



# St Pancras Way Safe and Healthy Streets Consultation - Information sheet

Proposals to make the trial changes on St Pancras Way permanent and introduce other Healthy Streets improvements

## Making your neighbourhood safer and healthier

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 provide a lasting legacy of greener, safer, healthier travel. 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 St Pancras Way in October 2020 that improved cycle lanes to help make getting around by bike easier and safer. This information leaflet sets out proposals to:



- Make the current, trial cycle lanes on St Pancras Way permanent, with various further improvements proposed to the cycle facilities
- Make a series of other changes to St. Pancras Way, and adjoining streets, to help make those streets safer and healthier, including a number of pedestrian improvement measures

## About the St Pancras Way Safe and Healthy Streets Scheme

St Pancras Way provides a strong southbound link from the Kentish Town area into the heart of the Kings Cross St Pancras business district, as well connecting to other major cycle routes on Midland Road and Euston Road allowing people to reach key business districts in Holborn, Euston, Bloomsbury and beyond.



Analysis of collision data indicates there were a total of 16 collisions resulting in someone being injured in the St Pancras Way scheme area between 1 January 2018 and 9 September 2020, 3 of which involved injuries to cyclists.

Around 2/3rds of Camden 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 the ambition to provide a safe cycle route on St Pancras Way.

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, we implemented a Safe and Healthy Streets scheme as a trial on St Pancras Way, using an Experimental Traffic Order (ETO). The decision report related to this ETO can be viewed on our [website](#). The trial scheme included installing a 1.5m to 2m wide cycle lane, protected by "flexible wands", between Wilmot Place and Crowndale Road and a new Shared Use Bus Stop Boarder between Camden Road and Agar Grove.

This decision report noted that a further consultation, after approximately 12 months of the trial scheme, would take place relating to any proposed permanent changes. The trial scheme was installed in October 2020 and during this trial period, the scheme has been monitored and comments from local residents and stakeholders have been received via our 'Commonplace' website.

This consultation now asks local residents and stakeholders to give their views on whether the scheme should be made permanent at the end of the 18-month trial period.

We are also consulting on additional changes including adding trees, benches and cycle parking, blue surfacing across junctions, blended junctions on side roads and raising all existing zebra crossings while converting two zebra crossings to 'parallel zebra' (pedestrian and cycle) crossings. We are also proposing to add a new segregated cycle lane from St Pancras Way to Royal College Street on Pratt Street, cycle hangars on Wilmot Place and Pratt Street, and five shared-use (paid for and residents permit) parking spaces and a 16m loading bay on Pratt Street. A plan of the proposed changes can be found on the consultation website along with some example images of these sorts of changes in the "Related Information" section.



## Monitoring information collected before / during the trial

The Covid-19 pandemic 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 in more detail. A summary of monitoring data collected during the trial scheme is as follows:

- Cycling on St Pancras Way was 200% higher in July 2021 (after the trial scheme was implemented -1056 daily cyclists) compared to July 2020 ('before scheme' – 352 daily cyclists).
- The number of trips by Lime bicycles was 246% higher between June – August 2021 (during the trial scheme) compared to June – August 2020 (before the trial scheme started).
- Motor vehicle levels on St Pancras Way were 33% higher in July 2021 compared to July 2020. However, traffic flows in September 2021 were observed to decrease slightly from July 2021, and the 2021 traffic flow counts are comparable with historic count levels (pre 2019) on St. Pancras Way (see monitoring report for more details)
- Collision data was available 'Before-scheme' (1 January 2018 to 9 September 2020) and during the trial (10 September 2020 to 31 December 2020). Over this 'Before-scheme' period 16 collisions involving casualties were recorded (3 of which included cyclists) and a single casualty was recorded between 10 September 2020 and 31 December 2020, which did not involve a cyclist.

The full methodology is set out in the Monitoring Report which can be found in the "Related Information" section of the online consultation page.

A [Healthy Streets Check for Designers](#) (HSCD) assessment was carried out on St Pancras Way. The HSCD tool, produced by Transport for London, has been created for street designers to ensure proposals are consistent with the 'Healthy Streets Approach'. The assessment helps to compare and score different elements of the 'before-scheme' layout and the 'after-scheme' layout, with reference to the 10 Healthy Streets Indicators. The results of the HSCD show that the new scheme results in an increase in the Overall Healthy Streets Check score, with improvements in five of the ten Healthy Streets Indicators. As a result of the implementation of the new scheme, two known road dangers have improved, one known road danger has remained unchanged and no road dangers have deteriorated.

The final designs include recommendations listed in the HSCD assessment to further increase the Overall Healthy Streets Check score, which are detailed below.



## Feedback during the Experimental Traffic Order (ETO) Period

136 comments on the scheme were received on Commonplace during the trial “ETO” period. 38% of the respondents were positive towards the changes including:

- 44 comments (+78 agreements) mentioned that the scheme encouraged more cycling
- 38 comments (+59 agreements) mentioned that the area is now safer to travel around
- 21 comments (+70 agreements) mentioned that the area is safer for children to walk, cycle and scoot

Those that were not supportive of the scheme shared issues around car journey times, traffic levels and air pollution, stating that they are still bad or worse than before the trial scheme was implemented.



We also received comments from stakeholders about a lack of parking opportunities in the area. In response, we are proposing to create five new shared-use (paid for and residents permit) parking spaces on Pratt Street for resident permit holders of the CA-G Controlled Parking Zone (CPZ) to utilise.

An Access Audit was also carried out on a section of St Pancras Way. The audit was conducted in partnership with five members of a local disabled user interest group. The initial audit was carried out on the 26<sup>th</sup> of August 2021, on St Pancras Way between 132 St Pancras Way and junction of Agar Grove. The objective of the audit was to produce a report which highlights specific areas where access issues were identified by members of the group, as well as to feedback on discussions around potential solutions to these issues and how to make future public realm schemes in Camden more accessible. A further audit has recently been carried out for the remaining section of the route, between Agar Grove and Crowndale Road. The final audit report is not yet available; however, the results of the final audit will be reviewed in conjunction with consultation results.

The final designs for consultation include recommendations received from local people as part of the trial, and in both the HSCD assessment (to further increase the Overall Healthy Streets Check score) and in the Access Audit, including:

- replacing the ‘kerb and wands’ segregation for cyclists with a ‘stepped track’
- the introduction of ‘blended pedestrian crossings’ to give priority to pedestrians
- installing new benches for people to stop and rest
- adding trees to provide additional street greening and canopy cover for shade/shelter
- installing new cycle parking opportunities.
- raising pedestrian crossings to slow vehicle traffic



- improvements to the carriageway and footway surfaces where required.

## What are we now consulting on?

Based on the monitoring data and the feedback received from residents and stakeholders during the trial period, and in line with policies and objectives set out in our Camden Transport Strategy and Climate Action Plan we are now consulting on making the trial changes permanent and proposing new measures in the St Pancras Way area, including some additional benefits for pedestrians, cyclists and those who own a car. You can view the drawings of the changes in the “Related Information” section of the online consultation front page.

We are proposing the following measures:

- Replacing the temporary ‘wand’ cycle lane segregation on St. Pancras Way with new raised stepped cycle tracks. This is because ‘wands’ are easily broken, and stepped cycle tracks provide a better ride quality with a more useable width. This also improves emergency vehicle response times (vehicles can pull over onto the cycle tracks to allow emergency vehicles through).
- Retaining the shared-use bus stop border between Camden Road and Agar Grove to provide safe continuous cycling and help protect bus journey times.
- Upgrading three existing zebra crossings near Georgiana Street, College Grove and Granary Street to ‘raised’ zebra crossings, providing level crossing points for pedestrians and traffic calming features to slow vehicles.
- Two of these existing zebra crossings will also be upgraded to raised ‘parallel zebra’ (cycle and pedestrian) crossings near Georgiana Street and Pratt Street, providing safer crossing points for cyclists and pedestrians joining and leaving the route.
- Creating a new ‘shared space’ (cycle and pedestrian) area on the footway on the north western side of the junction of St Pancras Way and Georgiana Street, giving the option for southbound cyclists on St Pancras Way to access Georgiana Street from the new parallel crossing.
- Adding blue cycle lane surfacing across side roads and junctions with cycle symbols to provide an increased awareness of cyclists.
- Installing ‘blended pedestrian crossings’ across side roads of Wrotham Road, Barker Drive and College Grove. This is to provide pedestrian priority and reduce vehicle speeds at side roads.
- Installing approximately 9 new trees to improve air quality, biodiversity, shade and improve the public realm of the street.
- Installing approximately 6 new benches to provide opportunities to rest, particularly for the elderly and people with disabilities.
- Installing 8 new cycle parking stands along the route and two cycle hangars on Wilmot Place (replacing 5m of Residents parking near the junction of St Pancras Way) and Pratt Street (replacing 5m of single yellow line between St Pancras Way and Royal College Street) to provide a safe space for residents to store their bikes.
- Creating a new segregated contraflow westbound cycle lane on Pratt Street,



connecting St Pancras Way with Royal College Street.

- Replacing the single yellow lines on Pratt Street, between St Pancras Way and Royal College Street, with double yellow lines and double kerb blips, to ensure through traffic is not blocked by vehicles.
- Removing 3 paid for parking spaces from the north side of Pratt St and installing 5 new shared-use (paid for parking and residents permit holders) spaces on the south side of Pratt Street, between St Pancras Way and Royal College Street, creating more spaces for residents to park compared to the trial scheme.
- Installing a 16m loading bay on Pratt Street, between St Pancras Way and Royal College Street, providing loading/unloading facilities for local businesses and residents.
- Installing new double yellow lines with double kerb blip markings (no parking/waiting at any time) along the road to prevent vehicles from parking and loading on the cycle lane and blocking traffic.

## 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 the consultation responses, relevant policies and other data/information.

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. If a decision is made to approve any permanent proposals, the construction of any required elements would then take place.

The consultation closes on 13 January 2022.