



## Interim Monitoring: York Way Cycling Scheme

The work on York Way is part of Camden's COVID-19 emergency response. To support safe cycling along York Way, the following changes are being made:

- Installation of cycle lanes on both sides of the road;
- Increases to advanced stop lines at junctions to 7.5m;
- Temporary cycle lane protection; and
- Installation of shared use bus boarder infrastructure (northbound).



Minimum carriageway lane widths of 3m-3.25m are also being maintained, to accommodate for vehicle traffic.

The scheme is being implemented using an Experimental Traffic Order ('ETO') and in three phases. The status of each is reported below:




- Phase 1 - Installation of protected cycle lanes between Wharfdale Road and Freight Lane (Completed 1 October 2020).
- Phase 2 - Installation of protected cycle lanes between Freight Lane and North Road (Completed November 2020).
- Phase 3 - Changes to signalised junctions along the whole cycle route to improve safety for cyclists (Construction expected April 2021).

To review the impact of Phase 1 of the scheme (Phase 2 was under construction at time of data collection), data on (all) motor vehicles, pedal cycles and air quality for York Way, collected 'before' and 'after' scheme opening, have been compared. The sections below set this out in more detail. Further monitoring will take place up to and beyond the final consultation on the scheme, scheduled for July 2021.



## Summary

A review of 'Before' and 'After' scheme data for the York Way Cycling Scheme indicates the following at this point of the trial:

-  Cycling on York Way has increased by **78%**.
-  Lime bicycle usage increased by **61%** between March 2019 and October 2020.
-  Motor vehicle levels on York Way have increased by 10% (including adjustment due to COVID-19).

In summary, there has been an observed increase in cycling levels on York Way during the scheme trial compared to before. We will continue to monitor both air quality and traffic levels to determine if any changes to the scheme are required.





## Motor Vehicle Data

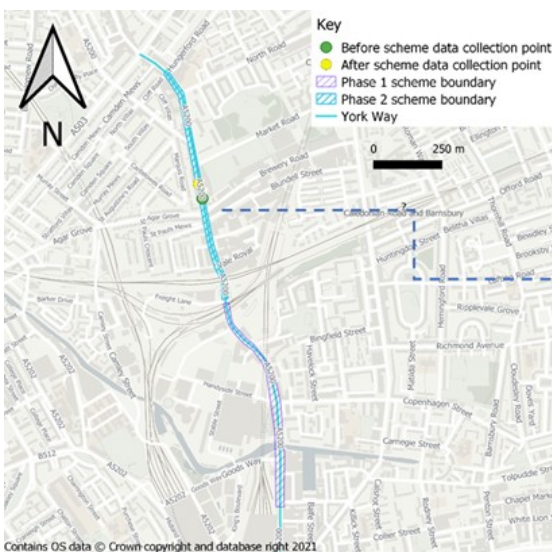
'Before-scheme' data was collected in **March 2019** through automatic traffic counts. 'After-scheme' data (i.e. after the scheme was substantially constructed) for Phase 1 was collected in **October 2020** using video footage. 24-hour traffic counts were analysed for each vehicle class, including cycles, motorcycles, cars, Light Goods Vehicles (LGVs) and Heavy Duty Vehicles (HDVs<sup>1</sup>). The results presented show the average daily two-way traffic flows for York Way. Cycle data from the traffic counts is reviewed in the next section.

Motorised traffic counts have been adjusted to account for seasonality and for change in travel patterns due to COVID-19. Data collected in 2020 has been normalised to a 2019 (pre-COVID-19) baseline to allow 'Before' and 'After' scheme counts to be compared. An adjustment factor for motorised vehicles has been derived from continuous 2019-2020 Inner London vehicle count data. See Appendix A for further details.

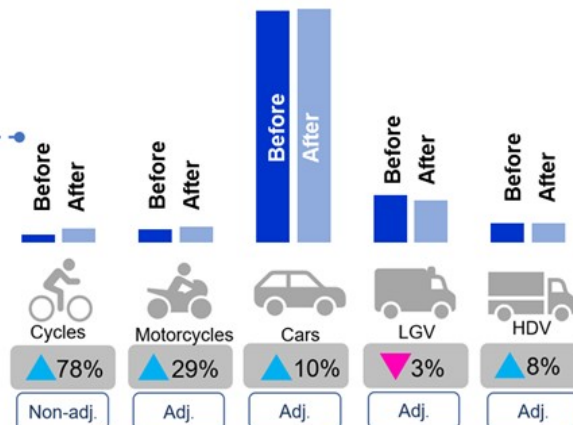
The unadjusted and adjusted average daily flows are shown in the table, with the graph displaying the adjusted results. The raw data (unadjusted) identifies a 1% decrease in motor vehicles on York Way. After applying the adjustment, which includes allowing for changes in traffic levels due to COVID-19 in the interests of robustness, a 10% increase in motor vehicles is estimated.

York Way Daily Average (7-Day)

	Unadjusted			Adjusted		
	Before	After	Difference	Before	After	Difference
Motorcycles	631	745	18%	626	821	29%
Cars	10,566	10,629	1%	10,483	11,715	10%
LGVs	2,188	1,936	-12%	2,171	2,133	-3%
HDVs	888	878	-1%	881	968	8%
<b>Total</b>	<b>14,274</b>	<b>14,188</b>	<b>-1%</b>	<b>14,161</b>	<b>15,637</b>	<b>10%</b>



York Way North – Daily Average (7-Day – Adjusted)



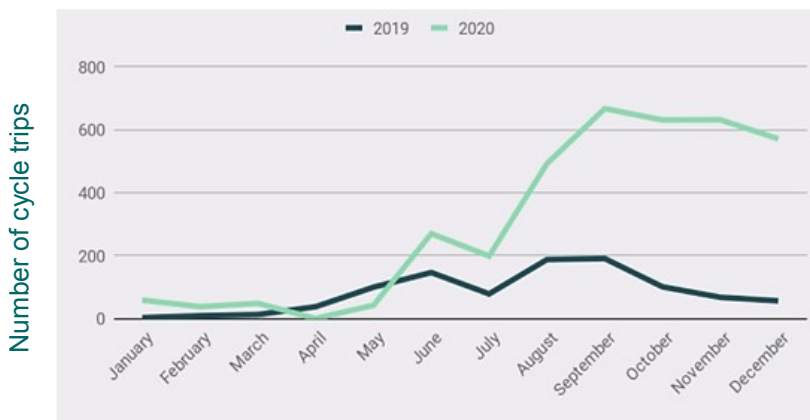
<sup>1</sup> Heavy Duty Vehicles include Heavy Goods Vehicles and Buses.



## Cycling Data

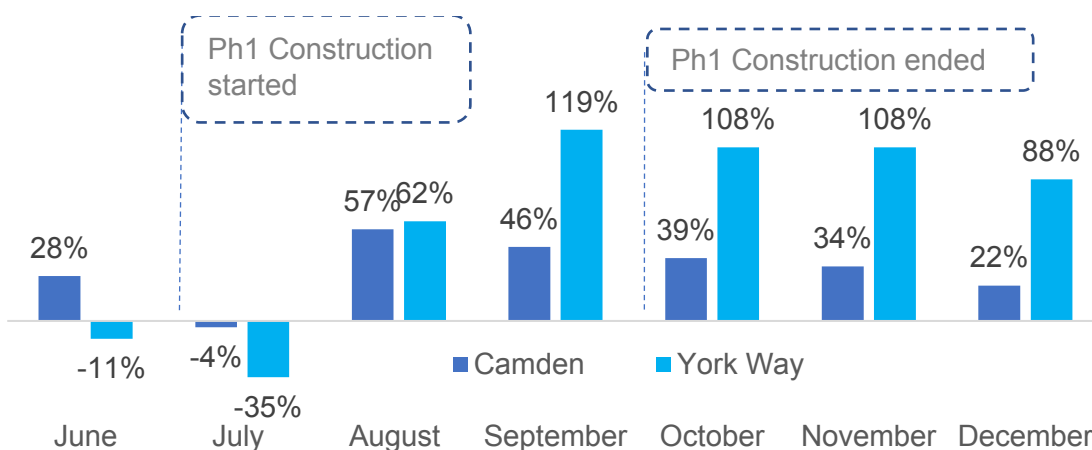
The '**Before**-scheme' (March 2019) and '**After**-scheme' (October 2020) traffic counts collected data on the use of York Way by cyclists. Cycle counts have not been adjusted due to the unavailability of continuous cycle data between 2019 and 2020. The unadjusted counts indicate a two-way flow of **362** cycles in March 2019 on York Way, and **643** cycles in October 2020 (after Phase 1 of the scheme was substantially constructed), which is an increase of **78%**.

York Way Lime Cycle Counts (Absolute)



Further data collected along York Way by Lime (bike rental operator) over 2019 and 2020 supports the case that there has been an uptake in cycling following the scheme implementation. Across Camden Borough between June and December 2020, Lime bike usage increased by an average of **32%** from the same period in 2019. In the same period along York Way, Lime bike usage increased by an average of **61%** between 2019 and 2020.

Percentage Change in Lime Bike Usage in Camden and Along York Way 2019-2020

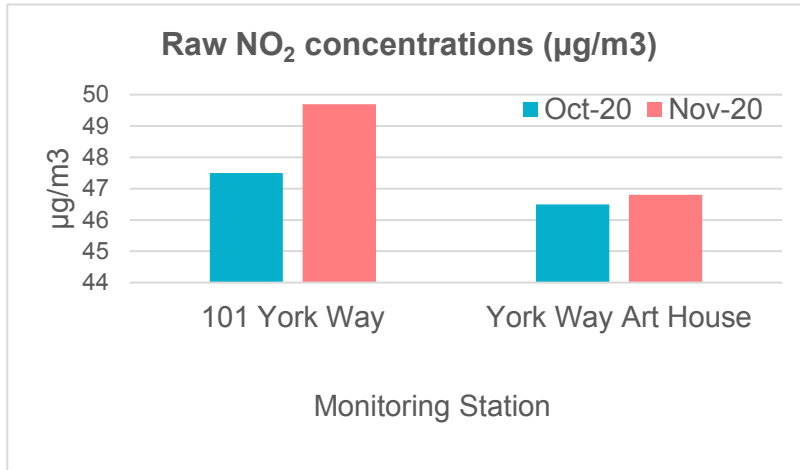


Data has been normalised by the number of Lime operational vehicles in Camden



## Air Quality

Diffusion tubes were installed across Camden as part of air quality monitoring for the scheme. These diffusion tubes monitor the changes in Nitrogen Dioxide (NO<sub>2</sub>) concentrations along York Way.



The data is indicative as it has been collected in October 2020 and November 2020 only and has not been adjusted against the Government's bias adjustment factor since this has not yet been published. Whilst this data shows NO<sub>2</sub> concentrations have increased between October 2020 and November 2020, this may also be a consequence of colder weather.

It should be noted that air pollution is caused by multiple factors and it may be difficult to single out the impact of an individual factor. Further data will be collected to understand any changes in air quality.





# 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 Counters<sup>2</sup> 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. The data was collected between 17/03/2019 and 30/03/2019 with the average daily traffic volume calculated and reported by vehicle class for this period.
- After: Video Traffic Counts ('Vivacity') were used to collect data on traffic volumes by direction and vehicle class post-opening of the scheme. Data was analysed for a 5-week period between 12/10/2020 and 15/11/2020.

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. In total, 12 days of data were used to calculate 'Before-scheme' traffic volumes, and 33 days of data were used to calculate 'After-scheme' traffic volumes.

## 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, this includes a second national lockdown which commenced on 5 November 2020 and ended on 2 December 2020.

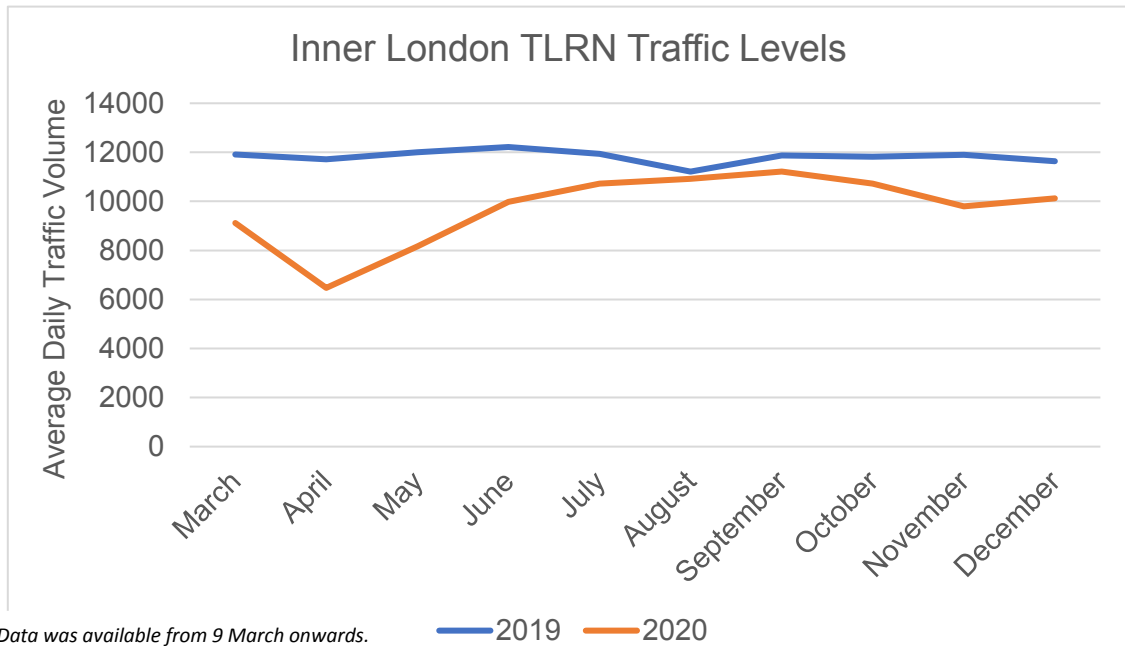
To account for this disruption and also the influence of seasonality<sup>3</sup>, the post scheme traffic data has been adjusted as follows:

- 1) Data collected in 2020 has been normalised to a 2019 (pre-COVID-19) baseline using a factor (1.1023) 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, traffic volumes in October 2020 were 9% lower in Inner London than in October 2019.

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<sup>2</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.

<sup>3</sup> Seasonality – Seasonal variation in travel patterns associated with changes in weather including temperature and rainfall.



- 2) The data has been further adjusted to account for seasonal variations in traffic flows using a factor (0.9998) derived from comparing average daily traffic volumes in October 2019 to the daily average daily traffic volume for 2019 from the Transport for London dataset. The before scheme data collected in March 2019 has also been adjusted for seasonality (0.9921) in the adjusted figures.

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. As more data emerges, these trends will be further reviewed.