



# Healthy School Streets Consultation – Minster Road Permanent Proposals



## Monitoring Factsheet

This document sets out monitoring data gathered during the trial period of the Healthy School Street scheme on Minster 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 and is displayed in Table 1. 'Before scheme' data was collected in March 2019 and 'after scheme' data was collected in March 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:

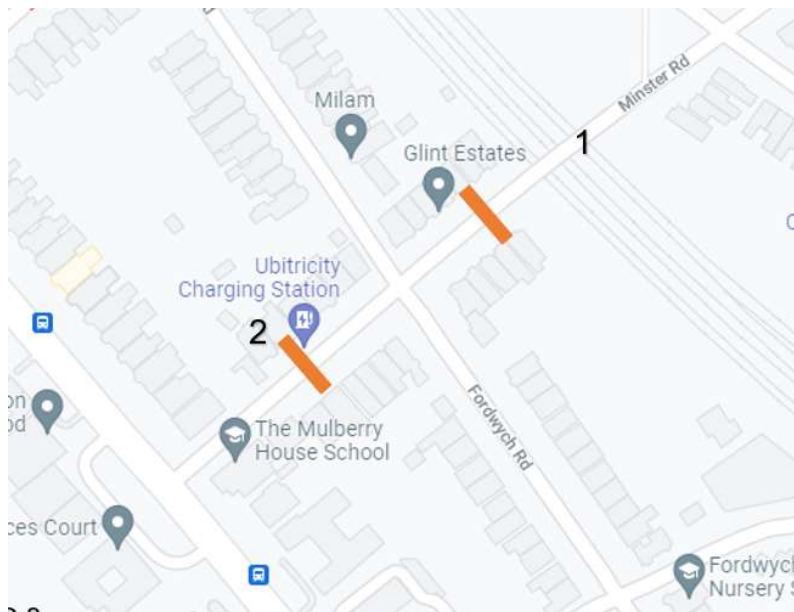
- The weeks commencing 4<sup>th</sup> and 11<sup>th</sup> March 2019 (Before scheme)
- The weeks commencing 8<sup>th</sup> and 15<sup>th</sup> March 2021 (After scheme)

The counts covered the total number of vehicles on Monday to Friday in school term time, when Mulberry House School was open. The Automatic Number Plate Recognition (ANPR) cameras for the scheme were not operational at the time of the after scheme counts due to technical issues, although the signage was fully unveiled. We will collect further data for Minster Road and analyse this as part of the decision making process once the consultation is complete.

The data count locations are shown in **Figure 1** overleaf as follows (location numbers in brackets correspond to the map in **Table 1**): Minster Road east of Fordwych Road (1), Minster Road east of Shoot Up Hill – Healthy School Street restriction area (2). There was no before scheme data available for the second data count location.

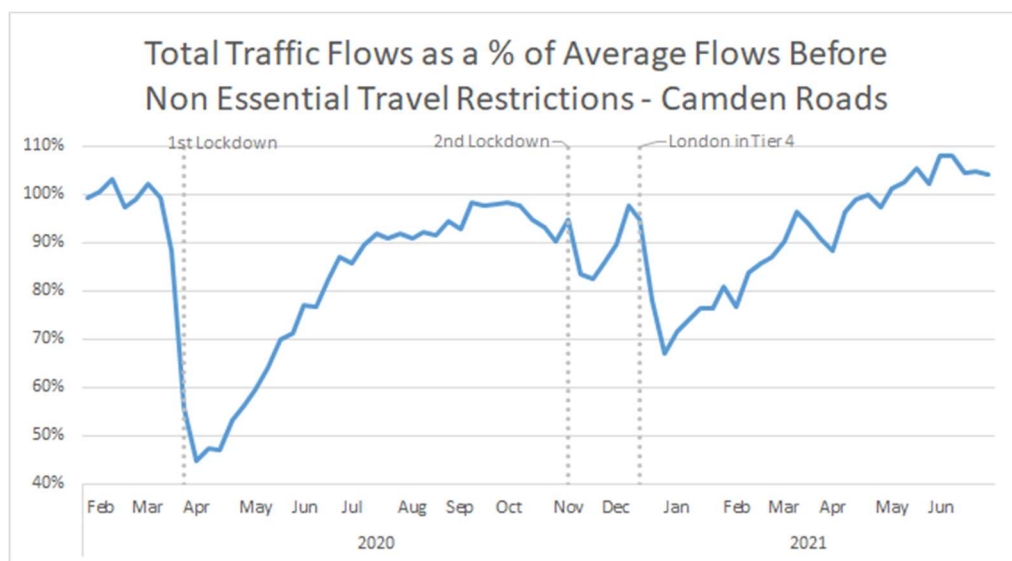
Traffic counts were analysed during the morning (8am-9am) and afternoon (3pm-4pm) Healthy School Street operational times. It was not possible to separate vehicle classes from the before scheme data. Therefore, for the traffic counts at location (1), both the before and after scheme data includes cycles. It was possible to do this for the post-scheme data collected at point (2), so the data in Table 1 for this location does not include cycles. Cycle count data for this location is presented later in this document.

**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 combined (northbound/southbound) daily average traffic flows based on the weekly counting periods

noted above. Traffic count data broken down by northbound/southbound directions can be found in Appendix 1.

**Table 1 –Traffic Count Data: Average Vehicle Counts (Monday to Friday, AM and PM HSS operational times)**

Location	Map ref #	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
		Mar 2019	Mar 2021 (during scheme trial)	Change	Mar 2019	Mar 2021 (during scheme trial)	Change
Minster Road (combined northbound/southbound)	1	490	662	+35%	440	593	+35%
Minster Road (combined northbound/southbound)	2	N/A	351	N/A	N/A	328	N/A

When comparing the traffic counts from March 2019 (before scheme) to March 2021 (after scheme) for count (1) it can be seen that there is an overall increase in traffic levels of 35%. Traffic levels at this point were back to 97% of pre-pandemic levels although it should be noted that public transport capacity and patronage was still below these levels and the third lockdown restrictions were still in place. [Department for Transport statistics](#) show that during the days covered by the traffic counts in March 2021, London Underground usage was at an average of 23% of pre-pandemic levels, and bus use was at an average of 48%.

As mentioned above, the after-scheme traffic counts were taken when the signage for the scheme had been unveiled but the ANPR cameras were not operational due to technical issues. The data shows that while traffic rates were still high, count (2) which was taken on the section of Minster Road subject to the Healthy School Street restrictions had 311 fewer vehicles during the morning school drop off period, and 275 fewer vehicles in the afternoon pick up period than the section of Minster Road surveyed (1) without restrictions. However, it should be noted that the unrestricted section of Minster Road (1) also receives traffic turning from Fordwych Road and Westbere Road. This traffic is unlikely to use the Healthy School Street section of Minster Road whether restrictions are in place or not. We will continue to monitor the impact of the Healthy School Street restrictions by carrying out further traffic counts prior to making a decision on whether to make the scheme permanent.

### 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 combined (northbound/southbound) speeds before and after the trial scheme was implemented is shown in Table 2 below. Speed data broken down by northbound/southbound direction can be found in Appendix 1. The data includes the average speed of all vehicle classes (including cycles).

**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)		
		Mar 2019 (pre scheme)	Mar 2021 (during scheme trial)	Change (March 2019 to March 21)	Mar 2019 (pre scheme)	Mar 2021 (during scheme trial)	Change (March 2019 to March 21)
Minster Road (combined northbound/southbound)	1	15 mph	12 mph	-20%	15 mph	15 mph	No change
Minster Road (combined northbound/southbound)	2	N/A	14mph	N/A	N/A	16 mph	N/A

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

### Cycle Flows

Due to the fact that it is not possible to separate cycles from the before scheme data it is not possible to compare changes in cycle flows before and after the implementation of the scheme for count (1). The after scheme counts taken at point (2) show that there is an average of seven cycles travelling along Minster Road during the morning Healthy School Street restrictions and five cycles in the afternoon.

### Hands up and school surveys/travel planning

During the consultation we will be working closely with Mulberry House 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 2018/19 academic year as part of the analysis of the consultation data.

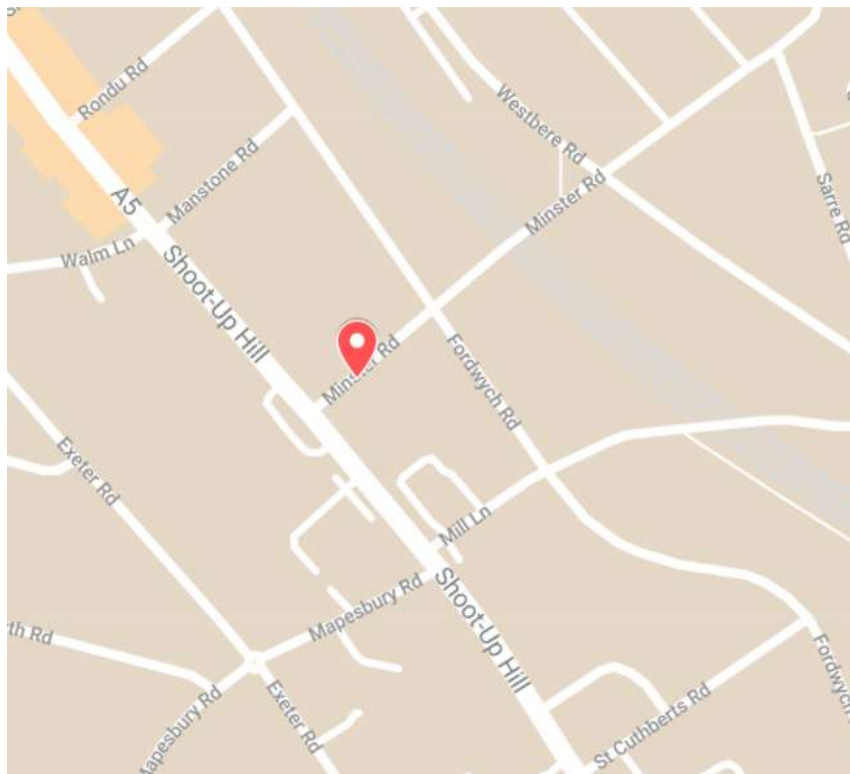
### Air Quality Monitoring

We have an air quality monitoring diffusion tube in place at Minster 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 NO<sub>2</sub> 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 NO<sub>2</sub> concentrations at this location. However, diffusion tube data needs to be 'bias adjusted' which involves averaging all the monthly mean NO<sub>2</sub> 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 NO<sub>2</sub> limit. We also note that the expansion of the ULEZ on 25<sup>th</sup> October 2022 may have a further beneficial impact on local air quality across the borough.

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



## Feedback During the Experimental Traffic Order Period

Forty seven comments on the scheme were received on Commonplace during the trial Experimental Traffic Order period. Within this total, 21 of the respondents were positive towards the change, with 26 being negative.

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

- Respondents highlighted quieter and safer streets and improved air quality as a result of the scheme.
- Several respondents stated that the scheme made them more likely to walk and cycle.
- Several respondents expressed a wish for the scheme to be extended and/or introduced to other streets in Camden.

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

- Potential traffic displacement onto other nearby streets as a result of the scheme.
- Several respondents stated that their journeys took longer and traffic levels had not improved or got worse.



- As a result of the above, several respondents stated that they thought air pollution and road safety in the area had worsened.

**Photo of the Minster Road Healthy School Street taken from Shoot Up Hill**



## Appendix 1

### Traffic Count Data: Average Vehicle Counts (Monday to Friday, AM and PM Healthy School Street operational times)

Location	Map ref #	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
		Mar 2019	Mar 2021 (during scheme trial)	Change	Mar 2019	Mar 2021 (during scheme trial)	Change
Minster Road (northbound)	1	184	140	-24%	216	208	-4%
Minster Road (southbound)	1	306	522	+71%	224	385	+72%
Minster Road (combined)	1	490	662	+35%	440	593	+35%
Minster Road (northbound)	2	N/A	86	N/A	N/A	112	N/A
Minster Road (southbound)	2	N/A	265	N/A	N/A	216	N/A
Minster Road (combined)	2	N/A	351	N/A	N/A	328	N/A

### 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)		
		Mar 2019 (pre scheme)	Mar 2021 (during scheme trial)	Change (March 2019 to March 21)	Mar 2019 (pre scheme)	Mar 2021 (during scheme trial)	Change (March 2019 to March 21)
Minster Road (northbound)	1	15 mph	12 mph	-20%	15 mph	15 mph	No change
Minster Road (southbound)	1	15 mph	12 mph	-20%	15 mph	15 mph	No change
Minster Road combined	1	15 mph	12 mph	-20%	15 mph	15 mph	No change
Minster Road (northbound)	2	N/A	14 mph	N/A	N/A	16 mph	N/A
Minster Road (southbound)	2	N/A	14 mph	N/A	N/A	16 mph	N/A
Minster Road combined	2	N/A	14mph	N/A	N/A	16 mph	N/A