



## New End Healthy School Street Scheme Detailed Information

This document sets out data and other information gathered during the trial period of the Healthy School Street (HSS) scheme on New End. 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

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

- The week commencing 10<sup>th</sup> October 2019 (pre scheme)
- The week commencing 10<sup>th</sup> March 2020 (during scheme trial, before lockdown started – schools fully operational)
- The weeks commencing the 5<sup>th</sup>, 12<sup>th</sup> and 19<sup>th</sup> of October 2020 (during scheme trial – schools fully operational)

The counts covered the total number of vehicles on a Monday to Friday in school term time, when all pupils were attending the school. Please note that while the October counts were taken over three separate weeks, traffic counts were only collected for one week at each location.

The data count locations are shown in **Figure 1** on the final page of this document as follows (location numbers in brackets correspond to the map in **Table 1**): East Heath Road (1), Holford Road (2), New End (3), Christchurch Hill (4), Grove Place (5), New End Square (6), Squires Mount (7), Well Walk (8), Willow Road (9), Willoughby Road (10), Pilgrims Lane (11) and Downshire Hill (12).

It is recognised that the Covid-19 pandemic has had an impact on general traffic levels throughout London and in Camden. Data from Transport for London shows that there was a 9% decrease in traffic levels across inner London in October 2020 compared to October 2019, after the first lockdown.

The timings and data gathered is summarised in Table 1 overleaf, which show daily average traffic flows based on the weekly counting periods noted above.

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

Location	Map ref #	AM Peak (08:00-09:30)					PM Peak (14:45-16:15)				
		Oct 2019 (pre scheme)	Mar 2020 (during scheme trial)	Oct 2020 (during scheme trial)	Change (Oct 19 to March 20)	Change (Oct 19 to Oct 20)	Oct 2019 (pre scheme)	Mar 2020 (during scheme trial)	Oct 2020 (during scheme trial)	Change (Oct 19 to March 20)	Change (Oct 19 to Oct 20)
East Heath Road (EB)	1	977	943	916	-4%	-6%	576	533	557	-8%	-3%
East Heath Road (WB)	1	408	452	375	+11%	-8%	627	686	499	+10%	-20%
Holford Road	2	50	48	5	-3%	-89%	25	31	5	+26%	-79%
New End	3	211	86	37	-59%	-82%	70	51	48	-27%	-32%
Christchurch Hill (SB)	4	43	45	54	+4%	+26%	23	27	78	+14%	+233%
Christchurch Hill (NB)	4	79	72	60	-9%	-24%	79	73	138	-7%	+76%
Grove Place	5	11	7	8	-30%	-26%	7	5	7	-31%	0%
New End Square (EB)	6	191	125	94	-34%	-51%	96	94	103	-2%	+7%
New End Square (WB)	6	11	29	15	+157%	+30%	12	19	18	+60%	+53%
Squires Mount	7	7	10	9	+49%	+26%	7	8	12	+24%	+71%
Well Walk (NB)	8	155	148	134	-5%	-14%	146	145	279	-1%	+91%
Well Walk (SB)	8	87	79	77	-9%	-12%	41	44	60	+6%	+44%
Willow Road (WB)	9	96	75	117	-22%	+21%	146	153	470	+5%	+223%
Willow Road (EB)	9	96	49	54	-49%	-44%	146	36	37	-76%	-75%
Willoughby Road (NB)	10	97	89	93	-8%	-4%	99	98	109	-1%	+10%
Willoughby Road (SB)	10	64	81	42	+26%	-34%	50	71	58	+41%	+16%
Pilgrims Lane (SB)	11	102	71	34	-30%	-67%	57	50	42	-13%	-26%
Downshire Hill (NB)	12	98	0	134	-100%	+37%	167	0	210	-100%	+26%
Downshire Hill (SB)	12	381	0	352	-100%	-8%	216	0	247	-100%	+14%
<b>Total</b>		<b>3,165</b>	<b>2,410</b>	<b>2,610</b>	<b>-24%</b>	<b>-18%</b>	<b>2,589</b>	<b>2,124</b>	<b>2,976</b>	<b>-18%</b>	<b>+15%</b>

When comparing the traffic counts from October 2019 to March 2020, it can be seen that there is a 59% reduction in traffic flows on New End (from the Heath Street junction) during the AM peak, and a 27% reduction during the PM peak. Across the whole study area, traffic flows were reduced by 24% in the AM peak and 18% in the PM peak.

Comparing traffic counts from October 2019 to October 2020 shows an 82% reduction in traffic flows on New End (from the Heath Street junction) during the AM peak, and a 32% reduction during the PM peak. Across the whole study area, traffic flows were reduced by 18% during the AM peak (the Heath Street/New End restriction operates in the AM peak only). Some of this decrease from October 2020 may be attributed to general changes in car use in inner London following the first lockdown, as demonstrated by Transport for London's data showing a 9% decrease in traffic levels across inner London in October 2020 compared to October 2019.

During the PM peak, the only Healthy School Street vehicular restriction in operation is the closure of the short section of New End leading down to New End Primary school from the T-Junction near the new build out (and not the restriction on New End at the junction from Heath Street, which operates in the morning only). As such, the increases in traffic recorded in the PM peak throughout the wider area (comparing October 2019 to October 2020) are unlikely to be attributed to the New End Healthy School Street scheme.

The Council will undertake a study, separate to this consultation, to identify possible causes of this increase in traffic across the area observed in the PM peak from the October 2020 data. Subject to findings of this study, a consultation on further measures may be considered which could include, but not be limited to, a potential Healthy School Street on Christchurch Hill.

The Council has also [approved a temporary footway widening scheme](#) directly outside of Christ Church Primary School on Christchurch Hill. This is due to be implemented in March 2021. This will provide additional space for parents and carers to safely social distance during drop off and pick up times.

### **Air Quality Data**

Air quality diffusion tubes have been in place on New End (Streatley Place), New End (New End T-Junction near the widened footway implemented as part of this scheme), and Christchurch Hill since January 2019. Diffusion tube data is a standard and approved method for measuring ambient NO<sub>2</sub> concentrations.

**Table 2** presents a comparison of raw average unadjusted diffusion tube data collected from January to February 2019 and September to October 2019 before implementation of the scheme, and from January to February 2020 and September to October 2020 post implementation.

**Table 2 – Air Quality Data**

<b>Monitoring site</b>	<b>Jan-Feb 2019 (µg/m3)</b>	<b>Jan-Feb 2020 (µg/m3)</b>	<b>Change (µg/m3)</b>
New End – Streatley Place	39.64	30.20	-9.44 (-24%)
New End – New End T-Junction	39.83	32.00	-7.83 (-20%)
Christchurch Hill	No data for Jan-Feb 2019	27.60	No data for Jan-Feb 2019
<b>Monitoring site</b>	<b>Sep-Oct 2019 (µg/m3)</b>	<b>Sep-Oct 2020 (µg/m3)</b>	<b>Change (µg/m3)</b>
New End – Streatley Place	26.49	22.08	-4.41 (-17%)
New End – New End T-Junction	28.89	25.18	-3.71 (-13%)
Christchurch Hill	25.17	22.39	-2.78 (-11%)

There is an improvement in air quality at all three monitoring locations. The data shows a reduction of µg/m3 by at least 11% across all sites (with the exception of Christchurch Hill due to data limitations). The biggest changes in air quality were recorded at Streatley Place, near to New End School, where 24% reductions in µg/m3 were recorded.

Figure 1 – Location of Traffic Counts

