



# Primrose Hill Primary School (Princess Road) Healthy School Street Permanent Proposals

## Consultation Information Sheet



### Proposals to make the trial changes on Princess Road 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 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. The schemes help to discourage car trips,



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

Fifteen Healthy School Streets schemes have been rolled out across Camden since March 2020. This brings the total number of schemes in the borough to 21, covering 27 schools. These schools are covered by timed or permanent road closures.

## About the Primrose Hill Primary School Healthy School Streets Scheme

**Photo of Primrose Hill Healthy School Street taken from the junction with Chalcot Road**



The Primrose Hill Primary School Healthy School Street scheme consists of the timed road closure of Princess Road at its junctions with Chalcot Road and Gloucester Road. The closure for motor vehicles is in place for an hour in the morning and an hour in the afternoon to coincide with the opening and closing times of the school, from 8.30am to 9.30am and 3pm to 4pm Monday to Friday during term time only.



We implemented the scheme, following its [approval](#) in June 2020, as a trial under an Experimental Traffic Order which came into force on 3<sup>rd</sup> September 2020. We 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 September 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 or not the scheme should be made permanent after the end of the 18-month Experimental Traffic Order trial period.

## 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** section of the online consultation webpage. Headlines include:

- Traffic monitoring taken before and after the implementation of the scheme during the morning and afternoon restrictions showed a small increase in traffic levels following the implementation of the scheme, but traffic levels remain low on Princess Road. Collection of traffic data was impacted by Covid-19 lockdowns and is explained in more detail in the Monitoring Factsheet provided in the **Related** section of the online consultation webpage.
- Analysis of average speed data shows that traffic speeds are low on Princess Road and below the 20mph speed limit.
- Cycle count data shows increases in cycling following the implementation of the scheme of 13 cycles in the morning restrictions and 6 cycles in the afternoon restrictions.
- Air quality monitoring completed during 2020 shows that Princess Road complied with the National Air Quality Objective mean annual NO<sub>2</sub> limit.

## Feedback during the Experimental Traffic Order Period

Eighteen comments on the scheme were received on Commonplace during the trial period. Thirteen of the respondents were positive towards the changes with feedback including:

- Ten respondents noted that they felt safer travelling through the area as a result of the scheme.
- Four respondents stated a wish for the scheme to be expanded further to cover a larger area and longer operational hours.



- Ten respondents said that the changes made them more likely to walk and cycle and had noticed an improvement in air quality.

Three respondents were negative towards the changes with feedback including:

- Two respondents stated that air quality had not improved as a result of the scheme, and that congestion and journey times had increased.
- One respondent did not believe the scheme was necessary as poor air quality and road safety were not issues in the local area.



## 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, Climate Action Plan and Clean Air Action Plan, we are now consulting on making the trial changes to Princess Road permanent.

You can view the drawing of the scheme in the **Related** section of the online consultation front page.

The Primrose Hill Primary School Healthy School Street consists of the timed road closure of Princess Road at its junctions with Chalcot Road and Gloucester Avenue during school drop off and pick up times. This is enforced using signage and Automatic Number Plate Recognition (ANPR) cameras. The traffic restrictions are in place between 8.30am - 9.30am and 3pm - 4pm 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 us
- Any vehicle being used for ambulance, fire brigade or policing purposes
- Refuse collection vehicles
- Blue Disabled Badge holders, where exemptions have been agreed with us



- 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 us.

We also want to capture your views on a proposal to replace the wooden planters on Princess Road at the junction with Chalcot Road with permanent pavement buildouts on either side of the road and increasing the width of the pavement outside the school. These changes would make it easier for pedestrians to cross the road while helping to reduce vehicle speeds. The widened pavement outside the school entrance would also provide additional space for parents and carers to congregate when dropping off and picking up children. The widened pavement would also offer opportunities for planting which would improve the aesthetics of the street while providing benefits to the environment.

In summary, the new suggested permanent changes include:

- Building out the pavement at the junction with Chalcot Road and adding a raised table. This would narrow the junction to make it easier for pedestrians to cross and help to reduce traffic speeds.
- Removing two resident parking spaces – one from Princess Road and one from Chalcot Road in order to facilitate the above change to the junction.
- Building out the pavement by 2m from the junction of Chalcot Road to outside the school entrance to provide more space for parents and children at school drop off/pick up times.
- Installing cycle parking outside the school.
- Planting two new trees one on the proposed widened pavement and the other outside the school.

## Why your views matter

As 40% of households in the area do not have access to a car and public transport patronage levels remain 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 are able to 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.

The previous changes were implemented as a trial under an Experimental Traffic Order for 18 months. We committed to undertaking a public consultation after around 12 months of the trial scheme to seek the views of local residents and stakeholders on making the trial scheme permanent after the 18-month trial period.

Your views are important in providing feedback both on the proposed scheme as a whole and elements of it, and we would therefore welcome your responses on the pages that



follow. To view the plans and find out more about the proposals, click on the links in the **Related** section of the online consultation front page.

The Council will be pleased to hear your views on the proposals as well as any alternative suggestions or objections you may have to any aspect of what we are proposing.

## 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.

The consultation closes on **15<sup>th</sup> December 2021**.