



# Arlington Road area Low Traffic Neighbourhood consultation

**Proposal to make the motor vehicle traffic restrictions and parking amendments around Arlington Road area permanent, including green spaces, footway improvements, adding bike hangars and a new proposal to improve bus journey times and reduce congestion on Parkway**

## Making your neighbourhood safer and healthier

The Covid-19 pandemic has changed how people in Camden live, travel and work. We want our streets to have more safe space for everyone to walk and cycle, for children to get to and from school safely and healthily, for businesses to be able to flourish and to reduce carbon emissions from vehicles for you to be breathing cleaner air. We want to ensure that our streets support a strong recovery from the pandemic and provide a lasting legacy of greener, safer, healthier travel.

We've been trialling changes to reduce traffic volumes levels on the residential streets around the Arlington Road area, from Mornington Crescent to Camden Town, as well on Buck Street, to create a Low Emission Neighbourhood / Low Traffic Neighbourhood in this area.

We are now consulting on making these changes permanent and would like to hear your views about the proposed enhancements to the existing measures.

## About Arlington Road area Low Traffic Neighbourhood

Data from before the scheme was introduced showed that high numbers of motor vehicles, including heavy goods vehicles, used the residential streets to the west of Camden High Street between Mornington Crescent and Camden Town as a cut through to avoid using main roads. This made the streets unsafe for residents and people walking and cycling through the area.

There were a large amount of suggestions from members of the public to improve this area on the [Making Travel in Camden Safer Commonplace](#) and in July 2020 a petition signed by 613 people asked for a local weight restriction on streets in this area to create a Low Emission Neighbourhood / Low Traffic Neighbourhood.

In order to respond to this issue, we implemented a number of measures under an Experimental Traffic Order in late September 2020, at the following locations:

- Jamestown Road junction with Arlington Road: Restriction of eastbound motor vehicle movements
- Buck Street junction with Kentish Town Road: Restriction of motor vehicle movements into and out of Buck Street, enforced by removable bollards
- Delancey St junction with Arlington Road: No access for northbound motor vehicles on Arlington Road (south of Delancey Street)
- Mornington Street junction with Albert Street: Restriction of motor vehicle movements into and out of Mornington Street at the junction with Albert Street
- Albert Street junction with Mornington Place: Restriction of motor vehicle movements into and out of Albert Street at the junction with Mornington Place
- Mornington Place junction with Mornington Crescent: Restricted access into Mornington Place from Mornington Crescent

The trial scheme went live in October 2020, since then we have been monitoring the changes and collecting comments from local residents and stakeholders. The original [decision report](#) produced for the scheme noted that a further consultation, after around 12 months of the trial scheme implementation, would take place on any proposed permanent arrangements of the trial scheme, we are now consulting as promised.

During December 2020, in response to feedback received via email, on our online Commonplace website and via direct contact with residents during the trial period for the above-mentioned measures, we consulted on a number of proposed amendments in the area, so that the Arlington Road Area Low Traffic Neighbourhood could work better for local people. These amendments were implemented under an Experimental Traffic Order in January 2021 and included:

- Inverness Street junction with Arlington Road: a new measure prohibiting access for motor vehicles from Inverness Street to Arlington Road
- Mornington Place: the removal of the no access restriction for motor vehicles from Mornington Crescent into Mornington Place, installation of a restriction on motor vehicle traffic movements, in both directions, into and out of Mornington Place junction with Clarkson Row/Mornington Terrace and amendments to parking spaces on Mornington Place and Mornington Terrace in line with the above proposals.

- Arlington Road, south of Delancey Street: Conversion of 27.4m of parking spaces, on the east side of Arlington Road, between Delancey Street and Mornington Street, from 'Paid for' to 'Shared'
- Albert St, south of Delancey Street: Conversion of 4 parking spaces on the east side of Albert Street, south of Delancey Street, from 'Paid for' to 'Shared'
- Mornington Street: Conversion of 32.7m of parking spaces on the south side of Mornington Street from 'Paid for' to 'Shared'

The changes described above are outlined in the relevant [decision report](#).

## Data collected before and during scheme trial

The Covid-19 pandemic has had an impact on traffic levels in Camden and across London making it difficult to directly compare data collected during the ETO period of the scheme (those periods since the pandemic started) with data from before the schemes were in place and before the pandemic started. The information below and in the Monitoring Report sets this out further. You can read the Monitoring Report in the "Related" section on the bottom of the front page of the consultation website. A summary is provided below.

We have used data from before the pandemic (pre Feb 2020) and before the scheme was installed (pre Sept 2020) to give us a baseline of pre-scheme data. We have used counts in December 2020 and July 2021 as after scheme data.

When comparing the data between July 2020 and July 2021 the streets in the project area to the west of Camden High Street saw a **decrease of 43%** in motor traffic levels on local streets.

When comparing the data between July 2020 and July 2021 the A-roads in the area (Parkway and Delancey Street) saw an **increase of 17%** with Parkway in particular experiencing an **increase of 46%**. However, the traffic count on Parkway in July 2020 was found to be substantially lower with other counts on Parkway from 2019 and 2015. When comparing the July 2021 counts on Parkway traffic volumes were found to have **decreased by 18%** from 2015 levels and **decreased 15%** from 2019 levels.

Data also indicates that the scheme has had a positive impact on cycle use in the area, with a 15% increase in total cycling levels in local streets between July 2020 and July 2021 and in 60% average increase in Lime bicycle (Dockless hire bikes) usage in the area between 2019 and 2021 (Oct 2019 - March 2020 - before scheme period, and June-October 2020 – March 2021- after scheme period).

Air quality data was also gathered before and post scheme implementation and data show that NO<sub>2</sub> emissions recorded in eleven sites around Arlington Road Area have reduced by 21% between 2019 and 2021.

# Feedback received during the Experimental Traffic Order Period

Four hundred twelve (412) comments on the scheme were received on Commonplace as of 19<sup>th</sup> July 2020 and more than 170 Emails were received. Officers reviewed comments made on commonplace and comments made via email as they were received.

## Issues raised

During October, November and December many comments were made on the following points:

- Increased traffic volumes on Inverness Street
- Longer journey times via Parkway due to congestion
- Difficulty of finding parking on local streets.

We acted upon these comments and addressed the issues by doing the following:

- A consultation and subsequent delivery of an additional motor vehicle restriction on Inverness Street
- A consultation and subsequent delivery of amending Pay by Phone bays to bays which CPZ permit holders can use
- Undertook a study on Parkway to assess and address congestion - we are now acting on the recommendations in this study and have proposed in this consultation to relocate the Bike Hire Docking station from Parkway to Albert Street to improve bus journey reliability and tackle congestion.

The Parkway study also highlighted that Transport for London's (TfL) narrowing of Camden Road (outside Sainsbury's), from two east bound lanes to one east bound lane, to widen the footway for pedestrians contributed to congestion on Parkway as motor vehicles could not enter exit Parkway due to congestion on Camden Road. In July of 2021 TfL reinstated two lanes for east bound traffic on Camden Road by removing the footway widening.

Other comments received via email on commonplace focused on increased traffic levels, emergency service response times and detrimental impacts on air quality. The monitoring factsheet outlines that traffic volumes have decreased on the local street network and also decreased on the A roads when compared with 2019 and 2015 levels. The factsheet outlines that there has been an improvement in air quality and that there have been no negative impacts to bus journey times.

Moreover, a number of comments were also received regarding the number of Electric Vehicle Charging Points (EVCPs) in the area. Officers note that there are already Nine EVCPs in the streets to the west of Camden High Street and note that there are plans to consult on the introduction of two more over the winter.

There were also comments received in relation to the study for a weight restriction on Delancey Street.

### Supportive comments

Many comments from residents supporting the changes were also received, mentioning that:

- Traffic levels and air pollution in the area have decreased
- The area is safer to travel and safer for children to walk, cycle and scoot
- Crime has decreased
- The quality of life has been improved

### Accessibility Audit - Camden Disability Audit

As part of the feedback during the Experimental period Camden Disability Action undertook an accessibility audit of the scheme and the council have considered the recommendations made in this report. The findings of the report focused on issues that members of the group encountered during a site visit. Comments were made on advertising a-boards on footways, pavement widths, poor pavement surfaces, lack of places to stop and rest (seating), lack of a signalised crossing on Parkway (near Mecca) and inaccessible signage.

In response to the accessibility audit Camden Council are proposing a number of new changes to tackle some of these issues as indicated below.

## What we are now consulting on

Based on the Monitoring Report and the feedback received from residents and stakeholders via Commonplace and email correspondence during the trial period, we are now consulting on making the following changes permanent and proposing new measures in the area, as follows:

Location	Proposal <i>(Please note original proposals proposed to be made permanent are indicated with italics)</i>
<b>Jamestown Road (east of junction with Arlington Road)</b>	<ul style="list-style-type: none"><li>• Make the existing restriction on eastbound motor vehicle movements on Jamestown Road (junction with Arlington Road) permanent and replace the existing planter with a traffic island</li><li>• Change of priority: westbound traffic on Jamestown Rd to give way to traffic on Arlington Rd</li><li>• Introduce a new pedestrian crossing point on Jamestown Road, east of the junction with Arlington Road to make it easier for pedestrians to cross.</li><li>• Replace 5m of single yellow lines with double yellow lines with double blips on Jamestown Road, east of the junction with Arlington Road, to improve visibility and increase safety for cyclists</li></ul>

<p><b>Buck Street</b></p>	<ul style="list-style-type: none"> <li>• Make the restriction for motor vehicle traffic movements into and out of Buck Street, enforced by removable bollards, permanent</li> </ul>
<p><b>Inverness Street</b></p>	<ul style="list-style-type: none"> <li>• Make the no access for motor vehicles from Inverness Street to Arlington Road permanent and replace existing planters with traffic islands</li> <li>• Remove 10m of residents' parking space outside the entrance of Cavendish School and widen footway on the southern side with double yellow lines and double blips to increase safety for visitors of the school and add 6 cycle stands and trees</li> <li>• Relocate 5m of residents' parking space from the north side of Inverness Street, opposite of the entrance of Cavendish School, to the western end of Inverness Street, near junction with Gloucester Crescent. This will create a space to facilitate U turn movements near the junction with Arlington Road</li> <li>• Install secure cycle hanger outside 32 Inverness Street and install 3.2m of double yellow lines with double blips to replace 5.8m of residents' parking space.</li> </ul> <p>The net loss of residents' parking provision will be 15.8m.</p>
<p><b>Delancey Street junction with Arlington Road</b></p>	<ul style="list-style-type: none"> <li>• Make the restriction prohibiting access for northbound motor vehicles on Arlington Road (south of Delancey Street) permanent and add traffic island with greenery, bench and 5 cycling stands</li> <li>• Raise the carriageway at the junction of Delancey Street and Arlington Road to slow vehicle speeds and improve road safety</li> </ul>
<p><b>Mornington Street junction with Albert Street</b></p>	<ul style="list-style-type: none"> <li>• Make the restriction for motor vehicle movements into and out of Mornington Street at the junction with Albert Street, enforced by an Automated Traffic Enforcement Camera, permanent</li> <li>• Build out footways to shorten crossing distance for pedestrians at the junction and introduce informal crossing point on</li> </ul>

	<p>the east side of Albert Street, close to the junction</p>
<p><b>Albert Street junction with Mornington Place</b></p>	<ul style="list-style-type: none"> <li>• Make the restriction for motor vehicle movements into and out of Albert Street, at the junction with Mornington Place, permanent and replace existing planters with removable bollards</li> <li>• Build out footway on Albert Street to shorten crossing distance for pedestrians</li> </ul>
<p><b>Mornington Place, junction with Clarkson Row/Mornington Terrace</b></p>	<ul style="list-style-type: none"> <li>• Make the restriction for motor vehicle traffic movements into and out of Mornington Place at Mornington Place junction with Clarkson Row/Mornington Terrace permanent, replace existing planters with removable bollards and make the conversion of 5m of residents' parking space on the west side of Mornington Place (north of the junction with Clarkson Row/Mornington Terrace), to double yellow line with double blips permanent, to facilitate U-turn movements</li> <li>• Build out footway on Mornington Place, north of the junction, raise carriageway on Mornington Place at the junction to shorten crossing distance for pedestrians and add low level planting and tree</li> </ul>
<p><b>Clarkson Row</b></p>	<ul style="list-style-type: none"> <li>• Introduce Sustainable Drainage System (SuDS) planted area on the eastern side of the southern arm of Clarkson Row with trees and low level, low maintenance plants. These SuDS will collect road surface water as well as provide extra greenery.</li> <li>• Provide a 15m passing space between the SuDS areas.</li> <li>• Provide double yellow lines with double kerb blips to prevent loading.</li> </ul>
<p><b>Parkway (along Parkway and near the junction with Albert Street)</b></p>	<ul style="list-style-type: none"> <li>• Remove the TfL Bike hire docking station from Parkway and replace with Double Yellow Lines, which enable loading outside peak times</li> <li>• Amend Single Yellow Lines outside 33-43 Parkway to restrict loading to outside peak times</li> <li>• Amend Single Yellow Line in Pay by Phone parking bays outside 45-49</li> </ul>

	<p>Parkway to restrict loading to outside peak times. No changes proposed to parking times</p> <ul style="list-style-type: none"> <li>• Convert Single Yellow Line outside 40-34 Parkway to Double Yellow Lines with Double blips</li> <li>• Widen pavement outside 141 Albert Street and relocate TfL bike hire docking station from Parkway to Albert Street. No changes proposed to loading provision at this location</li> <li>• Install double yellow lines and double blips at the junction of Parkway and Albert Street</li> </ul>
<b>Arlington Road</b>	<ul style="list-style-type: none"> <li>• Build out the footway outside 172 -172a Arlington Road, by removing 11.5 metres of Paid for parking bays and 10 metres of Single Yellow Line</li> </ul>
<b>Albert Street, junction with Delancey Street</b>	<ul style="list-style-type: none"> <li>• Build out the footway outside 172 -172a Arlington Road, by removing 11.5metres of Pay by Phone parking bays and 10 metres of Single Yellow Line</li> </ul>
<b>Oval Road, near the junction with Jamestown Road and Albert Street, south of the junction with Delancey Street</b>	<ul style="list-style-type: none"> <li>• Convert 2.6 metres of Single Yellow Line in Oval Road near the junction with Jamestown Road for secure cycle hanger</li> <li>• Convert 2.6 metres of CPZ parking on Albert Street, south of the junction with Delancey Street for secure cycle hangar</li> </ul>
<b>Arlington Road, Albert Street (south of Delancey Street) and Mornington Street</b>	<ul style="list-style-type: none"> <li>• Make the parking amendments on Arlington Road, Albert Street and Mornington Street, which increased the availability for resident parking in line with comments made during the engagement, permanent.</li> </ul>

## How would these changes be made?

After the consultation, a decision report will be produced and published online via our website. Local residents and stakeholders will be notified of the outcome. The report will consider a broad range of information including consultation responses, feedback received during the trial period, relevant policies and other data/information including monitoring information collected during the trial period.



All of this information will be considered in making a recommendation in the report about whether, at the end of the trial period, the experimental scheme should be made permanent, modified or allowed to lapse.

