

Appendix 3 – Consultation Report

A summary of the consultation responses is provided in the main report. This Appendix provides further details of the consultation response figures shown in tables 1,2,3,4 and 5. In addition, it details comments raised by Schools, Ward Councillors and stakeholder groups, business and individual responses from residents. Officers’ responses to the comments are provided in italics. Detailed comments have been summarised below.

Following consultation feedback, and analysis of the schools’ start times, officers are now proposing to amend the times of the morning restrictions, the recommendation now being from 8am to 9am. Concerns were raised during the consultation that some parents may park before restrictions start at 8am and wait for schools to open. The Controlled Parking Zone CA-B (Belsize) in this area starts at 9am, and as such parking enforcement is not applicable.

On further investigation into school start times and breakfast club provisions, officers are proposing to make the start time of the restriction 8am. The extent to which parking/waiting takes place before 8am will be monitored during the Experimental Traffic Order (ETO). The earliest start time for schools in the zone is 8.30am with an average of only 5% of pupils using breakfast club provisions, the earliest of which start at 7.45am. Officers are now recommending changing the end of the restricted time to 9am, instead of 9:15am as per the consultation as none of the schools in the zone start after 9am.

In addition, some businesses expressed concern about the restrictions ending at 9.15am as they have deliveries taking place closer to 9am. This is stated and commented on in more detail in section 3 below.

Consultation Response Figures

Table 1 – Schools Responses

School	Option A	Option B	Preference
Devonshire House Prep	Agree	Disagree	Not stated
St. Mary’s	Strongly Disagree	Strongly Disagree	Neither
Fitzjohns	Neutral	Neutral	Not Stated
Netherhall House	Strongly agree	Agree	A
St. Christopher’s	Agree	Agree	B
Sarum Hall School	Agree	Agree	B
South Hampstead High School	Agree	Agree	B
University College School (seniors)	Agree	Agree	A
Cognita Schools	Disagree	Disagree	Neither

Table 2 – Respondent type figures

Respondent type	Number of responses	Percentage
Business inside consultation area	11	2%
Local Group	9	2%
Other	18	3%
Parent with child/ren at a school in the zone	116	22%
Parent with child/ren at school not in zone	26	5%
Resident inside consultation area	231	44%
Resident outside consultation area	97	19%
School	11	2%
Statutory Group	2	0.3%
TOTALS	521	100%

Table 3 - Option A response figures

To what extent do you agree or disagree with the proposal set out in Option A – Creating a healthy school street zone incorporating Netherhall Gardens, Marsefield Gardens and Nutley Terrace					
Respondent type	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Business inside consultation area	1 (9%)	4 (36%)	1 (9%)	2 (18%)	3 (27%)
Local Group	3 (33%)	3 (33%)	0 (0%)	1 (11%)	2 (22%)
Other	8 (44%)	5 (28%)	1 (6%)	0 (0%)	4 (22%)
Parent with child/ren at a school in the	55 (47%)	16 (14%)	8 (7%)	7 (6%)	30 (26%)
Parent with child/ren at school not in zone	15 (58%)	5 (19%)	2 (8%)	1 (4%)	3 (12%)
Resident inside consultation area	105 (45%)	35 (15%)	13 (6%)	20 (9%)	58 (25%)
Resident outside consultation area	52 (54%)	16 (16%)	5 (5%)	6 (6%)	18 (19%)
School	3 (27%)	5 (45%)	2 (18%)	0 (0%)	1 (9%)
Statutory Group	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
TOTAL	244 (47%)	89 (17%)	32 (6%)	37 (7%)	119 (23%)

Table 4 - Option B response figures

To what extent do you agree or disagree with the proposal set out in Option B - as proposal A but extending the zone to incorporate the section of Frognal south of Arkwright Road up to (but not including) Hampstead Gate.					
Respondent type	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Business inside consultation area	1 (9%)	2 (18%)	0 (0%)	2 (18%)	6 (55%)
Local Group	4 (44%)	1 (11%)	0 (0%)	1 (11%)	3 (33%)
Other	9 (50%)	3 (17%)	1 (6%)	1 (6%)	4 (22%)
Parent with child/ren at a school in the	50 (43%)	15 (13%)	11 (9%)	11 (9%)	29 (25%)
Parent with child/ren at school not in zone	17 (65%)	3 (12%)	2 (8%)	1 (4%)	3 (12%)
Resident inside consultation area	112 (48%)	28 (12%)	10 (4%)	18 (8%)	63 (27%)
Resident outside consultation area	57 (59%)	7 (7%)	6 (6%)	5 (5%)	22 (23%)
School	2 (18%)	4 (36%)	3 (27%)	1 (9%)	1 (9%)
Statutory Group	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
TOTAL	254 (49%)	63 (12%)	33 (6%)	40 (8%)	131 (25%)

Table 5 - Option preference figures

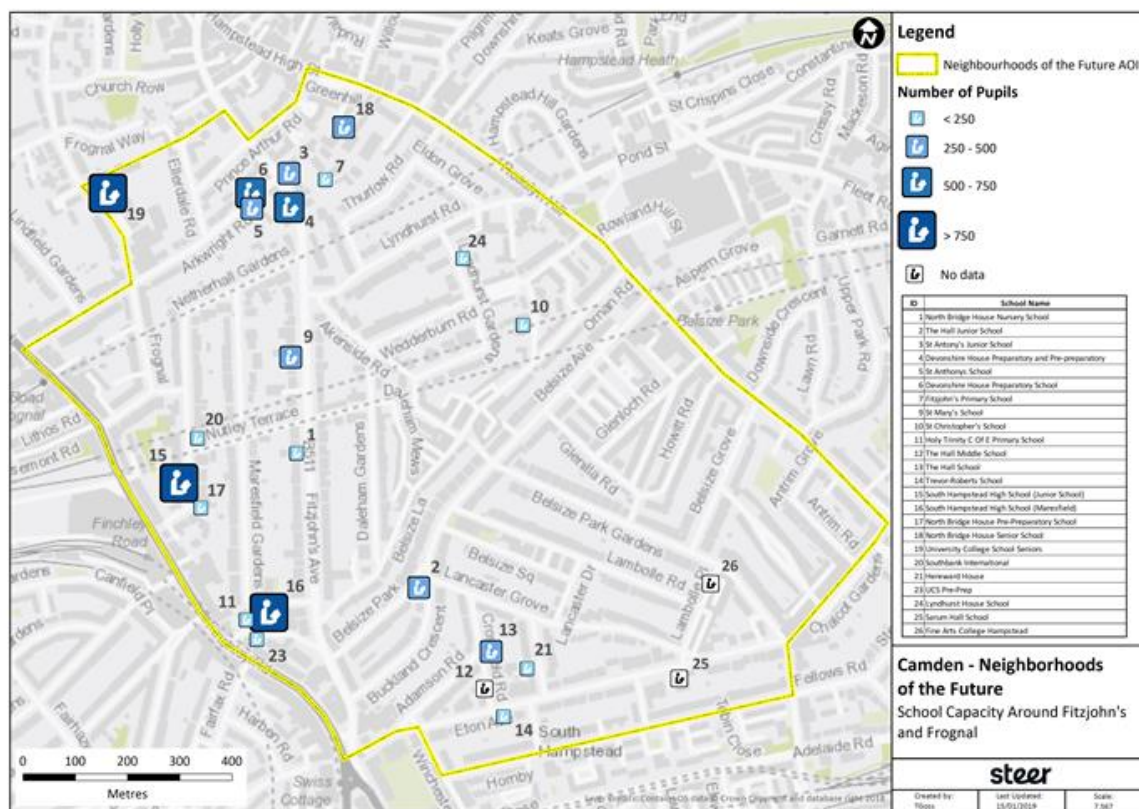
If you support both Option A and Option B, which of the two would you prefer the Council to implement?			
Respondent type	Option A	Option B	Neither
Business inside consultation area	5 (45%)	0 (0%)	6 (55%)
Local Group	2 (22%)	4 (44%)	3 (33%)
Other	4 (22%)	9 (50%)	5 (28%)
Parent with child/ren at a school in the zone	27 (23%)	52 (45%)	37 (32%)
Parent with child/ren at school not in zone	3 (12%)	17 (65%)	6 (23%)
Resident inside consultation area	39 (17%)	113 (49%)	79 (34%)
Resident outside consultation area	12 (12%)	57 (59%)	28 (29%)
School	5 (45%)	4 (36%)	2 (18%)
Statutory Group	0 (0%)	2 (100%)	0 (0%)
TOTAL	97 (19%)	258 (50%)	166 (32%)

Comments

1. School Comments

Nine schools either within or close to the consultation area responded to the consultation. Their comments and officer responses are shown below. A map of the school locations is shown in **Figure 1** below.

Figure 1 – School Locations



Devonshire House Preparatory School (6) – stated that they are fully committed to supporting sustainable travel initiatives throughout the borough. They participate in the STARS scheme, and are members of the NW3 Group. They agreed with option A and disagreed with option B.

Officer comment – The School Travel Plan Officer will continue to work with all schools in the area, promoting active travel activities through the STARS programme.

St. Mary's School (9) – stated their concern that the proposals may displace traffic and increase congestion on Fitzjohns Avenue. They were particularly concerned that this would directly impact the air quality in front of their school. They strongly disagreed with both proposals, and don't support either option.

Officer comment – The aim of the scheme is to reduce school run traffic in the area. During the ETO traffic monitoring will take place on the surrounding roads, including Fitzjohns Avenue and any impacts will be reported on. The reports will include air quality and traffic monitoring. Parents will be advised to use the suggested 'park and stride' sites off Finchley Road at the O2 centre and Waitrose, to prevent extra drop

off activity on Fitzjohns Avenue. There are also public transport options available for all the schools in the zone, providing alternative ways for pupils to travel to school. The NW3 Green School Run Group are currently trying to set up a school bus service in Hampstead, which could also be considered as an alternative to car use once the service becomes fully operational.

Fitzjohns Primary School (7) – supported the idea of a Healthy School Street. They were also concerned that both options would displace traffic onto Fitzjohns Avenue and other roads nearby and were unsure as to how effective the scheme would be. They stated that they were neutral regarding the options, and didn't state a preference for either option.

Officer comment – as above.

Netherhall House (part of Netherhall Educational Association) – is not shown on the above map, but is located on Nutley Terrace. They stated that they were concerned about the coaches and minibuses picking up and dropping off school children. They are particularly concerned about coaches 'idling' (leaving their engines on whilst waiting to pick up children). They strongly agreed with option A, agreed with option B and would prefer option A to be implemented.

Officer comment – Coach bays have 'no idling' signs to remind drivers to switch their engines off whilst stationary. Enforcement officers that patrol the area are authorised to ask drivers to switch their engines off and can issue fines if drivers don't comply. Camden has anti-idling officers that will be running anti-idling events at schools to raise awareness of idling issues around schools.

St Christopher's School (10) – stated that they will not be directly affected by the road closures as the school is not within the restricted zone. They also stated that the pupils of the school would benefit from a reduction in car traffic and congestion. Concerns were raised about the restrictions being expanded, as it might affect the intake of new pupils, which would affect the school as a business. They agreed with both options, stating a preference for option B.

Officer comment – This consultation does not extend to the area around St. Christopher's school. Healthy School Streets schemes are only considered with the schools agreement, before being progressed to consultation.

Sarum Hall School (25) – commented that the knock-on impact to other local roads (e.g. Eton Avenue, where their school is situated), needs to be closely monitored. They agreed with both proposals and stated a preference for option B.

Officer comment – As previously stated, the surrounding roads will be monitored during the ETO period if the scheme is implemented. Eton Avenue has been added as a traffic monitoring location.

South Hampstead High School (15 and 16) – stated that they will continue to encourage all methods to reduce car traffic in the local area and are pleased that Camden are taking the issue seriously. They have been promoting the HomeRun App and NW3 Green School Run bus routes. They acknowledged that their school sites are well connected to public transport. They shared the consultation with parents, and support the proposal to exempt Pure Electric Vehicles from the

restrictions. They expressed concern about the displacement of vehicle traffic to Fitzjohns Avenue, which could mean that children are dropped off there. They also expressed concern about disruptions to deliveries and service vehicles. They agreed with option A and B and stated a preference for option B.

Officer comment - As previously stated, the surrounding roads will be monitored during the ETO period of the scheme if implemented. The aim is for parents to take up complementary measures such as the NW3 Green bus routes, and the park and stride site at the O2 centre and Waitrose to reduce the risk of increased traffic on Fitzjohns Avenue. Most deliveries and service vehicles attend school sites outside of the restricted hours.

University College School senior site (19) – described Frognaal south of Arkwright Road as a ‘rat-run’. They are concerned that that option B could cause more traffic on Arkwright Road and on the northern part of Frognaal. They stated that this could increase pollution levels outside their school site. They agreed with option A and B and stated a preference for option A.

Officer comment - As previously stated, traffic on the surrounding roads will be monitored during the ETO period of the scheme if implemented. Air quality will also be monitored. There is an air quality monitor directly outside the UCS Senior School.

Cognita Schools (1, 16 and 17) - have five schools located within or on the edge of the proposed HSS zone. These provide spaces for pupils from nursery through to 16 year olds. They stated that they are supportive of working with the Council and other schools in the area to reduce the impact of school drop off and pick up traffic. They are aware of the impact of school traffic on the local highway network, road safety and air quality. They stated that as part of Cognita’s commitment to reducing vehicular trips to all its schools, a number of the schools have an active Travel Plan in place. North Bridge House and Southbank International offer a range of home to school transport options which provide both a home to school service, as well as independent shuttle services between the various North Bridge House sites and Southbank International sites. They noted concerns relating to the implementation and consequential impact of the proposals on roads outside the proposed HSS zone. These include traffic displacement, increased dangerous double parking on Fitzjohns Avenue, and air quality impacts. They also questioned if school buses would be exempt from the restrictions.

Cognita would welcome the opportunity to work further with Camden officers, to ensure that the overall objectives of the proposal can be met, without a detrimental impact on road safety on neighbouring streets. They disagreed with both proposals and didn’t support either option.

Officer comment - As previously stated, traffic and air quality on the surrounding roads will be monitored during the ETO period of the scheme if implemented. Buses/coaches serving schools in the HSS zone will be exempt from the restrictions. If the scheme goes ahead, the parking operations team will request Camden Enforcement Officers to carry out an enhanced level of enforcement when the scheme is first implemented in the area to help address potential parking issues. Officers will be in touch with all schools nearer to the time of implementation to further discuss any concerns.

2. Ward Councillor Comments

One ward councillor sent a question regarding the consultation area, as some residents had expressed concern that they hadn't been consulted. He also questioned why hybrid cars are excluded from the proposal, and whether this kind of zone already exists in London.

Officer comment - A map of the consultation area is included in appendix 4, and point 6.5 of the decision report. There was an initial issue with the posting of the documents, which officers were made aware of two weeks into the consultation period. Following this, the deadline for responses was extended. Should the scheme go ahead, pure EVs - not Hybrids will be exempt, this is due to the Neighbourhoods of the Future funding being awarded to projects which encourage the uptake of pure EVs only. In addition, consideration needs to be given to the number of vehicles that are exempt as part of the scheme. If too many are exempt the scheme is less likely to achieve the aim of reducing vehicle traffic around the schools.

Some boroughs operate Low Emissions Neighbourhoods in similar ways as this, such as the Low Emissions Zones in the City Fringe area (including Hackney). Camden has received funding to create a Low Emissions Neighbourhood in the Camden Town area, and that project is in the early stages of feasibility.

Another ward councillor expressed concern around traffic displacement on Daleham Gardens and Fitzjohns Avenue.

Officer comment - As previously stated, traffic on the surrounding roads will be monitored during the ETO period of the scheme if implemented. This will include Fitzjohns Avenue and Daleham Gardens. Survey locations are noted in appendix 6.

3. Business Comments

The British College of Osteopathic Medicine stated that they support the HSS scheme in principle. They raised concerns regarding limited access to the clinic on Netherhall Gardens for vulnerable and disabled patients. They do not think the option of an electric taxi is a suitable mitigation for those without a Blue Badge as many of their patients are on very low incomes (they receive free treatment) and cannot afford taxis. They rely on friends or family to get them there. Their opinion is that Netherhall does not get congested and that traffic levels are not comparable to those on Arkwright/Frogna/Fitzjohns. They suggested that if the scheme goes ahead, they would like to work with the council to find a solution which would allow unrestricted access to the clinic for patients. They reiterated that they are a charity, the only one in the borough offering free osteopathic treatment.

Officer comment – Officers have met with staff from the college to discuss these issues. The college are currently researching approximately how many vehicles currently drive to/from the site during the proposed times. Officers will meet with staff again to come to an agreement that works for all parties if the scheme is implemented. Officers note that the hours of the morning restrictions are proposed to be changed to 8am-9am for the trial period (compared with the consultation proposal times of 8am to 9.15am) should the scheme be implemented, as none of the schools in the zone start after this time. This is due to feedback from this and other businesses regarding deliveries and appointments often starting at 9am. Changing

the restricted hours to finish at 9am may benefit this and other businesses/ residents in the area.

Auction House London are situated in Hampstead Gate. They have asked that their business receives exemptions for their vehicles.

Officer comment – Hampstead Gate is not in the restricted zone and so full access is available via Finchley Road. The advice is for deliveries to businesses to be carried out before or after the restricted hours where possible. Employees should be encouraged to use public transport links in the area, or walk/cycle to work if possible.

Jasco Management Ltd have connecting properties that they manage in the lane between 25A and 25D on Frognal and properties on Arkwright Road. They will need access to the lane on Frognal for vehicles including construction vehicles.

Officer comment – as above in terms of deliveries etc. However if vehicles are registered to the properties that have off street parking on the restricted section of Frognal, they will be exempt. Arkwright Road is not restricted.

Danish YMCA stated that they don't have a problem with the school traffic and therefore did not support the scheme.

Officer comment – the feasibility study, and feedback from schools, residents and other businesses in the area shows that there are issues relating to this as described in section 1 of the main report.

Nyman Libson Paul stated that they are a business with a car park that has 12 car parking spaces, and expressed concern regarding exemptions for businesses. They requested that businesses should have the same exemptions as residents with off street parking.

Officer comment – The advice is for deliveries to businesses to be carried out before or after the restricted hours where possible. Employees should be encouraged to use the public transport links in the area, or walk/cycle to work if possible. If employees continue to drive to any workplaces in the area they will be required to do so outside of the restricted times.

Lakefield Hospitality Support the proposals in principle, but asked for exemptions for specified vehicles of delivery companies to Lakefield during the morning closure time. They stated that this is essential for the running of their organisation, as Lakefield Hospitality College runs the catering side of a student residence. Support of the proposals depends on being able to receive deliveries at these times. The morning food delivery takes place at 9am on 2 or 3 days a week.

Officer comment – If the deliveries take place at 9am this should not be an issue as we are now proposing to end the morning restrictions at 9am.

Freud Museum – is located on Maresfield Gardens. They stated that they support the principle of HSS. However, they expressed concern about the potential effects of road closures during the specified times on their charity. The concerns included access for disabled/elderly visitors during the restricted hours, and coach access as some GCSE students visit the museum and are brought there by coach. Their shop

which last year contributed 36% of the museum's total income has deliveries which may occur during the restricted hours.

Officer comment – Blue Disabled Badge Holders who are resident in the restricted zone, or visiting a home/business within the zone would be exempt. Pure electric private hire vehicles would also be exempt. Officers advise that the GCSE students should be encouraged to arrive/leave the museum by public transport where possible. Deliveries should be booked outside of the restricted hours where possible. If this is not possible, and the drivers enter the restricted zone, the delivery company will receive a PCN.

4. Stakeholder Group comments

The Netherhall Neighbourhood Association (NNA) – stated that they were positive about the exemptions for residents' vehicles, and the time periods proposed. They asked whether the proposed school closure term time periods are for the Private schools or State schools, as these differ.

They noted that EVs are exempt. However, they disagreed with this and stated that there should be no exemption for parents' vehicles as this will open up an opportunity for them to avoid the restrictions.

They expressed particular concern about displaced traffic on to Fitzjohns Avenue. They also expressed concern around the danger that in their opinion school coaches cause, and the consequences of their illegal parking. They stated that school coaches should not be exempt from the restrictions and suggested that the schools should set up a park and stride site for the coaches instead.

They also note that local schools should be required to enter into a commitment to reduce school traffic before the scheme is put in place, and that several schools have travel proposals which have not been, or only partially, implemented.

With regard to Park and Stride, they stated that this should be finalised before the scheme is implemented and all schools should be required to use it.

With regard to the NW3 Green School Run bus service, and the HomeRun app, the NNA's opinion is that all schools should use these services.

They expressed concern around residents' access for taxis, and deliveries/tradespeople. Their opinion is that it could be detrimental for residents in the restricted areas, particularly the elderly/disabled. They believe that exemptions for these vehicles should be put in place and monitored during the ETO period.

Officer comment – The restriction time periods would be in line with the relevant private schools term times. This equates to 35 weeks of the calendar year that the restrictions would be in place. The proposed exclusion of EVs is a requirement of the funding received for this project as described in point 1.3 of the decision report. As previously stated consideration needs to be given to the number of vehicles that are exempt as part of the scheme. If too many are exempt the scheme is less likely to achieve the aim of reducing vehicle traffic around the schools and the associated benefits that would bring.

Traffic on Fitzjohns Avenue will be monitored during the ETO. School coaches will be exempt, as they provide transport access to the schools that will be affected if the scheme is implemented. Coach travel to schools is an alternative method of transport and preferable to single car use. With less cars being allowed into the restricted area, the road safety issues will potentially be lessened, this will be monitored during the ETO.

Enforcement officers will continue to patrol the area to address the illegal parking issues. Officers can encourage schools to take up complementary measures such as the Green School Run bus service and Homerun app, but does not have the authority to enforce it. Fitzjohns School, South Hampstead High School, UCS Pre-Prep and St. Christopher's school are currently using the HomeRun app. Our School Travel Plan Officer will continue to work with schools on their travel plans via the TfL (Transport for London) STARS programme. However, this cannot be enforced unless the school is being redeveloped.

Regarding access for taxis, if these are not able to be booked outside of the restricted hours due to disability etc. requests for exemptions will be dealt with on a case by case basis.

The statutory group **London Fire Brigade (LFB)** stated that the listing of exempt vehicles does not contain those used for attending emergencies. Their concern is related to the exclusion of vehicles used for responding to and returning from emergency incidents. They ask for clarity to be provided particularly in regard to vehicles returning from an incident.

Officer comment – Emergency service vehicles attending emergencies will not be issued with PCNs (Penalty Charge Notices) if they need to drive through the restricted zone.

Camden Cycling Campaign – Stated that they are supportive of both options. They thought the idea of a HSS zone is stronger than closing a small section of road outside one school. However they are opposed to the exemption of EVs, their opinion being that they can be a risk to safety. They also questioned how the exemptions will be monitored. They stated that they would like Fitzjohns Avenue, Finchley Road and College Crescent to be considered for segregated cycling routes. In addition, they would like a HSS and permanent closure of College Crescent to be considered.

They would also like schools to the East of Fitzjohns Avenue to be considered for a HSS zone.

Officer comment – As previously stated the EV exemption is a requirement of the funding for this scheme. The ANPR cameras will be programmed to exempt pure EVs. The Transport Strategy Team is currently in the feasibility stage of a scheme on Fitzjohns Avenue, which includes cycle safety measures.

A HSS scheme for College Crescent was researched as part of the feasibility study for this scheme. Officers decided not to consult on this as early engagement with residents in the area deemed it to be unworkable. Regarding further HSS zones, officers are currently producing a HSS criteria, and will assess all Camden schools against this in future.

Arkwright Road Residents Committee – stated that they support the idea of road closures during the school run in order to improve safety and lower pollution levels. However, they feel that this should be done on a more holistic basis across a wider area. Their opinion is that both options will have a detrimental impact on congestion in surrounding roads, in particular Arkwright Road and the south end of Frogna.

Officer comment - As previously stated, traffic and air quality on the surrounding roads will be monitored during the ETO period of the scheme if implemented.

Funding has also been allocated to commission a study in the Hampstead area to investigate further options to improve the school run issues in the area on a wider scale. However Officers do not believe these wider initiatives should prevent progress on local interventions, such as this HSS zone, being implemented and trialled as proposed in this report.

Church Row Association - support option A but not option B. They would like to see the scheme extended to include Church Row and Arkwright Road. They noted the poor air quality in the area, partly in their opinion due to increased pupil numbers at local schools. They acknowledged that something needs to be done to improve walking in the area. They support Option A. They stated that between 8am and 9.30am around a third of the NW3 school run traffic goes through Church Row. They are concerned that Option B without extension through to Church Row will increase the traffic issues and blockages in Arkwright Road.

Officer comment – as above.

NW3 Green School Run Group - commented that the schools covered by this scheme have levels of air pollution above the legal limit. Their opinion is that the scheme will help reduce those levels to something less damaging for pupils as well as for local residents. They hope that the proposals will help to reduce demand for car journeys as it makes it safer to walk, cycle and scoot to the schools that are on or near the proposed restricted zone. They stated that HSS schemes help to raise awareness about the link between vehicle emissions and health problems.

Officer comment – This group are aiming to implement school bus routes across Hampstead in the near future, following an initial trial period. If that happens, they would provide a good complementary measure to the proposed HSS zone. Information will be sent to schools and parents to promote the NW3 Green School Run bus service when it becomes available.

South End Green Association - comment that there is an urgent need to reclaim streets from the car. They note that other cities in Europe have seen huge benefits (Freiberg, Ljubljana). They state that Camden need to start a policy of pedestrianisation. They note that the proposals are a step in the right direction. They would also like to see more pedestrianised areas.

Officer comment – The Camden Transport Strategy states that Camden will develop a programme of traffic restrictions, both timed and permanent including the HSS and Play Streets initiatives. It also states a road user hierarchy, which prioritises the most efficient, sustainable, and healthy modes of travel - walking, cycling and public transport. Another project in the early stages of feasibility is the Low Emissions Neighbourhood in Camden Town, which will include some pedestrianisation in that area. The Healthy Streets scrutiny panel also recommended that Camden engages with residents to consider options to reduce through-traffic on residential streets, through the application of timed or permanent restrictions. These recommendations will be carried forward in future schemes.

29 Arkwright Road block - wish to see a ban of large coaches from driving to and parking at schools. They comment that these coaches should be allowed no further than Finchley Road. They also state that although the traffic is bad at school run times they feel that the proposals will distort the traffic in neighbouring areas. Their

main issues are the coaches outside schools taking up space wider than parking bays.

Officer comment - School coaches will be exempt, as they provide transport access to the schools that will be affected if the scheme is implemented. With less cars being allowed into restricted area, the road safety issues will potentially be lessened, this will be monitored during the ETO. Coach travel to schools is an alternative method of transport and preferable to single car use. Enforcement officers will patrol the area to address the illegal parking issues.

Camden Air Action Group – Support the idea of HSS zones. They would like these schemes to be implemented throughout Camden. They would like more parking enforcement in and around Fitzjohns Avenue, and safe cycling routes up Rossllyn Hill and Fitzjohns Avenue.

Officer Comment – As previously stated, a feasibility study for a scheme in Fitzjohns Avenue, which includes improved cycling provision, is currently being undertaken. Officers are currently producing a HSS criteria, and will assess all Camden schools against this in future. Once the criteria is complete, all suitable Camden school sites will be considered for HSS feasibility studies if those schools support the idea.

The Belsize Society – Stated that they welcome the proposals as a positive move towards decreasing school run traffic, and improving the air quality in the streets adjoining several schools. They note the exemptions to the exclusions proposed and would like surrounding roads to be monitored for traffic impacts. They do not support the proposal to exempt all EVs.

Their opinion is that all vehicles make some contribution to particulate pollution, for example from their brakes and tyres, and can pose a hazard to other road users. They note the concerns expressed by some residents about the difficulties which may arise in using taxis during the exclusion hours. They note that this could particularly affect residents with reduced mobility who need to attend medical appointments. They therefore agree that exclusions should apply to fully electric taxis or registered private hire vehicles. They raised concern about access for carers during the exclusion hours.

Officer comment - As previously stated the EV exemption is a requirement of the funding for this scheme. Regarding access for taxi's if these are not able to be booked outside of the restricted hours due to disability etc. requests for exemptions will be dealt with on a case by case basis. Similarly if carers are unable to walk, cycle or use public transport to carry out their duties, exemptions for their vehicles can be assessed on a case by case basis.

Mums for Lungs – Are a grassroots network of parents across London campaigning for all children. They stated that children are the most affected by air pollution, and research by UNICEF found that many children breathe disproportionate amounts of toxic air during their school journey. They are supportive of both proposals, and are encouraging all councils to roll out HSS schemes. Their opinion is that HSS schemes reduce traffic directly outside schools, increase safety and ensure children get exercise on their journey to school. They disagree with the EV exemption and would like LB Camden to reconsider this at the end of the ETO period. They suggested that introducing other pollution addressing measures such as green screens should be considered at school sites where HSS schemes are problematic.

Officer comment - As previously stated the EV exemption is a requirement of the funding for this scheme. However, this can be reviewed at the end of the ETO period if the scheme is implemented. Officers can work with schools to assess feasibility of various air pollution measures.

5. Other individual comments/suggestions and objections

In addition to the above, a total of 329 further comments/suggestions were received. These are grouped and summarised below:

Traffic Displacement – 137 respondents were concerned about traffic displacement on other roads in the area. These include Fitzjohns Avenue, Arkwright Road, Frognal, Daleham Gardens, Nutley Terrace (East side), Buckland Crescent, Church Row, Belsize Lane, Langland Gardens, Lyndhurst Road, Arkenside Road, Belsize Park, Lancaster Grove, Ellerdale Road, Eton Avenue and Prince Arthur Road. The concerns were that these are already very congested and/or heavily parked on by parents picking up/dropping off school children in the area. The comments also raised concern that air quality could be worsened if more traffic was pushed onto these roads.

Officer comment - As previously stated, traffic and air quality on the surrounding roads will be monitored during the ETO period of the scheme if implemented. All the above roads will be surveyed before and after implementation. Appendix 6 is a map showing the monitoring locations.

Other HSS schemes in the borough had similar concerns raised. Monitoring from those schemes has shown area wide traffic reductions of just over 10%. Therefore the aims of the HSS scheme are being achieved and traffic is decreasing as alternative modes of travel are chosen, rather than being displaced. Complementary measures such as the proposed park and stride site off Finchley Road and the HomeRun app will further discourage school run traffic on the surrounding roads.

Cycling – Ten respondents commented on cycling. These included requests for more cycle lanes, and bike parking, both on streets in the area and in the schools. Three respondents commented that the plans were a positive step in encouraging cycling to school, as the roads would be quieter.

Officer comment - As previously stated, a feasibility study is currently being undertaken for a scheme on Fitzjohns Avenue which includes improved cycling provision. There is also a cycle parking programme in place across the whole borough. Specific cycle parking requests can be made to the Transport Strategy Team by emailing: TransportStrategyService2@camden.gov.uk Small grants are available for schools wishing to increase/install cycle/scooter parking on their school sites. Requests for this can be made via the STARS programme. Increasing cycling/scooting to schools is an aim of the scheme, and this will be monitored if the scheme is implemented.

Parking and access – 64 respondents commented on this. Particular concern was raised for elderly/disabled residents needing emergency services or care workers to visit during the restricted times. Taxi and delivery access to residents' properties was also an issue raised.

Officer comment – The restrictions would be in place for a total of two and a quarter hours a day, Monday to Friday during the relevant school term times only. This equates to just 35 weeks of the calendar year. As previously stated, following feedback from the consultation, officers are changing the morning restriction times to 8am-9am. The afternoon restrictions would be from 3.00pm to 4.15pm. Therefore the expectation would be that deliveries such as for online shopping orders can be made outside of these times. If emergency repairs to properties are carried out during restricted times and the tradesperson receives a PCN, this may be cancelled on request. This was a concern for previous HSS schemes, and it has not been an issue for those. Regarding access for taxis, if these are not able to be booked outside of the restricted hours due to disability etc. requests for exemptions will be dealt with on a case by case basis. This is in line with the Equalities Impact Assessment which gives due regard to the impact the scheme could have on residents with disabilities. Pure electric taxis would be exempt from the restrictions, and could therefore be booked where possible.

Negative impact on families – 30 respondents commented on the potentially negative impact the proposals could have on families. These included parents living far away from the schools needing to drive, children carrying equipment, and the tight time scales some families have during the school run.

Officer comment – Part of the scheme is to encourage behaviour change. Whilst officers appreciate that every family has different needs, there is a clear need for a reduction in car use for the school run. Information relating to complementary measures such as the Green School Run bus routes, the Homerun app and bike taxis such as ‘Pedal Me’ will be disseminated to parents via the schools if the scheme is implemented. During the 12 month trial parents will be able to send feedback if issues continue. The majority (56% in total) of respondents that are parents with children at schools within the zone agreed with the proposals.

Extend the area of the scheme – 76 respondents stated that the area of the scheme should be extended to a wider area of Hampstead, and other schools in the borough should be offered HSS schemes.

Officer response – There is currently a study being carried out in the Hampstead area to investigate further options to improve the school run issues on a wider scale. However officers do not believe these wider initiatives should prevent progress on local interventions, such as this HSS zone, being implemented and trialled as proposed in this report. Officers are currently producing a HSS criteria, and will assess all Camden schools against this in future. Once the criteria is complete, all suitable Camden school sites will be considered for HSS feasibility studies if those schools support the idea.

Electric Vehicles – 22 respondents commented on EVs. Approximately half of these stated that they disagreed with the EV exemption, the others stated the exemption as a positive aspect of the scheme.

Officer comment - As previously stated the EV exemption is a requirement of the funding for this scheme. However, this can be reviewed at the end of the ETO period if the scheme is implemented.

Buses/Coaches – 35 respondents commented on buses and coaches. Views were mixed regarding school buses. The majority were in favour of the schools using buses to replace single car use journeys to school. There were opinions stated that the council should provide these for all schools in the area. Those that viewed coach travel to school as negative stated reasons such as the size of the coaches and dangerous parking by coach drivers. Other comments related to public buses in the area, and the overcrowding and infrequency of them.

Officer comment – LB Camden does not have the resources to provide school bus provision. This is only provided for SEN (Special Educational Needs) students in the borough, mainly serving Swiss Cottage School. The NW3 Green School Run group are aiming to implement school bus routes across Hampstead in the near future. These would provide a good complementary measure to the proposals. Information will be sent to schools and parents to promote the service once routes are finalised. The public buses are run by TfL and Camden officers are in regular discussion with them regarding improving services.

Idling – 19 respondents commented on issues relating to idling around schools in the area.

Officer comment - Enforcement officers that patrol the area are authorised to ask drivers to switch their engines off and can issue fines if drivers don't comply. Camden's Sustainability team has anti-idling officers that will be running anti-idling events at schools to raise awareness of idling issues around schools. If the scheme is implemented idling issues in the restricted zone should be reduced. This will be reported on at the end of the ETO period.