Healthy School Streets Consultation – Christopher Hatton Primary School (Mount Pleasant) Permanent Proposals

Monitoring Factsheet

This document sets out monitoring data gathered during the trial period of the Christopher Hatton Primary School Healthy School Street scheme on Mount Pleasant. 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 scheme 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 Christopher Hatton Primary School.

Traffic counts were analysed during the morning (8.00am – 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
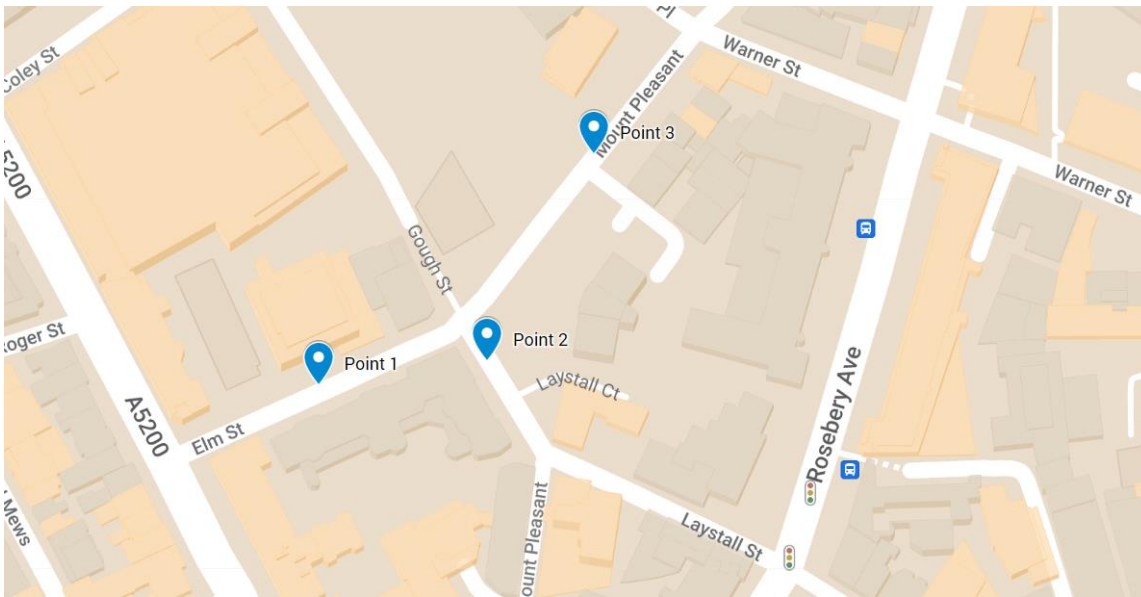
The traffic count data is summarised in Table 1, which shows daily average traffic flows based on the weekly counting periods noted on page 1.

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

Site number	Location	AM Peak (08:00-09:15)					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	Elm Street	192	167	156	-13%	-19%	95	112	95	18%	0%
2	Mount Pleasant (1)	11	12	7	9%	-36%	4	7	6	75%	50%
3	Mount Pleasant (2)	190	197	182	4%	-4%	99	139	115	40%	16%
Total across all sites		393	376	345	-4%	-12%	198	258	216	30%	9%

When comparing the traffic count data from March 2021 (before scheme) to June 2022 (during scheme trial), it can be seen on the restricted section of Mount Pleasant (Site 2 – Mount Pleasant (1)) there was an average 36% reduction in vehicles (4 vehicles) during the morning restrictions and a 50% increase during the afternoon restrictions (2 vehicles). While there is a small increase shown in the vehicles recorded in the afternoon, it should be noted that the overall average of 6 vehicles recorded during the June 2022 traffic counts remains low. If the scheme is made permanent, further monitoring would take place to continue to understand the effects of the scheme on traffic levels. Outside of the restricted area, Mount Pleasant (Site 3 – Mount Pleasant (2)) had a 4% decrease in

average traffic levels during the morning and a 16% increase in the afternoon. Elm Street had a 19% decrease in the morning and no change in the afternoon.

When interpreting the above data, it is important to note that in March 2021, some Covid-19 restrictions were still in place, and the Central Activities Zone (CAZ) within London continued to be supressed at that time. Recovery has since taken place. For example, traffic levels on the Inner London Transport for London road network were 14% higher in spring (March) 2022 than summer (July) 2021. Some of the increases in motor vehicle traffic on some streets in the study area may therefore be related to the recovery the CAZ has experienced between the survey dates shown in this report. If the scheme is made permanent, further measures to limit traffic on these roads could be considered in future, subject to further monitoring and funding, as well as a further consultation.

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. 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 (08:00-09:15)					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	Elm Street	15 mph	15 mph	15 mph	No change	No change	15 mph	16 mph	15 mph	+1 mph	No change
2	Mount Pleasant (1)	10 mph	10 mph	11 mph	No change	+1 mph	9 mph	10 mph	10 mph	+1 mph	+1 mph
3	Mount Pleasant (2)	16 mph	15 mph	17 mph	-1 mph	+1 mph	17 mph	16 mph	17 mph	-1 mph	No change

On the section of Mount Pleasant with restrictions (Site 2 - Mount Pleasant (1)), the data shows a 1mph increase in average speed during the morning restrictions and a 5mph decrease in average speed during the afternoon restrictions when comparing data collected before the scheme (March 2021) and during the trial (June 2022). However, it should be noted that average speeds were low with 11mph recorded during the morning and 10mph during the afternoon. The remaining two sites surveyed showed negligible change apart from a 1mph increase during the morning on the unrestricted section of Mount Pleasant. During both periods of the restrictions average vehicle speeds are below the 20mph speed limit for all of the roads surveyed.

Cycle Flows

A comparison of cycle flows for the roads 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 (08:00-09:15)					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	Elm Street	14	18	21	29%	50%	13	7	7	-46%	-46%
2	Mount Pleasant (1)	2	10	22	400%	1000%	3	4	10	33%	233%
3	Mount Pleasant (2)	16	37	32	131%	100%	9	12	14	33%	56%
Total across all sites		32	65	75	103%	134%	25	23	31	-6%	19%

When comparing March 2021 (before trial) with June 2022 (during scheme trial), the data for the restricted section of Mount Pleasant (Site 2 – Mount Pleasant (1)) shows an average increase of 20 cycles recorded during the morning and 6 cycles recorded in the afternoon. The unrestricted section of Mount Pleasant (Site 3 – Mount Pleasant (2)) also shows morning increases of 16 cycles and afternoon increases of 5 cycles. Elm Street showed an average increase of 7 cycles during the morning although there was a decrease of 6 cycles during the afternoon. Overall, across all three sites surveyed there was a 134% increase during the morning restrictions and a 19% increase during the afternoon restrictions. In addition to the Healthy School Street restrictions, this increase is also likely to be due to the motor traffic restriction on Laystall Street which was made permanent at the same time as the trial Healthy School Street was approved, and provides a safe cycling link between Mount Pleasant and Roseberry Avenue.

Hands up and school surveys/travel planning

During the consultation we will be working closely with Christopher Hatton Primary School to learn more about what pupils think of the Healthy School Street scheme. The school has also carried out 'hands up' surveys with pupils before and after the trial scheme was installed. 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. Table 4 shows a comparison of travel behaviour before and after the trial scheme was implemented.

Table 4 – Hands up survey data – academic years 2018/19 and 2021/22

Survey date (academic year)	Number of Participants	Percentage of total pupils	Transport Mode			
			Walking	Cycling/scooting	Public Transport	Motor vehicle
2018/19	233	98%	187	38	7	1
			80%	16%	3%	>1%
2021/22	214	94%	153	45	12	3
			71%	21%	6%	1%

While the data shows that there has been a small increase in the number of children that are driven to school from 1 in 2018/19 to 3 in 2021/22, almost all children complete the school run by active or public transport. This demonstrates the need for schemes to support children to travel in this way and ensure that they continue to do so in safe and welcoming environment.

Air Quality Monitoring

We have air quality monitoring diffusion tubes in place on Mount Pleasant, the location for which is shown in Figure 3. The 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, $\mu g/m^3$			Change in NO_2 concentration	
	2021 (Feb-April)	2022 (Feb-April)	Months included	Change in $\mu g/m^3$	% change
Christopher Hatton (Mount Pleasant)	38.65	39.69	Feb/Apr	1.04	2.7%

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 NO_2 concentrations which is not available. However, it shows us that Mount Pleasant had a 2.7% increase in NO_2 levels when comparing the data for February to April 2021 (before the scheme was introduced) to February to April 2022 (after the scheme was introduced).

It is important to note that transport contributes around 31% of total NO_2 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 NO_2 concentrations when heating demand is higher during cold weather. The change in NO_2 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. Air quality monitoring will continue at this location in order to help us to continue to understand the levels of NO_2 levels outside Christopher Hatton Primary School and any further potential measures required.

Figure 3 – Location of air quality monitoring diffusion tube on Mount Pleasant
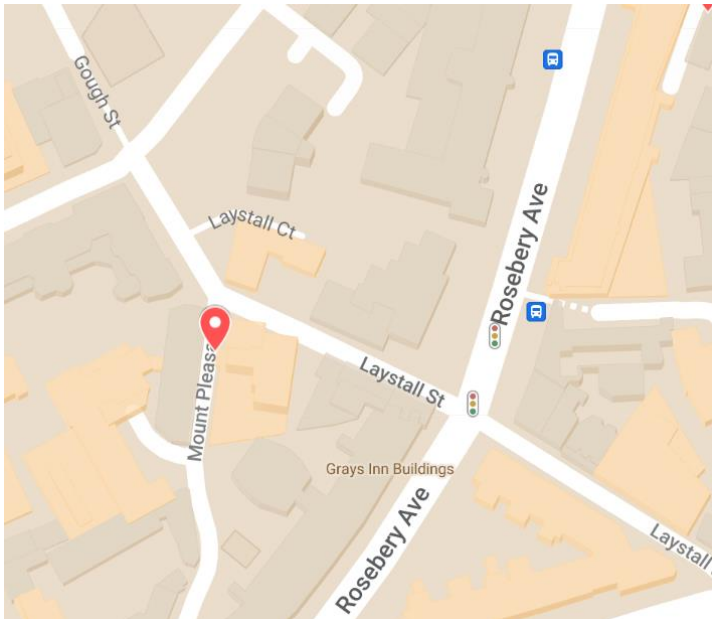
Feedback During the Experimental Traffic Order Period

Three comments on the scheme were received on Commonplace during the trial Experimental Traffic Order period. Within this total, two of the respondents were positive towards the changes, with one being negative.

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

- 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.
- The scheme should be extended to fully restrict through traffic using Mount Pleasant during school run times, or other road safety measures should be introduced on this section of the road.
- The scheme complements the public realm improvements that have been introduced on Mount Pleasant.

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

- Journey times by motor vehicle have become longer.
- It felt less safe travelling around the area.

On the 9th March 2022, Sustrans were contracted to visit the school during pick up time to discuss the trial changes with parents. In addition to the above comments, parents also discussed the following:

- The traffic restriction on Laystall Street (installed prior to the Healthy School Street and now permanent so not part of this consultation) has helped to reduce traffic outside the school but has resulted in a number of incidents and near misses with people cycling too quickly. Officers will discuss this issue with the school to ascertain whether they will continue to use the Laystall Street entrance and determine any potential measures that may be installed to address this issue.
- Many parents were not aware of the trial scheme. Sustrans will visit the school again during the consultation to encourage parents to take part. Officers will continue to engage with the school to support and promote active travel.