# Monitoring Report: Prince of Wales Road Cycling Scheme

The COVID-19 pandemic has changed how communities live, travel and work. Prince of Wales Road was identified by Transport for London as a 'top priority' for improvements upon reviewing the importance of specific roads for cycle journeys during and following the COVID -19 pandemic.

As part of our COVID-19 emergency response, a new eastbound cycle lane was installed on Prince of Wales Road as a trial using an "Experimental Traffic Order" (ETO) last summer / autumn.

Prince of Wales Road

Prince of Wales Medical Centre count location

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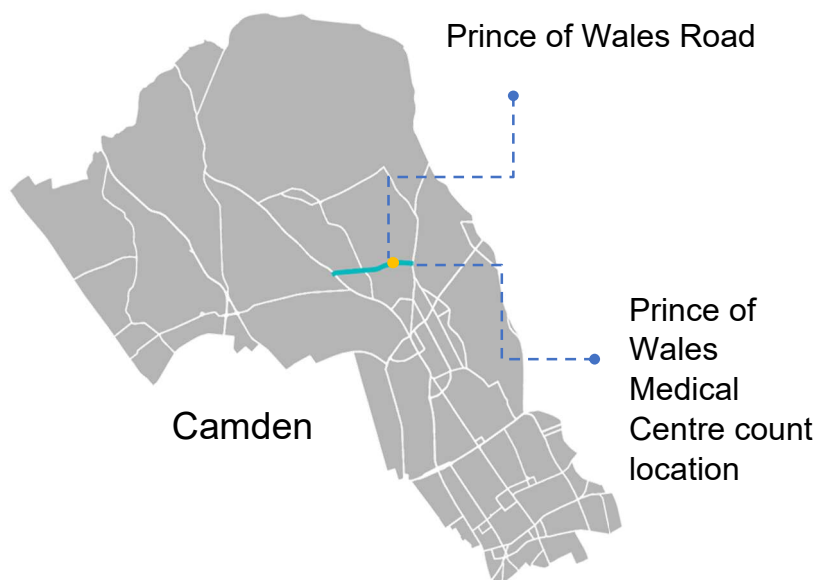
To make it safer and easier for people to walk and cycle on Prince of Wales Road, the following measures were implemented:

- Installing a 1.5m to 2m cycle lane, protected by "flexible wands" to separate the cycle lane from motor traffic.
- Removal all of parking bays from the northern side of Prince of Wales Road, between Haverstock Hill and Grafton Road (including 46 resident parking bays, a car club bay and a loading bay).
- Installing Shared Use Bus Stop Boarders or Bus Stop Bypass to ensure those cycling can pass the bus stops more safely; whilst allowing bus passengers to board and alight.
- Converting the existing zebra crossings to allow cyclists to cross the road safely.
- Adding additional signage so that motor vehicles are more aware of cyclists.

Parking bays on the southern side of the road were not affected by this new eastbound scheme. For two short sections of the road at approaches to junction, one traffic lane out of two has been removed (to provide a safe cycle lane into the junction) – other than that, the capacity of Prince of Wales Road to accommodate vehicle traffic has not been affected.

To review the impact of the Prince of Wales Road cycling scheme 12 months after its construction began, data on motor vehicles, pedal cycles, bus speeds, road safety (collision data) and air quality was collected before, during and after scheme implementation. The data has been compared and summarised in this monitoring report. This information is useful in guiding decisions on whether the trial scheme should be made permanent, modified or removed at the expiry of the experimental traffic order.

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Summary

This document dets out data gathered before and after the implementation of the Prince of Wales Road cycling improvements to help assess the impact of the scheme.

A review of 'Before-scheme' and 'After-scheme' data for Prince of Wales Road indicates the following:

Cycling eastbound along Prince of Wales Road has **increased by 70%** when comparing March 2019 (348 cyclists daily) to March 2021 (590 cyclists daily), this has increased further by July 2021.

Lime bicycle usage has **increased by 684%** on Prince of Wales Road when comparing the number of trips recorded between January-June 2020 and January-June 2021.

Motor vehicle levels on Prince of Wales Road were **40% lower** in March 2021 ('After-scheme') relative to March 2019 ('Before-scheme'), decreasing from 17,341 (2019) to 10,404 (2021).

Bus speeds for Route 46 and 393 have been largely unaffected by delivery of the Cycling Scheme.

One collision involving a motorcyclist has been recorded between October 2020 and December 2020 (after the scheme was implemented). Over the same period in 2019 there were no collisions and in 2018 there were two (before the scheme was implemented).

Nitrogen Dioxide (NO_2) levels were **lower** at all monitoring sites along Prince of Wales Road after-scheme. The average reduction from October-November 2019 to October-November 2020 was 30%.

In summary, there has been an increase in cycling levels on Prince of Wales Road during the scheme trial compared to before. Motor traffic levels on Prince of Wales Road continue to be well below the pre-pandemic levels even after most lockdown restrictions have eased. Air quality has improved across all monitoring stations and bus speeds and collision data does not appear to have been affected by the scheme.

🚗 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 Prince of Wales Road Cycling scheme. The results show the average daily, two-way traffic flows for Prince of Wales Road. Cycling data is reported in the following section.

Prince of Wales Road Cycling Scheme Traffic Count Sites

'**Before**-scheme' data was collected in March 2019 between 17/03/2019 and 29/03/2019 through automatic traffic counts. 24-hour traffic counts were analysed for each vehicle class, including cycles, motorcycles, cars, Light Goods Vehicles (LGVs) and Heavy-Duty Vehicles (HDVs[1]).

'**After**-scheme' data was collected following the start of the trial period, in October 2020 using video footage ('Vivacity' sensors) at Prince of Wales Road Medical Centre. As part of the interim monitoring for the scheme, data was available over a four-week period between 18/10/2020 and 14/11/2020. Full monthly data is now available up until the end of May 2021 and has been analysed for the following additional periods for Prince of Wales Road:

- March 2021: 4-week period between 01/03/2021 and 28/03/2021.

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[1] Heavy Duty Vehicles include Heavy Goods Vehicles and Buses.

- May 2021: 4-week period between 01/05/2021 and 28/05/2021.

March 2021 has been selected as this is directly comparable in terms of seasonality to the '**Before**-scheme' data collected in March 2019, whilst May 2021 represents the most recent full month of data available at the time of preparing this assessment. A three-week period in July 2021 (excluding the summer holidays) has been included to represent the latest month of data available. The tables below show scheme status for each of the survey periods, followed by the average daily traffic flows before- and after-scheme.

Prince of Wales Road Scheme Status and Survey Period

Type	Label	Survey Period	Scheme Status
Before-Scheme	Mar-19	17/03/2019 to 29/03/2019	No scheme
After-Scheme	Oct-20	18/10/2020 to 14/11/2020 (Interim Monitoring)	Construction completed
	Mar-21	01/03/2021 to 28/03/2021	Construction completed*
	May-21	01/05/2021 to 28/05/2021	Construction completed
	Jul-21	01/07/2021 to 21/07/2021	Construction completed

Work commenced on Talacre Gardens Bus Stop Bypass on 22/03/2021

Prince of Wales Road (Medical Centre) Average Daily Traffic Flows (Two-Way)

Motor Vehicle Type	Before-scheme	After-scheme				Difference
	Mar-19	Oct-20	Mar-21	May-21	Jul-21	(Mar-19 to Mar-21)
Motorcycles	666	380	782	749	829	17%
Cars	13,628	9,310	7,316	6,964	8,086	-46%
LGVs	2,139	1,505	1,746	1,720	1,852	-18%
HDVs	907	490	561	507	576	-38%
Total	**17,340**	**11,685**	**10,405**	**9,940**	**11,343**	-40%

This data indicates that overall average daily traffic levels along Prince of Wales Road were 40% lower in March 2021 ('**After**-scheme') compared to March 2019 ('**Before**-scheme'). This comprises a 46% reduction in cars (from 13,628 to 7,316), an 18% reduction in LGVs (from 2,139 to 1,746) and a 38% reduction in HDVs (from 907 to 561). Motorcycles increased by 17% between March 2019 to March 2021, from 666 to 782.

The reduction in total traffic flows is greater than traffic trends observed by TfL which suggest traffic levels on the Inner London 'Transport for London Road Network' (TLRN) were 19% lower in March 2021 compared to March 2019. Vehicle Activated Sign data at 12 Camden sites suggests total daily traffic levels ranged between 6% and 17% lower for March 2021 compared to the harmonic mean of pre-Covid-19 flows on these roads. This indicates that the implementation of the scheme

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alongside other changes in the wider area (e.g. Hartland Road and Clarence Way and Harmood Street Safe and Healthy Streets Schemes) has influenced the number of motor vehicles passing the Prince of Wales Road (Medical Centre) count site.

The graph below shows the average weekly motor vehicle flows along Prince of Wales Road from 12 October 2020 (when the 'Vivacity' sensors were installed) to the most recent week available.

Prince of Wales Road Average Daily Traffic Flows (Two-Way) (After-scheme)
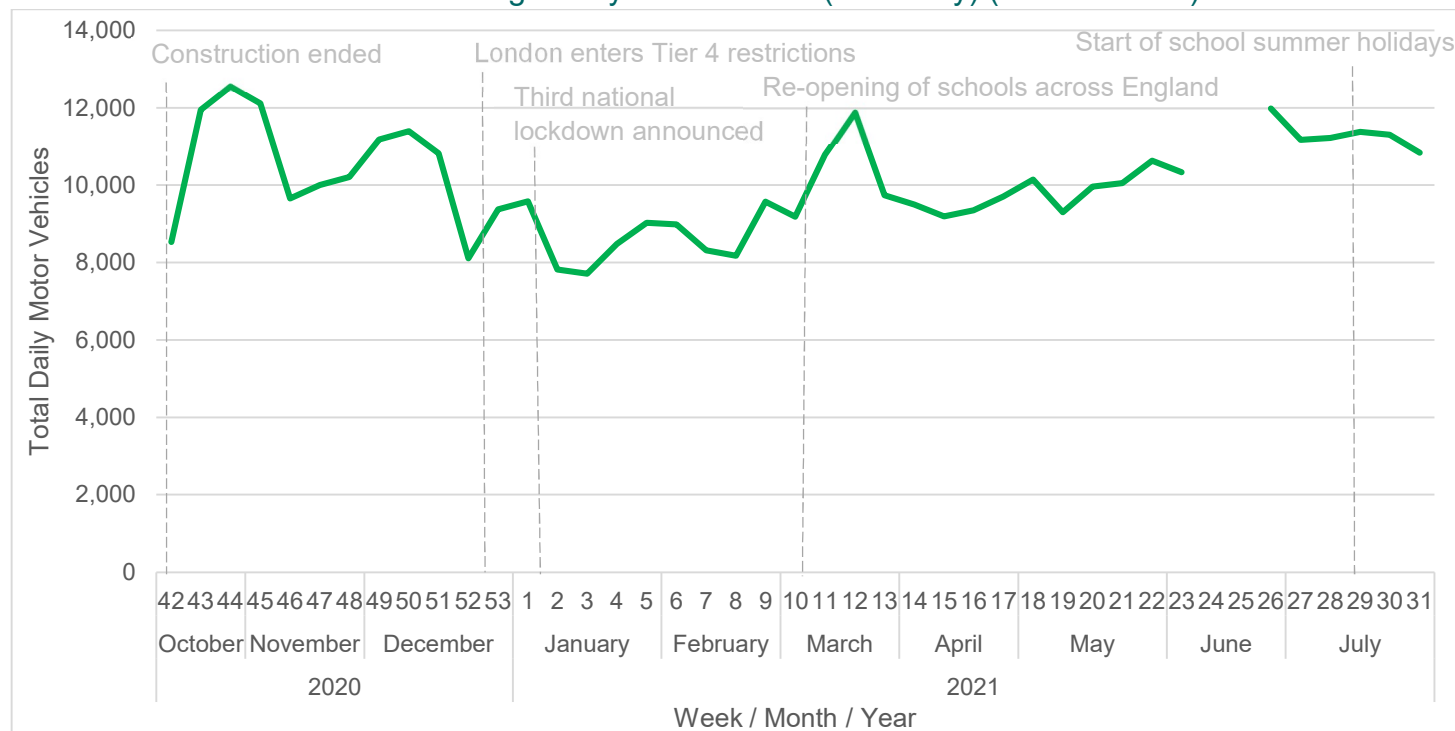
N.B. Data was incomplete in Weeks 24 and 25 in June 2021 and therefore have been excluded from the graph

As lockdown restrictions are eased, school summer holidays finish and more people return to office working, it is predicted that car use, as well as walking and cycling will increase. The graph above indicates that daily traffic flows have generally increased from the end of March 2021 to May 2021 following the phased easing of lockdown measures but are still substantially below pre-pandemic observed traffic levels on Prince of Wales Road.

Cycling Data

Cycle traffic counts

The '**Before**-scheme' and '**After**-scheme' traffic counts also collected data on the use of Prince of Wales Road by cyclists. The results of this monitoring are illustrated in the table below:

## Prince of Wales Road (Medical Centre) Average Daily Cycle Flows (Two-Way)

Direction	Before-scheme	After-scheme				Difference
	Mar-19	Oct-20*	Mar-21	May-21	Jul-21	Mar-19 to Mar-21
Eastbound	348	502	590	681	772	70%
Westbound	257	541	776	948	1,032	202%
Combined	605	1,043	1,367	1,629	1,804	126%

*October 2020 data has been updated to reflect the availability of an additional sensor for westbound cycles (which incorporates the westbound cycle lane)

The '**Before**-scheme' data indicates a two-way flow of 605 cycles in March 2019 (17/03/2019 to 29/03/2019) along Prince of Wales Road. 1,043 cycles were recorded at the interim 'After-scheme' monitoring point (October 2020), followed by 1,367 cycles in March 2021 and 1,629 cycles in May 2021. In reviewing specifically the impact of the eastbound 'pop-up cycle lane', an 70% increase in cycling levels is observed from March 2019 (348 cycles) to March 2021 (590 cycles).

The graph below shows the average daily cycle flows by direction along Prince of Wales Road by week from 12/10/2020 when the 'Vivacity' sensors were installed. The results indicate that cycling levels along Prince of Wales Road decreased during the winter months (November to February) before increasing once again into the spring and summer months. The lower numbers of cyclists in the winter months is a common trend given the effects of seasonality and the introduction of Tier 4 COVID-19 restrictions in December 2020. Overall, the monitoring data indicates that the scheme is supporting the use of Prince of Wales Road by cyclists.

### Prince of Wales Road Two-Way Average Daily Cycle Flows by Week (After-Scheme)
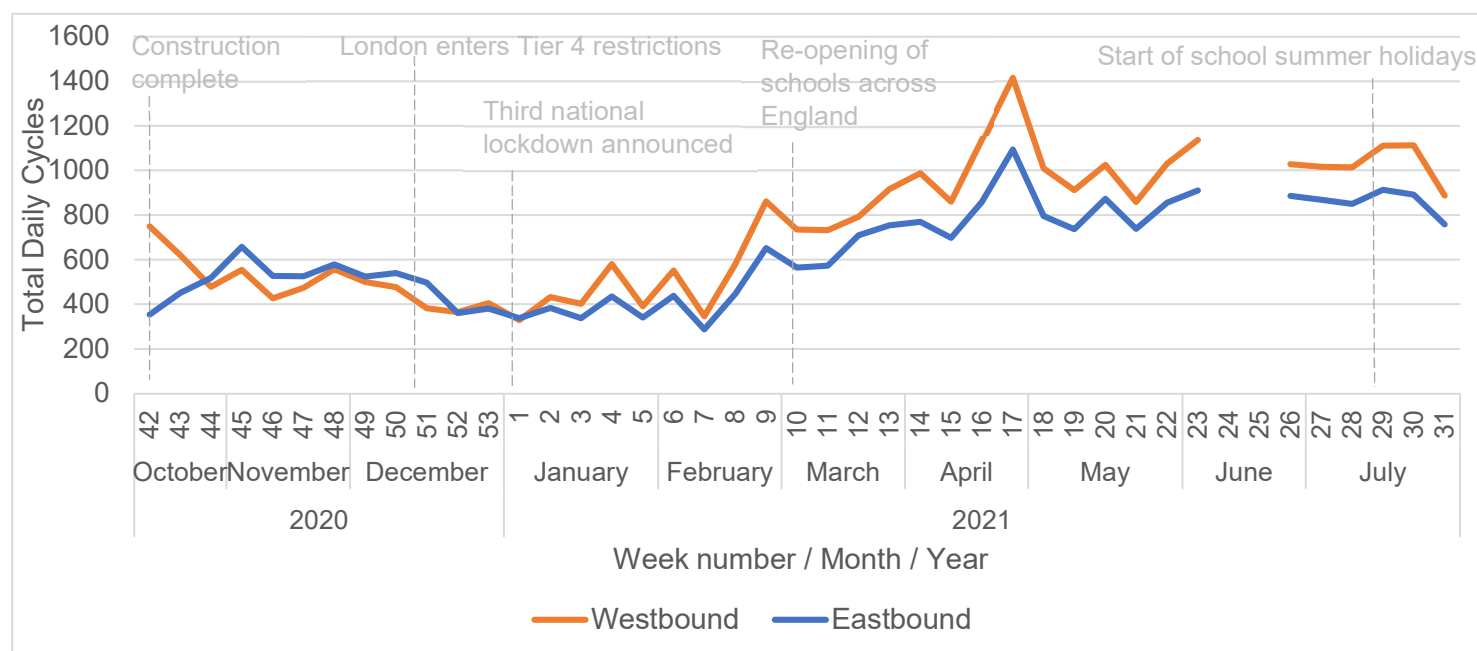
N.B. Data was incomplete in Weeks 24 and 25 and therefore have been excluded

Lime Cycle Counts

Monitoring of trip numbers along Prince of Wales Road over 2019, 2020 and 2021 was completed by Lime (bike rental operator) and shared with the Council. This shows that usage of Lime cycles has increased by 65% between October 2020 (scheme completion) and June 2021. The graph below illustrates the absolute number of trips along Prince of Wales Road from 2019 to the most recently available data in 2021.

Lime Trips on Prince of Wales Road (2019-2021)
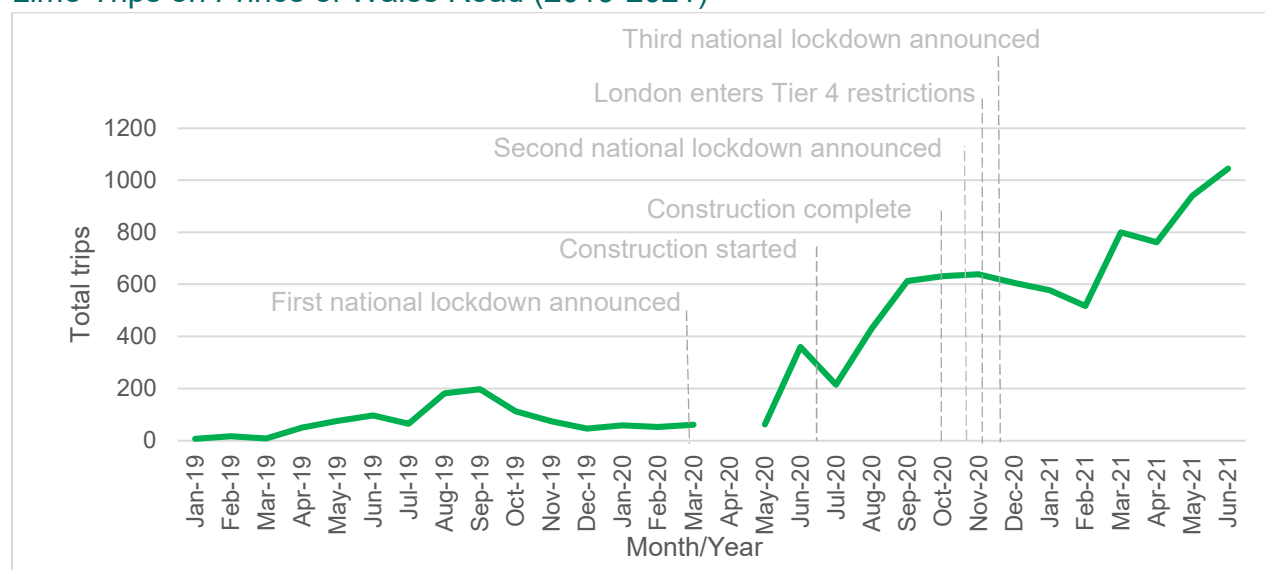
N.B. Data was not available for April 2020 from Lime

Comparison of data over equivalent periods comprising January – June 2020 (**'Before**-scheme')* and January – June 2021 ('**After**-scheme')[2] indicates that Lime bike usage increased by 684% from 592 trips to 4,639 trips.

In June 2021, Lime recorded the highest number of e-bike rides ever at Prince of Wales Road.

🚌 iBus Data

Two bus routes use Prince of Wales Road:

- Route 46 which runs from Lancaster Gate/Paddington to Bart's hospital in the City, via Swiss Cottage, Hampstead, Kentish Town and King's Cross; and,
- Route 393 which runs from Upper Clapton in Hackney to Chalk Farm via Stoke Newington and Kentish Town.

iBus data, which includes average journey times for bus routes and route distances has been provided by Transport for London. This data covers Prince of Wales Road

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[2] Data was excluded for April 2020 and April 2021 given the unavailability of Lime data in April 2020

from Queen's Crescent to Kentish Town Road, up to the Post Office. '**Before**-scheme' data for October 2019, March 2020 and June 2020 and '**After**-scheme' data for October 2020, March 2021 and June 2021 has been compared to establish any changes in average bus speeds arising from implementation of the scheme. Data has been analysed for the following periods:

- October: a 28-day period has been used for a like-for-like comparison, the dates include: 01/10/2019 - 28/10/2019 and 01/10/2020 - 28/10/2020.
- March: Due to the impact of the announcement to stop non-essential travel from 16 March 2020 onwards, a 14-day period comprising 01/03/2020 – 14/03/2020 has been compared to an equivalent period in March 2021.
- June: a 28-day period has been used for a like-for-like comparison, the dates include: 01/06/2020 - 28/06/2020 and 01/06/2021 - 28/06/2021.

The results are presented in the tables below with the raw data available in Appendix D.

Average Bus Speeds (mph) – From Prince of Wales Road to Kentish Town Road (Route 46)

Month		Average Bus Speed (mph)		
Before-scheme	After-scheme	Before-scheme	After-scheme	Speed change (mph)
Oct-19	Oct-20	7.81	8.18	+0.37
Mar-20	Mar-21	6.42	7.76	+1.34
Jun-20	Jun-21	7.47	7.70	+0.23
Average		7.23	7.88	+0.64

Comparison of average bus speeds '**Before**-scheme' (October 2019) and '**After**-scheme' (October 2020) indicates that along Route 46, average bus speeds have increased in all months compared.

Average Bus Speeds (mph) – From Prince of Wales Road / Queen's Crescent to Kentish Town Post Office (Route 393)

Month		Average Bus Speed (mph)		
Before-scheme	After-scheme	Before-scheme	After-scheme	Speed change (mph)
Oct-19	Oct-20	5.49	5.20	-0.29
Mar-20	Mar-21	4.43	5.03	+0.60
Jun-20	Jun-21	5.67	5.30	-0.37
Average		5.20	5.18	-0.02

Along Route 393, there has been variation in bus speeds. In October 2020 average bus speeds were lower (by 0.29mph) compared to a year before, higher in March 2021 compared to March 2020 and again lower when comparing the most recent month (June 2021) of data with '**Before**-scheme' data.

Overall, whilst there have been variations in average bus speeds on Route 46 and Route 393, these are minor, and there is no notable change as a result of the Prince of Wales cycling scheme.

⚠️ Road Safety (Collision Data)

STATS19 Collision data has been sourced from TfL for the most recent three-year period available, which comprises 1 January 2018 to 31 December 2020. A summary of the data is provided at Appendix E.

Analysis of the data indicates a total of 18 collisions involving casualties in the Prince of Wales Road scheme area between 1 January 2018 and 1st October 2020, prior to the implementation of the scheme. Of these personal injury accidents, 5 incidents involved injuries to cyclists with 3 of slight severity, and 2 of serious severity.

Between 1 October 2020 and 31 December 2020, there has been a single further collision recorded involving a casualty (November 2020). This occurred on Prince of Wales Road, near the junction with Ryland Road. The incident, which involved a motorcyclist was classed as 'serious'. Over an equivalent period in 2018 there were two incidents involving casualties, one of which involved a cyclist, and in 2019 over an equivalent period there were no collisions involving casualties.

The graph below shows the number of collisions involving casualties by month in the Prince of Wales Road Cycling scheme area. Overall, there is no observable impact on road safety based for the cycling scheme from the monitoring data available.

Number of collisions classified by severity in Prince of Wales Road Cycling Scheme Area
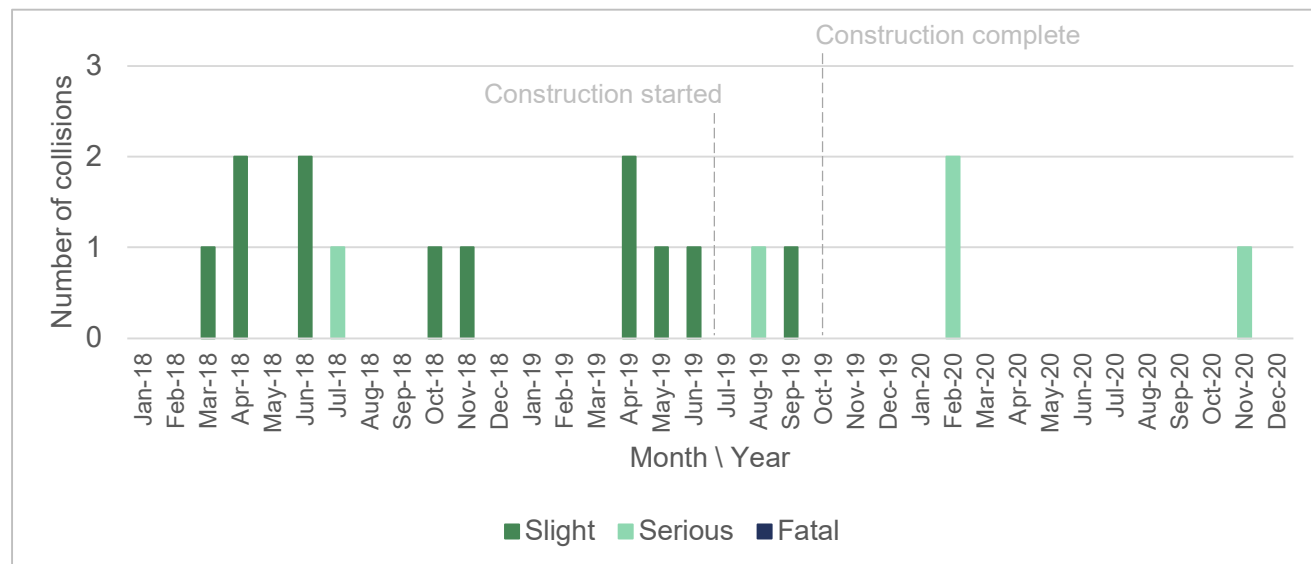
🌳 Air Quality

Diffusion tubes were installed on and around Prince of Wales Road as part of air quality monitoring for the scheme. Six sites have been identified as being close enough to the scheme to indicate how the Prince of Wales Road Cycling scheme may have impacted Nitrogen Dioxide (NO_2) concentrations.

The most recent continuous data available for all six sites is for October-November 2020 (after the scheme was substantially constructed), which has been compared to

an equivalent period before the scheme was implemented, comprising October-November 2019. This data is raw and unadjusted against the Government's bias adjustment factor. See Appendix F for raw data.

Average Raw NO_2 concentrations along Prince of Wales Road Cycling Scheme (October \ November)
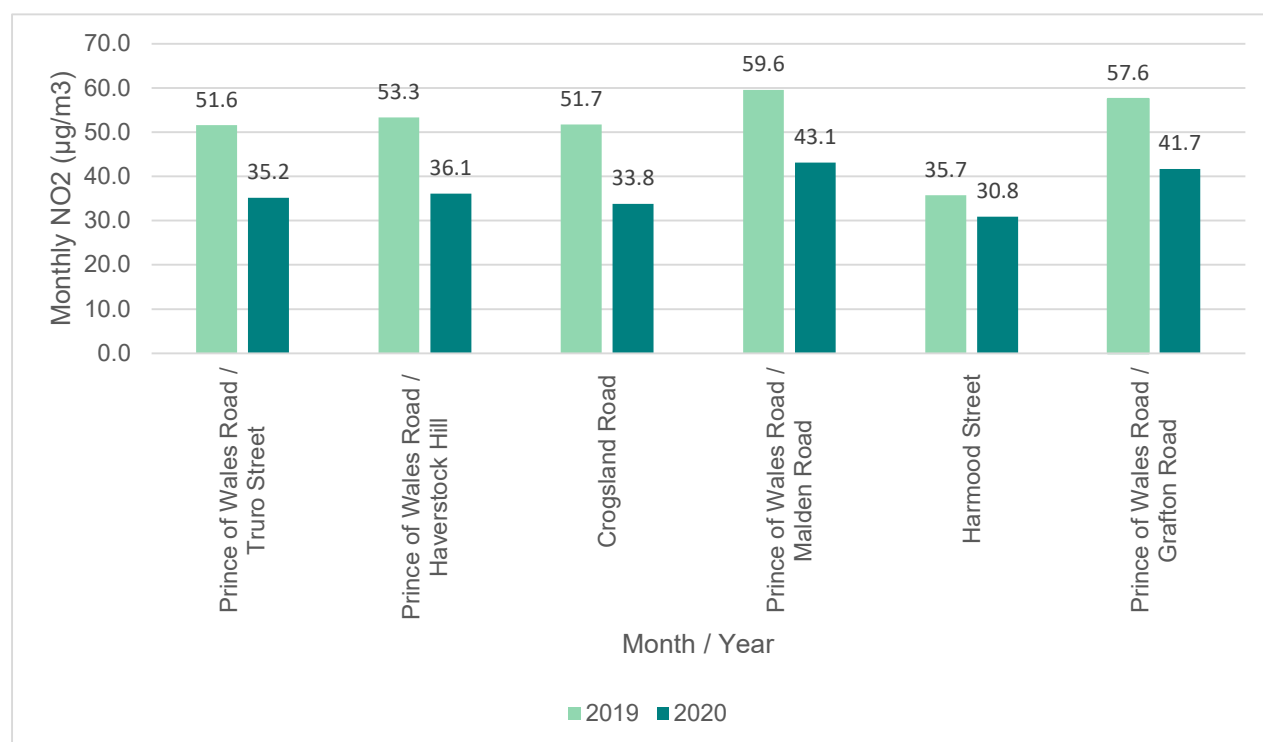
N.B. November 2020 data was not available for Harmood Street so October 2019 and October 2020 is shown.

The graph above demonstrates that NO_2 concentrations decreased at every site (where there was complete data) from October-November 2019 to October-November 2020 and November 2019 to November 2020. The average reduction in NO_2 concentrations across all sites was 30%, with the 'Prince of Wales 4 - Crogsland Road' site measuring a reduction of 35%.

Data is available in March 2021 at five of the six sites, which shows that raw and unadjusted NO_2 concentrations were as follows:

- Prince of Wales Road/Truro Street: 36.52 µg/m^3
- Prince of Wales Road/Haverstock Hill: 29.56 µg/m^3
- Prince of Wales Road/Malden Road: 39.85 µg/m^3
- Harmood Street: 28.52 µg/m^3
- Prince of Wales Road/Grafton Road: 36.49 µg/m^3

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The bias-adjusted and average annual mean NO_2 concentrations[3] across all six sites in 2019 and 2020 have also been calculated and are provided in the table below:

Bias-adjusted Average Annual Mean NO_2 concentrations

Monitoring Site Ref	Monitoring Site Name	Average annual mean 2019 ($\mu g/m^3$)	Average annual mean 2020 ($\mu g/m^3$)	Percentage Change
2	Prince of Wales Road/Truro Street	33.72	21.41	-37%
3	Prince of Wales Road/Haverstock Hill	36.59	21.53	-41%
4	Crogsland Road	33.06	21.08	-36%
6	Prince of Wales Road/Malden Road	41.21	26.03	-37%
7	Harmood Street	32.23	21.13	-34%
8	Prince of Wales Road/Grafton Road	39.14	24.86	-36%

The table above demonstrates an average decrease of 37% in NO_2 concentrations across the six sites monitored between 2019 and 2020. When compared to the legal limit for NO_2 ($40\mu g/m^3$), NO_2 levels on Prince of Wales Road were compliant at all sites over the 2020 period.

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.

[3] Annual mean figures have been 'bias adjusted' which corrects for any deviation between the NO_2 concentrations measured by diffusion tubes and the 'true' NO_2 concentration in the air as measured by a more accurate electrochemical sensor

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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: Automatic Traffic Counters[4] were used to collect data on hourly traffic volumes by direction and vehicle class before the scheme was constructed and prior to the COVID-19 pandemic and first lockdown. The data was collected for between 17/03/2019 and 29/03/2019 with the average daily traffic volume calculated and reported by vehicle class for this period.
- After: Video Traffic Counts ('Vivacity') were used to collect data on traffic volumes by direction and vehicle class post-opening of the scheme. Interim monitoring was completed over a 4-week period between 18/10/2020 and 14/11/2020. Data has subsequently been sourced for a 4-week period between 01/03/2021 and 28/03/2021 and for 4 weeks from the most recent, complete month available, which is May 2021 and comprises 01/05/2021 to 28/05/2021.

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
Mar-19	17/03/2019 to 29/03/2019	Before-scheme	13
Oct-20	18/10/2020 to 14/11/2020 (Interim Monitoring)	After-scheme	27
Mar-21	01/03/2021 to 28/03/2021	After-scheme	28
May-21	01/05/2021to 28/05/2021	After-scheme	28
Jul-21	01/07/2021 to 21/07/2021	After-scheme	21

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[4] 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.

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Appendix B: Traffic Data

Prince of Wales Medical Centre Cycling Scheme Average Daily Traffic Flows – Raw Data

Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs*	HDVs**	Total Motor Vehicles
March 2019 (Before-scheme)	Eastbound	348	322	6,607	1,212	476	8,617
	Westbound	257	345	7,022	927	431	8,725
	Combined	605	666	13,628	2,139	907	17,340
October 2020 (After-scheme)	Eastbound	502	178	5,369	769	216	6,532
	Westbound	541	197	3,857	717	267	5,037
	Combined	1,043	375	9,226	1,486	483	11,570
March 2021 (After-scheme)	Eastbound	590	346	3,819	970	270	5,405
	Westbound	776	435	3,497	777	291	5,000
	Combined	1,367	782	7,316	1,746	561	10,405
May 2021 (After-scheme)	Eastbound	681	342	3,651	1,059	251	5,303
	Westbound	948	407	3,313	661	256	4,637
	Combined	1,629	749	6,964	1,720	507	9,940
July 2021 (After-scheme)	Eastbound	772	393	4,332	1,058	300	6,084
	Westbound	1,032	435	3,754	794	277	5,259
	Combined	1,804	829	8,086	1,852	576	11,343

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

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Appendix C: Lime Bike Data

Lime Bike start or end trips on Prince of Wales Road

Month/Year	Trips
Jan-19	7
Feb-19	16
Mar-19	8
Apr-19	50
May-19	75
Jun-19	97
Jul-19	65
Aug-19	181
Sep-19	198
Oct-19	113
Nov-19	74
Dec-19	45
Jan-20	58
Feb-20	51
Mar-20	61
Apr-20	-
May-20	61
Jun-20	360
Jul-20	215
Aug-20	431
Sep-20	612
Oct-20	631
Nov-20	638
Dec-20	605
Jan-21	577
Feb-21	517
Mar-21	800
Apr-21	761
May-21	940
Jun-21	1,045

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Appendix D: iBus Data

iBus Data for Route 46

October 2019 / October 2020	Route 46 Journey Run Time (minutes)	Speed
01/10/2019	3.3	7.23
02/10/2019	3.1	7.68
03/10/2019	3.1	7.71
04/10/2019	3.1	7.62
05/10/2019	2.8	8.47
06/10/2019	2.8	8.44
07/10/2019	3.3	7.14
08/10/2019	3.2	7.51
09/10/2019	3.2	7.53
10/10/2019	3.6	6.54
11/10/2019	3.7	6.39
12/10/2019	3.1	7.76
13/10/2019	2.8	8.62
14/10/2019	3.3	7.28
15/10/2019	3.2	7.39
16/10/2019	3.0	7.85
17/10/2019	3.2	7.35
18/10/2019	3.1	7.70
19/10/2019	2.8	8.52
20/10/2019	2.7	8.93
21/10/2019	2.9	8.23
22/10/2019	3.0	7.88
23/10/2019	3.1	7.68
24/10/2019	3.0	7.95
25/10/2019	3.1	7.66
26/10/2019	2.7	8.75
27/10/2019	2.6	9.09
28/10/2019	3.1	7.70
29/10/2019	3.2	7.51
30/10/2019	3.3	7.31
31/10/2019	3.5	6.77
01/10/2020	3.1	7.79
02/10/2020	3.0	7.86
03/10/2020	2.7	8.85
04/10/2020	2.6	9.35
05/10/2020	3.2	7.51
06/10/2020	3.3	7.34

iBus Data for Route 393

October 2019 / October 2020	Route 393 Journey Run Time (minutes)	Speed
01/10/2019	8.6	4.62
02/10/2019	7.5	5.32
03/10/2019	7.9	5.02
04/10/2019	7.8	5.13
05/10/2019	6.6	6.02
06/10/2019	6.3	6.37
07/10/2019	7.3	5.47
08/10/2019	8.0	5.02
09/10/2019	7.8	5.09
10/10/2019	8.1	4.93
11/10/2019	8.4	4.77
12/10/2019	7.4	5.41
13/10/2019	6.6	6.09
14/10/2019	7.9	5.02
15/10/2019	7.5	5.32
16/10/2019	7.3	5.46
17/10/2019	7.5	5.35
18/10/2019	7.9	5.04
19/10/2019	6.7	5.94
20/10/2019	6.1	6.57
21/10/2019	6.9	5.75
22/10/2019	7.7	5.16
23/10/2019	7.0	5.70
24/10/2019	7.3	5.48
25/10/2019	7.0	5.72
26/10/2019	6.8	5.90
27/10/2019	6.2	6.47
28/10/2019	7.3	5.44
29/10/2019	7.4	5.37
30/10/2019	7.4	5.36
31/10/2019	8.3	4.82
01/10/2020	8.0	4.96
02/10/2020	9.4	4.23
03/10/2020	6.8	5.87
04/10/2020	6.2	6.41
05/10/2020	7.7	5.21
06/10/2020	7.8	5.11

07/10/2020	3.1	7.79	07/10/2020	8.2	4.86
08/10/2020	3.3	7.22	08/10/2020	9.1	4.36
09/10/2020	3.1	7.63	09/10/2020	9.0	4.42
10/10/2020	3.0	7.83	10/10/2020	7.0	5.71
11/10/2020	2.7	8.84	11/10/2020	6.8	5.91
12/10/2020	2.7	8.96	12/10/2020	7.4	5.42
13/10/2020	2.7	8.70	13/10/2020	7.4	5.40
14/10/2020	2.5	9.67	14/10/2020	6.3	6.31
15/10/2020	2.6	9.09	15/10/2020	7.6	5.28
16/10/2020	2.8	8.51	16/10/2020	9.2	4.31
17/10/2020	2.7	8.69	17/10/2020	6.2	6.42
18/10/2020	2.1	11.43	18/10/2020	6.1	6.49
19/10/2020	3.4	7.02	19/10/2020	8.5	4.67
20/10/2020	3.3	7.26	20/10/2020	8.4	4.73
21/10/2020	3.1	7.58	21/10/2020	8.5	4.68
22/10/2020	3.5	6.90	22/10/2020	9.0	4.43
23/10/2020	3.4	7.12	23/10/2020	8.7	4.57
24/10/2020	3.0	7.94	24/10/2020	7.7	5.18
25/10/2020	2.6	9.07	25/10/2020	6.5	6.11
26/10/2020	3.1	7.75	26/10/2020	7.8	5.13
27/10/2020	3.0	7.92	27/10/2020	7.9	5.02
28/10/2020	3.3	7.34	28/10/2020	8.8	4.52
29/10/2020	3.2	7.40	29/10/2020	8.9	4.49
30/10/2020	3.6	6.61	30/10/2020	9.1	4.40
31/10/2020	3.3	7.22	31/10/2020	7.5	5.32

iBus Data for Route 46

March 2019 / 2020	Route 46 Journey Time (minutes)	Speed
01/03/2020	2.7	8.95
02/03/2020	3.1	7.65
03/03/2020	3.9	6.15
04/03/2020	4.0	5.91
05/03/2020	4.0	5.90
06/03/2020	4.2	5.66
07/03/2020	3.8	6.24
08/03/2020	4.0	6.00
09/03/2020	3.9	6.10
10/03/2020	3.7	6.46
11/03/2020	4.1	5.78
12/03/2020	3.9	6.05
13/03/2020	3.9	6.18

iBus Data for Route 393

March	Route 393 Journey Time (minutes)	Speed
01/03/2020	6.7	5.98
02/03/2020	7.6	5.27
03/03/2020	9.3	4.28
04/03/2020	10.0	4.00
05/03/2020	10.4	3.85
06/03/2020	10.0	3.99
07/03/2020	8.4	4.76
08/03/2020	7.5	5.32
09/03/2020	12.4	3.21
10/03/2020	11.0	3.64
11/03/2020	9.2	4.32
12/03/2020	9.1	4.37
13/03/2020	9.2	4.34

Camden

14/03/2020	3.5	6.88		14/03/2020	8.6	4.66
15/03/2020	2.9	8.11		15/03/2020	7.3	5.49
16/03/2020	3.8	6.27		16/03/2020	9.0	4.44
17/03/2020	3.8	6.30		17/03/2020	8.5	4.67
18/03/2020	4.0	6.03		18/03/2020	8.7	4.58
19/03/2020	3.7	6.38		19/03/2020	9.4	4.23
20/03/2020	3.2	7.53		20/03/2020	8.6	4.66
21/03/2020	2.8	8.57		21/03/2020	8.0	4.96
22/03/2020	2.7	8.81		22/03/2020	6.4	6.20
23/03/2020	3.1	7.76		23/03/2020	11.4	3.50
24/03/2020	2.8	8.48		24/03/2020	6.9	5.82
25/03/2020	2.8	8.67		25/03/2020	6.7	5.98
26/03/2020	2.6	9.34		26/03/2020	6.7	5.93
27/03/2020	2.7	8.77		27/03/2020	6.7	5.95
28/03/2020	2.5	9.39		28/03/2020	6.1	6.50
29/03/2020	2.4	10.07		29/03/2020	5.8	6.85
30/03/2020	2.7	8.82		30/03/2020	6.2	6.40
31/03/2020	2.8	8.56		31/03/2020	6.2	6.42
01/03/2021	3.0	7.84		01/03/2021	8.4	4.76
02/03/2021	3.0	7.86		02/03/2021	8.2	4.86
03/03/2021	3.0	8.05		03/03/2021	8.1	4.91
04/03/2021	3.0	7.84		04/03/2021	7.8	5.12
05/03/2021	3.0	7.93		05/03/2021	9.2	4.34
06/03/2021	2.9	8.22		06/03/2021	6.7	5.99
07/03/2021	2.6	9.22		07/03/2021	5.9	6.72
08/03/2021	3.1	7.62		08/03/2021	9.4	4.24
09/03/2021	3.4	7.03		09/03/2021	9.7	4.10
10/03/2021	3.1	7.79		10/03/2021	8.5	4.70
11/03/2021	3.3	7.22		11/03/2021	7.2	5.51
12/03/2021	4.2	5.62		12/03/2021	10.3	3.88
13/03/2021	3.2	7.42		13/03/2021	7.7	5.21
14/03/2021	2.7	8.94		14/03/2021	6.5	6.12
15/03/2021	3.6	6.61		15/03/2021	9.2	4.34
16/03/2021	3.6	6.71		16/03/2021	9.5	4.22
17/03/2021	3.6	6.72		17/03/2021	10.1	3.97
18/03/2021	3.1	7.69		18/03/2021	7.9	5.04
19/03/2021	3.0	7.95		19/03/2021	7.9	5.03
20/03/2021	2.8	8.45		20/03/2021	6.3	6.35
21/03/2021	2.5	9.51		21/03/2021	5.9	6.71
22/03/2021	2.9	8.23		22/03/2021	6.9	5.74
23/03/2021	2.8	8.56		23/03/2021	6.6	6.02
24/03/2021	2.7	8.93		24/03/2021	6.4	6.23
25/03/2021	2.8	8.67		25/03/2021	7.0	5.66
26/03/2021	2.8	8.63		26/03/2021	7.3	5.50
27/03/2021	2.6	9.16		27/03/2021	6.5	6.13

28/03/2021	2.5	9.69
29/03/2021	3.1	7.71
30/03/2021	2.8	8.51
31/03/2021	3.1	7.71

28/03/2021	5.6	7.10
29/03/2021	7.0	5.68
30/03/2021	7.3	5.48
31/03/2021	7.2	5.57

iBus Data for Route 46

June 2019 / 2020	Route 46 Journey Time (minutes)	Speed
01/06/2020	3.4	7.02
02/06/2020	3.7	6.42
03/06/2020	3.9	6.20
04/06/2020	3.8	6.35
05/06/2020	3.9	6.06
06/06/2020	3.2	7.48
07/06/2020	3.2	7.44
08/06/2020	3.7	6.49
09/06/2020	3.3	7.18
10/06/2020	4.2	5.71
11/06/2020	3.3	7.30
12/06/2020	2.8	8.52
13/06/2020	2.9	8.21
14/06/2020	2.6	9.10
15/06/2020	3.4	6.99
16/06/2020	3.0	7.85
17/06/2020	3.1	7.75
18/06/2020	3.3	7.17
19/06/2020	3.3	7.32
20/06/2020	3.3	7.34
21/06/2020	2.5	9.44
22/06/2020	3.1	7.62
23/06/2020	3.1	7.69
24/06/2020	2.9	8.13
25/06/2020	3.0	8.05
26/06/2020	3.2	7.49
27/06/2020	2.9	8.37
28/06/2020	2.8	8.60
29/06/2020	3.4	7.04
30/06/2020	3.4	7.05
01/06/2021	2.9	8.16
02/06/2021	3.0	7.95
03/06/2021	3.2	7.50
04/06/2021	2.9	8.13

iBus Data for Route 393

June 2019 / 2020	Route 393 Journey Time (minutes)	Speed
01/06/2020	7.1	5.58
02/06/2020	7.5	5.35
03/06/2020	7.8	5.15
04/06/2020	7.5	5.31
05/06/2020	7.8	5.13
06/06/2020	7.3	5.46
07/06/2020	6.8	5.89
08/06/2020	7.4	5.36
09/06/2020	7.1	5.60
10/06/2020	8.8	4.52
11/06/2020	7.0	5.72
12/06/2020	6.5	6.12
13/06/2020	6.4	6.19
14/06/2020	6.3	6.37
15/06/2020	6.9	5.77
16/06/2020	6.8	5.89
17/06/2020	6.7	5.95
18/06/2020	7.7	5.19
19/06/2020	7.4	5.41
20/06/2020	6.8	5.82
21/06/2020	5.8	6.90
22/06/2020	7.2	5.54
23/06/2020	7.0	5.71
24/06/2020	7.0	5.67
25/06/2020	7.0	5.71
26/06/2020	7.5	5.30
27/06/2020	6.4	6.20
28/06/2020	6.6	6.06
29/06/2020	7.3	5.50
30/06/2020	7.4	5.42
01/06/2021	6.7	5.93
02/06/2021	7.3	5.44
03/06/2021	7.3	5.47
04/06/2021	7.4	5.38

Camden

05/06/2021	2.9	8.22	05/06/2021	6.5	6.12
06/06/2021	2.6	9.28	06/06/2021	6.4	6.20
07/06/2021	3.2	7.35	07/06/2021	7.7	5.19
08/06/2021	3.1	7.65	08/06/2021	7.3	5.45
09/06/2021	3.2	7.48	09/06/2021	7.7	5.19
10/06/2021	3.0	7.92	10/06/2021	7.7	5.17
11/06/2021	3.3	7.24	11/06/2021	8.0	4.96
12/06/2021	3.2	7.47	12/06/2021	6.8	5.90
13/06/2021	2.6	9.26	13/06/2021	6.3	6.33
14/06/2021	3.1	7.70	14/06/2021	8.3	4.82
15/06/2021	3.0	7.84	15/06/2021	7.7	5.18
16/06/2021	3.1	7.61	16/06/2021	7.6	5.24
17/06/2021	3.4	7.01	17/06/2021	8.1	4.93
18/06/2021	3.1	7.60	18/06/2021	8.4	4.76
19/06/2021	3.1	7.70	19/06/2021	7.2	5.53
20/06/2021	2.8	8.63	20/06/2021	6.4	6.28
21/06/2021	3.0	7.96	21/06/2021	8.1	4.90
22/06/2021	3.2	7.48	22/06/2021	8.7	4.61
23/06/2021	3.5	6.90	23/06/2021	8.5	4.67
24/06/2021	3.6	6.65	24/06/2021	9.5	4.19
25/06/2021	3.3	7.21	25/06/2021	9.5	4.19
26/06/2021	3.1	7.61	26/06/2021	7.2	5.52
27/06/2021	3.0	8.03	27/06/2021	6.5	6.14
28/06/2021	4.0	5.99	28/06/2021	8.5	4.68
29/06/2021	3.6	6.55	29/06/2021	8.8	4.56
30/06/2021	3.7	6.51	30/06/2021	8.3	4.79

Appendix E: TfL STATS19 Data

Collision Data for Prince of Wales Road Scheme Area

Month / Year	Total Number of collisions	Slight	Serious	Fatal
Jan-18	0			
Feb-18	0			
Mar-18	1	1		
Apr-18	2	2		
May-18	0			
Jun-18	2	2		
Jul-18	1		1	
Aug-18	0			
Sep-18	0			
Oct-18	2	1		
Nov-18	1	1		
Dec-18	0			
Jan-19	0			
Feb-19	0			
Mar-19	0			
Apr-19	2	2		
May-19	1	1		
Jun-19	1	1		
Jul-19	0			
Aug-19	1		1	
Sep-19	1	1		
Oct-19	0			
Nov-19	0			
Dec-19	0			
Jan-20	0			
Feb-20	2		2	
Mar-20	0			
Apr-20	0			
May-20	0			
Jun-20	0			
Jul-20	0			
Aug-20	0			
Sep-20	0			
Total	**17**	**12**	**4**	**0**

Appendix F: Air Quality Data

Raw air quality data for Prince of Wales 2 - Prince of Wales Road/Truro Street (LC7) monitoring site

2019 raw NO_2 ($\mu g/m^3$)		2020 raw NO_2 ($\mu g/m^3$)		% Change
Oct-19	38.90	Oct-20	31.65	-19%
Nov-19	64.21	Nov-20	38.71	-40%

Raw air quality data for Prince of Wales 3 - Prince of Wales Road/Haverstock Hill (LC1) monitoring site

2019 raw NO_2 ($\mu g/m^3$)		2020 raw NO_2 ($\mu g/m^3$)		% Change
Oct-19	42.85	Oct-20	31.81	-26%
Nov-19	63.80	Nov-20	40.31	-37%

Raw air quality data for Prince of Wales 4 - Crogsland Road (LC2) monitoring site

2019 raw NO_2 ($\mu g/m^3$)		2020 raw NO_2 ($\mu g/m^3$)		% Change
Oct-19	40.63	Oct-20	30.50	-25%
Nov-19	62.82	Nov-20	37.08	-41%

Raw air quality data for Prince of Wales 6 - Prince of Wales Road/Malden Road (LC1) monitoring site

2019 raw NO_2 ($\mu g/m^3$)		2020 raw NO_2 ($\mu g/m^3$)		% Change
Oct-19	45.86	Oct-20	40.66	-11%
Nov-19	73.26	Nov-20	45.49	-38%

Raw air quality data for Prince of Wales 7 - Harmood Street (LC1) monitoring site

2019 raw NO_2 ($\mu g/m^3$)		2020 raw NO_2 ($\mu g/m^3$)		% Change
Oct-19	35.70	Oct-20	30.85	-14%
Nov-19	60.88	Nov-20	-	-

Raw air quality data for Prince of Wales 8 - Prince of Wales Road/Grafton Road (LC1) monitoring site

2019 raw NO_2 ($\mu g/m^3$)		2020 raw NO_2 ($\mu g/m^3$)		% Change
Oct-19	45.41	Oct-20	37.27	-18%
Nov-19	69.70	Nov-20	46.12	-34%

Camden

2020 bias-adjusted average annual mean air quality data for Prince of Wales Road monitoring sites (µg/m^3)

Monitoring Site	2019	2020	Difference
Prince of Wales 2 - Prince of Wales Road/Truro Street (LC7)	33.72	21.41	-37%
Prince of Wales 3 - Prince of Wales Road/Haverstock Hill (LC1)	36.59	21.53	-41%
Prince of Wales 4 - Crogsland Road (LC2)	33.06	21.08	-36%
Prince of Wales 6 - Prince of Wales Road/Malden Road (LC1)	41.21	26.03	-37%
Prince of Wales 7 - Harmood Street (LC1)	32.23	21.13	-34%
Prince of Wales 8 - Prince of Wales Road/Grafton Road (LC1)	39.14	24.86	-36%

Camden