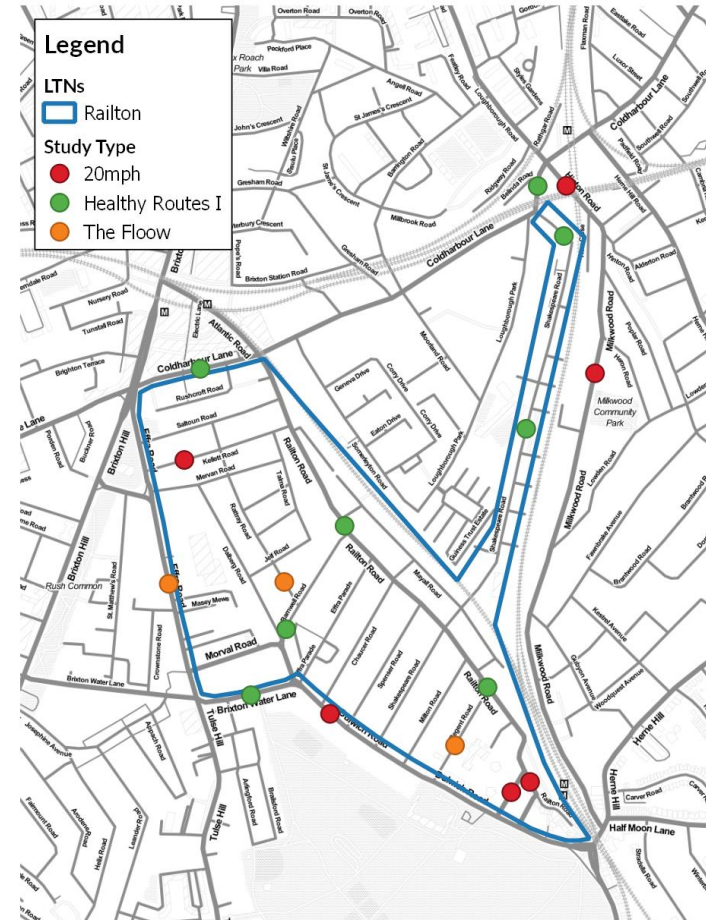




Appendix A: Data Collection & Vehicle Classification

Data Collection

- As the LTN was introduced as a response to COVID-19, no comprehensive dataset existed to represent pre-implementation data. Instead, data was drawn from the following studies commissioned by LB Lambeth since 2017:
 - Healthy Routes:** two rounds of data collection to support development of Healthy Cycling Routes (Nov 2019-Mar 2020)
 - 20mph Study:** data collected to underpin analysis on the 20mph Borough-wide speed limit (Jan 2017)
 - The Fflow:** GPS telemetry data, providing detail on vehicle routing through neighbourhood cells; this data will be used alongside Healthy Routes data for roads where no historic data was collected to approximate vehicle flows
- Of the 17 ATC sites, **8** sites uses Healthy Routes as a baseline, **6** sites use the 20mph study and **3** utilise both The Fflow data and Healthy Routes.



Data Collection

- Through the monitoring programme, data has been collected across the Borough – this has generally been installed in the same locations as those used in a previous study to ensure a fair comparison, although some additional sites have been added, and these will need to make use of The Flow data instead to enable a comparison.
- All new data for the Railton LTN has been collected via **Automatic Traffic Counters (ATCs)**, which are installations that consist of two pneumatic tubes spanning the width of roads to be surveyed – these capture 15 vehicle classes in both directions based on number of vehicle axles and the distance between axles, and are regularly used across the transport planning profession to capture traffic information.
- Based on the vehicle classifications on the following slide, class 1 & 2 vehicles have been classified as "**car**", class 3 vehicles have been classed as "**LGV**", classes 4 to 12 vehicles have been classified as "**HGV**", class 14 vehicles have been classed as "**motorcycle**" and class 15 vehicles have been classed as "**cycle**."

Vehicle Classifications

- The table below outlines the **axle-based** vehicle classes as defined by survey companies.

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

Vehicle Classifications

- The Automatic Traffic Counters (ATCs) used in this study are considered a reliable, tested method of data collection, and are utilised throughout the transport industry to understand traffic volumes on roads.
- Whilst such counters are generally considered at least 95% accurate in collecting correct traffic data, there is some room for error in vehicle classification (for example tandem cycles being classed as motorbikes given the distance between axles, or scooters being classed as cycles). However, **most** issues occur in the sorting of different types of HGVs into the 9 relevant categories.
- More commonly, vehicles park on or across ATCs, leading to periods where no data is collected. This occurs in pre- and post-implementation data in equal measure, and where such occurrences are likely to have a material impact on analysis results, such missing data has been “patched” or “infilled” using appropriate replacements (*for example, patching blank data 10-11am on a Wednesday with data from 10-11am the day before*). This is a standard practice in the transport industry.



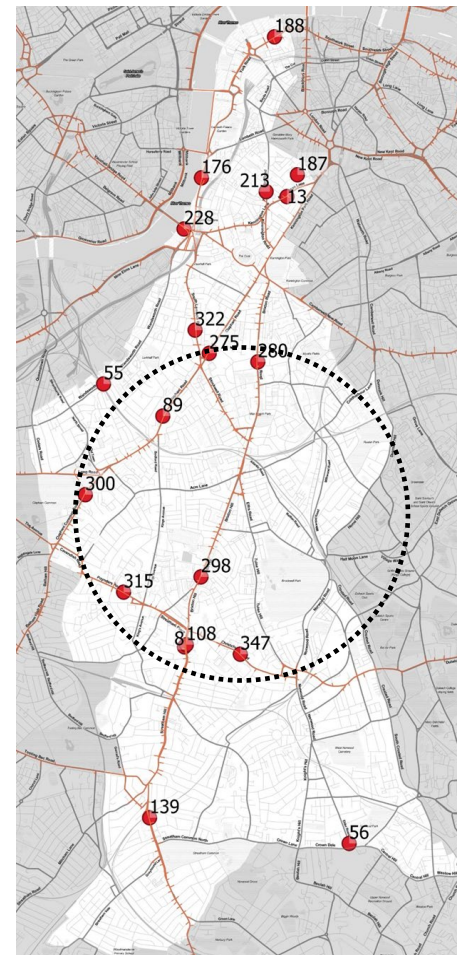
Appendix B: Data Normalisation

Data Normalisation (1)

- A “**baselining**” or “**normalisation**” process has been undertaken to approximate a “no-LTN” case for all sites, providing a point of comparison against which recorded “with-LTN” data can be compared.
- Under normal circumstances, this baseline case would have taken flows from before the scheme implementation and compared these (sometimes with a slight adjustment to compensate for population change/employment levels/etc.) to post-implementation flows.
- The nominal (# of vehicles) and percentage changes would *help* indicate, amongst other factors, whether the scheme had achieved its stated goals.
- Given that the LTNs have been part of Lambeth’s emergency response to the COVID-19 pandemic, and that background traffic flows have been very abnormal since March 2020, the aforementioned process could not be followed in such a straightforward manner.

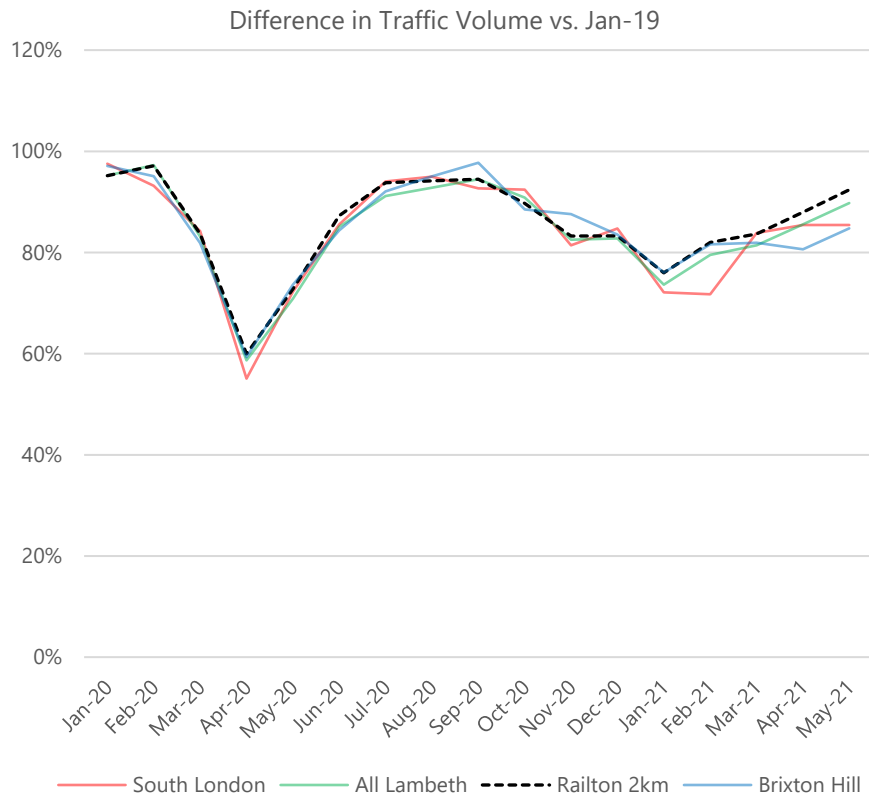
Data Normalisation (2)

- Instead, to ensure as fair a comparison as possible, flow data from before the LTN was installed (“pre-implementation” data) has been **normalised to May 2021**, when the most recent traffic counts were conducted, representing what would have happened *with* the COVID-19 pandemic, but *without* the LTN.
- The normalisation process uses a “scaling factor” based on the volume of traffic at TfL continuous traffic counters in Lambeth, and within 2km of the LTN’s centre (shown right), for locations where consistent data is available.
- It should be noted that the normalisation is a **general** adjustment in terms of **magnitude and direction** of change, rather than an **exact** adjustment.



Data Normalisation (3)

- The chart to the right shows profiles of traffic flows under various calculation methodologies: ATC counters in all of Lambeth, within 2km of the Railton LTN and at an ATC adjacent to the LTN on Brixton Hill
- As a balance between representing local flows and ensuring erroneous traffic events (collisions/construction) do not unduly impact normalisation, the **Railton +2km approach has been utilised in this report.**



Data Normalisation (4)

- The “scaling factor” used for this normalisation **differs by site**, as pre-implementation data was drawn from a variety of different studies occurring between 2017 and early 2020 and factors have therefore been calculated specifically based on the pre- and post-implementation study periods.
- Because traffic has typically been lower than pre-COVID throughout 2020-2021, normalising data represents a conservative approach to analysis, and would tend to underestimate reductions in vehicle numbers.
- The below example shows how the scaling factor is calculated and applied to flows for Railton Road (Central):

$$\frac{\text{TfL ATC traffic flow: May 24-30, 2021}}{\text{TfL ATC traffic flow: November 20-26, 2019}} = \frac{1,436,058}{1,496,357} = \mathbf{96.0\%} \longrightarrow \mathbf{\text{May '21 flows are 96.0\% of November '19 flows}}$$

$$\frac{\text{Railton Road flows: May 2021}}{(\text{Railton Road flows: November 2019}) * (\text{Scaling Factor})} - 1 = \frac{516}{5,423 * 96.0\%} - 1 = \frac{516}{5,204} - 1 = 0.15 - 1 = \mathbf{-85\%}$$

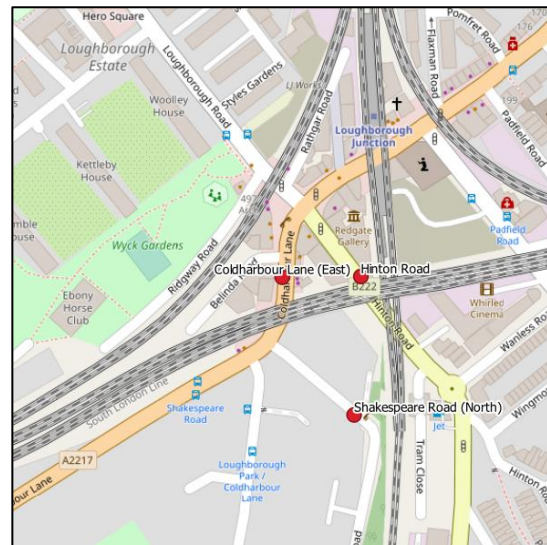
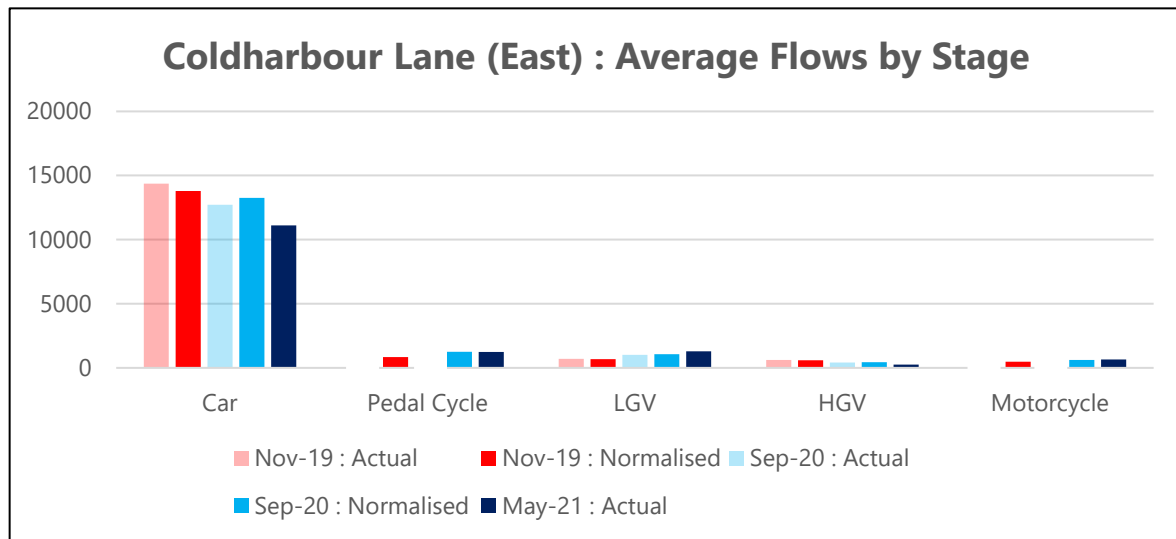
85% decrease in car flows



Appendix C: Traffic Flow Results

Coldharbour Lane East (Daily Flows)

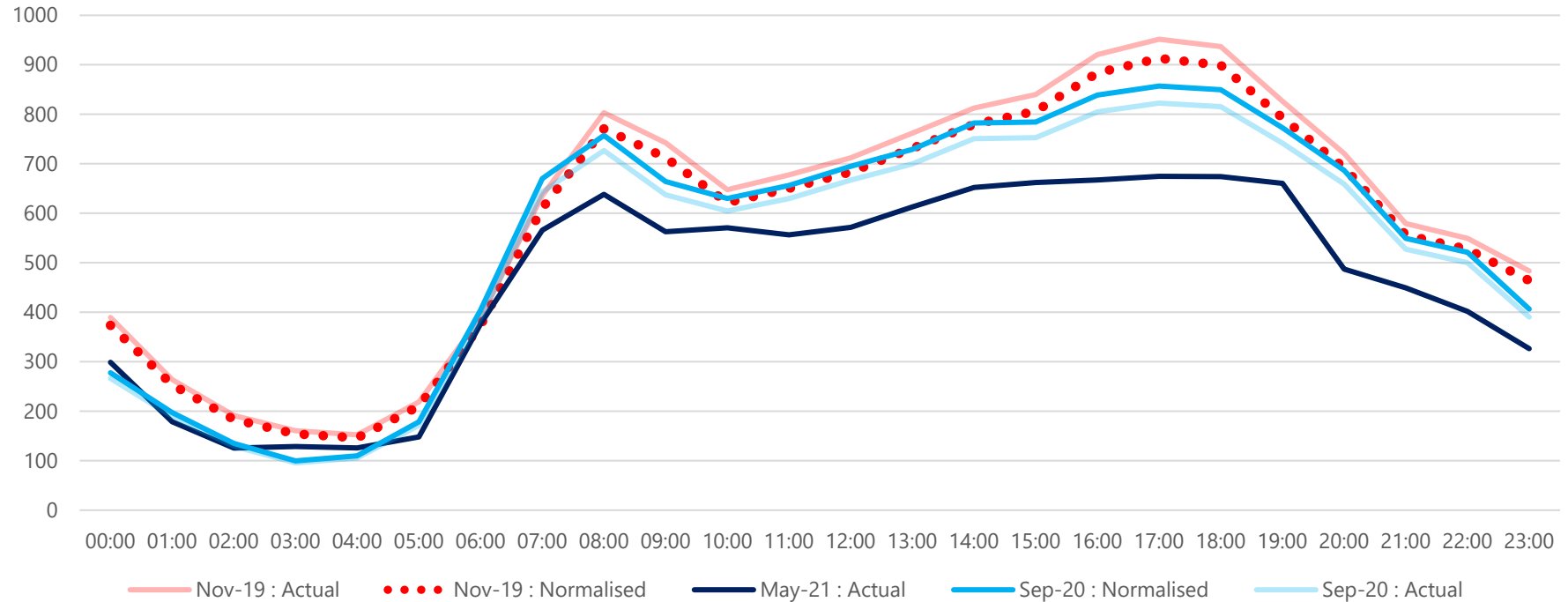
- The charts below and on the following pages show the normalised **average daily flows on Coldharbour Lane East**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.
- Some data from the Wed-Fri of the May 2021 dataset was of poor quality; this was patched as a proportional adjustment based on data from September 2020.



Basemap: ESRI

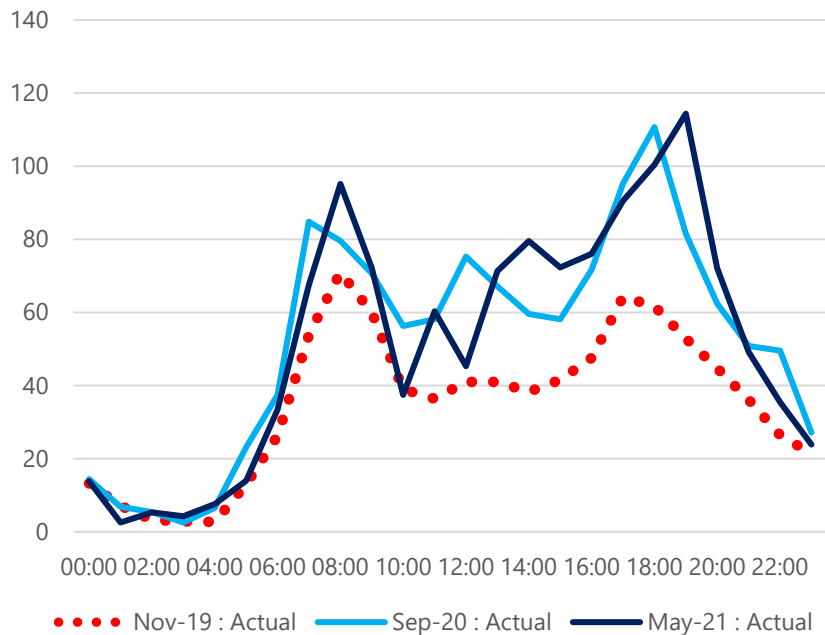
Coldharbour Lane East

Coldharbour Lane (East) : Average Daily Car Flows

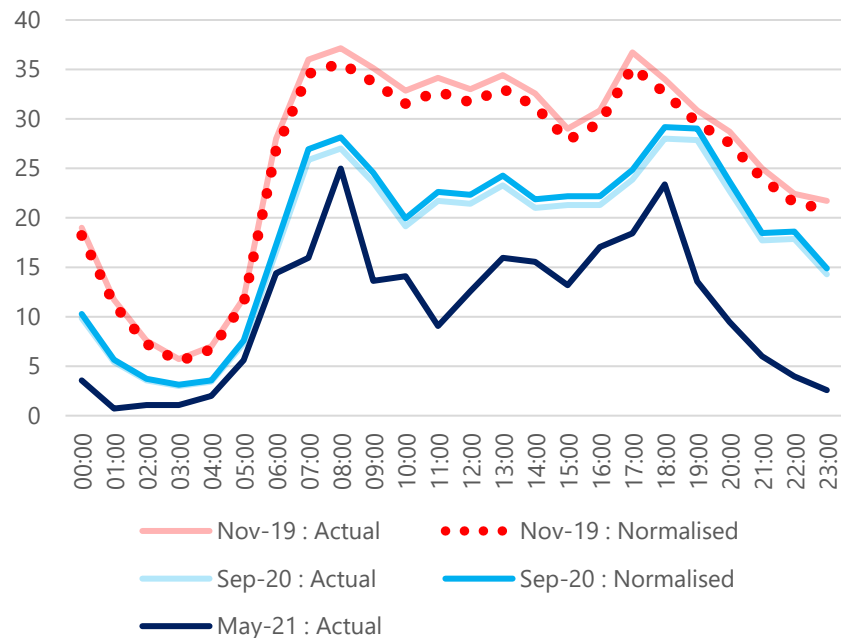


Coldharbour Lane East

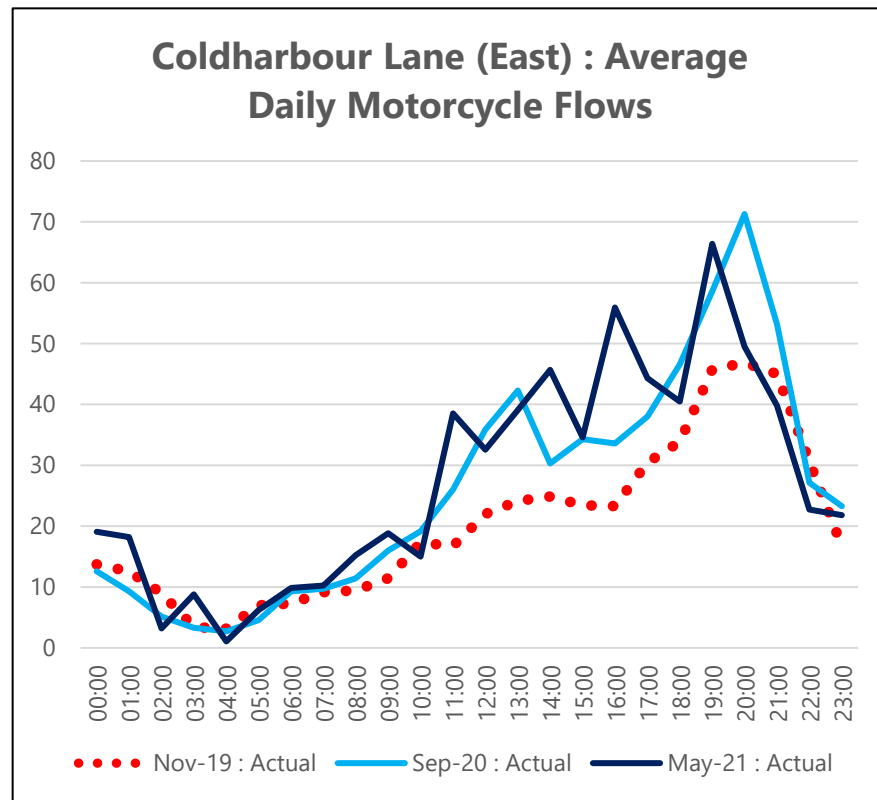
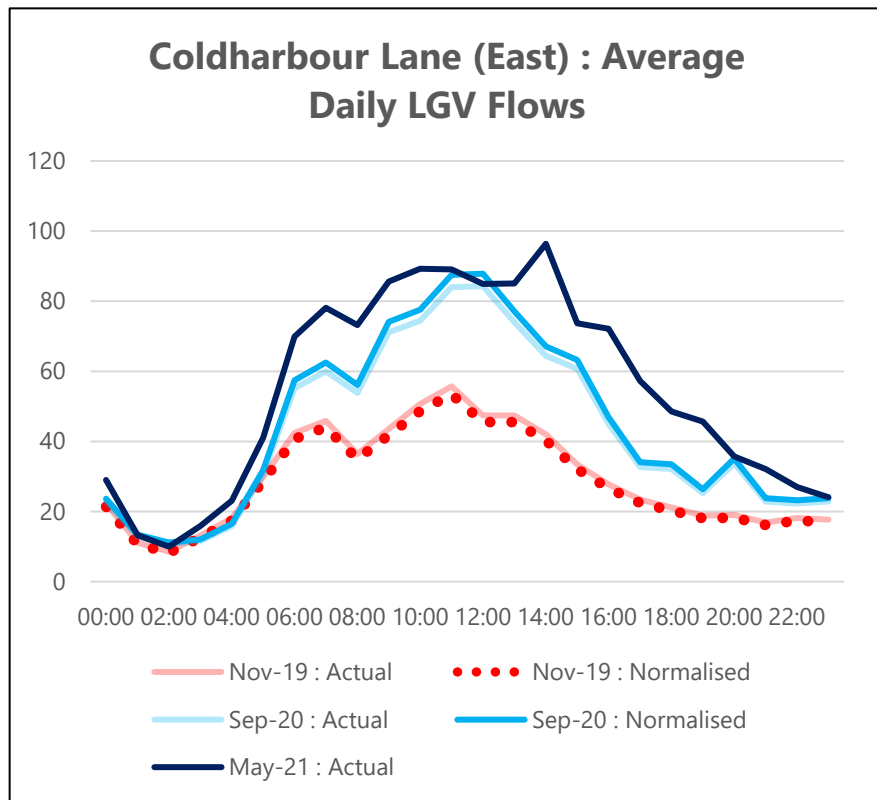
Coldharbour Lane (East) : Average Daily Cycle Flows



Coldharbour Lane (East) : Average Daily HGV Flows



Coldharbour Lane East

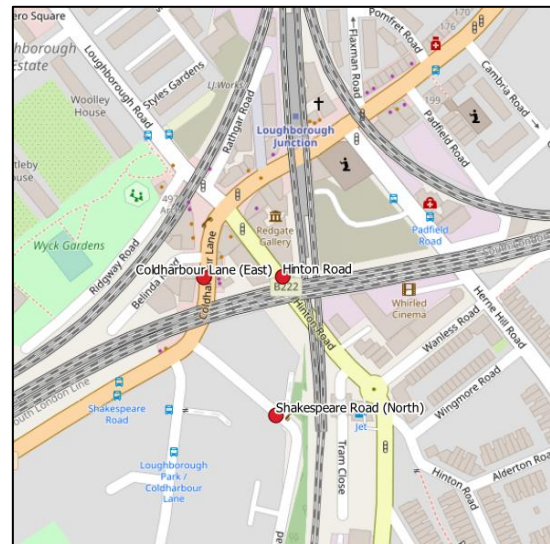
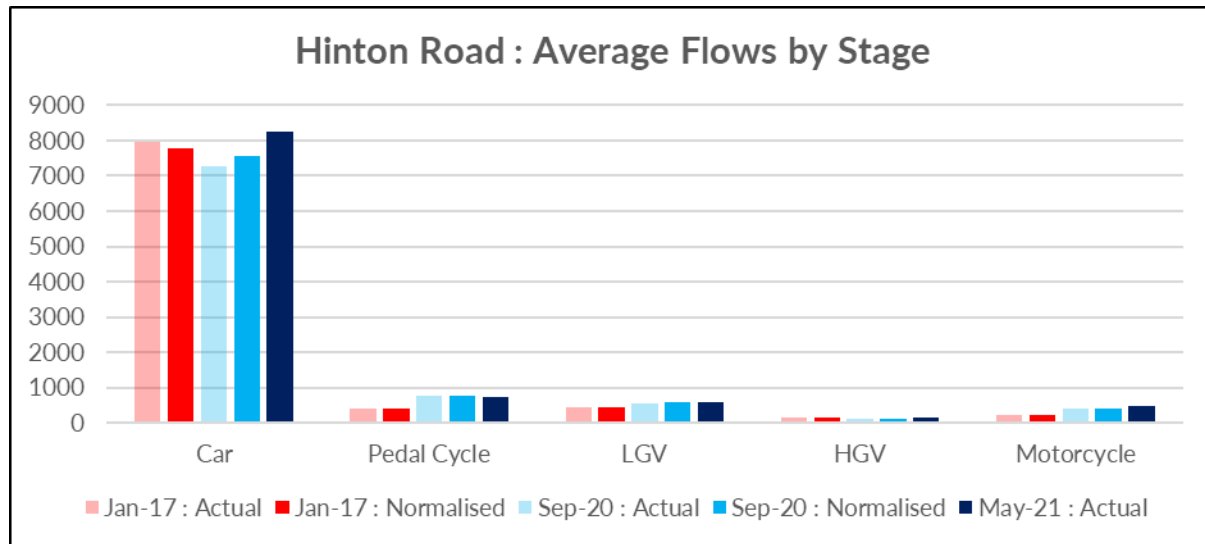


Coldharbour Lane East– Summary Table

	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	14,366	13,787	12,718	13,251	-1,648	-11%	-536	-4%	11,116	11,116	-3,251	-23%	-2,672	-19%
Cycle	846	846	1,255	1,255	410	48%	410	48%	1,244	1,244	398	47%	398	47%
HGV	625	600	427	445	-198	-32%	-155	-26%	258	258	-368	-59%	-342	-57%
LGV	711	682	1,023	1,066	312	44%	384	56%	1,300	1,300	589	83%	618	91%
Motorcycles	487	487	623	623	136	28%	136	28%	657	657	170	35%	170	35%
Total Motorised Vehicles	15,703	15,070	14,168	14,762	-1,535	-10%	-308	-2%	12,673	12,673	-3,029	-19%	-2,396	-16%

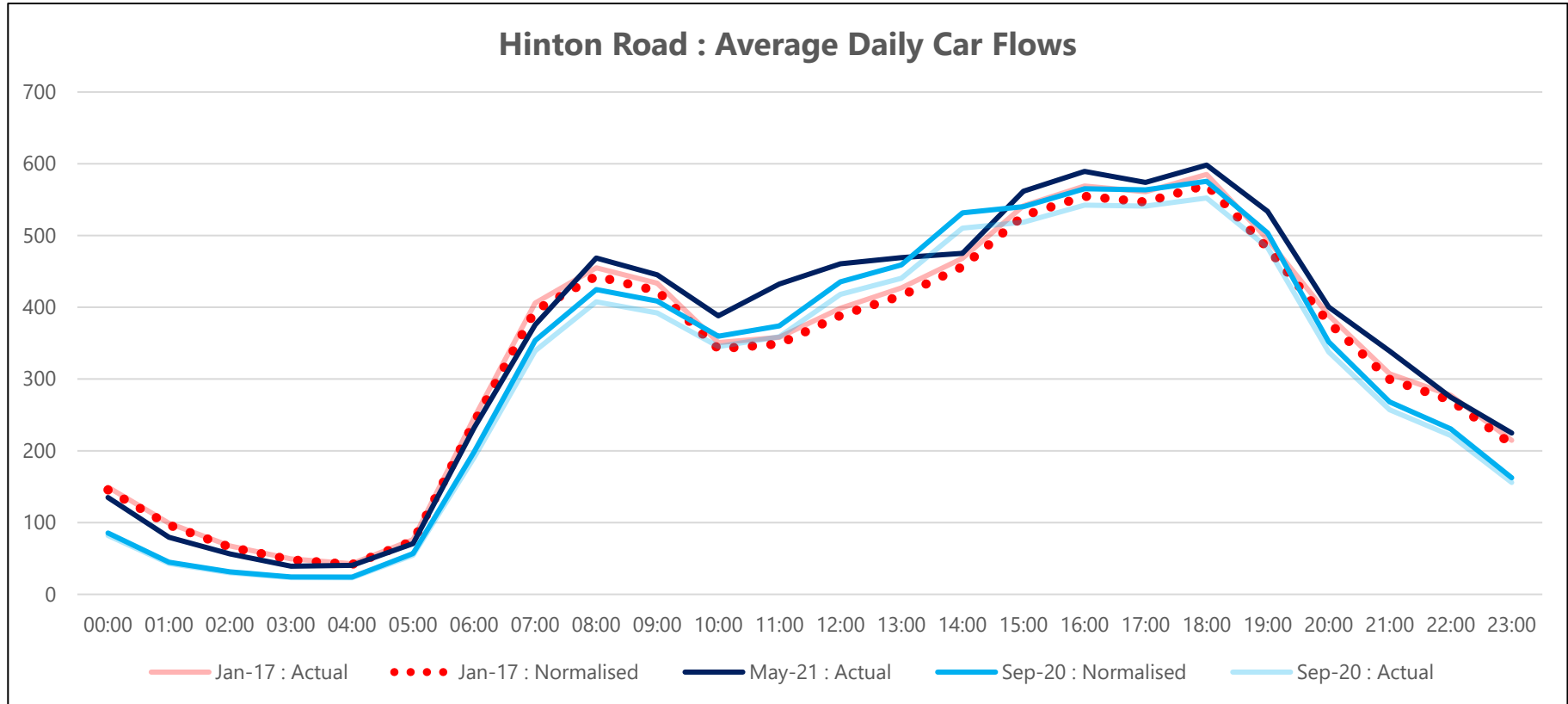
Hinton Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Hinton Road**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from September 2020 and May 2021.

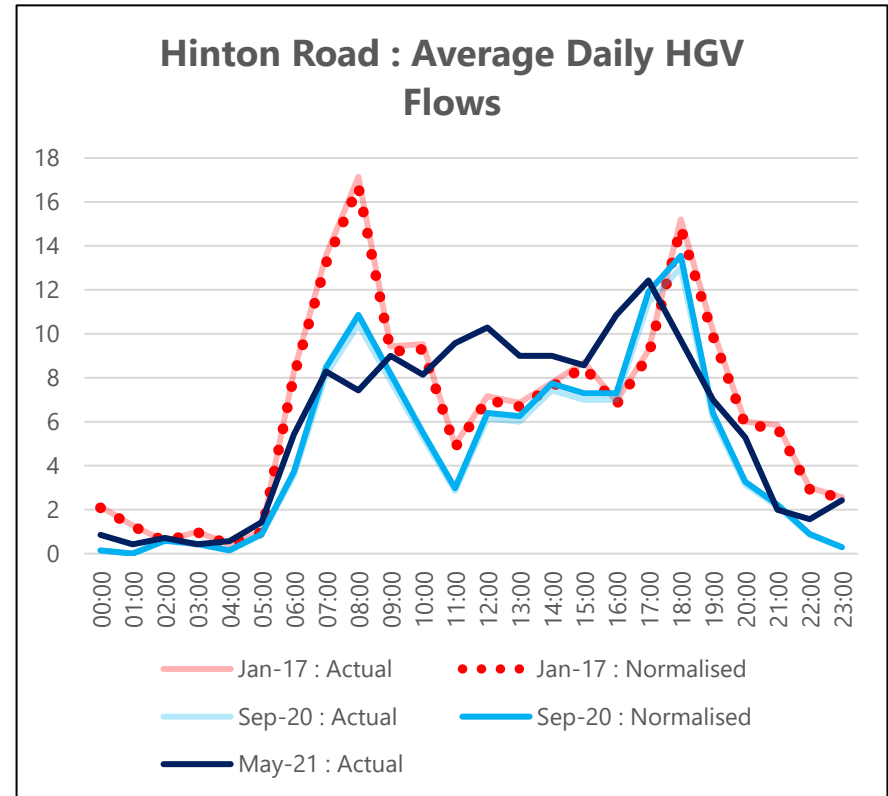
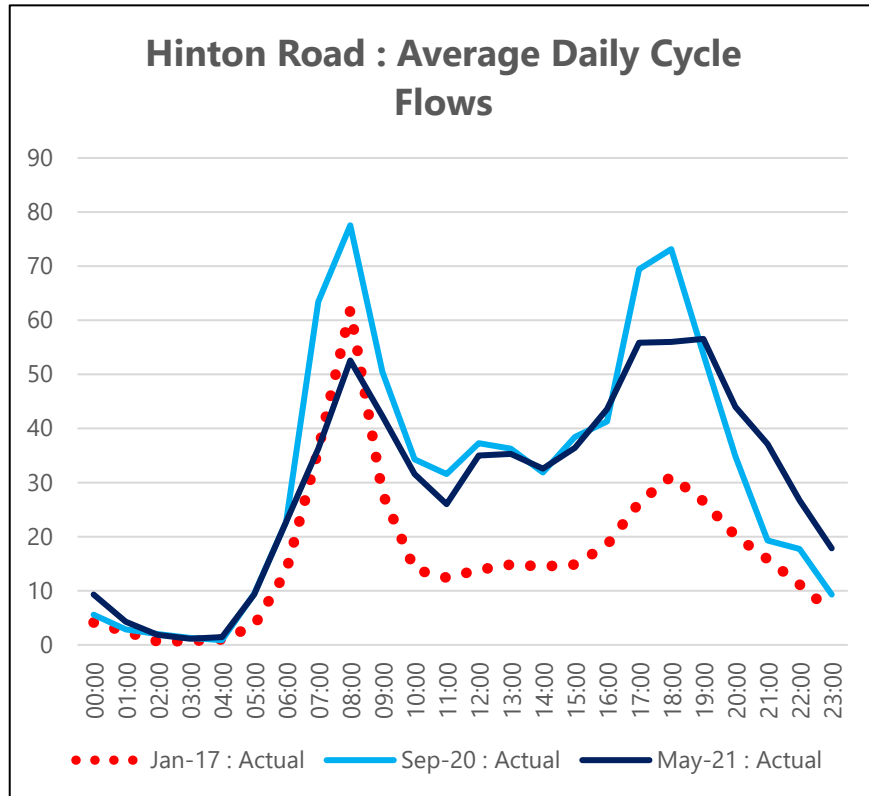


Basemap: ESRI

Hinton Road

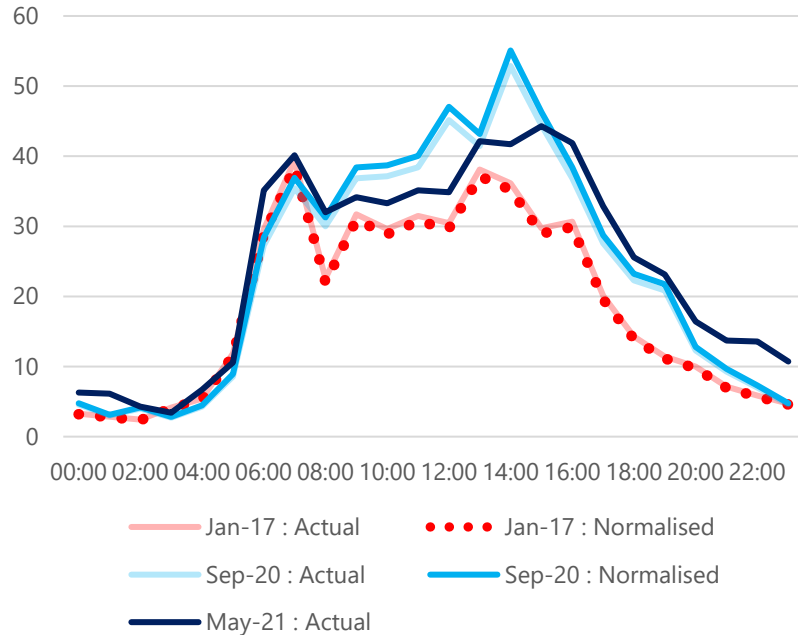


Hinton Road

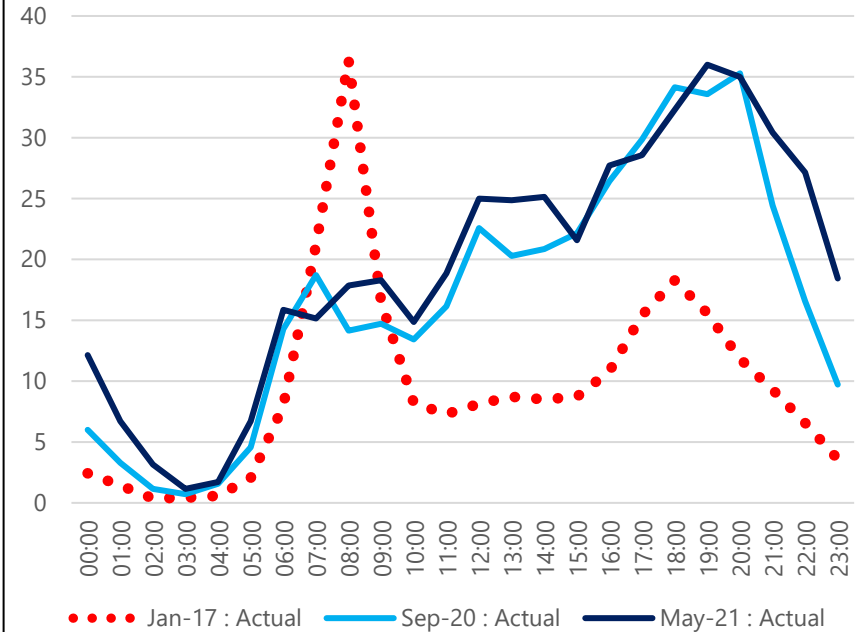


Hinton Road

Hinton Road : Average Daily LGV Flows



Hinton Road : Average Daily Motorcycle Flows

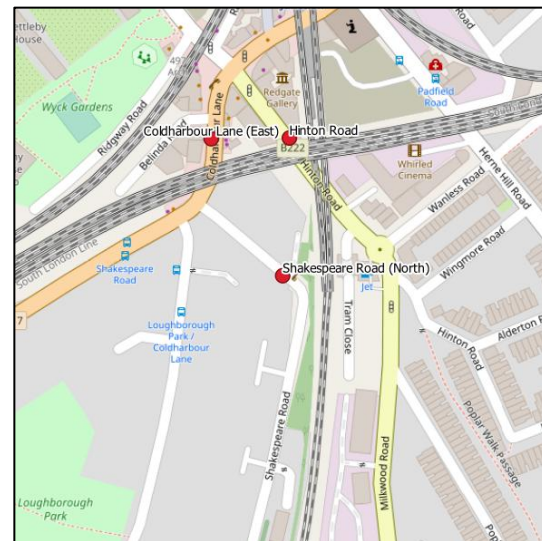
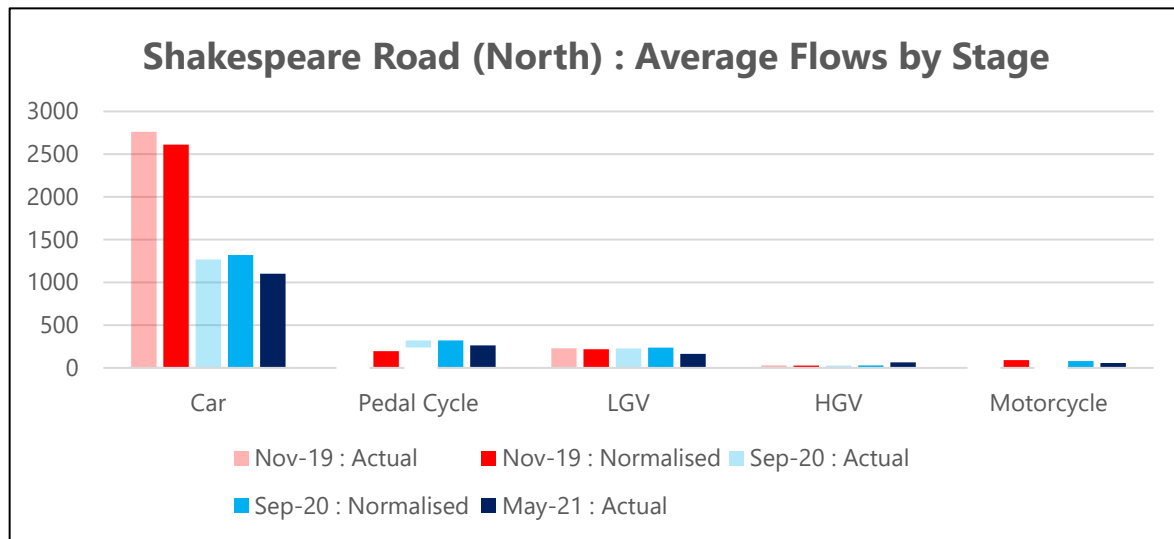


Hinton Road – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Jan-17 -> Sep-20 : Actual Difference	Jan-17 -> Sep-20 : Actual % Difference	Jan-17 -> Sep-20 : Normalised Difference	Jan-17 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Jan-17 -> May-21 : Actual Difference	Jan-17 -> May-21 : Actual % Difference	Jan-17 -> May-21 : Normalised Difference	Jan-17 -> May-21 : Normalised % Difference
Car	7,967	7,766	7,269	7,574	-698	-9%	-193	-2%	8,264	8,264	297	4%	498	6%
Cycle	392	392	765	765	372	95%	372	95%	716	716	324	83%	324	83%
HGV	159	155	111	116	-48	-30%	-39	-25%	140	140	-18	-12%	-14	-9%
LGV	453	442	557	580	104	23%	139	31%	588	588	135	30%	147	33%
Motorcycles	230	230	405	405	174	76%	174	76%	465	465	234	102%	234	102%
Total Motorised Vehicles	8,579	8,363	7,937	8,269	-643	-7%	-93	-1%	8,993	8,993	414	5%	630	8%

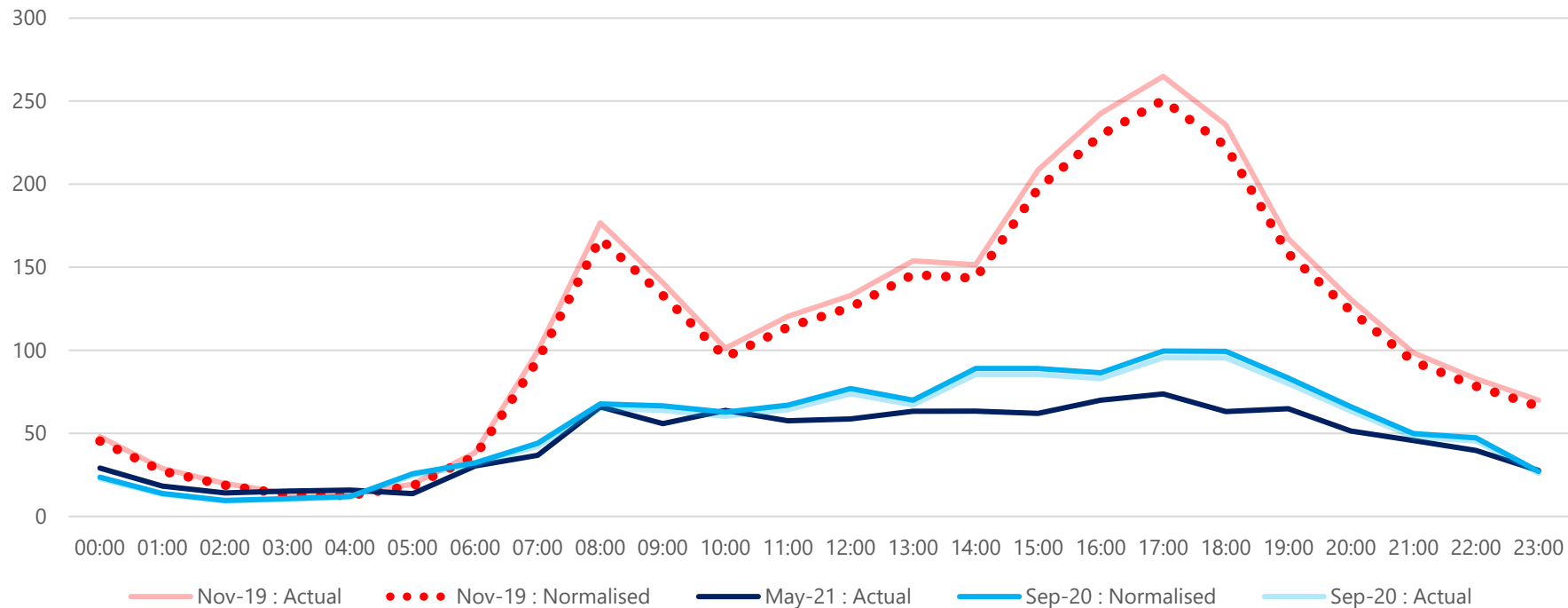
Shakespeare Road North (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Shakespeare Road North**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.



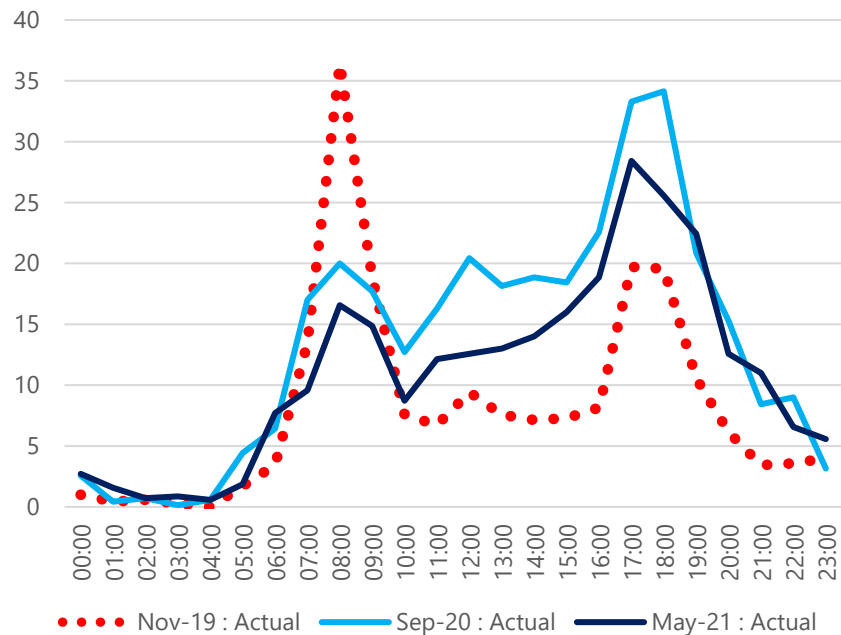
Shakespeare Road North

Shakespeare Road (North) : Average Daily Car Flows

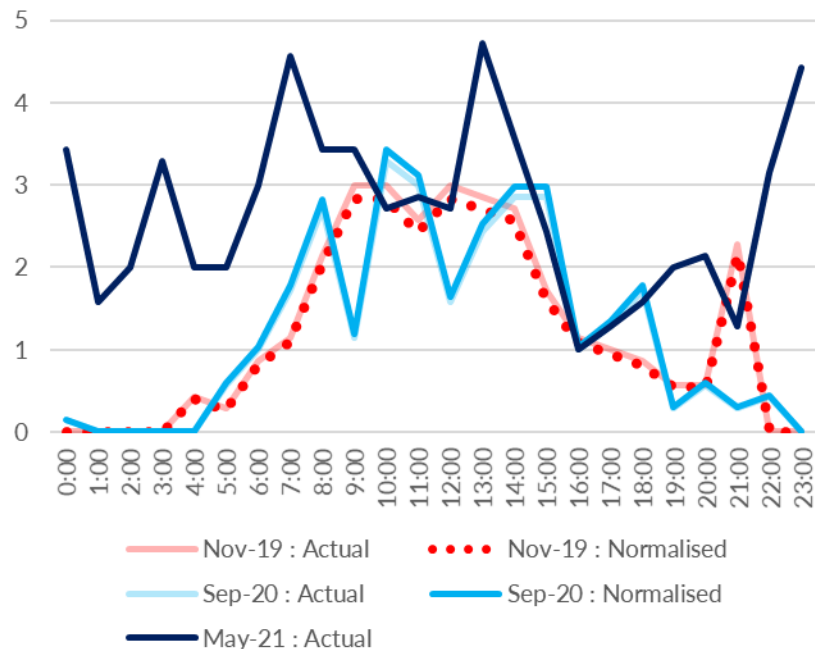


Shakespeare Road North

Shakespeare Road (North) : Average Daily Cycle Flows

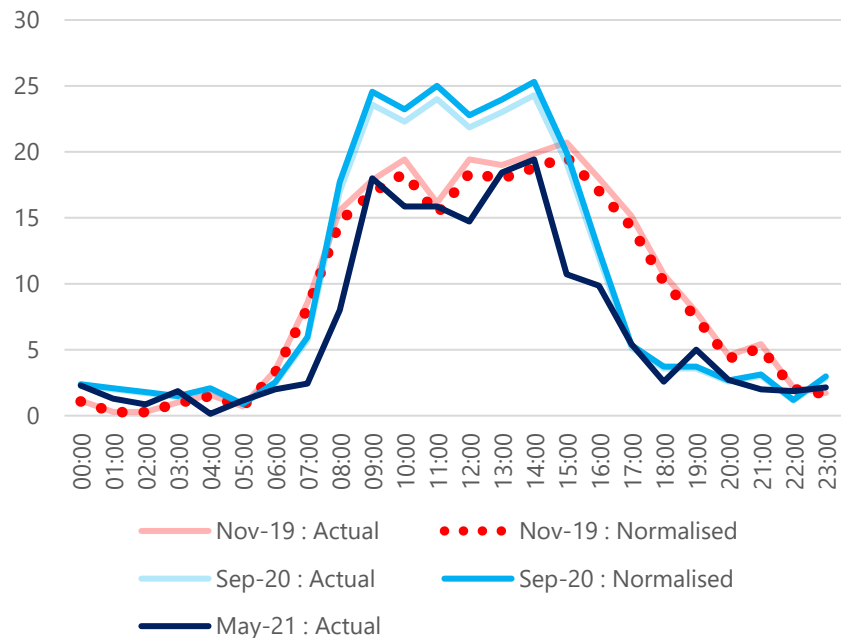


Shakespeare Road (North) : Average Daily HGV Flows

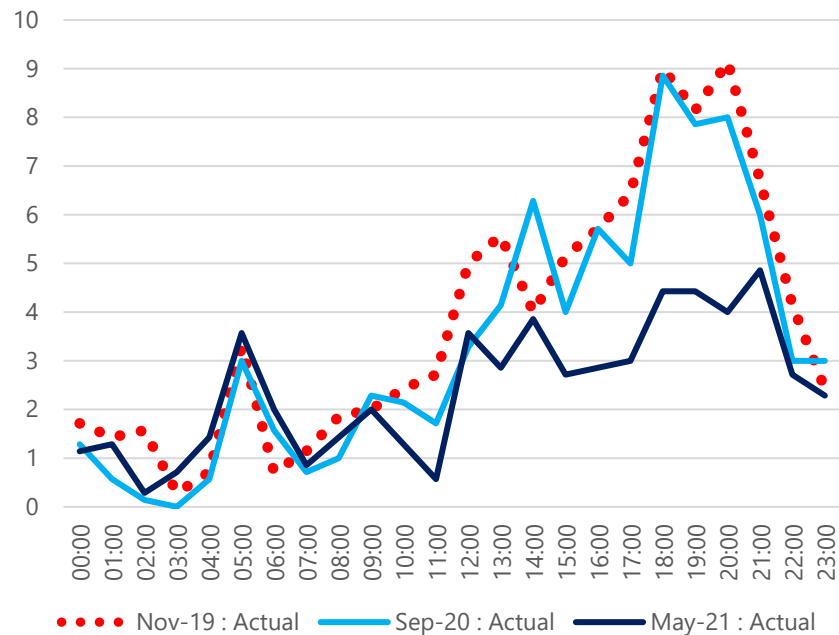


Shakespeare Road North

Shakespeare Road (North) : Average Daily LGV Flows



Shakespeare Road (North) : Average Daily Motorcycle Flows

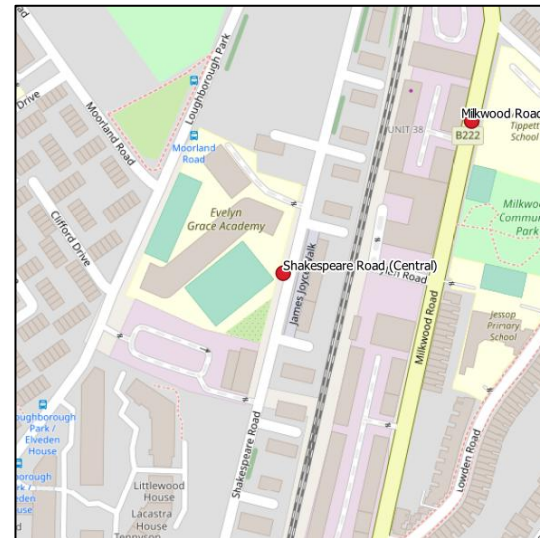
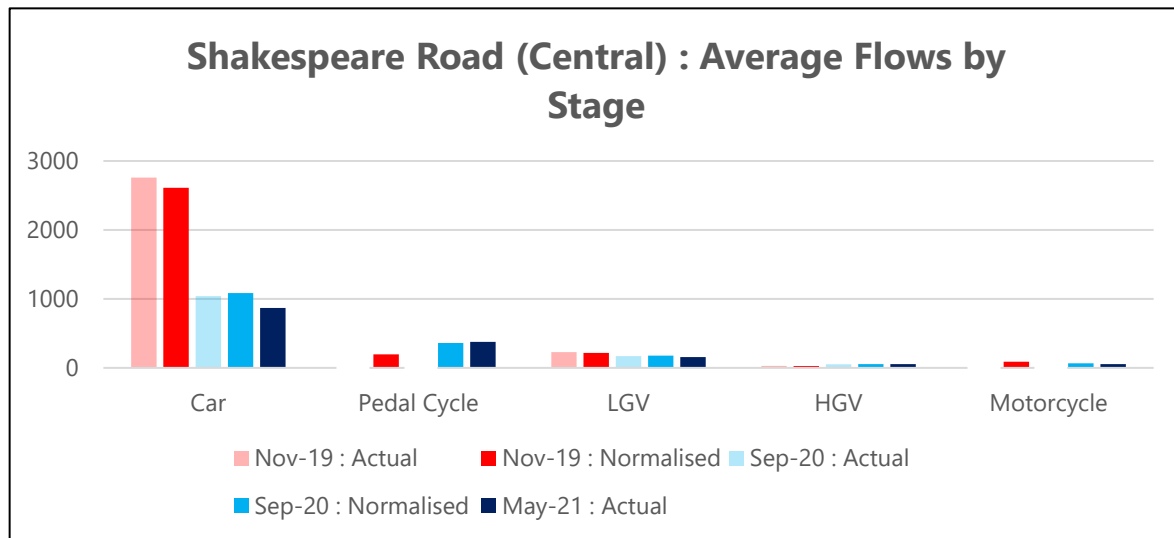


Shakespeare Road North – Summary Table

	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	2,760	2,611	1,267	1,320	-1,493	-54%	-1,291	-49%	1,101	1,101	-1,659	-60%	-1,511	-58%
Cycle	197	197	322	322	125	63%	125	63%	264	264	67	34%	67	34%
HGV	30	29	29	30	-1	-4%	2	5%	65	65	34	114%	36	126%
LGV	231	218	227	237	-3	-1%	19	9%	165	165	-66	-29%	-54	-25%
Motorcycles	91	91	80	80	-11	-12%	-11	-12%	58	58	-33	-36%	-33	-36%
Total Motorised Vehicles	3,021	2,858	1,523	1,587	-1,497	-50%	-1,271	-44%	1,330	1,330	-1,691	-56%	-1,528	-53%

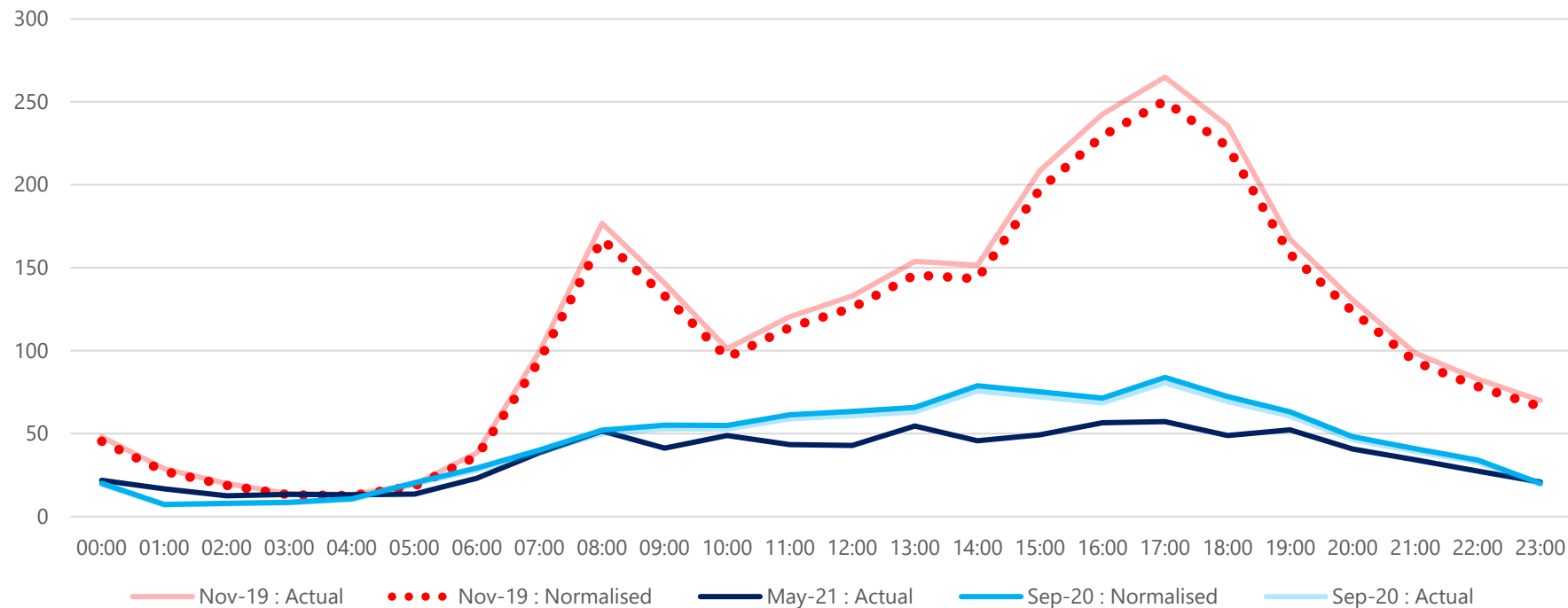
Shakespeare Road Central (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Shakespeare Road Central**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.



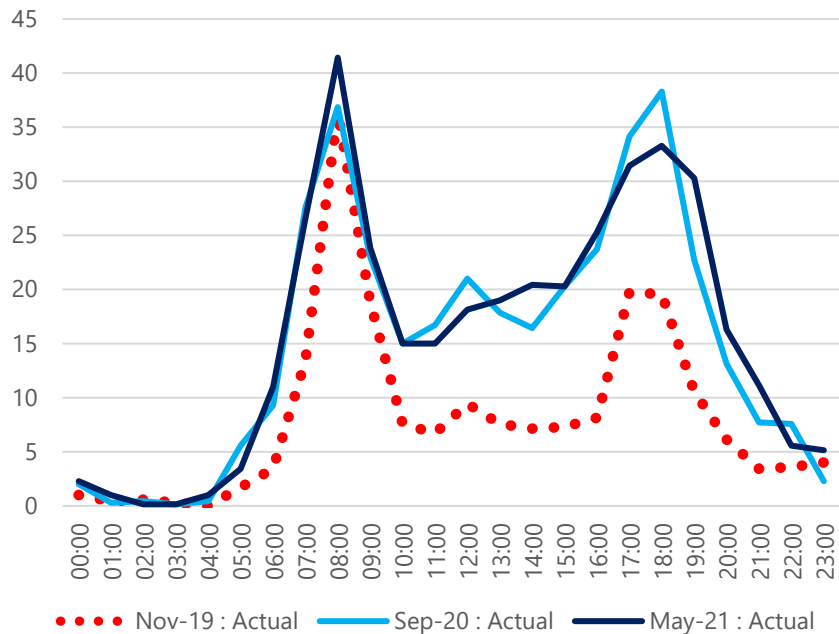
Shakespeare Road Central

Shakespeare Road (Central) : Average Daily Car Flows

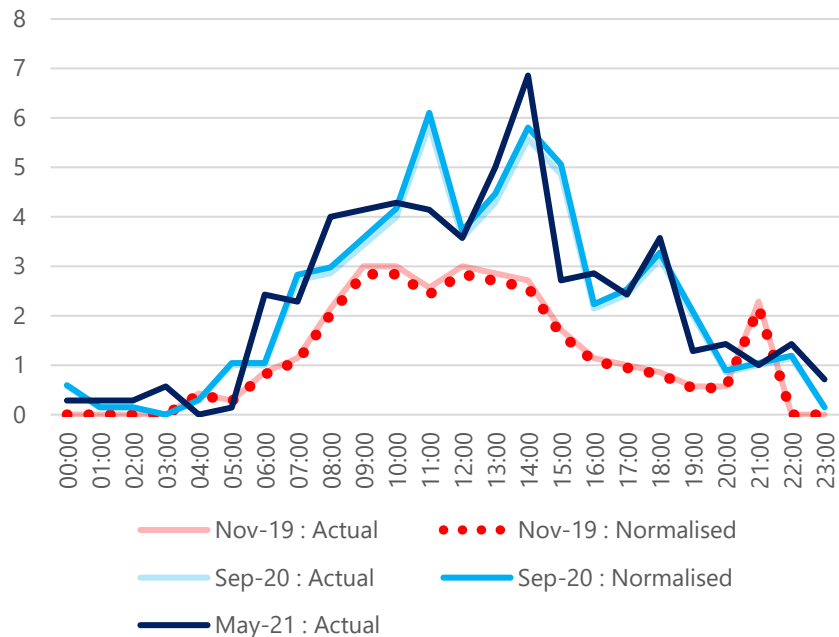


Shakespeare Road Central

Shakespeare Road (Central) : Average Daily Cycle Flows

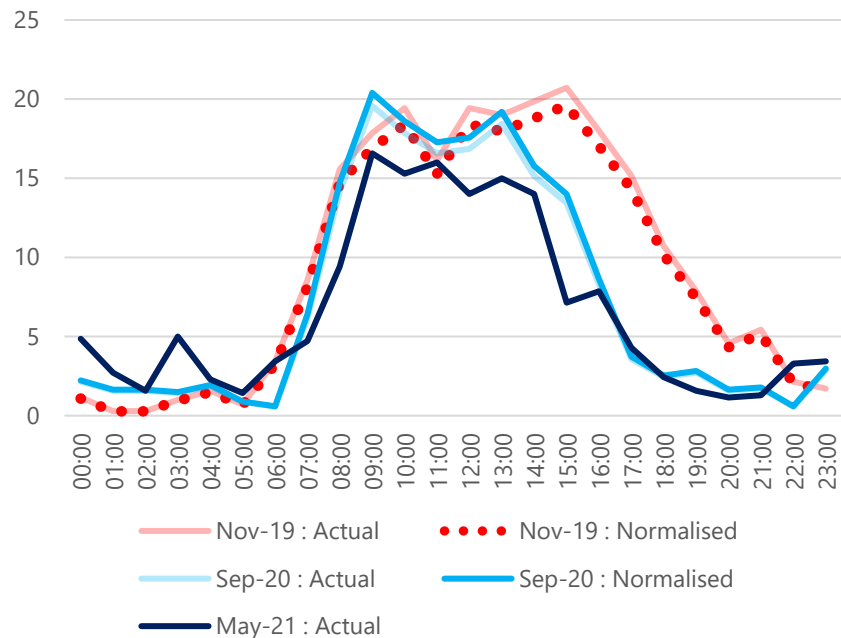


Shakespeare Road (Central) : Average Daily HGV Flows

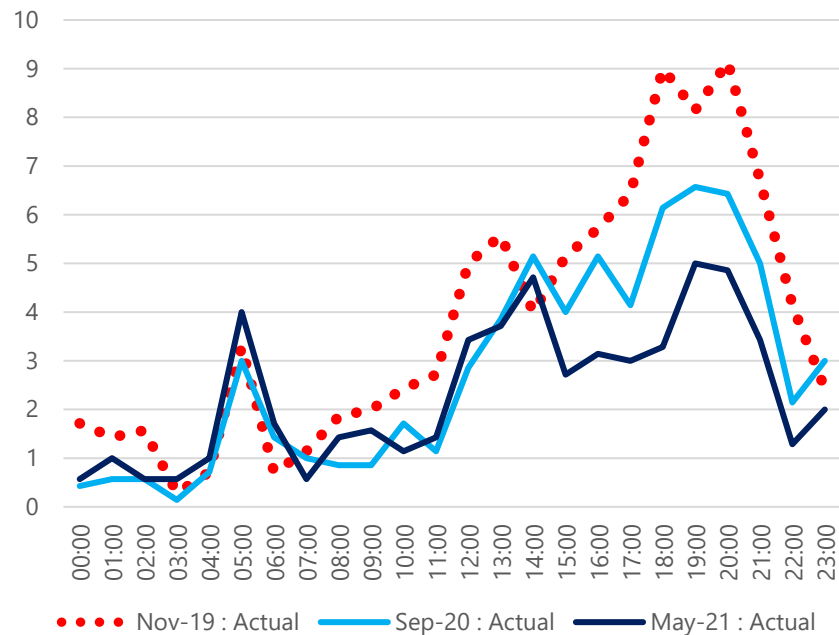


Shakespeare Road Central

Shakespeare Road (Central) : Average Daily LGV Flows



Shakespeare Road (Central) : Average Daily Motorcycle Flows

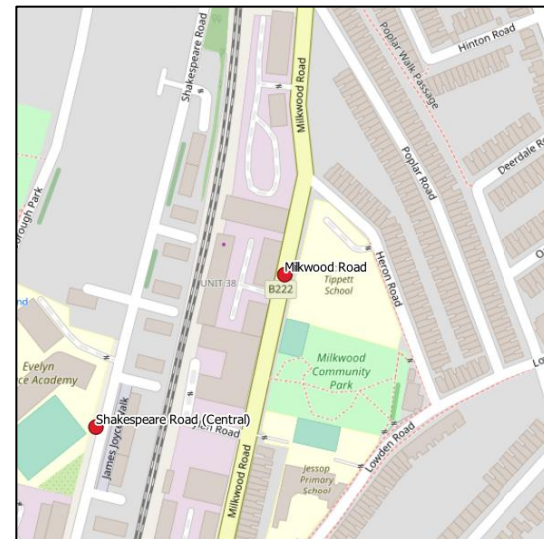
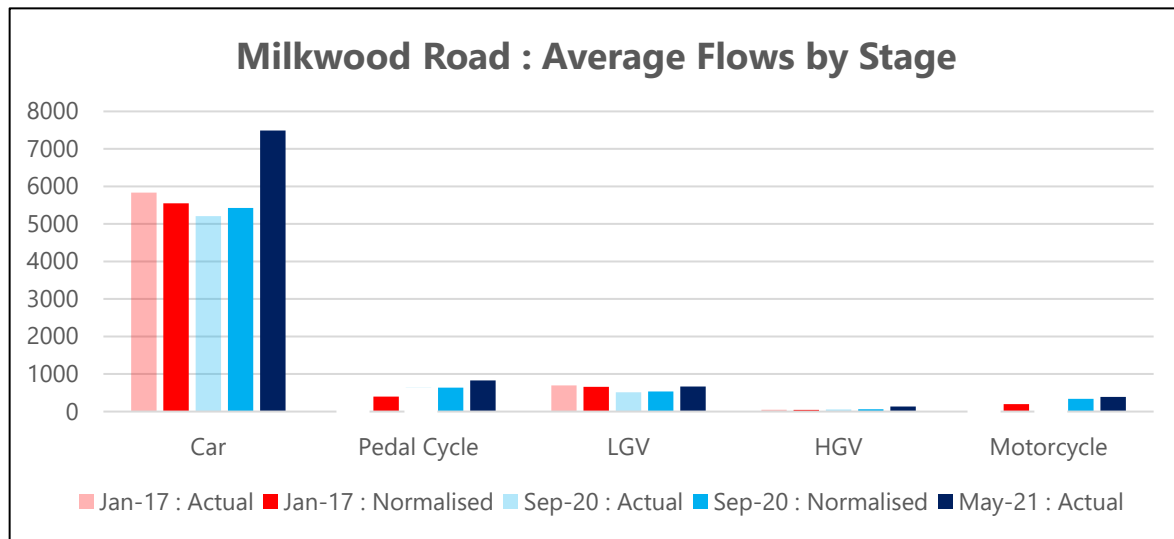


Shakespeare Road Central – Summary Table

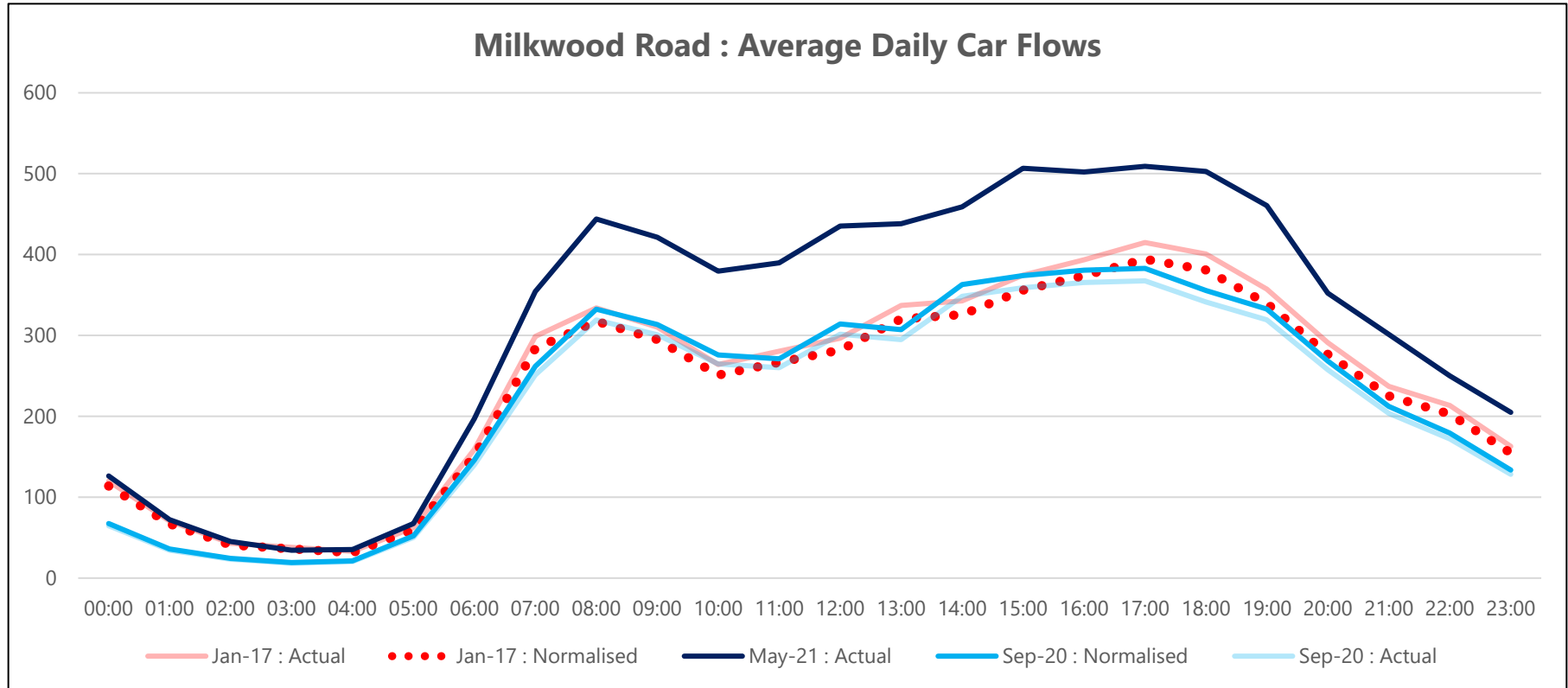
	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	2,760	2,611	1,042	1,086	-1,718	-62%	-1,526	-58%	869	869	-1,891	-69%	-1,743	-67%
Cycle	197	197	362	362	165	84%	165	84%	377	377	180	91%	180	91%
HGV	30	29	53	55	23	76%	27	94%	56	56	26	85%	27	95%
LGV	231	218	172	179	-59	-25%	-39	-18%	159	159	-72	-31%	-59	-27%
Motorcycles	91	91	67	67	-24	-27%	-24	-27%	56	56	-35	-38%	-35	-38%
Total Motorised Vehicles	3,021	2,858	1,267	1,320	-1,754	-58%	-1,538	-54%	1,083	1,083	-1,937	-64%	-1,775	-62%

Milkwood Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Milkwood Road**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from September 2020 and May 2021.

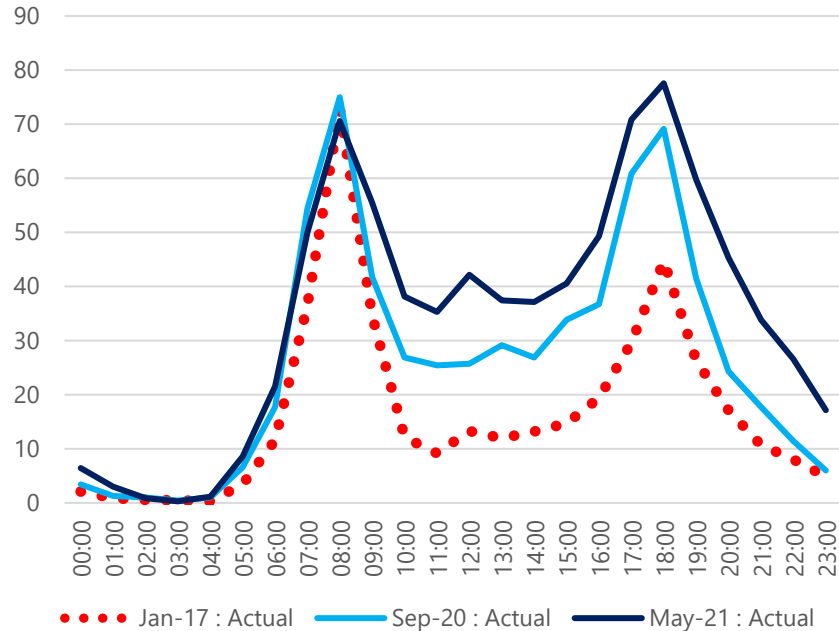


Milkwood Road

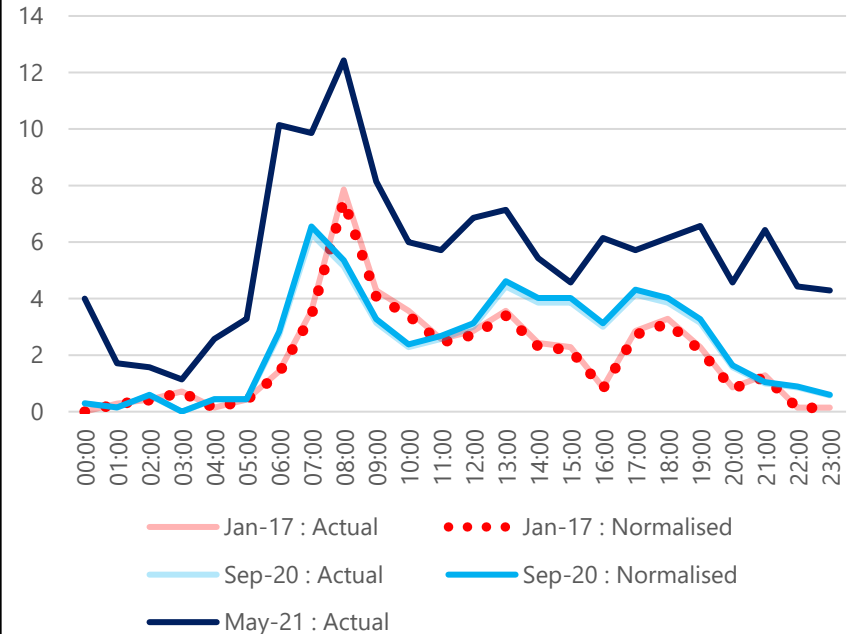


Milkwood Road

Milkwood Road : Average Daily Cycle Flows

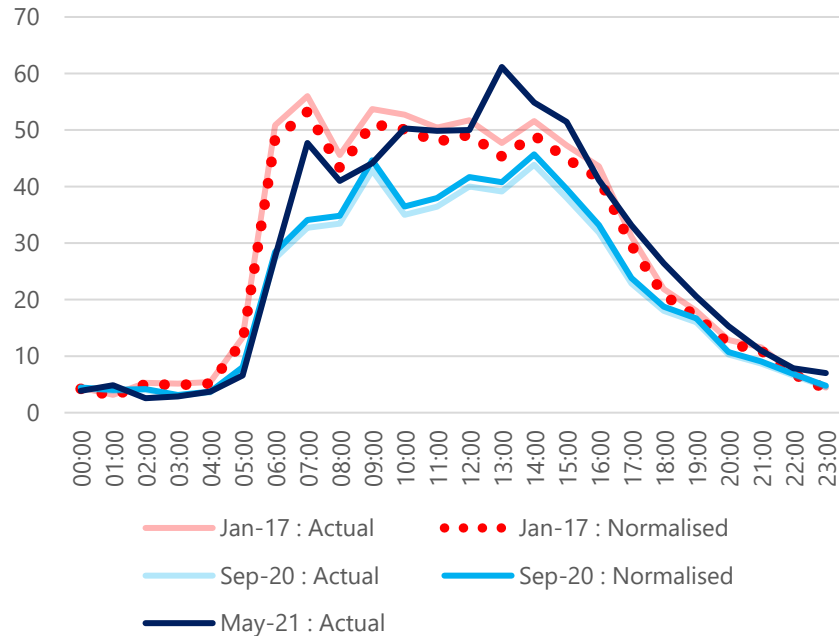


Milkwood Road : Average Daily HGV Flows

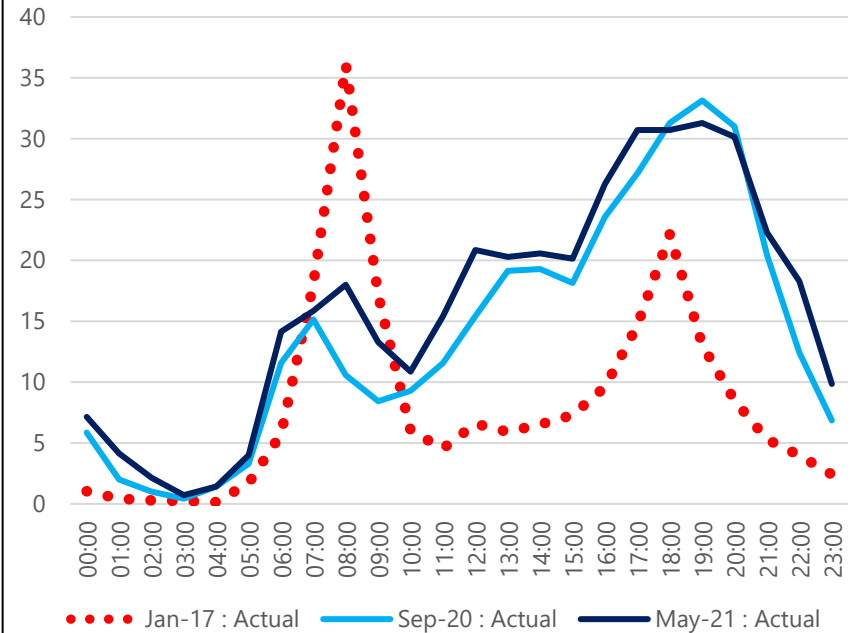


Milkwood Road

Milkwood Road : Average Daily LGV Flows



Milkwood Road : Average Daily Motorcycle Flows

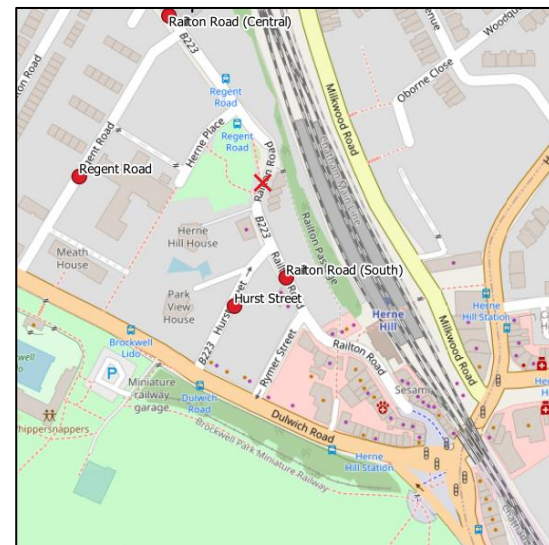
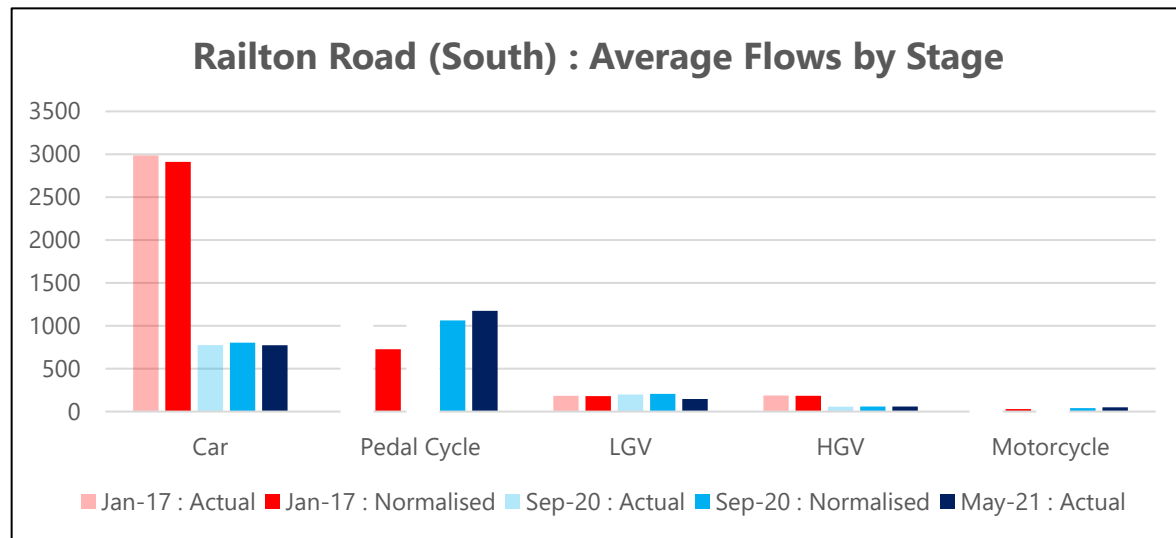


Milkwood Road – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Jan-17 -> Sep-20 : Actual Difference	Jan-17 -> Sep-20 : Actual % Difference	Jan-17 -> Sep-20 : Normalised Difference	Jan-17 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Jan-17 -> May-21 : Actual Difference	Jan-17 -> May-21 : Actual % Difference	Jan-17 -> May-21 : Normalised Difference	Jan-17 -> May-21 : Normalised % Difference
Car	5,836	5,546	5,207	5,425	-629	-11%	-121	-2%	7,489	7,489	1,653	28%	1,942	35%
Cycle	398	398	638	638	240	60%	240	60%	829	829	431	108%	431	108%
HGV	48	46	57	60	9	19%	14	30%	135	135	87	180%	89	195%
LGV	695	660	514	536	-181	-26%	-125	-19%	665	665	-30	-4%	4	1%
Motorcycles	197	197	338	338	141	71%	141	71%	389	389	191	97%	191	97%
Total Motorised Vehicles	6,579	6,253	5,778	6,020	-801	-12%	-232	-4%	8,288	8,288	1,710	26%	2,036	33%

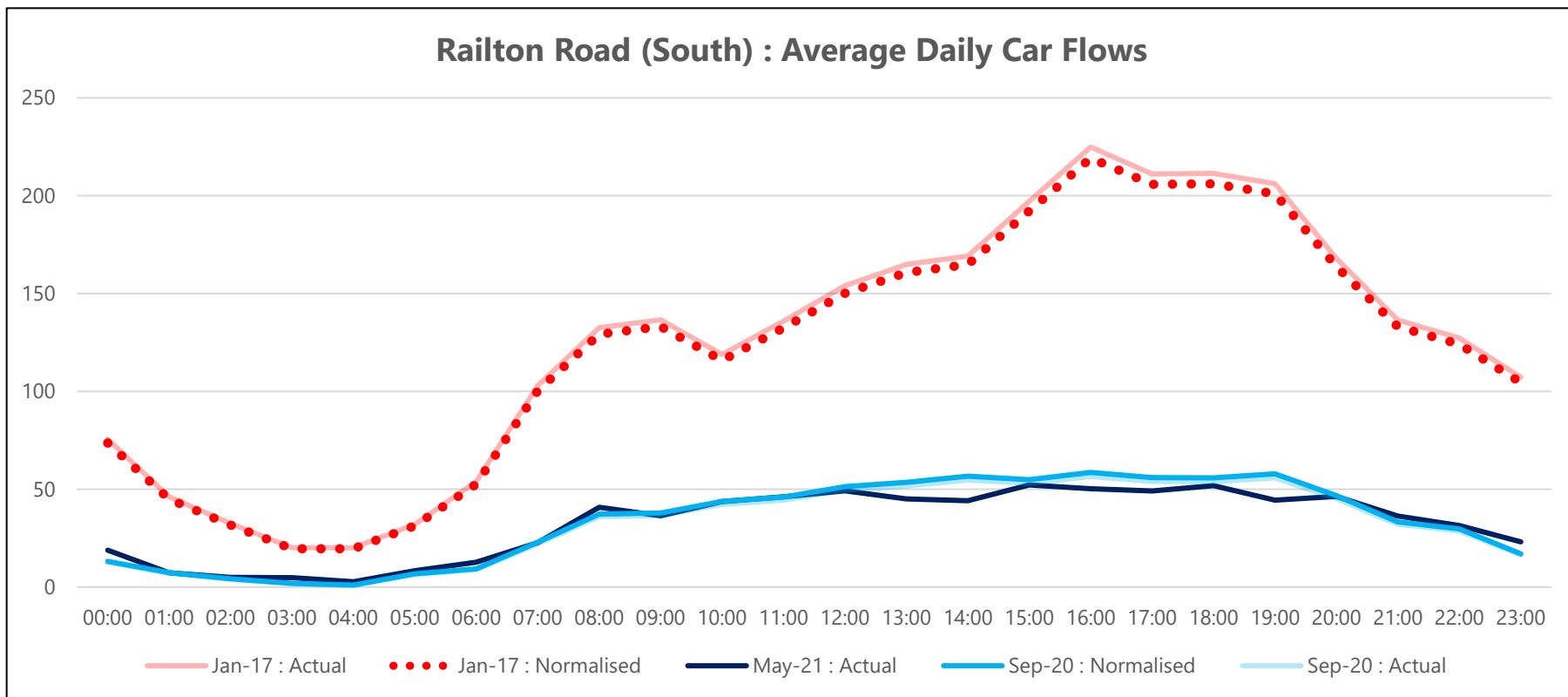
Railton Road South (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Railton Road South**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from September 2020 and May 2021.



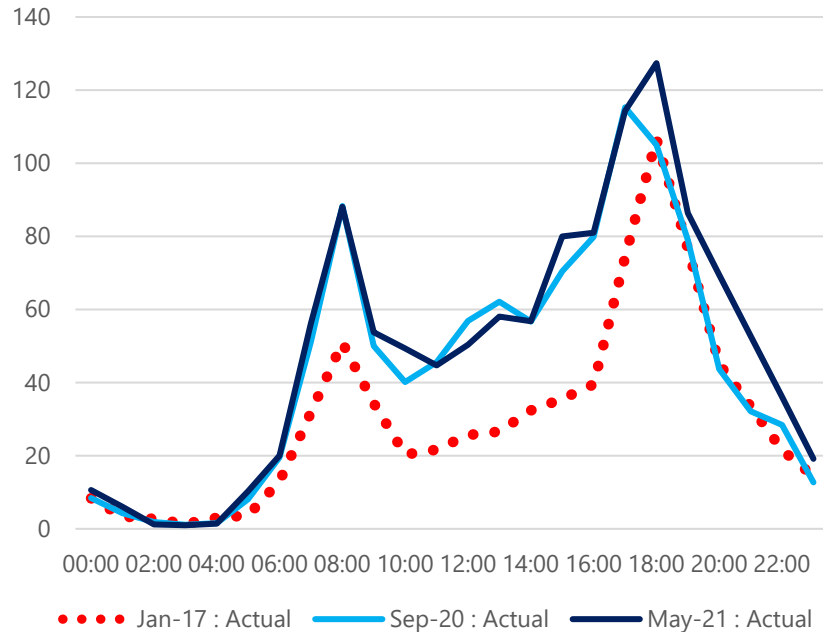
Basemap: ESRI

Railton Road South

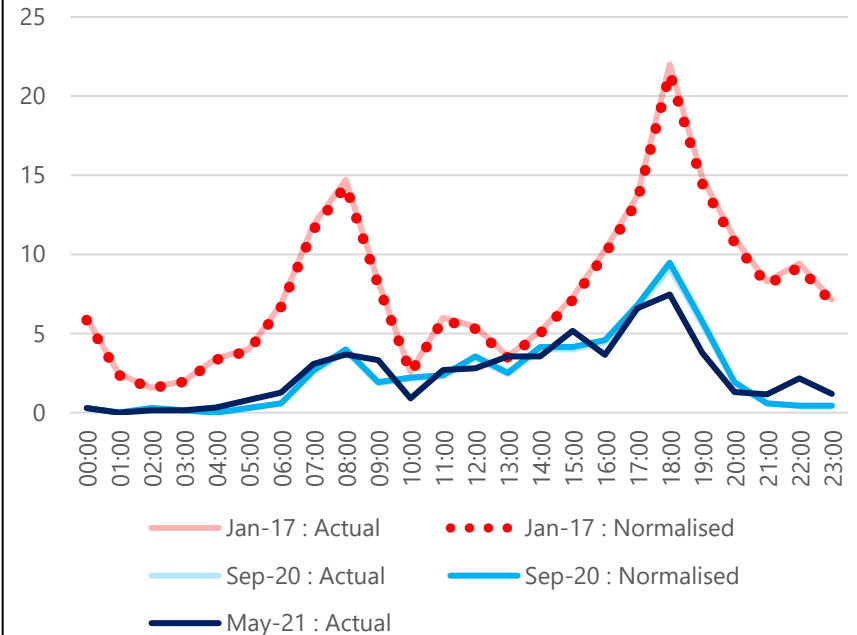


Railton Road South

Railton Road (South) : Average Daily Cycle Flows

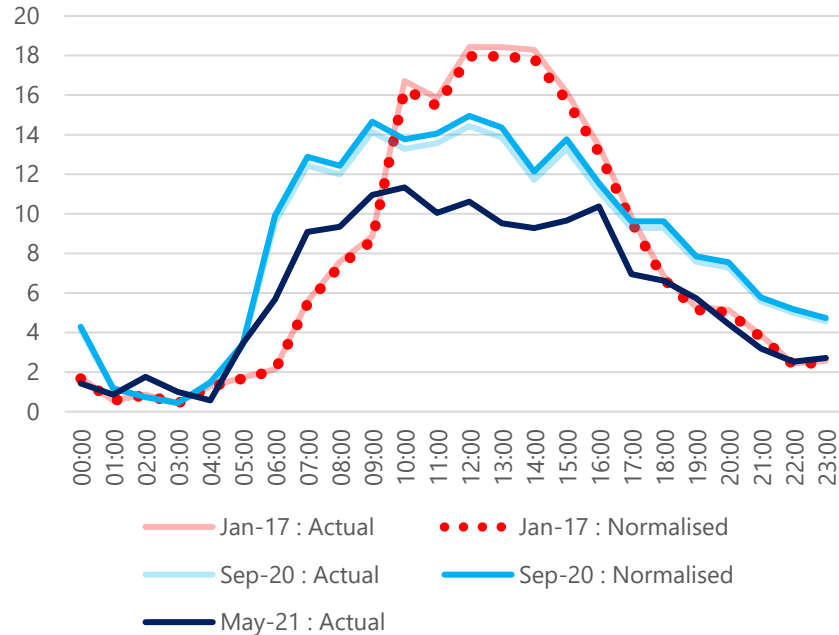


Railton Road (South) : Average Daily HGV Flows

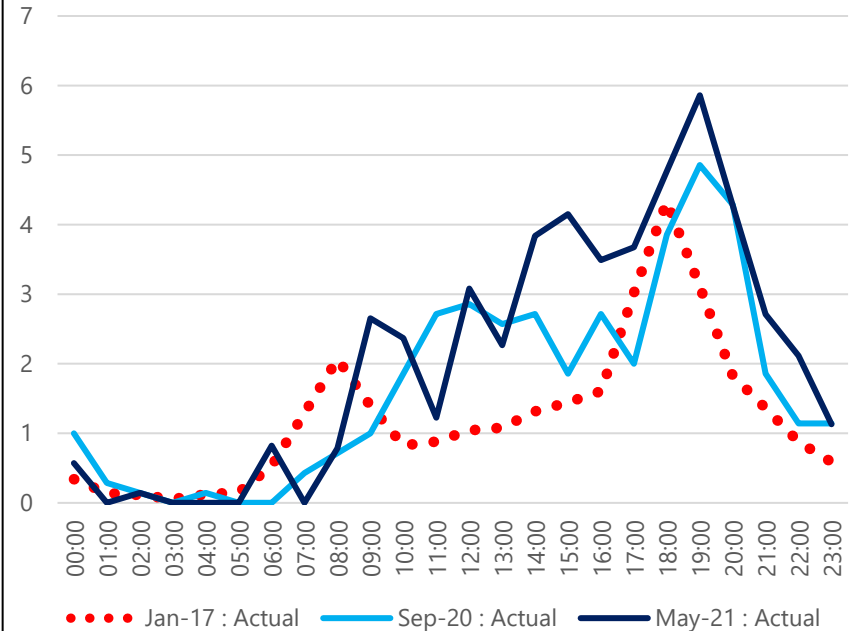


Railton Road South

Railton Road (South) : Average Daily LGV Flows



Railton Road (South) : Average Daily Motorcycle Flows

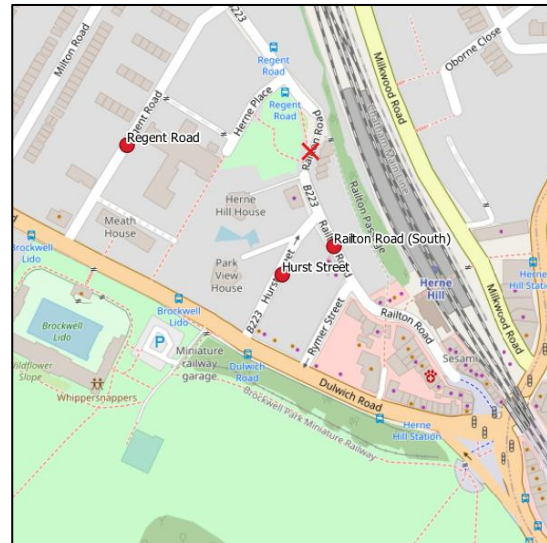
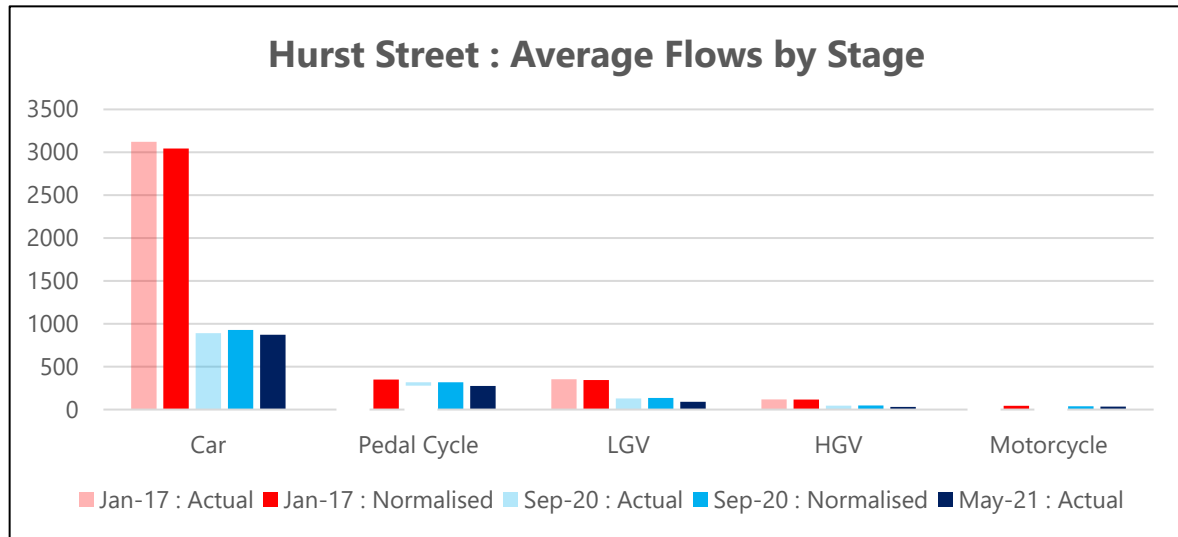


Railton Road South – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Jan-17 -> Sep-20 : Actual Difference	Jan-17 -> Sep-20 : Actual % Difference	Jan-17 -> Sep-20 : Normalised Difference	Jan-17 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Jan-17 -> May-21 : Actual Difference	Jan-17 -> May-21 : Actual % Difference	Jan-17 -> May-21 : Normalised Difference	Jan-17 -> May-21 : Normalised % Difference
Car	2,985	2,910	776	804	-2,210	-74%	-2,106	-72%	773	773	-2,212	-74%	-2,137	-73%
Cycle	727	727	1,062	1,062	336	46%	336	46%	1,174	1,174	448	62%	448	62%
HGV	188	183	57	59	-131	-70%	-124	-68%	59	59	-129	-69%	-124	-68%
LGV	184	179	199	206	15	8%	27	15%	147	147	-37	-20%	-32	-18%
Motorcycles	30	30	40	40	11	36%	11	36%	50	50	20	69%	20	69%
Total Motorised Vehicles	3,357	3,272	1,032	1,069	-2,325	-69%	-2,203	-67%	979	979	-2,378	-71%	-2,293	-70%

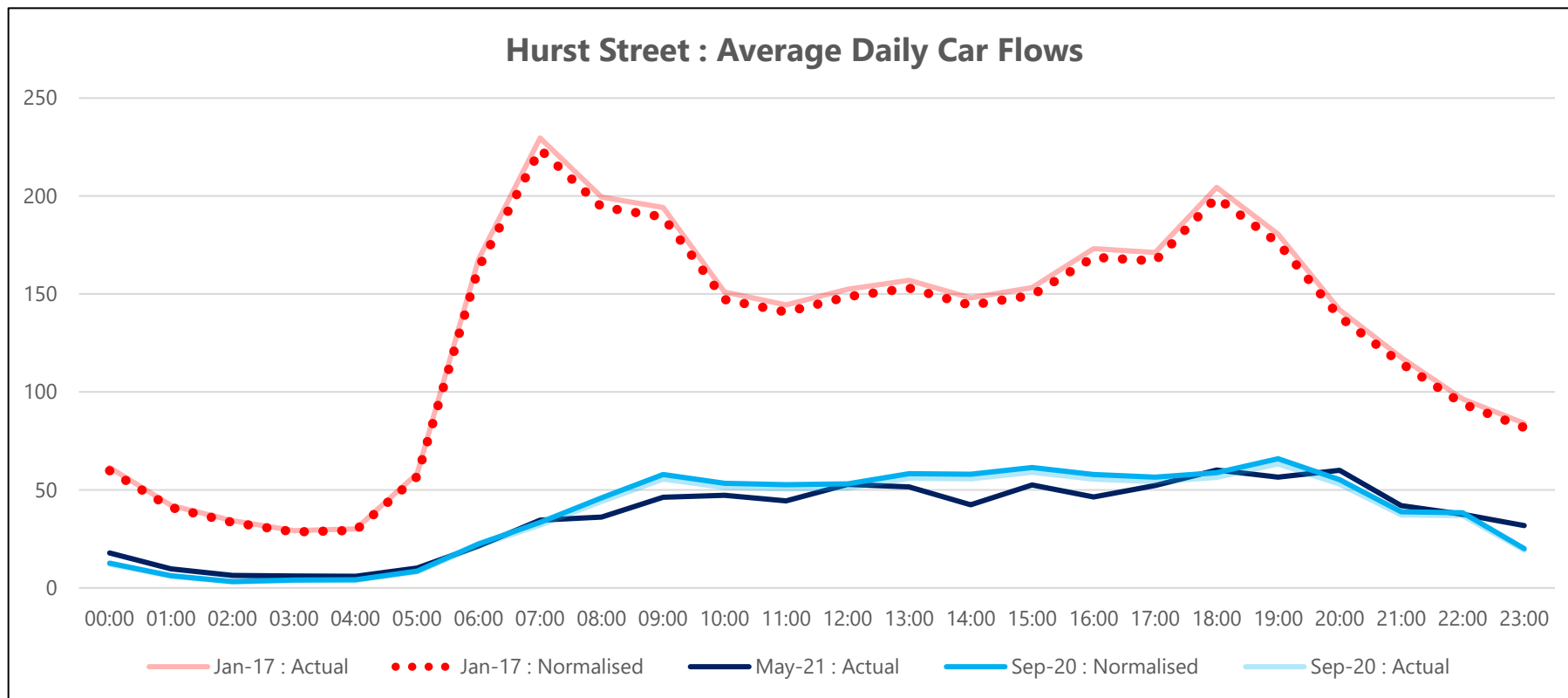
Hurst Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Hurst Street**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from September 2020 and May 2021.



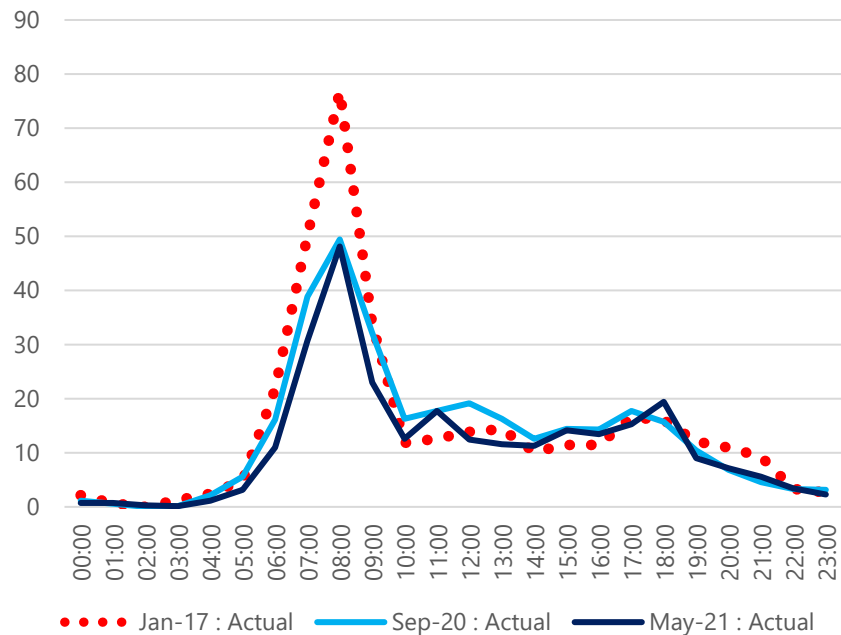
Basemap: ESRI

Hurst Street

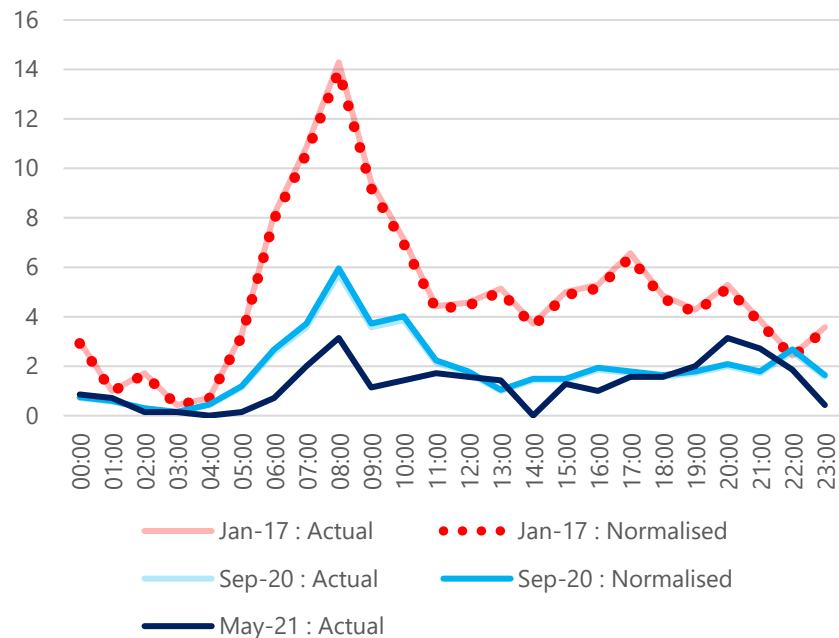


Hurst Street

Hurst Street : Average Daily Cycle Flows

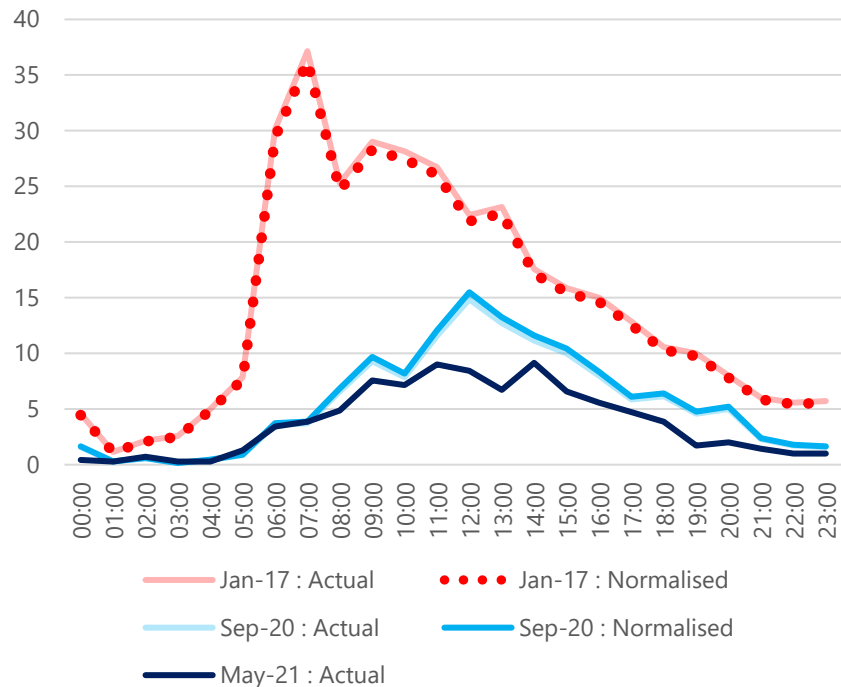


Hurst Street : Average Daily HGV Flows

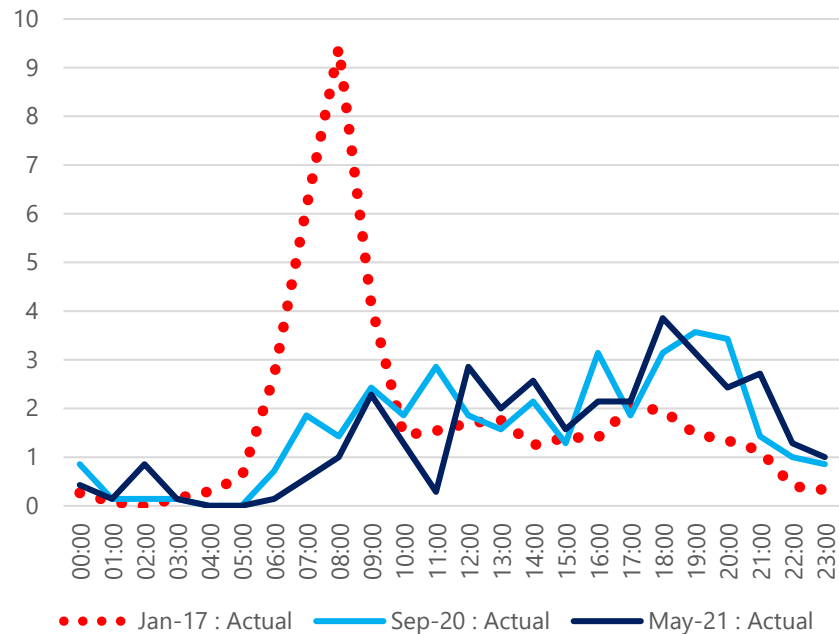


Hurst Street

Hurst Street : Average Daily LGV Flows



Hurst Street : Average Daily Motorcycle Flows

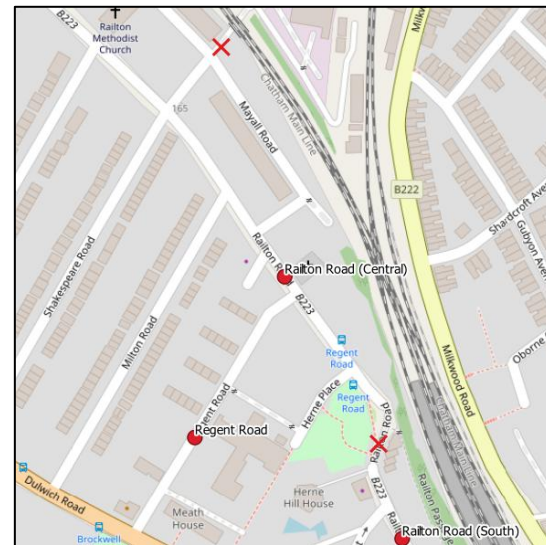
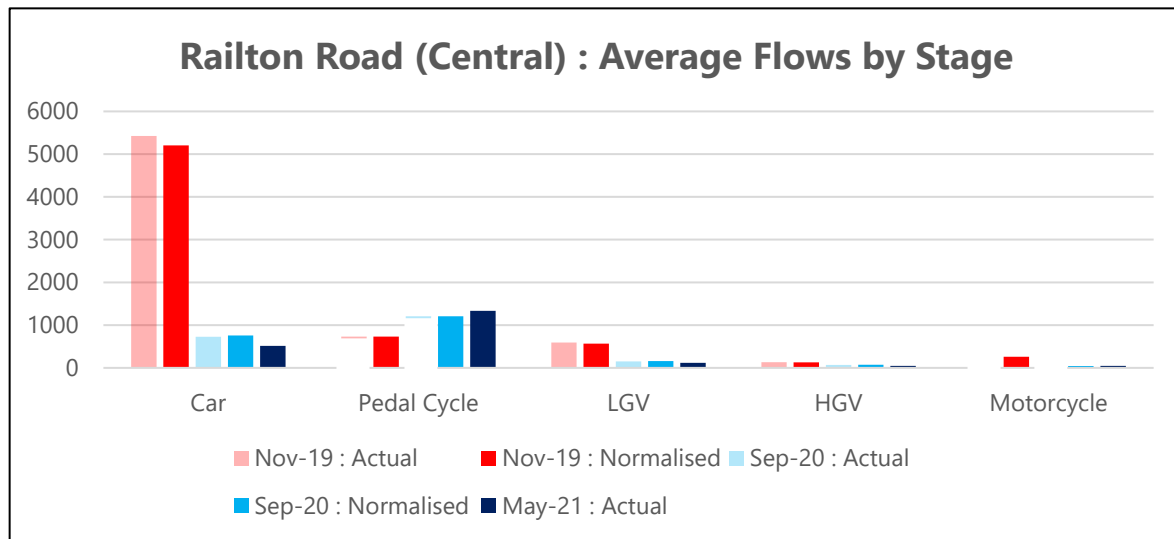


Hurst Street – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Jan-17 -> Sep-20 : Actual Difference	Jan-17 -> Sep-20 : Actual % Difference	Jan-17 -> Sep-20 : Normalised Difference	Jan-17 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Jan-17 -> May-21 : Actual Difference	Jan-17 -> May-21 : Actual % Difference	Jan-17 -> May-21 : Normalised Difference	Jan-17 -> May-21 : Normalised % Difference
Car	3,122	3,043	890	928	-2,231	-71%	-2,115	-70%	873	873	-2,249	-72%	-2,170	-71%
Cycle	351	351	319	319	-32	-9%	-32	-9%	274	274	-76	-22%	-76	-22%
HGV	119	116	45	47	-74	-62%	-69	-60%	31	31	-88	-74%	-85	-74%
LGV	352	344	130	136	-222	-63%	-208	-60%	91	91	-261	-74%	-252	-73%
Motorcycles	43	43	38	38	-5	-12%	-5	-12%	35	35	-8	-19%	-8	-19%
Total Motorised Vehicles	3,593	3,503	1,066	1,110	-2,527	-70%	-2,392	-68%	995	995	-2,598	-72%	-2,508	-72%

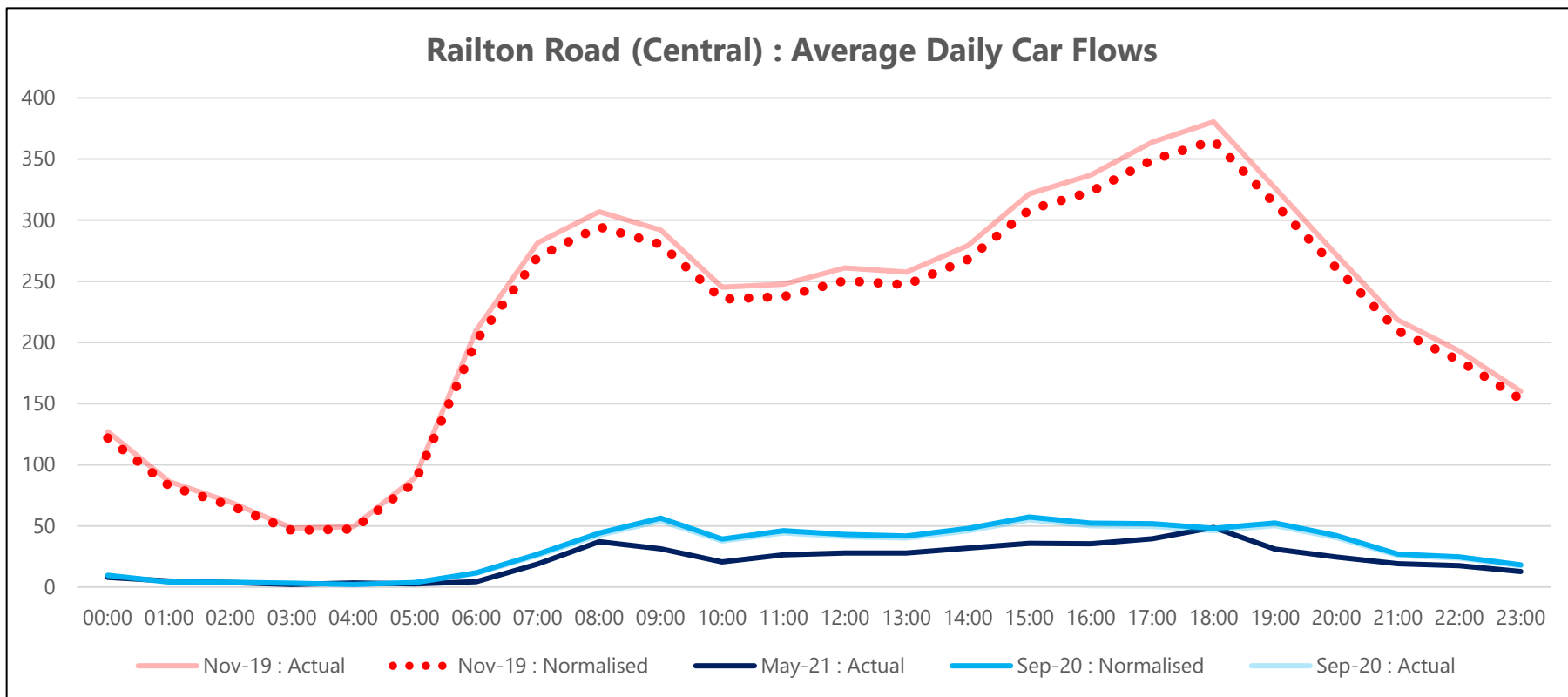
Railton Road Central (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Railton Road Central**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.



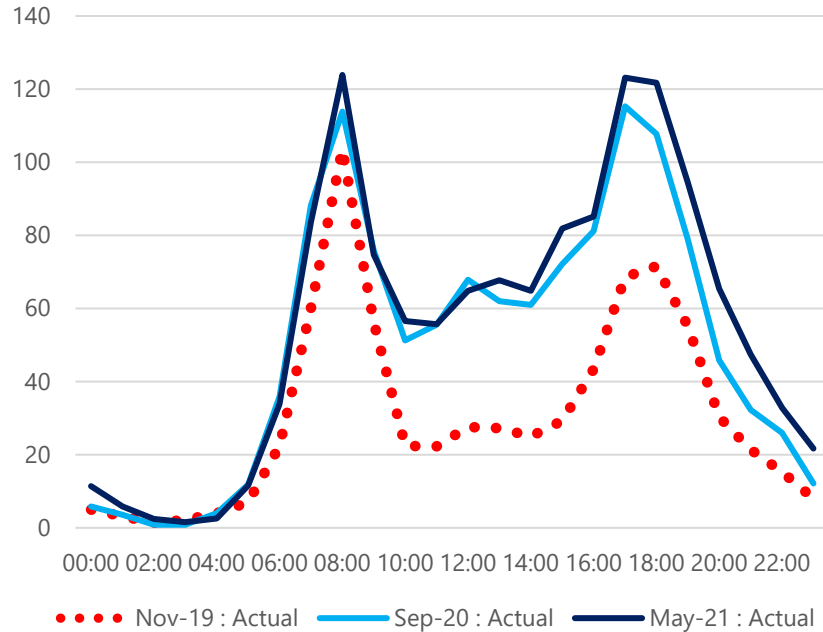
Basemap: ESRI

Railton Road Central

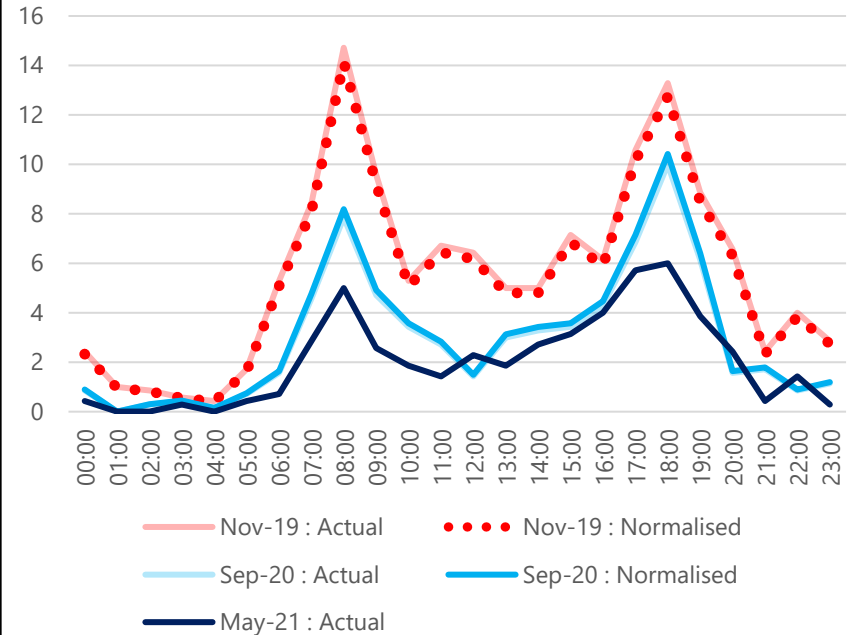


Railton Road Central

Railton Road (Central) : Average Daily Cycle Flows

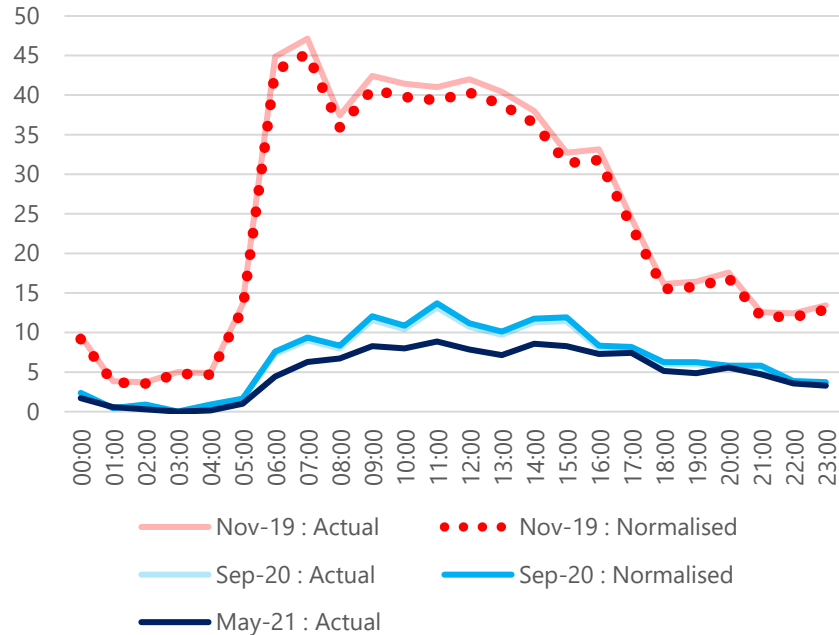


Railton Road (Central) : Average Daily HGV Flows

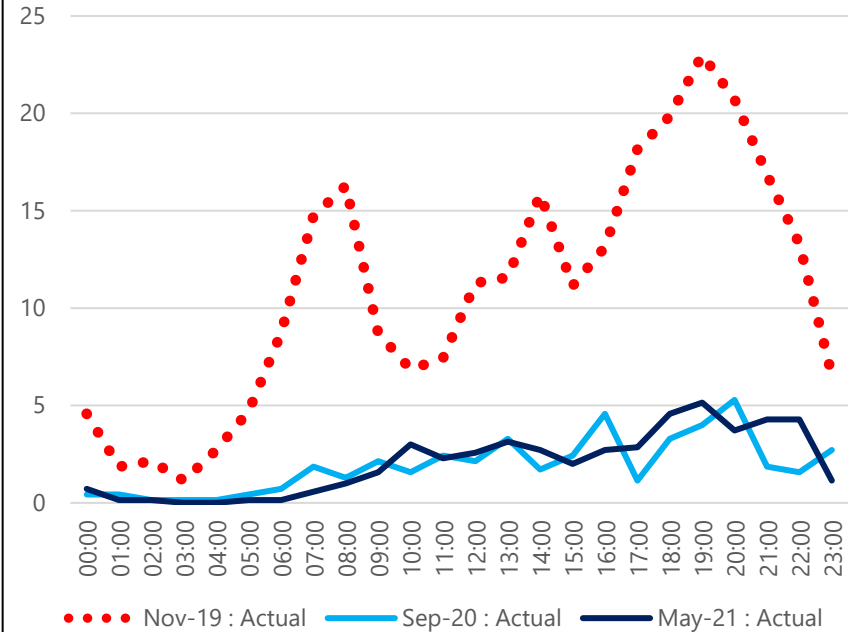


Railton Road Central

Railton Road (Central) : Average Daily LGV Flows



Railton Road (Central) : Average Daily Motorcycle Flows

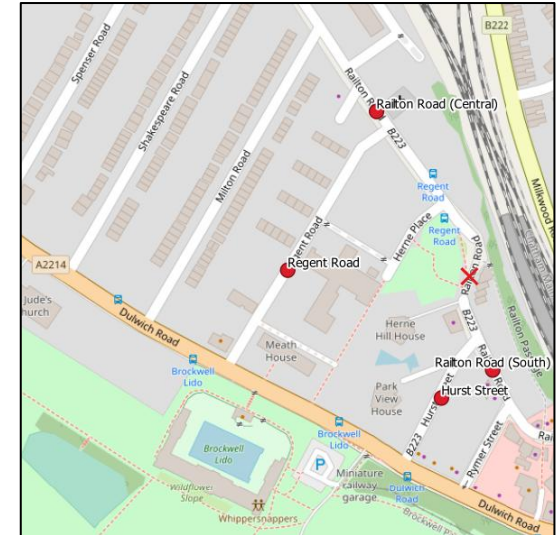
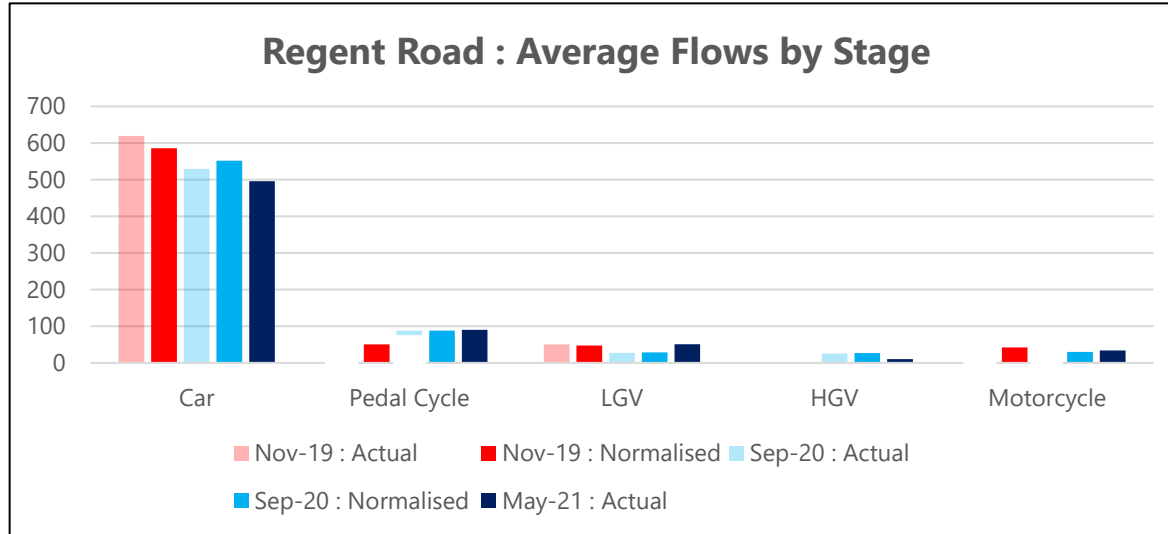


Railton Road Central – Summary Table

	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	5,423	5,204	728	758	-4,695	-87%	-4,446	-85%	516	516	-4,907	-90%	-4,689	-90%
Cycle	733	733	1,210	1,210	477	65%	477	65%	1,335	1,335	602	82%	602	82%
HGV	135	130	71	74	-64	-48%	-56	-43%	50	50	-86	-63%	-80	-62%
LGV	594	570	155	161	-439	-74%	-409	-72%	120	120	-474	-80%	-450	-79%
Motorcycles	261	261	46	46	-216	-83%	-216	-83%	49	49	-212	-81%	-212	-81%
Total Motorised Vehicles	6,152	5,905	953	993	-5,199	-85%	-4,911	-83%	685	685	-5,467	-89%	-5,219	-88%

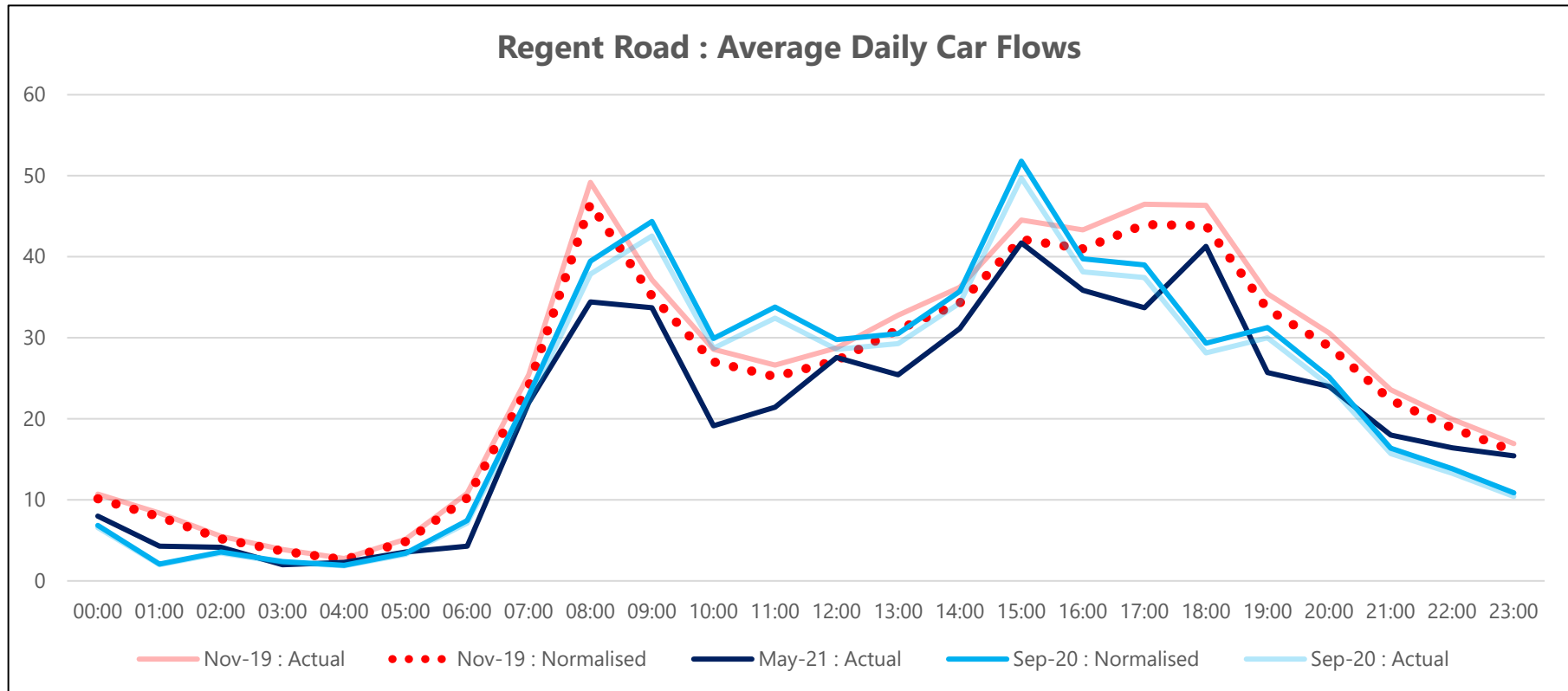
Regent Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Regent Road**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.
- As this site uses The Flowow to derive pre-implementation data, the hour-by-hour profile of flows has been approximated using a nearby road based on the daily vehicle volumes provided by The Flowow.



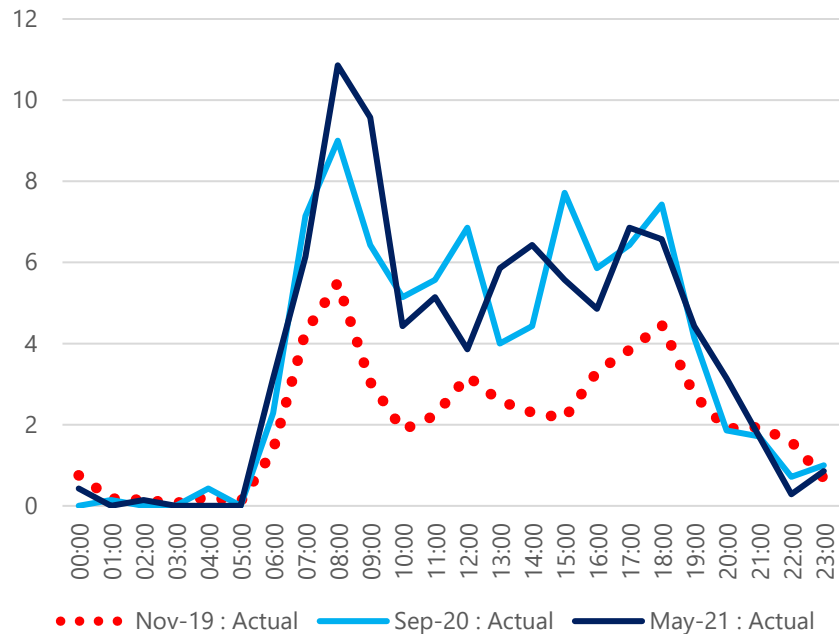
Basemap: ESRI

Regent Road

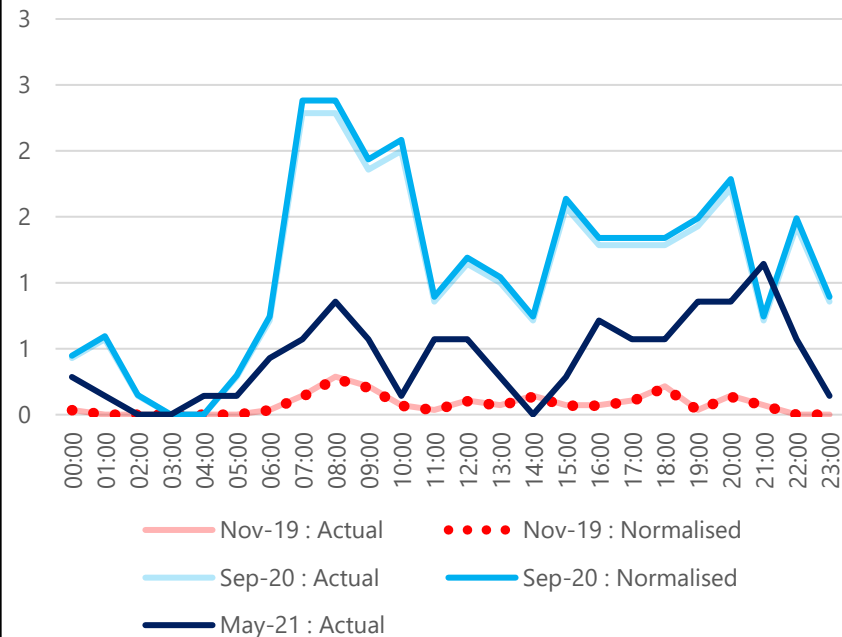


Regent Road

Regent Road : Average Daily Cycle Flows

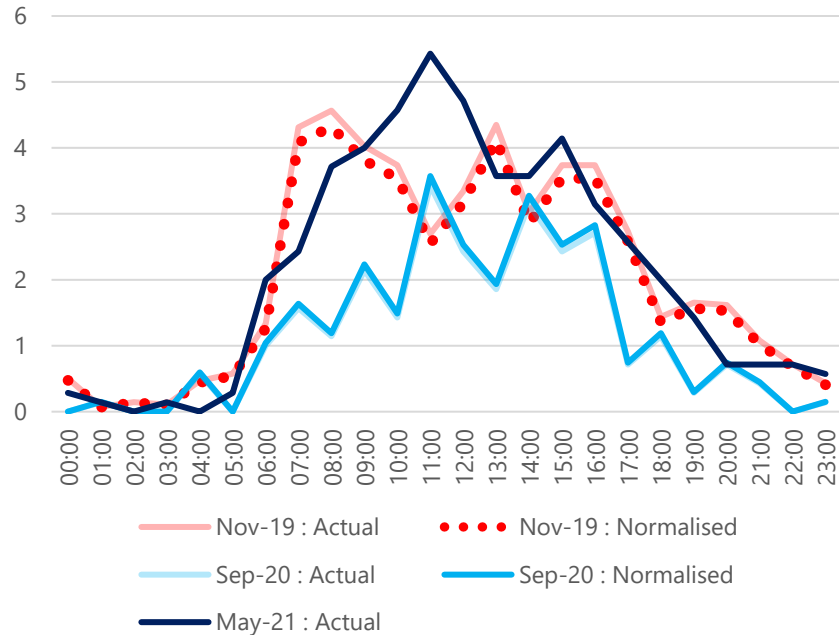


Regent Road : Average Daily HGV Flows

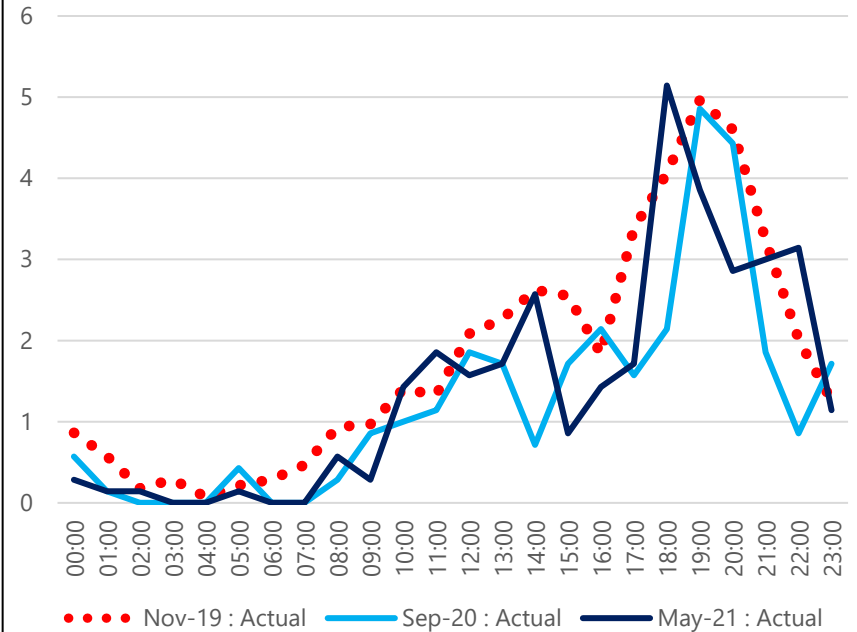


Regent Road

Regent Road : Average Daily LGV Flows



Regent Road : Average Daily Motorcycle Flows

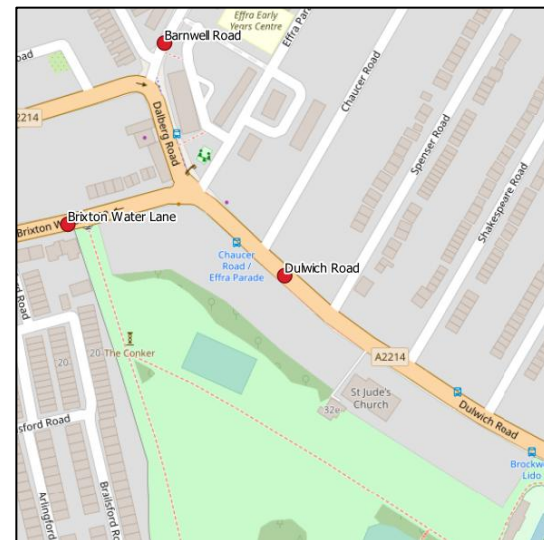
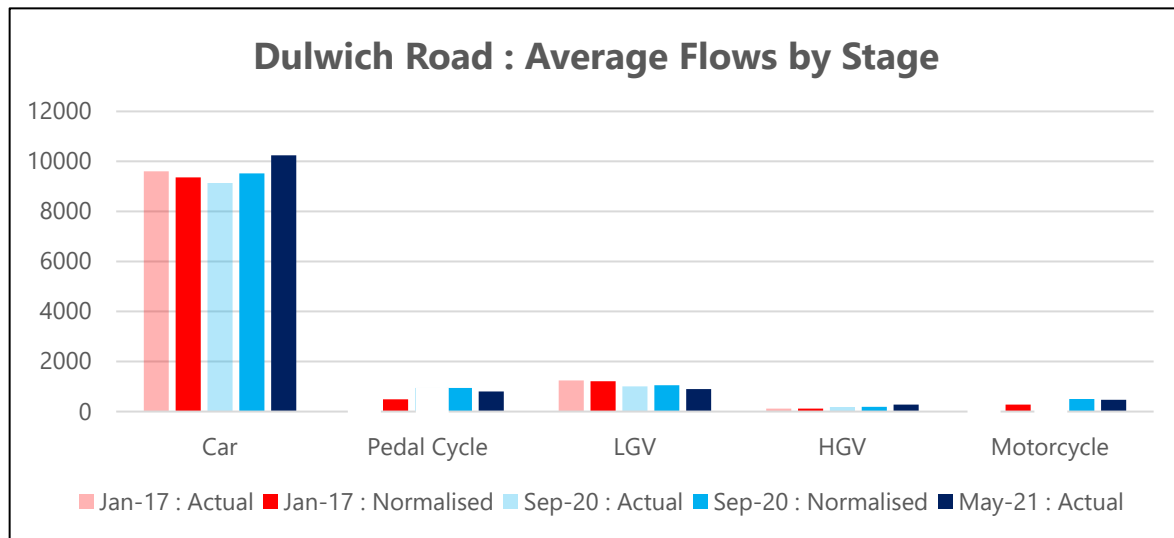


Regent Road – Summary Table

	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	619	586	529	551	-90	-15%	-34	-6%	496	496	-124	-20%	-90	-15%
Cycle	50	50	88	88	38	75%	38	75%	90	90	40	79%	40	79%
HGV	2	2	26	27	24	1283%	25	1423%	10	10	9	458%	9	490%
LGV	50	48	27	29	-23	-46%	-19	-40%	51	51	0	1%	3	7%
Motorcycles	42	42	30	30	-12	-29%	-12	-29%	34	34	-9	-20%	-9	-20%
Total Motorised Vehicles	671	635	583	607	-89	-13%	-28	-4%	557	557	-115	-17%	-78	-12%

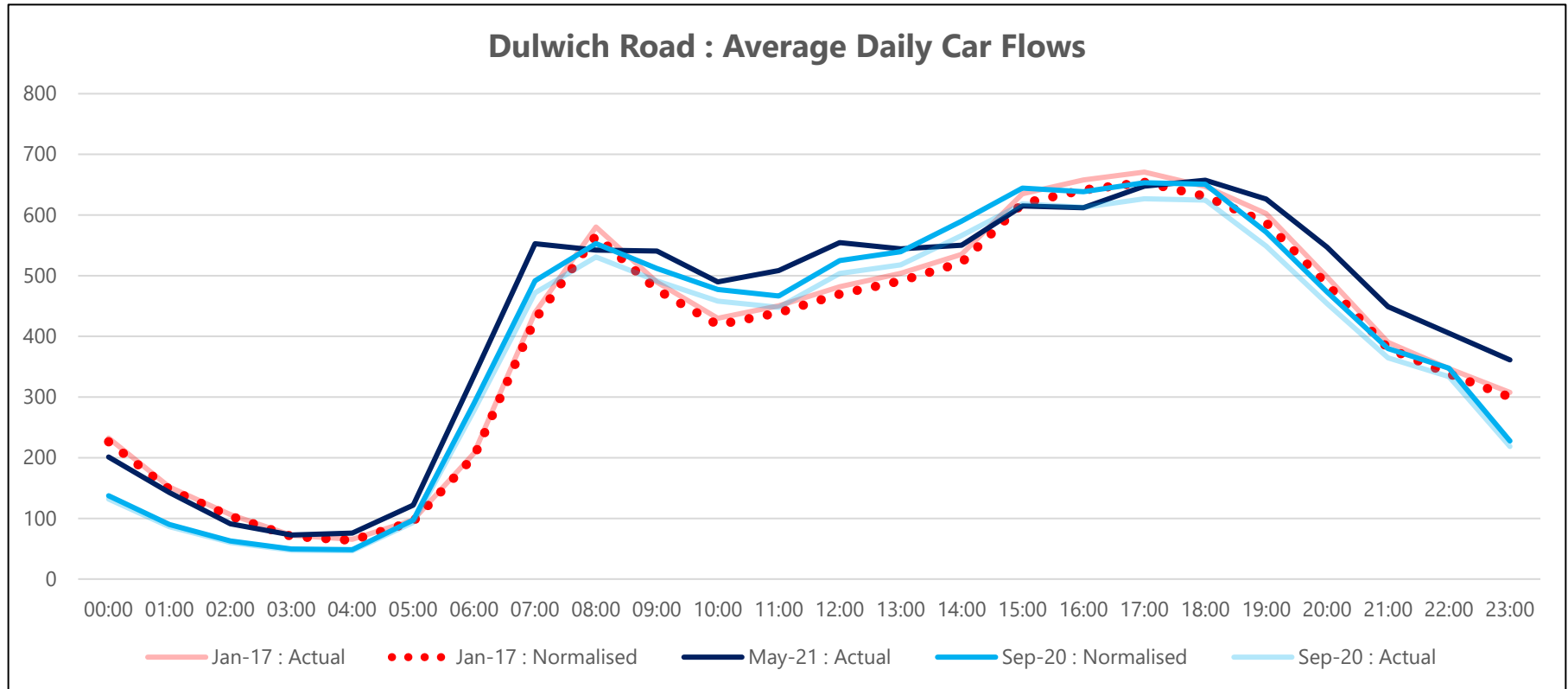
Dulwich Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Dulwich Road**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from September 2020 and May 2021.



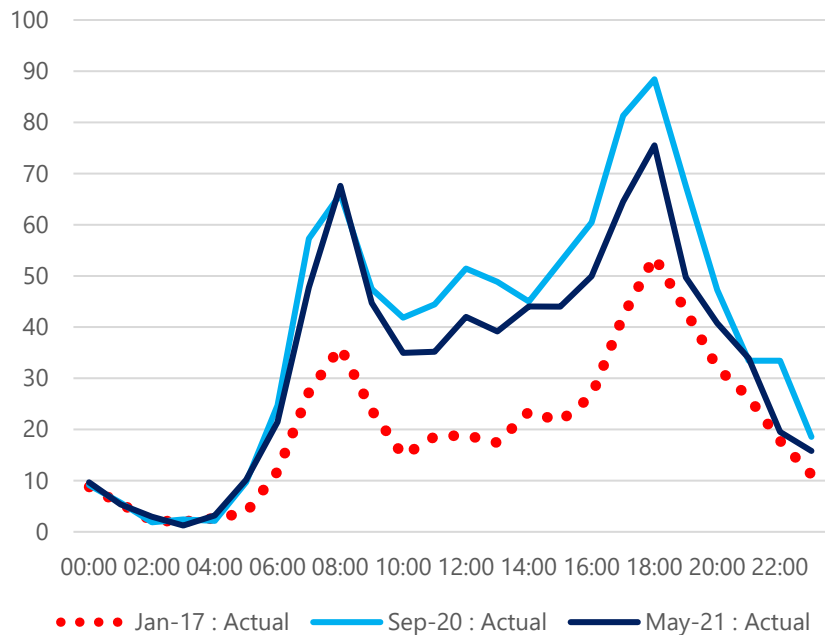
Basemap: ESRI

Dulwich Road

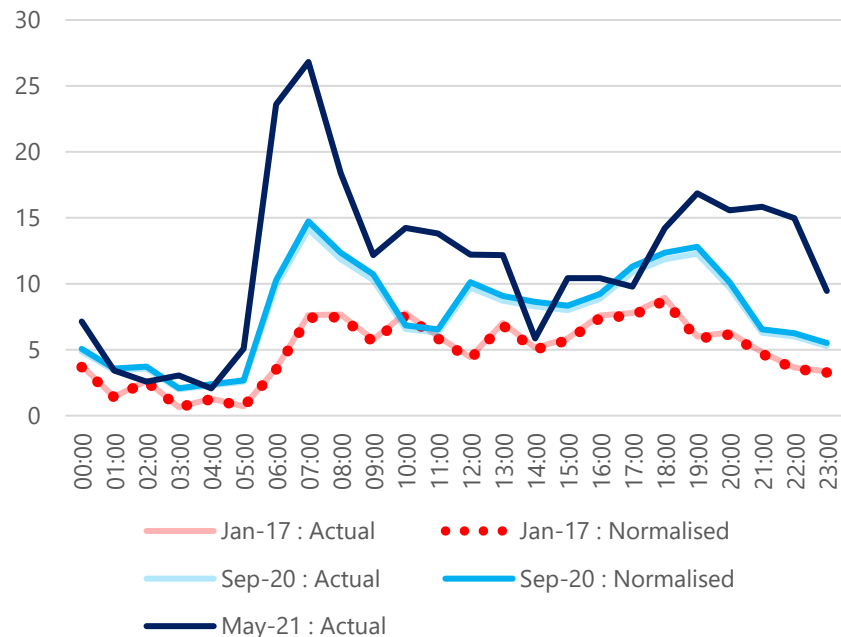


Dulwich Road

Dulwich Road : Average Daily Cycle Flows

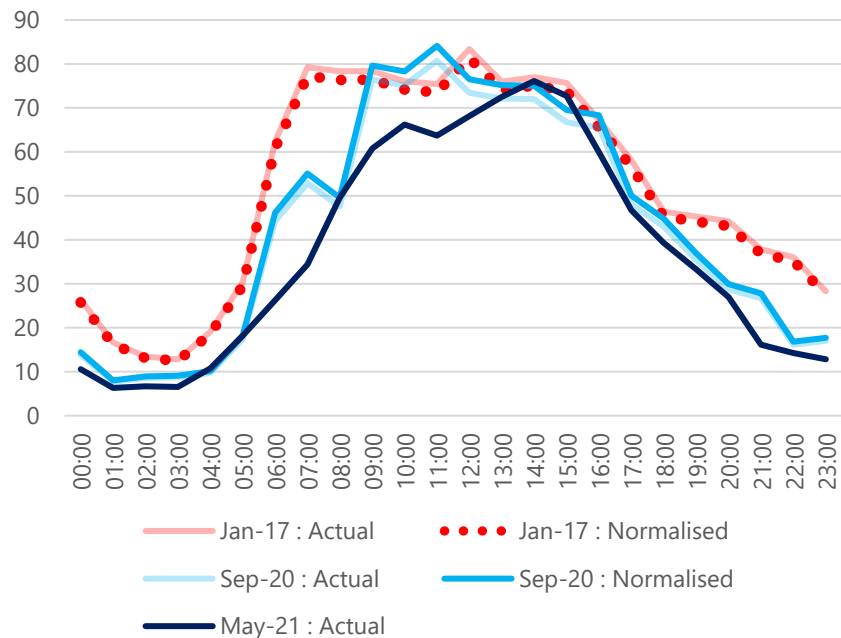


Dulwich Road : Average Daily HGV Flows

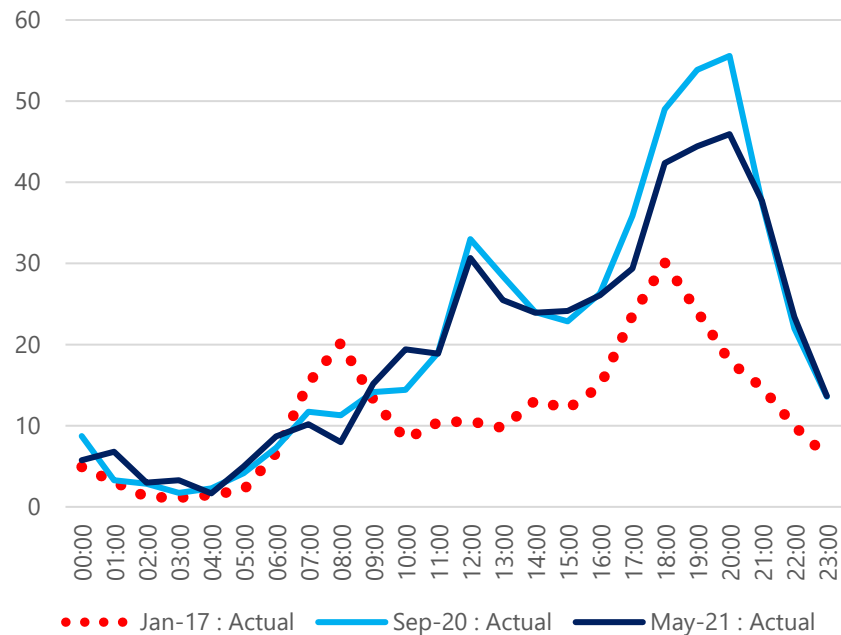


Dulwich Road

Dulwich Road : Average Daily LGV Flows



Dulwich Road : Average Daily Motorcycle Flows

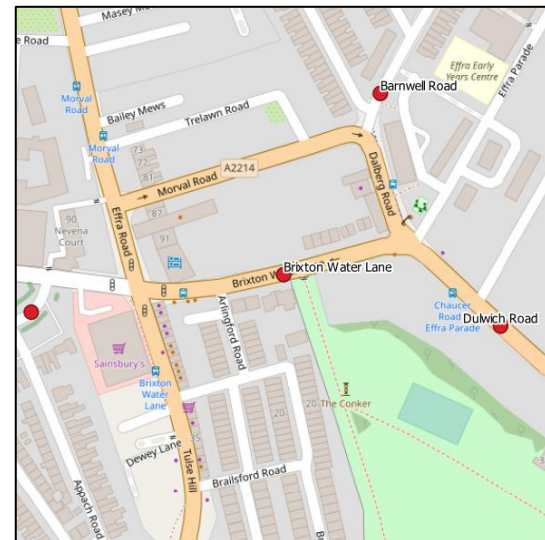
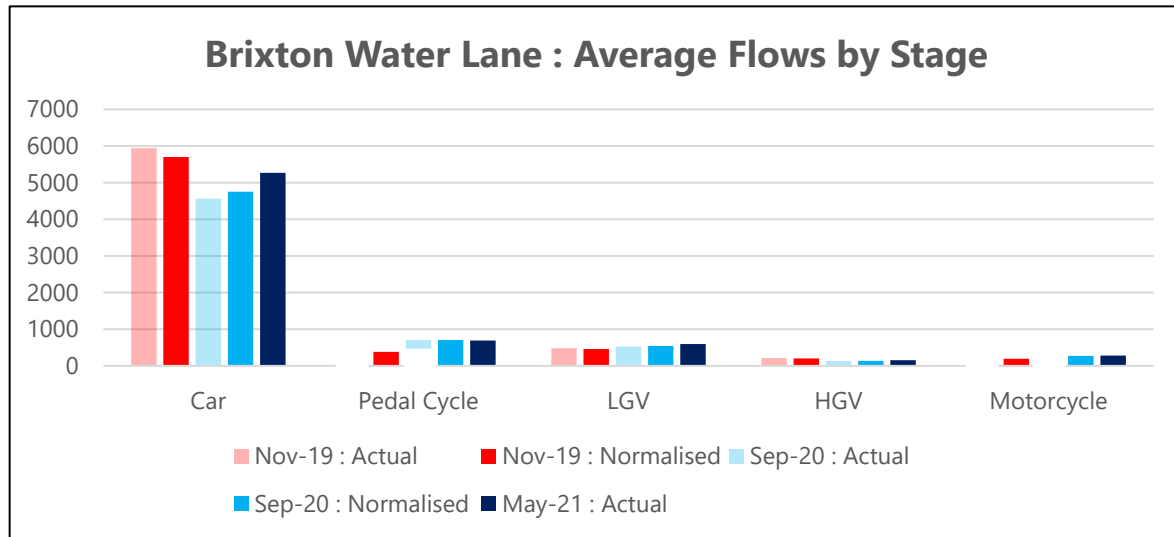


Dulwich Road – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Jan-17 -> Sep-20 : Actual Difference	Jan-17 -> Sep-20 : Actual % Difference	Jan-17 -> Sep-20 : Normalised Difference	Jan-17 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Jan-17 -> May-21 : Actual Difference	Jan-17 -> May-21 : Actual % Difference	Jan-17 -> May-21 : Normalised Difference	Jan-17 -> May-21 : Normalised % Difference
Car	9,599	9,357	9,134	9,517	-465	-5%	160	2%	10,244	10,244	644	7%	887	9%
Cycle	492	492	941	941	450	91%	450	91%	803	803	312	63%	312	63%
HGV	120	117	184	191	64	53%	75	64%	280	280	160	134%	163	140%
LGV	1,244	1,213	1,008	1,050	-236	-19%	-162	-13%	899	899	-345	-28%	-314	-26%
Motorcycles	275	275	503	503	228	83%	228	83%	473	473	198	72%	198	72%
Total Motorised Vehicles	10,963	10,686	10,325	10,758	-638	-6%	72	1%	11,423	11,423	460	4%	736	7%

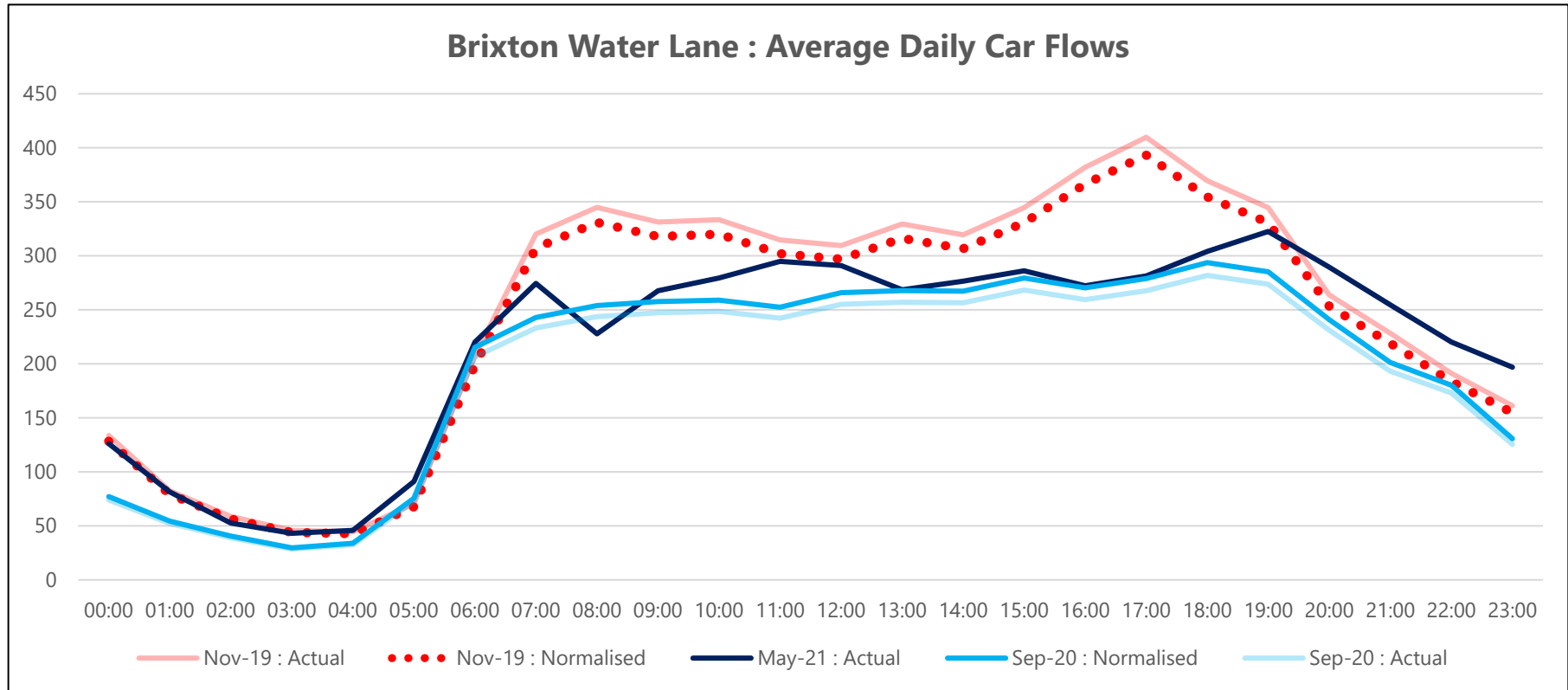
Brixton Water Lane (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Brixton Water Lane**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.

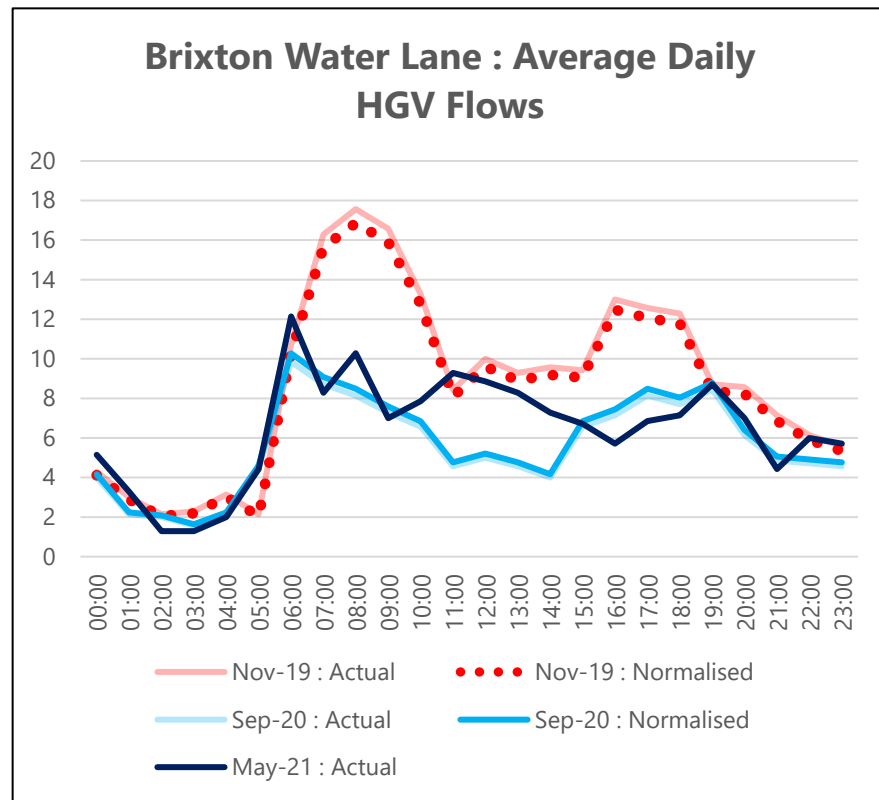
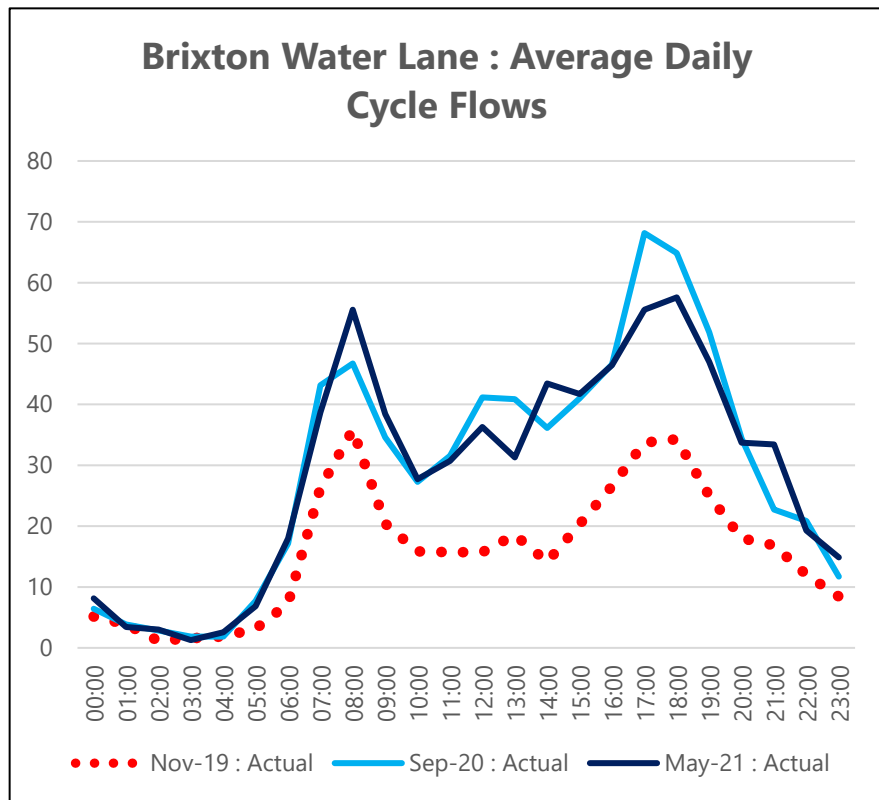


Basemap: ESRI

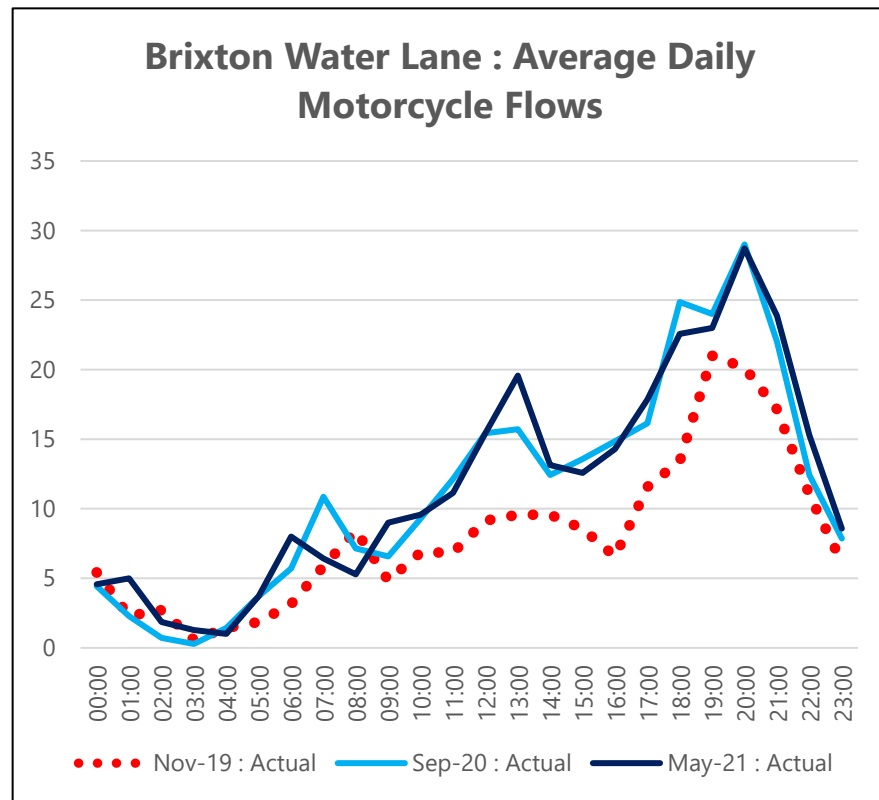
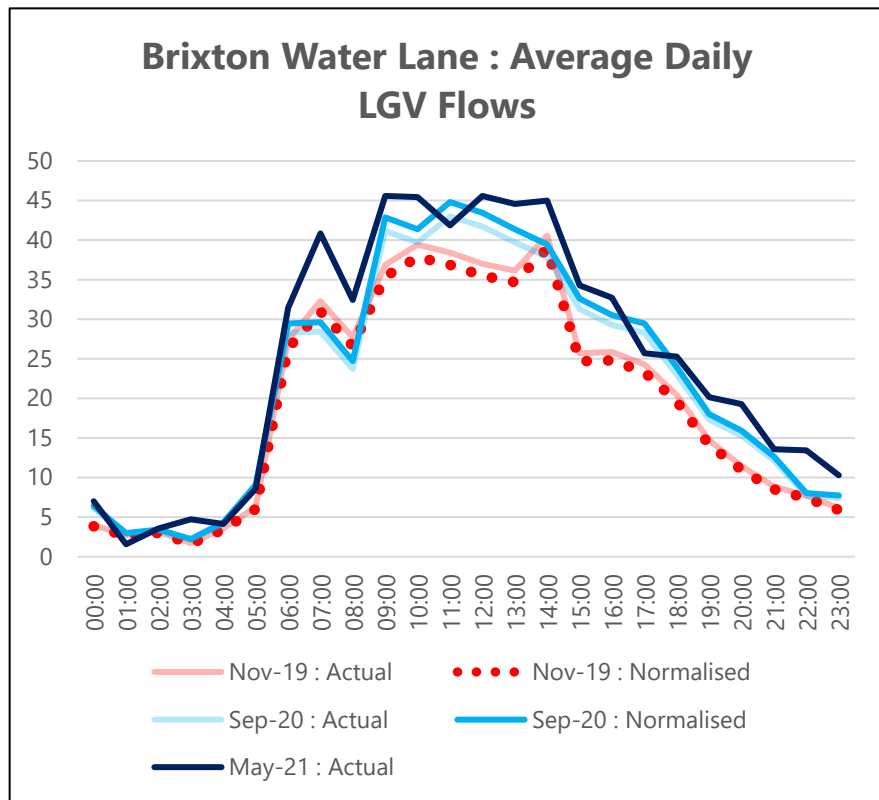
Brixton Water Lane



Brixton Water Lane



Brixton Water Lane

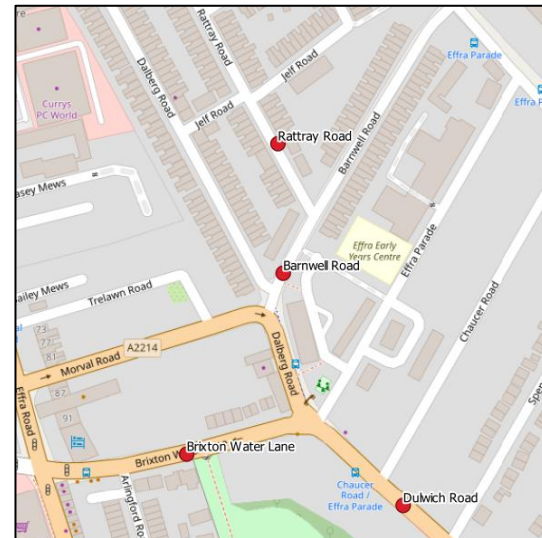
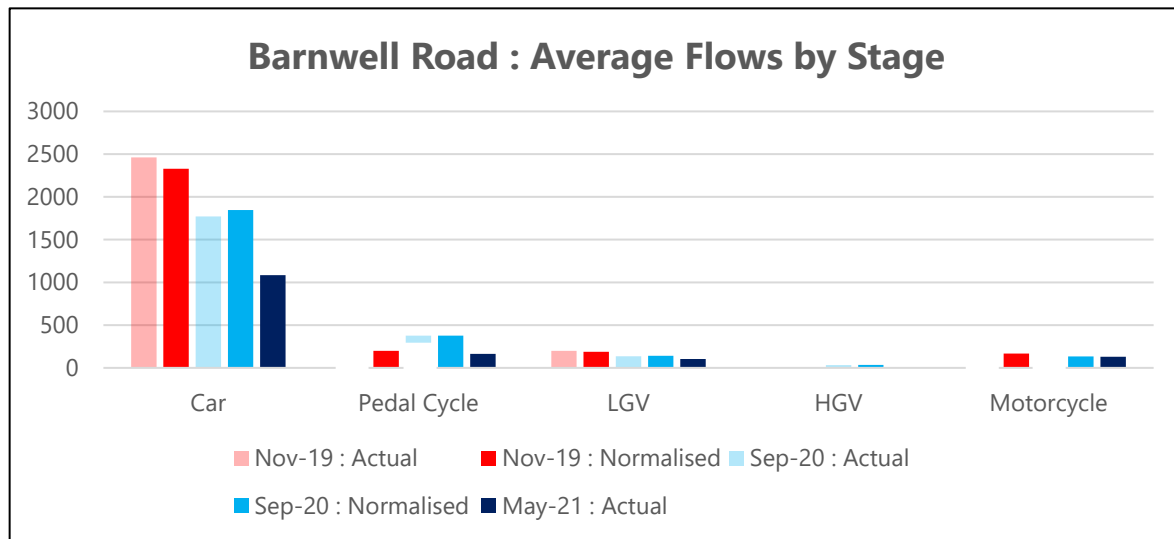


Brixton Water Lane – Summary Table

	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	5,941	5,702	4,563	4,754	-1,378	-23%	-947	-17%	5,269	5,269	-672	-11%	-433	-8%
Cycle	382	382	705	705	324	85%	324	85%	695	695	313	82%	313	82%
HGV	212	204	133	139	-79	-37%	-65	-32%	155	155	-57	-27%	-49	-24%
LGV	482	463	523	544	40	8%	82	18%	597	597	115	24%	134	29%
Motorcycles	194	194	273	273	79	41%	79	41%	282	282	88	45%	88	45%
Total Motorised Vehicles	6,636	6,368	5,219	5,438	-1,417	-21%	-930	-15%	6,021	6,021	-615	-9%	-347	-5%

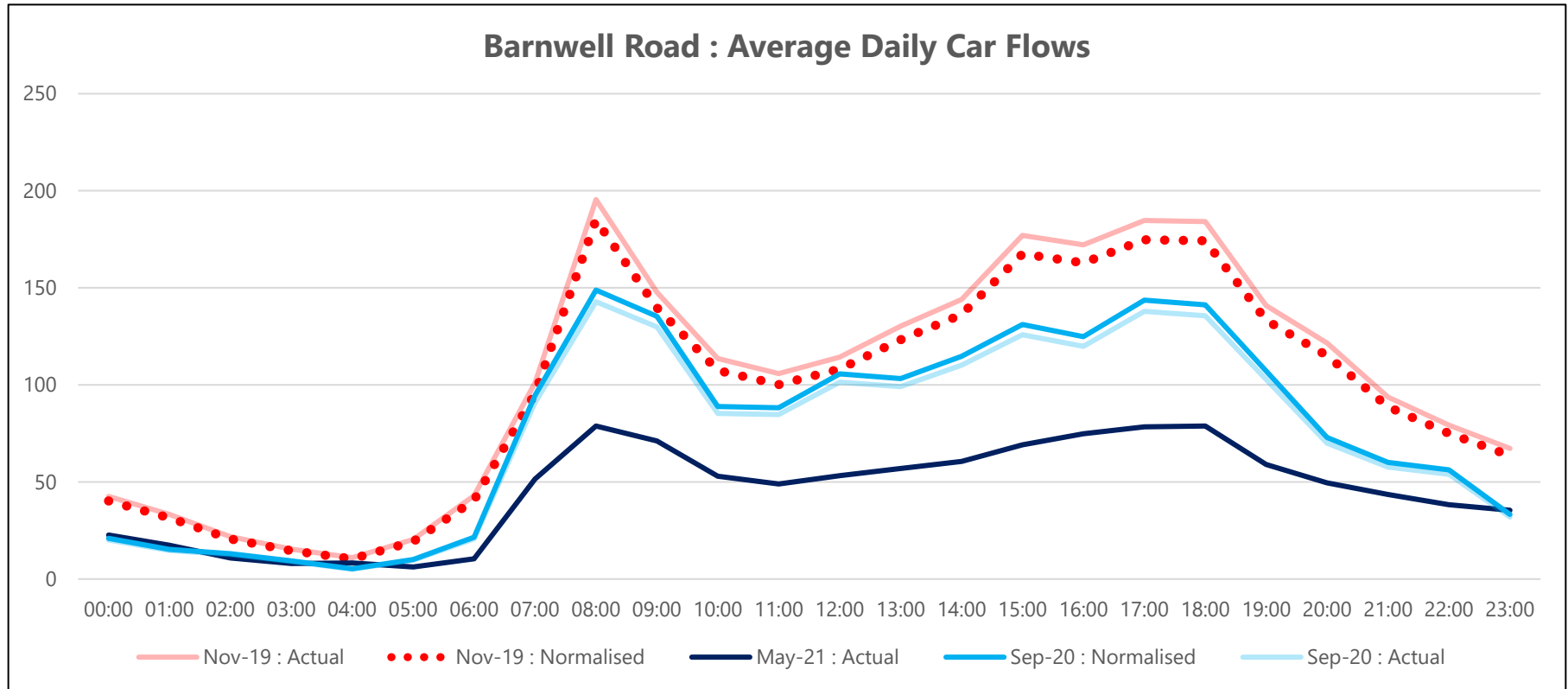
Barnwell Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Barnwell Road**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.



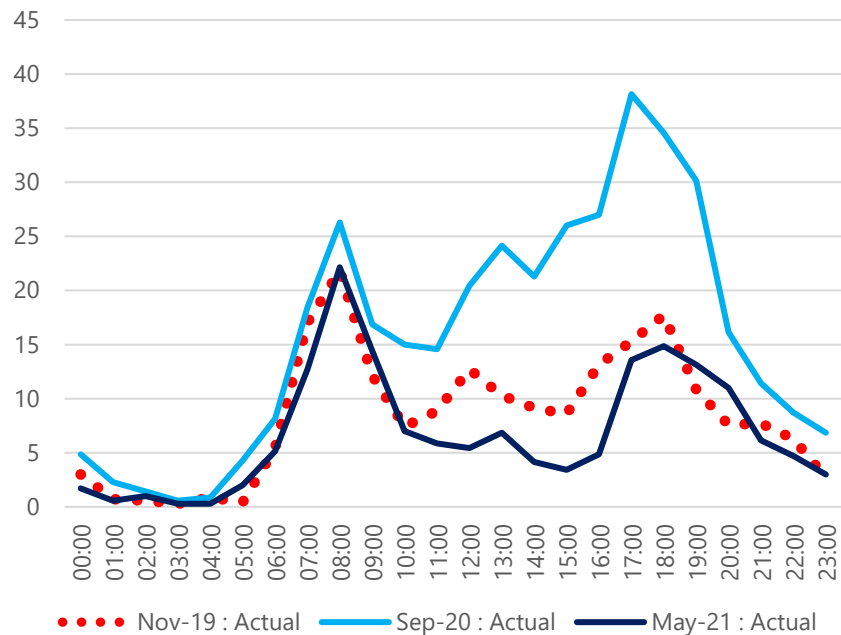
Basemap: ESRI

Barnwell Road

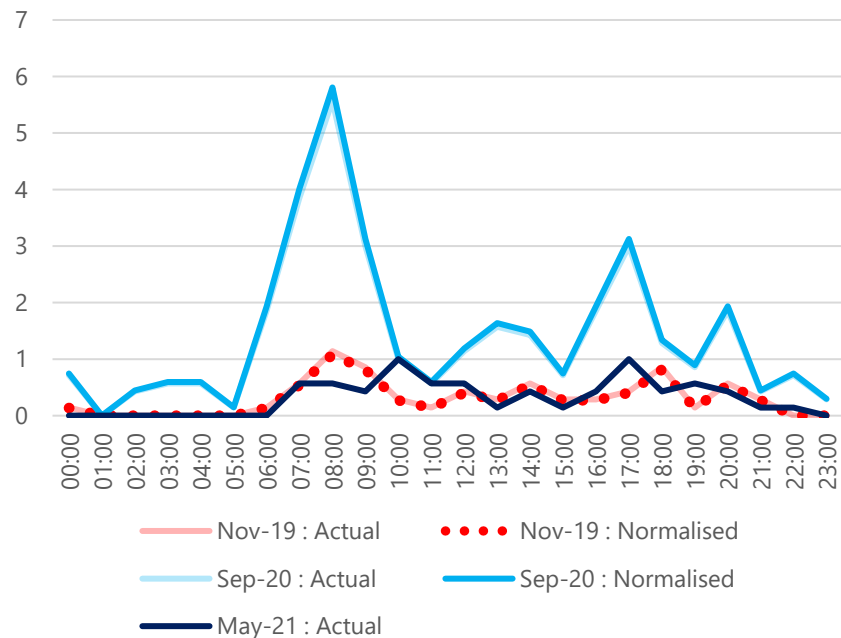


Barnwell Road

Barnwell Road : Average Daily Cycle Flows

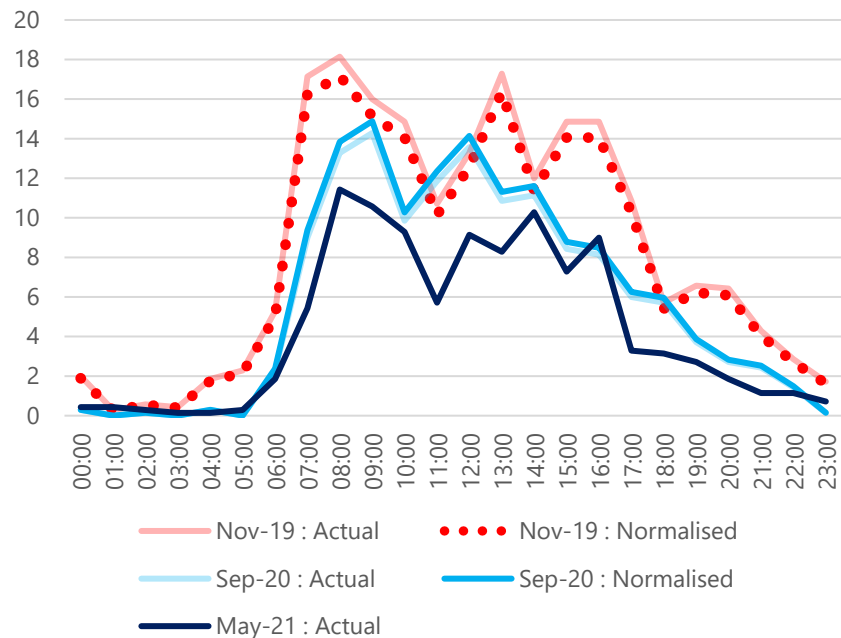


Barnwell Road : Average Daily HGV Flows

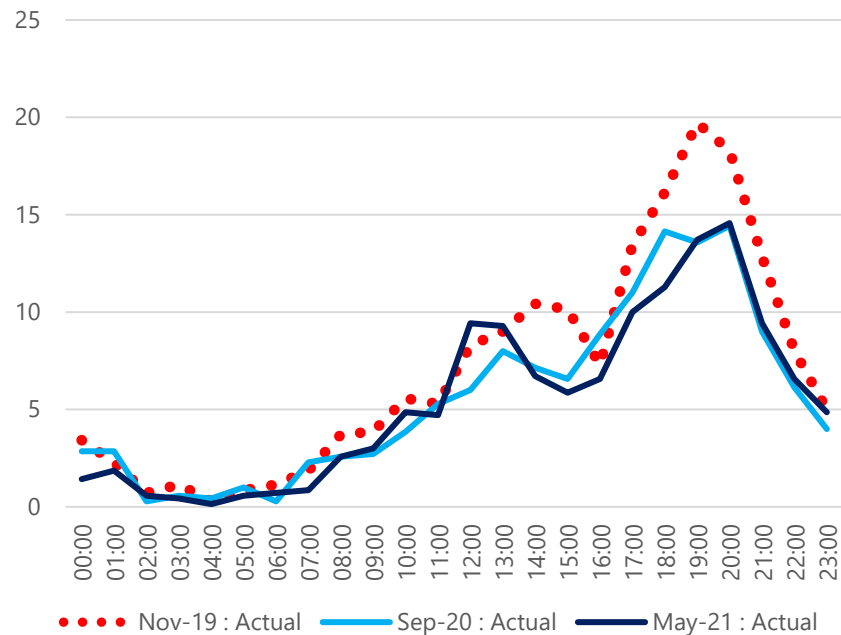


Barnwell Road

Barnwell Road : Average Daily LGV Flows



Barnwell Road : Average Daily Motorcycle Flows

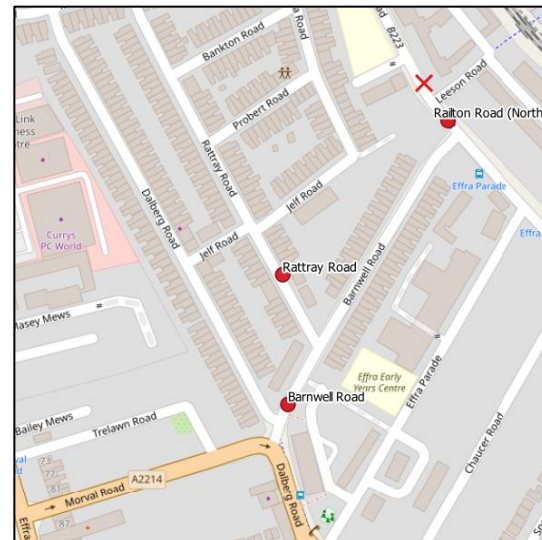
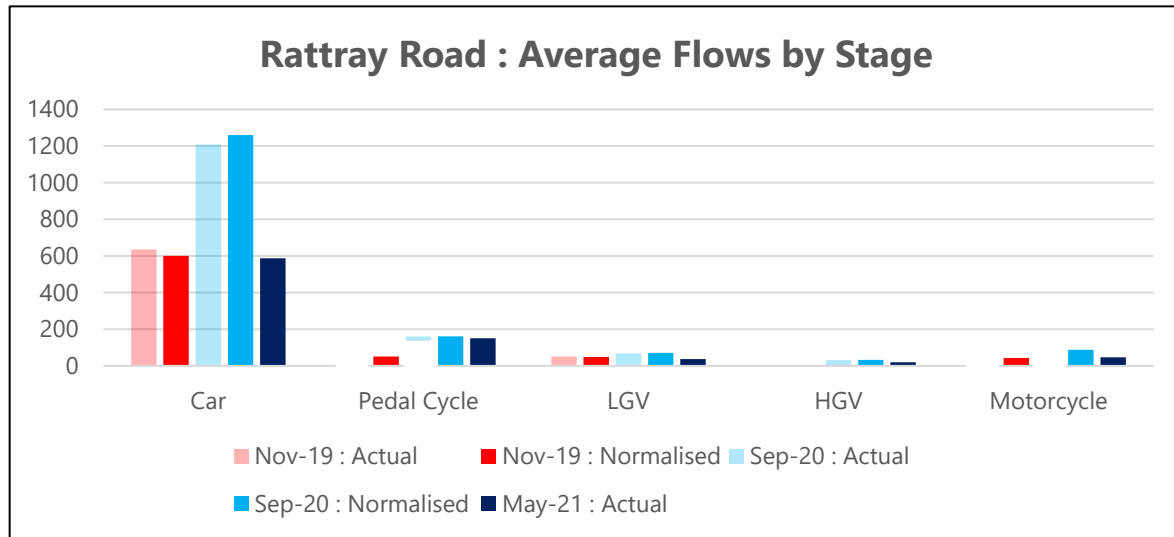


Barnwell Road – Summary Table

	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	2,461	2,328	1,772	1,846	-689	-28%	-482	-21%	1,086	1,086	-1,375	-56%	-1,242	-53%
Cycle	201	201	378	378	178	89%	178	89%	164	164	-36	-18%	-36	-18%
HGV	7	7	33	35	26	350%	28	396%	8	8	0	2%	1	8%
LGV	200	189	136	141	-65	-32%	-48	-25%	104	104	-96	-48%	-85	-45%
Motorcycles	169	169	134	134	-35	-21%	-35	-21%	130	130	-39	-23%	-39	-23%
Total Motorised Vehicles	2,668	2,525	1,941	2,022	-727	-27%	-502	-20%	1,197	1,197	-1,471	-55%	-1,327	-53%

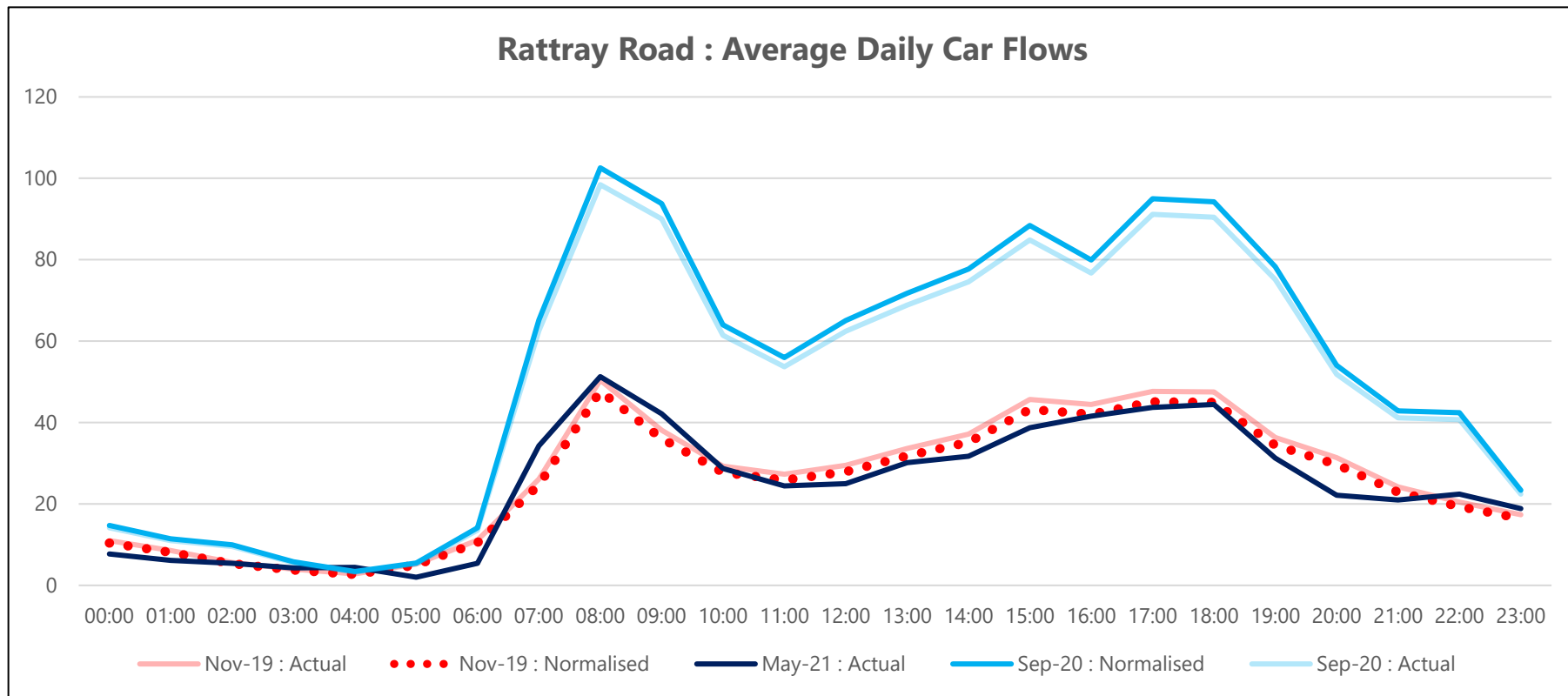
Ratray Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Ratray Road**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.
- As this site uses The Flowow to derive pre-implementation data, the hour-by-hour profile of flows has been approximated using a nearby road based on the daily vehicle volumes provided by The Flowow.

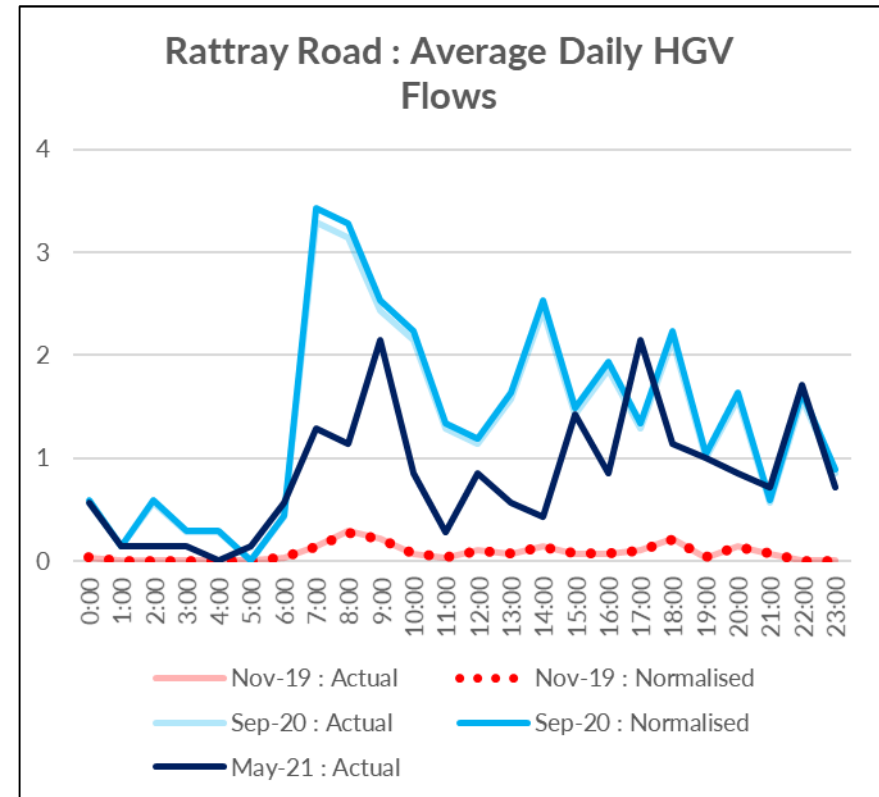
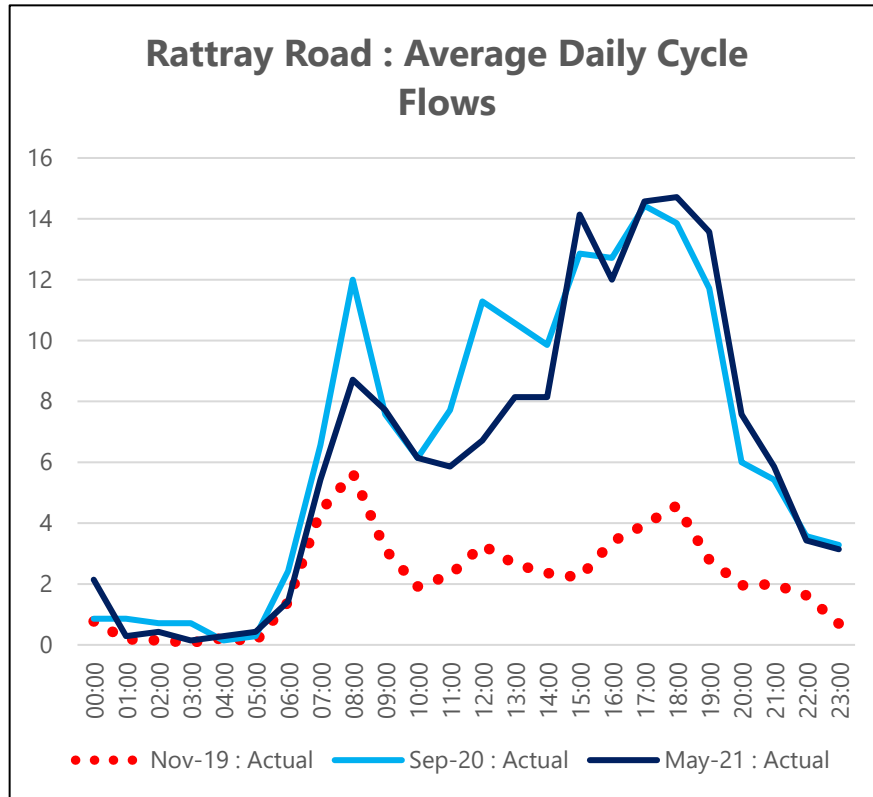


Basemap: ESRI

Rattray Road

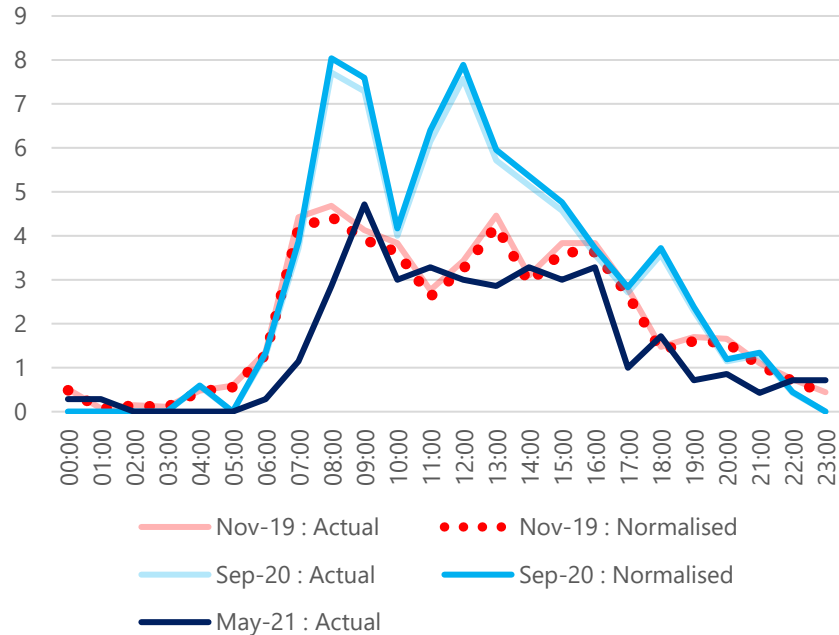


Ratray Road

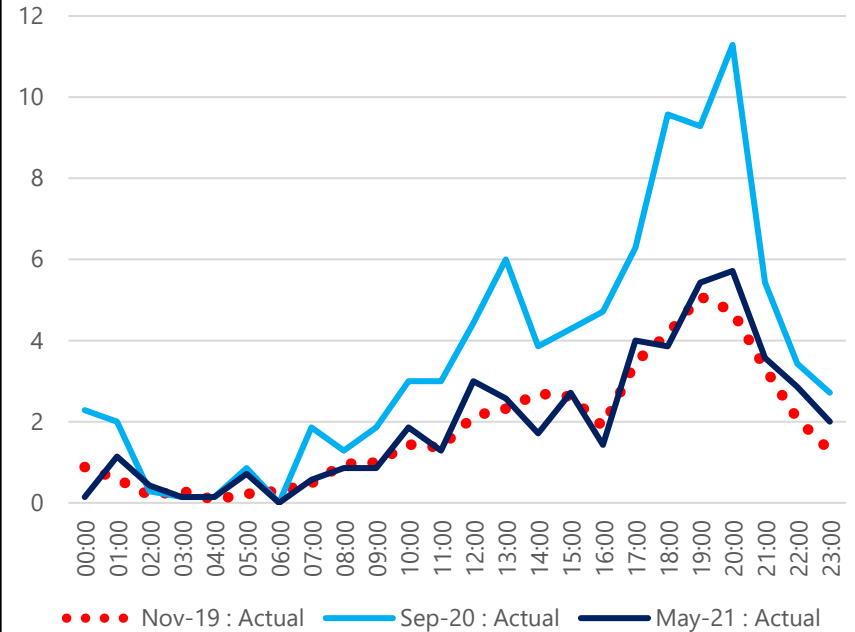


Ratray Road

Ratray Road : Average Daily LGV Flows



Ratray Road : Average Daily Motorcycle Flows

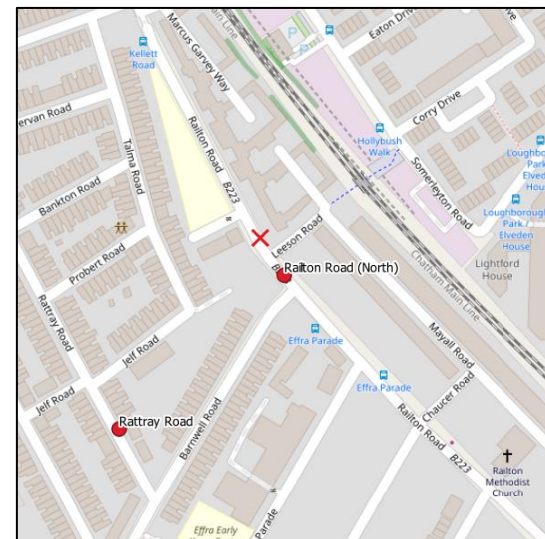
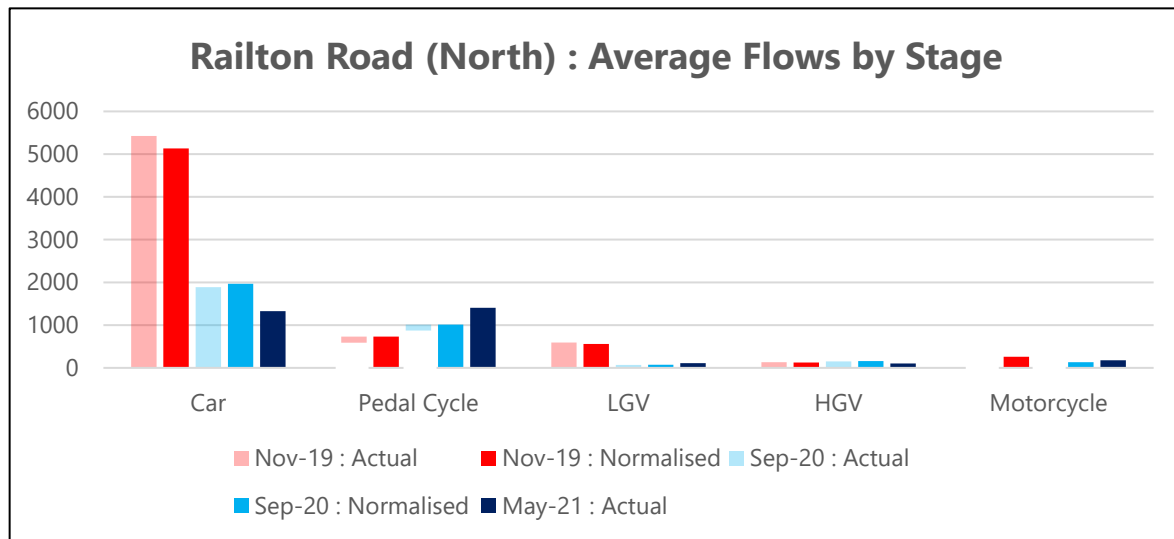


Rattray Road – Summary Table

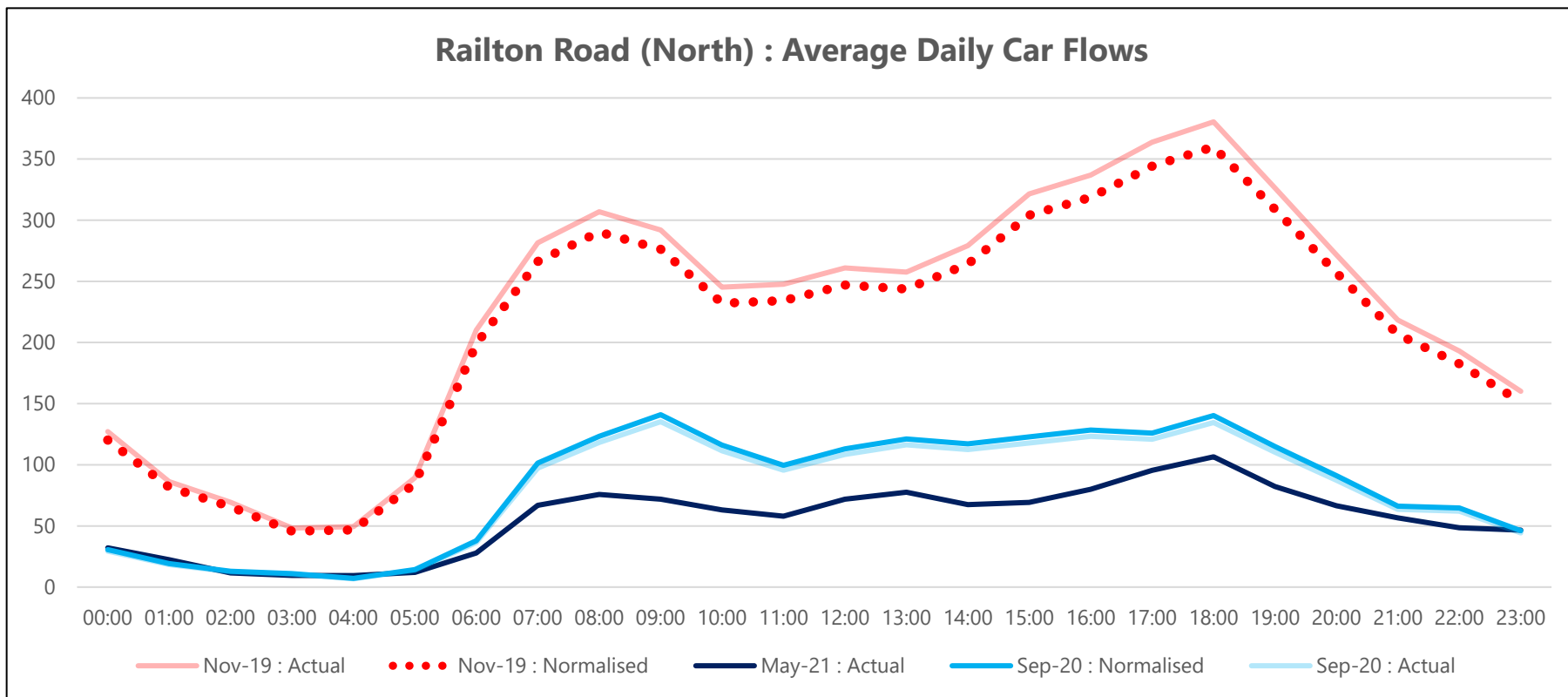
	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	635	601	1,209	1,260	574	90%	659	110%	587	587	-48	-8%	-14	-2%
Cycle	52	52	162	162	110	212%	110	212%	151	151	99	192%	99	192%
HGV	2	2	32	33	30	1569%	32	1738%	20	20	18	936%	18	995%
LGV	52	49	69	72	17	33%	23	46%	37	37	-14	-28%	-11	-23%
Motorcycles	44	44	88	88	44	102%	44	102%	47	47	3	8%	3	8%
Total Motorised Vehicles	689	652	1,310	1,364	621	90%	713	109%	645	645	-44	-6%	-7	-1%

Railton Road North (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Railton Road North**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.

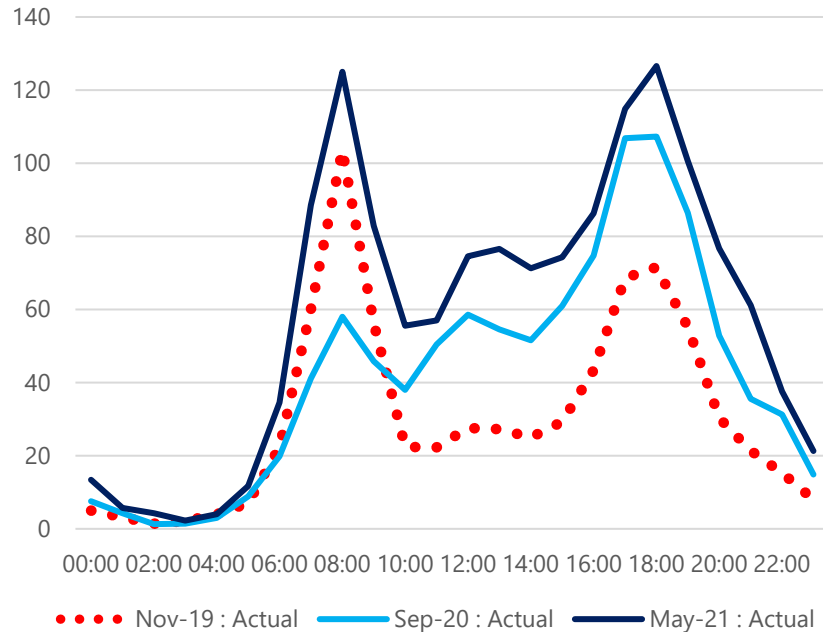


Railton Road North

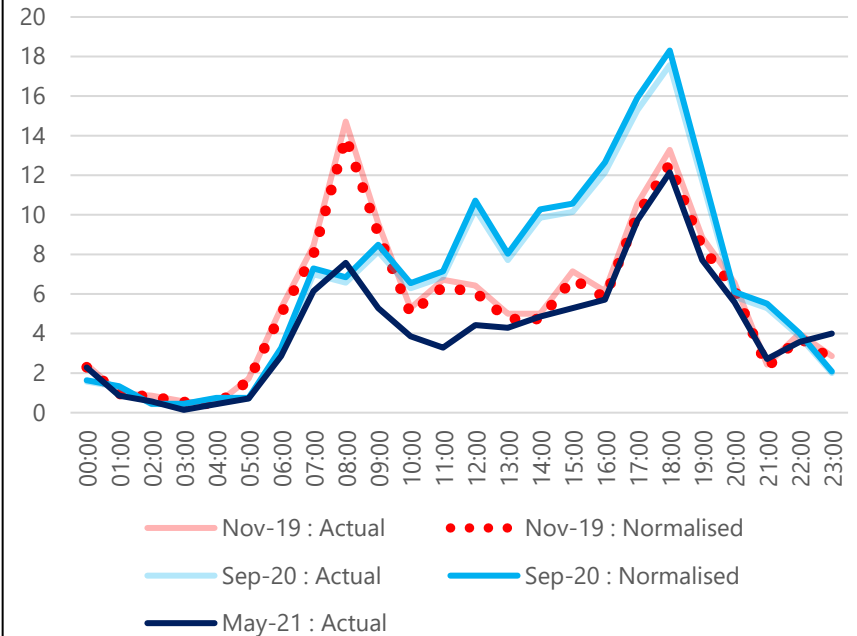


Railton Road North

Railton Road (North) : Average Daily Cycle Flows

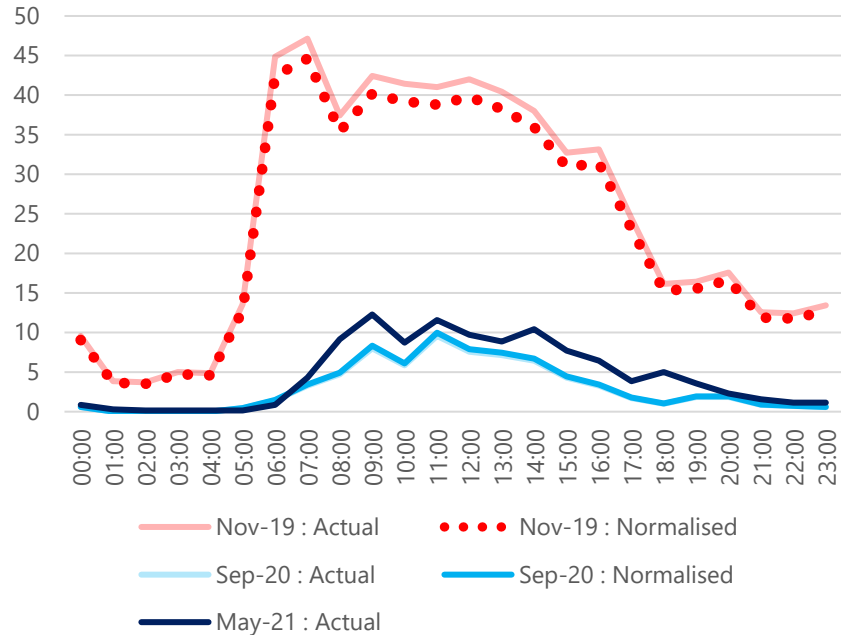


Railton Road (North) : Average Daily HGV Flows

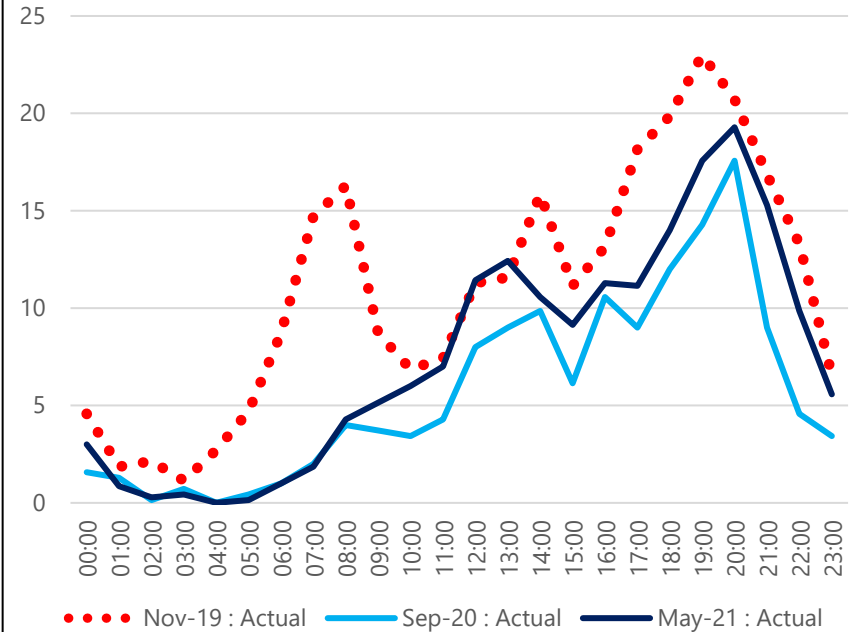


Railton Road North

Railton Road (North) : Average Daily LGV Flows



Railton Road (North) : Average Daily Motorcycle Flows

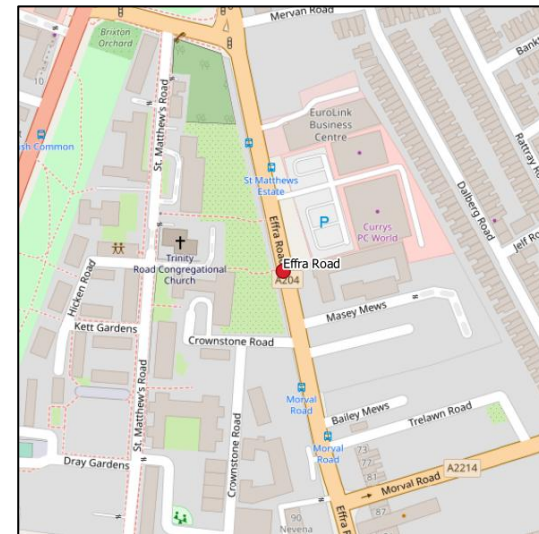
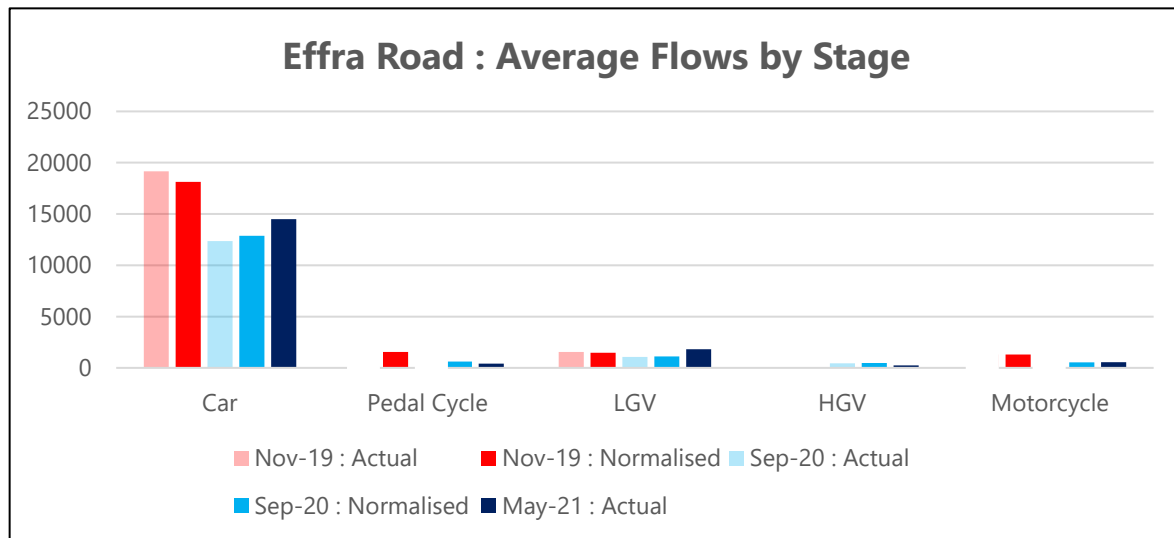


Railton Road North – Summary Table

	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	5,423	5,131	1,887	1,966	-3,536	-65%	-3,165	-62%	1,329	1,329	-4,094	-75%	-3,802	-74%
Cycle	733	733	1,015	1,015	283	39%	283	39%	1,407	1,407	674	92%	674	92%
HGV	135	128	155	161	20	14%	33	26%	104	104	-31	-23%	-24	-19%
LGV	594	562	71	74	-523	-88%	-488	-87%	110	110	-484	-81%	-452	-80%
Motorcycles	261	261	136	136	-125	-48%	-125	-48%	178	178	-84	-32%	-84	-32%
Total Motorised Vehicles	6,152	5,821	2,113	2,202	-4,039	-66%	-3,619	-62%	1,544	1,544	-4,609	-75%	-4,278	-73%

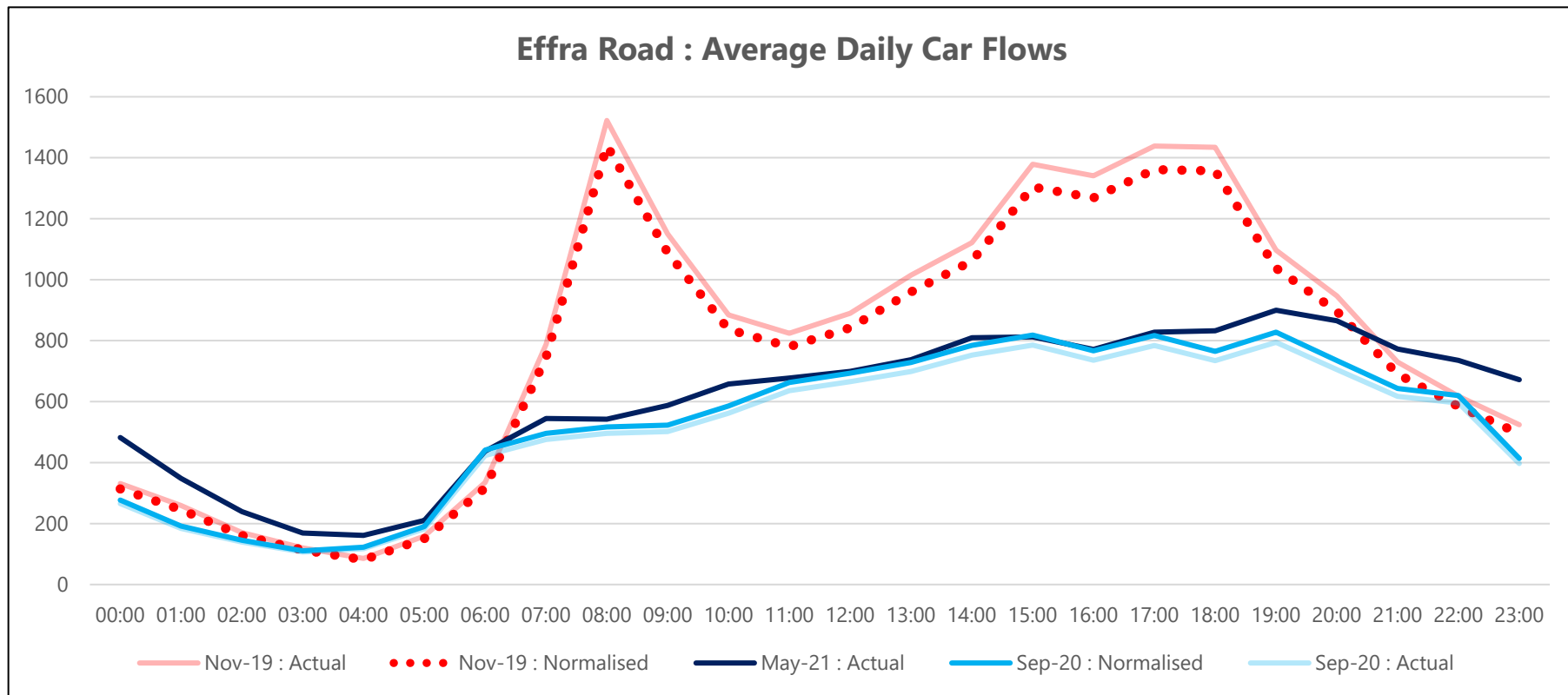
Effra Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Effra Road**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.
- As this site uses The Flowow to derive pre-implementation data, the hour-by-hour profile of flows has been approximated using a nearby road based on the daily vehicle volumes provided by The Flowow.



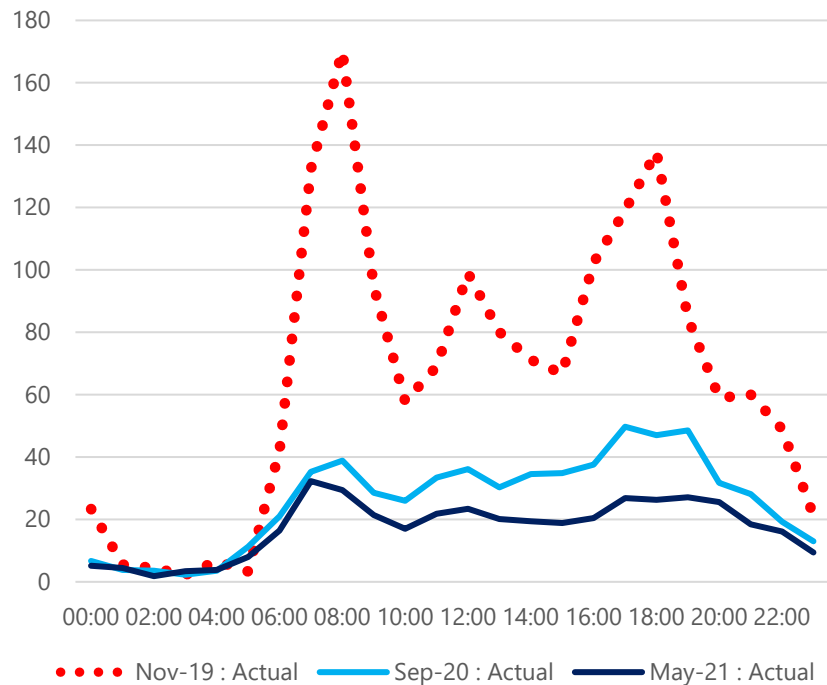
Basemap: ESRI

Effra Road

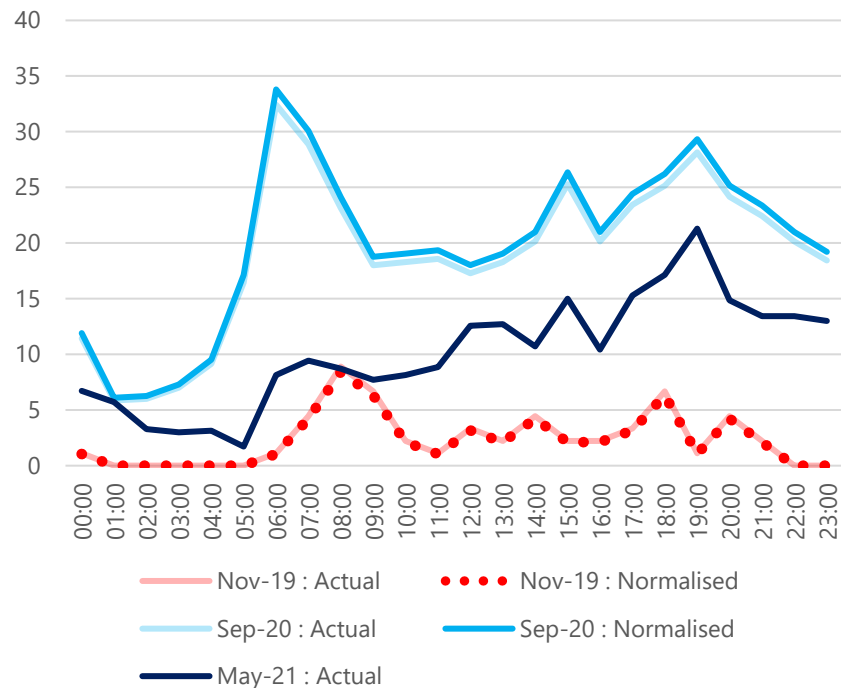


Effra Road

Effra Road : Average Daily Cycle Flows

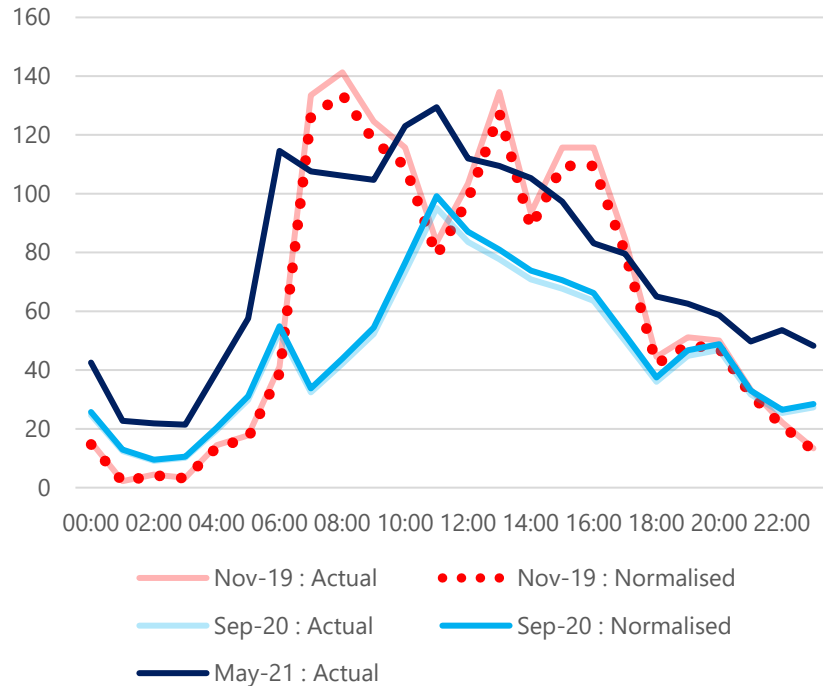


Effra Road : Average Daily HGV Flows

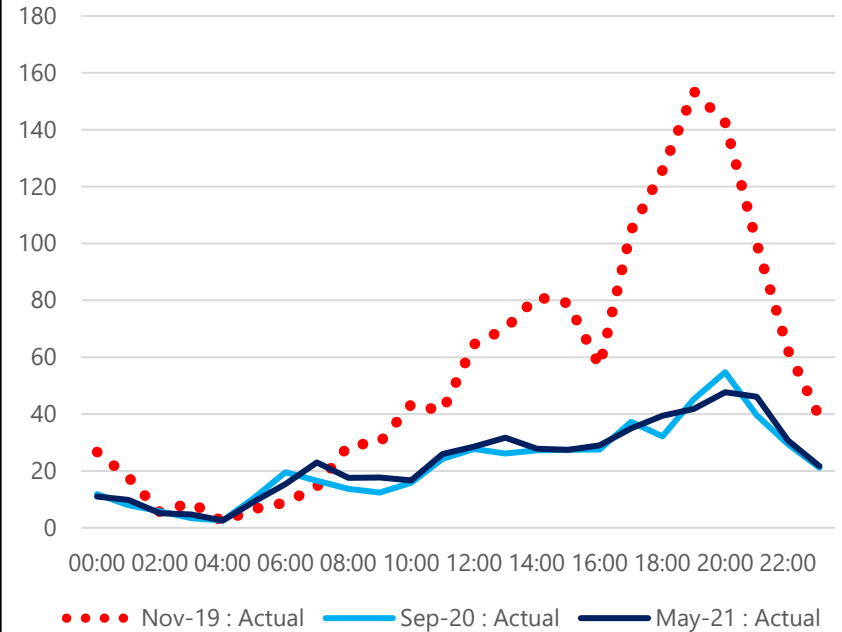


Effra Road

Effra Road : Average Daily LGV Flows



Effra Road : Average Daily Motorcycle Flows

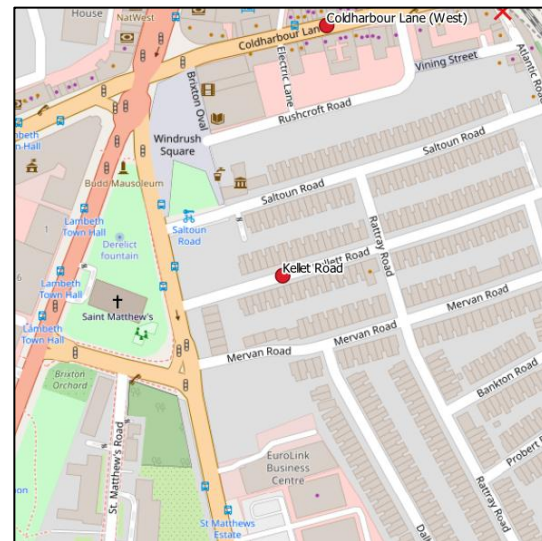
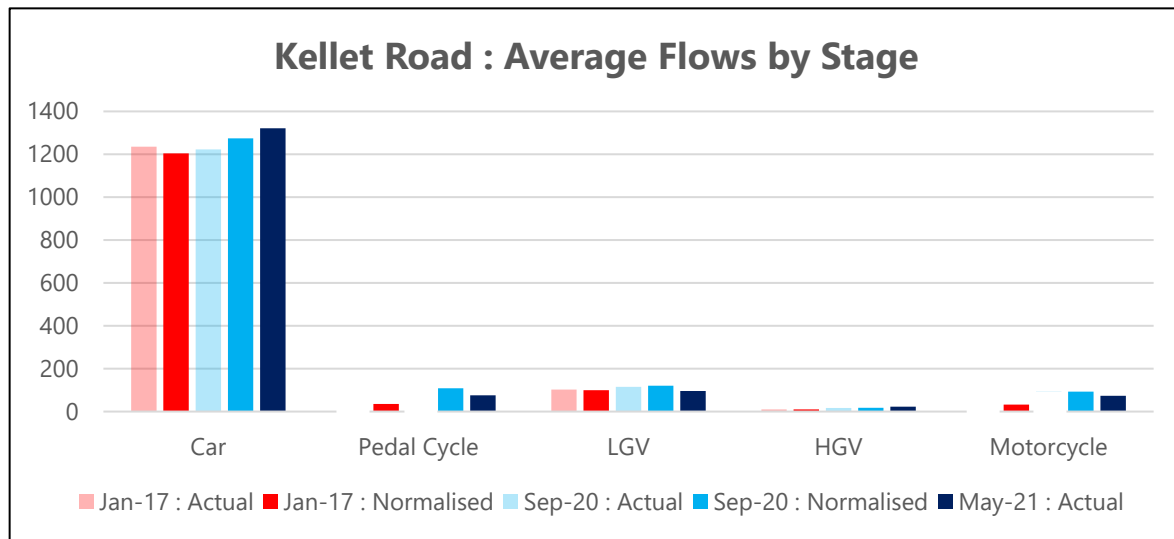


Effra Road – Summary Table

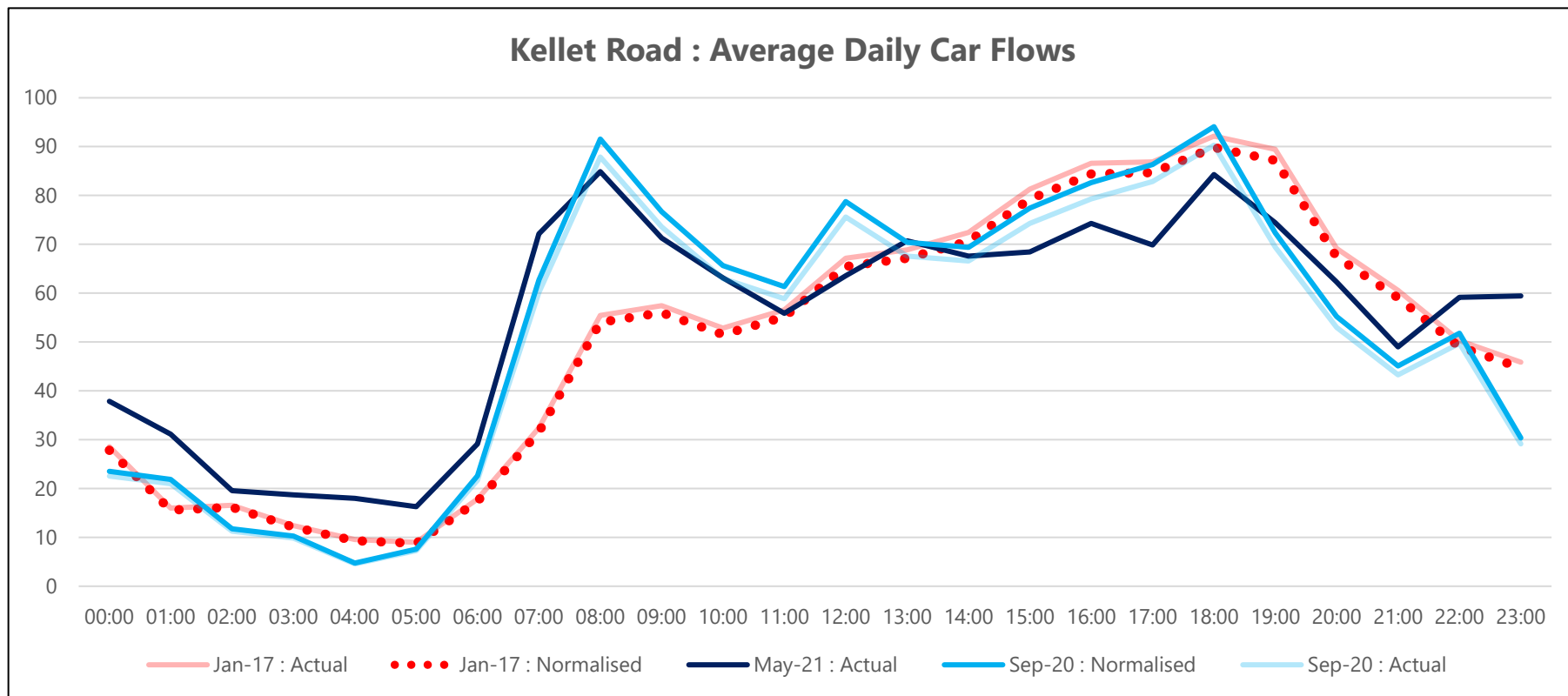
	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	19,161	18,129	12,356	12,874	-6,805	-36%	-5,254	-29%	14,492	14,492	-4,669	-24%	-3,637	-20%
Cycle	1,562	1,562	625	625	-937	-60%	-937	-60%	417	417	-1,145	-73%	-1,145	-73%
HGV	58	55	458	477	400	692%	423	772%	244	244	187	323%	190	347%
LGV	1,560	1,476	1,079	1,125	-480	-31%	-351	-24%	1,816	1,816	256	16%	340	23%
Motorcycles	1,314	1,314	540	540	-773	-59%	-773	-59%	566	566	-748	-57%	-748	-57%
Total Motorised Vehicles	20,778	19,659	13,894	14,476	-6,884	-33%	-5,183	-26%	16,552	16,552	-4,226	-20%	-3,107	-16%

Kellet Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Kellet Road**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from September 2020 and May 2021.

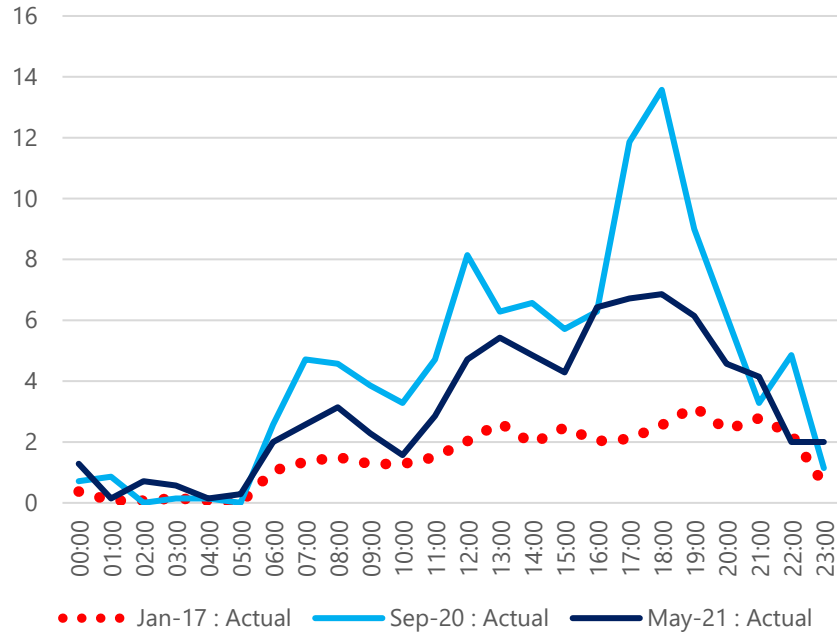


Kellet Road

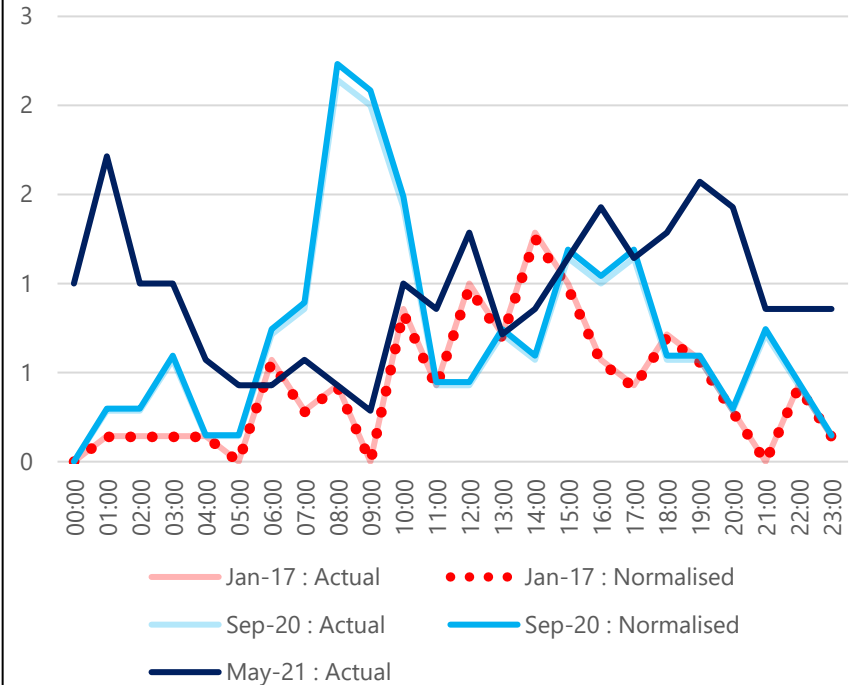


Kellet Road

Kellet Road : Average Daily Cycle Flows

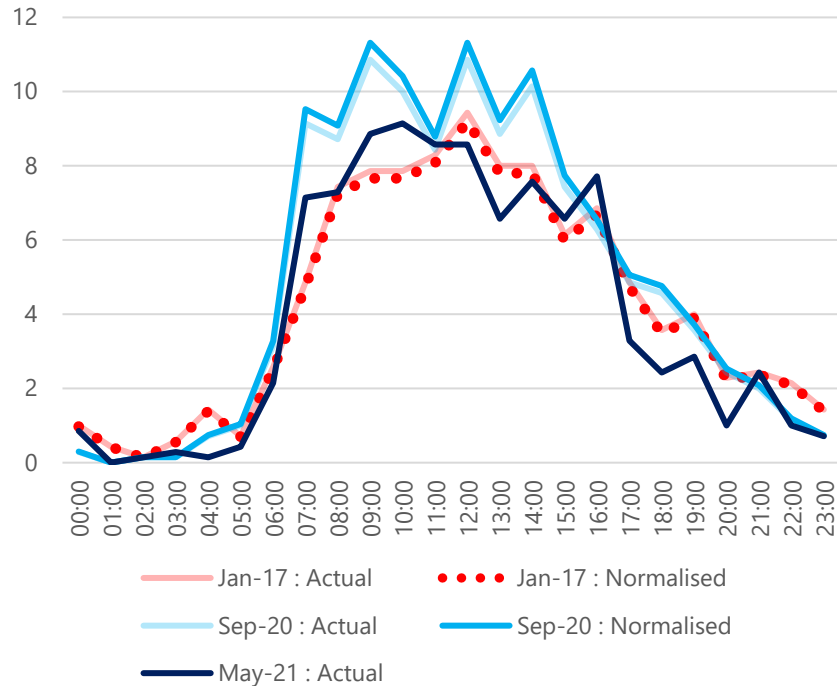


Kellet Road : Average Daily HGV Flows

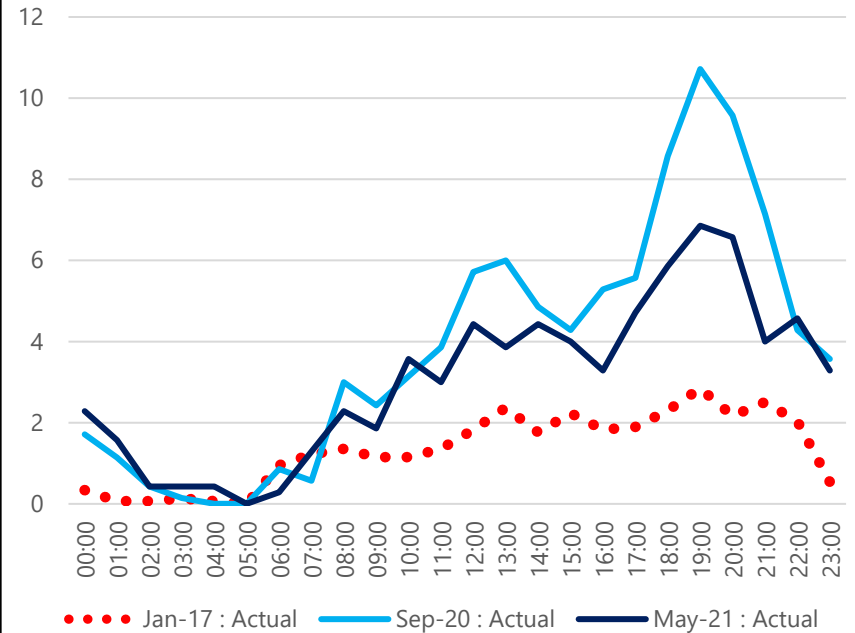


Kellet Road

Kellet Road : Average Daily LGV Flows



Kellet Road : Average Daily Motorcycle Flows

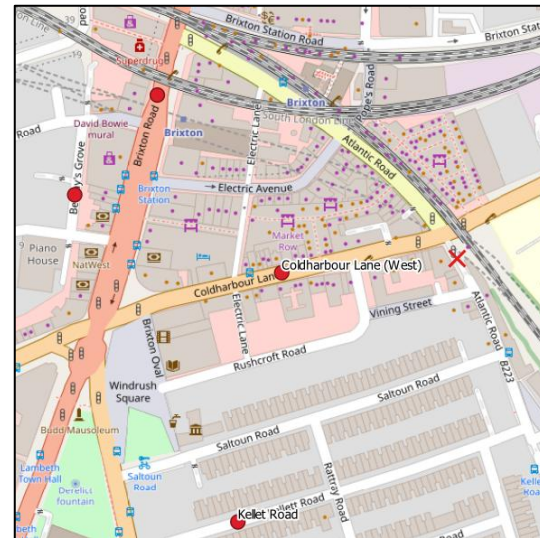
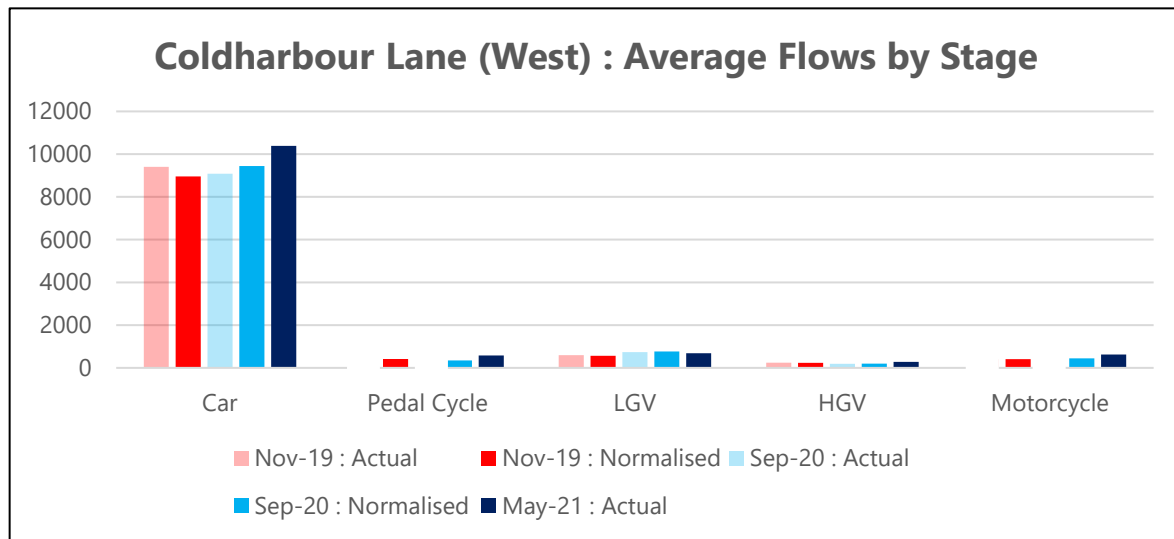


Kellet Road – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Jan-17 -> Sep-20 : Actual Difference	Jan-17 -> Sep-20 : Actual % Difference	Jan-17 -> Sep-20 : Normalised Difference	Jan-17 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Jan-17 -> May-21 : Actual Difference	Jan-17 -> May-21 : Actual % Difference	Jan-17 -> May-21 : Normalised Difference	Jan-17 -> May-21 : Normalised % Difference
Car	1,235	1,204	1,223	1,274	-13	-1%	70	6%	1,321	1,321	86	7%	117	10%
Cycle	36	36	108	108	73	204%	73	204%	76	76	40	112%	40	112%
HGV	10	10	17	17	6	63%	7	74%	23	23	12	121%	13	127%
LGV	102	100	115	120	13	13%	21	21%	96	96	-7	-6%	-4	-4%
Motorcycles	32	32	93	93	61	189%	61	189%	73	73	41	128%	41	128%
Total Motorised Vehicles	1,348	1,314	1,355	1,412	7	1%	98	7%	1,439	1,439	92	7%	126	10%

Coldharbour Lane West (Daily Flows)

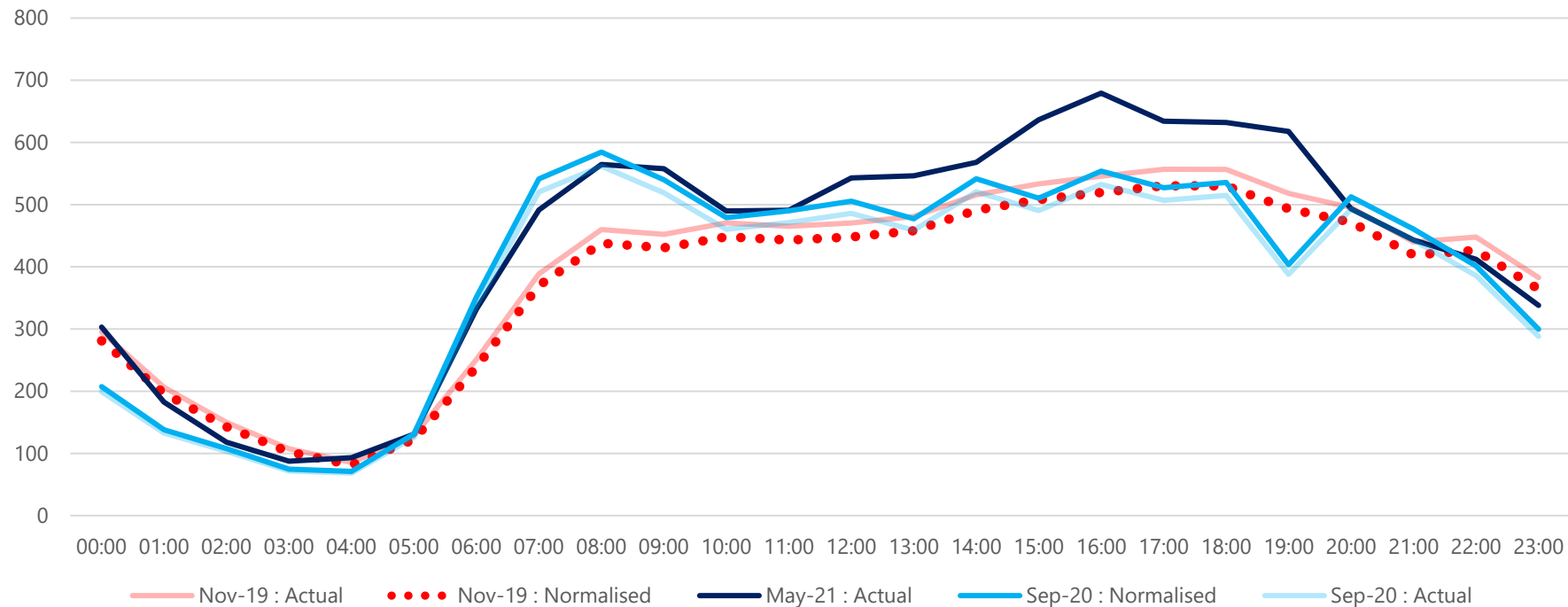
- The charts below and on the following pages show the normalised **average daily flows on Coldharbour Lane West**, showing the difference between pre-implementation flows collected in November 2019 and post-implementation flows from September 2020 and May 2021.
- Data in the baseline was not available for the Sunday of the week surveyed; therefore, all average daily totals and comparisons are for Monday-Saturday (6 days) only.



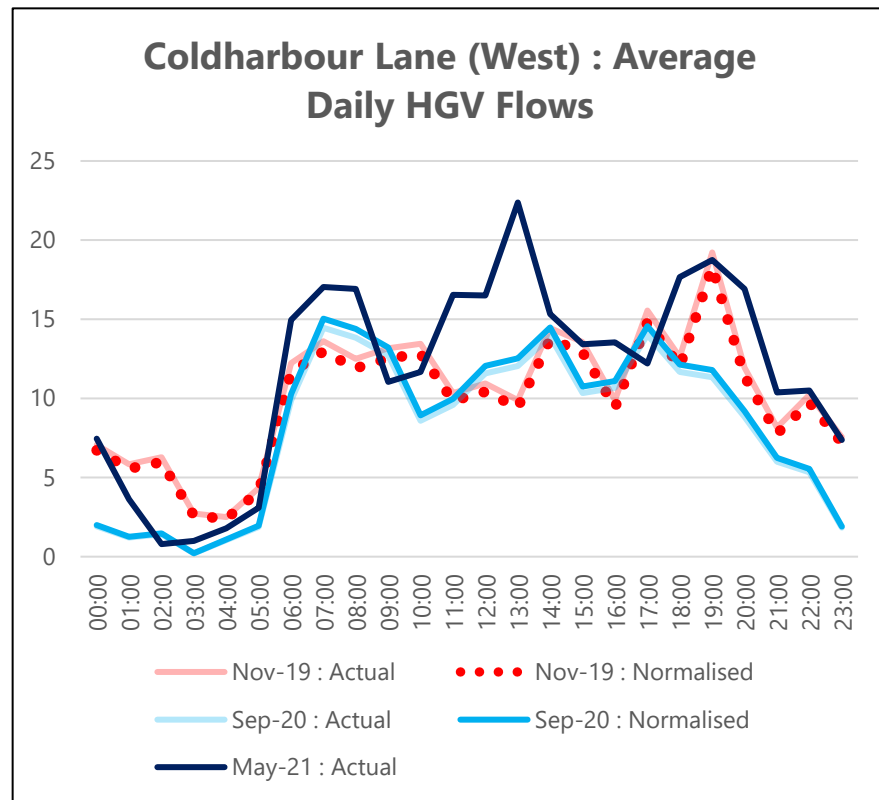
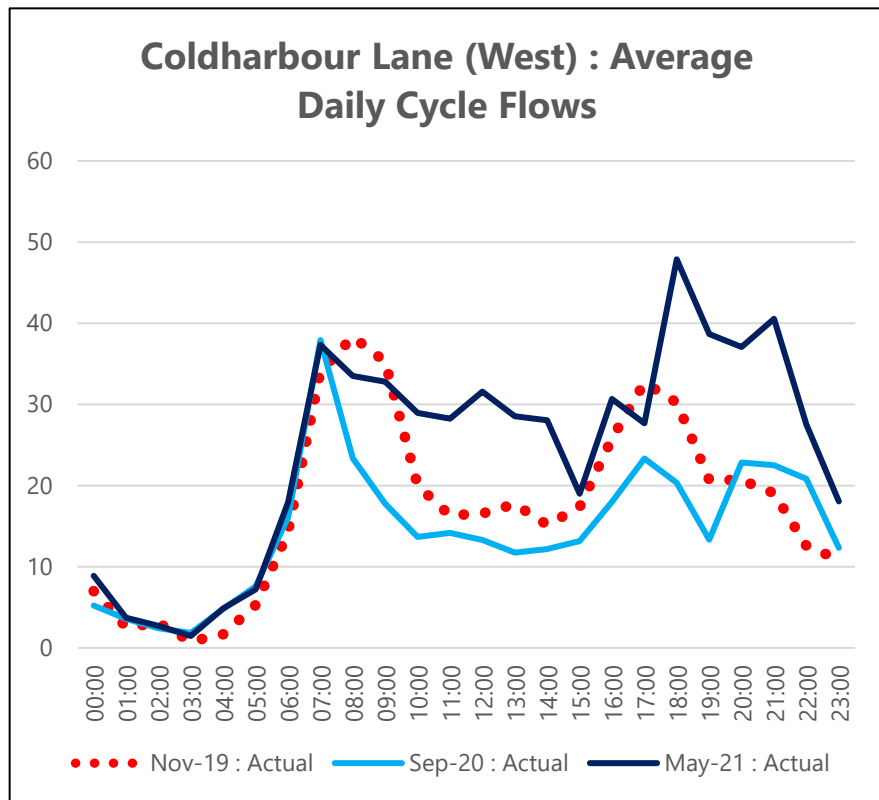
Basemap: ESRI

Coldharbour Lane West

Coldharbour Lane (West) : Average Daily Car Flows

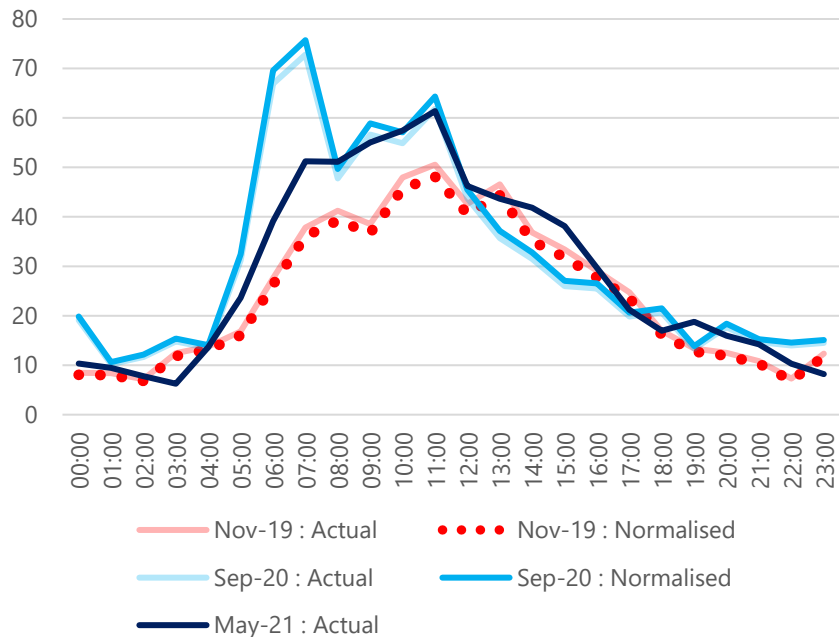


Coldharbour Lane West

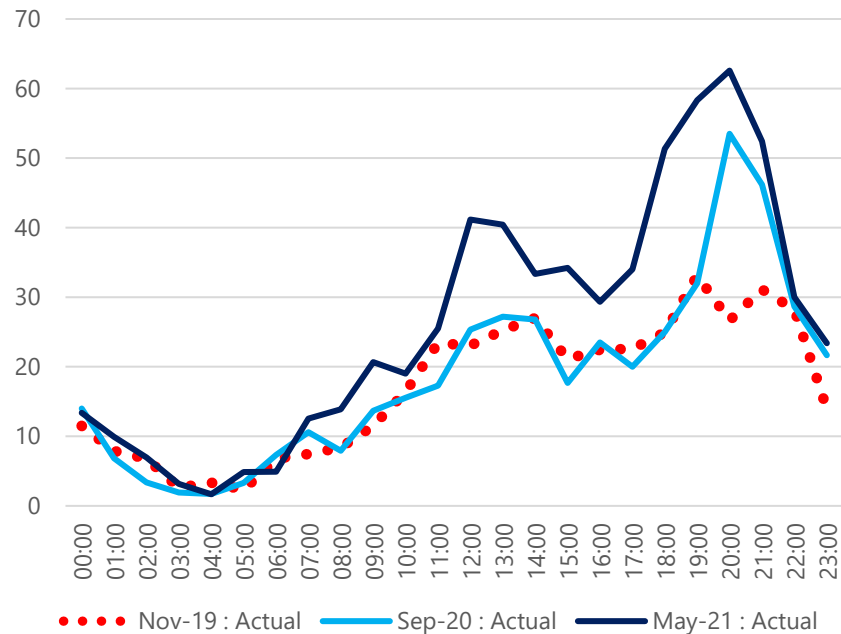


Coldharbour Lane West

Coldharbour Lane (West) : Average Daily LGV Flows



Coldharbour Lane (West) : Average Daily Motorcycle Flows



Coldharbour Lane West– Summary Table

	Nov-19 : Actual	Nov-19 : Normalised	Sep-20 : Actual	Sep-20 : Normalised	Nov-19 -> Sep-20 : Actual Difference	Nov-19 -> Sep-20 : Actual % Difference	Nov-19 -> Sep-20 : Normalised Difference	Nov-19 -> Sep-20 : Normalised % Difference	May-21 : Actual	May-21 : Normalised	Nov-19 -> May-21 : Actual Difference	Nov-19 -> May-21 : Actual % Difference	Nov-19 -> May-21 : Normalised Difference	Nov-19 -> May-21 : Normalised % Difference
Car	9,404	8,955	9,080	9,445	-324	-3%	490	5%	10,384	10,384	981	10%	1,429	16%
Cycle	418	418	352	352	-66	-16%	-66	-16%	583	583	165	39%	165	39%
HGV	248	236	194	202	-54	-22%	-34	-14%	281	281	33	13%	45	19%
LGV	597	569	738	768	141	24%	199	35%	692	692	94	16%	123	22%
Motorcycles	408	408	451	451	43	11%	43	11%	627	627	219	54%	219	54%
Total Motorised Vehicles	10,249	9,760	10,012	10,415	-237	-2%	655	7%	11,357	11,357	1,108	11%	1,597	16%