



Safe and Healthy Streets consultation

Changes to Baynes Street

What's the challenge?

The Covid-19 pandemic has changed how communities in Camden live, travel and work. We want our streets to have more space for everyone to walk and cycle, for you to be breathing cleaner air, for children to get to and from school safely and for businesses to be able to flourish. Whether it's an essential journey like taking your children to school, getting to work or just popping out to enjoy your local park we want you to love where you live, and to love Camden.

What is being proposed?

We are proposing to make changes on Baynes Street and St Pancras Way in order to prevent motor traffic (except buses, emergency and refuse vehicles) from using Baynes Street as a cut through between St Pancras Way and Royal College Street. The changes would make these streets safer whilst also improving bus journey times and provide a quieter and safer route for pedestrians and cyclists accessing Royal College Street, the new pop-up cycle lanes on St Pancras Way, and Regents Canal. There have been a number of collisions with cyclists and motor vehicles at or near the junction of Baynes Street and Royal College Street.

The proposed changes include:

- A restriction for motor vehicles (enforced using an ANPR - Automatic Number Plate Recognition camera) from using Baynes Street to access Royal College Street. This restriction will be located near the junction of Baynes Street and Royal College Street. This will improve road safety in this area and make the street quieter for residents.
- Making Baynes Street two-way for motor vehicles. It is currently one-way in the westbound direction. This will ensure that any vehicles which need to enter Baynes Street to access properties can exit again via St Pancras Way. There will be a restrictions for motor vehicles (except buses, emergency and refuse vehicles) from exiting Baynes Street on to Royal College Street, and for motor vehicles (except emergency vehicles) from entering Baynes Street from Royal College Street.
- Widening and realigning the pavement on St Pancras Way near the junction of St Pancras Way and Baynes Street. This would create more space for pedestrians in this area, giving more space to socially distance and to move comfortably. There could then also be the potential to add more trees in this location to improve biodiversity, contribute to better air quality and improve the look and feel of the street.
- Prohibiting vehicles over 7.5T from entering Baynes Street except for buses and access. This would prevent larger vehicles trying to cut through Baynes Street and those not accessing will not enter the street unnecessarily. This will make the street quieter and safer for residents.



- Minor amendments to existing parking bays and restrictions on Baynes Street, including:
 - Conversion of two Paid for Parking spaces at the western end of Baynes Street to double yellow lines, to ensure there is adequate space for vehicles to turn around safely
 - Conversion of two Residents Parking spaces at the eastern end of Baynes Street to double yellow lines, to allow space for two way vehicle movements at the junction of Baynes Street and St Pancras Way
 - Conversion of two Paid for Parking spaces to Shared Use parking spaces (residents and paid for parking permitted) at the western end of Baynes Street, to mitigate for the loss of two Residents Parking spaces
 - Conversion of single yellow line to double yellow line at the eastern end of Baynes Street, to allow space for two way vehicle movements near the junction of Baynes Street and St Pancras Way
- Buses, emergency and refuse vehicles will still be able to exit Baynes Street onto Royal College Street, but general traffic will not.
- All residents will continue to be able to drive into their streets, and receive visitors and deliveries, but routes may change.
- For motor vehicles wanting to access Royal College Street from St. Pancras Way they will be able to use Georgiana Street.

How would these changes be made?

After the consultation, we will carefully consider the responses, alongside other information, to help us in deciding on whether or not to progress the scheme. Should a decision be made to proceed, we would implement the changes on a “trial” basis, for a maximum 18-month period, under an Experimental Traffic Order (ETO). This allow us to test these changes as an experiment so that we can see how they work before any decision on whether to make them permanent is made. Once the changes have been up and running for a little while we will check in with all local residents in to remind them how to comment. We will also contact all residents and stakeholders with more information ahead of a full public consultation on the scheme after the trial has been in place for around 12 months. Any changes to our plans, for example due to the impact of Covid-19, will be updated on our website along with all the latest developments.