

# **New End Healthy School Street Scheme**

## **Interim Two Month Monitoring Report**

**Date:** 17 July 2020

### **Summary**

This report details data gathered during the first two months of the New End Healthy School Street scheme, which was implemented in January 2020.

### **1. Background**

- 1.1 This report was originally intended to show data from the first three months of the scheme being in operation. However, due to the Coronavirus outbreak, and the schools being closed on 20 March 2020, it's now a two month interim report. This is due to the scheme only being in operation for two months prior to the schools being closed.
- 1.2 In May 2019 the decision was made to implement a Healthy School Street Scheme at New End, as an experiment for 12 months. The scheme was then launched, under an Experimental Traffic Order on 07 January 2020.
- 1.3 During the consultation for the scheme, concerns were raised by local residents and stakeholders regarding potential traffic displacement. This was highlighted as a key risk of the scheme in point 4.1 of the decision report: <http://democracy.camden.gov.uk/ieDecisionDetails.aspx?Id=2633> (also attached in appendix 1). To address this the report stated that 'Traffic monitoring will be placed in order to assess the impact on surrounding roads. This will be analysed after 3 & 6 months of the scheme being implemented. If the data shows high levels of traffic displacement further changes may be proposed to mitigate this, in consultation with residents and local stakeholders.'

### **2. Traffic Data**

- 2.1 Traffic count surveys were carried out on East Heath Road, Holford Road, New End, Christ Church Hill, Grove Place, New End Square, Squires Mount, Well Walk, Willow Road, Willough Road, and Pilgrims Lane for a week in October before the scheme was implemented, and a week in early March, after the scheme was implemented. The data gathered is summarised in table 1 below. Whilst some surrounding rounds have seen a slight increase in traffic flows, it shows an overall decrease in traffic of approximately 7% across the entire study area at the traffic restriction times. The am and pm peaks were 1.5 hour periods, therefore the vehicle numbers, whether increased or decreased is more descriptive for those periods of time than the percentages. The data for Downshire Hill North and South bound gathered in March was unfortunately incomplete. Therefore we are unable to report on this.
- 2.2 The post scheme data was collected just over a month after the scheme was implemented, and penalty charge notices may not have been received by that time. More monitoring will be carried out in the autumn to show a picture of how the scheme is working, once enforcement of the restrictions has been carried out for

longer, and drivers are more used to the scheme being in place, and potentially more compliance of the restrictions may be shown.

**Table 1 – Traffic Data**

East Heath Rd (East bound)					East Heath Road (West bound)				
Time	Pre scheme count	Post scheme count	Vehicle count change	% change	Time	Pre scheme count	Post scheme count	Vehicle count change	% change
am peak	4887	4715	172 decrease	4% decrease	am peak	2039	2262	233 increase	11% increase
pm peak	2879	2663	216 decrease	8% decrease	pm peak	3133	3432	299 increase	10% increase
Holford Road					New End				
am peak	248	240	8 decrease	3% decrease	am peak	1053	429	624 decrease	59% decrease
pm peak	124	156	32 increase	26% increase	pm peak	350	257	93 decrease	27% decrease
Christchurch Hill (East bound)					Christchurch Hill (West bound)				
am peak	215	223	8 increase	4% increase	am peak	395	360	35 decrease	9% decrease
pm peak	117	133	16 increase	14% increase	pm peak	393	364	29 decrease	7% decrease
New End Square (West bound)					Squires Mount				
am peak	56	144	88 increase	157% increase	am peak	35	52	17 increase	49% increase
pm peak	58	93	35 increase	60% increase	pm peak	34	42	8 increase	24% increase
Well Walk (North bound)					Well Walk (South bound)				
am peak	777	742	35 decrease	5% decrease	am peak	434	394	40 decrease	9% decrease
pm peak	232	272	5 decrease	1% decrease	pm peak	207	220	13 increase	6% increase
Willow Road (West bound)					Willow Road (East bound)				
am peak	482	377	105 decrease	22% decrease	am peak	482	245	237 decrease	49% decrease
pm peak	728	765	37 increase	5% increase	pm peak	728	178	550 decrease	76% decrease
Willough Road (North bound)					Willough Road (South bound)				
am peak	486	446	40 decrease	8% decrease	am peak	322	406	84 increase	26% increase
pm peak	494	491	3 decrease	1% decrease	pm peak	250	353	103 increase	41% increase

Grove Place				New End Square (East bound)					
am peak	53	37	16 decrease	30% decrease	am peak	953	625	328 decrease	34% decrease
pm peak	36	25	11 decrease	31% decrease	pm peak	480	471	9 decrease	2% decrease
Pilgrims Lane									
am peak	pre scheme counts 510		post scheme counts 355		Vehicle Count change 155 decrease			30% decrease	
pm peak	pre scheme counts 285		post scheme counts 248		Vehicle Count change 37 decrease			13% decrease	
Total across all sites									
Time	Total pre scheme counts	Total post scheme counts	Vehicle count change			% change across all sites			
Both am and pm peaks	24455	22670	1785 decrease			7.3%			

### 3. Air Quality Data

3.1 In January 2019, air quality monitoring equipment was placed at the New End T- Junction, and on Streatley Place in order to assess the impact of the scheme on air quality. **Table 2** below shows the NO<sub>2</sub> concentration data gathered for January 2019 before implementation, and January 2020 after implementation. It shows a reduction at both sites once the scheme was implemented in January 2020.

**Table 2 – Air Quality Data**

Site	Jan 2019	Jan 2020	change (µg/m <sup>3</sup> )	% change
Streatley Place	39.14	34.31	-4.83	-12.3%
New End T-junction	41.58	37.21	-4.38	-10.5%

### 4. School Travel Data

Unfortunately as the scheme has been only in operation for two months before the schools closed, we are currently unable to report on school travel modes post scheme implementation.

### 5. Conclusion

It is difficult at this time to draw any conclusions regarding the impacts of the scheme, as it was not in operation long enough before it had to be halted due to the COVID-19 pandemic. Officers therefore suggest that once schools are back, and the scheme is operating again, a further report is issued in November, after another 3 month period of

operation. A consultation as to whether to make the scheme permanent or not will then take place in January 2020.

## **APPENDIX 1**

New End HSS decision report