



Healthy School Streets Consultation – Camden School for Girls (Sandall Road) Permanent Proposals Consultation Information Sheet



Proposals to make the trial changes on Sandall 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. Healthy School Streets 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 Street 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 Camden School for Girls Healthy School Street Scheme

Photo of Camden School for Girls Healthy School Street viewed from Bartholomew Road





The Camden School for Girls Healthy School Street scheme consists of the timed road closure of Sandall 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 8am to 9am and 3pm to 4pm Monday to Friday during term time only.

We implemented the scheme as a trial in November 2020, under an Experimental Traffic Order which came into force on 29th October 2020, as part of Phase 3 of our Healthy School Streets programme. The decision report related to this Experimental Traffic Order (and others) was approved on 2nd October 2020 and is provided in the **Related** section at the bottom of the consultation webpage.

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 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 front page. Headlines include:

- Sandall Road saw significant decreases in traffic levels, with a 75% decrease during the morning restrictions and a 53% decrease during the afternoon restrictions.
- Across all five roads that were monitored there was a combined 36% reduction in traffic levels during the morning restrictions, and a combined 40% decrease during the afternoon restrictions.
- Analysis of average traffic speed data across all five roads showed that speeds were low and were under the 20mph speed limit.
- Across all five sites there was a combined increase in cycling levels of 71% during the morning restrictions and 9% during the afternoon restrictions.



Feedback during the Experimental Traffic Order Period

Nine comments on the scheme were received on Commonplace during the trial Experimental Traffic Order period. Within this total, six of the respondents were positive towards the change, with three being negative.

The comments received that were positive towards the trial changes included:

- Respondents noted that the streets were quieter and that the changes to Sandall Road (including the traffic filter which prevents through traffic at the junction with Camden Road) had reduced short cutting traffic.
- Respondents stated the scheme encouraged them to walk and cycle more.
- Improved air quality and road safety were identified as key aspects that respondents liked about the trial scheme.

The comments received that were negative towards the trial changes included:

- Respondents noted that traffic had been displaced into neighbouring streets, including Busby Place and Oseney Crescent.
- Traffic levels were still deemed to be worse and air quality had not improved as a result of the scheme.
- The scheme was not believed to be necessary as traffic speeds were within the 20mph limit and vehicle levels were not high 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 Sandall Road permanent.

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

The Camden School for Girls Healthy School Street consists of the timed road closure of Sandall Road 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 8am - 9am 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 the Council.
- 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.

Why your views matter

As 62% of households in the area do not have access to a car and public transport usage 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.

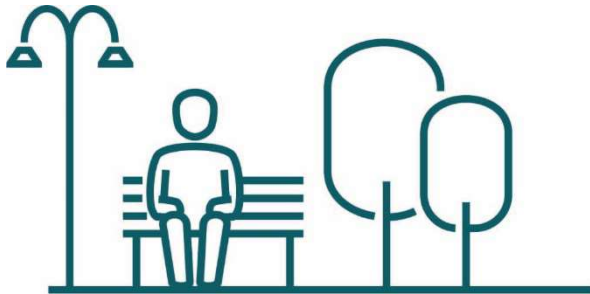
The previous changes were implemented as a trial under an Experimental Traffic Order for 18 months. We committed to undertaking a public consultation after around 12 months of the trial scheme to seek the views of local residents and stakeholders on making the trial scheme permanent after the 18-month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