

Information and Monitoring Factsheet: Haverstock Hill & Rosslyn Hill Walking, Cycling and Road Safety Scheme



As part of the Haverstock Hill & Rosslyn Hill Walking, Cycling and Road Safety Scheme, trial changes were made to make it easier and safer to walk and cycle along Haverstock Hill / Rosslyn Hill, between the junctions with Prince of Wales Road and Pond Street. This included introducing protected cycle lanes in both directions on Haverstock Hill / Rosslyn Hill, improvements to pedestrian facilities and removing the majority of parking provision on the Haverstock Hill / Rosslyn Hill route and relocating some of this provision to adjacent side roads. Amendments to existing bus lane hours were also made to help bus journey reliability. The scheme was implemented under an Experimental Traffic Order (ETO) following an initial public consultation, which came into force in January 2022 followed by a 6-month construction period.

We are proposing to retain the following measures from the trial:

- Mandatory cycle lanes, on either side of Haverstock Hill/ Rosslyn Hill, between the junctions with Prince of Wales Road and Pond Street.
- The removal of traffic islands at formal and informal crossings.
- Pedestrian countdown facilities at signalised junctions with England's Lane and Pond Street and at the signalised pedestrian crossings near the junctions with Glenloch Road and Ornan Road.
- Wider advanced stop lines and early release facilities for cyclists at the junctions with England's Lane and Pond Street *where cyclists are given a green light before other traffic).
- The removal of two inset paid for parking bays, with space converted to pavement.
- The removal of a pavement buildout at the junction with Belsize Grove to provide space for cycle lane.
- The conversion of 2 bus stops (Bus Stop W and Q) on the western side of Haverstock Hill within the scheme area to Shared Use Bus Boarders (SUBBs) – where cyclists can continue their journey in front of the bus stop.
- Extending the hours of operation of the bus lane on Rosslyn Hill from Mon - Fri 3pm - 7pm to Mon - Sun 24/7.
- The paid for, residents, disabled parking and loading spaces that were relocated to the adjacent side streets.

- The disabled parking and loading provision that was retained on Haverstock Hill / Rosslyn Hill during the trial.
- Provision of seating for people to stop and rest.
- Short stay cycle parking to help people switch their journey to the shops by bike.

The measures which are proposed to be retained from the trial as well as the new proposals and upgrades are illustrated on the plans which form part of this consultation.

The central aims of the scheme were to: (i) enable an increase in walking and cycling, (ii) reduce motor traffic levels, (iii) reduce all road casualties and progressing towards zero killed and seriously injured (KSI) casualties, and (iv) support economic growth. The central aims of the scheme align with and contribute towards the following objectives, policies and guidance:









- Mayor's [Transport Strategy 2018](#)
 - Policy 1 - *“The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners’ dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.”*
 - Policy 2 - *“The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor’s aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.”*
 - Policy 3 - *“The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor’s aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London’s streets by 2041.”*
- The [Camden Transport Strategy 2019-2041](#)
 - Objective 1 - *“To transform our streets and places to enable an increase in walking and cycling.”*
 - Objective 2 - *“To reduce car ownership and use, and motor traffic levels in Camden.”*
 - Objective 4 - *“To substantially reduce all road casualties in Camden and progress towards zero killed and seriously injured (KSI) casualties.”*
 - Objective 7 - *“To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network.”*
- The Council's [Climate Action Plan](#)
- The Department for Transport's [Gear Change](#)

So that we could review the impact of the Haverstock Hill and Rosslyn Hill Scheme after the ETO was implemented, data on motor vehicles, pedal cycles, pedestrians and public transport was collected before and after scheme implementation. Data on air quality and collisions has also been collected. The construction of the scheme was substantially complete in August 2022, and therefore data has been compared between the 'Before -

scheme' period of August - December 2021 and an '**After** - scheme' period of August-December 2022. These periods were used for comparison as construction of the scheme was substantially completed in August 2022. This information is useful, alongside consultation activities and relevant policies, in guiding the decision on whether the trial scheme should be made permanent, modified, or removed at the expiry of the ETO.

Summary

A review of '**Before** - scheme' and '**After** - scheme' data for the Haverstock Hill / Rosslyn Hill Scheme indicates the following:

-  On average, motor vehicle levels on Haverstock Hill / Rosslyn Hill were **17% lower** in 2022 ('**After** - scheme') compared to 2021 ('**Before** - Scheme').
-  Cycle levels were **32% higher** in 2022 ('**After** - scheme') when compared to 2021 ('**Before** - Scheme') on Haverstock Hill / Rosslyn Hill. The largest increase was observed on Haverstock Hill / Rosslyn Hill between Glenloch Road and Howitt Road (109%).
-  A **126% increase** in Lime dockless bike hire usage was observed when comparing the number of trips on Haverstock Hill / Rosslyn Hill between August 2021 – December 2021 ('**Before** - scheme') and August 2022 – December 2022 ('**After** - scheme'). Between August 2020 – December 2020 (pre-scheme, during-pandemic) and August 2022 – December 2022 ('**After** - scheme'), a 220% increase has been observed.
-  On average, pedestrian numbers were **6% higher** in 2022 ('**After** - scheme') when compared to 2021 ('**Before** - Scheme') on Haverstock Hill / Rosslyn Hill.
-  Bus speeds for two of the three routes on the corridor have, on average, marginally decreased since the implementation of the scheme.
-  Limited collision data is available for comparison between '**Before** - scheme' and '**After** - scheme' periods, with the three years between 01 November 2019 and 30 November 2022 being most recent data available. 3 collisions involving casualties have been recorded on Haverstock Hill / Rosslyn Hill following the implementation of the scheme.
- NO₂** The data shows an average reduction of 1.4% in harmful NO₂ levels on Haverstock Hill/ Rosslyn Hill when comparing August – December 2021 ('**Before** -scheme') and August – December 2022 ('**After** - scheme'). During this time, all other similar air quality monitoring sites in the borough saw a reduction of 0.5%.
-  No direct impact on emergency vehicle response times has been identified from the implementation of the Haverstock Hill / Rosslyn Hill scheme.
-  Mastercard transaction count data shows that the number of transactions in the Belsize Park area were higher during August – December 2022 ('**After** - scheme') when compared to August – December 2021 ('**Before** - scheme').

Motor Vehicle Data

Method

To establish changes in local traffic flows, traffic data on Haverstock Hill / Rosslyn Hill 'Before - scheme' and 'After - scheme' has been compared.

'Before - scheme' data was collected in 2021 (August - December) using the traffic sensors. 'After - scheme' data was collected in 2022 (August - December), using the same traffic sensors. These datasets have been compared to provide a 'Before - scheme' and 'After - scheme' analysis. A summary of the data is provided in Appendix A.

Monitoring Results

'Before - scheme' and 'After - scheme' traffic counts within the Haverstock Hill / Rosslyn Hill scheme has been collected and analysed for two sites, shown on the map below.



In 2021 and 2022, traffic flows have been observed using two of the traffic sensors located on Haverstock Hill / Rosslyn Hill. Data collected via traffic sensors capture 24 hour road traffic flows by vehicle class, including cycles, motorcycles, cars, Light Goods Vehicles (LGVs), Heavy Duty Vehicles (HDVs¹).

Prior to the scheme implementation, traffic flows have been averaged for August 2021 – December 2021. These flows have been compared with the post-scheme implementation for the same period in 2022 (August 2022 – December 2022).

¹ Heavy Duty Vehicles include Heavy Goods Vehicles and Buses.

Average 24-hour Daily Traffic Flows on Haverstock Hill / Rosslyn Hill (August – December)

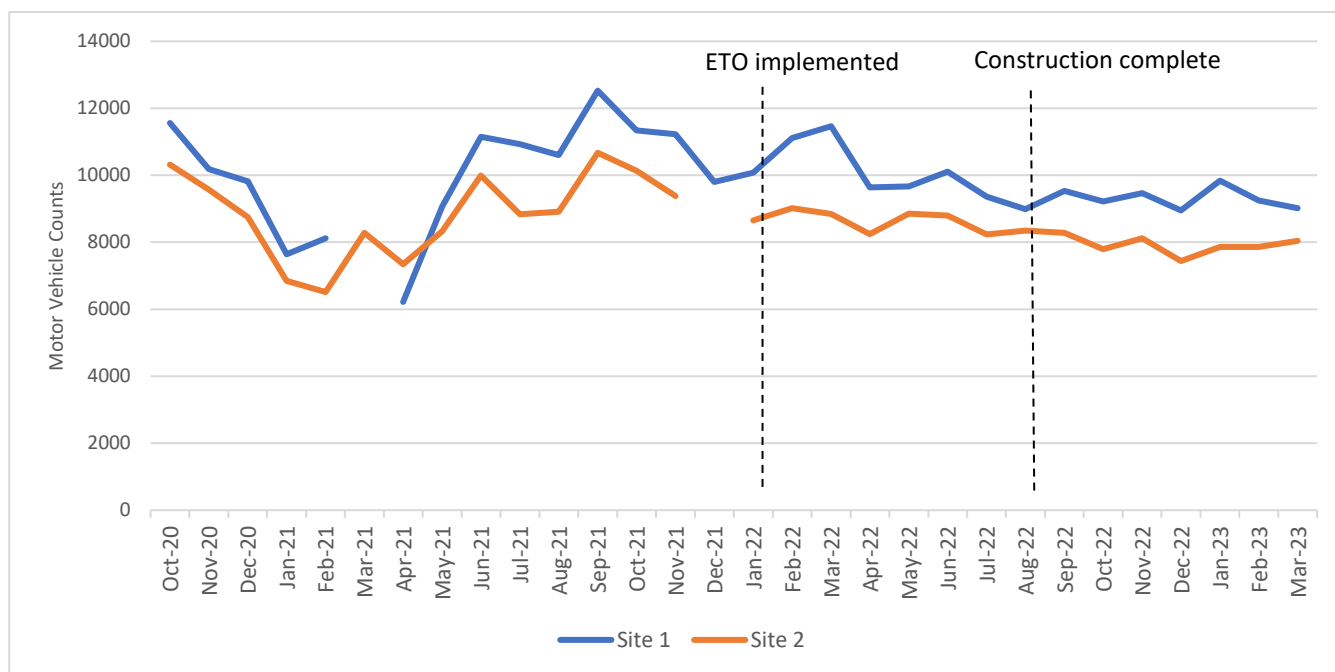
Sensor Location	Pre-scheme (Aug-Dec 21)	Post-scheme (Aug-Dec 22)	% Change
Site 1 - Haverstock Hill (between Glenloch Rd and Howitt Rd)	11,100	9,233	-17%
Site 2 - Haverstock Hill (between Parkhill Rd and Steele's Rd)	9,777*	8,136*	-17%
Average	10,439	8,684	-17%

*Average excludes 15/11/2021-31/12/2021 due to sensor data collection issues

As shown in the table above, traffic flows have decreased by 17% on Haverstock Hill between Glenloch Road and Howitt Road. Flows between Parkhill Road and Steele's Road have also decreased by 17% pre and post scheme implementation. On average, traffic flow has decreased by 17% when considering both sensors on Haverstock Hill / Rosslyn Hill.

The data indicates the scheme has helped achieve one of its central aims of reducing motor traffic levels and is therefore contributing towards Policy 1 of the MTS and Objective 2 of the CTS.

The graph below shows the vehicle flows at the two data collection sites between October 2020 and March 2023 (all data currently available).



Cycling Data

Traffic Sensors

In 2021 and 2022, cycle flows on Haverstock Hill / Rosslyn Hill have been observed using two traffic sensors (shown on the map above) located on Haverstock Hill / Rosslyn Hill. Cycle flows have been averaged for August 2021 – December 2021, prior to the scheme implementation. These flows have been compared with the same period in 2022 (August 2022 – December 2022) to represent the post-scheme implementation period.

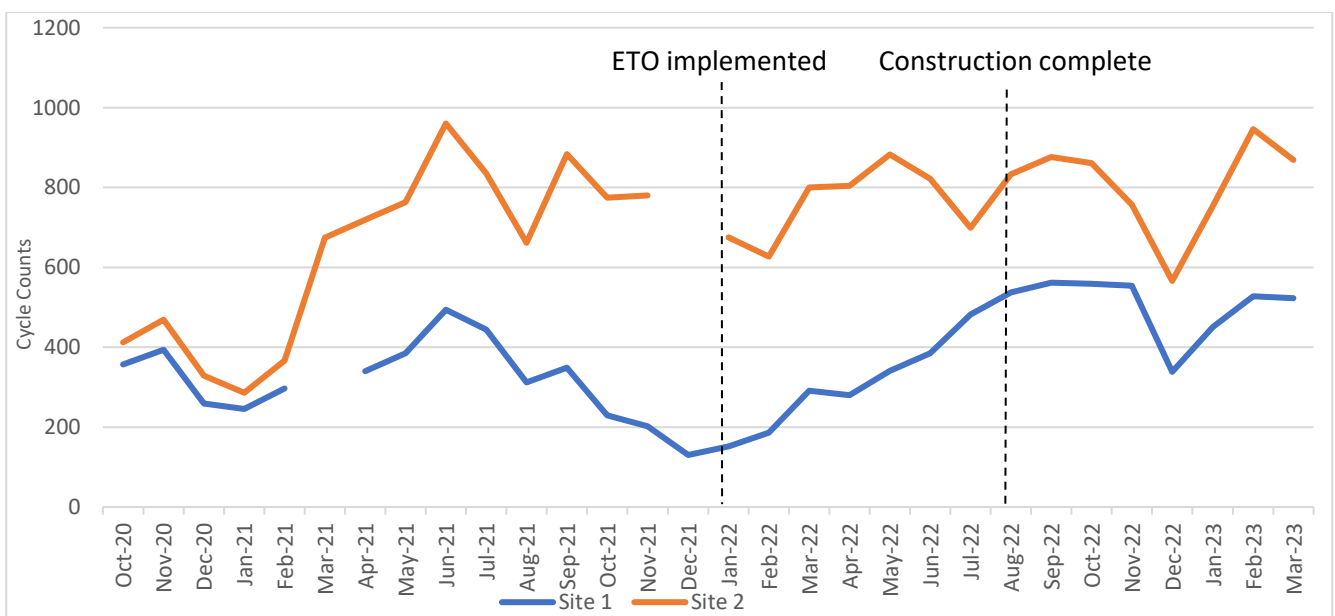
Average 24-hour Daily Cycle Flows on Haverstock Hill / Rosslyn Hill (August – December)

Sensor Location	Before-scheme (Aug-Dec 21)	After-scheme (Aug-Dec 22)	% Change
Site 1 - Haverstock Hill (between Glenloch Rd and Howitt Rd)	244	510	109%
Site 2 - Haverstock Hill (between Parkhill Rd and Steele's Rd)	775*	832*	7%
Average	510	671	32%

*Average excludes 15/11/2021-31/12/2021 due to sensor data collection issues

As shown in the table above, cycle flows have increased by 109% on Haverstock Hill between Glenloch Road and Howitt Road. Flows between Parkhill Road and Steele's Road have increased by 7%. On average, cyclist flows have increased by 32% when considering both sensors on Haverstock Hill/ Rosslyn Hill and comparing **Before** - scheme and **After** - scheme data.

The graph below shows the cycle flows at the two data collection sites between October 2020 and March 2023 (all data currently available).

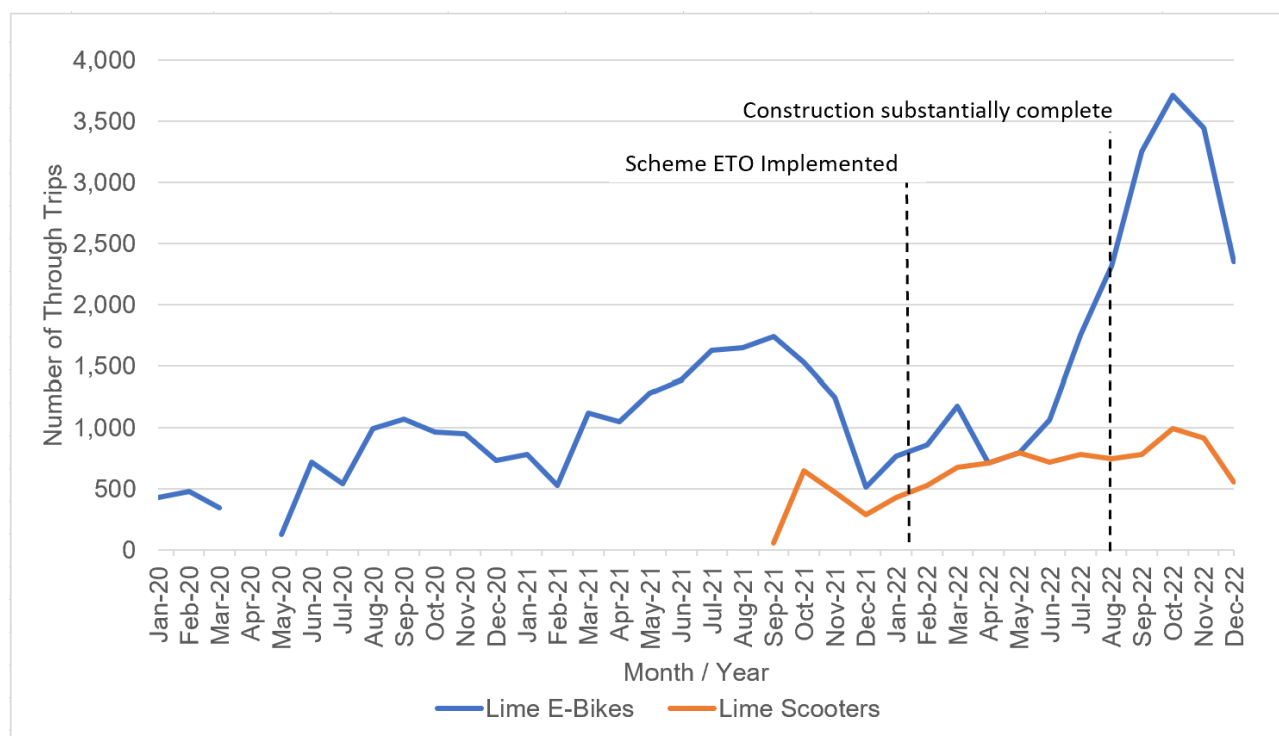


It should be noted that cycling can be impacted by external factors, such as seasonality, and not solely by the scheme implementation.

Lime Bicycle Data

Lime bike data has been utilised to track the changes in numbers of through trips in the area, providing an insight into changing modes. The graph below illustrates the absolute number of through trips (Lime cycle trips which pass through the area without originating or stopping) on Haverstock Hill / Rosslyn Hill from 2020 to the end of December 2022, which represents the most recent available data. Data on both Lime E-bikes and Lime Scooters is available.

Lime Bike Trips on Haverstock Hill/ Rosslyn Hill 2020 - 2022 (Through Trips)



N.B. E-Bike data was not available for April 2020. Lime Scooters were introduced in September 2021. Raw through trip values have been redacted due to data sensitivity. National lockdowns due to the Covid-19 pandemic were in place during 23 March – 10 May and 5 November – 24 November in 2020. London also entered Tier 4 (prior to third lockdown on 6th January 2021) on 21st December 2020.

Comparison of data from August 2021 to December 2021 ('**Before** - scheme') and August 2022 to December 2022 ('**After** - scheme') shows that Lime E-bike usage has increased by 126% when analysing raw values. When comparing the same months from 2020 and 2022, through trips, which pass through the area without stopping or originating here, have increased by 220%.

In October 2022, Lime recorded the highest number of e-bike and scooter rides passing through Haverstock Hill / Rosslyn Hill since monitoring began, showing a 142% increase relative to October 2021 and a 285% increase relative to October 2020.

The data indicates the scheme has helped achieve one of its central aims of enabling an increase in cycling and is therefore contributing towards Policies 1 and 2 of the MTS, Objective 1 of the CTS and supporting the themes within the Department for Transport's (DfT) Gear Change strategy.

Pedestrian Footfall

Pedestrian footfall on Haverstock Hill / Rosslyn Hill have been observed using two of the sensors located on Haverstock Hill / Rosslyn Hill. Prior to the scheme implementation, pedestrian flows have been averaged for August 2021 – December 2021. These flows have been compared with the post-scheme implementation for the same period in 2022 (August 2022 – December 2022).

Average 24 hour Daily Pedestrian Flows on Haverstock Hill / Rosslyn Hill (August – December)

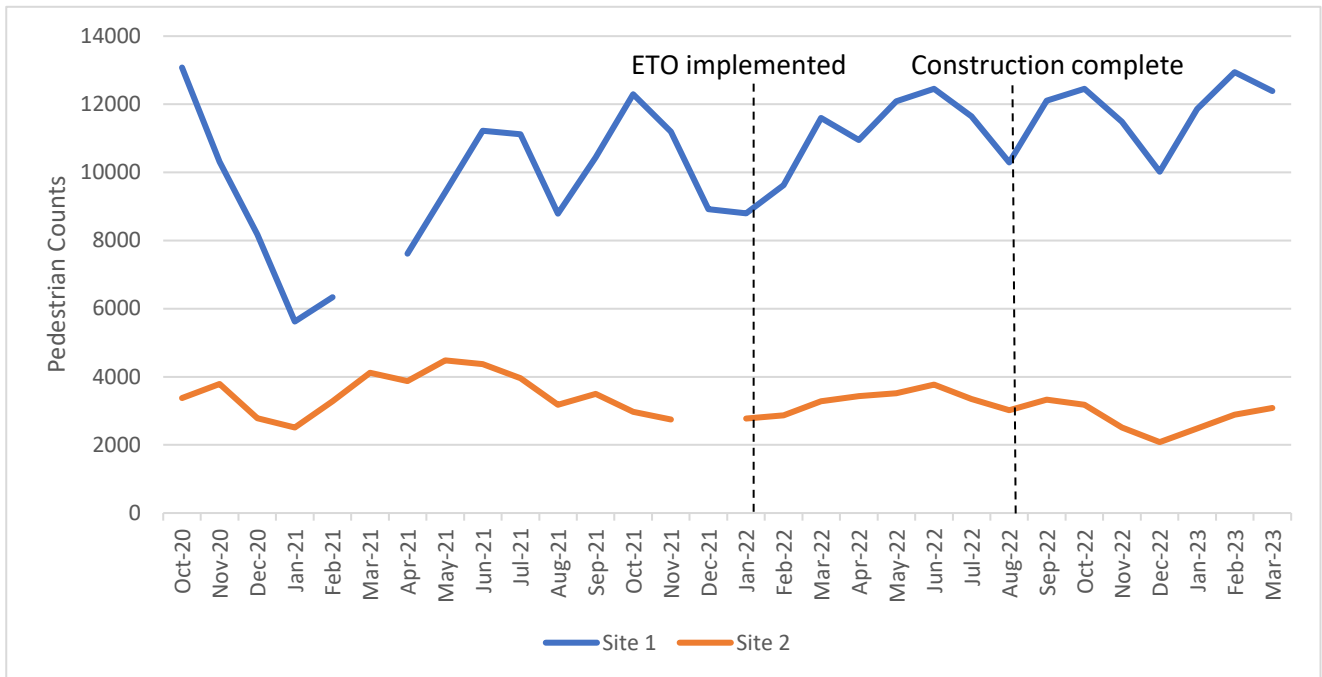
Sensor Location	Pre-scheme (Aug-Dec 21)	Post-scheme (Aug-Dec 22)	% Change
Site 1 - Haverstock Hill (between Glenloch Rd and Howitt Rd)	10,327	11,273	9%
Site 2 - Haverstock Hill (between Parkhill Rd and Steele's Rd)	3,100*	3,009*	-3%
Haverstock Hill Average	6,714	7,141	6%

**Average excludes 15/11/2021-31/12/2021 due to sensor data collection issues*

As shown in the table above, pedestrian flows have increased by 9% on Haverstock Hill between Glenloch Road and Howitt Road and decreased by 3% between Parkhill Road and Steele's Road, when comparing 'Before - scheme' and 'After - scheme' data. On average, pedestrian flows have increased by 6% when considering both sensors on Haverstock Hill / Rosslyn Hill.

The data indicates the scheme has helped achieve one of its central aims of enabling an increase in walking in the area and is therefore contributing towards Policies 1 and 2 of the MTS, Objective 1 of the CTS and the themes within the DfT's Gear Change strategy.

The graph below shows the pedestrian footfall flows at the two data collection sites between October 2020 and March 2023 (all data currently available).



It should be noted that footfall can be impacted by external factors, such as seasonality, and not solely by the scheme implementation. The council is proposing additional measures, as detailed in the New Proposals and Upgrades document, which align with Policies 1 and 2 of the MTS, Objective 1 of the CTS and the themes within the DfT’s Gear Change strategy, to contribute towards an increase in walking in the area.

Bus Speeds (iBus Data)

Three bus routes use Haverstock Hill:

- Route 168 which runs from the Royal Free Hospital to Dunton Road via Euston,
- Route 268 which runs from Golders Green to O2 Centre / Sainsbury’s on Blackburn Road in West Hampstead via Belsize Avenue
- Route C11 which runs from Archway Station to Brent Cross Shopping Centre via Gospel Oak Station and West Hampstead.

iBus data, which includes average journey times for bus routes and route distances has been provided by Transport for London. This data covers Haverstock Hill and provides data on weekday, Saturday and Sunday journey times. ‘**Before** - scheme’ data for August 2021 to December 2021 and ‘**After** - scheme’ data for August 2022 – December 2022 has been compared to establish any changes in average bus speeds arising from the implementation of the scheme. Data has been analysed for a 5 month period for a like-for-like comparison over the following dates:

- 01/08/2021 - 31/12/2021.
- 01/08/2022 – 31/12/2022.

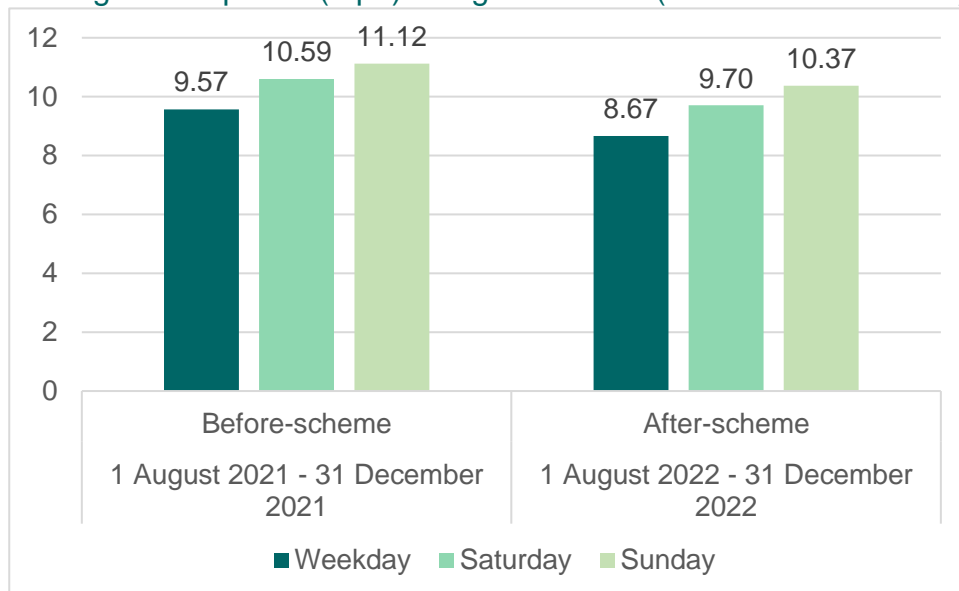
The average weekly bus speeds (combined directions) are presented in the tables below with the raw data available in Appendix B.

Average Bus Speeds (mph) – Routes 168, 268 and C11

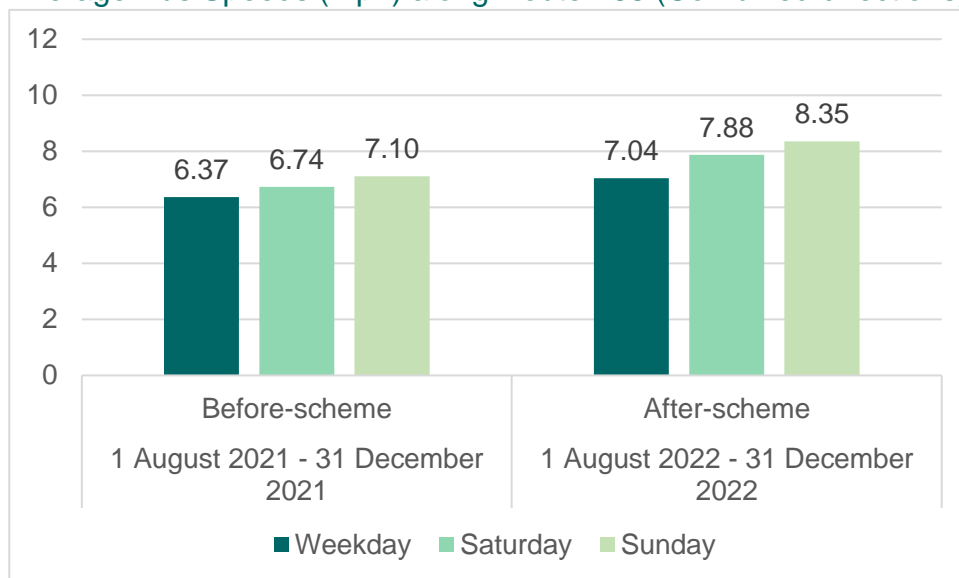
	Average Bus Speeds (mph)		
	Before-Scheme	After-Scheme	Speed Change (mph)
Route 168	10.43	9.58	-0.85
Route 268	6.74	7.76	1.02
Route C11	10.40	8.29	-2.11

The graphs below display the average bus speeds along Routes 168, 268 and C11 ‘pre-scheme’ and ‘post-scheme’. The graph compares the average (combined direction) weekday, Saturday, and Sunday speeds for the time periods monitored.

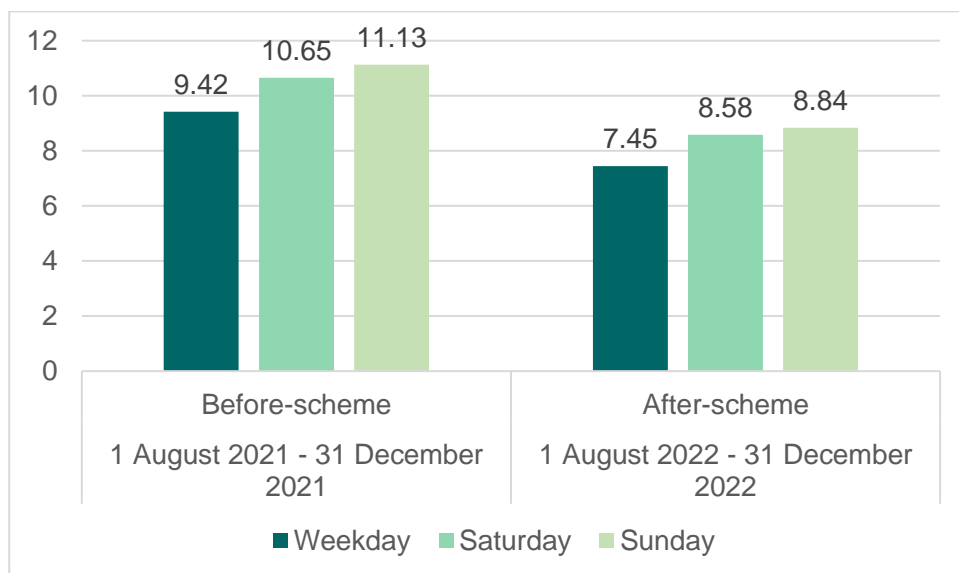
Average Bus Speeds (mph) along Route 168 (Combined directions)



Average Bus Speeds (mph) along Route 268 (Combined directions)



Average Bus Speeds (mph) along Route C11 (Combined directions)



Comparison of average bus speeds indicates that along Route 168 and C11 average bus speeds have marginally decreased, whereas along Route 268 bus speeds have marginally increased. The difference in average speeds are minimal, with differences of 0.85mph to 2.11mph over the three routes within the scheme area. The council is proposing additional measures, as detailed in the New Proposals and Upgrades document, which align with Policy 1 of the MTS, Objective 7 of the CTS and the themes within the DfT's Gear Change strategy, to help improve bus journey times in the area.

Road Safety (Collision Data)

STATS19 Collision data has been sourced from TfL to monitor the effect of interventions on collision rates and casualty severity for the most recent period available, which

comprises 1 November 2019 to 30 November 2022. A summary of the raw data is provided in Appendix C.

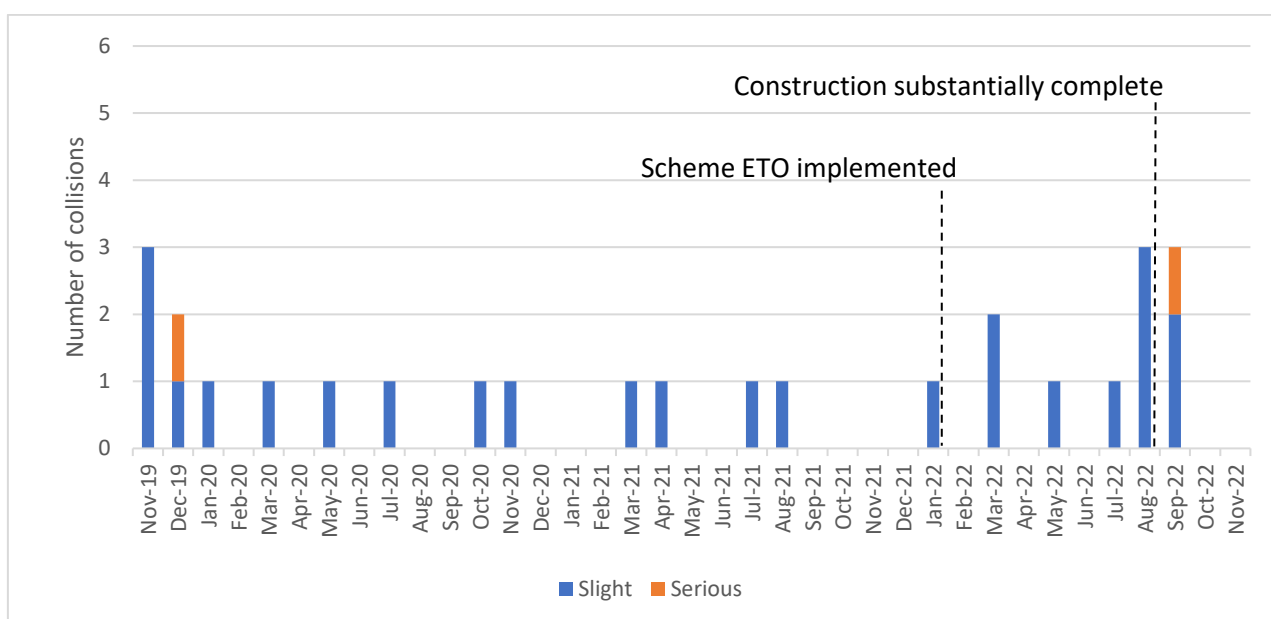
Due to the scheme construction substantially completing in August 2022, there is a lack of sufficient numbers of months of post-scheme data for comparison between 'Before - scheme' data and 'After - scheme'.

Analysis of the data indicates a total of 26 collisions involving casualties on Haverstock Hill / Rosslyn Hill between 1 November 2019 and 30 November 2022, which is the most recent data available. Of these personal injury accidents, 7 incidents involved injuries to cyclists with 6 of slight severity, and 1 of serious severity whilst 5 incidents involved pedestrians (4 of slight severity and 1 of serious severity).

Three collisions have been recorded since the scheme was substantially complete. Two of the collisions in September 2022 involved cyclists, one of which was serious. The third collision, classified as slight, involved a motorcycle. There were no recorded collisions in October and November 2022.

The graph below shows the number of collisions by month for November 2019 – October 2022 inclusive (most recent data available).

Number of collisions classified by severity per month on Haverstock Hill/ Rosslyn Hill

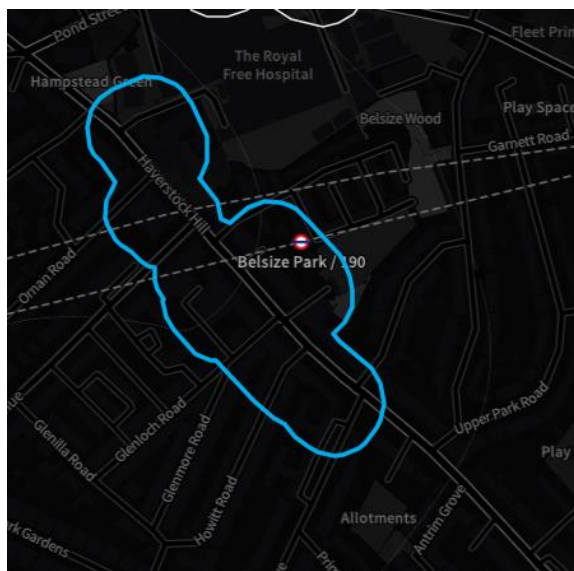


N.B. National lockdowns due to the Covid-19 pandemic were in place during 23 March – 10 May and 5 November – 24 November in 2020. London also entered Tier 4 (prior to third lockdown on 6th January 2021) on 21st December 2020.

The data available is inconclusive as to whether the scheme has contributed towards reducing road casualties. Further monitoring and analysis of the collision data will be undertaken when additional after-scheme implementation data becomes available. The council is proposing additional measures, as detailed in the New Proposals and Upgrades document, which align with Policy 3 of the MTS, Objective 4 of the CTS and the themes within the DfT's Gear Change strategy, to help reduce all road traffic casualties in the area.

Financial data

Mastercard data has been sourced from the Greater London Authority (GLA) to help monitor the economic effects of the scheme. Data is available for the Belsize Park high street (area shown below).



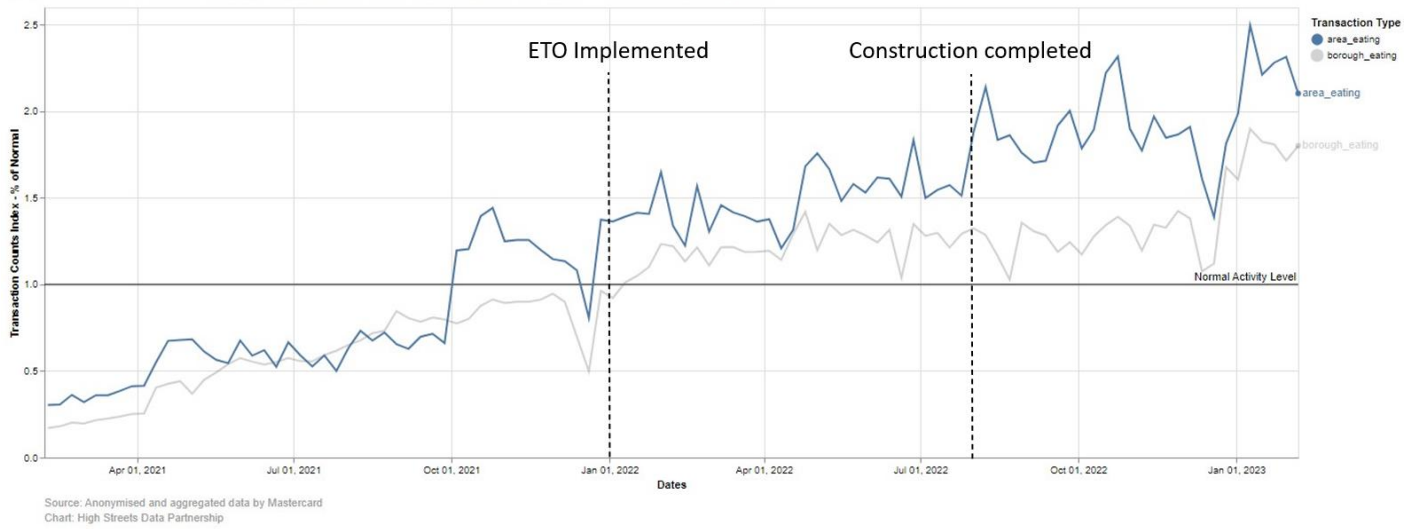
The graphs below provide a comparison of the number of MasterCard transactions in the Belsize Park area (shown above), compared to the same week in the previous year. The black horizontal 'Normal Activity Level' line at 1% (100% of Normal) is based on the number of Mastercard transactions in the same week in the previous year (Note: for 2021, 2019 is used as the comparison year instead of 2020) with the Belsize Park area.

Therefore, if the number of transaction counts in the Belsize Park area was unchanged compared to the previous (normal) year, the blue line would be at the same level as the black horizontal line. If the blue line is above the black horizontal line, transaction counts have increased in the area compared to the same week in the previous year. If the blue line is below the black horizontal line, the number of transactions have decreased in the area compared to the same week in the previous year. The vertical axis represents the change in percentage of transaction counts, and the horizontal axis is the timeline.

The graphs below represent the MasterCard transaction counts for eating and retail spend in the Belsize Park area (shown above) from March 2021 until February 2023 (the latest data available). The graphs also provide a comparison between transaction counts in the Belsize Park area and transaction counts data for the borough as a whole (shown as grey lines 'borough_eating' and 'borough_retail' in the graphs) which is the count of all Mastercard-recorded transactions for any premises in Camden.

Haverstock Hill, Belsize Park. - Compare Mastercard Transaction Types: Eating

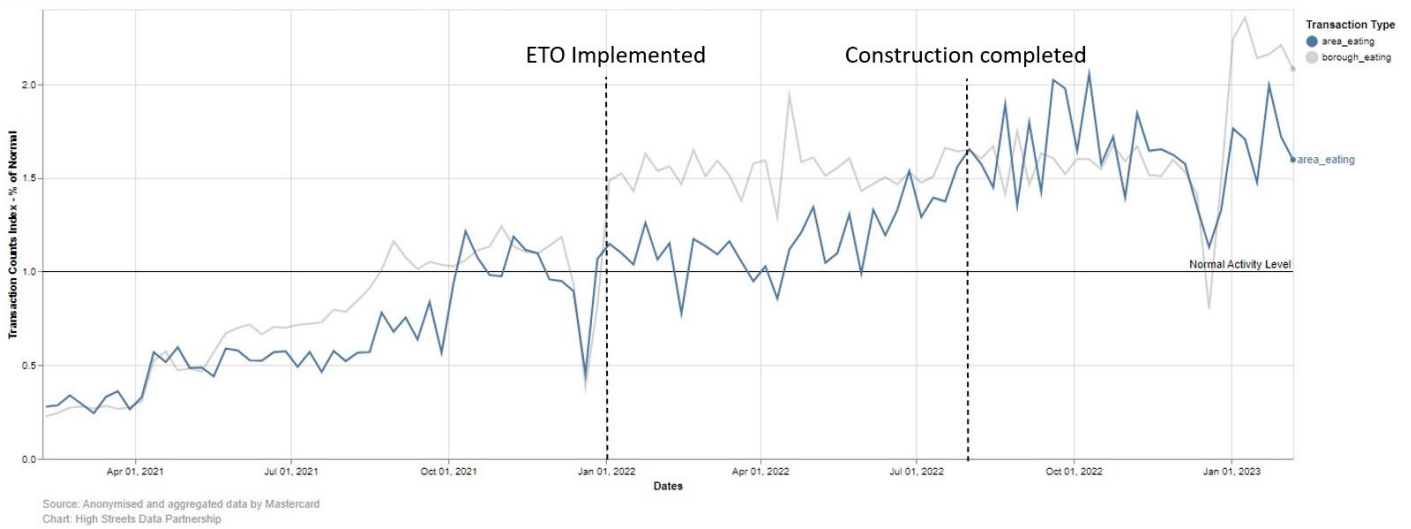
06/02/2021 to 06/02/2023, Weekdays (Mon-Fri), Transaction Counts Index (% of Normal), inc. Camden data for comparison



Transaction count data for Eating spend on weekdays

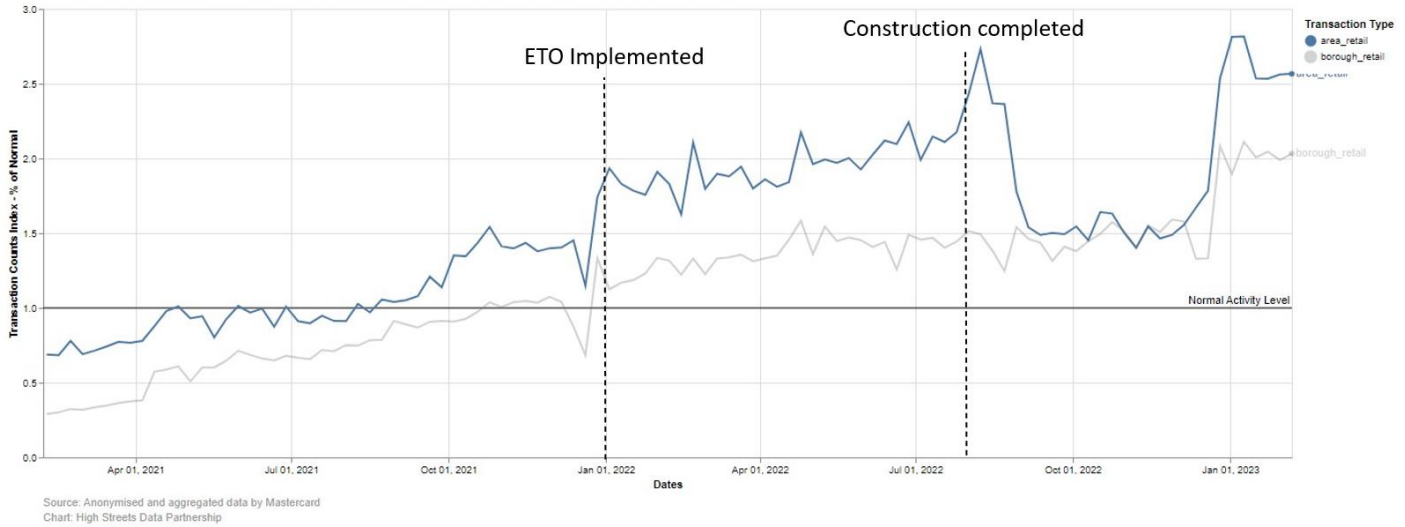
Haverstock Hill, Belsize Park. - Compare Mastercard Transaction Types: Eating

06/02/2021 to 06/02/2023, Weekend (Sat-Sun), Transaction Counts Index (% of Normal), inc. Camden data for comparison



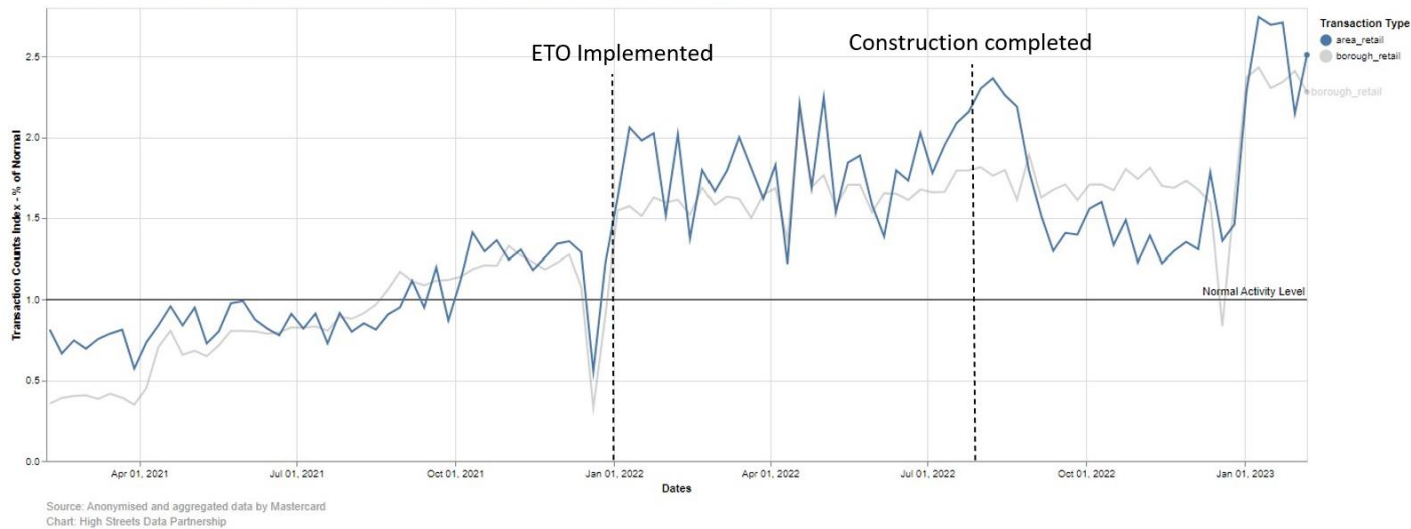
Transaction count data for Eating spend on weekends

Haverstock Hill, Belsize Park. - Compare Mastercard Transaction Types: Retail
 06/02/2021 to 06/02/2023, Weekdays (Mon-Fri), Transaction Counts Index (% of Normal), inc. Camden data for comparison



Transaction count data for Retail spend on weekdays

Haverstock Hill, Belsize Park. - Compare Mastercard Transaction Types: Retail
 06/02/2021 to 06/02/2023, Weekend (Sat-Sun), Transaction Counts Index (% of Normal), inc. Camden data for comparison



Transaction count data for Retail spend on weekends

While the transaction counts in the area fluctuate over the timeline, the trend shows that the number of transactions post scheme implementation (after August 2022) are consistently above the Normal Activity Level of the previous year for the area for both eating and retail transaction counts

Retail transaction counts do decline between August 2022 and December 2022; however, the transaction counts remain above the Normal Activity Level over that period for the

area. The graphs show that the transaction counts for retail spend climb again in January 2023.

The data suggests the scheme has helped support one of its central aims of supporting economic growth and is therefore contributing towards Objective 7 of the CTS.

It should be noted that Mastercard spend in general across London has been lower since the start of the pandemic than in previous years, however for certain high streets, Mastercard spend has gone up. Several factors can affect Mastercard spend in an area, such as people shopping more locally or switching from cash to card.

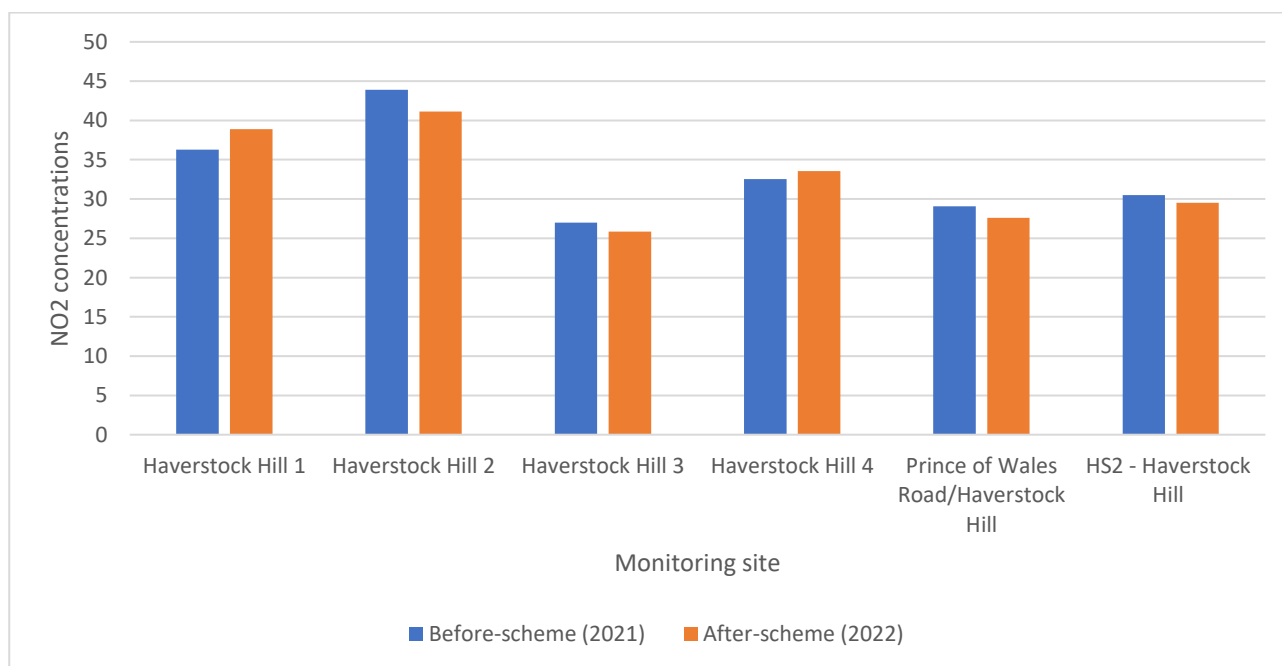
Air Quality (NO₂)

The graph below presents an insight into harmful NO₂ concentrations at six monitoring sites during 'Before - scheme' and 'After - scheme' periods. A summary of the raw data is provided in Appendix D along with a map of the monitoring locations.

The data shows an average reduction of 1.4% during August - December 2022 compared to August - December 2021. During this time, all other diffusion tube sites across the borough saw a reduction of 0.5%.

The harmful NO₂ concentration at Haverstock Hill 2 was 6.3% lower in the 'After - scheme' period in 2022 compared to the 'Before - scheme' period in 2021. The concentrations at Haverstock Hill 1 were 7.1% higher in the 'After - scheme' period in 2022 compared to the 'Before - scheme' period in 2021.

Average monthly NO₂ concentration in Haverstock Hill / Rosslyn Hill Scheme (2021 and 2022)



N.B. 2021 and 2022 concentrations have been calculated using the months available for all sites. Further details are provided in Appendix D.

The data indicates the scheme has contributed towards the actions within the Camden Climate Action Plan.

The data presented in the graph above allows for an interpretation of relative change in NO₂ level and cannot be compared to the National Air Quality Objective (legal limit) for NO₂. It should be noted that air pollution is caused by multiple factors and whilst traffic is a significant contributor it may be difficult to single out the impact of an individual factor. NO₂ concentrations on Haverstock Hill / Rosslyn will continue to be monitored to analyse the post scheme implementation data.

Emergency Services

No changes on Haverstock Hill/ Rosslyn Hill have restricted motor vehicle movements, having replaced parking spaces with cycle lanes. The spacing of the wands allows for vehicles to pull over to allow emergency vehicles to pass when required. Therefore, emergency vehicles can use Haverstock Hill / Rosslyn Hill at all times as per the previous road layout.

Camden Council continues to engage and consult with the London Ambulance Service (LAS), London Fire Brigade (LFB) and Metropolitan Police Service (MPS) as part of the implementation of Safe & Healthy Streets schemes to understand any cumulative improvements or impacts of changes.

Feedback during the Experimental Traffic Order (ETO) Period

Commonplace Feedback

On the Commonplace platform, as of 17 January 2023, 747 people had responded and 829 comments were received on the scheme.

- 80% of responses were from residents living in the area
- 34% of response were positive and 64% were negative towards the scheme
- 60% of respondents who don't live in the area but live in Camden were positive towards the scheme and 38% were negative towards the scheme
- 32% of respondents who live in the area were positive towards the scheme and 65% were negative towards the scheme
- 55% of respondents under the age of 45 were positive towards the scheme, and 43% of respondents under age 45 were negative towards the scheme
- 73% of respondents over the age of 45 were negative towards the scheme, with 26% of respondents over the age of 45 positive towards the scheme

The most common benefits respondents like about the scheme include:

- Encourages me to cycle here more (24% of responses)
- It's safer for me to travel here (24% of responses)
- It's safer for children to walk, cycle, scoot (20% of responses)

The most common issues respondents dislike about the scheme include:

- Traffic levels are still bad or worse (38% of responses)
- Journey times by motor vehicle are longer (35% of responses)
- Walking here is still unsafe or less safe (26% of responses)

The most common benefits of the scheme highlighted in the open-text responses include:

- Safer for cycling and felt more comfortable with children cycling
- Encourages more people to cycle
- Additional crossings make it safer for pedestrians
- Traffic levels had been reduced and that traffic was moving more calmly, with resulting benefits for air quality

The majority of comments were not in support of the scheme, with respondents using the open-text boxes to highlight a number of issues with the trial. We have reviewed the comments and explored the feasibility of making changes to the design in line with some of these suggestions.

Respondents' Concerns/ Suggestions	Our Investigation/ Response	Design Changes
The scheme was perceived to have negative impacts on businesses due to fewer people using businesses because of the loss of parking and loading spaces.	We have reviewed the number of parking and loading spaces along the corridor.	We propose to introduce 6 new paid for parking bays and 6 new loading bays along the corridor near the existing businesses.
Disabled parking that was retained is insufficient.	We have reviewed the number of disabled along the corridor and on side streets. 15 disabled bays were retained, relocated and introduced as part of the trial.	We propose to introduce 3 additional disabled parking bays along the corridor.
Lack of space for taxis to drop off passengers.	Pick-up and drop-off of taxi passengers continues to be allowed along the corridor from the central carriageway. Where a ramp needs to be deployed, taxis can use side streets.	N/A
Increased congestion due to narrowing of the road and the inability to overtake buses.	The road has not been narrowed, as parking spaces were removed in order to implement the cycle lane. In fact motor vehicle levels were 17% lower in the 'After-scheme' period in 2022 compared to the 'Before-scheme' period in 2021. We will continue to monitor the traffic levels.	N/A

Respondents' Concerns/ Suggestions	Our Investigation/ Response	Design Changes
	<p>The view that cycle improvements will result in congestion and more pollution is often based on the assumption that traffic levels are fixed.</p> <p>This does not take account of travel behaviour change which can arise from, and contributes to the rationale behind, the proposed improvements. Behaviour change is especially likely when changes are implemented alongside other measures to minimise car ownership and use.</p>	
<p>Delivery vehicles were stopping in the road and holding up traffic due to lack of loading space.</p>	<p>We have reviewed the number of parking and loading spaces along the corridor.</p>	<p>We propose to introduce 6 new paid for parking bays and 6 new loading bays along the corridor near the existing businesses.</p>
<p>Perceived increase in air pollution.</p>	<p>We will continue to monitor the air quality data.</p>	<p>N/A</p>
<p>Potential impact of congestion on emergency vehicles times.</p>	<p>Emergency services have been consulted but did not raise concerns. We are proposing to upgrade the cycle lane further to make it easier for emergency vehicles to travel (see proposed design changes).</p>	<p>We propose to replace the 'kerb and wand' cycle lane segregation with raised stepped cycle tracks. Vehicles can pull over onto the cycle tracks to allow emergency vehicles through.</p>
<p>Concern around the safety of Shared use Bus Boarders (SUBBs).</p>	<p>SUBBs are designed in line with the latest DfT guidance note LTN 1/20. We have been closely monitoring SUBBs during the trial and no collisions have been recorded.</p>	<p>Due to the space available on the road and pavement at Bus Stop K, outside 191 Haverstock Hill, we are proposing to upgrade this bus</p>

Respondents' Concerns/ Suggestions	Our Investigation/ Response	Design Changes
		stop from a SUBBs to a bus stop bypass.
Removal of the central island made it more dangerous.	We consider that the removal of the islands at zebra crossings and signalised pedestrian crossings and replacing islands with new zebra or signalised crossings is a safer arrangement for pedestrians. A Stage 3 Road Safety Audit was carried out, and no concerns were raised regarding the removed crossings.	We propose to raise existing pedestrian crossings to calm traffic and provide safer and improved crossings.
Low numbers of cyclists using the cycle lane.	Cycle levels were 32% higher in the 'After - scheme' period in 2022 when compared to the 'Before - scheme' period in 2021. The largest increase was observed on Haverstock Hill/ Rosslyn Hill between Glenloch Road and Howitt Road (109%).	N/A
Loading bays and vehicles parked within the cycle lane makes it dangerous to cycle.	Timed loading bays have been provided at specific locations and times along the corridor, in order to balance the needs of all users of the road.	N/A
Bollards make re-joining the road to avoid obstacles difficult. There are often leaves and rubbish in the cycle lane forcing cyclists onto the road.	Road sweepers are able to access the cycle lanes with bollards. We have investigated the feasibility of upgrading the cycle lane.	We are proposing to replace the 'kerb and wand' cycle lane segregation with raised stepped cycle tracks.
The scheme should be redesigned to take space away from the pavements rather than the road, as the pavements were unnecessarily wide in the area.	We have reviewed the pavement spaces and investigated the feasibility of taking space from the pavement for other uses.	We propose to change sections of wider pavement spaces to incorporate the raised stepped cycle track and provide more planting.
Increase parking enforcement in the area.	Our Civil Enforcement Officers do regular patrols of this area. We will continue to liaise with the Parking Operations team and monitor the situation.	N/A

Healthy Streets Check

A [Healthy Streets Check for Designers](#) (HSCD) assessment was carried out within the scheme area on Haverstock Hill / Rosslyn Hill. The HSCD tool, produced by Transport for London, has been created for street designers to ensure proposals are consistent with the 'Healthy Streets Approach'. The assessment helps to compare and score different elements of the 'before - scheme' layout and the 'after - scheme' layout, with reference to the 10 Healthy Streets Indicators. The results of the HSCD assessment show that the trial scheme increased the Overall Healthy Streets Check score by 11 points, from 55 points scored out of 100 for the previous layout, to 66 points scored out of 100 for the trial scheme, with improvements in seven of the ten Healthy Streets Indicators. As a result of the implementation of the trial scheme, two known road dangers have improved, and one known road danger has remained unchanged. No new road dangers have been identified within the trial scheme compared to the previous scheme. The final designs include recommendations listed in the HSCD assessment to further increase the Overall Healthy Streets Check score.

In addition, Road Safety Audits, a Cycling Accessibility Audit and a Walking Accessibility Audit were conducted, and the recommendations were taken on board in our proposals for the permanent scheme. This includes replacing the 'kerb and wands' segregation for cyclists with a 'stepped cycle track', traffic calming measures with raised tables and continuous crossings along the route, providing more loading bays for businesses to load and unload, providing more disabled bays and paid for bays for visitors, installing new benches for people to rest and adding cycle parking facilities to encourage more people to cycle. The new and upgraded proposed measures are detailed in the New Proposals and Upgrades document.

What happens next?

After the consultation a decision report will be produced and published online via our website. Residents and stakeholders will be notified of the outcome. The report will consider the consultation responses, relevant policies and other data / information.

The report will then outline if, at the end of the trial period, the experimental scheme should be made permanent, modified or allowed to lapse. If a decision is made to approve any permanent proposals, the construction of any required elements would then take place.

The consultation closes on the 23rd of May 2023.

Appendix A: Traffic Data Methodology

Traffic Count Data

To monitor and review the impacts of the scheme, traffic count data was compared before and after the opening of the scheme as follows:

- Before - scheme: Traffic sensors were used to collect data for 2 sites between August 2021 and December 2021.
- After - scheme: Traffic sensors were used to collect data for 2 sites between August 2022 and December 2022.

Vehicles Counts (Motorcycles, Cars, Light Good Vehicles, Heavy Goods Vehicles, Public Service Vehicles)

Site 1 - Haverstock Hill (between Glenloch Rd and Howitt Rd)	Before (Aug 2021- Dec 2021)	After (Aug 2022- Dec 2022)	Difference
August	10609	8994	-15%
September	12528	9533	-24%
October	11337	9215	-19%
November	11227	9472	-16%
December	9799	8953	-9%
Average	11100	9233	-17%

Site 2 - Haverstock Hill (between Parkhill Rd and Steele's Rd)	Before (Aug 2021- Dec 2021)	After (Aug 2022- Dec 2022)	Difference
August	8914	8348	-6%
September	10671	8287	-22%
October	10139	7792	-23%
November	9383	8116	-11%
December	-	-	-
Average	9777	8136	-17%

Cycle counts

Site 1- Haverstock Hill (between Glenloch Rd and Howitt Rd)	Before (Aug 2021- Dec 2021)	After (Aug 2022- Dec 2022)	Difference
August	312	537	72%
September	349	562	61%
October	229	559	144%
November	202	554	174%
December	130	338	160%
Average	244	510	109%

Site 2 - Haverstock Hill (between Parkhill Rd and Steele's Rd)	Before (Aug 2021-Dec 2021)	After (Aug 2022-Dec 2022)	Difference
August	661	833	26%
September	883	876	-1%
October	774	861	11%
November	780	757	-3%
December	-	-	
Average	775	832	7%

Pedestrian Counts

Site 1 - Haverstock Hill (between Glenloch Rd and Howitt Rd)	Before (Aug 2021-Dec 2021)	After (Aug 2022-Dec 2022)	Difference
August	8788	10297	17%
September	10438	12110	16%
October	12296	12457	1%
November	11198	11483	3%
December	8918	10020	12%
Average	10327	11273	9%

Site 2 - Haverstock Hill (between Parkhill Rd and Steele's Rd)	Before (Aug 2021-Dec 2021)	After (Aug 2022-Dec 2022)	Difference
August	3182	3014	-5%
September	3495	3333	-5%
October	2975	3177	7%
November	2748	2510	-9%
December	-	-	-
Average	3100	3009	-3%

Appendix B: iBus Data

Date	Scheme Status	Direction	Day	Route number		
				168	268	C11
				Bus Speeds (mph)		
01/08/2021 - 31/12/2021	Before-scheme	Northbound	Weekday	9.06	8.37	9.29
			Saturday	10.28	8.55	10.65
			Sunday	10.80	9.03	11.05
			Average	10.05	8.65	10.33
		Southbound	Weekday	10.08	4.37	9.54
			Saturday	10.91	4.92	10.65
			Sunday	11.45	5.18	11.21
			Average	10.81	4.83	10.47
01/08/2022 - 31/12/2022	After-scheme	Northbound	Weekday	8.35	6.85	6.94
			Saturday	9.73	8.10	8.40
			Sunday	10.17	8.44	8.44
			Average	9.42	7.80	7.92
		Southbound	Weekday	8.98	7.23	7.96
			Saturday	9.68	7.66	8.77
			Sunday	10.57	8.27	9.24
			Average	9.74	7.72	8.65

Appendix C: Collision Data

Collision Data on Haverstock Hill/ Rosslyn Hill (November 2019- October 2022)

Month	Slight	Serious	Fatal	Total collisions	Casualty Mode Of Travel					
					Bus/coach	Car	Other Vehicle	Pedal Cycle	Pedestrian	Powered 2 Wheel
Nov-19	3	0	0	3				1	1	1
Dec-19	1	1	0	2					2	
Jan-20	1	0	0	1		1				
Feb-20	0	0	0	0						
Mar-20	1	0	0	1		3				
Apr-20	0	0	0	0						
May-20	1	0	0	1		1				
Jun-20	0	0	0	0						
Jul-20	1	0	0	1				1		
Aug-20	0	0	0	0						
Sep-20	0	0	0	0						
Oct-20	1	0	0	1				1		
Nov-20	1	0	0	1						1
Dec-20	0	0	0	0						
Jan-21	0	0	0	0						
Feb-21	0	0	0	0						
Mar-21	1	0	0	1					1	
Apr-21	1	0	0	1						1
May-21	0	0	0	0						
Jun-21	0	0	0	0						
Jul-21	1	0	0	1				1		
Aug-21	1	0	0	1	1					
Sep-21	0	0	0	0						
Oct-21	0	0	0	0						
Nov-21	0	0	0	0						
Dec-21	0	0	0	0						
Jan-22	1	0	0	1						1
Feb-22	0	0	0	0						
Mar-22	2	0	0	2			1	1		
Apr-22	0	0	0	0						
May-22	1	0	0	1					1	
Jun-22	0	0	0	0						
Jul-22	1	0	0	1						1
Aug-22	3	0	0	3		2				2
Sep-22	2	1	0	3				2		1
Oct-22	0	0	0	0						
Nov-22	0	0	0	0						
Total	24	2	0	26	1	7	1	7	5	8

Appendix D: Air Quality Data

Raw diffusion tube air quality (NO₂) data from Haverstock Hill/ Rosslyn Hill monitoring sites (µg/m³) (2021 and 2022 Data)

Site	Raw NO ₂ concentration, µg/m ³		Months included	Change in NO ₂ concentration	
	2021 (Aug-Dec)	2022 (Aug-Dec)		Change in µg/m ³	% change
Haverstock Hill 1 - Haverstock Hill northbound	36.3	38.88	Aug/Sep/Nov	2.58	7.1%
Haverstock Hill 2 - Haverstock Hill southbound	43.92	41.15	Aug/Oct/Nov	-2.77	-6.3%
Haverstock Hill 3 - 2 Glenloch Road	26.98	25.85	Aug/Sep/Oct/Nov	-1.13	-4.2%
Haverstock Hill 4 - 158 Haverstock Hill	32.54	33.54	Aug/Sep/Oct/Nov	1.00	3.1%
Prince of Wales 3 - Prince of Wales Road/Haverstock Hill	29.08	27.59	Aug/Sep/Oct/Nov	-1.49	-5.1%
HS2 - Haverstock Hill	30.5	29.5	Aug/Sep	-1.00	-3.3%
Average	33.22	32.75		-0.47	-1.4%

Unadjusted 2022 Raw Data: NO2 Concentration (µg/m3)

2021

Site name	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Months with data
Haverstock Hill 1 - Haverstock Hill northbound	47.2	37.92	38.52	32.08	36.09	37.58	33.77	24.9	38.35	42.86	45.64	Missing	Jan-Nov
Haverstock Hill 2 - Haverstock Hill southbound	Missing	44.06	42.1	53.81	37.99	47.92	44.25	37.36	52.93	46.77	47.64	Missing	Feb-Nov
Haverstock Hill 3 - 2 Glenloch Road	37.17	31.49	29.12	25.85	23.26	21.2	16.86	16.22	26.78	31.31	33.6	Missing	Jan-Nov
Haverstock Hill 4 - 158 Haverstock Hill	40.95	35.63	34.18	30.48	27.7	26.42	27.51	21.64	33.24	36	39.28	Missing	Jan-Nov
Prince of Wales 3 - Prince of Wales Road/Haverstock Hill	37.48	34.17	29.56	28.42	24.11	20.92	24.74	19.33	31.75	31.72	33.52	Missing	Jan-Nov
HS2 - Haverstock Hill	44	38	36	34	37	29	Missing	26	35	Missing	35	33	Jan-Jun, Aug, Sep, Nov, Dec

2022

Site name	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Months with data
Haverstock Hill 1 - Haverstock Hill northbound	Missing	Missing	41.07	Missing	35.23	35.24	Missing	34.88	38.81	Missing	42.96	43.38	Mar, May-Jun, Aug-Sep, Nov-Dec
Haverstock Hill 2 - Haverstock Hill southbound	Missing	Missing	48.55	Missing	38.41	40.85	42.76	43.11	Missing	40.78	39.55	44.25	Mar, May-Aug, Oct-Dec
Haverstock Hill 3 - 2 Glenloch Road	Missing	Missing	35.13	Missing	19.75	16.73	17.31	22.42	24.24	28.42	28.31	34.76	Mar, May-Dec
Haverstock Hill 4 - 158 Haverstock Hill	Missing	Missing	38.43	Missing	27.07	24.28	Missing	29.35	33.65	33.45	37.71	36.47	Mar, May-Jun, Aug-Dec
Prince of Wales 3 - Prince of Wales Road/Haverstock Hill	Missing	Missing	39.6	Missing	23.98	19.35	20.47	26.6	26.01	27.2	30.56	33.57	Mar, May-Dec
HS2 - Haverstock Hill	55	41	39	28	32	22	29	27	32	33	N/A	N/A	Jan-Aug

