



## Monitoring: Sandall Road Safe & Healthy Streets Scheme

New traffic measures have been installed on Sandall Road as part of the Borough's COVID-19 Emergency response.

From public and stakeholder engagement a concern was identified surrounding drivers using Sandall Road to travel east to west from the A503 (Camden Road) to the A400 (Kentish Town Road) through an area of residential streets.

To address this concern, traffic restricting measures were installed on Sandall Road, in the form of droppable bollards near to the entrance to Canteloves Gardens. Pedestrians and cyclists can continue to travel through at all times. Emergency services and bin collection teams can lower the bollard for access. This scheme was implemented in May 2020.

The measures aim to reduce the amount of through motor traffic between Camden Road and Kentish Town Road via Sandall Road, and to make it safer and easier for people to walk and cycle locally and socially distance.

To help monitor the impact of the scheme on local traffic and cycle flows 'Before-scheme' and 'After-scheme' traffic data within and in close proximity to Sandall Road has been analysed for motor vehicles and cycles. Data relating to emergency response times and air quality have also been reviewed.





## Summary

This document sets out data and other information gathered during the trial period of the Sandall Road Safety & 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 Sandall Road Safety & Healthy Streets scheme indicates the following:



**Lower** traffic levels on Patshull Road, Gaisford Street and Caversham Road and **higher** traffic levels (adjusted) on Bartholomew Road, Leighton Road and Camden Road. Even when adjusted for Covid-19, traffic levels were **11% lower** on a weekday and **12% lower** on a Saturday when considered across a western screenline of counts.



An **increase** in Lime bicycle usage (164%) within Sandall Road scheme boundary when comparing total trip starts and ends between July 2020-March 2021 (After-scheme) and July 2019-March 2020 (Before-scheme).



An average **reduction** of **18%** in Nitrogen Oxide (NO<sub>2</sub>) concentrations when comparing the raw unadjusted data between June and November 2019 and June and November 2020 at Kentish Town Road.



**No impact** on emergency response times from the introduction of the new measures on Sandall Road.

In summary, motor traffic using roads such as Patshull Road, Gaisford Street and Caversham Road to travel east to west between A503 Camden Road and A400 Kentish Town Road is lower, indicating that the closure of Sandall Road to through-traffic may be influencing travel patterns in the area. Data gathered in regard to cycling indicates higher cycling levels. No impacts on emergency response times have been identified from introduction of the scheme.



## Motor Vehicle Data

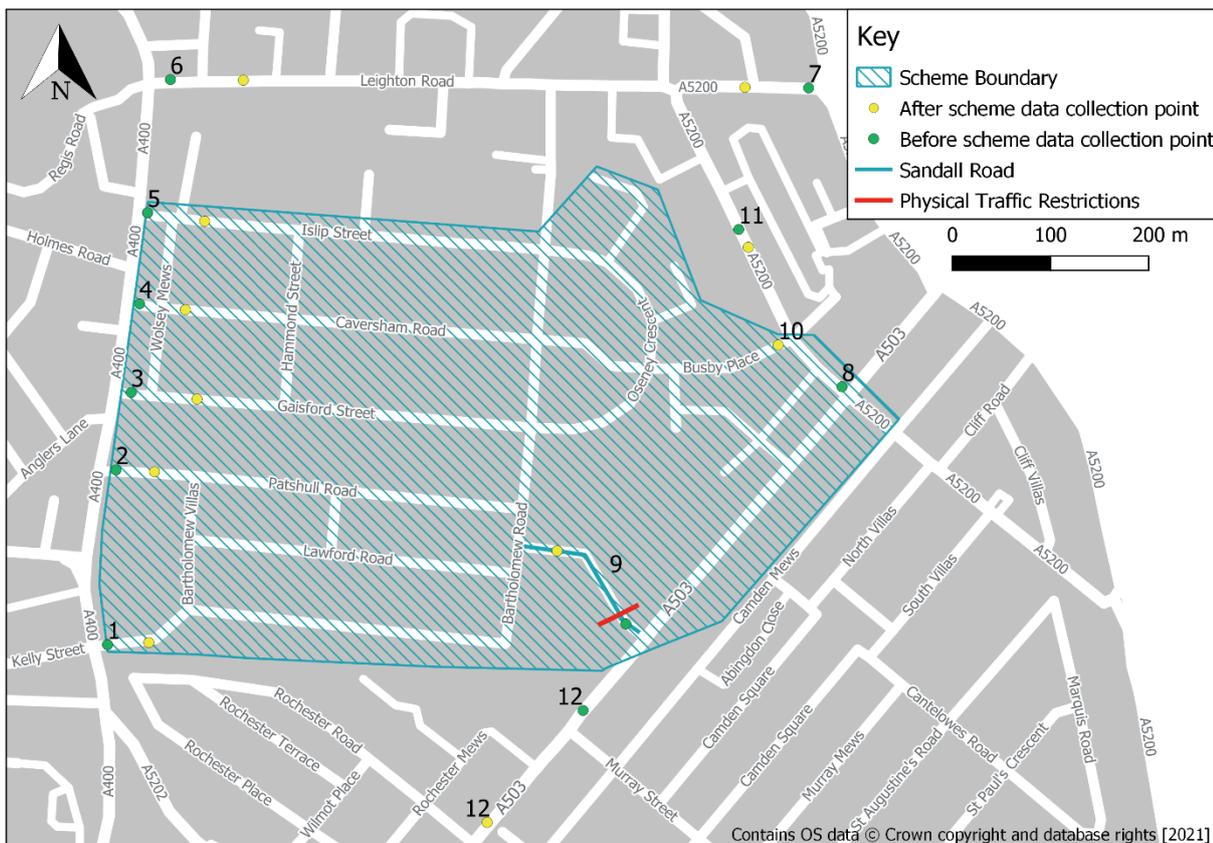
To establish changes in local traffic flows pre- and post-scheme traffic counts for key links within the Sandall Road Safe & Healthy Streets Scheme boundary have been reviewed.

'**Before**-scheme' data for Sites 1-10 was collected in **December 2019** through origin-destination data. Data for Site 11 was collected in **October 2016** and for Site 12 in **February-March 2018**, through automatic traffic counts. '**After**-scheme' data was collected in **December 2020**, following the start of the trial period, through automatic traffic counts.

16-hour (06:00-22:00) traffic flows were analysed for each vehicle class, and categorised to comprise light vehicles (cars, Light Goods Vehicles) and Heavy-Duty Vehicles (HDVs<sup>1</sup>).

The location of the '**Before**-scheme' and '**After**-scheme' count points are shown on the map below. Pre-scheme data was unavailable for Count Site 10, whilst post scheme data was not available for Count Site 3 on a Saturday and Count Site 8 for all days. Sandall Road at Count Site 9 was closed to through motor vehicle traffic as part of the scheme.

### Sandall Road Scheme Traffic Count Sites



<sup>1</sup> Heavy Duty Vehicles include Heavy Goods Vehicles and Buses.



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 compare 'Before' and 'After' scheme counts. 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 has been derived from continuous 2018-2019 Camden-wide and 2019-2020 London-wide vehicle count data. Pre-scheme data collected in 2016 (Site 11) has not been adjusted due to the unavailability of reliable continuous data required for adjustment factors. The adjusted and unadjusted average daily flows for the Sandall Road scheme boundary are shown below for an Average Weekday and Saturday. See Appendix A for further details on the methodology used and Appendix B for a breakdown of the data.

### Sandall Road Scheme Weekday Traffic Flow (06:00-22:00)

Site ID	Road Name	Between	Direction*1	Unadjusted			Adjusted		
				Before*	After	% Change	Before*	After	% Change
1	Bartholomew Road	A400 and Bartholomew Villas	EB	1,419	1,412	-1%	1,448	1,625	12%
2	Patshull Road	A400 and Bartholomew Villas	WB	2,016	1,302	-35%	2,058	1,499	-27%
3	Gaisford St	Wolsey Mews and Hammond St	WB	2,333	1,866	-20%	2,381	2,148	-10%
4	Caversham Road	Wolsey Mews and Hammond St	WB	1,372	974	-29%	1,400	1,121	-20%
5	Islip St	Wolsey Mews and Hammond St	EB	1,696	1,443	-15%	1,731	1,661	-4%
6	Leighton Road	Leverton St and Lady Margaret Road	Two-way	6,581	6,813	4%	6,717	7,844	17%
7	Leighton Road	Torriano Av and Brecknock Road	EB	7,075	7,123	1%	7,221	8,201	14%
8	Torriano Avenue	A503 and Busby Pl	NB	7,563	-	N/A	7,719	-	N/A
9	Sandall Road	A503 and Bartholomew Rd	Two-Way	2,144	240	-89%	2,188	259	-88%
10	Busby Place	Oseney Crescent and Torriano Av	Two-way	-	3,149	N/A	-	3,626	N/A
11	Torriano Avenue	Leighton Rd and Busby Place	NB	6,742	5,829	-14%	6,742*2	6,711	0%
12	Camden Road	Torriano Av and Rochester Rd	Two-way	19,981	20,792	4%	18,880	23,938	27%

\*1 EB=Eastbound, WB=Westbound, NB=Northbound, SB=Southbound

\*2 Continuous traffic data not available to adjust Count Site 11 'Before-Scheme' data



### Sandall Road Scheme Saturday Traffic Flow (06:00-22:00)

Site ID	Road Name	Between	Direction*1	Unadjusted			Adjusted		
				Before	After	% Change	Before	After	% Change
1	Bartholomew Road	A400 and Bartholomew Villas	EB	1,011	1,029	2%	1,002	1,166	16%
2	Patshull Road	A400 and Bartholomew Villas	WB	1,675	915	-45%	1,662	1,037	-38%
3	Gaisford St	Wolsey Mews and Hammond St	WB	1,817	-	N/A	1,802	-	N/A
4	Caversham Road	Wolsey Mews and Hammond St	WB	1,266	946	-25%	1,255	1,072	-15%
5	Islip St	Wolsey Mews and Hammond St	EB	1,480	1,314	-11%	1,467	1,490	2%
6	Leighton Road	Leverton St and Lady Margaret Road	Two-way	6,319	6,159	-3%	6,267	6,981	11%
7	Leighton Road	Torriano Av and Brecknock Road	EB	6,525	5,973	-8%	6,472	6,771	5%
8	Torriano Avenue	A503 and Busby Pl	NB	6,917	-	N/A	6,860	-	N/A
9	Sandall Road	A503 and Bartholomew Rd	Two-Way	2,294	182	-92%	2,275	188	-92%
10	Busby Place	Oseney Crescent and Torriano Av	Two-way	-	2,660	N/A	-	3,015	N/A
11	Torriano Avenue	Leighton Rd and Busby Place	NB	5,936	6,296	6%	5,936*2	7,136	20%
12	Camden Road	Torriano Ave and Rochester Rd	Two-way	19,271	20,363	6%	18,784	23,082	23%

\*1 EB=Eastbound, WB=Westbound, NB=Northbound, SB=Southbound

\*2 Continuous traffic data not available to adjust Count Site 11 'Before-Scheme' data

The results indicate lower traffic levels 'After-scheme' on Patshull Road, Gaisford Street (weekday only) and Caversham Road on a weekday and Saturday, which previously would have been used by traffic seeking to cut through Sandall Road and travel east to west between A503 Camden Road and A400 Kentish Town Road.

In the adjusted scenario, similar levels are recorded on Islip Street on both a weekday and Saturday, and Torriano Avenue on a weekday. Higher traffic levels are estimated on Bartholomew Road, an alternative entry point to the Sandall Road area, and Leighton Road and Camden Road, which bound the northern and southern extents of the Sandall Road scheme boundary respectively. Leighton Road and Camden Road form potential alternative routes for traffic travelling between A503 (Camden Road) and A400 (Kentish Town Road).



Across a screenline of Count Sites 1 to 5, which form entry and exit points to the area (west of Sandall Road), overall traffic levels were recorded as 11% lower on a weekday and 12% lower on a Saturday<sup>2</sup> in the adjusted scenario.

### Sandall Road Scheme Area Western Screenline (06:00-22:00)

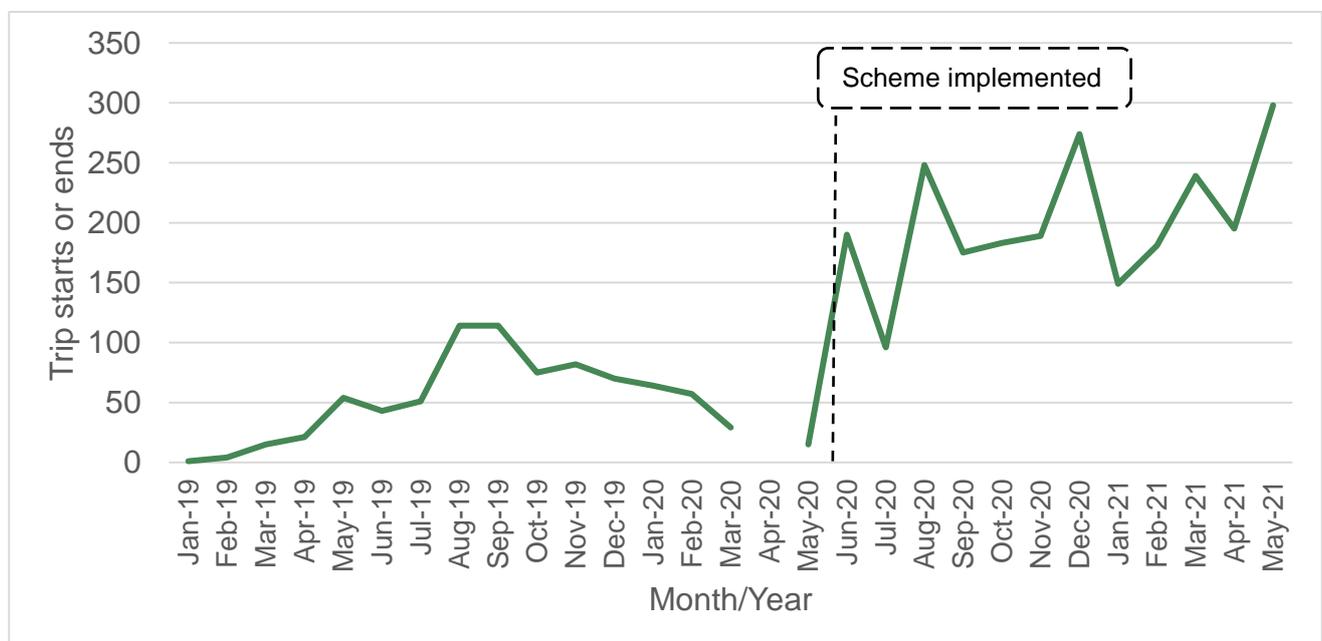
Day	Unadjusted			Adjusted		
	Before	After	% Change	Before	After	% Change
Weekday	8,836	6,996	-21%	9,018	8,055	-11%
Saturday	5,431	4,204	-23%	5,387	4,765	-12%

## Cycling Data

'Before-scheme' data was not available from the traffic counts for cyclists and therefore it has not been possible to compare cycle levels pre- and post-scheme.

However, cycling data collected within the Sandall Road scheme boundary by Lime (bike rental operator) over 2019, 2020 and 2021 indicates that there has been a rise in cycling levels following the scheme's implementation. The graph below illustrates the absolute number of trip starts or ends in the Sandall Road Safe & Healthy Streets scheme from 2019 to the most recently available data in 2021.

### Trip Starts or Ends in Sandall Scheme 2019-2021 (Lime cycle counts)



*N.B Data was not available for April 2020*

<sup>2</sup> Saturday increase excludes Site 3 (Gaisford Road) where data was unavailable



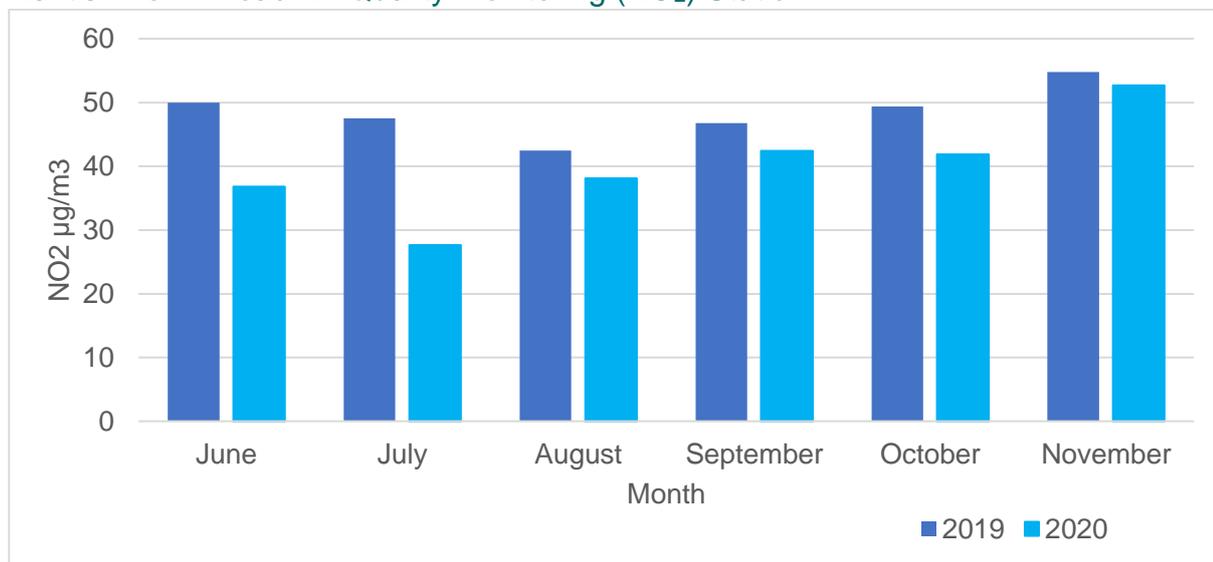
Comparison of data from **July 2019 to March 2020 (Before-scheme)** and **July 2020 to March 2021 (After-scheme)** shows that Lime bike usage has increased from 656 to 1,734 trip starts or ends in the scheme area, which is equivalent to a 164% rise. In May 2021, Lime recorded the highest number of e-bike rides in the Sandall Road area since monitoring began.

## Air Quality

Diffusion tubes have been installed in and around Sandall Road as part of air quality monitoring for the scheme. Data collection on Sandall Road began in February 2021. The raw and unadjusted NO<sub>2</sub> concentrations for February and March (2021) are 36.75µg/m<sup>3</sup> and 28.17µg/m<sup>3</sup> respectively. No further recent data is available to report at this site.

The diffusion tube located closest to the scheme is just north of the scheme boundary, on Kentish Town Road. This monitoring data provides a further insight into the Nitrogen Dioxide (NO<sub>2</sub>) concentrations near the Sandall Road Safe & Healthy Streets scheme. The most recent data available is for **June 2020 to November 2020** (after the scheme was constructed), which has been compared to an equivalent period before scheme comprising **June 2019 to November 2019**. This data indicates that the sites has experienced an average reduction in NO<sub>2</sub> of 18% when comparing **June 2020 to November 2020** to **June 2019 to November 2019**. The raw data is provided in Appendix C.

### Kentish Town Road Air Quality Monitoring (NO<sub>2</sub>) Station



The bias-adjusted and average annual<sup>3</sup> mean NO<sub>2</sub> concentrations for Sandall Road for the entirety of 2020 was 33.41µg/m<sup>3</sup>, in 2019 this value was 46.07µg/m<sup>3</sup>. When compared to the legal limit for NO<sub>2</sub> (40µg/m<sup>3</sup>), NO<sub>2</sub> levels on Sandall Road were compliant in 2020.

<sup>3</sup> Annual mean figures have been 'bias adjusted' which corrects for any deviation between the NO<sub>2</sub> concentrations measured by diffusion tubes and the 'true' NO<sub>2</sub> concentration in the air as measured by a more accurate electrochemical sensor



No continuous data is available between November 2020 and March 2021 and consequently no comparisons can be made between 2021 and previous years. However, the most recent data available, collected in April 2021 shows that raw and unadjusted NO<sub>2</sub> concentrations were 38.57µg/m<sup>3</sup>.

This data is raw and unadjusted against the Government's bias adjustment factor. Therefore, this data cannot be measured against the National Air Quality Objective. 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. See Appendix C for a breakdown of air quality data.

## 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 2020<sup>4</sup>, 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.

### Location of Nearest Camden Fire Stations



In this report the LFB has also evaluated the impact of the new measures introduced in London in response to COVID-19 on LFB's emergency response times, and concluded that these measures have not slowed down response times. Within their report they note:

*"During the pandemic we have had 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".<sup>5</sup>*

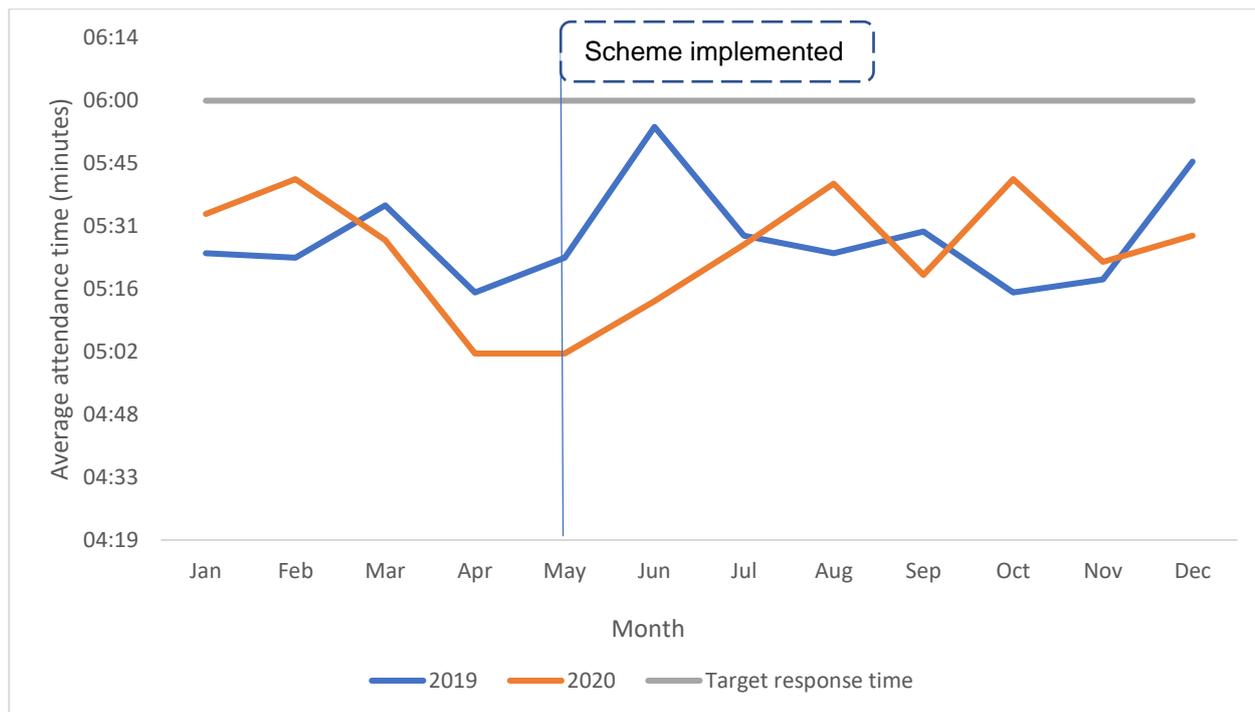
<sup>4</sup> <https://data.london.gov.uk/dataset/incident-response-times-fire-facts>

<sup>5</sup> Safe and Healthy Streets Schemes can also be referred to as Low Traffic Neighbourhoods (LTN)



The LFB’s Mobilisation Records<sup>6</sup> have also been analysed for the fire station locations in Camden near the Sandall Road scheme boundary (see the map above). The graph on the following page compares the average response times for the closest fire station to the Sandall Road area comprising Kentish Town Fire Station in 2019 and 2020.

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



The data shows a 1% decrease in attendance times from Kentish Town Fire Station from 2019 to 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.

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

<sup>6</sup> <https://data.london.gov.uk/dataset/london-fire-brigade-mobilisation-records>



# 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:** Origin-Destination counts 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. This data was collected on 10 December 2019 (Tuesday) and 14 December 2019 (Saturday) for a 16-hr period (06:00-22:00) for Sites 1-9. Before-scheme data was not available for Site 10. For Sites 11 and 12 Automatic Traffic Counters<sup>7</sup> were used to collect data on hourly traffic volumes by direction and vehicle class. Data for site 11 was collected between 2 October 2016 and 15 October 2016 and data for site 12 was collected between 18 February 2018 and 24 February 2018, and 4 March 2018 and 10 March 2018. Sites 11 and 12 were collected for a 24-hr period but processed for a 16-hr period (06:00-22:00).
- **After:** Automatic Traffic Counters were used to collect data on hourly traffic volumes by direction and vehicle class after the scheme was constructed. The data was collected for 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-hr period but processed for a 16-hr period (06:00-22:00) to compare to the '**Before**' data. After-scheme data was not available for Site 8.

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. Due to data collection issues at Gaisford Street, only four days of data between 5 December 2020 and 11 December 2020 were used for the '**After**-scheme' data.

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<sup>7</sup> 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.



### Days of available traffic survey data (sample)

Site ID	Road Name	Between	Sample (Days)	
			Pre-scheme	Post-scheme
1	Bartholomew Road	A400 and Bartholomew Villas	2	14
2	Patshull Road	A400 and Bartholomew Villas	2	14
3	Gaisford St	Wolsey Mews and Hammond St	2	4
4	Bartholomew Road	Leighton Road and Islip St/Oseney Crescent	2	14
5	Islip St	Wolsey Mews and Hammond St	2	14
6	Leighton Road	Leverton St and Lady Margaret Road	2	14
7	Leighton Road	Torriano Avenue and Brecknock Road	2	14
8	Torriano Avenue	A503 and Busby Pl	2	-
9	Sandall Road	A503 and Bartholomew Rd	2	7
10	Busby Place	Oseney Crescent and Torriano Av	-	14
11	Torriano Avenue	Leighton Rd and Busby Pl	14	14
12	Camden Road	Torriano Av and Rochester Rd	14	14

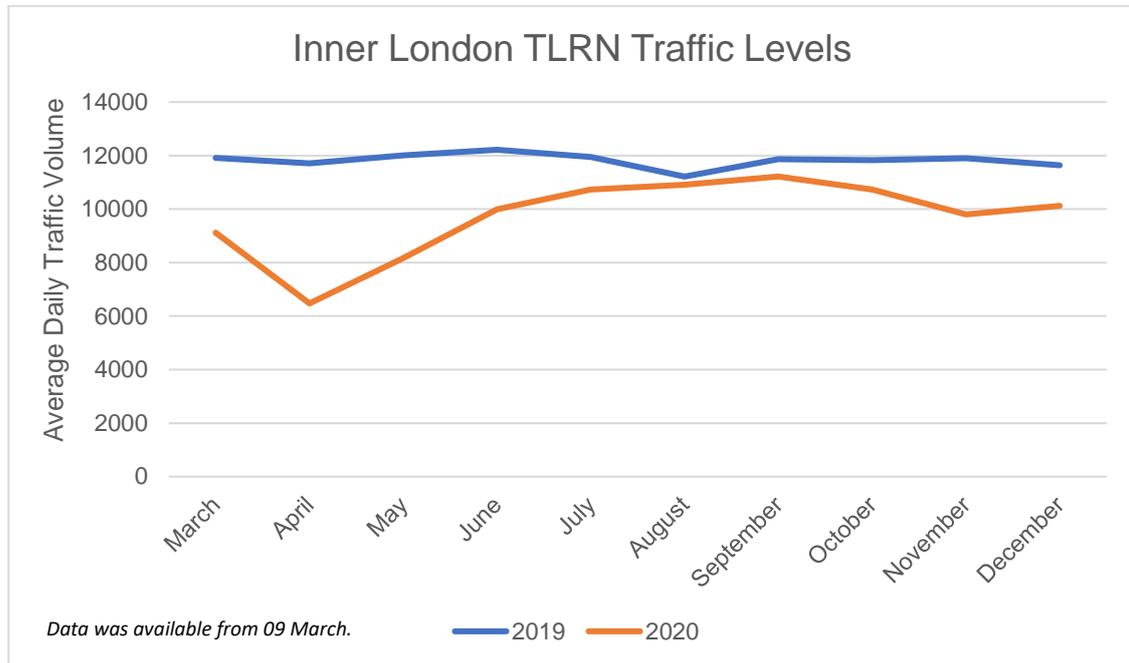
## Traffic Count Data Adjustment

To monitor the interim 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 seasonality<sup>8</sup>, the post scheme traffic data has been adjusted as follows:

- 1) Data collected in December 2020 has been normalised to a 2019 (pre-COVID-19) baseline using a factor (1.1281) for weekday traffic and a factor (1.1429) for Saturday traffic. Data collected in October 2020 has been normalised using a factor of 1.0881 for weekday traffic and 0.9717 for Saturday traffic. The factors have been derived from continuous traffic count data provided by Transport for London for the Inner Transport for London Road Network (TLRN) for the appropriate month. For example, average daily traffic volumes in December 2020 were 13% lower in Inner London than in December 2019 (see below).

<sup>8</sup> Seasonality – Seasonal variation in travel patterns associated with changes in weather including temperature and rainfall.



Data collected in February-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 and Saturday traffic volumes in December 2019 to the annual weekday average and Saturday average values for 2019 from the Transport for London dataset. The seasonality factor derived for a weekday in December is 1.0206 and for a Saturday is 0.9918, for a weekday in October is 0.9923 and a Saturday in October 1.0643, and for a weekday in March is 0.9883 and a Saturday in March is 0.9865.

Data at Count Site 11 has not been adjusted, as the required continuous data to adjust traffic levels to a 2019 baseline from 2016 were not available.

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 interim monitoring review for the scheme in the interests of transparency.

# Appendix B: Traffic Data

## Sandall Road Scheme Weekday Raw Data (06:00-22:00)

Site ID	Road Name	Description	Direction	Before				After			
				PC*	Light**	Heavy***	Total****	PC	Light	Heavy	Total
1	Bartholomew Road	Between A400 and Bartholomew Villas	Eastbound		1,405	14	1,419	149	1,369	42	1,412
2	Patshull Road	Between A400 and Bartholomew Villas	Westbound		1,989	27	2,016	100	1,244	58	1,302
3	Gaisford Street	Between Wolsey Mews and Hammond Street	Westbound		2,294	39	2,333	1	1,765	101	1,866
4	Caversham Road	Between Wolsey Mews and Hammond Street	Westbound		1,351	21	1,372	72	920	53	974
5	Islip Street	Between Wolsey Mews and Hammond Street	Eastbound		1,657	39	1,696	44	1,353	91	1,443
6	Leighton Road	Between Leverton Street and Lady Margaret Road	Westbound		2,779	170	2,949	242	3,379	228	3,606
			Eastbound		3,443	189	3,632	184	3,030	177	3,207
			Combined		6,222	359	6,581	426	6,409	405	6,813
7	Leighton Road	Between Torriano Avenue and Brecknock Road	Southbound		6,677	398	7,075	165	6,602	520	7,123
8	Torriano Avenue	Between Camden Road and Busby Place	Northbound		7,119	444	7,563				
9	Sandall Road	Between Bartholomew Road and Camden Road	Northbound		1,387	3	1,390	114	114	2	115
			Southbound		747	7	754	104	121	4	125
			Combined		2,133	11	2,144	218	235	5	240
10	Busby Place	Between Oseney Crescent and A5200	Westbound					112	2,376	129	2,505
			Eastbound					39	609	35	644
			Combined					151	2,986	164	3,149
11	Torriano Avenue	Between Leighton Road and Busby Place	Northbound	295	5,647	1,096	6,742	200	5,266	564	5,829
12	Camden Road	Between Torriano Avenue and Rochester Road	Northbound		8,483	1,056	9,539		10,248	2,098	12,346
			Southbound		9,190	1,252	10,442		7,354	1,091	8,446
			Combined		17,673	2,308	19,981		17,602	3,190	20,792

\*PC=pedal cycle, \*\*Light=Light vehicles including motorcycles, cars and LGVs \*\*\*Heavy=OGVs and PSVs \*\*\*\*Total excludes PC

### Sandall Road Scheme Weekday Adjusted Data (06:00-22:00)

Site ID	Road Name	Description	Direction	Before				After			
				PC*	Light**	Heavy***	Total****	PC	Light	Heavy	Total
1	Bartholomew Road	Between A400 and Bartholomew Villas	Eastbound		1,433	15	1,448	149	1,577	49	1,625
2	Patshull Road	Between A400 and Bartholomew Villas	Westbound		2,030	28	2,058	100	1,432	67	1,499
3	Gaisford Street	Between Wolsey Mews and Hammond Street	Westbound		2,341	40	2,381	1	2,032	116	2,148
4	Caversham Road	Between Wolsey Mews and Hammond Street	Westbound		1,379	21	1,400	72	1,060	61	1,121
5	Islip Street	Between Wolsey Mews and Hammond Street	Eastbound		1,691	39	1,731	44	1,557	104	1,661
6	Leighton Road	Between Leverton Street and Lady Margaret Road	Westbound		2,837	173	3,010	242	3,890	262	4,152
			Eastbound		3,514	193	3,707	184	3,489	204	3,693
			Combined		6,350	367	6,717	426	7,379	466	7,844
7	Leighton Road	Between Torriano Avenue and Brecknock Road	Southbound		6,814	406	7,221	165	7,602	599	8,201
8	Torriano Avenue	Between Camden Road and Busby Place	Northbound		7,265	454	7,719				
9	Sandall Road	Between Bartholomew Road and Camden Road	Northbound		1,415	4	1,419	114	123	2	125
			Southbound		762	7	770	104	131	4	135
			Combined		2,177	11	2,188	218	253	6	259
10	Busby Place	Between Osenev Crescent and A5200	Westbound					112	2,736	148	2,884
			Eastbound					39	702	40	742
			Combined					151	3,437	188	3,626
11	Torriano Avenue	Between Leighton Road and Busby Place	Northbound					200	6,063	649	6,711
12	Camden Road	Between Torriano Avenue and Rochester Road	Northbound		8,015	998	9,013		11,799	2,416	14,214
			Southbound		8,683	1,183	9,866		8,467	1,257	9,724
			Combined		16,699	2,181	18,880		20,266	3,672	23,938

\*PC=pedal cycle, \*\*Light=Light vehicles including motorcycles, cars and LGVs \*\*\*Heavy=OGVs and PSVs \*\*\*\*Total excludes PC

N.B. 'Before-scheme' data is unadjusted for Site 11 due to the required continuous data not being available

### Sandall Road Scheme Average Saturday Raw Data (06:00-22:00)

Site ID	Road Name	Description	Direction	Before				After			
				PC*	Light**	Heavy***	Total****	PC	Light	Heavy	Total
1	Bartholomew Road	Between A400 and Bartholomew Villas	Eastbound		1,008	2	1,011	100	1,009	20	1,029
2	Patshull Road	Between A400 and Bartholomew Villas	Westbound		1,671	4	1,675	96	889	26	915
3	Gaisford Street	Between Wolsey Mews and Hammond Street	Westbound		1,806	12	1,817				
4	Caversham Road	Between Wolsey Mews and Hammond Street	Westbound		1,258	8	1,266	56	916	31	946
5	Islip Street	Between Wolsey Mews and Hammond Street	Eastbound		1,473	7	1,480	34	1,263	52	1,314
6	Leighton Road	Between Leverton Street and Lady Margaret Road	Westbound		2,576	115	2,691	205	3,205	149	3,353
			Eastbound		3,524	104	3,628	162	2,692	114	2,806
			Combined		6,101	218	6,319	366	5,896	263	6,159
7	Leighton Road	Between Torriano Avenue and Brecknock Road	Southbound		6,239	286	6,525	143	5,755	219	5,973
8	Torriano Avenue	Between Camden Road and Busby Place	Northbound		6,628	290	6,917				
9	Sandall Road	Between Bartholomew Road and Camden Road	Northbound		1,546	2	1,548	60	89	1	90
			Southbound		745	1	746	71	91	1	92
			Combined		2,291		2,294	131	180	2	182
10	Busby Place	Between Osenev Crescent and A5200	Westbound					77	2,090	66	2,156
			Eastbound					33	485	20	505
			Combined					109	2,575	85	2,660
11	Torriano Avenue	Between Leighton Road and Busby Place	Northbound	97	5,307	629	5,936	187	5,598	698	6,296
12	Camden Road	Between Torriano Avenue and Rochester Road	Northbound		8,287	762	9,049		10,316	1,364	11,680
			Southbound		9,355	868	10,223		7,699	984	8,683
			Combined		17,641	1,630	19,271		18,015	2,348	20,363

\*PC=pedal cycle, \*\*Light=Light vehicles including motorcycles, cars and LGVs \*\*\*Heavy=OGVs and PSVs \*\*\*\*Total excludes PC

### Sandall Road Scheme Average Saturday Adjusted Data (06:00-22:00)

Site ID	Road Name	Description	Direction	Before				After			
				PC*	Light**	Heavy***	Total****	PC	Light	Heavy	Total
1	Bartholomew Road	Between A400 and Bartholomew Villas	Eastbound		1,000	2	1,002	100	1,144	22	1,166
2	Patshull Road	Between A400 and Bartholomew Villas	Westbound		1,657	4	1,662	96	1,008	29	1,037
3	Gaisford Street	Between Wolsey Mews and Hammond Street	Westbound		1,791	12	1,802				
4	Caversham Road	Between Wolsey Mews and Hammond Street	Westbound		1,248	8	1,255	56	1,038	35	1,072
5	Islip Street	Between Wolsey Mews and Hammond Street	Eastbound		1,461	7	1,467	34	1,431	58	1,490
6	Leighton Road	Between Leverton Street and Lady Margaret Road	Westbound		2,555	114	2,669	205	3,633	168	3,801
			Eastbound		3,496	103	3,598	162	3,051	129	3,180
			Combined		6,051	216	6,267	366	6,683	298	6,981
7	Leighton Road	Between Torriano Avenue and Brecknock Road	Southbound		6,188	283	6,472	143	6,523	248	6,771
8	Torriano Avenue	Between Camden Road and Busby Place	Northbound		6,573	287	6,860				
9	Sandall Road	Between Bartholomew Road and Camden Road	Northbound		1,533	2	1,535	60	92	1	93
			Southbound		739	1	740	71	94	1	95
			Combined		2,272	3	2,275	131	186	2	188
10	Busby Place	Between Osenev Crescent and A5200	Westbound					77	2,369	74	2,443
			Eastbound					33	550	22	572
			Combined					109	2,919	96	3,015
11	Torriano Avenue	Between Leighton Road and Busby Place	Northbound					187	6,346	791	7,136
12	Camden Road	Between Torriano Avenue and Rochester Road	Northbound		8,077	743	8,820		11,694	1,546	13,239
			Southbound		9,118	846	9,964		8,727	1,115	9,843
			Combined		17,195	1,589	18,784		20,421	2,661	23,082

\*PC=pedal cycle, \*\*Light=Light vehicles including motorcycles, cars and LGVs \*\*\*Heavy=OGVs and PSVs \*\*\*\*Total excludes PC

N N.B. 'Before-scheme' data is unadjusted for Site 11 due to the required continuous data not being available

## Appendix C: Air Quality Monitoring Data

Raw air quality data for Sandall Road (Camden School for Girls) monitoring site

Month (2021)	raw NO2 $\mu\text{g}/\text{m}^3$
February	36.75
March	28.17

Raw air quality data (2019/2020) for Sandall Road (Kentish Town Road) monitoring site

2019 raw No2 ( $\mu\text{g}/\text{m}^3$ )		2020 raw No2 ( $\mu\text{g}/\text{m}^3$ )		% Change
Jun-19	49.96	Jun-20	36.82	-26%
Jul-19	47.54	Jul-20	27.63	-42%
Aug-19	42.46	Aug-20	38.13	-10%
Sep-19	46.75	Sep-20	42.40	-9%
Oct-19	49.40	Oct-20	41.84	-15%
Nov-19	54.80	Nov-20	52.67	-4%

Bias-adjusted and average annual mean air quality data for Sandall Road (Kentish Town Road) monitoring site

Year	Bias-adjusted average annual mean ( $\mu\text{g}/\text{m}^3$ )
2019	46.07
2020	33.41

## Appendix D: Emergency Response Times

Month	Kentish Town Fire Station average response times in seconds		
	2019	2020	% change
Jan	325	334	3%
Feb	324	342	5%
Mar	336	328	-2%
Apr	316	302	-5%
May	324	302	-7%
Jun	354	314	-11%
Jul	329	327	-1%
Aug	325	341	5%
Sep	330	320	-3%
Oct	316	342	8%
Nov	319	323	1%
Dec	346	329	-5%
<b>Total</b>	<b>329</b>	<b>325</b>	<b>-1%</b>