



# Healthy School Streets Consultation – Kentish Town Primary School (Islip Street) Permanent Proposals



## Monitoring Factsheet

This document sets out monitoring data gathered during the trial period of the Kentish Town Primary School Healthy School Street scheme on Islip Street. 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) 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.

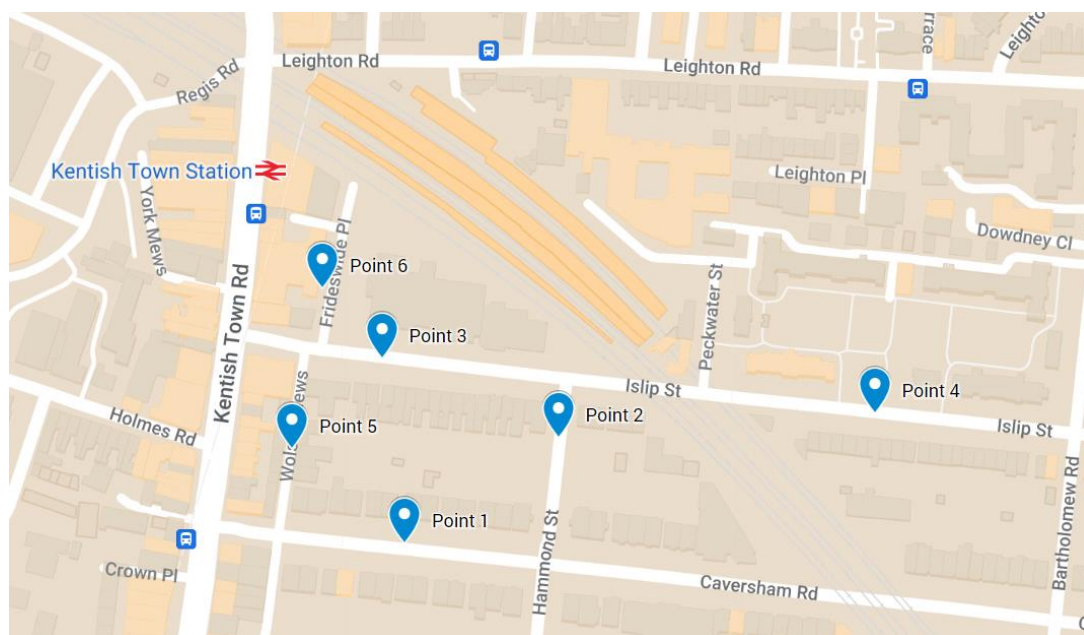
Weekly traffic counts (car, van, lorry, bus, cycle, and motorcycle) were taken over the following five-day periods:

- The week commencing 15<sup>th</sup> March 2021 (before scheme)
- The week commencing 21<sup>st</sup> January 2022 (during scheme trial)
- The week commencing 27<sup>th</sup> 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 Kentish Town Primary School.

Traffic counts were analysed during the morning (8.15am – 9.15am) and afternoon (3pm – 4.00pm) Healthy School Street restriction times. The traffic count locations are shown in **Figure 1** below.

**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 Vehicle Counts (Monday to Friday, AM and PM Healthy School Street 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	Caversham Road	106	106	69	0%	-35%	66	115	91	74%	38%
2	Hammond Street	52	13	12	-75%	-77%	59	15	12	-75%	-80%
3	Islip Street (1)	145	28	24	-81%	-83%	138	36	28	-74%	-80%
4	Islip Street (2)	158	70	54	-56%	-66%	141	64	56	-55%	-60%
5	Wolsey Mews	35	51	42	46%	20%	40	72	68	80%	70%
6	Frideswide Place	NA	NA	16			NA	NA	15		
Total across sites 1-5		496	268	201	-46%	-59%	444	302	255	-32%	-43%

When comparing the traffic count data collected on the section of Islip Street with Healthy School Street restrictions (Site 3 – Islip Street (1)) from March 2021 (before scheme) to June 2022 (during scheme trial), it can be seen that there was an 83% reduction in

vehicles during the morning restrictions and an 80% reduction during the afternoon restrictions. This equates to 121 fewer vehicles in the morning and 110 fewer vehicles in the afternoon. The section of Islip Street outside of the restricted area (Site 4 – Islip Street (2)) also had reductions of 66% (104 vehicles) in the morning and 60% (85 vehicles) in the afternoon. Hammond Street had decreases of 77% (40 vehicles) during the morning and 80% (47 vehicles) during the afternoon. Caversham Road had a decrease of 35% (37 vehicles) in the morning but a 38% increase (25 vehicles) in the afternoon.

When comparing the same sets of data, Wolsey Mews had an increase of 20% (7 vehicles) during the morning and 70% (28 vehicles) during the afternoon. This increase is likely to be due to the fact that Wolsey Mews can be used an exit route for people without exemptions that have driven onto Islip Street.

Across all sites surveyed before and after the implementation of the scheme, there was an overall reduction in traffic levels of 59% during the morning restrictions and 43% during the afternoon.

While pre-scheme data was not collected on Frideswide Place, traffic counts were taken on this street in June 2022 as the Council had received feedback that parents were using this street as an alternative drop off and collection point for children due to both the Healthy School Street restrictions, and the fact that Kentish Town Primary School have continued to use this entrance to the school following Covid-19 arrangements. The data collected shows that averages of 16 vehicles were recorded in the morning and 15 vehicles in the afternoon.

### 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	Caversham Road	18 mph	18 mph	13 mph	No change	-5 mph	17 mph	18 mph	13 mph	+1 mph	-4 mph
2	Hammond Street	15 mph	13 mph	13 mph	-2 mph	-2 mph	15 mph	12 mph	13 mph	-3 mph	-2 mph
3	Islip Street (1)	17 mph	14 mph	14 mph	-3 mph	-3mph	16 mph	15 mph	14 mph	-1 mph	-2 mph
4	Islip Street (2)	18 mph	16 mph	14 mph	-2 mph	-4 mph	17 mph	17 mph	14 mph	No change	-3 mph
5	Wolsey Mews	13 mph	13 mph	11 mph	No change	-2 mph	12 mph	13 mph	11 mph	+1 mph	-1 mph
6	Frideswide Place	NA	NA	11mph			NA	NA	11mph		

When comparing the speed data collected from March 2021 (before scheme) to June 2022 (during scheme trial) it can be seen that there were decreases in average speeds recorded at all sites. The section of Islip Street with Healthy School Street restrictions saw a decrease in average speeds of 3mph during the morning and 2mph during the afternoon. All sites recorded average speeds well below the 20mph speed limit.

## 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 (08:15-09:15)					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	Caversham Road	13	14	20	8%	54%	7	5	9	-29%	29%
2	Hammond Street	2	5	3	150%	50%	3	3	3	0%	0%
3	Islip Street (1)	10	18	21	80%	110%	7	13	14	86%	100%
4	Islip Street (2)	15	13	14	-13%	-7%	10	9	13	-10%	30%
5	Wolsey Mews	2	2	3	0%	50%	2	1	2	-50%	0%
6	Frideswide Place	NA	NA	0			NA	NA	0		
Total across sites 1-5		42	52	61	24%	45%	29	31	41	7%	41%

When comparing the traffic count data collected on the section of Islip Street with Healthy School Street restrictions (Site 3 – Islip Street (1)) from March 2021 (before scheme) to June 2022 (during scheme trial), it can be seen that there was an increase of 11 cycles recorded during the morning and 7 cycles during the afternoon. Hammond Street and Wolsey Mews saw negligible or no change in cycling levels, while Caversham Road saw increases of 7 cycles in the morning and 2 cycles in the afternoon. Across all of the sites surveyed before the implementation of the scheme, there was an overall 45% increase in the number of cycles recorded during the morning restrictions and a 41% increase during the afternoon restrictions.

## Hands up and school surveys/travel planning

During the consultation we will be working closely with Kentish Town 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 2017-18 academic year as part of the analysis of the consultation data.

## Air Quality Monitoring

We have air quality monitoring diffusion tubes in place on Islip Street and Gaisford Street, the locations for which are shown in Figure 3. One further set of tubes had been installed on Caversham Road, but no data is available because these tubes were stolen. Diffusion tubes have been installed to monitor the impacts of the Healthy School Street trial and the results are shown in Table 4.

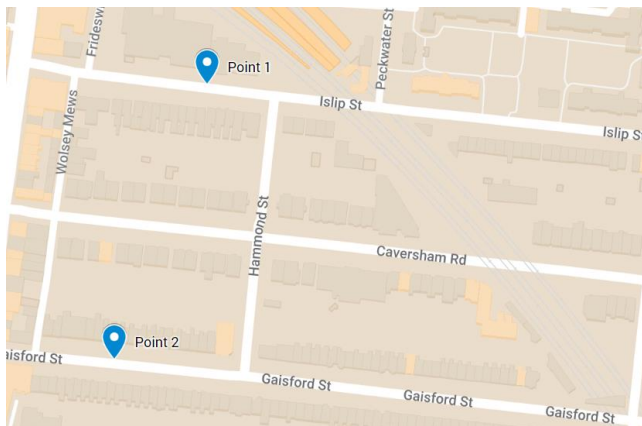
**Table 4 – Raw diffusion tube NO<sub>2</sub> Data 2021-2022**

Site	Raw NO <sub>2</sub> concentration, µg/m <sup>3</sup>		Months included	Change in NO <sub>2</sub> concentration	
	2021 (Feb-April)	2022 (Feb-April)		Change in µg/m <sup>3</sup>	% change
Islip Street	20.58	23.63	Apr	3.06	14.9%
Gaisford Street	27.50	25.34	Feb/Mar/Apr	-2.15	-7.8%
<b>Average over both sites</b>				0.45	3.5%

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<sub>2</sub> concentrations which is not available. However, it shows us that Islip Street had a 14.9% increase in NO<sub>2</sub> levels when comparing the data for April 2021 (before the scheme was introduced) to April 2022 (after the scheme was introduced). Outside the scheme area, Gaisford Street had a decrease of 7.8% when comparing February-April 2021 and February-April 2022. The data shows that for the months surveyed, all sites were below the current legal limit of 40ug/m<sup>3</sup>, and the sites will continue to be monitored if the scheme is made permanent.

It is important to note that transport contributes around 31% of total NO<sub>2</sub> 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<sub>2</sub> concentrations when heating demand is higher during cold weather. The change in NO<sub>2</sub> concentration at a particular location will not entirely be the result of changes in traffic volumes and there are other local factors affecting air quality. The Council has committed to achieving the updated World Health Organisation's standards of 10ug/m<sup>3</sup> by 2034.

**Figure 3 – Location of air quality monitoring diffusion tubes**



## 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, four of the respondents were positive towards the changes, with five 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.
- Further road safety improvements should be made, including better crossing facilities and the removal of the guard rail outside the school.

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

- Journey times by motor vehicle have become longer.
- There have been no improvements in road safety as a result of the scheme.
- Vehicles are still driving along Islip Street during the restriction times and a physical restriction should be installed to prevent this.
- The scheme has been introduced close to a GP surgery. It should be noted that the scheme does not restrict access to the surgery but an alternative route from the east via Bartholomew Road needs to be used during the restriction times if travelling by motor vehicle.
- The restriction times are too long, and the Hammond Street restriction is not needed.
- The scheme has a negative impact on disabled people.