



Savernake Road Area Safe and Healthy Streets consultation

Proposals to make the trial through-traffic restriction on Savernake Road permanent, new cycle permeability proposals on Cressy Road, and a proposal for a new Electric Vehicle Charging Point on Savernake Road

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 Savernake Road in late May 2020. These changes prevented traffic using local streets as a cut-through between main roads by installing a motor vehicle restriction (via no Motor Vehicle signage and a bollard) on Savernake Road between Lisburne Road and Roderick Road.

About the Safe and Healthy Streets Scheme

We know from listening to local people and from conducting traffic counts in the area, that there was a high volume of motor vehicles using Constantine Road and Savernake Road as a cut-through to avoid the traffic lights at the junction of Agincourt Road and Mansfield Road. Residents told us that the high volume of cut-through traffic made local streets in the area unsafe for residents, school children and people walking and cycling. In order to respond to this issue, we implemented the Savernake Safe and Healthy Streets scheme as trial, under an Experimental Traffic Order (ETO). The decision report under which this ETO was made can be viewed on our website [here](#).

This 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 May 2020 and during this period, the scheme has been monitored and comments from local residents and stakeholders have been received. We also made amendments to the scheme in June 2020 following feedback from local residents, by adding double yellow lines around in the vicinity of the restriction to prevent the carriageway being blocked by parked cars.



This consultation now asks local residents and stakeholders to give their views on whether the scheme should be made permanent before the end of the 18-month trial period. We also want to capture your views on proposed changes to the layout of the motor vehicle restriction which would include the introduction of planted bedding areas on the road, new trees, bollards and signage.

We also want to capture your views on two additional proposals in the area – these are:

- Permitting contraflow (two-way) cycling on Cressy Road, to the north of Agincourt Road. Contraflow cycling is when cyclists are allowed to ride in both directions on a one-way street. Contraflow cycling already exists on Cressy Road, south of Agincourt Road, and we want to continue this to the north to help provide a connected cycle network in the local area.
- An Electric Vehicle Charging Point (EVCP) on Savernake Road, following multiple requests from local people over the last 12 months, for more EVCPs in Camden

Both of the above are also proposed as permanent measures, subject to approval following this consultation.

Data collected pre and during the scheme trial on the Savernake Road traffic restriction

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 scheme was in place and before the pandemic started. The information below is set out in more detail in the accompanying Monitoring Fact Sheet included in this consultation. A summary is as follows:

Before and during the scheme was in operation, traffic levels in the area were monitored. Data was collected in:

- June 2019 (pre scheme implementation)
- December 2020 (during the trial period when schools were fully operational, and before the first lockdown)

When comparing June 2019 to December 2020, the data collected on Savernake Road, between Lisburne and Roderick Road, shows that there was a 99% reduction in traffic on this section of Savernake Road over an average 7-day week. The data collected for the same period on Savernake Road between Rona Road and Mansfield Road shows that there was a 70% reduction in traffic over an average 7-day week.



Traffic counts were undertaken at 11 locations between Agincourt Road, Mansfield Road, Constantine Road and Savernake Road. When comparing the data from June 2019 to December 2020 across the 11 sites, recorded traffic levels were 8% lower across an average 7-day week. We have adjusted this data to account for seasonality and changing traffic patterns during Covid with the full methodology set out in the Monitoring Sheet which can be found online in the link provided in the “Have Your Say” section. Data also indicates that the scheme has had a positive impact on cycle use in the area, with a 25% average increase in Lime bicycle (Dockless hire bikes) usage in Savernake Road scheme area from 2019 to 2020.

Air quality data was also gathered pre and post scheme implementation. The data shows that between 2019 and 2020 (October-December periods in both years), there was an 8.7% reduction in NO₂ concentrations on Savernake Road, next to Gospel Oak Primary School.

Feedback during the Experimental Traffic Order Period

147 comments on the scheme were received on Commonplace during the ETO period. 59% of the respondents were positive towards the changes including:

- 66 comments (+291 agreements) mentioned that traffic levels seem reduced.
- 69 comments (+279 agreements) mentioned that the area is safer for children to walk, cycle and scoot.
- 58 comments (+248 agreements) mentioned that travel is safer in the area.

Those that were not positive towards the scheme stated issues regarding traffic displacement, longer journey times and that walking is still unsafe or less safe. The monitoring data highlighted above indicates improvements to traffic levels in the area during the schemes operation.

What we are now consulting on

Based on the monitoring data and feedback received during the trial period, we are now consulting on making the trial motor vehicle restriction on Savernake Road permanent. The proposal for the permanent motor vehicle restriction on Savernake Road includes the option of introducing planted bedding areas on the road, new trees and some permanent bollards and signage.

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 are able to lower the bollards for access.

This consultation will help further inform, alongside monitoring data collected and relevant policies, the Council’s decision as to whether, at the end of the trial period, the experimental scheme should be made permanent, modified (and, if so, whether with or without changes) or allowed to lapse.



We are also looking to capture your views on two additional proposals in the area as detailed below:

- Contraflow (two-way) cycling on Cressy Road, to the north of Agincourt Road. Contraflow cycling is when cyclists are allowed to ride in both directions on a one-way street. Contraflow cycling already exists on Cressy Road, south of Agincourt Road, and we want to continue this to the north to help provide a connected cycle network. The contraflow cycling scheme will require the loss of 15m of residents parking bays on Cressy Road. Data from the Controlled Parking Zone shows that the permit to space ratios on Cressy, Agincourt, Constantine, Mackeson and Lisburne Road have adequate capacity to cope with this reduction in resident parking spaces.
- An Electric Vehicle Charging Point (EVCP) on Savernake Road, following multiple requests from local people over the last 12 months, for more EVCPs in Camden including in this area. The EVCP will be located outside 45-61 Estelle Road.

The EVCP will require the conversion of 16.3m of resident parking bays. 12.7m of residents' parking space will be converted to two Electric Vehicle charging only bays, with a maximum charging stay of up to 3 hours and 3.5m of resident bays to be converted to double yellow lines.

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 motor vehicle restriction on Savernake Road is approved to be made permanent the provision of the Experimental Traffic Order would be made permanent. Details will be made available at the link below.

If the Cressy Road contra flow cycling scheme and the EVCP are approved a Statutory Traffic Management Order consultation will then be carried out and details will be available at the below link.

The consultation will close on **15th July 2021**.