

# Neighbourhoods of the Future Healthy School Street Zone

## Consultation Information Sheet for Maresfield Gardens, Netherhall Gardens, Netherhall Way, Nutley Terrace, and the southern part of Frognal



### Proposals to make trial changes 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 (HSS) 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. HSS help to discourage car

trips, particularly amongst parents and carers, by providing a safe and inviting space for more walking, cycling and scooting.

Fifteen HSS schemes have been rolled out across Camden since March 2020, including the Neighbourhoods of the Future Healthy School Street Zone (NoF). This brings the total number of HSS schemes in the borough to 18, covering 25 schools.

## About the Neighbourhoods of the Future (NoF) Healthy School Streets Scheme

The NoF scheme (funded originally by the Greater London Authority and TfL/London Councils) consists of a HSS timed road closure zone (with some exemptions) in the Frognal and Fitzjohns area. The zone incorporates South Hampstead High School (junior and senior sites), North Bridge House Pre-Preparatory School, Southbank International School and Holy Trinity Primary School. The timed closure locations are Maresfield Gardens, Netherhall Gardens, Nutley Terrace, Netherhall Way, and the southernmost part of Frognal.

The closure for motor vehicles are in place for an hour in the morning and an hour and a quarter in the afternoon to coincide with the opening and closing times of the relevant schools, from 8am to 9am and 3pm to 4.15pm Monday to Friday during the relevant schools' term time only.

We implemented the NoF scheme, following an initial public consultation in October 2019, as a trial under an Experimental Traffic Order (ETO) which came into force on 14<sup>th</sup> September 2020. The [decision report](#) related to this ETO was approved on 14<sup>th</sup> January 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 (as implementation was delayed due to the pandemic) 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 ETO trial period. The proposed permanent scheme would remain unchanged from its trial version, but electric vehicles, which are currently exempt from the restrictions, would no longer be exempt beyond the conclusion of the 2023-24 academic year. The reason for this change is outlined later in this information sheet.

## 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 Information** section of the webpage. Headlines include:

- In the morning peak, analysis of seven traffic counts taken in February 2019 (pre scheme) and June 2021 (during scheme) show a reduction in traffic of between 4% and 63% at six sites, with an increase in traffic flows of 8% at one site. In the afternoon peak, there is a similar picture, with five sites showing a reduction of between 28% and 43% after the scheme was introduced, and two sites showing an increase in traffic of 15% and 16%.
- In the morning peak, analysis of 24 traffic counts taken between September 2020 (pre scheme) and June 2021 (during scheme), 20 out of 24 traffic monitoring sites recorded decreased traffic levels and four sites recorded increased traffic levels. In the afternoon peak, 19 out of 24 sites recorded decreased traffic levels and 5 sites recorded increased traffic levels.
- Across all monitoring sites, there was an overall decrease in traffic counted of 22% between September 2020 (pre-scheme) and June 2021 (during scheme).
- Between April - June 2019 and April - June 2021, air quality diffusion tubes recorded a minimum decrease of 17% in NO<sub>2</sub>, with the biggest reduction seen on Fitzjohn's Avenue with a decrease of 23%.
- 46% of comments submitted on our Commonplace engagement site, and 45% of correspondence (emails and phone calls) received during the trial were positive, with respondents highlighting quieter streets, a safer environment to walk and cycle and a reduction in traffic infringements as key benefits of the scheme.
- 44% of comments submitted on Commonplace and 43% of correspondence received were negative. The main issues identified by respondents were traffic displacement and increased idling on streets outside of the scheme area, that the scheme did not make the environment any safer for walking and cycling, and that car journeys took longer as a result of the scheme. In addition, residents within the zone also raised issues regarding the process for obtaining an exemption and the signage used for the scheme, as well as opposing the restrictions on deliveries and visitors during the operating hours of the scheme.

#### Healthy School Street signage within the Neighbourhoods of the Future zone



# What are we now consulting on?

In considering 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, Climate Action Plan and Clean Air Action Plan, we are now consulting on making the trial changes permanent.

You can view the drawing of the changes in the “Related Information” section of the online consultation front page.

The NoF zone consists of timed road closures for motor vehicles on Maresfield Gardens, Netherhall Gardens, Netherhall Way, Nutley Terrace, and the southernmost part of Frognal. This is enforced using signage and Automatic Number Plate Recognition (ANPR) cameras on Netherhall Gardens and Nutley Terrace at the junctions with Fitzjohn’s Avenue, and Frognal, north of its junction with Hampstead Gate, and south of its junction with Arkwright Road (see below map). The traffic restrictions are in place between 8am - 9am and 3pm - 4.15pm Monday to Friday during school term time only. The ANPR



cameras only record vehicles travelling into the zone during the hours of operation. If a vehicle is already parked within the zone it can be driven out of the area without incurring a fine. These features are proposed to be retained in the permanent scheme, if approved following consultation.

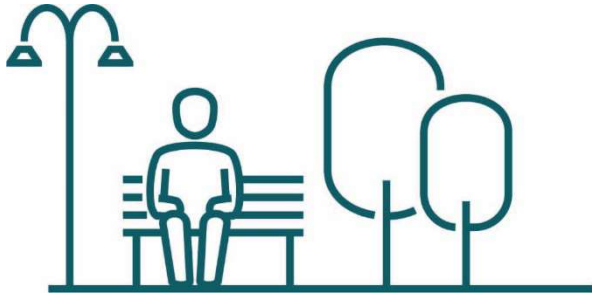
The following vehicles are currently exempt from the restrictions:

- Cycles including standard and electric powered bicycles
- Vehicles registered to properties and businesses within the restricted area, where exemptions have been agreed with the Council
- Pure electric vehicles (not hybrid)\*
- Any vehicle being used for ambulance, fire brigade or policing purposes
- Refuse collection vehicles
- Blue Disabled Badge holders, where exemptions have been agreed with the Council
- Vehicles belonging to parents or carers of pupils of the schools within the zone that have a disability that prevents them from walking, cycling, or scooting to school, where exemptions have been agreed with the Council.

\*All of the above exemptions are proposed to be retained in the permanent scheme, with the exception of pure electric vehicles, which would no longer be exempt beyond the conclusion of the 2023/24 academic year. During the trial period we have received feedback from residents and parents that there has been a large increase in the usage of electric vehicles for the school run in the NoF area. Following development of the processes in place for the scheme, electric vehicles are now automatically identified by the ANPR cameras and as such all electric vehicles may pass through the scheme area without first applying for an exemption. We are in the process of requesting authorisation from the Department for Transport for temporary signage which states that all pure electric

vehicles are exempt. This, combined with the continued year on year growth in the sale of electric vehicles, means that significant numbers of vehicles are able to travel through the zone. Therefore, removing the exemption would provide a balance between continuing to support the switch to electric vehicles, without undermining the aims of Healthy School Streets in providing a safe environment for children, parents, and school staff to travel to school safely and reduce the dominance of cars during the school run.

## 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 a broad range of information including consultation responses, feedback received during the trial period, relevant policies and other data/information including monitoring

information collected during the trial period.

All of this information will be considered in making a recommendation in the report about whether, at the end of the trial period, the experimental scheme should be made permanent, modified, or allowed to lapse.

**The consultation finishes on Monday 22<sup>nd</sup> November 2021**