**South End Green consultation**

**Proposals for Public Realm, Road Safety and Streatery improvements at South End Green**

**What’s the challenge?**

The Covid-19 pandemic has changed how people in Camden live, travel and work. We want our streets to have more safe space for everyone 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 a lasting legacy of greener, safer, healthier travel with places for people to spend time in and enjoy.

In 2020, the Council temporarily closed the slip road to motor traffic at South End Road, removed a parking bay and relocated the bus stand for route 168, in order to create a new, traffic free public realm. This enabled businesses there to offer outdoor dining in the road (a Streatery) while social distancing rules limited opportunities for indoor seating, and make it safer for pedestrians to cross to access the Green. To accommodate these changes, the loading bay outside no. 3 Elm Terrace was moved 9 metres eastwards to facilitate the extension of bus stop B on Elm Terrace, with a reduction in the length of the paid-for parking places next to the loading bay.

**What are we consulting on?**

We are now proposing permanent public realm, road safety and Streatery improvements at South End Green, with the following measures:

* Close the slip road on South End Road to motor traffic, and retain access for cyclists in both directions;
* Remove the paid for parking bay on the slip road
* Relocate the bus stand for route 168 from the slip road to South End Close, on the opposite side of the green, alongside the bus stand for bus route 24;

Closing the slip road would create a new public realm and space for community use, including a Streatery; it would also address a long-standing local concern about air quality and noise, and mitigate the inhospitable environment caused by standing buses.

To accommodate these changes we are also proposing:

* Reverse the entry and exit points to South End Close for buses and local traffic: entry would be from Elm Terrace and exit from South End Green;
* Relocate the first bus stop for route 24 from bus stop A, on South End Close, and combine it with bus stop B on Elm Terrace, which would then serve three bus routes – 24, 46 and C11.

In addition to the previous temporary changes, this will require the following measures:

* Extend bus stop B on Elm Terrace by a further 6 metres to serve the additional bus route (route 24), to a total of 28.5 metres, in line with bus stop accessibility guidance;
* Move bus stop B on Elm Terrace 4 metres eastward to provide space for new zig zag keep clear markings next to the new proposed zebra crossing on Elm Terrace, in line with road safety guidance;
* Move the loading bay next to bus stop B 10 metres eastward to provide space for 4 metres of zig zags and 6 metres of extended bus cage and
* Remove 10 metres (2 spaces) of paid for parking bays from adjacent to the loading bay.

We are aware of TfL’s proposals to make changes to buses which may impact on routes 24 and 168, which are under consultation. The design proposed in this Information Sheet would accommodate these changes should they go ahead.

To improve road safety we propose creating three new zebra crossings:

* Replace the traffic island on South End Green with a new zebra crossing and zig zag keep clear markings, to provide a safe crossing from the green to the bus interchange;
* Replace the existing three-way zebra crossing at the junction of South End Road, Elm Terrace and Fleet Road with two direct zebra crossings and keep clear markings, across Fleet Road and Elm Terrace.

In addition, we also propose changes to road edges to allow vehicles to manoeuvre more easily through the area following the slip road closure.

After the consultation, we will carefully consider the responses, along with other information, to help us decide whether or not to implement the changes.