

Camden Climate Citizen Panel

Meeting 2 - Places Update

Places - Camden's public spaces will encourage and enable healthy and sustainable travel choices and promote biodiversity.



Time	Theme	Speaker
18.00	Session begins Welcome & re-cap of January update meeting	Abi Roberts Sustainability Officer
18.05	'Check-in' Catch up with panel members	All
18.15	Climate Action Plan Covid-19 Safer Travel in Camden Programme	Sam Margolis Strategic Lead Transport Planning
18.30	Discussion Opportunity for the panel to bring their chosen 'places' actions into the discussion space for further elaboration and scrutiny	Panel members
18.55	Break	

Wednesday 10th February, 18.00 – 20.00

Panel 'check-in'



Covid-19 Safe Travel in Camden Programme



Responding to the Climate Action Plan

Sam Margolis

Strategic Lead Transport Planning

Overview

- Brief summary of work we have undertaken since the Climate Action Plan was adopted last year, as part of our Covid-19 Safer Travel programme (inc pop up cycle lanes, Safe & Healthy Streets Projects), and Healthy School Streets
- A more detailed look at how we are responding to the 3 main “transport strategy” areas recommended by the Citizens Assembly – what we’ve done and what’s coming up
- In part 2 we will look at one scheme in particular as a case study for your comments/input



What have we done since the CAP was adopted?

- We have secured around **£5m of funding** from TfL and DfT emergency active travel bids, and delivered **over 16 full modal filter/road closure schemes**, **2 Safe & Healthy Streets schemes** in the Seven Dials and Arlington Road areas, **9 footway widening schemes**, **4 “pop-up” cycle lane schemes** (Goods Way, Prince of Wales Road, St. Pancras Way and York Way), **over 10 Healthy School Streets** and **cycle permeability schemes**, **74 new cycle hangars** and over **70 Dockless Bike Hire bays**, over **100 new EVCPs** and **7 “Streateries”**
- Continued to deliver pre-existing transformational walking and cycling schemes including **the West End Project and (now finished) Brunswick Square**; and worked with TfL to deliver pop up cycle lanes on **Euston Road and Hampstead Road**
- We are **currently on site constructing** a number of new schemes including constructing cycle lanes on **Grays Inn Road and Chalk Farm Road**, and several more schemes are currently at the consultation/decision writing stage including **5 more Healthy School Streets**, **3 new Safe & Healthy Streets projects**, **bus priority works on Kilburn High Road and Torriano Avenue & more cycle hangars/DBH sites**
- **Further pop up cycle lanes** are in planning for Haverstock Hill and Adelaide Road

“Installing more segregated cycle lanes”

“Promoting and trialling car-free zones and days”

Citizens Assembly
Recommendations
– Transport
Planning (Place)

“Creating more green space on residential streets”

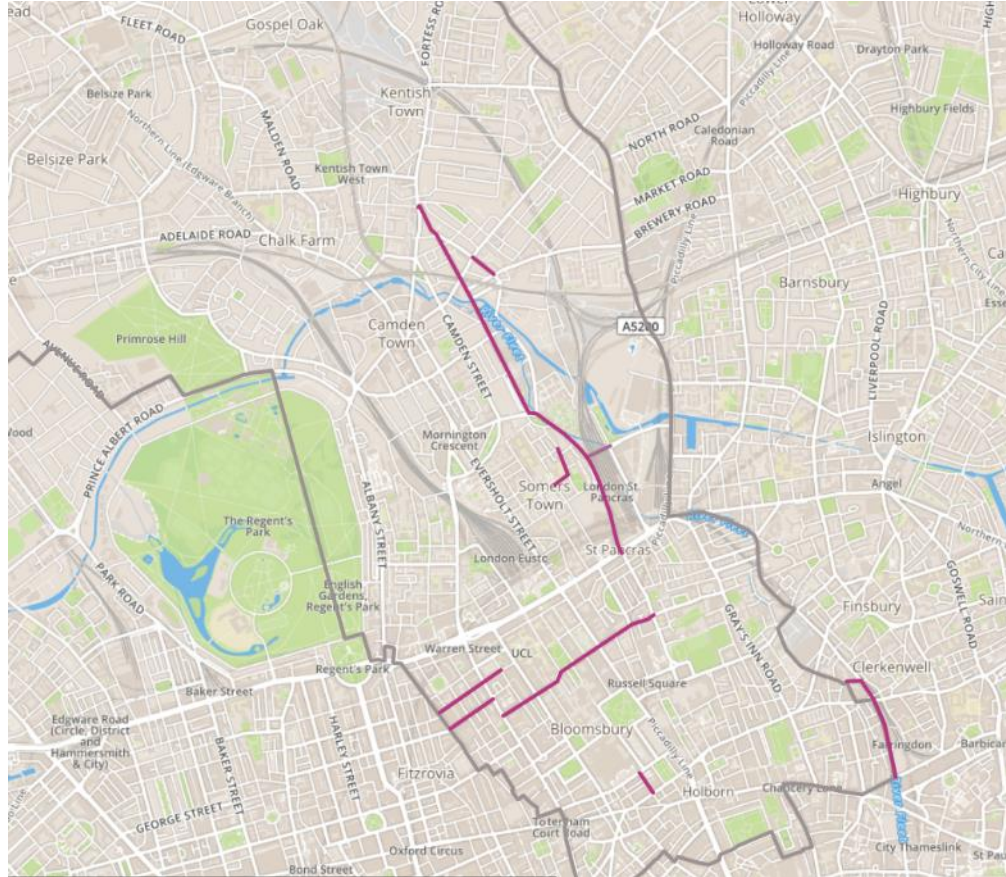
“Enabling electric transport with infrastructure and incentives”

Installing more segregated cycle lanes



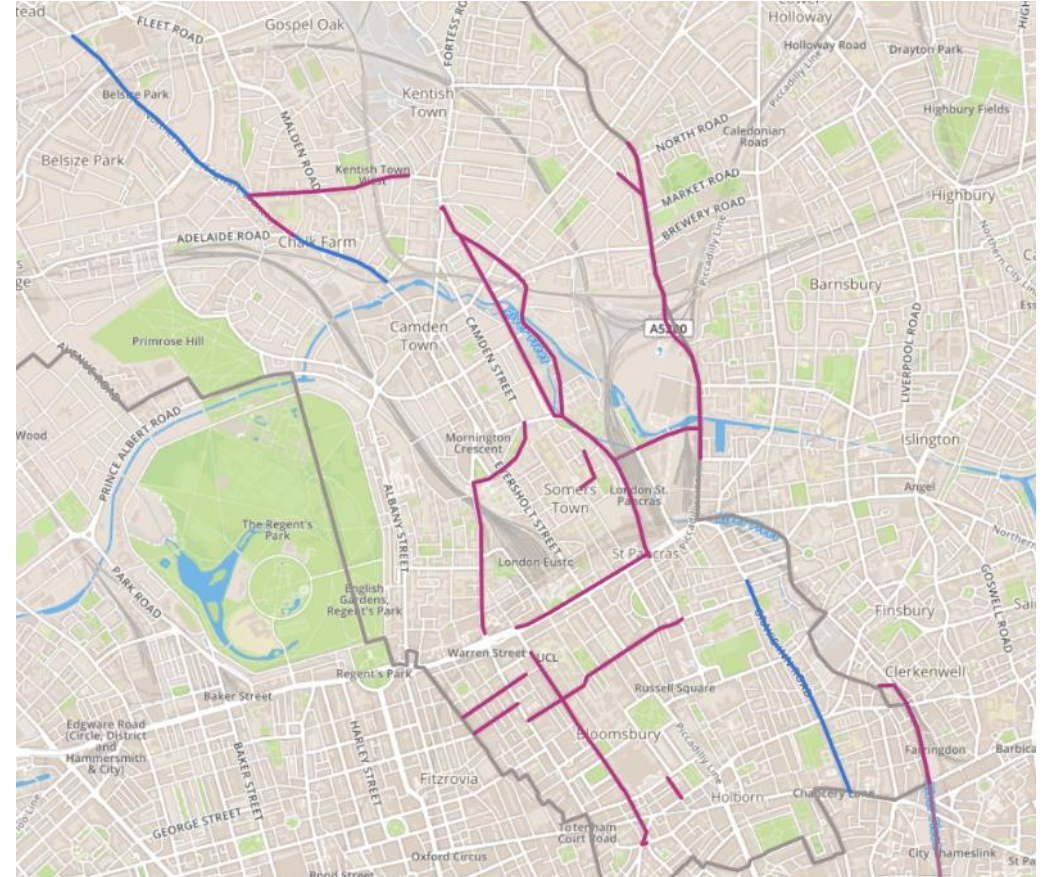
Growth in Camden segregated cycle network in 2020

Segregated cycle network – December 2019



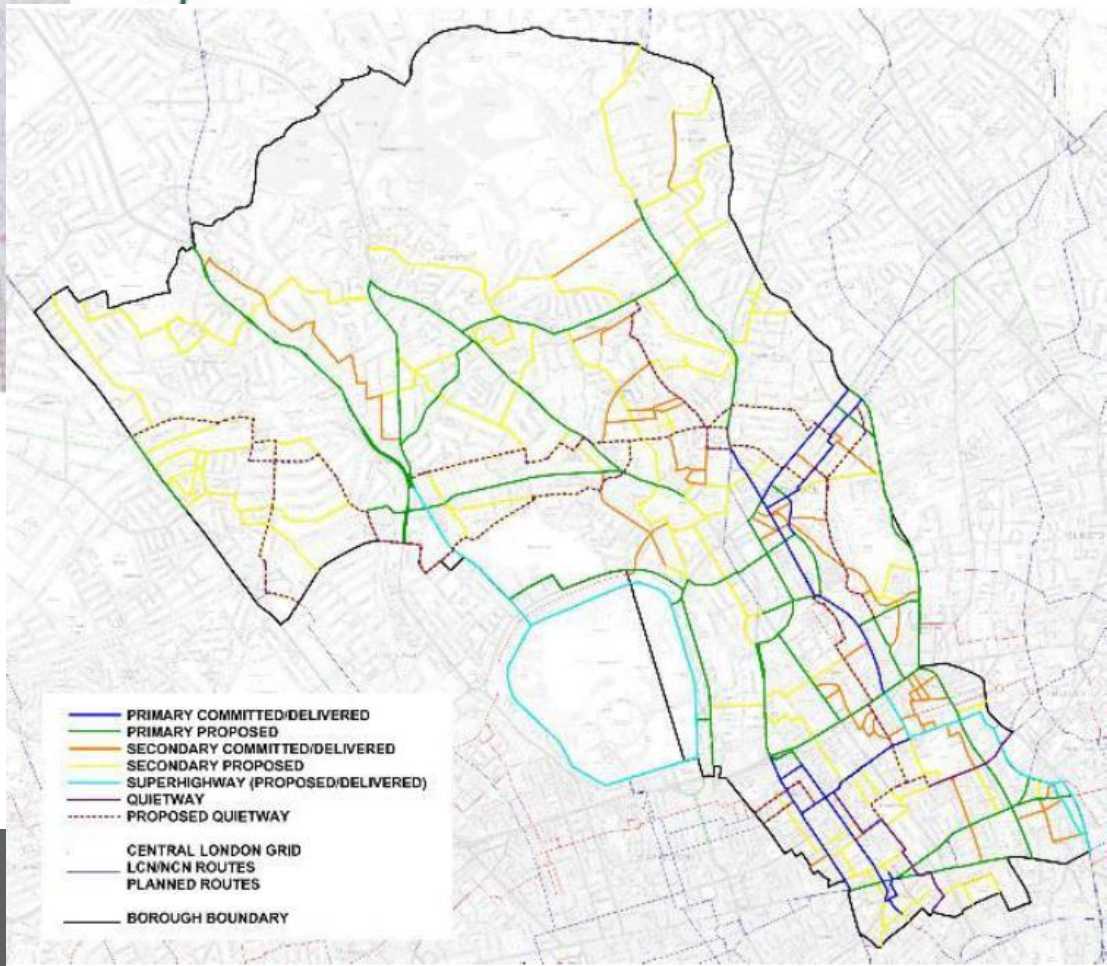
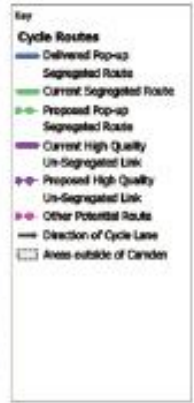
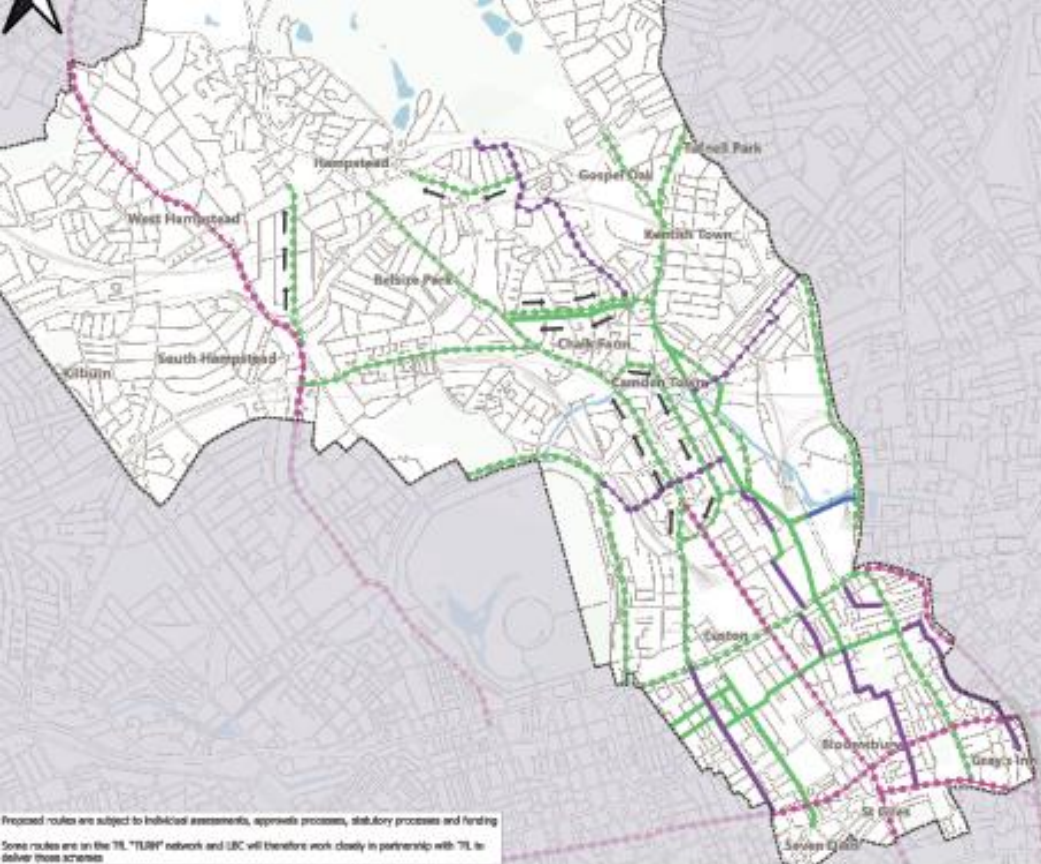
8.6 km of built network

Segregated cycle network – December 2020



21.3 km of built network, 10km under construction/planned

Magenta lines – constructed **Blue lines** – under construction/planned



Promoting and trialling car free zones and days



Healthy School Street...

1 view

SHARE

Pre Covid

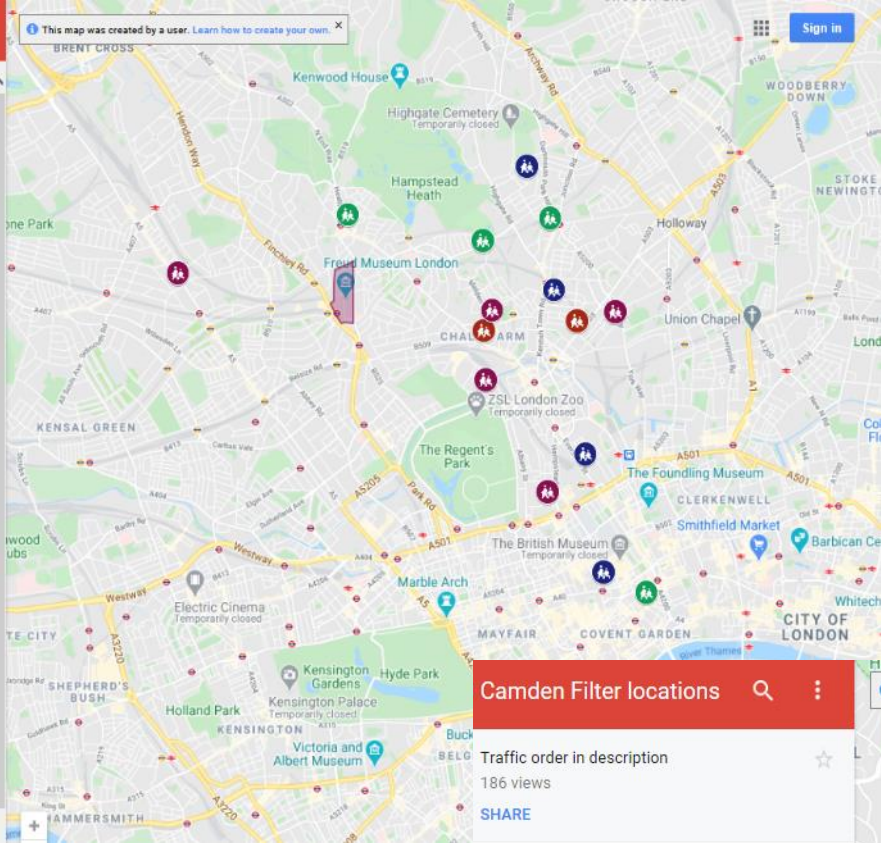
- Gospel Oak Primary
- Acland Burghley
- New End Primary
- St Josphe's

Delivered during Covid

- Camden School for Girls
- Haverstock School
- Rhyl Primary
- Brecknock Primary
- Mulberry House School
- Primrose Hill Primary
- Neighbourhood of the Future
- Netley Primary

Proposed 20/21

- St Mary St Pancras
- Ecole Jeannine Manuel
- Brookfield Primary
- Kentish Town Primary



Camden Filter locations

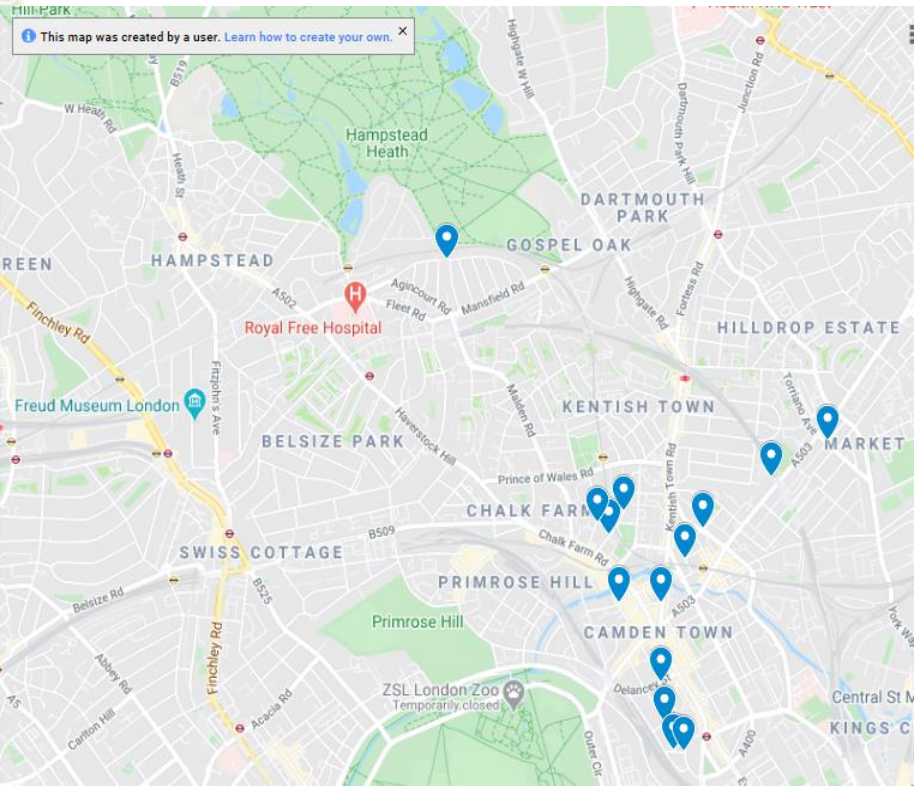
Traffic order in description

186 views

SHARE

Untitled layer

1. Savernake
2. Sandall Road
3. Wilmot Place
4. Hartland Road
5. Hartland Road
6. Clarence Way
7. Jamestown Road
8. Buck Street
9. Arlington Road
10. Mornington Street
11. Albert Street
12. Mornington Place
13. Swains Lane
14. Swains Lane





Motor traffic free zone

To be operational 24 hours per day, to restrict all motor vehicular access within this area, except for loading at certain times.



Existing Pedestrian Zone (during market times only)

Pedestrian zones to operate during market times, in line with existing arrangement on Queens Crescent.



Access restriction to motor vehicles



Vehicle access to community centre

Motor vehicle routes



At all times



Outside of markets times



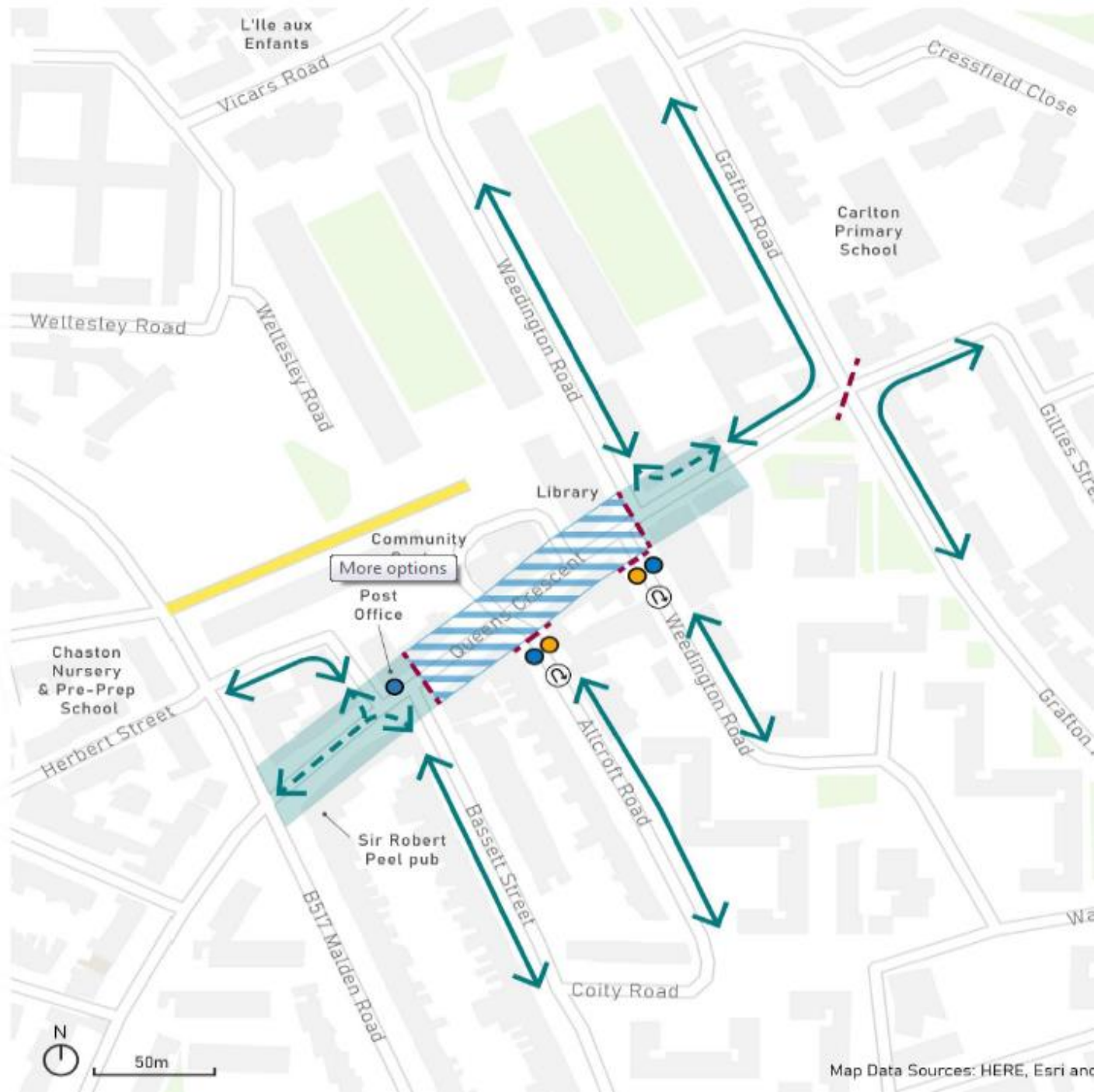
Space for turnaround



Waiting restrictions to be amended to accommodate loading

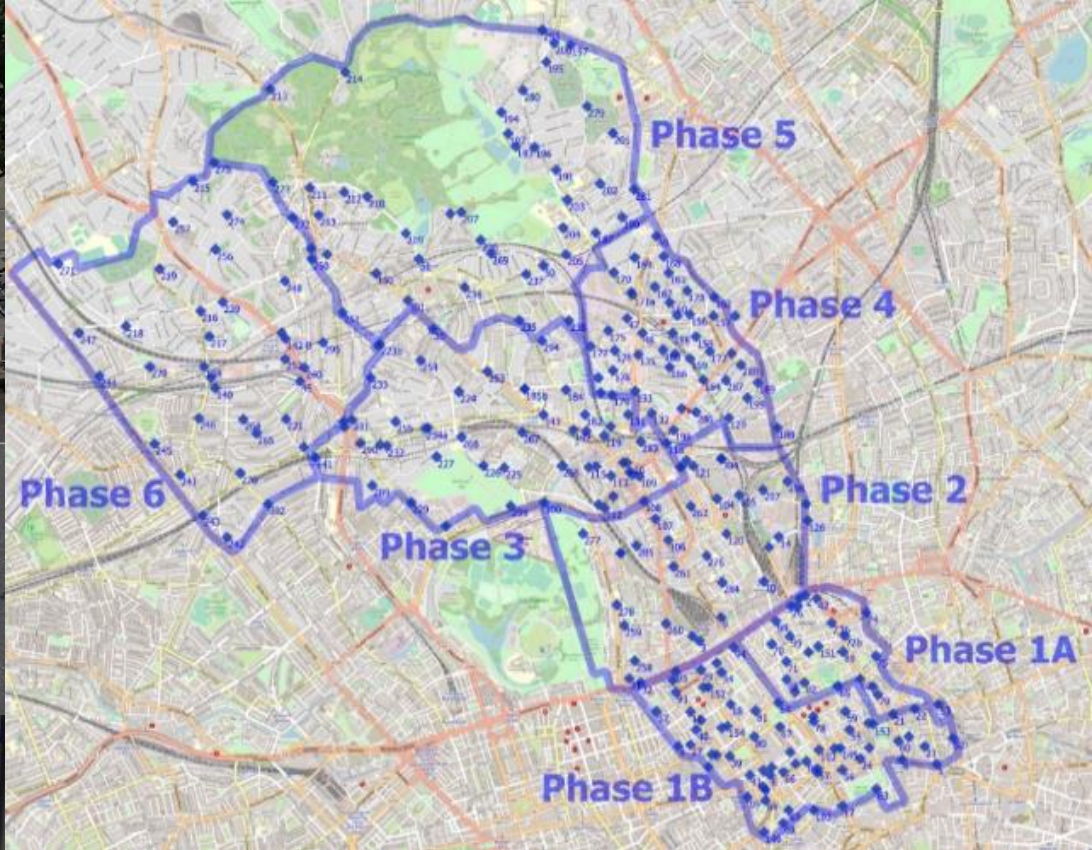


New disabled parking bay Disabled parking bays to ensure disabled access to Queens Crescent.



Enabling electric transport with infrastructure and initiatives





A car-free (except electric) zone....



Camden - Neighbourhoods of the Future
Healthy School Streets, Option B

P:\Projects\285\178\01\GIS\MAPPING\ARCGIS\Map_Document

Create
1/2025

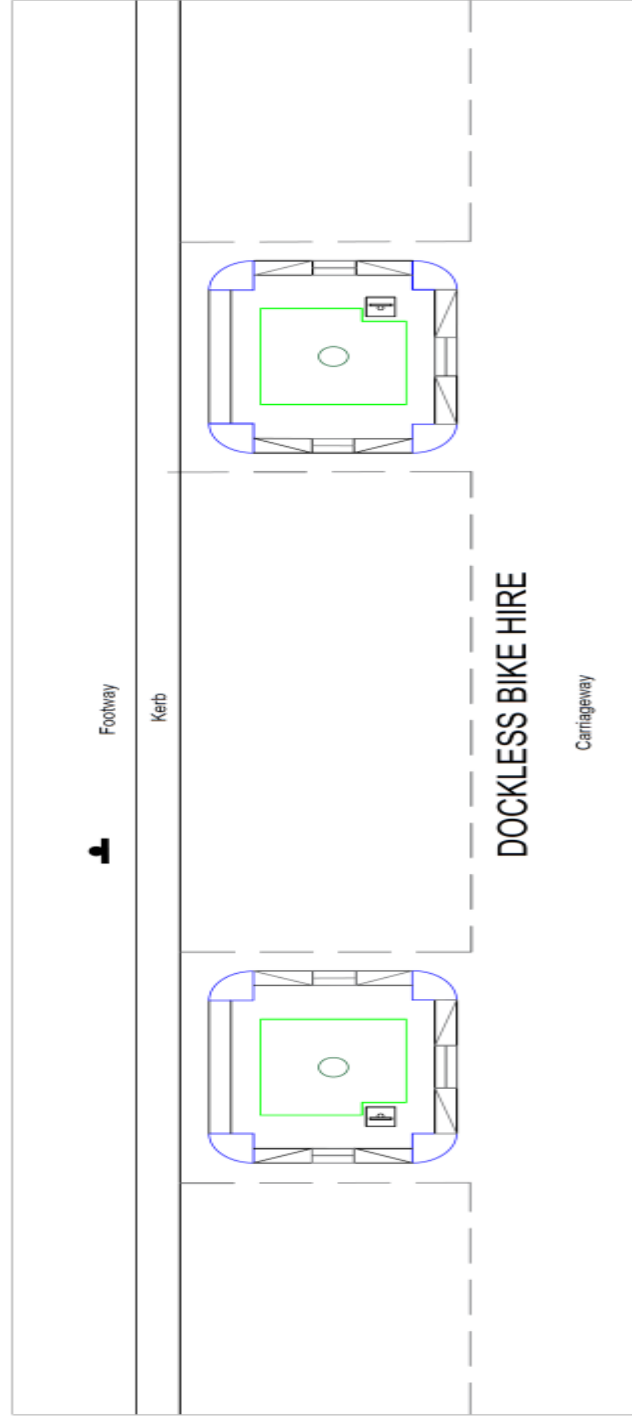


Creating more green space on residential streets





DOCKLESS BIKE HIRE BAY WITH
TWO ISLAND TWO TREES





“This is what you told us you wanted in this area” – via Commonplace, the CTS and Citizens Assembly

“This is our design to solve those problems”

Our consultation, engagement, test & learn approach....

“Tell us what you think about the designs and plans” – pre scheme consultation

Decision on whether to proceed. If approved...

“You’ve been telling us this” – through all the ETO engagement work

“This is the data we’ve been collecting during the trial”

“This is what we are now consulting on” building on the above

Decision on whether to make permanent

More information

Email:

safetravel@camden.gov.uk

<https://safetravelcamden.commonplace.is/overview>

View Favorites Tools Help

csis Counters Share Your Views On Safe ... Recently advertised traffic... Camden Ward Boundary ... Parking Operations Projec...

Frequently Asked Questions

FAQs

The answers to a selection of the most commonly asked questions we have received.

[View details](#)

Safe Travel Camden Map

Please use this interactive map to tell us what you think could be improved in these schemes.

[View details](#)

Support for cycling

More information on how we can support you and your family to cycle

[View details](#)

Haverstock Hill Pop-up Cycle Lanes

38 comments

New protected cycle lanes between Pond Street and Prince of Wales Road

[View details & comment](#)

Prince of Wales Road Eastbound Pop-up Cycle Lane

110 comments

New Eastbound cycle lane installed between Haverstock Hill and Grafton Road

[View details & comment](#)

York Way Pop-up Cycle Lanes

38 comments

New protected cycle lane between Wharfedale Road and Camden Park Road

[View details & comment](#)

Gray's Inn Road Cycle Lanes

Chalk Farm Road Pop-up Cycle Lanes

Goods Way Pop-up Cycle Lanes

Website:

<https://www.camden.gov.uk/making-travel-safer-in-camden>

Comment on schemes already in progress:

<https://safetravelcamden.commonplace.is/>

Respond to public consultations:

<https://consultations.wearecamden.org/>

Panel Discussion



The panel are invited to share their 3 chosen actions from the Places Summary Document for further discussion and scrutiny

Camden	
<p>Trial the closure of Camden High Street to traffic around the market with a view to permanent closure.</p>	<p>Project Status: Action delayed as a direct result of Covid-19</p> <p>Project Summary: A number of traffic restriction schemes have been progressing well in the borough in the last 12 months, despite the closure of Camden High Street being put on hold due to the complexities of delivering on this action during the pandemic.</p> <p>As part of Camden's ongoing commitment to deliver its Low Emission Neighbourhood (LEN), Camden has delivered the Arlington Road Low Traffic Neighbourhood (LTN), whereby motor vehicle traffic is restricted through road closures to prevent rat-running in residential areas. Similar vehicle restrictions have also been implemented at Prose Place and Buck Street. An additional focus has also been placed on restrictions around Schools, with the introduction of a new Healthy School Street on Grosind Road and four new restrictions implemented at Holy Trinity St Elias School.</p> <p>The Council also continues to seek ways in which to engage with partners and the Camden Climate Change Alliance, with help from the Sustainability Team, will be hosting an event at the end of February to encourage businesses to support the delivery of the LEN through a reduction in transport emissions and other emissions sources.</p> <p>For further information about all of the transport changes taking place in the borough please see here: https://www.camden.gov.uk/whatshappening/traffic/camden</p>
<p>Begin a programme to switch all street lighting to 100% LED by 2023.</p>	<p>Project Status: Ongoing delivery / On track for delivery</p> <p>Summary: The aim of the scheme is to reduce energy consumption, achieve maintenance savings along with carbon emission reductions. Camden are working under a three-year contract to replace approximately 7,000 lamps into LED lamps. Installation started in June 2020 and as of 11/01/21 approximately 2000 lamps had been switched, as a result the project is planning to complete earlier than its contracted end date.</p> <p>In response to SSE tender commitments there have also been several social value measures that have been achieved. These include creating a new job for an adult learner with a Highway Operative Level 2 starting work on 2nd November 2020 at Hoxney Depot for SSE. Supporting LB Camden in lobbying for action on air quality in London by becoming a member of the Camden Climate Change Alliance.</p> <p>SSE have promised to provide 5,000 free low energy light bulbs for residents of Camden. As of June 2020, 1500 lightbulbs have now been delivered to Oroundworks which will be delivered to low-income residents through our Well and Warm service.</p>
<p>Deliver the Camley Street Sustainable Urban Drainage System (SUDS) project and continue to identify funding opportunities to improve Camden's climate change resilience.</p>	<p>Project Status: Delivered – funding opportunities ongoing</p> <p>Project Summary: Sustainable drainage systems are designed to efficiently manage the drainage of surface water in the urban environment, as well as providing multiple benefits, such as contributing towards building the place function of streets, increasing biodiversity and contributing towards better water and air quality.</p>

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Camden	
<p>Camden's flood risk modeling indicated that Camley Street is an area of elevated flood risk. In response to this, a SUDS scheme was designed to manage surface water in the area. Along the western curb line of Camley Street, a series of bio-retention raingardens were installed split into a series of linked cells. The raingardens are designed so that runoff will then slowly infiltrate through the soil, grit and drainage stone layers into the ground below. The gardens can now successfully manage a 1 in 30 year rainfall event. The rain garden planting within the was completed in December 2020 signifying the completion of the scheme and will help to improve local biodiversity.</p> <p>In addition to the above, Camden is seeking funding from the Flood and Coastal Resilience Innovation Programme for a joint project a number of Local Authorities to investigate the impact of Natural Flood Management in urban open spaces. In addition to this funding, other funding opportunities will continue to be sought to deliver exemplary flood and climate change resilience schemes in Camden.</p>	
<p>CAP Programme Development Actions – From or by 2021 unless otherwise stated</p> <p>Progress a Workplace Parking Levy by 2023 to encourage low-carbon transport choices, subject to the outcome of the current feasibility study.</p>	<p>Status of project: 1) Action not commenced 2) on track for delivery/barriers to overcome 3) delivered/ongoing delivery. Followed by comments detailing information and/or progress of the action.</p> <p>Project Status: Barriers to Overcome</p> <p>Project Summary:</p> <p>In December 2018, officers received Cabinet approval to undertake a feasibility study into a Workplace Parking Levy (WPL) in Camden. In early 2019, Camden appointed a consultancy to develop a feasibility study in a WPL. This included a survey of businesses, the data from which would feed into a financial model to predict income from any proposed WPL.</p> <p>A feasibility study was completed, and the next step is to develop an informal engagement strategy to help define the business case. However, additional work is required to ensure data used to inform the feasibility study is still valid, especially considering the current financial strain on businesses, imposed by the pandemic, and behaviour change of office workers now working from home. The conclusion from the feasibility study was sufficient to proceed to the next stage, the development of an informal engagement strategy. Officers appointed another consultancy to verify and improve the data feeding into the financial model, and to assist with developing the engagement strategy. The additional surveys to accomplish this were to take place in spring 2020 and work has been paused as a consequence of restrictions due to the pandemic.</p> <p>Officers are now looking to continue development of the engagement strategy and to restart survey work once conditions are favourable to do so. A brief to this effect is due to</p>

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Key	
	Action not commenced
	On track for delivery / barriers to overcome
	Delivered / ongoing delivery
	Suspended or delayed due to COVID-19

BREAK

18.55	Break	
19.05	Project insight Prince of Wales Road Scheme	Sam Margolis Strategic Lead Transport Planning
19.15	Collaborative working & breakout groups Panel to break out into 3 breakout rooms to discuss two questions.	All
19.30	Breakout Room 1 Feedback	Panel members
19.35	Breakout Room 2 Feedback	Panel members
19.40	Group Discussion Feedback	Panel members
19.45	'Check-out' Additional comments / AOB	All
19.55	Session ends Closing remarks	Abi Roberts / All Sustainability Officer

Project Insight

Prince of Wales Scheme



Safer Streets

Sam Margolis

Strategic Lead Transport Planning

Overview

- What work has been done on delivering the recommendation around “installing more segregated cycle lanes” on Prince of Wales Road
- An early look into the impacts/outcomes of the scheme
- Your input into how we can go further to deliver the Citizens Assembly recommendations on this street



What has been done on Prince of Wales Road?

- Westbound segregated cycle lane scheme, including improvements to key junctions at Ferdinand Street and Haverstock Hill, and “continuous footways” at side roads, consulted on as a permanent scheme in 2018. Now fully constructed
- Eastbound segregated cycle lane scheme, including “pop up” materials (wands) and changes to bus stops, implemented as an “experimental” (trial) scheme in summer 2020. Over 45 parking spaces removed to help facilitate the scheme; 850m of new segregated cycle track in each direction
- A decision on whether or not to make the eastbound scheme permanent will be made in autumn 2021 following a full public consultation in summer 2020

Prince of Wales Road cycle scheme





Fit within pop up network



Key

- Cycle Routes**
- Delivered Pop-up Segregated Route
- Current Segregated Route
- Proposed Pop-up Segregated Route
- Current High Quality Un-Segregated Link
- Proposed High Quality Un-Segregated Link
- Other Potential Route
- Direction of Cycle Lane
- Areas outside of Camden



Client
Camden

Project
**Camden Cycling Network
Prioritisation Study**

Figure title
**The proposed pop-up
cycle network**

Revision
C

Project number
3221

Figure number
Figure 4-1

Date
June 2020

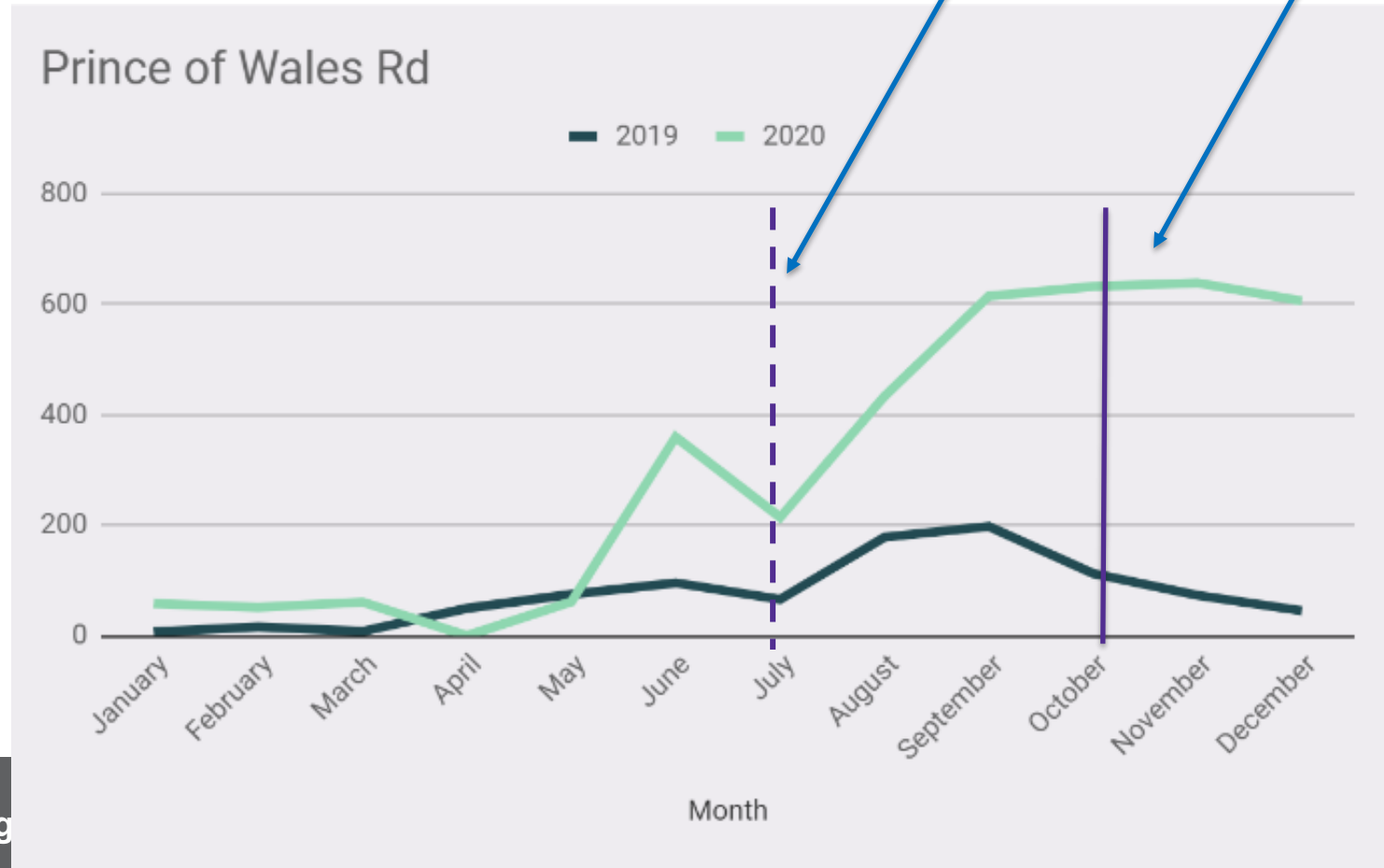
Proposed routes are subject to individual assessments, approvals processes, statutory processes and funding. Some routes are in the TfL 'TLRN' network and LBC will therefore work closely in partnership with TfL to deliver these schemes.



Lime Bike Usage Analysis

Construction started

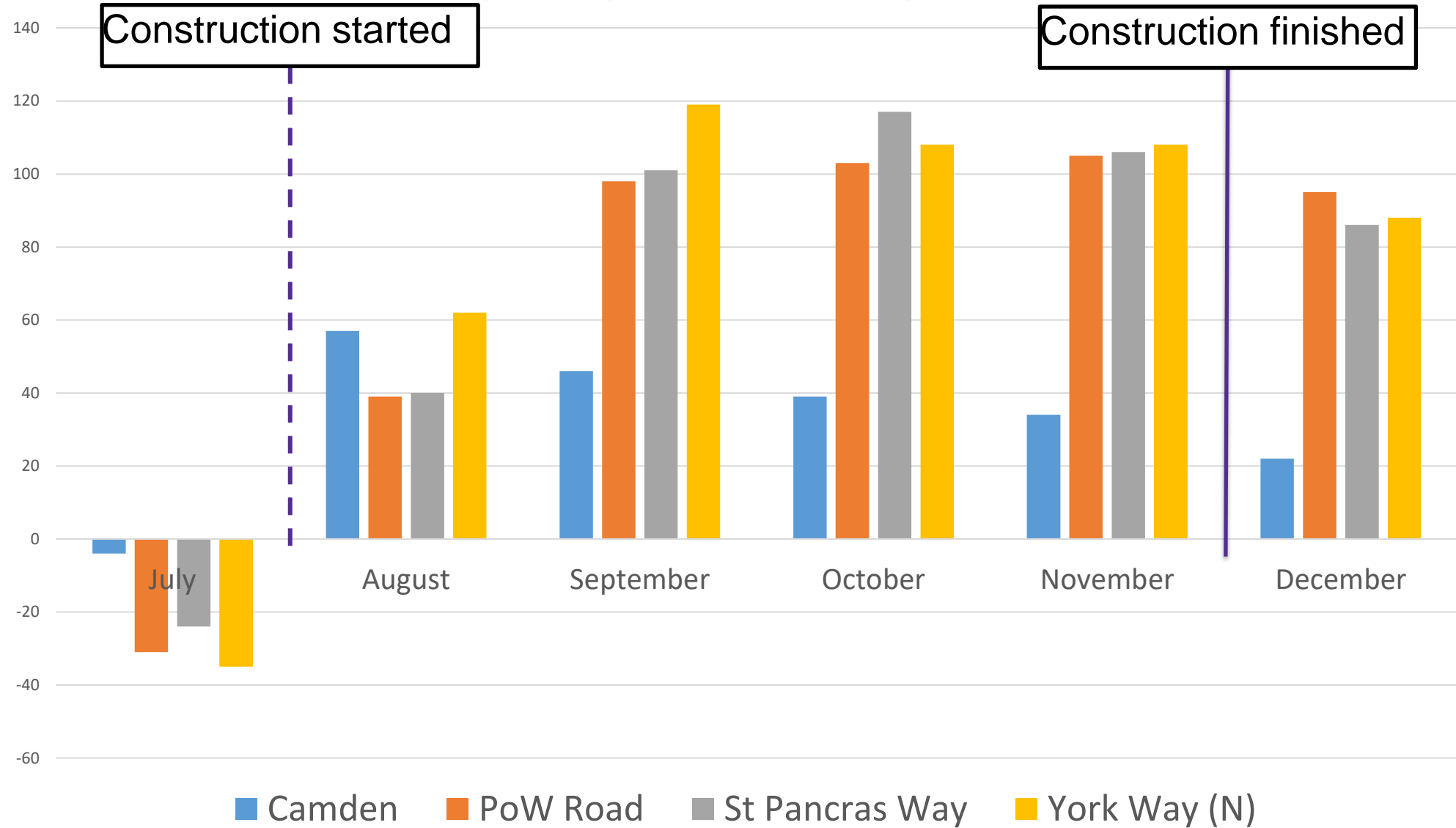
Construction finished



Percentage change in Lime bike usage 2020 v 2019

Construction started

Construction finished



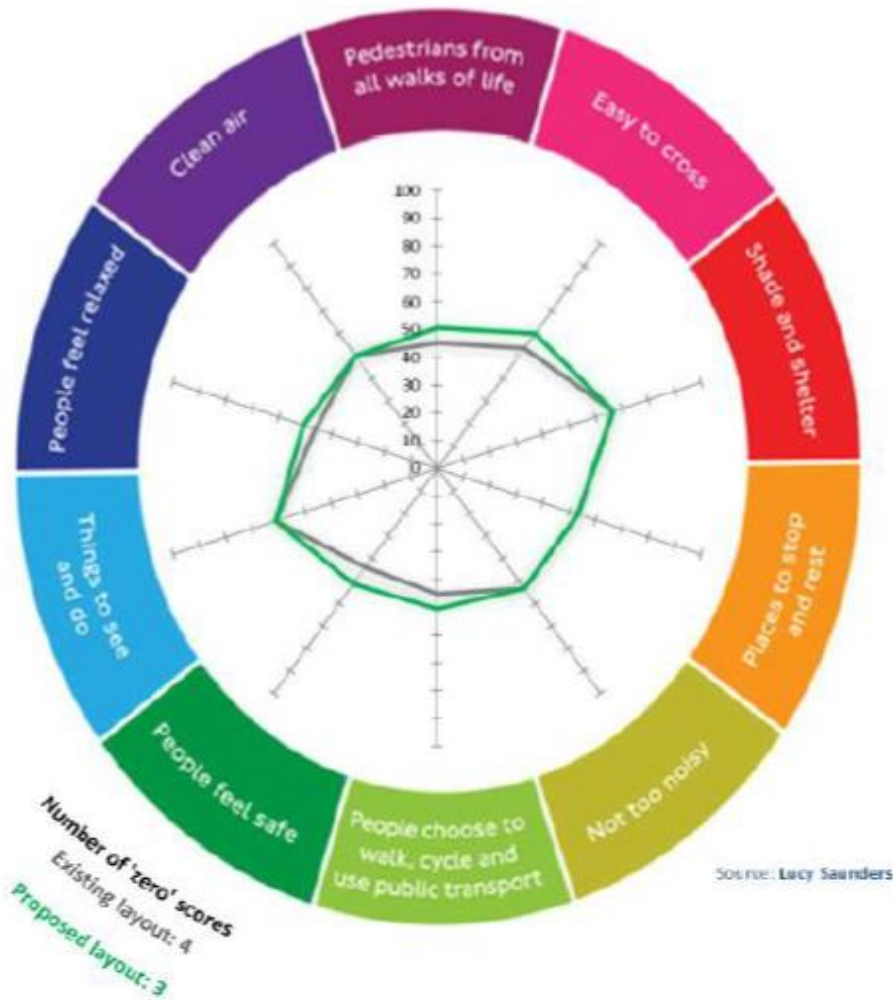
Average 32% increase in Lime bike trips Borough wide since lockdown eased in summer 2020 v 2019. 68-75% increase on segregated cycle lane schemes. Data has been normalised by numbers of bikes available to ensure like for like comparison

Healthy Streets check

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	45	51
Easy to cross	53	60
Shade and shelter	67	67
Places to stop and rest	53	53
Not too noisy	53	53
People choose to walk, cycle and use public transport	45	51
People feel safe	44	52
Things to see and do	61	61
People feel relaxed	46	51
Clean Air	50	50
Overall Healthy Streets Check score	47	52
Number of 'zero' scores	4	3



Opportunities for improvements

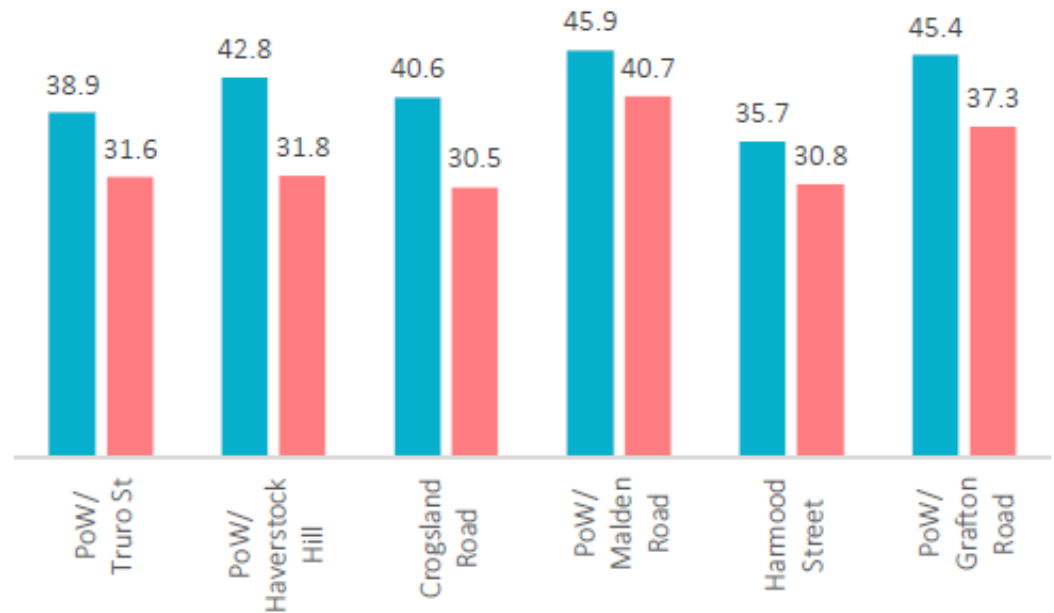
HSCD Ref	Healthy Streets Check Criteria	Road Danger Criteria	Opportunity for Improvement
2	Interaction between large vehicles and people cycling	Yes	Changes to rail bridge to allow combined width of the cycle lane and the next general traffic lane to be at least 4.5m or ensure cycle traffic is separated in both directions from motorised traffic.
13	Width of clear continuous walkway space	Yes	Amendments to rail bridge to deliver 1.5m clear width for westbound footway as well as westbound bus stop east of Hadley Road.
14	Sharing of footway with cyclists	No	Ability to score higher will depend on pedestrian flow. Increase the width of the shared area of the shared bus boarders (eastbound bus stops).
19	Quality of footway surface	No	Eliminate all surface defects on route to provide even and level surface. This would include addressing noted defects at west of Harwood Street and at Queens Crescent footway.
24	Planting at footway level (excluding trees)	No	Review opportunities to add planting to the scheme without compromising clearance for walkers and cyclists (e.g. space near Kentish Town West).
28	Bus stop accessibility	No	Ensure all bus stops are wheelchair accessible (toolkit specifies raised height kerbs).
31	Support for interchange between cycling and underground/rail	No	Ensure cycle parking is able to meet demand. Improvements would need to fulfil metric 31 whereby sufficient cycle parking is provided ideally within 50m (but no more than 150m) of the Kentish Town West station entrance and offer secure facilities with appropriate surveillance.

Air Quality

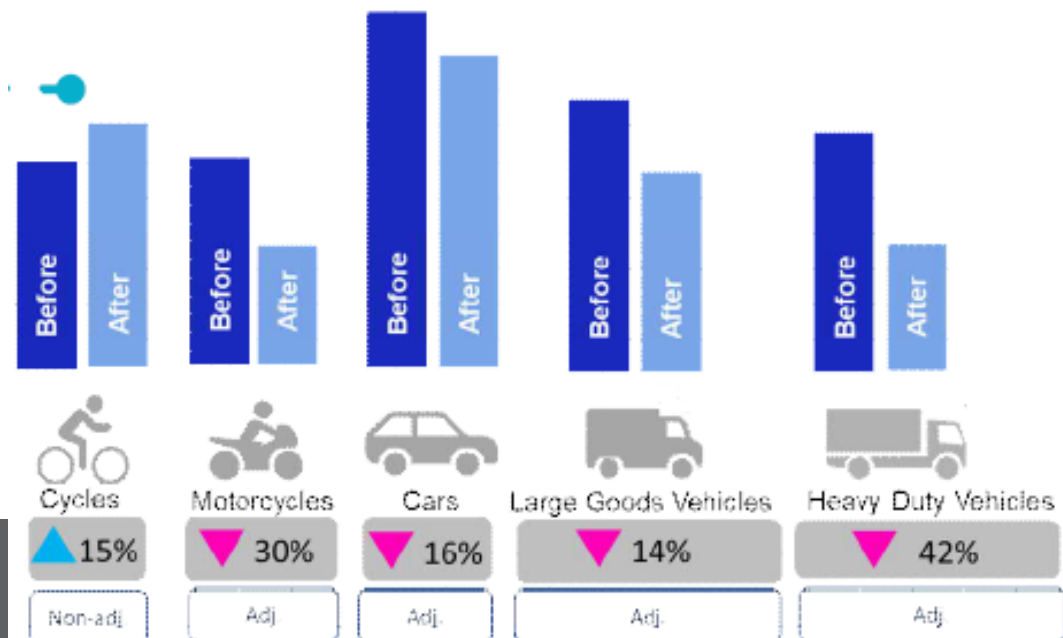
Eight air quality monitoring sites were installed in and around Prince of Wales Road as part of air quality monitoring for the scheme.

Data from these sites have been used to monitor the impact of changes to Prince of Wales (PoW) Road. The most recent data available is for October 2020 which is compared to October 2019, prior to the pandemic, and shows that NO2 levels decreased at every site. The average percentage reduction in NO2 levels across all sites was 18.6% between October 2019 and October 2020. The average reduction in vehicle kms travelled in Central and Inner London between October 2019 and October 2020 was 14%.

■ 2019 ■ 2020 NO2 concentrations (µg/m3)



Prince of Wales Medical Centre – Daily Average (7-day) Traffic Flows



Traffic counts – March 2019 v October 2020

Motorised traffic counts have been adjusted to account for seasonality and for change in travel patterns due to COVID-19. Data collected in 2020 has been uplifted to 2019 (pre-COVID) baseline to ensure 'Before' and 'After' scheme counts are comparable. An adjustment factor for motorised vehicles has been derived from continuous 2019-2020 London-wide vehicle count data. Cycle counts have not been adjusted due to unavailability of robust continuous cycle data.

More information

The screenshot shows a web browser displaying the 'safetravelcamden.commonplace.is' website. The page is organized into a grid of sections:

- Frequently Asked Questions:** Features a large 'FAQs' heading and a 'View details' button.
- Safe Travel Camden Map:** Includes a map of Camden Town and a 'View details' button.
- Support for cycling:** Shows an illustration of a cyclist and a 'View details' button.
- Haverstock Hill Pop-up Cycle Lanes:** Displays a photo of a street with a '38 comments' indicator and a 'View details & comment' button.
- Prince of Wales Road Eastbound Pop-up Cycle Lane:** Displays a photo of a street with a '110 comments' indicator and a 'View details & comment' button. This section is highlighted with a yellow circle.
- York Way Pop-up Cycle Lanes:** Displays a photo of a street with a '38 comments' indicator and a 'View details & comment' button.
- Gray's Inn Road Cycle Lanes:** Partially visible at the bottom left.
- Chancery Lane Farm Road Pop-up Cycle Lanes:** Partially visible at the bottom middle.
- Goods Way Pop-up Cycle Lanes:** Partially visible at the bottom right.

Email:

safetravel@camden.gov.uk

Website:

<https://www.camden.gov.uk/making-travel-safer-in-camden>

Comment on schemes during trial phase:

<https://safetravelcamden.commonplace.is/proposals/prince-of-wales-road-eastbound-pop-up-cycle-lane>

Exercise

Prince of Wales Scheme

- Panel members will automatically be split into 2 breakout rooms. Camden officers will also be split across the rooms to provide any technical support
- The panel will have 15 minutes to discuss two questions
- After the 15 minutes, the panel will automatically re-join the main Zoom meeting
- Each group will have 5 minutes to share their comments with the group

Collaborative working and break-out groups

Breakout rooms

Panel members are asked to consider and discuss the two following questions in their breakout rooms:

Question 1:

To what extent has this scheme, to date, met the aspirations of the Climate Action Plan in terms of delivering more segregated cycle lanes?

Question 2:

What more/else could be done to:

- a) Improve the facilities implemented on Prince of Wales Road from a cycling/walking/transport perspective?
- b) Make other changes on Prince of Wales Road to contribute to wider climate mitigations in terms of street trees, greening, shade and shelter etc?

Feedback

Prince of Wales Scheme

Summary of discussions from breakout groups

Collaborative working and break-out groups

Panel 'Check-out'

Additional comments / AOB



Upcoming Panel Meetings

Intermediary update session:
March / April *TBC*

Do you have any questions or queries?

Panel Meeting 3:
May *TBC* 18.00 – 20.00



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020 7974 1921