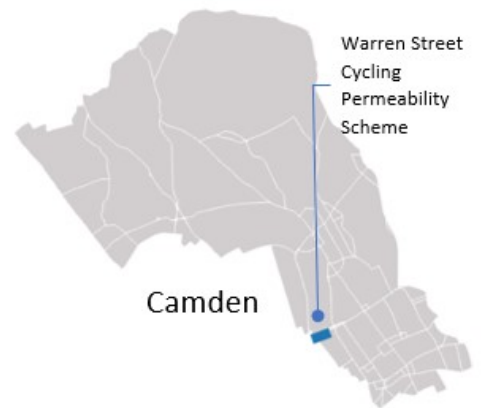# Warren Street Cycling Permeability Scheme Permanent Proposals Monitoring Factsheet

This document sets out data and other information gathered pre-scheme installation and during the trial period of the Warren Street Cycling Permeability scheme. This trial scheme implemented contraflow cycling from Cleveland Street as far as the Streatery planters at Fitzroy 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.

Warren Street Cycling Permeability Scheme

Camden

Summary

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

Traffic levels overall on Warren Street have increased slightly post scheme implementation. 'After-scheme' traffic flows increased by 11% compared to 'Before-scheme' flows.

Following scheme implementation, average speeds have decreased on Warren Street (12.6mph to 12.2mph), well below the 20mph speed limit.

Cycling flows have increased post scheme implementation. Cycling eastbound has increased by 9% and cycling westbound has increased by 35%. Overall cycling has increased by 28%.

No 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.

One comment was left on the "Safer Travel in Camden" Commonplace map which has been summarised. The scheme received no comments to the 'Safer Travel' inbox.

🚗 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 8 months.

Figure 1 shows the location of this traffic count 'ATC01'. A methodology for this data collection is provided in **Appendix A**.

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

Figure 1: Location of traffic count
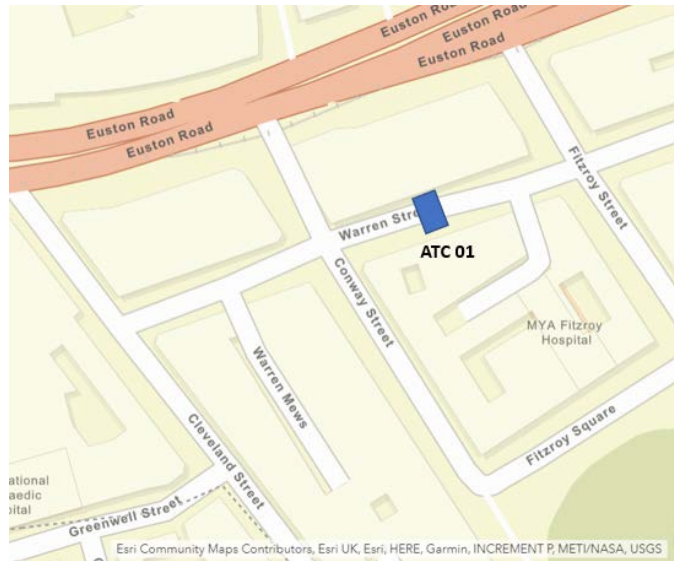
Table 1 shows the daily average vehicle counts for the full week of data collection, broken down by vehicle type. This shows an 11% increase in overall traffic travelling westbound on Warren Street between August 2020 and October 2021. Most of this was due to an increase in motorcycles.

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

Motor Vehicles - daily average vehicle counts				
Road	**Direction**	**Aug-20**	**Oct-21**	**Change (%)**
Warren Street	Westbound	169	188	11%

🚗 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 7 day 24-hour average speed observed. Motor vehicle speeds on Warren Street have reduced by 0.4mph following scheme implementation (12.6mph to 12.2mph). The speed limit on Warren Street is 20mph. The observed speeds collected before and after-scheme suggest the speed limit is safely observed, likely due to the nature of Warren 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
Warren Street (ATC 01)	Eastbound	42	45	9%
	Westbound	112	150	35%
	Combined	154	196	28%

The data shows that between August 2020 and October 2021, on Warren Street westbound there was an increase of 39 cyclists (35%) and eastbound there was an increase of 3 cyclists (9%). Overall, the results indicate a positive outcome following the implementation of the scheme, with an increased number of cyclists using Warren Street.

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 Warren Street Cycling Permeability scheme as there are no monitors within a reasonable distance of the trial scheme.

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🚗 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 Fitzroy Street.

Analysis of the data indicates no 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.

📢 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. One comment was left on the Commonplace map in approximately May 2021 regarding the safety of the scheme in terms of an incident between a pedestrian and cyclist due to lack of road signs / markings. Signs introduced as part of the scheme have since been reviewed and some missing signs were installed.

A post-construction road safety audit was carried out for this scheme in March 2021. This inspection found a number of issues with signage including signs that had been twisted and others lacking 'except cycles' plates. These issues were remedied in April 2021.

Road safety is extremely important and Camden welcomes comments such as this that highlight such concerns. If the trial scheme is made permanent, the Council will conduct a further site inspection to ensure signage is appropriate for the scheme and in good condition.

No feedback was received to the Safer Travel inbox except from the Royal National Institute of Blind People (RNIB). The RNIB wrote to Camden regarding our 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.

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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 were no periods of data loss for site ATC01.

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

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