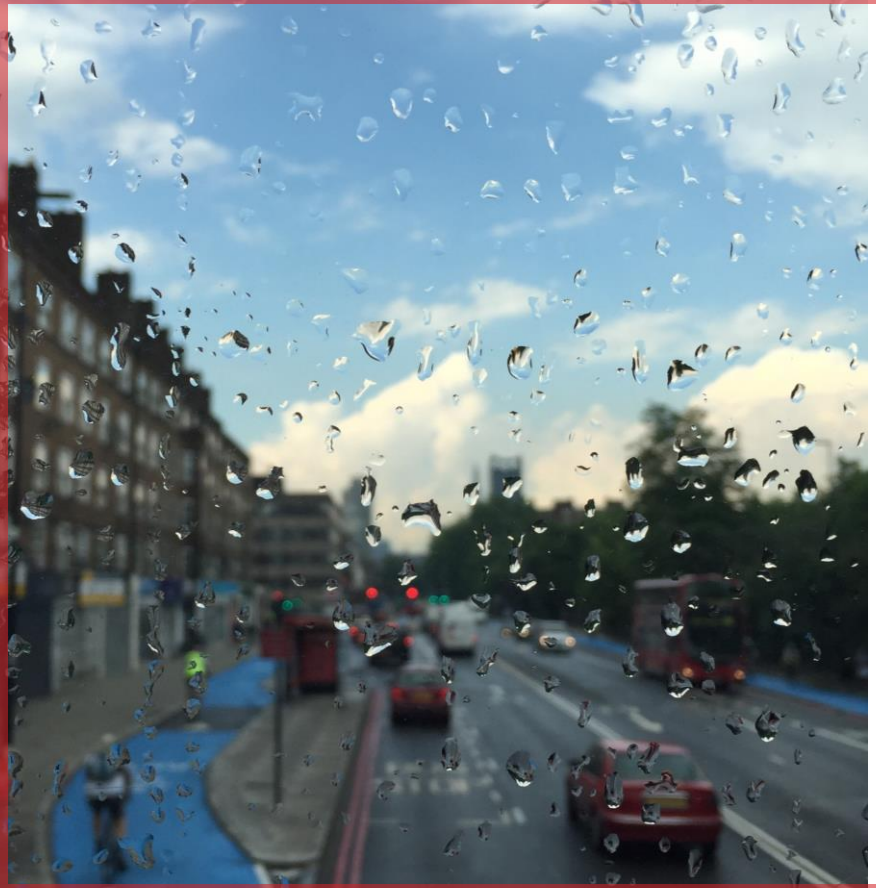
Tulse Hill Low Traffic Neighbourhood

Study Appendices

SYSTRA

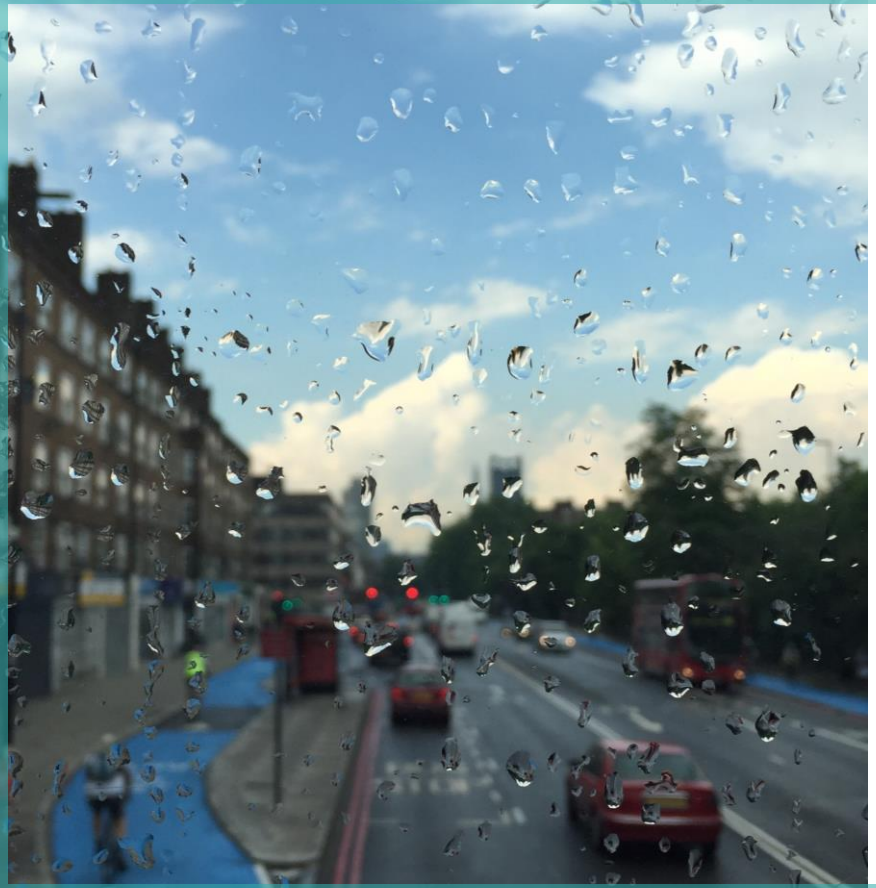


Appendix A:
Vehicle Classifications

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

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.

	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%

Actual 2019 historic flow data *or* 2017 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

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

2) Stage 1 ATC Flows – Baseline ATC Flows = **Impact of LTN on Flows**

- These calculations are completed below for weekly cars on Arodene Road:

1) 19,320 * $\frac{540{,}864}{570{,}836}$ = 19,320 * 94.75% **= 18,306**

2) 7,293 – 18,306 **= -11,013**

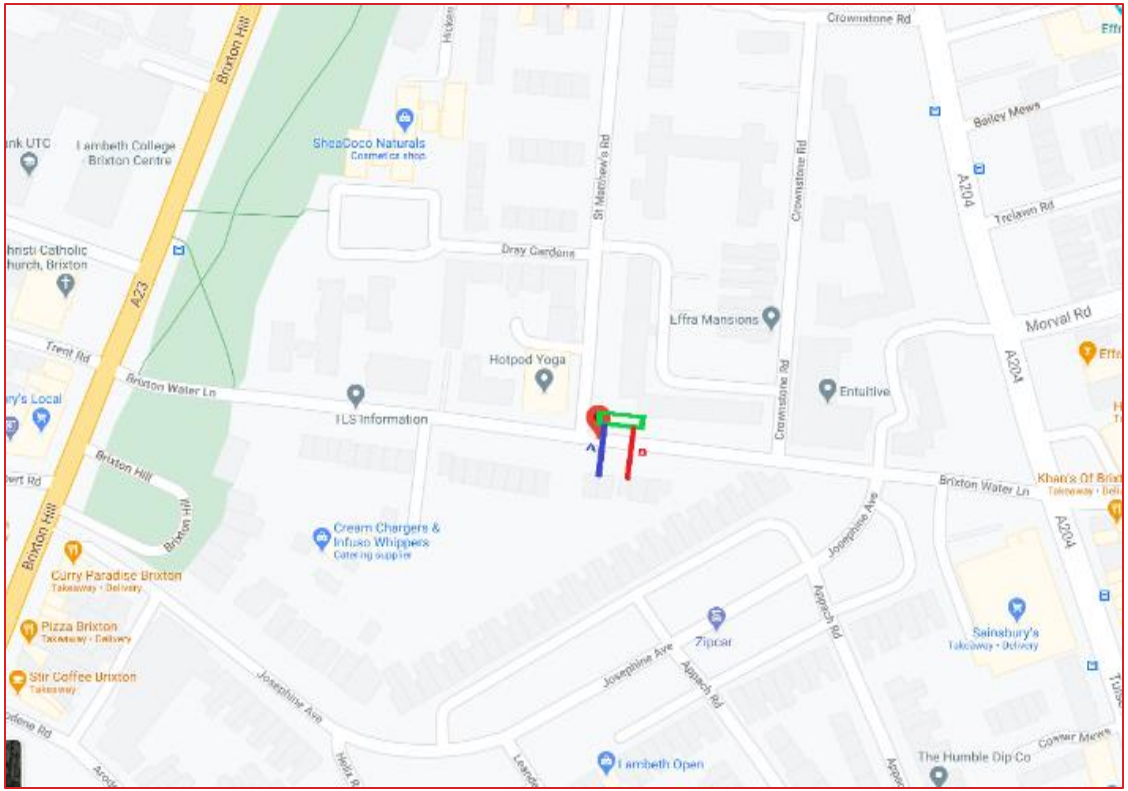
- It should be noted that whilst TfL ATCs are used to adjust for the impact of Covid-19 and wider transport trends to create a fair baseline for comparison, it is not expected that this adjustment will be exactly the same for all roads within or on the periphery of an LTN. The baselining process should instead be considered as a broad rebase rather than an exact adjustment.

Baseline Calculations: TfL Sites

- In some locations on LTN periphery roads, permanent TfL sites themselves have been used to understand the difference in flows. As these sites have collected data continuously throughout the year, any period could be used as the "historic" period for baselining.
- SYSTRA has therefore selected a "historic" baseline period that is:
  - **A month long** (to smooth out daily data abnormalities)
  - As **close as possible (in time) to** the **implementation** of the LTN
  - During a **period of relative stability** in traffic flows (i.e. avoiding changes in government lockdown policy where possible).
- For later monitoring stages, it will be possible to compare a larger amount of "post-implementation" data for TfL sites, further smoothing out fluctuations in traffic flows and providing more confidence in the results derived for these sites.

Appendix C: Individual Site Analysis

Site 1: Brixton Water Lane



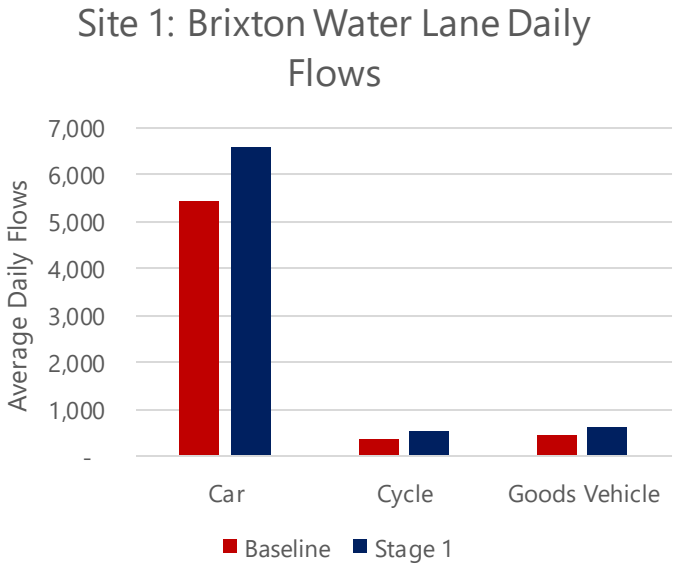
Source: MHTC/Google Maps

Site 1: Brixton Water Lane (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 1 on Brixton Water Lane (at St. Matthew's 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 increase in car travel (+21%) and moderate increase in cycle travel (+51%). There was also a moderate increase in goods vehicles passing the site (+36%).

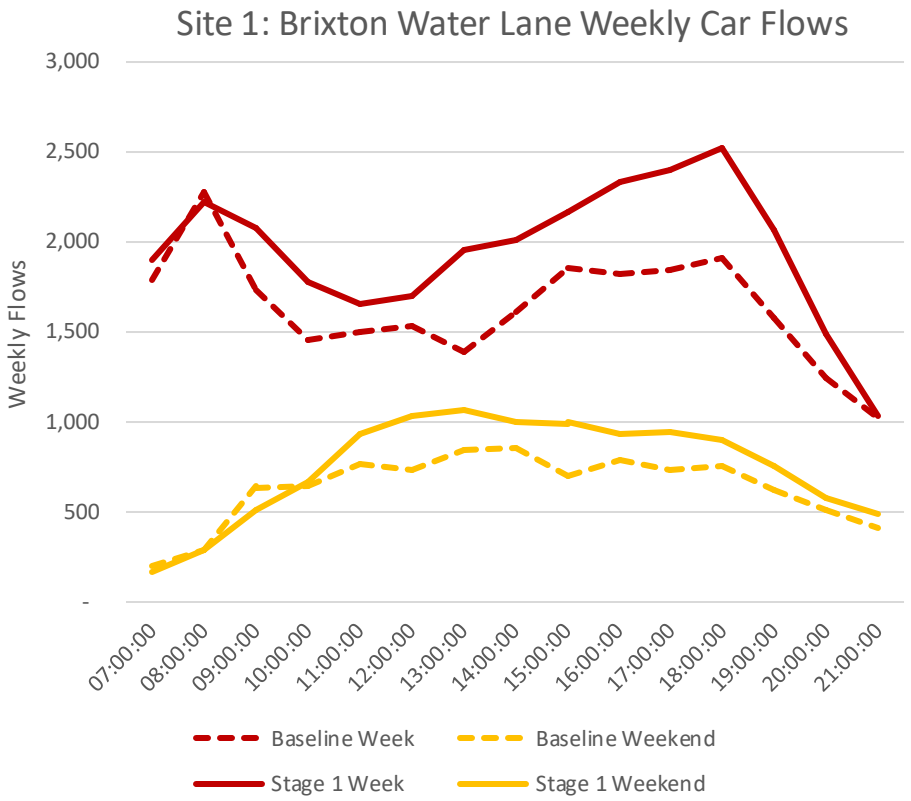
	Car	Cycle	Goods Vehicle
Pre-Covid*	6,106	364	535
Baseline*	5,455	364	478
Stage 1	6,601	549	648
Difference	1,146	185	170
% Change	21%	51%	36%

*For cycles, baseline = historic



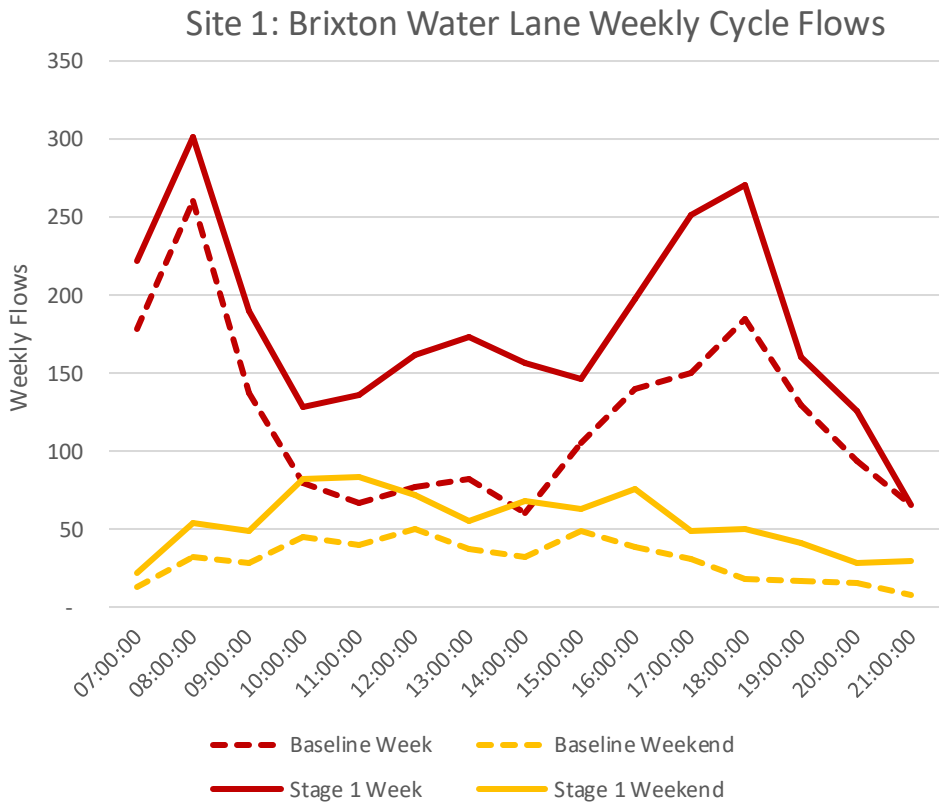
Site 1: Brixton Water Lane (Car)

- The chart to the right shows the volume of car flows past site 1 for **five weekdays** and **two weekend** days.
- Weekday and weekend traffic follows a similar profile before and after the LTN was introduced, although vehicle levels are up roughly 23% on weekdays and 17% on weekends.



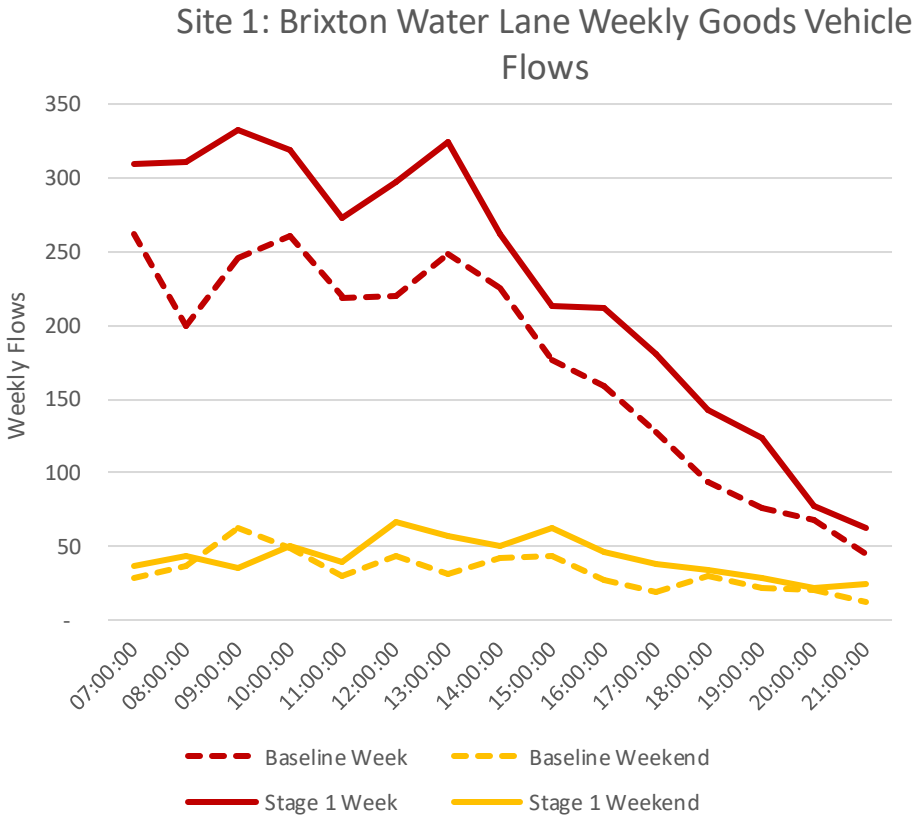
Site 1: Brixton Water Lane (Cycle)

- The chart to the right shows the volume of cycle flows past site 1 for **five weekdays** and **two weekend days** (summed for each).
- Weekday and weekend cycling levels follow a similar profile both before and after the LTN was introduced.
- Flows are up by 44% on weekdays and 76% on weekends.

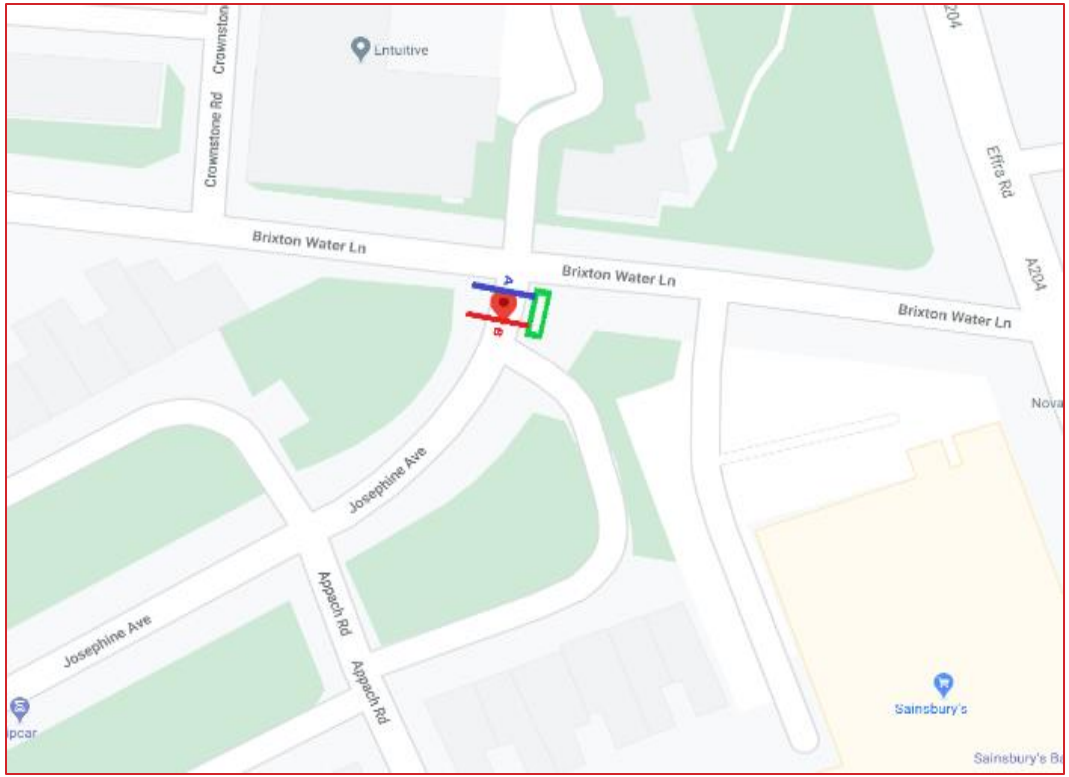


Site 1: Brixton Water Lane (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 1 for **five weekdays and two weekend days**.
- Weekdays goods vehicle flows generally follow the same patterns before and after the implementation of the LTN (higher in the morning and declining later in the day), although have increased 37% overall.
- Weekend flows follow a similar pattern before and after the LTN implementation. They are 29% higher on average, except in the morning, when the volumes recorded where lower.



Site 2: Josephine Avenue



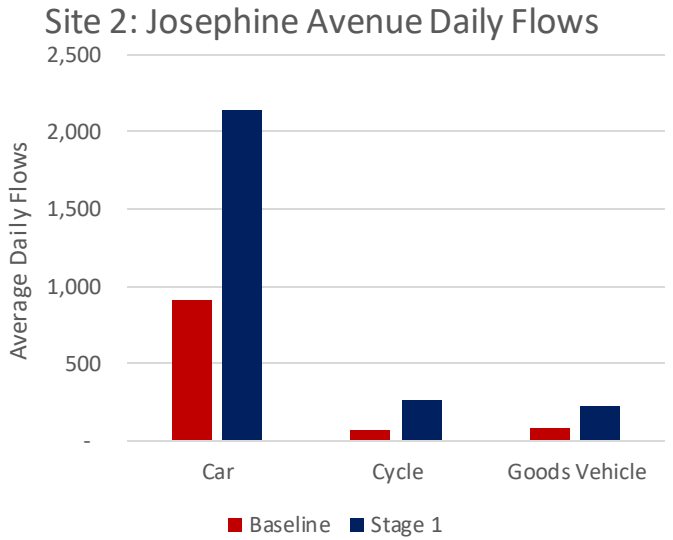
Source: MHTC/Google Maps

Site 2: Josephine Avenue (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 2 on Josephine Avenue 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** (+136%) and a similar **very large increase in goods vehicles** passing the site (+174%). There was also a **very large increase in cycle travel** (+337%).

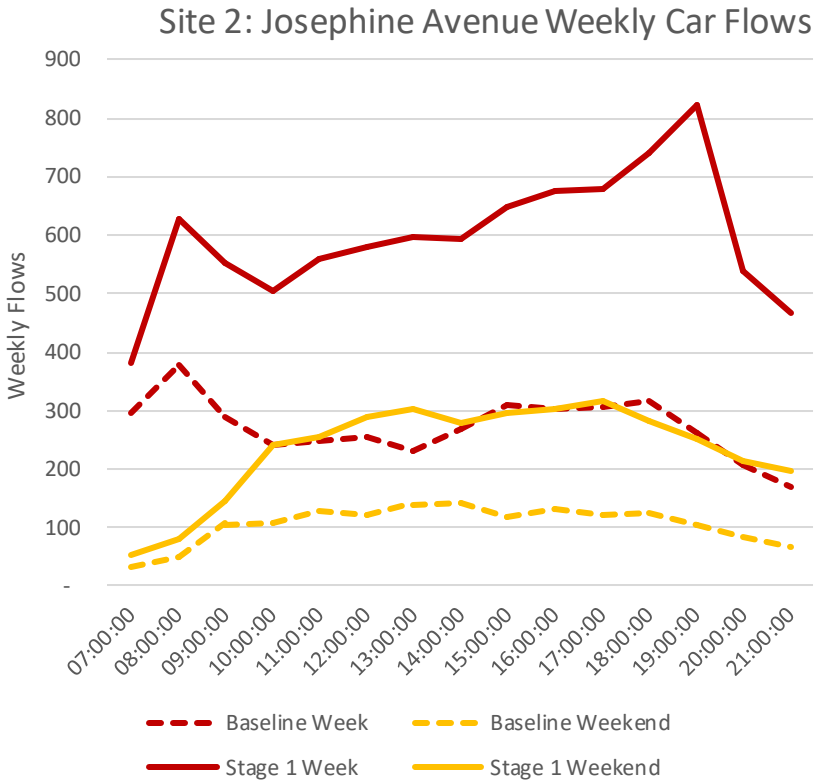
	Car	Cycle	Goods Vehicle
Pre-Covid*	1,016	61	89
Baseline*	908	61	79
Stage 1	2,144	265	218
Difference	1,236	204	138
% Change	136%	337%	174%

*For cycles, baseline = historic



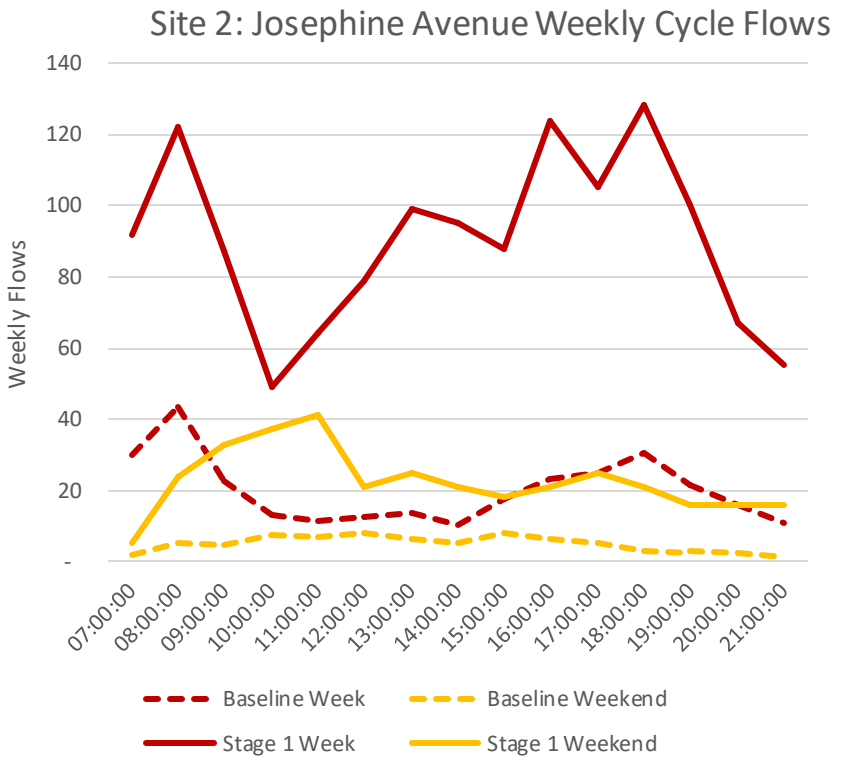
Site 2: Josephine Avenue (Car)

- The chart to the right shows the volume of car flows past site 2 for **five weekdays** and **two weekend** days (summed for each).
- Weekday vehicle flows follow broadly similar patterns before and after LTN implementation, with an exception that the PM peak is now higher than the AM peak. Flows are up 135% overall.
- On weekends, flow patterns remained similar, but a 140% increase was recorded.



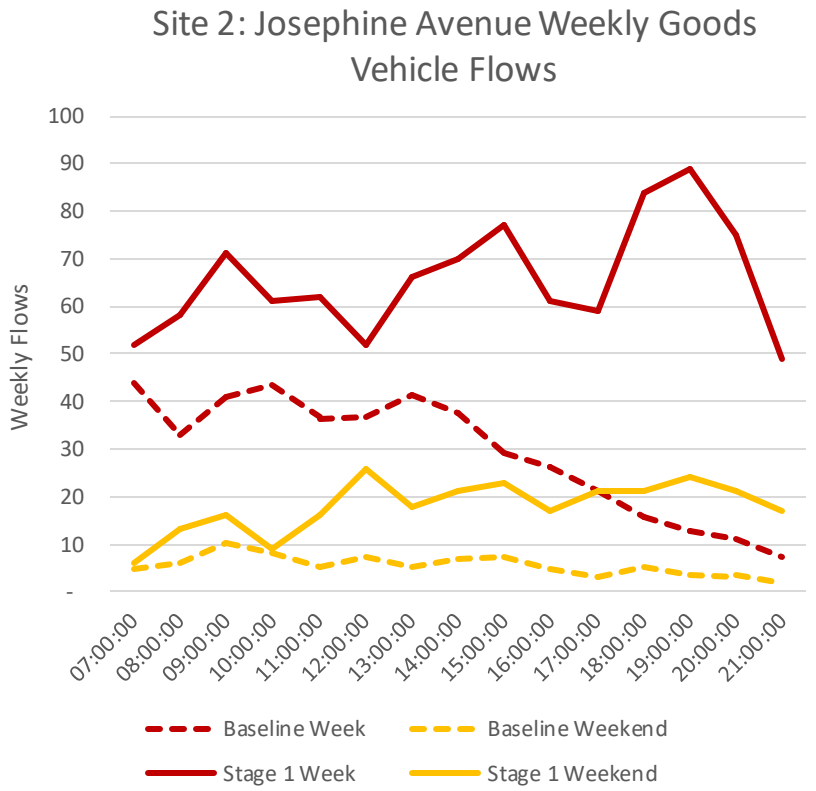
Site 2: Josephine Avenues (Cycle)

- The chart to the right shows the volume of cycle flows past site 2 for **five weekdays** and **two weekend days**.
- Cycle counts were consistently higher than expected in the baseline, with a 333% increase on weekdays and a 352% increase on weekends, although from a somewhat low predicted baseline.

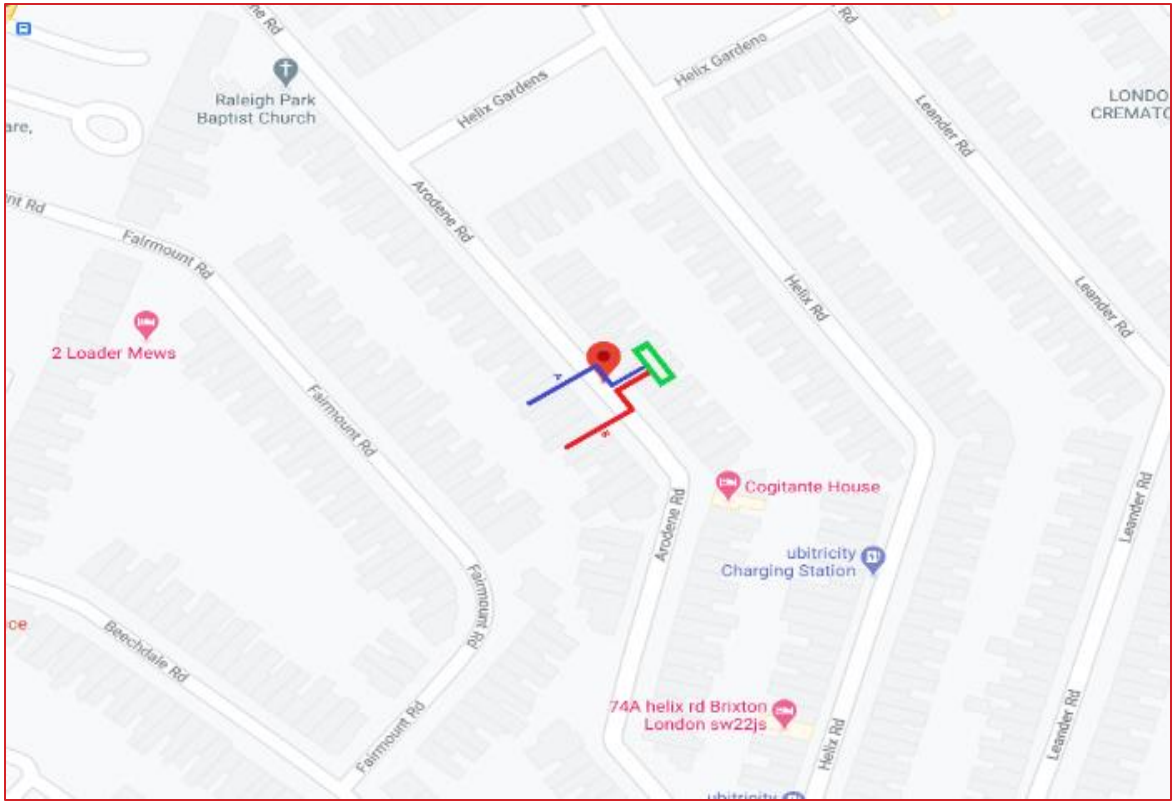


Site 2: Josephine Avenue (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 2 for **five weekdays** and **two weekend days.**
- While before the LTN implementation goods vehicle flows were higher in the morning and tailing off in the evening, they are now peaking in the evening. Flows were 154% higher on average.
- Weekend goods vehicle flows have increased by 275%.



Site 3: Arodene Road



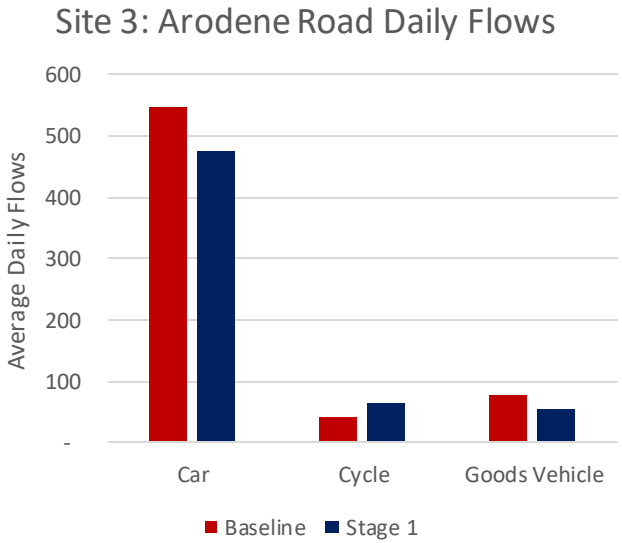
Source: MHTC/Google Maps

Site 3: Arodene Road (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 3 on Arodene Road (south of Helix 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 slight decrease in car travel (-13%) and **large increase in cycle travel** (+53%). There was also a moderate decrease in goods vehicles passing the site (-30%).

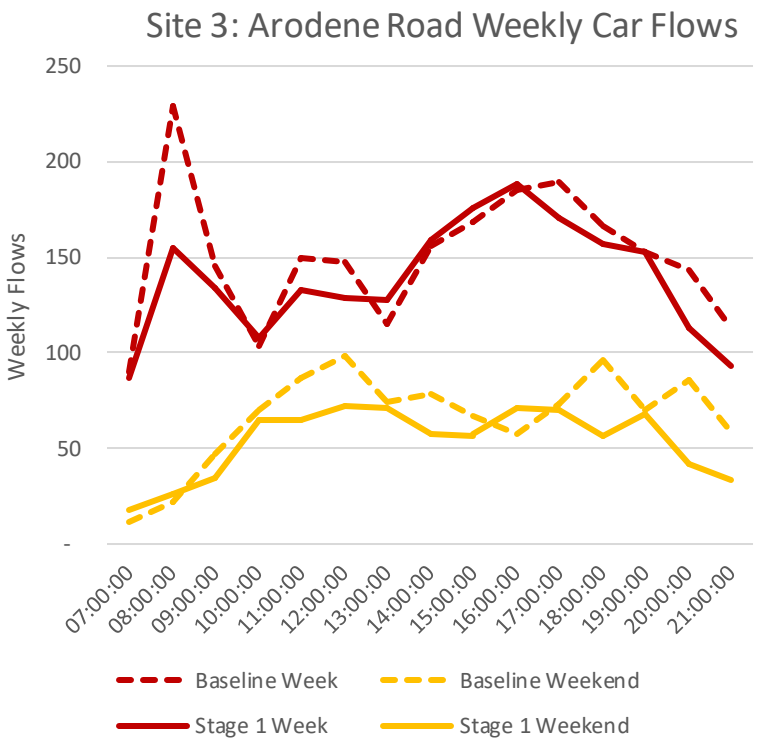
	Car	Cycle	Goods Vehicle
Pre-Covid*	611	43	89
Baseline*	546	43	78
Stage 1	476	66	54
Difference	-71	23	-24
% Change	-13%	53%	-30%

*For cycles, baseline = historic



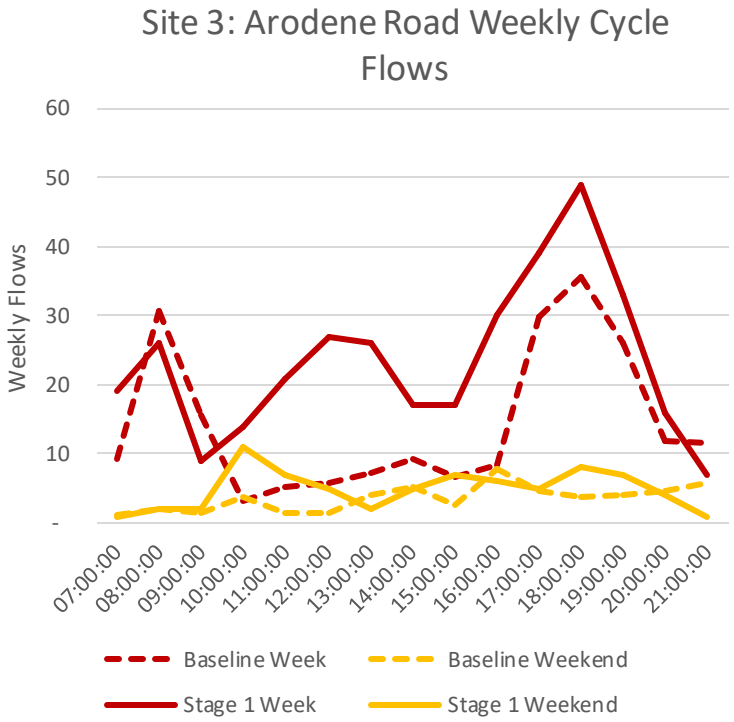
Site 3: Arodene Road (Car)

- 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, the weekday AM peak has reduced considerably, while flow patterns for the rest of the day remained broadly similar. Overall, there was an 8% reduction in car volumes during the week.
- Weekend traffic is down by 22% on average.



Site 3: Arodene 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 peak, cycle travel is significantly higher than would be expected without the LTN.
- Weekday cycle counts are up a total of 57% and weekend counts by 37%, (although starting from a small projected base).

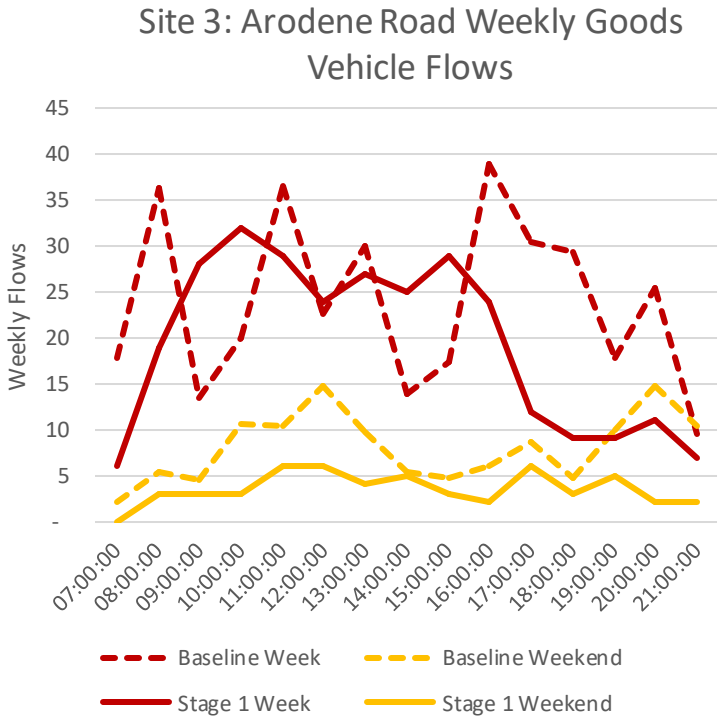


Site 3: Arodene Road (Goods Vehicle)

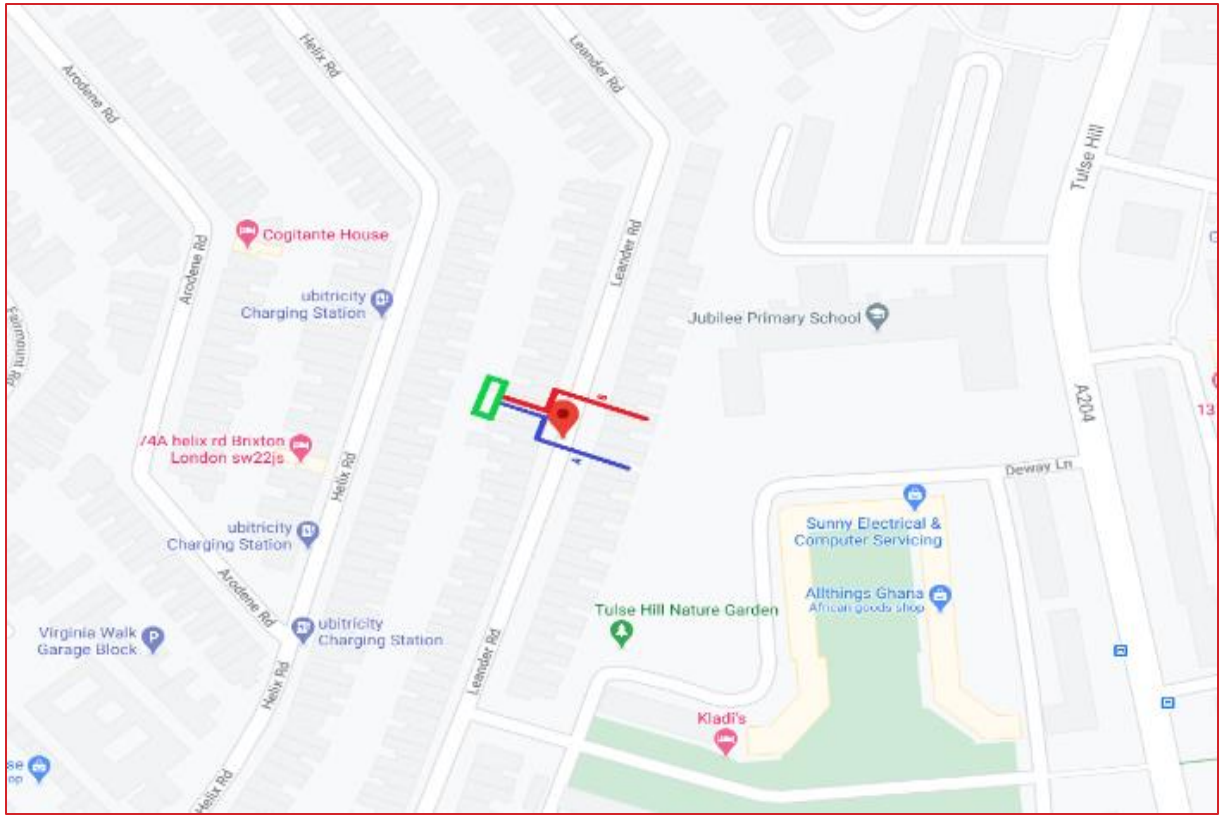
- The chart to the right shows the volume of goods vehicle flows past site 3 for **five weekdays** and **two weekend days**.

- Good vehicle flows were fluctuating during the day on weekdays before the LTN implementation, while now they are higher during the day and tail off in the evening. This has resulted in a 20% reduction in total weekday goods vehicle volumes.

- There was a 58% overall reduction in goods vehicles volumes during weekends.



Site 4: Leander Road



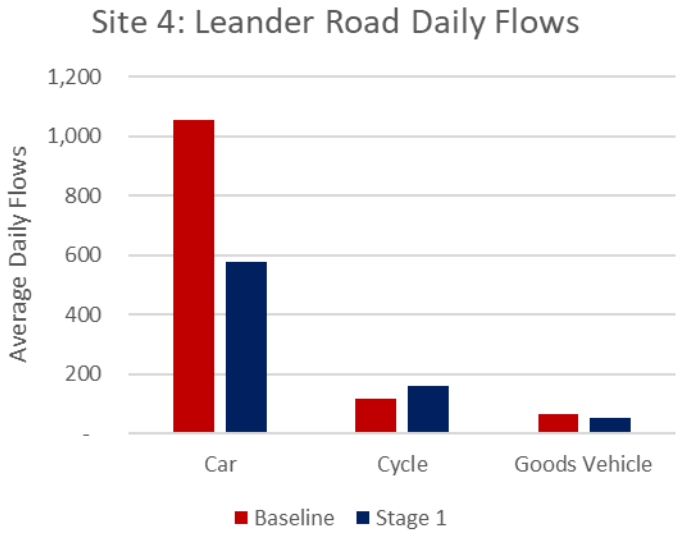
Source: MHTC/Google Maps

Site 4: Leander Road (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 4 on Arodene 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 (-45%) and a **moderate increase in cycle travel** (+37%). There was also a slight decrease in goods vehicles passing the site (-17%).

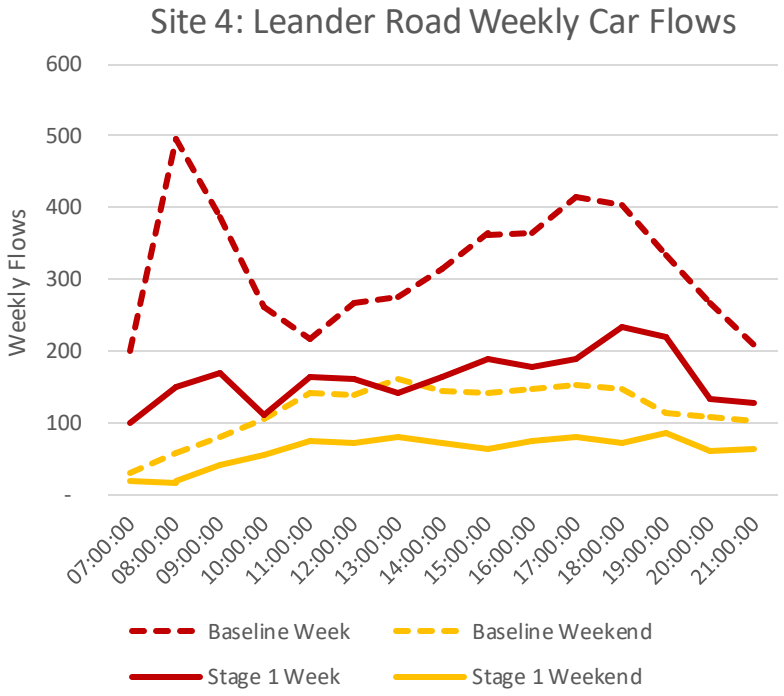
	Car	Cycle	Goods Vehicle
Pre-Covid*	1,178	115	73
Baseline*	1,052	115	65
Stage 1	578	158	54
Difference	-474	43	-11
% Change	-45%	37%	-17%

*For cycles, baseline = historic



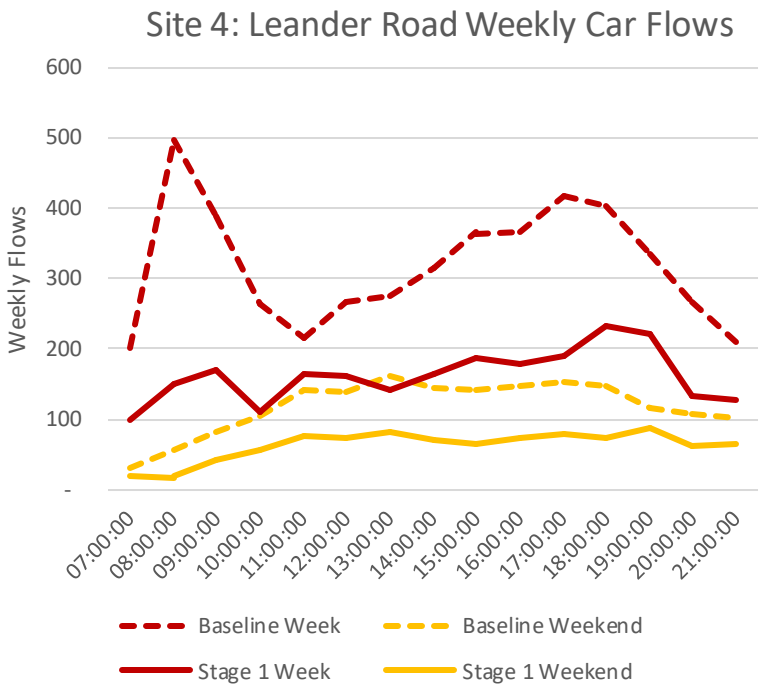
Site 4: Leander Road (Car)

- The chart to the right shows the volume of car flows past site 4 for **five weekdays** and **two weekend** days (summed for each).
- Vehicle flow patterns remained quite similar after the implementation of the LTN, with the exception of a drastic reduction of the weekday AM peak.
- Volumes decreased by 46% on weekdays and 43% on weekends.



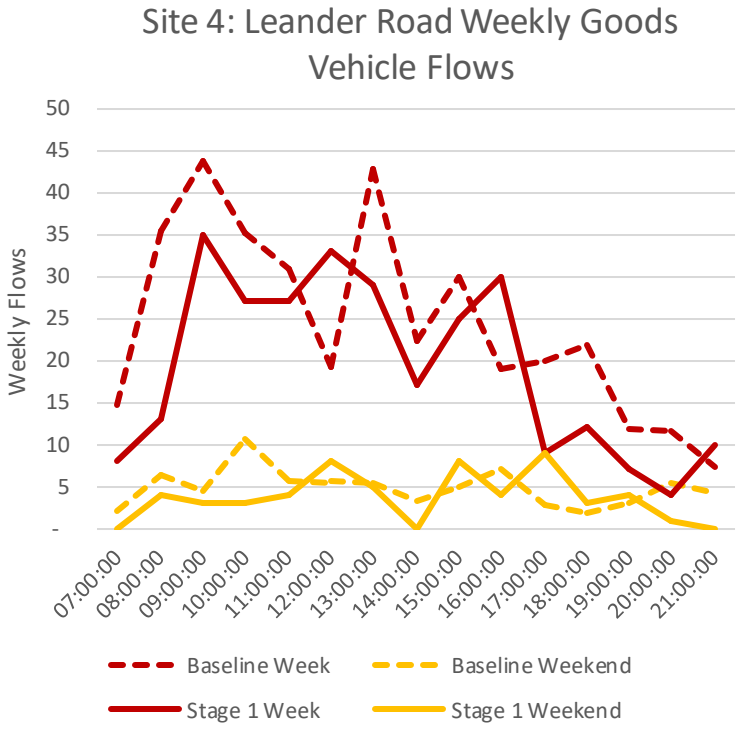
Site 4: Leander Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 4 for **five weekdays** and **two weekend** days.
- On weekdays, after the implementation of the LTN, cycle flows decreased slightly during the AM peak, but were overall higher during the interpeak and at the PM peak. Volumes were up 38% overall.
- Weekend cycle counts are up a total of 35%.

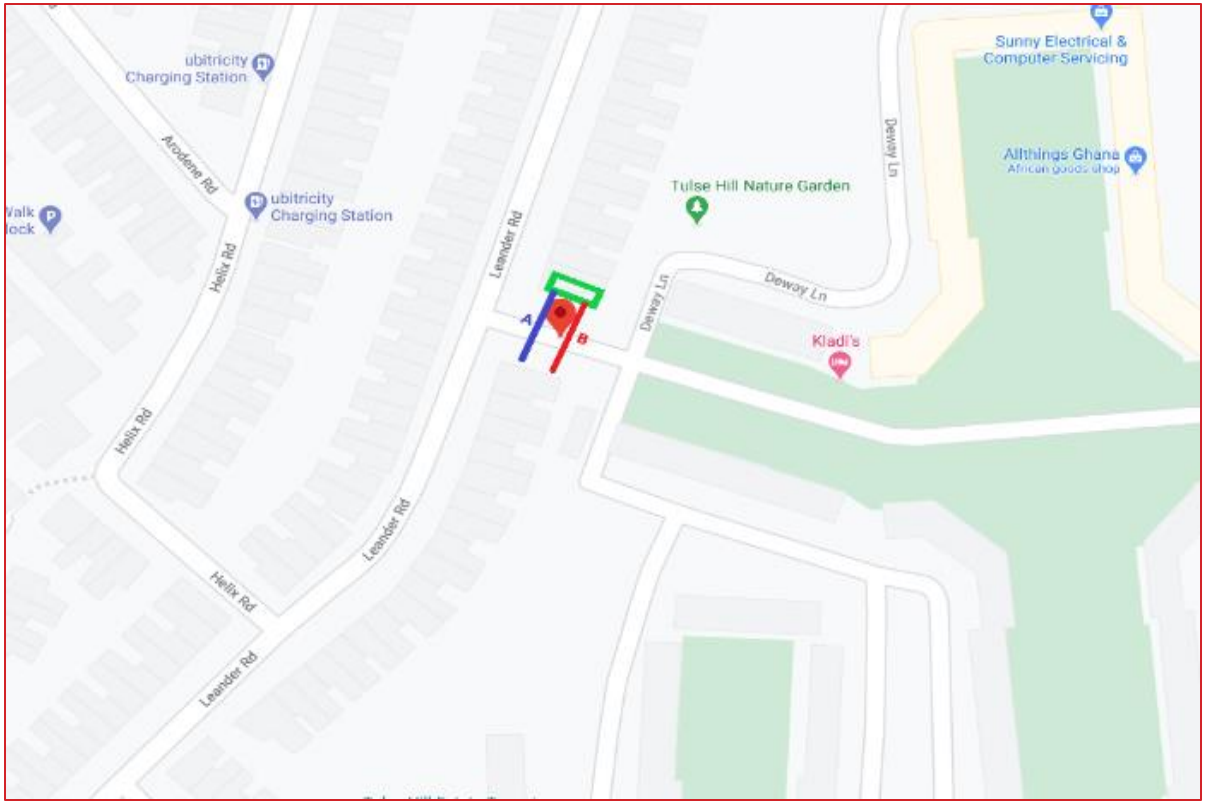


Site 4: Leander Road (Goods Vehicle)

- 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 reduced by 17% on weekdays and 20% on weekends, yet follow similar profiles to before the LTN was introduced.



Site 5: Deway Lane

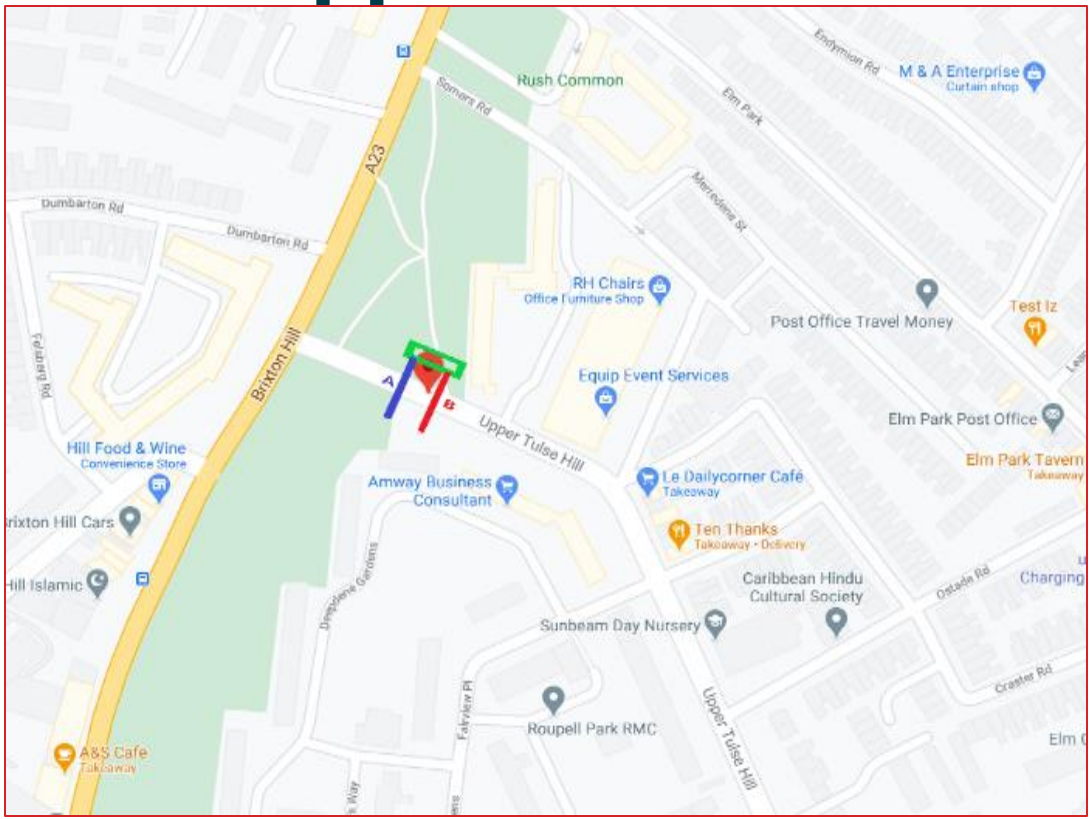


Source: MHTC/Google Maps

Site 5: Deway Lane

- Due to a lack of historical data in any previous study (inclusive of the Floow, which has not included this location due to its status as an access road), a baseline for this location cannot be calculated and thus the site has been excluded from the study.

Site 6: Upper Tulse Hill West



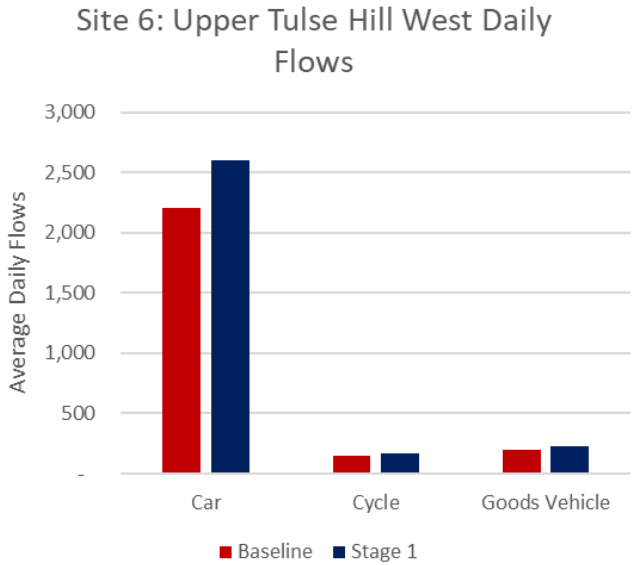
Source: MHTC/Google Maps

Site 6: Upper Tulse Hill West (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 6 on Upper Tulse Hill 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 (+18%) and a slight increase in cycle travel (+12%). There was also a slight increase in goods vehicles passing the site (+18%)

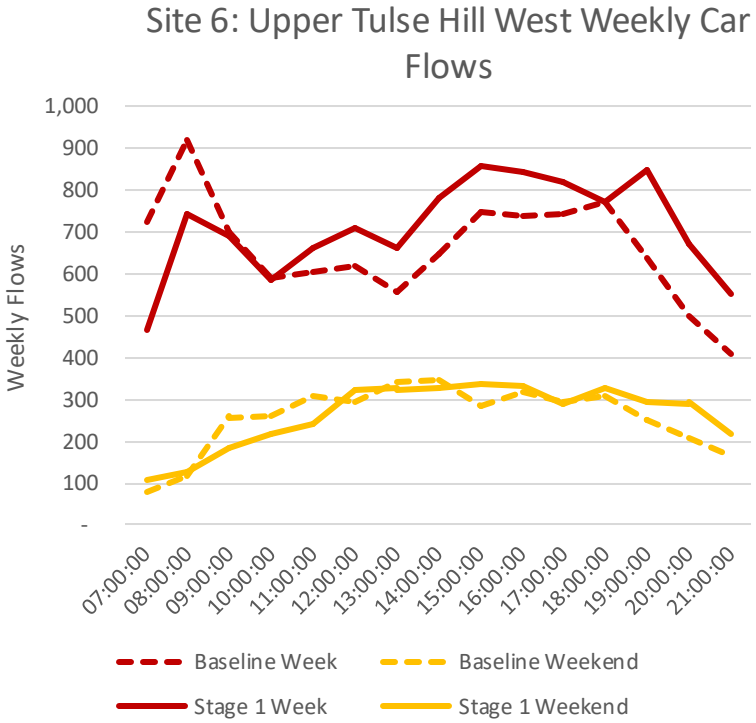
	Car	Cycle	Goods Vehicle
Pre-Covid*	2,472	148	216
Baseline*	2,208	148	193
Stage 1	2,604	165	228
Difference	395	17	35
% Change	18%	12%	18%

*For cycles, baseline = historic



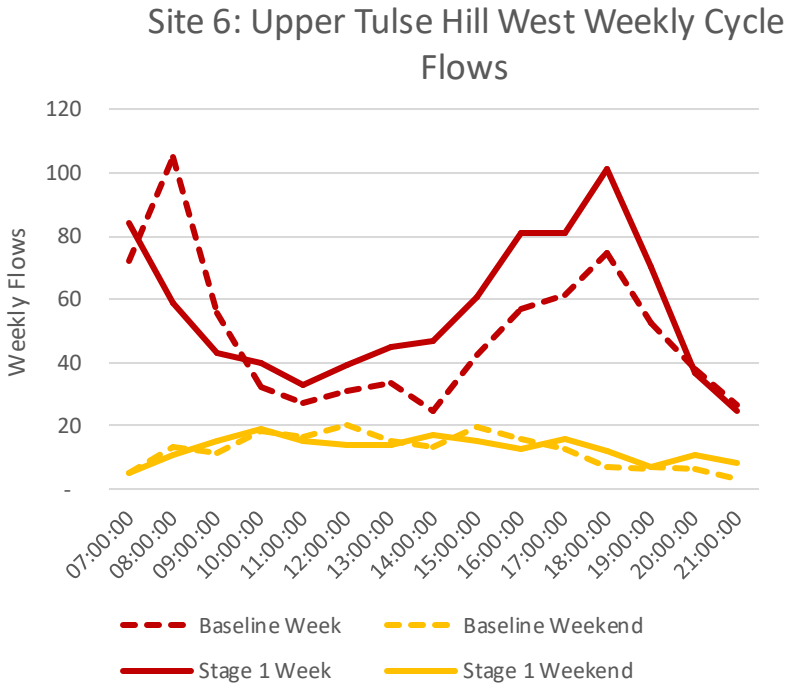
Site 6: Upper Tulse Hill West (Car)

- The chart to the right shows the volume of car flows past site 6 for **five weekdays** and **two weekend** days (summed for each).
- On weekdays, car levels were higher throughout the day except in the morning, when they have reduced. Car volumes are 20% higher in total after the implementation of the LTN.
- Weekend car flows were 14% higher on average.



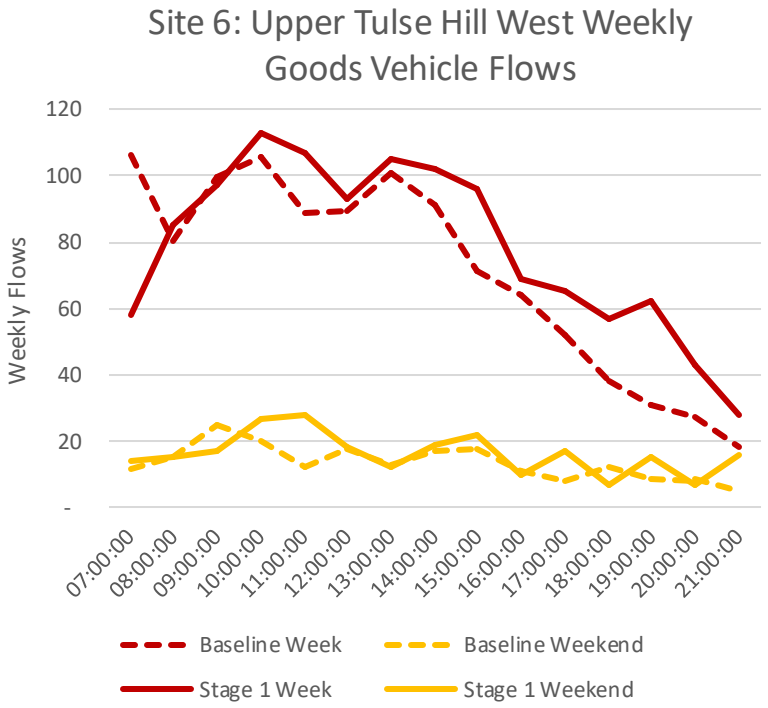
Site 6: Upper Tulse Hill West (Cycle)

- The chart to the right shows the volume of cycle flows past site 6 for **five weekdays** and **two weekend** days.
- Cycle flows have generally maintained the baseline pattern, except for the weekday AM peak, which is lower and tails off after 7AM. This has resulted in an increase in cycle volumes of 13% on weekdays.
- On the weekend, cycle flows were 8% higher.

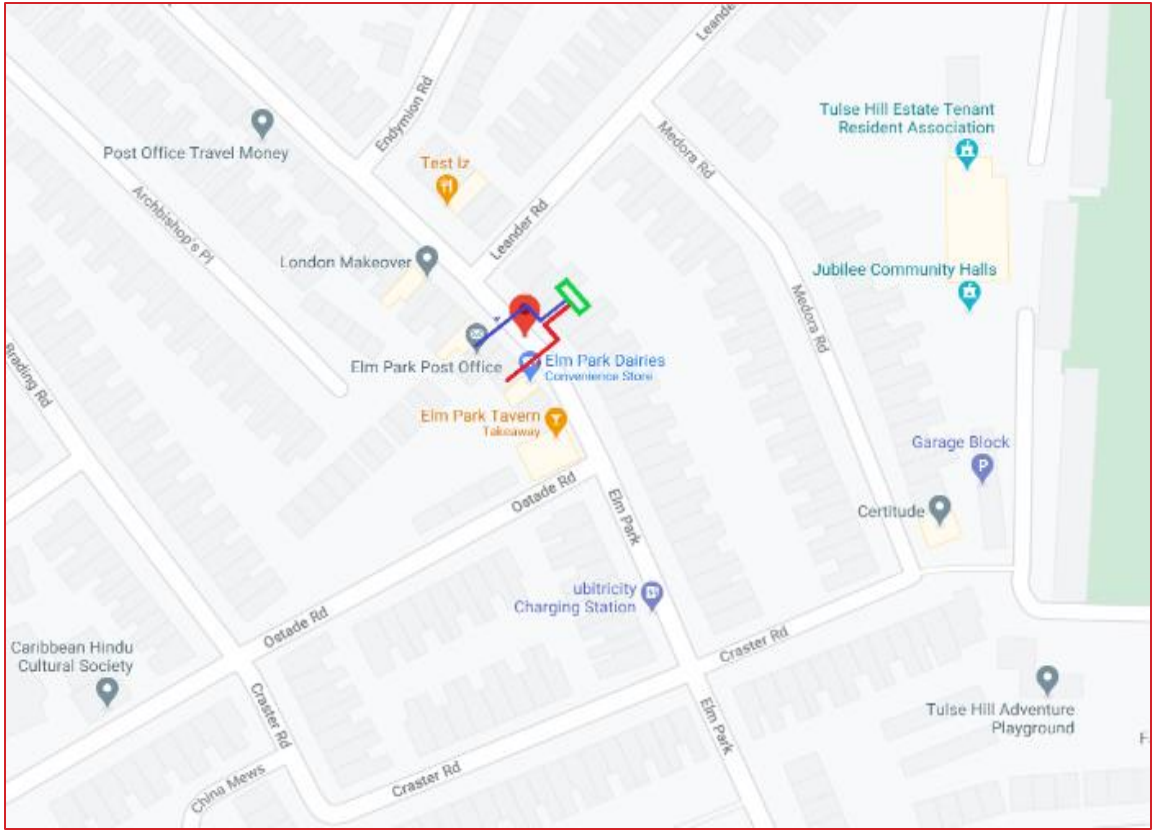


Site 6: Upper Tulse Hill West (Goods Vehicle)

- 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 during the week after the implementation of the LTN are up by roughly 15%, while they are up 30% on weekends.



Site 7: Elm Park



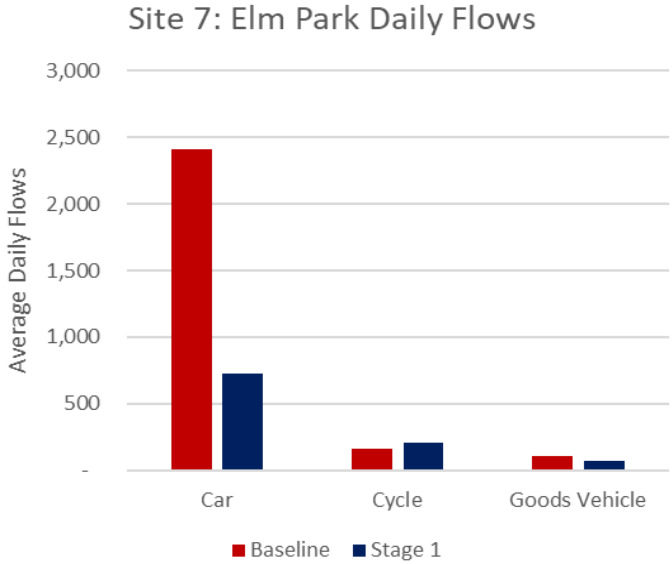
Source: MHTC/Google Maps

Site 7: Elm Park (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 7 on Upper Tulse Hill 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 **large decrease in car travel** (-70%), and a slight increase in cycle travel (+25%). There was also a moderate decrease in goods vehicles passing the site (-31%).

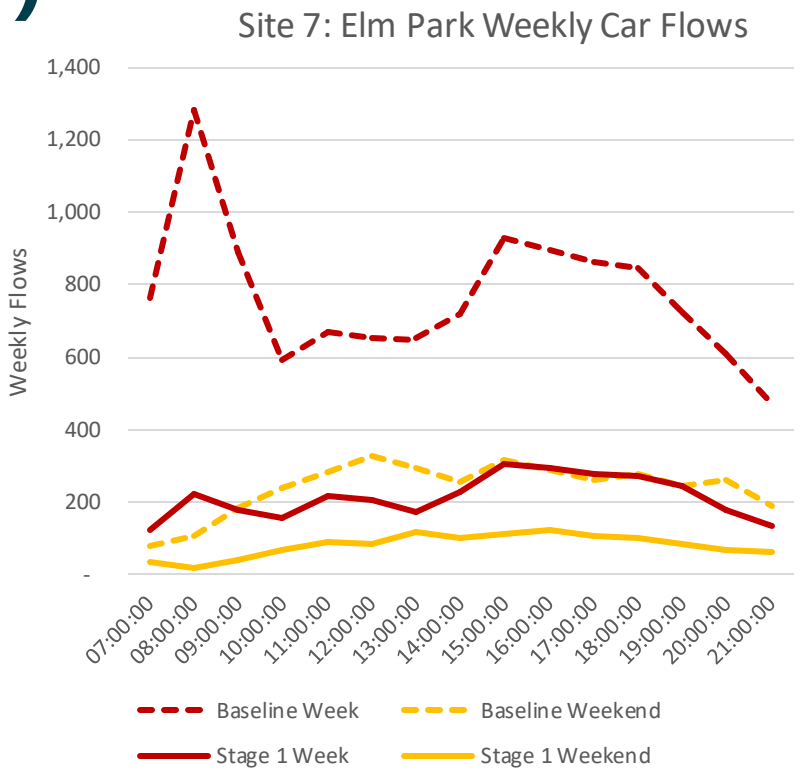
	Car	Cycle	Goods Vehicle
Pre-Covid*	2,697	164	122
Baseline*	2,410	164	109
Stage 1	731	205	75
Difference	-1,679	40	-34
% Change	-70%	25%	-31%

*For cycles, baseline = historic



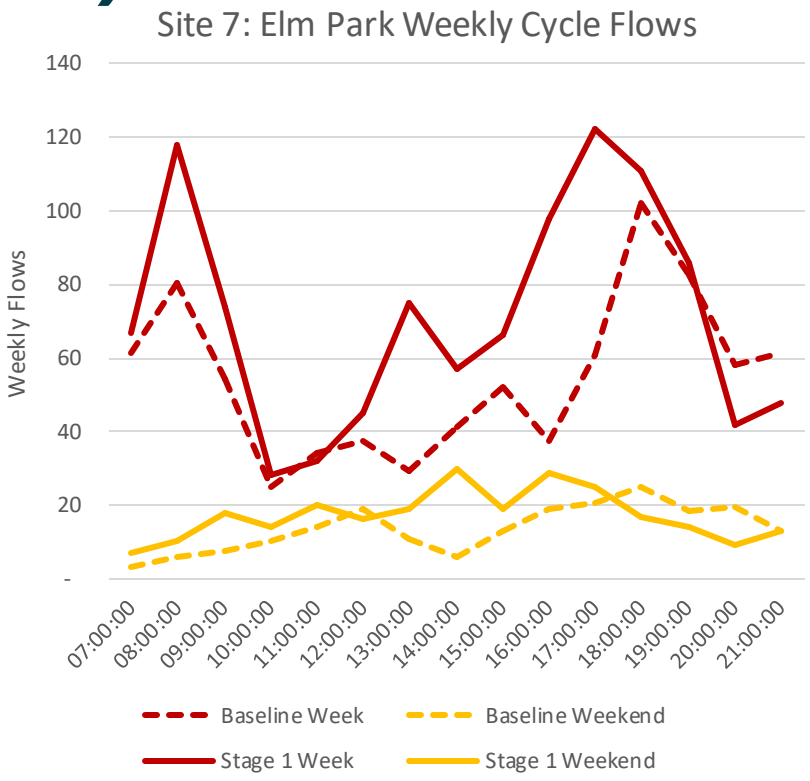
Site 7: Elm Park (Car)

- 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 an 71% drop during weekdays.
- On weekends, there was a similar magnitude of reduction in car volumes (-66%)



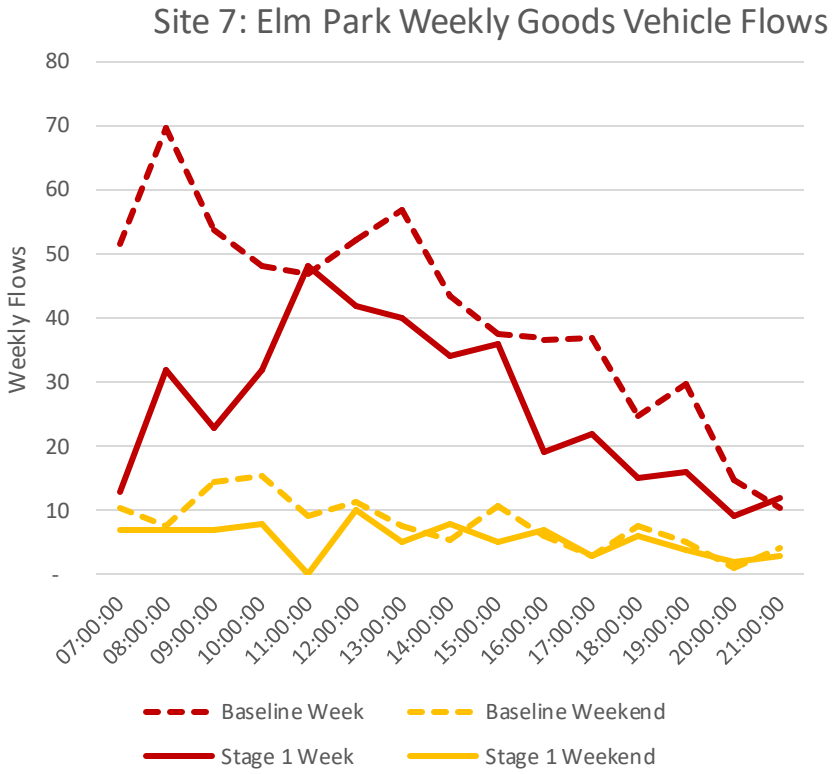
Site 7: Elm Park (Cycle)

- The chart to the right shows the volume of cycle flows past site 7 for **five weekdays** and **two weekend** days.
- Cycle trips maintained similar patterns across al time periods, but presenting higher AM and PM peaks on weekdays.
- Volumes were up by 25% on weekdays and by 22% on weekends.

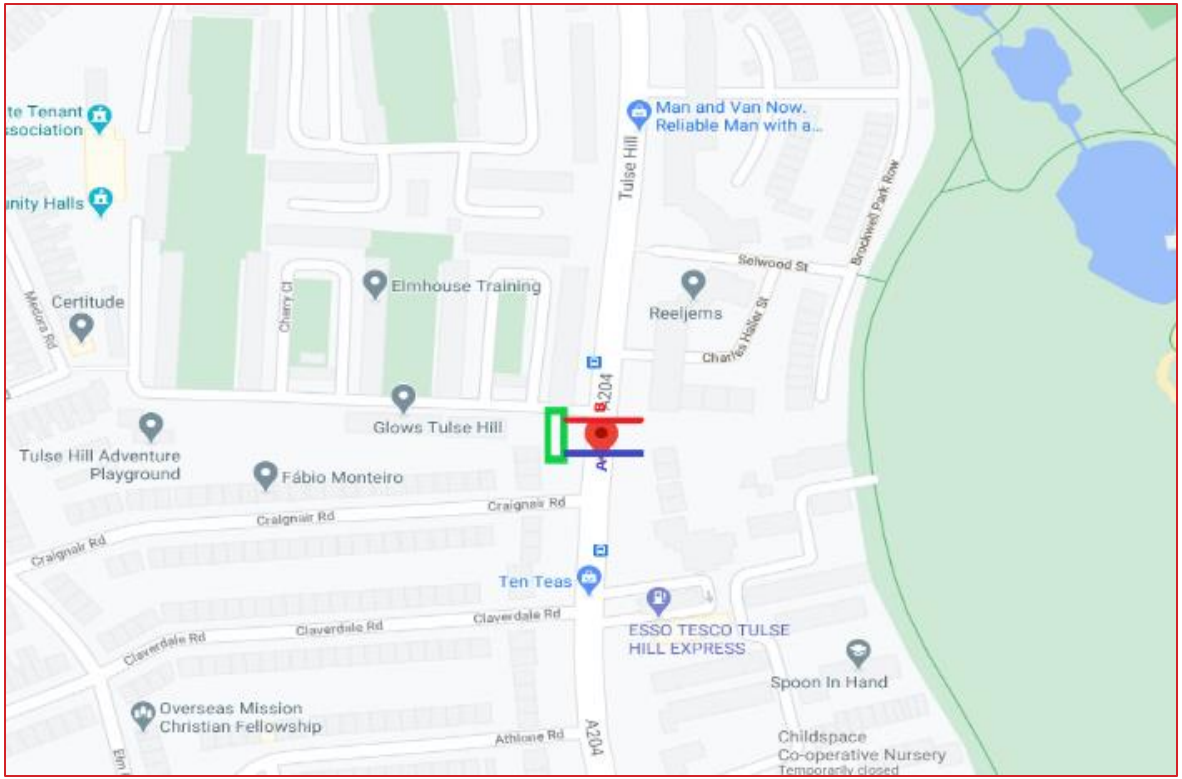


Site 7: Elm Park (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 7 for **five weekdays** and **two weekend** days.
- Compared to the high-but-falling profile for goods vehicle flows during the week in the baseline, Stage 1 flows rose at the start of the day and tailed off in the afternoon, representing an 32% decrease.
- Weekend goods vehicle flows were also lower than projected in the baseline by roughly 29%.



Site 8: Tulse Hill



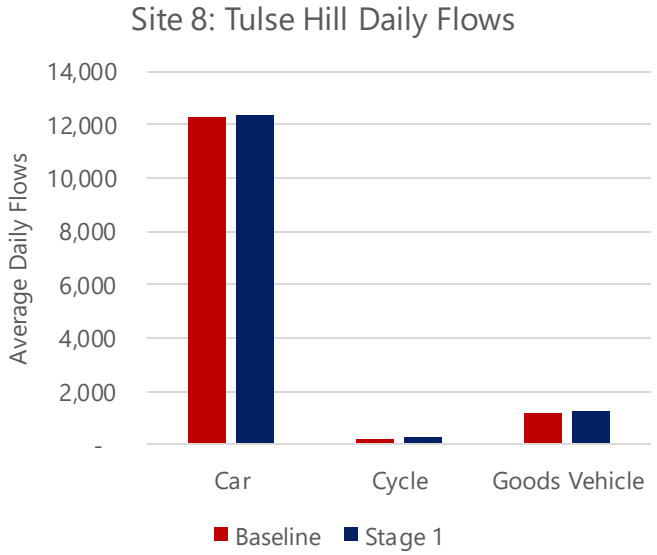
Source: MHTC/Google Maps

Site 8: Tulse Hill (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 8 on Upper Tulse Hill 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 **almost no change in car travel** and **a moderate increase in cycle travel** (+30%). There was also a slight increase in goods vehicles passing the site (+6%)

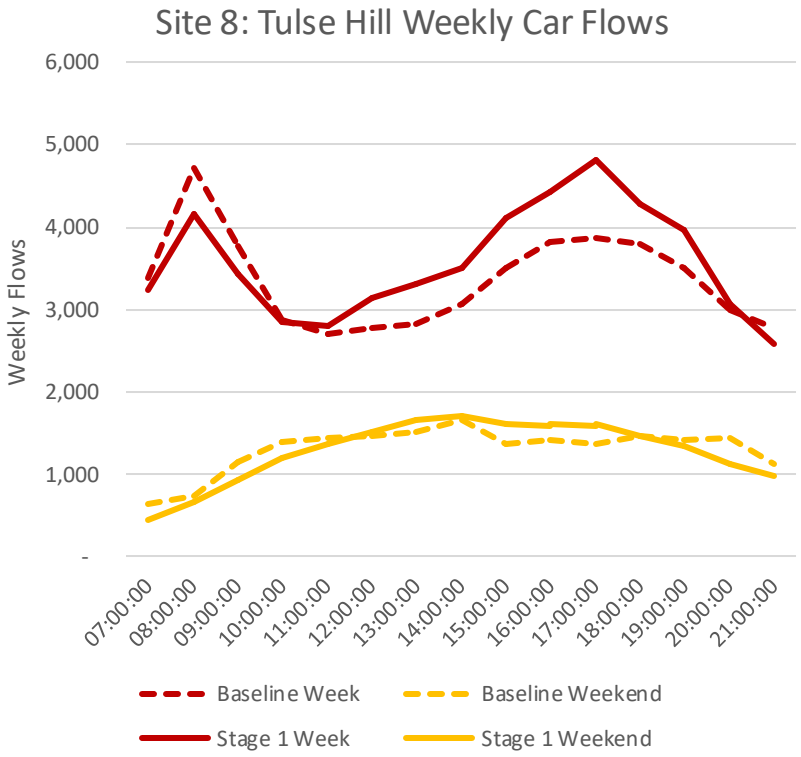
	Car	Cycle	Goods Vehicle
Pre-Covid*	13,768	200	1,317
Baseline*	12,301	200	1,177
Stage 1	12,329	260	1,248
Difference	29	60	71
% Change	0%	30%	6%

*For cycles, baseline = historic



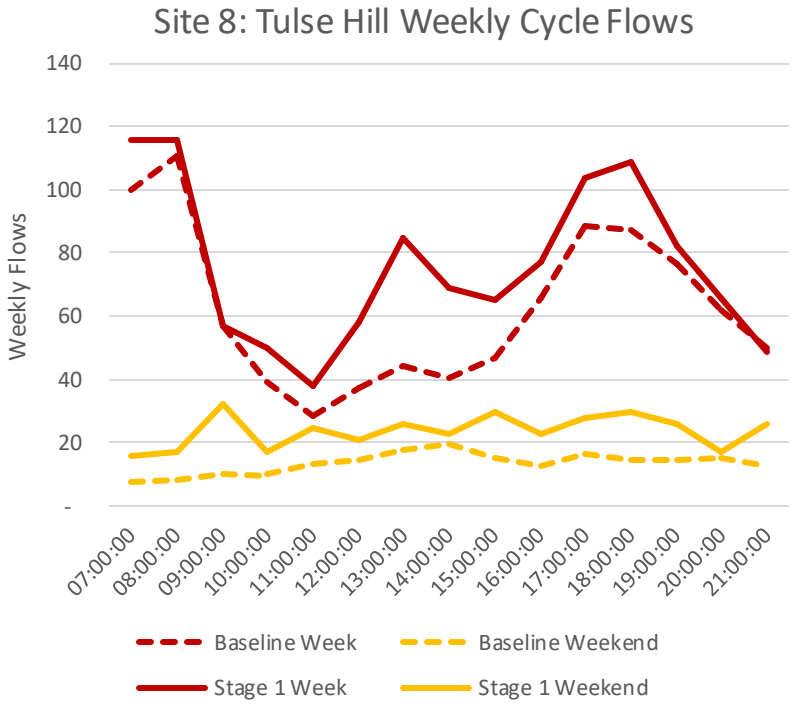
Site 8: Tulse Hill (Car)

- 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 and weekend traffic follows a similar profile for both before and after the LTN was installed, although vehicle levels are lower in the morning and higher in the afternoon, resulting on a 4% overall increase.
- Weekend flows are 9% lower compared to the projected baseline.



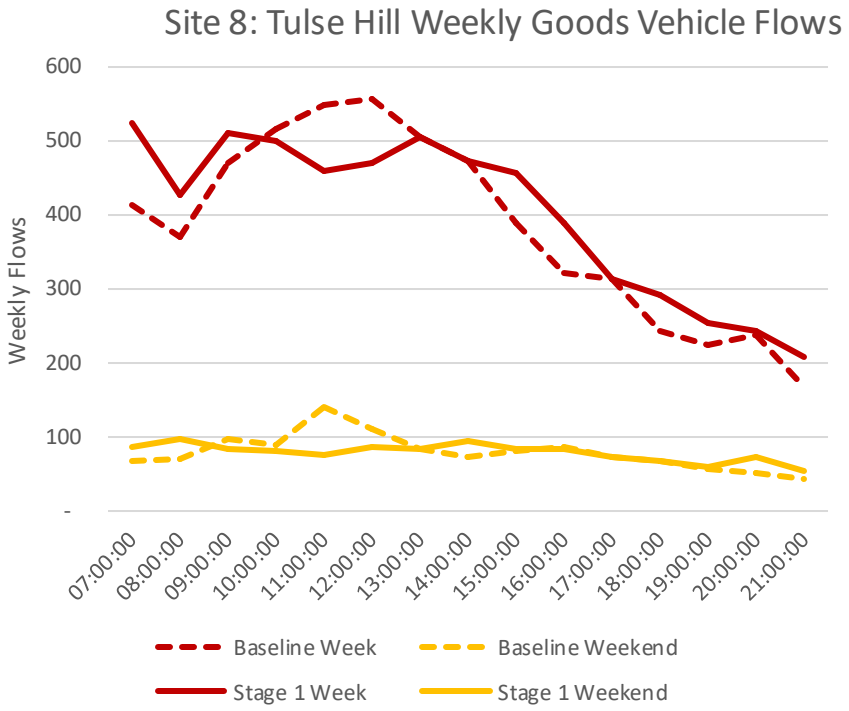
Site 8: Tulse Hill (Cycle)

- The chart to the right shows the volume of cycle flows past site 8 for **five weekdays** and **two weekend** days.
- Cycle trips patterns are roughly similar before and after the LTN implementation, but tend to be higher during the weekday interpeak.
- Weekday cycle volumes recorded a 22% increase, while weekend volumes were up by 66%, although from a relatively low projected baseline.

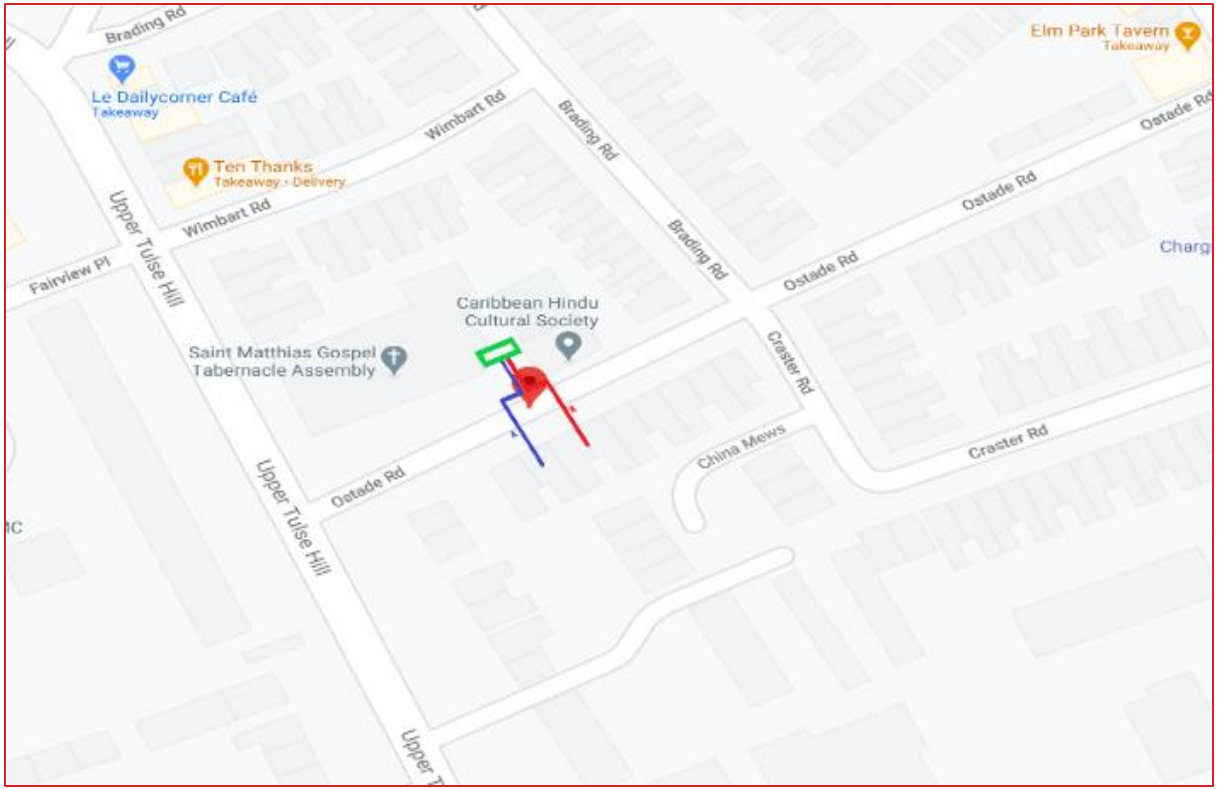


Site 8: Tulse Hill (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 8 for **five weekdays** and **two weekend** days.
- Goods vehicle flows patterns remained similar after the implementation of the LTN.
- There was a slight increase in volumes, both on weekday flows (+7%) and on weekends (+2%).



Site 9: Ostade Road



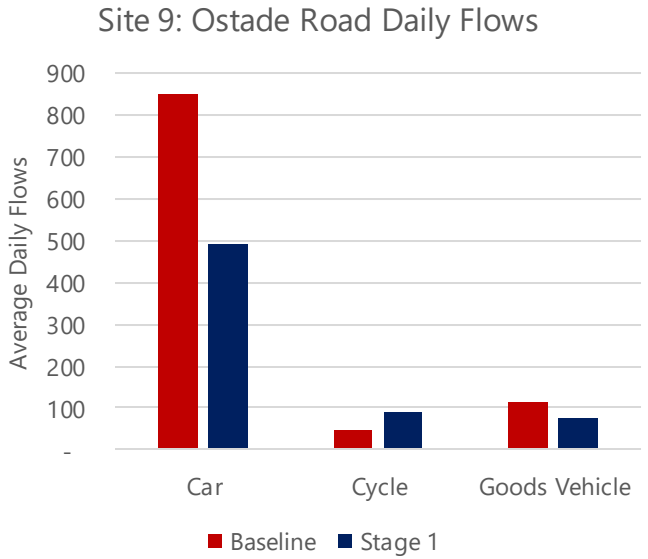
Source: MHTC/Google Maps

Site 9: Ostade Road (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 9 on Ostade 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 (-42%) and **very large increase in cycle travel** (+81%). There was also a moderate decrease in goods vehicles passing the site (-40%).

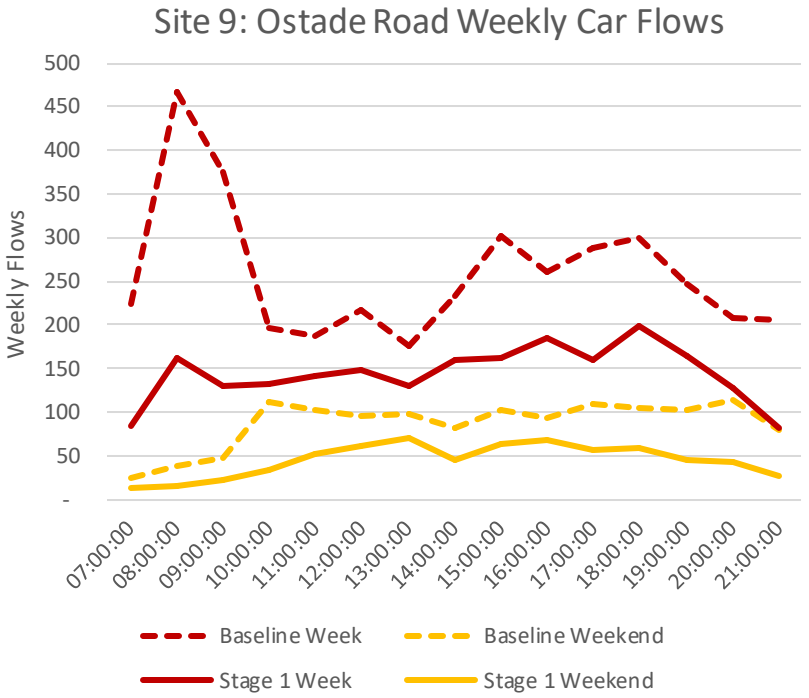
	Car	Cycle	Goods Vehicle
Pre-Covid*	967	49	125
Baseline*	848	49	113
Stage 1	490	89	78
Difference	-358	40	-35
% Change	-42%	81%	-31%

*For cycles, baseline = historic



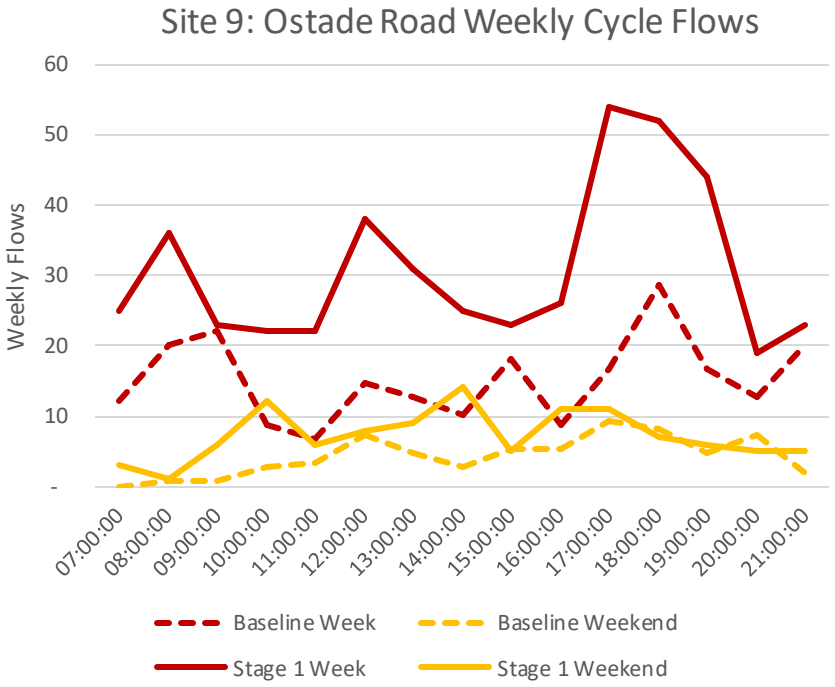
Site 9: Ostade Road (Car)

- The chart to the right shows the volume of car flows past site 9 for **five weekdays** and **two weekend** days (summed for each).
- Car trips on Ostade Road were significantly lower throughout the day especially during the weekday morning peak.
- Weekday car trips were 41% lower than the baseline, while weekend trips were 45% lower.



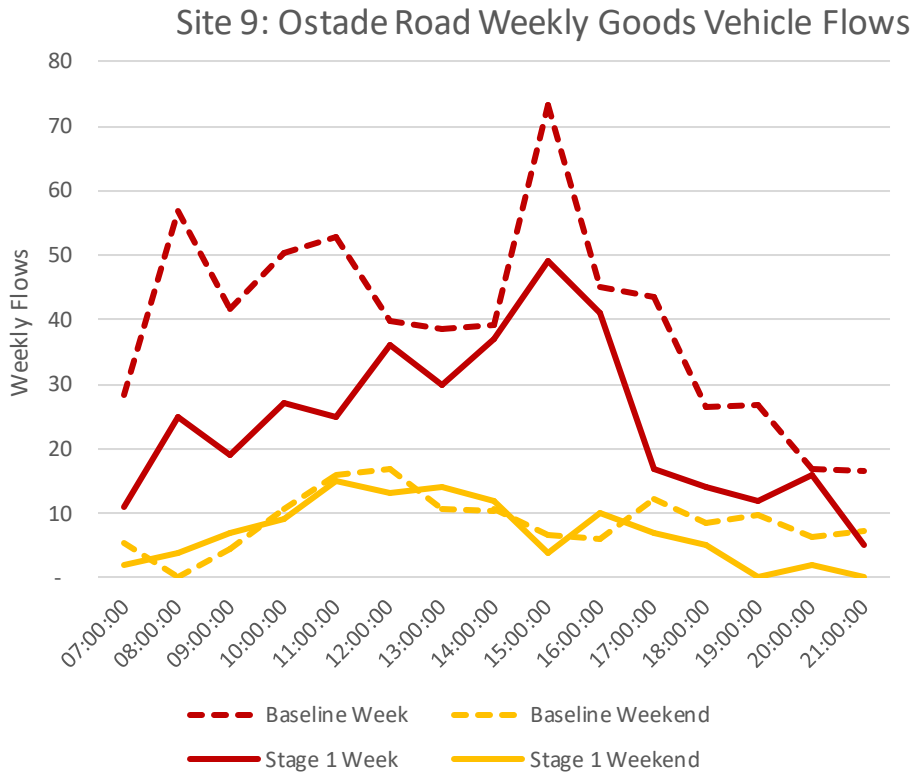
Site 9: Ostade Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 9 for **five weekdays** and **two weekend** days.
- Cycle flows were significantly higher compared to the projected baseline, presenting three peaks during the day on weekdays, with volumes almost doubling (+91%), although from a low projected baseline.
- Weekend cycle flows were 48% higher than in the baseline, although starting from a very low projected baseline.

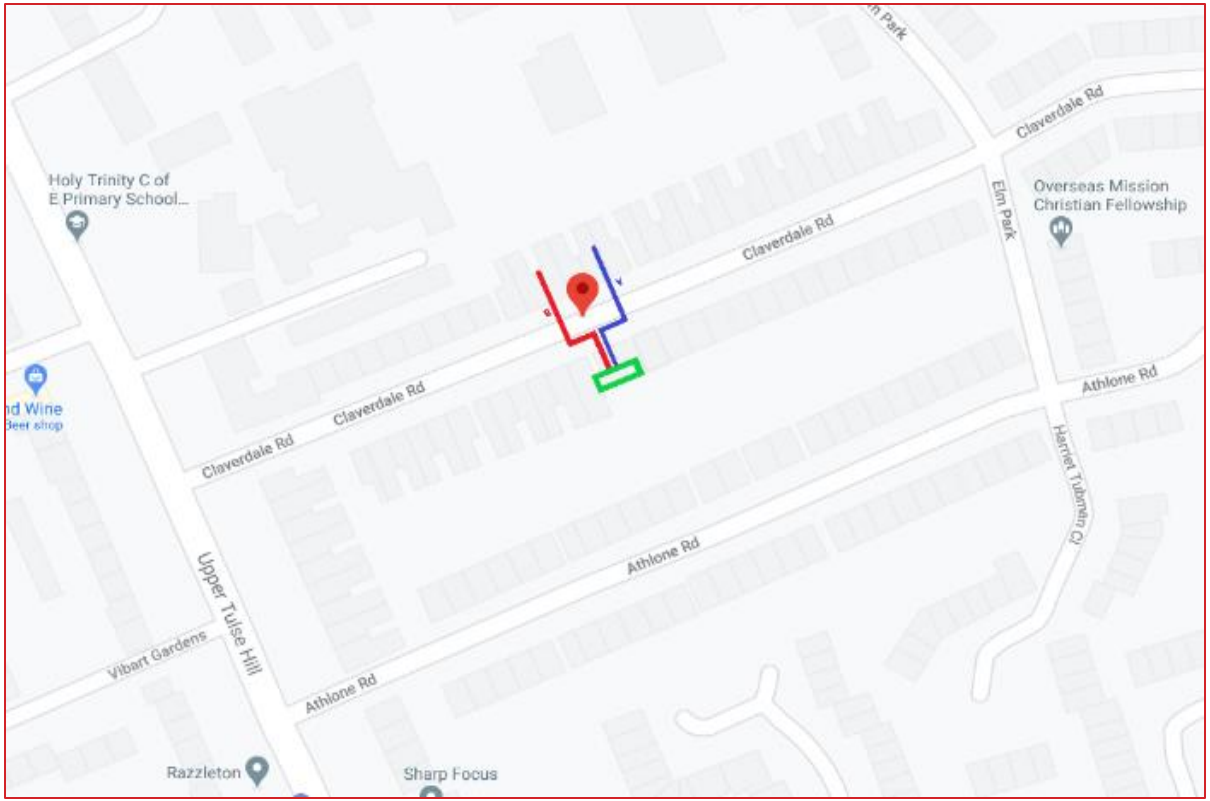


Site 9: Ostade Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 9 for **five weekdays** and **two weekend** days.
- Stage 1 goods vehicle flows were 35% lower on weekdays compared to the projected baseline and 13% lower on weekends.



Site 10: Claverdale Road



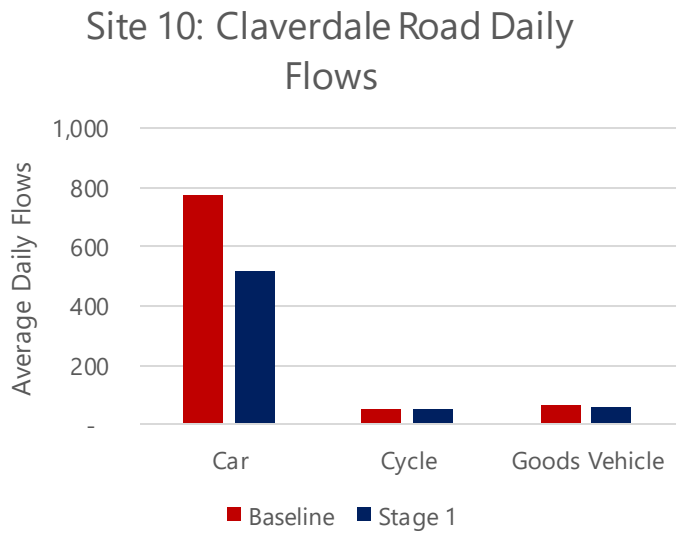
Source: MHTC/Google Maps

Site 10: Claverdale Road (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 10 on Claverdale 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 reduction in car travel** (-33%), and a slight decrease **in** cycle travel (-5%). There was also a slight decrease in goods vehicles passing the site (-13%)

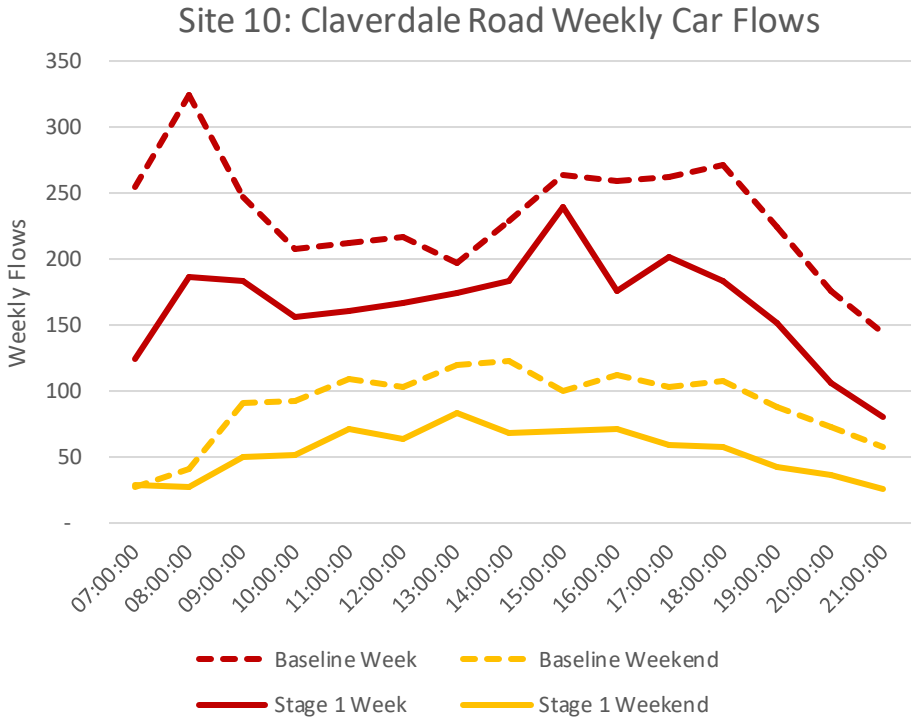
	Car	Cycle	Goods Vehicle
Pre-Covid*	870	52	76
Baseline*	777	52	68
Stage 1	518	49	59
Difference	-259	-3	-9
% Change	-33%	-5%	-13%

*For cycles, baseline = historic



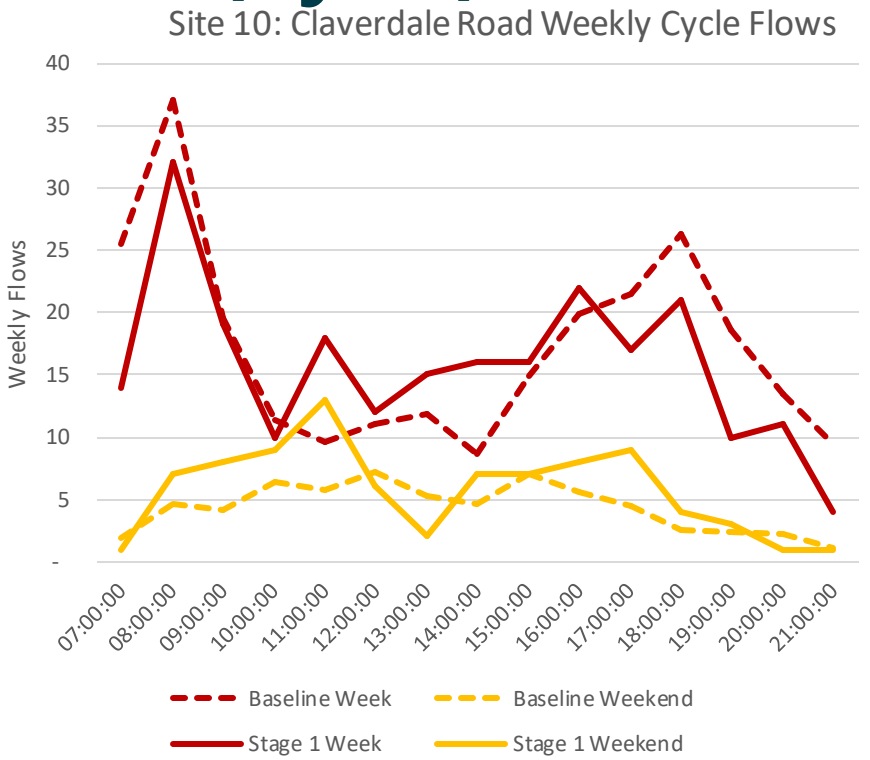
Site 10: Claverdale Road (Car)

- The chart to the right shows the volume of car flows past site 10 for **five weekdays** and **two weekend** days (summed for each).
- Car trips generally followed the baseline profile during the week, although their volume was down 29% overall.
- Weekend car trips also followed the baseline profile, although with a 43% overall decrease in volumes.



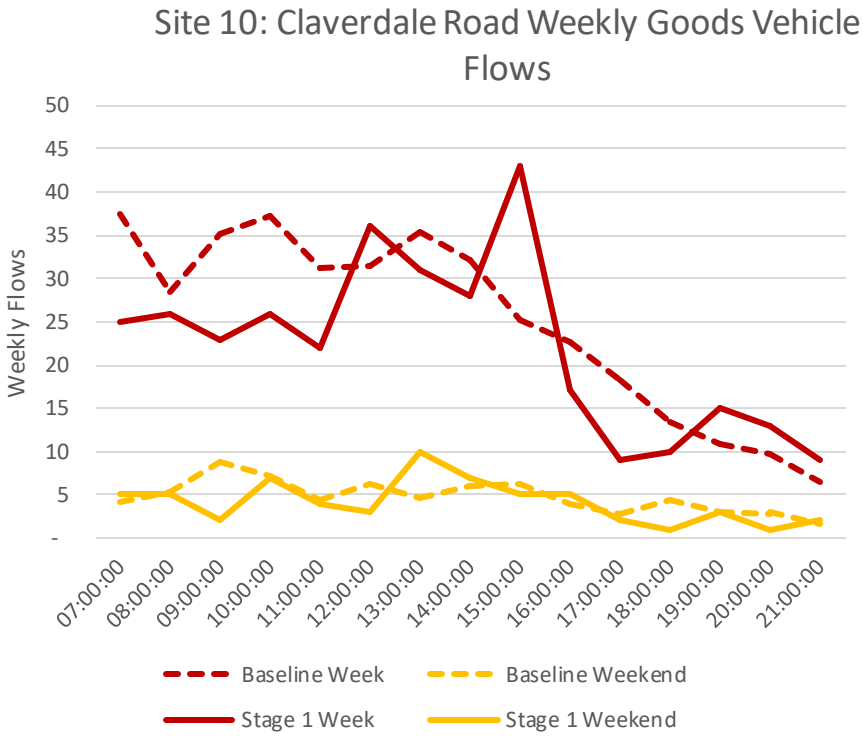
Site 10: Claverdale Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 10 for **five weekdays** and **two weekend** days.
- Cycle trips generally followed the baseline flow profile throughout the day on weekdays, but were 14% lower on average.
- On the weekend, cycle trips were roughly 29% higher than in the baseline.

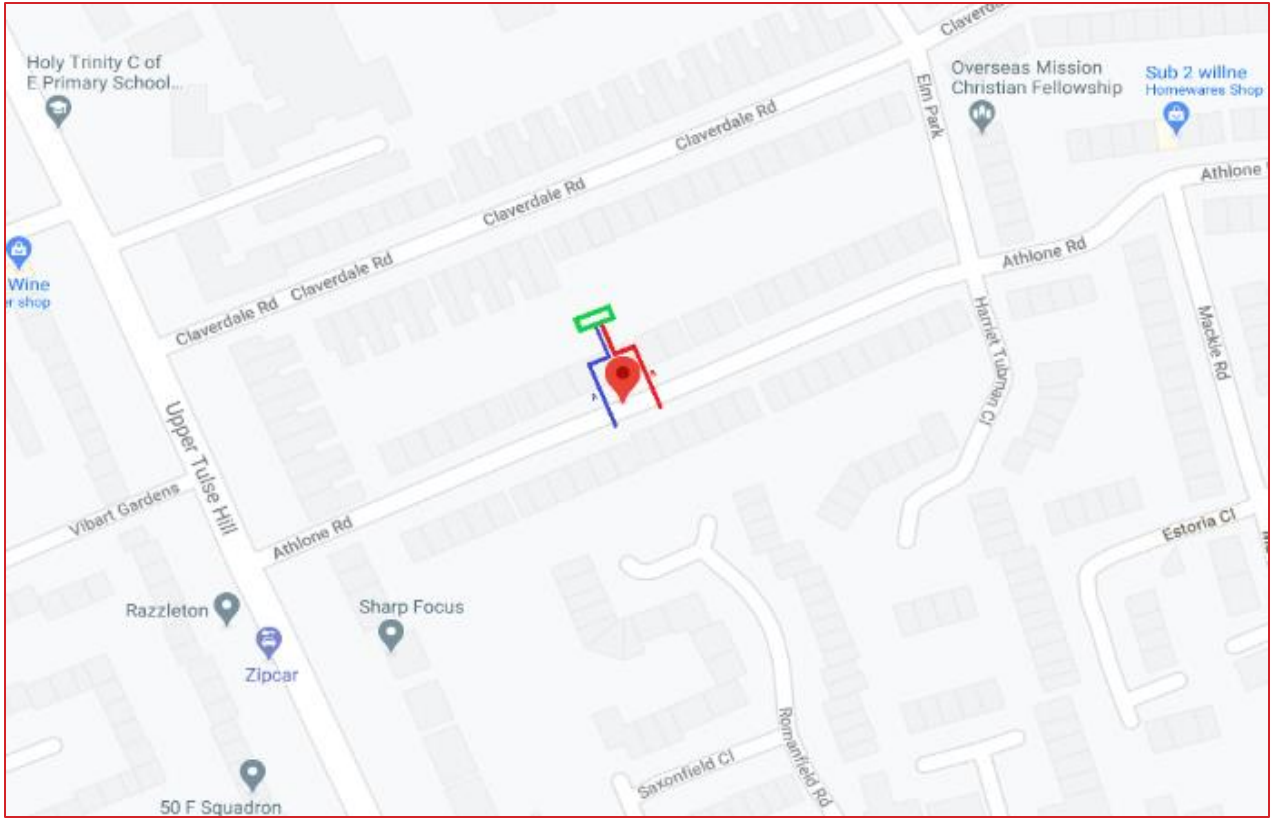


Site 10: Claverdale Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 10 for **five weekdays** and **two weekend** days.
- On weekdays, goods vehicle trips roughly matched the profile from the baseline, although with an overall 13% decrease in volumes.
- Weekend goods vehicle trips were down slightly for most of the day, for a total 12% drop in volumes.



Site 11: Athlone Road



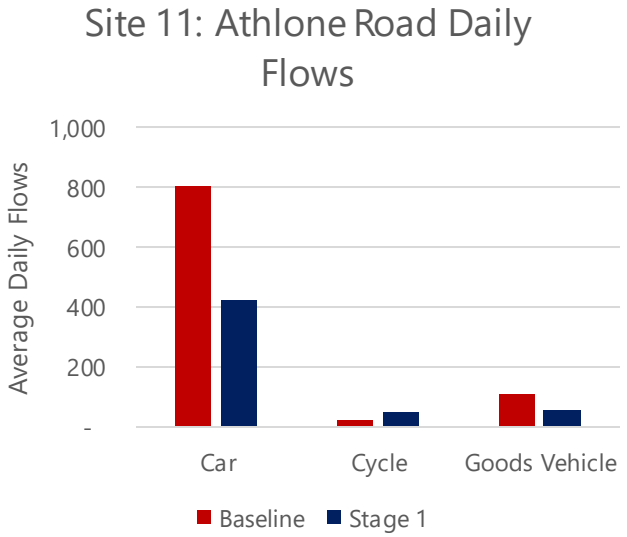
Source: MHTC/Google Maps

Site 11: Athlone Road (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 11 on Athlone 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 reduction in car travel (-47%), yet **very large increase in cycle travel** (+129%). There was a large reduction in goods vehicles passing the site (-51%).

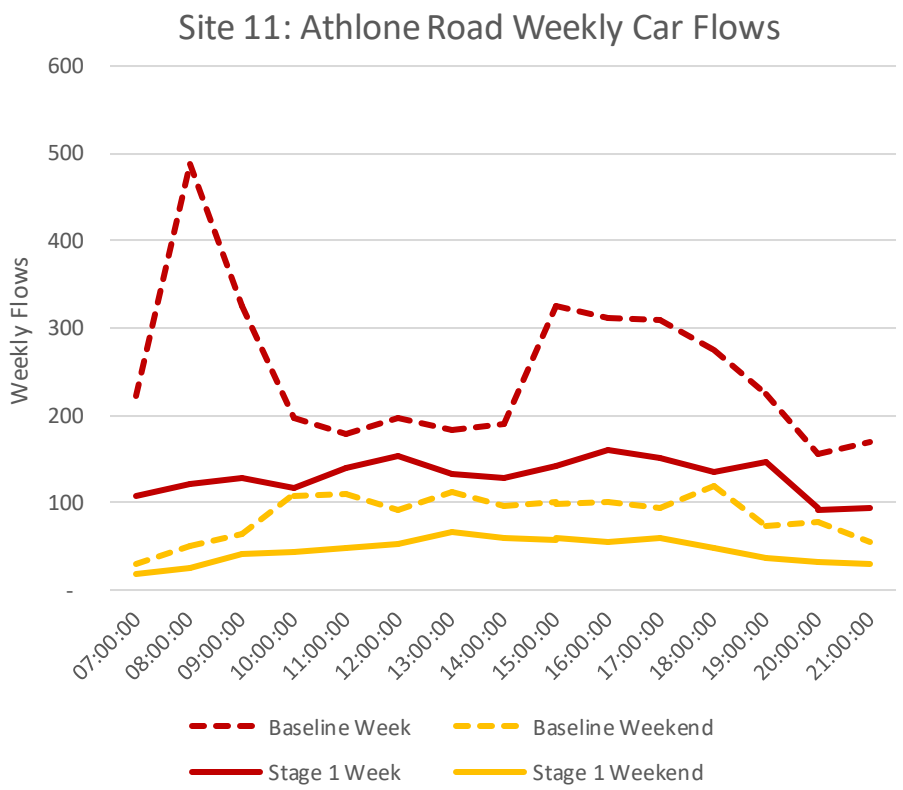
	Car	Cycle	Goods Vehicle
Pre-Covid*	901	20	123
Baseline*	804	20	110
Stage 1	426	47	54
Difference	-378	26	-56
% Change	-47%	129%	-51%

*For cycles, baseline & pre-covid = historic



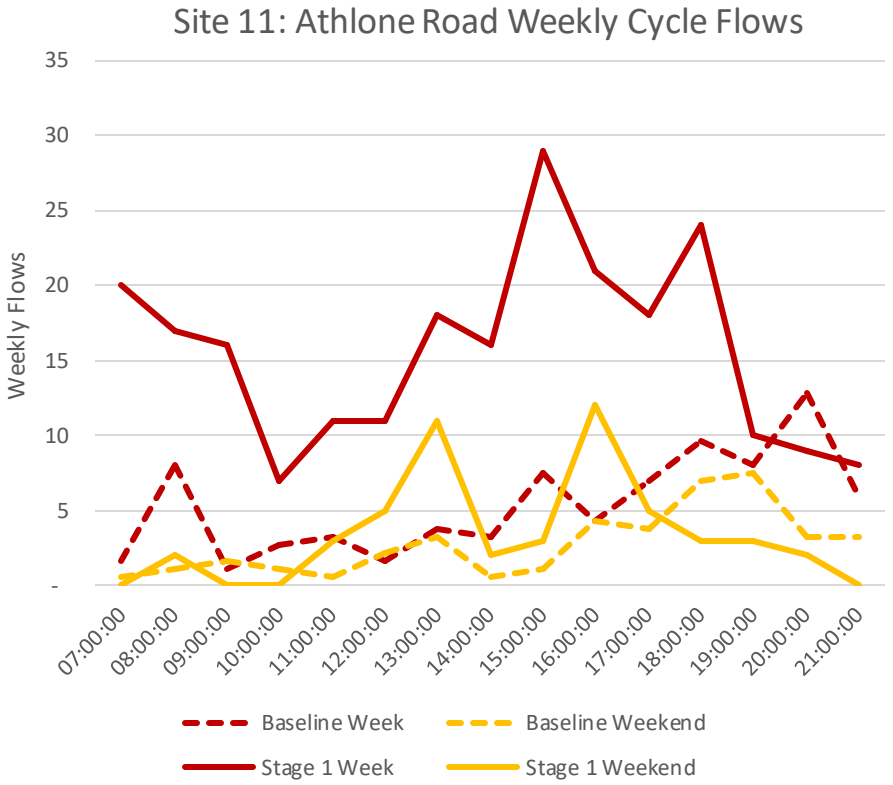
Site 11: Athlone Road (Car)

- The chart to the right shows the volume of car flows past site 11 for **five weekdays** and **two weekend** days (summed for each).
- Car trips were significantly down throughout the day, both on weekdays and on weekends.
- Weekday flows were down 46%, while weekends flow were down 73%.



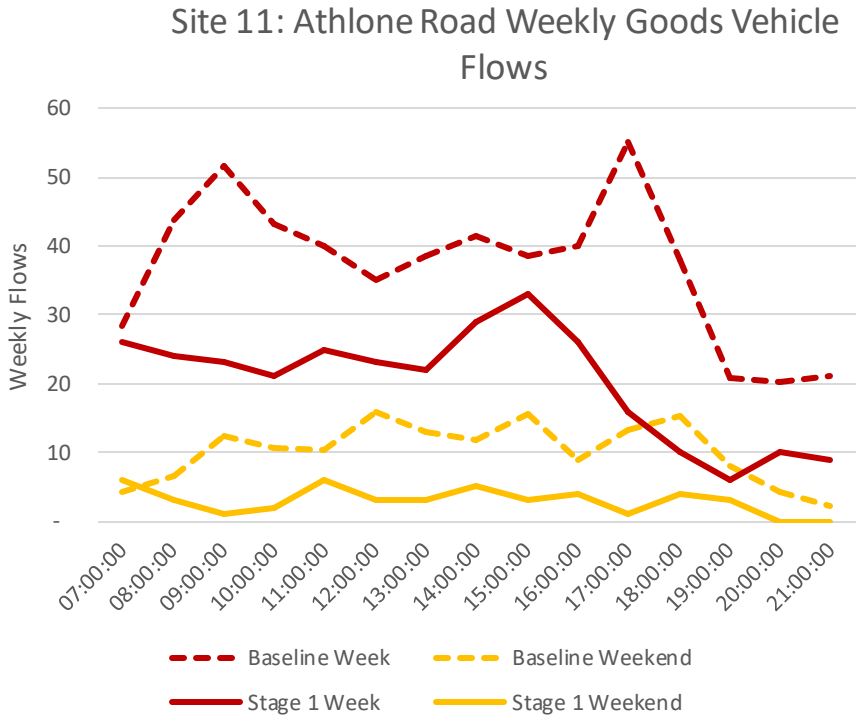
Site 11: Athlone Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 11 for **five weekdays** and **two weekend** days.
- Cycle trips were much higher than projected in the baseline, with the exception of evening trips, and weekend morning trips.
- On weekdays, cycle trips increased 173% overall, while they only increased by 39% on weekends.

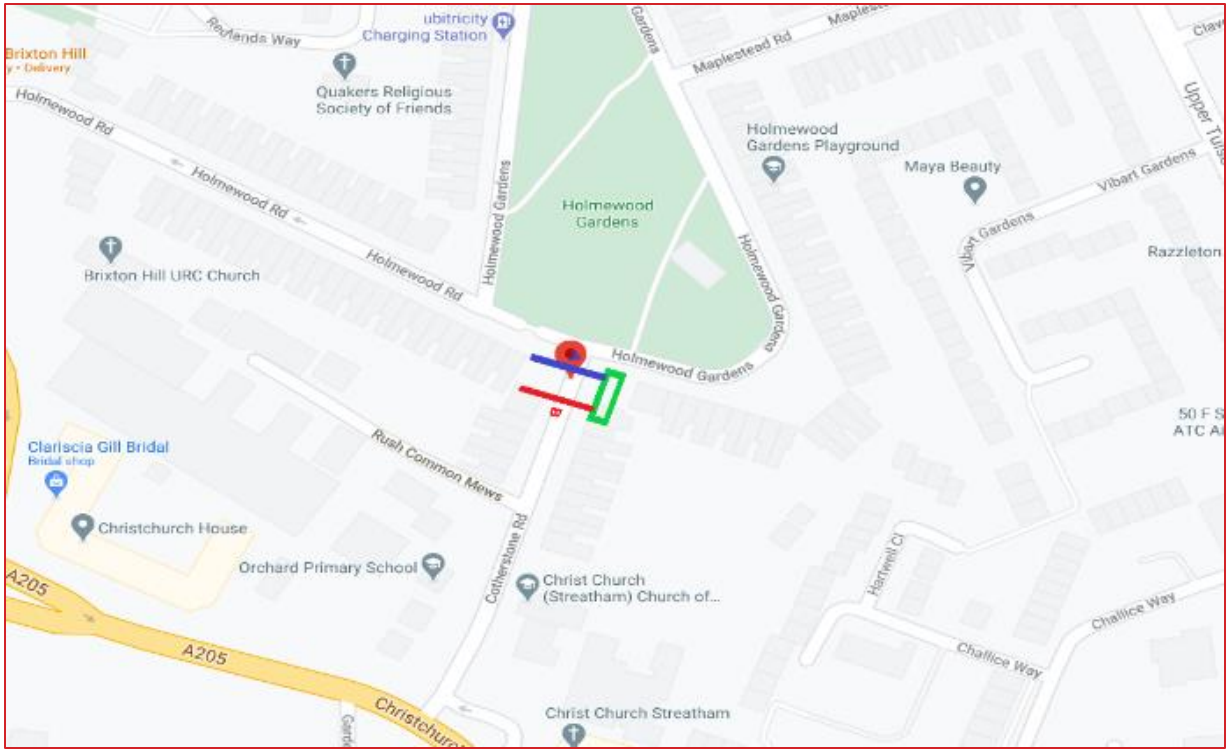


Site 10: Athlone Road (Goods Vehicle)

- 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 generally followed the baseline profile of the baseline, although not presenting the weekday AM peak,
- There was a 44% reduction in goods vehicle trips on weekdays and a 73% reduction on weekends.



Site 11: Cotherstone Road



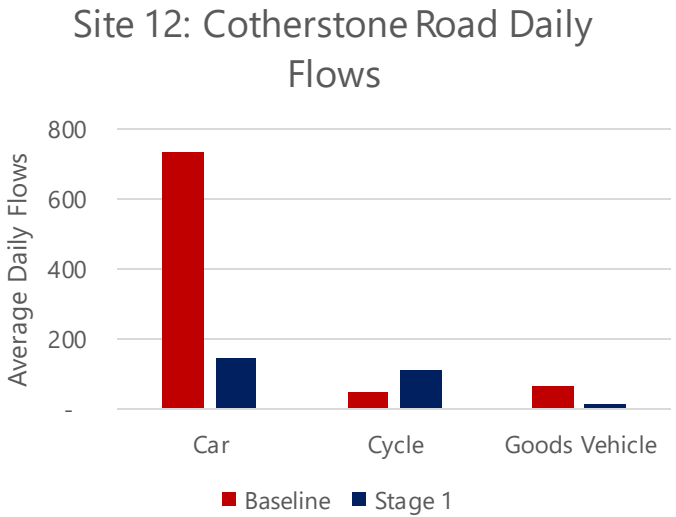
Source: MHTC/Google Maps

Site 12: Cotherstone Road (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 12 on Cotherstone 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 reduction in car travel** (-81%), and a **very large increase in cycle travel** (+124%). There was also a **very large decrease in goods vehicles** passing the site (-81%)

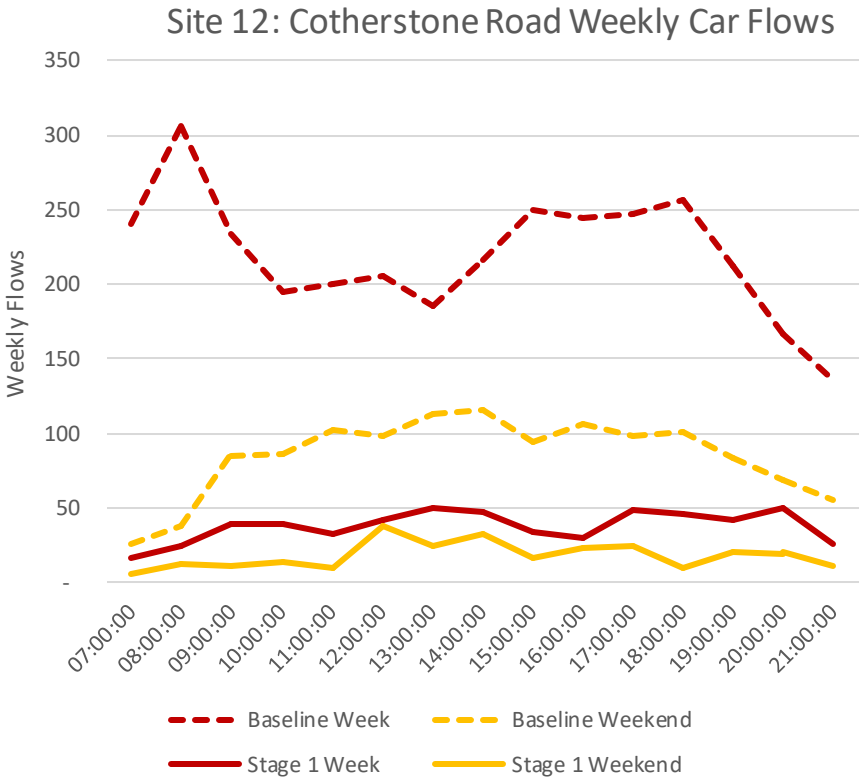
	Car	Cycle	Goods Vehicle
Pre-Covid*	821	49	72
Baseline*	734	49	64
Stage 1	142	110	12
Difference	-592	61	-52
% Change	-81%	124%	-81%

*For cycles, baseline = historic



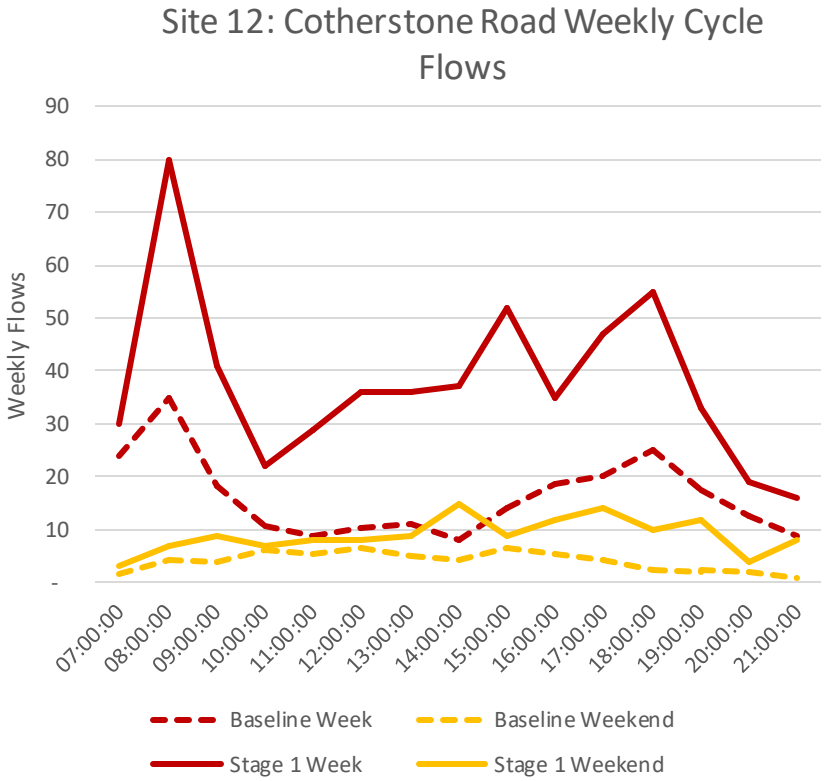
Site 12: Cotherstone Road (Car)

- 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 are considerably down during the week, recording a 83% reduction in volumes vs. the baseline.
- Weekend car trips were also 69% lower than the predicted baseline.



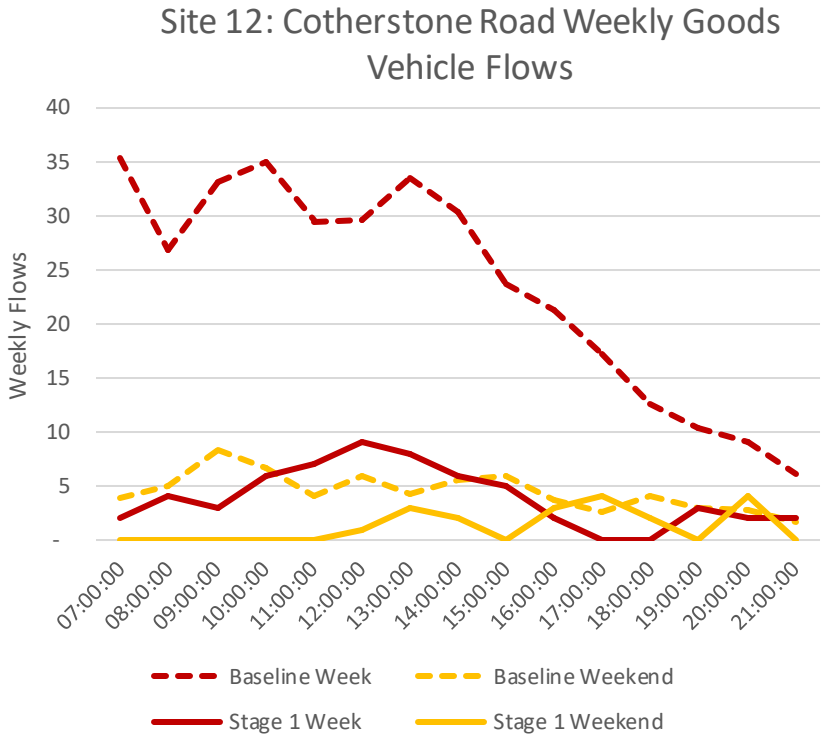
Site 12: Cotherstone Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 12 for **five weekdays** and **two weekend** days.
- Cycle trips generally followed the baseline flow profile throughout the day on weekdays, but presented much higher morning and evening peaks, resulting in a 126% increase in volumes.
- On the weekend, cycle trips were 119% higher than in the baseline.

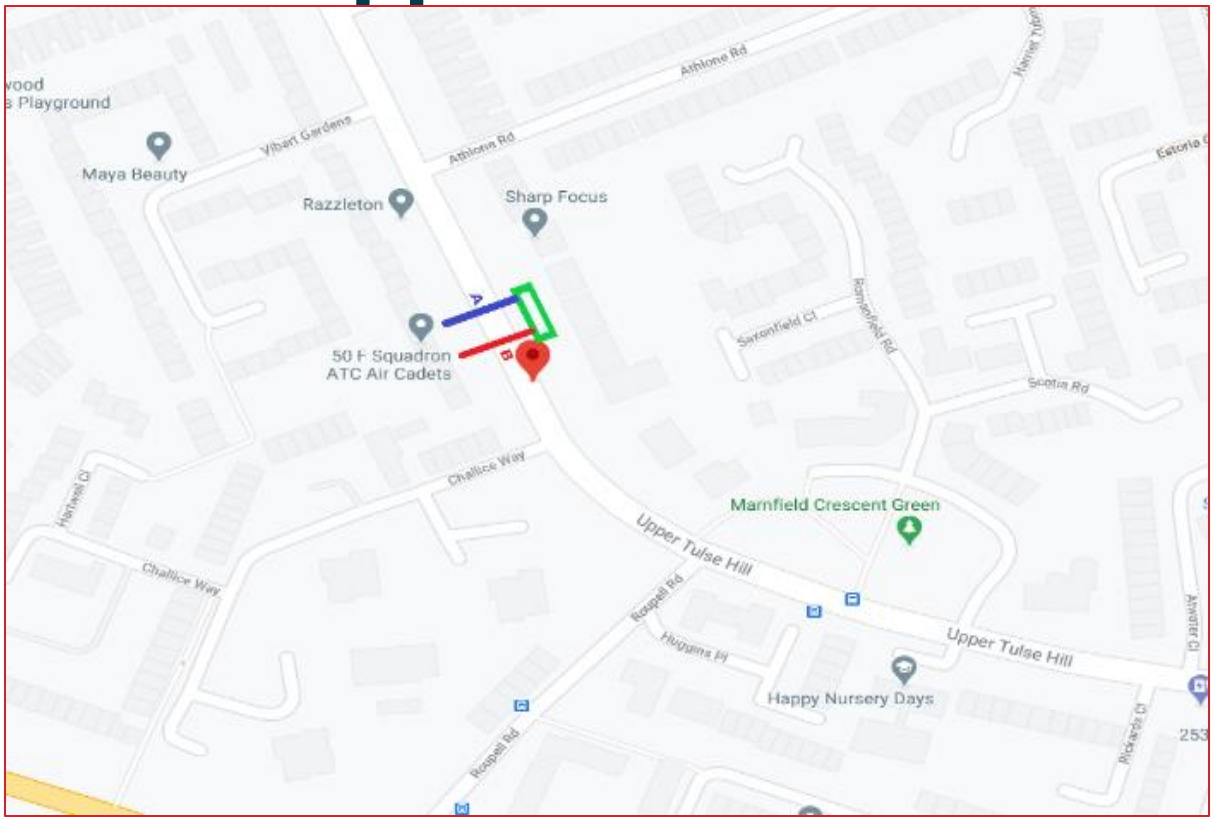


Site 12: Cotherstone Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 12 for **five weekdays** and **two weekend** days.
- Goods vehicle are considerably down, especially on weekdays, when they recorded an 83% drop in volumes.
- Weekend goods vehicle trips were down for most of the day, for a total 69% decrease in volumes.



Site 13: Upper Tulse Hill Central



Source: MHTC/Google Maps

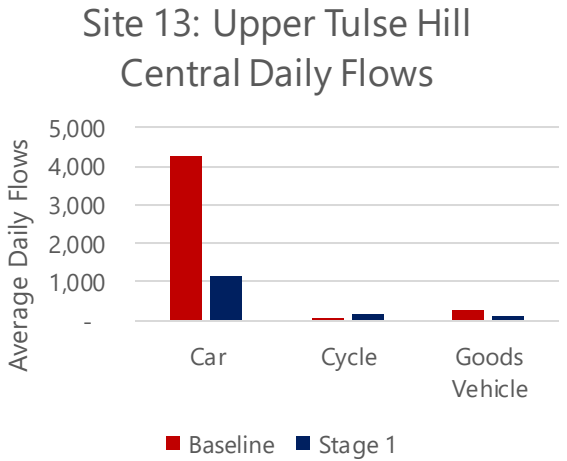
Site 13: Upper Tulse Hill Central (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 13 on Upper Tulse Hill Central 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 decrease in car travel** (-72%), and a **very large increase in cycle travel** (+105%). There was also a moderate decrease in goods vehicles passing the site (-48%).

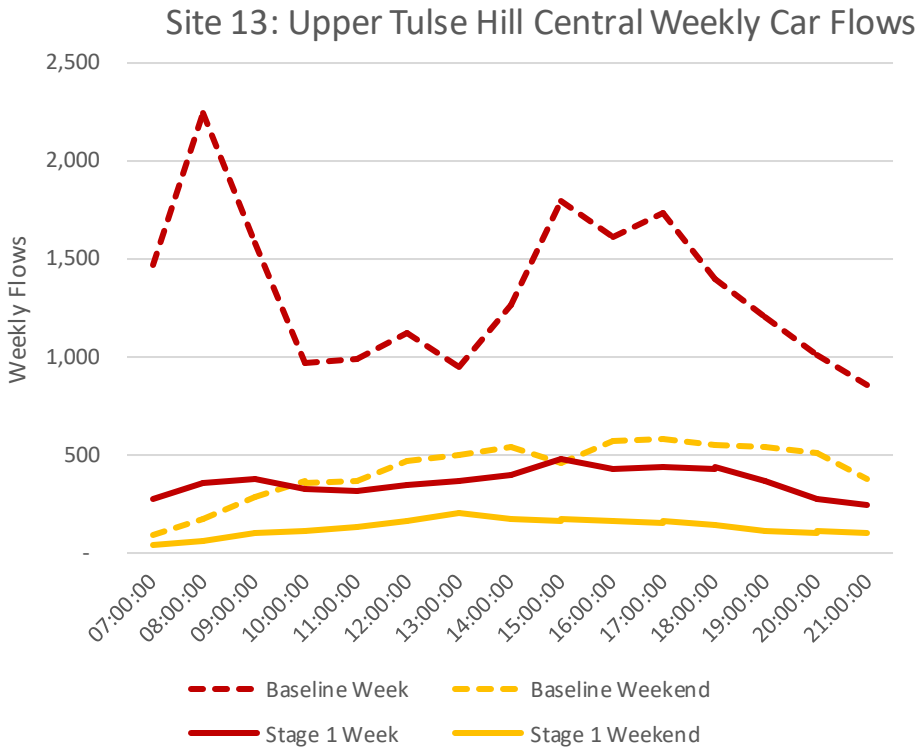
	Car	Cycle	Goods Vehicle
Pre-Covid*	4,785	76	306
Baseline*	4,275	76	273
Stage 1	1,178	156	141
Difference	-3,097	80	-132
% Change	-72%	105%	-48%

*For cycles, baseline = historic



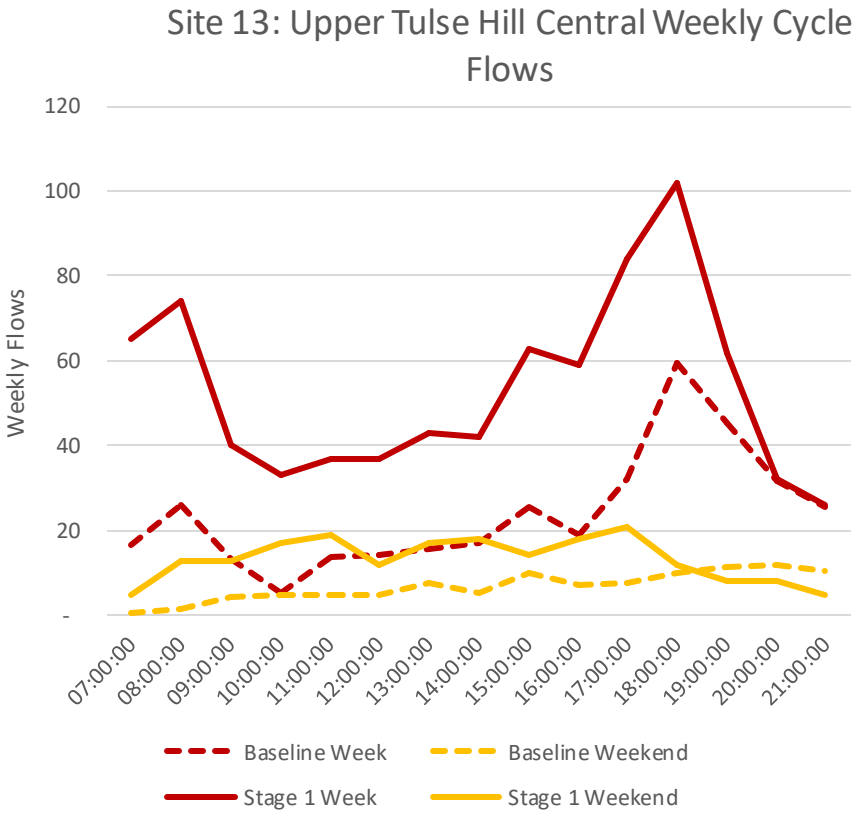
Site 13: Upper Tulse Hill Central (Car)

- 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 Upper Tulse Hill Central during the week were significantly lower than expected in the baseline (-73%)
- Weekend volumes were similarly low as compared to the baseline (-70%).



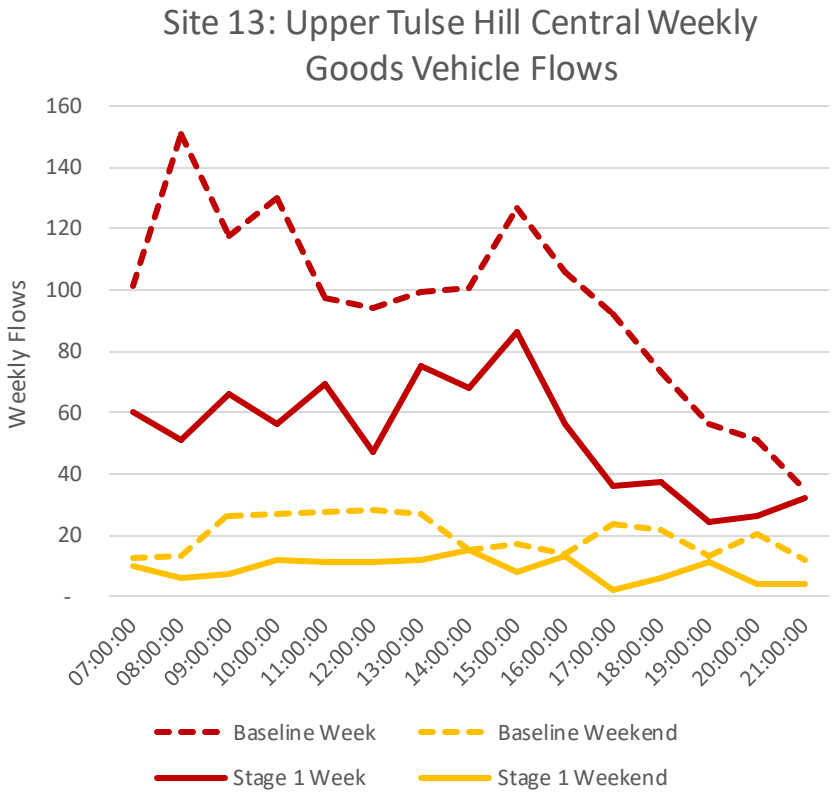
Site 13: Upper Tulse Hill Central(Cycle)

- 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 followed similar flow patterns compared to the baseline, but were 11% higher on average.
- In the weekend, cycle flows were also higher than in the baseline, for an 83% increase overall.

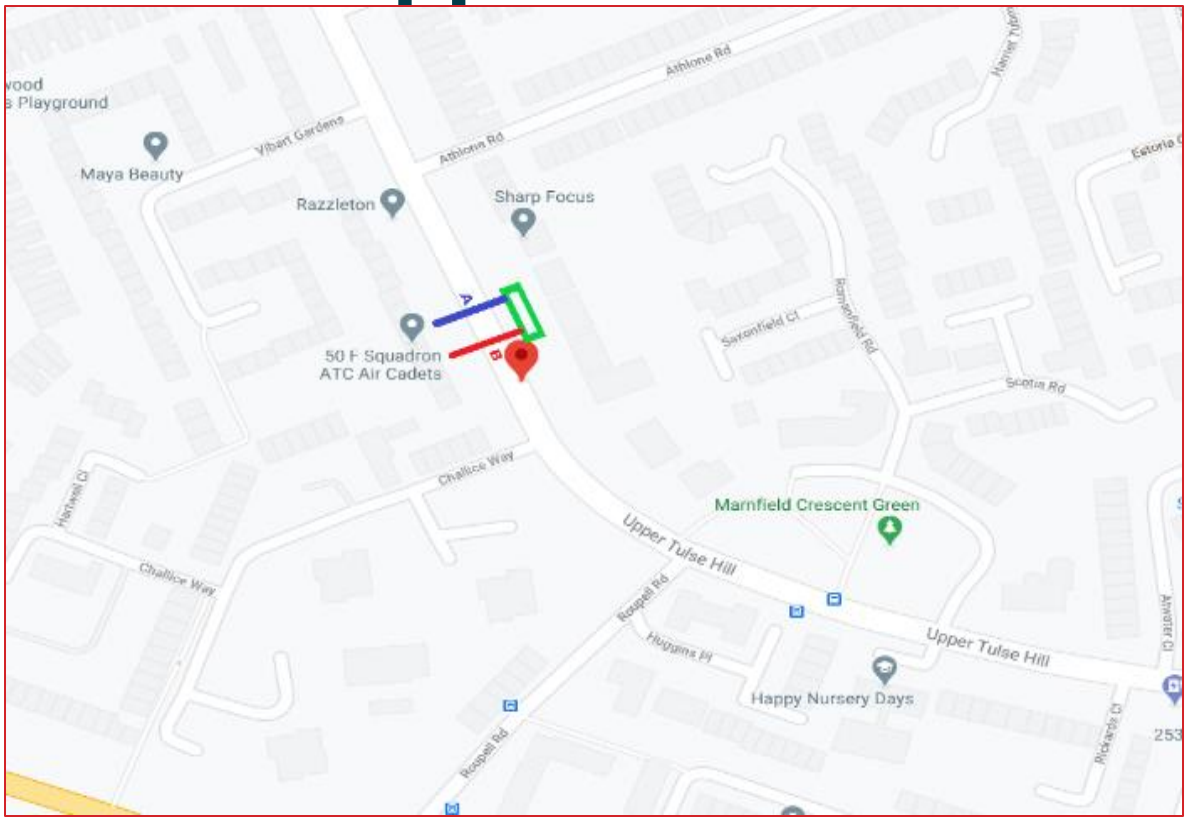


Site 13: Upper Tulse Hill Central (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 13 for **five weekdays** and **two weekend** days.
- Goods vehicle flows were 46% lower on weekdays when compared to the predicted baseline.
- Weekend volumes for goods vehicles were 60% lower than in the baseline.



Site 14: Upper Tulse Hill East



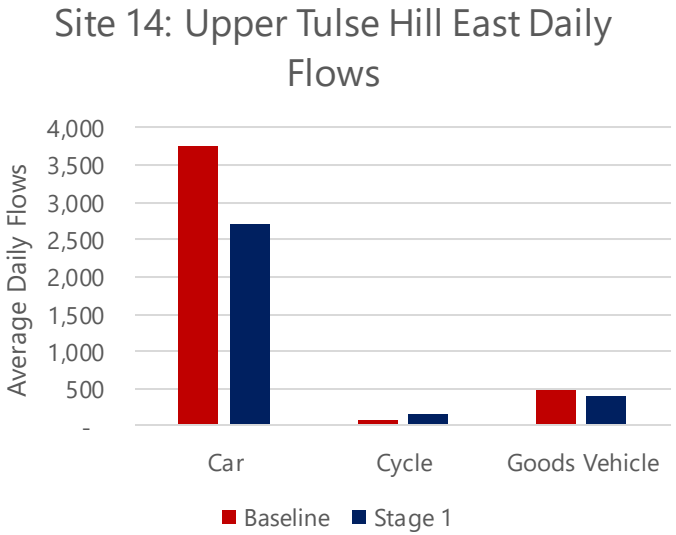
Source: MHTC/Google Maps

Site 14: Upper Tulse Hill East (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site 14 on Upper Tulse Hill 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 moderate decrease in car travel (-28%) and **large increase in cycle travel** (+75%). There was also a slight decrease in goods vehicles passing the site (-19%).

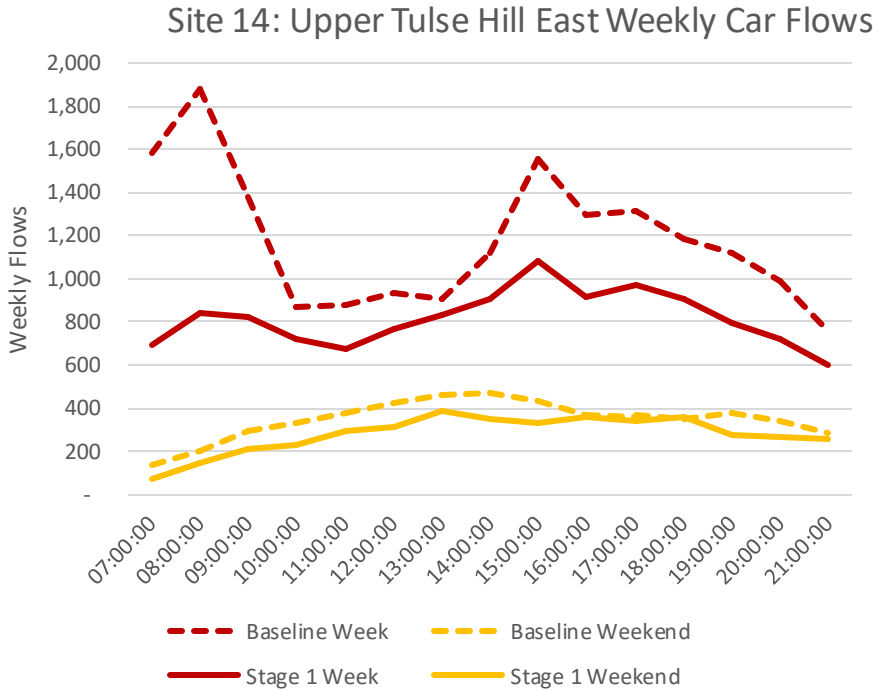
	Car	Cycle	Goods Vehicle
Pre-Covid*	4,216	92	546
Baseline*	3,766	92	488
Stage 1	2,702	161	394
Difference	-1,064	69	-94
% Change	-28%	75%	-19%

*For cycles, baseline = historic



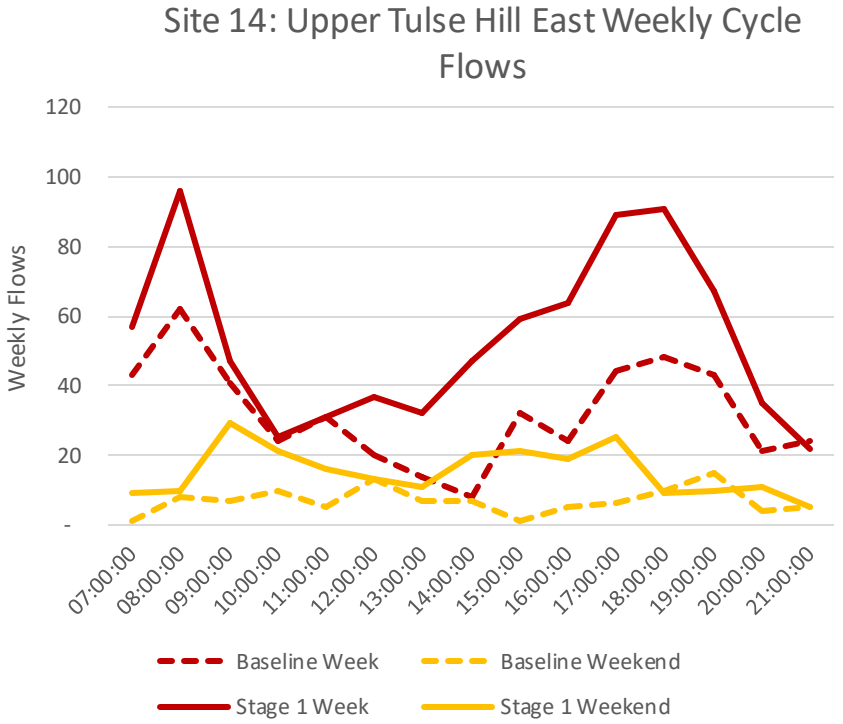
Site 14: Upper Tulse Hill East (Car)

- 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 follow a similar pattern compared to the baseline, but with a much reduced AM and PM peaks, resulting in an overall 31% decrease in volumes.
- Weekend car flows were 20% down across the day.



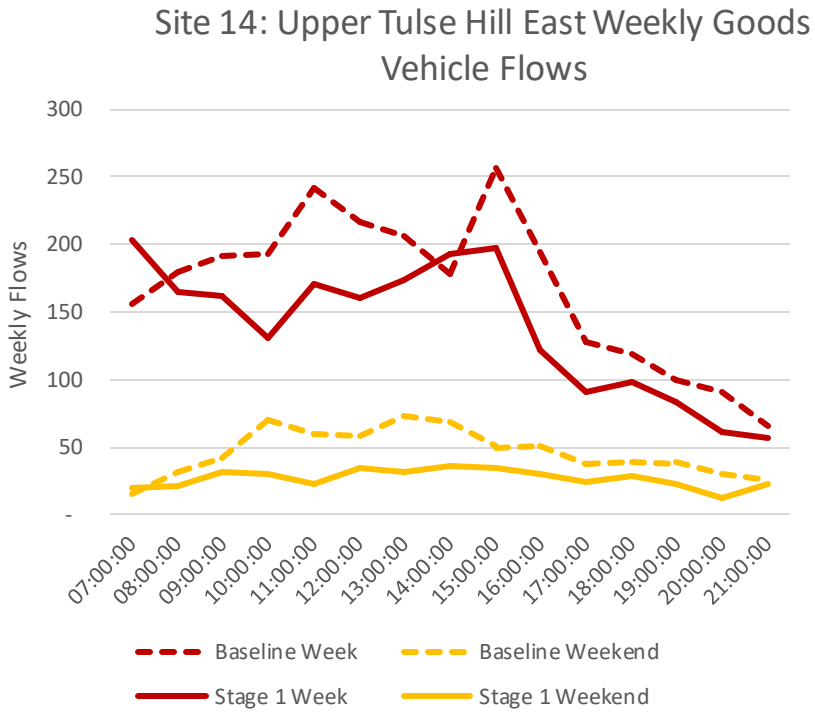
Site 14: Upper Tulse Hill East (Cycle)

- The chart to the right shows the volume of cycle flows past site 14 for **five weekdays** and **two weekend** days.
- Cycle trips are higher than expected in the baseline during the week (66% increase on average), especially during the AM and PM peaks.
- Weekend cycle trips have also more than doubled (+114%) across most time periods, except in the evening.



Site 14: Upper Tulse Hill East (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 14 for **five weekdays** and **two weekend** days.
- Good vehicle flows are down for almost all periods, and overall 13% reduction in volumes was recorded.
- Weekend goods vehicle flows were also lower than projected in the baseline by roughly 41%.

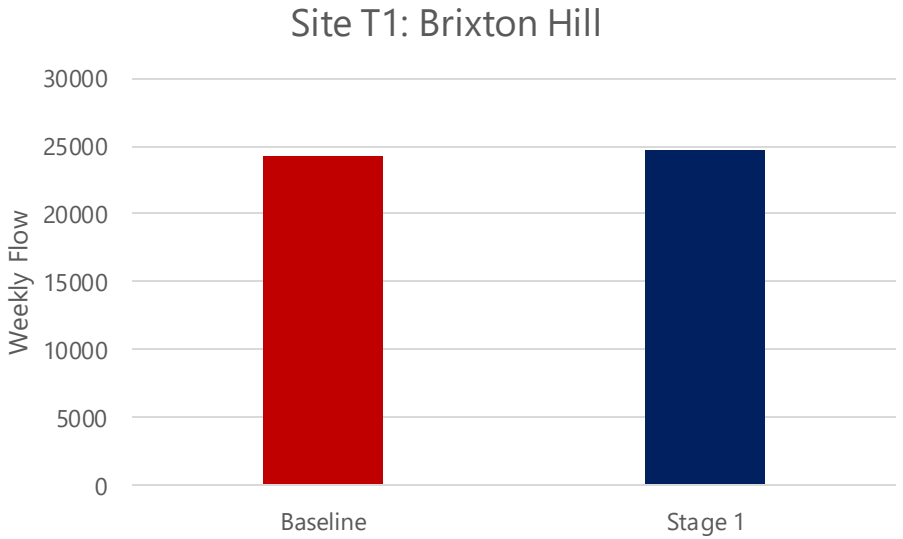


Site T1: Brixton Hill (Daily Flows)

- The table and chart below outline the impact of the Tulse Hill LTN at Site T1 on Brixton Hill in **average daily vehicles 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 2% increase calculated for 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*	24,212
Stage 1	24,752
Difference	541
% Change	+2%

*For cycles, Baseline & Pre-Covid = historic

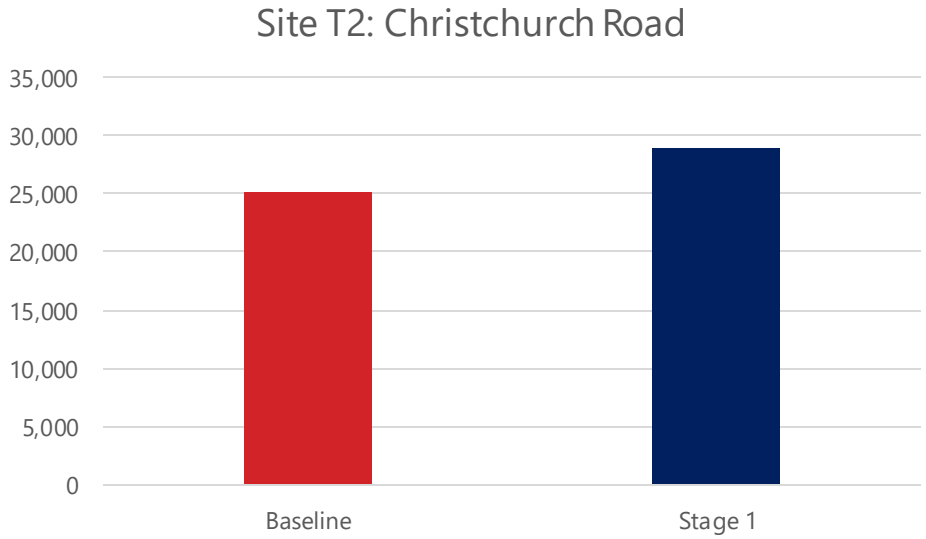


Site T2: Christchurch Road (Daily Flows)

- The table and chart below outline the combined impact of the Streatham Hill LTN and Tulse Hill LTN at Site T2 on Christchurch Road in **average daily vehicle 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. Across all vehicles, there was a slight increase in flows, although it is noted that these may be due to wider traffic trends as well as the Low Traffic Neighbourhoods.

	All Vehicles (Daily)
Pre-Covid*	N/A
Baseline*	25,085
Stage 1	28,909
Difference	3,824
% Change	+15%

*For cycles, Baseline & Pre-Covid = historic



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

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