

Dartmouth Park Area Healthy Neighbourhood

Co-design Engagement Report



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Executive Summary



1257 responses to the survey:

- Both online and paper surveys
- 781 emails

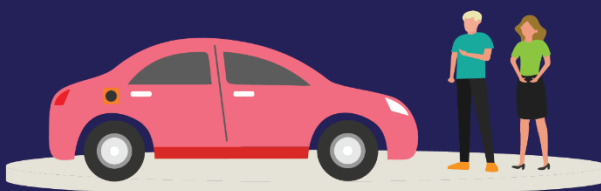
Seven co-design events/activities:

- Online event
- In-person resident events (four sessions)
- Online business events (two sessions)
- Business door-to-door visits



Respondents

- 740 - A resident within the Dartmouth Park Area Healthy Neighbourhood
- 208 - A resident within Camden Council wards around the project area
- 140 - A resident within Islington Council wards around the project area
- 43 - A Camden resident living outside of the project area
- 36 - An Islington resident living outside of the project area
- 140 - A regular commuter to the area
- 33 - A local business owner
- 131 - A school pupil or parent/guardian
- 206 - A regular visitor to the area



71% of respondents own or have access to a private car or a van.



Co-design engagement took place **from 8 July 2024 to 18 August 2024.**

3 modes of travel used most frequently in the Dartmouth Park area:

- 77% of respondents stated that they **walk.**
- 49% of respondents stated that they use a **car as a driver.**
- 44% respondents stated that they use a **bus.**



Section 1: Introduction

1. Introduction

Project Background

- 1.1. Engagement for the Dartmouth Park Area Healthy Neighbourhood (HN) was undertaken as a joint exercise between the London Borough of Camden (LBC) and London Borough of Islington (LBI).
- 1.2. This report includes the findings from the second phase of engagement for the Dartmouth Park Area HN, co-design. The following sections of the report set out detailed information on how the co-design engagement was conducted and the feedback received during the co-design period.

Dartmouth Park Area Healthy Neighbourhood



Figure 1 - Map of the Dartmouth Park Area Healthy Neighbourhood project area.

Engagement

1.3. To incorporate the local community's needs within the designs and gain local people's insights into the proposals, a comprehensive engagement process was undertaken. This included:

- Phase 1 - Early engagement – September to November 2023
- **Phase 2 - Co-design – 8 July 2024 to 18 August 2024**

1.4. Through the early engagement, the following feedback was identified:

- To introduce traffic calming and restrictive measure suggestions.
- To introduce measure to support walking, wheeling and cycling in the area.
- Concerns about local traffic volumes in and around the area.
- Concern about fast moving traffic in and around the area.
- Concerns about local air quality.

Citisense

1.5. Citisense is a transport planning consultancy providing support to local authorities across the UK and Europe in delivering complex transport projects. Citisense was commissioned by LBC and LBI to provide co-design engagement support for the Dartmouth Park Area Healthy Neighbourhood focusing on leading the engagement events, analysis of engagement responses and production of the engagement report.

Section 2: Co-design Engagement

2. Co-design Engagement

Overview

2.1. The co-design engagement took place from 8 July to 18 August 2024. The co-design focused on gaining feedback on three main proposals, which included 34 sub-proposals, for the Dartmouth Park Area Healthy Neighbourhood.

- **Proposal 1:** Local Traffic Management Plan
 1. Dartmouth Park Hill (Camden/Islington)
 2. Bramshill Gardens (Camden)
 3. Dartmouth Park Avenue (Camden)
 4. Lady Somerset Road (Camden)
 5. York Rise (Camden)
 6. Dartmouth Park Road (Camden)
 7. Wyndham Crescent (Islington)
 8. Burghley Road (Camden)
 9. Croftdown Road (Camden)
 10. Churchill Road (Camden)
 11. Spencer Rise (Camden)
 12. Chetwynd Road (Camden)
 13. Chester Road (Camden)
 14. Swain's Lane (Camden)

The map below shows the proposal 1 locations within the project area.

Dartmouth Park Area Healthy Neighbourhood

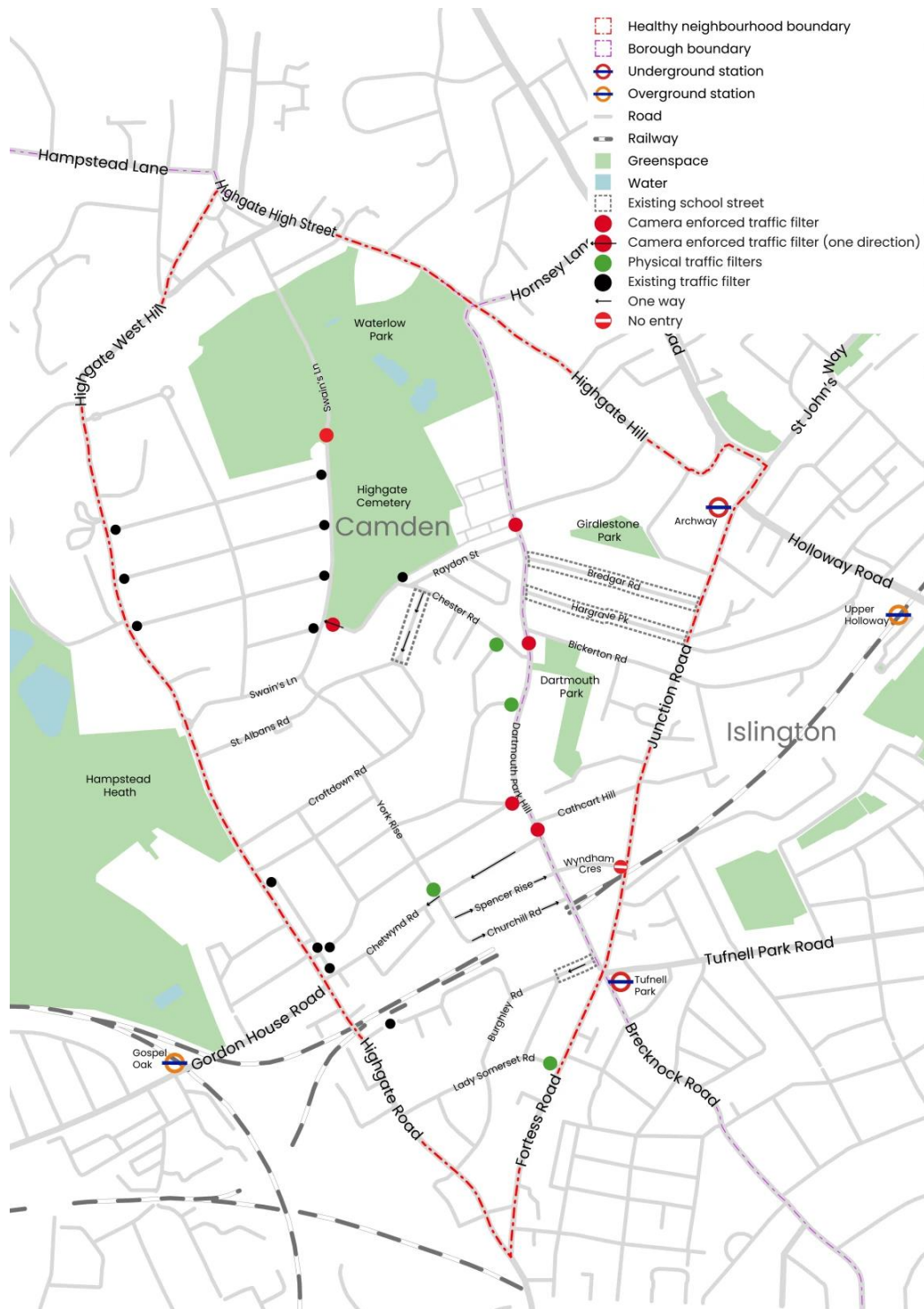


Figure 2 – Proposal 1 for the Dartmouth Park Area HN.

- **Proposal 2:** Road safety, bus priority and cycle network improvements
 1. Highgate Hill (Camden)
 2. Highgate Hill (Islington)
 3. Chester Road (Camden)
 4. Cathcart Hill (Islington)
 5. Fortess Road (Camden)
 6. Highgate Road (Camden)
 7. Highgate West Hill (Camden)

The map below shows the proposal 2 locations within the project area.

Dartmouth Park Area Healthy Neighbourhood



Figure 3 – Proposal 2 for the Dartmouth Park Area HN.

- **Proposal 3:** Local walking and cycling link
 1. South Grove (Camden)
 2. Highgate Cemetery (Camden)
 3. Dartmouth Park Hill (Camden)
 4. Bredgar Road (Islington)
 5. Hargrave Park (Islington)
 6. Dartmouth Park entrance (Islington)
 7. Bickerton Road (Islington)
 8. Chester Road (Camden)
 9. Croftdown Road (Camden)
 10. York Rise (Camden)
 11. Chetwynd Road (Camden)
 12. Lady Somerset Road (Camden)
 13. Swain's Lane (Camden)

The map below shows the proposal 3 locations within the project area.

Dartmouth Park Area Healthy Neighbourhood

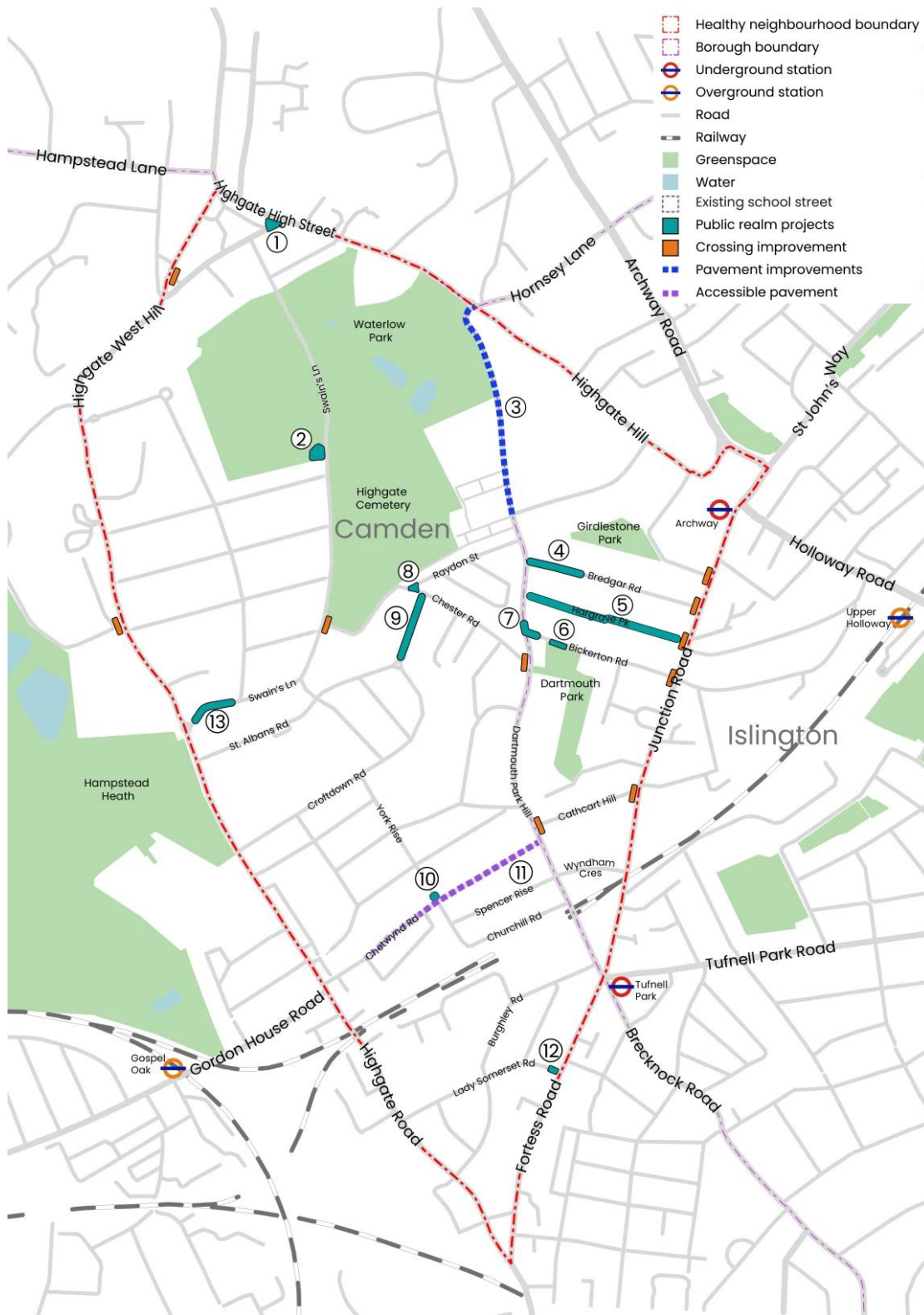


Figure 4 – Proposal 3 for the Dartmouth Park Area HN.

Co-design Survey and Submission of Responses

2.2. Responses to the engagement could be submitted in a number of ways:

- An online survey - filling out a co-design survey online on the [engagement website](#)
- A paper copy - collecting a paper copy from The Greenwood Centre (NW5 1LB) or Archway Library (N19 5PH) or by calling 020 7974 4444.
- An online and in-person engagement events
- An email - emailing the safetravel@camden.gov.uk
- Post - writing to Freepost LBC TRANSPORT STRATEGY

2.3. The engagement survey included a combination of free text and multiple-choice questions. The survey was divided into six sections:

- **About you and how you travel around the area** – five multiple choice questions about respondents and travelling in the area
- **Proposal 1: Local Traffic Management Plan** – optional section with one free text question about the proposal
- **Proposal 2: Road safety, bus priority and cycle network improvements** – optional section with seven free text questions about the sub-proposals
- **Proposal 3: Improvements to local streets** – optional section with 13 free text questions about the sub-proposals
- **Cycle Hangars, Dockless Bike Bays, Electric Vehicle charge points** – optional section with three free text questions about the locations for these features
- **About you** – optional section with 14 questions about demographics

Communications Methodology

2.4. The co-design engagement was advertised through various communication materials providing information on the co-design survey, events and directions on how to respond to the survey.

2.5. More information on communication materials and the structure of co-design event methodology can be found in Appendix 3.

Responses to the Co-design Survey on the Dartmouth Park Area Healthy Neighbourhood

2.6. In total, there were **1257 responses** to the co-design survey and **781 emails** (as received by the end of September) received to the safe travel inbox and Islington Dartmouth Park Area HN inbox. Full details of the survey responses received can be found in Appendix 2.

2.7. This consisted of:

- 1257 responses to the survey, both online and paper responses
- The project team also received 781 total emails containing comments and questions on the project and proposals. These comments are included in section 3.

Respondents

2.8. The following groups provided feedback via the co-design survey. Respondents could select up to three options on this question, thus the overall number of responses exceeds the number of submitted surveys:

Respondent type	Number of responses
A resident within the Dartmouth Park Area Healthy Neighbourhood	740
A resident within Camden Council wards around the project area	208
A resident within Islington Council wards around the project area	140
A Camden resident living outside of the project area	43
An Islington resident living outside of the project area	36
A regular commuter to the area	140
A local business owner	33
A school pupil or parent/guardian	131
A regular visitor to the area	206
Other	56

Table 1 – Types and number of respondents.

2.9. Respondents were asked whether they **own or have access to** a private car or van. Of those who took part, **71% (898 respondents)** said **they do**, while **28% (356 respondents)** said **they do not**. This is in contrast to the wider population, where the majority of households in both LBC (69%) and LBI (70%) do not own a car¹. This suggests that car owners, while a minority in the two boroughs overall, were more likely to respond to the survey and are therefore slightly overrepresented in the results.

2.9.1. 3 respondents did not provide an answer to this question on the online or paper survey. Email responses have also been excluded from these statistics.

2.10. Respondents were asked about how they normally travel to/from and around the Dartmouth Park area. Respondents could select up to three options in this question, so the overall number of responses exceeds the number of submitted surveys. The graphic below presents the responses provided to this question:

¹ [Healthy Streets Scorecard, Car Ownership 2024](#)



77% (962) of respondents stated that they **walk**.

1% (10) of respondents stated that they **scoot or skate**.



1% (12) of respondents stated that they use a **wheelchair and/or mobility scooter**.

39% (487) of respondents stated that they **cycle and/ or use adapted cycles**.



44% (549) of respondents stated that they use a **bus**.

24% (298) of respondents stated that they use **London Underground/London Overground and/or trains**.



49% (620) of respondents stated that they use a **car as a driver**.

9% (119) of respondents stated that they use a **car as a passenger**.



5% (65) of respondents stated that they use a **taxi and/or private hire vehicle**.

1% (11) of respondents stated that they use a **motorcycle and/or a moped**.



1% (9) of respondents stated that they use a **van**.

Figure 5 – How respondents travel to/from and around the Dartmouth Park area.

Section 3: Feedback from the Co-design Survey

3. Feedback from the Co-design Survey

Overview

- 3.1. This section of the co-design engagement report presents feedback from the co-design survey, provided for each of the co-design proposals and sub-proposals. The full list of proposals and sub-proposals can be found in section 2.1.
- 3.2. Respondents could provide their feedback by filling out a free text box under each proposal. The free text responses have been coded into themes and analysed to identify specific concerns, support and suggestions for each proposal. In the case of a response covering multiple themes, each theme was coded separately, thus the overall response numbers might exceed the number of submitted surveys. Full response codes for all proposals are included in Appendix 2.

Proposal 1

Local Traffic Management Plan



Proposal 1 – Local Traffic Management Plan

- 3.3. Respondents were asked to provide their thoughts on the below proposal:

‘To help create streets that are safer, friendlier and with lower traffic volumes and vehicle speeds, we’re proposing a local traffic management plan for the Dartmouth Park Area Healthy Neighbourhood. The plan includes a number of changes that together would work as a traffic management plan for the area. These include restrictions on motor vehicle movements, making some streets one way and traffic filters.

The local traffic management plan would reduce the ability for motor vehicle drivers to cut through the healthy neighbourhood area. Changes to reduce northbound, southbound and eastbound through traffic through the healthy neighbourhood area are proposed. Westbound motor traffic movements would remain possible through the area.

Tell us what you think about the proposed traffic management plan for the Dartmouth Park Area Healthy Neighbourhood. As the proposed plan operates as a combined set of changes which aim to reduce the ability of motor vehicles to travel through the area we would like your feedback on the proposal as a whole.’

- 3.4. **1,236 responses** were provided to this question, **72% (892)** of respondents stated that they own or have access to a private car or a van.
- 3.5. The themes below summarise the main feedback received for proposal 1, all themes and supporting detailed coding outputs are included in Appendix 2.

Traffic and Congestion Issues



Feedback received in relation to volumes and speeds of motor vehicles and their impact on residential and boundary roads.

Top sub-themes

- Concerns that the traffic management plan would lead to increased traffic and congestion on boundary roads.
- Concern that this proposal would be too restrictive for motor vehicle users.
- Concerns that the traffic management plan would lead to increased traffic and congestion on residential roads.
- Concerns that the proposals would generally increase traffic and congestion in the Dartmouth Park Area HN project area.
- Opposition to the proposed one-way traffic systems on residential roads.

Project Objectives and Goals



Feedback received in relation to project objectives and their positive and/or negative impact on the area.

Top sub-themes

- General opposition to proposed traffic management plan for the Dartmouth Park Area HN.
- General support for proposed traffic management plan for the Dartmouth Park Area HN.
- Feeling that there is no need/demand for the proposed traffic management plan.
- Concerns that the proposal would unfairly prioritise certain roads/areas over others in the project area.
- Concerns that the proposal would not be ambitious enough and more should be done to achieve the traffic reduction objectives.

Environmental and Air Quality Impacts



Feedback received in relation to proposal's impact on air quality and noise pollution in the area.

Top sub-themes

- Concerns that the proposal would have a negative impact on the air quality in the project area.
- Concerns that the traffic management plan would increase the levels of noise pollution in the project area.
- Feeling that the traffic management plan would improve the air quality in the project area.

Impact on Local Community



Feedback received in relation to impacts on local community and disabled people.

Top sub-themes

- Concerns that the proposal would restrict essential motor vehicle use.
- Concerns that the proposal would be overly restrictive for elderly people and disabled people and/or carers.
- Thoughts that the proposal would be beneficial for elderly people and disabled people and/or carers.

Pedestrian and Cyclists' Safety



Feedback received in relation to pedestrian and cycle safety, including suggestions for further measures.

Top sub-themes

- Feeling that the proposal would improve road safety for pedestrians and cyclists in the project area.
- Further suggestions for the proposals.

Public Transport



Feedback received in relation to proposal's impact on public transport connections in the area.

Top sub-themes

- Concerns that the proposal would negatively impact bus journey times in/near the project area.
- Feelings that the public transport in the Dartmouth Park Area is not reliable enough to disincentivise private car use.
- Comments that the proposal would not address the loss of existing bus routes in/near the project area.
- Feelings that the proposal would improve bus journey times in/near the project area.

Cycle Network and Infrastructure



Feedback received in relation to cycle infrastructure and cycle network in the area.

Top sub-themes

- Thoughts that the project area should have additional cycle infrastructure and cycle priority.
- Concerns that the proposal would negatively impact the road safety of cyclists in the project area.

Local Businesses



Feedback received in relation to local businesses and the impact the proposal might have on them.

Top sub-themes

- Concerns that the proposal would negatively impact local businesses.
- Feelings that the proposal would be beneficial to local businesses.

Other Comments/General Concerns

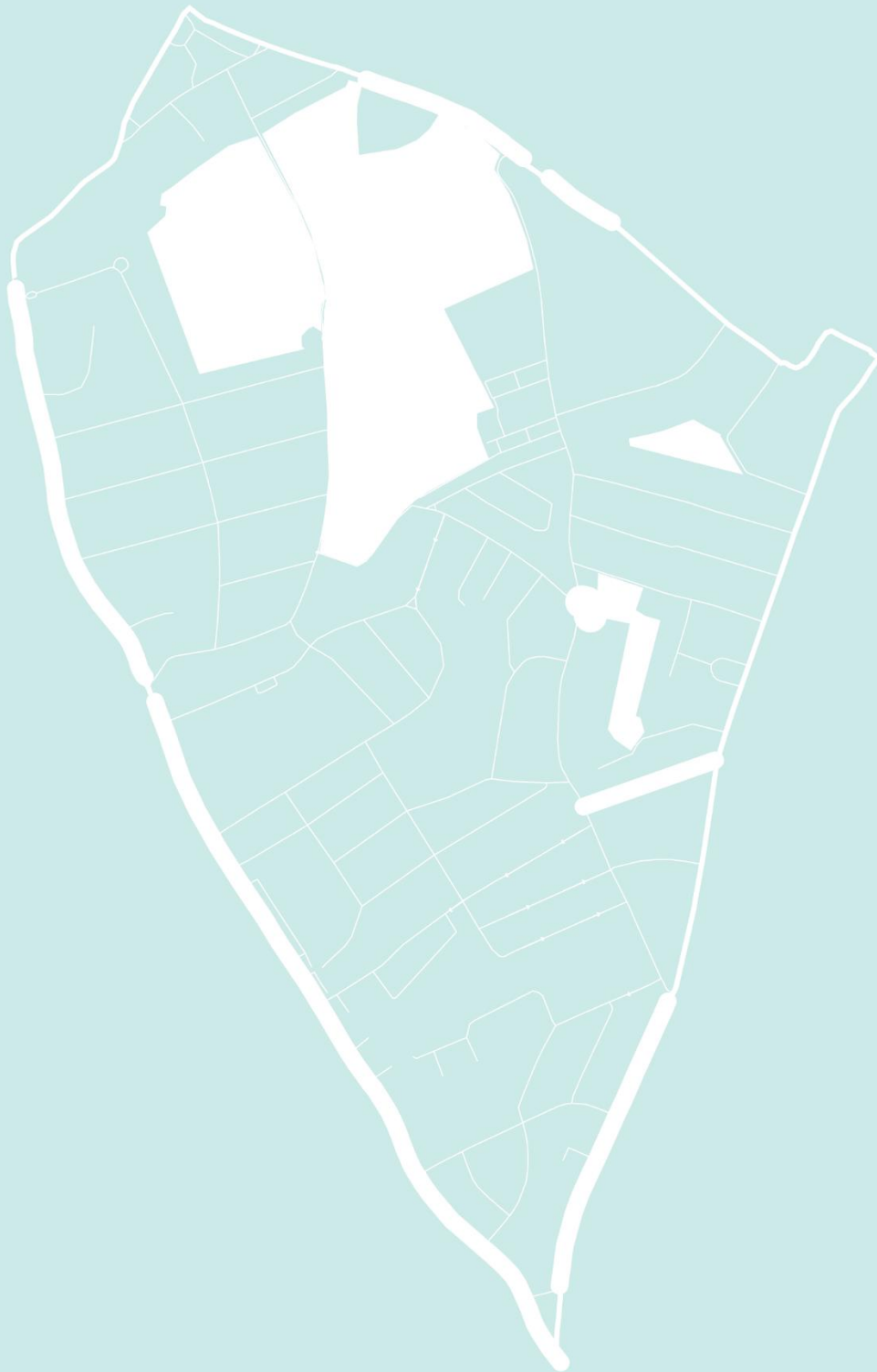
General feedback received in relation to the proposal and the whole project.

Top sub-themes

- Concerns that the engagement period was insufficient.
- Concerns that the proposal was not presented in a clear manner for all to understand.
- Concerns that the proposal would be a misuse of council funds.
- Comments that the proposal should have been accompanied by traffic modelling and other relevant data.
- Comments that the proposal should have been coordinated with Haringey Council.

Proposal 2

Road Safety, Bus Priority and
Cycle Network Improvements



Proposal 2 – Road Safety, Bus Priority and Cycle Network Improvements

- 3.6. Respondents were asked to provide their thoughts on the below proposal:

‘Engagement undertaken to date has highlighted a local desire for measures to tackle road safety (including speeding vehicles), improvements to make cycling safer and to improve bus journey times. To address these requests, we are proposing changes that would reduce motor vehicle speeds, improve road safety, improve cycling in the area, including increasing segregated cycle provision on main roads, and improve bus journey time reliability.’

- 3.7. There were seven sub-proposals to proposal 2. The feedback received for each of them is summarised below. Detailed responses and coding outputs are included in Appendix 2.

Sub-proposal 1 - Highgate Hill (Camden)

To improve bus journey time reliability a northbound bus lane on Highgate Hill is proposed. This would run from Dartmouth Park Hill to bus stop K, which is situated outside of number 3 Highgate High Street. This bus lane would connect into the timed bus lane on the section of Highgate High that currently runs from opposite 42 Highgate Hill to a location near the junction with Dartmouth Park Hill.



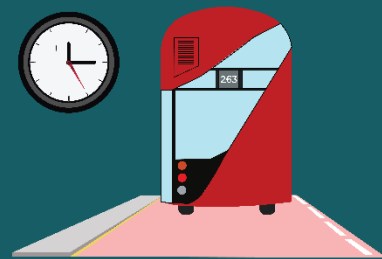
- 3.8. **819 responses** were provided to this question; **71% (580)** of respondents stated that they own or have access to a private car or a van.
- 3.9. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Highgate Hill (Camden):

	Comment
General support	<ul style="list-style-type: none"> • Support for a northbound bus lane on Highgate Hill. • Comments that the proposal would make Highgate Hill a safer and more attractive road for cyclists.
General concerns	<ul style="list-style-type: none"> • Concern that the proposal would increase traffic and pollution in the area. • Feeling that there is no need/demand for a bus lane on Highgate Hill. • Concern that the proposal would negatively impact parking on Highgate Hill and surrounding streets.
Suggestions	<ul style="list-style-type: none"> • Feeling that the proposals should go further to improve cyclist safety on Highgate Hill. • Comments that the proposed bus lane should only operate during certain hours and not 24/7.

Table 2 – Most raised comments for the sub-proposal 1.

Sub-proposal 2 - Highgate Hill (Islington)

To improve bus journey time reliability along Highgate Hill, we are proposing to extend the operating hours of the bus lane. The proposal is expected to reduce bus journey times, whilst also providing more times during the day where cyclists can travel separated from the general traffic.



3.10. **775 responses** were provided to this question; **69% (538)** of respondents stated that they own or have access to a private car or a van.

3.11. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Highgate Hill (Islington):

	Comment
General support	<ul style="list-style-type: none"> Support for the proposal.
General concerns	<ul style="list-style-type: none"> Feeling that there is no need/demand for improved bus journey time reliability or cycle travel support on Highgate Hill. Concern that the proposal would increase traffic and pollution in the area. General opposition to the proposal.
Suggestions	<ul style="list-style-type: none"> Suggestions that the bus lane should be in operation 24/7. Feeling that proposals should go further to improve cyclist safety on Highgate Hill.

Table 3 – Most raised comments for the sub-proposal 2.

Sub-proposal 3 – Chester Road (Camden)

We propose to shorten the crossing distance across Chester Road at the junction with Dartmouth Park Hill. We also propose to install a raised continuous pedestrian crossing (where the paving material continues across the road showing pedestrian priority) across Chester Road which would reduce motor vehicle speeds entering from Dartmouth Park Hill.



3.12. **784 responses** were provided to this question; **69% (539)** of respondents stated that they own or have access to a private car or a van.

3.13. The table below sets out top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Chester Road:

	Comment
General support	<ul style="list-style-type: none"> • General support for the proposal. • Feelings that the proposal would make Chester Road a safer street for pedestrians and cyclists.
General concerns	<ul style="list-style-type: none"> • Concerns that Chester Road is not busy enough to justify a shortened crossing distance and a raised continuous pedestrian crossing. • Concerns that this proposal would increase traffic and pollution in the area. • General opposition to the proposal.
Suggestions	<ul style="list-style-type: none"> • Thoughts that the crossing should be appropriately signposted to support young children, elderly people and people with visual impairments.

Table 4 – Most raised comments for the sub-proposal 3.

Sub-proposal 4 – Cathcart Hill (Islington)

To help reduce vehicle speeds and improve safety, it is proposed that vehicle speed reduction measures are introduced along the length of Cathcart Hill. These measures could be combined with new trees and planting to support climate resilience.



3.14. **733 responses** were provided to this question, **69% (506)** of respondents stated that they own or have access to a private car or a van.

3.15. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Cathcart Hill:

	Comment
General support	<ul style="list-style-type: none"> • General support for the proposal. • Support for implementing trees and planting on Cathcart Hill. • Feeling that the proposal would make Cathcart Hill a safer street for pedestrians and cyclists.
General concerns	<ul style="list-style-type: none"> • Thoughts that there is no need for improved safety or reduced vehicle speeds on Cathcart Hill. • Concern that this proposal would increase traffic and pollution in the area. • General opposition to the proposal.
Suggestions	<ul style="list-style-type: none"> • Comments that alternative options to speed humps should be explored as traffic calming measures such as speed cameras, chicanes etc. • Feeling that this proposal should be doing more to support cycle safety on Cathcart Hill.

Table 5 – Most raised comments for the sub-proposal 4.

Sub-proposal 5 – Fortress Road (Camden)

To improve cycle safety we propose a northbound (towards Tufnell Park) segregated cycle lane (where people cycling are separated from traffic) on Fortress Road from the junction with Highgate Road to Dartmouth Park Hill. To improve bus journey time reliability on Fortress Road a bus lane on the southbound (towards Kentish Town) approach is proposed, from Brecknock Road to Falkland Road.



3.16. **847 responses** were provided to this question; **69% (588)** of respondents stated that they own or have access to a private car or a van.

3.17. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Fortress Road:

	Comment
General support	<ul style="list-style-type: none"> • General support for the proposal. • Support for northbound segregated cycle lane. • Support for southbound bus lane.
General concerns	<ul style="list-style-type: none"> • Concerns that this proposal would increase traffic and pollution in the area. • Concerns that the northbound segregated cycle lane would not be beneficial to cyclists, motor vehicle users and pedestrians. • Concerns that Fortress Road is not wide enough to accommodate a segregated cycle lane and a bus lane.
Suggestions	<ul style="list-style-type: none"> • Suggestions that the proposed cycle lane should extend further. • Suggestions that the proposed cycle lane should be integrated into existing cycle networks in the area (C56). • Suggestions that the proposed bus and cycle lanes should go in both directions.

Table 6 – Most raised comments for the sub-proposal 5.

Sub-proposal 6 – Highgate Road (Camden)

To improve cycle safety we propose a northbound (towards Swain's Lane) segregated cycle lane (where people cycling are separated from traffic) on Highgate Road from the junction with Kentish Town Road to Swain's Lane.



3.18. **894 responses** were provided to this question, **70% (629)** of respondents stated that they own or have access to a private car or a van.

3.19. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Highgate Road:

	Comment
General support	<ul style="list-style-type: none"> • Support for northbound segregated cycle lane.
General concerns	<ul style="list-style-type: none"> • Concerns that this proposal would increase traffic and pollution in the area. • Concerns that Highgate Road and Swain's Lane are not wide enough to accommodate a segregated cycle lane. • Opposition towards northbound segregated cycle lane.
Suggestions	<ul style="list-style-type: none"> • Suggestions that the proposed cycle lane should extend further. • suggestions that the proposed cycle lane should be two-way.

Table 7 – Most raised comments for the sub-proposal 6.

Sub-proposal 7 – Highgate West Hill (Camden)

To reduce motor vehicle speeds and improve road safety, a number of speed reduction measures are proposed on Highgate West Hill. These measures could include more 20mph signs, vehicle activated signs, changes to the road layout, new pedestrian crossings and speed humps.



3.20. **904 responses** were provided to this question, **72% (650)** of respondents stated that they own or have access to a private car or a van.

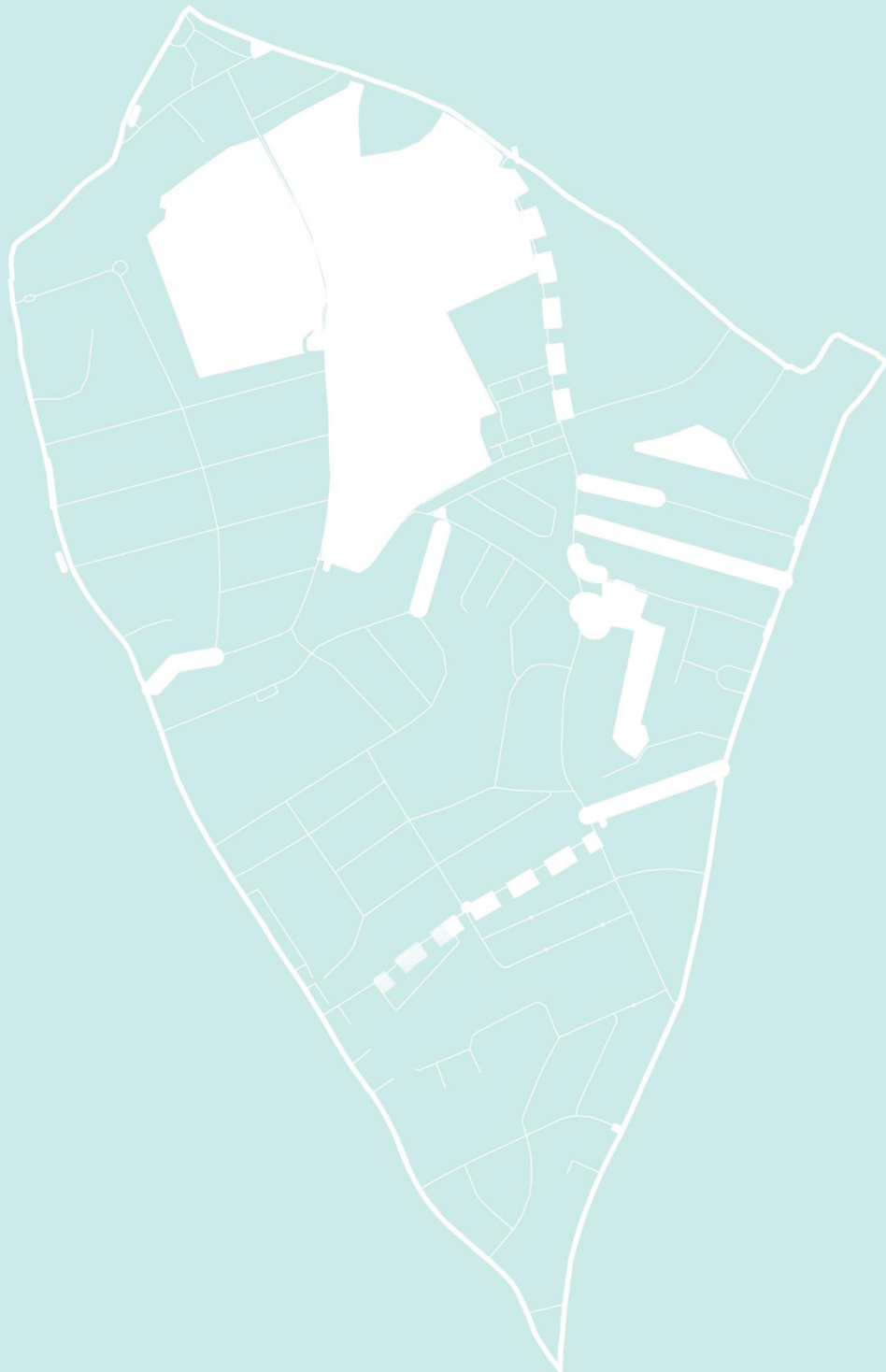
3.21. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Highgate West Hill:

	Comment
General support	<ul style="list-style-type: none"> • Support for speed reduction measures on Highgate West Hill. • Support for pedestrian crossings on Highgate West Hill. • Support for vehicle activated signs.
General concerns	<ul style="list-style-type: none"> • Some feeling that there is no need/demand for speed reduction measures on Highgate West Hill. • Concern that this proposal would increase traffic and pollution in the area. • Concern that use of speed humps would negatively impact road safety and reduce the quality of life on streets where they are implemented.
Suggestions	<ul style="list-style-type: none"> • Suggestions that the proposal should include speed cameras as a measure.

Table 8 – Most raised comments for the sub-proposal 7.

Proposal 3

Improvements to Local Streets



Proposal 3 – Improvements to Local Streets

3.22. Respondents were asked to provide their thoughts on the below proposal:

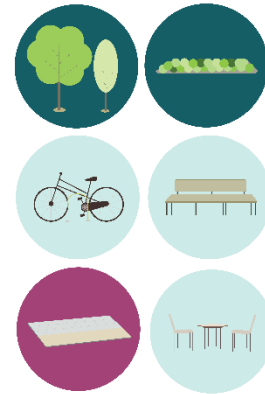
‘Engagement undertaken to date has highlighted that local people would like to see improvements to streets in the area by introducing trees, planting and improving pavements.

We are proposing a range of improvements to the street environment at various locations in the neighbourhood so that they are more welcoming and can be enjoyed by everyone. The proposals include improvements to pavements and crossings, new public spaces, high street improvements, new trees and greening (including rain gardens).’

3.23. There were 13 sub-proposals to this proposal. The feedback received for each of them is summarised below. Detailed responses and coding outputs are included in Appendix 2.

Sub-proposal 1 – South Grove (Camden)

Buses no longer stop or stand on South Grove, near the junction with Highgate High Street. Recently planters have been installed in the space. We are proposing environmental improvements here that include widening of the pavement, seating, trees and low-level planting, cycle parking and space for outside dining or events.



3.24. **645 responses** were provided to this question, **71% (457)** of respondents stated that they own or have access to a private car or a van.

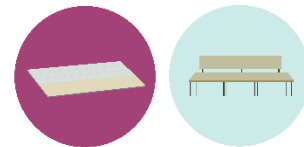
3.25. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for South Grove:

	Comment
General support	<ul style="list-style-type: none"> • Support for proposed environmental improvements on South Grove. • Feeling that the proposal will help support local businesses.
General concerns	<ul style="list-style-type: none"> • Feeling that there is no need/demand for these environmental improvements on South Grove. • Opposition to proposed environmental improvements on South Grove. • Comments that the proposal does not address the bus route changes following the closure of South Grove bus stop.
Suggestions	<ul style="list-style-type: none"> • Comments that environmental improvements should have a maintenance plan. • Comments that the proposal should retain parking spaces on South Grove.

Table 9 – Most raised comments for the sub-proposal 1.

Sub-proposal 2 – Highgate Cemetery (Camden)

Camden is working with the Highgate Cemetery as they improve the look and feel of the area in and outside the cemetery. There are plans to improve pavements outside the cemetery to improve access to the cemetery and Waterlow Park, upgrade materials in the area and incorporate seating to welcome visitors.



3.26. **694 responses** were provided to this question, **71% (493)** of respondents stated that they own or have access to a private car or a van.

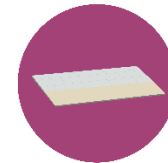
3.27. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Highgate Cemetery:

	Comment
General support	<ul style="list-style-type: none"> • Support for Highgate Cemetery improvements. • Feeling that the proposal addresses the narrow pavement on Swain's Lane outside Highgate Cemetery.
General concerns	<ul style="list-style-type: none"> • Feeling that there is no need/demand for these improvements. • Comments that the proposal would be a misuse of council funds. • Concerns that the proposal would be restrictive to motor vehicle users.
Suggestions	<ul style="list-style-type: none"> • Comments that the proposal should include cycle infrastructure. • Comments that the proposed improvements should respect the historical and cultural heritage of Highgate Cemetery.

Table 10 – Most raised comments for the sub-proposal 2.

Sub-proposal 3 – Dartmouth Park Hill (Camden)

We are proposing localised pavement improvements on Dartmouth Park Hill between Magdala Avenue and the junction with Highgate Hill to improve access to the Whittington Hospital, Waterlow Park and St. Joseph's Primary School.



3.28. **658 responses** were provided to this question, **71% (468)** of respondents stated that they own or have access to a private car or a van.

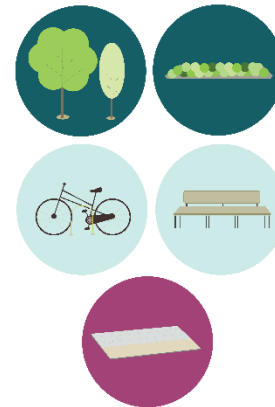
3.29. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Dartmouth Park Hill:

	Comment
General support	<ul style="list-style-type: none"> • Support for the proposal. • Feeling that the proposal will improve pedestrian accessibility and safety between Magdala Avenue and the junction with Highgate Hill.
General concerns	<ul style="list-style-type: none"> • Feeling that there is no need/demand for localised pavement improvements. • Comments that the proposal is not detailed enough to comment on. • Concerns that this proposal would be too restrictive to motor vehicle users.
Suggestions	<ul style="list-style-type: none"> • Comments that parking should be prioritised for visitors to Whittington Hospital, Waterlow Park and St. Joseph's Primary School. • Comments that the proposal should be expanded to improve the road condition on Dartmouth Park Hill.

Table 11 – Most raised comments for the sub-proposal 3.

Sub-proposal 4 – Bredgar Road (Islington)

At the junction of Dartmouth Park Hill and Bredgar Road we are proposing environmental improvements that could include pavement widening, seating, new trees and low-level planting and cycle parking.



3.30. **586 responses** were provided to this question, **70% (410)** of respondents stated that they own or have access to a private car or a van.

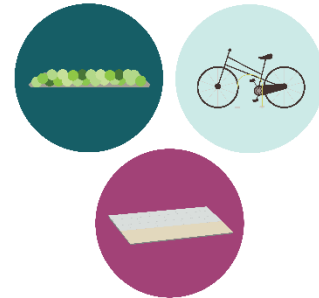
3.31. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Bredgar Road:

	Comment
General support	<ul style="list-style-type: none"> • Support for environmental improvements at the junction of Dartmouth Park Hill and Bredgar Road. • Support for trees and planting at the junction of Dartmouth Park Hill and Bredgar Road. • Support for pavement widening.
General concerns	<ul style="list-style-type: none"> • Feeling that there is no need for environmental improvements at the junction of Dartmouth Park Hill and Bredgar Road. • Concerns that this proposal would be a misuse of council funds. • Opposition to the proposal.
Suggestions	<ul style="list-style-type: none"> • Comments that trees and low-level planting should have maintenance plans. • Feeling that the proposal should include additional measures for cycle safety and cycle infrastructure.

Table 12 – Most raised comments for the sub-proposal 4.

Sub-proposal 5 – Hargrave Park (Islington)

We are proposing to make improvements along the length of Hargrave Park, which may include widening the pavements outside of Hargrave Park Primary School and Harry Rice Community Centre, planting and cycle parking.



3.32. **514 responses** were provided to this question, **74% (380)** of respondents stated that they own or have access to a private car or a van.

3.33. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Hargrave Park:

	Comment
General support	<ul style="list-style-type: none"> • Support for improvements along the length of Hargrave Park. • Support for planting along the length of Hargrave Park. • Support for proposed widening of the pavement.
General concerns	<ul style="list-style-type: none"> • Feeling that there is no need/demand for improvements along the length of Hargrave Park. • Opposition to proposed widening of the pavement. • Concerns that the proposal would be a misuse of council funds.
Suggestions	<ul style="list-style-type: none"> • Comments that the proposal should improve quality of pavements on Hargrave Park. • Comments that the proposal should include maintenance plan for greening.

Table 13 – Most raised comments for the sub-proposal 5.

Sub-proposal 6 – Dartmouth Park entrance (Islington)

Outside the entrance to Dartmouth Park on Bickerton Road we are proposing an improved gateway to the park, bringing the benefits of this local green space into the street. The proposal could incorporate informal play, cycle parking and seating.



3.34. **560 responses** were provided to this question, **71% (399)** of respondents stated that they own or have access to a private car or a van.

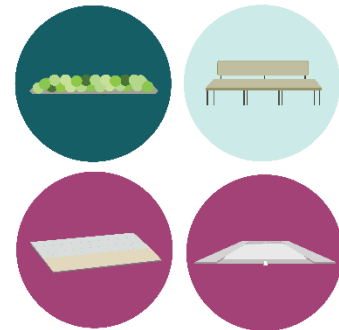
3.35. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Dartmouth Park entrance:

	Comment
General support	<ul style="list-style-type: none"> • Support for improved gateway entrance to Dartmouth Park. • Support for cycle parking. • Support for proposed seating.
General concerns	<ul style="list-style-type: none"> • Feeling that there is no need/demand for an improved gateway entrance to Dartmouth Park. • Concerns that the proposal is a misuse of council funds. • Opposition to improved gateway entrance to Dartmouth Park.
Suggestions	<ul style="list-style-type: none"> • Comments that anti-social behaviour in Dartmouth Park should be addressed. • Feeling that the proposal should be focused on Dartmouth Park greenspace as opposed to the park entrance.

Table 14 – Most raised comments for the sub-proposal 6.

Sub-proposal 7 – Bickerton Road (Islington)

At the junction of Dartmouth Park Hill and Bickerton Road we are proposing to build upon the success of the existing parklet and widen the pavement here to create space for seating, planting and a raised crossing.



3.36. **573 responses** were provided to this question, **68% (391)** of respondents stated that they own or have access to a private car or a van.

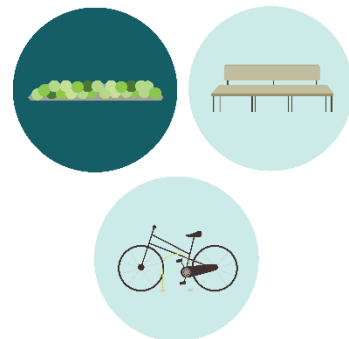
3.37. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Bickerton Road:

	Comment
General support	<ul style="list-style-type: none"> • Support for widening the pavement at the junction of Dartmouth Park Hill and Bickerton Road. • Feeling that the proposal would be beneficial to local business in the area. • Support for raised crossing.
General concerns	<ul style="list-style-type: none"> • Feeling that there is no need/demand for widening the pavement at the junction of Dartmouth Park Hill and Bickerton Road. • Concerns that the proposal is a misuse of council funds. • Opposition to widening the pavement at the junction of Dartmouth Park Hill and Bickerton Road.
Suggestions	<ul style="list-style-type: none"> • Comments that the proposal should include a maintenance plan for greening and planting. • Comments that the proposal should include cycle parking.

Table 15 – Most raised comments for the sub-proposal 7.

Sub-proposal 8 – Chester Road (Camden)

Outside the entrance to the Highgate library, on Chester Road, we are proposing improvements that would make the area outside the library a more welcoming space. Improvements could include closing the dedicated left turn traffic lane to create more public space with planting, seating and cycle parking. This could be similar to the recently completed area at the junction of St. Albans Road and Croftdown Road.



3.38. **670 responses** were provided to this question, **72% (483)** of respondents stated that they own or have access to a private car or a van.

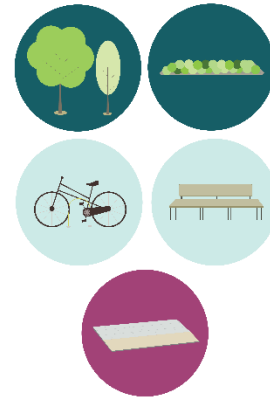
3.39. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Chester Road:

	Comment
General support	<ul style="list-style-type: none"> • Support for the proposal. • Support for proposed cycle parking.
General concerns	<ul style="list-style-type: none"> • Comments that there is no need/demand for improvements that would make the area outside Highgate library a more welcoming space. • Opposition to closing the dedicated left-turn traffic lane. • Concerns that this proposal would be too restrictive for motor vehicle users.
Suggestions	<ul style="list-style-type: none"> • Comments that the proposal should include a maintenance plan for greening and planting. • Comments that the proposal should include more ambitious greening outside Highgate Library.

Table 16 – Most raised comments for the sub-proposal 8.

Sub-proposal 9 – Croftdown Road (Camden)

To build on the street improvements recently made at the junction of St. Albans Road and Croftdown Road we are proposing improvements on Croftdown Road between St. Albans Road and Chester Road. These could incorporate widening of the pavement, seating, new trees and low-level planting and cycle parking.



3.40.598 responses were provided to this question; **73% (436)** of respondents stated that they own or have access to a private car or a van.

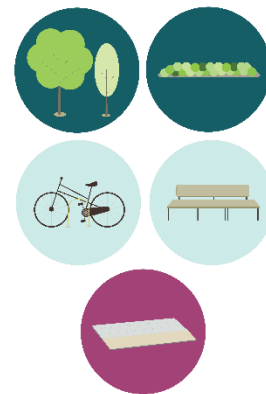
3.41. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Croftdown Road:

	Comment
General support	<ul style="list-style-type: none"> • Support for improvements on Croftdown Road between St. Albans Road and Chester Road. • Support for proposed cycle parking. • Support for proposed greening.
General concerns	<ul style="list-style-type: none"> • Comments that there is no need/demand for improvements on Croftdown Road between St. Albans Road and Chester Road. • Concerns that the proposal is a misuse of council funds. • Opposition to improvements on Croftdown Road between St. Albans Road and Chester Road.
Suggestions	<ul style="list-style-type: none"> • Comments that the proposal should include a maintenance plan for greening and planting.

Table 17 – Most raised comments for the sub-proposal 9.

Sub-proposal 10 – York Rise (Camden)

We are proposing improvements on York Rise between Dartmouth Park Road and Chetwynd Road that would make this local high street a more attractive place. Changes could include widening the pavement, seating, new trees and low-level planting and cycle parking.



3.42. **681 responses** were provided to this question, **73% (499)** of respondents stated that they own or have access to a private car or a van.

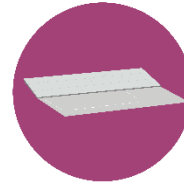
3.43. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for York Rise:

	Comment
General support	<ul style="list-style-type: none"> • Support for improvements on York Rise between Dartmouth Park Road and Chetwynd Road. • Support for proposed greening. • Comments that the proposal would be beneficial to local businesses.
General concerns	<ul style="list-style-type: none"> • Feelings that there is no need/demand for improvements on York Rise between Dartmouth Park Road and Chetwynd Road. • Opposition to proposed pavement widening. • Opposition to improvements on York Rise between Dartmouth Park Road and Chetwynd Road.
Suggestions	<ul style="list-style-type: none"> • Comments that the proposal should go further and fully pedestrianise this stretch of road. • Comments that the proposal should include maintenance plan for greening and planting.

Table 18 – Most raised comments for the sub-proposal 10.

Sub-proposal 11 – Chetwynd Road (Camden)

We are proposing to improve pedestrian accessibility on Chetwynd Road by consolidating the parking layout to ensure the pavement is accessible for all.



3.44. **704 responses** were provided to this question, **70% (496)** of respondents stated that they own or have access to a private car or a van.

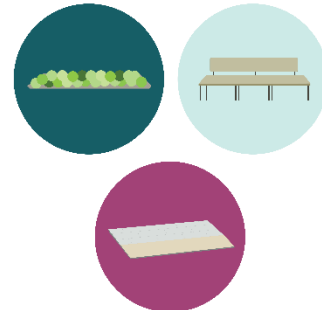
3.45. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Chetwynd Road:

	Comment
General support	<ul style="list-style-type: none"> • Support for pedestrian accessibility on Chetwynd Road. • Support for reduction of parking spaces on Chetwynd Road. • Feeling that the proposal would improve pedestrian accessibility for individuals with mobility impairments, disabilities, and those using prams.
General concerns	<ul style="list-style-type: none"> • Concerns that this proposal would negatively impact parking in the surrounding area. • Comments that the proposal is not detailed and/or clear enough. • Opposition to pedestrian accessibility improvements on Chetwynd Road.
Suggestions	<ul style="list-style-type: none"> • Comments that the proposal does not go far enough and should do more to prioritise pedestrian accessibility. • Comments that the proposal should include greening.

Table 19 – Most raised comments for the sub-proposal 11.

Sub-proposal 12 – Lady Somerset Road (Camden)

At the junction of Fortress Road and Lady Somerset Road, we are proposing street improvements include widening the pavement and opportunities for seating and planting.



3.46. **595 responses** were provided to this question, **73% (437)** of respondents stated that they own or have access to a private car or a van.

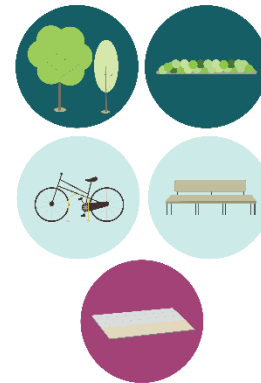
3.47. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Lady Somerset Road:

	Comment
General support	<ul style="list-style-type: none"> • Support for street improvements at the junction of Fortress Road and Lady Somerset Road. • Support for proposed greening. • Support for proposed seating.
General concerns	<ul style="list-style-type: none"> • Feeling that there is no need/demand for street improvements at the junction of Fortress Road and Lady Somerset Road. • Opposition to street improvements at the junction of Fortress Road and Lady Somerset Road. • Concerns that the proposal would be a misuse of council funds.
Suggestions	<ul style="list-style-type: none"> • Comments that the proposal should include a maintenance plan for greening and planting. • Comments that the proposal should include cycle infrastructure.

Table 20 – Most raised comments for the sub-proposal 12.

Sub-proposal 13 – Swain's Lane (Camden)

We are proposing improvements on Swain's Lane between the roundabout and the junction with Hillway to make this local high street a more attractive place. Changes could include widening of the pavement, seating, new trees and low-level planting and cycle parking.



3.48. **786 responses** were provided to this question, **72% (562)** of respondents stated that they own or have access to a private car or a van.

3.49. The table below sets out the top comments that were raised most frequently in relation to the general support, general concerns, and suggestions for Swain's Lane:

	Comment
General support	<ul style="list-style-type: none"> • Support for improvements on Swain's Lane between the roundabout and the junction with Hillway. • Support for proposed cycle parking. • Support for proposed greening.
General concerns	<ul style="list-style-type: none"> • Feeling that there is no need/demand for improvements on Swain's Lane between the roundabout and the junction with Hillway. • Opposition to proposed pavement widening. • Concerns that the proposal would be a misuse of council funds.
Suggestions	<ul style="list-style-type: none"> • Comments that the proposal should address inappropriate unloading of delivery vehicles on Swain's Lane. • Comments that the proposal should include improved waste management on Swain's Lane. • Comments that the proposal should include a maintenance plan for greening and planting.

Table 21 – Most raised comments for the sub-proposal 13.

3.50. **Section 5** of the survey included a question about potential locations for cycle hangars, dockless bike bays and electric vehicle charging points. Responses to this question were collated and will be considered by relevant teams within the council.

Emails

3.51. There were 781 emails received by the project team in total. 773 emails were received via the safetravel@camden.gov.uk inbox between 8 July 2024 and 30 September 2024. 8 emails were also received by Islington Officers. All of these emails were included in the analysis.

3.52. The main themes of the emails have been summarised in the table below:

Theme
Expression of general opposition to the Dartmouth Park Area Healthy Neighbourhood.
Concerns that the traffic management plan would lead to increased traffic and congestion on project's boundary roads.
Concerns that proposals would increase air pollution levels in the Dartmouth Park Area Healthy Neighbourhood project area.
Comments that there was an insufficient public engagement period for this co-design stage.
Concerns that this proposal would be too restrictive to motor vehicle users.
Feeling that the traffic management plan would unfairly prioritise certain roads/areas over others in the project area.
Concerns that the traffic management plan would lead to increased traffic and congestion on residential roads within the project area.
Comments that the proposals should have been accompanied by traffic modelling and other relevant data.
Comments that the proposals would negatively impact journey times.
Comments that there is no need/demand for these proposals.
Comments that the proposals were not presented in a clear manner for all to understand.
Comments that proposals would be overly restrictive for elderly people, disabled people and/or carers.
Opposition to the proposed one-way traffic systems on residential roads.
Concerns that proposals would be a misuse of council funds.
Concerns that the proposal would increase noise pollution levels in the project area.

Comments that additional speed calming measures should be introduced in the project area.
Comments that proposals should not remove existing parking provisions in the project area.
Comments that the traffic management plan would make it difficult to access healthcare (Whittington Hospital) and essential facilities in the area.
Concerns that the traffic management plan would lead to increased traffic and congestion generally around the project area.
Comments that proposals would negatively impact businesses.
Comments that more should be done to improve pedestrian and cycle safety.
Comments that the traffic management plan would negatively impact emergency vehicle response times.
General support for Dartmouth Park Area Healthy Neighbourhood.
Comments that the proposals should have been coordinated with Haringey Council.
Receipt of Freedom of Information (FOI) requests.
Comments that proposals should remove existing parking provisions in the project area.
Comments that dangerous behaviour of cyclists, e-bikes and e-scooter users should be better enforced.
Support for proposed one-way traffic systems on residential roads.
Out of scope questions/feedback.

Table 22 – The main themes from the emails received.

Section 4: Co-design Events and Engagement Activities

4. Co-design Events and Engagement Activities

Overview

- 4.1. In total, seven co-design events/ engagement activities were held for the Dartmouth Park Area HN:
- Online event – 17 July 2024
 - In-person resident events – 23 July 2024 and 24 July 2024 (four sessions)
 - Business door-to-door visits – 5-6 August 2024
 - Online business events – 12 August 2024 (AM and PM sessions)
- 4.2. People could register online via the Dartmouth Park Area Healthy Neighbourhood website or in-person at the Archway Library (N19 5PH) or by calling 020 7974 4444 for online, in-person resident and online business events.
- 4.3. The in-person resident and online events were advertised on communications materials as well as on the co-design website. The information about the online business event was shared with businesses through a dedicated letter delivered to all businesses in the project area during door-to-door visits.
- 4.4. The co-design events/engagement activities aimed to gain feedback from local people about the proposals, answer questions about the project, and encourage filling out the engagement survey.

The following section of the report provides information about each co-design event/engagement activity, along with the feedback received.

Online Event

- 4.5. The online engagement event took place on 17 July 2024 (6pm-7pm) on Zoom.
- 4.6. The session was structured as a webinar, starting with a presentation of the proposals, followed by a question-and-answer session.
- 4.7. 59 people attended the session. The feedback and questions received during this event are summarised in the graphic below.

Questions were asked about

Scheme Overall

- The objectives of the project.
- How the scheme would be implemented, i.e. as a trial.
- Behaviour change.
- The next steps for the scheme and consultation.



Proposal 1 - Traffic Management Plan

- The types of impact assessment/data that have been conducted/collected.
- Traffic filters on residential roads.
- The air quality information available in relation to the scheme and how the scheme would impact it.
- The one-way systems on residential roads and what options have been considered.
- Parking removal to enable improved bus services.
- Considering timed traffic restrictions as part of the scheme.
- Accessing/egressing the area within the proposed project area.



- What considerations have been made to accommodate impact of the scheme on elderly people and those with physical limitations.
- Clarifying the proposals and justification for the proposed changes.
- How will the scheme be monitored.
- Clarifying why right turn on Fortress Road could not be used to facilitate traffic to travel only on boundary roads and not on Chetwynd Road/through the area.
- Exemptions to travel through the traffic filters.



Proposal 2 - Cycle Network Improvements

- Cycle safety proposals at the junction of residential and boundary road junctions.



Feedback received in regard to

General Comments

- Concerns about the timing of the co-design engagement.
- Concerns about the distribution area of the communication materials, particularly in the London Borough of Haringey.
- Concerns about how the proposals have been presented on the plans/communication materials.



Proposal 1 - Local Traffic Management Plan

- Concerns about the impact of the project on the project area and surrounding neighbourhoods, including traffic displacement.
- Concerns about volume of traffic, speeding and types of vehicles travelling on boundary roads.
- Concerns about how the project would affect bus services in the area.
- Concerns about project's impact on traffic volumes on residential roads.
- Safety concerns in relation to one-way systems proposed for Chetwynd Road and Twisden Road.



- Concerns that speed calming measures would not reduce speeds on Chetwynd Road.
- Concerns about deliveries, service vehicles and visitors accessing and parking in the area.
- Concerns that the proposals are not ambitious enough.



Suggestions

- Suggestion to limit traffic on South Grove near the junction with Highgate High Street.
- Suggestion to consider making Swain's Lane one way from the roundabout towards Chester Road and making St Alban's Road one way in the other direction.
- Suggestion to narrow carriageways on Highgate West Hill to reduce speeds and widen pavements.
- Suggestions for more speed calming measures on Chetwynd Road.



Figure 6 – Questions and feedback received during the online event

In-person Resident Events

- 4.8. The in-person resident events took place on 23 July 2024 (6pm-7.30pm) and on 24 July 2024 (6pm-7.30pm). Both events consisted of two separate sessions (6pm-6.30pm and 6.45pm-7.15pm).
- 4.9. The sessions involved separate tables where attendees could speak with council officers and Citisense consultants about the proposals and the overall project. Each table was provided with a map of the Dartmouth Park Area HN, proposal packs with designs, and paper engagement surveys.
- 4.10. 169 participants attended the sessions across the two days. The feedback and comments received during this event are summarised in the graphic below.
- 4.11. Not all proposals were commented on during these engagement events, so not all proposals are included in this section.

Scheme Overall

- Confusion about the aims and objectives of the project.
- Mixed opinions on the project's progression, some participants felt it is progressing too quickly and, for others, too slowly.
- The need for clear timelines for the project has been highlighted.
- Suggestion that the project should be implemented as a trial which could, potentially, be reversed.
- Concerns that the project is overly restrictive for motor vehicle users.
- Suggestion for the phased implementation of the project.
- Concerns that proposals did not include multiple options for each proposal.
- Concern that the project was not coordinated with Haringey Council.
- Concerns that exemptions would be granted only by Islington Council.
- Opinions expressing support for improving traffic flows, pedestrian safety, and permeability in the area.
- Concerns about how feedback from previous engagement phase was analysed and fed into the proposals in the co-design phase.
- Concerns about that the project would negatively impact social mobility and increase crime rates.
- Suggestion for better EV infrastructure in the area to support more sustainable transport alternatives.
- Concerns that the project's proposals would not achieve the set objectives.
- Concerns about air quality and noise pollution getting worse after the project's implementation.
- Concerns about project's negative impact on businesses in the area.
- Concerns about dangerous cyclists' behaviour.



General Comments

Accessibility and Inclusivity

- The project should balance neighbourhood needs to avoid unfair disadvantages, particularly for older residents.
- Concerns were raised about elderly and disabled people's access to the area, particularly if they require a motor-vehicle/private car to travel.
- Concerns about who would be exempt to pass through the traffic filters, i.e., emergency vehicles, disabled people, elderly people, taxis and residents.



Evaluation and Evidence

- Concerns about the impact assessments that have been conducted for the project and how it would affect the wider area.
- Monitoring air quality and traffic volumes before and after the project would be significant, particularly in relation to school term traffic.
- Suggestions to undertake traffic modelling as opposed to trialling the project and evaluating it once it will be in place.



Engagement Period and Communications Materials

- Concerns about the timing of the consultation period and insufficient advertising of the engagement.
- Suggestions for more in-person engagement and more accessible registration to avoid digital exclusion and engage with wider community.
- Concerns were raised about access to engagement materials for non-English speakers.



Proposal 1 – Local Traffic Management Plan

General Comments

- Concerns that the project would push traffic onto boundary roads, increasing congestion and air pollution, especially near schools.
- Concerns about large vehicles damaging road surfaces, parked vehicles and underground pipes.
- Concerns about the traffic generated by private schools in the area.
- Concerns about unclear signage to enforce traffic filters.
- Suggestion to introduce yellow buses for schools to access the area and reduce private motor vehicle use.
- Suggestions for more double yellow lines to prevent parking.
- Suggestions for stricter enforcement of weight restrictions.
- Suggestions to improve road surfaces to accommodate additional traffic in the area.
- Suggestions to accommodate more wayfinding/navigation signs across the area to support the implementation of the proposal.
- Concerns about how the proposal might affect connectivity between specific areas or cells.
- Concerns about increased journey times.
- Concerns about access for emergency vehicles and access to the Whittington Hospital for emergency and routine appointments.
- Concerns about how the proposals would affect bus services in the area, particularly between Hampstead Village, Highgate Village, and Archway.



Residential Roads

Many comments were received regarding individual residential roads and are summarised below.

- Concerns about the proposal's impact on traffic volumes on residential roads, particularly on Chetwynd Road, Croftdown Road, Spencer Rise and Churchill Road.
- Concerns about rat-running traffic. Roads such as Dartmouth Park Hill and Chetwynd Road were highlighted as needing targeted measures.
- Concerns about speeding vehicles across all project area, including refuse vehicles outside of collection hours.

Proposal 1 – Local Traffic Management Plan

Residential Roads

- Concerns about the narrow nature of some roads which might make navigating the area more difficult, particularly on Twisden Road, Hargrave Park and Cathcart Hill.
- Concerns about displacement of traffic on the roads without proposed traffic filters such as Chester Road and Swain's Lane is a significant concern.
- Concerns about the residential roads being too narrow to accommodate any additional traffic/movements required not to pass the traffic filter.
- Concerns about restricted access to areas between filters, particularly between Bickerton Road and Chetwynd Road, and navigating 'fragmented' routes like Dartmouth Park Hill.
- Concerns that residential roads are too narrow.
- Concerns about the 'loop-like' route that would be created on Chetwynd Road and Twisden Road and on Spenser Road and Churchhill Road.
- Concerns that traffic would be rerouted through previously quiet areas like Hillway, some residents are reconsidering keeping their gates open.
- Suggestions to introduce timed restrictions instead of 24/7 ones to help mitigate traffic volumes during peak times.
- Suggestion for Lady Somerset Road to become one-way to handle the traffic flows better.
- Suggestions to improve proposals to accommodate better east-west movements across the area, particularly in relation to accessing the Whittington Hospital.
- Suggestion to remove the proposed traffic filters on Dartmouth park Hill to improve traffic flows through the area.



Proposal 1 – Local Traffic Management Plan

Chetwynd Road

A high volume of feedback was gathered for Chetwynd Road as part of this proposal, which is summarised below.

- Concerns that the proposal would increase volumes of traffic and air pollution on Chetwynd Road as traffic would be displaced from neighbouring roads. The road already has high levels of traffic, poor air quality and issues with speeding vehicles and there is a worry that the project will further escalate these issues.
- Concerns about the LGVs blocking the pavements.
- Concerns were raised about whether local businesses have been adequately engaged on the proposals in terms of their loading needs.
- Suggestions to include more speed humps and speed restrictions.
- Clarity is needed on the use of traffic lights at the junction of Chetwynd Road and Highgate Road to help manage flow.
- Suggestions for more traffic filters to reduce traffic on the road.
- Suggestion that the road should remain two-way with timed restrictions.
- The project should ensure that adequate parking provision is provided.



Boundary Roads

- Concerns about significant traffic displacement onto boundary roads and roads outside of the project area such as Lady Margaret Road.
- Concerns that the proposal would further contribute to congestion on the boundary roads, particularly on weekends when drivers from outside the area travel to the project area.
- Concerns about deliveries into the area.
- Concerns that boundary roads are too narrow to accommodate additional displaced traffic and that displaced traffic would create unmanageable conditions for residents.
- Suggestions for additional speed restrictions as vehicle speeding leads to ongoing damage to roads and there are concerns that the proposal would exacerbate this issue.

Proposal 2 – Road Safety, Bus Priority and Cycle Network Improvements

General Comments

- In general, new crossings have successfully slowed traffic, more measures like this would be welcome.
- General support for the cycling and walking infrastructure improvements.
- Concerns about cyclists' behaviour, particularly near schools.
- Concerns about how proposals would impact parking provision in the area.
- There is a need for more cycle stands, cycle hangars and segregated cycle lanes, but they should be distributed equally throughout the area.
- There is a need for upgrades to major junctions, such as the one near Tufnell Park tube station, to support the implementation of Proposal 1.

Feedback received on specific sub-proposals is included below.



Sub-proposal 1 and Sub-proposal 2 - Highgate Hill

- Concerns about the impact on parking provision if the bus lane would be implemented.



Sub-proposal 3 - Chester Road

- Suggestion to implement a bus lane on Chester Road.



Proposal 2 – Road Safety, Bus Priority and Cycle Network Improvements

Sub-proposal 5 - Fortess Road

- Suggestion for improvements to the bike path, from William Ellis School through the park, to make it safer and more formal.



Sub-proposal 6 - Highgate Road

- Safety concerns at the junctions and crossings of residential and boundary roads, particularly at the junctions with Highgate Road.
- Support for simple, protected cycle lanes that would be affordable and practical.
- Importance of balancing cycle infrastructure with pedestrian spaces and ensuring bus services would not be affected.



Sub-proposal 7 - Highgate West Hill

- Concerns about bus service provision on the road.
- Concerns about parking removal.
- Suggestion to improve bus stops placements to ensure accessibility.
- Suggestion for pedestrian crossing near the bus stop.



Additional Comments - Swain's Lane

- Safety concerns for pedestrians and cyclists.

Proposal 3 – Improvements to Local Streets

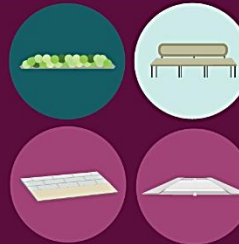
General Comments

- Concerns about waste management and maintenance of green spaces.
- Concerns about anti-social behaviour.
- Improved pavements and safer, more accessible spaces were highlighted as essential for disabled people.
- Suggestion to implement noise pollution cameras in the area, similar to those installed in City of Westminster.
- Suggestion to improve pavements across the whole area.

Feedback received on specific sub-proposals is included below.

Sub-proposal 7 – Bickerton Road

- Some participants expressed support for the pavement widening to improve safety, whereas others felt that it was unnecessary and a waste of resources.



Sub-proposal 9 – Croftdown Road

- Concerns about parking loss which would affect access to the park.



Sub-proposal 10 – York Rise

- Support for more greening and continuous paving on York Rise.
- Support for pedestrianising certain area of York Rise, which would improve the public realm and make the area more walkable. Participants were hopeful that pedestrianisation could be part of the broader improvements in the area.



Proposal 3 – Improvements to Local Streets

Sub-proposal 11 – Chetwynd Road

- Support for pavement improvements.
- Concerns about consolidating parking.



Sub-proposal 13 – Swain's Lane

- Some participants expressed support for the pavement widening to improve safety, whereas others felt that it was unnecessary and a waste of resources.



Additional Comments - Cathcart Hill

- Suggestion to implement street improvements and greenery on the street.

Figure 7 – Feedback received during the in-person resident events

Online Business Events

- 4.12. The online business events took place on 12 August 2024 (10am-11am and 5pm-6pm). Two separate sessions were held in the morning and in the afternoon.
- 4.13. The sessions included separate breakout rooms for businesses located in LBC and LBI where council officers and Citisense consultants listened to business feedback on the proposals and answered questions about the project.
- 4.14. Six businesses attended the sessions. The feedback and comments received during these events are summarised in the graphic below.
- 4.15. Not all proposals were commented on during these engagement events, so not all proposals are included in this section.

Feedback received in regard to

Proposal 1 - Local Traffic Management Plan

- Concerns about the traffic displacement and increased congestion if the project was implemented.
- Concerns that the project would negatively impact air quality in the area, particularly on boundary roads and near schools.
- Concerns about the project's impact on air quality near schools.
- Concerns about parking removal and further parking loss as there is limited parking provision in the area.
- Concerns about how the project would operate with the existing transport measures in place, i.e. School Streets.
- Concerns about volumes of traffic near the Whittington Hospital, particularly on Archway Road and Highgate Road.
- Concerns about proposals for Chetwynd Road as the volumes of traffic do not seem to be a big issue here and, if proposals would be implemented, there would be displacement on other roads.
- Concerned about traffic management measures on Dartmouth Park Hill.
- Supportive of pedestrian friendly schemes and cycle lanes but concerned how they might impact services for businesses.
- Supportive of the proposals as public transport connections in the area are good.
- Currently, Cathcart Hill, Chetwynd Road and St Joh's Grove are used as rat runs.



Proposal 2 - Road Safety, Bus Priority and Cycle Network Improvements

- There is no need for a bus lane on Fortress Road.
- Proposals would make it harder for pedestrians to cross the road with a bus lane and cycle lane in place.
- Concerns about the cycle lane proposals and how they would impact parking provision.
- Questioning the need for cycle lanes as boundary roads, particularly Junction Road, are wide enough.

Suggestions/Possible Improvements

- Greening/planting on Junction Road, in front of the shops, would be welcome to create a safety buffer between the road and the shops.
- Existing greenery/planting in the area could benefit from better maintenance.

Figure 8 – Feedback received during online business events.

Business Door-to-Door Visits

4.16. The business door-to-door visits took place on 5 August 2024 and 6 August 2024. Businesses were visited by LBC and LBI officers and Citisense consultants who spoke about the project proposals and encouraged businesses to share any concerns and/or requirements regarding the Dartmouth Park Area HN. Local businesses were also encouraged to attend the online business events on 12 August 2024 and to complete the engagement survey.

4.17. Businesses on the following streets were visited as part of this engagement:

- Bickerton Road – 1 business
- Chetwynd Road – 6 businesses
- Dartmouth Park Hill – 7 businesses
- Falkland Road – 1 business
- Fortress Road – 70 businesses
- Greenwood Place – 2 businesses
- Highgate Hill – 16 businesses
- Highgate High Street – 25 businesses
- Highgate Road – 22 businesses
- Highgate West Hill – 2 businesses
- Junction Road – 110 businesses
- Kentish Town Road – 11 businesses
- MacDonald Road – 1 business
- Navigator Square/Hornsey Road – 11 businesses
- Pond Square – 1 business
- South Grove – 5 businesses
- Swain's Lane – 14 businesses
- Tufnell Park Road – 1 business
- York Rise – 6 businesses

4.18. The feedback and comments received during the visits are summarised in the graphic below.

General Comments

- Information about the project and proposals was unclear/confusing.
- Concerns about the engagement process and decision-making process on the project.
- Concerns about safety at night when no cars are on the road.
- Concerns that the project would be too restrictive for motor vehicle users.
- Concerns that the proposals would have a negative impact on low-income households.
- Concerns that proposals would have a negative impact on already struggling businesses.
- Concerns about proposals as parking provision is already limited for people to drop-in.

Proposal 1 - Local Traffic Management Plan

- Concerns that proposals would increase traffic volumes and congestion.
- Concerns that proposals would make it harder to access shops on Highgate High Street
- Concerns that there would be an increase in traffic volume if Swain's Lane would be closed down. Currently, when there are accidents or roadworks there is excessive traffic/congestion in the area.
- There is a need to maintain good public transport (bus) links for elderly residents.
- Concerns that access to the Whittington Hospital would be too difficult if the project was implemented.
- Concerns about access for emergency vehicles.
- Concerns about Highgate Road not being wide enough for the proposals and already having high levels of congestion.
- Concerns that proposals would make it more difficult to drive to appointments/meetings.



Suggestions/Possible Improvements

- Concerns about speeding on Swain's Lane which needs addressing.
- Pop-up food stall/vendor on empty bus bay up would be beneficial.
- Suggestion to put double yellow lines on the South Grove (Stop C) bus stand.
- There is a need for better maintenance of the greening at the vacant bus stop in the area.
- There is not enough bike storage for residents in the area.

Figure 9 – Feedback received during the business door-to-door visits.

Resident-led Event

4.19. The Highgate Society hosted a meeting on 3 September 2024 to discuss proposals for the Dartmouth Park Area Healthy Neighbourhood. As stated on the organiser's website, 225 people attended the meeting in person, with 70 participants joining online.

4.20. The main themes of the feedback and comments received are summarised below. The information below has been sourced from the recording of the meeting available online on the Highgate Society's website.

Theme
Comments that displacement of traffic onto boundary roads (general) and specifically Highgate West Hill, Highgate Hill, Highgate Road, Burghley Road, Fortress Road.
Suggestion to utilise Swain's Lane to avoid excess congestion on Highgate High Street.
Objection to East – West one-way system on Chetwynd Road.
Comments that access to Whittington Hospital would be restricted.
Comments that access exemptions for residents should be in place.
Displacement of traffic to quieter areas within the project area.
There is no requirement/need for change.
Objection to implementation of proposals as a trial.

Comments that journey times to Highgate Cemetery would be restricted.
Comments that proposals would increase journey times and overall traffic volumes.
Comments that proposals did not clearly set out what the benefits of the project would be.
Comments that proposals would not help to meet environmental objectives.
Comments of dissatisfaction with the engagement process and that timing of the engagement was poor.
Comments that traffic modelling is needed to better predict outcome of the trial and traffic displacement.
Comments that the proposals do not clearly set out what the benefits to public transport would be.
Comments that the proposal would help increase active modes of transport, help reduce through traffic in the area, make the area safer and would have a positive impact on air pollution.
Comments that the proposals would not increase traffic on boundary roads.
Comments that consultation for Haringey residents that are likely to be affected by the proposals is required.
Comments that the proposals would negatively impact vulnerable, elderly or disabled residents, restrict residents, restrict access to Parish Church of St Mary, Brookfield, increase pollution levels near schools.
Comments that restrictions should only take place during peak hours.
Comments that weight restriction is not enforced.
Comments that the current high frequency of roadworks creates congestion.
Comments that the proposals do not clearly set out improvements to footway or road conditions.
Comments that the removal of parking would negatively impact businesses.
Comments that increased congestion on Fortess Road would negatively impact businesses.
Comments that works on Holloway Road would be negatively impacted.
Comments that the proposed changes would be a waste of money.

Table 23 – The main themes raised during the resident-led event.

Appendices

- Appendix 1 – Demographics
- Appendix 2 – Multiple-choice and free text survey questions coding and outputs
- Appendix 3 – Communications methodology