Primrose Hill Primary School Healthy School Street Consultation – Princess Road Permanent Proposals

Monitoring Factsheet

This document sets out monitoring data gathered during the trial period of the Primrose Hill Primary School Healthy School Street scheme on Princess 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 count data was collected before and after the implementation of the scheme through automatic traffic counts (ATCs) and is displayed in Table 1. 'Before scheme' data was collected in April 2020 and 'after scheme' data was collected in March 2021, at which point the scheme had been in place for several months.

Traffic counts (car, van, lorry, bus, cycle, and motorcycle) were taken over two weeks during the following five-day periods:

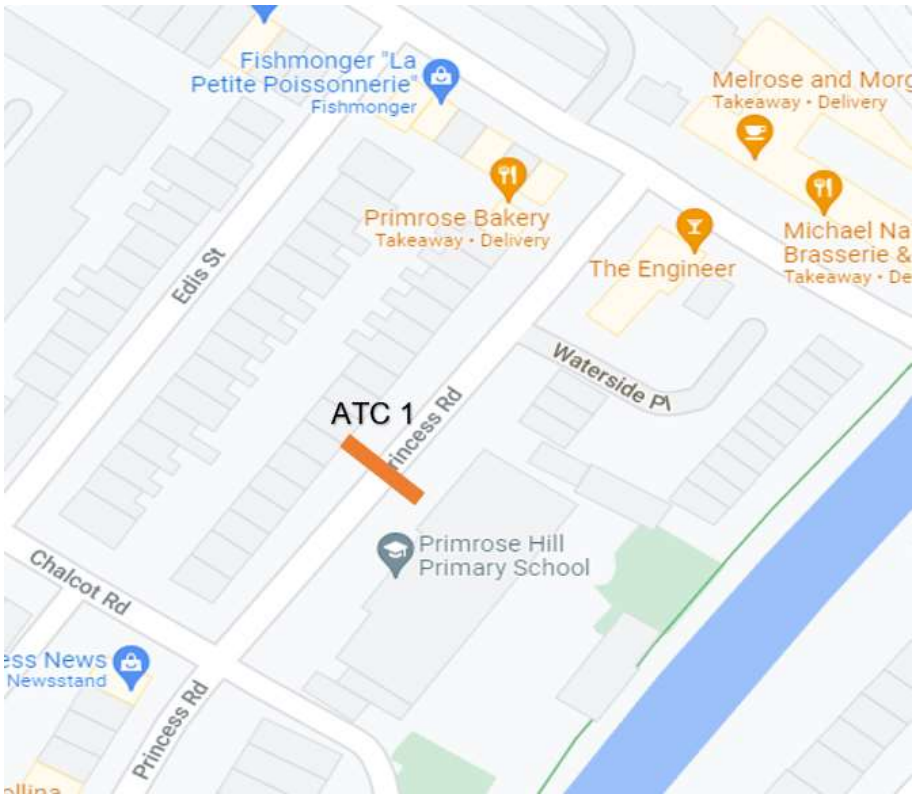
- The 2 weeks commencing 27th April 2020 and 4th May 2020 (before scheme)
- The 2 weeks commencing 8th and 15th March 2021 (after scheme)

The counts covered the total number of vehicles between Monday to Friday in school term time. The before scheme data was collected during the first Covid-19 lockdown when schools were closed to all pupils except for those of key workers. The after-scheme counts were taken during the third lockdown when schools remained open.

Traffic counts were analysed during the AM peak (8.30am-9.30am) and PM peak (3pm-4pm) and included motorcycles, cars, Light Goods Vehicles (LGVs), Heavy-Duty Vehicles (HDVs), buses and coaches. Cycle count data is analysed separately later in this factsheet.

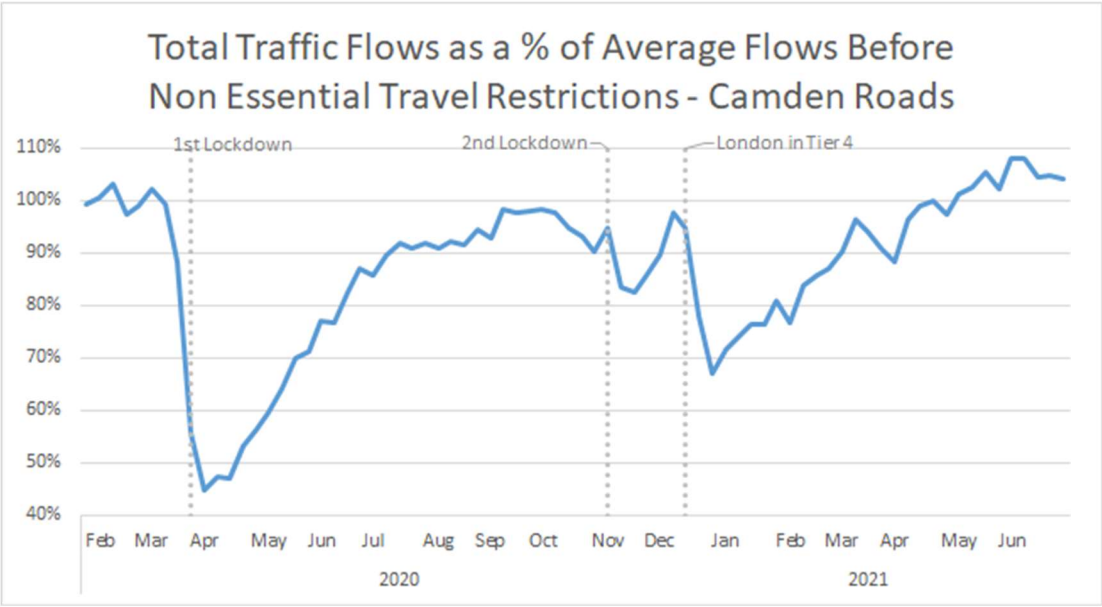
The traffic count location is shown in **Figure 1** overleaf.

Figure 1 – Location of Automatic Traffic Counter



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 before scheme counts in April 2020, traffic levels were at 48% of pre-pandemic levels. At the time of the after scheme counts in March 2021, traffic levels were 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 timings and data gathered is summarised in Table 1 below, which shows 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 (08:30 – 09:30)			PM Peak (15:00-16:00)		
		April 2020 (pre scheme trial)	Mar 2021 (during scheme trial)	Change (April 20 – March 21	April 2020 (pre scheme trial)	Mar 2021 (during scheme trial)	Change (April 20 – March 21)
Princess Road NB	ATC 1	17	17	0%	19	20	+5%
Princess Road SB	ATC 1	7	10	+43%	9	10	+11%
Princess Road (NB/SB Combined)	ATC 1	24	27	+13%	28	30	+7%

When comparing the combined (northbound and southbound) traffic counts from April 2020 (before scheme) to March 2021 (after scheme), it can be seen that there was a negligible change in the amounts of traffic travelling along Princess Road. There was an increase of three vehicles in the morning and two vehicles in the afternoon period of the Healthy School Street restrictions. However, as mentioned above, as traffic levels across Camden's roads were at 48% of pre-pandemic levels during the before scheme counts, and at 97% during the after scheme counts it is likely that this has had an impact on the number of vehicles travelling along Princess Road. In addition, as schoolteachers and staff were granted temporary exemptions for the restrictions this may have contributed to the number of vehicles still driving through them following the implementation of the scheme. This exemption has been removed as of November 2021.

Traffic Speed Data

The traffic count data collected can also be used to analyse vehicle speeds along Princess Road. A comparison of average speeds before and after the implementation of the scheme is shown in Table 2 below. The data includes the average speed of all vehicle classes (including cycles). Due to the fact that speed data is reported in hourly segments, the morning data period is limited to 8am-9am.

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)	
		April 2020 (pre scheme)	March 2021 (during scheme trial)	April 2020 (pre scheme)	March 2021 (during scheme trial)
Princess Road NB	1	17 mph	15 mph	17 mph	14 mph
Princess Road SB	1	12 mph	13 mph	14 mph	14 mph
Princess Road NB/SB combined	1	15 mph	14 mph	16 mph	14 mph

The speed data results above show that during both the morning and afternoon Healthy School Street restrictions, traffic speeds are low and the 20mph speed limit is being adhered to. The data shows that overall, there has generally been a 1-3mph decrease in speed since the implementation of the scheme, although Princess Road southbound shows a 1mph increase in the morning recording period. The small numbers of vehicles using Princess Road means that individual vehicle speeds will have a significant impact on the average speed. However, the fact that the data shows an average speed of between 13mph-14mph means that there is a safer environment for walking and cycling outside the school.

Photo of the Primrose Hill Primary School Healthy School Street taken from the junction with Chalcot Road

Cycle Flows

A comparison of cycle flows shown in Table 2 below from surveys undertaken before (April 2020) and after (March 2021) was also undertaken to determine if the scheme had a significant impact on cycle flows within the study area.

Table 2 - Cycle Count Data: Daily Average Counts (Monday to Friday, AM and PM peaks)

Location	Map ref #	AM Peak (08:30-09:30)		PM Peak (15:00-16:00)	
		April 2020 (pre scheme)	March 2021 (during scheme trial)	Apr 2020 (pre scheme)	Mar 2021 (during scheme trial)
Princess Road NB	1	1	5	4	4
Princess Road SB	1	5	14	4	10
Princess Road NB/SB combined	1	6	19	8	14

The data shows that there has been an increase in cycling on Princess Road following the implementation of the scheme. The combined (northbound/southbound) data shows an increase of 13 cycles in the morning and 6 cycles in the afternoon.

Hands up and school surveys/travel planning

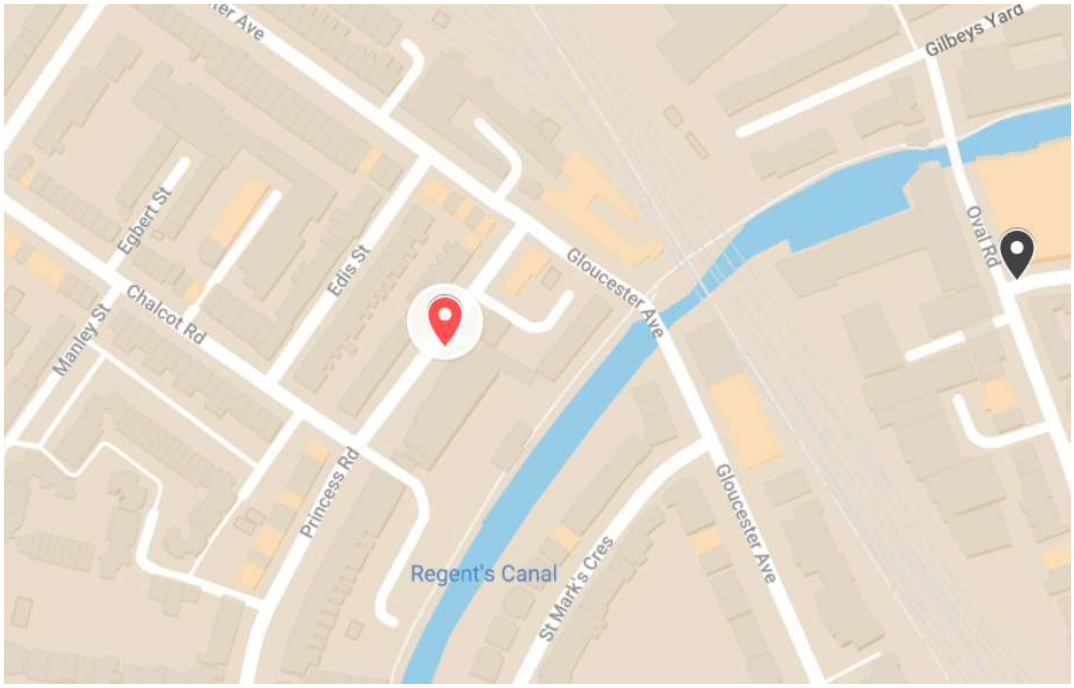
During the consultation we will be working closely with Primrose Hill Primary School to request that a 'hands up' survey with pupils is carried out. These surveys allow us to record how children travel to school by asking them to put their hand up when their mode of transport is read out. We will compare this survey with pre-scheme hands up data that was recorded in 2019 as part of the analysis of the consultation data.

Air Quality Monitoring

We have an air quality monitoring diffusion tube in place on Princess Road, the location for which is shown in Figure 3 below. The annual mean NO_2 concentration measured at this site for 2020 was 22.9µg/m^3 which was based on data collected between September-December 2020. The annual mean has been bias-adjusted and annualised following the LLAQM.TG(19) methodology. The National Air Quality Objective annual mean limit for NO_2 is 40µg/m^3, so this site was compliant in 2020.

Diffusion tube monitoring has continued into 2021 so we will have more extensive data to analyse when calculating the 2021 annual mean NO_2 concentrations at this location.

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



Feedback During the Experimental Traffic Order Period

We received 18 comments on the scheme on Commonplace during the trial Experimental Traffic Order trial period. Within this total, 13 of the respondents were positive towards the change with three being negative and one neutral.

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

- Respondents noted that they felt safer travelling through the area as a result of the scheme.
- Several respondents stated a wish for the scheme to be expanded further to cover a larger area and longer operational hours.
- Many respondents said that the changes made them more likely to walk and cycle and had noticed an improvement in air quality.

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

- Air quality had not improved as a result of the scheme, and that congestion and journey times had increased.
- That the scheme was necessary as poor air quality and road safety were not issues in the area.