


LONDON BOROUGH OF CAMDEN	WARDS: Kentish Town, Cantelowes, Camden Town with Primrose Hill,
REPORT TITLE Proposed Walking and Cycling Improvements at two junctions: Kentish Town Road / Highgate Road / Fortess Road junction and Kentish Town Road / Royal College Street / Castle Road junction (SC/2018/28)	
REPORT OF Executive Director of Supporting Communities	
FOR SUBMISSION TO Cabinet Member for Improving Camden's Environment	DATE 13 th June 2018
SUMMARY OF REPORT The purpose of this report is to provide details of proposals consulted upon to improve walking and cycling at Kentish Town Road/ Highgate Road/ Fortess Road junction and Kentish Town Road/ Royal College Street/ Castle Road junction. The proposals are intended to make it easier and safer for pedestrians and cyclists to cross the junctions, optimise signal timings with adjacent signalled junctions hence reducing delay to all traffic and pedestrian wait times. The report discusses the responses to the consultation including officer views taking into account Camden's Transport Strategy objectives and finally provides recommendations for approval by the Cabinet Member. Local Government Act 1972 – Access to Information Responses to the public consultation from households, businesses and stakeholder groups Contact Officer: Raymond Cheng/Simi Shah Principal Design Engineer / Design Team Manager Transport Strategy Service 5 Pancras Square London N1C 4AG Telephone:020 7974 8933/2066 e-mail: raymond.cheng@camden.gov.uk/simi.shah@camden.gov.uk	
WHAT DECISIONS ARE BEING ASKED FOR? That the Cabinet Member for Improving Camden's Environment: <ol style="list-style-type: none"> 1. Notes the results of the public consultation on cycling and walking improvement proposals to the Kentish Town Road / Highgate Road / Fortess Road junction and Kentish Town Road / Royal College Street / Castle Road junction; 2. Gives approval to proceed with the implementation of the scheme as recommended in Option 3 (Paragraph 4.3) of this report, subject to detailed design and compliance with statutory processes. 	

Signed: 
David Joyce - Director of Regeneration and Planning (Supporting Communities)
Date: 25 May 2018

1 WHAT IS THIS REPORT ABOUT?

- 1.1.1 The purpose of this report is to seek approval for proposals to improve walking and cycling at Kentish Town Road/ Highgate Road/ Fortess Road junction and Kentish Town Road/ Royal College Street/ Castle Road junction. The proposals have been developed to make it easier and safer for pedestrians and cyclists to cross the junctions, optimise signal timings with adjacent signalled junctions hence reducing delay to all traffic and pedestrian wait times.
- 1.1.2 This report sets out the results of a public consultation for improvements of two junctions along Kentish Town Road, which form a key part of the Transport for London's (TfL's) Strategic Road Network linking North and Central London area. The scheme will improve safety and comfort for people who walk and cycle, as well as creating safer, more attractive streets for the residents, workers and visitors.
- 1.1.3 The key proposals at the two junctions are as follows:

Kentish Town Road/ Highgate Road/ Fortess Road junction

- Removal of traffic islands in order to provide straight across crossings. This would reduce the time it takes for pedestrians to cross the road.
- Introduction of mandatory cycle lanes and cycle advanced stop lines on Fortess Road and Kentish Town Road; this allows cyclists to move safely into the advanced stop line and the cycle lanes towards the next junction.
- Wider footways by the bus stop at the western side of the junction to offer more footway space for bus passengers waiting and pedestrians walking along the footway.
- Installation of countdown facilities to the traffic signals to show pedestrians how much time is left to cross the road before traffic starts moving.
- Introduction of a dedicated pedestrian stage at the signals, allowing pedestrians to cross all roads whilst all other traffic is stopped.

Kentish Town Road/ Royal College Street/ Castle Road junction

- Replacement of the fire gate with bollards at the Kentish Town Road / Rochester Road junction and provide a gap in the central island opposite the junction for cyclists to enter and exit Rochester Road safely. This would improve cycle permeability and access to the area east of Kentish Town Road.
- Introduction of a mandatory cycle lane along Kentish Town Road southbound to guide cyclists safely to the advanced stop line in order to wait at the traffic lights in front of motor traffic.
- Introduction of an advance stop line for cyclists and new traffic signal on Castle Road. The proposed changes will allow connections to local destinations in the area and the quiet route on Castlehaven and Grafton Roads through the use of the gap

provided at the signal junction, exiting from Castle Road into Kentish Town Road southbound. This would provide a key cycle link to Kings Cross via the high quality cycle facilities provided on Royal College Street and Pancras Road.

- A new pedestrian crossing on the northern arm of Kentish Town Road and a pedestrian only stage to the traffic signals so that pedestrians can cross all roads when traffic is brought to a stop.
- Installation of countdown facilities to the traffic signals which will show pedestrians how much time is left to cross the road before other traffic starts moving.

1.1.4 The public consultation was undertaken from 12 February 2018 to 16 March 2018 for Kentish Town Road / Highgate Road / Fortess Road junction and from 23 February 2018 to 24 March 2018 for Kentish Town Road / Royal College Street / Castle Road respectively. This report outlines the feedback from the consultation, the amendments made to the design in response to comments received and finally provides officers' recommendations as to which proposals should be progressed to detailed design and implementation, subject to compliance with statutory requirements.

1.1.5 The consultation materials can be found in Appendix A of this report, and a summary of the responses to the consultation, including officer comment to these responses, can be found in Appendix B.

2 WHY IS THIS REPORT NECESSARY?

2.1 Project Background

- 2.1.1 Kentish Town is an important and established town centre in the borough, with a lively high street offering a variety of shops, cafes and restaurants along Kentish Town Road. Beyond this, the majority of the surrounding area is residential, with the exception of the industrial area in the northwest. It is an established area where many older buildings and streets survive; this is reflected by the number of conservation areas and listed buildings in the area.
- 2.1.2 Kentish Town is a highly accessible area with Kentish Town Road Underground station and National Rail connections as well as a variety of bus routes, including 24-hour routes that access parts of Central London. Kentish Town Road is very important within the area and serves a wide range of community needs through a diverse mix of retail and non retail units along its length. The high street is a valuable contributor to the local economy, with a high concentration of independent traders. There is a high pedestrian footfall at all times of day, with residents, shoppers and visitors to the area using the facilities and businesses along the high street. It is also a key route on TfL's Strategic Road Network linking North and Central London area. To keep the high street thriving and help the local economy whilst enhancing the community feel, it is important to improve the corridor for pedestrians, cyclists and those using public transport who will travel to and from Kentish Town to both work and visit. Improvements would also benefit those accessing National Rail and London Underground stations at Kentish Town.
- 2.1.3 Pedestrian accessibility at signalised junctions is a key issue in the Kentish Town Area, in particular at the fringes of the main town centre area. This includes where Kentish Town Road branches into Highgate Road and Fortess Road to the north, as well as at the Royal College Street junction to the south. In these locations substantial amount of guardrail and indirect staggered crossings are present, which limit the pedestrian and cyclist's permeability and acts as a severance between the communities on either side of Kentish Town.
- 2.1.4 The Highgate Road northbound branch of the Kentish Town Road/Fortess Road/Highgate Road junction in particular is intimidating for cyclists. The elongated road island forms a pinch point with the kerb, both sides of which are lined with pedestrian guardrail. Pedestrians wishing to cross any of the three arms of this junction must do so via staggered crossings surrounded by guardrail. This limits the freedom of movement, requires longer time to cross and creates an unwelcoming pedestrian environment.
- 2.1.5 Redesigning this junction will make it safer and easier for pedestrians and cyclists by redistributing more road space from motor traffic. Advanced stop lines with lead-in cycle lanes are proposed on all branches of the junction. The guardrail surrounding the islands will be removed together with the refuge islands and the pedestrian crossings on Kentish Town Road and Highgate Road will be straightened providing more direct crossings.

- 2.1.6 Kentish Town Road, Castle Road and Royal College Street junction is a key junction which links cyclists from the north to King's Cross via the high quality cycle facilities provided on Royal College Street and Pancras Road whilst also allows connection to the quiet routes on Castlehaven Road and Grafton Road.
- 2.1.7 Currently the junction is difficult to negotiate for cyclists. Southbound cyclists using the quiet routes on Grafton Road and Castlehaven Road cannot use this connection and either have to continue to Hawley Road or make a difficult turn out of Kelly Street. The proposed improvements would encourage cyclists to use the segregated cycle lanes provided on Royal College Street.
- 2.1.8 In addition to a new linkage to existing routes along Royal College Street to improve cycle permeability, a need was identified to provide pedestrian crossing facility where none is present on the northern side of the junction. Other improvements also include removal of guardrail, straightening pedestrian crossings and installation of countdown facilities to show pedestrians how much time is left to cross the road before traffic starts moving.
- 2.1.9 Proposals for both junctions comprised of improvements for both pedestrians and cyclists; the scheme plans as consulted on are provided in Appendix A.
- 2.1.10 This report is necessary as key stakeholders including local residents and businesses have provided their views on proposed changes and a decision needs to be made on whether to implement the changes recommended at the junctions.

3 OPTIONS

- 3.1 The following options are assessed below:
- Option 1 – Do Nothing
 - Option 2 – Implement all proposals as consulted upon
 - Option 3 – Modify the proposals based on feedback received as part of the consultation and implement the revised scheme.
- 3.2 It is recommended that the Cabinet Member for Improving Camden's Environment approve Option 3.

4 WHAT ARE THE REASONS FOR THE RECOMMENDED DECISIONS?

4.1 Option 1 - Do Nothing

- 4.1.1 The "do nothing" option is not recommended as this would not address the issues that have been identified, as set out in section 2. One of the main objectives of the Mayor's Transport Strategy is to create healthier streets to get more people walking, cycling and using public transport. Reducing casualties on London's roads and breaking down some of the key barriers to more walking and cycling are vital to achieving this. The "do nothing" option would result in losing this opportunity to improve Camden's infrastructure to align with the Mayor of London's Vision and contribute to the delivery of the Camden Transport Strategy (CTS), and Camden Plan's objective to promote healthy, independent lives by making easier for people to travel more by foot or by bike. For these reasons, the "do nothing" option is not recommended.

4.2 Option 2 – Cycling and Road Safety Improvements as Consulted

4.2.1 The majority of respondents to the public consultation supported the key proposals in both consultations for Kentish Town Road, Highgate Road and Fortess Road junction and Kentish Town Road, Royal College Street and Castle Road junction. However, having considered concerns raised by some local residents and stakeholders, officers have modified the design to address these key concerns, as outlined in Option 3. Due to the comments received in response to the public consultation this option is not recommended.

4.3 Option 3 – Modify the proposals based on feedback received as part of the consultation, and implement a revised scheme for both junctions.

4.3.1 Having gone through a public consultation exercise with residents, businesses and local and statutory groups, officers have made amendments and improvements to the design that was originally proposed and consulted upon. Full details of issues raised in the consultation including officer response to these comments can be found in Appendix B.

4.3.2 These amended proposals also support the Council’s policies set out in the CTS to encourage walking, cycling and public transport use and to reduce road danger. Therefore officers recommend the revised proposals for progression to detailed design and implementation (subject to compliance with statutory processes) as they will help improve the public realm around the aforementioned junctions delivering much needed improvements for pedestrians and cyclists alike.

4.3.3 The proposals recommended for detailed design and implementation in Option 3 include the measures presented for public consultation, but with minor amendments. The tables below provides a summary of the proposed design changes.

Summary of Proposed Design Changes for Kentish Town Road/ Highgate Road/ Fortess Road junction	
Intervention requested by residents/ group	Description of recommended changes
Residents and Kentish Town Road Action: Retain pedestrian guardrails directly outside the frontage of The Bull & Gate, Highgate Road	Retain guardrails outside Bull & Gate pub to address safety concern raised by local residents.
Residents and Kentish Town Road Action: Widen footway at the bus stop on western side of Kentish Town Road/ Highgate Road/ Fortess Road junction	This bus stop is very busy with bus passengers waiting and getting on/off buses. The footway is narrow making it hard for passing pedestrians to negotiate through those waiting at the bus stop. Consideration will be given to widening the footway during detailed design.
Residents and CCC: Provide protected	Consideration will be given to provision of segregation material during detail design.

Summary of Proposed Design Changes for Kentish Town Road/ Highgate Road/ Fortress Road junction	
Intervention requested by residents/ group	Description of recommended changes
mandatory cycle lane across the eastern side of Kentish Town Road/ Highgate Road/ Fortress Road junction	
Residents and CCC: Provide protected mandatory cycle lane across the western side of Kentish Town Road/ Highgate Road/ Fortress Road junction	Advisory cycle lane to be made mandatory by solid unbroken white line along the proposed cycle lane at western side of junction between two pedestrian crossings.
CCC: Widen footway locally at crossing point eastern side of junction from Fortress Road to Kentish Town Road	Footway to be widened locally near to crossing point outside 326 Kentish Town Road and not along the whole footway section to future proof space for cycling. The footway at this point is sufficient for pedestrians, however, widening is still recommended where the crossing point is located. This will help address comment raised by Camden Cycle Campaign (CCC) whilst retaining road space for possible cycling improvement in the future.

Summary of Proposed Design Changes for Kentish Town Road/ Castle Road/ Royal College Street Road junction	
Intervention requested by residents/ groups	Description of recommended changes
CCC and Kentish Town Road Action: Widen existing central island to the west side to create more road space for southbound mandatory cycle feeder lane on Kentish Town Road/ Royal College Street junction	Central island to be widened to 2m on the east side so that 0.5m less of footway width is required to provide the southbound mandatory cycle feeder lane. Detailed design will be carried out in the next stage.
Residents and CCC: Retain left and ahead lane on Kentish Town Road northbound nearside lane at junction with Royal College Street/Castle Road.	Retain existing left and ahead road marking in nearside lane to address CCC's concern that conversion to left turn only would increase the risk of left hooks, as less confident cyclists may not find it easy to use the right-hand lane.

5 WHAT ARE THE KEY IMPACTS / RISKS? HOW WILL THEY BE ADDRESSED?

5.1 Positive impacts

5.1.1 Officers' recommendations will help improve the safety of pedestrians and cyclists in the area whilst providing for future growth. The provision of straight across crossings for pedestrians at both junctions will improve pedestrian accessibility as pedestrians will not have to wait in the central refuge islands and will be able to cross the road in one movement. The inclusion of pedestrian countdown timers will help pedestrians gauge the time remaining to cross safely and therefore make an informed decision on whether to start crossing or wait for the next opportunity. Cyclists will have dedicated space on approach to both junctions and through the junctions which will help reduce conflict with motor traffic who will be in the adjacent traffic lane. The traffic modelling indicates journey time saving for southbound traffic including buses due to the changes in the proposed signal timings. The scheme also forms a key element of a wider cycling and healthy street network.

5.2 Negative impacts

5.2.1 The changes to the traffic signals at Kentish Town Road/Castle Road/Royal College Street is predicated to result in an increase in crossing time for pedestrians due to the provision of a new straight across crossing on the northern arm of the junction. This is because the proposed crossing is wider and will therefore take longer to cross, although the benefit to pedestrians is that they will be able to cross Kentish Town Road northside in one movement where currently there is no provision for pedestrians.

5.1.2 Risks

5.3.1 According to traffic counts of Department of Transport (DfT), Kentish Town Road features over 2,000 cycle journeys, with cyclists currently mixing with approximately 14,000 motor vehicles daily. Given this, it is imperative that a high-quality scheme that enables more people to cycle in and through this area is rapidly brought forward. These proposals deliver some essential features of cycling infrastructure, which together with a simpler junction geometry will hopefully lead to a reduction in motor traffic. The longer term goal is to build on the junction improvements and provide a safe and attractive route for cycling along the length of Kentish Town Road.

6 WHAT ACTIONS WILL BE TAKEN AND WHEN FOLLOWING THE DECISION AND HOW WILL THIS BE MONITORED

6.1.1 Following the decision, assuming all the recommendations are approved, the proposed measures will be designed in detail and implemented, subject to the outcome of relevant statutory consultation processes.

6.1.2 Post-implementation monitoring through site visits to observe how junction is operating including how pedestrians and cyclists are using the junction, discussion with CCC and Living Streets (campaign group representing pedestrians) and road traffic collision data will help assess the effectiveness of the scheme and measure its impacts. Mitigation will be proposed where possible should any unforeseen negative impacts be identified.

6.1.3 TfL is the traffic authority responsible for the operation and maintenance of traffic signals on roads for which London Borough of Camden is the highway authority.

Approval for the signal changes is therefore required from TfL especially as the corridor forms part of the Strategic Road Network. Subject to approval, TfL will install the signal changes with assistance from Camden. Camden will make the necessary highway changes and the works will be coordinated with TfL. The completed installation will be checked and approved by TfL before it is commissioned.

- 6.1.4 Consideration will be given to the installation of the scheme in terms of traffic management including temporary traffic signals undertaken by TfL contractors. The aim is to maintain where possible pedestrian and cycle access through both junctions and minimise delay to buses and keep disruption to a minimum.
- 6.1.5 The highway design layout will be subject to an independent road safety audit to ensure the design is safe to build and conforms to regulations.
- 6.1.6 Regular meetings with internal officers and TfL will be held to monitor progress in terms of construction and well as financial spend. Once the scheme is implemented, a stage 3 safety audit will be commissioned to ensure what has been built is functioning safely.

7 LINKS TO OUR CAMDEN PLAN OBJECTIVES

- 7.1 The proposals meet the objectives of Our Camden Plan, including:
 - Clean, vibrant and sustainable places by providing high quality and fully accessible public realm that is safe, legible, convenient and tackles barriers to walking and cycling.
 - Healthy, independent lives by increasing walking and cycling levels in Camden for all types of journeys – to work, to education, to transport and activity hubs, and for recreation.

8 CONSULTATION

- 8.1.1 A total of 1423 (804 for Kentish Town Road/ Highgate Road/ Fortess Road junction and 619 for Kentish Town Road/ Castle Road/ Royal College Street) consultation materials were distributed to residents, businesses, local and statutory groups within the project areas in Kentish Town Ward, Cantelowes Ward and Camden Town with Primrose Hill Ward. In addition, consultation leaflets with layout plans were sent to Ward Councillors.
- 8.1.2 The public consultation for Kentish Town Road, Highgate Road and Fortess Road junction commenced on 12 February 2018 and ended on 16 March 2018. The public consultation for Kentish Town Road, Royal College Street and Castle Road junction commenced on 23 February 2018 and ended on 24 March 2018. The extent of the consultation areas are shown in Appendix A. A copy of the consultation package are also appended in Appendix A.
- 8.1.3 The consultation was available online through the WeAreCamden.org portal, where respondents could submit their feedback via an online questionnaire.
- 8.1.4 A total of 41 online and postal responses were received from residents and local groups within the project area of Kentish Town Road/ Highgate Road/ Fortess Road junction as shown on the consultation plan. This represents a response rate of 5.1%.

- 8.1.5 A total of 20 online and postal responses were received from residents and local groups within the project area of Kentish Town Road/ Castle Road/ Royal College Street junction as shown on the consultation plan. This represents a response rate of 3.2%.
- 8.1.6 All proposals outlined in the consultation for Kentish Town Road, Highgate Road and Fortess Road junction were fully supported by 51% of respondents.
- 8.1.7 All proposals outlined in the consultation for Kentish Town Road, Royal College Street and Castle Road were fully supported by 65 % of respondents.
- 8.1.8 The responses to the public consultation can be summarised as follows: (See Appendix B for the full responses received including officer comments on the issues raised).

Consultation results for proposed changes at Kentish Town Rd/ Highgate Rd/ Fortess Rd junction	
Full support	51.2 %
Support straight crossings/ cycle lanes only	2.4 %
Support Advanced cycle stop line only	2.4 %
Object to bus lane removal only	2.4 %
Object to guard rails removal only at Bull & Gate	4.9 %
Object to straight across crossings only	4.9%
Do not support at all	24.4 %
Not answered	7.4 %

- 8.1.9 The above responses indicates over 50% support for all the proposals. However a number of responses (17.1%) indicated an objection to one or two specific proposals, suggesting partial support for the proposed changes. These have been responded to under section 4.4.3. An amended design is now recommended which aims to address the concerns raised. 24.4% of respondents did not support all the proposals, the main reasons provided being that the proposals were a waste of money or they did not support cycling. Officers' view is that the changes recommended to the junction are key to improve permeability and comfort for pedestrians and cyclists and will help provide an improved environment which hopefully will encourage a modal shift away from the use of motor traffic. The recommended changes will help address some of the specific concerns raised, and will help pave the way for future changes for pedestrians and cyclists along this important corridor.

Consultation results for proposed changes at Kentish Town Rd/ Castle Rd/ Royal College St junction	
Full support	65 %
Support cycle measures with suggestions	5 %
Object to make nearside lane of Kentish Town Road northbound left turn only	5 %
Concern of cyclists safety at Castle Road junction	15 %
Do not support at all	5 %
Not answered	5 %

- 8.1.10 The above responses indicates 65% support for all the proposals. However a number of responses (25%) indicated an objection to one or two specific proposals, suggesting partial support for the proposed changes. These have been responded to under section 4.4.3. Officers' view is that there is a clear majority in support of all the proposals and the amended design now recommended aims to address most of the concerns raised. 5% of respondents did not support all the proposals, the main reasons provided being that the changes were not required at this junction. Officers' view is that the changes recommended to the junction are key to improve permeability and comfort for pedestrians and cyclists and will help provide an improved environment which hopefully will encourage a modal shift away from the use of motor traffic. The recommended changes will help provide a vital connection for cyclists travelling southbound between Castle Road and Royal College Street, where currently a right turn is not possible.
- 8.1.11 Responses to both junctions were received from Camden Cycling Campaign (CCC), London Cycle Campaign (LCC) and Kentish Town Road Action expressing a number of concerns, which are addressed under officer comments (Appendix B). CCC and Kentish Town Road Action both had some comments on the design, but overall supported the scheme. LCC had some comments and did not raise any objection to the scheme.
- 8.1.12 Comments were received from two Ward Councillors, Councillors Calaghan and Beales. Councillor Calaghan raised a safety issue where a central island is provided at a straight across crossing as these could encourage pedestrians to wait in the middle of the road. Councillor Beales has stated his support for the changes at the Kentish Town Road/Castle Road /Royal College Street junction but requested better provision for pedestrians crossing Castle Road. Officers' comments to the above have been addressed in Appendix B. In summary an island is only provided at a straight across crossing in order to accommodate a traffic signal pole. The pedestrian countdown timers will assist pedestrians to cross the road safely. At Castle Road due to the operation of the traffic signals there is no scope to provide a dedicated crossing across Castle Road as this will increase the traffic queues along Kentish Town Road to an unacceptable level. Should the recommendation be approved, officers will investigate during detail design the possibility of narrowing Castle Road which will reduce the crossing distance making it easier for pedestrians to cross whilst slowing vehicles as they enter Castle Road.

9 LEGAL IMPLICATIONS (comments of the Borough Solicitor)

9.1.1 The Borough Solicitor has no further comments to make on this report.

10 RESOURCE IMPLICATIONS (finance comments of the Executive Director Corporate Services)

10.1.1 This paper seeks approval from the Cabinet Member for Improving Camden's Environment to proceed with the implementation of the scheme as recommended in Option 3 (Section 4.3) of this report, subject to detailed design and compliance with statutory processes.

10.1.2 This proposal is to deliver Option 3 as described in Section 4.3. The estimated cost of this option is £441,600 to design and deliver improvements to both junctions. This work has been planned and will be funded through a combination of monies secured from TfL's Local Implementation Programme (LIP) for 2018/19 - £343,000, contributions secured through Section 106 agreements – £189,000 and Camden funding RCCO – £193,000. Total budget secured is £725,000, the remainder will be utilised to develop improvements at Kentish Town Road/Prince of Wales junction which if feasible will be consulted upon in autumn 2018.

10.1.3 If the scheme does not go ahead, the funding will be returned to TfL or agreement reached with TfL to utilise the funding on a different scheme. If the cost is lower than anticipated, TfL funding will be utilised first, all unspent contributions from other sources will be diverted to other projects. Costs will be monitored very closely and in the unlikely event that the scheme costs exceed the anticipated budget, other planned work will need to be re-considered

11 APPENDICES

Appendix A	Consultation Materials
Appendix B	Consultation responses and Officer comment

REPORT ENDS