

Response to the Heath Management Plan Consultation

April 2007

Table of Contents

1. Overview of the cycleways and our proposed new shared-use paths on and round the Heath
 2. General comments on cycling on the Heath and on our requests
 3. Issues of policing errant cyclists on the Heath
 4. Cycle parking
 5. Signing of cycle routes
 6. Arguments concerning the need for the proposed links
 7. Detailed description of the existing cycleways and of our proposed new links.
 8. Final remarks
- Appendix A: Cycle Counts
 - Appendix B: The potential contribution of the Heath to safer routes to schools
 - Appendix C: A comparison of journey times to the Heath by cycle and by public transport

1. Overview of the cycleways and proposed new shared-use paths



The map on page 1 is based on the London Cycle Guides 4 and 5 (Transport for London) on which signposted cycle routes are shown in blue, advisory routes in yellow and traffic-free routes in green. The continuous green lines on the Heath are the cycleways which have been in place since before the consultation in 2001. We have used the letters A, B, C and D to refer to the cycleways as follows:

- A. Nassington Road to Highgate Road;
- B. Millfield Lane to the junction with path C;
- C. Spaniards Road – East Heath Road (via Viaduct Pond);
- D. West Heath Road – North End Way (Sandy Road).

The dashed green lines on the map (labelled 1-6) show the six paths that we would like to be considered for shared use:

1. *The path by the Lido*. Links cycleway A to the Lido car park;
2. *The missing link on the edge of the Heath behind South Hill Park*. Links cycleways A and C via Tanza road;
3. *Lime Avenue*. Links Well Walk with cycleway C;
4. *The extension of Millfield Lane up to Kenwood House and on to Hampstead Lane*. Links the part of Millfield Lane where cycling is permitted to Hampstead Lane;
5. *Rotten Row across Sandy Heath*. Links cycleway D to Spaniards End. Currently a horse track;
6. *The link from cycleway C to Hampstead Heath Station*.

In addition, we request that the short paths between cycleway A and the railway bridge connection to Savernake Road be made officially available for use by cyclists.

The dashed brown lines show potential shared-use paths adjacent to the Heath:

- i. Path along the footway between Jack Straw's Castle and Spaniards End, as the road is narrow and the traffic is heavy;
- ii. Path above North End Road between Sandy Road and Inverforth Close – particularly for those riding up the hill as it's so narrow and busy;
- iii. A gravel surfaced hard verge on the West Heath side of West Heath Road, as the traffic in the road is usually heavy.

The continuous brown colouring indicates other related improvements discussed with LB Camden:

- Tanza Road. Signing along Tanza Road is essential to the correct working of Link 2.
- Junction of Well Walk and East Heath Road. Safety improvements for cyclists using link 3.

2. General comments on cycling on the Heath and on our requests

Camden Cycling Campaign respects the concerns of other Heath users about sharing space with people on cycles, and is sensitive to considerations about environmental damage to this beautiful wild place. With these issues always in mind, we submit to the Heath Management for its serious consideration our recommendations to introduce a small number of shared use paths as outlined above.

Three of the new links that we propose are on the edge of the Heath, while the other two on the main Heath link existing cycleways to the edge of the Heath. Link 5 crosses Sandy Heath.

The Camden New Journal (October 12th 2006) quoted Jennifer Adams as saying: "We may need to have a radical re-think. We might have to say we are not going to have any designated cycle routes but we will only stop people who are causing problems. This is a debate we have to have." If such a solution is adopted, we believe that a set of cycle routes should be identified, shown on maps and signed in an unobtrusive manner.

We believe that the term "Shared Use Path" could be more appropriate than "Cycleway"; and "Cyclists should give way to pedestrians" rather than "Pedestrians have right of way".

3. Issues of policing of errant cyclists on the Heath

For cyclists who ride on the non-designated paths, CCC would like the City of London to consider the use of Fixed Penalty Notices with fines comparable to those applied to people who cycle on pavements. In addition, the speed limit of 8 mph should be enforced, particularly when the paths are busy.

The existing enforcement regime is not very effective in that many people still ride on paths that are not designated for shared use. For example, the path past the Highgate ponds is regularly used by cyclists, particularly at weekends.

In practice, few people are penalised, but for those who are, the penalties are excessive, with fines of several hundred pounds imposed in the magistrates court. The risk of being fined is currently so low (due to

the cumbersome procedures of going to the magistrates court) that the deterrent effect is negligible. A fixed penalty regime would completely change this. The JMP report "Assessment of cycle routes on Hampstead Heath" (2002) did not consider such a change in enforcement as it was not then legally possible, whereas it is now. We understand that the Heath Constabulary is already planning to use Fixed Penalty Notices against antisocial dog owners. We request that the Heath Constabulary uses Fixed Penalty Notices against cyclists who ride dangerously or who persist in riding off the designated paths.

We suggest that the introduction of the new links we recommend will make it easier for people to cycle from various destinations over the Heath without using the non-designated paths.

4. Cycle parking

Cycle parking is needed at the following locations:

At points of entry to the Heath so that people who want to walk may park their bikes:

- the place where each cycleway reaches the edge of the Heath;
- the entrance on Hampstead Lane (the first entrance on Highgate side);
- near to the junction of Swains Lane and Highgate Road;
- by the entrance to Lime Avenue (near to the Pryors).

At each of the main destinations on the Heath:

- Ladies bathing pond has a good number of locations: those with the metal rail are suitable for most bikes. However the thick wooden rails are difficult to use with D-locks. Either some bike stands or a metal rail is needed;
- Mens bathing pond. Most people use the railings which are secure. However more parking facilities are required when the place is busy;
- Mixed bathing pond. The chestnut paling here is not sufficiently secure;
- Tennis Courts. There are plenty of railings nearby;
- Parliament Hill Café. Sheffield stands would be useful in discouraging people from locking to the railings at the side of the main east-west shared use path;
- Golders Hill Park Café. Cycle parking is badly needed here;
- Running track. There are plenty of railings nearby;
- Sports Ground.

People do use the railings we mention for securing their bikes and their use is effective. But if the Heath Management objects to the use of railings, cycle stands would be required instead.

5. Signing of cycle routes

We don't want to pollute the Heath with conspicuous signs, but suggest some improvements are needed, both at the entrances to the Heath and along the cycleways themselves.



Signing at the entrances

The cycleway between Highgate Road and Nassington Road is well signed at each end with a map showing the routes. But the other cycleways are not so well signed: the cycleway on Sandy Lane has no signage at all, and the cycleway from Millfield Lane has just the sign shown in the photo on the right. Also, the other entrances to the Heath say 'No Cycling', rather than indicating that there is a cycleway nearby, for example the photo on the left shows the sign at the entrance by William Ellis School.



Route direction signs

There appear to be no direction signs on any of the cycleways. The most important places for route direction signs are at the junctions of pairs of cycleways, for example at the junction between the cycleways B and C, pointing out the directions to Highgate, Jack Straws and South End Green.

Direction signs are also very useful at other major junctions, e.g. between the Lido path and cycleway A.

Any new link would also require signage, mainly direction signs at each end. We outline the signing requirements for each link in Section 7.

Route marker signs

Occasional markers along the shared use paths are also helpful. All of the cycleways pass intersecting paths and it is often difficult to know which is the correct path. If cyclists are to remain on the cycleways they require effective marking.



It would be helpful if standard advisory signs were to be used, rather than the occasional cycle logos which quickly wear out. The small signs on wooden bollards (photo right) are very effective. But as the paths are intended to be for shared use with pedestrians, it would be more appropriate to use the sign shown on the left.

Cycle logos are painted on large stone slabs at intervals along the gravel section of cycleway C: these slabs project and may be a slight hazard to cyclists.

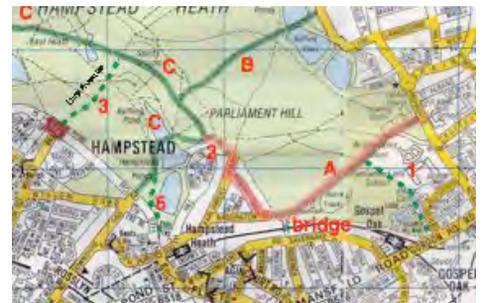


6. Arguments concerning the need for the proposed links

The four existing cycleways provide a very restricted network over the Heath. A combination of cycleways B and C can provide part of a useful route from the east of the Heath to the top or bottom of East Heath Road. But with only one junction between the four cycleways and few cycle links to the edges of the Heath, their usefulness is limited. The paths we propose are intended to achieve the following:

To join cycleways A and C

Cycleway A can be linked to cycleway C by a marked route along Tanza Road, together with our proposed link 2, which follows the boundary of the Heath. We have chosen Tanza Road rather than the parallel path inside the Heath because the latter is both straight and steep and the speed of downhill cyclists could be a problem. This route is shown in pink on the map on the right: we will refer to it as route A-2-C.



To join cycleways C and D

Cycleway C can be linked to cycleway D by means of a path along the footway in Spaniards Road (i) and along the extension of Sandy Road through Sandy Heath, marked Rotten Row (5). Camden Council is already working on (i).

Links from the cycleways to the edges of the Heath

The cycleways would be more useful with additional links to the edges of the Heath: we propose the following:

- to link cycleway B via Millfield Lane to the northern boundary of the Heath on Spaniards Road along the extension of Millfield Lane (4);
- to link cycleway C via Lime Avenue (3) to a crossing on East Heath Road and on to Well Walk; we have asked Camden Council to consider improvements to this junction;
- to link cycleway A via the Lido path (1) to Gordon House Road as part of a route via Grafton Road to the Kentish Town area. Note that Grafton Road is on the new LCN+ Link 27 and has recently (March 2007) been marked as a *quiet route to Kentish Town*;
- to link cycleway C via path (6) to the Hampstead Heath Silverlink train station;
- to formalise the use of Savernake bridge so as to link cycleway A to Savernake Road.

We recommend the introduction of link 6 for people who come by train to the Hampstead Heath station to allow them to start riding immediately on a pleasant path instead of having to ride up East Heath Road to access the Heath routes.

The school travel argument

Our study on the potential of the Heath for safer routes to school (Appendix B) identifies desire lines for journeys between home and school based on a study of eight schools in Hampstead, three schools in Parliament Hill and one in Gospel Oak. To summarise: the study indicates the need for extra connections between pairs of cycleways and between each cycleway and the edge of the Heath. The most popular desire line to the three Hampstead primary schools is from the area south of the Heath, in which pupils need to:

- access cycleway A via link 1 or the Savernake bridge, use Route A-2-C to access Link 3, arriving in the Hampstead area via Well Walk.

The most popular desire line to the Parliament Hill secondary schools is from the south of the Heath, in which pupils need to:

- access cycleway A via link 1 or the Savernake bridge so as to reach the schools directly.

These routes would avoid using Highgate Road and its junction with Gordon House Road, neither of which is safe enough for use by schoolchildren.

Altogether, we studied the implementation of fifteen different desire lines. The catchment figures for the schools in each of these areas was used to calculate a potential use for each cycleway and proposed link if all children cycle to school. This is summarised in the table below.

link	A	C	1	2	3	B	4	bridge	i	ii	iii
count	1071	467	430	334	400	143	86	410	44	45	44

Thus the school travel argument makes a very strong case for the need for links 1, 2 and 3 and for access via the Savernake bridge. It also makes a good case for Link 4.

Make it easier to cycle to popular destinations on Heath

Camden's Green Transport Strategy is designed to reduce the dependency on private motor vehicles, recognising that the school run makes a significant contribution to peak time traffic. It cites the effects on health from noise and pollution, the injuries to pedestrians and cyclists from collisions with motor vehicles and the severance of communities by heavily trafficked roads. It sees solutions in encouraging more walking, cycling and better public transport, recognising that these more active modes are healthier.

This strategy implies that people should be encouraged to come to the Heath by cycle rather than by car. This will offer advantages to those who do so, both in terms of health, convenience and enjoyment and the obvious benefits to the environment and to other people by avoiding the need to park a car. People who make their journeys on a cycle should be allowed proper access - having to get off and walk part of the journey is not an acceptable alternative.

Kenwood House

The journey by cycle to Kenwood from the south of the Heath (e.g. Kentish Town, Holloway or Hackney) will include Highgate Road, but without the ability to ride on Millfield Lane all the way to Kenwood House, the cyclist must travel via Highgate Village, a much longer journey involving the use of Hampstead Lane where the heavy parking is a hazard to cyclists. Even those coming from the south and south west via cycleway B could benefit from using link 4 which extends Millfield Lane up to the entrance to Kenwood House.

Warm up before you work out

The Mayor of London's campaign to encourage people to cycle to the swimming pool and to other sporting activities advocates *warm up before you work out*. To support the *Good Going* campaign and the general benefits mentioned above, it should be possible for people to cycle on a fairly direct route between home and the bathing ponds, tennis courts and athletics track on the Heath. All of these activities are sited either on or very close to a cycleway, so could easily be accessed by cycle with additional links from the edge of the Heath and between cycleways.

- Ladies' and mens' swimming ponds (near Millfield Lane, the latter on cycleway B): anyone from the north would be far more likely to come by bike if they can use link 4 than if they have to use the alternative route via Hampstead Lane and Highgate Village; cycleway B provides a good approach from the west via cycleway C for people approaching from the top or bottom of East Heath Road, but people living in the Hampstead village area need our proposed link 3 to cycleway B.
- Mixed bathing pond (close to the southern end of cycleway C): people from the south east could use the route A-2-C for their journey.
- Tennis courts (close to Highgate Road on cycleway A). The proposed new link 1 and link 2 via Tanza Road onto cycleway A will help those coming from the south and the west respectively. Anyone coming from the Hampstead area would also need our proposed link 3.
- Athletics track (on cycleway A near to Savernake bridge). Access requirements are similar to those for the tennis courts.
- Sports Ground (on cycleway C south east of the junction with Lime Avenue). Access from Hampstead is facilitated by Link 3 and from the south by Links 1 and 2.

Transport for London's Cycling on Greenways programme

Through this programme, Transport for London will fund London Boroughs and managing authorities to do work to produce good conditions for cycling on off-highway routes in open spaces. Many of the resulting improvements will also provide benefits for other users, including better access for mobility impaired people and pedestrians. In line with the Mayor's broader strategy this will encourage cycling in green spaces. Three million pounds funding is available for 2007/8. Camden Council has already applied for Greenway funding for the cycle link on Spaniards Road, but the Heath Management has the opportunity to lead on creating Greenways within the Heath.

Green Travel Plans

Travel plans are generally made by organisations to encourage staff, and in the case of schools or colleges, students, to find alternatives to car travel. They can offer real benefits not only to the organisation and those who travel to it, but also the community that surrounds it. Cyclists may help to relieve local parking or congestion problems or improve public transport journey times across the area, and relieve stress on other travellers through reducing delays.

Some managers of open spaces are also considering the benefits of green travel. The Peak District National Authority has plans to reduce car use in the area and as a way to travel there, with a view to improving road safety, enhancing the environment and making it safer for cyclists and pedestrians. The Eden Project has a successful rail/bus service, and it provides a separate access route for cyclists, good cycle parking and discounts and fast track queueing for people who arrive by bike.

Scottish National Heritage have produced a document entitled "Experience and Best Practice in the Planning and Managing of Transport Within National Parks and Areas of Outstanding Natural Beauty in England and Wales". It gives an overview of aspects of travel planning, such as altering people's behaviour by making them aware of alternatives and providing infrastructure or services (such as cycle paths/parking, etcetera). It includes best practice examples throughout, many of which are relevant to cycling, for example the New Forest and the Sussex Downs.

The Heath Management Plan Stage 1 states: "the ability to access the Heath easily by public buses and trains is an important part of reducing the use of non-renewable energy supplies". But we find it surprising that the plan does not mention access by cycle, the most sustainable form of transport. We have used Transport for London's journey planner to compare the times of journeys to the Heath by cycle and on public transport. This study is in Appendix C. It shows that from distances of 2 and 3 miles by crowfly, the cyclist takes about 15 and 20 minutes respectively, whereas the bus/train takes about 50 and 60 minutes. This is a very convincing argument that cycling is a more useful alternative to car travel than the bus/train for journeys to the Heath.

The Heath Managers clearly are aware of the adverse environmental effects and the congestion caused by people who drive to the Heath. The most obvious drawback is the large number of motor vehicles parked on the roads adjacent to the Heath, in particular in Highgate Road, Hampstead Lane and Millfield Lane.

The roads affected by visitors who park cars are particularly hazardous for cyclists and to a lesser extent, pedestrians; drivers pull out unexpectedly or open car doors in the path of cyclists and those arriving by car rush for the remaining spaces without sufficient care for more vulnerable road users.

Routes outside the Heath

The Heath Management plan states in Aspirational Goal A15: "The potential to increase cycling on routes outside the Heath, thereby reducing pressure on the Heath". Section 6.8.8 discusses reducing the impact of traffic by reconnecting detached parts of the Heath, concluding with: "It will also afford the opportunity to determine whether there is any potential to increase cycling on routes outside the Heath, thereby reducing pressure on the Heath itself".

We are very concerned that the Heath Management plan assumes that improvements on roads outside the Heath are a substitute for our proposed new on-Heath links. CCC welcomes all efforts to improve conditions on the surrounding roads and believes that such improvements would encourage more people to travel to the Heath by cycle. We therefore suggest that such improvements would be an integral part of a Green Travel Plan for the Heath. Since visitor parking at the Heath is a significant hazard to cyclists, getting visitors to come by bike instead of car is a cost free solution.

We invite the Heath Management to recognise that the Heath 'gets in the way' of certain travel movements, the most important of which are journeys to school. The few essential on-Heath links that we request enable people to make certain types of cycle journey without making long diversions, which are often on roads with heavy traffic or steep hills.

Leisure routes on the Heath

Many people, particularly families, like to ride their cycles in the countryside for the pure enjoyment of the natural environment. But for many Londoners, the countryside is too far away for regular weekend leisure riding. This is where the Heath can play a useful role, provided that it is possible to go for a reasonably long way without using busy roads. This is an argument for the longest possible continuous route on the Heath. Some people suggest a circuit all round the border, but there seems to be little chance of implementing this and even if it were to be feasible, riders would always be aware of the noise and pollution from vehicular traffic on the adjacent roads.

The links that we propose, together with the existing cycleways could provide a choice of fairly long routes, for example, from Highgate Road to the western end of cycleway D, following route A-2-C, Spaniards Road path (i), link 5 and cycleway D is just over 5 km. Currently, the longest existing continuous route is the nearly 2 km between Millfield Lane and Jack Straws Castle.

Another example of a longish route starts from the north on Link 4, uses Millfield Lane to join cycleway B, which goes to the centre of the Heath, where it joins cycleway C and then drops down to Highgate Road on route A-2-C – about 3.5 km.

Many people have asked for a leisure circuit. This cannot be achieved from our links. However, a circuit could be achieved by the use of the ponds path, which we will now discuss.

The ponds path

We use the name *ponds path* to refer to the path that runs on the west side of the Highgate ponds, eventually reaching cycleway A near to the café. It is well-surfaced and is between 3 and 4 metres wide. Its line is shown in pink on our cycle count map in Appendix A. Its length is about 200 m to the junction with cycleway B. A circuit taking in route A-2-C, cycleway B and the ponds path is about 2.7 km.

One of the aims of our cycle counting exercise was to estimate the usage of the ponds path. Although we had not asked for this path, we were aware that it is used by cyclists, particularly on sunny days and at weekends. We sited our observers at the intersection of the ponds path with cycleways A and B. They noted that the ponds path is used by a large number of children and a substantial number of adults at the weekend (see the figures in Appendix A, Table 4). Smaller numbers (including children presumably going to school) were seen on the weekday. Only one cyclist was observed pushing a bike on this path. It seems that it may be difficult to enforce 'no cycling' on the ponds path.

We have not requested this path, because it has less priority than the others we have discussed. However, a regular cyclist from the Gospel Oak area told us that she now drives to the Ladies Bathing Pond as she does not like cycling on Highgate Road. Before she became aware of the penalties, she rode via the ponds path.

7. Detailed description of the existing cycleways and of our proposed new links

The following tables show the lengths of the existing cycleways and of the proposed new links in metres (measured on the City of London Hampstead Heath map).

Cycleway A	Cycleway B	Cycleway C	Cycleway D	Total
700	750	1850	750	4050

Link 1	Link 2	Link 3	Link 4*	Link 5	Link 6	Total
250	250	450	750	450	300	2450

* Link 4 consists of 400m on the Heath and 350 m inside the boundary of Kenwood

The total length of the existing cycleways plus the new links is 4050+2450= 6500 m: an increase of 60%.

However, three of these links (1, 2 and 6) are on the edge of the Heath. Only links 3, 4 and 5 cut across the Heath, for a total distance of 1650 m: an increase of only 40% in the length of paths across the Heath. All of our links have been chosen to deal with missing connections, so that the overall network of paths makes sense and is likely to be respected.

The London Cycle Design Standards make the following recommendations for cycle routes through parks and green spaces in London that are shared with pedestrians:

- A cyclist design speed of 10mph should be used, which would cover the lower speed limit of 8 mph on the Heath;

- The width for a shared use path should be 3.0m with a minimum of 2.0m, plus an additional 0.5m for each side of the track that is bounded (e.g. by a wall, railings, fence or hedge).

All of the new links we propose are within this standard: Link 5 is about 2.5 m wide and the remainder greater than 3m wide. However Sustrans recommend that a busy area like the Heath should have a minimum shared use width of 3 metres. This might mean that a little work is required on some of the new links that we propose, but this should not be a deterrent.

In the remainder of this section we outline the characteristics of the existing cycleways and our proposed new links, suggesting some improvements to the former and how to overcome any possible problems with the latter.

We will refer to the small set of cycle counts that we carried out on a rainy weekday (19th October 2006 8-9 am and 3-4 p.m.) and a dry Saturday (28th October 2006 3-4 p.m.). The results are in Appendix A. The aim of our weekday cycle counts was to establish to what extent the paths on the Heath are used for cycling to school.

Cycleway A: Nassington Road to Highgate Road

This cycleway runs south west from Highgate Road, past the tennis courts, café and bandstand, crossing the junction with the path to the Lido (Link 1) after about 250 metres. It then goes past the athletics track, play area and link to Savernake bridge, eventually reaching Nassington Road: a total distance of about 700m.

This is a smooth-surfaced path varying from 4 to 5 metres in width. At weekends it is very heavily used by both cyclists and pedestrians, particularly towards the Highgate end. However, these users seem to have learned how to coexist with one another.

Improvements: The one problem for cyclists is the speed bumps on the path beside the tennis courts: they should be modified to provide a bypass on each side.

Usage: During our cycle counts, our observer at the junction of cycleway A and the Lido path commented: "On Saturday afternoon, there was a wonderful parade of junior cyclists on mini-bikes, trikes, scooters and rollerblades. I saw several girls cycling this time, always in pairs or groups, unlike the week day when there were no schoolgirl cyclists".

These counts (Appendix A, Table 1) established that about 14 boys of school age were cycling unaccompanied eastwards in the morning and westwards in the afternoon. This number represents almost 10% of the (say 150) pupils from William Ellis school in the western end of the catchment area south of the Heath.

Cycleway B: From Millfield Lane to Cycleway C

This cycleway runs down from Millfield Lane between the men's bathing pond and the model boating pond, then goes steeply up hill, dropping down a little before reaching cycleway C, about 750 metres altogether. (see the map on page 11). It passes trees and bushes the south side of the path up the hill, then enters a wooded area on the approach to cycleway C. It is smoothly surfaced all the way and mostly about 3 metres wide. The gradient is quite steep, but not too steep for a group of primary school children to ride up; nor too steep for them to manage on descent.

Improvements: We suggest the following:

- (i) provide signage on the approach to the triangular junction with cycleway C: a simple route direction sign indicating the destinations on the two correct paths up and down cycleway C;
- (ii) improve the junction of the path with Millfield Lane, where the transition is currently very rugged.

Usage: During our cycle counts, we deployed two observers on cycleway B (by the ponds path and at the junction of cycleway C): on the Thursday morning they both saw two primary aged children accompanied by parents (one on a tandem) - they turned north on cycleway C and were observed again turning into Lime Avenue. The Highgate catchment area for the schools we studied (Appendix B) contains about 40 children of primary school age as well as 35 over 11s. It seems likely that were cycling to be permitted on Lime Avenue, the number cycling from Highgate would increase.

On the Thursday morning, the majority (about 3/4) of cyclists were westbound: of these, about 2/3 turned south on cycleway C. Far fewer adults and no children used cycleway B in the afternoon (3-4 p.m. – too early for commuters). On Saturday, at least half the group were children accompanied by adults. This indicates that families enjoy riding on this hilly path. (Appendix A, Table 2)

Cycleway C: Spaniards Road – East Heath Road (via Viaduct Pond)

This cycleway runs in a loop from Jack Straws castle in the western corner of the Heath to the car park on East Heath Road towards the south west corner of the Heath, about 1850 metres altogether. The western section is surfaced in gravel as far as Lime Avenue and the remainder in tarmac.

This cycleway is very much appreciated by those wanting to do a longer recreational ride, starting from the south or from the east via Cycleway B. The section in the woods around the viaduct is quite steep, but the roughness of the surface is effective in slowing the speed of downhill cyclists.

Improvements: we suggest:

- the jutting out stones with cycling signs on the gravel path should be replaced by route marker signs on posts;
- improve the junction with the footway on Spaniards Road, where the current transition is too bumpy;
- improve the signage so that people know which way to go, both to remain on the path at the many junctions and to choose their direction at the two junctions with Cycleway B. The route between the Hampstead ponds also requires route marker signs.

Usage: During our cycle counts, the observer at the junction with cycleway B saw 14 adult cyclists heading towards East Heath Road between 8 and 9 am on the Thursday. On the Saturday, 12 adults and 8 children were seen on the section between this junction and Lime Avenue. This appears to indicate a small amount of commuter use and a somewhat larger amount of leisure use.

Cycleway D: West Heath Road – North End Way (Sandy Road)

This cycleway across West Heath, past the border of Golders Hill Park is about 750 metres long. It is 3-5 metres wide and is surfaced in rough gravel. It is a very useful link between recommended local routes in Hampstead Way and Platts Lane shown as ‘yellow roads’ on the TfL cycle guides. This path runs through the woods - a very pleasant ride, but is accessible from the south only via busy roads at both ends. It would be of benefit to many cyclists living to the south if this cycleway could be extended along Rotten Row as far as Spaniards End.

Improvements: we suggest:

- introduce route direction signs at both ends of this path; currently, only the absence of a ‘No Cycling’ sign implies that cycling may be permitted;
- it would also be helpful to have a sign by the junction of Sandy Road and North End Way indicating a cycle route to Platts Lane;
- prevent drivers from parking vehicles at the entrance via Sandy Road at the eastern end of this path.

Link 1: From Gordon House Road, past the Lido to the junction with Cycleway A

Cycling is permitted on the Lido access road as far as the gate. The length of the remainder of the link is about 250 metres. This asphalt path is about 3.5 metres wide and has good visibility and a gentle gradient downhill from the Heath. (See the map below.)

One aim of our weekday cycle counts was to establish whether this path is used for cycling to school. In fact it was used by 2 children in the morning and 3 in the afternoon (Appendix A, Table 1) in spite of the fact that it is not a designated cycleway.

Our study of routes to schools (Appendix B) shows that this link is a vital component in implementing the desire lines of children making the following journeys:

- between the Kentish Town and Gospel Oak areas and the Highgate Secondary Schools;
- between Dartmouth Park area and Gospel Oak school;
- between the Kentish Town and Gospel Oak areas and the Hampstead Schools.

The last of these routes would require Links 2 and 3 to be implemented as well.

In addition, this link provides good access to the Heath from the south via quiet roads (e.g. Grafton Road). Its presence should enable more people to come to the Heath by cycle rather than by car to access the tennis courts, running track and other recreational facilities in the south of the Heath.



The JMP Report “Assessment of cycle routes on Hampstead Heath” (2002) states that this link satisfies all the criteria for a shared-use path and recommends that it should be progressed to detailed design.

The link to Savernake bridge

Our study of routes to schools shows that the Savernake bridge forms an essential link between Cycleway A and Savernake Road for children cycling to all of the ten schools from areas to the south west of the Heath. For those attending schools in the Hampstead area, links 2 and 3 are also needed.

For cyclists heading for Savernake bridge from the Heath, there are signs indicating 'No Cycling' on both of the paths leaving Cycleway A (photo right).

For those entering the Heath from the bridge there is no indication as to cycling until they encounter the 'No Cycling' signs for people going the other way. There is no information to tell them that they are joining a cycleway.

Like Link 1, the bridge provides access to the recreational facilities on the Heath from the south via quiet roads (e.g. roads from the south west leading to Malden Road and Roderick Road).

Link 2: The missing link on the edge of the Heath behind South Hill Park

This path, together with Tanza Road would form a link between Cycleways A and C.

We considered using the path inside the boundary of the Heath linking Cycleway A to Link 2. However it is both straight and very steep. Therefore we believe that Tanza Road is a safer alternative. Although it is very steep, there is very little vehicular traffic - mostly locals, who would become aware of the cycle route and look out for cyclists.

Link 2 is about 250 metres long – a smooth well-surfaced path 3-4 metres in width. Starting from the south-east end, the path runs along the boundary of the Heath for about 150 metres until it meets the junction with the path down from Kite Hill where a left turn is taken and the remainder of the path goes through the woods to meet cycleway C. This path is almost level, with a slight slope downhill towards each end.

The JMP Report states that people would be tempted to use the footpath inside the Heath because it is more direct than using Parliament Hill and Tanza Road. They then recommend signing alternative routes on the public highway instead. We find this both defeatist and detrimental to the promotion of cycling, particularly to school. Any diversion by road, either to get back onto Cycleway C or to go to Hampstead, involves negotiating South End Green and East Heath Road, neither of which are suitable for school children to cycle on. The JMP Report also recommends an increase in enforcement.

Proposed solution: We believe that it would be possible to design a new way out to Parliament Hill with a pair of staggered gates across the entrance to the downhill path to encourage people not to continue on the path inside the boundary of the Heath (see diagram, right). The gates would be an indication, rather than a true barrier because they should not obstruct pedestrians. The entrance would also require dropped kerbs at the cycle exit. Those measures, together with signage, would make the route clear. The JMP Report sites the difficulty of providing access to maintenance vehicles, while at the same time, providing barriers to encouraging cyclists to go the right way. We propose that the gates be locked to a small attachment on the ground and that the vehicle drivers be provided with a key for opening the gates (like fire gates).



Signage: We suggest that the continuation of an "on Heath cycle route to Hampstead" could be signed at the Nassington Road junction with Cycleway A and an "on Heath cycle route to Gospel Oak" could be signed at the Parliament Hill junction with Cycleway C. We have discussed with Sam Monck and Sam Longman of LB



Camden the possibility of signing the route in Tanza Road; they have indicated agreement on the condition that Link 2 has been agreed by City of London Corporation.

In addition, route marker signs would be needed at the junction with the path from Kite Hill and a route destination sign at the junction with Cycleway C.

Link 3: Along Lime Avenue between the East Heath Road and its junction with Cycleway C.

This path is about 450m metres long. It is 4-5 metres wide, with a well compressed gravel and mud surface, which is mostly well drained. The path is lined with trees, but there is plenty of room and a clear view. It slopes gently down towards Hampstead with an uphill section towards the end.

This path passes The Pryors on the left and reaches East Heath Road, where there is a pedestrian crossing for convenient access to Well Walk - a 'yellow road' on the TfL guide. Well Walk has a wide footway that small children cycle on.

We have suggested to LB Camden that it would be worth improving the junction of East Heath Road and Well Walk by means of a junction table.

This link is an essential component of any route to the schools in Hampstead, either from the Highgate area, from the south or from the north. See Appendix B for details. It is also crucial in allowing people from Hamstead village to access the Heath routes by cycle without going to the top or bottom of East Heath Road.

Signage: As this is a fairly straight path with no noticeable side paths, the only signs needed are route direction signs at either end.

Link 3b: Continuation of Lime Avenue beyond its junction with Cycleway C as far as Millfield Lane.

We studied link 3b (see the map below) as an alternative to cycleway B, but eventually rejected it. It is about 850 metres long. It varies from 2.5 - 3 m in width, but has open space on one side.

Starting from Millfield Lane by its junction with Merton Road, this path runs between the model boating pond (16) and the bird sanctuary pond (15) on the map. The beginning of this path is very steep downhill and is surfaced in asphalt until the far side of the ponds. The remainder of the path is made of compressed gravel. It mounts a hill, but this path is not as steep as Cycleway B because it is further from the summit. The south side is completely clear. Although there are woods on the north side, there are clear views of the path ahead. It crosses two paths near the summit and then drops down to the junction with cycleway C.

Signage: An indication as to the continuation of the pathway would be needed at the junctions with the two paths at the summit.

Comparison of link 3b with cycleway B

Both of these links provide good access to Merton Lane and Millfield Lane, which are 'yellow roads'.

In our study (in Appendix B) we considered children travelling to school in Hampstead from the Dartmouth Park and Highgate catchment area. The route along links 3b and 3 appears to be more direct than the alternative one via Cycleway B and past the sports ground to link 3. However, the difference in length is only 150m, so directness is not a strong argument in favour of link 3b.

Another factor is gradient: Millfield Lane slopes steeply up between the junctions with links B and 3b, but both paths drop down to a similar level on either side of the model boating pond. Thus, anyone coming from the south end of Millfield Lane would need to expend unnecessary extra energy to reach path 3b. That includes many of the children in the Dartmouth Park and Highgate catchment area. The heights shown on the map above are taken from an Memory-Map OS 1:50,000.

The steepness at the summit on Cycleway B is balanced by the steepness of the drop down from Merton Lane on Link 3b.



We mentioned the idea of a leisure circuit in Section 6, where we described a circuit of about 2.7 km taking in cycleway B and the ponds path. An alternative leisure circuit using link 3b instead of cycleway B would be just over 3 km.

Finally, Cycleway B has already been in use for many years, is well used and as far as we know has no problems. Thus we are in favour of keeping Cycleway B, rather than exchanging it for Link 3b.

Link 4: The extension of Millfield Lane up to Kenwood House and on to Hampstead Lane



Cycling is permitted on Millfield Lane past the Ladies Bathing Pond as far as its junction with the path to Highgate Gate of Kenwood (see the map on the left).

The first section of Link 4 is a fairly smooth unmetalled path, about 4 m wide, with trees on both sides. The second section runs up to the Millfield Gate of Kenwood Estate. This is a smooth metalled path about 3-4 m wide with open grassy slopes on both sides.

Link 4 continues up the hill inside the English Heritage boundary as far as the entrance to Kenwood House: a steep, rough path, about 3-5 m wide with large trees on one side. Although this section is very steep, its roughness would cause a very cautious descent. The last part of this link runs behind the information centre and exits into Hampstead Lane by East Lodge: a service and pedestrian entrance with negligible vehicle activity.

This path is about 750 metres long, with a little over half this distance south of Millfield Gate.

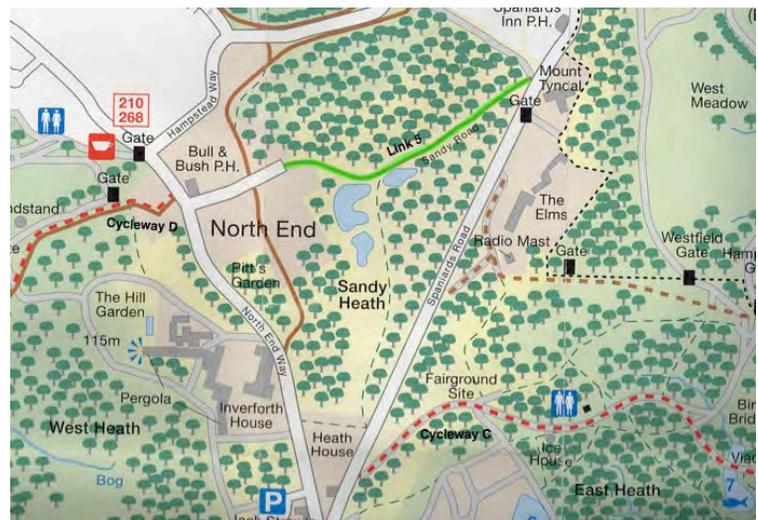
Signage: Link 4, which appears to be the original Millfield Lane, is straight and easy to follow, so minimal signage is required. From the south it could be signed to Kenwood and from the north to Highgate.

Link 5: Rotten Row (from Spaniards End to North End across Sandy Heath)

This path is currently a horse ride across Sandy Heath. It is about 450 m long. It varies in width, with the narrowest parts being about 2.5 m wide. The surface is variable, being poor by the entrance to Spaniards Road; however, most of the path has a compressed grit surface which is suitable for cycle riding. The last section up to the small road North End is rather steep.

Improvements: We note that JMP is concerned that the width of this path is not adequate for shared use by horse riders, cyclists and pedestrians and that it is overgrown in some places. We therefore make the following suggestions to deal with that and other drawbacks:

- The entrance at Spaniards End could be improved by putting it a few metres north of the current entrance to allow a gentler descent;
- In some places, vegetation at the sides of the path can be trimmed to provide the necessary clearance on either side;
- The path could be brought up to a standard width (e.g. 4-5 m), adequate for sharing by cyclists, pedestrians and horses.



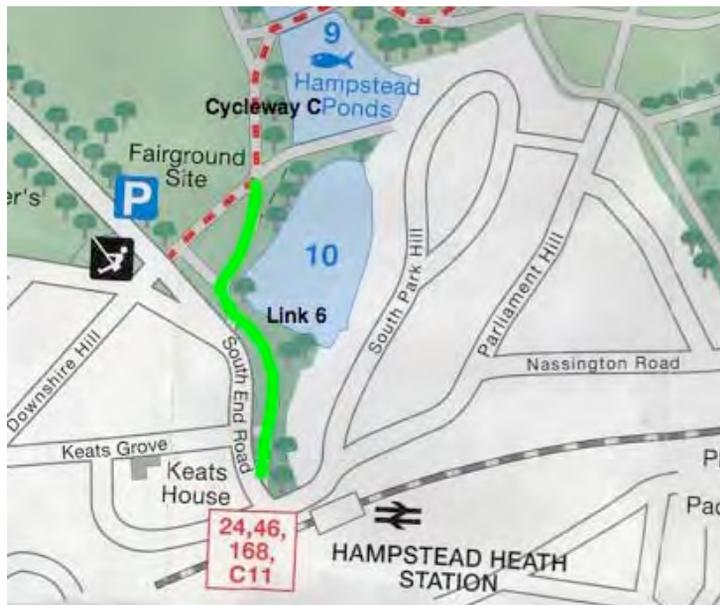
Rationale: This path forms a missing link between cycleway D on Sandy Road and Spaniards Road, near to the junction with Spaniards End. Now that LB Camden has agreed to build a shared use path on the footway of Spaniards Road, a path across Sandy Heath would be a very beneficial addition.

Signage: This path is named Sandy Road on some maps and appears to be an extension of the Sandy Road over West Heath. Destination signage would be required at the two ends, together with a route indication by the bend near to the pond.

Link 6: The link from Cycleway C to Hampstead Heath Station

This path leaves cycleway C, just before it enters the fairground site. It passes close to the pond below South Park Hill, then runs parallel to South End Road, emerging at the junction of Parliament Hill opposite Hampstead Heath Station. This is a smooth surfaced path, mostly just under 4 m wide. Its length is about 300m. Although it is heavily used by many pedestrians, the path is level and the view is clear.

We have proposed this path, mainly to make it easy for people arriving by train access Cycleway C. But it would also be useful for anyone coming from the south west who wants to join Cycleway C without using East Heath Road,



8. Final remarks

Camden Cycling Campaign represents cyclists in Camden and also those from other areas in London who might reach the Heath by bike. Our proposals represent a modest increase of just 60% in the length of shared used paths on the Heath, whose introduction could immensely improve the usefulness of existing Heath paths by linking them to one another and to the edges of the Heath.

In particular we refer to our report in Appendix 2, which discusses the potential role of the Heath in journeys to school, especially for children who go to school in Hampstead.

We welcome the fact that the City of London will be commissioning a review of cycling in Spring/Summer 2007. We urge the City of London to widen the brief to their consultants to allow the latter to consider any improvements needed to bring a particular link up to the necessary standard, rather than rejecting it because it is sub-standard at present. The Transport for London Greenways program, mentioned above, is a possible source for funding such improvements.

The JMP report in 2002, for example, rejected Link 2 on grounds that we discuss in Section 7, where we also suggest a solution to the problems they identified. All of the proposals in our report are the result of careful study and assessment of their benefits and drawbacks. City of London could show that our suggestions are being seriously considered by commissioning a report that will specify the remedial measures needed to bring the paths up to a standard for shared use.

As we mentioned earlier, JMP (2002) stated that Link 1 “is considered to satisfy all the criteria for the review of a new shared use cycle and pedestrian footpath, it is considered that sufficient width is provided to safely accommodate a shared-use route in accordance with guidelines published by Sustrans”. But the Heath Management eventually refused a request from Camden Cycling Campaign to convert it into a shared-use path. Since then cyclists have been deprived of the use of that very important link for almost five years.

Attitudes have changed radically during this time and people are now highly concerned about the problems associated with climate change and the importance of sustainable transport. We believe that the Heath can contribute to green travel by allowing cyclists access to a more useful set of routes into and around its unique open space treasured by London’s citizens. With these considerations in mind, we urge the Heath Management Committee to look at the issue of Cycling on the Heath with new eyes and to agree the modest change of use for the paths that we have proposed.

Camden Cycling Campaign
c/o Jean Dollimore,
23 Torriano Cottages,
London NW5 2TA.
jean@dollimore.net
www.camdencyclists.org.uk

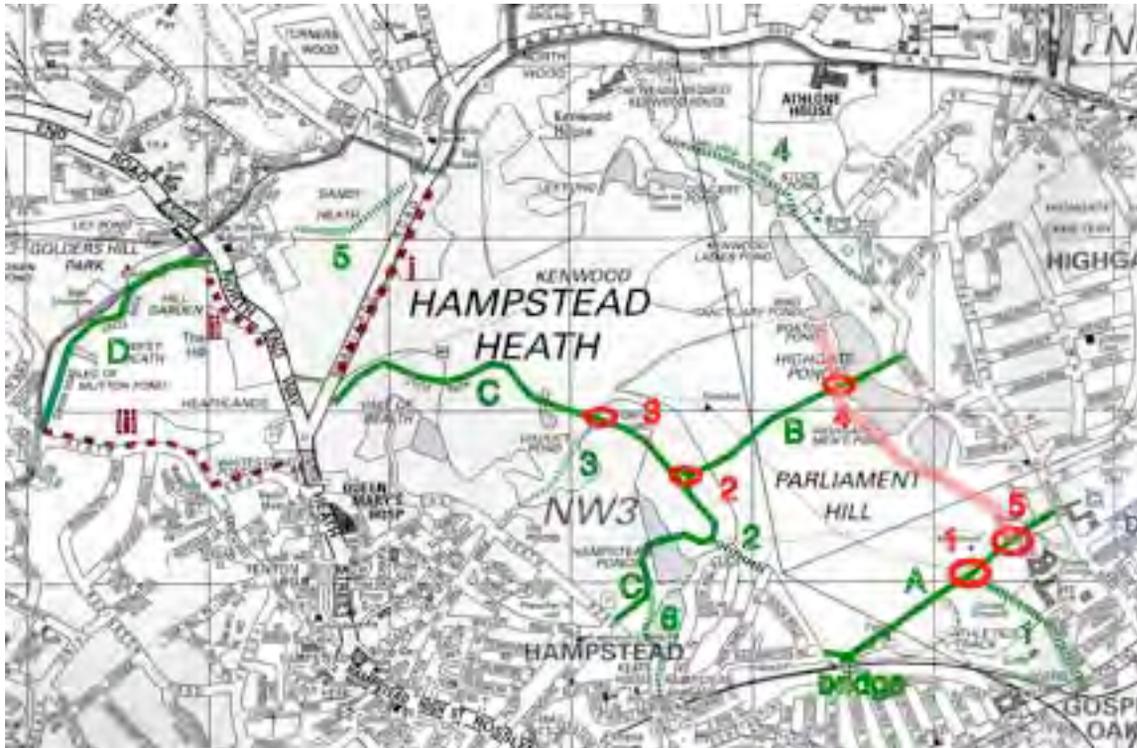
Appendix A: Cycle Counts

CCC carried out two sets of cycle counts in October 2006: one on a weekday at the times when children would be travelling to and from school and another on a Saturday afternoon. *Dates and times:* Thursday 19th October 2006, between 8 and 9 am and 3 and 4 p.m.; and on Saturday 28th October between 3 and 4 p.m.. *Weather conditions:* It rained for about 20 minutes during both Thursday sessions. There was no rain on Saturday - the temperature was mild.

The counting was done at five locations (shown as red ellipses labelled 1-5) on the map below. The locations were chosen so as to study the use of the three cycleways on the main Heath as well three other paths:

- the path labelled as 1 which links the Lido to cycleway A;
- Lime Avenue (the path labelled as 3);
- the path by the ponds shown in pink.

We distinguished between adults and school children. Anyone in school uniform or obviously below the age of 16 was included in the latter classification.



Counts for cycleway A and the lido path

Counts were taken at positions 1 and 5 on the map above. This cycleway runs roughly west to east. In the rows of the table below, we record counts on the cycleway to the west of position 1; in the middle (average of the counts to the east of position 1 and west of position 5 respectively); and to the east of position 5. The two figures contributing to the 'middle' value are similar, as the positions are close together there are no side paths between the two observation points. The last row shows the counts on Link 1 (the Lido path).

Table 1	Thur. 19.10.06 8-9 a.m.		Thur. 19.10.06 3-4 p.m.		Sat. 28.10.06 3-4 p.m.	
	adults	children	adults	children	adults	children
west of 1	54	14	13	11	14	33
middle	51	16	13	13	15	32
east of 5	51	14	16	10	16	18
Lido path	3	2	2	3	1	3

Comments from the observer at point 1

On Thursday morning, the majority of cyclists were riding eastwards, mostly lone adults or unaccompanied schoolchildren.

On Thursday afternoon there were as many unaccompanied schoolchildren as adults. But not a single schoolgirl cycling. The majority were riding westwards.

On Saturday afternoon there was a wonderful parade of junior cyclists on mini-bikes, trikes, scooters and rollerblades. I saw several girls cycling this time, always in pairs or groups, unlike the earlier day when there were no schoolgirl cyclists. The counts of scooters and rollerbladers are not included above.

Nobody on wheels ever went up Parliament Hill either day.

Comments from the observer at point 3

On Thursday afternoon the majority of the children were 10-14 years, three smaller children were accompanied by an adult.

Counts for cycleway B

Counts taken at positions 2 and 4 on the map above.

This track runs roughly west-east. In the rows of the table below, we record counts on the cycleway, in the middle (average of the counts to the east of position 2 and west of position 4 respectively); and to the east of position 4. The pairs of figures contributing to the 'middle' values are similar as there are few side paths between the two observation points.

Table 2	Thur. 19.10.06 8-9 a.m.		Thur. 19.10.06 3-4 p.m.		Sat. 28.10.06 3-4 p.m.	
	adults	children	adults	children	adults	children
middle	20	2	7	0	11	6
east of 4	22	2	8	0	15	13

Comments from the observer at positions 2 and 4

On the Thursday morning, the majority of the morning cyclists were going west (about 3/4). Of these, about 2/3 turned south on cycleway C. The two children on the cycleway B on Thursday morning were accompanied by parents (one on a tandem). They turned north on cycleway C.

Nobody went straight north on cycleway C on either Thursday morning or afternoon.

On Saturday, many of the users of cycleway B came from or went to the ponds path instead of using the east section up to Millfield Lane. Most of the adults on the ponds path were with children.

Counts for cycleway C and Lime Avenue

Counts taken at positions 2 and 3 on the map above.

Cycleway C runs from NW to SE between positions 2 and 3. In the rows of the table below, we record counts on the cycleway to the north-west of position 3; in the middle (average of the counts to the south-east of position 3 and north-west of position 2); and to the south-east of position 2. The last row refers to counts on Lime Avenue.

Table 3	Thur. 19.10.06 8-9 am		Thur. 19.10.06 3-4 p.m.		Sat. 28.10.06 3-4 pm	
	adults	children	adults	children	adults	children
NW of 3	9	0	0	0	10	6
middle	13	3	5	1	12	8
SE of 2	14	2	7	0	9	4
Lime Avenue	4	3	3	5	2	0

Comments from the observers at positions 2 and 3

On Thursday, one unaccompanied child went E on Lime Avenue and then south. Two accompanied children (1 on a tandem) went down Lime Avenue, the two other adults pushed their bikes. Cyclists on Lime Avenue west of the junction with cycleway C (link 3b on map) were stopped by a Heath constable. One man on Cycleway C went down and then up again on both Thursday morning and afternoon.

Counts for ponds path

Counts taken at positions 4 and 5 on the map above. We would not expect any similarity between the middle figures as there is a fair distance between positions 4 and 5 and many possibilities for joining and leaving the paths. The path which is shown in pink on the map above runs roughly north-south.

Table 4	Thur. 19.10.06 8-9 a.m.		Thur. 19.10.06 3-4 p.m.		Sat. 28.10.06 3-4 p.m.	
	adults	children	adults	children	adults	children
north of 4	0	3	4	2	3	9
south of 4	2	6	5	2	7	16
north of 5	2	0	6	6	6	25

Comments from the observer at positions 4 and 5

At the weekend really large numbers of children were observed cycling on the ponds path in both directions. Many cyclists, particularly at weekends, ride between the ponds path and cycleway B.

Some observations

Counts for children cycling to school

The counts on cycleway A show that about 14 school age boys travel eastwards in the morning and westwards in the evening. It is likely that these are pupils of William Ellis School. Our paper on the 'potential of the Heath for safer routes to schools' shows that in 2005-6 there were 152 pupils in the catchment area that might access this cycleway at the western end. At a guess, approximately 10% of that catchment may be cycling to school. William Ellis has recently (autumn 2006) joined the Sustrans Bikelt scheme and acquired a new Bike Shed. It looks as though, with encouragement, 10% or more (given time) may cycle to school.

The small numbers on the Lido path (Link 1) and on Lime Avenue can be attributed to the fact that cycling is not permitted on these paths.

Cycling on the ponds path

This path is very popular with parents and children at the weekend. However, our study on school catchment areas suggests that it would not be particularly useful for travel to school.

Acknowledgements

The counts were carried out by: Anne Boston, Paul Braithwaite, Stefano Casalotti, Sebastian Casalotti, Jean Dollimore, Colleen Macaulay, and Meade McCloughan.

22nd November 2006

The potential contribution of Hampstead Heath to safer routes to schools (v4)

As any map of Camden makes clear, the Heath can be either a barrier to cycling or an opportunity. For example, the trip from Highgate to Hampstead can be made more direct, safer and more pleasant by cycling across the Heath. CCC has made a study of children's journeys to and from schools located near to the Heath in order to establish how cycle links across the Heath might contribute to a safe journey to school.

Simon Bishop, Camden Travel Plan officer, has provided us with data for the following schools specifying the number of pupils from each broad catchment area attending each school in 2005-6:

- Camden primary schools: Christchurch, New End, Hampstead Parochial and Gospel Oak;
- Camden secondary schools: William Ellis, Parliament Hill and La Sainte Union.

Three private schools in the Hampstead area also provided us with data specifying the number of families from each broad postcode area attending each school in 2005-6:

- University College Senior, UCS Junior School and Heathside Preparatory School

Cycle storage and enthusiasm for cycling to school.

Cycling to school is only viable for schools with cycle storage. It is most likely to happen at schools who have a 'champion' to promote it. Simon Bishop provided us with the following information.

Hampstead Parochial has cycle parking and a very active champion of cycling to school in Bob Spellar.

New End has a cycle parking facility for 10 to 15 bikes and an excellent deputy head teacher – Steve Buzzard. He's very pro-cycling (a cyclist himself) and supports the travel plan.

Christchurch is a very small site. SB has been liaising with a parent there to try and get the roof of a building converted to take bikes so there is a potential 'champion' there. CyclePods could be a solution.

Gospel Oak has cycle parking (10 spaces) but, to my (SB's) knowledge, doesn't actively encourage cycling to school - no champion there. The STP is not up to date.

William Ellis has signed up for Sustrans Bike IT scheme. The Deputy Head is a cyclist. A large shed with 40-50 spaces has recently been installed; 15 are using it (to Marina Littek of Sustrans).

Parliament Hill is being re-developed with ample new cycle storage. Contact there is Sheila Gibbons (deputy head) who's worked hard on the STP. School booked in for cycle training with Camden.

LSU interested in doing a STP with PSHE teacher who is enthusiastic. No cycle storage. PSHE teacher would like to facilitate more cycling but uniform is not appropriate for girls to be able to cycle comfortably.

UCS Senior. The Head, Mr Durham, says UCS does indeed provide bicycle storage facilities and as part of our School Travel Plan filed with Camden Council, actively encourages pupils to cycle to School.

UCS Junior. The Head, Mr Douglas, says they allow the use of railings and are looking into cycle storage. 3 staff cycle in and 3 boys come with parents.

Heathside. The school administrator, Jan Harris, says that they have no cycle parking facilities; the people who do ride put their bikes on the railings outside the school.

Missing Links

The data and the cyclists' desire lines are discussed in detail in the following three pages. Data from the Camden primary schools alone suggests a need for links:

1. *The path by the Lido.*
2. *The link on the edge of the Heath behind South Hill Park.*
3. *From Millfield Lane to East Heath Rd opposite Well Walk.*

The data from the Camden secondary schools reinforces the need for links 1, 2 and 3. It shows that link 4 could be used by a small number of pupils.

4. *The extension of Millfield Lane up to Kenwood and on to Hampstead Lane*

The data from the private schools reinforces the need for links 1, 2 and 3 as well as showing a need for link 4 and the following road improvements:

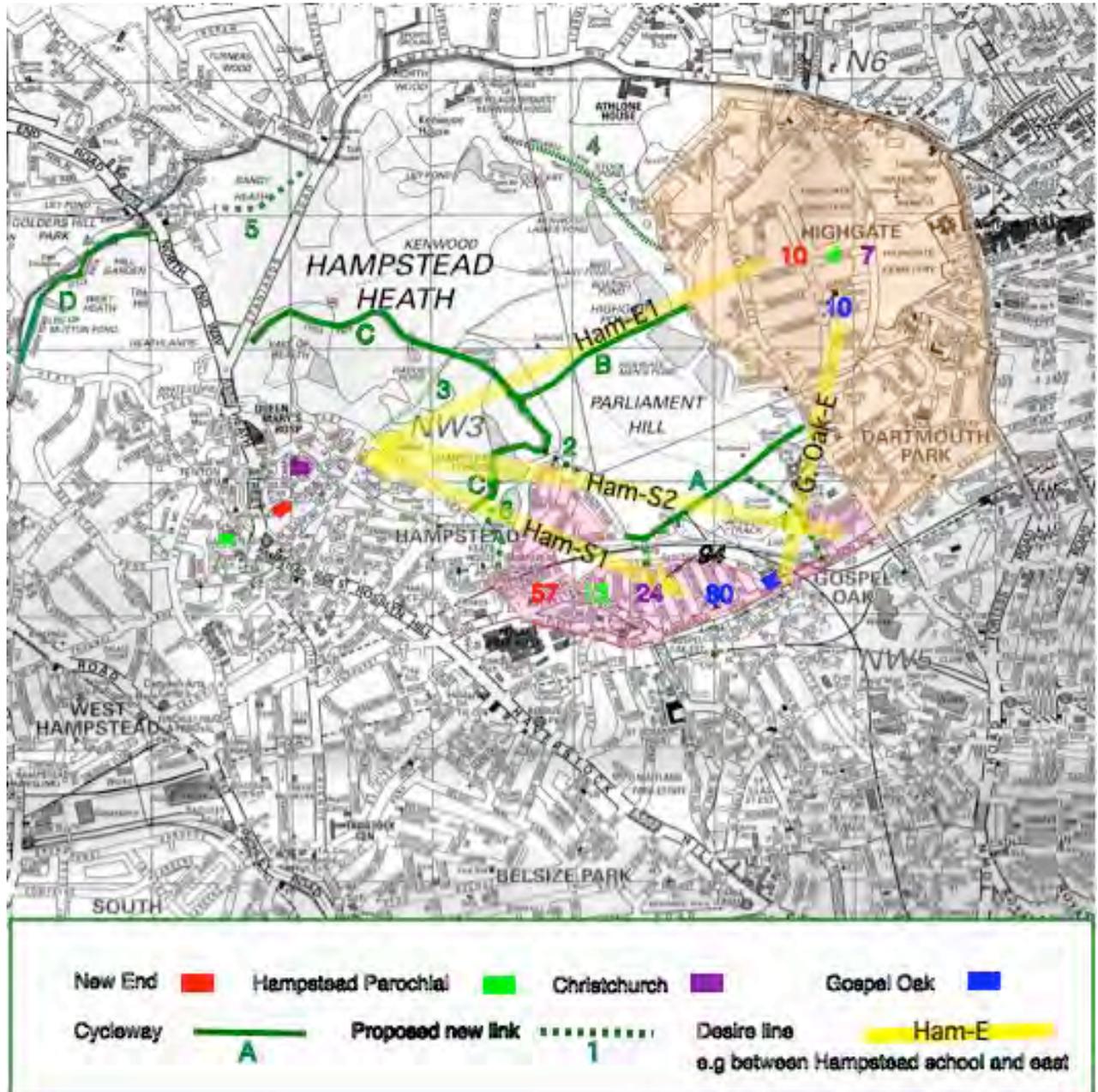
- i. Path along the footway between Jack Straw's Castle and Spaniards End.
- ii. Path above North End Road between Sandy Road and Inverforth Close.
- iii. Improvements along West Heath Road e.g. a gravel path adjacent to the Heath.

The study also reinforces the importance of the existing cycleways A, B and C.



Appendix B
Primary School Data

The map below indicates the location of each school by a coloured box; a number of the same colour shows the number of pupils living in the Hampstead Heath area (pink) and in the Highgate area (light orange). The thick yellow lines on the map show desire lines between each catchment area and the schools. The three Hampstead schools can be accessed by quiet roads from Well Walk. We have therefore directed all of the desire lines towards Well Walk for journeys to these schools.



Journey from Hampstead Heath area (pink) to the three Hampstead Primary Schools

We have labelled two alternative desire lines from the Hampstead Heath area to Well Walk:

Ham-S1 and *Ham-S2* are for pupils living in the western and eastern parts of the area respectively. These two desire lines together apply to $57+13+24=94$ pupils.

Journey from Highgate area (light orange) to the three Hampstead Schools

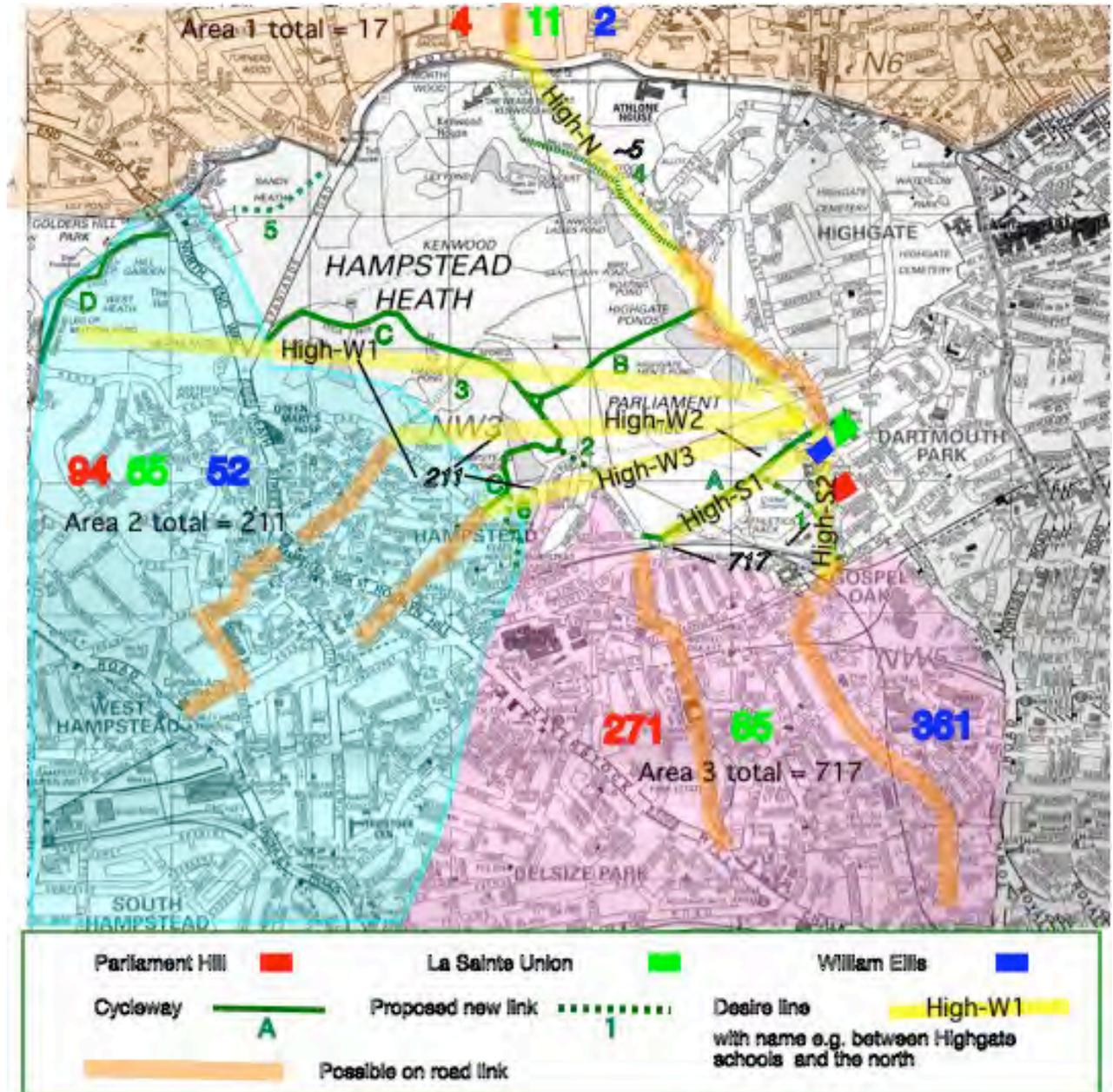
Our map indicates a total of $10+4+7 = 21$ pupils living in the Highgate area who attend the Hampstead schools. Their desire line is indicated as *Ham-E1*.

Journey from Highgate area (light orange) to Gospel Oak School

The desire line for these 10 pupils is indicated as *G.Oak-E*.

Appendix B
Secondary School Data

These schools are all situated close to the junction of cycleway A on Highgate Road. A maximum trip of three miles was considered. Data was collected in the three areas shown on the map.



Journey from Area 1 (nearer part shown in light orange) to the three Highgate Secondary Schools
 Area 1 is from Fortis Green in the north east to the junction of the north circular and East End in the north central area and Temple Fortune in the north west. All of these locations could follow the desire line *High-N*, starting from Sheldon Avenue, although pupils that live further away are less likely to do so.

Journey from Area 2 (nearer part shown in light turquoise) to the three Highgate Secondary Schools
 Area 2 stretches from the junction of Golders Green Road and Finchley road in the north to Kilburn Park in the south, then up to the west border of the Heath. We have shown three alternative desire lines between area 2 and the Highgate schools:

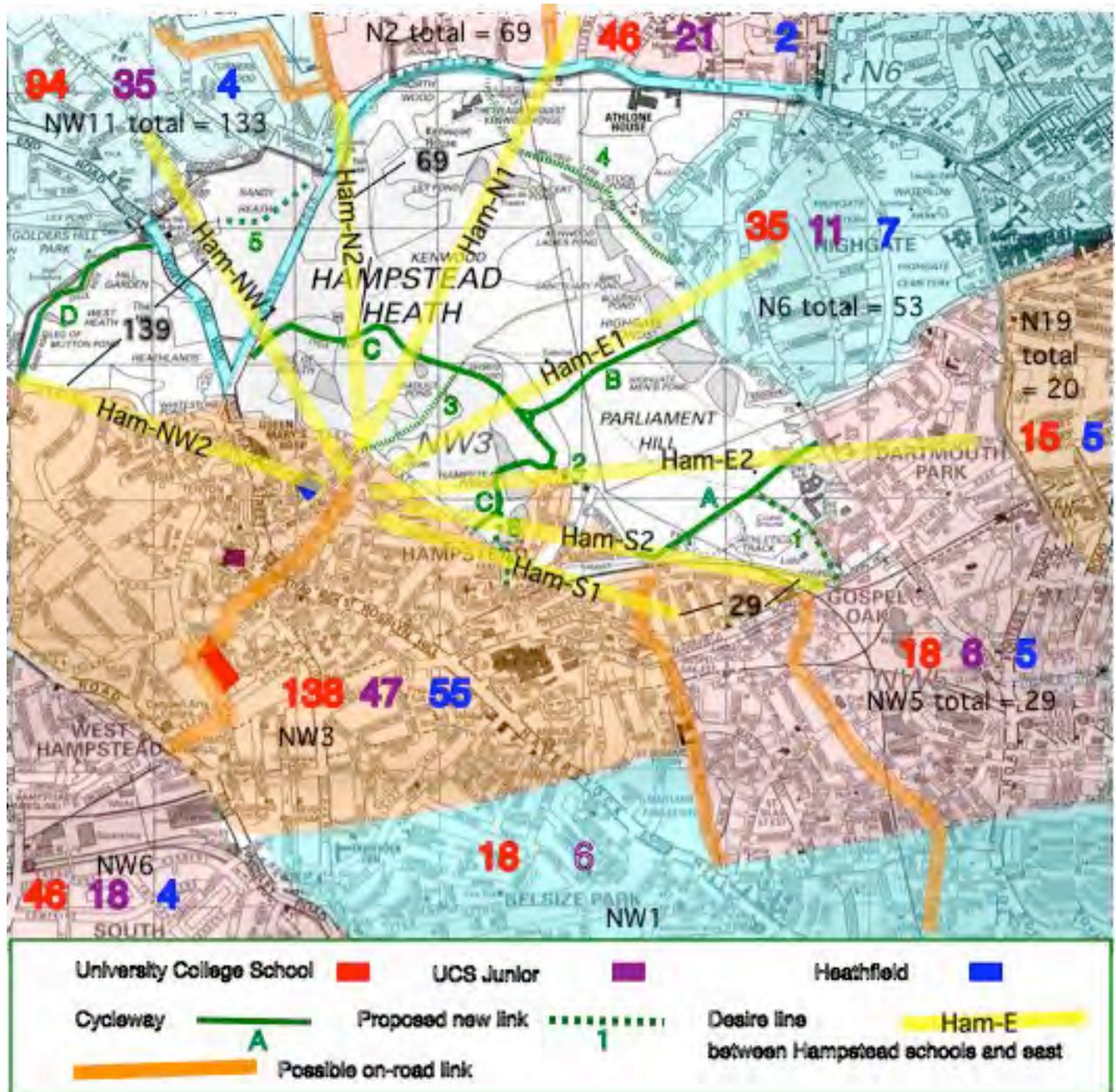
High-W1 (from Jack Straws), *High-W2* (from Well Walk) and *High-W3* (from Downshire Hill) which apply to pupils in the north, middle and south of this area respectively - a total of 211 pupils.

Journey from Area 3 (nearer part shown in light pink) to the three Highgate Secondary Schools
 Area 3 stretches from the Hampstead Heath south border all the way to Primrose Hill in the South. We have shown two alternative desire lines between area 2 and the Highgate schools:

High-S1 (from Roderick Road) and *High-S2* (from Grafton Road) for pupils in the west and east of the area respectively - together comprising 717 pupils (of which 350 are from west of Malden Road).

Appendix B
Private School Data

These three schools are situated in Hampstead as indicated on the map below, which shows the number of families living in each of the postcode areas. Many pupils that live further away are not included in the study. All of these schools can be accessed via quiet roads from Well Walk.



Journey from NW5 and the Hampstead Heath area of NW3 and those in east part of NW1

The desire lines are labelled *Ham-S1* (from Roderick Road) and *Ham-S2* (from Grafton Road), which together account for more than 29 families.

Journey from N 19.

The desire line is labelled *Ham-E2* and accounts for 20 families.

Journey from N6

The desire line is labelled *Ham-E1* and accounts for 53 families.

Journey from N2

The desire lines are labelled *Ham-N1* (from Sheldon Ave) and *Ham-N2* (from Winnington Road) and together account for 69 families. most of whom are likely to choose *Ham-N1*.

Journey from the eastern part NW11

The desire lines are labelled *Ham-NW1* and *Ham-NW2* and together account for 133 families. But some will come from Ingram Avenue/Winnington Road to join desire line *Ham-N2*.

**Appendix B
Results and conclusion**

The previous three pages of this study illustrate the desire lines for children's journeys between home and school. Any other area of the size of the Heath would normally contain a network of quiet roads which children could use on their journey between home and school. The existing cycleways on the Heath provide only fragments of a useful network covering all of the above desire lines. We now list the desire lines, giving for each, the route most beneficial to the pupils involved. Each route is described in terms of the existing cycleways and our proposed new links on or near to the Heath. The link called 'bridge' refers the bridge over the railway from Savernake Road to Cycleway A.

Desire line	Route in terms of links	Number
Ham-S1	Bridge; Cycleway A; Tanza Road; Link 2; Cycleway C; Link 3	94+29=123 e.g. 60+63
Ham-S2	Link 1; Cycleway A; Tanza Road; Link 2; Cycleway C; Link 3	
Ham-E2	Cycleway A; Tanza Road; Link 2; Cycleway C; Link 3	20
Ham-E	Links 3 and B	21+53=74
Ham-N1	Sheldon Ave; Link 4; Links 3 and B. Well Walk.	69
Ham-N2	Ingram Ave/Winnington Rd; Spaniards path (i); Cycleway C; Link 3	133 e.g. 44+45 +44
Ham-NW1	North End Road (ii)	
Ham-NW2	West Heath Road (iii)	
High-N	Link 4; Highgate Road	17
High-W1	Cycleway C; Link 2; Tanza Road; Cycleway A	211 (e.g. 70+70+71)
High-W2	Well Walk; Link 3; Cycleway C; Link 2; Tanza Road; Cycleway A	
High-W3	Downshire Hill; Cycleway C; Link 2; Tanza Road; Cycleway A	
High-S1	Bridge; Cycleway A	717 (e.g. 350+367)
High-S2	Link 1; Cycleway A	
G.Oak-E	Cycleway A; Link 1	10

The above routes can be used to find approximate potential usage for each of the links:

link	A	C	1	2	3	B	4	bridge	i	ii	iii
count	1071	467	430	334	400	143	86	410	44	45	44

The majority of the schools that we studied are making an effort to encourage cycling to schools and many of them have a champion. Supposing that initially only 10% of the above children cycle to school, then the above figures show a real need for the new on Heath links 1-4 as well as the off-Heath links i-iii . Note that these figures are an under estimate of the real situation because:

- the figures from the private schools refer to families, rather than individuals;
- the above links could be useful for some of the pupils at many other schools that we have not included in our study, such as Highgate School, the other private schools in Hamptead and Ackland Burleigh.

Finally, we expect the usage will increase as more parents decide to encourage their children to cycle to school.

Corrections since to v2 (dated 5th October 2006):

Secondary school data: Area 3: the figures originally supplied apply only to the area west of Malden Road; the new figures apply to the area coloured pink. Area 2: the area includes the Fitzjohns area (turquoise). These new figures affect the data for High-S1 and High-S2 and for links A, 1 and bridge in the final table. Link naming simplified after decision that B is better than 3b (no 3a/3b).

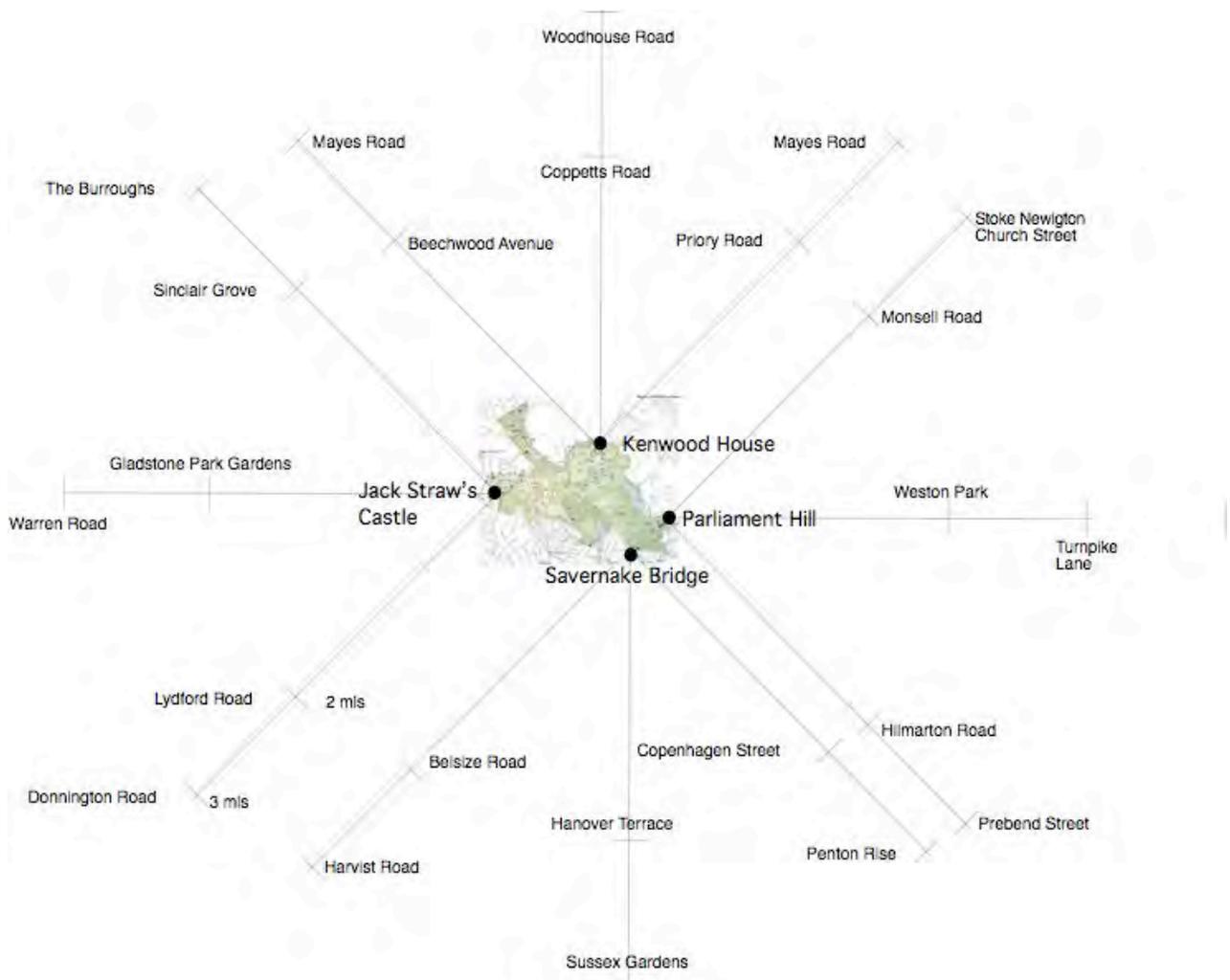
CCC 11 January 2007.

Jean Dollimore: jean@dollimore.net

Comparison of journey times for cycle and public transport

The Heath Management consultation document considers improving public transport for journeys to the Heath, whereas cycling is considered only as a leisure activity inside the Heath. We will demonstrate here that cycling is much better than public transport as a substitute for car trips to the Heath.

We used the Transport for London on-line Journey Planner to compare the times taken to come to the Heath by public transport and by cycle. Since the majority of Heath users come to walk, we considered journeys to four of the main entry points to the Heath (Parliament Hill by the tennis courts, Kenwood House, Jack Straw’s Castle and Savernake Bridge). We chose starting points at a crow-fly distance of 2 miles and 3 miles from each entry point, as shown on the map below. In each case, we specified a journey starting at midday on a weekday (in March). Cycling times are given by the Journey Planner for an ‘average’ cyclist.



For public transport the Journey Planner displays a list of options for travel within half an hour after the start time, giving for each one the start and arrival times and the number of changes. We list these together with the time for a cycle journey in the four tables below.

Journeys to Parliament Hill* by tennis courts (on east side of Heath)					
direction	crowfly	starting point	bus/train time	cycle time	changes
NE	2mls	Monsell Road N4 (middle)	0: 18-1:05	0: 20	0-2
E	2mls	Weston Park N8 (middle)	0: 53-1:07	0: 15	1-2
SE	2mls	Hilmarton Road N7 (middle)	0: 46-1:03	0: 15	0-1
NE	3 mls	Stoke Newington Church Street (middle)	1.03-1.29	0: 26	1-2
E	3 mls	Turnpike Lane N8 (middle)	0: 48-1:25	0: 18	1-2
SE	3 mls	Prebend Street N1 (middle)	0: 49-1:07	0: 20	1-2

*Input to journey Planner: ' Sainte Union School'

Journeys to Kenwood House*(on the north side of Heath)					
direction	crowfly	Address	Bus/train	Cycle	changes
NE	2mls	Priory Road N8 (middle)	0:44-1:09	0:13	1
N	2mls	Coppetts Road N10	0:37-1:16	0:16	1
NW	2mls	Beechwood Avenue N3 (middle)	0:32-0:50	0: 13	1
NE	3 mls	Mayes Road N22	1:04-1:09	0:20	1
N	3 mls	Woodhouse N12 (middle)	1:00-1:13	0:21	1-2
NW	3 mls	Holdes Hill Circus NW7 (middle)	0:54-1:02	0:20	1-2

*Input to journey Planner: ' Kenwood House'

Journeys to Jack Straw's Castle* (west side of Heath)					
direction	crowfly	Address	bus/train	cycle	changes
NW	2mls	Sinclair Grove NW11 (middle)	0:29-0:47	0:10	1-2
W	2mls	Gladstone Park Gardens NW2	0:52-1:09	0:15	1
SW	2mls	Lydford Road (middle) W9	0:58-1:14	0:17	1-2
NW	3 mls	The Burroughs (middle) NW4	0:36-0:50	0:16	1-2
W	3 mls	Warren Road (middle) NW2	0:48-1:14	0:20	1
SW	3 mls	Donnington Road (middle) NW10	1:09-1:29	0:18	1-3

*Input to journey Planner: 'Heath Brow junction with North End Way'

Journeys to Savernake bridge* (south side of Heath)					
direction	crowfly	Address	bus/train	cycle	changes
SE	2mls	Copenhagen Street N1	0:34-0:58	0:14	1-2
S	2mls	Hanover Terrace (middle) NW1	0:59-1:07	0:16	1-2
SW	2mls	Belsize Road (middle) NW6	0:46-0:53	0:11	0-1
SE	3 mls	Penton Rise (middle) WC1X	0:44-0:58	0:16	0-1
S	3 mls	Sussex Gardens (middle) W2	0:40-1:11	0:22	0-2
SW	3 mls	Harvist Road NW6	0:33-1:07	0:17	0-2

*Input to Journey Planner: 'Savernake Road NW3 (middle)'

Observations

The times for journeys by public transport are variable and are therefore unpredictable, whereas a journey by cycle always takes about the same time. Journey times by public transport at weekends can take longer due to engineering works. The average times for the above journeys are shown in the table below.

Average Journey times				
	2 miles (crowfly)		3 miles (crowfly)	
	bus/train	cycle	bus/train	cycle
Parliament Hill	51	17	67	21
Kenwood House	50	14	64	20
Jack Straws	55	14	61	18
Savernake bridge	53	14	52	18

The Journey Planner provides detailed cycle routes, generally on quiet roads, making the distance considerably more than the crowfly figure. Take for example, the route from Stoke Newington Church Street to the Parliament Hill entrance which has the longest cycling time: the recommended route is about 5 miles with an average time of 26 minutes: a speed of about 11.6 mph. A cyclist going at 10 mph would take only 30 minutes.

Not one of the cycle journeys takes as much as half an hour, the average being about 15 minutes for the shorter journey and 20 minutes for the longer ones. In contrast, the bus journeys are mostly an hour in duration, apart from a few exceptions. For a journey to the Heath of 2-3 miles, a time of more than half an hour might make people stick to their cars.

We believe that this analysis indicates that a green travel plan would be very beneficial to the Heath.