



Monitoring: St Pancras Way Safe and Healthy Streets Scheme

The COVID-19 pandemic has changed how communities live, travel and work.

St Pancras Way is a busy road and provides an important connection between various high priority corridors. It also provides an alternative walking and cycling route to the busy Royal College Street.

As part of the trial scheme a southbound cycle lane was installed on St Pancras Way with road space reallocated to those cycling whilst maintaining all parking bays on the western side of St Pancras Way. A 'shared use bus stop' was installed between Camden Road and Agar Grove to allow cyclists to pass a bus without impeding bus passengers boarding and alighting or slowing down bus journeys. General traffic lanes at the northern section of the scheme were unaltered, so traffic capacity is maintained.

Some sections of single yellow lines were replaced by mandatory cycle lanes; the ability to service and deliver to commercial and residential sites was maintained at various locations. This scheme was implemented as a trial using an Experimental Traffic Order ('ETO'), with construction completed in December 2020 and minor amendments made in February 2021.

To review the impact of the 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.









Summary

This document sets out data and other information gathered during the trial period of the St Pancras Way Cycling 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 St Pancras Way Cycling Scheme indicates the following:

-  Motor vehicle levels on St Pancras Way were **33% higher** in July 2021 compared to July 2020.
-  Cycling on St Pancras Way was **200% higher** in July 2021 compared to July 2020.
-  The number of trips by Lime bicycles was **246%** higher between June – August 2021 compared to June – August 2020.
-  Collision data was only available 'Before-scheme' (1 January 2018 to 31 December 2020). Over this period 16 collisions involving casualties were recorded, 3 of which included cyclists.
- NO₂** NO₂ levels on St Pancras Way were compliant in 2020 when compared to the legal limit for Nitrogen Dioxide (NO₂ - 40µg/m³). 2021 bias adjusted levels are not yet available.

In summary, monitoring data gathered indicates increased cycling levels along St Pancras Way following the implementation of St Pancras Way cycling scheme. Motor vehicle levels were higher in July 2021 compared to July 2020; although total levels are in line with historical levels on this route. No specific impacts on air quality or accidents has been identified based on the data available.



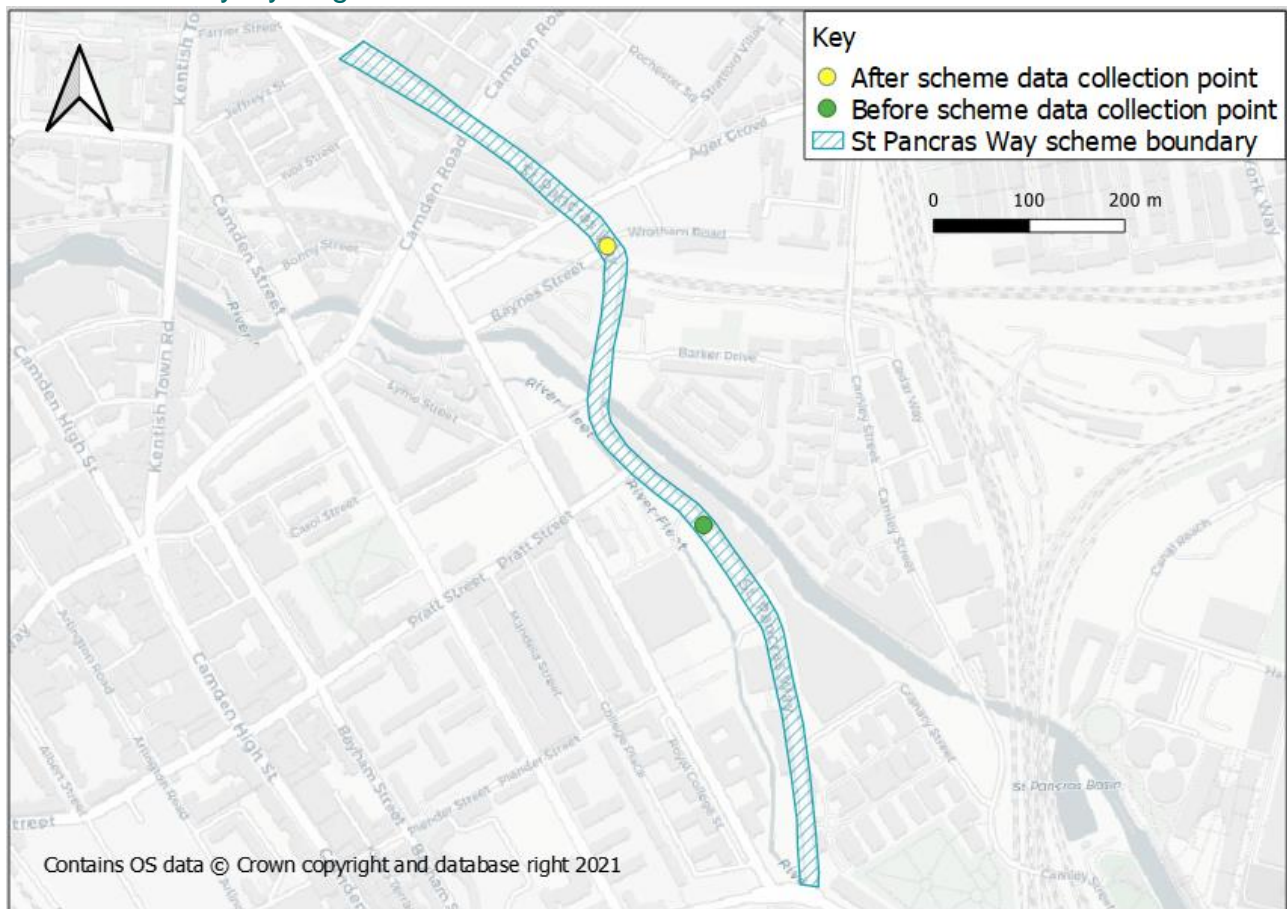
Motor Vehicle Data

'Before-scheme' data was collected in **July 2020** using automatic traffic counts for a 2-week period (21/07/2020 – 03/08/2020). 24-hour traffic counts were analysed for each vehicle class, including cycles, motorcycles, cars, Light Goods Vehicles (LGVs) and Heavy Duty Vehicles (HDVs¹).

'After-scheme' data was collected using traffic sensors at St Pancras Way by direction and vehicle class following completion of the scheme. St Pancras Way has been analysed for the following periods:

- **March 2021**: 2-week period between 01/03/2021 to 14/03/2021 – With the scheme complete.
- **July 2021**: 2-week period between 20/07/2021 and 02/08/2021 comprising the first two weeks of the school summer holidays to ensure comparable conditions to the 'Before-scheme' data in regards to seasonality.
- **September 2021**: 2-week period between 06/09/2021 and 19/09/2021 ahead of this consultation exercise.

St Pancras Way Cycling Scheme Traffic Count Sites



¹ Heavy Duty Vehicles include Heavy Goods Vehicles and Buses.



The tables below show scheme status for each of the survey periods, followed by the average daily traffic flows pre- and post-scheme for St Pancras Way. Cycle count data is reviewed in the next section. Interim monitoring was completed for March 2021, following scheme completion, and the results can be found in [Interim Monitoring: St Pancras Way Cycling Scheme](#).

St Pancras Way Scheme Status and Survey Period

Type	Label	Survey Period	Scheme Status
Before-Scheme	Jul-20	21/07/2020 to 03/08/2020	No scheme
After-Scheme	Mar-21	01/03/2021 to 14/03/2021	Construction
	Jul-21	20/07/2021 to 02/08/2021	Complete
	Sep-21	06/09/2021 to 19/09/2021	

St Pancras Way Average Daily Traffic Flows (One-Way)

Vehicle	Before-scheme	After-scheme			% Change (Jul-20 to Jul-21)
	Jul-20	Mar-21	Jul-21	Sep-21	
Motorcycles	317	549	629	564	99%
Cars	3,003	3,634	4,550	4,340	52%
LGVs	1,162	1,171	1,024	1,060	-12%
HDVs	383	247	252	270	-34%
Total	4,865	5,378	6,456	6,233	33%

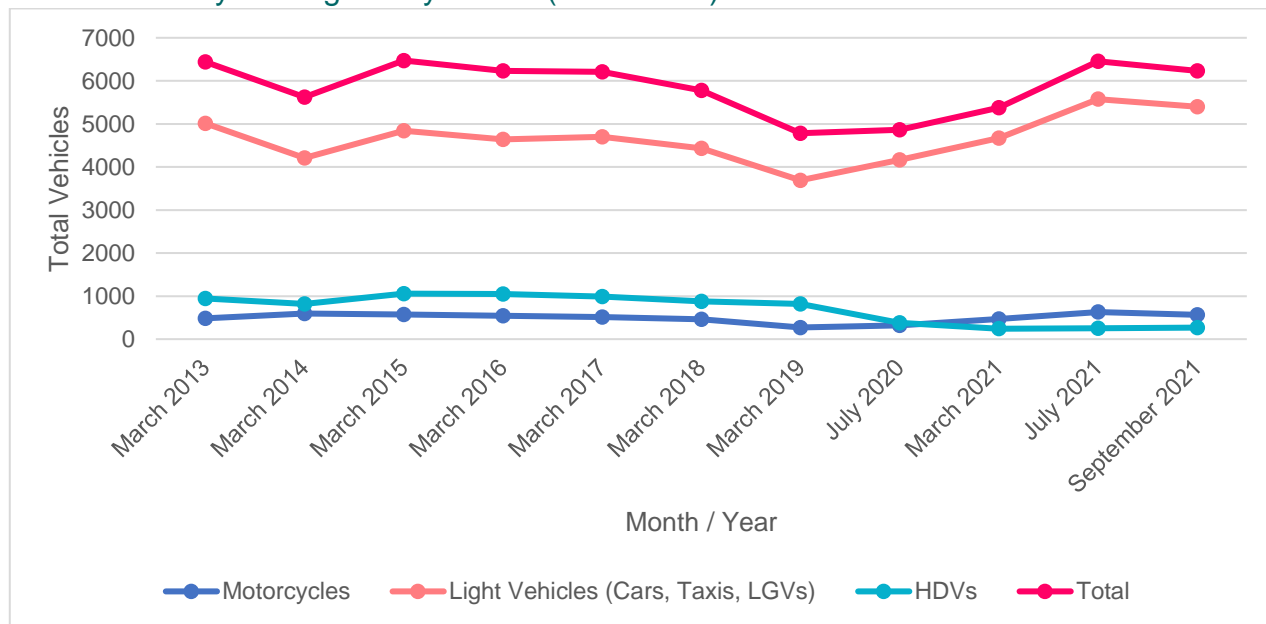
The data indicates that total traffic levels at St Pancras Way were 33% higher in July 2021 compared to July 2020. There has been an increase in cars and motorcycles, but a reduction in LGVs (12% decrease) and HDVs (34% decrease) using this road.

Traffic capacity on the route is unaltered by the scheme, and therefore any changes in traffic flow are likely to result from changes in traffic patterns on the wider highway network and an increase in car and motorcycle usage as lockdown restrictions ease rather than the scheme. For example, traffic data for the Inner London Road Network from TfL indicates that average daily traffic volumes were 4% higher in July 2021 compared to July 2020.

A review of historical traffic count data on St Pancras Way at the same 'Before-scheme' data collection point indicates that total traffic flows on this route have been variable over a number of years and that the levels observed in July 2021 and September 2021 are comparable to more historic count levels. It is also noted that there has been a slight reduction in traffic volumes recorded between the July 2021 and September 2021 count points.

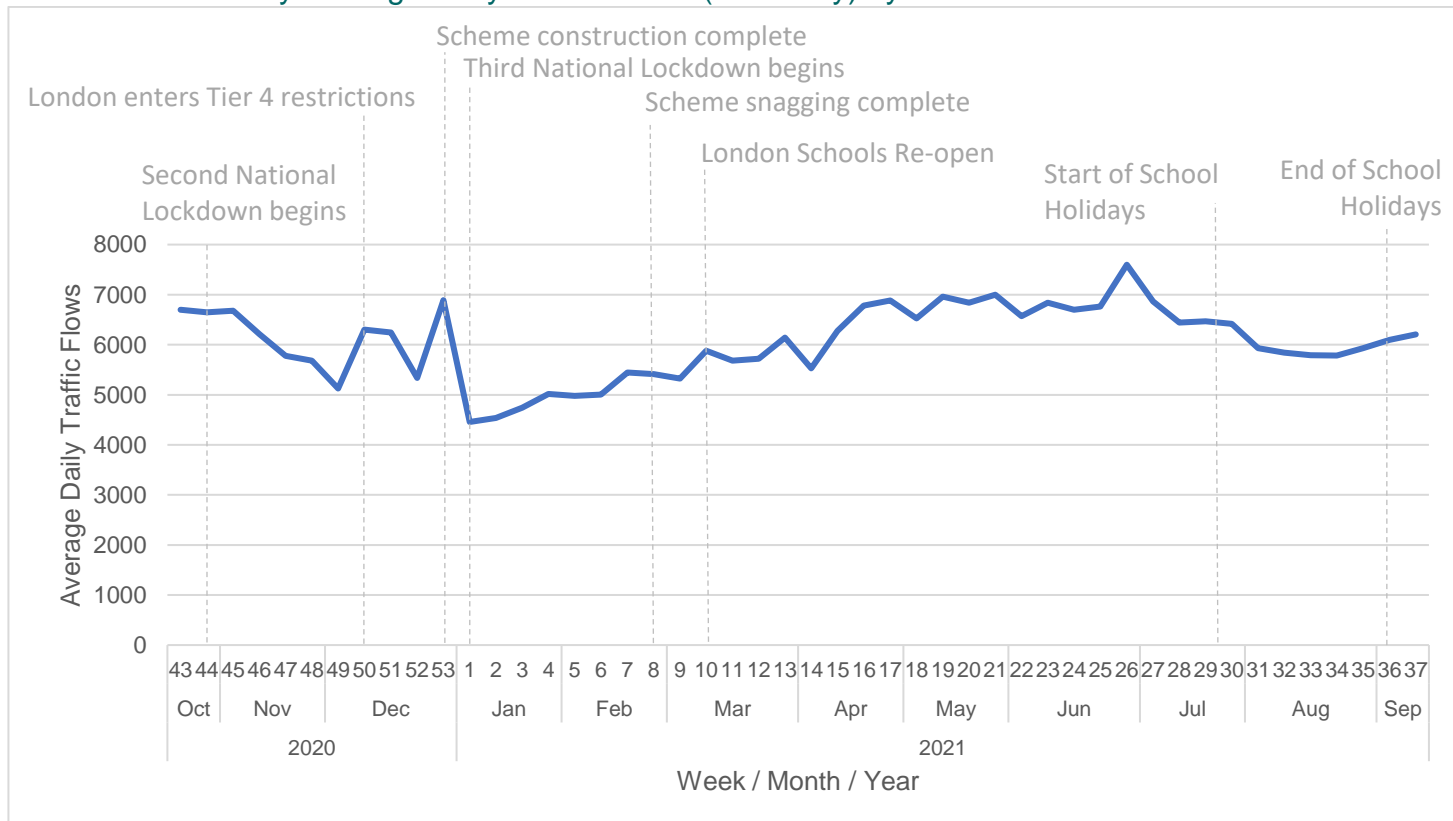


St Pancras Way Average Daily Traffic (2013-2021)



The graph below shows the average weekly motor vehicle flows at St Pancras Way from 12 October 2020, when the ‘Vivacity’ sensors were installed. The graph indicates that traffic levels remained relatively stable between mid-April and July 2021 following the re-opening of schools and easing of restrictions, with a reduction in traffic levels over the summer holiday period, which is to be expected.

St Pancras Way Average Daily Traffic Flows (One-Way) by Week





Cycling Data

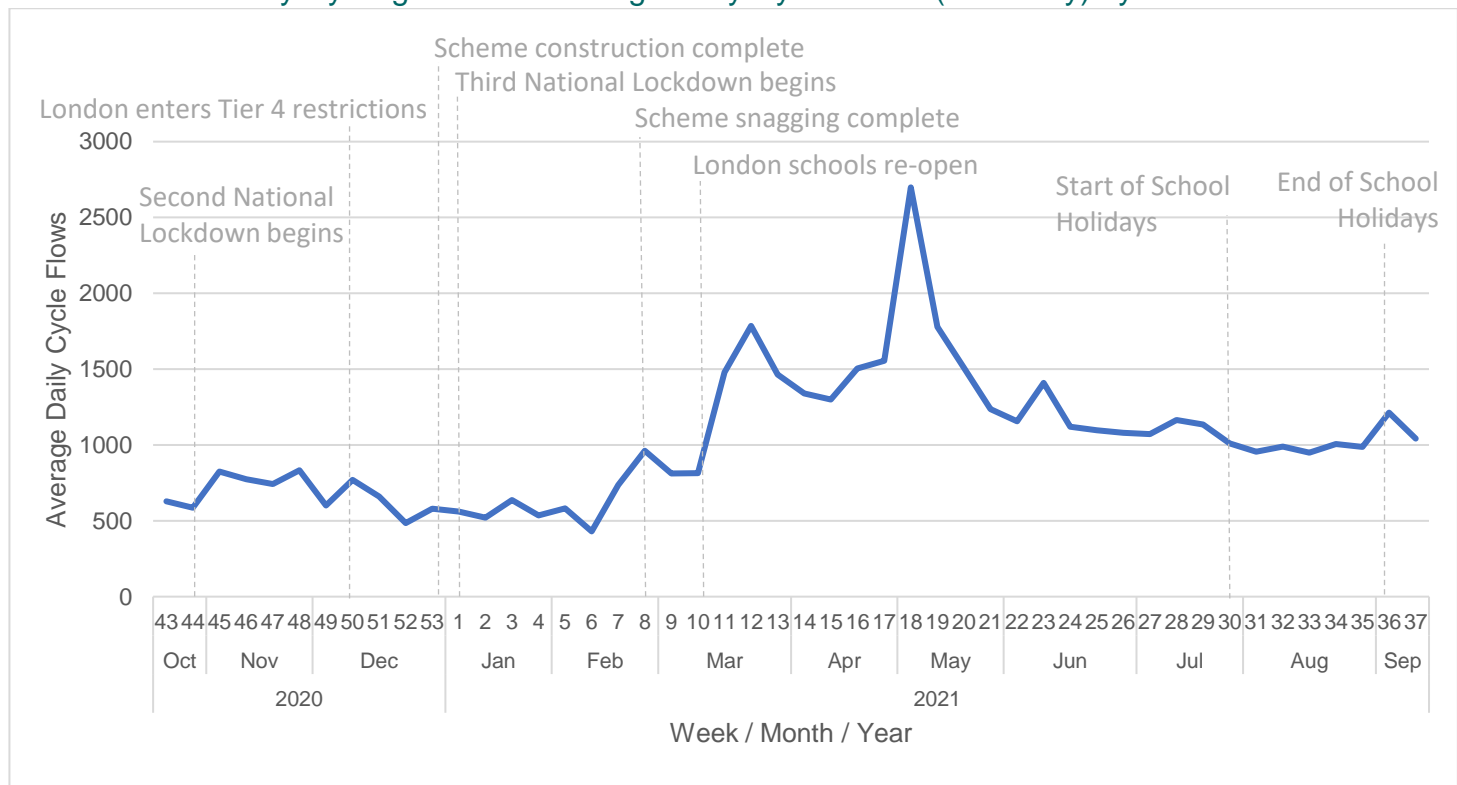
Cycle traffic counts

The '**Before-scheme**' (July 2020) and '**After-scheme**' (March 2021, July 2021 and September 2021) traffic counts collected data on the use of St Pancras Way of those cycling. The raw data indicates a one-way flow (southbound) of 352 cycles in July 2020 on St Pancras Way, 758 cycles in March 2021 and 1,056 cycles in July 2021, which is an increase of 200% from July 2020 to July 2021. The latest data available shows that the cycle levels are being sustained, with 1,168 cycles in **September 2021**. It should be noted that in July 2020, the country was still emerging from the first lockdown, and that by July 2021 all restrictions had been eased. There has however been significant growth in cycling numbers in this period, as confirmed by the Lime Bicycle data which provides a comparison of pre-pandemic cycling data and cycling data collected during trial period.

St Pancras Way Cycling Scheme Average Cycle Flows (One-Way)

Vehicle	Before-scheme	After-scheme			Difference
	Jul-20	Mar-21	Jul-21	Sep-21	% Change (Jul-20 to Jul-21)
Cycles	352	813	1,056	1,168	200%

St Pancras Way Cycling Scheme Average Daily Cycle Flows (One-Way) by Week

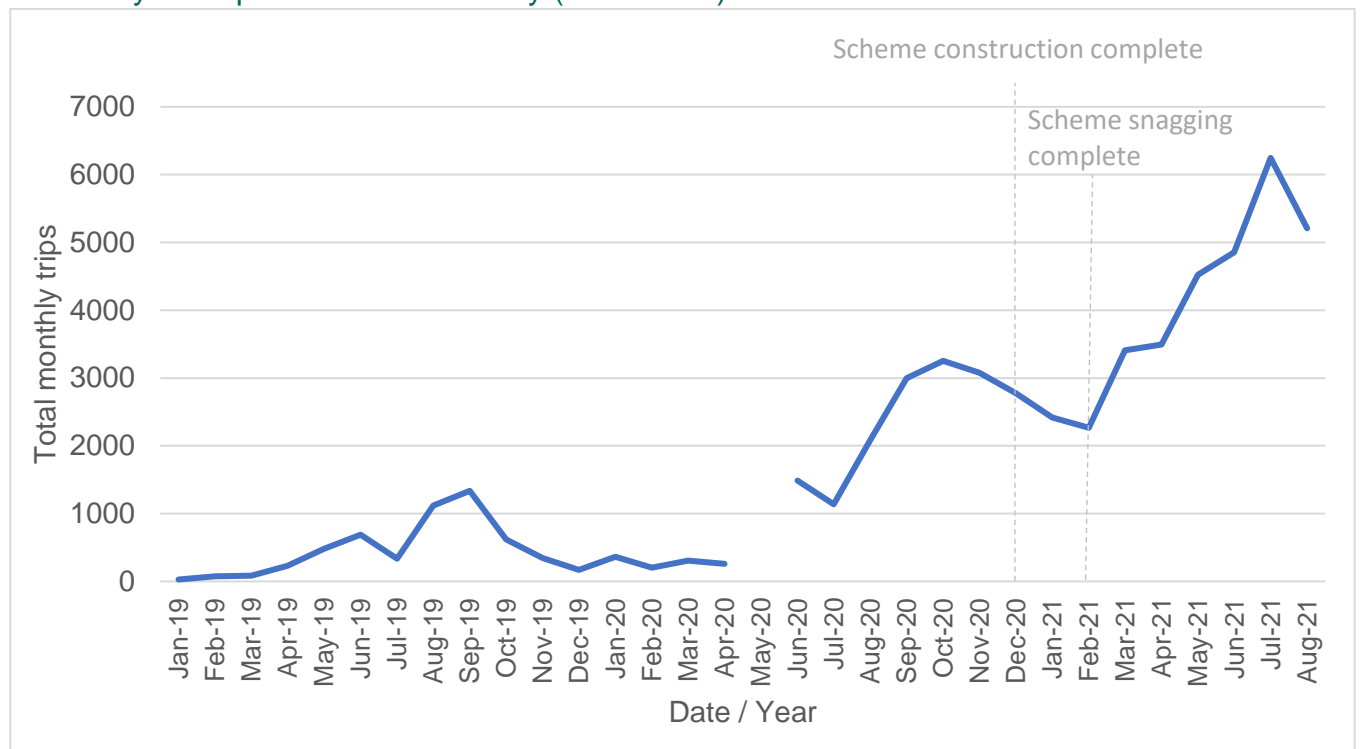


Lime Cycle Counts



Monitoring of trip starts and ends in the St Pancras Way Cycling scheme by Lime (bike rental operator) over 2019, 2020 and 2021 has been completed. This 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 at St Pancras Way from 2019 to the most recently available data in 2021.

Lime Bicycle Trips at St Pancras Way (2019-2021)



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

Comparison of data from June 2020 to August 2020 ('Before-scheme') and June 2021 to August 2021 ('After-scheme') shows that Lime bike usage has increased from 4,710 cycle trips to 16,309 cycle trips over a five month period in the scheme area, which is equivalent to a 246% rise.

In July 2021, Lime recorded the highest number of e-bike rides on St Pancras Way since monitoring began at 6,247 trips which is a 448% increase relative to July 2020 (1,140 trips), and a 1759% increase relative to July 2019 (336 trips).

⚠ Road Safety (Collision Data)

STATS19 Collision data has been sourced from Transport for London 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 D.

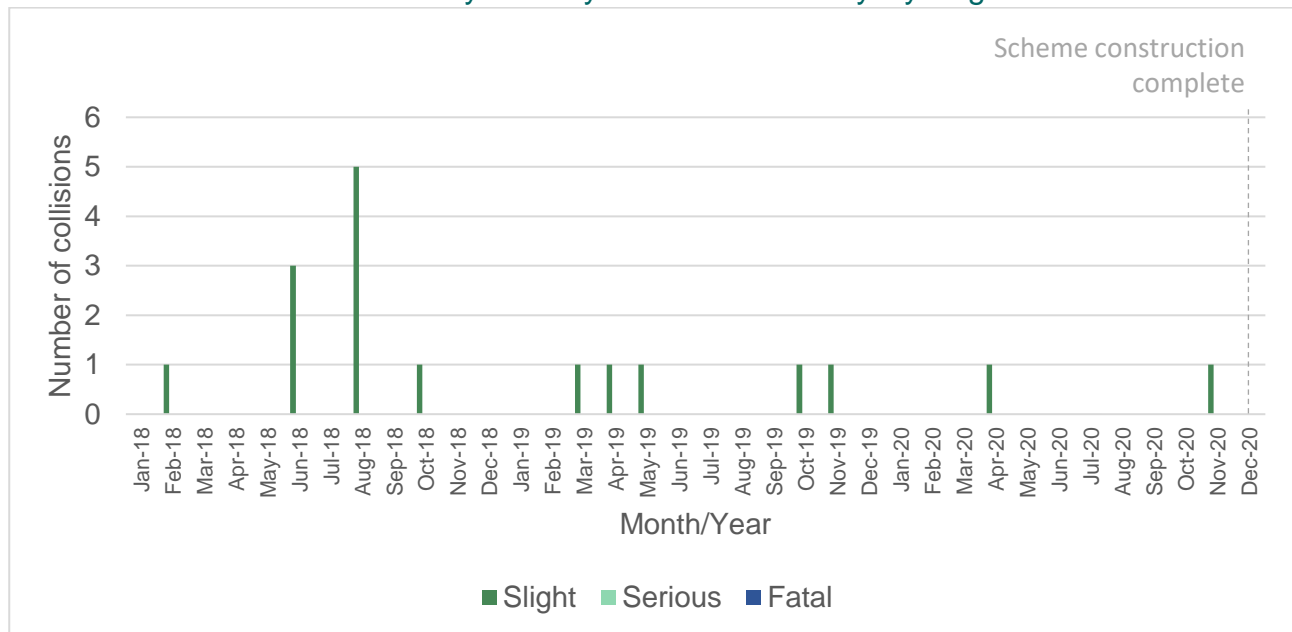
Analysis of the data indicates a total of 16 collisions involving casualties in the St Pancras Way scheme area between 1 January 2018 and 9 September 2020, prior to the implementation of the scheme ETO. Of these personal injury accidents, 3 incidents involved injuries to cyclists of slight severity.



Between 10 September 2020 and 31 December 2020, there has been a single casualty recorded, which didn't involve a cyclist. In 2018 there were ten incidents involving casualties, none of which involved cyclists and in 2019 there were five collisions involving casualties (two involving cyclists).

The graph below shows the number of collisions by month in the St Pancras Way Cycling scheme area. Overall, there is no negative impact of the cycling scheme observable on road safety.

Number of collisions classified by severity in St Pancras Way Cycling Scheme Area



Air Quality

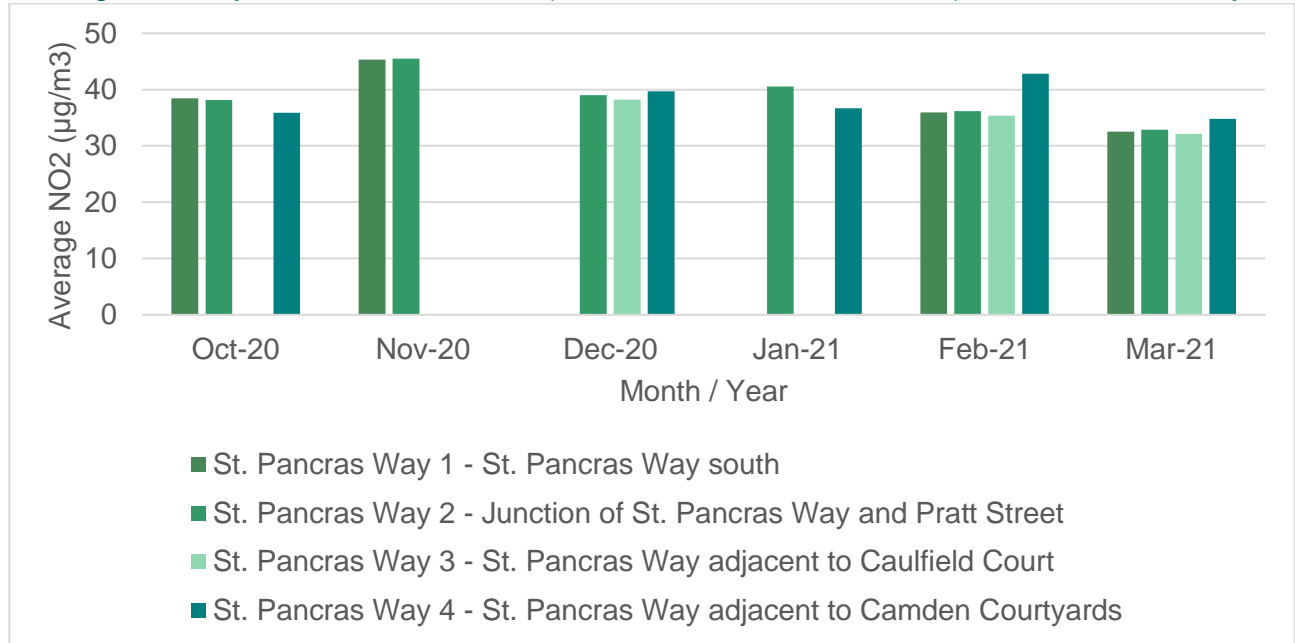
Diffusion tubes were installed across Camden as part of air quality monitoring for the scheme. Four diffusion tubes monitor the changes in Nitrogen Dioxide (NO₂) concentrations along St Pancras Way and within the scheme boundary.

The most recent continuous data available is for **October 2020 to March 2021** (after the scheme was substantially constructed). The data in the graph below shows that the combined average of NO₂ concentrations across all sites were lower between **February and March 2021**. Due to the gaps within this dataset, it's not possible to draw conclusions between October 2020 and January 2021. See Appendix F for a breakdown of the raw air quality data.

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.



Average monthly NO₂ concentrations (October 2020 – March 2021) on St Pancras Way



The bias-adjusted and average annual mean NO₂ concentration for St Pancras Way 2 – Junction of St Pancras Way and Pratt Street was 26.98µg/m³. When compared to the legal limit for NO₂ (40µg/m³), NO₂ levels on St Pancras Way were compliant in 2020. The bias-adjusted and average annual mean NO₂ concentrations are unavailable for the other three monitoring sites included above.



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 Counters² were used to collect data on hourly traffic volumes by direction and vehicle class before the scheme was constructed. The data was collected for a 2-week period between 21/07/2020 and 03/08/2020 with the average daily traffic volume calculated and reported by vehicle class for this period.
- After: Traffic Sensors were used to collect data on traffic volumes by direction and vehicle class post-opening of the scheme. Data was analysed for a 2-week period between 01/03/2021 and 14/03/2021. Data has also been sourced for a 2-week period between 020/07/2021 and 02/08/2021 for a like-to-like comparison of July 2020 data. Data has subsequently been sourced for a 2-week period between 06/09/2021 and 19/09/2021 to present the most recent data available at the time of this report.

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
Jul-20	21/07/2020 to 03/08/2020	Before-scheme	14
Mar-21	01/03/2021 to 14/03/2021	After-scheme	14
Jul-21	20/07/2021 to 02/08/2021	After-scheme	14
Sep-21	06/09/2021 to 19/09/2021	After-scheme	14

To supplement the review, historical screenline traffic count data (i.e. annual traffic volume crossing each screenline, or a set cordon point on the map) has been sourced and presented for St Pancras Way for each year between 2013 and 2019. Each annual count was completed for a 2-week period (14 days) in March each year, which is consistent with the post-scheme monitoring data presented in this interim data review.

² 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.



Appendix B: Traffic Data

St Pancras Way Average Daily Traffic Flows – Raw Data

Date	Direction	PC*	MC**	Cars	LGVs***	Heavy****	Total*****
Jul-20	SB	352	317	3,003	1,162	383	4,865
Mar-21	SB	813	549	3,634	1,171	247	5,601
Jul-21	SB	1,056	629	4,550	1,024	252	6,456
Sep-21	SB	1,168	564	4,340	1,060	270	6,233

*PC=pedal cycle, **MC=motorcycle *** LGVs=Light Goods Vehicles ****Heavy=OGVs and PSVs *****Total excludes PC



Appendix C: Lime Bike Data

Lime Bike start or end trips on St Pancras Way

Date / Year	Trips
Jan-19	28
Feb-19	73
Mar-19	85
Apr-19	229
May-19	479
Jun-19	688
Jul-19	336
Aug-19	1,117
Sep-19	1,336
Oct-19	619
Nov-19	343
Dec-19	169
Jan-20	362
Feb-20	202
Mar-20	306
Apr-20	259
May-20	
Jun-20	1,486
Jul-20	1,140
Aug-20	2,084
Sep-20	2,996
Oct-20	3,252
Nov-20	3,078
Dec-20	2,777
Jan-21	2,416
Feb-21	2,265
Mar-21	3,409
Apr-21	3,492
May-21	4,525
Jun-21	4,853
Jul-21	6,247
Aug-21	5,209



Appendix D: TfL STATS19 Data

Collision Data for St Pancras Way Cycling scheme boundary

	Number of collisions	Slight	Serious	Fatal
Jan-18	0			
Feb-18	1	1		
Mar-18	0			
Apr-18	0			
May-18	0			
Jun-18	3	3		
Jul-18	0			
Aug-18	5	5		
Sep-18	0			
Oct-18	1	1		
Nov-18	0			
Dec-18	0			
Jan-19	0			
Feb-19	0			
Mar-19	1	1		
Apr-19	1	1		
May-19	1	1		
Jun-19	0			
Jul-19	0			
Aug-19	0			
Sep-19	0			
Oct-19	1	1		
Nov-19	1	1		
Dec-19	0			
Jan-20	0			
Feb-20	0			
Mar-20	0			
Apr-20	1	1		
May-20	0			
Jun-20	0			
Jul-20	0			
Aug-20	0			
Sep-20	0			
Oct-20	0			
Nov-20	1	1		
Dec-20	0			

Appendix E: Air Quality Data

Raw air quality data ($\mu\text{g}/\text{m}^3$) for St Pancras Way Cycling scheme monitoring sites

Monitoring Site	Oct-20	Nov-20	Dec-20	2020 Average	Jan-21	Feb-21	Mar-21	2021 Average
St Pancras Way 1 – St Pancras Way south (9 St Pancras Way)	38.43	45.32	-	41.87	-	35.94	32.52	34.23
St. Pancras Way 2 - Junction of St. Pancras Way and Pratt Street	38.14	45.51	39.00	40.88	40.53	36.19	32.88	36.53
St. Pancras Way 3 - St. Pancras Way adjacent to Caulfield Court	-	-	38.19	38.19	-	35.38	32.12	33.75
St. Pancras Way 4 - St. Pancras Way adjacent to Camden Courtyards	35.88	-	39.68	37.78	36.66	42.81	34.78	38.09

Bias-adjusted and average annual mean air quality data for St Pancras Way Cycling scheme monitoring site

Monitoring Site	Bias-adjusted and average annual mean 2020 ($\mu\text{g}/\text{m}^3$)
St. Pancras Way 2 - Junction of St. Pancras Way and Pratt Street	26.98