Appendix 2 – Furlong Road and Digswell Street Banned Turns Scheme preand post-implementation traffic monitoring data

Baseline traffic counts were taken between 19-25 April 2021, at 18 locations on and in the area surrounding the Furlong Road cluster, measuring motor traffic volumes.

Post implementation monitoring (repeat traffic counts) was carried out during the following weeks: for the first three weeks immediately after implementation (Augustearly September 2021); after six weeks (late September 2021); after 12 weeks (November 2021); and after six months (February 2022).

The data presented in this appendix compares three of these periods: preimplementation (April 2021); 12 weeks after implementation (November 2021); and 6 months after implementation (February 2022).

It should be noted that traffic counts at the various monitoring sites were conducted using a combination of different methods: Automatic Traffic Counts (ATCs), Classified Turning Counts (TCs) and Radar Surveys. TCs were used to record turning movements at key junctions in order to understand any impacts of the scheme on these traffic movements. ATCs were used on link roads sections, as the most cost effective method of obtaining traffic data. Radar surveys were used on TfL-controlled roads, as required by TfL.

As days/times/periods of different data sets varied, in order to enable a direct comparison between these different counts (notwithstanding the different types of count methods used), all figures presented are total 12-hour traffic volumes (7am-7pm), and are averages of the Wednesday and Thursday of each count period.

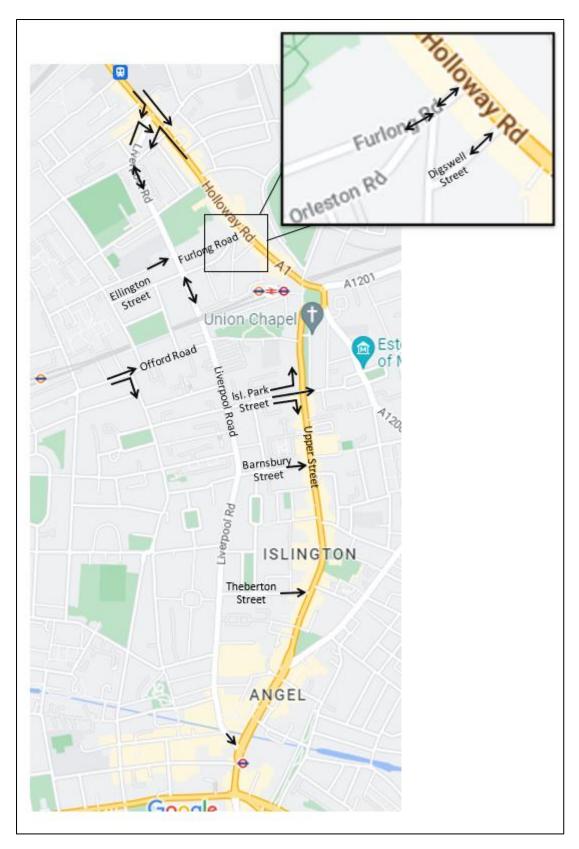
The data does not include pedal cycle volumes.

Normalisation of traffic data uses TfL's standardised normalisation methodology, which applies a multiplier to traffic data based on the comparison of the relevant month to the corresponding month in 2019 when traffic conditions can be considered 'normal' prior to Covid-19.

The "Furlong Road cluster" refers to the cluster of streets comprising: Furlong Road, Digswell Street, Crane Grove, Orleston Road and Orleston Mews.

The traffic count locations included in this monitoring data are shown on Map 1 below.

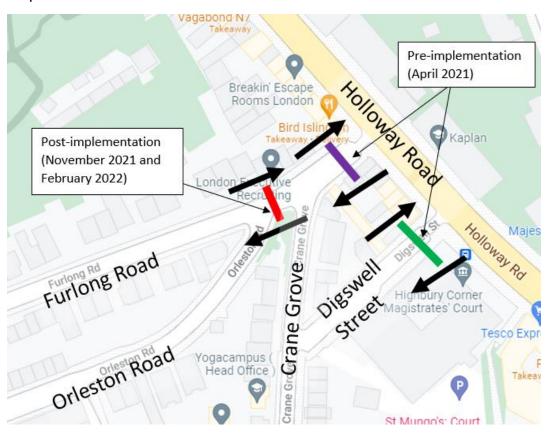
Traffic data is shown in Tables 1-3, with accompanying commentary.



Map 1: Traffic count monitoring locations

1. Furlong Road cluster streets – traffic data and commentary

Pre-implementation and post-implementation traffic counts on the Furlong Road cluster streets were taken at two different locations. These locations are shown on Map 2 below:



Map 2: Furlong Road cluster streets traffic count monitoring locations

Pre-implementation (April 2021): counts were taken at the junctions of Furlong Road/Holloway Road (site shown in purple) and Digswell Street/Holloway Road (site shown in green), as part of junction turning counts at these locations.

Post-implementation (November 2021 and February 2022): ATC counts were taken on Furlong Road between Orleston Road and Crane Grove.

In order to compare pre- and post-implementation traffic volumes on Furlong Road, it is necessary to make an inference by comparing the *sum total of the two pre-implementation site volumes* with the post-implementation site volume. Both sites capture all traffic traveling between Liverpool Road and Holloway Road along the Furlong Road cluster streets.

It is noted that total volumes passing through the two pre-implementation sites will not fully equate to the post-implementation site, as some vehicles will have parked on Crane Grove, for example, so may only have passed through one site. However, from the scale of the difference shown in the Table 1 below, it can be inferred that traffic volumes on Furlong Road significantly decreased from before to after the scheme as would be expected.

Table 1: Motorised traffic volumes (Wednesday/Thursday daily average, 7am-7pm) – Furlong Road sites – April 2021 and February 2022 difference

	April	2021*	November 2021**		February 2022**		Difference April 2021-February 2022				
Site	Observed	Normalised	Observed	Normalised	Observed	Normalised	Difference	Difference	Difference	Difference	
	April 2021	April 2021	November	November	February	February	Observed	Normalised	Observed	Normalised	
	-	-	2021	2021	2022	2022			%	%	
Furlong Road eastbound	2,645	3,414	495	526	435	445	-2,210	-2,969	-84%	-87%	
Furlong Road westbound	1,539	1,986	780	828	732	748	-807	-1,238	-52%	-62%	

^{*} April 2021 (pre-implementation) figures are the sum total of the two pre-implementation sites on Furlong Road and Digswell Street near the junction with Holloway Road.

Please see the explanation on Page 3 above, for the caveats that must be applied when comparing these sites to infer changes in traffic volume pre- and post-scheme.

^{**}November 2021 and February 2022 (post-implementation) figures are the total of the post-implementation site on Furlong Road between Orleston Road and Crane Grove.

2. Streets in the area nearby the Furlong Road cluster – traffic data and commentary

Traffic data for streets in the area nearby the Furlong Road cluster is shown in Table 2 below (except for Islington Park Street which is shown in Table 3).

Commentary on key findings from traffic data:

i. Liverpool Road junction with Holloway Road

It was expected that after implementing the banned turns scheme, more traffic may turn right from Liverpool Road to Holloway Road to reach Highbury Corner. Table 2 shows there was a significant increase (143% observed or 789 vehicles over 12 hours, two-day daily average and 92% normalised or 658 vehicles over 12 hours, two-day daily average) in this movement after the scheme was implemented. It is acknowledged that it is challenging for vehicles to turn right onto the busy Holloway Road with zebra crossings at the junction mouth. It is expected that TfL's Holloway Road Safer Junction scheme, expected to commence in 2023, will resolve this issue as the scheme is due to signalise this junction, ban the right turn and permit right turns from Palmer Place to Holloway Road.

The data shows a small increase numerically (significant increase in percentage terms) of vehicles turning left from Holloway Road to Liverpool Road. It is not expected that the Furlong Road banned turns scheme has impacted on this movement.

The data shows a decrease in vehicles turning right from Holloway Road to Liverpool Road. Volumes remaining on Holloway Road southbound show an observed difference of +25%(1,393 vehicles over 12 hours, two-day daily average) but normalised this is -1% (-65 vehicles over 12 hours, two-day daily average).

ii. Traffic volumes along Liverpool Road

Traffic volumes at various count locations along Liverpool Road in both directions show significant decreases in traffic volumes after the banned turns scheme was implemented, albeit that it is difficult to pinpoint the Furlong Road scheme's contribution to this. Traffic volumes on Liverpool Road have been an ongoing source of resident complaint since before the council's people-friendly streets programme began.

iii. Barnsbury Street

Table 2 shows an increase of 45% observed or 1170 vehicles over 12 hours, two-day daily average (15% normalised or492 vehicles over 12 hours, two-day daily average) in traffic volumes on Barnsbury Street on its eastbound approach to Upper Street six months after the banned turns scheme was implemented. Three months into the scheme, it is noted that there was a decrease in traffic volumes making this movement (-40% observed or 1,563 vehicles over 12 hours, two-day daily averages and, -51% normalised or 1,660 vehicles over 12 hours, two-day daily averages).

More recent traffic data (June 2022) suggests that traffic volumes on Barnsbury Street have since reduced significantly, following the introduction of the council's St Mary's Church people-friendly streets scheme in February 2022, subsequent to the February 2022 Furlong Road banned turns scheme traffic counts. The St Mary's Church scheme introduced traffic filters which removed east-west through-routes between Upper Street and Essex Road that previously connected to Barnsbury Street which provides a route between Liverpool Road and Upper Street.

The June 2022 data shows 1,348 vehicles in Barnsbury Street on its eastbound approach to Upper Street, a decrease of 49% from the April 2021 Furlong Road banned turns scheme pre-implementation figure.

iv. Other sites

On Theberton Street on its eastbound approach to Upper Street the data shows an increase (28% observed or 623 vehicles over 12 hours, two-day daily averages) in traffic volumes after the scheme was introduced. The normalised figure is 1% (or 30 vehicles over 12 hours, two- day daily averages), a negligible change.

On Offord Road at the junction with Thornhill Road the data shows a decrease in traffic volumes.

On Ellington Street eastbound the data shows a significant decrease in traffic volumes. This is likely to be the result of the Furlong Road banned turns scheme, as following the much earlier closure of Highbury Station Road as part of the Highbury Corner bridge reconstruction works and subsequent roundabout transformation and prior to implementation of the Furlong Road banned turns scheme, traffic travelled along Ellington Street to reach Orleston Road in the Furlong Road cluster. Increased traffic on Ellington Street as a result of Highbury Corner interventions has previously been a subject of resident complaint.

Table 2: Motorised traffic volumes (Wednesday/Thursday daily average, 7am-7pm) – All sites other than Furlong Road cluster streets – April 2021 and February 2022 difference

	Apri	l 2021	November 2021		Febru	ary 2022	Difference April 2021-February 2022				
Site	Observed	Normalised	Observed	Normalised	Observed	Normalised	Difference	Difference	Difference	Difference	
	April 2021	April 2021	November		February	February	Observed	Normalised			
			2021	2021	2022	2022			%	%	
Liverpool Road right turn to Holloway Road	553	714	1,085	1,152	1,342	1,372	789	658	143%	92%	
Holloway Road left turn to Liverpool Road	124	160	162	172	204	209	80	49	65%	30%	
Holloway Road right turn to Liverpool Road	3,584	4,626	3,554	3,775	3,084	3,153	-500	-1,473	-14%	-32%	
Holloway Road straight ahead past junction with Liverpool Road – southbound	5,548	7,161	6,869	7,296	6,941	7,096	1,393	-65	25%	-1%	
Liverpool Road south of Mackenzie Road – southbound	4,350	5,614	3,400	3,611	3,382	3,457	-968	-2,157	-22%	-38%	

	Apri	il 2021	November 2021		February 2022		Difference April 2021-February 2022				
Site	Observed April 2021	Normalised April 2021	Observed November 2021		Observed February 2022	Normalised February 2022	Difference Observed		Difference Observed %	Difference Normalised %	
Liverpool Road south of Mackenzie Road – northbound	3,708	4,786	3,326	3,533	3,439	3,516	-269	-1270	-7%	-27%	
Liverpool Road south of Ellington Street – southbound	4,797	6,191	3,515	3,733	3,850	3,936	-947	-2255	-20%	-36%	
Liverpool Road south of Ellington Street – northbound	4,634	5,981	3,177	3,374	3,698	3,780	-936	-2200	-20%	-37%	
Barnsbury Street between College Cross and Upper Street – eastbound	2,625	3,388	1,563	1,660	3,795	3,880	1170	492	45%	15%	
Theberton Street between Studd Street and Upper Street – eastbound	2,261	2,918	2,446	2,598	2,884	2,948	623	30	28%	1%	

	Apri	l 2021	November 2021		Febru	ary 2022	Difference April 2021-February 2022				
Site	Observed	Normalised	Observed	Normalised	Observed	Normalised	Difference	Difference	Difference	Difference	
	April 2021	April 2021	November	November	February	February	Observed	Normalised	Observed	Normalised	
			2021	2021	2022	2022			%	%	
Liverpool Road between Chapel Market and Upper Street – eastbound	1,909	2,464	1,911	2,030	1,918	1,961	9	-503	0%	-20%	
Offord Road straight ahead past junction with Thornhill Road – eastbound	1,810	2,336	1,350	1,434	1,402	1,433	-408	-903	-23%	-39%	
Offord Road right turn to Thornhill Road	1,701	2,195	1,845	1,960	1,481	1,514	-220	-681	-13%	-31%	
Ellington Street between Arundel Square and Liverpool Road – eastbound	1,346	1,737	457	485	425	434	-921	-1,303	-68%	-75%	

3. Traffic data for Islington Park Street

Traffic counts were taken on Islington Park Street at the junction with Upper Street at each of the three monitoring intervals shown in this report: April 2021, November 2021 and February 2022.

Data faults impacted some of the counts so that the data is unreliable when comparing April 2021 and February 2022. Roadworks were in place during some count periods causing significant disruption to traffic on Islington Park Street and Canonbury Lane.

For this reason, available traffic data for this location is shown separately Table 3.

For the movement 'Islington Park Street left turn to Upper Street', comparison is made between April 2021 and November 2021 rather than April 2021 and February 2022, due to the data constraints.

Monitoring this movement is useful in assessing whether vehicles travelling eastbound from Liverpool Road via Furlong Road and turning right onto to Holloway Road towards Highbury Corner/St Paul's Road, had re-routed to Islington Park Street to reach Highbury Corner.

As can be seen in Table 3, there was an observed (and normalised) fall in traffic volumes making this movement in November 2021 compared to April 2021, suggesting that this re-routing did not occur to any significant degree following the implementation of the scheme.

Comparisons for the two movements 'Islington Park Street eastbound to Canonbury Lane' and 'Islington Park Street right turn to Upper Street' could not be made due to data faults.

Table 3: Motorised traffic volumes (Wednesday/Thursday daily average, 7am-7pm) – Islington Park Street – April 2021 and November 2021 difference

	April	2021	November 2021		February 2022		Difference April 2021-November 2021			
Site	Observed	Normalised	Observed	Normalised	Observed	Normalised	Difference	Difference	Difference	Difference
	April 2021	April 2021	November	November	February	February	Observed	Normalised	Observed	Normalised
			2021	2021	2022	2022			%	%
Islington Park Street left turn to Upper Street	1,254	1,618	1,153	1,225	Data fault	Data fault	-101	-394	-8%	-24%
Islington Park Street eastbound to Canonbury Lane	Data fault	Data fault	1,936	2,056	Data fault	Data fault	n/a	n/a	n/a	n/a
Islington Park Street right turn to Upper Street	1,234	1,593	Data fault	Data fault	Data fault	Data fault	n/a	n/a	n/a	n/a