



# Safe and Healthy Streets Consultation

## Proposed Trial Changes to Haverstock Hill and Rosslyn Hill

### Making your neighbourhood safer and healthier

The Covid-19 pandemic has changed how communities in Camden live, travel and work. More people are walking and cycling as a result of social distancing requirements and there has been a decrease in use of public transport, making improvements to walking and cycling infrastructure more important than ever. We want our streets to have more space for everyone to walk and cycle easily and safely, for you to be breathing cleaner air and for children to get to and from school safely. Whether making an essential journey, like taking your children to school, getting to work, visiting your local high street, or just popping out to enjoy your local park, we want you to have the choice of being able to make this journey easily and safely on foot or by bicycle. We are consulting on trialling cycle lanes and improved pedestrian crossing facilities on Haverstock Hill and Rosslyn Hill (between the junctions with Prince of Wales Road and Pond Street), to support more walking and cycling in this area and across Camden.

### Why trial walking and cycling changes on Haverstock Hill and Rosslyn Hill?

Over 8 in 10 trips by Camden residents aren't made by car, and the vast majority of residents' trips to our high streets are made by sustainable forms of travel. We want to help make it easier for all those people walking, cycling, and using public transport to visit businesses on Haverstock Hill and Rosslyn Hill, whilst retaining adequate nearby parking provision for those with an essential need to travel by car. These proposals are in accordance with the Camden Transport Strategy adopted in April 2019, which commits to transforming our streets and places to enable active forms of travel – walking and cycling.

Haverstock Hill and Rosslyn Hill form a key route between Hampstead & Belsize Park and Camden Town. This corridor is currently dominated by motor vehicles and parked vehicles – there are no cycle lanes and limited facilities for cyclists at signalised crossing points. There are few pedestrian crossings along Haverstock Hill. People walking along this road have to travel long distances to reach a pedestrian crossing point or cross the road informally. This makes it less attractive to walk certain journeys, and can make it inconvenient to visit some businesses and other amenities.

A significant number of road traffic casualties have been recorded on Haverstock Hill and Rosslyn Hill, with the majority of casualties in the 3 years to December 2019 involving vulnerable road users – pedestrians, cyclists and motorcyclists.

There are many schools and learning institutions within the vicinity of Haverstock Hill and Rosslyn Hill. We often receive complaints about traffic congestion and decreased air quality in this area,

as a result of vehicles travelling to and from schools. Traffic danger is the most common reason cited by parents for not allowing their children to walk or cycle to school.

The proposed segregated cycle lanes on Haverstock Hill and Rossllyn Hill would connect with the segregated cycle lane schemes on Prince of Wales and Chalk Farm Road, resulting in a potential 3km of new protected cycle lanes being added to Camden's cycle network. Protected cycle lanes help to overcome one of the key barriers to more people cycling, which is fear of traffic. This enables our residents without a vehicle to cycle, and other non-essential car journeys to be switched to more sustainable, healthy, active ways of travelling. Introducing segregated cycle lanes provides an alternative, healthy and sustainable option of travel to and from NHS sites, such as the Royal Free Hospital, for both NHS staff and others visiting these sites. In feedback received from the Royal Free London NHS Foundation Trust, they expressed their support of Camden's Transport Strategy and Cycling Action Plan, and in particular the proposals for a segregated cycle lane and pedestrian crossing improvements on Haverstock Hill.

We also want to support the 17 recommendations from Camden's Citizens Assembly on the climate crisis, which included requests for more segregated cycle lanes. This scheme would also help to deliver our Transport Strategy priorities, which were strongly supported when we consulted on them, including increasing walking and cycling, improving public transport, improving air quality and making our streets and transport networks safe, accessible and inclusive for all. You can read more about our strategy on our website.

While the proposed removal of 66 residents' bays may appear to be a sizeable number, there are 4601 residents' parking bays within CPZ CA-B, in which Haverstock Hill/ Rossllyn Hill is located, and the total number proposed to be removed is less than 1.5% of the existing provision within this CPZ. Furthermore, the corridor has extensive off-street parking provision in multiple places.

Within a short distance of Haverstock Hill (250m buffer zone on either side of the corridor), there would be a 24% reduction in paid for parking provision, but there would still be 78 paid for parking bays available within a close proximity to Haverstock Hill itself. Within an accessible walking distance (a 500m buffer zone on either side of the corridor) the overall proposed reduction in paid for parking is less than 10% of the total paid for parking provision in this wider area. The proposed walking and cycling improvements would make it more feasible for people to access the shops on Haverstock Hill/ Rossllyn Hill by foot, bicycle or public transport and where a car is absolutely essential for journeys to shops then there remains adequate paid for parking provision within a feasible walking distance of this corridor.

The total amount of disabled parking currently in place along Haverstock Hill and Rossllyn Hill would be retained, and indeed slightly increased. Where possible, bays would be retained directly on the corridor itself and where there is insufficient width disabled parking bays would be relocated to adjacent side roads, as close as possible to the junction with Haverstock Hill. An additional disabled bay would be provided on Eton Road, increasing the total amount of disabled parking provision along the corridor.

Pick-up and drop-off of taxi passengers would continue to be allowed along the length of the corridor from the central carriageway. Where a ramp needs to be deployed, taxis would be able to use side streets for the pick-up and drop-off of passengers. The proposed design has been developed to ensure provision has been made on all side roads on Haverstock Hill/ Rossllyn Hill, for servicing/ loading and the pick-up and drop-off of passengers from taxis and other motorised vehicles.

## What is being proposed?

We are consulting on making the following, trial changes:

- Adding new cycle lanes, protected by flexible wands, on either side of Haverstock Hill and Rosslyn Hill (Prince of Wales Road to Pond Street).
- Replacing five of the existing 'uncontrolled' crossing points with four new zebra crossings and one new signalised crossing on Haverstock Hill.
- Creating 'shared use bus boarders' at most bus stops– bus stops will be moved into the carriageway to allow for the cycle lane to continue next to the kerb. The cycle lane would be raised to the footway level adjacent to bus stops and bus passengers would enter and leave the bus from the cycle lane, via shared use bus boarders (SUBBs). The cycle lane will be raised to the pavement level at bus stops, to ensure a level surface for bus passengers to board and alight from.
- Changing the hours of operation of the bus lane at the northern end of the scheme area from Monday-Friday 3 p.m. – 7 p.m. to 24/7 to make journeys for bus passengers quicker.
- Making minor changes to junctions with England's Lane and Pond Street, including 'pedestrian countdown' facilities, 'early release' for bikes and extended 'Advanced Stop Lines' to help bikes stay ahead of motor vehicles, subject to approval from TfL.
- Removing the majority of existing parking, loading and coach bay facilities along Haverstock Hill and Rosslyn Hill.
- Relocating some of the parking provision on Haverstock Hill and Rosslyn Hill to adjacent side roads, such as disabled bays, paid for parking and loading.
- Introducing one completely new disabled bay, close to Steele's Village.
- Providing two new timed loading bays along Haverstock Hill to allow businesses to service their premises at quieter times of the day.

Should the proposals be taken forward for implementation, we would like to implement additional cycle parking (Sheffield Stands) at/close to each parade of shops on the corridor

Introducing these changes as a trial would enable us to study closely how these changes work in practice and to make adjustments where these are needed. If approved, a full public consultation on whether or not to make these changes permanent would be carried out after 12 months of the trial.

## How can you respond to the consultation?

To tell the Council your views, please visit our website ([www.camden.gov.uk/HaverstockConsultation](http://www.camden.gov.uk/HaverstockConsultation)) and answer some questions. If you'd prefer to fill out a paper form just get in touch with us on 020 7974 4444 and we'll pop one in the post for you.

**The consultation finishes on 14 March 2021**

Thank you for sharing your thoughts with us.