



Healthy School Streets Consultation – Hampstead Parochial School and UCS Junior School (Holly Bush Vale) Permanent Proposals



Monitoring Factsheet

This document sets out monitoring data gathered during the trial period of the Hampstead Parochial School and UCS Junior School Healthy School Street scheme on Holly Bush Vale. 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 scheme was live.

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

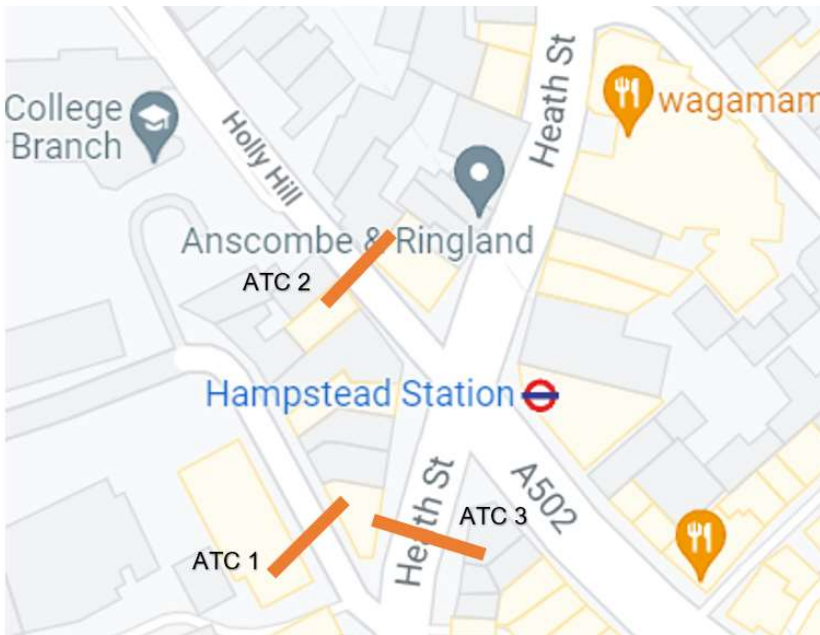
- The week commencing 20th October 2020 (before scheme)
- The week commencing 19th July 2021 (during scheme trial)
- The week commencing 12th October 2021 (during scheme trial)

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

Traffic counts were analysed during the morning (8am - 9.30am) and afternoon (3pm - 4pm) Healthy School Street operational times.

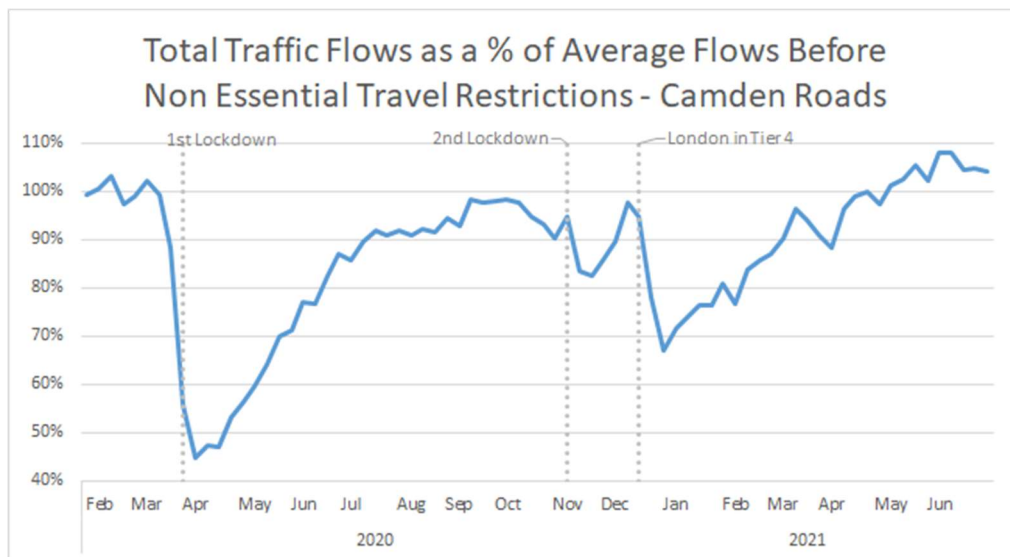
The data count locations are shown in **Figure 1** below as follows (location numbers in brackets correspond to the map in **Table 1**): Holly Bush Vale (1), Heath Street (2), Holly Hill (3). Cycle count data is analysed separately later in this factsheet.

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, 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 (08:00-09:30)					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)
Holly Bush Vale (NB)	1	31	8	11	-74%	-65%	13	5	7	-62%	-46%
Holly Bush Vale (SB)	1	18	6	9	-67%	-50%	15	7	8	-53%	-47%
Holly Bush Vale (Combined)	1	49	14	20	-71%	-59%	28	12	15	-57%	-46%
Holly Hill (NB)	2	112	100	141	-11%	+26%	178	161	162	-10%	-9%
Heath Street (NB)	3	356	265	399	-26%	+12%	336	289	340	-14%	+26%
Heath Street (SB)	3	473	462	491	-2%	+4%	244	257	267	+5%	+36%
Heath Street (Combined)	3	829	727	890	-12%	+7%	580	546	607	-6%	+30%
Total		990	841	1051	-15%	+6%	786	719	784	-9%	-0.2%

When comparing the traffic counts from October 2020 (before scheme) to October 2021 (during scheme trial), it can be seen that on Holly Bush Vale there is a (combined northbound/southbound) reduction in traffic volumes of 65% during the morning restrictions and 46% during the afternoon restrictions.

Holly Hill had an increase of 26% during the morning restrictions and a 9% decrease during the afternoon restrictions. As UCS Junior School has an entrance on Holly Hill this may account for the morning increase in traffic volumes as this street could be used to drop off children at the school. If the scheme is made permanent, officers would engage with the school to discuss this issue and attempt to ascertain why it is not experienced during the afternoon pick up period. Further traffic counts would be taken to monitor the situation on this street.

Heath Street had an increase of 7% during the morning restrictions and a 30% increase during the afternoon restrictions. As this road is a key throughfare in Hampstead it is not possible to ascertain whether these increases could be attributed to the Healthy School Street scheme.

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. The data includes the average speed of all vehicle classes (including cycles) and for the AM peak includes data from 9.30am - 10am 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 (08:00-09:30) (averages taken from 8am-10am)					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)
Holly Bush Vale (NB)	1	9 mph	10 mph	9 mph	+11%	No change	9 mph	10 mph	9 mph	+11%	No change
Holly Bush Vale (SB)	1	9 mph	8 mph	8 mph	-11%	-11%	9 mph	8 mph	8 mph	-11%	-11%
Holly Bush Vale (Combined)	1	9 mph	9 mph	8 mph	No change	-11%	9 mph	9 mph	9 mph	No change	No change
Holly Hill (NB – one way)	2	18 mph	19 mph	17 mph	+6%	-6%	18 mph	19 mph	17 mph	+6%	-6%
Heath Street (NB)	3	12 mph	18 mph	11 mph	+50%	-8%	11 mph	13 mph	11 mph	+18%	No change
Heath Street (SB)	3	13 mph	18 mph	13 mph	+38%	No change	12 mph	14 mph	12 mph	+17%	No change
Heath Street (Combined)	3	12 mph	18 mph	12 mph	+50%	No change	11 mph	14 mph	12 mph	+27%	+9%
Total (average)		12 mph	13 mph	11 mph	+8%	-8%	11 mph	12 mph	11 mph	+9%	No change

The data shows that vehicle speeds were low on Holly Bush Vale both before and after the trial scheme, averaging between 8mph - 10mph. There was a negligible change in vehicle speeds on Holly Hill. The data for Heath Street also shows that between October 2020 - October 2021 there was a negligible difference in vehicle speeds, but that these did peak during the July 2021 counts which saw an increase in 6mph during the morning restrictions and 3mph during the afternoon restrictions.

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

Photo of Holly Bush Vale Healthy School Street taken from Heath Street



Cycle Flows

A comparison of cycle flows for Holly Bush Vale is shown in Table 3 overleaf.

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

Location	Map ref #	AM Peak (08:00-09:30)					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)
Holly Bush Vale (NB)	1	3	0	0	-100%	-100%	0	0	0	No change	No change
Holly Bush Vale (SB)	1	2	0	0	-100%	-100%	1	0	0	-100%	-100%
Holly Bush Vale (Combined)	1	5	0	0	-100%	-100%	1	0	0	-100%	-100%
Holly Hill (NB – one way)	2	2	6	4	+100%	+200%	10	2	2	-80%	-80%
Heath Street (NB)	3	7	14	10	+100%	+43%	6	6	8	No change	+33%
Heath Street (SB)	3	22	23	20	+5%	-9%	6	7	6	+17%	No change
Heath Street (Combined)	3	29	37	30	+28%	+3%	12	13	14	+8%	+17%
Total		70	80	64	+14%	-9%	36	28	30	-22%	-17%

There were no cycles recorded on Holly Bush Vale following the implementation of the scheme, with a combined (northbound/southbound) fall from 5 cycles during the morning and 1 cycle in the afternoon recorded before the scheme was implemented. If the Healthy School Street scheme is made permanent, we will work with both schools to encourage and enable pupils, parents and school staff to cycle to school so that they are able to experience the benefits of the quieter road outside the schools. On Holly Hill, there was a small increase of 2 cycles during the morning restrictions and a decrease of 6 cycles during the afternoon restrictions. Heath Street had a largely stable number of cycles before and during the scheme trial.

Hands up and school surveys/travel planning

During the consultation we will be engaging with Hampstead Parochial School and UCS Junior School to find out how the scheme has impacted the way that pupils travel to school and will be encouraging them 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 also be working with the schools to find out what their pupils think of the scheme and learn more about their experiences of travelling to school.

Air Quality Monitoring

We have an air quality monitoring diffusion tube in place on Holly Bush Vale, the location for which is shown in Figure 3. 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 Holly Bush Vale



Feedback During the Experimental Traffic Order Period

Thirteen comments on the scheme were received on Commonplace during the trial Experimental Traffic Order period. Within this total, 11 of the respondents were positive towards the change, with 2 being negative.

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

- That the scheme encourages them to walk and cycle more and road safety has improved.
- Air quality appears to have improved.
- Support for making the scheme permanent, extending the morning restriction times and further road safety improvements in Hampstead.

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

- Parents are arriving on Holly Bush Vale before the scheme starts which results in congestion and large numbers of vehicles attempting to manoeuvre to leave once children have been dropped off.
- That the scheme is unnecessary because traffic levels were already low and there were no issues with air quality.