



## Monitoring: Chalk Farm Road Walking, Cycling and Road Safety Improvements Scheme

The COVID-19 pandemic has changed how communities live, travel and work.

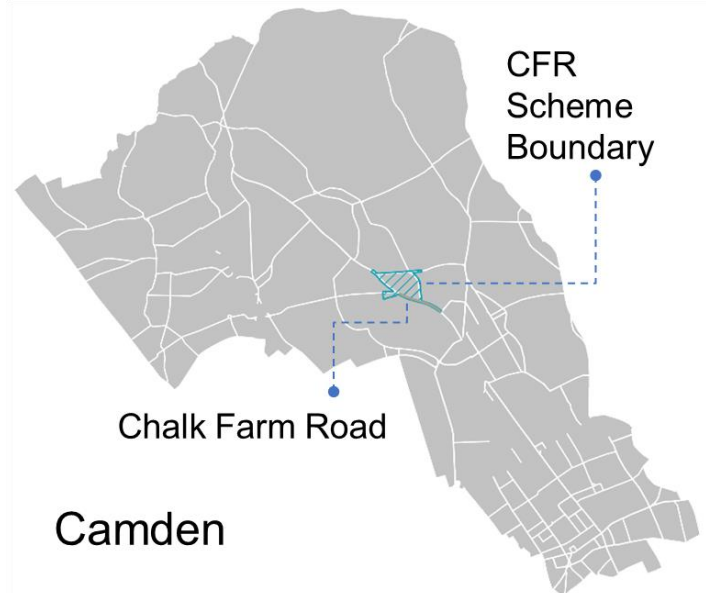
Chalk Farm Road is a busy road and is a strategically important connection to and from high priority routes comprising Prince of Wales Road and Haverstock Hill, which were identified in Transport for London's temporary and future strategic cycle network analysis for cycle improvements.

As part of our COVID-19 emergency response, a number of changes were made to Chalk Farm Road to support walking and cycling, which includes the following:

- New segregated cycle lanes in both directions on Chalk Farm Road between Castlehaven Road and Prince of Wales Road;
- New signalised pedestrian crossings will be introduced at three locations along this route;
- Cycling, pedestrian, and movement improvements at the junction with Ferdinand Street/ Juniper Crescent;
- New bus stop border area;
- Suspending the bus lane on Haverstock Hill; and
- Relocating parking and loading provision.

The scheme was implemented under an Experimental Traffic Order ('ETO') which came into force on 23 July 2020. The trial scheme was constructed in phases with parking amendments delivered by 28 January 2021, and general construction completed in April/May 2021.

To review the impact of the Chalk Farm Road Scheme 12 months after the ETO was implemented, data on motor vehicles, pedal cycles, bus speeds, road safety (collision data) and air quality was collected before, during and after scheme implementation. 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

This document sets out data and other information gathered during the trial period of the Chalk Farm Road Scheme. It has been gathered and analysed to help monitor the impact of the scheme.

A review of 'Before' and 'After' scheme data for the Chalk Farm Road Scheme indicates the following:

-  Motor vehicle levels on Chalk Farm Road and Prince of Wales Road were **lower** at the start of September 2021 ('After-scheme') compared to October 2020 ('Before-Scheme'). Motor vehicle levels on Haverstock Hill South were commensurate 'Before-scheme' and 'After-scheme'.
-  Average daily cycling levels on Chalk Farm Road were **192% higher** in September 2021 ('After-scheme') compared to October 2020 ('Before-scheme'). Cycling levels were also **higher** on nearby Haverstock Hill (**+147%**) and Prince of Wales Road (**+198%**).
-  A **93% increase** in Lime dockless bike hire bicycle usage was observed when comparing the number of trips within the Chalk Farm Road Scheme area between June 2020 – August 2020 and June 2021 – August 2021.
-  Pedestrian flows were **higher** on Chalk Farm Road (+17%) and Haverstock Hill South (+30%) in September 2021 relative to October 2020, and lower on Prince of Wales Road (-31%).
-  Average bus speeds were **higher** on a weekday on five out of six bus routes monitored during and after construction of the scheme relative to 'Before-scheme' levels.
-  Collision data was only available 'Before-scheme' (1 January 2018 to 31 December 2020). Over this period 47 collisions involving casualties were recorded, 12 of which included cyclists.
-  **NO<sub>2</sub>** NO<sub>2</sub> levels on Chalk Farm Road were compliant in 2020 when compared to the legal limit for Nitrogen Dioxide (NO<sub>2</sub> - 40µg/m<sup>3</sup>). 2021 bias adjusted levels are not yet available.

In summary, the latest monitoring data gathered indicates higher cycling levels within the Chalk Farm Road Scheme boundary following the completion of the scheme compared to the 'Before-scheme' data. Motor vehicle levels were lower or commensurate 'After-scheme' on all roads reviewed in the scheme area, whilst average bus speeds were higher across 5 of 6 bus routes using Chalk Farm Road on an average weekday. No specific impacts on air quality or accidents has been identified at this stage based on the data available.



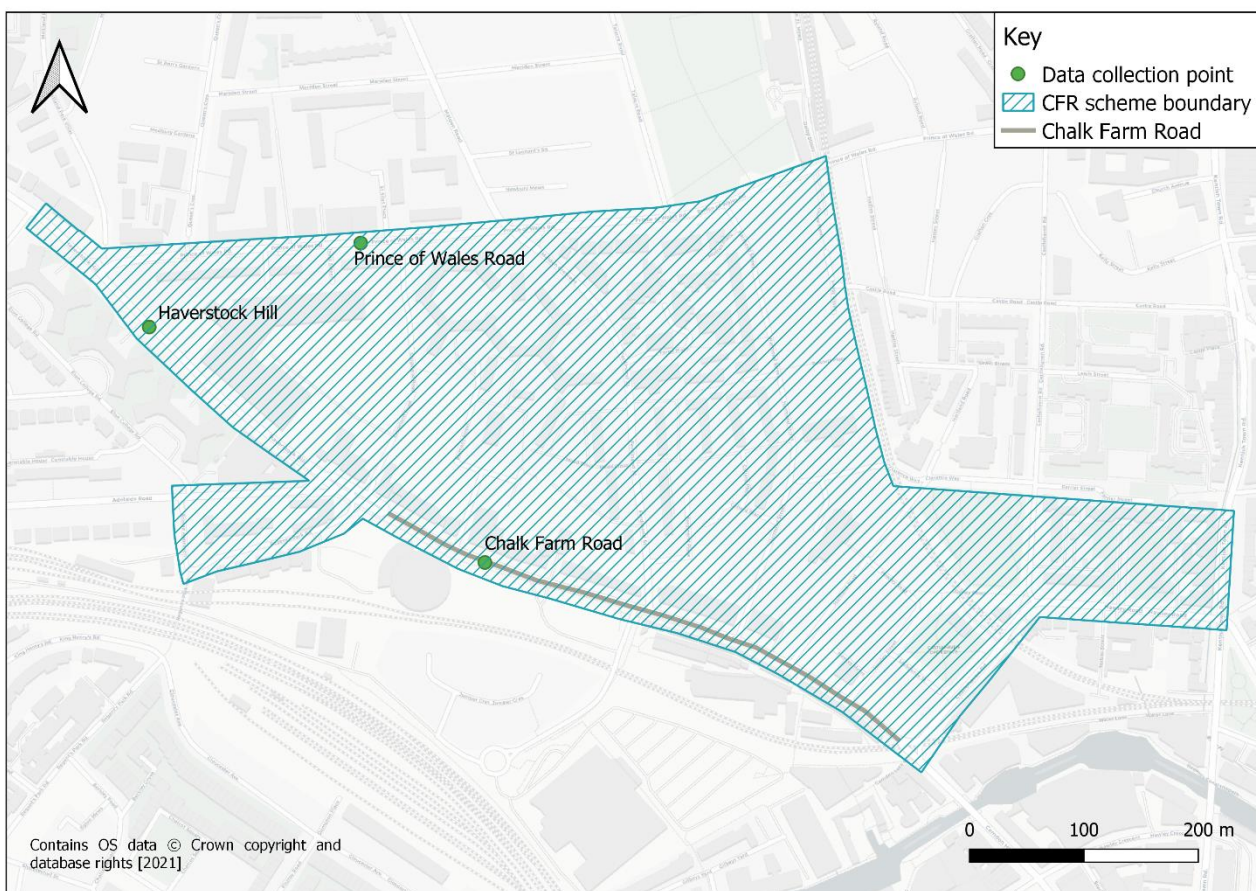
## Motor Vehicle Data

'Before-scheme' data has been collected for a two-week period (20/10/2020 – 02/11/2020) to represent October 2020. The period selected is prior to the implementation of restrictions associated with the second COVID-19 lockdown.

'After-scheme' data (i.e. after the scheme was constructed) has been collected for the most recent period available, comprising 02/09/2021 – 08/09/2021 ('September 2021'), which follows the end of the school summer holiday period and completion of temporary works to the carriageway on Prince of Wales Road (between 09/08/2021 and 01/09/2021) near the junction with Haverstock Hill.

The data has been sourced from Vivacity automatic traffic counts for Chalk Farm Road, Haverstock Hill and Prince of Wales Road. The 'Vivacity' sensors at Chalk Farm Road and Haverstock Hill were installed on the 20/10/2020. The 'Vivacity' sensor at Prince of Wales Road was installed on the 12/10/2020 but data from 20/10/2020 onwards has been included for consistency.

### Chalk Farm Road Scheme Area and Traffic Count Sites





24-hour traffic flows were analysed for each vehicle class, including cycles, motorcycles, cars, Light Goods Vehicles (LGVs) and Heavy Duty Vehicles (HDVs<sup>1</sup>). The results presented below show the average daily two-way traffic flows for Chalk Farm Road. Cycle data from the traffic counts is reviewed in the next section. See Appendix A and Appendix B for further details on the method and data used.

#### Average Daily Traffic Flows (Two-Way)

Site	Vehicle class	Before-scheme	After-scheme	Difference
		Oct-20	Sep-21	Oct-20 to Sep-21
Chalk Farm Road	Motorcycles	982	791	-19%
	Cars	8,074	6,986	-13%
	Lights	1,349	1,441	7%
	HDVs	934	974	4%
	<b>Total</b>	<b>11,338</b>	<b>10,192</b>	<b>-10%</b>
Haverstock Hill	Motorcycles	318	498	57%
	Cars	4,347	3,769	-13%
	Lights	577	631	9%
	HDVs	540	898	66%
	<b>Total</b>	<b>5,781</b>	<b>5,796</b>	<b>0%</b>
Prince of Wales Road	Motorcycles	510	632	24%
	Cars	6,625	5,920	-11%
	Lights	1,295	1,373	6%
	HDVs	318	407	28%
	<b>Total</b>	<b>8,748</b>	<b>8,333</b>	<b>-5%</b>

The data indicates that overall motor vehicle levels were lower on Chalk Farm Road and Prince of Wales Road for the most recent period available in September 2021 (**After-scheme**) compared to October 2020 (**Before-scheme**). Overall motor vehicle levels were commensurate on Haverstock Hill South between October 2020 and September 2021.

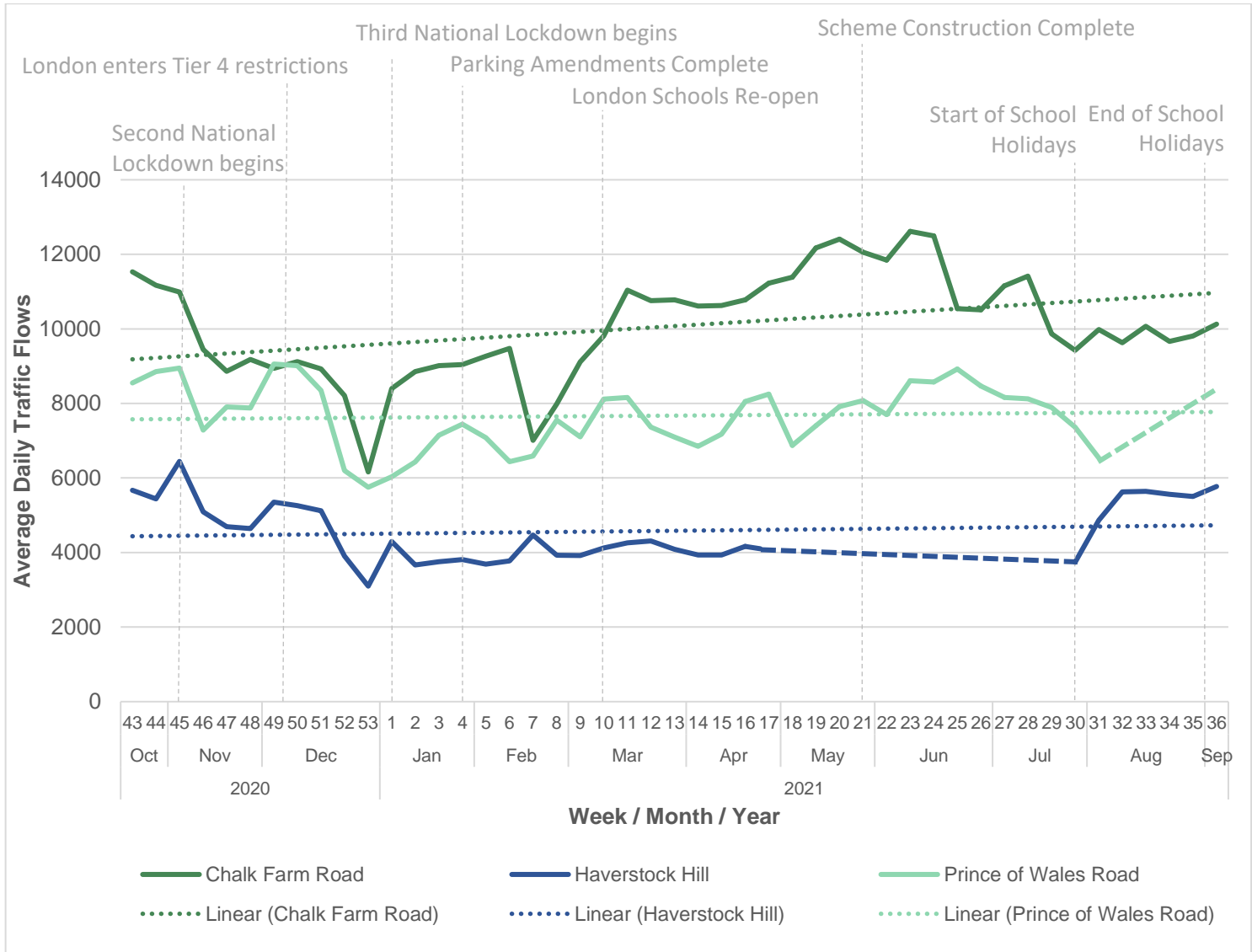
The reduction in total traffic flows is greater than traffic trends observed by TfL which suggest traffic levels on the Inner London 'Transport for London Road Network' (TLRN) were 8% lower in the first week of September 2021 compared to comparable survey dates from October 2021. The trends observed along the scheme routes therefore differ to the Inner London Transport for London Road Network, and indicate that the implementation of the scheme alongside other changes in the wider area may have influenced the number of motor vehicles using these routes.

Data available between October 2020 and September 2021 for the three monitoring sites has also been reviewed to calculate average daily motor vehicle flows by week. The results are presented below as well as the linear trend for each site over this period.

<sup>1</sup> Heavy Duty Vehicles include Heavy Goods Vehicles and Buses.



## Average Daily Traffic Flows (Two-Way) by Week



*N.B. Data was not available for 17-21 February 2021 at Chalk Farm Road. Data outages for Haverstock Hill South were reported for May to July 2021 and construction works were present on Prince of Wales Road between 09/08/2021 and 01/09/2021, which means data for these periods is unavailable. Week 36 comprises 02/09/2021 to 08/09/2021.*

## Cycling Data

### Cycle traffic counts

'Before-scheme' cycle data was collected in October 2020 (20/10/2020 to 02/11/2020) through Vivacity video traffic counts. 'After-scheme' data (i.e. after the scheme was constructed) was collected in September 2021 (02/09/2021 to 08/09/2021) also through Vivacity video traffic counts. Cycle levels were higher at all monitoring sites in September 2021 compared to October 2020.

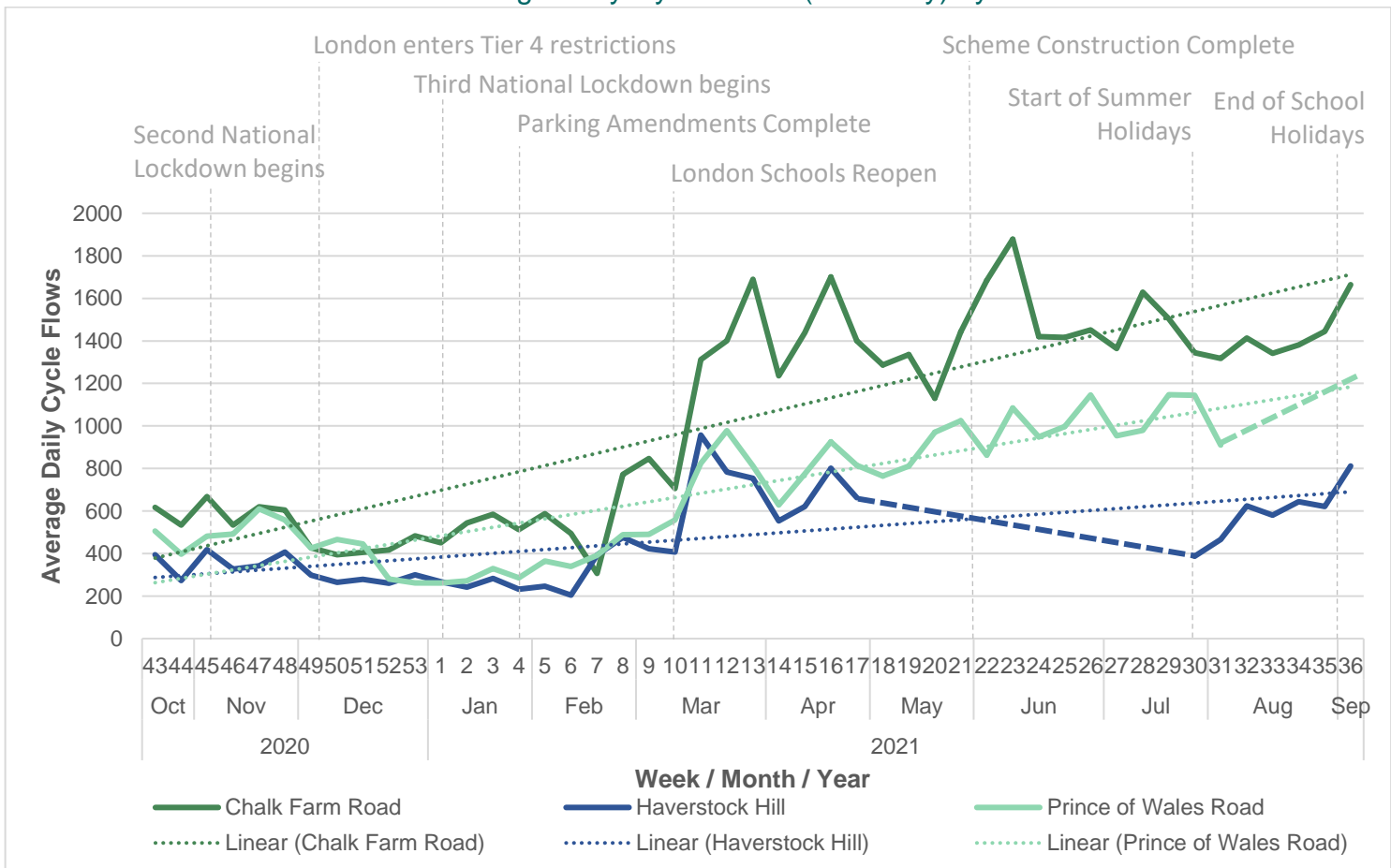


### Chalk Farm Road Scheme Average Daily Cycle Flows (Two-Way)

Site	Before-scheme	After-scheme	% Difference
	Oct-20	Sep-21	Oct-20 to Sep-21
Chalk Farm Road	570	1,664	192%
Haverstock Hill	329	811	147%
Prince of Wales Road	422	1,258	198%

Average daily two-way cycle flows at each monitoring site have also been plotted by week from October 2020 onwards, alongside the linear trend over the period reviewed (see graph below). The results indicate a strong uplift from mid-March 2021 onwards following the return to school of primary and secondary school students; more favourable weather for cyclists; and, substantial completion of the scheme. High levels of cycling have been maintained on Chalk Farm Road since completion of the scheme in May 2021, indicating that the improved infrastructure delivered is being well used. The linear trend for cycling is upwards on all routes monitored within the scheme area.

### Chalk Farm Road Scheme Average Daily Cycle Flows (Two-Way) by Week



*N.B. Data was not available for 17-21 February 2021 at Chalk Farm Road. Data outages for Haverstock Hill South were reported for May to July 2021 and construction works were present on Prince of Wales Road between 09/08/2021 and 01/09/2021, which means data for these periods is unavailable. Week 36 comprises 02/09/2021 to 08/09/2021.*

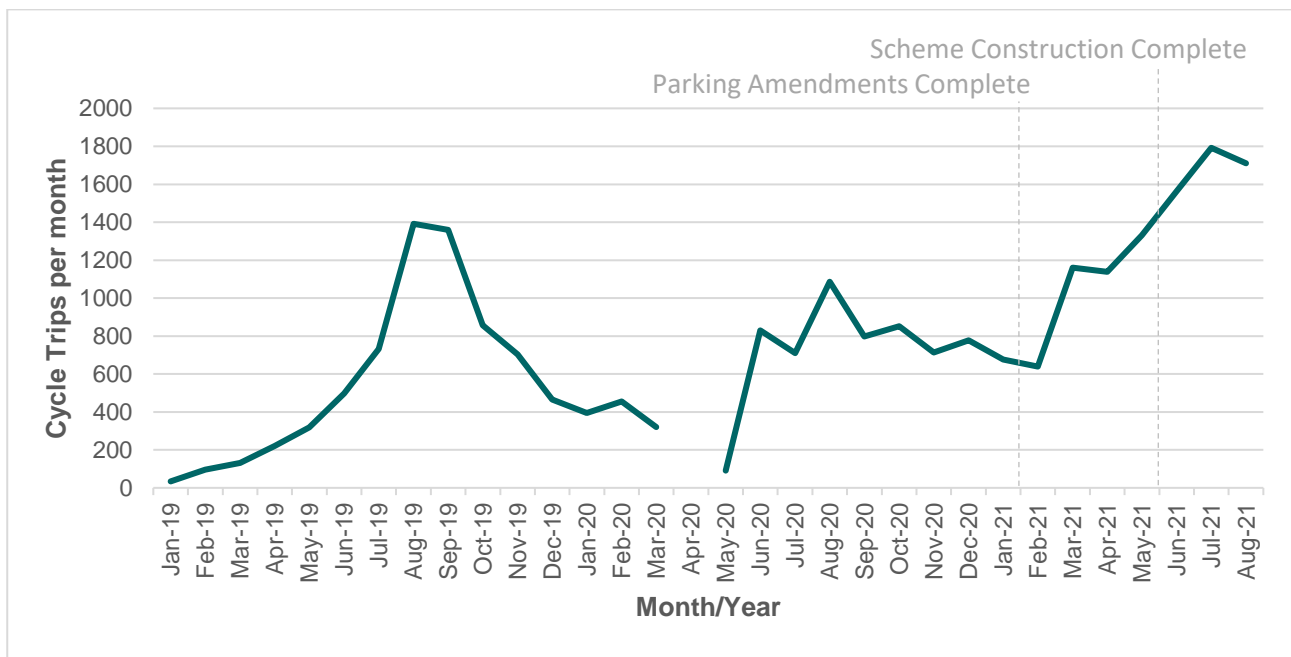


### Lime Bicycle Trip Start and End Data

Monitoring of trips (starts and ends) in the Chalk Farm Road Scheme area by Lime (bike rental operator) over 2019, 2020 and 2021 indicates that cycling levels have risen sharply from January 2021 onwards.

The graph below illustrates the absolute number of trip starts or ends in the Chalk Farm Road Scheme from 2019 to the end of August 2021, which represents the most recent available data.

### Lime Cycle Trips in Chalk Farm Road Scheme Area 2019-2021 (Lime cycle counts)



*N.B Data was not available for April 2020*

Comparison of data from June 2020 to August 2020 ('**Before**-scheme') and June 2021 to August 2021 ('**After**-scheme') shows that Lime bike usage has increased from 876 to 1,689 trips (starts or ends) over a three month period in the scheme area, which is equivalent to a 93% rise.

In July 2021, Lime recorded the highest number of e-bike rides in the Chalk Farm Road Scheme area since monitoring began at 1,792 trips which is a 152% increase relative to July 2020 (710 trips), and a 145% increase relative to July 2019 (732 trips).

### Pedestrian Flows

Pedestrian flows along Chalk Farm Road, Haverstock Hill South and Prince of Wales Road have been recorded '**Before**-scheme' (20/10/2020 - 02/11/2020) and '**After**-scheme' (02/09/2021 – 08/09/2021) through Vivacity video counts. The average daily flow has been calculated and is presented below. The raw pedestrian data is presented in Appendix C.



### Chalk Farm Road Cycling Scheme Average Daily Pedestrian Flows (Two-Way)

Site	Before-scheme	After-scheme	% Difference
	Oct-20	Sep-21	Oct-20 to Sep-21
Chalk Farm Road	7,553	8,816	17%
Haverstock Hill	3,322	4,326	30%
Prince of Wales Road	2,782	1,917	-31%

Average daily pedestrian flows are higher in the first week of September 2021 ('**After-scheme**') relative to the last two weeks of October 2020 ('**Before-scheme**') on Chalk Farm Road and Haverstock Hill. At Prince of Wales Road, pedestrian flows were lower at the start of September 2021 ('**After-scheme**') compared to the end of October 2020 ('**Before-scheme**').

### iBus Data

Six bus routes travel through the Chalk Farm Road scheme boundary which comprise the following:

- Route 24 – from Grosvenor Road to Royal Free Hospital/ from South End Green to Grosvenor Road
- Route 27 – from Chalk Farm Road/Morrisons to Glenthorne House/ Hammersmith Station to Hartland Road/Camden Market
- Route 31 – from Bayham Street to White City Bus Station/ from White Bus City Station to Camden Town Station
- Route 46 – from St Bartholomew's Hospital to Bishops Bridge/Paddington Station/ from Paddington Station/Eastbourne Terrace to St Bartholomew's Hospital
- Route 168 – from Royal Free Hospital to Dunton Road/ from Dunton Road to South End Green
- Route 193 – from Queen's Hospital to Essex Gardens/ Essex Gardens to Queen's Hospital

iBus data has been provided by Transport for London for Chalk Farm Road between Prince of Wales Road and Maiden Crescent or Ferdinand Street by route, for the following periods:

- 29 January 2020 to 22 March 2020 ('**Before-scheme**' and 1<sup>st</sup> Covid-19 Lockdown)
- 29 January to 22 March 2021 ('**During-scheme**' construction)
- 22 March 2021 to 26 July 2021 ('**During-scheme**' and '**After-Scheme**' construction)





### iBus data speeds (mph) in Chalk Farm Road Scheme boundary (2020-2021)

Date	Scheme Status	Day	Route Number					
			24	27	31	46	168	393
			Bus Speeds (mph)					
29 Jan – 22 Mar 2020	Before- scheme	Weekday	7.28	9.91	7.06	5.92	7.23	7.49
		Saturday	7.22	9.47	6.94	6.65	7.34	8.05
		Sunday	8.23	11.39	8.12	7.58	8.61	9.20
29 Jan – 22 Mar 2021	During- scheme	Weekday	8.76	12.96	8.48	4.96	8.82	9.19
		Saturday	9.51	13.30	9.18	5.60	9.93	9.65
		Sunday	10.18	14.60	9.94	8.20	10.58	10.39
22 Mar – 26 Jul 2021	During and After- Scheme	Weekday	9.01	10.53	8.61	5.51	8.78	8.81
		Saturday	9.33	9.21	8.78	6.17	9.28	9.31
		Sunday	9.93	10.22	9.37	6.70	9.91	9.86

The data shows that average bus speeds for routes 24, 31, 168 and 393 were recorded as higher during and following the implementation of the scheme. Lower bus speeds were recorded on Route 27 on a Saturday and Sunday and Route 46 compared to the **Before-**scheme data; however, the maximum reduction in average speed was limited to 1mph.

### Road Safety (Collision Data)

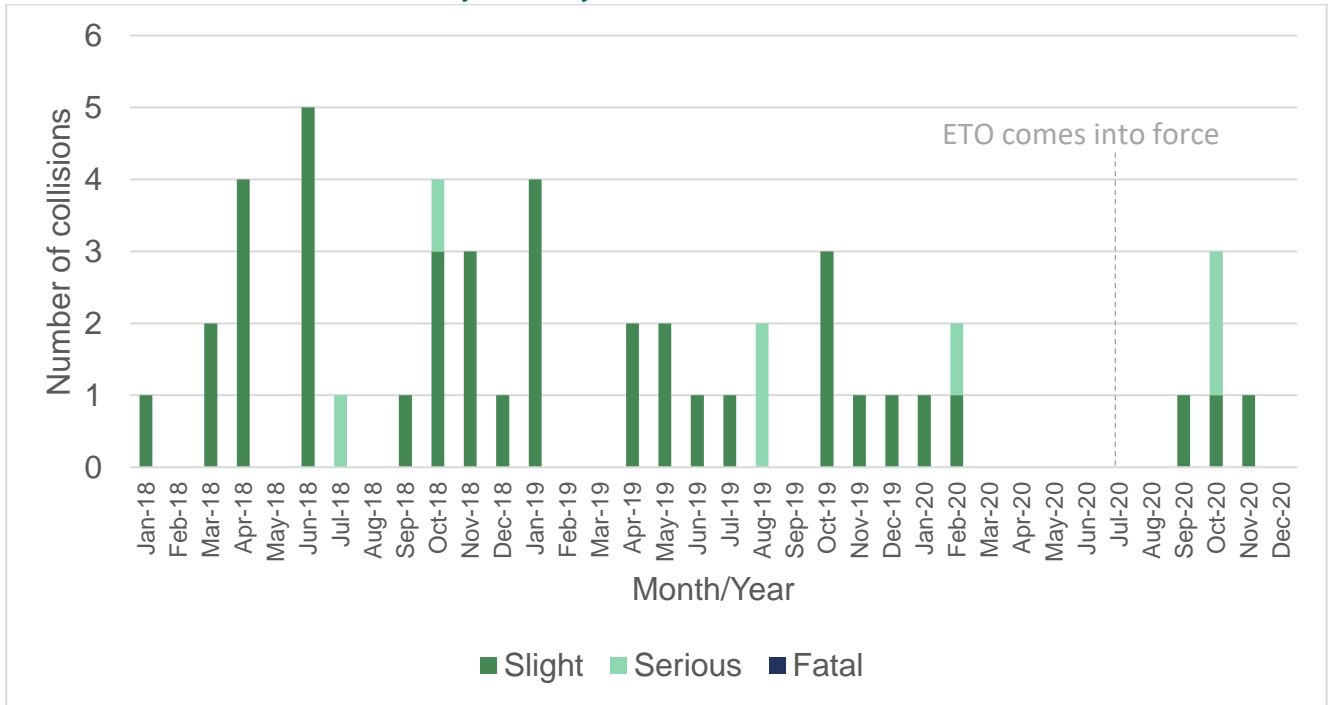
STATS19 Collision data has been sourced from TfL for the most recent three-year period available, which comprises 1 January 2018 to 31 December 2020. A summary of the data is provided at Appendix E.

Analysis of the data indicates a total of 42 collisions involving casualties in the Chalk Farm Road scheme area between 1 January 2018 and 22 July 2020, prior to the implementation of the scheme ETO. Of these personal injury accidents, 11 incidents involved injuries to cyclists with 8 of slight severity, and 3 of serious severity. Between 23 July 2020 and 31 December 2020, there has been five further casualties recorded, one of which involved a cyclist.

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 data for the post-scheme period becomes available.



Number of collisions classified by severity in Chalk Farm 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 6<sup>th</sup> January 2021) on 21<sup>st</sup> December 2020.

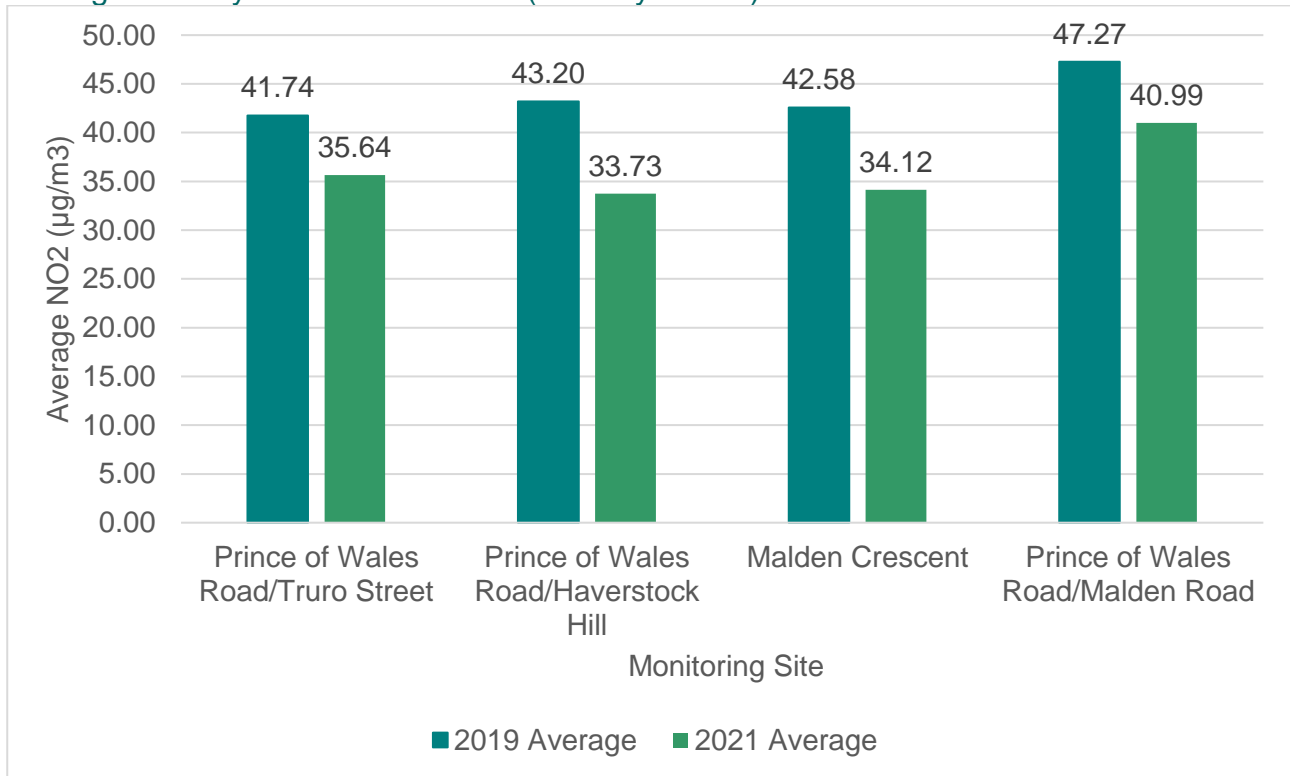
## Air Quality

Diffusion tubes were installed as part of air quality monitoring for the scheme. Eight diffusion tubes are present along Chalk Farm Road and within the scheme boundary to monitor the changes in Nitrogen Dioxide (NO<sub>2</sub>) concentrations.

Continuous data is available for four of the eight sites between January to March 2021 (after the scheme was partially constructed) and an equivalent period before the scheme was implemented comprising January to March 2019 (due to unavailability of 2020 data for the same period). The results are presented below, with a breakdown of the raw air quality data provided in Appendix F. The data shows that the average raw (unadjusted) NO<sub>2</sub> concentrations were lower at each site between January to March 2021 when compared to January to March 2019.



Average monthly NO<sub>2</sub> concentration (January-March) in CFR scheme



*N.B. Continuous data unavailable for four of the eight monitoring stations within the scheme*

Data is available for April 2021 at three of the eight monitoring sites, which shows that the raw and unadjusted NO<sub>2</sub> concentrations were as follows:

- Camden Town 1 - Haverstock Hill/Haverstock School – 21.86 µg/m<sup>3</sup>
- Chalk Farm Road 2 - Chalk Farm Road – 28.33 µg/m<sup>3</sup>
- Chalk Farm Road 3 - Ferdinand Street – 29.62 µg/m<sup>3</sup>

*N.B. Data for April 2021 is unavailable for five of the eight monitoring stations within the scheme*

The data above is raw and unadjusted against the Government’s bias adjustment factor. Therefore, this data cannot be measured against the National Air Quality Objective. The bias-adjusted and average annual mean NO<sub>2</sub> concentrations<sup>2</sup> across all three sites in 2019 and 2020 have also been calculated and are provided in the table below. When compared to the legal limit for NO<sub>2</sub> (40µg/m<sup>3</sup>), NO<sub>2</sub> levels on Chalk Farm Road were compliant over the 2019 and 2020 periods. The table also demonstrates a decrease of 32% in NO<sub>2</sub> concentrations across all six sites between 2019 and 2020.

<sup>2</sup> Annual mean figures have been 'bias adjusted' which corrects for any deviation between the NO<sub>2</sub> concentrations measured by diffusion tubes and the 'true' NO<sub>2</sub> concentration in the air as measured by a more accurate electrochemical sensor



Bias-adjusted Average Annual NO<sub>2</sub> Levels (µg/m<sup>3</sup>)

Monitoring Site	Bias-adjusted average annual mean 2019 (µg/m <sup>3</sup> )	Bias-adjusted average annual mean 2020 (µg/m <sup>3</sup> )	Percentage Change
Prince of Wales 2 - Prince of Wales Road/Truro Street (LC7)	33.72	21.41	-37%
Prince of Wales 3 - Prince of Wales Road/Haverstock Hill (LC1)	36.59	21.53	-41%
Prince of Wales 4 - Crogsland Road (LC2)	33.06	21.08	-36%
Prince of Wales 5 - Malden Crescent (adjacent to car club bay CC-145)	34.47	23.14	-33%
Prince of Wales 6 - Prince of Wales Road/Malden Road (LC1)	41.21	26.03	-37%
Camden Town 1 - Haverstock Hill/Haverstock School	33.06	22.95	-31%
Chalk Farm Road 2 - Chalk Farm Road	42.38	32.48	-23%
Chalk Farm Road 3 - Ferdinand Street	36.73	29.61	-19%

Air quality in the Chalk Farm Road scheme area will continue to be monitored to establish any changes arising 'After-scheme'. It should be noted that air pollution is caused by multiple factors and whilst traffic is an important contributor it may be difficult to single out the impact of an individual factor.



# Appendix A: Traffic Data Methodology

## Traffic Count Data

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

- Before: Video Traffic Counts ('Vivacity') were used to collect data on traffic volumes by direction and vehicle class pre-opening of the scheme. Data was analysed for a 2-week period between 20/10/2020 – 02/11/2020.
- After: Video Traffic Counts ('Vivacity') were used to collect data on traffic volumes by direction and vehicle class post-opening of the scheme. Data was analysed for a 1-week period between 02/09/2021 and 08/09/2021 (September 2021).

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. In total, 14 days of data were used to calculate '**Before**-scheme' traffic volumes, 7 days of data were used to calculate 'After-scheme' traffic volumes in September.

### Summary of Survey Data

Description	Survey Period	Scheme	Total Days
October 2020	20/10/2020 – 02/11/2020	Before-scheme	14
September 2021	02/09/2021 – 08/09/2021	After-scheme	7

## Appendix B: Traffic Data

### Chalk Farm Road Average Daily Traffic Flows – Raw Data

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs	HDVs*	Total**
October 2020	Northbound	240	527	3,678	577	485	5,266
	Southbound	330	455	4,396	772	449	6,072
	Combined	570	982	8,074	1,349	934	11,338
September 2021	Northbound	823	404	2,903	582	404	4,293
	Southbound	841	386	4,084	860	569	5,899
	Combined	1,664	791	6,986	1,441	974	10,192

### Haverstock Hill Average Daily Traffic Flows – Raw Data

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs	HDVs*	Total**
October 2020	Northbound	109	151	2,155	273	257	2,835
	Southbound	219	167	2,193	304	283	2,946
	Combined	329	318	4,347	577	540	5,781
September 2021	Northbound	354	223	1,921	294	402	2,841
	Southbound	457	274	1,848	337	495	2,955
	Combined	811	498	3,769	631	898	5,796

### Prince of Wales Road Average Daily Traffic Flows – Raw Data

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs	HDVs*	Total**
October 2020	Eastbound	269	231	3,447	669	158	4,505
	Westbound	153	279	3,178	626	159	4,243
	Combined	422	510	6,625	1,295	318	8,748
September 2021	Eastbound	475	351	3,068	726	152	4,298
	Westbound	783	281	2,852	647	255	4,035
	Combined	1,258	632	5,920	1,373	407	8,333

\*Heavy Duty Vehicles (HDVs) = Heavy Goods Vehicles + Public Service Vehicles \*\*Total excludes Cycles

## Appendix C: Pedestrian Data

### Chalk Farm Road Average Daily Pedestrian Flows – Raw Data

Date / Year	Location	Direction	Pedestrians
October 2020	Pavement RHS	NB	1,407
		SB	1,276
		Combined	2,682
	Pavement LHS	NB	2,083
		SB	2,788
		Combined	4,871
September 2021	Pavement RHS	NB	2,138
		SB	1,704
		Combined	3,841
	Pavement LHS	NB	2,269
		SB	2,706
		Combined	4,975

### Haverstock Hill Average Daily Pedestrian Flows – Raw Data

Month / Year	Location	Direction	Pedestrians
October 2020	Pavement RHS	NB	748
		SB	1,066
		Combined	1,813
	Pavement LHS	NB	647
		SB	861
		Combined	1,509
September 2021	Pavement RHS	NB	1,057
		SB	1,243
		Combined	2,300
	Pavement LHS	NB	845
		SB	1,181
		Combined	2,026

### Prince of Wales Road Average Daily Pedestrian Flows – Raw Data

Month / Year	Location	Direction	Pedestrians
October 2020	Pavement RHS	EB	606
		WB	512
		Combined	1,118
	Pavement LHS	EB	637
		WB	1,027
		Combined	1,664
September 2021	Pavement RHS	EB	212
		WB	401
		Combined	612
	Pavement LHS	EB	736
		WB	569
		Combined	1,305

# Appendix D: iBus Data

Raw iBus data for CFR Cycling scheme boundary

Time	Route	Direction	Route Length	29 Jan-22 Mar 2020	29 Jan-22 Mar 2021	22 Mar-26 Jul 2021
			Distance (m)	Time (seconds)	Time (seconds)	Time (seconds)
Weekday	24	inbound	907	254	215	214
		outbound	473	161	131	124
Sat		inbound	907	247	199	206
		outbound	473	170	120	120
Sun		inbound	907	224	189	198
		outbound	473	143	110	110
Weekday	27	inbound	918	199	140	195
		outbound	488	115	97	-
Sat		inbound	918	196	142	223
		outbound	488	129	90	-
Sun		inbound	918	173	132	201
		outbound	488	100	80	-
Weekday	31	inbound	860	266	226	221
		outbound	548	178	145	144
Sat		inbound	860	268	203	217
		outbound	548	183	138	141
Sun		inbound	860	224	188	202
		outbound	548	160	127	133
Weekday	46	inbound	228	100	92	184
		outbound	280	93	143	76
Sat		inbound	228	86	86	170
		outbound	280	85	119	67
Sun		inbound	228	75	79	155
		outbound	280	75	63	62
Weekday	168	inbound	909	300	246	246
		outbound	1177	343	281	283
Sat		inbound	909	297	224	232
		outbound	1177	336	244	269
Sun		inbound	909	257	216	219
		outbound	1177	283	224	250
Weekday	393	inbound	1426	425	325	345
		outbound	1337	400	349	357
Sat		inbound	1426	385	317	331
		outbound	1337	383	324	333
Sun		inbound	1426	339	295	310
		outbound	1337	333	300	317



# Appendix E: TfL STATS19 Data

## Collision Data for CFR Cycling scheme boundary

	Number of collisions	Slight	Serious	Fatal
Jan-18	1	1		
Feb-18	0			
Mar-18	2	2		
Apr-18	4	4		
May-18	0			
Jun-18	5	5		
Jul-18	1		1	
Aug-18	0			
Sep-18	1	1		
Oct-18	4	3	1	
Nov-18	3	3		
Dec-18	1	1		
Jan-19	4	4		
Feb-19	0			
Mar-19	0			
Apr-19	2	2		
May-19	2	2		
Jun-19	1	1		
Jul-19	1	1		
Aug-19	2		2	
Sep-19	0			
Oct-19	3	3		
Nov-19	1	1		
Dec-19	1	1		
Jan-20	1	1		
Feb-20	2	1	1	
Mar-20	0			
Apr-20	0			
May-20	0			
Jun-20	0			
Jul-20	0			
Aug-20	0			
Sep-20	1	1		
Oct-20	3	1	2	
Nov-20	1	1		
Dec-20	0			

## Appendix F: Air Quality Data

### Prince of Wales Road Raw air quality data for CFR Cycling scheme monitoring sites (NO<sub>2</sub> µg/m<sup>3</sup>)

Monitoring Site	Jan-19	Feb-19	Mar-19	2019 Average	Jan-21	Feb-21	Mar-21	2021 Average
Prince of Wales 2 - Prince of Wales Road/Truro Street (LC7)	44.88	41.81	38.54	41.74	38.65	31.75	36.52	35.64
Prince of Wales 3 - Prince of Wales Road/Haverstock Hill (LC1)	44.66	47.45	37.50	43.20	37.48	34.17	29.56	33.73
Prince of Wales 5 - Malden Crescent (adjacent to car club bay CC-145)	46.28	44.64	36.82	42.58	35.94	34.80	31.63	34.12
Prince of Wales 6 - Prince of Wales Road/Malden Road (LC1)	49.90	47.79	44.10	47.27	46.30	36.82	39.85	40.99

### Haverstock Hill/Chalk Farm Road April 2021 Raw air quality data for CFR Cycling scheme monitoring sites (NO<sub>2</sub> µg/m<sup>3</sup>)

Monitoring Site	µg/m <sup>3</sup>
Camden Town 1 - Haverstock Hill/Haverstock School	21.86
Chalk Farm Road 2 - Chalk Farm Road	28.33
Chalk Farm Road 3 - Ferdinand Street	29.62

### Bias-adjusted and average annual mean air quality data for CFR Cycling scheme monitoring sites (NO<sub>2</sub> µg/m<sup>3</sup>)

Monitoring Site	Bias-adjusted average annual mean 2019 (µg/m <sup>3</sup> )	Bias-adjusted average annual mean 2020 (µg/m <sup>3</sup> )	% Change
Prince of Wales 2 - Prince of Wales Road/Truro Street (LC7)	33.72	21.41	-37%
Prince of Wales 3 - Prince of Wales Road/Haverstock Hill (LC1)	36.59	21.53	-41%
Prince of Wales 4 - Crogsland Road (LC2)	33.06	21.08	-36%
Prince of Wales 5 - Malden Crescent (adjacent to car club bay CC-145)	34.47	23.14	-33%
Prince of Wales 6 - Prince of Wales Road/Malden Road (LC1)	41.21	26.03	-37%
Camden Town 1 - Haverstock Hill/Haverstock School	33.06	22.95	-31%
Chalk Farm Road 2 - Chalk Farm Road	42.38	32.48	-23%
Chalk Farm Road 3 - Ferdinand Street	36.73	29.61	-19%