



Safe and Healthy Streets Consultation

Changes proposed to the Camden Square area

What's the challenge within the Camden Square area?

The Covid-19 pandemic has changed how communities in Camden live, work and travel. 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.

Many of the streets in the neighbourhood around Camden Square have benefited for many decades from measures that maintain access for motor vehicles but prevent motor vehicles from cutting through residential streets in the area to 'rat-run' between main roads. These restrictions have become part and parcel of everyday life in the streets between Agar Grove, Camden Road and Camden Park Road, meaning many streets in the area have low volumes of through traffic, already providing many safe and healthy streets. However, these existing measures around Camden Square mean that a large amount of motor vehicle traffic is instead using Murray Street. Traffic data collected on Murray Street shows that during an average 24 hour period that there are in excess of 2,900 vehicles travelling in the eastbound direction (towards Camden Road) and in excess of 1,800 vehicles travelling in the westbound direction (towards Agar Grove).

Murray Street is a residential street, which has no bus routes or dedicated pedestrian facilities such as zebra or signalised crossings. Murray Street also provides a key connection to the Camden Square park and the local play centre, however the majority of vehicles using Murray Street use it as a quick route between Agar Grove and Camden Road; these vehicles do not stop or visit local businesses or provide services to local people and only serve to increase air pollution and congestion in the area.

To support more cycling and walking in the Camden Square area, a much needed upgrade to existing facilities is required. This includes the existing cycle route connecting Royal College Street and York Way, which is outdated and no longer in line with the current cycle standards. There is also a lack of suitable crossing facilities for pedestrians and cycles in the area, particularly on Agar Grove. The junction of St Pancras Way, Randolph Street and Agar Grove is also substandard, and unpleasant for those walking and cycling.

What is being proposed?

We are proposing to make a number of improvements in the Camden Square area helping to create safer and healthier streets for everyone to use and to prioritise walking and cycling. This includes new through-traffic restriction measures, new cycle connections and pedestrian improvements, and upgrades to public spaces.

The proposed changes include:

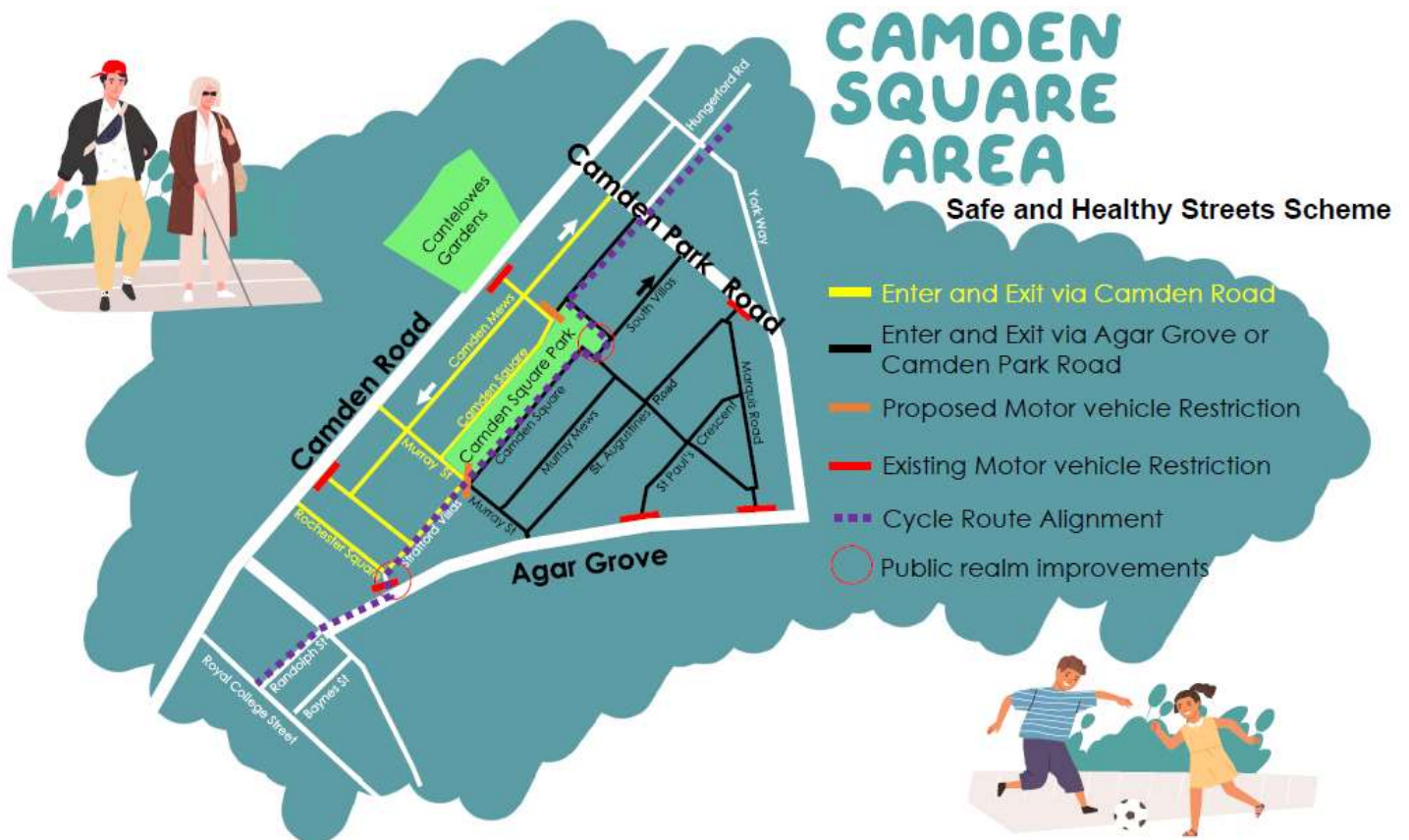


- A motor vehicle restriction at the junction of Murray Street and Camden Square/Stratford Villas which will prevent motor vehicles travelling north or south along Murray Street at the junction with Camden Square/Stratford Villas. This will substantially decrease traffic volumes on Murray Street by preventing Murray Street being used as a 'rat-run' between Agar Grove and Camden Road. Access by motor vehicles to all properties will be retained but alternative routes may be required. This restriction will enable emergency services access through Murray Street via the use of ANPR (Automatic Number Plate Recognition) enforcement cameras.
- Removal of the 'banned right turn' signs on Murray Street, at the junction with Camden Road, to enable local traffic to make a right turn movement from Murray Street onto Camden Road.
- A motor vehicle restriction on North Villas between Canteloves Road and Camden Terrace to prevent motor vehicles seeking to 'rat-run' from Camden Park Road to Camden Road, and vice versa. While this is currently not a major motor vehicle through route, there is potential for this to increase due to the Murray Street proposals. Additionally it is proposed to remove existing 'no entry' restriction signs at the junction of Camden Square and Canteloves Road.
- New 'left turn only' signs on Camden Mews at junction with Camden Park Road to complement the recently installed 'no motor vehicle' signage on Camden Mews on the north side of Camden Park Road. These measures will ensure that Camden Mews is not used as a 'rat-run' between Murray Street and York Way.
- A new parallel zebra crossing on Agar Grove near the junction with Agar Place to improve safety and accessibility for pedestrians and cyclists.
- A new cycle connection between Royal College Street and York Way which would join up with a proposed new cycle route starting at Hungerford Road in Islington. This will 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.
- Minor relocation of the bus stop on Royal College Street to improve the cycle crossing into Randolph Street.
- A new contraflow cycle lane on Randolph Street to improve connectivity to Royal College Street from St Pancras Way and Agar Grove.
- Parking bay changes on Cliff Road to improve safety and visibility for cyclists and to reduce conflict between motor vehicles.
- An upgrade to the junction of St Pancras Way, Randolph Street and Agar Grove to improve safety and accessibility for pedestrians and cyclists. This includes safety changes for cyclist moving through the junction, new pedestrian crossing points on the St Pancras Way arm and widening of existing crossing on the Agar Grove arm.
- A refresh of the existing road marking at junction of York Way, Hungerford Road and Cliff Road, including a new 'Advanced Stop Line' box on York Way and Hungerford Road for cycle entry.
- New public realm upgrades to greenspaces on Agar Grove (connecting into Rochester Square/Stratford Villas) and on the corner of South Villas and Camden Terrace. This includes new pedestrian routes, additional seating arrangements, open spaces for play areas and opportunities for low-level planting.



- To improve visibility and to reallocate pavement space to provide the infrastructure needed to improve walking and cycling facilities (as per above proposals), parking changes within the scheme area include the removal of:
 - 37 resident permit holder parking spaces (this is 2% of the available parking and there would still be more parking spaces than permit holders within the Controlled Parking Zones of CA-G and CA-N).
 - 17 paid for parking spaces
 - 1 red route parking bay
 - 1 red route loading bay
 - 1 shared use parking bay

Below is an overview map of the changes we are making in the area, along with entry and exit points:



How would these changes be made?

After the consultation, we will carefully consider the responses, alongside other data, and 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 allows 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. During any experiment, you will be able to use a dedicated space on our website to comment and if the proposals go ahead, we will write to you again to tell you more about how to do this.