



Prince of Wales Road Safe and Healthy Streets Consultation - Information sheet

Proposals to make the trial eastbound cycle lane on Prince of Wales Road permanent and **introduce** other Healthy Streets **improvements**, **making your neighbourhood safer and healthier**

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 and healthier travel, which will help us to deliver our wider Transport Strategy objectives.

To help we have been making changes across Camden in our Safe and Healthy Streets Programme. This included making trial changes on Prince of Wales Road in July 2020 by adding new cycle lanes to make getting around by bike easier.



Camden Council is now consulting on making the trial (eastbound) cycle lane permanent, and creating a safer and healthier Street, by introducing a number of additional changes. Following the feedback we've received over the past 12 months, the proposed changes are intended to improve conditions for walking and cycling as well as contributing towards improved road safety and air quality.

About the Prince of Wales Road Safe and Healthy Streets Scheme

The context for an eastbound cycle lane

- Prince of Wales Road is a key two-way street connecting Haverstock Hill (west) with Kentish Town Road (east).
- People in Camden have been asking for more cycling facilities along Prince of Wales Road via Commonplace (Camden's engagement platform).
- There were 5 collisions involving cyclists on Prince of Wales Road between 2016 and 2018, one of which resulted in a serious injury.



- Prince of Wales Road provides key links to new, existing, and planned protected cycle routes on Chalk Farm Road and Haverstock Hill, and into central London. Prince of Wales Road features as a key strategic cycling corridor in both Transport for London's (TfL) "Strategic Cycling Analysis" and within the Camden Transport Strategy Cycling Action Plan.
- A permanent westbound cycle lane already exists, running along the south side of the road. The westbound cycle lane does not form part of the trial scheme and consultation, although small amendments to the westbound side of the road are being proposed.
- Over 66% of all respondents, and 66% of residents who responded to the consultation on the Camden Transport Strategy (in 2018), supported the proposal to develop a borough-wide network of safe cycle routes, as outlined in our Cycle Action Plan. The Action Plan includes planned routes on Prince of Wales Road.
- In 2019, Camden declared a climate and ecological emergency and held the UK's first Citizens' Assembly on the Climate crisis. The Report from the Citizens' Assembly includes a recommendation (recommendation 8) to install more segregated cycle lanes. Implementing segregated cycle lanes now also forms a part of the required actions in the Camden Climate Action Plan.

In order to respond to these issues, and as part of our response to the Covid-19 pandemic, we implemented a Safe and Healthy Streets scheme as a trial on Prince of Wales Road, using an Experimental Traffic Order (ETO). The decision reports related to this ETO can be viewed on our website [here](#).

The decision report and overall approach committed to undertaking a public consultation, after approximately 12 months of the trial scheme, to understand your views on the changes before making a decision on the permanent future of the road layout. We are now undertaking this consultation. The trial scheme started in July 2020 and during this period, the scheme has been monitored and comments from local residents and stakeholders have been received.

Monitoring information collected before / during the trial

The Covid-19 pandemic (and ongoing lockdowns) has had an impact on traffic levels in Camden and across London. This has made it challenging 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 (before the pandemic started). The information below and in the accompanying detailed Monitoring Report explains this further. A summary of monitoring data collected during the trial scheme is as follows:



- Cycle levels along Prince of Wales Road (in an eastbound direction) have increased by 70% when comparing March 2019 (348 cyclists daily) to March 2021 (590 cyclists daily).
- Lime bicycle usage has increased by 684% on Prince of Wales Road (in both directions) when comparing the number of trips recorded between January-June 2020 and January-June 2021.
- Motor vehicle levels on Prince of Wales Road were 40% lower in March 2021 ('After-scheme') relative to March 2019 ('Before-scheme'), decreasing from 17,341 (2019) to 10,404 (2021).
- Bus speeds for Route 46 and 393, which run along Prince of Wales Road, have been unaffected by the cycle scheme.
- Nitrogen Dioxide (NO₂) levels were lower at all monitoring sites along Prince of Wales Road after-scheme. The average reduction from October-November 2019 to October-November 2020 was 30%.
- One collision involving a motorcyclist was recorded between October 2020 and December 2020 (after the scheme was implemented). Over the same period in 2019 there were no collisions and in 2018 there were two (before the scheme was implemented).

The full monitoring 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

214 comments on the scheme were received on Commonplace (Camden's engagement platform) during the trial "ETO" period.

- 38% of responses were positive towards the changes.
- 57% of responses were negative towards the changes.
- 5% of responses were neutral towards the changes.
- 81% of respondents who have used the cycle facility felt positive towards the changes.



Reoccurring comments highlighted that it is now safer for individuals to travel and for children to walk, cycle and scoot. Additionally, people commented that the scheme is encouraging them to cycle more which is supported by the increase in cycling and observed decrease in motor vehicle numbers.



Some comments from those expressing their dislike for the scheme noted that traffic levels are still bad or worse than before, journey times by motor vehicles are longer, and air pollution is still bad or worse.

Several audits were undertaken during the trial period including a Road Safety Audit and Healthy Streets Audit.

The proposals set out below respond to all of the feedback and audits carried out during the trial period.

What are we now consulting on?

We have listened to your feedback received during the trial period, particularly around concerns about road safety risk to cyclists at junctions, improving cycle connectivity across the wider area, and requests for a more pedestrian friendly environment. Based on this feedback, as well as monitoring data and in line with policies and objectives set out in our Camden Transport Strategy and Climate Action Plan we are now consulting to gather your views on whether we should make the trial changes to Prince of Wales Road (eastbound cycle lane) permanent, as well as proposing some additional permanent changes (see the drawings in the Related Information section). We are proposing the following measures (see the accompanying 'Example Changes' document in the Related Information section for example images of some of the proposed measures):



- Retaining the cycle bypass/crossing point at Queen's Crescent, whilst adding a mini-zebra crossing across the cycle lane.
- Retaining the two 'parallel' pedestrian/cycle crossings at Truro Street and Talacre Gardens.
- Retaining the shared-use bus stop borders at the bus stops between Queen's Crescent and Malden Road and the bus stop bypass at Talacre Gardens.
- Retaining the single-lane traffic in both directions.
- Adding 3 new benches, 16 new trees and 13 new cycle parking stands along the route to improve the experience for all and allow people to stop and take regular rests when walking and cycling.
- Replacing the temporary 'kerb and wand' segregation with a new raised stepped cycle track. Whilst the cycle lane will continue to occupy space previously used to park private cars (46 spaces), the proposed stepped track would provide an opportunity to improve response times for emergency vehicles (vehicles can mount the track in an emergency with care). Removal of the wands and introduction of a stepped cycle track also increases the useable width of the cycle lane for cyclists.



- Extending the cycle lane further to the west, improving connectivity to Maitland Park Villas & Haverstock Hill.
- Extending the cycle lane from Talacre Gardens bus stop under the rail bridge at Kentish Town West station (Subject to Network Rail approval).
- Adding a new parallel pedestrian and cycle crossing on Prince of Wales Road at the junction with Healey Street/Ryland Road to create better and safer walking and cycling access to Kentish Town West railway station.
- Adding 'cycle reservoir' protection and early release signals at the Prince of Wales Road/Grafton Road/Castlehaven Road junction. A cycle reservoir is a dedicated and protected waiting space for cyclists at junctions, located ahead of general traffic.
- Adding blue surfacing across side roads and junctions to better highlight the cycle lanes and therefore improve road safety in those locations.
- Removing the pedestrian islands and adding pedestrian countdown timers (to show the amount of time left for pedestrians to cross the road before the red man appears) at the Prince of Wales Road/Grafton Road/Castlehaven Road junction. This encourages pedestrians to cross in a single stage rather than waiting in the middle of the road, with moving traffic on either side and makes it clear to pedestrians how much time they have to cross the road before the lights change. Currently, the islands are also too narrow for wheelchair and pushchair users to safely wait.
- Removing a residents' parking space on both sides of the Prince of Wales Road junction with Hadley Street (total of 2 removed) to improve visibility. These two spaces would be relocated to the south, in close proximity to Prince of Wales Road within CPZ CA-F.
- Removing three residents' parking spaces from Prince of Wales Road, at the junction with Healey Street, to accommodate the proposed new parallel pedestrian and cycle crossing. These three spaces would be relocated to the south, in close proximity to Prince of Wales Road within CPZ CA-F.
- 6 paid for parking bays in CA-F (see Figure 1 below) will be repurposed to 'Shared-Use Residents and Paid for Bays' to ensure no further space for residents to park is lost from the CPZ.



You can view the drawings of the changes in the "Related Information" section of the online consultation front page. You can also find example images of some of the proposed measures in the accompanying 'Example Changes' document.



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 available to use including consultation responses, feedback received during the trial period, relevant policies and other data/information including monitoring information collected during the trial period.

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.

The consultation closes on **Wednesday 13th October 2021**.



Figure 1: Location of Existing / Proposed Resident Parking Bays

