



# Healthy School Streets Consultation – Christopher Hatton Primary School (Mount Pleasant) Permanent Proposals Consultation Information Sheet



## Proposals to make the trial changes on Mount Pleasant permanent

### Making your neighbourhood safer and healthier

The Covid-19 pandemic changed how people in Camden live, travel and work. Many people have spent more time closer to home, making our neighbourhoods more important than ever. We want our streets to **be safe spaces** for you to walk and cycle, **for children to get to and from school safely and healthily**, for **businesses to be able to flourish** and for **you to be breathing cleaner air**. We want to ensure that our streets support in both continuing recovery from the pandemic and by providing a lasting legacy of **greener, safer, healthier travel**, helping us to deliver our wider [Transport Strategy objectives](#).

69% of households in Camden do not own a car, and around 85% of all trips by Camden residents are made on foot, by bike or on public transport. Supporting and encouraging those who can walk and cycle, by creating safer, healthier streets, will also help ensure that there is more space available on public transport and on our roads for those who need it the most.



In line with our [Camden Transport Strategy](#) and [Climate Action Plan](#), and to continue supporting safe, active travel following the pandemic, we have been making changes across Camden as part of our [Safe and Healthy Streets Programme](#).

Healthy School Streets create a safer and healthier environment by temporarily closing roads to motor traffic outside schools during drop-off and pick-up times. This enables more



children to walk, cycle or scoot to school, with less air pollution, road danger, congestion, and more space for people to interact. The schemes help to discourage car trips, particularly amongst parents and carers, by providing a safe and inviting space for more walking, cycling, and scooting.

Seventeen Healthy School Street schemes have been rolled out across Camden since March 2020. This brings the total number of [Healthy School Street schemes in the borough](#) to 20, with 27 schools having timed or permanent road closures. The monitoring data that we have collected on these schemes, which can be accessed on our [website](#), has shown that they have had a significant impact on reducing traffic levels outside schools, contributed to improved air quality and are strongly supported by pupils who want us to do more to improve their journey to school.

The information below sets out our proposals to make the current, trial scheme on Mount Pleasant permanent and further proposals to install two cycle hangars on Elm Street. No changes to the current, trial Healthy School Street scheme are proposed as part of those permanent arrangements.

## About the Christopher Hatton Healthy School Streets Scheme

### Picture of Christopher Hatton Healthy School Street





The Christopher Hatton Primary School Healthy School Street scheme consists of a timed road closure on Mount Pleasant outside Christopher Hatton Primary School. The closure for motor vehicles is in place for an hour and a quarter in the morning and an hour in the afternoon to coincide with the opening and closing times of the school, from 8.00am to 9.15am and 3pm to 4pm Monday to Friday during school term time only.

We implemented the scheme as a trial in September 2021, under an Experimental Traffic Order which came into force on 17<sup>th</sup> June 2021, as part of Phase 4 of our Healthy School Streets programme. The [decision report](#) related to this Experimental Traffic Order (and others) was approved on 22<sup>nd</sup> April 2021.

This decision report noted that a further consultation, after approximately 12 months of the trial scheme, would take place. During the trial period, the scheme has been monitored and comments from local residents and stakeholders have been received.

This consultation now asks local residents and stakeholders to give their views on whether the scheme should be made permanent after the end of the 18-month trial period. The proposed permanent scheme would remain unchanged from its trial version.

## Monitoring information collected before / during the trial

During the trial period of the scheme, we have been collecting monitoring data which can be viewed in detail in the monitoring factsheet provided in the **Related** section at the bottom of the consultation webpage. Headlines include:

- Traffic levels on the restricted section of Mount Pleasant are low, with averages of 7 vehicles recorded during the morning restrictions and 6 vehicles recorded during the afternoon.
- Traffic levels on the unrestricted section of Mount Pleasant saw a reduction of 4% during the morning restrictions and a 16% increase during the afternoon.
- Average traffic speeds on the restricted section of Mount Pleasant were low, with averages of 11mph recorded during the morning and 10mph during the afternoon. Both the unrestricted section of Mount Pleasant and Elm Street also had average speeds under 20mph.
- Levels of cycling increased on both the restricted and unrestricted sections of Mount Pleasant during both the morning and afternoon, and also increased on Elm Street during the morning.



## What are we now consulting on?

Based on the monitoring data and the feedback received from residents and stakeholders during the trial period, and in line with policies and objectives set out in our Camden Transport Strategy, Climate Action Plan and Clean Air Action Plan, we are now consulting on making the trial changes permanent.

You can view the drawing of the proposed permanent scheme in the **Related** section at the bottom of the consultation webpage.

The Christopher Hatton Primary School Healthy School Street scheme consists of a timed road closure for motor vehicles on Mount Pleasant during school drop off and pick up times. This is enforced using signage and an Automatic Number Plate Recognition (ANPR) camera at the crossroads of Mount Pleasant, Elm Street and Gough Street. The traffic restrictions are in place between 8.00am – 9.15am and 3pm – 4pm, Monday to Friday during school term time only. These features are proposed to be retained in the permanent scheme, if approved following consultation.

The following vehicles are exempt from the restrictions:

- Vehicles registered to properties and businesses on the sections of the road with restrictions where exemptions have been agreed with the Council.
- Any vehicle being used for ambulance, fire brigade or policing purposes.
- Refuse collection vehicles.
- Blue Disabled Badge holders that require access, where exemptions have been agreed with the Council.
- Services such as Dial-A-Ride and PlusBus Door to Door.
- Vehicles belonging to parents or carers of pupils of the school that have a disability that prevents them from walking, cycling, or scooting to school, where exemptions have been agreed with the Council.
- Other exemptions agreed with the Council on a case-by-case basis.

Taxis and deliveries would continue to not be exempt, and these would need to be scheduled outside of the restricted times. However, exemptions can be applied for in exceptional circumstances, such as when people with mobility issues may need essential taxis during the restricted hours.

Based on the overall positive traffic data during the times of the restrictions and feedback received from residents and stakeholders during the trial period, we are now consulting on making the scheme permanent. The proposed permanent scheme will remain unchanged from its trial version.

### **About the proposed cycle hangar installations on Elm Street**

Residents in Camden have told us that they would like to have more lockable cycle parking, for hire, close to where they live. We know that a lack of somewhere to keep a



bike safely can put people off taking up cycling. As a result, we are rolling out a programme of installing cycle hangars across the borough.

Cycle hangars also help to deliver our own Transport Strategy priorities, which were strongly supported when we consulted on them, including increasing cycling, improving air quality, and making our streets and transport networks safe, accessible, and inclusive for all.

Therefore, we are also consulting on introducing the following proposal on a permanent basis:

- To install two cycle hangars on Elm Street, opposite Elm House, providing secure cycle parking for up to 12 standard bikes for local residents as well as space for a traffic island to create space to plant one tree. This would require the removal of 7.2 metres of resident parking.
- To convert 5.5m of paid for parking into resident parking space on the road directly outside Elm House, adjacent to the existing doctor bay.

The above proposal would help us to provide new secure cycle parking space for local residents. There are currently 80 residents on the waiting list for the existing cycle hangars in the Holborn and Covent Garden Ward.

Cycle hangars are installed and maintained by Cyclehoop, the Council's approved supplier. Further details are available on their website:

<https://www.cyclehoop.com/product/shelters-canopies/bikehangar/>

Each hangar is 1.33m high with a curved profile roof (see image below). Maintenance is covered by the annual membership fee which is currently £36 per year.

### **Are you eligible?**

The criteria for being able to hire a space in a cycle hangar prioritises residents who:

- Live on the street (or an adjacent one) where hangars are proposed; and,
- Do not have suitable outside space for keeping a cycle.



Photo of cycle hangars, which are proposed to be installed on Elm Street



## Why your views matter

The previous changes were implemented as a trial under an Experimental Traffic Order for 18 months. We committed to undertaking a public consultation after around 12 months of the trial scheme to seek the views of local residents and stakeholders on making the trial scheme permanent after the 18-month trial period. We are also seeking your views on whether to install 2 cycle hangars on a permanent basis.

Your views are important in providing feedback both on the proposed scheme as a whole and elements of it, and we would therefore welcome your responses on the pages that follow. To view the plans and find out more about the proposals, click on the links in the **Related** section at the bottom of the consultation webpage.

We will be pleased to hear your views on the proposals as well as any alternative suggestions or objections you may have to any aspect of what we are proposing.



## What happens next?

After the consultation, a decision report will be produced and published online via our website. Local residents and stakeholders will be notified of the outcome. The report will consider a broad range of information including consultation responses, feedback received during the trial period, relevant policies and other data/information including monitoring information collected during the trial period.

All of this information will be considered in making a recommendation in the report about whether, at the end of the trial period, the experimental scheme should be made permanent, modified, or allowed to lapse, and whether the cycle hangars should be installed.

