



People-Friendly Streets
Better places for everyone

Canonbury East people-friendly streets trial

Results from the twelve month
pre-consultation monitoring report



ISLINGTON



Summary of key findings

This pre-consultation monitoring report shows that at this point in the Canonbury East people-friendly streets (PFS) trial, the project is having the intended impacts in the area of reducing motorised traffic across internal roads, increasing levels of cycling on some internal roads, and reducing levels of speeding on internal roads. There has been a negligible change in anti-social behaviour and London Fire Brigade response times, while air quality reflects borough trends more widely.



Local streets within the neighbourhood are healthier, with traffic **falling overall by 80%**.



Traffic on Englefield Road has **decreased by 90%**, from 5,888 to 598 vehicles per day, the greatest decrease by volume of any street.



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



On local streets within the neighbourhood, the number of vehicle speeding **fell by 89%**.



No significant impact on London Fire Brigade response times.



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



The greatest **increase in cycling trips was at Northchurch Road, from 1,374 to 1,987 trips** a day.



Cycling has **increased by 48%** on the internal roads.



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 East by -11%, on Southgate Road North by -9%, Canonbury Road by -6%, Southgate Road South by +2%, Essex Road West by +5%, Baring Street by +8%, New North Road by +11% and Balls Pond Road by +15%**. The council will continue monitoring traffic and implement mitigating measures if required.

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



Why are we doing this?

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

Traffic in London is increasing at an alarming rate, making it increasingly difficult to walk, cycle and wheel around. 24.3 million more miles were driven through Islington in 2019 than 2013, an almost 10% increase, and traffic on London's local roads rose by 72% between 2009 and 2019. Without intervention this trend will create huge problems for our road network and our communities, and will further damage the environment, including higher levels of air pollution, which is already a serious issue for public health.

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

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

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

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

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





Objectives

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

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

Objective One: Healthy

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

Objective Two: Safe

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

Objective Three: Cleaner and greener

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

This pre-consultation 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 Canonbury East people-friendly streets trial are not dependent on any single metric, but with feedback from the online survey and upcoming consultations with residents and stakeholders.





Pre-consultation results



Motorised traffic on internal roads

- Motorised traffic has decreased on most internal roads in both observed and normalised results, which is a positive pre-consultation outcome in line with the objectives of the trial.
- Overall, motorised traffic volumes on internal roads have decreased by 80%. The greatest decrease by volume has been on Englefield Road, where there was a 90% decrease.
- Across internal roads, average speeds have decreased by 10% and the proportion of vehicles speeding has decreased by 7%.
- The above figures have been normalised to account for the impacts of COVID-19 on motorised traffic levels in July 2020 and in July 2021. More information on this process is available in the main report. Note, the normalisation dates will be the same dates that the main surveys were carried out



Motorised traffic on boundary roads

- Overall, there has been a negligible change (0%) in motorised traffic volumes on boundary roads. On average, motorised traffic volumes have changed on:
 - Essex Road East by -11%
 - Southgate Road North by -9%
 - Canonbury Road by -6%
 - Southgate Road South by +2%
 - Essex Road West by +5%
 - Baring Street by +8%
 - New North Road by +11%
 - Balls Pond Road by +15%
- Across boundary roads, average speeds have seen a negligible change (1%).



Cycling on internal roads

- Overall cycling has increased by 48% across the internal road locations.
- The greatest increase in cycling trips was at Northchurch Road, from 1,374 to 1,987 trips a day.



Air quality

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



London Fire Brigade response times

- Comparing the 2019 average response time and the post-implementation period average, the response times are within target times set out by the LFB and council for the Canonbury Ward area. 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 Canonbury East has not impacted on the 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 Canonbury East has not had an impact on anti-social behaviour and crime patterns.

The public consultation for the PFS LTN at Canonbury East is taking place between Tuesday 2 November and Tuesday 30 November 2021.

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

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Glossary

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

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

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

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

Boundary roads – For the purpose of this report, the “boundary roads” of the Canonbury East trial area are Southgate Road to the east (with data recorded at two locations, Southgate Road North and Southgate Road South), Balls Pond Road to the north, New North Road to the southwest, Canonbury Road to the southeast, Essex Road West and Baring Street to the southeast. These roads are the boundary roads of multiple LTN trial areas and may have been affected by the redevelopment projects at Highbury Corner and Old Street Roundabout, which may have impacted some of the results. These are explored in more detail in the results and insights sections throughout the report.

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

Internal roads – These are roads which fall in between two or more boundary roads in low traffic neighbourhoods. For the purpose of this report, “internal roads” are local roads in the Canonbury East 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 Canonbury East 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 Canonbury East people-friendly streets (PFS) trial refers to a low traffic neighbourhood implemented in Islington under an experimental traffic order. The position of the traffic filters means that drivers (including residents, deliveries and emergency services) are still able to reach any part of the neighbourhood.

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

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

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

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

Independent production of the report by Project Centre Ltd

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

The methodologies and analyses in this report are set out in greater detail in Appendix 6 and have been independently peer reviewed (more information on the peer review is available in the Canonbury East interim monitoring report). Drafting the baseline from Transport for London (TfL) count locations outside of Islington and from additional years was considered and tested in the peer review but resulted in only small differences and therefore was not taken forward as the chosen methodology.

Canonbury East PFS area in context

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

Traffic Filter Locations – Traffic filters were installed at ten key locations in the Canonbury East PFS area. The filter locations are: Henshall Street, Dove Road, Ockendon Road, Englefield Road, Northchurch Road, Elmore Street, Cleveland Road, Halliford Street, Downham Road and Shepperton Road. At Downham Road there is a bus gate to allow access for the 812 bus service. Dove Road also operates as a bus gate. Henshall Street, Cleveland Road and Shepperton Road traffic filters use bollards, operating without camera enforcement.

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

Generally, the baseline data was collected in July 2020, however different baselines were used for some of the internal roads. A February

2020 baseline was used for Shepperton Road and Elizabeth Avenue, while an April 2019 baseline was used for Rotherfield Street. Rotherfield Street was added to the data collection to engage with Rotherfield School and to show that traffic redistribution from the PFS was not causing an increase in traffic volumes outside the school.

External Factors

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

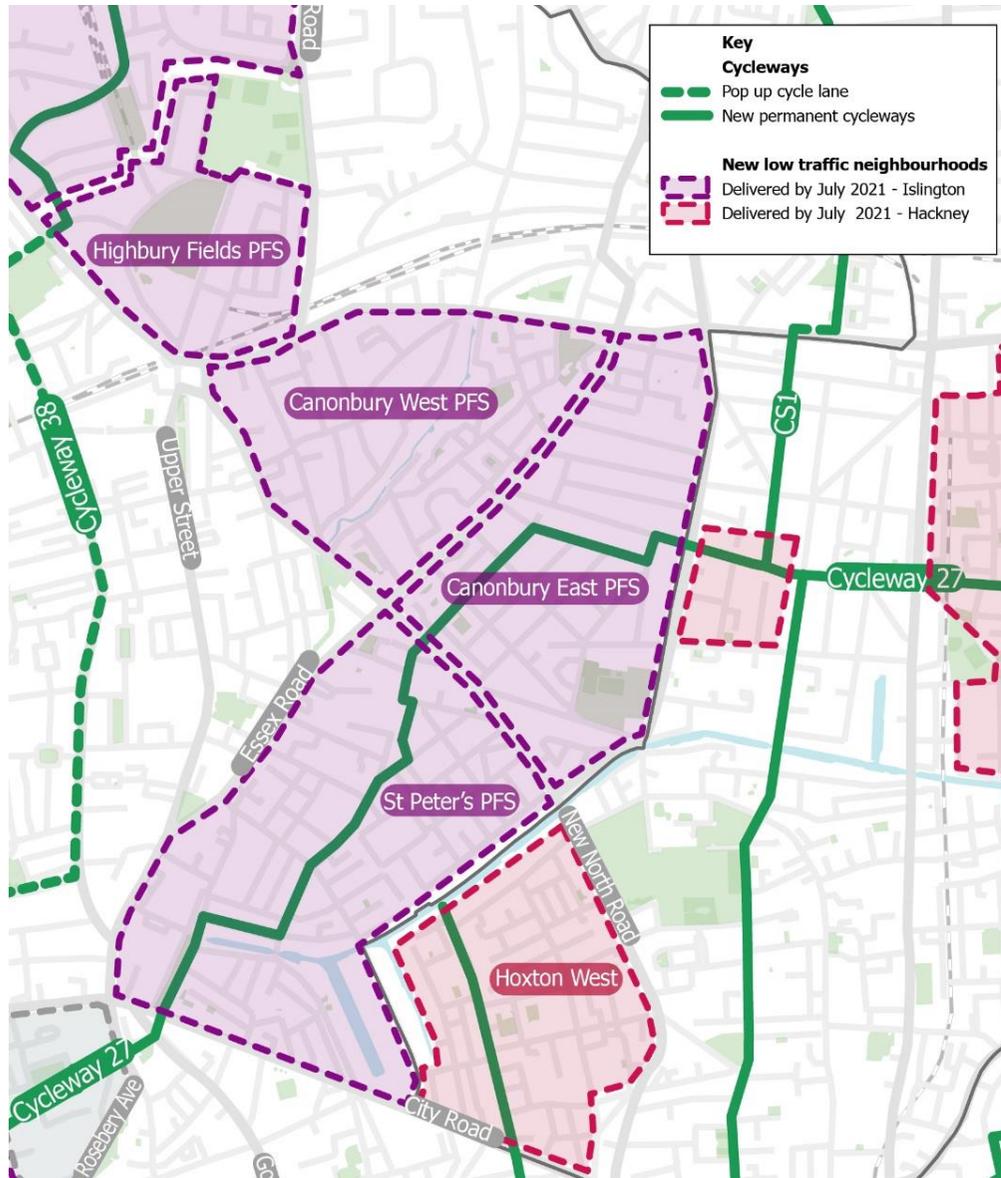
Nearby Low Traffic Neighbourhoods – As can be seen in Map 1, the Canonbury East area is in close proximity to four other low traffic neighbourhoods. These schemes were delivered shortly before (St Peter's, July 2020) and after (Canonbury West, October 2020) the Canonbury East area. To the south of Canonbury East, Hackney has also implemented the Hoxton West low traffic neighbourhood, and the historic low traffic neighbourhood of De Beauvoir is located to the east of the Canonbury East area. It is therefore not possible to separate out the impacts these may be having on traffic on the boundary roads.

Weather – Weather can have a significant impact on travel choices, especially cycling, and air pollution. During the week the baseline traffic counts were taken in July 2020 the mean temperature was 14°C. Rainfall across the UK was 122% of average (44.54mm in London for July; based on data from Heathrow weather station). During the week the pre-consultation traffic counts were taken in July 2021, the mean temperature was 17°C and rainfall was 93% of average. (Note - Data was not available on a regional or sub-regional level.)

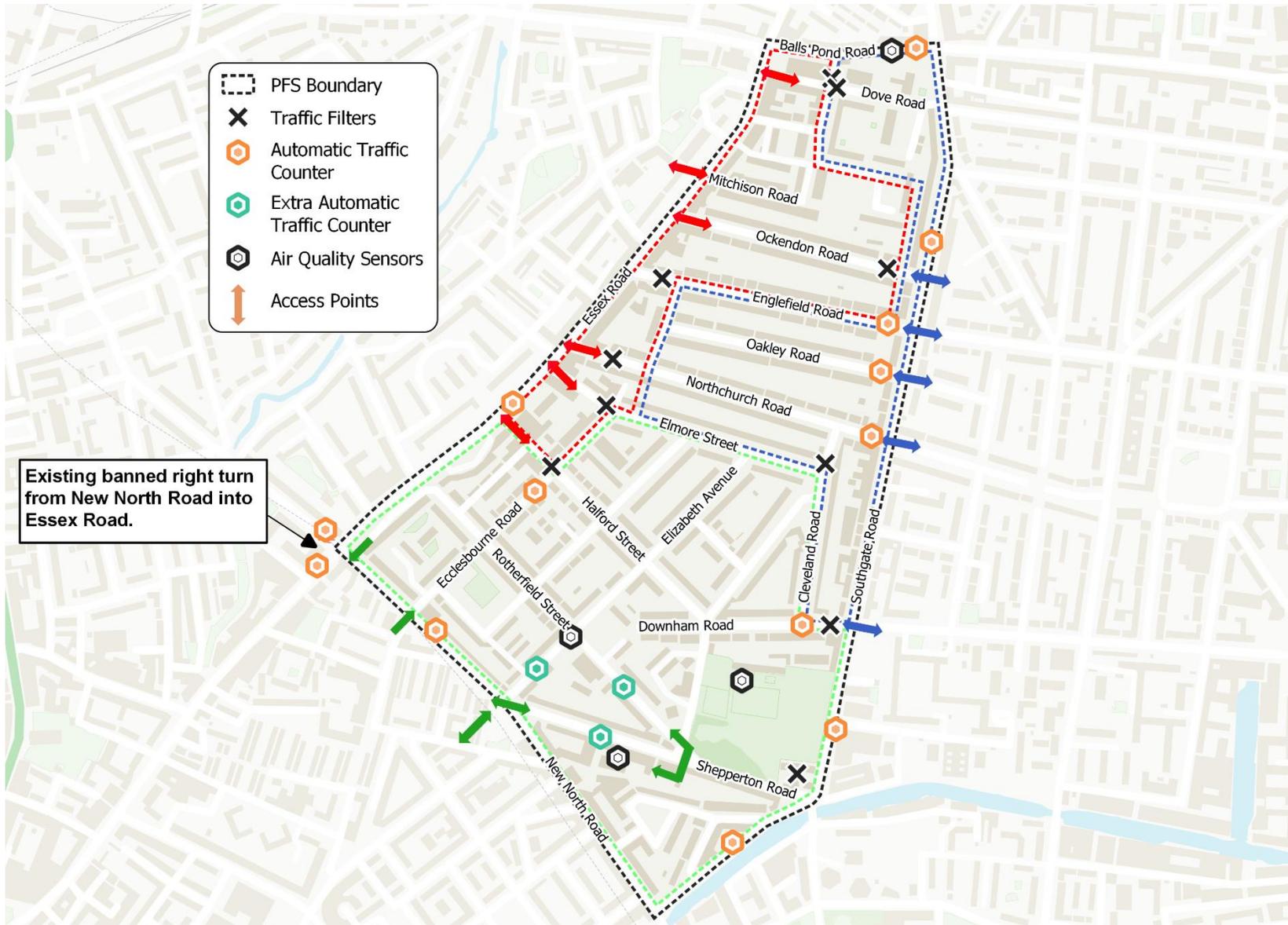
Nearby major traffic projects – In close proximity to the Canonbury East PFS trial area, Transport for London (TfL) has implemented a major project at Old Street roundabout which took place during the trial period. It is not possible to separate out or control for the impact of the Old Street roundabout works on the boundary roads from the impact of the low traffic neighbourhood. Highbury Corner is another strategic traffic project which occurred in the vicinity of Canonbury East – it directly impacts St Paul's Road which is a western continuation of Balls Pond Road.

National lockdowns - As England has been going in and out of national lockdowns as a result of Covid-19, it is worth noting that the baseline counts in July 2020 took place after the first national lockdown was lifted. When the pre-consultation counts were taken in July 2021, Covid-19 related restrictions had been lifted across the country.

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



Map 2: Canonbury East PFS measures and monitoring sites



Traffic counts approach

Traffic counts in the Canonbury East PFS area

The count data presented in this report is not traffic modelling, but actual observed traffic, comparing traffic flow in July 2020 with July 2021, before the implementation of the Canonbury East PFS area and twelve months after the Experimental Traffic Order (ETO) went live. The exceptions to this are noted in the list "Completed dates of traffic counts"

Interim counts were carried out five months after implementation in February 2021. These can be found in the LB Islington report [*Canonbury East People-Friendly Streets Trial – Results from the six-month monitoring report.*](#)

Completed dates of traffic counts

Baseline ("before") counts: 29 June – 6 July 2020

Baseline ("before") counts for specific locations: Rotherfield Street: 23 – 30 April 2019. Shepperton Road and Elizabeth Avenue: 5 – 11 February 2020. New North Road: 8 – 14 June 2020.

Canonbury East trial begins: 3 August 2020.

Short-term interim counts: 1 - 7 February 2021.

Pre-consultation ("after") counts: 12 - 18 July 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 to respond with mitigating actions, if required.

Automatic Traffic Counts (ATCs) are used at all of sites in the Canonbury East PFS area. ATCs measure motorised and cycle traffic volumes and motorised traffic speeds and classify the traffic by type. Transport for London (TfL) use radar counts on the Transport for London Road Network (TLRN), which measure motorised traffic volumes and speeds. More information about the different types of

counts and which type was used at each site is detailed in Appendix 6.

Analysis and normalisation methodology overview

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

Daily volumes of motorised traffic have been drawn from a range of 12 permanent traffic counters managed by Transport for London across Islington and used to establish monthly averages in 2019 and 2020. The locations of these counters are detailed in Appendix 5. 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 6. Drafting the baseline from TfL count locations outside of Islington and from additional years was considered and tested but resulted in small differences and was therefore not taken forward as the chosen methodology.

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

Using the months of the Canonbury East counts, in July 2020, motorised traffic across the permanent counters in Islington was approximately 13.5% lower than in July 2019; in July 2021 motorised traffic was approximately 6.2% lower than in July 2019. Traffic volume data collected in different months has been normalised against the appropriate figure (for example, the Elizabeth Avenue and Shepperton Road baselines have used the February 2020 adjustment figure).

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

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

Interpreting count results

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

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

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

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

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.

Additional Baseline Counts

Shepperton Road has a different baseline in February 2020. There was some data loss at Shepperton Road on Friday and Saturday. To give the most appropriate comparison, the missing data from Friday was patched with weekday average values; and the missing data on Saturday was patched with data from Sunday.

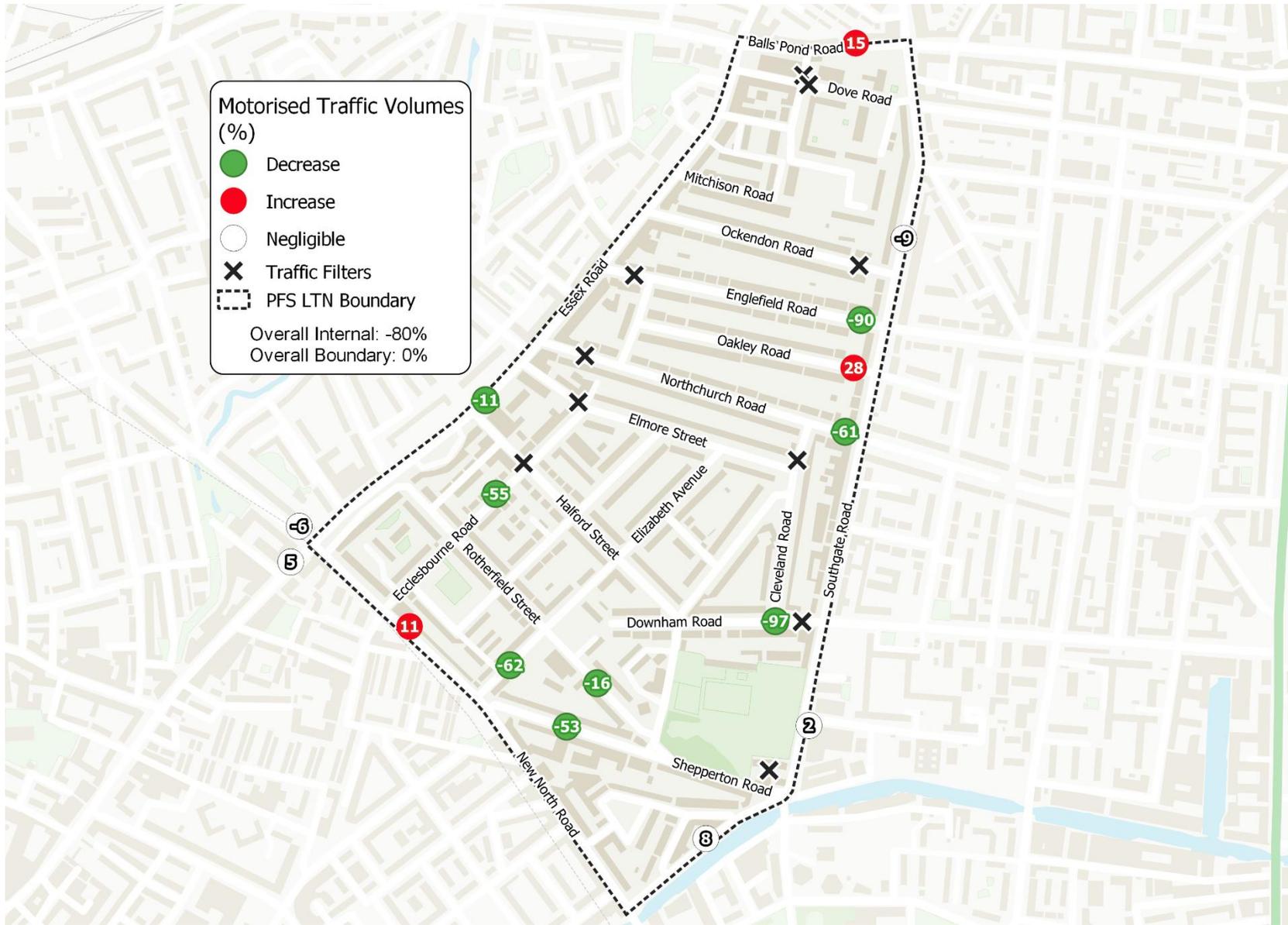
Rotherfield Primary School in the PFS is located at the junction of Elizabeth Avenue and Rotherfield Street. It has a School Street at Elizabeth Avenue between New North Road and Rotherfield Street. There were concerns that once the PFS was introduced, traffic from the southern sub area of the PFS would re-route past the school. Extra counts at Rotherfield Street and Elizabeth Avenue were therefore conducted, but with different baselines: February 2020 for Elizabeth Avenue and April 2019 for Rotherfield Street. Interim and pre consultation counts took place in November 2020 for both Elizabeth Avenue and Rotherfield Street - and in July 2021. These extra locations do not form part of the overall internal roads but rather form part of the insights section which is specific to Elizabeth Avenue

and Rotherfield Street.

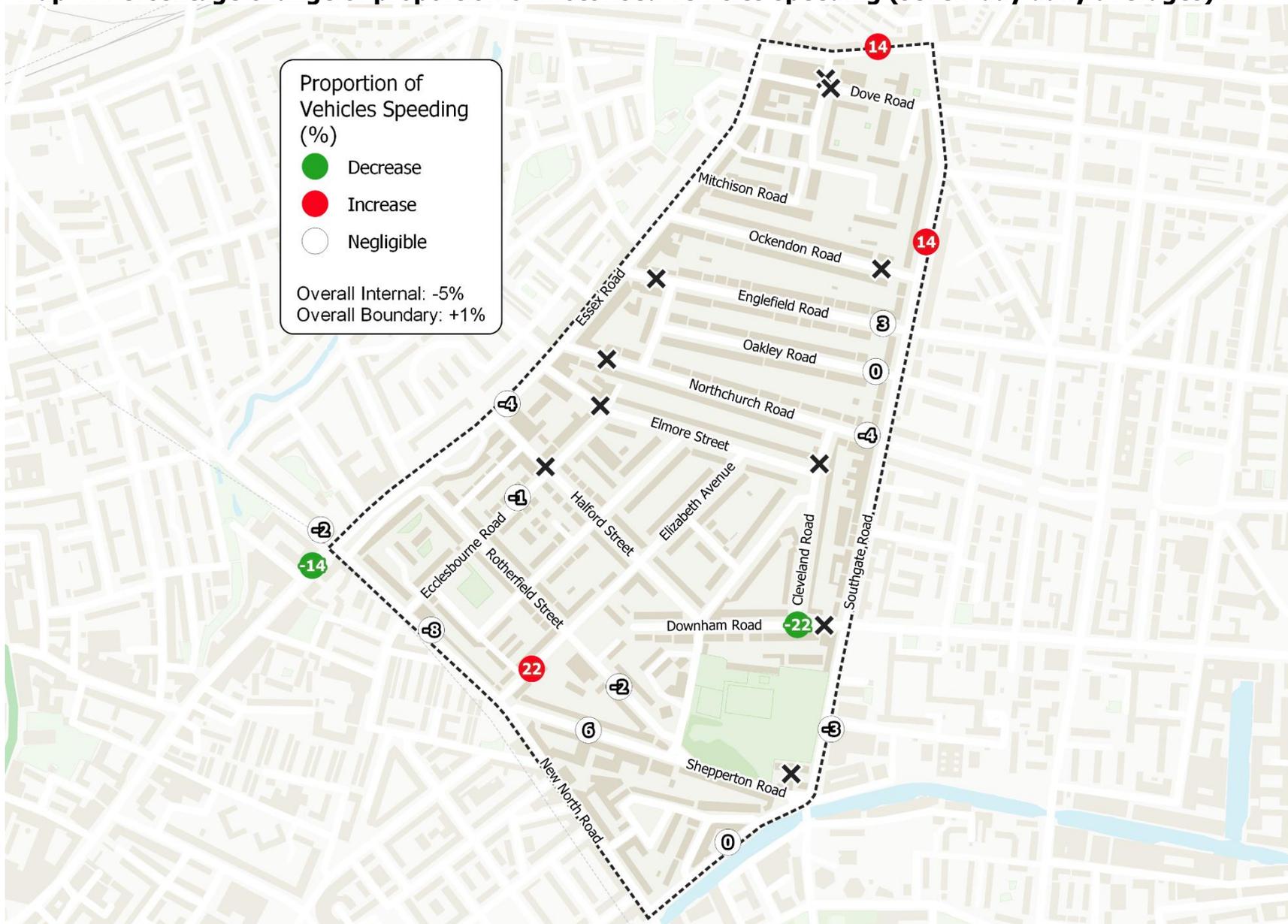
For New North Road, the baseline was June 2020 for which traffic was -22.10% lower than in June 2019.

Where baseline counts have been collected on different dates, these have not been included in the overall totals for the area. This is because there may have been other factors affecting traffic on the different baseline dates, so it may lead to discrepancies if included with the overall values for the other streets.

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



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



Motorised traffic on internal roads

Motorised traffic volumes on internal roads

Results (seven-day daily averages)

Table 2: Motorised traffic volumes on internal roads – July 2020 baseline

	Observed- July 2020	Normalised- July 2020	Observed - July 2021	Normalised - July 2021	Difference	Difference Normalised	Difference Normalised %
Ecclesbourne Road	1,296	1,497	628	669	-668	-828	-55%
Northchurch Road	2,017	2,331	844	900	-1,173	-1,431	-61%
Englefield Road	5,095	5,888	561	598	-4,534	-5,290	-90%
Oakley Road	248	286	344	366	96	80	28%
Downham Road	3,019	3,489	92	98	-2,927	-3,391	-97%
Overall	11,675	13,491	2,469	2,631	-9,206	-10,860	-80%

Table 3: Motorised traffic volumes on internal roads – various baseline dates

	Baseline - Observed	Baseline - Normalised	Observed - July 2021	Normalised - July 2021	Difference	Difference Normalised	Difference Normalised %
Shepperton Road*	1,664	1,882	833	888	-831	-994	-53%
Elizabeth Avenue*	4,210	4,761	1,684	1,794	-2,526	-2,967	-62%
Rotherfield Street**	409	409	322	343	-88	-67	-16%

* - Baseline February 2020 ** - Baseline April 2019

Goods Vehicle and Motorcycle volumes on internal roads

Results (5-day total volumes)

LGV stands for Light Goods Vehicle. This is defined as a goods vehicle or bus with two, three or four axles. HGV stands for Heavy Goods Vehicle. This is defined as any articulated vehicle with three or more axles. M/C refers to a motorcycle, or any kind of powered two-wheel vehicle such as a motor scooter.

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

The percentages shown for each vehicle class (LGV, HGV etc.) show the proportion against overall traffic volumes (including cyclists). For example, in July 2020, LGVs made up 8.21% of the average weekday traffic.

Table 4: Goods vehicle volumes on Internal roads – July 2020 baseline

Weekly (5-day total) Volumes	LGV No. July 2020	LGV % July 2020	LGV No. July 2021	LGV % July 2021	LGV Change in Proportion	HGV No. July 2020	HGV % July 2020	HGV No. July 2021	HGV % July 2021	HGV Change in Proportion
Ecclesbourne Road	839	7.95%	550	6.24%	-1.71%	26	0.25%	31	0.35%	0.11%
Northchurch Road	1,357	7.72%	923	6.18%	-1.54%	78	0.44%	74	0.50%	0.05%
Englefield Road	2,335	8.63%	450	8.96%	0.33%	62	0.23%	3	0.06%	-0.17%
Oakley Road	69	4.68%	121	6.13%	1.45%	0	0.00%	0	0.00%	0.00%
Downham Road	1,387	8.54%	57	3.10%	-5.44%	27	0.17%	0	0.00%	-0.17%
Overall	5,987	8.21%	2,101	6.45%	-1.76%	193	0.26%	108	0.15%	-0.12%

Table 5: Goods vehicle volumes for various baselines

Weekly (5 day) Volumes	Baseline LGV No.	Baseline LGV %	LGV No. July 2021	LGV % July 2021	LGV Change in Proportion	Baseline HGV No.	Baseline HGV %	HGV No. July 2021	HGV % July 2021	HGV Change in Proportion
Shepperton Road *	1,003	10.22%	580	8.65%	-1.57%	12	0.12%	7	0.10%	-0.02%
Elizabeth Avenue*	1,381	5.52%	1,089	9.76%	4.24%	86	0.34%	9	0.08%	-0.26%
Rotherfield Street**	97	2.81%	276	8.02%	5.21%	3	0.09%	7	0.20%	0.12%

*July 2020 Baseline ** April 2019 Baseline

Table 6: Motorcycle (M/C) volumes on Internal Roads – July 2020 baseline

Weekly (5 day) Volumes	M/C No. July 2020	M/C % July 2020	M/C No. July 2021	M/C % July 2021	M/C Change in Proportion
Ecclesbourne Road	509	4.82%	395	4.48%	-0.34%
Northchurch Road	824	4.69%	416	2.79%	-1.90%
Englefield Road	1,491	5.51%	348	6.93%	1.42%
Oakley Road	116	7.88%	205	10.39%	2.52%
Downham Road	1,175	7.23%	67	3.64%	-3.59%
Overall	4,115	5.64%	1,431	4.39%	-1.25%

Table 7: Motorcycle (M/C) volumes on Internal roads for various baselines

Weekly (5 day) Volumes	Baseline M/C No.	Baseline M/C %	M/C No. July 2021	M/C % July 2021	M/C Change in Proportion
Shepperton Road*	359	3.66%	346	5.16%	1.50%
Elizabeth Avenue*	625	2.50%	754	6.76%	4.26%
Rotherfield Street**	167	4.83%	103	2.99%	-1.84%

*July 2020 Baseline ** April 2019 Baseline

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 outcome in line with the objectives of the scheme. Overall motorised traffic on internal roads has decreased by 80%.

The greatest decrease by volume has been on Englefield Road (a drop of 5,289 in the daily normalised average from 5,888 to 598). Motorised traffic has increased on Oakley Road by 28%. This is likely to be due to the existing banned right turn from Englefield Road (east of the Southgate Road junction), which means drivers wanting to travel north could turn left onto Southgate Road, then right onto Oakley Road, loop around and turn left to travel north on Southgate Road. However, the actual volume of traffic is relatively small, with less than 350 vehicles using Oakley Road per day (observed data).

Shepperton Road, Elizabeth Avenue and Rotherfield Street

Shepperton Road and Elizabeth Avenue have a baseline of February 2020. There was some data loss at Shepperton Road for Friday and Saturday. The missing data was patched with weekday average values for Friday and Sunday values for Saturday, to give the most appropriate comparison. Extra counts at Rotherfield Street were conducted using an April 2019 baseline. The pre-consultation counts took place in July 2021, at the same time as the counts for all the other sites.

All three sites showed a fall in traffic volumes, with the most substantial decrease occurring on Elizabeth Avenue (-62%). However, the baseline ATC (Automated Traffic Counter) was installed at a slightly different location on Elizabeth Avenue to the ATC for the pre-consultation. The baseline ATC was installed between the junctions of Halliford Street and Rotherfield Street; the pre-consultation ATC was installed between the junctions of Rotherfield Street and New North Road. This may have had some effect on the volumes recorded, though as the vehicle counts were near to each other on the same road it is likely that the difference would be minimal.

Goods Vehicles and Motorcycle volumes

Generally, there was little change in the proportion of LGVs, HGVs and motorcycles on the internal roads. For internal roads with a July 2020 baseline, LGV volumes fell by -1.76% as a proportion of overall traffic, while there was a negligible change in the proportion of HGVs (a 0.12% fall). The proportion of LGVs on Downham Road fell by -5.44% and HGVs by -0.17%, the highest fall by proportion of both vehicle types.

There was an increase in the proportions of LGVs on Elizabeth Avenue and Rotherfield Street, which recorded rises in the proportional

difference of 4.24% and 5.21% respectively. These were the highest figures out of all internal roads. The actual volume of LGVs on Elizabeth Avenue fell from 1,381 to 1,089, but the overall fall in traffic resulted in a higher proportion of LGVs. On Rotherfield Street, the LGV volumes increased from 97 to 276. However, these are still relatively low numbers of LGVs compared with other roads in the area.

Motorcycle volumes fell at all sites except for Elizabeth Avenue and Oakley Road. The M/C five-day weekly total counts across internal roads with a July 2020 baseline recorded a proportional change of -1.25% and numbers of motorcyclists fell slightly ahead of the overall fall in traffic numbers. All other roads with different baselines recorded small changes in proportion, however Elizabeth Avenue recorded the highest change in proportion of 4.26%; although the overall volume of traffic fell, the numbers of motorcyclists increased.

This indicates that there may have been some redistribution of goods vehicles and motorcycles on the internal roads, but overall numbers have fallen considerably.

Motorised traffic speeds and speeding on internal roads

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

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

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 8: Changes in speeds on internal roads

Location	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 vehicle speeding (%)
Ecclesbourne Road	-0.58	-4%	-0.5	-3%	-54	-57%	-1%
Northchurch Road	-1.52	-10%	-1.5	-8%	-151	-75%	-4%
Englefield Road	0.16	1%	0.6	3%	-251	-83%	3%
Oakley Road	0.08	1%	0.1	1%	0	0%	0%
Downham Road	-5.10	-30%	-7.29	-34%	-774	-100%	-22%
Overall	-1.61	-10%	-1.72	-10%	-5,419	-89%	-5%

Table 9: Changes in speeds on internal roads – various baseline dates

Location	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 vehicle speeding (%)
Shepperton Road*	0.20	1%	1.2	6%	-120	-46%	6%
Elizabeth Avenue*	2.98	20%	4.3	24%	239	113%	22%
Rotherfield Street**	-0.03	0%	-0.1	-1%	18	223%	-2%

*July 2020 Baseline ** April 2019 Baseline

Insights: motorised traffic speeds and speeding on internal roads

General insights

On average across the internal road sites, average speeds have decreased overall by a negligible amount, as has the proportion of vehicles speeding. The 85th percentile speed has decreased by 10%. The number of vehicles speeding has decreased on average across internal roads by 89%, which is likely related to the overall decrease in the volume of motorised traffic. The volume of vehicles speeding decreased by more than 70% at over half of the sites, which is a positive outcome in line with the objectives of the scheme at this stage.

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

Elizabeth Avenue

The proportion of vehicles speeding increased by 22% on Elizabeth Avenue and the average speed increased by 2.98mph, from 15mph to 17.9mph - this is still below the posted speed limit of 20mph. Introducing the PFS has reduced motorized vehicle volumes on Elizabeth Avenue by 62% (average daily traffic). The higher volumes in the baseline counts may have had a slight suppressing effect on speeds.

The Elizabeth Avenue baseline ATC (Automated Traffic Counter) was installed at a slightly different location to the pre-consultation ATC. The baseline ATC was installed between the junctions of Halliford Street and Rotherfield Street; the pre-consultation ATC was installed between the junctions of Rotherfield Street and New North Road. This may also account for the variation in speed readings, as vehicle speeds may be higher on one section than another.

The council can continue to monitor vehicle speeds on Elizabeth Avenue and provide mitigating measures if necessary.

Motorised traffic on boundary roads

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

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

For example, there are other low traffic neighbourhoods which share boundary roads with Canonbury East and were delivered in 2020. It is therefore not possible to separate out the impacts these may be having on traffic on the boundary roads. In addition to this, during the baseline data collection period the works at nearby Old Street roundabout were having a significant impact on traffic flows on New North Road, which leads 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 the Canonbury East trial. A more detailed analysis is in the Insights section on motorised traffic on boundary roads.

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

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

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

Motorised traffic volumes on boundary roads

Results (seven-day daily averages)

Table 10: Motorised traffic volumes on boundary roads (7-Day Daily Averages)

	Baseline Observed- July 2020	Baseline Normalised- July 2020	After Observed- July 2021	After Normalised- July 2021	Difference Observed	Difference Normalised	Difference Normalised %
Southgate Road North	11,896	13,747	11,726	12,495	-170	-1,251	-9%
Southgate Road South	11,190	12,931	12,376	13,189	1,186	257	2%
Balls Pond Road	15,082	17,428	18,813	20,047	3,731	2,619	15%
Canonbury Road	11,298	13,055	11,472	12,225	174	-831	-6%
Essex Road East	16,488	19,053	15,896	16,939	-592	-2,114	-11%
Essex Road West	13,706	15,839	15,569	16,591	1,863	752	5%
Baring Street	9,733	11,247	11,379	12,125	1,646	879	8%
Overall	89,393	103,301	97,231	103,611	7,838	310	0%

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

	Baseline Observed- June 2020	Baseline Normalised- June 2020	After Observed- July 2021	After Normalised- July 2021	Difference Observed	Difference Normalised	Difference Normalised %
New North Road	11,369	14,594	15,157	16,152	3,788	1,558	11%

Goods Vehicle and Motorcycle volumes on Boundary Roads

Results (5- day total weekday volumes)

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

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

The percentages shown for each vehicle class (LGV, HGV etc.) show the proportion against overall traffic volumes (including cyclists). For example, in July 2020, LGVs made up 11.87% of the average weekday traffic.

Table 12: Goods vehicle volumes on boundary roads

Weekly (5-day total) Volumes	LGV No. July 2020	LGV % July 2020	LGV No. July 2021	LGV % July 2021	LGV Change in Proportion	HGV No. July 2020	HGV % July 2020	HGV No. July 2021	HGV % July 2021	HGV Change in Proportion
Southgate Road North	7,581	11.83%	10,217	16.41%	4.58%	253	0.39%	249	0.40%	0.01%
Southgate Road South	7,692	12.59%	7,666	11.35%	-1.24%	247	0.40%	313	0.46%	0.06%
Balls Pond Road	10,187	13.25%	10,718	11.18%	-2.07%	564	0.73%	653	0.68%	-0.05%
Canonbury Road	3,901	6.52%	4,019	6.40%	-0.13%	475	0.79%	588	0.94%	0.14%
Essex Road West	9,693	13.98%	10,462	13.05%	-0.93%	1,328	1.92%	1,505	1.88%	-0.04%
Essex Road East	9,550	10.66%	11,201	12.77%	2.11%	853	0.95%	908	1.04%	0.08%
Baring Street	7,725	15.27%	8,154	13.84%	-1.44%	164	0.32%	208	0.35%	0.03%
Overall	56,329	11.95%	62,473	12.12%	0.17%	3,884	0.82%	4,424	0.94%	0.11%

Table 13: Goods vehicle volumes on boundary roads June Baseline

Weekly (5-day total) Volumes	LGV No. June 2020	LGV % June 2020	LGV No. July 2021	LGV % July 2021	LGV Change in Proportion	HGV No. July 2020	HGV % July 2020	HGV No. July 2021	HGV % July 2021	HGV Change in Proportion
New North Road	7,157	11.28%	8,198	9.39%	-1.89%	327	0.52%	415	0.48%	-0.04%

The changes in proportions of goods vehicles were minimal, between 0.17% for LGVs and 0.11% for HGVs. The volumes of goods vehicles rose or fell broadly in line with the rise or fall of general traffic.

Table 14: Motorcycle volumes on boundary roads

Weekly (5 day) Volumes	M/C No. July 2020	M/C % July 2020	M/C No. July 2021	M/C % July 2021	M/C Change in Proportion
Southgate Road North	2,486	3.88%	2,738	4.40%	0.52%
Southgate Road South	2,659	4.35%	2,933	4.34%	-0.01%
Balls Pond Road	3,385	4.40%	4,507	4.70%	0.30%
Canonbury Road	1,954	3.27%	2,083	3.31%	0.05%
Essex Road West	3,349	4.83%	3,377	4.21%	-0.62%
Essex Road East	4,195	4.68%	4,296	4.90%	0.22%
Baring Street	2,789	5.51%	3,001	5.09%	-0.42%
Overall	20,817	4.42%	22,935	4.45%	0.03%

Table 15: Motorcycle volumes on boundary roads June Baseline

Weekly (5 day) Volumes	M/C No. June 2020	M/C % June 2020	M/C No. July 2021	M/C % July 2021	M/C Change in Proportion
New North Road	3,851	6.07%	3,681	4.21%	-1.85%

The changes in proportions of motorcycle vehicles were minimal at -0.04%. This indicates that there was very little change to the proportion of motorcycles in relation to general traffic.

Bus journey times on boundary roads

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

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

- Balls Pond Road (30, 38, 56)
- Essex Road (19, 38, 56, 73, 341, 476)
- New North Road (271)
- Southgate Road and Baring Street (21, 141)

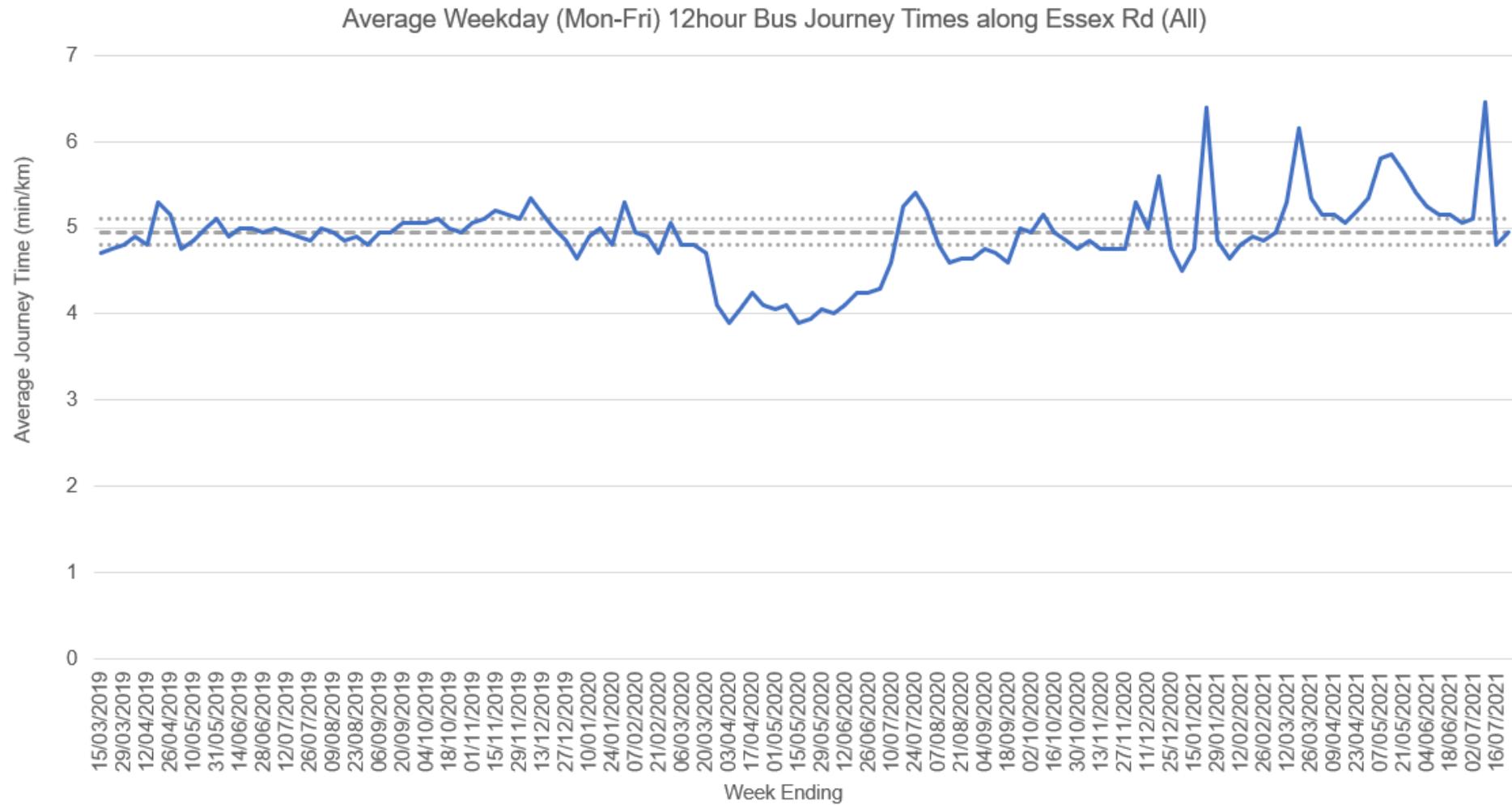
The main bus routes in the vicinity of the Canonbury East PFS use the boundary roads: Balls Pond Road; Essex Road; New North Road; Southgate Road and Baring Street.

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

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

The results are shown in Graph 1 to 4 below. The dashed grey lines indicate the baseline threshold, and the blue line indicates the average journey times, recorded on a weekly basis.

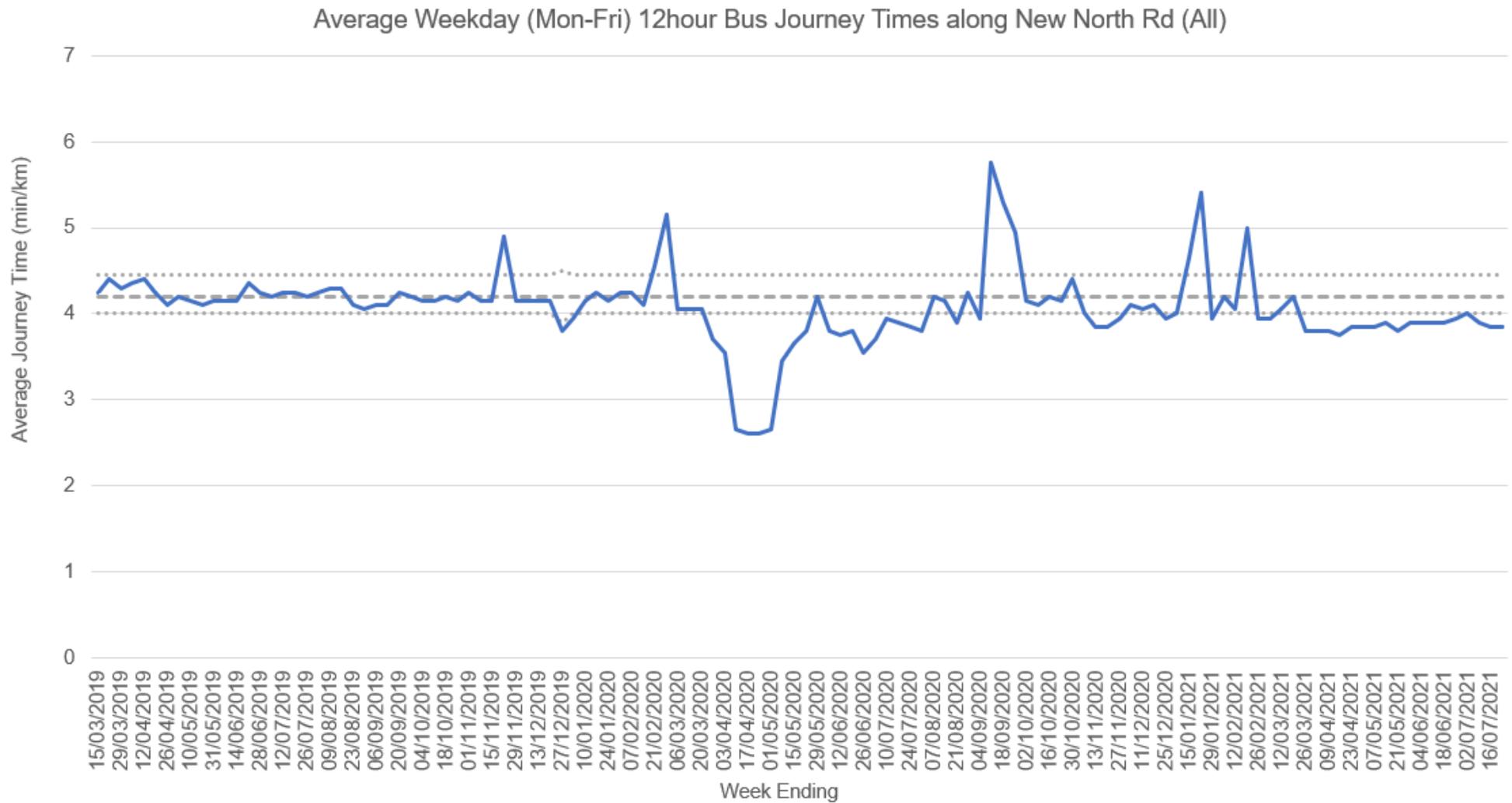
Graph 1: Essex Road



Blue line – average bus journey time.

Dashed lines – baseline upper and lower thresholds.

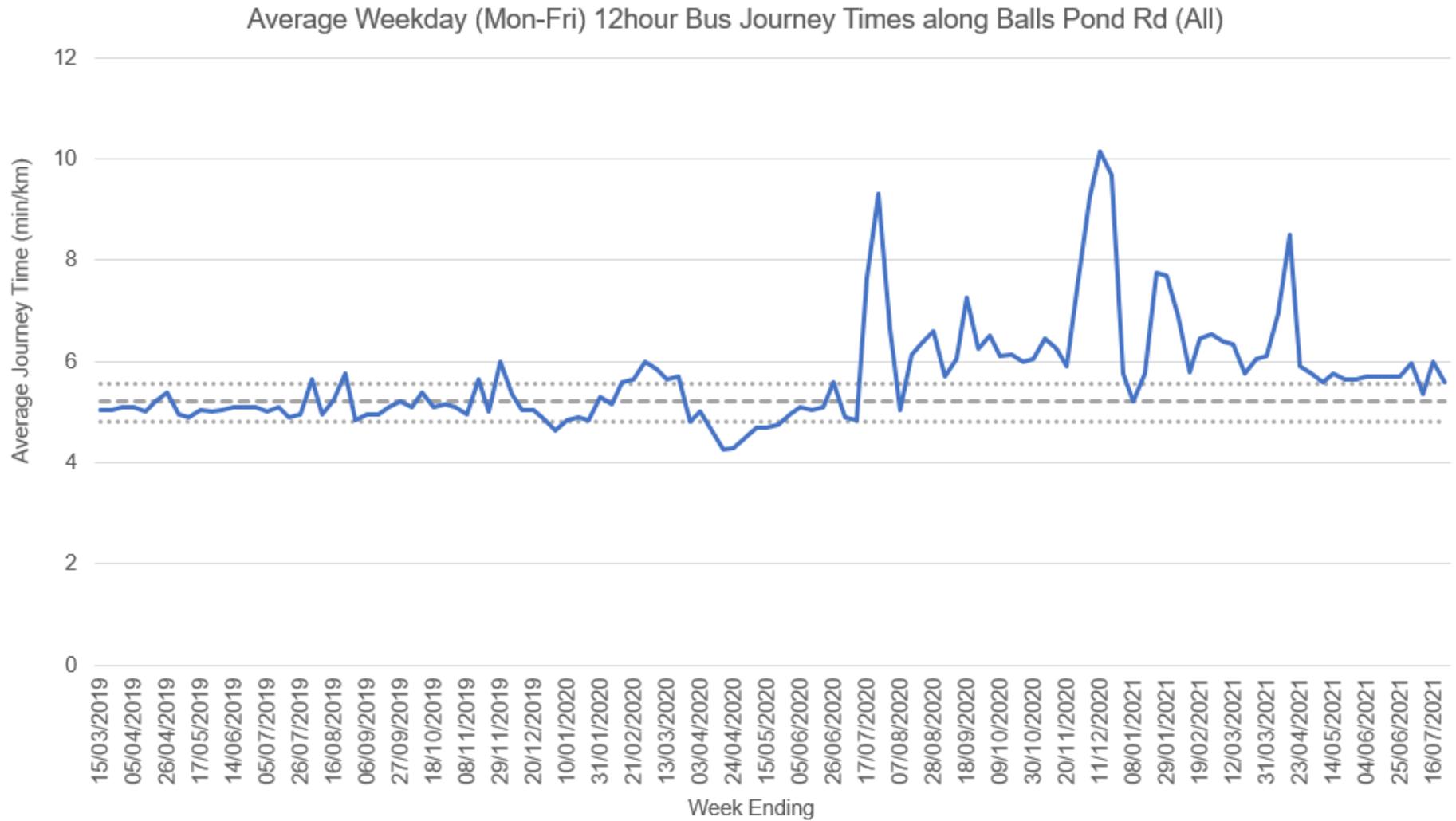
Graph 2: New North Road



Blue line – average bus journey time.

Dashed lines – baseline upper and lower thresholds.

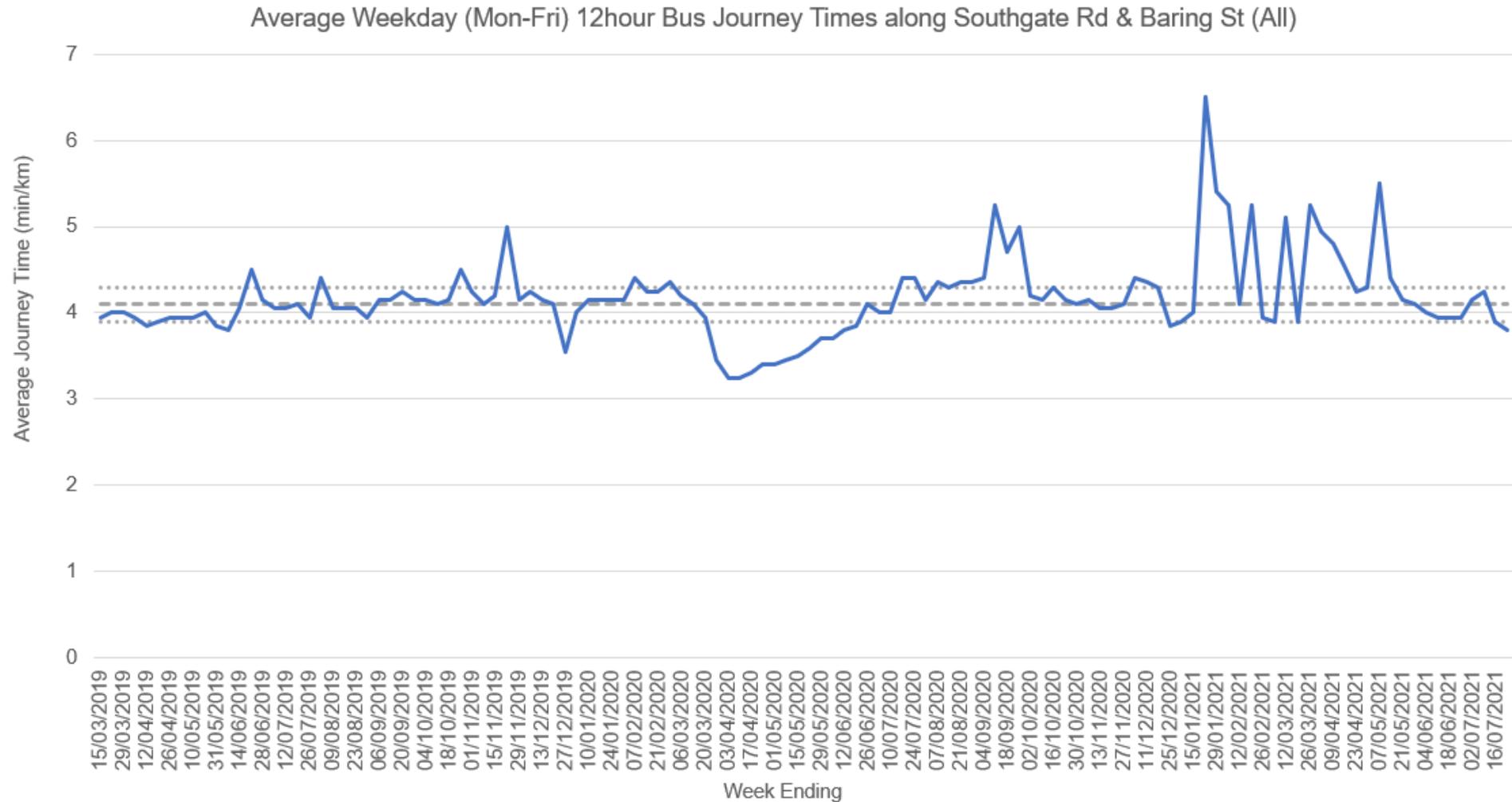
Graph 3: Balls Pond Road



Blue line – average bus journey time.

Dashed lines – baseline upper and lower thresholds.

Graph 4: Southgate Road and Baring Street



Blue line – average bus journey time.

Dashed lines – baseline upper and lower thresholds.

Essex Road – Bus Journey Times

Between March and June 2020, bus times fell to around an average of almost 4 minutes. This increased at the start of July showing an increase to higher than before installation. There were numerous spikes following implementation, with journey times being recorded rising as high as 6 minutes 30 seconds compared with the average of 5 minutes.

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

New North Road – Bus Journey Times

Journey times were the most stable of the four roads during 2019 at just over 4 minutes, with a significant decrease in average times recorded during the March to mid-May point of lockdown, and in December 2020. The journey times in 2020 peaked almost as high as 6 minutes in September 2020 and around 5 minutes 30 seconds between January to March 2020.

Balls Pond Road – Bus Journey Times

Journey times remained relatively stable at around 5 minutes throughout 2019 before dipping around March and April 2020, coinciding with the lockdown during March to mid-May. Journey times then increased to around average, but there were significant spikes and delays compared with pre-implementation. Between November 2020 and July 2021 there have been a series of peaks in delay. This is likely to be associated with the roadworks that have been in place on Essex Road over this period. From July 2021, journey times have generally remained far above average, with journey times in August 2020 and December 2020 of up to 10 minutes. Delays appeared to be spread evenly in both directions and throughout the day; the profiles for the AM, Inter and PM peaks were like the 12-hour graph.

Southgate Road and Baring Street – Bus Journey Times

Journey times fluctuated but remained relatively stable before decreasing at the start of the lockdown during March to mid-May, before increasing to around average. However, there were more spikes and more delays here than compared with pre-implementation. From April 2021, journey times have generally remained just below the overall average of 4 minutes. Delays appeared to be spread evenly in both directions and throughout the day; the profiles for the AM, Inter and PM peaks were similar to the 12-hour graph.

Insights: motorised traffic on boundary roads (combined monitoring)

General insights

Overall, across boundary roads, the total changes in volumes of traffic show a negligible change of 0% (rounded figure), which is a positive pre-consultation outcome in line with the objectives of the scheme.

Balls Pond Road and New North Road have seen increases of 15% and 11% respectively since June 2020, which is not desirable. However, traffic volumes on Essex Road East have fallen by 11%, and on Southgate Road North by 9%, from the Baseline counts in July 2020 and all other roads have seen negligible changes. The council is working with TfL to develop mitigating measures and will continue to monitor these roads.

The increase on New North Road could be caused to a certain extent by factors other than the Canonbury East 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 two low traffic neighbourhood trials (St Peter's in Islington, and Hoxton West in Hackney) which were all implemented within months of each other, and this may have exacerbated the early traffic displacement visible in the Canonbury East trial pre-consultation 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.

The bus journey times have also shown an increase in peaks and troughs over this period; there was a specific trough in June 2020 and a spike in June 2021. The bus journey time data points to there being periods where there are increased delays, followed by periods where journey times fall to a similar level to those before the PFS scheme was implemented.

New North Road

New North Road has seen an increase in motorised traffic (11%). 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 2020, Canonbury East at the beginning of August 2020, and Hackney: Hoxton West in August 2020), which may have increased the displaced motorised traffic. In

addition, there have been changes at Old Street (works to remove the roundabout took place from spring 2019, with the switch to make the traffic flow two-way and reduce congestion made in January 2021, 6 months prior to pre-consultation counts).

Southgate Road North

Counts on Southgate Road North show a negligible change in motorised traffic volumes (-9%). Southgate Road North is a key B-Road which connects traffic coming from New North Road and Balls Pond Road.

Motorised traffic speeds and speeding on boundary roads

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

The speed limit is 20mph on Essex Road and New North Road. 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 16: changes in speeds on boundary roads

Location	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 vehicle speeding (%)
Southgate Road North	3.89	19%	6.3	24%	1557	24%	14%
Southgate Road South	-0.31	-2%	-0.4	-2%	230	4%	-3%
Balls Pond Road	1.92	10%	1.1	5%	2,179	43%	14%
Canonbury Road	-0.37	-2%	-0.3	-1%	-86	-4%	-2%
Essex Road East	-0.24	-1%	-0.6	-3%	-1,575	-38%	-4%
Essex Road West	-2.89	-15%	-4.7	-19%	-932	-15%	-14%
Baring Street	-0.17	-1%	-0.1	0%	1,102	16%	0%
Overall	0.26	1%	0.19	1%	17,320	7%	1%

Table 17: changes in speeds on boundary roads June Baseline

Location	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 vehicle speeding (%)
New North Road	-0.83	-4%	-1.1	-4%	846	13%	-8%

Insights: motorised traffic speeds and speeding on boundary roads

General insights

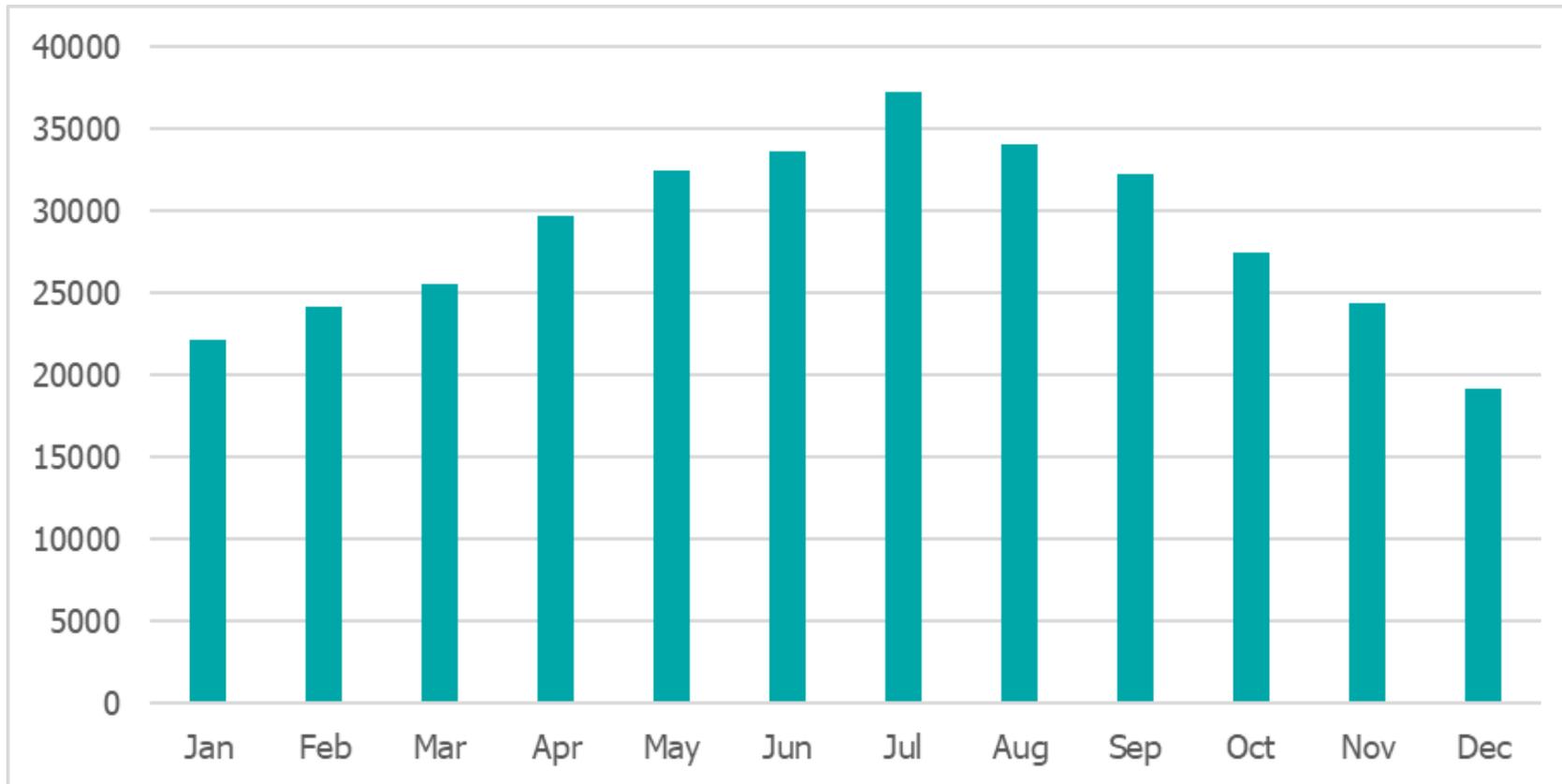
On average across the boundary road sites, average speeds and 85th percentile speeds, and the percentage change of the proportion of vehicles speeding have all shown a negligible change. The highest decrease is seen on Essex Road West with a -14% fall in the proportion of vehicles speeding, however Southgate Road North and Balls Pond Road have seen increases of 14%.

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 (on the Celsius scale) 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 5: Monthly average Santander hire trend in 2019 showing seasonal difference in cycling levels. For example, in 2019 the levels of Santander Cycle hires in November were on average 28% lower than in June. This pre-consultation report compares results from the same season, so seasonal weather variation is likely to be minimal.

Graph 5: Monthly average Santander hire trend in 2019 showing seasonal difference in cycling levels



Cycling volumes on internal roads

Results (seven-day daily averages)

Table 18: Pedal cycles volumes on internal roads – July 2020 baseline

Internal Road Location	7-day Daily Averages - July 2020	7-day Daily Averages - July 2021	Difference (%)
Ecclesbourne Road	676	978	45%
Northchurch Road	1,374	1,987	45%
Englefield Road	227	421	85%
Oakley Road	37	64	74%
Downham Road	202	272	35%
Overall Internal	2,516	3,722	48%

Table 19: Pedal cycles volumes on internal roads – various baselines

Internal Road Location	7-day Daily Averages - February 2020	7-day Daily Averages - July 2021	Difference (%)
Shepperton Road*	218	407	87%
Elizabeth Avenue*	365	531	46%
Rotherfield Street**	177	279	58%

*July 2020 Baseline ** April 2019 Baseline

Cycling volumes on boundary roads

Results (seven-day daily averages)

Table 20: Pedal cycles volumes on boundary roads

Boundary Road Location	7-day Daily Averages - July 2020	7-day Daily Averages - July 2021	Difference (%)
Southgate Road North	592	623	5%
Southgate Road South	718	870	21%
Balls Pond Road	862	927	8%
Canonbury Road	681	706	4%
Essex Road East	1,296	1,626	25%
Essex Road West	726	644	-11%
Baring Street	372	272	-27%
Overall Boundary	5,247	5,668	8%

Table 21: Pedal cycles volumes on boundary roads June Baseline

Boundary Road Location	7-day Daily Averages - June 2020	7-day Daily Averages - July 2021	Difference (%)
New North Road	970	799	-18%

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

Across the internal roads measured against the July 2020 baseline, cycling has increased by an average of 48%. All internal roads recorded significant increases in cycle counts. The highest change in cyclist counts was on Englefield Road in July 2020 from 227 to 421 in 2021, an increase of 85%. Overall, average cyclist numbers have increased from 2,516 in 2020 to 3,722 in 2021; an observed increase of 1,206 cycle trips across the PFS as a daily average.

On average across boundary roads, results were more varied. Overall, there was a negligible change (up 8%) in cycle volumes on the boundary roads of the PFS, with a rise from 5,247 to 5,668 in the 7-day daily average. Canonbury Road, Southgate Road North and Balls Pond Road experienced a negligible change, while Southgate Road South had a 21% increase in cyclists and Essex Road East had a 25% increase in cyclists. Baring Street saw decreases of 27% in counts, along with Essex Road West and New North Road recording decreases of 11% and 18% respectively.

There was a negligible change in the volume of cyclists on the boundary roads, while on the internal roads cycle volumes increased by 1,206, so cycling has increased overall.

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

Also, the seasonal variation in weather impacts cycling levels. The surveys for the baseline and pre-consultation reports were both carried out in July, with similar weather conditions.

Air Quality

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

Particulate matter of 10µm or less in size (PM₁₀) – tiny bits of solid material made of a range of substances suspended in the air.

Nitrogen dioxide (NO₂) – one of a group of gases called nitrogen oxides.

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

Automatic monitors: monitor NO₂ and PM₁₀ 24 hours a day at two locations in the borough. These are our most accurate monitors.

Diffusion tubes: provide monthly readings of NO₂. While not as accurate as the automatic monitors they can be more widely deployed to provide trends over a larger area and time period and are a nationally approved monitoring technique.

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

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

The long-term sites in Islington consist of nine roadside diffusion tubes, ten background urban diffusion tubes, one automatic main road site and one automatic background urban site. One of the main road diffusion tubes has been moved in 2019, and is therefore not being included in PFS monitoring using this time period and one of the main road diffusion tubes is located in the Canonbury East area and so

is included in the Canonbury East rather than wider borough data. More details of these sites can be [viewed in our annual report](#).

The air quality monitoring sites in the Canonbury East area are listed in Appendix 7, with details about type and date of installation (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 Canonbury East report consist of seven main road diffusion tubes and ten background urban diffusion tubes, as the sensor data we have for this area does not have enough data to be meaningfully analysed at this stage.

Methodology

Time period of study

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

However, at some sites we do not have a full year of "before" scheme data. The newer monitoring sites are therefore less reliable to provide comparison data, as the pre-scheme monitoring period is too short. However, the ultimate goal of our air quality strategy is to reduce air pollution as much as possible, and certainly to within legal limits. As such, the newer sites will be used to monitor if air quality is at legal levels in and of itself.

Results: air quality diffusion tubes

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

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

The values in this section show the average results for all monitors in each category where the data is available, with figures rounded to the nearest whole number. Because of the coarse nature of the data, the measured differences may not correspond precisely to the

observed NO₂ values.

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

Table 22: (Boundary roads) NO₂ levels in Canonbury East and borough long-term diffusion tube sites

	Pre Scheme Year NO₂ (µg/m³)	Post Scheme Year NO₂ (µg/m³)	Pre Scheme compared to Post Scheme Year (µg/ m³)	Pre Scheme compared to Post Scheme Year (% change)
Canonbury East	34	37	3	10%
Whole borough long-term sites	34	32	-1	-4%

This includes seven monitoring locations for the whole borough long-term sites for each time period. In Canonbury East, we have only included data for one site as the three remaining sites have no pre scheme data.

It is worth noting both of the boundary road sites in Canonbury East are likely to have been impacted by factors other than the Canonbury East 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 two low traffic neighbourhood trials (St Peter's in Islington, and Hoxton West in Hackney) that were implemented within months of each other, which may have exacerbated traffic displacement in the Canonbury East trial period.

Table 23: (Internal roads) NO₂ levels in Canonbury East and borough long-term diffusion tube sites

	Pre Scheme Year NO₂ (µg/m³)	Post Scheme Year NO₂ (µg/m³)	Pre Scheme compared to Post Scheme Year (µg/ m³)	Pre Scheme compared to Post Scheme Year (% change)
Canonbury East	26	23	-3	-11%
Whole borough long-term sites	23	22	0	-1%

This includes two monitoring sites for Pre and Post Scheme in Canonbury East. There are six monitoring locations for the whole borough long-term sites for each time period.

Table 24: (Non-street-based sites) NO₂ levels in Canonbury East and borough long-term diffusion tube sites

	Pre Scheme Year NO₂ (µg/m³)	Post Scheme Year NO₂ (µg/m³)	Pre Scheme compared to Post Scheme Year (µg/ m³)	Pre Scheme compared to Post Scheme Year (% change)
Canonbury East	22	22	0	-1%
Whole borough long-term sites	21	21	0	-1%

There is one non-street monitoring site in Canonbury East for each time period. There are four monitoring locations for the whole borough long-term sites for each time period.

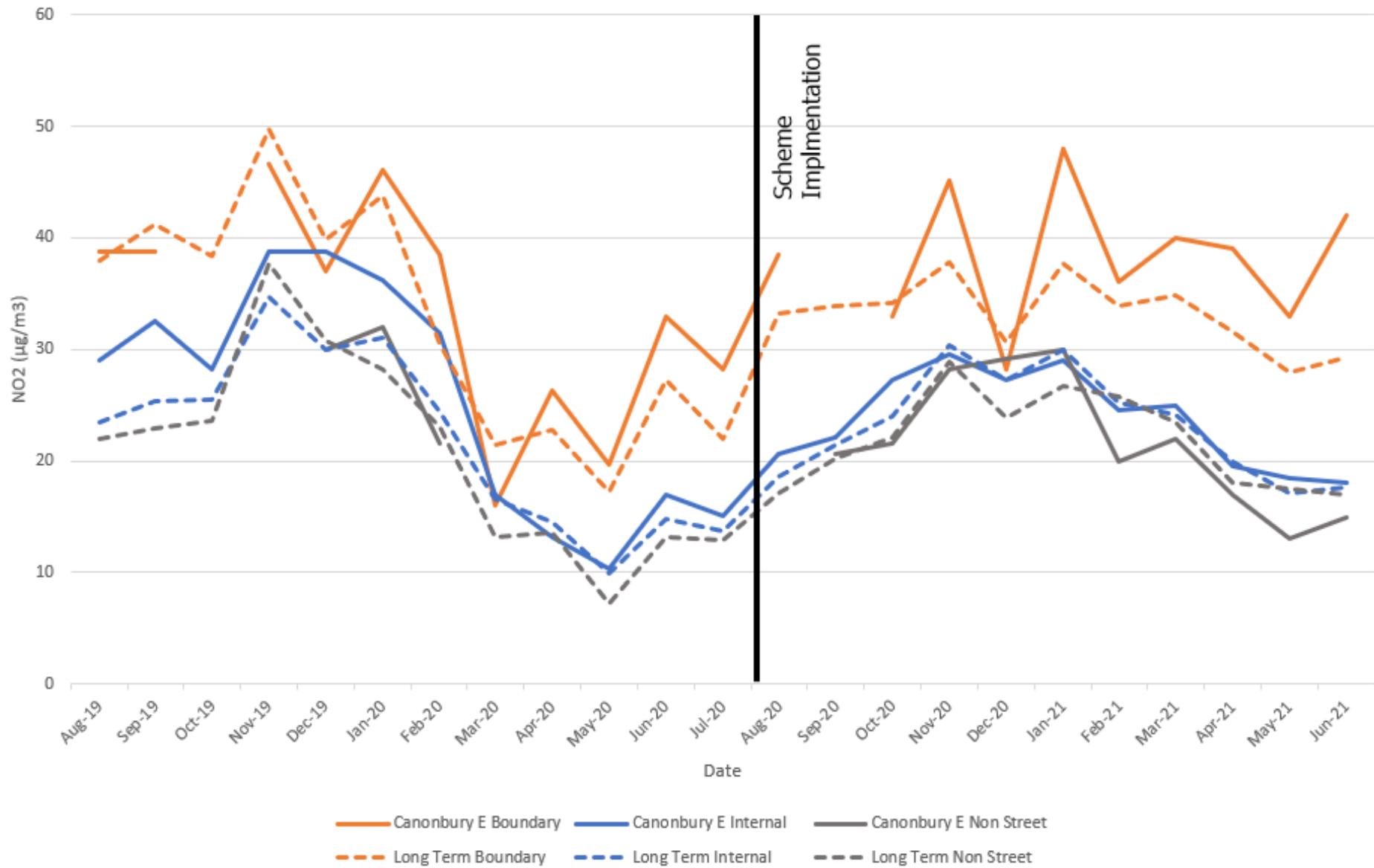
Table 25: (Overall) NO₂ levels in Canonbury East and borough long-term diffusion tube sites

	Pre Scheme Year NO₂ (µg/m³)	Post Scheme Year NO₂ (µg/m³)	Pre Scheme compared to Post Scheme Year (µg/ m³)	Pre Scheme compared to Post Scheme Year (% change)
Canonbury East	27	26	-1	-3%
Whole borough long-term sites	26	25	-1	-3%

In Canonbury East there are four monitoring locations , and seventeen monitoring locations for the whole borough long-term sites.

Graph 6 compares the trends in NO₂ levels in Canonbury East and across Boundary, Interior and Non-Street roads from July 2019 through to June 2021. There are some breaks in the lines on the graph due to missing data on certain months.

Graph 6: Average NO₂ levels in Canonbury East compared to long-term borough-wide sites from diffusion tubes



Insights: air quality

The results show that there has been a decrease in pollution at most Canonbury East monitoring sites when the post-implementation period is compared with the year before at the sites where before scheme data is available. There is no significant difference in changes in Canonbury East compared to the whole borough when looking at the overall average.

As Graph 6 shows, the borough wide and Canonbury East monitoring site averages saw a substantial peak in November 2019 to January 2020 and then all dropped to a low in May 2020 before generally rising. This low in May can likely be ascribed to the national lockdown measures, which started in March 2020 and were eased by July 2020, as well as seasonal changes in pollution. It coincides with the period post-implementation of the PFS trial in Canonbury East. As such, while NO₂ levels in the trial area have increased since it was implemented in July 2020, this is in line with borough wide trends and can therefore be viewed as related to the impact of lockdown measures, and seasonal variation.

The NO₂ levels at the boundary sites rose above 40µg/m³ in November 2020 and January 2021, although the annual average remained below this 40µg/m³ annual objective figure. While there was also an increase in this time period at wider borough roadside sites (as well as background sites in Canonbury East and more widely) this peak is more pronounced in Canonbury East. However, the Canonbury East boundary road data in this report is based on just one monitoring site. Additional data for boundary roads in Canonbury East, not included in this analysis because of a lack of before scheme data, shows lower levels of pollution in line with wider borough trends. Monitoring will continue at the Boundary sites to establish if these peaks are part of a long-term trend for this and other boundary road sites, or if they were due to specific circumstances in those months.

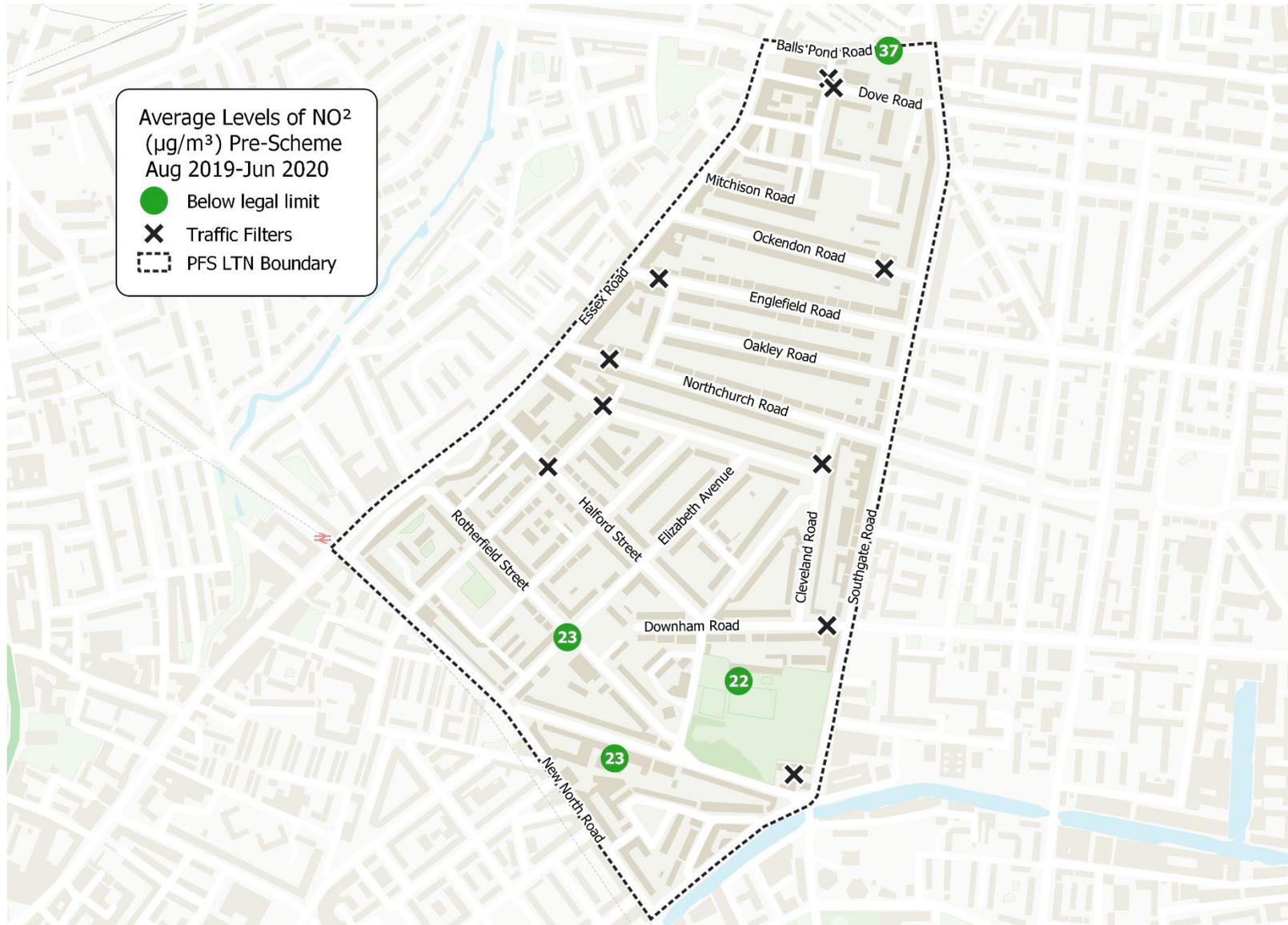
In summary these results show:

- Overall changes in levels of NO₂ in Canonbury East reflect those in the borough more widely
- Average annual NO₂ levels in Canonbury East have been within the annual objective level of 40µg/m³ for the year before and after the LTN was implemented at all but one site.
- Annual average levels of NO₂ in Canonbury East since people-friendly streets started (July 2020-June 2021, with changes to the arrangement of traffic filters in June 2021) are, on average, lower than the previous year at internal and off-road sites but higher at boundary road sites, where data is available from 2019. In comparison the wider borough sites show a decrease for internal, off-road and boundary sites, although decreases are lower for internal roads compared to decreases in Canonbury East.
- These results are based on a limited number of data points and over a relatively short time period, and so will need longer term analysis and comparison to wider borough trends. This is especially the case for the Canonbury East's internal roads where there were

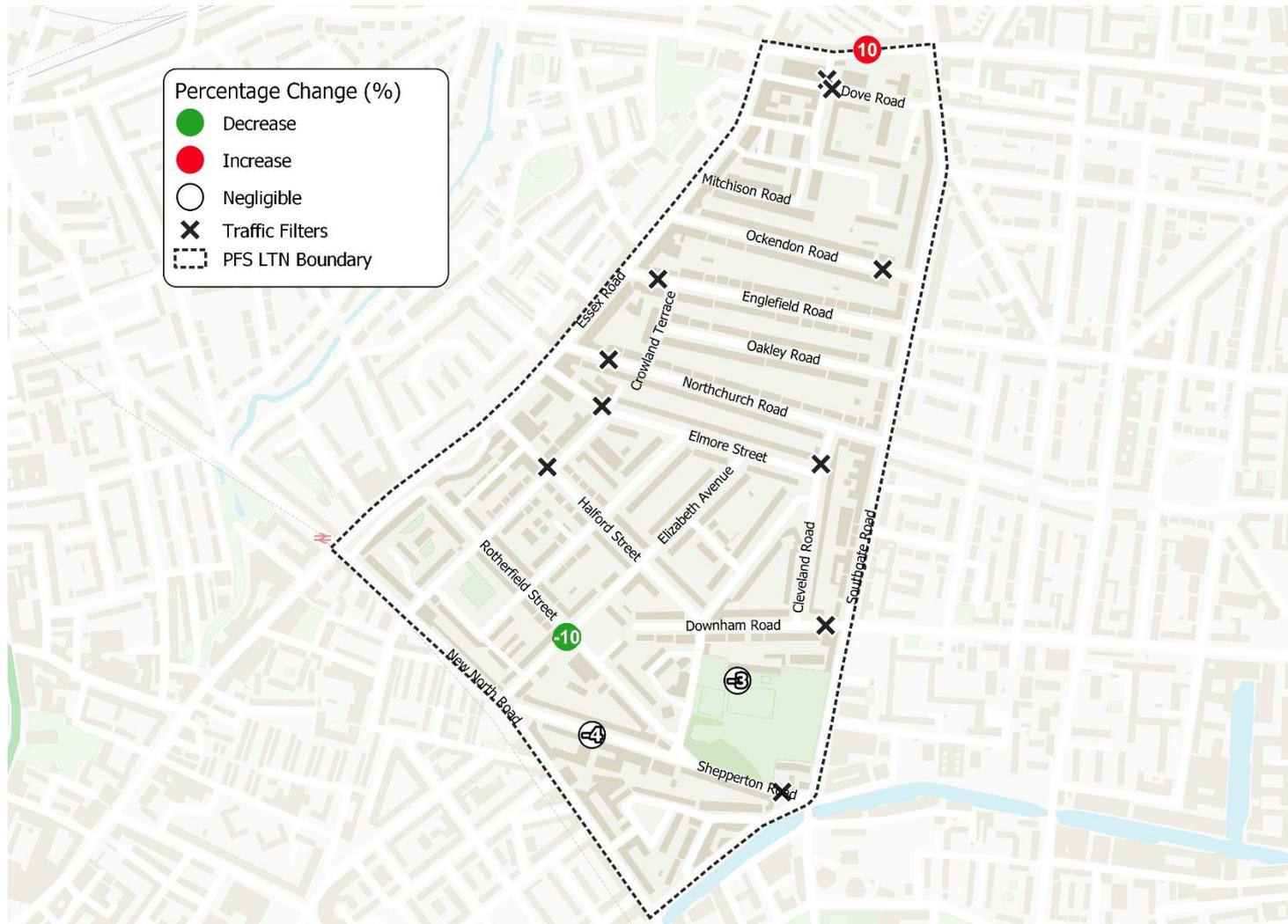
only two monitoring sites with seven months of data before the low traffic neighbourhood was introduced and Canonbury East's boundary road sites where there is only one site with full pre-scheme data.

- The figures presented are an annual average and do not describe fluctuations within this time period that might have influenced the average results. For example, there were a number of roadwork projects on the boundary roads in the post implementation period and looking at monthly data there was a peak in Canonbury East in January that is higher than larger borough trends but would have impacted average results for the year. It can be very difficult to pick out the reasons for specific spikes and this would require a much more in-depth investigation, not possible within the scope of this analysis.

Map 6: Average levels of NO₂ (µg/m³) Aug 2019-July 2020



Map 7: percentage change in NO₂ (µg/m³) between July 2019-June 2020 and July 2020-June 2021



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

Emergency vehicles access

London Ambulance Service

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

As of 24 June 2021, there have not been any reported delays in LAS response times as a result of the PFS area being implemented in Canonbury East. The LAS will continue to monitor this closely in the future.

Metropolitan Police Service

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

The following statement has been provided by the MPS:

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

London Fire Brigade

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

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

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

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

PFS monitoring analysis methodology

As advised by the LFB, the 2019 average attendance times for Islington and Canonbury ward are used as the baseline against which to compare the post-implementation averages for each area.

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

Please note that data from LFB is only available by ward. Canonbury ward also contains the Canonbury West PFS area, so it is not possible to isolate the impacts of Canonbury East PFS. However, as shown in Table 26 and Table 27, there have been negligible changes to response times in Canonbury ward.

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

London Fire Brigade Response Time Results

Table 26: Average attendance times of the London Fire Brigade – Islington-Wide Data

Period	No. of mobilisations - Islington	Average Attendance 1st Appliance (minutes)	Average Attendance 2nd Appliance (minutes)
2019 (baseline)	2,076	04:36	06:17
2020 (full year)	2,046	04:29	06:02
11/2020 to 04/2021	942	04:44	06:06
Change against 2019 data	n/a	+00:08	-00:11

Table 27: Average attendance times of the London Fire Brigade – Canonbury Ward Data

Period	No. of mobilisations – Canonbury Ward	Average Attendance 1st Appliance (minutes)	Average Attendance 2nd Appliance (minutes)
2019 (baseline)	124	04:47	06:16
2020 (full year)	150	04:59	06:24
07/2020 to 06/2021	54	05:07	06:16
Change against 2019 data	n/a	+00:20	00:00

Insights: London Fire Brigade response times

Given the extent of variables that affect response times, the differences between the 2019 baseline, the 2020 pre-implementation period and the post-implementation period are considered negligible by the LFB and the council. As such, it is the view of the LFB and the council that the PFS area in Canonbury East 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 whole Canonbury PFS area and the whole of Islington, and results from the two areas compared month by month to monitor for Covid-19 disruption.

ASB and Crime Pattern Results

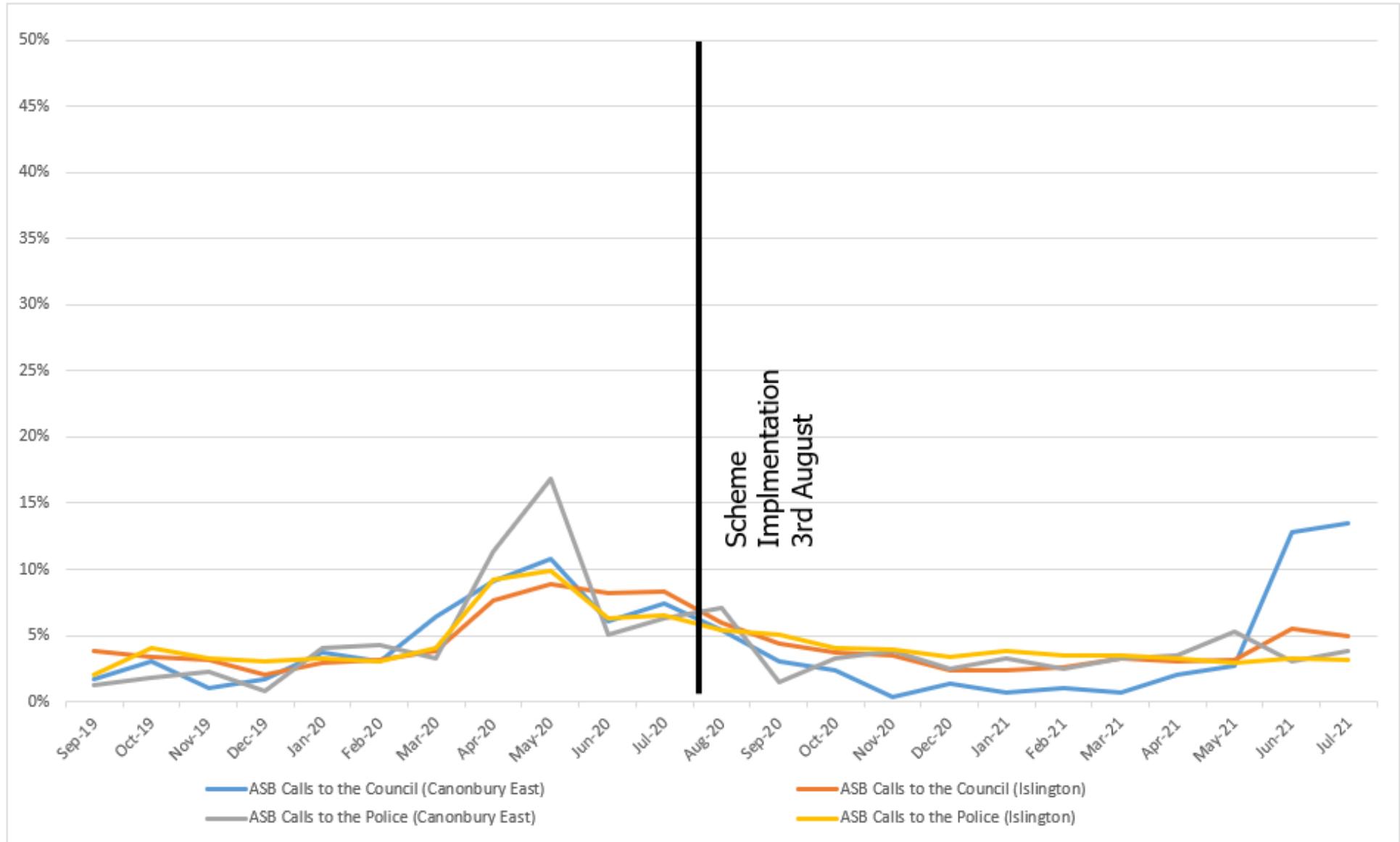
Table 28: Calls and crimes in Canonbury East and Islington (proportion as a percentage of September 2019 – July 2021)

Month	ASB Calls to the Council (Canonbury East)	ASB Calls to the Council (Islington)	ASB Calls to the Police (Canonbury East)	ASB Calls to the Police (Islington)	Street-based Criminal Offences (Canonbury East)	Street-based Criminal Offences (Islington)
Sep-19	1.7%	3.8%	1.3%	2.1%	5.0%	5.6%
Oct-19	3.0%	3.4%	1.8%	4.0%	5.7%	6.2%
Nov-19	1.0%	3.1%	2.3%	3.3%	5.0%	5.3%
Dec-19	1.7%	2.1%	0.8%	3.1%	4.0%	4.7%
Jan-20	3.7%	2.9%	4.0%	3.3%	5.7%	5.5%
Feb-20	3.0%	3.1%	4.3%	3.0%	6.7%	5.6%
Mar-20	6.4%	3.8%	3.3%	4.0%	2.9%	4.2%
Apr-20	9.1%	7.6%	11.3%	9.2%	3.1%	3.0%
May-20	10.8%	8.9%	16.9%	9.9%	3.1%	3.7%
Jun-20	6.1%	8.2%	5.0%	6.4%	5.2%	3.8%
Jul-20	7.4%	8.3%	6.3%	6.5%	4.8%	4.4%
Aug-20 (Scheme starts)	5.4%	6.0%	7.1%	5.4%	6.2%	4.9%
Sep-20	3.0%	4.4%	1.5%	5.0%	4.8%	4.7%
Oct-20	2.4%	3.7%	3.3%	4.0%	5.2%	4.5%
Nov-20	0.3%	3.5%	3.8%	3.9%	4.5%	4.2%
Dec-20	1.4%	2.4%	2.5%	3.4%	3.8%	3.8%
Jan-21	0.7%	2.4%	3.3%	3.9%	4.5%	3.2%
Feb-21	1.0%	2.6%	2.5%	3.5%	3.1%	2.8%
Mar-21	0.7%	3.2%	3.3%	3.5%	4.0%	3.8%
Apr-21	2.0%	3.0%	3.5%	3.2%	2.4%	3.9%
May-21	2.7%	3.1%	5.3%	3.0%	3.8%	4.3%
Jun-21	12.8%	5.5%	3.0%	3.3%	4.8%	3.8%
Jul-21	13.5%	4.9%	3.8%	3.1%	1.7%	4.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

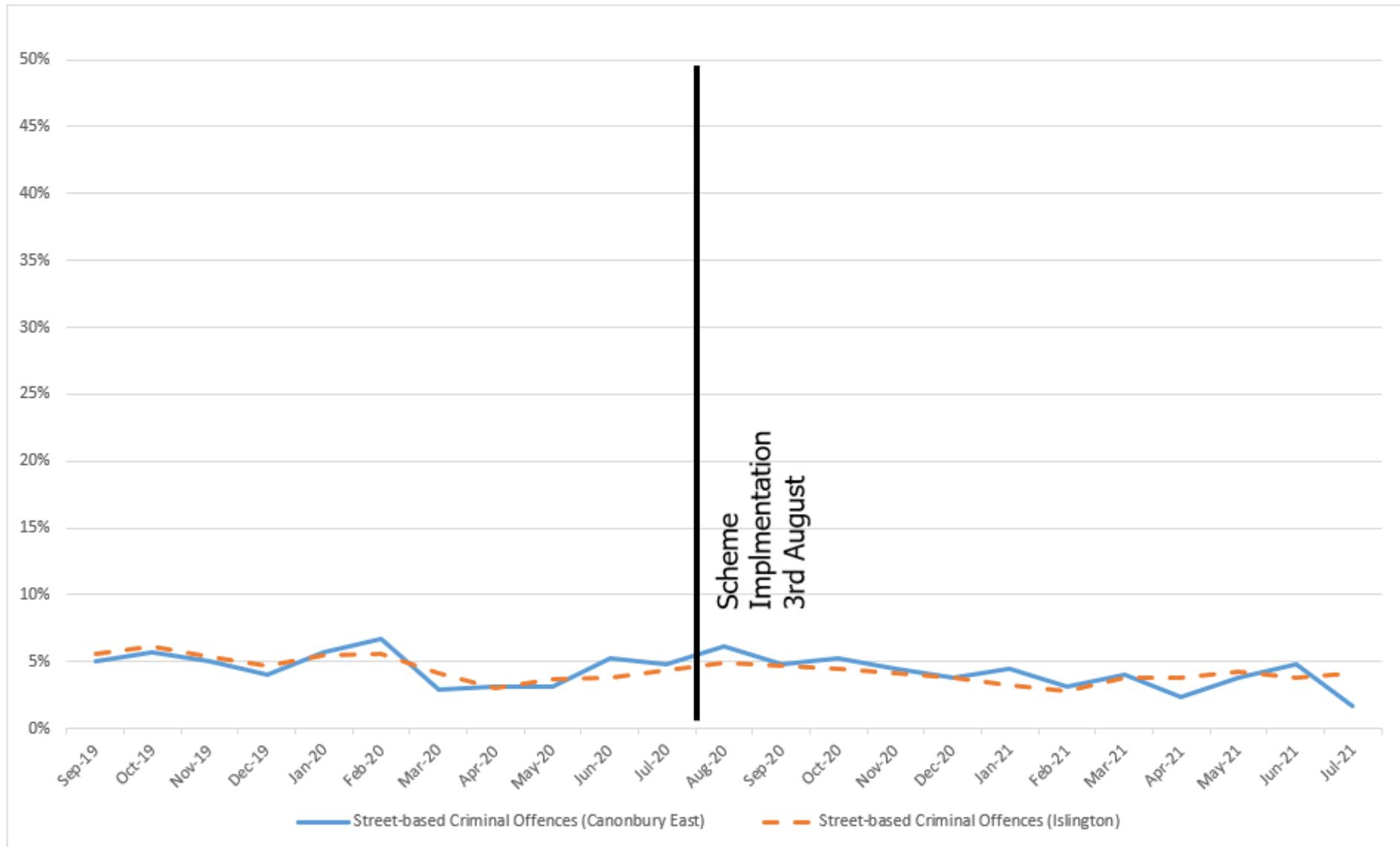
Table 29: Volume of calls and crimes in the Canonbury East area and Islington

Month	Canonbury East ASB Calls to the Council	Islington ASB Calls to the Council	Canonbury East ASB Calls to the Police	Islington ASB Calls to the Police	Canonbury East Street-based Criminal Offences	Islington Street-based Criminal Offences
Sep-19	5	347	5	359	21	936
Oct-19	9	305	7	705	24	1,032
Nov-19	3	285	9	577	21	888
Dec-19	5	187	3	539	17	780
Jan-20	11	265	16	573	24	922
Feb-20	9	284	17	521	28	935
Mar-20	19	343	13	699	12	698
Apr-20	27	693	45	1,612	13	505
May-20	32	805	67	1,732	13	625
Jun-20	18	749	20	1,108	22	642
Jul-20	22	756	25	1,135	20	730
Aug-20 (Scheme starts)	16	544	28	935	26	825
Sep-20	9	399	6	880	20	783
Oct-20	7	335	13	703	22	751
Nov-20	1	317	15	685	19	698
Dec-20	4	218	10	588	16	642
Jan-21	2	217	13	674	19	535
Feb-21	3	240	10	614	13	470
Mar-21	2	295	13	604	17	627
Apr-21	6	272	14	562	10	643
May-21	8	284	21	518	16	711
Jun-21	38	497	12	579	20	629
Jul-21	40	445	15	546	7	682
Total	296	9,082	397	17,448	420	16,689

Graph 7: ASB calls to the Council and Police in Canonbury East and Islington as a percentage of the total over 23 months



Graph 8: Street crimes Canonbury East and Islington as a percentage of the total over 23 months



Insights: anti-social behaviour and crime patterns

In terms of crime rates and ASB, during the past 23 months Canonbury East'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 Canonbury East 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 Canonbury East and Islington.

Table 28, Table 29, Graph 7 and Graph 8 show significant increases in anti-social behaviour during the first lockdown in 2020. Contributing to this will have been reporting of people breaching the rules set out by Central Government, which can be seen especially around May 2020. Similarly, there have been large decreases in crime observed due to lockdown, which has been born out in both Islington and Canonbury East PFS area.

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

In the past 2-3 months there has been an increase in ASB calls to the council in Canonbury East. This is due to local concerns that are unrelated to the PFS. The council and police are aware of the issues and actions have been taken to resolve them.

Concluding remarks

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

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

Future decisions to keep, remove or amend the Canonbury East 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 Canonbury East area can also fill in our survey through the [council's people-friendly streets webpage](#).

Appendices

Appendix 1: Internal Roads counts

This section contains pre-consultation results, for interim results please refer to the [Canonbury East Interim Monitoring Report](#).

Ecclesbourne Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	9070	10481	4397	4686	-4673	-5796	-52%	-55%
7 day daily average	1296	1497	628	669	-668	-828	-52%	-55%
5 day total	6930	8008	3360	3580	-3570	-4428	-52%	-55%
5 day daily average	1386	1602	672	716	-714	-886	-52%	-55%
5-day AM peak hourly average	65	75	32	34	-33	-41	-51%	-55%
5-day PM peak hourly average	102	118	51	54	-51	-64	-50%	-54%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4729	6844	2115	45%
7 day daily average	676	978	302	45%
5 day total	3630	5459	1829	50%
5 day daily average	726	1092	366	50%
5 day AM peak hourly average	55	103	48	87%
5 day PM peak hourly average	70	93	22	32%

Northchurch Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	14122	16319	5910	6298	-8212	-10021	-58%	-61%
7 day daily average	2017	2331	844	900	-1173	-1431	-58%	-61%
5 day total	10410	12030	4277	4558	-6133	-7472	-59%	-62%
5 day daily average	2082	2406	855	912	-1227	-1494	-59%	-62%
5 day AM peak hourly average	107	124	57	61	-50	-62	-46%	-51%
5 day PM peak hourly average	176	203	69	73	-107	-129	-61%	-64%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	9619	13909	4290	45%
7 day daily average	1374	1987	613	45%
5 day total	7164	10653	3489	49%
5 day daily average	1433	2131	698	49%
5 day AM peak hourly average	94	169	75	80%
5 day PM peak hourly average	135	180	45	33%

Englefield Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	35664	41213	3929	4187	-31735	-37026	-89%	-90%
7 day daily average	5095	5888	561	598	-4534	-5290	-89%	-90%
5 day total	25940	29976	2837	3023	-23103	-26953	-89%	-90%
5 day daily average	5188	5995	567	605	-4621	-5391	-89%	-90%
5 day AM peak hourly average	263	304	29	31	-235	-274	-89%	-90%
5 day PM peak hourly average	406	470	36	38	-370	-431	-91%	-92%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1591	2944	1353	85%
7 day daily average	227	421	193	85%
5 day total	1126	2187	1061	94%
5 day daily average	225	437	212	94%
5 day AM peak hourly average	12	28	16	136%
5 day PM peak hourly average	21	36	15	72%

Oakley Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	1734	2004	2407	2565	673	561	39%	28%
7 day daily average	248	286	344	366	96	80	39%	28%
5 day total	1283	1483	1670	1780	387	297	30%	20%
5 day daily average	257	297	334	356	77	59	30%	20%
5 day AM peak hourly average	10	11	18	19	8	8	84%	69%
5 day PM peak hourly average	19	21	20	21	1	-1	5%	-3%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	258	449	191	74%
7 day daily average	37	64	27	74%
5 day total	190	303	113	59%
5 day daily average	38	61	23	59%
5 day AM peak hourly average	3	3	1	31%
5 day PM peak hourly average	3	4	1	25%

Downham Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	21132	24420	647	689	-20485	-23730	-97%	-97%
7 day daily average	3019	3489	92	98	-2927	-3391	-97%	-97%
5 day total	15247	17619	450	480	-14797	-17140	-97%	-97%
5 day daily average	3049	3524	90	96	-2959	-3428	-97%	-97%
5 day AM peak hourly average	154	178	4	4	-150	-173	-97%	-98%
5 day PM peak hourly average	211	244	5	5	-207	-239	-98%	-98%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1413	1907	494	35%
7 day daily average	202	272	71	35%
5 day total	996	1391	395	40%
5 day daily average	199	278	79	40%
5 day AM peak hourly average	8	16	8	103%
5 day PM peak hourly average	18	19	2	11%

Shepperton Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	11646	13172	5832	6215	-5814	-6957	-50%	-53%
7 day daily average	1664	1882	833	888	-831	-994	-50%	-53%
5 day total	8512	9627	4571	4871	-3941	-4756	-46%	-49%
5 day daily average	1702	1925	914	974	-788	-951	-46%	-49%
5 day AM peak hourly average	82	93	74	79	-8	-14	-10%	-15%
5 day PM peak hourly average	78	89	54	57	-25	-31	-31%	-35%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1524	2849	1325	87%
7 day daily average	218	407	189	87%
5 day total	1307	2133	826	63%
5 day daily average	261	427	165	63%
5 day AM peak hourly average	13	26	13	94%
5 day PM peak hourly average	16	36	21	134%

Rotherfield Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	2866	2866	2252	2400	-614	-466	-21%	-16%
7 day daily average	409	409	322	343	-88	-67	-21%	-16%
5 day total	2303	2303	1874	1997	-429	-306	-19%	-13%
5 day daily average	461	461	375	399	-86	-61	-19%	-13%
5 day AM peak hourly average	35	35	39	41	3	6	9%	16%
5 day PM peak hourly average	30	30	16	17	-13	-12	-45%	-42%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1239	1954	715	58%
7 day daily average	177	279	102	58%
5 day total	1153	1567	414	36%
5 day daily average	231	313	83	36%
5 day AM peak hourly average	30	22	-8	-27%
5 day PM peak hourly average	23	28	5	23%

Elizabeth Avenue

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	29467	33329	11786	12560	-17681	-20770	-60%	-62%
7 day daily average	4210	4761	1684	1794	-2526	-2967	-60%	-62%
5 day total	22690	25664	8282	8826	-14408	-16838	-63%	-66%
5 day daily average	4538	5133	1656	1765	-2882	-3368	-63%	-66%
5 day AM peak hourly average	378	427	66	70	-312	-357	-83%	-84%
5 day PM peak hourly average	310	350	112	119	-198	-231	-64%	-66%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	2553	3718	1165	46%
7 day daily average	365	531	166	46%
5 day total	2322	2872	550	24%
5 day daily average	464	574	110	24%
5 day AM peak hourly average	63	50	-13	-21%
5 day PM peak hourly average	33	48	15	45%

Appendix 2: Boundary roads counts

Southgate Road North

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	83275	96231	82081	87467	-1194	-8765	-1%	-9%
7 day daily average	11896	13747	11726	12495	-171	-1252	-1%	-9%
5 day total	60972	70458	58440	62275	-2532	-8184	-4%	-12%
5 day daily average	12194	14091	11688	12455	-506	-1636	-4%	-12%
5 day AM peak hourly average	626	723	638	680	12	-43	2%	-6%
5 day PM peak hourly average	858	991	769	820	-88	-171	-10%	-17%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4148	4363	215	5%
7 day daily average	592	623	31	5%
5 day total	3123	3822	699	22%
5 day daily average	625	764	139	22%
5 day AM peak hourly average	42	62	20	47%
5 day PM peak hourly average	53	54	1	2%

Southgate Road South

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	78333	90520	86635	92320	8302	1799	11%	2%
7 day daily average	11190	12931	12376	13189	1186	257	11%	2%
5 day total	57338	66259	62896	67023	5558	764	10%	1%
5 day daily average	11468	13252	12579	13405	1112	153	10%	1%
5 day AM peak hourly average	631	729	706	753	76	24	12%	3%
5 day PM peak hourly average	725	837	757	807	33	-31	4%	-4%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	5027	6090	1063	21%
7 day daily average	718	870	152	21%
5 day total	3769	4658	889	24%
5 day daily average	754	932	178	24%
5 day AM peak hourly average	48	64	16	32%
5 day PM peak hourly average	66	65	0	-1%

Balls Pond Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	105572	121997	131689	140330	26117	18332	25%	15%
7 day daily average	15082	17428	18813	20047	3731	2619	25%	15%
5 day total	72647	83950	91024	96997	18377	13047	25%	16%
5 day daily average	14529	16790	18205	19399	3675	2609	25%	16%
5 day AM peak hourly average	667	771	917	977	250	206	37%	27%
5 day PM peak hourly average	882	1020	977	1041	94	21	11%	2%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6034	6491	457	8%
7 day daily average	862	927	65	8%
5 day total	4214	4823	609	14%
5 day daily average	843	965	122	14%
5 day AM peak hourly average	44	52	9	21%
5 day PM peak hourly average	79	67	-12	-15%

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	102156	106099	113061	26516	10904	33%	11%
7 day daily average	11369	14594	15157	16152	3788	1558	33%	11%
5 day total	58604	75227	82901	88341	24297	13114	41%	17%
5 day daily average	11721	15045	16580	17668	4859	2623	41%	17%
5 day AM peak hourly average	624	800	936	997	312	197	50%	25%
5 day PM peak hourly average	835	1072	1005	1071	170	-1	20%	0%

- Note – Before values use a baseline from June 2020

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6788	5593	-1195	-18%
7 day daily average	970	799	-171	-18%
5 day total	4865	4436	-429	-9%
5 day daily average	973	887	-86	-9%
5 day AM peak hourly average	58	56	-2	-3%
5 day PM peak hourly average	84	75	-8	-10%

- Note – Before values use a baseline from June 2020

Canonbury Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	79084	91388	80304	85573	1220	-5815	2%	-6%
7 day daily average	11298	13055	11472	12225	174	-831	2%	-6%
5 day total	56538	65334	59272	63161	2734	-2173	5%	-3%
5 day daily average	11308	13067	11854	12632	547	-435	5%	-3%
5 day AM peak hourly average	541	625	721	768	180	144	33%	23%
5 day PM peak hourly average	833	962	722	770	-110	-192	-13%	-20%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	4764	4942	178	4%
7 day daily average	681	706	25	4%
5 day total	3289	3570	281	9%
5 day daily average	658	714	56	9%
5 day AM peak hourly average	37	39	2	5%
5 day PM peak hourly average	53	58	5	10%

Essex Road East

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	115414	133371	111271	118572	-4143	-14799	-4%	-11%
7 day daily average	16488	19053	15896	16939	-592	-2114	-4%	-11%
5 day total	83187	96130	79330	84535	-3857	-11594	-5%	-12%
5 day daily average	16637	19226	15866	16907	-771	-2319	-5%	-12%
5 day AM peak hourly average	726	839	793	845	67	6	9%	1%
5 day PM peak hourly average	1071	1237	914	974	-157	-264	-15%	-21%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	9072	11381	2309	25%
7 day daily average	1296	1626	330	25%
5 day total	6428	8384	1956	30%
5 day daily average	1286	1677	391	30%
5 day AM peak hourly average	77	119	41	53%
5 day PM peak hourly average	102	113	11	11%

Essex Road West

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	95943	110870	108984	116135	13041	5265	14%	5%
7 day daily average	13706	15839	15569	16591	1863	752	14%	5%
5 day total	65409	75586	76869	81913	11460	6327	18%	8%
5 day daily average	13082	15117	15374	16383	2292	1265	18%	8%
5 day AM peak hourly average	571	660	705	751	134	91	23%	14%
5 day PM peak hourly average	820	947	834	889	14	-58	2%	-6%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	5084	4509	-575	-11%
7 day daily average	726	644	-82	-11%
5 day total	3918	3285	-633	-16%
5 day daily average	784	657	-127	-16%
5 day AM peak hourly average	39	21	-18	-46%
5 day PM peak hourly average	62	49	-13	-21%

Baring Street

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	68128	78728	79651	84877	11523	6150	17%	8%
7 day daily average	9733	11247	11379	12125	1646	879	17%	8%
5 day total	48695	56271	57542	61318	8847	5046	18%	9%
5 day daily average	9739	11254	11508	12264	1769	1009	18%	9%
5 day AM peak hourly average	430	497	580	618	150	121	35%	24%
5 day PM peak hourly average	653	755	694	739	41	-15	6%	-2%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	2604	1903	-701	-27%
7 day daily average	372	272	-100	-27%
5 day total	1878	1377	-501	-27%
5 day daily average	376	275	-100	-27%
5 day AM peak hourly average	17	9	-8	-48%
5 day PM peak hourly average	40	23	-17	-43%

Appendix 4: Speed results

Speeds on internal roads (seven-day totals)

	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
Ecclesbourne Road	14.93	14.35	18.20	17.70	654	278	7.2%	6.3%
Northchurch Road	15.46	13.94	19.10	17.60	1405	346	10.0%	5.9%
Englefield Road	14.67	14.83	18.10	18.70	2126	369	6.0%	9.4%
Oakley Road	9.76	9.84	11.70	11.80	0	0	0.0%	0.0%
Downham Road	16.90	11.80	21.70	14.41	5446	27	25.8%	4.2%
Shepperton Road *	16.74	16.94	20.44	21.60	1835	995	15.8%	21.8%
Elizabeth Avenue *	15.00	17.98	17.60	21.90	1478	3152	5.0%	26.7%
Rotherfield Street**	15.00	14.97	18.70	18.60	57	184	9.7%	8.2%

* Baseline Counts – February 2020

** Baseline counts – April 2019

Speeds on boundary roads (seven-day totals)

	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
Southgate Road North	20.92	24.81	25.80	32.10	46141	57040	55.4%	69.5%
Southgate Road South	20.18	19.87	24.90	24.50	39295	40907	50.2%	47.2%
Balls Pond Road	18.35	20.27	23.10	24.20	35164	50414	33.3%	47.5%
New North Road*	21.11	20.27	25.30	24.20	44494	50414	55.9%	47.5%
Canonbury Road	16.22	15.85	21.20	20.90	17130	16530	21.7%	19.4%
Essex Road East	18.78	18.87	22.90	22.50	43104	34113	37.4%	35.1%
Essex Road West	18.75	15.86	25.10	20.40	29179	18153	30.4%	16.7%
Baring Street	18.78	18.87	22.90	22.50	43104	34113	37.4%	35.1%

* Baseline Counts – June 2020 on New North Road

Appendix 5: Canonbury East traffic count locations and type

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

Boundary	Type	Baseline Count Start Date (7 day survey)	Pre-Consultation Count Start Date (7 day survey)
Southgate Road North	ATC	29/06/2020	12/07/2021
Southgate Road South	ATC	29/06/2020	12/07/2021
Balls Pond Road	ATC	29/06/2020	12/07/2021
New North Road	ATC	29/06/2020	12/07/2021
Canonbury Road	ATC	29/06/2020	12/07/2021
Essex Road East	ATC	29/06/2020	12/07/2021
Essex Road West	ATC	29/06/2020	12/07/2021
Baring Street	ATC	29/06/2020	12/07/2021
Internal			
Ecclesbourne Road	ATC	29/06/2020	12/07/2021
Northchurch Road	ATC	29/06/2020	12/07/2021
Elmore Street	ATC	29/06/2020	12/07/2021
Englefield Road	ATC	29/06/2020	12/07/2021
Oakley Road	ATC	29/06/2020	12/07/2021
Downham Road	ATC	29/06/2020	12/07/2021
Shepperton Road	ATC	05/02/2020	12/07/2021
Elizabeth Avenue	ATC	05/02/2020	12/07/2021
Rotherfield Street	ATC	23/04/2019	12/07/2021

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 6: Traffic count normalisation methodologies

Traffic counts

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

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

To calculate the normalised percentage differences, the February 2020 traffic counts volumes have been divided by 0.8841, June 2020 traffic count volumes have been divided by 0.7790, and the June 2021 traffic counts by 0.911 to give normalised volumes.

Appendix 7: 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 Canonbury East 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 Canonbury East area are listed below, with details about type and if they have been added as part of the PFS programme or were pre-existing.

Canonbury East air quality monitoring sites type and period of installation

Locations	PFS road type	Monitoring type	Installation	Site Type by DEFRA classification*
Balls Pond Road (BIS005/09)	Boundary	Diffusion tube	Pre-existing (since 2000)	Roadside
New North Road (PF1)	Boundary	Diffusion tube	New (since July 2020)	Roadside
Northchurch Road (PF2)	Boundary	Diffusion tube	New (since July 2020)	Roadside
Essex Road (PF4)	Boundary	Diffusion tube	New (since July 2020)	Roadside
Elizabeth Avenue (S46)	Internal	Diffusion tube	Pre-existing (since 2018)	Background urban
Shepperton Road (N47)	Internal	Diffusion tube	Pre-existing (December 2019)	Background urban
Rosemary Gardens (N48)	Non-street-based site	Diffusion tube	Pre-existing (December 2019)	Background urban

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

Methodology

Data quality control

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

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

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

Insights background

Pollution levels are impacted by a range of local and wider sources. For example, the [source apportionment study](#) conducted for Islington in 2015 found only 3% of London’s NOx emissions came from inside Islington. Therefore, it can be very hard to pick up on local changes caused by schemes such as people-friendly streets

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

Appendix 8: Project Centre Ltd Statement

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

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

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

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

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

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

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