



Monitoring Report: Hartland Road and Clarence Way Safe and Healthy Streets Scheme

Traffic management measures have been installed on Hartland Road and Clarence Way to create a Camden's Safe & Healthy Streets scheme - as part of the Borough's COVID-19 Emergency response.

Public and stakeholder engagement has indicated a general concern that Hartland Road and Clarence Way were being used as a short cut for motor vehicles and dangerous driving. To address this concern, motor traffic restrictions were introduced under an Experimental Traffic Order (ETO) in May 2020.

Motor traffic restrictions were installed at the Harwood Street / Clarence Way junction and at two locations on Hartland Road (outside Holy Trinity and St. Silas School/ Church and near the junction with Hawley Road). No motor vehicle signage and droppable bollards were installed at both locations to prevent motor vehicle traffic.

To help monitor the impact of the scheme, traffic volume data '**Before**-scheme and '**After**-scheme data have been compared for (all) motor vehicles and cycles – as well as before and after emergency response times and air quality levels.



Camden

Hartland Road and Clarence Way "safe & healthy streets" scheme




Hartland Road and Clarence Way



Summary

This document sets out data and other information gathered during the trial period of the Hartland Road and Clarence Way Safe & Healthy Streets scheme. It has been gathered and analysed to help assess the impact of the scheme during the trial period of operation.

'Before' and 'After' scheme data for the Hartland Road and Clarence Way Safe & Healthy Streets scheme indicates the following:

-  Motor traffic has **decreased** across all count sites, with the exception of Harmood St.
-  Lime bicycle usage was 65% **higher** between **July 2020-March 2021** (After-scheme) than **July 2019-March 2020** (Before-scheme).
- NO₂** Nitrogen Dioxide (NO₂) levels were **lower** at all monitoring sites within the scheme area when comparing the raw unadjusted data for July-November 2019 (Before-scheme) and to July-November 2020 (After-scheme) .
-  **No impact** on emergency response times has been identified from the introduction of the Safe & Healthy Streets scheme.

In summary, motor vehicle levels are lower on residential roads within the Hartland Road and Clarence Way Safe & Healthy Streets scheme following the introduction of the scheme, with the exception of Harmood Street. A motor vehicle restriction was subsequently installed on Harmood Street in January 2021 following a public consultation.





Motor Vehicle Data

To establish changes in local traffic flows '**Before**-scheme' traffic counts have been compared against '**After**-scheme' traffic counts for key links within the Hartland Road and Clarence Way Safe & Healthy Streets scheme area.

Traffic flow data was collected for six sites as shown on the map below. '**Before**-scheme' data for Sites 1,2 and 4 was collected through junction turning counts in February 2019. '**Before**-scheme' data for Site 3 was collected in November 2017 using Automatic Traffic Counters¹ (ATCs), **Site 5** '**Before**-scheme' data was collected in March 2019, and **Site 6** '**Before**-scheme' data was collected in March 2017, both also using ATCs. '**After**-scheme' data for Sites 1 to 6 was collected in **December 2020** through ATCs.

16-hour traffic counts (between 06:00-22:00) were 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.

¹ 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.



Hartland Road and Clarence Way Traffic Count Sites



Motorised traffic counts have been adjusted to account for seasonality and for changes in travel patterns due to COVID-19. An adjustment factor for motorised vehicles has been derived from continuous 2019-2020 London-wide vehicle count data. The adjusted and unadjusted average weekday and weekend flows are shown in the tables below. However, it has not been possible to adjust the data from 2017 (Site 3 and Site 6) due to unavailability of reliable continuous data^[KB1], and consequently, only unadjusted data is available for these sites. Please see Appendix A for more information on the methodology used and Appendix B for a breakdown of the traffic data.

Hartland Road and Clarence Way – Weekday Average Traffic Flows (06:00-22:00)

Site ID	Road Name	Between	Unadjusted			Adjusted		
			Before	After	% Change	Before	After	% Change
1	Clarence Way	Castlehaven Rd and Hartland Rd	2,154	459	-79%	2,043	551	-73%
2	Clarence Way	Hartland Rd and Harmond St	1,071	115	-89%	1,004	138	-86%



3	Castlehaven Rd	Clarence Way and Castle Rd	4,993	3,191	-36%	N/A		
4	Harmood St	Collard Pl and Powlett Pl	1,565	1,613	3%	1,507	1,937	29%
5	Prince of Wales Rd	Dalby St and Harmood St	15,436	10,753	-30%	14,205	12,914	-9%
6	Castlehaven Rd	Chalk Farm Road and Hawley Rd	9,021	6,370	-29%	8,690	8,734	-1%
Total			34,240	22,501	-34%	27,449	24,274	-12%



Hartland Road and Clarence Way– Saturday Average Traffic Flows (06:00-22:00)

Site ID	Road Name	Between	Unadjusted			Adjusted		
			Before	After	% Change	Before	After	% Change
1	Clarence Way	Castlehaven Rd and Hartland Rd	1,773	303	-83%	1,858	362	-81%
2	Clarence Way	Hartland Rd and Harmood St	761	74	-90%	798	88	-89%
3	Castlehaven Rd	Clarence Way and Castle Rd	3,976	2,714	-32%	N/A		
4	Harmood St	Collard Pl and Powlett Pl	1,410	1,606	14%	1,478	1,920	30%
5	Prince of Wales Rd	Dalby St and Harmood St	16,500	10,000	-39%	16,225	11,957	-26%
6	Castlehaven Rd	Chalk Farm Road and Hawley Rd	7,382	6,035	-18%	7,738	7,215	-7%
Total			31,802	20,732	-35%	28,097	21,542	-23%

The results indicate lower traffic levels 'After-Scheme' on all roads monitored in both the unadjusted and adjusted scenarios, with the exception of Harmood Street. As outlined above a motor vehicle restriction was subsequently installed on Harmood Street in January 2021 following a public consultation.

Cycling Data

Cycle counts were collected both '**Before**-scheme' (February/ March 2019) and '**After**-scheme' (December 2020) at each site in the Hartland Road and Clarence Way Safe & Healthy Streets scheme. '**Before**-scheme' cycling data for Castlehaven Road at Site 3 and Site 6 was unavailable, so consequently has not been included in the comparison tables below. Cycling data has not been adjusted for annual or seasonal variations due to the unavailability of continuous cycle data between 2019 and 2020 from which to set a baseline.

The monitoring results presented in the tables below indicate that cycle flows were higher on Saturdays (with the exception of Site 2, Clarence Way) in December 2020 compared to February/March 2019, with the exception of Clarence Way (Site 2), but were lower on weekdays for all sites.

Hartland Road and Clarence Way - Weekday Average Cycle Flows (06:00-22:00)

Site ID	Road Name	Between	Before	After	Difference
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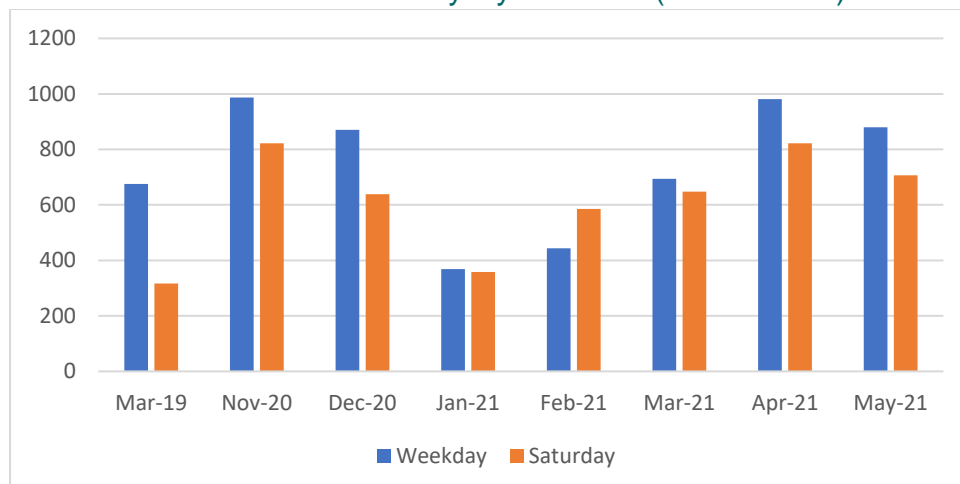
1	Clarence Way	Castlehaven Rd and Hartland Rd	180	140	-22%
2	Clarence Way	Hartland Rd and Harwood St	101	57	-44%
4	Harwood Street	Collard Pl and Powlett Pl	127	125	-1%
5	Prince of Wales Rd	Dalby St and Harwood St	675	544	-19%
	Total		1,083	866	-20%

Hartland Road and Clarence Way– Saturday Average Cycle Flows (06:00-22:00)

Site ID	Road Name	Between	Before	After	Difference
1	Clarence Way	Castlehaven Rd and Hartland Rd	83	107	28%
2	Clarence Way	Hartland Rd and Harwood St	52	34	-35%
4	Harwood Street	Collard Pl and Powlett Pl	96	119	24%
5	Prince of Wales Rd	Dalby St and Harwood St	317	472	49%
	Total		548	732	34%

At Prince of Wales Road, a new eastbound cycle lane was also installed last summer/autumn. Additional data is available between October 2020 and May 2021 post implementation of the Prince of Wales cycle scheme and the Hartland Road and Clarence Way Safe & Healthy Streets scheme. The graph below compares the 16-hour average weekday and 16-hour average Saturday cycle flows on Prince of Wales Road pre- and post- scheme. This illustrates that cycle levels were higher post scheme in all months on a Saturday and were greater in March 2021 (After-scheme) on an average weekday than March 2019 (Before-scheme). The graph also illustrates the seasonal change in cycle levels.

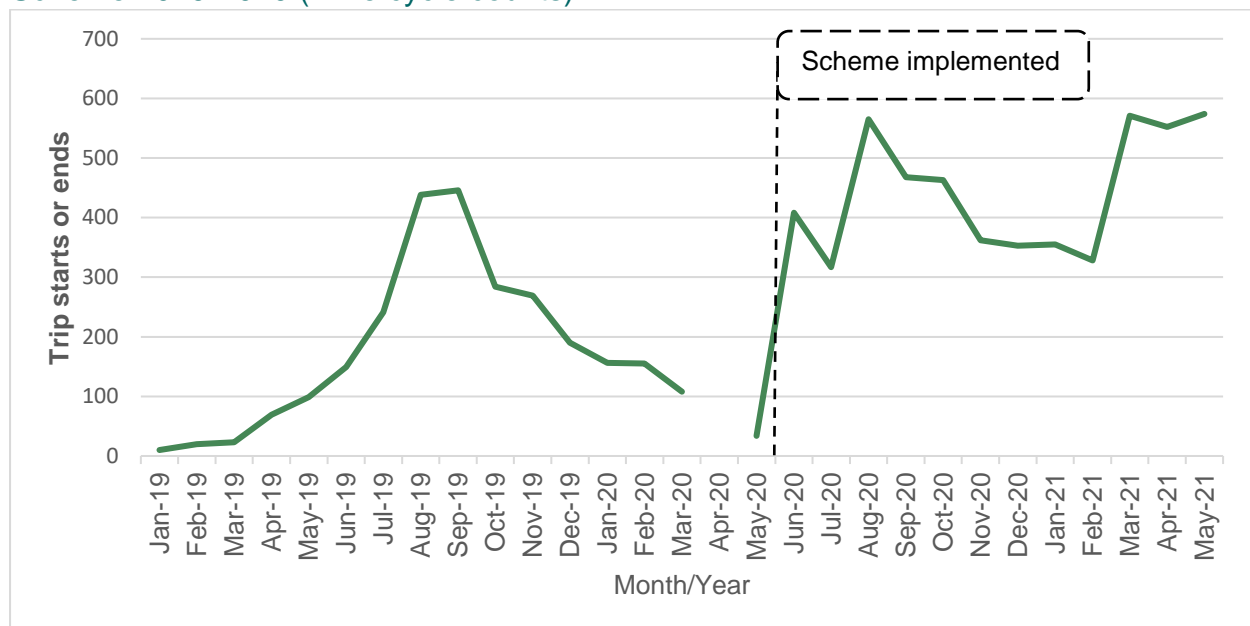
Prince of Wales Road Two-Way Cycle Flows (06:00-22:00)





Monitoring of trip starts and ends in the Hartland Road and Clarence Way Safe & Healthy Streets scheme by Lime (bike rental operator) over 2019, 2020 and 2021 indicate increased usage of Lime bicycles from May 2020 onwards. The graph below illustrates the absolute number of trip starts or ends in the Hartland Road and Clarence Way Safe and Healthy Streets scheme from 2019 to the most recently available data in 2021.

Trip Starts or Ends in Hartland Road and Clarence Way Safe & Healthy Streets Scheme 2019-2020 (Lime cycle counts)



N.B. Data was not available for April 2020 from Lime

Comparison of data from **July 2019 to March 2020 (Before-scheme)** and **July 2020 to March 2021 (After-scheme)** shows that Lime bike usage (trip starts or ends) has increased from 2,287 to 3,782 trip start or ends in the scheme area, which is equivalent to a 65% increase. In May 2021, Lime recorded the highest number of e-bike rides ever within the Hartland Road and Clarence Way Safe and Healthy Streets scheme area.

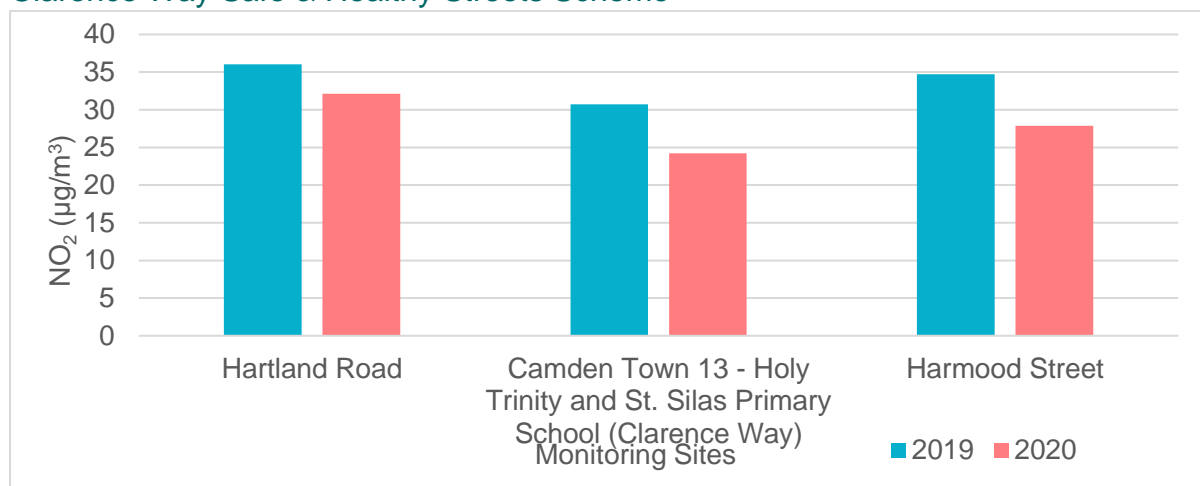
Air Quality

Three air quality monitoring sites are located in the Hartland Road and Clarence Way Safe & Healthy Streets scheme area as part of air quality monitoring for the scheme. Data from these sites has been used to monitor Nitrogen Dioxide (NO₂) concentrations in the Hartland Road and Clarence Way Safe & Healthy Streets scheme.



The most recent continuous data available is for **July to November 2020** (after the scheme was substantially constructed), which has been compared to an equivalent period before the scheme was implemented, comprising **July to November 2019** period. The data in the graph below shows that NO₂ concentrations were lower at each site on average between **July 2020-November 2020** when compared to **July to November 2019**. See Appendix C for a breakdown of the raw air quality data.

Average monthly NO₂ concentration (July-November) in Hartland Road and Clarence Way Safe & Healthy Streets Scheme



No continuous data is available between November 2020 and March 2021. However, the most recent data available, collected in April 2021 shows that raw and unadjusted NO₂ concentrations at each site were as follows:

- Harmond Street (lighting column 11) – 20.38 µg/m³
- Hartland Road (lighting column 4) – 23.11 µg/m³
- Holy Trinity and St Silas Primary School (Clarence Way) – 19.61 µg/m³

This data is raw and unadjusted against the Government's bias adjustment factor. Therefore, this data cannot be measured against the National Air Quality Objective. 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.

The bias-adjusted and average annual mean NO₂ concentrations² 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 NO₂ (40µg/m³), NO₂ levels on Hartland Road were compliant over the 2019 and 2020 periods. The table also demonstrates a decrease of 22% in NO₂ concentrations across all three sites between 2019 and 2020.

² Annual mean figures have been 'bias adjusted' which corrects for any deviation between the NO₂ concentrations measured by diffusion tubes and the 'true' NO₂ concentration in the air as measured by a more accurate electrochemical sensor



Average annual NO₂ concentration in Hartland Road and Clarence Way Safe & Healthy Streets Scheme

Site	Average annual mean 2019 (µg/m ³)	Average annual mean 2020 (µg/m ³)	Percentage Change
Harmood Street (lighting column 11)	31.74	24.30	-23%
Hartland Road (lighting column 4)	31.80	25.51	-20%
Holy Trinity and St. Silas Primary School (Clarence Way)	28.09	21.58	-23%

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 2020³, 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.

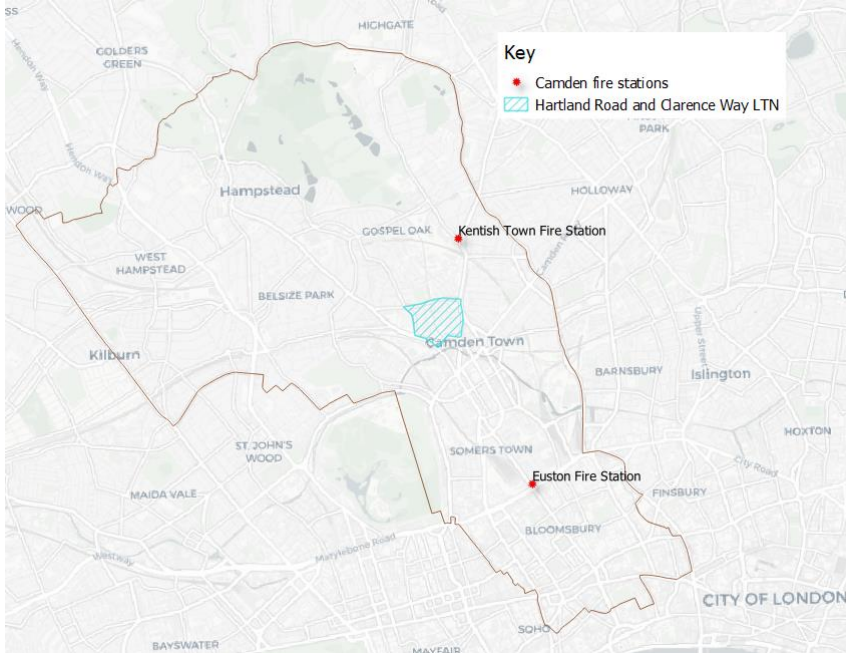
In this report the LFB has also evaluated the impact of the Safe & Healthy Streets schemes introduced in London in response to COVID-19 on LFB’s emergency response times, and concluded that Safe & Healthy Streets schemes have not slowed down response times. Within their report they note:

“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 Low Traffic Neighbourhood (LTN) schemes established in 2020”.

³ <https://data.london.gov.uk/dataset/incident-response-times-fire-facts>



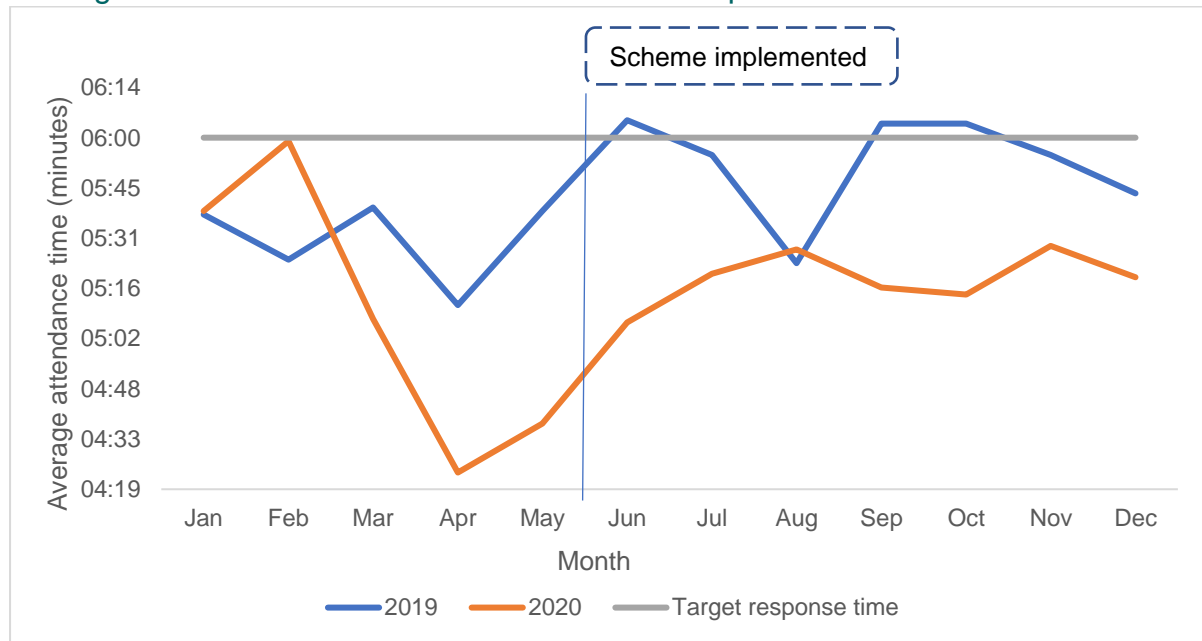
London Borough of Camden Fire Stations



The LFB's Mobilisation Records⁴ have also been analysed for fire stations locations in Camden near the Hartland Road and Clarence Way Safe & Healthy Streets scheme (see map).

The graphs below compare the average response times for the closest fire stations to the Safe & Healthy Streets scheme in 2019 and 2020, which comprise Euston and Kentish Town Fire Stations.

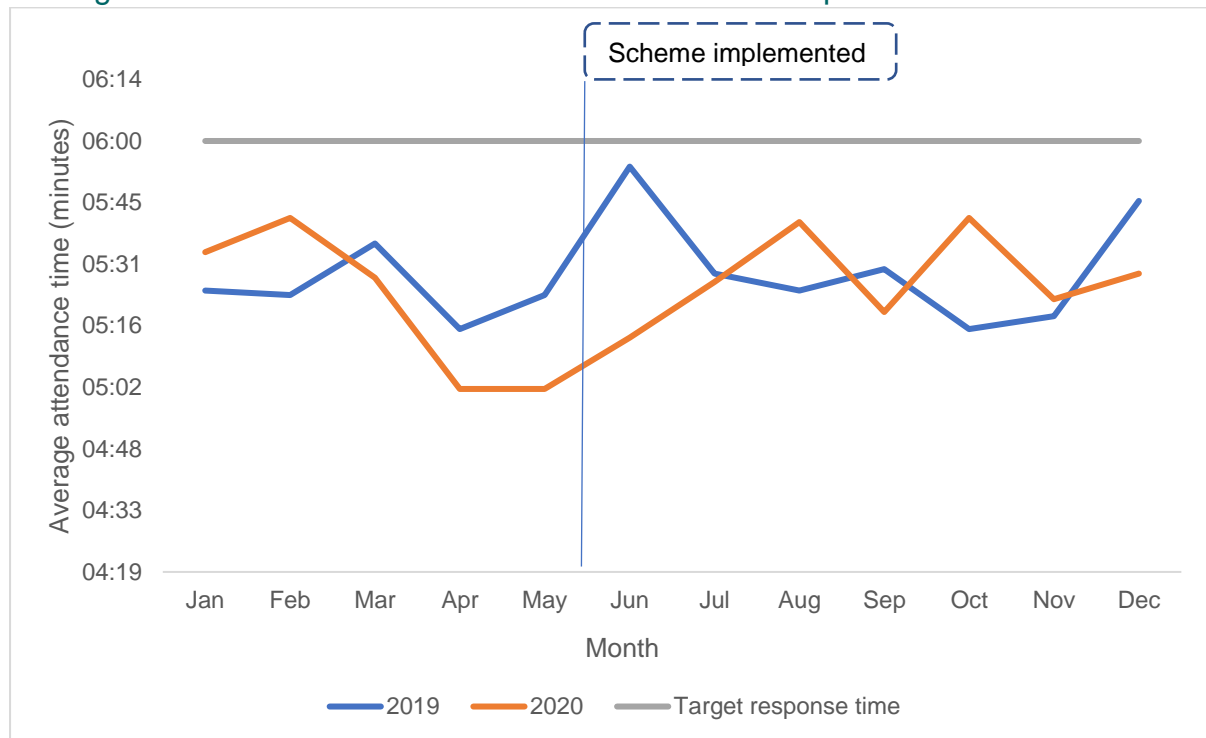
Average attendance time from Euston Fire Station per month 2019-2020



⁴ <https://data.london.gov.uk/dataset/london-fire-brigade-mobilisation-records>



Average attendance time from Kentish Town Fire Station per month 2019-2020



Overall, the data indicates an 8% decrease in attendance times from Euston Fire Station and a 1% decrease in attendance times from Kentish Town Fire Station between 2019 and 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, which supports the conclusions drawn by the LFB at this point regarding Safe & Healthy Streets schemes.

Camden Council continues to engage and consult with the London Ambulance Service (LAS) and Metropolitan Police Service (MPS) as part of the implementation of Safe & Healthy Streets programme and explore the ways to determine the effects of the Safe & Healthy Streets schemes on the emergency response times.



Appendix A: Traffic Data Methodology

Traffic Count Data

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-scheme:
 - Sites 1, 2 and 4: Utilises survey data from junction turning counts. This includes data on the number and type of vehicle entering and existing the relevant junction before the scheme was constructed. The data was collected on 12 February (Tuesday), 14 February (Thursday) and 16 February 2019 (Saturday), with traffic volumes calculated and reported by vehicle class.
 - Site 3: Utilises data collected from Automatic Traffic Counters, which collected hourly traffic volumes by direction and vehicle class for 14 days between 5 November and 18 November 2017.
 - Site 5: Uses data collected from Automatic Traffic Counters over 20 days from 10 March to 29 March 2019.
 - Site 6: Utilises data collected from Automatic Traffic Counters, which collected 24-hr traffic volumes by direction and vehicle class for 14 days between 19 March and 1 April 2017.
- After-scheme: Automatic Traffic Counters were used to collect data on hourly traffic volumes by direction and vehicle class after the scheme was constructed for all sites. Data was collected for 14 days between 5 December 2020 and 18 December 2020, 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.

Although 24-hour counts were available from Automatic Traffic Counters, the junction turning count data was only available between 06:00-22:00, so this time period has been applied to all data to allow for comparisons between 'Before-scheme' and 'After-scheme' data.

Whilst data was available from the 'After-scheme' Automatic Traffic Counters, the 'Before-scheme' junction turning counts were only available for Tuesday, Thursday and Saturday. Consequently, weekday counts for 'Before-scheme' data was an average of Tuesday and Thursday traffic counts, and 'After-scheme' data comprised a 5-day weekday average.



Traffic Count Data Adjustment

To monitor the effects of the scheme it has been necessary to complete 'After-scheme' traffic data collection during 2020 and at a time when travel patterns will have been affected by COVID-19 restrictions.

To account for this disruption and the influence of seasonality⁵, the post scheme traffic data has been adjusted as follows:

- 1) Data collected in 2020 has been normalised to a 2019 (pre-COVID-19) baseline using a December weekday factor (1.1281) and a December Saturday factor (1.1429). These factors are derived from continuous traffic count data provided by Transport for London for the Inner Transport for London Rd Network (TLRN) for the appropriate month.
- 2) The data has been further adjusted to account for seasonal variations in traffic, with factors derived from comparing total vehicle KM travelled for the appropriate month to the annual monthly average from the Transport for London dataset. The factors used are as follows:
 - Before-scheme data:
 - February: Weekday factor (0.9633) and Saturday factor (1.0482)
 - March: Weekday factor (0.9202) and Saturday factor (0.9834)
 - After-scheme data:
 - December: Weekday factor (1.0646) and Saturday factor (1.0462)

The normalised results provide an indication of the impacts of the scheme without COVID-19 and without the effects of seasonal variation in travel patterns. Both the unadjusted (raw) and normalised traffic data are presented in the monitoring review for the scheme in the interests of transparency.

⁵ Seasonality – Seasonal variation in travel patterns associated with changes in weather including temperature and rainfall.

Appendix B: Traffic Data

Hartland Road and Clarence Way Weekday Average (5-Day) Raw Data (06:00-22:00)

Site ID	Road Name	Between	Direction	Before				After			
				PC*	Light**	Heavy***	Total****	PC	Light	Heavy	Total
1	Clarence Way	Castlehaven Rd and Hartland Rd	Eastbound	95	1,288	102	1,389	102	210	21	231
1	Clarence Way	Castlehaven Rd and Hartland Rd	Westbound	86	727	38	765	38	198	30	228
1	Clarence Way	Castlehaven Rd and Hartland Rd	Combined	180	2,015	140	2,154	140	407	52	459
2	Clarence Way	Hartland Rd and Harmood St	Eastbound	61	785	31	816	31	55	4	59
2	Clarence Way	Hartland Rd and Harmood St	Westbound	41	230	26	255	26	52	4	55
2	Clarence Way	Hartland Rd and Harmood St	Combined	101	1,015	57	1,071	57	107	8	115
3	Castlehaven Rd	Clarence Way and Castle Rd	Northbound		2,272	289	2,561		1,354	110	1,464
3	Castlehaven Rd	Clarence Way and Castle Rd	Southbound		2,214	219	2,432		1,652	75	1,726
3	Castlehaven Rd	Clarence Way and Castle Rd	Combined		4,486	508	4,993		3,006	185	3,191
4	Harmood St	Collard PI and Powlett PI	Northbound	62	649	31	679	57	495	23	518
4	Harmood St	Collard PI and Powlett PI	Southbound	65	838	48	886	68	1,040	55	1,095
4	Harmood St	Collard PI and Powlett PI	Combined	127	1,487	78	1,565	125	1,535	78	1,613
5	Prince of Wales Rd	Dalby St and Harmood St	Eastbound	387	7,301	483	7,784	497	5,408	245	5,653
5	Prince of Wales Rd	Dalby St and Harmood St	Westbound	288	7,208	444	7,652	47	4,795	305	5,100
5	Prince of Wales Rd	Dalby St and Harmood St	Combined	675	14,509	927	15,436	544	10,203	551	10,753
6	Castlehaven Rd	Chalk Farm Road and Hawley Rd	Northbound		7,293	1,396	8,690	387	5,581	789	6,370

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

Hartland Road and Clarence Way Weekday Average (5-Day) Adjusted Data (06:00-22:00)

Site ID	Road Name	Between	Direction	Before				After			
				PC*	Light**	Heavy***	Total****	PC	Light	Heavy	Total
1	Clarence Way	Castlehaven Rd and Hartland Rd	Eastbound	95	1,240	44	1,285	102	252	26	278
1	Clarence Way	Castlehaven Rd and Hartland Rd	Westbound	86	700	58	758	38	237	36	274
1	Clarence Way	Castlehaven Rd and Hartland Rd	Combined	180	1,941	102	2,043	140	489	62	551
2	Clarence Way	Hartland Rd and Harmood St	Eastbound	61	756	18	774	31	67	5	71
2	Clarence Way	Hartland Rd and Harmood St	Westbound	41	221	9	230	26	62	4	66
2	Clarence Way	Hartland Rd and Harmood St	Combined	101	977	27	1,004	57	129	9	138
3	Castlehaven Rd	Clarence Way and Castle Rd	Northbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Castlehaven Rd	Clarence Way and Castle Rd	Southbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Castlehaven Rd	Clarence Way and Castle Rd	Combined	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	Harmood St	Collard PI and Powlett PI	Northbound	62	625	29	654	57	594	27	622
4	Harmood St	Collard PI and Powlett PI	Southbound	65	807	46	853	68	1,249	66	1,315
4	Harmood St	Collard PI and Powlett PI	Combined	127	1,432	75	1,507	125	1,843	93	1,937
5	Prince of Wales Rd	Dalby St and Harmood St	Eastbound	387	6,719	445	7,163	497	6,495	226	6,721
5	Prince of Wales Rd	Dalby St and Harmood St	Westbound	288	6,633	408	7,041	47	5,758	367	6,125
5	Prince of Wales Rd	Dalby St and Harmood St	Combined	675	13,352	853	14,205	544	12,253	661	12,914
6	Castlehaven Rd	Chalk Farm Road and Hawley Rd	Northbound		7,293	1,396	8,690	387	6,703	947	7,650

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

Hartland Road and Clarence Way Saturday Average Raw Data (06:00-22:00)

Site ID	Road Name	Between	Direction	Before				After			
				PC*	Light**	Heavy***	Total****	PC	Light	Heavy	Total
1	Clarence Way	Castlehaven Rd and Hartland Rd	Eastbound	37	1,035	17	1,052	84	145	8	153
1	Clarence Way	Castlehaven Rd and Hartland Rd	Westbound	46	704	17	721	23	137	13	150
1	Clarence Way	Castlehaven Rd and Hartland Rd	Combined	83	1,739	34	1,773	107	282	21	303
2	Clarence Way	Hartland Rd and Harmood St	Eastbound	30	551	5	556	21	37	3	40
2	Clarence Way	Hartland Rd and Harmood St	Westbound	22	201	4	205	14	33	2	34
2	Clarence Way	Hartland Rd and Harmood St	Combined	52	752	9	761	34	69	5	74
3	Castlehaven Rd	Clarence Way and Castle Rd	Northbound		1,637	221	1,858		1,181	63	1,243
3	Castlehaven Rd	Clarence Way and Castle Rd	Southbound		1,962	156	2,118		1,431	41	1,471
3	Castlehaven Rd	Clarence Way and Castle Rd	Combined		3,599	377	3,976		2,611	103	2,714
4	Harmood St	Collard PI and Powlett PI	Northbound	43	600	13	613	42	518	13	531
4	Harmood St	Collard PI and Powlett PI	Southbound	53	783	14	797	77	1,051	25	1,076
4	Harmood St	Collard PI and Powlett PI	Combined	96	1,383	27	1,410	119	1,569	38	1,606
5	Prince of Wales Rd	Dalby St and Harmood St	Eastbound	185	8,067	348	8,415	423	5,107	179	5,286
5	Prince of Wales Rd	Dalby St and Harmood St	Westbound	132	7,748	338	8,086	49	4,509	205	4,714
5	Prince of Wales Rd	Dalby St and Harmood St	Combined	317	15,814	686	16,500	472	9,616	384	10,000
6	Castlehaven Rd	Chalk Farm Road and Hawley Rd	Northbound		6,485	1,253	7,738	328	5,493	542	6,035

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

Hartland Road and Clarence Way Saturday Average Adjusted Data (06:00-22:00)

Site ID	Road Name	Between	Direction	Before				After			
				PC*	Light**	Heavy***	Total****	PC	Light	Heavy	Total
1	Clarence Way	Castlehaven Rd and Hartland Rd	Eastbound	37	1,085	18	1,103	84	173	10	183
1	Clarence Way	Castlehaven Rd and Hartland Rd	Westbound	46	738	18	756	23	163	16	179
1	Clarence Way	Castlehaven Rd and Hartland Rd	Combined	83	1,823	36	1,858	107	337	25	362
2	Clarence Way	Hartland Rd and Harmood St	Eastbound	30	578	5	583	21	44	4	47
2	Clarence Way	Hartland Rd and Harmood St	Westbound	22	211	4	215	14	39	2	41
2	Clarence Way	Hartland Rd and Harmood St	Combined	52	788	9	798	34	83	5	88
3	Castlehaven Rd	Clarence Way and Castle Rd	Northbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Castlehaven Rd	Clarence Way and Castle Rd	Southbound	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Castlehaven Rd	Clarence Way and Castle Rd	Combined	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	Harmood St	Collard PI and Powlett PI	Northbound	43	629	14	643	42	619	16	634
4	Harmood St	Collard PI and Powlett PI	Southbound	53	821	15	835	77	1,257	29	1,286
4	Harmood St	Collard PI and Powlett PI	Combined	96	1,450	28	1,478	119	1,875	45	1,920
5	Prince of Wales Rd	Dalby St and Harmood St	Eastbound	185	7,932	342	8,274	423	6,107	214	6,321
5	Prince of Wales Rd	Dalby St and Harmood St	Westbound	132	7,619	332	7,951	49	5,391	245	5,636
5	Prince of Wales Rd	Dalby St and Harmood St	Combined	317	15,551	675	16,225	472	11,497	459	11,957
6	Castlehaven Rd	Chalk Farm Road and Hawley Rd	Northbound		6,485	1,253	7,738	328	6,568	647	7,215

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

Appendix C: Air Quality Data

Raw air quality data for Camden monitoring sites

Monitoring Site	Year	Monthly NO ₂ concentration				
		July	August	September	October	November
Camden Town 3 - Hartland Road (lighting column 4)	2019	27.19	28.29	-	37.39	51.25
	2020	18.43	24.41	25.81	50.20	35.45
Camden Town 13 - Holy Trinity and St. Silas Primary School (Clarence Way)	2019	22.95	21.46	28.93	33.86	46.42
	2020	15.28	19.47	21.57	29.08	35.70
Camden Town 2 - Harmood Street (lighting column 11)	2019	27.31	31.26	31.81	33.29	49.97
	2020	18.00	26.02	30.60	30.19	34.67

Average change in Nitrogen Dioxide for Camden monitoring sites (raw air quality data)

Site	2019 raw NO ₂ (µg/m ³) from Jul-Nov	2020 raw NO ₂ (µg/m ³) from Jul-Nov	Months included	Change (-% is reduction in NO ₂ , +% is increase in NO ₂)
Camden Town 3 - Hartland Road (lighting column 4)	36.03	32.12	Jul, Aug, Oct, Nov	-10.8%
Camden Town 13 - Holy Trinity and St. Silas Primary School (Clarence Way)	30.72	24.22	Jul, Aug, Sep, Oct, Nov	-21.2%
Camden Town 2 - Harmood Street (lighting column 11)	34.73	27.90	Jul, Aug, Sep, Oct, Nov	-19.7%

Bias-adjusted and average annual mean air quality data for Hartland Road and Clarence Way monitoring sites

Bias-adjusted and average annual mean (µg/m ³)		
Monitoring Site	2019	2020
Camden Town 3 - Hartland Road (lighting column 4)	31.74	24.30
Camden Town 13 - Holy Trinity and St. Silas Primary School (Clarence Way)	31.80	25.51
Camden Town 2 - Harmood Street (lighting column 11)	28.09	21.58

Appendix D: Emergency response times

Fire Station average response times in seconds

Euston Fire Station average response times in seconds			
Month	2019	2020	% change
Jan	338	339	0%
Feb	325	359	10%
Mar	340	308	-9%
Apr	312	264	-15%
May	339	278	-18%
Jun	365	307	-16%
Jul	355	321	-10%
Aug	324	328	1%
Sep	364	317	-13%
Oct	364	315	-13%
Nov	355	329	-7%
Dec	344	320	-7%
Total	344	315	-8%

Kentish Town Fire Station average response times in seconds			
Month	2019	2020	% change
Jan	325	334	3%
Feb	324	342	5%
Mar	336	328	-2%
Apr	316	302	-5%
May	324	302	-7%
Jun	354	314	-11%
Jul	329	327	-1%
Aug	325	341	5%
Sep	330	320	-3%
Oct	316	342	8%
Nov	319	323	1%
Dec	346	329	-5%
Total	329	325	-1%