

## APPENDIX B – Consultation Summary Report

### 1. INTRODUCTION

- 1.1 In line with several objectives outlined in the [Camden Transport Strategy](#), in response to feedback from the local community gathered on the Council's online engagement platform Commonplace and via a [public consultation](#) carried out between 29 January and 21 March 2021, [a decision](#) was made to trial an area-wide 7.5 tonnes weight restriction 'except for access' in the King Henry's Road area. This trial scheme was delivered under an [Experimental Traffic Order \(ETO\)](#), which came into force on 19 January 2023, for a maximum period of 18 months, until 17 June 2024.
- 1.2 The scheme prohibits vehicles weighing 7.5 tonnes or more from using the network of residential streets between Avenue Road, Adelaide Road and Primrose Hill Road as a cut-through. During the trial period, Officers gathered feedback on the scheme posted on the Council's Commonplace platform by local residents and stakeholders and collected monitoring data. A further public consultation was then undertaken in March 2024 asking for people's views on making the trial weight restriction permanent, together with several new proposed measures in the King Henry's Road area as set out in **Section 2** of the Decision Report. This report provides details of the engagement that took place during the trial period and the public consultation. The report also provides an analysis of the consultation responses, a summary of the respondents' comments on the proposals and Officers' responses to these.
- 1.3 The trial weight restriction was introduced as part of a wider scheme in the area which included a trial Healthy School Street (timed motor vehicle restriction) on Elsworthy Road and pedestrian improvements on Primrose Hill Road. The Healthy School Street element of this scheme was subject to a separate ETO and, following a separate [public consultation](#) which took place in September and October 2023, was [made permanent](#) in December 2023.

### 2. ENGAGEMENT DURING THE TRIAL

- 2.1 During the trial period, in January 2023, flyers were delivered to all frontages in the area inviting residents and stakeholders to share their views on schemes in the area, including the trial area-wide weight restriction, via the Council's dedicated [Commonplace website](#). Approximately 45 responses were received, with several relating to the trial weight restriction, highlighting their level of support or otherwise for the scheme, making suggestions for further improvements in the area or leaving general comments.
- 2.2 A selection of example comments received via the Commonplace website concerning the trial weight restriction and the wider area are provided below:
  - *'Why are King Henry / Elsworthy Roads getting preferential treatment and protection while you push even more air and noise pollution from traffic onto Adelaide Rd which is already heavily polluted?'*
  - *'The HGV restriction on King Henry's Rd is welcome and has successfully reduced the worst noise and vibration, although the HGV restriction is*

*generally well observed, some lorries (including Veolia refuse lorries) continue illegally to use King Henry's Rd as a cut through.'*

- *'I would like to see traffic limited during rush hour as it is still bad on King Henry's Road.'* *'It would be good to have the same drive-through restrictions as Elsworthy Road with residents exempt from the restrictions.'*
- *'There seems to be little change to the daily volume of traffic on King Henry's Road. In addition, cars are routinely breaking the speed limit and dangerously so. What is the point of a speed limit if it is not enforced by the borough?'*
- *'Put width restrictions in King Henry's Road and Elsworthy Road and the. There will be no HGV traffic using these roads as shortcuts and this is what the residents wish for.'*
- *'Good scheme but traffic restriction not sufficient. King Henry needs filtering; Elsworthy Road junction with Wadham needs widening reduction to help pedestrians cross the road.'*

2.3 No formal objections to the Experimental Traffic Order were received during the first 6 months of operation, which is the statutory "objections" period of the trial.

### **3. PUBLIC CONSULTATION APPROACH**

3.1 A full public consultation was undertaken for three weeks, between 01 March and 21 March 2024, on proposals to make the trial weight restriction permanent and to introduce several new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area.

3.2 Consultation pages and a questionnaire were set up on [We Are Camden](#), the Council's online engagement platform. A total of 3,765 consultation postcards (see **Appendix E**) containing a link and QR code to the online consultation were hand-delivered to all properties (including residents, businesses and organisations) within the consultation area (see **Figure 1** below). The option of receiving a paper copy of the consultation by mail was available and people were also able to respond via email.

**Figure 1: Consultation Area**



- 3.3 In addition, approximately 55 street notices and 8 lamp post collars (see **Appendix E**) informing residents, businesses and other stakeholders of the consultation, were put up on lamp columns within the consultation area.
- 3.4 An email containing a link to the online consultation was sent to nine local groups listed on the Council's CINDEK database, statutory groups, including various organisations representing the groups identified by the Equality Act 2010, groups representing various transport users, the emergency services and Ward Councilors in the Primrose Hill Ward. Officers also promoted the consultation via the Council's Twitter account.
- 3.5 A copy of the questionnaire is provided in **Appendix E** of the Decision Report. The consultation web page included details of the original trial scheme, monitoring data and feedback collected during the trial period, and the permanent proposal details/layout plans.
- 3.6 The online questionnaire sought respondents' views on several proposals including:
- Making the current, trial area-wide 7.5 tonnes weight restriction 'except for access' permanent; and

- Introducing several new permanent pedestrian, road safety, public space and environmental improvements in the King Henry’s Road area, which were developed in response to monitoring data and feedback collected during the trial period, as detailed in **Section 2** of the Decision Report.

3.7 The questionnaire also asked how people were connected to the area, and their predominant mode of travel in and around the area.

3.8 The questionnaire also included additional non-mandatory questions regarding the proposed scheme’s impact on people who fall into one or more of the nine protected characteristics categories, followed by a series of optional questions regarding their protected characteristics. This was used to inform the updated Equality Impact Assessment (see **Appendix C**).

#### 4. SUMMARY OF CONSULTATION RESULTS

4.1 The total number of consultation responses received via We Are Camden, is shown in **Table 1** below. In cases where a duplicate response was received, the most recent of these responses has been used as the official response.

**Table 1: Number of Responses and Duplicates Received Via 'We Are Camden'**

Total Number of Responses	Number of Duplicate Responses	Number of Valid Responses
70	1	69

4.2 69 valid responses were received via the online consultation; a further four responses were received by email as discussed in **Sections 5** and **6**.

4.3 Respondents were classified by location based on the postcode that they registered for the consultation, as shown in **Table 2**.

**Table 2: Location of Respondents based on Postcode Provided**

Location of respondents	Number	Percentage
Inside consultation area*	63	91.3%
Inside Camden**	6	8.7%
Inside London***	0	0.0%
Outside London****	0	0.0%
Total	69	100.0%

*N.B. \*Refers to respondents who provided a postcode within the consultation area (see Figure 1).*

*\*\*Refers to respondents who provided a postcode inside Camden but outside the consultation area.*

*\*\*\*Refers to respondents who provided a postcode outside Camden but inside London. \*\*\*\*Refers to respondents who provided a postcode outside of Greater London*

4.4 **Table 2** shows that a significant majority of respondents were located within the consultation area (91.3% of all respondents). The remaining 8.7% were within Camden but outside the consultation area. No responses were received from people who registered a postcode outside Camden. Of those who responded from within the consultation area, only one responded on behalf of a group or organisation, with the remaining 68 responding as an ‘individual’.

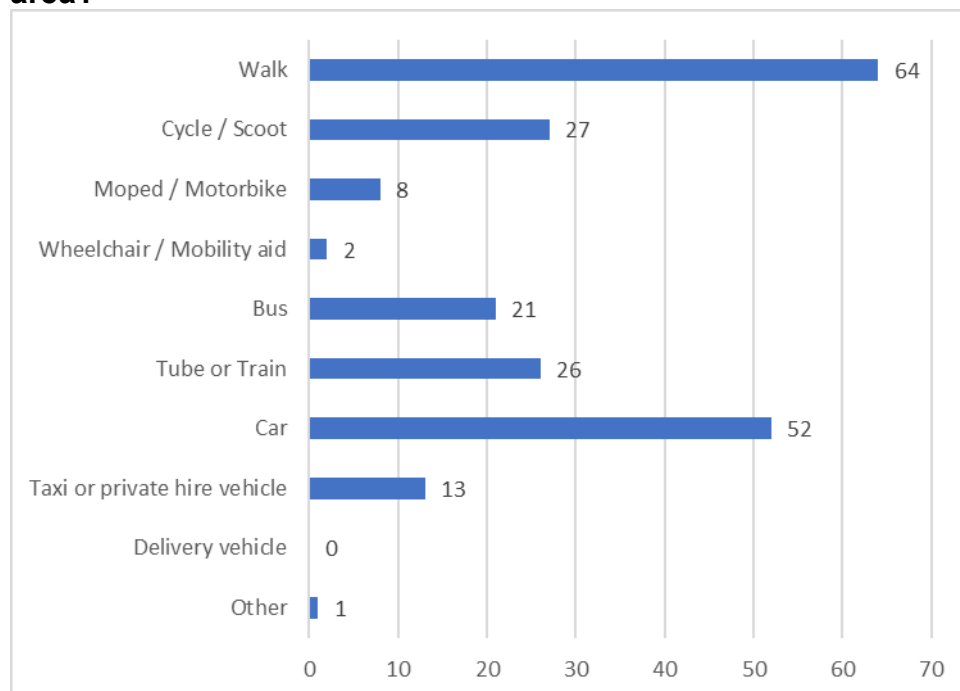
4.5 Question 5 asked respondents how they were connected to the area. As shown in **Table 3**, the majority of respondents live in the area.

**Table 3: Q5: What is the main way you are connected to the proposed changes in the King Henry's Road area?**

Option	Number	Percentage
I live in the area	63	91.3%
I don't live in the area, but live in Camden	3	4.3%
I work in the area	0	0.0%
I don't work in the area, but work in Camden	0	0.0%
I travel through the area, but don't stop	1	1.4%
I visit businesses in this area (shops etc)	0	0.0%
I visit friends/family in this area	0	0.0%
I'm a parent/carers of a child at school here	1	1.4%
I own/manage a business in this area	1	1.4%
I represent a local group or organisation	0	0.0%
Other	0	0.0%

4.6 Question 6 asked respondents how they usually travel in and around the King Henry's Road area, allowing them to choose more than one mode of transport.

**Figure 2: Q6: How do you usually travel in and around the King Henry's Road area?**



4.7 As shown in **Figure 2** above, a majority of participants either walk (64 responses) or use a car (52 responses) to travel in and around the King Henry's Road area. Several participants stated that they either cycle or scoot (27 responses), take the tube or train (26 responses) or take the bus (21 responses).

4.8 Question 7 asked respondents if their household owns, or has available for use, a car or van. The results of this question are shown in **Table 4**.

**Table 4: Q7: Does your household own, or have available for use, a car or van?**

Option	Number	Percentage
Yes	54	78.3%
No	14	20.3%
Not applicable as responding for an organisation	1	1.4%

4.9 As shown in **Table 4**, a majority (78.3%) of participants own, or have available for use, a car or van. This is much higher than the average household vehicle availability for the borough and the Primrose Hill Ward, at 36.4% and 46% respectively (Census 2021) and suggests that the consultation primarily attracted residents who own or have access to a car rather than the majority of residents, in this area, who do not.

4.10 Question 8 asked respondents how they found out about the consultation, allowing them to choose more than one option. The results of this question are shown in **Table 5**.

**Table 5: Q8: How did you find out about this consultation?**

Option	Number	Percentage
Camden Safe Travel Commonplace website	3	4.3%
Camden Council Website	1	1.4%
Email from Camden	4	5.8%
Poster on the street	9	13.0%
Information through the post	34	49.3%
Leaflet given out locally	15	21.7%
Social media	2	2.9%
Word of mouth	11	15.9%
Other	1	1.4%

4.11 Question 9 asked participants to state to what extent they agree or disagree with the proposal to make the area wide 7.5 tonne weight restriction (except for access) permanent. The results of this question are shown in **Table 6**.

**Table 6: Q9: To what extent do you agree or disagree with the proposal to make the trial area wide 7.5 tonne weight restriction (except for access) permanent?**

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure
33 (47.8%)	16 (23.2%)	2 (2.9%)	4 (5.8%)	13 (18.8%)	1 (1.4%)
<b>49 (71.0%)</b>			17 (24.6%)		

4.12 The results of Question 9 show that a majority (71.0%) of participants either strongly agree or agree with the proposal to make the trial scheme permanent, compared with 24.6% of participants who either disagree or strongly disagree.

4.13 Question 10 asked participants for their views on the individual aspects of the proposed new measures, as detailed in **Section 2** of the Decision Report. The results of this question are shown in **Table 7** below.

**Table 7: Q10: To what extent do you agree or disagree with the following permanent proposals?**

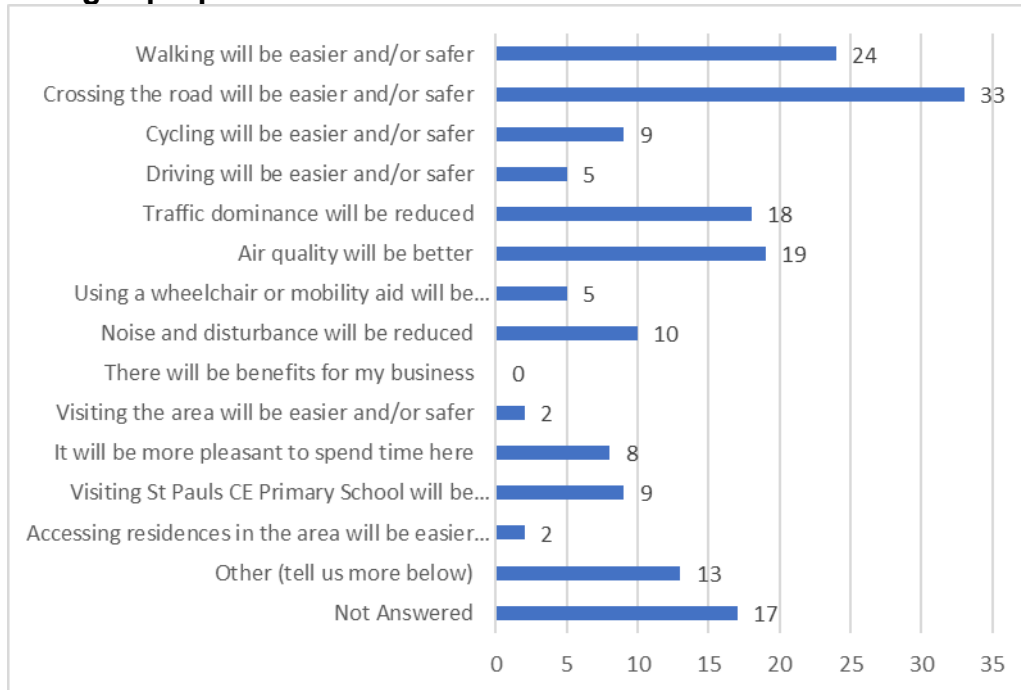
<b>Proposal</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neutral</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Unsure</b>
Widening pavements and making pedestrian crossing improvements on Elsworthy Road outside St Paul's CE Primary School	15 (21.7%)	13 (18.8%)	12 (17.4%)	9 (13.0%)	19 (27.5%)	1 (1.4%)
	<b>28 (40.6%)</b>			<b>28 (40.6%)</b>		
Adding a new zebra crossing on King Henry's Road east of the junction with Elsworthy Rise	14 (20.3%)	18 (26.1%)	6 (8.7%)	7 (10.1%)	23 (33.3%)	1 (1.4%)
	<b>32 (46.4%)</b>			<b>30 (43.5%)</b>		
Improving junctions along Wadham Gardens at Lower Merton Rise, Elsworthy Road and Harley Road	15 (21.7%)	12 (17.4%)	7 (10.1%)	8 (11.6%)	25 (36.2%)	2 (2.9%)
	<b>27 (39.1%)</b>			<b>33 (47.8%)</b>		
Installing four new cycle hangars	12 (17.4%)	12 (17.4%)	15 (21.7%)	3 (4.3%)	25 (36.2%)	2 (2.9%)
	<b>24 (34.8%)</b>			<b>28 (40.6%)</b>		
Extending the dockless e-scooter and cycle hire bay on King Henry's Road	10 (14.5%)	12 (17.4%)	7 (10.1%)	10 (14.5%)	29 (42.0%)	1 (1.4%)
	<b>22 (31.9%)</b>			<b>39 (56.5%)</b>		
Adding new and extended sections of double yellow lines at several junctions	14 (20.3%)	10 (14.5%)	12 (17.4%)	8 (11.6%)	25 (36.2%)	0 (0.0%)
	<b>24 (34.8%)</b>			<b>33 (47.8%)</b>		

4.14 The results of Question 10 show that there was a broad range of opinions amongst respondents regarding individual aspects of the permanent proposals.

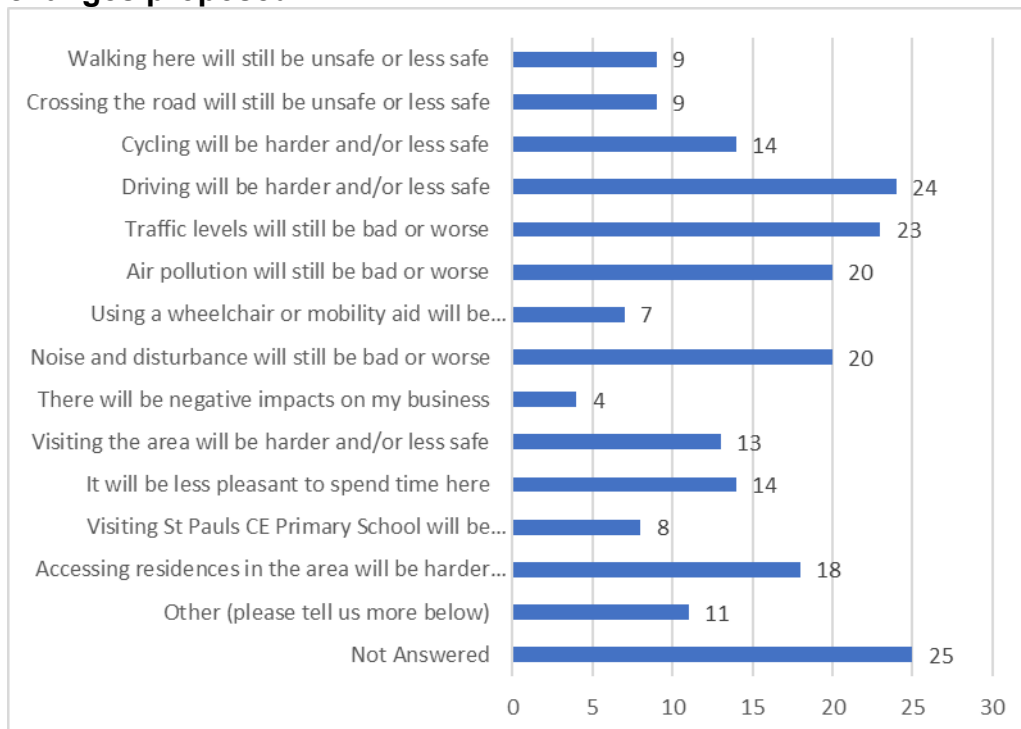
4.15 Participants were also provided with an opportunity to comment on the scheme and on individual aspects of the proposals. The comments received, which include, positive comments, concerns and further suggestions, are provided in **Section 5** below along with Officers' responses to these.

4.16 Question 11 and Question 12 asked participants what they think they might like or dislike about the changes proposed, allowing them to choose more than one option for each question. The results of these questions are shown in **Figure 3** and **Figure 4** Below.

**Figure 3: Q11: If implemented, what do you think you might like about the changes proposed?**



**Figure 4: Q12: If implemented, what do you think you might not like about the changes proposed?**





4.17 Questions 13 to 16 asked participants for their views on the local area and the consultation process, including how satisfied they are with their local area as a place to live, how satisfied they are with the green and open spaces, how safe or unsafe they feel when outside and to what extent they agree or disagree that they can personally influence decisions affecting their local area. The results of these questions are shown in **Table 8**, **Table 9**, **Table 10** and **Table 11** below.

**Table 8: Q13: Overall how satisfied are you with your local area as a place to live?**

Option	Number	Percentage
Very satisfied	22	31.9%
Satisfied	31	44.9%
Neither satisfied or dissatisfied	7	10.1%
Dissatisfied	6	8.7%
Very dissatisfied	2	2.9%
Unsure	0	0.0%
Not Answered	1	1.4%

**Table 9: Q14: Overall how satisfied are you with the green and open spaces in your local area?**

Option	Number	Percentage
Very satisfied	40	58.0%
Satisfied	22	31.9%
Neither satisfied or dissatisfied	3	4.3%
Dissatisfied	2	2.9%
Very dissatisfied	1	1.4%
Unsure	0	0.0%
Not Answered	1	1.4%

**Table 10: Q15: How safe or unsafe do you feel when outside in your local area?**

Option	Number	Percentage
Very safe	40	58.0%
Fairly safe	25	36.2%
Fairly unsafe	2	2.9%
Very unsafe	1	1.4%
Unsure	0	0.0%
Not Answered	1	1.4%

**Table 11: Q16: To what extent do you agree or disagree that you personally can influence decisions affecting your local area?**

Option	Number	Percentage
Definitely agree	3	4.3%
Tend to agree	19	27.5%
Tend to disagree	19	27.5%
Definitely disagree	20	29.0%
Unsure	7	10.1%
Not Answered	1	1.4%

## 5. SUMMARY OF GENERAL COMMENTS AND SUGGESTIONS IN RESPONSE TO THE PUBLIC CONSULTATION QUESTIONS

- 5.1 As well as asking participants whether they agreed/disagreed with the proposals, the consultation asked for their specific comments regarding the proposals. All comments submitted via the online consultation, together with those who provided an email response are discussed below, and grouped by 'theme' where appropriate. Issues raised in response to the equality questions are provided and discussed in the Equality Impact Assessment (see **Appendix C**).
- 5.2 A selection of positive comments, negative comments, concerns and suggestions relating to the trial area-wide 7.5 tonne weight restriction, including Officer responses to these are outlined in **Table 12** below.

**Table 12: Comments on the trial area wide 7.5 tonne weight restriction (except for access)**

<b>Positive Comments</b>
<i>'It makes the special quality of the area better as a result of not being used as a through route/rat run for large vehicles'</i>
<i>'It's a residential area and vehicles that size have no reason to use it as a thoroughfare.'</i>
<i>'King Henrys Road is being used by heavy goods vehicles, and this is not appropriate given the almost entirely residential nature of the road, and the fact that Adelaide Rd nearby is a more suitable thoroughfare for them. It is particularly concerning as you see so many children needing to walk along this road and cross it to get to St Pauls school.'</i>
<i>'This is a residential area with narrow roads and is unsuitable for the movement of heavy vehicles'</i>
<i>'The temporary HGV restriction has successfully reduced the worst traffic noise and vibration in the road: it is important that it is made permanent.'</i>
<i>'Heavy vehicles are not appropriate in a residential area with narrow roads, a lot of pedestrians and cyclists.'</i>
<i>'Restricting weight to reduce the transit of HGVs through the area is desirable.'</i>
<b>Negative Comments, Concerns and Suggestions</b>
<b>Comment:</b> Some HGVs ignore the weight restriction signage and there should be some form of additional camera/physical enforcement.
<b>Officer Response:</b> As per the <a href="#">amended decision report</a> , the initial proposals for this scheme included a trial width restriction preventing HGVs from travelling through the area. Officers adjusted the proposed scheme in response to feedback from the community, including representations made by ward councillors and

stakeholders. The concern raised was that the proposed width restriction could also restrict access to properties by Light Goods Vehicles (LGVs), and possibly also larger private cars, with an associated risk of causing damage to these vehicles. Officers concluded that an area-wide 7.5 tonne weight restriction with an “except for access” exemption would be a more appropriate and proportionate solution.

As set out in the Monitoring Factsheet (**Appendix D**) during the trial, there has been a 7.5% increase in HGV traffic on roads within the weight restriction area, equating to 24 additional vehicles across a 24-hour period (an average of 1 additional vehicle per hour). Whilst HGV traffic volumes on streets within the weight restriction area have increased, the 7.5% increase was significantly lower than the average increase recorded on boundary roads (34.3%). This data suggests that HGV traffic volumes on streets in the wider area in general, were significantly higher during the trial when compared to before the trial.

It is important to note that there are several external factors such as temporary traffic lights, utilities and/or streetworks-related diversions, which can have an impact on Heavy Goods Vehicle (HGV) traffic volumes. There have also been ongoing construction works to residential properties in the area and on Adelaide Road, to the east of the junction with Primrose Hill Road, associated with the construction of a ventilation shaft above a HS2-related tunnel. These works, including HGV movements and associated temporary traffic restrictions, are likely to have had an impact on local traffic and HGV traffic volumes.

Whilst the increase in recorded HGV traffic during the trial was minor in comparison to boundary roads, we would continue to monitor traffic levels in the area and would commission new traffic counts if a decision is made to make the trial scheme permanent, as supported by a majority of consultation respondents (71.0%). Should this monitoring data indicate that the existing signage-enforced weight restriction is ineffective, subject to further consultation, we would consider additional mitigation measures including but not limited to revisiting the original scheme proposals for a physical width restriction in one or more locations.

**Comment:** The monitoring data highlights an increase in HGV traffic, therefore this data cannot be used as justification to implement the weight restriction permanently.

**Officer response:** It is acknowledged that the traffic data highlights a slight increase in average daily HGV traffic volumes across sites within the weight restriction area (see **Appendix D**). Total HGV traffic volumes within the weight restriction area increased by 7.5%, when comparing the before scheme (313 HGVs) and during scheme (337 HGVs vehicles) data, an increase of 24 HGVs across a 24 hour period (an average of 1 additional vehicle per hour).

As per the above Officer's response, whilst HGV traffic volumes on streets within the weight restriction area have increased, the 7.5% increase was significantly lower than the average increase recorded on boundary roads (34.3%). This data suggests that HGV traffic volumes on streets in the wider area in general, were significantly higher during the trial when compared to before the trial.

It is important to note that there are several external factors such as temporary traffic lights, utilities and/or streetworks-related diversions, which can have an impact on Heavy Goods Vehicle (HGV) traffic volumes. There have also been ongoing construction works to residential properties in the area and on Adelaide Road, to the east of the junction with Primrose Hill Road, associated with the construction of a ventilation shaft above a HS2-related tunnel. These works, including HGV movements and associated temporary traffic restrictions, are likely to have had an impact on local traffic and HGV traffic volumes.

Whilst the increase in recorded HGV traffic during the trial was minor in comparison to boundary roads, we would continue to monitor traffic levels in the area and would commission new traffic counts if a decision is made to make the trial scheme permanent, as supported by a majority of consultation respondents (71.0%). Should this monitoring data indicate that the existing signage-enforced weight restriction is ineffective, subject to further consultation, we would consider additional mitigation measures including but not limited to revisiting the original scheme proposals for a physical width restriction in one or more locations.

**Comment:** Access to properties, in particular, for refuse collections and deliveries would be restricted.

**Officer response:** The weight restriction prohibits HGV traffic weighing 7.5 tonnes or more from travelling through the area, 'except for access'. 'Except for access' enables HGVs and refuse vehicles to travel into the weight restriction area, if the purpose of the trip is to access properties located within the area.

**Comment:** HGV traffic will be redirected onto other roads and cause more traffic and pollution as a result of the area-wide weight restriction.

**Officer response:** The network of roads between Adelaide Road, Avenue Road, and Primrose Hill Road are primarily residential and are not appropriate to be used for high volumes of HGV traffic. The aim of the area-wide weight restriction scheme is to reduce the number of HGVs travelling through the area via these residential streets, prompting them to use more appropriate main roads such as Avenue Road, Adelaide Road and Primrose Hill Road.

5.3 A selection of positive comments, negative comments, concerns and suggestions relating to the proposed new measures, including Officer responses to these are outlined in **Table 13** below.

**Table 13: Comments on the Proposed New Measures**

**Positive Comments**

*'I think the proposals all make sense and are sensible'*

*'Anything that can be done to improve the safety around the primary school is a good thing, and it also benefits the north exit out of Primrose Hill Park. The junctions on Wadham Gardens are all pretty bad and could do with improvements,*

*and improving visibility at junctions via extended double yellows will also be a cost effective way of improving safety.'*

*'Generally it would improve safety for the school, families in the area, and those that cycle, such as myself'*

*'I am happy with greater opportunities to park private bicycles because the houses and flats have little space for storage, plus a larger space rental scooters and bicycles. Increasing the length of yellow lines at junctions improves drivers' line of sight.'*

*'The proposals to widen pavements, reduce turning curb widths and lengthen double yellow lines to enhance "daylighting" for junctions will all significantly improve this area for pedestrians while reducing car dominance'*

### **Negative comments, concerns and suggestions regarding the proposals to widen pavements and make pedestrian crossing improvements on Elsworthy Road outside St Paul's CE Primary School**

**Comment:** The main school entrance is on Primrose Hill Road, so footway widening on Elsworthy Road is unnecessary.

**Officer response:** Widening the footway on Elsworthy Road would provide an alternative and pleasant space for parents to wait when picking up or dropping off children. The proposed footway widening would also enable a rain garden and additional cycle parking. Rain gardens enhance the look and feel of the street, improve air quality, provide localised climate resilience and promote biodiversity. The new cycle parking stands would increase local on-street cycle parking capacity in line with Camden's policies. Footway widening would also provide additional space for all pedestrians, including those walking past the school and those visiting the school in alignment with objectives to prioritise pedestrians, as set out in the [Camden Transport Strategy](#).

**Comment:** The proposed raised tables are unnecessary as there is not a speeding issue on Elsworthy Road and the proposed raised tables will make cycling less comfortable and increase noise/vibrations to nearby properties when vehicles travel over them.

**Officer response:** The proposed raised tables intend to improve two existing informal pedestrian crossing points on Elsworthy Road, helping prioritise pedestrians in line with the CTS road user hierarchy. The width of the existing speed cushions means that vehicles can pass over them without slowing down. The proposed raised tables would encourage drivers to slow down on the approach to the crossings, thereby reducing the risk of road danger for pedestrians crossing the road. If approved, the detailed design process would take into consideration potential noise and vibrations from vehicles passing over the raised tables.

**Comment:** The proposed rain garden would likely fall into disrepair and become a place for dogs to foul.

**Officer response:** The proposed layout and planting of the rain garden would be subject to detailed design. Consideration would however be given to reducing potential for the raingarden to fall into disrepair via ongoing practical maintenance and designed in a way that reduces the potential for vandalism/litter.

**Negative comments, concerns and suggestions regarding the proposal to add a new zebra crossing on King Henry's Road east of the junction with Elsworthy Rise**

**Suggestion:** Few pedestrians cross King Henry's Road at this location and it would be better placed to the west of the junction with Elsworthy Rise.

**Officer response:** The proposed zebra crossing is intended to replace an existing informal crossing on King Henry's Road and was supported by a greater proportion of consultation respondents. The proposed zebra crossing would be constructed on a raised table to reduce average traffic speeds, which, as shown in the Monitoring Factsheet (**Appendix D**) were reported to be higher than the 20mph speed limit on King Henry's Road, to the east of the junction with Elsworthy Rise. There are no existing traffic calming features on this section of the road and therefore it is considered to be a more suitable location for addressing this issue, in addition to creating a safer place for pedestrians to cross the road.

**Comment:** A new zebra crossing should be placed on King Henry's Road near the junction with Harley Road as many people, including students cross here.

**Officer response:** Officers have noted this suggestion and will keep this under review if a decision is taken to proceed with the proposed additional measures. Improvements to the Harley Road junction with King Henry's Road have been developed in response to comments raised in the consultation, to help improve pedestrian safety in this area, as per **Section 2** of the Decision Report.

**Negative comments, concerns and suggestions regarding the proposal to improve the junctions along Wadham Gardens at Lower Merton Rise, Elsworthy Road and Harley Road**

**Comment:** Removal of the refuge island on Wadham Gardens is worse for pedestrian safety.

**Officer response:** Refuge islands require pedestrians to cross the road in two stages, and wait in the middle of the road with moving traffic passing nearby on either side which can be intimidating. The proposal to remove the refuge island and build out the footways on either side of Wadham Gardens would reduce the pedestrian crossing distance and enable pedestrians to cross safely in a single stage.

The proposed crossing would be constructed on a raised platform and be located closer to the junction, helping to improve pedestrian visibility in all directions, making it easier and safer for pedestrians to cross the road without having to detour and helping to reduce vehicle turning speeds. Moving the pedestrian

crossing closer to the junction would also move it away from an existing tree, which currently obstructs sightlines for pedestrians.

The designs have been developed in line with guidance and would go through the full Road Safety Audit Stage 1&2 process during detailed design. The comments received during this RSA process would be reviewed, and if needed any issues addressed during the detailed design process before implementation. A subsequent post-installation Stage 3 road safety audit process would take place.

**Comment:** The proposed junction improvements at the Harley Road junction with Wadham Gardens are not necessary as there is no record of accidents here and pedestrian footfall is low.

**Officer response:** Officers note that the only existing features to assist pedestrians crossing the road at this location are dropped kerbs. One of the measures in Camden's Walking & Accessibility Action Plan is to deliver a range of infrastructure measures to improve the accessibility of streets for people, including implementing the 'Healthy Streets' agenda to provide safer crossings. The proposed crossing would be built on a "raised crossing" to make it easier and safer for pedestrians to cross the road and to help reduce vehicle turning speeds. New tactile paving would also be added, to assist visually impaired people crossing the road. These are key tools to help increase accessibility and minimise the risk of casualties across the street network.

**Suggestion:** The Harley Road junction with King Henry's Road requires improvements similar to the improvements proposed along Wadham Gardens

**Officer response:** Officers have noted this suggestion and improvements to the Harley Road junction with King Henry's Road are now proposed within the scope of the scheme, as per **Section 2** of the Decision Report. The proposed improvements here include building out the footways on either side of Harley Road to reduce the crossing distance, constructing a raised/continuous crossing and reducing the junction kerb radii to reduce vehicle turning speeds and providing double yellow lines to prevent vehicles from parking on the junction, in line with Camden's Junction Protection Programme.

### **Negative comments, concerns and suggestions regarding the proposal to place four new cycle hangars in the area**

**Comment:** The existing cycle hangars in the area are empty all the time, as most of the houses have off-street cycle parking options, therefore the proposed additional hangars are not needed.

**Officer response:** Four secure cycle hangars are proposed in the area in response to the extensive waiting list for cycle hangar spaces in nearby facilities. There are 70 people on the current waiting list for bike hangar 2547 (King Henry's Road, east of Primrose Hill Road) and 18 on the waiting list for bike hangar 3430 (King Henry's Road, west of Elsworthy Rise). The proposed number of cycle hangars is deemed to be appropriate to help meet existing and future demand, which is regularly reviewed.

**Suggestion:** The cycle hangars would be better located on King Henry's Road to the east of Primrose Hill Road, where there is less traffic.

**Officer response:** This location is outside the scope of the King Henry's Road area Safe and Healthy Street's scheme, however, the suggestion will be forwarded to the cycle parking team, who regularly review demand and suitable locations for cycle hangars in Camden.

**Comment:** Car parking pressure on King Henry's Road is high, therefore the proposal to remove resident parking to install cycle hangars is not acceptable here.

**Officer response:** The proposed cycle hangars on King Henry's Road would require the removal of 5.2m of resident permit holder parking, equivalent to one vehicle parking space. Should a decision be taken to implement all of the proposals, approximately 12.1m of permit holder only parking would be removed along the length of King Henry's Road, equivalent to two vehicle parking spaces.

The latest parking pressure data (October 2023) for King Henry's Road shows that there is a total of 267 existing resident parking spaces on King Henry's Road and 209 active permits, giving a total surplus of 58 spaces and approximately 22% spare capacity. This indicates there is spare capacity to accommodate the loss of two parking spaces proposed on King Henry's Road.

In addition, Policy 1c of the CTS states that *'The Council will change how road space is allocated, including reducing kerbside space for parking/loading provision and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm.'*

As stated on the Council's website, a resident's parking permit does not guarantee the holder a space to park on their street, but it allows them to park within the Controlled Parking Zone (CPZ) where they live.

#### **Negative comments, concerns and suggestions regarding the proposal to extend the dockless e-scooter and cycle hire bay on King Henry's Road**

**Comment:** E-scooter riders are dangerous and inconsiderate. They don't obey the rules of the road, don't stop at traffic lights and ride on the pavements in the area.

**Officer response:** It is understood that some road users disobey the rules of the road and, when doing so, are dangerous including for example, going through red lights and exceeding the speed limit, as well as not complying with traffic restrictions. Riding on the footway remains illegal for rental e-scooters and is enforceable through the issuing of a fixed penalty notice by a police officer. Officers can alert the local Safer Neighbourhood Team to such behaviour to undertake enforcement action at known locations. In addition, the ID of riders and which rental e-scooter they ride and when would be known through account and GPS data. E-scooter rental companies are working together with TfL and Camden Council to ban dangerous riders from riding rental e-scooters if they commit serial offences.



The proposal to extend the existing bay would help to enable additional access to rental e-scooters and enable them to be a key mode of travel, adding more active travel capacity in Camden.

**Comment:** Users leave rental e-scooters/bikes on the pavement and in the road, making the congested King Henry's Road/Primrose Hill Road junction even more dangerous for the high footfall of pedestrians here to navigate.

**Officer response:** Officers are aware of this issue. Hire e-scooters/bikes are often left in the most convenient space for the user. If a bay is full, e-scooters/bikes are often left on the pavement or in the road. The proposed extension of the dockless e-scooter and cycle hire bay would provide additional space for users to park within the marked bays, and help to overcome of the problem of scooters and bikes being left on the footway.

The proposed dockless e-scooter and cycle hire bay would replace an existing resident parking bay and therefore be located within the existing carriageway, reducing the risk of e-scooters/bikes blocking the footway. GPS controls and the systems used by rental companies are constantly evolving, helping to ensure that rental e-scooters are only parked in allocated dockless vehicle bays or in locations that don't impede pedestrian access.

Officers would continue to monitor the bay if a decision is made to proceed with the scheme. If an issue is identified, alternative locations or mitigation measures may be considered.

**Comment:** The existing bay is often full, suggesting it is not frequently used and therefore shouldn't be extended.

**Officer response:** Dockless e-scooter and cycle hire bays regularly reach maximum capacity at the end of the working day, when users return their e-scooters/bikes on their return trip from work. The comments received regarding the existing bay often being at capacity with e-scooters/bikes being left on the footway, suggest that additional capacity is needed in this location to address these issues.

Officers would continue to monitor the bay if a decision is made to proceed with the scheme. If an issue is identified, alternative locations or mitigation measures may be considered.

**Comment:** The dockless e-scooter and cycle hire bay on King Henry's Road facilitates criminal behaviour, with people travelling to and from the corner of Elsworthy Road and Primrose Hill to deal drugs.

**Officer response:** The Community Safety Team has been made aware of these comments and along with transport colleagues would continue to monitor this situation if a decision is made to proceed with the scheme.

**Negative comments, concerns and suggestions regarding the proposal to add new and extended sections of double yellow lines at several junctions**

**Suggestion:** The junction protection scheme should include the Harley Road junction with King Henry's Road, as drivers often park dangerously at this junction, increasing the risk to people, particularly children, crossing the road.

**Officer response:** Officers have noted this suggestion and improvements to the Harley Road junction with King Henry's Road are now included in the scope of the scheme, as per **Section 2** of the Decision Report. This includes providing new sections of double yellow lines at this junction.

**Comment:** The Lyttleton Close/King Henry's Road junction is dangerous as the existing parking and cycle hangar on King Henry's Road obstructs visibility for vehicles exiting this junction

**Officer response:** The cycle hangar situated on King Henry's Road to the west of Lyttleton Close replaced an existing resident's parking bay which, when parked up, would have similarly impacted sight lines. A Road Safety Audit (RSA) for this cycle hangar did not identify any safety concerns, however, Officers recommend removing the existing permit holder only parking bay located immediately to the west of the junction with Lyttleton Close. This proposal has been included in the proposed scheme designs, in response to this feedback, as detailed in **Section 2** of the Decision Report.

5.4 All other comments and suggestions received during the consultation, including Officer responses to these, are outlined in **Table 14** below.

#### **Table 14: Other Comments and Suggestions**

**Comment:** The scheme doesn't go far enough, more needs to be done to reduce through traffic in the area and in particular on King Henry's Road which has very high levels of through traffic, particularly during the AM and PM rush hours thanks to the timed Healthy School Street restrictions on Elsworthy Road.

**Officer response:**

As outlined in the Monitoring Factsheet (see **Appendix D**), traffic count data was collected on several roads within the scheme area before and after the implementation of the trial scheme. This data showed that across all of the sites surveyed within the weight restriction area there had been an overall reduction in traffic levels of 7.9%. This equates to an average of 871 fewer vehicles in the area across a 24-hour period.

Whilst the traffic count data collected on King Henry's Road (Site 5) was located outside the weight restriction area, it highlighted that there had been a reduction in traffic levels of 8.5%. This equates to an average of 398 fewer vehicles on King Henry's Road across a 24-hour period.

Officers have, however, noted these concerns and would commission new traffic counts if a decision is made to proceed with making the trial scheme permanent. If an issue is identified, additional traffic mitigation schemes may be considered in the area.

**Comment:** The raised table at the King Henry's Road junction with Primrose Hill Road has fallen into disrepair and vehicles often swerve to avoid potholes.

**Officer response:** The proposals include extending double yellow lines at this junction to improve pedestrian visibility and safety. Improvements to this junction are being considered under separate proposals to upgrade the entire junction of Primrose Hill Road and King Henry's Road.

**Comment:** The scheme is a waste of money, with several measures addressing issues which don't exist

**Officer response:** The proposals for the King Henry's Road Area Safe and Healthy Streets scheme contribute to delivering several key objectives in the [Camden Transport Strategy](#), [Clean Air Action Plan](#), [Climate Action Plan](#) and the [Mayor's Transport Strategy](#) to reduce traffic dominance and associated negative impacts and to prioritise healthy, active travel. The proposals have also been assessed against several criteria to prioritise the Council's current approved [Three Year Delivery Plan](#).

**Comment:** The Healthy School Street signage on Elsworthy Road is hard to see/ inadequate and as a result, drivers often drive through the restriction accidentally and receive a penalty charge notice.

**Officer response:** The existing signage complies with regulatory requirements, however Officers recommend additional advanced warning signage be implemented on Elsworthy Road to alert drivers to the Healthy School Street. This additional proposed signage would be included as part of the detailed designs for this scheme.

**Comment:** There is a high demand for resident parking in the area and therefore the loss of parking is not welcomed.

**Officer response:** The proposals result in approximately 54.4m of permit holder-only parking to be removed from the Controlled Parking Zone CA-J, equivalent to approximately 9 vehicle parking spaces across the scheme area. An additional 8.6m of shared-use paid for/ permit holder parking is proposed to be removed from Elsworthy Terrace.

The latest parking pressure data for this Controlled Parking Zone) CA-J, shows that there are a total of 2008 resident parking spaces in the zone, with 1461 active resident permits giving a total surplus of 547 spaces and approximately 27% spare capacity across the CPZ.

In addition, Policy 1c of the [CTS](#) states that *'The Council will change how road space is allocated, including reducing kerbside space for parking/loading provision and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm.'*

As set out in our approved [Road Safety Action Plan](#), the Council manages a Junction Protection Programme to remove parking within 10 metres of all junctions, in line with the Highway Code, to reduce road risk for all road users.

As stated on the Council's website, a resident's parking permit does not guarantee the holder a space to park on their street, but it allows them to park within the Controlled Parking Zone (CPZ) where they live.

**Comment:** Additional speed bumps are needed on King Henry's Road to reduce traffic speeds

**Officer response:** Officers have noted this feedback and will keep this under review. As per the traffic count data presented in the Monitoring Factsheet (**Appendix D**), the average traffic speed on King Henry's Road to the east of Elsworthy Rise was 21mph during the trial period.

The proposed zebra crossing on King Henry's Road would be constructed on a raised table, to help reduce traffic speeds and make it easier and safer for pedestrians to cross the road.

If a decision is made to proceed with making the trial scheme permanent and implementing the proposed additional measures, Officers would commission new traffic counts to enable the further monitoring of vehicle speeds. If a speeding issue is identified on King Henry's Road, then further traffic calming measures would be considered.

**Comment:** More Electric Vehicle (EV) parking is needed in this area

**Officer comment:** Officers have noted this request for more electric vehicle parking in the King Henry's Road area and forwarded details to the parking policy, projects and shared mobility team for consideration.

**Comment:** It is not appropriate to consult on these additional suggested improvements as they are outside the scope of the trial 7.5 tonne weight restriction

**Officer response:** The proposed new measures have been developed in response to feedback received from local residents and stakeholders, monitoring undertaken during the trial period and in line with Camden's various transport policies and objectives. An alternative approach, to consult on additional measures under a separate public consultation could be confusing to residents and would not be an efficient use of resources.

**Comment:** 'Gender' is referred to in the consultation questions on protected characteristics, when the protected characteristic is 'sex' not 'gender'.

**Officer response:** Officers note this comment/suggestion and have fed this information on to the communications team in charge of overseeing the public consultations comms and engagement.

**Comment:** Despite consulting with local people, the council often ignores the consultation results.

**Officer response:** Officers note these concerns, however, decisions are not made based on the results of public consultation alone. Decisions also consider the reasons for any disagreement with proposals, transport data and evidence, as well as wider Council approved policies, including those set out in the [Camden Transport Strategy](#), Camden's Plan and the [Clean Air Action Plan](#).

## 6. SUMMARY OF LOCAL STAKEHOLDER GROUP AND BUSINESS RESPONSES TO THE PROPOSALS AND OBJECTIONS

- 6.1 This section provides a summary of the responses to the consultation received from local stakeholder groups and businesses. In line with the Council's guidance, the consultation materials were sent to a list of statutory, local and "Borough-wide" group consultees. This included the emergency services, various organisations representing the groups identified by the Equality Act 2010 and groups representing various transport users.
- 6.2 No objections to the proposals were received from the London Ambulance Service, London Fire Brigade or Metropolitan Police.
- 6.3 The consultation materials were provided to all Ward Councillors in the Primrose Hill Ward prior to the consultation. No further comments were received from Ward Councillors in response to the proposals.
- 6.4 Three responses were received from local stakeholders/businesses, some of which included some comments/key points about the proposals. **Table 15** provides a summary of the comments received and Officers' responses to these.
- 6.5 No formal objections to the Experimental Traffic Order were received during the first 6 months of operation, which is the statutory "objections" period of the trial.

**Table 15: Comments and Feedback from Local Stakeholder Groups/Businesses**

### **Elsworthy Residents Association:**

The Elsworthy Residents Association (ERA) agree that the trial 7.5 tonne weight restriction scheme appears to have had a *'satisfactory outcome'*, however, the ERA does not *'comprehend why Camden Council, at a time of serious financial constraint, now think it worthwhile to spend a substantial sum to carry out further changes to these streets, already in a relatively quiet and privileged part of the borough.'*

The key reasons cited in the ERA response are presented below, along with an Officer response.

**Comment:** *'Since the original scheme which included measures to slow the traffic we now have a 20 mph statutory speed limit. There is no evidence that traffic has increased, nor that it is speeding, nor that there have been accidents - car or pedestrian, air quality has improved. Evidence of increased HGV's within the weight limit area can mostly be attributed to the major construction at 42 Elsworthy Road.'*

*In 2021 Elsworthy Residents Association identified three problematic junctions.*

*Elsworthy Road/Primrose Hill Road. King Henry's Road/Primrose Hill Rd.  
Elsworthy Road/Avenue Road.*

*Despite the changes made to benefit St Paul's primary school it has not made pedestrian access safer for those walking down Primrose Hill Road on the West side. There is heavy footfall across King Henry's Road to St Mary's and again across to St Paul's and Primrose Hill. Officers should come and observe for themselves the risks taken by pedestrians weaving between cars waiting and turning the corners.'*

**Officer Response:** Officers received feedback from residents regarding a speeding issue on King Henry's Road during the trial period and in response to the public consultation. The speed data contained within the Monitoring Factsheet (see **Appendix D**) highlights that average speeds on King Henry's Road are slightly above the 20 mph speed limit on King Henry Road. In response to this, the proposals include a new raised table on King Henry's Road, to be incorporated into the proposed zebra crossing, also requested.

The raised tables proposed on Elsworthy Road would replace existing speed cushions and are therefore not considered to be new speed mitigation measures. The raised tables are proposed to enhance existing pedestrian crossings helping to improve accessibility and make it easier for pedestrians to cross the road at these locations.

Similarly, the junction improvements along Wadham Gardens aim to upgrade existing crossings. A lack of dropped kerbs, tactile paving, wide junction radii and poor alignment of crossings can create a road safety risk, especially for vulnerable road users. As part of these proposals, the junctions would be raised, again to enhance the existing pedestrian crossings by helping to improve accessibility and make it easier for pedestrians to cross the road at these locations.

There are no additional speed restriction measures being proposed. Whilst the ERA response highlights that there have been no accidents, the measures are not proposed in direct response to an accident, but to proactively address road safety 'risk'. This is in line with the Mayor's Vision Zero Action Plan which takes a proactive approach to road safety with the aim of reducing the risk of a collision occurring, particularly for vulnerable road users (pedestrians, cyclists and motorcyclists), and enhancing conditions for pedestrians.

Officers would commission additional traffic counts if a decision is taken to proceed with the scheme. Improvements to the Primrose Hill Road/King Henry's Road junction and Elsworthy Road/Avenue Road junction would be considered as part of a separate scheme.

**Comment:** *'It is regretted that so much, approximately 50m, residential parking is to be lost if the proposals are implemented. Many houses remain in multi occupancy both in Elsworthy and King Henry's Road. In addition, there is already*

*very little Pay and Display for visitors to houses, the Park, the church and contractors. There are no new charging points.'*

**Officer response:** The proposals require approximately 54.4m of permit holder-only parking to be removed from the Controlled Parking Zone CA-J, equivalent to approximately 9 vehicle parking spaces across the scheme area. An additional 8.6m of pay-by-phone / permit holder only parking is proposed to be removed from Elsworthy Terrace.

Parking pressure data for CPZ CA-J, shows that there is a total of 2008 resident parking spaces in the zone, with 1461 active resident permits, giving a total surplus of 547 spaces and approximately 27% spare capacity across the CPZ. This indicates there is suitable spare capacity to accommodate the proposed loss of approximately 9 vehicle parking spaces across the scheme area, with spare capacity available for those who need it.

In addition, Policy 1c of the CTS states that *'The Council will change how road space is allocated, including reducing kerbside space for parking/loading provision and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm.'* As documented in the CTS, parking availability is a key factor in the decision to own and use a car.

As stated on the Council's website, a resident's parking permit does not guarantee the holder a space to park on their street, but it allows them to park within the Controlled Parking Zone (CPZ) where they live.

Officers will pass on the requests for more electric vehicle charging in the King Henry's Road area to the relevant internal team.

**Comment:** *'The introduction of any further signage, street furniture etc. is regretted in this conservation area. Will the proposed footpath extension take account of the local aesthetic? "Rain Gardens" sound a nice idea but will need to be maintained by the Council at extra cost. The local dogs will certainly take advantage.'*

**Officer response:** If approved, the detailed design process would take into consideration the local conservation area. The Council would take action to help ensure that the proposed rain garden would not fall into disrepair via ongoing practical maintenance and designed in a way that reduces the potential for vandalism/litter. Rain gardens enhance the look and feel of the street, improve air quality, provide localised climate resilience and promote biodiversity.

**Comment:** *'The plans are divided into 9 patches:*

1. *An informal crossing to replace the humps is not where the main footfall incurs. That is at the junction with Primrose Hill Road where there is an existing raised crossing (in poor condition). It is human nature to walk the direct/shortest route.*

2. *This is not a point where many cross and therefore does not justify the expense.*
3. *The location of this zebra crossing is too far from Primrose Hill Road to be a safe alternative for those crossing King Henry's to the Church or St Paul's or Primrose Hill. As at 1. The existing raised platform at the junction is in very poor condition.'*

**Officer response:** The proposed improvements to crossing points help to deliver the [Camden Transport Strategy](#), in particular our objectives to transform our streets for walking (and cycling) as well as deliver our Walking and Accessibility Action Plan. The crossing improvements on Elsworthy Road are linked to the proposed footway extension outside St Pauls CE Primary School. The raised tables are proposed to enhance existing pedestrian crossings helping to improve accessibility and make it easier for pedestrians to cross the road at these locations.

The proposed zebra crossing on King Henry's Road upgrades an existing informal pedestrian crossing to help improve accessibility and make it easier for pedestrians to cross the road at this location.

Due to its complexity, improvements to the Primrose Hill Road/King Henry's Road junction are being considered as part of a separate scheme.

**Comment:** *'4. Wadham Gardens is the road with least traffic and lowest footfall. It is incomprehensible why such extensive changes are deemed necessary at the corner of Lower Merton Rise. Footfall from Adelaide Road is greater on the East side of Lower Merton Rise, gaining access to Primrose Hill.*

5. *This is a junction with low footfall and the extent of proposed work appears out of proportion to the need, particularly the footway extension on the west side, outside 1 Wadham Gardens where there is a major pending planning permission.*
6. *Again the footfall does not justify the need for a raised informal crossing.'*

**Officer response:** As set out in our Walking & Accessibility Action Plan the Council aims to deliver a range of infrastructure measures to improve the accessibility of streets for all people walking and wheeling, including implementing the 'Healthy Streets' agenda to provide safer crossings. The proposed crossing improvements are designed to provide a minimum level of safe pedestrian infrastructure making it easier and safer for pedestrians to cross the road at these locations. New tactile paving would also be added, to assist visually impaired people crossing the road. These are key tools to help increase accessibility and minimise the risk of casualties across the street network.

**Comment:** *'7. The plan does not show the existing bicycle/scooter stand. The major footfall access from Lower Merton Rise, across Elsworthy Road to Primrose Hill is shown without any improvement being made. This is somewhere that could justify a zebra crossing. Some drivers do kindly stop for the pedestrians but there is no obligation and it can be confusing and therefore risky.'*



**Officer response:** There is an existing informal crossing / raised table on Elsworthy Road between Lower Merton Rise and Elsworthy Terrace.

**Comment:** *'8. It is regretted that there is no improvement to this high risk junction where the existing raised hump is in very poor condition and does not allow pedestrians to cross safely. It would not appear to be a suitable position for a cycle hangar, outside single occupancy houses with garages. A better position would be on the North side of King Henry's Road, opposite 97-111, houses of multi occupancy and where there is low car parking. A good place for EV parking too.'*

**Officer response:** Due to their complexity, improvements to the Primrose Hill Road/King Henry's Road junction and Elsworthy Road/Avenue Road junction are being considered as part of a separate scheme. In addition, the junction with Avenue Road requires engagement with Westminster City Council.

Four secure cycle hangars are proposed in the area in response to the extensive waiting list for cycle hangar spaces in nearby facilities. There are 70 people on the current waiting list for bike hangar 2547 (King Henry's Road, east of Primrose Hill Road) and 18 on the waiting list for bike hangar 3430 (King Henry's Road, west of Elsworthy Rise). The proposed number of cycle hangars is deemed to be appropriate to help meet existing and future demands. This demand is under constant review by the cycle parking team.

**Comment:** *'9. No comment but surprised there is a need for cycle storage at this point.'*

#### **Camden Cycling Campaign (CCC):**

**Comment:** CCC *'agree without much enthusiasm to the proposal to make the trial 7.5 tonne weight restriction in the King Henry's Road area permanent.'*

They state that they are *'very disappointed that the original scheme to reduce through-traffic on King Henry's Road and Elsworthy Road did not even have a trial. These roads which are on important cycle routes between Primrose Hill and a safe crossing over Finchley Road carry far too much motor traffic for safe use by cyclists of all ages and abilities.'*

**Officer response:** The original proposal to implement motor vehicle restrictions was amended following a consultation which took place between January and March 2021. The proposals to implement restrictions on HGV traffic were intended to maintain access for residents and users of local services, which was a recurring concern in the consultation feedback.

**Comment:** CCC agree with all of the proposed new measures, however had the following concerns:

*'We were shocked to see the depiction of speed cushions on two of the scheme drawings – one set on sheet 6 and two sets on Sheet 5.'* The Camden Cycling Campaign recommend all of the speed cushions in the area be replaced with Sinusoidal humps.

**Officer response:** The speed cushions shown on Sheet 5 and Sheet 6 are existing, not proposed.

### **St Pauls CE Primary School**

**A representative from St Pauls CE Primary School made the following comments:**

*'Having been involved in the consultation regarding perceived improvement around the streets on the school previously [we] wonder at the point of consultation, [and] feel very disillusioned with the thinking behind these schemes. However [we] do have the following points to make:*

*Widening footpath outside [the] school- this is a massive undertaking that is not needed, it is not the main access to the school and [we] can only suggest that the already quite wide pavements being widened further is a massive waste of public funds when... families in [the] school are struggling with the cost of living and housing issues that are far more immediately significant than a wasted space for standing on, outside a school when few people ever gather there.'*

**Officer response:** Policy 1c of the CTS states that *'The Council will change how road space is allocated, including reducing kerbside space for parking/loading provision and reallocating carriageway space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm.'*

The proposed footway widening would facilitate a new rain garden to be installed, which would enhance the look and feel of the street, improve air quality, provide localised climate resilience and promote biodiversity. These outcomes are particularly important in areas where children gather, for example at St Pauls CE Primary School. We are also providing new cycle parking here to increase local on-street cycle parking capacity and provide additional space for anyone walking past the school or visiting the school.

**Comment:** *'... do see that adding pedestrian crossings is an improvement, but wonder why that wasn't better considered under the Healthy School Streets proposal.'*

**Officer response:** Due to the time constraints of the Elsworthy Road Healthy School Street Experimental Traffic Order (ETO) and the requirement for a decision before the ETO expired, additional proposals were not developed as part of the proposals to make the Elsworthy Road Healthy School Street trial scheme permanent and were instead developed as part of these proposals.

**Comment:** *'Removing the barrier and adding a rain garden is a good idea if someone is also employed to be tending it through the year, otherwise it is an installation that requires additional cost and potentially looks easily dried up or redundant.'*

**Officer response:** The proposed layout and planting of the rain garden would be subject to detailed design. The Council would take action to ensure that the rain garden does not fall into disrepair via ongoing practical maintenance and designed in a way that reduces the potential for vandalism/litter.

**Comment:** *'Whilst I agree that people should be encouraged to cycle, I would think most properties in the area proposed have off street access and so storage of bicycles is not of the same need as other parts of the city that are more densely populated, although can agree that some might be needed.'*

**Officer response:** Four secure cycle hangars are proposed in the area in response to the extensive waiting list for cycle hangar spaces in nearby facilities. There are 70 people on the current waiting list for bike hangar 2547 (King Henry's Road, east of Primrose Hill Road) and 18 on the waiting list for bike hangar 3430 (King Henry's Road, west of Elsworthy Rise). The proposed number of cycle hangars is deemed to be appropriate to help meet existing and future demands. This demand is under constant review by the cycle parking team.

**Comment:** *'The very significant waste of money presented by parts or some of the proposals that could be better utilised by other services or could really make improvement elsewhere [such as].... improving the lives of families attending [the] school... [and are] sorry that in the name of the school we were not involved in considering what proposals might make a difference to access to the school.'*

**Officer response:** Funding for the King Henry's Road Area Safe and Healthy Streets Scheme (see **Section 7** of the Decision Report) has been secured primarily from Transport for London's annual Local Implementation Plan (LIP) funding to boroughs to help deliver the Mayor's Transport Strategy (MTS), and cannot be transferred to other Council services.

The King Henry's Road Area Safe and Healthy Streets scheme has been prioritised for the current [Three Year Delivery Plan \(2022-25\)](#) based on a range of criteria set out in that Plan which includes contributing to MTS objectives as well as key objectives in the [Camden Transport Strategy](#), [Clean Air Action Plan](#), and [Climate Action Plan](#).