# Monitoring: Arlington Road Area Low Traffic Neighbourhood

A number of new measures were installed primarily on the streets to the west of Camden High Street to create a Low Traffic Neighbourhood (LTN) as part of Camden Council's Covid-19 Emergency response last summer. At seven different locations, traffic restricting measures including no entry signs, planters, islands and cameras were introduced under an Experimental Traffic Order (ETO).

Motor vehicle traffic restrictions were implemented via no entry signs, no motor vehicle signage, planters, islands and cameras at the following locations:

- Jamestown Road junction with Arlington Road
- Buck Street junction with Kentish Town Road
- Arlington Road junction with Delancey Street
- Mornington Street junction with Albert Street
- Albert Street junction with Mornington Place
- Inverness Street junction with Arlington Road
- Mornington Place junction with Clarksons Row
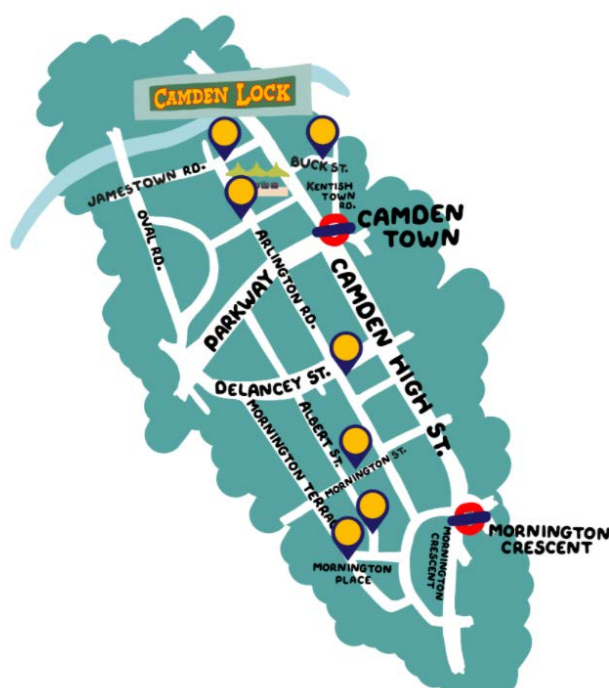
To monitor the impact of the scheme, during a period of 12 months after implementation, data on motor vehicles and pedal cycles, air quality and road safety (collision data) has been collected before, during and after scheme implementation. Information on emergency vehicle response times has also been reviewed. The data has been compared and summarised in this monitoring report. This information is useful in guiding decisions on whether the trial scheme should be made permanent, modified or removed at the expiry of the ETO.

Summary

Monitoring of 'Before' and 'After' scheme data for the Arlington Road Low Traffic Neighbourhood (LTN) scheme indicates the following:

- Motor vehicle levels on most local streets have **reduced** within the LTN between July 2020 ('Before-scheme') and July 2021 ('After-scheme'). Motor traffic volumes have decreased on the A roads in the area (Parkway and Delancey) relative to counts in 2015 and 2018 respectively.

- Total cycling levels were 1**5% higher** in July 2021 ('After-scheme') compared to July 2020 ('Before-scheme') on local streets.

- A **60% increase** in Lime dockless bike hire bicycle usage was observed when comparing trips starting or ending within the LTN between October 2019 – March 2020 ('Before-scheme') and October 2020 – March 2021 ('After-scheme').

- No impact on emergency response times has been identified from the introduction of the Arlington Road LTN.

- An average **decrease** in Nitrogen Oxide (NO_2) has been recorded for 18 out of 21 air quality monitoring sites when comparing October-November 2019 ('Before-scheme') and October-November 2020 ('After-scheme'). When compared to the legal limit for NO_2 ($40\mu g/m^3$), all 21 sites were compliant over the 2020 period. Air quality data from the most recent month available (April 2021) shows that raw NO_2 levels have **decreased** when compared to April 2019.

- 8 collisions involving casualties have been recorded between 1st October 2020 and 31st December 2020 ('After-scheme') in the scheme area. Over the same period in 2018 ('Before-scheme') there were 15 casualties and in 2019 there were 13 casualties ('Before-scheme'). This is equal to a **47% reduction** in collisions involving cyclists from 2018 and a **33% reduction** from 2019.

In summary, there has been a reduction in motor vehicle traffic overall on local residential streets in the Arlington LTN, and an increase in cycle flows. Benchmarking of traffic data against general motor vehicle trends between July 2020 and July 2021 indicates that the introduction of the scheme has had a substantive impact on reducing traffic levels on local streets, and even more significant from counts taken before the pandemic. No negative impacts on emergency response times, road safety or air quality at a scheme level have been identified from introduction of the scheme. This is the final monitoring factsheet for the Arlington Road LTN.

🚗 Motor Vehicle Data

Method

To establish changes in local traffic flows 'Before-scheme' and 'After-scheme', traffic counts for key links within the Arlington Road Area LTN have been compared. The traffic counts have been analysed for each available vehicle class, and categorised to comprise pedal cycles, light vehicles (motorcycles, cars, Light Goods Vehicles) and Heavy Duty Vehicles (Heavy Goods Vehicles and buses). Data for cyclists is reported in the next section.

Area wide 'Before-scheme' data was collected in **July 2020** through automatic traffic counts, however due to the impact of the pandemic on travel patterns the accuracy of these counts has been cross referenced against available traffic data from previous years. Across Camden it is estimated that traffic levels in July 2020 were at circa 90% of the levels observed before the pandemic.

The 'Before-Scheme' counts on Parkway recorded in Jul-20 show that 6,958 Motor vehicles were recorded on Parkway. This is substantially lower than other available count on Parkway from 2015 which recorded 12,416 Motor Vehicles on Parkway. Or in 2018 which recorded 11,938 Motor Vehicles on Parkway.

The 'After-scheme' data contained in this report was collected 10 months following the start of the trial period, in **July 2021**. 'Before-scheme' and 'After-scheme' link counts were available for 14 sites. The surveys for the 'Before-scheme' and 'After-scheme' analysis were both carried out in July, with similar weather conditions.

Interim link counts were also completed in December 2020, three months after implementation of the scheme. The results are available in the London Borough of Camden report: *Interim Monitoring: Arlington Road Area Low Traffic Neighbourhood.*

The analysis is mindful that the **July 2020** and **July 2021** counts were completed during a period of travel disruption resulting from Covid-19, and therefore 'benchmarking' against wider trends and historical traffic count data for the scheme area has been used where relevant to help further consider the impacts of the scheme.

Monitoring Results – Link Counts

'Before-scheme' and 'After-scheme' traffic counts for key links within the Arlington Road LTN scheme boundary have been analysed at 14 sites, as illustrated below.

Arlington Road LTN Traffic Count Sites

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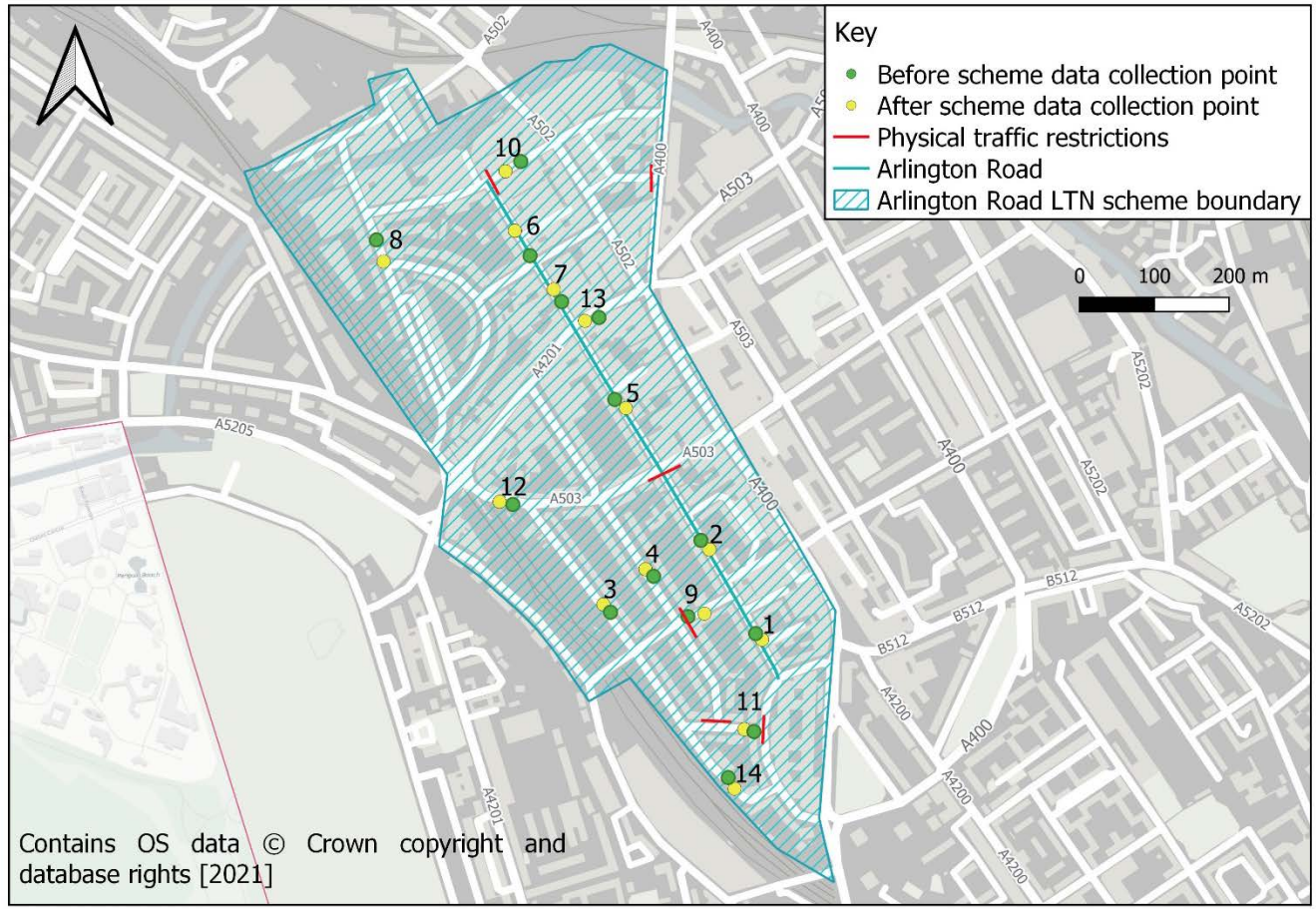
The results from the link counts are shown in the table below and indicate lower traffic levels 'After-Scheme' on the majority of local residential streets monitored, which is in line with the objectives of the scheme. The greatest absolute reductions in flow are observed at Site 1: Arlington (-1,773 vehicles); Site 8: Oval Road (-1,040 vehicles); Site 9: Mornington Street (-2,631 vehicles); Site 10: Jamestown Road (-3,166 vehicles); and, Site 11: Mornington Place (- 870 vehicles).

Arlington Road LTN Daily Average (7-Day) Motor Vehicle Flow (Raw Data)

Site ID	Road Name	Between	Month		Difference (Jul-20 to Jul-21)
			Before (Jul-20)	After (Jul-21)	
1	Arlington Road	Carlow St and Beatty St	2,934	1,161	-60%
2	Arlington Road	Mary Terrace and Miller St	1,636	1,012	-38%
3	Mornington Ter	Mornington St and Delancey St	830	1,095	32%
4	Albert Street	Delancey St and Albert St	1,206	868	-28%
5	Arlington Road	Delancey St and Parkway	2,116	1,975	-7%
6	Arlington Road	Inverness St and Jamestown Rd	2,708	2,516	-7%
7	Arlington Road	Inverness St and Parkway	2,534	2,381	-6%
8	Oval Road	Jamestown Rd and Gloucester Cres	3,999	2,959	-26%
9	Mornington Street	Albert St and Arlington Rd	2,824	193	-93%
10	Jamestown Road	Arlington Rd and Camden High St	5,660	2,494*	-56%
11	Mornington Place	Albert St and Mornington Cres	1,014	144	-86%
12	Delancey Street	Mornington Tr and Parkway	11,531	11,446	-1%
13	Parkway	Arlington Rd and Camden High St	6,956	10,188	46%
14	Clarkson Row	Mornington Cres and Mornington Pl	173	401*	132%

After-scheme (July 2021) represents one-way flow

Motor vehicle levels were higher in July 2021 ('After-scheme') compared to July 2020 ('Before-scheme') at Parkway ('A-Road'), Mornington Terrace ('Local Street') and Clarkson Row ('Local Street').

Data which was collected on the below roads in March 2019 has been analysed to give context for the traffic data pre and post covid. The table above shows that motor traffic levels on Parkway, Mornington Terrace and Clarkson Row are higher in July 2021 ('After-scheme') compared to July 2020 ('Before-scheme'). However the below tables shows that motor traffic levels on Parkway, Mornington Terrace, Albert Street, Oval Road, Delancey Street and Clarksons Row are lower in July 2021 ('After-scheme') compared with the counts available from 2019 (Before- Covid)

Arlington Road LTN Historical Count Data

Site ID	Road Name	Historical count data		Jul-20	Jul-21	% change (Jul-20 to Jul-21)
3	Mornington Ter	Mar-19	1,169	830	1,095	-6%
4	Albert St	Mar-19	1,308	1,206	868	-34%
8	Oval Rd	Mar-19	5,933	3,999	2,959	-50%
12	Delancey St	Mar-19	11,679	11,531	11,446	-2%
13*	Parkway	Mar-15	12,416	6,956	10,188	-18%
14**	Clarkson Row	Mar-19	956	173	401	-58%

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Additionally, a 2019* count for Parkway was available from the DfT from 2019 which recorded 11,938 Motor vehicle movements on Parkway. Using this 2019 DfT count compared with the July 2021 count shows a 15% decrease.

Parkway Daily Average Motor Vehicle Flow (7-Day)

Road	2015	2021	% change (2015 – 2021)	2019	2021	% change (2019 – 2021)	2020	2021	% change (2020 – 2021)
Parkway	12,416	10,188	-18%	11,938	10,188	-15%	6,956	10,188	46%

2015 ATC counter is located on Parkway between Delancey Street and Albert Street, 2019 ATC counter is located on Parkway between Albert and Arlington. 2020 and 2021 ATC counter is located on Parkway between Arlington Road and Camden High Street.

** 2019 ATC counter on Clarksons row was north of the junction with Mornington Place. 2020 and 2021 ATC counter on Clarksons Row was south of the junction with Mornington Place

While the increase in motor vehicle volumes on Parkway from 2020 to 2021 shows a 46% increase it is not the case when data from before the pandemic is assessed. Pre pandemic shows that traffic volumes on Parkway are between 15-18% less than before the pandemic.

Arlington Road LTN local streets and A-roads

A review of traffic trends by 'local streets' and 'A-roads' has been completed for the scheme. A count point for each road within the scheme area has been selected and categorised. The 'local streets' category comprises count sites 3, 4, 5, 8, 9, 10, 11 and 14, and the 'A-roads' category comprises count sites 12 and 13.

The results for 'local streets' and 'A-roads' are presented in the table below and indicate the following:

- Local streets: Total traffic levels using 'local streets' are 43% lower in July 2021 compared to July 2020.
- A-Roads: Motor vehicle levels using 'A' roads increased by 17% in July 2021 compared to July 2020, with the increase in motor vehicles on Parkway the contributor to this change. However, when the results are compared against results pre-pandemic this indicates that traffic levels on 'A' roads remain lower than historically observed.

Arlington Road LTN Roads Daily Average Motor Vehicle Flow (7-Day)

Road	Before (2019)	Before (Jul-20)	After (Jul-21)	Difference (2019 to 2021)	Difference (Jul-20 to Jul-21)
Local Streets	-	17,821	10,130	-	-43%
A-Roads	23,617	18,487	21,634	-8%	17%

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Total	**23,617**	**36,308**	**31,764**	**34%**	**-13%**

The 43% reduction on 'local streets' within the Arlington Road LTN scheme area differs to trends observed on the Inner London Transport for London Road Network (TLRN) and Camden Roads, where general increases in motor vehicle volumes have been observed:

- Inner London - Average daily traffic volumes on the Inner London TLRN were 5% higher in July 2021 relative to July 2020 based on data available from TfL.
- Camden – Average daily traffic volumes were approximately 10% higher in July 2021 relative to July 2020 based on data from Vehicle Activated Signs at 11 sites in Camden.

The results indicate that the scheme has helped to lessen traffic levels on 'local streets', a primary objective of the scheme, and that any changes are unlikely to reflect the effects of Covid-19, given that general motor vehicle use on the wider network increased between July 2020 and July 2021 as restrictions on travel associated with Covid-19 eased.

Cycling Data

Monitoring Results – Link Counts

The 'Before-scheme' (July 2020) and 'After-scheme' (July 2021) automatic traffic counts collected data on cycle levels within the Arlington Road LTN scheme area. Comparing July 2021 (After-scheme) with July 2020 (Before-scheme), indicates increases of over 70 cycles per day on Arlington Road, Oval Road, Mornington Street and Delancey Street, with the greatest increase observed on Oval Road (+146 cycles). Commensurate cycle levels were observed on Parkway, with lower cycle levels at Albert Street, Mornington Place, Clarkson Row.

Arlington Road LTN Daily Average (7-Day) Cycle Flows

Site ID	Road Name	Between	Before (Jul-20)	After (Jul- 21)	Difference (Jul-20 to Jul-21)
1	Arlington Rd	Carlow St and Beatty St	202	215	6%
2	Arlington Rd	Mary Terrace and Miller St	202	286	42%
3	Mornington Ter	Mornington St and Delancey St	77	97	26%
4	Albert St	Delancey St and Albert St	86	49	-43%
5	Arlington Rd	Delancey St and Parkway	245	254	4%
6	Arlington Rd	Inverness St and Jamestown Rd	372	496	33%
7	Arlington Rd	Inverness St and Parkway	254	331	30%
8	Oval Rd	Jamestown Rd and Gloucester Cres	286	432	51%
9	Mornington St	Albert St and Arlington Rd	192	265	38%
10	Jamestown Rd	Arlington Rd and Camden High St	344	364	6%
11	Mornington Pl	Albert St and Mornington Cres	91	78	-14%
12	Delancey St	Mornington Tr and Parkway	567	658	16%
13	Parkway	Arlington Rd and Camden High St	528	525	-1%
14	Clarkson Row	Mornington Cres and Mornington Pl	58	44	-24%

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The results for 'local streets' and 'A-roads' are presented in the table below and indicate the following:

- Local streets: Average daily cycle volumes were 15% higher (196 cycles) on 'local streets' in July 2021 ('After-scheme') relative to July 2020 ('Before-scheme').
- A-Roads: Average daily cycle volumes were 6% lower (73 cycles) on 'A-roads' within the scheme area in July 2021 ('After-scheme') relative to July 2020 ('Before-scheme').

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Arlington Road LTN Roads Daily Average Cycle Flow (7-Day)

| Direction	Before (Jul-20)	After (Jul-21)	Difference (Jul-20 to Jul-21)
Local Streets	1,387	1,583	15%
A-Roads	1,256	1,183	-6%
Total	**2,643**	**2,766**	**5%**

Overall, the results indicate that more cyclists are using 'local streets' relative to July 2020, and that some of this increase may reflect cyclists on 'A-Roads' choosing to use the quieter 'local streets' created via the introduction of the Arlington Road scheme.

Lime Bicycle Trip Start and End Data

Monitoring of trip starts and ends in the Arlington LTN scheme area by Lime (bike rental operator) over 2019, 2020 and 2021 indicates that there has been a rise in cycling levels following the scheme's implementation.

The graph below illustrates the absolute number of trip starts or ends in the Arlington Road LTN scheme from 2019 to the most recently available data in 2021.

Trip Starts or Ends in Arlington Road LTN 2019-2021 (Lime cycle counts)
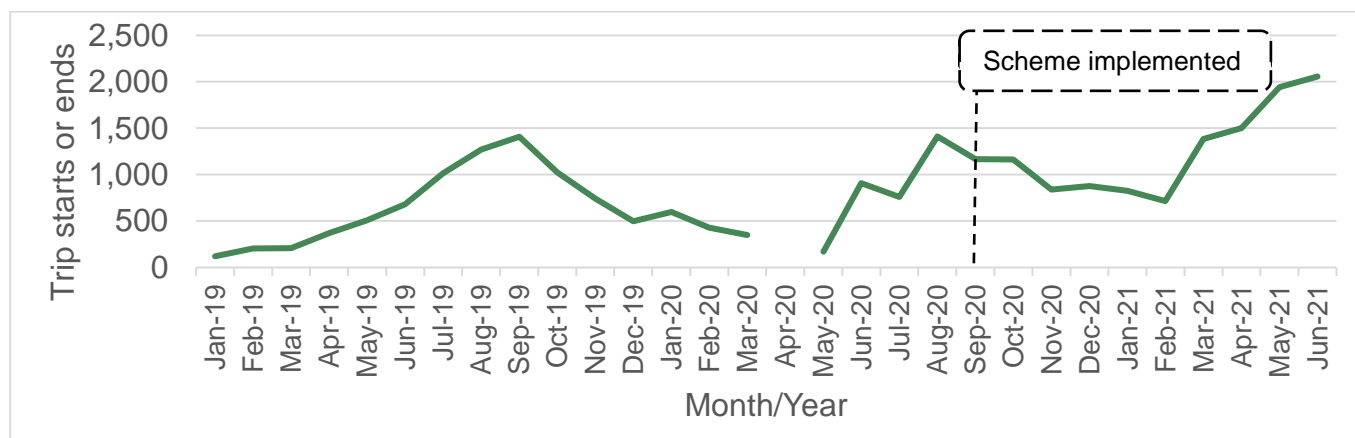
N.B Data was not available for April 2020

Comparison of data from **October 2019 to March 2020** ('Before-scheme') and **October 2020 to March 2021** ('After-scheme') shows that Lime bike usage has increased from 3,642 to 5,810 trip starts or ends in the scheme area, which is equivalent to a 60% rise.

In June 2021, Lime recorded the highest number of e-bike rides in the Arlington Road area since monitoring began at 1,375 trips starts or ends in the month, which is a 127% increase relative to June 2020 (908 trips starts or ends), and a 202% increase relative to June 2019 (682 trip starts or ends).

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🌳 Air Quality

A total of 21 air quality monitoring sites are available within or in close proximity to the Arlington Road LTN / Safe & Healthy Streets scheme.

The most recent raw unadjusted and continuous data available for all sites is for **October-December 2020** (after the scheme was substantially constructed), which has been compared to an equivalent period before the scheme was implemented, comprising **October-December 2019.**

Data for each monitoring site is provided at Appendix C and indicates that 15 sites have experienced a reduction in Nitrogen Dioxide (NO_2) when comparing **October-December 2020** to **October-December 2019**. Four sites have experienced an increase in NO_2 concentrations. The average percentage reduction in NO_2 across all sites is 6.4%.

Results from five air quality monitoring sites, which closely accord with the location of traffic count sites (CS) 2,5,6,9 and 12 are presented below for context, as well as a further five sites in the Arlington Road scheme boundary.

Air Quality Monitoring (NO_2) in Arlington Road LTN
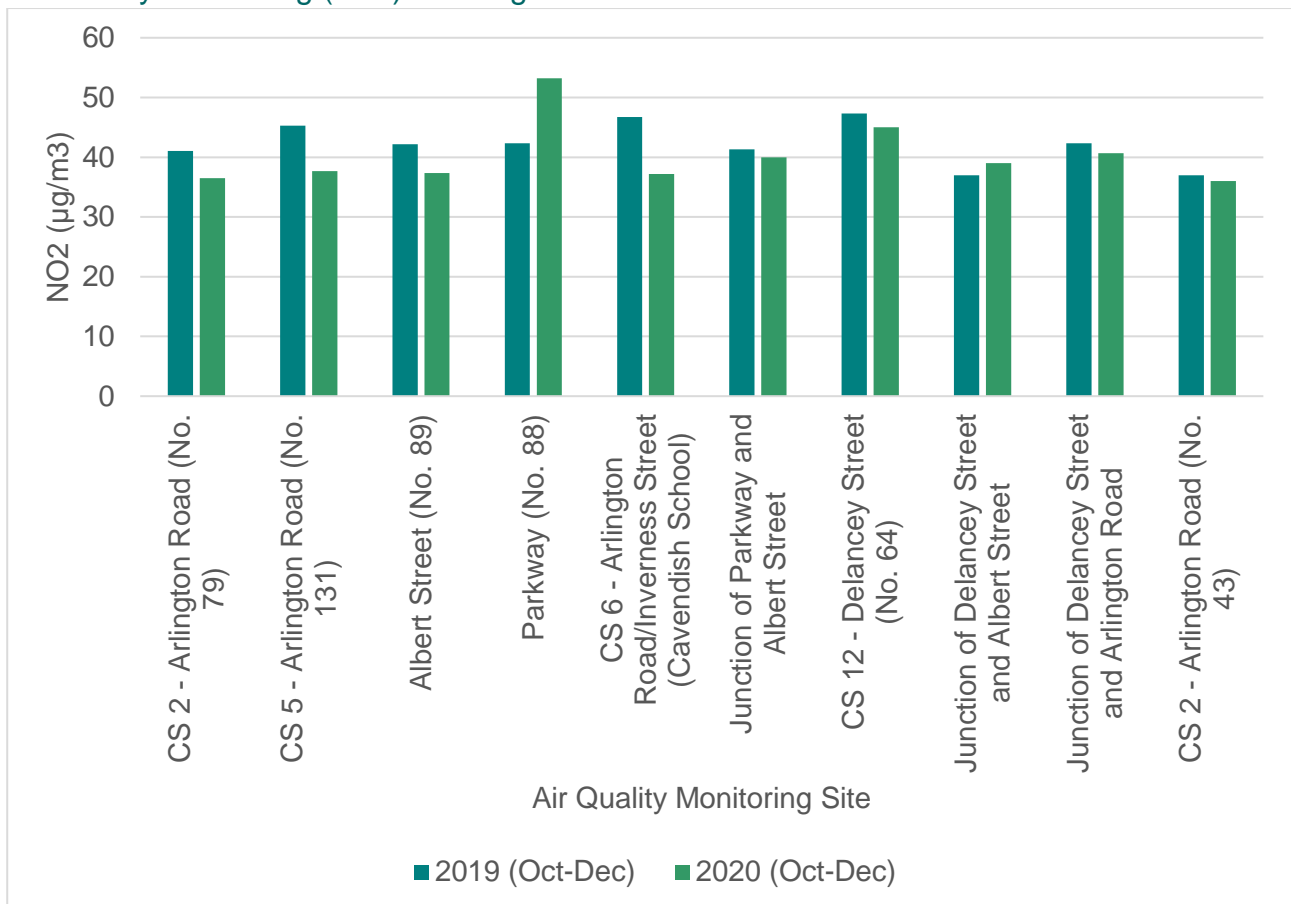
N.B. December data was not available for CS 2, CS 5, CS 6 and Albert Street (No. 88).

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Two AQ recording sites were located on Parkway with one site recording an increase in NO2 levels and the other recording a decrease in NO2 levels when comparing October-December 2020 to October-December 2019. At the junction of Parkway and Albert Street (c.50m away) an AQ recording site showed a reduction in NO2 levels.

Raw and unadjusted NO_2 concentrations ($\mu g/m^3$) in April 2019 and April 2021

Monitoring Site	April 2019 (Before-scheme)	April 2021 (After-scheme)
CS 2 - Arlington Road (No. 79)	38.13	26.26
CS 5 - Arlington Road No. 131)	30.98	27.37
Albert Street (No. 89)	39.42	29.09
Parkway (No. 88)	47.86	39.04
CS 10 - Jamestown Road (lighting column 7)	47.86	24.89
CS 6 - Arlington Road/Inverness Street (Cavendish School)	39.36	23.82

At six sites raw unadjusted data is also available for **April 2021**. The recordings for April 2021 ('After-scheme') have been compared to the measurements for April 2019 ('Before-scheme') and are shown below. NO_2 concentrations at all six sites are lower in April 2021 than recorded in April 2019, including Parkway (No. 88).

The data presented above is raw and unadjusted against the Government's bias adjustment factor. The bias-adjusted and average annual mean NO_2 concentrations is provided in Appendix C for all 21 sites. When compared to the legal limit for NO_2 ($40\mu g/m^3$), all 21 sites were compliant over the 2020 period. The table below provides a comparison for the 11 main sites for 2019 and 2020, with an average decrease of 21% in NO_2 concentrations recorded across all eleven sites between 2019 and 2020.

Average annual NO_2 concentration in Arlington Road LTN scheme

Site	Average annual mean 2019 ($\mu g/m^3$)	Average annual mean 2020 ($\mu g/m^3$)	Percentage Change
CS 2 - Arlington Road (No. 79)	31.88	25.36	-20%
CS 5 - Arlington Road No. 131)	34.03	26.63	-22%
Albert Street (No. 89)	33.06	25.00	-24%
Parkway (No. 88)	41.99	35.05	-17%
CS 10 - Jamestown Road (lighting column 7)	38.70	29.16	-25%
CS 6 - Arlington Road/Inverness Street (Cavendish School)	33.97	26.26	-23%
Junction of Delancey Street and Albert Street	36.90	29.61	-20%
Junction of Parkway and Albert Street	34.50	28.80	-17%
Junction of Delancey Street and Arlington Road	40.20	30.69	-24%
CS 2 - Arlington Road (No. 43)	28.90	24.57	-15%
CS 12 - Delancey Street (No. 64)	44.80	32.25	-28%

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It should be noted that air pollution is caused by multiple factors and it may be difficult to single out the impact of an individual factor.
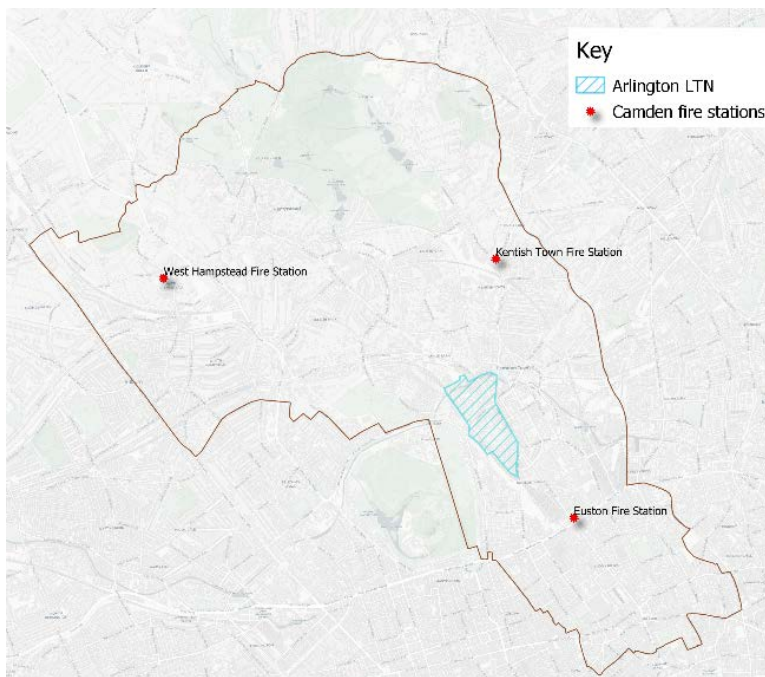
🚑 Emergency Response Times

The London Fire Brigade (LFB) monitors the time it takes their vehicles to attend emergencies (attendance times). They use average attendance times because there are a significant number of variables that can impact attendance times – for example, responding vehicles are not always setting off from the same place.

In their *'Incident response times'* report published in 2020[1], the LFB has set up their London-wide target response times (time the emergency call is answered to the arrival of a fire engine with crew at the incident scene), which for 2020 were:

- To get the first fire engine to an incident within an average of **six minutes**.
- To get a fire engine anywhere in London within **12 minutes** on 95 per cent of occasions.

London Borough of Camden Fire Stations

In this report the LFB has also evaluated the impact of the LTNs introduced in London in response to Covid-19 on LFB's emergency response times, and concluded that LTNs have not slowed down response times. Within their report they note: "*During the pandemic we have has more resources that are immediately available to respond and roads (during lockdown periods) have been quieter. That being the case, we haven't yet noticed any impact on our attendance times due to the LTN schemes established in 2020*".

The LFB's Mobilisation Records[2] have also been analysed for the fire stations locations in Camden near the Arlington Road LTN/ Safe & Healthy Streets scheme (see the map).

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[1] https://data.london.gov.uk/dataset/incident-response-times-fire-facts
[2] https://data.london.gov.uk/dataset/london-fire-brigade-mobilisation-records

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The graphs below compare the average response times in 2019 and 2020 for the closest fire stations to the LTN, which comprises Euston and Kentish Town Fire Stations.

Average attendance time from Euston Fire Station per month 2019-2020
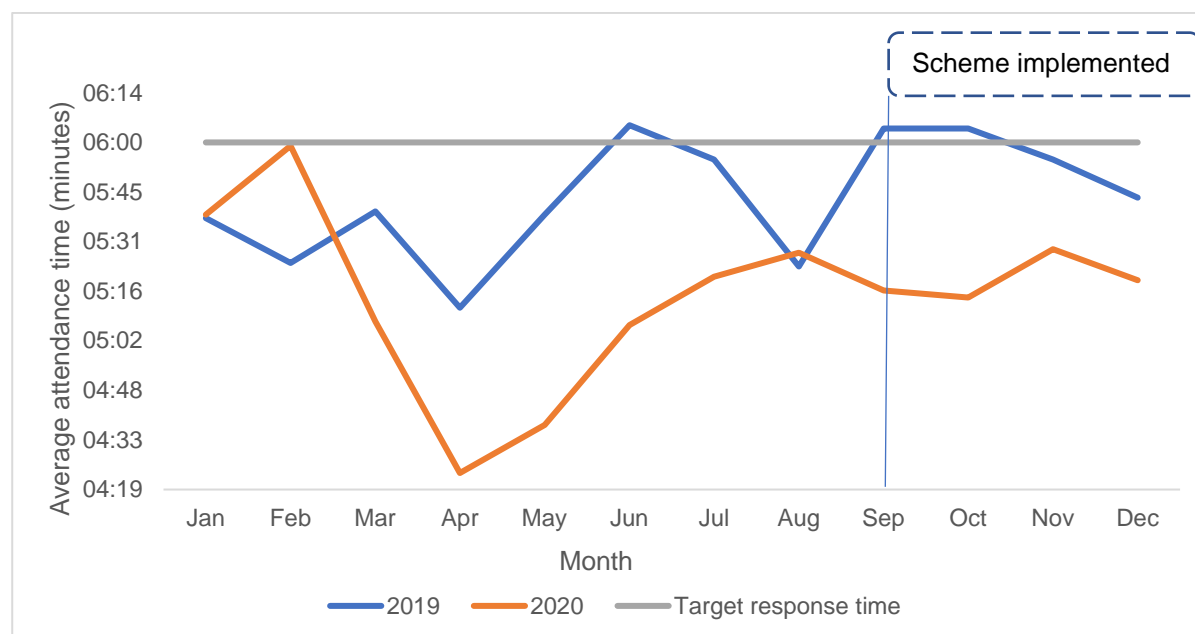
Average attendance time from Kentish Town Fire Station per month 2019-2020
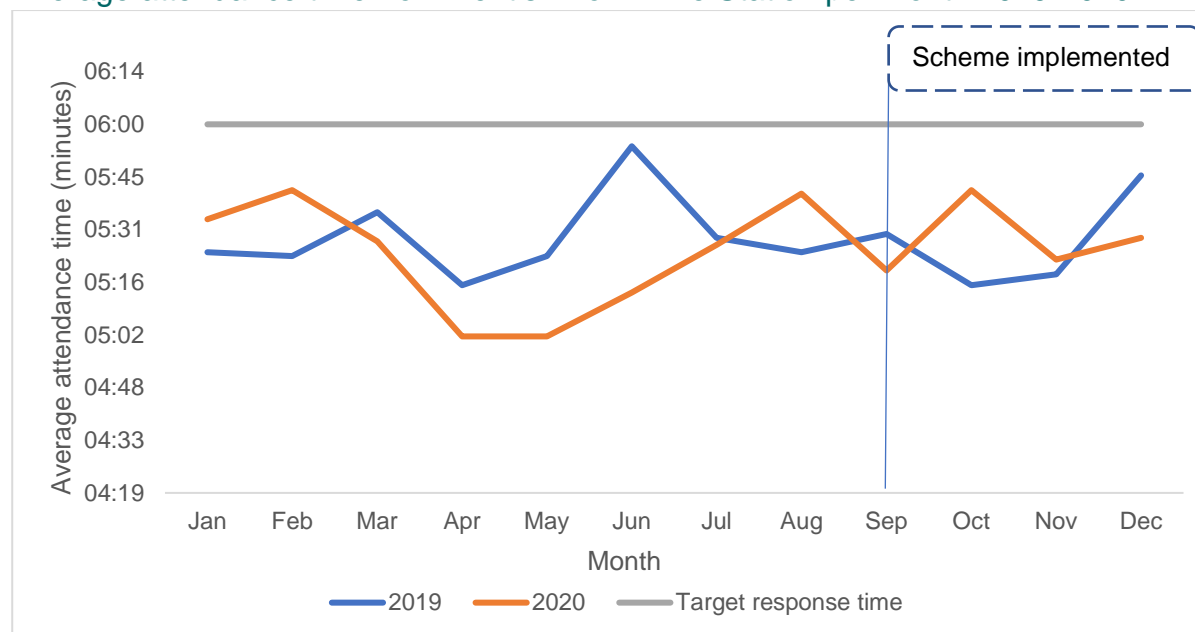
The data shows an 8% decrease in attendance times from Euston Fire Station and a 1% decrease in attendance times from Kentish Town Fire Station from 2019 to 2020. The graphs demonstrate that the LFB is consistently meeting or bettering their response time targets of 6 minutes for a first fire engine to arrive following scheme implementation.

Camden Council continues to engage and consult with the London Ambulance Service (LAS) and Metropolitan Police Service (MPS) as part of the implementation of LTNs/Safe

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& Healthy Streets programme and explore the ways to determine the effects of the Safe & Healthy Streets schemes on the emergency response times.

⚠️ Road Safety (Collision Data)

STATS19 Collision data has been sourced from TfL for the most recent three-year period available, which comprises 1 January 2018 to 31 December 2020. A summary of the data is provided at Appendix E.

Analysis of the data indicates a total of 116 collisions involving casualties in the Arlington Road LTN scheme area between 1 January 2018 and 30 September 2020, prior to the implementation of the scheme. Of these personal injury accidents, 25 incidents involved injuries to cyclists with 19 of slight severity, and 7 of serious severity.

Between 1 October 2020 and 31 December 2020, there were eight further casualties recorded, one of which involved a cyclist. As a comparison, in 2018 there were 15 incidents involving casualties, six of which involved a cyclist and in 2019 there were thirteen collisions involving causalities (one cyclist) in the same period (October – December). Plots for October to December each year are provided at Appendix E.

The graph below shows the number of collisions by month. The data pre-dates construction of the scheme and will continue to be reviewed as more data for the post-scheme period becomes available.

Number of collisions classified by severity in Arlington Road Scheme Area
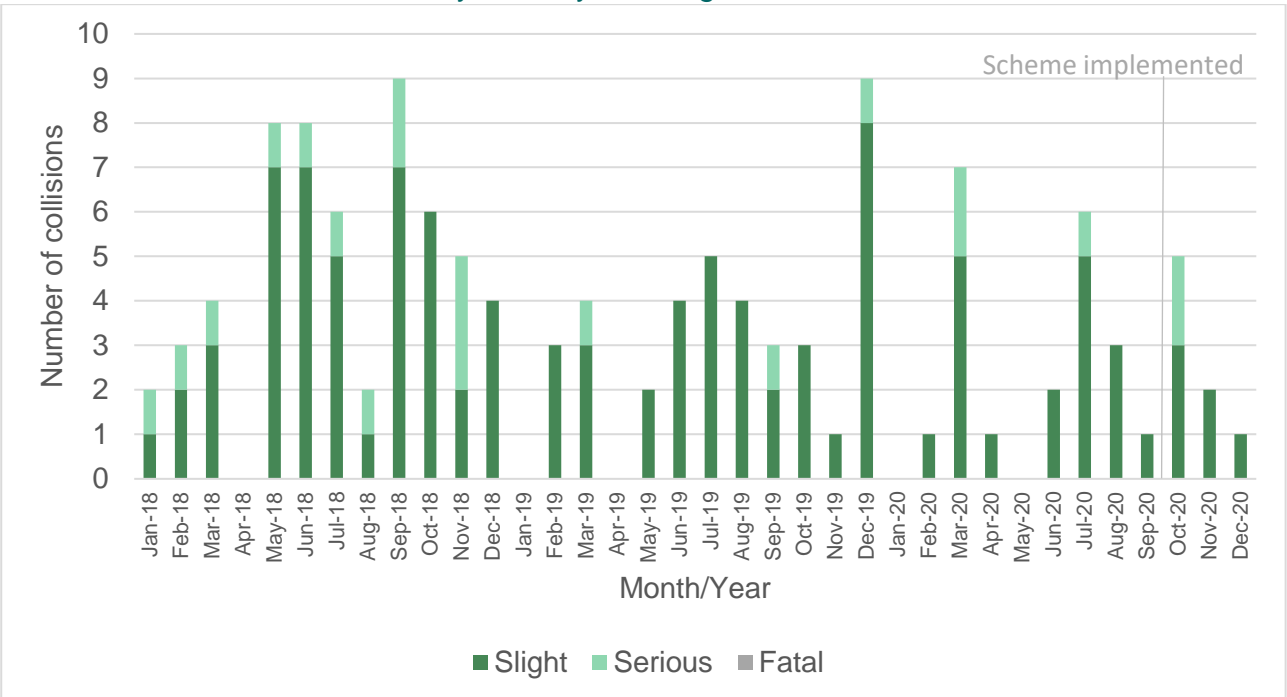
N.B. National lockdowns due to the Covid-19 pandemic were in place during 23 March – 10 May and 5 November – 24 November in 2020. London also entered Tier 4 (prior to third lockdown on 6th January 2021) on 21st December 2020.

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Appendix A: Traffic Data Methodology

Traffic Count Data

Automatic Traffic Counters

To monitor and review the impacts of the scheme, traffic count data has been collected before and after the opening of the scheme as follows:

- Before: Automatic Traffic Counters[3] were used to collect data on hourly traffic volumes by direction and vehicle class before the scheme was constructed. The data was collected for 21 days between 6 July 2020 and 26 July 2020 with the average daily traffic volume calculated and reported by vehicle class for this period.
- After: Automatic Traffic Counters[3] were used to collect data on hourly traffic volumes by direction and vehicle class after the scheme was constructed. The data was collected for 14 days between 7 July 2021 to 20 July 2021 with the average daily traffic volume calculated and reported by vehicle class for this period.

If a full day of data was unavailable from the traffic counts, then this day was excluded from the average daily calculation of traffic volumes.

Due to data issues for the pre-scheme date for the site on Parkway, data between 24 July 2020 and 30 July 2020 has been used instead and processed in the same manner as all other sites.

Days of available traffic survey data (sample)

Site ID	Road Name	Between	Sample (Days)	
			Pre-scheme	Post-scheme (Jul 21)
1	Arlington Road	Carlow St and Beatty St	17	14
2	Arlington Road	Mary Terrace and Miller St	21	14
3	Mornington Terrace	Mornington St and Delancey St	18	12
4	Albert Street	Delancey St and Albert St	21	14
5	Arlington Road	Delancey St and Parkway	21	13
6	Arlington Road	Inverness St and Jamestown Rd	21	14
7	Arlington Road	Inverness St and Parkway	21	13
8	Oval Road	Jamestown Rd and Gloucester Cres	19	14
9	Mornington Street	Albert St and Arlington Rd	21	13
10	Jamestown Road	Arlington Rd and Camden High St	19	14
11	Mornington Place	Albert St and Mornington Cres	21	12
12	Delancey Street	Mornington Tr and Parkway	12	14
13	Parkway	Arlington Rd and Camden High St	7	14
14	Clarkson Row	Mornington Crescent and Mornington Place	14	13

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[3] Automatic Traffic Counter – Typically pneumatic tubing that runs across the road, which records vehicle volumes and classification (by axle base separation) when wheels pass over the tube.

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Appendix B: Traffic Data

Arlington Road LTN Daily Average (7-Day) Raw Data

Site ID	Road Name	Between	Before (July 2020)				After (December 2020)				After (July 2021)			
			PC*	Light**	HDV***	Total****	PC	Light	HDV	Total	PC	Light	HDV	Total
1	Arlington Road	Carlow St and Beatty St	202	2,815	119	2,934	87	1,196	43	1,239	215	1,110	51	1,161
2	Arlington Road	Mary Terrace and Miller St	202	1,579	56	1,636	176	1,035	35	1,070	286	976	36	1,012
3	Mornington Terrace	Mornington St and Delancey St	77	801	29	830	43	725	37	762	97	1,041	54	1,095
4	Albert Street	Delancey St and Albert St	86	1,147	59	1,206	15	827	28	855	49	828	40	917
5	Arlington Road	Delancey St and Parkway	245	2,020	95	2,116	295	1,390	14	1,404	254	1,891	84	1,975
6	Arlington Road	Inverness St and Jamestown Rd	372	2,585	123	2,708	283	2,083	113	2,196	496	2,382	134	2,516
7	Arlington Road	Inverness St and Parkway	254	2,442	92	2,534	230	2,210	52	2,262	331	2,277	104	2,381
8	Oval Road	Jamestown Rd and Gloucester Cres	286	3,793	206	3,999	13	2,362	120	2,482	432	2,845	114	2,959
9	Mornington Street	Albert St and Arlington Rd	192	2,694	130	2,824	111	219	6	225	265	186	8	193
10	Jamestown Road	Arlington Rd and Camden High St	344	5,425	236	5,660	468	2,813	193	3,006	364	2,316	178	2,494
11	Mornington Place	Albert St and Mornington Cres	91	990	24	1,014	29	146	6	152	78	139	5	144
12	Delancey Street	Mornington Tr and Parkway	728	10,734	797	11,531	397	9,526	761	10,287	658	10,719	728	11,446
13	Parkway	Arlington Rd and Camden High St	528	6,403	552	6,956	291	6,619	677	7,296	525	9,398	790	10,188
14	Clarkson Row	Mornington Crescent and Mornington Place	58	167	5	173	57	354	13	368	44	376	25	401

*PC=pedal cycle, **Light=Light vehicles including motorcycles, cars and LGVs ***Heavy=OGVs and PSVs ****Total excludes PC

Historical Traffic Counts

Site ID	Road Name	Date	Direction	Lights*	Heavy**	Total
3	Mornington Ter	Mar-19	NB	1,322	3	1,324
4	Albert St	Mar-19	two-way	1,199	109	1,308
8	Oval Rd	Mar-19	two-way	5,316	617	5,933
12	Delancey St	Mar-19	WB	10,446	1,232	11,678
13	Parkway	Mar-15	EB	10,525	1,891	12,416

*Light=Light vehicles including motorcycles, cars and LGVs **Heavy=OGVs and PSVs

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Appendix C: Air Quality Data

Monthly raw NO$_2$ (µg/m^3) air quality data for Arlington Road monitoring sites

Monitoring Site	2019 raw NO$_2$ (µg/m^3) from Oct-Dec	2020 raw NO$_2$ (µg/m^3) from Oct-Dec	Months included	Change (-% is reduction in NO$_2$, +% is increase in NO$_2$)
Arlington Road (79)	41.07	36.5	Oct/Nov	-11.10%
Arlington Road (131)	45.28	37.65	Oct/Nov	-16.90%
Albert Street (89)	42.16	37.33	Oct/Nov	-11.50%
Delancey Street/Albert Street	53.61	44.26	Oct/Nov	-17.40%
Albert Street (96)	37.21	36.77	Oct/Nov	-1.20%
Delancey Street/Parkway	44.89	40.03	Oct/Nov	-10.80%
Parkway/A4201 (121)	56.55	48.9	Oct/Nov	-13.50%
Parkway	42.35	53.21	Oct	25.60%
Jamestown Road/Arlington Road	50.61	34.59	Oct/Nov	-31.70%
Arlington Road/Inverness Street (Cavendish School)	46.71	37.18	Oct/Nov	-20.40%
Junction of Oval Road and Jamestown Road (HS2)	36.5	35	Oct/Nov	-4.10%
Junction of Parkway and Albert Street (HS2)	41.33	40	Oct/Nov/Dec	-3.20%
Junction of Parkway and Delancey Street (HS2)	45	46	Oct/Nov/Dec	2.20%
Delancey Street (HS2)	47.33	45	Oct/Nov/Dec	-4.90%
Junction of Delancey Street and Albert Street (HS2)	37	39	Oct/Nov/Dec	5.40%
Junction of Delancey Street and Arlington Road (HS2)	42.33	40.67	Oct/Nov/Dec	-3.90%
Mornington Terrace (HS2)	36.33	33.33	Oct/Nov/Dec	-8.30%
Arlington Road (HS2)	37	36	Oct/Nov/Dec	-2.70%
Junction of Arlington Road and Mornington Crescent (HS2)	35	37.33	Oct/Nov/Dec	6.70%

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April 2019 and April 2021 raw NO$_2$ (µg/m^3) air quality data for Arlington Road monitoring sites (where available)

Site	Apr-19	Apr-21
CS 2 - Arlington Road (No. 79)	38.13	26.26
CS 5 - Arlington Road (No. 131)	30.98	27.37
Albert Street (No. 89)	39.42	29.09
Parkway (No. 88)	47.86	39.04
CS 10 - Jamestown Road (lighting column 7)	47.86	24.89
CS 6 - Arlington Road/Inverness Street (Cavendish School)	39.36	23.82

Bias-adjusted average annual mean NO$_2$ (µg/m^3) air quality data for Arlington Road monitoring sites

Site	2019	2020
Pratt-Delancey 5 - Delancey Street/Delancey Passage	34.50	26.67
Pratt-Delancey 6 - Arlington Road (79)	31.88	25.36
Pratt-Delancey 7 - Arlington Road (131)	34.03	26.63
Pratt-Delancey 8 - Albert Street (89)	33.06	25.00
Pratt-Delancey 9 - Delancey Street/Albert Street	42.99	33.82
Pratt-Delancey 10 - Albert Street (96)	29.72	22.55
Pratt-Delancey 11 - Delancey Street/Parkway	35.61	28.54
Pratt-Delancey 12 - Parkway/A4201 (121)	46.32	37.66
Pratt-Delancey 13 - Gloucester Gate (Regent's Park Day Centre)	35.01	30.72
Pratt-Delancey 14 - North Bridge School	41.85	34.89
Pratt-Delancey 15 - Gloucester Avenue	31.04	26.91
Pratt-Delancey 16 - Parkway	41.99	35.05
Camden Town 7 - Jamestown Road (lighting column 7)	38.70	29.16
Camden Town 11 - Britannia Junction traffic lighting column (next to CCTV column)	53.90	39.74
Camden Town 12 - Arlington Road/Inverness Street (Cavendish School)	33.97	26.26
HS2 - Junction of Delancey Street and Albert Street	36.9	29.61
HS2 - Junction of Parkway and Delancey Street	44.8	33.75
HS2 - Junction of Parkway and Albert Street	34.5	28.80
HS2 - Junction of Delancey Street and Arlington Road	40.2	30.69
HS2 - Arlington Road	28.9	24.57
HS2 - Delancey Street (installed at end of August 2017)	44.8	32.25

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Appendix D: Emergency Response Times
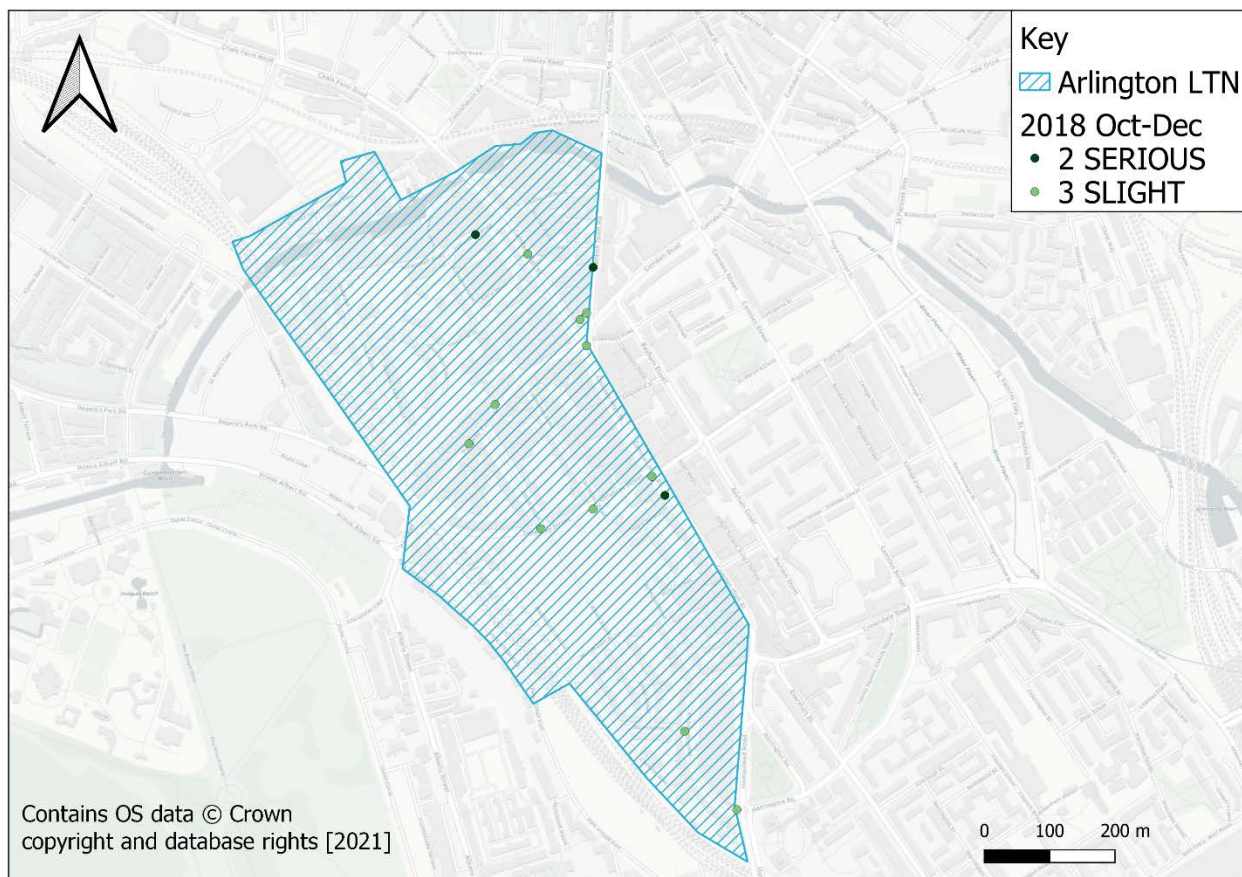
Fire Station average response times in seconds

Month	Euston Fire Station average response times in seconds			Kentish Town Fire Station average response times in seconds		
	2019	2020	% change	2019	2020	% change
Jan	338	339	0%	325	334	3%
Feb	325	359	10%	324	342	5%
Mar	340	308	-9%	336	328	-2%
Apr	312	264	-15%	316	302	-5%
May	339	278	-18%	324	302	-7%
Jun	365	307	-16%	354	314	-11%
Jul	355	321	-10%	329	327	-1%
Aug	324	328	1%	325	341	5%
Sep	364	317	-13%	330	320	-3%
Oct	364	315	-13%	316	342	8%
Nov	355	329	-7%	319	323	1%
Dec	344	320	-7%	346	329	-5%
Total	**344**	**315**	**-8%**	**329**	**325**	**-1%**

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Appendix E: Road Safety Data

Number of collisions recorded by severity per month (2018-2020)

Date	Slight	Serious	Fatal
Jan-18	1	1	
Feb-18	2	1	
Mar-18	3	1	
Apr-18			
May-18	7	1	
Jun-18	7	1	
Jul-18	5	1	
Aug-18	1	1	
Sep-18	7	2	
Oct-18	6		
Nov-18	2	3	
Dec-18	4		
Jan-19			
Feb-19	3		
Mar-19	3	1	
Apr-19			
May-19	2		
Jun-19	4		
Jul-19	5		
Aug-19	4		
Sep-19	2	1	
Oct-19	3		
Nov-19	1		
Dec-19	8	1	
Jan-20			
Feb-20	1		
Mar-20	5	2	
Apr-20	1		
May-20			
Jun-20	2		
Jul-20	5	1	
Aug-20	3		
Sep-20	1		
Oct-20	3	2	
Nov-20	2		
Dec-20	1		

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Locations of collisions recorded by severity in October – December 2018

Key
- Arlington LTN

2018 Oct-Dec
- 2 SERIOUS
- 3 SLIGHT

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0   100   200 m

Locations of collisions recorded by severity in October – December 2019

Key
- Arlington LTN

2019 Oct-Dec
- 2 SERIOUS
- 3 SLIGHT

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0   100   200 m

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Locations of collisions recorded by severity in October – December 2020

Key
Arlington LTN

2020 Oct-Dec
• 2 SERIOUS
• 3 SLIGHT

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0   100   200 m