



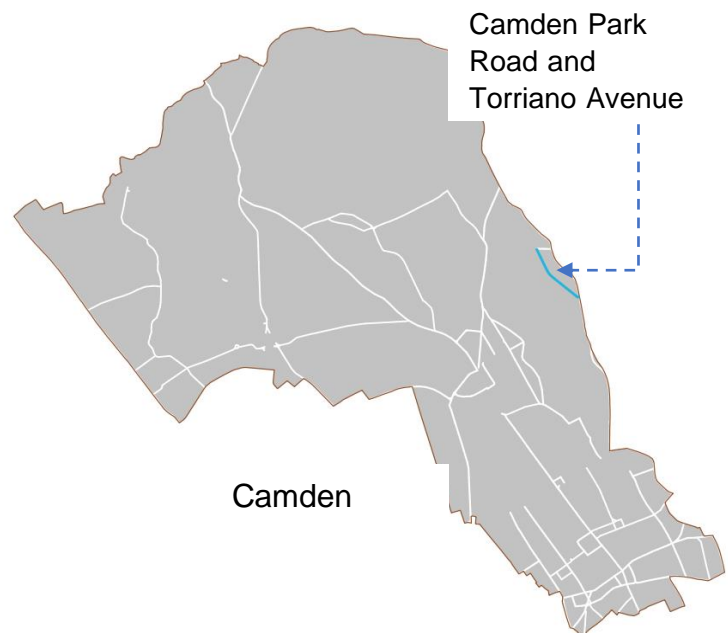
Monitoring Report: Camden Park Road and Torriano Avenue Safe and Healthy Streets

The COVID-19 pandemic has changed how communities live, travel and work. To support this, we have made changes on Camden Park Road and Torriano Avenue, aiming to protect bus journey time reliability and support cycling across Camden. This scheme supports us in delivering our Transport Strategy objectives, which received strong support in our consultation in 2018. The objectives included: increasing walking and cycling, improving public transport, improving air quality, and making our streets and transport networks safe, accessible and inclusive for all.

This scheme aims to protect bus journey time reliability, improve road safety for people walking and cycling and make it easier and safer for parents and carers when dropping off and collecting children. Following a successful consultation in December 2020, we have implemented an “Experimental Traffic Order” (ETO) in February 2021, under which the following changes have been implemented:

- Introduction of a 24-hour, 7 day a week bus and cycle lane on Camden Park Road and Torriano Avenue to protect bus journey time reliability and safety for cyclists. Taxis would be permitted access to the bus lane.
- Early release for cyclists and advanced stop line for cyclists on Camden Park Road at the signalised junction of Camden Park Road/Cliff Road/North Villas.
- Widen footways along Torriano Avenue outside of Torriano Primary School to provide increased waiting areas.
- Install a Vehicle Activated Sign and additional speed humps, as well as make changes to existing humps along Torriano Avenue to reduce traffic speeds and road noise.
- Changes to waiting and loading restrictions and parking bays along the scheme extents to provide space for footway buildouts and the bus lane.

To identify the impact of the scheme on local traffic and cycle flows ‘**Before**-scheme’ and ‘**After**-scheme’ data has been compared. This includes all motor vehicles, cycles, and buses – as well as a comparison of data for air quality, bus speeds and road safety. The outcomes of this analysis have been summarised in the following report.





Summary

This document sets out data and other information gathered during the trial period of the Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme. This data has been gathered and analysed to help assess the impact of the scheme. A review of 'Before-scheme' and 'After-scheme' data for the Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme indicates the following:



Cycling along Camden Park Road has **increased by 122%** on the average weekday and **318%** on the average Saturday when comparing March 2019 ('Before-scheme') to July 2021 ('After-scheme'). When comparing March 2019 to October 2021 ('After-scheme'), cycling along Camden Park Road and Torriano Avenue increased by **98%** on the average weekday and **186%** on the average Saturday.



Lime bicycle usage has **increased by 258%** on Camden Park Road and **262%** on Torriano Avenue between **May 2020 – August 2020** and **May 2021 – August 2021**.



Motor vehicle levels on Camden Park Road and Torriano Avenue were **15%** and **7% lower** respectively on the average weekday, and **12%** and **11% lower** respectively on the average Saturday when comparing 'After-scheme' traffic flows to 'Before-scheme' traffic flows.



'Before-scheme' collision data was available between January 2018 and September 2021. Over this period 17 collisions involving casualties were recorded, 6 of which included cyclists. Four casualties were recorded 'After-scheme' between March 2021 and September 2021, one of which included a cyclist.



Bus journey time reliability, and average bus speeds on Route 390 and Route 393, has been broadly protected by the bus lane and other improvement measures.

In summary, there has been an increase in cycling levels on Camden Park Road and Torriano Avenue over the monitoring period. The reduction in vehicle traffic observed can in part be attributed to a change in travel patterns due to COVID-19, however, the analysis of data indicates a reduction in motor vehicles using this route following the implementation of the scheme. Air quality data was only available 'Before-scheme' and during construction, and therefore will continue to be monitored as the scheme progresses.



Motor Vehicle Data

Traffic count data has been collected '**Before-scheme**' and '**After-scheme**' (i.e. after the scheme was substantially constructed) as part of the monitoring for the Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme. The results show the average daily, two-way traffic flows for Camden Park Road and Torriano Avenue. Cycling data is reported in the following section.

The location of the '**Before-scheme**' and '**After-scheme**' data collection points are shown on the map below. '**After-scheme**' data was not available for Site 1.

Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme Traffic Count Sites



'**Before-scheme**' data for Site 1 was collected between 05/12/2020 and 18/12/2020 and monitoring data for Site 3 was collected over a two-week period between 07/03/2019 and 30/03/2019. Data for Sites 1 and 3 was collected using Automatic Traffic Counters¹ to collect data on hourly traffic volumes by direction and vehicle class, including cycles, motorcycles, cars, Light Goods Vehicles (LGVs) and Heavy-Duty Vehicles (HDVs²). '**Before-scheme**' data for Site 2 was collected in December 2019 through origin-destination survey data. '**After-scheme**' data for Sites 2 and 3 was collected, over a three-week period between 01/07/2021 and 21/07/2021. This

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.

² Heavy Duty Vehicles include Heavy Goods Vehicles and Buses.



data was collected using video footage captured by 'Vivacity' sensors on Camden Park Road and Torriano Avenue. All data was collected during school term time to provide a meaningful comparison.

The average daily flows for the Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme are shown below. Data for Site 3 was only available for weekday and Saturday traffic flows between 06:00 and 22:00. Consequently, although daily traffic flows were available for Sites 1 and 2, in order to allow for like-for-like comparisons, data for all sites represents average weekday and average Saturday traffic flows between 06:00 and 22:00. See Appendix A for further details on the methodology used and Appendix B for a breakdown of the data.

Camden Park Road and Torriano Avenue Scheme Status and Survey Period

Type	Site	Month / Year	Survey Period
Before-scheme	1	December 2020	05/12/2020 to 18/12/2020
	2	December 2019	10/12/2019 and 14/12/2019
	3	March 2019	17/03/2019 to 30/03/2019
After-scheme	2,3	July 2021	01/07/2021 to 21/07/2021

Camden Park Road and Torriano Avenue Weekday Traffic Flows (06:00-22:00)

Site ID	Location	Vehicle Class	Before-scheme			After-scheme	% Change
			March 2019	December 2019	December 2020	July 2021	
Site 1	Torriano Avenue	MC	-	-	348	-	-
		Car	-	-	3,915	-	-
		LGVs	-	-	1,003	-	-
		HDVs	-	-	564	-	-
		Total	-	-	5,829	-	-
Site 2	Torriano Avenue	MC	-	N/A	-	564	N/A
		Car	-	4,992	-	4,967	-5%
		LGVs	-	1,784	-	1,646	-12%
		HDVs	-	423	-	387	-13%
		Total	-	7,199	-	7,000	-7%
Site 3	Camden Park Road	MC	392	-	-	N/A	N/A
		Car	4,999	-	-	4,434	-11%
		LGVs	1,608	-	-	1,424	-11%
		HDVs	814	-	-	446	-45%
		Total	7,421	-	-	6,304	-15%

N.B 'Before-scheme' motorcycle data was not available for Site 2. 'After-scheme' motorcycle data was not available for Site 3.



Camden Park Road and Torriano Avenue Saturday Traffic Flows (06:00-22:00)

Site ID	Location	Vehicle Class	Before-scheme			After-scheme	% Change
			March 2019	December 2019	December 2020	Jul-21	
Site 1	Torriano Avenue	MC	-	-	325	-	-
		Car	-	-	4,055	-	-
		LGVs	-	-	1,219	-	-
		HDVs	-	-	698	-	-
		Total	-	-	6,297	-	-
Site 2	Torriano Avenue	MC	-	N/A	-	530	N/A
		Car	-	5,358	-	5,145	-11%
		LGVs	-	799	-	726	-16%
		HDVs	-	269	-	270	-7%
		Total	-	6,426	-	6,141	-11%
Site 3	Camden Park Road	MC	313	-	-	N/A	N/A
		Car	5,106	-	-	4,912	-4%
		LGVs	1,015	-	-	665	-34%
		HDVs	486	-	-	266	-45%
		Total	6,607	-	-	5,844	-12%

N.B 'Before-scheme' motorcycle data was not available for Site 2. 'After-scheme' motorcycle data was not available for Site 3.

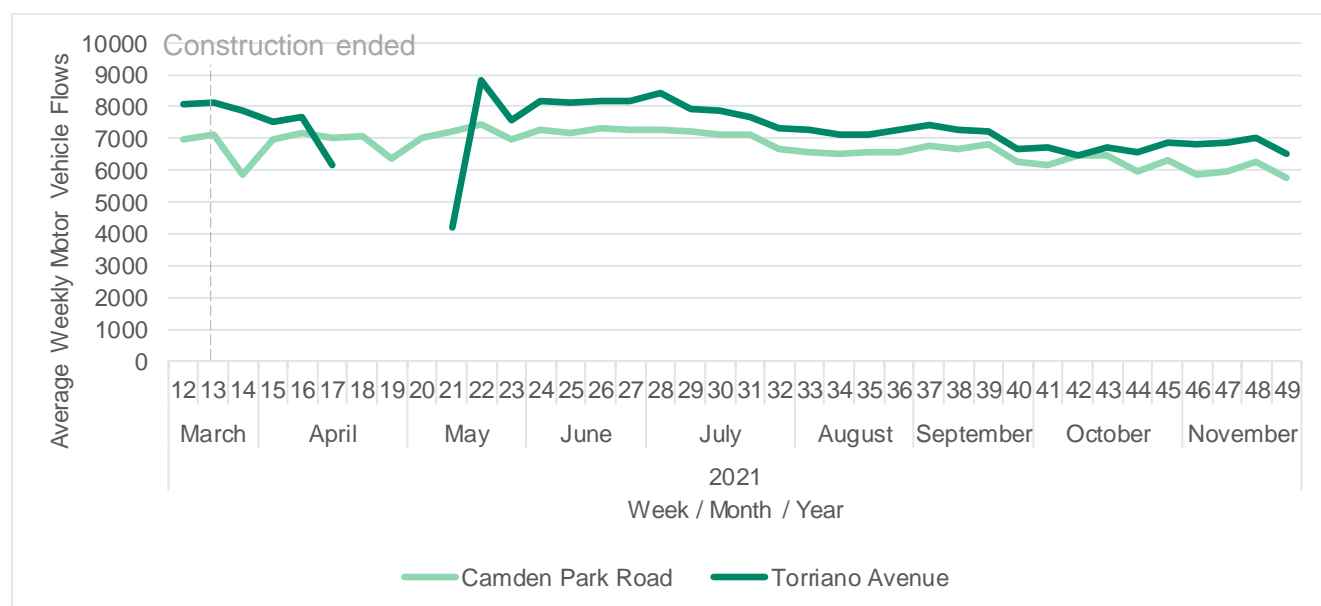
This data indicates a decrease in overall motor vehicle traffic levels at Sites 2 and 3 (where there was comparable 'Before-scheme' and 'After-scheme' data available). At Site 2, on Torriano Avenue, the raw data indicates a 7% decrease in motor vehicles on the average weekday, and a 11% decrease in motor vehicles on the average Saturday from the 'Before-scheme' monitoring date in December 2019 to the 'After-scheme' monitoring date in July 2021. At Site 3, on Camden Park Road, the data indicates that traffic levels have decreased by 15% on the average weekday and 12% on the average Saturday from the 'Before-scheme' monitoring date in March 2019 to the 'After-scheme' monitoring date in July 2021.

To put this into context average daily traffic levels in July 2021 were 7% lower on the Inner London Transport for London Road Network (TLRN) than in March 2019, and 4% lower than in December 2019.

The graph below shows the average weekly motor vehicle flows along Camden Park Road / Torriano Avenue from 11 March 2020 (when the 'Vivacity' sensors were installed) to the most recent week available.



Camden Park Road / Torriano Avenue Average Daily Traffic Flows (After-scheme)



N.B. Data was incomplete in Weeks 18 to 21 on Torriano Avenue and has therefore been excluded.

Cycling Data

Cycle traffic counts

'Before-scheme' cyclist data was not available from the traffic counts for Site 2 and 'After-scheme' was not available for Site 1, therefore it has not been possible to compare cycle levels 'Before-scheme' and 'After-scheme' at these sites. 'Before-scheme' and 'After-scheme' data was available for Site 3. An additional month of cycling data was collected in October 2021 (01/10/2021 – 31/10/2021) to allow further comparison. The tables below show the average weekday and average Saturday cycle flows over the monitoring period.

Camden Park Road and Torriano Avenue Weekday Cycle Flows (06:00-22:00)

Site	Before-scheme		After-scheme		Difference	
	Mar-19	Dec-21	Jul-21	Oct-21	Mar-19 – Jul-21	Mar-19 – Oct-21
1	-	203	-	-	-	-
2	-	-	730	516	-	-
3	312	-	693	618	122%	98%

Camden Park Road and Torriano Avenue Saturday Cycle Flows (06:00-22:00)

Site	Before-scheme		After-scheme		Difference	
	Mar-19	Dec-21	Jul-21	Oct-21	Mar-19 – Jul-21	Mar-19 – Oct-21
1	-	187	-	-	-	-
2	-	-	547	580	-	-
3	129	-	539	370	318%	186%

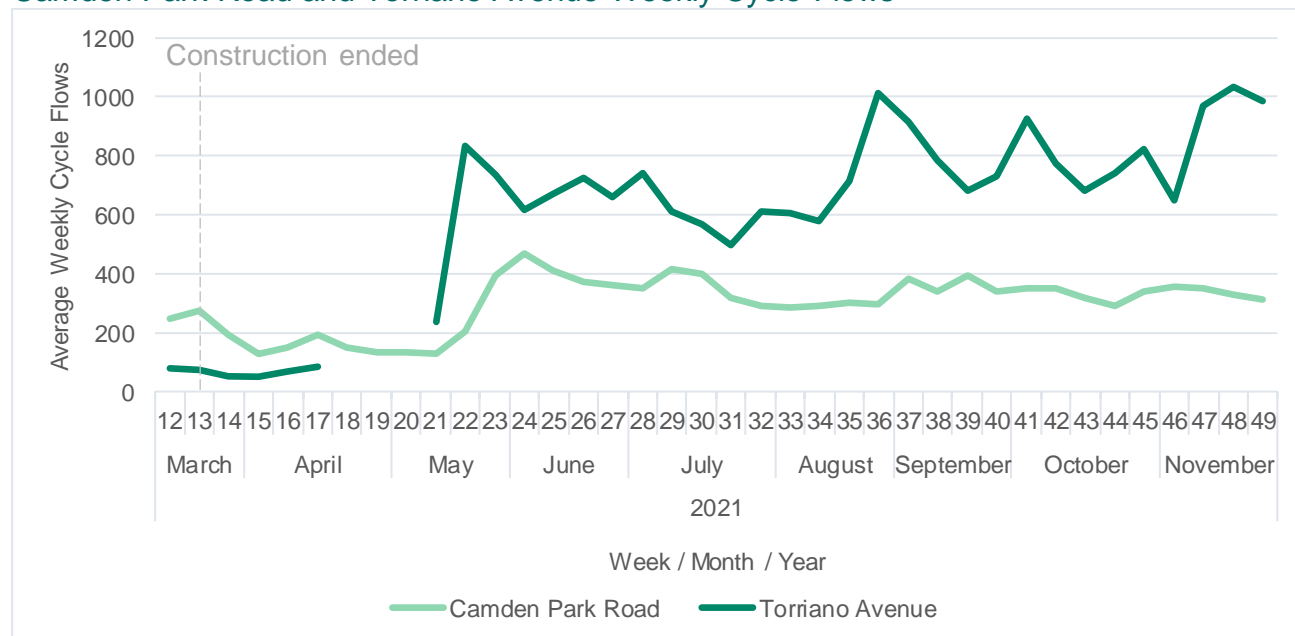


At Site 3, the **'Before-scheme'** data indicates an average weekday flow of 312 cycles in **March 2019** (17/03/2019 to 29/03/2019) along Camden Park Road. The **'After-scheme'** data indicates a flow of 693 cycles along Camden Park Road in **July 2021** (01/07/2021 to 21/07/2021) – which is 122% higher **'After-scheme'** than **'Before-scheme'**. Over the same period, the average Saturday cycle flows were 129 cycles **'Before-scheme'** and 539 cycles **'After-scheme'**, which is higher by 318%.

When comparing **'Before-scheme'** March 2019 data against **'After-scheme'** October 2021 data, cycle flows on the average weekday have increased by 98% (from 312 to 618 cycles). When comparing the same periods **'Before-scheme'** and **'After-scheme'** periods, on the average Saturday, cycle flows have increased by 186% (from 129 cycles to 370 cycles).

The graph below shows the average daily cycle flows along Camden Park Road and Torriano Avenue by week from March 2021 when the 'Vivacity' sensors were installed. The results indicate that cycling levels along Camden Park Road / Torriano Avenue peaked in June at both monitoring sites. Overall, the monitoring data indicates that the scheme is supporting the use of Camden Park Road / Torriano Avenue by cyclists.

Camden Park Road and Torriano Avenue Weekly Cycle Flows



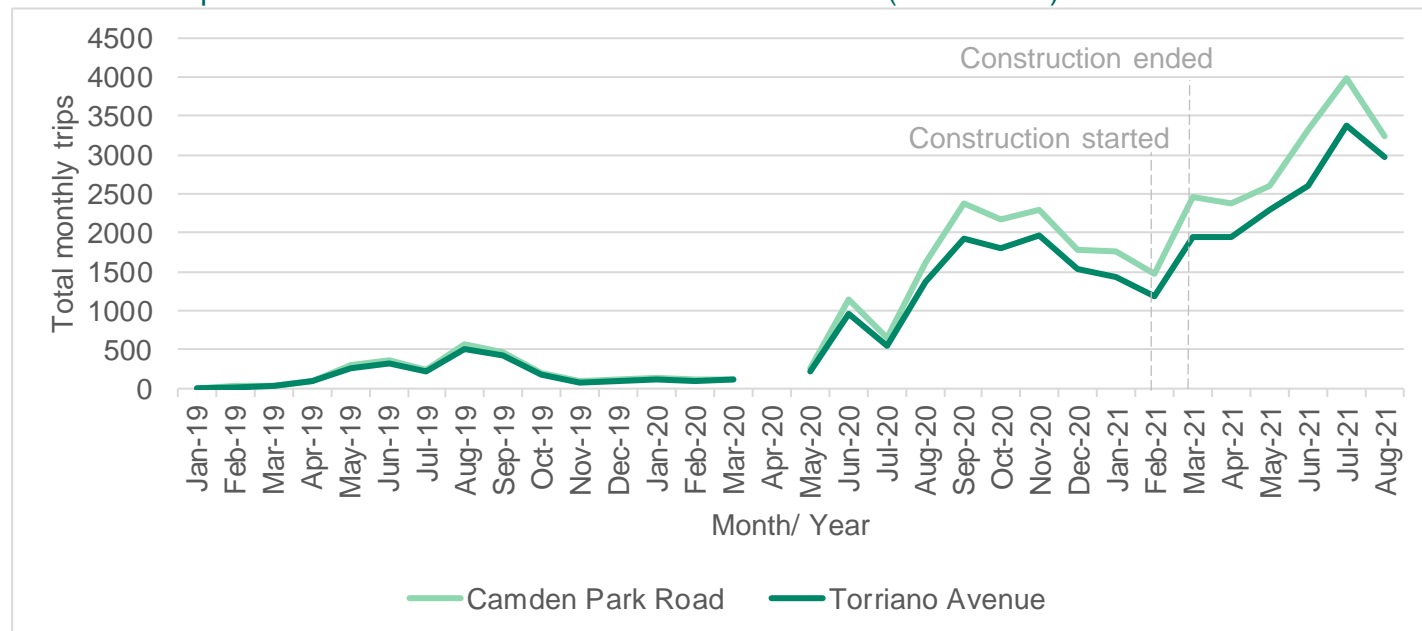
N.B. Data was incomplete in Weeks 18 to 21 on Torriano Avenue and has therefore been excluded.

Lime Cycle Counts

Monitoring of Lime bike trip numbers along Camden Park Road and Torriano Avenue over 2019, 2020 and 2021 was completed by Lime (bike rental operator) and shared with Camden Council. This shows that usage of Lime cycles has increased following the implementation of the scheme. The graph below illustrates the absolute number of trips along Camden Park Road and Torriano Avenue from January 2019 to August 2021- the most recently available month of data.



Lime Trips on Camden Park Road and Torriano Avenue (2019-2021)



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

Comparison of data between **May 2020 – August 2020** ('**Before**-scheme') and an equivalent period of **May 2021 – August 2021** ('**After**-scheme') indicates the following changes in Lime bike usage along Camden Park Road and Torriano Avenue:

- On Camden Park road, the average number of Lime bike trips between May 2020 – August 2020 and May 2021 – August 2021 has increased from 919 trips to 3,287- an increase of 258%.
- On Torriano Avenue, the average number of Lime bike trips between May 2020 – August 2020 and May 2021 – August 2021 has increased from 777 trips to 2,811- an increase of 262%.

In July 2021, Lime recorded the highest number of e-bike rides ever on Camden Park Road and Torriano Avenue.

iBus Data

iBus data has been provided by TfL to establish any changes in average bus speeds arising from the implementation of the scheme. Data on average journey times and route distances for Routes 390 and 393, which travel along Camden Park Road and Torriano Avenue, has been collected '**Before**-scheme', and '**After**-scheme' over the following periods:

- 1 November – 30 November 2020 (**Before** the scheme was constructed).
- 1 July – 31 July 2021 (**After** the scheme was completed).
- 1 November – 30 November 2021 (**After** the scheme was constructed).

The results are presented in the table below with the raw data provided in Appendix D.

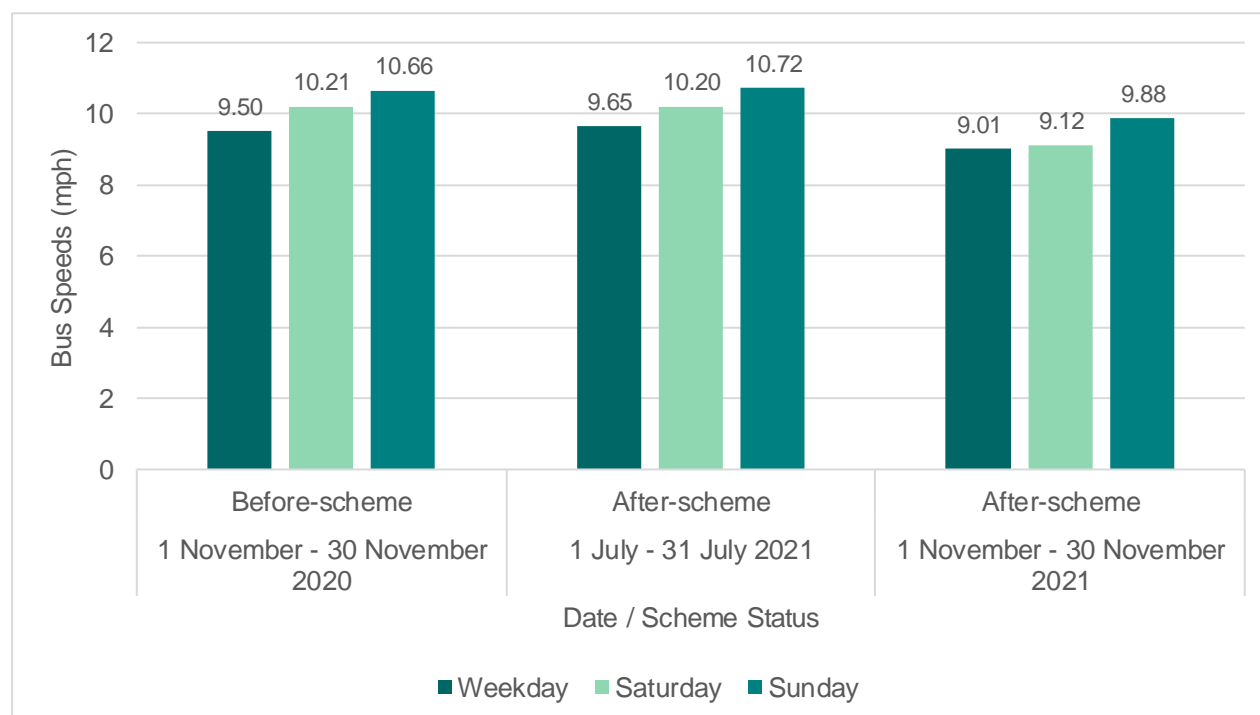


iBus data speeds (mph) in Camden Park Road and Torriano Avenue scheme boundary (2020-2021)

Date	Scheme Status	Day	Route number	
			390	393
			Bus Speeds (mph)	
1 November - 30 November 2020	Before-scheme	Weekday	9.50	9.47
		Saturday	10.21	10.86
		Sunday	10.66	10.83
		Average	10.13	10.39
1 July - 31 July 2021	After-scheme	Weekday	9.65	9.80
		Saturday	10.20	10.75
		Sunday	10.72	11.26
		Average	10.19	10.60
1 November - 30 November 2021	After-scheme	Weekday	9.01	8.97
		Saturday	9.12	9.63
		Sunday	9.88	10.23
		Average	9.34	9.61

The graph below highlights the average bus speeds along Routes 390 and 393 'Before-scheme', 'After-scheme' and for the most recent, complete month-November 2021. The graph compares bus speeds along the two routes on the average weekday, Saturday, and Sunday.

Average Bus Speeds (mph) along Route 390





Average Bus Speeds (mph) along Route 393



The data indicates that between November 2020 and July 2021, average bus speeds along Route 390 increased by 0.1mph on the average weekday and Sunday respectively, and on the average Saturday, bus speeds increased by 0.01mph. When comparing average bus speeds between November 2020 and November 2021, bus speeds decreased by 0.5mph, 1.1mph and 0.8mph on the average weekday, Saturday and Sunday respectively.

Along Route 393 between November 2020 and July 2021, average bus speeds decreased by 0.1mph on the average Saturday. On the average weekday and Sunday, bus speeds increased by 0.3mph and 0.4mph respectively. When comparing November 2020 to November 2021, bus speeds decreased by 0.5mph, 1.2mph and 0.6mph on the average weekday, Saturday and Sunday respectively.

We will continue to carefully monitor iBus data, working with TfL in doing so, on this corridor.

! Road Safety (Collision Data)

STATS19 Collision data has been sourced from TfL for the most recent period available, which comprises 1 January 2018 to 30 September 2021. A summary of the data is provided at Appendix E.

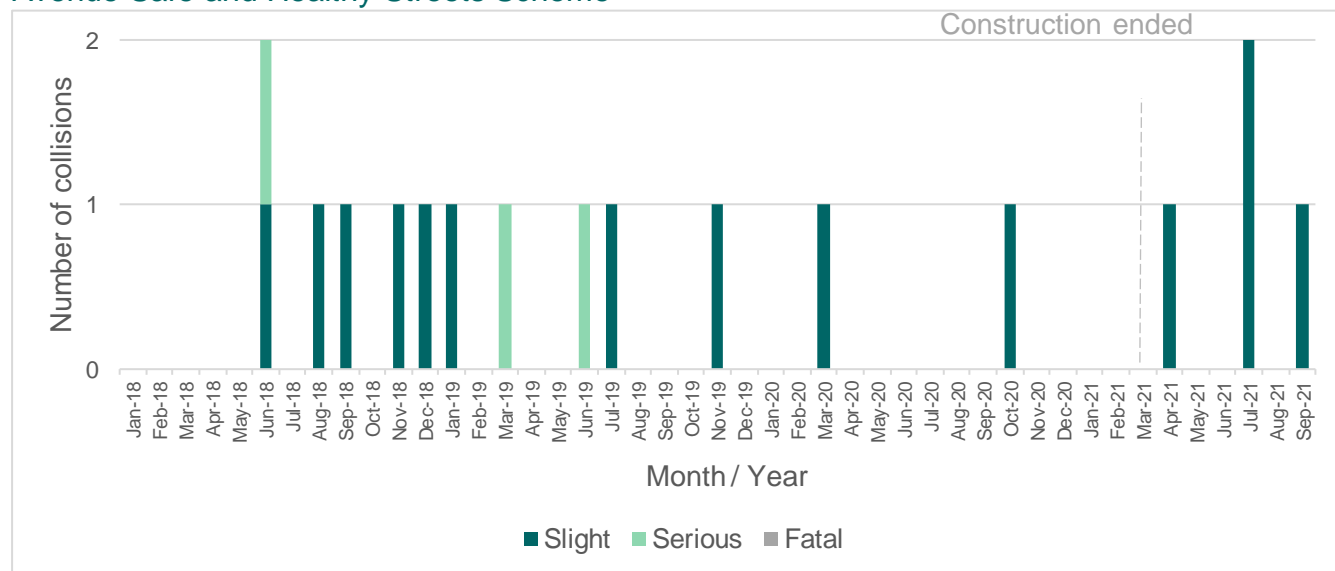
Analysis of the data indicates a total of 17 collisions involving casualties on the Camden Park Road and Torriano Avenue scheme. 13 of these collisions occurred between 13 June 2018 and 23 October 2020, prior to the start of construction of the scheme. Of these personal injury accidents, five incidents involved injuries to cyclists



with four of slight severity, and one of serious severity. Following the scheme's construction (between March 2021 and September 2021), four collisions have been recorded, one of which involved a cyclist and was of slight severity.

The graph below shows the number of collisions involving casualties by month in the Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme.

Number of collisions classified by severity in Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme



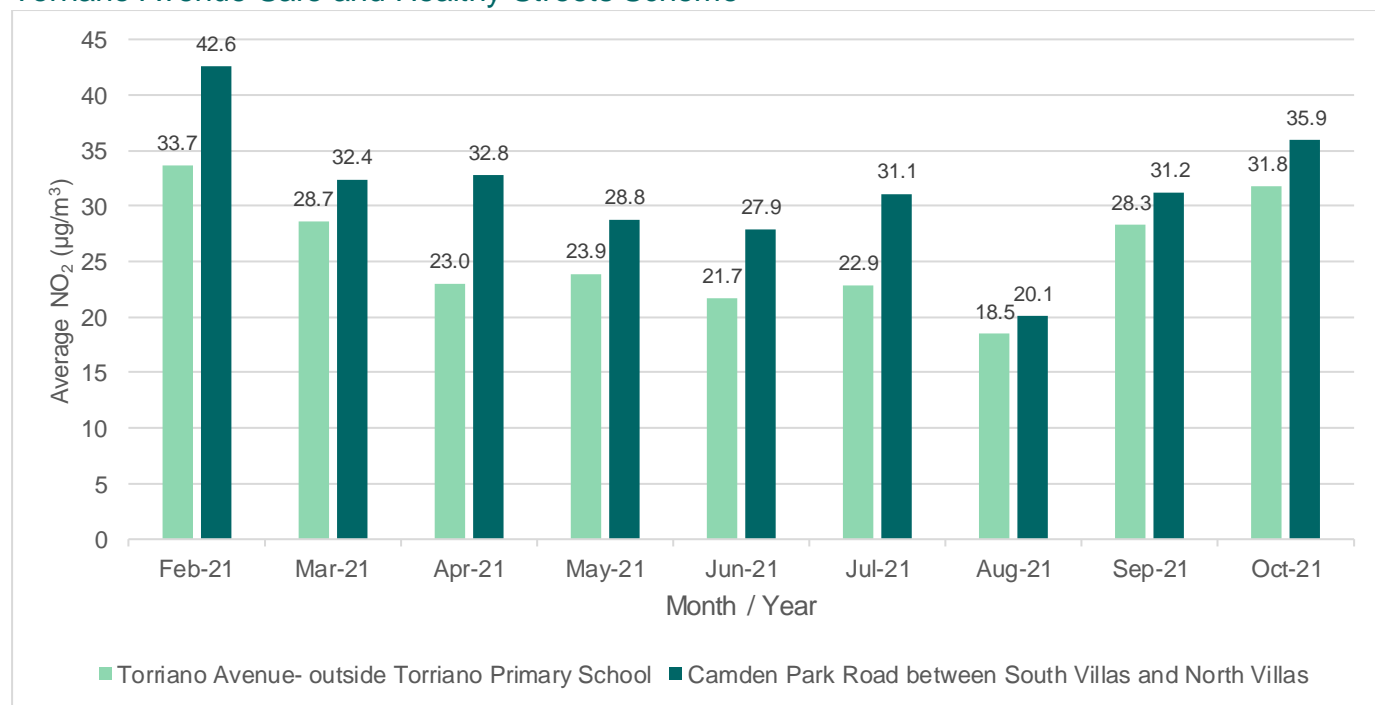
Air Quality

There are two air quality monitoring sensors on Camden Park Road / Torriano Avenue. There is no continuous air quality data available to compare 'Before-scheme' and 'After-scheme' at the time of completing the interim monitoring report. Nine individual months of available data have been presented for two air quality monitoring sites along Camden Park Road and Torriano Avenue. The results are presented below, with a breakdown of the raw air quality presented in Appendix F.

The data shows that between February and October, the average raw (unadjusted) NO₂ concentrations decreased by 6% on Camden Park Road and 16% on Torriano Avenue.



Average monthly NO₂ concentration (February-October) in Camden Park Road / Torriano Avenue Safe and Healthy Streets Scheme



The data above is raw and unratified against the Government’s bias adjustment factor. This is because the analysis has only used a selection of months, rather than the annual mean NO₂ concentrations. Therefore, this data cannot be measured against the National Air Quality Objective for NO₂. It is important to note that road transport contributes to approximately 50% of total NO₂ emissions in Camden over the course of the year. A large proportion of the rest comes from gas use in heating buildings- this may be attributed to the increase in average monthly NO₂ concentrations in the winter months. The change in NO₂ concentration at a particular location won’t entirely be the result of changes in traffic volumes and there are other factors affecting pollution levels.

Since air quality data was only available in February to October 2021, a bias-adjusted and average annual mean NO₂ concentration³ cannot be calculated. This data is available at one site for 2019 and 2020: at the junction of Camden Road and Torriano Avenue. The bias-adjusted and average annual mean NO₂ concentration is provided in the table below. The table demonstrates a decrease of 24% in NO₂ concentrations between 2019 and 2020. When compared to the legal limit for NO₂ (40µg/m³), NO₂ levels on at this monitoring site were compliant over the 2020 period.

³ 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



Bias-adjusted Average Annual NO₂ Levels ($\mu\text{g}/\text{m}^3$)

Monitoring site	2019	2020	% change
Junction of Camden Road and Torriano Avenue	50.7	38.6	-24%

Air quality in the Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme will continue to be monitored to establish any changes arising 'After-scheme'.



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 and 3: Automatic Traffic Counters were used to collect data on hourly traffic volumes by direction and vehicle class after the scheme was constructed. The data was collected for Site 1 between 5 December 2020 and 18 December 2020 and for Site 3 between 17 March 2019 and 30 March 2019. The average daily traffic volume calculated and reported by vehicle class for this period. This data was collected for a 24-hr period, every day, but processed for a 16-hr period (06:00-22:00) and an average weekday and average Saturday in order to allow for like-for-like comparisons with Site 2.
- **'Before-scheme'**- Site 2: Origin-Destination counts were used to collect data on hourly traffic volumes by direction and vehicle class, both before the scheme was constructed and prior to the COVID-19 pandemic and the first lockdown. This data was collected on 10 December 2019 (Tuesday) and 14 December 2019 (Saturday) for a 16-hr period (06:00-22:00).
'After-scheme'- Sites 1 and 3: Video Traffic Counts ('Vivacity') were used to collect data on traffic volumes by direction and vehicle class, **After** the scheme was substantially constructed. Data has been sourced for a 3-week period between 01/07/2021 and 21/07/2021. An additional month of cycle flow data was collected between 01/10/2021 and 31/10/2021.

The number of days of data available for each site is identified below. 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.

Summary of Survey Data

Description	Survey Period	Scheme	Total Days
March 2019	17/03/2019 to 30/03/2019	Before-scheme	13
December 2019	10/12/2019 and 14/12/2019	Before-scheme	2
December 2020	05/12/2020 to 18/12/2020	Before-scheme	14
July 2021	01/07/2021 to 21/07/2021	After-scheme	21
October 2021 (cycles only)	01/10/2021 to 31/10/2021	After-scheme	31

N.B. 29/03/2019 has been excluded due to incomplete data

Appendix B: Traffic Data

Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme Average Weekday Traffic Flows – Raw Data- Site 1 (06:00-22:00)

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs*	HDVs**	Total Motor Vehicles
December 2020 (Before-scheme)	Northbound	203	346	3,976	1,080	605	6,006

*LGVs= Light Goods Vehicles (Van and Minibus) **HDVs= Heavy Duty Vehicles (Heavy Goods Vehicles and Buses).

Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme Average Saturday Traffic Flows – Raw Data- Site 1 (06:00-22:00)

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs*	HDVs**	Total Motor Vehicles
December 2020 (Before-scheme)	Northbound	187	325	4,055	1,219	698	6,296

*LGVs= Light Goods Vehicles (Van and Minibus) **HDVs= Heavy Duty Vehicles (Heavy Goods Vehicles and Buses).

Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme Average Weekday Traffic Flows – Raw Data- Site 2 (06:00-22:00)

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs*	HDVs**	Total Motor Vehicles
December 2019 (Before-scheme)	Northbound	-	-	4,992	1,784	423	7,199
July 2021 (After-scheme)	Northbound	730	564	4,967	1,646	387	7,000
October 2021 (After-scheme)	Northbound	516	-	-	-	-	-

*LGVs= Light Goods Vehicles (Van and Minibus) **HDVs= Heavy Duty Vehicles (Heavy Goods Vehicles and Buses).

N.B. Motorcycle data was unavailable for December 2019. Consequently, July 2021 motor vehicle total excludes motorcycles.

Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme Average Saturday Traffic Flows – Raw Data- Site 2 (06:00-22:00)

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs*	HDVs**	Total Motor Vehicles
December 2019 (Before-scheme)	Northbound	-	-	5,358	799	269	6,426
July 2021 (After-scheme)	Northbound	547	530	5,145	726	270	6,141
October 2021 (After-scheme)	Northbound	580	-	-	-	-	-

*LGVs= Light Goods Vehicles (Van and Minibus) **HDVs= Heavy Duty Vehicles (Heavy Goods Vehicles and Buses).

N.B. Motorcycle data was unavailable for December 2019. Consequently, July 2021 motor vehicle total excludes motorcycles.

Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme Average Weekday Traffic Flows – Raw Data- Site 3 (06:00-22:00)

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs*	HDVs**	Total Motor Vehicles
March 2019 (Before-scheme)	Northbound	312	392	4,999	1,608	814	7,421
July 2021 (After-scheme)	Northbound	693	-	4,434	1,424	446	6,304
October 2021 (After-scheme)	Northbound	618	-	-	-	-	-

*LGVs= Light Goods Vehicles (Van and Minibus) **HDVs= Heavy Duty Vehicles (Heavy Goods Vehicles and Buses).

N.B. Motorcycle data was unavailable for July 2021 on Camden Park Road. Consequently, March 2019 motor vehicle total excludes motorcycles.

Camden Park Road and Torriano Avenue Safe and Healthy Streets Scheme Average Saturday Traffic Flows – Raw Data- Site 3 (06:00-22:00)

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs*	HDVs**	Total Motor Vehicles
March 2019 (Before-scheme)	Northbound	129	313	5,106	1,015	486	6,607
July 2021 (After-scheme)	Northbound	539	-	4,912	665	266	5,844
October 2021 (After-scheme)	Northbound	370	-	-	-	-	-

*LGVs= Light Goods Vehicles (Van and Minibus) **HDVs= Heavy Duty Vehicles (Heavy Goods Vehicles and Buses).

N.B. Motorcycle data was unavailable for July 2021 on Camden Park Road. Consequently, March 2019 motor vehicle total excludes motorcycles.



Appendix C: Lime Bike Data

Lime Bike start or end trips on Camden Park Road and Torriano Avenue

Month/Year	Camden Park Road	Torriano Avenue
	Trips	Trips
Jan-19	3	5
Feb-19	26	15
Mar-19	33	34
Apr-19	106	88
May-19	297	256
Jun-19	366	331
Jul-19	241	214
Aug-19	566	504
Sep-19	471	431
Oct-19	196	188
Nov-19	99	80
Dec-19	122	101
Jan-20	130	120
Feb-20	110	87
Mar-20	120	114
Apr-20	N/A	N/A
May-20	259	224
Jun-20	1,139	954
Jul-20	657	557
Aug-20	1,619	1,374
Sep-20	2,382	1,934
Oct-20	2,176	1,809
Nov-20	2,305	1,959
Dec-20	1,780	1,540
Jan-21	1,763	1,434
Feb-21	1,482	1,183
Mar-21	2,459	1,939
Apr-21	2,368	1,946
May-21	2,599	2,293
Jun-21	3,319	2,608
Jul-21	3,986	3,378
Aug-21	3,242	2,964



Appendix D: iBus Data

Raw iBus Data along Camden Park Road and Torriano Avenue: Routes 390 and 393

Time	Route	Route Length	1 November - 30 November 2020		1 July - 31 July 2021		1 November - 30 November 2021	
		Distance (metres)	Time (s)	Speed (mph)	Time (s)	Speed (mph)	Time (s)	Speed (mph)
Weekday	390	1008	237.23	9.50	233.55	9.65	250.34	9.01
Saturday			220.81	10.21	221.03	10.20	247.17	9.12
Sunday			211.54	10.66	210.41	10.72	228.26	9.88

Time	Route	Route Length	1 November - 30 November 2020		1 July - 31 July 2021		1 November - 30 November 2021	
		Distance (metres)	Time (s)	Speed (mph)	Time (s)	Speed (mph)	Time (s)	Speed (mph)
Weekday	393	969	228.96	9.47	221.21	9.80	241.77	8.97
Saturday			199.54	10.86	201.63	10.75	225.13	9.63
Sunday			200.06	10.83	192.50	11.26	211.93	10.23



Appendix E: TfL STATS19 Data

Collision Data for Camden Park Road and Torriano Avenue Scheme

Month / Year	Total No. of collisions	Slight	Serious	Fatal
Jan-18	0			
Feb-18	0			
Mar-18	0			
Apr-18	0			
May-18	0			
Jun-18	2	1	1	
Jul-18	0			
Aug-18	1	1		
Sep-18	1	1		
Oct-18	0			
Nov-18	1	1		
Dec-18	1	1		
Jan-19	1	1		
Feb-19	0			
Mar-19	1		1	
Apr-19	0			
May-19	0			
Jun-19	1		1	
Jul-19	1	1		
Aug-19	0			
Sep-19	0			
Oct-19	0			
Nov-19	1	1		
Dec-19	0			
Jan-20	0			
Feb-20	0			
Mar-20	1	1		
Apr-20	0			
May-20	0			
Jun-20	0			
Jul-20	0			
Aug-20	0			
Sep-20	0			
Oct-20	1	1		
Nov-20	0			
Dec-20	0			
Jan-21	0			
Feb-21	0			
Mar-21	0			



Apr-21	1	1		
May-21	0			
Jun-21	0			
Jul-21	2	2		
Aug-21	0			
Sep-21	1	1		
Total	17	14	3	0



Appendix F: Air Quality Data

Raw air quality data for Camden Park Road (between South Villas and North Villas) monitoring site

2021 raw NO ₂ (µg/m ³)	
Feb-21	33.7
Mar-21	28.7
Apr-21	23.0
May-21	23.9
Jun-21	21.7
Jul-21	22.9
Aug-21	18.5
Sep-21	28.3
Oct-21	25.8

Raw air quality data for Torriano Avenue (outside Torriano Primary School) monitoring site

2021 raw NO ₂ (µg/m ³)	
Feb-21	42.6
Mar-21	32.4
Apr-21	32.8
May-21	28.8
Jun-21	27.9
Jul-21	31.1
Aug-21	20.1
Sep-21	31.2
Oct-21	35.9

2020 bias-adjusted average annual mean air quality data for Junction of Camden Road and Torriano Avenue (µg/m³)

Monitoring Site	2019	2020	Difference
Junction of Camden Road and Torriano Avenue	50.7	38.61	-24%