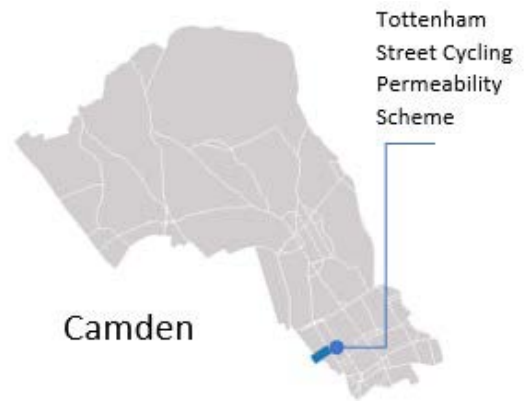


Tottenham Street Cycling Permeability Scheme Permanent Proposals Monitoring Factsheet

This document sets out data and other information gathered pre-scheme installation and during the trial period of the Tottenham Street Cycling Permeability scheme. The street is one-way, eastbound, on the eastern section, between Tottenham Court Road and Charlotte Street, and one-way, westbound, on the western section, between Charlotte Street and Cleveland Street. Contraflow cycling has been provided on both sections of Tottenham Street.



Data has been gathered and analysed to help assess the impact of the scheme during the trial period of operation. The data and feedback are summarised below.

Summary

A review of **'Before'** and **'After'** scheme data for the Tottenham Street Cycling Permeability scheme area indicates the following:



Traffic levels overall on Tottenham Street are low post scheme implementation. Overall, 'After-scheme' traffic flows were reduced by 42% compared to 'Before-scheme' flows due to re-routing as a result of changes to the local road network.



Following scheme implementation, average speeds have decreased on Tottenham Street (13.7mph to 10.5mph on the West section and 15.9mph to 12.0mph on the 'mid' section), remaining well below the 20mph speed limit.



Cycling flows have increased post scheme implementation. On the west section of the street, cycling eastbound has increased by 99% and cycling westbound has increased by 36%. On the 'mid' section of the street, cycling eastbound has increased by 5160% and cycling westbound has increased by 2731%. The mid-section counts may suggest data collection issues.



In August 2021 11,167 trips were recorded, which is equivalent to a 238% increase from August 2020 (644 trips).



Two collisions were recorded between 1 January 2017 to 26 November 2020, before the scheme was implemented. Following the scheme implementation, no collisions have been recorded.



The scheme received some comments to the 'Safer Travel' inbox, which have been summarised. There were no comments provided on the "Safer Travel in Camden" Commonplace map.

Motor vehicle data

Automatic traffic counts (ATCs) were set up to collect **before scheme** data in August 2020 and **after scheme** data in October 2021. At this point the trial scheme had been in place for approximately 9 months.

Figure 1 shows the location of these traffic counts 'ATC05' and 'ATC06'. A methodology for this data collection is provided in **Appendix A**. ATC05 is positioned at the western end of Tottenham Street which is one-way westbound. ATC06 is positioned in the mid-section of Tottenham Street which is one-way eastbound.

Figure 1: Location of traffic counts



To establish whether there have been any changes in traffic flows on Tottenham Street, **before scheme** traffic counts have been compared against **after scheme** traffic counts.

Table 1 shows the daily average vehicle counts for the full week of data collection. ATC05 shows a 9% reduction in overall traffic travelling westbound on Tottenham Street between August 2020 and October 2021, while ATC06 shows a 398% increase in traffic travelling eastbound on Tottenham Street between August 2020 and October 2021.

In March 2021, new restrictions on Tottenham Court Road went live as part of Camden's West End Project. These restrictions meant that Tottenham Street provided a link across Tottenham Court Road from Charlotte Street to Gower Street, while other similar links were closed to motor vehicles. This is likely to be behind the traffic increase at ATC06 shown below.

Table 1: Traffic Count Data: Daily Average Vehicle Counts (excluding cycles)

| Motor Vehicles - daily average vehicle counts | | | | |
|---|-----------|--------|--------|------------|
| Road (site ID) | Direction | Aug-20 | Oct-21 | Change (%) |
| Tottenham Street West (ATC05) | Westbound | 398 | 363 | -9% |
| Tottenham Street Mid (ATC06) | Eastbound | 246 | 1,227 | 398% |

Total traffic data

It is recognised that the Covid-19 pandemic has had an impact on general traffic levels throughout London and in Camden.

However, analysis (comparing this data to the dates of the scheme traffic counts) shows that:

- **Inner London** – Average daily traffic volumes on the Inner London Transport for London Road Network were 5% higher in October 2021 relative to October 2020 based on data available from TfL; and
- **Camden** – Average daily traffic volumes were approximately 3% higher in July 2021 relative to October 2020 (excluding school holidays) based on data from Vehicle Activated Signs at 13 sites in Camden (October 2021 data was not yet available at the time of writing).

Therefore, the results of the October 2021 survey data discussed in the ‘Traffic count data’ section should be broadly representative of changes in local area traffic rather than Camden or London more broadly.

Speed Data (Traffic Count Survey Data)

Speed data was collected in August 2020 (Before-scheme) and October 2021 (After-scheme); the speed data is taken from the ATC surveys presented in the earlier ‘Traffic count data’ section and has been presented for the westbound (ATC 05) and eastbound (ATC 06) 7 day 24-hour average speed observed. Motor vehicle speeds on Tottenham Street have reduced by 3.2mph and 3.9mph respectively following scheme implementation (13.7mph to 10.5mph and 15.9mph to 12.0mph). The speed limit on Tottenham Street is 20mph. The observed speeds collected before and after-scheme suggest the speed limit is safely observed, likely due to the nature of Tottenham Street being a narrow road with pedestrians, cyclists and parked cars using the street.

Cycling Data (1) - Cycle Count Survey Data

Cycle data was collected in August 2020 (Before-scheme) and October 2021 (After-scheme); the cycling data is taken from the ATC surveys presented in the earlier ‘Traffic count data’ section and has been processed and analysed according to the process outlined in that section. The results are presented in **Table 2**.

Table 2: Traffic Count Data: Daily Average Cycle Counts

| Cycling - daily average vehicle counts | | | | |
|--|-----------|------|------|--------|
| Road name (site ID) | Direction | 2020 | 2021 | Change |
| Tottenham Street West (ATC 05) | Eastbound | 50 | 100 | 99% |
| | Westbound | 118 | 161 | 36% |
| | Combined | 169 | 261 | 55% |
| Tottenham Street Mid (ATC 06) | Eastbound | 4 | 188 | 5160% |
| | Westbound | 6 | 170 | 2731% |
| | Combined | 10 | 358 | 3637% |

The data shows that between August 2020 and October 2021, on Tottenham Street (western section) travelling westbound there was a 36% increase in cyclists. Eastbound (contraflow) there was an 99% increase in cyclists.

On Tottenham Street (mid-section) travelling eastbound there was a 5160% increase in cyclists. Westbound (contraflow) there was an 2731% increase in cyclists. Cycle counts in 2020 on this section of Tottenham Street were very low, which suggests there may have been data collection issues. Officers and data collection officials have investigated these potential issues, but we have been unable to resolve them. However, cycle number for 2021 are still high, and suggest this road is now well-used by cyclists both east and westbound.

Overall, the results indicate a positive outcome following the implementation of the scheme, with an increased number of cyclists using Tottenham Street.

Cycling Data (2) - Lime Hire Bikes - Bicycle Through Trips

Monitoring of 'through' trips on Tottenham Street by Lime (bike rental operator) in August 2020 and 2021 indicate that cycling levels have risen sharply following the scheme implementation. In August 2021 11,167 trips were recorded, which is equivalent to a 238% increase from August 2020 (644 trips).

Air quality data

Camden Council monitors air quality across the borough. Where data is available, Camden aims to report it during the consultation process. Unfortunately, air quality data was not available for the trial Tottenham Street Cycling Permeability scheme as there are no monitors within a reasonable distance of the trial scheme.

Collision data

STATS19 collision data (collected by TfL) has been reviewed for the most recent period available, running from 1 January 2017 to 30 June 2021. Collision data has been analysed between Cleveland Street and Whitfield Street.

Analysis of the data indicates a total of two collisions occurred between 1 January 2017 to 26 November 2020, before the scheme was implemented. One collision involving a pedestrian occurred at the junction with Goodge Place on 30/05/2018 and was classed as slight in severity. The second collision, involving a motorcyclist, occurred at the junction with Charlotte Street on 06/09/2019 and was classed as

slight in severity. Following the scheme implementation, no collisions have been recorded.

Feedback received during the Experimental Traffic Order (ETO) period

Residents and stakeholders were able to provide Camden with feedback via the [“Safer Travel in Camden” Commonplace map](#) and the Safer Travel inbox. No comments were left on the Commonplace map regarding this scheme. The following feedback was received to the Safer Travel inbox:

- Negative: one response
- Neutral: one response
- Positive: one response

The person that was not supportive of the scheme was concerned about the proposed reduction in the number of disabled parking bays.

The neutral email was provided by a contractor from a nearby construction site who provided information about their works.

Feedback was also provided by the Royal National Institute of Blind People (RNIB) regarding Camden’s wider programme of improvements in general, rather than this specific scheme. The RNIB provided details of principles to be followed when designing streetspace schemes to ensure accessibility and inclusivity for people with sight loss.

Appendix A: Traffic Data Methodology

Automatic traffic counts (ATCs) were set up to collect **before scheme** data in August 2020. Data was collected from Monday 3 August to Sunday 9 August 2020. ATCs were set up to collect **after scheme** data in October 2021. Data was collected from Wednesday 13 October to Tuesday 19 October 2021. Data is logged in 15-minute intervals over the full 24-hour period on those days.

There was one period of data loss, at Site ATC05 during Tuesday 04/08 and Wednesday 05/08 in 2020.

Data was collected according to vehicle class; the following vehicle types were recorded:

- Pedal cycle (PC)
- Motorcycle (MC)
- Car
- Light Goods Vehicle (LGV)
- Other Goods Vehicle 1 (OGV1) – heavy goods vehicle such as a lorry
- Other Goods Vehicle 2 (OGV2) – larger lorry, usually articulated
- Public Service Vehicle (PSV) – for example a bus or coach