People-Friendly Streets
Better places for everyone

Highbury West and Highbury Fields people-friendly streets trial

Results from the twelve month pre-consultation monitoring report

ISLINGTON
For a more equal future

Summary of key findings

This pre-consultation monitoring report shows that at this point in the Highbury people-friendly streets (PFS) trials, the project is having the intended impacts in the area of reducing motorised traffic across internal roads, increasing levels of cycling on some internal roads, and reducing levels of speeding on internal roads. There was no significant impact on anti-social behaviour and London Fire Brigade response times, while air quality reflects wider borough trends.

Since the removal of through traffic, local streets within the neighbourhood are healthier, with traffic **falling overall by 72%.**

Traffic on Benwell Road has **decreased by 95%,** from 11,774 to 587 vehicles per day, the greatest decrease by volume of any street.

Overall, the changes in levels of nitrogen dioxide **reflect those in the borough more widely.**

On local streets within the neighbourhood, the number of vehicles speeding **fell by 83%.**

The average London Fire Brigade attendance times for first and second appliances **remains within target times.**

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

The greatest **increase in cycling trips was at Horsell Road, from 548 to 819 trips** a day, an **increase of 49%.**

Cycling has **increased on some of the internal roads**, where monitored. Cycling on the segregated route at Drayton Park was not monitored.

Total vehicle flows on boundary roads **have remained broadly similar to those recorded before the scheme began,** although with some variation between sites. Flows on **Hornsey Road dropped by 28%,** and flows on **Highbury Grove and Seven Sisters Road both dropped by 18%. Holloway Road flows remained at the same level**. However, flows at the **northern end of Blackstock Road increased by 58%,** and **by 15% at the western end of St. Paul's Road.**

The above figures reflect before and after comparisons between November 2020 and December 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 rose by 72% between 2009 and 2019. 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 benefited 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 cleaner, 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 cleaner, greener, healthier and a more equal place for everyone. Highbury, 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 monitoring 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 Highbury people-friendly streets trials went live in January 2021, as low traffic neighbourhoods under the people-friendly streets programme. As part of the council's urgent Covid-19 response, the trials were 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 pre-consultation monitoring report reflects a before and after assessment of the trials 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 areas to measure the success of the trials 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 Highbury people-friendly streets trials are not dependent on any single metric, but with feedback from the online survey and upcoming consultations with residents and stakeholders.

Pre-consultation results

Motorised traffic on internal roads

- Motorised traffic has decreased on almost all internal roads in both observed and normalised results, which is a positive pre-consultation outcome in line with the objectives of the trials.
- Overall, motorised traffic volumes on internal roads have decreased by 72%. The greatest decrease by volume has been on Benwell Road, where there has been a 95% drop in vehicle flows.
- Across internal roads, average speeds have decreased by 2% and the volume of vehicles speeding has decreased by 83%.
- The above figures have been normalised to account for the impacts of COVID-19 on motorised traffic levels in November 2020 and in December 2021. More information on this process is available in the main report. Note, the normalisation dates will be the same dates that the main surveys were carried out.

Motorised traffic on boundary roads

- Overall, there has been limited change in motorised vehicle volumes on boundary roads compared to pre-scheme flows. On average, motorised traffic volumes have changed on:
  - Hornsey Road by -28%
  - Highbury Grove by -18%
  - Seven Sisters Road by -18%
  - Holloway Road by less than 1%
  - Blackstock Road South by +3%
  - St. Paul's Road West by +15%
  - Blackstock Road North by +58%
- Across boundary roads, average speeds have seen negligible change.

Air quality

- Overall changes in levels of NO2 in Highbury reflect those in the borough more widely.
- Average annual NO2 levels in Highbury have been within the annual objective level of 40µg/m3 for the year before and after the LTN was implemented at sites.

Cycling on internal roads

- Cycling has increased on some of the internal roads, where monitored.
- Cycling on the segregated route at Drayton Park was not monitored, however, data measuring cyclists using the road still shows increase in volume of cyclists at this location.
- The greatest increase in cycling trips was at Horsell Road, from 548 to 819 trips a day, an increase of 49%.
- National statistics show a 20% drop in cycling flows as compared to pre-Covid levels.

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 considered limited by the LFB and the council. 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 within the target time of 8 minutes. The council will continue to engage with the LFB and 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 trials in Highbury have not had an impact on anti-social behaviour and crime patterns.

The public consultation for the people-friendly streets neighbourhoods in Highbury is taking place between 7 February and 14 March 2022.

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

Contents

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:

85th Percentile Speed – The 85th percentile is used in transport monitoring to gauge changes in speeds and speeding behaviour. It is the speed at which 85% of traffic will be travelling at, or below, along a street (15% of traffic will be travelling faster than this speed). For example, if the 85th percentile speed is 20mph, then 85% of vehicles will be travelling at 20mph or less.

AM peak – In this report "AM peak" refers to the hours between 07:00 and 10:00.

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 Highbury trial area are Blackstock Road (A1201) to the Northeast, Hornsey Road (A103) to the West, Holloway Road (A1) to the Southwest and Seven Sisters Road (A503) to the Northwest. The boundary road site on St. Paul's Road to the south of the scheme is the same location (St. Paul's Road West) used for the Canonbury West monitoring report – that report also included a St. Paul's Road East site, which is not on the border of the Highbury Scheme.

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 Highbury 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 Highbury area.

Roads beyond the boundary – These are local roads which fall outside of the trial scheme "boundary roads", which have been monitored to gauge any residual impact on nearby areas. For the purpose of this report, "roads beyond the boundary" are local roads outside of the Highbury trial area and data gathered from these sites is presented separately to those roads which do fall within the Highbury trial area.

INRIX – 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.

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 an 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 Highbury 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) will still be able to reach their homes.

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 and 2021 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.

Patched sites/data – When counting equipment is damaged, leading to a loss of data for certain time periods, this data is patched. This means that periods of missing data are backfilled using data from the same day, either a week before or week after when the counts were taken to ensure that the data is representative of that day. If this data is not available, another day of the same type, either weekday or weekend-day (or an average of such days), is used.

People-friendly streets - The people-friendly streets (PFS) programme refers to the implementation of low traffic neighbourhood (under an Experimental Traffic Order) and School Streets in Islington. Through the PFS programme, the council wants to make Islington's streets safer, healthier and greener. By installing inexpensive measures like bollards and smart cameras, the council aims to create more space for everyone to enjoy their neighbourhoods as they walk, wheel and cycle around. More information on the PFS programme, can be found in the [linked executive paper](#).

PM peak – In this report "PM peak" refers to the hours between 16:00 and 19:00.

Radar Traffic Counters – Radar counts monitor speeds and vehicle volumes to a less specific categorisation using a radar sensor. These radar counts classify pedal cycles and motorcycles in the same class (<5.6m). As such, for radar assessed sites, the motorised traffic volumes do not include motorcycles, and pedal cycle volumes are unavailable. Radars measure traffic volumes and speed using high frequency radar signals to measure one or two lanes of traffic. Manufacturers consider the method to be 98% accurate (with 95% Confidence) at measuring traffic volumes with speed considered to be around +/- 2mph or 3% whichever is greater with 95% confidence. Radars detect vehicle lengths (+/- 40cm or 5% whichever is greater with 95% confidence) so assumptions need to be made with regards to vehicle classes. Inaccuracies in the data can occur due to vehicles following closely resulting in larger lengths being detected. Radars are widely used for monitoring traffic schemes due to their discrete nature. Being less detectable by drivers, radar surveys are less likely to change speeding behaviours. Radars are used to monitor traffic on TfL managed roads, on the strategic road network.

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 and signage. 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 SYSTRA Ltd.

SYSTRA has been commissioned to prepare this report in partnership with the London Borough of Islington.

SYSTRA is a global leader in mass transportation and mobility, employing over 7,000 global employees across 80 countries. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also Social and Market Research Consultancy. Their team members have an in-depth understanding of both the transport sector and of social and market research techniques, providing expert support in monitoring and evaluation both direct to clients and also in a peer review capacity. They provide a wealth of experience in conducting both qualitative and quantitative transport research with stakeholders to help understand their priorities and to inform options for future investment and policy development.

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

Highbury PFS area in context

As part of Islington Council's PFS programme and the need for an urgent transport response to Covid-19, Highbury West and Highbury Fields became the sixth and seventh PFS trial areas in the borough. They have 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, thereby making the area's roads safer, cleaner and healthier for residents. 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.

PFS Scheme – The traffic filters in the Highbury PFS areas have been installed in ten locations. Eight new camera-enforced traffic filters have been installed on each of Aubert Park, Benwell Road, Gillespie Road, Highbury Hill, Monsell Road and St. Thomas's Road, with two on Highbury Place – one at the junction with Calabria Road and the other at the junction with Holloway Road. Two further filters, physically enforced by bollards, were installed at Avenell Road and Plimsoll Road.

The Experimental Traffic Order (ETO) for the scheme came into force on 11th December 2020 and the scheme officially went live on 11th January 2021. Two of the filters make use of existing traffic control infrastructure – the existing width restriction on Benwell Road was converted into a traffic filter and the no entry point on Gillespie Road, preventing traffic travelling west, was converted to prevent traffic flow from both directions of travel. Both of the bollard-enforced traffic filters feature a removable central bollard allowing access for fire service vehicles, if required.

This monitoring report provides data and insights relating to the Highbury PFS trial. The trial went live in January 2021, so the analysis compares data from before and after that date. The baseline ("before") traffic counts were collected in November 2020, before the PFS was put in place. The interim traffic counts were collected in May 2021, approximately five months after the scheme became operational, whilst the pre-consultation traffic counts were collected in December 2021, nearly a year after.

External Factors

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

Local Football Matches – The Emirates Stadium is located within the Highbury West PFS scheme area, and two matches were played there during the survey period, during which some road filters were temporarily suspended to allow stadium access on the relevant

days. The impact of this has been clearly reflected in the data, and such periods have therefore been patched over, using the hours immediately before and/or after match-related traffic spikes to reflect normal levels of traffic flows.

Nearby Low Traffic Neighbourhoods – As can be seen in Map 1, the Highbury area is in close proximity to a number of other low traffic neighbourhoods. The Highbury PFS neighbourhoods are located to the north of the Canonbury West LTN and the recently redesigned Highbury Corner, and to the west of the long-established Brownswood LTN in Hackney. Since the implementation of the Highbury LTNs, Hackney has also implemented the Stoke Newington Church Street bus gate and nearby LTNs. It is therefore not possible to definitively separate out the impacts these may be having on traffic, particularly on the boundary roads.

Nearby major traffic projects and utility works – The redevelopment of Highbury Corner was completed by Transport for London (TfL) in 2019 as part of a London-wide Safer Junctions programme to reduce road danger at a number of intersections including roundabouts, which the council supports. This project represents a major change to the local transport network and may take time for traffic patterns to settle and adjust to the new layout.

Major Thames Water works to reline a water main started in early February 2021 and extended until early May 2021, affecting Seven Sisters Road and Holloway Road. These works ran parallel to the PFS scheme and involved the road width being reduced to a single lane, controlled by multi-way traffic signals, in phased increments. During this period, Blackstock Road was reported to experience significant tailbacks, as traffic flow was limited in joining Seven Sisters Road. Holloway Road also experienced significant congestion while works were underway.

During the pre-consultation period, there was also some additional Thames Water work to address a leak on Drayton Park, which may have impacted flows on nearby streets. Such periods have been reviewed in the data and patched using the averages for similar days of the week for any flows that seem abnormal. A similar process was undertaken to address impacts to vehicle flows following a gas leak and remedial works in the area.

Vandalism - Numerous instances of vandalism were experienced early on during after the scheme was put in place. This included damage to the traffic filter enforcement camera equipment and the removal of bollards from traffic filters.

Weather – Weather can have a significant impact on travel choices, especially cycling, and air pollution. During the second week of November 2020, when the baseline traffic counts were taken, the minimum temperature for the south-eastern region of England was 5.9°C and the maximum was 16°C. Weather was mild, wet and windy.

During the month the pre-consultation traffic counts were taken in (i.e. December 2021), the minimum average temperature was 5°C and the maximum average temperature was 10°C.

National lockdowns – England has been subject to varying restrictions on people's behaviour as a result of COVID-19. The baseline counts in November 2020 took place during a full national lockdown, which commenced on 5th November, with non-essential shops, leisure, entertainment and hospitality venues closed, people urged to stay at home where possible, although schools remained open. This is factored in using the normalisation adjustment for this month, which is 12% greater than for the previous month (October) and 6% greater than the following (December). Pre-consultation counts were taken in the first full week of December 2021, when there were no restrictions, but coincided with a period of increasing COVID cases due to the Omicron variant (although it is noted that new case numbers did not start creating new daily highs until roughly December 16th). However, "Plan B" measures introduced to slow the spread of Omicron were introduced on 10th December, several days into the survey period.

Map 1: Highbury PFS area in wider context of nearby LTN areas and cycle lanes

Hackney Brownswood LTN (Historic)

Green Lanes 1

Mayton Street PFS

Highbury West PFS

Blackstock Road

Holloway Road

Highbury Fields PFS

Key

New Cycle Lanes
- - - Pop up cycle lane
——— New permanent cycle lane

New Low Traffic Neighbourhoods
Delivered by July 2021 - Islington
Delivered by July 2021 - Hackney

Cycleway 38

Upper Street

Canonbury West PFS

Canonbury East PFS

St Peters PFS

Map 2: Highbury Fields PFS measures and monitoring sites

Legend:
- PFS Boundary
- Traffic Filter
- ATC Counter
- AQ Sensor
- Access
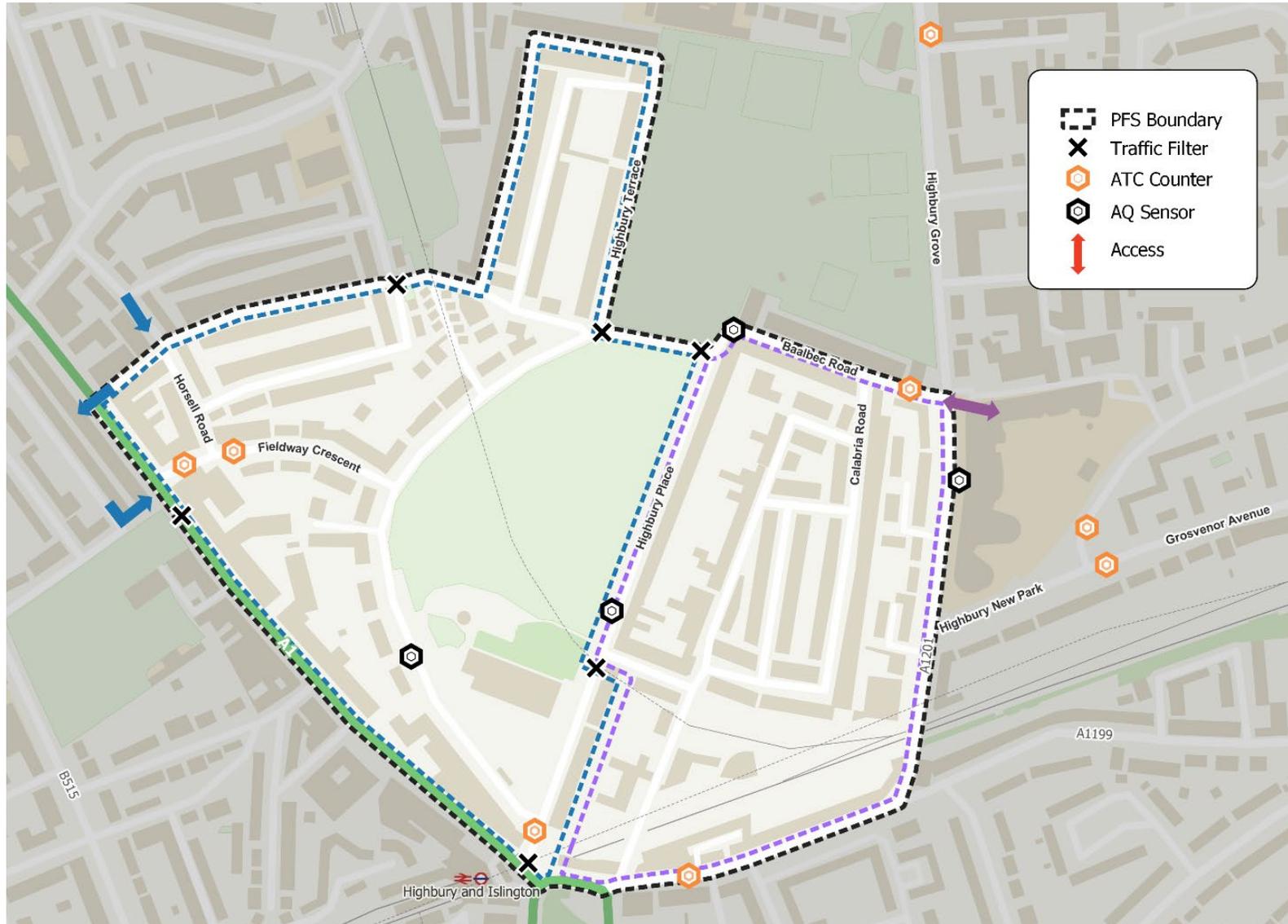
Map 3: Highbury West PFS measures and monitoring sites
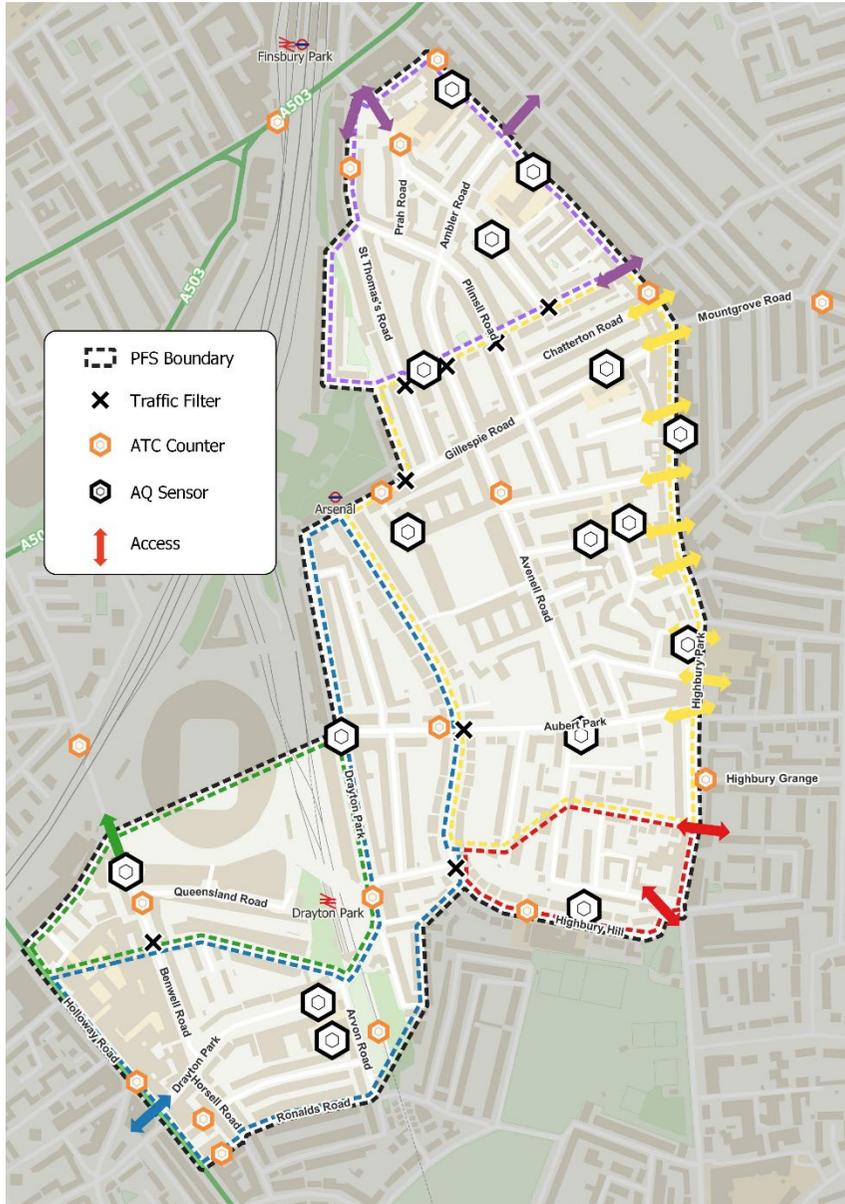
Traffic counts approach

Traffic counts in the Highbury PFS area

The count data presented in this report is not traffic modelling, but actual observed traffic. The data generally compares traffic flows in November 2020, before the implementation of the Highbury PFS area, with December 2021, nearly a year after the scheme went live.

Implementation of the Highbury Low Traffic Neighbourhoods first commenced on 30 November 2020. However, due to a number of instances of vandalism, the completion of the scheme was significantly delayed, and work on delivery was suspended. The scheme finally went live during the week commencing 11 January 2021.

Ad-Hoc Ambler Road monitoring – these counts were carried out at four locations in response to reports that drivers were using Ambler Road as a short-cut. Amber Road was previously identified as a potential cut-through route within the PFS area – however, it was considered that under normal conditions it would not present notable time savings for drivers and was thus not filtered, particularly since doing so would have created a far more complex and restrictive travel route for residents.

The Ambler Road monitoring exercise was carried out to compare data against both of the main sets of counts, to determine whether motorists are likely to use the short-cut in future or whether they were using the short-cut to avoid disruptive Thames Water works on Seven Sisters Road that took place from the start of the year until early May 2021.

Completed and anticipated dates of traffic counts

Baseline ("before") counts: 9 – 15 November 2020

Highbury trial goes live: 11 January 2021

Ad-Hoc Ambler Road monitoring (4 sites): 1 – 21 March 2021 (3 weeks)

Short-Term Interim ("after") counts: 24 – 30 May 2021 (some count sites were extended due to damaged or vandalised count equipment)

Pre-Consultation ("after") counts: 6 – 12 December 2021 (all count sites were extended one week due to some data loss at a count site on St Thomas' Road and to have a backup dataset in case football matches and Thames Water work seriously impacted data quality).

The council has used 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 respond (if required) with mitigating actions.

Automatic Traffic Counts (ATCs) are used at the majority of sites in the Highbury PFS area. ATCs measure motorised and cycle traffic volumes and motorised traffic speeds, classifying 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 5.

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 12 permanent traffic counters managed by Transport for London across Islington and used to establish monthly averages through 2019, 2020 and 2021. The locations of these counters are detailed in Appendix 5. The percentage difference between the same month across the two different years has been used to adjust each set of counts to normalise for Covid-19 disruption in the months in which counts have been taken. The methodology is set out in greater detail in Appendix 7 and has been independently peer reviewed. Determining 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.

Considering the months in which the Highbury counts took place, in November 2020 (baseline counts), motorised traffic across the permanent counters in Islington was approximately 22% lower than in November 2019. In May 2021 (interim counts), motorised traffic was approximately 18% lower than in May 2019. In December 2021 (pre-consultation counts), motorised traffic was around 5% lower than in December 2019. As such, the baseline, interim and pre-consultation motorised traffic counts have been increased by 22%, 18% and 5% respectively, to bring the figures in line with those expected under more normal circumstances.

Data for the Ad-Hoc Ambler Road monitoring was collected in March 2021, when traffic volumes were approximately 31% below those for March 2019 and the data was adjusted accordingly.

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

Table 1 shows the percentage proportions that average traffic had fallen by per month, according to the Transport for London counters. This is in comparison with similar data from 2019.

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%
September 2021	-4.17%
October 2021	-4.90%
November 2021	-5.90%
December 2021	-5.20%

Interpreting count results

Unless specified otherwise, the seven-day daily average (both directions) has been used and discussed in traffic volumes analysis in this report. Results for other time periods (e.g., AM and PM peaks) are available for each site in Appendices 1 - 5.

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 arrive at 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.

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).

As vehicles travelling through the PFS area are likely to go through multiple counter sites, the number of vehicles counted in the area will be higher than the actual number of trips made. 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.

Map 4: Percentage change in motorised traffic volumes - Highbury Fields (seven-day daily averages)
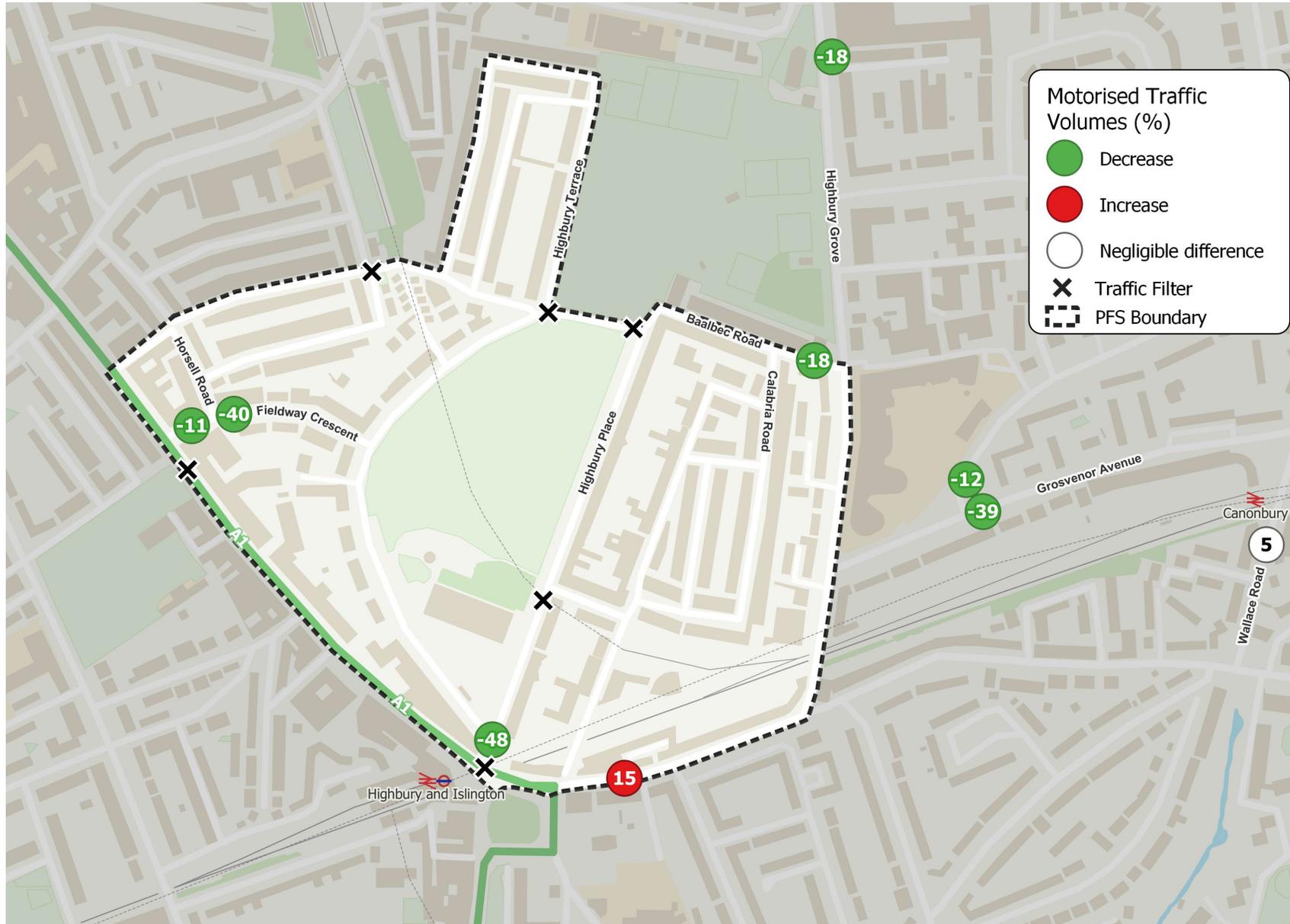
Map 5: Percentage change in motorised traffic volumes - Highbury West (seven-day daily averages)
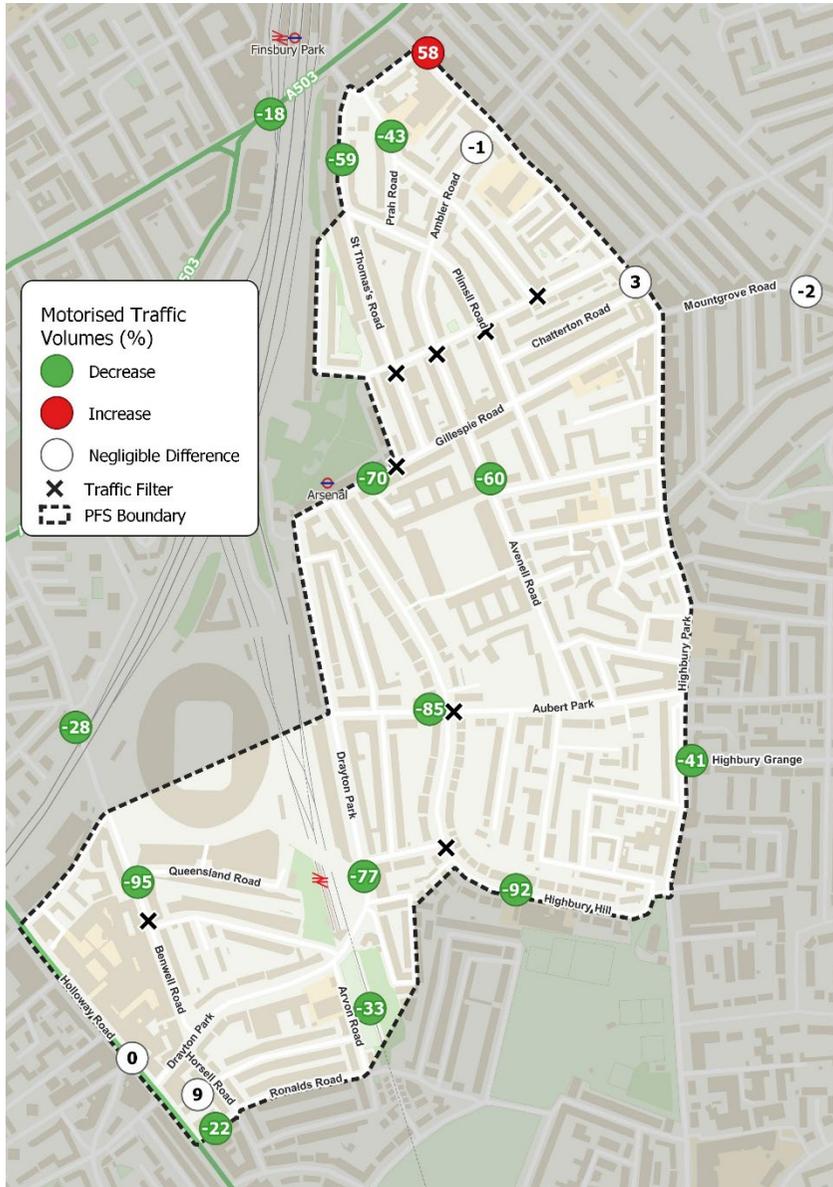
Map 6: Percentage change in proportion of motorised vehicles speeding - Highbury Fields (seven-day daily averages)

Legend:
Difference in Volume of Vehicle Speeding (%)
- 🟢 Decrease
- 🔴 Increase
- ⚪ Negligible Difference
- ✕ Traffic Filter
- ⬛ PFS Boundary
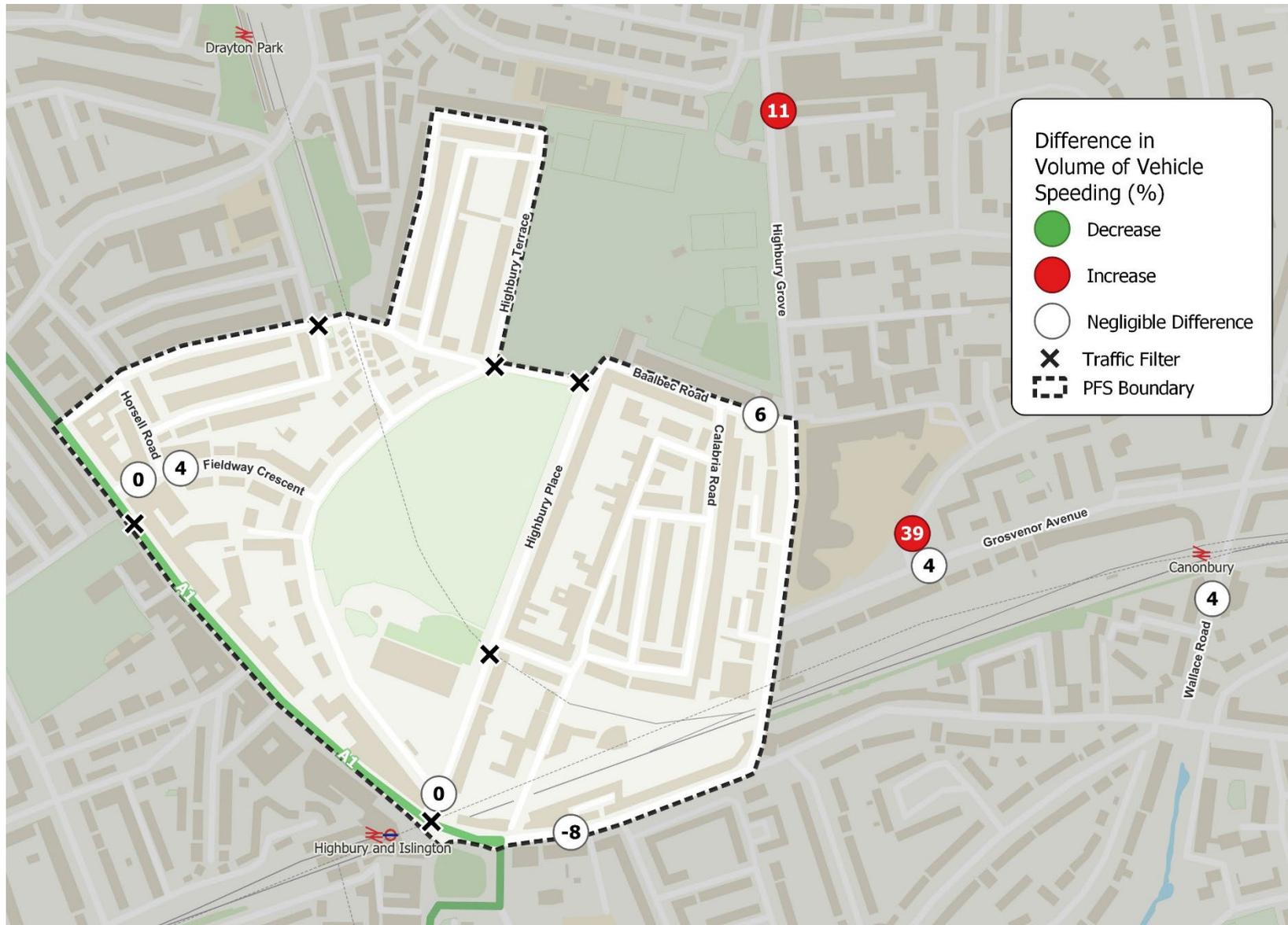
Map 7: Percentage change in proportion of motorised vehicles speeding - Highbury West (seven-day daily averages)
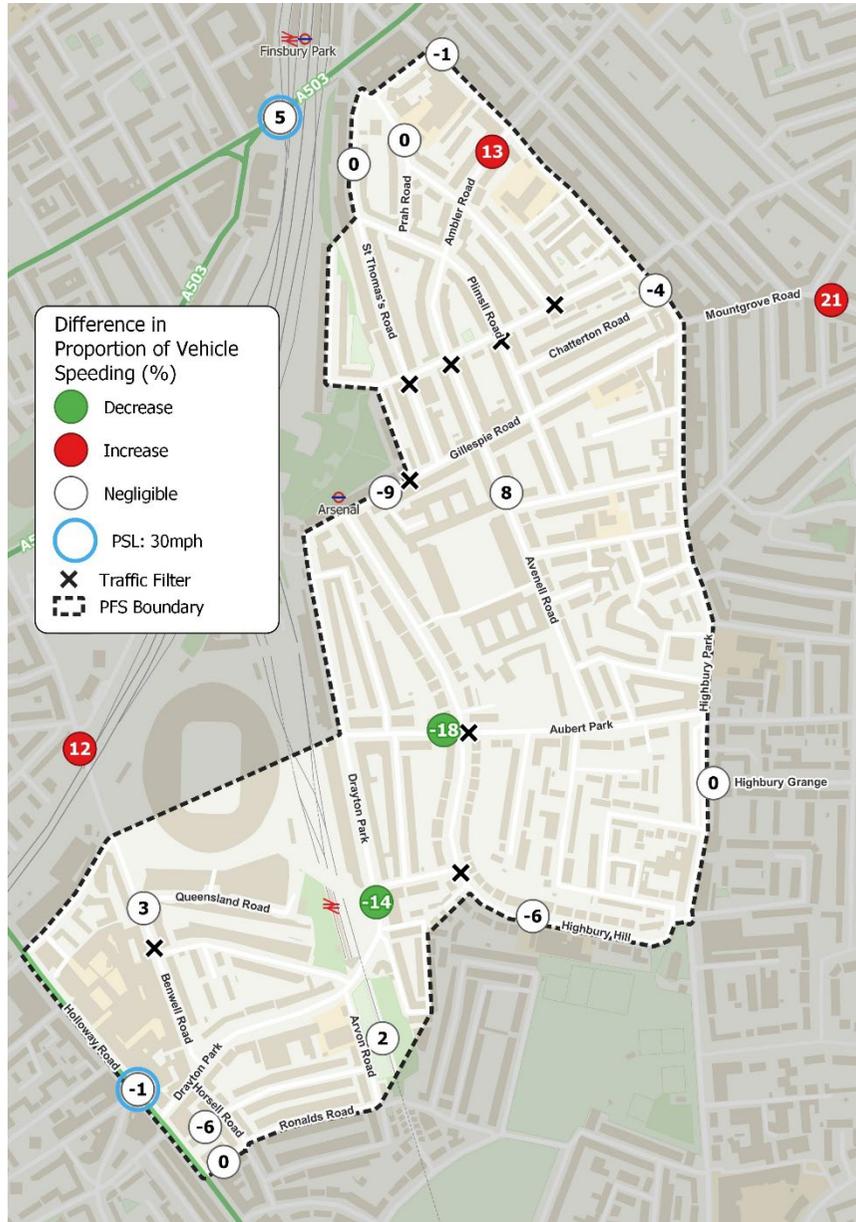
Indicators

Motorised traffic on internal roads

The motorised traffic count results for the internal roads (roads within the Highbury PFS area) are summarised in Tables 2 and 3.

The motorised traffic count results for roads external to the Highbury PFS area are summarised in Table 4.

Raw data has been analysed and compared to give the observed results in the traffic volume results tables. The observed results have been through the normalisation process described in the previous section to the give the normalised results.

Ambler Road – This site has been removed from the November 2020 to May 2021 analysis. During the November 2020 survey period, emergency road works were in place at the junction of Blackstock Road and Ambler Road, limiting vehicles to local access only. The closure was in place for the duration of the monitoring count period. Consequently, the traffic volumes shown in the data was significantly lower than usual.

Ad-Hoc Ambler Road monitoring analysis – the March counts shown in Table 3 were carried out at four previously measured locations, in response to reports that short-cutting vehicles had been identified in the cell. Data was gathered across all four sites, over a three-week period from 1 March 2021 – 21 March 2021. However, there was data loss at the Blackstock Road site, so ATC data was taken for only the week 8 – 14 March 2021.

Motorised traffic volumes on internal roads

Results (seven-day daily averages)

Table 2: Motorised traffic volumes on internal roads

November 2020 vs December 2021	Baseline Observed-November 2020	Baseline Normalised-November 2020	Observed-December 2021	Normalised-December 2021	Difference Observed	Difference Normalised	Difference Normalised %
Arvon Road	338	434	274	289	-64	-145	**-33%**
Aubert Park†	3,457	4,439	631	665	-2,826	-3,774	**-85%**
Avenell Road	1,235	1,586	596	629	-639	-957	**-60%**
Baalbec Road	1,865	2,395	1,864	1,966	-1	-429	**-18%**
Benwell Road	9,169	11,774	556	587	-8,613	-11,187	**-95%**
Drayton Park	11,175	14,351	3,197	3,372	-7,978	-10,979	**-77%**
Fieldway Crescent	1,517	1,948	1,115	1,176	-402	-772	**-40%**
Fieldway Crescent West	983	1,262	1,069	1,127	86	-135	**-11%**
Gillespie Road	2,028	2,604	739	779	-1,289	-1,825	**-70%**
Highbury Hill	5,288	6,791	531	560	-4,757	-6,231	**-92%**
Highbury Place	632	811	399	420	-233	-391	**-48%**
Horsell Road	723	928	959	1,012	236	84	9%
Prah Road	1,021	1,311	702	741	-319	-570	**-43%**
Ronalds Road	1,029	1,321	979	1,032	-50	-289	**-22%**
St. Thomas's Road	1,871	2,403	924	975	-947	-1,428	**-59%**
Total	42,331	54,358	14,535	15,330	-27,796	-39,028	**-72%**

† Data for this road required significant patching (>5% total flows) not undertaken for the interim report.

Table 3: Motorised traffic volumes recorded for Ad-Hoc Ambler Road monitoring

March 2021 vs December 2021	Baseline Observed-March 2021	Baseline Normalised-March 2021	Observed-December 2021	Normalised-December 2021	Difference Observed	Difference Normalised	Difference Normalised %
Ambler Road*	966	1,406	1,313	1,385	347	-21	-1%
Blackstock Road North**	15,041	21,887	17,912	18,895	2,871	-2,992	**-14%**
Prah Road*	631	918	702	741	71	-177	**-19%**
St. Thomas's Road*	840	1,223	924	975	84	-248	**-20%**

* Ambler Road, St Thomas's Road and Prah Road – For the March values, these show the average of three weeks' recorded data from 1 to 21 March 2021. The December 2021 results are for one week of recorded data.

** Blackstock Road – Due to data loss, the Blackstock Road March values shows the 7-day daily average for one week of recorded data, from 8 March 2021 to 14 March 2021. The December 2021 results are for one week of recorded data.

Table 4: Motorised traffic volumes on roads beyond the boundary

November 2020 vs December 2021	Baseline Observed-November 2020	Baseline Normalised-November 2020	Observed-December 2021	Normalised-December 2021	Difference Observed	Difference Normalised	Difference Normalised %
Grosvenor Avenue East†	6,774	8,699	5,068	5,346	-1,706	-3,353	**-39%**
Highbury Grange	2,434	3,126	1,747	1,843	-687	-1,283	**-41%**
Highbury New Park	3,008	3,863	3,212	3,388	204	-475	**-12%**
Mountgrove Road	3,027	3,887	3,610	3,808	583	-79	-2%
Wallace Road	2,695	3,461	3,452	3,641	757	180	5%

† Data for this road required significant patching (>5% total flows) not undertaken for the interim report.

Goods vehicle and motorcycle volumes on internal roads

Results (5-day total 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. M/C refers to a motorcycle, or any kind of powered two-wheel vehicle such as a motor scooter.

The results shown are for 5-day total volumes, excluding weekends. This figure has been used because goods vehicle traffic is generally lower at weekends, so the weekday data gives a more realistic impression of the effects on goods vehicle traffic. The same approach was used for motorcycles for comparison purposes.

The percentages shown for each vehicle class (LGV, HGV etc.) show the proportion against overall traffic volumes (including cyclists). For example, in December 2021, LGVs made up 9.55% of the average weekday traffic on internal and boundary roads.

Table 5: Goods vehicle volumes on internal roads

November 2020 vs December 2021	LGV No. Nov 2020	LGV % Nov 2020	LGV No. Dec 2021	LGV % Dec 2021	LGV Change in Proportion	HGV No. Nov 2020	HGV % Nov 2020	HGV No. Dec 2021	HGV % Dec 2021	HGV Change in Proportion
Arvon Road	87	20%	72	25%	5%	<1	0%	<1	0%	**0%**
Aubert Park	1,327	28%	121	19%	-9%	33	1%	2	0%	**-1%**
Avenell Road	279	17%	138	22%	5%	5	0%	-	0%	**0%**
Baalbec Road	387	15%	256	13%	-2%	7	0%	5	0%	**0%**
Benwell Road	512	4%	72	12%	8%	119	1%	2	0%	**-1%**
Drayton Park	1,477	9%	626	19%	**10%**	176	1%	27	1%	**0%**
Fieldway Crescent	424	20%	197	17%	-3%	9	0%	6	1%	**1%**
Fieldway Crescent West	209	15%	118	10%	-5%	10	1%	8	1%	**0%**
Gillespie Road	509	18%	97	12%	-6%	22	1%	1	0%	**-1%**
Highbury Hill	1,412	19%	164	28%	9%	35	0%	2	0%	**0%**
Highbury Place	102	13%	28	6%	-7%	6	1%	1	0%	**-1%**
Horsell Road	189	19%	231	22%	3%	3	0%	4	0%	**0%**
Prah Road	312	22%	98	14%	-8%	2	0%	1	0%	**0%**
Ronalds Road	269	19%	324	31%	**12%**	6	0%	10	1%	**1%**
St. Thomas's Road	497	19%	147	15%	-4%	9	0%	2	0%	**0%**
Total	**7,992**	**12%**	**2,689**	**12%**	**0%**	**442**	**1%**	**71**	**0%**	**-1%**

Table 6: Motorcycle (M/C) volumes on internal roads

November 2020 vs December 2021	M/C No. Nov 2020	M/C % Nov 2020	M/C No. Dec 2021	M/C % Dec 2021	M/C Change in Proportion
Arvon Road	31	7%	68	23%	16%
Aubert Park	458	10%	138	21%	11%
Avenell Road	164	10%	130	21%	11%
Baalbec Road	216	8%	210	10%	2%
Benwell Road	809	6%	241	42%	36%
Drayton Park	815	5%	478	14%	9%
Fieldway Crescent	226	11%	303	25%	14%
Fieldway Crescent West	174	13%	309	26%	13%
Gillespie Road	242	9%	384	48%	39%
Highbury Hill	289	4%	127	21%	17%
Highbury Place	191	24%	341	78%	54%
Horsell Road	245	25%	250	23%	-2%
Prah Road	109	8%	67	9%	1%
Ronalds Road	216	15%	178	17%	2%
St. Thomas's Road	265	10%	147	15%	5%
Total	**4,450**	**7%**	**3,371**	**15%**	**8%**

Insights: motorised traffic on internal roads

Motorised Vehicles

Comparing normalised counts between the November 2020 baseline and December 2021 pre-consultation survey, motorised vehicle volumes have fallen on almost every monitored internal road. Overall, over 39,000 fewer (normalised) vehicles were counted on such roads, representing a 72% decrease. Benwell Road and Drayton Park were the two largest contributors to this reduction, each experiencing a reduction of over 10,000 daily vehicles, whilst Aubert Park, Gillespie Road, Highbury Hill and St. Thomas's Road all saw reductions of between 1,000 – 10,000 such vehicles. It is noted that in performing a sensitivity test using data from the w/c 14th Dec (instead of 6th December), a decrease of 73% in flows was observed, which strengthens confidence in conclusions.

Horsell Road, which had baseline flows of around 700 daily vehicles, and was not a through route pre-implementation, was the only location to see an increase (of 9% normalised, representing just 84 additional daily vehicles). This increase was anticipated by the Council as the road previously featured an historic bollard closure at the junction with Ronalds Road. The bollard was removed as part of the PFS trial to facilitate access for Highbury Fields residents from Holloway Road. In consideration of this fact, this is a relatively small increase in terms of the numbers of vehicles and motorised traffic volumes have fallen on the connecting roads (Ronalds Road, Arvon Road and Drayton Park).

Monitoring was also conducted on several other non-boundary roads nearby the Highbury PFS, including on Grosvenor Avenue East, Highbury Grange, Highbury New Park, Mountgrove Road and Wallace Road. Of these, Grosvenor Avenue East saw a reduction of 39% in normalised traffic flows (representing 3,353 fewer daily vehicles), and Highbury Grange saw a reduction of 41% (1,283 fewer vehicles). Wallace Road saw a negligible increase in vehicle flows, of 5% or 180 daily vehicles.

On Ambler Road, normalised motor traffic volumes have remained largely unchanged between March 2021 and December 2021, indicating that the cut through in this location is no longer being used now that Thames Water are no longer conducting maintenance work in the area. All of the other locations included in the Ambler Road Ad Hoc monitoring saw decreases in traffic flows over this period. This includes Blackstock Road North, which, whilst showing an increase vs. baseline counts from November 2020, showed a decrease vs. March 2021, which may indicate that the scheme has started to bed-in.

Goods Vehicles and Motorcycle Volumes

Generally, the proportion of goods vehicles on internal roads has remained broadly similar before and after the scheme, although the total number of LGVs counted fell by 66% and HGVs by 84% on such roads. The proportion of motorcycles on internal roads has increased slightly (by 8%), likely in line with the significant increase in food delivery that has taken place since the onset of the COVID-19 pandemic, although the number of total motorcycles counted has also decreased by 24%.

The only location to show a greater than 10% difference in proportion of goods vehicles is Ronalds Road, which saw an increase of 12% in the proportion of LGVs vs. total traffic, representing 55 additional daily vehicles. HGV flows are also slightly higher at this location. It is unclear exactly why this change has occurred but is considered possible that the route is now a key exit from the PFS area and perhaps its one-way nature makes turns onto Holloway Road safer.

On other internal roads, the largest nominal reduction in LGVs was seen on Highbury Hill and Aubert Park (-1,248 and -1,206 daily vehicles, respectively), whilst the only such road (other than Ronalds Road) seeing an increase was Horsell Road, with 42 additional daily LGVs. For HVGs, the largest decreases were on Drayton Park (-149 daily vehicles) and Benwell Road (-117 daily vehicles), which will help support cycling on Cycleway 38, given the volume of HGVs is key factor in determining whether people cycling are safe to mix with general traffic.

In contrast, there are a large number of internal roads for which motorcycle proportions have increased, although few roads register nominal increases in motorcycle numbers. Highbury Place, which has seen its proportion of motorcycles vs. total motorised vehicles increase from 24% to 78% of total, has only seen an increase of 150 daily vehicles, whilst Fieldway Crescent West and Gillespie Road have seen similar nominal increases (+135 and +142 daily vehicles, respectively) with more muted proportional changes (+39% and +17%). It is noted that the general shift towards higher motorcycle use is indicative of broader urban trends in food delivery, the market for which has doubled since the start of the Coronavirus pandemic, according to a report by consultants Mckinsey & Co.

The above findings indicate that there may have been some redistribution of goods vehicles and motorcycles on the internal roads, but overall numbers have fallen considerably.

Motorised traffic speeds and speeding on internal roads

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

Traffic counters measure motorised traffic speeds as well as volumes. Full speed monitoring results are available in Appendix 5 (absolute speeds from baseline and pre-consultation results). Details about the dates and locations of the traffic volume and speed monitoring are in Appendix 6.

The speed limit is 20mph on all of the internal roads.

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 which 85% of traffic will be travelling at, or below, 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 7: Changes in speeds on internal roads (November 2020 to December 2021)

November 2020 vs December 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 (%)
Arvon Road	0.3	2%	1.5	7%	-33	**-28%**	2%
Aubert Park	-3.1	-17%	-3.0	-13%	-1,376	**-93%**	**-18%**
Avenell Road	0.8	5%	1.7	9%	-42	**-27%**	8%
Baalbec Road	1.3	9%	1.7	10%	99	**168%**	6%
Benwell Road	1.2	10%	2.3	15%	-438	**-91%**	3%
Drayton Park	-2.5	-14%	-1.6	-7%	-3,719	**-88%**	**-14%**
Fieldway Crescent	1.1	8%	1.5	9%	7	6%	4%
Fieldway Crescent West	-0.2	-2%	-0.4	-3%	-4	**-44%**	0%
Gillespie Road	-3.4	-20%	-3.1	-15%	-363	**-87%**	-9%
Highbury Hill	-1.3	-7%	0.4	2%	-2,274	**-93%**	-6%
Highbury Place	1.0	10%	0.9	7%	-4	**-67%**	0%
Horsell Road	-0.6	-4%	-1.4	-7%	-47	**-39%**	-6%
Prah Road	-0.6	-5%	-0.4	-3%	-12	**-46%**	0%
Ronalds Road	-0.1	-1%	0.1	1%	-25	**-24%**	0%
St. Thomas's Road	-0.2	-1%	0.2	1%	-365	**-60%**	0%
Total	-0.4	-2%	0.0	1%	-8,596	**-83%**	-7%

Table 8: Changes in speeds on roads beyond the boundary (November 2020 to December 2021)

November 2020 vs December 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 (%)
Grosvenor Avenue East	0.1	1%	-0.1	0%	-1,214	-33%	4%
Highbury Grange	0.2	1%	0.2	1%	-167	-40%	0%
Highbury New Park	4.2	26%	5.1	26%	1,265	249%	39%
Mountgrove Road	4.1	29%	4.3	24%	796	249%	21%
Wallace Road	0.8	5%	0.9	4%	176	33%	4%

Table 9: Changes in speeds for Ad-Hoc Ambler Road monitoring (March 2021 to December 2021)

March 2021 vs December 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 (%)
Ambler Road*	4.5	38%	5.1	34%	180	1,059%	13%
Blackstock Road North**	3.2	21%	3.6	18%	3,835	109%	23%
Prah Road*	-1.3	-9%	-1.4	-8%	-27	-66%	-3%
St. Thomas's Road*	0.1	1%	0.2	1%	-48	-16%	1%

* Ambler Road, St Thomas's Road and Prah Road – For the March values, these show the average of three weeks' recorded data from 1 to 21 March 2021. The December 2021 results are for one week of recorded data.

** Blackstock Road North – Due to data loss, the Blackstock Road North March values shows the 7-day daily average for one week of recorded data, from 8 March 2021 to 14 March 2021. The December 2021 results are for one week of recorded data.

Insights: motorised traffic speeds and speeding on internal roads

General insights

Across all internal roads monitored, there has been a decrease in average speed of 0.4mph, marking a roughly 2% drop in average speed (although there has been a 1% increase in 85th percentile speed). Naturally, with the general decrease in vehicle numbers on internal roads resulting from the scheme, the volume of speeding vehicles has dropped accordingly (by 83%). However, the proportion of remaining vehicles speeding has also decreased, by 7%.

On almost all internal roads, the number of vehicles counted speeding has dropped dramatically, for example by 93% on Aubert Park and Highbury Hill, by 88% on Drayton Park and by 87% on Gillespie Road. On Aubert Park and Drayton Park, the proportion of vehicles speeding has also dropped, by 18% and 14% respectively.

Some roads, for example Avenell Road and Fieldway Crescent, did see an increase in the proportion of vehicles speeding, although the changes here have been relatively marginal. More notably, though, there has been a 168% increase in the volume of vehicles speeding on Baalbec Road. However, this is likely because the number of vehicles speeding in the baseline (59 daily vehicles) is comparatively small, so any increase would create a large percentage change. In this case, 99 additional vehicles were counted speeding at this site in the pre-consultation counts.

For the four sites monitored under the Ad-Hoc Ambler Road monitoring, there was some variety in vehicles speeding. Prah Road and St. Thomas's Road saw decreases in vehicles speeding. There was a tenfold increase in vehicles speeding on Ambler Road (although from a very low basis of 17 vehicles speeding per day). However, between March 2021 and December 2021, the number of speeding vehicles doubled on Blackstock Road North, with a total increase of nearly 4,000 daily speeding vehicles.

The council will continue to monitor traffic speeds and consider mitigation options if deemed necessary.

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) will draw on monitoring results from traffic counts (volumes).

This monitoring report provides data and insights relating to the Highbury PFS trial specifically by comparing data from before implementation in November 2020 to almost 12 months after implementation in December 2021.

ATC surveys – These were carried out on Highbury Grove, Blackstock Road, Hornsey Road and St Paul's Road.

Radar surveys – These were carried out on Seven Sisters Road and Holloway Road. Radar counts monitor speeds and vehicle volumes to a less specific categorisation than ATC surveys; they exclude cycle counts.

Motorised traffic volumes on boundary roads

Results (seven-day daily averages)

Table 10: Motorised traffic volumes on boundary roads

November 2020 vs December 2021	Baseline Observed-November 2020	Baseline Normalised-November 2020	Observed-December 2021	Normalised-December 2021	Difference Observed	Difference Normalised	Difference Normalised %
Blackstock Road North	9,292	11,933	17,912	18,895	8,620	6,962	**58%**
Blackstock Road South	10,266	13,183	12,919	13,627	2,653	444	3%
Highbury Grove North	9,478	12,171	9,454	9,972	-24	-2,199	**-18%**
Holloway Road*	16,130	20,714	19,593	20,668	3,463	-46	0%
Hornsey Road South	11,034	14,170	9,658	10,188	-1,376	-3,982	**-28%**
Seven Sisters Road*	25,594	32,868	25,572	26,974	-22	-5,894	**-18%**
St. Paul's Road West**	18,382	21,241	23,213	24,486	4,831	3,245	**15%**
Total	**100,176**	**126,280**	**118,321**	**124,810**	**18,145**	**-1,470**	**-1%**

* These roads were measured using Radar counts.

** Baseline data from July 2020 was used for St. Paul's Road West as data from November 2020 was of poor quality.

Goods vehicle and motorcycle volumes on boundary roads

Results (5-day total 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. M/C refers to a motorcycle, or any kind of powered two-wheel vehicle such as a motor scooter.

The results shown are for 5-day total volumes, excluding weekends. This figure has been used because goods vehicle traffic is generally lower at weekends, so the weekday data gives a more realistic impression of the effects on goods vehicle traffic. The same approach was used for motorcycles for comparison purposes.

The percentages shown for each vehicle class (LGV, HGV etc.) show the proportion against overall traffic volumes (including cyclists). For example, in December 2021, LGVs made up 13.04% of the average weekday traffic across internal and boundary roads.

As traffic data for Seven Sisters Road and Holloway Road was collected via radar, which is less accurate at categorising vehicle types and does so differently than ATCs, granular analysis of goods vehicle and motorcycle flows was not possible for these locations.

Table 11: Goods vehicle volumes on boundary roads

	LGV No. Nov 2020	LGV % Nov 2020	LGV No. Dec 2021	LGV % Dec 2021	LGV Change in Proportion	HGV No. Nov 2020	HGV % Nov 2020	HGV No. Dec 2021	HGV % Dec 2021	HGV Change in Proportion
Blackstock Road North	1,703	14%	1,243	7%	-7%	162	1%	226	1%	0%
Blackstock Road South	1,556	12%	2,137	15%	3%	310	2%	230	2%	0%
Highbury Grove North	2,743	21%	1,595	16%	-5%	151	1%	95	1%	0%
Hornsey Road South	1,781	12%	1,881	18%	6%	182	1%	129	1%	0%
St. Paul's Road West*	3,233	15%	1,926	8%	-7%	299	1%	364	2%	1%
Total	**11,016**	**8%**	**8,782**	**7%**	**-1%**	**1,104**	**2%**	**1,044**	**1%**	**0%**

Table 12: Motorcycle (M/C) volumes on boundary roads

	M/C No. Nov 2020	M/C % Nov 2020	M/C No. Dec 2021	M/C % Dec 2021	M/C Change in Proportion
Blackstock Road North	1,027	8%	882	5%	-3%
Blackstock Road South	1,029	8%	886	6%	-2%
Highbury Grove North	892	7%	802	8%	1%
Hornsey Road South	1,114	7%	965	9%	2%
St. Paul's Road West*	1,293	6%	1,167	5%	-1%
Total	**5,355**	**4%**	**3,758**	**3%**	**-1%**

* Baseline data from July 2020 was used for St. Paul's Road West as data from November 2020 was of poor quality.

Insights: motorised traffic on boundary roads (combined monitoring)

Motorised Vehicles

Comparing normalised counts between the November 2020 baseline and December 2021 pre-consultation survey, total motorised vehicle volumes have remained largely similar, with a total reduction of 1%, although there is significant variation between sites.

Seven Sisters Road, Hornsey Road South and Highbury Grove North have all seen notable decreases in traffic volumes. 5,894 fewer vehicles were counted on Seven Sisters Road (-18%), with 3,982 fewer vehicles on Hornsey Road South and 2,199 fewer on Highbury Grove North. There was limited change in traffic flows on Blackstock Road South (south of Brownswood Road) and Holloway Road. However, there were moderate increases on St. Paul's Road, and larger increase on Blackstock Road North, as described below.

Blackstock Road

Due to the findings in the interim report that Blackstock Road had seen large increases in normalised vehicle flows, particular attention was given to this link during the pre-consultation survey period.

At the northernmost site on Blackstock Road, the normalised volume of traffic increased 58% between November 2020 and December 2021, with roughly 7,000 additional daily vehicles. However, at another site on Blackstock Road just south of the Brownswood Road junction, vehicle flows had only increased 3%, equating to fewer than 500 additional vehicles a day. To confirm that increases in flows were local to the northernmost section of the corridor, additional counts were taken on Blackstock Road south of Gillespie Road and Highbury Park south of Sotheby Road. Although for these sites there was no comparable baseline data, their normalised flows indicate that there has not been a significant increase at either, with a total bidirectional flow of around 11,000 daily vehicles for the former and 9,600 for the latter. As both are lower than the 13,627 normalised daily flows at the "Blackstock Road South" site south of Brownswood Road, it appears that traffic increases are indeed specific to the corridor's northernmost section.

To better understand how traffic volumes have changed over time at Blackstock Road North, additional data from other nearby studies has been compiled to create a profile of observed and normalised flows across five survey periods between November 2020 and December 2021. In particular, this is to understand any impacts on Blackstock Road from the Stoke Newington Church Street scheme and nearby LTNs that were introduced on 20 September 2021 in neighbouring Hackney. As some data was missing for these datasets, the comparison has been drawn using average daily flows for neutral weekdays (i.e., Mon-Thu).

As can be seen in the table below, different patterns emerge when considering observed vs. normalised data. However, in general it appears that following the Highbury scheme's inception in January 2021, there was a large increase in flows, which either stayed similar (following observed data) or subsided in magnitude (following normalised data). However, between September and December 2021, the period during which the Stoke Newington scheme went live, a further jump of around 24% in traffic flows occurred across both metrics.

Table 13: Blackstock Road North site - Normalised Motor Vehicle Flows

	Nov '20 (Baseline)	Mar '21 (Ad Hoc)	May '21 (Interim)	Sep '21 (Pre-Hackney schemes)	Dec '21 (Pre-Consultation)
Observed	9,685	15,510	16,695	15,015	18,408
Normalised	12,437	22,570	20,440	15,668	19,397

Whilst it is not possible to separate out the individual impacts of the Highbury and Stoke Newington schemes, the evidence above does suggest that at least a moderate proportion of the traffic increase on Blackstock Road north is attributable to the Stoke Newington scheme. It will be recommended to Hackney Council that Brownswood Road in particular is carefully monitored to understand the degree to which traffic levels have changed there, and whether these align with what is being seen on Blackstock Road.

St Paul's Road

It is likely that the Highbury Corner redevelopment has impacted traffic volumes and speeds on St. Paul's Road. Vehicle counts have increased somewhat (+15%, or 3,244 daily vehicles) and vehicle speeds (particularly westbound) have continued to become slower, indicating that congestion and queueing traffic is likely forming on the approach to Highbury Corner.

Goods Vehicles and Motorcycle Volumes

Overall, changes for goods vehicles and motorcycles on boundary roads have been minimal. When compared to November 2020, LGVs accounted for 3% percentage points less as a proportion of total traffic, whilst HGVs have also become marginally less prevalent. Motorcycles also comprised a slightly smaller proportion of total traffic.

In total, around 2,200 fewer LGVs were counted in December (-20%) alongside roughly 40 fewer HGVs (-5%) and 1,600 fewer motorcycles (-30%).

It should be noted that some sites saw increases in goods vehicles. Blackstock Road North saw an additional 64 daily HGVs vs. in the baseline, whilst Blackstock Road South saw an increase of around 600 daily LGVs. St. Paul's Road West also saw an increase of 65 daily HGVs. No site saw an increase in motorcycles.

Motorised traffic speeds and speeding on boundary roads

The traffic counts carried out 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 6. Full speed monitoring results are available in Appendix 5 (absolute speeds from baseline and pre-consultation results).

The speed limit is 20mph on all roads where counts were taken, except for Seven Sisters Road and Holloway Road, which are TfL roads and have a 30mph Posted Speed Limit (PSL). Speed monitoring results have not been normalised. The results presented here are seven-day averages.

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

Table 14: changes in speeds on boundary roads

November 2020 vs December 2021	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicle speeding	Difference in volume of vehicle speeding (%)	Difference in proportion of vehicle speeding (%)
Blackstock Road North	-0.1	-1%	-0.6	-3%	366	**34%**	-1%
Blackstock Road South	-0.9	-5%	-0.9	-4%	-496	**-17%**	-4%
Highbury Grove North	1.2	6%	0.8	3%	191	4%	**11%**
Holloway Road	-1.0	-6%	-3.0	-14%	-222	**-74%**	-1%
Hornsey Road South	1.1	5%	1.5	6%	-1,074	**-13%**	**12%**
Seven Sisters Road	1.5	9%	3.0	13%	1,150	**146%**	5%
St. Paul's Road West*	-2.2	-14%	-2.2	-10%	-1,346	**-32%**	-8%

* Baseline data from July 2020 was used for St. Paul's Road West as data from November 2020 was of poor quality.

Insights: motorised traffic speeds and speeding on boundary roads

General insights

In general, across the boundary road sites, average speeds and the 85th percentile speed have changed negligibly, although average speeds have increased on Highbury Grove North, Hornsey Road South and Seven Sisters Road.

Seven Sisters Road

Seven Sisters Road has seen an increase in average 85th percentile speed, from 24.0 to 27.0 mph, which has increased the total number of vehicles speeding at this location up by 1,150 – from 790 daily vehicles to 1,940. However, given the speed limit at this site is 30mph vs. 20mph on most other roads in the PFS area, only <8% of vehicles at this location are considered to be speeding, which is comparatively low.

Blackstock Road

At the southern Blackstock Road site (south of Brownswood Road), there has been a drop of 17% in vehicles speeding and negligible change in proportion of vehicles speeding. However, at the northern site, there has been a 34% increase in speeding vehicles, although again with minimal change in proportion of vehicles speeding. This suggests that the increase in volume of vehicles speeding is linked to the overall increase in volume of traffic on Blackstock Road, documented in the 'Motorised traffic on boundary roads' section.

The council will continue to monitor the situation on Blackstock Road and consider mitigation options if deemed necessary.

Holloway Road

In the interim report, it was noted that there was a significant increase in vehicle speeds on Holloway Road. However, based on numbers from the pre-consultation survey, it appears that vehicle speeds have returned to less than their baseline levels (for both directions) of around 15mph.

Motorised traffic travel times along boundary roads

Islington Council has procured a smart traffic analysis system called INRIX (refer to glossary for a complete definition), which provides average journey times along major corridors in the borough. Outputs from INRIX have been analysed to understand how journey times have changed before and after scheme-implementation.

These 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 motorised traffic volumes, though speeds may settle into new patterns post-COVID-19.

The following tables show a comparison of vehicle journey times on the six boundary roads (Highbury Grove, Highbury Park & Blackstock Road, Seven Sisters Road, Isledon Road, Holloway Road and St. Paul's Road) from the month baseline data was collected (November 2020) and the most recent month where data is available (November 2021), taking the averages for each hour during the day (both for weekdays and a full 7-day week). Note that, based on the normalisation data, November 2021 had a smaller impact from COVID/external factors on traffic volumes, and using data from this month is thus considered conservative.

The tables provide data in minutes and seconds (mm:ss) format, indicating the amount of time taken for the average vehicle to move along the entire corridor during the given time period.

Table 15: Highbury Grove, Both Directions

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	02:43	02:20	-00:23	**-14%**
Weekday PM peak average (1600 − 1900)	02:27	02:14	-00:13	-9%
7 day 0700 - 1900 average	02:02	01:56	-00:05	-4%

Table 16: Highbury Grove, Northbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	02:30	02:01	-00:28	**-19%**
Weekday PM peak average (1600 − 1900)	02:22	02:01	-00:20	**-14%**
7 day 0700 - 1900 average	01:58	01:48	-00:10	-8%

Table 17: Highbury Grove, Southbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	02:56	02:38	-00:18	**-10%**
Weekday PM peak average (1600 − 1900)	02:33	02:27	-00:05	-4%
7 day 0700 - 1900 average	02:05	02:04	-00:01	0%

Table 18: Highbury Park & Blackstock Road, Both Directions

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	04:15	04:28	00:13	5%
Weekday PM peak average (1600 − 1900)	04:31	05:05	00:34	**13%**
7 day 0700 - 1900 average	03:33	03:57	00:23	**11%**

Table 19: Highbury Park & Blackstock Road, Northbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	04:35	04:49	00:14	5%
Weekday PM peak average (1600 − 1900)	04:57	05:47	00:50	**17%**
7 day 0700 - 1900 average	03:52	04:15	00:24	**10%**

Table 20: Highbury Park & Blackstock Road, Southbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	03:55	04:07	00:12	5%
Weekday PM peak average (1600 − 1900)	04:05	04:22	00:17	7%
7 day 0700 - 1900 average	03:15	03:38	00:23	**12%**

Table 21: Seven Sisters Road, Both Directions

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	00:45	01:00	00:15	**33%**
Weekday PM peak average (1600 − 1900)	00:54	01:13	00:19	**36%**
7 day 0700 - 1900 average	00:36	00:54	00:18	**50%**

Table 22: Seven Sisters Road, Eastbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	00:49	01:07	00:19	**38%**
Weekday PM peak average (1600 − 1900)	01:13	01:40	00:27	**36%**
7 day 0700 - 1900 average	00:43	01:07	00:24	**56%**

Table 23: Seven Sisters Road, Westbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	00:41	00:53	00:11	**27%**
Weekday PM peak average (1600 − 1900)	00:35	00:46	00:12	**33%**
7 day 0700 - 1900 average	00:30	00:42	00:12	**40%**

Table 24: Isledon Road, Westbound (one-way)

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	00:46	01:03	00:18	**39%**
Weekday PM peak average (1600 − 1900)	00:41	00:57	00:17	**42%**
7 day 0700 - 1900 average	00:38	00:52	00:13	**35%**

Table 25: Holloway Road, Both Directions

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	03:25	03:12	-00:13	-6%
Weekday PM peak average (1600 – 1900)	03:32	04:14	00:42	**20%**
7 day 0700 - 1900 average	02:36	02:56	00:20	**13%**

Table 26: Holloway Road, Northbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	03:17	02:46	-00:31	**-16%**
Weekday PM peak average (1600 – 1900)	03:38	03:39	00:01	0%
7 day 0700 - 1900 average	02:41	02:40	-00:01	0%

Table 27: Holloway Road, Southbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	03:33	03:38	00:05	2%
Weekday PM peak average (1600 – 1900)	03:27	04:50	01:23	**40%**
7 day 0700 - 1900 average	02:31	03:12	00:42	**28%**

Table 28: St Paul's Road, Both Directions

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	01:36	01:41	00:05	6%
Weekday PM peak average (1600 – 1900)	01:19	01:41	00:22	**28%**
7 day 0700 - 1900 average	01:00	01:12	00:12	**20%**

Table 29: St Paul's Road, Eastbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	00:55	00:59	00:04	7%
Weekday PM peak average (1600 – 1900)	00:58	01:09	00:11	**18%**
7 day 0700 - 1900 average	00:47	00:52	00:05	**12%**

Table 30: St Paul's Road, Westbound

	Nov-20 (mm:ss)	Nov-21 (mm:ss)	Nov-20 - Nov-21 difference (mm:ss)	Nov-20 - Nov-21 difference (%)
Weekday AM peak average (0700-1000)	02:17	02:24	00:07	5%
Weekday PM peak average (1600 – 1900)	01:40	02:14	00:34	**34%**
7 day 0700 - 1900 average	01:12	01:31	00:19	**26%**

Insights: general traffic journey times on boundary roads

Highbury Grove– INRIX Journey Times

On Highbury Grove, general vehicle journey times have decreased for all travel, particularly in at the AM peak, when journeys were on average 23 seconds faster than during November 2020. Journey time decreased were more pronounced in the northbound direction than the southbound direction.

Highbury Park & Blackstock Road – INRIX Journey Times

Journey times on Highbury Park and Blackstock Road have increased in both directions, particularly northbound in the PM peak, when they increased by 17% or 50 seconds. This may be related to congestion on the approach to the junction with Seven Sisters Road, given the larger number of vehicles now trying to navigate this junction or due to other maintenance activities in the area affecting the junction's capacity. However, southbound journey times also saw an increase, albeit smaller, with no clear explanation.

Seven Sisters Road – INRIX Journey Times

Journey times on Seven Sisters Road have increased in both directions along the short link between Blackstock Road and Isledon Road. The average increase was by 33% in the AM peak and 36% in the PM peak. It is noted that this could be a result of the construction on Seven Sisters Road due to relining of a Thames Water main that required closing one lane of traffic in each direction on Seven Sisters Road west of Finsbury Park Station.

Isledon Road – INRIX Journey Times

Journey times on the one-way Isledon Road have increased by about 18 seconds or 39%. Like Seven Sisters Road, there were lane closures during this period due to relining of Thames Water main that began in February 2021.

Holloway Road – INRIX Journey Times

On Holloway Road, southbound journey times increased, particularly at the PM peak time. Northbound Holloway Road saw little change in the PM and a decrease in journey times in the AM. The difference in directional impacts on Holloway Road indicates that southbound traffic was likely impacted by increased congestion at Highbury Corner.

St. Paul's Road – INRIX Journey Times

General vehicle journey times along St. Paul's Road have increased in the westbound direction approaching Highbury Corner before and after the scheme was implemented, with the time taken to travel from the Essex Road junction to Highbury Corner increasing by about 90 seconds in both the AM and PM peak. Whilst these increased journey times are likely due to congestion approaching the gyratory, this congestion is likely due to several factors, not limited to variations in junction timings, a COVID-induced increase in traffic and the PFS schemes in the area. Journey times eastbound have stayed roughly the same as pre-implementation and may have slightly improved.

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 Highbury 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:

- Highbury Grove (4, 19, 236, 263, N19)
- Highbury Park & Blackstock Road (4, 19, 106, 236, N19)
- Seven Sisters Road (4, 29, 91, 153, 253, 254, 259, N29, N91, N253, N279)
- Isledon Road (4, 29, 153, 253, 254, 259, N29, N253, N279)
- Holloway Road (17, 43, 263, 271, 393, N41)
- St. Paul's Road (4, 19, 30, 263, 393)

The main bus routes in the vicinity of the Highbury PFS use the boundary roads: Highbury Grove, Highbury Park & Blackstock Road, Seven Sisters Road, Isledon Road, Holloway Road and St. Paul's 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 6 below. The dashed lines indicate the baseline threshold and the blue line indicates the average journey times, on a three-week basis.

Graph 1: Highbury Grove

Average Weekday (Mon-Fri) 12hour Bus Journey Times along (C'bury W) Highbury Grove
(Multiple Items)

Scheme Implementation

Week Ending

Average Journey Time (min/km)
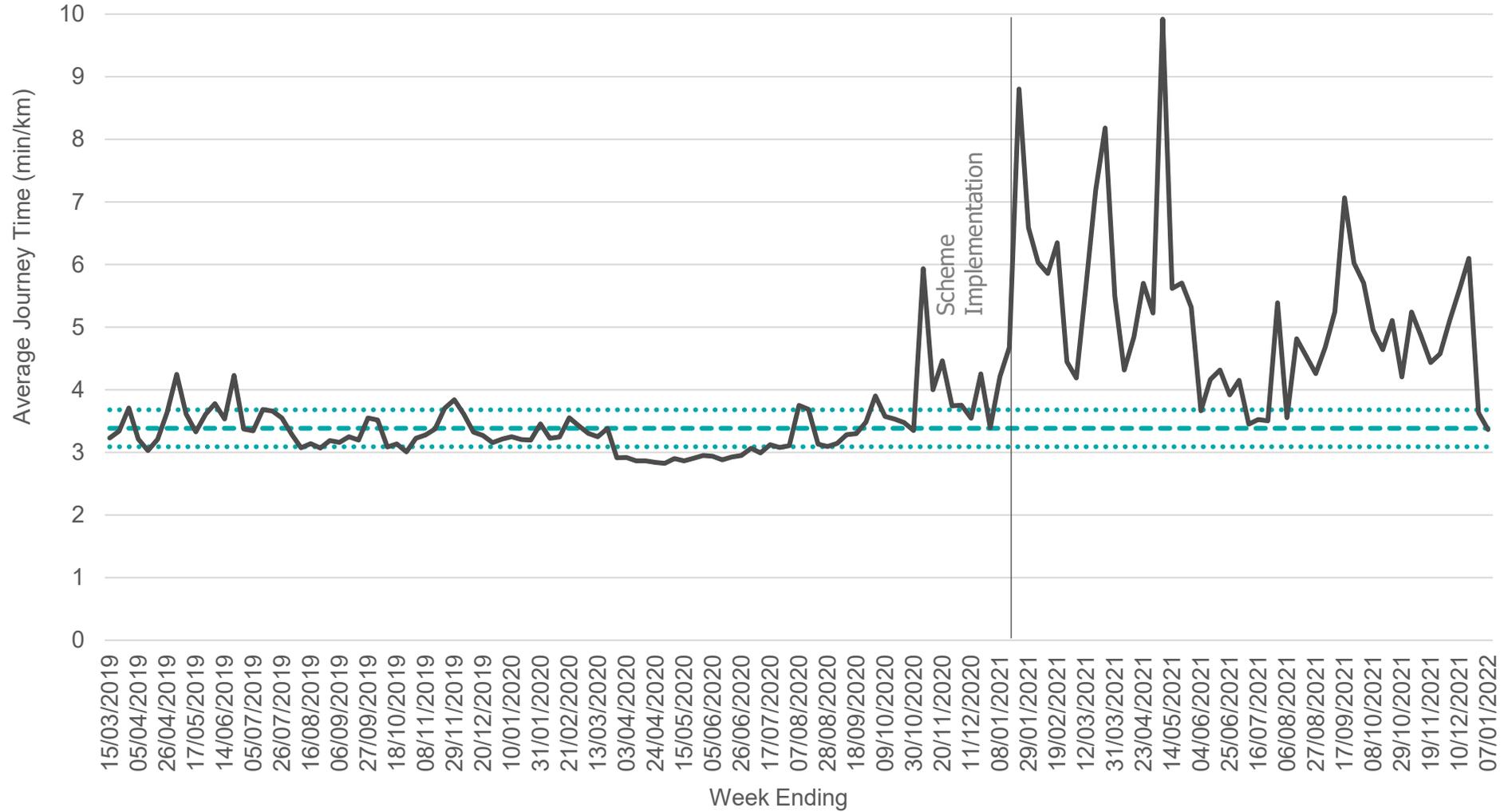
Graph 2: Highbury Park & Blackstock Road

Average Weekday (Mon-Fri) 12hour Bus Journey Times along Highbury Park and Blackstock Road (Multiple Items)

Graph 3: Seven Sisters Road

Average Weekday (Mon-Fri) 12hour Bus Journey Times along Seven Sisters Road (Multiple Items)
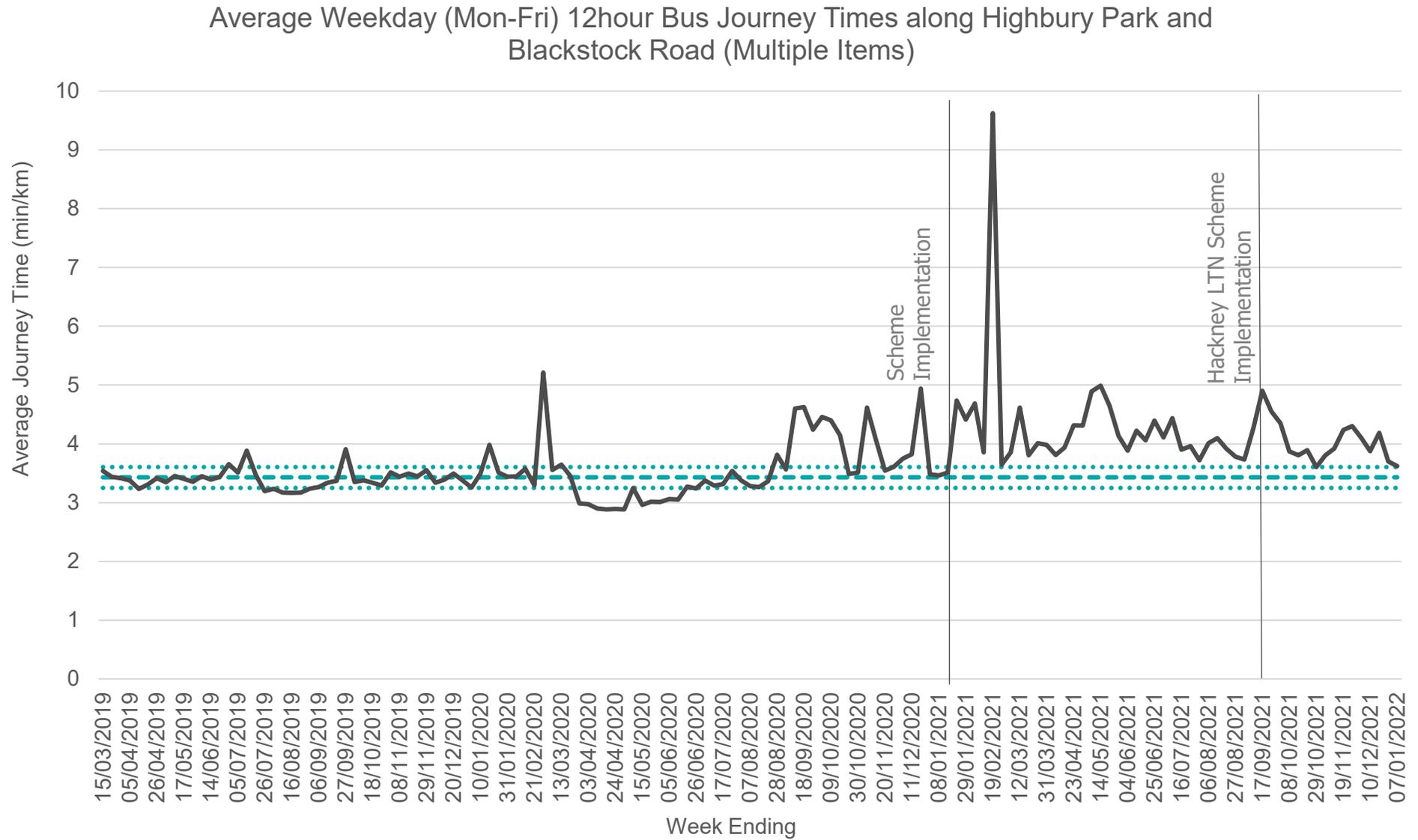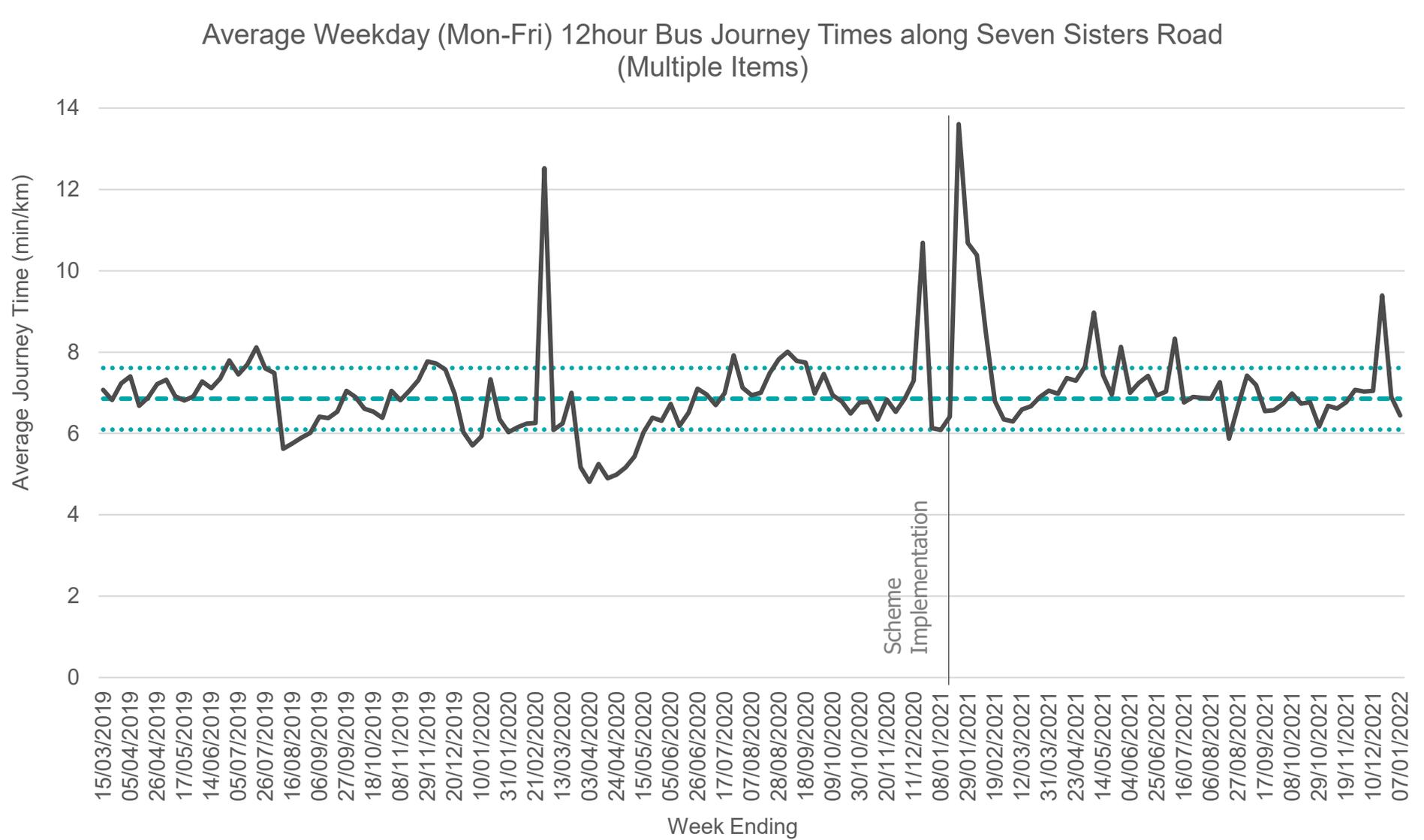
Graph 4: Isledon Road

Average Weekday (Mon-Fri) 12hour Bus Journey Times along Isledon Road (Multiple Items)

Graph 5: Holloway Road

Average Weekday (Mon-Fri) 12hour Bus Journey Times along (C'bury W) Holloway Road (Multiple Items)
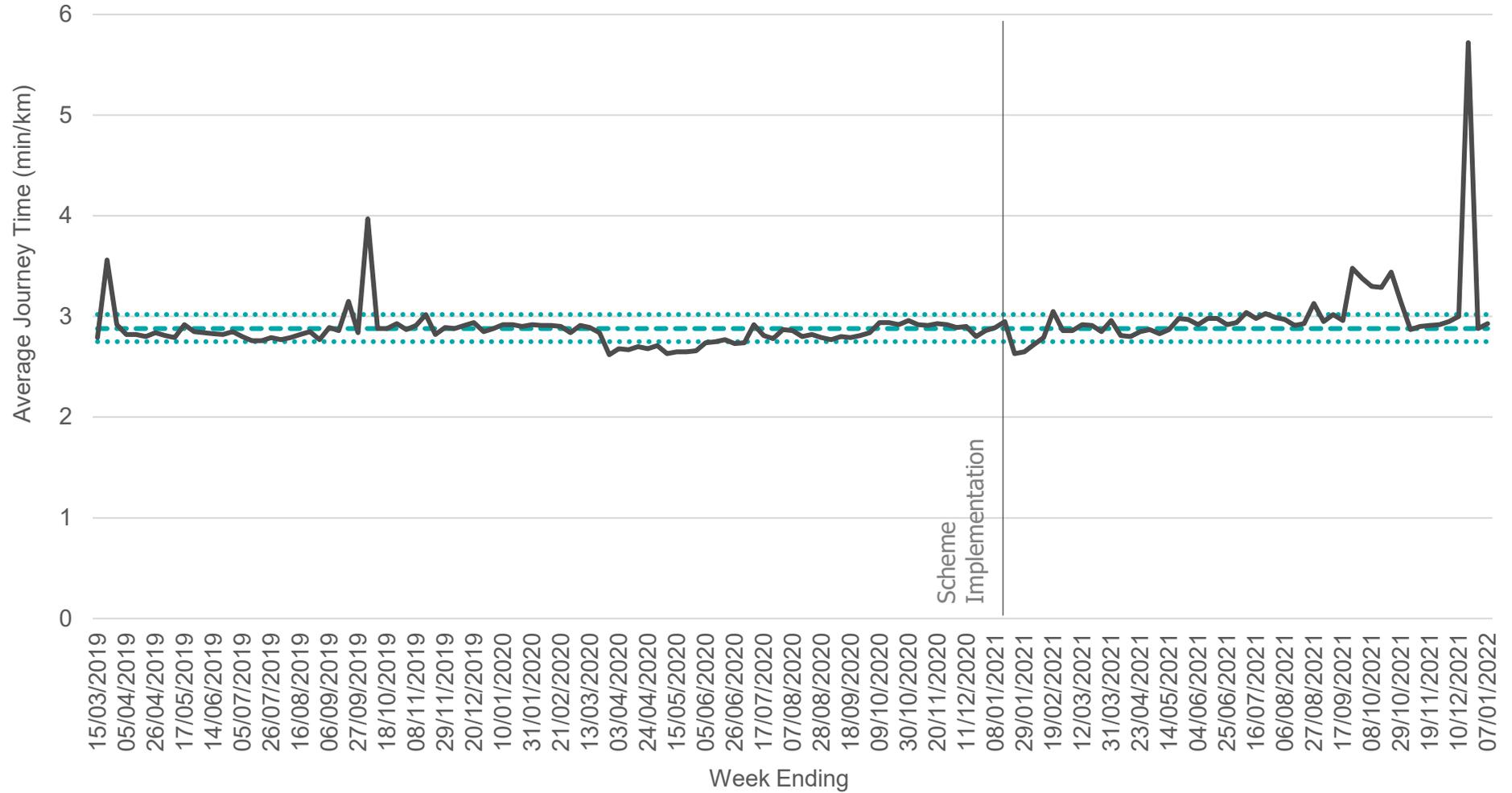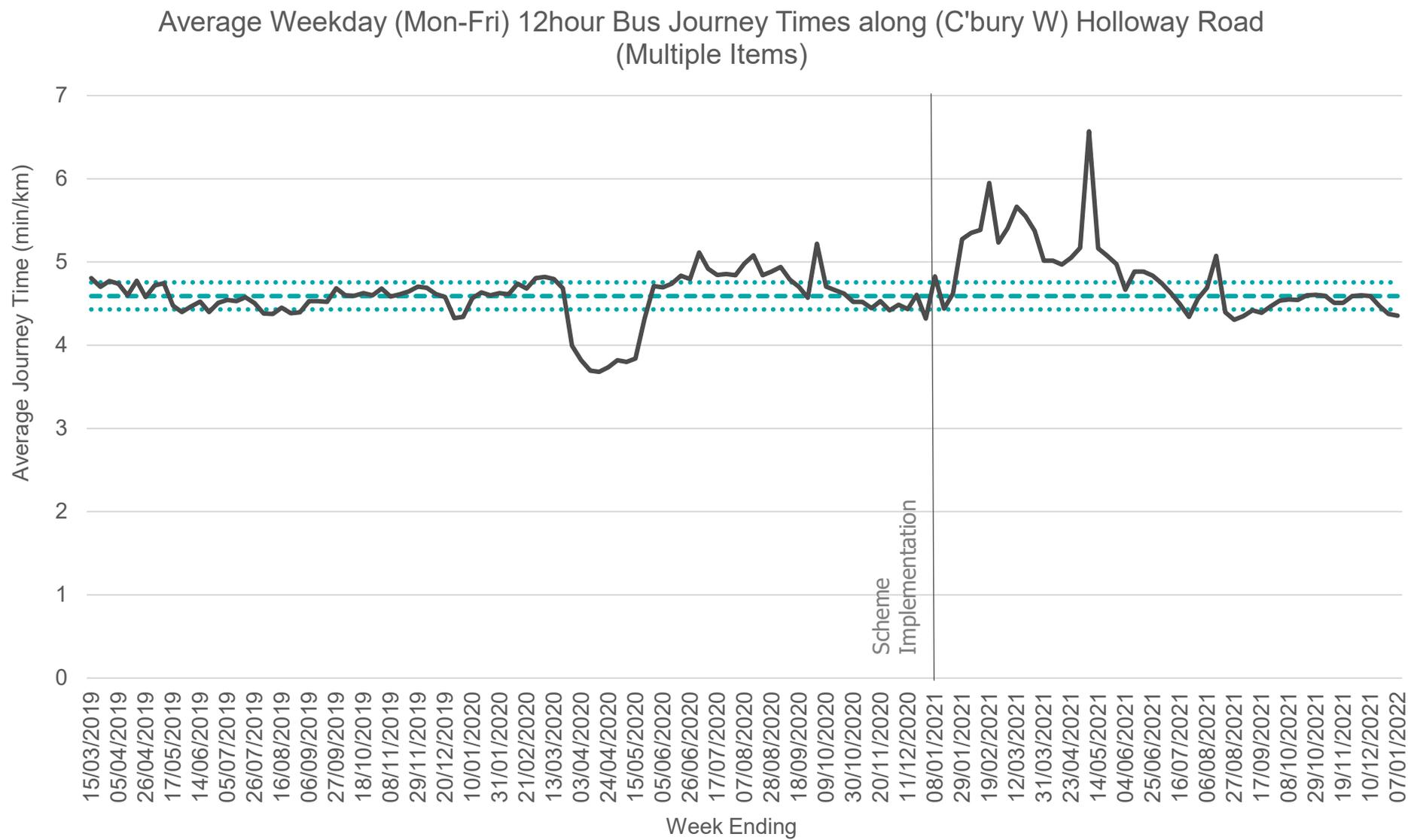
Graph 6: St Paul's Road

Average Weekday (Mon-Fri) 12hour Bus Journey Times along (C'bury W) St Paul's Road
(Multiple Items)
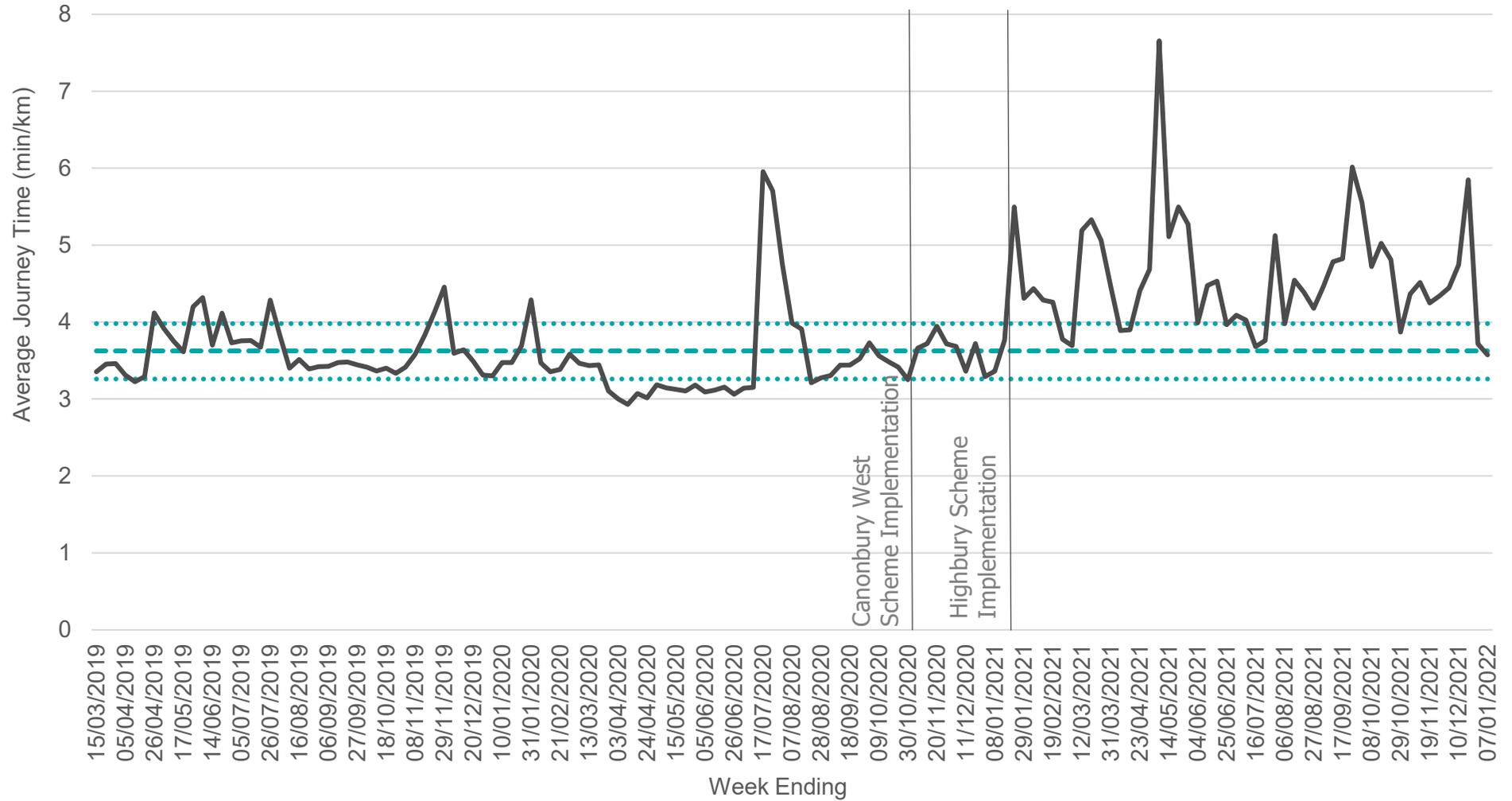
Insights: bus journey times on boundary roads

Highbury Grove – Bus Journey Times

On Highbury Grove, bus journey times stayed around 3.5 minutes per kilometre prior to March 2020. Between March and June 2020, bus times fell to around one minute below the average to around 2.5 minutes. This increased in January 2021 to higher than before installation. Since then, journey times have varied significantly, with an average journey time of 4.4 minutes per kilometre.

Highbury Park & Blackstock Road – Bus Journey Times

On Highbury Park and Blackstock Road, bus journey times remained around the average of 3.5 minutes per kilometre until March 2020. Journey times increased to higher than pre-pandemic levels in September 2020 to 4.5 minutes per kilometre and continued after installation in January 2021.

Seven Sisters Road – Bus Journey Times

Bus journey times on Seven Sisters Road remained relatively steady before and after the installation, ranging between 6 and 8 minutes per kilometre, with a brief decrease between April and May 2020. PM peak journey times had an average of about one minute higher per kilometre than AM peak. Delays were also more pronounced in the eastbound direction than westbound.

Isledon Road – Bus Journey Times

Bus journey times on Isledon Road remained steady at around, or slightly under, 3 minutes per kilometre, with little variation between AM and PM peak hours.

Holloway Road – Bus Journey Times

On Holloway Road, bus journey times averaged between 4 and 5 minutes per kilometre with about a one-minute decrease between March and June 2020. After the installation, there was an increase in journey times between January 2021 and May 2021, followed by a return to pre-installation journey times. Journey times were similar between AM and PM peaks and between northbound and southbound journeys.

St. Paul's Road – Bus Journey Times

Bus journey times on St. Paul's Road remained fairly fast throughout 2020 and 2021, with only minimal decreases in journey times during the peak of the pandemic (March/April 2020), likely due to the already minimal journey times. As traffic has returned, journey times have also started to increase above the pre-pandemic average to around 5 minutes per kilometre, particularly during a spike in journey times in the week ending 17th September 2021. Other than one abnormal week in summer 2020 for eastbound traffic, almost all changes in journey times on St. Paul's Road are due to impacts on westbound traffic, likely approaching Highbury Corner.

Cycling volumes on internal and boundary roads

Map 8: Percentage change in cycling volumes (seven-day daily averages) - Highbury Fields
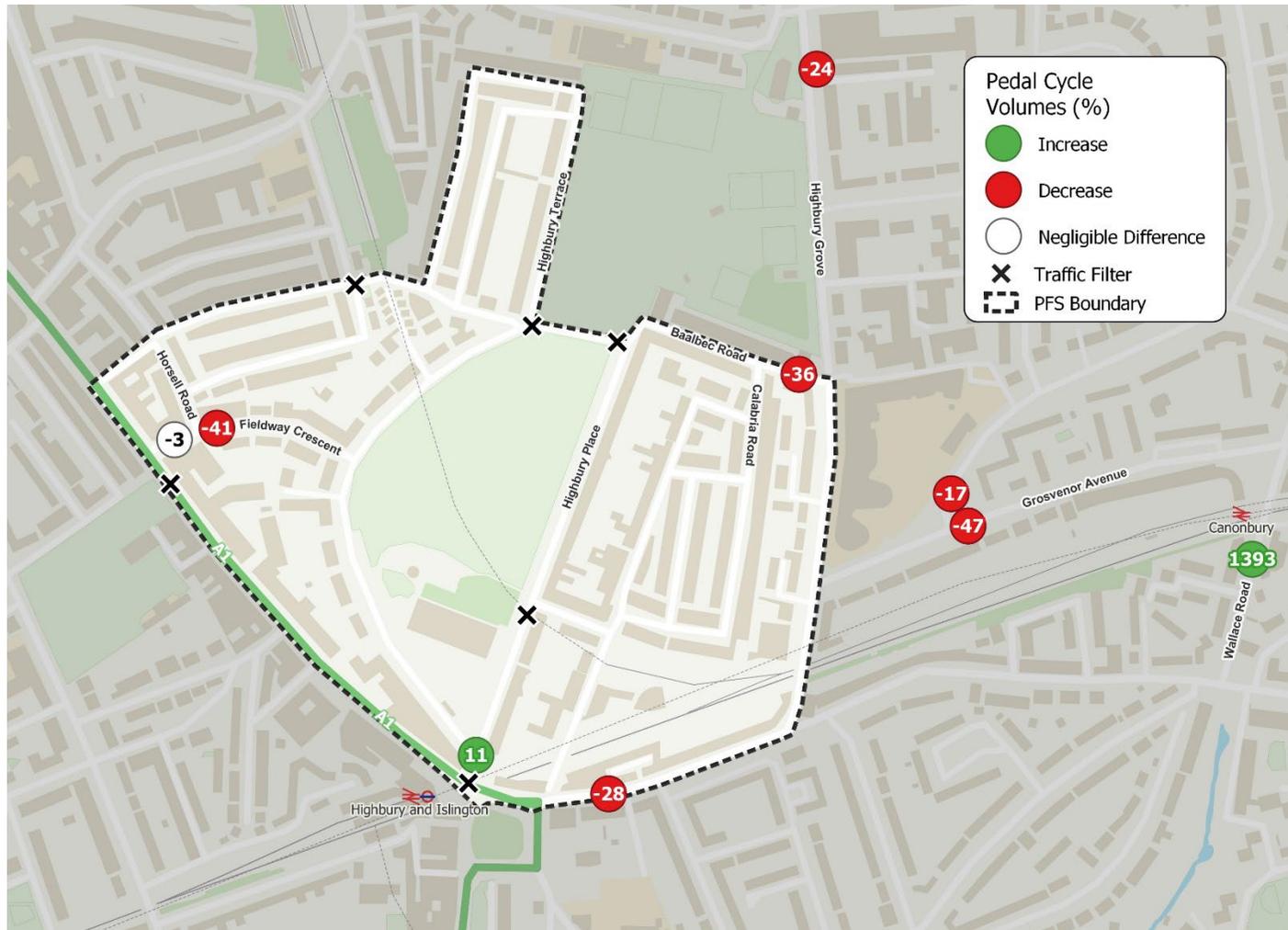
Map 9: Percentage change in cycling volumes (seven-day daily averages) - Highbury West

Pedal Cycle Volumes (%)

- 🟢 Increase
- 🔴 Decrease
- ⚪ Negligible Difference
- ✕ Traffic Filter
- ⬚ PFS Boundary
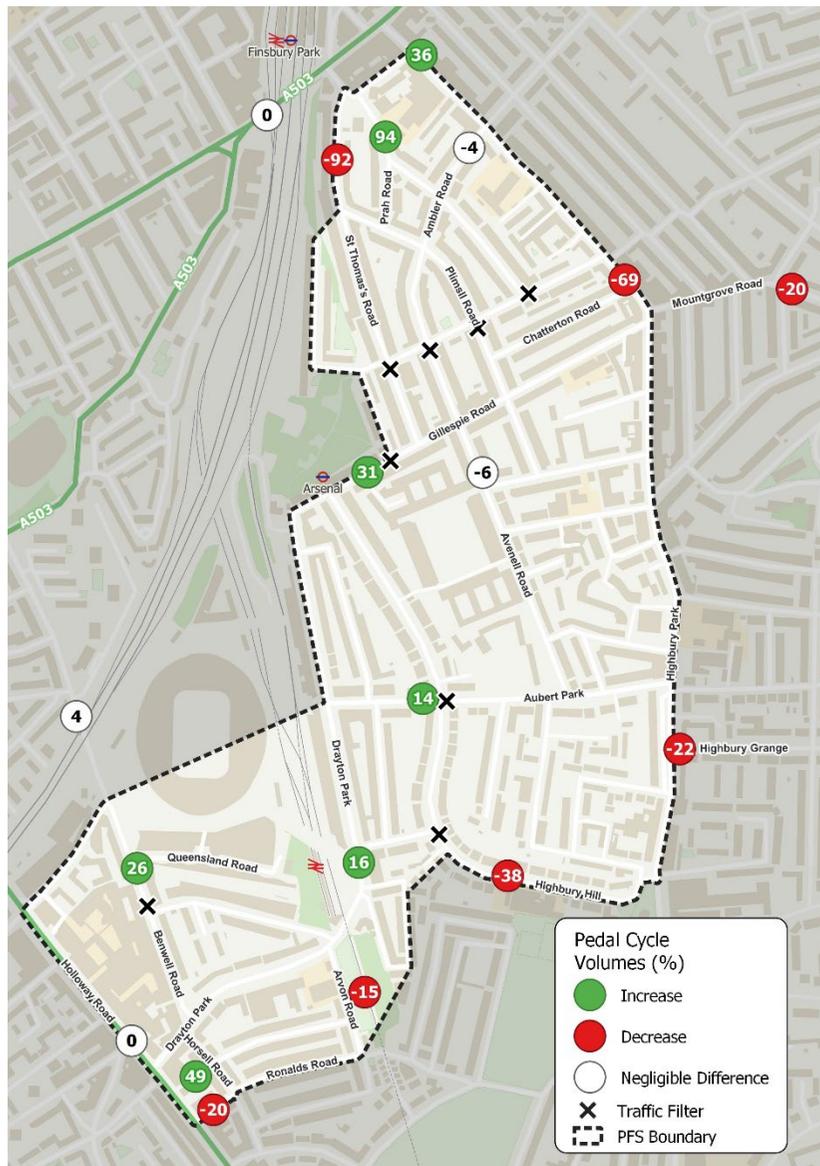
We have not normalised cycling figures for COVID-19 due to the lack of an available source that provides continuous month-to-month cycling levels encompassing all types of cycling trips (commute and leisure), and is at a local enough geographic scale to form a meaningful and robust benchmark.

Unlike motorised traffic trends, cycling levels are significantly impacted by seasonal weather change including temperature and rainfall; for example, there is normally much more cycling participation in July than in February, and there are similarly significantly more cycle trips completed in July than February. There are several interlinked factors when it comes to the impact seasonal weather variation has on cycling levels, while weather can still vary within a season, a month or even a day. 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).

During November 2020, when baseline counts were taken, the average daily high temperature for London (Heathrow) was 13°C, with an average low of 6°C. In comparison, during the week in which the pre-consultation traffic counts were taken in December 2021, the average high was 10°C, with a low of 5°C.

Considering these caveats, it is also important to note that government regulations and guidance surrounding COVID-19 has significantly impacted wider cycling trends since March 2020 (data from DfT's Official Statistics, 2021). Graph 7 on the overleaf shows, on a national basis, the number of cycle trips completed as compared to the same month pre-pandemic (i.e., December 2021 compared to December 2019). In the context of this study, nationwide cycling trips in July 2020 were 50% higher than in the previous year, which coincided with both a period of prolonged excellent weather and limited alternative activities (with shopping and dining highly restricted) – however, in both December 2020 and December 2021, cycle flows were about 20% lower than in December 2019, which likely reflects a return to normal in terms of leisure cycling against a lower baseline of cycle commuting.

Cyclist's route choices will also be impacted by the availability of nearby protected cycle infrastructure and Low Traffic Neighbourhoods, including the recently constructed Cycleway 38 within the western area of the Highbury West LTN and the southern section of this route that lies outside of the Highbury LTN area.

Graph 7: National Cycling Levels vs. Same Month Pre-Pandemic
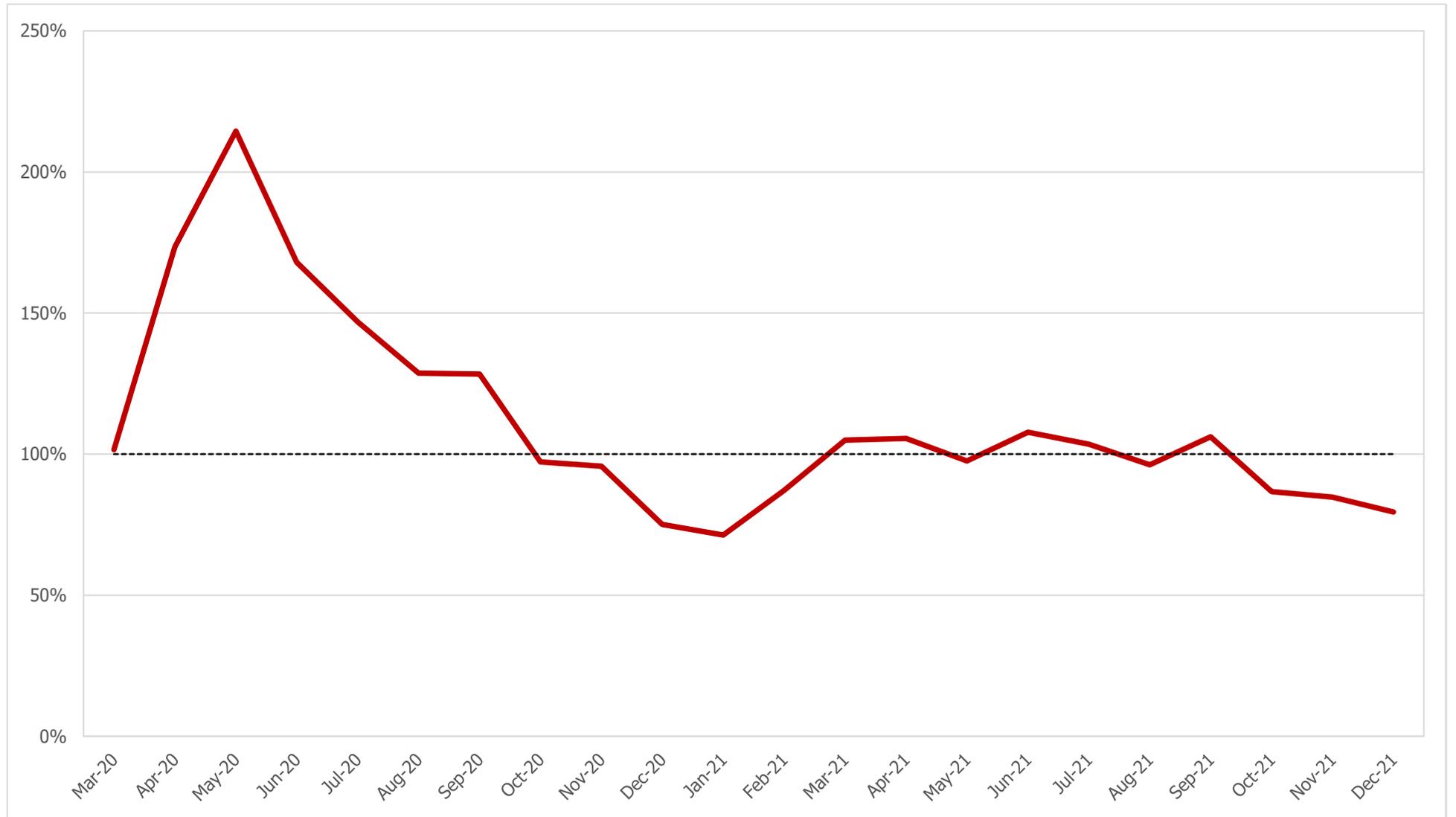
Cycling volumes on internal roads

Results (seven-day daily averages)

Table 31: Pedal cycles volumes on internal roads (November 2020 to December 2021), (excluding segregated section of Cycleway 38 on Drayton Park)

November 2020 vs December 2021	November 2020	December 2021	Difference Nov. 2020 - December 2021	Difference Nov. 2020 - December 2021 (%)
Arvon Road	133	113	-20	**-15%**
Aubert Park	197	224	27	**14%**
Avenell Road	118	111	-7	-6%
Baalbec Road	211	134	-77	**-36%**
Benwell Road	584	736	152	**26%**
Drayton Park*	573	663	90	**16%**
Fieldway Crescent	418	246	-172	**-41%**
Fieldway Crescent West	549	531	-18	-3%
Gillespie Road	797	1,044	247	**31%**
Highbury Hill	211	130	-81	**-38%**
Highbury Place	650	723	73	**11%**
Horsell Road	548	819	271	**49%**
Prah Road	17	33	16	**94%**
Ronalds Road	66	53	-13	**-20%**
St. Thomas's Road	453	35	-418	**-92%**
Total	**5,525**	**5,595**	**70**	**1%**

*The Cycleway 38 route along Drayton Park was built between the period that the November 2020 baseline monitoring counts and December 2021 counts were gathered. The monitors were not able to detect cycle volumes using the segregated cycle lane. It is likely that pedal cycle volumes were notably higher than is indicated by the data.

Table 32: Pedal cycles volumes on roads beyond the boundary (November 2020 to May 2021)

November 2020 vs December 2021	November 2020	December 2021	Difference Nov. 2020 - December 2021	Difference Nov. 2020 - December 2021 (%)
Grosvenor Avenue East	266	142	-124	-47%
Highbury Grange	204	159	-45	-22%
Highbury New Park	223	186	-37	-17%
Mountgrove Road	695	558	-137	-20%
Wallace Road	40	597	557	1,393%

Table 33: Pedal cycles volumes for Ad-Hoc Ambler Road monitoring

March 2021 vs December 2021	March 2021	December 2021	Difference Mar. 2021 - December 2021	Difference Mar. 2021 - December 2021 (%)
Ambler Road	197	190	-7	-4%
Blackstock Road North	671	695	24	4%
Prah Road	87	33	-54	-62%
St. Thomas's Road	490	35	-455	-93%

Cycling volumes on boundary roads

Results (seven-day daily averages).

Table 34: Pedal cycles volumes on boundary roads*

November 2020 vs December 2021	November 2020	December 2021	Difference Nov. 2020 - December 2021	Difference Nov. 2020 - December 2021 (%)
Blackstock Road North	510	695	185	**36%**
Blackstock Road South	736	229	-507	**-69%**
Highbury Grove North	250	190	-60	**-24%**
Hornsey Road South	696	721	25	4%
St. Paul's Road West*	904	652	-252	**-28%**
Total	3,096	2,487	-609	**-20%**

* Pedal cycle volumes for Holloway Road and Seven sisters Road are not available due to limitations in the radar counts used for those sites.

** Baseline data from July 2020 was used for St. Paul's Road West as data from November 2020 was of poor quality.

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

On average, pre-consultation flows in December 2021 were similar to those recorded in the November 2020 baseline, with a 1% increase on internal roads and 20% decrease on boundary roads, although with significant variation between individual sites. As noted alongside Graph 7, levels of cycling across the UK were 15% lower in December 2021 vs. November 2020, so the pre-consultation cycling levels being similar to November 2020 is above the national trend. It should be noted that cycling levels had increased 50% based on counts taken for the interim report in May 2021 compared to November 2021, likely due to expected seasonal variation.

The largest nominal changes in cycle flows were on Wallace Road, which saw an additional 557 daily cyclists (from a very low baseline). It is likely that these changes have occurred in response to specific transport interventions. Flows on Wallace Road may have increased in response to the installation of the Canonbury East & West schemes to its south, which then allow cohesive cycling connections from areas such as Manor House and Newington through to Angel and the City. The increase in cycling at Wallace Road mirror trends seen in Canonbury West LTN pre-consultation report, where cyclists appear to be choosing to travel via Wallace Road, Canonbury Park North, Canonbury Square and Islington Park Street to join Cycleway 38 at Liverpool Road. This supports the observed reduced cycle counts on boundary roads in the Highbury LTNs. It is also notable that despite the increase in motorised vehicles at the northern end of Blackstock Road, the volume of cycles counted still increased by 36% between the baseline and pre-consultation surveys.

Similarly, other locations where cyclist numbers have decreased likely reflect rerouting of cyclists away from these sites. St. Thomas's Road, which saw 418 fewer daily cyclists, likely lost these cyclists to the parallel Prah Road or Ambler Road, which now hosts the northern section of Cycleway 38, which for much of its route from here to Pentonville Road provides segregated or filtered amenity. The 507 fewer daily cyclists on Blackstock Road South were likely also gained by Cycleway 38. Increases in cycling have been recorded along the Cycleway 38 route on Gillespie Road (31% increase), Drayton Park (16% increase) and Horsell Road (49% increase). Whilst an increase in cycle flows of 16% has been recorded on Drayton Park the monitors were not able to detect cycle volumes within the segregated cycle lane in this same location, so it is likely that pedal cycle volumes were notably higher in this location than is indicated by the data.

Air Quality

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 (PM_{10}) – tiny bits of solid material made of a range of substances suspended in the air.
- Nitrogen dioxide (NO_2) – 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 NO_2 and PM_{10} 24 hours a day at two locations in the borough. These are our most accurate monitors.
- Diffusion tubes: provide monthly readings of NO_2. 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. These tubes measure the air's concentration of nitrogen dioxide (NO2), a toxic gas that can be very harmful to health. The tubes are replaced and analysed on a monthly basis. Research suggests that at urban roadside locations in the UK up to 80 per cent of the nitrogen dioxide measured comes from road transport.
- 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. 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 borough wide. 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 has been moved in 2019 and is therefore not being included in PFS monitoring using this time period. One of the long-term boundary road sites is a boundary road just outside Highbury and one of the long-term urban background sites is located within Highbury, so these monitors have not been included as part of wider borough sites for this area, but instead looked at as part of Highbury averages. More details of these sites can be viewed in our annual report.

The air quality monitoring sites in the Highbury 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 pre-consultation Highbury report consist of seven main road diffusion tubes and nine 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.

Every month, our diffusion tube monitors are collected and sent to a laboratory for analysis, meaning results are not immediate and it can take a few months to get results. We therefore have only nine months of 'after' data since the scheme was introduced and in the case of new monitoring sites, we also have limited baseline data to compare this to. 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

Tables 35 to Table 38 and Graph 8 in this section use NO_2 data from diffusion tubes only, as the sensors in Highbury do not have any before-scheme monitoring. There are therefore no results for PM_{10} for Highbury.

Tables 35 to 38 show the results since the PFS scheme broken down as follows:
- Post Scheme (Feb – Oct 2021): Available data after t he PFS was put in place.
- Pre-Scheme (Feb – Oct 2020): Data over the same period from the previous year.

The pollution levels in these periods 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 NO_2 with the first lockdown.

Please note, the values in Tables 35 to 38 show the average results for all monitors in each category, with figures rounded to the nearest whole number, so the differences may look different to what is expected from the NO_2 values given for time periods.

Table 35: (Boundary roads) NO₂ levels in Highbury and borough long term diffusion tube sites

	Pre-Scheme NO₂ (µg/m³)	Post Scheme NO₂ (µg/m³)	Post Scheme against Pre-Scheme NO₂ (µg/m³)	Post Scheme against Pre-Scheme NO₂ (%)
Highbury	26	31	+5	+20%
Whole borough long term sites	27	31	+4	+15%

This includes six monitoring locations for the whole borough long term sites for each time period, and eight monitoring sites for Highbury, with values adjusted to account for periods of missing data (see Appendix 8 for further explanation).
It is worth noting both of the boundary road sites in Highbury are likely to have been impacted by factors other than the Highbury PFS trial. Please refer to "Nearby major traffic projects" under the "Highbury PFS area in context" section for details.

Table 36: (Internal roads) NO₂ levels in Highbury and borough long term diffusion tube sites

	Pre-Scheme NO₂ (μg/m³)	Post -Scheme NO₂ (μg/m³)	Post Scheme against Pre-Scheme NO₂ (μg/m³)	Post Scheme against Pre-Scheme (%)
Highbury	19	21	+2	+11%
Whole borough long term sites	18	20	+2	+16%

This includes 17 monitoring sites in Highbury, with values adjusted for periods of missing data (see Appendix 8 for further explanation). There are six monitoring locations for the whole borough long term sites for each time period.

Table 37: (Non-street-based sites) NO₂ levels in Highbury and borough long term diffusion tube sites

	Pre-Scheme NO₂ (μg/m³)	Post- Scheme NO₂ (μg/m³)	Post Scheme against Pre-Scheme NO₂ (μg/m³)	Post Scheme against Pre-Scheme (%)
Highbury	16	19	+3	+20%
Whole borough long term sites	16	20	+4	+23%

There is one non-street monitoring site in Highbury for all time periods. There are three non-street monitoring locations for the whole borough long term sites for each time period.

Table 38: (Overall) NO₂ levels in Highbury and borough long term diffusion tube sites

	Pre-Scheme NO₂ (µg/m³)	Post -Scheme NO₂ (µg/m³)	Post Scheme against Pre-Scheme NO₂ (µg/m³)	Post Scheme against Pre-Scheme (%)
Highbury	21	24	+3	+14%
Whole borough long term sites	21	25	+4	+17%

This includes 15 total long-term monitoring sites for the whole borough for each time period. In Highbury there are 26 total monitoring locations for Pre-Scheme and Post/Scheme, with values adjusted to account for periods of missing data (see Appendix 8 for further explanation).

Graph 8 compares the trends in NO₂ levels in Highbury and across Islington overall from November 2019 through to February 2021.

Graph 8: Average NO₂ levels in Highbury compared to long term borough-wide sites from diffusion tubes
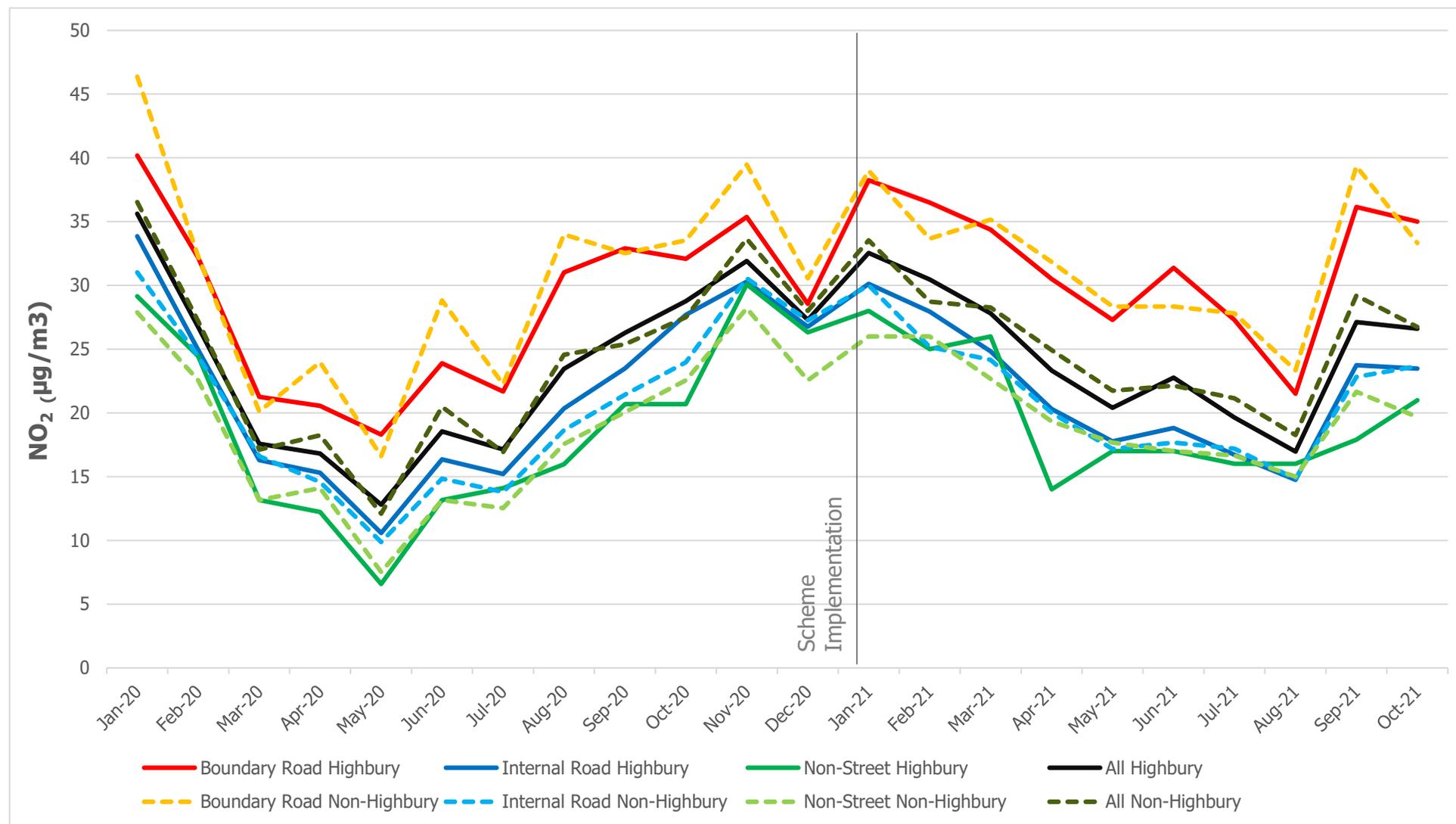
Insights: air quality

The results in Tables 35 to 38 show higher pollution levels in Highbury since the low traffic neighbourhood has been introduced (February-October 2021) compared to the year before and the same time period the year before. However, this is also the case for the monitoring sites across the borough which are not in the Highbury area.

Increases in Highbury are similar to the changes in the borough more widely, with potentially slightly larger increases at boundary road sites, which will need further observation.

As Graph 8 shows, the borough-wide and Highbury monitoring site averages all dropped to a low in May 2020 before generally rising. This aligns to a period of national lockdown measures, which started in March 2020 and were eased by July 2020 as well as potential seasonal variations where NO_2 can often be lower in summer months. The post-implementation period of the PFS trial in Highbury (February-October 2021) was at the same time as higher levels in the borough more widely. As such, while NO_2 levels in the trial area have increased since it was implemented in January 2021 compared to the year before, this is in line with borough-wide trends and is likely to be related to the impact of lockdown measures, and seasonal variation, and suggests the impact of wider factors on pollution levels, with no distinct impact on air quality to date due to the trial.

In summary these results show:

- In the post-implementation period, average NO_2 levels in Highbury have under the annual objective level of 40µg/m^3 at all sites.
- Levels of NO_2 on Highbury boundary roads since people-friendly streets started (February-October 2021) are higher than the previous year (February-October 2020) at all but four sites where comparable data for the same months is available. This is also the case for long term monitoring sites.
- Levels of NO_2 in Highbury internal roads since people-friendly streets started (February-April 2021) are higher than the same time period the previous year (February-April 2020) at all but two sites where comparable data for the same months is available. This is also the case for long term monitoring sites, for which only one site has seen an improvement in air quality.
- Changes in levels of NO_2 in Highbury since PFS began reflect those in the borough more widely, except for perhaps boundary road sites showing slightly larger increases in pollution than do wider borough trends.

The maps on the following pages show the baseline levels of NO_2 followed by percentage changes between the baseline and pre-consultation periods. Note that as these periods are not a full year, numbers cannot strictly be considered as below/above annual limits.

The council's annual air quality report[1] updates on air quality actions and monitoring across the borough, including outside all schools in Islington. Ambler Primary School is located on the section of Blackstock Road that has seen an increase in traffic volumes since the LTN has been implemented. In the 2020 report there is evidence that the air quality at the monitoring site on Blackstock Road has improved between 2019 and 2020 and in 2020 was 28μg/m^3. This reflects the trend in generally improving results across the borough and the impact of Covid-19. Readings taken to date outside the school since the introduction of the LTN indicate that the air quality at this location is still likely to be below the annual legal limit, though it has increased in line with other boundary sites across the borough. Notably, Ambler Primary School was selected as one of the two pilot schemes for main roads school streets and a scheme including pavement widening, green screening and tree planting was consulted on in January 2022.

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[1] https://www.islington.gov.uk/-/media/sharepoint-lists/public-records/environmentalprotection/information/adviceandinformation/20212022/20210923annualstatusreportislington20201.pdf

Map 10: Average levels of NO2 (μg/m3) Pre-Scheme Comparable February 2020 to October 2020 - Highbury Fields
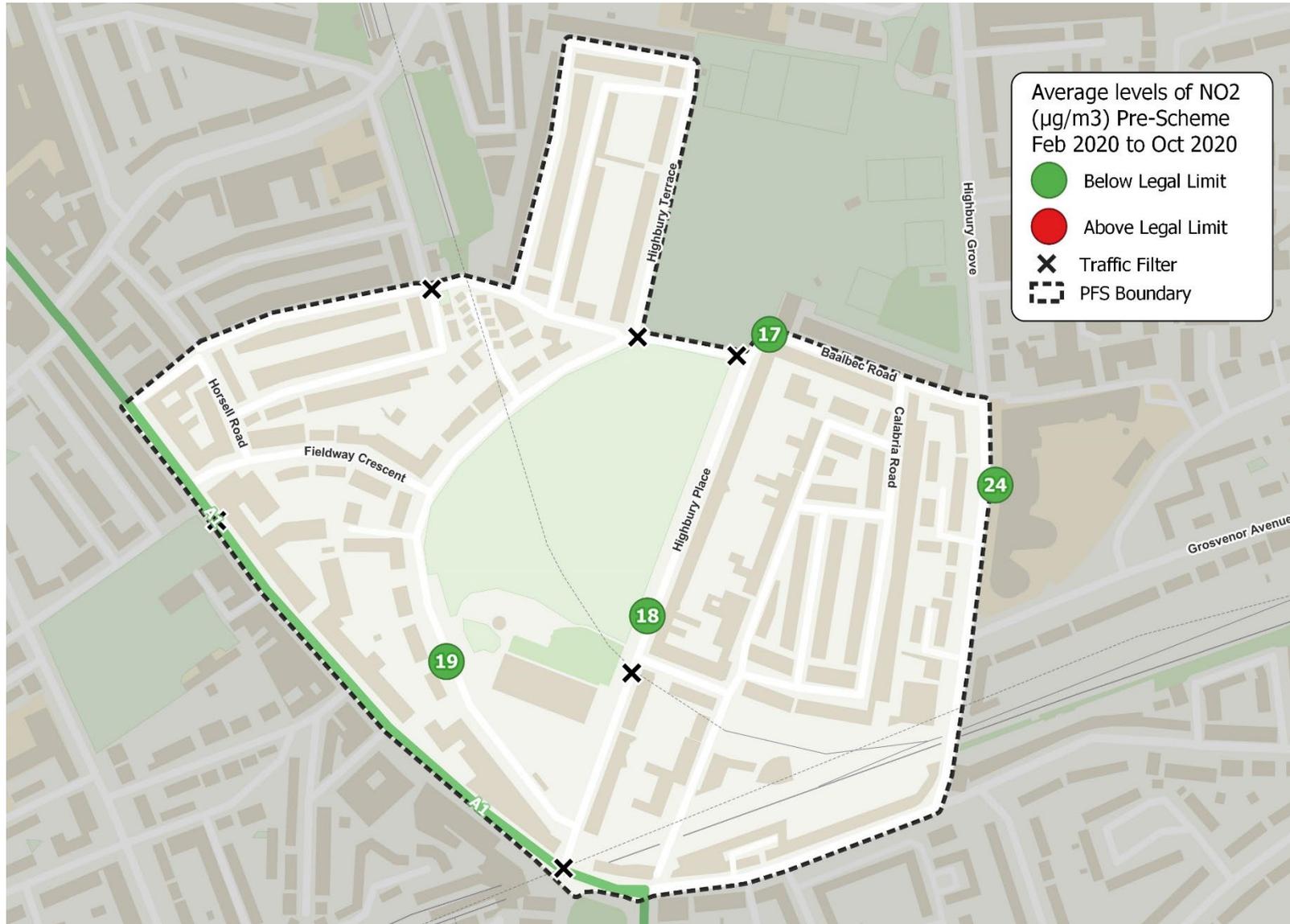
Map 11: Average levels of NO2 (µg/m3) Pre-Scheme Comparable February 2020 to October 2020 - Highbury West

Average levels of NO2
(µg/m3) Pre-Scheme
Feb 2020 to Oct 2020

🟢 Below Legal Limit

🔴 Above Legal Limit

✕ Traffic Filter

⬚ PFS Boundary
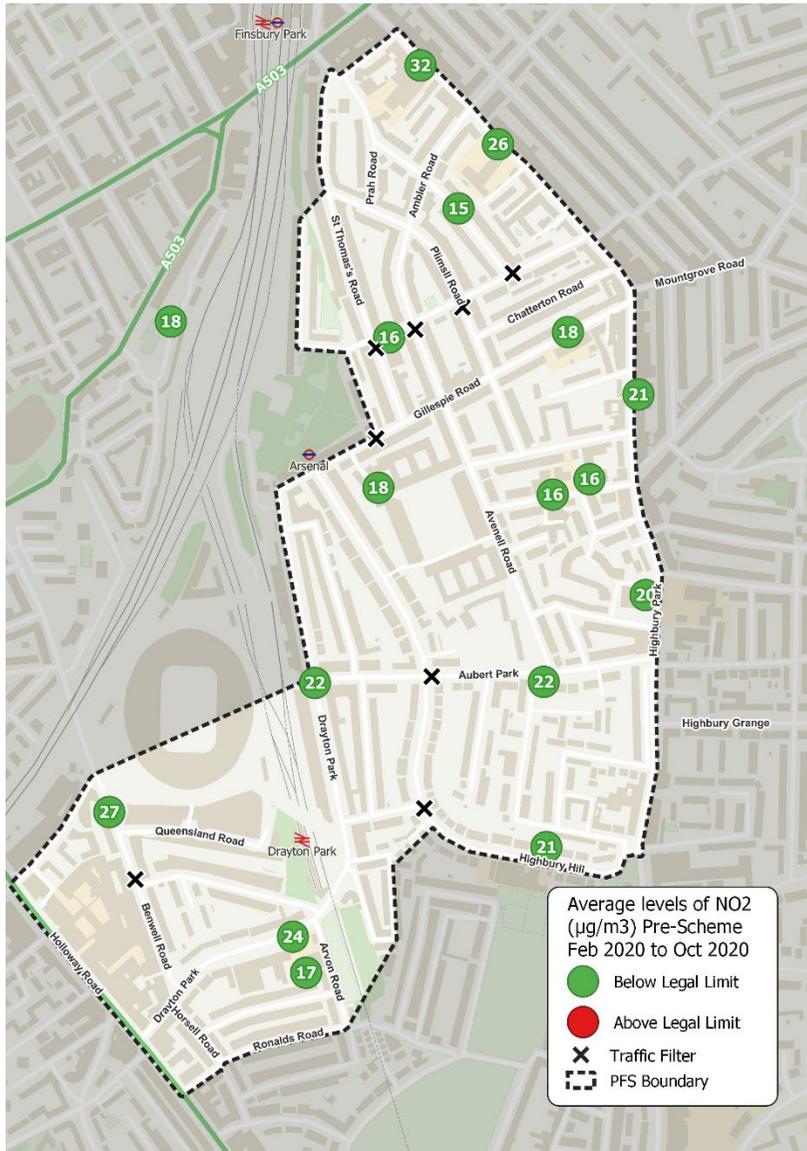
Map 12: Percentage change in NO$_2$ (µg/m3) between February 2020 to October 2020 and February 2021 to October 2021 - Highbury Fields

Map 13: Percentage change in NO₂ (μg/m3) between February 2020 to October 2020 and February 2021 to October 2021 - Highbury West
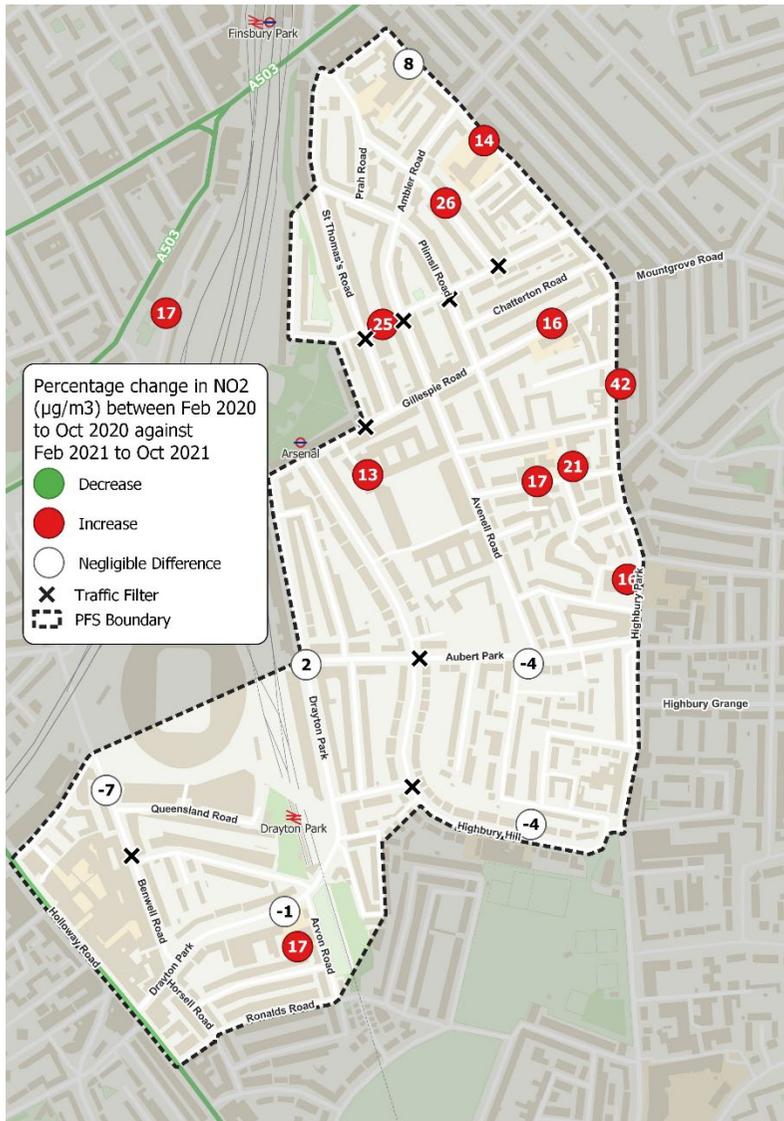
Emergency vehicles access

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 continues to monitor schemes and provide feedback to the council traffic officers should any delays occur to emergency responses.

As of 5 January 2022, there has been one reported incident of LAS crews having to navigate around the Ambler Road and Plimsoll Road area on 31 January 2021, however the report did not detail this causing a delayed response.

Through engagement between LAS and Islington Council, the Council have implemented changes to increase the permeability of the scheme to ensure better access to emergency vehicles in Islington and we will continue to monitor this closely in the future.

Metropolitan Police Service

Analysis of call data relating to the London Borough of Islington for the past 12 months, up to the end of November 2021, shows there has been no significant difference in average response times across the borough for immediate graded calls, meaning the MPS continue to attend the most urgent calls as quickly and safely as possible. However, there has been a 5.7% decrease in the number of standard graded calls *(attendance within the hour where there is no need to use emergency warning equipment to progress through traffic)* attended within the target time. There is no specific data available for low traffic neighbourhoods. When considering these figures, it should be noted that over the past 12 months there has been a reduction in call demand across the command due to the effects of the coronavirus pandemic, c.1,500 fewer calls than the 12 months between November 2019 to end of November 2020 and a 19.3% reduction in offences.

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

For the purposes of monitoring LFB response times an average has been sought by combining average attendance times for Highbury West and Highbury East wards. This combined figure is referred to in this section as 'Highbury wards'.

As advised by the LFB, the 2019 average attendance times for Islington and Highbury wards are used as the baseline against which to compare the post-implementation averages for each area. 2021 numbers from February to December (after scheme implementation) are used for comparison, with 2020 numbers provided for reference.

The average attendance times for the Highbury wards are considered together with average attendance times 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 the LFB is only available by ward. However, as shown in Table 39 and Table 40, there has been no significant impact on response times in the Highbury wards.

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.

London Fire Brigade Response Time Results

Table 39: Average attendance times of the London Fire Brigade – Islington-Wide Data

Period	No. of mobilisations - Islington	Average Attendance 1st Appliance (minutes)	Average Attendance 2nd Appliance (minutes)
2019 (baseline)	2,076	04:36	06:17
2020 (full year)	2,046	04:29	06:02
2021 (11 months Feb-Dec)	3,295	05:03	06:27
Change 2021 vs. 2019	n/a	+00:27	+00:10

Table 40: Average attendance times of the London Fire Brigade – Highbury wards Data

Period	No. of mobilisations – Highbury wards	Average Attendance 1st Appliance (minutes)	Average Attendance 2nd Appliance (minutes)
2019 (baseline)	208	04:51	06:15
2020 (full year)	211	04:46	06:49
2021 (11 months Feb-Dec)	281	05:22	07:34
Change 2021 vs. 2019	n/a	+00:31	+01:19

Insights: 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 considered limited by the LFB and the council. 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 within the target time of 8 minutes. The council will continue to engage with the LFB and monitor this indicator.

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 Highbury 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 41: Calls and crimes in Highbury and Islington (proportion as a percentage of Sep 2019 – May 2021)

Month	ASB Calls to the Council (Highbury PFS)	ASB Calls to the Council	ASB Calls to the Police (Highbury PFS)	ASB Calls to the Police	Street-based Criminal Offences (Highbury PFS)	Street-based Criminal Offences
Sep-19	3.4%	3.3%	1.8%	1.8%	5.0%	4.6%
Oct-19	1.4%	2.9%	3.5%	3.6%	5.4%	5.2%
Nov-19	1.1%	2.7%	2.6%	2.9%	4.8%	4.4%
Dec-19	1.0%	1.8%	2.5%	2.8%	3.8%	3.9%
Jan-20	1.6%	2.5%	2.2%	2.9%	5.0%	4.6%
Feb-20	2.9%	2.7%	2.4%	2.7%	4.5%	4.7%
Mar-20	2.3%	3.2%	4.3%	3.6%	4.1%	3.5%
Apr-20	5.1%	6.5%	9.2%	8.2%	3.1%	2.5%
May-20	7.1%	7.6%	10.9%	8.8%	3.8%	3.1%
Jun-20	8.5%	7.1%	7.4%	5.7%	3.2%	3.2%
Jul-20	11.8%	7.1%	6.9%	5.8%	3.6%	3.6%
Aug-20	5.0%	5.1%	4.3%	4.8%	3.5%	4.0%
Sep-20	3.9%	3.8%	4.3%	4.5%	3.4%	3.9%
Oct-20	1.2%	3.2%	3.2%	3.6%	3.2%	3.8%
Nov-20	1.5%	3.0%	3.9%	3.5%	3.8%	3.5%
Dec-20	0.9%	2.1%	2.8%	3.0%	3.3%	3.1%
Jan-21	2.8%	2.0%	4.0%	3.4%	3.1%	2.5%
Feb-21	2.8%	2.3%	4.3%	3.1%	2.4%	2.3%
Mar-21	2.7%	2.8%	2.6%	3.1%	2.8%	2.9%
Apr-21	3.3%	2.6%	2.5%	2.9%	2.5%	3.0%
May-21	3.0%	2.7%	1.6%	2.6%	2.3%	3.3%
Jun-21	5.9%	4.7%	3.1%	3.0%	3.1%	2.9%
Jul-21	5.4%	4.2%	2.3%	2.8%	2.7%	3.2%
Aug-21	5.6%	3.9%	1.9%	2.5%	3.1%	3.5%
Sep-21	4.8%	3.6%	1.0%	2.3%	4.1%	3.7%
Oct-21	3.4%	3.3%	2.6%	2.4%	4.0%	3.8%
Nov-21	0.9%	2.0%	0.9%	2.1%	3.7%	3.9%
Dec-21	0.7%	1.5%	1.2%	1.7%	2.6%	3.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Table 42: Volume of calls and crimes in the Highbury area and Islington

Month	Highbury PFS ASB Calls to the Council	Islington ASB Calls to the Council	Highbury PFS ASB Calls to the Police	Islington ASB Calls to the Police	Highbury PFS Street-based Criminal Offences	Islington Street-based Criminal Offences
Sep-19	44	347	26	359	72	863
Oct-19	18	305	49	705	78	981
Nov-19	14	285	36	577	69	827
Dec-19	13	187	35	539	55	736
Jan-20	21	265	31	573	72	864
Feb-20	38	284	34	521	64	884
Mar-20	30	343	60	699	59	664
Apr-20	67	693	130	1612	44	478
May-20	92	805	153	1732	54	593
Jun-20	111	749	104	1108	46	600
Jul-20	153	756	97	1135	52	683
Aug-20	65	544	61	935	50	764
Sep-20	51	399	61	880	49	734
Oct-20	16	335	45	703	46	709
Nov-20	19	317	55	685	54	653
Dec-20	12	218	39	588	48	593
Jan-21	37	217	57	674	44	481
Feb-21	36	240	60	614	34	434
Mar-21	35	295	36	604	40	549
Apr-21	43	272	35	562	36	573
May-21	39	284	23	518	33	630
Jun-21	77	497	44	579	44	555
Jul-21	70	445	33	546	38	611
Aug-21	73	417	27	485	45	664
Sep-21	62	387	14	460	59	692
Oct-21	44	353	36	466	58	714
Nov-21	12	217	12	408	53	739
Dec-21	9	155	17	332	37	609
Total	**1,301**	**10,611**	**1,410**	**19,599**	**1,433**	**18,877**

Graph 9: ASB calls to the council and Police in Highbury and Islington as a percentage of the total over one year
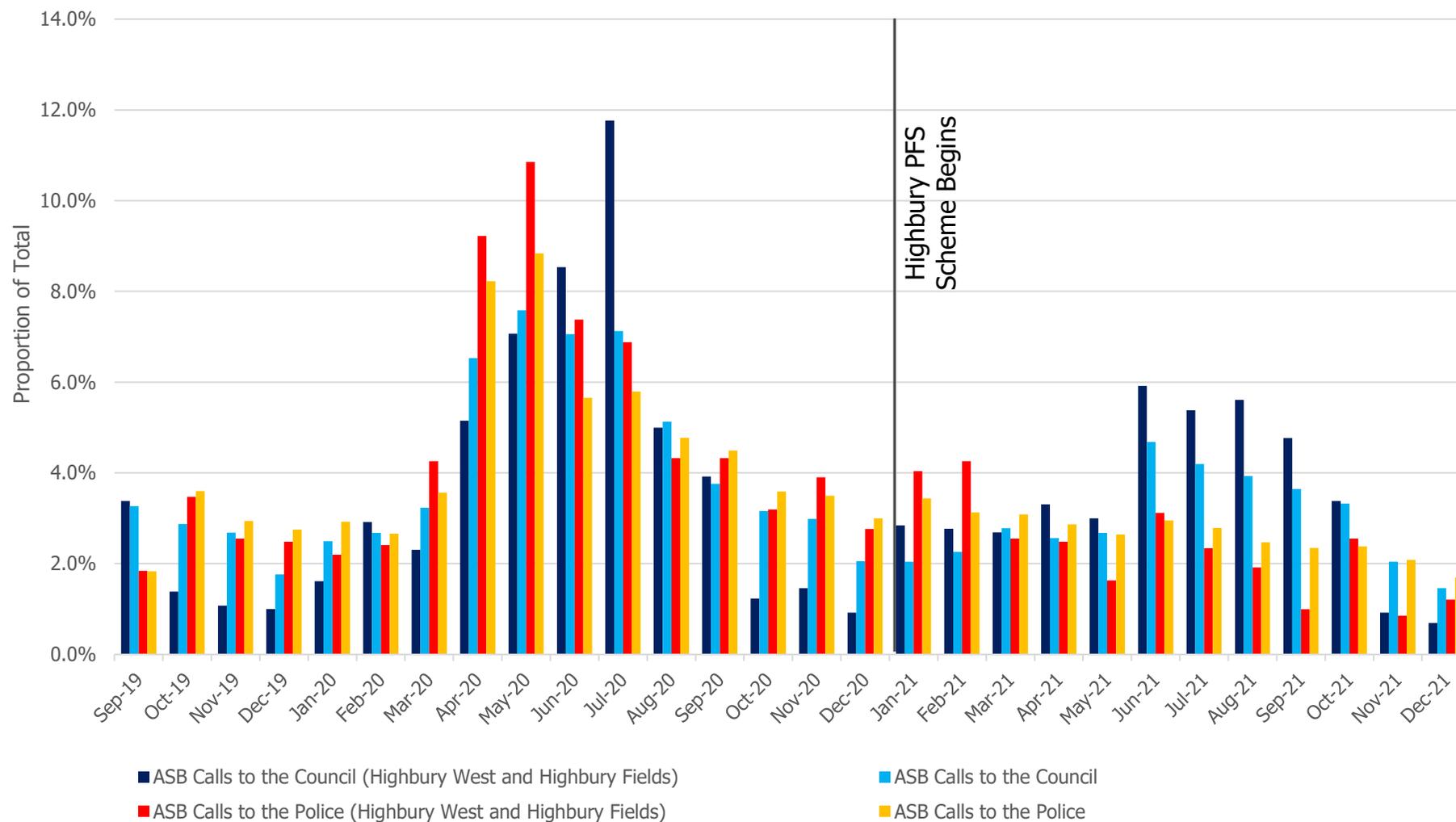
Graph 10: Street crimes in the Highbury area and Islington as a percentage of the total over one year

Highbury PFS Scheme Begins

Proportion of Total

■ Street-based Criminal Offences (Highbury West and Highbury Fields)　　■ Street-based Criminal Offences
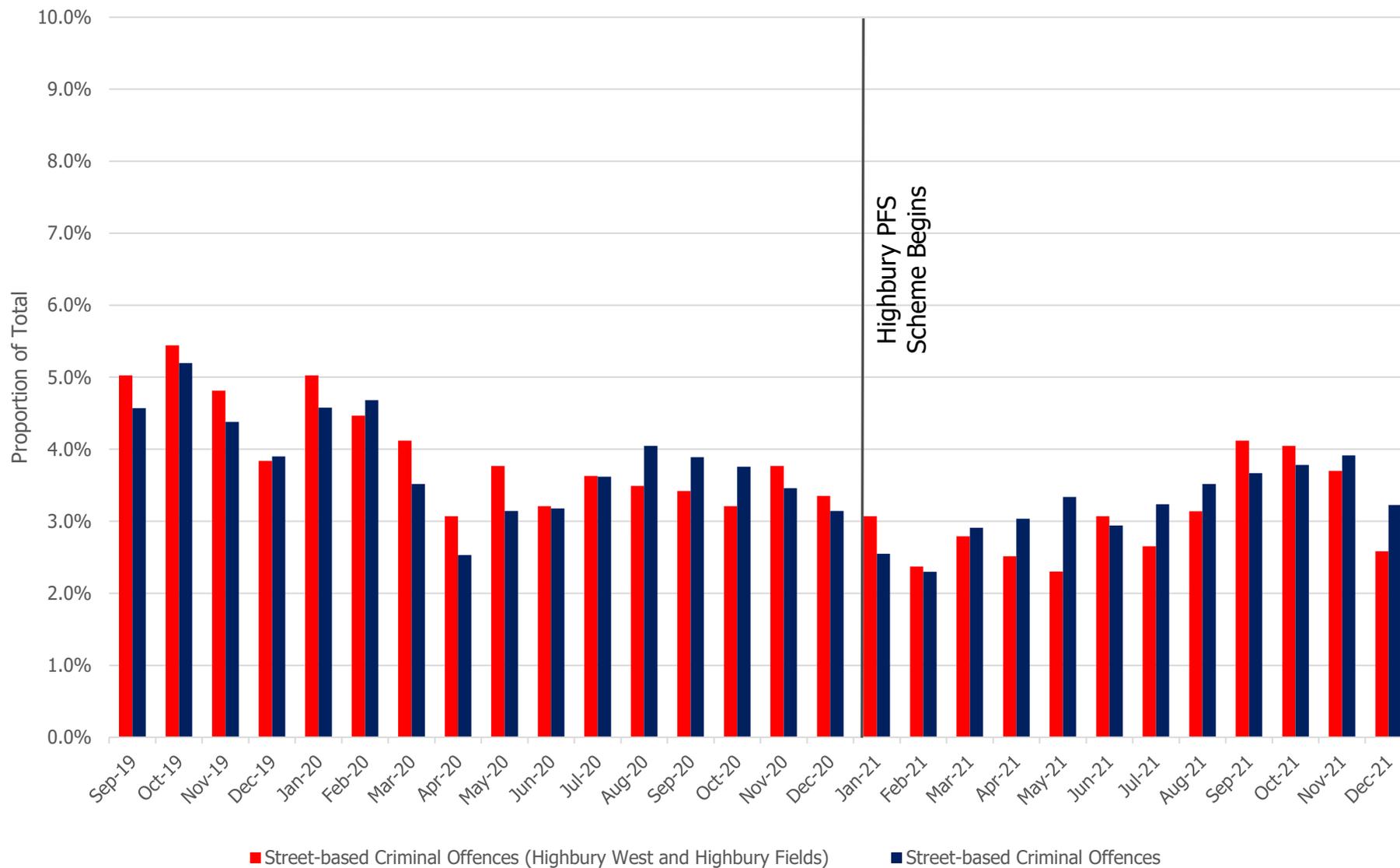
Insights: anti-social behaviour and crime patterns

In terms of volumes of crime and ASB, during the past 18 months, the Highbury PFS area showed similar trends to those of Islington as a whole. On average, calls in the Highbury area are low, as can be seen in Table 41.

Across the various analyses of the volume of ASB calls and crimes in Highbury and Islington, the monthly volume of calls and crimes as a proportion of the total over the year period has remained approximately consistent between Highbury and Islington.

Table 41 and Table 42, along with Graph 9 and Graph 10 show increases in anti-social behaviour calls during the first lockdown last year in both Highbury and Islington. Contributing to this will have been reporting of people breaching the rules set out by Central Government. There was a slight trend of more ASB calls placed to the council than to the police in the summer of 2021.

Overall, however, the council's ASB team have found no evidence to suggest that the rate increased following the implementation of the PFS area. The council will continue to monitor this metric in this area and will be able to present data for more months in the pre-consultation report.

Concluding remarks

This pre-consultation monitoring report shows that, in general, the Highbury people-friendly street (PFS) trials are having the intended impacts in the area – in terms of reducing motorised traffic across internal roads, thereby making the area's roads greener, cleaner and healthier for residents. There have been no clear adverse impacts on anti-social behaviour levels or emergency service response times. The trial has also shown no scheme-specific impacts on air quality to date, as nitrogen dioxide has not increased outside of wider Borough trends.

Based on the data available, it is recommended to continue monitoring traffic flows and congestion on boundary roads, particularly at the northern end of Blackstock Road, an exercise that should be undertaken in conversation with Hackney Council as their Stoke Newington scheme is likely to have played a role in some of the measured changes here. Junctions such as that with Seven Sisters Road and Blackstock Road, as well at Highbury Corner, should also be carefully monitored given their noted impacts on private vehicle and bus journey times.

Within the PFS area, it is generally considered that all monitored roads have either benefited or at least not been adversely impacted by the scheme. Vehicle flows have reduced on all but one such road, with over 75% reductions in some locations – the exception being Horsell Road, which has only seen a minor increase with very few additional vehicles in terms of raw numbers. There was, however, a notable increase in goods vehicle traffic on Ronalds Road, a trend that should be verified and monitored. Motorcycle levels were also higher than in the baseline across the PFS scheme area, although it is noted that this is more likely due to wider trends of home deliveries than a location-specific issue.

Speeding issues have generally improved on internal roads, with volumes and proportions of vehicles speeding generally dropping across the area. Baalbec Road did see an uptick in speeding vehicles, but this is largely considered a product of the low levels of speeding noted in the baseline rather than a cause for concern.

The council will continue to monitor traffic speeds and consider mitigation options if deemed necessary.

On external roads, Blackstock Road's north end has seen a concerning increase in traffic flows and associated increases in journey times. This location should continue to be closely monitored in conjunction with Hackney Council to understand where additional traffic is coming from and what options for mitigation are in place. St. Paul's Road should also be monitored, both to understand increases in vehicle flows, as well as congestion at Highbury Corner.

Other than this site, the picture for boundary roads is generally one of mixed impact. Flows are down on Highbury Grove, Hornsey Road and Seven Sisters Road, and there is limited change in goods vehicles and motorcycles as a proportion of total traffic. Speeding is more of an issue, with the proportions of vehicles speeding increasing on Highbury Grove North and Hornsey Road South. Seven Sisters Road has also seen a large percentage increase in speeding vehicles, although it is noted that this is from a low base.

Although cycling levels across the scheme area have had limited change, it is considered that this is likely more related to seasonality than the scheme itself, particularly given that cycling flows were up 50% across internal streets an 64% on boundary roads at the point of interim reporting.

Other monitored roads in the area, including those reviewed in the Ambler Road Ad Hoc monitoring, flows were generally also down or unchanged, but some locations saw increases in the number of vehicles speeding and proportion of vehicles speeding – namely Highbury New Park, Mountgrove Road and Amber Road.

Future decisions to keep, remove or amend the Highbury PFS trial are not dependent on any single metric, but a combination of them together with feedback from the online survey and upcoming consultation with residents and stakeholders.

The public consultation for the PFS LTN at Highbury will take place between Monday 7th February and Monday 14th March 2022. More information is available at www.islington.gov.uk/roads/people-friendly-streets/highbury

Appendices

Appendix 1: Internal Roads counts

Arvon Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	2,363	3,035	1,918	2,023	-445	-1,012	**-19%**	**-33%**
7 day daily average	338	434	274	289	-64	-145	**-19%**	**-33%**
5 day total	1,711	2,197	1,381	1,457	-330	-740	**-19%**	**-34%**
5 day daily average	342	439	276	291	-66	-148	**-19%**	**-34%**
AM peak hourly average (weekdays)	16	21	12	13	-4	-8	**-25%**	**-38%**
PM peak hourly average (weekdays)	21	27	20	21	-1	-6	**-5%**	**-22%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	932	791	-141	**-15%**
7 day daily average	133	113	-20	**-15%**
5 day total	797	636	-161	**-20%**
5 day daily average	159	127	-32	**-20%**
AM peak hourly average (weekdays)	12	13	1	8%
PM peak hourly average (weekdays)	14	11	-3	**-21%**

Aubert Park

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	24,196	31,072	4,414	4,656	-19,782	-26,416	**-82%**	**-85%**
7 day daily average	3,457	4,439	631	665	-2,826	-3,774	**-82%**	**-85%**
5 day total	18,612	23,901	3,102	3,272	-15,510	-20,629	**-83%**	**-86%**
5 day daily average	3,722	4,780	620	654	-3,102	-4,126	**-83%**	**-86%**
AM peak hourly average (weekdays)	252	324	31	33	-221	-291	**-88%**	**-90%**
PM peak hourly average (weekdays)	247	317	42	44	-205	-273	**-83%**	**-86%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,382	1,565	183	**13%**
7 day daily average	197	224	27	**14%**
5 day total	1,109	1,215	106	10%
5 day daily average	222	243	21	9%
AM peak hourly average (weekdays)	19	18	-1	-5%
PM peak hourly average (weekdays)	17	22	5	**29%**

Baseline: Baseline data patched with data gathered on 08/11/2020. Baseline data will differ notably from the interim report, as it was necessary to undertake additional patching for Monday data.
Pre-consultation: Data patched with data gathered on 4/12/2021.

Avenell Road
Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	8,643	11,099	4,171	4,400	-4,472	-6,699	**-52%**	**-60%**
7 day daily average	1,235	1,586	596	629	-639	-957	**-52%**	**-60%**
5 day total	6,447	8,279	2,926	3,086	-3,521	-5,193	**-55%**	**-63%**
5 day daily average	1,289	1,656	585	617	-704	-1,039	**-55%**	**-63%**
AM peak hourly average (weekdays)	85	109	31	33	-54	-76	**-64%**	**-70%**
PM peak hourly average (weekdays)	85	109	42	44	-43	-65	**-51%**	**-60%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	824	777	-47	-6%
7 day daily average	118	111	-7	-6%
5 day total	643	578	-65	-10%
5 day daily average	129	116	-13	-10%
AM peak hourly average (weekdays)	11	6	-5	**-45%**
PM peak hourly average (weekdays)	9	11	2	**22%**

Baalbec Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	13,056	16,766	13,047	13,763	-9	-3,003	0%	**-18%**
7 day daily average	1,865	2,395	1,864	1,966	-1	-429	0%	**-18%**
5 day total	10,031	12,882	9,612	10,139	-419	-2,743	-4%	**-21%**
5 day daily average	2,006	2,576	1,922	2,028	-84	-548	-4%	**-21%**
AM peak hourly average (weekdays)	182	234	128	135	-54	-99	**-30%**	**-42%**
PM peak hourly average (weekdays)	114	146	126	133	12	-13	**11%**	-9%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,477	939	-538	**-36%**
7 day daily average	211	134	-77	**-36%**
5 day total	1,237	737	-500	**-40%**
5 day daily average	247	147	-100	**-40%**
AM peak hourly average (weekdays)	17	12	-5	**-29%**
PM peak hourly average (weekdays)	21	12	-9	**-43%**

Pre-consultation: Data patched with data gathered on 13/12/2021

Benwell Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	64,180	82,419	3,894	4,108	-60,286	-78,311	**-94%**	**-95%**
7 day daily average	9,169	11,774	556	587	-8,613	-11,187	**-94%**	**-95%**
5 day total	49,540	63,619	2,740	2,890	-46,800	-60,729	**-94%**	**-95%**
5 day daily average	9,908	12,724	548	578	-9,360	-12,146	**-94%**	**-95%**
AM peak hourly average (weekdays)	648	832	41	43	-607	-789	**-94%**	**-95%**
PM peak hourly average (weekdays)	664	853	36	38	-628	-815	**-95%**	**-96%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4,091	5,153	1,062	**26%**
7 day daily average	584	736	152	**26%**
5 day total	3,420	4,320	900	**26%**
5 day daily average	684	864	180	**26%**
AM peak hourly average (weekdays)	54	72	18	**33%**
PM peak hourly average (weekdays)	56	80	24	**43%**

Baseline: Baseline data patched with data gathered on 7/11/2020
Pre-consultation: Data patched with data gathered on 16/12/2021

Drayton Park

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	78,224	100,455	22,376	23,603	-55,848	-76,852	**-71%**	**-77%**
7 day daily average	11,175	14,351	3,197	3,372	-7,978	-10,979	**-71%**	**-77%**
5 day total	60,926	78,241	15,989	16,866	-44,937	-61,375	**-74%**	**-78%**
5 day daily average	12,185	15,648	3,198	3,373	-8,987	-12,275	**-74%**	**-78%**
AM peak hourly average (weekdays)	833	1,070	154	162	-679	-908	**-82%**	**-85%**
PM peak hourly average (weekdays)	813	1,044	196	207	-617	-837	**-76%**	**-80%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4,012	4,641	629	**16%**
7 day daily average	573	663	90	**16%**
5 day total	3,325	3,665	340	10%
5 day daily average	665	733	68	10%
AM peak hourly average (weekdays)	36	24	-12	**-33%**
PM peak hourly average (weekdays)	72	96	24	**33%**

Pre-consultation: Data patched with data gathered on 4/12/2021

Fieldway Crescent

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	10,621	13,639	7,804	8,232	-2,817	-5,407	**-27%**	**-40%**
7 day daily average	1,517	1,948	1,115	1,176	-402	-772	**-26%**	**-40%**
5 day total	8,338	10,708	5,657	5,967	-2,681	-4,741	**-32%**	**-44%**
5 day daily average	1,668	2,142	1,131	1,193	-537	-949	**-32%**	**-44%**
AM peak hourly average (weekdays)	155	199	68	72	-87	-127	**-56%**	**-64%**
PM peak hourly average (weekdays)	91	117	71	75	-20	-42	**-22%**	**-36%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	2,928	1,723	-1,205	**-41%**
7 day daily average	418	246	-172	**-41%**
5 day total	2,225	1,385	-840	**-38%**
5 day daily average	445	277	-168	**-38%**
AM peak hourly average (weekdays)	40	25	-15	**-38%**
PM peak hourly average (weekdays)	36	25	-11	**-31%**

Baseline: Baseline patched with data gathered from 16/11/2020 – 26/11/2020.

Fieldway Crescent West

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	6,881	8,837	7,482	7,892	601	-945	9%	**-11%**
7 day daily average	983	1,262	1,069	1,127	86	-135	9%	**-11%**
5 day total	5,348	6,868	5,533	5,836	185	-1,032	3%	**-15%**
5 day daily average	1,070	1,374	1,107	1,167	37	-207	3%	**-15%**
AM peak hourly average (weekdays)	71	91	71	75	-	-16	0%	**-18%**
PM peak hourly average (weekdays)	72	92	78	82	6	-10	8%	**-11%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3,840	3,719	-121	-3%
7 day daily average	549	531	-18	-3%
5 day total	3,357	3,042	-315	-9%
5 day daily average	671	608	-63	-9%
AM peak hourly average (weekdays)	55	44	-11	-20%
PM peak hourly average (weekdays)	58	56	-2	-3%

Gillespie Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	14,193	18,227	5,172	5,456	-9,021	-12,771	**-64%**	**-70%**
7 day daily average	2,028	2,604	739	779	-1,289	-1,825	**-64%**	**-70%**
5 day total	10,817	13,891	3,824	4,034	-6,993	-9,857	**-65%**	**-71%**
5 day daily average	2,163	2,778	765	807	-1,398	-1,971	**-65%**	**-71%**
AM peak hourly average (weekdays)	102	131	47	50	-55	-81	**-54%**	**-62%**
PM peak hourly average (weekdays)	174	223	61	64	-113	-159	**-65%**	**-71%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	5,576	7,309	1,733	**31%**
7 day daily average	797	1,044	247	**31%**
5 day total	4,772	5,911	1,139	**24%**
5 day daily average	954	1,182	228	**24%**
AM peak hourly average (weekdays)	88	100	12	**14%**
PM peak hourly average (weekdays)	81	114	33	**41%**

Pre-consultation: Data patched with data gathered on 4/12/2021

Highbury Hill

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	37,016	47,536	3,714	3,918	-33,302	-43,618	**-90%**	**-92%**
7 day daily average	5,288	6,791	531	560	-4,757	-6,231	**-90%**	**-92%**
5 day total	28,951	37,179	2,799	2,953	-26,152	-34,226	**-90%**	**-92%**
5 day daily average	5,790	7,436	560	591	-5,230	-6,845	**-90%**	**-92%**
AM peak hourly average (weekdays)	417	536	34	36	-383	-500	**-92%**	**-93%**
PM peak hourly average (weekdays)	366	470	36	38	-330	-432	**-90%**	**-92%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,479	909	-570	**-39%**
7 day daily average	211	130	-81	**-38%**
5 day total	1,161	687	-474	**-41%**
5 day daily average	232	137	-95	**-41%**
AM peak hourly average (weekdays)	17	9	-8	**-47%**
PM peak hourly average (weekdays)	20	14	-6	**-30%**

Highbury Place

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	4,422	5,679	2,790	2,943	-1,632	-2,736	**-37%**	**-48%**
7 day daily average	632	811	399	420	-233	-391	**-37%**	**-48%**
5 day total	3,160	4,058	2,078	2,192	-1,082	-1,866	**-34%**	**-46%**
5 day daily average	632	812	416	438	-216	-374	**-34%**	**-46%**
AM peak hourly average (weekdays)	48	62	26	27	-22	-35	**-46%**	**-56%**
PM peak hourly average (weekdays)	44	57	34	36	-10	-21	**-23%**	**-37%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4,548	5,062	514	**11%**
7 day daily average	650	723	73	**11%**
5 day total	4,036	3,994	-42	-1%
5 day daily average	807	799	-8	-1%
AM peak hourly average (weekdays)	67	68	1	1%
PM peak hourly average (weekdays)	70	69	-1	-1%

Horsell Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	5,061	6,499	6,714	7,082	1,653	583	**33%**	9%
7 day daily average	723	928	959	1,012	236	84	**33%**	9%
5 day total	3,799	4,879	5,075	5,353	1,276	474	**34%**	10%
5 day daily average	760	976	1,015	1,071	255	95	**34%**	10%
AM peak hourly average (weekdays)	46	59	61	64	15	5	**33%**	8%
PM peak hourly average (weekdays)	54	69	74	78	20	9	**37%**	**13%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3,838	5,732	1,894	**49%**
7 day daily average	548	819	271	**49%**
5 day total	3,326	4,860	1,534	**46%**
5 day daily average	665	972	307	**46%**
AM peak hourly average (weekdays)	63	99	36	**57%**
PM peak hourly average (weekdays)	58	80	22	**38%**

Pre-consultation: Data patched with data gathered on 14/12/2021, 15/12/2021 and 18/12/2021

Prah Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	7,145	9,176	4,915	5,185	-2,230	-3,991	**-31%**	**-43%**
7 day daily average	1,021	1,311	702	741	-319	-570	**-31%**	**-43%**
5 day total	5,512	7,078	3,433	3,621	-2,079	-3,457	**-38%**	**-49%**
5 day daily average	1,102	1,416	687	724	-415	-692	**-38%**	**-49%**
AM peak hourly average (weekdays)	65	83	33	35	-32	-48	**-49%**	**-58%**
PM peak hourly average (weekdays)	85	109	47	50	-38	-59	**-45%**	**-54%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	118	233	115	**97%**
7 day daily average	17	33	16	**94%**
5 day total	102	183	81	**79%**
5 day daily average	20	37	17	**85%**
AM peak hourly average (weekdays)	1	3	2	**200%**
PM peak hourly average (weekdays)	3	3	-	0%

Ronalds Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	7,202	9,249	6,850	7,226	-352	-2,023	-5%	**-22%**
7 day daily average	1,029	1,321	979	1,032	-50	-289	-5%	**-22%**
5 day total	5,522	7,091	4,971	5,244	-551	-1,847	-10%	**-26%**
5 day daily average	1,104	1,418	994	1,049	-110	-369	-10%	**-26%**
AM peak hourly average (weekdays)	93	119	52	55	-41	-64	**-44%**	**-54%**
PM peak hourly average (weekdays)	64	82	60	63	-4	-19	-6%	**-23%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	462	374	-88	**-19%**
7 day daily average	66	53	-13	**-20%**
5 day total	376	294	-82	**-22%**
5 day daily average	75	59	-16	**-21%**
AM peak hourly average (weekdays)	7	6	-1	**-14%**
PM peak hourly average (weekdays)	5	4	-1	**-20%**

Pre-consultation: Data patched with data gathered on 18/12/2021

St. Thomas's Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	13,100	16,823	6,469	6,824	-6,631	-9,999	**-51%**	**-59%**
7 day daily average	1,871	2,403	924	975	-947	-1,428	**-51%**	**-59%**
5 day total	10,058	12,916	4,522	4,770	-5,536	-8,146	**-55%**	**-63%**
5 day daily average	2,012	2,583	904	954	-1,108	-1,629	**-55%**	**-63%**
AM peak hourly average (weekdays)	122	157	39	41	-83	-116	**-68%**	**-74%**
PM peak hourly average (weekdays)	137	176	60	63	-77	-113	**-56%**	**-64%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3,170	246	-2,924	**-92%**
7 day daily average	453	35	-418	**-92%**
5 day total	2,677	190	-2,487	**-93%**
5 day daily average	535	38	-497	**-93%**
AM peak hourly average (weekdays)	43	2	-41	**-95%**
PM peak hourly average (weekdays)	50	2	-48	**-96%**

Pre-consultation: Data quality from week one was particularly poor – data was patched using 5/12/2021 and 13/12/2021-18/12/2021

Appendix 2: Boundary roads counts

Blackstock Road North

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	65,046	83,532	125,387	132,265	60,341	48,733	**93%**	**58%**
7 day daily average	9,292	11,933	17,912	18,895	8,620	6,962	**93%**	**58%**
5 day total	48,315	62,046	89,961	94,896	41,646	32,850	**86%**	**53%**
5 day daily average	9,663	12,409	17,992	18,979	8,329	6,570	**86%**	**53%**
AM peak hourly average (weekdays)	588	755	1,012	1,068	424	313	**72%**	**41%**
PM peak hourly average (weekdays)	583	749	1,061	1,119	478	370	**82%**	**49%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3,572	4,866	1,294	**36%**
7 day daily average	510	695	185	**36%**
5 day total	2,815	3,401	586	**21%**
5 day daily average	563	680	117	**21%**
AM peak hourly average (weekdays)	34	37	3	**9%**
PM peak hourly average (weekdays)	47	41	-6	**-13%**

Blackstock Road South

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	71,859	92,281	90,431	95,391	18,572	3,110	**26%**	3%
7 day daily average	10,266	13,183	12,919	13,627	2,653	444	**26%**	3%
5 day total	51,861	66,599	65,884	69,498	14,023	2,899	**27%**	4%
5 day daily average	10,372	13,320	13,177	13,900	2,805	580	**27%**	4%
AM peak hourly average (weekdays)	628	806	728	768	100	-38	**16%**	-5%
PM peak hourly average (weekdays)	640	822	786	829	146	7	**23%**	1%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	5,149	1,601	-3,548	**-69%**
7 day daily average	736	229	-507	**-69%**
5 day total	3,723	1,142	-2,581	**-69%**
5 day daily average	745	228	-517	**-69%**
AM peak hourly average (weekdays)	49	12	-37	**-76%**
PM peak hourly average (weekdays)	43	18	-25	**-58%**

Highbury Grove North

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	66,344	85,198	66,175	69,805	-169	-15,393	**0%**	**-18%**
7 day daily average	9,478	12,171	9,454	9,972	-24	-2,199	**0%**	**-18%**
5 day total	50,643	65,035	48,288	50,937	-2,355	-14,098	**-5%**	**-22%**
5 day daily average	10,129	13,007	9,658	10,187	-471	-2,820	**-5%**	**-22%**
AM peak hourly average (weekdays)	618	794	462	487	-156	-307	**-25%**	**-39%**
PM peak hourly average (weekdays)	641	823	573	604	-68	-219	**-11%**	**-27%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,752	1,333	-419	**-24%**
7 day daily average	250	190	-60	**-24%**
5 day total	1,400	961	-439	**-31%**
5 day daily average	280	192	-88	**-31%**
AM peak hourly average (weekdays)	19	16	-3	**-16%**
PM peak hourly average (weekdays)	23	14	-9	**-39%**

Pre-consultation: Data patched with data gathered on 13/12/2021 – 16/12/2021.

Holloway Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	112,908	144,996	137,153	144,676	24,245	-320	**21%**	0%
7 day daily average	16,130	20,714	19,593	20,668	3,463	-46	**21%**	0%
5 day total	83,301	106,974	95,089	100,305	11,788	-6,669	**14%**	-6%
5 day daily average	16,660	21,395	19,018	20,061	2,358	-1,334	**14%**	-6%
AM peak hourly average (weekdays)	932	1,197	996	1,051	64	-146	7%	**-12%**
PM peak hourly average (weekdays)	966	1,241	936	987	-30	-254	-3%	**-20%**

Cycling

This is a radar site, which is unable to detect cycles and therefore has no data on them.

Hornsey Road South

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	77,240	99,191	67,606	71,314	-9,634	-27,877	**-12%**	**-28%**
7 day daily average	11,034	14,170	9,658	10,188	-1,376	-3,982	**-12%**	**-28%**
5 day total	58,747	75,442	49,973	52,714	-8,774	-22,728	**-15%**	**-30%**
5 day daily average	11,749	15,088	9,995	10,543	-1,754	-4,545	**-15%**	**-30%**
AM peak hourly average (weekdays)	779	1,000	601	634	-178	-366	**-23%**	**-37%**
PM peak hourly average (weekdays)	745	957	593	626	-152	-331	**-20%**	**-35%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4,872	5,047	175	4%
7 day daily average	696	721	25	4%
5 day total	4,045	4,082	37	1%
5 day daily average	809	816	7	1%
AM peak hourly average (weekdays)	69	76	7	**10%**
PM peak hourly average (weekdays)	59	60	1	2%

Pre-consultation: Data patched with data gathered on 16/12/2021 and 18/12/2021

Seven Sisters Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	179,158	230,073	179,002	188,821	-156	-41,252	**0%**	**-18%**
7 day daily average	25,594	32,868	25,572	26,974	-22	-5,894	**0%**	**-18%**
5 day total	130,921	168,128	125,949	132,858	-4,972	-35,270	**-4%**	**-21%**
5 day daily average	26,184	33,626	25,190	26,572	-994	-7,054	**-4%**	**-21%**
AM peak hourly average (weekdays)	1,462	1,877	1,322	1,395	-140	-482	**-10%**	**-26%**
PM peak hourly average (weekdays)	1,433	1,840	1,231	1,299	-202	-541	**-14%**	**-29%**

Cycling

This is a radar site, which is unable to detect cycles and therefore has no data on them.

St. Paul's Road West

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	128,674	148,687	162,492	171,405	33,818	22,718	**26%**	**15%**
7 day daily average	18,382	21,241	23,213	24,486	4,831	3,245	**26%**	**15%**
5 day total	90,293	104,337	113,612	119,844	23,319	15,507	**26%**	**15%**
5 day daily average	18,059	20,867	22,722	23,969	4,663	3,102	**26%**	**15%**
AM peak hourly average (weekdays)	843	974	1,084	1,143	241	169	**29%**	**17%**
PM peak hourly average (weekdays)	1,076	1,243	1,297	1,368	221	125	**21%**	**10%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6,328	4,564	-1,764	**-28%**
7 day daily average	904	652	-252	**-28%**
5 day total	4,741	3,504	-1,237	**-26%**
5 day daily average	948	701	-247	**-26%**
AM peak hourly average (weekdays)	57	50	-7	**-12%**
PM peak hourly average (weekdays)	74	44	-30	**-41%**

Baseline: As baseline data from November 2020 was not fully patched and generally of poor quality, it was considered more appropriate for analysis to utilise July 2020 counts for the baseline on this road, as per the Canonbury West report. Daily averages from that report are the same for baseline counts, but weekly totals have been revised to ensure a consistent approach for all Highbury sites.

Appendix 3: Ambler Road Ad-Hoc Monitoring Counts

Ambler Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	6,762	9,840	9,188	9,692	2,426	-148	**36%**	-2%
7 day daily average	966	1,406	1,313	1,385	347	-21	**36%**	-1%
5 day total	4,899	7,129	6,473	6,828	1,574	-301	**32%**	-4%
5 day daily average	980	1,426	1,295	1,366	315	-60	**32%**	-4%
AM peak hourly average (weekdays)	49	71	61	64	12	-7	**24%**	-10%
PM peak hourly average (weekdays)	72	105	88	93	16	-12	**22%**	**-11%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,379	1,328	-51	-4%
7 day daily average	197	190	-7	-4%
5 day total	1,009	1,070	61	6%
5 day daily average	202	214	12	6%
AM peak hourly average (weekdays)	17	19	2	**12%**
PM peak hourly average (weekdays)	17	20	3	**18%**

Baseline: Baseline data is from the Ad-Hoc surveys carried out in March 2021. The November counts were compromised due to emergency road works on Blackstock Road.
Pre-consultation: Data patched with data gathered on 13/12/2021 and 15/12/2021

Blackstock Road North (ad hoc)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	105,284	153,207	125,387	132,265	20,103	-20,942	**19%**	**-14%**
7 day daily average	15,041	21,887	17,912	18,895	2,871	-2,992	**19%**	**-14%**
5 day total	78,080	113,620	89,961	94,896	11,881	-18,724	**15%**	**-16%**
5 day daily average	15,616	22,724	17,992	18,979	2,376	-3,745	**15%**	**-16%**
AM peak hourly average (weekdays)	984	1,432	1,012	1,068	28	-364	3%	**-25%**
PM peak hourly average (weekdays)	969	1,410	1,061	1,119	92	-291	9%	**-21%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4,696	4,866	170	4%
7 day daily average	671	695	24	4%
5 day total	3,281	3,401	120	4%
5 day daily average	656	680	24	4%
AM peak hourly average (weekdays)	38	37	-1	-3%
PM peak hourly average (weekdays)	48	41	-7	**-15%**

Baseline: Baseline data is from the Ad-Hoc surveys carried out in March 2021. The November counts were compromised due to emergency road works on Blackstock Road.

Prah Road (ad hoc)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	4,415	6,425	4,915	5,185	500	-1,240	**11%**	**-19%**
7 day daily average	631	918	702	741	71	-177	**11%**	**-19%**
5 day total	3,169	4,611	3,433	3,621	264	-990	8%	**-21%**
5 day daily average	634	922	687	724	53	-198	8%	**-21%**
AM peak hourly average (weekdays)	28	41	33	35	5	-6	**18%**	**-15%**
PM peak hourly average (weekdays)	47	68	47	50	-	-18	0%	**-26%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day tota	609	233	-376	**-62%**
7 day daily erage	87	33	-54	**-62%**
5 day tota	453	183	-270	**-60%**
5 day daily erage	91	37	-54	**-59%**
AM peak urly average (weekdays)	6	3	-3	**-50%**
PM peak hurly average (weekdays)	7	3	-4	**-57%**

Baseline: Baseline data is from the Ad-Hoc surveys carried out in March 2021. The November counts were compromised due to emergency road works on Blackstock Road.

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St. Thomas's Road (ad hoc)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	5,882	8,559	6,469	6,824	587	-1,735	10%	**-20%**
7 day daily average	840	1,223	924	975	84	-248	10%	**-20%**
5 day total	4,148	6,036	4,522	4,770	374	-1,266	9%	**-21%**
5 day daily average	830	1,207	904	954	74	-253	9%	**-21%**
AM peak hourly average (weekdays)	36	52	39	41	3	-11	8%	**-21%**
PM peak hourly average (weekdays)	58	84	60	63	2	-21	3%	**-25%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3,431	246	-3,185	**-93%**
7 day daily average	490	35	-455	**-93%**
5 day total	2,537	190	-2,347	**-93%**
5 day daily average	507	38	-469	**-93%**
AM peak hourly average (weekdays)	36	2	-34	**-94%**
PM peak hourly average (weekdays)	49	2	-47	**-96%**

Baseline: Baseline data is from the Ad-Hoc surveys carried out in March 2021. The November counts were compromised due to emergency road works on Blackstock Road.

Appendix 4: Wider Area Counts

Grosvenor Avenue East

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	47,417	60,893	35,476	37,422	-11,941	-23,471	**-25%**	**-39%**
7 day daily average	6,774	8,699	5,068	5,346	-1,706	-3,353	**-25%**	**-39%**
5 day total	36,360	46,693	25,469	26,866	-10,891	-19,827	**-30%**	**-42%**
5 day daily average	7,272	9,339	5,094	5,373	-2,178	-3,966	**-30%**	**-42%**
AM peak hourly average (weekdays)	483	620	266	281	-217	-339	**-45%**	**-55%**
PM peak hourly average (weekdays)	471	605	324	342	-147	-263	**-31%**	**-43%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,864	997	-867	**-47%**
7 day daily average	266	142	-124	**-47%**
5 day total	1,501	758	-743	**-50%**
5 day daily average	300	152	-148	**-49%**
AM peak hourly average (weekdays)	20	15	-5	**-25%**
PM peak hourly average (weekdays)	25	10	-15	**-60%**

Baseline: Baseline patched with data gathered from 18/11/2020 – 19/11/2020. Baseline data will differ notably from the interim report, as it was necessary to undertake additional patching for Monday data.

Highbury Grange

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day tota	17,041	21,884	12,227	12,898	-4,814	-8,986	**-28%**	**-41%**
7 day daily erage	2,434	3,126	1,747	1,843	-687	-1,283	**-28%**	**-41%**
5 day tota	13,316	17,100	8,983	9,476	-4,333	-7,624	**-33%**	**-45%**
5 day daily erage	2,663	3,420	1,797	1,895	-866	-1,525	**-33%**	**-45%**
AM peak urly average (weekdays	219	281	119	126	-100	-155	**-46%**	**-55%**
PM peak horly average (weekdays	164	211	121	128	-43	-83	**-26%**	**-39%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day tota	1,426	1,111	-315	**-22%**
7 day daily erage	204	159	-45	**-22%**
5 day tota	1,172	843	-329	**-28%**
5 day daily erage	234	169	-65	**-28%**
AM peak urly average (weekdays)	17	10	-7	**-41%**
PM peak hurly average (weekdays)	20	16	-4	**-20%**

Highbury New Park

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day tota	21,055	27,039	22,483	23,716	1,428	-3,323	**7%**	**-12%**
7 day daily erage	3,008	3,863	3,212	3,388	204	-475	**7%**	**-12%**
5 day tota	16,486	21,171	16,898	17,825	412	-3,346	**2%**	**-16%**
5 day daily erage	3,297	4,234	3,380	3,565	83	-669	**3%**	**-16%**
AM peak urly average (weekdays	219	281	203	214	-16	-67	**-7%**	**-24%**
PM peak horly average (weekdays	221	284	204	215	-17	-69	**-8%**	**-24%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,562	1,300	-262	**-17%**
7 day daily average	223	186	-37	**-17%**
5 day total	1,310	996	-314	**-24%**
5 day daily average	262	199	-63	**-24%**
AM peak hourly average (weekdays)	19	18	-1	-5%
PM peak hourly average (weekdays)	22	15	-7	**-32%**

Mountgrove Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	21,186	27,207	25,273	26,659	4,087	-548	**19%**	-2%
7 day daily average	3,027	3,887	3,610	3,808	583	-79	**19%**	-2%
5 day total	15,886	20,401	18,290	19,293	2,404	-1,108	**15%**	-5%
5 day daily average	3,177	4,080	3,658	3,859	481	-221	**15%**	-5%
AM peak hourly average (weekdays)	219	281	215	227	-4	-54	-2%	**-19%**
PM peak hourly average (weekdays)	212	272	240	253	28	-19	**13%**	-7%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4,862	3,904	-958	**-20%**
7 day daily average	695	558	-137	**-20%**
5 day total	3,842	3,016	-826	**-21%**
5 day daily average	768	603	-165	**-21%**
AM peak hourly average (weekdays)	64	52	-12	**-19%**
PM peak hourly average (weekdays)	61	49	-12	**-20%**

Baseline: Baseline patched with data gathered on 8/11/2020.

Wallace Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	18,863	24,224	24,164	25,489	5,301	1,265	**28%**	5%
7 day daily average	2,695	3,461	3,452	3,641	757	180	**28%**	5%
5 day total	14,674	18,844	17,724	18,696	3,050	-148	**21%**	-1%
5 day daily average	2,935	3,769	3,545	3,739	610	-30	**21%**	-1%
AM peak hourly average (weekdays)	240	308	264	278	24	-30	10%	-10%
PM peak hourly average (weekdays)	167	214	238	251	71	37	**43%**	**17%**

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	283	4,181	3,898	**1,377%**
7 day daily average	40	597	557	**1,393%**
5 day total	243	3,453	3,210	**1,321%**
5 day daily average	49	691	642	**1,310%**
AM peak hourly average (weekdays)	6	61	55	**917%**
PM peak hourly average (weekdays)	3	60	57	**1,900%**

Baseline: Baseline patched with data gathered on 21/11/2020.

Appendix 5: Speed results

Speeds on internal roads (seven-day daily averages)

November 2020 vs December 2021	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicle speeding	Difference in volume of vehicle speeding (%)	Difference in proportion of vehicle speeding (%)
Arvon Road	0.3	2%	1.5	7%	-33	-28%	2%
Aubert Park	-3.1	-17%	-3.0	-13%	-1,376	-93%	-18%
Avenell Road	0.8	5%	1.7	9%	-42	-27%	8%
Baalbec Road	1.3	9%	1.7	10%	99	168%	6%
Benwell Road	1.2	10%	2.3	15%	-438	-91%	3%
Drayton Park	-2.5	-14%	-1.6	-7%	-3,719	-88%	-14%
Fieldway Crescent	1.1	8%	1.5	9%	7	6%	4%
Fieldway Crescent West	-0.2	-2%	-0.4	-3%	-4	-44%	0%
Gillespie Road	-3.4	-20%	-3.1	-15%	-363	-87%	-9%
Highbury Hill	-1.3	-7%	0.4	2%	-2,274	-93%	-6%
Highbury Place	1.0	10%	0.9	7%	-4	-67%	0%
Horsell Road	-0.6	-4%	-1.4	-7%	-47	-39%	-6%
Prah Road	-0.6	-5%	-0.4	-3%	-12	-46%	0%
Ronalds Road	-0.1	-1%	0.1	1%	-25	-24%	0%
St. Thomas's Road	-0.2	-1%	0.2	1%	-365	-60%	0%
Weighted Average	**-0.4**	**-2%**	**0.0**	**1%**	**-8,596**	**-83%**	**-7%**

Speed Data for Ambler Road Ad-hoc Leak (seven-day daily averages)

March 2021 vs December 2021	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicle speeding	Difference in volume of vehicle speeding (%)	Difference in proportion of vehicle speeding (%)
Ambler Road	4.5	38%	5.1	34%	180	1,059%	13%
Blackstock Road North (ad hoc)	3.2	21%	3.6	18%	3,835	109%	23%
Prah Road (ad hoc)	-1.3	-9%	-1.4	-8%	-27	-66%	-3%
St. Thomas's Road (ad hoc)	0.1	1%	0.2	1%	-48	-16%	1%

Speeds on Roads Beyond the Boundary (seven-day daily averages)

November 2020 vs December 2021	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicle speeding	Difference in volume of vehicle speeding (%)	Difference in proportion of vehicle speeding (%)
Grosvenor Avenue East	0.1	1%	-0.1	0%	-1,214	-33%	4%
Highbury Grange	0.2	1%	0.2	1%	-167	-40%	0%
Highbury New Park	4.2	26%	5.1	26%	1,265	249%	39%
Mountgrove Road	4.1	29%	4.3	24%	796	249%	21%
Wallace Road	0.8	5%	0.9	4%	176	33%	4%

Speeds on Boundary Roads (seven-day daily averages)

November 2020 vs December 2021	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicle speeding	Difference in volume of vehicle speeding (%)	Difference in proportion of vehicle speeding (%)
Blackstock Road North	-0.1	-1%	-0.6	-3%	366	34%	-1%
Blackstock Road South	-0.9	-5%	-0.9	-4%	-496	-17%	-4%
Highbury Grove North	1.2	6%	0.8	3%	191	4%	11%
Holloway Road	-1.0	-6%	-3.0	-14%	-222	-74%	-1%
Hornsey Road South	1.1	5%	1.5	6%	-1,074	-13%	12%
Seven Sisters Road	1.5	9%	3.0	13%	1,150	146%	5%
St. Paul's Road West	-2.2	-14%	-2.2	-10%	-1,346	-32%	-8%
Weighted Average	**-0.1**	**-1%**	**-0.2**	**-1%**	**-1,431**	**-8%**	**-1%**

Appendix 6: Highbury traffic count locations and type

Islington-commissioned traffic count sites

Internal	Type	Baseline Count Start Date (7 day survey)	Pre-Consultation Count Start Date (7 day survey)
Arvon Road	ATC	07/11/2020	06/12/2021
Aubert Park	ATC	07/11/2020	06/12/2021
Avenell Road	ATC	07/11/2020	06/12/2021
Baalbec Road	ATC	07/11/2020	06/12/2021
Benwell Road	ATC	07/11/2020	06/12/2021
Drayton Park	ATC	07/11/2020	06/12/2021
Fieldway Crescent	ATC	07/11/2020	06/12/2021
Fieldway Crescent West	ATC	07/11/2020	06/12/2021
Gillespie Road	ATC	07/11/2020	06/12/2021
Highbury Hill	ATC	07/11/2020	06/12/2021
Highbury Place	ATC	07/11/2020	06/12/2021
Horsell Road	ATC	07/11/2020	06/12/2021
Prah Road	ATC	07/11/2020	06/12/2021
Ronalds Road	ATC	07/11/2020	06/12/2021
St. Thomas's Road	ATC	07/11/2020	06/12/2021

Ambler Road Ad Hoc	Type	Baseline Count Start Date (21 day survey)	Pre-Consultation Count Start Date (7 day survey)
Ambler Road	ATC	01/03/2021	06/12/2021
Blackstock Road North (ad hoc)	ATC	01/03/2021	06/12/2021
Prah Road (ad hoc)	ATC	01/03/2021	06/12/2021
St. Thomas's Road (ad hoc)	ATC	01/03/2021	06/12/2021

Roads Beyond the Boundary	Type	Baseline Count Start Date (7 day survey)	Pre-Consultation Count Start Date (7 day survey)
Grosvenor Avenue East	ATC	07/11/2020	06/12/2021
Highbury Grange	ATC	07/11/2020	06/12/2021
Highbury New Park	ATC	07/11/2020	06/12/2021
Mountgrove Road	ATC	07/11/2020	06/12/2021
Wallace Road	ATC	07/11/2020	06/12/2021

Boundary Roads	Type	Baseline Count Start Date (7 day survey)	Pre-Consultation Count Start Date (7 day survey)
Blackstock Road North	ATC	07/11/2020	06/12/2021
Blackstock Road South	ATC	07/11/2020	06/12/2021
Highbury Grove North	ATC	07/11/2020	06/12/2021
Holloway Road	Radar	07/11/2020	06/12/2021
Hornsey Road South	ATC	07/11/2020	06/12/2021
Seven Sisters Road	Radar	07/11/2020	06/12/2021
St. Paul's Road West	ATC	27/07/2020	06/12/2021

ATC sites and coordinates

Street Name	Latitude	Longitude
Ambler Road	51.562642	-0.102929
Arvon Road	51.551280	-0.105160
Aubert Park	51.555555	-0.103574
Avenell Road	51.558618	-0.102264
Baalbec Road	51.549920	-0.098799
Benwell Road	51.553257	-0.109855
Blackstock Road	51.564276	-0.103608
Blackstock Road	51.561231	-0.099144
Drayton Park	51.553334	-0.104984
Fieldway Crescent	51.549403	-0.107285
Fieldway Crescent	51.549473	-0.106534
Gillespie Road	51.558706	-0.104462
Grosvenor Avenue	51.548648	-0.096025
Highbury Grove	51.552607	-0.098229
Highbury Grove	51.554872	-0.097933
Highbury Hill	51.553154	-0.101713
Highbury New Park	51.548610	-0.096337
Highbury Place	51.546537	-0.103124
Holloway Road	51.550702	-0.109629
Hornsey Road	51.555314	-0.111190
Horsell Road	51.550691	-0.108221
Mountgrove Road	51.561105	-0.095467
Prah Road	51.563168	-0.104396
Ronalds Road	51.549983	-0.108179
Seven Sisters Road	51.563462	-0.107000
St Paul's Road	51.546221	-0.101106
St. Thomas's Road	51.562858	-0.105457
Wallace Road	51.548511	-0.091900

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. The supplier considers the accuracy of ATCs to be similar to those described for radar, as detailed below. 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

To calculate the normalised percentage differences, the November 2020 traffic count volumes have been divided by 0.7787 and the May 2021 traffic counts by 0.8132 to give normalised volumes. In other words, in order to account for the fact that there was less traffic on Islington streets from January 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.

The normalisation figure for each month is reached by calculating the average daily percentage difference between the 'baseline' month (pre-Covid-19 impact) and the corresponding 'COVID-19 impacted' month (i.e. November 2019 and November 2020) across all the permanent TfL counter sites around Islington, and taking an average difference for the whole month.

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 Highbury 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 Highbury area are listed below, with details about type and if they have been added as part of the PFS programme, or were pre-existing.

Locations	PFS road type	Monitoring type	Installation	Site Type by DEFRA classification
Highbury Corner (BIS08)	Boundary Road	Diffusion tube	2000	Roadside
Holloway Road (BIS11)	Boundary Road	Diffusion tube	2000	Roadside
Blackstock Road (N24)	Boundary Road	Diffusion tube	December 2019	Roadside
Blackstock Road (N26)	Boundary Road	Diffusion tube	December 2019	Roadside
Highbury Park (N30)	Boundary Road	Diffusion tube	December 2019	Roadside
Blackstock Road (S6)	Boundary Road	Diffusion tube	January 2018	Roadside
Highbury Grove (S64)	Boundary Road	Diffusion tube	July 2018	Roadside
Tollington Road/Park (PF21)	Boundary Road	Diffusion tube	September 2020	Roadside
Arvon Road (S9)	Internal Road	Diffusion tube	January 2018	Background urban
Gillespie Road (S10)	Internal Road	Diffusion tube	January 2018	Background urban
Conewood Street (S38)	Internal Road	Diffusion tube	February 2018	Background urban
Romily Road (S49)	Internal Road	Diffusion tube	February 2018	Background urban
Drayton Park (S51)	Internal Road	Diffusion tube	February 2018	Background urban
Highbury Hill (S63)	Internal Road	Diffusion tube	July 2018	Background urban
Parkside Crescent (N13)	Internal Road	Diffusion tube	December 2019	Background urban
Monsell Road (N25)	Internal Road	Diffusion tube	December 2019	Background urban

Gillespie Road (N27)	Internal Road	Diffusion tube	December 2019	Background urban
Conewood Street (N28)	Internal Road	Diffusion tube	December 2019	Background urban
Aubert Park (N31)	Internal Road	Diffusion tube	December 2019	Background urban
Highbury Place (N32)	Internal Road	Diffusion tube	December 2019	Background urban
Drayton Park (PF9)	Internal Road	Diffusion tube	August 2020	Background urban
Bernwell Road (PF10)	Internal Road	Diffusion tube	August 2020	Background urban
Highbury Crescent (PF11)	Internal Road	Diffusion tube	August 2020	Background urban
Highbury Place (PF12)	Internal Road	Diffusion tube	August 2020	Background urban
Baalbec Road (PF13)	Internal Road	Diffusion tube	August 2020	Background urban
Highbury Fields (BIS10)	Non-street	Diffusion tube	2000	Background urban

There is also one additional diffusion tube monitor on Highbury Park in Highbury, however this was only introduced in May 2021, so has not been included in this report.

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 2020 data in this report has been adjusted using a correction factor of 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, and in the 2020 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 NO_2 levels but no consistent change in PM due to weather impacts.

Appendix 9: SYSTRA Statement

SYSTRA has been commissioned to prepare this report in partnership with the London Borough of Islington.

SYSTRA is a global leader in mass transportation and mobility, employing over 7,000 global employees across 80 countries. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also Social and Market Research Consultancy. Their team members have an in-depth understanding of both the transport sector and of social and market research techniques, providing expert support in monitoring and evaluation both direct to clients and also in a peer review capacity. They provide a wealth of experience in conducting both qualitative and quantitative transport research with stakeholders to help understand their priorities and to inform options for future investment and policy development.

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