

To: Michelle Jamieson

Gospel Oak School Healthy School Street - Permanent arrangements

This response to Camden Council's proposals to make the Healthy School Street Scheme on Savernake Road permanent 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 in support of making this excellent scheme permanent.

The Survey Data

We believe that the survey data is very useful in illustrating what can be achieved by schemes like this one. In particular safety outside the school gate in Savernake Road seems to be the clearest gain:

- There were no collisions in the vicinity of the school from Jan - Mar 2019 while there were 4 (one serious) involving pedestrians and cars in 2018. It would be interesting to know whether this clean record has continued.

Regarding motor traffic outside the school gate:

- There was a 70% decrease in traffic directly outside the school in Savernake Road in the mornings, and a 61% decrease in the afternoons.

The traffic counts are disappointing in that an average of 22 motors went past the school gate in Savernake Road in the morning hour and 33 in the afternoon hour with the scheme in place¹. Really, the narrow stretch of road outside the school gate should be car-free when children are arriving and leaving. If all of the exceptions are considered to be essential, then we suggest that all but those carrying children with mobility issues to/from school should be restricted to driving out towards the Rona Road junction.

Regarding travel modes:

- The percentage walking was already very high at 71% and hardly changed (72%).
- After the scheme went in, although the percentage cycling to school doubled (from 4% to 8%) while the percentage coming to school by car decreased from 11% to 7%, the active travel percentage increased only from 86% to 88%.

Looked at in a different way, in a school with about 450 pupils there must still be about 30 pupils travelling to and from school by car on each day but there will be many more coming by car at least once a week. Can this be discouraged further?

Regarding Air Quality:

- The air quality data shows a 10% reduction in NO₂ in Savernake Road outside the school.

The average monthly measurement for August - November 2019 was 27.03 µg/m³. Is this sufficiently healthy? We understand that the EU legal max is an annual average of 40µg/m³ while the WHO recommended max is 20.

¹ It would be surprising if by July 2019 when the scheme had been in operation for over six months that many of these would be prohibited vehicles that go on to be fined.

On inspection of the [Air Quality results on Camden Open Data](#), the graphs showing NO2 readings for most similar sites (e.g. near to Acland Burghley school or St Silas School) are U-shaped with the highest values in winter. We urge you to display annual graphs for Gospel Oak School on Camden Open Data.

Making Savernake Road, or a section of it, one-way

The original consultation document noted that about 100 vehicles travel through Savernake Road southbound towards Mansfield Road in the morning rush hour, most of them turning left onto Mansfield Road. It went on to say that officers consider that most of these vehicles are travelling through Savernake Road to avoid the busy signal junction at Agincourt Road/ Mansfield Road.

As a remedy to this rat running that consultation proposed an option to make Savernake Road one-way northbound between Mansfield Road and Rona Road. We predict that rat runners will still avoid those signals and then cut through via one of the other roads between Rona Road and Roderick Road. We therefore suggest that a much more effective solution would be to put in a point closure at the Savernake Road bridge so that motor vehicles can come in from either end but not go through.

Most people cycling east from South End Green prefer to use the route along Constantine Road and Savernake Road rather than using Mansfield Road. In addition, people connecting to the Heath route via Savernake Bridge also use Savernake Road. Therefore, any change made should continue to allow two-way cycling on Savernake Road.

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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