

The Camden (Waiting and Loading Restrictions, Prescribed Routes and Parking Places) Experimental Traffic Order (No. 2) 2018

Notice is hereby given that the Council of the London Borough of Camden made the above mentioned order on 11 February 2019 under Section 9 of the Road Traffic Regulation Act 1984, as amended. The order will come into force on 25 February 2019. The general nature and effect of the order is as follows:

Eyre Street Hill, EC1R;

- Closure of the section of Eyre Street Hill between the junction with Clerkenwell Road and a point 28 metres north of that junction to all vehicles except pedal cycles;
- Two-way working to be re-instated between a point 28 metres north of the junction with Clerkenwell Road and the junction with Summers Street;
- Designation of 24-hour waiting restrictions on the west side from the junction with Clerkenwell Road northwards for a distance of 74 metres. Designation of a loading ban along the same length excluding a 10m section outside the vehicular entrance to Sandra House;
- Designation of 24-hour waiting and loading restrictions on the east side from the junction with Clerkenwell Road northwards for a distance of 34 metres.

Summers Street, EC1R;

- Traffic flow to be reversed – vehicles to travel from east to west only. No entry prohibition at the junction with Eyre Street Hill;
- Designation of 24-hour waiting and loading restrictions each side at the junctions with Eyre Street Hill and Back Hill.

Back Hill, EC1R;

- 24-hour waiting and loading restrictions to be introduced at and opposite the junction with Summers Street.

Warner Street, EC1R;

- Installation of a residents parking place of 5m length approximately 8 metres south-east of the junction with Eyre Street Hill.

The Council will be considering in due course whether the provisions of the experimental order should continue in force indefinitely. Within a period of six months beginning with the date on which this experimental order comes into force or, if the order is varied by other orders or modified pursuant to section 10 (2) of the Road Traffic Regulation Act 1984 beginning with the day on which the variation or modification or the latest variation or modification came into force, any person may object to the making of an order for the purpose of such indefinite continuation.

Any such objection must be made in writing, stating the grounds on which the objection is being made and sent to London Borough of Camden, Culture Environment & Directorate, Transport Strategy Service, FREEPOST RSLT-RJBR-TXAA, London, WC1H 9JE or acacia.hasler@camden.gov.uk

Copies of the order and other documents related to this scheme may be obtained by contacting traffic.orders@camden.gov.uk or inspected at camden.gov.uk/recently-advertised-proposals or at London Borough of Camden, 5 Pancras Square, N1C 4AG.

Peter Mardell - Head of Parking Operations, 14 February 2019

The Camden (Waiting, Loading Restrictions and Prescribed Routes and Parking Places) Experimental Traffic Order (No. 2) 2018

STATEMENT OF REASONS

REASONS FOR PROCEEDING BY WAY OF AN EXPERIMENT

These proposals are put forward as part of a series of measures aimed at improving walking and cycling routes in the Farringdon area following consultation with stakeholders in 2018. The attached report outlines the reasons for proposing these changes following analysis of stakeholder responses.

This experimental order relates Eyre Street Hill, Summers Street, Back Hill and Warner Street and the reason for proceeding by way of an experiment is to ensure there are no adverse effects of the scheme. The order will remain in force whilst monitoring the effects of this traffic scheme and a decision on whether to retain these measures permanently is expected to be made after 12 months following analysis of a year's worth of data and further consultation with stakeholders.

14 February 2019

LONDON BOROUGH OF CAMDEN	WARDS: Holborn & Covent Garden and Kings Cross
REPORT TITLE Proposed Walking and Cycling Improvements – Farringdon Area (SC/2018/42)	
REPORT OF Executive Director Supporting Communities	
FOR SUBMISSION TO Cabinet Member for Improving Camden's Environment	DATE 14 th August 2018
<p>SUMMARY OF REPORT</p> <p>The purpose of this report is to provide details of proposals consulted upon to improve walking and cycling around the Farringdon area. The proposals will help reduce the dominance of motor traffic in key areas, which will help make it a better and safer environment for walking and cycling. The report discusses responses to the consultation on these proposals including officer views, taking into account Camden's Transport Strategy objectives, and provides recommendations for approval by the Cabinet Member.</p> <p>Local Government Act 1972 – Access to Information</p> <p>The following documents which require listing were used in the preparation of this report:- Responses to the public consultation from households, businesses and stakeholder groups</p> <p>Contact Officer: Tina Pancha/Sam Margolis Senior Transport Planner/Transport Policy & Programmes Team Manager Transport Strategy Service 5 Pancras Square, London N1C 4AG Tel: 020 7974 5896; tina.pancha@camden.gov.uk sam.margolis@camden.gov.uk</p>	
<p>WHAT DECISIONS ARE BEING ASKED FOR?</p> <p>That the Cabinet Member for Improving Camden's Environment:</p> <ol style="list-style-type: none"> 1. Notes the results of the public consultation on walking and cycling improvement proposals at the following locations: Frederick Street/King's Cross Road, Calthorpe Street/Gough Street, Gough Street/Mount Pleasant/Elm Street, Laystall Street (Rosebery Avenue to Clerkenwell Road) & Eyre Street Hill/Summers Street/Warner Street/Clerkenwell Road. 2. Gives approval to proceed with the implementation of the scheme as recommended in Option 3 (section 4.3) of this report, subject to detailed design and compliance with statutory processes. 3. Agrees to delegate authority to the Director of Regeneration and Planning, in consultation with the Cabinet Member for Improving Camden's Environment, any necessary steps to progress (1) and (2) above 	

Signed: *David T. Joyce*

David Joyce -Director of Regeneration and Planning (Supporting Communities)

Date: 30 July 2018

1 WHAT IS THIS REPORT ABOUT?

- 1.1 The purpose of this report is to consider the consultation responses to, and seek approval for, various measures around the Farringdon area. These proposals have been developed to help reduce the dominance of motor traffic in key areas which will help make it a better and safer environment for walking and cycling, and create more attractive streets for residents/visitors, as part of a longer term vision to improve the area between King's Cross and Farringdon.
- 1.2 The key proposals are set out in the consultation documents in Appendix A, and are summarised as follows:

(i) Frederick Street / King's Cross Road Junction

The proposal in this location is to close Frederick Street at the junction with King's Cross Road to motorised vehicles for both entry and exit. Cyclists will be exempt. The proposal is to reduce through traffic between Gray's Inn Road and King's Cross Road (and vice versa) that is currently using Frederick Street/Cubitt Street, whilst retaining access to all properties on the street. The proposals include some minor amendments to Single and Double Yellow Lines as set out in the consultation documents, with no loss of designated residential parking bays resulting from the proposals. Additional on-carriageway cycle parking is also proposed.

(ii) Calthorpe Street / Gough Street junction

Two options were put forward for consultation at this location:

Option A – a full closure to motor vehicles at the northern end of Gough Street at its junction with Calthorpe Street. Only cyclists will be permitted to access that section of Gough Street to/from Calthorpe Street. A 'parallel' zebra crossing is proposed for implementation at this location for pedestrians and cyclists to provide a safe and easy crossing for those travelling from the southern to northern end of Gough Street across Calthorpe Street (and vice versa). Motorised vehicles would still be able to access properties on the far northern end of Gough Street, via Wren Street. Parking and loading would be rationalised, and there would be no net loss of residential parking arising from these proposals.

Option B – a partial closure of the far northern end of Gough Street at its junction with Calthorpe Street. Under this option the same measures as outlined in Option A would be implemented. However, all vehicles would be permitted to exit eastbound onto Calthorpe Street only from the far northern end of Gough Street.

(iii) Gough Street / Mount Pleasant / Elm Street junction

The proposal in this location is to close the southern end of Gough Street towards Mount Pleasant/Elm Street to motorised traffic, reducing traffic on this section of Gough Street. Due to proposed development works at the Royal Mail site, which has a vehicular entrance in this section of Gough Street, if approved, it is proposed to implement the closure in two separate stages as outlined in the consultation documents. Under these measures cyclists will still be permitted to access all sections of Gough Street in both directions. There will be no net loss in residential parking spaces resulting from these proposals.

(iv) Laystall Street /Rosebery Avenue and Clerkenwell Road junction

The proposal in this location is to change the hours of the existing road closure on Laystall Street from Monday – Friday, 08:30am to 4:30pm to a permanent road closure with exemption to blue badge holders and loading. In addition it is proposed to ban the right turn to motor vehicles (except for cyclists) from Laystall Street on to Rosebery Avenue, to discourage drivers from using Laystall Street as a cut through and improve conditions for pedestrians and cyclists. Finally the proposal is to convert Laystall Street (between Rosebery Avenue and Clerkenwell Road) to a two-way street for cyclists. This connects Rosebery Avenue and Clerkenwell Road providing a safer route for cyclists.

(v) Eyre Street Hill (including Eyre Street Hill/Clerkenwell Road junction), Summers Street and Warner Street

In this location it is proposed to close the southern end of Eyre Street Hill at the junction with Clerkenwell Road to motorised vehicles (exempting cyclists only). In addition it is proposed to convert Eyre Street Hill, between Summers Street and the Clerkenwell Road junction closure, to two-way for vehicles and the remainder of Eyre Street Hill (to Warner Street) to permit contra-flow cycling. If approved, this will allow motorised vehicles to enter Eyre Street Hill south bound via Summers Street to access the existing parking spaces. There is no net reduction in designated residents' parking, motorcycle parking or paid for parking from these proposals.

- 1.3 A public consultation was undertaken from 23rd January 2018 to 23rd March 2018 on these proposals. For full details see section 8.
- 1.4 This report outlines the feedback from the consultation, the minor amendments made to the design in response to comments received and finally provides officers' recommendations as to which proposals should be progressed to detailed design and implementation, subject to compliance with statutory requirements.
- 1.5 The consultation materials can be found in Appendix A of this report, and a summary of the responses to the consultation, including officer comments to these responses, can be found in Appendix B.

2. WHY IS THIS REPORT NECESSARY?

- 2.1 This report is necessary as key stakeholders including individuals/residents, businesses and local groups have provided their views on proposed changes and a decision needs to be made on whether to implement the changes consulted on at the five separate locations.
- 2.2 The Farringdon area-based scheme, as documented in the Camden Transport Strategy (2011), has been prioritized for funding within the TfL-funded Local Implementation Plan (LIP) 'Delivery Plan' across a number of financial years as set out in previous reports.
- 2.3 These changes are also being proposed as part of a wider vision for the Farringdon Area. In 2015/16, Officers began work on developing a longer-term vision for making public realm and sustainable transport (particularly walking and cycling) improvements in the Farringdon/ King's Cross area. As part of this, officers worked with LDA Design to carry out an analysis of the site and propose a number of options for improving public spaces, walking and cycling throughout the area. Key objectives set out in the vision document were to address the need to establish/ repair walking and cycling connections, reduce the amount of rat-running happening through the area and improve the quantity and quality of public green space. The vision report highlighted that in order to deliver these objectives, it was considered essential that new open spaces are created.

This would mean that some roads in the project area become no through routes for traffic or become access only at certain times and other routes change direction or become two-way. It is partly in response to and to facilitate this wider vision for the Farringdon Area that the measures consulted on and discussed in Section 1 of this report have been developed.

- 2.4 While the vision report proposed amendments to roads, it also acknowledged that further analysis, testing and design development was needed, with regards to potential road closures. Subsequently, traffic count and turning movement surveys were undertaken to better understand the existing traffic flows and movements within the area and any potential traffic impacts of the proposed closures. The survey data, collected in February 2017, captured the amount of vehicles accessing the streets on which closures are proposed as well as immediately surrounding streets. This data also provided the number of vehicles making movements at junctions on the surveyed streets. The surveys were used to inform the proposals that were consulted on from January to March 2018. Additional traffic survey information has since been gathered in June 2018 as outlined in this report and Appendices.
- 2.5 The area is situated between two heavily used roads, Gray's Inn Road and Farringdon Road/King's Cross Road. The analysis/study carried out in 2015/16 showed that local residents, businesses, and local schoolchildren often stay off the main roads and revert to using the side roads when traveling to their destination. Furthermore, the number of pedestrians within the King's Cross-Farringdon Area, is expected to rise with the construction of a new Crossrail Station at Farringdon Station. The station is projected to have a travel demand of 41 million passengers per year or an average of 153,000 passengers per day by 2026. This represents a 150% increase in the current passenger figures for the station and is therefore likely to increase the number of pedestrians moving through the area surrounding the station, including to/from Gray's Inn Road.
- 2.6 Provision of cycle parking for both residents and visitors is in substantial demand at certain points within the area such as the eastern end of Frederick Street. A number of cycling schemes have also been identified and are either being built or are planned for the area. This will allow us to improve provision for cyclists along this corridor and will likely result in more demand for cycle parking, which is addressed in these proposals.
- 2.7 The proposals bring forward a number of schemes that will help improve the area in line with the above considerations, as set out in the consultation documents (Appendix A).

3 OPTIONS

3.1 The following options are assessed below:

- Option 1 – Do Nothing
- Option 2 – Implement all proposals as consulted upon
- Option 3 – Modify the proposals based on feedback received as part of the consultation and implement the revised scheme.

3.2 It is recommended that the Cabinet Member for Improving Camden's Environment approves Option 3.

4. WHAT ARE THE REASONS FOR THE RECOMMENDED DECISIONS?

4.1 Option 1 - Do Nothing

4.1.1 The “do nothing” option is not recommended as this would not address the issues that have been identified, as set out in section 2. One of the main objectives of the Mayor’s Transport Strategy is to create healthier streets to get more people walking, cycling and using public transport. Reducing casualties on London’s roads and breaking down some of the key barriers to more walking and cycling are vital to achieving this. The “do nothing” option would result in losing this opportunity to improve Camden’s infrastructure to align with the Mayor of London’s Vision, the Camden Plan’s objective to promote healthy, independent lives by making it easier for people to travel more by foot or by bike and the Camden Transport Strategy commitments to prioritise walking and cycling on our streets.

4.2 Option 2 – Walking and Cycling Improvements as Consulted

4.2.1 The majority of respondents to the public consultation supported the proposals as summarised in section 8 of this report (also see Appendix B). For the proposal at Calthorpe Street with Gough Street, the majority of respondents were not in favour of option B but supported option A (the full closure to motor vehicles at the northern end of Gough Street at its junction with Calthorpe Street).

4.2.2 Having considered the concerns raised by the various stakeholders, officers have made some minor amendments to the proposals which are outlined in Option 3. Therefore, due to the responses received in response to the public consultation Option 2 is not recommended.

4.3 Option 3 – Modify two of the five proposals based on feedback received as part of the consultation, and implement a revised scheme for the affected streets, whilst maintaining the original proposals for the remaining three locations.

4.3.1 By analysing the responses received through the public consultation exercise with individuals/residents, businesses and local and statutory groups, Officers have made some minor amendments to two of the five schemes originally proposed and consulted upon as a result of specific concerns expressed by some respondents and stakeholders relating to road closures and potential traffic displacement at those specific locations (see below). Full details of issues raised in the consultation including officer response to these comments can be found in Appendix B.

4.3.2 Following consultation, Officers recommend implementing three of the five locations as per consultation, in the following locations as outlined in section 1 above: scheme (ii) – Calthorpe Street/Gough Street (Option A); scheme (iii) Gough Street/Mount Pleasant/Elm Street and scheme (iv) – Laystall Street/Rosebery Avenue/Clerkenwell Road

4.3.3 For proposals at scheme (i) – Frederick Street/King’s Cross road and scheme (v) Eyre Street Hill/Clerkenwell Road/Summers Street/Warner Street, Officers recommend implementing the proposals as per consultation (with minor modifications to Double Yellow Lines in scheme (v) as shown in Appendix C) but under an Experimental Traffic Order (ETO) for 12 months. Under these proposals the changes at these locations would be made for 12 months on an experimental basis then reviewed post implementation. A public consultation will take place again including an analysis of data collected from the traffic surveys and other information collected during that period in order to seek respondents views as to whether the ETO should be made into a permanent order or be allowed to lapse and the street revert to the former (current) layout.

- 4.3.4 Before, and during the ETO period, we will monitor the affected roads at these locations as well as the surrounding streets. The streets listed below will be monitored using Automatic Traffic Counts (ATCs) for 2 separate 4 week periods both before and after implementation (16 weeks' worth of traffic data in total) to gauge any changes. Those streets are: Britannia Street, Swinton Street, Acton Street, Frederick Street, Calthorpe Street, Warner Street, Eyre Street Hill, Clerkenwell Road and Herbal Hill. Islington Council also requested monitoring of their streets: Wharton Street, Lloyd Baker Street and Margery Street which will also be monitored in the same way.
- 4.3.5 A plan showing the final recommended proposals is shown in Appendix C and a plan showing traffic survey monitoring locations, as well as Air Quality monitoring locations to help assess any changes from the schemes, is shown in Appendix D.
- 4.3.6 These amended proposals also support the Council's policies set out in Camden's Transport Strategy to encourage walking, cycling and public transport use and to reduce road danger. Therefore officers recommend the revised proposals for progression to detailed design and implementation subject to statutory processes.

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

5.1 Positive impacts

- 5.1.1 These recommendations will help improve the safety of pedestrians and cyclists in the area whilst providing for future growth. The provision of a "parallel" zebra crossing for pedestrians and cyclists will provide safer crossing for those travelling along Gough Street/ Calthorpe Street. Some of the proposals will lead to the creation of new pedestrian and cycle routes, which will encourage more people to walk and cycle, and reduce the dominance of motor traffic in the affected areas.
- 5.1.2 Active travel modes such as walking and cycling have significant health benefits as well as helping to reduce emissions, congestion and road danger on the road network. Camden Transport Strategy prioritises walking and cycling as it provides an easy and quick way of getting around the borough and has the potential to generate significant improvements in health and air quality as well as reduction in congestion and reduced journey times. The routes will also provide new and improved signage to direct road users.
- 5.1.3 The overall positive consultation responses to each proposal (see section 8) suggest that these measures will be welcomed by the majority of respondents as positive improvements to streets in this area. Further details including some of the positive comments made in response to the proposals are set out in Appendix B.

5.2 Negative impacts

- 5.2.1 As expressed by some consultation respondents (for details see Appendix B), there is a concern that some of the proposed changes could create traffic displacement on surrounding streets. However, this will be monitored through traffic surveys as outlined in section 4 and used to determine whether two of the five locations (as per section 4.3.3) should progress from an ETO to a permanent measure (or otherwise), and any ongoing changes of the schemes as a whole.

6 WHAT ACTIONS WILL BE TAKEN AND WHEN FOLLOWING THE DECISION AND HOW WILL THIS BE MONITORED?

- 6.1 Following the decision, assuming all the recommendations are approved, the proposed measures will be designed in detail and implemented, subject to the outcome of relevant statutory consultation processes (which will include the advertising of the required traffic orders for these proposals).
- 6.2 In order to do some 'pre-monitoring' before the school holiday period in summer 2018 (if the proposals are approved), further traffic surveys were undertaken for a period of 4 weeks in June – July 2018 through Automatic Traffic Counts (ATC's) at the streets highlighted in section 4.3.4. The ATC's will be repeated for an additional (pre implementation) 4 week period in September 2018 and post implementation in November 2018 and January 2019 for further 4 week periods to monitor traffic at these locations.
- 6.3 Additional air quality monitoring (via diffusion tubes to monitor nitrogen dioxide concentrations) will be installed in August/September 2018 at 8 locations in the scheme area for at least 12 months: Herbal Hill, Summers Street, Warner Street, Calthorpe Street, Gray's Inn Road, Frederick Street, Acton Street and Lloyd Baker Street (Islington). These sites will be monitored until at least August/September 2019.
- 6.4 Discussions with all stakeholders included in the original consultation – local and statutory groups, residents/individuals, businesses, emergency services, Ward Members and so on - will also assist in assessing the effectiveness of the scheme and measuring its impacts. Mitigation will be proposed where possible should any unforeseen negative impacts be identified.
- 6.5 The ETO for the two schemes outlined in section 4.3.3 will be monitored over a 12 month period and a further consultation at the end of the 12 month period (October/November 2019), along with feedback received during that time and the survey data, will be used to assess whether or not to make those two schemes permanent at that point.
- 6.6 The highway design layout at all locations will be subject to an independent road safety audit to ensure the design is safe to build and conforms to regulations. If the scheme is implemented, a stage 3 safety audit will be commissioned to ensure what has been built is functioning safely.

7 LINKS TO OUR CAMDEN PLAN OBJECTIVES

- 7.1 Our Camden Plan (2018-2022) is the Borough's overarching Strategy which sets a vision for Camden. Reducing inequality and improving health and wellbeing are central objectives. The proposals meet objectives in four of five focus areas delivering the Plan's strategic objectives: (i) delivering well-designed infrastructure that encourages integration, cohesion and active lifestyles, (ii) strong growth and access to jobs depends on a high quality transport network, (iii) clean, vibrant and sustainable places, addressing the serious challenge of air quality and carbon emissions; to which transport is a major contributor, while ensuring that its streets and public spaces are also clean, attractive and safe and (iv) healthy independent lives put health and wellbeing at the forefront of Council action, making it part of everything we do.

8 CONSULTATION

- 8.1 A public consultation was initially undertaken from 23rd January 2018 to 20th February 2018 on these proposals. Approximately 1,747 leaflets were originally distributed to all residents and businesses located in close proximity to the proposals as well as local and statutory groups, emergency services and Ward Members. In addition, the leaflet was available to view online on the Council's website.

- 8.2 During the consultation period, it was agreed to send out the consultation documents with the plan to a wider area. The reason for this was highlighted by the Bloomsbury Residents Action Group (BRAG) as they felt the consultation should have been sent to a wider audience who lived or worked north of Frederick Street. As a result, documents were sent to residents on Wicklow Street, Britannia Street, Acton Street and Swinton Street, Swinton Place, St Chad's Place, Field Street and Leeke Street, making a total of 2,573 leaflets distributed. The consultation deadline was also extended to Friday 23 March 2018 to allow additional time for all consultees to respond. Stakeholders were advised of the extended deadline and the website was also updated. The consultation documents were also updated to amend an error relating to the alignment of Cycle Superhighway 6 (for details see Appendix B).
- 8.3 The consultation materials can be found in Appendix A of this report, and a summary of the responses to the consultation, including officer comment to these responses, can be found in Appendix B. The consultation was available online through the WeAreCamden.org portal, where respondents could submit their feedback via an online questionnaire.
- 8.4 A total of 290 postal and online responses were received from individual respondents, businesses and local groups. This represents an overall response rate of around 11%. The responses to the public consultation can be summarised as below:

Table 1: Proposals at Frederick Street and King's Cross Road

Proposal 1	Do you agree with the proposals on Frederick Street?			
	Yes	No	No Opinion	No Response
Businesses	42	64	1	5
Individuals	106	48	6	8
Statutory Groups – (TfL, Islington Council, BRAG, CCC)	2	2	0	0
School (Parent/Guardian/Teacher)	2	4	0	1
Totals	152 (52%)	118 (41%)	7 (2%)	14 (5%)

There was overall support for these proposals as shown in the table above. When removing those respondents who did not answer the question or gave no opinion, 56% were in favour of the proposals and 44% against.

Table 2: Proposals for a full closure to motor vehicles at the northern end of Gough Street at its junction with Calthorpe Street (Option A).

Proposal 2 Option A	Do you agree with the proposals on Calthorpe Street, Gough Street and Wren Street? (Option A)			
	Yes	No	No Opinion	No Response
Businesses	40	62	4	6
Individuals	100	42	12	14
Statutory Groups – (TfL, Islington Council, BRAG, CCC)	2	2	0	0
School (Parent/Guardian/Teacher)	1	4	0	2
Totals	143 (49%)	110 (39%)	16 (6%)	22 (7%)

There was overall support for these proposals as shown in the table above. When removing those respondents who did not answer the question or gave no opinion, 56% were in favour of the proposals and 44% against.

Table 3: Proposals for a partial closure of the far northern end of Gough Street at its junction with Calthorpe Street (Option B)

Proposal 2 Option B	Do you agree with the proposals on Calthorpe Street, Gough Street and Wren Street? (Option B)			
	Yes	No	No Opinion	No Response
Businesses	18	72	12	10
Individuals	40	79	26	23
Statutory Groups – (TfL, Islington Council, BRAG, CCC)	2	2	0	0
School (Parent/Guardian/Teacher)	1	5	0	1
Totals	61 (21%)	158 (55%)	38 (13%)	34 (12%)

There was no overall support for this Option as shown in the table above. Even excluding those who didn't respond to the question or gave no opinion, only 28% were in favour of this option with 72% against.

Table 4: Proposal on Gough Street junction with Mount Pleasant and Elm Street

Proposal 3	Do you agree with the proposals on Gough Street, Mount Pleasant and Elm Street?			
	Yes	No	No Opinion	No Response
Businesses	43	60	2	7
Individuals	102	38	14	14
Statutory Groups – (TfL, Islington Council, BRAG, CCC)	2	2	0	0
School (Parent/Guardian/Teacher)	2	4	0	1
Totals	148 (51%)	104 (36%)	16 (6%)	22 (8%)

There was overall support for these proposals as shown in the table above. When removing those respondents who did not answer the question or gave no opinion, 59% were in favour of the proposals and 41% against.

Table 5: Proposals on Laystall Street

Proposal 4	Do you agree with the proposals on Laystall Street?			
	Yes	No	No Opinion	No Response
Businesses	45	58	3	6
Individuals	101	34	16	17
Statutory Groups – (TfL, Islington Council, BRAG, CCC)	2	2	0	0
School (Parent/Guardian/Teacher)	3	3	0	1
Totals	151 (52%)	97 (33%)	19 (7%)	24 (8%)

There was overall support for these proposals as shown in the table above. When removing those respondents who did not answer the question or gave no opinion, 59% were in favour of the proposals and 41% against.

Table 6: Proposals on Eyre Street Hill, Summers Street and Warner Street

Proposal 5	Do you agree with the proposals on Eyre Street Hill, Summers Street and Warner Street?			
	Yes	No	No Opinion	Not specified
Businesses	42	66	0	4
Individuals	102	44	14	8
Statutory Groups	2	2	0	0
School (Parent/Guardian/Teacher)	3	3	0	1
Totals	149 (51%)	115 (40%)	14 (5%)	13 (4%)

There was overall support for these proposals as shown in the table above. When removing those respondents who did not answer the question or gave no opinion, 56% were in favour of the proposals and 44% against.

- 8.5 As can be seen from the tables above the majority of respondents are in favour of all proposals for the scheme. However, for proposal 2 the majority were not in favour of Option B, but supported Option A. Further comments on stakeholders and business views can be found in Appendix B - Consultation Responses and Comments.
- 8.6 Bloomsbury Resident Action Group (BRAG) and Islington Council expressed a number of concerns that have also been addressed under officer comments in Appendix B. Appendix B also includes a more detailed breakdown of individual responses, including analysis of responses from Camden residents within and outside the consultation area, and responses from non-Camden residents (see Appendix B section 3).

9 LEGAL IMPLICATIONS (comments of the Borough Solicitor)

- 9.1 The Recommendations of this report are being considered in the Council's capacity as the Local Highway Authority. The Highways Act 1980 authorises the Local Highway Authority to carry out works to repair, maintain or replace highways, which includes the footway or pavement.
- 9.2 Section 65 of the Highways Act 1980 authorises the Local Highway Authority to construct, in or by the side of a highway maintainable at public expense, a cycle track as part of the highway. The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within the Borough, in the interest of safety, including the making of Traffic Regulation Orders.
- 9.3 In accordance with the Part 3.6, Constitution, the Cabinet Member for Improving Camden's Environment may take decisions including responsibility for:
- seeking to improve air quality;
 - seeking to reduce carbon emissions in the borough;
 - transport policy, street maintenance, the public realm and improvements projects and programmes; and to lead on cleaner air, greener streets, promoting sustainability

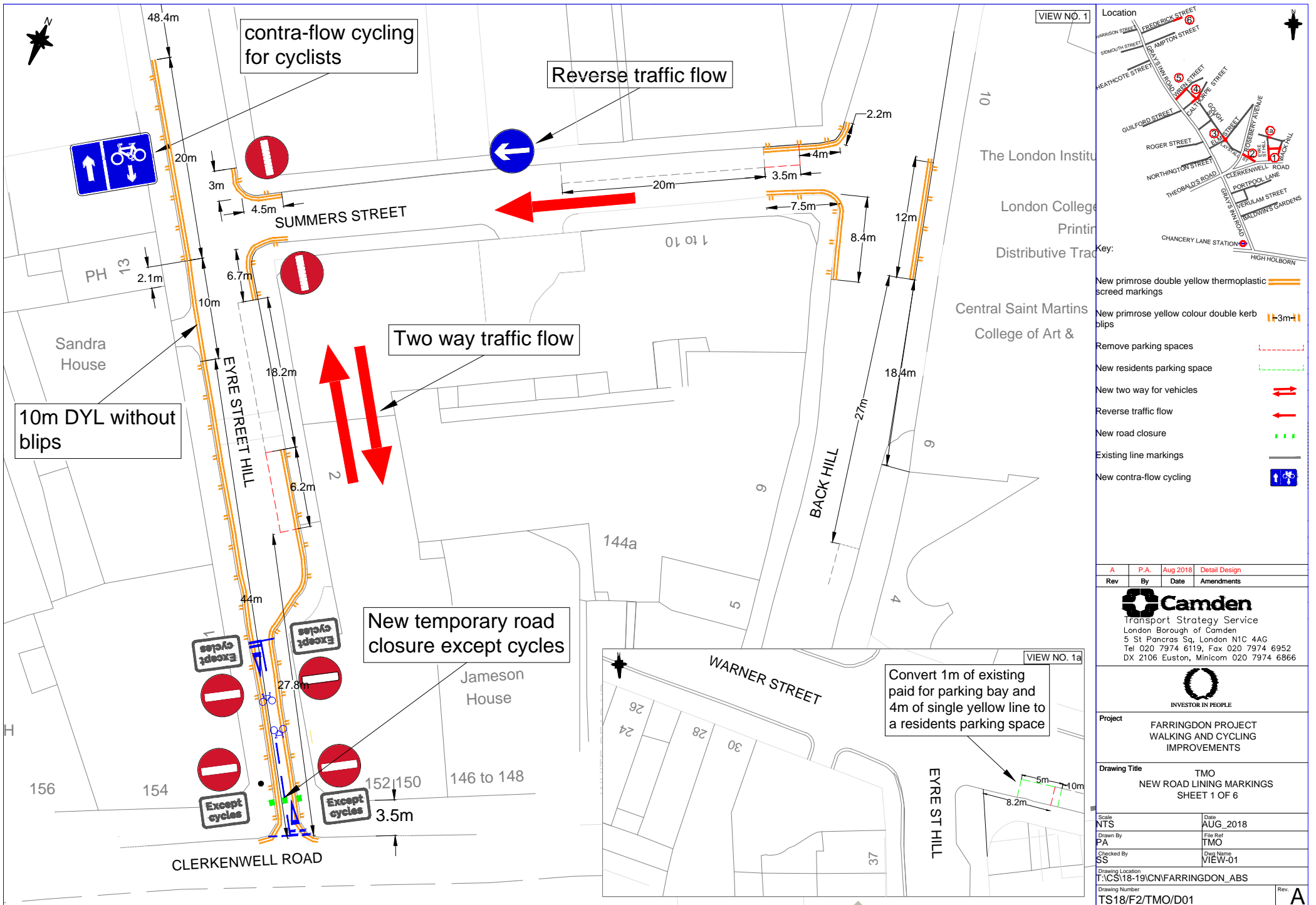
10 RESOURCE IMPLICATIONS (finance comments of the Executive Director Corporate Services)

- 10.1 This report seeks approval from the Cabinet Member for Improving Camden's Environment to proceed with the implementation of the scheme as recommended in Option 3 (Section 4.3) of this report, subject to detailed design and compliance with statutory processes.
- 10.2 This proposal is to deliver Option 3 as described in Section 4.3. The estimated cost of this option is £70,000 to design and deliver improvements to the proposed area. This work has been planned and will be funded through monies secured from TfL's Local Implementation Programme (LIP)
- 10.3 If the scheme does not go ahead, an agreement will be reached with TfL to utilise the funding on a different scheme, or returned to TfL as a last resort if another suitable scheme cannot be identified. Costs will be monitored very closely and in the unlikely event that the scheme costs exceed the anticipated budget, other planned work will need to be re-considered.

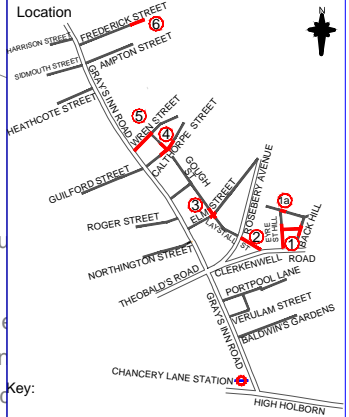
11 APPENDICES

Appendix A	Consultation Materials
Appendix B	Consultation responses and Officer comments
Appendix C	Final Scheme Proposals
Appendix D	Pre- and post- implementation monitoring locations/type

REPORT ENDS



VIEW NO. 1



- Key:
- New primrose double yellow thermoplastic screed markings
 - New primrose yellow colour double kerb blips
 - Remove parking spaces
 - New residents parking space
 - New two way for vehicles
 - Reverse traffic flow
 - New road closure
 - Existing line markings
 - New contra-flow cycling

Rev	By	Date	Amendments
A	P.A.	Aug 2018	Detail Design

Camden
 Transport Strategy Service
 London Borough of Camden
 5 St Pancras Sq, London N1C 4AG
 Tel 020 7974 6119, Fax 020 7974 6952
 DX 2106 Euston, Minicom 020 7974 8666



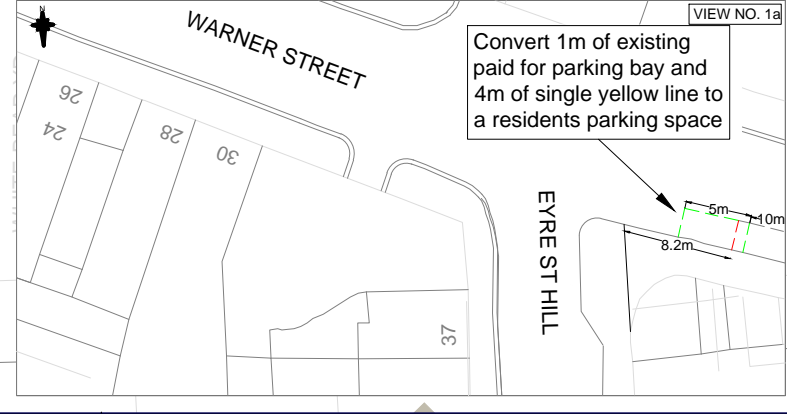
Project: FARRINGDON PROJECT
 WALKING AND CYCLING IMPROVEMENTS

Drawing Title: TMO
 NEW ROAD LINING MARKINGS
 SHEET 1 OF 6

Scale: NTS	Date: AUG_2018
Drawn By: PA	File Ref: TMO
Checked By: SS	Draw Name: VIEW-01

Drawing Location: T:\CS\18-19\CN\FARRINGDON_ABS
 Drawing Number: TS18/F2/TMO/D01
 Rev: A

VIEW NO. 1a



The Camden (Waiting, Loading Restrictions and Prescribed Routes and Parking Places) Experimental Traffic Order (No. 2) 2018

2018 No. 63

**BACK HILL
EYRE STREET HILL
SUMMERS STREET
WARNER STREET**

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

2018 No. 63

The Camden (Waiting and Loading Restrictions, Prescribed Routes and Parking Places)
(No. 2) Experimental Traffic Order 2018

Made on 11 February 2019

Coming into force on 25 February 2019

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 9 of Road Traffic Regulation Act 1984 [1984 c. 27], and of all other powers thereunto enabling, hereby make the following order:

1. Citation and commencement

- 1.1 This order shall come into force on 25 February 2019 and may be cited as the Camden (Waiting and Loading Restrictions, Prescribed Routes and Parking Places) (No. 2) Experimental Traffic Order 2018.

2. Interpretation

- 2.1 In this order the term "pedal cycle" has the same meaning as ascribed to it by the Traffic Signs Regulations and General Directions 2016 [S. I. 2016 No. 362].
- 2.2 Any reference in this order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

3. Modifications and suspensions of provisions in existing orders

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this order, and for so long as this order remains in force;
- 3.1.2 the London Traffic (Prescribed Routes) (Holborn, City of London, St. Pancras and Westminster) Regulations 1961 [S.I. 1961 No. 2210] shall have effect as though item 5 in the schedule to that order was omitted;
- 3.1.3 the Camden (Prescribed Route) Amendment (No. 4) Traffic Order 2000 [L.B.C. 2000 No. 37] shall have effect as though Articles 3 and 4 were omitted;

4. Restrictions – prescribed routes

- 4.1 No person shall cause any vehicle to proceed in Summers Street in any direction other than from east to west.
- 4.2 No person shall cause any vehicle, other than a pedal cycle, to enter that section of Eyre Street Hill which lies between its junction with Clerkenwell Road and a point 28 metres north of that junction.
- 4.3 No person shall cause any vehicle, other than a pedal cycle, to proceed in that section of Eyre Street Hill which lies between its junctions with Summers Street and Warner Street in any direction other than from south to north.
- 4.4 No person shall cause any vehicle to enter Summers Street at its junction with Eyre Street Hill.

5. Restrictions on waiting and loading

- 5.1 Whilst this order remains in force, the provisions of the Camden (Waiting and Loading Restrictions) (Civil Enforcement Area) Traffic Order 2012 [2012 No. 1] shall have effect as though there was included with the items relating to Burghley Road in Schedules 1 and 2 to that order, the items set out respectively in tables 1 and 2 of the schedule to this order.

6. Designation of parking places

- 6.1 Whilst this order remains in force, the provisions of the Camden (Parking Places) (CA-D) Traffic Order 2012 [L.B.C. 2012 No. 4] shall have effect as though;
- 6.2 there was included in Schedule 1 to that order the item set out in table 3 of the schedule to this order;
- 6.3 there was omitted from Schedule 2 to that order the item set out in table 4 of the schedule to this order;
- 6.4 there was included in Schedule 2 to that order the item set out in table 5 of the schedule to this order

7. Exemptions

- 7.1 Nothing in Article 4 shall apply in respect of;
 - 7.1.1 anything done with the permission or at the direction of a police constable or traffic warden in uniform;
 - 7.1.2 a vehicle being used by the police, fire brigade or ambulance service in an emergency;

7.1.2 any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Road Traffic Regulation Act 1984.

8. Power to modify or amend this order

8.1 Pursuant to Section 10 (2) of the Act of 1984, the Director of Regeneration & Planning, Supporting Communities Directorate, or any person authorised by him may, if it appears to him or such other authorised person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the provision of suitable and adequate parking, or for preserving or improving the amenities of the area through which any road affected by this order runs, modify or suspend this order or any of the provisions in this order.

Dated this 11 February 2019



Peter Mardell
Head of Parking Operations

SCHEDULE

TABLE 1 – ITEMS SUBSTITUTED IN SCHEDULE 1 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS
48	BACK HILL	
(a)	north-west side: from a point 2.2 metres north-east of the northern kerb line of Summers Street to a point 8.4 metres south of the southern kerb line of Summers Street	A
(b)	south-east side: from a point 18.4 metres north of the party wall of nos. 4 and 6 Back Hill, northwards for a distance of 12 metres	A
(c)	both sides: so much else of Back Hill that is public highway and which does not lie within the lengths specified above	G
312	EYRE STREET HILL	
(a)	east side:	
(i)	between the northern kerb line of Clerkenwell Road and a point 34 metres north of that kerb line	A
(ii)	from a point 6.7 metres south of the southern kerb line of Summers Street to a point 3 metres north of the northern kerb line of Summers Street	A
(b)	west side: between the northern kerb line of Clerkenwell Road and a point 74 metres north of that kerb line	A
(c)	both sides: so much else of Eyre Street Hill that is public highway and which does not lie within the lengths specified above	G
970	WARNER STREET	

(a)	south-west side:	
(i)	from the south-east kerb line of Mount Pleasant, south-eastwards for a distance of 27 metres	A
(ii)	so much else of Warner Street that is public highway and which does not lie within the lengths specified above	G

TABLE 2 – ITEMS INCLUDED IN SCHEDULE 2 TO THE CAMDEN (WAITING AND LOADING RESTRICTIONS) (CIVIL ENFORCEMENT AREA) TRAFFIC ORDER 2012

ITEM NUMBER	STREET, SIDE OF STREET and LENGTH OF HIGHWAY	PRESCRIBED HOURS
	BACK HILL	
(a)	north-west side: from a point 2.2 metres north-east of the northern kerb line of Summers Street to a point 8.4 metres south-west of the southern kerb line of Summers Street	1
(b)	south-east side: from a point 18.4 metres north of the party wall of nos. 4 and 6 Back Hill, northwards for a distance of 12 metres	1
64	EYRE STREET HILL	
(a)	east side: between the northern kerb line of Clerkenwell Road and a point 34 metres north-west of that kerb line	1
(b)	west side:	
(i)	between the northern kerb line of Clerkenwell Road and a point 44 metres north of that kerb line	1
(ii)	from a point 54 metres north-west of the northern kerb line of Clerkenwell Road, north-westwards for a distance of 20 metres	1

	SUMMERS STREET	
(a)	both sides:	
(i)	between the north-western kerb line of Back Hill and a point 7.5 metres north of that kerb line	1
(ii)	between the eastern kerb line of Eyre Street Hill and a point 4.5 metres north of that kerb line	1

TABLE 3 – ITEMS INCLUDED IN SCHEDULE 1 TO THE CAMDEN (PARKING PLACES) (CA-D) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS
13251	WARNER STREET	south-west side: from a point 6 metres south-east of the south-eastern kerb line of Eyre Street Hill, south-eastwards for a distance of 5 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM

TABLE 4 – ITEMS OMITTED FROM SCHEDULE 2 TO THE CAMDEN (PARKING PLACES) (CA-D) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF	MAXIMUM STAY
2007	WARNER STREET	south-west side: from a point 10 metres south-east of the south-eastern kerb line of Eyre Street Hill, south-eastwards for a distance of 10.7 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£5.55	2 hours

TABLE 5 - ITEMS INCLUDED IN SCHEDULE 2 TO THE CAMDEN (PARKING PLACES) (CA-D) TRAFFIC ORDER 2012

ITEM NUMBER	STREET	LENGTH OF HIGHWAY	CONTROLLED HOURS	TARIFF	MAXIMUM STAY
13252	WARNER STREET	south-west side: from a point 11 metres south-east of the south-eastern kerb line of Eyre Street Hill, south-eastwards for a distance of 10.7 metres	MONDAY – FRIDAY 8.30AM – 6.30PM SATURDAY 8.30AM – 1.30PM	£5.55	2 hours