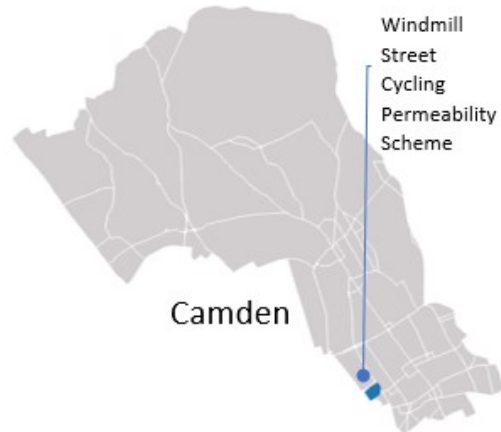


Windmill Street Cycling Permeability Scheme Permanent Proposals Monitoring Factsheet

This document sets out data and other information gathered pre-scheme installation and during the trial period of the Windmill Street Cycling Permeability scheme located from the junction at Charlotte Street which enables cyclists to continue eastbound on Windmill Street, at the cut through, to Tottenham Court Road.

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 Windmill Street Cycling Permeability scheme area indicates the following:



Traffic levels overall on Windmill Street have increased post scheme implementation. 'After-scheme' traffic flows increased by 28% compared to 'Before-scheme' flows.



Following scheme implementation, average speeds have increased on Windmill Street (12.4mph to 13.6mph), however this is still well below the 20mph speed limit.



Cycling flows have increased post scheme implementation. Cycling levels eastbound increased by 10% and cycling levels westbound have stayed the same. Overall cycling has increased slightly (3%).



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.



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 8 months.

Figure 1: Location of traffic count

Figure 1 shows the location of this traffic count 'ATC03'.

A methodology for this data collection is provided in **Appendix A**.

To establish whether there have been any changes in traffic flows on Windmill 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, broken down by vehicle type. This shows a 28% increase in overall traffic travelling westbound on Windmill Street between August 2020 and October 2021. This may be due to vehicles re-routing in light of roadworks or restrictions on the local network.

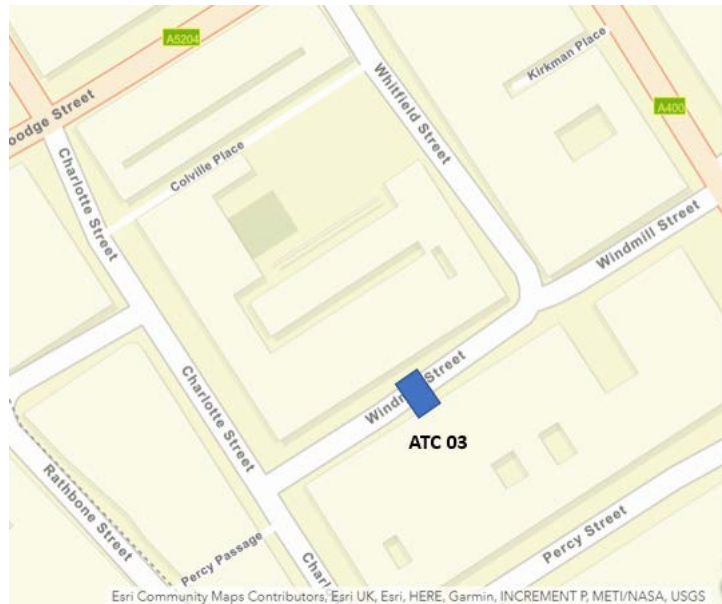


Table 1: Traffic Count Data: Daily Average Vehicle Counts (excluding cycles)

Motor Vehicles - daily average vehicle counts				
Road	Direction	Aug-20	Oct-21	Change (%)
Windmill Street	Westbound	307	394	28%

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 Windmill Street have increased by 1.2mph following scheme implementation (12.4mph to 13.6mph). The speed limit on Windmill Street is 20mph. The observed speeds collected before and after-scheme suggest that whilst speeds have increased, the speed limit is still observed.

Cycling Data - 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
Windmill Street (ATC 03)	Eastbound	36	39	10%
	Westbound	170	172	1%
	Combined	205	211	3%

The data shows that between August 2020 and October 2021, on Windmill Street westbound the number of cyclists stayed the same (1% increase) and eastbound there was a minor increase of 10%.

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 Windmill 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 Charlotte Street and Whitfield 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. No comments were left on the Commonplace map regarding this scheme. The following feedback was received to the Safer Travel inbox:

- Negative: three responses
- Neutral: no responses
- Positive: one response

Those that were not supportive of the scheme shared issues around loss of resident parking bays and safety concerns around interactions between cyclists and pedestrians.

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 were no periods of data loss for site ATC03.

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