

Community Engagement on Covid-19 Response

Measures to encourage cycling and walking in Hampstead and Frognal & Fitzjohns

**Prepared in support of Camden's COVID-19 response: enabling
safe travel in Camden (SC/2020/74)**

by

**Hampstead Transport Partnership
Hampstead Neighbourhood Forum
and Councillors
for Hampstead Town and Frognal & Fitzjohns wards**

May 2020

Community Engagement on Covid Response Measures to encourage cycling and walking - May 2020

1. Context and Methodology.....	4
1.1. National Context.....	4
1.2. Camden Response and Local Survey	4
1.3. Survey Response	5
2. Cycling	5
2.1. Key Conclusions	5
2.2. Lanes to protect cyclists on busy roads	6
2.3. Cycle Lanes on steep hills	8
2.4. Concern for all road users.....	9
2.5. Shared Streets	9
2.6. Better marking of quiet cycle routes.....	10
2.7. The Problem of Traffic.....	11
2.8. Cycling over Hampstead Heath	11
3. Cycle Infrastructure.....	11
3.1. Key Conclusions	11
3.2. Cycle Storage.....	11
3.3. Cycle Repair, Maintenance and Exchange.....	13
3.4. Hire Bikes	13
4. Traffic Flow and Low Traffic Neighbourhoods.....	13
4.1. Key Conclusions	13
4.2. Specific Rat Running Problems	15
4.3. Schools.....	16
4.4. Low Traffic Neighbourhood	17
4.5. Park and Stride	18
4.6. Parking	18
4.7. The Elderly those with impaired mobility.....	18
4.8. Electric Vehicles.....	19
4.9. Temporary Width Restrictions.....	19
4.10. SUVs and large vehicles	19
5. Public Transport.....	19
5.1. Key Conclusions	19
5.2. Electric Hoppa Buses.....	19
5.3. Orbital Bus Routes	20
5.4. Public Transport Service Levels	20
6. Pavements and Footpaths	20
6.1. Key Conclusions	20
6.2. Pavement Widening	21
6.3. One-way Controls	21
6.4. Pavement Restrictions and Obstacles	22
6.5. Removal of Parking Bays.....	22
6.6. The Problem of upper Heath Street	23

7. Junctions and Crossings	23
7.1. Key Conclusions	23
7.2. Zebra Crossings	23
7.3. Other Crossings	23
7.4. Re-phased Traffic Lights	24
7.5. Reduced Speed Limits	24
8. Other Proposals	24
8.1. Delivery Services	24
8.2. Road Reclassification	24
9. Appendix [a] - Survey	25
10. Appendix [b] - Suggestions by Category	27
11. Appendix [c] - Suggestions Mentioning a Specific Location	30

1. Context and Methodology

1.1. National Context

- The sharp drop in use of public transport as a result of the Covid-19 lockdown is expected to be maintained at least for the rest of 2020. The Department for Transport estimates that government guidance on social distancing will restrict public transport use to between one-tenth and one-fifth of pre-coronavirus levels. This creates a risk that, as lockdown restrictions are eased, the use of motor vehicles could rise to abnormal levels.
- On 9 May, Grant Shapps, Secretary of State for Transport, announced a £250 million 'Emergency Active Travel Fund' to support local councils in taking swift measures to promote walking and cycling. Working with the Mayor of London and Transport for London, Camden Council is accelerating changes to streets so as to encourage walking and cycling and discourage use of cars.
- According to the National Travel Survey, over 40% of urban journeys in the UK in 2017-18 were under two miles. The Department for Transport estimates that a 5% increase in cycling will result in 8 million fewer car journeys, 9 million fewer rail journeys and 13 million fewer bus journeys.

1.2. Camden Response and Local Survey

- Camden Council has initiated a [Covid-19 Response](#) plan and is using delegated powers to progress schemes where there is evidence of demand from local stakeholders.
- With the support of other local organisations and ward councillors, Hampstead Neighbourhood Forum invited residents and businesses in Hampstead Town and Frognal & Fitzjohns wards to suggest potential projects.
- Responses were sought via an online survey between 24 and 31 May 2020. The survey is shown in Appendix [a] below.
- The link to the survey was publicised through channels including:
 - The Forum's website and email to more than 800 supporters
 - Email newsletter from Councillors for Hampstead Town and Frognal & Fitzjohns wards.
 - Distribution by Heath & Hampstead Society
 - "I Love Hampstead" website and newsletter
 - Local organisations belonging to the Hampstead Transport Partnership, including Redington & Frognal Neighbourhood Forum and Green School Runs.
- It was important to identify changes that could be implemented swiftly, offered greatest benefits for the lowest cost, and commanded community support (as solutions will not be subject to traditional consultation exercises). Those responding to the survey were therefore asked to focus on initiatives which they felt met the following five tests, although suggestions on more long-term measures were also invited:
 - can be implemented quickly and cheaply
 - reversible – meaning they can be quickly withdrawn if they cause unforeseen issues (seen as a key factor in securing community support).
 - encourage greater cycling and walking to schools or places of work by those who can (and therefore protect precious public transport resources for those who can't).
 - align with wider strategic priorities for Hampstead as set out in the Camden Transport Strategy, the draft Climate Action Plan, and Clean Air Action Plan and the Hampstead Neighbourhood Plan.
 - there is evidence of widespread community support.

- Suggestions were invited in particular on cycle lanes & Infrastructure, pathways, junctions/crossings, pedestrian and/or cycle only zones, public transport, green/public spaces and traffic volumes.
- Responses were invited through an online survey tool and via email.

1.3. Survey Response

- A total of **226** responses were received of which:
 - 202 were entered on the web survey
 - 24 were received via email.
 - 41 responses were from those who did not live or work inside the NW3 postal area (or who did not include a postcode). These replies were taken into account, but not included in the statistics set out below, which cover those living or working in NW3.
- A single consolidated response was received from members of Hampstead Transport Partnership, including Green School Runs and Redington & Frognal Neighbourhood Forum.

2. Cycling

2.1. Key Conclusions

- 98 comments and suggestions were made on the subject of cycling and cycle infrastructure, more than on any other subject.
- However, views differed. There were 25 objections to unqualified support for cycling, 16 comments expressing unease about cycle lanes, and 22 in favour. A further five comments asked that action to promote walking and cycling should not overlook the needs of the elderly or those with mobility access.
- This compares with only four objections received across all the other areas of the survey, of which two questioned whether any measures in response to the Covid emergency were necessary.
- A number of responses expressed strong support for cycle lanes, arguing that their time had come for the following reasons:
 - they encourage more people to cycle
 - they lead to fewer accidents
 - they make it faster to get into central London
 - they ensure that cyclists struggling up hills are not pressurised by other road users.
- The most popular potential location for a cycle lane was Finchley Road, mentioned in five responses, followed by links between Hampstead and central London (four responses), and Fitzjohn's Avenue, Hampstead High Street, Haverstock Hill and a Hampstead-Highgate route each mentioned in two responses.
- Those expressing scepticism on the use of cycle lanes cited the following reasons:
 - their perceived divisiveness
 - they only catered for established "fast" cyclists
 - creating exclusive areas for some road users reduced the carriageway for others
 - they did not reduce vehicle speeds or improve driver behaviour
 - cycle lanes which stopped and started had the effect of funnelling cyclists suddenly into general traffic, and were potentially dangerous
 - they were inappropriate given the narrow width of many Hampstead streets
 - they were being imposed on local communities without regard for the elderly or those with impaired mobility

- A number of comments expressed a desire for “inclusivity”, through streets which are permeable, open to the needs of all and which encourage mutual respect between the different types of road user.
- However, there was less resistance to the promotion of cycle routes through less busy roads. A number of comments expressed support for better marking of quiet cycle routes to other neighbourhood centres and into central London. Ten comments proposed the establishment of marked or signposted quiet routes for walking and cycling routes to and from Hampstead.
- In general terms the most favoured measures appeared to be those which would encourage a greater number of non-cyclists and “general cyclists” to make greater use of their bikes, rather than those aimed more exclusively at established cyclists.
- The degree of unease from some members of the community on matters of cycling indicates that the message “those who can are asked to walk or cycle on behalf of those who can’t” is not fully appreciated.
- The concern voiced in some responses that the interests of cyclists are being placed ahead of pedestrians perhaps reflects the large numbers of elderly residents in Hampstead. In fact Camden’s Transport Strategy 2019 sets out a road user hierarchy giving priority (in descending order of preference) to pedestrians, cyclists and public transport.

2.2. Lanes to protect cyclists on busy roads

- 12 comments were in favour of cycle lanes on busy roads, with a further 10 keen to see cycle lanes at other locations and/or more widely across the neighbourhood.
- Comments in support of a network of dedicated cycle lanes emphasised their role in promoting safety for all road users and encouraging more people to cycle:

- ✎ “Where the whole road is not designated for cyclists, shared space should be physically separated. This is safer for motorists, who don’t have cyclists in their blind spots. This is safer for cyclists, who won’t have motorists on their tails”
- ✎ “Many people commute on the train to get to work. Camden is notoriously bad for not having a route into town. We need to be able to cycle to work safely. So a route into Tottenham Court Road area and then ideally on into the city. Public transport will be used less due to coronavirus fears and more cars will be an environmental and congestion disaster.”
- ✎ “Please let’s have more physical barriers on the road so cyclists are more protected from cars.”
- ✎ “Clear lanes that run north - south through Camden allowing us to access the excellent cycle superhighways of inner London....for me one running through Kentish Town High Street would be excellent.”
- ✎ “Without continuous cycle lanes that lead all the way into the city, cars will always be a threat to cyclists at some point along their route making cycling a dangerous transport option. This also makes it impossible for children and families to cycle to school.”
- ✎ “Cycling is socially distanced by nature, zero emissions and a valuable form of exercise. It ticks many boxes for many people but is currently too dangerous as there is no truly safe network of cycle lanes.”
- ✎ “Too intimidating to cycle with traffic. More dedicated cycle lanes, more people will use their bikes. Better for environment, healthier for the population.”

- However, other responses questioned the wider benefits of cycle lanes on busy roads, particularly commenting on cycle lanes which stop and restart, funnelling cyclists into general traffic.

- Cycle lanes on busy roads were perceived by some as attractive only to a specific group of established 'fast' cyclists, but were not seen as encouraging more people to cycle overall.

- ✎ "Rather than have cycle lanes on busy roads (for fast cyclists), you should close residential streets to cars (except for access) and create cycle routes that are traffic free (but require slower cycling - but cycling that would work for families/children - ie car free!!) This would massively reduce school traffic and other local traffic."
- ✎ "Fast cycle lanes (on traffic-y roads) will not make families use bikes."
- ✎ "I have cycled in London for many decades, and I have tended to never use cycle lanes, seeing them as death traps, due to their lack of width, their mix of different levels of cyclist, and the stopping and starting nature ... in order to accommodate safely the expected rise in number of cyclists they have to, in effect, be able to accommodate different speeds of cyclists, rather than to expect fast cyclists to slow down behind the frightened ones."
- ✎ "The past cycle ways have not been joined up, so it was not safe. Also, the proposed cycle lanes have been proposed on major roads, such as the Finchley Road - this just pushes motor traffic onto minor roads, which is very unsafe for the pedestrians and cyclists on those minor, residential roads."

- Nevertheless, there was considerable support in other responses for cycle ways for certain important through roads:

- Finchley Road 5 requests
- Hampstead to Highgate 2 requests
- Hampstead to London 4 requests

- The five comments relating to Finchley Road emphasised the threat to cyclists on this extremely busy stretch:

- ✎ Make temporary 24 hour cycle lanes on the important through roads such as the outside lanes of Finchley Road. (Side streets may need peak time flow changes to avoid rat-running). We need to be able to cycle to work safely. So a route into Tottenham Court Road area and then ideally on into the city.
- ✎ Many parents would allow their children to cycle to school in Finchley Rd was safer for them
- ✎ Dedicate one line of Finchley road in each direction to cycling - all day from Fortune Green ; no parking allowed on this lane. Best would be that this lane is not shared with buses or any car. Be particularly careful at Swiss cottage junction as this is currently dangerous.
- ✎ Cycling on Finchley road is very dangerous at the moment as there is no special lane for bikes.

- Two comments highlighted the journey between Hampstead and Highgate and noted that cycling from Highgate to Hampstead's schools would be more attractive if a continuous stretch of cycle lane existed:

- ✎ The cycle lane from Whitestone Pond to the Spaniards Inn works really well. However it does not continue after Spaniards. The pavements are very wide on both sides and could easily accommodate this. It is a busy road to share with cars. Many more parents would therefore allow their children to cycle without the danger of the busy road. The pavements are very quiet at this time. This would significantly reduce car congestion and pollution.
- ✎ Currently good cycle lane part of way from Hampstead to Highgate but not all way especially to allow children to cycle to school.

2.3. Cycle Lanes on steep hills

- A number of comments pointed to specific locations in which a short stretch of cycle lane would significantly assist cyclists. A key factor was Hampstead's hilly environment with cyclists struggling up hills with motorists on their tail. Locations highlighted included:
 - the hilly parts of Haverstock and Rosslyn Hills
 - Fitzjohn's Avenue
 - North End Way cutting (North of Jack Straw's Castle)

- ✎ Due to the hills around Hampstead it's often problematic with cars getting stuck behind people cycling, causing traffic build up, pollution, etc. Having cycle lanes would ease that burden, make it safer for cyclists and give everyone a better chance of getting where they're going safely

- Two responses suggested introducing cycle lanes on Hampstead High Street, with one suggesting that cycles were diverted along East Heath Road.

2.4. Concern for all road users

- Comments questioning cycling and cycle infrastructure did not generally object to cycling per se, but indicated that cycling was being imposed on local communities without regard for their wishes or the needs of other road users, particularly the elderly and those with impaired mobility. Typical comments:

- ✎ “Cycling should be a chosen mode not a forced one (especially for older citizens).”
- ✎ “There are a lot of elderly and infirm people in this area. Cycling is out of question round here (not least because of steepness of hills) for all but youngest, fittest, most experienced cyclists, so if you don't want us to drive, make the walking easier. But bear in mind we can't all walk much.”
- ✎ “For those over 70 it is too late to learn to ride a bike and most of us feel it's also too dangerous at our age, given how much other traffic there is and how dangerously young bikers operate.”
- ✎ “I am 76 and able to walk within reason but not carrying shopping; I need to drive to go to Sainsburys or M&S. I find cyclists a hazard when driving and I would request that you consider elderly people such as myself before making too many changes to cycle zones. the assumption always seems to be that people can change to cycling but that is not always the case”

- A number of responses indicated the that greater segregation might lead to a potential “me first” attitude to other road users:

- ✎ "I also feel that where there is a cycling lane, cyclist should be banned from using the road. After all, cars don't have the option of using cycling lanes or pavements, they must stick to the road so why can't cyclists do the same."
- ✎ "Make pedestrians criminally liable for not taking care about cyclists “

2.5. Shared Streets

- By contrast, a number of comments emphasised the challenges of Hampstead's street environment and the need to consider the carriageways as a single shared space:

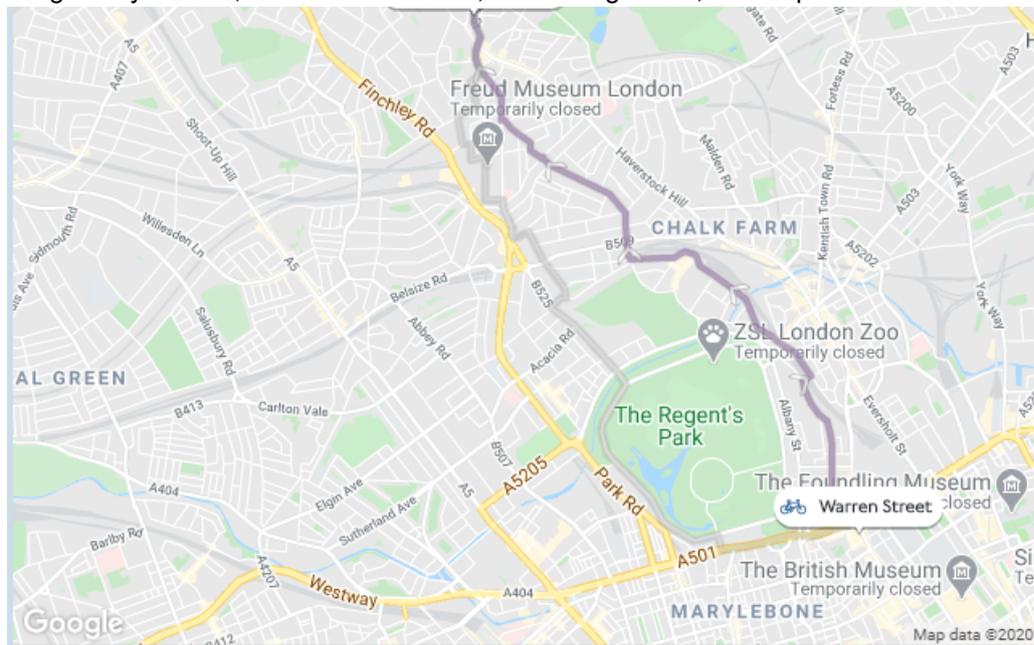
- ✎ “It must be clear that, while pedestrians' have the right of way at all times, the operative word is ~shared'. In my experience, most drivers are much better at ~sharing' than many pedestrians and all too many cyclists.
- ✎ “The needs of cyclists and pedestrians should be seen as one, with the focus being to reduce traffic dominance, provide additional crossing points, widen pavements and improve driver behaviour.”

2.6. Better marking of quiet cycle routes

- Better waymarking of quiet cycle routes to and from Hampstead and Central London was supported, and between Hampstead and other local centres. Ten responses favoured this suggestion.
- Cycle lanes on less busy roads were seen as a more attractive way of encouraging all people to cycle. The TfL journey planner was highlighted as a useful source of these routes, but the overall feeling was that these were not properly understood or waymarked:

- ✎ “Many cyclists lack confidence to cycle outside Hampstead because they do not know quiet routes, even though these routes exist and are proposed by TfL journey mapping tools. Marking quiet cycle routes would significantly increase the confidence of new cyclists and would involve minimal infrastructure cost.”
- ✎ “Don't put cycle lanes on major roads, but on parallel roads”.
- ✎ “Marked cycle lines on quiet routes into town (avoiding Chalk Farm Road) and to other destinations used by local residents. This will give people confidence to use less well-known, but much more pleasant cycle routes without constantly having to check maps or apps.
- ✎ “Quiet cycle lanes to be marked in different colours depending on the itinerary (eg the one leading to Soho would be green but the one leading to the City could be red and the one to Notting Hill blue, much like the different colours of different tube lines).”

- Proposed quiet cycle routes included:
 - South End Green to Regents Park
 - via Parkhill road, across Haverstock road to Steele's Road, Primrose Hill.
 - Hampstead to Warren Street
 - via Akenside Road, Belsize Crescent, Belsize Park Gardens, Primrose Hill Road, King Henry's Road, Gloucester Avenue, Park Village East, Stanhope Street.



- Hampstead to Highgate
- South End Green to Kentish Town

2.7. The Problem of Traffic

- A number of responses indicated that provision of cycle infrastructure is less important than measures to reduce overall traffic volumes in the area:

✎ " If we can reduce car traffic cycling is bound to grow"

2.8. Cycling over Hampstead Heath

- Five responses proposed relaxing restrictions on cycling over Hampstead Heath during the Covid emergency, to provide a quieter way to cycle between Hampstead, Highgate and Parliament Hill:

- ✎ "Our daughter cannot cycle through Hampstead Heath to get to Parliament Hill School. It seems absurd that she is forced to cycle through South End Green on roads to do this journey."
- ✎ "whilst cycling should not be allowed everywhere on the heath a greater number of routes would extend safe cycling to people moving across north to central London."
- ✎ "The cycle paths in Hampstead Heath should be much more clearly marked and entry points that allow bikes also clearly marked. Due to my commute I don't cycle in the Heath often but when I do it's not always clear where to go."

3. Cycle Infrastructure

3.1. Key Conclusions

- There was support for the provision of additional cycle hoops and Sheffield stands, not only in neighbourhood centres, but across the area, with 12 responses in favour of this approach, a number commenting on their low cost and flexibility. There was less interest in cycle storage hangars, with only four comments in support.
- Some responses commented on the extent of cycle ownership Hampstead, and identified the lack of local repair and maintenance facilities as a disincentive for residents to use their bikes for local journeys. The possibility of support for local cycle exchange facilities was also suggested as it was felt that some older residents would be happy to give up their cycles to younger users.

3.2. Cycle Storage

- Cycle hoops and Sheffield stands were the preferred solution to cycle parking, with 12 suggestions. Key perceived benefits were:
 - Low cost
 - Small footprint
 - Flexibility of location (on lamp posts, pavements, parking bays)
 - Less intrusive

- One response included a link to a recommended design of cycle hoop which fixes onto any lamp or sign-post:



- ✎ “More hoops for cycles on Hampstead High Street. There is currently one with the 2 same old bikes every day.”
- ✎ “There is a dearth of cycle hoops in Hampstead, this causes cycles to be locked against lamp posts which sometimes are not in the ideal places, as somethings the street is narrow. There should be imagination used in Hampstead village centre, especially north of Hampstead station perhaps side streets or wider parts of the pavements could be used. In the residential areas with lots of flats there should be cycle hoops at regular opportune points, to allow residents to tie their own bikes to them if their block does not have provision”
- ✎ “Cycle hoops in preference to hangars are recommended as [a] they are far cheaper, [b] they are easier to use, [c] they can be installed in many more locations, [d] they are less intrusive. A much more extensive provision of cycle hoops would encourage cycling both to/from neighbourhood centre and to other locations.”

- Recommended locations for cycle hoops were:-

Location	Responses
Back Lane	1
Briardale Gardens	1
Hampstead High Street	3
Heath Street – by Holly Bush Vale	1
Heath Street – by Oriel Place	1
Holly Walk – top of Mount Vernon Steps	1
Rosslyn Hill	1
South End Road	1

- There was less support for cycle hangars, with only four suggestions. No specific locations were proposed.

3.3. Cycle Repair, Maintenance and Exchange

- The importance of local repair, maintenance and exchange facilities was highlighted by some comments

- ✎ “Anecdotal evidence indicates that many residents own cycles, but do not have the confidence to use them as they are in poor condition. In other circumstances residents own cycles which they do not use, but which could be passed on to other users.”
- ✎ “At the moment, I wouldn't even know where to take my bike for maintenance.”
- ✎ Council support (eg through low leases on empty council-owned commercial property and/or leaflet campaign) for start-up cycle maintenance and repair shops

3.4. Hire Bikes

- Two comments proposed extension of the Santander cycle hire scheme to Hampstead, but others recommended more opportunities to hire e-bikes, recognising Hampstead's hilly terrain.
- A number of responses expressed concern that expansion of e-bike hire needed to be accompanied by measures to ensure they were not parked indiscriminately, resulting in a 'free for all'. The following comment was typical of a number received:

- ✎ ““For the moment, people can leave them anywhere, including in front of driveways/gates and people's entrance doors. Recently an elderly resident in my road could not get out of her front door as it was obstructed by a bright orange electric bike and too heavy for her to move.”

- Some comments advocated that this problem was resolved through the use of 'virtual' docking stations, under which bike hire apps would incentivise users to park their bikes at one of a number of locations designated by Camden:

- ✎ “This would help to encourage their use. It would also reduce objections to hired bikes from residents like me who see them as dangerous because they are often left in random places where people, especially those with reduced vision, can fall over them”.
- ✎ “Anecdotal evidence that opposition to bike hire schemes will melt away if cycles are left in appropriate locations and are not strewn on pavements. This measure also enables greater capacity to allow larger numbers of hired bikes to be used in the area.”

4. Traffic Flow and Low Traffic Neighbourhoods

4.1. Key Conclusions

- Responses from all parts of the Hampstead Town and Frognal & Fitzjohns wards pointed to traffic volumes as a major disincentive to walk or cycle. Progress was seen as dependent on its resolution. Particular areas of concern were:
 - through traffic, either routed through Hampstead's streets by satellite navigation systems or attempting to 'rat run' to get to and from Central London faster.
 - issues at and around schools

- A very interesting submission highlighted the interconnected nature of traffic flows across Hampstead, pointing out that Briardale Gardens is used as an entrance for rat runners from the A41, who then go on to cause congestion in other local streets as they use the Hampstead area as a short-cut to central London.
- There was very strong support for the development of a Low Traffic Neighbourhood covering both wards, with no fewer than 57 suggestions on this subject:-
 - 26 recommended pedestrianisation or partial pedestrianisation
 - 15 recommended residents-only streets at certain times of day
 - 3 recommended one-way systems at peak times (tidal flow)
 - 15 recommended one-way systems
- Quick-wins recommended included:
 - Temporary width restrictions through use of hay bales to set-up temporary chicanes.
 - Temporary speed limits
 - Temporary one-way streets (achieved via signage only)
 - Manned drop-off points for parents, away from school streets from which children could be guided to their schools.
 - Park-and-stride facilities, supported by free parking at the East Heath, O2 Centre and Jack Straws Car Parks, and the availability of e-bikes for hire.
 - Increased charges for on-street parking and removal of free parking on Sundays to disincentivise leisure journeys by car to Hampstead
- A number of responses highlighted the difficulty involved in widening footways along upper Heath Street because of the narrow carriageway width and concluded that the only solution was to implement a one-way system with vehicles running northbound along upper Heath Street and southbound only along East Heath Road.
- Two responses recommended bans on large vehicles from Hampstead High Street and Arkwright Road respectively.
- Various responses emphasised the need for careful planning of changes at an area-wide level, to ensure that measures were implemented in a 'joined-up way, ensuring that changes in one street did not have unexpected impacts elsewhere. One response used the example of the East Heath Traffic Calming Zone, introduced approximately 20 years ago, to indicate how careful planning could bring substantial improvements.
- Locations highlighted for attention included:
 - Briardale Gardens (rat running)
 - Lyndhurst Gardens (rat running and school run)
 - Back Lane
 - Grove Place
 - Fitzjohn's Avenue
 - Flask Walk
 - Maresfield Gardens
 - Arkwright Road (rat running and school run)
- The issue of the area's many schools was highlighted in some responses. Proposed solutions fell into two categories:
 - Those seeking to manage existing school run traffic better. Six responses suggested manned drop-off points for parents from which children could be guided to their schools. Another response recommended a one-way system along Nutley Terrace and Maresfield Gardens to reduce the amount of disruption from school traffic.
 - Those seeking to bear down on school run traffic and encourage children to walk or cycle instead.

4.2. Specific Rat Running Problems

- Locations where rat running was identified as a significant problem and where residents have recommended Low Traffic Neighbourhoods, implemented through one-way streets, tidal flows or residents only streets (or a combination of these):

- Lindfield Gardens

👉 The morning rat run down Lindfield to Arkwright is awful. It is often impossible for me and other residents to actually leave home by car during rush hour because Lindfield is blocked by aggressive and ill-mannered car commuters heading down Lindfield towards Arkwright.”

👉 “[Lindfield Gardens] provides a safe link between Finchley Road and Arkwright Road and is often used as a vehicular rat run in morning hours with drivers seeking to "cut the corner" of traffic along Finchley Road. This leads to complete gridlock on the street and effective one-way flow which means that cyclists and local residents cannot move along the road.”

- Langland Gardens and Frogmal Lane

👉 “Frogmal Lane has become a major through street ever since the turning on to Langland Gardens from Finchley Road was removed. On school days, the traffic jams are very difficult to the point where at times I need to wait 10. minutes to pull out of my driveway. I wonder if it is possible to reinstate the Langland Gardens turn so that the two streets can share the burden of school run traffic.”

- Back Lane and Flask Walk

👉 This area gets a lot of pedestrian traffic during school time and weekend (it's the main drag from the tube to the Heath in many guide books). The pavement is VERY narrow and it's impossible to socially distance without going into the road (the road itself is already one way and very narrow). "Pavementing" the stretch from Lakis Close to Back Lane would enable pedestrians to distance by adding more space, but also reducing the through traffic on other parts of Flask Walk - enabling it to be practical to easily walk in the road down to Well Walk.

- Briardale Gardens

👉 Hampstead's inner streets, including Ferncroft Avenue, Redington Road, Frogmal and Church Row are used as through routes: to Swiss Cottage, schools in the Fitzjohn's Avenue area, and to central London. A principal entry route for this traffic is Briardale Gardens, with traffic coming in from the A41 Hendon Way, and Finchley Road. As well as causing congestion and danger to pedestrians and cyclists, this traffic brings high pollution in inner Hampstead streets. Recent traffic restrictions during rush hours at Briardale Gardens continue to be flouted by a significant amount of traffic, allowing Barnet Council to earn about £1.2 million a year from camera-captured fines”.

- Maresfield Gardens and Nutley Terrace

☞ “Normally hundreds of drivers by-pass the Fitzjohn's Avenue traffic by weaving into Nutley Terrace and then right into Maresfield Gardens and then right to Netherhall Gardens in order to re-join Fitzjohn's Avenue.”

- Grove Place

☞ “Grove Place is a very narrow, short one-way street, with no sidewalk on one side and significant risk to pedestrians on the side without pavements when cars are passing through. Except for firetrucks or major housing works, there is no need for traffic on the street, as all other streets can be reached without passing through the short, one-way Grove Place street. Turning it into pedestrian-only - by blocking off access, except where authorization (e.g. major housing works/firetrucks) is obtained - would create a calm pedestrian zone within Hampstead village, for children to play. This is, in essence, cost free (one could simply put a road block on one side of the street). In the longer-term, the street pavement could be extended and, e.g. park benches added to create a calm, pedestrian sitting area within Hampstead Village.”

4.3. Schools

- Proposed solutions fell into two categories:
 - Those seeking to manage existing school run traffic better.
 - Those seeking to bear down on school run traffic and encourage children to walk or cycle instead.
- A number of responses recommended manned school drop-off areas, from which children could be escorted to school by teaching staff. Park and Stride facilities (see below) were seen as a possible way to deliver this:

- ☞ “On Fitzjohn's Avenue, NW3, west side, have a drop off bay outside each school with a member of school staff at the kerbside and another at the school gate so that those driving children to school do not leave the car and move on within a few seconds. Trial this first and if it works, formulate a similar plan for pick-up, using a tracking app so that the school can see when a pupil's car is approaching.”
- ☞ If I could drive up one street, pause to let child out - who can then walk herself the last bit (if it is safe) and drive on to work that would be great. We live too far away (7 miles and it's too far to walk to school - which is 10 mins walk from work) so if we are to avoid public transport I must drive

- Two responses recommended one-way systems to reduce congestion on surrounding roads, particularly Nutley Terrace and Maresfield Gardens:

- ✎ I think making Nutley Terrace on the school side one way so if you are going up Fitzjohn's Avenue you can turn left and then left again into Maresfield and then pick up outside the school is very important as when the nights close in and the girls finish late parents need to be able to pick up outside as it isn't safe (especially not for the younger girls) to have to walk far). By making it one way so they go out from Maresfield onto Fitzjohn's Avenue the flow and pick up works well allowing a lot of people to be picked up fast. If it is one way the pavements can be widened and cycle lanes created.
- ✎ Parents driving both ways down Nutley Terrace, and into the dead end of Netherhall Gardens, prevents the traffic moving freely as the roads are not wide enough to allow cars to travel in both directions down either road.

- Other responses sought to reduce traffic volumes in the area around schools overall:

- ✎ "The area is plagued by school run traffic and this will only worsen as schools return and parents are reluctant to use public transport. In addition, heavy goods vehicles should be discouraged from using our narrow, residential roads - this will make them much safer for pedestrians and cyclists, in particular children - as will enforcing speed restrictions effectively. "
- ✎ "Ban parents of kids at schools in Netherhall and Maresfield Gardens from bringing cars into these roads. (Enough suggestions have been made over the years - school buses; parking in O2 car park and walking them up from there etc). Stop penalising residents who need to use their cars to get about!"

4.4. Low Traffic Neighbourhood

- Some comments pointed out that work to reduce rat running needed to be implemented carefully and in a joined-up way, because of the potential impact on other streets.
- The search for area-wide solutions aligns with plans for Low Traffic Neighbourhoods currently being progressed by TfL and Camden.

- ✎ "Let's be realistic in Hampstead. The roads are mostly narrow. The pavements are mostly narrow. Roads cannot be widened to accommodate new cycle lanes while also widening pavements. Let's be realistic about the impact of changes on other residential streets. Do not push problems from one area to another. "
- ✎ "Realism is important as is the knock on impact on any changes whether short term or permanent. Trucks, coaches, buses, trade vehicles still need to travel from one place to another. Limiting certain roads will push these larger vehicles into roads they are not suited for."
- ✎ "Whatever you do, please ensure that buses are not accidental victims in attempts to slow down or lessen car traffic. By making traffic go more slowly, you may aim to reduce the number of cars, but bus passengers suffer more."

- One response pointed to the success of the East Heath Zone, a Low Traffic Neighbourhood between Hampstead High Street and East Heath Road, which was implemented around 20 years ago through the use of one-way streets.
- Suggestions on how to create additional Low Traffic Neighbourhoods included:
 - One way roads, designed to frustrate rat running
 - One way roads timed to prohibit rat running at certain times (tidal flow)
 - Roads closed to through traffic
 - Shared road schemes (as used at Exhibition Road, Kensington)

4.5. *Park and Stride*

- Park and stride was strongly supported with six responses suggesting various options including use of the East Heath Road, Jack Straws Castle and O2 Car Parks.

4.6. *Parking*

- A number of parking-related solutions were recommended to discourage car use, particularly for leisure purposes:
- Some responses recommended raising charges for on-street parking (paid bays) and extending parking controls in the CA-H area to Sundays on the basis that the current system incentivises car travel by offering free parking across Hampstead for those wishing to drive in on Sunday.
- By contrast, one response recommended 20 minute free parking for residents in neighbourhood centres to support local traders.

- 👏 “Many people will be wanting to visit Hampstead Heath in the summer months but unwilling to take public transport due to risk of Covid 19. They may therefore be tempted to drive here instead. We should discourage this as far as possible and significantly higher car parking charges will discourage car travel into this area and encourage more visits by foot and bicycle.”
- 👏 “I would suggest we significantly increase car parking charges for all Hampstead Streets and car parks in the area (including Heath car parks) to discourage people from driving to this area to visit the Heath and Hampstead village etc. Hopefully they will walk or cycle to visit the area instead.”

4.7. *The Elderly those with impaired mobility*

- There was concern that the needs of the elderly and those with impaired mobility should be taken into account and that access to neighbourhood centres by car should not be restricted:

- 👏 “There is no mention of provision for the disabled and their needs must be taken into account (eg an absolute ban on cars puts many areas out of the reach of the disabled).”
- 👏 “Ensure that people who cannot cycle or walk far like the over 70's can use public transport to get to their destinations otherwise you will permanently exclude them!”

4.8. Electric Vehicles

- Only two responses were received on electric vehicles (other than delivery vehicles) with views differing on their value:

- 👤 “This Pandemic should not be an excuse to ban all private transport in favour of the 5G driverless car that only the rich can afford.”
- 👤 “Car is safest way to travel and with increased number of electric vehicles, pollution is not an issue any more”

4.9. Temporary Width Restrictions

- The use of temporary width restrictions, implemented via the use of hay bales was suggested to reduce speeding and frustrate rat running near the junction of Redington Road and Redington Gardens.

4.10. SUVs and large vehicles

- A number of responses mentioned the problems associated with large vehicles.
- Two responses recommended restrictions on large vehicles entering Arkwright Road and Hampstead High Street respectively.
- One response recommended higher parking permit charges for SUV vehicles.

5. Public Transport

5.1. Key Conclusions

- Suggestions on public transport fell into two categories:-
 - Concern that public transport was being marginalised.
 - Suggestions to improve bus services at “very local level” and therefore encourage those who could not work or cycle to travel by bus for short journeys rather than by car.

5.2. Electric Hoppa Buses

- Hoppa buses were proposed in nine responses and were seen as an important way of providing access for the elderly and those with impaired mobility.
- One comment pointed out that at the moment someone decides to use their car, parking problems in Hampstead create a perverse incentive for them to travel further, to a more remote centre such as Brent Cross, where parking is more straightforward.

- 👤 “Please consider a small electric bus to do a circular tour around Hampstead. As someone who is now elderly I am finding the hills a big challenge so I find that I now rarely go up to our lovely High street and the Heath.”
- 👤 “Establish a shuttle service into the village from external car parks such as the one at East Heath/Downshire. This would allow school pupils or other visitors with impaired mobility who cannot use the current bus service routes through the centre of Hampstead Village (Heath Street/Hampstead High Street) to access the village which should be open to pedestrians and bikes alongside the current bus services only.
- 👤 “A small, single decker hoppa type bus would encourage more shopper to use the local stores and amenities.

5.3. Orbital Bus Routes

- One reply highlighted the need for an improved bus service between Hampstead and Highgate to provide a realistic alternative to car travel.

👤 ““You need to put on more frequent and better timed service for the 603 bus for when school children go back. The timings from Hampstead are currently inconvenient for school children. My children were taking the 268 which was extremely crowded and I will not let them take this in the foreseeable future the bus route at school times between Hampstead and Highgate needs to be resolved asap”

5.4. Public Transport Service Levels

- A number of responses expressed concern that levels of public transport should not be permanently degraded as a result of the Covid emergency.

👤 “We must not give up on public transport just because we wish people would walk and cycle more. Public transport is the lifeblood of large cities and we should put as much emphasis on it as we do on the other forms of transport. By all means take steps to reduce/remove car use, but public transport remains critical.”

👤 “Because the Hampstead area is so hilly, public transport will be the only real solution to car congestion, school run, etc. Even in the latter stages of lockdown, there have been bottlenecks of traffic at Whitestone Pond. Realistically, no amount of walking or cycling will solve this problem. Stimulating safe public transport use is the only real answer.”

6. Pavements and Footpaths

6.1. Key Conclusions

- Widening of pavements was strongly supported:
 - Seven suggestions were made to widen pavements directly
 - 14 suggestions were made of locations where parking bays could be removed to widen pavements and/or improve safety for cyclists.
 - One suggestion was made to remove central refuges along Fitzjohn’s Avenue to allow pavements to be widened and the overall carriageway to be reduced.
- The use of one-way systems on pavements was recommended in seven responses.
- A further five responses suggested enforcement measures to remove obstacles from pavements, highlighting forecourt extensions and pavement tables as a cause of concern.
- The deployment of street wardens to help control pedestrian flows at neighbourhood centres was mentioned.

6.2. Pavement Widening

- Widening of pavements was supported with a total of 21 responses in favour of widening pavements directly or removing parking bays to make it easier for pedestrians to pass one another.

- ✎ “The roads dominate the residential and high street areas. To reduce pollution, walking should be encouraged and wider pavements make it more pleasant.”
- ✎ “Even before lockdown, as a pedestrian it had become quite difficult to negotiate the narrower pavements in Hampstead because of the cyclists riding on the pavement, and also the increasing number of scooters etc. During lockdown it has become impossible to maintain the required physical distancing. If we are to be encouraged to walk more, we need more safe space on the pavements, especially for those who are elderly and disabled but who would still choose to walk.”

- The following specific locations were highlighted as in need of attention:

Location	No. of suggestions
College Crescent (outside Richer Sounds)	1 (from NW8)
Frognaal (above Redington Road)	1
Frognaal Lane (Eastern End, approaching Frognaal)	2
Hampstead Underground Junction	1
Heath Street Upper (Hampstead Baptist Church)	1
New End (adjacent to Woodlands Restaurant)	1
Pond Street (outside Royal Free Hospital)	1
South End Road	1

6.3. One-way Controls

- The difficulty of maintaining social distancing in neighbourhood centres was highlighted in seven responses, of which the following is typical:

- ✎ Pedestrians can control the distance from people in front of them walking in the same direction, but not from people approaching, so a central 'no entry' space would help to separate them.”

6.4. Pavement Restrictions and Obstacles

- The problem of obstacles and forecourt extensions restricting pavement space was raised in five responses.

✎ “One short and long term solution that would make using the pavements easier, for pedestrians, would be to limit the extent of pavement cafe’s on our already cluttered pavements. I (as a blind person trying to negotiate the constantly shifting obstacle course of tables, chairs, people and Jump bikes, have found it much easier to get around since places have been closed.”

✎ The majority of Hampstead's pathways are narrow. There is still a large amount of rubbish dumping and littering on pavements. Also bicycles are frequently left lying on pavements, with no regard for pedestrians having to negotiate their way past these. Stricter enforcement is long overdue.”

✎ “In normal circumstances (forecourt extension) creates a wonderfully vibrant atmosphere but now, if we are serious about physical distancing, then for the safety of visitors, residents and shopkeepers, these forecourt extensions need to be prevented by rescinding any licences or permissions for them when shops re open until physical distancing is no longer required. All these forecourt additions can reduce the space in the centre for people to pass through to shoulder width. This is particularly acute at weekends and holidays especially on sunny days when this route attracts a large number of visitors being a route leading to Hampstead”

- The challenge of maintaining social distancing in Hampstead’s narrow lanes was seen as a significant issue by those raising the problem. One forwarded a picture to illustrate this:



6.5. Removal of Parking Bays

- The following locations were highlighted as those where removal or parking bays could overcome significant bottlenecks which prevent effective social distancing:

Location	No. of suggestions
Arkwright Road (adjacent to St. Anthony’s School)	3
Ellerdale Road	1
Fitzjohns Avenue (Arkwright Road to Heath Street)	8
Heath Street Lower	4
South End Road (between Hampstead Heath Station & the heath)	1

6.6. The Problem of upper Heath Street

- The vexed issue of the upper part of Heath Street between Hampstead Underground Station and The Mount Square was raised in a number of responses. The narrow pavements make social distancing very difficult and high traffic volumes along this narrow stretch of road make it impossible for pedestrians to step off the pavement.

✋ “This is an exceptionally narrow street which is completely unsuited to the high volume of through traffic - often large lorries and buses - producing dense emissions. The pavements are very narrow making social distancing impossible without walking in an exceptionally busy road.”

- The narrow carriageway suggested some possible solutions:
 - Divert one lane of motor traffic elsewhere
 - Divert pedestrians and cycles elsewhere

7. Junctions and Crossings

7.1. Key Conclusions

- There was support for additional crossing points, with eight requests for new zebra crossings on local roads and three requests for crossing points on the Finchley Road.
- One response recommended moving vehicle stop lines at the junction of Arkwright Road and Fitzjohn's Avenue back by the length of two cars to provide more space for pedestrians and school children to cross at busy times whilst observing social distancing.
- Re-phasing of traffic lights to allow more time for pedestrians to cross, and hence reduce 'bunching' on pavements was also recommended.
- One suggestion proposed manned crossing points at busy junctions to aid social distancing
- Reduced speed limits of 10mph were proposed for Heath Street and Hampstead High Street. A reduced speed limit of 20mph was proposed for Finchley Road.

7.2. Zebra Crossings

- Demand was shown for additional zebra crossing points at the following locations:

Location	Number of suggestions
East Heath Road (Holford Road)	1
Frognal (Frognal Lane)	2
Heath Street (Oriol Place – conversion of existing crossing)	3
Heath Street Upper	1
Heath Street Upper/The Mount	1

7.3. Other Crossings

- Three comments highlighted difficulties experienced by pedestrians trying to cross Finchley Road at the junction with Arkwright Road (passengers leaving Finchley Road & Frognal Overground Station) and at the junction with Frognal Lane.
- The issue at Finchley Road and Frognal Station is confirmed by evidence of the number of entries and exits, which rose by over 1,400,000 in the 10 years between 2008 and 2019.

Year	Entries & Exits
2008/9	632,978
2018/9	2,155,436

Source – London Data Store

7.4. Re-phased Traffic Lights

- Two suggestions were made to re-phase traffic lights at Hampstead Underground Station to avoid bunching of pedestrians.

7.5. Reduced Speed Limits

- To reduce traffic dominance further a reduced speed limit of 10mph was proposed for Hampstead High Street and Heath Street and a reduced limit of 20mph was proposed for Finchley Road.

8. Other Proposals

8.1. Delivery Services

- A number of responses emphasised the importance of developing local delivery services to reduce the need for residents with impaired mobility to resort to their cars to drive to neighbourhood centres to shop.
- The need for a more efficient means of conveying goods for the “last mile” to reduce the proliferation of delivery vans from outside the area was mentioned in one response.

8.2. Road Reclassification

- One response followed the Hampstead Neighbourhood Plan in recommending reclassification of the A502 (Hampstead High Street and Upper Heath Street to a ‘B’ road and the B511 (Fitzjohn’s Avenue) to unclassified road.
- It was noted that grading of roads affects the algorithm used by satellite systems and leads to oversized vehicles using these roads when trunk routes would be more appropriate.

9. Appendix [a] - Survey

6/4/2020

Hampstead and Frognal COVID-19 transport response - deadline 31 May 2020



Hampstead and Frognal COVID-19 transport response - deadline 31 May 2020

This survey invites your ideas to improve cycling and walking in the Hampstead and Frognal area as lockdown restrictions begin to be lifted. It is an initiative by local Councillors, Hampstead Transport Partnership and Hampstead Neighbourhood Forum. We are seeking suggestions from residents and businesses across the wards of Hampstead Town and Frognal and Fitzjohns.

The gradual easing of the lockdown creates the need for safe, socially-distanced transport. Since the use of public transport is still discouraged unless really necessary, the transport response to the COVID-19 epidemic will need to focus on ways to encourage walking and cycling. This will help to ensure that our public transport network does not become overwhelmed. Initially, we are seeking ideas for short-term solutions to feed into Camden Council's COVID-19 transport planning process.

This is urgent. We are seeking ideas that meet the following criteria:

- Those which can be set up quickly and/or without major investment
- Reversible schemes
- Ideas which directly encourage walking and/ or cycling
- Those which would support long-term pre-existing plans (e.g. Camden Transport Strategy, Hampstead Neighbourhood Plan, RedFrog Neighbourhood Plan, etc.)
- Ideas known to have widespread local support

For examples of what other cities are doing, click <https://bit.ly/CovidTransportResponses>

If your ideas require more time and resources, please use this opportunity to share your suggestions with us for future planning.

Please follow the prompts below. The deadline is Sunday, 31 May. Thank you.

***Required**



https://docs.google.com/forms/d/e/1FAIpQLSerLemR9_ljRKdRsbGvuZwIaBI8T-bTI6pOPJHB60gsKEkg/viewform?vc=0&c=0&w=1

1/2

What is the nature of your suggestion? Please choose one (you can come back to this page if you have other ideas). *

- Pathways
- Cycle lane(s)
- Cycle infrastructure (cycle hoops, storage, repair shops)
- Junctions/crossings
- Car traffic flow (excl. junctions/crossings)
- Pedestrian and/or cycle zones
- Green/public spaces
- Public transport
- Other

Next

Never submit passwords through Google Forms.

This content is neither created nor endorsed by Google. [Report Abuse](#) - [Terms of Service](#) - [Privacy Policy](#)

Google Forms

10. Appendix [b] - Suggestions by Category

Recommendation	No. of suggestions
Cycle Infrastructure	29
Cycle Hangars	4
Cycle Hoops	12
Cycle Parking	1
Cycle Repair and Maintenance Shops	3
Extend Santander Cycle Hire to Hampstead	1
Higher penalties for bike theft	1
Oppose hire bikes left on pavements	2
Subsidise electric bikes	1
Virtual docking stations for hire bikes	4
Cycling	70
Allow electric cycles and scooters to park on pavements.	1
Cycle lanes on important through roads	12
Cycle training and awareness courses in schools.	1
Designated cycle tracks on pathways	1
Designated quiet cycle/walking routes to and from Hampstead	10
Divert cycles from Hampstead High Street to East Heath Road	1
Enforcement measures to prohibit unsafe cycling	3
Extra Designated cycle paths on Hampstead Heath	5
Give cyclists priority over pedestrians	1
Oppose Cycle Lanes	16
Oppose cycling on pavements and paths	7
Promote CS11	1
Remove speed humps	1
Safe Cycle Lanes	8
Safe Cycle Lanes - segregated with barriers	2
Delivery Vehicles	5
Business Rate Reductions - businesses offering free local delivery.	1
Consolidate Van Deliveries	1
Electric delivery vehicles operating from hubs around M25	1
Improve access by delivery and service vehicles (to reduce journeys)	2
Green and Public Spaces	1
Replace larger trees with flowering trees	1
Junctions/Crossings	19
Blue light for cycles alongside traffic lights	1
Manned junctions/Lollipop Assistance	1
New Pedestrian Crossing	3
New Zebra Crossing	8
Re-phase traffic lights to improve vehicle flow.	1
Re-phase traffic lights to prioritise cyclists	1
Re-phase traffic lights to prioritise pedestrians	3
Vehicle stop lines 10 metres before junction to promote social distancing at pedestrian crossing.	1
Other	12
Avoid temporary measures	1
Consider disabled and infirm	5
Enforcement against engine idling	1
Make no changes	1
More shops for the 30-40 age group.	1

Recommendation	No. of suggestions
Obstruct cars in every way	1
Tax high emission vehicles	1
Work only in the service of God.	1
Parking	6
20 Minute Free Parking	1
Extend residents parking to Sundays	1
Higher parking charges to discourage car travel from outside the area.	2
One car permit per household	1
Oppose removal of parking spaces	1
Pathways	45
Better street lighting	1
Enforcement measures to remove obstacles on pavements and temporarily remove forecourt extensions.	5
Improve pavement surfaces	1
More street benches	2
One-way only paths & pavements	7
Oppose widening pavement - social distancing won't last forever.	1
Relocate Bus Stop to promote social distancing.	1
Remove central islands to widen pavements	1
Remove parking spaces to widen pavements and increase safety for cyclists.	14
Specified times for jogging	1
Street lighting improvements	1
Street Wardens	2
Wayfinder Signs and Maps	1
Widen pavement - existing pavement too narrow to permit social distancing	7
Pedestrian/Cycle Only Zones	35
Car Free Sundays	1
Emphasise shared use of streets	1
More green spaces	1
Pedestrianise Entire Streets	27
Priority to cyclists and pedestrians	2
Segregate e-bikes and conventional bikes	1
Shared surface zone	1
Speed limit - 5mph	1
Public Transport	18
Convert buses to diesel	1
Dial-a-ride	1
Hoppa Buses	9
Improve Public Transport	2
More buses	2
New Bus Route	1
Restore full public transport service	1
Trams	1
Schools	5
No new schools	1
School drop-off locations with guided walking to schools.	2
No stopping zones outside schools	2
Traffic Flow	60
Ban large vehicles.	2
Car Pooling	1
Congestion Charge	3
Downgrade A road up Heath Street and B road up Fitzjohns Avenue	1

Recommendation	No. of suggestions
Enforcement - Speed Cameras	2
Higher taxes on SUVs	1
One Way Streets to allow more space for pedestrians and cyclists.	7
One Way Streets to frustrate rat running	4
One Way System Heath Street East Heath Road	4
One-way streets at peak times (tidal flow)	3
Park and Stride	6
Remove existing street restrictions - impact on surrounding streets	2
Residents only traffic during peak hours	15
Speed humps	1
Speed Limit - 10mph	1
Speed Limit - 20mph	1
Support private cars	4
Width restrictions	1
Hay Bale Chicane	1
Grand Total	305

Appendix [c] - Suggestions Mentioning a Specific Location

Recommendation	No. of suggestions
Cycle Infrastructure	
Cycle Hoops	
Back Lane	1
Briardale Gardens	1
Hampstead High Street	3
Heath Street	1
Heath Street Lower	1
Mount Vernon	1
Oriel Place	1
Rosslyn Hill	1
South End Road	1
Cycling	
Cycle lanes on important through roads	
Connect Hampstead to C6 Cycle Route	1
Finchley Road	4
Fleet Road	1
Hampstead High Street	1
Hampstead to Highgate	2
Hampstead to Kentish Town	1
Haverstock Hill	1
Designated quiet cycle/walking routes to and from Hampstead	
Hampstead to London	2
Hampstead to Warren Street	1
South End Green to Regents Park	1
Divert cycles from Hampstead High Street to East Heath Road	
Hampstead High Street	1
Extra Designated cycle paths on Hampstead Heath	
Hampstead Heath Pathways	5
Oppose cycling on pavements and paths	
Shepherds Walk	1
Spring Walk	1
Promote CS11	
CS11	1
Safe Cycle Lanes	
Fitzjohns Avenue	1
Hampstead High Street	1
Haverstock Hill	1
Rosslyn Hill	1
Junctions/Crossings	
Blue light for cycles alongside traffic lights	
Swiss Cottage	1
Manned junctions/Lollipop Assistance	
Fitzjohn's Avenue	1
Rosslyn Hill	1
New Pedestrian Crossing	
Finchley Road (Finchley Road and Frognal Station)	2
Frognal (Frognal Lane)	1
New Zebra Crossing	
East Heath Road (Holford Road)	1

Recommendation	No. of suggestions
Frogna (Frogna Lane)	2
Heath Street (Oriell Place)	3
Heath Street Upper	1
Heath Street Upper/The Mount	1
Re-phase traffic lights to improve vehicle flow.	
Finchley Road and Arkwright Road	1
Re-phase traffic lights to prioritise pedestrians	
Hampstead Underground Junction	2
Vehicle stop lines 10 metres before junction to promote social distancing at pedestrian crossing.	
Fitzjohn's Avenue/Arkwright Road	1
Parking	
20 Minute Free Parking	
Hampstead High Street	1
South-end Green	1
Pathways	
Enforcement measures to remove obstacles on pavements and temporarily remove forecourt extensions.	
Flask Walk	1
Hampstead High Street	3
South End Road	1
One-way only paths & pavements	
Hampstead High Street	1
Heath Street (throughout)	1
South End Road	1
Relocate Bus Stop to promote social distancing.	
M&S South End Green	1
Remove central islands to widen pavements	
Fitzjohn's Avenue	1
Remove parking spaces to widen pavements and increase safety for cyclists.	
Arkwright Road	3
Ellerdale Road	1
Fitzjohns Avenue	7
Heath Street Lower	4
South End Road (entrance to heath)	1
Wayfinder Signs and Maps	
Hampstead High Street	1
Widen pavement - existing pavement too narrow to permit social distancing	
Frogna (above Redington Road)	1
Frogna Lane (Eastern End)	2
Hampstead Underground Junction	1
Heath Street Upper	1
New End	1
Pond Street	1
South End Road	1
Pedestrian/Cycle Only Zones	
Car Free Sundays	
Hampstead High Street	1
South End Road	1
Pedestrianise Entire Streets	
Back Lane	2
Branch Hill	1

Recommendation	No. of suggestions
Flask Walk	2
Fleet Road	1
Grove Place	1
Hampstead Grove	1
Hampstead High Street	6
Hampstead to Highgate	1
Hampstead to Kings Cross	1
Hampstead Underground Junction	1
Heath Street	2
Heath Street Lower	1
Heath Street Upper	1
Holly Hill	1
Holly Walk	1
New End	1
Perrins Lane	1
South End Road	1
The Mount	1
Well Walk	1
Windmill Hill	1
Shared surface zone	
Hampstead High Street	1
Heath Street	1
Public Transport	
Hoppa Buses	
East Heath Road	1
Fitzjohns Avenue	1
More buses	
Route C11	1
New Bus Route	
Hampstead to Highgate	1
Restore full public transport service	
Chalk Farm Station	1
Swiss Cottage Station	1
Schools	
No stopping zones outside schools	
Heathside School	1
UCS Junior School	1
Traffic Flow	
Ban large vehicles.	
Arkwright Road	1
Hampstead High Street	1
Downgrade A road up Heath Street and B road up Fitzjohns Avenue	
Fitzjohns Avenue	1
Heath Street Upper	1
Enforcement - Speed Cameras	
Arkwright Road	1
Fitzjohns Avenue	1
Redington Road	1
Hay Bale Chicane	
Redington Road/Redington Gardens	1
One Way Streets to allow more space for pedestrians and cyclists.	
Heath Street Upper (Northbound)	2

Recommendation	No. of suggestions
East Heath Road (Southbound)	
Lindfield Gardens	1
Pond Street	1
South End Road	1
One Way Streets to frustrate rat running	
Arkwright Road	1
Briardale Gardens	2
Frognal (Arkwright Road to Finchley Road)	1
Lindfield Gardens	1
One Way System Heath Street East Heath Road	
Heath Street Upper	
East Heath Road	4
One-way streets at peak times (tidal flow)	
Arkwright Road	2
Frognal Lane	2
Heath Drive	3
Maresfield Gardens	1
Nutley Terrace	1
Park and Stride	
East Heath Road Car Park	6
Jack Straws Castle Car Park	2
O2 Car Park	3
Remove existing street restrictions - impact on surrounding streets	
Arkwright Road	1
Frognal Lane	1
Langland Gardens	1
Netherhall Gardens	1
Residents only traffic during peak hours	
Arkwright Road	1
Branch Hill	1
Church Row	1
Fitzjohns Avenue	3
Flask Walk	1
Frognal	1
Gayton Road	1
Hampstead High Street	1
Hampstead Village	1
Heath Street	1
Holly Hill	1
Lindfield Gardens	1
Lyndhurst Gardens	1
Maresfield Gardens	2
Netherhall Gardens	1
Well Walk	1
Speed humps	
Fitzjohns Avenue	1
Hampstead High Street	1
Roslyn Hill	1
Speed Limit - 10mph	
Hampstead High Street	1
Heath Street Upper	1
Speed Limit - 20mph	

Recommendation	No. of suggestions
Finchley Road	1
Width restrictions	
Arkwright Road	1
Fitzjohns Avenue	1
Grand Total	208