



Monitoring Report: Wilmot Place Safe and Healthy Streets Scheme

New measures have been installed on Wilmot Place to create a Safe & Healthy Streets Scheme as part of the Borough's COVID-19 Emergency response.

From public and stakeholder engagement a concern was identified surrounding drivers using Wilmot Place and Rochester Road to avoid the junction of St Pancras Way and Camden Road.

To address this concern, traffic restricting measures were installed on Wilmot Place in the form of barriers and droppable bollards near the junction of Wilmot Place and St Pancras Way. Pedestrians and cyclists can continue to travel through at all times. The scheme was implemented in May 2020.

The measures aim to reduce the amount of motor vehicles on residential streets, and to make it safer and easier for people to walk and cycle in and around the area.

To help monitor the impact of the scheme on local traffic flows 'Before-scheme' and 'After-scheme' traffic data within and in close proximity to the Wilmot Place Safe and Healthy Streets scheme has been compared for motor vehicles and cycles. Changes in emergency response times have also been analysed. No data was available on changes in air quality at the time of completing the monitoring.








Summary

This document sets out data and other information gathered during the trial period of the Wilmot Place Safe & Healthy Streets scheme. It has been gathered and analysed to help assess the impact of the scheme.

A review of 'Before' and 'After' scheme data for the Wilmot Place Safe and Healthy Streets Scheme area indicates the following:

-  Traffic levels on Wilmot Place and Rochester Road are **low** overall post implementation of the scheme. Traffic flows on boundary roads are comparable to 'Before-scheme' flows.
-  A **96% increase** in Lime bicycle usage has been recorded within Wilmot Place Safe and Healthy Streets scheme from August 2019 – March 2020 (Before-scheme) to August 2020 – March 2021 (After-scheme).
-  **No impact** on emergency response times from the introduction of the Wilmot Place Safe and Healthy Streets scheme has been identified.

In summary, monitoring of motor vehicles entering or exiting Wilmot Place and Rochester Road indicates low levels of traffic post-implementation of the scheme. Data gathered in regard to cycling also indicates increased cycling levels within the scheme area. No impacts on emergency response times have been identified.



Motor Vehicle Data

To establish changes in local traffic flows, pre- and post-scheme traffic counts for key links within the Wilmot Place Area Safe & Healthy Streets scheme have been compared.

'Before-scheme' data was collected using various sources comprising the following:

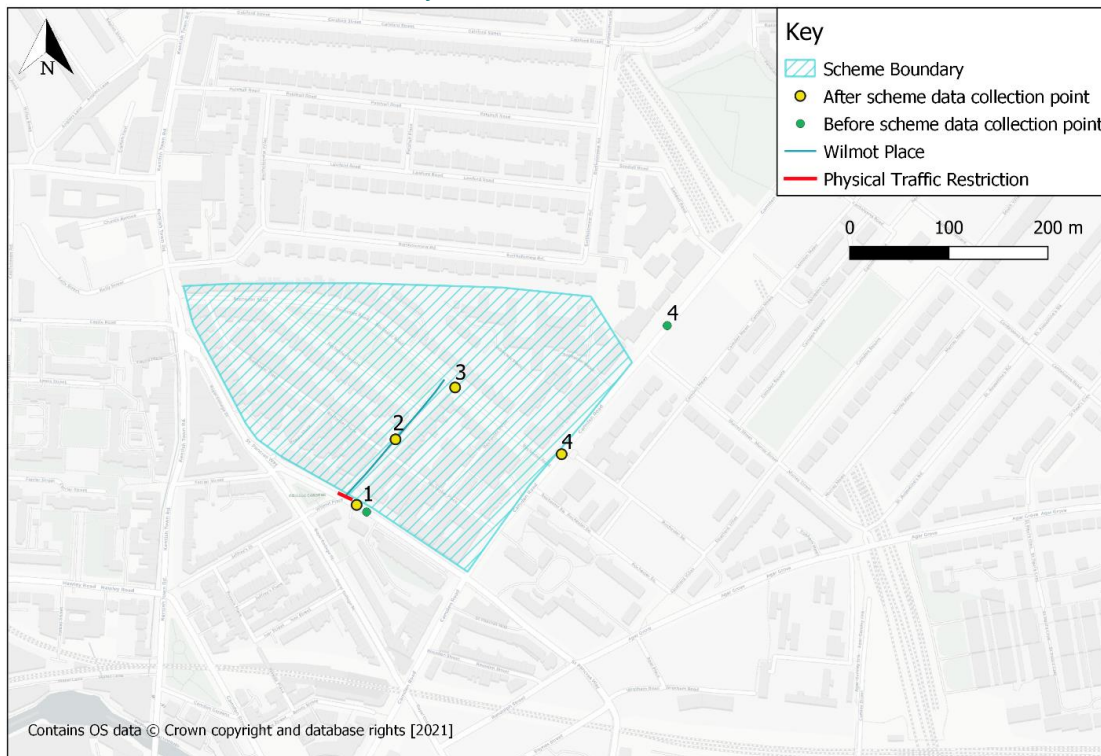
- Count site 1 - Classified count data available from 'Road Traffic Statistics' provided by Department for Transport for a weekday in July 2013.
- Count site 4 - Automatic Traffic Counters¹ were used to collect data on hourly traffic volumes by direction and vehicle class. Data was collected between 18 February 2018 and 24 February 2018, and 4 March 2018 and 10 March 2018.

Based on the availability of survey information, data was analysed for a 12-hour period (07:00-19:00) for all motor vehicles. No pre-scheme data was available for count sites 2 and 3.

'After-scheme' data was collected following the start of the trial period, in **December 2020** for a 14-day period using automatic traffic counts for all count sites. A 12-hour (07:00-19:00) period was analysed in order to make it comparable to pre-scheme data.

The location of the 'Before-scheme' and 'After-scheme' count points are shown below.

Wilmot Place Safe and Healthy Streets Scheme Traffic Count Sites



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.



Motorised traffic counts have been adjusted to account for seasonality and for changes in travel patterns due to COVID-19. Data collected in 2020 has been normalised to a 2019 (pre-COVID) baseline and subsequently adjusted for seasonality to ensure 'Before' and 'After' scheme counts are comparable. Data collected in 2018 has also been normalised to a 2019 baseline and adjusted for seasonality to allow for like-for-like comparison.

Adjustment factors for motorised vehicles have been derived from applicable continuous 2018-2019 and 2019-2020 Inner-London count data. The adjusted and unadjusted average weekday car flows for the Wilmot Place Safe and Healthy Streets scheme are shown below; however, no adjustment has been possible for the '**Before**-Scheme' data at count site 1. See Appendix A for further details on the methodology used and Appendix B for a breakdown of the data.

Wilmot Place Safe and Healthy Streets Scheme Weekday Traffic Flow (07:00-19:00)

Road Name	Between	Direction	Unadjusted			Adjusted		
			Before	After	% Change	Before	After	% Change
Site 1 - St Pancras Way	Wilmot Pl and Camden Rd	EB*1	4,552	4,100	-10%	4,552*2	4,720	4%
Site 2- Wilmot Place	Rochester Pl and Rochester Ter	Two-way	-	223	N/A	-	257	N/A
Site 3 - Rochester Rd	Wilmot Pl and Camden Rd	Two-way	-	610	N/A	-	703	N/A
Site 4 - Camden Rd	Rochester Rd and Murray St	Two-way	18,207	15,915	-13%	17,203	18,324	7%

*1 EB=Eastbound

*2 Before-scheme' data is unadjusted due to the required continuous data not being available

The results indicate that traffic levels are low overall across the 12-hour period '**After**-scheme' on Wilmot Place and Rochester Road. No reliable '**Before**-scheme' was available for comparison at count sites 2 and 3.

At Camden Road (count site 4) and St Pancras Way (count site 1), traffic flows are comparable '**Before**-scheme' and '**After**-scheme', with flows lower in the unadjusted case and slightly higher in the adjusted case across a 12-hour period.

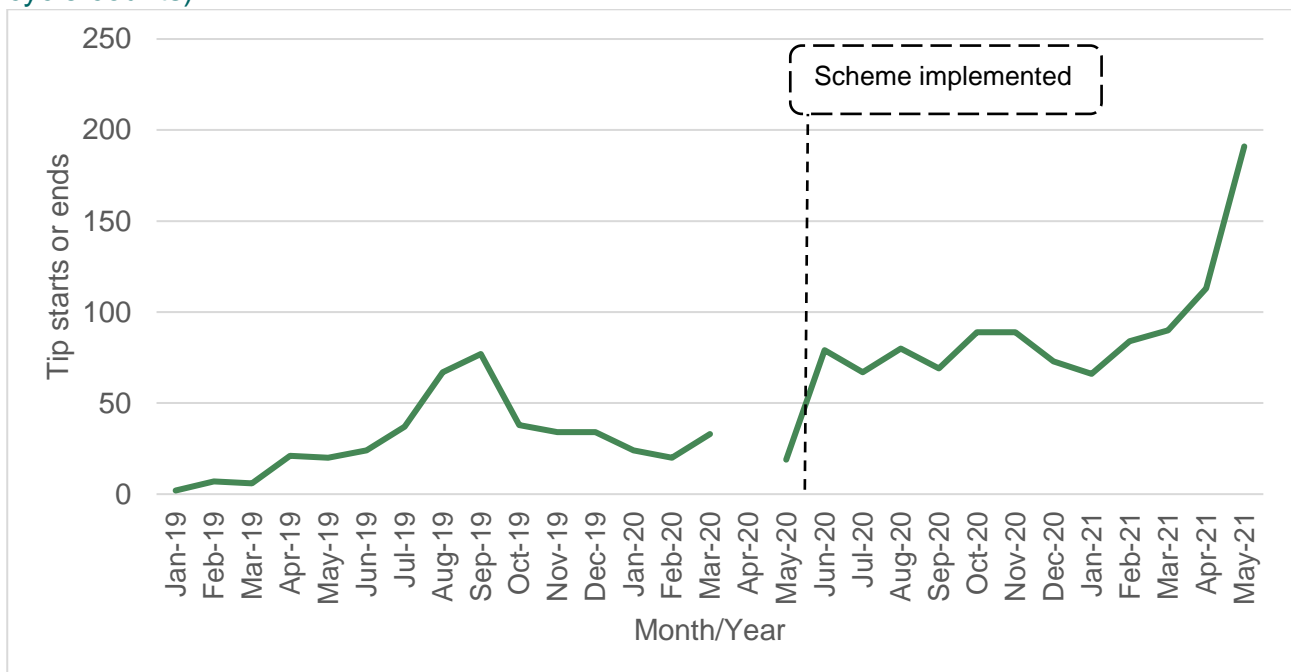
It should be noted that the '**Before**-scheme' traffic flow counts were completed in 2013 at St Pancras Way and these have not been adjusted due to limited data availability; these flows would have been subject to traffic growth and affected by seasonal variation in traffic flows, which are not accounted for in the calculation.



Cycling Data

Cycling data collected within the Wilmot Place Safe and Healthy Streets scheme by Lime (bike rental operator) over 2019, 2020 and 2021 shows that usage of Lime cycles has increased following the scheme's implementation. The graph below illustrates the absolute number of trip starts or ends in the Wilmot Place Safe & Healthy Streets scheme from 2019 to the most recently available data in 2021.

Trip Starts or Ends in Wilmot Place Safe and Healthy Streets scheme 2019-2021 (Lime cycle counts)



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

Comparison of data from **August 2019-March 2020** (Before-scheme) and **August 2020-March 2021** (After-scheme) shows that Lime bike usage has increased from 327 trips to 640 trips starts or ends in the scheme area, which is equivalent to 96%. In May 2021, Lime recorded the highest number of e-bike rides ever in the Wilmot Road Safe & Healthy Streets scheme area.

Air Quality

There is no monitoring data available for air quality for the Wilmot Place Safe and Healthy Streets scheme at the time of completing the monitoring.



Emergency Response Times

The London Fire Brigade (LFB) monitors the time it takes their vehicles to attend emergencies (attendance times). They use average attendance times because there are a significant number of variables that can impact attendance times – for example, responding vehicles are not always setting off from the same place.

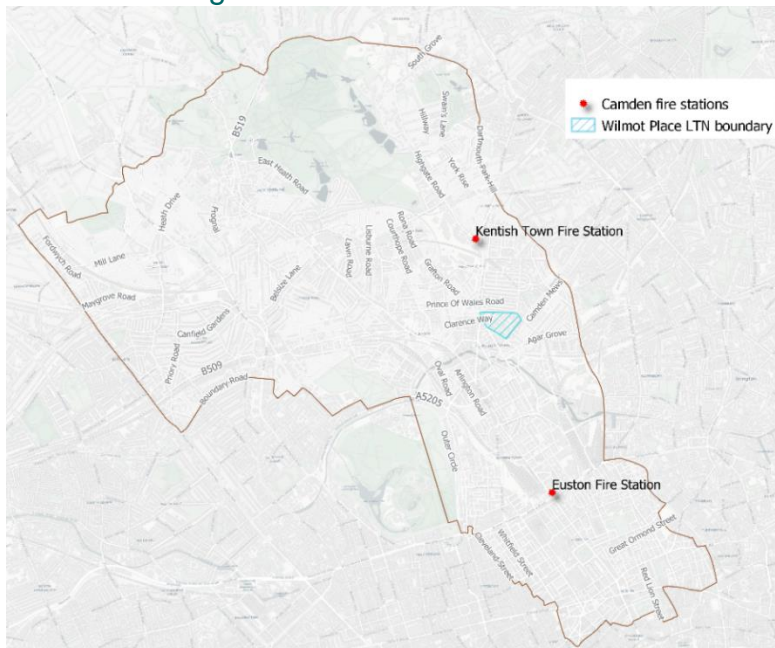
In their *'Incident response times'* report published in 2020², the LFB has set up their London-wide target response times (time the emergency call is answered to the arrival of a fire engine with crew at the incident scene), which for 2020 were:

- To get the first fire engine to an incident within an average of **six minutes**.
- To get a fire engine anywhere in London within **12 minutes** on 95 per cent of occasions.

In this report the LFB has also evaluated the impact of the Safe and Healthy Streets (Low Traffic Neighbourhood) scheme introduced in London in response to COVID-19 on LFB's emergency response times, and concluded that Safe and Healthy Streets scheme have not slowed down response times. Within their report they note:

"During the pandemic we have has more resources that are immediately available to respond and Roads (during lockdown periods) have been quieter. That being the case, we haven't yet noticed any impact on our attendance times due to the LTN (Low Traffic Neighbourhood) schemes established in 2020".

London Borough of Camden Fire Stations



The LFB's Mobilisation Records³ have also been analysed for fire stations locations in Camden near the Wilmot Place Safe & Healthy Streets scheme (see map).

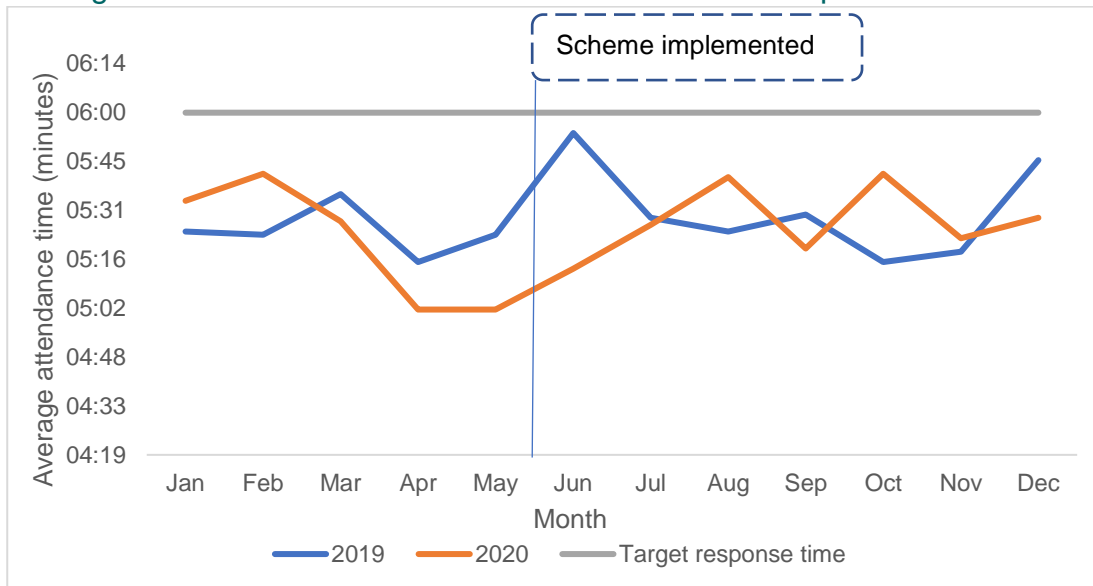
The graphs below compare the average response times for the closest fire stations to the Safe and Healthy Streets Scheme in 2019 and 2020, which comprise Euston and Kentish Town Fire Stations.

² <https://data.london.gov.uk/dataset/incident-response-times-fire-facts>

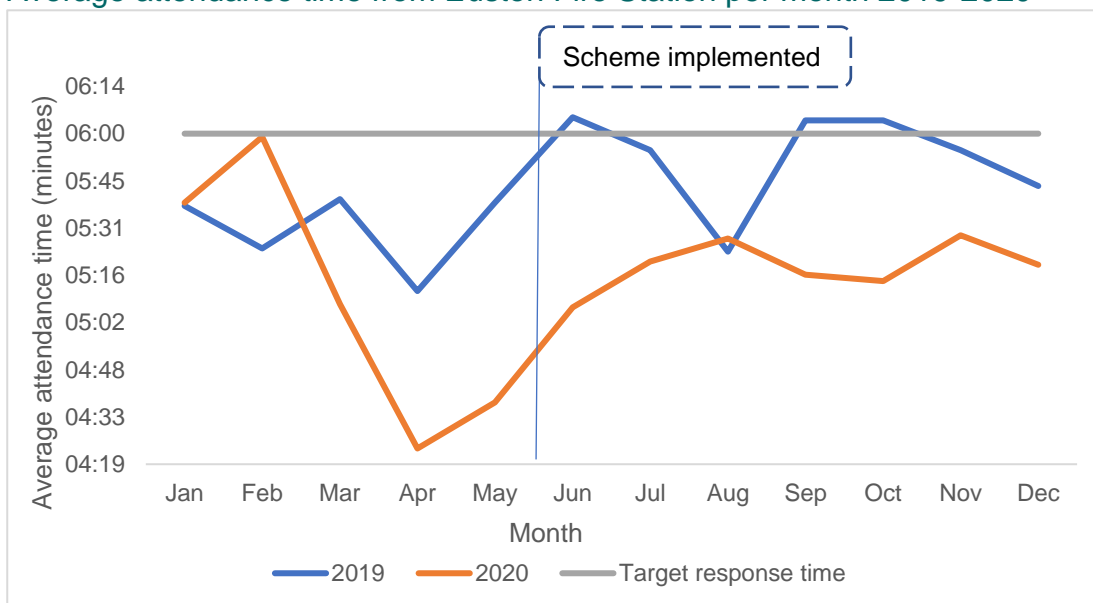
³ <https://data.london.gov.uk/dataset/london-fire-brigade-mobilisation-records>



Average attendance time from Kentish Town Fire Station per month 2019-2020



Average attendance time from Euston Fire Station per month 2019-2020



Overall, the data indicates an 8% decrease in attendance times from Euston Fire Station and a 1% decrease in attendance times from Kentish Town Fire Station between 2019 and 2020. The graphs demonstrate that the LFB is consistently meeting or bettering their response time targets of 6 minutes for a first fire engine to arrive, which supports the conclusions drawn by the LFB at this point regarding Safe and Healthy Streets Scheme.

Camden Council continues to engage and consult with the London Ambulance Service (LAS) and Metropolitan Police Service (MPS) as part of the implementation of Safe & Healthy Streets programme and explore the ways to determine the effects of the Safe & Healthy Streets schemes on the emergency response times.



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:
 - Count site 1 (St Pancras Way): Manual classified count data sourced from DfT 'Road Traffic Statistics' on 9 July 2013 which covers a 12-hour period (07:00-19:00).
 - Count site 4 (Camden Road): Automatic Traffic Counters⁴ were used to collect data on hourly traffic volumes by direction and vehicle class before the scheme was constructed. Data was collected between 18 February 2018 and 24 February 2018, and 4 March 2018 and 10 March 2018 for a 24 hr period but processed for a 12 hr period (07:00-19:00).
- After-Scheme: Automatic Traffic Counters⁵ were used to collect data on hourly traffic volumes by direction and vehicle class after the scheme was constructed. The data was collected between 5 December 2020 and 18 December 2020 with the average daily traffic volume calculated and reported by vehicle class for this period. This data was collected for a 24-hour period but processed for a 12-hour period (07:00-19:00) for average weekday and weekend flows to compare to the '**Before**' data.

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.

Days of available post-scheme traffic survey data (sample)

Site ID	Rd Name	Between	Pre-scheme Sample (Days)	Post-scheme Sample (Days)
1	St Pancras Way	Wilmot Place and Camden Way	1	14
2	Wilmot Place	Rochester Place and Rochester Terrace	-	11
3	Rochester Rd	Wilmot Place and Camden Rd	-	14
4	Camden Rd	Rochester Rd and Murray Street	14	14

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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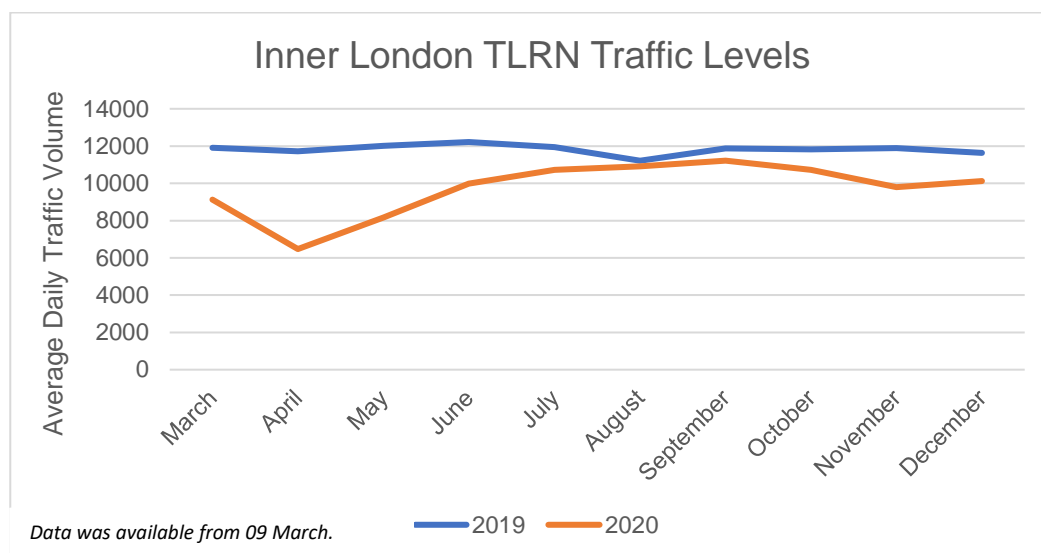


Traffic Count Data Adjustment

To monitor the effects of the scheme it has been necessary to complete traffic data collection during 2020 and at a time when travel patterns will have been affected by COVID-19 restrictions.

To account for this disruption and the influence of seasonality⁶, traffic data has been adjusted as follows:

- 1) Data collected in 2020 has been normalised to a 2019 (pre-COVID-19) baseline using a factor (1.1281) for weekday traffic derived from continuous traffic count data provided by Transport for London for the Inner Transport for London Rd Network (TLRN) for the appropriate month. For example, traffic average daily volumes in December 2020 were 13% lower in Inner London than in December 2019 (see below).



Data collected in March 2018 has been normalised to a 2019 (pre-COVID-19) baseline using a factor (0.9561) for weekday traffic and a factor (0.9881) for Saturday traffic. The factors have been derived from continuous automatic traffic count data provided by Transport for London for nine count sites across Camden.

- 2) The data has been further adjusted to account for seasonal variations in traffic flows using factors derived from comparing average weekday volumes in March 2019 and December 2019 to the annual weekday average values for 2019 from the Transport for London dataset. The seasonality factor derived for a weekday in December is 1.0206 and a weekday in March is 0.9883.

⁶ Seasonality – Seasonal variation in travel patterns associated with changes in weather including temperature and rainfall.



The adjusted results provide an indication of the impacts of the scheme without COVID-19 and without the effects of seasonal variation in travel patterns. Both the unadjusted (raw) and adjusted traffic data are presented in the monitoring review for the scheme in the interests of transparency.

Appendix B: Traffic Data

Wilmot Place Safe and Healthy Streets Scheme Weekday Traffic Flow (07:00-19:00) – Raw Data

ID	Road Name	Description	Direction	Before					After				
				PC	MC	Car	LGV	HDV	PC	MC	CAR	LGV	HDV
1	St Pancras Way	Wilmot Place to Camden Rd	EB		213	3,399	518	422		225	2,498	1,031	346
2	Wilmot Place	Between Rochester Place and Rochester Terrace	NB							11	88	20	4
			SB							19	68	11	2
			Two-way							30	156	32	6
3	Rochester Rd	Between Wilmot Place and Camden Rd	EB							24	233	55	19
			WB							27	198	41	14
			Two-way							50	431	96	32
4	Camden Rd	Between Rochester Rd and Murray Street	NB			7,664		1,074			7,948		1,786
			SB			8,262		1,208			5,521		661
			Two-way			15,926		2,281			13,469		2,447

PC = Pedal Cycle, MC = Motorcycle, LGV = Light Goods Vehicle (e.g. Van), HGV = Heavy Duty Vehicles (Heavy Goods Vehicles, Buses)

Wilmot Place Safe and Healthy Streets scheme Weekday Traffic Flow (07:00-19:00) – Adjusted Data

ID	Road Name	Description	Direction	Before*					After				
				PC	MC	Car	LGV	HDV	PC	MC	CAR	LGV	HDV
1	St Pancras Way	Wilmot Place to Camden Rd	EB		213	3,399	518	422		259	2,876	1,186	398
2	Wilmot Place	Between Rochester Place and Rochester Terrace	NB							13	101	23	5
			SB							22	78	13	2
			Two-way							35	179	36	7
3	Rochester Rd	Between Wilmot Place and Camden Rd	EB							27	268	63	21
			WB							31	228	47	16
			Two-way							58	496	111	37
4	Camden Rd	Between Rochester Rd and Murray Street	NB			7,241		1,015			9,150		2,056
			SB			7,806		1,141			6,356		761
			Two-way			15,047		2,155			15,507		2,817

PC = Pedal Cycle, MC = Motorcycle, LGV = Light Goods Vehicle (e.g. Van), HGV = Heavy Duty Vehicles (Heavy Goods Vehicles, Buses)

N.B. 'Before-scheme' data is unadjusted for Site 1 due to the required continuous data not being available

Appendix C: Emergency Response Times

Fire Station average response times in seconds

Month	Kentish Town Fire Station average response times in seconds			Euston Fire Station average response times in seconds		
	2019	2020	% change	2019	2020	% change
Jan	338	339	3%	325	334	0%
Feb	325	359	5%	324	342	10%
Mar	340	308	-2%	336	328	-9%
Apr	312	264	-5%	316	302	-15%
May	339	278	-7%	324	302	-18%
Jun	365	307	-11%	354	314	-16%
Jul	355	321	-1%	329	327	-10%
Aug	324	328	5%	325	341	1%
Sep	364	317	-3%	330	320	-13%
Oct	364	315	8%	316	342	-13%
Nov	355	329	1%	319	323	-7%
Dec	344	320	-5%	346	329	-7%
Total	344	315	-1%	329	325	-8%