





Clarence Way and Hartland Road Safe and Healthy Streets consultation

Proposal to make the changes on Clarence Way and Hartland Road permanent and proposed parking amendments on Harmood Street.

Making your neighbourhood safer and healthier

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.

To help we have been making changes across Camden in our Safe and Healthy Streets Programme. This included making trial changes on Clarence Way and Hartland Road. This prevented traffic using these residential streets as a cut-through between main roads by installing a motor vehicle restrictions (via no Motor Vehicle signage and bollards) on Clarence Way and two locations on Hartland Road as follows:

- No Motor Vehicle signage and bollards at the junction of Harmood Street and Clarence Way
- No Motor Vehicle signage and bollards on Hartland Road north of the junction with Clarence Way (at Holy Trinity & St. Silas School/Church)
- No Motor Vehicle signage and bollards on Hartland Road, near the junction of Hawley Road.

About the Clarence Way and Hartland Road Safe and Healthy Streets scheme

We know from listening to local people, from the Camden Town Low Emission Neighbourhood project, and with local stakeholders, such as Holy Trinity & St. Silas School, that there was a concern that these streets are being used by motor vehicles as a short cut between Chalk Farm Road, Prince of Wales Road and Kentish Town Road. In order to

respond to these issues in May 2020, we implemented the Clarence Way and Hartland Road Safe and Healthy Streets scheme as trial, under an Experimental Traffic Order (ETO). As part of the motor vehicle restriction near the junction of Hawley Road we suspended 12 meters of resident parking bays, (outside no 26 and no 41 Hartland Road) to ensure that motor vehicles had somewhere to turn. However, after six months these resident parking bay suspensions lapsed.

The decision report related to this ETO can be viewed at: camden.gov.uk/making-travel-safer-in-camden

This decision report noted that a further consultation, after around 12 months of the trial scheme, would take place on any proposed permanent arrangements of the trial scheme. The trial scheme went live in May 2020 and during this period, the scheme has been monitored and comments from local residents and stakeholders have been received.

This consultation now asks local residents and stakeholders to give their views on whether the scheme should be made permanent after the end of the 18-month trial period. We also want to capture your views on proposed changes to the layout of the motor vehicle restriction on Hartland Road, near the junction with Hawley Road, which would remove 12 meters of resident parking spaces and include the introduction of planted bedding areas on the road, new trees, bollards and signage.

We also want to capture your views on proposed parking changes on Harmood Street. After listening to feedback from residents on Harmood Street in relation to pay by phone parking spaces outside 35-39 Harmood Street, we are proposing to convert 17.1 meters of those pay by phone spaces to Shared Use Resident/Pay by phone parking spaces.

Data collected pre 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 scheme was in place and before the pandemic started. The information below and in the accompanying detailed monitoring data sheet sets this out further. A summary is as follows:

Before and during the scheme operation, traffic levels in the area have been monitored. Data was collected in:

- February/March 2019 (pre scheme implementation)
- December 2020 (after scheme implementation)



When comparing the data from February/March 2019 to December 2020 on weekdays, the traffic levels collected on Clarence Way, between Castlehaven Road and Hartland Road, have shown a 73% decrease. The traffic monitoring data collected on Clarence Way, between Hartland Road and Harmood Street, have shown a 86% decrease compared to

February/March 2019 traffic levels. Traffic levels on Prince of Wales Road, between Dalby Street and Harmood Street have reduced by 9% on weekdays. Traffic levels on Castlehaven (between Chalk Farm Road and Hawley Road) have reduced by 1% on weekdays. We have adjusted this data to account for seasonality and changing traffic patterns during Covid with the full methodology set out in the Monitoring Sheet which can be found online in the link provided in the “Have Your Say” section.

Data also indicates that the scheme has had a positive impact on cycle use in the area, with a 65% average increase in Lime bicycle (Dockless hire bikes) usage in the area from July 2020-March 2021 (After-scheme) than July 2019-March 2020 (Before-scheme).

Lime bicycle usage was 65% higher between July 2020-March 2021 (After-scheme) than July 2019-March 2020 (Before-scheme).

Air quality data was also gathered pre and post scheme implementation and show NO₂ emissions were lower at all monitoring sites within the scheme area when comparing the raw unadjusted data for July-November 2019 (Before-scheme) and to July-November 2020 (After-scheme).

Feedback during the Experimental Traffic Order Period

Sixty-two (62) comments on the scheme were received on Commonplace during the ETO period. 56% of the respondents were positive towards the changes including:

- 28 comments (+77 agreements) mentioned that traffic levels seem reduced.
- 24 comments (+50 agreements) mentioned that the area is safer to travel.
- 29 comments (+71 agreements) mentioned that the area is safer for children to walk, cycle and scoot.

Those that were not supportive of the scheme stated issues regarding longer journey times and that traffic levels and air pollution does not seem improved. The monitoring data highlighted above shows improvements on those issues during the scheme operation.

What we are now consulting on

Based on the monitoring data and the feedback received from residents and stakeholders via Commonplace and email correspondence during the trial period, we are now consulting on making the trial scheme permanent. However as noted above we are seeking views on removing 12 meters of resident parking spaces near the motor vehicle restriction on Hartland Road, near the junction with Hawley Road. We are also seeking views on adding some trees and greening features on Hartland Road near the junction with Hawley Road. The consultation will include the following measures:

- No Motor Vehicle signage and bollards at the junction of Harmood Street and Clarence Way

- No Motor Vehicle signage and bollards on Hartland Road north of the junction with Clarence Way (at Holy Trinity & St. Silas School/Church)
- No Motor Vehicle signage and bollards on Hartland Road, near the junction of Hawley Road, removal of 12 meters of resident parking spaces (outside no 26 and no 41 Hartland Road), a new footway buildout and green spaces on Hartland Road, near the junction of Hawley Road.

Data from the Controlled Parking Zone shows that the permit to space ratios on Hartland Road, Clarence Way, Chalk Farm Road, Castlehaven Road and Harmood Street have adequate capacity to cope with this reduction in resident parking spaces. In addition, the proposed changes to parking on Harmood Street, outlined below, would also contribute, if implemented, to reducing the impact of the proposed loss of 12 meters of resident parking spaces on Hartland Road.

Access to all properties on both sides of the restrictions would be maintained so residents would still be able to reach their homes by car and receive home deliveries, but through-traffic would remain prevented. Pedestrians and cyclists could continue to travel through at all times. Emergency services and bin collection teams will remain able to lower the bollard for access.

This consultation will help further inform, alongside monitoring data collected and relevant policies, the Council's decision as to whether, at the end of the trial period, the experimental scheme should be made permanent, modified (and, if so, whether with or without changes) or allowed to lapse.

We are also looking to capture your views on the following proposed parking changes on Harmood Street:

- Convert 17.1 meters of Pay by phone parking spaces outside 35-39 Harmood Street to Shared Use Resident/Pay by phone spaces.

How would these changes be made?

After the consultation a decision report, considering the consultation responses, relevant policies and other data/information will be produced and published online.

If the motor vehicle changes on Hartland Road and Clarence Way are approved to be made permanent the provisions of the Experimental Traffic Order would be made permanent. Details will be made available at the link in the 'How can you give your views' section below.

If the proposed parking changes on Hartland Road are approved a Statutory Traffic Management Order consultation will then be carried out and details will be available at the link in the 'How can you give your views' section below.

If the proposed parking changes on Harmood Street are approved they would be implemented as an Experimental Traffic Order and a further consultation on whether to

make the Harmood parking changes would be undertaken as part of the Harmood Street Safe and Healthy Streets consultation which is scheduled for early 2022.

Details will be made available at the following link

<https://safetravelcamden.commonplace.is/proposals/harmood-street-safe-and-healthy-streets>

How can you give your views?

We would encourage you to give your views via:

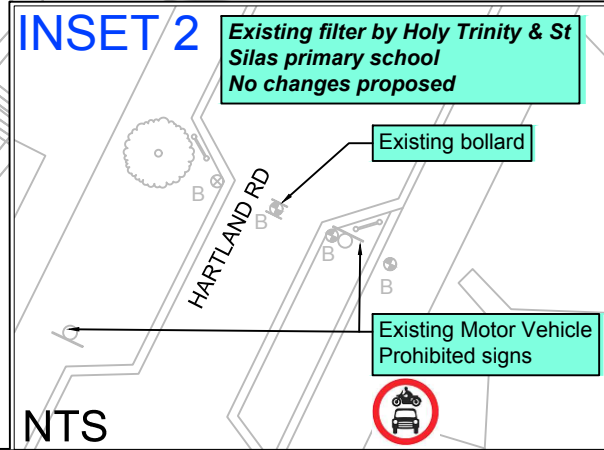
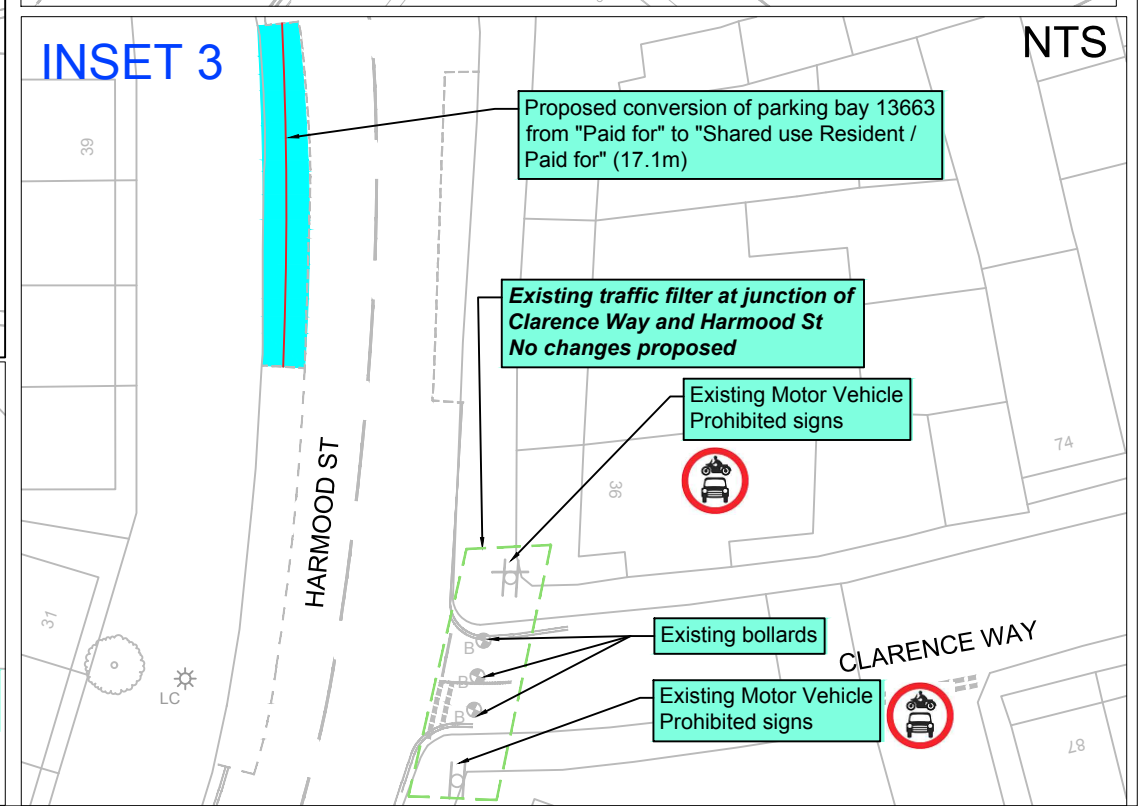
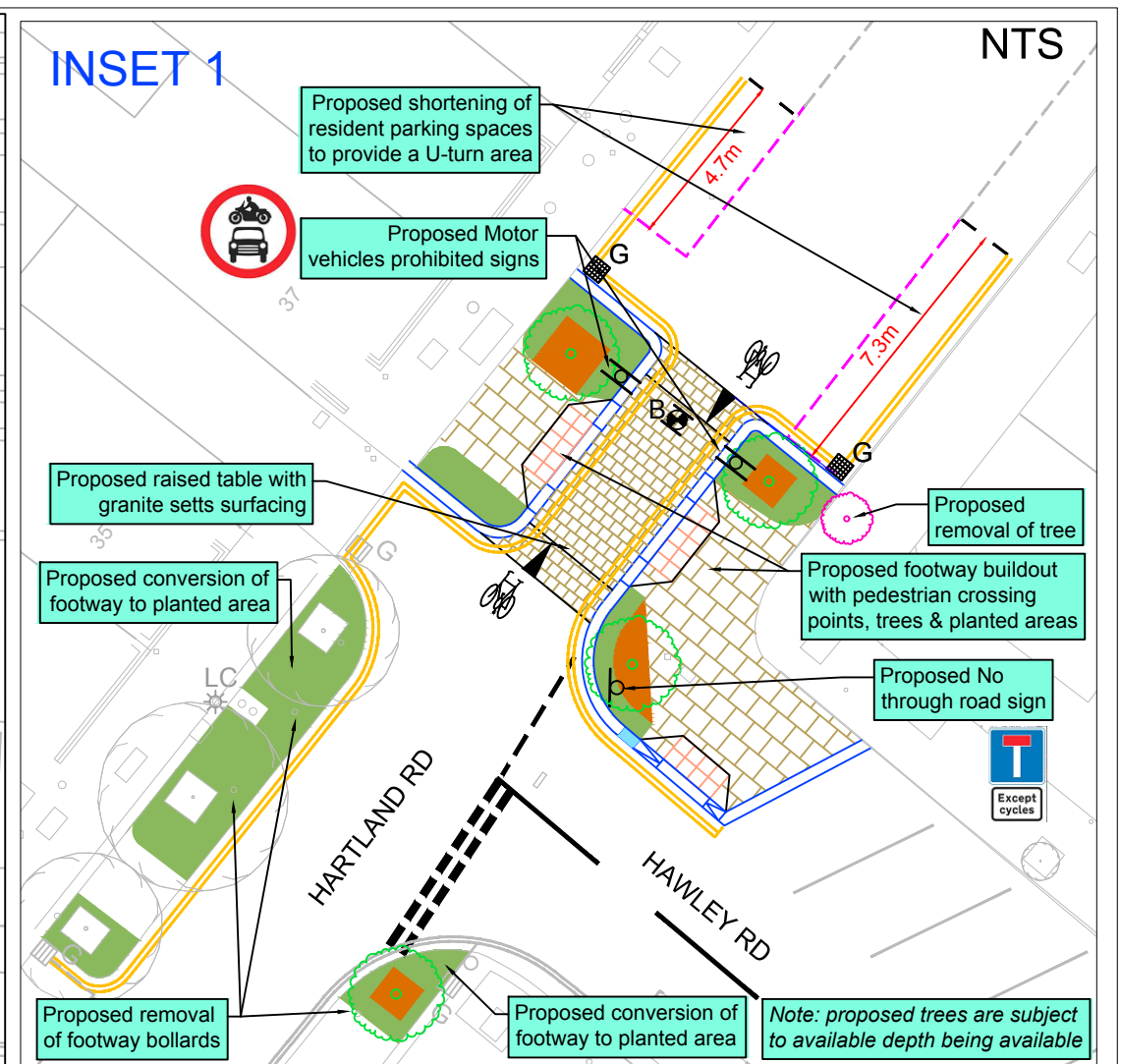
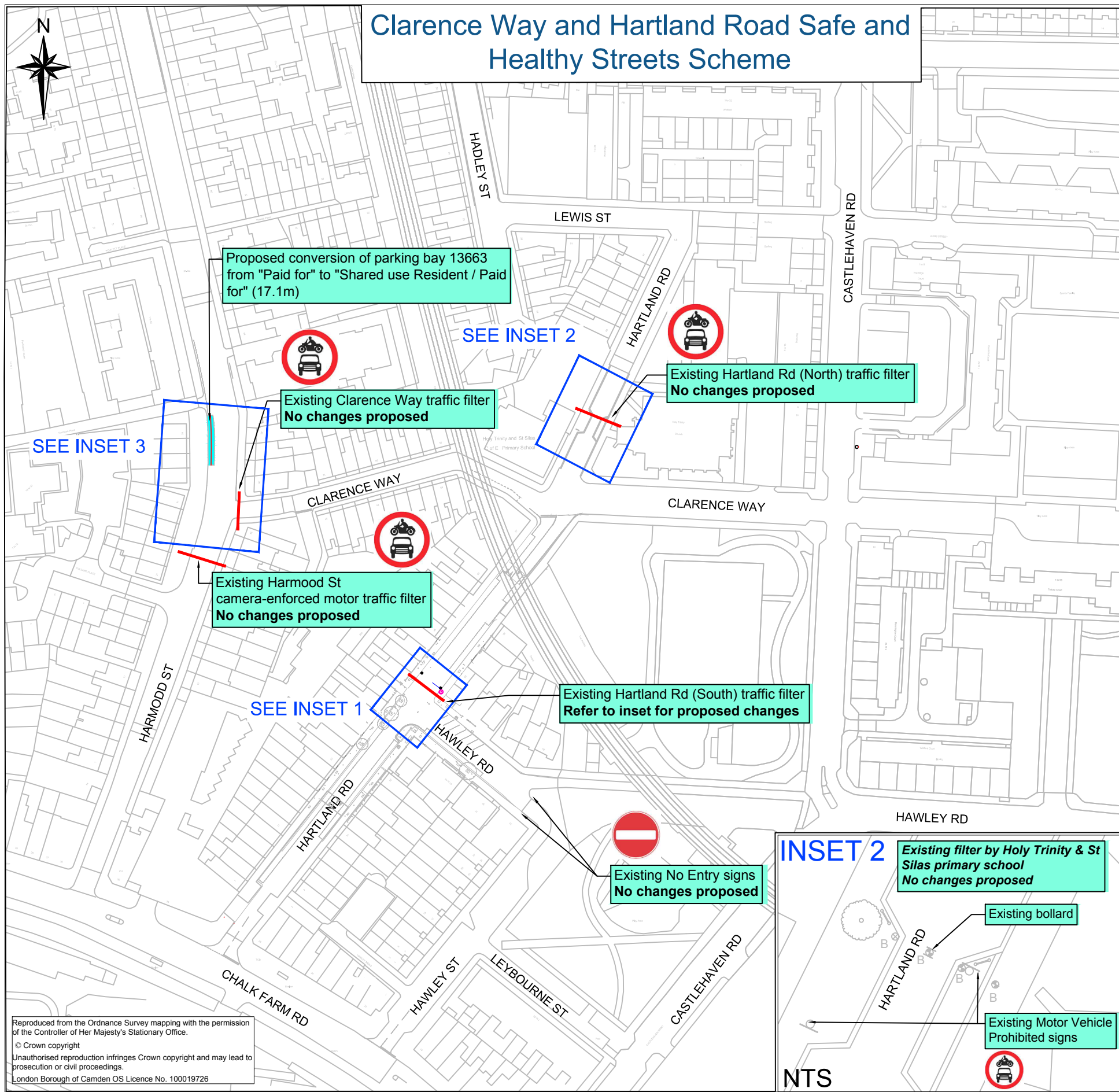
Camden.gov.uk/Hartland

You can access the website via the QR code or if you would like a paper version of the consultation questions, please call 020 7974 4444 and we will post one to you.

The consultation will close on **Monday 15th July 2021**.



The plans overleaf show the layout of the motor vehicle restrictions on Clarence Way and Hartland Road and the proposed parking changes on Harmood Street.



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Camden
 Design Team
 Transport Strategy Service
 London Borough of Camden
 5 Pancras Square
 Tel 020 7974 5551, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 6866

Project
**CLARENCE WAY & HARTLAND ROAD
 SAFE & HEALTHY STREETS**

Drawing Title
CONSULTATION

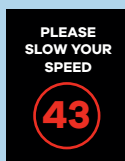
KEY	
	Existing road marking
	Existing bollard
	Proposed yellow road marking
	Proposed white road marking
	Proposed sign and post
	Proposed tree and tree pit
	Proposed removable bollard
	Removal of road marking

Rev	By	Date	Amendments

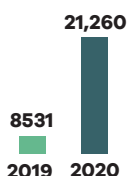
Scale NTS	Date 18.06.2021
Drawn By RW	File Ref
Checked By AC	Dwg Name
Drawing Location	
Drawing Number TS/21-22/HARTLANDCLARENCE/CONS	Rev.

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.



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

Camden residents love their bikes

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



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

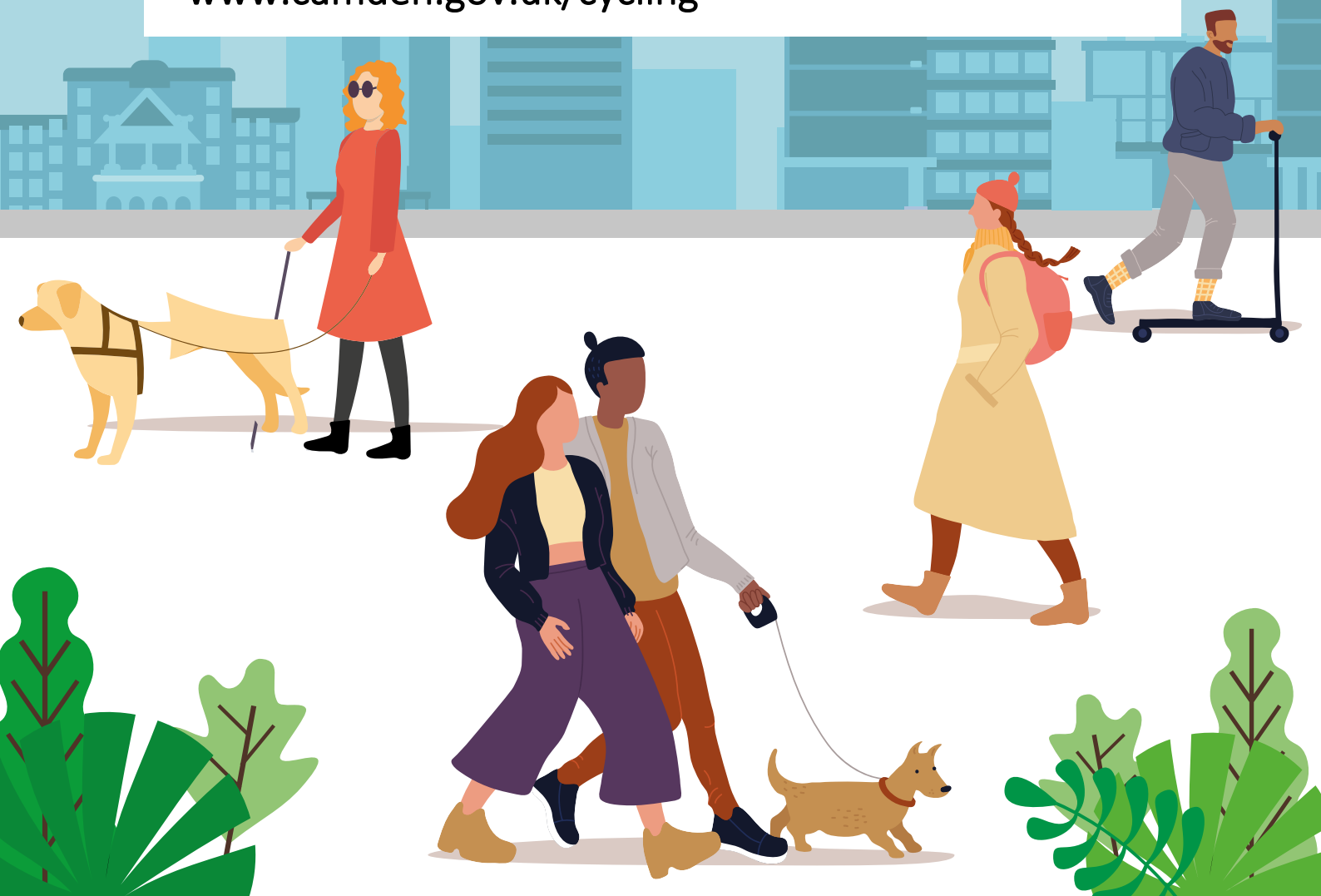
To find out more on how we are making travel safer in Camden visit:

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



Transport Strategy Service, London Borough of Camden, Town Hall,
Judd Street, London, WC1H 9JE