

Neighbourhoods of the Future (NoF) Schools Engagement Meeting

19th June 2019

Agenda

1. Welcome and Introductions
2. Background to the NoF project
3. Healthy School Streets – Current situation & our initial ideas
4. Next steps and timescales
5. Your input – tell us what you think

1. Welcome and Introduction

Our Project Team is:

- Sam Margolis – Transport Policy & Programmes Team Manager (Project Sponsor)
- Michelle Jamieson – Senior Transport Planner (Project Manager)
- Alice Stewart-Cox – Transport Planner (Project Officer)
- Project Management support – Steer

2. Background and the existing issues

Through traffic

- Both on the main corridors and rat running on residential side streets has contributed to long-standing local concerns about air quality

The school run

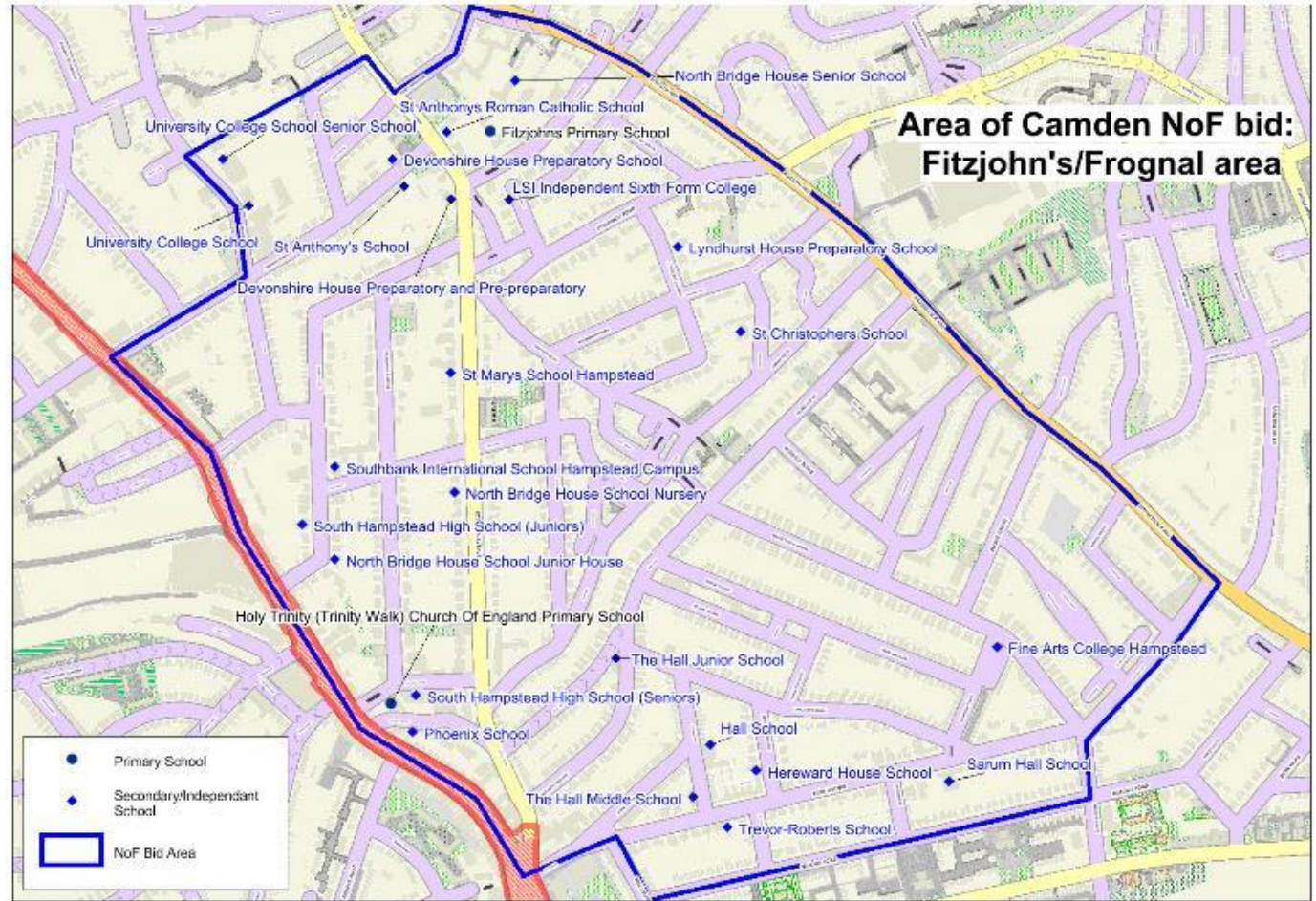
- There are around 23 school sites in the NoF area with at least 8,500 pupils
- 20 schools are private which take pupils from a very wide catchment area, and contributes to around 48% of pupils arriving by car, which is far higher than the Borough average of 36%.



2. Background

Camden was awarded 'Neighbourhoods of the Future' funding from the Mayor of London in March 2018 to improve London's air quality in the chosen project area.

Camden successfully bid for £359,500, which has been match funded, to create a Schools Low Emissions Neighbourhood (SLEN), and will help to fund a number of measures.



Concerns from residents and schools in Fitzjohn's Avenue & wider area regarding school run traffic and general poor air quality

Ongoing

Bid to Neighbourhoods of Future fund to help address some of those problems

January 2018

Receipt of funding and implementation of 'quick-win' measures (EVCPS)

April 2018 – March 2019

NoF Public Engagement Meeting on progress to date/next steps & identification of potential Healthy School Street areas

January 2019

Detailed feasibility study into Healthy School Street scheme in NoF

February 2019 – June 2019

Healthy School Streets Public Engagement Meeting

June 2019

Healthy School Streets Consultation

Early Autumn 2019

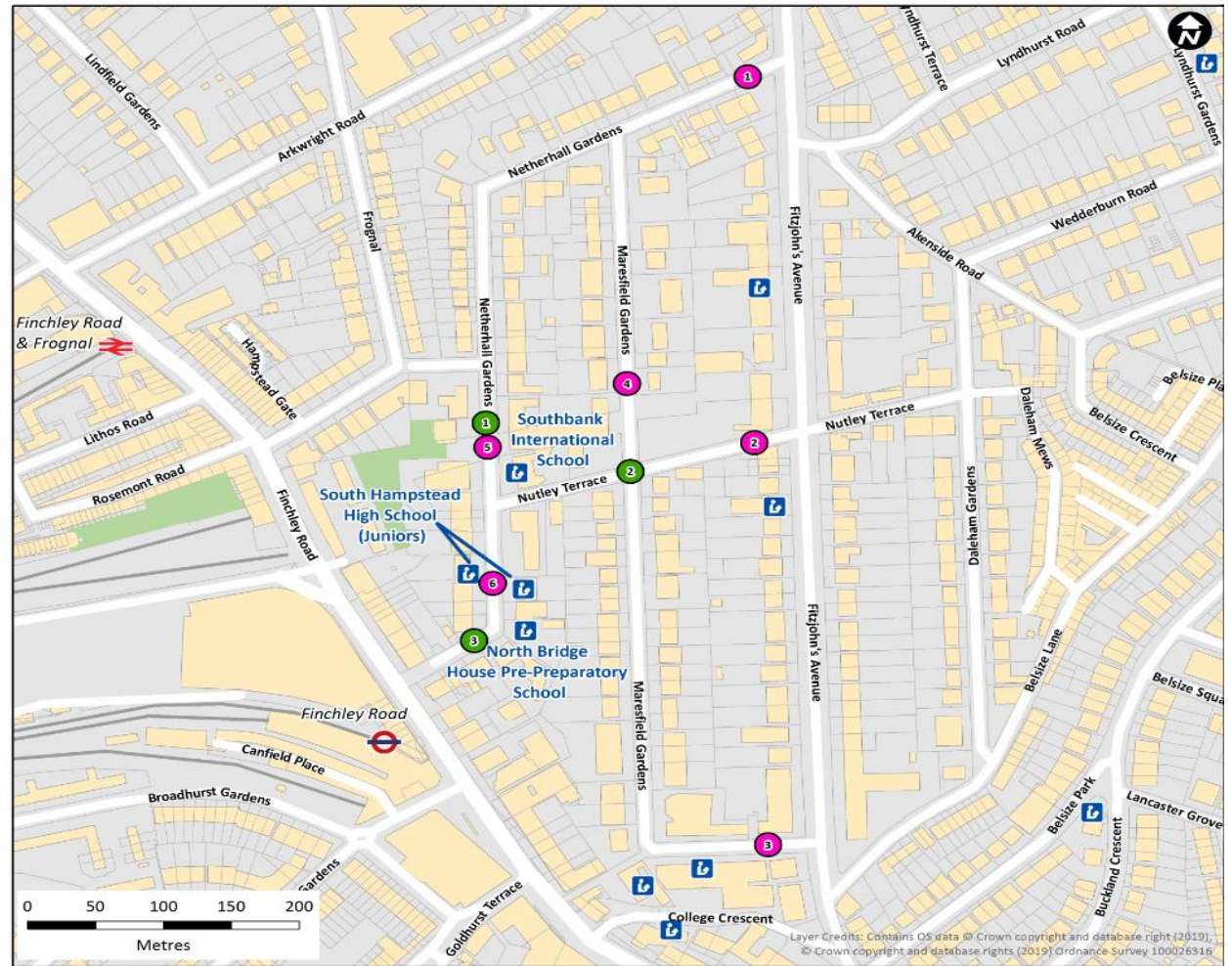
2. Background

- This presentation focuses on the element of the NoF funding to implement a minimum of 3 'Healthy School Streets' across the SLEN. Healthy School Streets aim to restrict traffic on those streets, at the start and end of the school day, except for residents of those streets, essential access and those who drive electric vehicles.
- These streets will be enforced by Automatic Number Plate Recognition (ANPR) cameras and will
 - (i) aim to reduce traffic levels to and from school
 - (ii) encourage the uptake of ULEVs (Ultra Low Emissions Vehicles) for the school run and help achieve modal shift to more sustainable and active modes.
- Requests from schools themselves as well as our understanding of the local issues has led us to undertake detailed feasibility on two zones in the NoF.

3. Healthy School Streets

Maresfield Gardens, Netherhall Gardens and Nutley Terrace

- The first area we undertook feasibility on covered Maresfield Gardens, Netherhall Gardens and Nutley Terrace.
- The schools on this network of streets are Southbank International, North Bridge House Pre Prep, South Hampstead High School (Juniors) and South Hampstead High School (Seniors).



3. Healthy School Streets

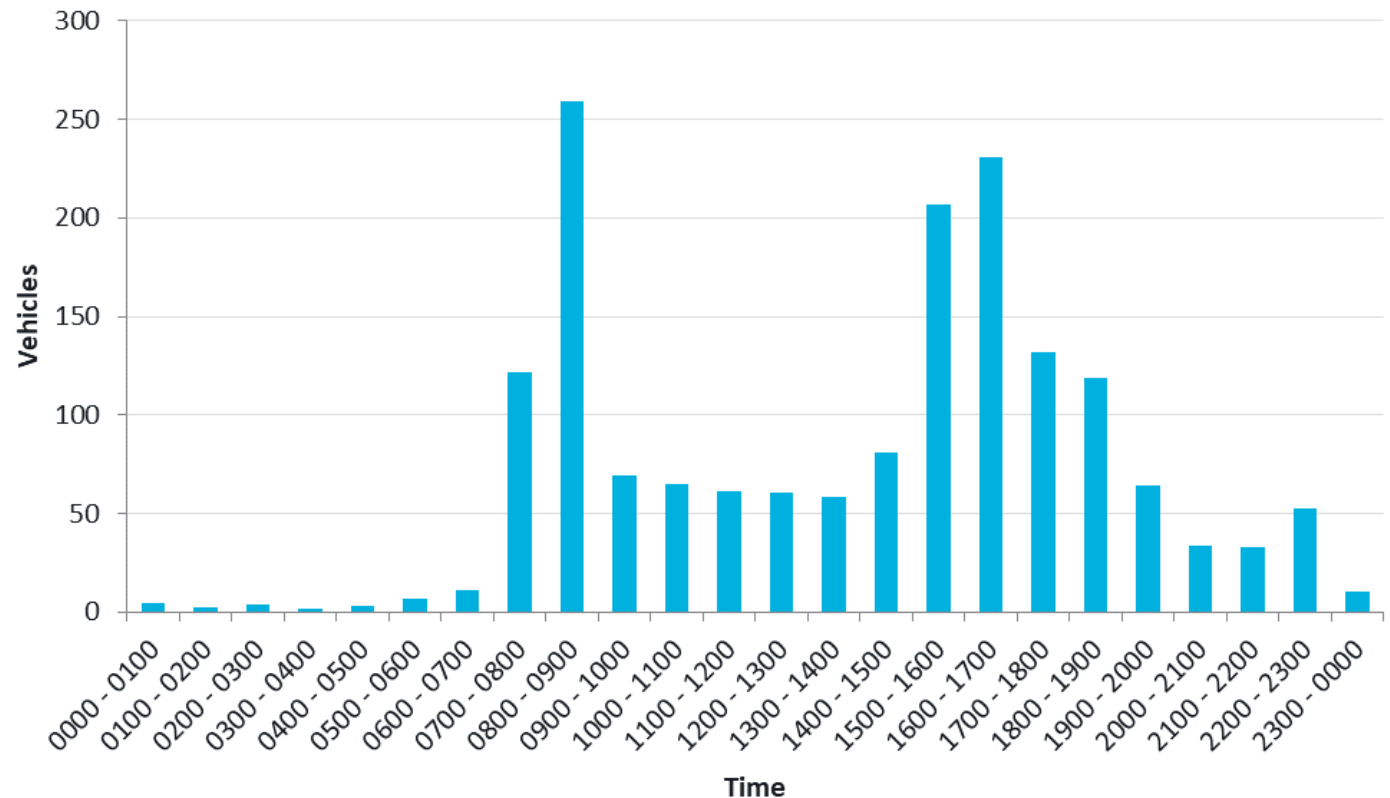
Maresfield Gardens, Netherhall Gardens and Nutley Terrace

Automatic Traffic Counts - the below shows the traffic flow on Nutley Terrace – Westbound average weekday traffic.

Peak period of traffic from 8am to 9.30am.

Similar PM peak from 3.30pm to 5pm.

The lengthier PM peak covers a larger time period and this corresponds with differing school collection times.



3. Healthy School Streets

Maresfield Gardens, Netherhall Gardens and Nutley Terrace

Pedestrian Surveys

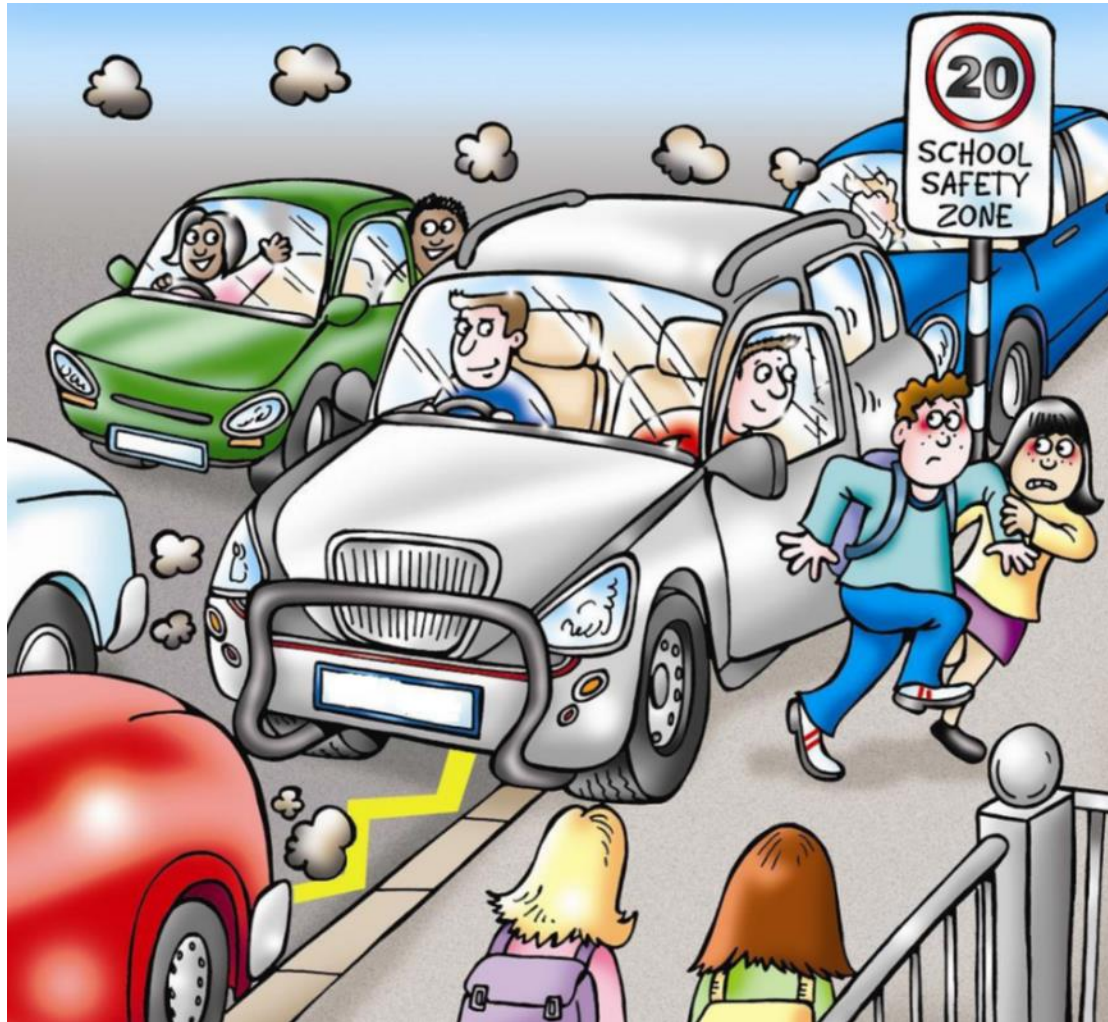
Three locations were surveyed. Pedestrian surveys also showed a high AM peak in all three locations surveyed. The PM pedestrian peak is lower on the whole than the AM peak. The pedestrian flows generally mirror the traffic flows.

We also had some existing data on air quality around the schools and mode of travel to and from the schools.

- STARS hands up data has shown that between **11% and 45%** of pupils at these schools are **driven to school**.
- **NO₂** levels for all the schools are above the national air quality objective of **40µg/m³** with an average of **42.8µg/m³**

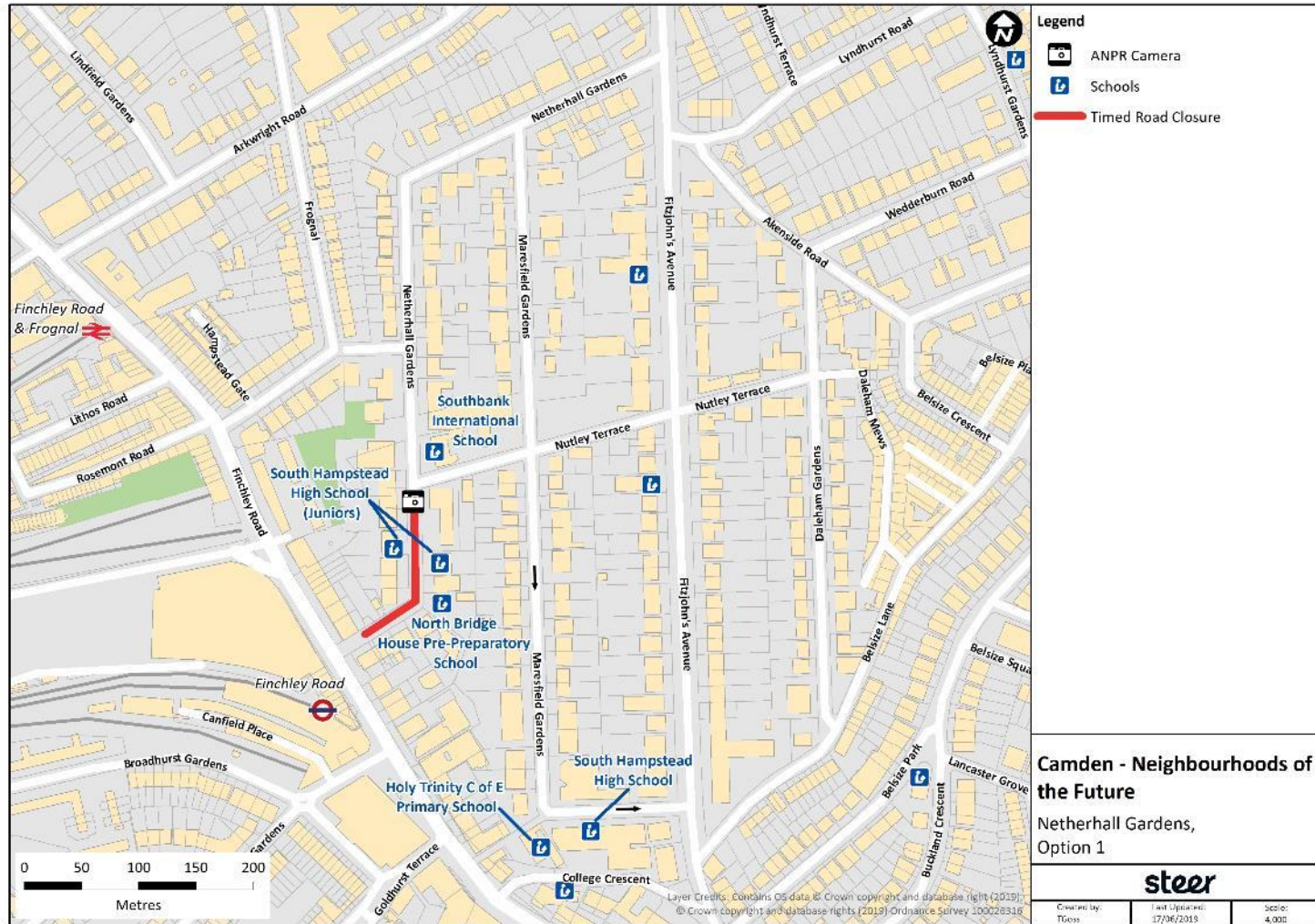
3. Healthy School Streets

Maresfield Gardens, Netherhall Gardens and Nutley Terrace



Maresfield Gardens, Netherhall Gardens and Nutley Terrace

Option 1



Create a timed road closure incorporating South Hampstead High School (Juniors) and North Bridge House Pre-Preparatory School, during pick up and drop off times on Netherhall Gardens south of the junction with Nutley Terrace, using ANPR cameras to enforce the closure

Maresfield Gardens, Netherhall Gardens and Nutley Terrace Option 2



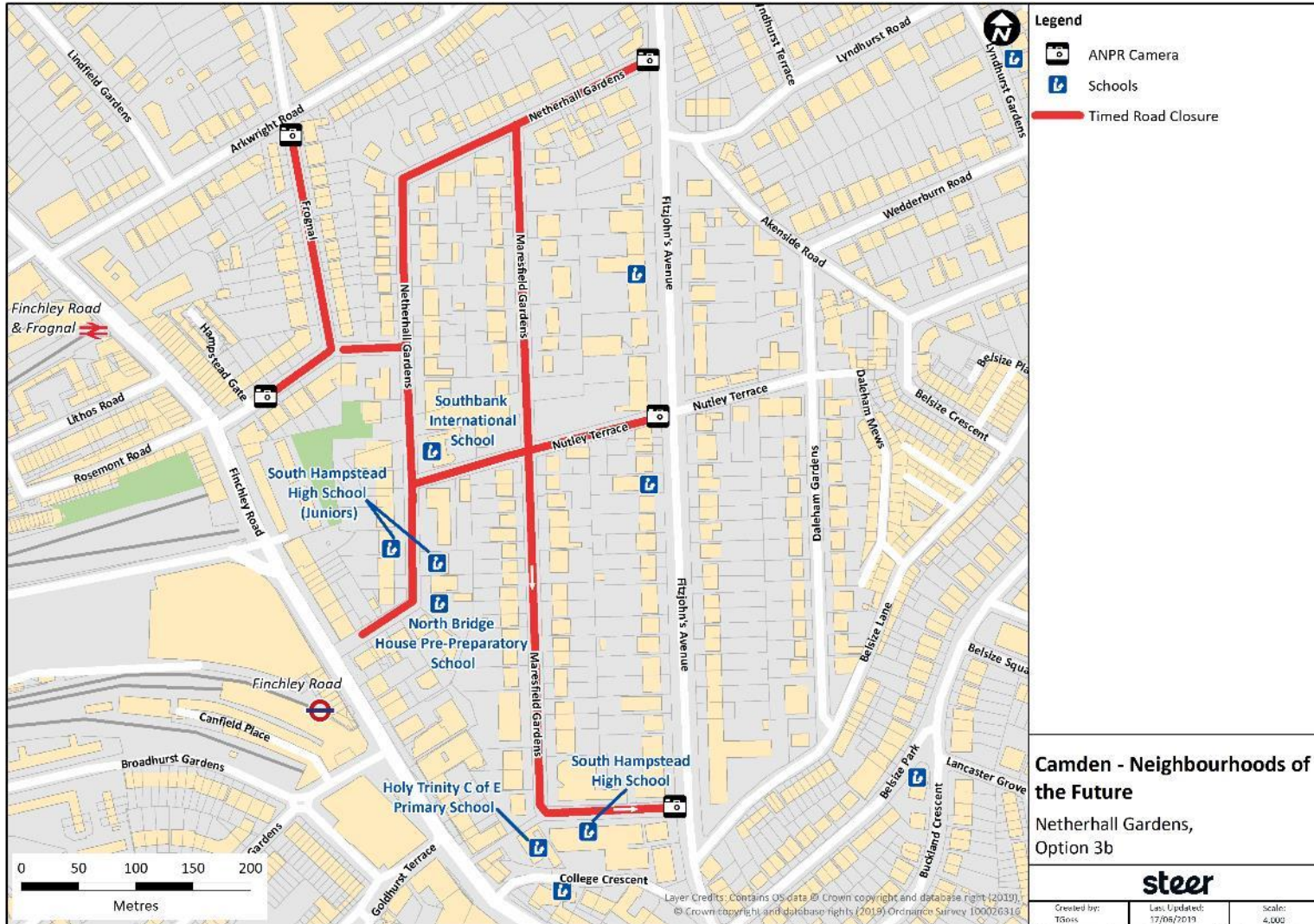
Create a timed road closure (incorporating the three schools) on Nutley Terrace west of Maresfield Gardens and make Nutley Terrace exit only on to Fitzjohn's Avenue at all times. Also create a timed road closure on Netherhall Gardens west of Maresfield gardens.

Maresfield Gardens, Netherhall Gardens and Nutley Terrace Option 3a



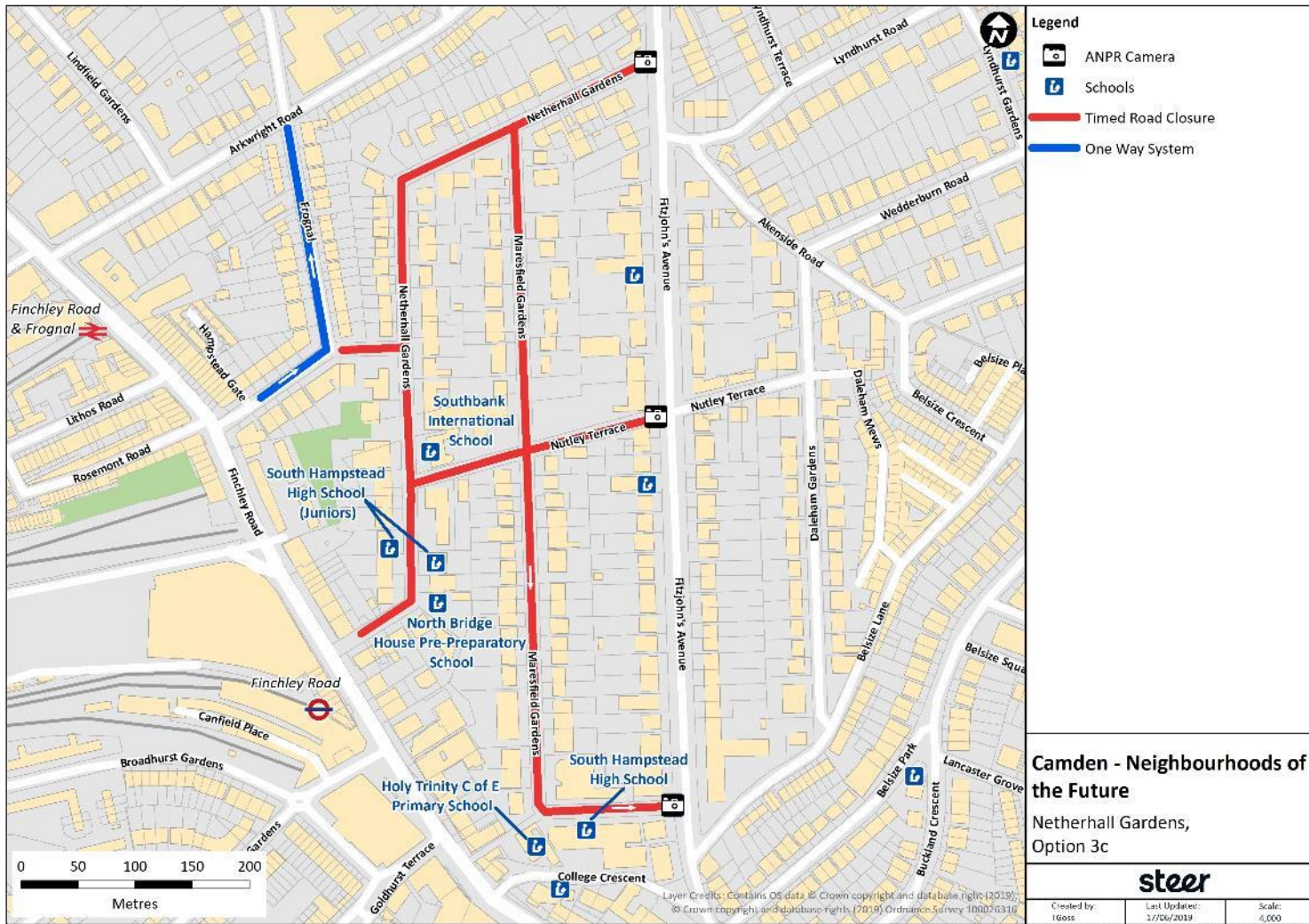
Using ANPR to create timed road closures incorporating four schools, including South Hampstead High School on Netherhall Gardens and Nutley Terrace from Fitzjohn's Avenue.

Maresfield Gardens, Netherhall Gardens and Nutley Terrace Option 3b



Extending the zone (and Option 3a) to incorporate Frognal, between Finchley Road and Arkwright. Using ANPR to create timed road closures on Frognal, Netherhall Gardens and Nutley Terrace from Fitzjohn's Avenue.

Maresfield Gardens, Netherhall Gardens and Nutley Terrace Option 3c

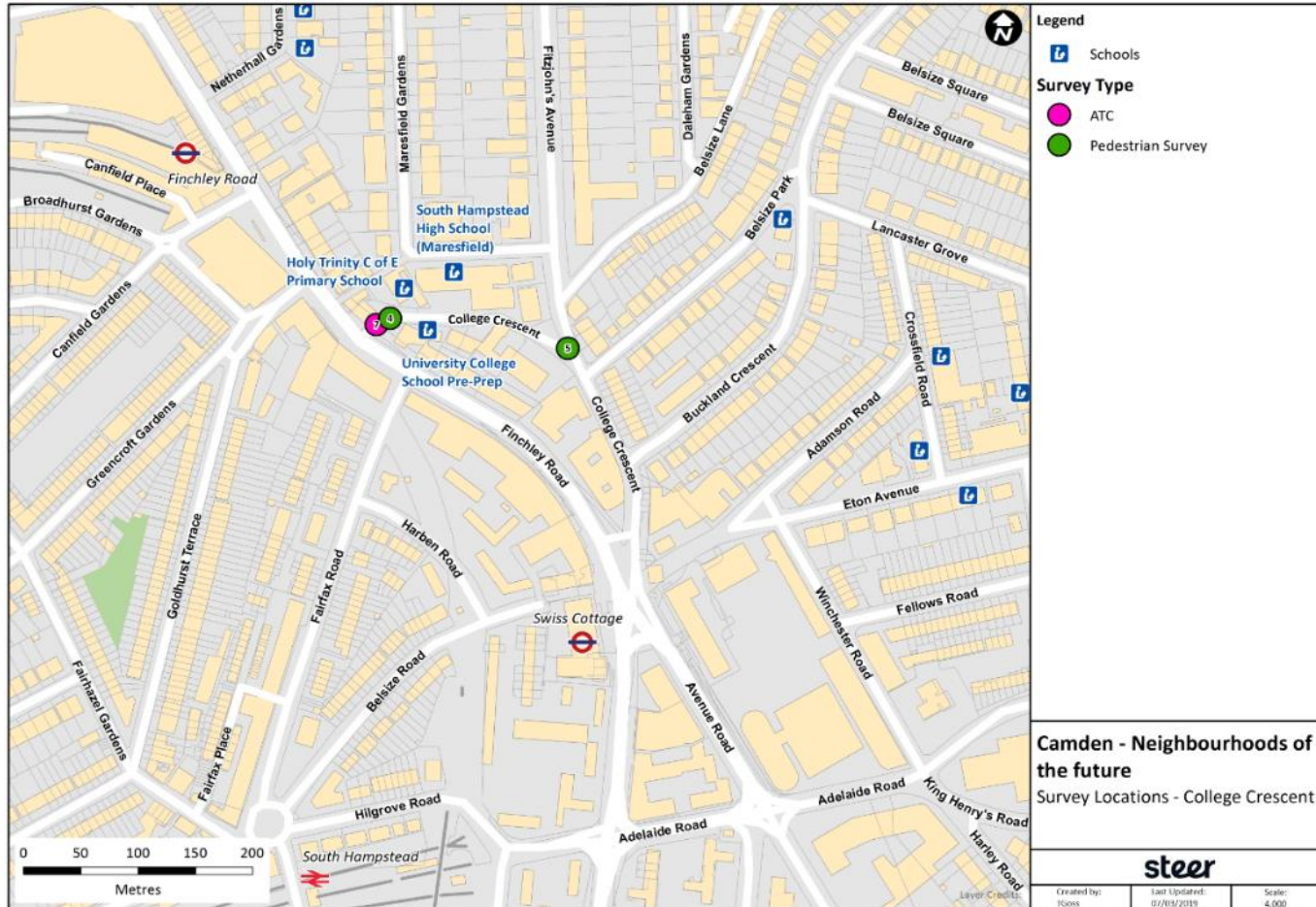


In addition to Option 3a, enforcing a one-way system (northbound) on Frognal between Finchley Road and Arkwright at all times. Using ANPR to create timed road closures on Netherhall Gardens and Nutley Terrace from Fitzjohn's Avenue.

Maresfield Gardens, Netherhall Gardens and Nutley Terrace Option 4

Take no action

3. Healthy School Streets College Crescent



The second area we undertook feasibility on was the one-way part of College Crescent.

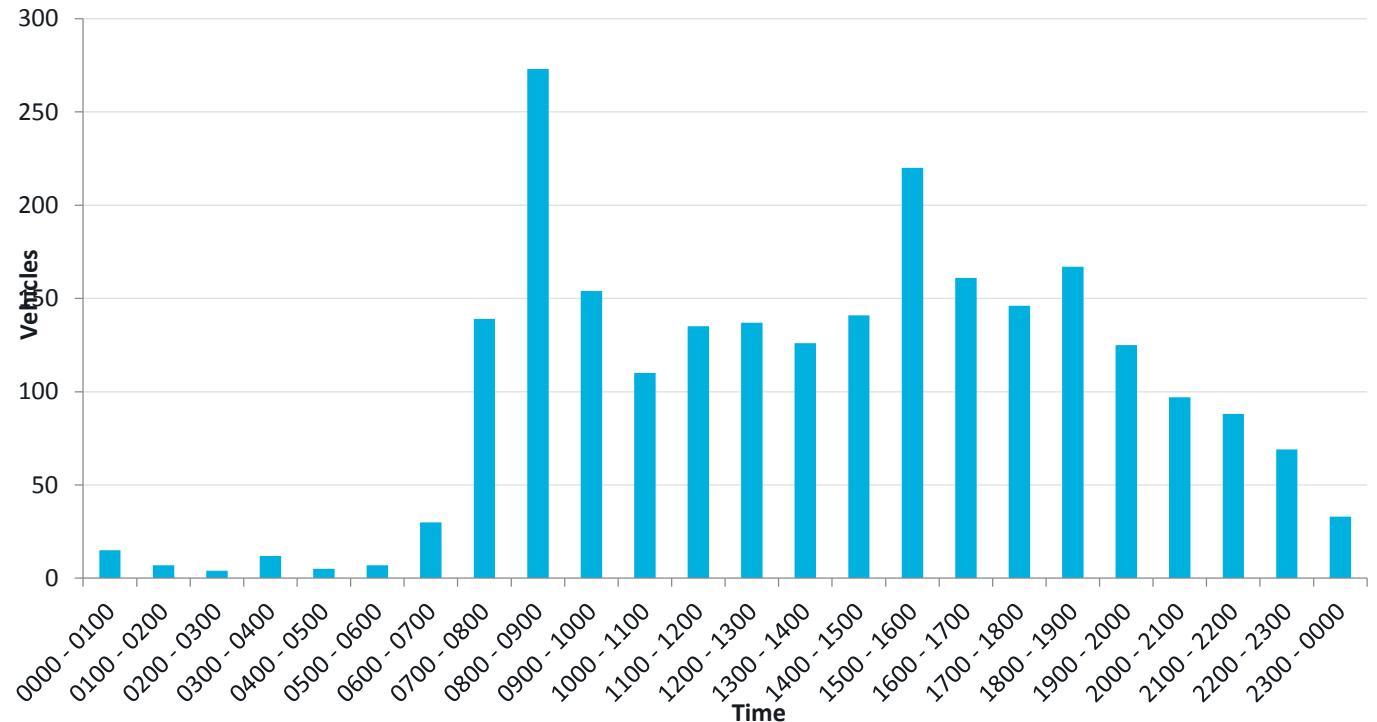
UCS Pre-Prep is located on this road.

3. Healthy School Streets

College Crescent

Automatic Traffic Counts - the below shows the traffic flow on College Crescent – Eastbound average weekday traffic.

College Crescent shows the peak from 8am – 10am, with a slightly smaller peak from 3.30pm – 5pm. This afternoon peak is consistent with UCS Pre-prep closing time.



3. Healthy School Streets

College Crescent

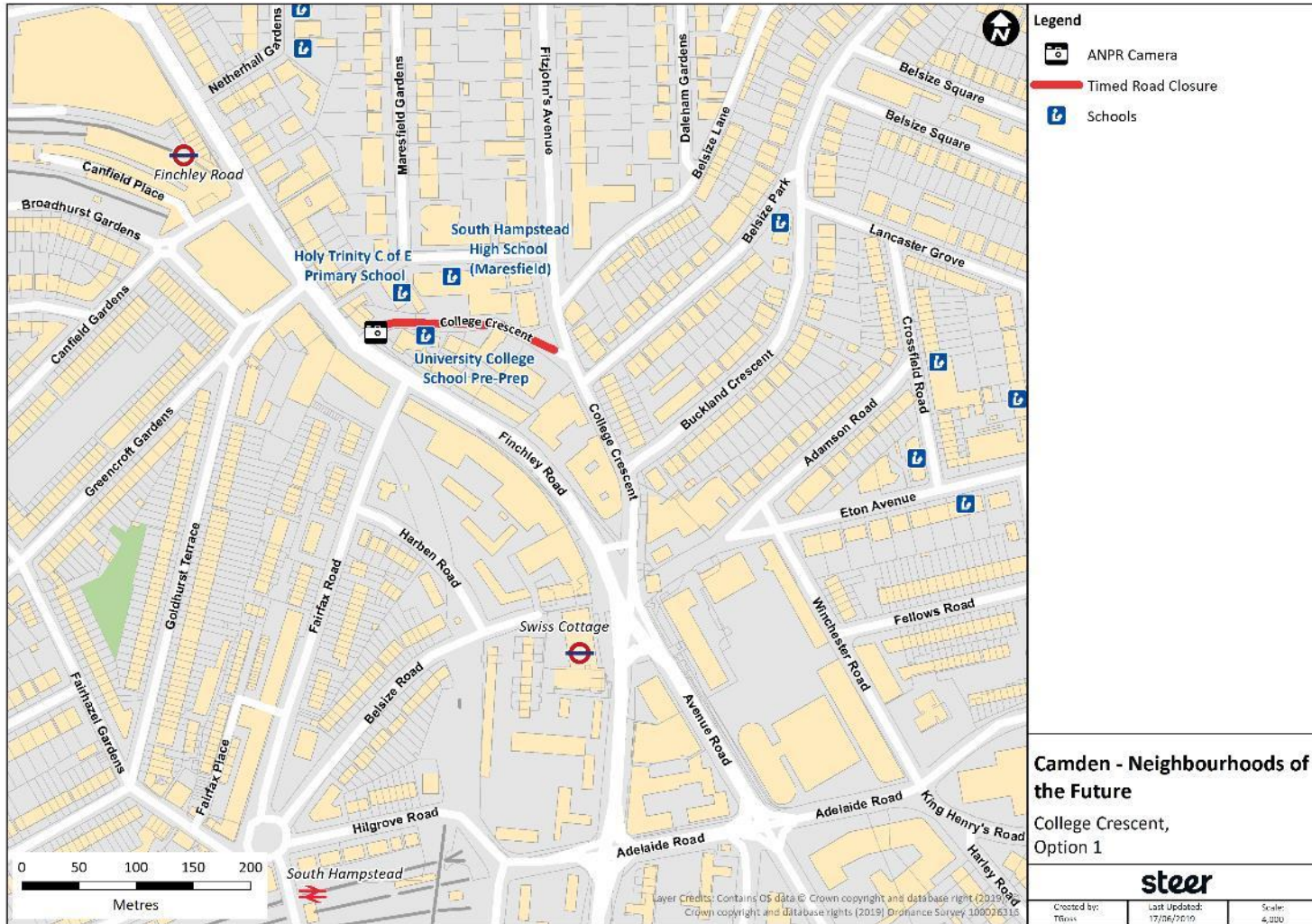
Pedestrian Surveys

Two locations were surveyed at the bottom of College Crescent as well as where it meets with Fitzjohn's Avenue. Pedestrian surveys also showed a high AM peak in all three locations surveyed. Whilst the PM pedestrian peak is lower on the whole than the AM peak. The pedestrian flows generally mirror the traffic flows in this sense.

We also had some existing data on air quality and mode of travel to and from the UCS Pre-Prep.

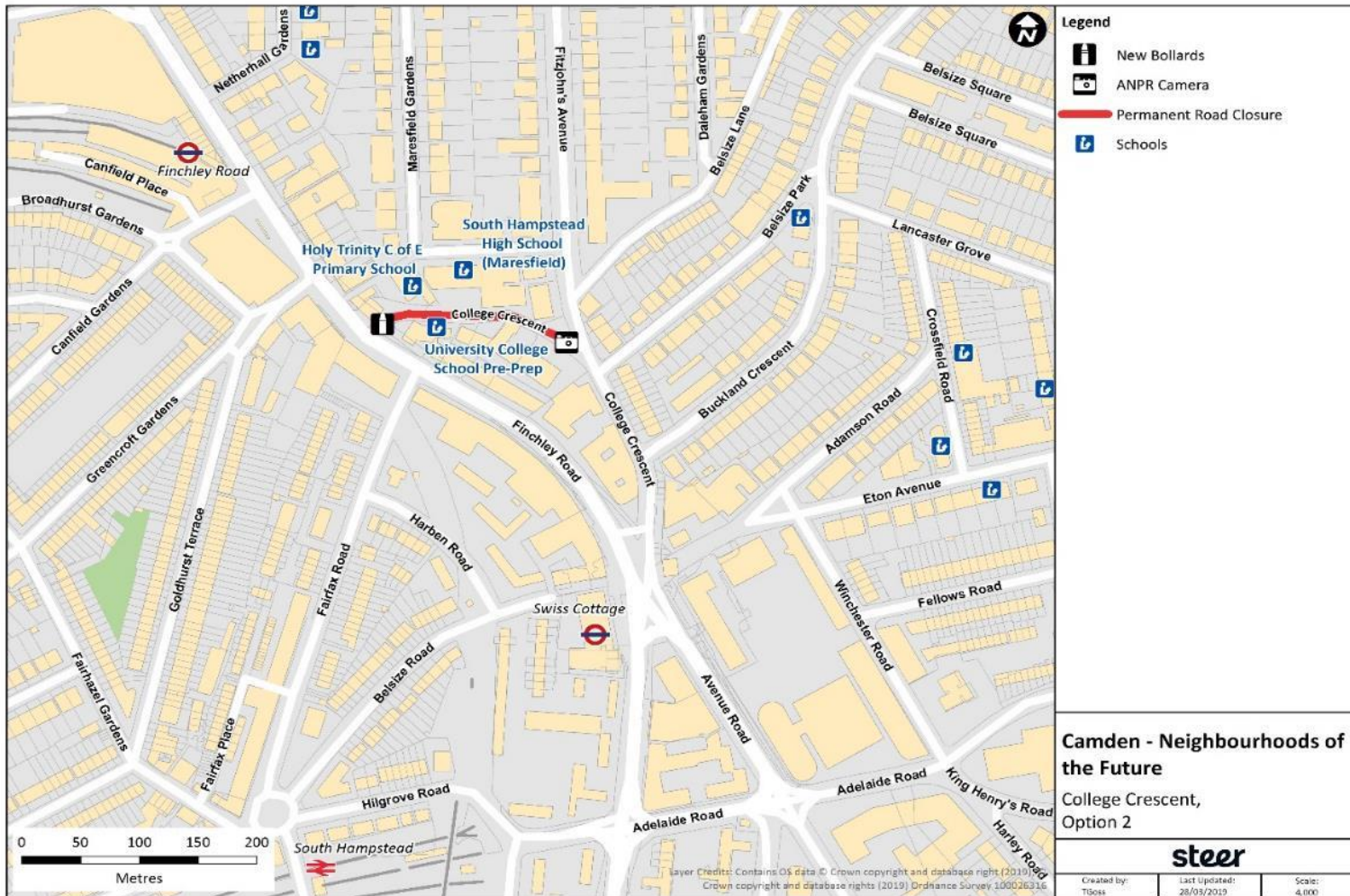
- STARS hands up data has shown that **54%** of pupils at these schools are **driven to school**.
- Postcode data for UCS Pre-Prep also shows that number of pupils are coming from further afield such as West Hampstead and East Finchley
- **NO₂** levels for UCS Pre-Prep are **55µg/m³**, which is above the national air quality objective of **40µg/m³**

College Crescent Option 1



Create a timed road closure during University College School Pre-Prep opening and closing times on the western part of College Crescent from Finchley Road to its junction with Fitzjohn's Avenue, enforced by ANPR cameras. Residents and businesses (employees) within the closed area would be exempt from road closure.

College Crescent Option 2



Close College Crescent between Finchley Road and Fitzjohn's Avenue/College Crescent permanently, using bollards at the junction with Finchley Road and ANPR at the junction with College Crescent/Fitzjohn's Avenue. Residents and businesses (employees), within the closed areas, access only from Fitzjohn's Avenue/College Crescent.

College Crescent Option 3

Take no action

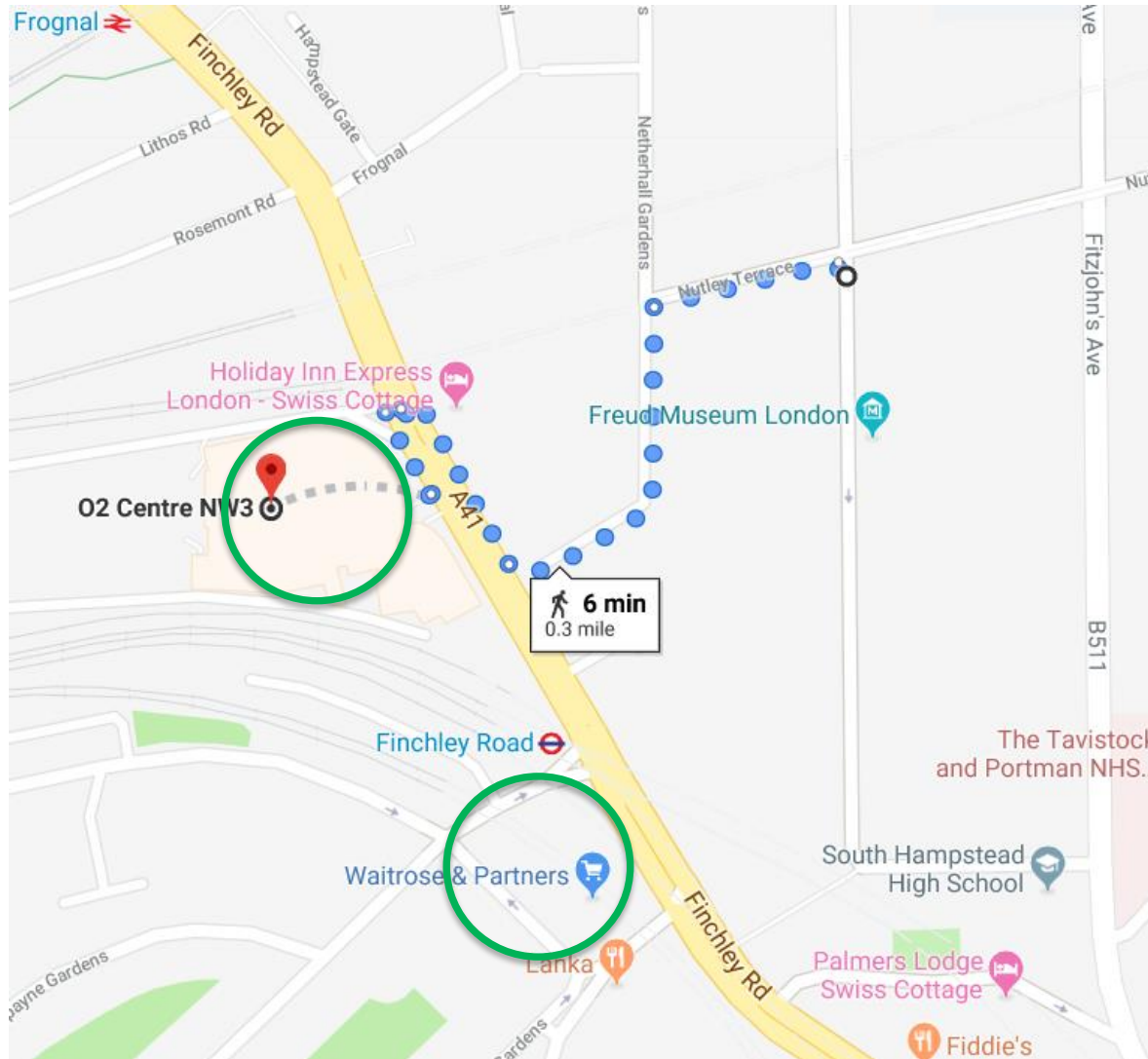
Exemptions & Monitoring

Healthy School Streets within this area and under Neighbourhoods of the Future funding would have the following exemptions to the timed restrictions:

- Residents of the affected roads, including those with driveways;
- Businesses with valid parking permits registered to an address in the Healthy School Street zone;
- Blue badge holders who need to visit a residential or business address in the Healthy School Street Zone. Blue badge holders cannot be given an exemption simply to drive through the HSS zone on their journey from A to B;
- Carers who need to visit an address in the HSS zone as a carer for a resident;
- Vehicles providing transport to Special Educational Needs and Disabilities (SEND) schools in the borough or delivering SEND pupils to those schools in the Healthy School Street zone;
- School coaches and/or private minibuses (e.g. those funded by NW3 School Run Group) providing transport to pupils attending schools in the HSS;
- Pure electric vehicles (0g/km CO₂); and
- Refuse vehicles.

Any measures would be proposed under an **experimental basis** – as for all our Healthy School Street schemes - for a period of time (usually 12 months) with robust monitoring taking place on all potentially affected streets (traffic surveys and air quality monitoring) to help inform future consultations/decisions

Other Considerations – (1) Park and Stride



We are in discussions with the O2 Centre on the possibility of providing a Park and Stride area for the affected schools to provide an alternative location for parents to park and walk with their children to school.

It would be between a 7 and 10 minute walk depending on which school parents and children were walking to.

This would be entirely voluntary – as we can't enforce school drop off/pick up in a certain location. We are looking into any incentives which the O2 can offer parents for using the park and stride

Other considerations (2) Home Run app & NW3 School Run Group



A number of schools within the area have begun or will begin to use the Home Run app to encourage journey sharing as well as active travel.

Camden are promoting schools to take up this initiative, and are currently researching funding options for state schools within the area, so we can gather travel data from all schools within the Frognal and Fitzjohn's area.

In addition the NW3 School Run Group are currently setting up their School Buses initiative which will help provide additional alternative ways of getting to school for those who currently drive

Wider Road Safety Scheme

- At the same time we are developing proposals for improving road safety for all users, and specifically vulnerable road users on Fitzjohn's Avenue
- This has been developed in recognition of the high level of road traffic casualties on that road in recent years
- It will include improvements to side-roads leading onto Fitzjohn's Avenue, and additional measures on Arkwright Road
- It is expected that we will consult on both the Healthy School Streets project and Fitzjohn's Avenue scheme at the same time (summer 2019)

4. Next Steps & Timescales

Milestone	Timescale
Amendments to proposals and detailed design following engagement feedback	June – September 2019
Consultation on both Netherhall Zone HSS and College Crescent HSS	October – November 2019
Implementation of HSS subject to consultation	March 2020
Monitoring of the HSS	2020-21

5. Your input – tell us what you think?

Q&A

Contact us

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