

# Oval Low Traffic Neighbourhood

Study Appendices

**SYSTRA**

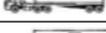




## Appendix A: Vehicle Classifications

# Vehicle Classifications

- The table below outlines the **axle-based** vehicle classes as defined by survey companies.
- Class 1 & 2 vehicles have been classified as “**car**”, class 3 to 12 vehicles have been classified as “**Goods vehicle**”, class 14 vehicles have been classed as “**motorcycle**” and class 15 vehicles have been classed as “**cycle**.”

Class	Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate	
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) >= 1.7m, d(1) <= 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) >= 2.1m, d(1) <= 3.2m, d(2) >= 2.1m$ & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axles=3$ & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	$d(1) >= 1.18m, d(1) <= 1.7m$ & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		



## Appendix B: Baseline Calculations

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# Individual Site Data Tables

- Each site within the LTN has undergone data processing for each key vehicle class: **car**, **cycle** and **goods vehicle**.
- To ensure as accurate a comparison as possible, new flow data with the LTN (Stage 1) has been compared to expected flow data without the LTN (Baseline) to provide a numerical difference and percentage change.
- For additional context, calculated flow data for Autumn 2019 has been provided to show flows pre-Covid flows without the LTN.

**Actual historic flow data from 2019 or historic flow data projected to 2019**

**Historic flow data projected to 2020**

**Data collected in 2020**

**Numerical difference between Stage 1 and Baseline data**

**Percentage change between Stage 1 and Baseline data**

	Car	Cycle	Goods vehicle
Pre-Covid*	14,366	846	1,336
Baseline*	13,612	846	1,266
Stage 1	12,718	1,255	1,450
Difference	-894	410	184
% Change	-7%	48%	15%

# Baseline Calculations

- **Baseline** flow is calculated by applying the proportional change between stage 1 background data and historic background data (TfL permanent ATC counts) to historic data, as follows:

$$1) \text{ Previous ATC Flows} * \frac{\text{Stage 1 Background Flows}}{\text{Previous Background Flows}} = \text{Calculated Baseline ATC Flows}$$

$$2) \text{ Stage 1 ATC Flows} - \text{Baseline ATC Flows} = \text{Impact of LTN on Flows}$$

- These calculations are completed below for weekly cars on Lansdowne Way (West):

$$1) 43,923 * \frac{155,771}{207,307} = 43,923 * 75.14\% = \mathbf{33,004}$$

$$2) 41,058 - 33,004 = \mathbf{+8,054}$$



## Appendix C: Individual Site Analysis

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# Site 1: Harleyford Street (Kennington Oval)

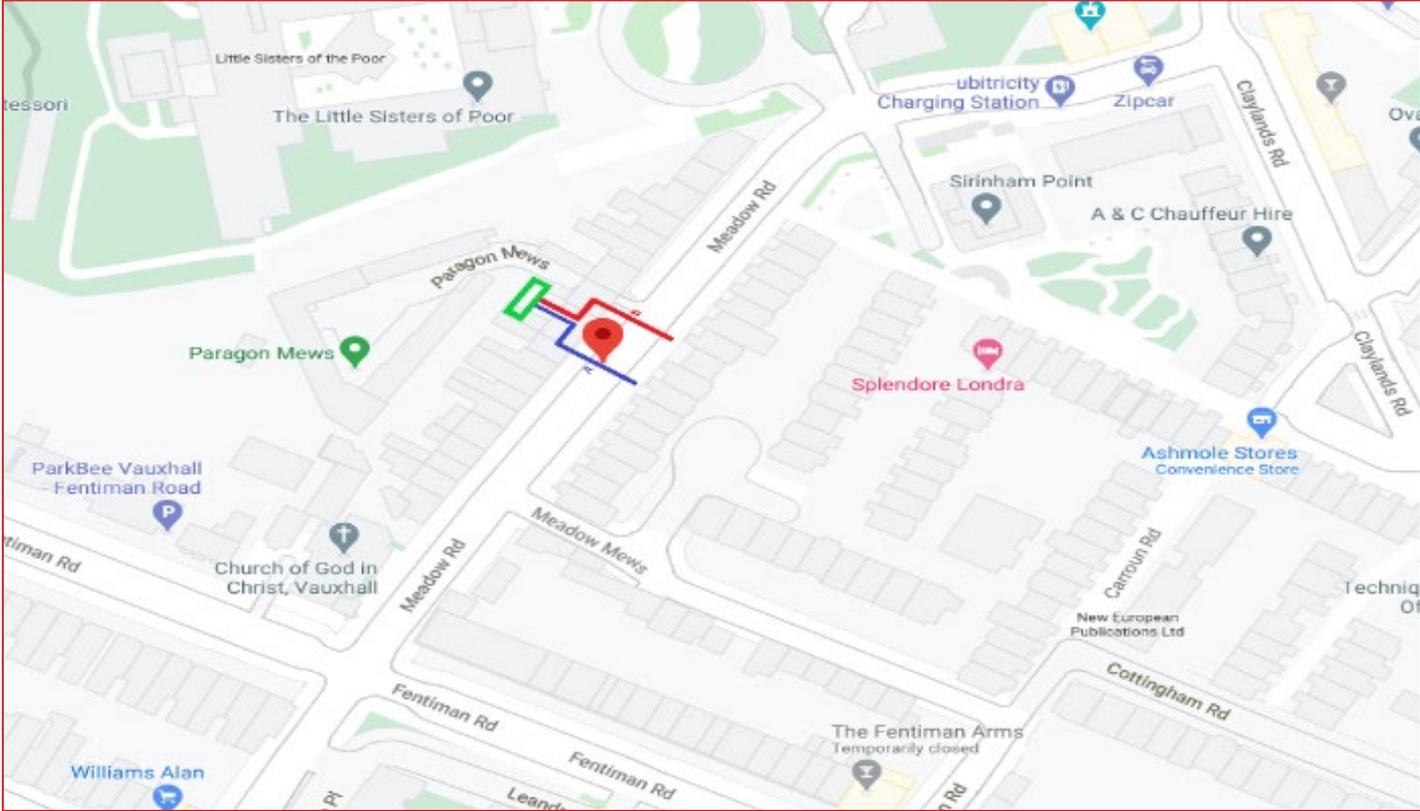


Source: MHTC/Google Maps

# Site 1: Harleyford Street (Daily Flows)

- At this location, flow levels for the stage 1 report were recorded by a radar camera rather than an ATC owing to the location on the Transport for London Road Network (TLRN) managed by TfL. It has been noted by the survey company that radar counts are less accurate than ATC counts, particularly on multi-lane roads where one lane of traffic can block visibility over another.
- When comparing stage 1 data collected to the calculated baseline, a significant decrease was noted both in terms of a percentage change and raw volumes, neither of which could be successfully validated against trends at nearby TfL ATC counters.
- Based on the above, SYSTRA has decided not to present values for this site, and will closely monitor the count site on Harleyford Street during the second phase of monitoring.

# Site 2: Meadow Road - North



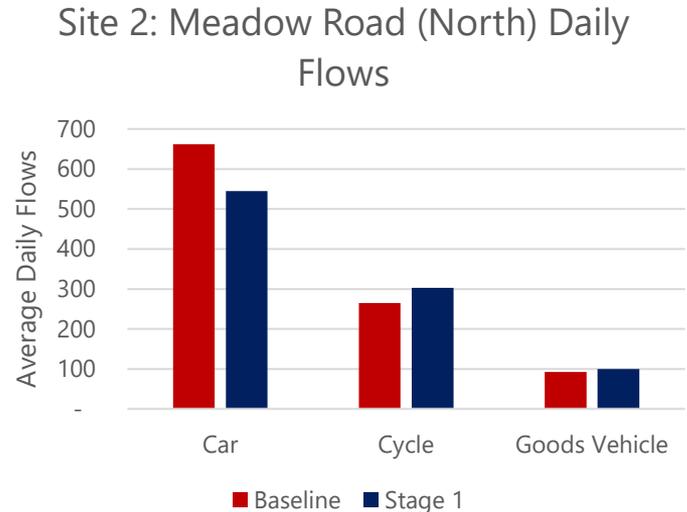
Source: MHTC/Google Maps

# Site 2: Meadow Road - North (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 2 on Meadow Road (North of Fentiman Road) in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a slight decrease in car travel (-18%) and **slight** increase in cycle travel (+14%). There was also a slight increase in goods vehicles passing the site (+8%).

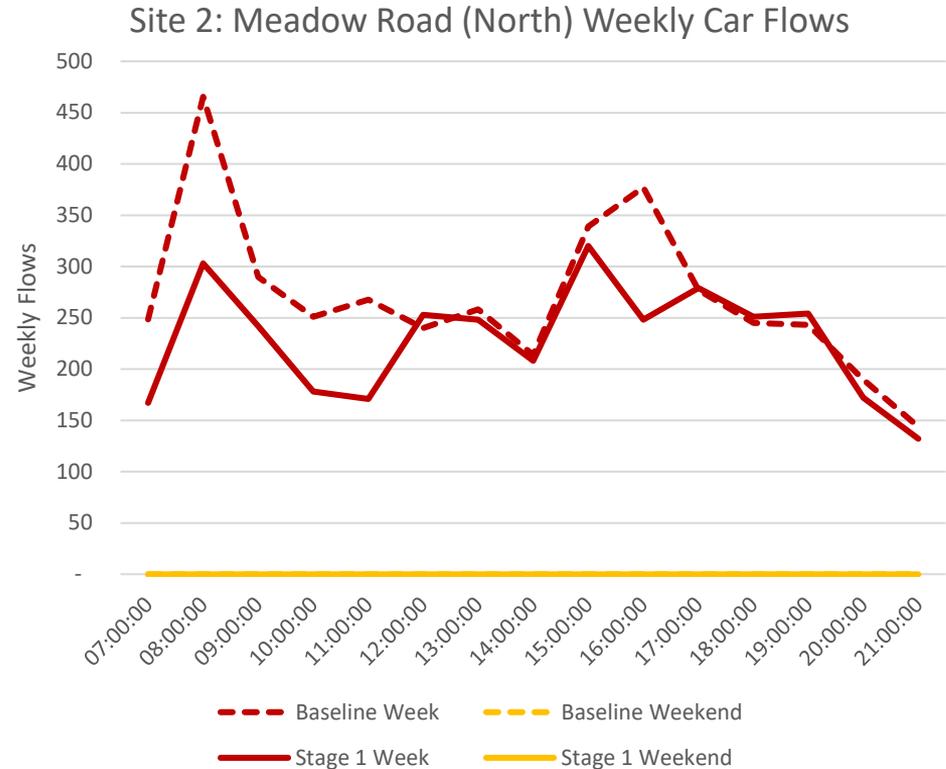
	Car	Cycle	Goods vehicle
Pre-Covid*	665	265	93
Baseline*	662	265	93
Stage 1	544	303	100
Difference	-117	38	7
% Change	-18%	14%	8%

\*For cycles, baseline & pre-covid = historic



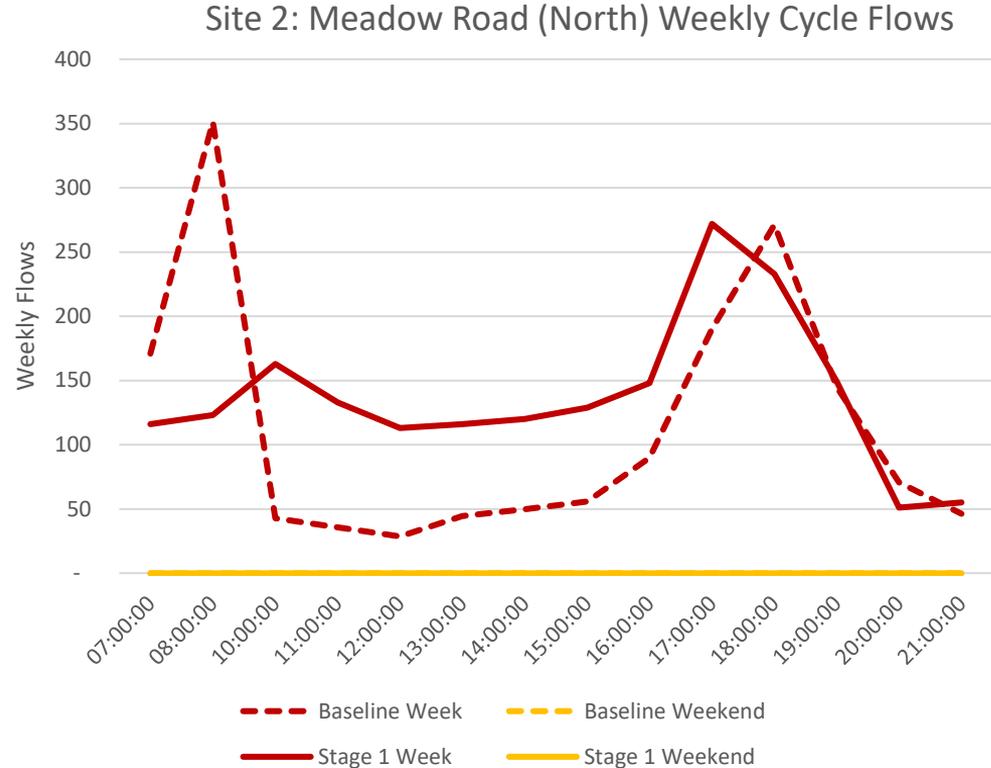
# Site 2: Meadow Road - North (Car)

- The chart to the right shows the volume of car flows past site 2, summed for **five weekdays**.
- During weekdays, vehicle flows follow broadly similar patterns before and after LTN implementation, although Stage 1 weekday flows morning and afternoon peaks were lower than expected in the baseline, for a total 18% reduction in volumes.
- Weekend vehicle flows were not recorded due to tampering with the ATC.



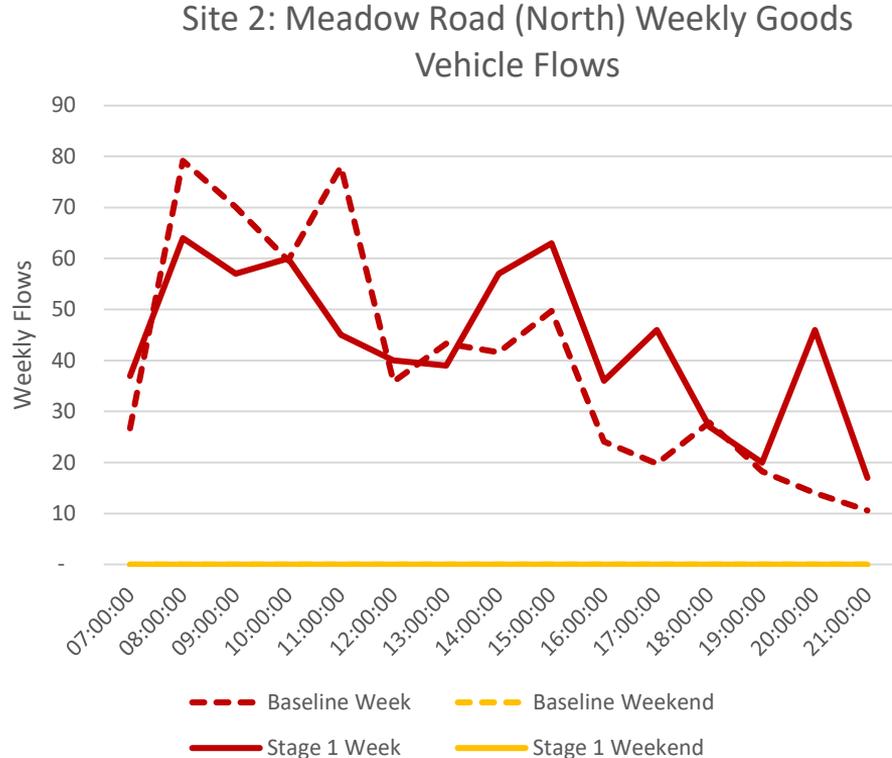
# Site 2: Meadow Road - North (Cycle)

- The chart to the right shows the volume of cycle flows past site 2 for **five weekdays**.
- The weekday morning peak has flattened, while the evening peak remained broadly similar. Flows are considerably higher during the interpeak. There has been an overall 14% increase in cycle flows compared to the baseline.
- Weekend cycle flows were not recorded due to tampering with the ATC.

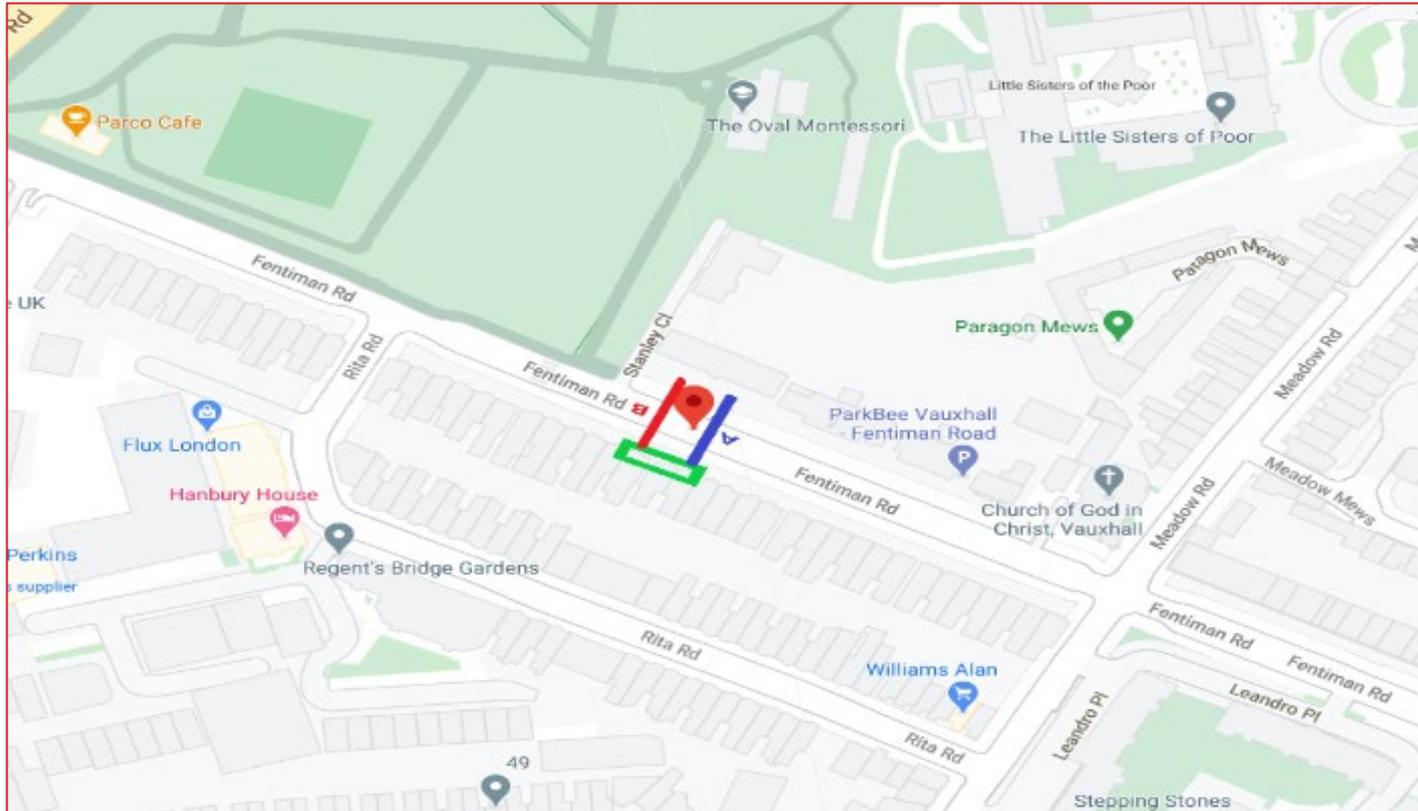


# Site 2: Meadow Road - North (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 2 for **five weekdays**.
- Goods vehicle flows generally follow the same patterns before and after the implementation of the Oval LTN, although were 8% lower overall.
- Weekend vehicle flows were not recorded due to tampering with the ATC.



# Site 3: Fentiman Road



Source: MHTC/Google Maps

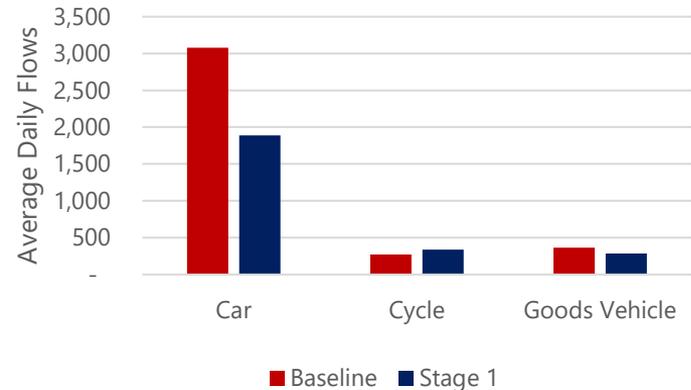
# Site 3: Fentiman Road (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 3 on Fentiman Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a moderate decrease in car travel (-39%) and slight increase in cycle travel (+24%). There was also a slight decrease in goods vehicles passing the site (-22%).

	Car	Cycle	Goods vehicle
Pre-Covid*	4,088	271	481
Baseline*	3,076	271	362
Stage 1	1,888	336	283
Difference	-1,188	65	-79
% Change	-39%	24%	-22%

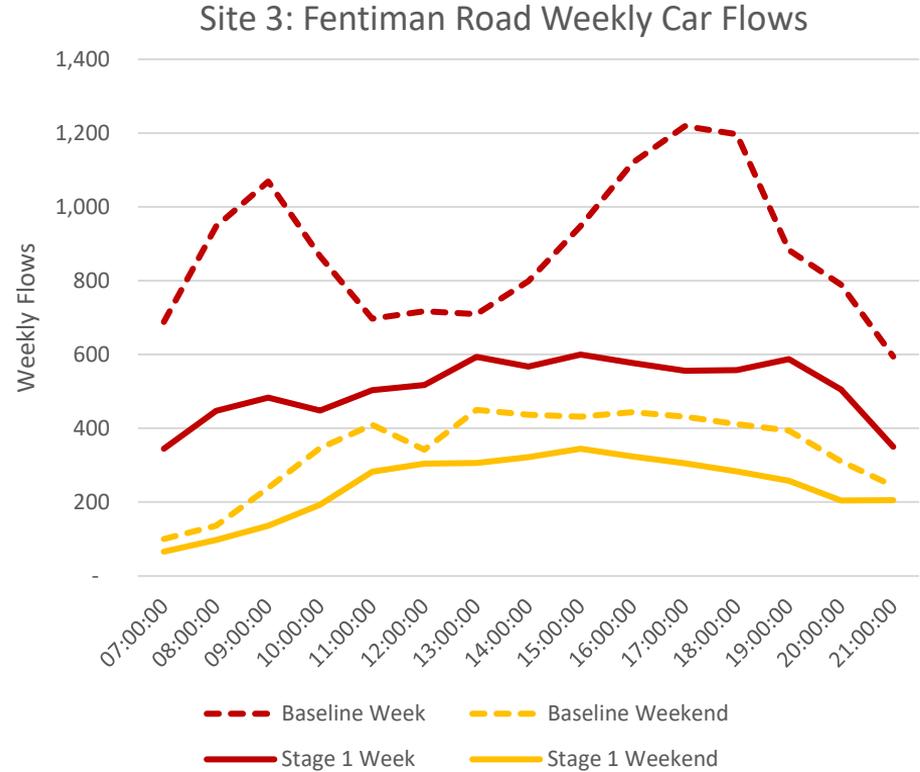
\*For cycles, baseline & pre-covid = historic

Site 3: Fentiman Road Daily Flows



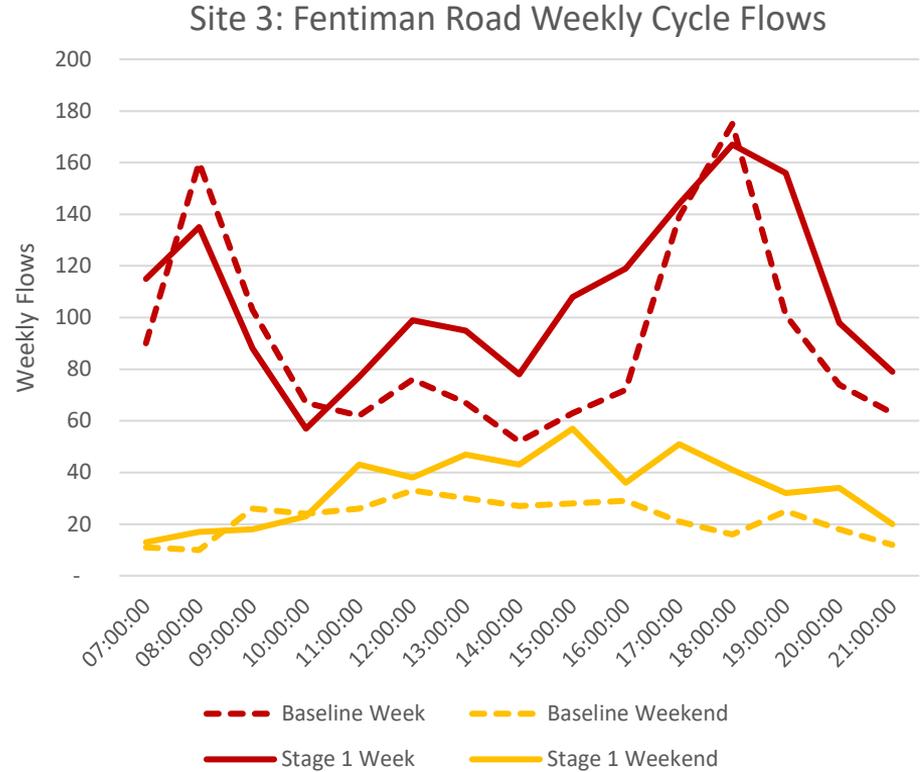
# Site 3: Fentiman Road (Car)

- The chart to the right shows the volume of car flows past site 3 for five weekdays and two weekend days (summed for each)
- With the LTN, AM and PM peaks are almost non-existent for weekday traffic, and such traffic is down 43% overall.
- Weekend traffic is down during almost all hours of the day, for an overall 28% reduction.



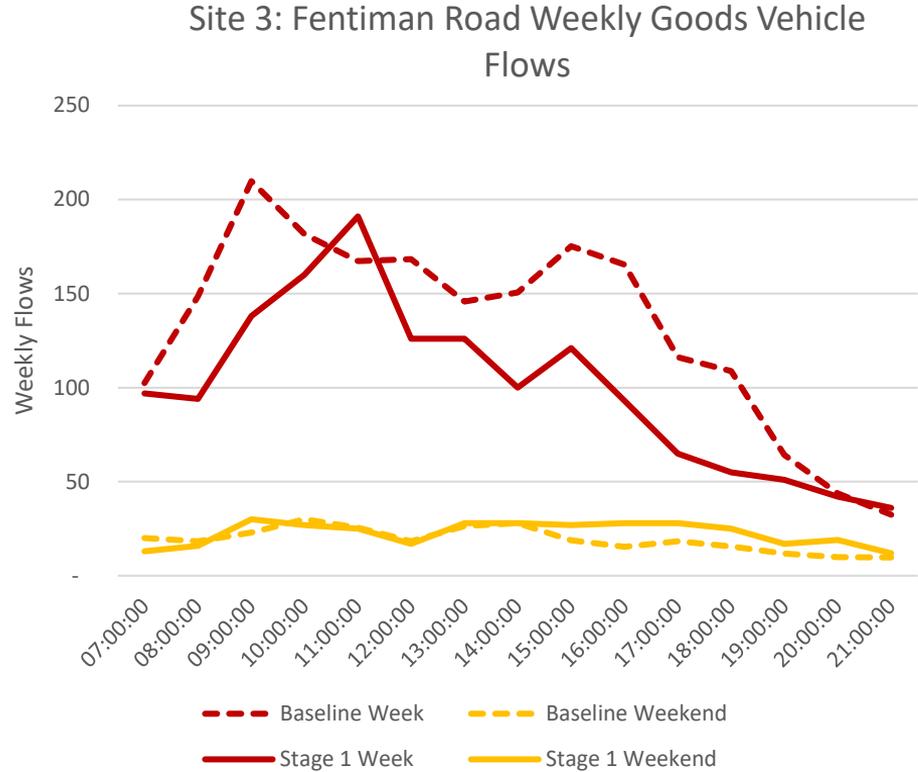
# Site 3: Fentiman Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 3 for five weekdays and two weekend days.
- For almost all time periods except the AM weekday and PM weekday, cycle travel is somewhat higher than would be expected without the LTN.
- Weekday cycle counts are up a total of 18% and weekend counts by 49%.

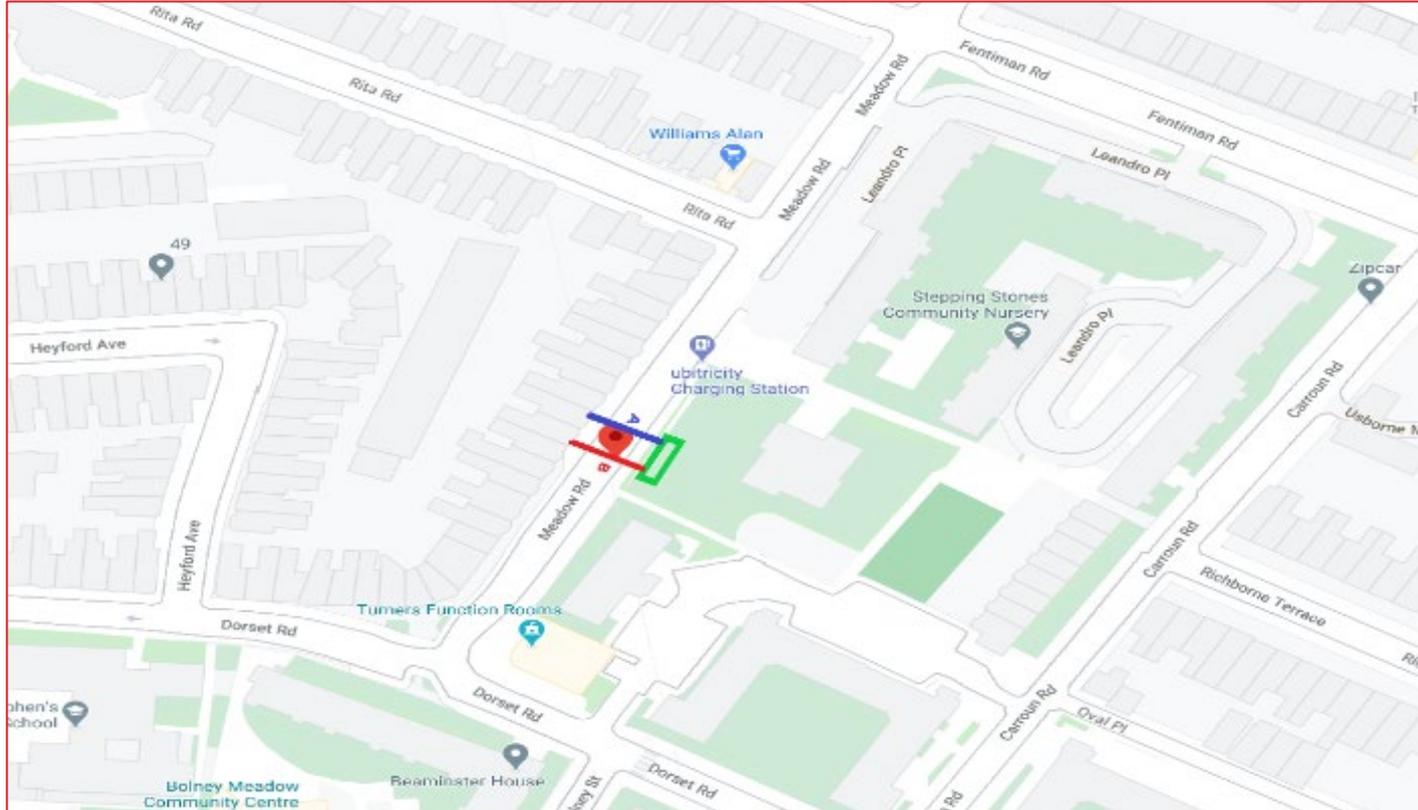


# Site 3: Fentiman Road (Good Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 3 for five weekdays and two weekend days.
- Goods vehicle flows are broadly similar to what would be expected without the LTN, although now with a reduction in volumes on weekday mornings before approximately 10am, afternoons and early evenings.
- There has been a 27% reduction on weekdays and an 8% increase on weekend flows.



# Site 4: Meadow Road South



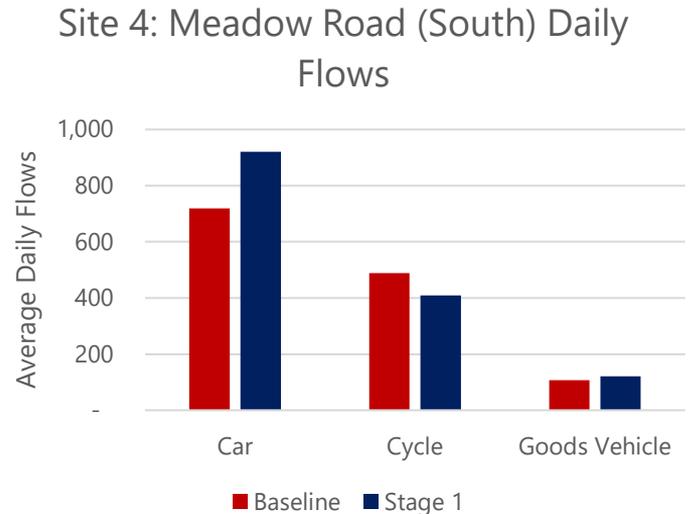
Source: MHTC/Google Maps

# Site 4: Meadow Road South (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 4 on Meadow Road (South of Fentiman Road) in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a moderate increase in car travel (+28%) and slight decrease in cycle travel (-16%). There was also a slight increase in goods vehicles passing the site (+13%).

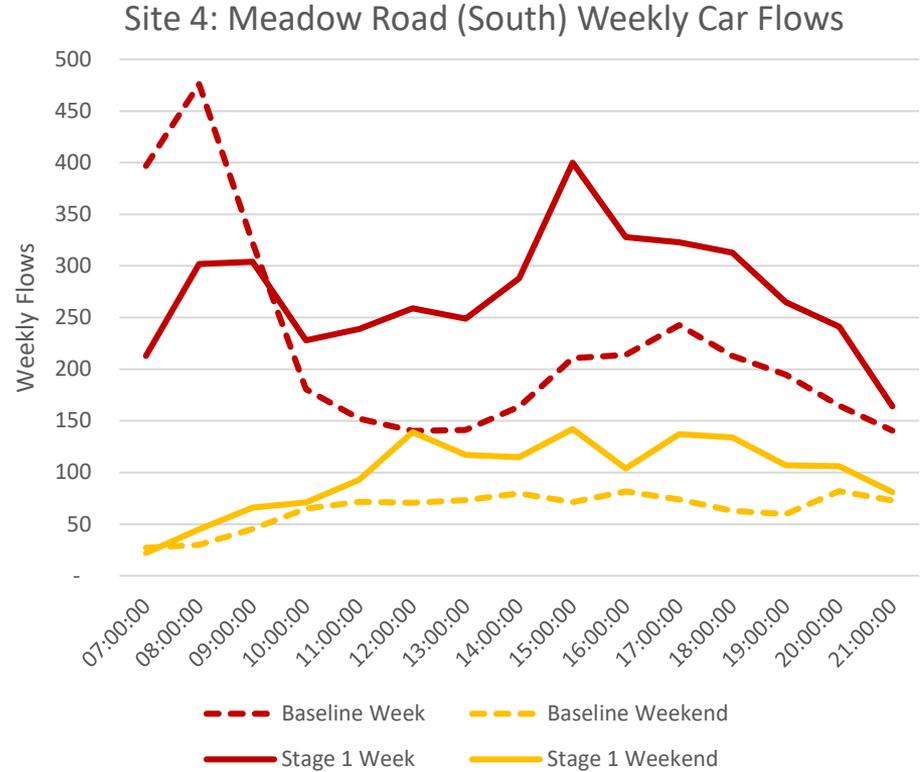
	Car	Cycle	Goods vehicle
Pre-Covid*	956	489	142
Baseline*	719	489	107
Stage 1	920	409	121
Difference	201	-80	14
% Change	28%	-16%	13%

\*For cycles, baseline & pre-covid = historic



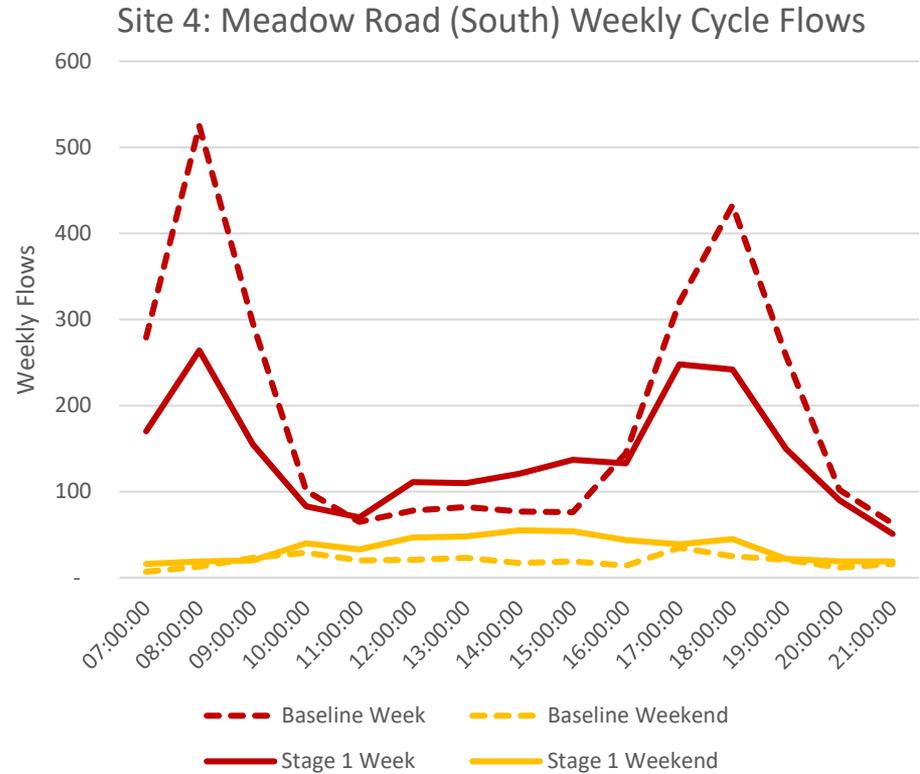
# Site 4: Meadow Road South (Car)

- The chart to the right shows the volume of car flows past site 4 for five weekdays and two weekend days (summed for each).
- While with the LTN the AM weekday peak has substantially decreased, vehicle flows have increased throughout the day. This resulted in a 20% increase of weekday flows.
- Weekend traffic is up for all hours of the day, for an overall 54% increase.



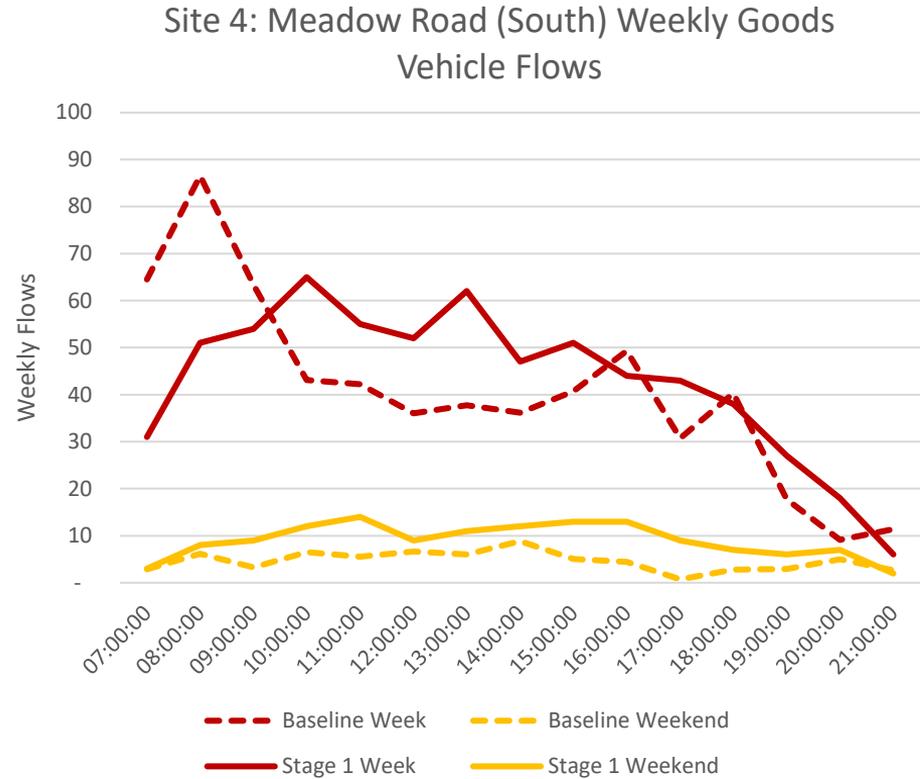
# Site 4: Meadow Road South (Cycle)

- The chart to the right shows the volume of cycle flows past site 4 for five weekdays and two weekend days.
- Cycle flow patterns remain broadly similar after the implementation of the LTN, although with lower AM and PM peaks and higher flows during the day, resulting in a 26% overall decrease in flows on weekdays.
- Weekend cycle counts are up a total of 67%.

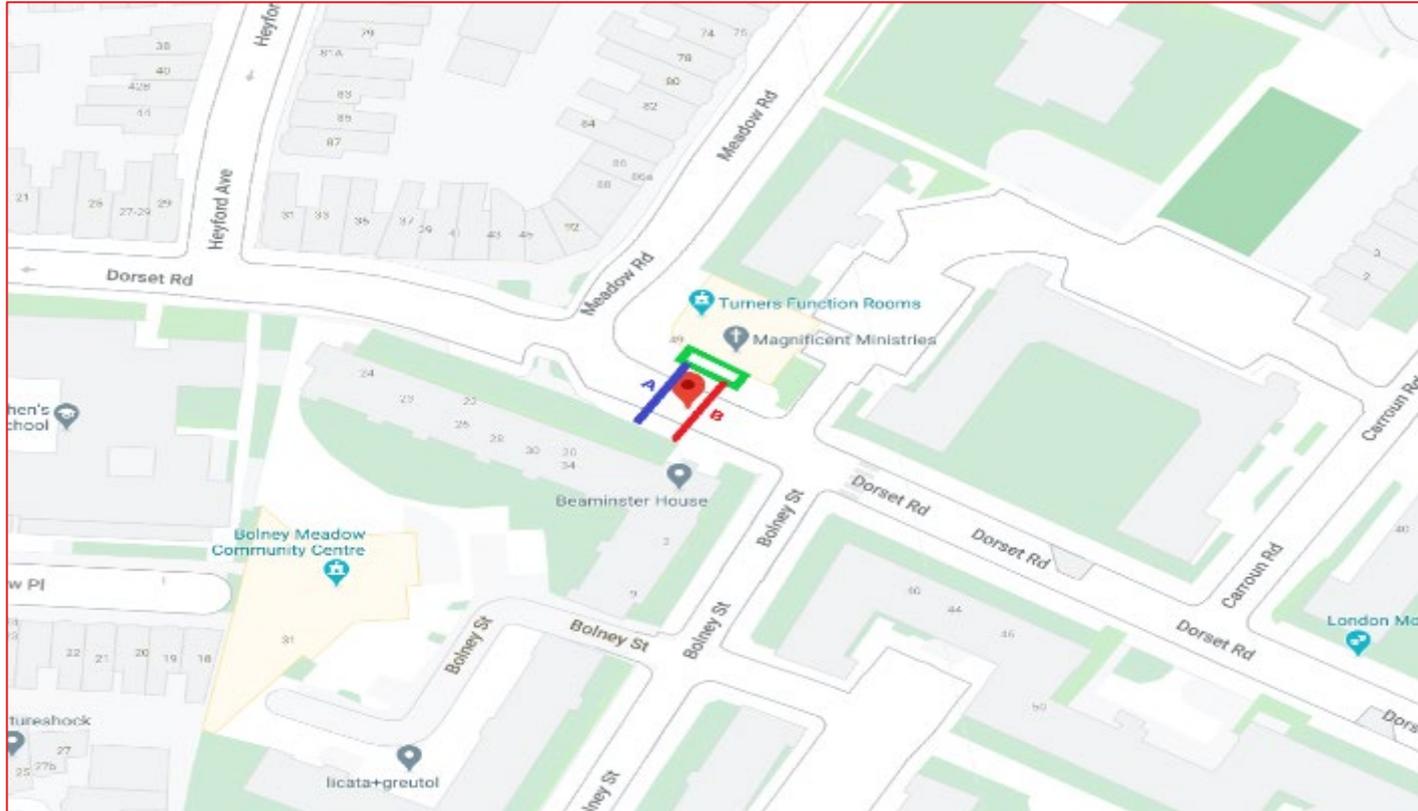


# Site 4: Meadow Road South (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 4 for five weekdays and two weekend days.
- Goods vehicle flows have increased throughout the afternoon on weekdays and throughout the day on weekends, and decreased on weekdays mornings, when they are lower.
- Goods vehicle volumes are up a total of 5% on weekdays and 80% on weekends (although from a low projected baseline).



# Site 5: Dorset Road



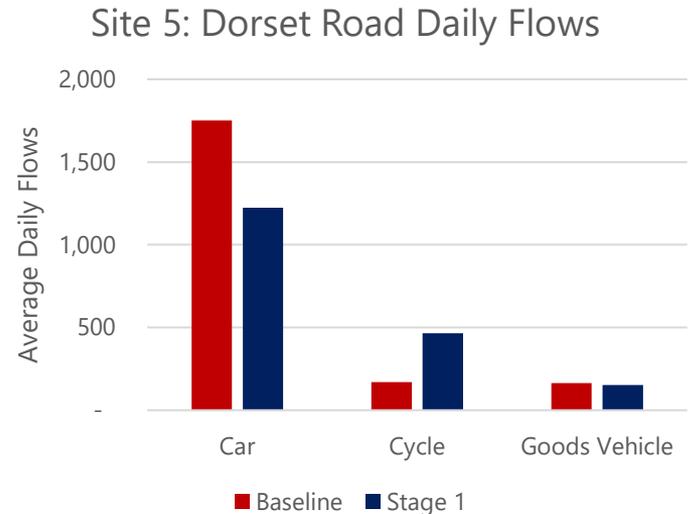
Source: MHTC/Google Maps

# Site 5: Dorset Road (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 5 on Dorset Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a moderate decrease in car travel (-30%) and **very large increase in cycle travel** (+173%), although the initial baseline figure is relatively low. There was also a slight decrease in goods vehicles passing the site (-7%).

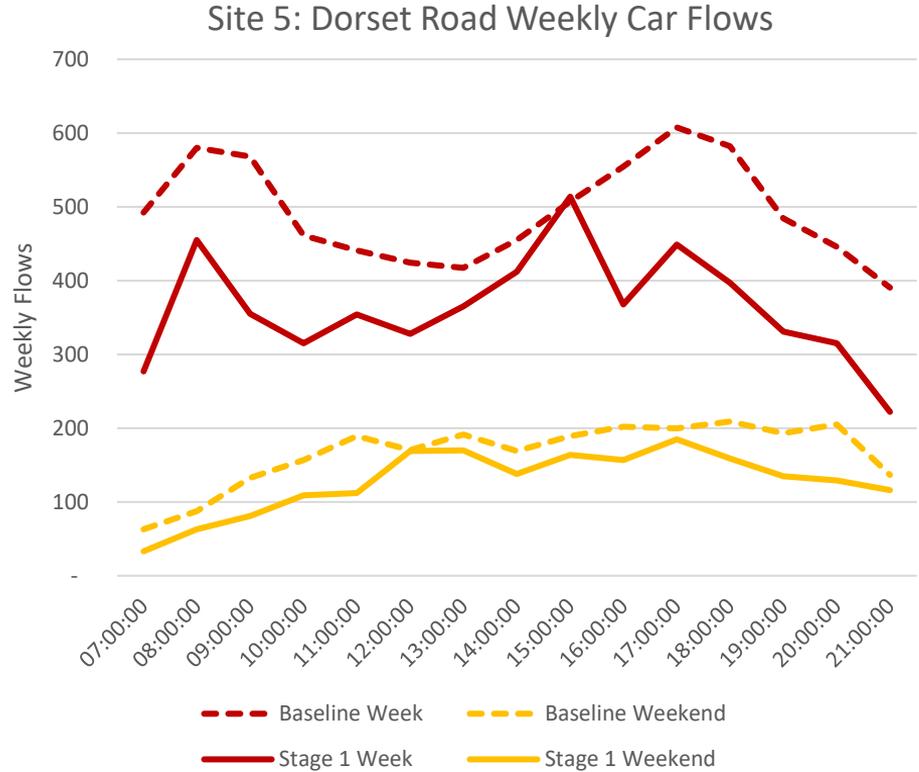
	Car	Cycle	Goods vehicle
Pre-Covid*	2,327	170	220
Baseline*	1,751	170	165
Stage 1	1,225	465	153
Difference	-527	294	-12
% Change	-30%	173%	-7%

\*For cycles, baseline & pre-covid = historic



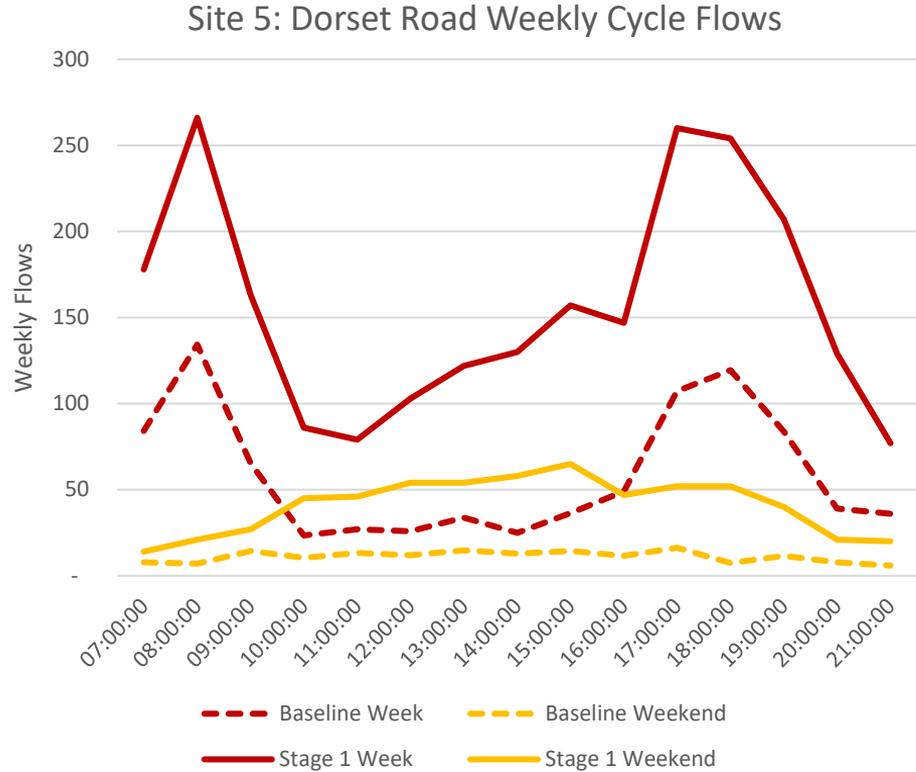
# Site 5: Dorset Road (Car)

- The chart to the right shows the volume of car flows past site 5 for five weekdays and two weekend days (summed for each).
- During the weekday, car levels are down 30%, but follow broadly similar patterns throughout the day.
- Car levels are consistently down in the weekend, on average by 30%.



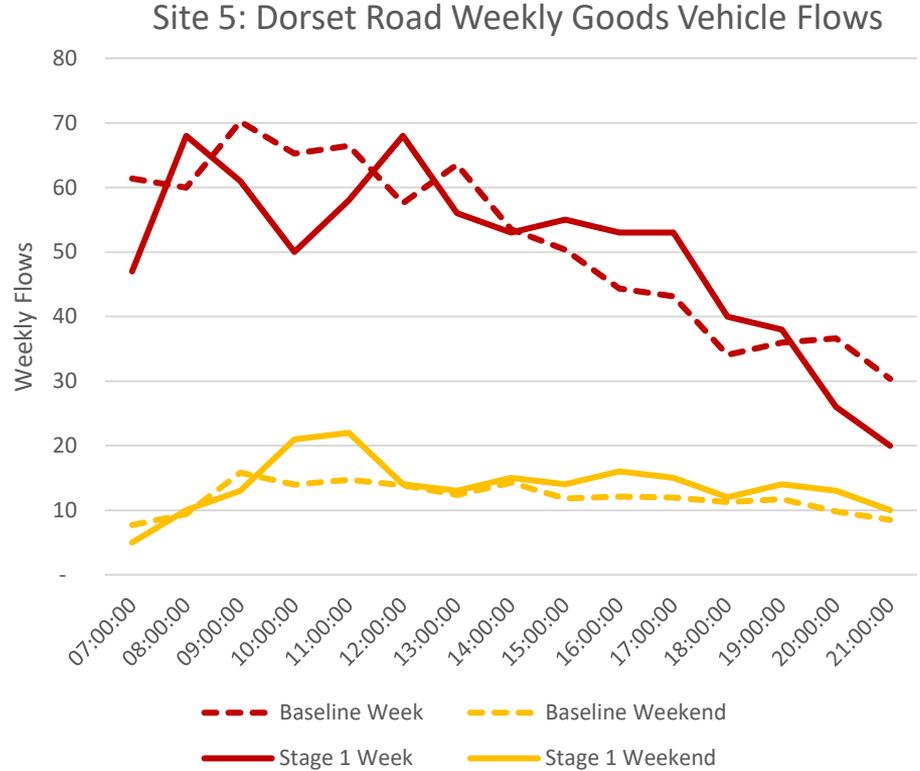
# Site 5: Dorset Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 5 for five weekdays and two weekend days.
- Cycle trips are higher throughout the day on both weekend and weekdays, following roughly the same patterns.
- On the weekdays, there were 157% more cycles passing the site than in the baseline, and 257% more on weekends (although from a low baseline).

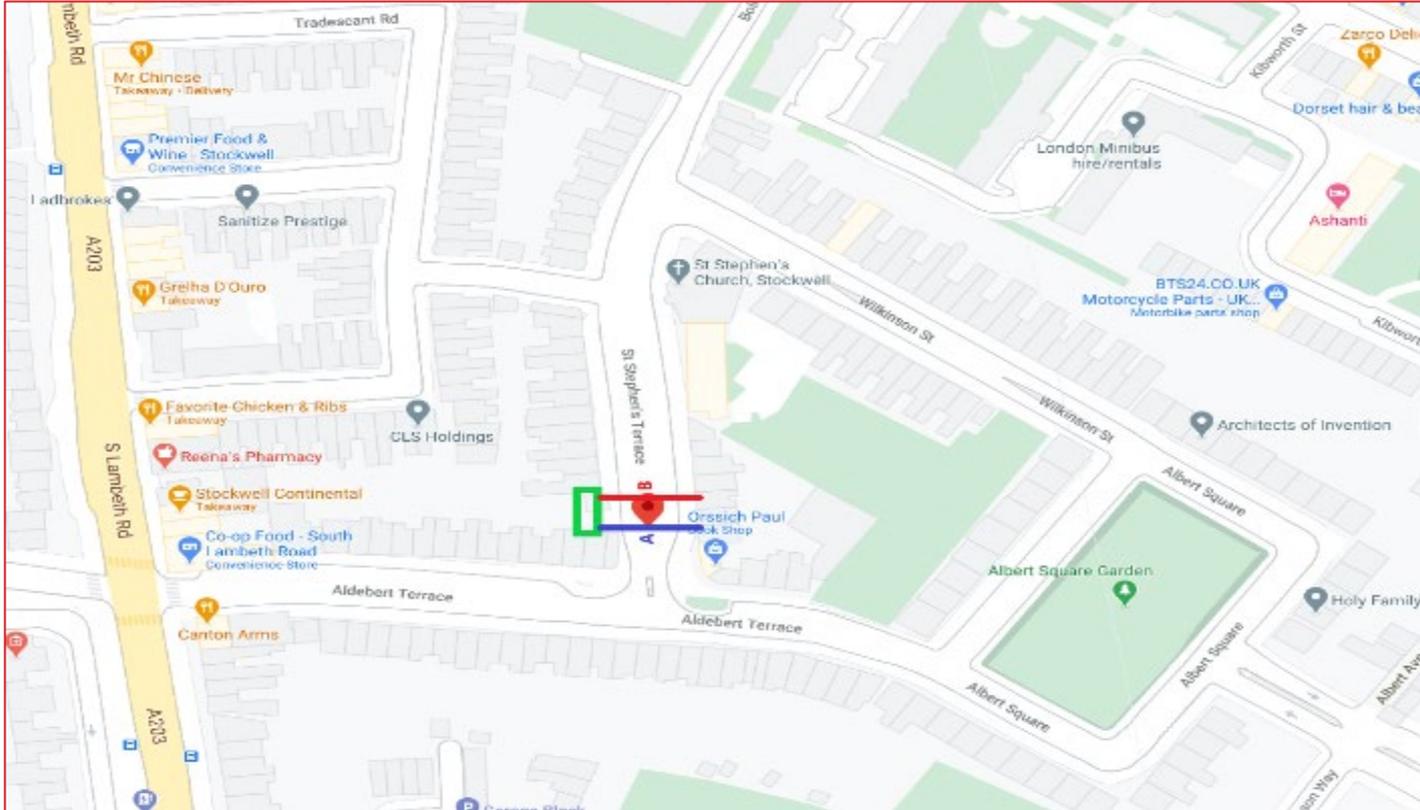


# Site 5: Dorset Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 5 for five weekdays and two weekend days.
- Goods vehicle flows maintained a similar pattern after the LTN implementation. Volumes were 11% lower on weekdays and 7% higher on weekends.



# Site 6: St. Stephen's Terrace



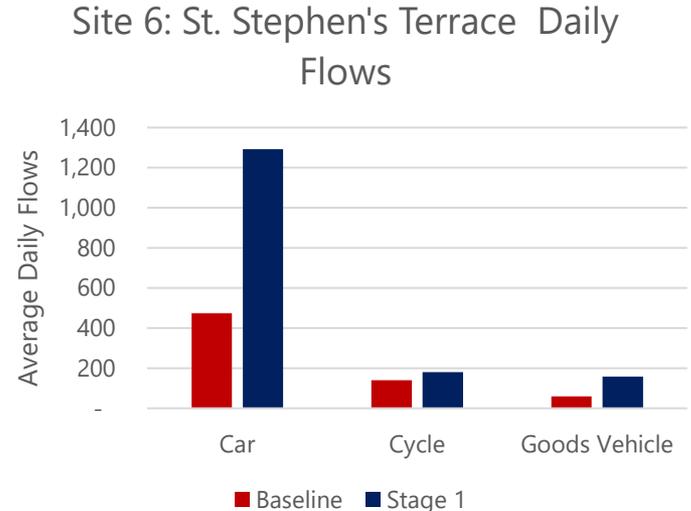
Source: MHTC/Google Maps

# Site 6: St. Stephen's Terrace (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 6 on St Stephen's Terrace in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **very large increase in car travel** (173%) and moderate increase in cycle travel (+29%). There was also a **very large increase in goods vehicles movements** (164%) past the site.

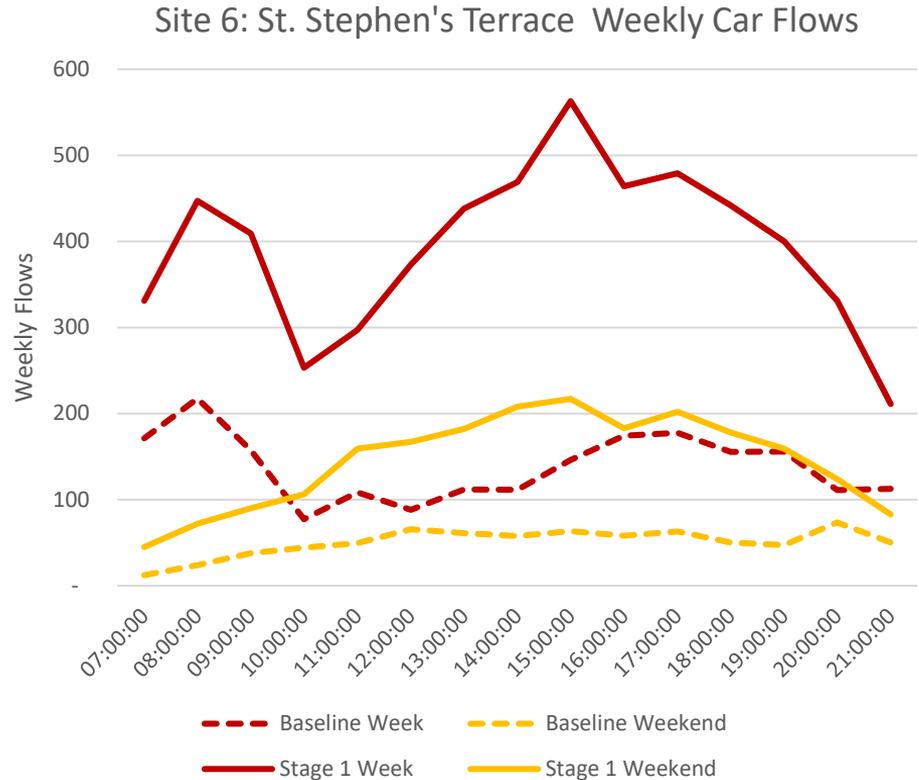
	Car	Cycle	Goods vehicle
Pre-Covid*	630	141	80
Baseline*	474	141	60
Stage 1	1,292	181	159
Difference	819	40	99
% Change	173%	29%	164%

\*For cycles, baseline & pre-covid = historic



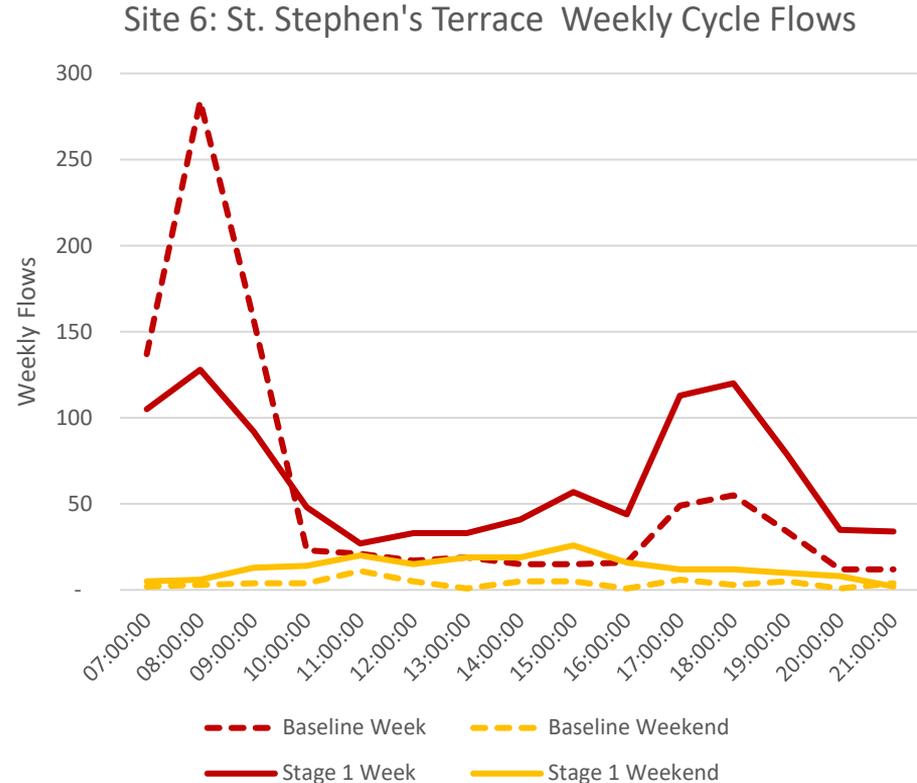
# Site 6: St. Stephen's Terrace (Car)

- The chart to the right shows the volume of car flows past site 6 for **five weekdays** and **two weekend** days (summed for each).
- Car levels increased significantly at this site on weekdays, with a morning peak at 8-9am and a larger afternoon peak between 3-4pm. The overall weekday increase in volumes was +170%.
- Weekend car levels also saw a considerable increase all through the day, for an overall 180% increase.



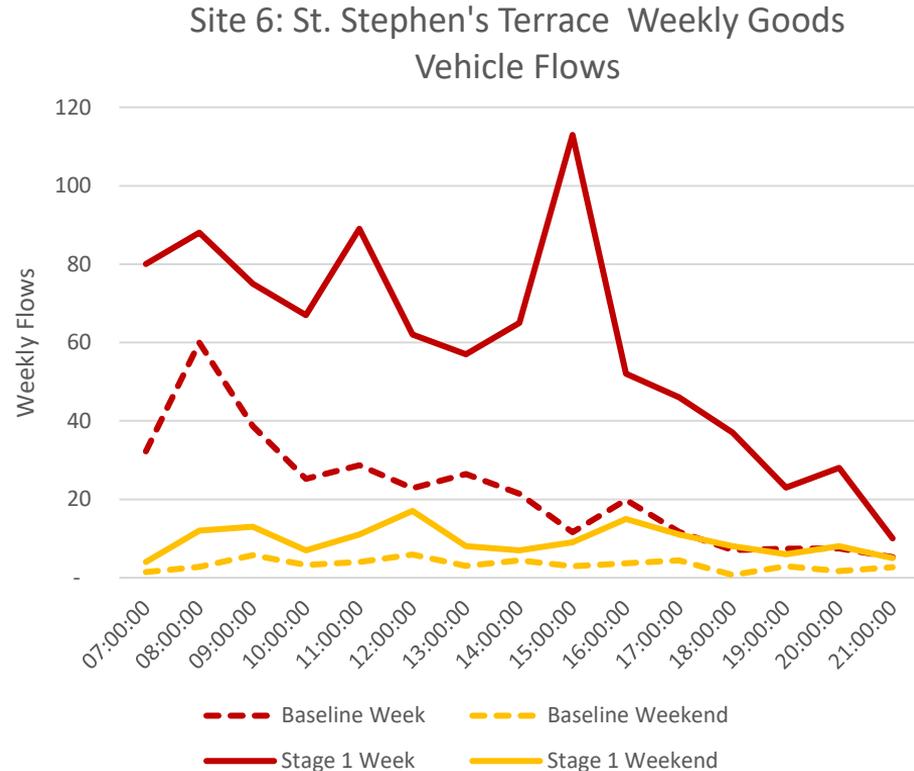
# Site 6: St. Stephen's Terrace (Cycle)

- The chart to the right shows the volume of cycle flows past site 6 for **five weekdays** and **two weekend** days (summed for each).
- A 15% increase in cycle flows is recorded on weekdays, although with a reduction in journeys in the morning peak.
- On the weekend, there has been more than double the number of cycle journeys past this site in the interpeak period, for an overall 206% increase, although from a very low projected baseline.

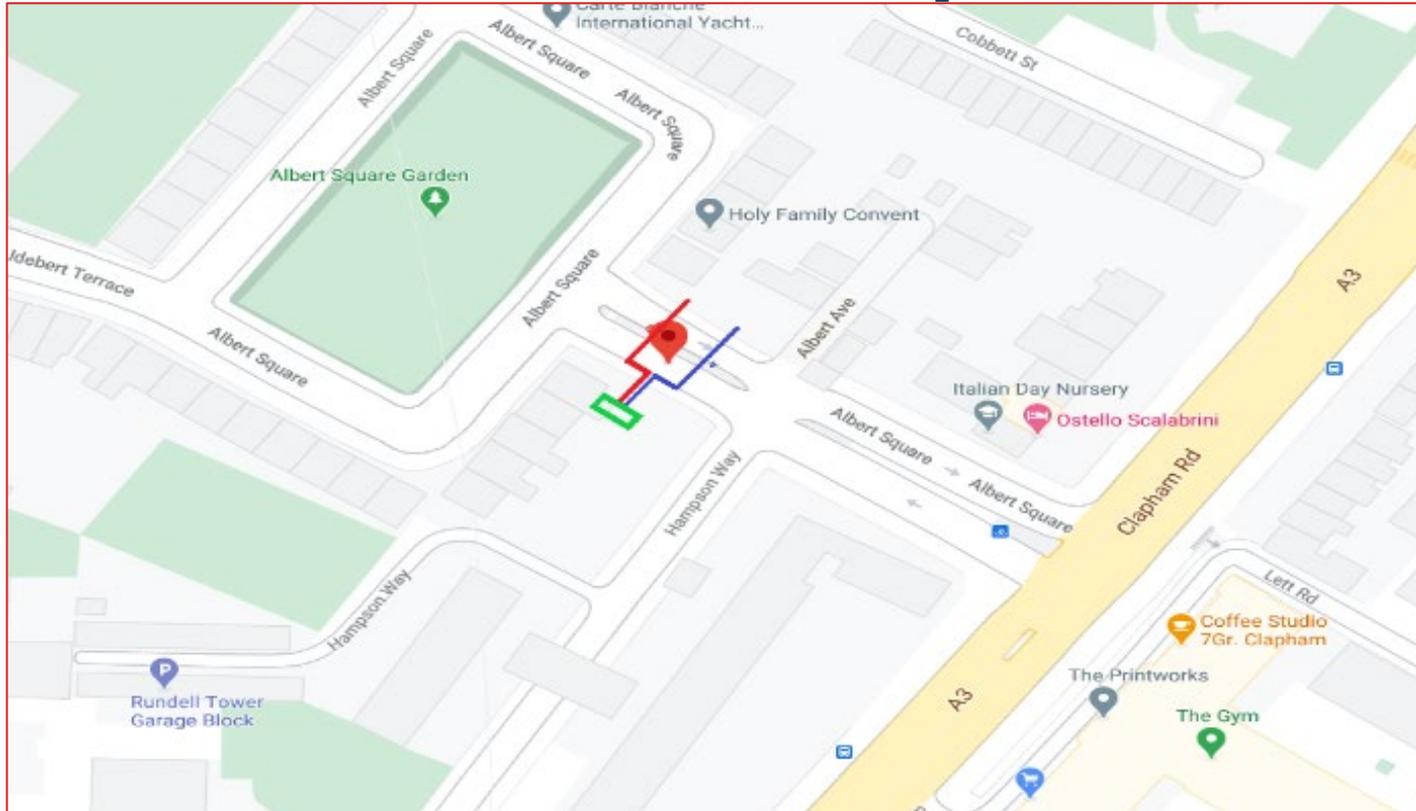


# Site 6: St. Stephen's Terrace (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 6 for **five weekdays** and **two weekend** days.
- Goods vehicle flows increased by 166% on weekdays, now presenting a late morning peak (at 11:00) and an early afternoon peak (at 15:00) before tailing off.
- Weekend goods vehicle flows also increased at the weekends (+153%), with a similar activity profile to before the LTN implementation.



# Site 7: Albert Square



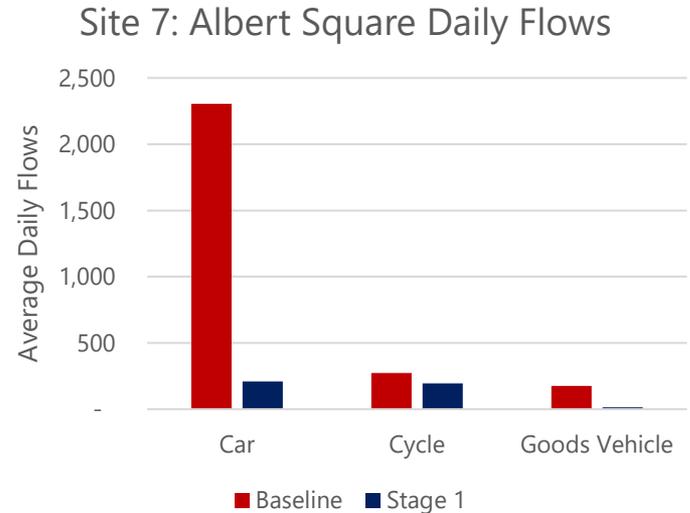
Source: MHTC/Google Maps

# Site 7: Albert Square (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 7 on Albert Square in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **very large decrease in car travel** (-91%) and moderate decrease in cycle travel (-29%). There was also a **very large decrease in goods vehicles movements** (-92%) past the site.

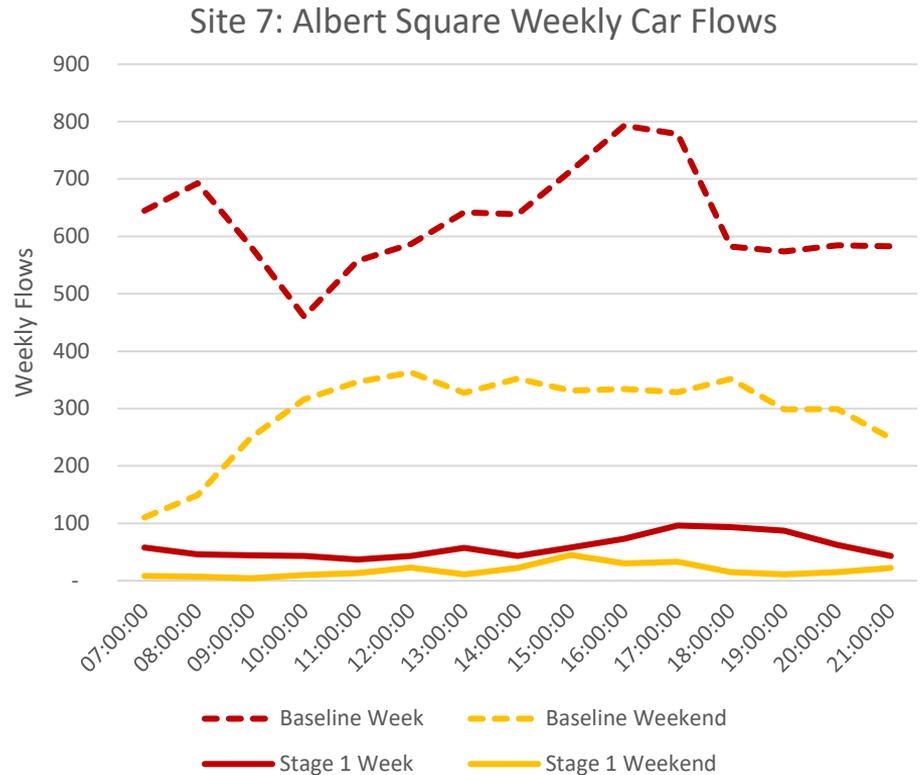
	Car	Cycle	Goods vehicle
Pre-Covid*	3,093	272	235
Baseline*	2,305	272	175
Stage 1	209	194	14
Difference	-2,096	-78	-161
% Change	-91%	-29%	-92%

\*For cycles, baseline & pre-covid = historic



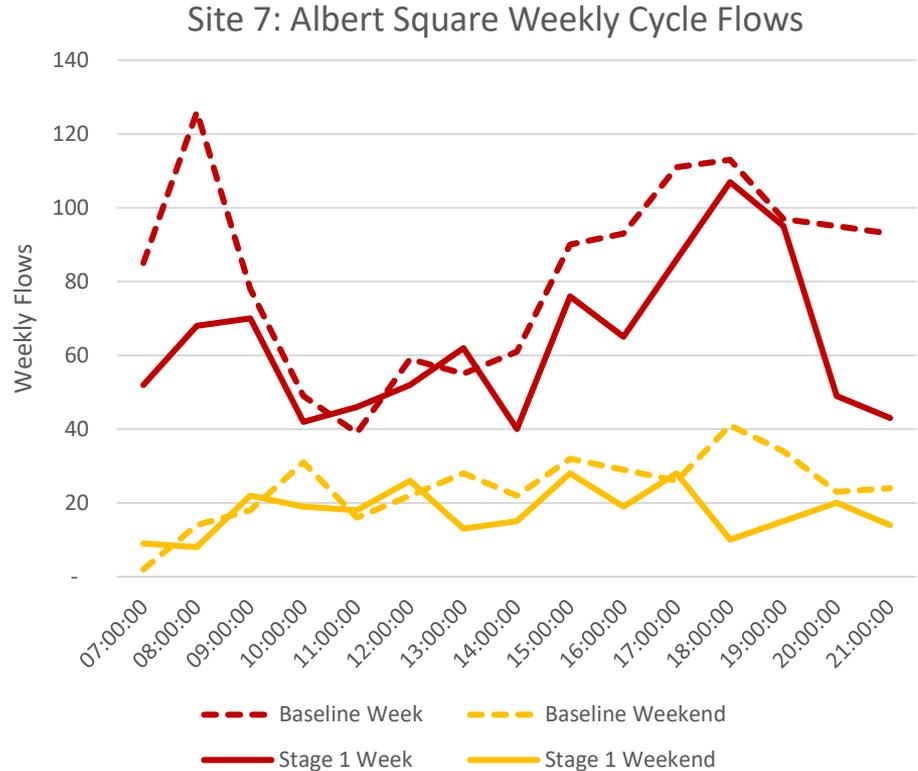
# Site 7: Albert Square (Car)

- The chart to the right shows the volume of car flows past site 7 for **five weekdays** and **two weekend** days (summed for each).
- Car volumes during the week were significantly down compared to the baseline for all time periods, with a 90% drop during weekdays.
- On weekends, there was a similar, slightly larger reduction in car volumes (-94%).



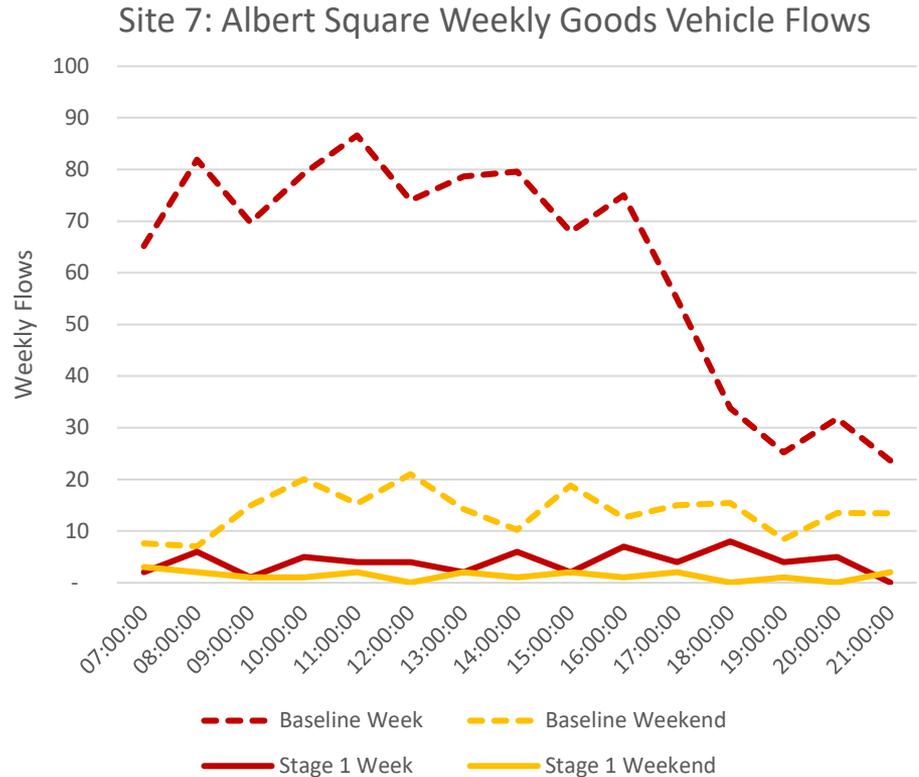
# Site 7: Albert Square (Cycle)

- The chart to the right shows the volume of cycle flows past site 7 for **five weekdays** and **two weekend** days (summed for each).
- Cycle trips were reduced during weekdays (-27%), particularly in the AM and late afternoon.
- Weekends also saw a reduction in cycling (-35%) but from lower baseline figures.

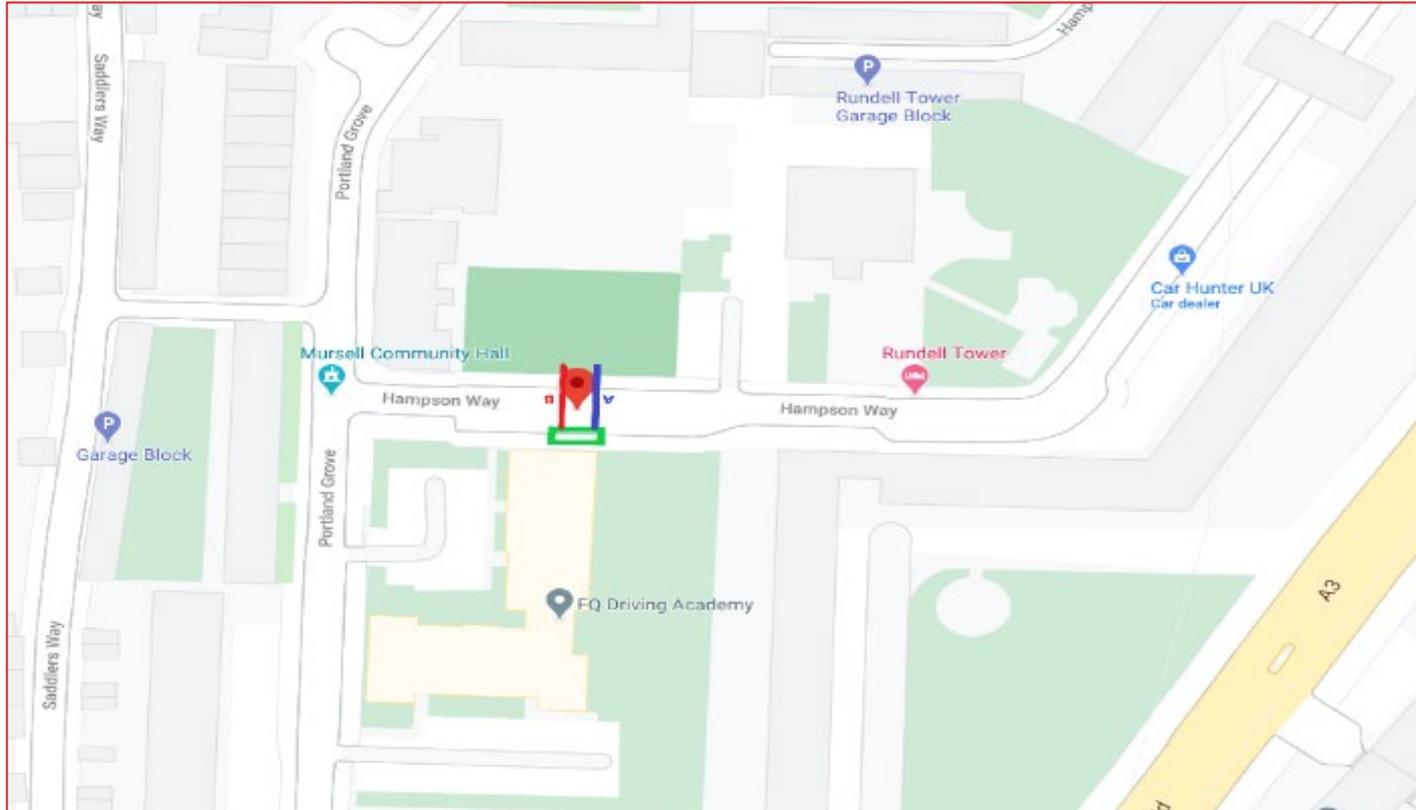


# Site 7: Albert Square (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 7 for **five weekdays** and **two weekend** days (summed for each).
- Compared to a high-but-falling profile for goods vehicle flows during the week in the baseline, Stage 1 flows for this period were low and flat, representing an 93% decrease overall.
- Weekend goods vehicle flows were also greatly reduced (-90%), but from a lower baseline.



# Site 8: Hampson Way



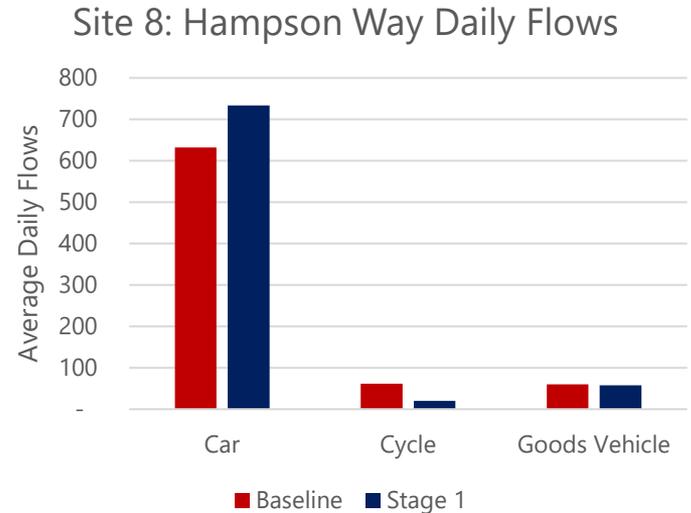
Source: MHTC/Google Maps

# Site 8: Hampson Way (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 8 on Hampson Way in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a slight increase in car travel (+16%) accompanied by a **large reduction in cycle travel** (-68%). There was also a slight decrease in goods vehicles passing the site (-4%)

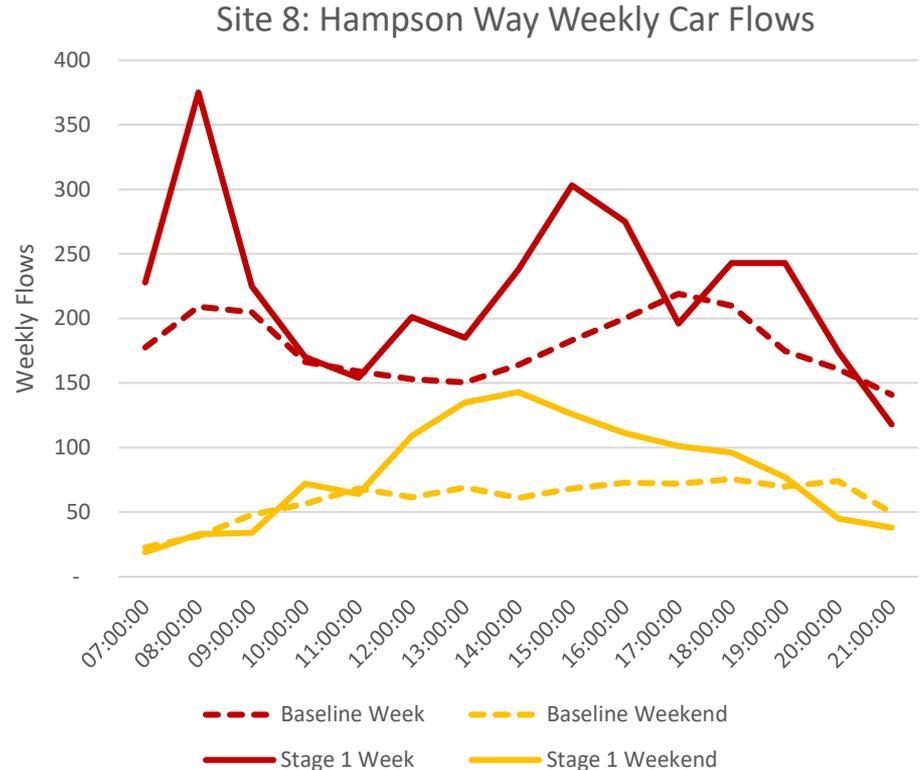
	Car	Cycle	Goods vehicle
Pre-Covid*	839	61	79
Baseline*	632	61	60
Stage 1	733	20	57
Difference	102	-42	-2
% Change	16%	-68%	-4%

\*For cycles, baseline & pre-covid = historic



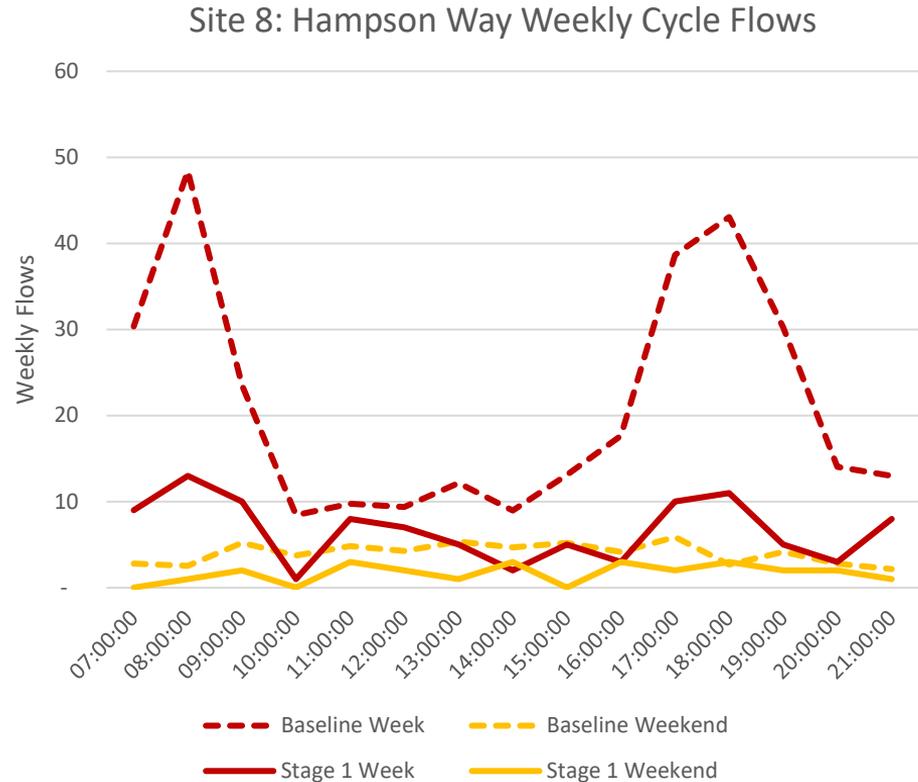
# Site 8: Hampson Way (Car)

- The chart to the right shows the volume of car flows past site 8 for **five weekdays** and **two weekend** days (summed for each).
- Weekday car flows are seen to increase throughout the day with clear peaks in the AM and the afternoon 'school-run' periods, resulting in an overall 17% increase.
- Weekend car flows also increase, particularly in the afternoon – the greatest increase can be seen around 2pm (+134%). The overall increase recorded was +15%.



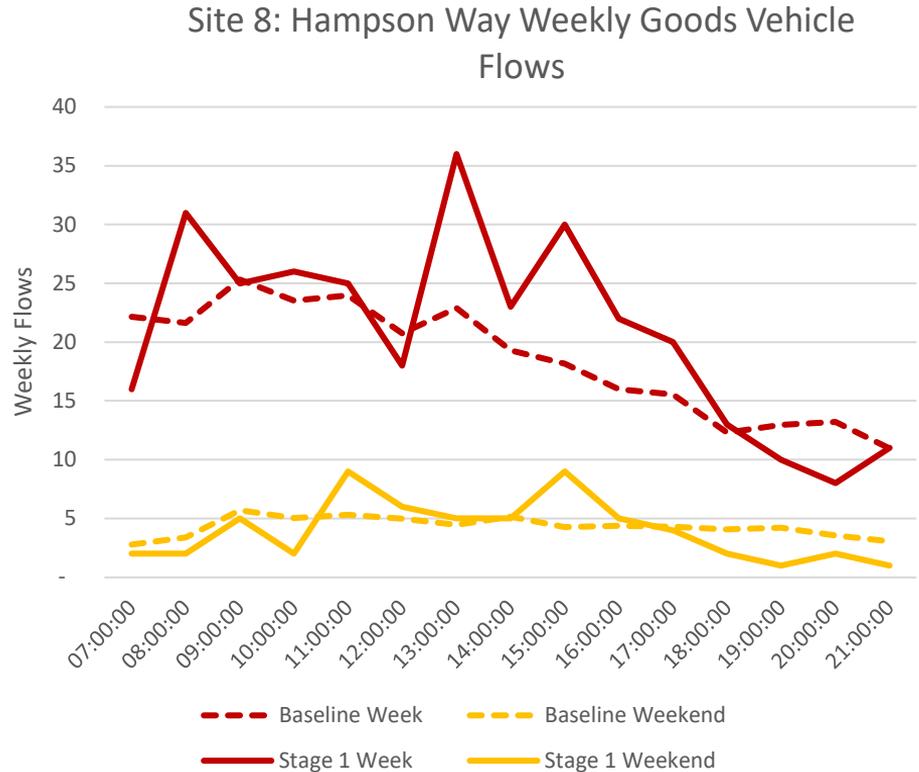
# Site 8: Hampson Way (Cycle)

- The chart to the right shows the volume of cycle flows past site 8 for **five weekdays** and **two weekend** days.
- Cycle trips are lower than the baseline on weekdays (-70% decrease overall), with the greatest reductions during the AM and PM peaks.
- Weekend cycle trips are also reduced (-57%) across all time periods, but from a lower baseline.

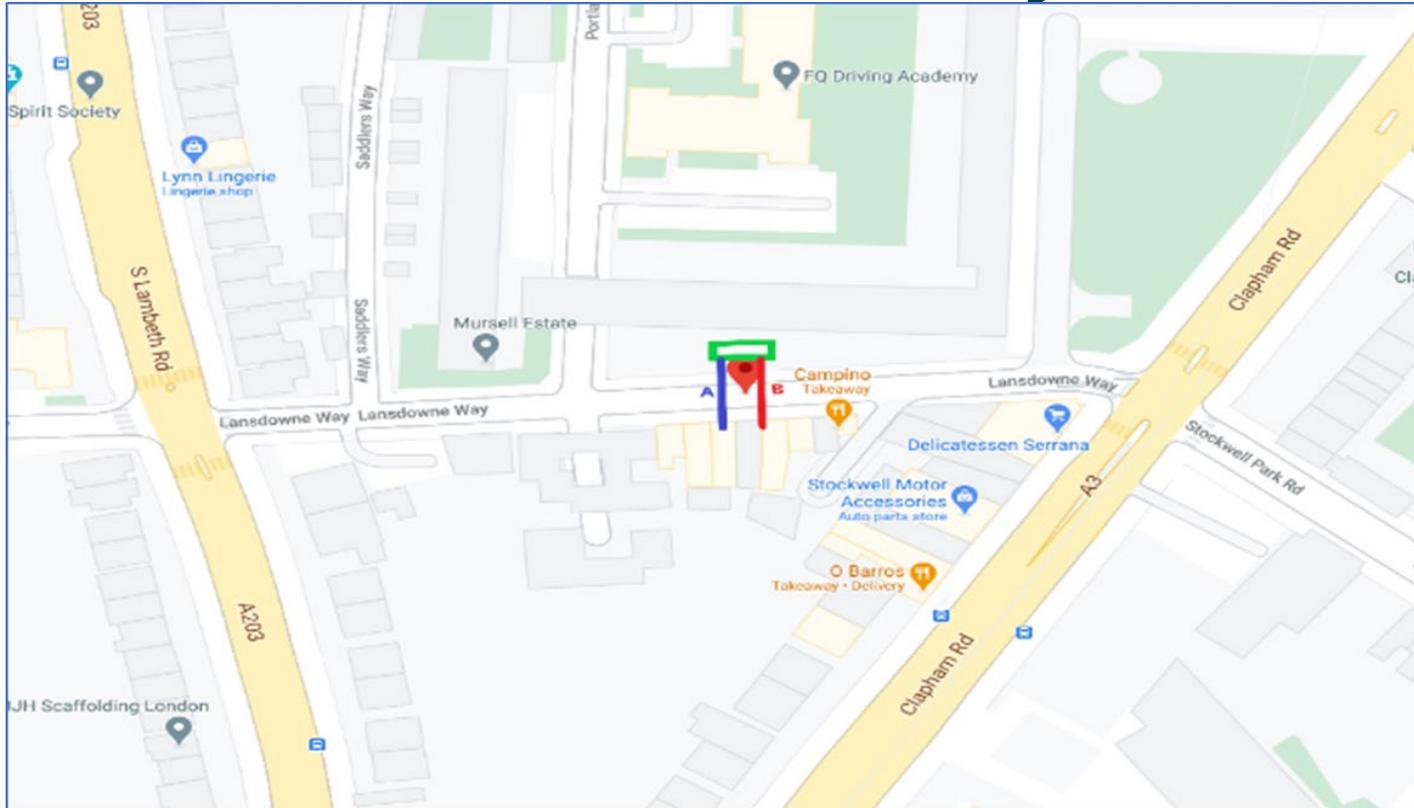


# Site 8: Hampson Way (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 8 for **five weekdays** and **two weekend** days.
- An overall increase (+1%) in goods vehicle movements was recorded on weekdays but with a higher number of movements seen in the afternoon and early evening.
- Weekend goods vehicle flows were lower than projected in the baseline by roughly 24% overall, although from a very low projected baseline.



# Site 9: Lansdowne Way East



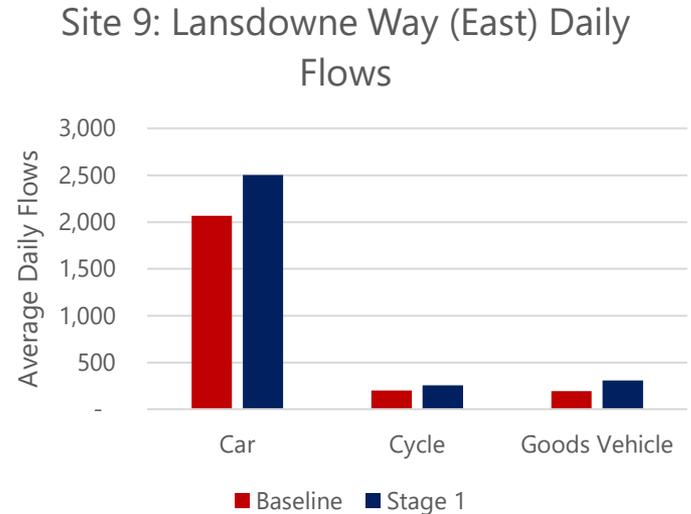
Source: MHTC/Google Maps

# Site 9: Lansdowne Way East (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 9 on Lansdowne Way East in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a slight increase in car travel (+21%) accompanied by a moderate increase in cycle travel (28%). There was also a **large increase in goods vehicles** passing the site (+59%)

	Car	Cycle	Goods vehicle
Pre-Covid*	2,746	201	259
Baseline*	2066	201	195
Stage 1	2,504	257	310
Difference	438	57	115
% Change	21%	28%	59%

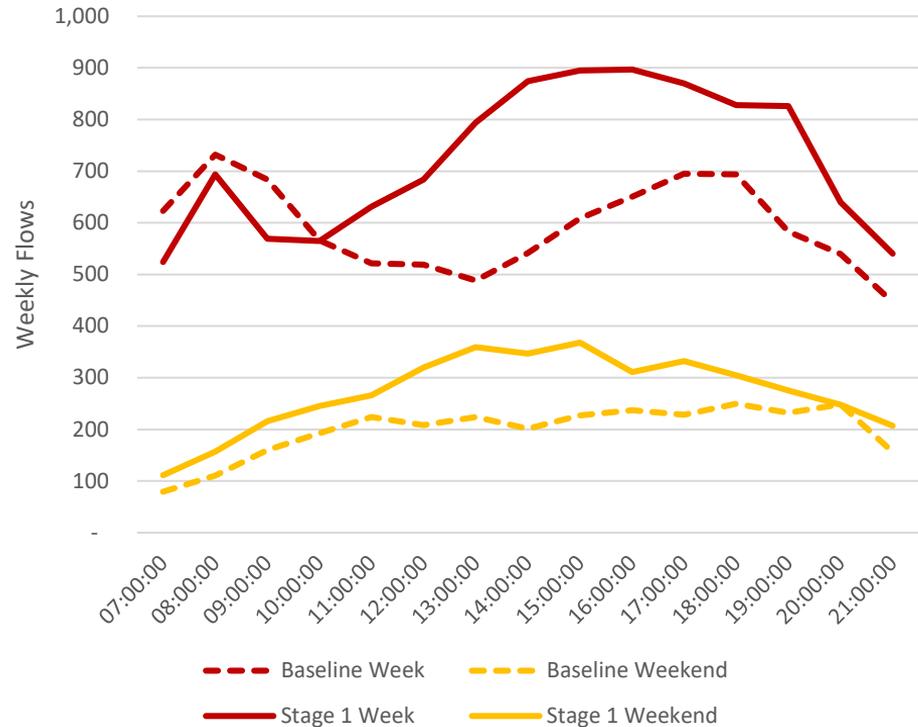
\*For cycles, baseline & pre-covid = historic



# Site 9: Lansdowne Way East (Car)

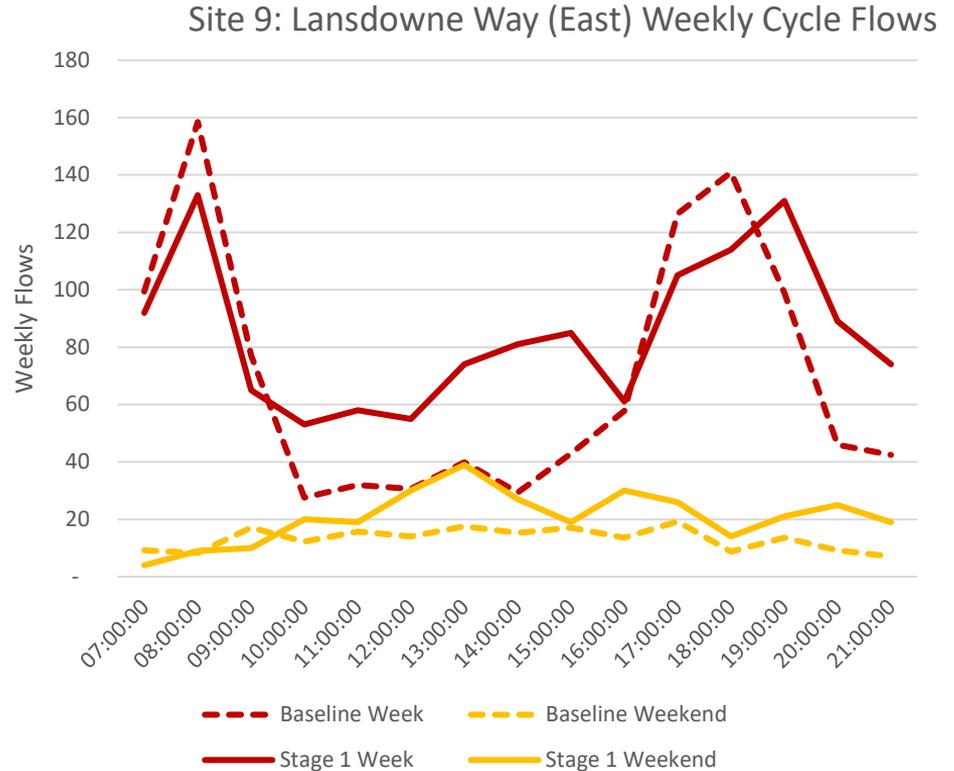
- The chart to the right shows the volume of car flows past site 9 for **five weekdays** and **two weekend** days (summed for each).
- The overall increase in car trips at this site was 19% on weekdays, but with a slight decrease over the morning period.
- Weekend car trips were, on average, 27% higher than in the baseline but followed a similar profile.

Site 9: Lansdowne Way (East) Weekly Car Flows



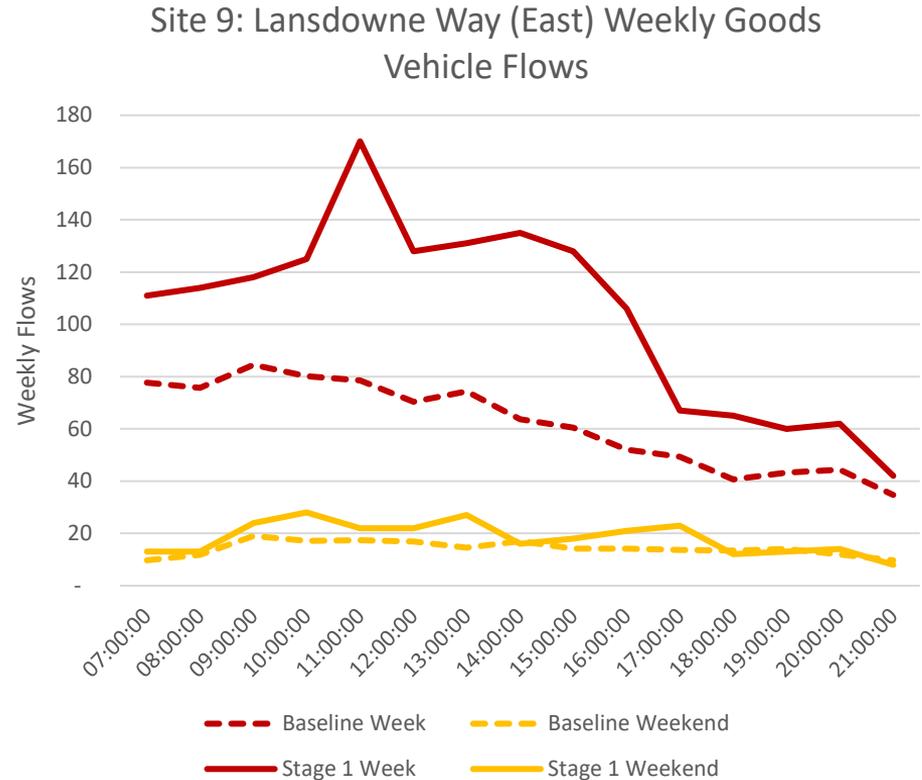
# Site 9: Lansdowne Way East (Cycle)

- The chart to the right shows the volume of cycle flows past site 9 for **five weekdays** and **two weekend** days (summed for each).
- Weekday cycle flows were down overall and during the AM and PM traffic peaks but up more significantly during the interpeak period, resulting in an overall 21% increase.
- Weekend cycle flows were higher than in the baseline from 10am onwards (65% up overall).

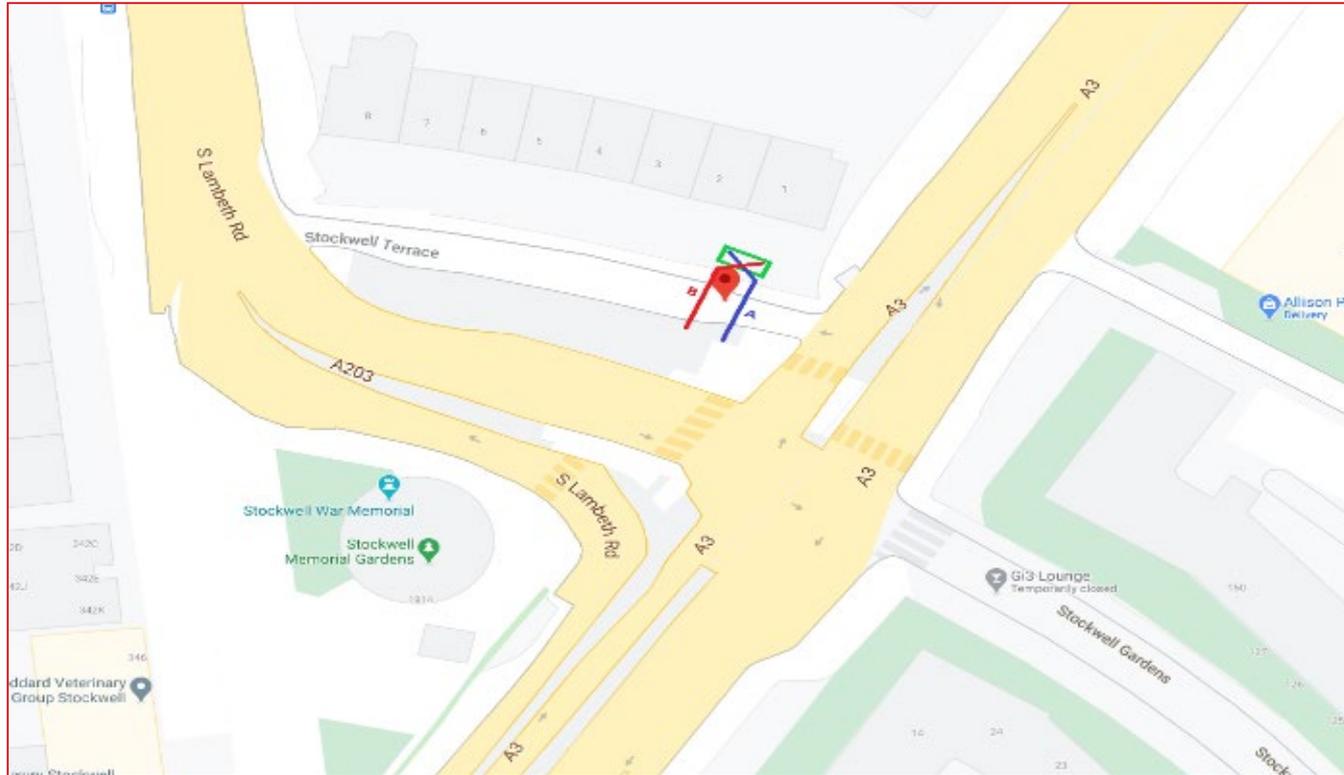


# Site 9: Lansdowne Way East (Goods Vehicle)

- The chart to the right shows the volume of good vehicle flows past site 9 for **five weekdays** and **two weekend** days (summed for each).
- Stage 1 goods vehicle weekday flows increased by 67% overall, with the greatest increases seen over the lunchtime and afternoons.
- Weekend goods vehicle flows were also higher than projected in the baseline (27%) but followed a similar profile.



# Site 10: Stockwell Terrace



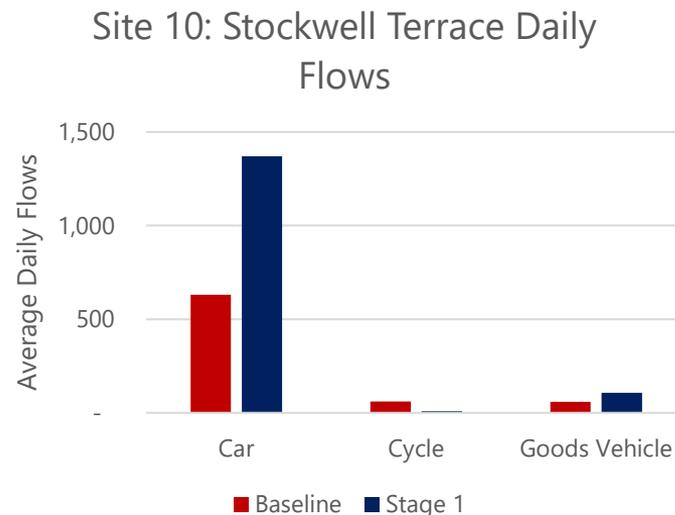
Source: MHTC/Google Maps

# Site 10: Stockwell Terrace (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 10 on Stockwell Terrace in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **very large increase in car travel** (+117%) accompanied by a **very large decrease in cycle travel** (-85%). There was also a **very large increase in goods vehicles** passing the site (+80%)

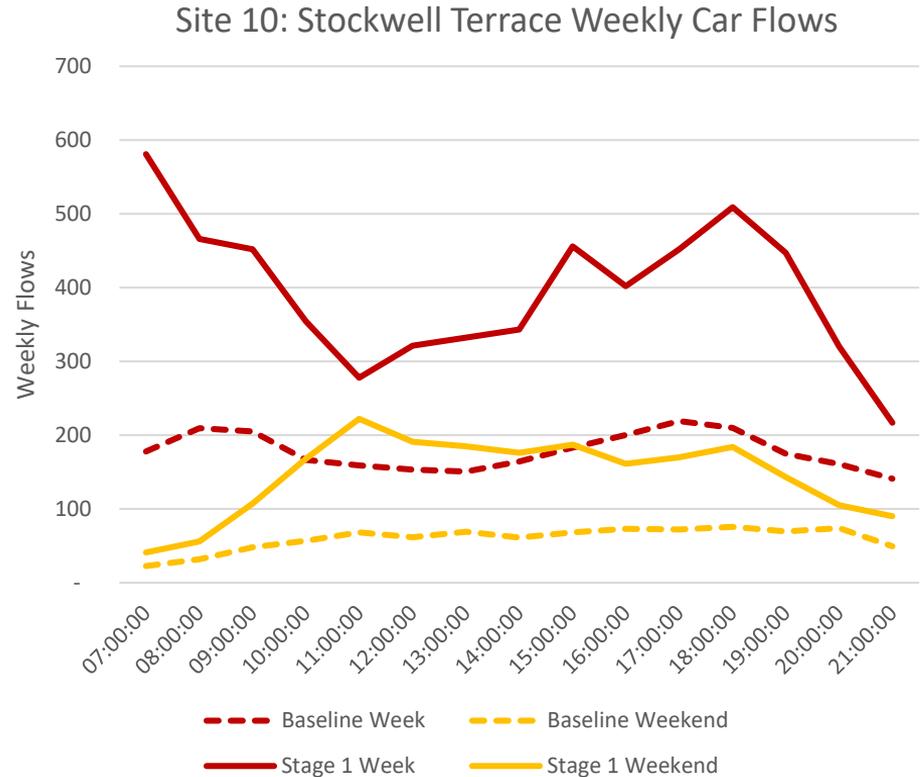
	Car	Cycle	Goods vehicle
Pre-Covid*	839	61	79
Baseline*	632	61	60
Stage 1	1,370	9	107
Difference	738	-52	48
% Change	117%	-85%	80%

\*For cycles, baseline & pre-covid = historic



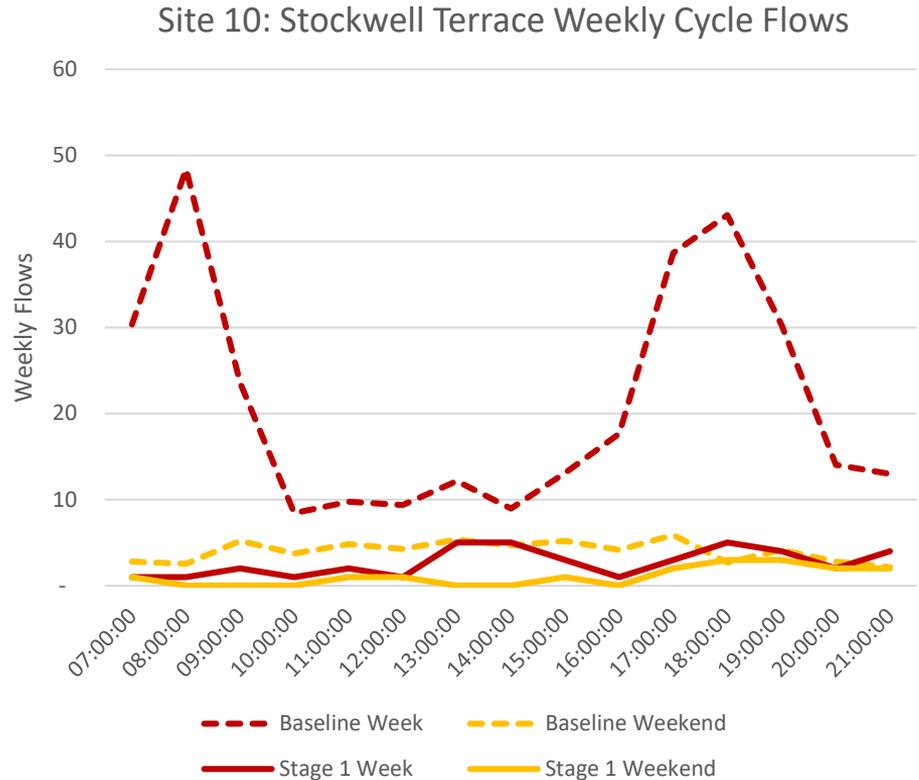
# Site 10: Stockwell Terrace (Car)

- The chart to the right shows the volume of car flows past site 10 for **five weekdays** and **two weekend** days (summed for each).
- The overall increase in car trips at this site was 118% on weekdays, with no reductions in car use at any time of the day.
- Weekend car trips were, on average, 114% higher than in the baseline but followed a similar profile.



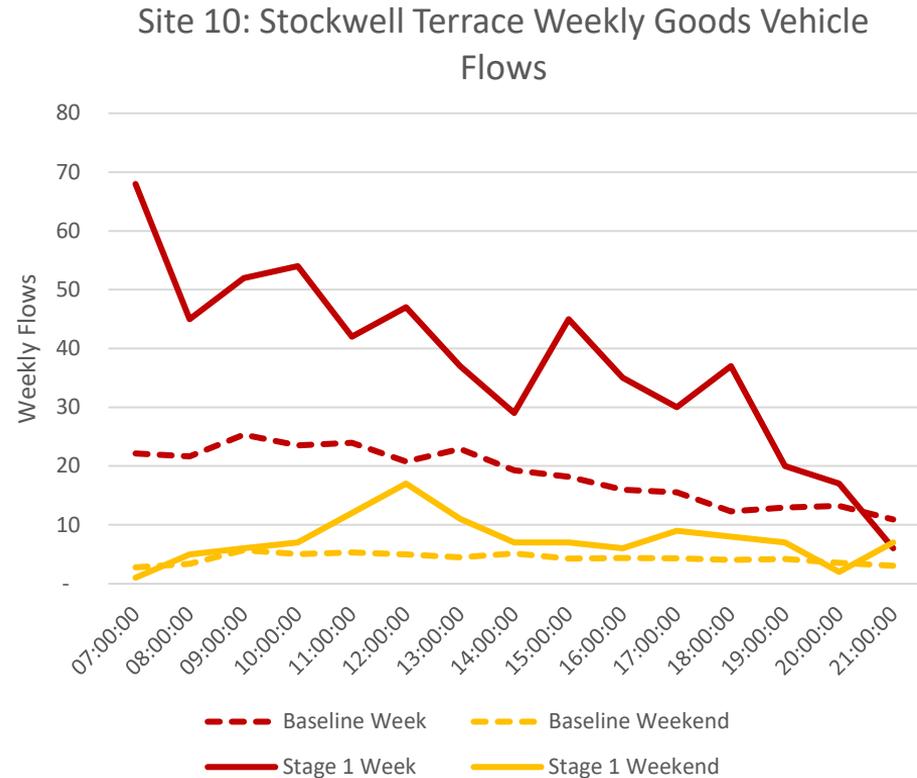
# Site 10: Stockwell Terrace (Cycle)

- The chart to the right shows the volume of cycle flows past site 10 for **five weekdays** and **two weekend** days (summed for each).
- There is a significant drop in cycle use on weekdays of 87% on weekdays.
- Similarly, weekend cycle trips were, on average, 72% lower than in the baseline, but from a much lower projected baseline.

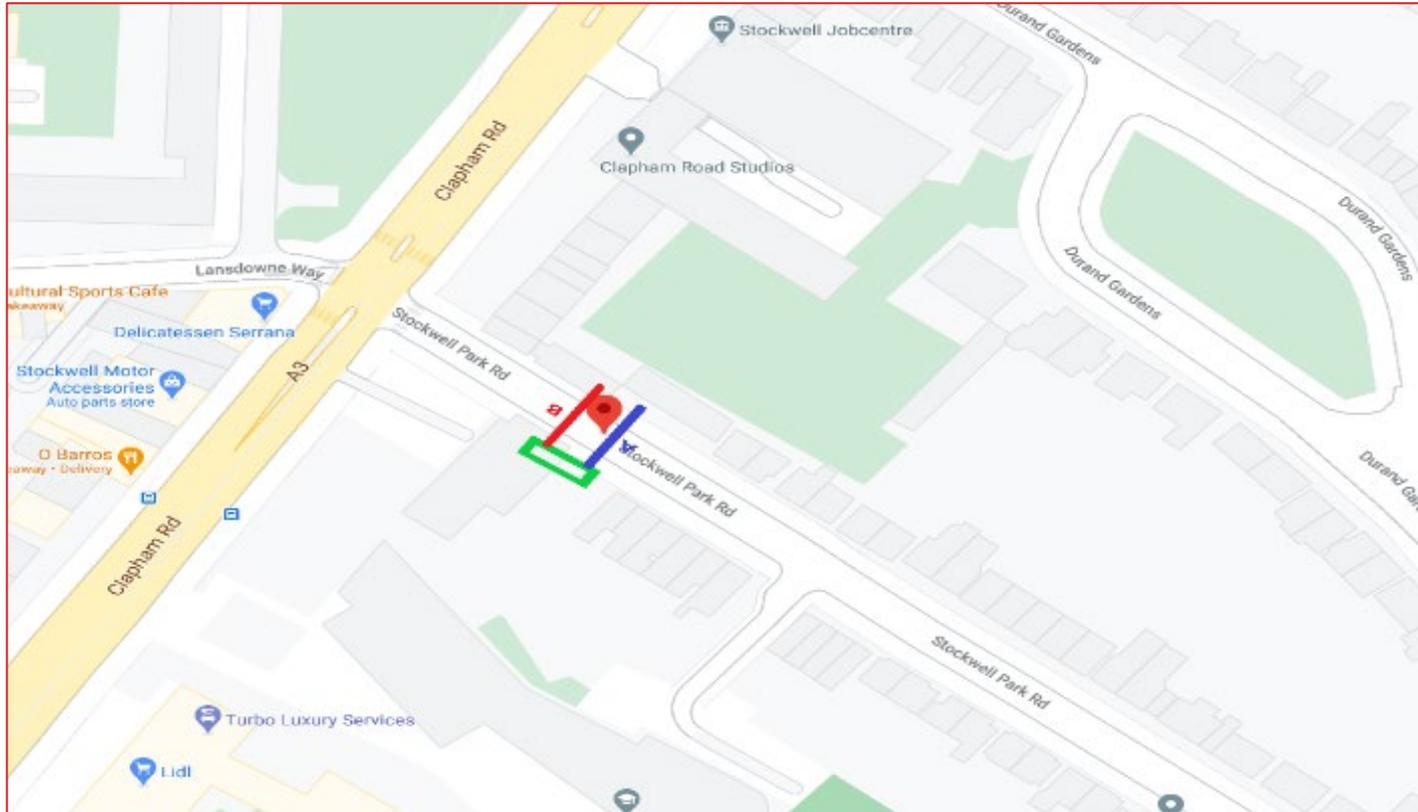


# Site 10: Stockwell Terrace (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 10 for **five weekdays** and **two weekend** days (summed for each).
- Goods vehicle use increased throughout the day on weekdays, being higher in the morning and tailing off during the day. The overall weekday increase in volumes was +86%.
- Weekend goods vehicle volumes increased especially between the late morning and the early afternoon, accounting for a 53% overall increase.



# Site 11: Stockwell Park Road



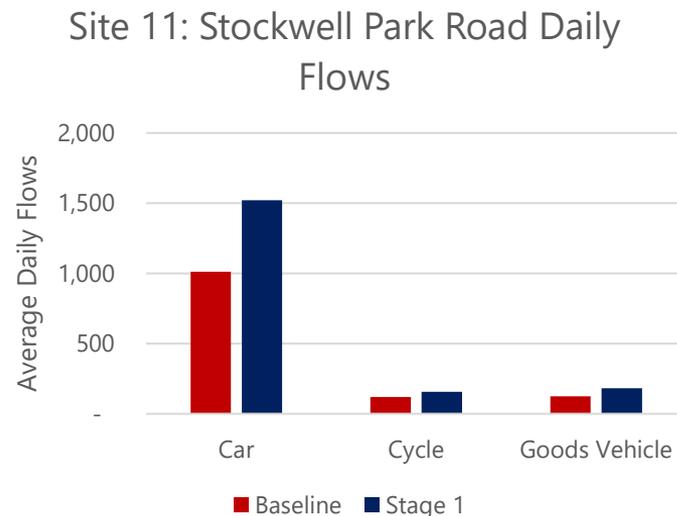
Source: MHTC/Google Maps

# Site 11: Stockwell Park Road (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 11 on Stockwell Park Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **large increase in car travel** (+51%), along with a moderate increase in cycle trips (+31%). A moderate increase in goods vehicle movements (+45%) was also observed.

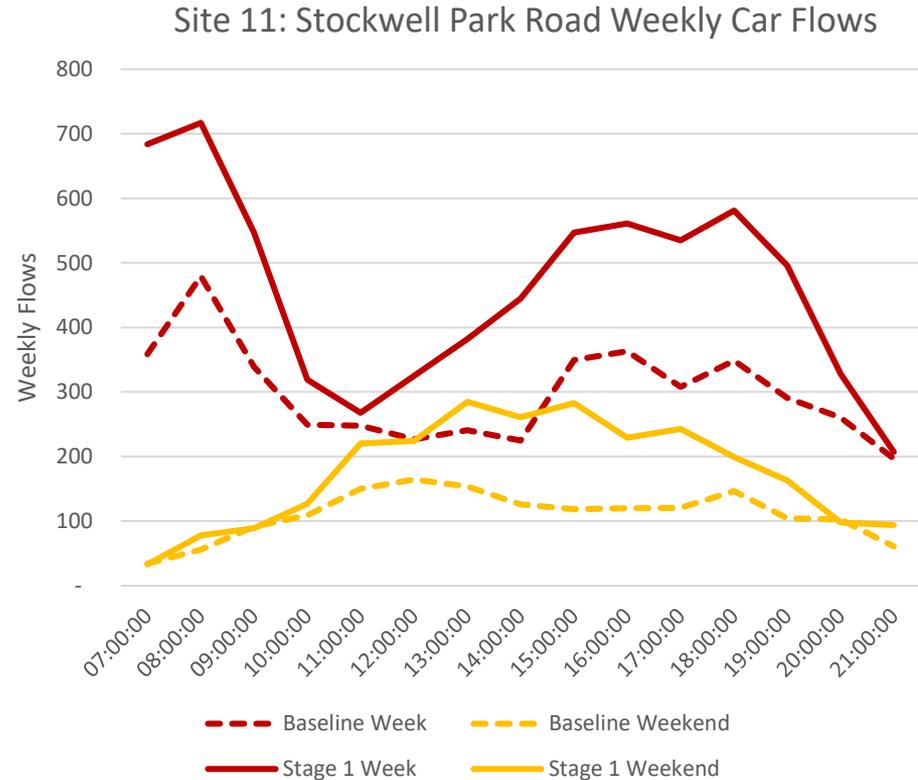
	Car	Cycle	Goods vehicle
Pre-Covid*	1,048	120	130
Baseline*	1,011	120	125
Stage 1	1,521	157	182
Difference	511	38	57
% Change	51%	31%	45%

\*For cycles, baseline & pre-covid = historic



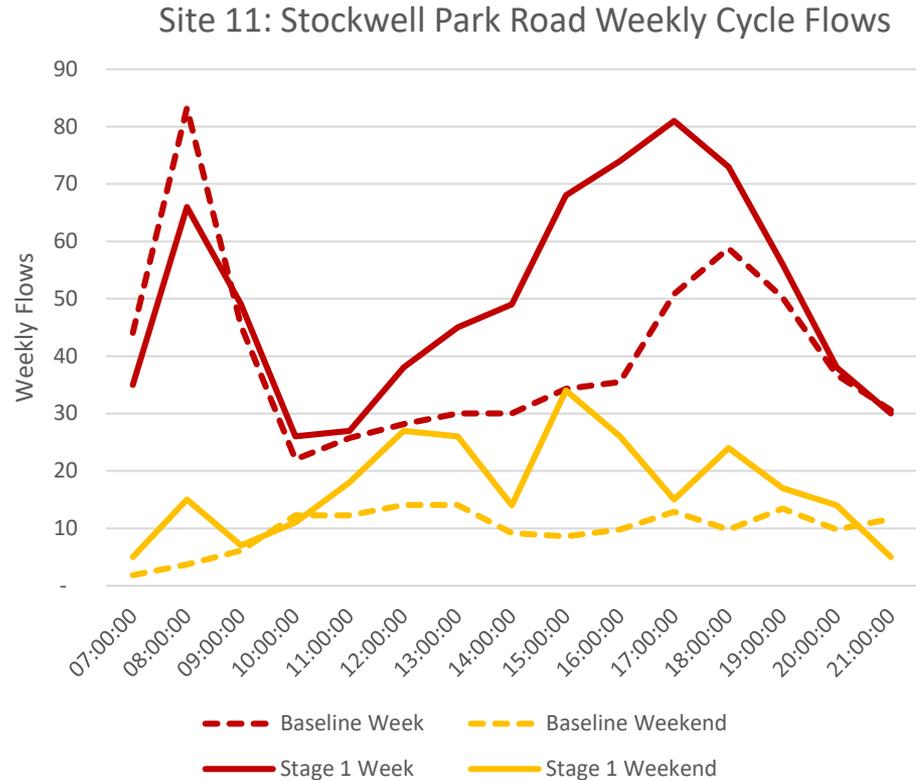
# Site 11: Stockwell Park Road (Car)

- The chart to the right shows the volume of car flows past site 11 for **five weekdays** and **two weekend** days (summed for each).
- Vehicle flows follow similar patterns before and after the implementation of the LTN, but with a 50% increase in volumes recorded.
- Weekend car trips increased by a similar margin (+51%) but from a lower baseline. The highest increases were seen around lunchtime and in the early afternoon.



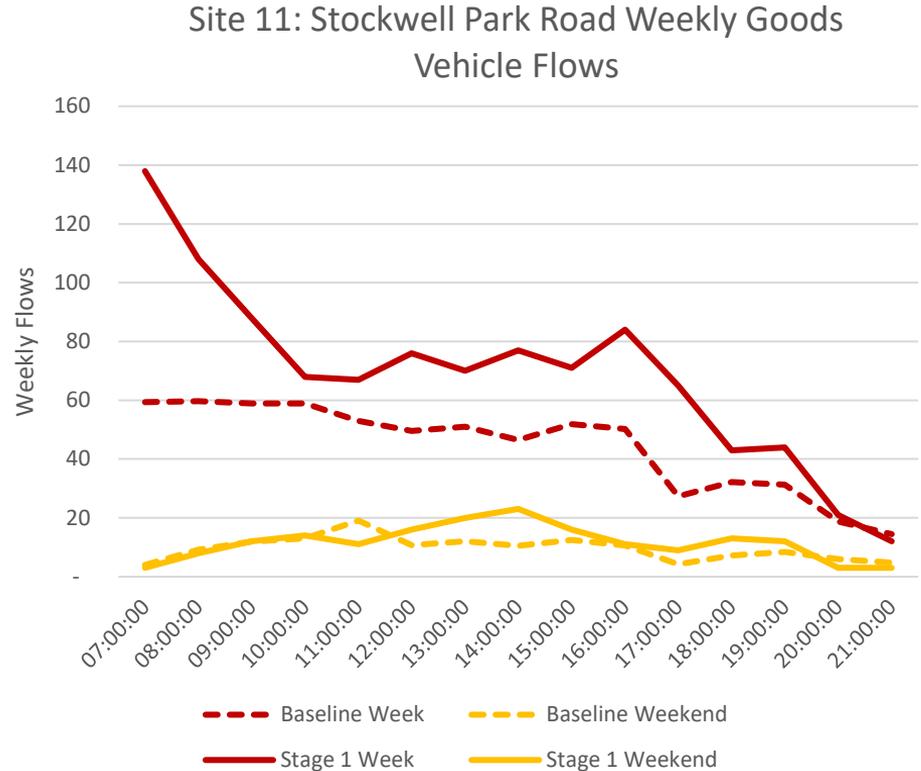
# Site 11: Stockwell Park Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 11 for **five weekdays** and **two weekend** days.
- Weekday cycle trips generally followed the baseline flow profile but with particular increases in the afternoons, resulting in a 23% overall increase.
- On the weekend, cycle trips increased significantly throughout the day (+63%).

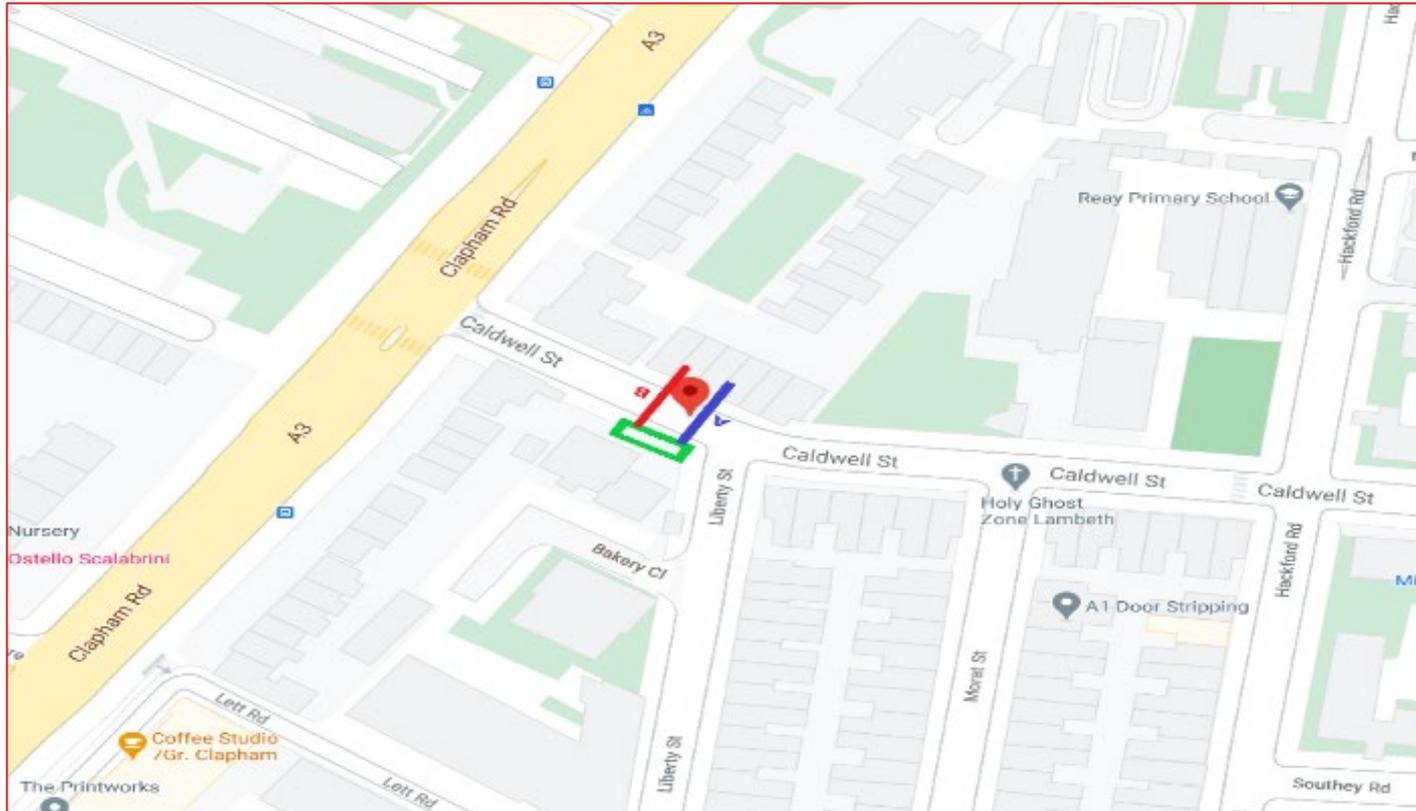


# Site 11: Stockwell Park Road (Goods Vehicle)

- The chart to the right shows the volume of Goods vehicle flows past site 11 for **five weekdays** and **two weekend** days.
- Goods vehicle trips were increased throughout the day (+52%), particularly during the early mornings.
- Weekend goods vehicle trips were slightly up for most of the day for a total 16% increase in volumes.



# Site 12: Caldwell Street



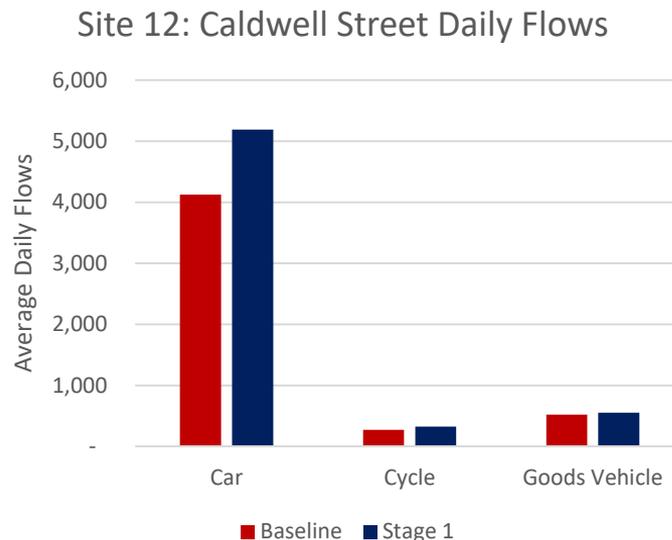
Source: MHTC/Google Maps

# Site 12: Caldwell Street (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 12 on Caldwell Street in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a moderate increase in car travel (+26%), along with a slight increase in cycle travel (+20%). There was also a slight increase in goods vehicles passing the site (+6%)

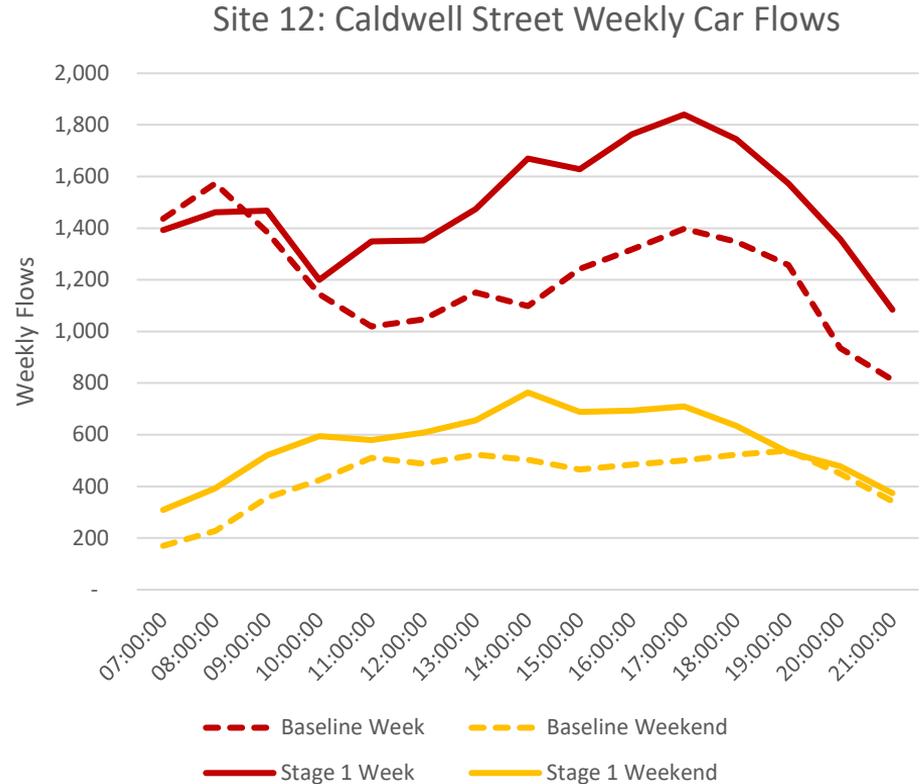
	Car	Cycle	Goods vehicle
Pre-Covid*	5,752	271	729
Baseline*	4,127	271	523
Stage 1	5,192	325	553
Difference	1,065	54	30
% Change	26%	20%	6%

\*For cycles, baseline & pre-covid = historic



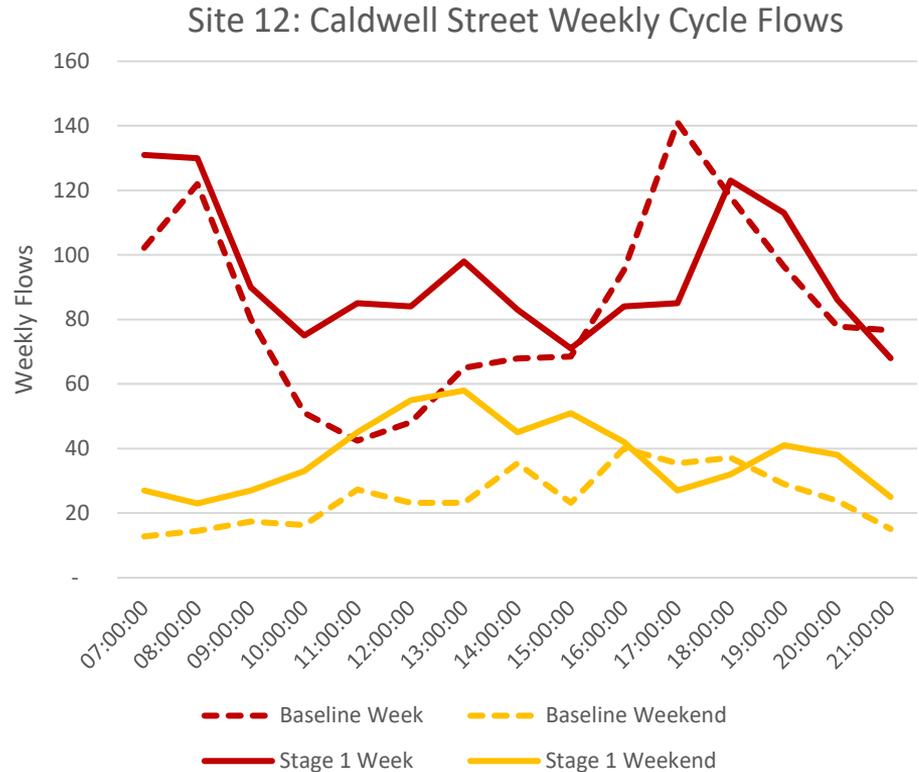
# Site 12: Caldwell Street Road (Car)

- The chart to the right shows the volume of car flows past site 12 for **five weekdays** and **two weekend** days (summed for each).
- Car trips generally followed the baseline profile during the week, but with an increase of 27%, overall.
- Weekend car trips also followed the baseline profile but with a 23% overall increase in volumes.



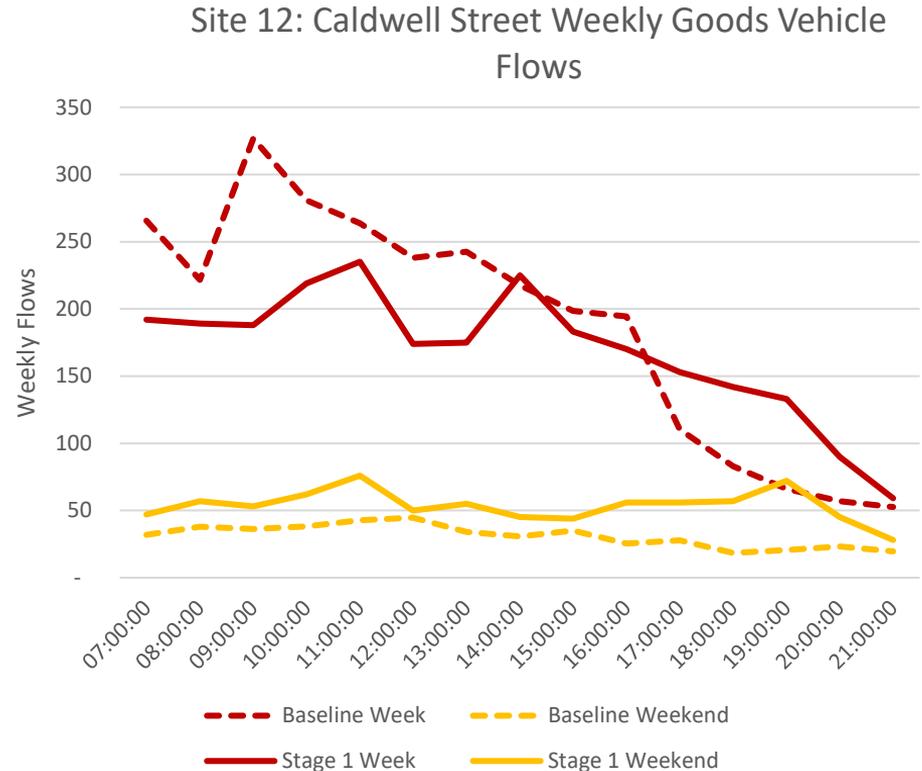
# Site 12: Caldwell Street Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 12 for **five weekdays** and **two weekend** days.
- Weekday cycle trips increased by just 12% overall, with a greater number of trips in the interpeak period offset by a reduction in trips in the PM traffic peak.
- On the weekend, cycle trips were 47% higher than in the baseline, overall.

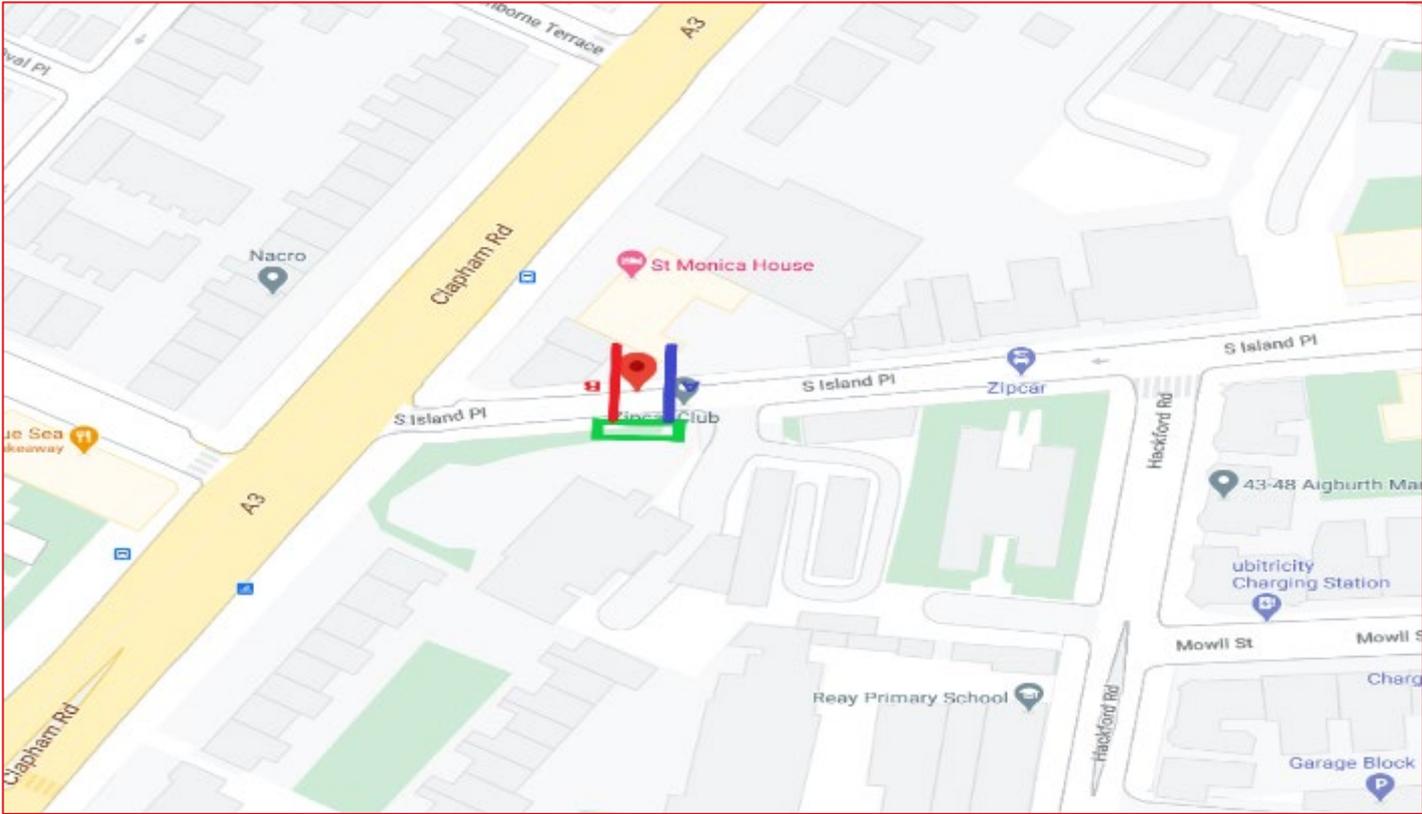


# Site 12: Caldwell Street Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 12 for **five weekdays** and **two weekend** days.
- Goods vehicle trips reduced by 6% on weekdays with fewer movements during the daytime period offset by an increase in the evenings.
- Weekend goods vehicle trips were increased throughout the day, for a total 72% increase in volumes.



# Site 13: South Island Place



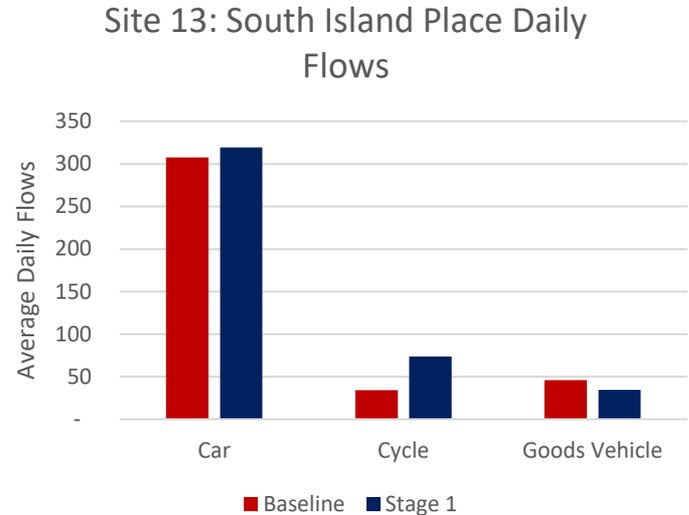
Source: MHTC/Google Maps

# Site 13: South Island Place (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 13 on South Island Place in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a slight increase in car travel (+4%), accompanied by a **very large increase in cycle travel** (+116%). There was also a slight decrease in goods vehicles passing the site (-25%).

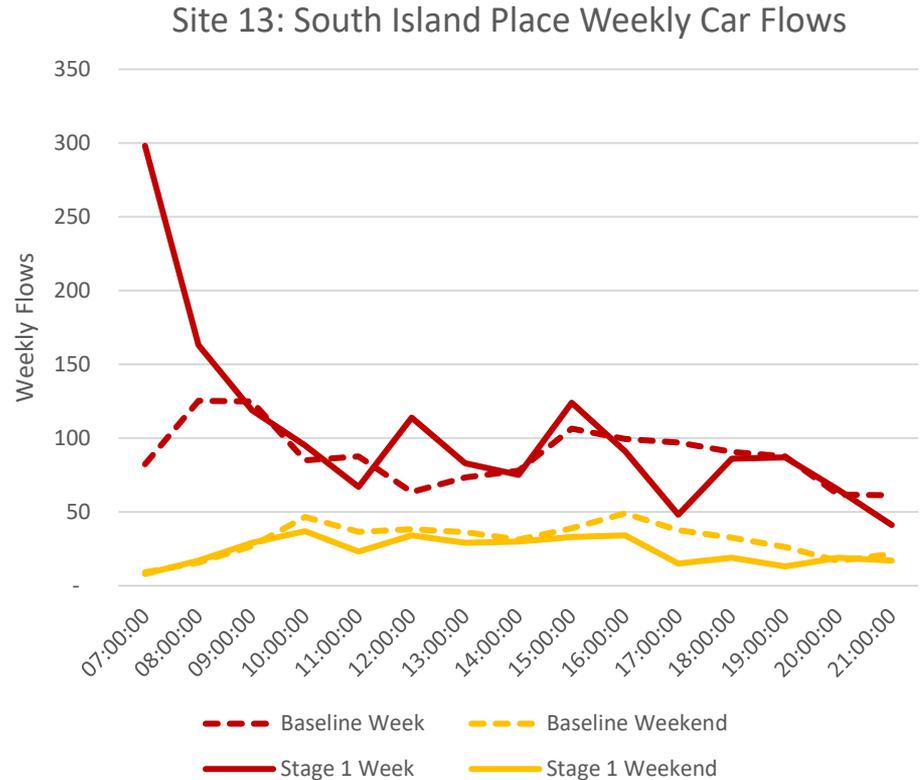
	Car	Cycle	Goods vehicle
Pre-Covid*	409	35	61
Baseline*	307	34	46
Stage 1	319	74	35
Difference	12	40	-11
% Change	4%	116%	-25%

\*For cycles, baseline & pre-covid = historic



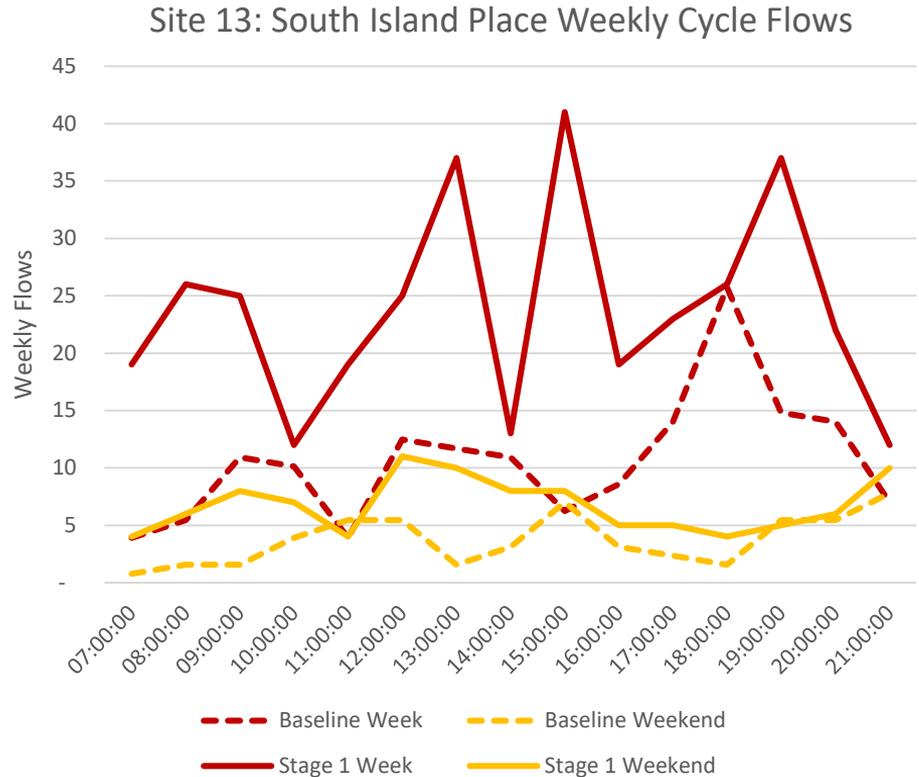
# Site 13: South Island Place (Car)

- The chart to the right shows the volume of car flows past site 13 for **five weekdays** and **two weekend** days (summed for each).
- Car volumes on South Island Place increased by 13% during the week, mainly during the early morning period.
- Weekend volumes were reduced by 22%, with movements following a similar profile to the baseline.



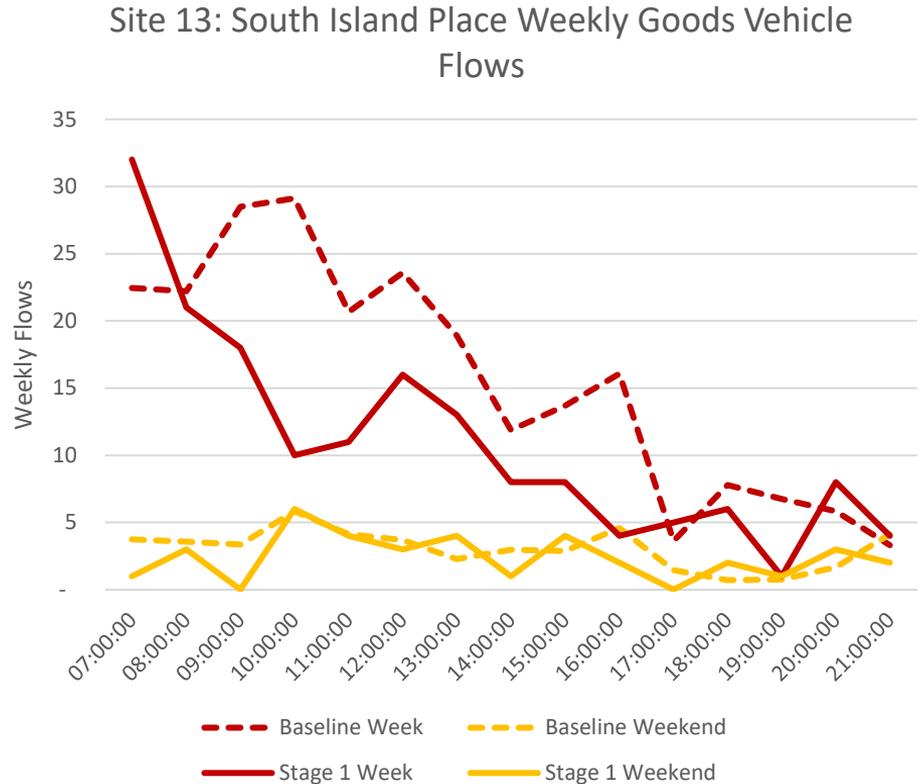
# Site 13: South Island Place (Cycle)

- The chart to the right shows the volume of cycle flows past site 13 for **five weekdays** and **two weekend** days.
- Cycle flows during the week increased by 127% overall, with significant variation across the day.
- At the weekend, cycle flows were also significantly higher (+83%) than in the baseline.

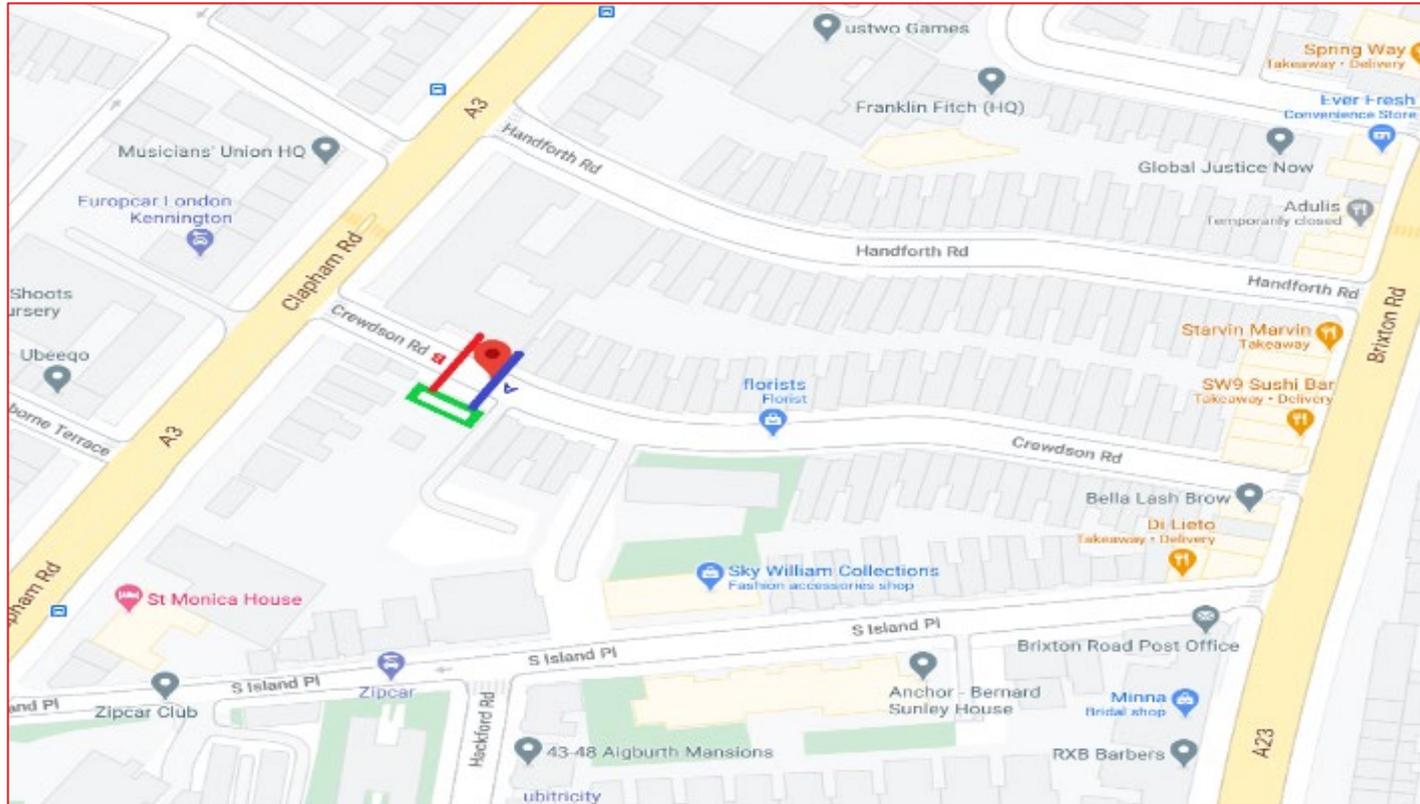


# Site 13: South Island Place (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 13 for **five weekdays** and **two weekend** days.
- Weekday goods vehicle movements reduced by 28% overall, with fewer movements seen throughout the day.
- Weekend volumes for goods vehicles were similarly reduced (-13%) but followed a similar profile to the baseline.



# Site 14: Crewdson Road



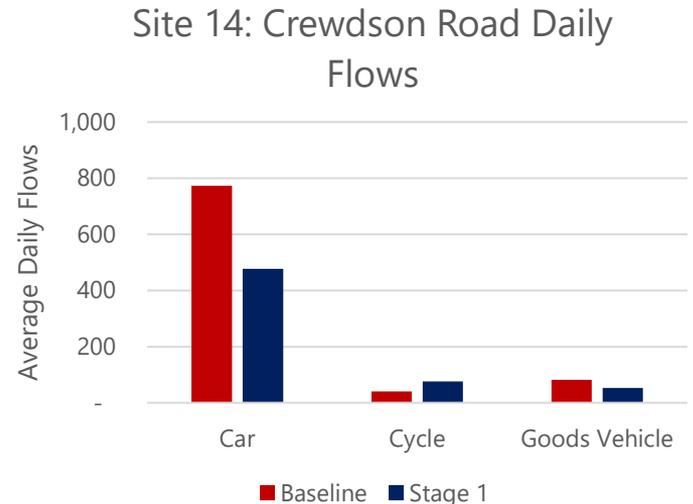
Source: MHTC/Google Maps

# Site 14: Crewdson Road (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 14 on Crewdson Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a moderate decrease in car travel (-38%), accompanied by a **very large increase in cycle travel** (+87%). There was also a moderate decrease in goods vehicles passing the site (-35%).

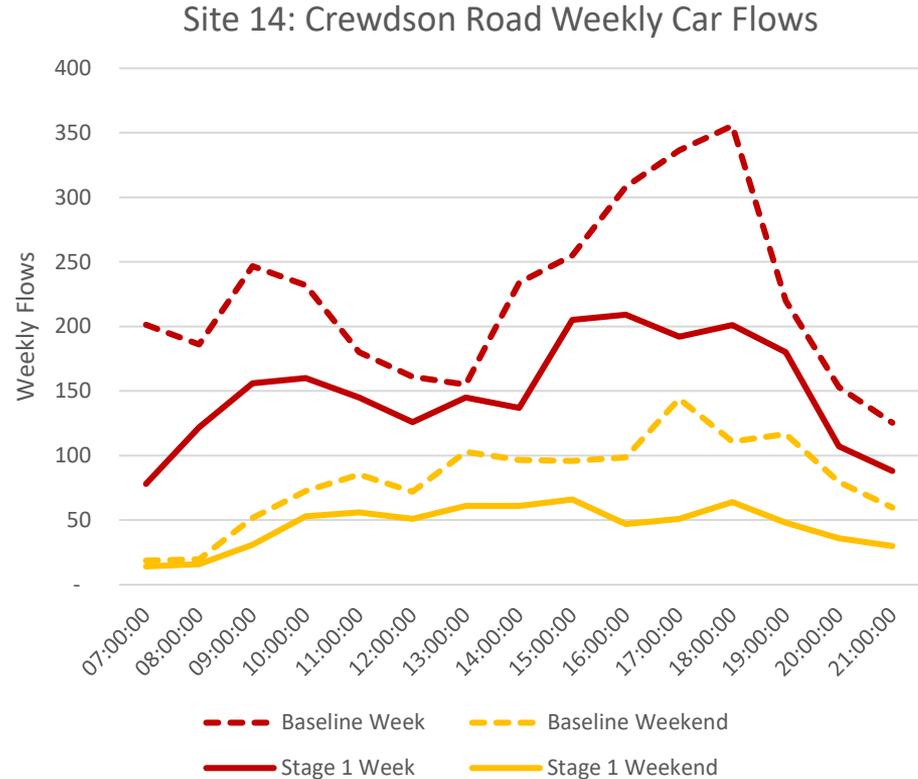
	Car	Cycle	Goods vehicle
Pre-Covid*	1,026	41	109
Baseline*	772	41	82
Stage 1	477	77	53
Difference	-295	36	-29
% Change	-38%	87%	-35%

\*For cycles, baseline & pre-covid = historic



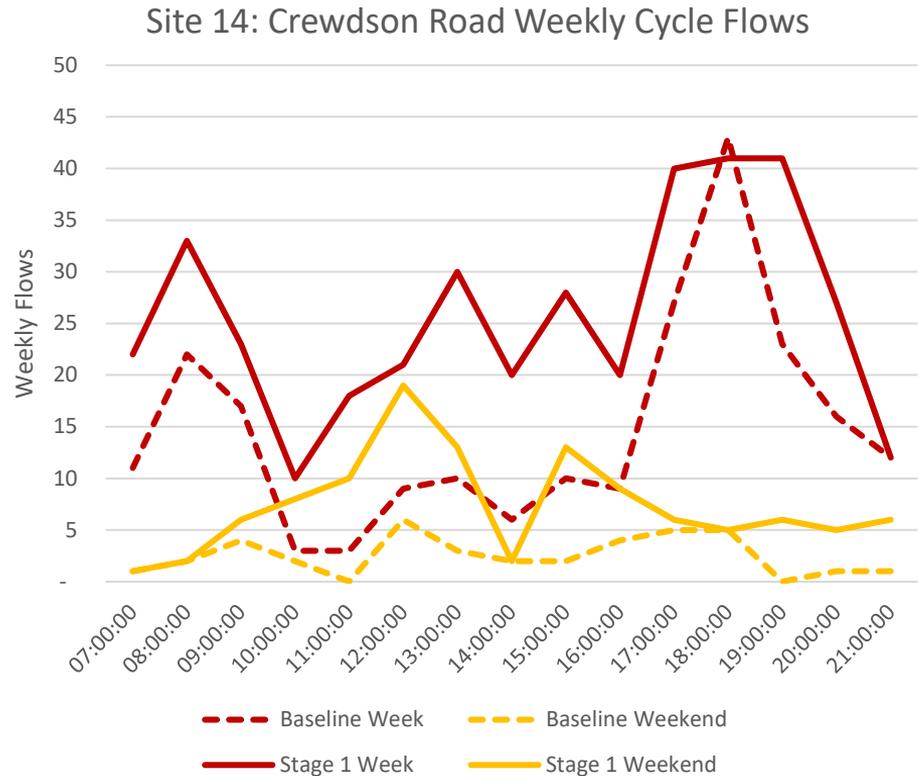
# Site 14: Crewdson Road (Car)

- The chart to the right shows the volume of car flows past site 14 for **five weekdays** and **two weekend** days (summed for each).
- Weekday car flows are significantly down from the baseline (average -36%), with less pronounced AM and PM peaks.
- Weekend car flows are similarly down (average -45%) across the day.



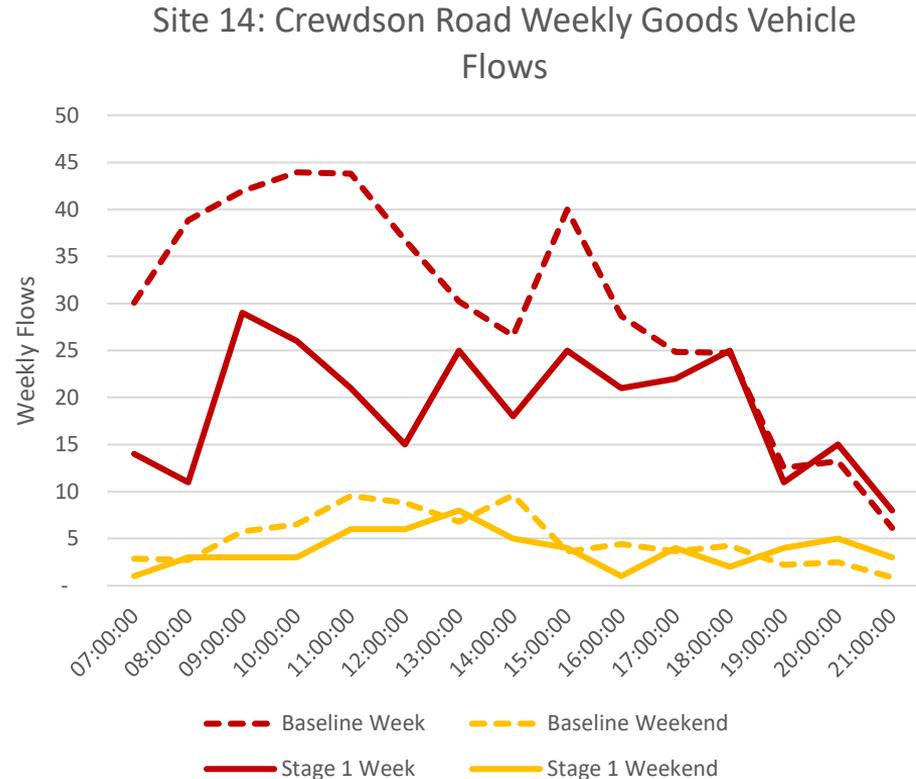
# Site 14: Crewdson Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 14 for **five weekdays** and **two weekend** days.
- Weekday cycle journeys are also increased (70%), particularly during the interpeak hours.
- Weekend cycle trips are significantly increased by 182% overall from a low baseline, but with a mid-afternoon dip that approaches baseline levels.

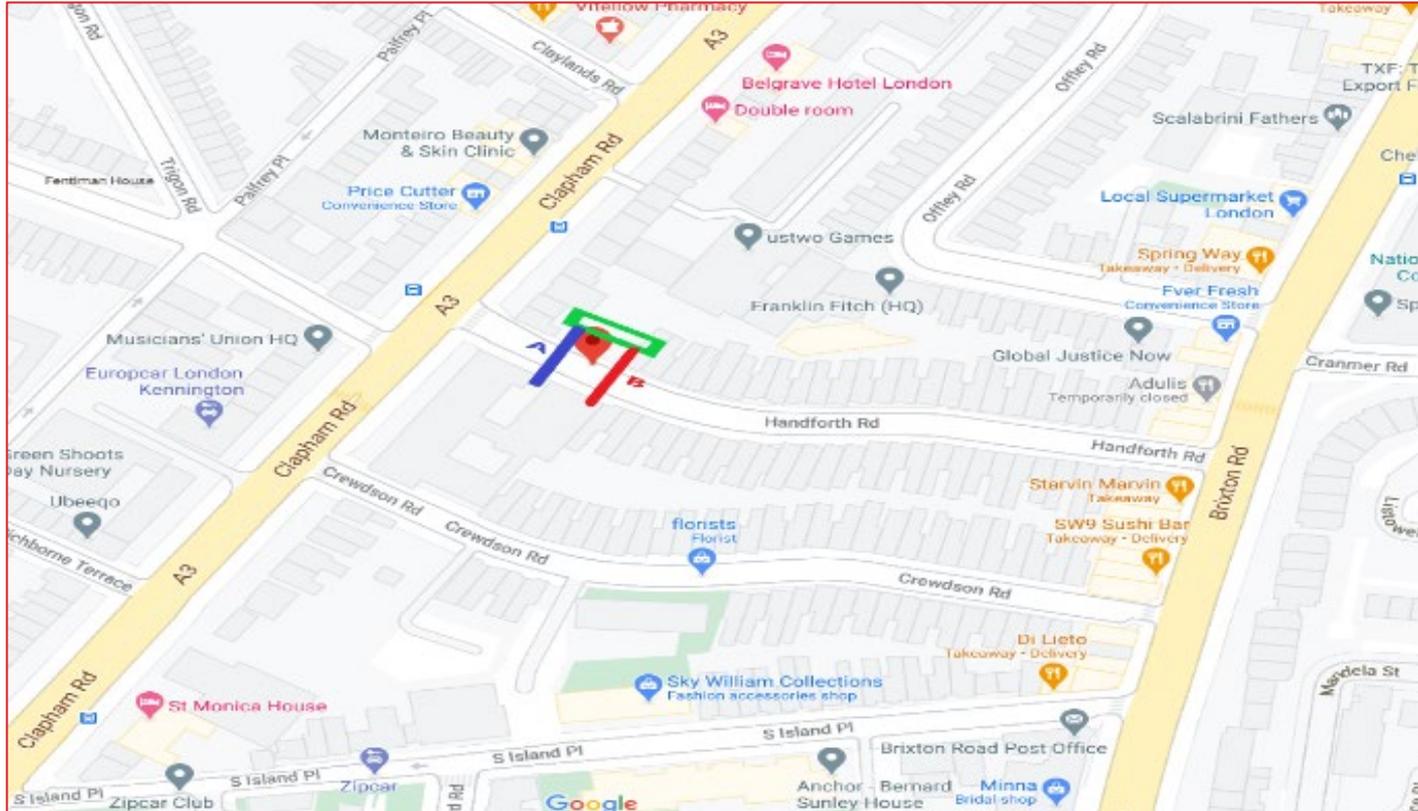


# Site 14: Crewdson Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 14 for **five weekdays** and **two weekend** days.
- Goods vehicle flows during the week saw a large reduction, especially in the mornings, for an average 38% reductions in volumes.
- Weekend goods vehicle flows were also lower than projected in the baseline, to the order of 22%.



# Site 15: Handforth Road



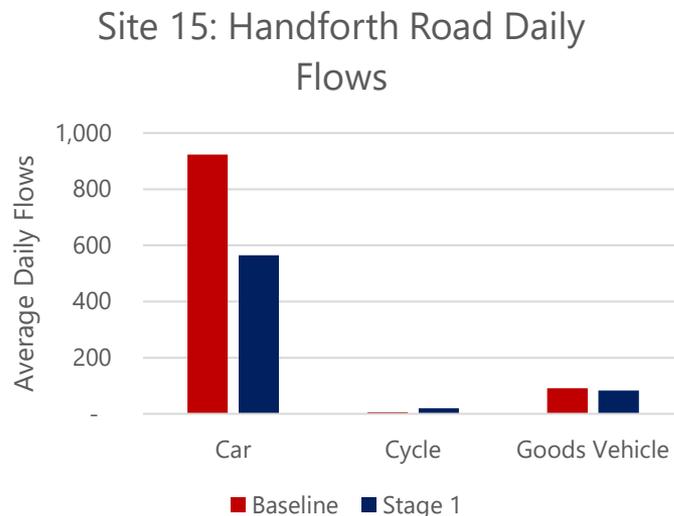
Source: MHTC/Google Maps

# Site 15: Handforth Road (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 15 on Handforth Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a moderate decrease in car travel (-39%), accompanied by a **very large increase in cycle travel** (+244%). There was also a slight decrease in goods vehicles passing the site (-9%).

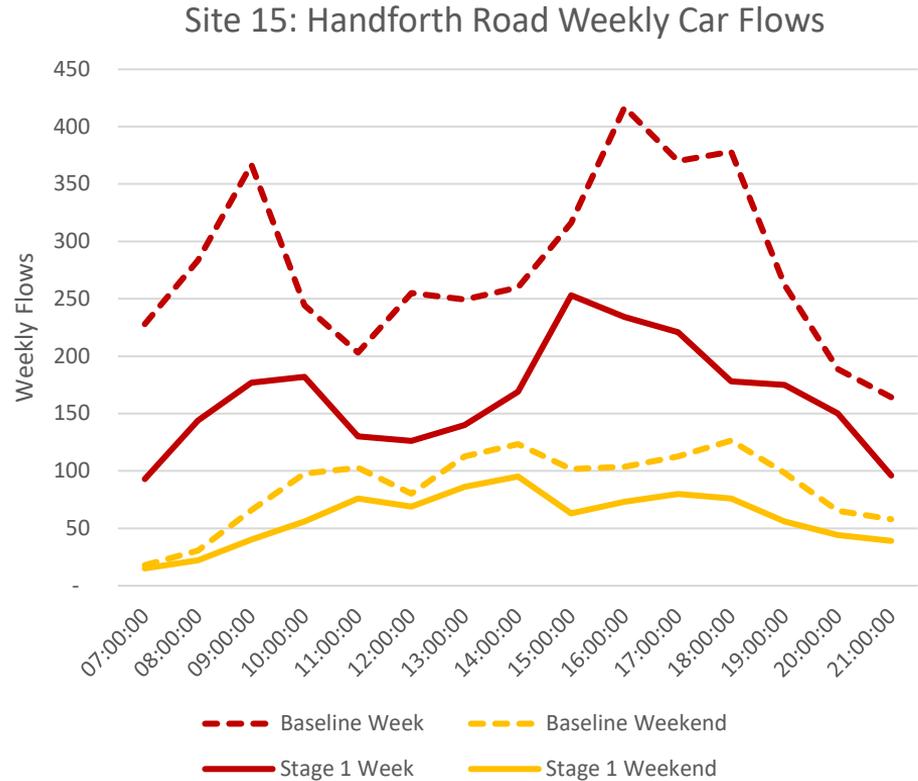
	Car	Cycle	Goods vehicle
Pre-Covid*	1,226	6	121
Baseline*	922	6	91
Stage 1	565	20	83
Difference	-357	14	-8
% Change	-39%	244%	-9%

\*For cycles, baseline & pre-covid = historic



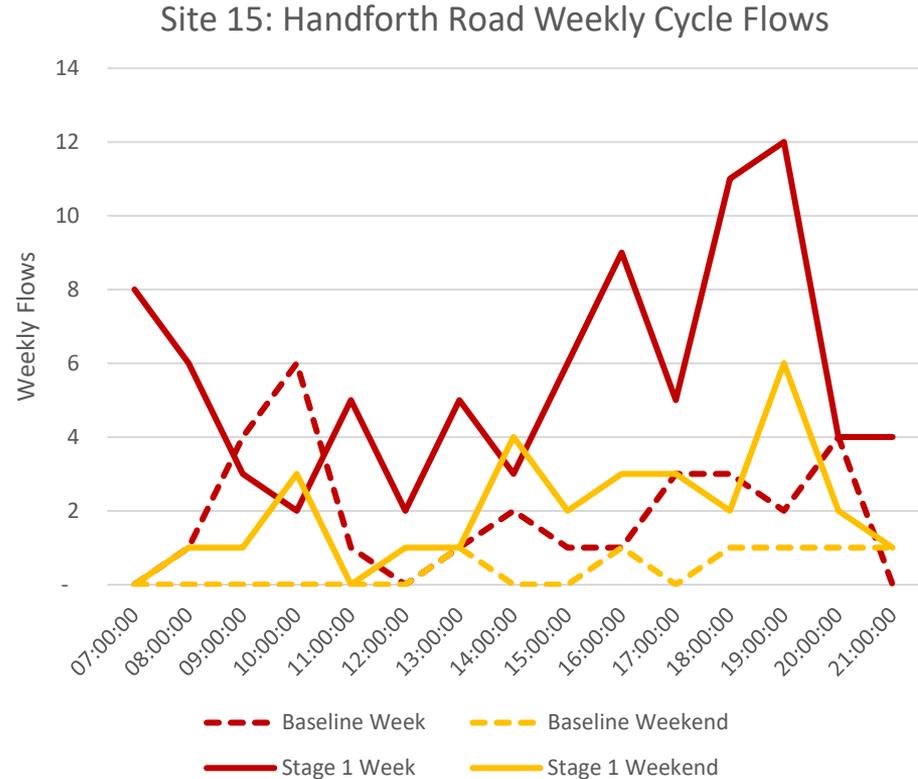
# Site 15: Handforth Road (Car)

- The chart to the right shows the volume of car flows past site 15 for **five weekdays** and **two weekend** days (summed for each).
- Stage 1 car flows were reduced by 41% during the weekdays, with the peak for car movements occurring in the afternoon 'school-run' peak, rather than during the AM and PM peaks.
- Similarly, weekend car volumes were also down by 31% overall.



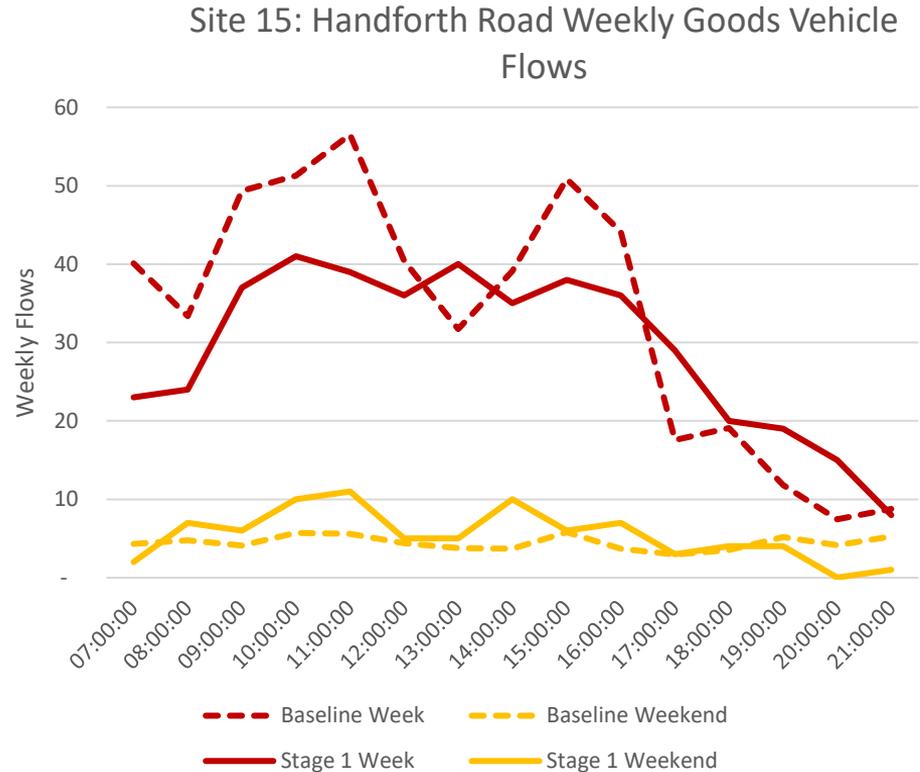
# Site 15: Handforth Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 15 for **five weekdays** and **two weekend** days.
- Weekday cycle trips increased by only 13 trips but this equates to 189%, due to the very low projected baseline (7 cycle trips).
- Weekend cycle trips increased by 17 trips equating to (567%), similarly due to a very low projected daily baseline (3 cycle trips).

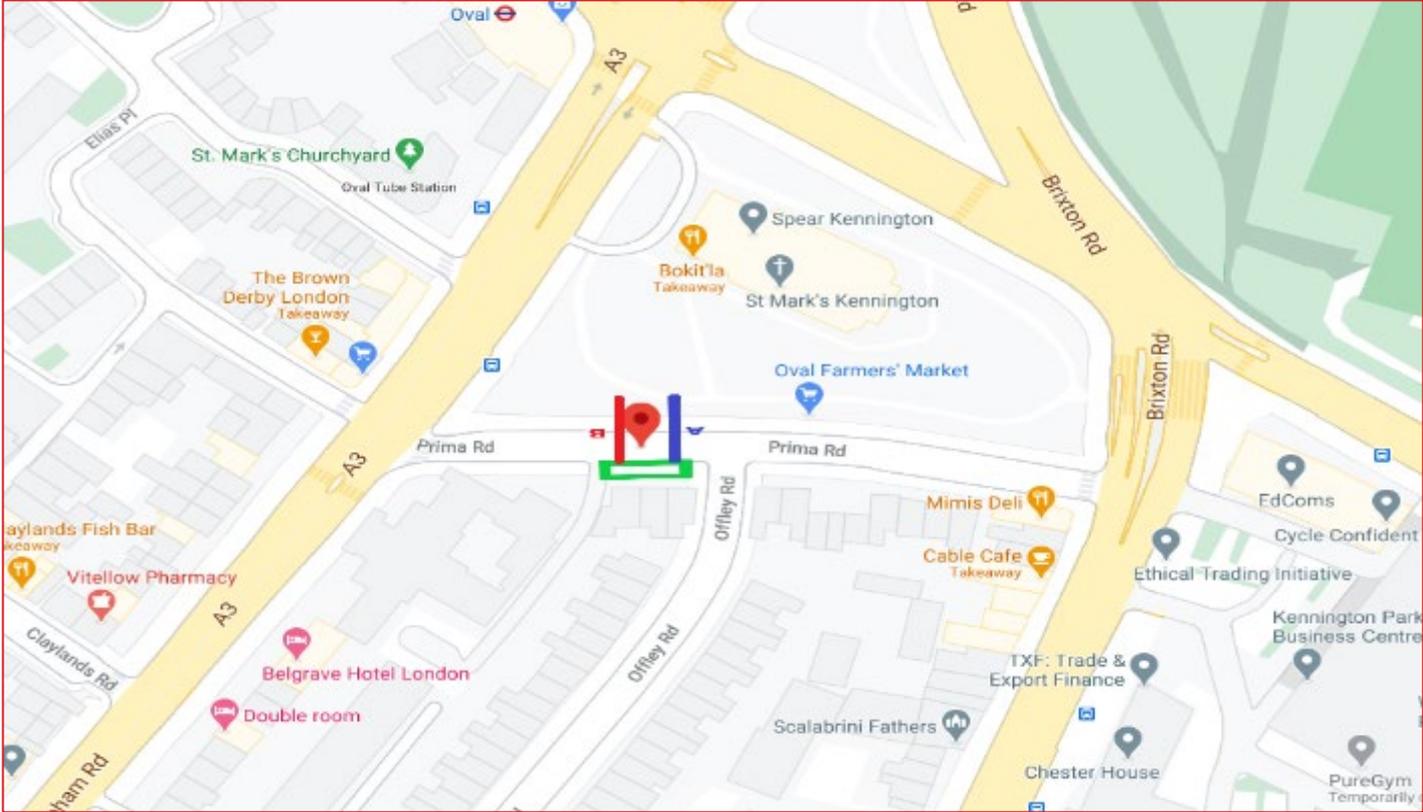


# Site 15: Handforth Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 15 for **five weekdays** and **two weekend** days.
- Weekday goods vehicle flows reduced by 13% overall but with a similar profile to the baseline.
- Weekend goods vehicle flows were increased by 23% overall.



# Site 16: Prima Road



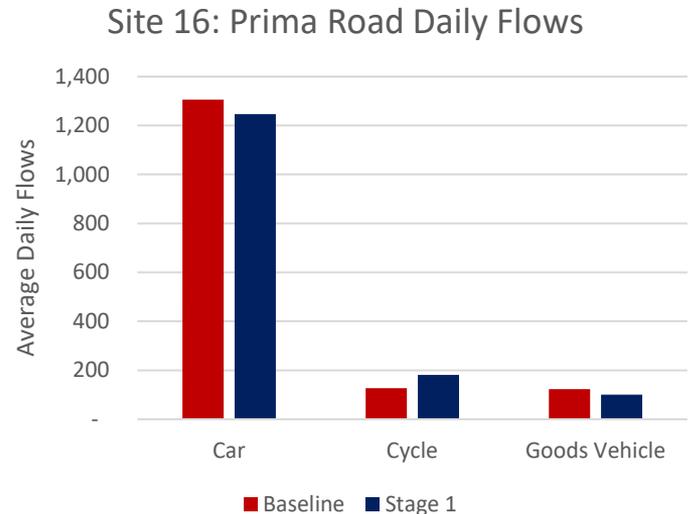
Source: MHTC/Google Maps

# Site 16: Prima Road (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 16 on Prima Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a slight decrease in car travel (-5%) and moderate increase in cycle travel (+42%). There was also a slight reduction in goods vehicles passing the site (-18%).

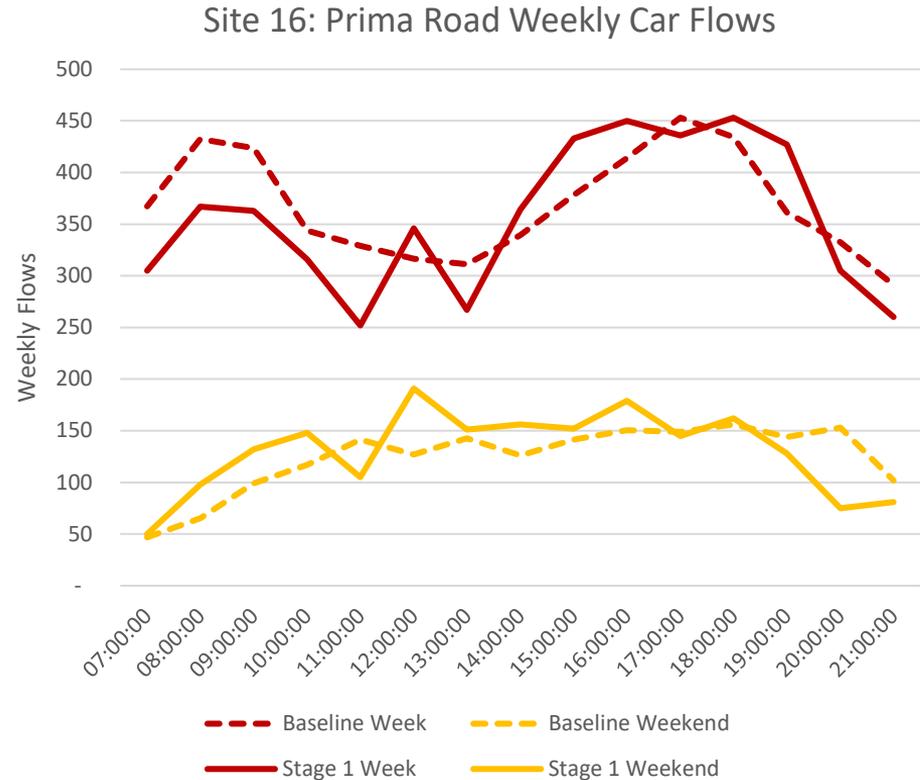
	Car	Cycle	Goods vehicle
Pre-Covid*	1,736	127	164
Baseline*	1,306	127	123
Stage 1	1,247	181	101
Difference	-59	54	-22
% Change	-5%	42%	-18%

\*For cycles, baseline & pre-covid = historic



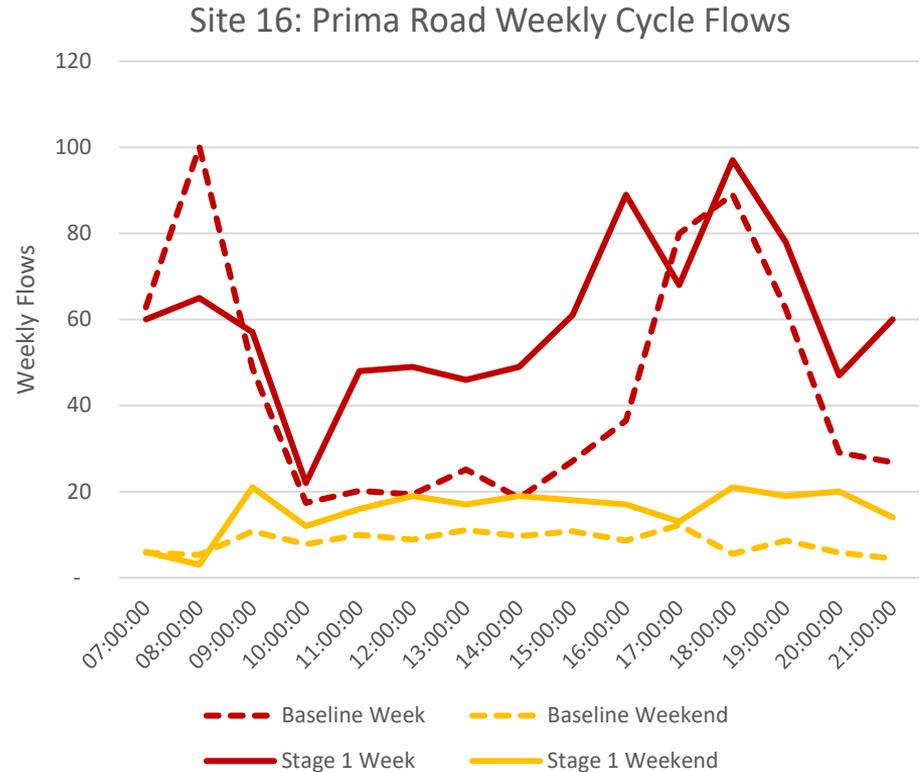
# Site 16: Prima Road (Car)

- The chart to the right shows the volume of car flows past site 16 for **five weekdays** and **two weekend** days (summed for each).
- Car trips generally followed the baseline profile during the week, with a 5% reduction in volumes overall.
- Weekend car trips closely followed the baseline profile, although with a 2% overall decrease in volumes.



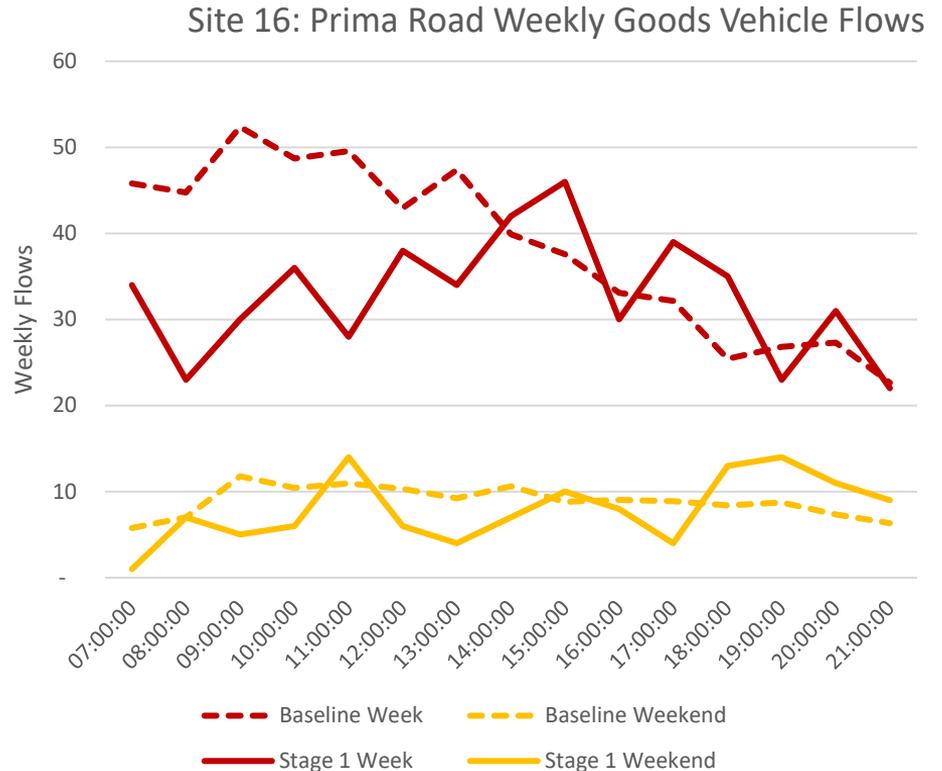
# Site 16: Prima Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 16 for **five weekdays** and **two weekend** days.
- Weekday cycle trips were higher for much of the day except the AM peak and particularly during the interpeak period (average +32%), .
- Weekend cycling also increased by 97% overall but from a smaller baseline.

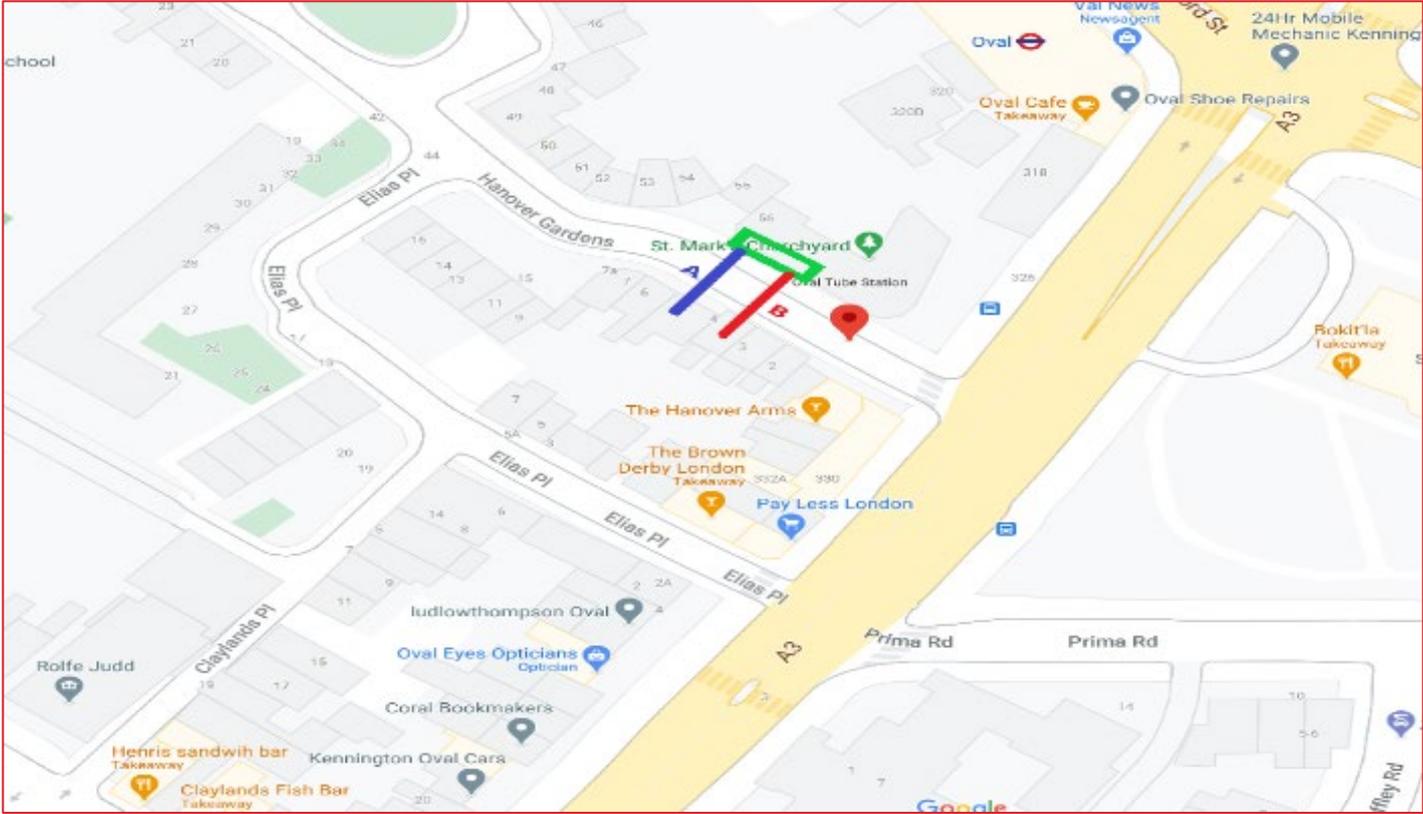


# Site 16: Prima Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 16 for **five weekdays** and **two weekend** days.
- Weekday goods vehicle flows reduced by 20% overall, with fewer journeys in the morning offset by higher volumes in the afternoon.
- Weekend goods vehicle flows were also reduced (-12%), with fewer daytime movements but more trips during the early evenings.



# Site 17: Hanover Gardens



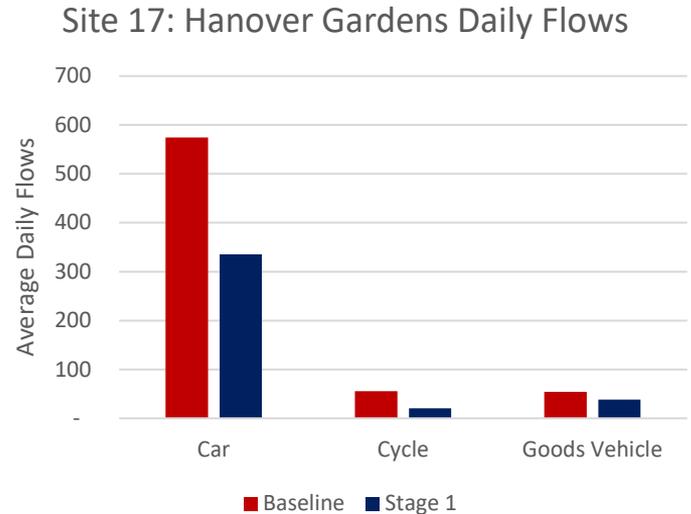
Source: MHTC/Google Maps

# Site 17: Hanover Gardens (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 17 on Hanover Gardens in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a moderate reduction in car travel (-42%) and a **large decrease in cycle travel** (-63%). There was also a moderate decrease in goods vehicles passing the site (-29%).

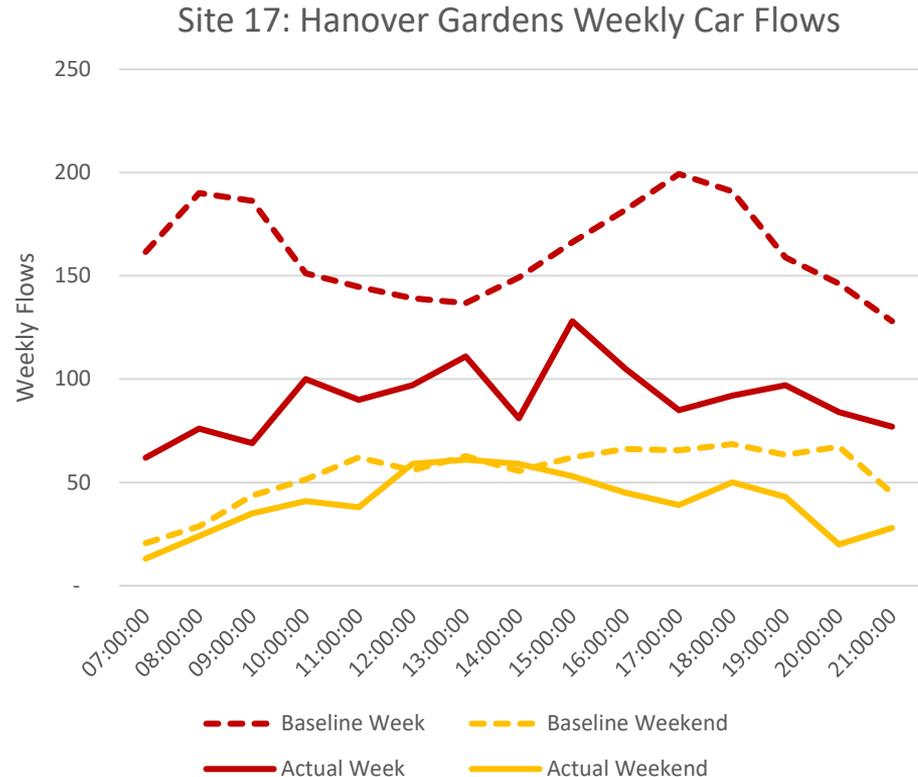
	Car	Cycle	Goods vehicle
Pre-Covid*	763	56	72
Baseline*	574	56	54
Stage 1	336	21	39
Difference	-239	-35	-16
% Change	-42%	-63%	-29%

\*For cycles, baseline & pre-covid = historic



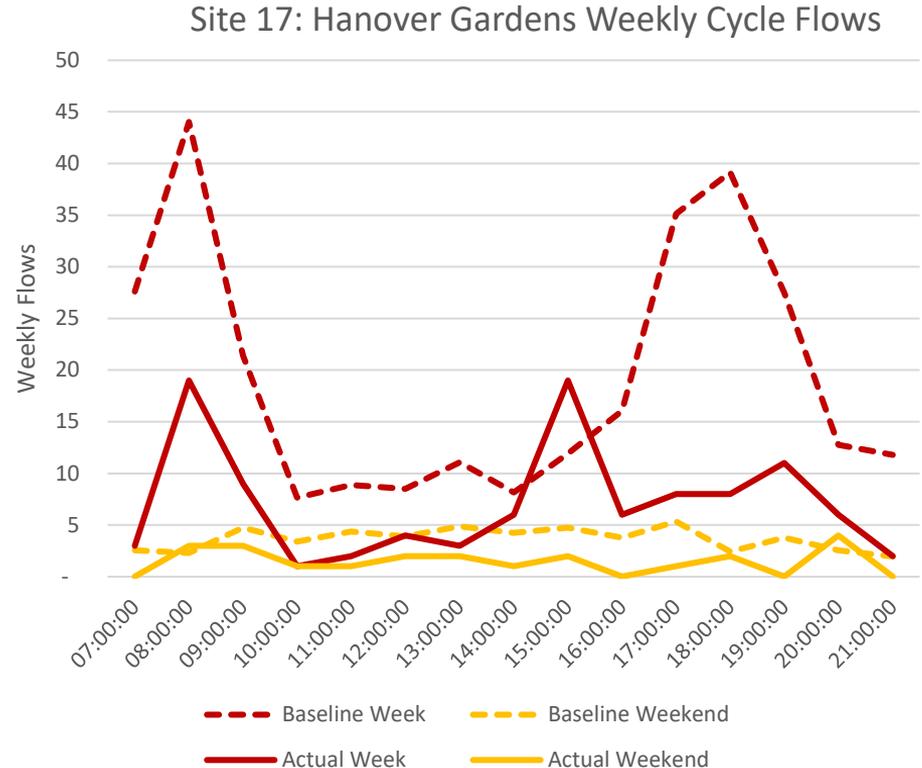
# Site 17: Hanover Gardens (Car)

- The chart to the right shows the volume of car flows past site 17 for **five weekdays** and **two weekend** days (summed for each).
- Car trips reduced by 45% on weekdays, with the peak period for travel occurring in during the afternoon 'school-run' period.
- Weekend car trips generally followed the baseline profile although with a 32% overall decrease in volumes.



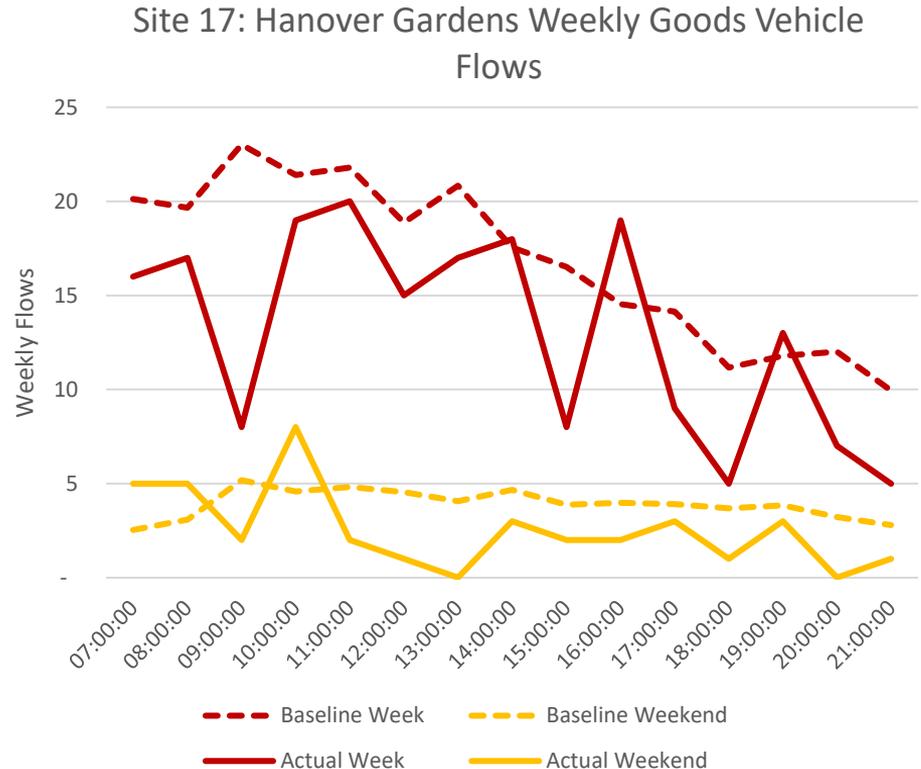
# Site 17: Hanover Gardens (Cycle)

- The chart to the right shows the volume of cycle flows past site 17 for **five weekdays** and **two weekend** days.
- Cycle trips are significantly lower than expected in the baseline during the week (-63% decrease overall). The afternoon peak now occurs during the 'school-run' period between 3-4pm.
- Cycle trips were also significantly down on the weekend, also by 63% overall.

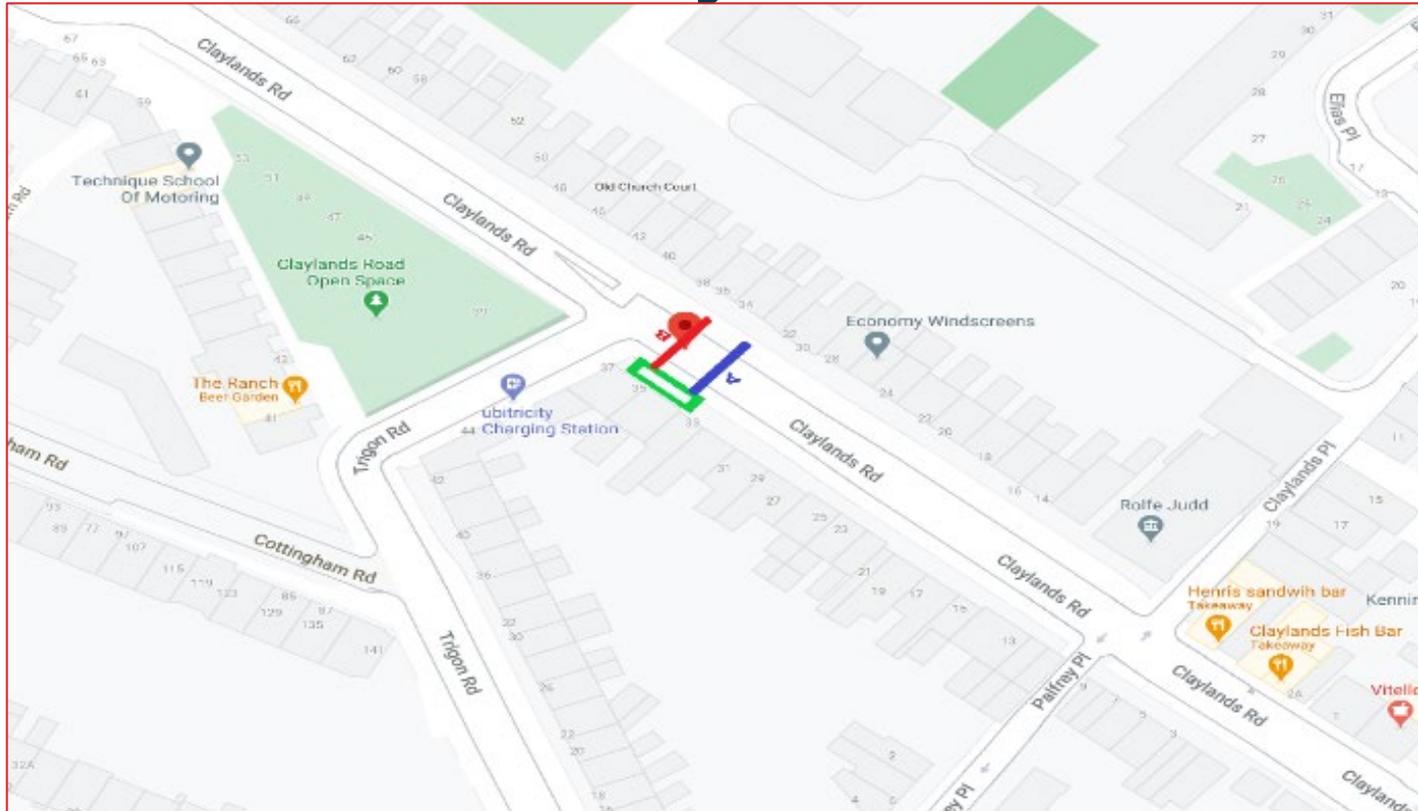


# Site 17: Hanover Gardens (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 17 for **five weekdays** and **two weekend** days.
- Goods vehicle trips reduced by 25% during the weekdays, with no identifiable pattern to vehicle movements, likely due to the low volumes.
- Weekend goods vehicle trips were reduced for most of the day, with an overall 46% decrease. Volumes for the projected baseline and stage 1 data were small.



# Site 18: Claylands Road



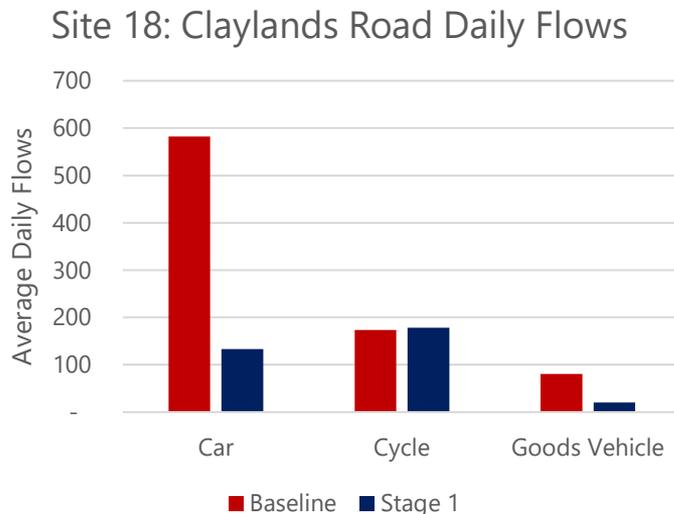
Source: MHTC/Google Maps

# Site 18: Claylands Road (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 18 on Claylands Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **very large decrease in car travel** (-77%) and a slight increase in cycle travel (+3%). There was also a **very large decrease in goods vehicles** passing the site (-74).

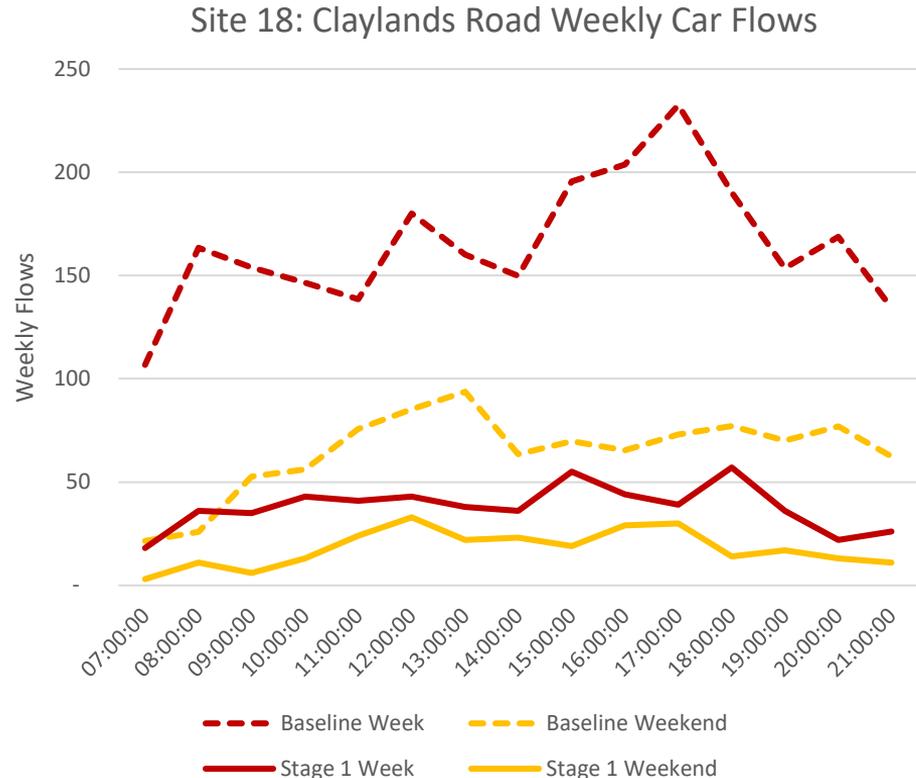
	Car	Cycle	Goods vehicle
Pre-Covid*	774	173	107
Baseline*	582	173	80
Stage 1	133	178	21
Difference	-449	5	-60
% Change	-77%	3%	-74%

\*For cycles, baseline & pre-covid = historic



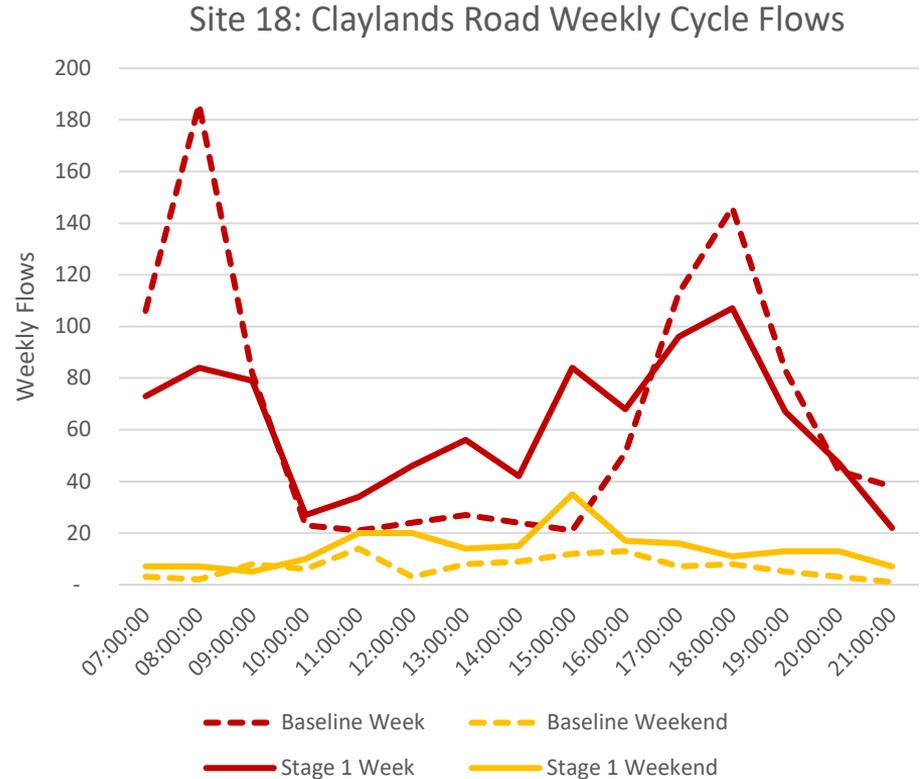
# Site 18: Claylands Road (Car)

- The chart to the right shows the volume of car flows past site 18 for **five weekdays** and **two weekend** days (summed for each).
- Weekday car flows are significantly down from the projected baseline (average -78%), with no particular peaks for car trips.
- Weekend car flows are similarly down (average -74%) across the day and follow a similar profile to weekday trips.



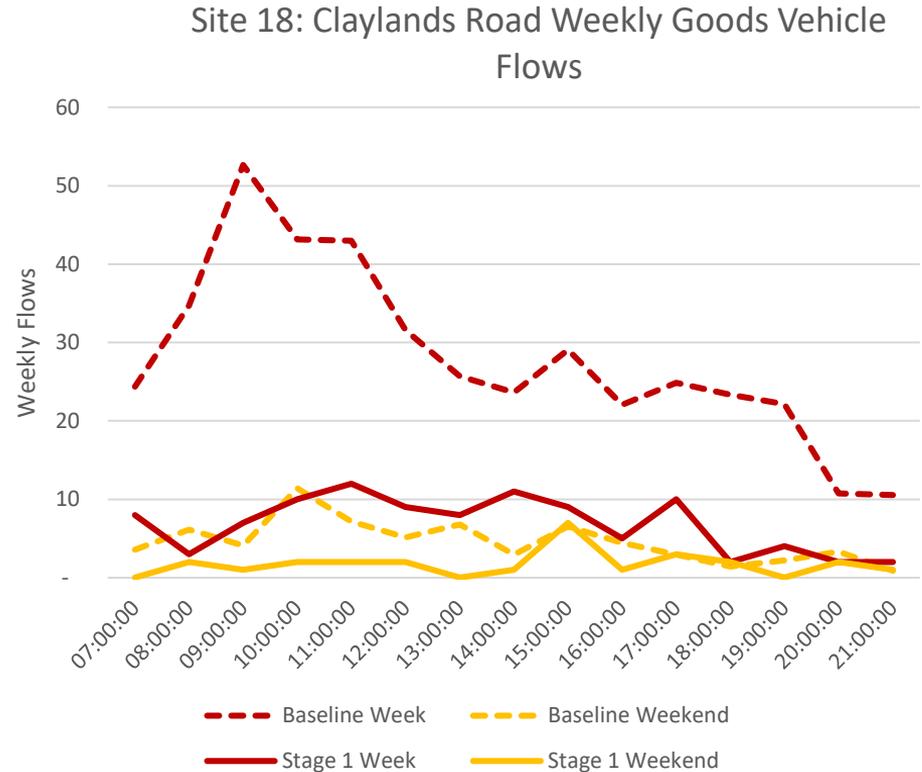
# Site 18: Claylands Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 18 for **five weekdays** and **two weekend** days.
- Cycle trips are lower than expected in the baseline during the week (6% decrease on average), particularly during the morning and evening peaks.
- Weekend cycle trips increased by a high margin (+80%) with a broadly similar profile to the baseline.

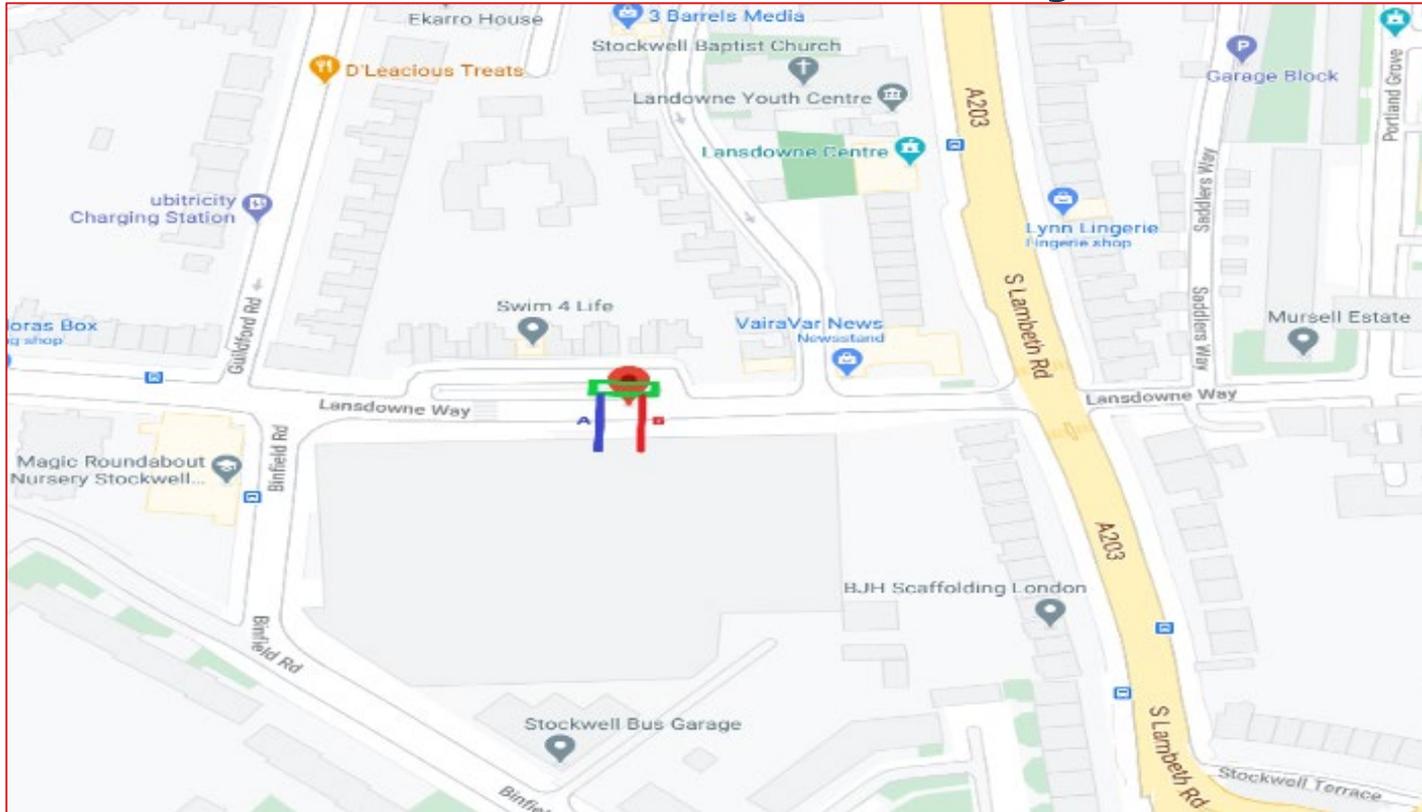


# Site 18: Claylands Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 18 for **five weekdays** and **two weekend** days.
- Compared to a high-but-falling profile for goods vehicle flows during the week in the baseline, Stage 1 flows for this period were lower and flat, representing an 76% decrease.
- Weekend goods vehicle flows were also reduced (-68%) but followed a similar profile to the baseline.



# Site 19: Lansdowne Way West



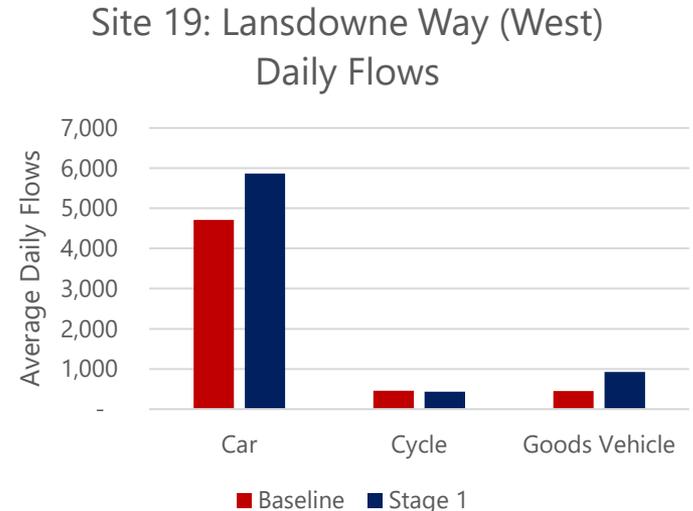
Source: MHTC/Google Maps

# Site 19: Lansdowne Way West (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site 19 on Lansdowne Way West in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a slight increase in car travel (+24%) and a slight decrease in cycle travel (-6%). There was also a **very large increase in goods vehicles** passing the site (+107%).

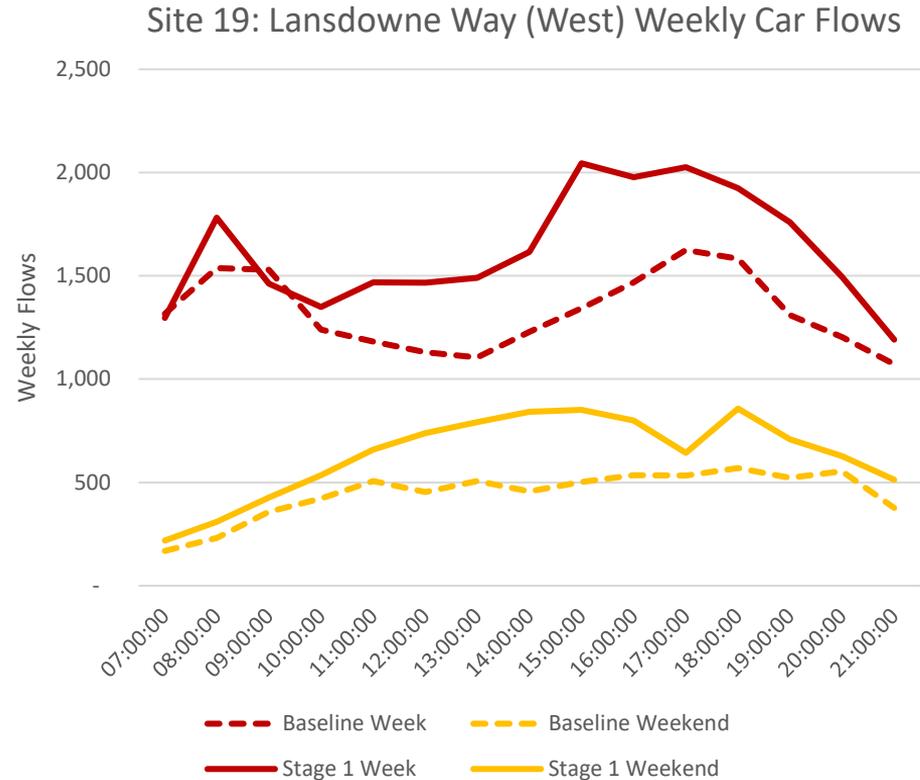
	Car	Cycle	Goods vehicle
Pre-Covid*	6,275	459	592
Baseline*	4,715	459	445
Stage 1	5,865	430	922
Difference	1,151	-29	477
% Change	24%	-6%	107%

\*For cycles, baseline & pre-covid = historic



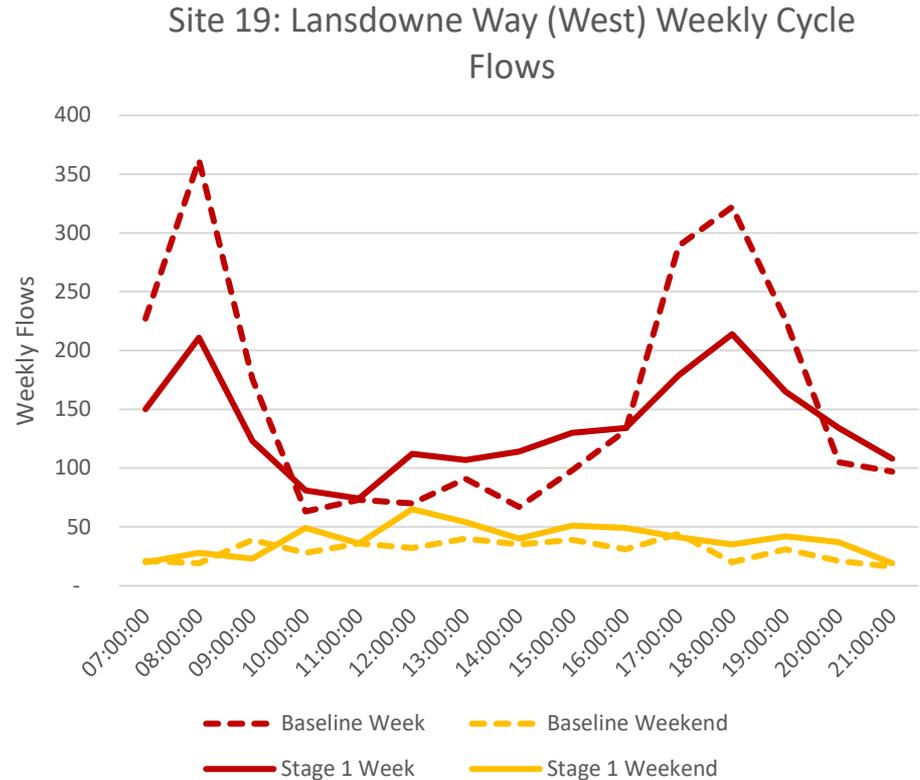
# Site 19: Lansdowne Way West (Car)

- The chart to the right shows the volume of car flows past site 19 for **five weekdays** and **two weekend** days (summed for each).
- Stage 1 car flows during the weekdays were higher than baseline levels throughout the day, with an overall increase of 21%.
- Weekend car volumes were also increased, by 32% overall.



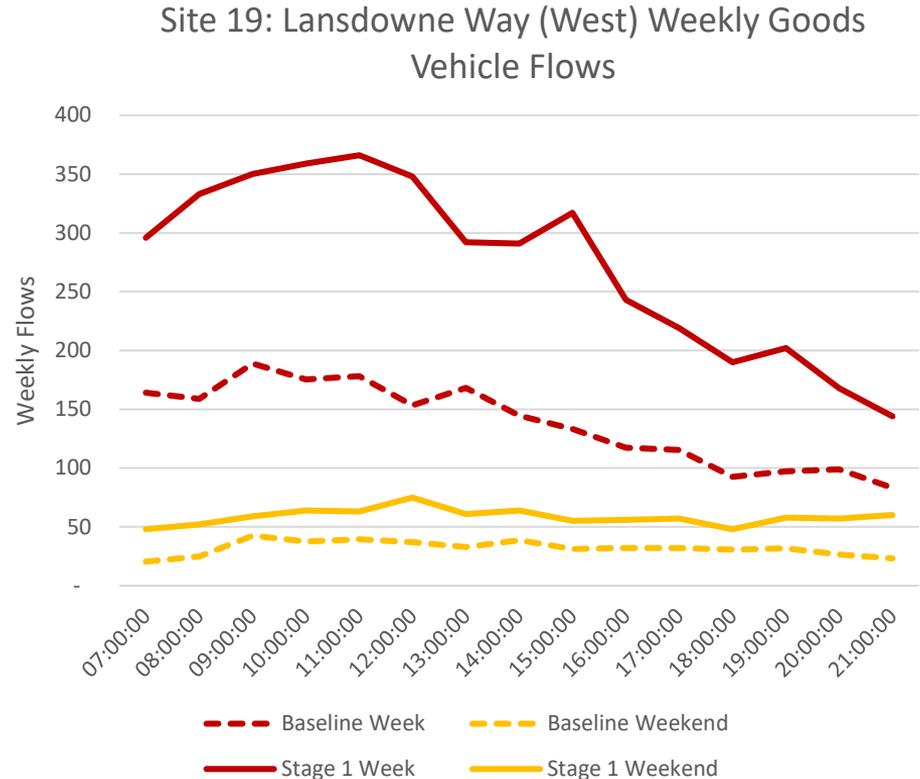
# Site 19: Lansdowne Way West (Cycle)

- The chart to the right shows the volume of cycle flows past site 19 for **five weekdays** and **two weekend** days.
- Weekday cycle trips were down compared to the baseline, particularly in the peaks (-13% overall), although trips during the interpeak period remained similar to those in the baseline.
- Weekend cycle trips increased by 30%, with a similar profile to the baseline movements



# Site 19: Lansdowne Way West (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 19 for **five weekdays** and **two weekend** days.
- Weekday goods vehicle flows increased significantly compared the baseline (+111% overall), with the greatest increases seen in the morning period.
- Weekend goods vehicle flows also increased by 92% but with a similar profile to the baseline.



# Site O1: South Lambeth Road (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site O1 on South Lambeth Road in average daily flows, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- For TfL sites, data collected was not possible to break down by vehicle type. Summing all vehicles, there was a 2% increase in overall flows. It should be noted that any change at TfL sites may be related to wider traffic patterns and not just the Low Traffic Neighbourhood.

	All Vehicles (Daily)
Pre-Covid*	N/A
Baseline*	14,628
Stage 1	14,962
Difference	334
% Change	2%

\*For cycles, Baseline & Pre-Covid = historic

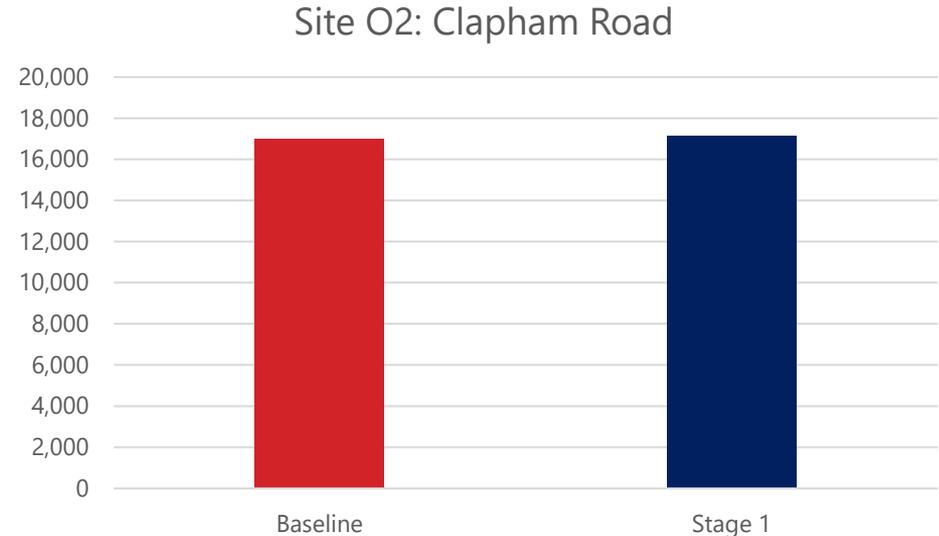


# Site O2: Clapham Road (Daily Flows)

- The table and chart below outline the impact of the Oval LTN at Site O2 on Clapham Road in average daily flows, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- For TfL sites, data collected was not possible to break down by vehicle type. Summing all vehicles, there was only a 1% increase in overall flows. It should be noted that any change at TfL sites may be related to wider traffic patterns and not just the Low Traffic Neighbourhood.

	All Vehicles (Daily)
Pre-Covid*	N/A
Baseline*	16,892
Stage 1	17,157
Difference	175
% Change	1%

\*For cycles, Baseline & Pre-Covid = historic





## Contact details:

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*To provide feedback on the Oval to Stockwell Triangle Low Traffic Neighbourhood, please contact the Lambeth Transport Team via the following channels:*

Commonplace engagement site – <https://ovalltnproposals.commonplace.is/>

Email – [LowTrafficNeighbourhoods@Lambeth.gov.uk](mailto:LowTrafficNeighbourhoods@Lambeth.gov.uk)