

To: Healthy.School.Streets@camden.gov.uk

Healthy School Streets Consultation - Neighbourhoods of the Future Permanent Proposals

This response to the consultation on the above proposal from Camden Council 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 at our meeting on 15th November and by email.

Our response

The scheme is working well in managing car influx into Maresfield Gardens and surrounding streets and is certainly an improvement to the previous status quo so we are in favour of retaining the permanent implementation of the Future Healthy School Street Zone on Netherhall Gardens, Maresfield Gardens, Nutley Terrace and the southern part of Frognaal (Mondays to Fridays during school term time between 8am-9am and 3pm-4.15pm)

A year ago, CCC objected to the exemption put in place for pure electric cars, on the basis that whilst helping to reduce air pollution, they nevertheless contribute to traffic. We were also worried that parents would change to electric cars to circumvent the new restrictions.

Unfortunately this has come to pass, and there is a significant number of electric cars now entering the zone which, in creating traffic, is detrimental to walking and cycling safety. We therefore ask that this exemption be removed now rather than wait a further 3 academic years.

In our view this exemption represents an extremely regressive policy, by allowing parents from wealthy backgrounds (the vast majority of people sending their children to the 5 schools covered in the scheme) to circumvent the scheme and purchase their way out of the restrictions.

We would also like to note that the scheme has not addressed the problem of traffic in Fitzjohn's Avenue including cars idling in Fitzjohn's Avenue itself waiting for pickup: this is particularly notable outside Northbridge House (nursery), St Mary's School, The Devonshire and St Anthony's Schools.

We would therefore also recommend that a scheme be introduced with no-stopping restrictions throughout Fitzjohn's Avenue, enforced by cameras and that a cycle track on Fitzjohn's Avenue is implemented, particularly northbound. We note that this cycle track should have been delivered by 2021/22 under Camden's Cycling Action Plan. We also note a welcome increase in parents using adapted bikes or cargo bikes for the school run, and we expect a further increase in the area once the Haverstock Hill

lanes are delivered; however the high level of traffic and lack of safe cycling infrastructure on Fitzjohn's Avenue are creating a barrier to wider uptake.

In addition, another measure we support to reduce traffic in the area and increase safety for families cycling to school is to reverse traffic flow on College Crescent, with cycle contraflow. This measure will also reduce pollution for the children of UCS and South Hampstead School for girls.

We also recommend an extension of the healthy school initiatives to the east of Fitzjohns, particularly in the Eton Avenue, Crossfield road and Strathray Gardens area where 5 schools are located.

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

Elena Moynihan, John Chamberlain, George Coulouris, Jean Dollimore,

john@camdencyclists.org.uk

Camden Cycling Campaign, 11 Grove Terrace, London NW5 1PH