

# York Way Safe and Healthy Streets Scheme:

# Monitoring factsheet

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

York Way is a busy road and was identified by Transport for London as a high priority route for cycle improvements in the form of trial cycle lanes due to its useful north-south alignment, which leads into many other new and existing protected cycle routes.

The trial scheme was implemented in several phases, and included:



- Installation of trial cycle lanes on both sides of the road using 'kerb and wand' protection;
- Changes to three junctions to improve cyclist safety through the introduction of early release signals, protected cycle lanes on every approach and longer advance stop lines;
- Installation of shared use bus boarder and bus stop bypass infrastructure.

Minimum carriageway lane widths of 3-3.25m were maintained, to accommodate for vehicular traffic.

The scheme was implemented under an Experimental Traffic Order as part of the Borough's COVID-19 Emergency response , in the following phases:

- Phase 1 (Completed October 2020) Installation of 'kerb and wand' protected cycle lanes between Wharfdale Road and Freight Lane.
- Phase 2 (Completed November 2020) Installation of 'kerb and wand' protected cycle lanes between Freight Lane and North Road.
- Phase 3 (Construction started March 2021) Changes to signalised junctions to improve safety for cyclists. Freight Lane junction is now complete.

To review the impact of the York Way cycling 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

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



Cycling on York Way North has increased by 127% from March 2019 (362 olo daily two-way flow) to March 2021 (822 daily two-way flow).



Lime bicycle usage increased by 756% on York Way North (between Cliff Road/Hungerford Road and Freight Lane) and 752% on York Way South (between Freight Lane and Wharfdale Road) between January-June 2020 and January-June 2021.



Motor vehicle levels on York Way were 15% lower in March 2021 ('Afterscheme') relative to March 2019, decreasing from 14,274 (2019) to 13,218 (2021).

Average bus speeds for Route 390 have been unaffected by delivery of the York Way Cycling Scheme.



Following the introduction of monitoring in October 2020, NO<sub>2</sub> levels on York NO<sub>2</sub> Way were compliant in 2020 when compared to the legal limit for Nitrogen Dioxide (NO<sub>2</sub> -  $40\mu q/m3$ ).

The benefits of the trial scheme against the cost have been appraised using £ the Active Mode Appraisal Toolkit (AMAT) published by the Department for Transport. It has been estimated that for every £1 invested in the scheme the estimated **benefit return is £8.53** (at 2010 prices) over an appraisal period of 20 years.

In summary, monitoring data gathered indicates increased cycling levels along York Way following the implementation of Phases 1 and 2 of the York Way cycling scheme, and the commencement of Phase 3. Motor vehicle levels were lower in March 2021 compared to March 2019; however, as lockdown eases and more people return to work this is predicted to rebound. No specific impacts on air quality, buses or accidents has been identified at this stage.



## 🖚 Motor Vehicle Data

Traffic count data on motor vehicles has been collected '**Before**-scheme' and '**After**scheme' as part of the monitoring for York Way. Link count data was only available Before- and After- scheme at York Way North (Phase 2). After-scheme data is available at York Way South (Phase 1). York Way North starts at Cliff Road/Hungerford Road and ends at Freight Lane and York Way South starts at Freight Lane and ends at Wharfdale Road. The results presented in this section show the average daily two-way traffic flows for York Way. Cycle count data is reviewed in the next section.



### York Way Cycling Scheme Traffic Count Sites

'**Before**-scheme' data was collected in March 2019 at York Way North through automatic traffic counts for a two week period (17/03/2019 to 30/03/2019). 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>).

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

'After-scheme' data was collected using video footage ('Vivacity' sensors) at York Way North and South by direction and vehicle class from October 2020 onwards and following completion of Phase 1. As part of the interim monitoring for the scheme, data was available for a 5-week period between 12/10/2020 and 15/11/2020. Full monthly data is now available up until the end of June 2021 and has been analysed for the following additional periods for York Way:

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- March 2021: 4-week period between 01/03/2021 and 28/03/2021.
- June 2021: 4-week period between 01/06/2021 and 28/06/2021.

March 2021 has been selected as this is directly comparable in terms of seasonality to the '**Before**-scheme' data collected in March 2019. June 2021 has been selected as this is most recent full month of data available. The tables below show scheme status for each of the survey periods, followed by the average daily traffic flows preand post-scheme.

Туре	Label	Survey Period	Scheme Status
Before-Scheme	Mar-19	17/03/2019 to 30/03/2019	No scheme
	Oct-20	12/10/2020 to 15/11/2020 (Interim Monitoring)	Phase 1 Complete
After-Scheme	Mar-21	01/03/2021 to 28/03/2021	Phase 1&2 Complete Phase 3 Started
	Jun-21	01/06/2021 to 28/06/2021	Phase 1&2 Complete Phase 3 ongoing (Freight Lane Junction Complete)

#### York Way Scheme Status and Survey Period

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### York Way North Average Daily Traffic Flows (Two-Way)

Motor	Before- scheme	Af	Difference		
Vehicle Type	Mar-19	Oct-20	Mar-21	Jun-21	(Mar 2019 to March 21)
Motorcycles	631	745	815	954	29%
Cars	10,566	10,629	8,436	8,744	-20%
LGVs	2,188	1,936	1,988	2,321	-9%
HDVs	888	878	901	1,189	1%
Total	14,274	14,188	12,140	13,207	-15%



#### York Way South Average Daily Traffic Flows (Two-Way)

Motor Vehicle	After-scheme					
Туре	Oct-20	Mar-21	Jun-21			
Motorcycles	635	1,023	889			
Cars	6,327	7,212	7,361			
LGVs	1,469	2,180	1,841			
HDVs	728	1,160	1,023			
Total	9,158	11,574	11,114			

The data indicates that total motor vehicle levels at York Way North were 15% lower in March 2021 ('**After**-scheme') compared to March 2019 ('**Before**-scheme'), 20% lower for cars and 9% lower for LGVs. The number of motorcycles and HDVs were all higher in March 2021 than in March 2019.

The change in total traffic flows is comparable to traffic trends observed by TfL which suggest traffic levels on the Inner London 'Transport for London Road Network' (TLRN) were 19% lower in March 2021 than March 2019. At 12 Camden sites, Vehicle Activated Sign data suggests total daily traffic levels ranged between 6% and 17% lower by week for March 2021 compared to the harmonic mean of pre-Covid-19 flows on these roads.

The graph below shows the average weekly motor vehicle flows at York Way North and York Way South from 12 October 2020, when the 'Vivacity' sensors were installed.



#### York Way Two-Way Average Daily Traffic Flows by Week (After-scheme)

N.B. Week 53 and Week 1 have been combined to provide a 7-day week average.

> As lockdown restrictions are eased, summer holidays finish and more people return to office working it is predicted that car use, as well as walking and cycling will increase. The above graph indicates increased use of York Way South in particular since March 2021. The latest monitoring data shows that motor vehicle use has increased between March 2021 and June 2021 on York Way North by 9% and by 36% on York Way South. Traffic levels on York Way South are also now higher than in October 2020, when '**After**-scheme' monitoring commenced, but remain lower on York Way North.

# 🚓 Cycling Data

## Cycle traffic counts

The '**Before**-scheme' and '**After**-scheme' traffic counts also collected data on the use of York Way by cyclists. The results are shown in the table below for the York Way North and York Way South count points. '**Before**-scheme' data was not available for York Way South.

Location Before- scheme			After-scheme						
	Mar-19	Oct-20	Mar-21	June-21					
York Way North	362	643	822	1,322					
York Way South	-	728	1,194	1,273					

### York Way Average Daily Cycle Flows (Two-Way)

The '**Before**-scheme' data indicates a two-way flow of 362 cycles in March 2019 (17/03/2019 to 30/03/2019) on York Way North. 643 cycles were recorded at the interim 'After-scheme' monitoring point (October 2020), which was an increase of 78% relative to March 2019. More recent data from the Vivacity sensor on York Way North indicates:

- A two-way flow of 822 cycles in March 2021, which is an increase of 127% relative to 362 cycles in March 2019; and
- A two-way flow of 1,322 cycles in June 2021 which is a 265% increase in cyclists from March 2019.

At York Way South, '**After**-scheme' two way daily cycle flows have increased from 728 cycles in October 2020 following the completion of Phase 1 to 1,273 cycles in June 2021.

The graph below shows the average daily cycle flows at York Way North and York Way South by week from 12/10/2020 when 'Vivacity' sensors were installed. The results indicate that cycling levels on York Way dipped between December 2020 and February 2021, but have rapidly increased since February 2021. Overall, it appear that the scheme is positively supporting the use of this route by cyclists, with the lower levels of cycling on York Way between December 2020 and February 2021 to be expected given the effects of seasonality (e.g. fewer cyclists due to colder and wetter weather) and the implementation of Tier 4 COVID-19 restrictions in December 2020.



N.B. Week 53 and Week 1 have been combined to provide a 7-day week average.

### Lime Cycle Counts

Monitoring of trip numbers along York Way over 2019, 2020 and 2021 was completed by Lime (bike rental operator) and shared with the Council. This shows that usage of Lime cycles has increased following the scheme's implementation. The two graphs below illustrate the absolute number of trips along York Way North and York Way South from 2019 to the most recently available data in 2021.

### Trips at York Way North and York Way South (2019-2021)





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

Comparison of data over equivalent periods comprising **January – June 2020** ('Before-scheme') and **January – June 2021** ('After-scheme')<sup>2</sup> indicates the following regarding Lime bike usage:

- On York Way North the number of users has increased from 456 to 3,900 trips, which is equivalent to a 756% increase; and
- On York Way South the number of users have increased from 439 to 3,738 trips, which is equivalent to a 752% increase.

In June 2021, Lime recorded the highest number of e-bike rides ever at York Way North and York Way South.

## iBus Data

Bus service 390 routes along York Way between Cliff Road and Wharfdale Road. iBus data which includes average journey time and speed information for this section of York Way has been provided by Transport for London. 'Before-scheme' and 'After-scheme' data for October, March and June has been compared to establish any changes in average bus speeds arising from implementation of the scheme. Data has been analysed for the following periods:

- October Data was not available for 21/10/19 to 31/10/19 and therefore a 14 day period has been compared for October (2019 and 2020).
- November a 28 day period has been used for a like-to-like comparison comprising of 02/11/2019-29/11/2019 and 01/11/2020-28/11/2020.
- March Due to the impact of the Covid-19 pandemic and subsequent lockdown restrictions on travel, which came into effect on the 16<sup>th</sup> March 2020, a 14 day period (01/03-14/03) has been compared in March 2020 and March 2021.
- June Data was not available for 14/06/2020 and therefore the commensurate day comprising 13<sup>th</sup> June 2021 has not been included in 2021 in order to achieve a like-forlike comparison.

The results are presented in the table below with the raw data provided in Appendix D.

Mon	th	Average Bus Speed (mph)			
Boforo-schomo	After cohomo	Before-	After-	%	
Deloie-Scheine	Alter-scheme	scheme	scheme	change	
Oct-19	Oct-20	8.91	9.21	3%	
Nov-19	Nov-20	8.05	9.60	19%	
Mar-20	Mar-21	8.49	8.78	3%	
Jun-20	Jun-21	10.73	8.38	-22%	

### Average Bus Speeds (mph) – York Way between Cliff Road and Wharfdale Road

The data indicates that average bus speeds 'After-scheme' were improved across three of the four months reviewed, but were lower in the most recent month where data is available.

<sup>&</sup>lt;sup>2</sup> Data was excluded for April 2020 and April 2021 given the unavailability of Lime data in April 2020



Overall however, given the scale of change in average bus speed it would appear that bus speeds have been unaffected by the delivery of the York Way Cycling Scheme.

# Road Safety (Collision Data)

STATS19 Collision data has been sourced from TfL 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 E.

Analysis of the data indicates a total of 37 collisions involving casualties in the York Way scheme area between 1 January 2018 and 31st September 2020, prior to the implementation of the scheme. Of these personal injury accidents, 7 incidents involved injuries to cyclists with 4 of slight severity, and 3 of serious severity.

Between 1 October 2020 and 31 December 2020, which includes completion of Phases 1 and 2, there has been a single further casualty recorded (November 2020). This occurred in the centre of the scheme boundary on York Way, approximately 40m north of Canal Reach. The incident involved a cyclist and was classed as slight in severity. In 2018 there were four incidents involving casualties, one of which involved a cyclist and in 2019 there were two collisions involving causalities (0 cyclists) in the same period (October – December).

The graph below shows the number of collisions by month in the York 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 York Way Cycling Scheme Area

N.B. National lockdowns due to the Covid-19 pandemic were in place during 23 March – 10 May and 5 November – 24 November in 2020. London also entered Tier 4 (prior to third lockdown on 6<sup>th</sup> January 2021) on 21<sup>st</sup> December 2020.



# Air Quality

Air Quality diffusion tubes were installed as part of air quality monitoring for the scheme in October 2020. Two diffusion tubes have been used to monitor the changes in Nitrogen Dioxide ( $NO_2$ ) concentrations along York Way. The first monitoring site '101 York Way' is located on York Way North. The second monitoring site 'York Way Art House' is located to the south of the scheme boundary, near Copenhagen Street.

The monitoring data provides an insight into the Nitrogen Dioxide (NO<sub>2</sub>) concentrations near the York Way Cycling Scheme. Continuous data is available for **October 2020 to February 2021**. This data is raw and unadjusted against the Government's bias adjustment factor. See Appendix F for raw data.



Average monthly NO<sub>2</sub> concentrations in York Way Cycling Scheme

The bias-adjusted and average annual mean  $NO_2$  concentrations<sup>3</sup> across both sites in 2020 have also been calculated and are provided below. When compared to the legal limit for  $NO_2$  (40µg/m<sup>3</sup>),  $NO_2$  levels on York Way were compliant over the 2020 period:

- 101 York Way 31.48 μg/m<sup>3</sup>
- York Way Art House 28.96 µg/m<sup>3</sup>

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.

<sup>&</sup>lt;sup>3</sup> Annual mean figures have been 'bias adjusted' which corrects for any deviation between the NO<sub>2</sub> concentrations measured by diffusion tubes and the 'true' NO<sub>2</sub> concentration in the air as measured by a more accurate electrochemical sensor



# £ Benefit-Cost Ratio

The Department for Transport's (DfT) Active Mode Appraisal Toolkit (AMAT) has been used to calculate a Benefit-Cost Ratio (BCR) for the trial scheme.

The AMAT produces a BCR by monetising the benefits of the scheme (defined by the scheme infrastructure type and level of demand relative to pre-scheme conditions) and comparing these to the costs (capital and maintenance). This is undertaken for a 20 year-appraisal period (as per DfT guidance), to present the whole life cycle benefits and cost of the infrastructure provision. Details of the primary inputs to AMAT are presented at Appendix G.

The results have been presented as the output of AMAT, which provides an Analysis of Monetised Costs and Benefits (AMCB) table. The AMCB has been shortened to show the key benefits for each scheme. For reference the three broad categories contain the following monetised benefits:

- Mode Shift: Congestion benefit, Infrastructure maintenance, Accidents, Local air quality, Noise, Greenhouse gases, Indirect Taxation
- Health: Reduced risk of premature death, Absenteeism
- Journey Quality: Journey ambience

The results for the trial scheme are set out below and indicate a BCR of 8.53, which based on DfT<sup>4</sup> guidance (2020) represents 'Very High' value for money, meaning that for every £1 invested in the scheme the estimated benefit return is £8.53 over the 20 year appraisal period. This indicates that public expenditure in the scheme will generate benefits which are significantly greater than the costs to implement them.

Category	Benefit in £000s
Mode shift	739
Health	4,032
Journey quality	7
Government costs	556
Private contribution	40
Present Value of Benefits	4,737
Present Value of Costs	555
Benefit-Cost Ratio (BCR)	8.53

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<sup>&</sup>lt;sup>4</sup> Source: Active Mode Appraisal Toolkit User Guide (May 2020)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\_data/file/888754/amat-user-guidance.pdf



# Appendix A: 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>5</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. Interim monitoring was completed for a 5-week period between 12/10/2020 and 15/11/2020 (when Phase 1 was complete). Data has subsequently been sourced for a 4-week period between 01/03/2021 and 28/03/2021 (after the completion of Phase) and for 4 weeks from the most recent month available, which is June 2021 and comprises 06/2021 to 28/06/2021.

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.

Description	Survey Period	Scheme	Total
			Days
Mar-19	17/03/2019 to 30/03/2019	Before-scheme	12
Oct-20	12/10/2020 to 15/11/2020 (Interim)	After-scheme	35
Mar-21	01/03/2021 to 28/03/2021	After-scheme	28
Jun-21	01/06/2021-28/06/2021	After-scheme	28

## Summary of Survey Data

<sup>&</sup>lt;sup>5</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.

# Appendix B: Traffic Data

### York Way North Cycling Scheme Average Daily Traffic Flows - Raw Data

							Total Motor
Month/Year	Direction	Cycles	Motorcycles	Cars	LGVs	HDVs	Vehicles
	Northbound	204	338	4,996	1,035	456	6,825
March 2018 (Before-scheme)	Southbound	157	294	5,570	1,153	432	7,448
	Combined	362	631	10,566	2,188	888	14,274
	Northbound	331	371	5,058	1,003	448	6,881
October 2020 (After-scheme)	Southbound	311	374	5,571	933	429	7,307
	Combined	643	745	10,629	1,936	878	14,188
	Northbound	442	388	4,513	967	436	5,836
March 2021 (After-scheme)	Southbound	380	427	3,923	1,021	465	6,304
	Combined	822	815	8,436	1,988	901	12,140
	Northbound	669	457	4,663	1,195	605	6,920
June 2021 (After-scheme)	Southbound	653	496	4,081	1,126	584	6,287
	Combined	1,322	954	8,744	2,321	1,189	13,207

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Month/Year	Direction	Cycles	Motorcycles	Cars	l GVs	HDVs	Total Motor Vehicles
	Northbound	Cycles		Gaio	2010		Veniores
March 2018 (Before-scheme)	Southbound						
	Combined						
	Northbound	345	304	3,729	809	365	5,208
October 2020 (After-scheme)	Southbound	383	330	2,598	660	362	3,951
	Combined	728	635	6,327	1,469	728	9,158
	Northbound	748	673	5,026	1,402	740	7,841
March 2021 (After-scheme)	Southbound	446	350	2186	777	419	3,733
	Combined	1,194	1,023	7,212	2,180	1,160	11,574
	Northbound	562	462	4,363	1,013	547	6,385
June 2021 (After-scheme)	Southbound	711	427	2997	829	477	4,730
	Combined	1,273	889	7,361	1,841	1,023	11,114

### York Way South Cycling Scheme Average Daily Traffic Flows – Raw Data

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# Appendix C: Lime Bike Data

### Lime Bike start or end trips on York Way North

Month/Year	Trip Starts or Ends
Jan-19	3
Feb-19	9
Mar-19	13
Apr-19	38
May-19	100
Jun-19	147
Jul-19	78
Aug-19	187
Sep-19	191
Oct-19	101
Nov-19	67
Dec-19	56
Jan-20	58
Feb-20	38
Mar-20	48
Apr-20	-
May-20	42
Jun-20	270
Jul-20	199
Aug-20	492
Sep-20	668
Oct-20	630
Nov-20	631
Dec-20	571
Jan-21	518
Feb-21	476
Mar-21	752
Apr-21	800
May-21	1,044
Jun-21	1,110

#### Lime Bike start or end trips on York Way South

Month/Year	Trip Starts or Ends
Jan-19	5
Feb-19	8
Mar-19	20
Apr-19	64
May-19	133
Jun-19	164
Jul-19	99
Aug-19	230
Sep-19	264
Oct-19	122
Nov-19	90
Dec-19	71
Jan-20	84
Feb-20	65
Mar-20	60
Apr-20	-
May-20	33
Jun-20	198
Jul-20	167
Aug-20	440
Sep-20	561
Oct-20	613
Nov-20	568
Dec-20	533
Jan-21	506
Feb-21	519
Mar-21	730
Apr-21	778
May-21	986
Jun-21	999



# Appendix D: iBus Data

### iBus Data for Route 390 (York Way)

	Route 390 Journey	
Date	Runtime (minutes)	Speed (mph)
01/10/2019	7.9	8.72
02/10/2019	8.2	8.45
03/10/2019	8.1	8.51
04/10/2019	8.0	8.68
05/10/2019	7.4	9.35
06/10/2019	6.9	10.04
07/10/2019	8.1	8.57
08/10/2019	7.8	8.90
09/10/2019	8.0	8.65
10/10/2019	8.3	8.35
11/10/2019	7.9	8.72
12/10/2019	7.4	9.36
13/10/2019	7.0	9.87
14/10/2019	8.0	8.62
01/10/2020	7.8	8.81
02/10/2020	7.9	8.77
03/10/2020	7.2	9.65
04/10/2020	6.4	10.71
05/10/2020	7.7	8.94
06/10/2020	7.8	8.86
07/10/2020	7.8	8.90
08/10/2020	8.0	8.64
09/10/2020	8.0	8.64
10/10/2020	6.8	10.08
11/10/2020	6.6	10.52
12/10/2020	7.7	9.00
13/10/2020	7.9	8.73
14/10/2020	8.0	8.66
01/11/2019	8.0	8.66
02/11/2019	7.1	9.67
03/11/2019	6.7	10.26
04/11/2019	7.6	9.04
05/11/2019	7.8	8.84
06/11/2019	8.0	8.58
07/11/2019	6.6	10.40
08/11/2019	10.6	6.54
09/11/2019	8.3	8.27
10/11/2019	7.5	9.23
11/11/2019	9.9	6.99
12/11/2019	10.7	6.46





13/11/2019	9.6	7.16
14/11/2019	9.7	7.15
15/11/2019	9.8	7.05
16/11/2019	7.0	9.81
17/11/2019	7.4	9.37
18/11/2019	9.9	6.99
19/11/2019	10.3	6.68
20/11/2019	10.3	6.67
21/11/2019	10.0	6.90
22/11/2019	9.8	7.07
23/11/2019	8.8	7.85
24/11/2019	8.2	8.45
25/11/2019	9.5	7.26
26/11/2019	9.7	7.10
27/11/2019	8.0	8.68
28/11/2019	8.4	8.25
02/11/2020	8.0	8.65
03/11/2020	8.3	8.27
04/11/2020	8.6	7.99
05/11/2020	7.3	9.48
06/11/2020	7.4	9.36
07/11/2020	6.5	10.57
08/11/2020	6.1	11.26
09/11/2020	7.4	9.35
10/11/2020	7.2	9.60
11/11/2020	7.2	9.54
12/11/2020	7.4	9.36
13/11/2020	7.4	9.27
14/11/2020	6.5	10.54
15/11/2020	6.4	10.78
16/11/2020	7.4	9.37
17/11/2020	7.5	9.17
18/11/2020	7.5	9.16
19/11/2020	7.5	9.25
20/11/2020	7.7	8.99
21/11/2020	6.5	10.64
22/11/2020	6.1	11.22
23/11/2020	7.6	9.03
24/11/2020	7.3	9.41
25/11/2020	7.4	9.28
26/11/2020	7.6	9.13
27/11/2020	7.5	9.20
28/11/2020	6.7	10.23
29/11/2020	6.5	10.66
01/03/2020	7.7	8.92
02/03/2020	8.1	8.52
03/03/2020	8.1	8.49



04/03/2020	84	8 26
05/03/2020	9.4	7 34
06/03/2020	8.5	8.08
07/03/2020	77	8.92
08/03/2020	7.8	8.89
09/03/2020	82	8 44
10/03/2020	8.3	8 28
11/03/2020	8.2	8.42
12/03/2020	8.1	8 55
13/03/2020	8.1	8.53
14/03/2020	7.5	9.21
01/03/2021	7.1	9.69
02/03/2021	7.1	9.74
03/03/2021	9.0	7.70
04/03/2021	9.8	7.06
05/03/2021	10.2	6.78
06/03/2021	8.0	8.64
07/03/2021	6.8	10.16
08/03/2021	10.1	6.83
09/03/2021	8.0	8.63
10/03/2021	8.0	8.59
11/03/2021	7.6	9.06
12/03/2021	8.0	8.67
13/03/2021	6.7	10.27
14/03/2021	6.2	11.12
01/06/2020	6.3	10.92
02/06/2020	6.5	10.54
03/06/2020	6.4	10.84
04/06/2020	6.6	10.53
05/06/2020	6.4	10.72
06/06/2020	5.8	11.80
07/06/2020	5.8	11.97
08/06/2020	6.3	10.87
09/06/2020	6.6	10.38
10/06/2020	6.5	10.65
11/06/2020	6.6	10.42
12/06/2020	6.5	10.68
13/06/2020	6.3	10.98
14/06/2020	No data available	-
15/06/2020	6.2	11.10
16/06/2020	6.5	10.68
17/06/2020	6.7	10.34
18/06/2020	6.6	10.43
19/06/2020	7.2	9.56
20/06/2020	6.3	10.91
21/06/2020	6.1	11.33
22/06/2020	6.9	9.98



23/06/2020	6.7	10.35
24/06/2020	6.7	10.34
25/06/2020	6.7	10.35
26/06/2020	6.7	10.29
27/06/2020	6.2	11.13
28/06/2020	5.8	11.82
29/06/2020	6.7	10.36
30/06/2020	6.4	10.83
01/06/2021	7.5	9.23
02/06/2021	8.4	8.23
03/06/2021	8.2	8.43
04/06/2021	8.5	8.09
05/06/2021	7.7	8.93
06/06/2021	7.2	9.57
07/06/2021	8.0	8.59
08/06/2021	8.3	8.27
09/06/2021	8.7	7.89
10/06/2021	8.9	7.78
11/06/2021	8.6	8.01
12/06/2021	7.9	8.72
13/06/2021	-	-
14/06/2021	8.4	8.18
15/06/2021	8.4	8.17
16/06/2021	8.7	7.97
17/06/2021	8.9	7.72
18/06/2021	10.3	6.73
19/06/2021	7.7	8.97
20/06/2021	6.9	10.00
21/06/2021	8.2	8.44
22/06/2021	8.2	8.40
23/06/2021	8.7	7.96
24/06/2021	8.7	7.91
25/06/2021	8.9	7.79
26/06/2021	7.8	8.85
27/06/2021		
21/00/2021	7.0	9.86
28/06/2021	7.0 8.6	9.86 8.03
28/06/2021 29/06/2021	7.0 8.6 8.5	9.86 8.03 8.11



camden.gov.uk/making-travel-safer-in-camden

# Appendix E: TfL STATS19 Data

Month/Year	Number of collisions	Slight	Serious	Fatal
Jan-18	3	3		
Feb-18	1		1	
Mar-18	0			
Apr-18	1		1	
May-18	2	1	1	
Jun-18	0			
Jul-18	0			
Aug-18	2	2		
Sep-18	1	1		
Oct-18	1	1		
Nov-18	1		1	
Dec-18	2	2		
Jan-19	0			
Feb-19	0			
Mar-19	3	3		
Apr-19	19 0			
May-19	2	2		
Jun-19	2	2		
Jul-19	1	1		
Aug-19	0			
Sep-19	0			
Oct-19	1	1		
Nov-19	1	1		
Dec-19	0			
Jan-20	1	1		
Feb-20	3	2	1	
Mar-20	0			
Apr-20	0			
May-20	0			
Jun-20	1		1	
Jul-20	2	1	1	
Aug-20	4	4		
Sep-20	2		2	
Oct-20	0			
Nov-20	1	1		
Dec-20	0			

Collision Data for York Way Cycling scheme boundary



# Appendix F: Air Quality Data

Raw air quality data for York Way North (101 York Way) monitoring site

Month	Raw NO <sub>2</sub> (µg/m <sup>3</sup> )	
Oct-20	47.47	
Nov-20	49.70	
Dec-20	45.95	
Jan-21	46.46	
Feb-21	40.82	

Raw air quality data for York Way North (York Way Art House) monitoring site

Month	Raw NO <sub>2</sub> (µg/m³)
Oct-20	46.48
Nov-20	46.76
Dec-20	38.38
Jan-21	40.96
Feb-21	25.34

2020 bias-adjusted and average annual mean air quality data for York Way North monitoring sites

Monitoring Site	2020 bias-adjusted average annual mean (µg/m <sup>3</sup> )	
101 York Way	31.48	
York Way Art House	28.96	

# Appendix G: Inputs to AMAT (BCR)

The primary inputs to the Department for Transport's (DfT) Active Mode Appraisal Toolkit (AMAT) to monetise the potential benefits of the scheme, compare them against costs and calculate a BCR are set out below. It should be noted that the below provides only a high level summary of the data used.

### **Scheme Infrastructure**

AMAT requires input on the scheme's infrastructure. York Way cycle schemes include physical infrastructure improvements such as segregated cycle ways and shared use bus boarders, as well as measures such as planting, benches and cycle stands. However, AMAT is not able to capture all types of improvements, such as bus stop bypasses, which means that benefits of some these infrastructure improvements may not be fully captured (though they may be captured indirectly if reflected in demand).

AMAT Input	Before-scheme	After-Scheme (Trial)
Intervention opening year	N/A	2021
Last year of funding	N/A	2040
Appraisal period	N/A	20
Local area type	London	London
Cycling infrastructure along this route	On-road non- segregated cycle lane	On-road segregated cycle lane
Are any additional shower facilities being added?	N/A	No
Are any additional secure storage facilities being added?	N/A	No

### Scheme Infrastructure Key Inputs into AMAT

### AMAT Demand

AMAT requires an annual average daily number of cyclists using the route both prior to the opening ('Before-scheme') and post-implementation of the scheme ('After-scheme'). Both need to be presented in 2021 values, to reflect the intervention opening year.



For the 'Before-Scheme' demand, March 2019 data (362 cyclists) was uplifted to 2021 values, based on the average per annum increase in cycle trips in London over the past five years, which is 1.5%<sup>6</sup>. Analysis of recent cycle survey data<sup>7</sup> (supplemented by cycle counts elsewhere in Camden), was used to identify a factor to seasonalise the data (1.089) to create an indicative annual average for 2021 (406).

For the 'After-Scheme' demand, the vivacity survey data collected from October 2020 until the end of July 2021 has been extracted for use in AMAT. Data for August and September was informed by data collected for June 2021, uplifted by a seasonality factor derived from counts across five sites in LBC from 2019 for each month. The average daily two way cycle flow by month was subsequently averaged, with the annual average for 2021 calculated as 995.

The percentage of an average cycle trip which will use the intervention is calculated by dividing the length of the intervention (2km, provided by LBC) by the average length of cycle trip in London (3.15km<sup>8</sup>)

AMAT Input	Demand Input
Number of trips without the proposed intervention (Annual Average Daily Two-Way)	406
Number of trips with the proposed intervention (Annual Average Daily Two-Way)	995
How much of an average cycling trip will use the intervention?	70%

### AMAT Demand Input

### Scheme Costs

The costs for the trial scheme were provided in 2021 prices and values. The costs include 20% risk and contingency factor. AMAT applies an optimism bias at 15%.

Scheme Type	Capital	Maintenance	Developer contribution (S106)
Trial	£635,000	£63,500 every 5 years	£60,000

York Way Schemes Cost (2021 Prices)

Costs are subsequently deflated to 2010 prices and values such that they can be compared with the benefits calculated, which are also in 2010 prices and values.



<sup>&</sup>lt;sup>6</sup> https://content.tfl.gov.uk/travel-in-london-report-13.pdf

<sup>&</sup>lt;sup>7</sup> Since October 2020 Camden have had Vivacity continuous traffic counters installed at two locations along York Way. These are video surveys which identify the number of vehicles (split by mode) travelling past the camera every hour. This data has been extracted for cyclists only.

<sup>&</sup>lt;sup>8</sup> http://content.tfl.gov.uk/strategic-cycling-analysis.pdf