Huntley Street Cycling Permeability Scheme Permanent Proposals Monitoring Factsheet

This document sets out data and other information gathered pre-scheme installation and during the trial period of the Huntley Street Cycling Permeability scheme. This scheme has provided northbound contraflow cycling on the section of Huntley Street between Torrington Place and Chenies Street.

Data has been gathered and analysed to help assess the impact of the scheme during the trial period of operation. The data and feedback are summarised below.

Summary

A review of **'Before'** and **'After'** scheme data for the Huntley Street Cycling Permeability scheme area indicates the following:

Traffic data is only available for the After-scheme period. In October 2021, Huntley Street was surveyed for a week. A daily average of 701 vehicles was recorded travelling southbound during this period.

Following scheme implementation, the average speed on Huntley Street was 17.8mph which is below the 20mph speed limit.

Cycling data is only available for the After-scheme period. During the survey week, northbound (contraflow) there was a daily average of 12 cyclists northbound and a daily average of 45 cyclists southbound.

Annual mean NO_2 concentrations fell slightly between 2018-2019 and more significantly between 2019-2020. The annual mean for 2021 is not yet available but some month readings have been provided.

A total of four collisions were recorded between 1 January 2017 to 3 December 2020, before the scheme was implemented. Following the scheme implementation, no collisions have been recorded.

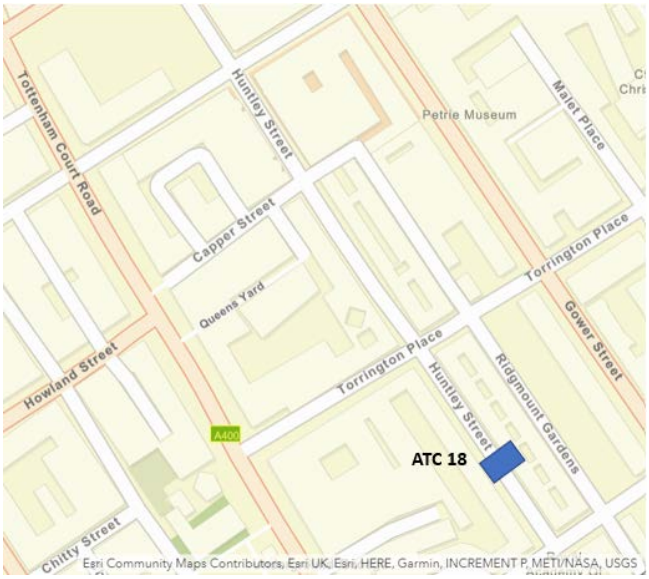
The scheme received some comments to the ‘Safer Travel’ inbox, which have been summarised. There were no comments provided on the “Safer Travel in Camden” Commonplace map.

Motor vehicle data

Motor vehicle data was collected during November 2021 using Automatic Traffic Counts (ATCs). **Figure 1** shows the location of this traffic count 'ATC18'. A methodology for this data collection is provided in **Appendix A**. At the point of data collection, the trial scheme had been in place for approximately 11 months.

Due to the scheme being implemented in December 2020, this data provides traffic flows 'after-scheme'. Unfortunately, no traffic count data is available 'before-scheme' implementation.

Figure 1: Location of traffic count



The data in **Table 3** represents the average 24-hour day motor vehicle flows. This shows that on average 701 vehicles travelled southbound on the section of Huntley Street between Torrington Place and Chenies Street per day.

Table 1: Traffic Count Data: Daily Average Vehicle Counts (excluding cycles)

Motor Vehicles - daily average vehicle counts		
Road	**Direction**	**Oct-21**
Huntley Street	Southbound	701

Total traffic data

It is recognised that the Covid-19 pandemic has had an impact on general traffic levels throughout London and in Camden.

However, analysis (comparing this data to the dates of the scheme traffic counts) shows that:

- **Inner London** – Average daily traffic volumes on the Inner London Transport for London Road Network were 5% higher in October 2021 relative to October 2020 based on data available from TfL; and
- **Camden** – Average daily traffic volumes were approximately 3% higher in July 2021 relative to October 2020 (excluding school holidays) based on data from Vehicle Activated Signs at 13 sites in Camden (October 2021 data was not yet available at the time of writing).

Therefore, the results of the October 2021 survey data discussed in the 'Traffic count data' section should be broadly representative of changes in local area traffic rather than Camden or London more broadly.

Speed Data (Traffic Count Survey Data)

Speed data was collected in October 2021 (After-scheme); the speed data is taken from the ATC surveys presented in the earlier 'Traffic count data' section and has been presented for the southbound 7 day 24-hour average speed observed.

Motor vehicle speeds on Huntley Street in October 2021 were 17.8mph following scheme implementation. The speed limit on Huntley Street is 20mph. The observed speed collected after-scheme suggest the speed limit is safely observed, likely due to the nature of Huntley Street being a narrow road with pedestrians, cyclists and parked cars using the street.

Cycling Data - Cycle Count Survey Data

Cycle data was collected in October 2021 (After-scheme); the cycling data is taken from the ATC survey presented in the earlier 'Traffic count data' section and has been processed and analysed according to the process outlined in that section. The results are presented in **Table 2**.

Table 2: Traffic Count Data: Daily Average Cycle Counts

Cycling - daily average vehicle counts		
Road name (site ID)	**Direction**	**2021**
Huntley Street (ATC 18)	Northbound	12
	Southbound	45
	Combined	57

The data shows that on the surveyed week in October 2021, on Huntley Street northbound (contraflow) there were 12 cyclists on an average day and southbound there were 45 cyclists. Across the week, the average daily cycling flow in both directions was 57.

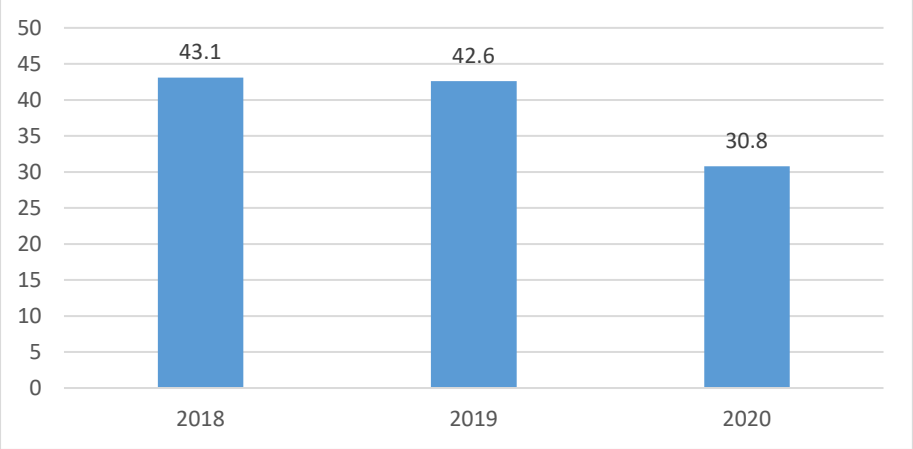
Overall, the results indicate a reasonably low number of cyclists using this route. It is expected that the number of cyclists will increase as time goes on. In addition, cycling flows naturally increase in the Spring – Autumn period.

Air quality data

Camden monitors air quality across the borough. Air quality monitors called ‘diffusion tubes’ are in place on Torrington Place (Site ID: WEP4), near to the scheme on Huntley Street.

Figure 2 provides data from previous years at the WEP4 air quality site and shows that the annual mean NO_2 concentrations fell slightly between 2018-2019 and more significantly between 2019-2020. COVID-19 restrictions will have impacted this decrease.

Figure 2: WEP4 bias-adjusted annual mean diffusion tube NO_2 data, µg/m^3



The raw and provisional month average NO_2 concentration measures at the site in 2021 are recorded in **Table 3**. Normally, this data would be ‘bias adjusted’ and annualised using the LLAQM.TG(19) methodology. However, since the ‘bias adjustment factors’ for 2021 will not be available until later in 2022, this data is presented in ‘raw’ form and must therefore be considered indicative and provisional at this stage.

Bias adjustment factors are continually reviewed and vary each year and are not published until the April of the following year. Therefore, we are unable to provide annual figures for the monitoring that has taken place at this site in 2021 until April 2022.

Table 3: Raw and provisional month-average diffusion tube NO_2 data (2021), µg/m^3

2021 NO_2 raw & provisional month average (µg/m^3)					
Site	**Jan-21**	**Feb-21**	**Mar-21**	**Apr-21**	**May-21**
Torrington Place (WEP4)	48.8	47.4	39.9	41.2	32.6

There are a couple of important caveats when considering ‘raw’ diffusion tube data:

- Typically, diffusion tubes over-estimate NO_2 concentrations and we therefore expect the annual mean for 2021 to be lower than the average of the individual month average NO_2 concentrations shown in the table; and
- We estimate that road transport contributes about half of NO_2 emissions in Camden. Approximately 40% is from buildings, from the use of natural gas for heating and power. Therefore, NO_2 emissions are always higher during colder periods when there is increased heating demand in residential and commercial properties which is why NO_2 concentrations are typically higher during winter months.

Compared with the month-on-month readings from 2020, the readings for 2021 have increased slightly. It is therefore possible that air quality has declined since 2020, however we will not know until the calculations described earlier have been performed.

We also note that that the expansion of the ULEZ on 25th October 2022 may have a beneficial impact on local air quality across the borough.

Collision data

STATS19 collision data (collected by TfL) has been reviewed for the most recent period available, running from 1 January 2017 to 30 June 2021. Collision data has been analysed between University Street and Chenies Street.

Analysis of the data indicates a total of four collisions occurred between 1 January 2017 to 3 December 2020, before the scheme was implemented. All collisions occurred at the junction with Torrington Place, recorded on 14/11/2018, 24/11/2019, 03/12/2019 and 09/10/2020. The collisions were classed as slight in severity and three collisions involved pedal cyclists whilst one collision involved a pedestrian.

Following the scheme implementation, no collisions have been recorded.

Feedback received during the Experimental Traffic Order (ETO) period

Residents and stakeholders were able to provide Camden with feedback via the "Safer Travel in Camden" Commonplace map and the Safer Travel inbox. No comments were left on the Commonplace map regarding this scheme and no feedback was received to the Safer Travel inbox except from the Royal National Institute of Blind People (RNIB).

The RNIB wrote to Camden regarding our wider programme of improvements in general, rather than this specific scheme. The RNIB provided details of principles to be followed when designing streetspace schemes to ensure accessibility and inclusivity for people with sight loss.

Appendix A: Traffic Data Methodology

ATCs were set up to collect **after scheme** data in November 2021. Data was collected from Friday 12 November to Thursday 18 November. Data is logged in 15-minute intervals over the full 24-hour period on those days.

Data was collected according to vehicle class; the following vehicle types were recorded:

- Pedal cycle (PC)
- Motorcycle (MC)
- Car
- Light Goods Vehicle (LGV)
- Other Goods Vehicle 1 (OGV1) – heavy goods vehicle such as a lorry
- Other Goods Vehicle 2 (OGV2) – larger lorry, usually articulated
- Public Service Vehicle (PSV) – for example a bus or coach