



Millfield Lane Safe & Healthy Streets Scheme Detailed Information

This document sets out data and other information gathered during the trial period of the Millfield Lane one-way scheme. This has been gathered and analysed to help assess the impact of the scheme during the trial period of operation. The data and feedback are summarised below.

Traffic Count Data

Weekly motor traffic turning movement counts (car, van, lorry, bus, and motorcycle) were taken over the following seven-day periods during the scheme trial:

- Saturday 19th September 2020 to Friday 25th September 2020
- Tuesday 1st June 2021 to Monday 7th June 2021

The counts covered the total number of motor vehicles on a Monday to Sunday.

The data count locations are shown in **Figure 1** on the final page of this document as follows (location numbers on **Figure 1** are carried across to **Table 1**): The junction with Millfield Lane, Fitzroy Park and Merton Lane (Site 1), the junction with Merton Lane and Highgate West Hill (Site 2) and the junction with Millfield Lane and Highgate West Hill (Site 3).

It is recognised that the Covid-19 pandemic has had an impact on general traffic levels throughout London and in Camden. Data from Transport for London shows that there was a 1.2% increase in traffic levels across inner London in June 2021 compared to September 2020.

The traffic count data gathered is summarised in **Table 1** overleaf, which shows daily average traffic flows based on the weekly counting periods noted above. Please note that vehicles are counted at two separate count points at each junction, therefore Northbound / Southbound / Eastbound / Westbound total movements are equivalent to double the totals presented within the 'All directions (total vehicles)' figure at each Site.

Table 1 –Traffic Count Data: Daily Average Vehicle Counts (Monday to Sunday, AM and PM peaks)

Site	Ref #	Location	Direction of travel	AM Peak (08:00-10:00)			PM Peak (17:00-19:00)		
				Sept 2020	June 2021	Change (2020 to 2021)	Sept 2020	June 2021	Change (2020 to 2021)
1	1	Site 1: Junction of Millfield Lane, Fitzroy Park and Merton Lane	All directions (total vehicles)	104	187	+80%	129	171	+33%
	1A	Fitzroy Park	Southbound	12	15	+25%	23	25	+9%
			Northbound	15	23	+53%	15	21	+40%
	1B	Merton Lane	Westbound	28	38	+36%	25	37	+48%
			Eastbound	82	158	+93%	111	143	+29%
	1C	Millfield Lane (south)	Northbound	63	132	+110%	79	109	+38%
			Southbound	5	4	-20%	2	7	+250%
	1D	Millfield Lane (north)	Southbound	2	0	-100%	1	1	0%
Northbound			2	2	0%	0	1	n/a	
2	2	Site 2: Junction of Merton Lane and Highgate West Hill	All directions (total vehicles)	1,472	1,461	-1%	1,705	1,845	+8%
	2A	Highgate West Hill (north)	Southbound	857	821	-4%	673	792	+18%
			Northbound	557	540	-3%	952	975	+2%
	2B	Highgate West Hill (south)	Northbound	512	454	-11%	895	895	0%
			Southbound	836	860	+3%	702	812	+16%
	2C	Merton Lane	Eastbound	103	187	+82%	137	166	+21%
Westbound			51	61	+20%	51	66	+29%	
3	3	Site 3: Junction of Millfield Lane and Highgate West Hill	All directions (total vehicles)	1,378	1,343	-3%	1,555	1,697	+9%
	3A	Highgate West Hill (north)	Southbound	842	848	+1%	644	761	+18%
			Northbound	471	409	-13%	850	844	-1%
	3B	Highgate West Hill (south)	Southbound	514	475	-8%	890	913	+3%
			Northbound	817	795	-3%	622	730	+17%
	3C	Millfield Lane	Eastbound	22	20	-9%	21	22	+5%
Westbound			90	140	+56%	83	123	+48%	

Site 1 – Junction of Millfield Lane, Fitzroy Park and Merton Lane

At the junction of Millfield Lane, Fitzroy Park and Merton Lane an 80% increase in traffic was recorded in the AM peak, and a 33% increase in the PM peak.

Increases in traffic in both Eastbound and Westbound directions were recorded at Merton Lane in the AM and PM peaks, with the largest increase recorded in the AM peak in an Eastbound direction (+93%). Millfield Lane (south) experienced a 110% increase in Northbound traffic in the AM peak, and a 38% increase in the PM peak. Southbound flows remained broadly stable in the AM and PM peaks.

Fitzroy Park and Millfield Lane (north) recorded stable traffic levels between 2020 and 2021.

The data for each direction as a percentage of overall flows through the Site 1 junction is presented in the table below. In the AM peak, Merton Lane Eastbound makes up the largest percentage of flows through the junction, equivalent to 42% of the overall flows. Millfield Lane (south) Northbound recorded the highest percentage change between 2020 and 2021, increasing from 30% to 35% of the overall traffic through the junction.

Flows in the PM peak remained relatively stable, with flows increasing by no more than 1%, and decreasing by no more than 2%. Merton Lane Eastbound continued to record the highest proportion of flows through the junction, equivalent to 42% of all traffic.

Ref #	Location	Direction of travel	AM Peak (08:00-10:00)			PM Peak (17:00-19:00)		
			Sept 2020	June 2021	Change (2020 to 2021)	Sept 2020	June 2021	Change (2020 to 2021)
1A	Fitzroy Park	Southbound	6%	4%	-2%	9%	7%	-2%
		Northbound	7%	6%	-1%	6%	6%	0%
1B	Merton Lane	Westbound	13%	10%	-3%	10%	11%	+1%
		Eastbound	39%	42%	+3%	43%	42%	-2%
1C	Millfield Lane (south)	Northbound	30%	35%	+5%	31%	32%	+1%
		Southbound	2%	1%	-1%	1%	2%	+1%
1D	Millfield Lane (north)	Southbound	1%	0%	-1%	0%	0%	0%
		Northbound	1%	1%	0%	0%	0%	0%

Site 2 - Junction of Merton Lane and Highgate West Hill

At the junction of Merton Lane and Highgate West Hill, a 1% reduction in traffic was recorded in the AM peak, and an 8% increase in the PM peak. Increases in traffic in both Eastbound and Westbound directions were recorded at Merton Lane in the AM and PM peaks, with the largest increase recorded in the AM peak in an Eastbound direction (+82%).

Relatively minor fluctuations in traffic flow were recorded on Highgate West Hill in both Northbound and Southbound directions in the AM and PM peaks. The largest change was recorded in the PM peak, with an increase of 18% in Southbound traffic (Ref # 2A).

The data for each direction as a percentage of overall flows through the Site 2 junction is presented in the table below. In the AM peak, Highgate West Hill Southbound (both count locations) made up the highest percentage of all flows through the junction, totalling 57% across the two count locations. Merton Lane Eastbound recorded the highest percentage

change between 2020 and 2021, increasing from 4% to 6% of overall traffic through the junction.

In the PM peak, flows at Highgate West Hill Northbound (both count locations) decreased by 2%, making up 26% and 25% of the overall total, respectively. Southbound flows increased by 1% from 20% and 21% to 21% and 22%. Flows at Merton Lane Westbound also increased from 1% to 2% of the overall traffic through the junction.

Ref #	Location	Direction of travel	AM Peak (08:00-10:00)			PM Peak (17:00-19:00)		
			Sept 2020	June 2021	Change (2020 to 2021)	Sept 2020	June 2021	Change (2020 to 2021)
2A	Highgate West Hill	Southbound	29%	28%	-1%	20%	21%	+1%
		Northbound	19%	18%	-1%	28%	26%	-2%
2B	Highgate West Hill	Northbound	18%	16%	-2%	26%	24%	-2%
		Southbound	29%	29%	0%	21%	22%	+1%
2C	Merton Lane	Eastbound	4%	6%	+2%	4%	4%	0%
		Westbound	2%	2%	0%	1%	2%	+1%

Site 3 - Junction of Millfield Lane and Highgate West Hill

At the junction of Millfield Lane and Highgate West Hill, similar changes in overall traffic counts were recorded as at the junction of Merton Lane and Highgate West Hill (Site 2). Flows in the AM peak reduced by 3% and increased in the PM peak by 9%. Millfield Lane experienced a 56% increase in Westbound traffic in the AM peak, and a 48% increase in the PM peak. Eastbound flows reduced by 9% in the AM peak, though increased marginally in the PM peak (5%, equivalent to 3 vehicles).

Relatively minor fluctuations in traffic flow were recorded on Highgate West Hill in both Northbound and Southbound directions in the AM and PM peaks. The largest change was recorded in the PM peak, with an increase of 17% in Northbound traffic (Ref # 3B).

The data for each direction as a percentage of overall flows through the Site 3 junction is presented in the table below. In the AM peak, Merton Lane Westbound recorded the highest percentage change between 2020 and 2021, increasing from 3% to 5% of overall traffic through the junction. The largest reduction as a percentage of overall traffic flows was recorded at Highgate West Hill, reducing from 17% to 15%.

In the PM peak, Millfield Lane Westbound increased by 1%, Highgate West Hill Northbound (Ref #3B) by 2%, and Highgate West Hill Southbound (Ref #3A) by 1%. Reductions of 2% were recorded Highgate West Hill Northbound (Ref #3A) and at Highgate West Hill Southbound (Ref #3B).

Ref #	Location	Direction of travel	AM Peak (08:00-10:00)			PM Peak (17:00-19:00)		
			Sept 2020	June 2021	Change (2020 to 2021)	Sept 2020	June 2021	Change (2020 to 2021)
3A	Highgate West Hill	Southbound	31%	32%	+1%	21%	22%	+1%
		Northbound	17%	15%	-2%	27%	25%	-2%
3B	Highgate West Hill	Southbound	19%	18%	-1%	29%	27%	-2%
		Northbound	30%	30%	0%	20%	22%	+2%
3C	Millfield Lane	Eastbound	1%	1%	0%	1%	1%	0%
		Westbound	3%	5%	+2%	3%	4%	+1%

Figure 1 – Location of Traffic Counts

