

Neighbourhoods of the Future

Healthy School Streets Zone Proposals

Additional Information

Exemptions

As the restrictions will be enforced by ANPR cameras, we will be exempting the following vehicles at all times:

- Blue Disabled Badge holders (BDB) resident in the restricted areas
- BDB holders who need to visit a business or residential property within the restricted zone
- Residents vehicles with parking permits registered in any of the restricted roads (see the streets marked in red on the plans under Option A and Option B)
- Residents vehicles registered to properties in any of the restricted roads (as above) that have off street parking, or a 'crossover' to their driveway
- Children with disabilities that prevent them from walking, scooting or cycling to school – the vehicles which pick them up/drop them off will be exempt
- Pure Electric Vehicles (not hybrids) – including those used for Private Hire Vehicles (PHVs)
- Zero Emission Capable taxis (“black cabs”)

Taxis

During the public meeting, concerns were raised over residents that may need taxis during the restricted hours (e.g. for hospital appointments etc.). Where possible residents should book taxis outside of the restricted hours, or meet the taxi on a nearby road outside of the restricted zone. However it is understood that this is not always possible, and therefore another option is to book a Zero Emission Capable (ZEC) taxi/fully electric private hire vehicle, which are exempt from the restriction.

We have met with Transport for London (TfL) to explore the current Taxi and Private Hire market and experience of other similar restrictions. According to TfL, as of 1 July 2019 there were 1,875 ZEC taxis out of 19,183 licensed taxis in total. Currently, although ZEC taxis make up 10% of the fleet, more ZEC taxis are found towards central London – with drivers tending to focus on areas with a higher density of rapid EV charging infrastructure. The TfL team estimates that it may be possible to have a quarter of the taxi fleet being electric by 2021. Black cabs (taxis) can be requested through an app with a note to be electric: for details, see here:

<https://www.levc.com/corporate/book-a-taxi>

In the Private Hire sector TfL do not have data on the proportion of vehicles which are pure electric. The options currently known to the Council to be available are outlined in the [Feasibility Study](#). Other options may also be available.

If the scheme is implemented, ZEC taxis (“black cabs”) and pure electric PHVs only will be exempt at the restriction times, and options to use such facilities include those provided above.

Additional considerations & school-run traffic mitigations

Alongside the outcome of the consultation there are other measures/mitigations being employed in the area to reduce car use, encourage modal shift to sustainable transport options and improve air quality. These are as follows:

- **STARS** – all schools in the area are encouraged to participate in the TfL “STARS” travel plan programme. Currently eight have accreditations. This involves the school participating in activities throughout the academic year, which encourage active travel to/from school. Schools will also provide data as to how the children are travelling to/from school which will be used to monitor the impact of the scheme.
- **Park and Stride** – Camden are in discussion with the O2 centre on Finchley Road, to request that a number of spaces can be provided in their car park for parents who are unable to walk/cycle/take public transport with their children to/from the schools. This would provide a suggested ‘park and stride’ site from the car park to (any) nearby schools. More details will be provided to the schools to disseminate to parents should the scheme go ahead, which we aim to have in place by the start of the trial. Camden are also working with TfL to bring forward improved pedestrian crossing points of Finchley Road in this area, which would enhance the attractiveness of a Park & Stride facility at the O2.
- **Homerun App** – this is a car sharing app already in use by some schools in the Hampstead area, which connects parents in order to encourage car sharing and reduce total vehicle trips. It also provides detailed data as to how parents are travelling to/from schools. More details on this app are provided in the feasibility study.
- **NW3 Green School Run** bus service – this is a service set up by a group of parents based in the Hampstead area. From September 2019 they will be running coach services to the schools in the NoF area, with the aim to reduce harmful levels of air pollution surrounding the 10,000+ children who learn in NW3. More can be read about [NW3 Green School Runs](#) on their twitter feed.

What will be the impacts on air quality and traffic levels?

Air Quality

Pre and post scheme monitoring of air quality will be carried out as part of this scheme. The air quality monitoring equipment has been in place on Netherhall Gardens, Arkwright Road and Frogna since April 2019. There is also an existing monitoring station on Fitzjohn’s Avenue, the data from this station will also be used to help monitor this scheme.

Traffic Impacts

The data gathered as part of the feasibility study will be used as ‘pre’ traffic data for the scheme, and the same points will be monitored afterwards, should the proposals go ahead. The feasibility study sets out in more detail all of the existing data

collection points and traffic flows observed. The intention of the scheme and associated mitigations (set out above) is to reduce total motor vehicle trips to schools in the area, which will be carefully monitored during the trial. We also intend to encourage those with an essential need to use motor vehicles for the school-run to use the proposed Park & Stride site on Finchley Road.

Any additional locations for traffic surveys/air quality monitoring suggested by respondents to the consultation will also be considered for inclusion in the pre/post survey scheme monitoring. This will be used to assess any impacts on traffic flows on streets in the nearby area. This will be used to help inform the next steps and any potential amendments to the scheme, if we proceed to consulting on any permanent arrangements