



Healthy School Streets Consultation – Argyle Primary School (Bidborough Street, Hastings Street and Tonbridge Street) Permanent Proposals



Monitoring Factsheet

This document sets out monitoring data gathered during the trial period of the Argyle Primary School Healthy School Street scheme on Bidborough Street, Hastings Street and Tonbridge Street. It has been gathered and analysed to help assess the impact of the scheme during the trial period of operation.

Traffic Count Data

Traffic data before and after the implementation of the scheme was collected through automatic traffic counts (ATCs) on streets within and outside the restricted area and is displayed in Table 1. 'Before scheme' data was collected in March 2021 and 'after scheme' data was collected in January 2022 and June 2022 when the scheme was live.

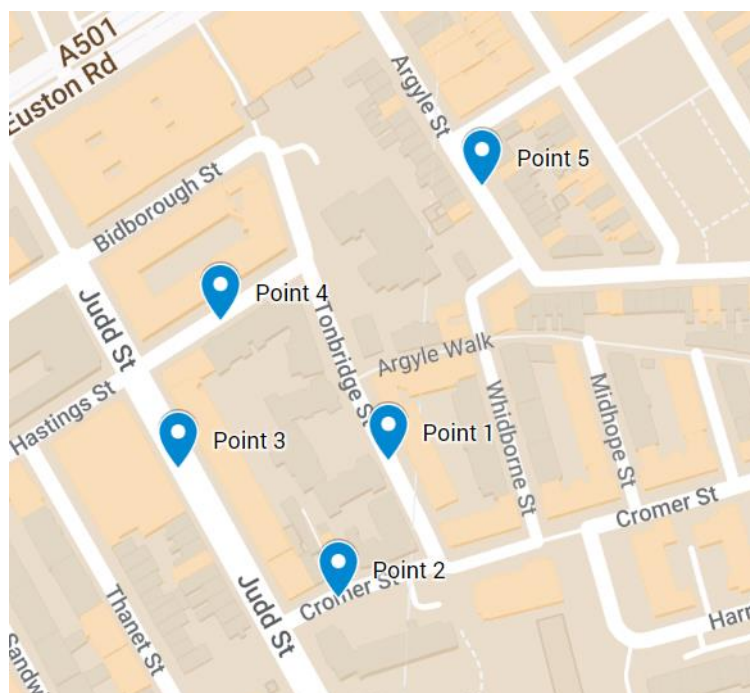
Weekly traffic counts (car, van, lorry, bus, cycle, and motorcycle) were taken over the following five-day periods:

- The week commencing 15th March 2021 (before scheme)
- The week commencing 21st January 2022 (during scheme trial)
- The week commencing 27th June 2022 (during scheme trial)

The counts covered the total number of vehicles on Monday to Friday in school term time, when all pupils were attending Argyle Primary School.

Traffic counts were analysed during the morning (8.15am – 9.15am) and afternoon (3pm - 4pm) Healthy School Street operational times. The traffic count locations are shown in **Figure 1**. Cycle count data is analysed separately later in this factsheet.

Figure 1 – Location of Traffic Counts



The traffic count data is summarised in Table 1 below, which shows daily average traffic flows based on the weekly counting periods noted on page 1.

Table 1 –Traffic Count Data: Average Motor Vehicle Counts (Monday to Friday, AM and PM restriction times)

Site number	Location	AM Peak (08:15-09:15)					PM Peak (15:00-16:00)				
		Mar-21	Jan-22	Jun-22	Change (Mar 21 to Jan 2022)	Change (Mar 21 to Jun 2022)	Mar-21	Jan-22	Jun-22	Change (Mar 21 to Jan 22)	Change (Mar 21 to Jun 22)
1	Tonbridge Street	20	14	14	-30%	-30%	26	14	12	-46%	-54%
2	Cromer Street	48	30	48	-38%	0%	47	32	34	-32%	-28%
3	Judd Street	112	153	234	37%	109%	119	197	202	66%	70%
4	Hastings Street	17	13	9	-24%	-47%	27	17	10	-37%	-63%
5	Argyle Street	15	28	13	87%	-13%	8	12	13	50%	63%
	Total across all sites	257	238	318	-7%	24%	227	272	271	20%	19%

When comparing the traffic count data from March 2021 (before scheme) to June 2022 (during scheme trial) for Tonbridge Street, which is the road Argyle Primary School is situated on, it can be seen that there was an average 30% reduction in vehicles (6 vehicles) during the morning restrictions and a 54% reduction (14 vehicles) during the afternoon restrictions. Hastings Street also saw reductions of 47% (8 vehicles) and 63% (17 vehicles) during the morning and afternoon respectively. Due to ongoing

redevelopment works both before and during the trial, it was not possible to collect representative traffic count data for Bidborough Street.

The streets outside the Healthy School Street restricted area saw a mixed picture. There was no change in traffic levels on Cromer Street during the morning although a 28% reduction (13 vehicles) was seen during the afternoon, while Judd Street saw an increase of 109% (122 vehicles) during the morning and a 70% increase (83 vehicles) during the afternoon. Argyle Street saw a decrease of 13% (2 vehicles) during the morning and an increase of 63% (5 vehicles) during the afternoon. There are several factors that may account for the increases in average traffic levels seen on Judd Street. There has been a wider increase in the Central Activity Zone following the easing of Covid-19 restrictions, and as noted above, construction works have been ongoing in the area. While the road has seen an increase in average traffic levels, these are likely to be significantly lower than they were prior to the closure of the junction of Judd Street and Euston Road for motor vehicles. If the Healthy School Street is made permanent, we would continue to monitor the scheme, particularly once the aforementioned works are complete.

Traffic Speed Data

The traffic count data collected can also be used to analyse vehicle speeds. A comparison of speeds before and after the trial scheme was implemented is shown in Table 2 below. The data includes the average speed of all vehicle classes (including cycles).

Table 2 – Traffic Speed Data: Daily Average (Monday-Friday, AM and PM restriction times)

Site number	Location	AM Peak (08:15-09:15)					PM Peak (15:00-16:00)				
		Mar-21	Jan-22	Jun-22	Change (Mar 21 to Jan 2022)	Change (Mar 21 to Jun 2022)	Mar-21	Jan-22	Jun-22	Change (Mar 21 to Jan 2022)	Change (Mar 21 to Jun 2022)
1	Tonbridge Street	10 mph	15 mph	14 mph	+5 mph	+4 mph	10 mph	14 mph	14 mph	+4 mph	+4 mph
2	Cromer Street	12 mph	13 mph	11 mph	+1 mph	-1 mph	12 mph	13 mph	12 mph	+1 mph	No change
3	Judd Street	19 mph	15 mph	15 mph	-4 mph	-4 mph	19 mph	17 mph	17 mph	-2 mph	-2 mph
4	Hastings Street	14 mph	13 mph	12 mph	-1 mph	-2 mph	14 mph	13 mph	13 mph	-1 mph	-1 mph
5	Argyle Street	10 mph	12 mph	11 mph	+2 mph	+1 mph	10 mph	11 mph	11 mph	+1 mph	+1 mph

When comparing the traffic count data from March 2021 (before scheme) to June 2022 (during scheme trial) for Tonbridge Street, the data shows a 4mph increase in average speed during both the morning and afternoon restriction times. This will continue to be monitored if the scheme is made permanent, and further measures may be introduced to reduce speeds in line with our Road Safety Action Plan. The other roads surveyed largely show no change or decreases in average speed of between 1-4mph, with only Argyle Street showing an increase of 1mph during both the morning and afternoon. During both periods of the restrictions, average vehicle speeds are well below the 20mph speed limit on all of the roads.

Cycle Flows

A comparison of cycle flows for the sites surveyed is shown in Table 3.

Table 3 - Cycle Count Data: Daily Average Counts (Monday to Friday, AM and PM restriction times)

Site number	Location	AM Peak (08:15-09:15)					PM Peak (15:00-16:00)				
		Mar-21	Jan-22	Jun-22	Change (Mar 21 to Jan 2022)	Change (Mar 21 to Jun 2022)	Mar-21	Jan-22	Jun-22	Change (Mar 21 to Jan 2022)	Change (Mar 21 to Jun 2022)
1	Tonbridge Street	3	4	14	33%	367%	4	4	6	No change	50%
2	Cromer Street	51	40	67	-22%	31%	22	20	18	-9%	-18%
3	Judd Street	109	171	203	57%	86%	55	72	99	31%	80%
4	Hastings Street	4	4	5	No change	25%	2	1	4	-50%	100%
5	Argyle Street	36	53	31	47%	-14%	19	27	28	42%	47%
	Total across all sites	203	272	320	34%	58%	102	124	155	22%	52%

When comparing the cycle count data from March 2021 (before scheme) to June 2022 (during scheme trial), it can be seen that the majority of the streets surveyed saw increases in cycling. Tonbridge Street and Hastings Street saw increases of between 2-11 cycles recorded across both restriction times, while Judd Street saw the largest increase with increases of 94 cycles in the morning and 44 cycles in the afternoon. Argyle Street saw a decrease of 5 cycles in the morning, although an increase of 9 in the afternoon, while Cromer Street saw an increase of 16 cycles in the morning and a decrease of 4 cycles in the afternoon. The overall increases in people cycling across the streets suggests that the Healthy School Street traffic restrictions and cycle contraflows on Tonbridge Street, Hastings Street and Bidborough Street are supporting more people to cycle by providing links with other local cycle infrastructure such as the [C6 cycleway](#) which runs along Judd Street.

Hands up and school surveys/travel planning

During the consultation we will be working closely with Argyle Primary School to learn more about what pupils think of the Healthy School Street scheme. We will also support the school to carry out a 'hands up' survey with pupils. These surveys allow us to record how children travel to school by asking them to put their hand up when their mode of transport is read out. We will compare these surveys with pre-scheme hands up data that was recorded in the 2018-19 academic year as part of the analysis of the consultation data.

Air Quality Monitoring

We have an air quality monitoring diffusion tube in place on Tonbridge Street, the location for which is shown in Figure 3. Diffusion tubes have been installed to monitor the impacts of the Healthy School Street trial and the results are shown in Table 4.

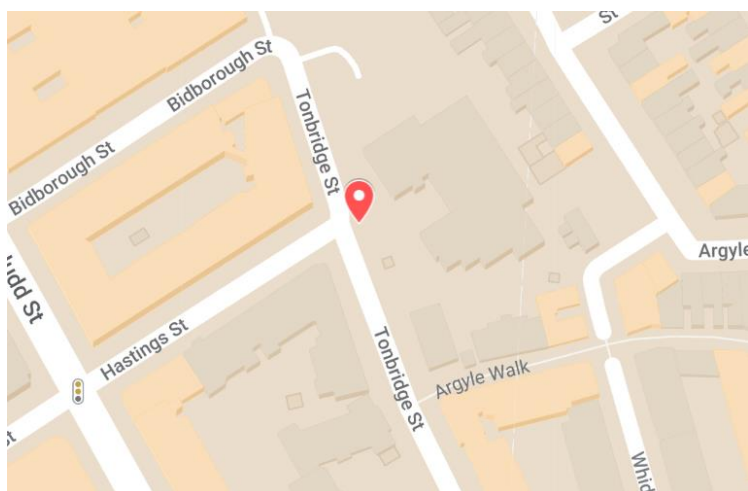
Table 4 – Raw diffusion tube NO₂ Data 2021-2022

Site	Raw NO ₂ concentration, µg/m ³		Months included	Change in NO ₂ concentration	
	2021 (Feb-March)	2022 (Feb-March)		Change in µg/m ³	% change
Argyle Primary School (Tonbridge Street)	36.31	30.72	Feb/Mar	-5.59	-15.4%

The data presented in the table above is raw and unratified without applying the national bias adjustment factors. This is because the analysis has only used a selection of months rather than the full calendar annual mean NO₂ concentrations, which are not available. However, it shows us that Tonbridge Street, outside Argyle Primary School, had a 15.4% reduction in NO₂ levels when comparing the data for February and March 2021 (before the scheme was introduced) to February and March 2022 (after the scheme was introduced).

It is important to note that transport contributes around 31% of total NO₂ emissions in Camden over the course of a year. The majority of the remainder comes from gas use in building heating systems. This means that there is significant seasonal variation in outdoor NO₂ concentrations when heating demand is higher during cold weather. The change in NO₂ concentration at a particular location won't entirely be the result of changes in traffic volumes and there are other local factors affecting air quality.

Figure 3 – Location of air quality monitoring diffusion tube on Tonbridge Street



Feedback During the Experimental Traffic Order Period

Five comments on the scheme were received on the [Council's Commonplace](#) during the trial Experimental Traffic Order period, all of which were positive about the changes.

Respondents highlighted the following benefits of the scheme:

- The scheme encourages respondents to walk and cycle.
- Air quality and traffic levels had improved.
- Improved safety for children to walk, scoot and cycle to school.

One respondent commented: *"I live in the area and (notice) the superb difference it's made to residents, the quality of our lives: the air we breathe, the traffic noise, seeing so many people using their bicycles and walking. Your trial and your plans have transformed our lives. Thank you for your care and forethought."*

On the 15th March 2022, Sustrans were contracted to visit the school during pick up time to discuss the trial changes with parents and carers. In addition to the above comments, the following points were discussed:

- The scheme complemented other measures in the local area to reduce levels of traffic.
- Many people spoken to were not aware of the trial scheme. Sustrans will visit the school again during the consultation to encourage people to take part. If the scheme is made permanent, officers will continue to engage with the school to support and promote active travel.
- Those that were aware of the scheme were supportive of the changes, and this included people that still drove their children to school.