



Oakley Square (north) Safe and Healthy Streets Consultation – Information Sheet

Proposals to make the trial Safe and Healthy Streets changes on Oakley Square (north) permanent

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 be **safe spaces** for you 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**, helping us deliver our wider Transport Strategy objectives.

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.



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 Oakley Square (north) in December 2020.

This consultation leaflet sets out proposals for retaining and improving the existing scheme at the junction of Oakley Square (north) and Crowndale Road with a new cycle hangar and improved pavement crossings and a new proposal for pedestrian priority and junction improvements at the junction of Oakley Square (north) and Eversholt Street.



About the Oakley Square (north) Safe and Healthy Streets Scheme

Oakley Square is comprised of two separate roads: a northern road which is managed by Camden (referred to as Oakley Square 'north' in this consultation), and a southern road which is managed by Transport for London (TfL) (referred to as Oakley Square 'south' in this consultation).

In July 2020, Transport for London (TfL) introduced a trial Streetspace scheme on Oakley Square (south). This included the introduction of a protected cycle lane on Oakley Square (south), which forms part of a much longer TfL cycle route leading to Hampstead Road. This scheme included a ban on vehicles turning left at the southern end of Oakley Square (south) into Eversholt Street. This turn-ban was introduced to reduce the risk of cyclists, travelling straight ahead into Lidlington Place, being hit by vehicles turning left into Eversholt Street. The cycle lane and left-turn ban on Oakley Square (south) are shown in Figure 1, below.

Figure 1: TfL's cycle lane and banned left-turn on Oakley Square (south)



After this was implemented, drivers sought alternative routes to access Eversholt Street from the north, as a result of not being able to turn left from Oakley Square into Eversholt Street. This resulted in a substantial increase in the use of Oakley Square (north), in order to travel from Crowndale Road to Eversholt Street. Oakley Square (north) is a fairly narrow, residential road with parking on both sides of the street. The increase in traffic using this road to access Eversholt Street caused a rise in traffic congestion and disturbance for residents, which was fed back to the Council along with a request to make changes to Oakley Square (north) to tackle the problem. In response, in December 2020, we introduced the following trial changes on Oakley Square (north):



- A traffic restriction on Oakley Square (north) for vehicles entering from Crowndale Road
- An exemption for cyclists so they could continue to use this route
- Enforcement of this restriction through signage, planters and a droppable bollard

Figure 2 shows the trial scheme in place.

Figure 2: Oakley Square (north) viewed from Crowndale Road, after implementation of the trial scheme



The trial scheme on Oakley Square (north) was implemented using an Experimental Traffic Order (ETO). The decision report related to this ETO can be viewed on our [website](#). This 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 December 2020 and during this period, the scheme has been monitored and comments from local residents and stakeholders have been received.

We are now consulting on making permanent the trial scheme on Oakley Square (north) and proposing some new changes including further changes at the other end of Oakley Square (north), at the junction with Eversholt Street (Figure 3).

Further information about the changes proposed on Oakley Square (north) at the junctions with Crowndale Road and Eversholt Street, is provided in the 'What are we now consulting on?' section of this information sheet. More detail is also provided in the consultation drawing, available on the online consultation front page.



Figure 3: Oakley Square (north) viewed from the junction with Eversholt Street



Figure 4, below, shows the locations of:

- 1) The existing trial scheme on Oakley Square (north), at the junction with Crowndale Road (Junction 1)
- 2) The proposed scheme at the other end of Oakley Square (north), at the junction with Eversholt Street (Junction 2)
- 3) The existing trial TfL scheme on Oakley Square (south) (Junction 3)

Figure 4: Location of each scheme on Oakley Square



- 1 Junction 1**
Existing Camden Council trial scheme:
Traffic restriction (no right turn from Crowndale Road onto Oakley Square).

This restriction applies to vehicles; cyclists are exempt.
- 2 Junction 2**
Proposed new Camden Council scheme:
Proposed junction narrowing with continuous footway across Oakley Square and footway widening.
- 3 TfL scheme:**
Traffic restriction (no left turn from Oakley Square (south) onto Eversholt Street)



Monitoring information collected before and during trial

Data collection is an important element of the trial scheme at the Crowndale Road / Oakley Square (north) junction (Junction 1). During the trial we collected data from a range of sources to assess the scheme and assist with decision-making.

During the trial we collected the following data:

- Traffic flows (including cycle flows) on Crowndale Road, Eversholt Street (northern section) and Oakley Square (north)
- Queue lengths on Crowndale Road, at the junction with Eversholt Street
- Video counts to monitor any vehicles continuing to travel through the restriction on Oakley Square (north), at the junction with Crowndale Road

We have also analysed air quality data and collisions data. Table 1 provides a summary of the monitoring data. The accompanying Fact Sheet provides more information and can be found in the 'Related Information' section of the online consultation front page.

Table 1: Monitoring data summary

Data collected	What the data shows
Crowndale Road Air Quality Monitoring	The data shows Crowndale Road site is recording levels that exceed the National Air Quality Objective annual mean limit on a month-by-month basis. However, the annual mean has not yet been calculated and is likely to be lower than the average of the levels. This will need to be reviewed once annual mean data is available for 2021.
Cycle flows	A high number of cyclists are using Eversholt Street in both directions. A smaller number of cyclists are using Crowndale Road (Westbound), and this may be due to cyclists turning left down Oakley Square (south) to use the protected cycle lane available. This may somewhat explain the lower flows observed on Oakley Square (north) despite the motor vehicle restricted access at the junction with Crowndale Road.
Traffic count data	Overall, traffic on Oakley Square (north) has decreased significantly (-223%) between 2017 and 2021. The majority of the decrease was southbound, as would be expected, due to the traffic ban in that direction. The traffic ban also affected surrounding roads, for example there was a significant decrease on Crowndale Road (eastbound) since vehicles are no longer able to cut through Oakley Square (south) to reach Eversholt Street.



Data collected	What the data shows
Queue lengths	Queue lengths were studied on Crowndale Road, at the junction with Eversholt Street. The data collected provides the queue lengths in metres for 3 lanes travelling westbound on Crowndale Avenue. Longer queue lengths were observed in the lane that vehicles use to turn left onto Eversholt Street. This may be due to motor vehicles no longer using Oakley Square to cut out the corner due to the restrictions.
Restriction contravention	Video surveillance was used to assess whether any vehicles are making the prohibited turn into Oakley Square (north) at the junction with Crowndale Road (vehicles are permitted to exit Oakley Square at this junction). The surveillance identified a per day average of 5 vehicles (mainly motorcycles) observed turning into Oakley Square (north) where motor vehicle restrictions in place. This would be likely to decrease further if the left turn ban at the junction of Oakley Square (south) and Eversholt Street was reinstated.
Collision data	<p>STATS19 collision data (collected by TfL) has been analysed between 1 January 2017 to 30 June 2021. The data indicates a total of 49 collisions occurred between 1 January 2017 to 2 December 2020, before the scheme was implemented. Of the 49 collisions, 38 collisions were classed as slight in severity and 11 collisions were classed as serious. Six collisions caused casualties to cyclists; 17 collisions involved casualties to pedestrians.</p> <p>Following the scheme implementation, a total of 6 collisions have been recorded between 3 December 2020 and 30 June 2021. 5 collisions were classed as slight in severity, one of which caused a casualty to a pedestrian. A single collision recorded between 3 December 2020 and 30 June 2021 was classed as fatal in severity and occurred on Oakley Square (north), 80m south of the junction with Crowndale Road.</p>

Feedback during the Experimental Traffic Order (ETO) Period

By August 2021, 53 comments on the scheme were received on Commonplace (an online portal the Council uses to gather feedback from the public). These comments were received from a total of 46 respondents. Some feedback was also received via email and this has been considered too. Any further comments received on Commonplace will be assessed as part of the final decision report. In summary:

- 45% of respondents were positive about the scheme
- 2% of respondents were neutral about the scheme



- 53% of respondents were negative about the scheme

The main reasons for being positive about the scheme were:

- 19% mentioned that traffic levels seem reduced
- 19% felt encouraged to walk more in the area
- 19% felt that traffic levels were beneficially reduced

Others felt that the area is now safer for children to walk, cycle and scoot and that they themselves had been encouraged to cycle more. Some examples of positive quotes from Commonplace respondents are provided in the boxes below:

“Please keep it like this !! Real life changer, thank you !!!”

“It has been such a change for good. Its safer for me and my family, for children playing in the park and for cyclists on Oakley Square and Eversholt Street. It has reduced the incidence of drug dealing, much of which occurred from cars driving dangerously quickly from both ends of Oakley Square. I feel safer and the air is cleaner.”



The following concerns were mentioned as the main reasons for not liking the scheme. The concerns were broadly concentrated in these areas whereas the reasons for being positive were split across a wider number of reasons:

- 66% felt that air pollution is still bad or worse
- 66% felt that journey times by motor vehicles are now longer
- 62% felt that traffic levels are still bad or worse

Banned Left Turn from Oakley Square (south) into Eversholt Street

Many of the negative responses on the Commonplace site referred to the TfL scheme on Oakley Square (south) – Junction 3 in Figure 4.

Many of their concerns (such as increased traffic, noise and vibrations on Crowndale Road, decreased air quality on Crowndale Road, impact on Crowndale Road residents and longer vehicle journey times) were a result of banning motor vehicles from making the left turn from Oakley Square (south) into Eversholt Street.

Respondents who both supported and objected to the scheme explained that reinstating the left turn for motor vehicles from Oakley Square (south) into Eversholt Street would provide a solution to many of their concerns, such as increased traffic and worse air quality. Some examples of comments voicing this view are provided below:



“I would suggest both keeping the new scheme of no entry to Oakley Square North from Crowndale road, as well as removing the left turn ban onto Eversholt street from Oakley Square South.

“Reopen the turn left from Oakley square onto Eversholt Street. Bad move. More traffic than ever now.”

The suggestion to reinstate the left turn from Oakley Square (south) into Eversholt Street is outside of the scope of this consultation, as Oakley Square (south) is managed by TfL. However, TfL are aware of this request and are investigating the feasibility of making this change as part of forthcoming proposals for the wider Hampstead Road scheme. [TfL has provided details of these changes.](#)

Those proposals will be subject to a separate, TfL-led public consultation which is expected to be delivered later this year. If the left-turn from Oakley Square (south) to Eversholt Street is reinstated, this would help alleviate traffic issues experienced by residents on the western end of Crowndale Road, and the Council is therefore working closely with TfL to deliver that change. The Council will be working with TfL to ensure that cyclists are protected from the risk of being hit by left turning traffic through a suitable design at this junction.

What are we now consulting on?

This consultation now asks local residents and stakeholders to give their views on whether the trial scheme should be made permanent after the end of the 18-month trial period, including amendments to the trial design. It also asks for feedback on if the new proposals at the other end of Oakley Square (north) should be implemented as a new, permanent scheme.

The designs for both ends of Oakley Square (north) which are now being consulted upon, are described in this section. You can view the drawings of the changes in the ‘Related Information’ section of the online consultation front page.

Junction 1: Oakley Square (north) – Crowndale Road

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 following trial changes to Oakley Square (north) permanent:

- Keep the traffic restriction on Oakley Square (north) and exemption for cyclists
- Access to all properties on both sides of the restriction would be maintained so residents would still be able to reach their homes by car and receive deliveries, but through-traffic would continue to be prevented. Pedestrians and cyclists would be



able to travel through at all times. Emergency services and bin collection teams will still have access at all times.

We are also consulting on whether to make the following changes:

- The planters and droppable bollard are proposed to be replaced with a new 'continuous footway' (an uninterrupted pavement that extends across a side road, see Figure 5) on Oakley Square (north), at the junction with Crowndale Road. This will promote pedestrian priority and safety at this junction
- The existing pavement along Crowndale Road is proposed to be widened to accommodate the new continuous footway crossing
- The cycle entry gap is proposed to be re-aligned to accommodate the pavement
- A new tree and bench are proposed to be installed alongside the continuous footway
- A new bike hangar is proposed to replace a residents' parking bay outside 50 Oakley Square (north), providing secure space for residents' to park 6 bicycles

Figure 5: Example of a continuous footway – like the ones proposed



Junction 2: Oakley Square (north) – Eversholt Street

We are also consulting on whether to install a new, permanent scheme on Oakley Square (north) at the junction with Eversholt Street (see Figure 3). This would include:

- Narrowing the junction with a continuous footway at the junction of Oakley Square (north) and Eversholt Street to reduce the crossing distance, giving pedestrians clear priority at this location
- Widening the pavement on Oakley Square at the approach to the junction to provide a continuous link between pavement and footway
- Guardrails along the motorcycle parking bay outside number 70 are proposed to be removed and replaced with ground anchors



- A new tree is proposed to be planted near where the new pavement meets the Oakley Square (north) pavement

You can find detailed designs for the changes proposed to Junction 1 and details of the proposed Junction 2 measures in the 'Related Information' section of the online consultation front page.

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.

The consultation closes on the 16th February 2022.