



Safe and Healthy Streets consultation

Proposal to make the changes on Prowse Place and Wilmot Place (west) permanent and to make Jeffreys St/ Wilmot Place two-way

Making your neighbourhood safer and healthier

The Covid-19 pandemic has changed how communities in Camden live, travel and work. We want our streets to have more space for everyone to walk and cycle, for you to be breathing cleaner air, for children to get to and from school safely and for businesses to be able to flourish. 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 Prowse Place and Wilmot Place in late June 2020. The changes in Prowse Place prevented traffic using this very narrow railway bridge underpass and made those streets bounded by Camden Road, Camden Street and Royal College Street into a Safe and Healthy Streets area. The changes in Wilmot Place prevent traffic from using Wilmot Place and Rochester Road as a cut through between St Pancras Way and Camden Road.

About Prowse Place Safe and Healthy Streets

We know that this area is often used by motor vehicles making short cuts between Camden Street and Royal College Street/St Pancras Way. This was highlighted by local residents as an issue that would be heightened by TfL's proposal for a banned left turn from Camden Street into Camden Road. In order to respond to this issue, we have prevented through traffic on Prowse Place, aiming to reduce the number of motor vehicles using this very narrow railway bridge underpass and to make those of streets bounded by Camden Road, Camden Street and Royal College Street into a Safe and Healthy Streets area.

The motor traffic restriction in Prowse Place is being enforced using an Automated Traffic Enforcement Camera and relevant signage. Refuse and Emergency service vehicles are exempted from the restriction, and access to 4A-4D Prowse Place, which sits between the restriction signs, is also enabled for motor vehicles.

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

This decision report noted that a further consultation, after around 12 months of the trial scheme, would take place on any proposed permanent arrangements of the trial scheme. The trial scheme went live in June 2020 via bollard enforcement and during this period, the scheme has been monitored and comments from local residents and stakeholders have been received. As part of this listening exercise, we heard from the British Transport Police who requested that the bollards on Prowse Place are changed to cameras to improve their access to the north when responding to emergencies. In spring 2021 we made this change by removing the bollards and installing a traffic enforcement camera.

About Wilmot Place Safe and Healthy Streets

We know from previous engagement with the local community and stakeholders from the Kentish Town Healthy Streets Project Commonplace map that there is a concern that Wilmot Place and Rochester Road are being used by motor vehicles to avoid the junction of St Pancras Way and Camden Road.

The restrictions on Wilmot Place prevent motor vehicle traffic (except emergency and refuse vehicles) from using Wilmot Place and Rochester Road as a cut through between St Pancras Way and Camden Road and turn the area bounded by St Pancras Way, Rochester Road and Camden Road into a Healthy and Safer Streets area.

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

Data collected before and during scheme trial

The Covid-19 pandemic has had an impact on traffic levels in Camden and across London making it difficult to directly compare data collected during the ETO period of the scheme (those periods since the pandemic started) with data from before the schemes were in place and before the pandemic started. The information below and in the Monitoring Reports sets this out further. You can read the Monitoring Reports in the “Related” section on the bottom of the front page of the consultation website. A summary is as follows:

Prowse Place Safe and Healthy Streets

Before and during the Prowse Place Safe and Healthy Streets was in operation, traffic levels in the area were monitored. Data was collected in:

- July 2013
- December 2020

When comparing the data between July 2013 and December 2020, the data collected on Royal College Street (northbound), between Ivor St and Jeffrey's Street, shows that there was a 16% reduction in traffic flows on weekdays.

Data also indicates that the scheme has had a positive impact on cycle use in the area, with a 31% average increase in Lime bicycle (Dockless hire bikes) usage in the area

between 2019 and 2020 (June - December 2019 - before scheme period, and June-December 2020 - after scheme).

Air quality data was also gathered before and post scheme implementation and data show that between July - November 2019 and July - November 2020, NO₂ emissions near Prowse Place Safe & Healthy Streets scheme area have reduced.

Wilmot Place Safe and Healthy Streets

Before and during the Wilmot Place Safe and Healthy Streets was in operation, traffic levels in the area were monitored. Data was collected in:

- July 2013
- February/March 2018
- December 2020

When comparing the data between July 2013, February/March 2018 and December 2020, the data collected indicates that traffic levels on Wilmot Place and Rochester Road are low overall post implementation of the scheme and traffic flows on boundary roads are comparable to 'Before-scheme' flows.

Data also indicates an increase of 96% in Lime bicycle usage has been recorded within Wilmot Place Safe and Healthy Streets scheme from August 2019 – March 2020 (Before-scheme) to August 2020 – March 2021 (After-scheme).

We have adjusted the traffic data to account for seasonality and changing traffic patterns during the Covid-19 pandemic with the full methodology set out in the Monitoring Reports which can be found online in the link provided in the "Have Your Say" section.

Feedback during the Experimental Traffic Order Period

Prowse Place Safe and Healthy Streets

Forty-nine (49) comments on the scheme were received on Commonplace as of 30th April 2021. 55% of the respondents were positive towards the changes including:

- 23 comments (+36 agreements) mentioned that traffic levels seem reduced.
- 16 comments (+32 agreements) mentioned that air pollution seems better.
- 22 comments (+41 agreements) mentioned that the area is safer for children to walk, cycle and scoot.

Those that were not supportive of the scheme referred to issues regarding traffic levels, journey times and air pollution stating that they do not seem improved.

The Monitoring Reports highlighted above show improvements on those issues during the trial scheme operation.

Wilmot Place Safe and Healthy Streets

Forty-four (44) comments on the scheme were received on Commonplace as of 30th April 2021. 48% of the respondents were positive towards the changes, with 9% neutral and 43% negative. The positive comments included:

- 17 comments (+66 agreements) mentioned that traffic levels seem reduced.
- 15 comments (+65 agreements) mentioned that it is safer for children to walk, cycle and scoot.
- 15 comments (+60 agreements) mentioned that the changes encourage people to walk in the area more.

Those that were not supportive of the scheme referred to issues regarding traffic levels, journey times and air pollution stating that they do not seem improved.

There were comments raised about the safety of the right turn from Rochester Road into Camden Road. While we are satisfied that this movement at this junction is not a road safety risk, in response to feedback we have worked with Transport for London on a modified design for this junction. TfL have recently consulted on changes to this junction which would provide 'keep clear' markings across Rochester Road making it easier for vehicles to enter onto Camden Road. This scheme would also make it easy for those on bikes to cross Camden Road via the installation of a Toucan Crossing. This scheme can be viewed on TfL's website at the below link:

<https://haveyoursay.tfl.gov.uk/camden-road-toucan-crossing-scheme>

The Monitoring Report highlighted above show that traffic levels during the trial are low within the scheme area and comparable with traffic levels on boundary roads before the scheme was implemented.

What we are now consulting on

Based on the monitoring data and the feedback received from residents and stakeholders via Commonplace and email correspondence during the trial period, we are now consulting on making the following changes permanent and proposing new measures in this area:

Prowse Place Safe and Healthy Streets

- Make the existing motor vehicle traffic restriction on Prowse Place, near Bonny Street, permanent. The restriction would continue to be enforced using an Automated Traffic Enforcement Camera and relevant signage. Refuse and Emergency service vehicles would continue to be exempted from the restriction.
- New proposal: make Jeffreys St/ Wilmot Place, between Prowse Place and St Pancras Way, two-way for motor vehicles. This would mitigate against the impact of the banned left turn from Camden Street to Camden Road, recently enforced by TfL,

and reduce journey times for local residents that are travelling southbound who would like access Prowse Place and neighbouring streets.

Wilmot Place Safe and Healthy Streets

- Make the existing motor vehicle restriction on Wilmot Place, near the eastern side of the junction with St Pancras Way, permanent and turn the area bounded by St Pancras Way, Rochester Road and Camden Road into a Healthy and Safer Streets area. The restriction would continue to be enforced using bollards.
- New proposal: improve the crossing on St Pancras Way by moving the existing zebra crossing closer to Wilmot Place and introducing a parallel zebra. This will create a safer and more direct route for pedestrians and cyclists travelling along Wilmot Place and crossing St Pancras Way.
- New proposal: remove 6m of resident parking from St Pancras Way, to accommodate vehicles turning into Wilmot Place from St Pancras Way. This allows for safe turning movements of vehicles from St Pancras Way into Wilmot Place (westbound), while also providing cyclists with a safe area to wait when turning right (southbound) from Wilmot Place into the cycle lane on St Pancras Way heading southbound.
- New proposal: remove the existing westbound cycle lane on Wilmot Place and introduce a new protected eastbound cycle lane between St Pancras Way and Royal College Street.

Under these proposals making Wilmot Place between St Pancras Road and Royal College Street two-way will not open up a route for motor vehicles to travel from Camden Road to Royal College Street via Rochester Road and Wilmot place due to the location of the bollards on Wilmot place preventing this movement.

Access to all properties on both sides of the restriction would be maintained, via Royal College Street for those north of the restrictions and via Camden Street for those south of the restrictions. Residents and businesses would still be able to reach their homes and properties by car and receive deliveries, but restrictions to through-traffic would remain. Access to 4A-4D Prowse Place will also be enabled for motor vehicles.

Pedestrians and cyclists could continue to travel through at all times. Emergency services and bin collection teams will remain able to lower the bollards for access.

How would these changes be made?

After the consultation a decision report, considering the consultation responses, relevant policies and other data/information will be produced and published online. If the changes are approved to be made permanent, the provisions of the Experimental Traffic Order would be made permanent. The plan overleaf shows the proposals for the permanent changes on Prowse Place and Wilmot Place as well as the new proposals.

