



Highgate Road Safe & Healthy Streets Consultation Information sheet

Proposals to make the trial changes to the operating hours of the bus lanes on Highgate Road permanent, as well as a new bus lane extension, and other associated changes

Making your neighbourhood safer and healthier

The Covid-19 pandemic changed how communities live, travel and work. We want to transform our streets so they have more, safe space for everyone to walk and cycle, for children to get to and from school safely, for you to be breathing cleaner air, to reduce carbon emissions from road transport, and for businesses to flourish. We want to ensure that our streets support recovery from the pandemic and provide a lasting legacy of greener, safer, healthier travel. Whether it's an essential journey like taking your children to school, getting to work or just popping out to enjoy your local park we want you to love where you live, and to love Camden.

To help we have been making changes across Camden in our Safe and Healthy Streets Programme. This included making trial changes on Highgate Road in September 2020. These changes extended the hours of operation of bus lanes along Highgate Road to 24/7, as well as introducing further waiting and loading restrictions.



About the Highgate Road Safe & Healthy Streets Scheme

Bus lanes operate in sections of Highgate Road, north and southbound, to both provide bus journey time reliability and create safer conditions for cyclists. The bus lanes also permit taxis and motorcycles. Prior to September 2020, these bus lanes had only operated at limited times, around the am/pm peak times, with the following hours of operation (bus lane reference numbers can be viewed on the design drawings):



- Bus lane CMO15: Monday – Friday 7am -10am
- Bus lane CMO16: Monday – Friday 7am -7pm
- Bus lane CMO17: Monday – Friday 7am -10am, 4pm -7pm and Saturday 10am-7pm

Outside of those hours of operation, the bus lanes were occupied either by parked cars and/or moving general traffic, which disrupted bus journey time reliability and created less safe conditions for cycling. In order to respond to these issues, as part of our [Making Travel Safer in Camden](#) programme in response to the pandemic, and in line with our Camden Transport Strategy, we implemented a scheme as a trial under an Experimental Traffic Order for up to 18 months. The trial scheme consisted of the following:

- Extension of hours of operation of bus lanes CMO15, CMO16 and CMO17 on Highgate Road to 24/7 – “at all times”.
- Waiting and loading restrictions to be extended to ‘at any time’ in all bus lanes.
- Addition of two loading bays outside 109-111 Highgate Road and outside 12 Highgate Road with hours of operation of 7pm-7am for loading for commercial properties.

This decision report noted that a further consultation, after approximately 12 months of the trial scheme, would take place relating to any proposed permanent changes. The trial scheme went live in September 2020 and during this period, the scheme has been monitored and comments from local residents and stakeholders have been received.

This consultation now asks local residents and stakeholders to give their views on whether the scheme should be made permanent after the end of the 18-month trial period. Additional changes are also being consulted on, including the extension of existing bus lane “CMO15” to the north, up to the roundabout with Swains Lane (see Related Information – Scheme Drawings), as well as the removal of paid for/permit parking bays along Highgate Road to remove existing pinch points and facilitate the extension of the bus lane.

The trial scheme on Highgate Road, and the proposed additional changes, are in line with our Camden Transport Strategy (CTS) objectives and policies to promote and support sustainable transport. In particular, the CTS commits to delivering bus priority measures, including extension of bus lane hours of operation and relocation/removal of waiting/loading restrictions, in order to improve bus journey time reliability. The CTS also commits to removing kerbside parking provision, where necessary, to facilitate sustainable transport like cycling or buses.



Monitoring information collected before / during the trial

The Covid-19 pandemic has had an impact on traffic levels in Camden and across London. This has made it difficult to directly compare data collected during the ETO period of the scheme (those periods since the pandemic started) with data from before the scheme was in place. Below is a summary of monitoring data collected during the trial scheme which compares 'Before' scheme data and 'After' scheme data for the scheme:



There has been a 13% increase in traffic levels on Highgate Road, compared to before the scheme was implemented, which (on this road) has highlighted the risk of a car-led recovery from the pandemic, as public transport use/capacity has been constrained. However, there has been a reduction in general traffic speeds, improving safety for all road users along Highgate Road.



Cycle levels increased by 6% on Highgate Road following the introduction of the scheme, with a 20% increase in the southbound direction.



There has been an increase in bus speeds in the southbound direction on Highgate Road, with a slight decrease in the northbound direction. Bus speeds have been impacted by the increases in traffic levels on Highgate Road noted above (the northbound bus lane exists more intermittently than southbound on Highgate Road), meaning bus reliability would likely have been further impacted if it were not for the changes made as part of this trial scheme.

Further information can be found in the Monitoring Factsheet in the Related Information section of the consultation pages.

Feedback during the Experimental Traffic Order (ETO) Period

68 comments on the scheme were received on Commonplace during the trial "ETO" period. 23% of the respondents were positive towards the changes including:

- 5 comments (+8 agreements) mentioned that facilities are now safer for cyclists.
- 13 comments (+12 agreements) mentioned that bus journey times are improved.
- 15 comments (+9 agreements) mentioned that the scheme encouraged them to cycle more.



Those that were not supportive of the scheme shared issues around road pinch points, where there was not enough space for vehicles to pass each other, and that the changes were not required as they would not make a positive difference.



What are we now consulting on?

Based on the monitoring data and the feedback received from residents and stakeholders during the trial period, and in line with policies and objectives set out in our Camden Transport Strategy and Climate Action Plan, we are now consulting on making the trial changes to Highgate Road permanent.

You can view the drawings of the changes in the “Related Information” section of the online consultation front page.

The proposal for the permanent changes includes retaining all the elements of the existing trial scheme, such as the ‘at any time’ waiting and loading restrictions within the bus lanes, the loading bays and 24/7 hours of operation of the bus lanes, as well as the following additional proposed measures:

- The extension of bus lane “CMO15” that runs southbound on Highgate Road. The lane currently starts to the south of the junction of St. Albans Road. We are proposing to extend the bus lane CMO15 further to the north, as far as the zebra crossing at the roundabout with Swains Lane, with 24/7 operation.
- The removal of 10 permit/paid for parking bays on Highgate Road, opposite Parliament Hill Fields bus stop (Stop GL). These are proposed to be replaced with ‘at any time’ waiting and loading restrictions. This will provide space for safer road widths, as well as space for the southbound bus lane extension.
- Widening the pavement on the southbound kerbline at Parliament Hill Fields bus stop (Stop GL), to improve bus stop accessibility and increase pavement space.
- Removing 18 permit/paid for parking bays on Highgate Road, opposite Grove Terrace. We are proposing to replace these with single yellow lines and single blips with hours of operation of 7am-7pm. This would remove a pinch point caused by the existing parking bays, which has been raised as an issue through feedback on Commonplace and by stakeholders during the trial scheme.
- Introducing ‘at any time’ waiting and loading restrictions at the junction of Highgate Road and Carrol Close, to improve road user and pedestrian safety, in alignment with the “Safer Junctions” programme outlined in the Camden Transport Strategy (CTS).

What happens next?



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



If a decision is made to approve any permanent proposals, the construction of any required elements would then take place.

The consultation closes on 15/11/2021.