



# Monitoring Sheet: Highgate Road Safe & Healthy Streets

New measures have been installed on Highgate Road to create a “Safe & Healthy Streets” scheme as part of the Borough’s COVID-19 Emergency response, in line with our Camden Transport Strategy.

Concerns were raised by some members of the public and stakeholders about unsafe cycle facilities on Highgate Road; there were also concerns with bus reliability along Highgate Road outside the existing hours of operation of the bus lanes.

To address this, the hours of operation of the bus lanes was extended to 24/7, with ‘at any time’ waiting and loading restrictions introduced within all bus lanes, and two new loading bays for the servicing of commercial properties.

These measures aimed to protect bus journey time reliability along Highgate Road, as well as improve the safety of road users and cycle facilities.

To help monitor the impact of the scheme, ‘Before’ and ‘After’ traffic data was collected along Highgate Road, and has been compared for traffic and cycle flow and traffic speed. Bus data was also collected and analysed.



## Summary

This document sets out and analyses data and other information gathered during the trial period of the Highgate Road Safe and Healthy Streets scheme to help assess its impacts.

A review of **'Before'** and **'After'** scheme data for the Highgate Road Safe and Healthy Streets scheme area indicated the following:



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 **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 the southbound lane 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.



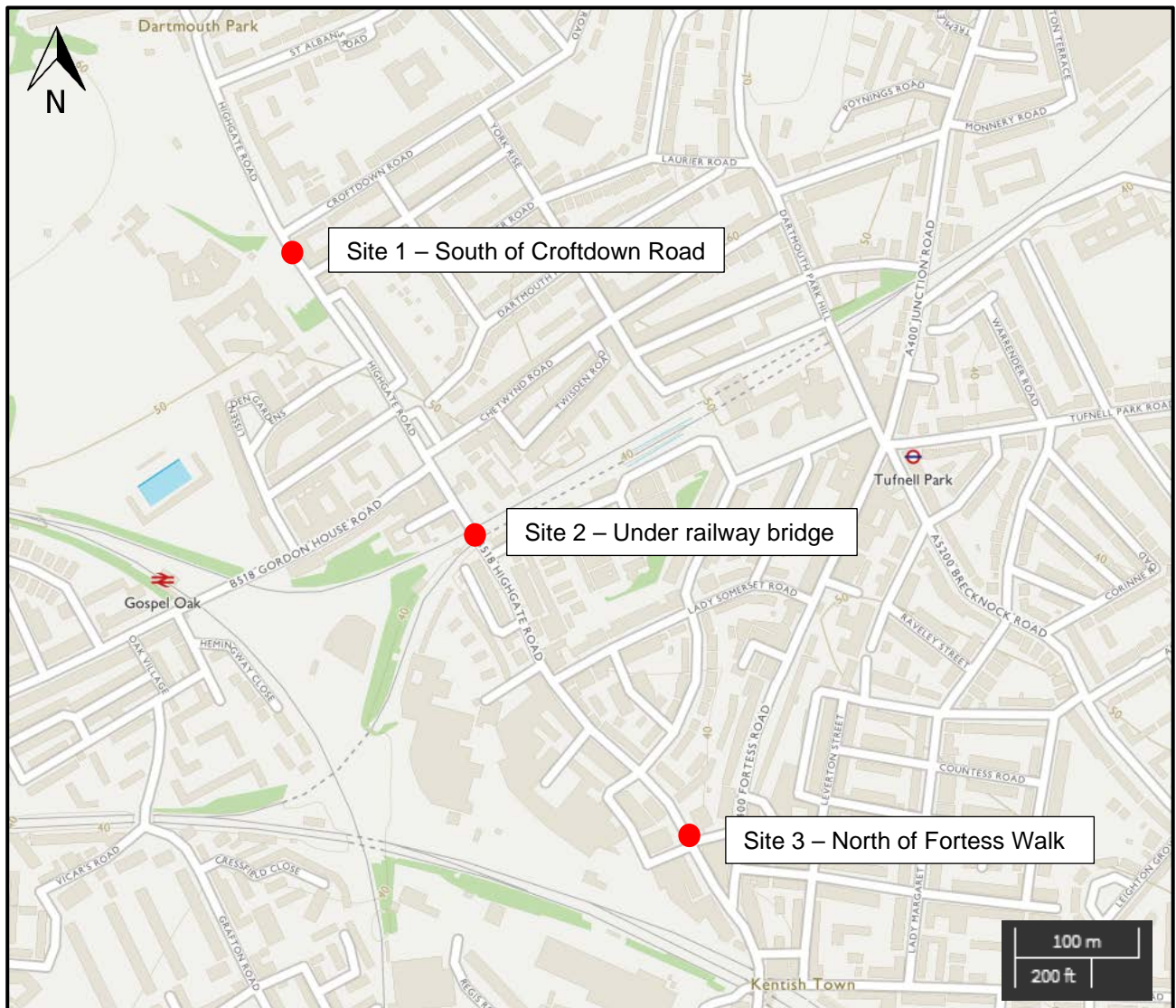
## Motor Vehicle Data

To establish changes in local traffic flows, **'Before'** and **'After'** scheme traffic counts for three sections of the Highgate Road Safe and Healthy Streets scheme have been compared.

**'Before'** scheme data was collected using Automatic Traffic Counts (ATCs) in September 2020, prior to the implementation of the scheme.

**'After'** scheme data was collected using Automatic Traffic Counts (ATCs) in September 2021, 12 months after the implementation of the scheme.

The location of the ATC counts are shown below.





Traffic Count Comparison				
Site		Vehicle Count		
		September 2020	September 2021	Change (%)
Site 1	Northbound	6976	6651	- 4.7
	Southbound	5961	6736	13.0
Site 2	Northbound	6130	6594	7.6
	Southbound	6003	7489	24.8
Site 3	Northbound	6169	6672	8.2
	Southbound	5262	6769	28.6
Summary			Northbound	3.7
			Southbound	22.1
			Overall	12.9

The data above shows that there has been an overall increase of 12.9% in traffic flow along Highgate Road, in both directions. There has been a slight increase of 3.7% in the northbound direction, with 22.1% more vehicles travelling in the southbound direction.

This increase in traffic levels has highlighted the risk of a car-led recovery from the pandemic, as public transport use/capacity has been constrained.

Traffic Speed Comparison				
Site		Average Vehicle Speed (mph)		
		September 2020	September 2021	Change (%)
Site 1	Northbound	16.4	16.2	- 0.9
	Southbound	18.1	18.0	- 0.3
Site 2	Northbound	16.4	16.0	- 2.4
	Southbound	19.2	19.0	- 0.8
Site 3	Northbound	20.8	20.3	- 2.2
	Southbound	18.6	17.4	- 6.2
Summary			Northbound	- 1.8
			Southbound	- 2.4
			Overall	- 2.1

The table above has shown that there has been an overall decrease of 2.1% in general traffic speed in both directions along Highgate Road, improving safety for all road users.



Cycle Count Comparison				
Site		Cycle Count		
		September 2020	September 2021	Change (%)
Site 1	Northbound	459	427	- 6.9
	Southbound	421	372	- 11.7
Site 2	Northbound	600	479	- 20.2
	Southbound	620	614	- 1.0
Site 3	Northbound	533	537	0.8
	Southbound	227	393	73.1
Summary			Northbound	- 8.8
			Southbound	20.1
			Overall	5.7

From the table above, there has been an 8.8% decrease in cycle flow in the northbound direction, and a 20.1% increase in the southbound direction. This has led to an overall increase of 5.7% in cycle flow along Highgate Road, compared to pre-scheme levels.



## iBus Data

There are three Transport for London bus routes that travel along Highgate Road, these are:

- Route 88
- Route 214
- Route C11

iBus data for the bus routes above has been provided by Transport for London for Highgate Road for the following periods:

- August 2020 ('**Before**' scheme)
- July 2021 ('**After**' scheme)

Bus Speed Comparison				
Route		Bus speed (mph)		
		August 2020	July 2021	Change (%)
Route 88	Northbound	14.8	13.2	- 10.8
	Southbound	11.9	11.9	0.0
Route 214	Northbound	13.4	13.0	- 3.0
	Southbound	12.7	12.8	0.8
Route C11	Northbound	11.6	11.7	0.9
	Southbound	11.1	11.3	1.8
Summary	Northbound			- 4.3
	Southbound			0.9
	Overall			- 1.7

As shown above, there was an overall decrease of 1.7% in bus speeds along Highgate Road. There was a decrease in the northbound direction, with an increase in speed in the southbound direction. Bus speeds have been impacted by the increases in traffic levels on Highgate Road noted in the previous section (the northbound bus lane in the northbound exists more intermittently in terms of extent than southbound bus lane on Highgate Road). Given these increases in background traffic levels between September 2020 and September 2021, it is likely that the impact on bus reliability and journey speeds would have been even more pronounced had the 24/7 hours extension not been in place.