



Healthy School Streets Consultation – Camden School for Girls (Sandall Road) Permanent Proposals



Monitoring Factsheet

This document sets out monitoring data gathered during the trial period of the Camden School for Girls Healthy School Street scheme on Sandall Road. 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 October 2020 and 'after scheme' data was collected in July 2021 and October 2021 when the Healthy School Street scheme was live.

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

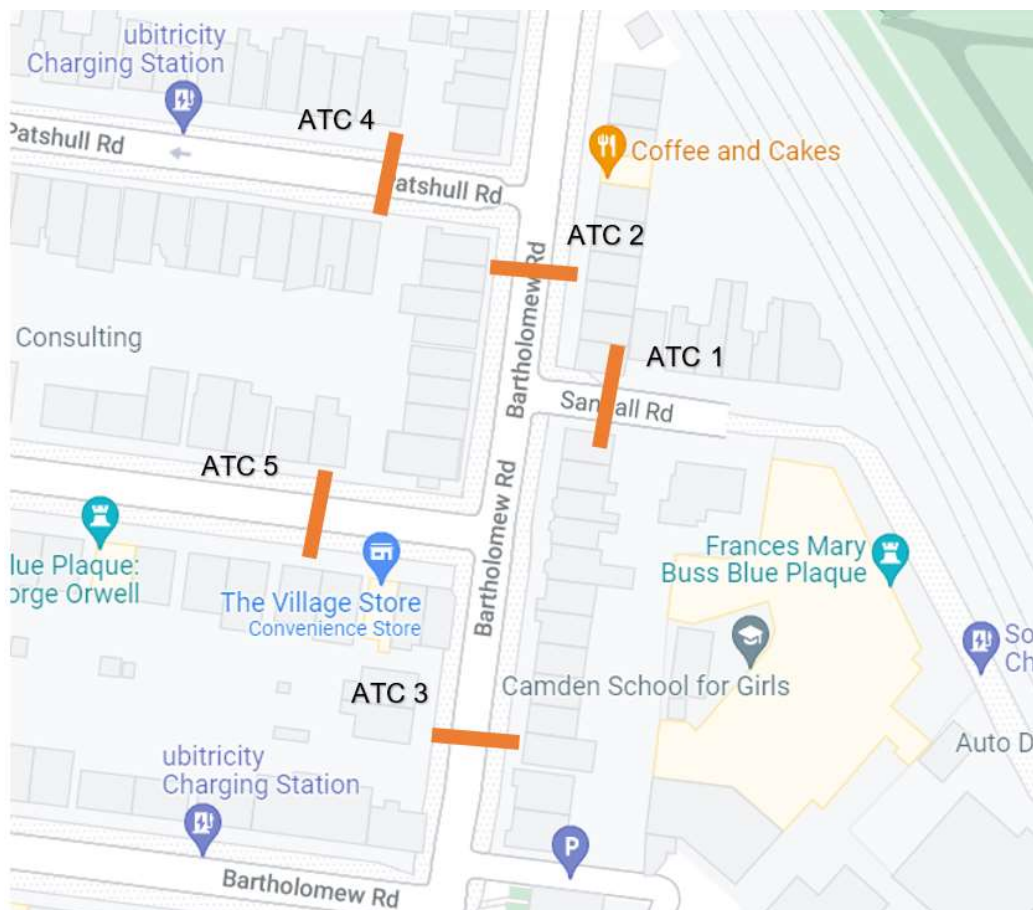
- The week commencing 20th October 2020 (before scheme)
- The week commencing 19th July 2021 (during scheme trial)
- The week commencing 12th October 2021 (during scheme trial)

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

Traffic counts were analysed during the morning (8am-9am) and afternoon (3pm-4pm) Healthy School Street operational times.

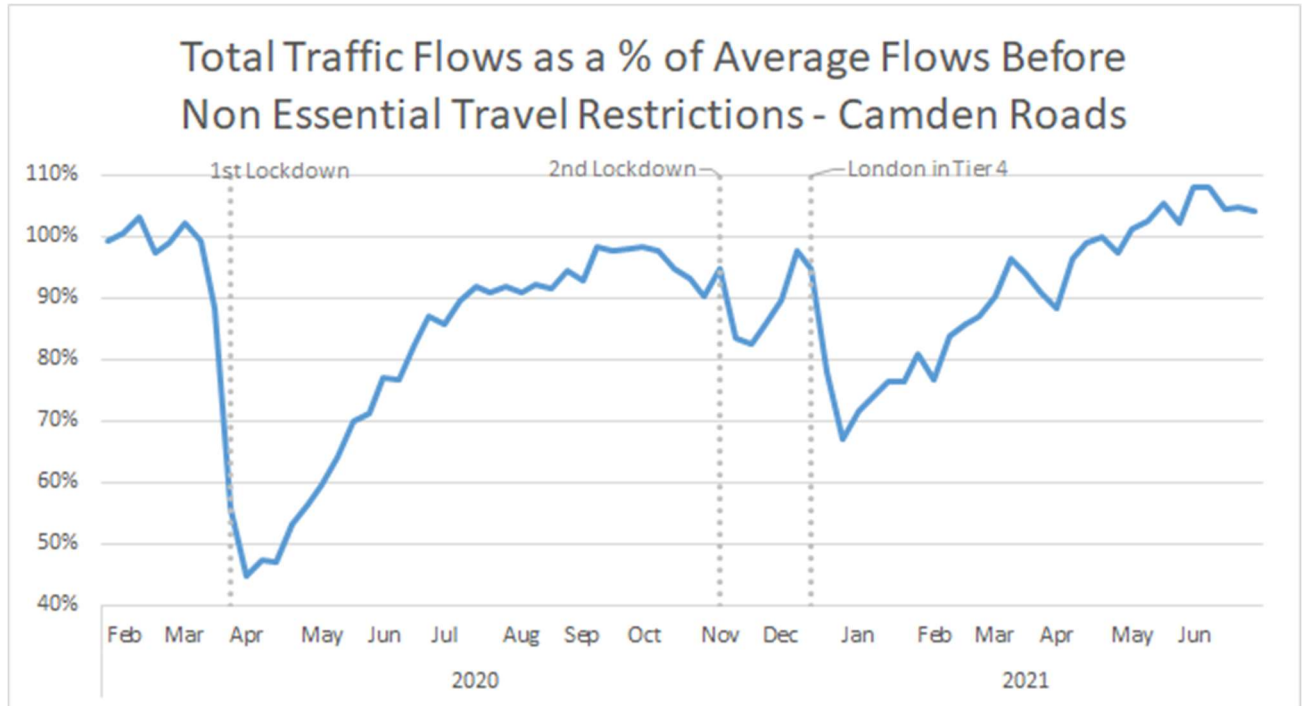
The data count locations are shown in **Figure 1** below (location numbers in brackets correspond to the map in **Table 1**): Sandall Road (1), Bartholomew Road (2 & 3), Patshull Road (4) and Lawford Road (5). Cycle count data is analysed separately later in this factsheet.

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 from the first quarter of 2020 through to the first half of 2021, at which point most lockdown restrictions were starting to be eased. 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 October 2020 counts traffic was at 94% of pre-pandemic levels.

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 overleaf, which shows daily average traffic flows based on the weekly counting periods noted on page 1.

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

Location	Map ref #	AM Peak (08:00-09:00)					PM Peak (15:00-16:00)				
		October 2020	July 2021	October 2021	Change (October 2020 to July 21)	Change (October 2020 to October 2021)	October 2020	July 2021	October 2021	Change (October 2020 to July 2021)	Change (October 2020 to October 2021)
Sandall Road	1	28	4	7	-86%	-75%	19	6	9	-68%	-53%
Bartholomew Road	2	230	121	148	-47%	-36%	204	132	119	-35%	-42%
Bartholomew Road	3	76	43	53	-43%	-30%	105	73	62	-30%	-41%
Patshull Road	4	124	64	67	-48%	-46%	48	30	35	-38%	-27%
Lawford Road	5	27	15	34	-44%	+26%	39	11	29	-72%	-26%
Total		485	247	309	-49%	-36%	415	252	254	-39%	-40%

When comparing the traffic counts from October 2020 (before scheme) to March 2021 (during scheme trial), it can be seen that there is a combined 36% reduction in traffic levels on all five roads that were surveyed during the morning restrictions, and a combined 40% decrease during the afternoon restrictions, with all but one site (Lawford Road, morning restrictions) showing reductions in both the morning and afternoon restrictions.

In May 2020, prior to the implementation of the Healthy School Street scheme, [an 'at all times' motor vehicle restriction](#) in the form of droppable bollards was installed on Sandall Road near the junction with Camden Road. This restriction prevented Sandall Road being used as a short cut for motor vehicles being driven between Camden Road and Kentish Town Road, resulting in a significant reduction in traffic volumes. Following the implementation of the Healthy School Streets scheme, Sandall Road saw further decreases in traffic levels, with a 75% decrease during the morning restrictions and a 53% decrease during the afternoon restrictions. The after scheme counts show a reduction to seven vehicles counted in the morning and nine vehicles counted in the afternoon from pre-scheme counts of 28 vehicles and 19 vehicles respectively.

The two sections of Bartholomew Road that were analysed also saw reductions during both the morning and afternoon restrictions. Site 2 (between Patshull Road and Sandall Road) had morning and afternoon reductions of 36% and 42% respectively. This shows a reduction of 82 vehicles in the morning and 85 vehicles in the afternoon. Site 3 (south of Lawford Road) had morning and afternoon reductions of 30% and 41% respectively. This showed a reduction of 23 vehicles in the morning and 11 vehicles in the afternoon.

Patshull Road showed a reduction of 46% during the morning restrictions and 27% during the afternoon restrictions. This amounted to 57 fewer vehicles in the morning and 13 fewer vehicles in the afternoon.

The results for Lawford Road show a more mixed picture. There was a 26% increase during the morning restrictions and a 26% decrease during the afternoon restrictions. This amounted to seven more vehicles in the morning and 10 fewer vehicles in the afternoon.

Traffic Speed Data

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

The data shows that between October 2020 (before scheme) and October 2021 (during scheme trial), Sandall Road saw a 2mph decrease in average speeds during the morning restrictions, and a 4mph decrease during the afternoon restrictions. All other roads showed either no change or 1mph increases or decreases in average speed. All 5 sites had average speeds well below the 20mph speed limit.

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

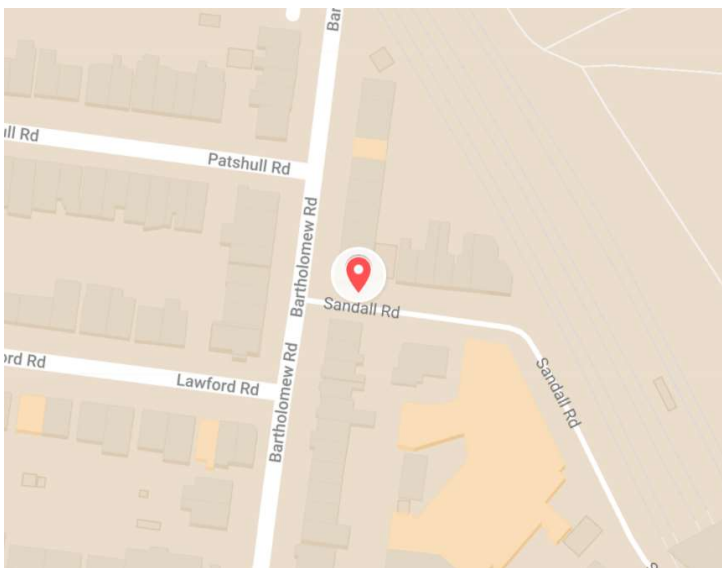
Location	Map ref #	AM Peak (08:00-09:00)					PM Peak (15:00-16:00)				
		October 2020	July 2021	October 2021	Change (October 2020 to July 21)	Change (October 2020 to October 2021)	October 2020	July 2021	October 2021	Change (October 2020 to July 2021)	Change (October 2020 to October 2021)
Sandall Road	1	14 mph	11 mph	12 mph	-21%	-14%	16 mph	13 mph	12 mph	-19%	-25%
Bartholomew Road	2	13 mph	14 mph	13 mph	+8%	No change	13 mph	14 mph	13 mph	+15%	No change
Bartholomew Road	3	13 mph	13 mph	13 mph	No change	No change	13 mph	13 mph	13 mph	No change	No change
Patshull Road	4	13 mph	13 mph	12 mph	No change	-8%	13 mph	12 mph	12 mph	-8%	-8%
Lawford Road	5	14 mph	11 mph	13 mph	-21%	-7%	13 mph	11 mph	13 mph	-15%	No change
Total (average)		13 mph	12 mph	13 mph	-8%	No change	14 mph	13 mph	13 mph	-7%	-7%

Air Quality Monitoring

We have an air quality monitoring diffusion tube in place on Sandall Road, the location for which is shown in Figure 3 below. Due to the fact that only two months of data was collected at this location in 2020, it is not possible to produce an annual mean figure of NO₂ concentration as a minimum of three months of data is required to do this.

Diffusion tube monitoring has continued into 2021 so we will have more extensive data to analyse when calculating the 2021 annual mean NO₂ concentrations at this location. However, diffusion tube data needs to be 'bias adjusted' which involves averaging all the monthly mean NO₂ concentrations within a specific calendar and then multiplying this new average by a correction (or 'bias adjustment') factor. This is used to correct for deviation in measurement between diffusion tubes and 'true' pollutant concentrations. Bias adjustment factors are continually reviewed and vary each year and are not published until the April of the following year. Therefore, we are unable to provide any figures for the monitoring that has taken place at this site in 2021 until April 2022. At this point we will be able to ascertain whether this site has air quality that is compliant with the National Air Quality Objective annual mean NO₂ limit. The expansion of the Ultra Low Emission Zone (ULEZ) which came into force on 25th October 2021 may have a further beneficial impact on local air quality across the borough.

Figure 3 – Location of air quality monitoring diffusion tube on Sandall Road



Cycle Flows

A comparison of cycle flows is shown in Table 3 overleaf.

Between October 2020 (before scheme) and October 2021 (during scheme trial), the data shows an increase of 5 cycles counted on Sandall Road during the morning restrictions and no change in the number counted during the afternoon restrictions. The section of Bartholomew Road between Patshull Road and Sandall Road (Site 2) had an increase of 10 cycles in the morning and a decrease of 2 cycles in the afternoon. The section of Bartholomew Road south of Lawford Road (Site 3) had an increase of 17 cycles in the morning and 2 cycles in the afternoon. Lawford Road recorded no cycles before the scheme was implemented but had 6 cycles recorded in the morning and 4 cycles in the afternoon after the scheme was implemented. Across all sites there was a combined increase of 71% during the morning restrictions and 9% during the afternoon restrictions.

Table 3 - Cycle Count Data: Daily Average Counts (Monday to Friday, morning and afternoon Healthy School Street restriction times)

Location	Map ref #	AM Peak (08:00-09:00)					PM Peak (15:00-16:00)				
		October 2020	July 2021	October 2021	Change (October 2020 to July 21)	Change (October 2020 to October 2021)	October 2020	July 2021	October 2021	Change (October 2020 to July 2021)	Change (October 2020 to October 2021)
Sandall Road	1	27	5	32	-81%	+19%	15	5	15	-67%	No change
Bartholomew Road	2	24	25	34	+4%	+42%	19	15	17	-21%	-11%
Bartholomew Road	3	22	32	39	+45%	+77%	8	9	10	+13%	+25%
Patshull Road	4	7	20	26	+185%	+271%	4	2	4	-50%	No change
Lawford Road	5	0	0	6	No change	Not counted as a percentage	0	0	4	No change	Not counted as a percentage
Total (average)		80	79	137	-1%	+71%	46	31	50	-33%	+9%

Feedback During the Experimental Traffic Order Period

Nine comments on the scheme were received on Commonplace during the trial Experimental Traffic Order period. Within this total, six of the respondents were positive towards the change, with three being negative.

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

- Respondents noted that the streets were quieter and that the changes to Sandall Road (including the traffic filter at the junction with Camden Road delivered under a separate scheme) had reduced short cutting traffic.
- Respondents stated the scheme encouraged them to walk and cycle more.
- Improved air quality and road safety were identified as key aspects that respondents liked about the trial scheme.

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

- Respondents noted that traffic had been displaced into neighbouring streets, including Busby Place and Oseney Crescent.
- Traffic levels were still deemed to be worse and air quality had not improved as a result of the scheme.
- The scheme was not believed to be necessary as traffic speeds were within the 20mph limit and vehicle levels were not high in the local area.

School engagement

During the consultation we will be engaging with Camden School for Girls to find out what pupils at the school think of the scheme and how it has impacted the way they travel to school.

Photo of Sandall Road Healthy School Street taken from Bartholomew Road

