

Appendix 5 – Consultation Report

A summary of the consultation responses is provided in the main report. This Appendix provides further details of specific comments raised by (i) a petition received by the Council (as noted in the main report), (ii) Ward Councillor and stakeholder groups and (iii) individual responses, as set out below, alongside Officer responses to those comments. Where very detailed comments have been received, these have been summarised to contain the key points, as also set out below.

(a) Petition comments

The petition opposing proposal B raised concerns around traffic displacement on Christ Church Hill, Holford Road, Cannon Place, Grove place and Well Road. It states that if proposal B is implemented it will create a new rat-run along those roads. There were also concerns for the safety of children at Christ Church Primary School. It states that creating a new rat run will jeopardise the children's safety and health, as well as increasing air and noise pollution in Christ Church School and Hampstead Activity Nursery. A suggestion in the petition text is to install an ANPR camera on Christ Church Hill, at the corner of Cannon Lane, to prevent non-resident traffic going towards Well Road from 7.30am-9.30am. Further details of the petition are shown in **appendix 4**.

*Officer response – The aim of the scheme is not to displace traffic, but to cut down on car use. If the scheme is implemented it will be under an Experimental Traffic Order (ETO) for 12 months. Traffic monitoring will be placed in the locations noted in point 4.2 of the main report. **Appendix 6** is a map of the monitoring locations. This will be assessed after 3 and 6 months and an interim report produced to review the benefits and assess these potential issues. If the data shows that the scheme is not achieving its aims, it may be amended or changed. At the end of the ETO period the suggestion in point (a) above regarding the ANPR camera on Christ Church Hill may be considered for consultation. Christ Church Hill and Christ Church Primary School issues are responded to in point (c) of this appendix.*

(b) Ward Councillor and stakeholder comments

1. **Ward Councillor comment** – One ward councillor sent a question regarding how groups are selected for consultation, and whether these are chosen by ward.

Officer comment - We consult all statutory groups, local residents and other groups located in the chosen consultation area. We take these from the CINDEX data base. In the case of New End we also consulted groups or residents who had contacted us directly about the scheme, following the pre engagement meeting. We don't consult by Ward for a scheme like this. The area chosen in this case was quite large as we recognised some residents further from the immediate location may have views on potential traffic displacement which could impact on them should it occur. The consultation was also posted on the We Are Camden website for anyone to respond to, regardless of where they live.

2. Stakeholder group comments:

Camden Cycling Campaign expressed their support for implementing both proposals together, citing the need to keep moving motor vehicles out of the road nearest to the school for the safety of children who walk, scoot or cycle to school in terms of road traffic danger and the impact of traffic emissions. Camden Cyclists also noted their view that making it harder to park near to the school may encourage others to give up driving to school. In terms of proposal B, Camden Cyclists noted that traffic clearly uses roads that will be on walking and cycling routes to New End and Heathside schools as well as routes used by parents wishing to drive their children to these school, and therefore support this proposal and suggest that there should be an afternoon closure to correspond with the school closing times.

Officer comment - During the ETO period we will monitor the scheme. If the proposal B closure is deemed to be successful based on traffic monitoring from the morning period, we can consider extending it to the afternoon.

3. The London Fire Brigade (LFB) sent the following response to the consultation:

The LFB would have no objection to proposed Option B. Use of ANPR cameras would have no impact on LFB attendances to these streets. Option A however could restrict our access to this area: the collapsible bollards would delay any appliance attendance and since New End / Streatley Place is a very tight road fire engines would not be able to gain access via any other route. We would therefore express our concerns over this proposal. If this option was implemented without bollards the LFB would have no objections.

Officer comment - The recommendation is to implement proposal A and B with ANPR cameras.

4. Residents group comments – Grove Place Tenant and Resident

Association: This group sent a detailed response, and strongly opposed proposal B. In summary, their concerns were traffic displacement on to the roads mentioned in point (a) of this appendix. They strongly oppose the Council spending its funds to displace a rat-run from New End. They state the scheme would increase air and noise pollution, and safety concerns for residents and tenants, particularly those with children and limited mobility. The group appreciate the objectives of Camden's Healthy School Street scheme, however they are concerned that a Healthy School Street scheme for one school might mean worse air quality and safety for another school. This group made the same suggestion regarding an additional ANPR camera as the petitioners mentioned in point 1.

Officer comment – As stated in point (a) under petition comments the aim of the scheme is not to displace traffic, but to cut down on car use and encourage sustainable and active modes of travel. Traffic monitoring will be placed in the locations suggested above, and assessed after 3 and 6 months and an interim report produced. If the data shows that the scheme is not achieving its aims, it may be amended or changed. At the end of the ETO period the suggestion in point 1 regarding the ANPR camera may be considered. Christ Church Hill and Christ Church Primary School issues are responded to in points 9 and (c) of this appendix.

5. **Hampstead Neighbourhood Forum** - Hampstead Neighbourhood Forum sent a 4 page response. To summarise The Hampstead Neighbourhood Forum opposes the bollard version of Proposal A, as it is contrary to Policy TT2 of the Hampstead Neighbourhood Plan. It has no objection to the camera version of Proposal A but questions its value and effectiveness. Regarding Proposal B, the Hampstead Neighbourhood Forum favours the reduction of traffic but believes the proposal will raise concerns for some residents. If it is implemented, the Forum strongly recommends that the impact is carefully reviewed soon after implementation and at 12 months. They also commented that, while small schemes such as this might have some effects, the Borough's (and London's) main focus should be to reduce the total numbers of vehicles. They would like to see more promotion of public transport and other means of travel. They also state that they would like schools to take more responsibility in creating 'Healthy School Streets'. This initiative should be subject to robust impact analysis and review to assess their effect on local residents and on traffic volumes in other parts of the area.

Officer comment – As a result of the consultation responses received, the recommendation is to implement proposal A using ANPR cameras not bollards to enforce that part of the closure. As previously commented, officers will monitor the impact of the scheme and produce a summary report after 3 and 6 months. If the data shows that the scheme is not achieving its aims then it can be amended or changed. Through the STARS School Travel Plan project, officers work with schools to promote public transport, walking and cycling to school. However the schools participation in STARS is voluntary.

A number of other initiatives are taking place in the wider Hampstead area to address the school run traffic issues. NW3 Green School Runs, for example, are a new group that has been set up by local parents to operate a school bus system. This is due to be launched in May 2019. Officers are currently in discussion with the HomeRun company who run a car sharing app for parents. A trial of the app is currently in place with some Hampstead schools, and the Council is exploring if this could be extended to state schools in the area including New End and Christ Church. Funding has also been allocated to commission a study in Hampstead to investigate further options to improve the school run issues in the area on a wider scale. However Officers do not believe these wider initiatives should prevent progress on local interventions,

such as at New End, being implemented and trialled as proposed in this report.

The Camden Transport Strategy sets out policies and measures such as traffic restrictions to deter inessential car use, and providing attractive alternatives to car ownership. These focus on aiming to reduce vehicle numbers in the Borough.

6. **Burgh House** – This group sent a response stating concerns around the area of New End near Heathside Prep School and their use of the White Bear pub.

Officer comment - During on site observations officers observed that some parents dropping off/picking up children on New End were from Heathside Preparatory School. The aim is that proposal A, combined with B will reduce this behaviour near the White Bear pub. Heathside Prep school have not submitted any school travel data, or given their opinion on these proposals. Officers are aware of a planning application by Heathside Prep to potentially move some of the students to the Jack Straws Castle site. This combined with our proposals could alleviate some of these issues on New End.

7. **Downshire Hill Residents Association** sent a response stating they agreed with the combined proposal. However they are concerned about traffic displacement on to Downshire Hill. If monitoring at their suggested locations of East Heath Road, Downshire Hill and Willow Road shows increased traffic volumes they suggest installing an ANPR camera on Downshire Hill.

*Officer comment – Traffic monitoring will be placed in these locations. Please refer to the **appendix 6** of the report. The data will be reviewed after 3 and 6 months and reports produced which consider next steps including this suggestion.*

8. **Business Responses** - One business sent a response stating concerns about traffic displacement on to the roads previously mentioned in point 1, and highlighted a risk of accidents on narrow streets. They state that Christ Church Hill would become more congested. Their response stated that pollution could become worse for residents.

Officer comment - Christ Church Hill and Christ Church Primary School issues are responded to in points 9 and (c) of this appendix. Officer's comments regarding traffic displacement are as previously commented on. The aim of the scheme is not to displace traffic. Traffic monitoring will be placed in the locations mentioned, and assessed after 3 and 6 months and an interim report produced. If the data shows that the scheme is not achieving its aims, it may be amended as appropriate following further consultation with the local community.

9. **School comments** – New End School agreed to proposal A. They disagreed with proposal B, but suggested that proposal B should be implemented in the afternoon as well as the morning peak times.

Officer comment - During the ETO period we will monitor the scheme. If the closure is deemed to be successful in the morning period, we can consult on extending the restriction to the afternoon.

Christ Church School commented that they are concerned that either or both of the proposed schemes may displace both the traffic flow and/or parents parking to drop off/pick up children to the Christchurch Hill side of the school. They suggested monitoring be placed at the locations mentioned in point (a) of this appendix. The school will continue to encourage as many families as possible to travel to the school in healthy, safe and environmentally friendly ways. They also stated that they would like officers from the Transport Strategy Team to assess the area around Christ Church School for any improvements that could be made.

*Officer comment - As previously commented we will monitor the impact on traffic in surrounding roads on and around Christ Church Hill as shown in the monitoring plan in **appendix 6** of the main report. An air quality monitor has been placed directly outside the school on Christ Church Hill, so that this can be monitored during the ETO period. School drop off counts will also be undertaken and reported on after 3 and 6 months. Since receiving this response, officers have met with the head teacher at Christ Church School, who agreed that their location is not as suitable as New End School for a HSS scheme. This is due to the layout of the road. However, this can be explored in more detail during the ETO period. The School Travel Plan Officer will continue to work with both New End School, and Christ Church School to help them encourage parents to walk, cycle or scoot to school. 'Softer measures' such as identifying local 'park and stride' sites, and commissioning a car sharing app are currently being explored to benefit both schools. Officers also discussed other engineering measures such as pavement build outs, which may be more suitable for Christ Church School, with the aim of improving road safety. The feasibility for these schemes will be started in the financial year 2019-20.*

(C) Other individual comments/suggestions and objections

Of the 178 responses received, a total of 156 comments/suggestions accompanied them. These are grouped and summarised below:

Traffic Displacement - 59 respondents were concerned about traffic displacement on to other roads near New End, and potential increased school drop offs in surrounding roads such as Flask Walk.

Officer comment - As previously commented on monitoring will be placed in the suggested locations, and reported on after 3 and 6 months. If the data shows that the scheme is not achieving its aims then it can be amended or changed as appropriate and following further consultation.

Parking and access - 68 respondents were concerned about parking and access during the suggested closure periods. Five people mentioned Upper

Hampstead Walk as being of particular concern due to the fact that deliveries or taxis would not be able to enter that cul-de-sac during the restrictions.

Officer comment - The restrictions would be in place for 1 hour in the morning and 1 hour in the afternoon for proposal A, for proposal B the times are 7.30am-9.30am. In most cases deliveries and works vehicles could be scheduled around this. The proposal is to exempt all CA-H permit holders, so that they can access their properties during the restricted times. As Upper Hampstead Walk is a cul-de-sac with off street parking, they do not have resident parking permits. However residents with off street parking will be exempted. It may be possible to exempt delivery vehicles to Upper Hampstead Walk. Officers will investigate these options further and inform residents in due course if the scheme goes ahead.

Pollution, idling and congestion - 53 respondents stated they were concerned about some or all of these issues, and the impact that the scheme may have.

Officer comment - Air quality monitors have been placed near New End School at the southern end of the road by the school, and at the T-junction. Before and after data can be assessed and reported on during the ETO period. Monitors have also been placed outside Christ Church School. Camden enforcement officers now have the power to issue fines to drivers who leave their engines running whilst stationary (idling). On site enforcement has been requested to take place in the New End area at various times throughout the academic year. There is a sign located near the T-junction on New End, which was designed by a school pupil that requests drivers to switch off their engines. Anti-idling events may also be organised by the school and council officers to raise the profile of the issue. The aim of the scheme is to remove some of the current traffic congestion issues in the area.

Christ Church Hill - In addition to the petition, and Christ Church School themselves, 50 respondents raised concerns about the impact on either residents of Christ Church Hill or Christ Church School.

Officer comment – Response to this is detailed in point (c) of this appendix.

Positive Comments - In addition to the concerns and objections, a number of comments were sent during the consultation period which were positive about the proposals. A selection of these are below:

- I strongly welcome all your efforts to curb children's exposure to pollution and would support any measures you take in this respect. I would also welcome any efforts you make to reduce the exposure of the general population to traffic pollution.
- We are supportive of the timed closure as through traffic with school children is dangerous. Far too many school journeys are being made in the car rather than on foot. Any deterrent to using the car will hopefully encourage walking to school.

- We support this experimental approach because we think it is worth trying to work out what is possible. The present situation is quite unsatisfactory and the traffic wardens have lost the ability and will to control matters. Too many people leave their car engines running while they deliver their children to school and too many builders often double park in New End Square.
- Fully agree with proposed changes. The traffic, air quality as well as noise in the morning is not sustainable. There are also vehicles getting damaged from all the U-turns being made by vehicles on Well Walk.
- I fully support Camden's moves to encourage walking and cycling over motor transport. We need to move to more sustainable means of transport and at the same time encouraging people to take more exercise for the good of their health, as well as cutting down on air pollution that is harmful to young people.
- The current rat-run on New End must be stopped. New End is a major rat-run every morning and this is what is creating the safety, traffic and air pollution problems at both schools.

REPORT ENDS