



## Monitoring: Queen's Crescent Safe & Healthy Streets Scheme

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

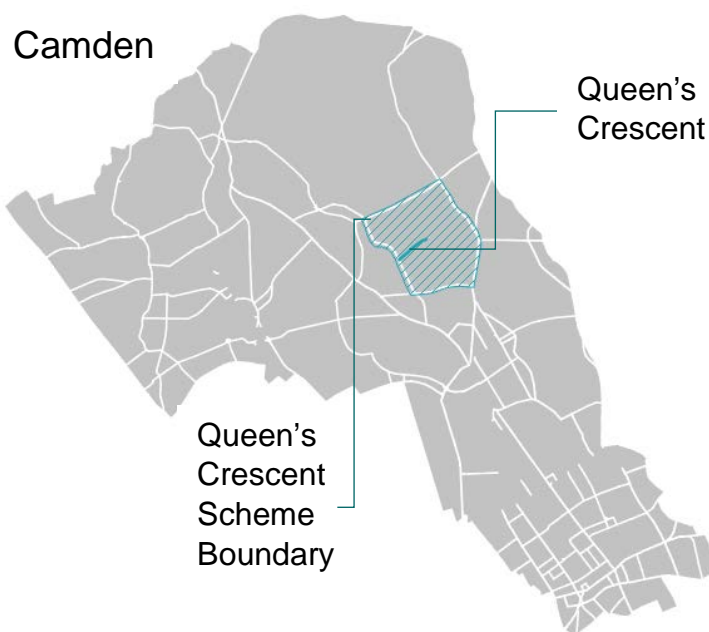
Queen's Crescent has been used as a through route by many motor vehicles seeking to cut through between Malden Road and Prince of Wales Road or Kentish Town Road. This makes Queen's Crescent a less safe and attractive neighbourhood centre for local people; the majority of those who travel to Queen's Crescent do so by walking. Queen's Crescent has a higher rate of road traffic collisions than surrounding local streets with a concentration of collisions between motor vehicles and people walking and people cycling.

As part of the Queen's Crescent Safe & Healthy Streets Scheme, several trial changes were made to Queen's Crescent and surrounding local streets to reduce through traffic and support walking and cycling, including:

- A motor traffic-free zone on Queen's Crescent between Bassett Street and Weedington Road.  
Exemptions for loading within the motor traffic-free zone are provided between:
  - 7pm - 11am on Monday - Wednesday, Friday and Sunday.
  - 7pm - 7am on Thursdays and Saturdays.
- Restriction of motor vehicle movements on:
  - Allcroft Road at the junction with Queen's Crescent.
  - Grafton Road (circa 50m to the north of the junction with Queen's Crescent).
  - Weedington Road (at the junction north of Queen's Crescent).
- Two new disabled parking spaces (one on Queen's Crescent, one on Allcroft Road).
- Public realm improvements including parklets, street paint, outdoor seating and greenery within the motor traffic-free zone.

The scheme was implemented under an Experimental Traffic Order ('ETO') which came into force on 27 May 2021.

To review the impact of the Queen's Crescent Scheme after the ETO was implemented, data on motor vehicles, pedal cycles, pedestrians, air quality and emergency response times was collected before 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 ETO.

## Summary

This document sets out the monitoring data and other information gathered during the trial period of the Queen's Crescent Scheme. It has been gathered and analysed to help monitor the impact of the scheme.

A review of 'Before' and 'After' scheme data for the Queen's Crescent Scheme indicates the following:



On average, motor vehicle levels on Queen's Crescent were **lower** at the start of September 2021 ('**After**-scheme') compared to May 2021 ('**Before**-Scheme'). Overall, motor vehicle levels on both local roads and main roads within the scheme boundary have **reduced** (33% and 12% respectively).



Cycle levels were higher in September 2021 compared to May 2021 at 20 of the 26 sites monitored. A 37% **increase** was seen on cycles across local streets. The largest absolute increases were observed on Queen's Crescent.



A **108% increase** in Lime dockless bike hire bicycle usage was observed when comparing the number of trips within the Queen's Crescent Scheme area between June 2020 – September 2020 and June 2021 – September 2021.



Pedestrian flows were **higher** on Queen's Crescent in September 2021 relative to April 2021 on Non-Market days (**+5%**) and Market days (**+4%**).



Due to the unavailability of '**After**-scheme' road safety data at the time of publishing, road safety analysis in the Queen's Crescent scheme boundary will be included in the decision report.



Air Quality improved. Raw and unadjusted NO<sub>2</sub> levels were lower in July 2021 ('**After**-scheme') compared to February 2021 ('**Before**-scheme'). Further monitoring will be completed to understand the effects on air quality.

In summary, the monitoring data gathered indicates higher pedestrian and cycling levels within the Queen's Crescent Scheme boundary following the implementation of the trial scheme compared to the '**Before**-scheme' data. Motor vehicle levels were lower or commensurate '**After**-scheme' on many roads reviewed in the scheme area.



## Motor Vehicle Data

### Method

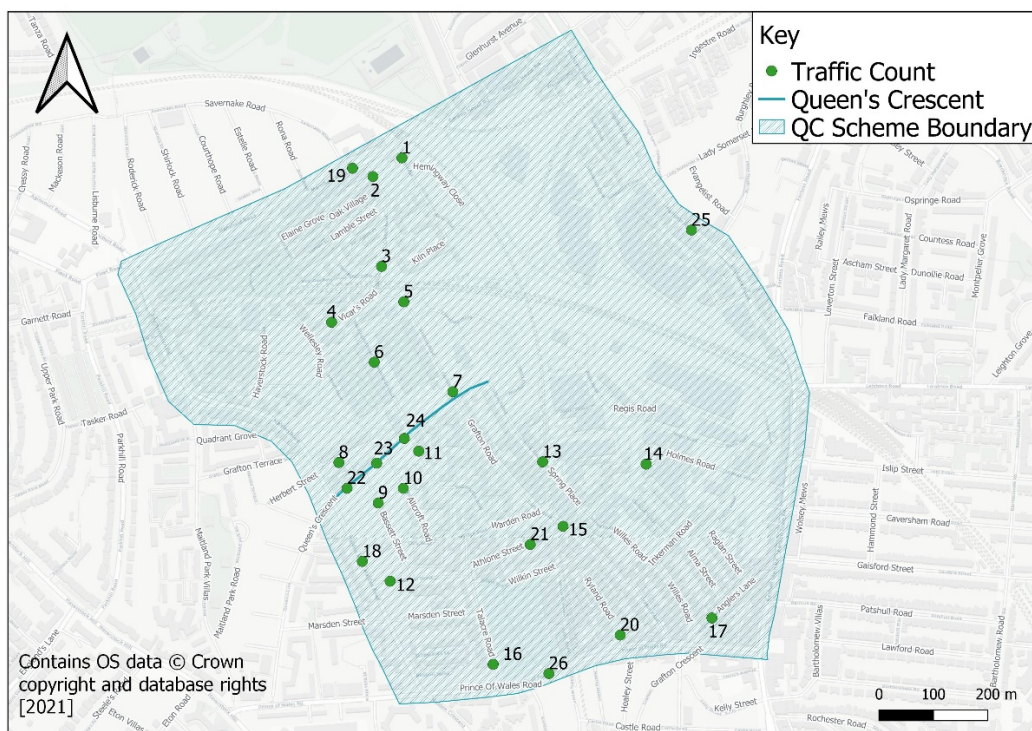
To establish changes in local traffic flows, traffic surveys completed within the Queen's Crescent scheme area '**Before**-scheme' and '**After**-scheme' have been compared.

Area-wide '**Before**-scheme' data has been collected across 2018, 2019, 2020 and May 2021 (17/05/2021 – 23/05/2021) through automatic traffic counts and typically for a seven to fourteen-day period. At five sites, data has been collected for a 28-day period (01/05/2021 – 28/05/2021) using the 'Vivacity' sensors within the scheme area for '**Before**-scheme' data. '**After**-scheme' data was collected in September 2021 (06/09/2021 – 19/09/2021), approximately three months after the start of the trial period also through automatic traffic counts. At the same five sites as '**Before**-scheme', the 'Vivacity' sensors have collected data for a 28-day period (01/09/2021 – 28/09/2021). '**Before**-scheme' and '**After**-scheme' counts have been compared at 26 sites.

### Monitoring Results – Automatic Traffic Counts

'**Before**-scheme' and '**After**-scheme' traffic counts within the Queen's Crescent scheme boundary have been collected and analysed for 26 sites. The results from the traffic counts are shown in the table below.

### Queen's Crescent Scheme Area and Automatic Traffic Count Sites







## Queen's Crescent Daily Average (7-Day) Motor Vehicle Flow (Raw Data)

Site	Road	Before-Scheme				After-Scheme	Percentage Change			
		2018	2019	Sep-20	May-21	Sep-21	2018 to Sep 21	2019 to Sep 21	Sep 20 to Sep 21	May 21 to Sep 21
1	Oak Village				967	619				-36%
2	Oak Village				1,602	1,011				-37%
3	Grafton Road				1,844	989				-46%
4	Vicar's Road				961	1,132				18%
5	Grafton Road				2,386	703				-71%
6	Weedington Road				501	421				-16%
7	Grafton Road				2,597	139				-95%
8	Gilden Crescent				506					
9	Bassett Street				307	436				42%
10	Allcroft Road				228	271				19%
11	Weedington Road				619	370				-40%
12	Rhyl Street				835	1,097				31%
13	Spring Place				1,405	860				-39%
14	Holmes Road			3,327	3,078	2,717			-18%	-12%
15	Grafton Road			2,692	3,415	1,799			-33%	-47%
16	Talacre Road			1,549	1,546	2,173			40%	41%
17	Anglers Lane			1,754	1,671	1,920			9%	15%
18	Malden Road	8,498	9,086			7,542	-11%	-17%		
19	Mansfield Road	12,487	13,585			12,557	1%	-8%		
20	Ryland Road					623				
21	Athlone Street					1,775				
22	Queen's Crescent South**			2,638	2,166	542			-79%	-75%
23	Queen's Crescent Middle**				2,599	125				-95%
24	Queen's Crescent North**				2,596	130				-95%
25	Highgate Road	12,641	10,141		10,832**	10,408***	-18%	3%		-4%
26	Prince of Wales Road	14,771	13,860		9,940**	10,567**	-28%	-24%		6%

\*Due to road works in place during September 2021 surveys, September 2021 Oak Village traffic flows have been adjusted based on the % split between counters in May 2021. \*\*Data collected via 'vivacity' sensor for a 28-day period which captures 24 hour carriageway flows by vehicle class, including cycles, motorcycles, cars, Light Goods Vehicles (LGVs), Heavy Duty Vehicles (HDVs<sup>1</sup>). \*\*\*Data collected via 'vivacity' sensor for a 14-day period due to sensor issues. N.B. May 2021 surveys were undertaken as the UK entered step 3 of the Roadmap out of Lockdown when restrictions including social distancing and guidance to work from home wherever possible were still in place. September 2021 surveys were undertaken after the UK entered step 4

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



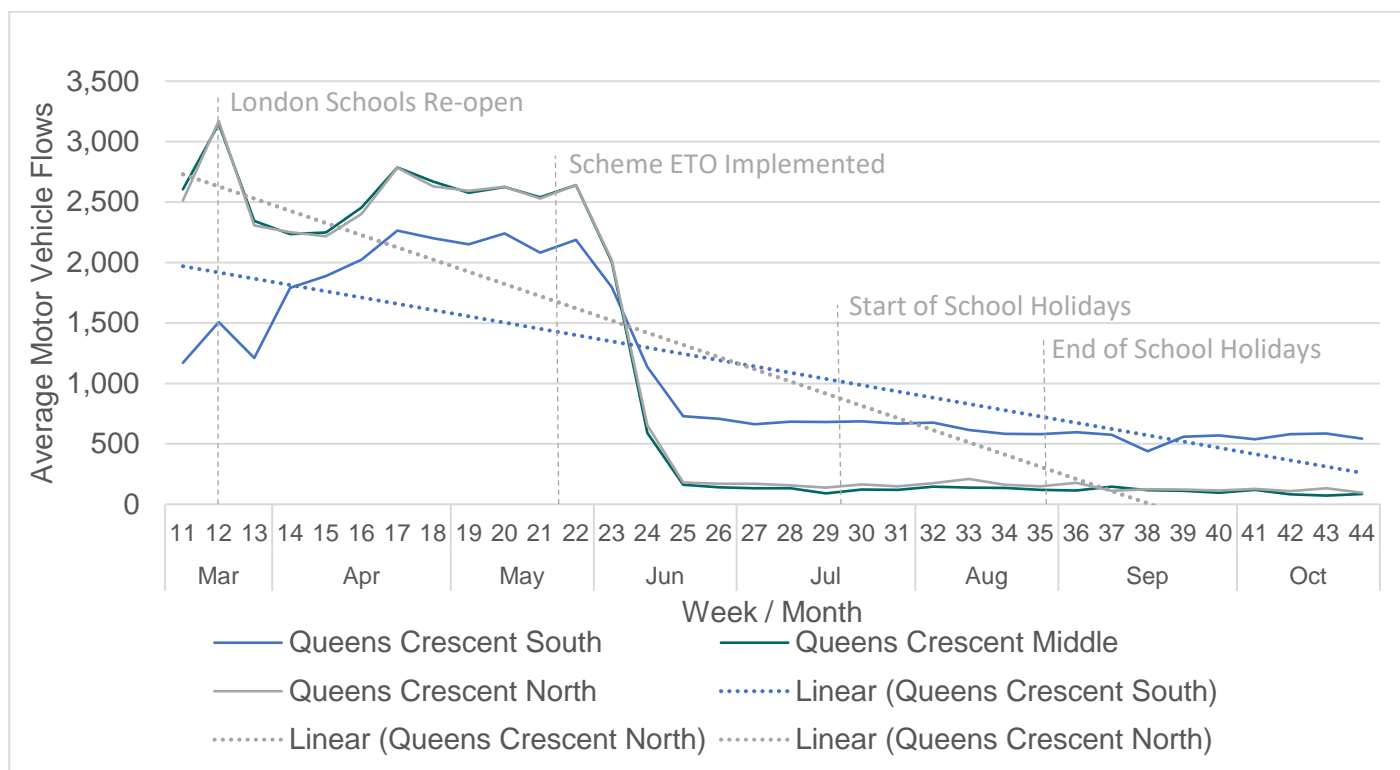
*of the Roadmap out of Lockdown (June 2021) when all legal limits on social contact were removed and all business, activities and events had limit restrictions removed.*

- Lower traffic flows are observed on 17 links '**After-scheme**' relative to '**Before-scheme**'. The greatest percentage reductions are observed on Queen's Crescent and Grafton Road, with the greatest absolute reduction in motor vehicles at Queen's Crescent.
- Higher traffic flows are observed at six sites '**After-scheme**' relative to '**Before-scheme**' comprising Vicar's Road, Basset Street, Allcroft Road, Rhyl Street, Anglers Lane and Talacre Road. The greatest percentage increase in vehicle flows is observed at Basset Street.
- At Prince of Wales Road (Site 26), a 6% increase in motor vehicle flows are observed between May 2021 and September 2021. However, a review against data available 2018 and 2019, which was collected prior to the effects of COVID-19 on travel behaviour, indicates motor vehicles levels in September 2021 were 24% lower than 2019 and 28% lower than 2018.
- At three sites, no comparative data was available either '**After-scheme**' or '**Before-scheme**'.

### Monitoring Results – 'Vivacity' sensor Flows

Data available from the 'Vivacity' sensor from March 2021 (installation date) to the end of the most recent month for Queen's Crescent is presented below. Both Queen's Crescent Middle and North sensors are within the motor traffic free zone, which is operational 24 hours a day, except for loading during certain times of the day. The graph indicates that since the implementation of the scheme, traffic levels have reduced on average to less than 300 vehicles each week at Queen's Crescent Middle and North. The sensor 'Queen's Crescent South' is located within the existing pedestrian zone, which is operational on market days (Thursday and Saturday), and the data shows a reduction from over 2,000 motor vehicles to approximately 500 vehicles on an average day.

### Queen's Crescent Scheme Average Daily Traffic Flows by Week (Two-Way)



### Monitoring Results – ‘Local’ and ‘Main’ Roads

A review of traffic trends by ‘local streets’ and ‘main roads’ has been completed for the scheme. A count point for each road within the scheme area has been selected and categorised. The ‘main roads’ category comprises count sites 18, 19, 25 and 26, and the ‘local streets’ category comprises count sites, from north and south of Queen’s Crescent (and the restrictions on Grafton and Weedington roads) 1, 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17, 22 and 23.

#### Queen’s Crescent Scheme Area Roads Daily Average Motor Vehicle Flow (7-Day)

Roads	Before-scheme		After-scheme	% change	
	2019	May-21	Sep-21	2019-Sep-21	May-21-Sep-21
Local Roads	-	24,286	16,196	-	-33%
Main Roads	46,672	-	41,073	-12%	-
Total Roads	70,958		57,269	-19%	-

The results for ‘local roads’ and ‘main roads’ are presented in the table above and indicate that following the scheme’s implementation, both ‘main roads’ and ‘local roads’ within the scheme boundary have seen an overall decrease in traffic flows.

The 33% reduction on ‘local roads’ within the Queen’s Crescent scheme area differs from trends observed on Camden Roads where average daily traffic volumes were approximately 2% lower in September 2021 relative to May 2021 (excluding school holidays) based on data from Vehicle Activated Signs (VAS) at 10 sites in Camden.

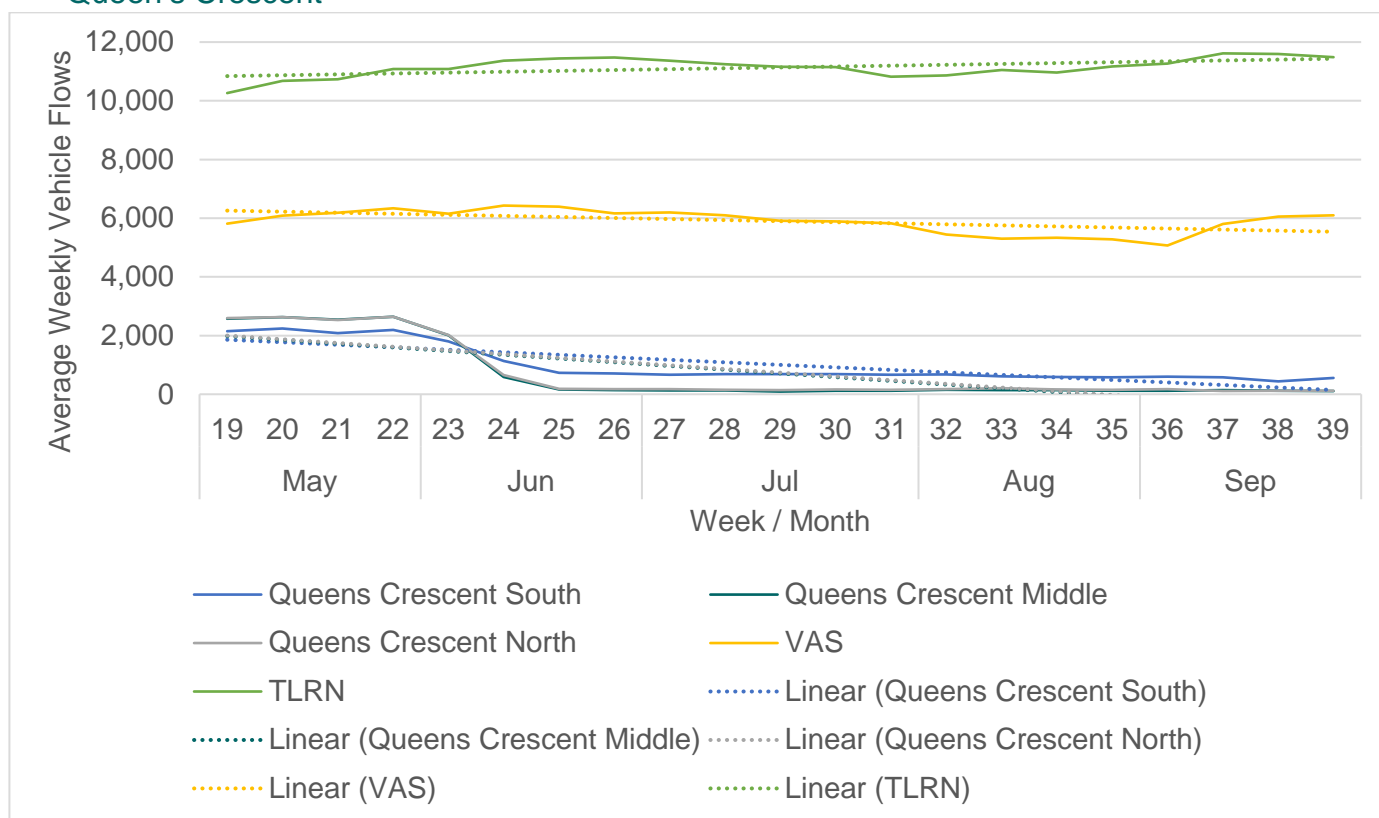
Furthermore, the 12% reduction on ‘main roads’ within the Queen’s Crescent scheme area differs from trends observed on the Inner London Transport for London Road Network



(TLRN) where average daily traffic volumes were 7% higher in September 2021 relative to May 2021 based on data available from TfL.

The 33% reduction on local roads exceeds 2% reduction in motor vehicle volumes in September 2021 relative to May 2021 (excluding school holidays) based on data from Vehicle Activated Signs (VAS) at 10 sites in Camden.

### Comparison of Average Daily (7-Day) Motor Vehicle Flow by Week at three locations on Queen's Crescent



As shown on the graph above, average daily motor vehicle flows on Queen's Crescent have decreased between May 2021 and September 2021. The general trend shown for average monthly vehicle flows taken from the TLRN is positive and has increased between May 2021 and September 2021. A slight reduction is observed on Camden Roads (VAS).

The results indicate that the scheme has helped to lessen traffic levels on 'local roads', a primary objective of the scheme and that any changes are unlikely to reflect the effects of Covid-19, given that the reductions differ from traffic trends observed on the wider network between May 2021 and September 2021.



## Cycling Data

### Cycle traffic counts

'Before-scheme' cycle data was collected in May 2021 (17/05/2021 to 23/05/2021) through automatic traffic counts. 'After-scheme' data (i.e. after the scheme was constructed) was collected in September 2021 (06/09/2021 to 19/09/2021) also through automatic traffic counts. Cycle data for five sites has been collected using the 'Vivacity' sensors. The results are presented in the table below.

### Queen's Crescent Daily Average (7-Day) Cycle Flows (Raw Data)

Site	Road	May-21	Sep-21	% Change (May-21 to Sep-21)
1	Oak Village	220	281	28%
2	Oak Village	69	90	30%
3	Grafton Road	489	527	8%
4	Vicar's Road	56	77	38%
5	Grafton Road	430	508	18%
6	Weedington Road	71	94	32%
7	Grafton Road	469	336	-28%
8	Gilden Crescent	37		
9	Bassett Street	39	66	69%
10	Allcroft Road	11	35	218%
11	Weedington Road	54	90	67%
12	Rhyl Street	135	137	1%
13	Spring Place	178	195	10%
14	Holmes Road	431	485	13%
15	Grafton Road	494	500	1%
16	Talacre Street	159	312	96%
17	Anglers Lane	384	552	44%
18	Malden Road		406	
19	Mansfield Road		808	
20	Ryland Road		79	
21	Athlone Street		158	
22	Queen's Crescent South**	279	428	53%
23	Queen's Crescent Middle**	344	732	113%
24	Queen's Crescent North**	421	945	124%
25	Highgate Road**	1,496	1,637***	9%
26	Prince of Wales Road**	1,629	1,951	20%

\*Due to road works in place during September 2021 surveys, September 2021 Oak Village traffic flows have been adjusted based on the % split between counters in May 2021. \*\*Data collected via 'vivacity' sensor for a 28-day period which captures 24 hour carriageway flows by vehicle class, including cycles, motorcycles, cars, Light Goods Vehicles (LGVs), Heavy Duty Vehicles (HDVs<sup>2</sup>). \*\*\*Data collected via 'vivacity' sensor for a 14-day period due to sensor issues.

<sup>2</sup> Heavy Duty Vehicles include Heavy Goods Vehicles and Buses.





The key findings are as follows:

- Cycle levels were higher in September 2021 compared to May 2021 at 20 of the 26 sites monitored. The largest absolute increases were observed on Queen's Crescent.
- Cycle levels were lower at Grafton Road (North of Athlone Street).
- At Gilden Crescent, only '**Before**-scheme' data is presented as '**After**-scheme' data was unavailable.

At four sites, only '**After**-scheme' data is presented (Malden Road, Mansfield Road, Ryland Road, Athlone Street) as '**Before**-scheme' data was unavailable.

As presented in the traffic data above, a review of cycle trends by 'local roads' and 'main roads' has been completed for the scheme.

A count point for each road within the scheme area has been selected and categorised. The 'main roads' category comprises count sites 25 and 26, and the 'local roads' category comprises count sites 1, 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17, 22 and 23.

#### Queen's Crescent Scheme Area Roads Daily Average cycles Flow (7-Day)

Roads	Before-scheme	After-scheme	% Change
	May-21	Sep-21	May-21 - Sep-21
Local Roads	3,355	4,583	37%
Main Roads	3,125	3,588	15%
Total Roads	6,480	8,170	26%

*N.B. May 2021 surveys were undertaken as the UK entered step 3 of the Roadmap out of Lockdown when restrictions including social distancing and guidance to work from home wherever possible were still in place. September 2021 surveys were undertaken after the UK entered step 4 of the Roadmap out of Lockdown (June 2021) when all legal limits on social contact were removed and all business, activities and events had limit restrictions removed.*

The results for 'local roads' and 'main roads' are presented in the table above and indicate that following the scheme's implementation, both 'main roads' and 'local roads' within the scheme boundary have seen an overall increase in cycle flows.

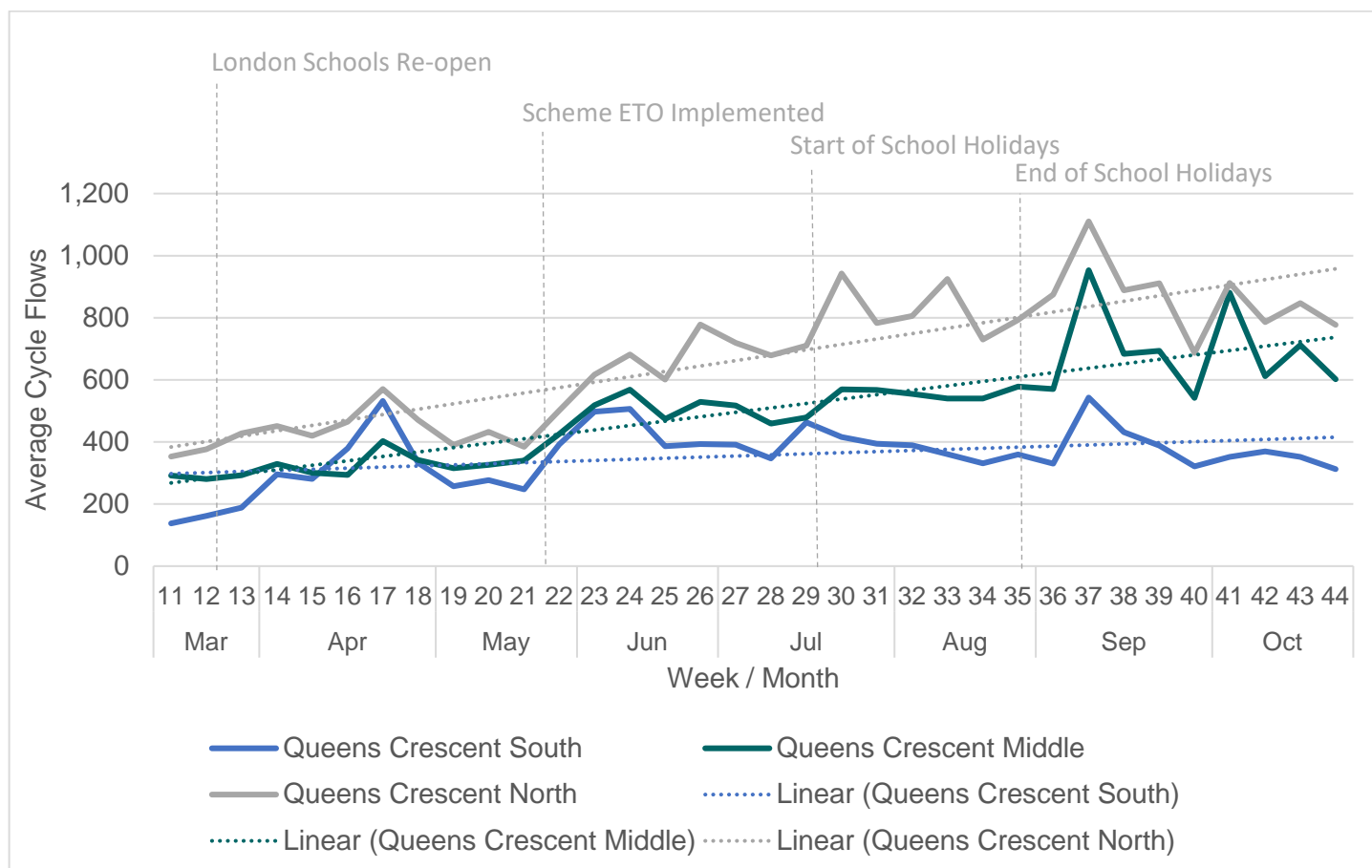
Average daily two-way cycle flows at each monitoring site on Queen's Crescent itself have also been plotted by week from March 2021 onwards using data from the 'Vivacity' sensors. The results indicate a large increase in cycles on Queen's Crescent North since the implementation of the scheme in May 2021, indicating that the road is being well used following the introduction of the ETO. The linear trend for cycling is upwards on all routes monitored within the scheme area as shown in the table below:

#### Queen's Crescent Average Cycle Flows (Week 11 and Week 44)

Vivacity Site	Week 11	Week 44	Difference
Queen's Crescent North	353	777	+424
Queen's Crescent Middle	292	602	+310
Queen's Crescent South	138	313	+175



## Queen's Crescent Scheme Average Weekly Cycle Flows (Two-Way)

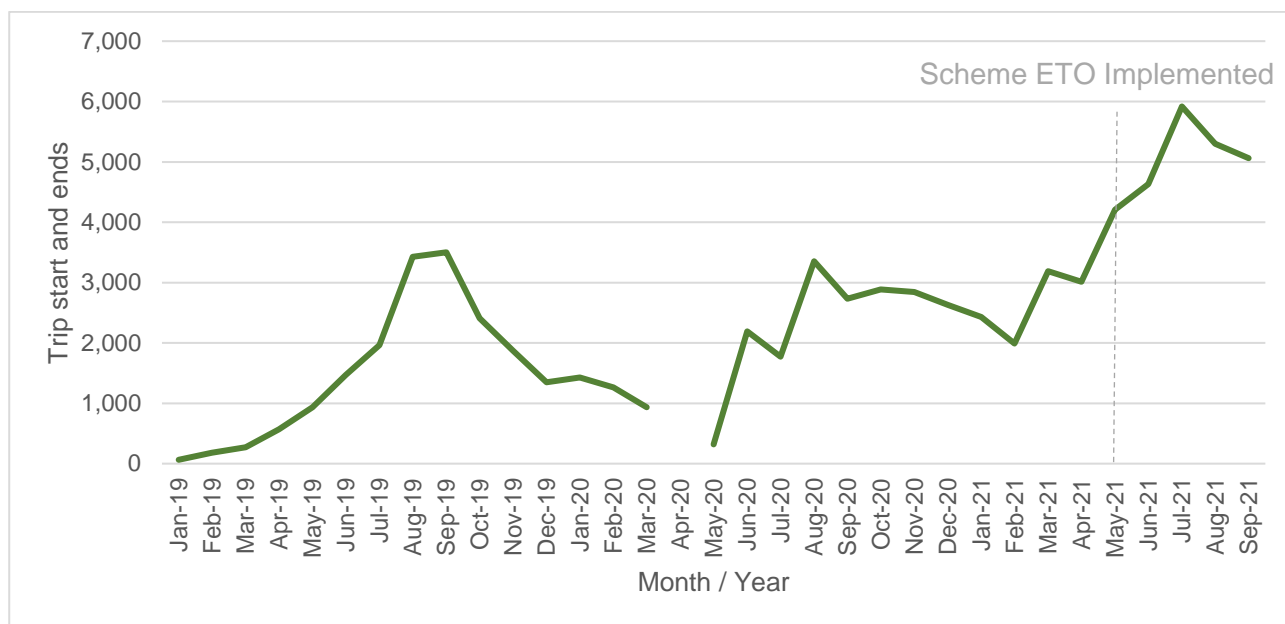




## Lime Bicycle Trip Start and End Data

The graph below illustrates the absolute number of trips starting or ending in the Queen's Crescent Scheme area from 2019 to the end of September 2021, which represents the most recent available data.

### Lime Cycle Trips in Queen's Crescent Scheme Area 2019-2021 (Trip Start and Ends)



*N.B Data was not available for April 2020*

Comparison of data from June 2020 to September 2020 ('**Before**-scheme') and June 2021 to September 2021 ('**After**-scheme') shows that Lime bike usage has increased from 10,052 trips to 20,909 trips (starts or ends) over a four month period in the scheme area, which is equivalent to a 108% rise.

In July 2021, Lime recorded the highest number of e-bike rides in the Queen's Crescent Scheme area since monitoring began at 5,918 trips which is a 234% increase relative to July 2020 (1,774 trips), and a 201% increase relative to July 2019 (1,965 trips).

## Pedestrian Flows

Pedestrian flows on Queen's Crescent have been surveyed using two of the 'Vivacity' sensors located in the pedestrian zone of the scheme on Queen's Crescent. The graphs below represent the average daily pedestrian flows for Market days (Thursday and Saturday) and Non-Market days (Monday, Tuesday, Wednesday, Friday and Sunday). The flows have been calculated based on two count points comprising Queen's Crescent North and Queen's Crescent Middle. Consistent data was not available at the Queen's Crescent South sensor location due to an issue with the sensor and therefore this counter was not used.

The trends observed on market days and non market days, from April to October, closely mirror each other. The footfall data shows a 5% increase in pedestrian flows on Non-



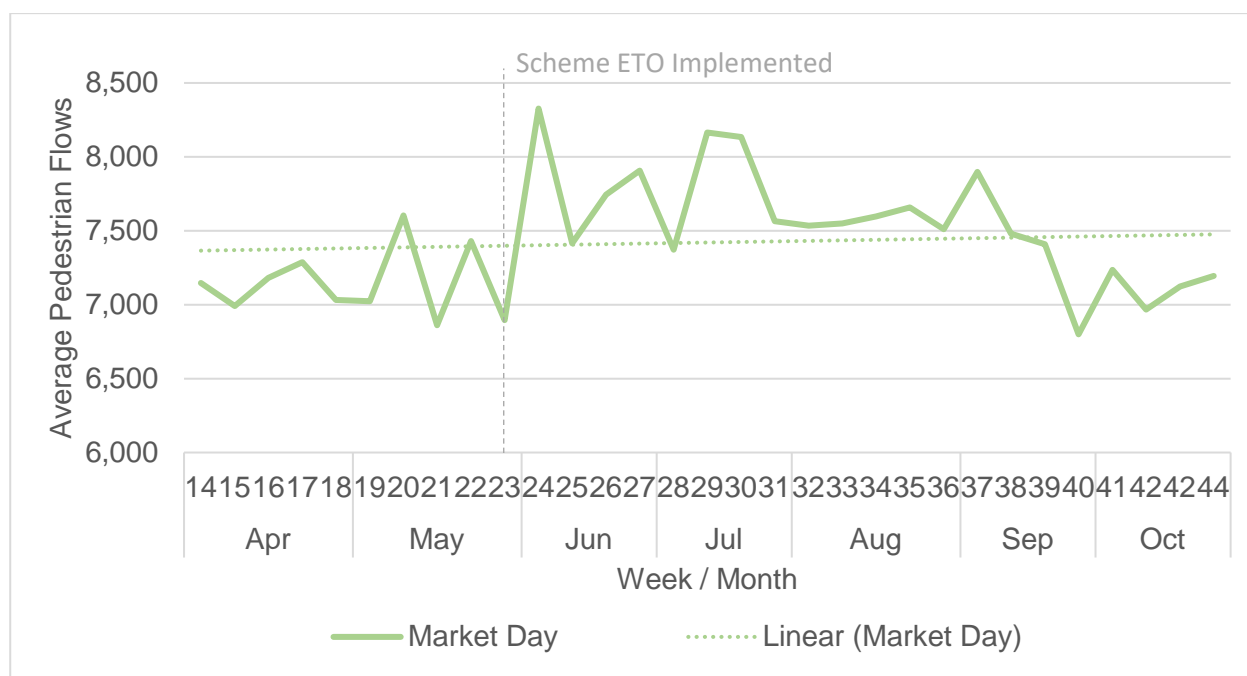
Market days on Queen's Crescent between April 2021 and September 2021 (from 7,155 to 7,494). On the existing established Market days (Thursdays and Saturdays), the average daily flow has increased by 4% between April 2021 and September 2021 (from 7,128 to 7,397).

When looking at the month of April and the month of October the data shows that pedestrians flows on Non-Market days on Queen's Crescent have largely remained static with a 1% reduction (from 7,155 to 7,054). Across the same months the existing established Market days (Thursdays and Saturdays), the average daily flow again remained largely static (from 7,128 to 7,130).

Following the scheme implementation on Queen's Crescent (May 2021), pedestrian flows have increased in all months on both Market and Non-Market days up until September 2021. The reduction in pedestrian footfall in late September and into October 2021, back to footfall levels seen in April 2021, on both Market and Non-Market days suggests that the fall in footfall is linked to external factors such as seasonality.

Whilst average footfall has fallen in October 2021, a positive linear trend is still observed on both Market and Non-Market days. All pedestrian data by week / month is shown in Appendix D.

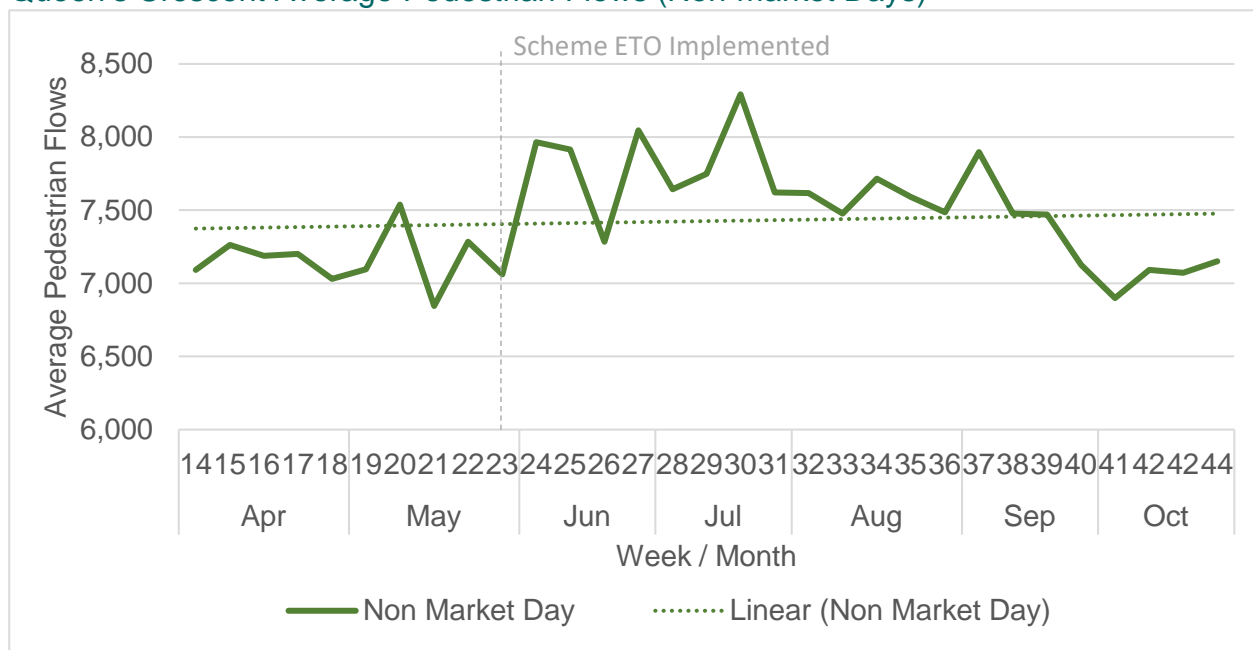
#### Queen's Crescent Average Pedestrian Flows (Market Days)\*







### Queen's Crescent Average Pedestrian Flows (Non-market Days)\*



\*Data collected via 'vivacity' sensor which captures 24 hour pavement flows

## ⚠ Road Safety (Collision Data)

Due to the unavailability of 'After-scheme' data at the time of publishing, road safety data has not been included in this factsheet. Road safety data 'Before', and 'After-scheme' will therefore be included in the Queen's Crescent Safe & Healthy Streets scheme Decision Report when 'After-scheme' data is available.

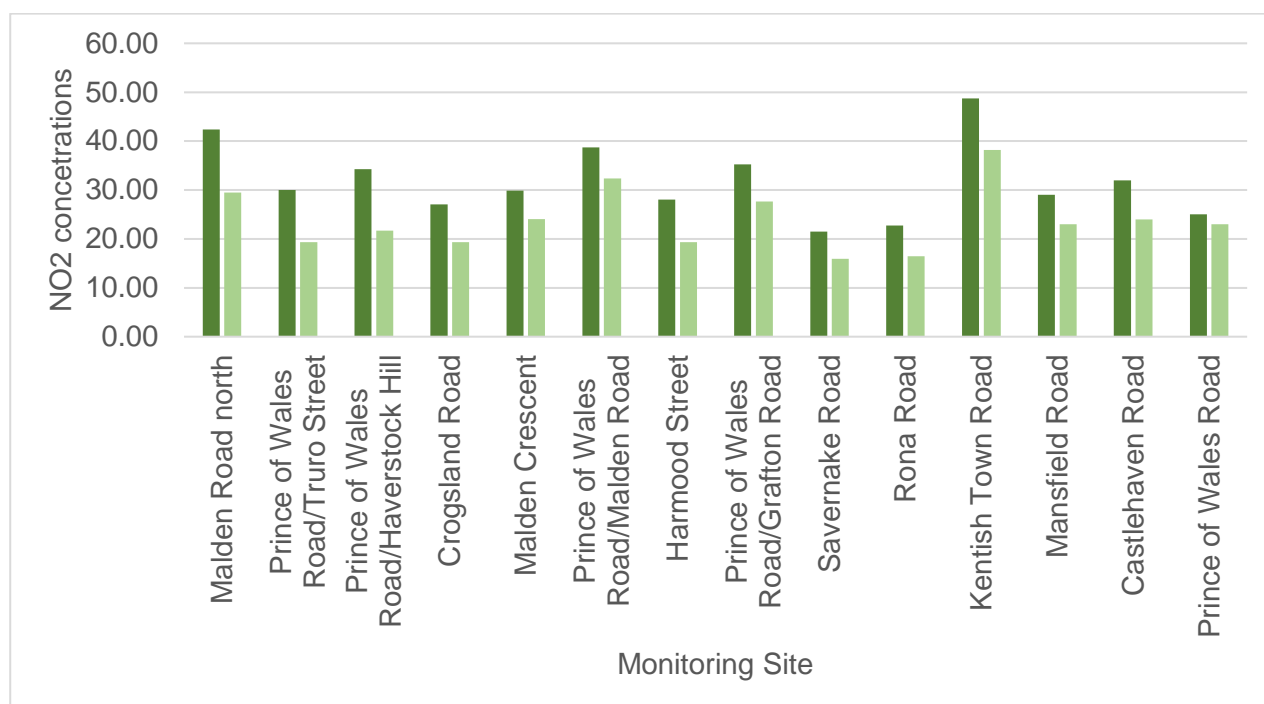


## Air Quality

### 2019 - 2021 Data

Data from fourteen diffusion tubes within the Queen's Crescent scheme area have been sourced for the period between Jun-Aug 2019 (Before-scheme) and Jun-Aug 2021 (After-scheme). Where available, the average value has been calculated from June, July and August in 2019 and 2021 respectively. Positively, the graph below identifies a reduction in NO<sub>2</sub> concentrations at all monitoring sites between 2019 and 2021. On average, a 25% reduction has been observed. The raw data can be seen in Appendix D.

Average monthly NO<sub>2</sub> concentration in Queen's Crescent Scheme (2019 - 2021)



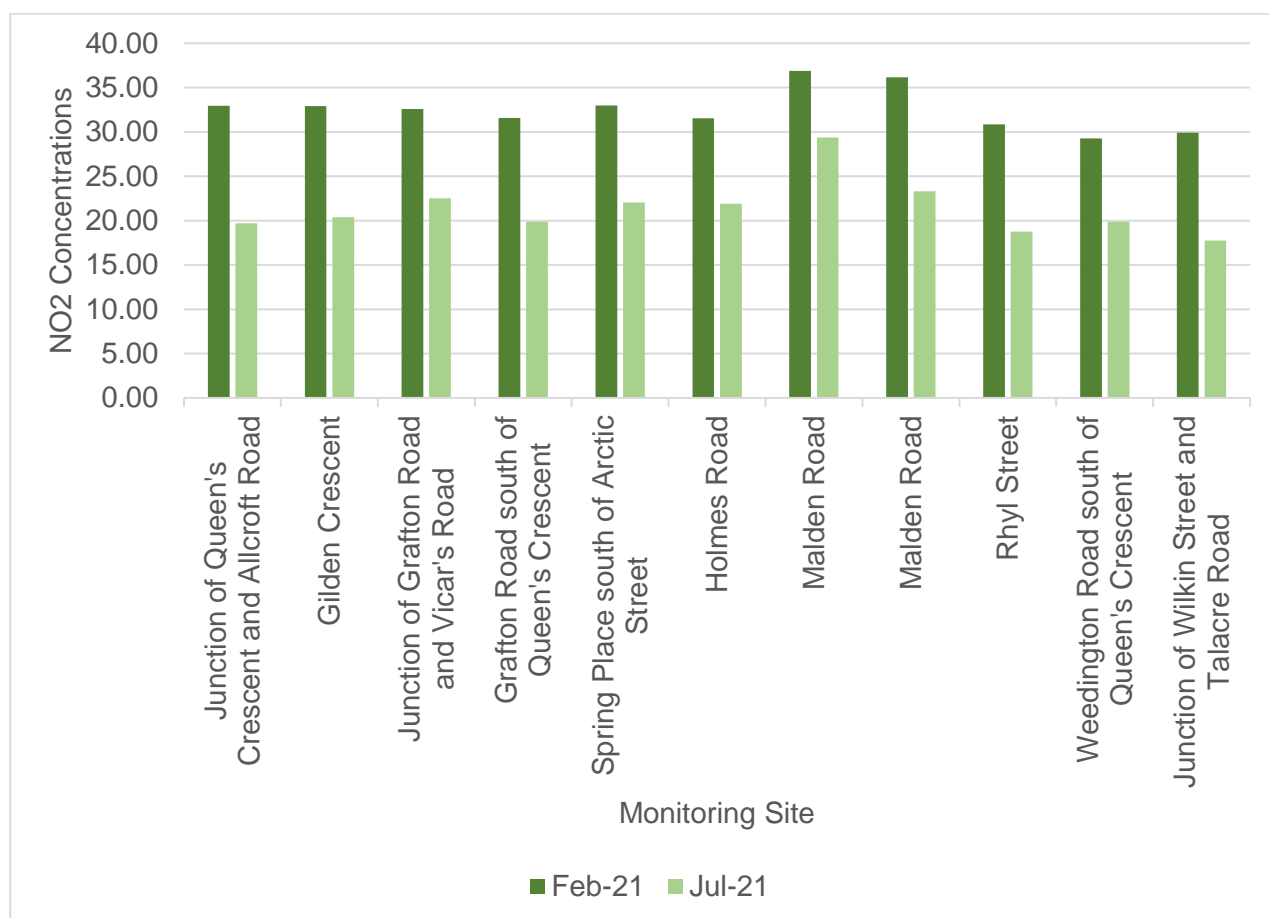
*N.B. August data unavailable for Kentish Town Road. July and August data unavailable for Mansfield Road, Castlehaven Road and Prince of Wales Road.*

The data presented in the graph above is raw and unratified without applying the national bias adjustment factors. It is important to note the covid pandemic may have an ongoing impact upon traffic volumes and therefore air quality monitoring.

## 2021 Data

Raw data from eleven diffusion tubes within the Queen's Crescent scheme boundary is available from February 2021 ('**Before**-scheme') and July 2021 ('**After**-scheme'). The results are presented below, with a breakdown of the raw air quality data provided in Appendix D.

### Average monthly NO<sub>2</sub> concentration in Queen's Crescent Scheme (2021)



The 'Before-scheme' and 'After-scheme' data shows a decrease in NO<sub>2</sub> concentrations at all eleven air quality monitoring sites within the Queen's Crescent scheme boundary. On average, a 34% reduction can be observed. The data presented is raw and unadjusted against the Government's bias adjustment factor. Therefore, this data cannot be measured against the National Air Quality Objective at this point.

It should be noted that air pollution is caused by multiple factors and whilst traffic is a significant contributor it may be difficult to single out the impact of an individual factor.

Air quality in the Queen's Crescent scheme area will continue to be monitored, and updated results will be provided in the decision report.

## Emergency Response Times

The Queen's Crescent, Weedington Road and Grafton Road restrictions are controlled by ANPR cameras with no bollards / planters placed to physically block movements.

Therefore, emergency vehicles have access at all times. Previous monitoring on existing schemes across Camden show there to be no negative impacts arising from implementing similar schemes.



Camden Council continues to engage and consult with the London Ambulance Service (LAS) and Metropolitan Police Service (MPS) as part of the implementation of LTNs/Safe & Healthy Streets programmes and explore the ways to determine the effects of the Safe & Healthy Streets schemes on the emergency response times, and will update monitoring following LFB publishing their 2021 report. This update will be available in the decision report for Queen's Crescent Safe & Healthy Streets scheme.





## Appendix A: Traffic Data Methodology

### Traffic Count Data

To monitor and review the impacts of the scheme, traffic count data was collected before and after the opening of the scheme as follows:

- Before: Automatic traffic counts have been used to provide '**Before**-scheme' data for 2018, 2019 and 2020. Recent surveys were completed for a one-week period in May 2021. Junction turning counts were also collected for three days in May 2021 (19/09/2021 – 21/09/2021). Vivacity sensors were used to collect data for 5 sites over a 4-week period in May 2021.
- After: Automatic traffic counts have been used to provide '**After**-scheme' data for a two-week period in September 2021. Junction Turning Counts were also collected for three days in September 2021 (15/09/2021 – 17/09/2021). Vivacity sensors were used to collect data for 5 sites over a 4-week period in September 2021.

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.

#### Summary of ATC Survey Data (2018, 2019 and 2020)

Site	Road	2018	2019	2020
1	Oak Village			
2	Oak Village			
3	Grafton Road			
4	Vicar's Road			
5	Grafton Road			
6	Weedington Road			
7	Grafton Road			
8	Gilden Crescent			
9	Bassett Street			
10	Allcroft Road			
11	Weedington Road			
12	Rhyl Street			
13	Spring Place			
14	Holmes Road			21/09/2020 – 27/09/2020
15	Grafton Road			21/09/2020 – 27/09/2020
16	Talacre Street			21/09/2020 – 27/09/2020
17	Anglers Lane			21/09/2020 – 27/09/2020
18	Malden Road	18/02/2018 – 10/03/2018	17/03/2019 – 30/03/2019	



19	Mansfield Road	18/02/2018 – 10/03/2018	09/06/2019 – 22/06/2019	
20	Ryland Road			
21	Athlone Street			
22	Queen's Crescent South*			21/09/2020 – 27/09/2020
23	Queen's Crescent Middle*			
24	Queen's Crescent North*			
25	Highgate Road	18/02/2018 – 10/03/2018	10/03/2019 – 23/03/2019	
26	Prince of Wales Road	18/02/2018 – 10/03/2018	10/03/2019 – 23/03/2019	

#### Summary of ATC Survey Data (May and September 2021)

Description	Survey Period	Scheme	Total Days
May 2021	17/05/2021 – 23/05/2021	Before-scheme	7
September 2021	06/09/2021 – 19/09/2021	After-scheme	14

#### Summary of 'Vivacity' sensor Data (May and September 2021)

Description	Survey Period	Scheme	Total Days
May 2021	01/05/2021 – 28/05/2021	Before-scheme	28
September 2021	01/09/2021 – 28/09/2021*	After-scheme	28

\*Due to sensor issues, September 2021 Highgate Road survey period comprises 14/09/2021 – 27/09/2021 (14 days).

## Appendix B: ATC Traffic Data

### Queen's Crescent Average Daily Traffic Flows – Raw Data

\*Lights = Motorcycles + Cars + Light Good Vehicles \*\*Heavy Duty Vehicles (HDVs) = Heavy Goods Vehicles + Public Service Vehicles \*\*\*Total excludes Cycles

#### 2018 Data

Site	Road	Direction	Lights*	Heavy**	Total***
18	Malden Road	EB	3,504	401	3,905
		WB	4,049	545	4,594
		Combined	7,553	945	8,498
19	Mansfield Road	EB	5,083	502	5,585
		WB	6,270	632	6,902
		Combined	11,354	1,133	12,487
25	Highgate Road	NB	5,378	744	6,122
		SB	5,673	846	6,519
		Combined	11,052	1,590	12,641
26	Prince of Wales Road	EB	6,985	731	7,715
		WB	6,262	794	7,056
		Combined	13,247	1,525	14,771

#### 2019 Data

Site	Road	Direction	Lights*	Heavy**	Total***
18	Malden Road	EB	3,992	439	4,431
		WB	4,015	641	4,656
		Combined	8,007	1,079	9,086
19	Mansfield Road	EB	5,788	623	6,411
		WB	6,466	708	7,173
		Combined	12,254	1,331	13,585
25	Highgate Road	NB	4,415	765	5,180

26	Prince of Wales Road	SB	4,264	697	4,961
		Combined	8,679	1,462	10,141
		EB	6,173	718	6,891
		WB	6,339	631	6,969
		Combined	12,511	1,349	13,860

## 2020 Data

Site	Road	Direction	Lights*	Heavy**	Total***
14	Holmes Road	EB	1,827	63	1,890
		WB	1,389	48	1,437
		Combined	3,216	111	3,327
15	Grafton Road	NB	1,421	13	1,434
		SB	1,221	37	1,258
		Combined	2,642	50	2,692
16	Talacre Street	NB	796	3	799
		SB	745	5	750
		Combined	1,541	8	1,549
17	Anglers Lane	NB	1,709	45	1,754
		SB			0
		Combined	1,709	45	1,754
22	Queen's Crescent South	EB	1,384	9	1,393
		WB	1,130	115	1,245
		Combined	2,514	124	2,638



## 2021 Data (May and September)

Site	Road	Direction	May 2021				September 2021			
			Cycles	Lights	Heavy	Total	Cycles	Lights	Heavy	Total
1	Oak Village	NB	84	375	11	386	154	656	20	676
		SB	136	574	7	581	183	767	13	780
		Combined	220	949	18	967	337	1,423	33	1,456
2	Oak Village	NB	17	918	2	920	21	103	2	105
		SB	52	680	2	682	13	68	1	69
		Combined	69	1,598	4	1,602	34	171	3	174
3	Grafton Road	NB	257	922	13	935	296	485	17	502
		SB	232	899	10	909	231	477	10	487
		Combined	489	1,821	23	1,844	527	962	27	989
4	Vicar's Road	EB	29	485	3	488	41	577	2	579
		WB	27	467	6	473	36	551	2	553
		Combined	56	952	9	961	77	1,128	4	1,132
5	Grafton Road	NB	212	1,085	43	1,128	237	320	14	334
		SB	218	1,236	22	1,258	271	355	14	369
		Combined	430	2,321	65	2,386	508	675	28	703
6	Weedington Road	NB	37	251	0	251	51	209	2	211
		SB	34	250	0	250	43	208	2	210
		Combined	71	501	0	501	94	417	4	421
7	Grafton Road	NB	227	1,333	58	1,391	164	59	9	68
		SB	242	1,150	56	1,206	172	65	6	71
		Combined	469	2,483	114	2,597	336	124	15	139
8	Gilden Crescent	NB	21	278	0	278				
		SB	16	228	0	228				
		Combined	37	506	0	506				
9	Bassett Street	NB	20	157	1	158	32	190	2	192
		SB	19	148	1	149	34	242	2	244
		Combined	39	305	2	307	66	432	4	436

10	Allcroft Road	NB	2	103	0	103	16	141	2	143
		SB	9	125	0	125	19	126	2	128
		Combined	11	228	0	228	35	267	4	271
11	Weedington Road	NB	30	343	1	344	49	181	4	185
		SB	24	275	0	275	41	181	4	185
		Combined	54	618	1	619	90	362	8	370
12	Rhyl Street	EB	67	407	0	407	71	519	5	524
		WB	68	428	0	428	66	566	7	573
		Combined	135	835	0	835	137	1,085	12	1,097
13	Spring Place	NB	88	556	6	562	97	401	15	416
		SB	90	827	16	843	98	427	17	444
		Combined	178	1,383	22	1,405	195	828	32	860
14	Holmes Road	EB	212	1,726	12	1,738	259	1,453	12	1,465
		WB	219	1,328	12	1,340	226	1,240	12	1,252
		Combined	431	3,054	24	3,078	485	2,693	24	2,717
15	Grafton Road	EB	262	1,649	31	1,680	320	901	13	914
		WB	232	1,688	47	1,735	180	879	6	885
		Combined	494	3,337	78	3,415	500	1,780	19	1,799
16	Talacre Street	NB	88	837	7	844	133	1,238	8	1,246
		SB	71	675	27	702	179	861	66	927
		Combined	159	1,512	34	1,546	312	2,099	74	2,173
17	Anglers Lane	NB	314	1,590	22	1,612	420	1,831	35	1,866
		SB	70	57	2	59	132	52	2	54
		Combined	384	1,647	24	1,671	552	1,883	37	1,920
18	Malden Road	EB					238	3,484	74	3,558
		WB					169	3,834	150	3,984
		Combined					406	7,318	224	7,542
19	Mansfield Road	NB					414	6,146	91	6,237
		SB					395	6,237	84	6,321
		Combined					808	12,383	175	12,557

20	Ryland Road	EB					31	322	2	325
		WB					48	296	2	298
		Combined					79	618	4	623
21	Athlone Street	NB					82	877	6	883
		SB					76	883	9	892
		Combined					158	1,760	15	1,775
22	Queen's Crescent South	EB	133	1,118	35	1,153	205	297	11	307
		WB	147	991	22	1,014	223	228	7	235
		Combined	279	2,109	57	2,166	428	525	17	542
23	Queen's Crescent Middle	EB	176	1,338	39	1,378	427	49	16	64
		WB	168	1,188	34	1,222	305	55	6	61
		Combined	344	2,526	73	2,599	732	104	22	125
24	Queen's Crescent North	EB	195	1,335	26	1,361	358	43	9	52
		WB	225	1,201	34	1,235	587	68	10	78
		Combined	421	2,536	60	2,596	945	111	19	130
25	Highgate Road	NB	768	4,988	427	5,414	859	4,625	370	4,995
		SB	728	4,989	429	5,418	778	5,006	407	5,413
		Combined	1,496	9,976	856	10,832	1,637	9,631	777	10,408
26	Prince of Wales Road	EB	681	5,052	251	5,303	807	5,585	258	5,843
		WB	948	4,381	256	4,637	1,144	4,455	268	4,723
		Combined	1,629	9,433	507	9,940	1,951	10,041	526	10,567

# Appendix C: Pedestrian Data

## Market Days

Month	Date Range	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average
April	29/03 - 04/04				7,111		7,185		7,148
	05/04 - 11/04				7,022		6,958		6,990
	12/04 - 18/04				7,032		7,332		7,182
	19/04 - 25/04				7,412		7,163		7,287
	26/04 - 02/05				6,931		7,134		7,032
	Total				35,509		35,771		35,640
May	03/05 - 09/05				7,070		6,976		7,023
	10/05 - 16/05				7,668		7,540		7,604
	17/05 - 23/05				6,826		6,897		6,861
	24/05 - 30/05				7,307		7,555		7,431
	Total				28,871		28,967		28,919
June	31/05 - 06/06				7,023		6,768		6,895
	07/06 - 13/06				8,145		8,509		8,327
	14/06 - 20/06				7,741		7,088		7,415
	21/06 - 27/06				7,354		8,136		7,745
	Total				30,262		30,502		30,382
July	28/06 - 04/07				8,035		7,779		7,907
	05/07 - 11/07				7,420		7,324		7,372
	12/07 - 18/07				8,046		8,282		8,164
	19/07 - 25/07				8,316		7,954		8,135
	26/07 - 01/08				7,615		7,513		7,564
	Total				39,433		38,852		39,142
August	02/08 - 08/08				7,455		7,614		7,534
	09/08 - 15/08				7,372		7,728		7,550
	16/08 - 22/08				7,821		7,372		7,596



	23/08 - 29/08				7,594		7,723		7,659
	Total				30,242		30,437		30,339
September	30/08 - 05/08				7,479		7,544		7,511
	06/09 - 12/09				7,929		7,866		7,898
	13/09 - 19/09				7,410		7,552		7,481
	20/09 - 26/09				7,494		7,324		7,409
	27/09 - 03/10				6,968		6,632		6,800
	Total				37,281		36,918		37,099
October	04/10 - 10/10				7,006		7,466		7,236
	11/10 - 17/10				7,156		6,777		6,966
	18/10 - 24/10				6,842		7,405		7,123
	25/10 - 31/10				7,545		6,842		7,194
	Total				28,549		28,490		28,519

#### Non-market Days

Month	Date Range	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average
April	29/03 - 04/04	7,031	6,912	6,768		7,161		7,590	7,092
	05/04 - 11/04	7,598	7,386	7,214		7,189		6,926	7,263
	12/04 - 18/04	7,206	7,111	7,153		7,061		7,406	7,187
	19/04 - 25/04	7,324	7,333	7,185		7,237		6,924	7,201
	26/04 - 02/05	6,903	6,874	6,925		7,119		7,335	7,031
	Total	36,062	35,615	35,245		35,767		36,181	35,774
May	03/05 - 09/05	7,019	7,172	7,211		7,065		7,011	7,096
	10/05 - 16/05	7,490	7,646	7,894		7,462		7,199	7,538
	17/05 - 23/05	6,985	6,676	6,498		7,064		7,003	6,845
	24/05 - 30/05	7,042	7,273	7,200		7,280		7,621	7,283
	Total	28,537	28,768	28,803		28,871		28,835	28,763
June	31/05 - 06/06	7,313	7,191	7,164		6,719		6,920	7,061
	07/06 - 13/06	7,365	7,578	7,858		8,525		8,496	7,964
	14/06 - 20/06	8,439	8,421	8,263		7,393		7,063	7,916

	21/06 - 27/06	6,878	6,827	6,915		7,743		8,056	7,284
	Total	29,995	30,017	30,199		30,379		30,535	30,225
July	28/06 - 04/07	8,224	8,071	8,018		8,053		7,864	8,046
	05/07 - 11/07	7,821	7,839	7,807		7,331		7,416	7,643
	12/07 - 18/07	7,326	7,466	7,576		8,111		8,258	7,747
	19/07 - 25/07	8,595	8,487	8,499		8,253		7,627	8,292
	26/07 - 01/08	7,574	7,820	7,547		7,444		7,726	7,622
	Total	39,540	39,685	39,447		39,192		38,891	39,351
August	02/08 - 08/08	7,657	7,502	7,710		7,579		7,634	7,616
	09/08 - 15/08	7,434	7,396	7,425		7,402		7,728	7,477
	16/08 - 22/08	7,890	7,754	7,687		7,881		7,370	7,716
	23/08 - 29/08	7,453	7,630	7,617		7,486		7,764	7,590
	Total	30,433	30,283	30,439		30,348		30,496	30,400
September	30/08 - 05/09	7,475	7,490	7,492		7,488		7,484	7,486
	06/09 - 12/09	7,814	7,824	8,006		7,963		7,881	7,898
	13/09 - 19/09	7,710	7,465	7,324		7,389		7,500	7,478
	20/09 - 26/09	7,466	7,577	7,435		7,463		7,415	7,471
	27/09 - 03/10	7,307	7,348	7,343		6,905		6,737	7,128
	Total	37,773	37,704	37,599		37,208		37,017	37,460
October	04/10 - 10/10	6,818	6,694	6,704		7,101		7,174	6,898
	11/10 - 17/10	7,162	7,182	7,198		7,070		6,851	7,093
	18/10 - 24/10	6,842	6,956	7,058		7,013		7,496	7,073
	25/10 - 31/10	7,441	7,282	7,165		7,179		6,688	7,151
	Total	28,263	28,114	28,125		28,362		28,209	28,215

## Appendix D: Air Quality Data

Raw air quality data monitoring sites (NO<sub>2</sub> µg/m<sup>3</sup>) (2019 and 2021 Data)

Monitoring Site	2019 (Jun-Aug)	2021 (Jun-Aug)	Reduction (%)
Malden Road north	42.41	29.51	-30%
Prince of Wales Road/Truro Street	29.99	19.31	-36%
Prince of Wales Road/Haverstock Hill	34.26	21.66	-37%
Crogsland Road	27.08	19.32	-29%
Malden Crescent	29.89	24.03	-20%
Prince of Wales Road/Malden Road	38.68	32.38	-16%
Harmood Street	28.06	19.32	-31%
Prince of Wales Road/Grafton Road	35.24	27.66	-22%
Savernake Road	21.52	15.92	-26%
Rona Road	22.74	16.43	-28%
Kentish Town Road	48.75	38.22	-22%
Mansfield Road	29.00	23.00	-21%
Castlehaven Road	32.00	24.00	-25%
Prince of Wales Road	25.00	23.00	-8%
<b>Average Reduction</b>			<b>-25%</b>

Raw air quality data monitoring sites (NO<sub>2</sub> µg/m<sup>3</sup>) (2021 Data)

Monitoring Site	Feb-21	Jul-21	Reduction (%)
Queen's Crescent 1 - Junction of Queen's Crescent and Allcroft Road	32.95	19.69	-40%
Queen's Crescent 2 - Gilden Crescent	32.93	20.39	-38%
Queen's Crescent 3 - Junction of Grafton Road and Vicar's Road (at railway bridge)	32.59	22.52	-31%
Queen's Crescent 4 - Grafton Road south of Queen's Crescent	31.57	19.89	-37%
Queen's Crescent 5 - Spring Place south of Arctic Street	32.99	22.05	-33%
Queen's Crescent 6 - Holmes Road outside St. Patrick's Catholic Primary School	31.53	21.92	-30%
Queen's Crescent 7 - Malden Road outside St. Dominic Primary School	36.90	29.36	-20%
Queen's Crescent 8 - Malden Road at the junction with Marsden Street (SW corner)	36.16	23.30	-36%
Queen's Crescent 9 - Rhyl Street outside Rhyl Primary School	30.85	18.75	-39%

Queen's Crescent 10 - Weedington Road south of Queen's Crescent	29.26	19.88	-32%
Queen's Crescent 11 - Junction of Wilkin Street and Talacre Road	29.90	17.74	-41%
Average Reduction			-34%

