

To: [Healthy.School.Streets@camden.gov.uk](mailto:Healthy.School.Streets@camden.gov.uk)

## **Christchurch Hill and Flask Walk/Well Walk Area Safe and Healthy Streets Consultation**

This response to the consultation on the above proposal from Camden Council is from Camden Cycling Campaign, the local borough group of the London Cycling Campaign. We represent the interests of cyclists living or working in or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this proposal within our committee by email.

### **Healthy School Street Restrictions**

We are strongly in support of the Healthy School Street motor vehicle restrictions on Christchurch Hill, Holford Road, Cannon Place and Hampstead Square. We are particularly pleased to see the extent of the scheme which should help to address the problem of displacement of school-run vehicles onto neighbouring streets and be a further encouragement for parents and children to use public transport, walking, wheeling or cycling for their journeys to and from school.

We note from the data supplied that the morning peak for motor traffic appears to be just before the start time of the proposed restrictions. We are concerned that there may be a rush to get into the streets just before 8:15 and therefore suggest that the start time should be earlier and in the evening that it should extend later for the same reason. We note that the Healthy School Streets consultation for St Margaret's and St Luke's proposes a morning restriction from 07:45 to 9:00 am which is a better match to the measured motor traffic peak.

### **Other Measures**

We are very supportive of the cycle permeability measures proposed for

- Holford Road
- the link to Hampstead Square from Cannon Place
- Cannon Lane east (two-way cycling)

We also support the ban on motor vehicles on Cannon Lane (south) and the measures for New End Square and Well Walk and we support the measures to remove parking bays for motor vehicles and the various planting schemes as well as the installation of additional cycle parking stands.

### **Summary**

This is a major scheme that should improve the environment for pedestrians as well as cyclists, in an area which hasn't seen much done to restrict motor traffic so far. It is good to see the traffic restrictions cover an area larger than the immediate vicinity of the school, to stop neighbouring streets being used as drop-off points. And it builds on the previous New End scheme which didn't go far enough to stop school-run traffic.

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

John Chamberlain, Jean Dollimore, Elena Moynihan

[john@camdencyclists.org.uk](mailto:john@camdencyclists.org.uk)

Camden Cycling Campaign, 1 Estelle Road, London NW3 2JX