

## **APPENDIX B - CONSULTATION RESPONSES AND OFFICERS' COMMENTS TO THE CYCLE PERMEABILITY PROGRAMME PHASE 4 PERMANENT PROPOSALS**

### **1. INTRODUCTION**

- 1.1. Between 15<sup>th</sup> February 2024 and 7<sup>th</sup> March 2024, the London Borough of Camden carried out public consultations on seven schemes which form Phase 4 of the Cycle Permeability Programme at the following locations.
- Alfred Place – Bloomsbury Ward
  - Belsize Terrace – Belsize Ward
  - Hadley Street and Castle Road – Camden Town and Kentish Town South Wards
  - Handel Street, Kenton Street and Hunter Street – Bloomsbury Ward
  - Herbrand Street – Bloomsbury Ward
  - Maresfield Gardens – Belsize Ward
  - Streatham Street – Bloomsbury Ward
- 1.2. The proposals for each scheme are outlined in Section 2 of the main report. This report provides details on how the consultations were undertaken, as well as a summary of the consultation responses and Officers' comments on these.

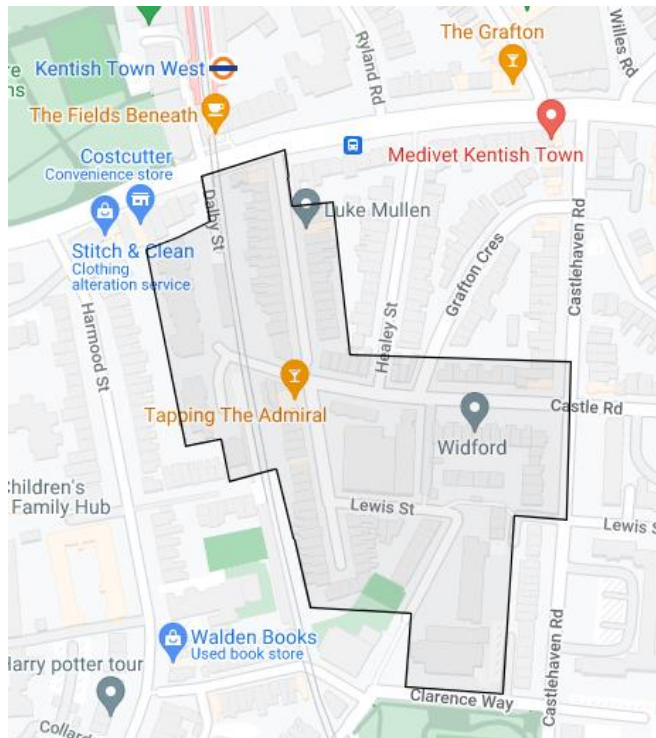
### **Who Was Consulted and Promotion of the Consultation**

- 1.3. The consultations were carried out using 2 different methods. The larger scale schemes (Hadley Street and Castle Road, Handel Street, Kenton Street and Hunter Street, and Maresfield Gardens) were consulted on via a WeAreCamden online consultation and the delivery of flyers and the placing of street notices containing a link and QR code to the online consultation.
- 1.4. The smaller scale schemes (Alfred Place, Belsize Terrace, Herbrand Street, and Streatham Street) were consulted on via the delivery of letters and the placing of street notices in the immediate vicinity of each scheme. Residents were given the opportunity to comment on the proposals by emailing [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk).
- 1.5. For Hadley Street and Castle Road, a total of 261 consultation flyers containing a link and QR code to the online consultation (see Appendix C, Public Consultation Documents of the Decision Report) were hand delivered to all properties (including residents, businesses, and organisations) within the consultation area, see Figure 1 overleaf. 4 street notices, informing residents, businesses, and other stakeholders of the consultation, were put up on lamp columns within the area.
- 1.6. For Handel Street, Kenton Street and Hunter Street, a total of 853 consultation flyers containing a link and QR code to the online consultation (see Appendix C, Public Consultation Documents of the Decision Report) were hand delivered

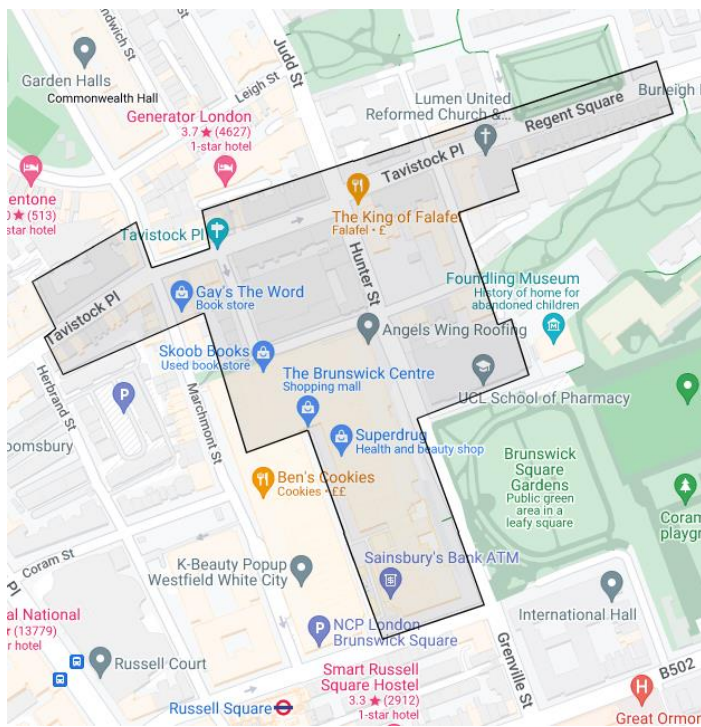
to all properties (including residents, businesses, and organisations) within the consultation area, see Figure 2 overleaf. 7 street notices, informing residents, businesses, and other stakeholders of the consultation, were put up on lamp columns within the area.

- 1.7 For Maresfield Gardens, a total of 667 consultation flyers containing a link and QR code to the online consultation (see Appendix C, Public Consultation Documents of the Decision Report) were hand delivered to all properties (including residents, businesses, and organisations) within the consultation area, see Figure 3 overleaf. 3 street notices, informing residents, businesses, and other stakeholders of the consultation, were put up on lamp columns within the area.
- 1.8 For Alfred Place, a total of 61 consultation letters containing consultation drawings (see Appendix C, Public Consultation Documents of the Decision Report) were hand delivered to all properties (including residents, businesses, and organisations) within the consultation area, see Figure 4 overleaf. 6 street notices, informing residents, businesses, and other stakeholders of the consultation, were put up on lamp columns within the area.
- 1.9 For Belsize Terrace, a total of 295 consultation letters containing consultation drawings (see Appendix C, Public Consultation Documents of the Decision Report) were hand delivered to all properties (including residents, businesses, and organisations) within the consultation area, see Figure 5 overleaf. 4 street notices, informing residents, businesses, and other stakeholders of the consultation, were put up on lamp columns within the area.
- 1.10 For Herbrand Street, a total of 381 consultation letters containing consultation drawings (see Appendix C, Public Consultation Documents of the Decision Report) were hand delivered to all properties (including residents, businesses, and organisations) within the consultation area, see Figure 6 overleaf. 4 street notices, informing residents, businesses, and other stakeholders of the consultation, were put up on lamp columns within the area.
- 1.11 For Streatham Street, a total of 193 consultation letters containing consultation drawings (see Appendix C, Public Consultation Documents of the Decision Report) were hand delivered to all properties (including residents, businesses, and organisations) within the consultation area, see Figure 7 overleaf. 3 street notices, informing residents, businesses, and other stakeholders of the consultation, were put up on lamp columns within the area.
- 1.12 Emails containing a link to the online consultations were 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.

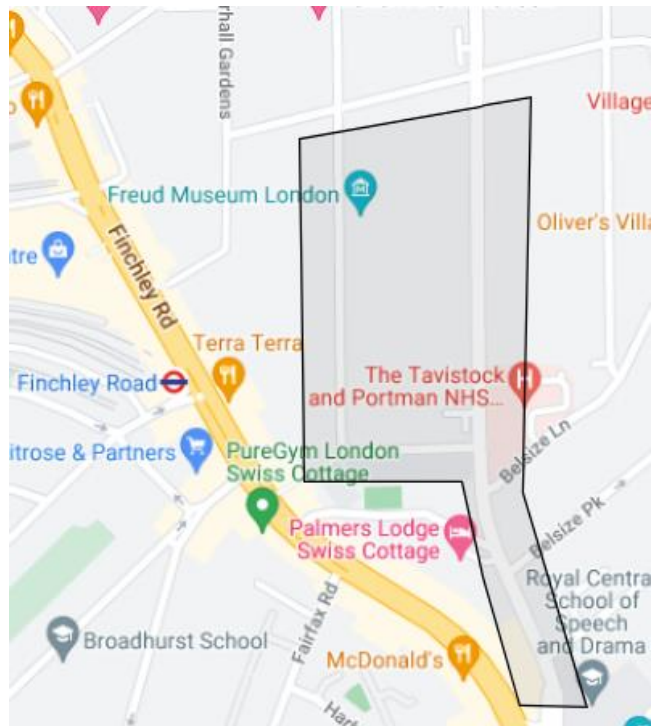
**Figure 1 Hadley Street and Castle Road Consultation Area**



**Figure 2 Handel Street, Kenton Street and Hunter Street Consultation Area**



**Figure 3 Maresfield Gardens Consultation Area**



**Figure 4 Alfred Place Consultation Area**

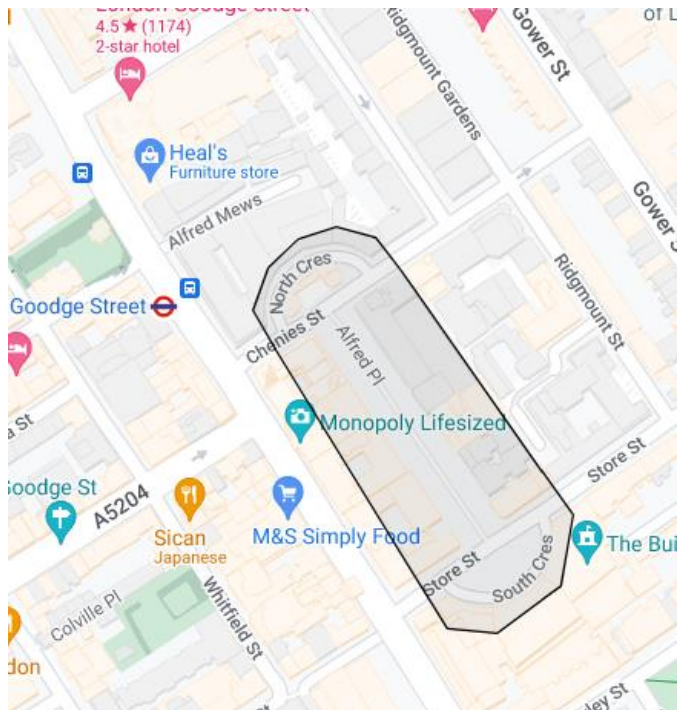


Figure 5 Belsize Terrace Consultation Area

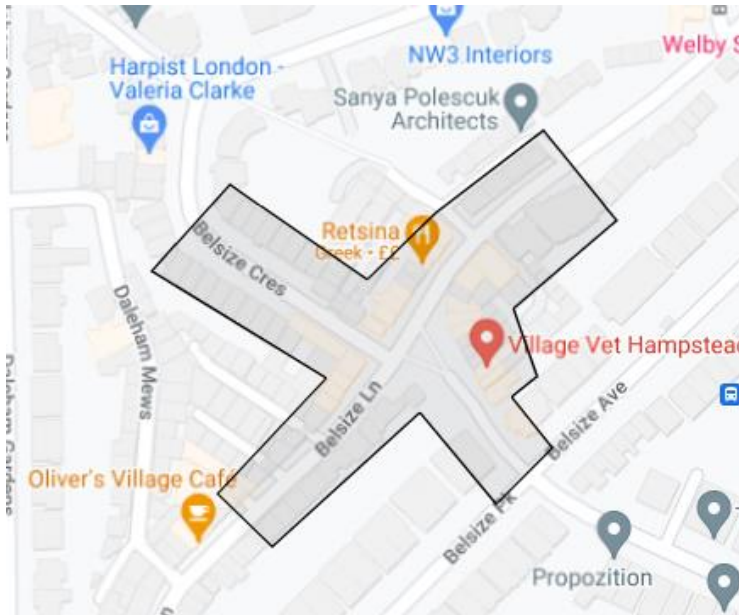
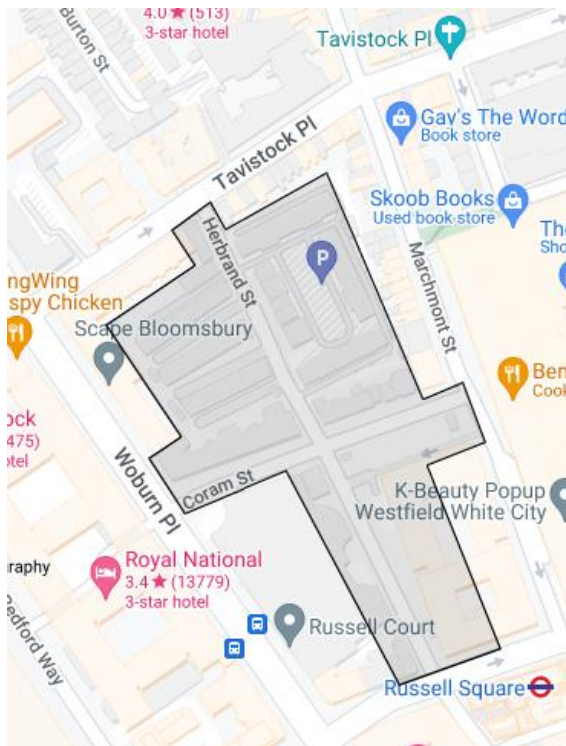
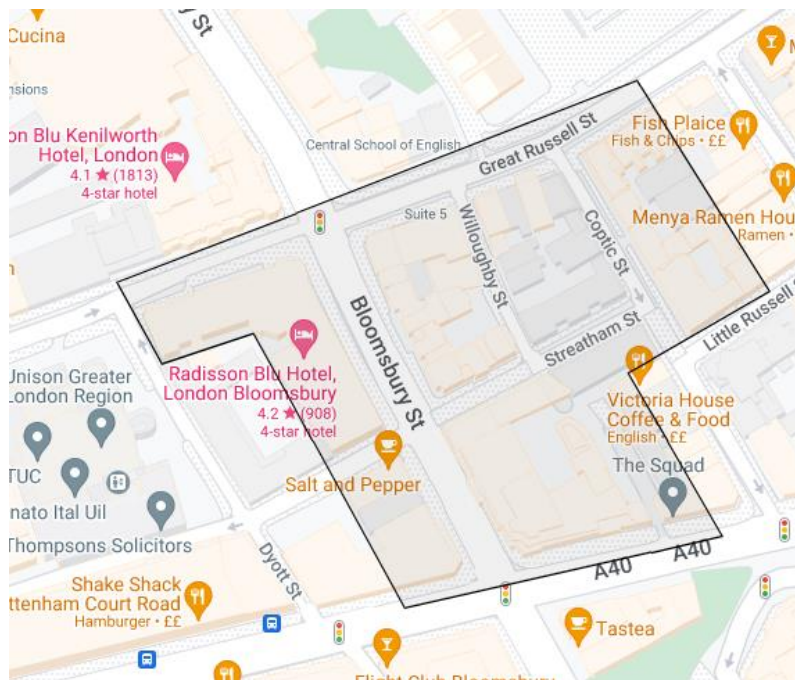


Figure 6 Herbrand Street Consultation Area



**Figure 7 Streatham Street Consultation Area**



## **WeAreCamden Consultation Approach**

- 1.13 Questionnaires were used to ascertain respondents' views on making the permanent changes proposed on Hadley Street and Castle Road, Handel Street, Kenton Street and Hunter Street, and Maresfield Gardens consultations.
- 1.14 This report provides a summary of the comments and suggestions respondents provided in response to specific scheme related questions as well as officers' responses to these comments and suggestions.
- 1.15 An analysis of the comments provided in response to the equalities' questions is provided in the Equalities Impact Assessment provided as Appendix A of the Decision Report.

## **2. SUMMARY OF CONSULTATION RESULTS**

### **Hadley Street and Castle Road – Camden Town and Kentish Town South wards**

- 2.1 Overall, 25 responses to the consultation were received via We Are Camden and the Safetravel email inbox. 23 responses were received via We Are Camden and 2 responses were received via the Safetravel email inbox. The email responses have not been accounted for in the quantitative results discussed in this section, as they did not provide an answer to all questions included in the consultation questionnaire. However, any specific concerns raised in the responses by email were included in individual responses section. Respondents have been classified into the following categories shown in Table

1, based on the post code that they registered for the consultation on the WeAreCamden website. 73.9% of respondents were from within the consultation area.

**Table 1 Summary of responses received by respondent location – Hadley Street and Castle Road**

Location	Respondents	
	Number	Percentage
LB Camden Residents/ Organisations/ Businesses within consultation area <sup>1</sup>	17	73.9%
LB Camden Residents/ Organisations/ Businesses outside the consultation area <sup>2</sup>	6	26.1%
Respondents from outside Camden <sup>3</sup>	0	0%
Respondents from outside Greater London <sup>4</sup>	0	0%
<b>Overall respondents (inside and outside Camden)<sup>5</sup></b>	<b>23</b>	<b>100%</b>

1 Within consultation area refers to all the respondents who provided a valid post code that was within the consultation area outlined in Figure 3.

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

3 Outside Camden refers to all the respondents who provided a valid post code outside Camden but within Greater London.

4 Outside Greater London refers to all the respondents who provided a valid response outside of Greater London.

5 Overall respondents refers to all the respondents that provided a valid response to the consultation via WeAreCamden.

2.2 Table 2 below provides a breakdown of the respondents that responded as individuals, or on behalf of a group or an organisation, via the WeAreCamden webpage.

**Table 2 Summary of responses per respondent category – Hadley Street and Castle Road**

Option	Total	Percent
Individual	23	100%
On behalf of a group or organisation	0	0%

Question 7: Does your household have access to a car or van that are owned, or available for use, by members of this household?

2.3 As illustrated in Table 3 below, 30.4% of respondents to the consultation stated that they live in a household that has access to a car or van. 41.2% of respondents within the consultation area stated that they live in a household that has access to a car or van. However, the 2021 census data, highlights that only 31.5 % of householders in Camden Town ward and 34.5% in Kentish Town South Ward have access to a car or van.. This shows that an above average number of respondents to the consultation were from households that have access to a car or van within the wards.

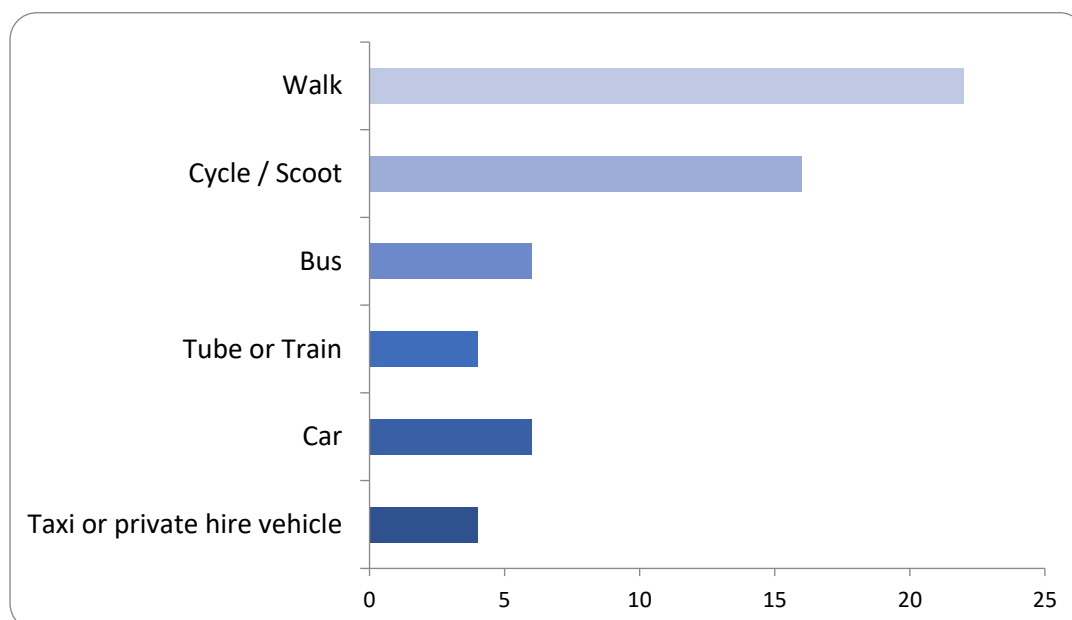
**Table 3 Summary of responses received for Question 7 – Hadley Street and Castle Road**

Location	Yes, I have access to a car or van		No, I do not have access to a car or van	
	Number	Percentage	Number	Percentage
LB Camden Residents/ Organisations/ Businesses within consultation area <sup>1</sup>	7	41.2%	10	58.8%
LB Camden Residents/ Organisations/ Businesses outside the consultation area <sup>2</sup>	0	0%	6	100%
Respondents from outside Camden <sup>3</sup>	0	0	0	0
Respondents from outside Greater London <sup>4</sup>	0	0	0	0
Overall respondents (inside and outside Camden) <sup>5</sup>	7	30.4%	16	69.6%

Question 6: How do you usually travel in and around Hadley Street and Castle Road?  
(you can choose more than one)

2.4 As illustrated in Figure 8 below, walking is the most frequent travel mode in and around Hadley Street and Castle Road (96% of the respondents), followed by cycling/scooting (70% of the respondents).

**Figure 8 Preferred travel mode in and around Hadley Street and Castle Road**



2.5 Respondents were asked 4 questions on what extent they agree or disagree with the proposals for Hadley Street and Castle Road. The questions were optional. The reasons that the respondents provided for agreeing or



disagreeing with the proposals are analysed further below in the individual responses section.

## Responses to the proposals for Hadley Street and Castle Road

Question 9: To what extent do you agree or disagree with the proposals to widen the pavement at the location of the existing motor vehicle restriction to reduce the angle of the ramp, install new trees, cycle stands and replace the existing fire gate with bollards?

2.6 As shown in table 4, a significant majority of respondents strongly agree or agree (65.2% and 4.3% respectively) to the proposal both inside and outside the consultation area.

**Table 4 Widen pavement at the location of the existing motor vehicle restriction Responses Hadley Street and Castle Road**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	9 (52.9%)	1 (5.9%)	0 (0%)	0 (0%)	6 (35.3%)	1 (5.9%)	0 (0%)
	10 (58.8%)			6 (35.3%)			
LB Camden Residents/ Organisations / Businesses outside the consultation area	6 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
	6 (100%)			0 (0%)			
Overall response	15 (65.2%)	1 (4.3%)	0 (0%)	0 (0%)	6 (26.1%)	1 (4.3%)	0 (0%)
	16 (69.5%)			6 (26.1%)			

Question 10: To what extent do you agree or disagree with the proposals to widen the pavement and install a tree on the southern side Castle Road to the west of the junction with Hadley Street?

2.7 As shown in table 5 below, a significant majority of respondents strongly agree or agree (60.9% and 17.4% respectively) to the proposal both inside and outside the consultation area.

**Table 5 Widening Pavement South Side of Hadley Street and Castle Road Responses**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	8 (47.1%)	4 (23.5%)	1 (5.9%)	2 (11.8%)	2 (11.8%)	0 (0%)	0 (0%)
	12 (70.6%)			4 (23.6%)			
LB Camden Residents/ Organisations / Businesses outside the consultation area	6 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
	6 (100%)			0 (0%)			
Overall response	14 (60.9%)	4 (17.4%)	1 (4.3%)	2 (8.7%)	2 (8.7%)	0 (0%)	0 (0%)
	18 (78.3%)			4 (17.4%)			

Question 11: To what extent do you agree or disagree with the proposal to remove 5.6m of existing pay by phone parking on Castle Road to install 2 cycle hangars units?

2.8 As shown in table 6 below, a significant majority of respondents strongly agree or agree (60.9% and 21.7% respectively) to the proposal both inside and outside the consultation area.

**Table 6 Cycle Hangers and Removal of Pay by Phone Parking Hadley Street and Castle Road Responses**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	8 (47.1%)	5 (29.4%)	2 (11.8%)	1 (5.9%)	1 (5.9%)	0 (0%)	0 (0%)
	13 (76.5%)			2 (11.8%)			
LB Camden Residents/ Organisations / Businesses outside the consultation area	6 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
	6 (100%)			0 (0%)			
Overall response	14 (60.9%)	5 (21.7%)	2 (8.7%)	1 (4.3%)	1 (4.3%)	0 (0%)	0 (0%)
	19 (82.6%)			2 (8.6%)			

Question 12: To what extent do you agree or disagree with the proposal to introduce 2 cycle hangers on Hadley Street (opposite no.34) removing 5.2m of existing resident parking?

2.9 As shown in table 7 below, a significant majority of respondents strongly agree or agree (56.5% and 17.4% respectively) to the proposal both inside and outside the consultation area.

**Table 7 Cycle Hangers and Removal of Residential Parking - Hadley Street and Castle Road Responses**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	7 (41.2%)	4 (23.5%)	1 (5.9%)	2 (11.8%)	3 (17.6%)	0 (0%)	0 (0%)
	13 (64.7%)			5 (29.4%)			
LB Camden Residents/ Organisations / Businesses outside the consultation area	6 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
	6 (100%)			0 (0%)			
Overall response	13 (56.5%)	4 (17.4%)	1 (4.3%)	2 (8.7%)	3 (13%)	0 (0%)	0 (0%)
	17 (73.9%)			5 (21.7%)			

Question 13: If implemented, what do you think you might like about the changes proposed? (you can choose more than one)

2.10 The reasons why the respondents may like the proposed changes are summarised in table 8 below. There were 18 responses to this part of the question. As shown below “Walking will be easier and safer” was the most popular response followed by “Cycling will be easier and safer”.

**Table 8 Reasons why the respondents may like the proposed changes - Hadley Street and Castle Road Responses**

Option	Total	Percent
Walking will be easier and safer	15	65.22%
Crossing the road will be easier and safer	12	52.17%
Cycling will be easier and safer	14	60.87%
Driving will be easier and safer	1	4.35%
Traffic dominance will be reduced	10	43.48%
Air quality will be better	9	39.13%

<b>Using a wheelchair / mobility aid will be easier and safer</b>	10	43.48%
<b>Noise and disturbance will be reduced</b>	6	26.09%
<b>There will be benefits for my business</b>	0	0.00%
<b>Visiting the area will be easier and safer</b>	8	34.78%
<b>Other (tell us more below)</b>	4	17.39%
<b>Not Answered</b>	5	21.74%

Question 14: If implemented, what do you think you might not like about the changes proposed? (you can choose more than one)

2.11 The reasons why the respondents may like the proposed changes are summarised in table 9 below. There were 12 responses to this part of the question. As show below, “Driving will be harder and less safe” was the most popular response.

**Table 9 Reasons why the respondents may not like the proposed changes - Hadley Street and Castle Road Responses**

<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Walking here will still be unsafe or less safe</b>	3	13.04%
<b>Crossing the road will still be unsafe or less safe</b>	2	8.70%
<b>Cycling will be harder and less safe</b>	2	8.70%
<b>Driving will be harder and less safe</b>	6	26.09%
<b>Traffic levels will still be bad or worse</b>	5	21.74%
<b>Air pollution will still be bad or worse</b>	4	17.39%
<b>Using a mobility aid or wheelchair will be harder</b>	1	4.35%
<b>Noise and disturbance will still be bad or worse</b>	5	21.74%
<b>There will be negative impacts on my business</b>	2	8.70%
<b>Visiting the area will be harder and less safe</b>	3	13.04%
<b>Other (please tell us more below)</b>	5	21.74%
<b>Not Answered</b>	11	47.83%

### **Comments from resident groups and other organisations**

2.11 In line with the Council’s standard consultation procedure, the consultation material for the proposals was sent to the Council’s list of Borough-wide

stakeholders and local groups and organisations. A response from the Camden Cycling Campaign, the only group to respond to the consultation, is detailed below.

### **Camden Cycling Campaign**

This group is strongly supportive of the proposals to amend the junction on the North side of Castle Road, considering the existing situation to be awkward for cyclists. They are also supportive of all the other proposals, including the introduction of cycle hangers and a pavement buildout outside the Tapping The Admiral pub.

#### **Officers' response:**

Support for the proposals is noted.

## **Individual Responses**

- 2.12 Provided below is a summary of the comments and questions raised in response to the consultation questions. Comments provided in response to the questions relating to equalities are provided in the Equalities Impact Assessment provided as Appendix A of the decision report.
- 2.13 During the course of the analysis, all comments were considered. To assist with analysis, comments were categorised into three broad categories: positive comments, negative comments, and proposed alterations. Some were comments on other schemes in the general area and a few were outside the scope of the scheme. Officers have noted these comments and will look to opportunities to deliver such improvements moving forwards subject to funding and resource availability.

## **Positive Responses**

*Changes will improve accessibility for cyclists and make it easier for those using pushchairs and cargo bikes to pass through the road closure at the junction.*

*The pavement buildouts will improve pedestrian safety and will be especially helpful to vulnerable adults and children.*

*All existing cycle hangers in the area have large waiting lists. The proposed hangers will help to meet this demand.*

*The removal of parking will help to declutter the street and encourage people to move away from cars and to use more sustainable forms of transport.*

## Negative Comments

*It is perfectly fine for cyclists now. The street is quite residential and we do not want to encourage more cyclists to come to the area.*

**Officers' response:**

The first objective of Camden's transport strategy is to "transform our streets and places to enable an increase in walking and cycling." The proposal is in line with this objective. The proposal may not generate a significant increase in cycling. However, it will make it easier and safer for cyclists to pass through the road closure at the junction.

*Removable bollards are less secure than gates. They can be removed and damaged, leaving the road closure open to motor vehicle traffic.*

**Officers' response:**

The existing fire gate is locked with a padlock in the same way as the proposed bollards would be. Officers do not consider removable bollards to be a less secure solution. However, if approved the situation will be monitored.

*The pavement buildout will reduce space for cars, making it harder for drivers to turnaround. This will especially be a problem for vehicles delivering to the Tapping The Admiral pub.*

**Officers' response:**

A Stage 1 Road Safety Audit was carried out and did not raise any concerns with related to the design of the scheme. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

*There are limited parking spaces in the area. Residential and pay by phone parking should not be removed.*

**Officers' response:**

The Camden Transport Strategy (CTS) and accompanying Cycling Action Plan and Walking and Accessibility Action Plan aim to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably.

CTS Policy 1a states that "The Council will use a road user hierarchy to inform all relevant decisions: walking, cycling and public transport will be prioritised above private vehicle use".

CTS Policy 1c 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 proposal to remove some parking spaces and to introduce double yellow lines is necessary to facilitate the proposed pavement widening and the introduction of cycle hangars. The proposal would also help to reduce motor vehicle dominance on Castle Road. This would in turn help to make the junction of Hadley Street and Castle Road more cyclist friendly and safer for all.

The proposals have been developed in line with the policies outlined in Camden's Transport Strategy which sets out that, where necessary to provide other services, the Council will propose reducing space given over to parking and reallocate it to more sustainable uses (such as walking, cycling, and greening). Specifically, Policy 2h notes the importance of removing motor vehicle parking provision where necessary in order to facilitate mode shift towards more sustainable modes of travel. With this in mind, where possible, we are designing measures to provide more space for cyclists and pedestrians, as well as improving road safety for vulnerable road users in line with the strategy.

We also know that car ownership in the Camden Town and Kentish Town South wards is very low. In the 2021 Census, only 31.5% of respondents in Camden Town and 34.5% of respondents in Kentish Town South reported their household had access to a car or van. Therefore, removing parking in order to create a safer walking and cycling environment and to provide cycle hangars for residents means that more people will be able to use and enjoy this kerbside space more than if it just remains available for parking or loading/unloading.

People who want to park in the area outside of controlled parking zone hours of operation would be able (as they currently are) to park their cars on other streets nearby where resident permit holders and pay by phone parking bays and single yellow lines are provided.

*Having two cycle hangars so close to each other makes no sense. They should be more spaced out.*

**Officers' response:**

Cycle hangars are often installed in pairs as this takes up the equivalent of just over 1 car parking space (circa 5 metres). This is also an efficient use of resources including officer time and design/consultation/implementation costs.

Waiting list data provided by Cyclehoop and Falco (the Council's previous cycle hangar supplier) indicates that the majority of the 318 bike hangars installed in the Borough, so far, are fully occupied with a combined waiting list of circa 9,000 people. Therefore, officers are confident that the spaces within the proposed bike hangars would be filled.

*The cycle hangars and cycle parking stands would be unsightly additions to the area and take away from its character.*

**Officers' response:**

Details of the bike hangar currently being installed by the Council can be found [here](#). Conservation Officers in Development Management were consulted on the proposal and no objections were made. A bike hangar is smaller in profile than a standard

sized car. The visual impact is therefore unlikely to be greater. However, it is acknowledged that the bike hangars would be a permanent installation, whereas parked cars are transient, although evidence shows that cars are generally parked up on the street for the majority (95%) of the time.

*Increasing the pavement size outside the Tapping The Admiral pub will increase noise pollution from the pub with more people standing outside. The council should pay for soundproof windows to neighbouring properties in order to mitigate against this.*

**Officers' response:**

The purpose of the pavement buildout is to provide more space for pedestrians walking past the pub. A tables and chairs licence (also known as a pavement licence) would be required if the pub landlord wants to place tables and chairs on the pavement buildout. A tables and chairs licence could be granted subject to standard terms and conditions, which would include restrictions on the hours of use to minimise the impact of noise on neighbours. Tables and chairs (except for picnic benches) would need to be removed at the end of the permitted period each day. If approved, the situation will be monitored and enforcement action will be considered if necessary.

## Other Proposed Options

*If people are being further encouraged to stand outside the pub, the operating hours of the pub should be changed so that it closes earlier and the impact on the neighbouring residential properties is minimised.*

**Officers' response:**

See officers' response above.

*Comments were received suggesting the angle of the pavement buildouts be changed, the precise location of trees and stands be altered, and for the junction to incorporate a raised table.*

**Officers' response:**

These suggestions will be considered at the detailed design stage.

The scheme should be significantly expanded to include the whole of Castle Road and be part of a much wider intervention to reduce the impact of vehicles on the area, improve greening and cycle and pedestrian pathways.

**Officers' response:**

Significant interventions beyond what are already proposed are considered beyond the scope of this programme. However, officers will continue to monitor potential opportunities to improve greening and sustainable transport infrastructure in the nearby area.



## **Handel Street, Kenton Street and Hunter Street – Bloomsbury Ward**

- 2.14 Overall, 29 responses to the consultation were received via We Are Camden and the Safetravel email inbox. 27 responses were received via We Are Camden and 2 responses were received via the Safetravel email inbox. The email responses have not been accounted for in the quantitative results discussed in this section, as they did not provide an answer to all questions included in the consultation questionnaire. However, any specific concerns raised in the responses by email were included in individual responses section.
- 2.15 Respondents have been classified into the following categories shown in Table 10, based on the post code that they registered for the consultation on the WeAreCamden website. 52% of respondents were from within the consultation area.

**Table 10 Summary of responses received by respondent location – Handel Street, Kenton Street and Hunter Street Respondents**

<b>Location</b>	<b>Respondents</b>	
	<b>Number</b>	<b>Percentage</b>
<b>LB Camden Residents/ Organisations/ Businesses within consultation area<sup>1</sup></b>	14	52%
<b>LB Camden Residents/ Organisations/ Businesses outside the consultation area<sup>2</sup></b>	10	37%
<b>Respondents from outside Camden<sup>3</sup></b>	3	11%
<b>Respondents from outside Greater London<sup>4</sup></b>	0	0%
<b>Overall respondents (inside and outside Camden)<sup>5</sup></b>	27	100%

1 Within consultation area refers to all the respondents who provided a valid post code that was within the consultation area outlined in Figure 2.

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

3 Outside Camden refers to all the respondents who provided a valid post code outside Camden but within Greater London.

4 Outside Greater London refers to all the respondents who provided a valid response outside of Greater London.

5 Overall respondents refers to all the respondents that provided a valid response to the consultation via WeAreCamden.

- 2.16 Table 11 provides a breakdown of the respondents that responded as individuals, or on behalf of a group or an organisation, via the WeAreCamden website.

**Table 11 Summary of responses per respondent category – Handel Street, Kenton Street and Hunter Street**

Option	Total	Percent
Individual	26	96%
On behalf of a group or organisation	1	4%

**Question 7: Does your household have access to a car or van that are owned, or available for use, by members of this household?**

2.17 As illustrated in Table 12 below, 42% of respondents to the consultation stated that they live in a household that has access to a car or van. 64% of respondents within the consultation area stated that they live in a household that has access to a car or van. However, the 2021 census data, highlights that only 18.3% of households in the Bloomsbury ward have access to a car or van. This shows that an above average number of respondents to the consultation were from households that have access to a car or van within the ward.

**Table 12 Summary of responses received for Question 7 – Handel Street, Kenton Street and Hunter Street**

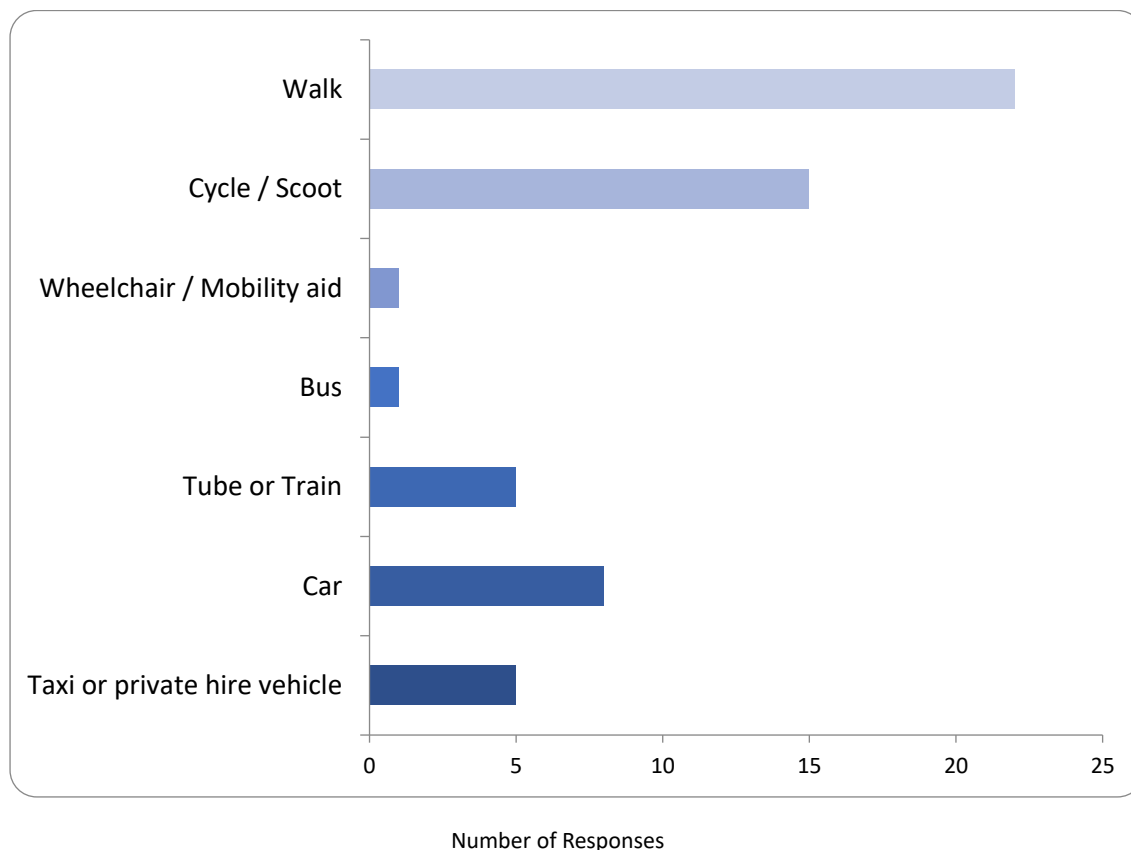
Location	Yes, I have access to a car or van		No, I do not have access to a car or van	
	Number	Percentage	Number	Percentage
LB Camden Residents/ Organisations/ Businesses within consultation area <sup>1</sup>	9	64%	5	36%
LB Camden Residents/ Organisations/ Businesses outside the consultation area <sup>2</sup>	2	22%	7	78%
Respondents from outside Camden <sup>3</sup>	0	0%	3	100%
Respondents from outside Greater London <sup>4</sup>	0	0%	0	0%
Overall respondents (inside and outside Camden) <sup>5</sup>	11	42%	15	58%

<sup>1</sup>One Responder answered that their car ownership was not applicable

**Question 6: How do you usually travel in and around Handel Street, Kenton Street and Hunter Street? (you can choose more than one)**

2.18 As illustrated in Figure 9 below, walking is the most frequent travel mode in and around Handel Street, Kenton Street and Hunter Street (81% of the respondents), followed by cycling/scooting (55% of the respondents) and driving (30% of the respondents).

**Figure 9 Preferred travel mode in and around Handel Street, Kenton Street and Hunter Street**



2.19 Respondents were asked 5 questions on what extent they agree or disagree with the proposals for Handel Street, Kenton Street and Hunter Street. The question was optional. The reasons that the respondents provided for agreeing or disagreeing with the proposals are analysed further below in the individual responses section.

**Responses to the proposals for Handel Street, Kenton Street and Hunter Street**

Question 9. To what extent do you agree or disagree with the proposals to introduce two-way cycling on Handel and Kenton Street?

2.20 As shown in Table 13 below, overall, more respondents strongly agree or agree (40.7% and 7.4% respectively) to the proposal than those who disagree or strongly disagree (11.1% and 29.6% respectively). However, it is noted that 64.2% of responses from within the consultation area disagree or strongly disagree (7.1% and 57.1% respectively) with the proposal.

**Table 13 Two-way cycling on Handel and Kenton Street Responses**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	1 (7.1%)	1 (7.1%)	2 (14.3%)	1 (7.1%)	8 (57.1%)	1 (7.1%)	0 (0%)
	2 (14.3%)			9 (64.2%)			
LB Camden Residents/ Organisations / Businesses outside the consultation area	7 (70%)	1 (10%)	0 (0%)	2 (20%)	0 (0%)	0 (0%)	0 (0%)
	8 (80%)			2 (20%)			
Respondents from outside Camden but within Greater London	3 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
	3 (100%)			0 (0%)			
Overall response	11 (40.7%)	2 (7.4%)	2 (7.4%)	3 (11.1%)	8 (29.6%)	1 (3.7%)	0 (%)
	13 (48.1%)			11 (40.7%)			

Note: Does not add up to 100% in some cases due to rounding

Question 10. To what extent do you agree or disagree with the proposals to introduce double yellow lines on both sides of Handel and Kenton Streets?

2.21 As shown in Table 14 below responses, to this question were split. Less respondents strongly agree or agree (37% and 7.4% respectively) to the proposal than those who disagree or strongly disagree (11.1% and 37% respectively) with 7% neutral. It is noted that 85.7% of responses from within the consultation area disagree or strongly disagree (21.4% and 64.3% respectively) with the proposal.

**Table 14 Double Yellow Lines Handel and Kenton Street Responses**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	1 (7.1%)	0 (0%)	1 (7.1%)	3 (21.4%)	9 (64.3%)	0 (%)	0 (0%)
	1 (7.1%)			12 (85.7%)			
LB Camden Residents/ Organisations / Businesses outside the	7 (70%)	1 (10%)	1 (10%)	0 (0%)	1 (0%)	0 (0%)	0 (0%)
	8 (80%)			1 (10%)			

<b>consultation area</b>						
<b>Respondents from outside Camden but within Greater London</b>	2 (66.7%)	1 (33.3%)	<b>0 (0%)</b>	0 (0%)	0 (0%)	0 (0%)
	<b>3 (100%)</b>			<b>0 (0%)</b>		
<b>Overall response</b>	10 (37%)	2 (7.4%)	<b>2 (7.4%)</b>	3 (11.1%)	10 (37%)	0 (%)
	<b>12 (44.4%)</b>			<b>13 (48.1%)</b>		

Note: Does not add up to 100% in some cases due to rounding

Question 11: To what extent do you agree or disagree with the proposals to introduce cycle stands on the corner of Handel and Kenton Streets with associated pavement widening and dropped curve?

2.22 As shown in table 15 significantly more people strongly agree or agree (40.7% and 7.4% respectively) with the proposal than disagree or strongly disagree (0% and 33.3% respectively). However, it is noted that 57.1% of responses from within the consultation area strongly disagree with the proposal.

**Table 15 Cycle Stands and Pavement Widening Handel and Kenton Street Responses**

	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neutral</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Unsure</b>	<b>Not Answered</b>
<b>LB Camden Residents/ Organisations / Businesses within consultation area</b>	2 (14.3%)	0 (0%)	<b>4 (28.6%)</b>	0 (0%)	8 (57.1%)	0 (0%)	0 (0%)
	<b>2 (14.3%)</b>			<b>8 (57.1%)</b>			
<b>LB Camden Residents/ Organisations / Businesses outside the consultation area</b>	7 (70%)	1 (10%)	<b>1 (10%)</b>	0 (0%)	1 (10%)	0 (0%)	0 (0%)
	<b>8 (80%)</b>			<b>1 (10%)</b>			
<b>Respondents from outside Camden but within Greater London</b>	2 (66.7%)	1 (33.3%)	<b>0 (%)</b>	0 (0%)	0 (0%)	0 (0%)	0 (0%)
	<b>3 (100%)</b>			<b>0 (0%)</b>			
<b>Overall response</b>	11 (40.7%)	2 (7.4%)	<b>5 (18.5%)</b>	0 (0%)	9 (33.3%)	0 (0%)	0 (0%)
	<b>13 (48.1%)</b>			<b>9 (33.3%)</b>			

Note: Does not add up to 100% in some cases due to rounding

Question 12: To what extent do you agree or disagree with the proposals to introduce continuous footways on the entry and exit roads to Handel and Kenton Streets to improve pedestrian mobility?

2.23 As shown in table 16, the majority of respondents strongly agree or agree (48.1% and 11.1% respectively). However, half of those within the consultation area disagree or strongly disagree (14.3% and 35.7% respectively) with the proposal.

**Table 16 Continuous Footway Handel and Kenton Street Responses**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	2 (14.3%)	1 (7.1%)	4 (28.6%)	2 (14.3%)	5 (35.7%)	0 (0%)	0 (0%)
	3 (21.4%)			7 (50%)			
LB Camden Residents/ Organisations / Businesses outside the consultation area	8 (80%)	2 (20%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
	10 (100%)			0 (0%)			
Respondents from outside Camden but within Greater London	3 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
	3 (100%)			0 (0%)			
Overall response	13 (48.1%)	3 (11.1%)	4 (14.8%)	2 (7.4%)	5 (18.5%)	0 (0%)	0 (0%)
	16 (59.2%)			7 (25.9%)			

Note: Does not add up to 100% in some cases due to rounding

Question 13: To what extent do you agree or disagree with the proposals to introduce a kerb segregated cycle track on Hunter Street (North bound) between Handel Street and Tavistock Place?

2.24 As table 17 shows, more respondents disagree or strongly disagree (3.7% and 44.4% respectively) with the proposal than strongly agree or agree (29.6% and 7.4% respectively). However, it is noted that 64.3% of responses from within the consultation area strongly disagree with the proposal.

**Table 17 Hunter Street Cycle Lane Responses**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	1 (7.1%)	0 (0%)	4 (28.6%)	0 (0%)	9 (64.3%)	0 (0%)	0 (0%)
	1 (7.1%)			9 (64.3%)			
LB Camden Residents/	4 (40%)	2 (20%)	0 (0%)	1 (10%)	3 (30%)	0 (0%)	0 (0%)
	6 (60%)			4 (40%)			

<b>Organisations / Businesses outside the consultation area</b>						
<b>Respondents from outside Camden but within Greater London</b>	3 (100%)	0 (0%)	<b>0 (0%)</b>	0 (0%)	0 (0%)	0 (0%)
	<b>3 (100%)</b>			<b>0 (0%)</b>		
<b>Overall response</b>	8 (29.6%)	2 (7.4%)	<b>4 (14.8%)</b>	1 (3.7%)	12 (44.4%)	0 (0%)
	<b>10 (37%)</b>			<b>13 (48.1%)</b>		

Note: Does not add up to 100% in some cases due to rounding

14: If implemented, what do you think you might like about the changes proposed? (you can choose more than one)

2.25 The reasons why the respondents may like the proposed changes are summarised in table 18. There were 22 responses to this question. As shown below “Walking will be easier and safer” was the most popular response.

**Table 18 Reasons why the respondents may like the proposed changes - Handel Street, Kenton Street and Hunter Street**

Option	Total	Percent
<b>Walking will be easier and safer</b>	12	44.44%
<b>Crossing the road will be easier and safer</b>	10	37.04%
<b>Cycling will be easier and safer</b>	10	37.04%
<b>Driving will be easier and safer</b>	1	3.70%
<b>Traffic dominance will be reduced</b>	10	37.04%
<b>Air quality will be better</b>	8	29.63%
<b>Using a wheelchair / mobility aid will be easier and safer</b>	5	18.52%
<b>Noise and disturbance will be reduced</b>	6	22.22%
<b>There will be benefits for my business</b>	1	3.70%
<b>Visiting the area will be easier and safer</b>	6	22.22%
<b>Other</b>	6	22.22%
<b>Not Answered</b>	5	18.52%

Question 15: If implemented, what do you think you might not like about the changes proposed? (you can choose more than one)

2.26 The reasons why the respondents may not like the proposed changes are summarised in table 19. There were 15 responses to this question. As shown below, “driving will be harder and less safe” was clearly the most popular response.

**Table 19 Reasons why the respondents may not like the proposed changes - Handel Street, Kenton Street and Hunter Street**

Option	Total	Percent
Walking here will still be unsafe or less safe	4	14.81%
Crossing the road will still be unsafe or less safe	3	11.11%
Cycling will be harder and less safe	3	11.11%
Driving will be harder and less safe	9	33.33%
Traffic levels will still be bad or worse	4	14.81%
Air pollution will still be bad or worse	2	7.41%
Using a mobility aid or wheelchair will be harder	6	22.22%
Noise and disturbance will still be bad or worse	5	18.52%
There will be negative impacts on my business	5	18.52%
Visiting the area will be harder and less safe	6	22.22%
Other (please tell us more below)	4	14.81%
Not Answered	12	44.44%

### Comments from resident groups and other organisations

2.27 In line with the Council's standard consultation procedure, the consultation material for the proposals was sent to the Council's list of Borough-wide stakeholders and local groups and organisations. Responses from the 3 stakeholder groups who responded to the consultation are detailed below.

#### **Camden Cycling Campaign**

This group supports all of the proposals, stating that the introduction of two-way cycling on Handel Street and Kenton Street will provide a useful bypass to the signals at the junction of Tavistock Place and Hunter Street and provide easier access to the Waitrose rear entrance.

However, they oppose a kerb segregated cycle track on Hunter Street (Northbound) because motor traffic levels on this alignment are sufficiently low for it to provide safe cycling without any segregating infrastructure



The proposed width of the cycle lane appears to be too narrow and could lead to some cyclists not using it. They also raised concern that kerb segregation could be a trip hazard for pedestrians and cyclists.

**Officers' response:**

Alterations to the proposed kerb segregated cycle lane on Hunter Street will be considered as part of the detailed design, including an option to make the cycle lane mandatory (solid white edge line) without kerb segregation. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

**Friends of Marchmont Community Garden**

This group raised concern that the introduction of contra-flow cycling will encourage cycling through the pedestrian only Marchmont Community Garden. They are also concerned for the safety of cyclists converging on the blind corner where Handel Street meets Kenton Street.

They are most concerned with the proposed pavement build-out with dropped kerbs and cycle stands on the corner of Handel and Kenton Street. They believe that this would impair pedestrian access to the Marchmont Community Garden and obstruct refuse collections. They also asked for clarity on the terms cycle racks and cycle stands and why they are both being introduced.

The group are however supportive of the introduction of double yellow lines on Handel Street and Kenton Street, continuous pavements at junctions, and the introduction of a kerb segregated cycle lane on Hunter Street.

**Officers' response:**

A Stage 1 Road Safety Audit was carried out and did not raise any concerns with related to the design of the scheme. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

There is already a 'no cycling' sign adjacent to the Marchmont Community Garden and it is not considered the proposal will increase cycling in the area so as to have a significant impact on the garden. Again, should the proposal be approved, any inappropriate use of the Marchmont Community Garden will continue to be monitored.

Cycle racks and cycle stands are the same thing, but it is accepted that the drawings in this regard could cause confusion. If approved, the specific location of cycle parking stands to be provided will be considered as part of the detailed design.

The pavement buildout would allow more space for pedestrians. Officer in Environment Services were consulted on the proposals during the internal engagement stage and did not raise any concerns about negative impacts on refuse collections. Officers feel the proposal would have a minimal impact on refuse

collections. However, if approved, the issue will be considered further as part of the detailed design.

### **Metropolitan Police**

The Metropolitan Police raised concerns about the design of continuous pavements at junctions. They are concerned that the proposed road markings could lead to confusion and potential conflict between vehicles and pedestrians and have asked for the design to be reviewed.

#### **Officers' response:**

A Stage 1 Road Safety Audit was carried out and did not raise any concerns relating to the design. If approved, the specific design of continuous pavements will be considered further as part of the detailed design stage. In addition, a stage 3 road safety audit would be undertaken following implementation, and any recommendations would be considered and further changes made where feasible.

## **Individual Responses**

- 2.28 Provided below is a summary of the comments and questions raised in response to the consultation questions. Comments provided in response to the questions relating to equalities are provided in the Equalities Impact Assessment provided as Appendix A of the decision report.
- 2.29 During the course of the analysis, all comments were considered. To assist with analysis, comments were categorised into three broad categories: positive comments, negative comments, and other proposed options. Some were comments on other schemes in the general area and a few were outside the scope of the scheme. Officers have noted these comments and will look to opportunities to deliver such improvements moving forwards subject to funding and resource availability.

## **Positive Comments**

*The proposed contraflow would be a welcome alteration, improving conditions for cyclists, giving them improved access to Handel Street, Kenton Street, and the rear entrance to Waitrose.*

*The proposal will help address a lack of cycle parking stands.*

*The continuous pavements would improve accessibility for pedestrians and wheelchair users.*

## **Negative Comments**

*There is not enough space for two-way cycling and the proposal will put cyclists in danger due to the blind corner where Handel Street meets Kenton Street.*

**Officers' response:**

A Stage 1 Road Safety Audit was carried out and did not raise any concerns with regards to this scheme. Should the proposal be approved its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

*There are already enough cycle parking facilities, and the introduction of stands will be an obstruction to pedestrians and draw antisocial behaviour.*

**Officers' response:**

Officers acknowledge that cycle parking stands are provided adjacent to the rear entrance to Waitrose. The proposed cycle parking stands are for people visiting residents or for cyclists who wish to stop at the Marchmont Community Garden. The first objective of Camden's transports strategy is to "transform our streets and places to enable an increase in walking and cycling." The proposal is in line with this objective and will help facilitate cycling in the area. The proposed footway buildout will allow more space for pedestrians. Officers have no evidence to suggest that the provision of cycle parking stands encourages anti-social behaviour.

*The kerb segregated cycle lane on Hunter Street will make it harder for cyclists to turn right from Hunter Street onto Tavistock Place, it is often safest for cyclist to take control of the main lane prior to the junction. Full kerb segregation removes a cyclist's ability to merge into the main lane when safest, forcing the cyclist to enter the lane immediately before the junction.*

**Officers' response:**

See officer response to concerns raised by the Camden Cycling Campaign.

*The kerb segregated cycle lane on Hunter will create a trip hazard, will lead to claustrophobic narrow streets for pedestrians, cyclists, and drivers, and will likely increase traffic speeds.*

**Officers' response:**

See officer response to concerns raised by the Camden Cycling Campaign.

*The proposed kerb segregated cycle lane on Hunter Street will result in the introduction of double yellow lines which will make it harder for people to park in the evening/weekends and to receive deliveries.*

**Officers' response:**

The [Camden Transport Strategy](#) (CTS) and accompanying [Cycling Action Plan](#) and [Walking and Accessibility Action Plan](#) aim to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably.

CTS Policy 1a states that "The Council will use a road user hierarchy to inform all relevant decisions: walking, cycling and public transport will be prioritised above private vehicle use".

CTS Policy 1c 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 proposal to introduce double yellow lines is necessary to facilitate the proposed segregated cycle lane or mandatory cycle lane (solid white edge line) without kerb segregation on the west side of Hunter Street. The proposal would also help to reduce motor vehicle dominance on Hunter Street. This would in turn help to make Hunter Street more cyclist friendly and safer for all.

We also know that car ownership in the Bloomsbury ward is very low. In the 2021 Census, only 18.3% of respondents reported their household had access to a car or van. Therefore, removing parking in order to create a safer cycling facility means that more people will be able to use and enjoy this kerbside space more than if it just remains available for parking or loading/unloading.

People who want to park in the area outside of controlled parking zone hours of operation would be able (as they currently are) to park their cars on other streets nearby where resident permit holders and pay by phone parking bays and single yellow lines are provided (e.g., Handel Street, Kenton Street, and Wakefield Street).

Loading and unloading would remain possible from the kerbside at various locations nearby, including from the single yellow line on the east side of Hunter Street and the single yellow lines on the section of Handel Street east of Hunter Street.

*The introduction of double yellow lines will increase parking pressure in the area, especially at weekends and will make it harder for residents to receive deliveries.*

**Officers’ response:**

See officer response above.

*There are already enough cycle parking facilities, and the introduction of stands will be an obstruction to pedestrians and draw antisocial behaviour.*

**Officers’ response:**

Officers acknowledge that cycle parking stands are provided adjacent to the rear entrance to Waitrose. The proposed cycle parking stands are for people visiting residents or for cyclists who wish to stop at the Marchmont Community Garden. The first objective of Camden’s transports strategy is to “transform our streets and places to enable an increase in walking and cycling.” The proposal is in line with this objective and will help facilitate cycling in the area. The proposed footway buildout

will allow more space for pedestrians. Officers have no evidence to suggest that the provision of cycle parking stands encourages anti-social behaviour.

## Other Proposed Options

*The new cycle parking stands should be positioned closer to the entrance of Waitrose and the Brunswick Centre as that is the main reason for people visiting the area.*

**Officers' response:**

Cycle parking stands are already provided adjacent to the rear entrance to Waitrose and within the Brunswick Centre.

*The cycle lane on Tavistock Place at the junction with Kenton Street should be coloured. If approved and implemented, drivers turning right into Kenton Street may not realise that two-way cycling would be permitted.*

**Officers' response:**

See officer response to concerns raised by the Camden Cycling Campaign.

## Maresfield Gardens – Belsize Ward

2.30 Overall, 44 responses to the consultation were received via We Are Camden and the Safetravel email inbox. 42 responses were received via We Are Camden and 2 responses were received via the Safetravel email inbox. The email responses have not been accounted for in the quantitative results discussed in this section, as they did not provide an answer to all questions included in the consultation questionnaire. However, any specific concerns raised in the responses by email were included in individual responses section. Respondents have been classified into the following categories shown in Table 20, based on the post code that they registered for the consultation on the WeAreCamden website. 40.5% of respondents were within the consultation area.

**Table 20 Summary of responses received by respondent location – Maresfield Gardens**

Location	Respondents	
	Number	Percentage
LB Camden Residents/ Organisations/ Businesses within consultation area <sup>1</sup>	17	40.5%
LB Camden Residents/ Organisations/ Businesses outside the consultation area <sup>2</sup>	25	59.5%
Respondents from outside Camden <sup>3</sup>	0	0%
Respondents from outside Greater London <sup>4</sup>	0	0%
Overall respondents (inside and outside Camden) <sup>5</sup>	42	100%

1 Within consultation area refers to all the respondents who provided a valid post code that was within the consultation area outlined in Figure 1.

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

3 Outside Camden refers to all the respondents who provided a valid post code outside Camden but within Greater London.

4 Outside Greater London refers to all the respondents who provided a valid response outside of Greater London.

5 Overall respondents refers to all the respondents that provided a valid response to the consultation via We Are Camden.

2.31 Table 21 provides a breakdown of the respondents that responded as individuals, or on behalf of a group or an organisation, via the WeAreCamden website.

**Table 21 Summary of responses per respondent category – Maresfield Gardens Respondents**

Option	Total	Percent
Individual	40	95.24%
On behalf of a group or organisation	2	4.76%

Question 7: Does your household have access to a car or van that are owned, or available for use, by members of this household?

2.32 As illustrated in Table 22 below, 71.4% of respondents to the consultation stated that they live in a household that has access to a car or van. 26.2% of respondents within the consultation area stated that they live in a household that has access to a car or van. However, the 2021 census data, highlights that only 42.5% of householders in the Belsize ward have access to a car or van. This shows that an above average number of respondents to the consultation were from households that have access to a car or van within the ward.

**Table 22 Summary of responses received for Question 7 – Maresfield Gardens**

Location	Yes, I have access to a car or van		No, I do not have access to a car or van	
	Number	Percentage	Number	Percentage
LB Camden Residents/ Organisations/ Businesses within consultation area <sup>1</sup>	16	94.1%	1	5.9%
LB Camden Residents/ Organisations/ Businesses outside the consultation area <sup>2</sup>	14	56%	10	44%
Respondents from outside Camden <sup>3</sup>	0	0	0	0
Respondents from outside Greater London <sup>4</sup>	0	0	0	0

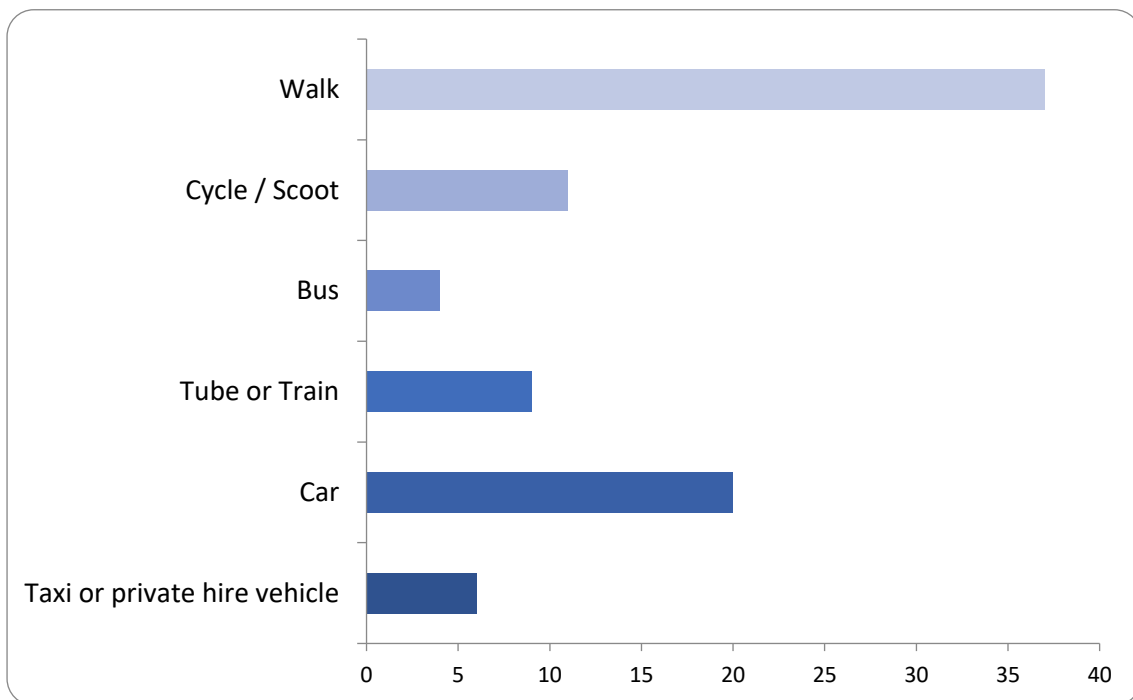
<b>Overall respondents (inside and outside Camden)<sup>5</sup></b>	30	71.4%	11	26.2%
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<sup>5</sup>One Responder answered that their car ownership was not applicable

Question 6: How do you usually travel in and around Maresfield Gardens? (you can choose more than one)

2.33 As illustrated in Figure 10 below, walking is the most frequent travel mode in and around Maresfield Gardens (88% of the respondents), followed by car (48% of the respondents) and cycling (26% of the respondents).

**Figure 10 Preferred travel mode in and around Maresfield Gardens**



2.34 Respondents were asked 2 questions on what extent they agree or disagree with the proposals for Maresfield Gardens. The questions were optional. The reasons that the respondents provided for agreeing or disagreeing with the proposals are analysed further below in individual responses section.

**Responses to the proposals for Maresfield Gardens**

Question 9. To what extent do you agree or disagree with widening the cycle lane which runs in the opposite direction to the traffic and adding low level planting on the traffic island?

2.35 As shown in Table 23 below, a majority of responders strongly agree or agree (42.9% and 14.3% respectively) to the proposal. This includes responders from

within the scheme consultation area (29.4% and 23.5% with 29.4% neutral respectively).

**Table 23 Widening Cycle Lane on Maresfield Gardens Responses**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	5 (29.4%)	4 (23.5%)	5 (29.4%)	2 (11.8%)	1 (5.9%)	0	0
	9 (52.9%)			3 (17.7%)			
LB Camden Residents/ Organisations / Businesses outside the consultation area	13 (52%)	2 (8%)	0 (0%)	1 (4%)	9 (36%)	0	0
	15 (60%)			10 (40%)			
Overall response	18 (42.9%)	6 (14.3%)	5 (11.9%)	3 (7.1%)	10 (23.8%)	0	0
	24 (57.2%)			13 (30.9%)			

Question 10. To what extent do you agree or disagree with the introduction of 2 new cycle hangers, the associated removal of pay by phone parking and extension of existing single yellow line ?

2.36 As show in table 24 below, responses to this question were spilt. Slightly more respondents strongly agree or agree (35.7% and 9.5% respectively) to the proposal than those who disagree or strongly disagree (14.3% and 28.6% respectively) with 9.5% neutral. However, it is noted that 53% of responses from within the consultation area disagree or strongly disagree (11.8% and 41.2% respectively) with the proposal.

**Table 24 Cycle Hangers and Extension of Double Yellow Line – Maresfield Gardens**

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Unsure	Not Answered
LB Camden Residents/ Organisations / Businesses within consultation area	3 (17.6%)	2 (11.8%)	2 (11.8%)	2 (11.8%)	7 (41.2%)	1 (5.9%)	0
	5 (29.4%)			9 (53%)			
LB Camden Residents/ Organisations / Businesses outside the	12 (48%)	2 (8%)	2 (8%)	4 (16%)	5 (20%)	0 (0%)	0
	14 (56%)			9 (36%)			



consultation area							
Overall response	15 (35.7%)	4 (9.5%)	4 (9.5%)	6 (14.3%)	12 (28.6%)	1 (2.4%)	0
	19 (45.2%)			18 (42.9%)			

Question 11: If implemented, what do you think you might like about the changes proposed? (you can choose more than one)

2.37 The reasons why the respondents may like the proposed changes are summarised in table 25. There were 33 responses to this part of the question. As shown below, “Cycling will be easier and safer” was clearly the most popular response, followed by “Walking will be easier and safer”.

**Table 25 Reasons why the respondents may like the proposed changes – Maresfield Gardens**

Option	Total	Percent
Walking will be easier and safer	13	30.95%
Crossing the road will be easier and safer	9	21.43%
Cycling will be easier and safer	21	50.00%
Driving will be easier and safer	1	2.38%
Traffic dominance will be reduced	9	21.43%
Air quality will be better	10	23.81%
Using a wheelchair / mobility aid will be easier and safer	3	7.14%
Noise and disturbance will be reduced	6	14.29%
There will be benefits for my business	0	0.00%
Visiting the area will be easier and safer	6	14.29%
Other (tell us more below)	10	23.81%
Not Answered	9	21.43%

Question 12: If implemented, what do you think you might not like about the changes proposed? (you can choose more than one)

2.38 The reasons why the respondents may not like the proposed changes are summarised in table 26. There were 25 responses to this part of the question. As shown below, “Visiting the area will be harder and less safe” was the most popular response followed by “Driving will be harder and less safe.”

**Table 26 Reasons why the respondents may not like the proposed changes – Maresfield Gardens**

Option	Total	Percent
Walking here will still be unsafe or less safe	5	11.90%
Crossing the road will still be unsafe or less safe	7	16.67%
Cycling will be harder and less safe	2	4.76%
Driving will be harder and less safe	9	21.43%
Traffic levels will still be bad or worse	7	16.67%
Air pollution will still be bad or worse	7	16.67%
Using a mobility aid or wheelchair will be harder	7	16.67%
Noise and disturbance will still be bad or worse	5	11.90%
There will be negative impacts on my business	3	7.14%
Visiting the area will be harder and less safe	13	30.95%
Other (please tell us more below)	8	19.05%
Not Answered	17	40.48%

### Comments from resident groups and other organisations

2.39 In line with the Council's standard consultation procedure, the consultation material for the proposals was sent to the Council's list of Borough-wide stakeholder and local groups and organisations. Responses from the 3 stakeholders who responded to the consultation are detailed below.

<p><b>Camden Cycling Campaign</b></p> <p>This group are supportive of the proposals. They note that the existing cycle lane arrangement on Maresfield Gardens has been in place for at least 12 years and needs updating.</p> <p><b>Officers' response:</b> Support for the proposals is noted.</p>
<p><b>South Hampstead High School</b></p> <p>This group are supportive of the proposals, noting that the existing island is unnecessarily large. They also noted that the proposals would help to encourage cycling in the area and would improve air quality.</p> <p><b>Officers' response:</b> Support for the proposals is noted.</p>
<p><b>Green School Runs</b></p> <p>This group are supportive of the proposals, noting that the current cycle lane is too narrow and the alterations to the traffic island will make it easier for cyclists to navigate the area. This is especially important given the scheme location next to a secondary school. They also support the introduction of cycle hangers as they are necessary infrastructure to encourage cycling.</p>

**Officers' response:**

Support for the proposals is noted.

**Individual Responses**

- 2.40 Provided below is a summary of the comments and questions raised in response to the consultation questions. Comments provided in response to the questions relating to equalities are provided in the Equalities Impact Assessment provided as Appendix A of the decision report.
- 2.41 During the course of the analysis, all comments were considered. To assist with analysis, comments were categorised into two broad categories: positive comments and negative comments. Some were comments on other schemes in the general area and a few were outside the scope of the scheme. Officers have noted these comments and will look to opportunities to deliver such improvements moving forwards subject to funding and resource availability.

**Positive Comments**

*Planting on the island would help improve the appearance of the area.*

*The alterations will make it safer for children to cycle to school.*

*The cycle hangers will provide much needed cycle storage space.*

**Negative Comments**

*The scheme will impact pedestrian accessibility especially for those attempting to cross the road.*

**Officers' response:**

The proposal would be a small-scale alteration to an existing cycle and pedestrian facility and is not considered to have a significant impact on pedestrian accessibility.

*The proposal is a waste of Council resources due to an insufficient amount of cyclists using the existing cycle facility.*

**Officers' response:**

The first objective of Camden's transports strategy is to "transform our streets and places to enable an increase in walking and cycling." The proposal is in line with this objective.

*Reducing road space for cars will add to existing traffic issues especially around school drop off and pick up times.*

**Officers' response:**

See officer response above. In addition, policy 1c of Camden's Transport Strategy is to reduce kerbside parking and reallocate space to active sustainable travel modes. The proposal is in line with this policy. It is noted that South Hampstead High School are in favour of the proposal.

*The existing pay by phone parking should be retained in order to cater for disabled people and those visiting the area.*

**Officers' response:**

See officer response above. The proposal would not involve the loss of any disabled parking bays. Blue badge holders can park in resident permit holder bays, shared use parking bays, and paid for parking bays without time limit, and in blue badge parking bays where time limits may apply (displayed on signs). Blue badge holders can also park for a maximum of three hours on a single or double yellow lines, where permitted. Guidance on how and where blue badges can be used is available on our website [here](#). Officers therefore feel that the proposal would have a minor impact, only, on the availability of parking opportunities for blue badge holders.

*Widening the cycle lane may lead to problems with motorcycles using it illegally. This would cause danger to both cyclists and motorists.*

**Officers' response:**

The cycle lane is for cycles and rental e-scooters only and motor vehicles are prohibited from using it. However, if approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

*There are already enough cycle parking facilities in area. Providing 2 hangers is excessive.*

**Officers' response:**

There is growing demand for bike hangars from residents living in high density dwellings that are common in the borough and usually have limited space for covered and secure cycle parking.

Waiting list data provided by Cyclehoop and Falco (the Council's previous cycle hangar supplier) indicates that the majority of the 318 bike hangars installed in the Borough, so far, are fully occupied with a combined waiting list of circa 9,000 people. The nearest bike hangars are located on Belsize Park Gardens (71 people on the waiting list) and Belsize Avenue (213 people on the waiting list). Therefore, officers are confident that the spaces within the proposed bike hangars would be filled.

*The cycle hangers look ugly and will detract from the character of the area. They are also not secure enough and are targeted by thieves.*

**Officers' response:**

Details of the bike hangar currently being installed by the Council can be found [here](#). Conservation Officers in Development Management were consulted on the proposal and no objections were made. A bike hangar is smaller in profile than a standard sized car. The visual impact is therefore unlikely to be greater. However, it is acknowledged that the bike hangars would be a permanent installation, whereas parked cars are transient, although evidence shows that cars are generally parked up on the street for the majority (95%) of the time.

Officers are aware that bike hangars have been targeted by thieves. Our suppliers latest bike hangar model, the Bikehangar 4.0, is accredited 'Sold Secure Diamond' and features an innovative lock mechanism, providing resistance against angle grinder attack. The Metropolitan Police were consulted on the proposal and did not raise any concerns. In addition, officers feel that the proposed site, being adjacent to residential properties, with a lamp column nearby on the same side of the street, would help to discourage thieves.

*Planting is hard to maintain and could impact motorists' vision.*

**Officers' response:**

Policy 5f of the Camden Transport Strategy is to promote Urban greening in all transport schemes. The proposal aligns with this policy. The proposal would introduce low level planting which would be maintained by the Council. A Stage 1 Road Safety Audit was carried out and did not raise any concerns with related to the design of the scheme. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

### **Safe Travel Inbox Consultation Approach**

- 2.42 The proposed permanent changes on Alfred Place, Belsize Terrace, Herbrand Street, and Streatham Street were consulted on via letters and street notices. Residents were given the opportunity to comment on the proposals by emailing [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk) or by writing to us at Freepost LBC TRANSPORT STRATEGY. Copies of consultation materials are provided in Appendices E and F of the Decision Report.
- 2.43 In line with the Council's standard consultation procedure, the consultation material for each of the 7 scheme proposals was sent to the Council's list of Borough-wide stakeholder and local groups and organisations.
- 2.44 The below analysis summarises the comments and suggestions respondents provided as well as officers' responses to these comments and suggestions.

## **Alfred Place – Bloomsbury Ward**

### **Comments from resident groups and other organisations**

2.45 Responses from the Camden Cycling Campaign and the Metropolitan Police, the only groups to respond to the consultation, are detailed below.

#### **Camden Cycling Campaign**

This group were strongly supportive of the proposal to provide two-way cycling on Alfred Place.

#### **Officers' response:**

Support for the proposals is noted.

#### **Metropolitan Police**

This group raised concern that sections of Alfred Place are particularly narrow and there may be insufficient space to allow two-way cycling to operate safely, especially near the junction of Store Street.

#### **Officers' response:**

Officers acknowledge the concerns raised but feel that Alfred Place is suitable for two-way cycling due to low traffic flows and speeds. A Stage 1 Road Safety Audit was carried out and did not raise any concerns with related to the design of the scheme. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

### **Individual Responses**

2.46 Four responses to the proposals were received during the consultation period for the Alfred Place proposal. This can be broken down into 2 supportive responses and 2 objections or concerns.

#### **Positive Comments**

*The proposal will improve cycle safety and encourage people to cycle in the area.*

#### **Negative Comments**

*This alteration is unnecessary as cyclists are already well provided for on Tottenham Court Road and Gower Street.*

#### **Officers' response:**

The first objective of Camden's transports strategy is to "transform our streets and places to enable an increase in walking and cycling." This includes making one-way streets two-way for cyclists, as noted in the Cycling Action Plan. The proposal is in line with this objective and will create additional options for cyclists in the area.

*Bringing more cyclists to the area will make it an unsafe environment for pedestrians.*

**Officers' response:**

The proposal is unlikely to generate a significant increase in cycling. However, it would improve accessibility for cyclists in the area. A Stage 1 Road Safety Audit was carried out and did not raise any concerns with related to the design of the scheme. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

**Belsize Terrace – Belsize Ward**

**Comments from resident groups and other organisations**

2.47 Responses from various organisations and ward councillors who responded to the consultation are detailed below.

**Camden Cycling Campaign**

This group are supportive of all the proposals, especially the proposal to repave the existing cycle track as this would make cycling safer and more comfortable.

**Officers' response:**

Support for the proposals is noted.

**Belsize Village Association**

Any replacing of the setts on the cycle track should be done with a view to preserving the present appearance. The setts on this track are a nod to all the mews in the area. The group raised concern that any alternative 'smooth surface' might encourage use by motorcycles. The planter near the crossing should be left in place as it prevents vehicles from mounting the pavement and entering the square. Replacing the cycle parking stands is a good idea.

**Officers' response:**

The existing cycle track surface is uncomfortable for some cyclists to travel over. In addition, it can be unsafe during wet weather. Officers feel that creating a more cycle friendly surface would be unlikely to pose a risk to pedestrians walking on the adjacent pavement or wishing to cross the cycle track. The material specification and appearance of the cycle track (retention or reuse of existing setts or replacement with similar but smoother setts) would be considered carefully as part of the detailed design of this scheme, with the above comments noted. The cycle track is for cycles and rental e-scooters only and motor vehicles (including

motorcycles and mopeds) are prohibited. Existing signs at each end of the cycle track reinforce this point to road users.

The existing planter location constitutes an obstruction to pedestrians, especially those with visual impairments, in the vicinity of the pedestrian crossing. The risk that a vehicle might drive into the square is not considered too outweigh this. However, other means of preventing motor vehicles from entering the square will be considered during the detailed design stage.

A Stage 1 Road Safety Audit was carried out and did not raise any concerns with related to the design of the scheme. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

#### **Belsize Village Business Association**

The public safety issue has been motorised scooters using the cycle track. Replacing the cycle parking stands is supported as the current ones are unsightly. The group opposes moving the planter by the zebra crossing. It was placed there following incident where a car drove into the village square. The planter poses no material obstruction to pedestrians.

#### **Officers' response:**

See officer response above to concerns raised by the Belsize Village Association.

#### **Friends of Belsize Village Committee**

The amount of planters in the area does not comply with planning application 2022/1538/P and at least 2 should be removed. The waste bins should be moved into a more convenient location to improve pedestrian accessibility. The bike parking stands should be of a design that the bikes are unable to encroach on to the pavement causing a hazard.

#### **Officers' response:**

The location of the various planters has been discussed and agreed with officers in the Council's Transport Design Team. The location of the waste bins has been discussed and agreed with officers in the Council's Environment Services department. The design of the layout for the cycle parking stands will form part of the detailed design. Officers will look to address existing problems with bikes encroaching on to the adjacent pavement.

#### **Ward Councillors**

Cyclists should not be encouraged to ride quickly in this area and the current slightly bumpy surface helps to slow them down.

#### **Officers' response:**

See officer responses above to concerns raised by the Belsize Village Association and the Belsize Village Business Association.



## Individual Responses

2.48 18 responses to the proposals were received during the consultation period for the Belsize Terrace proposal. This can be broken down into 2 supportive responses, 5 responses which were in favour of some parts of the scheme but not others, and 11 objections or concerns.

## Positive Comments

*The existing cycle track is difficult to cycle on and so the proposal would be an improvement.*

*The cycle parking is often full, and parking a larger cargo bike is not easy. So, the proposal to replace the existing cycle stands is welcomed.*

## Negative Comments – these are a selection of the comments received by theme

*Introducing a cycle friendly surface will increase cycling speeds and will make the Belsize village area a less safe environment for pedestrians.*

### **Officers' response:**

See officer responses to concerns raised by the Belsize Village Association, the Belsize Village Business Association, and ward councillors.

*The planter next to zebra crossing should not be relocated as it stops motorists driving into the square and the existing location poses no obstruction to pedestrians.*

### **Officers' response:**

See officer responses to concerns raised by the Belsize Village Association, and the Belsize Village Business Association.

*The existing cobbled cycle path has an attractive appearance and is well suited to the conservation area. It should not be removed.*

### **Officers' response:**

If approved, the suggestion will be considered at detailed design stage. Officers will endeavour to retain the existing cobbles if possible (i.e. they could be taken up and relayed to a smoother finish).

## Other Proposed Options and Comments

*The scheme should be expanded to include new cycle hangers, additional cycle parking stands and new bin enclosures.*

### **Officers' response:**

It is considered that significant expansion of the scheme would be beyond the scope of the proposed scheme at this location. However, officers will look to increase the number of cycle parking stands to be provided as part of the scheme.

Proposals to provide 2 cycle hangars nearby on Belsize Crescent were taken through public and statutory consultation in late 2024. At the time of writing, a decision report for that proposal and similar proposals at numerous locations across the borough is being prepared for the consideration of the Director of Environment and Sustainability in Summer 2024.

## **Herbrand Street – Bloomsbury Ward**

### **Comments from resident groups and other organisations**

2.49 A response from the Camden Cycling Campaign, the only group to respond to the consultation, is detailed below.

#### **Camden Cycling Campaign**

This group are supportive of the proposals. They note that the existing cycle arrangement on Herbrand Street has been in place for at least 20 years and needs updating.

#### **Officers' response:**

Support for the proposals is noted.

### **Individual Responses**

2.50 Seven responses to the proposals were received during the consultation period for the Herbrand Street proposal. This can be broken down into 3 supportive responses and 4 objections or concerns.

#### **Positive Comments**

*Any widening of the bicycle lane is good.*

*Very much in favour of your proposal to make Herbrand Street safer and healthier.*

*Great ideas with trees and more cycling safety.*

#### **Negative Comments**

*The proposals will limit drivers' accessibility.*

#### **Officers' response:**

The proposal will not have any impact on drivers' accessibility. The cycle lane is being widened slightly by narrowing the width of the existing traffic island. No

alterations will be made to the southbound vehicle lane and two-way cycling is already in place on Herbrand Street.

*Widening the cycle lane will encourage more motorcycles to go the wrong way up Herbrand Street.*

**Officers' response:**

The cycle lane is for cycles and rental e-scooters only and motor vehicles are prohibited from using it. However, if approved, we will monitor the situation post implementation.

*Changing the road signs will cause confusion to motorists.*

**Officers' response:**

The alterations to the road signs will be minimal and are being proposed as a result of recommendations from a Stage 1 Road Safety Audit. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

*Danger of cyclists being injured by low hanging branches on the trees.*

**Officers' response:**

If approved, the type of trees to be planted will be considered as part of the detailed design stage. Road safety will be a primary consideration, both at planting stage and during ongoing maintenance.

## Other Proposed Options and Comments

*Pedestrian and cycle safety will only be improved if traffic is slowed down. Traffic humps should be introduced in order to achieve this.*

**Officers' response:**

Wider traffic alterations are considered outside the scope of this programme. However, such suggestions can be submitted by email for consideration to [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk).

*Cycling will not be safer unless the whole contraflow cycle lane is clearly demarcated the length of Herbrand Street*

**Officers' response:**

Herbrand Street is a two-way road for motor vehicles. However, motor vehicles can only enter the northern section of Herbrand Street from Tavistock Place. Motor vehicle access is prohibited from Coram Street. However, if approved, attempts will be made to improve the legibility of two way cycling as part of the detailed design (e.g., cycle logo markings will be provided in both directions).

A Stage 1 Road Safety Audit was carried out and did not raise any concerns with related to the design of the scheme. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

*The Council should consider planting evergreen trees (like pine trees) rather than deciduous trees.*

**Officers' response:**

The type of trees to be planted will be part of detailed design and will be taken forward by the Council's Green Spaces team.

## **Streatham Street – Bloomsbury Ward**

### **Comments from resident groups and other organisations**

2.51 A response from the Camden Cycling Campaign, the only group to respond to the consultation, is detailed below.

#### **Camden Cycling Campaign**

This group is strongly supportive of the proposal and consider it to improve cycling accessibility in the area.

**Officers' response:**

Support for the proposals is noted.

### **Individual Responses**

2.52 Four responses to the proposals were received during the consultation period for the Streatham Street proposal. This can be broken down into 3 supportive responses and 1 objection or concern.

### **Positive Comments**

*The proposal will be a big improvement on the existing layout and will especially benefit non-standard bikes.*

### **Negative Comments**

*Bringing more cyclists to the area will make it a dangerous environment for pedestrians. There should be cleared segregation between pedestrian and cycle areas.*

**Officers' response:**

The first objective of Camden's transport strategy is to "transform our streets and places to enable an increase in walking and cycling." The proposal is in line with this objective. The proposal is unlikely to generate a significant increase in cycling. However, it will make it easier and safer for cyclists to pass through the road closure at the junction. A Stage 1 Road Safety Audit was carried out and did not raise any concerns with related to the design of the scheme. Should the proposal be approved, its impact will continue to be monitored, including a stage 3 road safety audit following implementation. Any recommendations would be considered and further changes made where feasible.

*The existing parking bay for dockless e-bikes and e-scooters frequently overfills, creating an unsightly and dangerous environment for pedestrians. Bringing more cyclists to the area will exacerbate this problem.*

**Officers' response:**

Officers acknowledge that the parking bay, at certain times of day, suffers from more e-bikes and e-scooters than it can accommodate. If approved, a modest expansion of the parking bay for dockless e-bikes and e-scooters will be included in the detailed design.