

Dartmouth Park Healthy Neighbourhood scheme FOIFAQs

We have put together this document to answer questions on this subject with links to relevant resources for further information. This may help to provide guidance before submitting a further Freedom of Information request.

CAM8199

The consultation on the Dartmouth Park Healthy Neighbourhood proposals appears to avoid the phrase Low Traffic Neighbourhood (LTN).

1. Why has Camden chosen to avoid the phrase Low Traffic Neighbourhood (LTN)?

The measures proposed are a holistic package of measures which are not limited solely to measures which seek to reduce traffic volumes; therefore the proposals have not been branded as an LTN. The proposals at this stage of engagement include: a Traffic management plan, bus priority, improved walking and cycling and street improvements in the area.

2. Does Camden consider that the proposals do comprise a LTN?

One of the proposals within the Healthy Neighbourhood project, the traffic management plan, aims to reduce total traffic volumes across the area.

3. If Camden does consider that the proposals comprise an LTN, have they complied with Government Statutory Guidance on "Implementing Low Traffic Neighbourhoods" published March 2024.

In this current Phase 2 engagement feedback is being sought for initial proposals that have been shared. Following this stage of engagement Camden, in conjunction with the London Borough of Islington, will consider the approach, including the relevant legislation, to consultation and subsequently delivery of any proposals following a public consultation.

4. If Camden does not consider that the proposals comprise an LTN provide the rationale on which they have made this assessment and the legal advice which they have considered when making this assessment?

In this current Phase 2 engagement feedback is being sought initial proposals that have been shared. Following this stage of engagement Camden, in conjunction with the London Borough of Islington, will consider the approach, including the relevant legislation, to consultation and subsequently delivery of any proposals following a public consultation.

5. Provide the "robust evidence base on which to develop proposals and make decisions referred to in the Guidance, including the "intended impacts and outcomes of the schemes" and the "traffic, pedestrian and cyclist counts, traffic speed and journey times

within and around the perimeter" and the "air quality data, particularly the possible air quality impacts of displaced traffic".

The proposals presented in this phase of engagement align with Camden's Transport Strategy, which aligns with the Mayors Transport Strategy. Following this stage of engagement Camden, in conjunction with the London Borough of Islington, will consider the approach, including the relevant legislation, to consultation and subsequently delivery of any proposals following a public consultation. Traffic count data is provided in the [proposals overview document here](#). Camden's air quality monitoring data can be found here: [Camden Air Quality Monitoring](#)

6. Provide the evidence referred to in the Guidance on the impacts of various groups in a way which recognises the rationale for the investment which the guidance states should be collected before the scheme is implemented.

Following this stage of engagement Camden, in conjunction with the London Borough of Islington, will consider the approach, including the relevant legislation, to consultation and subsequently delivery of any proposals following a public consultation.

CAM8234

It has come to my attention that some of the councillors and Camden Council employees, who are spearheading the above scheme, live in or around the Dartmouth Park area, the obvious beneficiaries of the initiative.

I have carried out some background checks that seem to indicate this statement to be correct. However, before the Pond Square Residents Association consults the Open Electoral Roll, it would be very helpful and, of course, totally transparent, if you could confirm this or otherwise.

I believe that, in the event that this information is indeed correct, it would be wholly unsatisfactory if councillors or Camden Council employees continue to be involved in this matter whilst living in the NW5/N19 postal codes.

In the event that there is a conflict of interest, I am sure that you will agree that any councillors or employees of Camden linked to the scheme must surely stand down.

Further, you will recollect that the Swains Lane/South Grove Scheme NRT was eventually axed by Camden after serious traffic flow problems arose in South Grove and Pond Square, as we told Camden on so many occasions would be the case before Camden unilaterally sanctioned the scheme.

Would it be unreasonable, therefore, that should the scheme be assessed by professional and independent Transport Planners (obviously, xxxxxxxxxxx xxxxxxxxxxx's (Camden's Principal Transport Planner) current proposal is anything other than independent) and it is

deemed that it will create the same or an even worse nightmare traffic condition in South Grove and Pond Square, that the current proposal as it now stands will be scrapped?

Your request for this information is refused as explained in the refusal notice below.

Refusal Notice:

Regulation 12(3)

The council has withheld this information under the absolute exemption in Regulation 12(3). The information withheld is personal information because it allows a living individual to be identified. We have considered the legitimate public interest in disclosure against the interests of the data subject/s and concluded that disclosure would contravene the principle in the General Data Protection Regulation that personal data is processed fairly and lawfully. In the circumstances of the case disclosure would not be fair to the individuals particularly considering that Environmental Information Regulation responses are public documents and published to the world and not provided just to the requester.

CAM8263

Re: the Dartmouth Park Healthy Neighbourhood proposals

1) What analysis was done of the overall reduction in through traffic if these proposals were implemented, assuming no change to public transport provision:

This information is not held as this is Phase 2 engagement in which we are sharing initial proposals for feedback and comments. But examples of monitoring reports of previous schemes are available at <https://safetravelcamden.commonplace.is/proposals/about-page/step4>. A similar approach would be taken for the Healthy Neighbourhood.

2) how much traffic would cease to try to cross Camden & Islington AND Highgate, and how much would simply be diverted up the proposed "alternative routes"

Analysis has not been done as this is Phase 2 engagement in which we are sharing initial proposals for feedback and comments. Proposals are subject to develop further after phase 2 engagement. Examples of monitoring reports of previous schemes are available at <https://safetravelcamden.commonplace.is/proposals/about-page/step4>. A similar approach would be taken for the Healthy Neighbourhood.

3) What analysis was done of the capacity of the alternative routes to take on this diverted traffic?

Monitoring reports are available to view on previously delivered projects outlining the traffic volumes on roads in project areas such as Camden Square and Queens Crescent. These reports are available as part of the Decision Reports for these schemes at the following link

<https://safetravelcamden.commonplace.is/proposals/about-page/step4> A similar approach would be taken for the Healthy Neighbourhood.

4) In particular, what analysis was done of the capability of Cholmeley Park to safely take on the diverted traffic (mentioned in 9 places) given the one-car width at the top of the road, and the proximity of a large school.

The maps references are not 'diverting traffic' to Cholmeley Park rather these maps outline how journeys can be made in the area. For example on Figure 9 the route from Archway Road to South Grove outlines the quickest route between those two points on the map which is via Cholmeley Park. This route is unchanged by the proposals.

5) What consultation and involvement has there been of residents, businesses and schools in Highgate for those roads affected by these proposals?

- Prior to launch of phase 2 engagement multiple resident groups were engaged including the Highgate Society for feedback.
- Stakeholders from Camden's Community Index of local organisations were sent project launch emails, along with local groups such as the Highgate Society.
- People who had subscribed to commonplace webpage of the project were sent notifications of phase 2 start.
- Leaflets through the post were sent area wide to all properties (including Highgate area of the project) with project details/event registration details.
- Trifolds were placed on local streets and around transport links informing local people of phase 2 engagement.
- Business Engagement was undertaken for the project, where all local businesses in the area (including Highgate) were hand delivered business letters informing them of phase 2 engagement and requesting them to take part in our business meetings.

6) What analysis has been done of the REASONS for people to take vehicles across this area and the neighbouring Highgate areas affected, and what is needed to provide those people with alternatives to using their own vehicles.

An annual travel in London report is produced by TfL which is shared with each borough. The most recent report in Dec 2023 [Travel in London 2023 - The travel behaviour of London residents based on the London Travel Demand Survey \(tfl.gov.uk\)](#) includes a section on journey purposes which can be referred to. The data is presented London wide, but data is collected based on surveys for a sample from each borough. Additionally, the project aims and objectives aligns with our CTS (Camden Transport Strategy) [d7b19f62-b88e-31d4-0606-5a78ea47ff30 \(camden.gov.uk\)](#). In the CTS section 2C details transport and travel in Camden. The CTS aligns with the Mayor Transport Strategy.

In regard to alternatives, some of the council's programmes are our car club programme ie to provide a car when there is essential need and our bike hire systems in the borough.

7) What consideration has been given to more localised solutions for specific traffic bottlenecks, rather than this major intervention in traffic patterns.

See project background which is on the project website and also the engagement event videos which outline a response to this question.

CAM8269

I request the following information relating to the Council's document "Dartmouth Park Healthy Neighbourhood proposal overview", published jointly with Islington Council.

Figure 3 and Figure 4 - Traffic count data

These present figures only for a few of the roads that will be affected by the proposals. Please provide for every road within, or forming the boundary of, the purple zone in Figure 8, the same data for 2023 as is available for Chetwynd Road in the Council's published traffic data for 2023 (sites 22 and 36). If the data for 2024 is available, please also provide it for 2024.

Counts were commission in 2023 and in response to comments made in the engagement additional counts at the same locations as 2023 and at additional locations were undertaken in 2024. These counts are provided in the maps in the attached proposal overview document. Clarity is sought on what is meant by "the Council's published traffic data for 2023 (sites 22 and 36)". The project team does not recognise sites 22 and 36.

If the Council does not have the data, please provide information as to why it doesn't, given that these roads will be fundamentally affected by the proposals.

Counts were commission in 2023 and in response to comments made in the engagement additional counts at the same locations as 2023 and at additional locations were undertaken in 2024. These counts are provided in the maps in the attached proposal overview document. Additional count locations can be suggested to the council during this stage of engagement for consideration by the Council as part of feedback submitted on the engagement [webpage](#).

Please provide any information that the Council has as to its current perception of how, if its proposals are implemented, the volume of traffic will be altered:

- in each road within, or forming part of the boundary of, the purple zone; in Fortress Road;

- in Fortress Walk;

- in Highgate Road;

- in Highgate West Hill

Similar schemes have been delivered by Camden Council. These similar schemes were delivered via a trial, which this scheme would be if it proceeds to public consultation and a decision is made to proceed. Traffic monitoring in these similar schemes recorded traffic volumes in the area before and after the trial.

I have provided two such examples from Camden schemes that have been delivered above the last number of years below.

Camden Square

Camden Square Scheme Area Roads Daily Average Motor Vehicle Flow (7-Day)

Road	Before scheme	After scheme	% change
Local Streets	16,842	7,710	-54%
Main Roads	54,388	45,176	-17%
Total	71,230	52,886	-26%

Queen's Crescent

Queen's Crescent Scheme Area Roads Daily Average Motor Vehicle Flow (7-Day) (May 2021 and April 2022)

Roads	Before-scheme (May-21)	After-scheme (Apr-22)	% change (May-21 – Apr-22)
Local Roads	25,440	16,625	-35%
Main Roads	20,772	20,651	-1%
Total Roads	46,212	37,275	-19%

Traffic Filters

These are described as filters, indicating that some traffic will be allowed through. For each of the following filters, please say what, if any, traffic is proposed to be allowed through, other than buses (Dartmouth Park Hill and Chester Road):

Dartmouth Park Hill (all 3 places)

As outlined on the proposals overview document buses would be permitted to travel through. Statutory services (such as emergency services) would also be able to pass through this camera-based restrictions.

York Rise junction with Chetwynd Road)

This is proposed as a physical restriction. This could take the form of a bollard which Statutory services could 'drop' to gain access of they so wish. This would be similar to the circa 80 bollard restrictions across Camden.

Laurier Road, junction with Dartmouth Park Hill (presumably, this means the junction of Dartmouth Park Road and Dartmouth Park Hill, as the road from the junction of

Dartmouth Park Road and Laurier Road to Dartmouth Park Hill is part of Dartmouth Park Road, not Laurier Road), Chester Road.

Laurier Road (Camden) junction with Dartmouth Park Hill: Camera-enforced traffic filters located at Laurier Road would prevent east-west and west-east vehicle movement. As outlined on the proposals overview document buses would be permitted to travel through. Statutory services (such as emergency services) would also be able to pass through this camera-based restrictions.

CAM8268

I am making a freedom of information request in relation to the "Dartmouth Park Area Healthy Neighbourhood" scheme.

Please provide the following information:

1. Why has the scheme not been publicised as a low traffic neighbourhood (LTN)?

The measures proposed are a holistic package of measures which are not limited solely to measures which seek to reduce traffic volumes therefore the proposals have not been branded as an LTN. The proposals at this stage of engagement include: a Traffic management plan, bus priority, improved walking and cycling and street improvements in the area.

2. Please provide the Data Protection Impact Assessment, Equality Impact Assessment and Cost Benefit Analysis carried out in connection with the scheme, or confirm that none have been carried out.

At this stage of the project the only document of those requested is the engagement related [DPA – pre-screen](#).

3. Please provide full details of the feedback that has prompted the proposal of the scheme. How many households were consulted and what was their feedback? How many businesses were consulted and what was their feedback?

Comments/Feedback received in Phase 1 engagement can be found here on the website:

<https://dartmouthpark.commonplace.is/en-GB/map/interactive-map> . And here on the

website you can see engagement stats of Phase 1:

<https://dartmouthpark.commonplace.is/en-GB/proposals/engagement-summary/step1>

4. In percentage terms measured against the total residential population in the area, what percentage has provided positive feedback on this scheme?

At the time of writing (14/08/2024) the co-design phase is ongoing, and the feedback received during this stage has not been analysed.

5. Which disability groups have been consulted in connection with the scheme and what was their feedback?

Consultation with disability groups will take place during phase 3 (public consultation phase).

6. Which emergency services have been consulted in connection with the scheme and what was their feedback?

Engagement with the emergency services will take place during phase 3 (public consultation phase).

7. Please provide the traffic data which is being relied upon to propose the scheme and the dates and times such data was obtained, including traffic counts (including on boundary roads), pedestrian counts, cyclist counts, accident and speeding hotspots, points of congestion, origination and destination information, types of vehicle, purpose of journeys, times of day when traffic is concentrated, length of journeys, and traffic projections (including on the boundary roads).

Traffic data can be found on the following link. Scroll down and open the Dartmouth Park Area Proposals Overview PDF: <https://dartmouthpark.commonplace.is/en-GB/proposals/project-ideas-survey/step1>

8. Please provide the air quality, emissions and pollution data that is being relied upon to propose the scheme (including on boundary roads).

Camden Air Quality Monitoring data can be found [here](#). If a decision is made to proceed with a proposal following a public consultation Air Quality would be measured and provided to residents as part of a monitoring plan.

9. Please provide the definition of "healthy" that is being relied on in the scheme, and elaborate on how the scheme will improve health.

Project introduction can be found [here](#) on the project website explaining aims and objectives.

10. Please elaborate on what maintenance provision will be put in place for the planters described in the scheme.

Information not held as this is Phase 2 engagement in which we are sharing initial proposals for feedback and comments.

11. Why is it necessary for the co-design phase of the scheme to take place during the 6 week period of high summer when many residents are on holiday?

The current co design engagement stage is taking place over six weeks – from early July to 18 August. The council would normally run an engagement like this over four weeks, in line with public consultations for schemes of this size which is outlined in the Cabinet approved

Consultation and Decision Making report. We planned the online engagement event and the two in person engagement events before the full school holidays began and the engagement process started immediately after the general election pre-election publicity period.

This co design stage is not the final stage of the process with residents and there will be more opportunities for involvement via the public consultation process which would follow this co design stage.

12. Please explain the methodology that will be used to determine if the scheme has "clear local support" as required by the March 2024 statutory guidance. Will each resident have a vote?

Information not held as this is Phase 2 engagement in which we are sharing initial proposals for feedback and comments.

13. Please provide the analysis that has been undertaken in respect of whether schools on the boundary roads will suffer increased pollution and emissions due to displaced traffic. This analysis should be provided in respect of St Joseph's School, Channing School, Highgate School, La Sainte Union, Parliament Hill School, Hargrave Park School, and Acland Burghley School.

Information not held as this is Phase 2 engagement in which we are sharing initial proposals for feedback and comments.

14. Please elaborate on the basis on which the conclusion has been reached that vehicle traffic will disappear, rather than shifting to the periphery?

Similar schemes have been delivered by Camden Council. These similar schemes were delivered via a trial, which this scheme would be if it proceeds to public consultation and a decision is made to proceed. Traffic monitoring in these similar schemes recorded traffic volumes in the area before and after the trial.

I have provided two such examples from Camden schemes that have been delivered in the last number of years below.

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15. Please clarify the characteristics of the area which have suggested it is appropriate for the imposition of an LTN?

The council has no plans to impose an LTN in Dartmouth Park.

16. Please clarify if the intention behind the scheme is to reduce parking spaces available to residents.

Please refer to project background and aims here:

<https://dartmouthpark.commonplace.is/en-GB/proposals/sample-content-walkingcycling-scheme/step1>

17. Please clarify how the scheme will operate when building works result in road closures.

Information not held as this is Phase 2 engagement in which we are sharing initial proposals for feedback and comments.

18. Please clarify if any road resurfacing will take place as part of the scheme.

Information not held as this is Phase 2 engagement in which we are sharing initial proposals for feedback and comments.

19. Please provide all projections and analysis that has been undertaken in relation to proposed fines imposed as a result of the scheme.

Information not held as this is Phase 2 engagement in which we are sharing initial proposals for feedback and comments.

CAM8272

I would like to obtain any information held by Camden which should have been included in the consultation material in relation to the proposed DPHN.

This information is not held as the consultation material was correct and did not omit anything.

As advice and assistance, further information on the scheme is [here](#). Other information requests on the scheme will be published [here](#) over the next few weeks. Type “Dartmouth Park” into the 2nd search box that looks like this:

Search

Enter a word or words into the search box. Dates can also be searched using the dd/mm/yyyy format. Results are returned newest to oldest. They will contain a snippet of the FOI document and a link to download the full response as a PDF document or zip file.

As the information not held is environmental we have to comply with a technicality and tell you that because it is not held it is excepted under Regulation 12(4)(a). The Information Commissioner does not require a public interest test where the information is not held.

CAM8179

The name of businesses consulted about The Dartmouth Park Proposals

All properties, including business, in the project area were hand delivered a leaflet which outline the details of this phase of engagement. Additionally an email update was sent to local stakeholders sourced from Cindex, the local community information directory, and an email update was sent to all those who had registered for communications on the [project's website](#). In addition to this a number of ‘trifolds’ were installed across the project area informing local stakeholders, including businesses, about the engagement.

Further to attending the web meeting last week, I would like evidence that Camden businesses were consulted , as declared.

In addition to the above, Camden is undertaking business engagement currently. As part of this phase of engagement, business letters have been hand delivered to businesses in the area which includes details of a business focused engagement session.

I have a prominent commercial premises in the area and I also live in the area. I wasn't contacted re the proposals nor did I request for the proposed changes and do not know any other business owner that was.

All properties, including business, in the project area were hand delivered a leaflet which outline the details of this phase of engagement. Additionally an email update was sent to local stakeholders sourced from Cindex, the local community information directory, and an email update was sent to all those who had registered for communications on the [project's website](#). In addition to this a number of ‘trifolds’ were installed across the project area informing local stakeholders, including businesses, about the engagement.

Furthermore, I would like to know your projected income from the cameras that would be installed under your plans.

At present Phase 2 co-design stage of the project, we are sharing initial proposals for feedback. Financial estimates are not developed currently and hence we do not hold this information.

CAM8292

Has there been discussion of a cost/benefit analysis of the proposals contained in the Dartmouth Park Healthy Neighbourhood scheme?

Please supply any documents which refer to such discussions.

At present we have completed Phase 2 co-design stage of the project, where we shared initial proposals for feedback. Cost estimates are not developed currently and hence this information is not held.

Does there exist in draft or in any form such a cost/benefit analysis?

If so, please supply the appropriate documentation. And if not, please explain why not.

At present we have completed Phase 2 co-design stage of the project, where we shared initial proposals for feedback. Cost estimates are not developed currently and hence this information is not held.

Is there a proposed mechanism for assessing the effect of the proposed scheme.

If so, please supply all documentation of discussions of such a mechanism. And if not, the please explain why the Council believes the scheme should proceed without such a mechanism.

Similar schemes have been delivered by Camden Council. These similar schemes were delivered via a trial, which this scheme would be if it proceeds to public consultation and a decision is made to proceed.

Two such examples from Camden schemes that have been delivered in the last number of years below:

[Camden Square](#)

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Further Information:

Why not check our [Camden Freedom Of Information Response Search](#) tool before making a new request as your question may already be answered by a previous FOI response. If you have a Freedom of Information reference number e.g., CAM1234, this can also be searched for using the search field as shown in the following screenshot.

Search

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You can also check our Portal at [Camden Open Data Portal](#) to browse our many useful and interesting datasets.

We do not give our consent for any names and contact details provided in this response to be sent marketing material. Any such use will be reported to the ICO as a breach of General Data Protection Regulations and the Privacy and Electronic Communication Regulations.

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