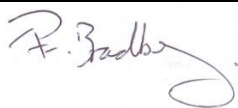


LONDON BOROUGH OF CAMDEN	WARDS: Cantelowes, Camden Town with Primrose Hill, and St Pancras and Somers Town
REPORT TITLE Safe Travel in Camden: Camden Square Area Safe and Healthy Streets (SC/2021/27)	
REPORT OF Director of Environment and Sustainability	
FOR SUBMISSION TO Cabinet Member for a Sustainable Camden	DATE 10 August 2021
<p>STRATEGIC CONTEXT</p> <p>Camden 2025 is our communities' vision for Camden. The proposals in this report contribute to this vision for Camden by creating safer and healthier streets, as a result of the impact of the COVID-19 pandemic, and in alignment with the Camden Transport Strategy objectives and Climate Action Plan. Our Camden Plan is the council's response to Camden 2025. The proposals meet the objectives as set out in Our Camden Plan by creating clean, vibrant, and sustainable places and making it easier for people to travel more on foot or by cycle.</p>	
<p>SUMMARY OF REPORT</p> <p>This report seeks approval from the Cabinet Member for a Sustainable Camden, to implement a number of walking, cycling and road safety changes in the vicinity of Camden Square, Agar Grove, St Pancras Way and Randolph Street. The changes (which would be made under an Experimental Traffic Order) include new through-traffic restriction measures, new cycle connections, pedestrian improvements, and upgrades to greenspaces. A full public consultation was undertaken between 05 February and 28 February 2021. The report discusses the responses to the consultation, taking into account Camden's Transport Strategy objectives, and provides recommendations for approval by the Cabinet Member for a Sustainable Camden.</p> <p>Local Government Act 1972 – Access to Information</p> <p>No documents that require listing were used in the preparation of this report.</p> <p>Contact Officer: Karl Brierley, Principal Transport Planner, Transport Strategy Service, 5 Pancras Square, London N1C 4AG, Karl.brierley@camden.gov.uk</p>	
<p>RECOMMENDATIONS</p> <p>THAT the Cabinet Member for a Sustainable Camden having considered the feedback from the public consultation (Section 5 and Appendix C), and the proposed modifications to the scheme in light of that feedback, and having considered the Equalities Impact Assessment (Appendix B), and having due regard to the needs set out in section 149 of the Equality Act 2010, approves the implementation, under an 18 month Experimental Traffic Order, of the proposed designs for the Camden Square area, set out in Section 2 and Appendix A, including the design amendments proposed in response to the feedback from the public consultation (Table 2 and Appendix F), subject to compliance with relevant statutory requirements:</p> <p>(i) delegates to the Director of Environment and Sustainability the authority to take any further decisions required for this scheme.</p>	



Signed:

Date: 30 July 2021

Richard Bradbury, Director of Environment and Sustainability

1. CONTEXT AND BACKGROUND

- 1.1 The purpose of this report is to seek approval to bring forward improvements, under a trial basis, for walking, cycling and upgrades to public realm, in the area around Camden Square, Agar Grove, St Pancras Way and Randolph Street.
- 1.2 The area around Camden Square is a primarily nineteenth century inner London suburb. It is a planned development, in a gridded street layout running parallel to and perpendicular from Camden Road, and the layout is focused in and around Camden Square. The area around Camden Square has had a number of measures installed to reduce through traffic in the early 1970s, creating many streets which have low traffic volumes. However, a substantial proportion of traffic in the area use Murray Street, a local (residential) street under Camden's road hierarchy, as a link between Camden Road and Agar Grove/St Pancras Way/York Way. Murray Street (at the southwest end of the area, towards Agar Grove) is also defined, in the [Camden Square Conservation Area](#), as one of two neighbourhood centres in the area. Whilst only roughly half of Agar Grove is part of the conservation area, it is considered to make a positive contribution to the character and appearance of the area, including essential links to St Pancras Way and York Way. The [Agar Grove Estate Redevelopment Scheme](#) currently in development also helps to shape and transform the area by delivering homes for Camden's future housing needs.
- 1.3 The Coronavirus (COVID-19) pandemic continues to create new road safety challenges in Camden, and the Council are taking this seriously by developing solutions in line with National Government's statutory [COVID-19 guidance](#) and the Department for Transport (DfT) new cycling and walking strategy, entitled "[Gear Change](#)". Whilst it is anticipated the national restrictions will be lifted fully by August 2021, it is expected that some people will remain concerned about the use of public transport for an ongoing period of time. As a result, there is a growing risk of a car-led recovery from the pandemic; traffic levels in Camden are already at or higher than pre-pandemic levels. There is also good evidence, as shown in monitoring reports across a number of our "[Safer Travel in Camden](#)" schemes, of an uptick in pedestrian and cycling volumes on our streets. It is therefore important to continue to provide safe conditions for walking and cycling in response to the changes on our streets following the pandemic. Further information on the Council's response to COVID-19 can be found in Appendix H, along with additional guidance from the Department of Transport (DfT) and Transport for London (TfL).
- 1.4 Enabling walking and cycling, and improving our public realm, is also a key strategic outcome for the Council as set out in multiple strategy documents, The [Camden Transport Strategy](#), adopted in 2019, has 7 objectives of which the first two are "to transform our streets and places to enable an increase in walking and cycling" and "to reduce car ownership and use, and motor traffic levels in Camden". Objective 4 seeks to reduce road traffic "Killed and Seriously Injured" casualties to zero by 2041. The Council's Climate Action Plan, responding to the Citizens Assembly on the climate emergency, supports interventions including improved/segregated cycling facilities, road closures

and climate mitigation strategies such as additional greening on streets. The proposals in this report respond to both of these strategy documents.

- 1.5 Proposals have been developed, in line with the above, for restricting motor vehicle access on residential streets, improving walking and cycling facilities, and upgrading local greenspace areas in the Camden Square area. This report provides details of these proposals, a summary of officers' responses to feedback from the public consultation and an analysis on the impacts these proposals may have on the nine protected groups as defined in the Equality Act, 2010.

2. PROPOSAL AND REASONS

- 2.1 The purpose of this scheme is to create safer and healthier streets within the neighbourhood of Camden Square by preventing non-essential traffic from travelling through the residential area whilst improving conditions for people to walk and cycle between Royal College Street and York Way. This includes introducing new motor vehicle restrictions, new cycle connections, improvements to pedestrian facilities, and upgrades to existing greenspaces. The proposals are illustrated in the scheme drawing (Appendix A), and summarised in this report.
- 2.2 This report is necessary as key stakeholders including local residents, stakeholder groups, local Councillors and businesses have provided their views on the proposed changes, via a public consultation and a decision needs to be made on whether to implement a set of (modified) proposals based on consultation feedback.
- 2.3 The proposals in this area can be split into four categories, as set out in the sections below:
 - (i) Proposals for through-traffic restriction measures
- 2.4 As noted above, the Camden Square area already benefits from a number of historical through-traffic, or traffic "rat-running", restriction measures. However, Murray Street in particular, is a direct link between Agar Grove and Camden Road and some other local streets such as Rochester Square (south) which also provides this link, have not benefitted from these measures to the extent that others have in the area. Murray Street in particular experiences high volume of traffic compared to other local streets in the area. Table 1, below, provides a summary of the proposals that were originally consulted on, and reasons for those proposed motor vehicle restrictions, which are also illustrated in Appendix A.

Table 1: Location and consultation proposals for additional traffic restriction measures

Location	Consultation proposals and reasons for restricting traffic around Camden Square
Murray Street (junction with Camden Square and Stratford Villas)	A diagonal motor vehicle restriction at the junction of Murray Street and Camden Square/Stratford Villas is proposed, via 'no motor vehicle' signage on an arrangement of two wooden planters, to prevent motor vehicles travelling northwest or southeast along Murray Street at the junction with Camden Square/Stratford Villas. Motor vehicles travelling on Murray Street would have access to Camden Square (east) when entering from Agar Grove, and access to Stratford Villas when entering from Camden Road. This restriction would provide an exemption access for emergency services, refuse vehicles, and cycles via the use of automatic traffic enforcement cameras.
Murray Street (junction with Camden Road)	To enable local traffic to exit Murray Street, removal of the 'no right turn' signs at the junction with Camden Road is proposed. This would allow a right turn movement from Murray Street onto Camden Road.
North Villas (Between Canteloves Road and Camden Terrace)	A motor vehicle restriction was also proposed on North Villas between Canteloves Road and Camden Terrace by arrangement of two wooden planters and a removable bollard to (i) prevent motor vehicles seeking to contravene the Murray Street motor vehicle restriction in the northeast direction and (ii) prevent a new through-traffic route from Camden Park Road to Camden Road.
Camden Square (Junction with Canteloves Road)	To enable local traffic access to Murray Street it is proposed to remove the existing 'no entry' restriction signs at the junction of Camden Square (west) and Canteloves Road. However, this will not enable traffic to access Murray Street from Camden Park Road due to the new proposed southwest traffic restriction on North Villas.
Camden Mews (between Canteloves Road and Camden Park Road)	To prevent a new through-traffic route from using Camden Mews (via Murray Street) to access York Way, 'mandatory left turn' signs have been proposed at the exit of Camden Mews at junction with Camden Park Road.

2.5 During the consultation process, concerns were raised on the impact of the proposed motor vehicle restrictions and the potential increase in traffic volumes on Camden Mews. Residents highlighted that by restricting northeast access on North Villas, non-local motor vehicles would use Camden Mews as a cut-through to access Camden Park Road and York Way. Although Officers' view was that the volume of traffic would be minimal and only be limited to local use as a result of the proposed access changes by the proposed motor vehicle

restriction on Murray Street, Officers' recognised that it would be possible to amend the scheme to reduce the risk and respond to residents concerns by opening up the northbound route on North Villas. Additional measures to then prevent motor vehicles using the route to avoid the Murray Street motor vehicle restriction were then also required as a result of this change.

- 2.6 The London Irish Centre also raised concerns on the impact of the proposed motor vehicle on access for heavy goods vehicles (HGVs) for vehicle deliveries and construction traffic for the upcoming redevelopment works. Officers' acknowledged the potential impact and modified the proposals to exempt HGV's through the Murray Street motor vehicle restriction in the southbound direction.
- 2.7 In addition to the above, Officers' note that even with the proposed motor vehicle restrictions, access to all properties would be retained but alternative routes may be required. Table 2, below, provides the full details of the changes made to the final design in response to the consultation feedback. See Appendix F for the change in access routes within the scheme area following consultation, and Appendix A for the proposed scheme drawings.

Table 2: Proposed design changes to through-traffic restriction measures following consultation

Location	Design change following consultation
North Villas (Between Canteloves Road and Camden Terrace)	<p>Following concerns raised by residents and feedback from the consultation, changes have been made to the North Villas motor vehicle restriction. Access in the northeast direction (only) on North Villas is now proposed. This would help deter traffic using Camden Mews between Canteloves Road and Camden Park Road. Southwest traffic movements will still be restricted along North Villas between Canteloves Road and Camden Terrace to prevent vehicles contravening the Murray Street motor vehicle restriction and/or cutting through directly from North Villas to Camden Road (via Murray Street). An added benefit of opening up the northeast direction allows residents living on North Villas access and egress to/from Camden Park Road, and access from Camden Road (via Murray Street and Camden Square).</p> <p>By opening up the northeast movement on North Villas, two additional motor vehicle restrictions have also been proposed to; (i) prevent vehicles from turning right into Camden Terrace from North Villas and (ii) prevent vehicles from performing a U-turn on North Villas (between junctions with Camden Terrace and Camden Park Road) to avoid the banned right turn. These restrictions would provide an exemption access for</p>

Location	Design change following consultation
	<p>emergency services, refuse vehicles, and cycles via the use of automatic traffic enforcement cameras</p> <p>Therefore, motor vehicles seeking to travel in the northeast direction will not be able to turn right from North Villas into Camden Terrace or perform a U-turn on North Villas. Access to Camden Terrace would be permitted by travelling southwest on North Villas. Motor vehicles would not be permitted to access Cantelowes Road from any point on North Villas northeast of the restriction at the junction with Camden Terrace.</p> <p>Without these additional measures, motor vehicles travelling southeast on Murray Street would be able to avoid the Murray Street motor vehicle restriction by travelling up Camden Square (west), North Villas, Terrace, South Villas, Camden Square (east) and then back down to Murray Street.</p>
<p>Camden Mews (between Camden Park Road and York Way)</p>	<p>To further deter through-traffic from accessing this section of Camden Mews, it is now proposed to include a new 'continuous crossing', and an updated/more visible 'no motor vehicles, except for access' signs at the entrance of Camden Mews. Additionally, the existing advance 'no motor vehicles, except for access' signage on Camden Park Road (near the approach to Camden Mews) is also proposed to be increased in size to be more visible.</p> <p>Officers note that enforcement using a camera was not viable at this location due to the limitation on the existing camera technology, however additional traffic survey monitoring of this section of Camden Mews will be undertaken during the trial period, including arranging update workshops with residents shortly following implementation, if approved, to appraise them of the latest traffic survey information and any additional measures that could be undertaken as required.</p> <p>Additionally, officers will also be liaising with the DfT to investigate the viability of introducing either 10mph or 15mph speed limit on (all sections of) Camden Mews as a pilot project. Progress on those discussions will be fed back to residents at the above proposed post-implementation workshops.</p>
<p>Camden Mews (between Murray Street</p>	<p>No change to this section of Camden Mews, however as mentioned above, officers are working with DfT to reduce the posted speed limit on Camden Mews to understand</p>

Location	Design change following consultation
and Camden Park Road)	legality and enforceability. Furthermore the additional 'no motor vehicles, except for access' signs on Canteloves Road (see below) will assist in reducing non-local traffic from using these lower sections of Camden Mews.
Canteloves Road (Between Camden Square and Camden Mews)	To help deter traffic from using Camden Mews, new 'no motor vehicles, except for access' signs on two wooden planters on Canteloves Road have been proposed. This would also encourage motor vehicles to use North Villas instead of Camden Mews when travelling from northeast on Camden Square (west).
Murray Mews	<p>Following concerns raised by residents of Murray Mews during the consultation, new 'no motor vehicles, except for access' signs have been proposed on both ends of Murray Mews to deter through-traffic.</p> <p>Additionally, as mentioned above on Camden Mews, Murray Mews will also be part of the pilot project to introduce a 10mph or 15mph speed limit.</p>
Murray Street (junction with Camden Square and Stratford Villas)	<p>Exempting heavy goods vehicles (HGVs) from the Murray Street motor vehicle restriction and enforcement camera for those travelling in the southbound direction only. HGV's would then need to exit the area via North Villas due to the existing width restrictor at the junction of Agar Grove and Murray Street.</p> <p>This exemption would help facilitate the redevelopment of the London Irish Centre and cater to larger vehicle deliveries in general who need access to the east of the Murray Street motor vehicle restriction, given the existing width restrictor which prevent access from the east.</p> <p>Officers note that HGV's can enter and exit the area via North Villas without the need for an exemption, however if an HGV exemption is required, a request must be put forward to the Council for review and approval via safetravel@camden.gov.uk.</p>

2.8 The proposed through-traffic restriction measures support the overarching objectives of the Camden Transport Strategy (CTS) and related plans as set out previously. They also respond to specific measures/policies identified in the CTS. Measure 1d sets out our commitment to “introduce traffic restrictions, including trials, for ‘timed’ and full road closures... to reduce traffic dominance and provide safer and more welcoming environments for walking and cycling”, Policy 2b notes that the Council will “develop a rolling programme of traffic restrictions and trials, both timed and permanent, to deter inessential car use and traffic ‘rat running’ in particular on our residential streets”. A key

infrastructure action within the Walking & Accessibility Action Plan is to deliver “schemes to reduce traffic flows, particularly on residential streets, to in turn enable and encourage increased walking levels and other active travel modes”

- (ii) Proposals for cycling and walking improvements between Royal College Street and York Way via Camden Square

2.9 The proposals also aim to improve walking and cycling within the Camden Square area by creating an improved cycle route between Royal College Street and York Way. This would form part of [TfL’s Cycleways](#) plan of connecting Camden and Tottenham Hale (to be branded ‘Cycleway 50’), and join up with proposed cycle improvements starting at Hungerford Road in Islington. This would also connect the new pop-up cycle schemes on St Pancras Way, Camden Park Road, York Way and the existing ‘Cycleway 6’ route connecting Kentish Town to Elephant and Castle. Table 3, below, provides a summary of the proposals and reasons for improving walking and cycling, as illustrated in Appendix A.

Table 3: Proposed cycling and walking improvement measures

Location	Proposals and reasons for walking and cycling elements
Royal College Street (junction with Randolph Street)	<p>Relocation of the existing bus stop and a new build out is proposed to facilitate a northbound cycle crossing into Randolph Street.</p> <p>New blue resin surfacing proposed across junction with Randolph Street to enhance cycle safety.</p>
Randolph Street	<p>A new contraflow cycle lane in the westbound direction is proposed with partial segregation using ‘wands’ to improve connectivity to Royal College Street from St Pancras Way and Agar Grove. A cycle lane on Randolph Street would also allow eastbound cyclists to travel separate from motor traffic by floating parking bays and ‘wands’.</p> <p>Minor changes to the kerb alignment and the footway are also proposed at the junction of Randolph Street and Royal College Street, to facilitate the cycling improvements.</p>
Agar Grove Junction with Randolph Street and St Pancras Way	<p>An upgrade to the existing signalised junction of St Pancras Way, Randolph Street, Agar Grove is proposed to improve safety and accessibility for pedestrians and cyclists. This includes changes to the signal phasing to separate cycle and motor vehicle movements through the junction on all approaches, new signalised pedestrian crossing points on the southern arm of St Pancras Way, widening of existing pedestrian crossings on Randolph Street and Agar Grove, new traffic islands on each junction arm for cycle segregation, and minor footway resurfacing on each junction arm.</p>

Location	Proposals and reasons for walking and cycling elements
Agar Grove	<p>A new “parallel zebra” crossing (permitting both pedestrians and cycles to cross with priority) is proposed on Agar Grove to improve safety and accessibility for pedestrians and cyclists immediately east of Agar Place. This will provide an improved link for pedestrians and cyclists accessing Stratford Villas.</p> <p>A small, shared space area for cycling and pedestrians is also proposed to improve connectivity to new parallel zebra crossing.</p> <p>The existing short section of the advisory cycle lane leading up to the junction with St Pancras Way is proposed to be extended to the new parallel zebra crossing and further east towards the Agar Grove Estate bus stop. The proposed cycle lane would be segregated from general traffic by use of ‘wands’.</p>
Cliff Road	<p>A new road layout is proposed on Cliff Road to improve safety and visibility for cyclists, and to reduce conflict with motor vehicles. This would amend and ‘float’ the existing parking bays outside of a new cycle lane to better separate northbound contraflow cyclists from general traffic.</p>
York Way (junction with Hungerford Road and Cliff Road)	<p>A refresh of the existing road marking is proposed at the junction, including a new ‘Advanced Stop Line’ on York Way and Hungerford Road for cycle entry; with minor changes to loading bays.</p>
Canteloves Road (near junction with Camden Road)	<p>Following consultation feedback and TfL’s separate plans for Toucan crossing improvements on Camden Road, it is proposed to link the upgraded cycle proposals with Camden Road. The proposals at this location include; new cycle markings, flush kerbs for cycle transition, footway conversion to new shared use for pedestrians and cycles, relocation of the existing lighting column, relocation of guardrail and shortening of existing motorcycle parking bay.</p>
Rochester Square (near junction with Camden Road)	<p>Following consultation feedback and TfL’s separate plans for crossing improvements on Camden Road, it is proposed to link the upgraded cycle proposals with Camden Road. The proposals at this location include, new cycle markings, flush kerbs for cycle transition, footway conversion to new shared use for pedestrians and cycles, blister slabs, guardrail and cut-back of existing planter to increase the footway width.</p>

2.10 The above proposals are entirely consistent with the CTS, supporting CTS Action Plans and the Council’s Climate Action Plan. The Cycleway 50 corridor is shown in the CTS Cycling Action Plan as a key deliverable by no later than 2024/25, and the various pedestrian improvements contribute towards key measures in the CTS Walking & Accessibility Action Plan, such as the

commitment to “implement new pedestrian crossing points at priority locations”, which this scheme helps deliver.

(iii) Proposals for public realm improvements

2.11 The proposals also aim to improve the existing greenspaces at Agar Grove (connecting into Rochester Square and Stratford Villas) and South Villas (corner with Camden Terrace). Table 4, below, provides a summary of the proposals and reasons for upgrading the greenspaces as illustrated in Appendix A.

Table 4: Proposed public realm/green space improvements

Location	Proposals and Reasons for improvements to Greenspaces
Agar Grove greenspace (between Agar Grove and Stratford Villas)	To improve the Agar Grove greenspace area, the proposals include; asphalt resurfacing of the existing two-way cycle lane, buff asphalt or resin bound surfacing of footway area, cleaned and restored existing planter, new biodiverse planting, new curved bench, and new cycle parking.
South Villas greenspace (between South Villas and Camden Terrace)*	To transform the South Villas greenspace area, the proposals include; New two-way cycle lane connection between Camden Square and Camden Terrace, larger refurbished grassed areas for play, new linear benches, and new resin-bound surfacing on footway.

*Note: If approved, the South Villas greenspace would be implemented after the 18 month trial period. This is due to the limited funding available at this time, however officers will continue to explore funding opportunities ahead of the decision being made for the permanent scheme in 18 months, if approved.

(iv) Proposed parking and loading changes

2.12 To help improve safety and to relocate pavement space to provide the infrastructure needed to improve walking and cycling facilities (as set out in the above proposals), various parking and loading changes have been proposed. The parking spaces proposed to be removed account for only 2% of the available parking within the Controlled Parking Zone (CPZ) of CA-G and CA-N (the CPZs covered by the area of this scheme), and based on current permit to space ratios, there will still be more spaces available than permits held across these CPZs. There are also sufficient loading areas for deliveries and disabled access built into the proposals. Table 5, below, provides a summary of the proposed parking and loading changes, as illustrated on scheme drawings in Appendix A:

Table 5: Proposed parking and loading changes

Location	Parking and Loading Changes
Royal College Street (junction with Randolph Street)	<ul style="list-style-type: none"> - Bus stop marking removed and replaced with double yellow line and double blips - New bus stop marking outside no. 201-203
Randolph Street	<p>Various changes to waiting and loading restrictions across length of Randolph Street, including:</p> <ul style="list-style-type: none"> - 13 residents' parking spaces removed - 6 residents' parking spaces relocated - 8 pay-for-parking parking spaces removed - 1 new loading bay (7m) outside no. 3
St Pancras Way (between no. 123-137)	<ul style="list-style-type: none"> - 45m of single yellow line converted to double yellow lines
Agar Grove	<p>Various changes to waiting and loading restrictions across length of Agar Grove, including:</p> <ul style="list-style-type: none"> - New "parallel zebra" crossing near junction with Agar Place - 6 residents' parking spaces removed to facilitate the crossing
Stratford Villas / Rochester Square	<ul style="list-style-type: none"> - 30m of single yellow line converted to double yellow lines
Murray Street (junction with Camden Square and Stratford Villas)	<p>Various changes to waiting and loading restrictions to facilitate new junction layout, including:</p> <ul style="list-style-type: none"> - 2 residents' parking spaces removed
South Villas (Between Camden Square and Camden Terrace)	<ul style="list-style-type: none"> - 35m of single yellow line converted to double yellow lines
Canteloves Road (between North Villas and Abingdon Close)	<p>Various changes to waiting and loading restrictions to facilitate new layout, including:</p> <ul style="list-style-type: none"> - 1 residents' parking spaces removed
North Villas (junction with Camden Terrace)	<ul style="list-style-type: none"> - 3 residents' parking spaces removed on North Villas and converted to double yellow lines - 20m of single yellow lines converted to double yellow lines at junction with Camden Terrace
Cliff Road	<p>Various changes to waiting and loading restrictions across length of Cliff Road, including:</p> <ul style="list-style-type: none"> - 11 residents' parking spaces removed - 11 residents' parking spaces relocated - 7 paid-for-parking spaces removed - 2 car club spaces relocated

Location	Parking and Loading Changes
York Way (junction with Cliff Road and Hungerford Road)	<ul style="list-style-type: none"> - 5m of red route loading bay removed and converted with double red lines - 1.6m of red route parking bay removed and replaced with double red lines
Canteloves Road (near junction with Camden Road)	<ul style="list-style-type: none"> - 4m of solo motorcycle parking bay removed and converted to double yellow lines - 11m of single yellow line converted to double yellow lines to improve the link to TfL's crossing improvements on Camden Road.
Rochester Square (near junction with Camden Road)	<ul style="list-style-type: none"> - 15m of single yellow line converted to double yellow lines improve the link to TfL's crossing improvements on Camden Road.

2.13 The proposed amendments to parking and loading, to facilitate improved walking and cycling conditions, are entirely consistent with the adopted Camden Transport Strategy. 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”.

3. OPTIONS APPRAISAL

3.1 This report presents two options to the decision maker. These are:

- Option 1 - To implement the proposed motor vehicle restrictions, cycling, walking and greenspace proposals under an 18 month Experimental Traffic Order (ETO).
- Option 2 is to ‘do nothing’.

3.2 Officers recommend that the Cabinet Member for a Sustainable Camden approves Option 1. Proceeding with this scheme will enable Camden to:

- Deliver its transport response to the COVID-19 pandemic;
- Meet our transport and related policy objectives through prioritising active and sustainable modes of travel; and expand the cycling network within Camden and our aspirations for infrastructure measures that support more and safer walking;
- Contribute towards meeting the objectives of Our Camden Plan;
- Align with the DfT Gear Change strategy and associated LTN 1/20 cycling and walking design guidance;
- Address the through-traffic issues on Murray Street and associated side streets; and

- Deliver the recommendation made by the Citizen’s Assembly on the Climate Crisis to trial more car free zones and days and to introduce more segregated cycle lanes.
- 3.3 Officers acknowledge that respondents from the consultation generally supported the proposed cycling and walking elements (item (ii) within section 2 above), however generally objected to the proposed motor vehicles restrictions on the scheme. Officers then held a workshop with residents and local stakeholders on the restrictions, discussed the key issues and then modified the proposals to help address their concerns (see section 2, 5 and Appendix C). Given (i) the policy background and rationale for the scheme described in this report and (ii) the changes to the consultation designs that have been proposed following stakeholder feedback, that help address several of the main concerns raised, it is recommended to approve the revised proposals shown in section 2 on a trial basis and monitor the scheme extensively during the trial period.
- 3.4 Option 2 is not recommended as it would not contribute towards delivering the Council’s transport response to the COVID-19 pandemic, meeting the objectives of Our Camden Plan, the Mayor’s Transport Strategy, Camden’s Transport Strategy, Climate Action Plan, and missing the opportunity to improve safety and amenity for those walking and cycling.
- 3.5 It is proposed to implement this scheme under an Experimental Traffic Order (ETO), over an 18-month trial period, allowing the Council to monitor the operation of the scheme and consider feedback during the trial. This process will enable the Council to implement the scheme in line with (i) statutory DfT guidance issued to local authorities for walking and cycling schemes to respond to the emerging transport issues arising from the COVID 19 pandemic, (ii) the Mayor of London’s guidance on cycling and walking schemes to support safe social distancing, and (iii) our Making Travel Safer in Camden approved processes and (iv) our established transport and related policies.

4. WHAT ARE THE KEY IMPACTS / RISKS? HOW WILL THEY BE ADDRESSED?

- 4.1 Table 6, below, address the key risks and mitigation measures for the proposals:

Table 6: Key risks and mitigations

Risks	Mitigation
Lack of camera enforcement on Camden Mews (especially between Camden Park Road and York Way), resulting in motor vehicles potentially contravening the proposed restrictions.	Officers note that enforcement using a camera was not viable at this location due to the limitation on the existing camera technology, additional traffic survey monitoring of this section of Camden Mews will be undertaken during the trial period, including arranging update workshops with residents shortly following implementation, if approved, to appraise them of the latest traffic survey information and any

Risks	Mitigation
	<p>additional measures that could be undertaken as required.</p> <p>In the interim to help deter through-traffic from accessing this section of Camden Mews, it is proposed to include a new continuous footway crossing and updated/more visible 'no motor vehicles, except for access' signs across the entrance at the junction with Camden Park Road. In addition, the existing advance 'no motor vehicles, except for access' signage on Camden Park Road (near the approach to Camden Mews) has also been proposed to be increased in size to be more visible.</p> <p>Finally, during the trial, if approved, Officers will be exploring the potential to trial a new form of camera enforcement on this section of Camden Mews (subject to feasibility) which will be discussed further with local residents as the feasibility process takes place.</p>
<p>The Murray Street motor vehicle restriction may result in an increase in traffic volumes on North Villas.</p>	<p>Officers note that North Villas is not currently a major traffic through-route, however there is a potential for this to increase due to the restrictions proposed on Murray Street. Officers anticipate an area-wide traffic reduction due to the motor vehicle restrictions and hence the traffic volumes entering Murray Street should be significantly reduced. As part of the trial, if approved, North Villas will be monitored, including undertaking traffic counts to validate any increase or decrease in traffic volumes.</p>
<p>The motor vehicle restrictions will cause traffic displacement, congestion, and an increase in air pollution in the surrounding streets.</p>	<p>Research shows that traffic volumes do not shift or displace to other streets after implementation of such motor vehicle restrictions. Based on findings from the Farringdon area-wide scheme, similar closures were introduced and there was a 20% reduction in traffic flows across the study area and a 5-10% reduction in pollution.</p> <p>Additionally, if the scheme is approved, the impacts will be monitored as part of the trial, including traffic counts and air pollution on surrounding streets. This would form part of the academically-led monitoring and further study being undertaken by the University of Westminster on the impacts of motor vehicle restrictions within the borough. This should help assure stakeholders that this is being done forensically and in depth.</p>

Risks	Mitigation
	Any further measures will be considered and brought forward for consultation, if required, either during or at the end of the trial period.
Effects of existing and new traffic schemes on Royal College Street, Camden Street and Camden Road, Baynes Street, Camden Park Road.	<p>Evidence from other schemes suggest area-wide traffic reduction can result from these types of measures.</p> <p>If approved, the scheme will be implemented as a trial, and the impacts will be monitored in more detail of all of the schemes that have been delivered in the area which, in totality, are aimed at preventing a car-based recovery and delivering a safer environment for the growth in walking and cycling.</p>
Local businesses may be negatively impacted by the reduction in traffic volumes, and restricted access for customers and deliveries.	<p>Access to all business would be retained, however alternative routes may be required.</p> <p>Officers' also note that across Camden in excess of 90% of trips for shopping purposes by Camden residents are by walking, cycling or public transport. Evidence from TfL suggests walking, cycling and public realm improvements can increase retail sales by up to 30%. Across the whole of Camden, 9% of Londoners' shopping trips to destinations within the borough are made by vehicle, one of the lowest proportions in London, while 66% of trips are walked or cycled. Further information on this can be found on the Council's FAQ document.</p>
Elderly and disabled residents require access to local business.	Officers acknowledge that some journeys in some specific directions to/from properties would become longer in distance travelled. However, the proposed restrictions would not stop those journeys from being made. Access to all businesses would be retained, however alternative routes may be required and therefore longer journey times may occur for some routes.
Removing parking spaces will put pressure on adjacent streets, impact deliveries and disabled access.	<p>Officers note that 2% of the available parking within the CPZ is proposed to be removed. Based on current permit to space ratios, there would still be more spaces available than permits held.</p> <p>There are also sufficient loading areas for deliveries and disabled access built into the proposals. Officers note that changing parking/loading fits in with the Council's policy, as highlighted in the CTS, to facilitate active travel modes.</p>

- 4.2 A full assessment of the proposal's impacts on the nine groups protected by the Equalities Act, 2010 was carried out and is included in Appendix B. The measures are considered to advance equalities for many protected groups and to promote equality of opportunity among protected groups, in line with the Camden Transport Strategy.
- 4.3 A Stage 1 and 2 Road Safety Audit (RSA) has been completed as part of the design process and necessary safety changes have been incorporated into the final design as part of this process. If approved, a final Stage 3 RSA will be undertaken following implementation.

5. CONSULTATION/ENGAGEMENT

- 5.1 A full public consultation was carried out between 05 February and 28 February 2021. The online consultation was sent to Local and Statutory Groups, Borough-wide stakeholder groups, Emergency Services and Ward Councillors in Cantelowes, Camden Town with Primrose Hill, and St Pancras and Somers Town Wards. The public consultation material can be found in Appendix E of this report.
- 5.2 Engagement with Emergency Services, Statutory Consultees, and Ward Councillors was undertaken prior to the public consultation and comments made have been considered as part of the design process. Officer's responses to feedback received are provided in Section 4 of Appendix C.
- 5.3 A total of 612 responses to the consultation were received online and by email. Not all of these responses were valid. Valid responses are defined as those in which a valid UK postcode was provided. Moreover, only one response per respondent was accepted. Officers, therefore, discounted 11 responses to the consultation, where the respondent had provided more than one response. In total, 601 valid responses to the consultation were received and discussed further. A detailed overview of the consultation is provided in Appendix C.
- 5.4 By using postcode mapping to identify their location, a summary of respondents' views of the proposed motor vehicles restriction are provided below:
- A majority of respondents within the consultation area objected (62%) to the proposed motor vehicle restrictions compared to those who supported it (34%).
 - Respondents inside Camden but outside the consultation area generally objected (50%) compared to those who supported (48%) the proposals.
 - Respondents outside of Camden largely objected (77%) compared to those who supported (21%) the proposals.
- 5.5 A summary of respondents' views of the proposed cycling, walking, and greenspaces improvements are provided below:
- A majority of respondents within the consultation area generally supported (41%) the proposed cycling, walking and greenspace

improvements compared to those who objected (35%). It can also be noted that 24% did not support or object to the proposals.

- Respondents inside Camden but outside the consultation area generally supported (51%) the proposals compared to those who objected (45%).
- Respondents outside of Camden largely objected (72%) to the proposals compared to those who supported (23%).

5.6 The following themes emerged from the negative consultation responses. A further analysis of the responses received, and officer's responses to these are provided in Appendix C of this report.

- Traffic displacement, congestion, and air pollution
- Increase in motor vehicles on local streets
- Emergency services and taxi access restricted
- Safety concerns with proposed motor vehicle restrictions
- Effects of existing and new traffic schemes
- Impact on businesses
- Greenspaces will attract anti-social behaviour
- Concerns with proposed cycle lanes
- Parking removal

5.7 As part of the consultation process, officers held an online workshop with residents (on 23 February 2021) also then attended the Camden Square Neighbourhood Association (CSNA) meeting (on 08 March 2021) to help address the key concerns. Officers covered issues raised in the consultation responses and addressed questions submitted by residents prior to the meeting. Feedback from both events have been considered as part of final proposals (as per section 2 above), and further details can be found in the Consultation Summary Report (Appendix C) and the Community Workshop Presentation Slides (Appendix D) of this report.

5.8 Officers acknowledge that a majority of respondents objected to the motor vehicle restrictions, however, were in support of the cycling and walking elements. Through discussions with residents (via online meetings and the consultation feedback), Officers were able to modify the proposals (see section 2) to directly address many of the key concerns with the original proposals, whilst continuing to be able to deliver the key benefits of a scheme (an area-wide traffic reduction).

5.9 In addition to the advertisement of the Experimental Traffic Order (ETO), if approved, the following engagement activities would be undertaken prior to implementation, if approved:

- A notification letter would be sent to all properties within the notification area (as per consultation map in Appendix C) informing local residents, businesses, and organisations of the outcome of the consultation, and to provide information on opportunities to give feedback during the ETO period;

- The notification letter would also be sent to local stakeholders identified through the CINDEX database, including Ward Members and the Cabinet Member;
- On-street notices would be displayed in the vicinity of the scheme extents, and the Council's Twitter feed would be used to notify all stakeholders of the initiatives; and
- Dedicated webpage on the Council's [Making Travel Safer in Camden](#), providing details of the schemes and links to the decision report.

5.10 During the trial period, a "tile" on our [Commonplace page](#) would be provided to allow for stakeholders to give their feedback and identify areas for change/improvement. Residents/stakeholders can also feed comments directly to Officers via the Safe Travel email inbox. In addition, as noted in section 2, Officers will set up workshops with local residents during the trial to receive further feedback on how the scheme is progressing and help identify any further changes that may be required, subject to feasibility/consultation/approvals processes.

5.11 The Council would carry out a full public consultation after the experimental scheme has run for 12 months. This consultation, feedback received during the trial period and data from monitoring carried out during the trial, would inform the Council's decision as to whether, at the end of the 18-month experiment, the changes should be made permanent.

6. LEGAL IMPLICATIONS

6.1 The recommendations in this report are being considered in the Council's capacity as the Local Highway/Traffic Authority for the Borough. The comments from the Borough Solicitor are provided in Appendix G of this report.

6.2 A proposed statement of reasons for making of the experimental traffic order is provided in Appendix H of this report.

7. RESOURCE IMPLICATIONS

7.1 This report seeks to implement a number of walking, cycling and road safety changes in the vicinity of Camden Square, Agar Grove, St Pancras Way and Randolph Street.

7.2 The estimated cost of implementing the scheme is £885,000 (subject to detailed design). The estimated costs will cover the following activities:

- Motor Vehicle Restrictions (£185,000)
- Cycling and Walking Improvements (£240,000)
- Junction of Agar Grove/Randolph Street/ St Pancras Way (£310,000)
- Public Realm Improvements (£150,000)

7.3 This scheme is being funded through a combination of:

- DfT Active Travel Tranche 2 funding (£550,000) – DfT have confirmed that this funding is available, subject to starting the work in September 2021 and completing it by March 2022 (the end of this financial year)
- Camden’s Strategic Active Travel Match Funding (£270,000)
- Section 106 Agreement for Agar Grove Estate Redevelopment Scheme (£65,000) – to be allocated to elements of the scheme within the nearby vicinity of the Agar Grove Estate.

8. ENVIRONMENTAL IMPLICATIONS

- 8.1 The proposals detailed within this report would have positive implications for the environment, encouraging reduced traffic movements and supporting sustainable modes of transport, such as walking and cycling; which improve air quality and reduce greenhouse gas emissions. The proposals strongly align with the objectives of the Clean Air Action Plan and Climate Action Plan.

9. TIMETABLE FOR IMPLEMENTATION

- 9.1 A summary of the programme and next steps for this scheme is set out in Table 7, below:

Table 7: Next steps for this scheme

Date	Stage
August 2021	Decision on whether to implement scheme proposals under an 18-month trial period
September 2021	If approved, start of implementation and 18-month trial period (ETO period begins)
September 2022	Full public consultation on whether or not to make trial scheme permanent (12 months from ETO start)
March 2023	Decision on making permanent following public consultation (18 months from ETO start)

10. APPENDICES

- Appendix A – Plan of Proposals
- Appendix B – Equalities Impact Assessment
- Appendix C – Consultation Summary Report
- Appendix D – Community Workshop Presentation Slides
- Appendix E – Public Consultation Material
- Appendix F – Access Route Changes Following Consultation
- Appendix G – Legal Implications
- Appendix H – Experimental Traffic Order Statement of Reasons

REPORT ENDS