

Scheme Reference: HSS03 – Gospel Oak School

## Gospel Oak Primary School Healthy School Street Scheme Consultation on Permanent Proposals

### Detailed information

This document sets out data and other information gathered during the 12 month trial period of the Healthy School Street (HSS) scheme on Savernake Road. It has been gathered and analysed to assess whether the scheme has achieved its aims as described in the accompanying consultation document. The data and feedback is summarised below.

### Traffic Data

Traffic surveys were carried out on Savernake Road, Mansfield Road, Estelle Road, Courthorpe Road, Shirlock Road, Roderick Road and Rona Road. Average motor traffic (car/van/lorry) counts were taken over two separate five day periods in September and November 2018 (pre data) and two separate, five day periods in June 2019 (post data). The data gathered is summarised in table 1 below. It shows a 70% decrease in traffic directly outside the school (Site A) in the mornings, and a 61% decrease in the afternoons. It also shows an overall decrease in traffic of approximately 8% across the entire study area at the traffic restriction times.

**Table 1 – Traffic Survey Counts**

Site A – Savernake Rd (1)			Site B – Mansfield Road		
Time	Pre scheme counts	Post scheme counts	Time	Pre scheme counts	Post scheme counts
8:30-9:30am	74	22	8:30-9:30am	958	927
3:00-4:00pm	85	33	3:00-4:00pm	893	884
Site C – Rona Road			Site D – Estelle Road		
8:30-9:30am	33	26	8:30-9:30am	22	25
3:00-4:00pm	31	26	3:00-4:00pm	20	22
Site E – Savernake Road (2)			Site F – Courthorpe Road		
8:30-9:30am	101	74	8:30-9:30am	27	27
3:00-4:00pm	108	82	3:00-4:00pm	21	25
Site G – Shirlock Road			Site H – Roderick Road		
8:30-9:30am	17	25	8:30-9:30am	28	25
3:00-4:00pm	18	21	3:00-4:00pm	24	24
Total across all sites					
Time		Total pre scheme counts	Total post scheme counts		
8:30-9:30 & 3:00-4:00pm		2458	2268		

## School Travel Data

The school conducted 'hands up' surveys with the pupils before the scheme was implemented, and after implementation. Table 2 below shows the methods used by pupils to travel to/from school. It shows that cycling has increased by 4% post implementation, and walking has increased by 1%. Car use has reduced by 4%.

**Table 2 – Pupil Travel Data**

Travel Mode Data before HSS – July 2018 (pre-scheme implementation)		Travel Mode Data after HSS – July 2019 (post-scheme implementation)	
Travel Mode	Percentage	Travel Mode	Percentage
Walking	71%	Walking	72%
Cycling	4%	Cycling	8%
Scooting	11%	Scooting	8%
<b>Total active travel</b>	<b>86%</b>	<b>Total active travel</b>	<b>88%</b>
Rail/Overground	0%	Rail/Overground	0%
Tube	0%	Tube	2%
Public bus	3%	Public bus	3%
Taxi	0%	Taxi	1%
<b>Total public transport</b>	<b>3%</b>	<b>Total public transport</b>	<b>5%</b>
Car/motorcycle	11%	Car/motorcycle	7%
Car share	0%	Car share	0%
Park and stride	0%	Park and stride	0%
<b>Total Car</b>	<b>11%</b>	<b>Total Car</b>	<b>7%</b>

## Air Quality Data

Air quality diffusion tubes have been in place on Savernake Road outside the school, and on Rona Road, near the junction with Mansfield Road since August 2018. Diffusion tube data is a standard and approved method for measuring ambient NO<sub>2</sub> concentrations. Table 3 below shows a comparison of raw unadjusted diffusion tube data collected from August to November 2018 before implementation of the scheme, and from August to November 2019 post implementation. It shows a 10% reduction in µg/m<sup>3</sup> outside the school.

**Table 3 - Air Quality data**

Monitoring site	August - November 2018 (µg/m <sup>3</sup> ) Pre- scheme implementation	August - November 2019 (µg/m <sup>3</sup> ) Post-scheme implementation	Reduction (µg/m <sup>3</sup> ) and percentage change
Savernake Road outside Gospel Oak School	30.10	27.03	-3.07 (-10%)
Rona Road near the Mansfield Road junction	30.27	29.62	-0.65 (-2%)

## Collision Data

Traffic collision data from the Transport for London (TfL) STATS 19 road traffic database shows that for the calendar year 2018 there were 4 collisions in the vicinity of the school, before the scheme was implemented. All 4 involved pedestrians and cars, one was described as serious, and the other 3 were slight. 1 of these (the serious collision) occurred during the morning peak time. The most recent 2019 data available is from January to March 2019, after the scheme was implemented. This shows that there were no collisions in the vicinity of the school during that time.

## Feedback from stakeholders

During the Experimental Traffic Order period we also received a number of comments and suggestions about the scheme from parents, school staff and local residents. These are summarised as shown in Table 4 below, along with the officers' response.

**Table 4 – Summary of comments/suggestions received during the ETO**

Feedback subjects	Details	Officers response
Signage	The Head Teacher at Gospel Oak School, and some residents have commented that the signage is not visible enough and some drivers are missing it.	As a result of this feedback, officers have reconsidered the signage and found it to be compliant with Department for Transport (DfT) regulations, and suitable for a scheme of this type. Camden's Transport Officers, along with other London Borough officers, have written to the DfT to request uniform signage for HSS schemes nationally, however these have not yet been approved. If these are recommended by the DfT in future, officers will consider changing the signs if the scheme is made permanent.
Making Savernake Road one-way	Some residents of Savernake Road have requested that it be made one way. This is due to concerns around speeding and the narrowness of the road.	Officers are actively considering this option, in order to assess whether a separate proposal can come forward for consultation. It is, however, not included on this consultation due to further assessment (including traffic modelling) that is needed, and the time scales involved. The ETO for the Healthy School Streets scheme can only be in place for a maximum of 18 months, and a review on whether to make the HSS permanent was committed to after 12 months from January

		2019. The one-way working assessment will take longer than that period to complete.
Safety	Some children from Gospel Oak School told us that they felt safer crossing the road outside the school as a result of the road being closed. A local ward councillor stated that the road was a lot quieter.	This is one of the aims of the scheme.
Parking and access	Some residents' visitors and tradespeople have received Penalty Charge Notices (PCNs) during the trial of the scheme.	Visitors are advised to either park outside of the restricted zone during the hours of operation, or visit outside of the restricted hours. The same applies to tradespeople, except in an emergency. In this case the PCN can be appealed and cancelled if the circumstance is found to be a legitimate emergency.
Behaviour change	At least six parents stated that they have stopped driving their children to school as a result of the scheme.	This is one of the aims of the scheme.