



Camden High Street: Data and Feedback Factsheet

Summary of data and feedback

- **The air we breathe on Camden High Street is cleaner**, with significant improvements to average NO₂ concentrations during the first nine months of the trial. A bigger improvement in air quality was measured within the pedestrianised area and surrounding roads compared to the average at all other monitored sites across Camden.
- **The street is safer to spend time on**: There have been lower recorded instances of antisocial behaviour, pickpocketing and other crimes and no evidence of crime displacing to other neighbouring areas. This change was supported by the introduction of additional Community Safety Enforcement Officers to help with safety concerns.
- **Road safety has improved**: There were no collisions on Camden High Street, both within the pedestrianised area and on the section to the north, in the nine months following the start of the pedestrianisation trial. In the wider area, there has also been a reduction in the total number of collisions on surrounding roads.
- **Footfall has remained stable**: Just as many people are walking on the High Street as before, but now with less crowding.
- **Spend has remained stable**: Within the traffic-free area and on surrounding streets, spending has remained in line with pre-trial levels, both during the daytime and the evening peak period.
- **Traffic beyond the pedestrianised area has remained stable**: We have monitored many roads across the area as part of the trial and found that, overall, total traffic counts have not increased. There have been some traffic increases on roads where vehicle traffic has been diverted to avoid the pedestrian zone, such as Kentish Town Road and Hawley Crescent.
- As expected, some bus journeys travelling via Kentish Town Road are longer, as diverted buses now need to travel further. Buses have been affected by increased traffic on this road and the need to pass through the signalised junction at Hawley Crescent. However, thanks to recent changes we have made, bus journeys on Parkway are now faster.

Air quality monitoring

- **Air quality on the high street has significantly improved:** On Camden High Street itself, nitrogen dioxide (NO₂) levels fell by as much as 25-32% within the pedestrianised area.
- Overall, the Camden Town pedestrianised area and surrounding roads saw an average of 11.6% lower levels of NO₂ pollution after the trial was implemented compared to the same months in the previous year, which is **more than the 9.9% average decrease seen across all other monitoring sites** in Camden.
- There has been **an increase in NO₂ levels on Kentish Town Road (north of Buck Street)**, but this remained within the national legal limits for annual mean NO₂ concentrations in 2025. Future changes to this road – such as implementing previously consulted and agreed bus priority changes – could potentially help to address this.
- In 2025, all monitored sites remained within the national legal limit for annual mean NO₂ concentrations which is 40µg/m³.

The full air quality data is shown in Table 1 and Table 2. The map of locations monitored within the surrounding area is shown in Figure 1.

Figure 1: Map of air quality monitoring locations

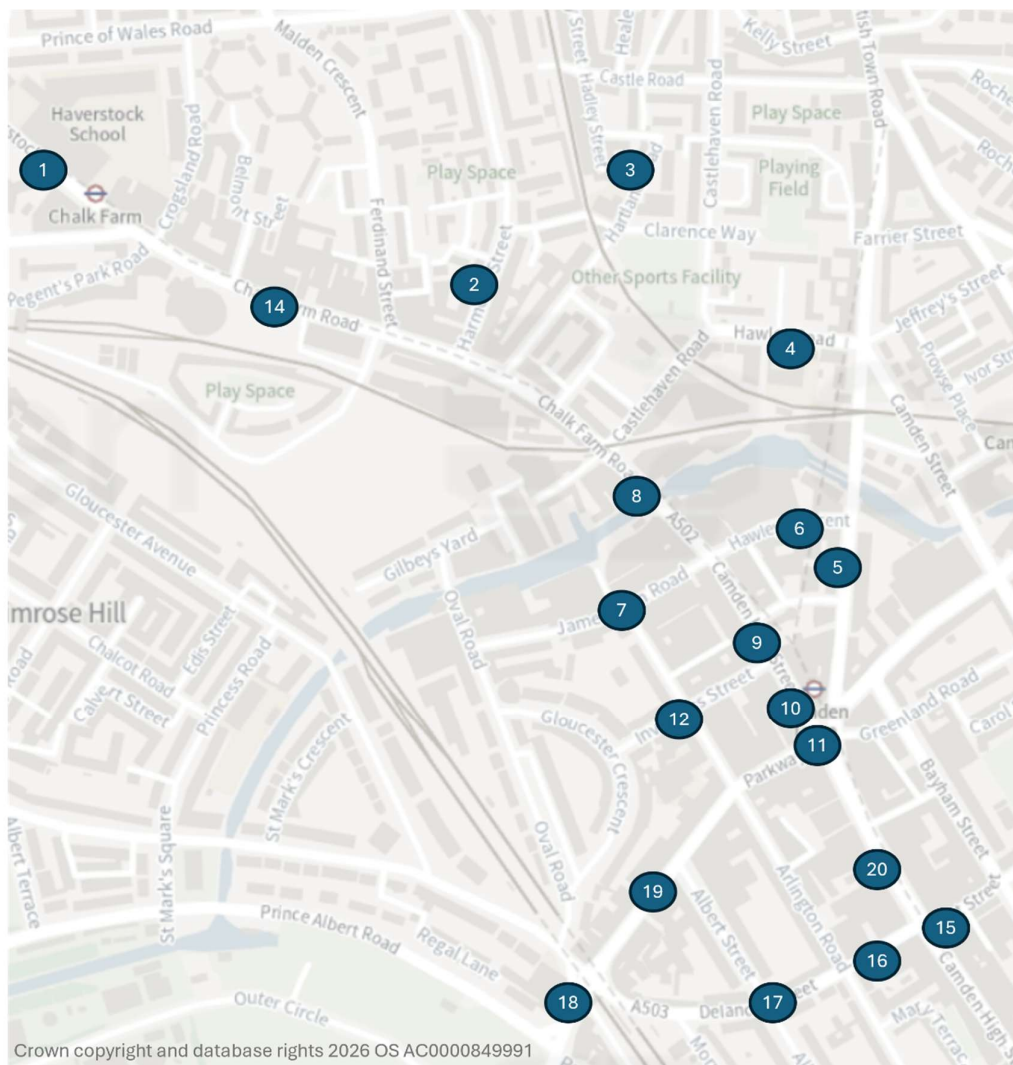


Table 1: Air quality data at relevant nearby sites, pre- and during post-trial

Map ref	Site	2024 (May-Dec)	2025 (May-Dec)	Months included	Absolute change	% change in raw NO2	2025 Annual Mean
1	Camden Town 1 - Haverstock Hill/Haverstock School	23.34	22.83	May/Jun/Jul/Aug/Sep/Oct/Nov/Dec	-0.51	-2.2%	20.24
2	Camden Town 2 - Harwood Street	17.25	15.55	May/Jun/Jul/Aug/Sep/Oct	-1.70	-9.9%	15.82
3	Camden Town 3 - Hartland Road	20.43	17.17	May/Jun/Jul/Aug/Sep/Oct/Dec	-3.26	-15.9%	16.95
4	Camden Town 4 - Hawley Road (Hawley Primary School)	26.54	23.76	May/Jun/Aug/Nov/Dec	-2.78	-10.5%	22.84
5	Camden Town 5 - Kentish Town Road	29.80	33.97	May/Jun/Jul/Aug/Oct/Nov/Dec	4.17	14.0%	27.51
6	Camden Town 6 - Hawley Crescent	29.39	28.34	Jun/Jul/Aug/Sep/Oct/Nov/Dec	-1.04	-3.5%	24.10
7	Camden Town 7 - Jamestown Road	21.96	22.01	May/Jun/Jul/Aug/Sep/Oct/Dec	0.06	0.3%	18.97
8	Camden Town 8 - Camden High Street (Camden Market)	25.45	25.68	May/Jun/Aug/Oct/Nov/Dec	0.23	0.9%	22.03
9	Camden Town 9 - Camden High Street (Camden News)	30.45	20.55	May/Jun/Sep/Oct/Nov/Dec	-9.90	-32.5%	19.66
10	Camden Town 10 - Camden High Street (American Candy)	31.86	23.77	May/Jun/Jul/Aug/Sep/Oct/Dec	-8.09	-25.4%	22.63
11	Camden Town 11 - Britannia Junction traffic lighting column	41.73	33.33	Jun/Jul/Oct/Dec	-8.40	-20.1%	30.27
12	Camden Town 12 - Arlington Road/Inverness Street (Cavendish School)	23.31	21.99	May/Jun/Jul/Aug/Sep/Oct/Nov/Dec	-1.33	-5.7%	19.46
13	Camden Town 13 - Holy Trinity and St. Silas Primary School	19.78	17.51	May/Jun/Jul/Aug/Sep/Oct/Nov/Dec	-2.26	-11%	16.81
14	Chalk Farm Road 2 - Chalk Farm Road	30.93	24.65	May/Jun/Jul/Aug/Sep/Oct/Nov/Dec	-6.28	-20%	23.07
15	Camden Town Cycle 1 - Pratt Street (12)	39.65	36.62	May/Jun/Jul/Aug/Sep/Oct/Nov/Dec	-3.04	-8%	29.92
16	Pratt-Delancey 5 - Delancey Street/Delancey Passage	40.14	34.89	May/Jun/Jul/Aug/Sep/Oct/Nov/Dec	-5.25	-13%	30.83
17	Pratt-Delancey 9 - Delancey Street/Albert Street	34.22	30.18	May/Jun/Jul/Aug/Sep/Oct/Nov/Dec	-4.04	-12%	26.25
18	Pratt-Delancey 14 - North Bridge School	32.02	28.56	May/Jun/Jul/Aug/Sep/Oct/Nov/Dec	-3.46	-11%	25.65
19	Pratt-Delancey 16 - Parkway	36.01	27.35	Jun/Jul/Aug/Oct/Nov/Dec	-8.66	-24%	24.76
20	HS2 - Camden High Street	50.25	39.13	May/Jun/Jul/Aug/Sep/Oct/Nov/Dec	-11.13	-22%	31.98

Table 2: Air quality at CHS monitoring sites vs. rest of Camden

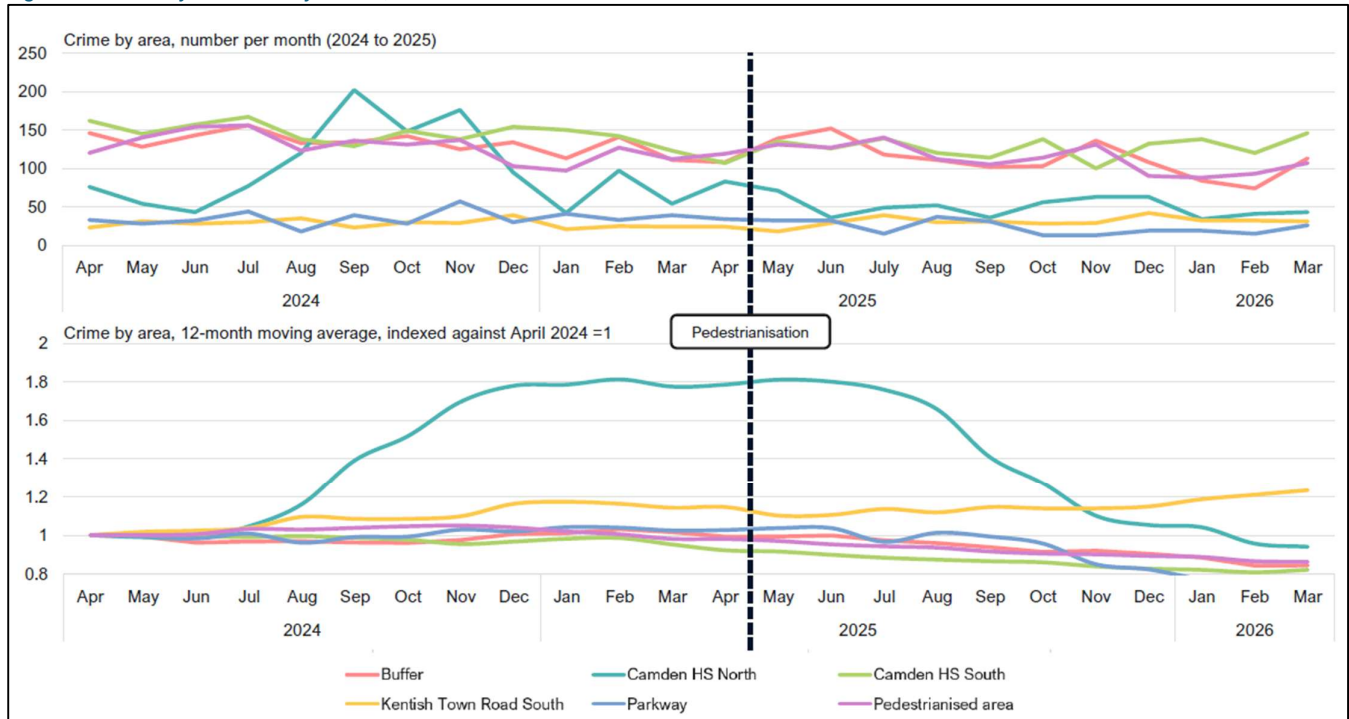
Site group	Number of sites	Average change (µg/m3)	Average change (%)
Camden Town Pedestrianisation and surrounding area	20	-3.83	-11.59%
Other monitoring sites in Camden with available data (all)	294	-2.91	-9.86%

A safer street

Community safety

- There have been lower recorded instances of antisocial behaviour, pickpocketing and other crimes and no evidence of crime displacing to other neighbouring areas.
- This change was supported by the introduction of additional Community Safety Enforcement Officers dedicated to the pedestrian zone.

Figure 2: Crime by area and by month, 2024 to 2025



Source: police.uk

Road safety

- **Road safety has improved:** no collisions were reported on Camden High Street (both within the pedestrianised area *and* on the northern section to Chalk Farm Road) in the nine months following the start of the pedestrianisation trial, compared to 6 collisions (8 casualties) in this area during the same months of the previous year. A summary of collision data within the trial (pedestrianised) area and the potential extended area is shown in Table 3.

Table 3: Collisions on Camden High Street, 2024 vs 2025

		May-Dec 2024 (pre-trial)	May-Dec 2025 (during-trial)	% change
Number of collisions on Camden High Street (trial area)	<i>Slight</i>	1	0	-100%
	<i>Serious</i>	0	0	N/A
	<i>Fatal</i>	0	0	N/A
Number of collisions on Camden High Street (northern section)	<i>Slight</i>	3	0	-100%
	<i>Serious</i>	2	0	-100%
	<i>Fatal</i>	0	0	N/A
TOTAL		6	0	-100%

- Road safety on the surrounding roads has also improved, with a **28.5% reduction in the number of collisions** after the launch of the pedestrianisation trial (May-Dec 2024 vs. May-Dec 2025), with zero serious collisions.
- The collision analysis area and location of reported collisions is shown in Figures 3 and 4 and then summarised in Table 4.

Figure 3: Pre-trial collision data (May-Dec 2024)

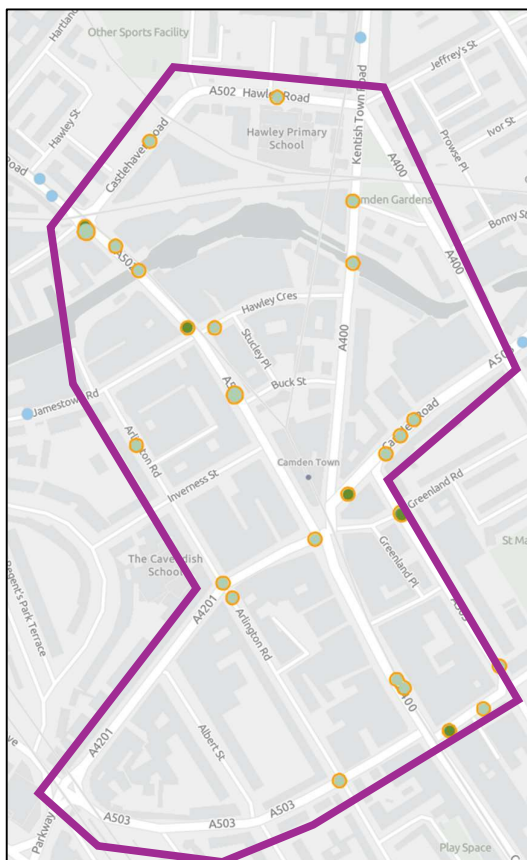
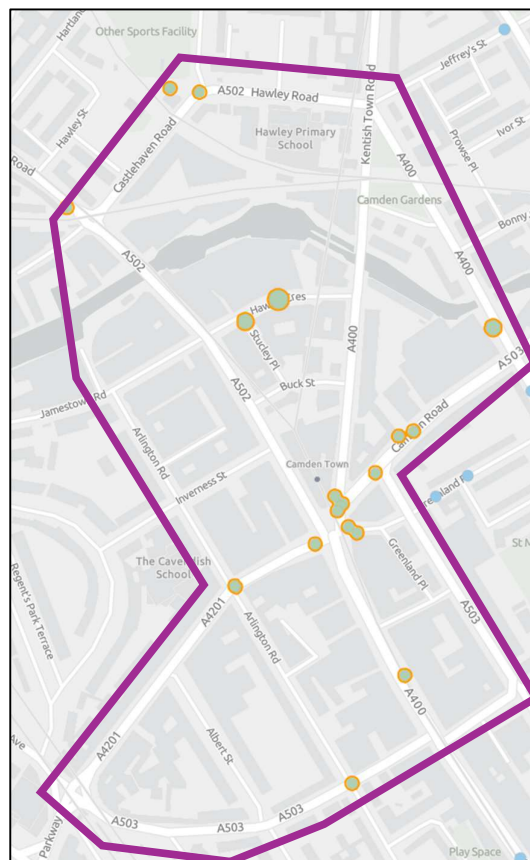


Figure 4: During-trial collision data (May-Dec 2025)



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○ Nearby collision (slight) ● Nearby collision (serious) □ Analysis area

Table 4: Number of collisions within analysis area, May-Dec 2024 and 2025

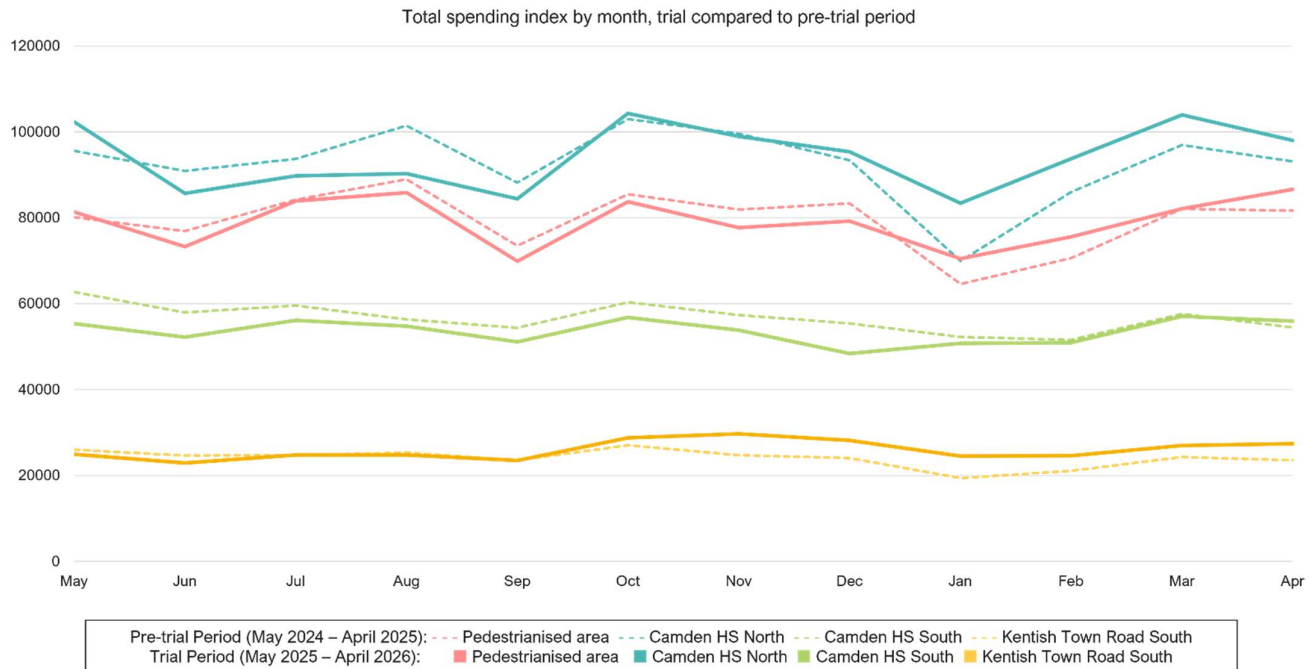
		May-Dec 2024 (pre-trial)	May-Dec 2025 (during-trial)	% change
Number of collisions	Slight	22	20	-9%
	Serious	6	0	-100%
	Fatal	0	0	N/A
TOTAL		28	20	-28.5%

A flourishing high street

Spend data

- Within the pedestrianised area and surrounding streets, spending during the trial has remained in line with the pre-trial period (May 2024-April 2025) for both the daytime and evening peak spend.

Figure 5: Total spending index by month



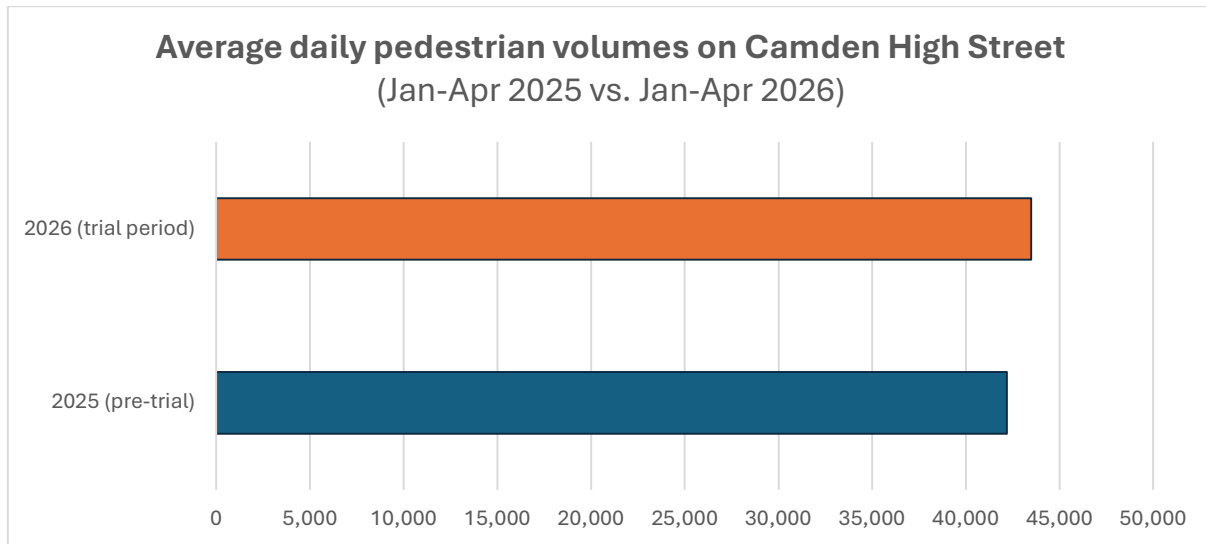
Source: Anonymised & aggregated by Mastercard Retail Location Insights for GLA High Streets Data Service

Spend data has been provided as part of the Mastercard Retail location insights collected by the GLA High Streets Data Service. This spend does not account for cash or card payments by other providers but offers an insight into the background trends for Mastercard users.

Supporting active travel

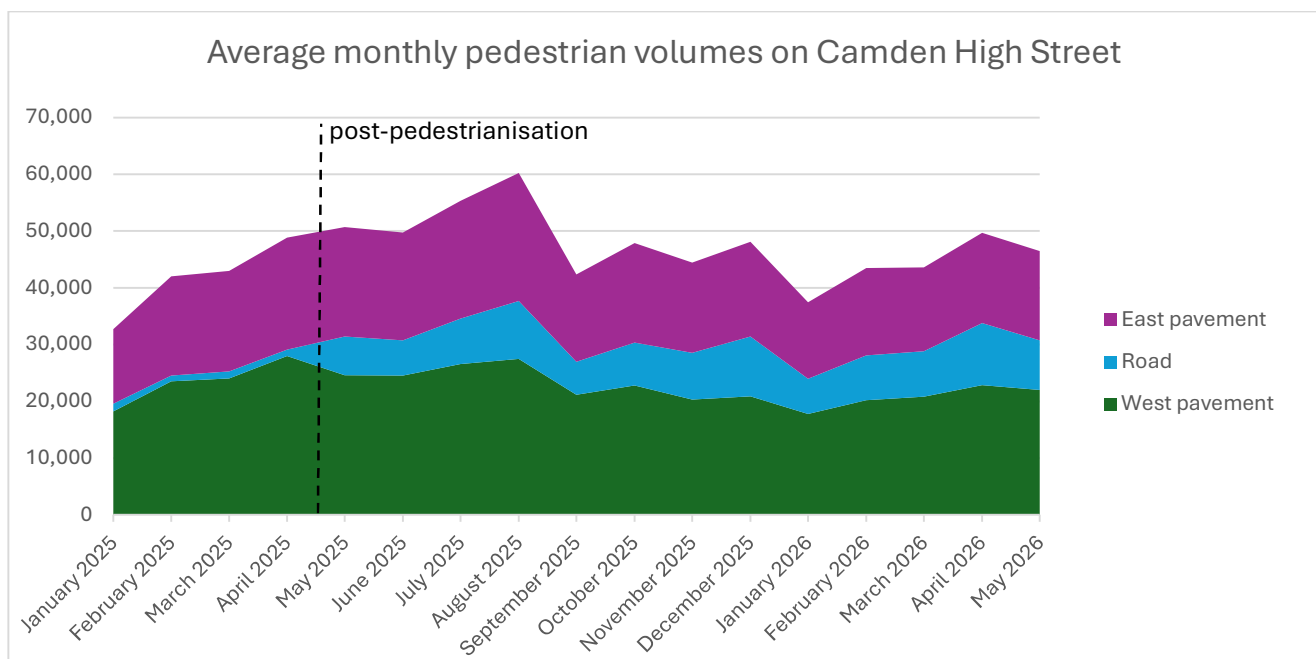
- We used Vivacity sensors to count the number of people walking on the pedestrianised part of the High Street before and during the trial period.
- **Overall, the number of people walking on the street has remained mainly stable**, with a slight 3% increase in Jan-April 2026 compared to the same months pre-trial in 2025.

Figure 6: Average daily pedestrian numbers on Camden High Street (trial area)



- As people get used to the street, more people have been walking on the newly traffic-free road space. This means less crowding; the same number of people now have more space to walk and wheel, to spend time on the street, and to shop and socialise safely and comfortably.

Figure 7: Average monthly pedestrian numbers on Camden High Street (trial area)



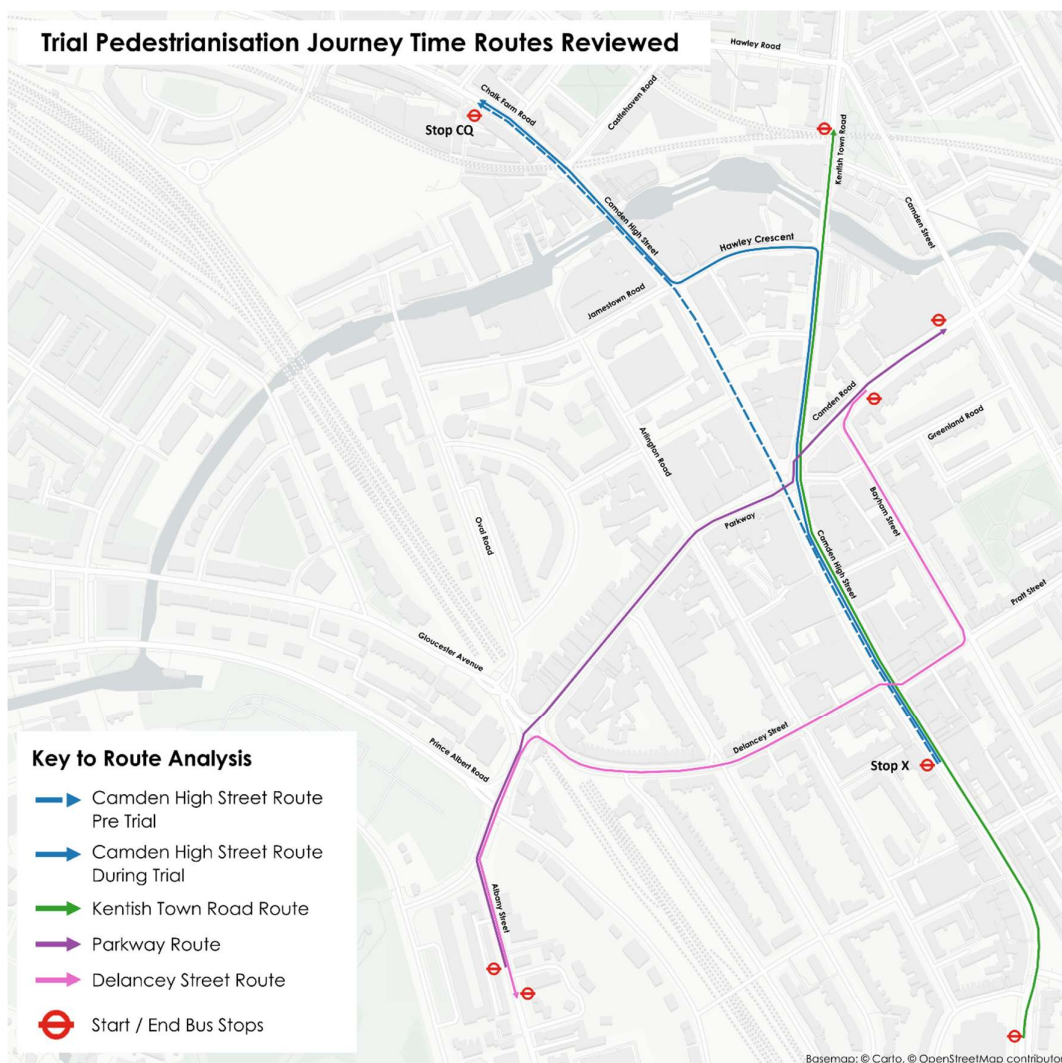
Supporting bus travel

- Under the current trial scheme, the distance buses have to travel between Stop X (on Camden High Street, just south of Camden Town Underground station) and Stop CQ (on Chalk Farm Road) has increased. Monitoring shows that bus journey times between these stops has also increased.
- This is primarily due to a combination of factors, including a longer route between these stops, additional traffic on the diversion route and the need for affected buses to travel through the redesigned Hawley Crescent / Kentish Town Road junction, which has more traffic using it. Previously, not all buses needed to travel through this signalised junction.
- However, thanks to [bus improvements we made nearby](#), journey times have reduced on Parkway.

How we monitored bus journey data

- We analysed average bus journey time data collected on our behalf by our partners at TfL. Average 7am to 7pm weekday journey times in the year before the trial have been compared with the year post-pedestrianisation. The routes we analysed are shown in Figure 8.
 - The **Camden High Street** route contains buses that have been diverted from part of Camden High Street onto Kentish Town Road, and then Hawley Crescent. These buses have further to travel with the implementation of the existing trial area and traverse an additional signalised junction. This route review considered northbound buses only (there are no southbound buses on this route).
 - The **Kentish Town** Route has been reviewed as it was anticipated that more traffic would use Kentish Town Road as it presented the most direct diversion route for vehicles with the implementation of the pedestrianised zone. We wished to understand if this additional traffic was impacting pre-existing bus speeds on northbound buses heading towards Kentish Town
 - The **Parkway** and **Delancey Street** Routes have been assessed to check for any knock-on impacts of the trial.

Figure 8: Bus route journey time routes



The comparison of yearly average bus journey times on a weekday between 7am and 7pm is presented below in minutes. These show how long it takes to travel from the start and end bus stops on each route.

Table 5: Journey Time analysis by route

Route	Pre-Trial Average Journey Time (mm:ss)	Post-Trial Average Journey Time (mm:ss)	Change in journey time (mm:ss)	Change in distance
Camden High Street	2:43	4:14	+1m 31	159m
Kentish Town Road	5:16	6:07	+51s	N/A
Parkway	7:17	5:52	-1m25	N/A
Delancey Street	5:09	5:21	+12s	N/A

See the 'Coming soon' and 'Expanding the pedestrianised zone' sections of the consultation website for more information about how we are addressing bus journey times as part of this project.

Keeping traffic moving

Automatic Traffic Count (ATC) data

- **Traffic across the area has remained stable:** While some traffic has been diverted onto alternative routes and increases have been seen on roads such as Kentish Town Road and Delancey Street, the monitoring data outlines that there has been no overall increase in traffic volumes in the surrounding area and overall volumes have slightly decreased by 3.5%.
- When undertaking monitoring of a scheme like Camden High Street, we undertake ATCs so that we can assess traffic volumes across a large area. ATCs are conducted by placing pneumatic tubes on the ground across the road for a set period (usually one week). By measuring the physical properties of passing vehicles (like wheelbase, axle spacing, and speed), ATCs count traffic volumes and can identify different types of vehicles.
 - 'Pre-trial' data was collected between 26 March – 1 April 2025.
 - 'During trial' data was collected between 3 November – 9 November 2025*.
- The overall changes are shown in Figure 9 and in more detail in Table 6.

**During this time, roadworks were being undertaken on a section of Delancey Street. However, the road remained open to traffic and continuous traffic monitoring data (Vivacity) shows that the road experienced normal volumes of traffic in this week compared to other weeks in the same year.*

Figure 9: Average daily traffic volume change, pre- and post-pedestrianisation

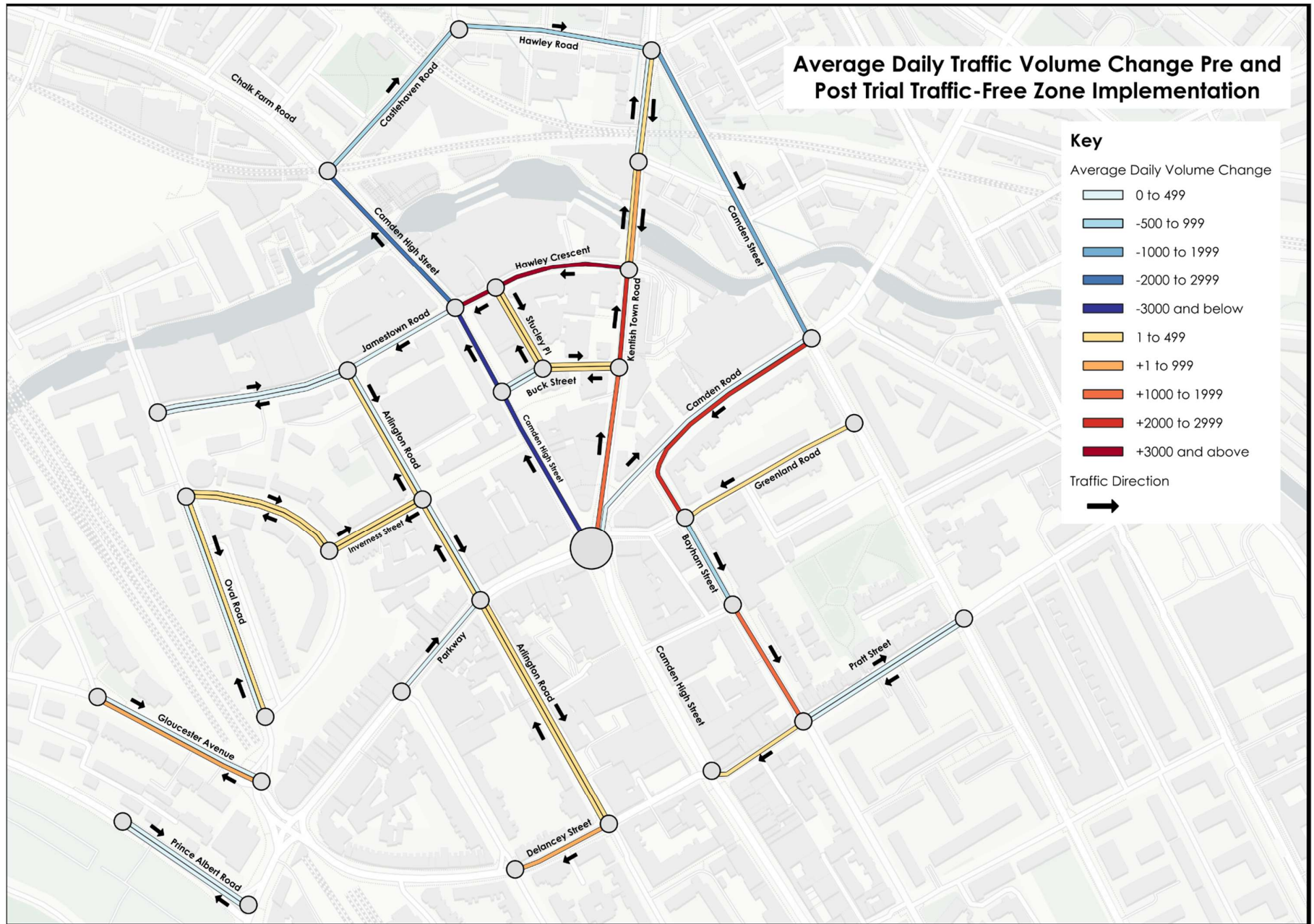


Table 6: Average daily vehicle numbers, pre- and during-trial

Street name	Average daily vehicle flows			
	Pre-trial (March 2025)	During-trial (Nov 2025)	Change in volumes	% change
Streets within the pedestrianised area				
A502 Camden High Street SOUTH	4436	136	-4300	-96.90%
A502 Camden High Street MID	6254	123	-6131	-98.00%
Buck Street - West of Stucley Place	263	34	-229	-87.00%
Closest diversion route to rejoin CHS via KTR and Hawley Crescent				
Kentish Town Road (south of Buck St)	6695	7958	1263	18.90%
Kentish Town Road (Buck St to Hawley Cres)	7226	9668	2442	33.80%
Kentish Town Road (north of Hawley Cres)	8948	9863	915	10.20%
Kentish Town Road (just south of Hawley Rd)	9537	9679	142	1.50%
Hawley Crescent	3822	7499	3677	96.20%
A502 Camden High Street NORTH	7328	4775	-2553	-34.80%
North/West diversion routes				
Camden Road	21295	18942	-2353	-11%
Delancey Street (west of Arlington)	11179	12176	997	8.90%
Prince Albert Road	14268	13987	-281	-2.00%
Gloucester Avenue	8909	9589	681	7.60%
Routes going South/East of CHS				
Bayham St SOUTH of Greenland St	10485	12034	1549	+14.8%
Bayham St NORTH of Greenland St	13814	13307	-506	-3.70%
A502 Castlehaven Road	8025	7378	-647	-8.10%
A502 Hawley Road	8558	7922	-637	-7.40%
Camden Street (nr Jeffrey St)	9999	8916	-1083	-10.80%
Parkway west of Arlington Rd	10312	10114	-198	-1.90%

Streets to the west of CHS				
Arlington Rd NORTH of Inverness St	2175	1920	-254	-11.70%
Arlington Road (between Parkway-Inverness)	2006	1790	-217	-10.80%
Arlington Road SOUTH of Parkway	1653	1729	76	4.60%
Inverness Street	450	541	91	20.20%
Gloucester Cres	257	269	12	4.70%
Oval Road	2717	2708	-9	-0.30%
Jamestown Road WEST of Arlington Rd	2586	2492	-94	-3.60%
Jamestown Road EAST of Arlington Rd	2684	2642	-42	-1.60%
Streets to the East of CHS				
Pratt Street WEST of Bayham St	6872	7361	489	7.10%
Pratt Street EAST of Bayham St	1113	1010	-102	-9.20%
Greenland Road east of Bayham St	261	395	134	51.40%
Streets used to access loading on Buck Street				
Stucley Place	229	436	207	90.20%
Buck Street (33) - East of Stucley Pl	108	318	209	193.40%
Totals:				
	194,464	187,711	-6,753	-3.5%

Vivacity sensor data

Camden has Vivacity sensors, which monitor traffic all day every day of the year, in several locations close to Camden High Street. This allows us to analyse traffic patterns in a high level of detail over a sustained period.

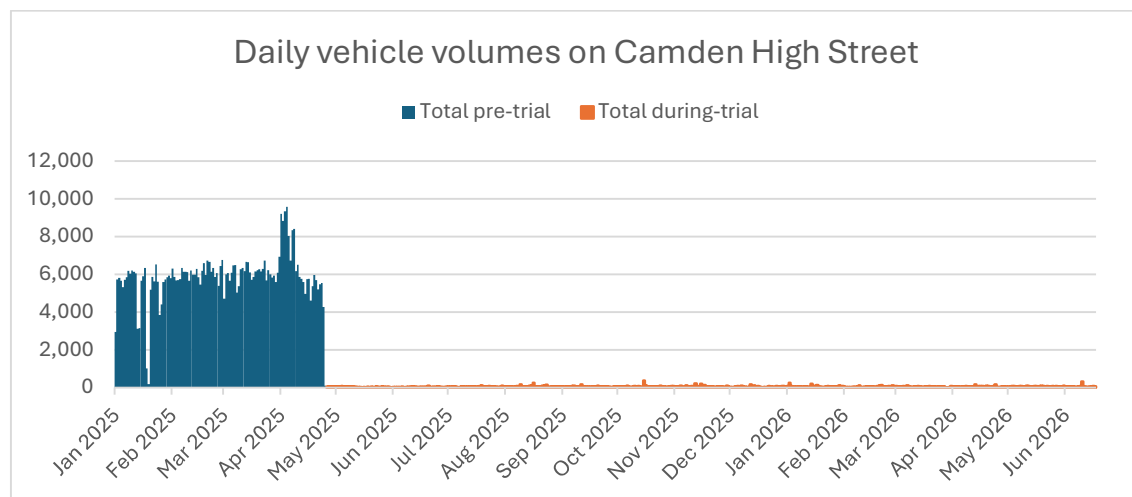
- Camden High Street (within the pedestrianised zone)
- Camden High Street (north)
- Kentish Town Road
- Delancey Street
- Chalk Farm Road

Any days where abnormally low volumes were recorded have been omitted from the analysis and calculation of averages to ensure greater accuracy.

Camden High Street (within the pedestrianised zone)

- A sensor was placed on the pedestrianised section of Camden High Street, south of Hawley Crescent. It shows that, as expected, vehicle numbers have dropped significantly.

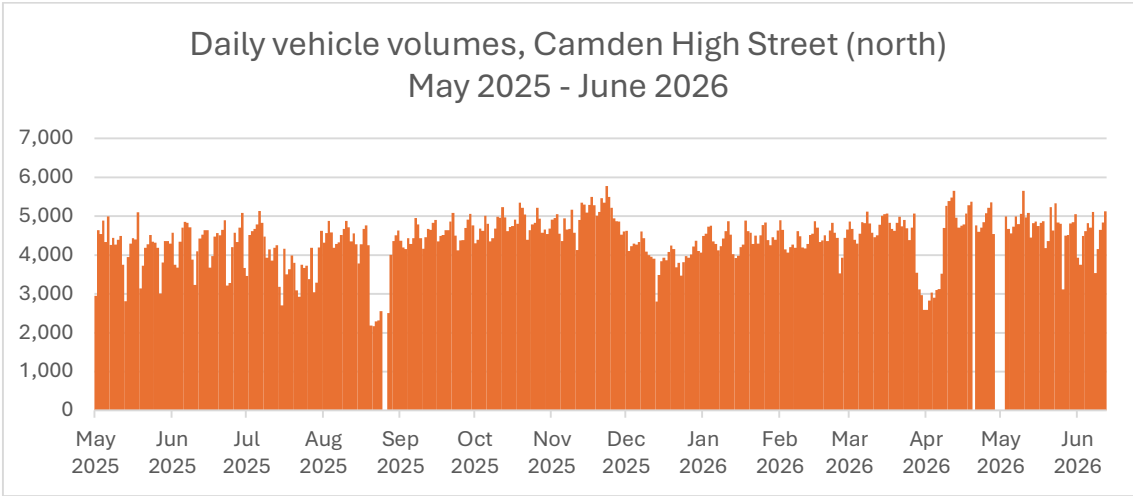
Figure 10: Daily vehicle volumes on Camden High Street, pre- and during- trial



Camden High Street (north of Hawley Crescent)

- A sensor was placed on Camden High Street, north of Hawley Crescent, in the non-pedestrianised space. On average, 4,400 vehicles travelled on this street per day since May 2025, and this has remained relatively stable throughout the trial period.
- While we do not hold pre-trial data in this location, we will continue to use this sensor for continuous transport and traffic monitoring in the future.

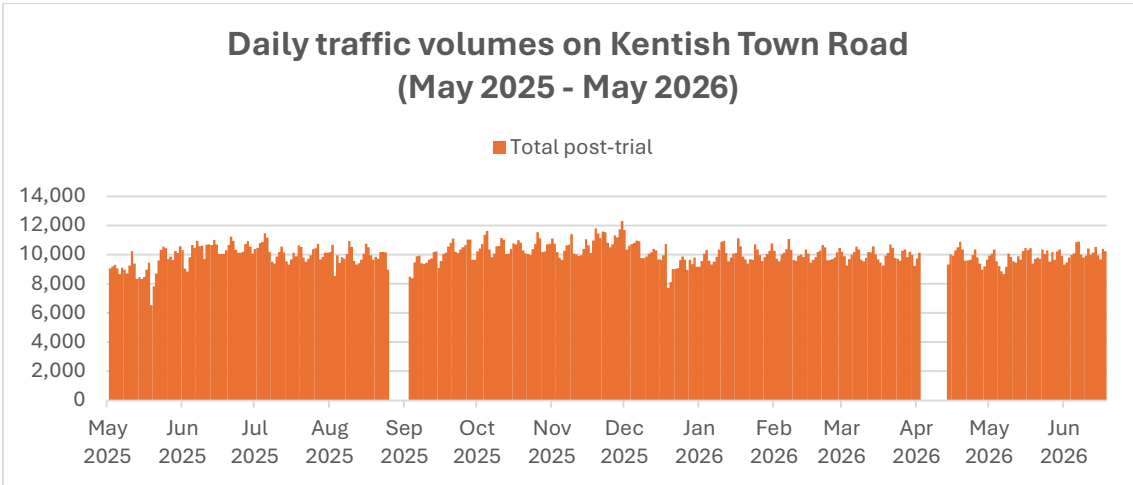
Figure 11: Daily vehicle volumes on Camden High Street (north), May 2025-June 2026



Kentish Town Road

- A sensor was placed on Kentish Town Road between Buck Street and Hawley Crescent.
- Traffic levels have remained stable at around 10,000 vehicles per day during the trial.
- While we do not hold pre-trial data in this location, we will continue to use this sensor for continuous transport and traffic monitoring in the future.

Figure 12: Daily vehicle volumes on Kentish Town Road, May 2025 - June 2025



Delancey Street

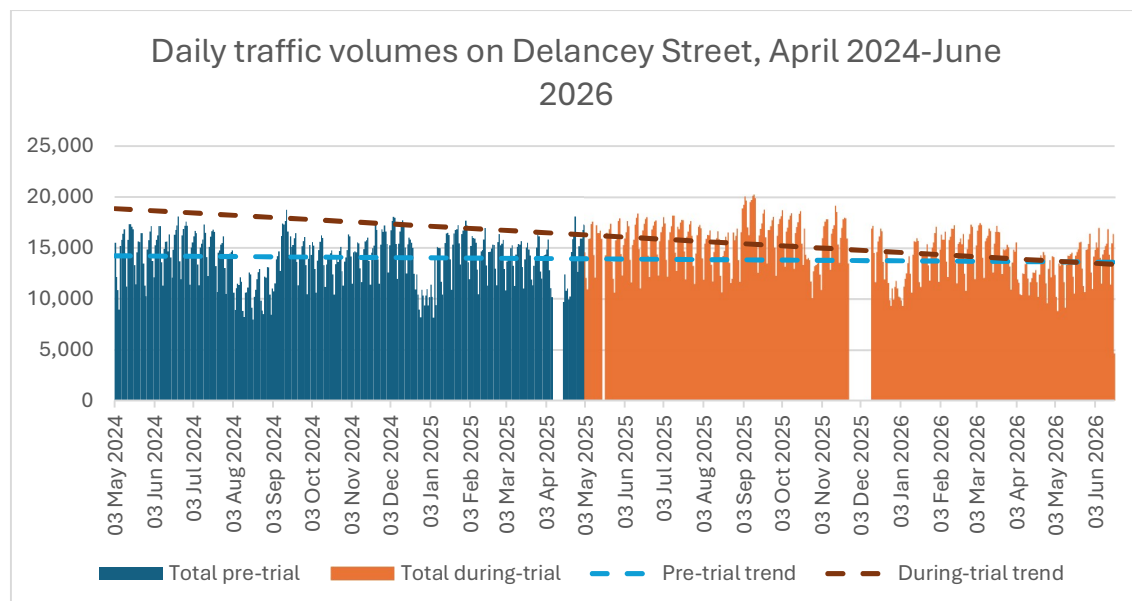
- A sensor was placed on Delancey Street, near the junction with Arlington Road.
- Daily traffic volumes on Delancey Street fluctuate throughout the year, but the daily average has increased year-on-year since May 2023. In the twelve months before the launch of the CHS pedestrianisation trial, traffic increased on Delancey Street by 14% (May 2024- April 2025 compared to May 2023 – April 2024). In the twelve months following the launch of the pedestrianisation trial, traffic continued to increase, though by a reduced rate of 7.5% (May 2025 – April 2026).
- This is shown in Table 7.

Table 7: Annual Average Daily Vehicle Volumes on Delancey Street, 2023-2026

Month	May 2023 - Apr 2024	May 2024 - Apr 2025 (12-month period pre-trial)	May 2025 - April 2026 (12-month period during-trial)
Annual Average Daily Volume	9,740	11,090	11,927
Change from previous year (%)		13.9%	7.5%

- However, traffic volumes on Delancey Street since 3rd May 2025 (pedestrianisation trial launch) have, overall, seen a slight downward trend, as shown in the graph below.

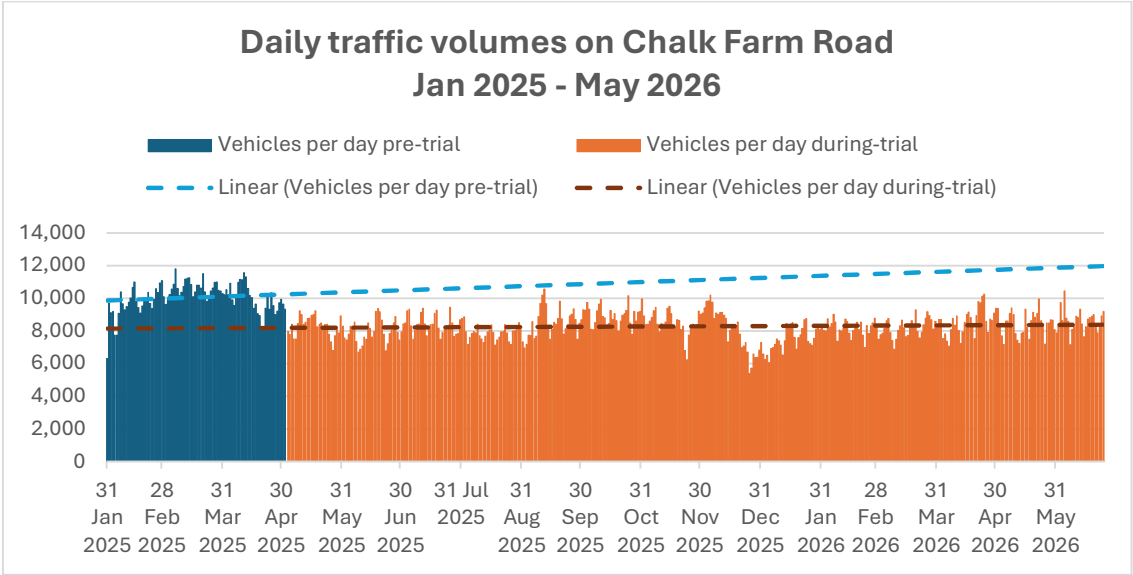
Figure 13: Daily traffic volumes on Delancey Street, pre- and during-trial



Chalk Farm Road

- A sensor was placed on Chalk Farm Road near the junction with Belmont Street.
- After the start of the trial pedestrianisation, average traffic volumes slightly decreased (compared to Jan-April 2026) and then have remained stable during the pedestrianisation trial.

Figure 14: Daily traffic volumes on Chalk Farm Road, pre- and during-trial



Who uses Camden High Street (north) on an average day?

- We have also monitored the number of people walking, cycling and travelling by different modes in the northern section of Camden High Street, where we could potentially extend the traffic-free zone in the future. We have monitored this using Vivacity sensors which run 24/7.
- On an average day over the past year, 75% of people on the non-pedestrianised part of the street were travelling actively (72% walking and 3% by bike).

Figure 15: Estimated total users per mode per day

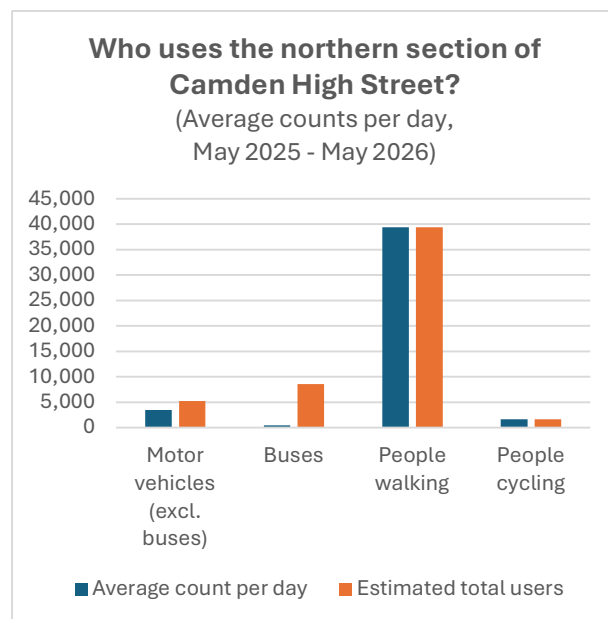
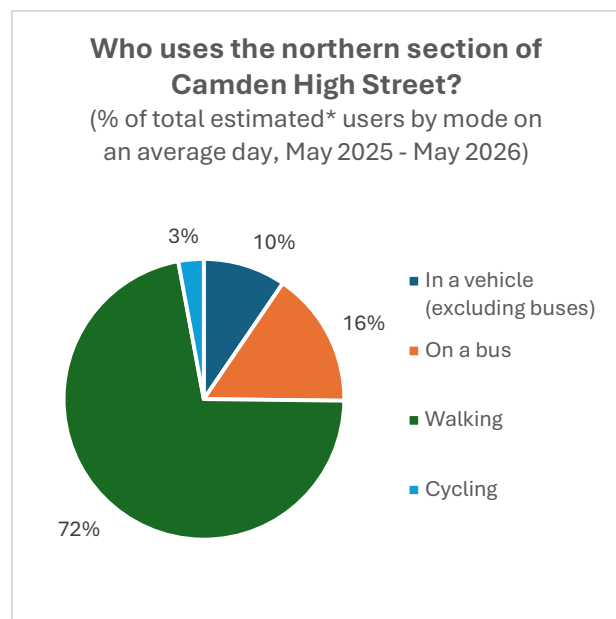


Figure 16: Estimated % of total daily users by mode



*Vehicle occupancy has been calculated at 1.5 people per vehicle, [in line with national DfT data](#).
Bus occupancy has been calculated at 18.9 people per bus, [in line with DfT data for London](#).

- By comparison, on Kentish Town Road, just 20% of users are pedestrians but 45% are on a bus. On Chalk Farm Road, an estimated 25% of users walk and 40% of users are on a bus.

Figure 17: Estimated % of people on Kentish Town Road by mode

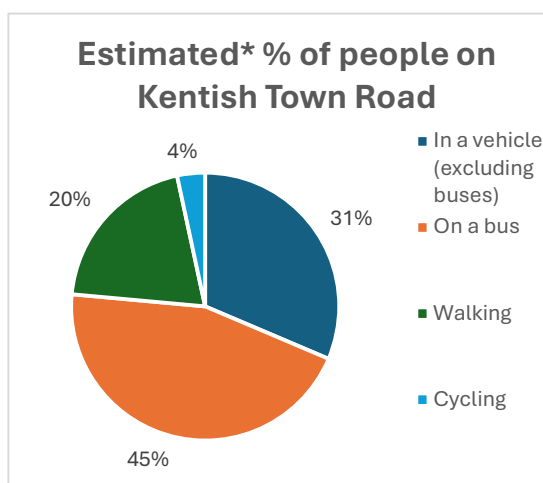
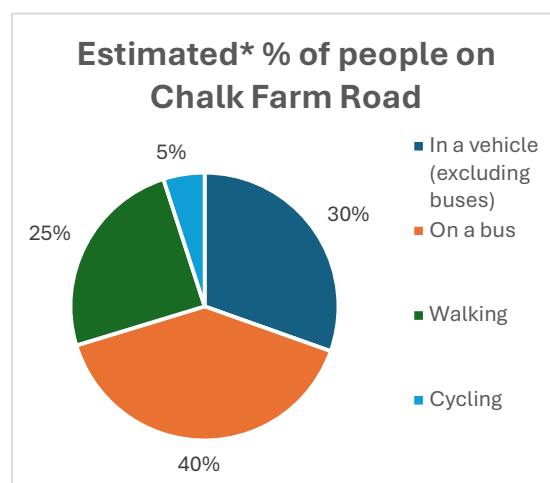


Figure 18: Estimated % of people on Chalk Farm Road by mode



Culture and Events

- As part of the trial, we organised a **12-month culture programme** to celebrate Camden's cultural heritage, bring residents to the high street and provided a platform for local talent to perform to an international audience.
- **Six main events** took place with an **estimated total of 3,600 attendees** and contributions of **183 artists**.
- Numerous community groups and young people were also involved in the events.

Community feedback

Between May 2025 and May 2026, we collected feedback and comments from the community via our online Commonplace survey. We found that:

Most people are enjoying the new pedestrian space: the majority of respondents (52.9%) to our survey in the first year of the trial said they liked or strongly liked the changes, with a further 6.2% saying they felt neutral.

People particularly liked...



More space to walk



A better environment on the high street



Feeling encouraged to walk here



Spending more time on the street



Feeling safer to travel here

People disliked or were not sure about...



Bus journeys getting worse



Longer journey times by motor vehicle



Traffic levels still being bad or worse



Noise levels being bad or worse



Walking here feeling unsafe or less safe

Key themes from targeted engagement

Further, targeted engagement was also undertaken during the trial in response to demographic gaps identified in the 2024 consultation and in the Commonplace survey. This ensured that a wider range of insights were gathered, and that the future of the pedestrianised zone is shaped by a representative range of voices. For example, we held workshops with:

- Camden Disability Action
- Lunar Crafternoon at Camden Library
- Chinese New Year at Camden Market
- Castlehaven Women's Group
- The Cavendish School
- Mind in Camden group

These key themes will be used alongside the responses collected throughout the public engagement period and in the public consultation, monitoring data, and policy objectives. If the traffic-free zone is made permanent, these insights will also help us to design and prioritise future, permanent changes to the street.

Key themes included:

Cycling: Some people feel unsafe due to behaviour of people cycling and unclear rules about how bikes should use the space. However, views about how to resolve this were mixed. Various solutions such as clearer guidance, better infrastructure, and appropriate enforcement were suggested to help balance the needs of people walking and cycling in a shared space.	Transport Disruption: While traffic has reduced on Camden High Street, many people feel congestion has increased on surrounding roads and bus journeys have become longer and less reliable. Some respondents felt there is a need to better balance local improvements with wider transport impacts, ensuring connectivity and journey times across the area are not negatively affected.	
Pedestrianisation boundaries: Many people found it unclear where the pedestrianised area starts and ends, leading to confusion. As well as introducing clearer signage, several participants supported extending the pedestrianised zone further along the high street.	Walkability and comfort: The pedestrianised street is widely seen as easier and more pleasant to walk along now that it is traffic-free, and people feel it is less stressful and more enjoyable overall, although it can still feel overcrowded at busy times.	Seating and planting: Seating and greenery are welcomed for making the street more inviting, but concerns remain about their design, comfort, and upkeep. In order for this to be successful, it was suggested that maintenance will need to be managed.
Accessibility: While pedestrianisation has made the street easier and more comfortable for some people to move around, many disabled participants highlighted ongoing barriers such as uneven paving, unclear layouts, limited drop-off access, poorly designed Blue Badge parking, crowding, and longer bus journeys. Suggestions included improving surface quality, seating design, crossings and ramps, clearer signage, and maintaining essential vehicle and public transport access in future changes.	Personal safety: Removing traffic has improved road safety, but concerns about crime, anti-social behaviour, and safety at night remain for many users. Some people suggested that improvements such as better lighting, increased security presence, and wider safety measures could help people feel safe at all times.	