



People-Friendly Streets
Better places for everyone

Canonbury West people-friendly streets trial

Results from the twelve month
pre-consultation monitoring report



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Summary of key findings

This pre-consultation monitoring report shows that at this point in the Canonbury West 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 internal roads, and reducing levels of speeding on internal roads. There has been no significant impact on anti-social behaviour and London Fire Brigade response times, whilst air quality trends have not notably differed from those across the rest of the borough.



Local streets within the neighbourhood are healthier, with traffic **falling overall by 74%**.



Traffic at the north end of Clephane Road has **decreased by 87%, from 2,501 to 332 vehicles per day**, the greatest decrease by volume of any street.



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



On local streets within the neighbourhood, the number of vehicles speeding **fell by 86%**.



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 Canonbury Square, from 182 to 697 (+283%) trips a day**.



Cycling has **increased by 77%** on the internal roads.



Overall, there has been a moderate decrease in motorised traffic volumes on boundary roads. On average, such **volumes have changed on: Canonbury Road (North) (-53%), Essex Road (-10%), Canonbury Road (South) (-8%), St. Paul's Road (West) (-3%) and St. Paul's Road (East) (-3%)**.

The above figures reflect before and after comparisons between July 2020 (additional counts were taken in November 2020) and October 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?



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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 West, 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 West people-friendly streets trial went live in November 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



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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 West 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



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Motorised traffic on internal roads

- Motorised traffic has decreased on all 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 74%. The greatest decrease by volume has been at the north end of Clephane Road, where there has been an 87% decrease.
- Across internal roads, average speeds have decreased by 15% and the volumes of vehicles speeding have decreased by 86%.
- The above figures have been normalised to account for the impacts of COVID-19 on motorised traffic levels in July 2020 and in October 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 moderate decrease in motorised traffic volumes on boundary roads. On average, such volumes have changed on:
 - Canonbury Road (North) by -53%
 - Essex Road by -10%
 - Canonbury Road (South) by -8%
 - St. Paul's Road (West) by -3%
 - St. Paul's Road (East) by -3%
- Across boundary roads, average speeds have seen a negligible change (-3%).



Cycling on internal roads

- Overall cycling has increased by 77% across the internal road locations.
- The greatest increase in cycling trips (283%) was at Canonbury Square, from 182 to 697 trips a day.



Air quality

- Overall changes in levels of NO₂ in Canonbury West reflect those in the borough more widely.
- Average annual NO₂ levels in Canonbury West 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, it is the view of the LFB and the council that the PFS area in Canonbury West 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 West has not had an impact on anti-social behaviour and crime patterns.

The public consultation for the PFS LTN at Canonbury West is taking place between 30 November 2021 and 18 January 2022.

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

Contents

Glossary	9
Independent production of the report by SYSTRA Ltd.	11
Canonbury West PFS area in context.....	12
External Factors.....	12
Traffic counts approach	16
Traffic counts in the Canonbury West PFS area.....	16
Analysis and normalisation methodology overview	18
Interpreting count results	20
Motorised traffic on internal roads	23
Motorised traffic volumes on internal roads	23
Goods vehicle and motorcycle volumes on internal roads.....	24
Motorised traffic speeds and speeding on internal roads.....	29
Motorised traffic on boundary roads.....	32
Motorised traffic volumes on boundary roads.....	33
Goods vehicle and motorcycle volumes on boundary roads.....	34
Motorised traffic speeds and speeding on boundary roads	38
Motorised traffic travel times along boundary roads	40
Bus journey times on boundary roads.....	45
Cycling volumes on internal and boundary roads.....	50
Cycling volumes on internal roads	53
Cycling volumes on boundary roads.....	54
Insights: cycling volumes on internal and boundary roads (combined).....	55

Air Quality	56
Emergency vehicles access.....	65
London Ambulance Service	65
Metropolitan Police Service	65
London Fire Brigade	66
Anti-social behaviour and Crime patterns.....	69
ASB and Crime Pattern Results.....	70
Concluding remarks.....	76
Appendices	77
Appendix 1: Internal roads counts	78
Canonbury Square	79
Compton Road.....	80
Canonbury Park North	81
Canonbury Park South.....	82
Clephane Road (North).....	83
Ramsey Walk.....	84
Nightingale Road.....	85
Clephane Road (South).....	86
Appendix 2: Boundary roads counts.....	87
St Paul's Road (Western Site).....	87
St Paul's Road (Eastern Site).....	88
Canonbury Road (Northern Site)	89
Canonbury Road (Southern Site)	90
Essex Road.....	91
Appendix 3: Speed results.....	92

Appendix 4: Canonbury West traffic count locations and type..... 94

Appendix 5: Traffic count normalisation methodologies 96

 Traffic counts 96

Appendix 6: Air quality monitoring 97

Appendix 7: SYSTRA statement 100

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 0700h and 1000h.

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 4 for more details).

Boundary roads – For the purpose of this report, the “boundary roads” of the Canonbury West trial area are Essex Road (A104) to the south-east, St Paul’s Road (A1201 and A1199) to the north, and Canonbury Road (A1200) to the south-west. Canonbury Road and St Paul’s Road meet at Highbury Corner, which connects to A1 Upper Street (south) and A1 Holloway Road (north). These roads are the boundary roads of multiple LTN trial areas and there have been major transformation works at Highbury Corner, all of which may have impacted some of the results. These are explored in more detail in the results and insights sections throughout the report.

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

Internal roads – These are roads which fall in between two or more boundary roads in low traffic neighbourhoods. For the purpose of this report, “internal roads” are local roads in the Canonbury West 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 West area.

INRIX – INRIX refers to a smart traffic analysis system accessed via an online platform which aggregates GPS data from a variety of sources to provide average travel speeds on various streets. Historically collected data can be compared to analyse average speeds and travel times on various segments of roads.

Low traffic neighbourhood – A “low traffic neighbourhood” (LTN) is an area where a number of traffic filters are strategically placed to make it impossible or very difficult to cut through an area by motor vehicle. This stops drivers using local streets as shortcuts and makes it safer and easier to walk and cycle. In this report, the Canonbury West 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.

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

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

PM peak – In this report “PM peak” refers to the hours between 1600h and 1900h.

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 through the filter (and use non-motorised scooters).

Independent production of the report by SYSTRA Ltd.

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

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

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

Canonbury West PFS area in context

As part of Islington Council's PFS programme and the need for an urgent transport response to Covid-19, Canonbury West became the fifth PFS trial area 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 four key locations in the Canonbury West PFS area. The filter locations are: Canonbury Place, Alwyne Road, Clephane Road and Ramsey Walk. The traffic filters are all enforced by cameras to allow access for emergency vehicles. In order to install the modal filters, it was necessary to remove eight parking bays. One of these was a disabled parking bay, which was moved to a new location nearby.

This monitoring report provides data and insights relating to the Canonbury West PFS trial specifically by comparing data from before implementation mostly in July 2020 (referred to as "the baseline traffic counts") to data collected slightly over a year after the scheme became operational, in October 2021 (referred to as the "pre-consultation traffic counts"). The data collected in July 2020 for some locations was found to be of poor quality, so those sites were measured again in November 2020.

External Factors

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

Nearby Low Traffic Neighbourhoods – As can be seen in Map 1, the Canonbury West area is in close proximity to a number of other low traffic neighbourhoods. Highbury West, Highbury Fields and Canonbury East LTNs are all located in Islington and two share boundary roads with Canonbury West. It is therefore not possible to separate out the impacts these may be having on traffic on the boundary roads.

Nearby major traffic projects – The redevelopment of Highbury Corner was completed by Transport for London (TfL) in 2019 as part of a London-wide Safer Junctions programme to reduce road danger at a number of intersections including roundabouts, which the council supports. There has been concerns that this project has increased congestion on the surrounding roads. As this scheme is

particularly close to Canonbury West, this congestion directly impacts St Paul's Road, which lies east of Highbury Corner and north of the scheme area.

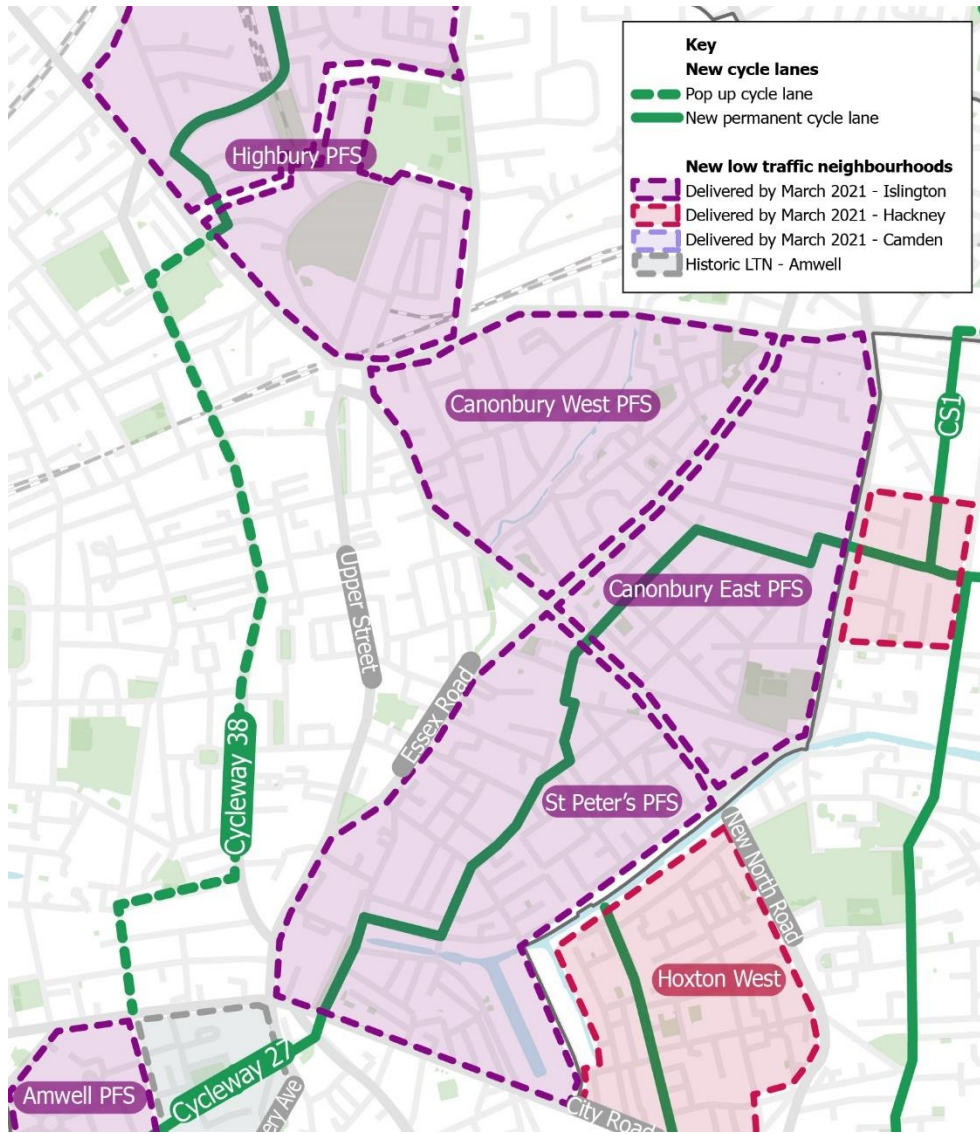
Weather – Weather can have a significant impact on air pollution and travel choices, especially cycling. During the week the baseline traffic counts were taken at the end of July 2020 the minimum temperature was 9°C and the maximum was 34°C. UK weather data shows that the mean temperature for July 2020 was 14.3°C, however the brief hot southerly incursion on the 30th and 31st brought unusually high temperatures to many parts of the UK.

During the week the pre-consultation traffic counts were taken in October 2021, the minimum temperature was 10°C and the maximum was 17°C. UK-wide data shows that October 2021 mean temperature was 14.2°, 1.5° above October average.

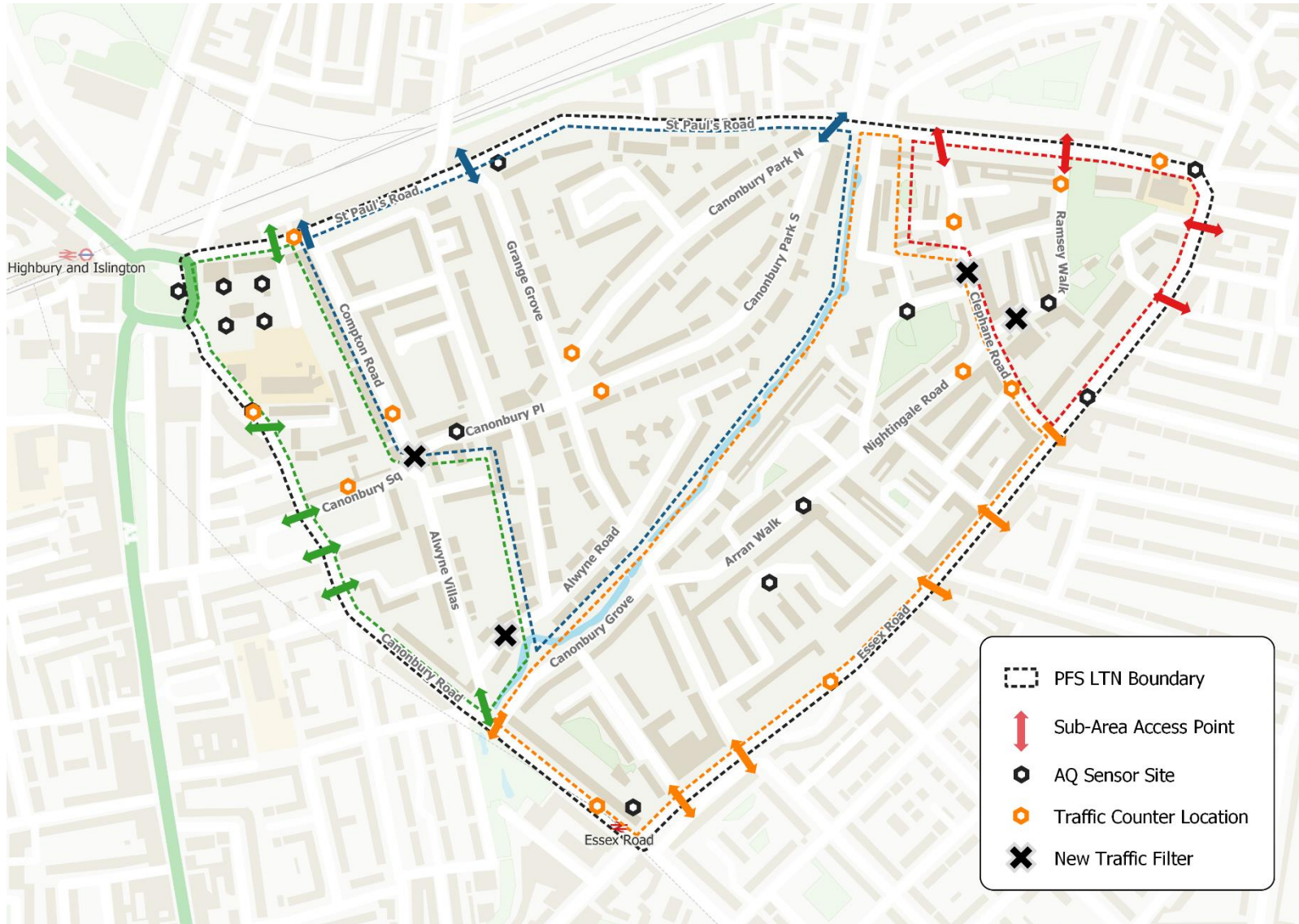
National lockdowns – As England has been going in and out of national lockdowns as a result of COVID-19, it is worth noting that the baseline counts in July 2020 took place as restrictions were being eased across the country, including the initial reopening of pubs, bars and restaurants, but before local restrictions were reintroduced to handle rising infections in the autumn of 2020. Pre-consultation counts were taken in October 2021, several months after the lifting of most COVID restrictions and following a large increase of employees returning to at least part-time office work in September – during this time, the only official COVID requirements were to wear masks on Transport for London (TfL) services.

Fuel Crisis – In late September 2021, panic buying of fuel set off supply chain issues leading to many petrol stations running out of fuel, and thus a potential reluctance/inability for some vehicle owners/hauling companies to travel or conduct business as usual. However, comparing national traffic levels from when fuel stocks returned to normal (21st October) to the week counts for this report were conducted, there appears to be minimal difference. Additionally, as the normalisation approach adopted to calculations in this report considers all impacts to vehicle traffic (not just COVID-19), it is considered that this will also adjust for any fuel crisis impact.

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



Map 2: Canonbury West PFS measures and monitoring sites



Traffic counts approach

Traffic counts in the Canonbury West PFS area

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

Interim counts were carried out roughly one year after implementation in July 2021. These can be found in the LB Islington report [Canonbury West Interim Monitoring Report - Results from the interim monitoring report.](#)

On two of the internal roads, Canonbury Park North and Compton Road, utility works were in operation when baseline figures were collected in July 2020, which significantly affected traffic. For these particular streets, data from November 2020 was compared with data from October 2021. This means that figures for the overall increase or decrease in traffic and cycling on internal roads does not include these streets.

Completed dates of traffic counts

Baseline (“before”) counts: 27 July 2020 – 2 August 2020

Baseline (“before”) counts for specific locations: Essex Road: 3 July 2020 – 9 July 2020; Canonbury Park North & Compton Road: 9 November 2020 – 15 November 2020 (repeated due to utility works on the original survey dates)

Canonbury West trial begins: 9 November 2020

Short-term (“interim”) counts: 14 June 2021 – 20 June 2021

Pre-consultation (“after”) counts: 4 October 2021 – 10 October 2021

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

Automatic Traffic Counts (ATCs) are used at all sites in the Canonbury West PFS area. ATCs measure motorised and cycle traffic volumes and motorised traffic speeds, classifying the traffic by type. More information about the different types of counts and which type was used at each site is detailed in Appendix 4.

There were issues with data collection at some of the ATC sites, which had to be accounted for in the results. These are outlined below:

- Essex Road: The data from the baseline traffic counts for Essex Road had substantial gaps. The ATC was located between the junctions of Elmore Street and Halliford Street and collected data from 27th July to 2nd August 2020. This data was replaced with data from a count site at the same location on Essex Road. This was carried out for the Canonbury East monitoring scheme from the 3rd to the 9th of July 2020; a portion of Friday data for Essex Road was blank and required patching using data at the same times for other days of the week. Whilst this data for Essex Road was collected at a slightly different time than other sites, it is considered better to include this road when summing total traffic impact, so as to gain a more holistic picture of how traffic has changed pre- and post- implementation.
- Canonbury Park North and Compton Road: The baseline data was not accurate due to the utility works and a partial road closure during the counts as mentioned above. These were replaced with November 2020 counts for both sites. Some patching was conducted for Canonbury Park North as traffic in one direction was abnormally high during one day of the week.
- St. Paul's Road (East): The baseline data for St. Paul's Road (East) showed significantly lower-than-average flows for the Monday and first 2/3 of Tuesday, at which point flows increased and remained high for the remainder of the week. These periods have therefore been patched, as are likely due to a malfunctioning ATC.
- Grange Grove: The baseline data was not accurate due to utility works and partial road closure during counts. There were no suitable replacement counts. This site has therefore been excluded from the reports.
- Alwyne Villas: The baseline data for Alwyne Villas was also affected due to the utility works. It appeared that a large quantity of traffic was diverted through Alwyne Villas while the works were running, giving unusually high volumes in the survey results. There were no suitable replacement counts for the baseline, so this site has been excluded from the report.

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 4. The percentage difference between the same month across the two different years has been used to adjust each set of counts to normalise for Covid-19 disruption in the months in which counts have been taken. The methodology is set out in greater detail in Appendix 5. 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.

Considering the months in which the Canonbury West counts took place, in July 2020 (baseline counts), motorised traffic across the permanent counters in Islington was approximately 13% lower than in July 2019. In June 2021 (interim counts), motorised traffic was approximately 9% lower than in June 2019. In October 2021 (pre-consultation counts), motorised traffic was around 5% lower than in July 2019. As such, the baseline, interim and pre-consultation motorised traffic counts have been increased by 13%, 9% and 5% respectively, to bring the figures in line with those expected under more “normal” circumstances.

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

Traffic volume data collected in different months has been normalised against the appropriate figure (for example, the Canonbury Park North and Compton Road baselines have used the November 2020 adjustment figure, which was 22% lower than July 2019).

Table 1 on the following page outlines the full range of normalisation factors since March 2020.

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

Month	Recorded traffic volumes against 2019 equivalents (%)
March 2020	-27.97%
April 2020	-49.87%
May 2020	-38.34%
June 2020	-22.10%
July 2020	-13.46%
August 2020	-6.55%
September 2020	-6.90%
October 2020	-10.48%
November 2020	-22.13%
December 2020	-16.11%
January 2021	-25.69%
February 2021	-24.84%
March 2021	-31.28%
April 2021	-22.52%
May 2021	-18.68%
June 2021	-8.90%
July 2021	-6.16%
August 2021	-2.60%
September 2021	-4.17%
October 2021	-4.90%

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 periods are available for each site in the Appendices.

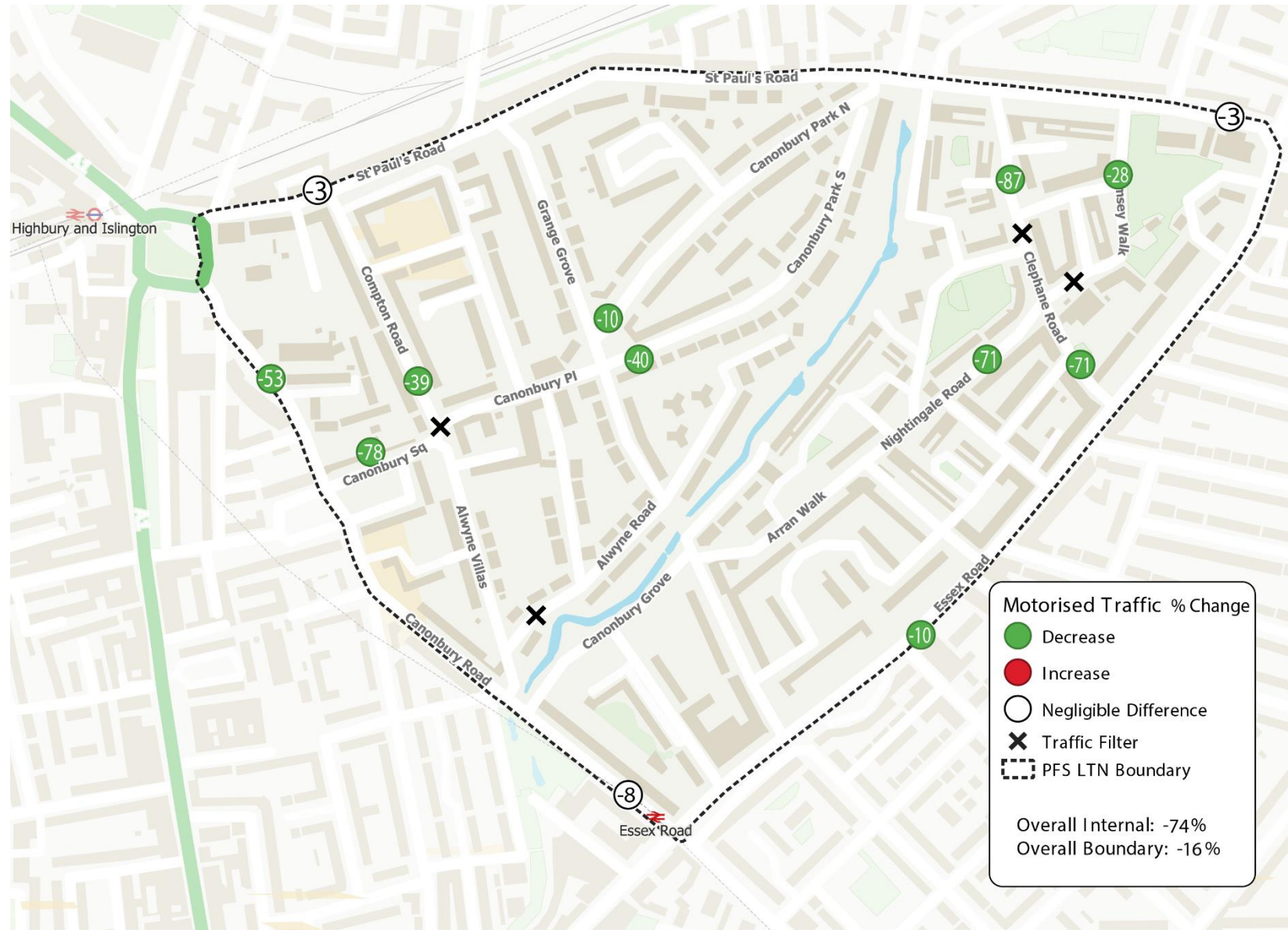
Raw data has been analysed and compared to give the observed results. The observed results have been through the normalisation process described in the previous section to provide normalised results. Both the normalised results and the observed results can be found in the results tables in this report 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.

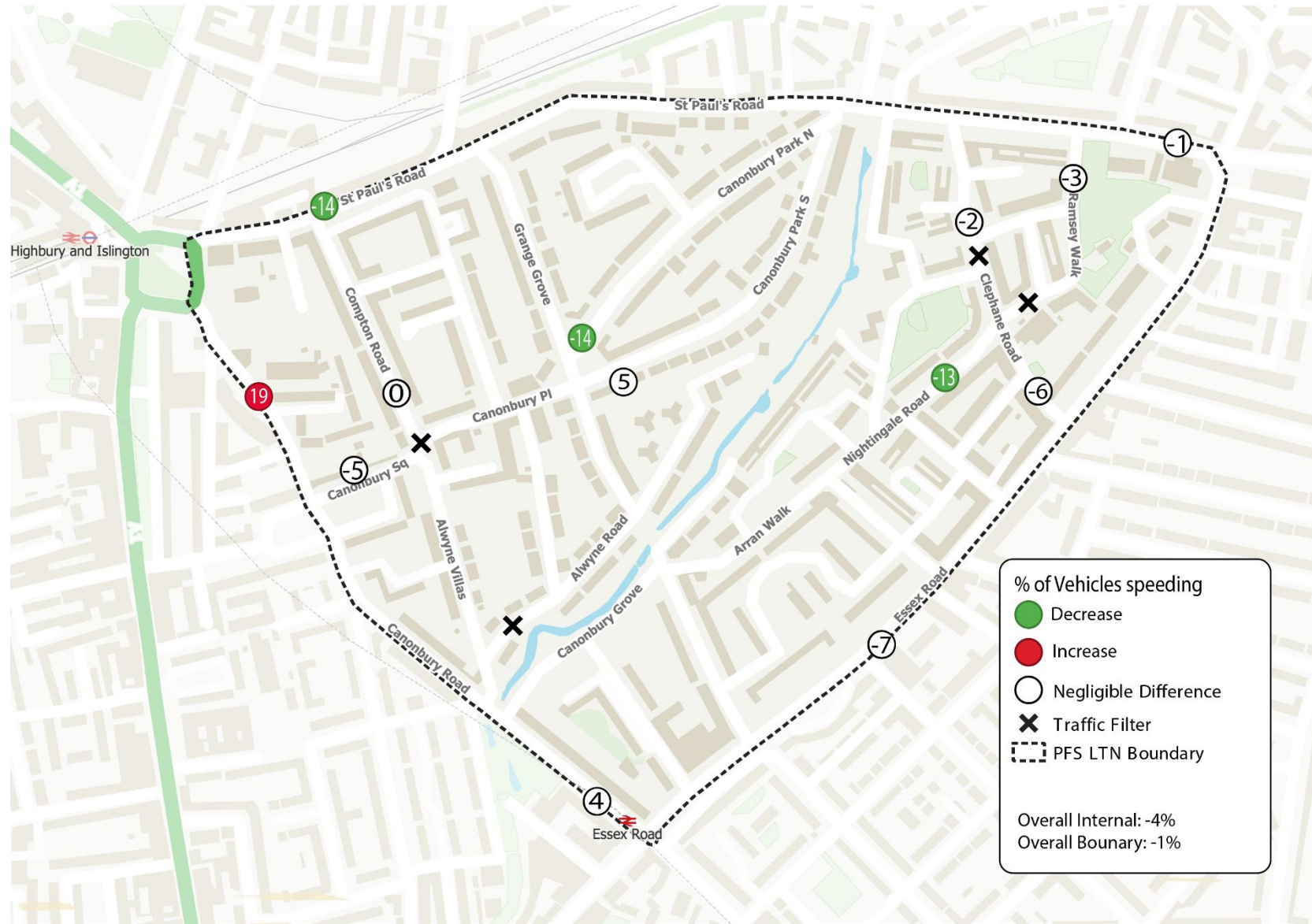
Please note: traffic flows fluctuate on a daily basis (generally up to 10%). As such, changes within -10% to +10% are considered insignificant (i.e. no or negligible change).

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.

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



Map 4: Percentage change in 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

	Baseline Observed- July 2020	Baseline Normalised- July 2020	Observed- October 2021	Normalised- October 2021	Difference Observed	Difference Normalised	Difference Normalised %
Canonbury Square	1,818	2,101	449	472	-1,369	-1,629	78%
Canonbury Park South	329	381	216	227	-113	-154	40%
Clephane Road (northern site)	2,164	2,501	316	332	-1,848	-2,169	87%
Ramsey Walk	364	421	289	303	-75	-118	28%
Nightingale Road	878	1,015	281	296	-597	-719	71%
Clephane Road (southern site)	891	1,030	282	296	-609	-734	71%
Overall Internal	6,444	7,449	1,833	1,926	-4,611	-5,523	74%

Table 3: Motorised traffic volumes on internal roads – other baseline periods

	Baseline Observed- November 2020	Baseline Normalised- November 2020	Observed- October 2021	Normalised- October 2021	Difference Observed	Difference Normalised	Difference Normalised %
Compton Road*	1,091	1,401	812	854	-279	-547	39%
Canonbury Park North*	1,329	1,707	1,468	1,543	139	-164	10%

* - Baseline November 2020

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

	LGV No. July 2020	LGV % July 2020	LGV No. Oct 2021	LGV % July 2021	LGV Change in Proportion	HGV No. July 2020	HGV % July 2020	HGV No. Oct 2021	HGV % Oct 2021	HGV Change in Proportion
Canonbury Square	588	25%	78	6%	-19%	15	1%	4	0%	-1%
Canonbury Park South	80	11%	59	10%	-1%	5	1%	0	0%	-1%
Clephane Road (northern site)	449	16%	47	8%	-8%	14	0%	0	0%	0%
Ramsey Walk	99	18%	38	9%	-9%	1	0%	1	0%	0%
Nightingale Road	338	29%	32	6%	-23%	5	0%	0	0%	0%
Clephane Road (southern site)	194	16%	35	7%	-9%	7	1%	1	0%	-1%
Overall Internal	1,748	21%	289	8%	-13%	47	1%	6	0 %	-1%

Table 5: Goods vehicle volumes on internal roads – other baseline periods

	LGV No. Nov 2020	LGV % Nov 2020	LGV No. Oct 2021	LGV % Oct 2021	LGV Change in Proportion	HGV No. Nov 2020	HGV % Nov 2020	HGV No. Oct 2021	HGV % Oct 2021	HGV Change in Proportion
Canonbury Park North*	440	20%	154	7%	-13%	8	0%	13	1%	1%
Compton Road*	53	3%	114	10%	7%	5	0%	1	0%	0%

* - Baseline November 2020

Table 6: Motorcycle (M/C) volumes on internal roads – July 2020 baseline

	M/C No. July 2020	M/C % July 2020	M/C No. Oct 2021	M/C % Oct 2021	M/C Change in Proportion
Canonbury Square	213	9%	51	4%	-5%
Canonbury Park South	49	7%	17	3%	-4%
Clephane Road (northern site)	183	7%	42	7%	0%
Ramsey Walk	50	10%	24	6%	-4%
Nightingale Road	148	13%	31	6%	-7%
Clephane Road (southern site)	91	8%	29	6%	-2%
Overall Internal	734	9%	194	5%	-4%

Table 7: Motorcycle (M/C) volumes on internal roads – other baseline periods

	M/C No. Nov 2020	M/C % Nov 2020	M/C No. Oct 2021	M/C % Oct 2021	M/C Change in Proportion
Canonbury Park North*	138	7%	89	4%	-3%
Compton Road*	141	9%	51	5%	-4%

* - Baseline November 2020

Insights: motorised traffic on internal roads

Motorised traffic has decreased on all 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 surveyed in both July 2020 and October 2021 has decreased by 74%. Notably, there was no internal road where normalised traffic volumes increased, and even the smallest decrease (on Ramsey Walk) was of more than 25%.

All Motorised Traffic

In the interim report, all sites saw decreases in normalised vehicle flows, with a total reduction of almost 5,000 vehicles counted and a percentage change of -67% vs. the baseline. Considering the counts in October 2021 for this report, there has been a further reduction in flows, with over 5,500 fewer vehicle trips counted on internal roads vs. the baseline, or -74%.

This decrease has been shared across all sites, although the largest decreases in traffic since the baseline are still on Clephane Road (North), where there were 87% fewer vehicles counted, and on Canonbury Square, where there were 78% fewer vehicles counted.

Goods Vehicles and Motorcycle volumes

Generally, the proportion of LGVs, HGVs and motorcycles on internal roads has dropped significantly between the baseline and pre-consultation counts. For internal roads with a July 2020 baseline, LGV volumes fell by -13% as a proportion of overall traffic, whilst the proportion of HGVs as compared to other vehicle types roughly halved.

In terms of specific locations, Nightingale Road saw the largest decrease in LGV volumes; having started with a very high (~30%) proportion of such vehicles, flows decreased by around 23 percentage points and total average daily volumes decreased from over 300 to around 30. The proportion of LGVs on Canonbury Square similarly dropped by around 20 percentage points. However, it should be noted that both the number and the proportion of LGVs on Compton Road increased (by roughly 7 percentage points) since the baseline.

For HGVs on internal streets, baseline flows were low, but overall, these have still dropped significantly between the baseline and pre-consultation counts. On Clephane Road and Nightingale Road, the average number of HGVs counted in the post-consultation data

rounded to zero whilst the busiest site for HGVs, Canonbury Square, only saw an average four HGVs per day in these counts. HGVs increased slightly both in numbers counted and proportional of total vehicles on Canonbury Park North.

There has also been a drop in the proportion of motorcycles for internal roads, although this drop (from 9% to 5% of total traffic) is more muted than for LGVs and HGVs. The largest drop was on Nightingale Road, where total daily vehicles counted dropped from 148 to 31, accounting for a roughly 7 percentage point drop in proportion of total traffic. Clephane Road (North) a very slight increase in the proportion of motorcycles, despite their total number falling by roughly 75%.

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

Motorised traffic speeds and speeding on internal roads

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

Traffic counters measure motorised traffic speeds as well as volumes. Details about the dates and locations of the traffic volume and speed monitoring are in Appendix 4. Full speed monitoring results are available in Appendix 3 (absolute speeds from baseline and interim results).

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 (July 2020 to October 2021)

Location	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volumes of vehicles speeding	Difference in volumes of vehicles speeding (%)	Difference in proportion of vehicles speeding (%)
Canonbury Square	-3.4	22%	-2.4	13%	-179	89%	-5%
Canonbury Park South	1.5	11%	1.5	8%	-1	-4%	5%
Clephane Road (northern site)	-1.7	11%	-1.4	-8%	-170	91%	-2%
Ramsey Walk	-2.2	15%	-2.2	12%	-18	67%	-3%
Nightingale Road	-4.8	30%	-6.1	31%	-139	97%	13%
Clephane Road (southern site) - southbound	-3.7	25%	-3.8	21%	-69	96%	-6%
Overall	-2.4	15%	-2.4	13%	-576	86%	-4%

Table 9: Changes in speeds on internal roads (November 2020 to October 2021)

Location	Difference in average speed (mph)	Difference in average speed (%)	Difference in 85th percentile (mph)	Difference in 85th percentile (%)	Difference in volumes of vehicles speeding	Difference in volumes of vehicles speeding (%)	Difference in proportion of vehicles speeding (%)
Canonbury Park North*	-2.2	15%	-5.1	25%	-250	91%	14%
Compton Road*	1.4	11%	0.7	4%	-10	31%	0%

* - Baseline November 2020

Insights: motorised traffic speeds and speeding on internal roads

General insights

On average across the internal road sites, the proportion of vehicles speeding has decreased by a negligible amount, and the average speed has decreased by 15%. The 85th percentile speed has similarly decreased by 13%.

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 proportion of vehicles speeding may also suggest that through-traffic tends to go faster than local traffic.

Compton Road

At the interim stage, a small increase in the proportion of vehicles speeding (2 percentage points) was noted. The change in proportion at pre-consultation stage is similarly small, but the difference in average speed vs. the baseline has been recorded as 11% higher, representing an average increase of 1.4mph. Increased speeds tend to occur during the interpeak and off-peak. This may be a result of some motorists travelling westbound on St Paul's Road towards Highbury Corner that are using Canonbury Park North and then Compton Road or Grange Grove as a cut-through to avoid the queues on St Paul's Road.

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 West PFS trial specifically by comparing data from before implementation in July 2020 with data from October 2021.

It is important to consider all these results in the context of other external factors which could be contributing towards the results. For example, the scheme shares boundaries with the Canonbury East and Highbury LTNs, delivered on a similar timeframe to the Canonbury West PFS; and several transport projects have been implemented in the area as set out earlier in the report. It is not possible to separate out the impacts these may be having on traffic on this boundary road. A more detailed analysis is in the insights section on motorised traffic on boundary roads.

Motorised traffic volumes on boundary roads

Results (seven-day daily averages)

Table 10: Motorised traffic volumes on boundary roads

	Baseline Observed- July 2020	Baseline Normalised- July 2020	Observed- October 2021	Normalised- October 2021	Difference Observed	Difference Normalised	Difference Normalised %
St Paul's Road (western site)	18,382	21,242	19,598	20,608	1,216	-634	-3%
St Paul's Road (eastern site)	11,152	12,886	11,932	12,547	780	-339	-3%
Canonbury Road (northern site)	16,349	18,892	8,523	8,963	-7,826	-9,930	53%
Canonbury Road (southern site)	13,795	15,941	13,878	14,594	83	-1,347	-8%
Essex Road	16,488	19,052	16,240	17,077	-248	-1,975	10%
Overall Boundary	76,166	88,013	70,171	73,789	-5,995	-14,224	16%

Goods vehicle and motorcycle volumes on boundary roads

Results (5-day total volumes)

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

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

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

Table 11: Goods vehicle volumes on boundary roads

	LGV No. July 2020	LGV % July 2020	LGV No. Oct 2021	LGV % July 2021	LGV Change in Proportion	HGV No. July 2020	HGV % July 2020	HGV No. Oct 2021	HGV % Oct 2021	HGV Change in Proportion
St Paul's Road (western site)	3,233	15%	1,286	6%	-9%	299	1%	142	1%	0%
St Paul's Road (eastern site)	2,843	22%	1,612	12%	-10%	139	1%	77	1%	0%
Canonbury Road (northern site)	3,825	19%	1,293	13%	-6%	367	2%	75	1%	-1%
Canonbury Road (southern site)	2,968	17%	1,585	10%	-7%	190	1%	102	1%	0%
Essex Road	2,207	11%	2,510	14%	3%	197	1%	213	1%	0%
Overall Internal	15,076	17 %	8,286	11%	-6%	1,192	1%	609	1%	0%

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

	M/C No. July 2020	M/C % July 2020	M/C No. Oct 2021	M/C % Oct 2021	M/C Change in Proportion
St Paul's Road (western site)	1293	6%	223	1%	-5%
St Paul's Road (eastern site)	741	5%	663	5%	0%
Canonbury Road (northern site)	1247	6%	531	5%	-1%
Canonbury Road (southern site)	842	5%	610	4%	-1%
Essex Road	1024	5%	867	5%	0%
Overall Internal	5,147	5%	2,894	4 %	-1%

Insights: motorised traffic on boundary roads (combined monitoring)

General insights

Overall, across boundary roads, a 15% decrease in vehicles counted has been observed, which is a positive pre-consultation outcome in line with the scheme objectives. However, it is noted that this large decrease is driven by a 53% drop in flows at the northern end of Canonbury Road close to Highbury Corner – without this outlier, the remaining sites see a more muted 5% decrease in vehicles counted.

Other than at the northern Canonbury Road site, the change in vehicle flows on boundary roads has been somewhat limited, with only Essex Road showing a non-negligible change (a decrease of 10%).

Changes in goods vehicle (LGV and HGV), as well as motorcycle, proportions of overall boundary road flows are similar to those on internal roads, but more moderate. There has been a 6 percentage point drop in LGV proportions, a negligible drop in HGV proportions and roughly a 1 percentage point drop in motorcycle proportions. Essex Road was the only location with an increase in LGVs and/or HGVs, both in terms of vehicles counted and proportion of total vehicles.

Canonbury Road

The October 2021 data shows that vehicle flows have decreased significantly more at the northern end of Canonbury Road (close to Highbury Corner) than at the southern end (near Essex Road Underground Station). This finding is in line with that noted in the interim report.

In the baseline, vehicle flows at the northern site were moderately higher than at the southern site, but in the pre-consultation counts, northern site flows have decreased by 53% whilst they have only decreased by 8% at the southern site. However, it is unclear if this reduction in traffic represents an “evaporation” whereby vehicle trips are no longer being taken, or if there has been displacement or dispersion of trips to other routes that have not been included in monitoring to-date.

Highbury Corner (as of August 2021)

The Highbury Corner scheme was introduced by Transport for London (TfL) in 2019 as part of a London-wide Safer Junctions programme to reduce road danger at a number of intersections including roundabouts, which the council supports.

The scheme has provided safer facilities for cyclists as well as an improved and enlarged public space for pedestrians outside Highbury & Islington station, including additional seating and access to greenery.

The council has continued to work with TfL to raise our concerns and those raised by our residents regarding congestion on the surrounding roads. TfL have carried out a comprehensive review of the traffic signal arrangements at Highbury Corner. This has included site visits and the analysis of data on their systems, with the intention of introducing signal strategies to ease congestion in the area and allow traffic to flow more efficiently. TfL began to test these strategies on 9 August 2021 and initial data indicates that movement within the junction and exit blocking has been reduced.

St Paul's Road

It is likely that the Highbury Corner redevelopment has impacted traffic volumes and speeds on St. Paul's Road. Although there have been minimal changes in normalised traffic flows at both sites on St. Paul's Road, and volumes have actually decreased since interim counts were taken in July 2020, vehicle speeds (particularly westbound) have continued to become slower, indicating that congestion and queueing traffic is likely forming on the approach to Highbury Corner.

Motorised traffic speeds and speeding on boundary roads

The traffic counts carried out also measure motorised traffic speeds. These are the same counts that have been analysed for their volume results. The details regarding the dates and locations of these counts are in Appendix 4. Full speed monitoring results are available in Appendix 3 (absolute speeds from baseline and interim results).

The speed limit is 20mph on all roads where counts were taken. 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 13: 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 volumes of vehicles speeding	Difference in volumes of vehicles speeding (%)	Difference in proportion of vehicles speeding (%)
St Paul's Road (western site)	-3.5	-22%	-4.1	-19%	-3,027	72%	14%
St Paul's Road (eastern site)	0	0%	0	-1%	-355	-5%	-1%
Canonbury Road (northern site)	2	11%	3	11%	-1,296	23%	19%
Canonbury Road (southern site)	0.8	5%	0.4	2%	193	4%	4%
Essex Road	-0.5	-3%	-0.2	-1%	-1,878	26%	-7%
Overall	-0.4	-3%	-0.4	-2%	-6,363	28%	-1%

Insights: motorised traffic speeds and speeding on boundary roads

General insights

On average across the boundary road sites, speed indicators have all show negligible decreases in speeding and the proportion of vehicles speeding.

The western site for St. Paul's Road is the only location with a clear difference in average speed (-22%), leading to a drop of 14% for the proportion of vehicles speeding. However, this may be related to congestion approaching Highbury Corner, particularly as the average speed for westbound traffic at this site (entering the gyratory) is more than 2mph slower than eastbound traffic at the same site.

The northern site on Canonbury Road, conversely, shows a 19% increase in the proportion of vehicles speeding, which coincides with a decrease in traffic and, thus, congestion approaching the roundabout.

Motorised traffic travel times along boundary roads

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

These results have not been normalised as they are not considered to have been impacted by COVID-19 in the same way and to the same extent as motorised traffic volumes, though speeds may settle into new patterns post-COVID-19.

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

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

Table 14: Canonbury Road, Both Directions

	Jul-20 (mm:ss)	Sep-21 (mm:ss)	Jul-20 - Sep-21 difference (mm:ss)	Jul-20 - Sep-21 difference (%)
Weekday AM peak average (0700-1000)	02:14	02:29	00:15	11%
Weekday PM peak average (1600 – 1900)	02:21	02:42	00:21	15%
7 day 0700 - 1900 average	01:57	02:04	00:07	6%

Table 15: Canonbury Road, Northbound

	Jul-20 (mm:ss)	Sep-21 (mm:ss)	Jul-20 - Sep-21 difference (mm:ss)	Jul-20 - Sep-21 difference (%)
Weekday AM peak average (0700-1000)	02:14	02:24	00:10	8%
Weekday PM peak average (1600 – 1900)	02:19	02:30	00:12	8%
7 day 0700 - 1900 average	01:58	02:03	00:05	4%

Table 16: Canonbury Road, Southbound

	Jul-20 (mm:ss)	Sep-21 (mm:ss)	Jul-20 - Sep-21 difference (mm:ss)	Jul-20 - Sep-21 difference (%)
Weekday AM peak average (0700-1000)	02:14	02:34	00:19	14%
Weekday PM peak average (1600 – 1900)	02:23	02:53	00:31	22%
7 day 0700 - 1900 average	01:56	02:06	00:10	9%

Table 17: St. Paul's Road, Both Directions

	Jul-20 (mm:ss)	Sep-21 (mm:ss)	Jul-20 - Sep-21 difference (mm:ss)	Jul-20 - Sep-21 difference (%)
Weekday AM peak average (0700-1000)	03:27	04:12	00:46	22%
Weekday PM peak average (1600 – 1900)	03:24	04:04	00:40	20%
7 day 0700 - 1900 average	02:56	03:12	00:16	9%

Table 18: St. Paul's Road, Eastbound

	Jul-20 (mm:ss)	Sep-21 (mm:ss)	Jul-20 - Sep-21 difference (mm:ss)	Jul-20 - Sep-21 difference (%)
Weekday AM peak average (0700-1000)	03:09	03:09	00:01	0%
Weekday PM peak average (1600 – 1900)	03:26	03:14	-00:12	-6%
7 day 0700 - 1900 average	02:52	02:45	-00:06	-4%

Table 19: St. Paul's Road, Westbound

	Jul-20 (mm:ss)	Sep-21 (mm:ss)	Jul-20 - Sep-21 difference (mm:ss)	Jul-20 - Sep-21 difference (%)
Weekday AM peak average (0700-1000)	03:44	05:15	01:31	41%
Weekday PM peak average (1600 – 1900)	03:22	04:54	01:32	45%
7 day 0700 - 1900 average	03:00	03:38	00:39	21%

Table 20: Essex Road, Both Directions

	Jul-20 (mm:ss)	Nov-20 (mm:ss)	Jul 2020 -Nov 2020 difference (mm:ss)	Jul 2020 - Nov 2020 difference (%)
Weekday AM peak average (0700-1000)	02:39	03:00	00:21	13%
Weekday PM peak average (1600 – 1900)	02:47	02:57	00:11	6%
7 day 0700 - 1900 average	02:18	02:23	00:05	4%

Table 21: Essex Road, Eastbound

	Jul-20 (mm:ss)	Sep-21 (mm:ss)	Jul-20 - Sep-21 difference (mm:ss)	Jul-20 - Sep-21 difference (%)
Weekday AM peak average (0700-1000)	02:27	02:33	00:06	4%
Weekday PM peak average (1600 – 1900)	02:47	02:56	00:09	5%
7 day 0700 - 1900 average	02:16	02:16	00:01	1%

Table 22: Essex Road, Westbound

	Jul-20 (mm:ss)	Nov-20 (mm:ss)	Jul 2020 -Nov 2020 difference (mm:ss)	Jul 2020 - Nov 2020 difference (%)
Weekday AM peak average (0700-1000)	02:50	03:27	00:37	22%
Weekday PM peak average (1600 – 1900)	02:47	02:59	00:12	7%
7 day 0700 - 1900 average	02:19	02:29	00:10	7%

Insights: general traffic journey times on boundary roads

Canonbury Road – INRIX Journey Times

On Canonbury Road, general vehicle journey times have increased for southbound travel, particularly in the peaks. In line with increased journey times for westbound travel on Essex Road, it appears these journey times largely relate to congestion on approach to the Essex Road/Canonbury Road junction.

St. Paul's Road – INRIX Journey Times

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

Essex Road – INRIX Journey Times

Journey times on Essex Road have increased in the westbound direction approaching the junction with Canonbury Road, particularly in the AM peak. As previously mentioned, it is likely that the westbound journey time increase relates to congestion at this junction.

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 West PFS area have been monitored.

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

- Canonbury Road (271)
- St. Paul's Road (4, 19, 30, 263, 393)
- Essex Road (38, 56, 73, 341, 476)

The main bus routes in the vicinity of the Canonbury West PFS use the boundary roads: Canonbury Road, St. Paul's Road and Essex Road.

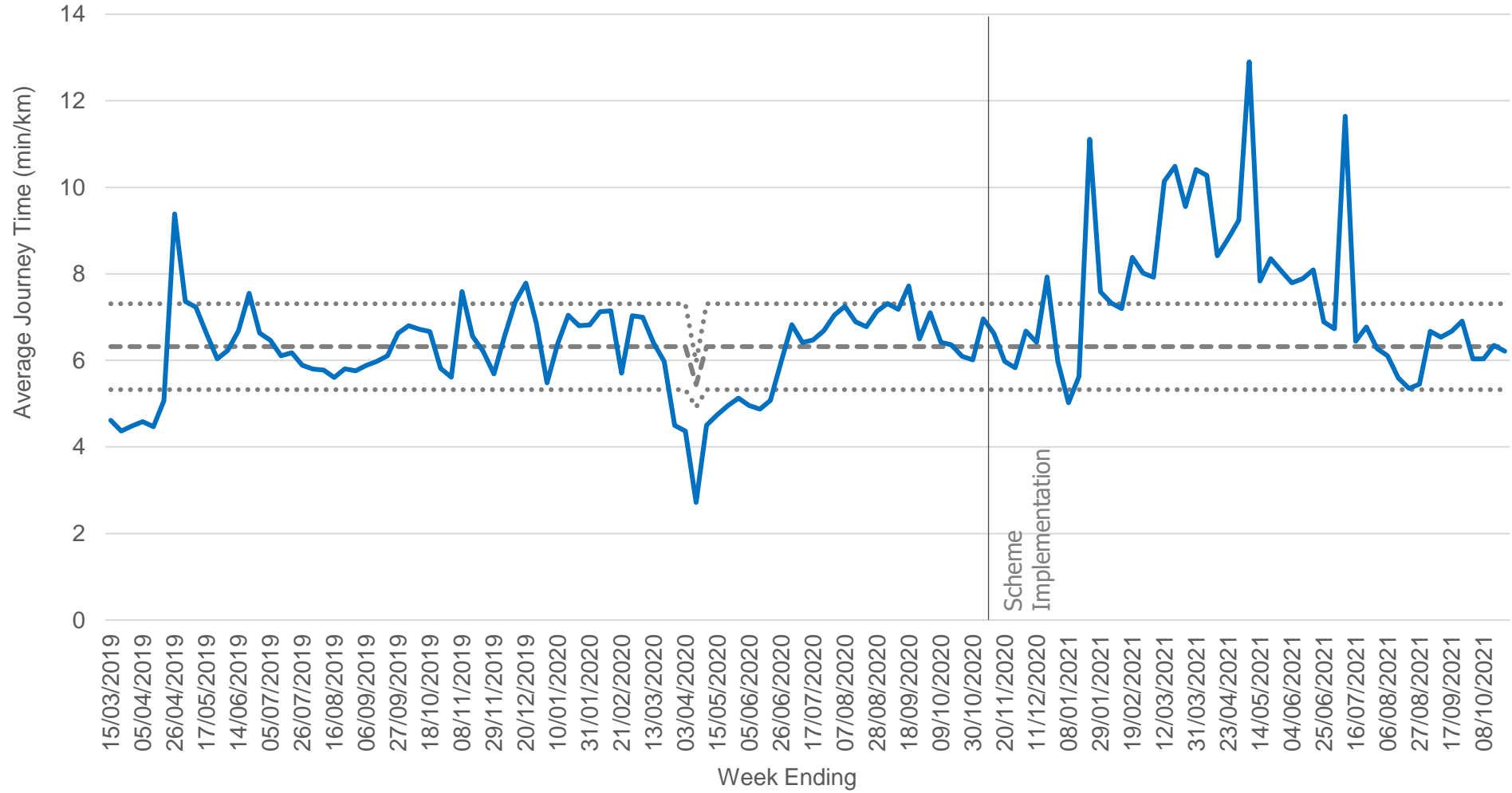
Weekly iBus data has been used for this analysis. This gives weekday (Monday to Friday, excluding bank holidays) average journey times by route, stop-to-stop link and peak periods. The AM peak is 7am-10am, Inter-peak 10am-4pm and PM peak 4pm-7pm. The data also provides 12hour 7am-7pm timings. These journey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

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

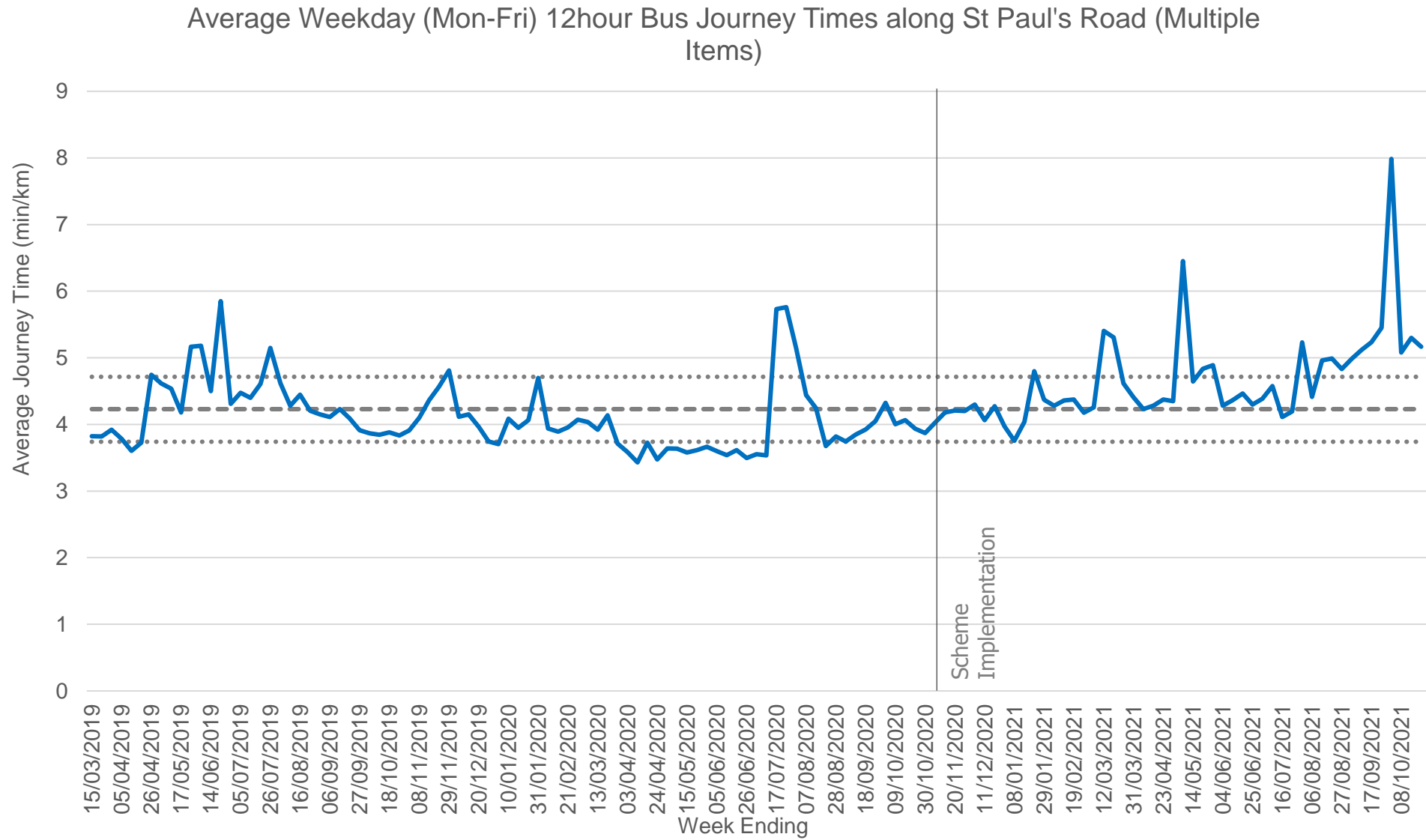
The results are shown in Graph 1 to Graph 3 below. The dashed lines indicate the baseline threshold and the blue line indicates the average journey times, on a three-week basis.

Graph 1: Canonbury Road

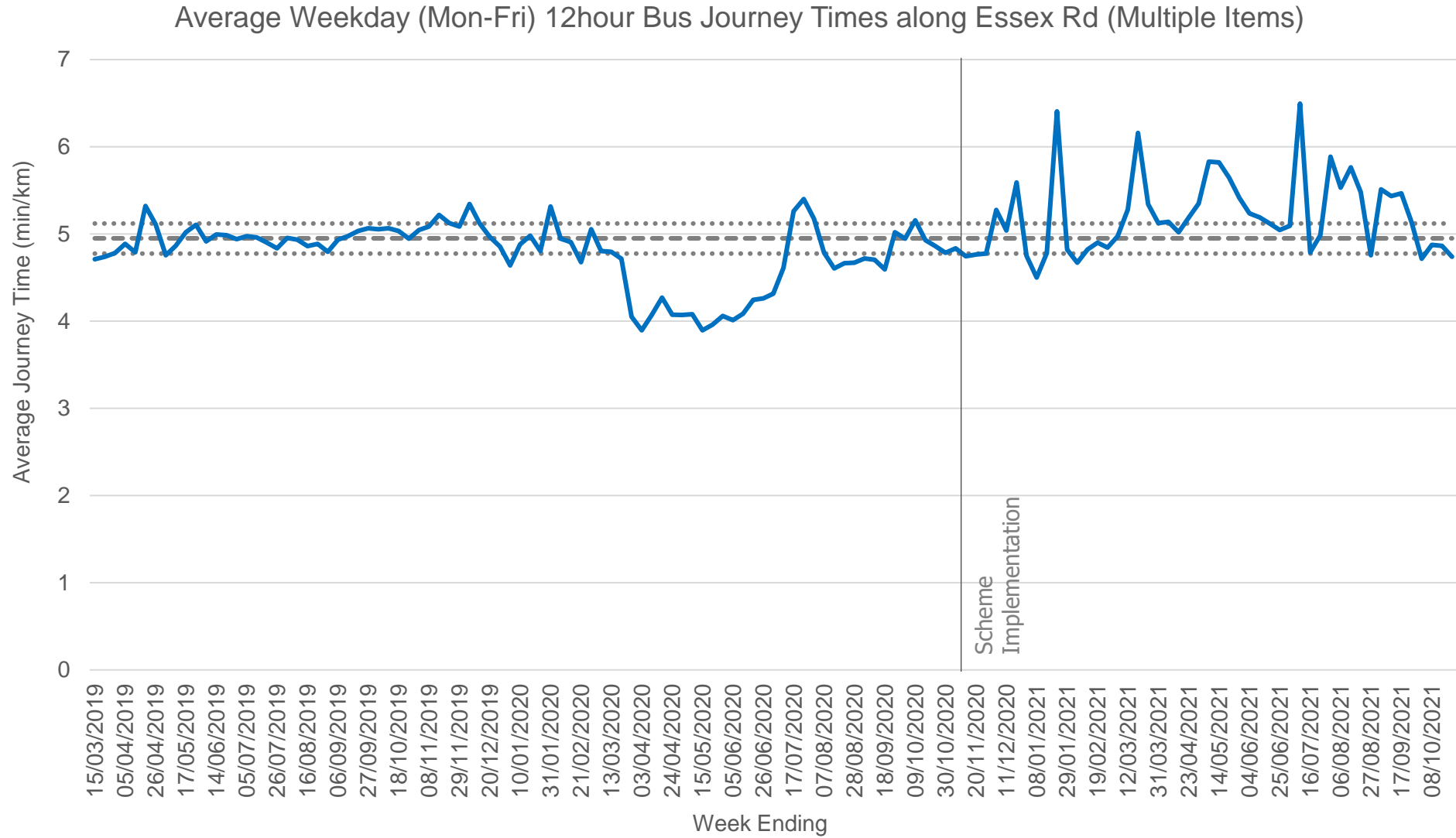
Average Weekday (Mon-Fri) 12hour Bus Journey Times along Canonbury Road (Multiple Items)



Graph 2: St. Paul's Road



Graph 3: Essex Road



Insights: bus journey times on boundary roads

Canonbury Road – Bus Journey Times

On Canonbury Road, bus journey times varied significantly through 2020 and 2021, with a drop to below 3 minutes per kilometre during April 2020. Since then, journey times rebounded to the pre-pandemic average during the remainder of 2020, although increased again during early 2021. However, since the beginning of summer 2021, journey times on Canonbury Road have returned to roughly the pre-COVID average.

St. Paul's Road – Bus Journey Times

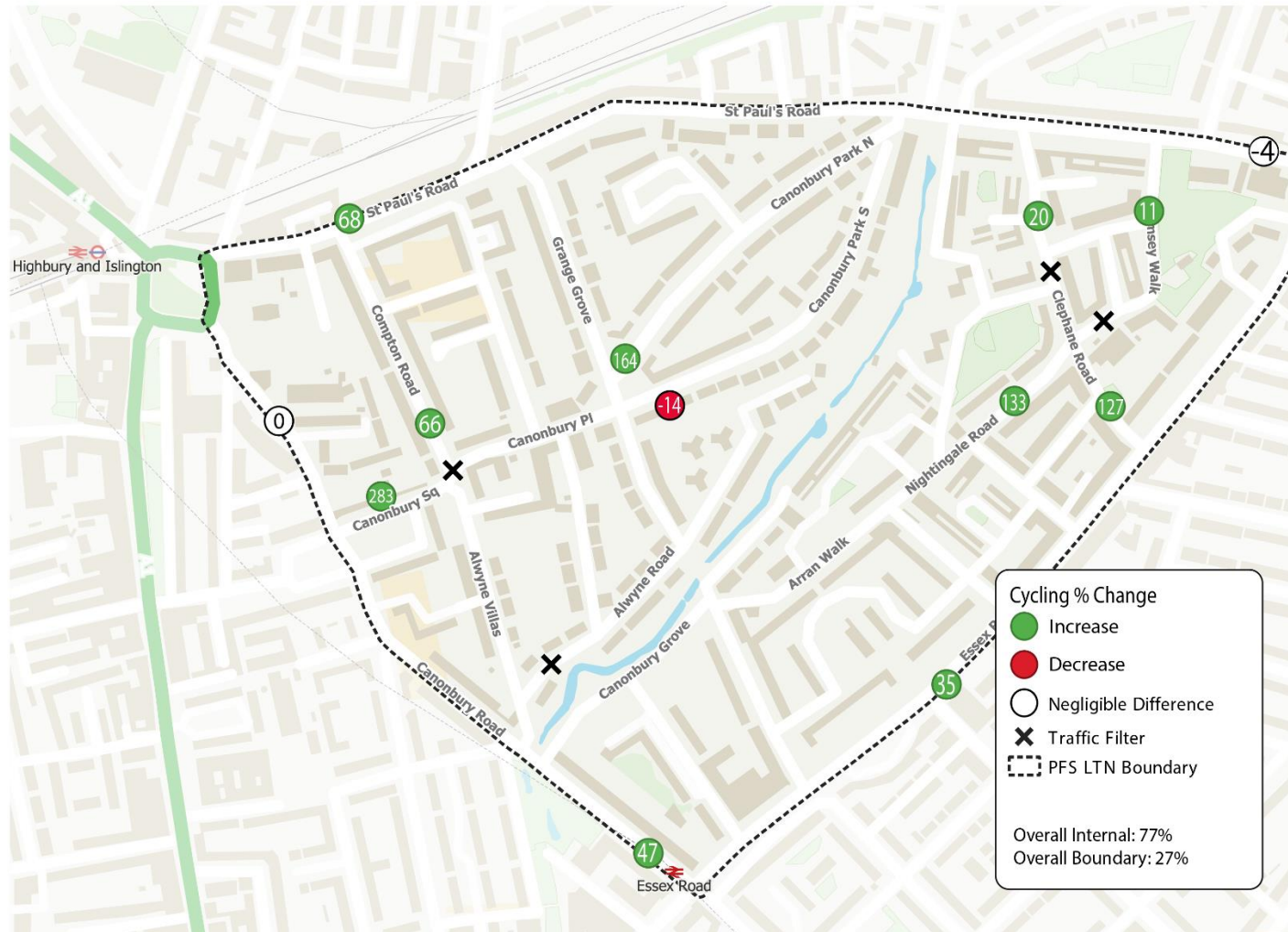
Bus journey times on St. Paul's Road remained fairly fast throughout 2020 and 2021, with only minimal decreases in journey times during the peak of the pandemic (March/April 2020), likely due to the already minimal journey times. As traffic has returned, journey times have also started to increase above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

Essex Road – Bus Journey Times

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

Cycling volumes on internal and boundary roads

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



We have not normalised cycling figures for COVID-19 due to the lack of an available source that provides continuous month-to-month cycling levels encompassing all types of cycling trips (commute and leisure), and is at a local enough geographic scale to form a meaningful and robust benchmark.

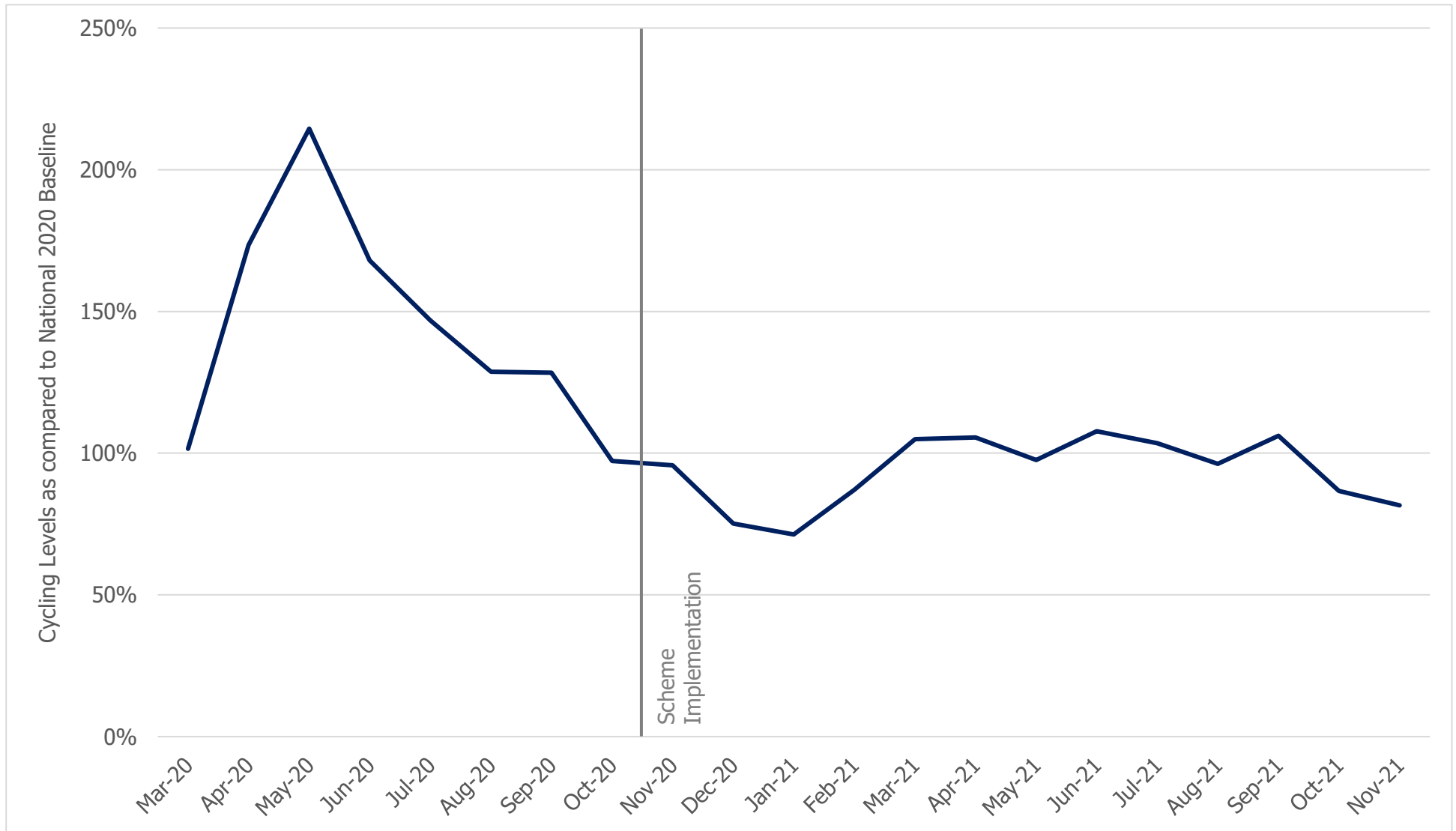
Unlike motorised traffic trends, cycling levels are significantly impacted by seasonal weather change including temperature and rainfall; for example, there is normally much more cycling participation in July than in February, and there are similarly significantly more cycle trips completed in July than February. There are several interlinked factors when it comes to the impact seasonal weather variation has on cycling levels, while weather can still vary within a season, a month or even a day. As an indication of the impact weather can have, one 2011 study found a doubling in temperature could lead to a 43% – 50% increase in cycling levels, before having a negative impact if too high (Study by [Miranda-Moreno and Nosal, 2011](#)).

During the week in which the baseline traffic counts were taken in July 2020, the minimum temperature was 9°C and the maximum was 34°C. England-wide weather data shows that July 2020 was a dry, sunny and exceptionally hot month. In comparison, during the week in which the pre-consultation traffic counts were taken in October 2021, the minimum temperature was 10°C and the maximum was 17°C, slightly warmer than the October average.

Considering these caveats, it is also important to note that government regulations and guidance surrounding COVID-19 has significantly impacted wider cycling trends since March 2020 (data from [DfT's Official Statistics, 2021](#)). Graph 4 on the overleaf shows, on a national basis, the number of cycle trips completed as compared to the March 2020 baseline. In the context of this study, nationwide cycling trips in July 2020 were 50% higher than that March – however, by October 2021, they were below 90% of these levels. This means that, holding everything else equal, cycling trips would be expected to drop by more than a third between July 2020 and October 2021, so any increase in cycling volumes would be a change against the prevailing trend – although it is noted that trends in London are likely somewhat different than those nationally.

Cyclist's route choices will also be impacted by the availability of nearby protected cycle infrastructure and Low Traffic Neighbourhoods, including the recently constructed Cycle Way 38 along Liverpool Road west of the Canonbury West PFS area.

Graph 4: Cycle Volumes in England Compared to National March 2020 Baseline



Cycling volumes on internal roads

Results (seven-day daily averages)

Table 23: Pedal cycles volumes on internal roads – July 2020 baseline

	Observed Pedal Cycles- July 2020	Observed Pedal Cycles - Oct 2021	Difference July 2020- Oct 2021	Difference July 2020- Oct 2021 (%)
Canonbury Square	182	697	515	283%
Canonbury Park South	324	279	-45	14%
Clephane Road (north)	197	237	40	20%
Ramsey Walk	88	98	10	11%
Nightingale Road	82	191	109	133%
Clephane Road (south)	93	211	118	127%
Overall internal	966	1,713	747	77%

Table 24: Pedal cycles volumes on internal roads – other baseline periods

	Observed Pedal Cycles- November 2020	Observed Pedal Cycles - Oct 2021	Difference July 2020- Oct 2021	Difference July 2020- Oct 2021 (%)
Canonbury Park North*	182	480	298	164%
Compton Road*	135	224	89	66%

* - Baseline November 2020

Cycling volumes on boundary roads

Results (seven-day daily averages).

Table 25: Pedal cycles volumes on boundary roads

	Observed Pedal Cycles- July 2020	Observed Pedal Cycles - Oct 2021	Difference July 2020- Oct 2021	Difference July 2020- Oct 2021 (%)
St. Pauls Road (western road)	904	1,519	615	68%
St. Paul's Road (eastern site)	808	777	-31	-4%
Canonbury Road (northern site)	1,478	1,474	-4	0%
Canonbury Road (southern site)	918	1,351	433	47%
Essex Road	1,296	1,749	453	35%
Overall Boundary	5,404	6,870	1,466	27%

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

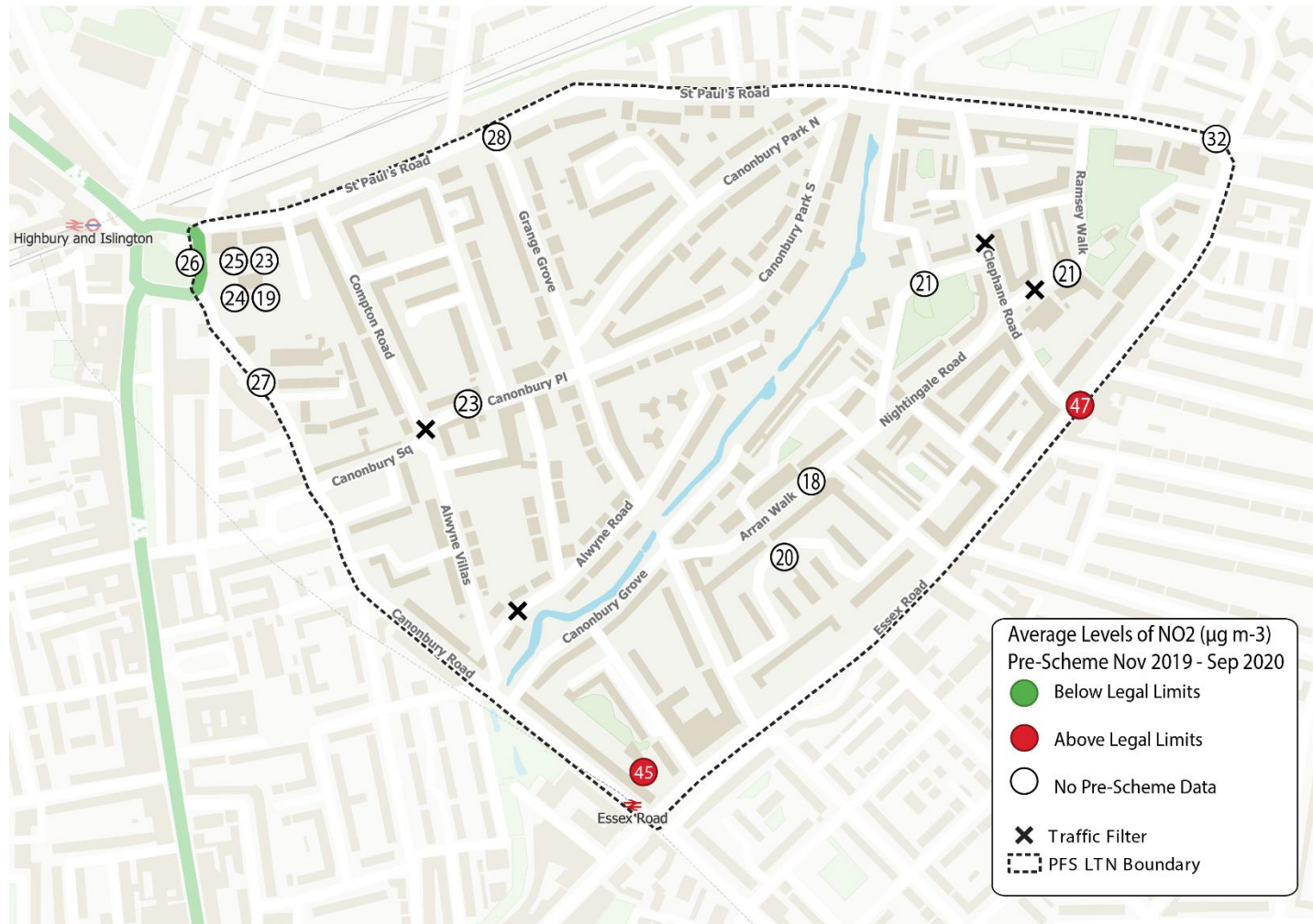
On average across comparable internal roads, cycling has increased by 77%, with increases in all but one location. On boundary roads, cycling flows have increased by almost 30%.

In terms of numbers, cycling on comparable internal roads has increased from 966 per average day to 1,713. The largest increases were seen on Canonbury Square (+283%), Nightingale Road (+133%) and Clephane Road south (+127%). The only internal road which saw a decrease in cyclists was Canonbury Park South, although this may be because this location recorded a much higher number of cyclists than the others in the baseline counts.

On the boundary roads, cycling numbers increased from 5,404 to 6,870, a 27% overall difference. Whilst there was a decrease in cycling on boundary road cyclists in the interim counts from July 2021, it may be that the higher number of people (and particularly experienced cyclists) traveling into central London offices has changed the trend to a positive for October.

Air Quality

Map 6: Average levels of NO₂ (µg/m³) Pre-Scheme November 2019 to September 2020



Map 6 above provides an overview of air pollution across the study area, in particular comparing levels of measured NO₂ to the legal limit of 40µg/m³ Map 7 then compares NO₂ levels in the 11 months prior to the scheme introduction to those levels in the 11 months following (12 month data not yet available).

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. According to Defra, "Urban background sites" are those in an urban location but more distanced from traffic sources. For the PFS monitoring we have further split the urban background results into sites on internal roadsides and sites away from roads. These categorisations apply to the PFS area and borough wide. We are looking to make monthly results for individual sites available on the council website as soon as possible.

The long-term sites in Islington consist of nine roadside diffusion tubes, ten background urban diffusion tubes, one automatic main road site and one automatic background urban site. One of the main road diffusion tubes has been moved in 2019, and is therefore not

being included in PFS monitoring using this time period. One of the long term urban background sites is located within Canonbury West, so this monitor has not been included as part of wider borough sites for this area, but instead looked at as part of Canonbury West averages. More details of these sites can be [viewed in our annual report](#).

The air quality monitoring sites in the Canonbury West area are listed in Appendix 6, with details about type and if they have been added as part of the PFS programme or were pre-existing. The long-term sites that are being used for comparison work in this interim Canonbury West report consist of eight main road diffusion tubes and nine background urban diffusion tubes, as the sensor data we have for this area does not have enough data to be meaningfully analysed at this stage.

Methodology

Time period of study

Air quality varies over time due to a variety of factors, including weather. It is therefore important to look at trends over a longer period of time to identify long-term changes in air quality due to this scheme. It is preferable to compare full years of data to account for seasonal variation.

Every month, our diffusion tube monitors are collected and sent to a laboratory for analysis, meaning results are not immediate and it can take a few months to get results. Therefore, at this time, we only have data up until September 2021.

Results: air quality diffusion tubes

The tables and graph in this section use NO₂ data from diffusion tubes only, as the sensors in Canonbury West do not have any before-scheme monitoring. There are therefore no results for PM₁₀ for Canonbury West.

The tables show the results since the PFS scheme broken down as follows:

- Pre-Scheme (Nov 2019-September 2020): All available data up to when the PFS was put in place;
- Post Scheme (Nov 2020-September 2021): Available data after the PFS was put in place.

The pollution levels in these periods are likely to have been impacted by Covid-19. [Studies](#) into the impacts of lockdown on air pollution, by Defra, for example, show lower than average levels of the pollutant NO₂ with the first lockdown.

Please note, the values in the Tables show the average results for all monitors in each category. The values in the pre-scheme and post-scheme columns are rounded to the nearest whole number, but the difference between them and percentage changes use the background, non-rounded numbers for accuracy – this means that some numbers will not calculate to the same results as below.

Table 26: (Boundary roads) NO₂ levels in Canonbury West and borough long term diffusion tube sites

	All Pre-Scheme (Nov 2019-Sep 2020) NO₂ (µg/m³)	Post Scheme (Nov 2020-Sep 2021) NO₂ (µg/m³)	Pre-Scheme Compared to Post Scheme (µg/m³)	Pre-Scheme Compared to Post Scheme (% change)
Canonbury W	34	33	-1	-3%
Whole borough long term sites	31	33	+1	5%

This includes six monitoring locations for Canonbury West boundary roads. Two of the monitoring sites provided data for the full 22-month period, the remaining four sites generally provide data from July 2020 and as such data has been adjusted and annualised using background trends across nine whole-borough sites for periods of missing data (see Appendix 6 for more detail).

Table 27: (Internal roads) NO₂ levels in Canonbury West and borough long term diffusion tube sites

	All Pre-Scheme (Nov 2019-Sep 2020) NO₂ (µg/m³)	Post Scheme (Nov 2020-Sep 2021) NO₂ (µg/m³)	Pre-Scheme Compared to Post Scheme (µg/m³)	Pre-Scheme Compared to Post Scheme (% change)
Canonbury W	21	22	+1	6%
Whole borough long term sites	21	23	+1	5%

This includes five monitoring locations for Canonbury West internal roads. Four of the monitoring sites provided data for the full 22-month period, the remaining site provides data from August 2020 and as such data has been adjusted and annualised using background trends across nine whole-borough sites for periods of missing data (see Appendix 6 for more detail).

Table 28: (Non-street-based sites) NO₂ levels in Canonbury West and borough long term diffusion tube sites

	All Pre-Scheme (Nov 2019-Sep 2020) NO₂ (µg/m³)	Post Scheme (Nov 2020-Sep 2021) NO₂ (µg/m³)	Pre-Scheme Compared to Post Scheme (µg/m³)	Pre-Scheme Compared to Post Scheme (% change)
Canonbury W	23	24	+1	3%
Whole borough long term sites	20	21	+2	8%

This includes four monitoring locations for Canonbury West non-street locations, all of which have complete data for the full 22-month period.

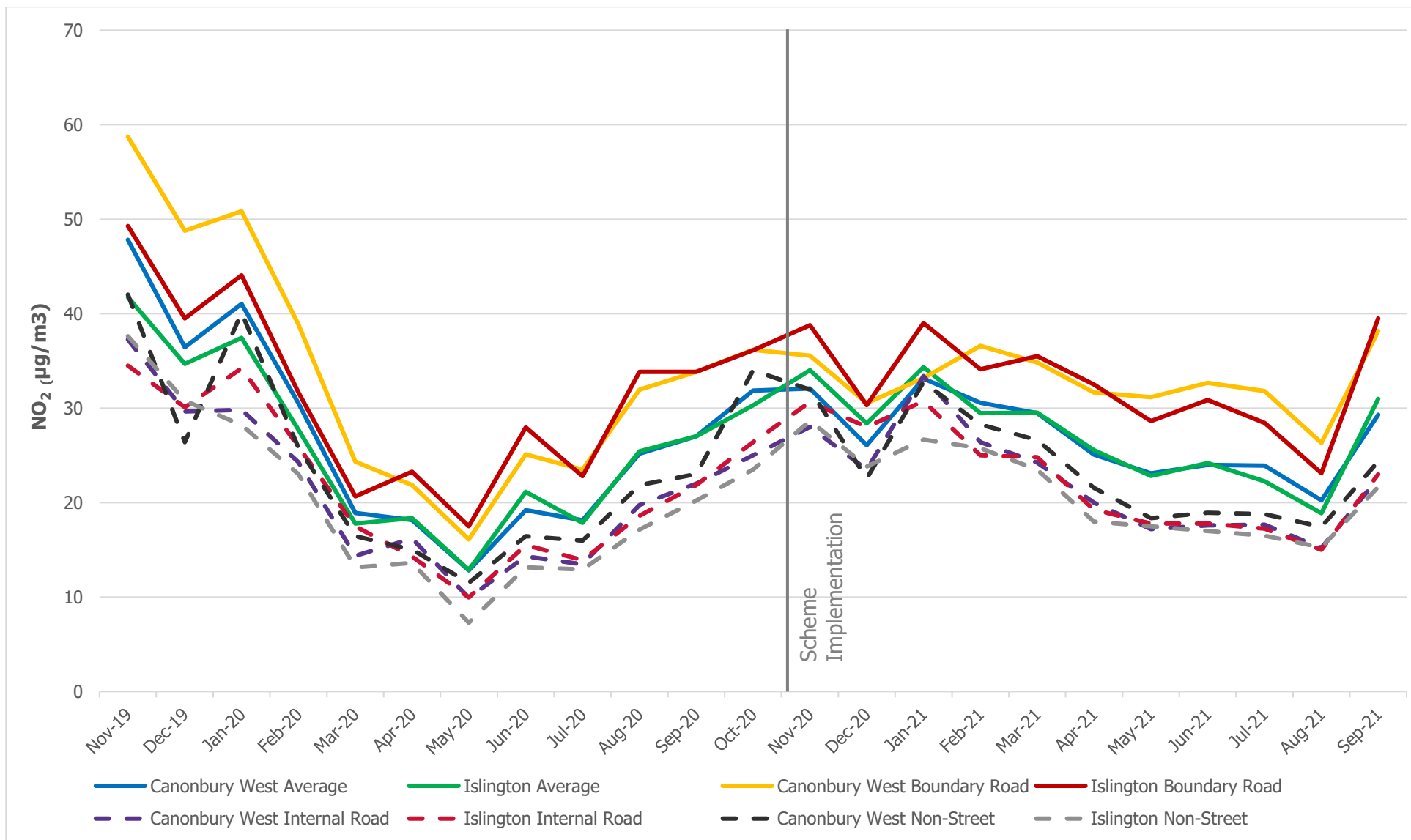
Table 29: (Overall) NO₂ levels in Canonbury West and borough long term diffusion tube sites

	All Pre-Scheme (Nov 2019-Sep 2020) NO₂ (µg/m³)	Post Scheme (Nov 2020-Sep 2021) NO₂ (µg/m³)	Pre-Scheme Compared to Post Scheme (µg/m³)	Pre-Scheme Compared to Post Scheme (% change)
Canonbury W	27	27	0	1%
Whole borough long term sites	26	27	+2	7%

To allow better comparison between Canonbury West and the wider borough changes, non-street sites have been included in the whole borough average. This includes seventeen long term monitoring sites for the whole borough for each time period and fifteen Canonbury West Sites (with some monitors only in place since July 2020).

Graph 2 compares the trends in NO₂ levels in Canonbury West and across Islington overall from November 2019 through to September 2021.

Graph 5: Average NO₂ levels in Canonbury West compared to long term borough-wide sites from diffusion tubes



Insights: air quality

The tables above show that there has been an increase in pollution at the majority of monitoring sites in Canonbury West when the post-implementation period is compared with the same period the year before. This is similar to changes seen at wider borough sites, where the changes in air quality are similar if not slightly worse, given the available data.

As Graph 2 shows, the borough-wide and Canonbury West monitoring site averages all dropped to a low in May 2020 before rising. This aligns to a period of national lockdown measures, which started in March 2020 and were eased by July 2020 as well as potential seasonal variations where NO₂ can often be lower in summer months. The post-implementation period of the PFS trial in Canonbury West (November 2020 – September 2021) was at the same time as rising trends in the wider borough, which were particularly pronounced in September 2021 as many in the borough returned to offices and activity suddenly increased. As such, whilst NO₂ levels in the trial area have increased since it was implemented end of November 2020 and show higher values compared to the whole year before, this is in line with borough-wide trends and can therefore be viewed as related to the impact of lockdown measures and seasonal variation, and suggests the impact of wider factors on pollution levels, with no distinct impact on air quality to date due to the trial.

In summary, these results show:

- Changes in levels of NO₂ in Canonbury West reflect those in the borough more widely.
- In the post-implementation period, average NO₂ levels by site type at Canonbury West sites have been within the annual objective level of 40µg/m³, except for at the southern site on Canonbury Road and along Essex Road, which are around or slightly above legal limits.
- Levels of NO₂ in Canonbury West since PFS started (November 2020 – September 2021) are similar to those from the previous eleven-month period, with some sites registering increases in NO₂ and others registering decreases, although with most changes being negligible. This is in line with wider borough trends where NO₂ levels have been similar, and likely shows the impact of seasonal variations and Covid-19.
- The Air Quality Team are satisfied that the interim results show no discernible negative impacts on air quality in the cell, but they will continue to monitor air pollution over a longer time period to get a better understanding of any changes.

Emergency vehicles access

London Ambulance Service

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

As of 4 November 2021, there have not been any reported delays in LAS response times as a result of the People Friendly Street area being implemented in Canonbury West. We will continue to monitor this closely in the future.

Metropolitan Police Service

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

The following statement has been provided by the MPS:

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

London Fire Brigade

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

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

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

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

PFS monitoring analysis methodology

As advised by the LFB, the 2019 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 East PFS area, so it is not possible to isolate the impacts of Canonbury West PFS. However, as shown in Table 30 and Table 31, there have been slight, but not significant changes to response time 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 30: 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 10/2021	2104	04:51	06:20
Change against 2019 data	n/a	+00:15	+0:03

Table 31: 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
11/2020 to 10/2021	130	05:17	06:42
Change against 2019 data	n/a	+00:30	+00:24

Insights: London Fire Brigade response times

Given the extent of variables that affect response times, the differences between the 2019 baseline, the 2020 pre-implementation period and the post-implementation period are considered limited by the LFB and the council. As such, it is the view of the LFB and the council that the PFS area in Canonbury West has not significantly 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 Canonbury West 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 32: Calls and crimes in Canonbury West and Islington (proportion as a percentage of Sep 2019 – Oct 2021)

Month	ASB Calls to the Council - Canonbury West	ASB Calls to the Council - Islington	ASB Calls to the Police - Canonbury West	ASB Calls to the Police - Islington	Street-based Criminal Offences - Canonbury West	Street-based Criminal Offences - Islington
Sep-19	0.0%	3.3%	0.4%	1.9%	4.9%	4.7%
Oct-19	3.3%	2.7%	2.7%	3.7%	4.2%	5.4%
Nov-19	4.7%	2.9%	1.6%	3.1%	4.0%	4.7%
Dec-19	2.3%	1.9%	2.3%	2.9%	4.4%	4.1%
Jan-20	1.4%	2.6%	2.9%	3.0%	6.6%	4.9%
Feb-20	7.4%	2.8%	2.9%	2.8%	5.8%	5.0%
Mar-20	3.3%	3.4%	3.5%	3.7%	2.4%	3.8%
Apr-20	7.0%	6.8%	7.8%	8.6%	3.1%	2.7%
May-20	13.5%	7.9%	13.8%	9.2%	2.7%	3.3%
Jun-20	6.0%	7.3%	2.3%	5.9%	2.7%	3.4%
Jul-20	5.6%	7.4%	4.7%	6.0%	5.3%	3.8%
Aug-20	6.0%	5.3%	3.9%	5.0%	2.9%	4.4%
Sep-20	2.3%	3.9%	3.1%	4.7%	4.9%	4.1%
Oct-20	7.4%	3.3%	9.3%	3.7%	5.1%	3.8%
Nov-20 (PFS implemented)	2.8%	3.1%	3.9%	3.6%	2.9%	3.7%
Dec-20	1.9%	2.1%	3.3%	3.0%	2.6%	3.2%
Jan-21	1.4%	2.1%	5.4%	3.5%	2.7%	2.8%
Feb-21	0.5%	2.3%	2.3%	3.3%	4.4%	2.5%
Mar-21	1.4%	2.9%	2.9%	3.2%	3.5%	3.3%
Apr-21	1.9%	2.7%	2.7%	3.0%	2.4%	3.4%
May-21	2.8%	2.8%	3.7%	2.8%	3.8%	3.8%

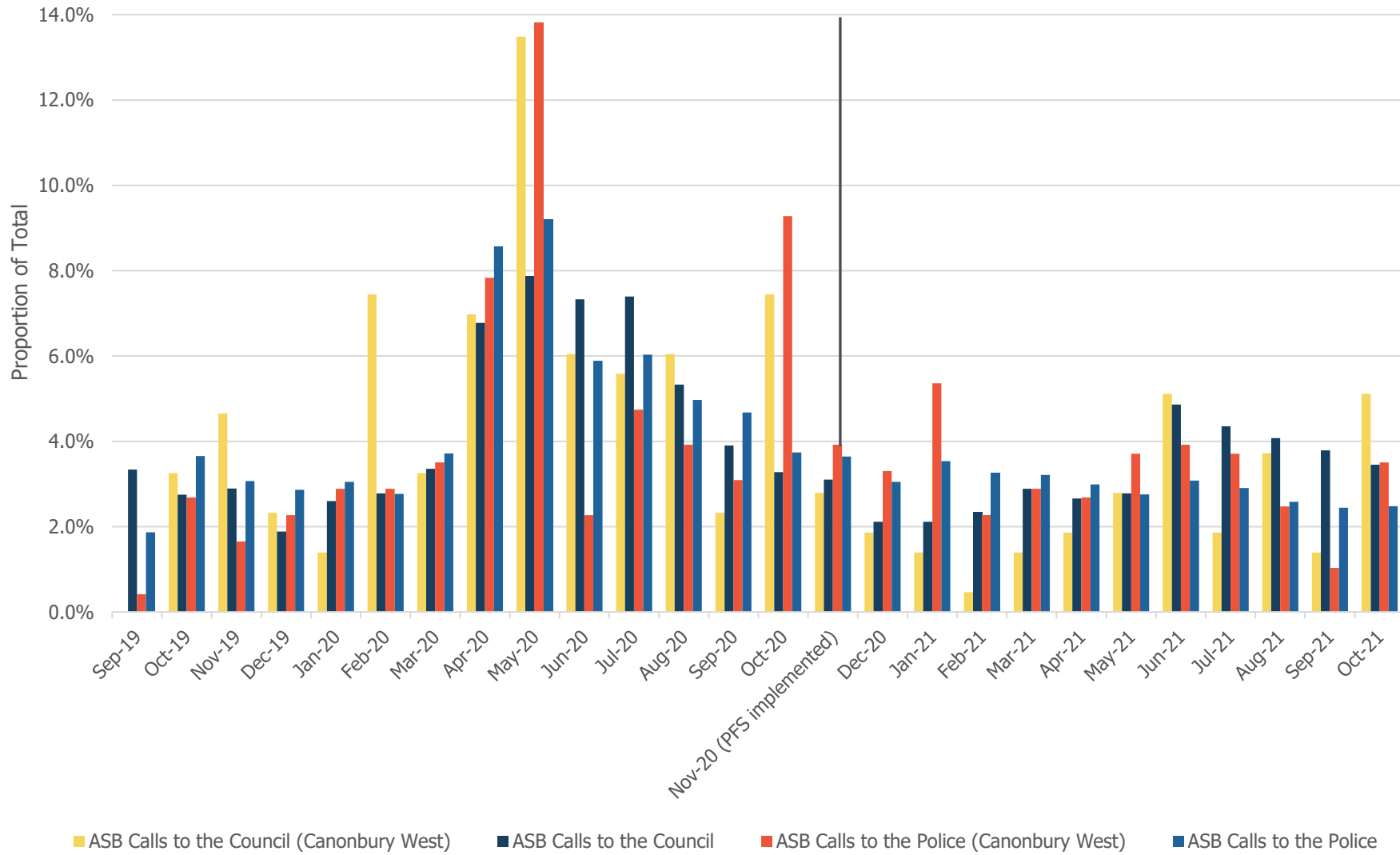
Jun-21	5.1%	4.9%	3.9%	3.1%	2.2%	3.3%
Jul-21	1.9%	4.4%	3.7%	2.9%	3.8%	3.6%
Aug-21	3.7%	4.1%	2.5%	2.6%	4.0%	4.0%
Sep-21	1.4%	3.8%	1.0%	2.4%	3.8%	4.1%
Oct-21	5.1%	3.5%	3.5%	2.5%	4.7%	4.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 33: Volume of calls and crimes in the Canonbury West area and Islington

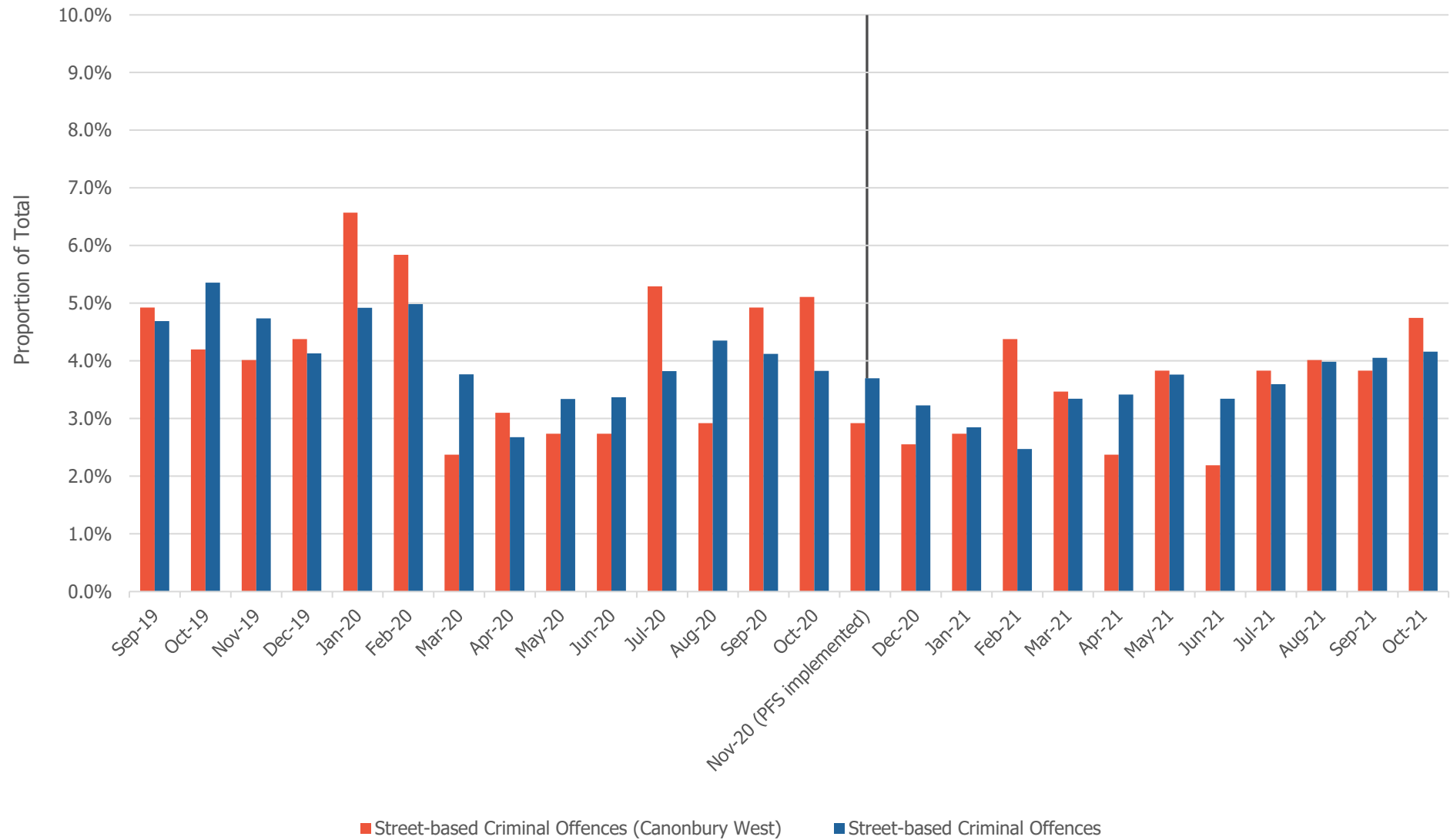
Month	Canonbury West ASB Calls to the Council	Islington ASB Calls to the Council	Canonbury West ASB Calls to the Police	Islington ASB Calls to the Police	Canonbury West Street-based Criminal Offences	Islington Street-based Criminal Offences
Sep-19	<5	341	<5	351	27	851
Oct-19	7	281	13	688	23	972
Nov-19	10	296	8	577	22	860
Dec-19	5	193	11	539	24	750
Jan-20	<5	266	14	573	36	893
Feb-20	16	284	14	521	32	905
Mar-20	7	343	17	699	13	684
Apr-20	15	693	38	1612	17	486
May-20	29	805	67	1732	15	606
Jun-20	13	749	11	1108	15	612
Jul-20	12	756	23	1135	29	694
Aug-20	13	545	19	935	16	790
Sep-20	5	399	15	880	27	748
Oct-20	16	335	45	703	28	695
Nov-20 (PFS implemented)	6	317	19	685	16	671
Dec-20	<5	216	16	573	14	586
Jan-21	<5	216	26	665	15	517

Feb-21	<5	240	11	614	24	449
Mar-21	<5	295	14	604	19	607
Apr-21	<5	272	13	562	13	620
May-21	6	284	18	518	21	683
Jun-21	11	497	19	579	12	607
Jul-21	<5	445	18	546	21	653
Aug-21	8	417	12	485	22	723
Sep-21	<5	387	5	460	21	736
Oct-21	11	353	17	466	26	755

Graph 6: ASB calls to the Council and Police in Canonbury West and Islington as a percentage of the total over one year



Graph 7: Street crimes in the Canonbury West area and Islington as a percentage of the total over one year



Insights: anti-social behaviour and crime patterns

In terms of volumes of crime and ASB during the past 24 months, the Canonbury West PFS area showed similar trends to those of Islington as a whole. On average, calls in the Canonbury West area are low, as can be seen in Table 33.

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

Table 32, Table 33, Graph 6 and Graph 7 show increases in anti-social behaviour calls during the first lockdown last year in both Canonbury West and Islington. Contributing to this will have been reporting of people breaching the rules set out by the Central Government. The slight peak in calls for ASB in calls to the Council received in October 2021 relates to a spike in firework-related ASB.

The council's ASB team have found no evidence to suggest that the rate increased following the implementation of the PFS area.

Concluding remarks

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

Traffic levels have fallen by 74% and rates of speeding have not increased. The volume of cycle traffic has increased by 77% following the introduction of the PFS. Similarly, goods vehicles (LGVs and HGVs) now comprise a much smaller proportion of total flows on such internal streets.

On the boundary roads, there has been a decrease of 15% in vehicle flows, led by a halving of vehicles counted at the northern end of Canonbury Road – however, even when removing this outlier from analysis, normalised traffic flows on boundary roads seems to have slightly decreased. However, it is noted that travel times for westbound vehicles (including buses) on St. Paul's Road approaching Highbury Corner, it appears congestion has increased, although this is likely due to a mixture of factors of which the Canonbury West scheme is only one. There may also be some congestion related impact on journey times surrounding the junction of Essex Road and Canonbury Road at the southernmost corner of the scheme.

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

The public consultation for the PFS LTN at Canonbury West will take place between Tuesday 30 November 2021 and Tuesday 18 January 2022. More information is available at www.islington.gov.uk/roads/people-friendly-streets/canonburywest

Appendices

Appendix 1: Internal roads counts

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

Canonbury Square

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	11,920	13,774	3,142	3,304	-8,778	-10,470	74%	76%
7 day daily average	1,818	2,101	449	472	-1,369	-1,629	75%	78%
5 day total	8,641	9,985	2,267	2,384	-6,374	-7,601	74%	76%
5 day daily average	1,905	2,201	453	477	-1,452	-1,724	76%	78%
AM peak hourly average (weekdays)	60	69	26	28	-34	-41	57%	59%
PM peak hourly average (weekdays)	195	226	39	41	-156	-185	80%	82%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,212	4,878	3,666	302%
7 day daily average	182	697	515	283%
5 day total	908	3,860	2,952	325%
5 day daily average	195	772	577	296%
AM peak hourly average (weekdays)	15	73	58	387%
PM peak hourly average (weekdays)	14	63	49	350%

Compton Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	7,637	9,807	5,685	5,978	-1,952	-3,829	26%	39%
7 day daily average	1,091	1,401	812	854	-279	-547	26%	39%
5 day total	6,242	8,016	4,503	4,735	-1,739	-3,281	28%	41%
5 day daily average	1,248	1,603	901	947	-347	-656	28%	41%
AM peak hourly average (weekdays)	109	140	85	90	-24	-50	22%	36%
PM peak hourly average (weekdays)	85	110	72	76	-13	-34	15%	31%

Cycling*

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	944	1,566	622	66%
7 day daily average	135	224	89	66%
5 day total	802	1,281	479	60%
5 day daily average	160	256	96	60%
AM peak hourly average (weekdays)	13	22	9	67%
PM peak hourly average (weekdays)	11	22	11	93%

*Denotes updated data in the baseline since the interim report was published.

Canonbury Park North

Motorised traffic*

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	9,306	11,950	10,274	10,803	968	-1,147	10%	10%
7 day daily average	1,329	1,707	1,468	1,543	139	-164	10%	10%
5 day total	7,730	9,927	8,509	8,947	779	-980	10%	10%
5 day daily average	1,546	1,985	1,702	1,789	156	-196	10%	10%
AM peak hourly average (weekdays)	158	202	183	193	25	-9	16%	-4%
PM peak hourly average (weekdays)	81	104	124	131	43	27	53%	26%

Cycling*

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,276	3,361	2,085	163%
7 day daily average	182	480	298	164%
5 day total	1,051	2,740	1,689	161%
5 day daily average	210	548	338	161%
AM peak hourly average (weekdays)	15	46	31	207%
PM peak hourly average (weekdays)	18	48	30	167%

*Denotes updated data in the baseline since the interim report was published.

Canonbury Park South

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	2,306	2,665	1,513	1,591	-793	-1,074	34%	40%
7 day daily average	329	381	216	227	-113	-154	34%	40%
5 day total	1,626	1,879	1,164	1,224	-462	-655	28%	35%
5 day daily average	325	376	233	245	-92	-131	28%	35%
AM peak hourly average (weekdays)	17	20	20	21	3	1	18%	5%
PM peak hourly average (weekdays)	24	28	17	18	-7	-10	29%	36%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	2,267	1,953	-314	14%
7 day daily average	324	279	-45	14%
5 day total	1,777	1,675	-102	-6%
5 day daily average	355	335	-20	-6%
AM peak hourly average (weekdays)	23	30	7	30%
PM peak hourly average (weekdays)	32	32	-	0%

Clephane Road (North)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	14,783	17,082	2,209	2,323	-12,574	-14,759	85%	86%
7 day daily average	2,164	2,501	316	332	-1,848	-2,169	85%	87%
5 day total	11,180	12,919	1,611	1,694	-9,569	-11,225	86%	87%
5 day daily average	2,311	2,670	322	339	-1,989	-2,331	86%	87%
AM peak hourly average (weekdays)	110	127	17	17	-93	-110	85%	87%
PM peak hourly average (weekdays)	166	191	21	22	-145	-169	87%	88%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	1,349	1,660	311	23%
7 day daily average	197	237	40	20%
5 day total	998	1,310	312	31%
5 day daily average	206	262	56	27%
AM peak hourly average (weekdays)	13	23	10	77%
PM peak hourly average (weekdays)	16	21	5	31%

Ramsey Walk

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	2,548	2,944	2,020	2,124	-528	-820	21%	28
7 day daily average	364	421	289	303	-75	-118	21%	28
5 day total	1,969	2,275	1,476	1,552	-493	-723	25%	32
5 day daily average	394	455	295	310	-99	-145	25%	32
AM peak hourly average (weekdays)	17	19	19	20	2	1	12%	5%
PM peak hourly average (weekdays)	26	31	18	19	-8	-12	31%	39%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	615	686	71	12%
7 day daily average	88	98	10	11%
5 day total	485	563	78	16%
5 day daily average	97	113	16	16%
AM peak hourly average (weekdays)	4	8	4	100%
PM peak hourly average (weekdays)	8	9	1	13%

Nightingale Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	6,121	7,073	1,969	2,070	-4,152	-5,003	68%	71%
7 day daily average	878	1,015	281	296	-597	-719	68%	71%
5 day total	4,615	5,333	1,456	1,531	-3,159	-3,802	68%	71%
5 day daily average	923	1,067	291	306	-632	-761	68%	71%
AM peak hourly average (weekdays)	38	44	17	18	-21	-26	55%	59%
PM peak hourly average (weekdays)	63	72	17	18	-46	-54	73%	75%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	573	1,338	765	134%
7 day daily average	82	191	109	133%
5 day total	445	1,072	627	141%
5 day daily average	89	214	125	140%
AM peak hourly average (weekdays)	5	16	11	220%
PM peak hourly average (weekdays)	8	18	10	125%

Clephane Road (South)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	6,032	6,970	1,971	2,073	-4,061	-4,897	67%	70%
7 day daily average	891	1,030	282	296	-609	-734	68%	71%
5 day total	4,547	5,254	1,408	1,481	-3,139	-3,773	69%	72%
5 day daily average	956	1,105	282	296	-674	-809	71%	73%
AM peak hourly average (weekdays)	47	54	16	17	-31	-37	66%	69%
PM peak hourly average (weekdays)	64	74	16	17	-48	-57	75%	77%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	618	1,477	859	139%
7 day daily average	93	211	118	127%
5 day total	448	1,131	683	152%
5 day daily average	97	226	129	133%
AM peak hourly average (weekdays)	9	18	9	100%
PM peak hourly average (weekdays)	6	18	12	200%

Appendix 2: Boundary roads counts

St Paul's Road (Western Site)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	123,621	142,848	137,188	144,257	13,567	1,409	11%	1%
7 day daily average	18,382	21,242	19,598	20,608	1,216	-634	7%	-3%
5 day total	85,932	99,297	95,781	100,716	9,849	1,419	11%	1%
5 day daily average	18,044	20,850	19,156	20,143	1,112	-707	6%	-3%
AM peak hourly average (weekdays)	843	975	934	982	91	7	11%	1%
PM peak hourly average (weekdays)	1,069	1,236	1,056	1,110	-13	-126	-1%	10%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6,074	10,634	4,560	75%
7 day daily average	904	1,519	615	68%
5 day total	4,511	7,635	3,124	69%
5 day daily average	948	1,527	579	61%
AM peak hourly average (weekdays)	57	70	13	23%
PM peak hourly average (weekdays)	68	89	21	31%

St Paul's Road (Eastern Site)

Motorised traffic*

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	78,062	90,204	83,525	87,829	5,463	-2,375	7%	-3%
7 day daily average	11,152	12,886	11,932	12,547	780	-339	7%	-3%
5 day total	52,517	60,685	58,091	61,084	5,574	399	11%	1%
5 day daily average	10,503	12,137	11,618	12,217	1,115	80	11%	1%
AM peak hourly average (weekdays)	512	591	595	625	83	34	16%	6%
PM peak hourly average (weekdays)	570	659	677	712	107	53	19%	8%

Cycling*

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	5,062	5,436	374	7%
7 day daily average	723	777	53	7%
5 day total	3,659	3,985	326	9%
5 day daily average	732	797	65	9%
AM peak hourly average (weekdays)	41	49	8	20%
PM peak hourly average (weekdays)	70	66	-4	-6%

*Denotes updated data in the baseline since the interim report was published.

Canonbury Road (Northern Site)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	114,445	132,245	59,664	62,738	-54,781	-69507	48%	53%
7 day daily average	16,349	18,892	8,523	8,963	-7,826	-9930	48%	53%
5 day total	82,056	94,819	41,496	43,634	-40,560	-51185	49%	54%
5 day daily average	16,411	18,964	8,299	8,727	-8,112	-10237	49%	54%
AM peak hourly average (weekdays)	835	965	479	504	-356	-462	43%	48%
PM peak hourly average (weekdays)	979	1,132	420	441	-560	-690	57%	61%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	10,343	10,317	-26	0%
7 day daily average	1,478	1,474	-4	0%
5 day total	7,855	7,898	43	1%
5 day daily average	1,571	1,580	9	1%
AM peak hourly average (weekdays)	111	119	8	7%
PM peak hourly average (weekdays)	114	136	22	19%

Canonbury Road (Southern Site)

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	96,142	111,095	97,149	102,155	1,007	-8,940	1%	-8%
7 day daily average	13,795	15,941	13,878	14,594	83	-1,347	1%	-8%
5 day total	70,166	81,079	70,300	73,922	134	-7,157	0%	-9%
5 day daily average	14,122	16,319	14,060	14,784	-62	-1,535	0%	-9%
AM peak hourly average (weekdays)	791	914	889	935	98	21	12%	2%
PM peak hourly average (weekdays)	921	1,064	872	917	-49	-147	-5%	14%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	6,395	9,457	3,062	48%
7 day daily average	918	1,351	433	47%
5 day total	4,739	7,171	2,432	51%
5 day daily average	955	1,434	479	50%
AM peak hourly average (weekdays)	71	111	40	56%
PM peak hourly average (weekdays)	63	102	39	62%

Essex Road

Motorised traffic

	Before observed	Before normalised	After observed	After normalised	Difference observed	Difference normalised	Difference observed (%)	Difference normalised (%)
7 day total	115,414	133,365	113,679	119,536	-1,735	-13,829	-2%	10%
7 day daily average	16,488	19,052	16,240	17,077	-248	-1,975	-2%	10%
5 day total	83,187	96,125	79,221	83,303	-3,966	-12,822	-5%	13%
5 day daily average	16,637	19,225	15,844	16,661	-793	-2,564	-5%	13%
AM peak hourly average (weekdays)	908	1,049	812	854	-96	-195	11%	19%
PM peak hourly average (weekdays)	1,071	1,237	917	964	-154	-273	14%	22%

Cycling

	Before observed	After observed	Difference observed	Difference observed (%)
7 day total	9,072	12,242	3,170	35%
7 day daily average	1,296	1,749	453	35%
5 day total	6,428	9,265	2,837	44%
5 day daily average	1,286	1,853	567	44%
AM peak hourly average (weekdays)	97	140	43	44%
PM peak hourly average (weekdays)	102	135	33	32%

Appendix 3: Speed results

Speeds on internal roads (seven-day daily averages)

	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
Canonbury Square	15.5	12.1	18.9	16.5	201	22	10%	5%
Compton Road*	12.7	14.1	16	16.7	32	22	2%	3%
Canonbury Park North*	15.1	12.9	20.1	15.0	289	25	16%	2%
Canonbury Park South	13.8	15.3	17.8	19.3	28	27	7%	12%
Clephane Road North	15.1	13.4	18.3	16.9	187	17	7%	5%
Clephane Road South	14.9	11.2	18.1	14.3	72	3	7%	1%
Ramsey Walk	14.2	12.0	17.9	15.7	27	9	6%	3%
Nightingale Road	16.0	11.2	19.8	13.7	143	4	14%	1%

* Baseline Counts – November 2020

Speeds on boundary roads (seven-day daily averages)

	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
St. Paul's Road (west)	16.0	12.5	21.2	17.1	4,190	1,163	20%	6%
St. Paul's Road (east)	21.1	21.0	26.0	25.8	7,585	7,230	59%	58%
Canonbury Road (Northern Site)	18.0	20.0	22.1	24.6	5,732	4,436	30%	50%
Canonbury Road (Southern Site)	17.1	17.9	22.5	22.9	4,528	4,721	28%	32%
Essex Road	18.8	18.3	22.9	22.7	7,115	5,237	37%	31%

Appendix 4: Canonbury West traffic count locations and type

Islington-commissioned ATC traffic count sites

Boundary	Type	Baseline Count Start Date (7 day survey)	Pre-consultation Count Start Date (7 day survey)
St Pauls Road (West)	ATC	27.07.2020	04.10.2021
St Pauls Road (East)	ATC	27.07.2020	04.10.2021
Canonbury Road (North)	ATC	27.07.2020	04.10.2021
Canonbury Road (South)	ATC	27.07.2020	04.10.2021
Essex Road	ATC	03.07.2020	04.10.2021
Internal			
Canonbury Square	ATC	27.07.2020	04.10.2021
Compton Road	ATC	09.11.2020	04.10.2021
Canonbury Park (North)	ATC	09.11.2020	04.10.2021
Canonbury Park (South)	ATC	27.07.2020	04.10.2021
Clephane Road (North)	ATC	27.07.2020	04.10.2021
Ramsey Walk	ATC	27.07.2020	04.10.2021
Nightingale Road	ATC	06.08.2020	04.10.2021
Clephane Road	ATC	27.07.2020	04.10.2021

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 5: 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 July 2020 traffic count volumes have been multiplied by 0.8654, November traffic count volumes have been multiplied by 0.7787, and the October 2021 traffic counts by 0.9510 to give normalised volumes.

Appendix 6: 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 West 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 West 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 West air quality monitoring sites type and period of installation

Locations	PFS road type	Monitoring type	Installation	Site Type by DEFRA classification*
Highbury Corner	Boundary Road	Diffusion tube	Pre-existing (since 2016)	Roadside
Canonbury Road	Boundary Road	Diffusion tube	Pre-existing (since 2018)	Roadside
St Paul's Road	Boundary Road	Diffusion tube	Pre-existing (since 2018)	Roadside
Canonbury Road	Boundary Road	Diffusion tube	New (since July 2020)	Roadside
Essex Road	Boundary Road	Diffusion tube	New (since July 2020)	Roadside
St Paul's Road/Grange Grove	Boundary Road	Diffusion tube	New (since July 2020)	Roadside
Arran Walk	Internal Road	Diffusion tube	Pre-existing (since 2000)	Urban background
Ramsey Walk	Internal Road	Diffusion tube	Pre-existing (December 2019)	Urban background
Canonbury Crescent	Internal Road	Diffusion tube	Pre-existing (December 2019)	Urban background
Canonbury Place	Internal Road	Diffusion tube	Pre-existing (since 2018)	Urban background
Clifton Road	Internal Road	Diffusion tube	New (since July 2020)	Urban background
Dixon Clark Court	Non-street	Diffusion tube	Pre-existing (since 2016)	Urban background
Dixon Clark Court	Non-street	Diffusion tube	Pre-existing (since 2016)	Urban background
Dixon Clark Court	Non-street	Diffusion tube	Pre-existing (since 2016)	Urban background
Walk between Dixon Clark Court and Highbury Corner	Non-street	Diffusion tube	Pre-existing (since 2016)	Urban background

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 West, there have been further lockdowns.

Appendix 7: SYSTRA statement

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

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

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