People-Friendly Streets
Better places for everyone

St Peter's people-friendly streets trial

Results from the six month monitoring report

ISLINGTON

People-Friendly Streets
Better places for everyone

Summary of key findings

This interim monitoring report shows that at this point in the St Peter's people-friendly streets (PFS) trial, the project is having the intended impacts in the area of reducing motorised traffic across internal roads, reducing motorised traffic overall across internal and boundary roads, increasing levels of cycling on some internal roads, and reducing levels of speeding on internal roads, while air quality has improved in line with borough trends.

Local streets within the neighbourhood are healthier, with traffic **falling overall by 57%**

Traffic on Prebend Street (western site) has **decreased by 87%**, the greatest decrease of any street

Cycling has **increased on 43%** of the internal roads

No significant impact on London Fire Brigade response times

The greatest cycling increase has been on Wharf Road, which has seen a **51% increase** in cycling

No significant impact on anti-social behaviour and crime rates

On local streets within the neighbourhood, rates of speeding **fell by 65%**

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

Overall across boundary roads, total volumes of motorised traffic show a negligible change (-2%). Traffic on New North Road – one of the boundary roads surrounding the neighbourhood – **rose by 32%**. However, journey times have increased by an average of only 26 seconds. This increase could be caused by other factors, such as the work at nearby Old Street roundabout, and the and the fact the road borders two other low traffic neighbourhood trials which started in August 2020, shortly after the St Peter's trial started. The council will continue to monitor traffic on main roads and make changes where appropriate.

The above figures reflect before and after comparisons between June and November 2020. 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 with a focus on New North Road, which had a more notable increase, and implement mitigating measures as appropriate.

People-Friendly Streets
Better places for everyone

Why are we doing this?

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

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

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

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

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

Quantitative evidence from other areas shows that low traffic neighbourhoods (LTNs) are a successful way for us to achieve these objectives. The data in this interim 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 St Peter's people-friendly streets trial was implemented in July 2020, the first low traffic neighbourhood under the people-friendly streets programme. As part of the council's urgent Covid-19 response, the trial was implemented swiftly to make walking and cycling easier and safer as alternatives to public transport and prevent a car-based recovery. It was also introduced shortly before two bordering low traffic neighbourhoods - Canonbury East and Hoxton in Hackney - were introduced.

People-Friendly Streets
Better places for everyone

Objectives

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

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

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

Objective Two: Safe
To work with the Mayor of London to achieve "Vision Zero" by 2041, by eliminating all deaths and serious injuries on Islington's streets and reducing the number of minor traffic collisions on our streets.

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

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

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

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

In addition to this, the council is monitoring:

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

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

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

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

People-Friendly Streets
Better places for everyone

Interim results

Motorised traffic on internal roads

- Motorised traffic has decreased on most internal roads in both observed and normalised results, which is a positive interim outcome in line with the objectives of the trial.
- Overall, motorised traffic volumes on internal roads have decreased by an average of 57%. The greatest decrease has been on Prebend Street (western side), where there was an 87% decrease.
- Across internal roads, average speeds have decreased by 8% and the number of vehicles speeding has decreased by 65%.
- The above figures have been normalised to account for the impacts of COVID-19 on motorised traffic levels in June 2020 and in November 2020. More information on this process is available in the main report.

Motorised traffic on boundary roads

- Overall across boundary roads, the total volumes of motorised traffic show a negligible change (-2%), which is a positive result in line with the objectives of the trial.
- There is a mixed picture in terms of the change in motorised traffic volumes on boundary roads. On average, motorised traffic volumes have changed on:
  - Essex Road by +1%
  - New North Road by +32%
  - City Road by -19%
- Despite the increase in traffic volumes on New North Road, this is reflected in a negligible change in travel time other than the AM peak, where travel times have increased by only 26% seconds on average. This increase could be caused by other factors, such as the nearby work at Old Street roundabout, and the road bordering two other local traffic neighbourhood trials which started in August 2020, shortly after the start of the St Peter's trial. The council will continue to monitor all boundary roads closely with a focus on New North Road and implement mitigating measures as appropriate.
- Across boundary roads, average speeds have seen a negligible change (-2%).

Cycling on internal roads

- Overall cycling has increased at 43% of internal road locations.
- The greatest increase has been on Wharf Road, which has seen a 51% increase in cycling.
- We would expect to see increases in cycling during spring and summer, so the next round of traffic counts will be more comparable to the before counts taken in June 2020.

Air quality

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

London Fire Brigade response times

- Comparing the 2019 average response time and the post-implementation period average, the change was within 5% for both the St Peter's area and the whole borough. Given the extent of variables that affect response times, these results are considered negligible by the LFB and the council. As such, it is the view of the LFB and the council that the PFS area in St Peter's has not impacted this emergency service's attendance times.

Anti-social behaviour and crime

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

People-friendly neighbourhoods are being introduced on a trial basis, with a full public consultation twelve months into each scheme to give residents the chance to give their views. A pre-consultation monitoring report will also be produced in time to inform the consultation with one year-on monitoring.

Until then, residents in the St Peter's area can also fill in our survey at **www.islington.gov.uk/roads/people-friendly-streets/st-peters**

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:

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

Automatic Traffic Counters – "Automatic traffic counters" (ATCs) measure traffic volumes and speeds using two thin tubes that run across the street and are connected to a sensor. When wheels pass over the tubes, the pressure impact is interpreted by the sensor to identify the type of vehicle passing over, and the speed with which it passed. They are considered to be approximately 98% reliable. (See Appendix 7 for more details).

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

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

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.

Internal roads – These are roads which fall in between two or more boundary roads in low traffic neighbourhoods. For the purpose of this report, "internal roads" are local roads in the St Peter's trial area where the project aims to reduce the amount of traffic through the introduction of traffic filters. These roads are generally narrower than boundary roads. We have collected traffic counts on some, but not all, of the internal roads in the St Peter's area.

Low traffic neighbourhood – A "low traffic neighbourhood" (LTN) is an area where a number of traffic filters are strategically placed to make it impossible or very difficult to cut through 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 St Peter's people-friendly streets (PFS) trial refers to a low traffic neighbourhood implemented in Islington under an experimental traffic order. The position of the traffic filters means that drivers (including residents, deliveries and emergency services) are still able to reach any part of the neighbourhood.

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

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

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

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

Independent review

The methodologies and data used in this report have been independently reviewed by Systra. Regarding their review of this report, they have stated:

"SYSTRA is a global engineering and consultancy company, with over 800 employees in the UK and Ireland, offering specialist support and knowledge on transport delivery, covering strategic transport planning, transport research, scheme implementation and engineering. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also a Social and Market Research Consultancy. Our 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. We 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. SYSTRA has significant recent experience in working on and monitoring Streetspace, or COVID-19 emergency measures implemented both in London and across the UK and Ireland.

"SYSTRA has completed an independent peer review of London Borough of Islington's St Peter's people-friendly streets trial, Interim Monitoring Report and found the report to be a robust, accurate and neutral evaluation of the impact of the scheme six months post implementation."

For more details on the independent review please view the full statement of review in Appendix 10

St Peter's PFS area in context

As part of Islington Council's PFS programme and the need for an urgent transport response to Covid-19, St Peter's has become the first PFS area trial in the borough. It has been created to allow more space for people to walk and cross the road safely, cycle as part of everyday life, and to use buggies or wheelchairs.

The traffic filters in the St Peter's PFS area have been installed at four locations: Prebend Street, Colebrooke Row, Danbury Street and Wharf Road. At Prebend Street there is a bus gate to allow access for the 812 bus service, once the service has been resumed following its suspension due to Covid-19. In the St Peter's PFS area Danbury Street is the only traffic filter without camera enforcement where bollards are used.

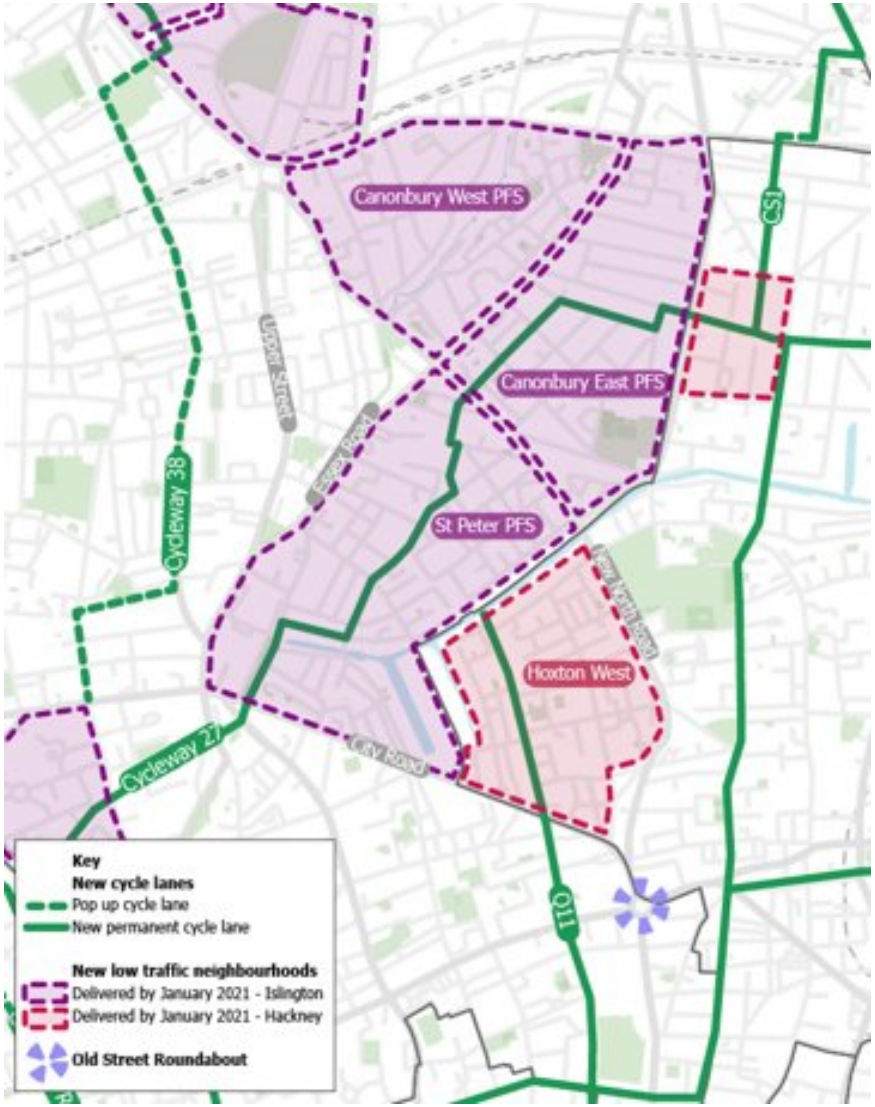
This monitoring report provides data and insights relating to the St Peter's PFS trial specifically by comparing data from before implementation in June 2020 (referred to as "the before traffic counts") to five months after implementation in November 2020 (referred to as "the after traffic counts"). However, it is important to consider all these results in the context of other external factors which could be contributing towards the data. There are three main external factors which could all be influencing results.

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

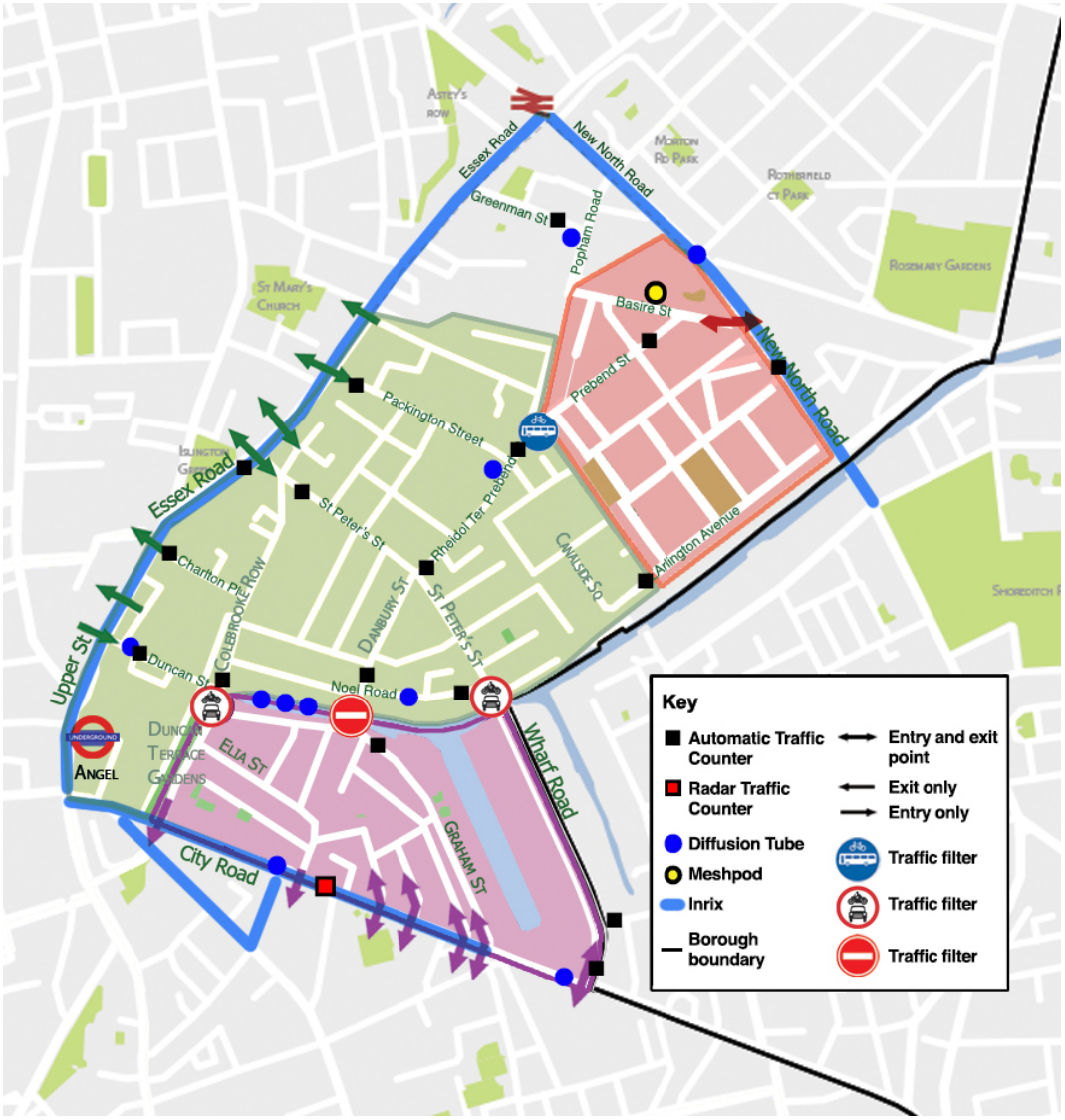
Weather – Weather can have a significant impact on travel choices and air pollution. During the week the 'before' traffic counts were taken in June 2020 the minimum temperature was 12.6°C and the maximum was 22.5°C as it was summer. During the week the 'after' traffic counts were taken in November 2020 the minimum temperature was 6.2°C and the maximum was 12.7°C as it was autumn. It is not possible to separate out or control for the impact of weather on the results in this report, however the next monitoring report will include data collected in June 2021 so the weather is likely to be similar to the 'before' counts taken in June 2020.

Nearby major traffic projects – In close proximity to the St Peter's PFS trial area are two major Transport for London projects which were in place during the trial period. These are the Highbury Corner gyratory upgrade and the Old Street roundabout works. During the data collection period the works at Old Street roundabout were having a significant impact on traffic flows on both City Road and New North Road which both lead to the gyratory. It is not possible to separate out or control for the impact of the Old Street roundabout works on the boundary roads from the impact of the low traffic neighbourhood.

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



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



Traffic counts approach

Traffic counts in the St Peter's PFS area

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

The exceptions to this are Greenman Street, for which a baseline was taken in August (after implementation), and three weeks of repeat counts on Arlington Avenue in July – August 2020, both in response to resident feedback. More details are given in the following subsection.

Completed and anticipated dates of traffic counts

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

St Peter's trial begins: 3 July 2020

Additional counts: Greenman Street baseline (6 – 12 August)

Arlington Avenue interim repeats: (29 July – 4 August; 10 – 16 August; 17 – 23 August)

Short-term interim ("after") counts: 9 – 15 November 2020 and 11 – 17 November 2020

Pre-consultation counts: Spring 2021

Pre-decision counts: Autumn 2021

The Council is using 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 St Peter's PFS area. ATCs measure motorised and cycle traffic volumes and motorised traffic speeds, and classify the traffic by type. Transport for London (TfL) use radar 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 7.

Analysis and normalisation methodology overview

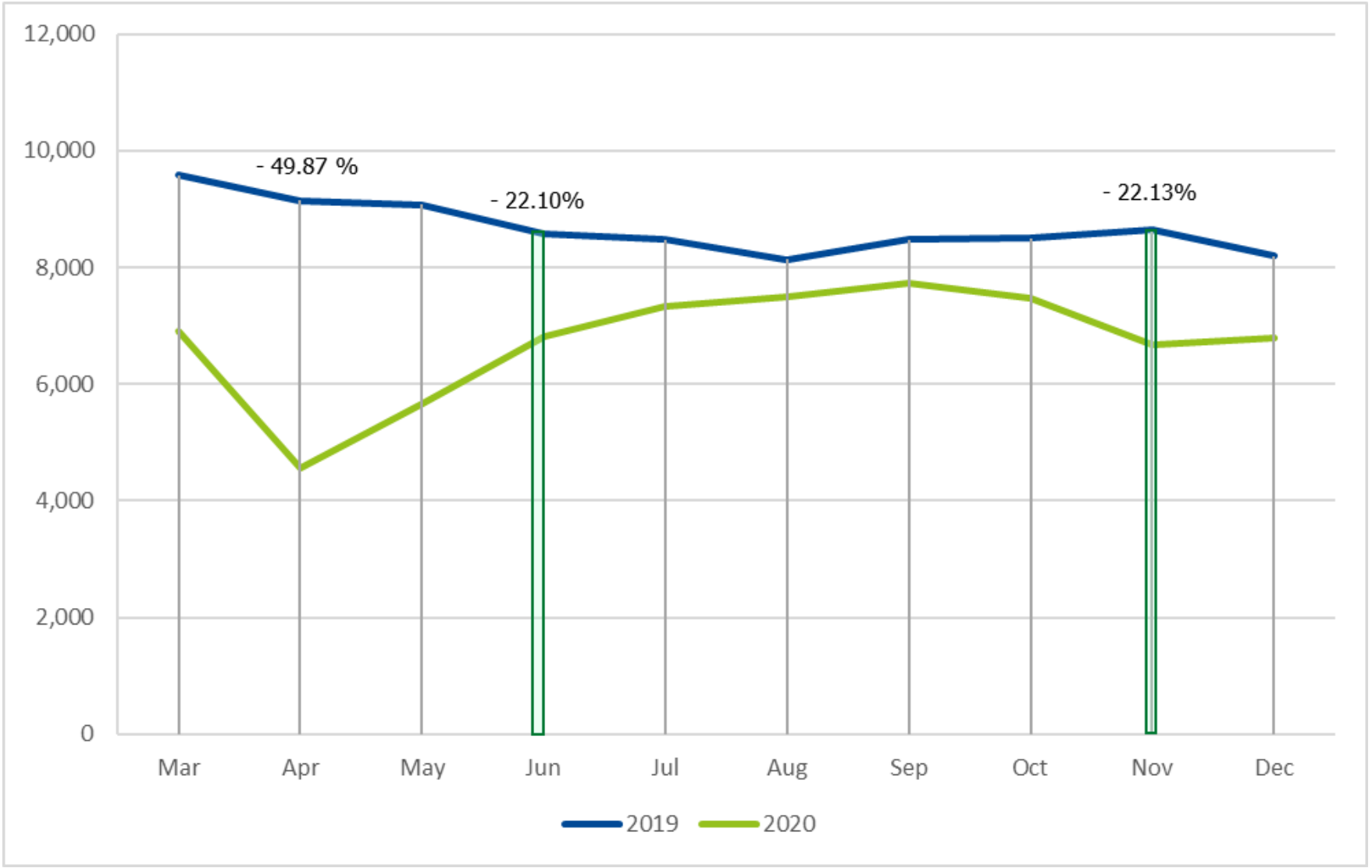
All of these counts were undertaken in full awareness of the disruption caused by the Covid-19 travel restrictions, and the need for a process to interpret the results in a way that accounts for this disruption.

Daily volumes of motorised traffic have been drawn from a range of 12 permanent traffic counters managed by Transport for London across Islington and used to establish monthly averages in 2019 and 2020. The locations of these counters are detailed in Appendix 7. The percentage difference between the same month across the two different years has been used to adjust the counts to normalise for Covid-19 disruption between the months in which counts have been taken. The methodology is set out in greater detail in Appendix 8. Drafting the baseline from TfL count locations outside of Islington and from additional years was considered and tested, but resulted in only small differences and was therefore was not taken forward as the chosen methodology.

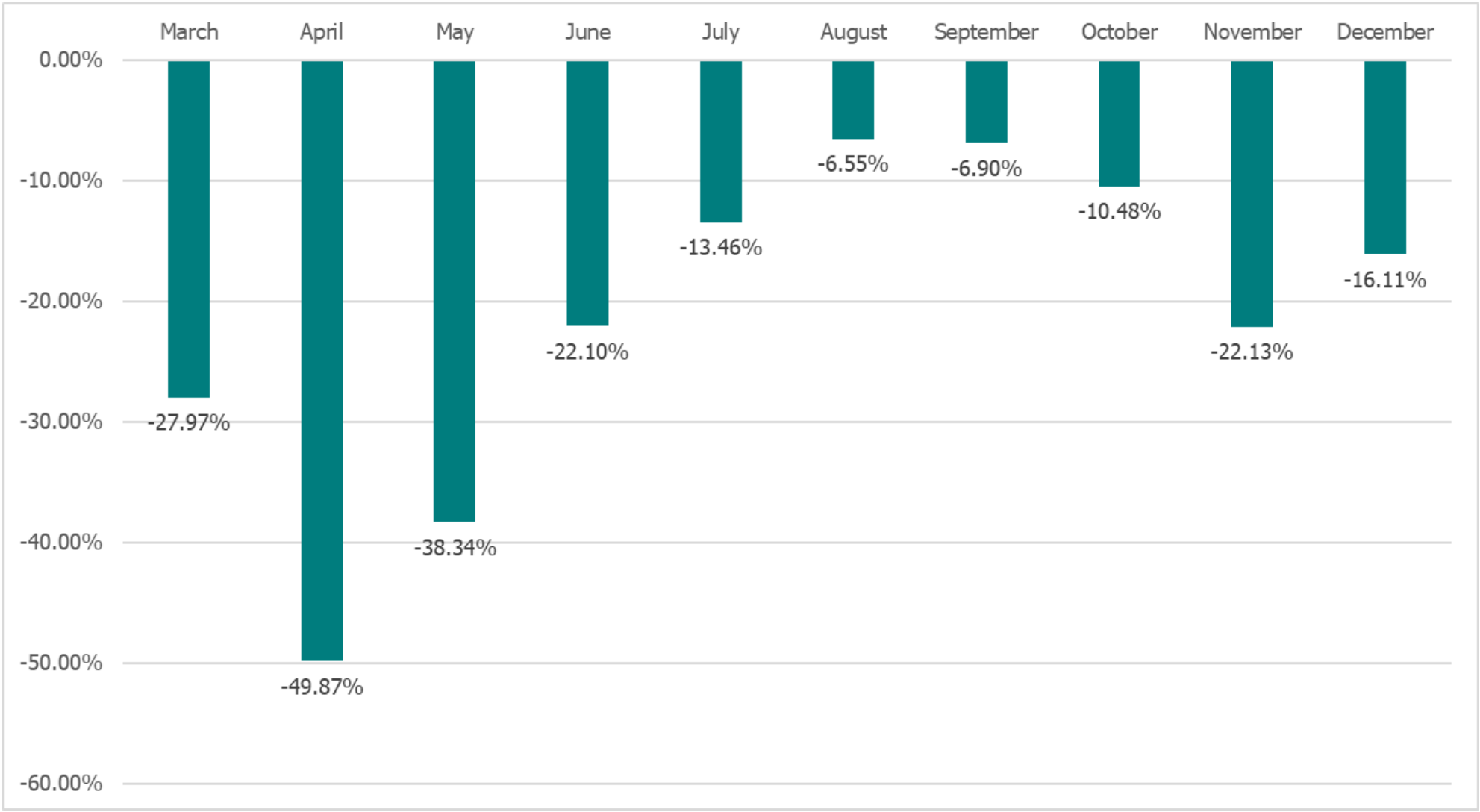
Using the months of the St Peter's counts, in June 2020, motorised traffic across the permanent counters in Islington was approximately 22% lower than in June 2019. In November 2020, motorised traffic was approximately 22% lower than in November 2019. As such, despite the different Covid-19 restrictions during the two time periods, both the baseline and interim motorised traffic counts have been adjusted by a similar amount. This could be explained by the fact that the first lockdown was stricter than the second one in November 2020, but was easing by June 2020. Please note, the month in which the specific count batch was taken has been used (for example, the Greenman Street baseline has used the August adjustment figure).

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

Graph 1: Comparison of average daily traffic volumes by site direction in 2019 and 2020 in Islington



Graph 2: Percentage difference between monthly average of daily traffic volumes in Islington in 2020 and 2019



Interpreting count results

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

Both the normalised results and the observed results can be found in the results tables in this report and in the appendices. The figures given for changes in volumes of traffic in this report are normalised, and percentages have been drawn from the differences between normalised results.

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

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

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

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

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

*A percentage change is not available at Charlton Place as the baseline was zero

Indicators

Motorised traffic on internal roads

The motorised traffic count results for the internal roads (i.e. roads within the St Peter's PFS area) are summarised in tables 1 and 2.

Motorised traffic volumes on internal roads

Results (seven-day daily averages)

Table 1: Motorised traffic volumes on internal roads

	June 2020 observed	June 2020 normalised	November 2020 observed	November 2020 normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
Wharf Road	2,117	2,718	1,568	2,014	-549	-704	-26%	-26%
Micawber Street	2,231	2,864	748	960	-1,483	-1,904	-66%	-66%
Colebrooke Row	1,047	1,344	361	464	-686	-880	-66%	-65%
Graham Street	1,838	2,359	443	569	-1,395	-1,790	-76%	-76%
Danbury Street	2,155	2,766	325	417	-1,830	-2,349	-85%	-85%
Duncan Street	634	814	418	537	-216	-277	-34%	-34%
Charlton Place	117	151	214	275	97	124	83%	83%
Rheidol Terrace	2,888	3,707	619	794	-2,269	-2913	-79%	-79%
St Peter's Street	2,968	3,811	2,127	2,731	-841	-1,079	-28%	-28%
Packington Street	2,827	3,628	2,337	3,001	-490	-628	-17%	-17%
Prebend Street (western site)	4,629	5,943	598	768	-4,031	-5,175	-87%	-87%
Prebend Street (eastern site)	4,462	5,728	1,955	2,510	-2,507	-3,217	-56%	-56%
Arlington Avenue	285	365	526	675	241	310	85%	85%
Noel Road	355	456	149	192	-206	-264	-58%	-58%
Overall internal	28,553	36,654	12,388	15,908	-16,166	-20,746	-57%	-57%

Table 2: Motorised traffic volumes on Greenman Street

	August 2020 observed	August 2020 normalised	November 2020 observed	November 2020 normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
Greenman Street*	1,325	1,418	2,095	2,690	770	1,273	58%	90%

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

Insights: motorised traffic on internal roads

Motorised traffic has decreased on the majority of internal roads in both observed and normalised results, which is a positive interim outcome in line with the objectives of the scheme. Overall motorised traffic on internal roads has decreased by 57%. The greatest decrease has been on Prebend Street (western site) where there was an 87% decrease. Motorised traffic has increased at Arlington Avenue by 83%, at Greenman Street by 90%, and at Charlton Place by 85%. As such, they are explored in more detail below.

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

Greenman Street

Greenman Street requires mitigating action to address this increase in motorised traffic. It is likely that the primary cause of increase is the existing banned right turn from New North Road onto Essex Road, which has meant that turning right out of Greenman Street is the only way to make this movement; this has likely been further exacerbated by the delivery of the Canonbury East people-friendly streets scheme. The Council is urgently working with TfL to lift the right turn ban, which will allow a School Street or traffic filter to be delivered at Greenman Street to address this increase in traffic.

Arlington Avenue

At the time of implementation the Council was aware that the route through the Packington Estate via Arlington Avenue was a 'leak' in the PFS area in one direction. It was thought, however, that as it was a convoluted route that it may not be used greatly as a through-route. The approach taken was to review the decision in light of monitoring and feedback on this location. The Council listened closely to feedback from residents and undertook additional counts in July, August and September following multiple reports of increased motorised traffic. The additional count results can be found in full in appendix 5. We have used the June 2020 'before' counts as the baseline for each comparison. In the five month repeat counts, the greatest increase was in the AM peak hourly average (by 21 vehicles), representing an increase of approximately one vehicle every three minutes. The Council is exploring ways to address the leak on Arlington Avenue through implementing an additional filter.

Charlton Place

The data shows that motorised traffic has increased on Charlton Place by 85%. When the analysis is broken down by direction, eastbound motorised traffic has decreased on average by 72%, but westbound motorised traffic has increased by an average of 112%. This is probably due to displacement from the Colebrooke Row filter. The overall volumes remain relatively low, however, with a 124 daily increase in motorised traffic representing an average increase of approximately five vehicles per hour. The greatest increase was in the AM peak hourly average (by 28 vehicles), representing an increase of fewer than one vehicle every two minutes. No immediate mitigation is planned, however the Council will review the situation in the 11-month monitoring.

Motorised traffic speeds and speeding on internal roads

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

Traffic counters measure motorised traffic speeds as well as volumes. Details about the dates and locations of the traffic volume and speed monitoring are in Appendix 7. Full speed monitoring results are available in Appendix 6. The speed limit is 20mph on all of the internal roads, except for Arlington Avenue, where it is 5mph.

Speed monitoring results have not been normalised as they are not considered to have been impacted by Covid-19 in the same way and to the same extent as traffic volumes, though speeds may settle into new patterns post-Covid-19. The results presented here are seven-day averages. The 85th percentile is used in transport monitoring to gauge changes in speeds and speeding behaviour. It is the speed at 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 3: Changes in speeds on internal roads

	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volume of vehicles speeding	Difference in volume of vehicles speeding (%)	Difference in proportion of vehicles speeding (%)
Wharf Road	-0.09	-1%	-0.20	-1%	-6	-54%	0%
Micawber Street	-1.28	-9%	-1.30	-7%	-113	-76%	-2%
Colebrooke Row	-0.34	-3%	-0.70	-5%	-10	-64%	0%
Graham Street	0.34	2%	0.68	3%	-170	-70%	3%
Danbury Street	-3.29	-22%	-4.50	-25%	-146	-96%	-5%
Duncan Street	-1.19	-9%	-2.30	-13%	-41	-78%	-6%
Charlton Place	-0.47	-5%	-0.97	-8%	1	n/a (baseline 0)	0%
Rheidol Terrace	-1.46	-8%	-1.00	-5%	-631	-85%	-7%
St Peter's Street	0.07	1%	0.00	0%	-4	-13%	0%
Packington Street	-1.61	-11%	-2.00	-11%	-99	-72%	-3%
Prebend Street (western site)	-2.87	-18%	-3.10	-16%	-429	-97%	-7%
Prebend Street (eastern site)	-2.60	-18%	-3.10	-18%	-189	-89%	-4%
Arlington Avenue	0.75	6%	0.50	3%	241	85%	0%
Noel Road	-1.54	-10%	-1.90	-9%	-43	-79%	-8%
Overall	-1.11	-8%	-1.42	-8%	-1639	-65%	0%

Table 4: Changes in speeds on Greenman Street

	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 (%)
Greenman Street*	-0.37	-2%	-0.40	-2%	107	39%	-2%

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

Insights: motorised traffic speeds and speeding on internal roads

General insights

On average across the internal road sites, average speeds and the 85th percentile speed have both decreased by 8%. The proportion of vehicles speeding has shown negligible change at all sites. The number of vehicles speeding has decreased on average across internal roads by 65%, which is likely related to the overall decrease in volume of motorised traffic. The volume of vehicles speeding has decreased by more than 50% at the vast majority of sites and by over 70% at more than half of the sites, which is a positive interim outcome in line with the objectives of the scheme.

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

Arlington Avenue

The volume of vehicles breaking the posted 5mph speed limit has increased by approximate 36% at Arlington Avenue, while the proportion of vehicles speeding has remained constant at 100%. The average speed and 85th percentile average have only shown a small increase.

Of greater note is the increase in the volume of vehicles travelling 16mph and over, which has more than doubled from a daily average of 53 to 121, while the number of vehicles travelling 10mph and under has increased by just over a third. These results could indicate that the vehicles travelling above 16mph is largely made up of the new through-traffic. For an estate road designed for low speeds and high pedestrian activity, these figures are considered to be significant. This is likely to be a result of the leak through the PFS area. As has been noted, the Council intends to soon amend the scheme to address the leak on Arlington Avenue, which is expected to mitigate the issue of increased levels of speeding.

Greenman Street

The volume of vehicles breaking the posted speed limit has increased at Greenman Street, though the average speed and 85th percentile have shown a negligible change. In addition, as has been noted with regard to motorised traffic volumes, mitigating measures are being planned to reduce motorised traffic on Greenman Street and are expected to address this issue.

Motorised traffic on boundary roads

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

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

For example, there are other low traffic neighbourhoods which share boundary roads with St Peter's and were delivered shortly after the St Peter's area. It is therefore not possible to separate out the impacts these may be having on traffic on the boundary roads. In addition to this, during the data collection period the works at nearby Old Street roundabout were having a significant impact on traffic flows on both City Road and New North Road, which both lead to the gyratory. It is not possible to separate out or control for the impact of the Old Street roundabout works or the nearby low traffic neighbourhoods on the boundary roads from the impact of St Peter's trial. A more detailed analysis is in the insights section on motorised traffic on boundary roads on page 34.

Motorised traffic volumes on boundary roads

Results (seven-day daily averages)

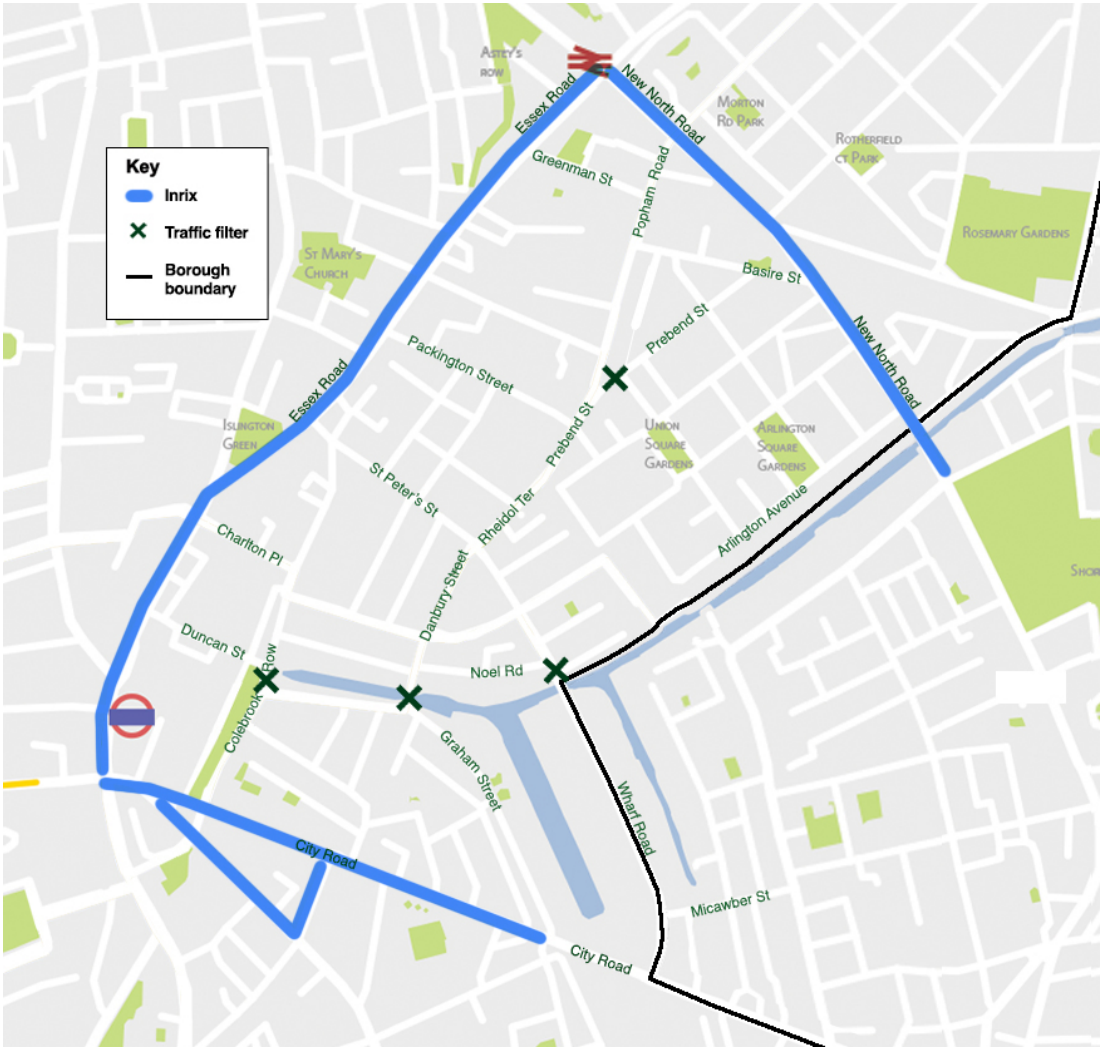
Table 5: Motorised traffic volumes on boundary roads

	June 2020 observed	June 2020 normalised	November 2020 observed	November 2020 normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
Essex Road	12,094	15,526	12,161	15,617	67	91	1%	1%
New North Road	11,369	14,594	14,948	19,197	3,579	4,602	31%	32%
City Road	23,985	30,790	19,443	24,968	-4,543	-5,822	-19%	-19%
Total	47,449	60,910	46,552	59,782	-897	-1,128	-2%	-2%

Motorised traffic travel times on boundary roads

Islington Council has procured a smart traffic analysis system called INRIX (refer to glossary for fuller definition) that provides more continuous monitoring of motorised traffic speed data to measure average travel times. 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 traffic volumes, though speeds may settle into new patterns post-Covid-19. The INRIX capture areas for the roads can be seen in Map 5. The results are presented in minutes and seconds (mm:ss).

Map 5: Area of roads included in INRIX analysis



Results

A note on interpreting the results: table 6 shows that in June 2020 during the AM peak hours (7am – 10am), it took an average of two minutes and six seconds to travel along New North Road between the Junction with Essex Road and the bridge over the Regent's Canal. In November 2020, it took an average of two minutes and 32 seconds to travel the same distance. That is, it took on average 26 seconds longer, representing a 20% increase. It must be noted that the increase on New North Road could be influenced by factors other than the St Peter's PFS trial, explained in the insights section for motorised traffic on boundary roads.

Table 6: New North Road (both directions)

	Jun-20 (mm:ss)	**Nov-20 (mm:ss)**	**June 2020 - Nov 2020 difference (mm:ss)**
Weekday AM peak average (0700-1000)	02:06	02:32	00:26
Weekday PM peak average (1600 – 1900)	02:07	02:19	00:12
7 day 0700 - 1900 average	02:03	02:15	00:12

Table 7: New North Road Northbound

	Jun-20 (mm:ss)	**Nov-20 (mm:ss)**	**June 2020 - Nov 2020 difference (mm:ss)**
Weekday AM peak average (0700-1000)	02:09	02:54	00:45
Weekday PM peak average (1600 – 1900)	02:07	02:26	00:19
7 day 0700 - 1900 average	02:05	02:24	00:19

Table 8: New North Road Southbound

	Jun-20 (mm:ss)	**Nov-20 (mm:ss)**	**June 2020 - Nov 2020 difference (mm:ss)**
Weekday AM peak average (0700-1000)	02:04	02:10	00:06
Weekday PM peak average (1600 – 1900)	02:06	02:11	00:05
7 day 0700 - 1900 average	02:02	02:05	00:03

Table 9: Essex Road both directions

	Jun-20 (mm:ss)	Nov-20 (mm:ss)	June 2020 - Nov 2020 difference (mm:ss)
Weekday AM peak average (0700-1000)	04:39	05:15	00:36
Weekday PM peak average (1600 – 1900)	04:35	05:07	00:32
7 day 0700 - 1900 average	04:36	04:55	00:19

Table 10: Essex Road North-eastbound

	Jun-20 (mm:ss)	Nov-20 (mm:ss)	June 2020 - Nov 2020 difference (mm:ss)
Weekday AM peak average (0700-1000)	04:46	05:26	00:40
Weekday PM peak average (1600 – 1900)	04:54	05:37	00:43
7 day 0700 - 1900 average	04:53	05:19	00:26

Table 11: Essex Road South-westbound

	Jun-20 (mm:ss)	Nov-20 (mm:ss)	June 2020 - Nov 2020 difference (mm:ss)
Weekday AM peak average (0700-1000)	04:32	05:05	00:33
Weekday PM peak average (1600 – 1900)	04:16	04:36	00:20
7 day 0700 - 1900 average	04:19	04:30	00:11

Table 12: City Road both directions

	Jun-20 (mm:ss)	Nov-20 (mm:ss)	June 2020 - Nov 2020 difference (mm:ss)
Weekday AM peak average (0700-1000)	02:08	02:03	-00:05
Weekday PM peak average (1600 – 1900)	02:22	02:08	-00:14
7 day 0700 - 1900 average	02:12	01:59	-00:13

Table 13: City Road North-westbound

	Jun-20 (mm:ss)	Nov-20 (mm:ss)	June 2020 - Nov 2020 difference (mm:ss)
Weekday AM peak average (0700-1000)	02:24	02:27	00:03
Weekday PM peak average (1600 – 1900)	02:18	02:29	00:11
7 day 0700 - 1900 average	02:14	02:19	00:05

Table 14: City Road South-eastbound

	Jun-20 (mm:ss)	Nov-20 (mm:ss)	June 2020 - Nov 2020 difference (mm:ss)
Weekday AM peak average (0700-1000)	01:52	01:40	-00:12
Weekday PM peak average (1600 – 1900)	02:27	01:47	-00:40
7 day 0700 - 1900 average	02:09	01:39	-00:30

Bus journey times on boundary roads

TfL monitors bus journey times across its network, which can add an additional layer of understanding about the impacts of transport schemes. Bus journey times around the St Peter's PFS area are therefore being monitored. The Council will look to include an analysis of this data in the pre-consultation monitoring report in order to include a full year of data.

Insights: motorised traffic on boundary roads (combined monitoring)

General insights

There is mixed picture in terms of the change in motorised traffic volumes on boundary roads. Overall across boundary roads, the total changes in volumes of traffic show a negligible change, which is a positive interim outcome in line with the objectives of the scheme. New North Road has seen an average increase of 32%, which is not desirable, and is cause for closer monitoring. If this were to increase or stay at the same level in future monitoring, this could indicate that mitigating action is required. The Council will continue to

closely monitor the site, and has already undertaken repeat counts as part of the Canonbury East PFS monitoring which will be published in the interim monitoring report for that PFS area.

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

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

Essex Road

There has been a negligible change in motorised traffic on Essex Road. Before the implementation of the traffic filters on in St Peter's there were popular East-West and North-South routes through the neighbourhood used by through-traffic to avoid the main Essex Road. These results indicate that even though the East-West cut through in St Peter's was removed by the implementation of the people-friendly streets scheme there has been minimal displacement onto Essex Road. The Westbound AM peak has seen an increase of 14%.

New North Road

New North Road has seen an increase in motorised traffic. The increase could be partly explained by its location between three Low traffic neighbourhoods that have been implemented one after the other (Islington: St Peter's in early July, Canonbury East at the beginning of August, and Hackney: Hoxton West in August), which may have increased the displaced motorised traffic in this interim period, and delayed the settling down period. In addition, there have been changes at Old Street (works to remove the roundabout took place from spring 2019, with the switch to make the traffic flow two-way and reduce congestion only made in January 2021 after these counts). The increase at this site is concentrated in the AM peak at 70%, while the PM peak shows a smaller increase of 25%.

Bus priority measures along New North Road are being explored. It is expected that in the pre-consultation monitoring report there will be a reduction in motorised traffic on New North Road from the interim count levels. If this does not materialise the Council will consider mitigating measures to address the impacts from the increase of motorised traffic on New North Road.

City Road

Radar counts on City Road show a decrease in motorised traffic volumes. City Road is a key arm of the former Old Street Roundabout (which has now been converted to a 'peninsula'). Works to remove the roundabout began in spring 2019 and are expected to conclude in autumn 2022, though following a number of interim arrangements, the final traffic switch-over to make the traffic flow two-way was made in mid-January 2021. Further analysis is being conducted to understand if the works and interim arrangements caused disruption and congestion on City Road that has impacted the St Peter's trial monitoring results. As such, results may be slightly additionally impacted by the earlier changes in addition to Covid-19 disruption.

Motorised traffic speeds and speeding on boundary roads

The traffic counts carried out in St Peter's also measure motorised traffic speeds. These are the same counts that have been analysed for their volume results. The details about the dates and locations of these counts are in Appendix 7

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

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

Table 15: changes in speeds on boundary roads

	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 (%)
Essex Road	-1.16	-6%	-0.70	-3%	-938	-20%	-8%
New North Road	-0.87	-4%	-1.20	-5%	601	9%	-9%
City Road	1.45	7%	0.90	4%	49	5%	1%
Overall (average)	-0.19	-1%	-0.33	-1%			-5%
Overall (total)					-288	-2%	

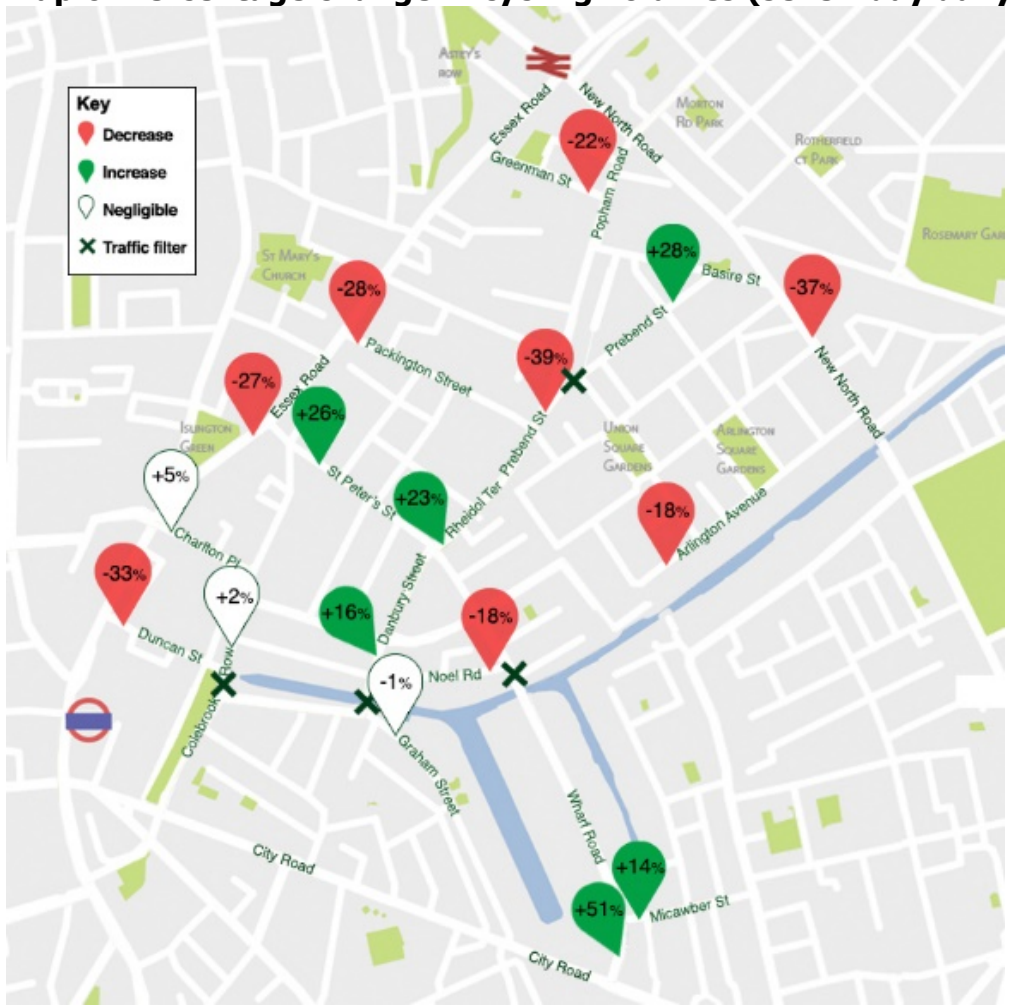
Insights: motorised traffic speeds and speeding on boundary roads

General insights

On average across the boundary road sites, average speeds and 85th percentile speeds, and the percentage change of vehicles speeding have all shown a negligible change.

Cycling volumes on internal and boundary roads

Map 6: Percentage change in cycling volumes (seven-day daily averages)

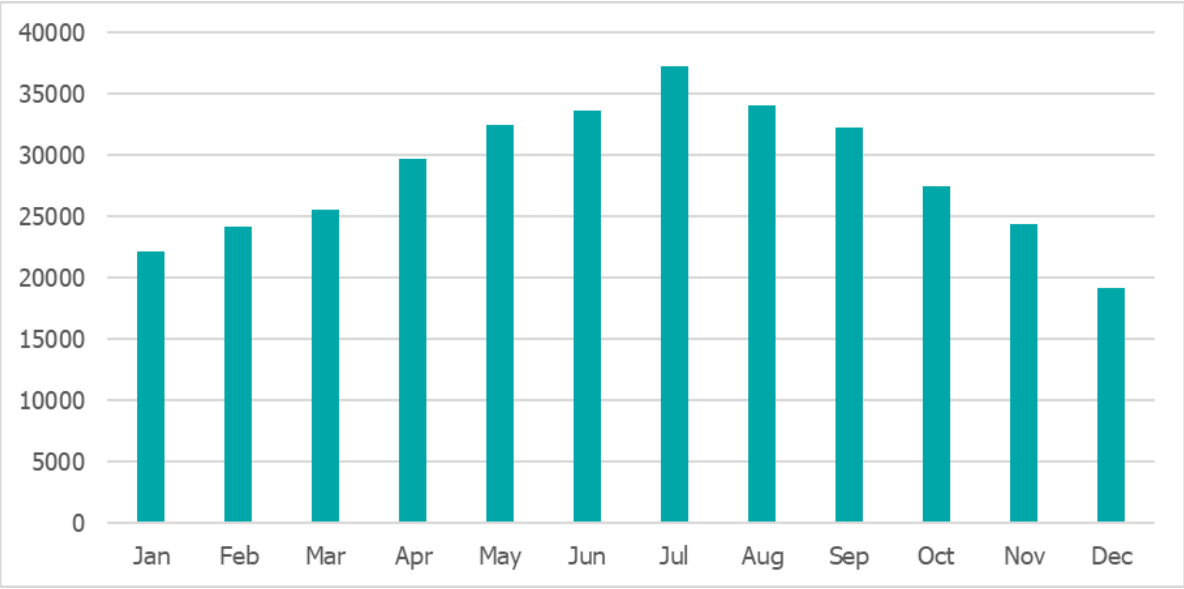


We have not normalised cycling figures for Covid-19 due to the lack of an available source that encompasses all cycle users, and because there are likely at least two key variables impacting these results: Covid-19 disruption, and seasonal variation.

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

Graph 3 demonstrates the seasonable variation in cycling. For example, in 2019 the levels of Santander Cycle hires in November were on average 28% lower than in June. In the pre-consultation report we will be able to compare results from the same season, which will account for seasonal weather variation and therefore it is likely that there will be a greater increase in cycling in line with the increase already seen in this interim report.

Graph 3: Monthly average Santander hire trend in 2019 showing seasonal difference in cycling levels



Cycling volumes on internal roads

Results (seven-day daily averages)

Where a street is part of Cycleway C27, this has been indicated in the results table (table 16).

Table 16: Pedal cycles volumes on internal roads

	June 2020	November 2020	Difference	Difference (%)
Wharf Road	185	280	95	51%
Micawber Street	497	565	68	14%
Colebrooke Row (C27)	1,333	1,363	30	2%
Graham Street	419	415	-4	-1%
Danbury Street (C27)	699	809	109	16%
Duncan Street	517	345	-171	-33%
Charlton Place	128	134	6	5%
Rheidol Terrace (C27)	869	1,067	198	23%
St Peter's Street	589	741	153	26%
Packington Street	345	248	-96	-28%
Prebend Street (western site) (C27)	947	579	-368	-39%
Prebend Street (eastern site)	279	358	79	28%
Arlington Avenue	260	214	-47	-18%
Noel Road	251	207	-44	-18%
Overall internal	7,318	7,326	8	0%

Table 17: Pedal cycles volumes on Greenman Street

	August 2020	November 2020	Difference	Difference (%)
Greenman Street*	136	106	-30	-22%

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

Cycling volumes on boundary roads

Results (seven-day daily averages).

Table 18: Pedal cycles volumes on boundary roads

	June 2020	November 2020	Difference	Difference (%)
Essex Road	990	726	-264	-27%
New North Road	970	610	-360	-37%
Overall (total)	1,960	1,336	-624	-32%

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

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

On average across internal roads, cycling has negligibly changed (0%). However, cycling has increased at 43% of internal road sites and there has been a decrease in cycling at 36% of sites, and a negligible change at 21%. On Essex Road and New North Road, cycling has decreased by 32%.

It is worth noting that, although ATCs are very accurate (as explained in Appendix 7), if a cycle, or multiple cycles pass the counter at the same time as a motorised vehicle, it is possible that there could be under counting of cycles. This is likely to occur more on roads with more motorised traffic.

As has been noted in this section, the seasonal variation in weather impacts cycling levels, with November tending to be lower than June in a 'typical' year. In addition, November 2020 was a lockdown period, which may have further lowered cycling numbers. In this context, the fact that cycling has increased at 43% of sites and negligibly changed at 21% suggests there have been positive impacts on levels of cycling. In the pre-consultation report we will be able to compare results from the same season, which will account for seasonal weather variation and will provide more detailed analysis regarding any changes in cycling.

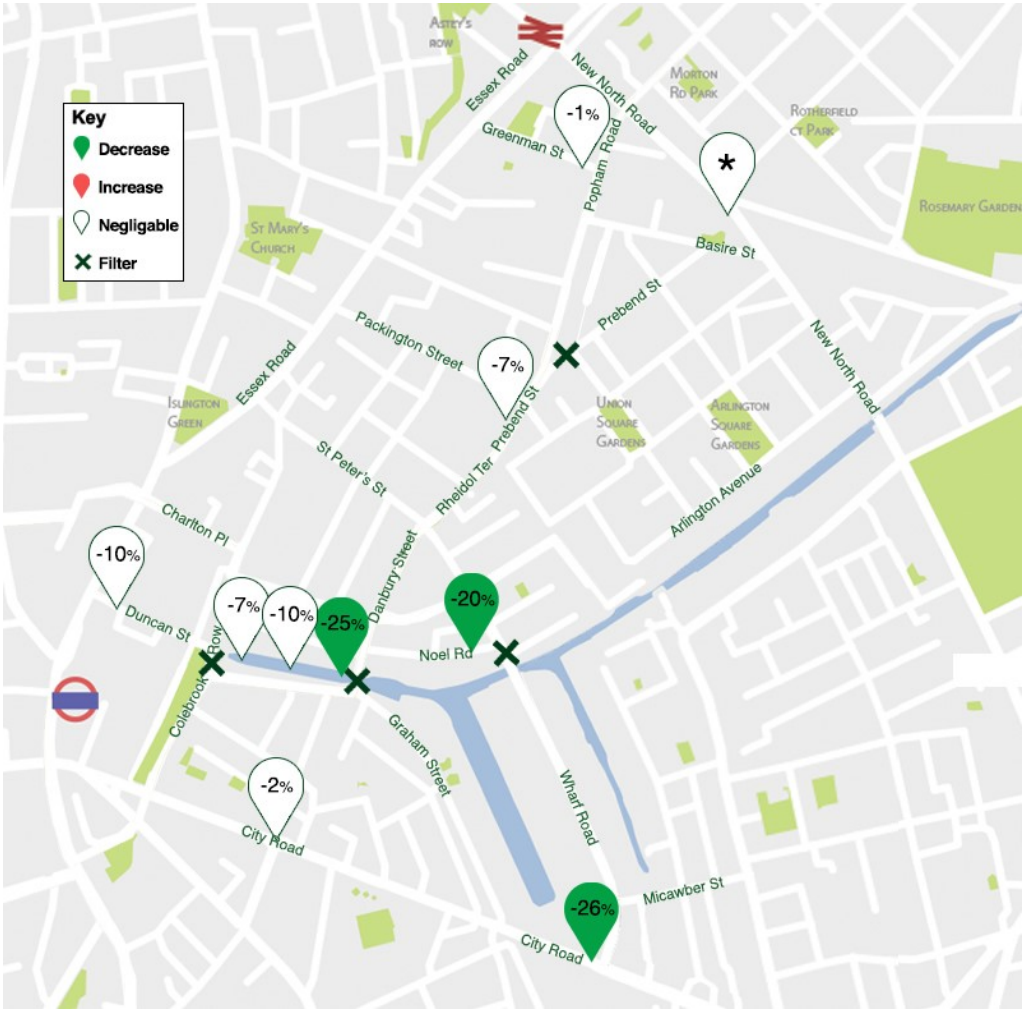
During the week the 'before' traffic counts were taken in June 2020 the minimum temperature was 12.6°C and the maximum was 22.5°C as it was summer. During the week the 'after' traffic counts were taken in November 2020 the minimum temperature was 6.2°C and the maximum was 12.7°C as it was autumn. It is not possible to separate out or control for the impact of weather on the results in this report, however the next monitoring report will include data collected in June 2021, so the weather is likely to be similar to the 'before' counts taken in June 2020.

If the cycling trends in this report continue we are likely to see a greater increase in cycling on the internal roads in the pre-consultation report.

Air Quality

Map 7: Average levels of NO_2 (µg/m3) July-October 2020

Map 8: Percentage change in NO_2 (µg/m3) between July 2019-June 2020 and July-October 2020



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

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

- Particulate matter of 10µm or less in size (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.
- Sensors: these sensors can monitor a range of pollutants in a continuous manner like the automatic monitors, however they can have more uncertainty with regard to accuracy and these monitors have not gone through the same quality control process as our other monitors.

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

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

The air quality monitoring sites in the St Peter's area are listed in Appendix 9, 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 interim St Peter's

report consist of eight main road diffusion tubes and ten background urban diffusion tubes, as the sensor data we have for this area does not have enough data to be meaningfully analysed at this stage.

Methodology

Time period of study

Air quality varies over time due to a variety of factors, including weather. It is therefore important to look at trends over a longer period of time to identify real changes in air quality due to this scheme. It is preferable to compare a year's worth of data to account for seasonal variation.

More air quality analysis will be included in the pre-consultation report, when there is more 'after' data available. However, due to the importance and interest in air quality in the PFS trials, we are including interim analysis to provide an initial view of air quality levels in the area.

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 four months of 'after' data since the scheme was introduced and in the case of new monitoring sites we also have limited 'before' 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 19 to 22 and graph 4 in this section use NO_2 data from diffusion tubes only, as the sensors in St Peter's do not have any before-scheme monitoring. There are therefore no results for PM_{10} for St Peter's.

Tables 19 to 22 show the results since the people-friendly streets scheme has been in place (Period C) compared to the same period in 2019 (Period A) and the whole year before implementation (Period B).

Please note, the values in tables 19 – 22 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 A-C.

Table 19: (Boundary roads) NO_2 levels in St Peter's and borough long term diffusion tube sites

	NO_2 (µg/m3) in July-Oct 2019 (Period A)	**NO_2 (µg/m3) in July 2019-June 2020 (Period B)**	**NO_2 (µg/m3) in July-Oct 2020 (Period C)**	**A compared to C (µg/m3)**	**A compared to C (% change)**	**B compared to C (µg/m3)**	**B compared to C (% change)**
St Peter's		31	28	No results	No results	-3	-11%
Whole borough long term sites	37	35	33	-4	-12%	-1	-4%

This includes eight monitoring locations for the whole borough long term sites for each time period, no monitoring in St Peter's for period A, two monitoring locations in period B with values adjusted to account for periods of missing data (see Appendix 9 for further explanation) and three monitoring sites in period C.

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

Table 20: (Internal roads) NO_2 levels in St Peter's and borough long term diffusion tube sites

	NO_2 (µg/m3) in July-Oct 2019 (Period A)	NO_2 (µg/m3) in July 2019-June 2020 (Period B)	NO_2 (µg/m3) in July-Oct 2020 (Period C)	A compared to C (µg/m3)	A compared to C (% change)	B compared to C (µg/m3)	B compared to C (% change)
St Peter's	27	25	22	-5	-18%	-3	-12%
Whole borough long term sites	23	23	21	-2	-10%	-2	-10%

This includes four monitoring locations for St Peter's and six monitoring locations for the whole borough long term sites.

Table 21: (Non-street-based sites) NO_2 levels in St Peter's and borough long term diffusion tube sites

	NO_2 (µg/m3) in July-Oct 2019 (Period A)	NO_2 (µg/m3) in July 2019-June 2020 (Period B)	NO_2 (µg/m3) in July-Oct 2020 (Period C)	A compared to C (µg/m3)	A compared to C (% change)	B compared to C (µg/m3)	B compared to C (% change)
St Peter's	25	24	21	-4	-17%	-3	-13%
Whole borough long term sites	21	22	19	-2	-10%	-2	-11%

This includes three monitoring locations for St Peter's and four monitoring locations for the whole borough long term sites.

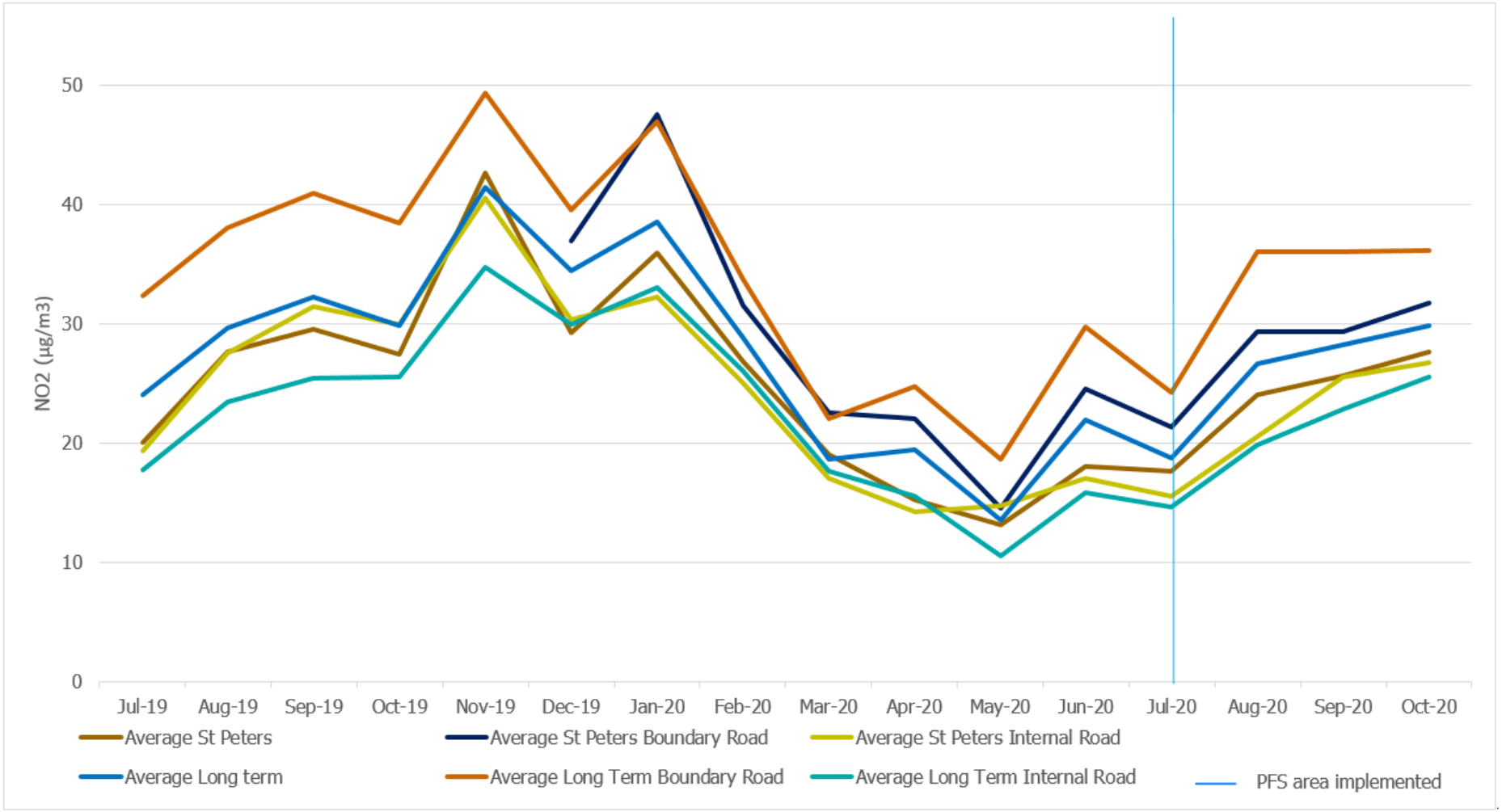
Table 22: (Overall) NO_2 levels in St Peter's and borough long term diffusion tube sites

	NO_2 (µg/m3) in July-Oct 2019 (Period A)	NO_2 (µg/m3) in July 2019-June 2020 (Period B)	NO_2 (µg/m3) in July-Oct 2020 (Period C)	A compared to C (µg/m3)	A compared to C (% change)	B compared to C (µg/m3)	B compared to C (% change)
St Peter's	26	27	24	-2	-9%	-3	-11%
Whole borough long term sites	29	28	26	-3	-11%	-2	-7%

This includes 18 monitoring locations for the whole borough long term sites for each time period, seven monitoring locations in St Peter's for period A as there were no boundary road sites during this time, nine for period B with values adjusted to account for periods of missing data (see Appendix 9 for further explanation) and ten monitoring locations in period C.

Graph 4 compares the trends in NO_2 levels in St Peter's and across Islington overall from July 2019 through to October 2020.

Graph 4: Average NO_2 levels in St Peter's compared to long term borough-wide sites from diffusion tubes



Insights: air quality

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

As graph 4 shows, the borough wide and St Peter's monitoring site averages all dropped to a low in May 2020 before generally rising. This trend can likely be ascribed to the national lockdown measures, which started in March 2020 and were eased by July 2020. It coincides with the period post-implementation of the PFS trial in St Peter's (July – October 2020). As such, while NO_2 levels in the trial area have increased since it was implemented in July 2020, this is in line with borough wide trends and can therefore be viewed as related to the impact of lockdown measures, and seasonal variation.

In summary these results show:

- Changes in levels of NO_2 in St Peter's reflect those in the borough more widely
- NO_2 levels in St Peter's have been within the annual objective level of 40μg/m3 at all sites since people-friendly streets started, including on boundary roads.
- Levels of NO_2 in St Peter's since people-friendly streets started (July-Oct 2020) are lower than the previous year at all sites where data is available from 2019.
- These are all positive interim results in line with the objectives of the scheme suggesting the trial has not had an adverse impact on air quality to date.

Emergency vehicles access

London Ambulance Service

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

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

Metropolitan Police Service

The Council continues to engage and consult with the Metropolitan Police Service (MPS) as part of the implementation of its people-friendly streets programme. The Council and MPS are currently exploring ways in which the impact of the people-friendly streets schemes can be accurately assessed using response time data in future monitoring reports.

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 allow us to understand if the PFS schemes have adversely impacted attendance times.

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

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

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

PFS monitoring analysis methodology

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

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

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

Results

Table 23: Average attendance times of the London Fire Brigade

	No. of mobilisations	Average Attendance 1st Appliance (mm:ss)	Average Attendance 2nd Appliance (mm:ss)
Islington 2019 (baseline)	2,076	04:36	06:17
St Peter's 2019 (baseline)	168	04:29	06:44
Islington July – November 2020 (post-implementation)	875	04:32	06:12
St Peter's July – November 2020 (post-implementation)	61	04:31	06:26

Insights: London Fire Brigade response times

Given the extent of variables that affect response times, the differences between the 2019 baseline and the post-implementation period are considered negligible by the LFB and the Council. As such, it is the view of the LFB and the Council that the PFS area in St Peter's has not impacted this emergency service's attendance times. We will continue to 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 St Peter's PFS area and the whole of Islington, and results from the two areas compared month by month to monitor for Covid-19 disruption.

Results (proportion as a percentage of the period July 2019 – November 2020)

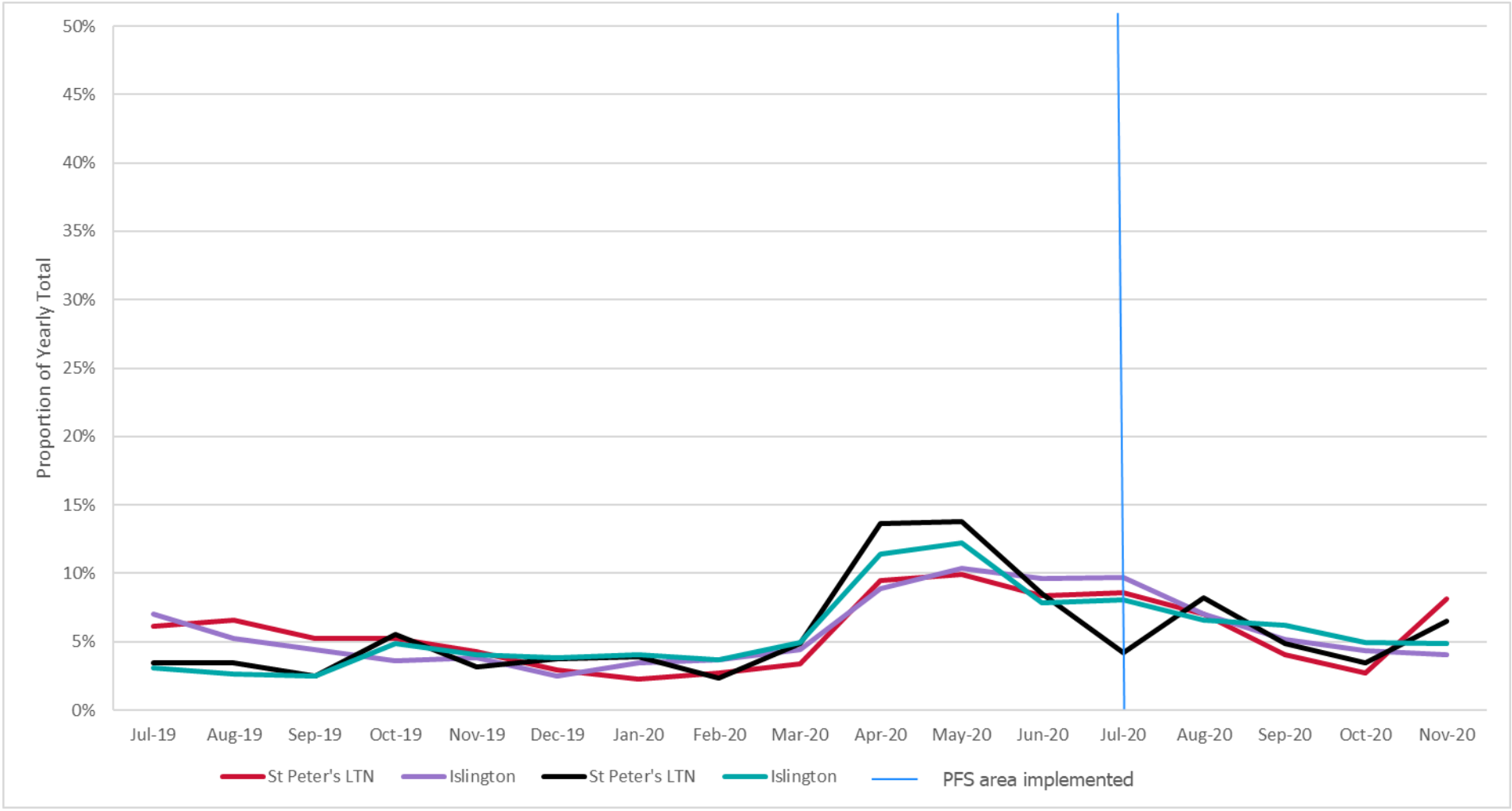
Table 24: Calls and crimes in the St Peter's area and Islington

Month	St Peter's ASB Calls to the Council	Islington ASB Calls to the Council	St Peter's ASB Calls to the Police	Islington ASB Calls to the Police	St Peter's Street-based Criminal Offences	Islington Street-based Criminal Offences
Jul-19	6%	7%	3%	3%	8%	7%
Aug-19	7%	5%	3%	3%	7%	6%
Sep-19	5%	4%	3%	2%	7%	6%
Oct-19	5%	4%	6%	5%	9%	7%
Nov-19	4%	4%	3%	4%	7%	6%
Dec-19	3%	2%	4%	4%	5%	6%
Jan-20	2%	3%	4%	4%	4%	7%
Feb-20	3%	4%	2%	4%	7%	7%
Mar-20	3%	4%	5%	5%	6%	5%
Apr-20	10%	9%	14%	11%	4%	4%
May-20	10%	10%	14%	12%	4%	4%
Jun-20	8%	10%	8%	8%	4%	5%
Jul-20 (PFS implemented)	9%	10%	4%	8%	5%	5%
Aug-20	7%	7%	8%	7%	6%	6%
Sep-20	4%	5%	5%	6%	5%	6%
Oct-20	3%	4%	3%	5%	5%	5%
Nov-20	8%	4%	7%	5%	4%	5%
Total	100%	100%	100%	100%	100%	100%

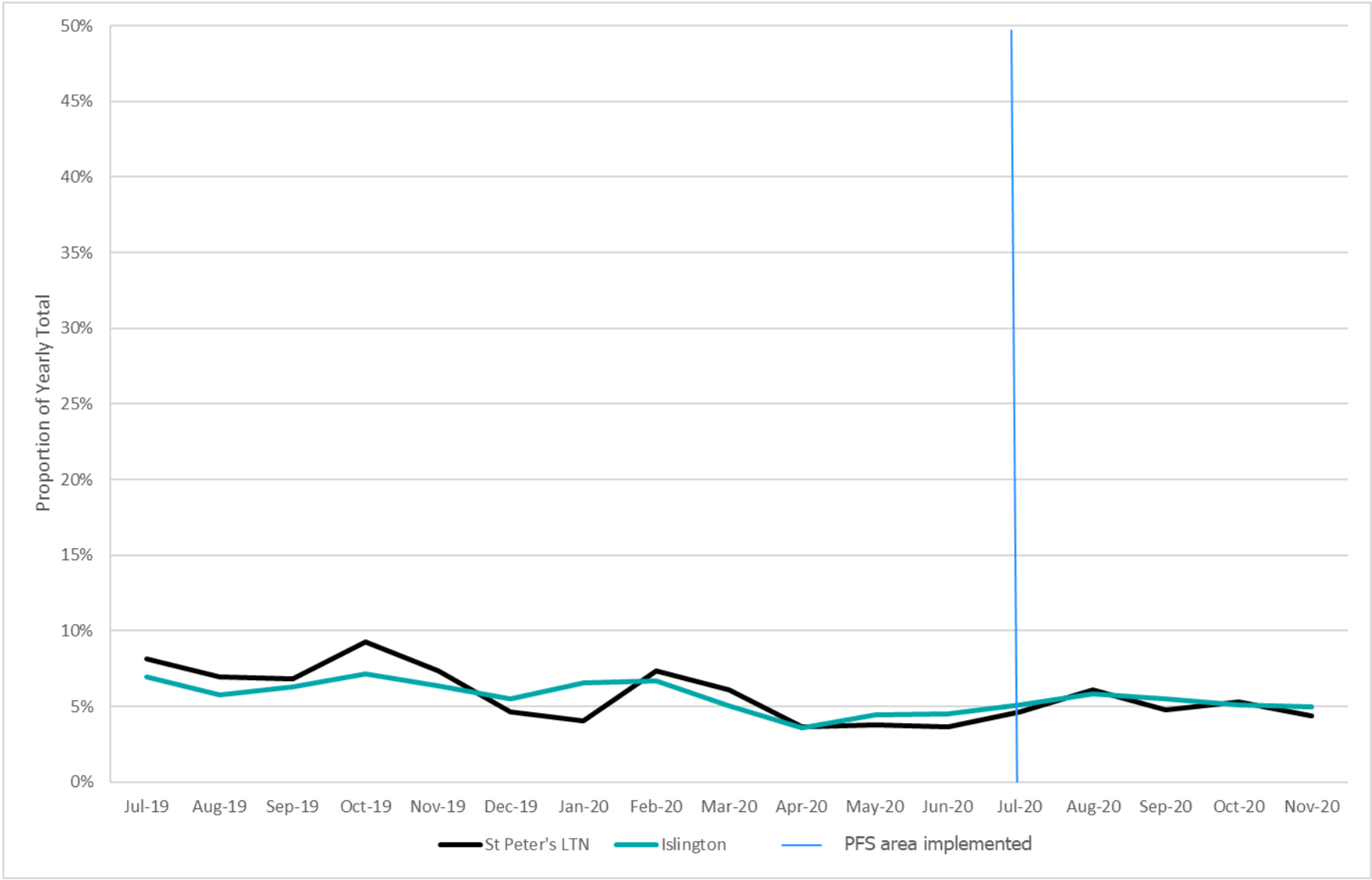
Table 25: Volume of calls and crimes in the St Peter's area and Islington

Month	St Peter's ASB Calls to the Council	Islington ASB Calls to the Council	St Peter's ASB Calls to the Police	Islington ASB Calls to the Police	St Peter's Street-based Criminal Offences	Islington Street-based Criminal Offences
Jul-19	27	545	25	440	60	945
	29	408	25	378	51	784
Sep-19	23	341	18	351	50	851
Oct-19	23	281	40	688	68	972
Nov-19	19	296	23	577	54	860
Dec-19	13	193	27	539	34	750
Jan-20	10	266	28	573	30	893
Feb-20	12	284	17	521	54	905
Mar-20	15	343	35	699	45	684
Apr-20	42	693	98	1612	27	486
May-20	44	805	99	1732	28	606
Jun-20	37	749	61	1108	27	612
Jul-20 (PFS implemented)	38	756	30	1135	34	694
Aug-20	31	545	59	935	45	790
Sep-20	18	399	35	880	35	748
Oct-20	12	335	25	703	39	695
Nov-20	36	317	47	685	32	671
Total	**442**	**7,774**	**720**	**14,144**	**736**	**13,557**

Graph 5: ASB calls to the Council and Police in St Peter's and Islington as a percentage of the total over one year



Graph 6: Street crimes in the St Peter's area and Islington as a percentage of the total over one year



Insights: anti-social behaviour and crime patterns

In terms of volumes of crime and ASB, during the past 18 months St Peter's PFS area showed similar trends to that of Islington as a whole. Across the various analyses of the volume of ASB calls and crimes in St Peter's and Islington over the time period, the monthly volume of calls and crimes as a proportion of the total over the year period has remained approximately consistent between St Peter's and Islington.

Tables 24 and 25 and graphs 5 and 6 show significant increases in anti-social behaviour during the first lockdown last year. Contributing to this will have been reporting of people breaching the rules set out by Central Government. Similarly, we have seen large decreases in crime due to lockdown, which has been born out in both Islington and St Peter's PFS area.

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

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

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 interim monitoring report shows that at this point in the St Peter's PFS trial, the project is having the intended impacts in the area of reducing motorised traffic across internal roads, reducing motorised traffic overall across internal and boundary roads, increasing levels of cycling on some internal roads, and reducing levels of speeding on internal roads. There has been no unacceptable interim increase in traffic on boundary roads and there has been negligible change in crime and antisocial behaviour patterns and fire brigade response times in the area. Furthermore, the trial has not had an adverse impact on air quality to date.

People-friendly neighbourhoods are being introduced on a trial basis, with a full public consultation twelve months into each scheme to give residents the chance to give their views. A pre-consultation monitoring report will also be produced in time to inform the consultation with one-year-on monitoring.

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

Until then, residents in the St Peter's area can also fill in our survey through the Council's people friendly streets webpage.

Appendices

Appendix 1: Internal Roads counts

Wharf Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	14819	19023	10977	14097	-3842	-4927	-26%	-26%
7 day dailyage	2117	2718	1568	2014	-549	-704	-26%	-26%
5 day total	10323	13252	7812	10032	-2511	-3219	-24%	-24%
5 day dailyage	2065	2650	1562	2006	-502	-644	-24%	-24%
5 day AM hourly average	77	99	70	90	-8	-10	-10%	-10%
5 day PM hourly average	142	182	106	136	-36	-46	-25%	-25%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1298	1960	662	51%
7 day dailyage	185	280	95	51%
5 day total	783	1328	545	70%
5 day dailyage	157	266	109	70%
5 day AM hourly average	5	15	9	168%
5 day PM hourly average	14	22	8	60%

Micawber Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	15618	20049	5235	6723	-10383	-13326	-66%	-66%
7 day daily average	2231	2864	748	960	-1483	-1904	-66%	-66%
5 day total	11673	14985	3824	4911	-7849	-10074	-67%	-67%
5 day daily average	2335	2997	765	982	-1570	-2015	-67%	-67%
5 day AM peak hourly average	149	191	41	53	-108	-138	-72%	-72%
5 day PM peak hourly average	149	192	55	70	-95	-121	-63%	-63%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3480	3956	476	14%
7 day daily average	497	565	68	14%
5 day total	2536	3223	687	27%
5 day daily average	507	645	137	27%
5 day AM peak hourly average	19	36	17	90%
5 day PM peak hourly average	45	49	5	11%

Colebrooke Row

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	7331	9411	2529	3248	-4802	-6163	-66%	-65%
7 day daily average	1047	1344	361	464	-686	-880	-66%	-65%
5 day total	5203	6679	2085	2678	-3118	-4002	-60%	-60%
5 day daily average	1041	1336	417	536	-624	-800	-60%	-60%
5 day AM peak hourly average	79	101	33	43	-46	-59	-58%	-58%
5 day PM peak hourly average	75	96	39	50	-36	-46	-48%	-48%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	9331	9544	213	2%
7 day daily average	1333	1363	30	2%
5 day total	6739	8307	1568	23%
5 day daily average	1348	1661	314	23%
5 day AM peak hourly average	117	173	56	48%
5 day PM peak hourly average	114	134	20	17%

Graham Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	12865	16515	3102	3984	-9763	-12531	-76%	-76%
7 day daily average	1838	2359	443	569	-1395	-1790	-76%	-76%
5 day total	9608	12334	2334	2997	-7274	-9336	-76%	-76%
5 day daily average	1922	2467	467	599	-1455	-1867	-76%	-76%
5 day AM peak hourly average	92	118	30	38	-62	-79	-67%	-67%
5 day PM peak hourly average	154	198	25	32	-129	-166	-84%	-84%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	2936	2906	-30	-1%
7 day daily average	419	415	-4	-1%
5 day total	1931	2395	464	24%
5 day daily average	386	479	93	24%
5 day AM peak hourly average	23	34	11	49%
5 day PM peak hourly average	35	40	5	13%

Danbury Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	15084	19363	2275	2922	-12809	-16442	-85%	-85%
7 day daily average	2155	2766	325	417	-1830	-2349	-85%	-85%
5 day total	11396	14629	1779	2285	-9617	-12344	-84%	-84%
5 day daily average	2279	2926	356	457	-1923	-2469	-84%	-84%
5 day AM peak hourly average	123	158	29	37	-94	-121	-77%	-77%
5 day PM peak hourly average	176	226	24	31	-152	-195	-86%	-86%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4895	5661	766	16%
7 day daily average	699	809	109	16%
5 day total	3408	4839	1431	42%
5 day daily average	682	968	286	42%
5 day AM peak hourly average	55	97	42	76%
5 day PM peak hourly average	57	76	19	34%

Duncan Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	4439	5698	2925	3756	-1514	-1942	-34%	-34%
7 day daily average	634	814	418	537	-216	-277	-34%	-34%
5 day total	3126	4013	2154	2766	-972	-1247	-31%	-31%
5 day daily average	625	803	431	553	-194	-249	-31%	-31%
5 day AM peak hourly average	25	32	22	28	-3	-4	-12%	-12%
5 day PM peak hourly average	45	58	32	42	-13	-17	-29%	-29%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3616	2416	-1200	-33%
7 day daily average	517	345	-171	-33%
5 day total	2470	1933	-537	-22%
5 day daily average	494	387	-107	-22%
5 day AM peak hourly average	19	24	5	26%
5 day PM peak hourly average	46	28	-18	-40%

Charlton Place

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	821	1054	1499	1925	678	871	83%	83%
7 day daily average	117	151	214	275	97	124	83%	83%
5 day total	554	711	1128	1449	574	737	104%	104%
5 day daily average	111	142	226	290	115	147	104%	104%
5 day AM peak hourly average	5	7	27	35	22	28	436%	436%
5 day PM peak hourly average	7	9	25	33	18	24	265%	266%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	894	938	44	5%
7 day daily average	128	134	6	5%
5 day total	622	744	122	20%
5 day daily average	124	149	24	20%
5 day AM peak hourly average	7	11	3	44%
5 day PM peak hourly average	12	12	1	5%

Rheidol Terrace

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	20215	25950	4330	5561	-15885	-20389	-79%	-79%
7 day daily average	2888	3707	619	794	-2269	-2913	-79%	-79%
5 day total	15097	19380	3372	4330	-11725	-15050	-78%	-78%
5 day daily average	3019	3876	674	866	-2345	-3010	-78%	-78%
5 day AM peak hourly average	154	197	48	62	-105	-135	-68%	-68%
5 day PM peak hourly average	240	309	44	57	-196	-252	-82%	-82%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6080	7467	1387	23%
7 day daily average	869	1067	198	23%
5 day total	4210	6392	2182	52%
5 day daily average	842	1278	436	52%
5 day AM peak hourly average	67	123	56	84%
5 day PM peak hourly average	73	109	36	49%

St Peter's Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	20779	26674	14889	19120	-5890	-7554	-28%	-28%
7 day dailyage	2968	3811	2127	2731	-841	-1079	-28%	-28%
5 day total	15301	19642	11144	14311	-4157	-5331	-27%	-27%
5 day dailyage	3060	3928	2229	2862	-831	-1066	-27%	-27%
5 day AM hourly average	165	212	138	177	-27	-35	-17%	-17%
5 day PM hourly average	220	283	142	183	-78	-100	-35%	-35%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4121	5189	1068	26%
7 day daily average	589	741	153	26%
5 day total	2932	4301	1369	47%
5 day daily average	586	860	274	47%
5 day AM peak hourly average	46	74	28	60%
5 day PM peak hourly average	47	71	24	51%

Packington Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	19786	25399	16356	21004	-3430	-4395	-17%	-17%
7 day daily average	2827	3628	2337	3001	-490	-628	-17%	-17%
5 day total	14793	18990	12365	15879	-2428	-3111	-16%	-16%
5 day daily average	2959	3798	2473	3176	-486	-622	-16%	-16%
5 day AM peak hourly average	140	180	151	194	11	14	8%	8%
5 day PM peak hourly average	244	313	160	205	-85	-109	-35%	-35%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	2412	1739	-673	-28%
7 day daily average	345	248	-96	-28%
5 day total	1651	1307	-344	-21%
5 day daily average	330	261	-69	-21%
5 day AM peak hourly average	18	20	2	12%
5 day PM peak hourly average	26	20	-6	-25%

Prebend Street (western site)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	32406	41599	4186	5376	-28220	-36224	-87%	-87%
7 day daily average	4629	5943	598	768	-4031	-5175	-87%	-87%
5 day total	24501	31452	3095	3975	-21406	-27477	-87%	-87%
5 day daily average	4900	6290	619	795	-4281	-5495	-87%	-87%
5 day AM peak hourly average	239	306	31	39	-208	-267	-87%	-87%
5 day PM peak hourly average	412	529	48	62	-364	-467	-88%	-88%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6632	4054	-2578	-39%
7 day daily average	947	579	-368	-39%
5 day total	4719	3435	-1284	-27%
5 day daily average	944	687	-257	-27%
5 day AM peak hourly average	73	31	-42	-58%
5 day PM peak hourly average	79	82	3	3%

Prebend Street (eastern site)

Motorised traffic

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

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1952	2507	555	28%
7 day daily average	279	358	79	28%
5 day total	1335	2117	782	59%
5 day daily average	267	423	156	59%
5 day AM peak hourly average	22	35	13	60%
5 day PM peak hourly average	21	38	16	78%

Arlington Avenue

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	1992	2557	3681	4727	1689	2170	85%	85%
7 day daily average	285	365	526	675	241	310	85%	85%
5 day total	1374	1764	2781	3571	1407	1808	102%	102%
5 day daily average	275	353	556	714	281	362	102%	102%
5 day AM peak hourly average	11	14	27	34	16	21	151%	151%
5 day PM peak hourly average	20	26	42	54	22	28	108%	108%

Cycling

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

Noel Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	2486	3191	1046	1343	-1440	-1848	-58%	-58%
7 day daily average	355	456	149	192	-206	-264	-58%	-58%
5 day total	1816	2331	789	1013	-1027	-1318	-57%	-57%
5 day daily average	363	466	158	203	-205	-264	-57%	-57%
5 day AM peak hourly average	14	18	7	10	-6	-8	-46%	-46%
5 day PM peak hourly average	29	37	12	15	-17	-22	-59%	-59%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1760	1450	-310	-18%
7 day daily average	251	207	-44	-18%
5 day total	1174	1202	28	2%
5 day daily average	235	240	6	2%
5 day AM peak hourly average	16	17	1	8%
5 day PM peak hourly average	21	21	0	1%

Greenman Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	9273	9923	14665	18833	5392	8910	58%	90%
7 day daily average	1325	1418	2095	2690	770	1273	58%	90%
5 day total	7056	7551	11552	14835	4496	7284	64%	96%
5 day daily average	1411	1510	2310	2967	899	1457	64%	96%
5 day AM peak hourly average	81	87	188	242	107	155	131%	178%
5 day PM peak hourly average	92	99	144	185	52	87	56%	88%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	952	742	-210	-22%
7 day daily average	136	106	-30	-22%
5 day total	742	590	-152	-20%
5 day daily average	148	118	-30	-20%
5 day AM peak hourly average	8	6	-2	-25%
5 day PM peak hourly average	12	9	-3	-24%

Appendix 2: Boundary roads counts

Essex Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	84661	108679	85127	109319	466	640	1%	1%
7 day daily average	12094	15526	12161	15617	67	91	1%	1%
5 day total	61040	78357	62742	80573	1702	2216	3%	3%
5 day daily average	12208	15671	12548	16115	340	443	3%	3%
5 day AM peak hourly average	633	813	690	886	57	74	9%	9%
5 day PM peak hourly average	729	936	698	896	-31	-40	-4%	-4%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6930	5080	-1850	-27%
7 day daily average	990	726	-264	-27%
5 day total	4711	4054	-657	-14%
5 day daily average	942	811	-131	-14%
5 day AM peak hourly average	52	41	-11	-21%
5 day PM peak hourly average	77	73	-4	-5%

New North Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	79583	102160	104639	134377	25056	32216	31%	32%
7 day daily average	11369	14594	14948	19197	3579	4602	31%	32%
5 day total	58604	75230	80184	102972	21580	27742	37%	37%
5 day daily average	11721	15046	16037	20594	4316	5548	37%	37%
5 day AM peak hourly average	624	800	1059	1361	436	560	70%	70%
5 day PM peak hourly average	835	1072	1041	1337	205	264	25%	25%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6788	4270	-2518	-37%
7 day daily average	970	610	-360	-37%
5 day total	4865	3409	-1456	-30%
5 day daily average	973	682	-291	-30%
5 day AM peak hourly average	58	52	-6	-10%
5 day PM peak hourly average	84	58	-26	-31%

City Road

Motorised traffic

	Before observed	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	167897	136098	174776	-31799	-40753	-19%	-19%
7 day daily average	23985	19443	24968	-4543	-5822	-19%	-19%
5 day total	107870	88881	114140	-18989	-24332	-18%	-18%
5 day daily average	21574	17776	22828	-3798	-4866	-18%	-18%
5 day AM peak hourly average	1273	946	1215	-327	-419	-26%	-26%
5 day PM peak hourly average	1259	1176	1510	-83	-106	-7%	-7%

Appendix 3: Directional breakdown of motorised traffic counts at specific sites

New North Road

Northbound

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	36113	46358	50858	65311	14745	18953	41%	41%
7 day dailyage	5159	6623	7265	9330	2106	2708	41%	41%
5 day total	26345	33819	39093	50203	12748	16384	48%	48%
5 day dailyage	5269	6764	7819	10041	2550	3277	48%	48%
5 day AM hourly average	279	358	577	741	298	383	107%	107%
5 day PM hourly average	377	484	485	622	108	138	29%	29%

Southbound

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	43470	55802	53781	69065	10311	13263	24%	24%
7 day dailyage	6210	7972	7683	9866	1473	1895	24%	24%
5 day total	32259	41411	41091	52769	8832	11358	27%	27%
5 day dailyage	6452	8282	8218	10554	1766	2272	27%	27%
5 day AM hourly average	345	442	483	620	138	177	40%	40%
5 day PM hourly average	458	588	556	714	98	126	21%	21%

The increase on New North Road may be caused to a certain extent by factors other than the St Peter's PFS trial. This is explored in more detail in the main body of the report.

Essex Road

Eastbound

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	43168	55415	42283	54299	-885	-1115	-2%	-2%
7 day daily average	6167	7916	6040	7757	-126	-159	-2%	-2%
5 day total	31282	40157	31180	40041	-102	-116	0%	0%
5 day daily average	6256	8031	6236	8008	-20	-23	0%	0%
5 day AM peak hourly average	283	363	290	373	7	9	3%	3%
5 day PM peak hourly average	397	510	365	468	-32	-41	-8%	-8%

Westbound

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	41493	53264	42844	55020	1351	1755	3%	3%
7 day daily average	5928	7609	6121	7860	193	251	3%	3%
5 day total	29758	38200	31562	40532	1804	2331	6%	6%
5 day daily average	5952	7640	6312	8106	361	466	6%	6%
5 day AM peak hourly average	350	450	400	514	50	64	14%	14%
5 day PM peak hourly average	332	426	333	427	1	2	0%	0%

Charlton Place

Eastbound

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	130	167	36	46	-94	-121	-72%	-72%
7 day daily average	19	24	5	7	-13	-17	-72%	-72%
5 day total	391	502	22	28	-369	-474	-94%	-94%
5 day daily average	78	100	4	6	-74	-95	-94%	-94%
5 day AM peak hourly average	4	5	6	7	2	2	38%	38%
5 day PM peak hourly average	8	10	8	11	0	1	5%	5%

Westbound

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	691	887	1463	1879	772	992	112%	112%
7 day daily average	99	127	209	268	110	142	112%	112%
5 day total	497	638	1106	1420	609	782	123%	123%
5 day daily average	99	128	221	284	122	156	123%	123%
5 day AM peak hourly average	5	6	22	28	17	21	338%	338%
5 day PM peak hourly average	6	7	17	22	11	15	201%	201%

Appendix 4: Directional breakdown of cycling volume counts at specific sites

Charlton Place

Eastbound

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	483	521	38	8%
7 day daily average	69	74	5	8%
5 day total	334	413	79	24%
5 day daily average	67	83	16	24%
5 day AM peak hourly average	4	5	1	36%
5 day PM peak hourly average	7	8	1	19%

Westbound

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	411	417	6	1%
7 day daily average	59	60	1	1%
5 day total	288	331	43	15%
5 day daily average	58	66	9	15%
5 day AM peak hourly average	4	5	2	52%
5 day PM peak hourly average	5	5	-1	-13%

Packington Street

Eastbound

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1303	1376	73	6%
7 day daily average	186	197	10	6%
5 day total	919	1041	122	13%
5 day daily average	184	208	24	13%
5 day AM peak hourly average	13	18	5	38%
5 day PM peak hourly average	12	15	3	22%

Westbound

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1109	363	-746	-67%
7 day daily average	158	52	-107	-67%
5 day total	732	266	-466	-64%
5 day daily average	146	53	-93	-64%
5 day AM peak hourly average	5	2	-3	-57%
5 day PM peak hourly average	14	5	-9	-66%

Duncan Terrace

Eastbound

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1776	1300	-476	-27%
7 day daily average	254	186	-68	-27%
5 day total	1223	1046	-177	-14%
5 day daily average	245	209	-35	-14%
5 day AM peak hourly average	8	11	3	44%
5 day PM peak hourly average	25	18	-8	-30%

Westbound

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1840	1116	-724	-39%
7 day daily average	263	159	-103	-39%
5 day total	1247	887	-360	-29%
5 day daily average	249	177	-72	-29%
5 day AM peak hourly average	12	13	2	13%
5 day PM peak hourly average	21	10	-11	-51%

Prebend Street (south site)

North/Eastbound

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3627	3400	-227	-6%
7 day daily average	518	486	-32	-6%
5 day total	2593	2850	257	10%
5 day daily average	519	570	51	10%
5 day AM peak hourly average	18	20	1	7%
5 day PM peak hourly average	59	74	15	25%

South/Westbound

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	3005	654	-2351	-78%
7 day daily average	429	93	-336	-78%
5 day total	2126	585	-1541	-72%
5 day daily average	425	117	-308	-72%
5 day AM peak hourly average	55	11	-43	-79%
5 day PM peak hourly average	20	8	-12	-62%

Appendix 5: Arlington Avenue additional counts results

Results from each additional week of counts is detailed in the 'after' columns. The 'before' baseline in each uses the pre-implementation counts taken in June 2020.

Week 1 (commencing 29 July 2020)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	1992	2557	3303	3817	1311	1260	66%	49%
7 day daily average	285	365	472	545	187	180	66%	49%
5 day total	1374	1764	2436	2815	1062	1051	77%	60%
5 day daily average	275	353	487	563	212	210	77%	60%
5 day AM peak hourly average	11	14	19	22	9	9	81%	63%
5 day PM peak hourly average	20	26	35	40	15	15	74%	57%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1822	2251	429	24%
7 day daily average	260	322	61	24%
5 day total	1226	1715	489	40%
5 day daily average	245	343	98	40%
5 day AM peak hourly average	14	19	5	37%
5 day PM peak hourly average	22	33	11	48%

Week 2 (commencing 10 August 2020)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	1992	2557	4164	4456	2172	1899	109%	74%
7 day daily average	285	365	595	637	310	271	109%	74%
5 day total	1374	1764	3182	3405	1808	1641	132%	93%
5 day daily average	275	353	636	681	362	328	132%	93%
5 day AM peak hourly average	11	14	22	23	11	10	104%	70%
5 day PM peak hourly average	20	26	61	65	41	40	205%	155%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1822	1959	137	8%
7 day daily average	260	280	20	8%
5 day total	1226	1537	311	25%
5 day daily average	245	307	62	25%
5 day AM peak hourly average	14	18	4	30%
5 day PM peak hourly average	22	29	7	33%

Week 3 (commencing 17 August 2020)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	1992	2557	4203	4498	2211	1940	111%	76%
7 day daily average	285	365	600	643	316	277	111%	76%
5 day total	1374	1764	3275	3505	1901	1741	138%	99%
5 day daily average	275	353	655	701	380	348	138%	99%
5 day AM peak hourly average	11	14	20	21	9	7	84%	53%
5 day PM peak hourly average	20	26	71	76	51	50	255%	196%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1822	1962	140	8%
7 day daily average	260	280	20	8%
5 day total	1226	1463	237	19%
5 day daily average	245	293	47	19%
5 day AM peak hourly average	14	21	7	53%
5 day PM peak hourly average	22	24	2	10%

Week 4 (commencing 22 September 2020)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	1992	2557	3650	3921	1658	1363	83%	53%
7 day daily average	285	365	521	560	237	195	83%	53%
5 day total	1374	1764	2734	2937	1360	1173	99%	66%
5 day daily average	275	353	547	587	272	235	99%	66%
5 day AM peak hourly average	11	14	22	24	12	10	109%	75%
5 day PM peak hourly average	20	26	45	48	25	23	126%	89%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1822	1484	-338	-19%
7 day daily average	260	212	-48	-19%
5 day total	1226	1202	-24	-2%
5 day daily average	245	240	-5	-2%
5 day AM peak hourly average	14	17	3	24%
5 day PM peak hourly average	22	22	0	-1%

Appendix 6: Speed results

Table 6.1: Speeds on internal roads (seven-day totals)

Speeds	Average speed before (mph)	Average Speed after (mph)	85th percentile speed before (mph)	85th percentile speed after (mph)	Volume over Posted Speed Limit before	Volume over Posted Speed Limit after	% Over Posted Speed Limit before	% Over Posted Speed Limit after
Wharf Road	11.33	11.25	14.00	13.80	72	33	0.49%	0.30%
Micawber Street	14.92	13.64	18.30	17.00	1037	247	6.64%	4.72%
Colebrooke Row	12.50	12.17	15.00	14.30	109	39	1.49%	1.54%
Graham Street	15.73	16.07	19.70	20.39	1707	516	13.27%	16.63%
Danbury Street	14.83	11.54	18.20	13.70	1068	47	7.08%	2.07%
Duncan Street	13.78	12.60	18.00	15.70	370	80	8.34%	2.74%
Charlton Place	9.49	9.02	11.80	10.83	0	4	0.00%	0.27%
Rheidol Terrace	17.73	16.27	21.70	20.70	5213	798	25.79%	18.43%
St Peter's Street	11.63	11.70	14.40	14.40	214	187	1.03%	1.26%
Packington Street	14.60	12.99	17.50	15.50	965	272	4.88%	1.66%
Prebend Street (western site)	15.68	12.81	19.00	15.90	3111	108	9.60%	2.58%
Prebend Street (eastern site)	14.75	12.16	17.70	14.60	1487	163	4.76%	1.19%
Arlington Avenue (5mph)	12.32	13.07	16.20	16.70	1992	3681	100.00%	100.00%
Noel Road	15.95	14.41	20.10	18.20	383	81	15.41%	7.74%
Greenman Street	17.42	17.05	20.90	20.50	1908	2657	20.58%	18.12%

Table 6.2: Speeds on boundary roads (seven-day totals)

Speeds	Average speed before (mph)	Average Speed after (mph)	85th percentile speed before (mph)	85th percentile speed after (mph)	Volume over Posted Speed Limit before	Volume over Posted Speed Limit after	% Over Posted Speed Limit before	% Over Posted Speed Limit after
Essex Road	19.21	18.05	23.70	23.00	32991	26426	38.97%	31.04%
New North Road	21.11	20.24	25.30	24.10	44494	48700	55.91%	46.54%
City Road	20.89	22.33	25.21	26.12	6696	7041	3.78%	4.93%

Appendix 7: St Peter's traffic count locations and type

Table 7.1: Islington-commissioned traffic count sites and type

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

Table 7.2: TfL permanent traffic sites and coordinates (all ATCs)

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

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

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

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

Appendix 8: Traffic count normalisation methodologies

Traffic counts

To calculate the normalised percentage differences, the June traffic count volumes have been divided by 0.7790, and the November traffic counts by 0.7787 to give normalised volumes. In other words, in order to account for the fact that there was less traffic on Islington streets from March 2020 onwards we have provided adjusted figures that provide an estimate for what the traffic would have been if there was no Covid-19 disruption. This allows us to analyse the impacts of the PFS area scheme rather than the impacts of Covid-19 on the traffic volumes.

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

Appendix 9: Air quality monitoring

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

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

Table 9.1: St Peter's air quality monitoring sites type and period of installation

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

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

Methodology

Data quality control

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

The data used in this analysis will follow these rules as much as possible, especially in regards to monitor deployment. However it will not have fully gone through this process, especially in regards to normal end of year analysis processes for 2020, and should therefore be treated as provisional. This is even more the case with the sensor data, which is not an approved monitoring type for official reports and where the uncertainties are more unknown.

The 2019 data in this report has been adjusted using a correction factor of 0.88. Adjusting data in this way is standard practice in making air quality data as accurate as possible, more information on this factor can be found in the 2019 annual report. The data for 2020 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. Since the introduction of people-friendly streets in St Peter's there has been a further lockdown.

Appendix 10: Peer review statement by Systra

SYSTRA Ltd
3rd Floor, 5 Old Bailey
London
England
EC4M 7BA
Info_uk@systra.com

To whom it may concern Monday 08 March 2021

London Borough of Islington, St Peter's People-Friendly Streets Trial, Interim Monitoring Report: SYSTRA Peer Review Statement

SYSTRA Ltd (SYSTRA) has been commissioned by the London Borough of Islington (LBI) to provide an independent peer review of their report, *St Peter's people-friendly streets trial, Interim Monitoring Report*. This review was to focus on ensuring that the report provided an accurate, neutral evaluation of the impact of the St Peter's people-friendly street scheme, included assessing if the methodology applied was appropriate and robust.

SYSTRA is a global engineering and consultancy company, with over 800 employees in the UK and Ireland, offering specialist support and knowledge on transport delivery, covering strategic transport planning, transport research, scheme implementation and engineering. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also a Social and Market Research Consultancy. Our 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. We 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. SYSTRA has significant recent experience in working on and monitoring Streetspace or COVID-19 emergency measures implemented both in London and across the UK and Ireland.

SYSTRA's peer review covered both the contents of LBI's report and checks on the underlying raw data and analysis. The key areas of focus were:

- **Methodology** – was the chosen methodology for monitoring sound, including the use or normalisation, and how have the decisions made by the Council impacted the conclusions;
- **Neutrality** – are the conclusions drawn without bias; and
- **Accuracy** – do the tables and charts in both the report and appendices correspond exactly with the underlying data analysis, does this analysis correspond with the methodology set out within the report, and is it free from error.

SYSTRA's review of the methodology considered the choice of data collection, and how this was used to infer conclusions about the impact of the trial. Particular attention was paid to the normalisation approach applied to motor traffic counts. SYSTRA considered the implications of the approach taken and completed sensitivity tests to evaluate the impact of the decisions taken by LBI in applying this normalisation.

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

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

On completion of the peer review SYSTRA provided feedback to LBI, including modifications where errors had been found within the data, or it was believed that the report needed to be modified to enhance its neutrality. LBI responded to all comments made, making modifications or corrections where proposed by SYSTRA, or providing a clear justification where it did not believe these to be appropriate, all of which have been accepted by SYSTRA.

In conclusion, it was deemed that the normalisation approach taken was robust, with appropriate assumptions that allowed for a fair comparison of counts taken before and after the trial implementation against a background of fluctuating overall traffic volumes as a consequence of COVID-19. The methods used to assess impacts on all other indicators was also evaluated, and found to be robust. LBI's data processing was found to be accurate, with the results presented in the report to be a correct reflection of the data collected and the subsequent analysis.

SYSTRA has completed an independent peer review of London Borough of Islington's *St Peter's people-friendly streets trial, Interim Monitoring Report* and found the report to be a robust, accurate and neutral evaluation of the impact of the scheme six months post implementation.

Yours faithfully

The SYSTRA Team

cc. Info_uk@systra.com