

New End Primary School Healthy School Street

Engagement Meeting

22nd November 2018

Agenda

1. Welcome and Introductions
2. Why are we here?
3. What have we done so far?
 - A. similar issues/solutions elsewhere in Camden
 - B. current situation at New End & our initial ideas
4. Your input – tell us what you think
5. Next steps and timescales

1. Welcome and Introductions

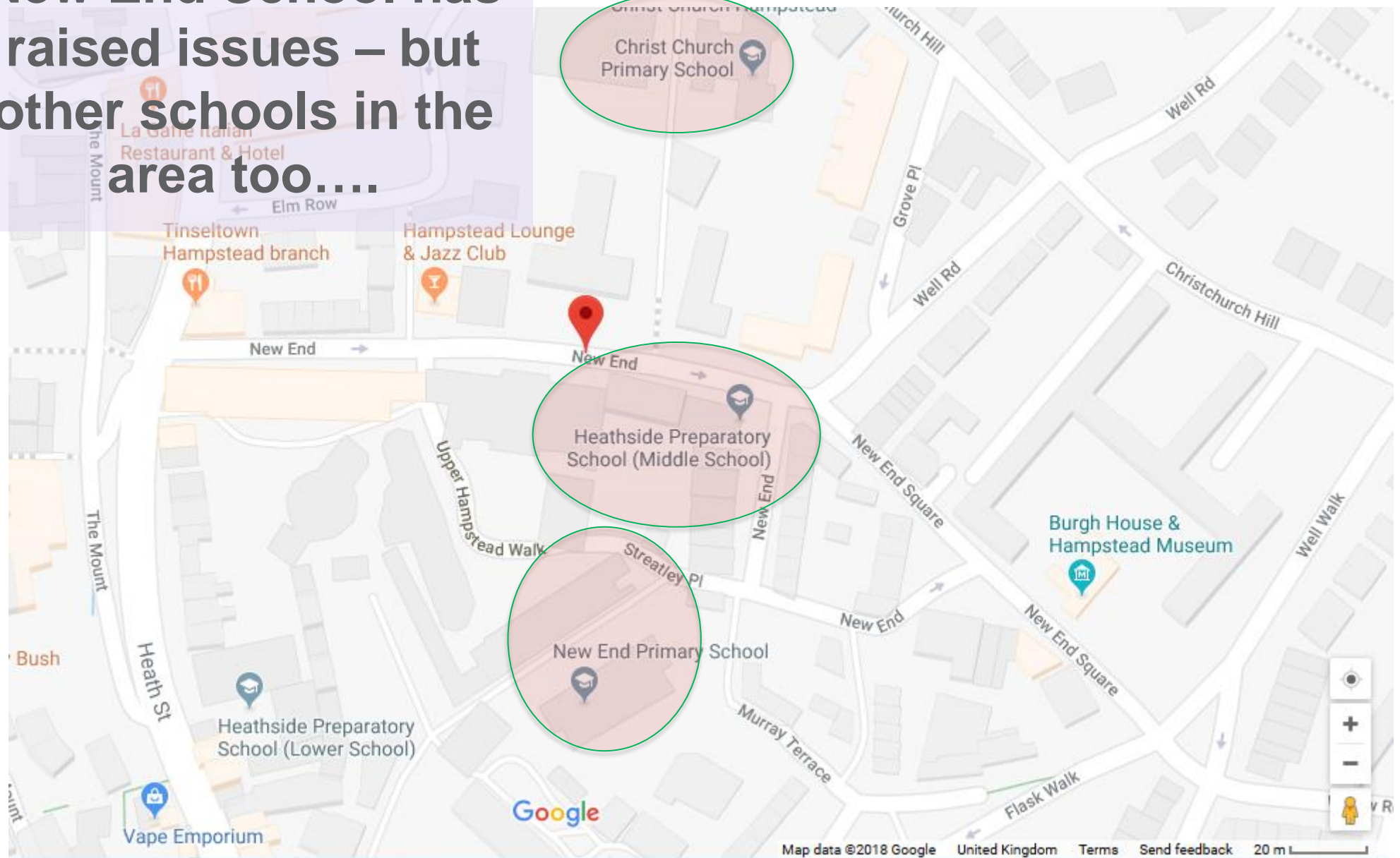
Our Project Team is:

- Sam Margolis – Transport Policy & Programmes Team Manager (Project Sponsor)
- Michelle Jamieson – Senior Transport Planner (Project Manager)
- Michael Wijayanayagam – Design Engineer (Design Lead)

2. Why are we here?

- We are here because of concerns raised by some local residents, the school themselves and Cllrs about school-related and general traffic 'rat running' in the vicinity of New End School
- The last 'hands up' survey showed that 22% of children were driven to New End School.
- Local residents have reported problematic parking by parents at school pick up/drop off times. The school have also reported bad parking leading to heated discussions amongst parents/residents – including outside Heathside Prep school
- We are aware of some residents concerns about general 'rat-running' traffic using New End and other local streets to avoid queuing at junctions/busier main roads – with associated air quality, road safety and ambience impacts
- Officer site observations in May 2018 noted some of the above issues

**New End School has
raised issues – but
other schools in the
area too....**

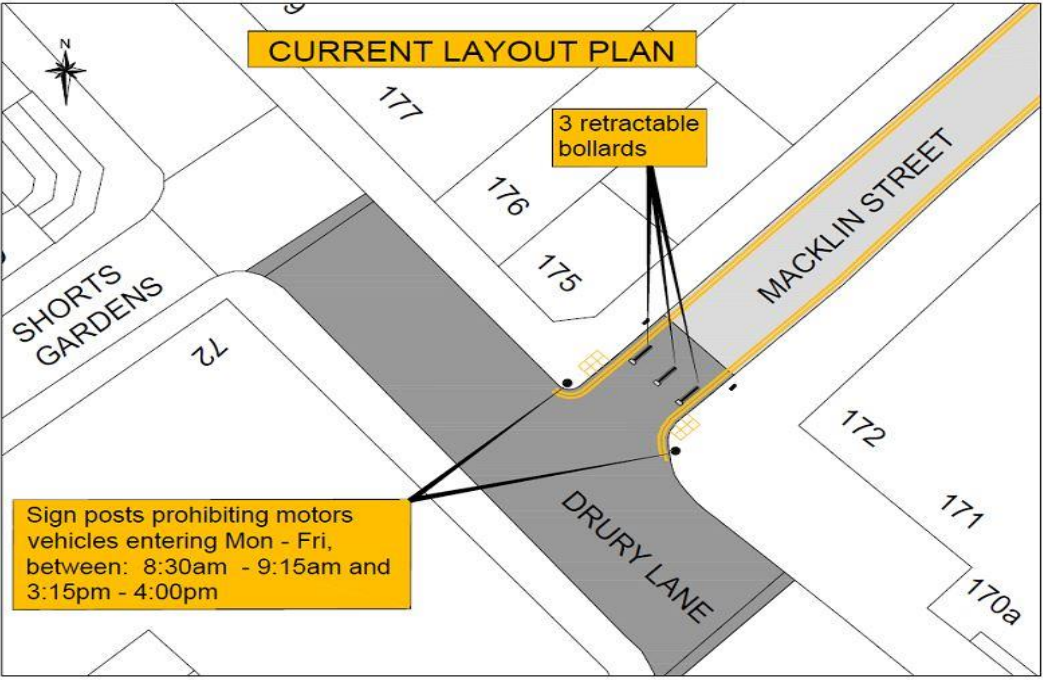
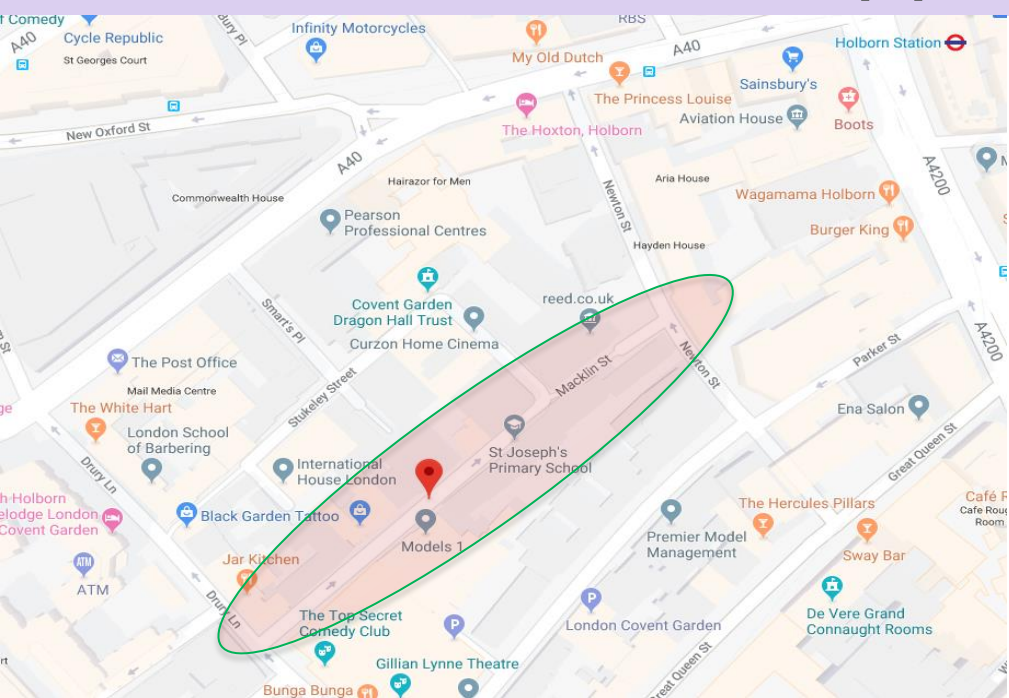


3. What have we done so far?

A. Similar issues/solutions elsewhere in Camden

- Healthy School Streets - one of London Borough of Camden's initiatives to make the streets outside schools safer at the start and end of the school day, and to discourage driving to school.
- We currently have two schemes in the Borough completed; 1 more starting soon
- Involves timed road closures (exempting some vehicles) at start/end of school day
- Introduced on an **experimental basis**

Current HSS Schemes (1) - St. Joseph's School (Holborn)



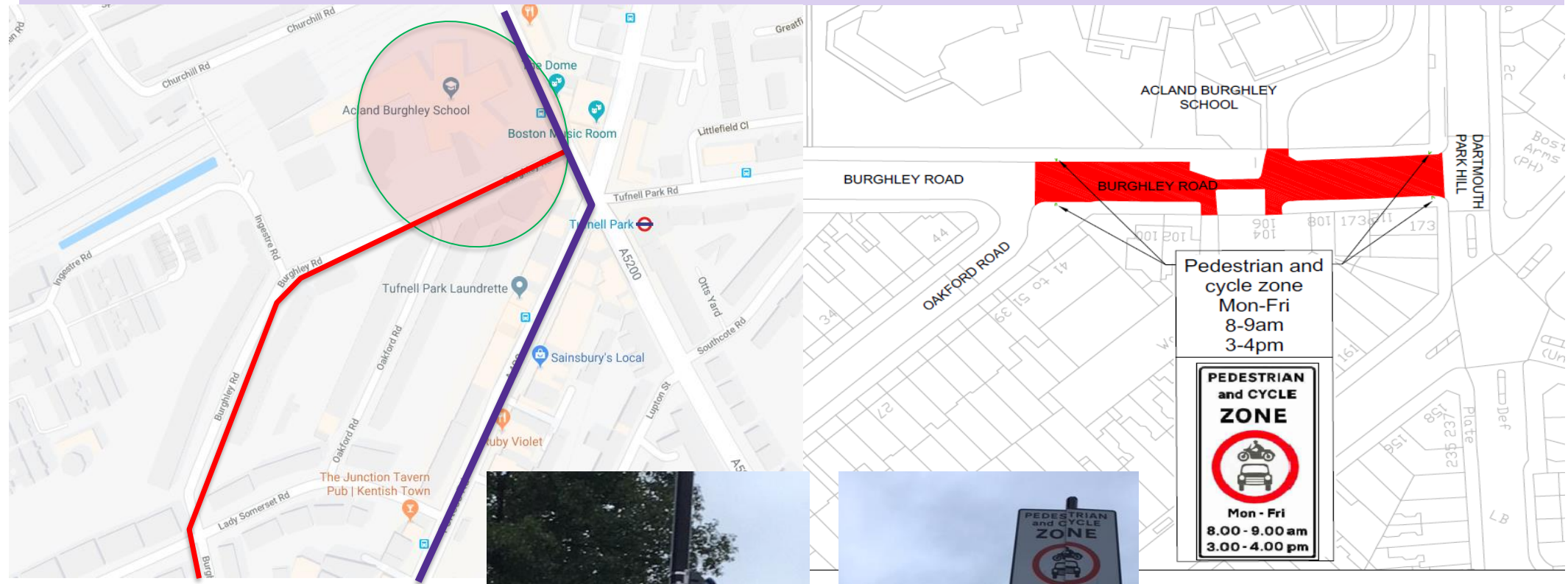
Macklin St Before



Macklin St After

en

Current HSS Schemes (2) – Acland Burghley School (Gospel Oak/Tufnell Park)



ANPR Cameras used to enforce closure – these pick up car registration plates only



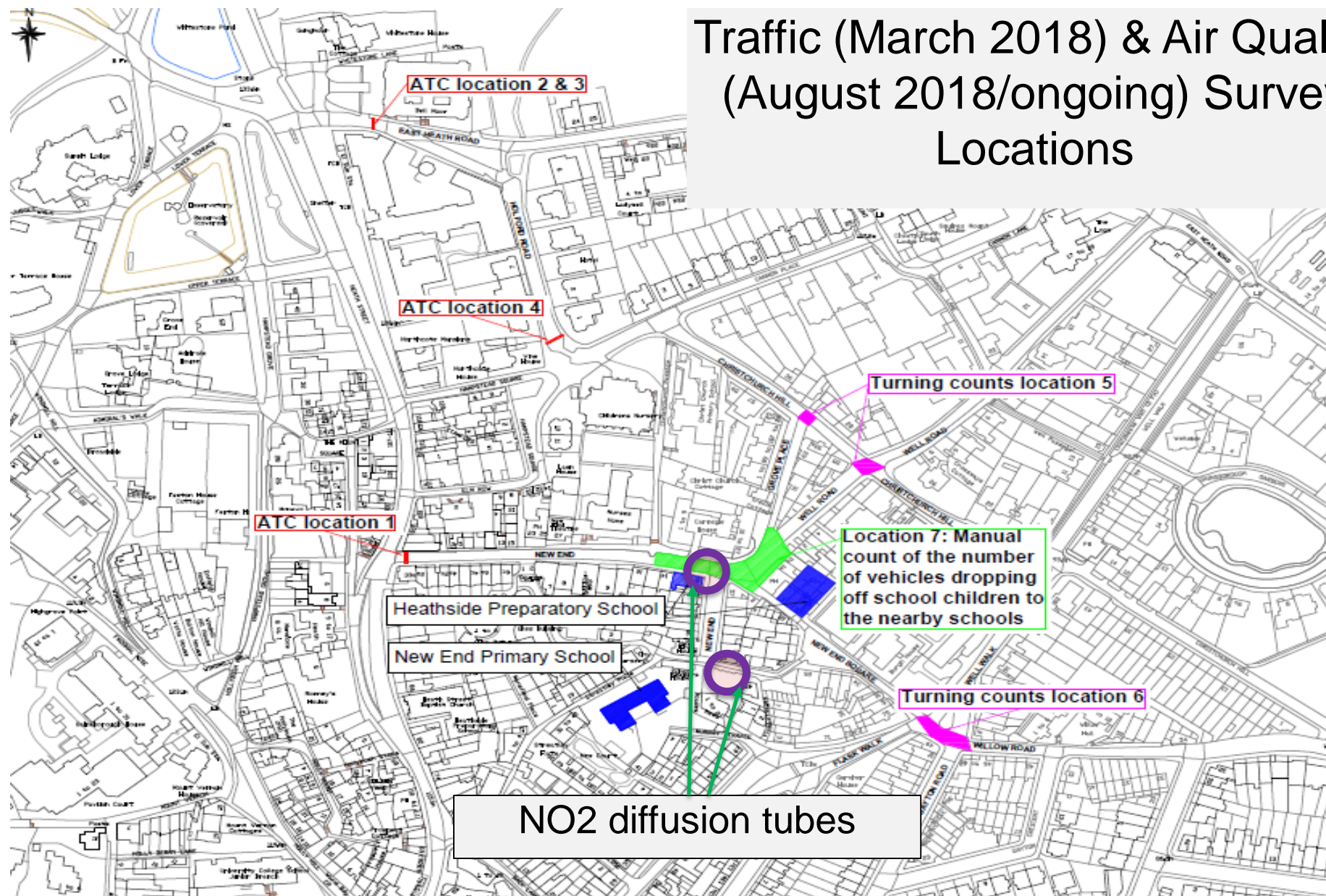
Signage – vertically folding sign

3. What have we done so far?

B. Current situation at New End & our initial ideas

- In order to better understand the situation at New End we commissioned and carried out a number of traffic surveys & traffic observations in and around the school area, as well as other data sources
- **Traffic flow surveys** were carried out on New End (western end) near junction with Heath Street, East Heath Road (eastbound), East Heath Road (westbound), Holford Road (southbound), Christchurch Hill, Well Road and Grove Place (March 2018)
- A number of **‘turning counts’** were carried out at junctions close to the school
- **Drop off/pick up counts** near Heathside Prep School
- **Air Quality diffusion tubes** installed and **On Site observations** took place

Traffic (March 2018) & Air Quality (August 2018/ongoing) Survey Locations

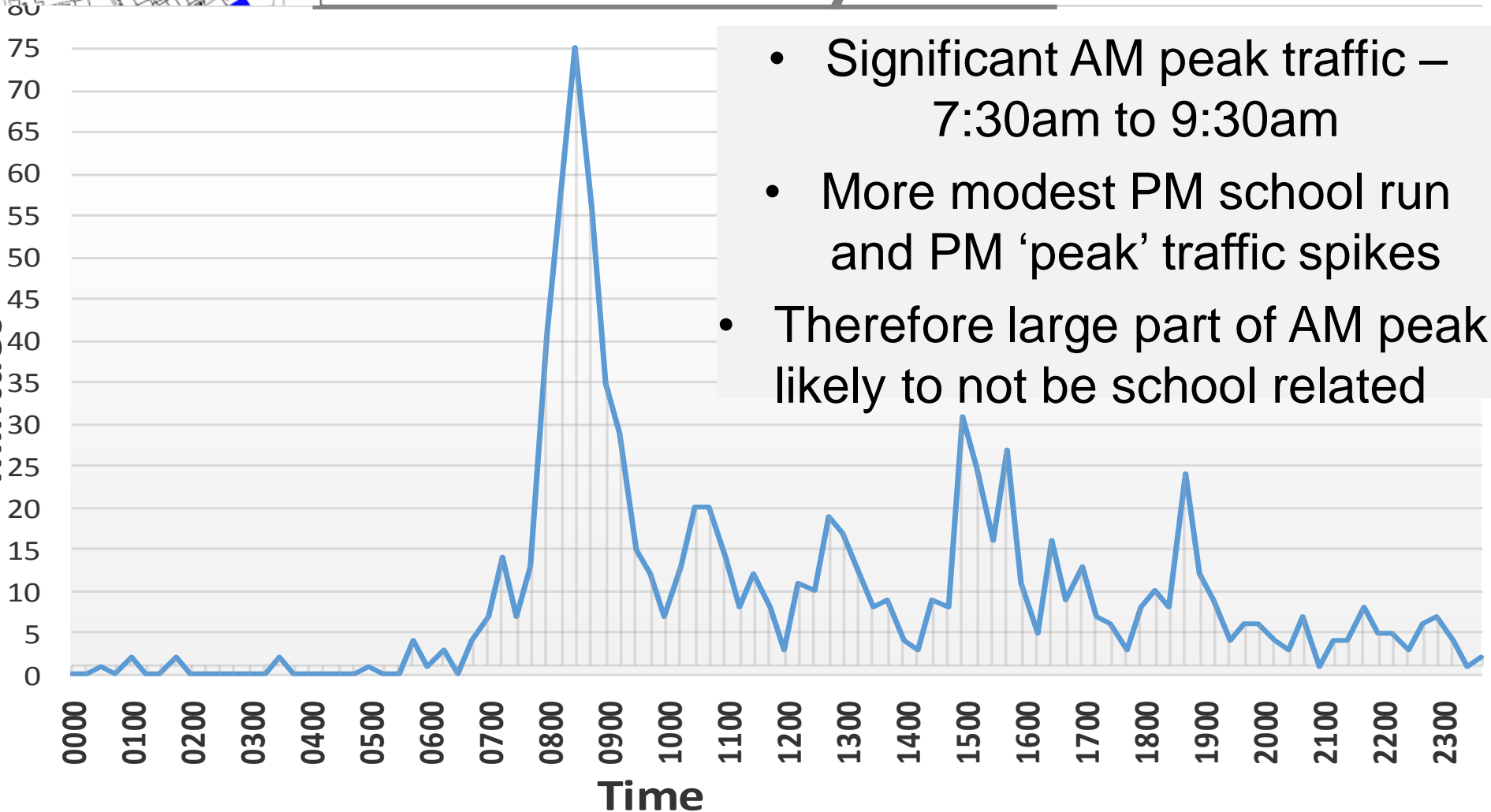


What does this data seem to show?

New End - All day traffic

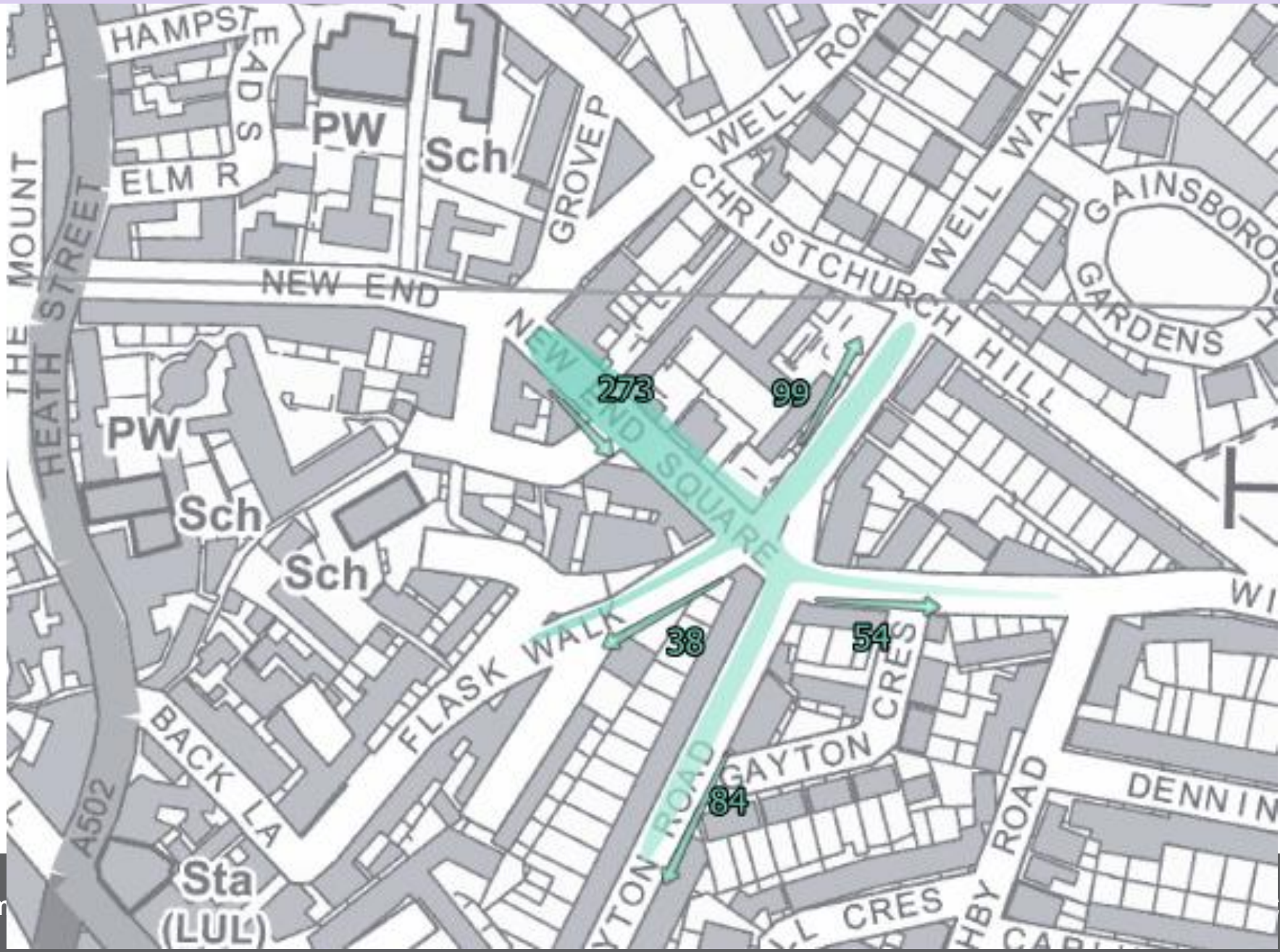
Number of vehicles every 15

minutes

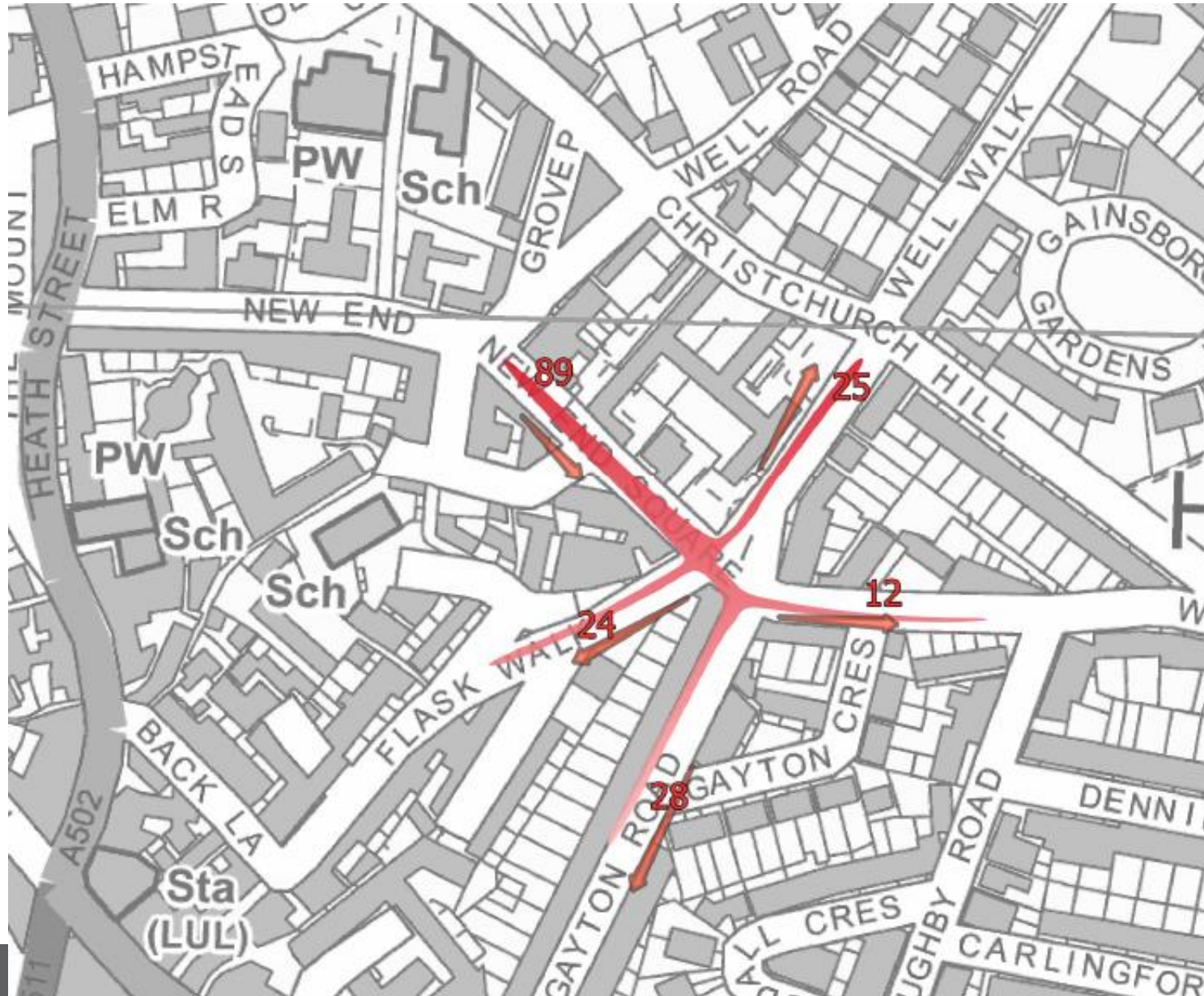


- Significant AM peak traffic – 7:30am to 9:30am
- More modest PM school run and PM 'peak' traffic spikes
- Therefore large part of AM peak likely to not be school related

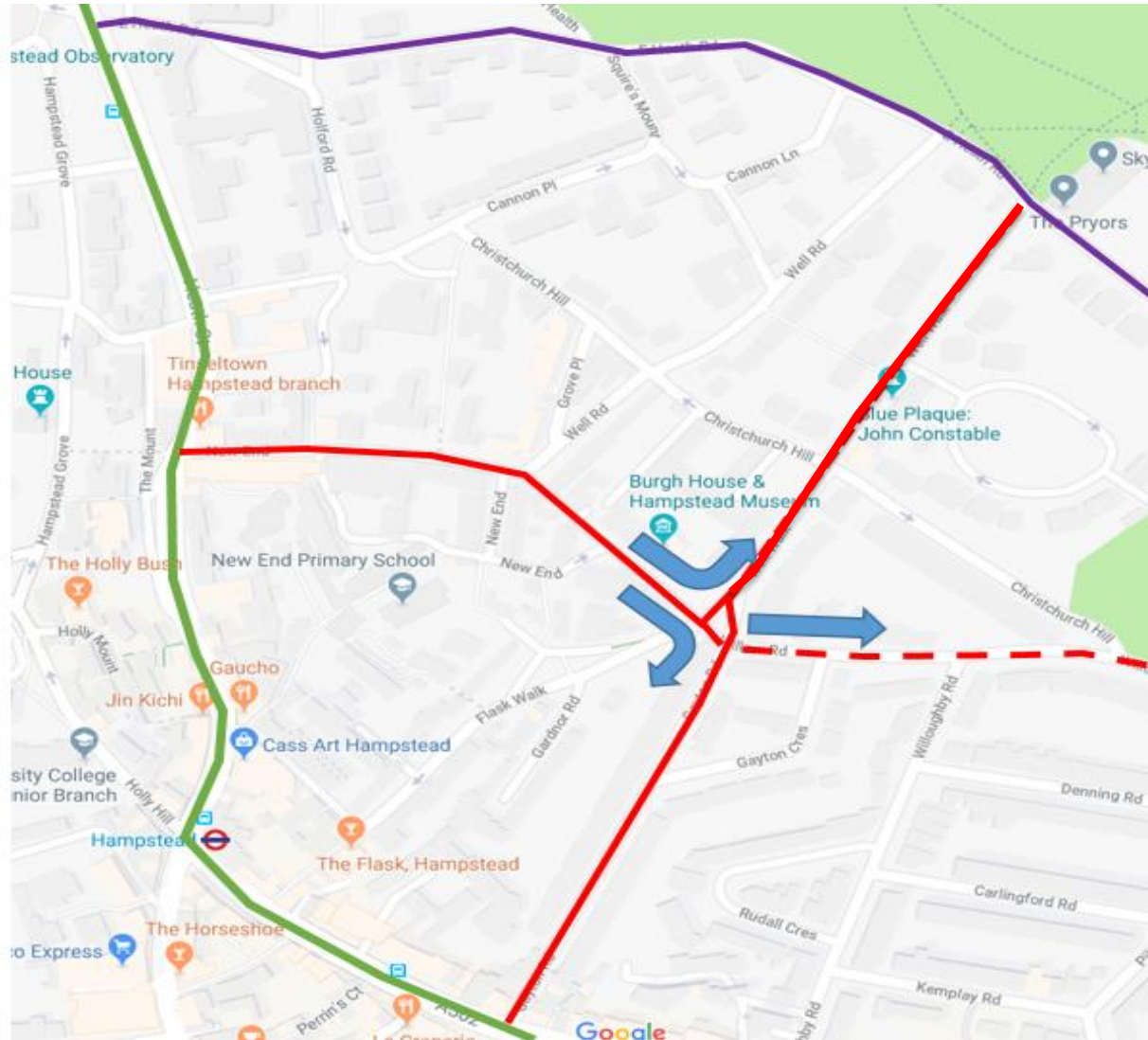
Where is this traffic going (AM school run times)?



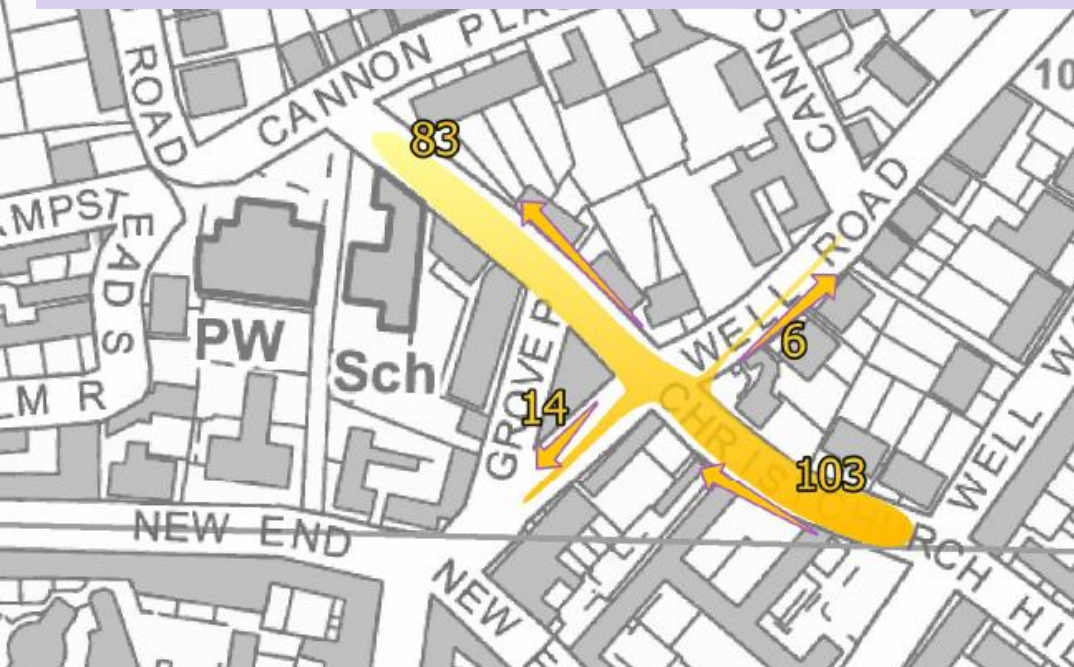
Where is this traffic going (PM school run times)?



Where is this traffic going?

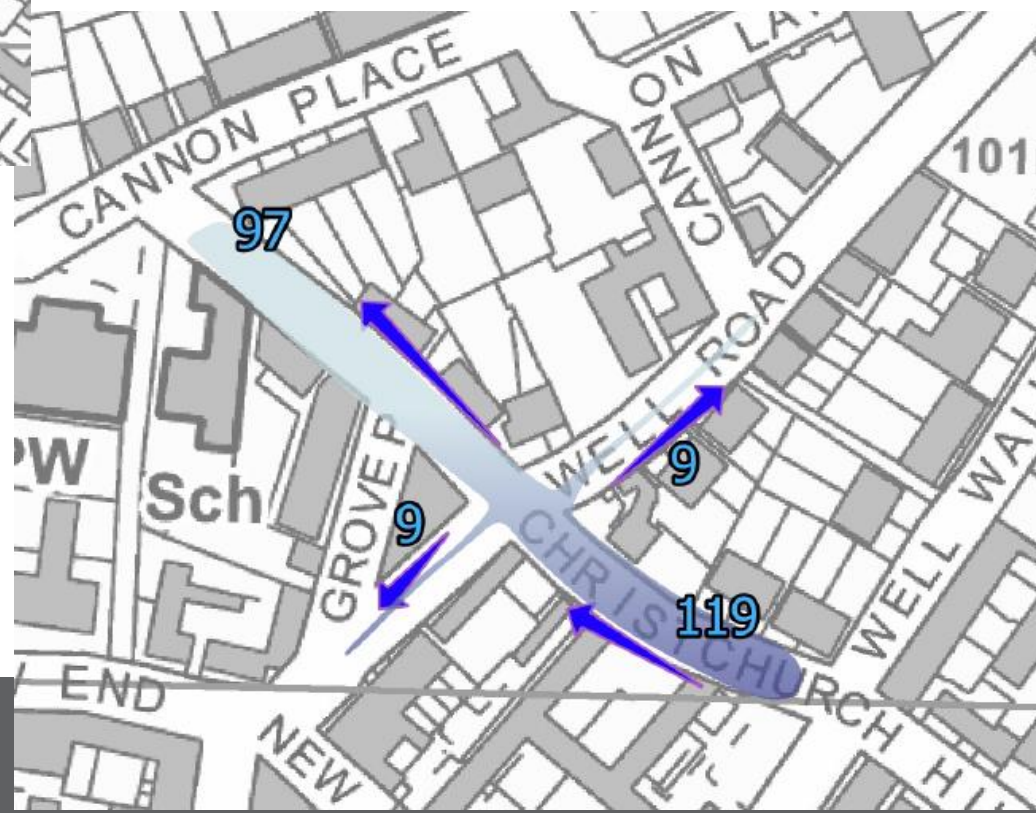


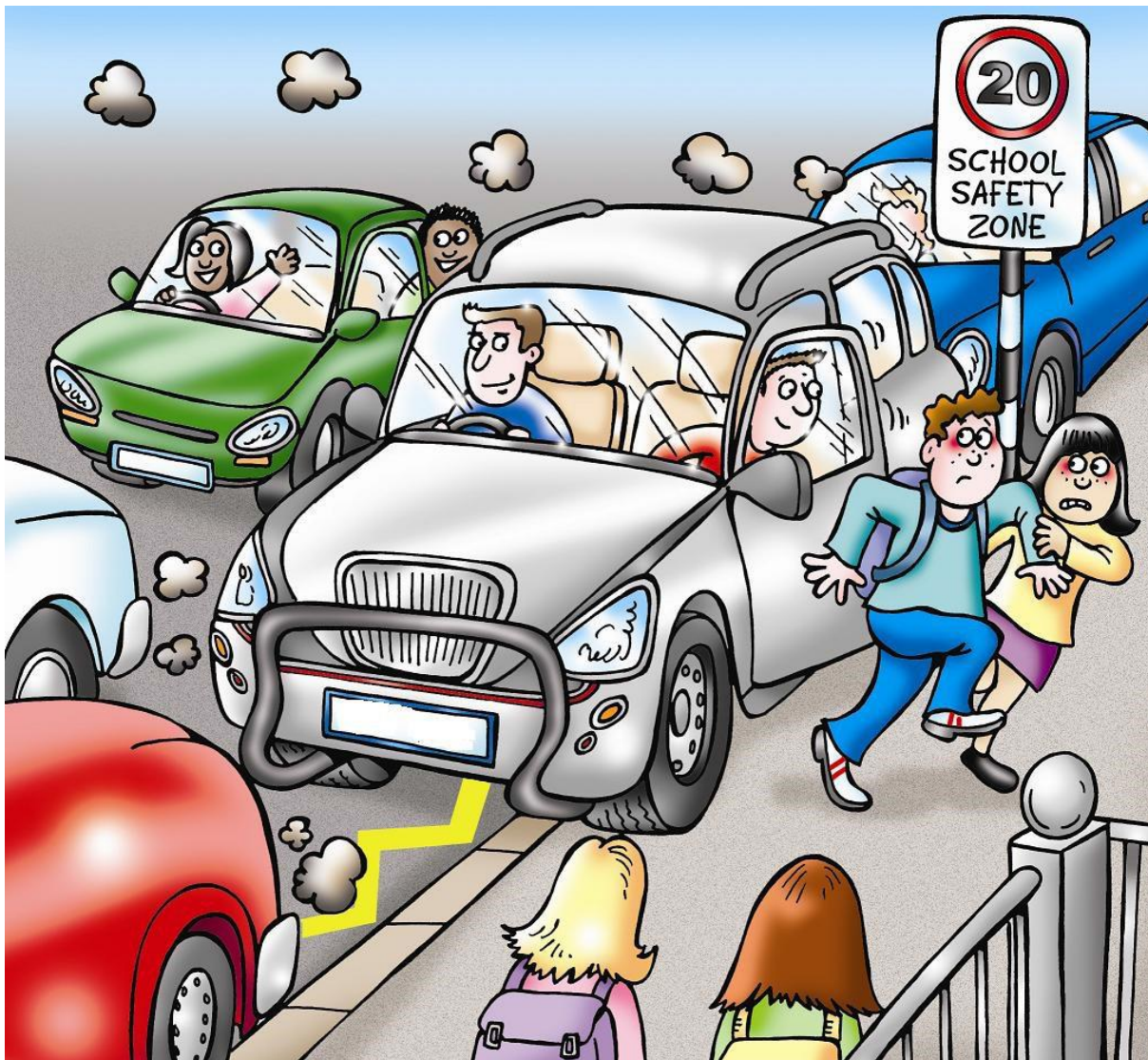
Dominant traffic flows (Christchurch Hill/Well Road)



Morning school run hours

Afternoon school run hours

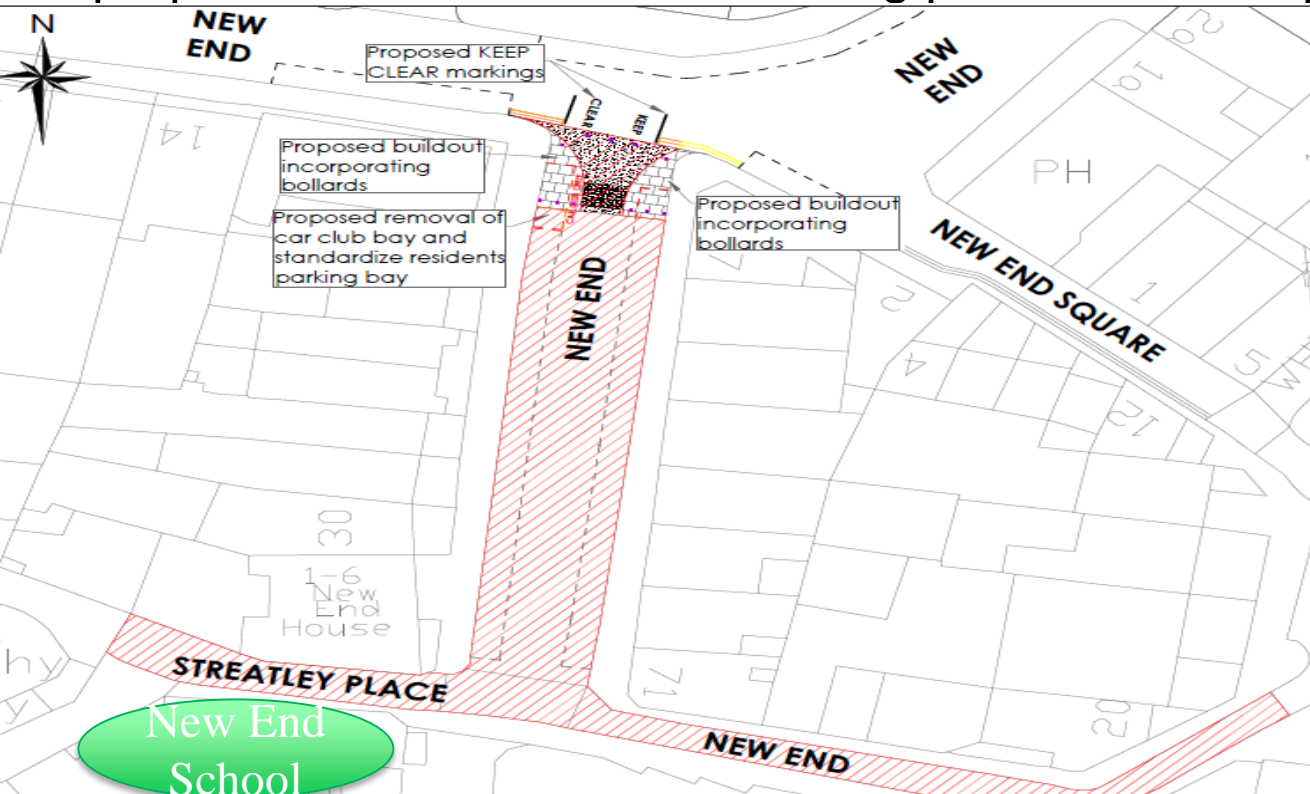




Developing some ideas and options...

Option 1: Restricting access to the part of New End closest to New End school at opening/closing times

- Create a 'Healthy School Street' (HSS) timed road closure (during New End Schools opening and closing times e.g. 8am to 9am and 3pm to 4pm) of the short stretch of New End from the T-Junction of New End and New End (west) (north to south) by installing collapsible bollards there. A build out of the footway at the junction is also proposed to create a safe crossing point for school pupils and pedestrians



Pros and cons of Option 1

Pros

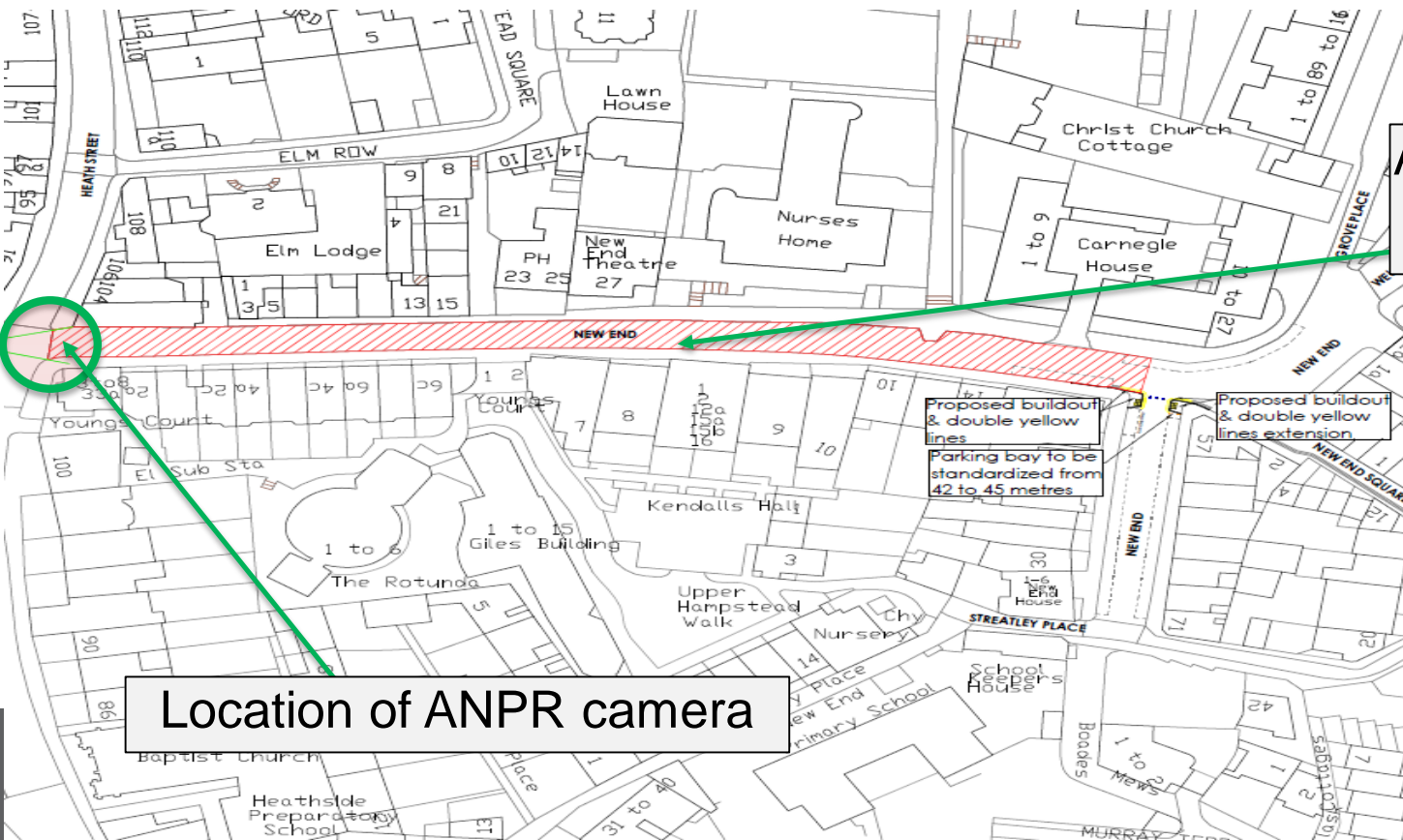
1. This option would potentially solve the parking issues created by parents picking up/dropping off at the far southern end of New End, near Streatley Place where the school entrance is
2. This may improve air quality & road safety around the school by reducing the amount of cars picking up and dropping off
3. The footway build out would reduce the distance for pedestrians crossing, therefore creating a safe pedestrian crossing point at the junction
4. This is a relatively low-cost option

Cons

1. This would not solve the issues of 'rat running' through the area using the western end of New End as a cut-through
2. It could make the already busy junction of New End/Well Road/New End Square potentially more dangerous as more vehicles are likely to drop off in that area
3. The build out would mean a car club bay and residents parking bay would have to be removed/relocated
4. Local residents on the far southern end of New Road are restricted from driving into the closure area during hours of operation due to the presence of physical bollards

Option 2: Timed closure of New End (at junction with Heath Street) at school morning and afternoon opening/closing times

- This would be enforced by using Automatic Number Plate Recognition cameras (ANPR) which would be placed at the Heath Street and New End junction.
- Residents of the western end of New End, plus potentially Well Road, New End Square, Streatley Place and Grove Place would be exempt from the closure, subject to detailed design.



Area (in red) of guaranteed exemptions for residents

Timing of closure could be
7:30 am to 9:30am and
3pm to 4pm

Location of ANPR camera

Pros & Cons of Option 2

Pros

1. This may deter traffic 'rat running' in the area as it creates a restriction zone for drivers passing through and particularly prevents non-local 'through-traffic'
2. Parents of both New End School and Heathside Prep school would be more restricted from picking up/dropping off children and therefore encourages more sustainable travel modes to/from both schools
3. There would be less vehicles around both schools during the hours of restriction therefore making walking/cycling in the area more pleasant and improving road safety
4. Air quality in the area may be improved due to fewer vehicles

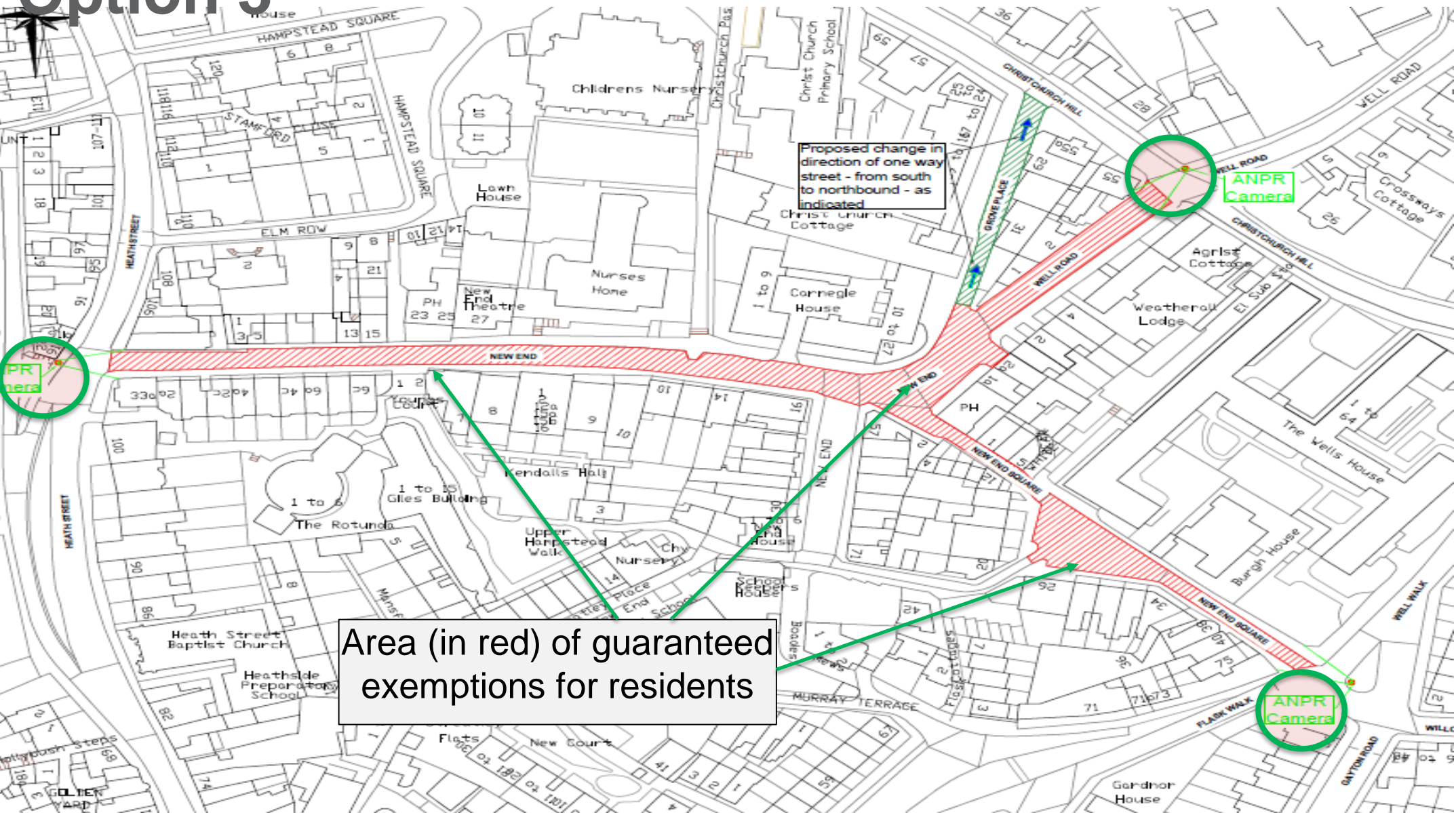
Cons

1. Some school-related traffic may still enter the area via Well Road and Grove Place, and potentially use the eastern section of New End Square to get close to the sites, though this is unlikely to be significant given the data collected so far
2. General 'through-traffic' seeking to avoid the junction at Hampstead High Street/Heath Street may be displaced via East Heath Street onto Holford Road/Christchurch Hill/Well Road/New End Sq route and/or via East Heath Street then Well Walk
3. More expensive than option 1 (requirement for an ANPR camera)

Option 3: Timed closure (school morning and afternoon opening/closing times) of all roads leading into New End School area

- This option would install 3 ANPR cameras at all possible entry points into the schools area to prevent access, at school opening/closing times, for all (non-exempt) vehicles into the area. This would include one on the Heath St and New End junction, one on the Christchurch Hill and Well Rd junction and one on the New End Square, Flask Walk, Well Road junction
- Change the one way traffic direction on Grove Place to northbound only to prevent this being used as entry road into the area (and exempt residents)
- All residents and properties of New End, Well Road (southern section), New End Square and Streatley Place would be exempted from the restriction, as would Blue Badge holders

Option 3



Pros and Cons of Option 3

Pros

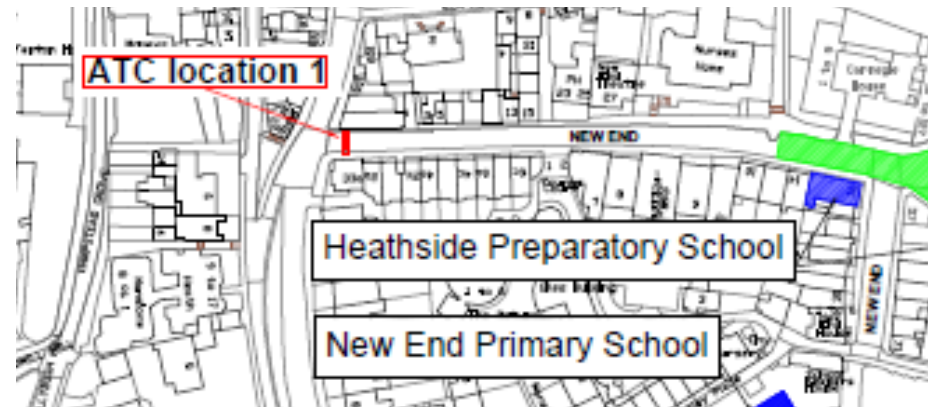
1. This option goes the furthest in addressing both traffic 'rat running' and school drop offs/pick ups in the area
2. Would be much less busy with vehicles in the area, creating a safer environment for pedestrians and cyclists
3. Parents of both New End School and Heathside Prep school would be completely prevented from picking up/dropping off children in the immediate vicinity of those schools, therefore potentially encouraging more sustainable travel modes to/from both schools
4. Air quality in the area may be improved due to less vehicles

Cons

1. Size of the exempted zone and number of properties would be very difficult to manage operationally
2. General 'through-traffic' seeking to avoid the junction at Hampstead High Street/Heath Street may be displaced via East Heath Street onto Holford Road/Christchurch Hill/Well Road/New End Sq route and/or via East Heath Street then Well Walk
3. The scheme would be the most expensive – at least 3 ANPR cameras (costing around 15-20K each) and other associated measures
4. Strong possibility of school children being dropped off/picked up on residential streets just outside the restricted area that are currently unaffected by this activity, creating concerns amongst residents on those streets

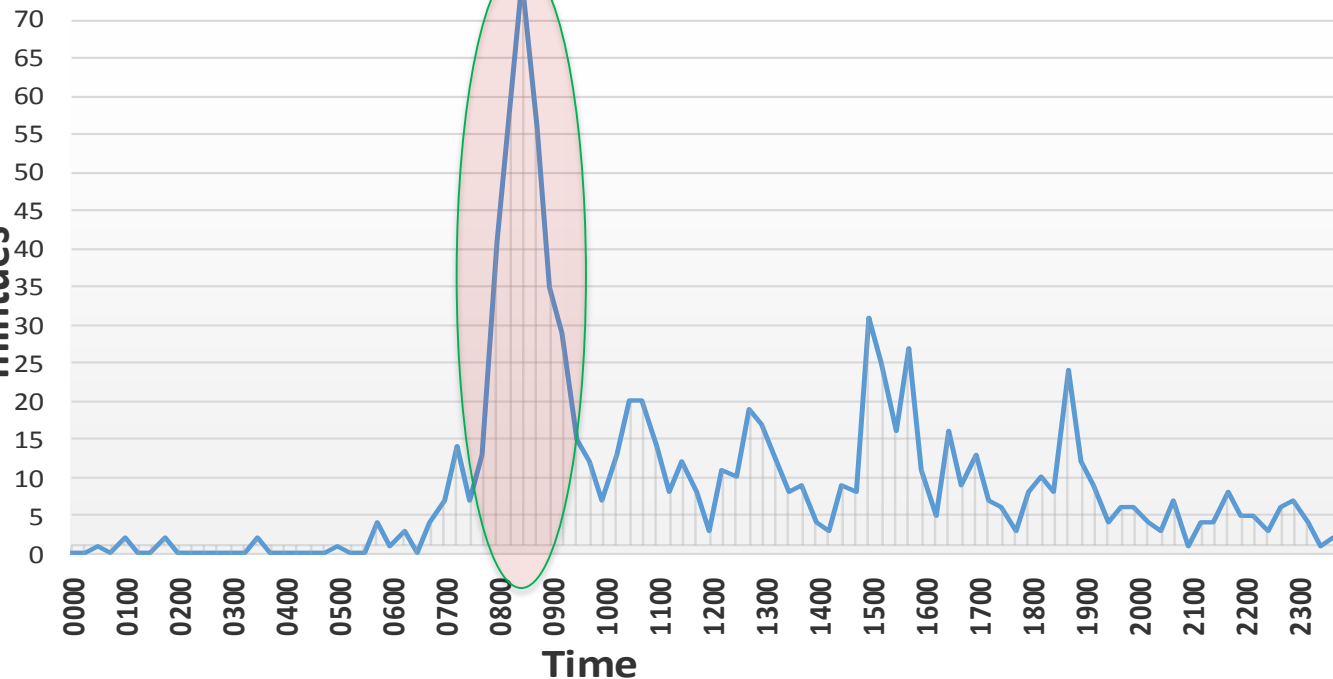
Option 4: morning peak restriction only

- Same as option 2 but in the morning peak only (e.g between 7:30am-9:30am). This option addresses the 'rat running' issues in addition to the school run traffic issues in the morning only. It would also mean unrestricted access at all other times



New End - All day traffic

Number of vehicles every 15 minutes

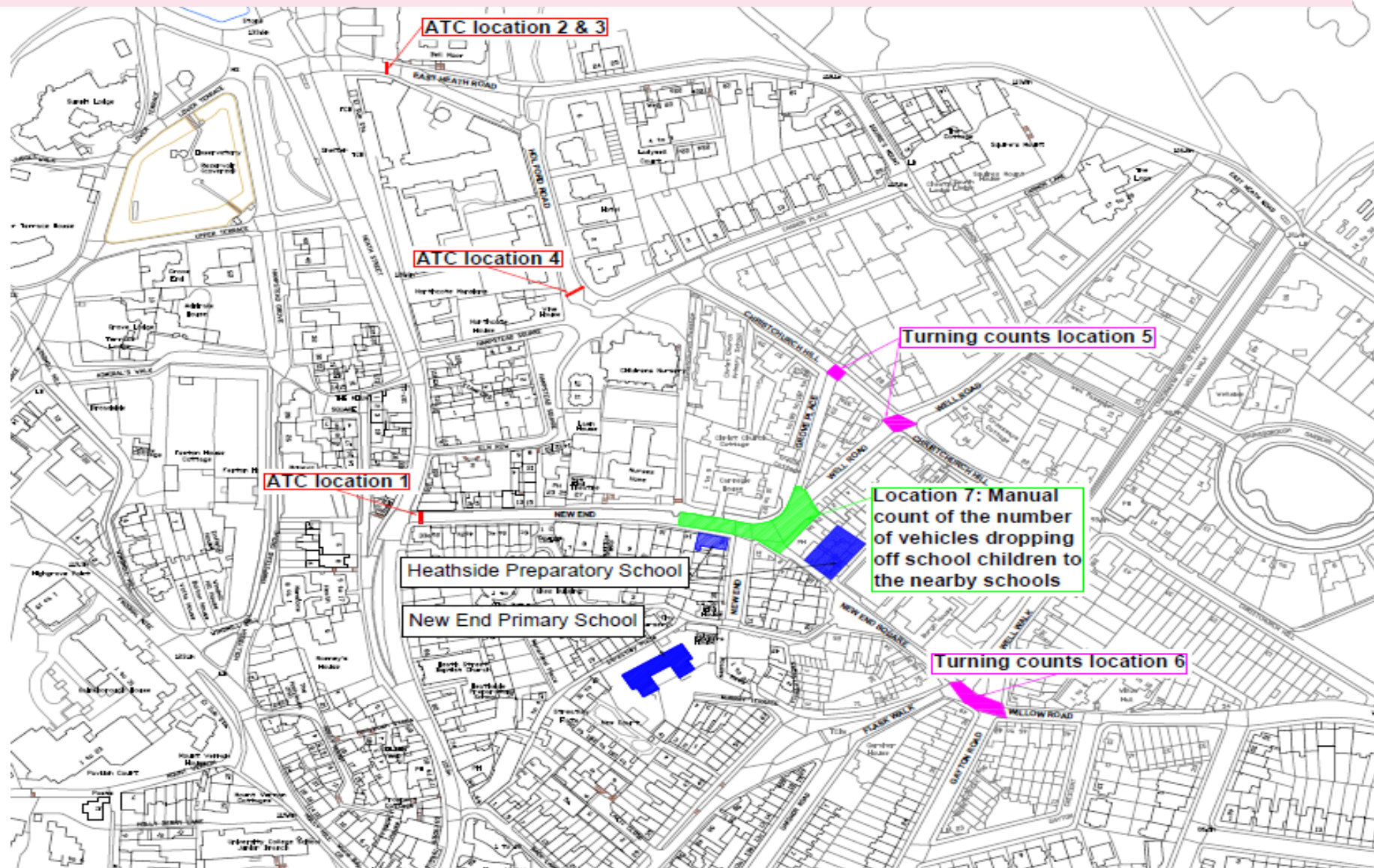


Option 5: Do nothing

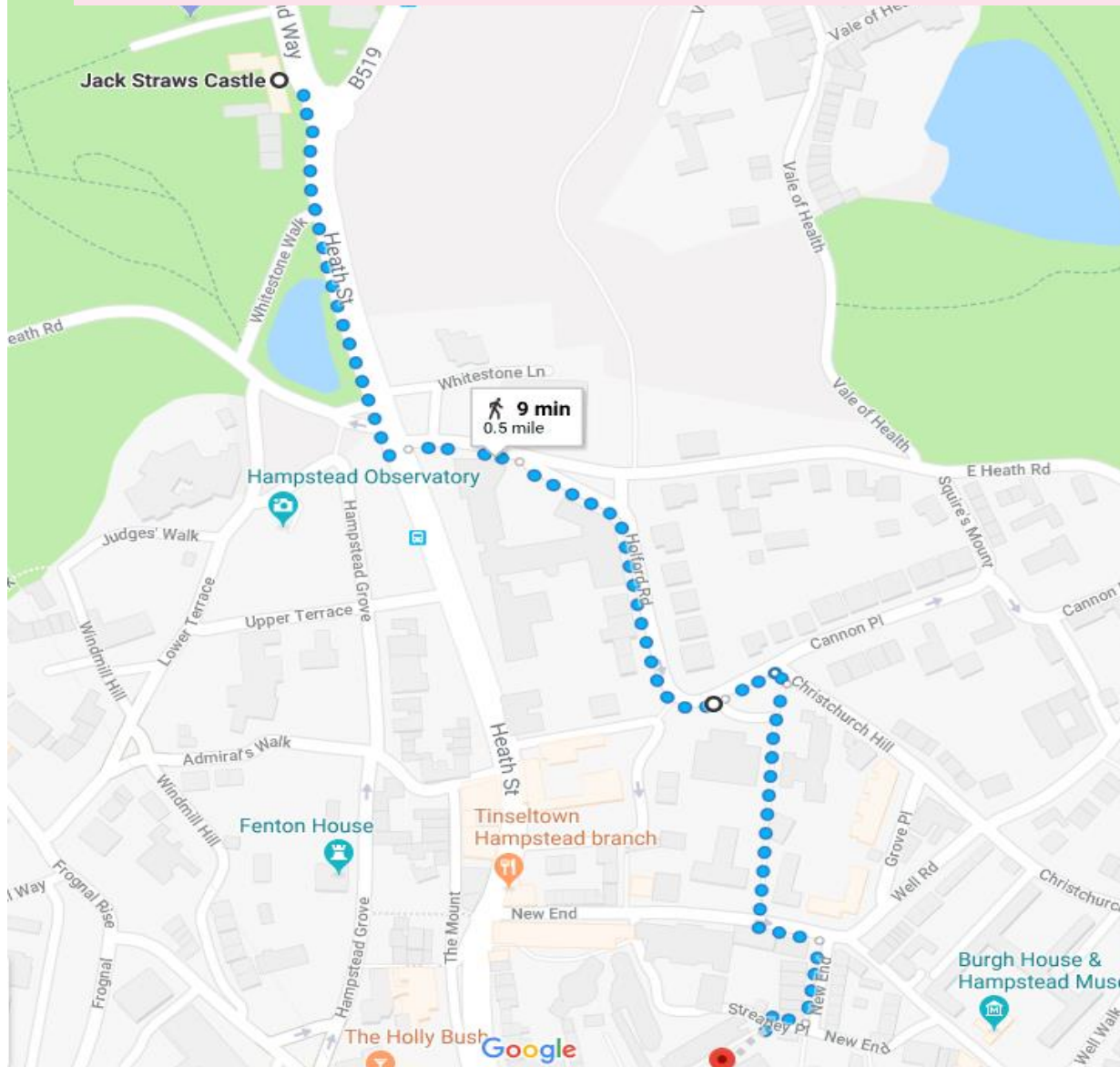
Some additional considerations

1. **Combination of options is a possibility** e.g. Option 1 (collapsible bollards to restrict access to southernmost part of New End) plus Option 2 (timed closure at New End/Heath St)
2. **Exemptions** is an important consideration (see also forthcoming slide)
3. Any measures would be proposed under an **experimental basis** – as for all our Healthy School Street schemes - for a period of time (6 or 12 months) with robust monitoring taking place on all potentially affected streets (traffic surveys and air quality monitoring) to help inform future consultations/decisions

Monitoring....



Park and Stride

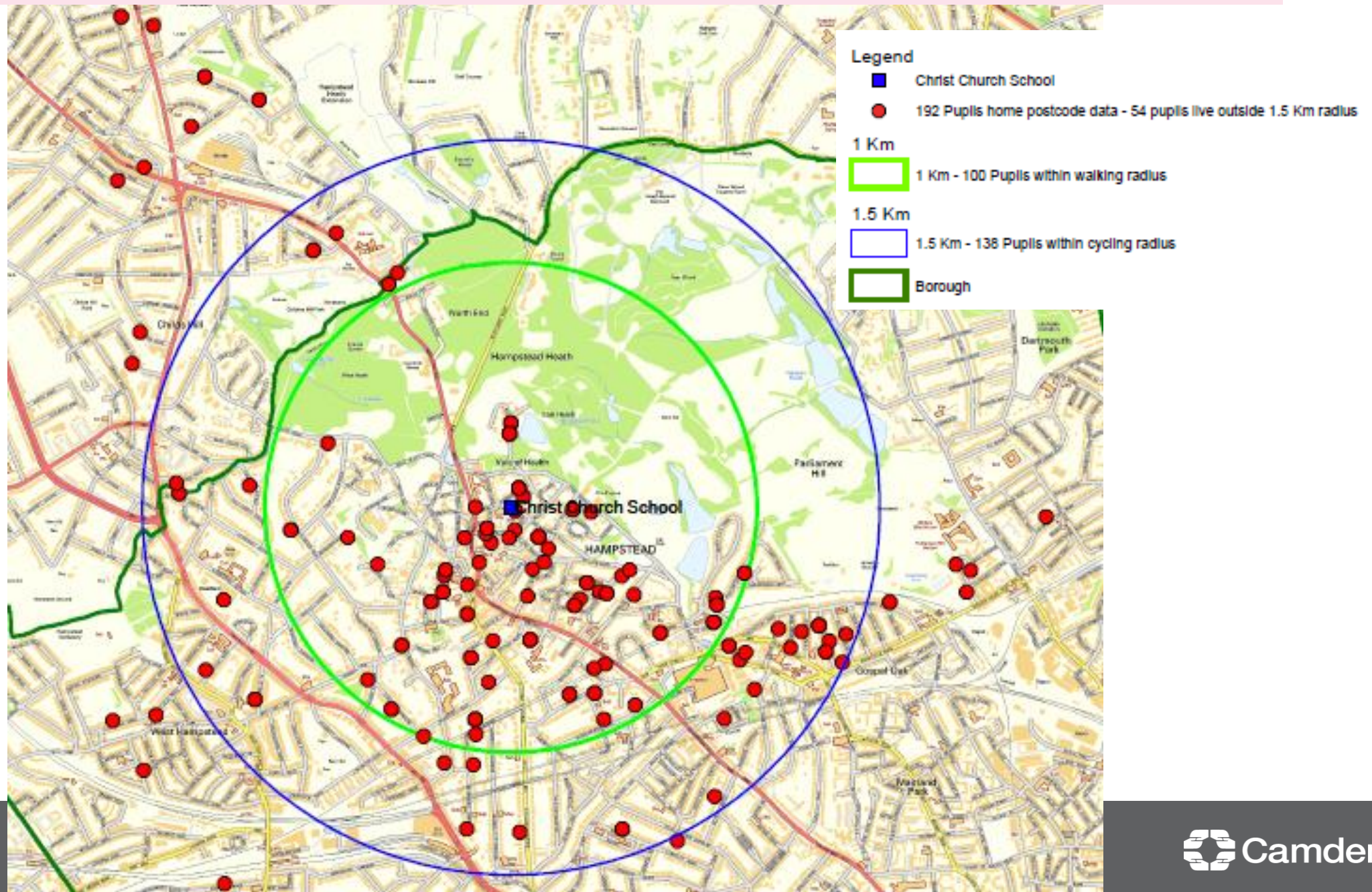


- In theory possible to set up Park & Stride sites to provide alternatives for parents who continue to drive to/from school
- The issue is this would be entirely voluntary – as we can't enforce school drop off/pick up related parking due to observed 'grace periods'
- Therefore highly likely that these facilities would not be used

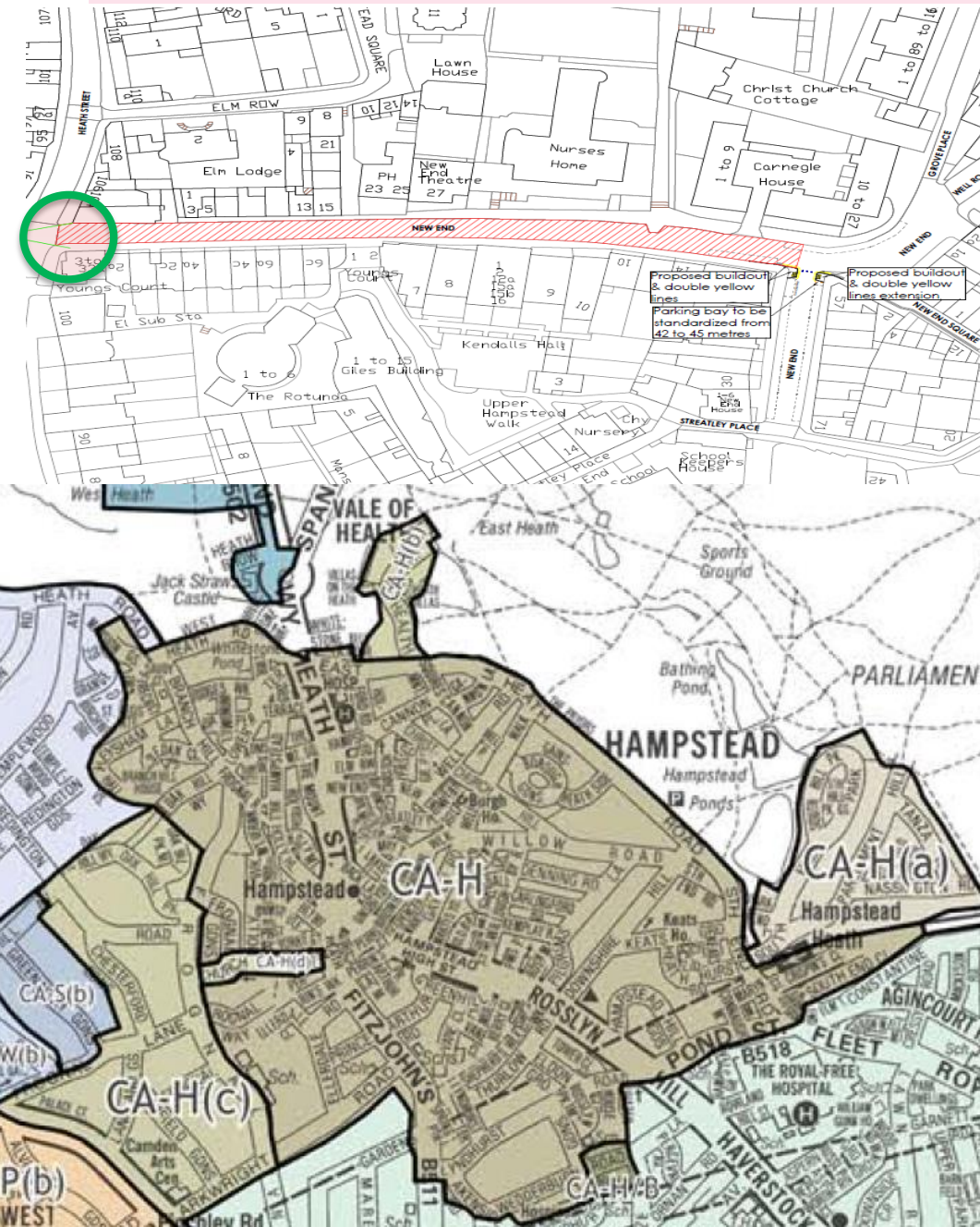
School Travel Planning

- As well as the infrastructure measures to reduce traffic we also need to focus on the school travel planning process to encourage and enable mode shift
- STARS – Schools who do their School Travel Plans, using the TFL STARS online system can achieve a Bronze, Silver or Gold award depending on the amount of activities they do throughout the academic year to encourage active travel. They also set targets for increasing active travel to school, and provide ‘hands up survey’ data annually so that we can assess how children get to/from school.
- New End School – Gold accredited. Last hands up survey showed 22% of children are driven to school. They run several activities throughout the academic year to encourage walking, scooting, cycling to school. These include walking competitions during walk to school week, a ‘scooterthon’, and various communications to parents reminding them about the benefits of active travel to school. It has 10 Cycle parking spaces, and 25 scooter spaces (for children) as well as shower facilities for staff.
- Christchurch School - Bronze accredited. 31% of pupils are driven to school. Through funding on STARS they have increased their scooter and cycle parking, as well as doing activities to encourage active travel.
- We would like to engage with Heathside Prep as they are not accredited.

Christchurch Primary Home Postcode mapping

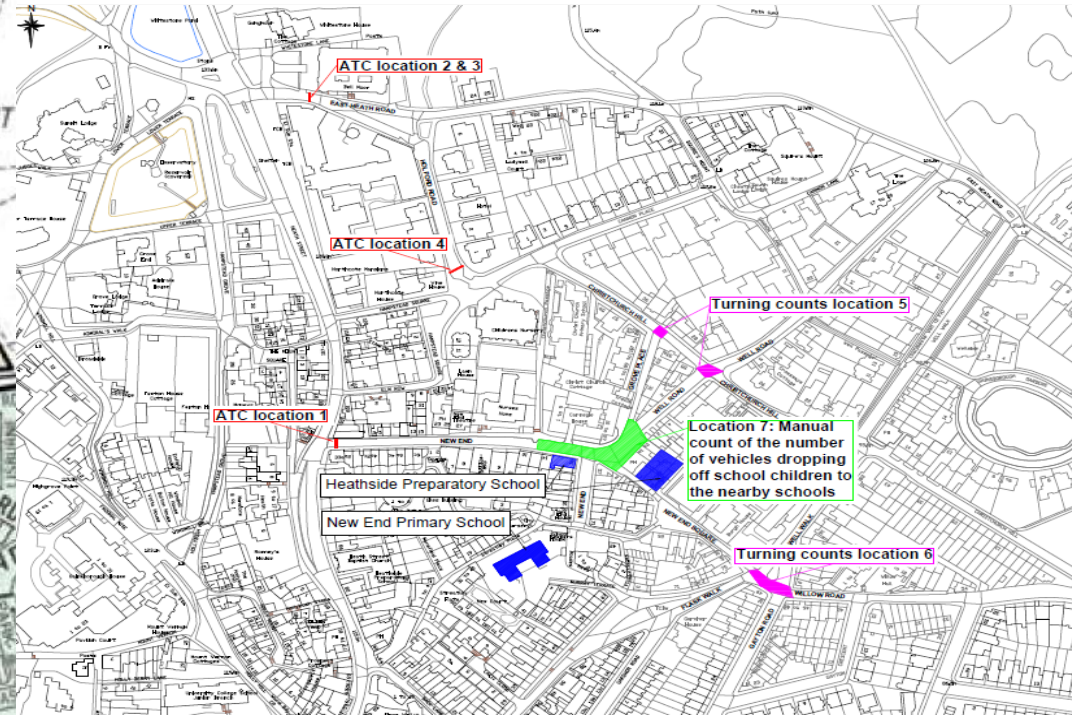
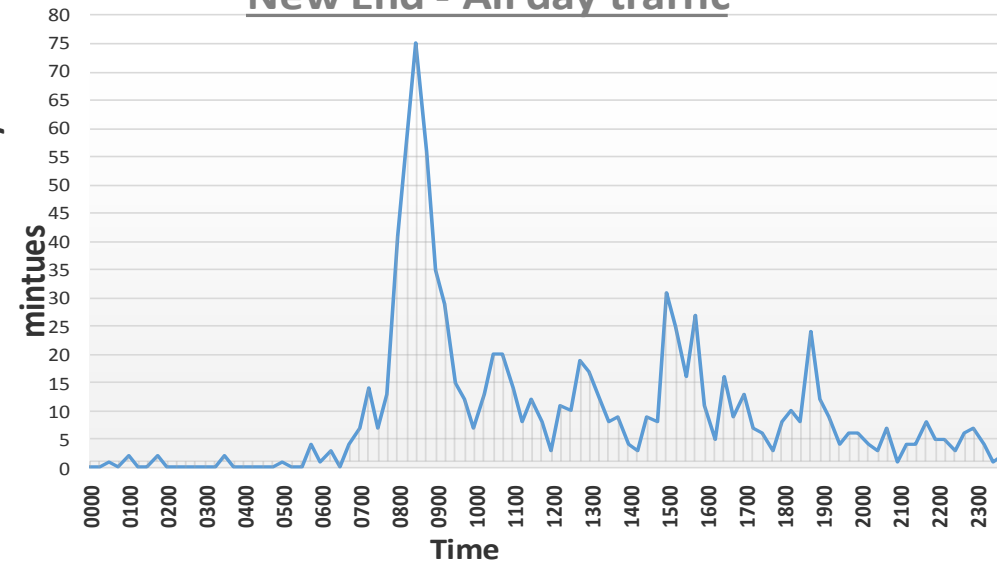


Something to consider.....



Number of vehicles every 15 minutes

New End - All day traffic



Your input – tell us what you think

Next Steps & Timescales

- December 2018 – analyse options and potential for scheme based on feedback from this meeting
- January 2019 – March 2019 – consultation on potential option(s) subject to that analysis
- April 2019 onwards – trial of scheme subject to outcome of consultation (for up to 12 months), and monitoring period. Further consultation on possible permanent measures thereafter
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