

Observed traffic displacement (AM peak): changes in traffic between 2014 and 2015

| | Location | Highest change in vehicle numbers (busiest AM peak hour) | % change (average of the three-hour AM peak period) |
|---------------|--|--|---|
| Road closures | Highbury Station Road | -150 to -120 | -100% |
| | Hampton Court | -30 to 0 | -100% |
| Northwest | Offord Road – near junction with Liverpool Road | -150 to -120 | -30 to -20% |
| | Liverpool Road – between Offord Road and Islington Park Street | -30 to 0 | -10 to 0% |
| | Furlong Road – near junction with Holloway Road | 0 to 30 | 20 to 30% |
| | Furlong Road – near junction with Liverpool Road | 0 to 30 | 40 to 50% |
| | Liverpool Road – near junction with Holloway Road | 90 to 120 | 10 to 20% |
| North | Aubert Park – near junction with Highbury Park | 0 to 30 | 0% |
| | Gillespie Road – near junction with Blackstock Road | -30 to 0 | -20 to -10% |
| | Ronalds Road/Horsell Road – near junction with Holloway Road | 0 to 30 | -20 to -10% |
| | Fieldway Crescent (centre) | -30 to 0 | -10 to 0% |
| | Highbury Place – near junction with Highbury Corner | 0 to 30 | -10 to 0% |
| | Baalbec Road – near junction with Highbury Grove | 0 to 30 | -10 to 0% |
| East | Canonbury Park South – east of Willow Bridge Road | 0 to 30 | -10 to 0% |
| | Compton Road – near junction with Canonbury Place | 0 to 30 | 20 to 30% |
| | Canonbury Park North – east of Grange Grove | 0 to 30 | 0 to 10% |
| | Canonbury Square – east of junction with Canonbury Road | 30 to 60 | 0 to 10% |
| | Canonbury Lane – near junction with Upper Street | 30 to 60 | 0 to 10% |
| South | Theberton Street (centre) | 30 to 60 | 0 to 10% |
| | Islington Park Street – near junction with Liverpool Road | 90 to 120 | 10 to 20% |
| | Barnsbury Street (centre) | 60 to 90 | 10 to 20% |
| | Florence Street | 60 to 90 | 30 to 40% |
| | Hawes Street | 60 to 90 | 30 to 40% |

*The above data is not traffic modelling, but actual observed traffic, comparing traffic flow in 2014 with 2015; before and after the closure of Highbury Station Road and Hampton Court. The traffic counts were undertaken on a single weekday, counting traffic in the three-hour AM and PM peak periods. Please note that traffic flows fluctuate on a daily basis (generally up to 10%). For further information, refer to the explanatory note.

Observed traffic displacement (PM peak): changes in traffic between 2014 and 2015

| | Location | Highest change in vehicle numbers (busiest PM peak hour) | % change (average of the three-hour PM peak period) |
|---------------|--|--|---|
| Road closures | Highbury Station Road | -210 to -180 | -100% |
| | Hampton Court | -30 to 0 | -100% |
| Northwest | Offord Road – near junction with Liverpool Road | -150 to -120 | -30 to -20% |
| | Liverpool Road – between Offord Road and Islington Park Street | -60 to -30 | -10 to 0% |
| | Furlong Road – near junction with Holloway Road | 30 to 60 | 40-50% |
| | Furlong Road – near junction with Liverpool Road | 30 to 60 | 30-40% |
| | Liverpool Road – near junction with Holloway Road | 30 to 60 | 0 to 10% |
| North | Aubert Park – near junction with Highbury Park | 0 | -10 to 0% |
| | Gillespie Road – near junction with Blackstock Road | -30 to 0 | -30 to -20% |
| | Ronalds Road/Horsell Road – near junction with Holloway Road | 0 to 30 | 10 to 20% |
| | Fieldway Crescent (centre) | 60 to 90 | 60 to 70% |
| | Highbury Place – near junction with Highbury Corner | 30 to 60 | 30 to 40% |
| | Baalbec Road – near junction with Highbury Grove | 0 to 30 | 0 to 10% |
| East | Canonbury Park South – east of Willow Bridge Road | 0 to 30 | 20 to 30% |
| | Compton Road – near junction with Canonbury Place | 0 to 30 | 0 to 10% |
| | Canonbury Park North – east of Grange Grove | 60 to 90 | 10 to 20% |
| | Canonbury Square – east of junction with Canonbury Road | 30 to 60 | 10 to 20% |
| | Canonbury Lane – near junction with Upper Street | 0 to 30 | 0 to 10% |
| South | Theberton Street (centre) | 60 to 90 | 0 to 10% |
| | Islington Park Street – near junction with Liverpool Road | 60 to 90 | 0 to 10% |
| | Barnsbury Street (centre) | 120 to 150 | 30 to 40% |
| | Florence Street | 90 to 120 | 50 to 60% |
| | Hawes Street | 60 to 90 | 40 to 50% |

*The above data is not traffic modelling, but actual observed traffic, comparing traffic flow in 2014 with 2015; before and after the closure of Highbury Station Road and Hampton Court. The traffic counts were undertaken on a single weekday, counting traffic in the three-hour AM and PM peak periods. Please note that traffic flows fluctuate on a daily basis (generally up to 10%). For further information, refer to the explanatory note.