

London Borough of Camden, Supporting Communities Directorate, Regeneration and Planning Division

Scheme Reference: Brecknock School – Cliff Villas

Matters for decisions by the Director of Regeneration and Planning, Supporting Communities Directorate – NON KEY DECISION – FEBRUARY 2018

REPORT TITLE	RECOMMENDATION	WARD/S	APPROVED BY
<p>Brecknock School – Proposed road safety & traffic management improvements, Cliff Villas</p>	<p>That the Director of Regeneration and Planning approves, subject to compliance with relevant statutory requirements and detail design, the following measures:</p> <ul style="list-style-type: none"> ▪ Make Cliff Villas one way north for all motor vehicles (except cyclists) from Camden Park Road to Cliff Road ▪ Widen the footway outside the nursery entrance to the school on Cliff Villas, involving the net loss of approx. 6 permit holder spaces. ▪ Install one secured cycle parking unit, opposite 21 Cliff Villas. 	<p>Cantelowes</p>	<p><i>David T. Joyce</i></p> <p>David Joyce Director of Regeneration & Planning Supporting Communities Directorate 23 February 2018</p>

BRECKNOCK SCHOOL - PROPOSED ROAD SAFETY & TRAFFIC MANAGEMENT IMPROVEMENTS, CLIFF VILLAS

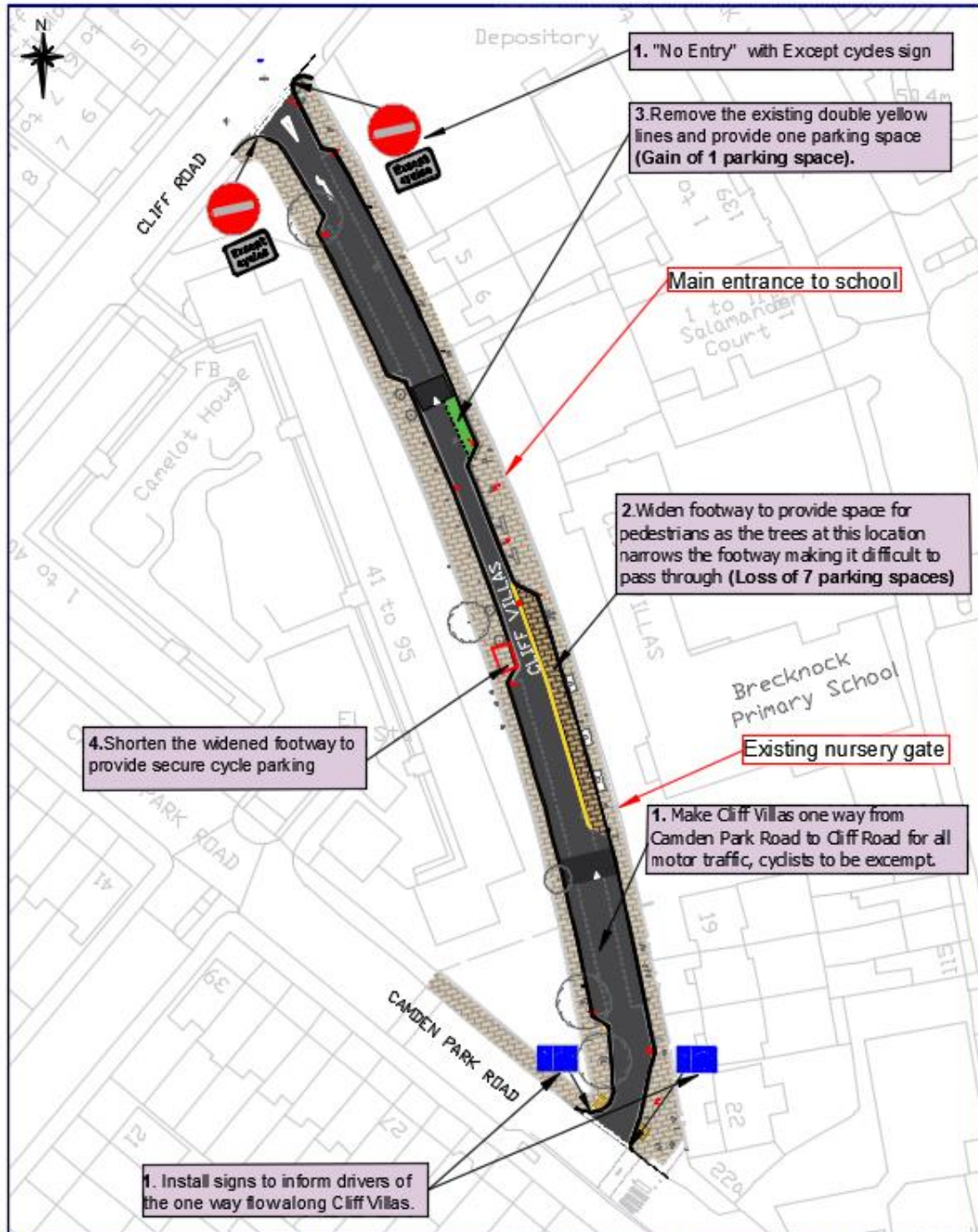
1.0 SUMMARY OF REPORT

- 1.1 This report provides details of road safety proposals for Cliff Villas to make journeys safer and more pleasant for school children attending Brecknock Primary School. It discusses the public consultation undertaken on the proposals and provides officer comments.
- 1.2 Finally it makes recommendations based on officers' consideration of the feedback received during consultation, taking into account of Camden's Transport Strategy.

2.0 BACKGROUND

- 2.1. Brecknock Primary School is a junior and infant community school for boys and girls of 390 pupils aged between 2 and 11 years old.
- 2.2. The school has two entrances along Cliff Villas, the main entrance and the nursery entrance. Both entrances are used for access and egress of pupils and also as the main waiting areas for parents. There is another entrance along York Way, but this is not used.
- 2.3. The school and parents have continually raised safety concerns with the Council with respect to the footway between the school's main entrance and the nursery entrance. The width of the footway reduces to less than 1m due to large trees in the footway. This is a concern as it is below the Disability Discrimination Act (DDA) absolute minimum width of 1.2m required to enable safe movement of wheelchairs or double pushchairs, causing people to walk on the road, where this is a potential conflict if a motor vehicle is approaching.
- 2.4. Council officers have met with head teacher from Brecknock School to discuss the possibility of a number of changes to help address these concerns.
- 2.5. Following consideration the following proposals were put forward for consultation, these are detailed and shown on the plan below. The full leaflet and questionnaire is provided in the appendix.

BRECKNOCK SCHOOL - PROPOSED ROAD SAFETY & TRAFFIC MANAGEMENT IMPROVEMENTS, CLIFF VILLAS



- 2.6. Proposal 1: Make Cliff Villas one way from Camden Park Road to Cliff Road but allow cyclists to travel along it in both directions. The proposed one way will fall in line with the existing one way system around Camden Park Road, Cliff Road, and a section of York Way.
- 2.7. Proposal 2: Widen the footway outside the nursery entrance to the school on Cliff Villas. This will provide space on both sides of the trees for parents/carers and children to walk through this section especially during the busy period at the start and end of the school day. This will improve safety as they won't have to step out onto the road to pass the trees. This proposal will result in the loss of approximately 7 permit holder parking spaces.
- 2.8. Proposal 3: Remove the existing double yellow lines and provide one parking space. To consider the loss of the 7 permit holder bays in proposal 2, a parking occupancy survey was undertaken. This showed that less than 70% of the parking capacity is being used. Therefore, only one parking space of the seven spaces lost will be relocated. 7m of double yellow lines located near the main entrance to the school will be converted into one permit holder parking space (Gain of 1 parking space).
- 2.9. Proposal 4: Shorten the widened footway opposite the main entrance to the school on Cliff Villas to provide secure cycle parking. This is in response to requests made by some residents of Cliff Villas. The Council believes the introduction of secure cycle parking facilities would improve cycle parking safety and increase journeys made by bike, which in turn would help reduce congestion on Camden's streets.
- 2.10. The proposed scheme helps delivers some of the agreed objectives which comply with Camden's Transport Strategy:
<http://camden.gov.uk/ccm/content/transport-and-streets/transport-strategies/camdens-local-implementation-plan/>

These are:

- Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.
- Improve road safety and personal security for people travelling in Camden.
- Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement.
- Ensure the transport systems supports access to local services and facilities, reduces inequalities in transport and increases social inclusion.

3.0 CONSULTATION

- 3.1 A level 3 consultation exercise was carried out between 13 December 2017 and 26 January 2018. A total six-week period was allowed as the consultation commenced just before Christmas. 549 consultation leaflets were posted to local residents on Cliff Villas, 13 Leaflets were also sent to 13 statutory organisations (including Emergency services) and 4 local groups registered on CINDEX website. In addition to this, an online page was created for this consultation on the Council's 'We are Camden' website, which was open for any member of the public to submit responses during the above consultation period. The consultation leaflet and questionnaire as well as a link to the website are included in the Appendix.

3.2 Consultation Analysis

3.3 Of the 549 letters distributed a total 28 responses have been received, this represents a response rate of 5.1%. The table below shows a summary of the responses received for each option.

	Proposal 1: make Cliff Villas one way from Camden Park Road to Cliff Road?			Proposal 2: widen the footway outside the nursery entrance to the school on Cliff Villas			Proposal 3: convert double yellow lines located near the main school entrance into a parking space			Proposal 4: shorten the widened footway opposite the main entrance to the school on Cliff Villas to provide secure cycle parking		
	Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	No Opinion	Yes	No	No Opinion
Residents	6	7	1	8	6	0	8	5	1	9	5	0
Local groups	2	0	0	2	0	0	2	0	0	2	0	0
School (Parent/carer/guardian)	10	0	2	12	0	0	7	2	3	7	3	2
Total	18	7	3	22	6	0	17	7	4	18	8	2
Percentage	64.3%	25%	10.7%	78.6%	21.4%	0%	67.6%	24.1%	8.3%	64.3%	28.6%	7.1%

Table 1: Consultation results

- 3.4 The above results illustrate that the majority of respondents are in favour of all proposals, however residents are more split in their view with a slight majority in favour of all proposals. A summary of comments received from consultees is outlined below.

Comments received from Ward Members

- 3.5 All three councillors replied in favour of all proposals detailed in the consultation document.

Comments received from statutory groups:

- 3.7 **Camden Cycling Campaign (CCC)** sent their responses for all four proposals. They strongly support the proposal to make Cliff Villas one way from Camden Park Road to Cliff Villas while allowing cyclists to continue travelling in both directions. They have also suggested that once one way, this street could be considered for a Healthy School Street scheme. They also support the proposal to widen the footway outside the school main entrance, however, they oppose the proposal to convert 7metres of double yellow lines to a residential parking bay. This is because they believe that the new bay would restrict visibility for pedestrians crossing the street at this location. CCC agree to the proposed secure cycle parking in Cliff Villas, but would prefer not to shorten the widened footway opposite the main entrance but commented that the bikehangars will not have the same disadvantages as a car parking space.

Comments received from local residents

3.8 Comments received in support of the proposals:

- One resident praised the scheme and suggested that both ends of Cliff Villas should be closed off to traffic at the beginning and end of the school day.
- The Council is praised by one resident for encouraging cycling in London and mentioned that enlarging the pavement outside the school entrance is essential.
- Another resident in support of the scheme commented whether the proposal to install secure cycle parking can be implemented borough-wide.

3.9 Comments received in objection for the proposals:

- Four residents raised their concerns about the proposed introduction of a one way system on Cliff Villas. They stated reasons such as making the school less accessible, causing congestion in neighbouring streets, and

forcing drivers to use Camden Mews to turn right. One also argued that it would not stop parents parking to pick up their children.

- Three comments were received from residents who are concerned about the loss of parking bays on Cliff Villas. One highlighted that the new 6 storey development being built will increase parking stress in the area and another pointed out that Brecknock School hold Saturday music lessons which affects parking availability on Saturdays. Two suggested relocating some of the bays by converting existing single yellow lines on Camden Park Road to permit holder bays or by reducing the footway at the junction of Cliff Villas and Camden Park Road.
- A resident stated that the proposed provision of secure cycle storage makes no sense, in that the new flats being built at the north end of Cliff Villas will have dedicated cycle storage onsite and the only other residents live at the south end of Cliff Villas. Therefore, they suggested, any cycle storage should be more conveniently placed for the people who would use it.

4.0 Officer comments

- 4.1 Officers have considered the objection received from Camden Cycling Campaign (CCC) regarding proposal 3; converting existing double yellow line to one residential parking bay, due to obscured visibility for pedestrians crossing at this location. Officers' are of the view that should the street become one way from Camden Park Road to Cliff Road, the proposed new bay will be after the crossing point and therefore visibility for both drivers and pedestrians will not be affected. The proposed resident's bay will not be relocated directly outside the main gate to the school but approximately 5 metres north of the gate.
- 4.2 Closing the street at both ends as suggested by one resident would not be ideal as we would need to allow those already parked on the street to exit the street. It is our understanding that the resident could be referring to a Healthy School Street similar to that outside St Joseph's Primary school on Macklin Street, where a timed road closure has been introduced to coincide with school opening and closing times, self-enforced by foldable bollards. Macklin Street was already one way, allowing the small number of vehicles already parked to exit the street with a physical closure only necessary at one end. At Cliff Villas, as there are two entrances which are both used by parents and children, the closure would need to be applied to the whole street. This would make it difficult to operate if vehicles are then allowed to exit at both ends, as there could potentially be a high number of vehicles still using the street in both directions, especially in the morning school period. Making the proposals as consulted on represent the best way to address the raised concerns whilst maintaining access. We have recently consulted on a similar timed restriction outside two other schools which will be enforced via cameras. If approved for implementation, these will be monitored on their effectiveness before being considered elsewhere.

- 4.3 In regards to the proposed introduction of the one way system, to which four residents objected; officers comment that it is pivotal to introduce the one way system as this will facilitate the footway widening which has been supported by the consultation.
- 4.5 Responding to the loss of parking, officers can confirm that the new development on Cliff Villas will not increase the parking pressure on the street as Camden Council policy indicate that all new development of flats will be car free. Consequently, the new tenants will not be eligible to apply for residents' parking permits but can park outside of controlled hours.
- 4.6 The suggestion to reduce the footway at the junction of Cliff Villas with Camden Park Road in order to provide residential parking bays is not recommended as it does not comply with Camden Council's policies which place pedestrians at the top of the road user hierarchy. This is particularly important here due to its proximity to a primary school and the zebra crossing that this footway widening facilitates.
- 4.7 The single yellow line on Camden Park Road is used for loading and unloading activities to service the area and converting this to residential parking bays will affect the ability to provide this service. In addition, parking surveys has indicated that the current parking provision is not fully used, therefore there is no necessity to replace the loss in parking.
- 4.8 The proposed secured cycle parking is part of a borough wide campaign to promote cycling and encourage residents to take up cycling as a mode of transport. The proposed secured cycle parking is not only aimed at the tenants of the new development but will be installed for all residents within the vicinity of Cliff Villas. Careful consideration was given to the resident's suggestions to conveniently place the cycle storage for people to use it. Following a site visit, officers are now not recommending it be placed where it is proposed. Instead officers are now recommending that this be provided further south on Cliff Villas, near the junction with Camden Park Road closer to the requesters. This will be installed on the western footway, opposite No.21 Cliff Villas, where there is an existing widening of the footway.

5.0 FINANCIAL IMPLICATIONS:

- 5.1 The scheme is expected to cost approximately £36,000, and this will be funded from funding secured from TfL under the Local Implementation Plan (Travel School plan budget CDST7298) for 17/18 financial year.

6.0 OFFICERS RECOMMENDATION

6.1 Having considered all the comments received, officers recommend approval of proposals 1, 2 and 3 as consulted upon. On Proposal 4, officers now recommend to install secure cycle parking opposite 21 Cliff Villas. Officers consider these proposals will create a safer street environment not only for parents and children attending the school but for all pedestrians using Cliff Villas.

REPORT ENDS

Design Engineer: Joel Mimbo-Hontang (Transport Strategy Service)
Email: joel.mimbo-hontang@camden.gov.uk
Date 23.02.18

APPENDIX A

Date: 23 February 2018
Ref No: TS/DT/JMH/STP-Brecknock
Officer: Joel Mimbo-Hontang
Position: Design Engineer
Phone: 0207 974 6624
Email: Joel.mimbo-hontang@camden.gov.uk



Transport Strategy Service
London Borough of Camden
5 Pancras Square
London N1C 4AG

Tel 020 7974 6624
www.camden.gov.uk

Dear Sir or Madam,

PUBLIC CONSULTATION – POSTAL AND ONLINE

Brecknock School – Proposed road safety & traffic management improvements, Cliff Villas

I am writing to seek your view on the Council's proposal to make a number of changes at Cliff Villas in order to improve safety for school children attending Brecknock School. Brecknock School has two entrances along Cliff Villas and the pedestrian footway between the school's main entrance and the nursery entrance is narrow, particularly where the three trees are located. At the start and end of the school day, parents/carers and school children are forced to walk on the road where these trees are present. This is a concern as they are likely to walk on the road when a motor vehicle might be approaching or may not have space to move around the trees if the road space is occupied by a parked vehicle.

Council officers have met with Brecknock School to discuss the possibility of a number of changes to help address these concerns. To create a safer environment, we are therefore proposing the following changes which are also shown on the plan.

Note: Each number below corresponds to a numbered proposal on the plan.

Proposed changes

Proposal 1: Make Cliff Villas one way from Camden Park Road to Cliff Road but allow cyclists to travel along it in both directions; signage will be provided. The proposed one way will fall in line with the existing one way system around Camden Park Road, Cliff Road, and section of York Way.

Proposal 2: Widen the footway outside the nursery entrance to the school on Cliff Villas. This will provide space on both sides of the trees for parents/carers and children to walk through this section especially during the busy period at the start and end of the school day. This will improve safety as they won't

have to step out onto the road. This proposal will result in the loss of 7 permit holder parking spaces.

Proposal 3: A parking occupancy survey was undertaken and the results showed that less than 70% of the parking capacity is being used. Therefore, only one parking space of the seven spaces lost in proposal 2 will be relocated. The double yellow lines located near the main entrance to the school will be converted into one permit holder parking space (Gain of 1 parking space).

Proposal 4: Shorten the widened footway opposite the main entrance to the school on Cliff Villas to provide secure cycle parking. This is in response to requests made by some residents of Cliff Villas. The Council believes the introduction of secure cycle parking facilities would improve cycle parking safety and increase journeys made by bike which would help reduce congestion on Camden's streets. There are two types of bikehangars that are available to Camden, details of both are provided:

Cyclehoop bikehangar:

- 2 units are implemented in one car parking space (5m) providing 12 secure cycle parking spaces.
- The annual subscription fee for one cycle parking space is £60.

Asgard bikehangar:

- 3 units are implemented in one car parking space (5m) providing 9 secure cycle parking spaces
- The annual subscription fee for one cycle parking space is £55

In addition to the subscription, a one off deposit of £25 is applied for the key to allow access to the bikehangar.

In order to qualify for a space within the above bikehangars residents' must meet the following criteria:

- Live on the street (or adjacent one) where the bike parking is proposed
- Do not have a Controlled Parking Zone Permit, (or would be prepared to give theirs up)
- Do not have suitable outside space to store a bike.

You can choose the type of hangar you want installed on your street by selecting the appropriate option in the attached questionnaire, images of both types of hangars have been included below, and currently Camden has only installed the cyclehoop bikehangar.

The Council will take responsibility to install the preferred option, but the management of the unit will be undertaken by the manufacturer who will manage and maintain the bike hangar on a long term basis. We will provide registration information along with the outcome of the consultation.



Option 1: Cyclehoop bikehangar



Option 2: Asgard bikehangar

Please note that there will be a total loss of six permit holder parking spaces as our parking survey showed that the bays are not fully used. This is your opportunity to comment

The Council will be pleased to hear your views on the proposals we are consulting upon as well as any alternative suggestions or objections you may have to any aspect of the scheme. Please kindly respond to this consultation clearly indicating your views as outlined in the consultation letter by **26 January 2018**.

You can now respond to this consultation via the following methods:

Online at: <https://consultations.wearecamden.org/supporting-communities/brecknock-school>

Email: send your response directly to joel.mimbo-hontang@camden.gov.uk

Post: send you response using the following free post address (no stamp required) Transport Strategy Service, 5th Floor 5PS, **Freepost RSLT-RJBR-TXAA**, London Borough of Camden, Town Hall, London, WC1H 9JE .

Please Note: If you are responding on behalf of an organisation only ONE reply will be accepted. You must give your full postal address when responding to this consultation if you want us to consider your views. An equality and diversity form has been included that is voluntary for you to

complete and send to us via email or using the above free post address along with your consultation response. Any information you provide will help us in making an informed decision on the proposals.

While it will not be possible to reply to you individually, all comments will be taken into account. At the end of this consultation exercise, officers' will consider the responses received to this consultation and prepare a report with recommendations. This report will be presented to Director of Regeneration and Planning who will make a decision whether or not to proceed with the scheme proposals. Under the Local Government (Access to Information) Act 1985, your response is available for public inspection; however your personal details will remain confidential. Please only write to us about the consultation issue.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Joel Mimbo-Hontang', with a stylized flourish at the end.

Joel Mimbo-Hontang
Design Engineer – Design Team
Transport Strategy