



Somers Town Future Neighbourhoods Healthy School Streets Consultation

A set of proposals to improve road safety and promote healthier, sustainable travel at St Mary and St Pancras School, Blossom House School, Regent High School and Edith Neville Primary School

What's the challenge?

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**.

As part of our Covid-19 response we introduced an 18-month trial Healthy School Street on Polygon Road in 2021 outside St Mary and St Pancras School. This involved a camera enforced, timed closure to motor vehicles at the beginning and end of the school day, between 8:30 - 9:30am and 3:00pm - 4:00pm. During the trial we monitored traffic flows on the surrounding streets, which indicated that traffic on some of the immediately surrounding streets has increased during the restricted times. Since introducing this, traffic levels fell on some surrounding streets, but remain reasonably high at school-run times, with the number of vehicles on some streets increasing between 8:00am - 9:00am during the trial period.

Seventeen Healthy School Street schemes have been rolled out across Camden since March 2020, including at St Mary & St Pancras. This brings the total number of [schemes in the borough](#) to 21, with 27 schools covered by timed or permanent road closures.

Since the introduction of this trial scheme, Somers Town has received funding from the Mayor of London to become a more sustainable neighbourhood through the [Future Neighbourhoods 2030 fund](#). One of the projects being developed through this fund is focused on introducing Healthy School Streets outside the 5 Schools within Somers Town.

In addition, Somers Town is within close proximity to all the HS2 construction work taking place at Euston Station and the associated potential increase in related traffic around the area.

We will be carrying out a separate consultation on introducing a healthy school street outside Maria Fidelis Catholic School, on Doric Way/ Drummond Crescent. We will also be consulting on wider proposals for reducing through-traffic and enhancing green space in the Somers Town area through the Greening Phoenix Road project, which we will bring forward in a separate consultation later in the year, further details will follow in due course.

What is being proposed and why?

In response to the challenges set out above, we are now carrying out a joint consultation on proposals for three Healthy School Streets schemes in Somers Town. These include:

- Scheme 1: making the trial Healthy School Street on Polygon Road permanent and extending it to cover more streets, so that it can benefit students at both St Mary and St Pancras School and Blossom House School.
- Scheme 2: a permanent Healthy School Street outside Regent High School and,
- Scheme 3: a permanent Healthy School Street outside Edith Neville Primary School.

Through the Somers Town Future Neighborhoods Project, we will also be proposing a Healthy School Street on Doric Way/Drummond Crescent, and this will be consulted on separately later in the year.

These proposals have been developed to make streets close to schools safer for the hundreds of students travelling to school each day in Somers Town. We also want to encourage and enable more students and their families to make journeys on foot or by bike, by **restricting traffic from driving down streets outside school during drop-off and pick-up times in the morning and afternoon on weekdays, during term time**. This would be done through introducing Healthy School Street timed closures **between 8:00am - 9:30am and 3:00pm - 4:00pm, Monday to Friday, school term time only outside all four schools** to reduce the dominance of motor-vehicles and provide space for walking and cycling. These closures would be enforced using signage and cameras, however, certain vehicles are exempt from these restrictions and more information on these and how to apply for an exemption is provided in the 'Exemptions' section of this document. Further details of what is proposed are provided below and also shown in the drawing.



Example of a Healthy School Street Timed Closure in Camden

What are we now consulting on?

Below, and in the accompanying drawings, details are provided about the changes included within each of the three Healthy School Street schemes that we are consulting on.

Scheme 1: St Mary and St Pancras School and Blossom House School – Permanent Proposal

Why are we proposing to make the trial scheme permanent and to expand it to neighbouring streets?

We introduced a trial healthy school street outside St Mary and St Pancras school, on the section of Polygon Road between the junctions with Werrington Street and Chalton Street. This scheme was introduced as an 18-month trial under an experimental traffic order, which came into force on 17th June 2021, as part of Phase 4 of our Healthy School Streets programme to improve road safety around schools and create safer spaces for walking and cycling. The [decision report](#) related to this Experimental Traffic Order (and others) was approved on 22nd April 2021.

During the trial period, we have been collecting monitoring data to assess how well the scheme is working. A full summary of this monitoring is provided in the monitoring factsheet attached to the consultation webpage. Headlines from this monitoring include:

- Polygon Road noted significant decreases in traffic levels, with an 81% decrease during the morning restrictions and an 84% decrease during the afternoon restrictions, so we propose it is made permanent to continue to allow safe routes to school.
- Analysis of average traffic speed data on Polygon Road and surrounding roads showed that speeds were under 20mph, but there was a slight increase on the surveyed streets which the extension of the scheme would help resolve.
- Some surrounding streets experienced lower reduced traffic levels since the trial Healthy School Street on Polygon Road was installed, such as Werrington Street (36% average reduction in vehicles), however Chalton Street and Aldenham Street both had an increase in vehicles in the morning (4% and 27% increase, respectively). Extending the Healthy School Street will help to address this increase.
- Engagement carried out with parents during the trial highlighted a need from some for traffic levels to be reduced over a wider area to improve road safety and reduce the dominance of motor vehicles for the 95% of pupils that complete the school run by other means of transport.

In 2021, Blossom House School moved from their old site to a new site, on Aldenham Street. Blossom House and St Mary and St Pancras share a street, and we want to provide a safer environment for all students travelling to and from school. Aldenham Street, which runs parallel to Polygon Road has seen an increase in vehicles using it during school drop-off and pick-up times since the trial Healthy School Street was installed on Polygon Road, and we want to mitigate this impact.

Based on the monitoring data during the times of the restrictions and feedback received from residents and stakeholders during the trial period, we are now consulting on making the scheme permanent with an expansion to cover more neighbouring streets, in order to provide improvements for both St Mary and St Pancras School and Blossom House School.

The St Mary & St Pancras and Blossom House Healthy School Street proposal includes:

- Making the existing trial 'timed' closure on Polygon Road, between the junctions of Chalton Street and Werrington Street permanent.
- Extending the 'timed' closures to include:
 - Werrington Street from the junction with Bridgeway Street to, and including, the junction with Polygon Road
 - Polygon Road from the junction with Eversholt Street to the junction with Chalton Street; and
 - Aldenham Street, in its entirety.
- The trial Healthy School Street hours would be extended by half an hour in the morning and would therefore restrict traffic from 8:00am - 9:30am and 3:00pm - 4:00pm, Monday to Friday (during term time only). The proposed morning extension, by a further 30 minutes, is to ensure both schools can benefit from the Healthy School Street, and to align times with other restrictions proposed at Edith Neville and Regent High School.
- Introducing double yellow line (no waiting at any time) restrictions for 10 metres around junctions in the scheme area, to improve sight lines and safety for pedestrians, including:
 - Bridgeway Street with Werrington Street
 - Aldenham Street with Werrington Street
 - Chalton Street/Werrington Street with Polygon Road
- The cumulative impact of these double yellow line changes across the four locations is a loss of 18.7 metres of resident permit holder parking bays, 1.5 metres of motorcycle parking, and 6.5 metres of pay-by-phone parking bays. 198m of single yellow line converted to double yellow lines.
- All of the above measures are proposed to be delivered as a **permanent change**.
- Further details of what is proposed and information on the existing 'trial' Healthy School Street which is currently in place on Polygon Road are also provided in the monitoring fact sheet and scheme drawings attached at the bottom of the consultation page.

Scheme 2: Regent High School – Permanent Proposal

The Regent High Healthy School Street proposal includes:

- Creating a 'timed' closure on:
 - Chalton Street from the junction with Bridgeway Street to the sports court; and
 - Cranleigh Street from the junction of Chalton Street to the junction of Werrington Street.
- These closures would be in place Monday - Friday from 8am - 9:30am, and 3pm - 4pm, during school term times only. The closure will be enforced with signage, with access retained for residents and businesses.
- Introducing low level planting outside the entrance of Regent High.
- Introducing double yellow line (no waiting at any time) restrictions for 10 metres around junctions in the scheme area, to improve sight lines and safety for pedestrians, including:
 - Chalton Street with Cranleigh Street
 - Bridgeway Street with Chalton Street
 - Cranleigh Street; and
 - Werrington Street with Cranleigh Street
 - The cumulative impact of these double yellow line changes across the four locations is a loss of 9.6 metres of resident permit holder parking bay and 6.6 metres of pay-by-phone parking bay. 121m of single yellow line would be converted to double yellow lines.
- All of the above measures are proposed to be delivered as **permanent changes**.
- As part of a future project, we may look to develop an urban green space proposal for the northernmost section of Chalton Street, west of Charrington Street. If progressed, this will be

consulted on separately, in due course, but we are seeking your initial views on potential use of this space now.

Why are we proposing to introduce these changes?

We want to ensure that children in all schools across Somers Town have the opportunity to travel to school by walking, cycling or wheeling where they can. Minimizing traffic during the school-run hours outside the school will help to make sustainable travel a safer choice for students, improve air quality and road safety.

We engaged with Regent High School, who told us that students walking out into Chalton Street while crossing the road towards Bridgeway Street was a concern. To address this, we are proposing low level planting to create a barrier between the school entrance and the road, while improving the look and feel of Chalton Street.

Scheme 3: Edith Neville Primary School – Permanent Proposal

The Edith Neville Healthy School Street proposal includes:

- Creating a ‘timed’ closure on:
 - Purchase Street from the junction with Brill Place to the junction with Chenies Place
 - Charrington Street, from the junction with Platt Street southwards.
- These closures would be in place Monday - Friday from 8am - 9:30am, and 3pm - 4pm, during school term times only. The closure would be enforced with signage and (the potential for) ANPR cameras, with access retained for residents.
- Introducing double yellow line (no waiting at any time) restrictions for 10 metres to improve sight lines and safety for pedestrians around the junction of:
 - Charrington Street with Platt Street - converting 40m of single yellow line to double yellow lines
- All of the above measures are proposed to be delivered as a permanent scheme.

Why are we proposing to introduce these changes?

We want to ensure that children in all schools across Somers Town have the opportunity to travel to school by walking, cycling or wheeling where they can. We want to prevent vehicles from accessing the vicinity of the school site during the school-run hours to improve road safety and air quality and make encourage healthier travel choices to and from school.

Cycle Hangars

About the proposed cycle hangar installations on Aldenham Street, Chalton Street and Purchase Street:

Residents in Camden, including Somers Town, have told us that they would like to have more lockable cycle parking close to where they live. We know that a lack of somewhere to keep a bike safely can put people off taking up cycling. As a result, we are rolling out a programme of installing cycle hangars across the borough.

Cycle hangars also help to deliver our own Transport Strategy priorities, which were strongly

supported when we consulted on them, including increasing cycling, improving air quality, and making our streets and transport networks safe, accessible, and inclusive for all. Providing more cycle parking in Somers Town will contribute the goal of the Somers Town Future Neighbourhood fund, by enabling more residents to travel actively and sustainably, and make Somers Town a healthier place to live.

In order to provide secure cycle parking for local residents, we are also consulting on introducing the following proposal on a permanent basis:

- To install two cycle hangars outside St Michael's Flats on Aldenham Street (resulting in the loss of 5.5 metres of pay-by-phone parking bay) and provide secure cycle parking for up to 12 cycles for residents
- To install two cycle hangars outside number 35-42 Chalton Street (resulting in the loss of 5.5 metres of resident permit holder parking bay) and provide secure cycle parking for up to 12 cycles for residents and
- To install two cycle hangars outside numbers 40-42 Purchase Street (resulting in the loss of 5.5 metres of pay-by-phone parking bay) and provide secure cycle parking for up to 12 cycles for residents.

The above proposal would help us to provide secure cycle parking space for the 21 residents that are currently on the waiting list for the nearest cycle hangars on Goldington Street and Godwin Court Estate.

Cycle hangars are installed and maintained by Cyclehoop, the Council's approved supplier. Further details are available on their website: <https://www.cyclehoop.com/product/shelters-canopies/bikehangar/>

Each hangar is 1.33m high with a curved profile roof (see image on next page). Maintenance is covered by the annual membership fee which is currently £36 per year.

Are you eligible?

The criteria for being able to hire a space in a cycle hangar prioritises residents who:



- Live on the street (or an adjacent one) where hangars are proposed; and,
- Do not have suitable outside space for keeping a cycle.

Photo of cycle hangars, which are proposed to be installed on Aldenham Street, Chalton Street and Purchase Street

Healthy School Street Exemptions

The following vehicles would be exempt from the timed Healthy School Street restrictions:

- Cycles including standard and electric powered bicycles
- Vehicles registered to properties and businesses within the Healthy School Streets zone (exemptions would need to be agreed with the Council)
- Any vehicle being used for ambulance, fire brigade or policing purposes
- Refuse collection vehicles
- Door to door services such as Plus Bus and Dial A Ride
- Blue Disabled Badge holders that require access (exemptions would need to be agreed with the Council)
- Vehicles belonging to parents or carers of pupils of St Mary & St Pancras or Blossom House Schools that have a disability that prevents them from walking, cycling, or scooting to school (exemptions would need to be agreed with the Council)

School staff and visitors to the schools would not be exempt. Taxis and delivery vehicles would also not be exempt, and such trips would need to be scheduled outside of the restricted times or the vehicles would need to be parked outside of the restricted area. However, exemptions can be applied for in exceptional circumstances, such as when elderly or disabled people may need essential taxis during the restricted hours. If the scheme is implemented, those who fit into the categories above would be able to [apply](#) for an exemption that enables travel in and out of the zone when the timed closure is in place.

The Automatic Number Plate Recognition Cameras, where introduced, would only issue fines to non-exempt vehicles being driven into the restricted area during the restriction times, so any vehicle already parked within the restricted area could be driven out at any time without receiving a fine.

How would these changes be made?

After the consultation, we will carefully consider the responses, alongside other information, to help us in deciding on whether or not to progress the schemes. Then, 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, relevant policies, officer observations, and other data/information including monitoring information collected to date.

If the proposed improvements are approved, all of the new proposed measures would be implemented using a Traffic Management Order (TMO) which would be subject to separate, statutory consultation.

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, relevant policies, officer observations, and other data/information including monitoring information collected to date.

Please respond to the consultation by midnight on Wednesday 26th October 2022.