



Netley Primary Healthy School Street – William Road Information Sheet

Proposals to make the trial Healthy School Street changes to William Road permanent

Making your neighbourhood safer and healthier

The Covid-19 pandemic has changed how people in Camden live, travel and work. Since the start of the pandemic many of us have been spending more time closer to home, making our neighbourhoods more important than ever. We want our streets to be **safe spaces** for you to walk and cycle, **for children to get to and from school safely and healthily**, for **businesses to be able to flourish** and for **you to be breathing cleaner air**. We want to ensure that our streets support recovery from the pandemic and provide a lasting legacy of **greener, safer, healthier travel**, helping us to deliver our wide Transport Strategy objectives.

As 69% of households in Camden do not own a car and public transport usage remains much 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.

We want to ensure that our streets support a strong recovery from the pandemic and provide a lasting legacy of greener, safer, healthier travel. Whether it's an essential journey like taking your children to school, getting to work or just popping out to enjoy your local park we want you to love where you live, and to love Camden.

To help we have been making changes across Camden in our Safe and Healthy Streets Programme. This included making trial changes on William Road in November 2020. These changes make it easier for children to walk, cycle or scoot to Netley Primary school while reducing air pollution, road danger, traffic congestion and by giving more space to people to interact.

The trial changes only apply to the east end of William Road, the section between Stanhope Street and Hampstead Road.





About the Netley Primary Healthy School Street-William Road Scheme

During engagement with school staff at Netley Primary School, road safety concerns were identified as an issue for the local area. The staff were also interested in having a Healthy School Street on William Road. The high levels of through-traffic (traffic passing through the area without stopping) was also identified as an increasing problem. Suggestions to manage these issues were collated on the Making Travel Safer in Camden Commonplace site.

In order to respond to these issues, we implemented a Healthy School Street scheme, as a trial, on William Road using an Experimental Traffic Order (ETO). A Healthy School Street is a road closure on the street(s) outside a school, enforced through a camera or bollard.

The healthy school street on William Road (between Stanhope Street and Hampstead Road) is a timed closure, enforced using a camera, that restricts motor vehicles from entering William Road from the junction with Stanhope Street. During the trial, William Road is closed from 8.20am - 9.20am and 3pm - 4pm Monday to Friday, in term time only. This prevents motor vehicles using the specified section of William Road at these times, except for vehicles that are exempt (details of vehicle exemptions can be found later in this document). This closure protects the area around the children's entrance to Netley Primary School from traffic during school start and finish times.

This restriction is assisted at the Hampstead Road end by the no entry for motor vehicles onto William Road from Hampstead Road. Whether or not to continue this element of the scheme will be subject to a separate consultation, planned by Transport for London.



Image description:
Signs enforcing the
timed road closure on
William Road



The following vehicles are currently exempt from the restrictions, and would continue to be if the scheme is made permanent:

- Vehicles registered to properties and businesses on William Road, where exemptions have been agreed with the Council
- Any vehicle being used for ambulance, fire brigade or policing purposes
- Refuse collection vehicles
- Blue Disabled Badge holders resident on William Road
- Pupils of Netley Primary School that have a disability that prevents them from walking, cycling, or scooting to school, where exemptions have been agreed with the Council.

The decision report related to this trial scheme can be viewed on our [website](#). 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 the scheme should be made permanent after the end of the 18-month trial period. We are proposing to retain the scheme as implemented in the trial, with some minor upgrades to some of the signage. More detail on this is provided in the 'What are we consulting on?' section of this information sheet.

Data collected pre scheme installation and during the scheme trial

Data collection is an important element of the scheme trial and Camden has collected data from a range of sources to assess the scheme and assist with decision-making. Summaries of key data collections are presented here and the accompanying 'Fact Sheet' provides more information on these and other data that has been collected during the trial.

You can view the Fact Sheet in the '**Related Information**' section of the online consultation front page.

Traffic count data

The Covid-19 pandemic has had an impact on traffic levels in Camden and across London. This has made it difficult to directly compare data collected during the trial period of the scheme (those periods since the pandemic started) with data from before the scheme was in place (before the pandemic started). The information below and in the accompanying Fact Sheet explains this further. A summary of monitoring data collected during the trial scheme is as follows:

- October 2020 (pre-scheme implementation)
- July 2021 (during scheme trial, schools fully operational)



- October 2021 (during scheme trial, schools fully operational).

When comparing the traffic levels from October 2020 to July 2021, there has been a 59% reduction in traffic levels on William Road during the AM peak and a 65% reduction during the PM peak. Across the whole study area, traffic flows were reduced by 47% in the AM peak and 34% in the PM peak.

When comparing the traffic levels from October 2020 to October 2021 (scheme installed in November 2020 so this provides approximately a year of scheme trial data collection), similar reductions in traffic numbers are seen. On William Road, a 54% reduction has been observed during the AM peak and a 58% reduction on the PM peak. Positively, across the whole study area, traffic flows have reduced by 45% in the AM peak and 43% in the PM peak.

It is noted that some surveys reported traffic increases on Stanhope Street, this is discussed in further detail in the accompanying 'Fact Sheet'. Overall, the results indicate a positive outcome following the implementation of the trial scheme, with motor vehicles reduced on William Road, contributing to a healthier and safer environment.

Air quality data

Camden monitors air quality across the borough. Air quality monitors called 'diffusion tubes' are in place on William Road. In addition, as part of monitoring work for HS2, there are diffusion tubes on Netley Street.

The National Air Quality Objective annual mean limit for NO₂ is 40µg/m³, so the Netley Street site was already compliant prior to scheme installation (33.2µg/m³ in 2019 and 24.93µg/m³ in 2020). However, there are still health benefits in improving air quality beyond the annual mean limit.

Data for 2021 is currently being collected at both sites and available data is presented in the accompanying Fact Sheet. Annual means cannot be calculated until the next year, so it is not yet possible to compare 2021 data with previous years.

Hands Up survey

'Hands Up' surveys allow us to record how children travel to school by asking them to put their hand up when their mode of transport is read out. Camden conducted a 'Hands Up' survey with Netley Primary School in September 2021.

The majority (66%) of participants walk/buggy to school, with 16% cycling/scooting. 10% of pupils/staff use public transport to/from the school whilst only 8% of participants travel by private motor vehicle. Positively, the results suggest pupils and staff using this mode of transport is relatively low. It is appreciated that for a small number of parents and students, walking and cycling to school is not possible.



Collision data

STATS19 collision data has been analysed for the period January 2017 – June 2021, during which time a single collision was reported at the William Road – Stanhope Street junction. Further information is provided in the accompanying Fact Sheet.

Feedback during the Experimental Traffic Order (ETO) Period

12 comments on the scheme were received on Commonplace during the trial “ETO” period. A summary of the sentiments towards the changes is shown in the diagram below:



58.3% of the respondents were positive towards the changes including:

- 7 comments mentioned that it is safer for children to walk, cycle, scoot in the area
- 4 comments mentioned that air pollution seems better
- 4 comments mentioned that the traffic levels seem reduced.

Those that were not supportive of the scheme shared issues around traffic levels being bad or worse and journey times by motor vehicles being longer than before the trial scheme was implemented.

During the trial we also received feedback from Netley School that noted how much the school street has helped to reduce traffic levels around pick up and drop off times and that the school would recommend keeping this initiative for the benefit of the community. We also carried out a ‘Hands Up’ survey amongst Netley School pupils to understand what modes of transport children are using to travel to and from the school. The survey showed that, compared to July 2019 when a previous survey took place; the overall proportion of pupils walking and cycling to Netley School has increased slightly. While the proportion walking/using buggy was 66% for both 2019 and 2021, the proportion cycling/scooting increased by 2% between 2019-2021 (though this proportion also increased by 3% between 2018-2019).



What are we now consulting on?

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

- The timed road closure for motor vehicles outside Netley Primary School. This would continue to be enforced using signage and an Automatic Number Plate Recognition camera at the junction of William Road and Stanhope Street; and
- The traffic restrictions which are in place between 8.20am - 9.20am and 3pm - 4pm Monday to Friday, during school term time only.

Existing exemptions agreed with the Council and specified in this document would remain in place. It is proposed to retain the existing timings of the Healthy School Streets closure if the scheme is made permanent. We also propose to install additional CCTV signage on the columns that hold the traffic restriction signage at the points of entry.

You can view the drawings of the proposed permanent scheme, including the proposed changes, in the '**Related Information**' section of the online consultation front page.

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

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 (in which case William Road would return to its previous layout before the trial scheme was introduced). If a decision is made to approve any permanent proposals, the construction of any required elements would then take place.

The consultation closes on 16th February 2022.