

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

**Scheme Reference: SC/TS/DT/MK Acland**

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

REPORT TITLE	RECOMMENDATION	WARD	APPROVED BY
<p><b>Healthy School Streets (HSS) programme</b></p> <p><b>Acland Burghley School</b></p> <p><b>Proposed Walking, Cycling and Road Safety improvements</b></p>	<p>That the Director of Regeneration and Planning approves, subject to compliance with relevant statutory requirements and detailed design, the following in two phases:</p> <p><b>Phase 1:</b></p> <ul style="list-style-type: none"> <li>▪ <u>Implement Proposals ①, ⑧ and ⑨</u> for footway widening and pedestrian crossing improvements on Ingestre Road and Burghley Road as consulted upon.</li> <li>▪ <u>Implement Proposal ②</u> but to extend parking bay on Ingestre Road by three spaces (not four as consulted upon) and to extend the parking bay on the northern side of Burghley Road (east of Ingestre Road) by one space.</li> <li>▪ <u>Implement proposal ③</u> but to relocate the car club bay on the northern side of Burghley Road and not at the location consulted upon.</li> <li>▪ <u>Implement proposal ⑤</u> but to retain the carriageway level at the width restriction and implement a dropped crossing at that location.</li> <li>▪ <u>Implement proposal ⑥</u> but to explore feasibility of relocating the cycle stands inside the school's premises (instead of relocating the cycle stands in public highway as consulted upon)</li> <li>▪ <u>Implement proposal ⑦</u> but only implement the buildout on the northern side of Burghley Road. No buildout to be implemented on the southern side (outside property no. 108).</li> </ul> <p><b>Phase 2</b></p> <ul style="list-style-type: none"> <li>▪ <u>Implement Proposal ④</u> to introduce a timed road closure for motor vehicles entering on section of Burghley Road outside the School entrance, to be</li> </ul>	<p>Kentish Town</p>	<p><i>David T. Joyce</i></p> <p><b>David Joyce        Director,        Regeneration &amp; Planning,        Supporting Communities        Directorate</b></p> <p><b>13<sup>th</sup> March 2018</b></p>

	enforced by ANPR cameras.		
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# HEALTHY SCHOOL STREETS – ACLAND BURGHLEY SCHOOL – PROPOSED WALKING, CYCLING AND ROAD SAFETY IMPROVEMENTS

## 1 Report Summary

- 1.1 This report provides details of the responses to the consultation undertaken on proposals to improve walking, cycling and road safety around Acland Burghley School, located on Burghley Road, NW5. The proposals include footway buildouts, informal pedestrian crossing improvements and a timed closure for motor vehicles entering the section of Burghley Road outside the school's entrance to coincide with the school opening and closing times. It provides officers' consideration of the responses to the consultation including a recommendation on a way forward. Plans showing the recommended proposals are provided in Section 6 of this report.

## 2 Background

- 2.1 Acland Burghley School (ABS) is a comprehensive secondary school with 962 pupils aged between 11 and 19. The school's travel plan notes safety concerns around the junction of Dartmouth Park Hill (DPH) and Burghley Road where vehicles park around the junction corners whilst at the same time school pupils congregate and spill out into the road due to the presence of fast food premises near the junction.
- 2.2 Burghley Road is used as a shortcut by motor traffic travelling between the A400 (Junction Road) and Highgate Road, potentially motivated by the banned right turn from Fortess Road to Brecknock Road. Self-enforced vehicle width restrictions of 6'-6" were historically placed on Burghley Road (eastern end) and Lady Somerset Road (by Fortess Road), to discourage large vehicles using these residential streets as through routes, with the road narrowing also acting as traffic calming features, reducing speeds of permitted traffic and making this route less attractive.
- 2.3 A "Healthy School Streets" (HSS) scheme programme was initiated by LB Camden in 2016 which looks into implementing measures (including timed road closures) to improve the safety and the street environment around schools in the Borough. Similar HSS schemes have been successfully implemented in other London Boroughs such as Hackney and Croydon. A similar road closure scheme outside St Joseph's Primary school on Macklin Street in Holborn has been trialled by Camden Council since July 2016 and positive feedback has been received so far about its operation, although this is operated by physically stopping vehicles accessing the road during the restricted period by raising a bollard.
- 2.4 A Memorandum of Understanding (MOU) was signed between LB Camden and ABS in June 2017 to remove traffic from outside the school gates at the start and end of the school day, creating a street environment which encourages children to walk, or cycle to school and to reduce traffic collision risk on the roads surrounding the school. The MOU is appended to this report in Appendix C.
- 2.5 In the MOU, actions were agreed both by the school and by LB Camden. LB Camden's actions are listed below.
  - To develop plans for Healthy School Streets intervention resulting in time-limited closure of school streets at start and end of the school day under Section 6 of the Road Traffic Regulation Act 1984.
  - To fund the street changes to allow this to be implemented including signage, bollards and any other interventions needed to support the scheme.
  - To provide other offers to support sustainable travel to school including free bikeability cycle training.

Actions were agreed for the school too, which included assisting LB Camden with data collection for evaluation of the scheme and reporting any major issues to LB Camden that may affect the running of the scheme, if approved.

- 2.6 Consistent with the above actions for LB Camden, officers started developing scheme proposals under the HSS programme. A number of options were considered in October 2017 and following discussions between officers, the most feasible option was recommended and agreed. This was timed road closure enforced via ANPR (Automatic Number Plate Recognition) cameras with 2-way operation retained on Burghley Road, supported by road narrowing and improved crossing points. Consequently the proposals were progressed to a public consultation to seek the views of those affected.
- 2.7 Camden officers are also separately looking at another independent scheme to address concerns regarding through traffic using residential streets between Dartmouth Park Hill and Highgate Road. This is currently at feasibility stage and any proposals arising out of this study will be subject to a separate consultation.
- 2.8 In autumn 2016, LB Camden (in collaboration with LB Islington) started working on a scheme to look into improvements for walking and cycling at the signalised 5-arm junction at Tufnell Park (outside the underground station). Both the Tufnell Park and this HSS scheme overlap at the junction of Dartmouth Park Hill and Burghley Road. Although the signal changes were modelled prior to the HSS scheme being considered, if the HSS scheme is approved then any impacts (positive or negative) of traffic reassignment resulting from the proposed timed closure on Burghley Road will be taken into account as part of the signal scheme.

### **3. Proposals**

- 3.1. Officers considered the above background information and undertook site visits during each school run period (morning and afternoon) to observe motor vehicle movements, as well as how and where pedestrians (mainly Acland Burghley pupils) are crossing and what the typical driver behaviours were, especially during high pedestrian flow.
- 3.2. During the site visits it was observed that pupils enter through the main gate on Burghley Road (opposite property no. 104); a majority of these who walk to school arrive from Dartmouth Park Hill and Tufnell Park junction. In the afternoon, students typically leave the school through a different gate on Ingestre Road, from where most of them make their way through Burghley Road to DPH and Tufnell Park junction. It is noted that there is an existing pedestrian bridge connecting Ingestre Road with Churchill Road. Gates on Churchill Road are not accessible by students, however, the school's staff car park access as well as the sports centre gate are both located on Churchill Road.
- 3.3. Traffic surveys commissioned by officers indicate that there are around 210 pedestrians per hour crossing Burghley Road at the junction with DPH during the school morning peak; similar numbers of pedestrians were observed in the school afternoon peak. Site observations suggest that a significant proportion of this pedestrian flow can be attributed to students of Acland Burghley School.
- 3.4. A width restriction is currently in place on Burghley Road which is self-enforced by a road narrowing. Whilst this helps in reducing speeds of vehicles and stops the very large vehicles accessing this part of Burghley Road, it does not stop smaller vehicles going through. In addition, congestion and poor driver behaviour have been observed outside the school. This can be partly attributed to:
  - On-street parking and loading activity in the section of Burghley Road between the width restriction and Dartmouth Park Hill.

- School traffic including students and school staff being dropped off as well as school deliveries. A typical driver behaviour that was observed was vehicles entering Burghley Road from DPH, dropping off passengers by the school gate and then U-turning back; pedestrians (mainly students walking in groups) were observed crossing the road on some occasions at the same time that the vehicles were undertaking the U-turn manoeuvre. Near-misses were observed.

3.5. To address the above issues, officers considered three options that could potentially address the concerns, including converting Burghley Road to one-way.

3.6. The options that were considered are described in the table below.

Option	Description
1	Burghley Road converted to One-Way (eastbound or westbound) and enforce timed road closure with physical measure (i.e. retractable bollards such at the entrance to Macklin Street leading to St Joseph's Primary school)
2	Burghley Road retained as two-way with footway buildouts and pedestrian crossing improvements
3	Pedestrian/Cyclist 'healthy street' zone (timed closure to motor vehicles) <ul style="list-style-type: none"> <li>– Option 3a: enforce timed road closure with a physical measure (i.e. retractable bollards)</li> <li>– Option 3b: enforce timed road closure with ANPR camera (no physical measures)</li> </ul>

3.7. The feasibility study included consideration of options including their advantages and disadvantages. The study concluded that the most appropriate measure would be to implement a combination of options 2 and 3b from table 3.6 above: retain the existing two-way operation as well as the existing width restriction on Burghley Road, widen footways on Burghley Road and Ingestre Road, improve pedestrian crossing points where necessary and, finally, to prohibit motor vehicles from entering the section of Burghley Road between Dartmouth Park Hill and Oakford Road during school term time, Monday – Friday between 8:00-9:00am and 3:00-4:00pm, enforced via ANPR cameras. This was agreed between officers and was subsequently progressed to public consultation.

3.8. The solution of using an ANPR camera to enforce the timed road closure was selected as it presented more advantages when compared to the other alternative.

- Using physical measures such as bollard(s) to enforce the timed road closure is easier if the road is one way as vehicles could exit at one end whilst the physical restraint would only need to be implemented at the other end. This type of intervention also relies on someone physically raising or lowering the bollards. Outside St Joseph's School in Macklin Street in Camden, the road is closed by school staff who raise a bollard during the restricted period. Whilst this does work effectively in that location, it would be better to adopt a self-enforcing method that does not rely on individuals. One-way for Burghley Road was not considered appropriate as outside of peak periods the road is relatively quiet and permitting local residents' access from both ends was considered appropriate. Also converting the road to one-way would necessitate the removal of the existing width restriction, which would not be appropriate either, as explained in 2.2.

- The alternative of using mobile enforcement cameras was considered too, however, officers in Parking Operations advised that this method of enforcement has stopped being used by the Council since summer 2017 as it was not producing a cost efficient service.

3.9. Details of the final proposals are detailed within the plans provided at the end of Section 3 (including updates to the design proposals following the consultation exercise). A copy of the consultation leaflet is provided. In Appendix A.

3.10. The timed *Pedestrian and Cycle Zone* that prohibits motor vehicles from entering the section of Burghley Road between Dartmouth Park Hill and Oakford Road during school term time, Monday to Friday between 8:00-9:00am and 3:00-4:00pm will ensure that the area is free of motor vehicles when students arrive and leave at the beginning and end of the school day. Vehicles already parked in this section will be allowed to exit during restricted hours, however they will not be able to re-enter during the same period. Pedal cycles are exempt and will be able to enter and exit the section at any time. An example of the sign to be used at the entry points of this restriction is shown on the right. The sign will be covered outside school term time. Additional signage will also be located at key points in advance of the closure, where drivers have the opportunity to change to an alternative route without the need to U-turn.



3.11. The restriction will be enforced through the provision of signs and by ANPR cameras located at each end of the restricted area. ANPR cameras are automatic cameras that would record continuously and create an evidence package (a video clip) of the vehicle or vehicles enter(s) the prohibited section during the times of restriction. The cameras would only record and issue penalty charge notices during school term time and only during the period of restriction. Indicative locations for the ANPR cameras are shown on Plan C below, which include all the proposals consulted upon. The exact locations will be subject to detailed design and to a survey to be conducted from the chosen camera supplier. Prior to any cameras being installed, a Privacy impact Assessment will be carried out together with any other required approvals.

3.12. Officers consider that by reducing traffic movement in the area surrounding the school, the measures will improve safety for those already walking and cycling to school, while also encouraging more pupils to walk and cycle to/from Acland Burghley School. It is also anticipated that it will further restrict non-local traffic from using Burghley Road as a shortcut to/from Highgate Road.

3.13. The proposed scheme helps deliver some of the agreed objectives which comply with Camden's Transport Strategy, for which an Equality Impact Assessment (EqIA) was undertaken. 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.

## 4. Consultation

- 4.1. A level 3 consultation exercise was carried out between 10 January 2018 and 7 February 2018. Consultation leaflets were posted to 1174 residents located within the area below, including 41 Islington residents on Dartmouth Hill Park. Leaflets were also sent to 25 statutory organisations (including Emergency Services and Islington Council's Public Realm team) and 8 local groups registered on CINDEX website and the car club company, Zipcar. 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 consultation period. The consultation leaflet and questionnaire as well as a link to the website are included in Appendices A and B.



- 4.2. At the end of the public consultation exercise, a total of 69 valid responses were received (via post, email and online). In terms of the public consultation respondents:
- 45 (approx. 65%) were Camden residents located within the consultation area.
  - Six respondents (approx. 9%) Camden residents living outside the consultation area
  - One was Islington resident living within the consultation area.
  - Eight responses (12%) were received from school parents / guardians / carers; this includes one response submitted by Acland Burghley School's Director of Operation on behalf of the School's Management.
  - One response was received from an Islington Councillor, Ward Member of neighbouring Junction Ward.
  - Two responses were received from Statutory Organisations: one from Islington Council's Public realm and highway team and one from Camden Cycling Campaign (CCC).
  - Seven respondents were classified as 'other': 4 were Islington residents living outside the consultation area and, 2 two responses were received by non-Camden and non-Islington residents. One response was also received from an Islington Councillor, Ward Member of neighbouring Junction Ward.

- The Council received no responses to the consultation from Businesses.

4.3. In the following paragraphs the responses are summarised based on four main respondent types:

- **Residents (inside the consultation area):** residents (Camden and Islington) living inside the consultation area set out in 4.1
- **Residents (outside the consultation area):** Camden residents living outside the consultation area set out in 4.1
- **School:** Parent / carer / guardian / staff
- **Statutory Groups:** CCC and Islington Council’s Public Realm / Highway team officers
- **Other:** Islington residents outside the consultation area, and those who live outside Camden. It also includes the response from one Ward Councillor from neighbouring Islington Junction Ward.

4.4. The consultation questionnaire included three main closed-type questions which the respondents were asked to respond to by ticking either “Yes” if they agreed with the proposal in question, “No” if they opposed the proposal or finally “No Opinion” if they wished not to provide a view on the proposal. If the respondent selected “No” as an answer to each one then they were asked to provide a reason.

### Proposals on Ingestre Road

4.5. The responses to Question 1 are summarised below:

<i>Q1: Do you agree with the changes proposed on Ingestre Road? These are described in the leaflet and shown on the separate drawing provided (proposals numbered ① and ②)</i>			
	<b>Response</b>		
<b>Respondents’ type</b>	<b>Yes</b>	<b>No</b>	<b>No opinion</b>
Residents – inside the consultation area	40	5	1
Residents – outside the consultation area	5	-	1
School	8	-	-
Local groups	1	-	1
Other	7	-	-
<b>Total</b>	<b>61 (88.4%)</b>	<b>5 (7.2%)</b>	<b>3 (4.4%)</b>

4.6. The respondents who objected to the proposed changes on Ingestre Road in Question 1 were asked in Question 2 to make specific comments outlining the reasons for their view. Two residents commented that the works on Ingestre Road are unnecessary as the existing layout is adequate. Others commented that the existing staggered parking arrangement naturally slows traffic down and by relocating the bay to the other side, this element would be lost which could result in traffic speeding up. A resident raised concerns about that the width of the proposed carriageway due to the footway widening would become too narrow. Finally concerns were also raised about visibility in the proposed design.

**Officer comments:** officers have proposed widening the footway after visiting the site during afternoon school run period where pupils travelling on foot were observed to spill out to the carriageway due to the large number of pedestrians using the footway which is narrow, which causes a safety concern. The existing staggered parking bays do help traffic to slow down, however on this occasion the footway widening necessitates relocating the bay to the opposite side, otherwise there wouldn’t be any clear carriageway width left. The wider



footway with the narrowed carriageway will help keep traffic speeds low as the width of the proposed carriageway at the narrowest point only allows one vehicle to pass through. As traffic levels on Ingestre Road are not high, the need for two cars to pass the narrowest point at the same time is not frequent; however should this occur, there is space in both directions for drivers to informally give way to those approaching from the opposite direction. However to ensure ease of movement, the last bay proposed at the narrowest point on the carriageway at Ingestre Road is now recommended to be moved to Burghley Road.

**Proposals on Burghley Road and Oakford Road**

4.7. The responses to Question are summarised below.

<i>Q3: Do you agree with the changes proposed on Burghley Road and Oakford Road? These are described in the leaflet and shown on the separate drawing provided (proposals numbered ③ through to ⑥)</i>			
	<b>Response</b>		
<b>Respondents' type</b>	<b>Yes</b>	<b>No</b>	<b>No opinion</b>
Residents – inside the consultation area	23 (50%)	23 (50%)	-
Residents – outside the consultation area	5	1	-
School	7	1	-
Local groups	1	1	-
Other	7	-	-
<b>Total</b>	<b>43 (62%)</b>	<b>26(38%)</b>	-

From the table above it can be seen that, while there is overall support for the proposals on Burghley Road and Oakford Road, the residents directly affected by the proposals are split in their view.

4.8. Those who do not support the Burghley Road / Oakford Road proposals were asked to provide a reason why.

<i>Q4: If your answer to Question 3 was “No”, what was the main reason for your response?</i>			
	<b>Response</b>		
<b>Respondents' type</b>	<i>Disagree with the timed road closure but support the remaining measures proposed for Burghley Road</i>	<i>Disagree with all the changes proposed for Burghley Road</i>	<i>Other</i>
Residents – inside the consultation area	9	10	4
Residents – outside the consultation area	1	-	-
School	-	-	1
Local groups	1	-	-
Other	-	-	-
<b>Total</b>	<b>11 (42.3%)</b>	<b>10 (38.5%)</b>	<b>5 (19.2%)</b>

The reasons for their objection to proposal 3 seems to be tied between just objecting to the timed closure and objecting to all the changes proposed. This is reflected in the comments and suggestions received, which are summarised below.

### **Suggestions and Comments from statutory groups:**

4.9. **Islington Council's Highway team** commented that they maintain full width of Dartmouth Park Hill under boundary agreement and asked what new signage or street furniture is being provided. Islington Council's Traffic team raised concerns about the displacement of traffic during the restricted hours, the possible impact of Tufnell Park five ways junction and about displaced parking on Dartmouth Park Hill as a result of the timed closure on Burghley Road. They also enquired if an assessment has been undertaken about where the displaced traffic would be reassigned to and have requested that traffic surveys be undertaken on Burghley Road and adjacent roads before and after the scheme is implemented.

**Officer comments:** Although a full in depth assessment of the impact of the proposals on displaced traffic was not undertaken due to the small extent of the scheme, preliminary analysis based on the geography of the area would suggest that any displaced traffic would be more likely to reassign to roads managed by LB Camden. It is important to note that the restrictions only apply during school peak periods which does coincide with general peak in traffic in the morning but not the afternoon. As similar comments have been made by Camden residents with regards to displaced traffic onto other residential streets, officers are now recommending that the timed restriction be implemented under an Experimental Traffic Order (ETO). This will allow the whole ETO period to effectively be a consultation period during which feedback from those affected would be encouraged. In addition to feedback, traffic counts before and after implementation of the scheme, if approved would be undertaken to allow a comparison to be made and seek to understand any negative impacts from the scheme. Any changes in traffic around Tufnell Park junction will be taken into account for proposals for that junction. Following the period of six months post implementation a further report would be taken to the Director of Regeneration and Planning on whether to make the timed restrictions permanent or remove it.

4.10. **Camden Cycling Campaign (CCC)** were satisfied with the proposals; they were particularly happy for the use of ANPR as it sets a good precedent for similar schemes in the future. Their suggestions were:

- More bicycle parking should be provided both on-site and off-site.
- Consideration should be given to the fact that the 6th form LaSWAP<sup>1</sup> students move between schools for different lessons during the school day and Churchill Road – York Rise is a possible route to La Sainte Union, William Ellis and Parliament Hill Schools.
- The rear entrance (on Churchill Road) could be used more, especially for students who cycle to school, as it would link to the north and east better than having to use the heavily trafficked bottom part of Dartmouth Park Hill.

**Officer comments:** cycle parking in the public area has been objected by the residents on the grounds that the existing ones are not used and instead they attract anti-social behaviour in the evening or early morning. On this basis the existing cycle stands by the width restriction will be possibly relocated within the school grounds (subject to detailed design). Regarding Churchill Road and York Rise and the need for LaSWAP school students to move between the schools during the date, officers are

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<sup>1</sup> LaSWAP: a Sixth Form Centre comprising four small sixth form schools that work together- La Sainte Union School, William Ellis School, Acland Burghley School, Parliament Hill School.

working on a separate scheme to address issues with through traffic on a number of residential streets in the area and the comments provided by CCC will be considered as part of that scheme. Regarding the request for the school's rear entrance to be used by students, the decision on which gates are used lies with the school.

### Suggestions and Comments from residents

- 4.11. The following suggestions were received from residents and were grouped to each specific proposal. At the end a summary of the more general comments is provided with officer comments.
- 4.12. **Proposal 3:** two residents commented that the car club bay should not be relocated to the southern end of Oakford Road because there are high parking pressures in that particular location, which according to them is already impacted by parking overflow on Lady Somerset Road and Fortess Road.  
**Officer's comments:** in response to residents' comments, officers are now recommending that the car club bay be relocated to the northern side of Burghley Road opposite Oakford Road junction (on the existing residents permit parking bay immediately to the west of the proposed timed closure) and not on Oakford Road as indicated on updated plan C in section 6 of this report. This will still involve relocating it away from the restricted area, still making it accessible.
- 4.13. **Proposal 4: A number of residents provided comments on** proposal, the introduction of timed road closure on Burghley Road between Oakford Road and Dartmouth Park Hill. The comments and suggestions including officers' responses to these comments are summarised in table below.

Residents' Comments/suggestions in response to Proposal 4 (Burghley Road timed closure)	Officer comments
<p>1 Eight residents from the consultation area (including those directly affected on Oakford Road and Lady Somerset Road) commented that the proposal will cause displacement of traffic to Oakford Road and Lady Somerset Road as the only alternatives when the timed closure is in place. This will cause problems as Oakford Road is narrow and is only wide enough to accommodate one car at a time in each direction. Residents were also concerned about the safety of children using this road as meeting point if traffic was to increase.</p>	<p>Officers are now recommending the timed restriction to be implemented under an ETO in order to allow feedback from those affected and traffic surveys being undertaken before and after the timed restriction is in place. In addition site visits will be undertaken by officers to assess junctions where pedestrians, especially children, are crossing, although the feasibility study did not identify any concerns relating to this. This will allow for a better understanding on the actual impact before a decision is taken on whether to make it permanent.</p>
<p>2 Four residents from the consultation area commented that the displacement of traffic to Lady Somerset Road, could potentially affect the safety of the route to Eleanor Palmer primary school and that primary school pupils are more vulnerable than secondary school pupils. One resident from Oakford Road further suggested that any restriction times applied in Plan C should</p>	<p>Please see response to comment 1 above.</p>

<b>Residents' Comments/suggestions in response to Proposal 4 (Burghley Road timed closure)</b>	<b>Officer comments</b>
2 also be applied at the width restriction at the junction of Lady Somerset Road and Fortess Road, thus deterring all non-local shortcut traffic.	Please see response to comment 1 above.
3 Three residents also commented that the proposals do not provide adequate ahead warning of the timed road closure and that unfamiliar drivers on Dartmouth Park Hill could try to turn into Burghley Road only to realise that it is prohibited and try to re-join Dartmouth Park Hill, possibly causing blocking back and delays to Tufnell Park junction that is already very busy.	Warning signs of the restrictions will be placed in advance of the Burghley Road junction to ensure drivers are given adequate notice to make safe adjustments to their direction of travel. Clear signs (an example of which is provided in 3.10) will also be placed at the Burghley Road / DPH corner. The signs may be placed at an angle for drivers on DPH to more easily see them.
4 Concerns were also received by one resident about accessing Brecknock Road from the West. As the northbound right turn from Fortess Road into Brecknock Road is banned in the existing layout, drivers have to use Burghley Road to access Dartmouth Park Hill in order to proceed on Brecknock Road; therefore by introducing the timed road closure on Burghley Road, it becomes difficult to access Brecknock Road.	Car users will be able to access Brecknock Road from the West avoiding the Tufnell Park junction, should this scheme be implemented, albeit using less direct routes via Highgate Road, Kentish Town Road and Leighton Road, or via Fortess Road, Junction Road, Wyndham Crescent and DPH.
5 Two residents living on Burghley Road, within the section affected by the proposed motor vehicle timed closure have objected strongly to this proposal, commenting that it would violate their rights to use their car at any given time.	The timed closure restriction only restricts motor vehicles from entering the affected section of Burghley Road, only for one hour in the morning and one hour in the afternoon. Cars already parked in the affected section before the start of the restriction, can exit without being in contravention. Officers do not consider this to have a major impact on those residents. The timed closure is necessary to reduce the levels of traffic, improve road safety, and improve air quality by converting the road outside the school to a 'healthy street'. However on this occasion and given the objections received by residents living in the affected section, during detailed design for Phase 2, the Council will explore the option of exempting residents living on properties on Burghley Road between Oakford Road and DPH from the timed closure.
6 Two residents living inside the consultation area and another Camden resident living	The option of converting Burghley Road to a one-way street was considered as

**Residents' Comments/suggestions  
in response to Proposal 4  
(Burghley Road timed closure)**

**Officer comments**

outside the consultation area suggested the Council looks at the introduction of a one-way system on Burghley and Oakford Roads

part of the optioneering / feasibility stage (paragraph 3.7 of this report) and was not progressed as it would necessitate removing the existing 6'-6" width restriction that is located outside property no. 104-106. As discussed in 2.2, the width restriction has been implemented in the past to discourage large vehicles using the residential street of Burghley Road, Oakford Road and Lady Somerset Road as through routes, with the road narrowing also acting as traffic calming features, reducing speeds of permitted traffic and making this route less attractive.

7 Two residents from Burghley Road raised concerns about emergency services response times if proposal 4 goes ahead, which will be enforced in addition to the existing width restriction, which is already slowing down emergency vehicles.

Emergency vehicles would be exempted from the timed closure restriction. Emergency Services were consulted on the proposals and have not provided any comments nor have any requests been made to remove the width restriction due to impacting their response times.

8 Two residents from the consultation area have commented on the duration of the timed closure, one of them commenting that shorter period should be considered and the other one supporting even a longer period of timed road closure. Two respondents that are Islington residents but outside the consultation area commented to support extending the timed closure to more than an hour per peak period.

It is clear from the consultation responses that there are differing views in relation to what the timings of the restriction should be. The recommendation now is to implement this under ETO in order to be able to assess the appropriateness and impact of the restricted hours. The timings proposed reflect those periods when larger numbers of students would be present in Burghley Road and Ingestre Road on their way to and from school. Subject to the feedback received during the trial and the assessment of any traffic reassignment resulting from the proposal, adjustments to the timings can be made.

9 Residents commented that more focus should be given to educating pupils that are old enough to be able to cross the road safely and at designated points.

Although students are responsible for their own safety, the Council has a duty of care to ensure their safety too. The large volumes of students using this street does provide sufficient justification for ensuring their safety through a reduction in vehicle movement during the busy times. This still relies on them taking care when crossing as vehicles already in the

**Residents' Comments/suggestions  
in response to Proposal 4  
(Burghley Road timed closure)**

**Officer comments**

restricted area may be exiting at that time.

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- 10 Finally two residents commented on the timescales that the Council is trying to achieve and suggested that more time should be allowed to consider the plans and reaction from residents. Also it was suggested to introduce all the other measures but proposal 4 first, to see if they provide a solution to the problem, before imposing the timed road closure.
- The recommendation from officers is to implement the physical measures now and implement the timed closure at a later date under an ETO; the latter to be implemented once due processes for PIA and EqIA have been completed. Implementing under a phased approach with the crossing facilities and footway widening proposals constructed first will help bring in safety benefits earlier and allow the impact of these to be assessed prior to any time restrictions being implemented. Again as noted before timed road closure will be implemented under an experimental traffic order (ETO); this will allow for feedback to be received during the ETO period and officers to undertake 'before' and 'after' traffic counts and site visits to see how it is operating. A decision whether the ETO should be made permanent will be taken at a later point.
- 

- 4.14. **Additional officer comment:** Plan C of the consultation leaflet included a proposal to provide buildouts to the northern and southern footways at the corner of Burghley Road and Oakford Road (east of Oakford Road). This was not numbered as a proposal per se, however it was included in the design to provide a 'gateway feature' which would make the section of Burghley Road where the timed closure is proposed to be enforced (proposal ④) more conspicuous, by accommodating the signage for the timed road closure (the signage was described in 3.10). However, as explained in 4.9 and 4.13, officers now recommend the timed closure to be implemented under an ETO. Officers recommend not to implement the buildouts, but to instead provide the signs on the existing footway. The decision of implementing these buildouts will be made in the future, following a decision on whether to make the Experimental Traffic Order permanent. It is noted that no residents commented on this design feature.
- 4.15. **Proposal 5:** four residents have suggested to have a formal (zebra) crossing at the width restriction, instead of the proposed informal crossing at that location. In addition, four residents (including one living adjacent to the width restriction on Burghley Road) have requested that the existing width restriction is either removed or widened. According to residents, this will result in less cars being damaged and to improve response times for emergency services. A minivan belonging to a charity for disabled access passengers was reportedly stranded at the width restriction for 5 hours on a Sunday afternoon on the 3<sup>rd</sup> of February 2018.
- Officer comments:** with the width restriction in place, there is no scope to install a formal zebra crossing at that location as drivers have to give-way to each other due to the narrow width and are moving slowly through the width restriction anyway, allowing

gaps when pedestrians can safely cross. Officers do not consider the zebra crossing necessary especially if the timed restriction is implemented. Regarding the suggestions to remove the width restriction officers note that this is an existing feature that has been on the street historically. The width restrictions on Burghley Road and at the eastern end of Lady Somerset Road (by Fortess Road) were placed by the Council in the past to discourage large vehicles using residential streets as shortcuts to access strategic routes such as Highgate Road, Junction Road, Brecknock Road and Tufnell Park Road. Emergency Services were consulted on the proposals and have not provided any comments nor have any requests been made to remove the width restriction due to impacting their response times. The existing width restriction is considered to be working well in terms of discouraging large vehicle drivers from using the residential streets between Fortess Road and Highgate Road. Vehicles that are wider than the imposed restrictions can use alternative routes (such as Fortess Road-Fortess Walk-Highgate Road).

- 4.16. **Proposals 6&7:** A resident living adjacent to the school's entrance has raised concerns about the cycle stands that are not used to park bicycles but do attract noise and anti-social behaviour. On the other hand, CCC and a Camden resident (albeit outside the consultation area) have suggested that more cycle parking (inside and outside the school) be provided.

**Officer comments:** this comment has been taken into consideration especially as the cycle stands were not being utilised during the two site visits undertaken in November 2017. On this basis the possibility of relocating the cycle stands inside the school premises will be explored during detailed design. Also, regarding proposal 7, the buildout on the southern side of Burghley Road (outside no. 106-108 Burghley Road) that was originally proposed in the consultation leaflet, is now not recommended to be implemented. The reason for this is twofold, firstly residents residing at this location have complained about anti-social behaviour. Secondly, this space can at times be helpful to be used as passing space as it is close to the road narrowing where the informal give way is in place. The buildout on the northern side by the school gate, under proposal 7 will be progressed (albeit without the cycle stands on it). Large vehicle manoeuvring into and out of the school gate has been taken into account in the designs, i.e. adequate carriageway clearance will be provided so that large vehicles won't typically need to mount the kerb.

- 4.17. **Proposal 8:** one resident commented on the retention of electric charging bay, requesting that this be removed to provide more residents' parking bays due to new developments in the area.

**Officer comments:** in line with the Council's Transport Strategy objective 1 to reduce motor traffic and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough', the electric bay is retained at its original location. New developments in Camden are car free hence there should not be any demand for parking from residents living in those developments as they would not be able to obtain a resident's permit to park. However residents of car free developments could park on street outside of the parking controlled hours set for CPZ CA-M.

- 4.18. **Proposal 9:** residents support this proposal but have requested that the proposed carriageway is not too narrow to only allow one car at a time, as this would have potential blocking back impact on Tufnell Park junction, given the proximity of the two junctions. Residents have also raised that the existing footway on Dartmouth Park Hill (DPH), between Burghley Road and Fortess Road, outside the shops, is narrow and needs to be improved.

**Officer comments:** The carriageway width at the corner of Burghley Road and DPH has been designed following analysis of the vehicles' Swept Paths. In the Swept Paths Analysis, it was ensured that there will be adequate carriageway clearance provided at the junction of Burghley Road/DPH for two large passenger cars to turn in and out of Burghley Road at the same time. Due to the width restriction, the use of larger vehicles will be very infrequent and would generally only be deliveries for the school or those parking on Burghley Road to deliver to the shops along DPH. The swept paths of a refuse vehicle have been tested too, however it is noted that the refuse vehicle would need the whole carriageway width (both directions) at the corner to undertake the turning manoeuvres into Burghley Road; a car moving eastbound on Burghley Road would have to wait upstream of the junction (before the raised table) for the refuse vehicle to negotiate the turn. With the proposed waiting and loading restrictions at the corner of Burghley Road and DPH, visibility will be adequate and the car driver would see the refuse vehicle in time to give way as appropriate. Given that this is common practice on similar side streets in the area (e.g. raised side entry treatments on Holloway Road), this approach is considered to be adequate. Regarding the comments about the footway on DPH being narrow, officers refer to paragraph 2.8 and 4.20 (officer comments 5-6).

**Other general residents' comments**

4.19. General comments and suggestions, not addressed specifically to any of the numbered proposals were received by residents. These included:

- Two residents living in the consultation area commented that it would be unnecessary to spend money for cameras and that it would be best to use resources for other services, as there are more pressing issues that need addressing and where the money would be much better spent.
- Officer comments:** the Local Implementation Plan (LIP) Funding that Camden receives each year from Transport for London is targeted at specifically improving the roads and transport system in Camden in alignment with Camden's Transport Strategy and the Mayor's Transport Strategy, and cannot be used for other services. In the 2017-2018 programme the Council has ring-fenced an allocation from the LIP funding to deliver HSS to help meet our Transport Strategy objectives, of which this is one.
- All single yellow lines around the junction of Oakford Road should be changed to double yellow lines as there is a casual parking issue on the corner of Burghley Road and Oakford Road.

**Officer comments:** this comment will be considered during detailed design.

**Suggestions and Comments from Acland Burghley School & School Parents**

4.20. Acland Burghley School's Director of Operations commented the following on behalf of the School:

School's Comment	Officer comments
1 The school is supportive of all proposed measures related to widening the footways and adding the informal crossing points. The school supports the proposals that relocate the car club bay and prevent loading and unloading on Burghley Road.	Following consideration of comments received from residents in objection, the car club bay is now recommended to remain on Burghley Road and not as consulted upon on Oakford Road, but still outside of the restricted section. Kerb blip restrictions will be added to the double yellow lines proposed at the corner of Burghley Road/Dartmouth Park Hill to ensure no



School's Comment	Officer comments
	loading activity takes place at the (reduced width) corners.
2 The school is supportive of removing the cycle stands from the existing location to facilitate the crossing of students by the width restriction but raised concerns about the proposed locations for the cycle stands and asked if it would be possible for the cycle stands to be relocated to inside the school grounds rather than outside.	This comment is consistent with a resident's suggestion to remove the cycle stands from the street (para 4.16) and therefore the possibility of relocating the cycle stands inside the school premises will be explored during detailed design.
3 In the past vehicles have mounted the pavement and drove around the width restriction and are therefore concerned that this behaviour might continue especially if the cycle stands are removed from that location, even though they do support relocating the cycle stands from that location.	These issues are known to the Council and –subject to detailed design – we will consider options to discourage this behaviour.
4 The school has made comments about the maintenance, pruning and pollarding of trees on Burghley Road.	The comments have been passed on to Camden's tree maintenance officers for them to consider and take action as necessary.
5 The safety of Dartmouth Park Hill and of the busy junction at Tufnell Park has to be improved as they are the biggest risk to the students.	As mentioned in 2.8, a separate scheme is being developed alongside this one to look into improving the pedestrian facilities at Tufnell Park junction. Widening the footway at the south-western corner of Burghley Road and Dartmouth Park Hill (outside 'Myshop' and the chicken shop) is being considered to accommodate the large groups of students who use this daily on their journey to and from school. The raised table and footway widening proposed in this HSS scheme will complement the works at the junction should they be implemented at a later date.
6 The school supports the footway widening at Ingestre Road but highlights that the biggest problem is the narrow footway on DPH at the corner with Burghley road, outside 'MyShop' and the chicken shop.	Please see comments provided above.
7 The school is neutral about the road closure, as they are not clear if this will add to the safety of their students without shifting the issue of traffic elsewhere, possibly causing problems to nearby primary school and negatively impacting their residential neighbours. Instead they would prefer to raise the Dartmouth Park	The Council's proposals for timed road closure are consistent with the actions agreed and signed in the MOU (appended to this report) in summer 2017. The concerns are however noted and are taken into consideration (like all other comments received) in the officers' recommendations below. In response to the suggestion for a

School's Comment	Officer comments
<p>Hill/Burghley Road junction instead. This, in combination with loading restriction will help the school staff more proactively supervise this part of the road at the start and end of school day.</p>	<p>raised junction: the junction of Dartmouth Park Hill and Burghley Road is raised in the existing layout (albeit kerb heights are relatively low at that location which might make the existing raised junction less conspicuous). On this basis the proposals that the Council has consulted upon is to simply extend the existing raised table to the west within Burghley Road, in order to improve the informal crossing provision for pedestrians and to discourage parking and loading at the corners. Officers do consider it important to implement the timed closure as it will allow the busiest sections used by students especially on foot to be relatively car free, during the time periods that the number of pedestrians (pupils) is peaking and therefore the safety risk is increased too. This will improve safety of students and meet the objectives of the Healthy Street's programme. 'Before' and 'after' monitoring will be undertaken to ensure that any negative impact is not transferred to adjacent streets and outside nearby schools. Due to comments also received by residents and LB Islington, the timed road closure will be implemented under an experimental traffic order (ETO); this will allow for feedback to be received during the ETO period and officers to undertake 'before' and 'after' traffic counts and site visits to see how it is operating. A decision whether the ETO should be permanent will be taken at a later point.</p>
<p>8 If the proposed road closure is to go ahead, the proposed timings do not accord with the vehicular access restrictions that the school already has in place for deliveries/visitors to the school, which are from 8.15am to 8.45am and from 3pm to 3.30pm when the entrance to the school is at its busiest with students (there are also vehicular access restrictions to the site during the school day around break and lunch times). The 8am-9am and 3pm-4pm restrictions would mean that some of our current deliveries/visitors would be affected and we would need to make adjustments to accommodate this.</p>	<p>The duration and times of timed closure has been carefully thought out to take into account when students are still outside the school in the vicinity of the restrictions either on their way to school or at the end of the school day. To ensure safety of pupils it is important for the restricted area to be traffic free and officers are looking for the school to make small adjustments in its delivery practices to ensure the scheme is a success. However feedback from the school following implementation will be welcomed and this together with site visits will allow officers to assess if adjustments in the timings need to be made.</p>

4.21. **School parents** generally welcomed the scheme and the timed road closure and some of them have requested for the timed road closure periods to be extended or

parking on Ingestre Road to be removed instead of relocated on the other side. Comments were also received regarding problems at nearby roads and Tufnell Park junction. Officer refers to paragraph comments in 2.7, 2.8 and officer comments 5-6 in 4.20.

## 5. Financial Implications

- 5.1. The estimated cost of the scheme is £138,000, funding for which has been secured from TfL under Local Implementation Plan, cost code CDCD7433 (Healthy Streets) for 17/18 financial year. Should the scheme be approved for implementation and the works overlap to 18/19 then further funding will be made available from the same budget programme (HSS) to complete the scheme.

## 6. Officer Recommendation

- 6.1. Officers confirm that having considered all the comments received from consultees on the proposed road scheme including majority support for the proposals (noting that residents on proposal 3 are split in their view) , a recommendation is being made to the Director of Regeneration and Planning to grant approval for the implementation of the scheme in two phases, both subject to detailed design and following due statutory processes:

### **Phase 1 (please refer to notes provided on the plans in the following two pages):**

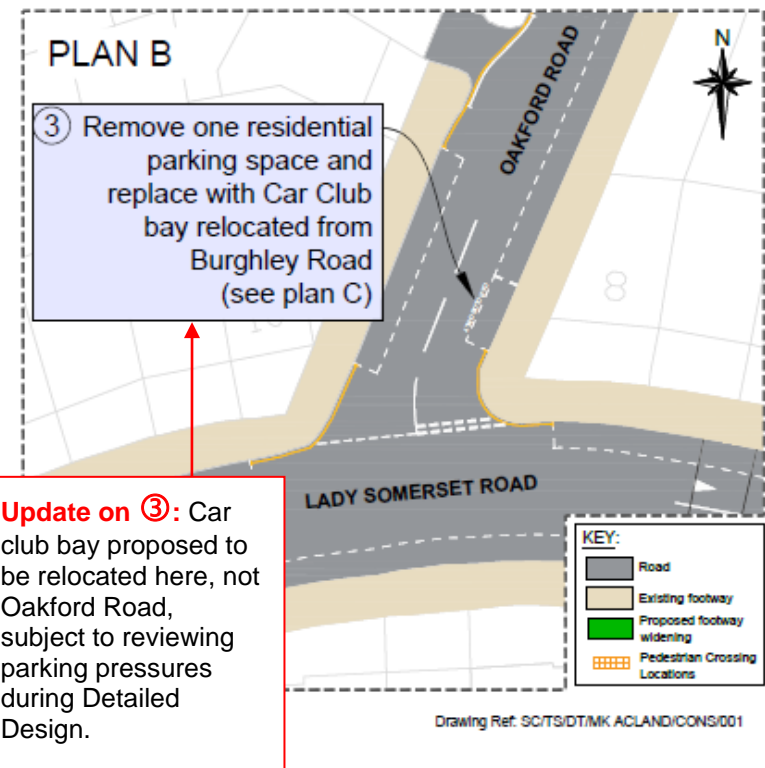
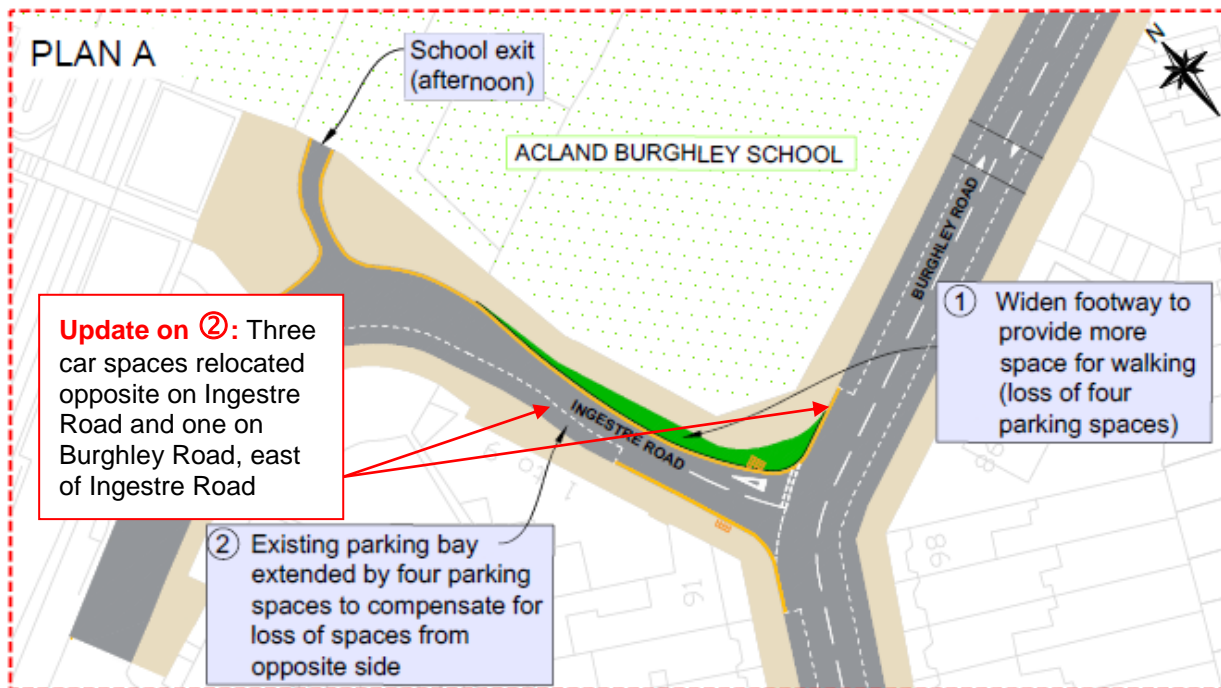
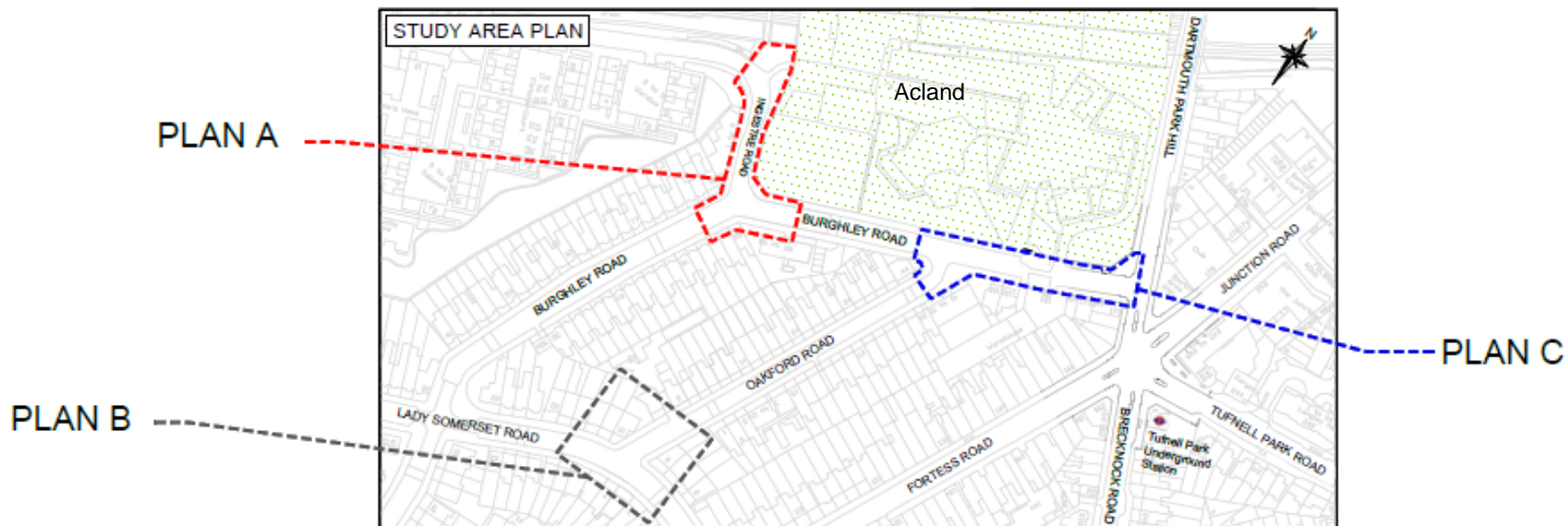
- To implement immediately the physical improvements to pedestrian provisions which were presented as numbered proposals ①, ⑧ and ⑨ as consulted upon.
- Not to implement proposal ② as consulted upon but to immediately extend parking bay on Ingestre Road by three spaces (not four as consulted upon) and to extend the parking bay on the northern side of Burghley Road (east of Ingestre Road) by one space.
- Not to implement proposal ③ as consulted upon but to immediately relocate the car club bay and replace a space in the residents' permit parking bay located at the northern side of Burghley Road, opposite Oakford Road.
- Not to implement proposal ⑤ as consulted upon but to retain the carriageway level at the width restriction and immediately implement a dropped crossing at that location.
- Not to implement proposal ⑥ as consulted upon but to explore feasibility of relocating the cycle stands inside the school's premises.
- Not to implement proposal ⑦ as consulted upon but to immediately implement the buildout on the northern side of Burghley Road. No buildout to be implemented on the southern side (outside property no. 108).

**Phase 2:** the implementation of the timed road closure, enforced via ANPR cameras and associated signage, as described in proposal number ④ to complement Phase 1, in time for the start of the new school term in September 2018, but after producing and agreeing the PIA and EqIA. The timed road closure in Phase 2 will be implemented under an experimental traffic order (ETO).

The phased implementation will ensure that there is time for road users to get used to the pedestrian improvements on Burghley Road and Ingestre Road before the timed road closure is implemented and enforced. It will also give time to the Council to start more detailed discussions about the scheme with the school and finally, it will allow time for the camera procurement process, testing and agreements for the smooth operation to be in place. Also the Experimental Traffic Order (ETO) will allow for feedback to be received

during the ETO period and officers to undertake 'before' and 'after' traffic counts and site visits to see how it is operating. A decision on whether the ETO should be made permanent will be taken at a later point.

# HEALTHY SCHOOL STREETS PROGRAMME - ACLAND BURGHLEY SCHOOL PROPOSED WALKING, CYCLING AND ROAD SAFETY IMPROVEMENTS



PLAN C

**Update on ③:** Car club bay proposed to be relocated here, not Oakford Road, subject to reviewing parking pressures during Detailed Design.

**Update on ⑥:** Cycle stands will be removed from existing location but will possibly be relocated within school site, not on public highway



ACLAND BURGHLEY SCHOOL

⑥ Relocated cycle stands

⑧ Existing Electric Vehicle bay retained

④ Access prohibited to all motor vehicles entering the section of Burghley road between Oakford road and Dartmouth Park Hill, between Mon - Fri 08:00-09:00 & 15:00-16:00, during school term time.

School entrance (morning)

**Update:** the cobbles in this section (east of width restriction) will be retained

③ Remove existing Car Club bay

**Update:** the extended raised table will be asphalt material

BURGHLEY ROAD

④ Access prohibited to all motor vehicles entering the section of Burghley Road between Oakford Road and Dartmouth Park Hill, between Mon - Fri 08:00-09:00 & 15:00-16:00, during school term time.

Proposed ANPR location (indicative)

**Update:** Proposal for footway buildouts to act as "gateway feature" not to be progressed as it necessitates costly drainage works. The 'No motor vehicle' signs will be placed on existing footway edges (both sides). Refer to paragraph 4.14 )

Proposed ANPR location (indicative)

⑦ Widen footway

⑨ Widen footway on both sides and raise road to same level. This will reduce crossing distance

**KEY:**

- Road
- Existing footway
- Proposed footway widening
- Proposed raised entry treatment
- Pedestrian Crossing Locations

⑤ Raise road to footway level to provide an informal crossing point

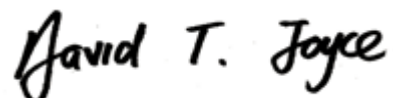
**Update on ⑤:** the carriageway will not be raised, instead a dropped crossing will be implemented

**Update on ⑦:** Proposed buildout on southern side not to be progressed. The buildout on the northern side will be progressed

## **Attached Appendices**

- A. Consultation leaflet and layout plan, as sent by the Council
- B. Consultation questionnaire, as sent by the Council
- C. Memorandum of Understanding between LB Camden and Acland Burghley

Signed by Director:

A handwritten signature in black ink that reads "David T. Joyce". The signature is written in a cursive, slightly slanted style.

**David Joyce**  
**Director of Regeneration and Planning**  
**Supporting Communities Directorate**  
Date: 13.03.18

Design Engineer: Michalis Karantanos  
Email: [michail.karantanos@camden.gov.uk](mailto:michail.karantanos@camden.gov.uk)  
Dated: 09 March 2018

**REPORT ENDS**

## **Appendix A**

**Consultation leaflet and layout plan, as sent by the Council**



## Important- Public Consultation

This is your opportunity to comment on the Council's plans

This is a postal and on-line consultation

January 2018

### **Healthy School Streets programme Acland Burghley School Proposed Walking, Cycling and Road Safety improvements**

We are writing to seek your views on the Council's proposals to create a safer and more pleasant environment outside Acland Burghley School at Burghley Road and Ingestre Road, in particular to address the safety of students at the start and end of the school day.

This follows concerns raised by the School regarding the safety of students and more specifically the need for safer pedestrian crossings (particularly at Dartmouth Park Hill and Burghley Road junction), wider footways and traffic calming.

Students enter the school in the morning from the gate on Burghley Road (opposite property no. 104), a majority of these who walk to school arrive from Dartmouth Park (DP) Hill and Tufnell Park junction. In the afternoon, students typically leave the school through a different gate on Ingestre Road, from where most of them make their way through Burghley Road to Dartmouth Park Hill and Tufnell Park junction.

Traffic surveys commissioned by us indicate that there are around 210 pedestrians per hour crossing Burghley Road (at the junction with DP Hill) during the morning school rush hour; similar numbers of pedestrians were observed in the afternoon too. Our site observations suggest that a significant proportion of this pedestrian flow can be attributed to students of Acland Burghley School.

A width restriction is currently in place on Burghley Road whereby the road is narrowed. While this helps in reducing speeds of vehicles and stops the very large vehicles accessing this part of Burghley Road, traffic levels are still significant as some drivers are using this road as a way to access Highgate Road avoiding travelling along Fortress Road. In addition, congestion and poor driver behaviour have been observed outside the school. This can be partly attributed to:

- i. On-street parking and loading activity in the section of Burghley Road between the width restriction and Dartmouth Park Hill.
- ii. School traffic including students and school staff being dropped off as well as school deliveries. A typical driver behaviour that was observed was vehicles entering Burghley Road from DP Hill, dropping off passengers by the school gate and then U-turning back; pedestrians (mainly students walking in groups) were observed crossing the road on some occasions at the same time that the vehicles were undertaking the U-turn manoeuvre. Near-misses were observed.

To address the above issues, the Council is proposing a number of changes. We also hope that the proposals will help encourage more students to walk and cycle to school and reduce the volume of traffic using this road, especially in the busy morning period. The proposals detailed below are assigned numbers (① to ⑨) which match the ones in the drawings provided (Plans A, B and C).

### **Ingestre Road:**

- ① Widen the eastern footway on Ingestre Road where it is too narrow to accommodate large groups of students leaving the school and walking back towards Tufnell Park junction at the end of the school day. This is resulting in some students walking on the road. The widening will result in the loss of four resident parking spaces.
- ② Provide four resident spaces on the opposite side to the school to compensate for the loss from above. There will be no net loss in parking spaces.

### **Oakford Road:**

- ③ Existing car club bay on Burghley Road to be moved to outside of restricted area, on the southern end of Oakford Road, close to the junction with Lady Somerset Road. One residential parking space will be removed (shown on plan B) to accommodate the relocated car club bay. This location was selected following discussions with the Car Club company, Zipcar.

### **Burghley Road:**

- ④ Prohibit motor vehicles from entering the section of Burghley Road between Dartmouth Park Hill and Oakford Road during school term time, Monday – Friday between 8:00-9:00am and 3:00-4:00pm. This is to ensure that the area is free of motor vehicles when students arrive and leave at the beginning and end of the school day. Vehicles already parked in this section during the restricted hours will be allowed to exit the section at any time, however they will not be able to re-enter during the same period. Pedal cycles will be able to enter and exit the section at any time. The restriction will be signed on the road - an example is shown in the picture to the right. The sign will be covered outside school term time.



The restriction will be enforced through the provision of signs and by ANPR (Automatic Number Plate Recognition) cameras located at each end of the restricted area. ANPR cameras are automatic cameras. While they do record continuously, they will only create an evidence package (a video clip) if the vehicle or vehicles enter(s) the prohibited section during the above times of restriction. The cameras will only record and issue penalty charge notices during school term time and only during the period of restriction. The ANPR cameras will be located approximately where they are shown on Plan C. The exact locations will be subject to a survey to be conducted from the chosen camera supplier.

Similar “Healthy School Streets” schemes have been successfully implemented in other London Boroughs such as Hackney and Croydon. A similar road closure scheme outside St Joseph’s Primary school on Macklin Street in Holborn has been trialled by Camden Council since July 2016 and so far positive feedback has been received about its operation, although this is operated by physically closing the road during the restricted period.

- ⑤ Retain the existing width restriction on Burghley Road and provide a safer informal crossing at this location. The road will be raised to footway level so that it will be flush with the footway, providing a level crossing point.
- ⑥ The existing cycle stands by the width restriction (northern side of Burghley Road) are currently an obstruction to pedestrians trying to cross and we propose that they be relocated (as explained below in ⑦).
- ⑦ Widen the footway by the school gate and on the opposite side outside 108-106 Burghley Road. This will replace sections of single yellow line with double yellow lines. This is to keep the area free of informal parking and discourage the U-turns observed in the existing layout by reducing the road width. Cycle stands removed from proposal ⑥ above will be relocated on the widened footways.
- ⑧ Electric vehicle bay will be retained at its existing location.

- ⑨ Widen the footway on both sides and raise the road at Burghley Road where it joins Dartmouth Park Hill. This will reduce the crossing distance for pedestrians whilst stopping vehicles parking on the corners and reduce speeds of vehicles as they turn in and out of the junction.

We consider that by reducing traffic movement in the area surrounding the school, the measures will improve safety for those walking and cycling in the area including students of Acland Burghley School. It is also anticipated that it will further restrict non-local traffic from using Burghley Road as a shortcut to/from Highgate Road. Finally, the scheme proposals will result in net loss of only one residents' parking space. This proposal is being fully funded by Transport for London and if approved it is expected to be implemented by April 2018.

## **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 respond to this consultation by completing the attached questionnaire by 07/02/2018. This leaflet and questionnaire have also been published online. Details of how you can send us your views are provided below.

### **RESPONSE:**

**Please submit your response to this consultation no later than 07/02/2018 via one of the following three options below:**

**Option 1 Online:** submit your response by answering a series of consultation questions and providing your comments on an online form, which can be found using this link:

<https://consultations.wearecamden.org/supporting-communities/hss-acland-burghley>

**Option 2 Email:** submit your responses to the questionnaire overleaf via email to:

[michail.karantanos@camden.gov.uk](mailto:michail.karantanos@camden.gov.uk)

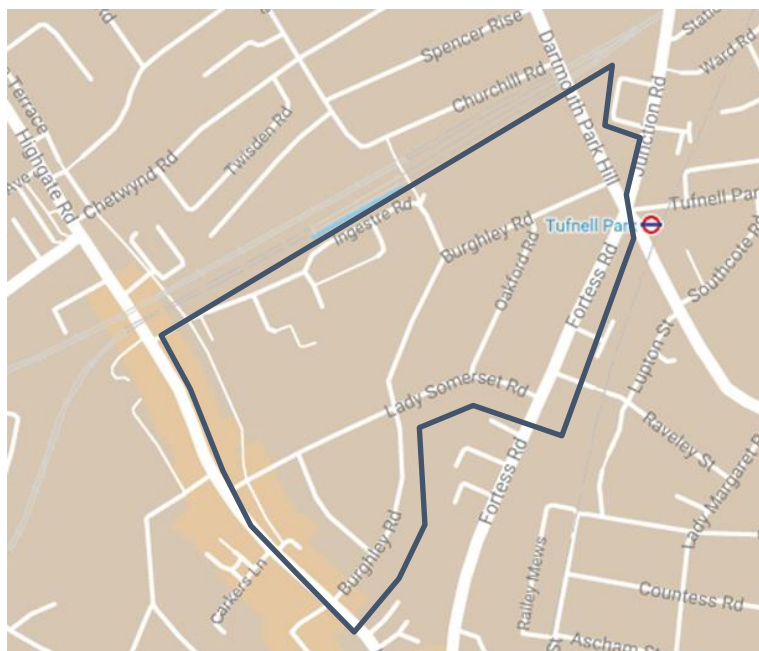
**Option 3 Post:** submit your responses to the questionnaire overleaf using the following free post address (no stamp required) to **Transport Strategy Service (FAO M.Karantanos), 5th Floor 5PS, Freepost RSLT-RJBR-TXAA, London Borough of Camden, Town Hall, London, WC1H 9JE.**

**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 you may send it 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, a report will be prepared analysing the comments received and officers' 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. 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.

### Who is being consulted?

The following are being consulted: all properties within the consultation area outlined in blue on the plan below, Local and Statutory Groups, Emergency Services and Ward Councillors.



If you would like further information then please contact:

**Michalis Karantanos**

Design Engineer

Transport Strategy Service  
London Borough of Camden

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**Simi Shah**

Design Team Manager

Transport Strategy Service  
London Borough of Camden

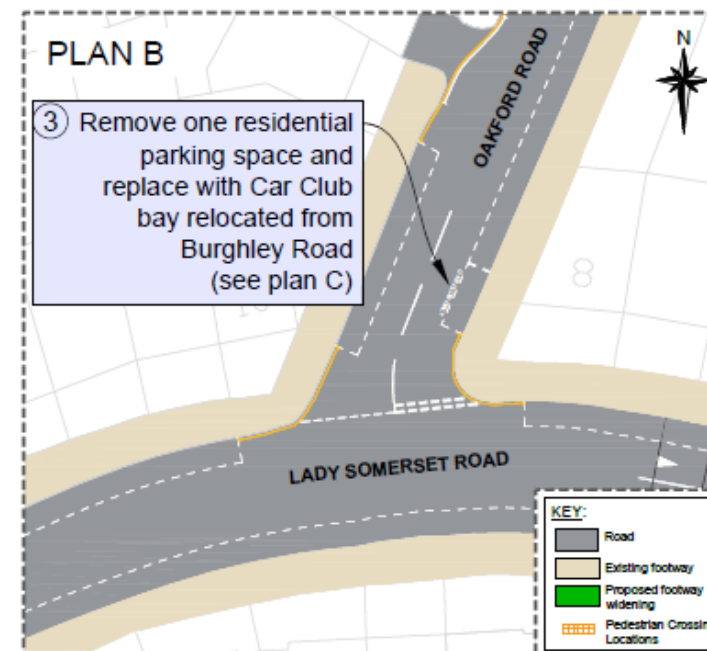
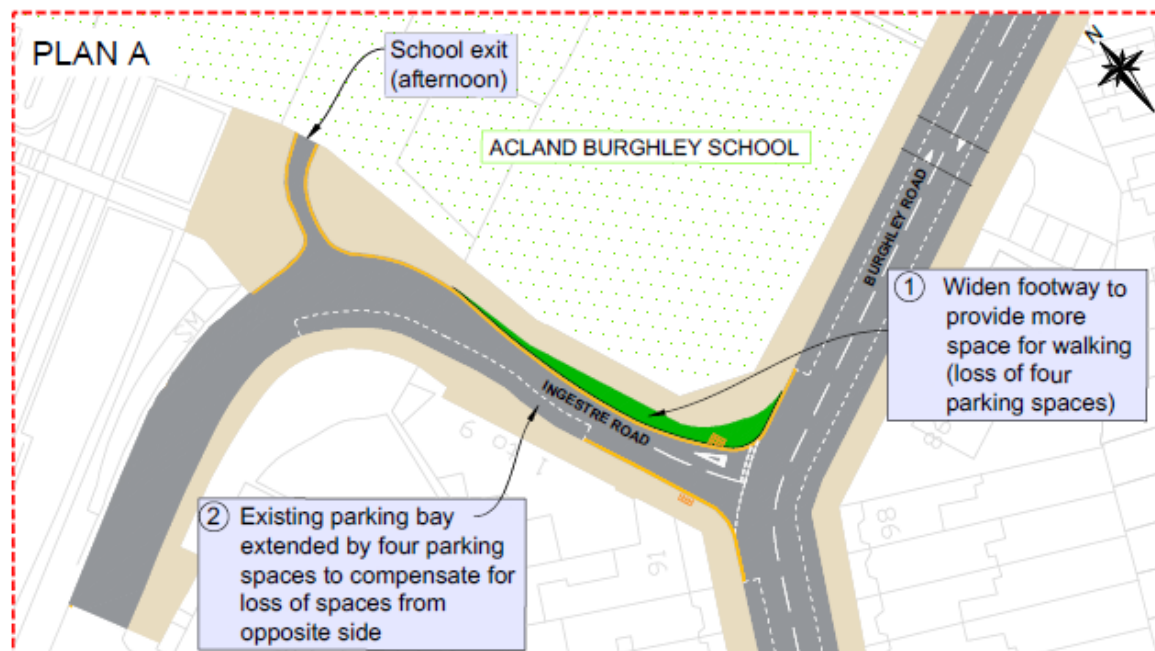
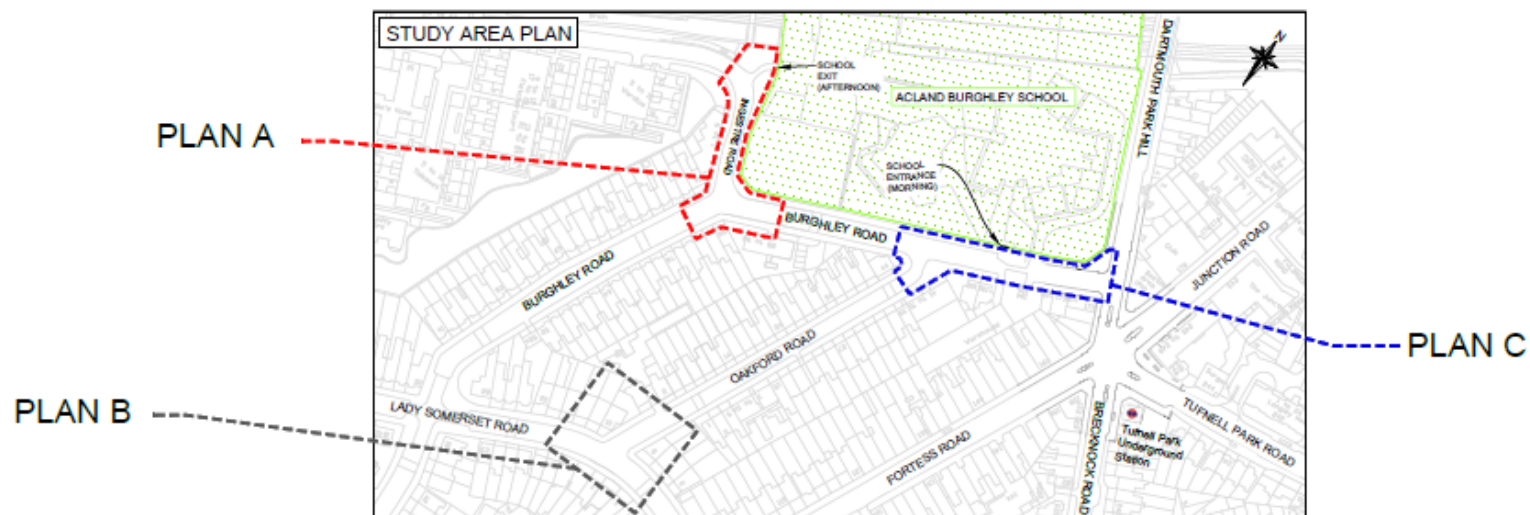
Tel: 020 7974 2066

E-mail: [simi.shah@camden.gov.uk](mailto:simi.shah@camden.gov.uk)

**Thank you for replying to this consultation**



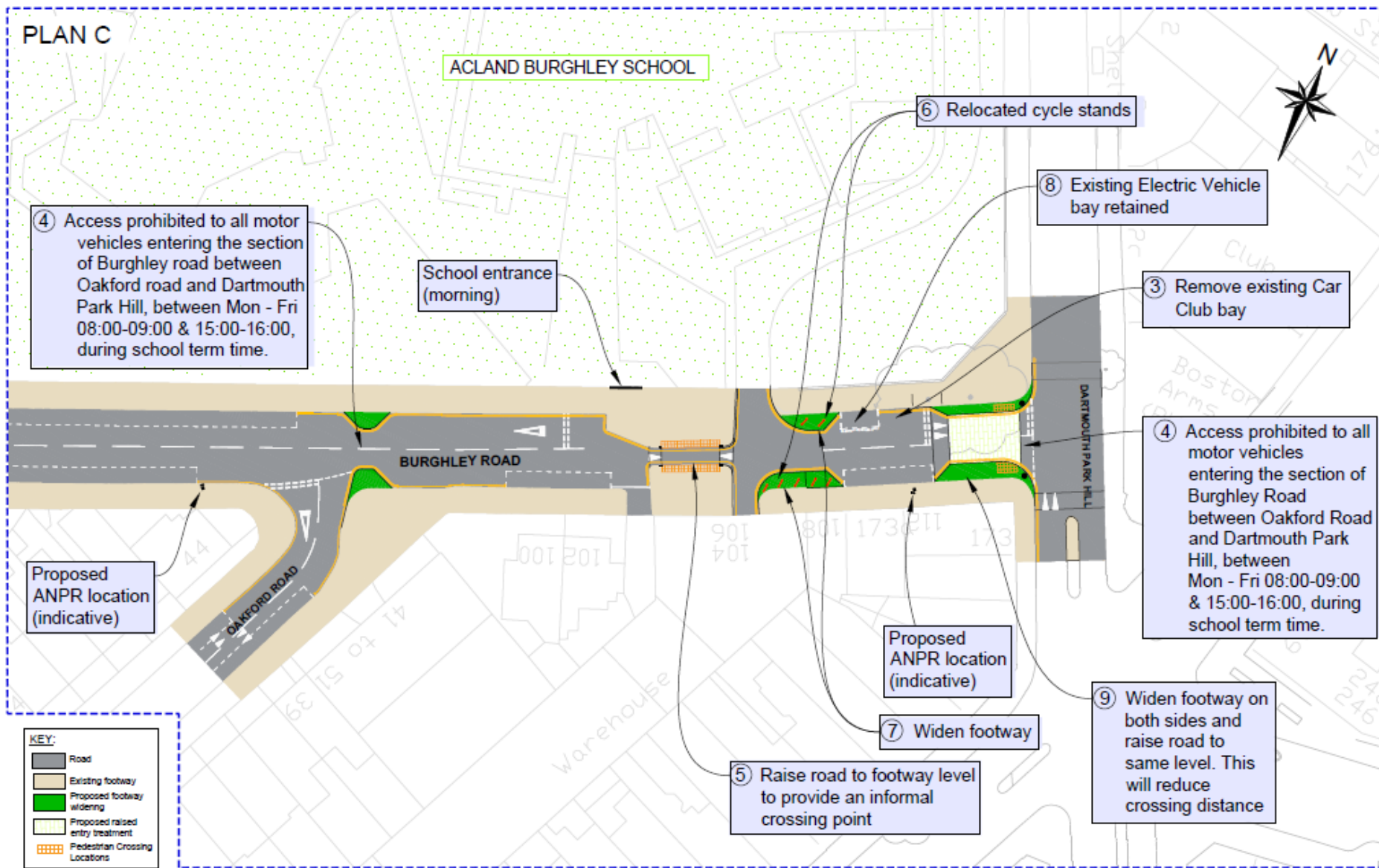
# HEALTHY SCHOOL STREETS PROGRAMME - ACLAND BURGHLEY SCHOOL PROPOSED WALKING, CYCLING AND ROAD SAFETY IMPROVEMENTS



**KEY:**

	Road
	Existing footway
	Proposed footway widening
	Pedestrian Crossing Locations

# HEALTHY SCHOOL STREETS PROGRAMME - ACLAND BURGHLEY SCHOOL PROPOSED WALKING, CYCLING AND ROAD SAFETY IMPROVEMENTS



## **Appendix B**

**Consultation questionnaire, as sent by the Council**

## Important- Public Consultation

This is your opportunity to comment on the Council's plans  
This is a postal and on-line consultation

January 2018

### Healthy School Streets programme Acland Burghley School Proposed Walking, Cycling and Road Safety improvements

Please respond to the questionnaire below and return it to us by 07 February 2018.

You can complete this questionnaire online and submit it directly or email your responses to [michail.karantanos@camden.gov.uk](mailto:michail.karantanos@camden.gov.uk) . Alternatively you can return it by freepost (no stamp required) to *Transport Strategy Service (FAO M.Karantanos), 5th Floor 5PS, Freepost RSLT-RJBR-TXAA, London Borough of Camden, Town Hall, London, WC1H 9JE.*

Whichever method you choose to respond to us, you must give us your postal address if you want us to consider your views and note that we only can accept ONE reply per organisation.

#### Question 1

(please indicate your preference by ticking the appropriate box)

Do you agree with the changes proposed on Ingestre Road? These are described in the leaflet and shown on the separate drawing provided (proposals numbered ① and ②)

Yes

No

No Opinion

#### Question 2

(you can include text or sketch your ideas/suggestions in the blank area provided)

If you have ticked "No" for Question 1, then please let us know which proposals you do not support and provide the reasons why.



**Question 3**

(please indicate your preference by ticking the appropriate box)

Do you agree with the changes proposed on Burghley Road and Oakford Road? These are described in the leaflet and shown on the separate drawing provided (proposals numbered ③ through to ⑤)

Yes

No

No Opinion

**Question 4**

(please indicate your preference by ticking the appropriate box)

If your answer to Question 3 was "No", what was the main reason for your response?

I disagree with the time road closure but support the remaining measures proposed for Burghley Road

I disagree with all the changes proposed for Burghley Road

Other (please specify below)

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**Your suggestions**

Do you have any suggestions about the proposals we are consulting upon? If you do, please provide information supporting your alternative suggestions and the reasons why you think these will work better.

### Your Comments

Do you have any other comments you wish to make?

**You must give us your postal address if you want us to consider your views**

**Replies from local groups and associations, statutory groups and emergency services.  
Please only fill in if you are an official representative (i.e. Chairperson, Secretary)**

Name of Organisation:

Address:

Postcode

Number of members in the Group/Association:

How did you reach this decision?

Date of meeting or discussion?

How many members were involved in the decision-making?

**Replies from residents, businesses or individuals**

Name:

Telephone number:

Address:

Postcode

Please also indicate, by ticking one box or more, which of the following best describes you:

Resident

Business

School (e.g. Parent, Guardian, Teacher)

My email address is:

**Thank you for taking the time to complete this questionnaire. If you require any additional information or would like further explanation, please call Michalis Karantanos on 020 7974 5215 or email [michail.karantanos@camden.gov.uk](mailto:michail.karantanos@camden.gov.uk)**

Please note, that in accordance with the Local Government (Access to Information) Act 1985, any questionnaires or correspondence received by the Council as part of this consultation will be available for public inspection and a summary of the report following the consultation will be made available on the Council's website.

Data Protection Act 1998 – All information gathered in this consultation will only be used for the purpose it was collected.

## **Appendix C**

### **Copy of Memorandum of Understanding between London Borough of Camden and Acland Burghley School**

## Memorandum of Understanding

Between

London Borough of Camden

and

Acland Burghley School

This Memorandum of Understanding (MOU) sets for the terms and understanding between the London Borough of Camden (LB Camden) and Acland Burghley School to remove traffic outside the school gates at the start and end of the school day.

### **Background**

Acland Burghley School, located on Burghley Rd, NW5 1UJ, has stated in its travel plan that there are parking issues on Burghley Rd outside the school, and the junction with Dartmouth Park Hill. These are causing safety concerns as pupils from the school are congregating on the road, and sometimes cars mount the pavement to drive into Burghley Rd. There is also a target in the travel plan, to increase cycling to the school by 3% by 2018.

LB Camden has a program called 'Healthy School Streets' which aims to implement time-limited street closures to allow children to arrive and leave school in a safe and pleasant environment.

### **Purpose**

This MOU will bring together LB Camden and Acland Burghley School to remove traffic from outside the school gates at the start and end of the school day, creating an environment which encourages children to walk, scooter or cycle to school and remove road danger in and around surrounding roads near the school. This intervention will be monitored to ascertain its effectiveness.

The above goals will be accomplished by undertaking the following activities:

- A series of events to encourage children to walk, cycle or scooter; supported by LB Camden, from Summer 2017 onwards and ongoing to include:
  - o Incentive schemes
  - o Events to support cycling
  - o Events to support walking and scooting
  
- Monitoring activities, including all or some of the below, depending on the schools preferences:

- Use of "travel tracker" and/or hands up surveys to capture how children travel to school before and after the street closure has been implemented
  - Air quality monitors outside the school (supplied by LB Camden)
  - Traffic counts in conjunction with Living Streets, possibly using children to carry these out
  - Work on a before and after video to capture the change in the environment on the street outside the school, to be coordinated by Living Streets
  - Monitor road safety statistics via Stats19 police reporting (LB Camden)
- Implementation of a time-limited street closure outside the school such that motor vehicles will not be able to enter the area surrounding the school – although residents will still be able to exit the area

#### **LB Camden will....**

- Develop plans for Healthy School Streets intervention, resulting in time-limited closure of school streets at start and end of the school day under Section 6 of the Road Traffic Regulation Act 1984
- Fund the street changes to allow this to be implemented including signage, bollards and any other interventions needed to support the scheme
- Provide other offers to support sustainable travel to school including free Bikeability cycle training.

#### **The school will....**

- Provide staff or volunteer time to raise and lower bollards to enforce time-limited street closure, and report any issues back to LB Camden. *Note: signage and the Traffic Management Order put in place by LB Camden will close the road; the bollards are simply to enforce the order and therefore no legal authority need be delegated to the school. Vehicles moving through the closure, even if the bollards are not in place, will be breaking the law and will be subject to enforcement action by LB Camden. This includes deliveries and access.*
- Work towards achieving at least a bronze level STARs accreditation by June 2018, this will require:
  - Approximately 1 hour of one member of staff's time per month to:
    - Complete online travel planning and organize events to promote sustainable travel
    - Promote sustainable travel events in school newsletter, in assemblies and at any other opportunities
    - Liaise with LB Camden and Living Streets to co-ordinate events
- Assist LB Camden with data collection for evaluation of scheme, including capture of how children are travelling
- Report any major issues to LB Camden that may affect the running of the scheme

## Funding

Funding is available from our School Road Safety Budget to put in place physical changes to the street that support a temporary road closure (bollards and implementation), and additional funding to cover soft measures that will facilitate long term behaviour change, and ongoing support from LB Camden's behaviour change team has been acquired from LIP (Local Implementation Plan) Funding.

## Duration

This MOU is at-will and may be modified by mutual consent of authorized officials from (list partners).

This MOU shall become effective upon signature by the authorized officials from the (list partners) and will remain in effect until modified or terminated by mutual consent.

## Support

Acland Burghley School has the opportunity to contact or meet with officers at LB Camden, 3 weeks after implementation of the road closure and any time after that at the schools' request to discuss any issues or concerns that arise once the scheme is in operation.

## Contact Information

Nicholas John  
(Head teacher)  
020 7485 8515  
[njohn@aclandburghley.camden.sch.uk](mailto:njohn@aclandburghley.camden.sch.uk)

### School Contact Name 2

(Position in School) *Kat Miller*  
(Contact phone number) *020 7485 8515*  
(Contact e-mail) *kmiller@aclandburghley.camden.sch.uk*

Ben Knowles  
Camden Council  
Cycle to School Officer / Project Manager  
5<sup>th</sup> Floor, 5 Pancras Square, London N1 4AG  
0207 974 1559  
[Ben.knowles@camden.gov.uk](mailto:Ben.knowles@camden.gov.uk)

Michelle Jamieson  
School Travel Plan Officer  
Environment and Transport  
Supporting Communities  
London Borough of Camden  
Telephone: 020 7974 5537  
[Michelle.Jamieson@camden.gov.uk](mailto:Michelle.Jamieson@camden.gov.uk)

5<sup>th</sup> Floor, 5 Pancras Square  
London N1C 4AG



Date: 5 June 2017

(Partner signature)

0 NICHOLAS JOHN, Headteacher, Adair Burghley School.



Date: 20 June 2017

(Partner signature)

0 KAT MILLER, DIRECTOR OF OPERATIONS, ARLAND BURGHLEY SCHOOL

Date:

(Partner signature)

(Ben Knowles, LB Camden, Cycle to School Officer / Project Manager)

Date:

(Michelle Jamieson, LB Camden, School Travel Plan Officer)