





New End Healthy School Street:

Consultation on proposing to make the trial scheme permanent

Making your neighbourhood safer and healthier

The Covid-19 pandemic has changed how communities in Camden live, travel and work. Many of us have been spending more time closer to home, making quieter and safer neighbourhoods more important than ever. We want our streets to have more space for everyone to walk and cycle, for you to be breathing cleaner air, for children to get to and from school safely and for businesses to be able to flourish.

The Healthy School Streets scheme (HSS) is an initiative set up to reclaim the road space in the vicinity of a school, providing children with the opportunity to travel to and from school in a safer, less polluted environment, by closing the road to traffic at school opening and closing times. HSS schemes meet a number of Camden's Transport Strategy (CTS) objectives which include improving local air quality and encouraging healthy lifestyles by promoting walking, cycling or the use of public transport for school journeys. These objectives were strongly supported when we consulted on them in developing the CTS. You can read more about our strategy on our website:

camden.gov.uk/transport-strategies-and-plans

In response to the Covid-19 pandemic, a number of HSS schemes have been rolled out across Camden since March 2020. There are currently a total of 18 schools that benefit from them, including New End Primary School and Heathside Preparatory School. The New End HSS scheme was implemented in January 2020, just before the first Covid-19 lockdown, following an initial consultation in 2019.



About the New End Healthy School Street

The original consultation for a HSS scheme followed concerns raised by New End School staff, and some local residents, regarding the safety of pupils due to the congested road network in the area, insufficient pavement widths in some locations, and heavy parking activity. There were also complaints made to both the school and the Transport Strategy team from local residents regarding bad driver behaviour and parking issues on New End near the schools, as well as reports of 'rat-running' traffic on New End and other nearby streets.

Following the consultation in February 2019, a decision was made to implement the New End Healthy School Street (HSS) scheme as a trial, under an Experimental Traffic Order (ETO). The decision report can be viewed on our website: camden.gov.uk/healthy-school-streets

This report noted that a further consultation, after around 12 months of the trial scheme, would take place on any proposed permanent arrangements. The trial scheme went live in January 2020. An ETO can only run for a total of 18 months.

Due to the Covid-19 pandemic and subsequent lockdowns, the HSS scheme at New End did not operate between mid-March 2020 and September 2020, as was originally intended. Therefore this consultation is being carried out slightly after the previously proposed 12 month period (which was originally scheduled for January 2021) to allow more time for the scheme to operate. The scheme has now been fully operational, given restrictions due to Covid-19, for approximately seven months.

Data collected pre and during scheme trial

The Covid-19 pandemic has had an impact on traffic levels in Camden and across London making it difficult to directly compare data collected during the ETO period of the scheme (those periods since the pandemic started) with data from before the scheme was in place and before the pandemic started. The information below and in the accompanying Detailed Information document sets this out further. A summary is as follows:

Before and during the scheme was in operation, traffic levels in the area were monitored. Data was collected in:

- October 2019 (pre scheme implementation)
- Early March 2020 (during the trial period when schools were fully operational, and before the first lockdown)
- October 2020 (during the trial period when schools were fully operational).

When comparing the traffic counts from October 2019 to early March 2020, the data collected near the Heath Street junction on New End shows that there was a 59% reduction in traffic flows during the AM peak, and a 27% reduction during the PM peak. Across the whole area where traffic counts were taken, traffic flows were reduced by 24% in the AM peak and 18% in the PM peak. The study area is shown in a map in the Detailed Information document.

Comparing traffic counts from October 2019 to October 2020 shows an 82% reduction in traffic flows on New End (from the Heath Street junction) during the AM peak, and a 32% reduction during the PM peak. Across the whole study area, traffic flows were reduced by 18% during the AM peak, with an increase observed in the PM peak (the restriction put in to restrict “rat-running” traffic through the area, at Heath Street/New End, operates in the AM peak only). Some of this decrease from October 2020 may be attributed to general changes in car use in inner London following the first lockdown. Data from Transport for London shows that there was a 9% decrease in traffic levels across inner London in October 2020, after the first lockdown.

Air quality data was also gathered pre and post scheme implementation. It shows that between January/February 2019 and January/February 2020 there was a 24% reduction in N02 concentration at Streatley Place near New End School and a 13% reduction at the T-junction on New End near the entrance to Heathside Prep School, after the scheme was

implemented. We also monitored air quality outside Christchurch School, due to concerns being raised in the initial consultation for the scheme, regarding the potential increase in traffic and therefore pollution levels there.

The data collected between September/October 2019 and September/October 2020 shows a reduction in N02 concentration of 11% outside Christchurch School. We do not have data from January 2019 at this location, hence the September/October year on year comparison

Unfortunately we do not currently have full travel survey data from Heathside Prep or New End Schools after the scheme was implemented, as this was difficult for schools to obtain during 2020 due to the pandemic, and so comparison of modes of travel to/from school before and after the scheme was implemented has not been possible.

What's proposed to change from the current scheme?

If following this consultation, it is decided that the scheme is to be made permanent, it will remain operating as it is currently, but with a change to the exemptions to the restrictions. Currently, vehicles that have parking permits for the whole of Controlled Parking Zone (CPZ) CA-H are exempt from the restrictions.

In line with other Healthy School Streets in the Borough, we are now proposing to exempt vehicles registered to businesses or residents of the restricted area **only** who, without an exemption, would have no access to the road(s) where their vehicle is registered. This restricted area (see page 5 of this consultation document) includes Upper Hampstead Walk and the new Novel House development on New End. Emergency vehicles and refuse collection vehicles will remain exempt from the restrictions. All CA-H permit holders outside of the restricted area can access their streets by alternative routes without needing an exemption. If this change is made the signage for the scheme would be altered accordingly. This amendment would also fit with our wider Covid-19 Safe and Healthy Streets schemes which aim to prevent a car based recovery from lockdown. More information on these schemes can be found on our website: camden.gov.uk/making-travel-safer-in-camden

The restricted area where exemptions will still apply is shown in red and blue on the attached drawing on page 5.

Feedback during the Experimental Traffic Order Period

Nine comments on the scheme were sent to the council during the Experimental Traffic Order (ETO) period, from parents, school staff and local residents. Comments in support of the scheme stated that the streets were quieter on and around New End during the restricted hours and that traffic issues had improved. Those that objected to the scheme stated issues regarding traffic displacement, pollution and engine idling, and parking/access issues. The data highlighted above shows improvements regarding those issues when the scheme has been in operation.

We also sent a short survey to New End School pupils regarding the HSS once it had been implemented to gather their feedback. Of the 10 pupils that responded, 7 stated that they liked the scheme. 3 Stated they didn't like the scheme, one pupil giving the reason that there wasn't any parking available near the school. During the pandemic it has been difficult to acquire feedback from both schools. This is likely due to their having to deal with a variety of other issues caused by being in and out of lockdown throughout 2020. Further comments from the schools will be sought as part of this consultation.

What we are now consulting on

Based on the overall positive traffic data during the times of the restrictions, air quality information, and feedback received during the trial period, we are now consulting on making the scheme permanent. Details of the scheme are as follows:

- **Timed road closure at the junction of New End and Heath Street during the morning peak times of 7.30am-9.30am Monday to Friday during school term time only.** This is enforced by using a traffic enforcement CCTV camera placed at the Heath Street and New End junction and would remain in place as it is currently.
- **Timed road closure at the New End T-junction at school opening and closing times of 8am-9am and 3pm-4pm Monday to Friday during school term time only.** This is enforced using a traffic enforcement CCTV camera placed at the T-Junction on New End and would remain in place as it is currently.
- **Build out of pavement at the T-Junction on New End** – this would remain in place as it is currently.
- **Two new trees** – these would remain in place, near the corner of Grove Place as they are currently.
- **No longer exempting the whole of the CA-H controlled parking zone from the restrictions** – current exemptions for residents/businesses in the restricted areas marked in red and blue on the drawing on page 5 would continue to apply. Emergency service and refuse vehicles would also continue to be exempt from the restrictions.

How can you give your views?

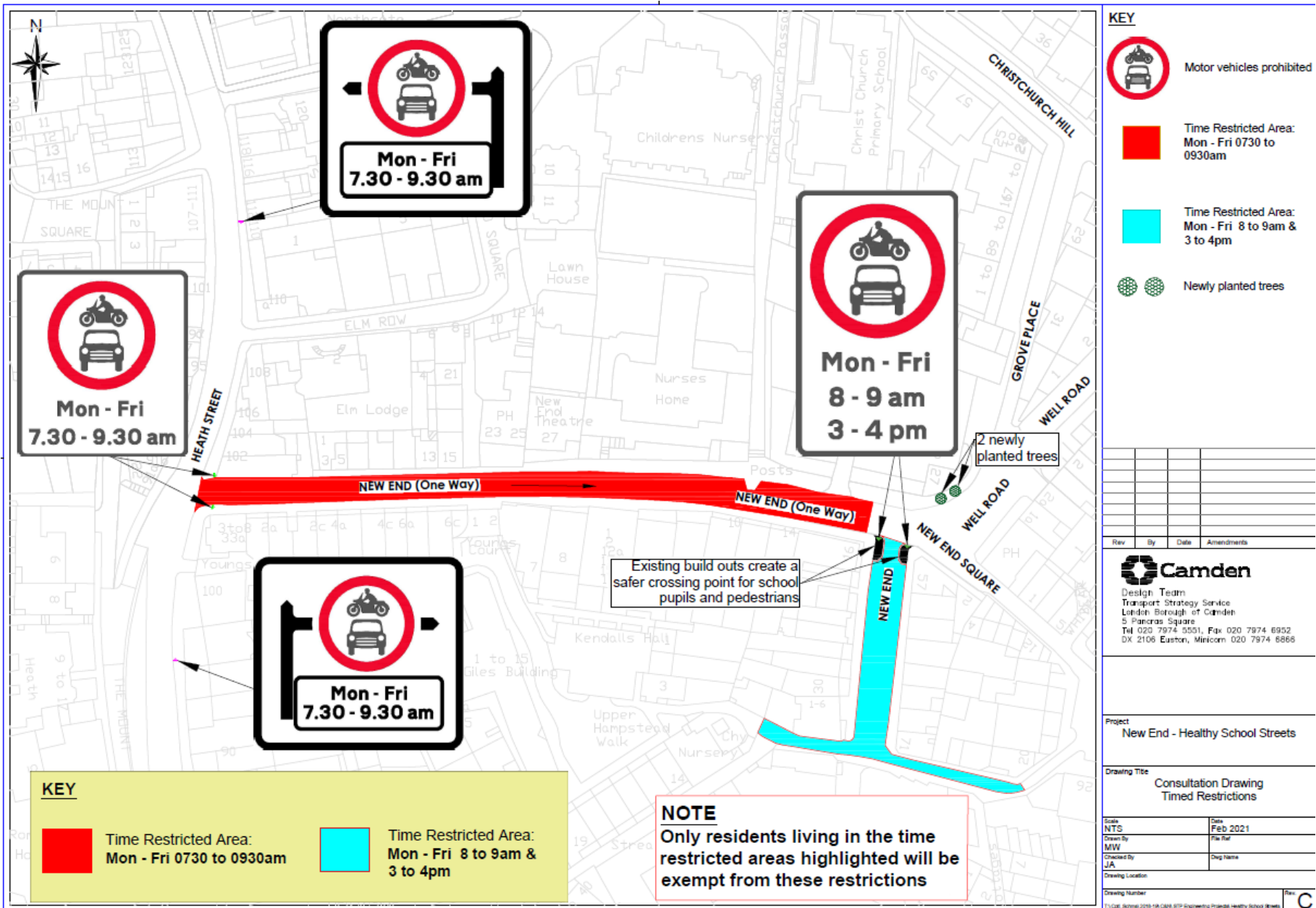
We would encourage you to give your views via:

[Camden.gov.uk/NewEnd](https://camden.gov.uk/NewEnd)

You can access the website via the QR code or if you would like a paper version of the consultation questions, please call 020 7974 4444 and we will post one to you. If you would like to make any other comments, you can do so by sending an email to: Healthy.School.Streets@camden.gov.uk



The consultation will close on **30th May 2021**. A decision report, considering consultation responses, relevant policies and other data/information will then be produced and published online. If approved to be made permanent and prior to implementation, a Statutory Traffic Management Order consultation will be carried out by advertising the proposed permanent traffic order in the local newspaper (The Ham and High). The plan overleaf shows the area of New End that is restricted, along with the restriction timings.





New End Healthy School Street Scheme Detailed Information

This document sets out data and other information gathered during the trial period of the Healthy School Street (HSS) scheme on New End. It has been gathered and analysed to help assess the impact of the scheme during the trial period of operation. The data and feedback are summarised below.

Traffic Count Data

Weekly traffic counts (car, van, lorry, bus, cycle and motorcycle) were taken over the following five-day periods:

- The week commencing 10th October 2019 (pre scheme)
- The week commencing 10th March 2020 (during scheme trial, before lockdown started – schools fully operational)
- The weeks commencing the 5th, 12th and 19th of October 2020 (during scheme trial – schools fully operational)

The counts covered the total number of vehicles on a Monday to Friday in school term time, when all pupils were attending the school. Please note that while the October counts were taken over three separate weeks, traffic counts were only collected for one week at each location.

The data count locations are shown in **Figure 1** on the final page of this document as follows (location numbers in brackets correspond to the map in **Table 1**): East Heath Road (1), Holford Road (2), New End (3), Christchurch Hill (4), Grove Place (5), New End Square (6), Squires Mount (7), Well Walk (8), Willow Road (9), Willoughby Road (10), Pilgrims Lane (11) and Downshire Hill (12).

It is recognised that the Covid-19 pandemic has had an impact on general traffic levels throughout London and in Camden. Data from Transport for London shows that there was a 9% decrease in traffic levels across inner London in October 2020 compared to October 2019, after the first lockdown.

The timings and data gathered is summarised in Table 1 overleaf, which show daily average traffic flows based on the weekly counting periods noted above.

Table 1 –Traffic Count Data: Daily Average Vehicle Counts (Monday to Friday, AM and PM peaks)

Location	Map ref #	AM Peak (08:00-09:30)					PM Peak (14:45-16:15)				
		Oct 2019 (pre scheme)	Mar 2020 (during scheme trial)	Oct 2020 (during scheme trial)	Change (Oct 19 to March 20)	Change (Oct 19 to Oct 20)	Oct 2019 (pre scheme)	Mar 2020 (during scheme trial)	Oct 2020 (during scheme trial)	Change (Oct 19 to March 20)	Change (Oct 19 to Oct 20)
East Heath Road (EB)	1	977	943	916	-4%	-6%	576	533	557	-8%	-3%
East Heath Road (WB)	1	408	452	375	+11%	-8%	627	686	499	+10%	-20%
Holford Road	2	50	48	5	-3%	-89%	25	31	5	+26%	-79%
New End	3	211	86	37	-59%	-82%	70	51	48	-27%	-32%
Christchurch Hill (SB)	4	43	45	54	+4%	+26%	23	27	78	+14%	+233%
Christchurch Hill (NB)	4	79	72	60	-9%	-24%	79	73	138	-7%	+76%
Grove Place	5	11	7	8	-30%	-26%	7	5	7	-31%	0%
New End Square (EB)	6	191	125	94	-34%	-51%	96	94	103	-2%	+7%
New End Square (WB)	6	11	29	15	+157%	+30%	12	19	18	+60%	+53%
Squires Mount	7	7	10	9	+49%	+26%	7	8	12	+24%	+71%
Well Walk (NB)	8	155	148	134	-5%	-14%	146	145	279	-1%	+91%
Well Walk (SB)	8	87	79	77	-9%	-12%	41	44	60	+6%	+44%
Willow Road (WB)	9	96	75	117	-22%	+21%	146	153	470	+5%	+223%
Willow Road (EB)	9	96	49	54	-49%	-44%	146	36	37	-76%	-75%
Willoughby Road (NB)	10	97	89	93	-8%	-4%	99	98	109	-1%	+10%
Willoughby Road (SB)	10	64	81	42	+26%	-34%	50	71	58	+41%	+16%
Pilgrims Lane (SB)	11	102	71	34	-30%	-67%	57	50	42	-13%	-26%
Downshire Hill (NB)	12	98	0	134	-100%	+37%	167	0	210	-100%	+26%
Downshire Hill (SB)	12	381	0	352	-100%	-8%	216	0	247	-100%	+14%
Total		3,165	2,410	2,610	-24%	-18%	2,589	2,124	2,976	-18%	+15%

When comparing the traffic counts from October 2019 to March 2020, it can be seen that there is a 59% reduction in traffic flows on New End (from the Heath Street junction) during the AM peak, and a 27% reduction during the PM peak. Across the whole study area, traffic flows were reduced by 24% in the AM peak and 18% in the PM peak.

Comparing traffic counts from October 2019 to October 2020 shows an 82% reduction in traffic flows on New End (from the Heath Street junction) during the AM peak, and a 32% reduction during the PM peak. Across the whole study area, traffic flows were reduced by 18% during the AM peak (the Heath Street/New End restriction operates in the AM peak only). Some of this decrease from October 2020 may be attributed to general changes in car use in inner London following the first lockdown, as demonstrated by Transport for London's data showing a 9% decrease in traffic levels across inner London in October 2020 compared to October 2019.

During the PM peak, the only Healthy School Street vehicular restriction in operation is the closure of the short section of New End leading down to New End Primary school from the T-Junction near the new build out (and not the restriction on New End at the junction from Heath Street, which operates in the morning only). As such, the increases in traffic recorded in the PM peak throughout the wider area (comparing October 2019 to October 2020) are unlikely to be attributed to the New End Healthy School Street scheme.

The Council will undertake a study, separate to this consultation, to identify possible causes of this increase in traffic across the area observed in the PM peak from the October 2020 data. Subject to findings of this study, a consultation on further measures may be considered which could include, but not be limited to, a potential Healthy School Street on Christchurch Hill.

The Council has also [approved a temporary footway widening scheme](#) directly outside of Christ Church Primary School on Christchurch Hill. This is due to be implemented in March 2021. This will provide additional space for parents and carers to safely social distance during drop off and pick up times.

Air Quality Data

Air quality diffusion tubes have been in place on New End (Streatley Place), New End (New End T-Junction near the widened footway implemented as part of this scheme), and Christchurch Hill since January 2019. Diffusion tube data is a standard and approved method for measuring ambient NO₂ concentrations.

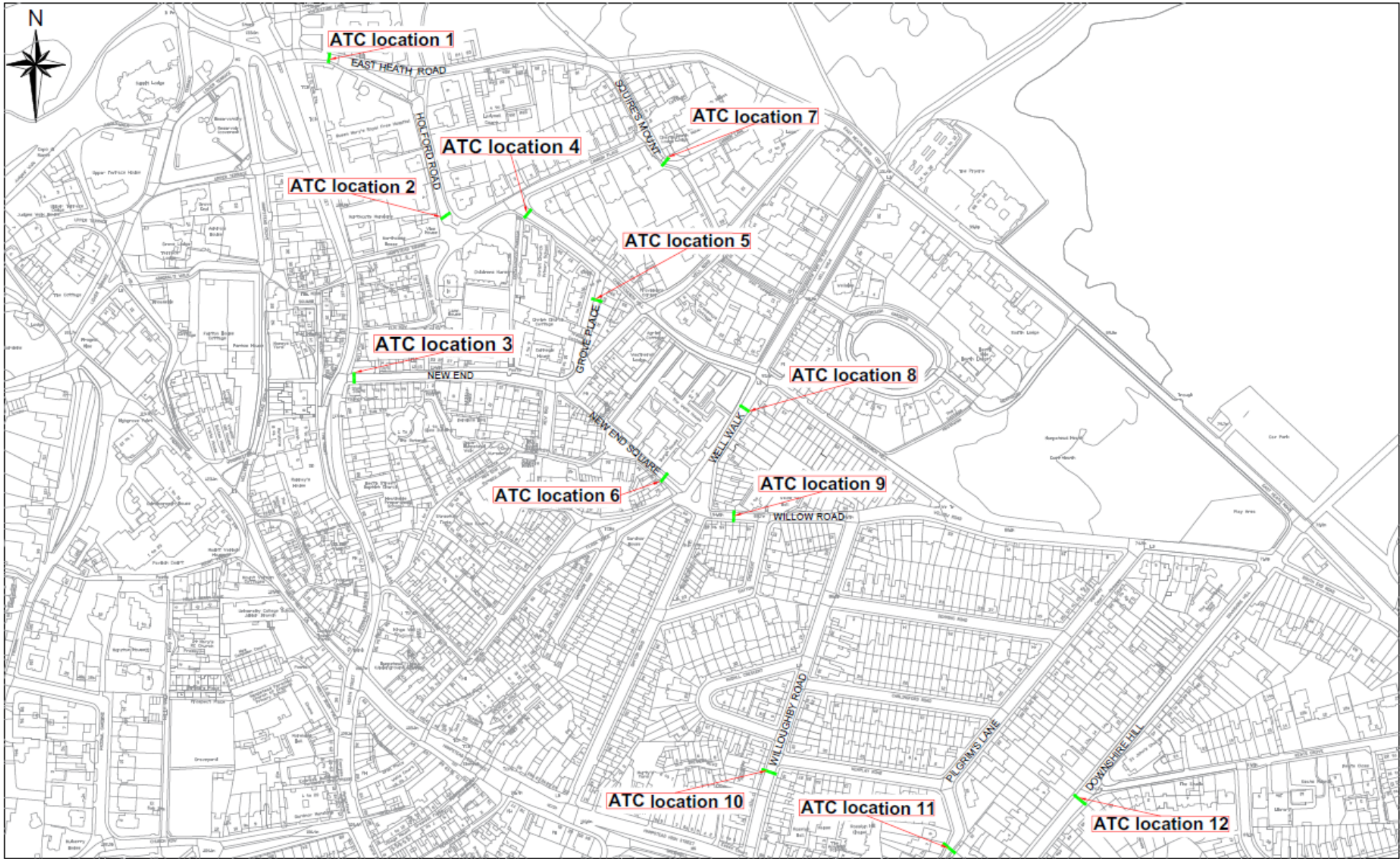
Table 2 presents a comparison of raw average unadjusted diffusion tube data collected from January to February 2019 and September to October 2019 before implementation of the scheme, and from January to February 2020 and September to October 2020 post implementation.

Table 2 – Air Quality Data

Monitoring site	Jan-Feb 2019 (µg/m3)	Jan-Feb 2020 (µg/m3)	Change (µg/m3)
New End – Streatley Place	39.64	30.20	-9.44 (-24%)
New End – New End T-Junction	39.83	32.00	-7.83 (-20%)
Christchurch Hill	No data for Jan-Feb 2019	27.60	No data for Jan-Feb 2019
Monitoring site	Sep-Oct 2019 (µg/m3)	Sep-Oct 2020 (µg/m3)	Change (µg/m3)
New End – Streatley Place	26.49	22.08	-4.41 (-17%)
New End – New End T-Junction	28.89	25.18	-3.71 (-13%)
Christchurch Hill	25.17	22.39	-2.78 (-11%)

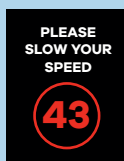
There is an improvement in air quality at all three monitoring locations. The data shows a reduction of µg/m3 by at least 11% across all sites (with the exception of Christchurch Hill due to data limitations). The biggest changes in air quality were recorded at Streatley Place, near to New End School, where 24% reductions in µg/m3 were recorded.

Figure 1 – Location of Traffic Counts

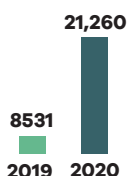


Responding to the challenges of Covid-19 in your neighbourhood

We want to keep your neighbourhoods safe from speeding...



Speeding is the main cause of road death.



London speeding enforcements till August (149% increase)

BAME Londoners are more at risk of being killed or seriously injured, BAME children are on average **1.5x** more likely to be affected than non-BAME children.



...so we are reducing traffic in residential streets

Covid-19 is causing extra cars across Camden... and it's getting busier on our streets

TfL estimates if all car owning households switched their usual public transport journeys to cars there would be **nearly double** the traffic in Camden plus extra from other boroughs



38% of people at risk of deprivation, 36% of women and 31% of disabled people who don't cycle said **they'd like to give it a go**



Supporting Camden residents to travel sustainably

8/10 trips by Camden residents are not made by car.



Almost 50% of journeys by Camden residents are on foot or by bike.



In Camden, 69% of households **don't have a car**, so providing safe and easy walking and cycling facilities is crucial.

Camden residents love their bikes

Weekday cycling at 2 locations in Camden have seen an average increase of 106% this August to last.



Children want to travel healthily and safely to school

We surveyed 14 local schools and 51% of pupils walked, scooted or cycled to school.



We want you to breathe easy....

Breathing in polluted air can have short and long-term impacts on our health, at any stage in our lives.

Lockdown measures led to a 53% reduction in traffic levels in London, reducing the overall level of pollutants in our air. We want to see **air quality improvements continue** now lockdown has eased.



Health is everything

42% of Camden residents are overweight or obese, increasing the risk of severe illness and death from COVID-19.

Just a 20-minute walk can prevent long-term health conditions like Type 2 diabetes, heart disease and certain cancers, as well as being good for your mental health.

20 mins



Find out more

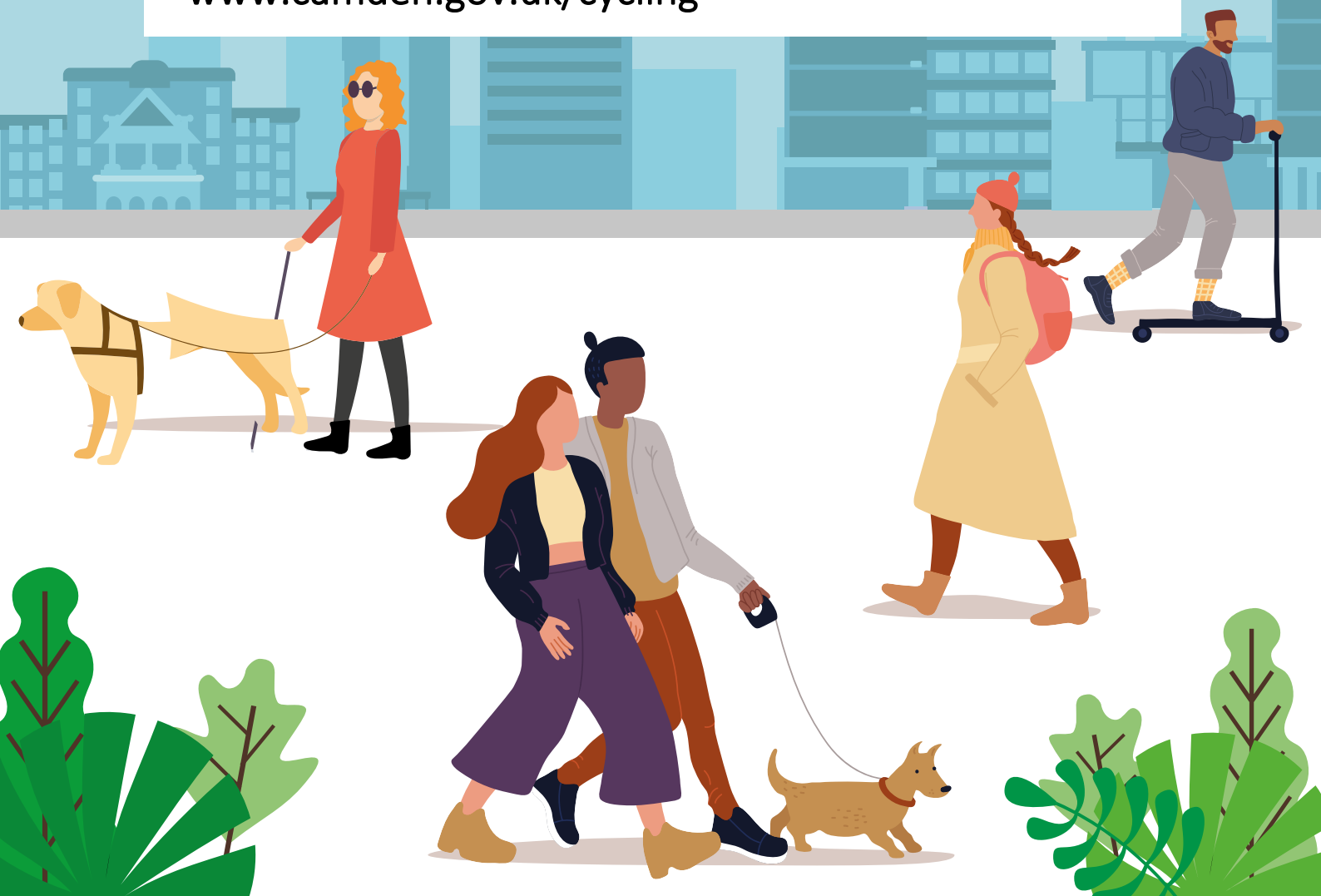
To find out more on how we are making travel safer in Camden visit:

www.camden.gov.uk/making-travel-safer-in-camden
safetravel@camden.gov.uk / 020 7974 4444

To give your suggestions and feedback visit:
safetravelcamden.commonplace.is

To learn to cycle for the first time, improve your cycling skills or for a bike loan to help you get on your way visit:

www.camden.gov.uk/cycling



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