

Rhyl Primary School (Marsden Street)

Healthy School Street

Permanent Proposals

Consultation Information Sheet



Proposals to make the trial changes on Marsden Street permanent

Making your neighbourhood safer and healthier

The Covid-19 pandemic changed how communities live, travel and work. We want to transform our streets, so they have **more safe space** for everyone to walk and cycle, for children to get to and from school **safely**, for you to be **breathing cleaner** air, to **reduce carbon emissions** from road transport, and for businesses to **flourish**. We want to ensure that our streets support recovery from the pandemic and provide a lasting legacy of **greener, safer, healthier travel**, helping us to deliver our wider Transport Strategy objectives.

As 69% of households in Camden do not own a car and public transport usage remains lower than before the pandemic, we know that safe and easy walking, cycling, and scooting routes are more important than ever. Supporting and encouraging those who can walk and cycle, by creating safer streets will ensure that there is more space available on public transport and on our roads for those who need it the most.



To help respond to the transport challenges on our streets caused by the pandemic, and in line with our [Camden Transport Strategy](#) and [Climate Action Plan](#), 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.

Fifteen Healthy School Streets schemes have been rolled out across Camden since March 2020. This brings the total number of schemes in the borough to 21, covering 27 schools. These schools are covered by timed or permanent road closures.

About the Rhyl Primary School Healthy School Streets Scheme

Photo of Rhyl Primary School Healthy School Street taken from the junction of Marsden Street with Talacre Road



The Rhyl Primary School Healthy School Street scheme consists of the timed road closure of Marsden Street at its junction with Talacre Road. The closure for motor vehicles is in place for an hour in the morning and an hour in the afternoon to coincide with the opening and closing times of the school, from 8.30am to 9.30am and 3pm to 4pm Monday to Friday during term time only.

We implemented the scheme as a trial in November 2020, under an Experimental Traffic Order which came into force on 29th October 2020, as part of Phase 3 of our Healthy School Streets programme. The [decision report](#) related to this Experimental Traffic Order (and others) was approved on 2nd October 2020.

This decision report noted that a further consultation, after approximately 12 months of the trial scheme, would take place relating to any proposed permanent changes. The trial scheme went live in November 2020 and during this 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 or not the scheme should be made permanent after the end of the 18-month Experimental Traffic Order trial period as well as new proposal to make it easier for pedestrians to cross the road while helping to reduce vehicle speeds.

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 front page. Headlines include:

- Traffic monitoring taken before and after the implementation of the scheme showed there was an 83% reduction in the number of vehicles recorded on Marsden Street during the morning restrictions, and a 69% reduction during the afternoon restrictions. Increases were seen on the other streets monitored (Rhyl Street, Talacre Road and Malden Road) which are explored in further detail in the monitoring factsheet.
- Analysis of average speed data shows that traffic speeds are low on Marsden Street and below the 20mph speed limit for all five sites surveyed.
- Cycle count data shows a combined 16% increase of cycles recorded during the morning restrictions across all five monitoring sites.

Feedback during the Experimental Traffic Order Period

We received eight comments on the scheme on Commonplace during the trial Experimental Traffic Order trial period. Within this total, three of the respondents were positive towards the changes, two were neutral and three were negative.

The comments received that were positive towards the trial changes included:

- Respondents noted that they felt safer travelling through the area as a result of the scheme.
- The scheme encouraged respondents to walk and cycle more.
- Traffic levels had reduced following the introduction of the scheme.



The comments received that were negative towards the trial changes included:

- The scheme has resulted in difficulties scheduling deliveries and visits by tradespeople.
- The scheme was not necessary as traffic levels on Marsden Street were low prior to the introduction of the scheme.
- School run traffic has now been displaced to Rhyl Street.
- There was no consultation prior to the implementation of the scheme.



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 Transport Strategy, Climate Action Plan and Clean Air Action Plan, we are now consulting on making the trial changes permanent as well as new proposals to make it easier for pedestrians to cross the road while helping to reduce vehicle speeds.

You can view the drawing of the changes in the **Related** section at the bottom of the consultation front page.

The Rhyl Primary School Healthy School Street scheme consists of a timed road closure for motor vehicles on Marsden Street outside Rhyl Primary School. This is enforced using signage and an Automatic Number Plate Recognition (ANPR) camera at the junction with Talacre Road. The traffic restrictions are in place between 8.30am - 9.30am and 3pm - 4pm Monday to Friday during school term time only.

The following vehicles are exempt from the restrictions:

- Cycles including standard and electric powered bicycles.
- Vehicles registered to properties and businesses on Marsden Street, where exemptions have been agreed with us.
- Any vehicle being used for ambulance, fire brigade or policing purposes.
- Refuse collection vehicles.
- Blue Disabled Badge holders, where exemptions have been agreed with us.
- 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 us.

Based on the overall positive traffic data during the times of the restrictions, air quality data, and feedback received from residents and stakeholders during the trial period, we are now consulting on making the scheme permanent.

We also want to capture your views on a proposal to replace the wooden planters on Marsden Street at the junction with Talacre Road with permanent pavement extensions on either side of the road and the installation of a raised table at the junction. A raised table is where an area of the road is raised to make it level with the pavement. This would make it easier for pedestrians to cross the road while helping to reduce vehicle speeds. The pavement extensions would also offer opportunities for planting trees which would improve the look of the street while providing benefits to the environment.

In summary, the changes include:



- Extending out the pavement at the junction with Talacre Road and adding a raised table (where an area of the road is raised to be level with the pavement).
- Maintaining the double yellow lines installed as part of the trial and installing new double yellow lines and double blips (no waiting at any time) on the pavement extensions.

Why your views matter

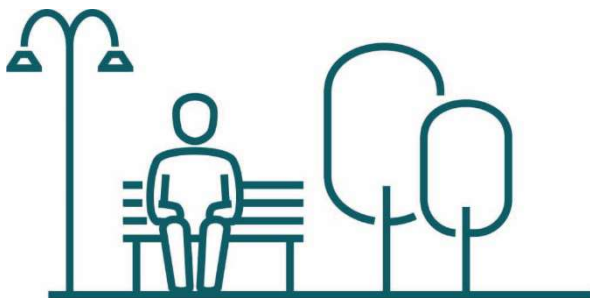
As 63% of households in the area do not have access to a car and public transport patronage levels remain lower than before the pandemic, we know that safe and easy walking, cycling, and scooting routes are more important than ever. Supporting and encouraging those who are able to walk and cycle, by creating safer streets will ensure that there is more space available on public transport and on our roads for those who need it the most.

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.

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 of the online consultation front page.

The Council 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 the consultation responses, relevant policies, and other data/information.

The report will then outline if at the end of the trial period, the experimental scheme should be made permanent, modified, or allowed to lapse.