





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, to reduce carbon emissions from vehicles and 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. 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.

Following a public consultation, we are making changes in the vicinity of Camden Square, Agar Grove, St Pancras Way and Randolph Street, implementing road safety improvements, additional cycle lane facilities and new pedestrian crossing points. This will mean less traffic using residential streets as cut-through between main roads, better facilities for walking and cycling and more space for people to cycle and walk in Camden.



Thank you for your comments



In February 2021 we ran a 3-week consultation on the changes we proposed for this area. Thank you to everyone who took the time to share their views.

We had a total of 612 responses to the consultation with many people providing valuable comments. We have made a number of amendments to the scheme based on the comments that were made in the consultation and have made the decision to implement the proposed changes as a trial. You can read the decision report relating to this on our website, which includes our

feedback to the consultation responses, and design changes we have made following feedback received.

What's the challenge in the area?

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 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.

These existing measures mean that a large amount of motor vehicle traffic use Murray Street as a cut through. Traffic data collected on Murray Street shows that during an average 24 hour period that there are in excess of 4,700 Vehicles Per Day (VPD) using Murray Street. With 2,900 VPD travelling in the eastbound direction (towards Camden

Road) and in excess of 1,800 VPD 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 pedestrian crossings. Murray Street 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 instead increase air pollution and congestion in the area.

We also want to support more cycling and walking in the Camden Square vicinity and deliver a much needed upgrade to existing facilities. 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 unpleasant for those walking and cycling.

It is important for us to support the 17 recommendations from Camden's Citizens Assembly on the climate crisis, and help to deliver our own Transport Strategy priorities, which were strongly supported when we consulted on them. This includes, improving walking and cycling, improving existing greenspaces, improving air quality and making our streets and transport networks safe, accessible and inclusive for all. You can read more about our strategy on our website.



What's going to change?

Following the public consultation in February 2021 and the decision to proceed with the trial, we are going to be making the following changes. You can find example images of the different types of changes on our website.

The initial works are scheduled to commence around early to mid-December 2021, and the more substantial works to be carried out in the new year. The working hours are between 9am and 5pm and some minor noise should be expected.

Changes for motor vehicles:

- A new diagonal motor vehicle restriction at the junction of Murray Street and Camden Square/Stratford Villas using “motor vehicles prohibited” signage on two wooden planters. This restriction will prevent motor vehicles from using Murray Street as a cut through between Camden Road and Agar Grove, however exemption is applied for cycles, emergency services and refuse vehicles via the use of automated traffic enforcement cameras. An additional exemption on heavy goods vehicles (HGVs) will be applied for those travelling in the southbound direction only to enable HGV access to local properties.
- New motor vehicle restriction on North Villas between Canteloves Road and Camden Terrace using “motor vehicles prohibited” signage by an arrangement of two wooden planters and enforced using automated traffic enforcement cameras. This restriction will:
 - prevent vehicles contravening the Murray Street motor vehicle restriction by restricting southwest traffic movements
 - prevent vehicles from turning right into Camden Terrace from North Villas
 - prevent vehicles from performing a U-turn on North Villas to avoid the banned right turn

- New “motor vehicles prohibited, except for access” signs on two wooden planters on Canteloves Road between Camden Square and Abingdon Close to encourage motor vehicles to use North Villas instead of Camden Mews when travelling northeast on Camden Square (west).
- Removal of the existing “no entry” restriction signs at the junction of Camden Square (west) and Canteloves Road for local egress.
- New “mandatory left turn” signs at the exit of Camden Mews at junction with Camden Park Road to prevent motor vehicles from travelling straight through to York Way.
- New “continuous crossing” and an updated/more visible “motor vehicles prohibited, except for access” signs at the entrance of Camden Mews (junction with Camden Park Road) to deter traffic from using the section of Camden Mews between Camden Park Road and York Way. In addition, the existing advance “motor vehicles prohibited, except for access” signage on Camden Park Road (near the approach to Camden Mews) will be increased in size to be more visible.
- New “motor vehicles prohibited, except for access” signs on both ends of Murray Mews to help deter through traffic.
- Removal of the “no 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.

Changes to improve walking and cycling:

- An upgrade to the existing green space on Agar Grove (connecting into Rochester Square/Stratford Villas).
- An upgrade to the existing signalised junction of St Pancras Way, Randolph Street, Agar Grove to improve safety and accessibility for pedestrians and cyclists.
- A new “parallel zebra” crossing (allowing both pedestrians and cycles to cross with priority) on Agar Grove to improve safety and accessibility for pedestrians and cyclists immediately east of Agar Place.
- Relocation of the existing bus stop on Royal College Street and a new pavement build out to facilitate a northbound cycle crossing into Randolph Street.
- A new cycle connection between Royal College Street and York Way, joining up with a proposed new cycle route starting at Hungerford Road in Islington. This will connect the new cycle schemes on St Pancras Way, Camden Park Road, York Way and the existing “Cycleway 6” route connecting Kentish Town to Elephant and Castle.
- An extension to the existing advisory cycle lane on Agar Grove leading up to the junction with St Pancras Way to the new parallel zebra crossing, and further east towards the Agar Grove Estate bus stop. The cycle lane would be segregated from general traffic by use of wands.
- New blue resin surfacing in the southbound cycle lane direction across junction of Royal College Street and Randolph Street to enhance cycle safety.
- New partially segregated cycle lanes on Randolph Street (in both directions) using wands to improve connectivity between Royal College Street, St Pancras Way and Agar Grove.
- A new road layout on Cliff Road to improve safety and visibility for cyclists, and to reduce conflict with motor vehicles.
- A refresh of the existing road marking at the junction of York Way with Cliff Road and Hungerford Road, including a new “Advanced Stop Line” on York Way and Hungerford Road.



- Cycling and walking changes to Rochester Square and Canteloves Road at the junction with Camden Road, to improve connection to Transport for London's proposed pedestrian crossing improvements on Camden Road.

Parking and loading changes:

The following table summarises the parking changes in the scheme area. We are removing parking to improve visibility for drivers and pedestrians and to provide more space to improve walking and cycling facilities.

Location	Parking changes
Randolph Street	13 resident parking spaces and 8 pay-for-parking parking spaces removed, 6 resident parking spaces relocated, and 1 new loading bay
Agar Grove	6 resident parking spaces removed
Murray Street	2 resident parking spaces removed
Canteloves Road	1 resident parking space and solo motorcycle bay (3m) removed
North Villas	3 resident parking spaces removed
Cliff Road	11 resident parking spaces and 7 paid-for-parking spaces removed, 11 resident parking spaces and 2 car club spaces relocated
York Way	1 parking bay and 1 loading bay removed
Hungerford Road	1 shared use parking bay removed

What's not going to change?

- You will still be able to reach every house, on every street by car and receive home deliveries. The route you drive to a property might change.
- Pedestrians and those on bikes will always be able to travel freely without restrictions.
- Emergency services and refuse vehicles can always access every property.

How can you give your views during the trial?

We are using Experimental Traffic Orders to make these changes. This allows us to trial changes on streets as an experiment so that we can see how they work before any decision on whether to make them permanent is made. The Council will carry out a full public consultation after the ETO has run for 12 months. This consultation, together with other relevant information, e.g. monitoring data, will then inform the Council's decision as to whether, at the end of the 18-month experiment, the experimental scheme should be made permanent (and, if so, whether with or without changes) or allowed to lapse at the end of the 18-month experimental period.

If you would like to make a formal objection to this scheme you will need to do so within the first six months of the scheme's operation. For Camden Square, this is between the 9th December 2021 and 9th June 2022.

Any formal objection must be in writing, must refer to the relevant area and must state the grounds on which it is made. Any formal objection that you do submit may become a public document and could be published.

Formal objections should be sent by email to: safetravel@camden.gov.uk or by post to: Freepost LBC TRANSPORT STRATEGY (this is the full address, no post code needed).

Once the changes are up and running for a we will open a survey on our Commonplace website to ask you some quick questions about how you feel about the trial. When the survey launches you will be able to comment, read other people's comments and also make suggest improvements:

safetravelcamden.commonplace.is

You can use this QR code to access the site from your phone. If you'd prefer to fill out a paper form just get in touch with us via the details at the end of this letter.



We will let all local residents know when this survey is open and then check in with you again in June to remind you how to comment.

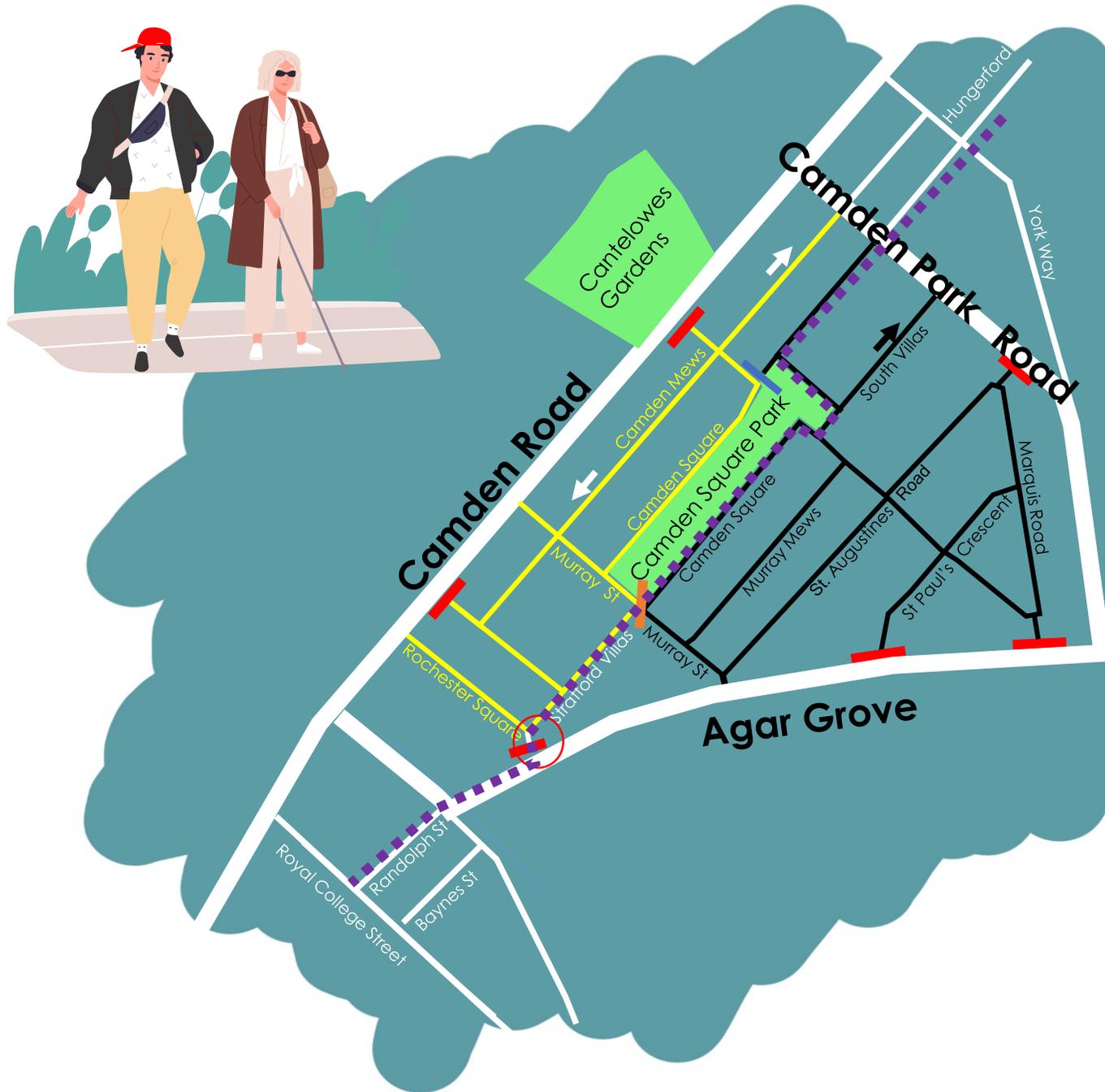
We will also contact all residents and stakeholders with more information ahead of a full public consultation on the scheme after the trial has been in place for around 12 months. Any changes to our plans, for example due to the impact of Covid-19, will be updated on our website along with all the latest developments.

See the changes

The overview map may also help you understand the changes we are making in the area, along with entry and exit points.

CAMDEN SQUARE AREA

Safe and Healthy Streets Scheme



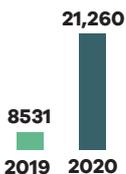
-  Enter via Camden Road, exit via Camden Road or Camden Park Road
-  Enter and exit via Agar Grove or Camden Park Road
-  Trial motor vehicle restriction both directions
-  Trial westbound motor vehicle restriction
-  Existing motor vehicle restriction
-  Cycle route
-  Public realm improvements



Responding to the challenges of Covid-19 in your neighbourhood

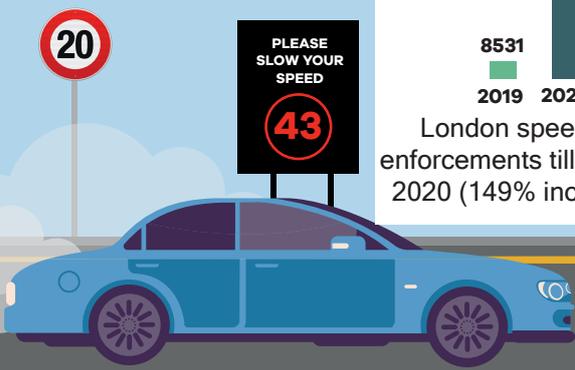
We want to keep your neighbourhoods safe from speeding...

Speeding is the main cause of road death.



London speeding enforcements till August 2020 (149% increase)

BAME Londoners are more at risk of being killed or seriously injured, BAME children are on average 1.5x more likely to be affected than non-BAME children.



...so we are reducing traffic in residential streets

Covid-19 is causing extra cars across Camden... and it's getting busier on our streets

TfL estimates if all car owning households switched their usual public transport journeys to cars there would be **nearly double** the traffic in Camden plus extra from other boroughs

38% of people at risk of deprivation, 36% of women and 31% of disabled people who don't cycle said **they'd like to give it a go**



Supporting Camden residents to travel sustainably

8/10 trips by Camden residents are not made by car.



Almost 50% of journeys by Camden residents are on foot or by bike.



Camden residents love their bikes

Weekday cycling at 2 locations in Camden have seen an average increase of 106% in August 2020 vs 2019.



In Camden, 69% of households **don't have a car**, so providing safe and easy walking and cycling facilities is crucial.

Children want to travel healthily and safely to school

We surveyed 14 local schools and 51% of pupils walked, scooted or cycled to school.



We want you to breathe easy...

Breathing in polluted air can have short and long-term impacts on our health, at any stage in our lives.

Lockdown measures led to a 53% reduction in traffic levels in London, reducing the overall level of pollutants in our air. We want to see **air quality improvements continue** now lockdown has eased.



Health is everything

42% of Camden residents are overweight or obese, increasing the risk of severe illness and death from COVID-19.

Just a 20-minute walk can prevent long-term health conditions like Type 2 diabetes, heart disease and certain cancers, as well as being good for your mental health.

20 mins



Find out more

To find out more on how we are making travel safer in Camden visit:

www.camden.gov.uk/making-travel-safer-in-camden
safetravel@camden.gov.uk / 020 7974 4444

To give your suggestions and feedback visit:
safetravelcamden.commonplace.is

To learn to cycle for the first time, improve your cycling skills or for a bike loan to help you get on your way visit:

www.camden.gov.uk/cycling

