Healthy School Streets Consultation – Brecknock Primary School (Cliff Villas) Permanent Proposals

Monitoring Factsheet

This document sets out monitoring data gathered during the trial period of the Brecknock Primary School Healthy School Street (HSS) scheme on Cliff Villas. It has been gathered and analysed to help assess the impact of the scheme during the trial period of operation. The data and feedback are summarised below.

Traffic Count Data

Traffic data before and after the implementation of the scheme was collected through automatic traffic counts (ATCs) and is displayed in Table 1. 'Before scheme' data was collected in June 2018 and 'after scheme' data was collected in March 2021 when the HSS scheme was live.

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

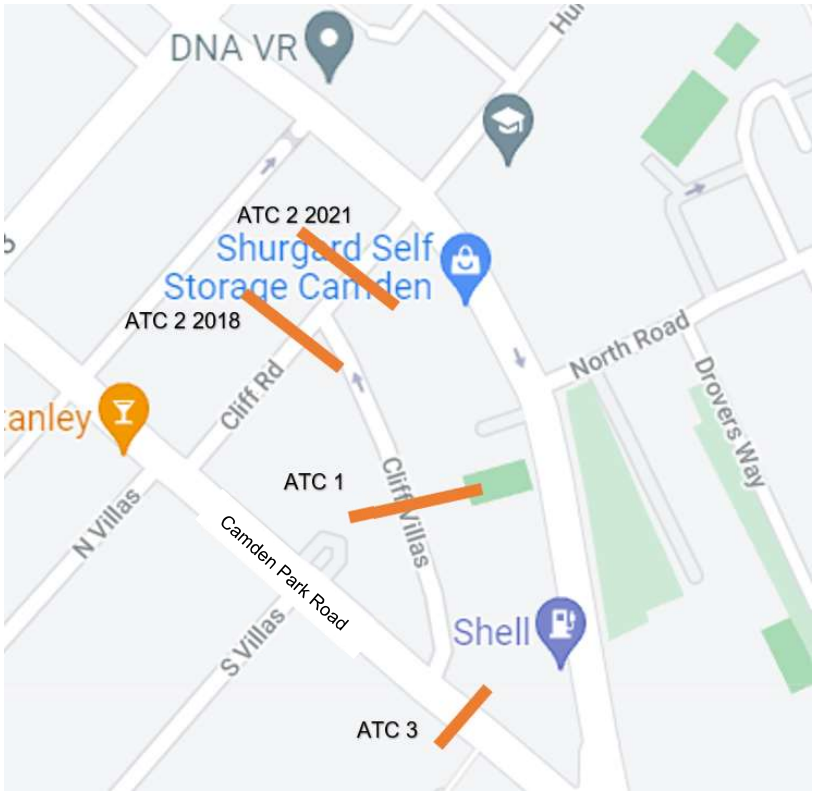
- The weeks commencing 3rd and 10th June 2018 (Before scheme)
- The weeks commencing 8th and 15th March 2021 (After scheme)

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

Traffic counts were analysed during the morning (8am-9.15am) and afternoon (3pm-4pm) HSS operational times. It was not possible to separate vehicle classes from the before scheme data for Cliff Road and Camden Park Road. Therefore, for these two locations both the before and after scheme data includes cycles. It was possible to do this for both sets of data for Cliff Villas, so the data in Table 1 for this location does not include cycles. Cycle count data for Cliff Villas is analysed later in this document.

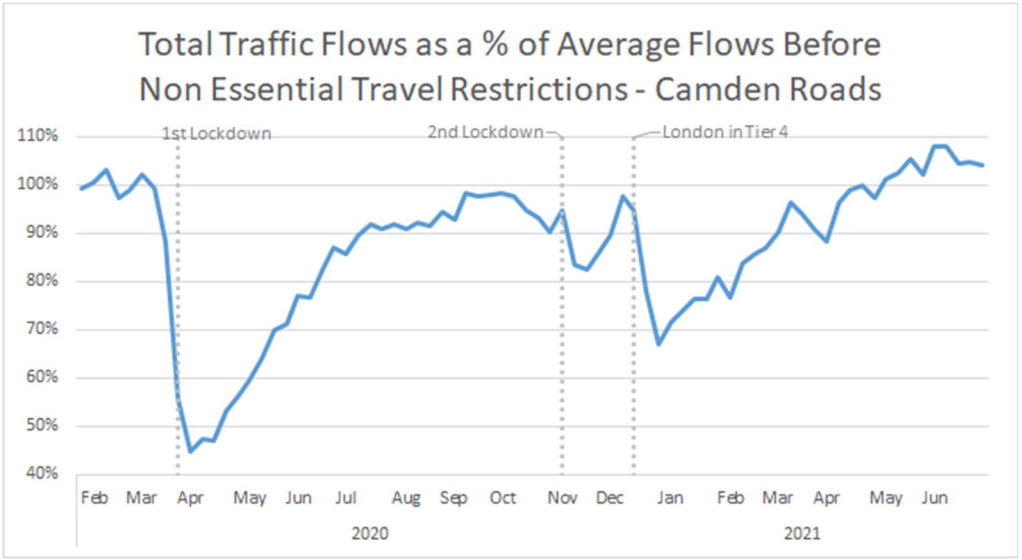
The data count locations are shown in **Figure 1** below as follows (location numbers in brackets correspond to the map in **Table 1**): Cliff Villas (1), Cliff Road (2), Camden Park Road (3). It should be noted that pre and post scheme count locations differ for Cliff Road.

Figure 1 – Location of Traffic Counts



It is recognised that the Covid-19 pandemic has had an impact on general traffic levels throughout London and in Camden. Data collected by Camden Council, presented within Figure 2, shows the fluctuations in motor traffic on Camden's roads between the first quarter of 2020 and the first half of 2021. It presents total traffic flows as a percentage of the average flows before the non-essential travel restrictions were brought in by the government. At the time of the March 2021 counts traffic was back to 97% of pre-pandemic volumes.

Figure 2 – Total traffic flows on Camden roads as a percentage of the average flows before non-essential Covid-19 travel restrictions



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

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

Location	Map ref #	AM Peak (08:00-09:15)			PM Peak (15:00-16:00)		
		June 2018 (pre scheme)	Mar 2021 (during scheme trial)	Change (June 2018 to March 21)	June 2018 (pre scheme)	Mar 2021 (during scheme trial)	Change (June 2018 to March 21)
Cliff Villas (NB)	1	26	3	-88%	23	4	-83%
Cliff Road (SB)	2	222	205	-8%	83	92	+11%
Camden Park Road (NB)	3	744	530	-29%	657	463	-30%
Total		**992**	**738**	**-26%**	**763**	**559**	**-27%**

When comparing the traffic counts from June 2018 (before scheme) to March 2021 (after scheme), it can be seen that there is a combined 27% reduction in traffic levels on all three roads that were surveyed with all but one site showing reductions in both the AM and PM peaks.

Cliff Villas experienced significant decreases in traffic levels, with an 88% decrease during the AM peak and an 83% decrease in during the PM peak. While Cliff Villas sees far lower levels of traffic flow than the other two surveyed roads, the after scheme counts show a reduction to three vehicles counted in the AM peak and four vehicles counted in the PM peak from pre-scheme counts of 26 vehicles and 23 vehicles respectively.

Camden Park Road saw similar reductions in both the AM and PM peaks with reductions of 29% and 30% respectively. This shows a reduction of over 200 vehicles in the AM peak and slightly under 200 vehicles for the PM peak recorded on this road.

The results for Cliff Road show a more mixed picture. There is an 8% reduction in traffic levels in the AM peak and an 11% increase in the PM peak. However, it should be noted that the PM peak sees substantially lower traffic flows than the AM peak, with the 11% increase equating to 9 more vehicles recorded during this time. This contrasts with the AM peak, where the 8% decrease equated to 17 fewer vehicles.

Traffic Speed Data

The traffic count data collected can also be used to analyse vehicle speeds at the three sites that were surveyed. 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) and for the AM peak does not contain data from 9am-9.15am as speed data is reported in hourly segments.

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

Location	Map ref #	AM Peak (08:00-09:00)		PM Peak (15:00-16:00)	
		June 2018 (pre scheme)	Mar 2021 (during scheme trial)	June 2018 (pre scheme)	Mar 2021 (during scheme trial)
Cliff Villas	1	13 mph	14 mph	13 mph	16 mph
Cliff Road	2	15 mph	11 mph	14 mph	11 mph
Camden Park Road	3	17 mph	14 mph	16 mph	13 mph

While the data shows increases in speed for Cliff Villas during both peaks, this is likely to be due to the very small numbers of vehicles recorded following the implementation of the trial scheme (3 in the AM peak and 4 in the PM peak) and the impact each individual vehicle speed would have on the overall average speed. Cliff Road and Camden Park Road have higher vehicle flows and decreases in average speed of between 3mph-4mph across both the AM and PM peaks. The reduced speeds seen on Camden Park Road are likely to be as a result of the new parallel cycle and pedestrian crossing that was completed in June 2020. This scheme also included reducing the width of the carriageway to facilitate a two way cycle track between Cliff Villas and St Augustine's Road.

The results for all three sites during the AM and PM monitoring period show that traffic speeds are low and the 20mph speed limit is being adhered to.

Cycle Flows

A comparison of cycle flows for Cliff Villas is shown in Table 3 below.

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

Location	Map ref #	AM Peak (08:00-09:15)		PM Peak (15:00-16:00)	
		June 2018 (pre scheme)	Mar 2021 (during scheme trial)	June 2018 (pre scheme)	Mar 2021 (during scheme trial)
Cliff Villas (NB)	1	0	3	2	3

The data does not show a statistically significant change in the number of cycles recorded on Cliff Villas as a result of the scheme. However, feedback received from respondents to the Commonplace survey for the scheme (analysed below) state that this, along with other local infrastructure improvements, have made them more likely to cycle and have improved road safety.

Hands up and school surveys/travel planning

During the consultation we will be working closely with Brecknock Primary 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

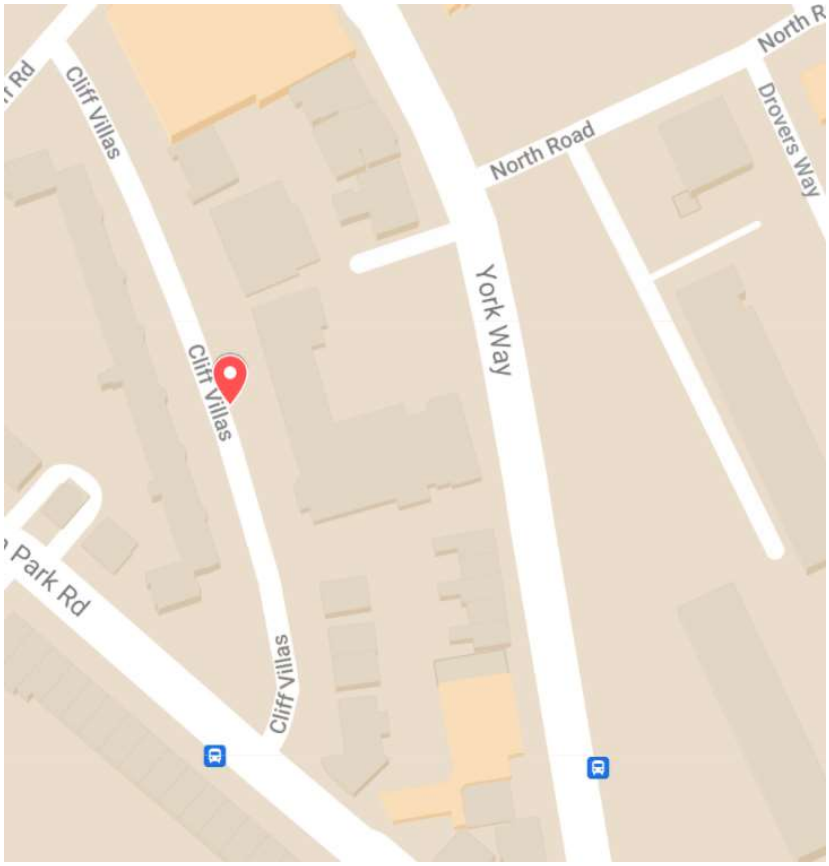
will compare these surveys with pre-scheme hands up data that was recorded in the 2015/16 academic year as part of the analysis of the consultation data.

Air Quality Monitoring

We have air quality monitoring diffusion tubes in place at Cliff Villas, the location for which is shown in Figure 3 below. The annual mean NO_2 concentration measured at this site for 2020 was 23.5µg/m^3 which was based on data collected between October-December 2020. The annual mean has been bias-adjusted and annualised following the LLAQM.TG(19) methodology. The National Air Quality Objective annual mean limit for NO_2 is 40µg/m^3, so this site was compliant in 2020.

Diffusion tube monitoring has continued into 2021 so we will have more extensive data to analyse when calculating the 2021 annual mean NO_2 concentrations at this location.

Figure 3 – Location of air quality monitoring diffusion tube on Cliff Villas



Feedback During the Experimental Traffic Order (ETO) Period

Twenty four comments on the scheme were received on Commonplace during the trial "ETO" period. Within this total, 17 of the respondents were positive towards the change, with 7 being negative.

The comments received that were positive towards the trial changes included:

- Thirteen respondents noted that they felt safer travelling through the area as a result of the scheme.
- Four respondents commented how well the HSS scheme linked up with other cycling improvements that have been made, such as the York Way cycleway and St Augustine's Road to Camden Park Road cycle link.
- Eight respondents said that the changes made them more likely to walk and cycle and had noticed an improvement in air quality.

The comments received that were negative towards the trial changes included:

- Four respondents stated that the scheme made their journeys vehicles longer.
- Five respondents stated that they felt that air quality had not improved, or had become worse, as a result of the scheme.
- Three respondents were concerned about traffic displacement to other nearby streets.

Photo of Brecknock Primary Healthy School Street taken from Camden Park Road

Appendix A – Traffic Data Methodology

To monitor and review the impacts of the scheme, traffic count data has been collected before and after the opening of the scheme. Automatic Traffic Counters were used to collect data on hourly traffic volumes by direction and vehicle class before and after the scheme was constructed. Data was collected over the following five-day periods:

- The weeks commencing 3rd and 10th June 2018 (Before scheme)
- The weeks commencing 8th and 15th March 2021 (After scheme)

If a full day of data was unavailable from the traffic counts, then this day was excluded from the average daily calculation of traffic volumes.

The enforcement cameras were active during the traffic survey undertaken in March 2021.