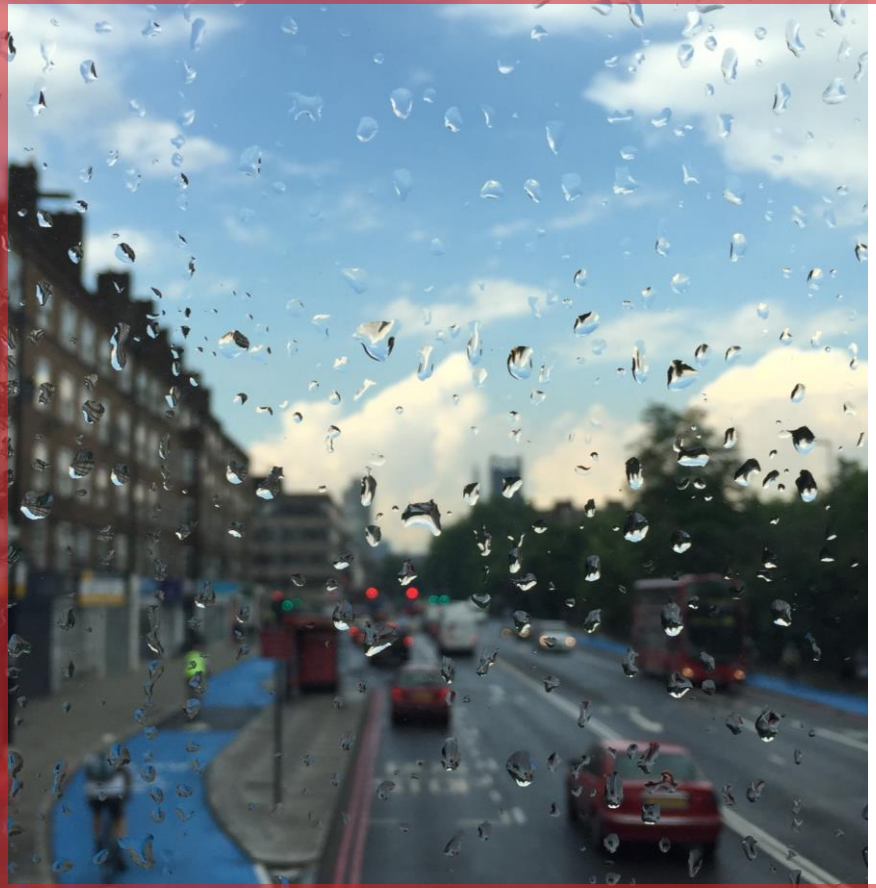
Ferndale Low Traffic Neighbourhood

Monitoring Study

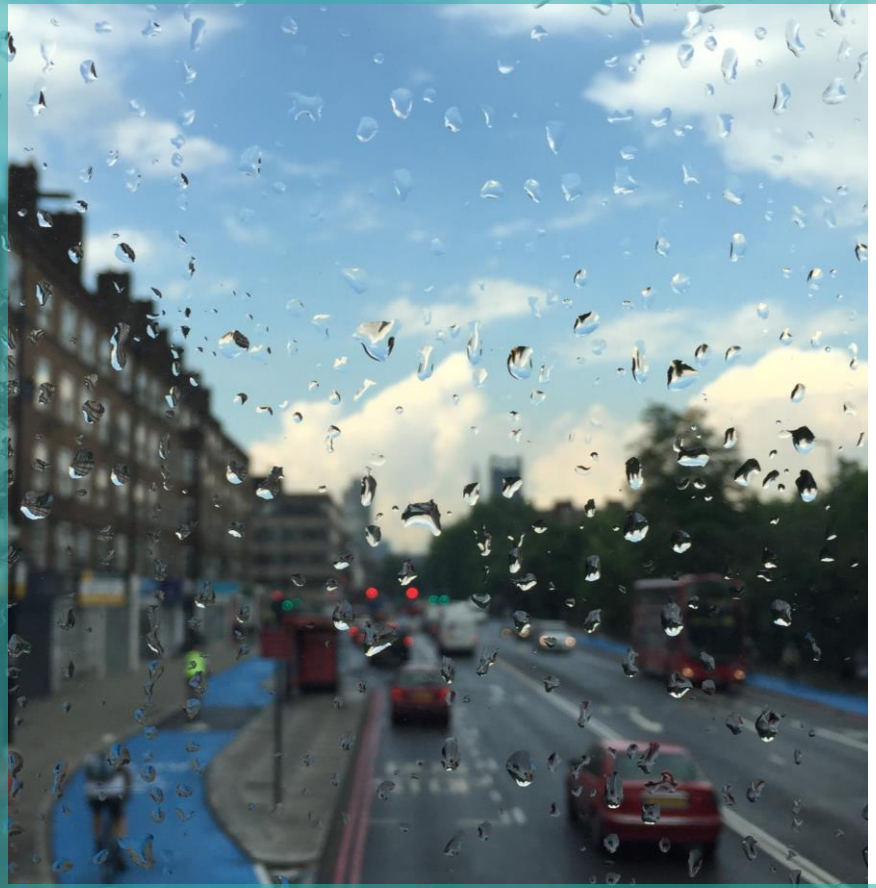
SYSTRA



About SYSTRA

Introducing SYSTRA

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



Monitoring Study

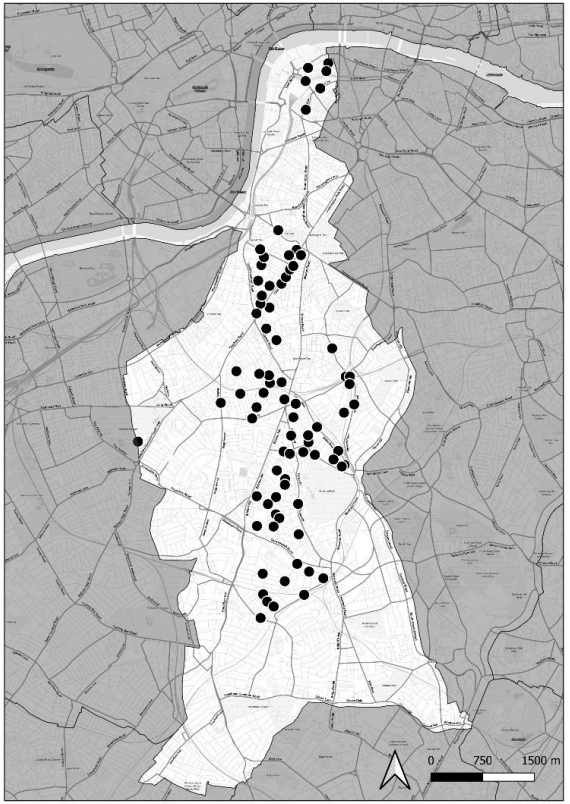
Scheme Background

- LB Lambeth is in the process of delivering its emergency COVID-19 transport response, which is primarily formed of filters to form Low Traffic Neighbourhoods (LTNs), which have been chosen in accordance with Appendix 6 of TfL's Streetspace guidance.
- In the short term, these measures are intended to:
  - Assist residents in **social distancing**
  - Enable **essential journeys** to be made safely
  - Support the local economy with **increased footfall**
- Over the longer term, the introduction of Lambeth LTNs aims to promote a wider modeshift away from vehicle use towards active travel (walking and cycling) and public transport, improving air quality and safety, and reducing greenhouse gas emissions.
- Because these measures were implemented under Experimental Traffic Orders (ETOs), it is crucial that data collection and analysis is completed to inform future decisions about these measures.

Source: TfL

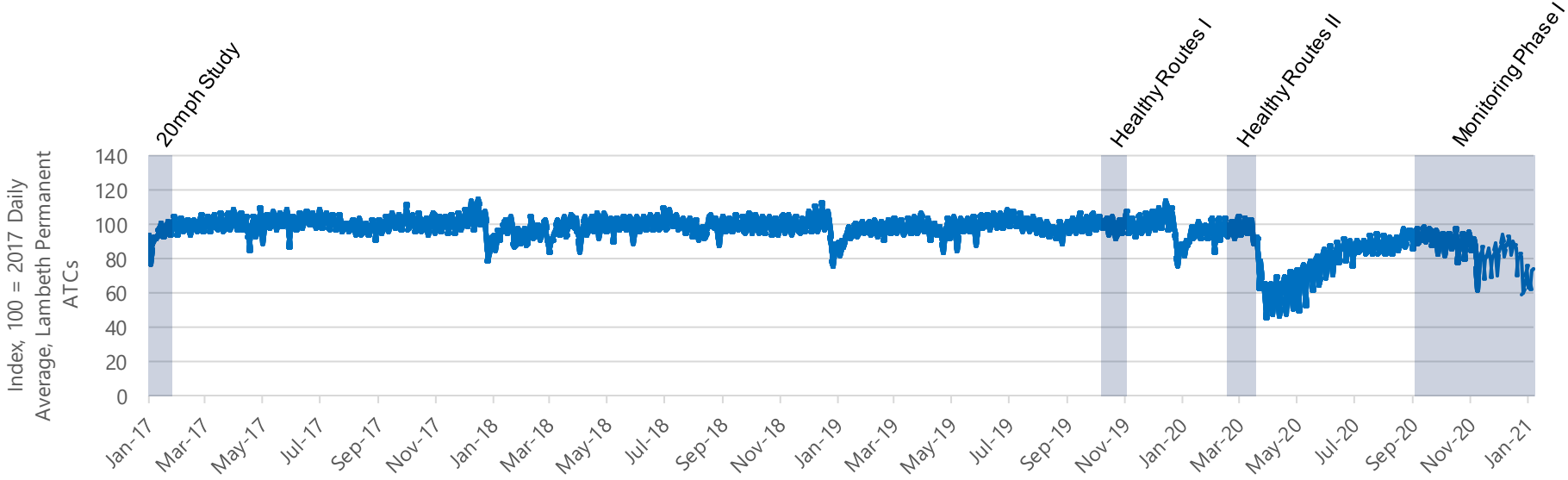
Monitoring Programme

- SYSTRA will be leading the monitoring programme for LB Lambeth's new Low Traffic Neighbourhoods, with data collection completed by survey company MHTC.
- Across the Borough, data will be collected at 82 individual points using Automatic Traffic Counters (ATCs) for a full seven-day week, providing flows and speeds by vehicle type. This will then be **compared to historic data** from those sites or a suitable proxy to **understand the impact of the LTNs** on different modes during different time periods.
- Monitoring for the LTNs will be completed over three stages:
  - **Stage 1:** Directly before enforcement
  - **Stage 2:** Five months after enforcement, prior to LB Lambeth's six month review point
  - **Stage 3:** Eleven months after enforcement, prior to LB Lambeth's one year review point
- For qualitative feedback from residents, LB Lambeth is also running a Commonplace consultation.



Historic Datasets

- The historic datasets used for comparison for this monitoring programme are from the following studies, with their timings set out on the chart at the bottom of the page - this also shows background flows from TfL's continual traffic counts (in blue):
  - **Healthy Routes:** two rounds of data collection to support development of Healthy Cycling Routes
  - **20mph Study**: data collected to underpin analysis on the 20mph Borough-wide speed limit
  - **The Floow**: GPS telemetry data, providing detail on vehicle routing through neighbourhood cells; this data will be used indirectly to create a scaling factor to adjust Healthy Routes data for roads where no historic data was collected

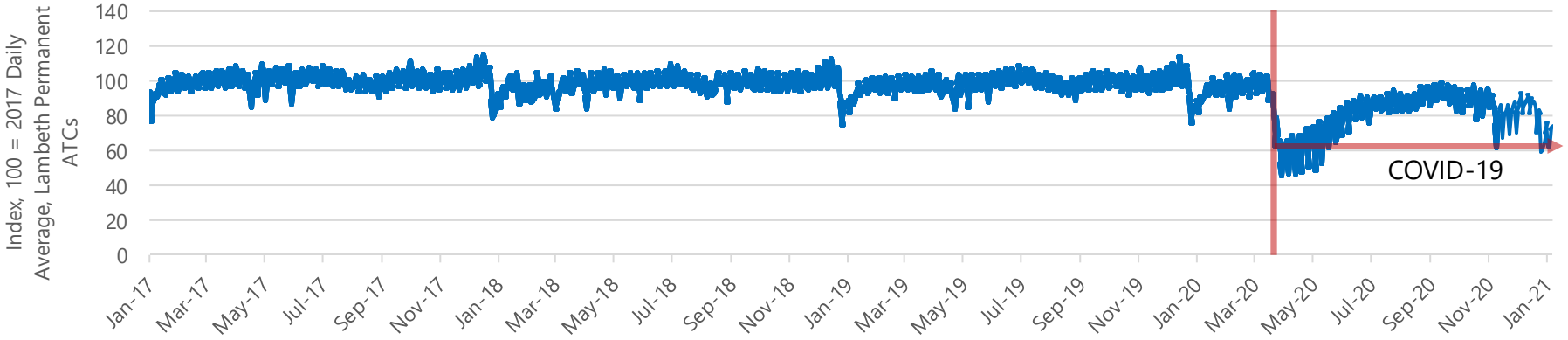


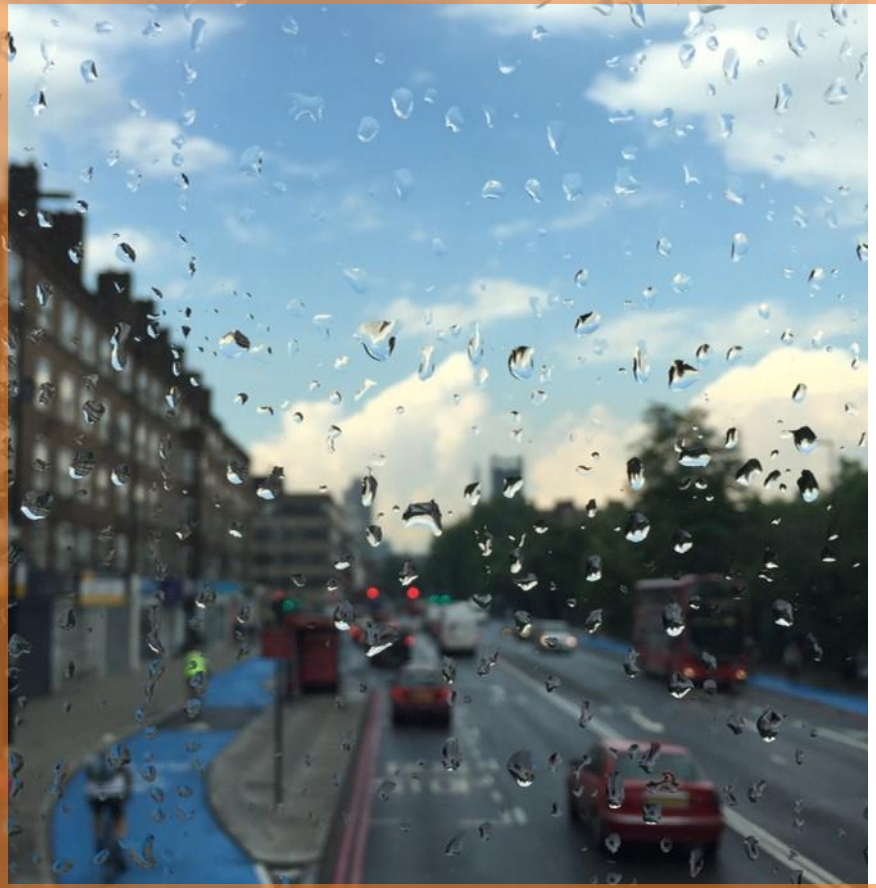
New Data Collection

- Through the monitoring programme, a large amount of new data is being collected across the Borough – this has generally been installed in the same locations as those used in the Healthy Routes or 20mph studies to ensure a fair comparison, although some additional sites have been added, and these will need to make use of The Floow data instead.
- All new data 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 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 table in **Appendix A,** class 1 & 2 vehicles have been classified as "**car**", class 3 to 12 vehicles have been classified as "**goods vehicles**" (sometimes split, with class 3 generally representing LGVs & rigid, 2-axle HGVs; and classes 4-12 representing larger HGVs), class 14 vehicles have been classed as "**motorcycle**" and class 15 vehicles have been classed as "**cycle**."

Baseline

- As there have been changes in traffic flows on Lambeth's roads between when historic data was collected and this monitoring programme (most significantly due to COVID-19, but also resulting from seasonal shifts in travel patterns – as can be seen in the chart below), a direct comparison between historical and current data to understand the impact of the LTN would be inaccurate.
- To factor in these differences, a **baseline** flow has been calculated for each ATC based on the difference between current background data and historic background data, both of which come from TfL-owned ATCs which have collected continuous data since at least January 2017. A worked example is provided in **Appendix B**.





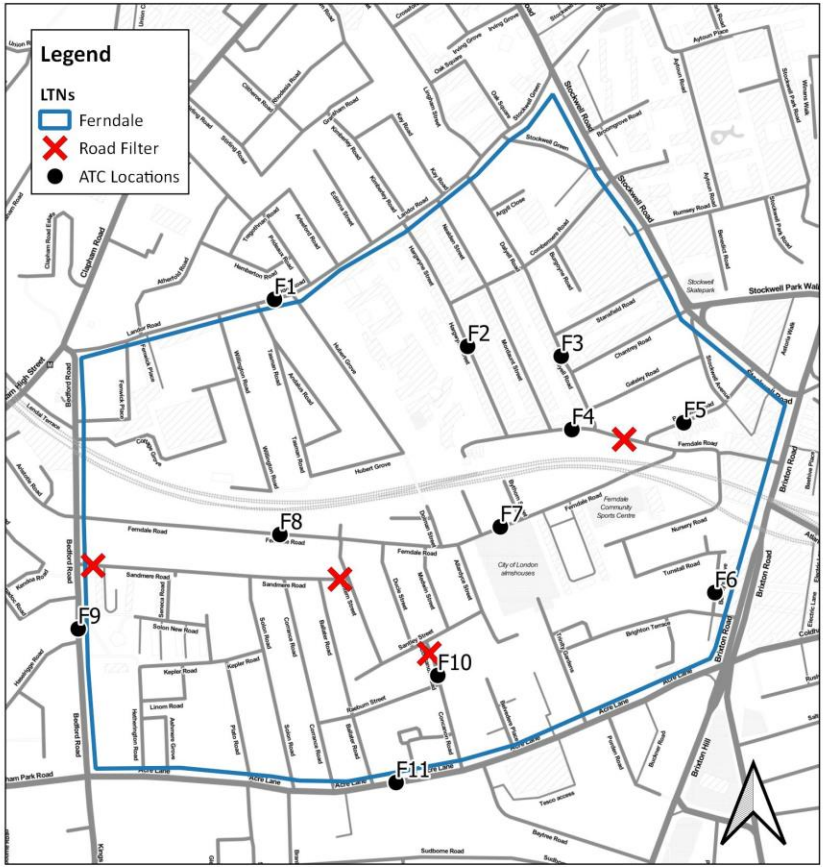
Ferndale Low Traffic Neighbourhood

Ferndale LTN Background

- The Ferndale Low Traffic Neighbourhood occupies an area between **Brixton** and **Clapham North,** and is bounded by Landor Road to the north, the A23/Brixton Road to the east, Acre Lane to the south and Bedford Road to the west.
- This LTN is centred around Ferndale Road, which links Brixton Road directly to Bedford Road, and can be used as a through route for drivers looking to avoid congestion at the junction of Brixton Road and Stockwell Road, amongst others.
- As shown on the right, six modal filters have been introduced in the Ferndale LTN.

Ferndale LTN ATC Sites

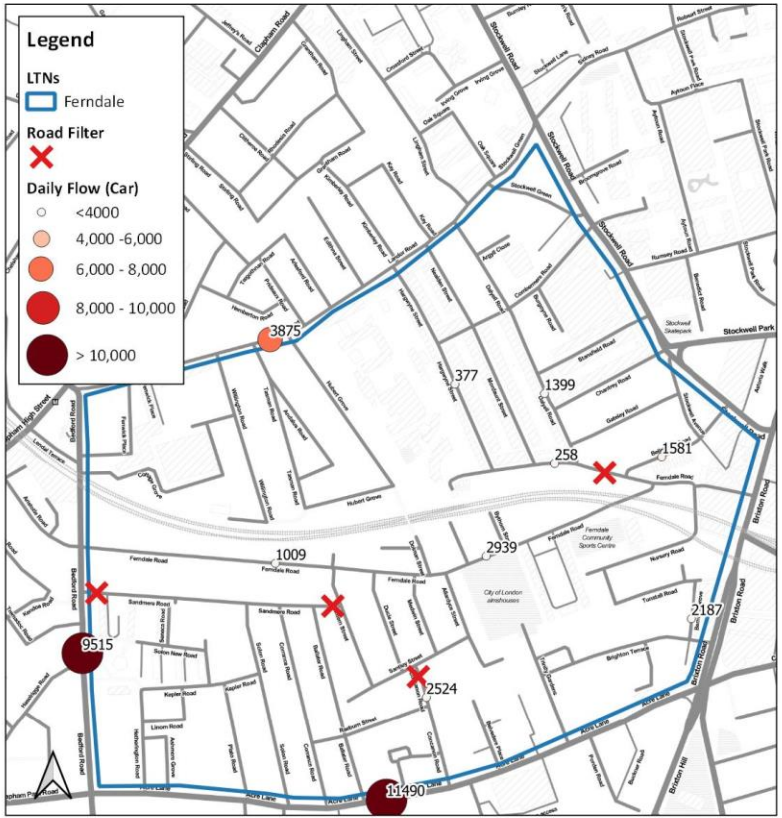
- For the Railton LTN, a total of 11 ATCs were installed from **19th October – 25th October.** These can be seen in the map to the right.
- Of these, 8 were inside the boundary of the LTN, with the remaining 3 on peripheral roads to pick up any spillover effects from the LTN.
- For Railton LTN, **3** sites use Healthy Routes as a baseline, **4** sites use the 20mph study and **4** utilise both The Floow data and Healthy Routes.
- Details for individual sites are located in **Appendix C.**



LTN-Wide Analysis

Before: Baseline Flows (Cars)

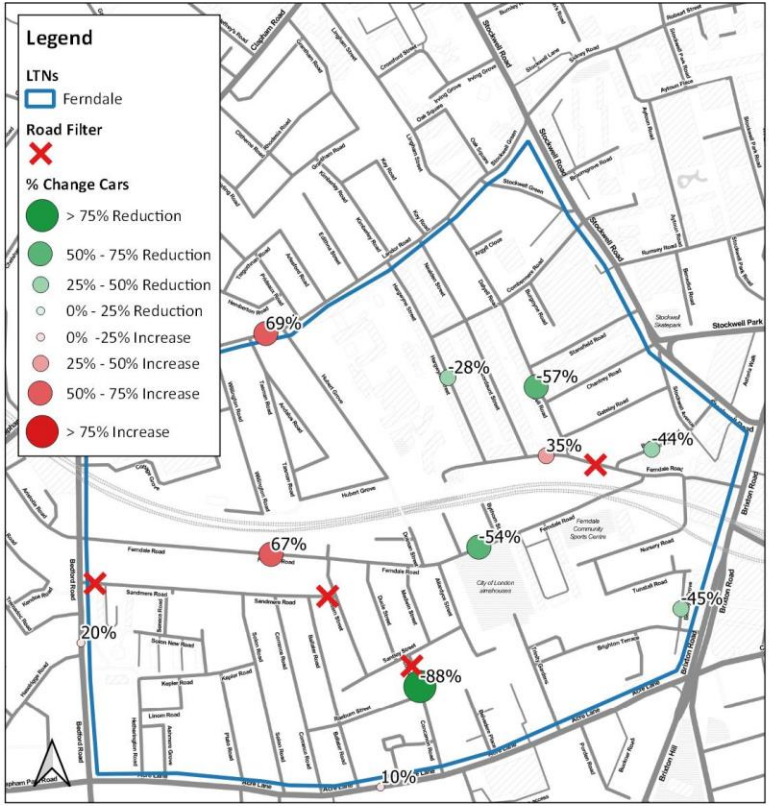
- As previously outlined, calculated **baseline flows** are those that would be projected based on background TfL data should the LTN not have gone ahead.
- Daily baseline flows are presented in the map to the right, showing the general trend of traffic within and surrounding the Ferndale LTN.
- Flows within the LTN itself are generally reasonably low, whilst flows captured on Acre Lane and Bedford Road are significantly higher.
- Within the LTN, flows on Concanon Road and Ferndale Road east are the highest in the neighbourhood carrying over 2500 cars each.



Basemap: Stamen

After: LTN Impact (Cars)

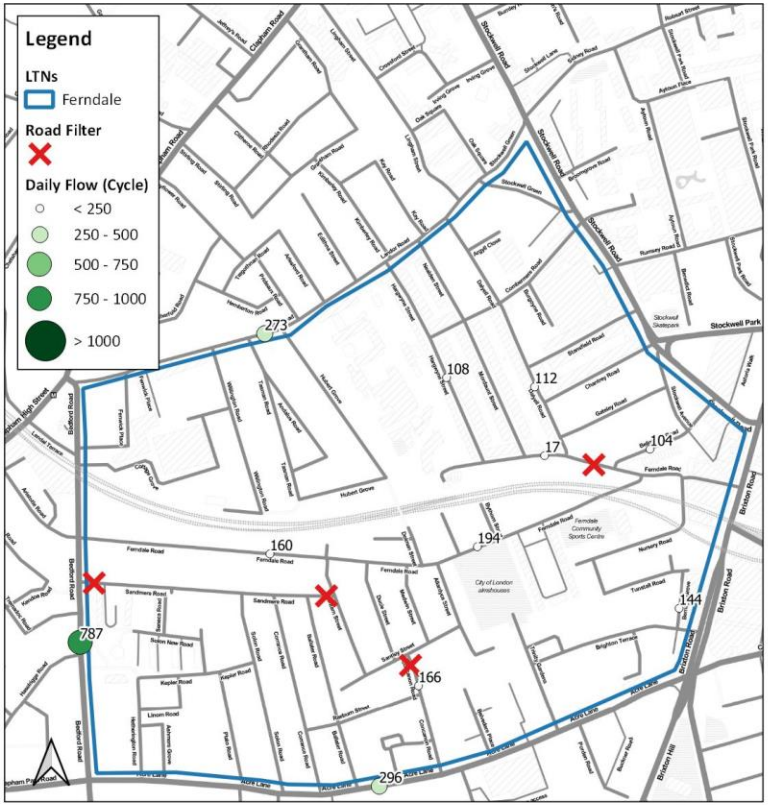
- The LTN impact is calculated as the percentage change between data collected in October 2020 and the **baseline** flows.
- The map to the right outlines decreases in car use in green, and increases in red.
- The introduction of point closures generally results in large decreases in car travel within the LTN (up to -88%), whilst there are moderate increases on peripheral roads, likely not solely due to displaced LTN traffic based on the raw numbers of vehicles.
- The increase of 67% on the western side of Ferndale Road likely represents new routing for residents now avoiding Concanon Road, although **only 251 vehicles were counted in this location in the peak hour**, only slightly above Lambeth Healthy Routes standards of 200vph.
- The 35% increase on Pulross Road only represents 90 additional daily cars.



Basemap: Stamen

Before: Historic Flows (Cycles)

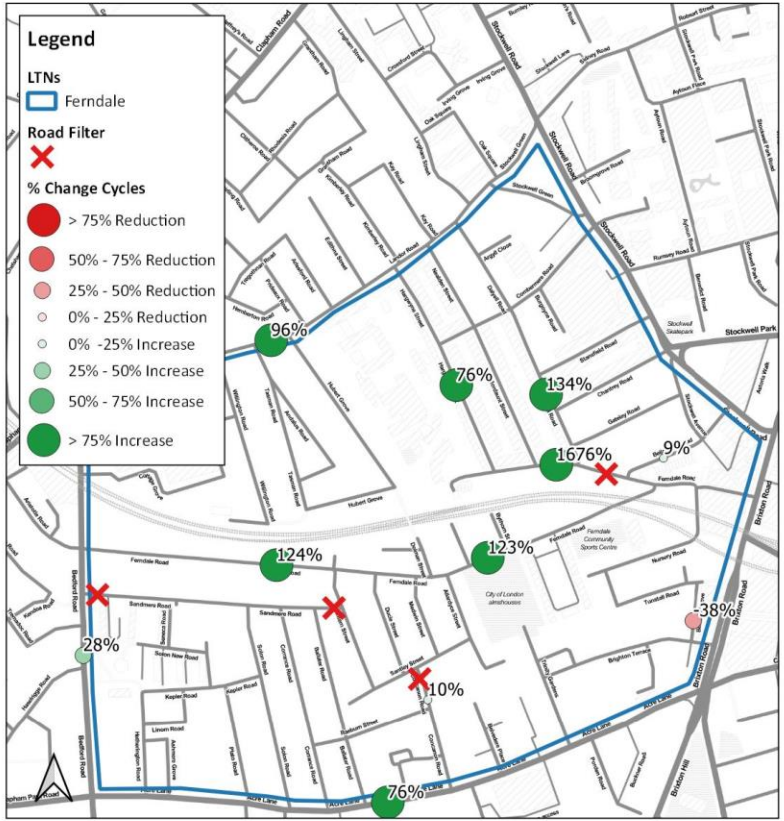
- As cycle travel does not follow the same patterns as historic car usage and varies significantly based on local conditions, **historic** flows have been used for cycles rather than calculated baseline flows. The map to the right shows daily flows.
- Cycle flows are somewhat similar to vehicle flows in their distribution, although quieter streets are expected to be taken where available and direct.



Basemap: Stamen

After: LTN Impact (Cycles)

- On most surveyed sites, there was a notable increase in cycling, particularly within the LTN itself, where in five locations there was a greater than 75% increase.
- The significant percentage increase on Pulross Road results from an increase from a low baseline (302 cycles per day recorded vs. 17 in the baseline), as does the 38% decrease on Bernay's Road (90 cycles per day recorded vs. 144 in the baseline).



Basemap: Stamen

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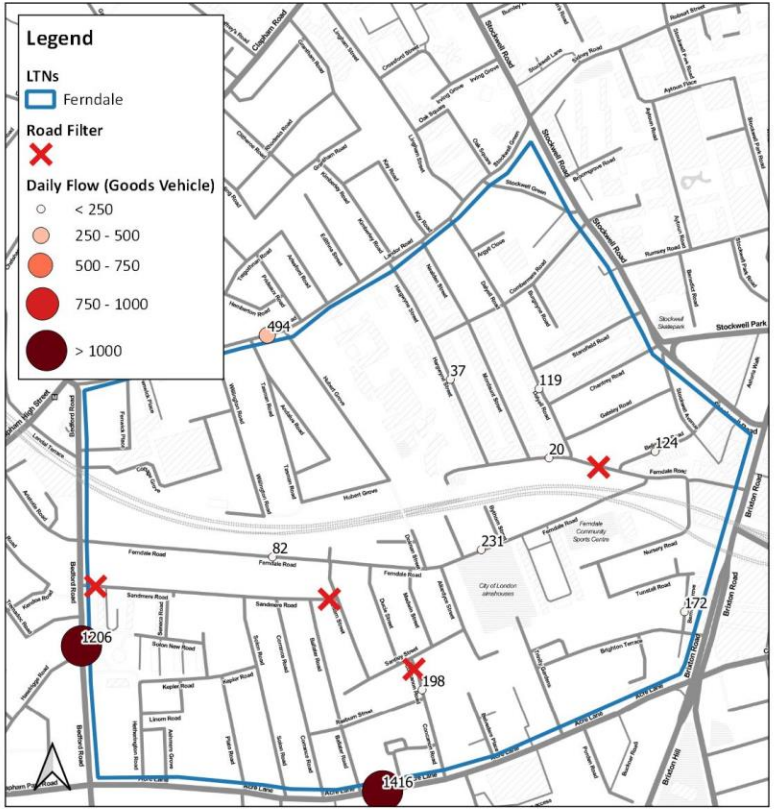
Before: Baseline Flows (Goods Vehicles)

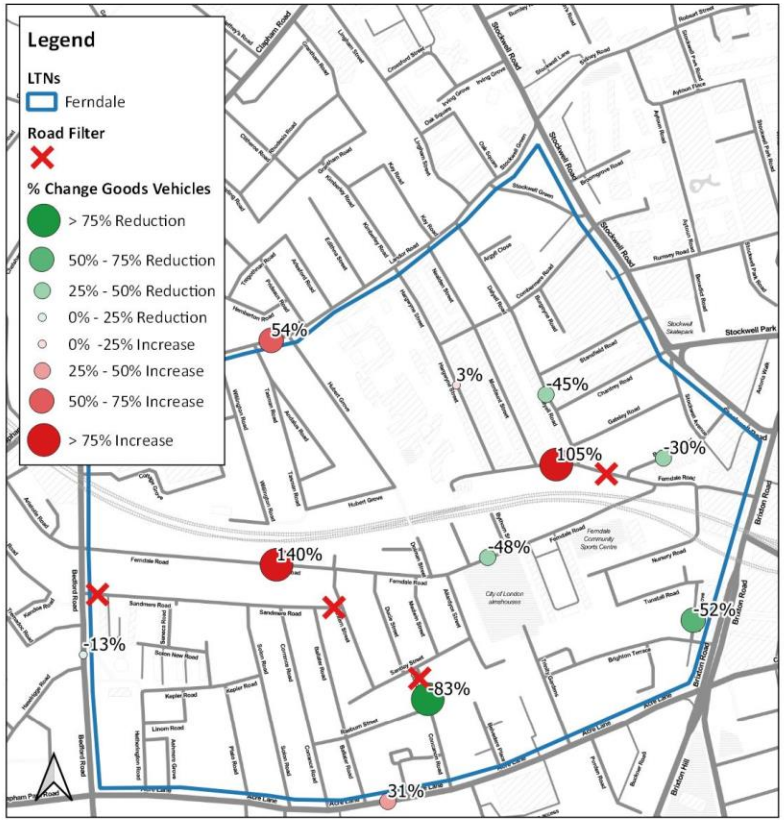
- The map to the right plots **baseline** goods vehicle flows.
- In general, goods vehicle flows within the LTN are low, with higher flows on Bedford Road and Acre Lane.



Basemap: Stamen

After: LTN Impact (Goods Vehicles)

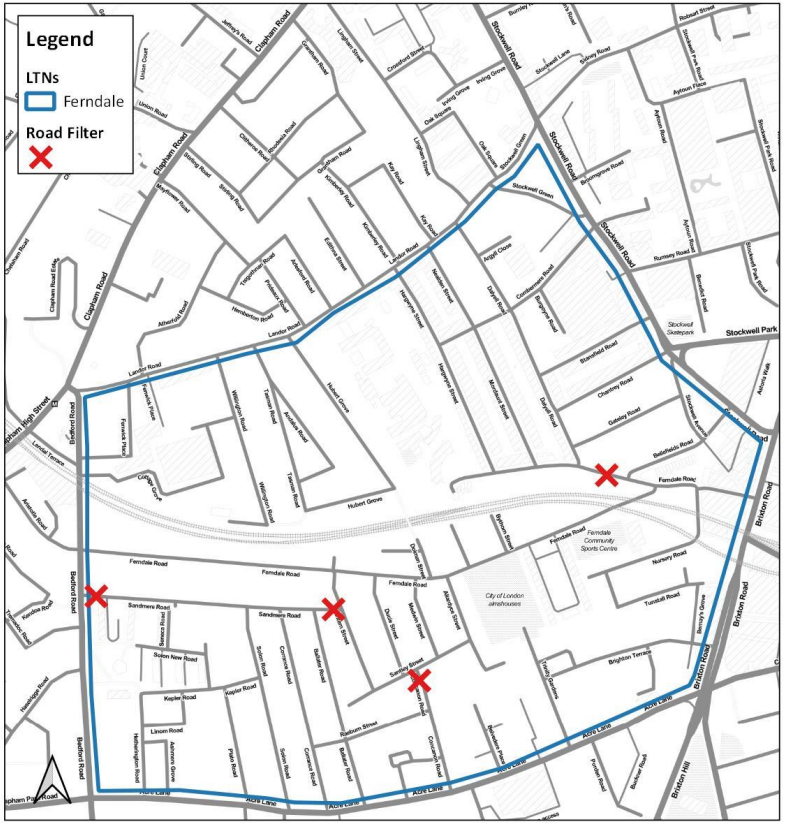
- The impact of the LTN on goods vehicle movements is more mixed than for cars or cycles.
- Within the LTN, there were generally decreases or slight increases in raw numbers of goods vehicles (i.e. on Pulross Road). On Ferndale Road West, there was a more moderate raw increase in goods vehicle movements.
- There were moderate increases in goods vehicle flows on some peripheral roads (+31% on Acre Lane, +54% on Landor Road), although a decrease on Bedford Road.



Basemap: Stamen

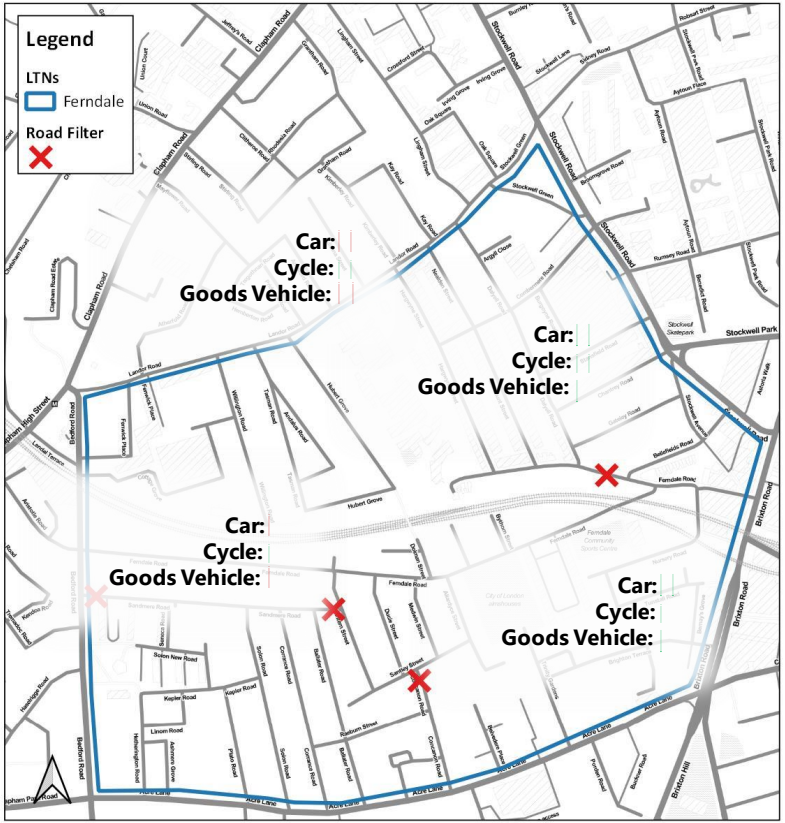
General Trends

- Within the LTN, the following overall percentage changes in counts were observed against the baseline:
  - **Car: -46%**
  - **Cycle: +92%**
  - **Goods vehicles: -33%**
- On the periphery of the LTN, the following overall percentage changes in counts were observed against the baseline:
  - **Car: +23%**
  - **Cycle: +52%**
  - **Goods vehicles: +17%**
- Across both internal and peripheral roads, the following overall percentage changes in counts were as follows:
  - **Car: +4%**
  - **Cycle: +69%**
  - **Goods Vehicle: +5%**



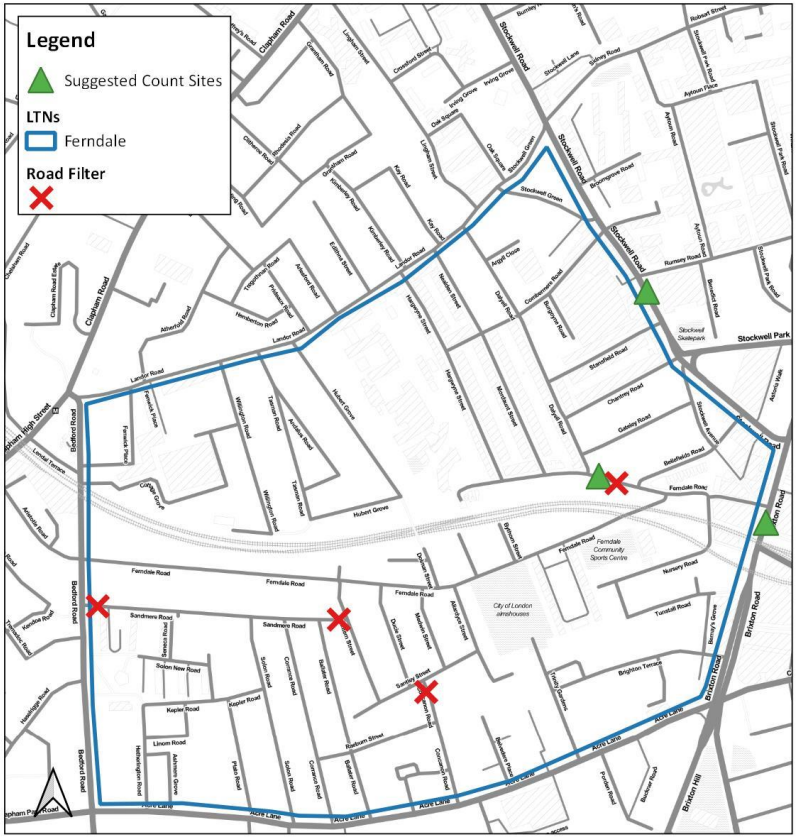
Specific Trends

- Within the LTN, car and goods vehicle flows are **generally down**, although have slightly increased on some roads with previously very low flows.
- Cycle flows are generally up throughout the LTN, except on Bernay's Road.
- Car and goods vehicle flows have **increased quite significantly on Landor Road,** and moderately on **Bedford Road** – this could result from some displaced LTN traffic, but is likely to be product of a number of wider factors.



Recommendations

- To more fully understand the impact of the Ferndale Low Traffic Neighbourhood, SYSTRA recommends that further counts are completed on **Brixton Road** (*between Ferndale Road & Brixton Station Road for clearer radar view*) and **Stockwell Road** (*between Combermere Road and Stansfield Road*)
- SYSTRA also recommends moving the current **Pulross Road** count site to the east of the Dalyell Road junction to better understand the impact of the filter on flows past PAPA's Park.



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Contact details:

For enquiries about this report – info_uk@systra.com
For Lambeth Council media enquiries – communications@Lambeth.gov.uk

To provide feedback on the Ferndale Low Traffic Neighborhood, please contact the Lambeth Transport Team via the following channels:

Commonplace engagement site – https://fdstreets.commonplace.is
Email – LowTrafficNeighbourhoods@Lambeth.gov.uk