



York Way Safe and Healthy Streets Consultation Information sheet

Proposals to make the trial changes on York Way permanent

Making your neighbourhood safer and healthier

The Covid-19 pandemic has changed how communities 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.

To help we have been making changes in our Safe and Healthy Streets Programme. This included making trial changes on York Way from July 2020. These changes make streets safer and healthier by adding new cycle lanes to make getting around by bike easier.



York Way Safe and Healthy Streets Scheme

York Way has previously had a poor road safety record, with 7 collisions involving cyclist casualties between January 2018 and September 2020 (1 further casualty between 1 October 2020 and 31 December 2020 which is post completion of phases 1 & 2 of the trial scheme). Despite this, it still has high existing cycle flows, of 822 cyclists a day (March 2021 two-way flow), demonstrating the value of the route to cyclist movements north and south through Camden and Islington boroughs.

In order to respond to these issues, we implemented a Safe and Healthy Streets scheme as a trial on York Way, using an Experimental Traffic Order (ETO). The scheme was split into three phases (physical changes to the northern half of York Way, physical changes to the southern half of York Way, and changes to the signal junctions).

The decision reports related to this ETO can be viewed on our website.

- [Phase 1 – York Way, Wharfdale Road to Freight Lane](#)
- [Phase 2 – York Way, North Road to Freight Lane](#)
- [Phase 3 – York Way, Junction changes](#)



This decision reports noted that a further consultation, after approximately 12 months of the trial scheme, would take place relating to any proposed permanent changes. We are now undertaking this consultation. The trial scheme went live in July 2020 and during this period, the scheme has been monitored and comments from local residents and stakeholders have been received.

Monitoring information collected pre / during the trial

The Covid-19 pandemic has had an impact on traffic levels in Camden, Islington and across London. This has made 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 (before the pandemic started). The information below and in the accompanying detailed Monitoring Report explains this further. A summary of monitoring data collected during the trial scheme is as follows:



- Cycling on York Way North has increased by 121% from March 2019 (362 daily two-way flow) to March 2021 (822 daily two-way flow).
- Lime bicycle usage increased by 756% on York Way North (between Cliff Road/Hungerford Road and Freight Lane) and 752% on York Way South (between Freight Lane and Wharfdale Road) between January-June 2020 and January-June 2021.
- Motor vehicle levels on York Way were 15% lower in March 2021 ('After-scheme') relative to March 2019, decreasing from 14,274 (2019) to 13,218 (2021).

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

Feedback during the Experimental Traffic Order (ETO) Period

An analysis of Commonplace was undertaken by Sustrans in May 2021:

- 46% of responses were positive towards the changes
- 80% of responses who have used the cycle facility felt positive towards the changes

Reoccurring positives comments highlighted that it is now safer for individuals to travel and for children to walk, cycle and scoot. Additionally, people commented that the scheme is encouraging them to cycle more.



Some dislikes raised included that traffic levels are still bad or worse than before, journey times by motor vehicles are longer, and air pollution is still bad or worse.

A Road Safety Audit was conducted and the recommendations taken on board in our proposals for the permanent scheme. This includes replacing the 'kerb and wands' segregation for cyclists with a 'stepped track' and ensuring the road is monitored for collisions.

One collision involving casualties has been recorded between 1st October 2020 and 31st December 2020. Over the same period in 2018 there were four casualties and in 2019 there were two casualties. Collision monitoring will continue to be undertaken.

What are we now consulting on?

Based on the monitoring data and the feedback received from residents and stakeholders during the trial period, we are now consulting on making the trial changes to York Way permanent.

You can view the drawings of the changes in the "Related Information" section of the online consultation front page.

We are now consulting on making the following changes permanent as well as proposing new changes:

- Replacing the temporary 'kerb and wand' segregation with a new raised stepped cycle track
- Adding new 'parallel' zebra crossings to permit pedestrians and cyclists to cross
- Adding new sections of wider pavement to accommodate new trees
- Adding new benches and trees along the route to make walking more pleasant
- Adding blue surfacing across side roads and junctions to highlight the cycle route
- Adding blended crossings (where pedestrians get priority to cross) on side roads
- Adding a new bus stop bypass near Star of Kings Pub (Stop C)
- Retaining the new T-junction layout at Market Road
- Retaining the new junction layout at Freight Lane
- Retaining the new junction layout at Agar Grove / Brewery Road
- Retaining the new junction layout at Handyside Street / Copenhagen Street
- Retaining the shared use bus boarders northbound
- Retaining the existing bus stop bypass near Camden Park Road

We have listened to feedback from stakeholders during the trial scheme which has informed our proposals. For example, the addition of new blended crossings and more trees and benches responds directly to feedback relating to requests for a more pedestrian friendly environment. Similarly, new parallel crossings and blue surface paint at junctions is proposed in response to comments from stakeholders on the risks for cyclists along the road.



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 Monday 20th September 2021.