



College Place Safe and Healthy Streets Consultation Permanent Proposals

Overview

Proposals to make trial Cycle Permeability changes to College Place permanent



Photo of College Place cycle contraflow looking south from Plender Street

The Covid-19 pandemic has changed how communities in Camden live, travel and work. We want to transform our streets, so they have **more safe space** for everyone to walk and cycle, for children to get to and from school **safely**, for you to be **breathing cleaner** air, to **reduce carbon emissions** from road transport and for businesses to **flourish**. We want to ensure that our streets support recovery from the pandemic and provide a lasting legacy of **greener, safer, healthier** travel helping us to deliver our wide Transport Strategy objectives. [Transport strategies and plans - Camden Council](#)

As 69% of households in Camden do not own a car and public transport usage remains much lower than before the pandemic, we know that safe and easy walking, cycling, and scooting routes are more important than ever. Supporting and encouraging those who can



walk and cycle, by creating safer streets will ensure that there is more space available on public transport and on our roads for those who need it the most.

To help respond to the transport challenges on our streets caused by the pandemic, and in line with our [Camden Transport Strategy](#) and [Climate Action Plan](#), we have been making changes across Camden as part of our [Safe and Healthy Streets Programme](#). This included making trial changes on College Place in March 2021 as part of our cycle permeability programme, when we introduced measures to help cyclists travel more easily and safely in both directions on a section of street which is one-way for motor vehicles, helping make the street safer and healthier.

The rest of the information below sets out our proposals to make the current, trial scheme on College Place permanent, and provides details of new proposals to:

- Introduce double yellow lines with double kerb blips to the three raised crossing platforms along College Place between Plender Street and Royal College Street, to discourage parking on these crossings and make it easier for people to cross the street.

About the College Place Cycle Permeability Scheme

The overarching aim of the cycle permeability programme is to help overcome barriers to cycling. Many streets in the borough are one-way and links between streets on desired routes and Camden's cycle network are often severed by infrastructure, traffic restrictions or highly trafficked major roads. The cycle permeability programme aims to make more Camden streets more accessible to cyclists and provide better connections and links through measures such as adding two-way cycling on one-way streets and cut-throughs at physical road closures. A number of such permeability improvements for cyclists have been made in recent years at various locations across the borough.

College Place is a street running north to south, linking Pratt Street in the north to Royal College Street in the south. Prior to the trial scheme being implemented, the northern section, between Pratt Street and Plender Street was two-way for traffic, and the southern section, between Plender Street and Royal College Street was one-way only, southbound. While the street has a consistent road width of approximately 6 metres for most of its length, it narrows to approximately 3 metres at the southern end, for a short section, as it joins Royal College Street. This provides a short 'slip road' for vehicles exiting from the off-street parking at the adjacent flats.

The trial scheme provided a continuous and direct northbound cycle link at the junction of Royal College Street and College Place providing a connection from Royal College Street, which forms part of Cycleway 6, for residents living on College Place and Mandela Street to their homes. This enabled cyclists to reach those residential streets and avoid using Plender Street or Pratt Street which carry more traffic and, for some, will be more circuitous. A traffic island has also been installed at the northern end of the one-way



section, at the junction with Plender Street, to protect cyclists waiting there when traffic turns in.

We implemented the scheme as a trial in March 2021, under an Experimental Traffic Order which came into force on 23rd November 2020, as part of Phase 2 of our Cycle Permeability programme. The decision report related to this Experimental Traffic Order (and others) was approved on 13th November 2020 and is provided in the **Related** section at the bottom of this page.

This decision report noted that a further consultation, after approximately 12 months of the trial scheme being implemented, would take place relating to any proposed permanent changes. The trial scheme went live in March 2021 (once implemented) 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 or not the scheme should be made permanent after the end of the 18-month Experimental Traffic Order trial period.

Monitoring information

During the trial period of the scheme, we have been collecting monitoring data which can be viewed in detail in the Monitoring Factsheet provided in the **Related** section at the bottom of this consultation front page. Headlines include:

- Traffic levels overall on College Place are low. A small reduction was observed, of 9%, comparing 'After-scheme' traffic flows to 'Before-scheme' flows.
- Following scheme implementation, average speeds have decreased on College Place (13.4mph to 13.2mph) and remain well below the 20mph speed limit.
- Cycling flows have increased slightly post scheme implementation, though overall numbers are low. Cycling southbound has increased by 10% and cycling northbound has increased by 22%. Overall cycling has increased by 12%.
- No collisions were recorded between 1 January 2017 to 26 November 2020, before the scheme was implemented. Following the scheme implementation, no collisions have been recorded.

Feedback received during the trial

During the trial, residents and local stakeholders were able to provide feedback on the scheme. The feedback is summarised in the Monitoring Factsheet in the **Related** section at the bottom of this consultation front page.



What are we now consulting on?

Based on the monitoring data and the feedback received from residents and stakeholders during the trial period, and in line with policies and objectives set out in our Transport Strategy, Climate Action Plan and Clean Air Action Plan, we are now consulting on making the following trial changes permanent:

- Keeping two-way cycling (contraflow cycling where the traffic only flows one-way) on the section of College Place between Royal College Street and Plender Street.
- Keeping traffic islands installed on College Place to protect cyclists travelling against the flow of motor vehicles at the junction with Plender Street.
- Keeping signage and on street cycle symbols and other markings showing permitted cycle route.
- Keeping waiting and loading prohibitions (double yellow lines with double kerb blips) at and near the junctions with Plender Street and Royal College Street.

We also want to capture your views on new proposals to make further improvements to College Place. In summary, the new proposals consist of:

- Introduction of double yellow lines with double kerb blips to the three raised crossing platforms along College Place between Plender Street and Royal College Street, to discourage parking on these crossings and make it easier for people to cross the street.

You can view drawings of the changes in the **Related** section at the bottom of this consultation front page.

Why your views matter

As 63% of households in the area do not have access to a car and public transport usage remain lower than before the pandemic, we know that safe and easy walking, cycling, and scooting routes are more important than ever. Supporting and encouraging those who are able to walk and cycle, by creating safer streets will ensure that there is more space available on public transport and on our roads for those who need it the most.

The previous changes were implemented as a trial under an Experimental Traffic Order for 18 months. We committed to undertaking a public consultation after around 12 months of the trial scheme to seek the views of local residents and stakeholders on making the trial scheme permanent after the 18-month trial period.

Your views are important in providing feedback both on the proposed scheme as a whole and elements of it, and we would therefore welcome your responses on the pages that follow. To view the plans and find out more about the proposals, click on the links in the **Related** section at the bottom of this consultation front page.



We would be pleased to hear your views on the proposals as well as any alternative suggestions or objections you may have to any aspect of what we are proposing.

What Happens Next

After the consultation, a decision report will be produced and published online via our website. Local residents and stakeholders will be notified of the outcome. The report will consider a broad range of information including officer observations, consultation responses, feedback received during the trial period, relevant policies, and other data/information.

The report will then outline if at the end of the trial period, the experimental scheme should be made permanent, modified, or allowed to lapse. Subject to the decision to make the scheme permanent, officers will continue to monitor the scheme and will consider additional measures if necessary. These will be progressed and publicly consulted on as part of a separate scheme.

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Related

- Information Sheet (same as this consultation front page)
- Monitoring Factsheet
- Scheme Drawing – proposal to make trial scheme permanent
- Scheme Drawing – proposed amendments to the scheme
- Decision Report
- Safe Travel Camden Commonplace
- Safe Travel in Camden