

# Neighbourhoods of the Future Healthy School Street Zone

## Consultation for Maresfield Gardens, Netherhall Gardens, Netherhall Way, Nutley Terrace, and the southern part of Frognal



## Monitoring Factsheet

### Traffic Count Data

To identify the impact of the scheme on local traffic flows, we have monitored and compared pre-and post-scheme traffic counts in the Neighbourhoods of the Future (NoF) Healthy School Street (HSS) Zone area.

Traffic data before and after the scheme implemented was collected through automatic traffic counts (ATCs). **‘Before’** scheme data was collected in **February 2019** and **September 2020**. **‘After’** scheme data was collected in **November 2020** when signs were unveiled and the scheme was live but Automatic Number Plate Recognition (ANPR) enforcement cameras were not active, and in **June 2021**, when the scheme was live and ANPR enforcement cameras were active. Please note that February 2019 data only covered 7 count locations, whereas 2020 and 2021 data covered 24 count locations.

Weekly traffic counts (car, van, lorry, bus, cycle, and motorcycle) were taken over the following five-day periods:

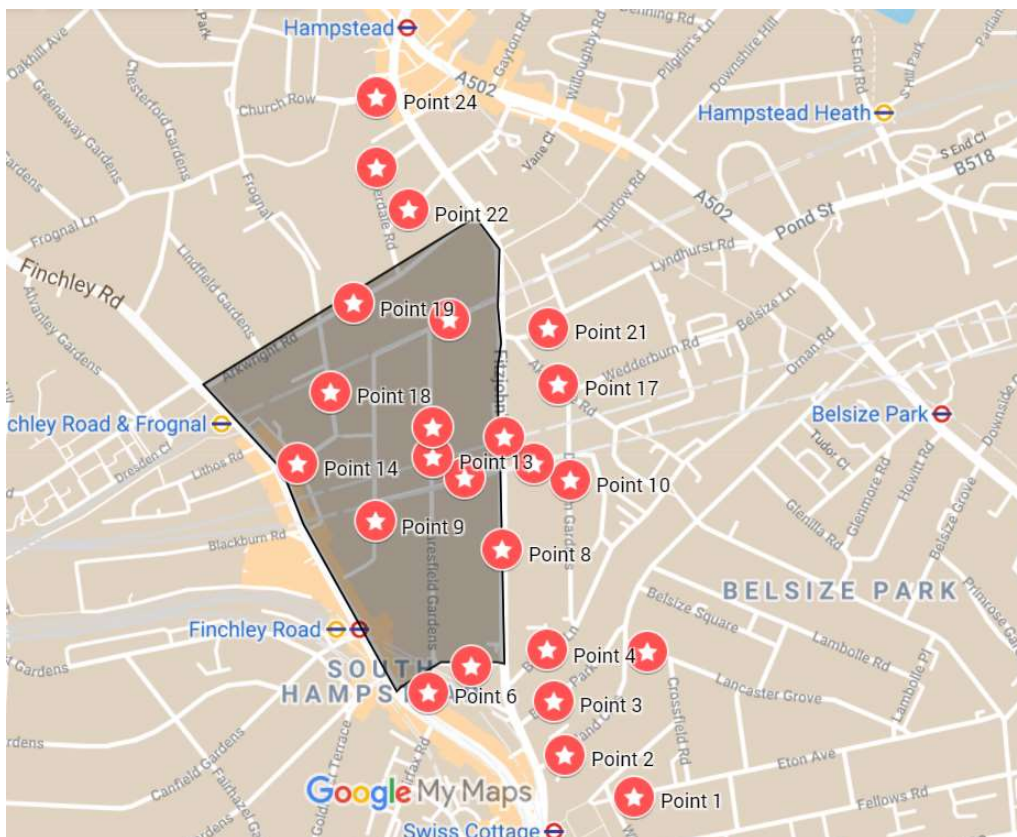
- **February 2019 (Before scheme)** – Monday 11<sup>th</sup>, Tuesday 12<sup>th</sup>, Wednesday 13<sup>th</sup>, Thursday 14<sup>th</sup>, and Friday 15<sup>th</sup> (7 sites only)
- **September 2020 (Before scheme)** - Monday 7<sup>th</sup>, Tuesday 8<sup>th</sup>, Wednesday 9<sup>th</sup>, Thursday 10<sup>th</sup>, and Friday 4<sup>th</sup>
- **November 2020 (After scheme - signs were unveiled and the scheme was live, but enforcement cameras were not active)** - Monday 23<sup>rd</sup>, Tuesday 24<sup>th</sup>, Wednesday 25<sup>th</sup>, Thursday 26 and Friday 27<sup>th</sup>
- **June 2021 (After scheme - scheme was live and enforcement cameras were active)** - Monday 7<sup>th</sup>, Tuesday 8<sup>th</sup>, Wednesday 9<sup>th</sup>, Thursday 10<sup>th</sup> and Friday 11<sup>th</sup>

The counts covered the total number of vehicles on a Monday to Friday in school term time, when all pupils were attending the school.

Traffic counts were analysed during the AM peak (08:00-09:00) and PM peak (15:00-16.15) and included motorcycles, cars, Light Goods Vehicles (LGVs), Heavy-Duty Vehicles (HDVs), buses and coaches. Cycles were not included within this analysis, with the exception of the 2019 data, where it was not possible to separate out the vehicle classes, however the low numbers of cyclists mean this is unlikely to have a significant impact on the results. The lengthier PM peak covers a longer time period, and this corresponds with differing school collection times across the area.

The data count locations are shown in **Figure 1** below as follows (note that numbers in brackets refer to the their map reference): Eton Avenue (01), Buckland Crescent (02), Belsize Park (03), Belsize Lane (04), Maresfield Gardens (05), College Crescent (06), Lancaster Grove (07), Fitzjohn's Avenue (08), Netherhall Gardens (09), Daleham Gardens (10), Nutley Terrace (11), Nutley Terrace (12), Netherhall Gardens north of Nutley Terrace (13), Frognal east of Finchley Road (14), Maresfield Gardens north of Nutley Terrace (15), Fitzjohn's Avenue north of Nutley Terrace (16), Akenside Road north of Wedderburn Road (17), Frognal north of Netherhall Way (18), Arkwright Road east of Frognal (19), Netherhall Gardens west of Fitzjohn's Avenue (20), Lyndhurst Road west of Lyndhurst Terrace (21), Prince Arthur Road east of Ellerdale Road (22), Ellerdale Road west of Fitzjohn's Avenue (23), Church Road west of Fitzjohn's Avenue (24).

**Figure 1 – Traffic count locations**

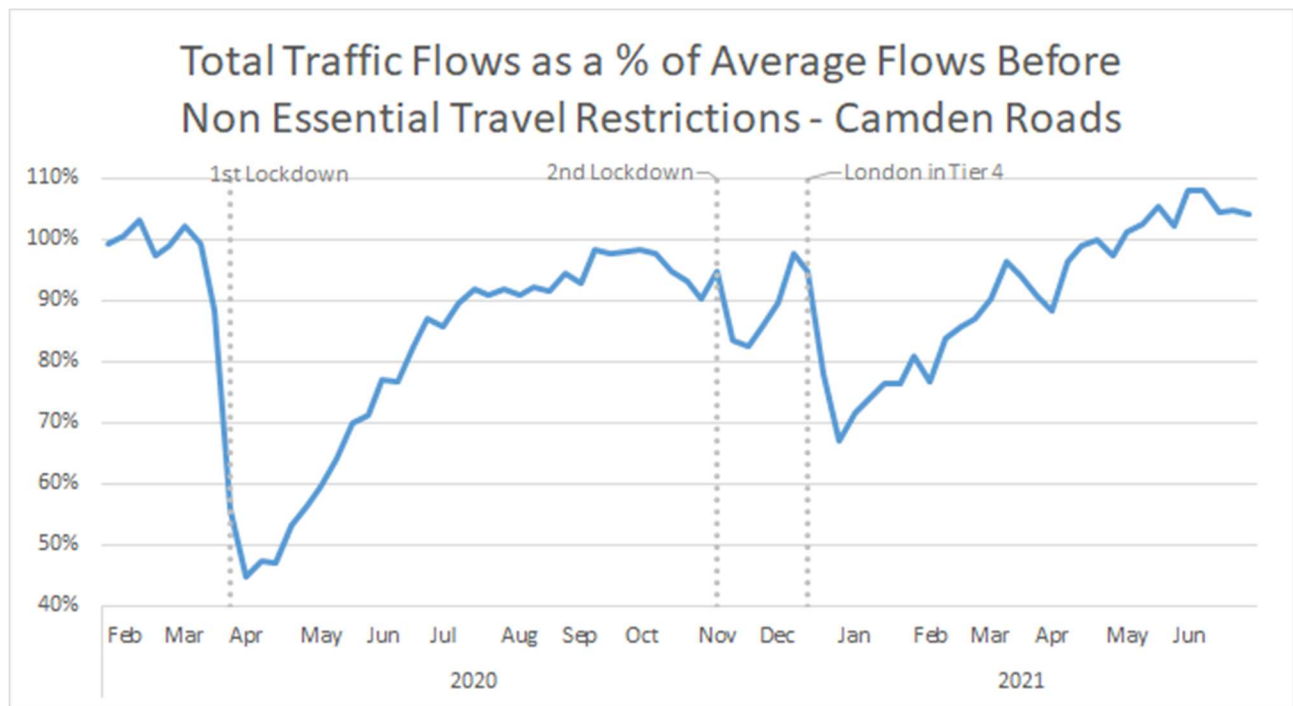


It is recognised that the Covid-19 pandemic has had an impact on general traffic levels throughout London and in Camden. Data collected by Camden Council, presented within Table 1, shows the fluctuations in motor traffic on Camden's roads between the first quarter of 2020 and the final quarter of 2021. **Figure** presents total traffic flows as a

percentage of the average flows before the non-essential travel restrictions were brought in by the government.

At the time of the September 2020 traffic counts (Week 37), traffic was back to 98% of pre-pandemic volumes. Due to the second lockdown, the week of the November 2020 (Week 48) traffic counts were reduced to 84% of pre-pandemic volumes. By time of the traffic counts in June 2021 (Week 23), traffic in Camden was up to 105% of pre-pandemic average flows, meaning that more people were driving than at the same point in 2019.

**Figure 2: Total traffic flows on Camden roads as a percentage of the average flows before non-essential Covid-19 travel restrictions**



The timings and data gathered is summarised in Table 1 overleaf, which shows daily average traffic flows based on the weekly counting periods noted above.

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

Site	AM Peak (08:00-09:00)							PM Peak (15:00-16:15)						
	Feb 19	Sep 20	Nov 20	June 21	Change (Nov 2020 vs Sept 2020)	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)	Feb 19	Sep 20	Nov 20	June 21	Change (Nov 2020 vs Sept 2020)	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)
Site 01 - Eton Avenue		170	196	203	+15%		+19%		203	191	213	-6%		+5%
Site 02 - Buckland Crescent		395	450	429	+14%		+9%		522	521	552	0%		+6%
Site 03 - Belsize Park (Eastbound/Northbound Only)		206	213	205	+4%		0%		238	217	246	-9%		+3%
Site 04 - Belsize Lane		353	355	280	+1%		-21%		587	356	477	-39%		-19%
Site 05 - Maresfield Gardens (Eastbound Only)	125	130	65	61	-50%	-51%	-53%	101	111	63	57	-43%	-43%	-48%
Site 06 - College Crescent (Eastbound Only)	268	291	321	290	+10%	+8%	0%	244	314	299	281	-5%	+15%	-10%
Site 07 - Lancaster Grove		198	168	171	-15%		-14%		214	183	189	-14%		-12%
Site 08 - Fitzjohn's Avenue		954	929	766	-3%		-20%		685	830	518	+21%		-24%
Site 09 - Netherhall Gardens south of Nutley Terrace	49	51	44	47	-13%	-4%	-8%	43	66	44	50	-34%	+16%	-25%
Site 10 - Daleham Gardens south of Nutley Terrace		143	177	156	+24%		+10%		296	259	302	-13%		+2%
Site 11 - Nutley Terrace west of Daleham Gardens		116	128	74	+10%		-36%		217	179	169	-17%		-22%
Site 12 - Nutley Terrace west of Fitzjohn's Avenue	286	242	149	123	-39%	-57%	-49%	279	321	186	163	-42%	-42%	-49%
Site 13 - Netherhall Gardens north of Nutley Terrace	90	74	51	44	-32%	-51%	-41%	69	77	56	47	-27%	-31%	-39%
Site 14 - Froggnal east of Finchley Road		188	193	202	+2%		+8%		204	153	108	-25%		-47%
Site 15 - Maresfield Gardens north of Nutley Terrace	116	82	66	43	-19%	-63%	-47%	153	206	109	95	-47%	-38%	-54%
Site 16 - Fitzjohn's Avenue north of Nutley Terrace		847	862	660	+2%		-22%		614	777	488	+26%		-21%

Site 17 - Akenside Road north of Wedderburn Road		239	220	181	-8%		-24%		182	183	141	+0%		-23%
Site 18 - Frognaal north of Netherhall Way*		306	199	n/a	-35%		n/a		225	161	n/a	-29%		n/a
Site 19 - Arkwright Road east of Frognaal		547	653	468	+19%		-14%		816	851	646	+4%		-21%
Site 20 - Netherhall Gardens west of Fitzjohn's Avenue	170	169	117	73	-31%	-57%	-57%	158	211	181	113	-14%	-28%	-46%
Site 21 - Lyndhurst Road west of Lyndhurst Terrace		474	514	396	+8%		-16%		371	424	302	+14%		-19%
Site 22 - Prince Arthur Road east of Ellerdale Road		104	96	85	-8%		-19%		157	180	143	+15%		-9%
Site 23 - Ellerdale Road west of Fitzjohn's Avenue		57	35	45	-39%		-20%		83	59	61	-28%		-26%
Site 24 - Church Row west of Fitzjohn's Avenue		193	221	141	+15%		-27%		253	295	270	+17%		+7%
<b>Total</b>	<b>1,104</b>	<b>6,529</b>	<b>6,421</b>	<b>5,146</b>	<b>-2%</b>	<b>n/a</b>	<b>-21%</b>	<b>1,047</b>	<b>7,175</b>	<b>6,758</b>	<b>5,632</b>	<b>-6%</b>	<b>n/a</b>	<b>-22%</b>

\* No data collected in June 2021

When comparing the February 2019 flows to the June 2021 'After scheme' data, the majority of the locations in the AM peak period show a reduction in traffic of between 4% and 63%, although there is an increase in traffic flows of 8% at one site (Site 6 – College Crescent). In the PM peak, the February 2019 flows present a similar picture, with five sites (Sites 05, 12, 13, 15 and 20) showing a reduction of between 28% and 43% after the scheme was introduced, and two sites showing an increase in traffic of 15% and 16% (Sites 06 and 09, respectively), although it should be recognised that the traffic increase is only 7 vehicles across the peak at each site.

Comparing the 'Before scheme' situation in September 2020 to the 'After scheme' situation in June 2021 (when the scheme was live and enforcement cameras were active), the results indicate **lower traffic levels 'After scheme' on the majority of roads** monitored in both the AM and PM peaks. In the AM peak, overall traffic levels reduced by 2% between September 2020 and November 2020, and between September 2020 and June 2021 traffic levels dropped further, with a 21% reduction in overall traffic levels recorded. Similar reductions in traffic levels were also recorded in the PM peak. Between September 2020 and November 2020 traffic levels fell by 6%, and between November 2020 to June 2021 a 17% reduction was recorded.

**In the AM peak between September 2020 and June 2021, 20 out of 24 count points recorded decreased traffic levels**, with the exception of Eton Avenue (+19%, 33 additional vehicles), Buckland Crescent (+9%, 34 additional vehicles), Daleham Gardens (+10% 13 additional vehicles), and Frognal (+8%, 14 additional vehicles) which experienced small traffic increases. **In the PM peak, 19 out of the 24 count points recorded decreased traffic levels**, with the exception of Eton Avenue (+5%, 10 additional vehicles), Buckland Crescent (+6%, 30 additional vehicles), Belsize Park (+3%, 8 additional vehicles), Daleham Gardens (+2%, 6 additional vehicles) and Church Road (+7%, 17 additional vehicles) which experienced small traffic increases.

Between September 2020 and June 2021, the largest reductions in traffic levels were recorded on Maresfield Gardens with a 53% reduction in the AM peak and 48% reduction in the PM peak, Nutley Terrace with a 49% reduction in both the AM and PM peaks, and Netherhall Gardens, with a 57% reduction in the AM peak and 46% reduction in the PM peak. The largest increases in traffic levels between September 2020 and June 2021 were recorded at Eton Avenue, with a 19% increase in the AM peak and 5% increase in the PM peak and Buckland Crescent, with a 9% increase in the AM peak and 6% increase in the PM peak. Frognal also recorded an increase of 8% in the AM peak, however a decrease of 47% was recorded in the PM peak.

## **Cycle Flows**

A comparison of cycle flows from surveys undertaken before (February 2019 and September 2020) and after (June 2021) was also undertaken to determine if the scheme had a significant impact on cycle flows within the study area.

**Table 2 - Cycle Count Data: Daily Average Counts (Monday to Friday, AM and PM peaks)**

Site	AM Peak (08:00-09:00)					PM Peak (15:00-16:15)				
	Feb 19	Sep 20	Jun 21	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)	Feb 19	Sep 20	Jun 21	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)
Site 01 - Eton Avenue		37	40		3		32	30		-1
Site 02 - Buckland Crescent		16	9		-7		11	11		0
Site 03 - Belsize Park (Eastbound/Northbound Only)		9	1		-8		7	1		-6
Site 04 - Belsize Lane		27	12		-15		18	20		2
Site 05 - Maresfield Gardens (Eastbound Only)	3	16	16	13	0	4	8	6	2	-2
Site 06 - College Crescent (Eastbound Only)	7	8	9	2	1	1	7	6	5	-1
Site 07 - Lancaster Grove		10	7		-3		7	6		-1
Site 08 - Fitzjohn's Avenue		19	23		4		14	10		-4
Site 09 - Netherhall Gardens south of Nutley Terrace	0	8	12	11	4	0	4	5	5	1
Site 10 - Daleham Gardens south of Nutley Terrace		2	2		0		2	3		0
Site 11 - Nutley Terrace west of Daleham Gardens		16	4		-12		11	8		-3
Site 12 - Nutley Terrace west of Fitzjohn's Avenue	2	10	11	8	1	1	6	9	8	3
Site 13 - Netherhall Gardens north of Nutley Terrace	4	27	17	13	-10	1	15	11	10	-5
Site 14 - Frognal east of Finchley Road		6	12		6		4	15		11
Site 15 - Maresfield Gardens north of Nutley Terrace	0	2	1	1	-1	0	2	3	3	1
Site 16 - Fitzjohn's Avenue north of Nutley Terrace		20	19		-1		12	14		2
Site 17 - Akenside Road north of Wedderburn Road		10	7		-3		8	5		-3
Site 18 - Frognal north of Netherhall Way		17	0		-17		15	0		-15
Site 19 - Arkwright Road east of Frognal		10	11		0		5	9		4
Site 20 - Netherhall Gardens west of Fitzjohn's Ave	1	7	0	-1	-6	1	5	0	0	-4
Site 21 - Lyndhurst Road west of Lyndhurst Terrace		11	16		5		10	10		1
Site 22 - Prince Arthur Road east of Ellerdale Road		1	2		1		1	3		2
Site 23 - Ellerdale Road west of Fitzjohn's Avenue		2	2		0		3	4		1
Site 24 - Church Road west of Fitzjohn's Avenue		13	11		-2		27	17		-10

When comparing September 2020 and June 2021, there has been an overall reduction in the total number of cycles in both peaks during the period of the trial scheme, with some of the busier links seeing the largest drop in cycle levels, which also correspond to large reductions in general motor traffic levels at the same locations. However, at the sites where data is available for February 2019, there is a notable increase in cyclists in both peak periods, even where the June 2021 levels are lower than the September 2020 flows.

It is also notable that at Sites 9 and 15 – within the scheme traffic restriction area - there are no cyclists recorded in February 2019, whereas there are some cyclists recorded at these locations post the introduction of the scheme.

### **Hands up and school surveys/travel planning**

During the consultation we will be working closely with schools within the zone to carry out 'hands up' surveys with pupils. These 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. We will compare these surveys with pre-scheme hands up data that was recorded in 2019 as part of the analysis of the consultation data.

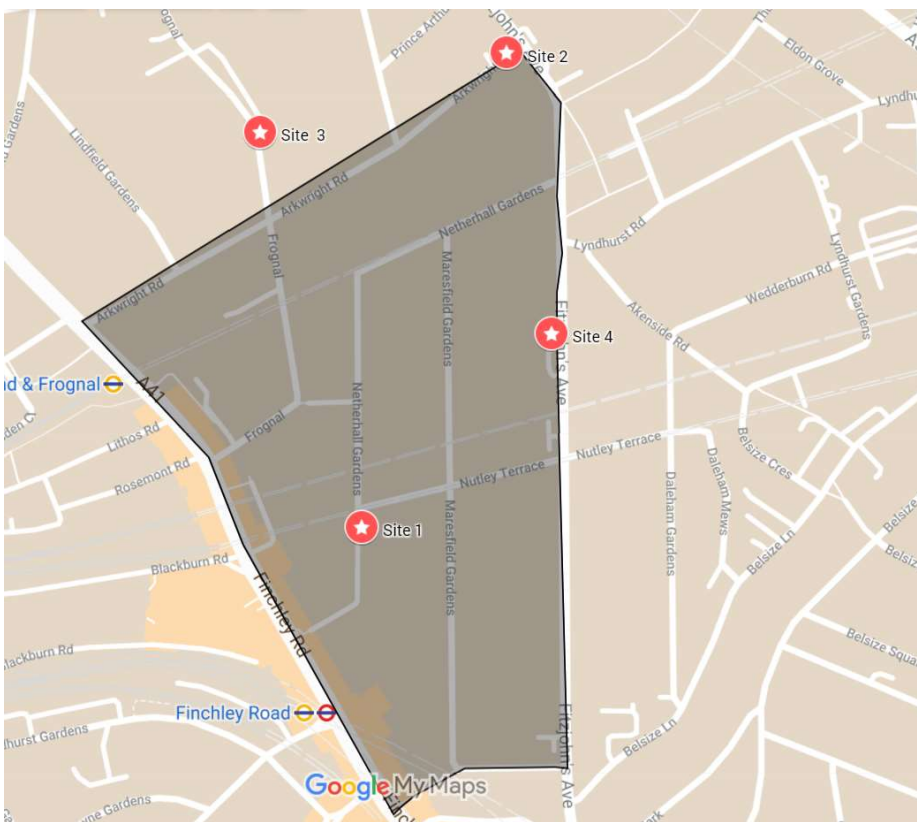
As part of our wider work within the borough, we continue to work with schools to switch school run journeys to more active modes. This is through schemes such as the TfL STARS programme which awards schools a gold, silver or bronze accreditation depending on the number of active transport related activities they complete each year and the number of pupils that travel to school by active modes of transport. We will also continue to fund our cargo bike scheme for the remainder of this financial year and explore further funding streams for future years. This scheme allows parents to have a free one-month trial of an electric assisted cargo bike to transport their children to school, with the option to return the bike, to continue the loan for a monthly fee, or to purchase the bike at the end of the trial.



## Air Quality Monitoring

Air quality diffusion tubes have been in place on South Hampstead High School, Devonshire House Preparatory School (Arkwright Road), UCS Senior School (Frognal) and Fitzjohn's Avenue shown in Figure 3 below. Diffusion tube data is a standard and approved method for measuring outdoor NO<sub>2</sub> concentrations. Table 2 presents a comparison of raw average unadjusted diffusion tube data collected from April-June 2019 (before implementation of the scheme), and from April-June 2021 (post implementation). The analysis shown below draws upon the raw diffusion tube NO<sub>2</sub> concentrations measured during April-June 2019 and April-June 2021. Due to the fact that the average NO<sub>2</sub> concentrations for 2019 and 2021 only represent three months of monitoring (rather than a full calendar year of monitoring), the values should not be compared to the legal annual mean limit for NO<sub>2</sub> air pollution.

**Figure 3 – Diffusion tube locations**



**Table 2 – NO<sub>2</sub> data**

Number on map	Site	Apr-Jun 2019 (raw $\mu\text{g}/\text{m}^3$ )	Apr-Jun 2021 (raw $\mu\text{g}/\text{m}^3$ )	Absolute change ( $\mu\text{g}/\text{m}^3$ )	% change	Months included
Site 1	Schools 6 South Hampstead High School Junior School	25.41	21.09	-4.32	-17%	Apr, May, Jun
Site 2	Schools 7 Devonshire House Preparatory School (Arkwright Road)	38.78	31.43	-7.35	-19%	Apr, May, Jun
Site 3	Schools 8 UCS Senior School (Frognal)	29.04	22.76	-6.28	-22%	Apr, May, Jun
Site 4	Statutory 7 Fitzjohn's Avenue	46.55	36.07	-10.48	-23%	Apr, May

There has been an improvement in NO<sub>2</sub> levels across all four monitoring locations. The data shows a reduction of  $\mu\text{g}/\text{m}^3$  of at least 17%. The biggest change in air quality was recorded at Fitzjohn's Avenue, where a reduction of 23% was recorded. However, it is important to note that road transport contributes around 50% of total NO<sub>2</sub> emissions in Camden over the course of the year. The majority of the remainder comes from gas use in building heating systems, so there is significant seasonal variation in outdoor NO<sub>2</sub> concentrations when heating demand is higher during cold weather. The change in NO<sub>2</sub> concentration at a particular location won't entirely be the result of changes in traffic volumes and there are other factors affecting pollution levels. However, with the expansion of the ULEZ zone towards the north circular from 25<sup>th</sup> October 2021 we expect to see further improvements in air quality at these locations.

# Feedback during the Experimental Traffic Order (ETO) Period

121 comments on the scheme were received on Commonplace during the trial “ETO” period. 46% of the respondents were positive towards the changes. We also received 46 emails and one telephone call which contained feedback. 45% of correspondents were positive towards the changes.

- 45 comments mentioned that the area is safer to walk and cycle
- 48 comments mentioned that the traffic levels have improved, and streets feel quieter
- 30 comments suggested that the scheme should be expanded further
- A number of residents commented that traffic infringements during school pick up and drop off times had reduced.



From both Commonplace feedback and correspondence received, those that were not supportive of the scheme shared issues around the following:

- 23 respondents were concerned about traffic displacement, in particular on Belsize Lane, Fitzjohns Avenue and Finchley Road.

The traffic data outlined above shows that between September 2020 and June 2021 there was a fall in the morning peak for Belsize Lane but an increase in the afternoon peak and a fall of over 20% for both peaks for Fitzjohns Avenue. Data was not collected for Finchley Road.

- 46 respondents that opposed the scheme also stated that pollution and idling have not been improved by the scheme. However, analysis of the air quality data above shows that there has been a decrease of NO<sub>2</sub> across all of the measuring sites. If the scheme is made permanent, we would continue to work with all schools within the zone to help reduce the number of parents that continue to drive for the school run.
- Some residents have been stated that they have not known the operational dates for the scheme with enough notice and that they have been unable to have deliveries, tradespeople, and visits from family during the times of operation. If the scheme is made permanent, we would include the dates on our website and would investigate further ways that they can be shared. If a resident within the zone requires emergency repair work, or transport to reach a hospital appointment, they can contact us to ensure that an exemption is in place, or that any Penalty Charge Notices are cancelled.
- Some correspondence received has related to residents being unhappy that electric vehicles were required to apply for an exemption and were not automatically exempt from the scheme. We have recently implemented a process whereby electric vehicles are automatically exempt utilising information held by the DVLA.

- A number of emails have been received regarding the signage for the scheme, in particular a temporary change to the signage which has removed the text regarding the electric vehicle exemption. We are currently working with the Department for Transport to produce a sign which includes this and would update all signage if the scheme is made permanent.

As mentioned above, we will be collecting survey data from pupils at the schools within the zone to measure the change in travel behaviour as a result of the scheme, as well as their thoughts on the scheme and whether it should be made permanent. We will also be engaging further with the schools within the zone to gather their feedback.

The funding for the scheme was granted through the Neighbourhoods of the Future scheme by Transport for London, London Councils, and the Greater London Authority. The scheme focuses on projects which encourage electric vehicle (EV) charging technologies, policies, and initiatives to support the growth of clean vehicles in London. Pure electric vehicles have been granted an exemption for the duration of the trial scheme, with 38% of exemption requests being attributed to this, and we have received feedback from parents and school staff that many parents have purchased electric vehicles as a result of this exemption.

## Appendix A – Traffic Data Methodology

To monitor and review the impacts of the scheme, traffic count data has been collected before and after the opening of the scheme. Automatic Traffic Counters<sup>1</sup> were used to collect data on hourly traffic volumes by direction and vehicle class before the scheme was constructed. Data was collected over the following five-day periods:

- **February 2019 (Before-scheme)** – Monday 11<sup>th</sup>, Tuesday 12<sup>th</sup>, Wednesday 13<sup>th</sup>, Thursday 14<sup>th</sup>, and Friday 11<sup>th</sup>
- **September 2020 (Before-scheme)** - Monday 7<sup>th</sup>, Tuesday 8<sup>th</sup>, Wednesday 9<sup>th</sup>, Thursday 10<sup>th</sup> and Friday 4<sup>th</sup>
- **November 2020 (After-scheme - signs were unveiled and the scheme was live, but enforcement cameras were not active)** - Monday 23<sup>rd</sup>, Tuesday 24<sup>th</sup>, Wednesday 25<sup>th</sup>, Thursday 26<sup>th</sup> and Friday 27<sup>th</sup>
- **June 2021 (After-scheme - scheme was live and enforcement cameras were active)** - Monday 7<sup>th</sup>, Tuesday 8<sup>th</sup>, Wednesday 9<sup>th</sup>, Thursday 10<sup>th</sup> and Friday 11<sup>th</sup>

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. Note that due to a problem with an individual Automatic Traffic Counter, no data was collected at Frognal, north of Netherhall Way (Site 18) in June 2021, therefore no comparisons have been made to June 2021 at this Site.

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<sup>1</sup> Automatic Traffic Counter – typically pneumatic tubing that runs across the road, recording vehicle volumes and classification (by axle base separation) when wheels pass over the tube.

## Appendix B: Raw Traffic Data

**Table 1: Camden Neighbourhoods of the Future Daily Average (5-Day) Traffic Flow (excluding cycles) – Raw Data**

Site	Direction of travel	AM Peak (08:00-09:00)							PM Peak (15:00-16:15)						
		Feb 19	Sep 20	Nov 20	June 21	Change (Nov 2020 vs Sept 2020)	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)	Feb 19	Sep 20	Nov 20	June 21	Change (Nov 2020 vs Sept 2020)	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)
Site 01 - Eton Avenue	Combined		170	196	203	+15%		+19%		203	191	213	-6%		+5%
	Eastbound		55	68	70	+23%		+27%		75	61	70	-18%		-6%
	Westbound		115	128	133	+11%		+15%		128	130	143	+1%		+11%
Site 02 - Buckland Crescent	Combined		395	450	429	+14%		+9%		522	521	552	0%		+6%
	Northbound		193	223	191	+16%		-1%		298	241	220	-19%		-26%
	Southbound		202	227	238	+12%		+18%		224	280	332	+25%		+48%
Site 03 - Belsize Park (eastbound/northbound only)	Combined		206	213	205	+4%		0%		238	217	246	-9%		+3%
	Eastbound		206	213	205	+4%		0%		238	217	246	-9%		+3%
	Westbound		n/a	n/a	n/a	n/a		n/a		n/a	n/a	n/a	n/a		n/a
Site 04 - Belsize Lane	Combined		353	355	280	+1%		-21%		587	356	477	-39%		-19%
	Eastbound		182	150	147	-18%		-19%		434	229	370	-47%		-15%
	Westbound		171	206	134	+20%		-22%		153	127	108	-17%		-30%
Site 05 - Maresfield Gardens (eastbound only)	Combined	125	130	65	61	-50%	-51%	-53%	101	111	63	57	-43%	-44%	-48%
	Eastbound	120	130	65	61	-50%	-49%	-53%	101	111	63	57	-43%	-44%	-48%
	Westbound	0	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a
Site 06 - College Crescent (eastbound only)	Combined	268	291	321	290	+10%	8%	0%	244	314	299	281	-5%	15%	-10%
	Eastbound	268	291	321	290	+10%	8%	0%	244	314	299	281	-5%	15%	-10%
	Westbound	0	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a
Site 07 - Lancaster Grove	Combined		198	168	171	-15%		-14%		214	183	189	-14%		-12%
	Eastbound		127	102	104	-20%		-18%		122	103	106	-15%		-13%
	Westbound		71	66	67	-6%		-6%		92	80	83	-13%		-10%
Site 08 - Fitzjohn's Avenue	Combined		954	929	766	-3%		-20%		685	830	518	+21%		-24%
	Northbound		485	439	345	-10%		-29%		335	453	214	+35%		-36%
	Southbound		468	490	421	+5%		-10%		351	378	303	+8%		-14%
	Combined	49	51	44	47	-13%	-4%	-8%	43	66	44	50	-34%	16%	-25%

Site	Direction of travel	AM Peak (08:00-09:00)							PM Peak (15:00-16:15)						
		Feb 19	Sep 20	Nov 20	June 21	Change (Nov 2020 vs Sept 2020)	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)	Feb 19	Sep 20	Nov 20	June 21	Change (Nov 2020 vs Sept 2020)	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)
Site 09 - Netherhall Gardens south of Nutley Terrace	Northbound	22	25	21	19	-15%	-14%	-23%	22	36	22	26	-38%	18%	-27%
	Southbound	27	26	24	28	-11%	4%	+6%	21	30	21	23	-30%	10%	-23%
Site 10 - Daleham Gardens south of Nutley Terrace	Combined		143	177	156	+24%		+10%		296	259	302	-13%		+2%
	Northbound		54	59	68	+10%		+26%		263	214	253	-19%		-4%
	Southbound		89	118	88	+33%		0%		34	45	49	+35%		+45%
Site 11 - Nutley Terrace west of Daleham Gardens	Combined		116	128	74	+10%		-36%		217	179	169	-17%		-22%
	Eastbound		50	58	39	+16%		-22%		44	50	65	+14%		+48%
	Westbound		66	70	35	+5%		-47%		173	129	104	-25%		-40%
Site 12 - Nutley Terrace west of Fitzjohn's Avenue	Combined	286	242	149	123	-39%	-57%	-49%	279	321	186	163	-42%	-42%	-49%
	Eastbound	27	36	29	26	-21%	-4%	-27%	33	39	39	32	-1%	-3%	-19%
	Westbound	259	206	120	97	-42%	-63%	-53%	247	282	147	131	-48%	-47%	-54%
Site 13 - Netherhall Gardens north of Nutley Terrace	Combined	90	74	51	44	-32%	-51%	-41%	69	77	56	47	-27%	-32%	-39%
	Northbound	66	54	32	25	-41%	-62%	-54%	51	57	36	34	-36%	-33%	-40%
	Southbound	24	20	19	19	-5%	-21%	-4%	18	21	20	13	-3%	-28%	-38%
Site 14 - Frognaal east of Finchley Road	Combined		188	193	202	+2%		+8%		204	153	108	-25%		-47%
	Eastbound		17	26	23	+58%		+37%		51	36	23	-28%		-55%
	Westbound		171	166	180	-3%		+5%		153	117	85	-23%		-44%
Site 15 - Maresfield Gardens north of Nutley Terrace	Combined	116	82	66	43	-19%	-63%	-47%	153	206	109	95	-47%	-38%	-54%
	Northbound	50	34	29	24	-15%	-52%	-30%	120	166	75	80	-55%	-33%	-52%
	Southbound	66	47	37	19	-22%	-71%	-60%	32	40	34	15	-15%	-53%	-62%
Site 16 - Fitzjohn's Avenue north of Nutley Terrace	Combined		847	862	660	+2%		-22%		614	777	488	+26%		-21%
	Northbound		371	378	263	+2%		-29%		232	395	176	+70%		-24%
	Southbound		476	484	397	+2%		-17%		383	382	312	0%		-18%
Site 17 - Akenside Road north of Wedderburn Road	Combined		239	220	181	-8%		-24%		182	183	141	+0%		-23%
	Northbound		75	76	76	+2%		+2%		112	126	86	+12%		-24%
	Southbound		164	144	105	-12%		-36%		70	57	55	-19%		-22%
Site 18 - Frognaal north of Netherhall Way*	Combined		306	199	n/a	-35%		n/a		225	161	n/a	-29%		n/a
	Northbound		17	46	0	+177%		n/a		49	76	0	+57%		n/a
	Southbound		290	152	0	-47%		n/a		176	84	0	-52%		n/a

Site	Direction of travel	AM Peak (08:00-09:00)							PM Peak (15:00-16:15)						
		Feb 19	Sep 20	Nov 20	June 21	Change (Nov 2020 vs Sept 2020)	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)	Feb 19	Sep 20	Nov 20	June 21	Change (Nov 2020 vs Sept 2020)	Change (June 2021 vs Feb 2019)	Change (June 2021 vs Sept 2020)
Site 19 - Arkwright Road east of Frognal	Combined		547	653	468	+19%		-14%		816	851	646	+4%		-21%
	Eastbound		248	331	257	+34%		+4%		270	284	277	+5%		+3%
	Westbound		299	322	211	+8%		-29%		547	567	369	+4%		-33%
Site 20 - Netherhall Gardens west of Fitzjohn's Avenue	Combined	170	169	117	73	-31%	-57%	-57%	158	211	181	113	-14%	-28%	-46%
	Eastbound	90	93	62	47	-33%	-48%	-50%	109	165	124	100	-24%	-8%	-39%
	Westbound	80	76	54	26	-28%	-68%	-65%	48	47	57	13	+22%	-73%	-71%
Site 21 - Lyndhurst Road west of Lyndhurst Terrace	Combined		474	514	396	+8%		-16%		371	424	302	+14%		-19%
	Eastbound		233	270	201	+16%		-14%		198	212	185	+7%		-6%
	Westbound		242	245	196	+1%		-19%		174	212	117	+22%		-33%
Site 22 - Prince Arthur Road east of Ellerdale Road	Combined		104	96	85	-8%		-19%		157	180	143	+15%		-9%
	Eastbound		62	48	46	-23%		-26%		53	34	30	-35%		-42%
	Westbound		42	48	39	+13%		-8%		105	146	112	+40%		+7%
Site 23 - Ellerdale Road west of Fitzjohn's Avenue	Combined		57	35	45	-39%		-20%		83	59	61	-28%		-26%
	Eastbound		35	15	24	-57%		-31%		43	30	30	-31%		-31%
	Westbound		22	20	22	-12%		-4%		39	30	31	-24%		-21%
Site 24 - Church Road west of Fitzjohn's Avenue	Combined		193	221	141	+15%		-27%		253	295	270	+17%		+7%
	Eastbound		113	151	82	+34%		-27%		134	135	131	+1%		-2%
	Westbound		80	70	59	-12%		-27%		119	160	139	+34%		+16%

\* No data collected in June 2021