



Netley Primary Healthy School Street – William Road – Fact Sheet

A trial healthy school street outside Netley Primary School went live in November 2020. This document sets out data and other information gathered pre-scheme installation and during the trial period of the Netley Primary Healthy School Street located on the eastern section of William Road, between Stanhope Street and Hampstead Road. It 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.

Traffic count data

Weekly automatic traffic counts (ATCs), which count vehicles by type (car, van, lorry, bus, cycle and motorcycle), were taken over the following seven-day periods:

- 20th – 26th October 2020 (pre scheme);
- The week commencing 19th July 2021 (during scheme trial, schools fully operational); and
- The weeks commencing the 4th, 11th and 18th of October 2021 (during scheme trial – schools fully operational).

The data count locations are shown in **Figure 1**, as follows (location numbers shown in **Table 1** correspond to the map):

- William Road (ATC1); and
- Stanhope Street (ATC2).

The data in **Table 1**, on page 2, represents the average weekday motor vehicle flows during the restricted hours on William Road; 08:15-09:15 (AM peak) and 15:00-16:00 (PM peak). Cycle data is presented in **Table 2**, on page 5.

Figure 1: Location of Traffic Counts

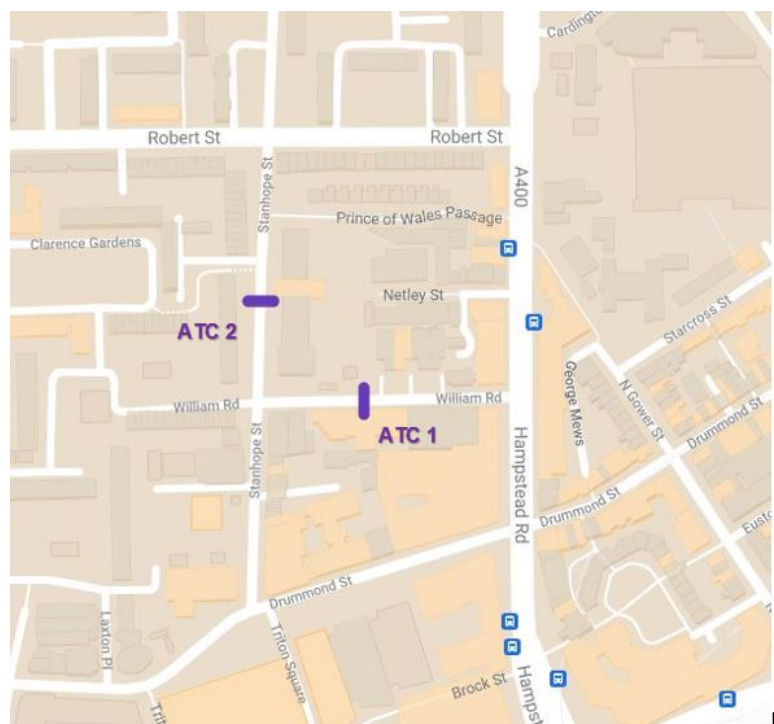


Table 1: Traffic Count Data: Daily Average Vehicle Counts (Monday to Friday, AM and PM peaks) (excluding cycles)

Location	ATC	AM Peak (08:15-09:15)					PM Peak (15:00-16:00)				
		Oct 2020 (pre-scheme)	July 2021 (during scheme trial)	Oct 2021 (during scheme trial)	Change (Oct 2020 to July 21)	Change (Oct 2020 to Oct 2021)	Oct 2020 (pre-scheme)	July 2021 (during scheme trial)	Oct 2021 (during scheme trial)	Change (Oct 2020 to July 21)	Change (Oct 2020 to Oct 2021)
William Road (EB)	(ATC1)	59	25	27	-58%	-54%	92	32	40	-65%	-57%
William Road (WB)	(ATC1)	9	3	4	-67%	-56%	13	5	4	-62%	-69%
Total (two-way)		68	28	31	-59%	-54%	105	37	44	-65%	-58%
Stanhope Street (NB)	(ATC2)	44	47	47	7%	7%	59	92	75	56%	27%
Stanhope Street (SB)	(ATC2)	253	120	122	-53%	-52%	196	108	87	-45%	-56%
Total (two-way)		297	167	169	-44%	-43%	255	200	162	-22%	-36%
Total (whole scheme)		355	195	200	-47%	-45%	358	237	206	-34%	-43%

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound. Total (two-way) = total (two-way) traffic flow.

It is important to note that:

- The counts collected data on the total number of vehicles on a Monday to Friday in school term time, when pupils were attending the school. The counts also collected data at the weekend. However, this has been removed from the analysis presented here since the restrictions are only in place during school opening hours;
- Due to the 26th October 2020 being in the half term, the data from the survey including that date is summarised here as a 4-day average. This is to reflect that the school was open for 4 days during that survey count. For the other counts, a 5-day average is used; and
- Since three weeks of data were collected in October 2021, the data presented in **Table 1** shows the average of those weeks.

Comparing October 2020 to July 2021

When comparing the traffic levels from October 2020 to July 2021, it can be seen that there has been a 59% reduction in motor vehicle levels (excluding cycles) on William Road during the AM peak and a 65% reduction during the PM peak. Across the whole study area, motor vehicle flows were reduced by 47% in the AM peak and 34% in the PM peak.

Although the number of vehicles travelling south along Stanhope Street decreased between October 2020 to July 2021; northbound traffic saw an increase of 7% and 56% on the AM and PM peaks respectively. This highlights that Stanhope Street may be being used as a cut-through and requires further investigation (see 'Summary' section for more information).

Comparing October 2020 to October 2021

Comparing traffic counts from October 2020 to October 2021, further reductions in average motor vehicle counts can be seen. On William Road, a 54% reduction has been observed during the AM peak and a 58% reduction in the PM peak. Positively, across the whole study area, motor vehicle flows have reduced by 45% in the AM peak and 43% in the PM peak.

Further decreases in motor vehicles travelling southbound on Stanhope Street are shown with flows reducing by 52% in the AM peak and 56% in the PM peak between October 2020 and October 2021. Whilst northbound traffic has increased, it has only increased by 3 vehicles in the AM peak (July 2021 and October 2021) and has not increased as significantly than when comparing October 2021 to July 2021 in the PM peak (16 and 33 vehicles respectively). Across the study area in October 2021 traffic flows in the AM peak were 45% lower than October 2020, and 43% lower in the PM peak.

Summary

Overall, the results indicate a positive outcome following the implementation of the scheme, with motor vehicles reduced on William Road, contributing to a healthier and safer environment. It is noted that there have been traffic increases on Stanhope Street, and the Council will undertake a study to identify possible causes of this as part of a wider area study. A possible cause is the HS2 works on Hampstead Road which may have displaced traffic onto Stanhope Street, creating the higher volumes observed. Camden will look to identify further measures, in consultation with the local community, to ensure road safety and traffic reduction measures on Stanhope Street are included as part of the HS2 Road Safety Fund in the coming month.

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 is not yet available).

Therefore, the October 2021 survey data should be representative of the 'normal' traffic levels in the area. The results indicate that the scheme has helped to lessen traffic on William Road, a primary objective of the scheme, and that the observed changes in traffic levels are unlikely to be caused by the effects of Covid-19.

Cycle flows

Cycle data was collected during the October 2020, July 2021 and October 2021 surveys; the cycling data is taken from the ATC surveys 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 (Monday to Friday, AM and PM peaks)

Road	Direction	AM			PM		
		Oct-20	Jul-21	Oct-21	Oct-20	Jul-21	Oct-21
William Road	EB	4	5	10	3	2	4
	WB	5	4	3	2	1	3
	Total (two-way)	9	9	14	5	3	7
Stanhope Street	NB	1	3	5	6	9	7
	SB	18	21	37	7	9	8
	Total (two-way)	19	24	42	13	18	14
Study Area Total (two-way)		28	33	56	18	21	21

EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound. Total (two-way) = total (two-way) traffic flow.

The data shows that between October 2020 and October 2021, in the study area total, there has been an increase of 28 cyclists in the AM peak (28 to 56 cyclists) and an increase of 3 cyclists in the PM peak (18 to 21 cyclists). Overall, the results indicate a positive outcome following the implementation of the scheme, with an increased number of cyclists using William Road. The reduction in motor vehicles observed may be a cause for

increased cyclists as it is now a safer road to travel through during the popular commuting times of 08:20-09:20 and 15:00-16:00.

Air Quality data

Camden monitors air quality across the borough. Air quality monitors called 'diffusion tubes' are in place on William Road. In addition, as part of monitoring work for HS2, there are diffusion tubes on Netley Street.

The annual mean NO₂ concentration measures at the sites is recorded in **Table 2**. 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 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.

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

- Typically, diffusion tubes over-estimate NO₂ concentrations and we therefore expect the annual mean for 2021 to be lower than the average of the individual month-average NO₂ concentrations shown in the table; and
- We estimate that road transport contributes about half of NO₂ emissions in Camden. Approximately 40% is from buildings, from the use of natural gas for heating and power. Therefore, NO₂ emissions are always higher during colder weather when there is increased heating demand in residential and commercial properties. This is why NO₂ concentrations are typically higher during winter months than during the summer.

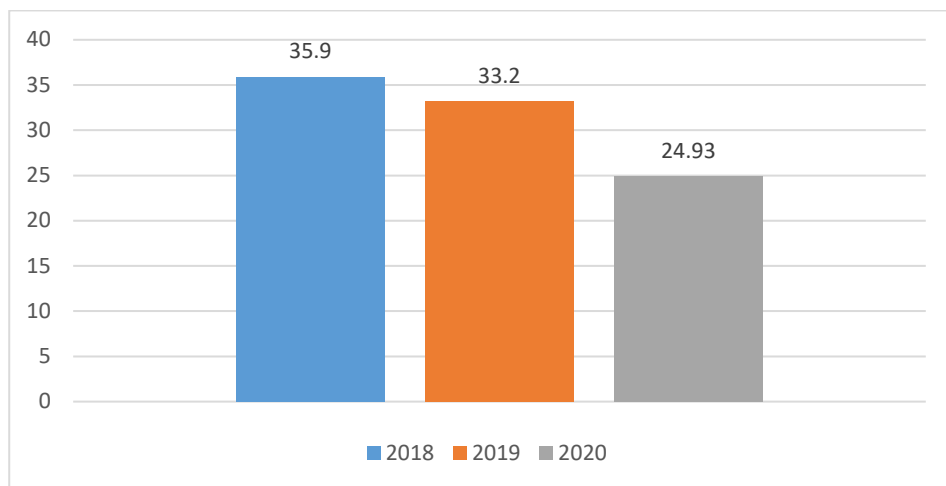
The data below shows NO₂ concentrations reducing by approximately 40-50% between January 2021 and August 2021. As stated above, much of this effect may be due to the warmer weather in later months. However, once annual means can be calculated for 2021, we will compare this with the historic data in **Figure 3** and this will provide a more accurate picture of the air quality impact of the scheme.

Table 2: Raw and provisional month-average diffusion tube NO₂ data (2021), µg/m³

Site	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21
William Road		34.57	30.22	No data	24.99	21.80	25.45	20.78
Netley Street	44.00	40.00	34.00	38.00	29.00	25.00	No data	No data

Figure 3 provides data from previous years at the HS2's Netley Street site and shows that the annual mean NO₂ concentrations fell slightly between 2018-2019 and more significantly between 2019-2020. COVID-19 restrictions will have impacted this decrease.

Figure 3: Netley Street bias-adjusted annual mean diffusion tube NO₂ data, µg/m³



The National Air Quality Objective annual mean limit for NO₂ is 40µg/m³, so the Netley Street site was already compliant prior to scheme installation. However, there are still health benefits in improving air quality beyond the annual mean limit.

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

Hands Up survey

'Hands Up' surveys allow us to record how children travel to school by asking them to put their hand up when their mode of transport is read out. Camden has conducted a 'Hands Up' survey in September 2021 to identify which transport modes pupils and staff of Netley Primary School use to travel to/from the school. There was a total of 175 participants (156 pupils, 19 staff).

Figure 4 presents the results of the 2021 survey and highlights the majority (66%) of participants walk/buggy to school, with 16% cycling/scooting. 10% of pupils/staff use public transport to/from the school whilst only 8% of participants travel by private motor vehicle i.e. by car. Positively, the results suggest pupils and staff using this mode of transport is relatively low. When compared with the results of previous surveys at Netley Primary School (**Table 3**), we can see that use of private motor vehicles for the school run has gradually decreased over time.

Figure 4: 2021 Hands Up Survey Responses

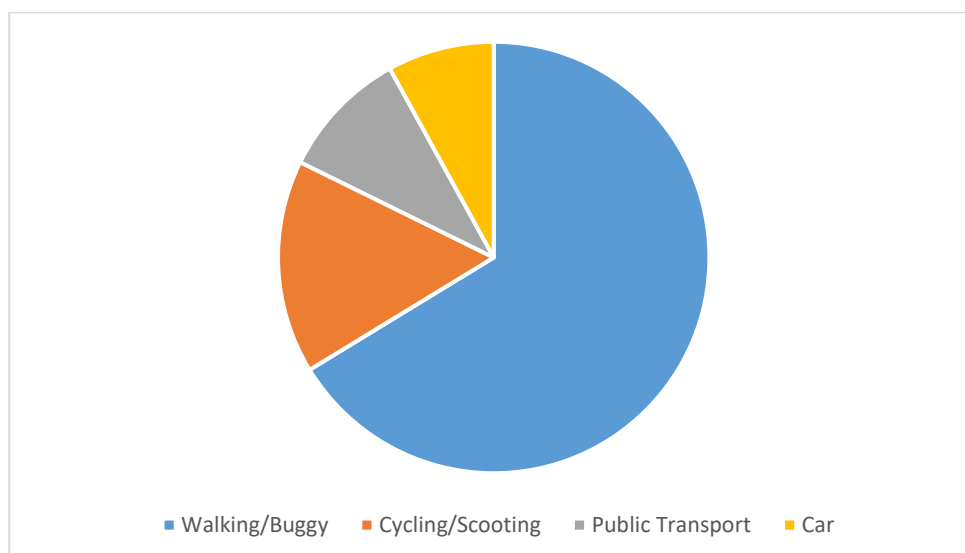


Table 3 shows that in the last three years, the percentage of participants walking/buggy and cycling/scooting has increased. In the last five years, walking/buggy has always been the most common mode for getting to/from Netley Primary School. Note that the percentages will not total 100% as some modes have been excluded from this table e.g. public transport like bus and rail.

Table 3: Hands Up Survey Responses from 2016 – 2021

Survey Date	Participants	Transport Mode			
		Walking / Buggy	Cycling / Scooting	Public Transport	Car
01/02/2016	403	66%	7%	15%	13%
26/05/2017	422	71%	5%	14%	11%
08/01/2018	415	75%	2%	11%	12%
19/09/2018	432	59%	11%	19%	10%
05/07/2019	483	66%	14%	14%	5%
13/09/2021	175	66%	16%	10%	8%

The most recent 2021 survey was undertaken following the trial scheme implementation and suggests a positive outcome of the restrictions on William Road. It is hoped that if the restrictions continue, over time more families will be encouraged to walk, cycle and scoot to school.

It is likely there will always be some level of private car use to the school however the introduction of the Healthy Schools Street scheme will support and encourage use of more sustainable where this is possible. It is appreciated that for a small number of parents and students, walking and cycling to school is not possible.

Camden will continue to work with Netley primary school to engage and support the parents, children and staff to travel to school by active modes of transport.

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.

Analysis of the data indicates a single collision on the William Road/Stanhope Street junction occurred in October 2018 (before the trial scheme was installed). The collision was classed as slight in severity and involved a cyclist. Following the scheme implementation, no collisions have been recorded.