirm (the % of car owners), there is no need for private parking spaces.

Officer response:

Officers propose the changes to parking arrangements to provide additional parking opportunities for CPZ permit holders while retaining the option for 'paid for parking'.

The proposed changes are being brought forward as a direct response to comments received from local stakeholders. This approach has been proposed to balance the demand for residents parking spaces with this for paid for spaces for visitors to the area.

Things are ok. Albert street residents do not wish any change.

Officer response:

Officers propose the changes to parking arrangements to provide additional parking opportunities for CPZ permit holders while retaining the option for 'paid for parking'.

The proposed changes are being brought forward as a direct response to comments received from local stakeholders. This approach has been proposed to balance the demand for residents parking spaces with this for paid for spaces for visitors to the area.

It is hard enough for the visitors to the area to park and they are already dissuaded to bring their cars by the existing state of play. Why would you make it even more onerous for visitors to park?

Officers propose the changes to parking arrangements to provide additional parking opportunities for CPZ permit holders while retaining the option for 'paid for parking'.

The proposed changes are being brought forward as a direct response to comments received from local stakeholders. This approach has been proposed

to balance the demand for residents parking spaces with this for paid for spaces for visitors to the area. In line with the [Camden Transport Strategy](#) visitors to the area are encouraged to use sustainable modes of travel whenever possible.

Suggested Improvements, Some concerns, and General Comments

This works well in Fulham and Hammersmith shared parking spaces works in residential areas but should be more in favour of permit holders in busy locations in the borough for example Euston station and Camden high street. For example, between 8.30 and 10.30 residents only 10.30-18.00 shared parking.

Officer response:

Officers note this comment but highlight that no changes to parking on Camden High Street or in Euston station are proposed.

This is a missed opportunity to provide Electric only spaces.

Officer response:

At present the levels of electric vehicle ownership in the Camden borough are still quite low, but we have a rolling programme of providing electric vehicle charging points in the Borough, including 10 that have been delivered in Arlington Road Area over the last 18 months. The Council does encourage the uptake of EVs when there is essential need for car, however the most efficient, sustainable and healthy modes should be used whenever possible - namely walking, cycling and public transport.

This does not take steps to discourage private car use or ownership, which you should be doing.

Officer response:

The proposed changes are being brought forward as a direct response to comments received from local stakeholders. This approach has been proposed to balance the demand for residents parking spaces with this for paid for spaces for visitors of the area.

Just remove the spaces. Make it bike hangars for locals.

Officer response:

The Council is looking at opportunities to install more bike hangers across the borough including in this area.

The proposed changes are being brought forward as a direct response to comments received from local stakeholders. This approach has been proposed

to balance the demand for residents parking spaces with this for paid for spaces for visitors of the area.

I should like to see less parking in the area, especially for visitors who should not (unless blue badge disabled) be driving into and through the area.

Officer response:

Officers propose the changes to parking arrangements to provide additional parking opportunities for CPZ permit holders while retaining the option for 'paid for parking'.

Residents of Camden can avail of the visitor parking permits which enable visitors to their property to park in resident or shared bays within the CPZ.

The proposed changes are being brought forward as a direct response to comments received from local stakeholders. This approach has been proposed to balance the demand for residents parking spaces with this for paid for spaces for visitors of the area.

I object to subsidising the storage of people's private property on public roads. They are unsightly, block visibility and encourage driving. A 2m by 5m parking space is 10 sqm. If that were built on, it would be worth about £100,000 per floor. Camden Council have steadily over the years taken this valuable space away from the people who used to use it (kids playing, pedestrians etc.) and handed it over to a minority group to use it for their anti-social vehicles. You massively subsidise them in the process. Please rebalance the usage of our public space away from the small minority of car users to everyone.

Officer response:

The [Camden Transport Strategy](#) sets our approach to multiple ways we are seeking to rebalance out public realm in favour of walking, cycling and using public transport.

You should go further than this and remove more car parking spaces entirely.

Officer response:

The proposed changes are being brought forward as a direct response to comments received from local stakeholders. This approach has been proposed to balance the demand for residents parking spaces with this for paid for spaces for visitors of the area.

Why are more parking places needed?

Officer response:

Officers propose the changes to parking arrangements to provide additional parking opportunities for CPZ permit holders while retaining the option for 'paid for parking'. The number of total parking spaces will not increase.

Residents of Camden can avail of the visitor parking permits which enable visitors to their property to park in resident or shared bays within the CPZ.

The proposed changes are being brought forward as a direct response to comments received from local stakeholders. This approach has been proposed to balance the demand for residents parking spaces with this for paid for spaces for visitors of the area.

These spaces tend to be abused by idling motorists. A more beneficial use of the space would be to expand the inadequate pavement - particularly along Arlington Road.

Officer response:

Officers have noted these comments.

There should be a time limit on the "paid for" places to allow several people to use the places and not all-day office workers.

Officer response:

Officers note that the existing Paid for parking bays in question have a maximum stay of two hours. This would remain the same under the proposed shared arrangement.

Surely installing public parking spaces on these roads will encourage more traffic to pass through whilst looking for somewhere to park? Seeing as the whole point of these changes is to reduce traffic this seems a bit backwards.

Officer response:

The proposed parking amendments include the conversion of parking spaces from 'Paid for' to 'Share use' to provide additional parking opportunities for CPZ permit holders while retaining the option for 'paid for parking'. The proposed parking amendments do not include any introduction of new public parking spaces.

I cannot confidently judge the situation on Arlington Rd and Mornington Street, but I have noticed on a very regular basis when looking for a resident space on Albert Street, that there were plenty of spaces in the Paid for Parking bays south of Delancey St, when none were available for residents. Only last week there was a situation which I remember because I was so frustrated, when not even one of the dozen or so Paid for Parking spaces was occupied.

May I suggest that the conversion of parking spaces on Albert St, south of Delancey St from 'Paid for' to 'Shared use' be increased from 4 to 7.

Officer response:

Officers propose to convert 4 parking spaces on Albert St from 'Paid for' to 'Shared use'. It is proposed that the amendment will be implemented under an Experimental Traffic Order. The impacts of the amendment will be monitored after its implementation (if a decision is made to proceed), during the trial period, if a decision is made to move forward with the proposal.

I am worried that nothing has yet been done about putting in 24-hour residents' parking in Gloucester Crescent. The volume of night-time visitor parking spilling into Gloucester Crescent from the local night life is huge (though much lower during Covid) and causes awful night time noise for residents in Gloucester Crescent as pub, club and bar-goers continue their fun around their cars. It is very unfortunate that Gloucester Crescent has become a car park for Camden lock and would be easily remedied with 24-hour parking.

Officer response:

The request to introduce 24-hour controls on Gloucester Crescent is considered as a request to undertake a review of all of CA-F controlled parking zone (CPZ) hours of control. This is because the council does not set parking hours of control on a street-by-street basis as this would result in a complex system which is hard for motorists to understand and the council to enforce.

CA-F has been identified as a priority zone for a Controlled Parking Zone (CPZ) review (which would include proposals on changing the hours of control in the whole CPZ including Gloucester Crescent). Unfortunately, due to the impacts of the pandemic, we are currently unable to resource CPZ reviews as we normally would do. When circumstances change, CA-F will be one of the first CPZs to be reviewed.

3.5. Stakeholder Responses

A summary of the responses to the consultation received from local stakeholders' groups on the proposed amendments to Arlington Road Area LTN and officers' responses to these, is provided below

The Cavendish School

The Cavendish School supports the proposal for Inverness Street as they consider that it will make the area surrounding the school much safer for their pupils and will reduce the pollution from queueing vehicles.

The Cavendish School is neutral towards the proposal for Mornington Place and the proposed parking amendments.

Officer Response:

Officers have noted the positive comments from the Cavendish School on the Inverness Street proposals.

United Cabbies Group

The United Cabbies Group is not supporting the proposals for Inverness Street and Mornington Place as they believe that publicly hired licensed taxis, which are 100% wheelchair accessible vehicles, should be given access through the restrictions as an exemption.

The United Cabbies Group is neutral towards the proposed parking amendments.

Officer Response:

Under the proposed changes, access to every front door within the scheme area will be possible by motor vehicle. Unlike the proposed measure, Healthy School Streets close streets or sections of streets completely and only for a limited period, so residents need exemptions to access their streets during the restricted times. The proposed measures maintain access to the scheme area at all times through alternative entry points, so exemptions are not needed.

Campaign Against Camden Road Closures

The 'Campaign Against Camden Road Closures' group is not supporting the proposals, as they believe that preventing vehicle access will just redistribute traffic to other, already congested roads. This will further increase congestion and pollution and lead to other unintended consequences such as vehicles performing dangerous manoeuvres, increased response times for emergency services etc. Moreover, they consider that these changes are also discriminatory against those with Protected Characteristics such as the disabled and elderly.

Officer response:

Officers note that under the proposed changes, access to every front door within the scheme area will be possible by motor vehicle. If a decision is made to move forward with the proposals Officers will monitor the impacts of the scheme. Traffic levels and air quality data will be monitored across the area.

An EQIA has been produced and is available as Appendix G.

Rubtrade Limited

Rubtrade Limited organisation is against the proposal for Inverness Street as they consider that it will impede access to their building in order to maintain it and their commercial tenants will not be able to receive deliveries.

Rubtrade Limited is neutral towards the proposal for Mornington Place and the proposed parking amendments.

Officer response:

Officers note that under the proposed changes, access to every front door within the scheme area will be possible by motor vehicle. Therefore, deliveries to all properties will be possible. It is not know where this organisation is based.

Green School Runs

Green School Runs fully supports all proposals by Camden Council aimed at reducing motor traffic dominance, especially on residential roads, and making roads safer for walking and cycling, as well as reducing pollution for local residents. We understand these proposals are often unpopular before they are implemented, however with more than 9,500 people a year dying prematurely in London as a result of exposure to pollution, the authorities have a duty to implement proposals that will help reduce pollution levels.

Officer Response:

Officers have noted these supportive comments.

Climate Emergency Camden

The 'Climate Emergency Camden' group commented that despite being supportive of measures that help to increase the accessibility and safety of cycling and walking and to reclaim more of the public space invested parking, they would like to see more use of the kind of deliberative democracy type of approaches that have been used successfully in e.g., Dartmouth Park.

They are particularly keen to see an acceleration of the healthy schools roll out and measures to tackle the school run, including engagement with private schools on the issue.

Officer Response:

Officers note that the Arlington Road Area LTN has been introduced in response to the comments from the [Commonplace map](#), emails from local residents and a 613 signature petition from local residents (for a weight restriction/Low Emission Zone/LTN). These measures have been put in place to restrict through traffic and balance the need for local access as detailed in the Arlington Road Area LTN Decision Report.

Officers have noted the comments about Healthy School Streets. In 2020 the Council implemented Healthy School Street measures around 15 schools, adding to the 3 already in place by the end of 2019. Plans are in place for further schools in 2021.

Camden Air Action

The Camden Air Action group is supporting the proposal for Inverness Street, as it should remove traffic from outside Cavendish School, which registered very high NO₂ levels in their school monitoring study.

Moreover, there are supportive for the Mornington Place, however they would like to see Camden enacting its commitment to reduce both resident and paid for parking spaces in the borough and they would prefer this sort of schemes always to involve the loss of a small number of parking spaces, as it will only be in this way that parking level reductions can be achieved.

The group believes that to improve air quality in our city, most people need to drive less and that people that own a car are likely to use it for journeys that could be better done another way. For these reasons they do not support the proposed parking amendments, as involve an increase in resident parking and they believe that parking needs to become less convenient by design.

Officer Response:

Officers have noted these comments. The proposed parking changes are being brought forward as a direct response to comments received from local stakeholders. This approach has been proposed to balance the demand for residents parking spaces with this for paid for spaces for visitors of the area.

London Living Streets

The London Living Streets group are generally supporting the proposals.

Officer Response:

Officers have noted these comments.

Camden Cycling Campaign (CCC)

The CCC provided their comments to the consultation via email.

CCC are strongly supporting the proposal for Inverness Street, but they believe that it should go one step further and become a School Street during Cavendish School's drop-off and collection times.

CCC are supporting the proposal for Mornington Place, particularly because a full filter (point closure with bollards) is bound to have better compliance than the current one-way filter.

CCC are supporting the proposed parking amendments.

Moreover, they suggest extending the double yellow line further east on Jamestown Road, as cyclists have reported issues with cycling through

the cycle contraflow gap in the filter on Jamestown Road, due to parking/loading forcing them right out into fast oncoming traffic.

Officer response:

Officers acknowledge the supportive response received from CCC. Officers note that they are supportive of a Healthy School Street proposal for the Cavendish School and would work with the Cavendish School on a Healthy School Street proposal, if deemed necessary. The Inverness proposal has been introduced to tackle an issue highlighted by the residents in the wider area.

Officers note that this consultation pertains to the proposed amendments in the Arlington Road area LTN. Stakeholders can provide their comments on the already implemented experimental schemes, such as the suggestion for Jamestown Road, in the Arlington Road Area LTN on our dedicated Commonplace, during the trial period.

REPORT ENDS