

**Queen's Crescent
Car Free Environment Trial**

Live event will start soon



Queen's Crescent Car Free Environment Trial



Structure of tonight's event

- Welcome and housekeeping
- Introduction (Cllr Beales)
- Officer presentation (Chris Bowles (Senior officer, Inclusive Economy & Karl Brierley – Principal Transport Planner)
- Invite representations from ward members
- Questions and answers

Key themes in pre-submitted Questions

Relationship
with
Public Realm
project

Traffic
displacement /
congestion

Impacts to
parking and
businesses

Emergency
services and
safety

Amount of
consultation
and timing

Rational for
scheme
(why?)

Introduction: Councillor Danny Beales

(Cabinet member for Investing in
Communities, Culture and an
Inclusive Economy)



Queen's Crescent Car Free Environment Trial

Chris Bowles (Senior officer,
Inclusive Economy)



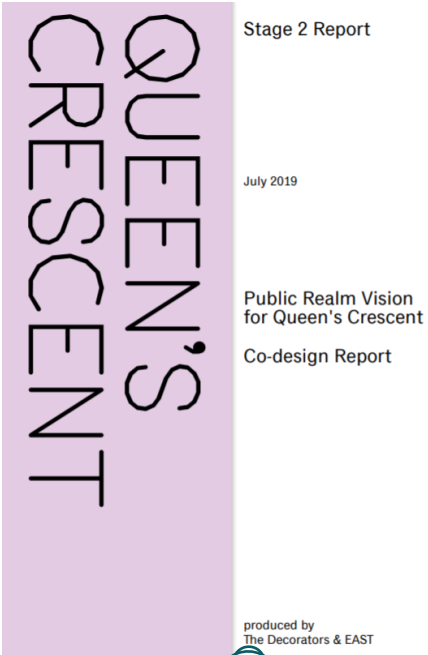
What we will cover tonight?

- Background and review of proposals
- Why should Queen's Crescent be improved
- Local transport and Travel
- Traffic patterns
- What has happened since consultation launch
- What would happen during a trial
- Questions



Suggestions were made to reduce through traffic and improve the pedestrian and cycle environment.

The Background



2015

Local community shared priorities for Queen's Crescent via the [Gospel Oak Regeneration consultation](#), identifying key issues including dangerous driving and rat running.

Early 2019

£1.1m was secured from the Mayor of London's Good Growth Fund to support improvements to Queen's Crescent. Camden undertook a co-design with the community to guide a programme of public realm improvements and support for the market.

July 2019

[Queen's Crescent Public Realm Strategy](#) was prepared which included green planting and trees, build outs and raised tables to slow traffic, feature lighting and infrastructure to support the market.

2020

A full public consultation on the Queen's Crescent Public Realm Strategy was due to take place during the summer of 2020. Due to the COVID-19 pandemic the consultation had to be postponed.

Review of proposals for Queens Crescent with the Gospel Oak and Haverstock neighbourhood assembly

2021

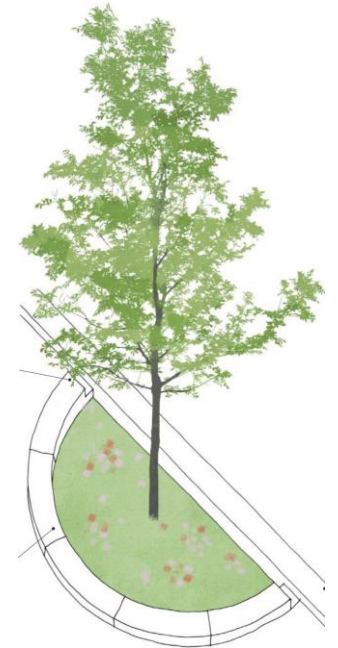
Consultation on future

Consultation on Trial Motor Traffic Free Environment

Through this process local people expressed a clear priority to address vehicle dominance on the street and improve pedestrian experience

Queen's Crescent Public Realm Project

- The GLA funding we have for Queen's Crescent is for physical changes to the street
- Co-designed **Stage 2 Report** proposed a range of enhancements, including build-outs and new ramp to slow traffic, greening and trees, feature lighting and infrastructure for the market
- These aimed to address vehicle dominance, but without major changes to the road layout
- However, traffic volumes and speeds are a key community concern
- We want to make changes now for the future, and take the opportunity to test to develop the most ambitious final design

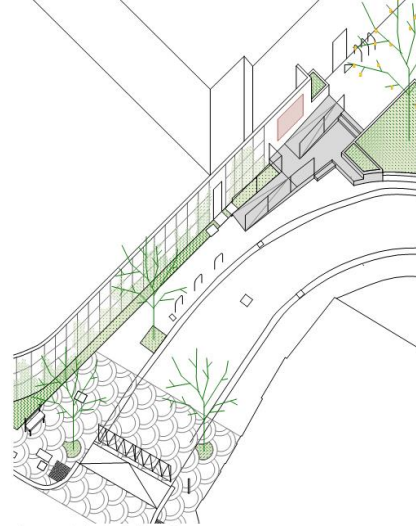




Presented this plan to the GLA in early summer 2020 and they asked Camden Council to be more ambitious.



View looking towards Maiden Road from Queen's Crescent



Axonometric showing Ashdown Crescent



Presented this plan to the GLA in early summer 2020. They asked Camden Council to consider more ambitious changes in response to community concerns around traffic, and issues highlighted by COVID



Kerbs used on carriageway



Cut granite flags used on footway

Included in the scheme:

- Ssss
- Regardless of the trial outcome, we will be delivering these improvements

What was not included in the public realm scheme:

- SS

Karl Brierley
Principal Transport Planner

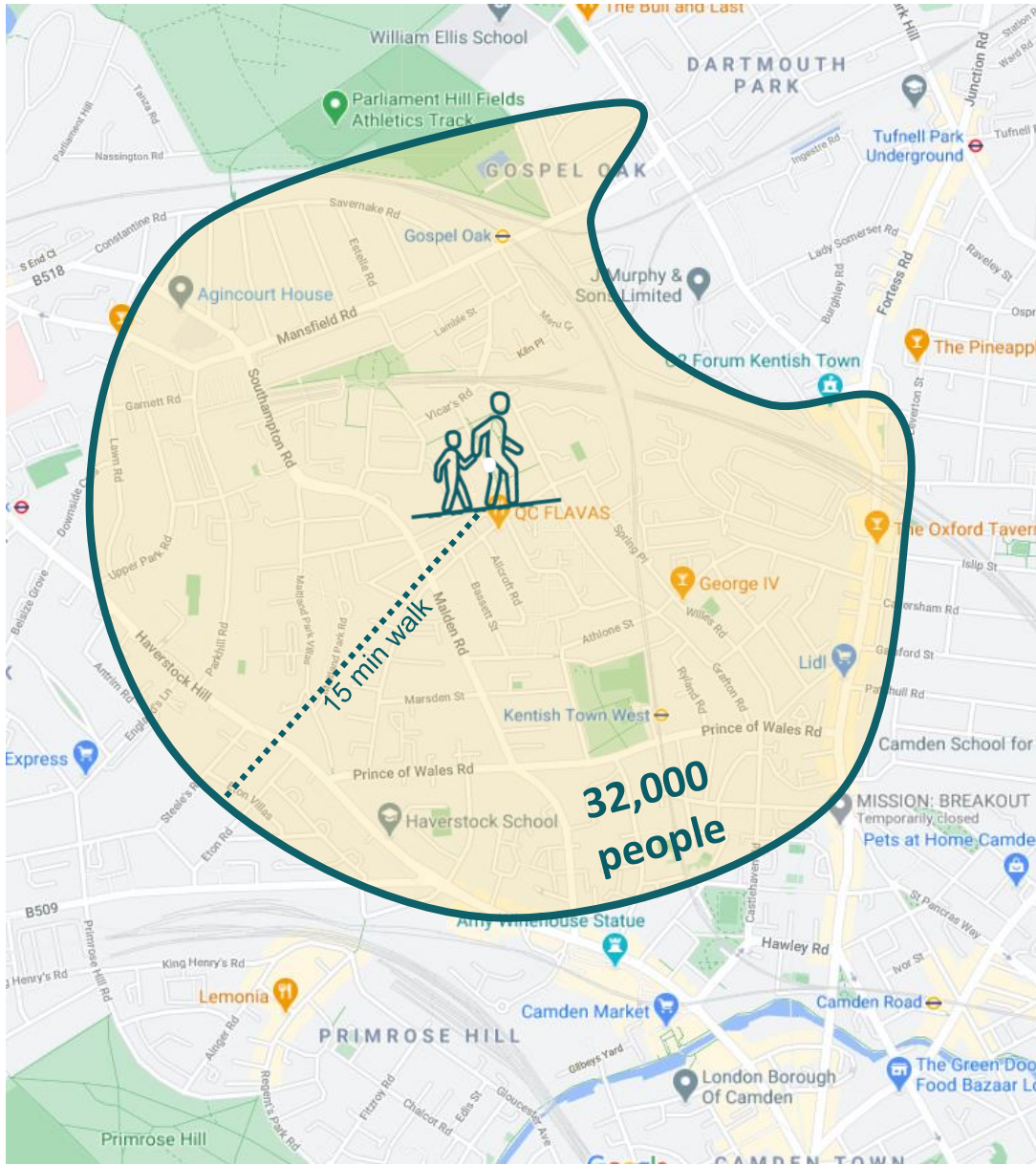


The Ambition



15 minute walkable Neighbourhood


Improve the neighbourhood centre that is Queens Crescent by introducing a trial to test and deliver on the ambitions of the local community to reduce the impacts of traffic dominance on Queens Crescent



The Proposal



Motor traffic free zone
To be operational 24 hours per day, to restrict all motor vehicular access within this area, except for loading at certain times.



PEDESTRIAN and CYCLE ZONE
Except for Loading
Sun - Wed
7 pm - 11 am
Thurs & Sat
7 pm - 7 am



Existing Pedestrian Zone (during market times only)
Pedestrian zones to operate during market times, in line with existing arrangement on Queens Crescent.



PEDESTRIAN ZONE
No vehicles
Thurs & Sat
7 am - 6 pm



Access restriction to motor vehicles



Vehicle access to community centre

Motor vehicle routes




At all times



Outside of markets times



Space for turnaround



Waiting restrictions to be amended to accommodate loading



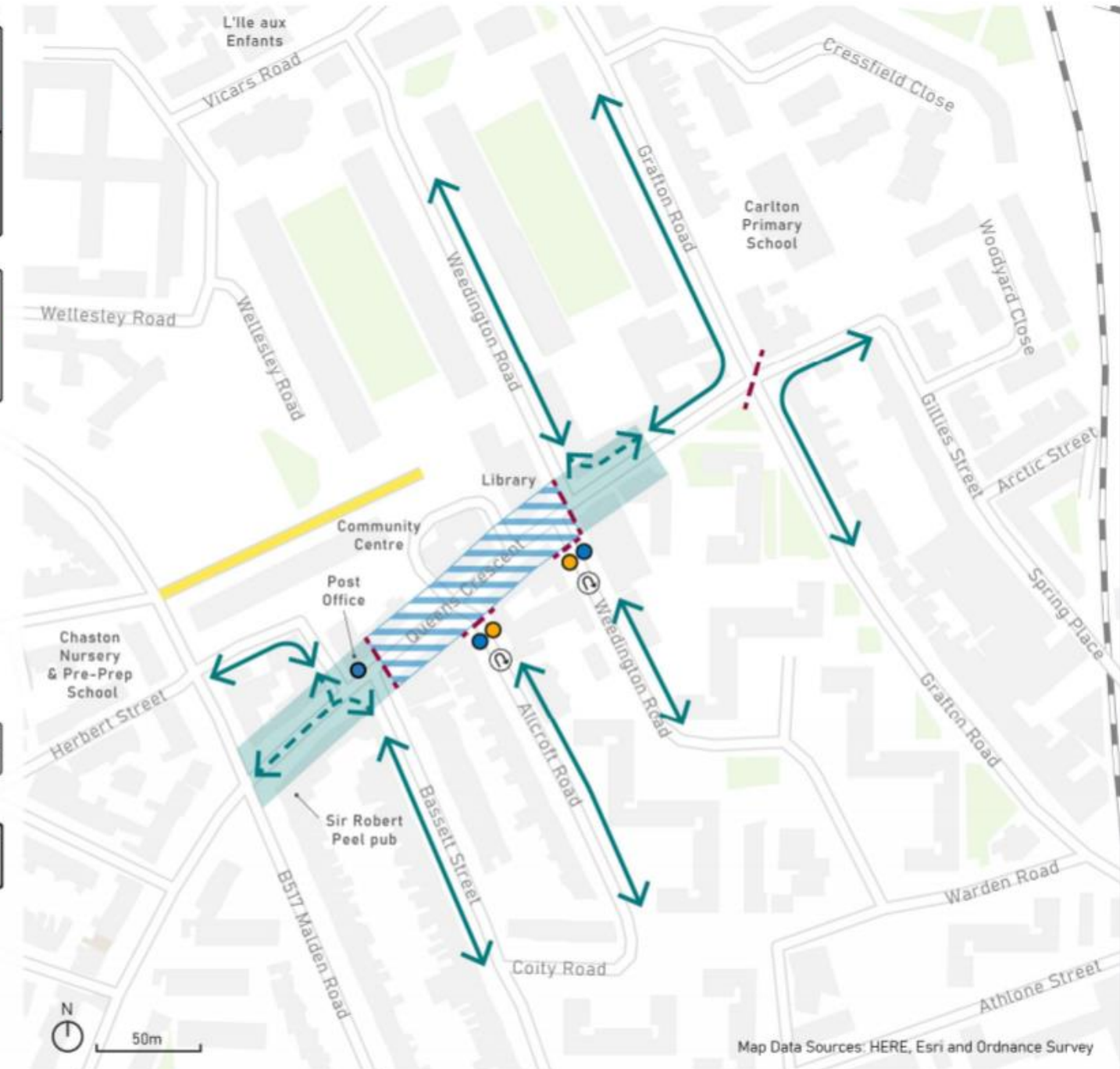
New disabled parking bay
Disabled parking bays to ensure disabled access to Queens Crescent.



Goods vehicles loading only

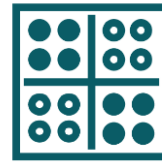


Disabled badge holders only



**Why should Queen's
Crescent be Improved?**

Neighbourhood centre



Neighbourhood centres are
at the heart of our
communities, providing
goods, services, jobs, and
– especially during the
pandemic – sometimes the
only friendly faces many
who live alone will see



Public Open Space Access



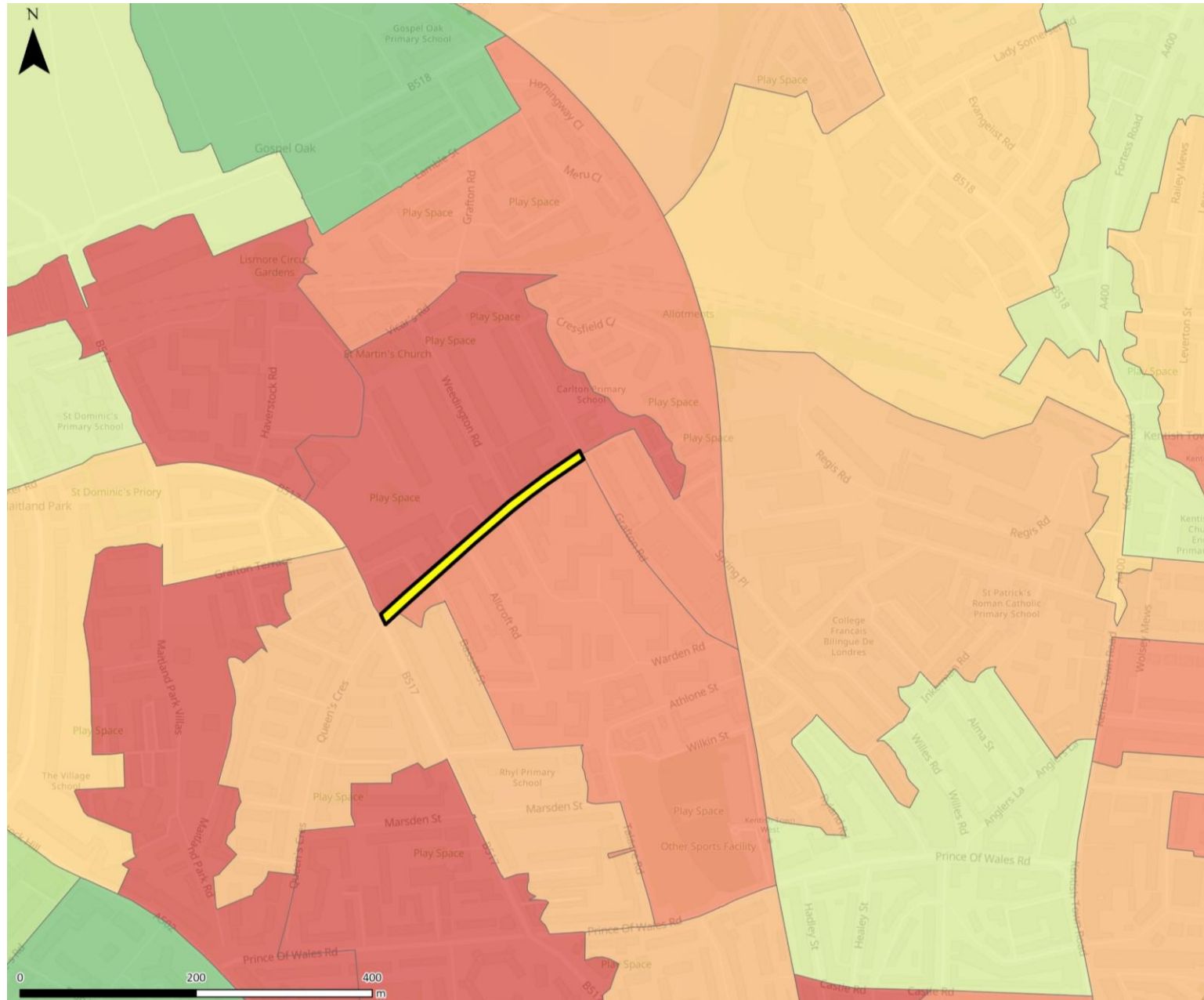
- Queens Crescent
- Public Open Space
- Public Open Space with a Multifunctional Role ($\geq 0.25\text{ha}$)
- Children's Play Space
- Areas within 280m from Public Open Space with a Multifunctional Role ($\geq 0.25\text{ha}$)
- Areas deficient in Public Open Space


Remarks:

Areas deficient in Public Open Space are defined as "Areas more than 280m walking distance away from a public open space with a multi-functional role, that is a space over 0.25ha" (LB Camden's Planning Guidance on Public Open Space)

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








Deprivation Level



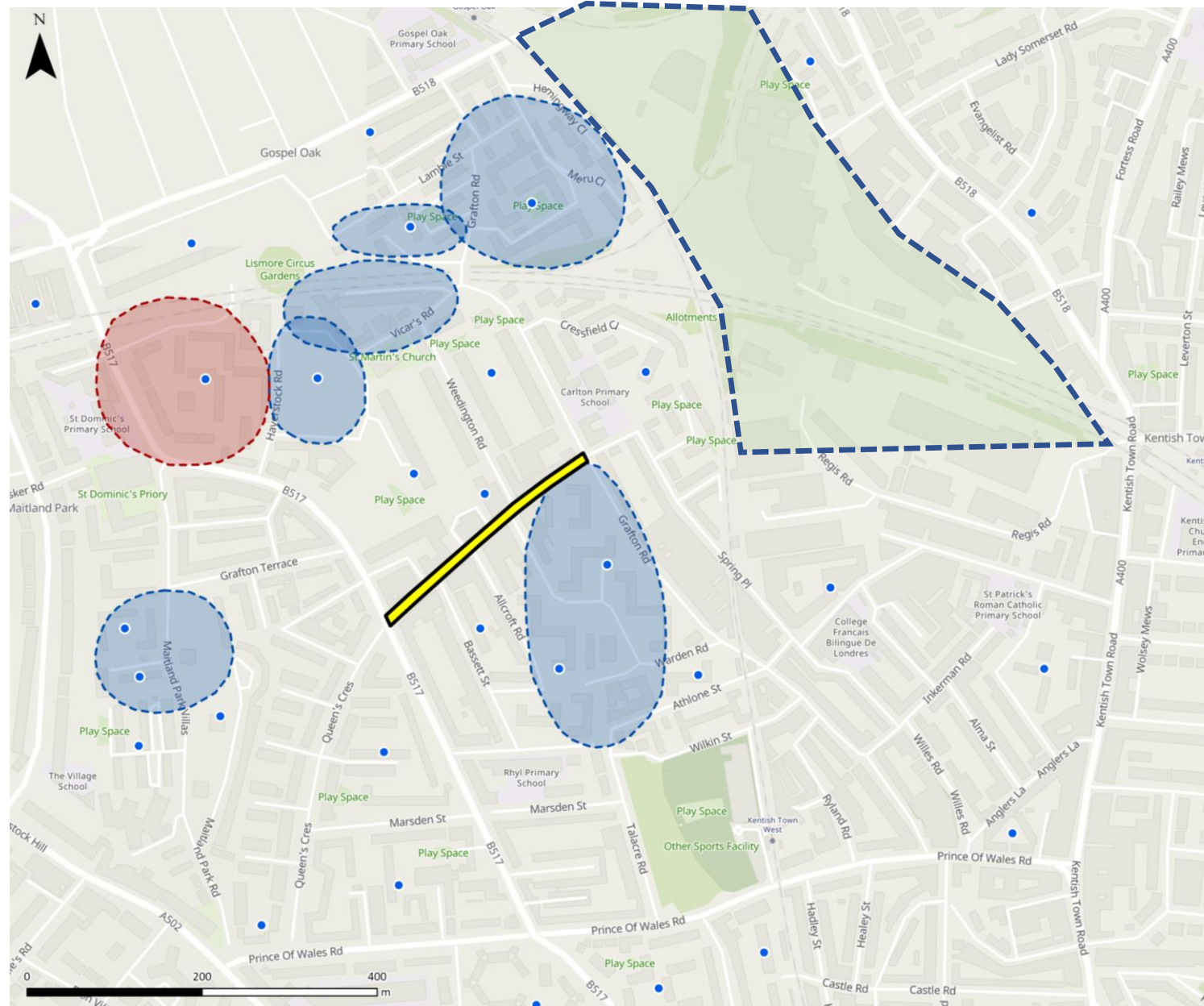
 Queens Crescent

Indices of Multiple Deprivation (IMD) 2018

by LSOA level; 1st Decile represents the most deprived 10% in England

-  2nd
-  3rd
-  4th
-  5th
-  6th
-  7th
-  8th
-  9th
-  10th (Least Deprived)

Future Housing



- Queens Crescent
- Existing LB Camden Housing Estates (≥20 units)

Future Housing Development in Gospel Oak and Haverstock area

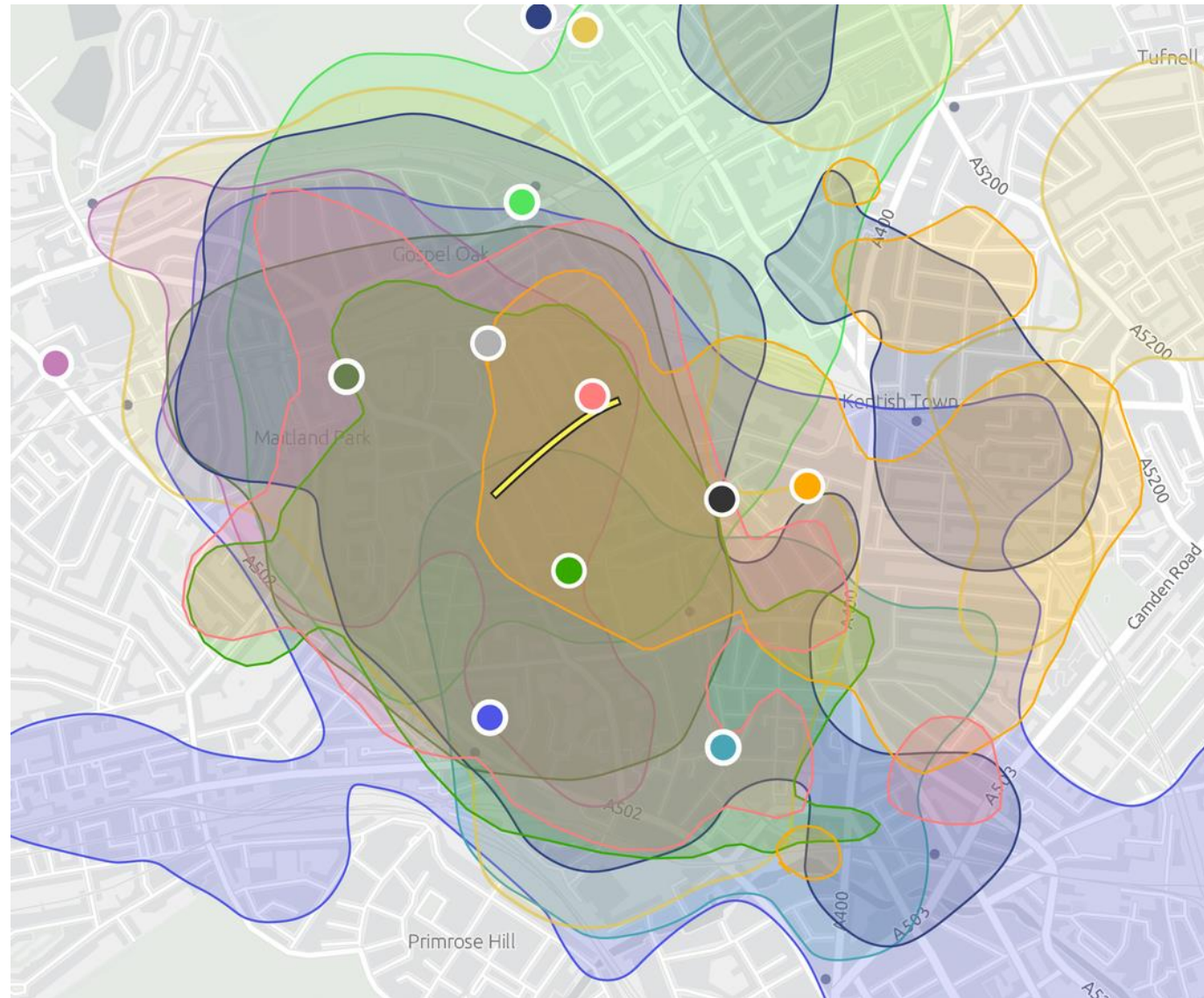
- Future CIP Development Sites
- Potential CIP Development Sites
- Kentish Town Framework area



Schools and where pupils live

Home locations of most pupils

- Carlton Primary School
- Rhyl Primary School
- St Patrick's Catholic Primary School
- Gospel Oak Primary School
- Haverstock School
- Holy Trinity and Saint Silas CofE Primary School, NW1
- Parliament Hill School
- Rosary Roman Catholic Primary School
- St Dominic's Catholic Primary School
- William Ellis School



Queen's Crescent

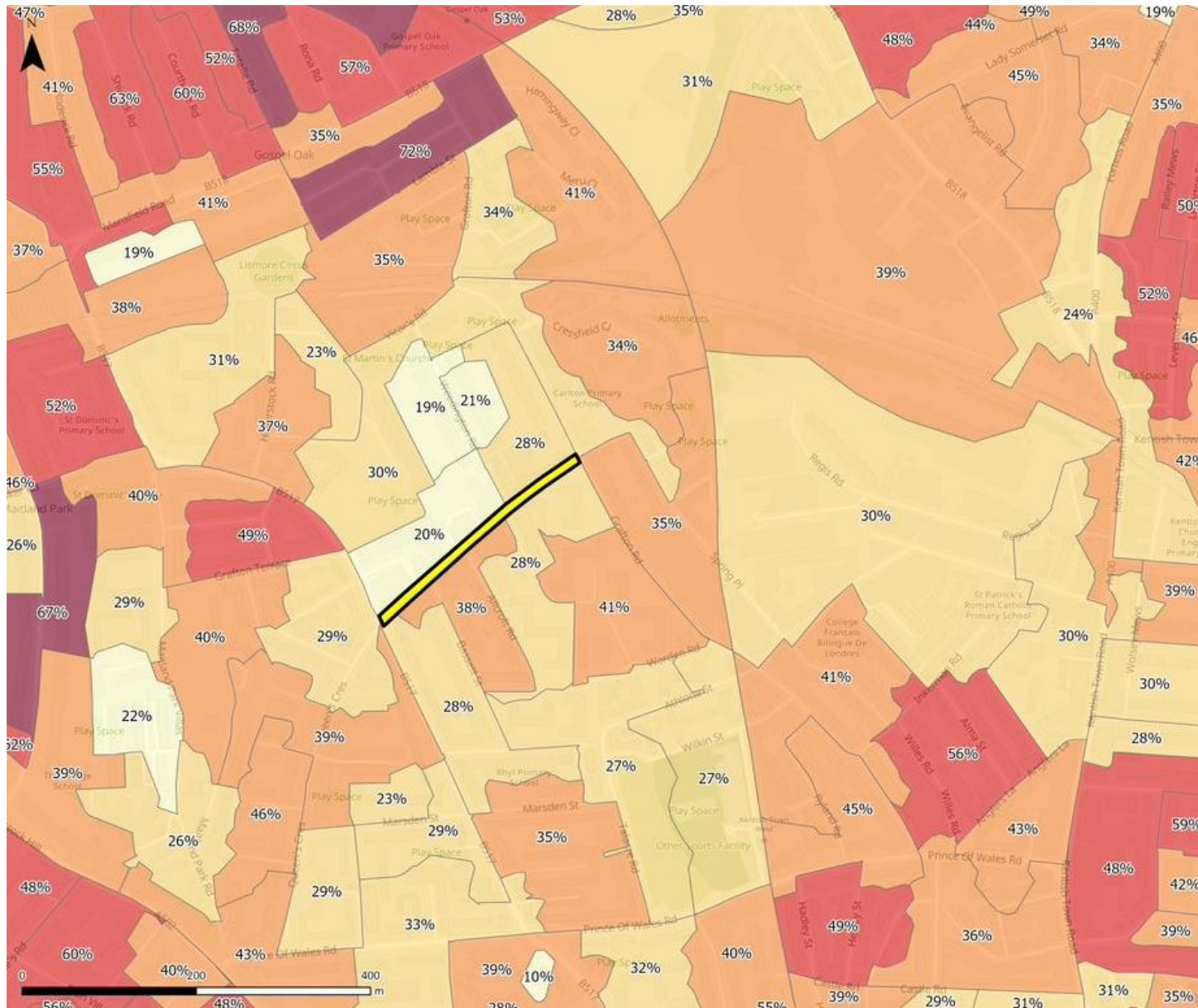
Schools in Kentish Town West LTN

- Carlton Primary School (375 pupils)
- Rhyl Primary School (440 pupils)
- St Patrick's Catholic Primary School (226 pupils)
- College Francais Bilingue De Londres (693 pupils)
- La Petite Ecole Bilingue (101 pupils)
- Gospel Oak Primary School (468 pupils)
- Haverstock School (1237 pupils)
- Holy Trinity and Saint Silas CofE Primary School, NW1 (206 pupils)
- Parliament Hill School (1168 pupils)
- Rosary Roman Catholic Primary School (340 pupils)
- St Dominic's Catholic Primary School (296 pupils)
- William Ellis School (835 pupils)

School pupil statistics obtained from GLA's London School Atlas
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Local Travel and Transport

Car ownership



Queens Crescent

Car or van availability
% by household

2011 Census Data (Output
Area Level)

≤22%

≤34%

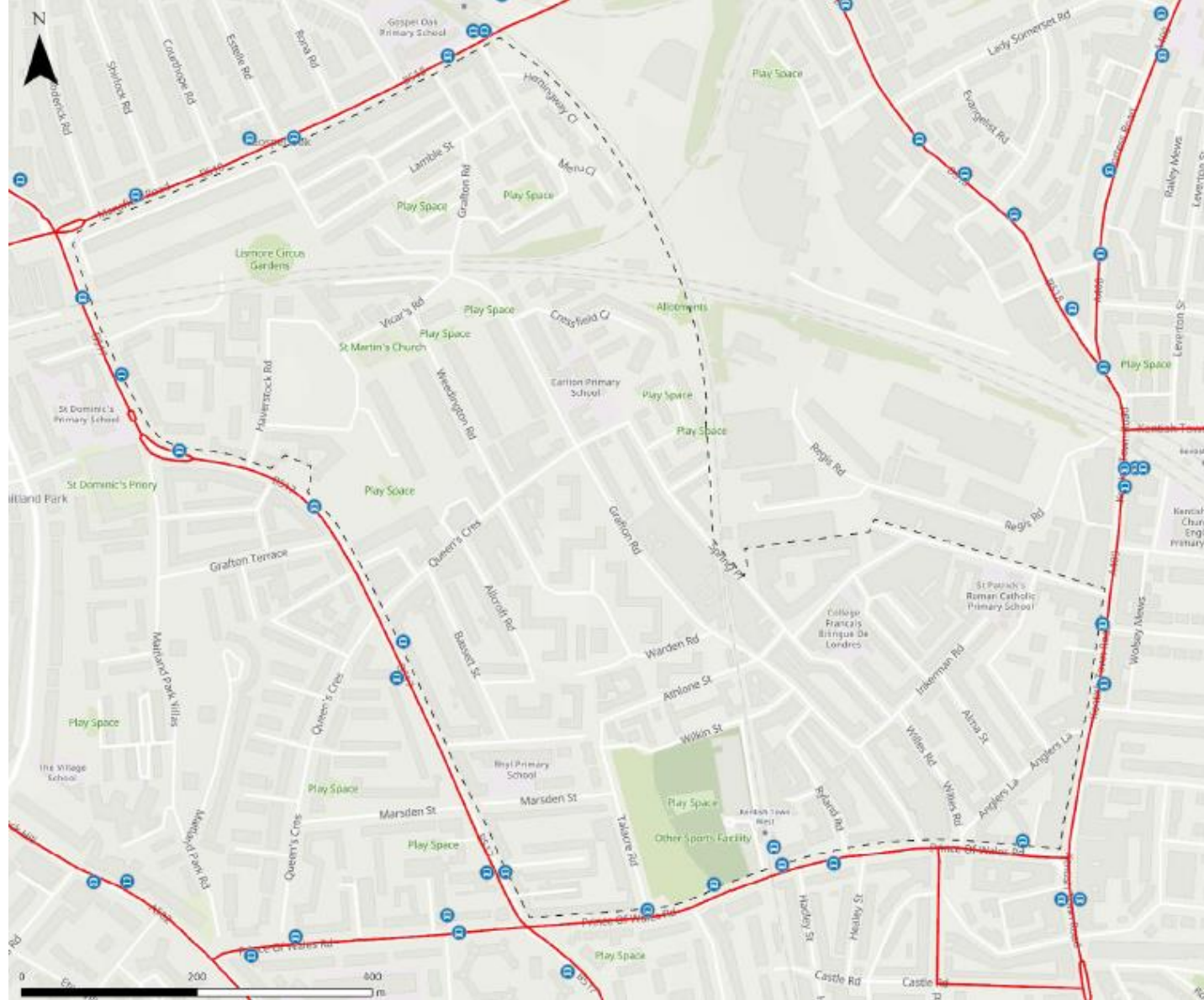
≤47%

≤64%

≤94%

Car ownership in the local area is low, particularly around Queens Crescent, with car ownership as low as only 19% of households owning a car in some areas.

Bus network



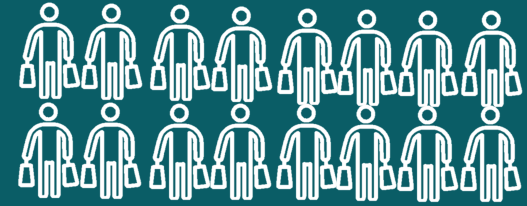
Trips for shopping

Over **90%** of shopping trips in Camden are undertaken by walking, cycling or public transport.



People who walk and cycle take more trips to the high street over the course of the month.

16
Visits



12
Visits



8
Visits



Over the course of a month those people who walk to the high street will spend

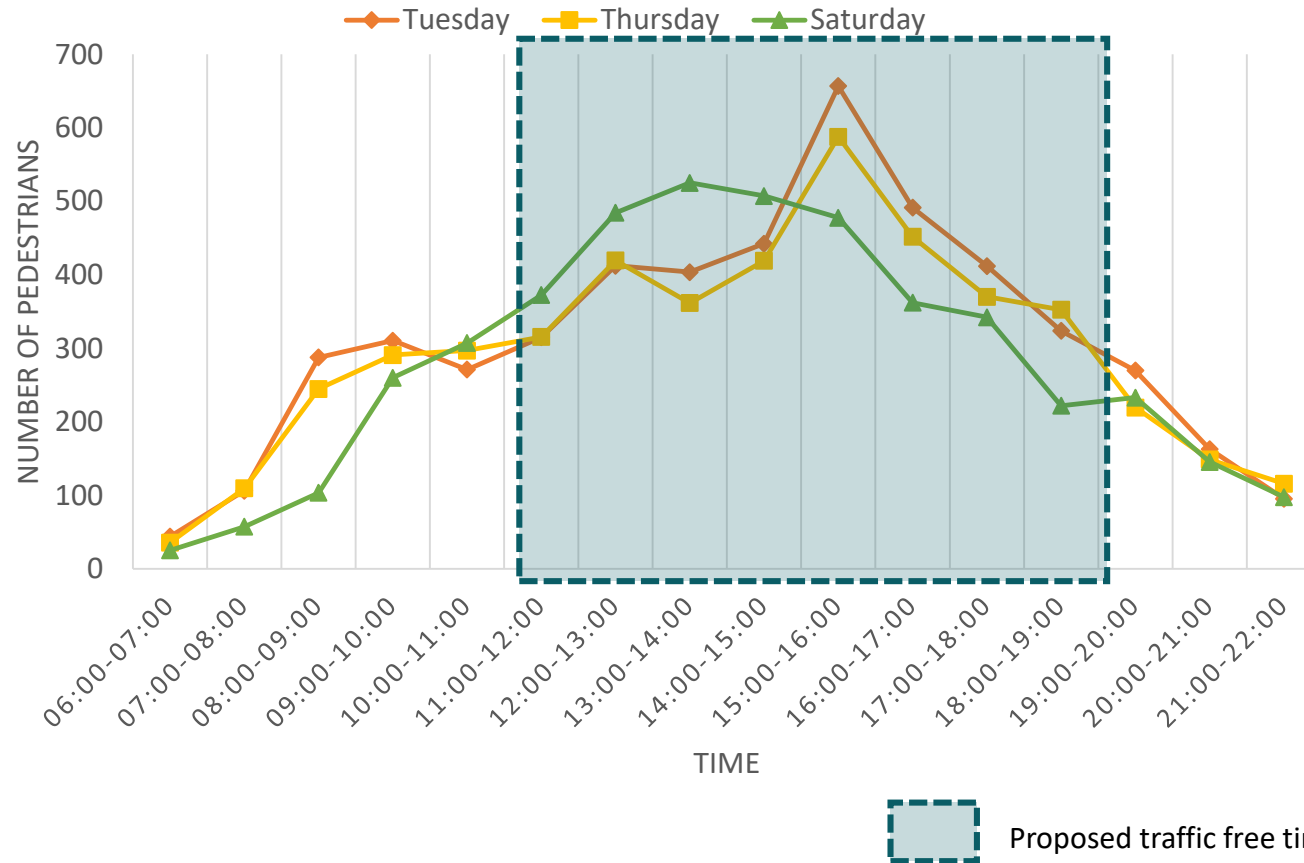
40%

more than those who drive.





Pedestrian Survey

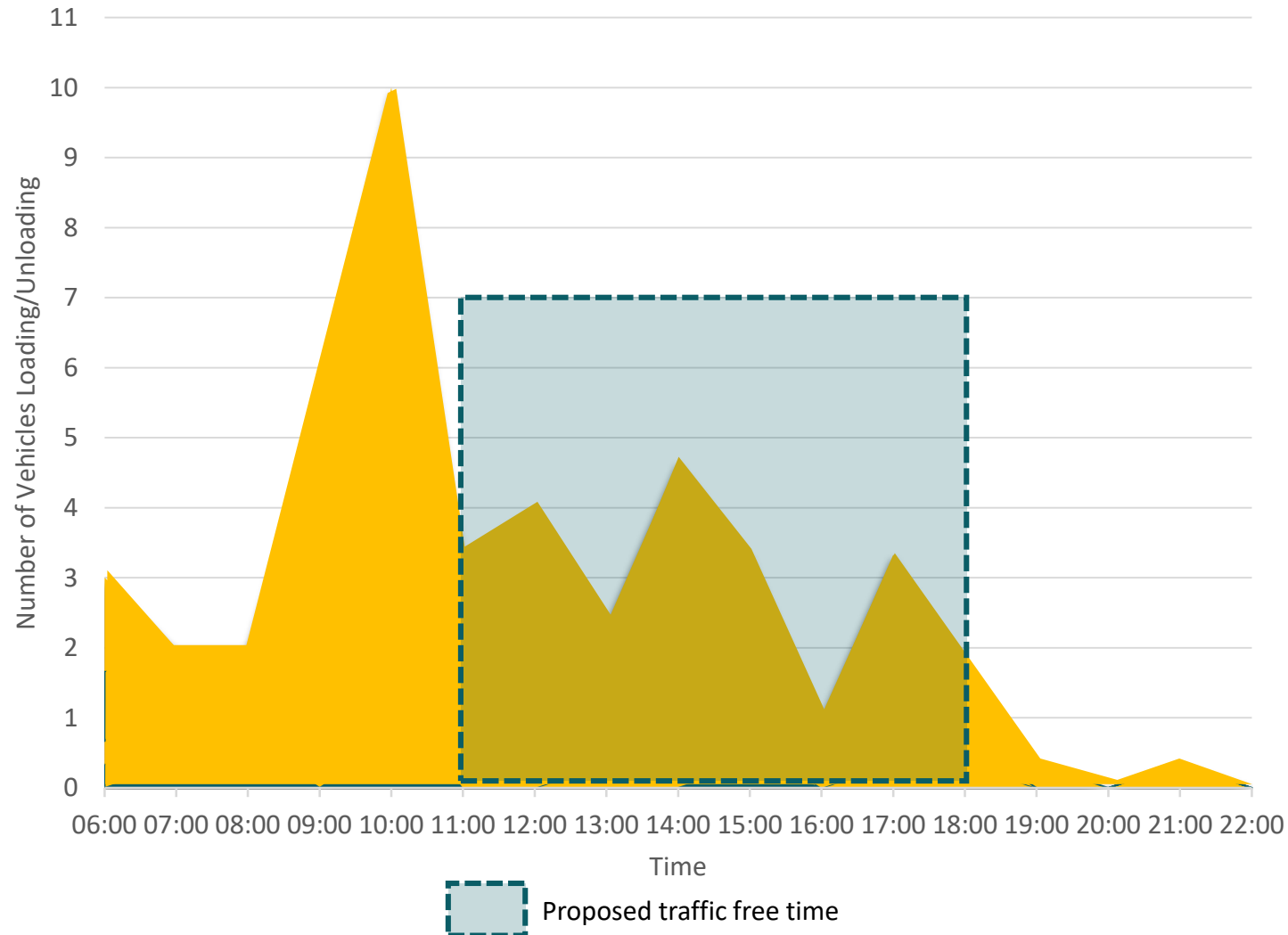


Avg. **7300**
pedestrians a
day



Peaks at
school closing
time

Business Loading Survey




Loading surveys indicates that the peak of loading takes place between 08:00-11:00.

Loading will be provided and enabled on side streets via the introduction of new loading provision.

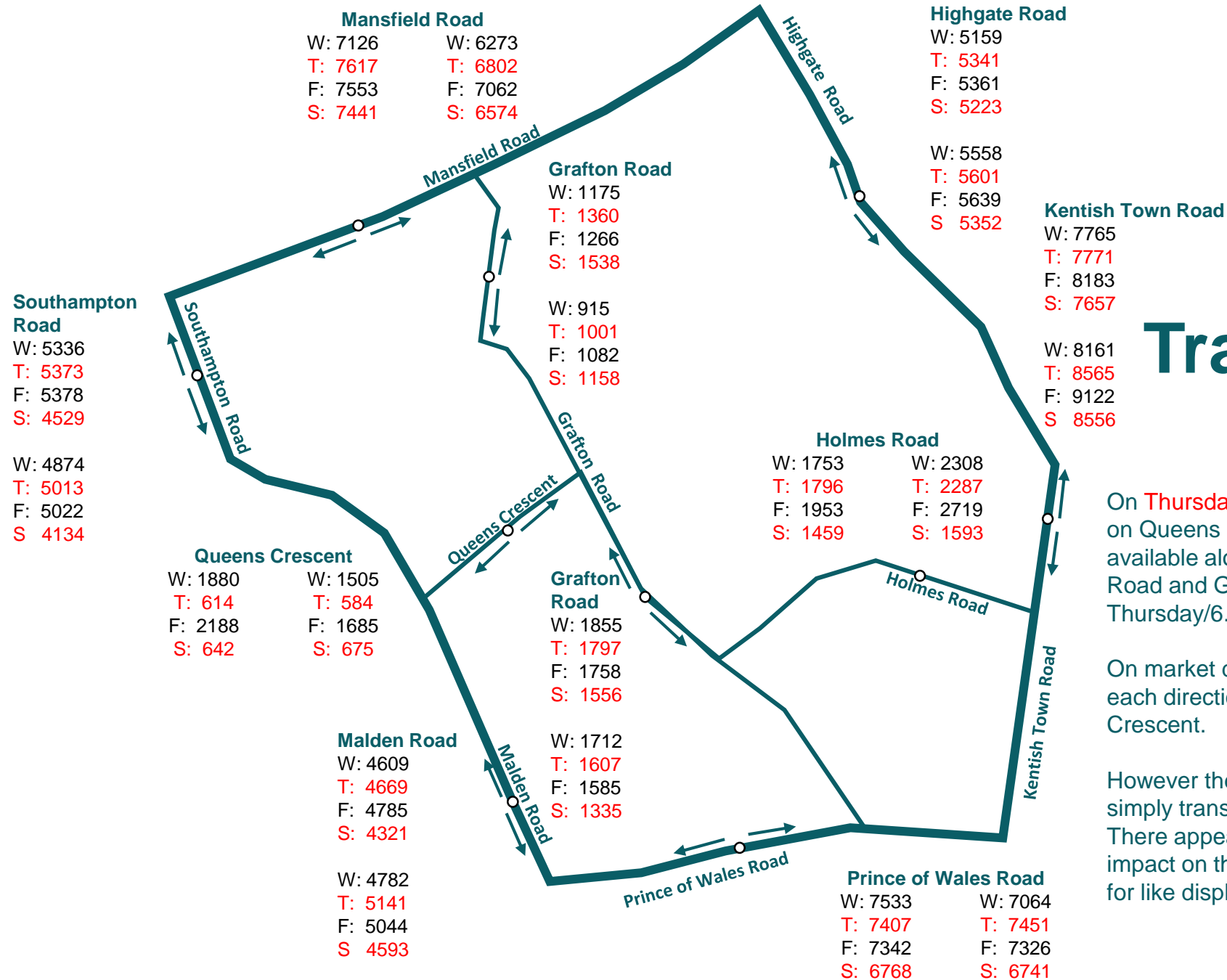
Traffic patterns

A detailed map of Kentish Town, London, illustrating bus routes and a specific street view. The map features a network of roads including Grafton Rd, Lambie St, Vicar's Rd, Weedington Rd, Grafton Terrace, Queen's Cres, Marsden St, Prince Of Wales Rd, and others. Numerous bus routes are marked with numbers and arrows, such as 6273, 7126, 6372, 7071, 5336, 4874, 1175, 915, 1712, 1855, 1880, 1505, 4782, 4609, 1753, 2308, 2092, 4233, 6922, 8392, 10825, 7156, 7096, 881, 929, 6769, 5266, 5101, 8565, and 7765. A circular inset provides a street-level view of a road with a red bus stop sign and a white bus. The map also shows various landmarks like St Martin's Church, St Dominic's Priory, and Kentish Town West. A scale bar at the bottom indicates distances up to 400 meters.



Daily Vehicle Flow

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Traffic Patterns

On **Thursdays** and **Saturdays** a street market operates on Queens Crescent. No motor vehicle access is available along Queens Crescent between Malden Road and Grafton Road between 7am and 5.30pm Thursday/6.00pm Friday.

On market days approx. 1000 vehicle movements in each direction (total of 2000) are reduced on Queens Crescent.

However the maps shows these journeys do not end up simply transferring to the surrounding road network. There appears from this data set to be no adverse impact on the surrounding road network in terms of like for like displacement.

What has happened since consultation launch?

27th Jan

Consultation Launch

7300+

properties received a
post card at
consultation launch

Stakeholders received
information by email

7300+

properties received a
post card at on 10th
February

200+

Responses to date.

This is a good
response based on
the 160+ received as
part of the
Queens GLA funded

28/02

Consultation close

Contact: Stephanie Dance-Groom

Client: London Borough of Camden

Summary: Print A5 Flyer on 250 gsm uncoated including distribution

Completed: 28/01/2021

Quantity: 7,390

Map or GPS Report (if applicable)



Missed

Road/Str

Note: No t



What would happen during a trial?



During the trial, we want to work with local residents and businesses to activate the new area of public space that will be created. This could involve creating on street seating and dining area, parklets, events and hosting the market on additional days within the traffic free environment.



Before trial



During trial

Hackney Central



Final Scheme



Loading and police access





Engagement to date

Elements of the trial

Elements of the proposals in Stage2 report

Full public consultation

Feedback during trial

Monitoring of trial

Key themes in pre-submitted Questions

Relationship
with
Public Realm
project

Traffic
displacement /
congestion

Impacts to
parking and
businesses

Emergency
services and
safety

Amount of
consultation
and timing

Rational for
scheme
(why?)

Questions?