

To: Michelle Jamieson

## **Neighbourhoods of the Future Healthy School Street Zone Proposals**

This response to Camden Council's proposals in the Neighbourhoods of the Future Healthy School Street Zone is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape).

### **Our response**

We are strongly supportive of the combined proposals in Options A and B:

- to place timed camera-enforced road closures at the junctions of Maresfield Gardens, Nutley Terrace and Netherhall Gardens with Fitzjohns Avenue;
- and timed camera-enforced closures at the two ends of Frognal south of Arkwright Road.

And we believe that this new concept of a *Healthy School Street Zone* (which closes access by motor vehicles to a set of streets over an area) is much stronger than the sum of its parts (in which a short section of road would be closed outside each school).

### **Our single objection**

We note that pure electric cars and Zero Emission Capable (ZEC) taxis will be exempt. While the primary aim of electric vehicles is to reduce air pollution, it would be a shame to miss an opportunity to increase safety as well.

We therefore object to this, as they contribute to danger to anyone walking or cycling to school. Also it is likely that with the proposed incentives, many of the parents will change to electric cars and the numbers of motor vehicles will increase again. Also, our understanding is that ZEC taxis are not required to run on electricity, merely to be capable of doing so; further, it is not clear how this exemption will be monitored.

### **Our related comments**

#### **Considering Fitzjohn's Avenue in Camden's borough-wide cycle network**

Fitzjohn's Avenue is a primary proposed route in Camden's Cycle Network. TfL's Strategic Cycling Analysis shows it to be in the top 15% busiest connections for current cycle flow and higher still when propensity to cycle is also considered.

This road needs segregated infrastructure but the following measure should be considered now:

- Drivers stopping and starting to drop off/pick up are a hazard to cyclists and pedestrians. Therefore, it is very important to implement a strict no-stopping regime on the whole of Fitzjohn's Avenue for any purpose other than residents parking.

We note also that the proposed measures will make cycling safer on Fitzjohn's Avenue while they are in operation and so would similar measures elsewhere.

#### **College Crescent from Finchley Road to Fitzjohn's Avenue**

Over a long period of time, people have requested two-way cycling on this part of College Crescent but it has been regarded as unsuitable because drivers rush into it from Finchley Road. This also makes it unsuitable for the school there (UCS Pre-Prep). Ideally this part of College Crescent should be closed permanently at Finchley Road with access only from the other end where there would be a timed closure.

## **Schools on the east side of Fitzjohn's Avenue**

The proposed scheme deals with the school run to just four schools in the Frognal and Fitzjohn's area in which, according to the consultation, there are 23 schools.

We encourage Camden to design and consult on a second Healthy School Street Zone on the other side of Fitzjohn's Avenue. For example, there is a bunch of schools at the south east corner of the area (The Hall at three sites and three other schools on Eton Avenue). Timed road closures to roads on the east side of Fitzjohn's Avenue e.g. Belsize Park and Buckland Crescent would have the advantage of stopping drivers to the schools in the current scheme from parking there but also be a part of a second Healthy School Street Zone.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments. Our contact details are below.

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