



People-Friendly Streets
Better places for everyone

St Peter's people-friendly streets trial

Results from the twelve month
pre-consultation report



ISLINGTON



Summary of key findings

This pre-consultation report shows that, at this point in the St Peter's people-friendly streets (PFS) trial, the project is generally having the intended impacts in the area of reducing motorised traffic across internal roads, as well as levels of speeding on internal roads, thereby making the area's roads safer, cleaner and healthier for residents. There has been a negligible change in crime and anti-social behaviour and London Fire Brigade response times. The trial has not had an adverse impact on air quality to date, as nitrogen dioxide has fallen in line with borough trends.



Local streets within the neighbourhood are healthier, with traffic **falling overall by 56%**.



Traffic on Prebend Street has **decreased by 84%**, the greatest decrease of any street.



Air quality data from within the St Peter's area, shows that **nitrogen dioxide levels have fallen** in line with borough trends.



On local streets within the neighbourhood, the number of vehicles speeding **fell by 78%**.



No significant impact on London Fire Brigade response times.



No significant impact on anti-social behaviour and crime rates.



The greatest cycling increase has been on Wharf Road, which has seen a **193% increase** in cycling.



Cycling has **increased by 72%** on the internal roads.



Across the boundary roads, total volumes of motorised traffic show a **negligible change (1% fall)**. Traffic on New North Road **rose by 24%**. Traffic on City Road decreased by a similar amount, indicating that there may have been some redistribution of traffic. The council will continue to monitor this situation and will look at other options if necessary.

The above figures reflect before and after comparisons between June 2020 and June 2021. The traffic figures have been normalised to account for the impacts of Covid-19 lockdowns. More information on this process is available in the main report. The council will continue to closely monitor all boundary roads and implement mitigating measures as appropriate.



Why are we doing this?

Islington's streets belong to everyone. They are a place where life happens and where the community comes together, no matter what our individual circumstances or daily routines look like. But as technology has changed, we've seen more and more traffic taking short cuts through local streets.

Traffic in London is increasing at an alarming rate, making it increasingly difficult to walk, cycle and wheel around. 24.3 million more miles were driven through Islington in 2019 than 2013, an almost 10% increase, and traffic on London's local roads has risen by 72% in the past 12 years. Without intervention this trend will create huge problems for our road network and our communities, and will further damage the environment, including higher levels of air pollution, which is already a serious issue for public health.

The council has always worked hard to make things better and has been planning initiatives to improve Islington's streets for some time but Covid-19 has had a big impact on the way we use our streets. During the first lockdown, they were quieter, felt safer and journeys were quicker. Residents told us they really benefitted and were able to enjoy their neighbourhood more. But research shows that traffic volumes will continue to increase making our streets more unsafe, unhealthy, and worse than before the crisis began.

Nothing will ever be quite the same after the pandemic, which is why now is the time to make bold changes for a safer, greener and healthier Islington. So, we took this opportunity to look at how we can make our neighbourhoods better and safer, for living, working and playing, for everyone.

Through the people-friendly streets programme, we want to bring life back to Islington's streets. Taking the best of what we have learnt in the past year, to make our borough safer, healthier, greener and a fairer place for everyone. St Peter's, like many neighbourhoods within the borough, has suffered from increased traffic volumes in recent years from the use of the area as a short cut.

Quantitative evidence from other areas shows that low traffic neighbourhoods (LTNs) are a successful way for us to achieve these objectives. The data in this pre-consultation report shows that they can also make a positive difference in Islington. People-friendly streets make it easier, safer and more pleasant for people to walk, cycle and use wheelchairs, buggies and scooters. Every local trip switched from a motor vehicle to another way of travelling means one fewer vehicle on the road, leaving the roads clearer for people who have no choice but to use cars.

The St Peter's people-friendly streets trial was implemented in July 2020 as a low traffic neighbourhood under the people-friendly streets programme. As part of the council's urgent Covid-19 response, the trial was implemented swiftly to make walking and cycling easier and safer as alternatives to public transport and prevent a car-based recovery.





Objectives

As the project was implemented as a trial under an experimental traffic order (ETO) it is very important to monitor it using key data points in order to understand its impact. It is also important to us to make this information publicly available so residents can find out about the impact in their area.

The PFS area trials are intended to contribute to the following three objectives from the Islington Transport Strategy:

Objective One: Healthy

To encourage and enable residents to walk and cycle as a first choice for local travel.

Objective Two: Safe

To work with the Mayor of London to achieve “Vision Zero” by 2041, by eliminating all deaths and serious injuries on Islington’s streets and reducing the number of minor traffic collisions on our streets.

Objective Three: Cleaner and greener

To contribute to the council’s commitment to Islington becoming net zero carbon by 2030, to improve air quality, and protect and improve the environment by reducing all forms of transport pollution.

This mid-trial, pre-consultation report reflects a before and after assessment of the trial using the following data: motorised traffic counts and speeds, cycling counts, air pollution data, London Fire Brigade response times, crime and anti-social behaviour (ASB) data, and bus journey times.

These will be monitored over time in the PFS trial area to measure the success of the trial against the previously mentioned objectives:

- Reduce motorised traffic and vehicle emissions across internal roads
- Reduce motorised traffic overall across internal and boundary roads
- Increase levels of cycling across internal roads
- Reduce levels of speeding on internal roads

In addition to this, the council is monitoring:

- Levels of motorised traffic and related air pollution on boundary roads
- Crime and ASB on internal roads
- Emergency service response times
- Levels of speeding on boundary roads
- Bus journey times

The council is also exploring how to monitor the following through further quantitative and qualitative monitoring and analysis:

- Reduce collisions across internal and boundary roads
- Increase levels of walking
- Increase sense of community
- Impact on people with disabilities and their ability to travel

Future decisions to keep, remove or amend the St Peter’s people-friendly streets trial are not dependent on any single metric, but a combination of them together with feedback from the formal consultation with residents and stakeholders.





Pre-consultation results



Motorised traffic on internal roads

- Motorised traffic has decreased on most internal roads in both observed and normalised results, which is a positive interim outcome in line with the objectives of the trial.
- Overall, motorised traffic volumes on internal roads have decreased by an average of 56%. The greatest decrease has been on Prebend Street where there was a 84% decrease.
- Across internal roads, average speeds have decreased by 9%. The number of vehicles speeding has decreased by 78%.
- The above figures have been normalised to account for the impacts of COVID-19 on motorised traffic levels in June 2020 and in June 2021. More information on this process is available in the main report.



Motorised traffic on boundary roads

- Across the boundary roads, the total volumes of motorised traffic show a negligible change (-1%), which is a positive result in line with the objectives of the trial.
- There is a mixed picture in terms of the change in motorised traffic volumes on boundary roads. On average, motorised traffic volumes have changed on:
 - Essex Road by +2%
 - New North Road by +24%
 - City Road by -14%
- The number of motorised vehicles on City Road decreased by 14%, indicating that there may have been some redistribution of traffic following the introduction of the nearby LTNs. The council will continue to monitor all boundary roads closely and implement mitigating measures as appropriate.
- Across boundary roads, average speeds have seen a negligible change (-3%).



Cycling on internal roads

- Overall, cycling has increased by 72% across the internal road locations.
- The greatest increase has been on Wharf Road, which has seen a 193% increase in cycling.



Air quality

- NO2 levels in St Peter's have been below the annual objective level of 40µg/m³ at all monitoring sites post-implementation (July 2020-June 2021), including on boundary roads. Levels of NO2 in and around St Peter's have negligibly changed at all sites where data is available for 2019. This reflects borough-wide trends, suggesting the PFS trial has not had an adverse impact on air quality.



London Fire Brigade response times

- Given the extent of variables that affect response times, the differences between the 2019 baseline, the 2020 pre-implementation period and the post-implementation period are within target times set out by the LFB and the council. As such, it is the view of the LFB and the council that the PFS area in St Peter's has not impacted this emergency service's attendance times. We will continue to monitor this indicator.



Anti-social behaviour and crime

- Analysis shows anti-social behaviour and crime patterns in the area are in line with patterns across the borough overall, suggesting the PFS trial in St Peter's has not had an impact on anti-social behaviour and crime patterns.

The public consultation for the PFS LTN at St Peter's is taking place between Monday 13 September and Monday 11 October 2021.

More information is available at www.islington.gov.uk/roads/people-friendly-streets/st-peters

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Glossary

Below are the meanings of some words used throughout this report that you may be unfamiliar with, or which may have a specific meaning in this context:

AM peak – In this report “AM peak” refers to the hours between 07h00 and 10h00.

Automatic Traffic Counters – “Automatic traffic counters” (ATCs) measure traffic volumes and speeds using two thin tubes that run across the street and are connected to a sensor. When wheels pass over the tubes, the pressure impact is interpreted by the sensor to identify the type of vehicle passing over, and the speed with which it passed. They are considered to be approximately 98% reliable. (See Appendix 6 for more details).

Boundary roads – For the purpose of this report, the “boundary roads” of the St Peter’s trial area are City Road to the south, New North Road to the north-east, and Essex Road to the north-west. Note that near Angel tube station, the 400m stretch of road connecting Essex Road to City Road is called Islington Green, Upper Street and Islington High Street. For simplicity throughout the report this entire stretch of road from Essex Road station to Angel tube station is referred to as ‘Essex Road’. These roads are the boundary roads of multiple LTN trial areas, and lead to Old Street roundabout, where there have been major transformation works, all of which may have impacted some of the results. These are explored in more detail in the results and insights sections throughout the report.

Experimental traffic order – An “Experimental Traffic Order” (ETO) is like a permanent Traffic Regulation Order in that it is a legal document that imposes traffic and parking restrictions. However, unlike a Traffic Regulation Order an Experimental Traffic Order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. An Experimental Traffic Order is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984.

Internal roads – These are roads which fall in between two or more boundary roads in low traffic neighbourhoods. For the purpose of this report, “internal roads” are local roads in the St Peter’s trial area where the project aims to reduce the amount of traffic

through the introduction of traffic filters. These roads are generally narrower than boundary roads. We have collected traffic counts on some, but not all, of the internal roads in the St Peter's area.

Low traffic neighbourhood – A “low traffic neighbourhood” (LTN) is an area where a number of traffic filters are strategically placed to make it impossible or very difficult to cut through the area by motor vehicle. This stops drivers using local streets as shortcuts and makes it safer and easier to walk and cycle. In this report the St Peter's people-friendly streets (PFS) trial refers to a low traffic neighbourhood implemented in Islington under an Experimental Traffic Order. The position of the traffic filters means that drivers (including residents, deliveries and emergency services) are still able to reach any part of the neighbourhood.

Normalised – In this report “normalising” means to adjust traffic count figures to take into account the impact of Covid-19 on traffic patterns. This methodology is explained below in more detail, but in simple terms it means that the traffic count figures have been increased to project what the 2020 traffic counts may have looked like if traffic levels were at 2019 levels.

Observed – In this report “observed” means the data that was collected, which has not been adjusted to take into account the impact of Covid-19 on traffic patterns. This is the actual data that was supplied by the data collection company used.

PM peak – In this report “PM peak” refers to the hours between 16h00 and 19h00.

Traffic filters - “Traffic filters” are restrictions in the street to prevent motor vehicles passing through, either by presenting a physical barrier, such as bollards or planters, or by camera enforcement. Camera enforcement is used to enable buses and emergency vehicles to access the area. People are legally able to walk, cycle and wheel though the filter (and use non-motorised scooters).

Independent production of the report by Project Centre Ltd

This report has been produced by Project Centre Ltd in partnership with Islington Council. Project Centre is a multi-disciplinary design, engineering and landscaping architecture consultancy, whose highly talented people are passionate about creating places that are attractive, innovative, sustainable and safe. Project Centre's areas of expertise include air quality improvement schemes, neighbourhood traffic schemes, pedestrianisation, cycle design, road safety, traffic modelling and traffic data analysis.

The methodologies and analyses in this report are set out in greater detail in Appendix 7 and have been independently peer reviewed (more information on the peer review is available in the St Peter's interim monitoring report. Drafting the baseline from TfL count locations outside of Islington and from additional years was considered and tested in the peer review but resulted in only small differences and therefore was not taken forward as the chosen methodology.

St Peter's PFS area in context

As part of Islington Council's PFS programme and the need for an urgent transport response to Covid-19, St Peter's became the first PFS area trial in the borough. It has been created to allow more space for people to walk and cross the road safely, cycle as part of everyday life, and to use buggies or wheelchairs. Traffic filters have been installed to prevent motor vehicles from cutting through the local area. Camera enforcement is used so that buses and emergency vehicles can still pass through the traffic filters.

Initial PFS scheme – Traffic filters were installed at four key locations in the St Peter's PFS area: Prebend Street, Colebrooke Row, Danbury Street and Wharf Road. At Prebend Street there was a bus gate to allow access for the 812 bus service.

Changes to the PFS scheme – Following pre-consultation counts and initial feedback on the scheme, in June 2021 some changes were made to the St. Peter's PFS. The scheme was implemented under an Emergency Traffic Order, which allows changes such as these to be made more easily. It was observed in the Interim Monitoring report that traffic increased on the Packington Estate due to people seeking to avoid the traffic filter on Prebend Street. In order to resolve this issue, the bus gate on Prebend Street was relocated to just west of the junction with Coleman Fields and a new traffic filter was installed at Coleman Fields, near to the junction with Prebend Street. The width restriction on Prebend Street was removed. A leaflet was prepared to explain these changes and this is included in Appendix 9.

This monitoring report provides data and insights relating to the St Peter's PFS trial specifically by comparing data from before implementation in June 2020 (referred to as "the baseline traffic counts") to data collected approximately twelve months after the scheme became operational in June 2021 (referred to as the 'pre-consultation traffic counts').

It is important to consider all these results in the context of other external factors which could be contributing towards the data. There are four main external factors which could be influencing results.

External Factors

Nearby Low Traffic Neighbourhoods – As can be seen in Map 1, the St Peter's area is in close proximity to a number of other low traffic neighbourhoods. Canonbury East (Islington), Canonbury West (Islington) and Hoxton West (Hackney) all share boundary roads with St Peter's and were delivered shortly after the St Peter's area. It is therefore not possible to separate out the impacts these may be having on traffic on the boundary roads.

Weather – Weather can have a significant impact on travel choices, especially cycling, and air pollution. During the first week of June 2020, when the baseline traffic counts were taken, the minimum temperature was 6°C and the maximum was 23°C. From the middle of this week, the UK had wet weather almost everywhere. Around mid-month there was a spell of warm, humid, showery weather and thunderstorms, especially in southern areas. In the second week, when some baseline sites were resurveyed, the minimum temperature was 10°C, and the maximum was 30°C. This hot, sunny spell over England triggered a thundery breakdown in places. England-wide weather data shows that there were some heavy rainfalls at times and, despite cooler days, there was a notable heatwave and warmer than average nights. There was 88.4mm of rainfall: 143% of the June average.

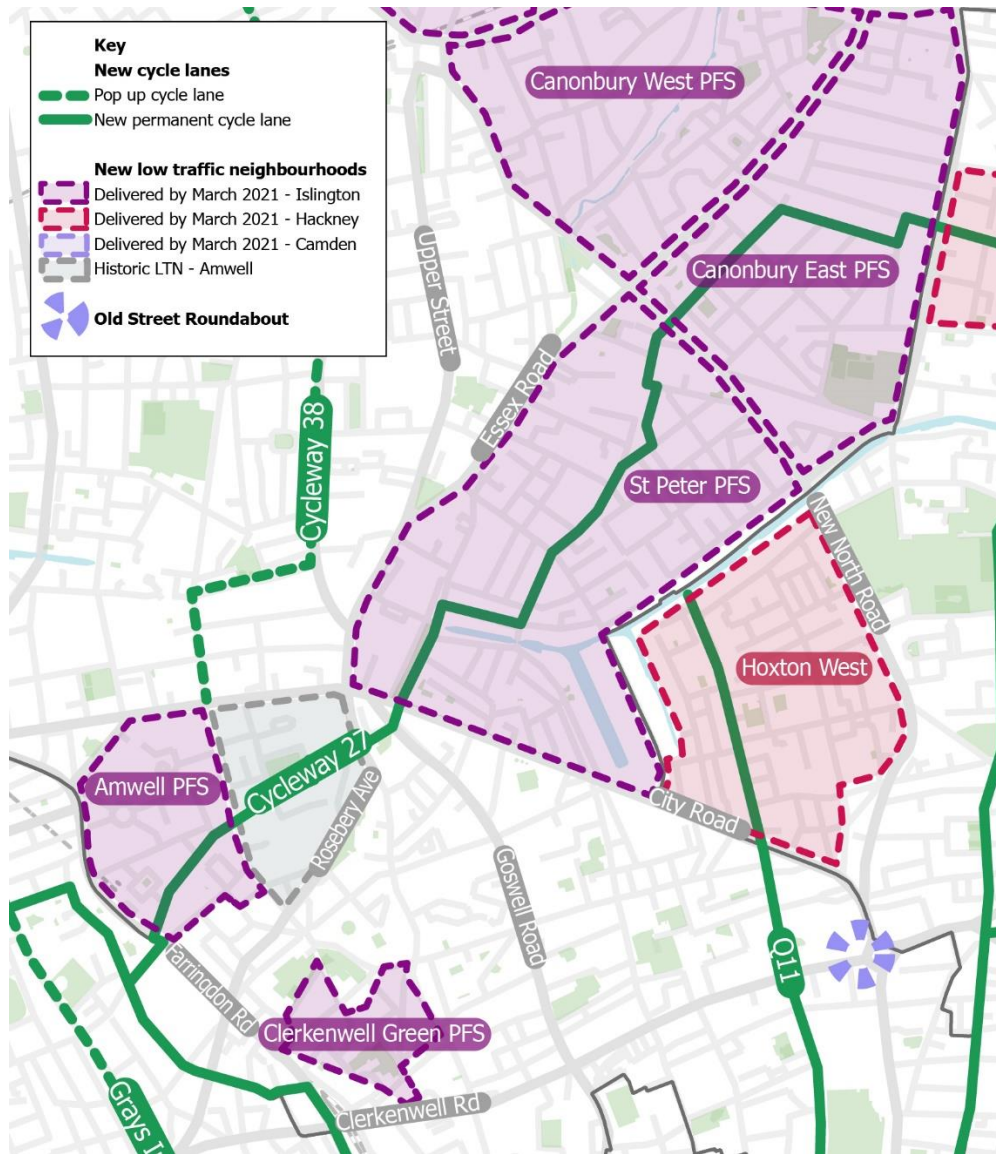
During the week the pre-consultation traffic counts were taken in June 2021, the minimum temperature was 10°C and the maximum was 24°C. UK-wide data shows that the June 2021 mean temperature was 14.2°C, 1.2°C above the June average, and had London seeing double its average rainfall. The first twelve days of July (when additional counts were carried out) were mostly unsettled, with spells of heavy rain and showers, especially over England. Rainfall was double the average in London. The provisional UK mean temperature was 16.6 °C, which is 1.5 °C above the 1981-2010 long term average. (Note - Data was not available on a regional or sub-regional level.)

Nearby major traffic projects – In close proximity to the St Peter's PFS trial area are two major Transport for London projects which were in place during the trial period. These are the Highbury Corner gyratory upgrade and the ongoing works at Old Street roundabout.

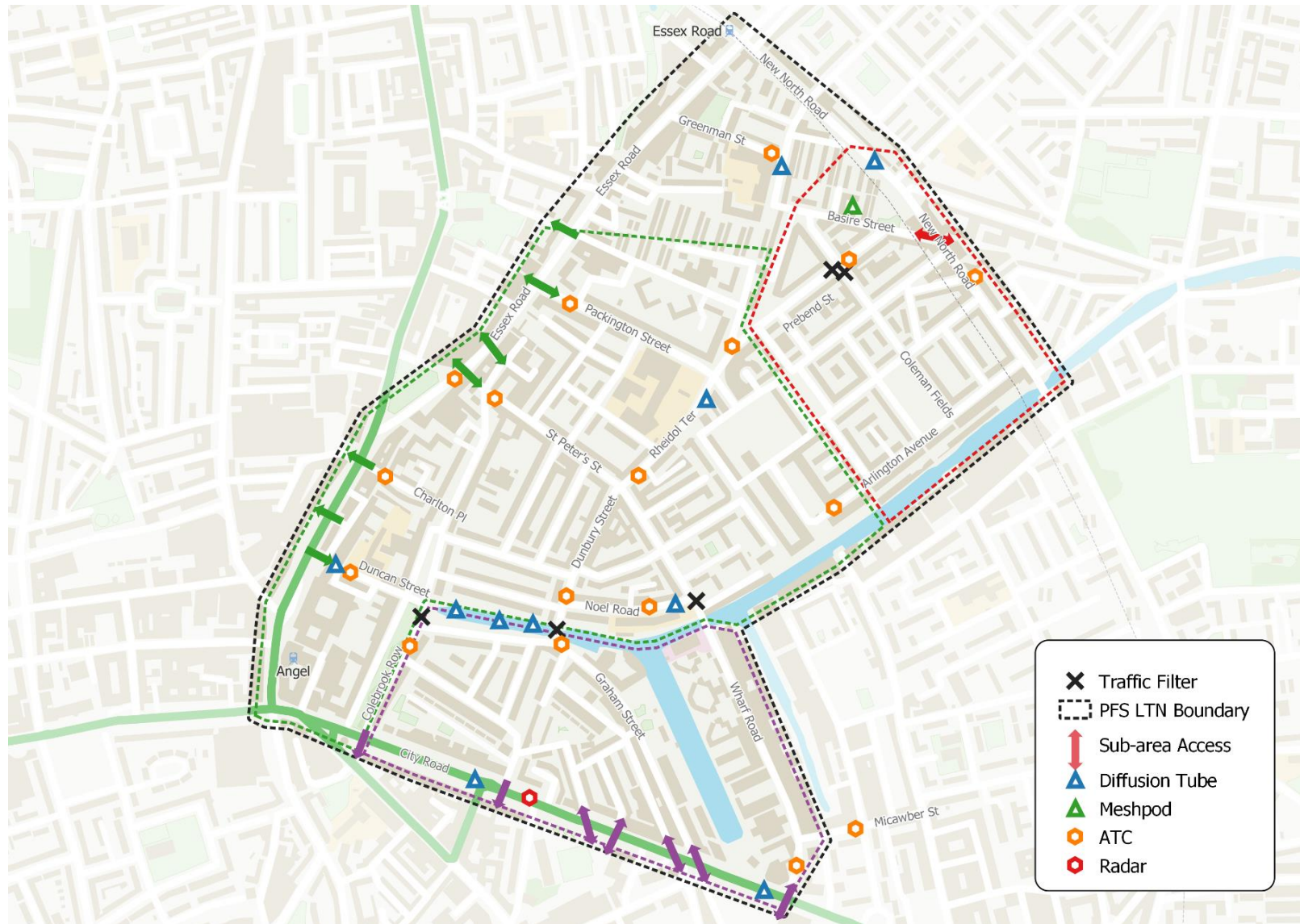
During the data collection period for the baseline counts, the works at Old Street roundabout were having a significant impact on traffic flows on both City Road and New North Road which both lead to the gyratory. It is not possible to separate out or control for the impact of the Old Street roundabout works on the boundary roads from the impact of the low traffic neighbourhood.

National lockdowns - As England has been going in and out of national lockdowns as a result of Covid-19, it is worth noting that the baseline counts in June 2020 took place as restrictions were being lifted from the first national lockdown. Schools and non-essential shops were re-opened. When the counts were taken in June 2021, the government was in the process of lifting restrictions from the third national lockdown. Most rules affecting outdoor social contact had been removed, two households or six people were allowed to meet indoors, indoor hospitality services were provided and hotels had been opened on 17th May. All restrictions were eventually lifted on 19th July, (delayed from the original planned date in June) due to concerns over the Delta variant.

Map 1 : St Peter's PFS area in wider context of nearby LTN areas and cycle lanes



Map 2: St Peter's PFS measures and monitoring sites



Traffic counts approach

Traffic counts in the St Peter's PFS area

The count data presented in this report is not traffic modelling, but actual observed traffic, comparing traffic flow in June 2020, before the implementation of the St Peter's PFS area, with June 2021, twelve months after the Experimental Traffic Order (ETO) went live.

The exceptions to this are Greenman Street, for which a baseline was taken in August (after implementation), and Arlington Avenue, where "After" counts were taken in July 2021 following implementation of a new traffic filter to address a leak issue. More details are given in the following subsection.

Interim counts were carried out five months after implementation in November 2020. These can be found in the LB Islington report *St Peter's People-Friendly Streets Trial – Results from the six month monitoring report*.

Completed and anticipated dates of traffic counts

Baseline ("before") counts: 8 – 14 June 2020 and 19 – 25 June 2020 (some sites were resurveyed due to damaged equipment).

St Peter's trial begins: 3 July 2020

Additional counts: Greenman Street baseline (6 – 12 August 2020), Arlington Avenue interim repeats (29 July – 4 August; 10 – 16 August; 17 – 23 August – all 2020)

Short-term interim counts: 9 – 15 November 2020 and 11 – 17 November 2020

Pre-consultation ("after") counts: 7 – 13 June 2021

Additional counts post-June 2021 changes: Arlington Avenue (19 – 25 July 2021)

The Council uses various traffic counting methods to understand traffic volumes and speeds within and around the PFS area to assess if the scheme is having the desired impact and to respond (if required) with mitigating actions.

Automatic Traffic Counts (ATCs) are used at the majority of sites in the St Peter's PFS area. ATCs measure motorised and cycle traffic volumes and motorised traffic speeds and classify the traffic by type. Transport for London (TfL) use radar counts on the Transport for London Road Network (TLRN), which measure motorised traffic volumes and speeds. More information about the different types of counts and which type was used at each site is detailed in Appendix 6.

Analysis and normalisation methodology overview

All of these counts were undertaken in full awareness of the disruption caused by the Covid-19 travel restrictions, and the need for a process to interpret the results in a way that accounts for this disruption.

Daily volumes of motorised traffic have been drawn from a range of 12 permanent traffic counters managed by Transport for London across Islington and used to establish monthly averages in 2019 and 2020. The locations of these counters are detailed in Appendix 6. The percentage difference between the same month across the two different years has been used to adjust the counts to normalise for Covid-19 disruption between the months in which counts have been taken. The methodology is set out in greater detail in Appendix 7. Drafting the baseline from TfL count locations outside of Islington and from additional years was considered and tested, but resulted in only small differences and was therefore not taken forward as the chosen methodology.

For context, the difference was greatest in April, where 2020 motorised traffic was approximately 50% of what it had been in April 2019.

Using the months of the St Peter's counts, in June 2020, motorised traffic across the permanent counters in Islington was approximately 22% lower than in June 2019; in June 2021 motorised traffic was approximately 8.9% lower than in June 2019. Please note, the month in which the specific count batch was taken has been used (for example, the Greenman Street baseline has used the August 2020 adjustment figure).

Table 1: Normalisation factors for 2020 and 2021 traffic in Islington

Month	Recorded traffic volumes against 2019 equivalents (%)
March 2020	-27.97%
April 2020	-49.87%
May 2020	-38.34%
June 2020	-22.10%
July 2020	-13.46%
August 2020	-6.55%
September 2020	-6.90%
October 2020	-10.48%
November 2020	-22.13%
December 2020	-16.11%
January 2021	-25.69%
February 2021	-24.84%
March 2021	-31.28%
April 2021	-22.52%
May 2021	-18.68%
June 2021	-8.90%
July 2021	-6.16%
August 2021	-2.60%

Interpreting count results

Unless specified otherwise, the seven-day daily average has been used and discussed in traffic volumes analysis in this report. Results for other time period parameters are available for each site in the Appendices.

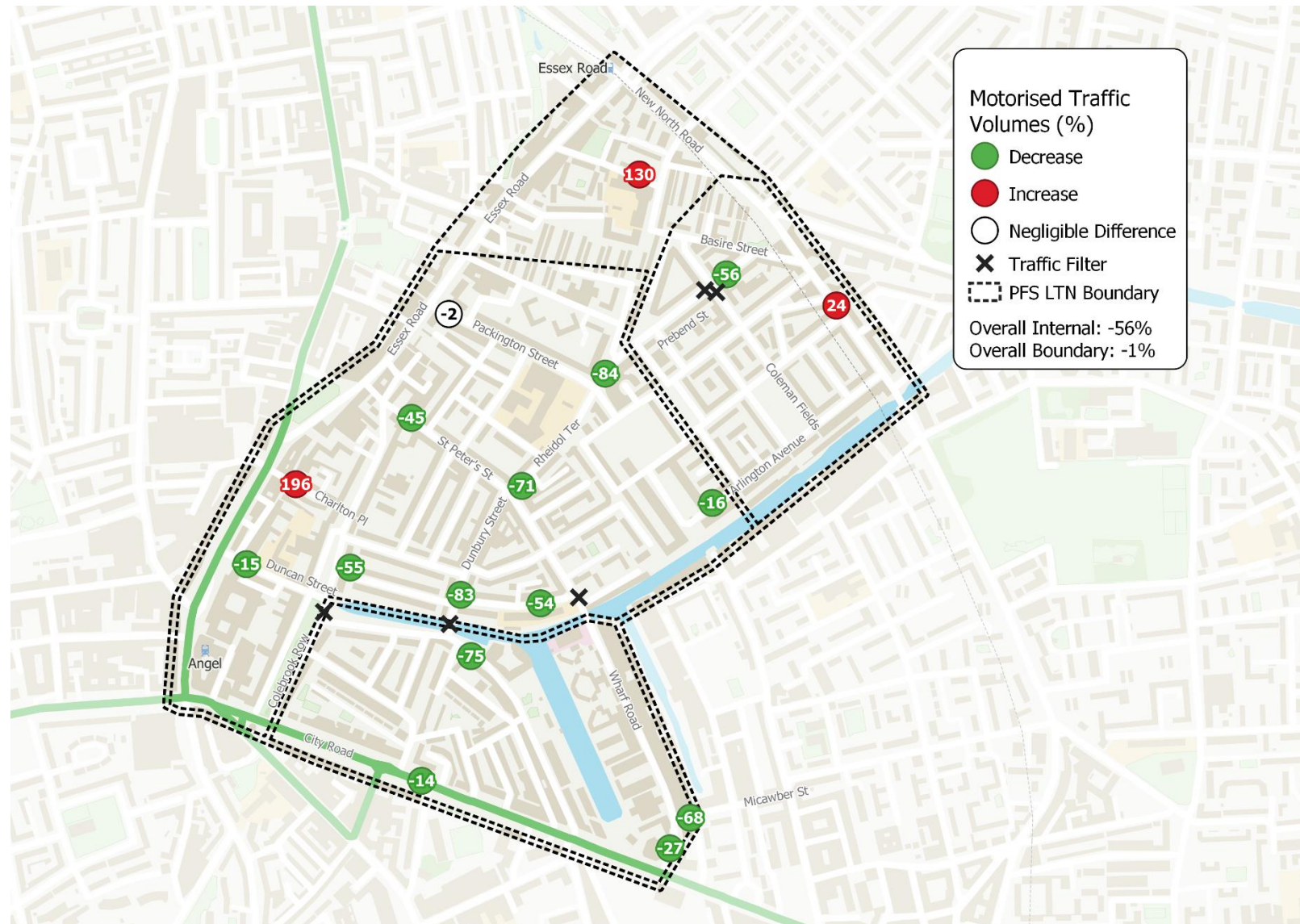
Raw data has been analysed and compared to give the observed results. The observed results have been through the normalisation process described in the previous section to give the normalised results. Both the normalised results and the observed results can be found in the results tables in this report and in the appendices. The figures given for changes in volumes of traffic in this report are normalised, and percentages have been drawn from the differences between normalised results.

A negative number or percentage indicates a decrease between the two counts, while a positive number or percentage indicates an increase.

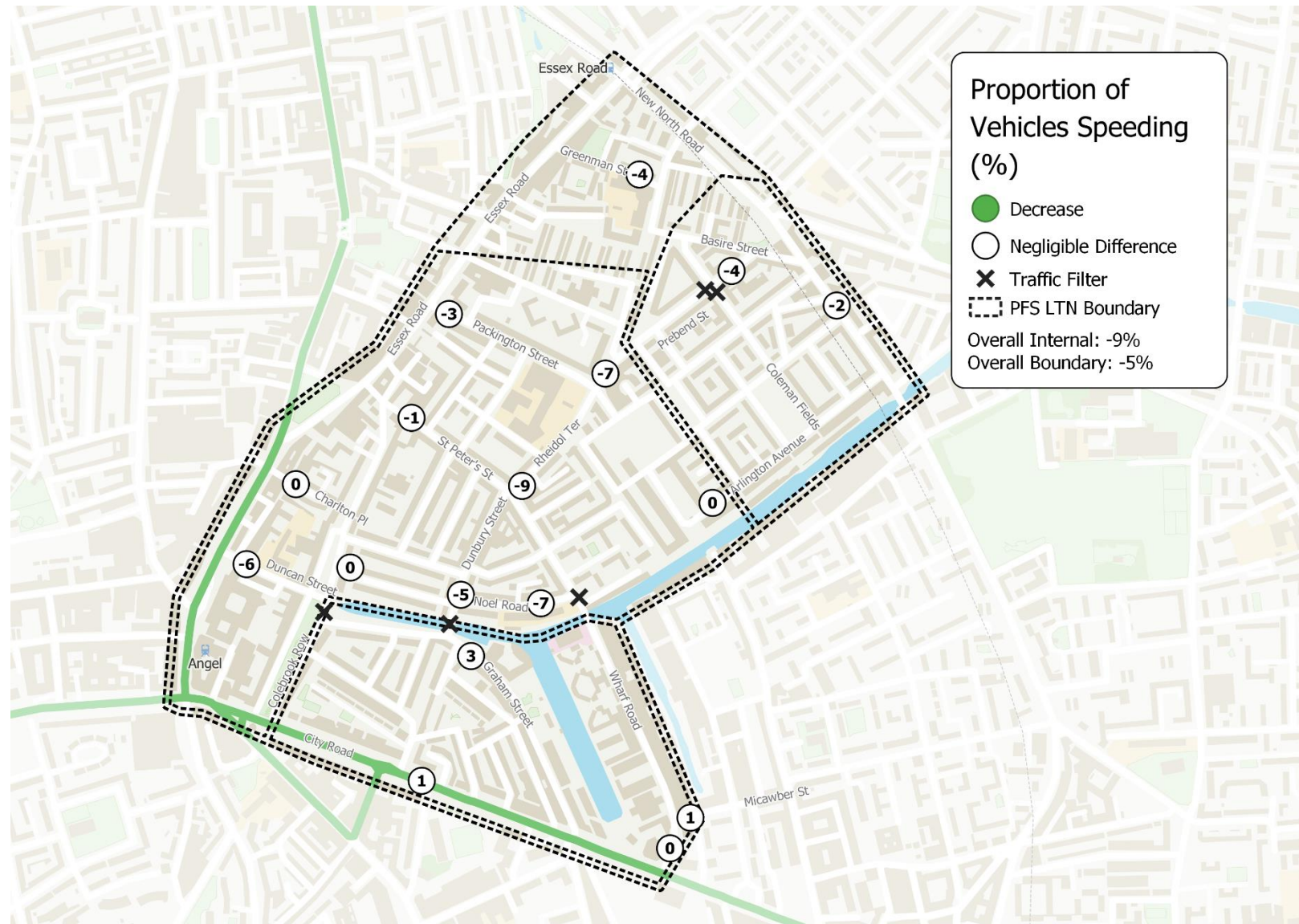
Please note: traffic flows fluctuate on a daily basis (generally up to 10%). As such, changes within -10% to +10% are considered insignificant (i.e. no or negligible change).

In addition, it must be noted that, as vehicles travelling through the PFS area are likely to go through multiple counter sites, it is almost certain that the number of vehicles counted in the area is higher than the actual number of trips.

Map 3: Percentage change in motorised traffic volumes (seven-day daily averages)



Map 4: Percentage change of proportion of motorised vehicles speeding (seven-day daily averages)



Motorised traffic on internal roads

Motorised traffic volumes on internal roads

Results (seven-day daily averages)

Table 2: Motorised traffic volumes on internal roads

	Baseline observed – June 2020	Baseline normalised – June 2020	Observed – June 2021	Normalised – June 2021	Difference Observed	Difference Normalised	Difference Observed (%)	Difference (Normalised) (%)
Wharf Road	2,117	2,718	1,819	1,997	-298	-720	-14%	-27%
Micawber Street	2,231	2,864	826	907	-1,405	-1,957	-63%	-68%
Colebrook Row	1,047	1,344	551	605	-496	-740	-47%	-55%
Graham Street	1,838	2,359	529	581	-1,309	-1,779	-71%	-75%
Danbury Street	2,155	2,766	424	465	-1,731	-2,301	-80%	-83%
Duncan Street	634	814	632	694	-2	-120	0%	-15%
Charlton Place	117	151	407	447	290	296	247%	197%
Rheidol Terrace	2,888	3,707	977	1,072	-1,911	-2,635	-66%	-71%
St Peter's Street	2,968	3,811	1,894	2,079	-1,074	-1,731	-36%	-45%
Packington Street	2,827	3,628	3,234	3,550	407	-79	14%	-2%
Prebend Street (western site)	4,629	5,943	878	963	-3,752	-4,979	-81%	-84%
Prebend Street (eastern site)	4,462	5,728	2,275	2,498	-2,187	-3,230	-49%	-56%
Noel Road	355	456	192	211	-163	-245	-46%	-54%
Overall	28,269	36,289	14,638	16,068	-13,631	-20,221	-48%	-56%

Table 3: Motorised traffic volumes on Arlington Avenue*

	Baseline observed – June 2020	Baseline normalised – June 2020	Observed (Nov 20 / Jun 21 / July 21)	Normalised (Nov 20 / Jun 21 / July 21)	Difference Observed	Difference Normalised	Difference Observed (%)	Difference Normalised (%)
Arlington Avenue – Updated Nov 2020	285	365	764	982	480	616	169%	169%
Arlington Avenue – Updated Jun 2021	285	365	526	577	241	212	85%	58%
Arlington Avenue – Updated July 2021	285	365	300	320	16	-57	6%	-12%

* Changes to the PFS layout after the June 2021 counts took place that may have affected the traffic volumes on Arlington Avenue. As such the June 2020 results have been separated out from the overall traffic analysis and, along with the additional July 2021 counts, are presented in Table 3. See the “Insights: motorised traffic on internal roads – Arlington Avenue” section for more details.

Table 4: Motorised traffic volumes on Greenman Street

	Baseline observed – August 2020	Baseline normalised – August 2020	Observed – June 2021	Normalised – June 2021	Difference Observed	Difference Normalised	Difference Observed (%)	Difference Normalised (%)
Greenman Street**	1,325	1,418	2,966	3,256	1,642	1,839	124%	130%

**As set out under ‘Traffic counts approach’, the Greenman Street baseline is from August 2020 and so a different normalisation calculation is used. Greenman Street is not included in the overall internal road calculations because no traffic filter has been implemented yet which would have the effect of reducing the traffic on Greenman Street.

Goods Vehicle volumes on internal roads

Results (5-day average weekday volumes)

LGV stands for Light Goods Vehicle. This is defined as a goods vehicle or bus with two, three or four axles. HGV stands for Heavy Goods Vehicle. This is defined as any articulated vehicle with three or more axles.

The results shown are for 5-day average weekday volumes, excluding weekends. This is because goods vehicle traffic is generally lower at weekends, so the weekday data gives a better impression of the effects on goods vehicle traffic.

Table 5: Goods vehicle volumes on internal roads

Weekday Totals	LGV No. June 2020	LGV % June 2020	HGV No. June 2020	HGV % June 2020	LGV No. June 2021	LGV % June 2021	HGV No. June 2021	HGV % June 2021	LGV Change in Proportion (%)	HGV Change in Proportion (%)
Wharf Road	144	6.5%	1	0.1%	179	7.7%	3	0.1%	1.2%	0.1%
Micawber Street	269	9.5%	3	0.1%	121	10.6%	1	0.1%	1.1%	0.0%
Colebrook Row	149	6.3%	12	0.5%	182	6.2%	20	0.7%	-0.1%	0.2%
Graham Street	189	8.2%	3	0.1%	104	7.8%	3	0.2%	-0.4%	0.1%
Danbury Street	224	7.6%	7	0.2%	101	5.0%	6	0.3%	-2.6%	0.1%
Duncan Street	85	7.6%	2	0.2%	88	6.4%	1	0.1%	-1.2%	-0.1%
Charlton Place	5	2.1%	0	0.2%	64	9.6%	1	0.2%	7.5%	0.0%
Rheidol Terrace	314	8.1%	10	0.3%	235	7.7%	16	0.5%	-0.4%	0.3%
St Peter's Street	322	8.8%	15	0.4%	167	5.5%	10	0.3%	-3.3%	-0.1%
Packington Street	235	7.2%	5	0.1%	301	7.5%	6	0.2%	0.4%	0.0%
Prebend Street (western site)	444	7.6%	26	0.4%	194	6.2%	15	0.5%	-1.4%	0.0%
Prebend Street (eastern site)	469	9.3%	9	0.2%	271	9.0%	3	0.1%	-0.2%	-0.1%
Noel Road	54	9.0%	1	0.1%	42	7.0%	0	0.0%	-1.9%	-0.1%
Total	2,904	8.0%	95	0.3%	2,050	7.2%	87	0.3%	-0.8%	0.0%

Table 6: Goods vehicle volumes on Arlington Avenue

	LGV No. June 2020	LGV % June 2020	HGV No. June 2020	HGV % June 2020	LGV No. July 2021	LGV % Aug 2021	HGV No. July 2021	HGV % July 2021	LGV Change in Proportion	HGV Change in Proportion
Arlington Avenue*	194	7.5%	2	0.1%	250	7.6%	4	0.1%	0.1%	0.0%

* Changes to the PFS layout after the June 2021 counts took place that may have affected the traffic volumes on Arlington Avenue. As such the additional July 2021 counts are presented in Table 6. See the "Insights: motorised traffic on internal roads – Arlington Avenue" section for more details.

Table 7: Goods vehicle volumes on Greenman Street

	LGV No. August 2020	LGV % August 2020	HGV No. August 2020	HGV % August 2020	LGV No. June 2021	LGV % June 2021	HGV No. June 2021	HGV % June 2021	LGV Change in Proportion	HGV Change in Proportion
Greenman Street*	127	8.2%	2	0.1%	373	11.2%	11	0.3%	3.0%	0.2%

**As set out under 'Traffic counts approach', the Greenman Street baseline is from August 2020 and so a different normalisation calculation is used. Greenman Street is not included in the overall internal road calculations because no traffic filter has been implemented yet which would have the effect of reducing the traffic on Greenman Street.

The tables show that the proportions of Goods Vehicles changed broadly in line with the overall traffic volumes. The only notable exception was a slight rise in Light Goods Vehicles on Charlton Place (+7.5% proportion), representing a rise from 5 vehicles per average weekday to 64. Traffic volumes at Charlton Place may have increased as a result of the changes at Prebend Street and Coleman Fields, designed to fix the leak previously identified in the LTN through the Packington Estate (as described in the Insights on Arlington Avenue). These changes happened in June 2021. The Council will therefore continue to monitor this street with additional counts to see if the changes to the LTN have reduced the traffic volumes.

Insights: motorised traffic volumes on internal roads

Motorised traffic has decreased on the majority of internal roads in both observed and normalised results, which is a positive outcome in line with the objectives of the scheme. Overall motorised traffic on internal roads has decreased by 56%. The greatest decrease has been on Prebend Street (western site) where there was an 84% decrease. Motorised traffic has increased at Greenman Street by 130%, and at Charlton Place by 196%. As such, they are explored in more detail below.

It is worth noting that, as vehicles travelling through the PFS area are likely to go through multiple counter sites, it is almost certain that the number of vehicles counted in the area is higher than the actual number of trips. Therefore, the number of vehicles counted should not be conflated with the number of trips or number of vehicles present within the area, as a vehicle could be counted multiple times.

Arlington Avenue

At the time of implementation, the Council was aware that the route through the Packington Estate via Arlington Avenue was a 'leak' in the PFS area in one direction. It was thought that, as it was a convoluted route, it may not be used greatly as a through-route. The approach taken was to review the decision in light of monitoring and feedback on this location. The Council listened closely to feedback from residents and undertook additional counts following multiple reports of increased motorised traffic. The additional count results can be found in full in Appendix 2. We have used the June 2020 'before' counts as the baseline for each comparison.

In the Council's efforts to explore ways to address the leak on Arlington Avenue, an additional filter, as mentioned in 'St Peter's area in context', was implemented on Coleman Fields near the junction with Prebend Street. The June 2021 survey shows that motorised traffic had increased by 58% compared with the baseline in June 2020. Following implementation of the additional filter, a survey was carried out in July 2021. This returned that motorised traffic volumes had fallen by -12% from the baseline. This indicates that the additional filter has been effective in reducing traffic through the Packington Estate.

Charlton Place

The data shows that motorised traffic has increased on Charlton Place by 197%. When the analysis is broken down by direction, eastbound motorised traffic has decreased on average by 23%, but westbound motorised traffic has increased by an average of 240%. This is probably due to displacement from the Colebrooke Row filter. The overall volumes remain relatively low however, with a 304 daily increase in motorised traffic resulting in an average increase of approximately thirteen vehicles per hour. The greatest increase was in the AM peak hourly average (by 32 vehicles), representing an increase of around one vehicle every two minutes.

Traffic volumes at Charlton Place may have decreased as a result of the changes at Prebend Street and Coleman Fields, designed to fix the leak previously identified in the LTN through the Packington Estate (as described in the Insights on Arlington Avenue). These changes happened in June 2021. The Council will therefore continue to monitor this street with additional counts to understand the impact of the LTN changes at Charlton Place.

Greenman Street

The traffic survey carried out in June 2021 shows that motorised traffic volumes have substantially increased on Greenman Street, by 130%. Greenman Street requires mitigating action to address the increase in motorised traffic, and this is planned / underway. It is likely that the primary cause of the increase is the existing banned right turn from New North Road onto Essex Road, which has meant that turning right out of Greenman Street is the only way to make this movement. This has likely been further exacerbated by the delivery of the Canonbury East people-friendly streets scheme. The Council is working with TfL to lift the right turn ban, which will allow a School Street or traffic filter to be delivered at Greenman Street to address this increase in traffic.

Motorised traffic speeds and speeding on internal roads

Speeding is a major contributing factor to road danger, so reducing speeding is vital to making our roads safer for all.

Traffic counters measure motorised traffic speeds as well as volumes. Details about the dates and locations of the traffic volume and speed monitoring are in Appendix 6. Full speed monitoring results are available in Appendix 4. The speed limit is 20mph on all of the internal roads, except for Arlington Avenue, where it is 5mph.

Speed monitoring results have not been normalised as they are not considered to have been impacted by Covid-19 in the same way and to the same extent as traffic volumes, though speeds may settle into new patterns post-Covid-19. The results presented here are seven-day averages. The 85th percentile is used in transport monitoring to gauge changes in speeds and speeding behaviour. It is the speed at or below which 85% of traffic will be travelling at along a street (and therefore 15% of traffic will be travelling faster than this speed).

Results (seven-day averages, 'change in volumes' use seven-day daily averages)

Table 8: Changes in speeds on internal roads

June 2020 vs June 2021	Difference in average speed (mph)	Difference in Average Speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicles speeding	Difference in volume of vehicles speeding (%)	Difference in proportion of vehicles speeding (%)
Wharf Road	-0.37	-3%	-0.60	-4%	-4	-42%	0%
Micawber Street	-0.59	-4%	-0.30	-2%	-86	-58%	1%
Colebrook Row	0.02	0%	-0.20	-1%	-8	-52%	0%
Graham Street	0.38	2%	0.70	4%	-156	-64%	3%
Danbury Street	-3.15	-21%	-4.30	-24%	-142	-93%	-5%
Duncan Street	-1.13	-8%	-2.10	-12%	-36	-68%	-6%
Charlton Place	-0.60	-6%	-1.10	-9%	0	0%	0%
Rheidol Terrace	-1.57	-9%	-1.40	-6%	-581	-78%	-9%
St Peter's Street	-1.60	-14%	-2.40	-17%	-27	-88%	-1%
Packington Street	-1.36	-9%	-1.40	-8%	-61	-44%	-3%
Prebend Street (western site)	-3.12	-20%	-3.60	-19%	-423	-95%	-7%
Prebend Street (eastern site)	-2.09	-14%	-2.60	-15%	-188	-88%	-4%
Noel Road	-1.72	-11%	-1.70	-8%	-39	-71%	-7%
Overall	-1.30	-9%	-1.62	-8%	-1,750	-78%	-9%

Table 9: Changes in speeds on Arlington Avenue (5mph Limit)

Baseline June 2020	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicles speeding	Difference in volume of vehicle speeding (%)	Difference in proportion of vehicle speeding (%)
Arlington Avenue – Updated Nov 2020	0.75	6%	0.50	3%	1689	85%	0%
Arlington Avenue – Updated Jun 2021	1.09	9%	0.60	4%	3359	169%	0%
Arlington Avenue – Updated July 2021	0.76	6%	0.40	2%	110	6%	0%

* Changes to the PFS layout after the June 2021 counts took place that may have affected the traffic volumes on Arlington Avenue. As such it has been separated out from the overall traffic analysis. The Posted Speed Limit (PSL) on Arlington Avenue is 5mph. All results are compared against the baseline figures from June 2020.

Table 10: Changes in speeds on Greenman Street

August 2020 vs June 2021	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicles speeding	Difference in volume of vehicle speeding (%)	Difference in proportion of vehicle speeding (%)
Greenman Street**	-0.33	-2%	-0.70	-3%	205	75%	-4%

** As set out under 'Traffic counts approach', the Greenman Street baseline is from August 2020 and so a different normalisation calculation is used. Greenman Street is not included in the overall internal road calculations because no traffic filter has been implemented yet which would have the effect of reducing the traffic on Greenman Street.

Insights: motorised traffic speeds and speeding on internal roads

General insights

On average across the internal road sites, average speeds have changed negligibly (- 9%), as has the proportion of vehicles speeding, which is similar to the negligible change noted in the interim period. The 85th percentile speed has changed negligibly (-8%). The number of vehicles speeding has decreased on average across internal roads by 79%, which is likely related to the overall decrease in the volume of motorised traffic. This is a positive outcome in line with the objectives of the scheme. The volume of vehicles speeding has decreased by more than 50% at the vast majority of sites and by over 70% at more than half of the sites, which is a positive outcome in line with the objectives of the scheme at this stage.

These results demonstrate that a decrease in motorised traffic on internal roads does not necessarily increase speeding. In fact, when the speed and volume results are considered together, they suggest the opposite is true. The decrease in the volume of motorised traffic and in the volume of vehicles speeding (other than on roads with a known leak) may also suggest that through-traffic tends to go faster than local traffic.

Arlington Avenue

The speed limit on Arlington Avenue is 5mph, which was exceeded by 100% of motorised vehicles during all surveys. The average speeds varied from 13.07 to 13.41mph. The difference in the volume of vehicles speeding against the baseline increased to 169% in June 2021, but after the additional traffic filter was introduced, the difference fell to 6% over the baseline, a negligible amount.

Looking at the most recent traffic survey results in July 2021, the breakdown of traffic speeds is as follows:

- 0-10mph: 34%
- 11-15mph: 53%
- 16-20mph: 16%
- 21mph or over: 2%

The other traffic surveys returned similar speed profiles. From this it can be seen that just over half of vehicles are driving between 11-15mph; and that all but 2% of vehicles are limiting their speeds to below 20mph.

The results in June 2021 indicated that the increase in the volume of vehicles speeding was likely due to through-traffic. For an estate

road designed for low speeds and high pedestrian activity, these figures are considered to be significant. The additional modal filter was put in place to address the leak in the PFS and appears to have been successful in reducing the volume of vehicles speeding.

Greenman Street

The volume of vehicles breaking the posted speed limit has increased at Greenman Street, though the average speed and 85th percentile have shown a minor fall (-3%). This is in line with the observed increase in traffic on Greenman Street. The Council is working with TfL to lift the right turn ban on Essex Road, which will allow a School Street or traffic filter to be delivered at Greenman Street to address this increase in traffic.

Motorised traffic on boundary roads

The Council's analysis of the impact of PFS area schemes on boundary roads (i.e. the roads that go around the PFS area) draws on monitoring results from traffic counts (volumes) and bus journey times.

This monitoring report provides data and insights relating to the St Peter's PFS trial specifically by comparing data from before implementation in June 2020 with data from June 2021. However, it is important to consider all these results in the context of other external factors which could be contributing towards the results.

For example, there are other low traffic neighbourhoods which share boundary roads with St Peter's and were delivered shortly after the St Peter's area. It is therefore not possible to separate out the impacts these may be having on traffic on the boundary roads. In addition to this, during the baseline data collection period the works at nearby Old Street roundabout were having a significant impact on traffic flows on both City Road and New North Road, which both lead to the gyratory. It is not possible to separate out or control for the impact of the Old Street roundabout works or the nearby low traffic neighbourhoods on the boundary roads from the impact of St Peter's trial. A more detailed analysis is in the Insights section on motorised traffic on boundary roads.

It is important to the Council that the data presented in this monitoring report is highly accurate and has been subject to scrutiny. For this reason, this version of the St Peter's pre-consultation monitoring report does not include INRIX data. INRIX refers to a smart traffic analysis system accessed via an online platform which aggregates GPS data from a variety of sources to provide average travel speeds on various streets. Historically collected data can be compared to analyse average speeds and travel times on various segments of roads.

It was originally intended that this report include data from our smart journey time monitoring system (INRIX), as used in previously published PFS monitoring reports. Adjustment factors are applied to the INRIX data at source, however an inadvertent error from INRIX occurred in the adjustment for data between April 2021 and June 2021. This error in the adjustment led to the data overstating journey times between April and June 2021 by 10-15%.

This impacts the St Peter's pre-consultation monitoring report, as the analysis uses data from June 2021. The INRIX data therefore cannot be used at this time until the error is rectified and the solution has been validated. Accurate data will be published in due course when it becomes available.

Motorised traffic volumes on boundary roads

Results (seven-day daily averages)

Table 11: Motorised traffic volumes on boundary roads (7-Day Daily Averages)

	Baseline observed – June 2020	Baseline normalised – June 2020	Observed – June 2021	Normalised – June 2021	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
Essex Road	12,094	15,526	14,452	15,864	2,357	338	19%	2%
New North Road	11,369	14,594	16,425	18,030	5,056	3,436	44%	24%
City Road	23,985	30,790	24,091	26,445	106	-4,345	0%	-14%
Overall	47,449	60,910	54,968	60,338	7,520	-571	16%	-1%

Goods Vehicle volumes on internal roads

Results (5- day average weekday volumes)

LGV stands for Light Goods Vehicle. This is defined as a goods vehicle or bus with two, three or four axles. HGV stands for Heavy Goods Vehicle. This is defined as any articulated vehicle, with three or more axles.

The results shown are for 5-day average weekday volumes, excluding weekends. This is because goods vehicle traffic is generally less at the weekends, so the weekday data gives a better impression of the effects of goods vehicle traffic.

City Road is excluded from the analysis as the counts were carried out by radar and vehicle classifications were not recorded.

Table 12: Goods vehicle volumes on boundary roads

Weekday Daily Averages	LGV No. June 2020	LGV % June 2020	HGV No. June 2020	HGV % June 2020	LGV No. June 2021	LGV % June 2021	HGV No. June 2021	HGV % June 2021	LGV Change in Proportion	HGV Change in Proportion
Wharf Road	1,815	13.8%	1,815	0.6%	1,841	12.3%	112	0.7%	-1.5%	0.1%
Micawber Street	1,431	11.3%	1,431	0.5%	2,052	11.6%	99	0.6%	0.3%	0.0%
Total	3,246	12.6%	3,246	0.6%	3,893	11.9%	211	0.6%	-0.7%	0.1%

The changes in proportions of goods vehicles were minimal, between 1.5% and 0.0%. The volumes of goods vehicles rose or fell broadly in line with the rise or fall of general traffic.

Bus journey times on boundary roads

TfL monitors bus journey times across its network, which can add an additional layer of understanding about the impacts of transport schemes. Bus journey times around the St Peter's PFS area have been monitored.

Bus journey time monitoring focussed on five main roads, described as bi-directional corridors, which include journey times for multiple routes. The main roads and bus route numbers are listed below:

- Balls Pond Rd (30, 38, 56)
- Essex Rd (19, 38, 56, 73, 341, 476)
- Inner Ring Rd (43, 205, 214, 394)
- New North Rd (271)
- Southgate Rd & Baring St (21, 141)

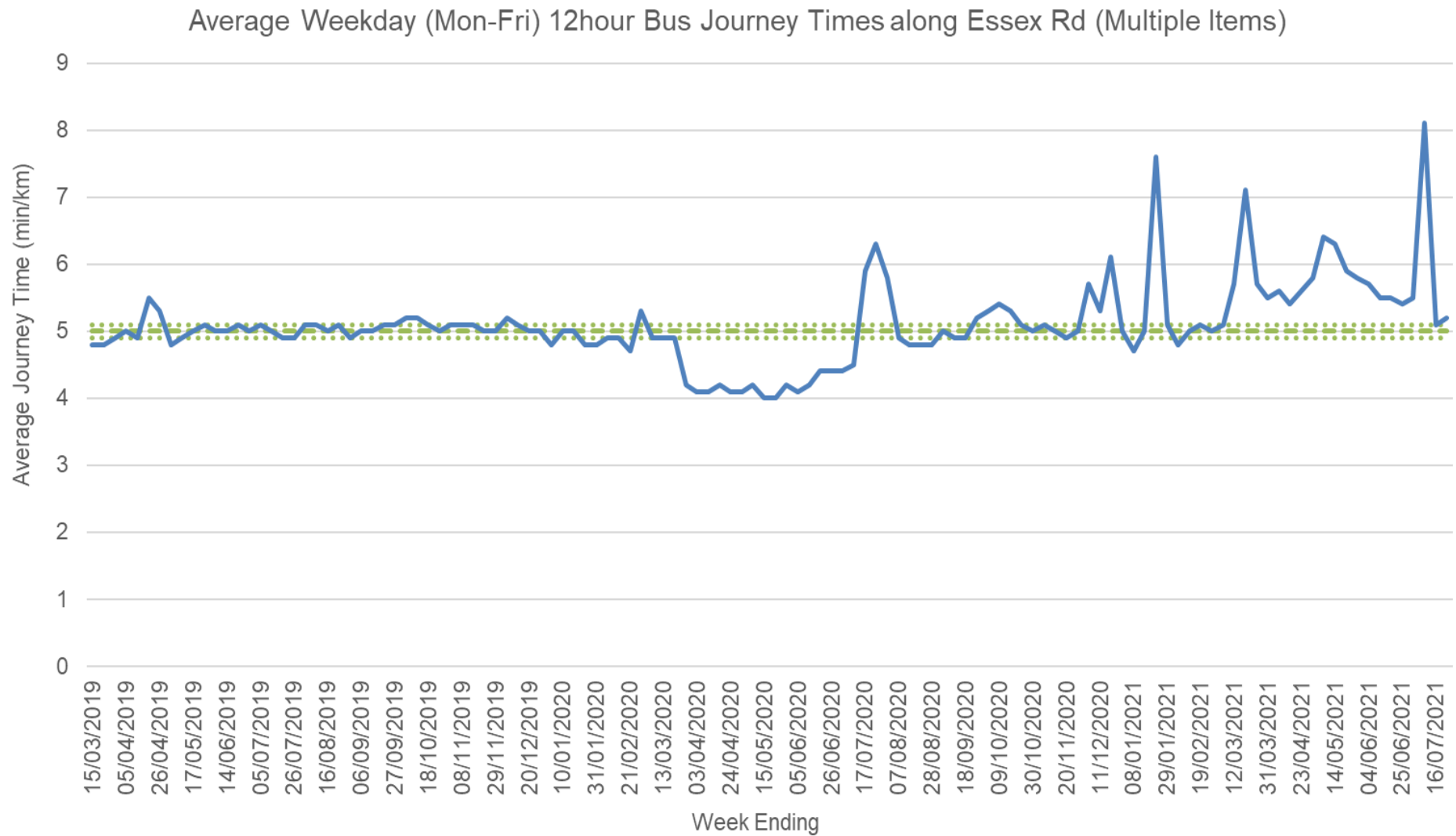
The main bus routes in the vicinity of the St Peter's PFS use the boundary roads: Essex Road, New North Road and City Road (Inner Ring Road).

Weekly iBus data has been used for this analysis. This gives weekday (Monday to Friday, excluding bank holidays) average journey times by route, stop-to-stop link and peak periods. The AM peak is 7am-10am, Inter-peak 10am-4pm and PM peak 4pm-7pm. The data also provides 12hour 7am-7pm timings. These journey times exclude dwell times at stops.

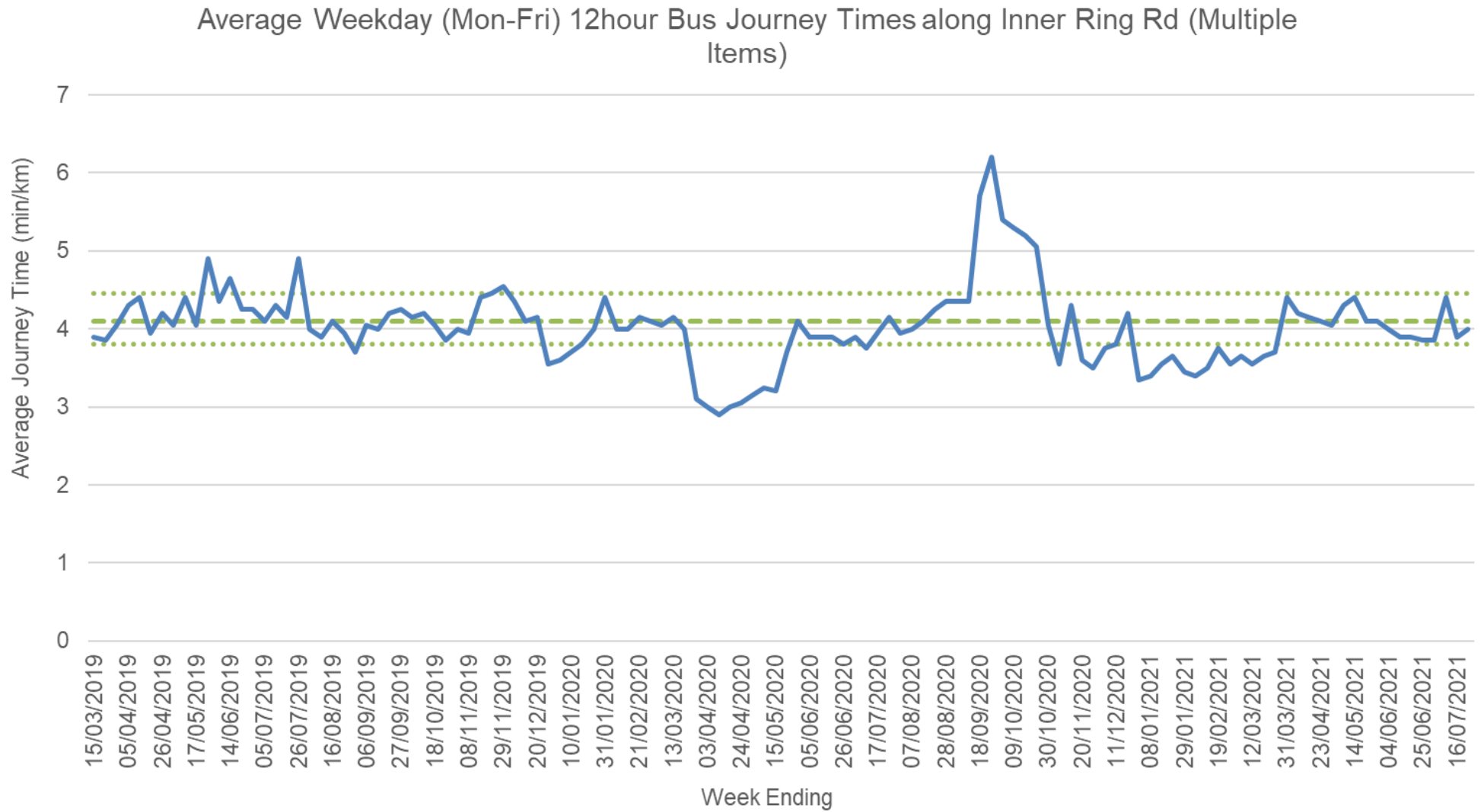
TfL's methodology has been used to analyse the results of the iBus data. Journey time results have first been summarised by route, by taking the total journey time across stop-to-stop links along the corridor and dividing by the length of these links, to give a minutes per kilometre figure. Corridor level figures have been found by taking a weighted average across the route level figures, weighted by the route frequency. The data shows the corridor averages each week but also shows thresholds ('Baseline Upper' & 'Baseline Lower'). These thresholds have been found by taking the mean journey time plus or minus one standard deviation during the pre-Covid-19 baseline period (11 March 2019 – 13 March 2020). This allows for a reasonable amount of week-to-week variation but gives a threshold above which minutes per km figures would be deemed above "normal".

The results are shown in Graph 1 to Graph 3 below. The dashed lines indicate the baseline threshold and the blue line indicates the average journey times, on a three-week basis.

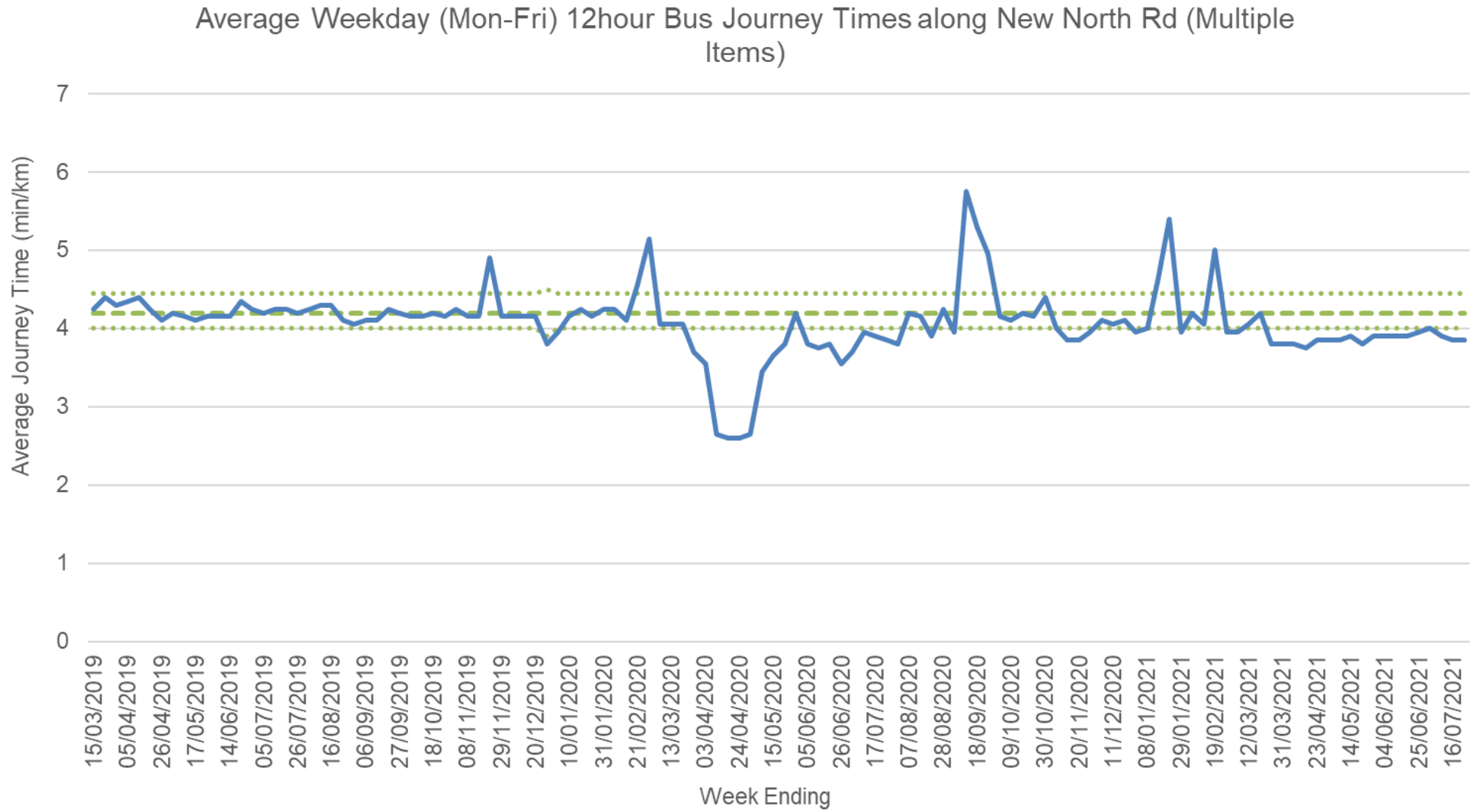
Graph 1: Essex Road



Graph 2: City Road (Inner Ring Road)



Graph 3: New North Road



Essex Road – Bus Journey Times

Between March and June 2020, bus times fell to around one minute below the average of around 5 minutes. This increased at the start of July to higher than before installation. Between November 2020 and July 2021 there have been a series of peaks in delay. This is likely to be associated with the roadworks that have been in place on Essex Road over this period.

Looking at the directional flow, most of the delays were in the north-eastbound direction rather than the south-westbound direction, where average journey times were more even. Delays were more pronounced in the PM peak than the AM peak.

City Road – Bus Journey Times

This graph shows a decrease on City Road during the first Covid-19 lockdown in March 2020. Journey times started to increase again in June 2020 with a large increase and peaking in journey times around September 2020. This may be due, in part, to roadworks or schools opening after lockdown. The journey times fell to below average from Jan 2021 and returned to pre-Covid-19/ implementation journey times in March 2021. Delays appeared to be similar in both directions but were more pronounced in the PM peak period.

New North Road – Bus Journey Times

Journey times halved at the end of December, decreased at the start of the lockdown March to mid-May, then increased to around average, but there were more spikes and more delays than pre-implementation. From March 2021, journey times have generally remained below the overall average of four to five minutes. Delays appeared to be spread evenly in both directions and throughout the day; the profiles for the AM, Inter and PM peaks were similar to the 12-hour graph.

Insights: motorised traffic volumes on boundary roads (combined monitoring)

General insights

There is a mixed picture in terms of the change in motorised traffic volumes on boundary roads. Overall, across boundary roads, the total changes in volumes of traffic show a negligible change, which is a positive outcome in line with the objectives of the scheme.

New North Road has seen an average increase of 24% since June 2020, which is not desirable. However, traffic volumes on New North Road have fallen by 6% from the Interim counts in November 2020. The Council is working with TfL to develop mitigating measures and will continue to monitor the site.

The increase on New North Road could be caused to a certain extent by factors other than the St Peter's PFS trial. For example, the removal of Old Street roundabout is a major transport infrastructure project that is being delivered and may have impacted traffic in the results. More analysis is being conducted to try to better understand the impact of the roundabout works and separate them out from the impacts of the PFS trial. In addition, New North Road borders three low traffic neighbourhood trials (St Peter's and Canonbury East in Islington, and Hoxton West in Hackney) which were implemented within months of each other, and this may have exacerbated the early traffic displacement visible in the St Peter's trial interim monitoring. In the longer term, travel behaviour is expected to adjust, resulting in lower motorised traffic levels overall, though essential trips will continue.

It is worth noting that, as vehicles travelling through the PFS area are likely to go through multiple counter sites, it is almost certain that the number of vehicles counted in the area is higher than the actual number of trips. Therefore, the number of vehicles counted should not be conflated with the number of trips or number of vehicles present within the area, as a vehicle could be counted multiple times

Essex Road

There has been a negligible change in the volume of motorised traffic on Essex Road (2%). Before the implementation of the traffic filters in St Peter's there were popular East-West and North-South routes through the neighbourhood used by through-traffic to avoid the main Essex Road. These results indicate that even though the East-West cut through in St Peter's was removed by the implementation of the people-friendly streets scheme there has been minimal displacement onto Essex Road. Average traffic volumes have actually fallen in the AM peak by -5% and in the PM peak by -17%.

The bus journey times have shown an increase in peaks and troughs over this period; there was a specific trough in June 2020 and a spike in June 2021. The bus journey time data points to there being periods where there are increased delays, followed by periods where journey times fall to a similar level to those before the PFS scheme was implemented. This is likely to be associated with the roadworks that have been in place on Essex Road over this period.

New North Road

New North Road has seen an increase in motorised traffic (24%). The increase could be partly explained by its location between three low traffic neighbourhoods that have been implemented one after the other (Islington: St Peter's in early July, Canonbury East at the beginning of August, and Hackney: Hoxton West in August), which may have increased the displaced motorised traffic. In addition, there have been changes at Old Street (works to remove the roundabout took place from spring 2019, with the switch to make the traffic flow two-way and reduce congestion only made in January 2021 after these counts). The increase at this site is concentrated in the AM peak at 35%, while the PM peak shows a negligible change (+4%).

City Road

Radar counts on City Road show a decrease in motorised traffic volumes (-14%). City Road is a key arm of the former Old Street Roundabout (which has now been converted to a 'peninsula'). Works to remove the roundabout began in spring 2019 and are expected to conclude in autumn 2022, though following a number of interim arrangements, the final traffic switch-over to make the traffic flow two-way was made in mid-January 2021, with a new banned turn from Old Street (west of the roundabout) into City Road (north of the roundabout). As such, results may be slightly impacted by the earlier changes in addition to Covid-19 disruption.

Motorised traffic speeds and speeding on boundary roads

The traffic counts carried out in St Peter's also measure motorised traffic speeds. These are the same counts that have been analysed for their volume results. The details about the dates and locations of these counts are in Appendix 4.

The speed limit is 20mph on Essex Road and New North Road, and 30mph on City Road. Speed monitoring results have not been normalised. The results presented here are seven-day averages. The 85th percentile is used in transport monitoring to gauge changes in speeds and speeding behaviour. It is the speed at or below which 85% of traffic will be travelling at along a street (15% of traffic will be travelling faster than this speed).

Results (seven-day averages, 'change in volumes' use seven-day daily averages)

Table 13: changes in speeds on boundary roads

June 2020 vs 2021	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicles speeding	Difference in volume of vehicle speeding (%)	Difference in proportion of vehicle speeding (%)
Essex Road	-2.44	-13%	-1.50	-6%	-998	-21%	-13%
New North Road	-0.25	-1%	-0.50	-2%	2,555	40%	-2%
City Road	1.04	5%	1.39	5%	473	49%	1%
Overall	-0.55	-3%	-0.20	-1%	2,030	17%	-5%

Insights: motorised traffic speeds and speeding on boundary roads

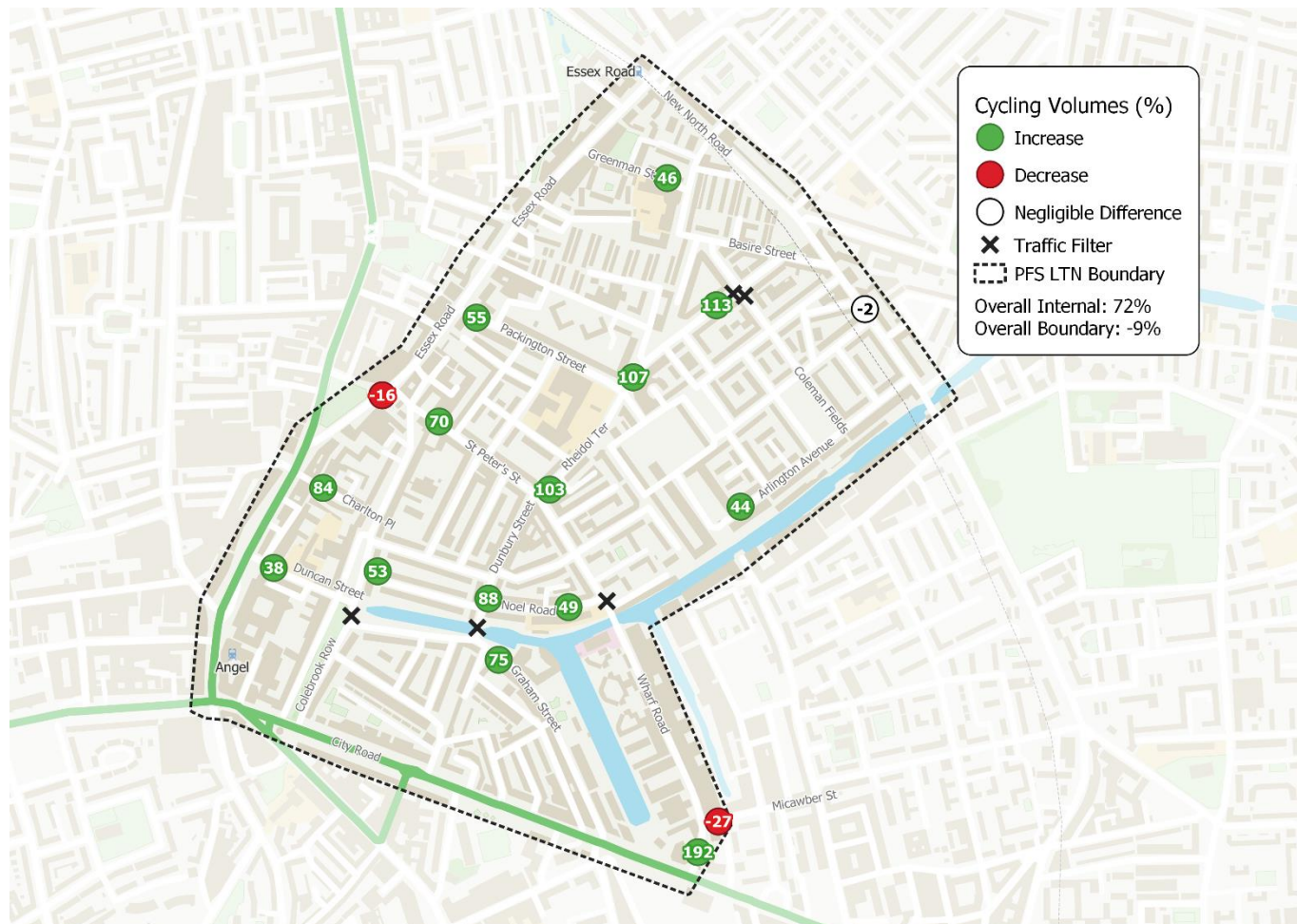
General insights

On average across the boundary road sites, average speeds and 85th percentile speeds, and the percentage change of vehicles speeding have all shown a negligible change. The highest decrease is seen on Essex Road with a -21% fall in the volume of vehicles speeding, representing a -13% fall in the proportion of vehicles exceeding the speed limit.

The increase in the volume of vehicles speeding is 17%, which is in proportion to the overall increase in observed traffic volumes, which was recorded as 17%. This indicates that the volumes of vehicle speeding is related to the increase in traffic.

Cycling volumes on internal and boundary roads

Map 5: Percentage change in cycling volumes (seven-day daily averages)

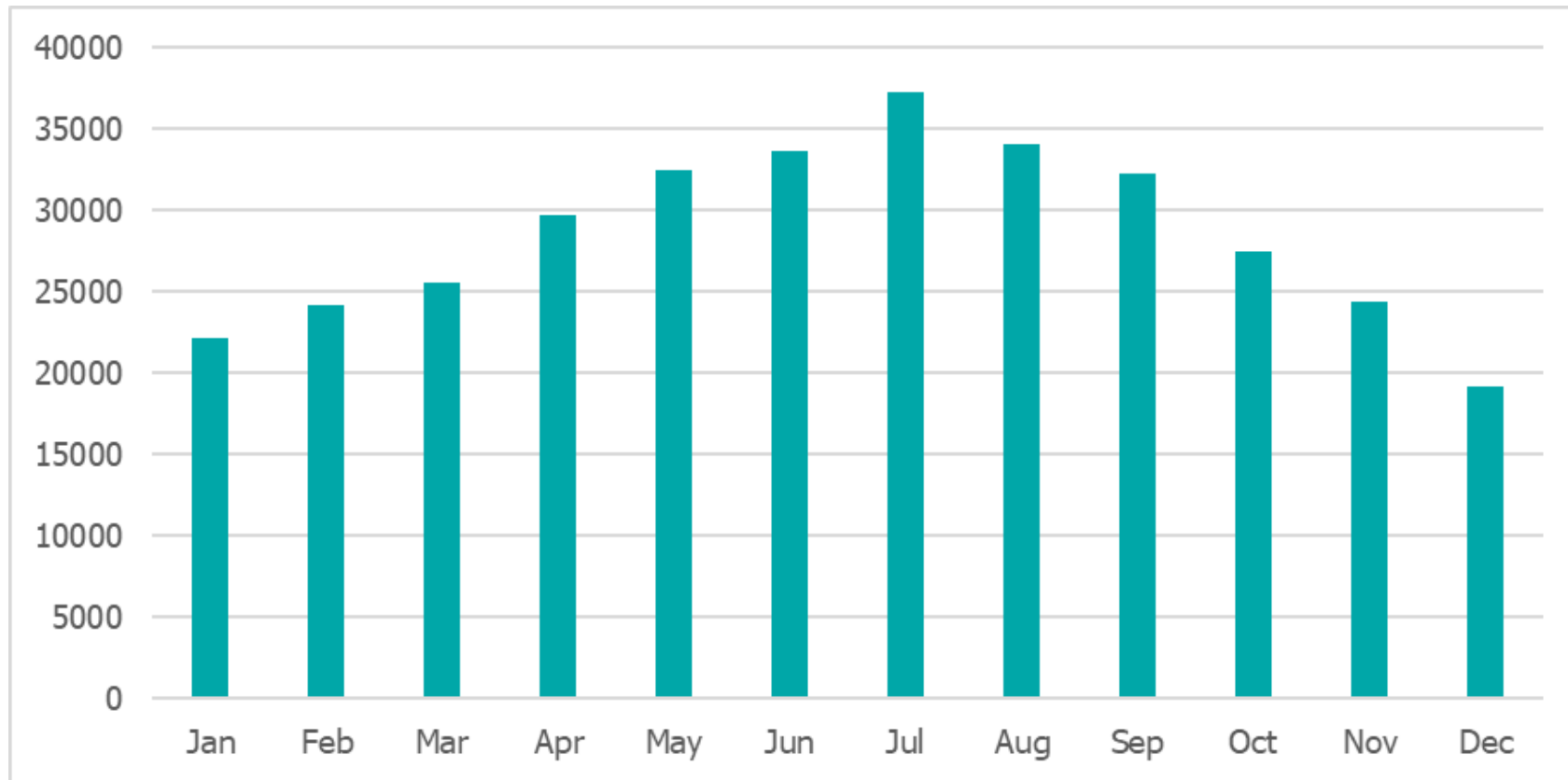


We have not normalised cycling figures for Covid-19 due to the lack of an available source that encompasses all cycle users, and because there are likely at least two key variables impacting these results: Covid-19 disruption and seasonal variation.

Cycling levels are impacted by seasonal weather change including temperature and rainfall; for example, there is normally much more cycling participation in June than in November. There are several factors that interplay with each other when it comes to the impact seasonal weather variation has on cycling levels, while weather can still vary within a season. As an indication of the impact weather can have, one 2011 study found a doubling in temperature could lead to a 43% – 50% increase in cycling levels, before having a negative impact if too high (Study by [Miranda-Moreno and Nosal, 2011](#)).

Graph 3 demonstrates the seasonable variation in cycling. For example, in 2019 the levels of Santander Cycle hires in November were on average 28% lower than in June. This pre-consultation report compares results from the same season, so seasonal weather variation is likely to be minimal.

Graph 4: Monthly average Santander hire trend in 2019 showing seasonal difference in cycling levels



Cycling volumes on internal roads

Results (seven-day daily averages)

Table 14: Pedal cycles volumes on internal roads

	June 2020	June 2021	Difference Jun. 2020 Jun. 2021 (%)
Wharf Road	185	541	193%
Micawber Street	497	364	-27%
Colebrook Row	1,333	2,037	53%
Graham Street	419	733	75%
Danbury Street	699	1,313	88%
Duncan Street	517	713	38%
Charlton Place	128	236	84%
Rheidol Terrace	869	1,763	103%
St Peter's Street	589	999	70%
Packington Street	345	535	55%
Prebend Street (western site)	947	1,960	107%
Prebend Street (eastern site)	279	594	113%
Noel Road	251	374	49%
Overall Internal	7,318	12,536	72%

Table 15: Pedal cycles volumes on Arlington Avenue*

	June 2020	Nov 2020	June 2021	July 2021	Difference Jun. 2020 - July 2021 (%)
Arlington Avenue*	260	374	214	294	13%

* Changes to the PFS layout after the June 2021 counts took place that may have affected the traffic volumes on Arlington Avenue. As such it has been separated out from the overall traffic analysis. The Posted Speed Limit (PSL) on Arlington Avenue is 5mph. All results are compared against the baseline figures from June 2020.

Table 16: Pedal cycles volumes on Greenman Street**

	August 2020	June 2021	Difference Aug. 2020 Jun. 2021	Difference Jun. 2020 Jun. 2021 (%)
Greenman Street**	136	198	62	46%

* As set out under 'Traffic counts approach', the Greenman Street baseline is from August 2020. Greenman Street is not included in the overall internal road calculations because no traffic filter has been implemented yet which would have the effect of reducing the traffic on Greenman Street.

Cycling volumes on boundary roads

Results (seven-day daily averages).

Table 17: Pedal cycles volumes on boundary roads

Boundary Road Location	June 2020	June 2021	Difference (%)
Essex Road	990	828	-16%
New North Road	970	950	-2%
Overall	1,960	1,778	-9%

Note, radar counts do not monitor cycles, and so there are no cycling results for City Road.

Insights: cycling volumes on internal and boundary roads (combined)

On average across internal roads, cycling has increased by 71%. Only Micawber Street has shown a decrease in the numbers of cyclists, falling from 497 (daily average) in June 2020 to 364 in 2021, a fall of -27%. Overall on internal roads, cyclist numbers have increased from 7,318 to 12,536; an observed increase of over 5,218 cycle trips across the PFS as a daily average.

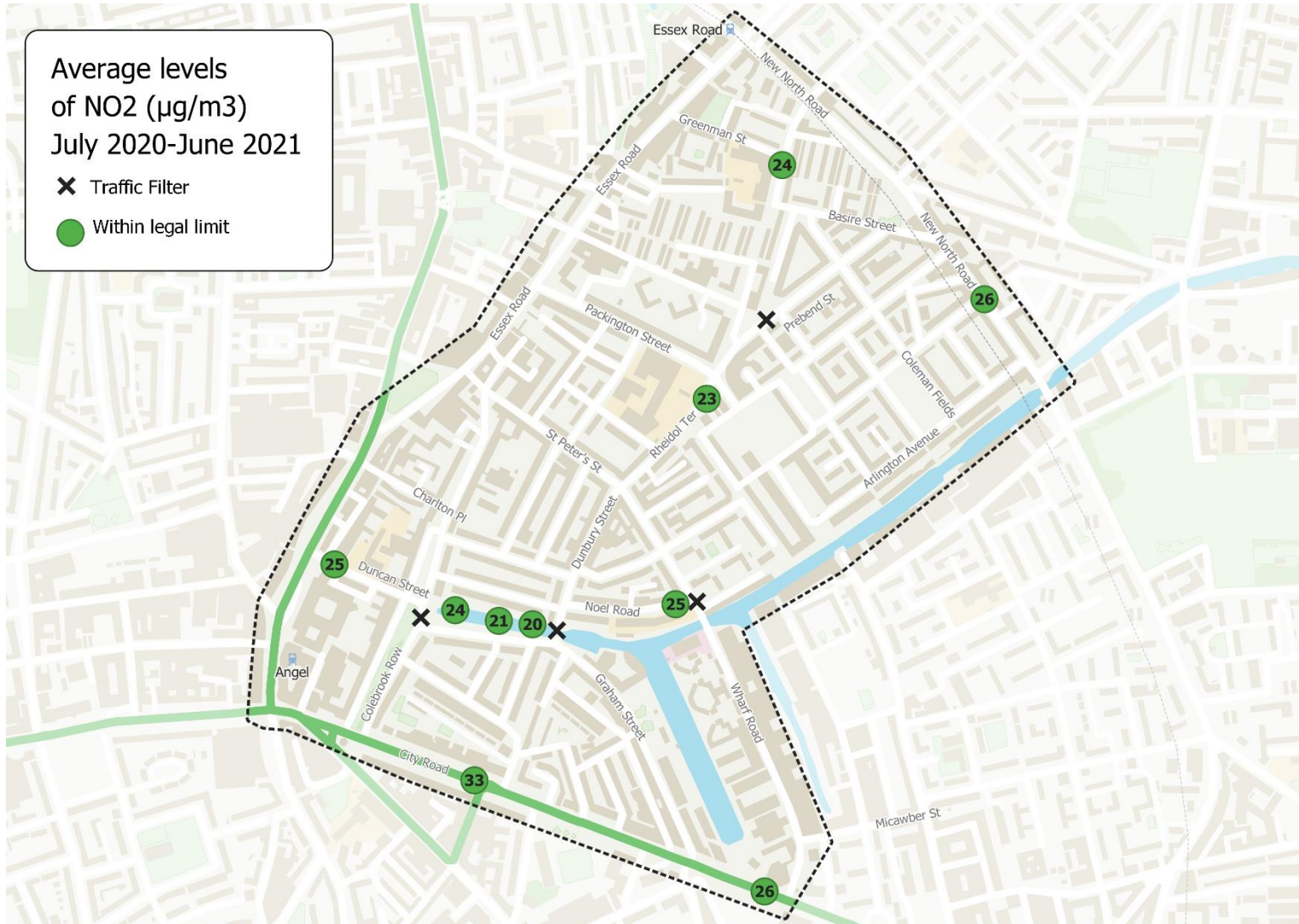
These are positive outcomes in line with the objectives of the trial.

It is worth noting that, although ATCs are very accurate (as explained in Appendix 6), if a cycle, or multiple cycles pass the counter at the same time as a motorised vehicle, it is possible that there could be undercounting of cycles. This is likely to occur more on roads with higher volumes of motorised traffic, such as the boundary roads.

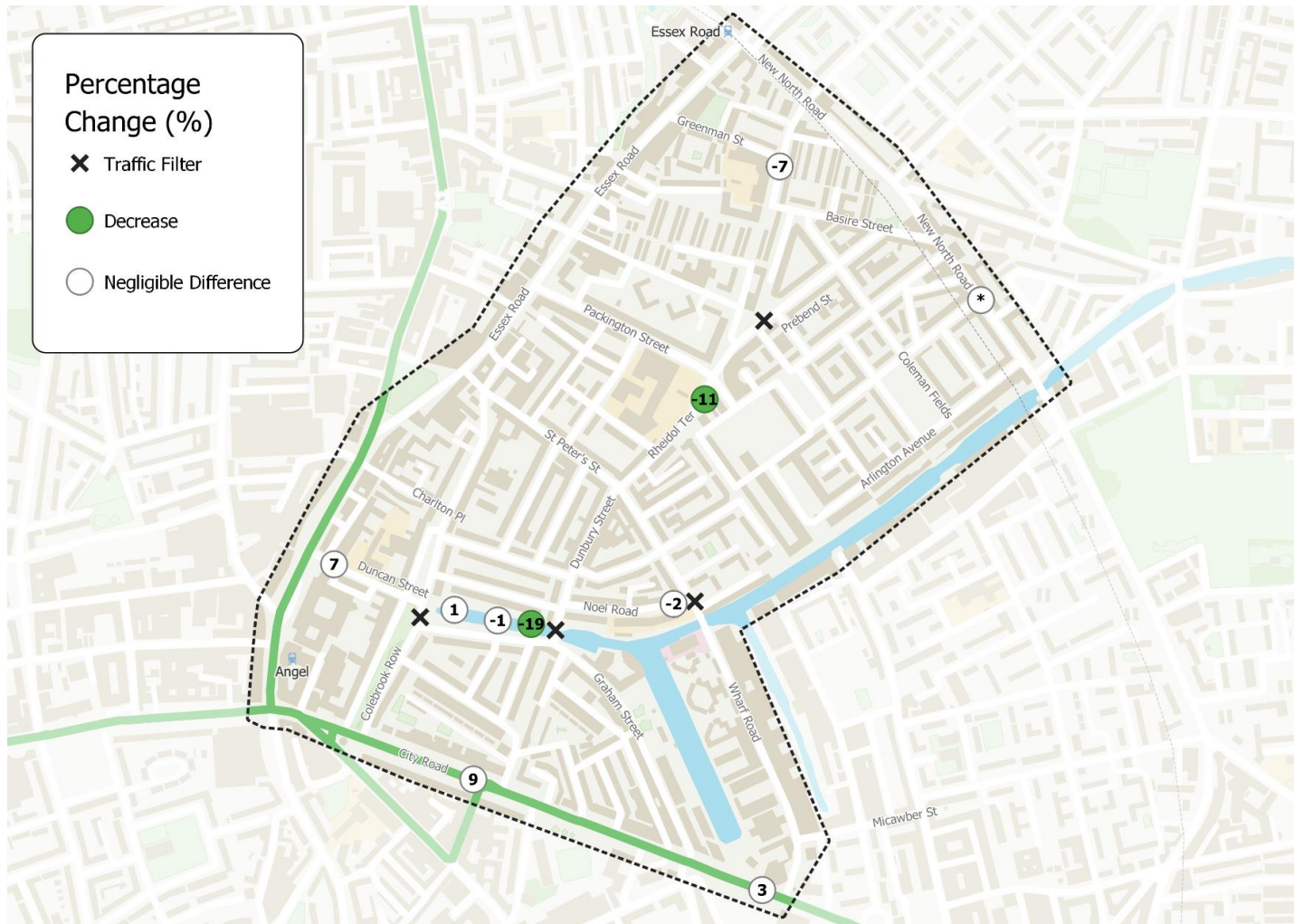
As has been noted in this section, the seasonal variation in weather impacts cycling levels. The surveys for the baseline and pre-consultation reports were both carried out in June, with similar weather conditions.

Air Quality

Map 6: Average levels of NO₂ ($\mu\text{g}/\text{m}^3$) July 2020-June 2021



Map 7: Percentage change in NO2 ($\mu\text{g}/\text{m}^3$) between July 2019- June 2020 and July 2020-June 2021



*The site on New North Road was installed in July 2020, and therefore does not have data from the 'before' period for comparison with 'after' results.

Air quality refers to the air around us, how clean it is and how many pollutants (harmful chemicals or substances) it contains. The more pollutants the air contains the more air pollution there is and the worse the air quality is. Poor air quality is a concern as air pollution can impact health. The two main pollutants of concern that we monitor are:

- Particulate matter of 10µm or less in size (PM₁₀) – tiny bits of solid material made of a range of substances suspended in the air.
- Nitrogen dioxide (NO₂) – one of a group of gases called nitrogen oxides.

There are three types of monitors in use, which will give slightly different data:

- Automatic monitors: monitor NO₂ and PM₁₀ 24 hours a day at two locations in the borough. These are our most accurate monitors.
- Diffusion tubes: provide monthly readings of NO₂. While not as accurate as the automatic monitors they can be more widely deployed to provide trends over a larger area and time period and are a nationally approved monitoring technique.
- Sensors: these sensors can monitor a range of pollutants in a continuous manner like the automatic monitors, however they can have more uncertainty with regard to accuracy and these monitors have not gone through the same quality control process as our other monitors.

Islington's air quality sites are classified based on their location using [Defra guidance](#), but are referred to in these PFS monitoring reports using PFS terminology. This has required the addition of a further category, as will now be explained. According to Defra, "Roadside sites" are those within one to five metres of a busy road. In the PFS monitoring reports, roadside monitoring equates to boundary road sites (one on New North Road and two on City Road). According to Defra, "Urban background sites" are those in an urban location but more distanced from traffic sources. For the PFS monitoring we have further split the urban background results into sites on internal roadsides and sites away from roads. These categorisations apply to the PFS area and boroughwide. We are looking to make monthly results for individual sites available on the Council website as soon as possible.

The long-term sites in Islington consist of nine roadside diffusion tubes, ten background urban diffusion tubes, one automatic main road site and one automatic background urban site. One of the main road diffusion tubes was moved in 2019, and is therefore not being included in PFS monitoring using this time period. More details of these sites can be [viewed in our annual report](#).

The air quality monitoring sites in the St Peter's area are listed in Appendix 8, with details about type and if they have been added as

part of the PFS programme or were pre-existing. The long-term sites that are being used for comparison work in this St Peter's report consist of eight main road diffusion tubes and ten background urban diffusion tubes, as the sensor data we have for this area does not have enough data to be meaningfully analysed at this stage.

Methodology

Time period of study

Air quality varies over time due to a variety of factors, including weather. It is therefore important to look at trends over a longer period of time to identify real changes in air quality due to this scheme. It is preferable to compare a year's worth of data to account for seasonal variation. However, at some sites we do not have a years' worth of data before the scheme was implemented. The newer monitoring sites are therefore less reliable to provide comparison data, as the pre-scheme monitoring period is too short. However, the ultimate goal of our air quality strategy is to reduce air pollution as much as possible, and certainly to within legal limits. As such, the newer sites will be used to monitor if air quality is at legal levels in and of itself.

Results: air quality diffusion tubes

The results shown in this section use NO₂ data from diffusion tubes only, as the sensors in St Peters do not have any before-scheme monitoring. It was therefore not possible to provide results for PM₁₀ for St Peters.

Data has been collected from since the people-friendly streets scheme has been in place from July 2020 to June 2021 (Post Scheme) and compared to the same period in before the scheme July 2019 to June 2020 (Pre-Scheme). The pollution levels in these periods, particularly Pre-Scheme, are likely to have been impacted by Covid-19. [Studies](#) into the impacts of lockdown on air pollution, by Defra, for example, show lower than average levels of the pollutant NO₂ with the first lockdown.

Please note, the values in this section show the average results for all monitors in each category where the data is available, with figures rounded to the nearest whole number, so the differences may look different to what is expected from the NO₂ values given.

To improve accuracy levels of diffusion tubes it is necessary to bias correct the results based upon local or national collocation studies with the more accurate reference monitors. It is also necessary to calculate the data capture, and if this is less than 75%, the results should be annualised. More information on this process can be found in the council annual air quality report. The results from 2021 have yet to be published as they require a full years' data, so the 2021 data presented here is in "raw" format and may change once the bias adjustment values are made available.

Table 18: (Boundary roads) NO₂ levels in St Peter's and borough long term diffusion tube sites

	Pre Scheme Year NO₂ (µg/m³)	Post Scheme Year NO₂ (µg/m³)	Pre Scheme compared Post Scheme Year (µg/m³)	Pre Scheme compared Post Scheme Year (% change)
St Peters	27	28	1	4%
Whole borough long term sites	34	33	-1	-3%

This includes eight monitoring locations for the whole borough long term sites for both the Pre Scheme and Post Scheme periods. In St Peter's there are two monitoring Pre Scheme sites annualised for periods of missing data and three monitoring sites for Post Scheme.

It is worth noting both of the boundary road sites in St Peter's are likely to have been impacted by factors other than the St Peter's PFS trial. For example, the removal of Old Street roundabout is a major transport infrastructure project that is being delivered and may have impacted traffic in the results. In addition, New North Road borders three low traffic neighbourhood trials (St Peter's and Canonbury East in Islington, and Hoxton West in Hackney) that were implemented within months of each other, which may have exacerbated traffic displacement in the St Peter's trial period.

Table 19: (Internal roads) NO₂ levels in St Peter's and borough long term diffusion tube sites

	Pre Scheme Year NO₂ (µg/m³)	Post Scheme Year NO₂ (µg/m³)	Pre Scheme compared Post Scheme Year (µg/m³)	Pre Scheme compared Post Scheme Year (% change)
St Peters	25	23	-2	-8%
Whole borough long term sites	22	22	0	0%

This includes four monitoring sites in St Peter's for Pre and Post Scheme. There are six monitoring locations for the whole borough long term sites for each time period.

Table 20: (Non-street-based sites) NO₂ levels in St Peter's and borough long term diffusion tube sites

	Pre Scheme Year NO₂ (µg/m³)	Post Scheme Year NO₂ (µg/m³)	Pre Scheme compared Post Scheme Year (µg/m³)	Pre Scheme compared Post Scheme Year (% change)
St Peters	24	22	-2	-8%
Whole borough long term sites	21	21	0	0%

There are three non-street monitoring sites in St Peter's for each time period. There are four monitoring locations for the whole borough long term sites for each time period.

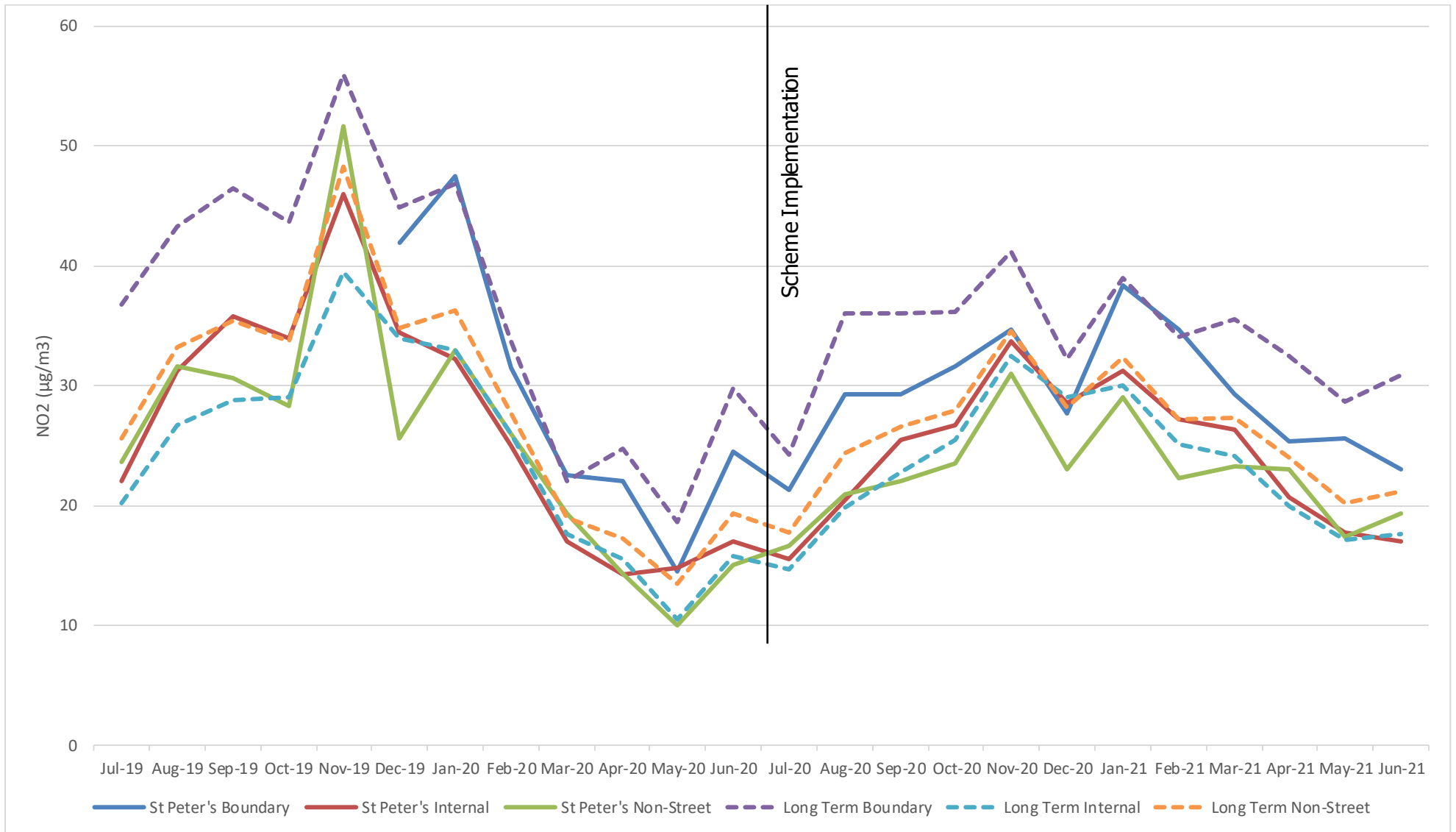
Table 21: (Overall) NO₂ levels in St Peter's and borough long term diffusion tube sites

	Pre Scheme Year NO₂ (µg/m³)	Post Scheme Year NO₂ (µg/m³)	Pre Scheme compared Post Scheme Year	Pre Scheme compared Post Scheme Year (% change)
St Peters	25	25	0	0%
Whole borough long term sites	26	25	-1	-4%

In St Peter's there are nine monitoring locations for Pre Scheme and 10 for Post Scheme, and 18 monitoring locations for the whole borough long term sites.

Graph 5 compares the trends in NO₂ levels in St Peter's and across Boundary road, Internal road and Non-Street sites from July 2019 through to June 2021.

Graph 5: Average NO₂ levels in St Peter's compared to long term borough-wide sites from diffusion tubes



Insights: air quality

The results in tables 19 to 22 show that there has been a decrease in pollution at most monitoring sites when the post-implementation period is compared with the year before. There is no significant difference in changes in St Peter's compared to the whole borough when looking at the overall average. This is across St Peter's and the borough, where 2019 data is available.

As Graph 5 shows, the borough wide and St Peter's monitoring site averages saw a substantial peak in November 2019 and then all dropped to a low in May 2020 before generally rising. This low in May can likely be ascribed to the national lockdown measures, which started in March 2020 and were eased by July 2020. It coincides with the period post-implementation of the PFS trial in St Peter's (July – October 2020). As such, while NO₂ levels in the trial area have increased since it was implemented in July 2020, this is in line with borough wide trends and can therefore be viewed as related to the impact of lockdown measures, and seasonal variation.

In summary these results show:

- Changes in levels of NO₂ in St Peter's reflect those in the borough more widely
- NO₂ levels in St Peter's have been within the annual objective level of 40µg/m³ at all sites since people-friendly streets started, including on boundary roads.
- Annual average levels of NO₂ in St Peter's since people-friendly streets started (July 2020-June 2021, with changes to the arrangement of traffic filters in June 2021) are, on average, lower than the previous year at all internal and off-road sites and marginally higher at boundary road sites, where data is available from 2019. Although in all cases this is a negligible difference (amounting to a maximum change of one unit increase and two unit decrease), and the measures remain below the borough average.
- These results are based on a limited number of data points and over a relatively short time period, and so will need longer term analysis and comparison to wider borough trends. This is especially the case for the St Peter's boundary roads where there were only two monitoring sites with seven months of data before the low traffic neighbourhood was introduced.
- The figures presented are an annual average and do not describe fluctuations within this time period that might have influenced the average results. For example, there were a number of roadwork projects on the boundary roads in the post implementation period and, looking at monthly data, there was a peak in St Peter's in January and February that does not match larger borough trends but would have impacted average results for the year. It can be very difficult to pick out the reasons for specific spikes and this would require a much more in depth investigation, which is not possible within the scope of this analysis.
- These are generally positive results in line with the objectives of the scheme suggesting the trial has not had an adverse impact on air quality to date.

Emergency vehicles access

London Ambulance Service

The Council is in conversation with the London Ambulance Service (LAS) about where it may be able to feed into future reports regarding traffic schemes within the Borough and LAS continues to monitor schemes and provide feedback to the council traffic officers should any delays occur to emergency responses.

As of 1 September 2021, there have not been any reported delays in LAS response times as a result of the people-friendly street area being implemented in St Peter's. We will continue to monitor this closely in the future.

Metropolitan Police Service

The council continues to engage and consult with the Metropolitan Police Service (MPS) as part of the implementation of its PFS programme.

The following statement has been provided by the MPS:

'Analysis of call data for the past 12 months, up to the end of July 2021, shows there has been no difference in average response times across the London Borough of Islington when compared to the previous 12 months (2019/2020) for both immediate and standard graded calls. There is no specific data available for low traffic neighbourhoods. Of note, over the past 12 months there has been a considerable reduction in call demand due to the effects of the coronavirus pandemic, c.2,800 fewer calls than the 12 months between August 2019 to end of July 2020 and a 19% reduction in offences. As we come out of the pandemic restrictions, we will continue to monitor call data to see if changes in road layouts across the borough affect our response times.'

London Fire Brigade

The London Fire Brigade (LFB) monitors the time it takes their vehicles to attend emergencies (attendance times). They are sharing data with the council to enable us to understand if the PFS schemes have adversely impacted attendance times.

The LFB use average attendance times to monitor attendance times. This is because there are a significant number of variables that can impact attendance times – for example, responding vehicles are not always setting off from the same place.

As detailed in the London Safety Plan, "London Fire Brigade's intention is always to get to an emergency incident as quickly as possible on each and every occasion. But the Brigade also sets itself targets for the time it should take to arrive at an incident. The Brigade's London-wide attendance targets are:

- To get the first fire engine to an incident within an average of six minutes.
- To get the second fire engine to an incident within an average of eight minutes.
- To get a fire engine anywhere in London within 12 minutes on 95 per cent of occasions."

PFS monitoring analysis methodology

As advised by the LFB, the 2019 averages for Islington and St Peter's ward are used as the baseline against which to compare the post-implementation averages for each area.

The averages for the St Peter's ward are considered together with averages for the whole borough, to ascertain to what degree the scheme has impacted the post-implementation attendance times in the PFS area compared to the borough overall, thus accounting for any potential Covid-19 disruption.

Please note that data from LFB is only available by ward. The St Peter's ward area is only slightly bigger than the St Peter's PFS area.

The results cover response times to incidents attended by the brigade to an address in the specified area. They do not include the times of response vehicles that passed through the area to attend an incident in a different area.

Results

Table 22: Average attendance times of the London Fire Brigade – Islington-Wide Data

Period	No. of mobilisations	Average Attendance 1st Appliance (mm:ss)	Average Attendance 2nd Appliance (mm:ss)
Islington 2019 (baseline)	2076	04:36	06:17
Islington 2020	2046	04:29	06:02
Islington (June 2020 to June 2021)	931	04:53	06:13

Table 23: Average attendance times of the London Fire Brigade – St Peter’s Ward Data

Period	No. of mobilisations	Average Attendance 1st Appliance (mm:ss)	Average Attendance 2nd Appliance (mm:ss)
St Peters 2019 (baseline)	168	04:29	06:44
St Peters 2020	153	04:19	05:52
St Peters (June 2020 to June 2021)	138	04:27	06:08

Insights: London Fire Brigade response times

There are many variables that affect response times. The results above show the volume of responses for the St Peters ward overall, rather than the St Peters PFS area.

The average attendance time for the first appliance remains within the target time of 6 minutes, and the average attendance time for the second appliance remains well within the target time of 8 minutes. Given the extent of variables that affect response times, the differences between the 2019 baseline and the post-implementation period are considered negligible by the LFB and the council. As such, it is the view of the LFB and the council that the PFS area in St Peters has not impacted this emergency service’s attendance times.

Anti-Social Behaviour and Crime patterns

Data about anti-social behaviour (ASB) calls, including the location that is being referred to, is gathered in the Council's Community Safety team. This data has been analysed to monitor for changes in the volume of calls within PFS areas, especially around the traffic filters. The nature of the issue being reported has also been taken into consideration.

Data has been drawn from the St Peter's PFS area and the whole of Islington, and results from the two areas compared month by month to monitor for Covid-19 disruption.

ASB and Crime Pattern Results

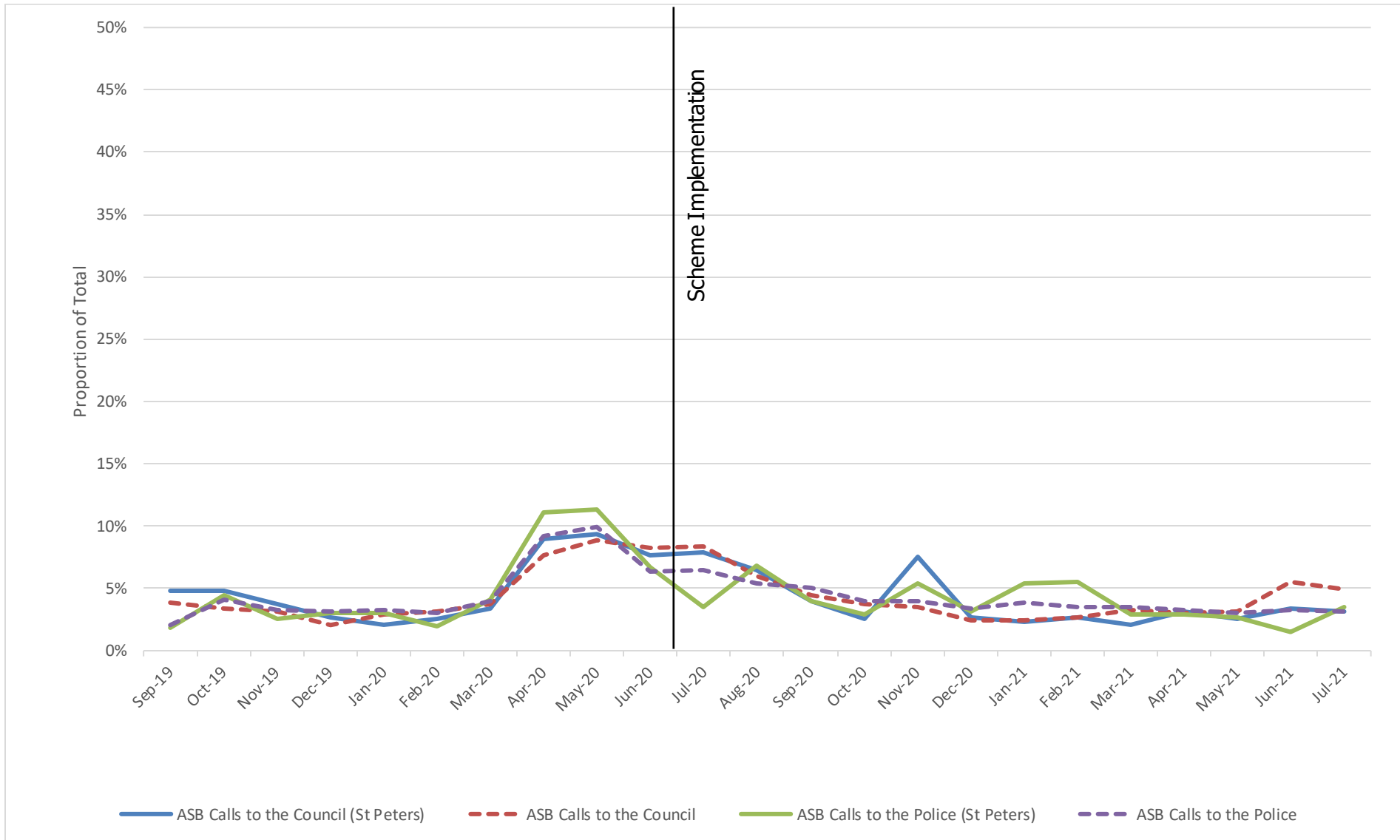
Table 24: Calls and crimes in St Peter's and Islington (proportion as a percentage of September 2019 – May 2021)

Month	ASB Calls to the Council - St Peters	ASB Calls to the Council - Islington	ASB Calls to the Police - St Peters	ASB Calls to the Police - Islington	Street-based Criminal Offences -St Peters	Street-based Criminal Offences -Islington
Sep-19	23	347	16	359	53	936
Oct-19	23	305	38	705	66	1,032
Nov-19	18	285	22	577	57	888
Dec-19	13	187	26	539	35	780
Jan-20	10	265	26	573	31	922
Feb-20	12	284	17	521	58	935
Mar-20	16	343	35	699	44	698
Apr-20	43	693	96	1,612	28	505
May-20	45	805	98	1,732	28	625
Jun-20	37	749	58	1,108	28	642
Jul-20 (PFS Implemented)	38	756	30	1,135	36	730
Aug-20	31	544	59	935	48	825
Sep-20	19	399	34	880	33	783
Oct-20	12	335	25	703	40	751
Nov-20	36	317	47	685	31	698
Dec-20	13	218	27	588	27	642
Jan-21	11	217	47	674	21	535
Feb-21	13	240	48	614	24	470
Mar-21	10	295	25	604	38	627
Apr-21	15	272	25	562	24	643
May-21	12	284	23	518	37	711
Jun-21	16	497	13	579	23	629
Jul-21	15	445	30	546	34	682
Overall	481	9,082	865	17,448	844	16,689

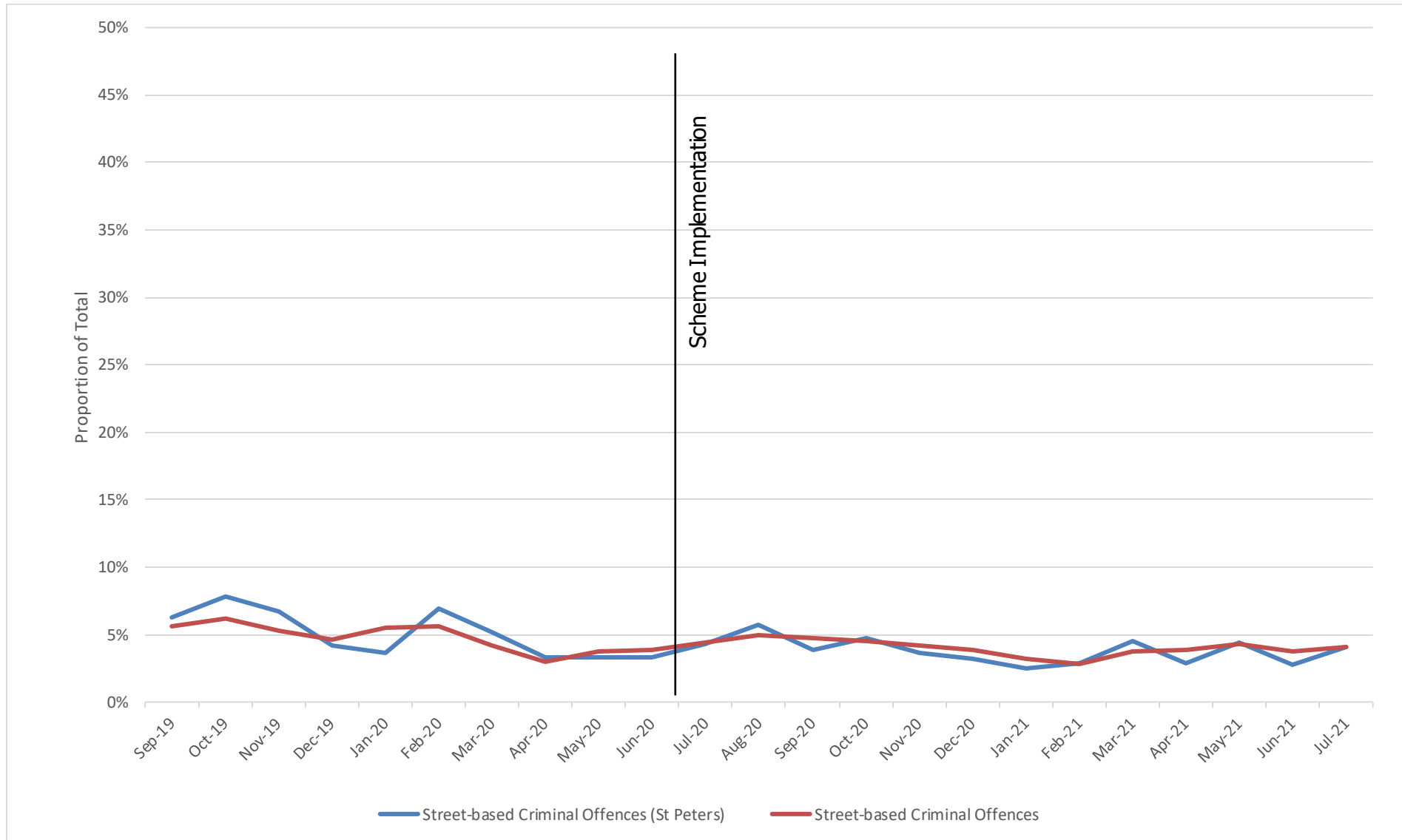
Table 25: Volume of calls and crimes in the St Peter's area and Islington

Month	ASB Calls to the Council - St Peters	ASB Calls to the Council - Islington	ASB Calls to the Police - St Peters	ASB Calls to the Police - Islington	Street-based Criminal Offences -St Peters	Street-based Criminal Offences -Islington
Sep-19	4.8%	3.8%	1.8%	2.1%	6.3%	5.6%
Oct-19	4.8%	3.4%	4.4%	4.0%	7.8%	6.2%
Nov-19	3.7%	3.1%	2.5%	3.3%	6.8%	5.3%
Dec-19	2.7%	2.1%	3.0%	3.1%	4.1%	4.7%
Jan-20	2.1%	2.9%	3.0%	3.3%	3.7%	5.5%
Feb-20	2.5%	3.1%	2.0%	3.0%	6.9%	5.6%
Mar-20	3.3%	3.8%	4.0%	4.0%	5.2%	4.2%
Apr-20	8.9%	7.6%	11.1%	9.2%	3.3%	3.0%
May-20	9.4%	8.9%	11.3%	9.9%	3.3%	3.7%
Jun-20	7.7%	8.2%	6.7%	6.4%	3.3%	3.8%
Jul-20 (PFS Implemented)	7.9%	8.3%	3.5%	6.5%	4.3%	4.4%
Aug-20	6.4%	6.0%	6.8%	5.4%	5.7%	4.9%
Sep-20	4.0%	4.4%	3.9%	5.0%	3.9%	4.7%
Oct-20	2.5%	3.7%	2.9%	4.0%	4.7%	4.5%
Nov-20	7.5%	3.5%	5.4%	3.9%	3.7%	4.2%
Dec-20	2.7%	2.4%	3.1%	3.4%	3.2%	3.8%
Jan-21	2.3%	2.4%	5.4%	3.9%	2.5%	3.2%
Feb-21	2.7%	2.6%	5.5%	3.5%	2.8%	2.8%
Mar-21	2.1%	3.2%	2.9%	3.5%	4.5%	3.8%
Apr-21	3.1%	3.0%	2.9%	3.2%	2.8%	3.9%
May-21	2.5%	3.1%	2.7%	3.0%	4.4%	4.3%
Jun-21	3.3%	5.5%	1.5%	3.3%	2.7%	3.8%
Jul-21	3.1%	4.9%	3.5%	3.1%	4.0%	4.1%
Overall	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Graph 6: ASB calls to the Council and Police in St Peter's and Islington as a percentage of the total over 23 months



Graph 7: Street crimes St Peter's and Islington as a percentage of the total over 23 months



Insights: anti-social behaviour and crime patterns

In terms of volumes of crime and ASB, during the past 23 months St Peter's PFS area showed similar trends to that of Islington as a whole. Across the various analyses of the volume of ASB calls and crimes in St Peter's and Islington over the time period, the monthly volume of calls and crimes as a proportion of the total over the year period has remained approximately consistent between St Peter's and Islington.

Table 24,

Table 25, Graph 6 and Graph 7 show significant increases in anti-social behaviour during the first lockdown in 2020. Contributing to this will have been reporting of people breaching the rules set out by Central Government. Similarly, we have seen large decreases in crime due to lockdown, which has been born out in both Islington and St Peter's PFS area.

The only anomaly is in November 2020, where St Peter's PFS area showed a spike in ASB calls. This spike is linked to two hot spots (meaning when multiple calls are received about a single incident). The Council has taken various actions to address these issues. Early data suggests levels have settled back down again.

In terms of rates of crime and ASB (based on area), the St Peter's PFS area showed slightly higher rates of crime and ASB compared to the borough as a whole. However, the Council's ASB team have found no evidence to suggest that the rate increased following the implementation of the PFS area.

Concluding remarks

People-friendly streets are being introduced on a trial basis, with a full public consultation twelve months into each scheme to give residents the chance to give their views. This pre-consultation monitoring report is intended to inform the consultation, by providing analysis of key indicators such as traffic volumes, air quality and emergency service response times.

This monitoring report shows that the St Peter's PFS trial is having the intended impacts of reducing motorised traffic across internal roads, reducing motorised traffic overall across internal and boundary roads, increasing levels of cycling on internal roads, and reducing levels of speeding on internal roads. There has been a small increase in delays for buses on boundary roads; however, this may be accounted for by other factors, such as temporary road works. There has been negligible change in crime and antisocial behaviour patterns and fire brigade response times in the area. The trial has had a negligible impact on air quality.

Future decisions to keep, remove or amend the St Peter's PFS trial are not dependent on any single metric, but a combination of them together with feedback from the formal consultation with residents and stakeholders.

The public consultation for the PFS LTN at St Peter's is taking place between Monday 13 September and Monday 11 October 2021. More information is available at www.islington.gov.uk/roads/people-friendly-streets/st-peters

Appendices

Appendix 1: Internal Roads counts

This section contains pre-consultation results, for interim results please refer to the [St Peter's PFS Interim Monitoring Report](#).

Wharf Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	14819	19023	12736	13980	-2083	-5043	-14%	-27%
7 day daily average	2117	2718	1819	1997	-298	-720	-14%	-27%
5 day total	10323	13252	8786	9644	-1537	-3607	-15%	-27%
5 day daily average	2065	2650	1757	1929	-307	-721	-15%	-27%
5 day AM peak hourly average	77	99	72	79	-5	-20	-7%	-21%
5 day PM peak hourly average	142	182	99	108	-43	-74	-30%	-40%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1298	3790	2492	192%
7 day daily average	185	541	356	192%
5 day total	783	2878	2095	268%
5 day daily average	157	576	419	268%
5 day AM peak hourly average	5	29	24	433%
5 day PM peak hourly average	14	46	32	232%

Micawber Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	15618	20049	5782	6347	-9836	-13702	-63%	-68%
7 day daily average	2231	2864	826	907	-1405	-1957	-63%	-68%
5 day total	11673	14985	3808	4180	-7865	-10805	-67%	-72%
5 day daily average	2335	2997	762	836	-1573	-2161	-67%	-72%
5 day AM peak hourly average	149	191	38	42	-111	-149	-74%	-78%
5 day PM peak hourly average	149	192	47	51	-103	-140	-69%	-73%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3480	2546	-934	-27%
7 day daily average	497	364	-133	-27%
5 day total	2536	1898	-638	-25%
5 day daily average	507	380	-128	-25%
5 day AM peak hourly average	19	25	6	30%
5 day PM peak hourly average	45	25	-20	-44%

Colebrooke Row

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	7331	9411	3856	4233	-3475	-5178	-47%	-55%
7 day daily average	1047	1344	551	605	-496	-740	-47%	-55%
5 day total	5203	6679	3109	3413	-2094	-3266	-40%	-49%
5 day daily average	1041	1336	622	683	-419	-653	-40%	-49%
5 day AM peak hourly average	79	101	55	61	-24	-41	-30%	-40%
5 day PM peak hourly average	75	96	61	67	-13	-29	-18%	-30%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	9331	14261	4930	53%
7 day daily average	1333	2037	704	53%
5 day total	6739	11620	4881	72%
5 day daily average	1348	2324	976	72%
5 day AM peak hourly average	117	183	65	56%
5 day PM peak hourly average	114	205	91	80%

Graham Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	12865	16515	3702	4064	-9163	-12451	-71%	-75%
7 day daily average	1838	2359	529	581	-1309	-1779	-71%	-75%
5 day total	9608	12334	2712	2977	-6896	-9357	-72%	-76%
5 day daily average	1922	2467	542	595	-1379	-1871	-72%	-76%
5 day AM peak hourly average	92	118	30	33	-61	-84	-67%	-72%
5 day PM peak hourly average	154	198	35	39	-119	-159	-77%	-80%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	2936	5130	2194	75%
7 day daily average	419	733	313	75%
5 day total	1931	3959	2028	105%
5 day daily average	386	792	406	105%
5 day AM peak hourly average	23	55	32	139%
5 day PM peak hourly average	35	69	33	94%

Danbury Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	15084	19363	2965	3255	-12119	-16109	-80%	-83%
7 day daily average	2155	2766	424	465	-1731	-2301	-80%	-83%
5 day total	11396	14629	2343	2572	-9053	-12057	-79%	-82%
5 day daily average	2279	2926	469	514	-1811	-2411	-79%	-82%
5 day AM peak hourly average	123	158	33	36	-91	-122	-74%	-77%
5 day PM peak hourly average	176	226	34	38	-142	-188	-80%	-83%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4895	9192	4297	88%
7 day daily average	699	1313	614	88%
5 day total	3408	7765	4357	128%
5 day daily average	682	1553	871	128%
5 day AM peak hourly average	55	144	89	161%
5 day PM peak hourly average	57	132	76	133%

Duncan Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	4439	5698	4425	4857	-14	-841	0%	-15%
7 day daily average	634	814	632	694	-2	-120	0%	-15%
5 day total	3126	4013	3160	3469	34	-544	1%	-14%
5 day daily average	625	803	632	694	7	-109	1%	-14%
5 day AM peak hourly average	25	32	27	30	3	-2	10%	-6%
5 day PM peak hourly average	45	58	48	53	3	-6	6%	-10%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3616	4989	1373	38%
7 day daily average	517	713	196	38%
5 day total	2470	3731	1261	51%
5 day daily average	494	746	252	51%
5 day AM peak hourly average	19	46	26	134%
5 day PM peak hourly average	46	60	13	29%

Charlton Place

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	821	1054	2848	3126	2027	2072	247%	197%
7 day daily average	117	151	407	447	290	296	247%	197%
5 day total	554	711	2060	2261	1506	1550	272%	218%
5 day daily average	111	142	412	452	301	310	272%	218%
5 day AM peak hourly average	5	7	40	44	35	38	696%	581%
5 day PM peak hourly average	7	9	48	53	41	44	593%	493%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	894	1649	755	84%
7 day daily average	128	236	108	84%
5 day total	622	1280	658	106%
5 day daily average	124	256	132	106%
5 day AM peak hourly average	7	14	7	93%
5 day PM peak hourly average	12	22	10	88%

Rheidol Terrace

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	20215	25950	6837	7505	-13378	-18445	-66%	-71%
7 day daily average	2888	3707	977	1072	-1911	-2635	-66%	-71%
5 day total	15097	19380	5210	5719	-9887	-13661	-65%	-70%
5 day daily average	3019	3876	1042	1144	-1977	-2732	-65%	-70%
5 day AM peak hourly average	154	197	73	80	-80	-117	-52%	-59%
5 day PM peak hourly average	240	309	73	80	-167	-228	-70%	-74%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6080	12342	6262	103%
7 day daily average	869	1763	895	103%
5 day total	4210	9983	5773	137%
5 day daily average	842	1997	1155	137%
5 day AM peak hourly average	67	176	109	162%
5 day PM peak hourly average	73	176	102	140%

St Peter's Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	20779	26674	13259	14554	-7520	-12120	-36%	-45%
7 day daily average	2968	3811	1894	2079	-1074	-1731	-36%	-45%
5 day total	15301	19642	9669	10614	-5632	-9028	-37%	-46%
5 day daily average	3060	3928	1934	2123	-1126	-1806	-37%	-46%
5 day AM peak hourly average	165	212	108	118	-57	-93	-35%	-44%
5 day PM peak hourly average	220	283	119	130	-101	-152	-46%	-54%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4121	6991	2870	70%
7 day daily average	589	999	410	70%
5 day total	2932	5473	2541	87%
5 day daily average	586	1095	508	87%
5 day AM peak hourly average	46	92	46	98%
5 day PM peak hourly average	47	85	38	80%

Packington Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	19786	25399	22638	24850	2852	-550	14%	-2%
7 day daily average	2827	3628	3234	3550	407	-79	14%	-2%
5 day total	14793	18990	16996	18656	2203	-333	15%	-2%
5 day daily average	2959	3798	3399	3731	441	-67	15%	-2%
5 day AM peak hourly average	140	180	195	214	54	34	39%	19%
5 day PM peak hourly average	244	313	215	236	-29	-77	-12%	-25%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	2412	3747	1335	55%
7 day daily average	345	535	191	55%
5 day total	1651	2939	1288	78%
5 day daily average	330	588	258	78%
5 day AM peak hourly average	18	32	15	82%
5 day PM peak hourly average	26	45	19	72%

Prebend Street (western site)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	32406	41599	6143	6743	-26263	-34856	-81%	-84%
7 day daily average	4629	5943	878	963	-3752	-4979	-81%	-84%
5 day total	24501	31452	4646	5100	-19855	-26352	-81%	-84%
5 day daily average	4900	6290	929	1020	-3971	-5270	-81%	-84%
5 day AM peak hourly average	239	306	62	68	-177	-239	-74%	-78%
5 day PM peak hourly average	412	529	77	85	-335	-444	-81%	-84%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6632	13721	7089	107%
7 day daily average	947	1960	1013	107%
5 day total	4719	11046	6327	134%
5 day daily average	944	2209	1265	134%
5 day AM peak hourly average	73	179	106	144%
5 day PM peak hourly average	79	194	115	145%

Prebend Street (eastern site)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	31233	40094	13684	17573	-17549	-22521	-56%	-56%
7 day daily average	4462	5728	1955	2510	-2507	-3217	-56%	-56%
5 day total	23915	30700	10196	13094	-13719	-17606	-57%	-57%
5 day daily average	4783	6140	2039	2619	-2744	-3521	-57%	-57%
5 day AM peak hourly average	238	305	134	173	-104	-133	-44%	-43%
5 day PM peak hourly average	392	504	129	166	-263	-337	-67%	-67%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1952	4159	2207	113%
7 day daily average	279	594	315	113%
5 day total	1335	3367	2032	152%
5 day daily average	267	673	406	152%
5 day AM peak hourly average	22	61	39	179%
5 day PM peak hourly average	21	58	37	173%

Greenman Street**

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	9273	9923	20764	22793	11491	12870	124%	130%
7 day daily average	1325	1418	2966	3256	1642	1839	124%	130%
5 day total	7056	7551	15597	17121	8541	9570	121%	127%
5 day daily average	1411	1510	3119	3424	1708	1914	121%	127%
5 day AM peak hourly average	81	87	210	231	129	144	158%	165%
5 day PM peak hourly average	92	99	199	218	106	119	115%	121%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	952	1386	434	46%
7 day daily average	136	198	62	46%
5 day total	742	1055	313	42%
5 day daily average	148	211	63	42%
5 day AM peak hourly average	8	9	1	19%
5 day PM peak hourly average	12	17	4	36%

**As set out under 'Traffic counts approach', the Greenman Street baseline is from August 2020 and so a different normalisation

calculation is used. Greenman Street is not included in the overall internal road calculations because no traffic filter has been implemented yet which would have the effect of reducing the traffic on Greenman Street.

Noel Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	2486	3191	1345	1476	-1141	-1715	-46%	-54%
7 day daily average	355	456	192	211	-163	-245	-46%	-54%
5 day total	1816	2331	1008	1106	-808	-1225	-44%	-53%
5 day daily average	363	466	202	221	-162	-245	-44%	-53%
5 day AM peak hourly average	14	18	8	9	-6	-9	-41%	-49%
5 day PM peak hourly average	29	37	14	15	-15	-22	-52%	-59%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1760	2617	857	49%
7 day daily average	251	374	122	49%
5 day total	1174	1990	816	70%
5 day daily average	235	398	163	70%
5 day AM peak hourly average	16	22	6	41%
5 day PM peak hourly average	21	38	17	80%

Appendix 2: Arlington Avenue counts

* Changes to the PFS layout after the June 2021 counts took place may have affected the traffic volumes on Arlington Avenue. As such the June 2021 and July 2021 counts are presented here.

Arlington Avenue (June 2021)*

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	1992	2557	3681	4041	1689	1483	85%	58%
7 day daily average	285	365	526	577	241	212	85%	58%
5 day total	1374	1764	2781	3053	1407	1289	102%	73%
5 day daily average	275	353	556	611	281	258	102%	73%
5 day AM peak hourly average	11	14	27	29	16	16	151%	115%
5 day PM peak hourly average	20	26	42	46	22	20	108%	78%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1822	1496	-326	-18%
7 day daily average	260	214	-47	-18%
5 day total	1226	1195	-31	-3%
5 day daily average	245	239	-6	-3%
5 day AM peak hourly average	14	18	4	31%
5 day PM peak hourly average	22	20	-2	-11%

Arlington Avenue (July 2021)*

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	1992	2557	2102	2240	110	-317	6%	-12%
7 day daily average	285	365	300	320	16	-45	6%	-12%
5 day total	1374	1764	1579	1683	205	-81	15%	-5%
5 day daily average	275	353	316	337	41	-16	15%	-5%
5 day AM peak hourly average	11	14	11	12	0	-2	4%	-14%
5 day PM peak hourly average	20	26	24	25	4	0	19%	-1%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1822	2058	236	13%
7 day daily average	260	294	34	13%
5 day total	1226	1720	494	40%
5 day daily average	245	344	99	40%
5 day AM peak hourly average	14	23	9	69%
5 day PM peak hourly average	22	30	8	35%

Appendix 3: Boundary roads counts

Essex Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	84661	108679	101163	111046	16502	2367	19%	2%
7 day daily average	12094	15526	14452	15864	2357	338	19%	2%
5 day total	61040	78357	70484	77370	9444	-987	15%	-1%
5 day daily average	12208	15671	14097	15474	1889	-197	15%	-1%
5 day AM peak hourly average	633	813	706	775	73	-38	12%	-5%
5 day PM peak hourly average	729	936	708	777	-21	-158	-3%	-17%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6930	5794	-1136	-16%
7 day daily average	990	828	-162	-16%
5 day total	4711	4416	-295	-6%
5 day daily average	942	883	-59	-6%
5 day AM peak hourly average	52	33	-19	-37%
5 day PM peak hourly average	77	70	-7	-9%

New North Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	79583	102160	114978	126211	35395	24050	44%	24%
7 day daily average	11369	14594	16425	18030	5056	3436	44%	24%
5 day total	58604	75230	83332	91473	24728	16243	42%	22%
5 day daily average	11721	15046	16666	18295	4946	3249	42%	22%
5 day AM peak hourly average	624	800	985	1082	362	281	58%	35%
5 day PM peak hourly average	835	1072	1011	1110	176	38	21%	4%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6788	6652	-136	-2%
7 day daily average	970	950	-19	-2%
5 day total	4865	5215	350	7%
5 day daily average	973	1043	70	7%
5 day AM peak hourly average	58	73	15	26%
5 day PM peak hourly average	84	94	10	12%

City Road

Motorised traffic

	Before observed	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	167897	168637	185112	740	-30417	0%	-14%
7 day daily average	23985	24091	26445	106	-4345	0%	-14%
5 day total	107870	101055	110928	-6815	-27545	-6%	-20%
5 day daily average	21574	20211	22186	-1363	-5509	-6%	-20%
5 day AM peak hourly average	1273	1004	1102	-269	-533	-21%	-33%
5 day PM peak hourly average	1259	1183	1299	-76	-318	-6%	-20%

Appendix 4: Speed results

Speeds on internal roads (seven-day totals)

Speeds	Average speed before (mph)	Average Speed after (mph)	85th percentile speed before (mph)	85th percentile speed after (mph)	Volume over Posted Speed Limit before	Volume over Posted Speed Limit after	% Over Posted Speed Limit before	% Over Posted Speed Limit after
Wharf Road	11.33	10.96	14.00	13.40	72	42	0.49%	0.33%
Micawber Street	14.92	14.33	18.30	18.00	1037	438	6.64%	7.58%
Colebrooke Row	12.50	12.53	15.00	14.80	109	52	1.49%	1.35%
Graham Street	15.73	16.10	19.70	20.40	1707	617	13.27%	16.67%
Danbury Street	14.83	11.68	18.20	13.90	1068	76	7.08%	2.56%
Duncan Street	13.78	12.65	18.00	15.90	370	118	8.34%	2.67%
Charlton Place	9.49	8.88	11.80	10.70	0	3	0.00%	0.11%
Rheidol Terrace	17.73	16.16	21.70	20.30	5213	1149	25.79%	16.81%
St Peter's Street	11.63	10.03	14.40	12.00	214	26	1.03%	0.20%
Packington Street	14.60	13.24	17.50	16.10	965	538	4.88%	2.38%
Prebend Street (western site)	15.68	12.56	19.00	15.40	3111	147	9.60%	2.39%
Prebend Street (eastern site)	14.75	12.66	17.70	15.10	1487	173	4.76%	1.09%
Arlington Avenue (5mph)*	12.32	13.41	16.20	16.80	1992	207	100.00%	100%
Noel Road	15.95	14.23	20.10	18.40	383	110	15.41%	8.18%
Greenman Street**	17.42	17.09	20.90	20.20	1908	3346	20.58%	16.11%

* After counts – July 2021 ** Baseline counts – August 2020

Speeds on boundary roads (seven-day totals)

Speeds	Average speed before (mph)	Average Speed after (mph)	85th percentile speed before (mph)	85th percentile speed after (mph)	Volume over Posted Speed Limit before	Volume over Posted Speed Limit after	% Over Posted Speed Limit before	% Over Posted Speed Limit after
Essex Road	19.21	16.78	23.70	22.20	32991	26004	38.97%	25.71%
New North Road	21.11	20.86	25.30	24.80	44494	62378	55.91%	54.25%
City Road	20.89	21.93	25.21	26.60	6696	10010	3.78%	5.64%

Appendix 5: Vehicle classification results

Vehicle Classifications (Weekday daily averages)

Weekday Daily Averages	Cars No June 2020	LGV No June 2020	HGV No June 2020	Motor Bikes No June 2020	Pedal Cycles No June 2020	Cars No June 2021	LGV No June 2021	HGV No June 2021	Motor Bikes No June 2021	Pedal Cycles No June 2021
Wharf Road	1,455	144	1	464	157	1,322	179	3	253	576
Micawber Street	1,814	269	3	248	507	521	121	1	118	380
Colebrook Row	742	149	12	137	1,348	384	182	20	36	2,324
Graham Street	1,495	189	3	235	386	370	104	3	65	792
Danbury Street	1,842	224	7	206	682	317	101	6	45	1,553
Duncan Street	401	85	2	136	494	482	88	1	60	746
Charlton Place	84	5	0	22	124	309	64	1	37	256
Rheidol Terrace	2,442	314	10	254	842	717	235	16	74	1,997
St Peter's Street	2,244	322	15	479	586	1,576	167	10	180	1,095
Packington Street	2,389	235	5	329	330	2,781	301	6	311	588
Prebend Street (western site)	4,025	444	26	405	944	637	194	15	83	2,209
Prebend Street (eastern site)	3,952	469	9	353	267	1,928	271	3	116	673
Noel Road	263	54	1	45	235	144	42	0	15	398

Weekday Daily Averages	Cars No Aug 2020	LGV No Aug 2020	HGV No Aug 2020	Motor Bikes No Aug 2020	Pedal Cycles No Aug 2020	Cars No June 2021	LGV No June 2021	HGV No June 2021	Motor Bikes No June 2021	Pedal Cycles No June 2021
Greenman Street	1,084	127	2	198	148	2,461	373	11	275	211

Weekday Daily Averages	Cars No June 2020	LGV No June 2020	HGV No June 2020	Motor Bikes No June 2020	Pedal Cycles No June 2020	Cars No July 2021	LGV No July 2021	HGV No July 2021	Motor Bikes No July 2021	Pedal Cycles No July 2021
Arlington Avenue	200	39	0	35	245	436	69	1	50	239

Appendix 6: St Peter's traffic count locations and type

Islington-commissioned ATC (Automated Traffic Count) sites and dates

Boundary	Type
City Road (TLRN)	Radar
Essex Road	ATC
New North Road	ATC
Internal	
<i>Arlington Avenue</i>	ATC
Charlton Place	ATC
Colebrooke Row South	ATC
Danbury Street	ATC
Duncan Street	ATC
Graham Street	ATC
<i>Greenman Street</i>	ATC
Noel Road	ATC
Packington Street	ATC
Prebend Street (north)	ATC
Prebend Street (south)	ATC
Rheidol Terrace	ATC
St Peter's Street	ATC
Wharf Road	ATC
Neighbouring borough	
Micawber St (HACKNEY)	ATC

TfL permanent traffic sites and coordinates (all ATCs)

Street name	Northing	Easting
A1 Archway	529219	187254
Pentonville Road	531004	183093
Camden Road	529924	185126
Caledonian Road	530708.1	183517.3
Clerkenwell Road	531863	182129
City Road	532762	182386
Old Street	532668	182448
St Johns Street	531460	183048
A1 Upper Street	531650	184311
Holloway Road	531239	185120
Canonbury Road	531885.4	184353.7
Southgate Road	532956	184553

TfL also has a counter on Essex Road, which has not been included in the normalisation methodology because of incomplete data that has not been processed.

ATCs measure traffic volumes and speeds using two thin tubes that run across the street and are connected to a sensor. When wheels pass over the tubes, the pressure impact is interpreted by the sensor to identify the type of vehicle passing over, and the speed with which it passed. They are considered to be approximately 98% reliable. Inaccuracies can arise when, for example, two vehicles pass at the same time they may be counted as one, or if a car and bicycle pass at the same time, it may be read as one car. However, the same method is used before and after and the method is considered a good industry standard. They are used as a standard in monitoring transport schemes.

Radar counts monitor speeds and vehicle volumes to a less specific categorisation using a radar sensor and do not include cycles. The suppliers state their accuracy rate is 98%.

Appendix 7: Traffic count normalisation methodologies

Traffic counts

In order to account for the fact that there was less traffic on Islington streets from March 2020 onwards we have provided adjusted figures that provide an estimate for what the traffic would have been if there was no Covid-19 disruption. This allows us to analyse the impacts of the PFS area scheme rather than the impacts of Covid-19 on the traffic volumes.

To calculate the percentage change the difference has then been taken between the two, and divided by the normalised baseline volume to arrive at a normalised percentage change.

To calculate the normalised percentage differences, the June 2020 traffic count volumes have been divided by 0.7790, and the June 2021 traffic counts by 0.911 to give normalised volumes. For August 2020 the figure was 0.9345 (used for the Greenman Street baseline counts) and for July 2021 the figure was 0.9344 (used for the Arlington Avenue "after" counts).

Appendix 8: Air quality monitoring

We have been monitoring air quality since 2000 and have 21 long term monitoring sites across the borough. We also have additional monitoring in place for specific projects and have been monitoring air quality outside every school in the borough since 2018. As such, there is significant long-term air quality data collection across the borough, which will be used in the normalisation process. It also means there is existing air quality monitoring within the St Peter's PFS trial area, though some monitoring equipment has been added to expand the air quality monitoring in and around an area.

The air quality monitoring sites in the St Peter's area are listed below, with details about type and if they have been added as part of the PFS programme or were pre-existing.

St Peter's air quality monitoring sites type and period of installation

Locations	PFS road type	Monitoring type	Installation	Site Type by DEFRA classification*
City Road x2 (N49, OC10)	Boundary	Diffusion tube	Pre-existing (since at least 2018)	Roadside
New North Road (PF1)	Boundary	Diffusion tube	New (since July 2020)	Roadside
Duncan Street (S47)	Internal	Diffusion tube	Pre-existing (since at least 2018)	Background urban
Greenman Street (S7)	Internal	Diffusion tube	Pre-existing (since at least 2018)	Background urban
Noel Road (S48)	Internal	Diffusion tube	Pre-existing (since at least 2018)	Background urban
Prebend Street (S71)	Internal	Diffusion tube	Pre-existing (since at least 2018)	Background urban
Regent's Canal x3 (IRC5, IRC6, IRC9)	Non-street-based site	Diffusion tube	Pre-existing (since at least 2018)	Background urban
Basire Street (outside playground)	Internal	Sensor	New (since July 2020)	Background urban
Prebend Street x2	Internal	Sensor	New (since July 2020)	Background urban
Colebrooke Row x2	Internal	Sensor	New (since July 2020)	Background urban

Islington's air quality team classify sites using [Defra guidance](#) based on their location. Roadside sites are those within one to five metres of a busy road, while urban background sites are those in an urban location but more distanced from sources and therefore more representative of wider background conditions.

Methodology

Data quality control

As a council we are legally obliged to monitor air quality and report on this every year. To ensure data is as accurate as possible we follow national guidance for monitoring air quality, in terms of deployment and results analysis. For example: use of accredited monitors, personnel and laboratories or correction of diffusion tube data based on annual comparisons to automatic monitors. More information on this process can be found in our [annual reports](#).

The data used in this analysis will follow these rules as much as possible, especially in regards to monitor deployment. However it will not have fully gone through this process, especially in regards to normal end of year analysis processes for 2021, and should therefore be treated as provisional. This is even more the case with the sensor data, which is not an approved monitoring type for official reports and where the uncertainties are more unknown.

The 2019 data in this report has been adjusted using a correction factor of 0.88; the bias adjustment factor for 2020 data was 0.94. Adjusting data in this way is standard practice in making air quality data as accurate as possible, more information on this factor can be found in the 2019 [annual report](#). The data for 2021 is still raw as a bias correction factor has not yet been calculated. For time periods where less than 75% of data was captured the data has been "annualised", meaning it has been adjusted by comparing it to monitors that had data for the whole period. More information can be found on this process in the annual air quality report.

Insights background

Pollution levels are impacted by a range of local and wider sources. For example, the [source apportionment study](#) conducted for

Islington in 2015 found only 3% of London's NOx emissions came from inside Islington. Therefore, it can be very hard to pick up on local changes caused by schemes such as people-friendly streets.

Pollution also varies a lot over time due to a range of external factors (such as weather) for which this study has not corrected. Therefore ideally a longer period of study would be required to analyse these results more fully. This would also allow further quality control of data that has not been possible with these results. There is also further uncertainty in recent results and whether these will represent longer term trends due to Covid-19. Studies of the first lockdown in March, for example by the [Greater London Authority](#), show a decrease in overall motorised traffic and NO₂ levels but no consistent change in PM due to weather impacts. Since the introduction of people-friendly streets in St Peter's there has been a further lockdown.

Appendix 9: St Peter's people friendly streets trial – changes to the scheme leaflet



We would like to hear what you think of the St Peter's people-friendly streets trial. You'll find our survey at www.islington.gov.uk/roads/people-friendly-streets/st-peters

St Peter's people-friendly streets trial

Changes to the scheme



To find out more, please visit www.islington.gov.uk/people-friendly-streets where you will also find answers to frequently asked questions but if you have further questions drop us a line at peoplefriendlystreets@islington.gov.uk

Do you need this information in another language or reading format such as Braille, large print, audio or Easy Read? Please contact **020 7527 2000**

Dear resident or business,

As part of our commitment to make our borough fairer for all, we have been taking steps to make our neighbourhoods safer, greener and healthier. Our plans have included introducing low traffic neighbourhoods (LTNs) as 18-month trials as part of our people-friendly streets programme. St Peter's was the first LTN to be trialed.

We sent you a leaflet recently to let you know about the results from the mid-trial monitoring report which looks at data from the first six months of the scheme. It shows that people in St Peter's have enjoyed reduced motor traffic, less air pollution and less speeding since the people-friendly streets neighbourhood was introduced in July 2020.

We have listened to local people's feedback throughout the trial and this, together with the monitoring report, has shown that there has been an increase in traffic through the Packington Estate caused by people seeking to avoid the traffic filter on Prebend Street. We would like to thank residents for bringing this to our attention.

To resolve this issue, we will be making some changes to the scheme design.

Scheme changes

We are making the following changes:

- Relocate the existing bus gate on Prebend Street to just west of the junction of Coleman Fields
- Install a new traffic filter at Coleman Fields near the junction with Prebend Street
- Both filters will be camera-controlled
- Remove the existing width restriction on Prebend Street
- Convert 12 metres of parking bay on Basire Street into a loading bay for local businesses. This will be operational between 8.30am-6.30pm Monday-Friday and 8.30am-1.30pm on Saturdays. The bay will be available for residents and visitors parking outside these hours

Works should be completed by 25 June 2021.

The map below shows the locations of the changes.



Public consultation

A full public consultation on the St Peter's trial will take place in September 2021. This will allow time for these changes to settle in.

Yours sincerely,

Councillor Rowena Champion

Executive Member for Environment and Transport

Appendix 10: Project Centre Ltd Statement

Project Centre is a multi-disciplinary design, engineering and landscaping architecture consultancy, whose highly talented people are passionate about creating places that are attractive, innovative, sustainable and safe. Project Centre's areas of expertise include air quality improvement schemes, neighbourhood traffic schemes, pedestrianisation, cycle design, road safety, traffic modelling and traffic data analysis.

Project Centre Ltd (PCL) has been commissioned by the London Borough of Islington (LBI) to prepare their report, the St Peter's People-Friendly Streets trial Pre-Consultation Monitoring Report. It is intended that this report provides an accurate, neutral evaluation of the impact of the St Peter's people-friendly street scheme.

The key areas of focus were that the agreed methodology followed the correct process; that the conclusions were drawn without bias; that the tables and charts in both the report and appendices corresponded exactly with the underlying data analysis; and that this analysis corresponded with the methodology set out within the report and was free from error.

PCL carried out extensive checks on the data analysis. This included checking that formulae correctly reflected the processes described in the reports as well containing the correct values or cell references. Checks were also made that data had been correctly copied through a mixture of verifying complete tables against those in the report and appendices and spot-checking values in the raw data and analyses calculations.

Neither PCL nor LB Islington can be held accountable for errors in the data provided by third parties, where these errors have not been identified through the usual checking processes.

In preparing the report, application of the agreed methodology and data, PCL assessed whether the approaches taken and methods of presentation used provided a neutral evaluation of the scheme. Care was taken so that data was treated even-handedly and had in no-way exaggerated results that could be considered beneficial or hidden those that could be considered negative.

The methodology followed made appropriate assumptions that allowed for a fair comparison of counts taken before and after the trial implementation against a background of fluctuating overall traffic volumes as a consequence of COVID-19.