





Sandall Road Safe and Healthy Streets consultation

Proposal to make the changes on Sandall Road permanent

Making your neighbourhood safer and healthier

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 be able to flourish. Whether it's an essential journey like taking your children to school, getting to work or just popping out to enjoy your local park we want you to love where you live, and to love Camden.

To help we have been making changes across Camden in our Safe and Healthy Streets Programme. This included making trial changes on Sandall Road in late May 2020. These changes prevented traffic using this residential street as a cut-through between main roads by installing a motor vehicle restriction (via no Motor Vehicle signage and a bollard) on Sandall Road near the junction with Camden Road.

About the Sandall Road Safe and Healthy Streets

We know from previous engagement with the local community and stakeholders during the Kentish Town Healthy Streets project that there was a concern that drivers are using Sandall Road to travel east west from the A503 (Camden Road) to the A400 (Kentish Town Road), and vice versa, through an area of residential streets and around Camden School for Girls. In order to respond to this issue, we implemented Sandall Road Safe and Healthy Streets scheme as trial, under an Experimental Traffic Order (ETO).

The decision report related to this ETO can be viewed at: camden.gov.uk/making-travel-safer-in-camden

This decision report noted that a further consultation, after around 12 months of the trial scheme, would take place on any proposed permanent arrangements of the trial scheme. The trial scheme went live in May 2020 and during this period, the scheme has been monitored and comments from local residents and stakeholders have been received.

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

Data collected pre and during scheme trial

The Covid-19 pandemic has had an impact on traffic levels in Camden and across London making it difficult to directly compare data collected during the ETO period of the scheme (those periods since the pandemic started) with data from before the scheme was in place and before the pandemic started. The information below and in the accompanying detailed Monitoring Report sets this out further. A summary is as follows:

Before and during the scheme was in operation, traffic levels in the area were monitored. Data was collected in:

- December 2019 (pre scheme implementation)
- December 2020 (during the trial period when schools were fully operational, and before the first lockdown)

When comparing the data from December 2019 to December 2020, the data collected on Sandall Road, between A503 and Bartholomew Road shows that there was an 88% reduction in traffic flows on weekdays. Across the area where traffic counts were taken, overall traffic levels were recorded as 11% lower on weekdays.

We have adjusted this data to account for seasonality and changing traffic patterns during Covid with the full methodology set out in the Monitoring Sheet which can be found online in the link provided in the “Have Your Say” section.

Camden Council is open to working with the local community on additional measures in this area as part of a potential future scheme in this area. This scheme could build upon the engagement to date in the Kentish Town Healthy Streets Project, the Sandall Road Safe and Healthy streets scheme, The Sandall Road Healthy School Street, The Torriano Avenue Bus lane and footway widening schemes.

Data also indicates that the scheme has had a positive impact on cycle use in the area, with a 164% average increase in Lime bicycle (Dockless hire bikes) usage in the area from July 2020-March 2021 (After-scheme) than July 2019-March 2020 (Before-scheme).

Air quality data was also gathered pre and post scheme implementation and data shows NO₂ reduction near the Sandall Road Safe & Healthy Streets scheme area between June/November 2019 and June/November 2020.

Feedback during the Experimental Traffic Order Period

Sixty-four (64) comments on the scheme were received on Commonplace during the ETO period. 69% of the respondents were positive towards the changes including:

- 35 comments (+81 agreements) mentioned that traffic levels seem reduced
- 29 comments (+75 agreements) mentioned that the area is safer to travel

- 28 comments (+61 agreements) mentioned that the area is safer for children to walk, cycle and scoot

Those that were not supportive of the scheme stated issues regarding traffic displacement, longer journey times and that air pollution does not seem to have improved.

The monitoring data highlighted above show improvements on those issues during the trial scheme operation.

What we are now consulting on

Based on the monitoring data and the feedback received from residents and stakeholders via Commonplace and email correspondence during the trial period, we are now consulting on making the motor vehicle traffic restriction on Sandall Road, near the junction with Camden Road, permanent.

Access to all properties on both sides of the restriction would be maintained, in line with the Healthy School Street restrictions, so residents will still be able to reach their homes by car and receive home deliveries but through-traffic would continue to be prevented.

Pedestrians and those on bikes could continue to travel through at all times. Emergency services and bin collection teams can lower the bollard for access.

This consultation does not cover the Sandall Road Healthy School Street. A separate consultation on this scheme will take place later this year.

How would these changes be made?

After the consultation a decision report, considering the consultation responses, relevant policies and other data/information will be produced and published online. If the changes are approved to be made permanent the provisions of the Experimental Traffic Order would be made permanent. Details will be made available at the link below.

How can you give your views?

We would encourage you to give your views via:

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

You can access the website via the QR code or if you would like a paper version of the consultation questions, please call 020 7974 4444 and we will post one to you.

The consultation will close at midnight on **15th July 2021**.



The plan overleaf shows the proposed permanent traffic restriction on Sandall Road



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Proposed advance warning signage of the filter to be provided on Camden Road subject to TfL agreement

Existing No through road signs and Except cycle plates to remain
Existing folding Motor Vehicles Prohibited signs with restricted access times to remain

Proposed retention and decluttering of the existing temporary traffic filter
Refer to Inset for more details

Removal of road marking and redundant signs, posts and flexible bollards shown in magenta

INSET

Existing bollards

Proposed Motor Vehicles Prohibited signs

Proposed double yellow line



Proposed Motor Vehicles Prohibited signs

Proposed removable bollards



NTS

SEE INSET

Removal of 7.5t weight restriction sign

Removal of width restriction sign

Existing No through road signs to remain

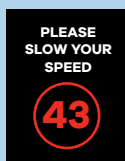
Proposed No through road sign



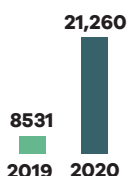
Except cycles

Responding to the challenges of Covid-19 in your neighbourhood

We want to keep your neighbourhoods safe from speeding...



Speeding is the main cause of road death.



London speeding enforcements till August 2020 (149% increase)

BAME Londoners are more at risk of being killed or seriously injured, BAME children are on average **1.5x** more likely to be affected than non-BAME children.

...so we are reducing traffic in residential streets

Covid-19 is causing extra cars across Camden... and it's getting busier on our streets

TfL estimates if all car owning households switched their usual public transport journeys to cars there would be **nearly double** the traffic in Camden plus extra from other boroughs

38% of people at risk of deprivation, 36% of women and 31% of disabled people who don't cycle said **they'd like to give it a go**

Supporting Camden residents to travel sustainably

8/10 trips by Camden residents are not made by car.



Almost 50% of journeys by Camden residents are on foot or by bike.



In Camden, 69% of households **don't have a car**, so providing safe and easy walking and cycling facilities is crucial.

Camden residents love their bikes

Weekday cycling at 2 locations in Camden have seen an average increase of 106% in August 2020 vs 2019.



Children want to travel healthily and safely to school

We surveyed 14 local schools and 51% of pupils walked, scooted or cycled to school.



We want you to breathe easy....

Breathing in polluted air can have short and long-term impacts on our health, at any stage in our lives.

Lockdown measures led to a 53% reduction in traffic levels in London, reducing the overall level of pollutants in our air. We want to see **air quality improvements continue** now lockdown has eased.



Health is everything

42% of Camden residents are overweight or obese, increasing the risk of severe illness and death from COVID-19.

Just a 20-minute walk can prevent long-term health conditions like Type 2 diabetes, heart disease and certain cancers, as well as being good for your mental health.

20 mins



Find out more

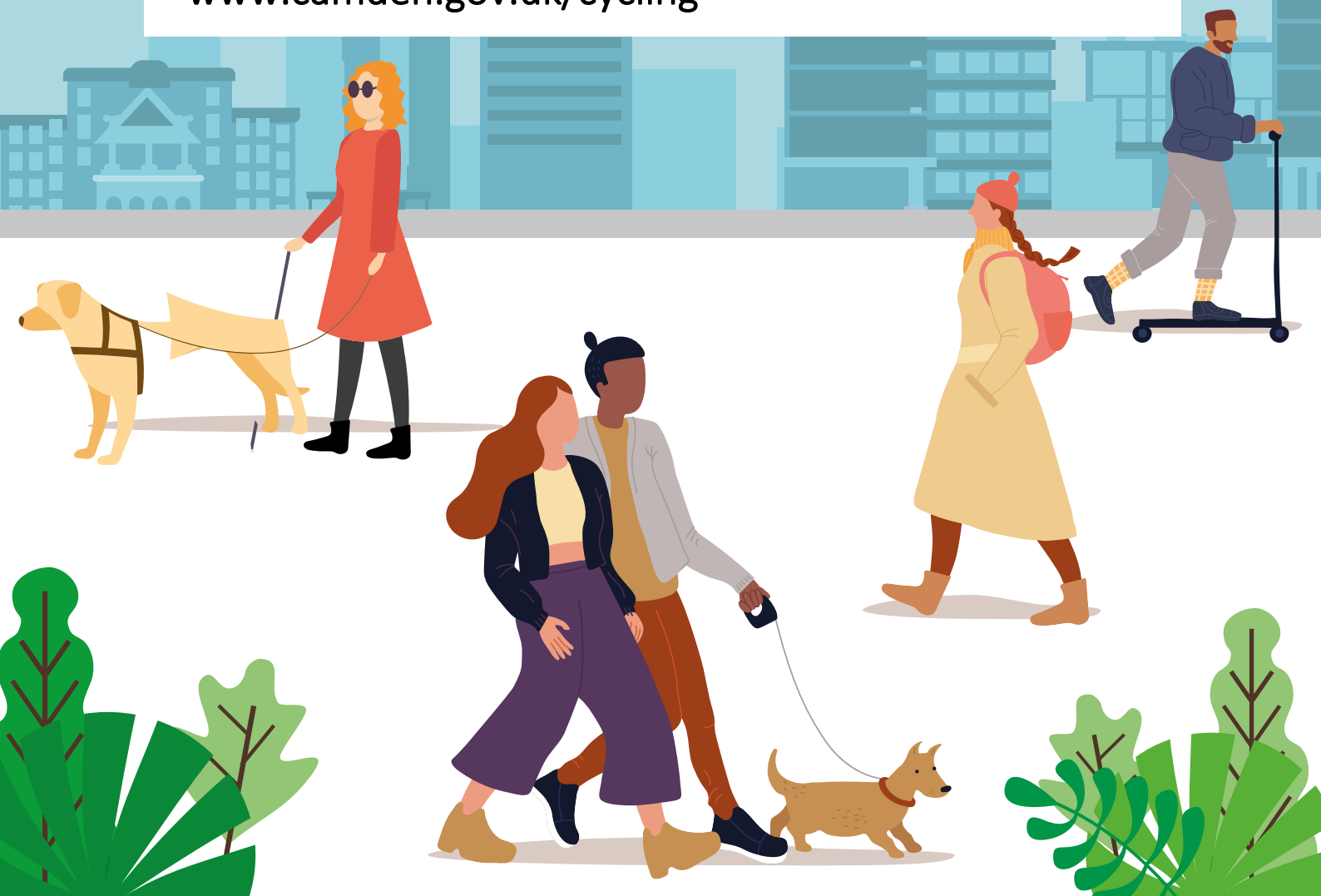
To find out more on how we are making travel safer in Camden visit:

www.camden.gov.uk/making-travel-safer-in-camden
safetravel@camden.gov.uk / 020 7974 4444

To give your suggestions and feedback visit:
safetravelcamden.commonplace.is

To learn to cycle for the first time, improve your cycling skills or for a bike loan to help you get on your way visit:

www.camden.gov.uk/cycling



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