

New Proposals and Upgrades: Haverstock Hill & Rossllyn Hill Walking, Cycling and Road Safety Scheme



We are proposing to upgrade some of the features from the trial while also proposing to make further changes and improvements along this route. These proposals respond to data and monitoring collected during the trial, as well as feedback from various audits and comments from the public via our Commonplace platform.

The measures which are proposed to be kept from the trial as well as the new proposals and upgrades are illustrated on the plans included in this consultation.

The new proposals and suggested upgrades align with the central aims of the trial scheme, which are 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.

Please see the photo guide for examples of some of the changes discussed below.

Public realm upgrades and new permanent proposals:

To help enable an increase in walking, and contribute towards the Council’s Climate Action Plan, Policies 1 and 2 of the MTS, Objectives 1, 2, 4 and 7 of the CTS and the themes within the DfT’s Gear Change, we are proposing to:

- Install green spaces along the route including the area at the junction of Haverstock Hill and Belsize Avenue; adding permeable paving around tree pits to increase space for pedestrians (see photo guide for example) and to protect tree roots. This is to improve air quality, biodiversity, provide shade and enhance the public realm of the street (subject to trial holes to determine available spaces).
- Install around 5 new benches to provide opportunities to rest, particularly for the elderly and people with a disability.
- Raise the road level and add a new road material (see photo guide for example) on Haverstock Hill from the junction with Howitt Road to the Old Town Hall. This is to act as a method of calming the traffic and improving the look of the area, with high quality materials befitting of the high street. This will make the area feel less of a ‘through route’ and more of a shopping destination encouraging people to visit more often.
- Widen the pavement in of the space left by the relocated coach bay outside Village Prep School on Parkhill Road and adding a rain garden (see photo guide for example), cycle stands and benches. This is to provide a place for parents and students to rest and park bikes while also improving biodiversity and providing sustainable drainage. The coach bay would be relocated to Eton Road adjacent to St Saviour’s Church, where there is currently a single yellow line and a resident parking bay. The resident parking bay will be moved 10m to provide space for the coach bay on the single yellow line. This is to provide a pick-up/drop-off location for coaches associated to a local school.

Pedestrian upgrades and new permanent proposals:

To help enable an increase in walking, and contribute towards Policies 1 and 2 of the MTS, Objectives 1, 2, 4 and 7 of the CTS and the themes within the DfT’s Gear Change, we are proposing to:

- Raise the existing pedestrian crossings north of Eton Road, north of Steeles Road, south of Upper Park Road, south of Belsize Grove and south of Ornan Road. This is to slow traffic and to provide improved crossing locations for pedestrians accessing

- nearby facilities.
- Change the raised zebra crossing, outside of Royal Free Hospital, to a raised signalised crossing (subject to Transport for London approval). This is to provide an improved crossing for people accessing Royal Free Hospital and Hampstead Hill School.
 - Add new continuous footways (see photo guide for example) across Eton Road, Downside Crescent, Howitt Road, Glenloch Road, Aspern Grove and Rowland Hill Street to reduce vehicle speeds and provide pedestrian priority.
 - Add new raised tables (see photo guide for example) across Upper Park Road, Belsize Avenue, Ornan Road and Belsize Lane to reduce vehicle speeds and make it safer and easier for pedestrians to cross.
 - Add double yellow lines with double blip markings (no parking/waiting at any time) at junctions with side roads to prevent vehicles from parking and loading at the junctions. This will provide a safer crossing at junctions for pedestrians.

Cycle upgrades and new permanent proposals

To help enable an increase cycling, and contribute towards the Council's Climate Action Plan, Policies 1 and 2 of the MTS, Objectives 1, 2, 4 and 7 of the CTS and the themes within the DfT's Gear Change, we are proposing to:

- Replace the 'kerb and wand' cycle lane segregation with raised stepped cycle tracks (see photo guide for example). This is because 'kerb and wands' get dirty quickly and are easily broken, and stepped cycle tracks provide a better ride quality and a more useable width. This can also improve emergency vehicle response times (vehicles can pull over onto the cycle tracks to allow emergency vehicles through). Providing raised stepped cycle tracks would also bring the cycling facilities up to the same standard as the other implemented cycling facilities (and those under construction) on the borough's primary cycling network.
- The stepped cycle track is proposed to be redirected behind the new parking and loading bays in two locations on Haverstock Hill. This is to provide greater protection for cyclists from moving traffic whilst improving the provision for parking and loading near the high street
- Install around 6 new cycle stands along the corridor to enable more people to park their cycles while visiting the area.
- Install one new bike hangar (see photo guide for example) on Parkhill Road near the junction with Haverstock Hill, adjacent to an existing bike hangar. This is to provide local residents with safe and secure cycle storage and in response to the demand.

Public transport upgrades and new permanent proposals

In order to help protect bus journey times and contribute towards Policy 1 of the MTS and Objectives 2 and 7 of the CTS, we are proposing to:

- Upgrade Bus Stop K, outside 191 Haverstock Hill, from a Shared Use Bus Boarder (SUBB) to a bus stop bypass (see photo guide for example) and install low level planting. This is to provide safe continuous cycling and improve biodiversity and sustainable drainage.
- Introduce double yellow lines with double blips markings (no parking/waiting at any time) along the 24/7 bus lane so that buses are not delayed by parked vehicles.

Motor Vehicle upgrades and new permanent proposals.

In response to concerns from local residents and businesses about the quantity of disabled parking, paid for parking and loading spaces along the corridor, and to help support economic growth in the area (Objective 7 of the CTS) we are proposing to:

- Introduce two new disabled parking bays, two new loading bays and 20 metres of new paid for parking bays in form of 'floating' bays on the west side of Haverstock Hill between Belsize Grove and Howitt Road. 'Floating' bays are parking bays located between the cycle lane and the vehicle traffic lane. See photo guide for example.
- Introduce one new disabled parking bay, two new loading bays and two new paid for parking bays in form of 'floating' bays on the west side of Haverstock Hill between Glenloch Road and Belsize Avenue.
- Introduce one new timed loading bay on the east side of Haverstock Hill, outside of 194 Haverstock Hill, directly adjacent to the existing loading bay.
- Extend the hours of the loading bay outside 213 Haverstock Hill (old Town Hall) to 24 hours, 7 days per week.
- Convert one shared-use residents' / pay-by phone parking bay on Steeles Road to a pay-by phone parking bay.
- Introducing one new timed loading bay on the east side of Haverstock Hill, outside of 240 Haverstock Hill.

The proposed new disabled bays are in addition to the two disabled bays installed during the trial which are to be retained, bringing the total number of disabled bays on the corridor and adjacent side streets to 18.

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 23rd of May 2023.