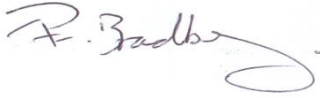


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| LONDON BOROUGH OF CAMDEN | WARDS: All |
| REPORT TITLE Healthy Streets Transport schemes: Consultation and decision-making processes (SC/2021/07) | |
| REPORT OF Cabinet Member for a Sustainable Camden | |
| FOR SUBMISSION TO Cabinet | DATE 10 th November 2021 |
| <p>STRATEGIC CONTEXT</p> <p>Camden 2025 is our communities' vision for Camden, and Our Camden Plan is the council's response to Camden 2025. By streamlining how we consult with our communities on Safe and Healthy Streets projects we will support the core aims of Camden 2025 and Our Camden Plan including "strong growth and access to jobs", "clean, vibrant and sustainable places" and "healthy independent lives".</p> | |
| <p>SUMMARY OF REPORT</p> <p>Listening to and engaging with our Camden communities – including residents, businesses, and stakeholder groups – is vital to creating safer and healthier neighbourhoods. This report aims to improve on how we consult (and make decisions) in line with the Healthy Streets, Healthy Travel, Healthy Lives vision of the Camden Transport Strategy and responds to the Climate Emergency declared by Camden Council in 2019. By clearly setting out these changes in this report and why we want to make them, we are demonstrating transparency and creating a clear process to follow on future schemes that generates and sustains public confidence.</p> <p>We have been learning and adapting, including during Covid-19. We are now proposing to put some of this learning into permanent practice, to continue to deliver high quality schemes – from installing a new cycle parking, to speeding up the delivery of measures such as disabled parking bays, all the way to areawide "liveable neighbourhood" schemes, with consultation and engagement at its heart. The report also showcases examples of our improved communications materials that support this new approach. These proposals will make sure:</p> <ul style="list-style-type: none"> · We are clear in how we consult and make decisions · We can build on the conversations we are having with communities and stakeholders to deliver the highest quality schemes · We can support the fight against climate change, and can continue in our pledge to deliver the Camden Transport Strategy. · We are efficient in how we consult so our resources are used wisely and deliver scheme quickly to the benefit of communities, helping support renewal from the pandemic · We can use the lessons learned from our schemes delivered during Covid-19 · We support businesses & residents with economic & social improvements after Covid-19 <p>Local Government Act 1972 – Access to Information No documents that require listing were used in the preparation of this report.</p> <p>Contact Officer: Sam Margolis, Strategic Lead Transport Planning, Supporting Communities, LB Camden, 5 Pancras Square, London, N1C 4AG, 020 7974 6934, sam.margolis@camden.gov.uk</p> | |
| <p>RECOMMENDATIONS</p> <ol style="list-style-type: none"> 1. Cabinet is recommended to approve the revised approach to consultation & decision making on Healthy Streets schemes from November '21 onwards, set out in section 2 and Appendix A of this report. | |

2. The Leader of the Council is recommended to agree the proposed delegation level changes set out in Appendix A of the report.

A handwritten signature in black ink, appearing to read 'R. Bradbury', with a large, stylized flourish at the end.

Signed:

Richard Bradbury, Director of Environment and Sustainability

Date: 27th October 2021

1. CONTEXT AND BACKGROUND: WHY DO WE WANT TO MAKE CHANGES?

- 1.1. The [Camden Transport Strategy \(CTS\)](#), adopted by Council in 2019, contains the policies and measures that we intend to implement on our streets. Those schemes aim to transform our streets to enable and encourage more walking, cycling and public transport trips, to improve road safety and accessibility, reduce inessential car/private motor vehicle trips, and reduce transport emissions. Put together, we call this our “Healthy Streets” programme. Each scheme goes through consultation/decision making steps. This report sets out what those steps currently are, and how we propose to change them for the better, building on learning to date and especially since the Covid-19 pandemic. The context for making these changes is set out below:
- 1.2. **Listening to the views of our communities:** consultation is a highly valued part of Healthy Streets scheme development. The views of residents, businesses and stakeholders are used to gauge the overall level of support or objection to a proposal and also impact on revisions of plans/designs, for example to either improve the scheme or respond to issues that Officers may not have been aware. The views of our communities play an important part in the decision-making process, alongside relevant data and policies, which all help to create the final scheme. Recent examples of schemes which have been amended substantially following consultation, responding to stakeholder feedback, include the [Camden Square](#), and [King Henry's Road](#), Healthy Streets proposals (see section 2 and 5 of the main reports of those schemes). These amendments included, changes to vehicle restrictions and exemptions; road safety improvements (new crossing and increased signage), and; enhanced street furniture. Each and every scheme report is published on the Council website and includes an in-depth review of the consultation approach, consultation feedback, Officer responses to those comments, and where any schemes/scheme designs have been amended as a result.
- 1.3. **Covid 19 – changes to how people travel:** the outbreak of Covid-19 in March 2020 led to new road safety challenges on our streets. We saw people avoiding public transport as capacity also reduced, and with significant reductions in motor traffic came large increases in the number of people walking and cycling in Camden. As traffic levels returned between lockdowns, the Council adopted a new approach to developing, consulting and deciding on “Healthy Streets” schemes to protect the larger numbers of people now choosing to use these healthy and sustainable types of travel. Lessons learned from that period are included within these revised proposals.
- 1.4. **We have urgent challenges to support:** during Covid-19 we worked quickly, flexibly and efficiently by trying different ways and levels of consulting. We want to keep the changes that worked well to help us to support the urgent challenges our communities are facing: (i) economically and socially recovering from Covid-19, including Camden’s Future High Streets work, creating spaces for communities to come together and; (ii) the climate emergency; as recommended by our residents as part of our Citizens Assembly on the climate crisis, creating sustainable and healthy streets is essential to reducing carbon emissions across the Borough. We want to be consulting appropriately so that each type of scheme receives proportional levels of consultation, allowing our communities to shape the changes to streets in Camden at the right time in each schemes’ development.
- 1.5. **We want to keep our promises in the Camden Transport Strategy (CTS):** the CTS was adopted by full Council in 2019, setting the vision for transport in the Borough, “to work

alongside residents and partners in transforming transport and mobility in Camden, enabling and encouraging people to travel sustainably; nurturing healthier lifestyles; creating radically less polluted places; and upgrading the transport network to meet Camden's and London's needs." "Healthy Streets" interventions, set out in the CTS and as summarised in Table 1 below (and Appendix A), help deliver the vision:

Table 1: Healthy Streets scheme types

| Scheme Type | Description |
|--------------|--|
| Minor /Other | Changes to pavements which typically do not need any statutory consultation (removal of guard rail, new signs, cycle stands etc). Typical value <£5k |
| Small | Minor changes to the road and/or pavement in a small area and with low cost (typically, between £5k and £50k per location), low complexity and impact e.g. new Electric Vehicle Charging Points (EVCPs), cycle hangars, local road safety schemes etc |
| Medium | Changes to individual streets or small areas (including single junctions) which are relatively localised and relatively inexpensive (typically, £50,000 to £250,000), and not highly challenging to implement e.g. Healthy School Streets, local traffic restrictions |
| Large | Extensive schemes, such as along main high roads, or "area-wide" changes covering a number of streets/junctions. Likely to be relatively expensive (circa £250k to £1m+) and be transformational in nature, complex and challenging in terms of traffic planning, and wider considerations |

A revised, transparent and clarified approach to consultation and decision making on each type of Healthy Streets schemes will also help efficiently deliver the key objectives, policies and interventions in the CTS and the Climate Action Plan (CAP) which directly responds to recommendations from the Citizens Assembly into the Climate Emergency.

- **Learning from what we used to do before the pandemic:** before Covid-19, most schemes no matter the size usually involved: (i) a 3 or 4 week public consultation period, (ii) a decision report (to the Cabinet Member for a Sustainable Camden, or relevant Director) seeking approval to proceed, including consultation feedback and an equalities impact assessment and then (iii) a statutory consultation period following the above, with further decision reports as required. Whilst most schemes were implemented permanently, some (e.g. all Healthy School Streets - timed road closures) were initially put in as "experimental" schemes (trials), with monitoring and evaluation during the trial to help decide whether they should be made permanent. In addition, "major schemes" – now called "Liveable Neighbourhoods" – and other large area-wide/corridor changes also included pre-consultation engagement activities with a variety of stakeholders, and a longer public consultation period.

1.6. **We learnt from Covid-19 – what we did during the pandemic:** during the pandemic we made changes to the way we consulted and made decisions both because of the challenges of consulting during lockdowns and the urgency needed to deliver changes which supported the larger number of people walking and cycling. Changes included:

- Director authority to make decisions on schemes which fell under the new "Safer Travel in Camden" programme, as ([approved by the Cabinet Member for a Sustainable Camden on the 13th May 2020](#))

- Delivering changes as quickly as possible on streets to respond to the pandemic following the Department for Transport (DfT) statutory guidance to local authorities, issued in May 2020, which directed LAs to deliver such schemes “as swiftly as possible”
- Using “Experimental Traffic Orders” (ETOs) to have on street trials (as encouraged by the DfT guidance) to test new street layouts in the quickest possible timeframes on most of our Covid-19 related schemes. These trials run for a maximum of 18 months

1.7. **We changed and flexed to find the right balance:** with our trial schemes, initially (due to lockdown restrictions, and in line with the above DfT guidance) we only consulted with statutory consultees before putting in the trials with no public consultation (though a full public consultation after 12 months of the ETO period was committed to). Some smaller changes such as cycle parking were [implemented permanently straight away](#) . We continued to follow changing government guidance and when the DfT updated their guidance in [November 2020](#), we began (and continue) to consult widely before any Safer Travel in Camden change is implemented, regardless if it is a trial or permanent scheme, so that all our communities can have their say.

1.8. **We want to capitalise on the learning we have made:** now that social distancing measures have lifted we want to continue to use our experiences and learning before and during Covid-19 to create a streamlined and inclusive consultation and decision making process which is fit for purpose, and that helps us tackle the climate crisis and recovery from the pandemic. We want to continue to deliver large numbers of Healthy Streets schemes to improve the safety and health of our communities which our approach during Covid-19 helped us to do. We therefore seek Cabinet approval to adopt a revised approach to Healthy Streets consultation and decision making processes, as set out in section 2 below, from November 2021 onwards, and summarised in Appendix A.

2. PROPOSAL AND REASONS

2.1. This section shows the difference between the “business as usual” (before Covid), and during Covid approaches to consultation and decision-making on Healthy Streets schemes. A summary can be found in Appendix A. Proposals for new approaches are included which reflect the need for agility in a context of considerable uncertainty as Camden, and the capital in general, works to recover from Covid. This includes potentially significant impacts on transport (such as the risk of a car-led recovery, with associated impacts on health, environment and the economy) and changes in resident expectations. The new approaches also capitalise on the potential benefits to be gained from the learning made during Covid including: (i) more efficient and effective use of resources, (ii) increase in speed and number of schemes delivered making real changes for communities, (iii) avoiding consultation fatigue and (iv) better action and support for climate change and the CTS.

2.2. **Business as usual (before Covid) approach:** before Covid-19 our approach to consultation and decision making for Healthy Street schemes of all sizes – as per Appendix A - was considered by Officers to be:

- **Disproportionate in decision-making terms:** most schemes, and especially those of any kind of size/complexity, have typically required approval by the relevant Cabinet Member and/or Director. Other than very minor interventions, no “Healthy Streets”

schemes are delegated, currently, for sign off below the Director level – except if explicitly authorised in a prior report.

- **Disproportionate in terms of length of process:** even small schemes had a large number of steps and a long lead in time needed to deliver them. For example: introducing disabled parking bays needed a 6 week consultation period and potentially two decision reports: (i) a 3 week public consultation, (ii) a (Director) decision report (iii) the publication of a 3-week Traffic Management Order (TMO) – the “statutory” consultation phase, and (iv) any objections to that TMO typically require a further decision report before implementation takes place. In some cases those post-TMO “objections” report are very [detailed and lengthy documents](#), which repeat material from the initial decision report. As a result, our communities were often waiting for long periods of time for simple schemes to happen.

2.3. **Evaluation – Before Covid approach:** in summary, the approach so far has ensured schemes do respond to consultation feedback before they are implemented. However, the process is slow (and, as noted above, disproportionate to the types of interventions being delivered), which means we cannot respond effectively to (i) the transformational changes/timescales needed in Camden, set out in CTS and accompanying Action Plans, (ii) the urgencies of Covid-19 economic and social recovery and the Climate Emergency and (iii) the size/complexity/impact of each type of change.

2.4. **During Covid approach: changes made and evaluation of benefits/drawbacks:** the approach to consultation and decision making during the Covid period – from May 2020 to current – is described in section 1.7. This revised approach has led to delivery of Healthy Streets at a far quicker rate than in previous years, as indicated by Table 2 below:

Table 2: Comparison of (example) outputs delivered in 2020 v all years up to end of 2019

| Scheme Type | Outputs (all years to end of 2019) | Outputs (2020 only) |
|------------------------------|------------------------------------|---------------------|
| Segregated cycle lanes | 8.6km | 12.7km |
| Cycle hangars | 74 units | 71 units |
| Healthy School Streets | 3 | 15 |
| Electric Vehicle chargers | 142 units | 175 units |
| Through-traffic restrictions | 83 | 20 |

Some learnings from the approach used during this period include:

2.5. **The value of trials - giving communities the chance to try something out:** by trialling many of these schemes through “ETOs” there are several benefits compared to delivering a permanent scheme. Trials:

- Allow communities and the Council to “try out” a scheme in real life, with monitoring and evaluation to help decide if a scheme should be made permanent, rather than (often lengthy) analysis of what “might happen” based on traffic modelling
- Can be added relatively quickly for people to experience
- Provide an opportunity for an extensive period of consultation of up to 18 months, to capture feedback (see Appendix B for details) to use alongside other data/information collected during the trial, giving more people the chance to share their views
- Ongoing feedback and monitoring allows for changes to be made during the trial period to explore different options or make improvements based real life experience allowing the community to co design a scheme during a trial

However, trialling schemes is not always the best mechanism to deliver Healthy Streets schemes. A summary of the benefits/disadvantage of trials or permanent schemes is shown in Table 3 below:

Table 3: Benefits and disbenefits of trial/permanent approach to scheme delivery

| Delivery | Benefits | Disbenefit |
|-----------------|--|--|
| Trial | Ability to adopt “test and learn” approach and deliver schemes respond to real life and actual data collected during trial rather than (for example) modelling outputs | Schemes with high build cost may not be made permanent after trial – risk of “wasted” capital expenditure. Significant timeframes to deliver a final scheme following consultation and trial periods |
| Permanent | Reduced risk of scheme being delivered which then needs to be withdrawn. Relatively quick delivery | Less ability to flexibly adapt scheme to monitoring/feedback once scheme is built – although this is still possible |

- 2.6. **Using online technology to reach more people:** restrictions on face to face engagement activities during Covid 19 led to the use of innovative online tools to capture stakeholder feedback on schemes, including [Commonplace](#) and online workshops. Online formats can be more accessible for people with certain disabilities/access requirements than face-to-face meetings. This engagement information is captured and inform proposals for the full public consultation.
- 2.7. **Changing the language and methods we use to talk to people:** user-friendly “postcard-style” materials, providing a summary of each scheme and how to provide feedback, have been used to advertise the schemes and advise stakeholders how feedback can be provided online, both during full public consultation (via the We Are Camden consultation hub) and ongoing engagement (via Commonplace, during the trial) periods. This approach also retains the ability for people to request and respond to consultations through paper and postal feedback routes remain, to ensure a response to the digital divide in Camden.
- 2.8. **Reaching out to hear voices from across our communities:** work has taken place to improve engagement with some groups who may typically be under-represented in transport scheme consultation/engagements, including young people and with disability groups. For example, accessibility audits have taken place with representatives from some disability groups on some schemes within the Safer Travel programme. Equalities Impact Assessments (EQIAs) have been carried out on all schemes (previously EQIAs were mainly carried out on larger schemes only). Where possible with covid restrictions, drop-in events have taken place on request. Examples of the materials/activities described here and 2.6 and 2.7 above are shown in Appendix B.

In addition, materials in other languages can be provided for communities to encourage engagement with consultations and to provide feedback. For example, in the Queen’s Crescent Safe and Healthy Street Scheme, information cards were given out on the street in Arabic, Bengali and Somali to encourage people to share their views via the Commonplace engagement site. Signs on the street also included information in these three local languages. We will investigate providing translations into other languages where feasible and appropriate to do so on selected future schemes.

- 2.9. **Limitations of during Covid approach (1) - concerns from the community:** the approach to consultation and scheme development during the Covid-19 period has also had limitations. In particular, lack of “pre-scheme” public consultation, before implementation (from May - Nov '20), meant some stakeholders were concerned about being unable to contribute to, or influence, the scheme’s development at the planning and design stage.
- 2.10. **Limitations of during Covid approach (2) - information from the community:** for significant area-wide (multiple residential streets) or “corridor” schemes (changes across the length of a road, or High Street, for example) in particular, there are limitations to just carrying out pre-scheme consultation without prior engagement work. Early engagement activities can provide a depth of local knowledge, input and buy-in to the planning and design stages for larger schemes in particular that help improve plans for consultation. Prior to Covid-19 in [Kentish Town](#) and [Camden Town](#) large schemes were being delivered under a four-stage process: (i) “discovery” of the key transport issues by engaging in a variety of ways with local stakeholders, (ii) “co-design” of potential options, (iii) consultation on proposals and (iv) test and learn through implementation. Whilst that level of engagement has not been possible due to Covid-19 restrictions, it is considered to be an appropriate model for some larger interventions moving forward.

Proposed approach from November 2021 onwards

2.11. Learning from all of the above, Officers propose changes that ensure:

- 2.12. **We stay agile and keep learning/changing for the better:** given that no two Healthy Streets schemes are the same, and have their own unique complexities, it is proposed that the recommendations below and in Appendix A are a set of guiding principles to be used in the majority of circumstances, and which can be flexed on a scheme-by-scheme basis if approved to do so by the relevant Cabinet Member and/or Director. Appendix C captures only current Healthy Streets interventions. Future technologies and ideas may bring new types of schemes, and we will update the table in Appendix C to reflect those changes as needed. Officers will also regularly review how the approach is working and any necessary changes will be brought for consideration to the Cabinet Member and/or Cabinet as appropriate.
- 2.13. **We keep following government guidance:** for all relevant schemes, statutory consultation requirements and the statutory network management duty (NMD) guidance issued by the DfT would continue to be met. The latest [DfT NMD guidance](#) states that “*we continue to expect local authorities to take measures to reallocate road space to people walking and cycling...devising further schemes and assessing Covid-19 schemes with a view to making permanent*”. These measures “*should be taken as swiftly as possible, but not at the expense of consulting local communities*”. The proposals in this report, where “road space reallocations” occurs, is in line with this guidance – a clear commitment to in-depth, proportionate, engagement and consultation is set out below for all “small”, “medium” and “large” schemes.

Specific proposals/changes to approach for each type of intervention are:

- 2.14. **Proposal 1: No changes to minor interventions:** it is proposed that all “minor” changes (new signs/wayfinding/cycle stands etc) continue as currently. These need no consultation or only notifications notices (e.g. notification of a statutory traffic order where required).

These schemes would continue to be decided at Team Leader level. A record of these minor interventions and the date of approval/approver will be published on the Council website and updated quarterly.

2.15. **Proposals for “small” size/complexity schemes**

- 2.16. **Proposal 2a: streamlining our approach to “small” schemes:** It is proposed that this category of scheme takes on a new approach where we run the public consultation and statutory (traffic order) consultation in parallel for a 3 week period. Benchmarking with other London Boroughs has shown that this model has been adopted by some authorities for these types of schemes, and has been used in Camden previously.

This would allow us to deliver at pace, localised schemes which are unlikely to be highly contentious, are well supported by pre-existing policies, and which enable rapid delivery of (for example) important but relatively simple road safety and other interventions that support the CTS and/or our “Vision Zero” ambitions to eliminate traffic related road deaths and serious injuries on our streets. It will also allow us to consult and deliver, more quickly, requests from our residents for new disabled parking bays, and other measures which tend to receive broad public support and/or requests, such as cycle hangars, EVCPs and so on.

Stakeholders would still have a suitable, proportionate (3 week) period to share their views. A single decision report (rather than often two decision reports) would consider feedback to both the public and traffic order consultation responses and include a recommendation on whether or not to proceed. If any changes are needed following the consultation a new consultation would be done based on the adapted scheme. For most small schemes, as currently, consultation information will be provided to local properties and stakeholders only, rather than using the We Are Camden consultation hub, given their very localised nature.

All small schemes would be implemented as permanent changes. This is because they are low impact, low complexity and the (relative) impacts are well understood from previous installations over many years.

- 2.17. **Proposal 2b: Simplifying the creation of Play Streets:** [Play Streets](#) also come under this approach. Currently for Play Streets there is a two-stage process: a petition requesting a Play Street signed by at least 50% of properties on a street, and then a public consultation. The petition threshold has significantly impacted on the number of Play Streets delivered, which we are planning to remove and replace by just a public consultation, to help increase the number of Play Streets in Camden..

- 2.18. **Proposal 2c: Making decisions at the right level:** it is proposed that these schemes are signed off by the Head of Service (currently, the Chief Engineer), due to the relatively localised/low impact nature of these schemes, and low cost (typically, less than £50k). Currently these interventions are signed off at Director level.

2.19. **Proposals for medium size/complexity schemes**

- 2.20. **Proposal 3a: streamlining our approach to medium size/complexity schemes:** medium size schemes would be delivered through a mix of trials or permanent changes depending on the scheme. For some schemes, this will mean a change to the previous approach – in particular for some Healthy School Street (HSS) schemes, which to date

have all been trialled (recognising that they were new to the Borough when first introduced in around 2017). Camden now has over 20 HSSs; many are on single streets, are limited to school pick up/drop off time only, and have demonstrated strong outcomes and good levels of community support. These “simple” HSSs are therefore now proposed as permanent interventions, rather than trials, which will help speed up delivery through rationalising the approach and level of time/resources required for each intervention.

Signalised junction upgrades, which can be relatively expensive and therefore less suited for removal following a trial, are also proposed for permanent delivery, as are localised/single street through-traffic restriction measures and bus priority improvement schemes (such as extension of bus lanes hours of control/new bus lanes). These measures were typically also made as “permanent” schemes before Covid-19.

The proposal (for all medium size schemes where permanent measures are proposed, is for a public consultation (3 weeks) followed by a decision report and, if approved, a statutory (further 3 week) traffic management order (TMO) consultation (a total of 6 weeks consultation). Objections to the statutory traffic order would be considered in a follow-up “TMO Objections & Comments” report. A new, bespoke report template would be created for this.

2.21. Proposal 3b: Using trials where we want to test new ideas: for more complex “medium” schemes (e.g. Healthy School Street “zones” with multiple streets/schools) it is proposed to continue to deliver as trials using ETOs. This is because these zones are reasonably complex and still rare in Camden, so testing their impact ahead of deciding on whether or not to make permanent still seems appropriate. The relatively low cost of the schemes (typically less than £250k) means that, should the trial be discontinued after the ETO, the cost to the Council is not excessive. On a case by case basis other simpler schemes within the medium category could also be proposed as ETOs (e.g. Streateries) including where any initial proposals have been unexpectedly controversial.

2.22. Proposal 3c: Avoiding consultation fatigue and duplication: the following new consultation process is proposed for where trial schemes are used: a pre-scheme 3-week public consultation, and then (if approved) implementation of the trial as an ETO with ongoing statutory consultation and extensive community engagement via Commonplace/other feedback mechanisms (such as online and/or in-person workshops), for a total period of around 12 months. Feedback from both the initial consultation and ongoing engagement alongside other data/information collected during the trial, would be used alongside policy considerations in making a decision on whether to implement the scheme permanently before the end of the 18 month trial ETO period expires. No bespoke, full public consultation after 12 months of the ETO period would be carried out as a standard approach. There are historical precedents of this approach in Camden such as [here](#) and [here](#) – Acland Burghley HSS and across other London Boroughs.

An exception would be where significant changes to the original trial measures (e.g. an extension to a trial cycle lane, or an additional set of through-traffic restrictions in a Safe & Healthy Streets area) are planned as part of the final scheme. In that case, significant new/revised elements of the scheme would be subject to further public (and statutory) consultation and decision-making processes.

This proposed change would only apply to any new ETO's made from November 2021 but not to existing schemes implemented prior to this change. We have for these schemes committed to carry out a public consultation after 12 months of the operation of the ETO, and that commitment will be retained.

2.23. **Proposal 3d: change to decision making on medium size schemes:** it is proposed that these schemes are all decided by the relevant Director (currently the Director for Environment & Sustainability); previously, that delegation only applied to schemes up to the value of £100,000. Extending this to all medium size schemes, to a value of £250,000, is in keeping with benchmarked Boroughs and is proportionate to the scale/complexity of scheme being decided upon. In line with the interim delegation process approved for schemes delivered during the pandemic, it is proposed that whilst these scheme decisions are delegated to the relevant Director, they are undertaken in consultation with the Cabinet Member for a Sustainable Camden. It is further proposed that (as current) those Director decision reports can delegate further decisions, such as detailed design changes and post-traffic order objection reports, to the Head of Service.

2.24. **Proposal 4: "Large" and "major" size/complexity schemes:** most large and major schemes (with a value of £250,000 or more) are proposed to continue (mainly) with the before Covid approach. Both ETOs and TMOs will be considered for these types of schemes, as appropriate. The only proposed change is as per the medium schemes - the introduction of a bespoke, "TMO Objections/Comments Report" as needed and the amended approach to consultation during the trial period of ETOs, if schemes are implemented as trials, set out in 2.22 above. Given the significant size, scale, complexity and impact of large and major schemes, all initial decisions on whether to proceed with a scheme following public consultation are proposed to continue (as per before Covid-19) to be made by the relevant Cabinet Member and/or Cabinet with the ability to delegate further decisions.

3. OPTIONS APPRAISAL

3.1. There are three options available to Cabinet, as below:

Option 1: To retain the business as usual (before Covid) consultation and decision making approach to all Healthy Streets transport schemes

Option 2: To retain the "during-Covid" approach or

Option 3: To develop a revised approach from November 2021 onwards that draws on best practice from the pre and during-Covid periods, as set out in section 2 above.

3.2. **Option 1** is not recommended by Officers, as the approach is time-consuming, inflexible and is not set up to effectively deliver the transformational changes required to meet the priorities of Covid-19 economic and social recovery and the Climate Emergency. We want to ensure that our approach benefits from the experience of delivering change 'during-Covid' in partnership with communities, listening and learning from residents and businesses.

3.3. **Option 2** is not recommended by Officers. We want to build on our previous approach and benefit from our broadening consultation and engagement methods, alongside more efficient decision-making to deliver our ambitious plans. Listening and learning from communities in the pre-scheme phase of significant developments is crucial, which this option does not specifically cater for.

3.4. **Option 3** is recommended by Officers, as the approach which delivers significant benefits with effective and proportionate consultation, appropriate levels of decision making, fast paced scheme delivery where needed and is the option which best supports our ambitions to deliver the CTS, Climate Action Plan and renewal goals.

4. WHAT ARE THE KEY IMPACTS / RISKS? HOW WILL THEY BE ADDRESSED?

4.1. **Risks:** there is a risk that some stakeholders and communities may feel that this revised approach to consultation does not provide sufficient time/opportunities for input into the design and development of Healthy Streets initiatives in Camden. There is also a risk of expectation from stakeholders on how and for how long a consultation will take place, based on previous approaches used in Camden which could lead to challenges.

4.2. **Mitigations:** overall we need to change the way we consult and make decision so that we can continue to gain the invaluable input from our communities while learning from Covid to remain agile to best respond to the urgencies of the climate crisis and Covid recovery and renewal. Schemes with a significant network impact (medium and large schemes) will continue to have extensive engagement and consultation opportunities at the design stage, and even small schemes will continue to have a full public consultation stage on design proposals so communities will always have the opportunity to share their views.

4.3. **Trying new ways to hear more voices:** to support more and wider range of people we are continuing to explore and develop new ways to engage with our communities. The changes in our communication and engagement methods we have used since the pandemic started, will continue to be developed to gain richer feedback than previously. We have plans for more including reaching out to, and receiving feedback from, a much more diverse range of stakeholders than typically respond to transport scheme consultations. This includes engaging with young people and disability groups (such as through continuing young people engagement workshops and accessibility audits that have been trialled on transport interventions since the pandemic started), and through improved engagement with groups representing Black and Minority Ethnic communities. So while for some schemes, the total consultation period may be reduced we are working to improve the depth and reach of those consultations.

4.4. There is a risk that some groups with protected characteristics do not feel the revised consultation approach is sufficient. The Council has thought about the equalities impacts of these particular decision-making changes, which will benefit from our broader and deeper approach to engagement with a more diverse range of the community. Quicker decision-making will also mean that changes like disabled parking bays can happen faster and more efficiently. We remain confident that our public consultation processes are properly inclusive for all groups, which we will continue to monitor, and the changes to procedure still allows sufficient time for all to make comment and raise issues about the schemes. A full [EQIA](#) was carried out for the CTS, which each of the Healthy Streets schemes brought forward contributes to. Scheme EQIAs are also carried out as a standard part of the development and decision-making process for most Healthy Streets interventions, including almost all “small”, and all “medium” and “large”, schemes. In addition, improvements to our approach to engaging with protected groups on each scheme (see, for example, section 5.2 below) are proposed.

5. CONSULTATION/ENGAGEMENT

- 5.1. The proposals set out in this report are, in part, based on extensive experience of prior consultation activities on individual transport schemes in the Borough both before and during the Covid-19 period. In particular, the proposals build on feedback received during the Covid-19 period when, especially prior to November 2020, there was Ward Member and wider stakeholder concern about lack of prior consultation. Therefore for any schemes other than very minor interventions (new signs/cycle stands etc) consultation will take place before a scheme is implemented for all types of intervention – varied by the size/complexity of the scheme.
- 5.2. Consultation techniques established during the Covid period, as set out in sections 2.6 and 2.7, would continue to be used to gather that important stakeholder feedback noted above, alongside (for some small, and all medium and large schemes) the use of our We Are Camden consultation hub. In addition we will develop a plan to ensure that, in particular for schemes with a relatively significant impact (medium and large/major schemes), we reach out during the consultation stage(s) to as wide an audience as possible, and including groups who are often under-represented in transport consultations, to help ensure feedback from those groups. This includes engaging with young people and disability groups (such as through continuing young people engagement workshops and accessibility audits that have been trialled on transport interventions since the pandemic started), and through improved engagement with groups representing Black and Minority Ethnic communities.
- 5.3. Ward Members, as current, will continue to be consulted on all schemes as part of the consultation process, to gain valuable feedback into proposals. Ward members' suggestions for future schemes is also welcome as part of an ongoing process of pursuing local priorities. The Cabinet Member for a Sustainable Camden (and other relevant Cabinet Members where appropriate) will also continue to be fully briefed and engaged/consulted on proposals throughout the scheme development and consultation phases.
- 5.4. The principles and rationale behind Healthy Streets interventions, in general, have been subject to extensive prior consultation through the development and adoption of the CTS, CAAP and CAP. For example, the [CTS consultation](#) showed broad support – from both Camden residents and wider stakeholders – for both the policies and specific interventions set out within it. The scheme-by-scheme consultation and decision-making delivery models in this report help enact those previous, well-supported strategy consultations.

6. LEGAL IMPLICATIONS

- 6.1 The Council is a traffic authority under the Road Traffic Regulation Act 1984 (RTRA 1984), and control's road traffic on highways in its area (apart from GLA roads which are the responsibility of the Mayor acting through TFL). Part 2 of the RTRA 1984 places a network management duty on LTAs.
- 6.2 Under section 16 of the Network Management Act 2004, the duty of a traffic authority is to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Under section 17(5) of the Traffic Management Act 2004 the network management duty includes obligations on traffic authorities to monitor the effectiveness of the implementation of their decisions and assess their performance in managing their network. The way in which a traffic authority fulfils this general duty is primarily by making

traffic orders under RTRA 1984, Sch 9, s 124. London boroughs may (albeit sometimes conditionally) make orders encouraging and/or controlling on-street and off-street vehicle parking.

6.3 The Council, as highway authority, must have regard to statutory guidance issued by the Secretary of State under section 18 of the Traffic Management Act 2004 when delivering their network management duty under the RTRA 1984. The [Network Management Duty Guidance](#) was published in November 2004. In terms of public consultation it states that the local traffic authority should seek the views of residents, local businesses and the different road users both when deciding which policies on network management to adopt and when monitoring whether these policies are delivering the required outcomes. Such consultation should preferably be part of the authority's overall public consultation programme.

6.5 In response to the Covid 19 pandemic additional statutory guidance has been issued and updated, namely the Traffic Management Act 2004: network management in response to Covid 19 updated 30th July 2021. This guidance states that local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart. The guidance also states that measures should be taken as swiftly as possible, but not at the expense of consulting local communities. The statutory guidance (updated 30 July 2021) outlines these main 3 different types of orders as follows:

- Permanent: this process includes prior consultation on the proposed scheme design, a 21-day notice period for statutory consultees and others who can log objections; there can be a public inquiry in some circumstances.
- Experimental: these are used to trial schemes that may then be made permanent. Authorities must put in place monitoring arrangements, and carry out ongoing consultation once the measure is built. Although the initial implementation period can be quick, local residents and businesses should still be given an opportunity to comment on proposed changes, and the need for extra monitoring and consultation afterwards can make them a more onerous process overall. Schemes installed using experimental orders are subject to a requirement for ongoing consultation for 6 months once in place, with statutory consultees including bus operators, emergency services and freight industry representatives. This consultation allows a trial scheme to be adjusted in the light of experience and feedback, which can lead to a better scheme overall. Schemes should be monitored and evaluated to help make decisions as to whether the scheme should be made permanent, and if so in what form.
- Temporary: these can be in place for up to 18 months. There is a 7-day notice period prior to making the TRO and a 14-day notification requirement after it is made, plus publicity requirements. For temporary traffic orders the statutory guidance states that 'It is also recommended that authorities consult local residents and businesses at the design stage to ensure schemes will not have unintended consequences.'

Statutory Consultation

6.7 Where a local authority traffic order is proposed, the first thing required by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, is consultation. The local authority must consult the police; a metropolitan district (if any affected; other traffic or highway authorities (or concessionaires) likely to be affected (including on adjacent roads); bus, tram and trolley-bus operators likely to be affected; ambulance and fire and rescue authorities; the Freight Transport Association; the Road Haulage Association and other relevant organisations likely to be affected

6.8 Any of these people and organisations may object to the proposal and the traffic authority is bound to take seriously any such objection. A notice of proposals describing the proposed order must be published: in a newspaper circulating in the area; (particularly if in London) in the *London Gazette* (orders made under RTRA 1984, s 6); by posting notices on the road or place in question; by written notice to people in premises likely to be affected and; by writing to the statutory consultees, i.e. those listed above under 'Consultation'

6.9 The adoption of any future schemes following the revised approach to consultation and decision making on Healthy Street Schemes must take into account the Council's equality duties. In summary these legal obligations require the Council, when exercising its functions, to have 'due regard' to the need to (i) eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act; (ii) to advance equality of opportunity between people who share a relevant protected characteristic and those who do not; and (iii) foster good relations between people who share a relevant protected characteristic and those who do not (which involves tackling prejudice and promoting understanding). The CTS was subject to a full Equalities Impact Assessment (EqIA) and public consultation.

7. RESOURCE IMPLICATIONS

7.1. On balance the proposed approach to consultation on schemes is considered resource neutral and will be met from existing budgets. Some schemes will see reduced requirement for officer resource and time, whilst others will see an increase. For all the schemes the proposal ensures that resources are being used effectively and efficiently.

8. ENVIRONMENTAL IMPLICATIONS

8.1 Providing a clear and comprehensive approach to consultation and decision making on Healthy Streets schemes will allow effective ongoing implementation of changes on our streets. This proposal will contribute positively to environmental improvements as the continued delivery of schemes will prioritise cleaner, greener forms of travel (including walking, cycling, public transport and low emission vehicles). This would contribute to the aspirations and deliverables set out in the CTS, Climate Action Plan and Clean Air Action Plan. The increased use of digital consultation/engagement platforms will help reduce the volume of paper, printing and posting being used on Healthy Streets schemes. Paper consultation documents will remain available for anyone who requests them.

9. TIMETABLE FOR IMPLEMENTATION

9.1. If approved, the recommendations would be implemented immediately for all new schemes from the point of the decision being made. For any schemes prior to this date, the previously agreed approach for those schemes will continue until their conclusion.

10. APPENDICES

Appendix A: Proposed Healthy Streets schemes consultation/decision making approach from November 2021

Appendix B: Examples of Healthy Streets consultation and engagement materials/activities

Appendix A: Healthy Streets Consultation & Decision Making – Proposed Approach from November '21

| Scheme Type | Example(s) | Estimated cost of scheme | Consultation/ delivery approach to date for most schemes | Decision-maker | Proposed consultation/ delivery approach from Nov '21 onwards | Proposed Decision-maker from Nov '21 onwards |
|--------------|--|--|---|----------------|--|--|
| Minor | Hyper-local streetscape and accessibility changes, with low cost, impact and complexity, such as wayfinding signage; individual cycle parking stands; localised footway build outs; dropped kerbs/tactile paving | Approx £5k or less per location | No consultation or notification of Traffic Management Orders (where required) only | Team Manager | No change | No change |
| Small | Limited interventions of small size, cost and complexity such as localised parking changes (e.g. new EVCPs, cycle hangars, disabled bays, parklets etc), cycle permeability; micro-mobility hubs/dockless bike hire bays, highly localised road safety improvements (e.g. zebra crossings); Play Streets | Approx £5,000 to £50,000 per location* | 3 week public consultation, decision report, then 3 week statutory consultation, decision report (if objections to statutory consultation); permanent implementation of schemes (not trials). Amended process adopted during Covid-19 period (2 week public consultation, then 3 week statutory consultation, then a decision report) | Director | Change: Public and statutory (traffic management order) consultations to be run in parallel, for 3 weeks. Continue approach of permanent implementation for all schemes | Change: Head of Service |

| Scheme Type | Example(s) | Estimated cost of scheme | Consultation/ delivery approach to date for most schemes | Decision-maker | Proposed consultation/ delivery approach from Nov '21 onwards | Proposed Decision-maker from Nov '21 onwards |
|---------------|--|--------------------------------------|---|---|---|--|
| Medium | Medium-level significance (limited to a local area/single Ward) changes with associated costs and localised impact, including some signalised junction changes; Healthy School Streets (single streets or zones); localised through-traffic restriction or low-emission streets measures; bus priority interventions & Streeteries | Circa £50,000 to £250,000 per scheme | 3 week public consultation, decision report, then either trials using Experimental Traffic Orders (ETOs – e.g. Healthy School Streets) or permanent measures following TMO (most other schemes) and further decision report where objections received. Full public consultation and further decision report after 12 months of trial where ETOs used. | Cabinet Member or Director (depending on size/cost of scheme) | Change: same initial 3 week public consultation period and initial decision report. Three minor changes thereafter. (i) some schemes previously implemented as trials now introduced as permanent schemes (e.g. simple Healthy School Streets) (ii) where permanent schemes introduced, if objections to 3 week statutory traffic order TMOs received, a bespoke “TMO Objections” decision report template used and (iii) trials for more complex schemes e.g. Healthy School Street “Zones”, traffic-restriction measures affecting multiple streets etc (as current), but with amended consultation process at end of trial period** | Change: Director |

| Scheme Type | Example(s) | Estimated cost of scheme | Consultation/ delivery approach to date for most schemes | Decision-maker | Proposed consultation/ delivery approach from Nov '21 onwards | Proposed Decision-maker from Nov '21 onwards |
|--------------|---|-------------------------------|---|---|---|--|
| Large | Major schemes and/or major junction changes on strategic road networks; includes area-wide low-traffic/liveable/low-emission neighbourhoods, strategic cycle corridors. Very high relative cost and complexity with impacts over a large area | More than £250,000 per scheme | Pre-scheme engagement; 4 week consultation, implementation of permanent or trial measures depending on each intervention. Decision reports after both public consultation and (if objections received) statutory consultation stages where schemes implemented as permanent measures. | Cabinet Member/ Cabinet (depending on size/ complexity of scheme) | Minor Change: continue existing engagement, consultation and decision making approaches. Either permanent measures implemented via statutory processes or trials. If trials used, amended consultation approach at end of trial period**. For permanent schemes, use of bespoke TMO objections report template (where objections received) as per “medium” schemes | No change |

**For small schemes the cost per location is shown. These types of schemes are often batched together with multiple individual locations being brought for consultation and decision at the same time. Therefore the total value in a decision report to be signed off by the Head of Service may be over £50,000, but each individual location will be less than that amount*

***see section 2.22 of main report*

Appendix B: Examples of Healthy Streets consultation and engagement materials/activities

The images shown below provide examples of materials and activities that have been produced to consult/engage with our communities on Healthy Streets schemes in the last 2 years. These have been used, along with other methods described in the main report (such as online workshops, the use of a Borough-wide stakeholder group to reach etc), to expand the breadth and depth of Healthy Streets consultations and engagement activities. As noted in the main report, further work is also underway to identify ways in which we can further expand the reach of Healthy Streets consultations moving forward so that as wide a range of our communities as possible have the opportunity to input into each scheme.

B1: Pre-consultation/engagement activities

Figure B1 (below): co-design/discovery – now that Covid-19 restrictions have lifted, as set out in the main report, for some of our larger area-wide Safe & Healthy Street schemes we will be returning to the approach we had developed before the pandemic. This includes pre-consultation engagement stages: “discovery” of key transport issues in an area, co-design and so on. The image below is an example of the discovery element of the Kentish Town Healthy Streets project, with these boards placed on street to provide the opportunity for local residents to give their views on the key transport issues in their area and see other people’s comments



Figure B2 (overleaf): discovery workshops – in-person engagement workshops, as held prior to the pandemic for the Camden Town and Kentish Town areas, will again be used on some of our larger area-wide schemes to seek input from local communities at an early stage of project development



B2: During-scheme materials/activities (where trials are used)

Figure B3 (below and overleaf): engagement postcards – hearing from our local communities near to our Safe & Healthy Streets project is a highly valued and important part of our consultation and engagement during the “trial” phases of schemes, where these are used. Postcards, such as these on Queen’s Crescent, have been delivered to local properties to update communities on schemes which have been introduced as trials, provide relevant information, and highlight opportunities for providing feedback about the projects during their trial phase

THE QUEEN’S CRESCENT PROJECT

Transforming this vital High Street so it’s easier and safer to walk and cycle and a more pleasant place to visit, shop and spend time in.

- The majority of households within a 15 minute walk of Queen’s Crescent do not have access to a car or van
- Walking is the main way the local community accesses Queen’s Crescent
- Over 90% of trips for shopping in Camden are made by walking, cycling or public transport
- Over 30,000 people live within a 15 minute walk of Queen’s Crescent making it a Neighbourhood Centre for a large population

The local community say they want us to make walking here easier and safer and make Queen’s Crescent a more pleasant place to visit, shop and spend time in

SHARE YOUR VIEWS

Comment on the changes we are trialling any time:

camden.gov.uk/QueensCrescent

Call us to request a paper form: **020 7974 4444**

Talk to the Queen’s Crescent Champions on the street Mondays: 12-4pm, Thursdays: 10am-2pm, Fridays: 12-4pm

Watch out for our pop up events where you can come and talk to us in person

Email us: safetravel@camden.gov.uk

Take part in our public consultation in November 2021

LOVE QUEEN’S CRESCENT

camden.gov.uk/queenscrescent t. 020 7974 4444

What's happening now on Queen's Crescent

We've £2 million from the Greater London Authority to spend on improvements in the Queen's Crescent area. So we're trialling changes to see how we could spend this funding to change Queen's Crescent into a place that you want to spend more time in, safe from poor air quality and the safety risks of having high volumes of traffic.

2019 **What the community said they wanted for Queen's Crescent in 2019**

- space for the community
- celebrating culture and arrival
- supporting market life and micro business
- creating a healthy street

YOU SAID: LET'S TRY IT!
In 2019 you told us you wanted traffic to be less overwhelming in the area so we are trying out a traffic free zone on Queen's Crescent to make it a safer and more enjoyable place to be for local people, particularly children, young people and vulnerable adults. We ran a consultation before we started this trial and there was an overall majority of support among respondents, giving us the chance to test what works and what doesn't all while gathering your feedback. We're listening to shop keepers and market traders to see how the scheme is impacting businesses.

BOOSTING BUSINESSES WITH GRANTS!
We offered Business Support Grants with £1000 for eligible market traders and £2000 for eligible fixed premises to help businesses to explore how they can attract customers who are walking and cycling and to get back on their feet after the pandemic.

LOVE YOUR CAMDEN

Getting around Queen's Crescent now

Right now it's easier than ever to walk or cycle to Queen's Crescent. We've restricted motor traffic on part of Queen's Crescent, stopping traffic from using the area as a cut through and creating more space for people. If you need to drive there's still parking including two new disabled bays which makes a total of 8 on or near Queen's Crescent. Don't worry emergency services can still access all of the area no matter what time of day. If you are a business owner loading and servicing can happen before 11am everyday except Thursdays and Saturdays.

What's happened so far

- Public engagement in 2019
- Temporary motor traffic free trial live
- Testing of seating and parklets and planters
- 2x Queen's Crescent Champions on street to help collect feedback
- Shopfront shutter art project

Over the next 4 months

- Public engagement events to discuss the project
- Testing the street market on additional days
- Street art and community events as part of Camden Together Programme
- Business grants and support
- Free bookable market stalls, plus training for anyone in the local community who wants to try running a stall
- Monitoring of the trial motor traffic free areas continues including traffic and pedestrian numbers and air quality.

From November 2021

- Public consultation and delivery of permanent improvements

10% increase in footfall since the project started

36% increase in cycling on Queen's Crescent since we started the traffic free zone trial

8 disabled parking bays (two new)

We want to hear from you!

Many of the changes we have made in Camden to help make streets in your neighbourhood safer and healthier have been in place for a little while now and while we've had information up on our safer travel web pages since March, we'd like to hear from you about how you think it's going.

Thank you to everyone who suggested changes via our dedicated [Commonplace map](#). Our map is closed now but you can still read all the comments.

We know that the Covid-19 pandemic has changed how much time you spend in your neighbourhood, how you travel around and created new road safety challenges in Camden.

We've made changes to try and make it easier and safer for people to walk and cycle locally, to shop on their local high street, to reach their local green spaces, schools and NHS sites, all while maintaining physical distancing. We want to support the growth in the number of people walking and cycling while managing the negative impacts of more cars on the road. As some people are unable to walk, cycle or choose public transport we also want to make sure the roads are less congested for those essential journeys that need to be made by car.

How can I share my views?

To let us know how you feel about the changes we have made so far, and share your ideas for how we could make improvements click on a location below. You can also add your ideas for how to improve the existing schemes on our map. Within each location you can:

- Learn more about the changes we have made in that area
- See the notification letter that went to properties in the area
- Complete a survey on the changes we have made in that area

St Pancras Way Pop-up Cycle Lane

160 comments

New Southbound Pop-up cycle lane installed between Camden Road and Pancras Road.

View details & comment

York Way Pop-up Cycle Lanes

160 comments

New protected cycle lane between Wharfdale Road and Camden Park Road

View details

Highgate Road Bus Lane Time Extension

68 comments

Existing bus lane hours on Highgate Road extended to operate 24/7

View details & comment

Arlington Road area Low Traffic Neighbourhood

493 comments

Safe and Healthy Streets project to reduce

Camden Park Road and Torriano Avenue area - safe and healthy streets

43 comments

Safe and Healthy Streets measure to improve

Clarence Way and Hartland Road Safe and Healthy Streets

Safe and Healthy Streets measure to reduce

Figure B4 (left): screenshot of our Common-place online engagement tool to capture feedback from communities during the trial phases of schemes

Figure B5 (right): innovative approaches to capture feedback, such as these mini-cards given to users of Streateries, have been trialled and will continue to be used where successful

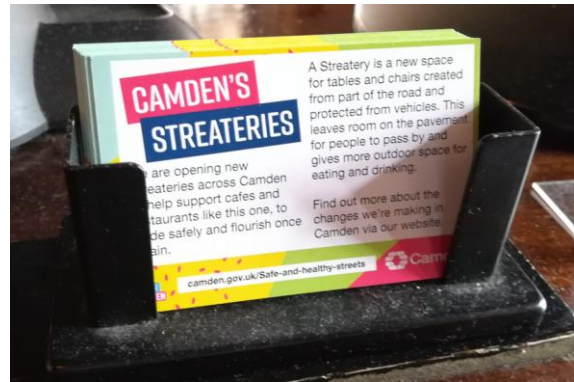


Figure B6 (left): the image below is of an engagement event held with pupils of Holy Trinity and St. Silas school, to gather their feedback as part of the Hartland Road area Safe & Healthy Streets schemes. Reaching out, and gathering input from, young people on our Healthy Streets schemes is part of the range of activities being put in place to gather feedback from as wide a range of our communities as possible. Other on-line/in person workshops during the trial phases of schemes also take place

Figure B7 (below): we've been working, and will continue to work, with groups including Camden Disability Action to carry out "Access Audits" on some of our larger trial schemes, helping identify accessibility issues on our streets for people with disabilities that can be reviewed and addressed as part of final scheme proposals. The image below shows an issue identified from the access audit on the Arlington Road area scheme



B3: increasing general awareness of the schemes

Figure B8 (below): banners have been installed at numerous schemes to raise awareness of projects going on in the area and where further information can be found/opportunities for feedback can be provided. Three examples are shown here: a banner has been installed at the Theobald's Road/Southampton Row junction explaining a recent road safety scheme, and similar banners have been put on lamp columns near Streaterly and other scheme locations (in this case, Gray's Inn Road) to advise of changes being made

We are making more changes here this Autumn/Winter to make this junction safer for cyclists and motorists. This is just the start with more changes planned for Spring 2022. Keep up to date with all the latest changes at camden.gov.uk/SafeAndHealthyStreets



safetravel@camden.gov.uk 020 7974 4444



Gray's Inn Road

Cycling, Walking and Road Safety Improvement Scheme

Now under construction



Find out more
Camden.gov.uk/GraysInnRoad



LOVE YOUR CAMDEN STREATERIES

HELPING TO SUPPORT LOCAL BUSINESSES

www.streateries.com/camden
020 7974 4444



Figure B9 (right): business focussed materials, such as this example on Gray's Inn Road, have also been used. Providing suitable consultation/ engagement activities and materials for different stakeholders, where required, is an important part of the overall approach


B4: Full public consultation materials

Figure B10 (left): on-street flyers/notices - to ensure we receive consultation feedback from users of our streets, as well as local communities living on/near those streets, we have recently started producing flyers, such as this example on Prince of Wales Road. These flyers are handed out to pedestrians, cyclists, passengers waiting/getting off buses etc to ensure they are aware of the proposals and have an opportunity to respond. Similarly, on-street notices of the consultation are also put up as part of every scheme

SAFE AND HEALTHY STREETS

Have your say on the Chalk Farm Road Safe and Healthy Streets Scheme



camden.gov.uk/making-travel-safer-in-camden


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 **flourish**.

SAFE AND HEALTHY STREETS

Chalk Farm Road Walking, Cycling and Road Safety Improvements Scheme Consultation

We've been trialling changes along Chalk Farm Road (between junctions with Prince of Wales Road and Castlehaven Road). These changes make it easier and safer to walk and cycle along Chalk Farm Road and across the Ferdinand Street junction, and also facilitate the approved development at the Morrisons Site on Juniper Crescent. We are now consulting on making the trial changes permanent as well as proposing new measures in this area. The proposals include

- Retaining the current 3 signalised pedestrian crossings
- Retaining the current junction layout of Ferdinand Street/ Juniper Crescent
- Retaining the current 4 bus stop bypasses
- Retaining the current parking and loading provision along Chalk Farm Road as per the changes made during the trial
- Replacing the zebra crossing outside Camden Market with a new signalised pedestrian crossing
- Replacing 'kerb and wand' cycle lane segregation with raised stepped cycle tracks
- Replacing and relocating Bus Stop CD outside Haverstock School, to east of Crogsland Road and converting to a bus stop bypass
- Replacing and relocating the taxi parking facility outside Camden Market to east of Crogsland Road and creating a shared bay with a timed loading bay
- Adding 15 new trees, 8 new benches and 5 cycle parking facilities
- Adding improved junction layouts at Haverstock Hill/ Adelaide Road/ Regents Park Road. This will help reduce through-traffic in the Eton Road/ Steele's Road area
- Adding a new signalised pedestrian crossing outside the Enterprise Bar, widening/ improving 3 signalised pedestrian crossings, and 'blended pedestrian crossings' across side roads
- Adding advisory cycle symbols and blue surfacing across junctions
- Adding a new bus stop bypass between Harmood Street and Hartland Road, and the current zebra crossing will be relocated nearby and upgraded to a signalised pedestrian crossing
- Adding new low level planting areas on sections of new and current bus stop bypasses
- Adding new double yellow lines with double blip markings (no parking/ waiting at any time) along the route to prevent people from parking on the cycle lane

Have your say in the consultation

To find out more – including full details on the plans and monitoring data collected during the trial – and to share your views, visit our website to answer a few quick questions. You can use the QR code below to access the site from your phone, or visit:

[Camden.gov.uk/ChalkFarmRd](https://camden.gov.uk/ChalkFarmRd)

The consultation finishes on the 11 October 2021

If you'd prefer a paper form, just get in touch with us on 020 7974 4444 and we'll pop one in the post for you. Thank you for sharing your thoughts with us.



camden.gov.uk/making-travel-safer-in-camden


Figure B11 (left): - new consultation materials, such as this example on Chalk Farm Road, have been produced which are sent to local properties on and in the vicinity of the relevant scheme. This provides a short summary of the scheme proposals, how to find out more details and respond to the consultation (online), and how paper copies can be provided on request