



Camden Park Road & Torriano Avenue Safe and Healthy Streets

Proposals to make the trial changes permanent and introduce new measures

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.

To help we have been making changes across Camden in our Safe and Healthy Streets Programme, including making trial changes along Camden Park Road and Torriano Avenue in February 2021. These changes were intended to improve bus journeys, support walking and cycling, and make it easier and safer for parents/carers who are dropping off or picking up children at Torriano Primary School.



About the Camden Park Road & Torriano Avenue trial scheme

Prior to the trial scheme being implemented, buses along this route suffered from delays due to the lack of bus priority measures, the roads could also be an uncomfortable and intimidating place to cycle. Outside Torriano Primary school, the narrow pavements (prior to the trial scheme) offered limited, safe space for parents dropping off and collecting children. High vehicle speeds had also been observed along the route and reported to us by local residents and Councillors.

In order to respond to these issues, we made the following changes as a part of a trial scheme under an Experimental Traffic Order (ETO):

- Continuous bus lane (permitting taxis and cycles), operating “at all times”, on Camden Park Road and Torriano Avenue, used by bus routes 390 and 393.
- Advanced Stop Line and Early Release for cyclists on Camden Park Road at the signalised junction of Camden Park Road/Cliff Road/North Villas.



- Additional speed humps and minor changes to the existing speed humps to reduce traffic speeds and road noise along Camden Park Road and Torriano Avenue.
- Vehicle Activated Sign on Torriano Avenue to encourage slower vehicle speeds.
- Widened pavements along Torriano Avenue, outside of Torriano Primary School, to provide parents and carers with more space to drop off and collect children safely.
- Changes to waiting and loading restrictions and removal of parking bays along the scheme to provide space for widened pavements and the bus lane.

The decision report related to this ETO can be viewed [on our website](#).

The decision report noted that a further consultation, after approximately 12 months of the trial scheme, would take place relating to any proposed permanent changes. The trial scheme went live in February 2021 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 trial period, and for their views on some additional proposals on this corridor.

Monitoring information collected before / during the trial

A review of the scheme data for the Camden Park Road and Torriano Avenue trial scheme indicates the following:

- Cycling along Camden Park Road has increased by 122% on the average weekday and 318% on the average Saturday when comparing March 2019 (pre-scheme) to July 2021 (during scheme). When comparing March 2019 to October 2021, cycling along Camden Park Road and Torriano Avenue increased by 98% on the average weekday and 186% on the average Saturday.
- Lime bicycle usage has increased by 258% on Camden Park Road and 262% on Torriano Avenue between May 2020 – August 2020 (pre-scheme) and May 2021 – August 2021 (during scheme).
- Motor vehicle levels on Camden Park Road and Torriano Avenue were 15% and 7% lower respectively on the average weekday, and 12% and 11% lower respectively on the average Saturday when comparing data between March 2019, December 2019 and December 2020 (pre-scheme) to July 2021 (during scheme).
- Bus journey time reliability on Route 390 and Route 393 has been broadly protected by the bus lane and other improvement measures.
- Collision data was available between January 2018 to September 2021. Over this period, 17 collisions involving casualties were recorded, 6 of which included





cyclists. Four casualties were recorded between March 2021 and September 2021, one of which included a cyclist.

The full methodology is set out in the Monitoring Report, which can be found in the “Related Information” section of the online consultation page.

Feedback during the Experimental Traffic Order (ETO) Period

On the Commonplace platform, as of 15 February 2022, 56 comments (107 agreements) were received on the scheme. The overview of respondents indicated that:

- 50% were positive towards the changes
- 59% were from those who said they walk more due to the Covid-19 pandemic
- 57% were from those who have used the bus lane and the widened pavements
- 80% were from residents living in the area

Of the 56 comments received and 107 agreements to those comments:

- 18 comments said the scheme encouraged more cycling and more walking
- 15 comments said that the bus journeys have been improved
- 18 comments mentioned that the area is safer to travel
- 21 comments mentioned that the area is safer for children to walk, cycle and scoot

Those that were not supportive of the scheme shared issues regarding journey times, traffic levels and air pollution, stating that they have not seen an overall improvement.

A Road Safety Audit was conducted, and recommendations were taken on board in our proposals for the permanent scheme.

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 Camden Transport Strategy and Climate Action Plan we are now consulting on making the trial changes to Camden Park Road and Torriano Avenue permanent.



You can view the drawings of the changes in the “Related Information” section of the online consultation front page.

We are proposing to retain all of the existing trial changes (set out above), and also to introduce the following new measures:

- Add new modernised junction signals and pedestrian countdown timer facilities at the junction of Camden Park Road, Torriano Avenue and Camden Road to provide safer crossing facilities for pedestrians.



- An extension of the right turn lane on Camden Park Road at the junction with Camden Road to reduce queuing vehicles. This requires removal of 25m of “paid-for” parking bays.
- Add new “broken” bus lane road marking across junctions along Torriano Avenue to ensure bus lane continuity and clarity for traffic crossing the bus lane.
- Add new double yellow lines and 2 disabled parking bays on Busby Place following feedback from the Kentish Town Community Centre, replacing the existing “Keep Clear” markings. To enable these changes, the relocation of 3 cycle stands to the opposite footway (outside 30 Busby Place) is required.
- Add new widened pavements outside 59-75 Torriano Avenue to continue pavement widening already in place, provide more safer spaces for pedestrians, including children and parents walking to and from Torriano Primary School. This requires removal of 35m of “paid-for” parking bays.
- Add 4 potential new trees to existing and new widened pavements to help improve air quality, shade cover and public realm amenities in the area.
- Maintain the loading provision for the Rose and Crown (71-73 Torriano Avenue), including a new and extended reinforced loading area.

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 the consultation responses, 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. If a decision is made to approve any permanent proposals, the construction of any required elements would then take place subject to completion of any necessary statutory processes.



The consultation closes on 18 March 2022.