

# Railton Low Traffic Neighbourhood

Monitoring Study

**SYSTRA**





## About SYSTRA

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# 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

The SYSTRA logo is displayed in a bold, red, sans-serif font. The letters are thick and blocky, with a slight shadow effect. The 'S' and 'Y' are particularly prominent.



# Monitoring Study

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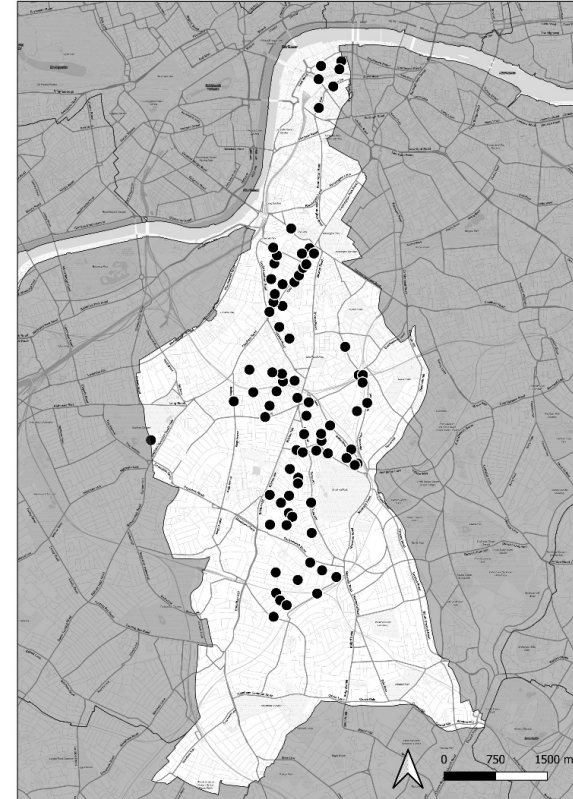
# Scheme Background

- 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.



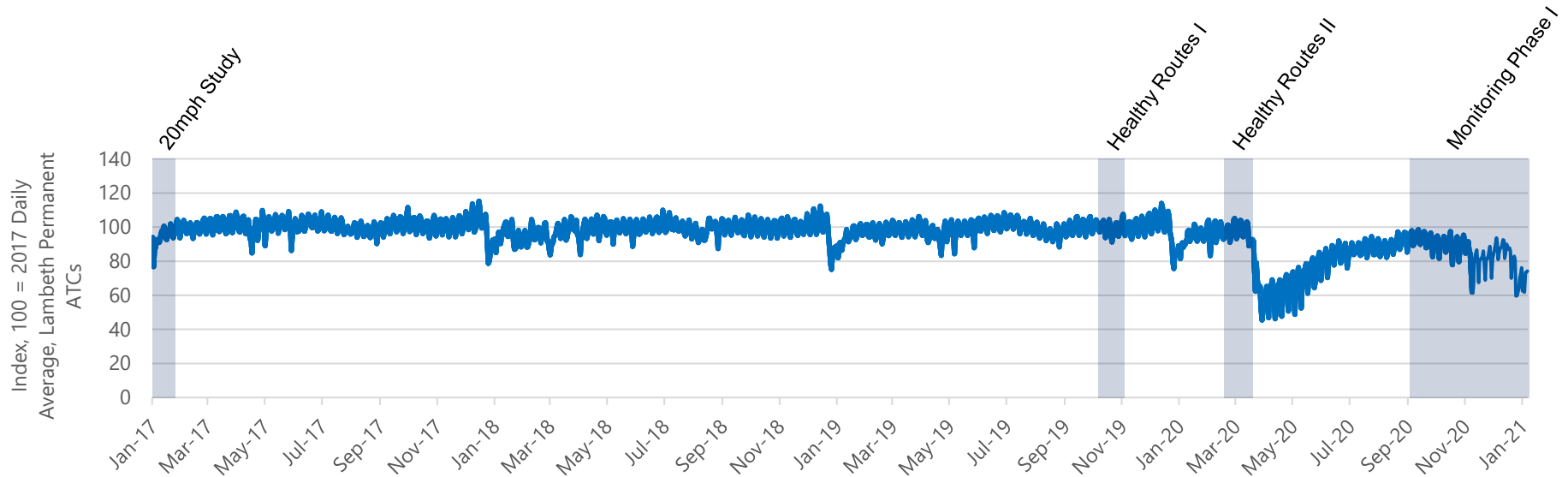
# Monitoring Programme

- 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 Floop:** 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



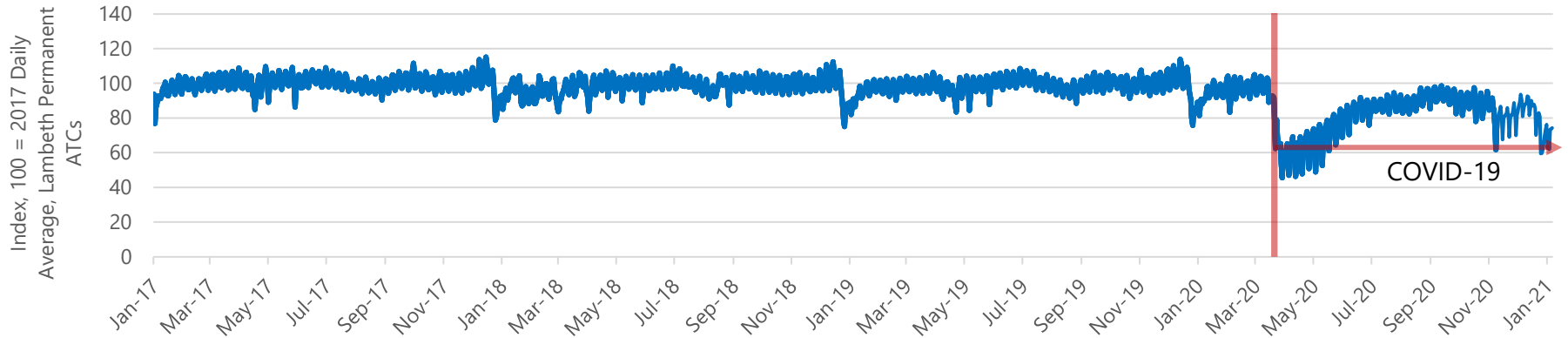
# New Data Collection

- 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 Flow 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**.





## Railton Low Traffic Neighbourhood

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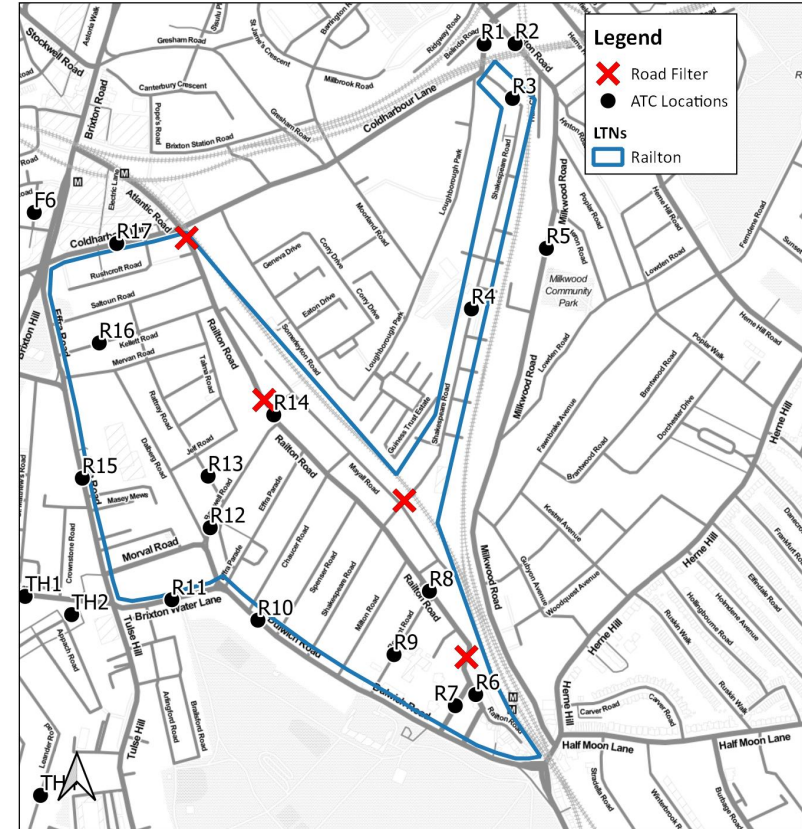
# Railton LTN Background

- The Railton Low Traffic Neighbourhood stretches between **Herne Hill** and **Brixton**, and is bounded by Coldharbour Lane to the north, the A204/Dulwich Road to the east & southeast, and the rail line to the west.
- This LTN is centred around Railton Road, a narrow, yet busy route often used by drivers for direct access to Brixton or Herne Hill – there are also a number of other feeder streets which are often busy as a result.
- On **July 13<sup>th</sup>**, four modal filters were introduced to form the Railton Low Traffic Neighbourhood.



# Railton LTN ATC Sites

- For the Railton LTN, a total of 17 ATCs were installed from **21<sup>st</sup> September – 27<sup>th</sup> September**. These can be seen in the map to the right.
- Of these, 10 were inside the boundary of the LTN, with the remaining 7 on peripheral roads to pick up any spillover effects from the LTN.
- For Railton LTN, **8** sites use Healthy Routes as a baseline, **6** sites use the 20mph study and **3** utilise both The Flow data and Healthy Routes.
- Details for individual sites are located in **Appendix C**.

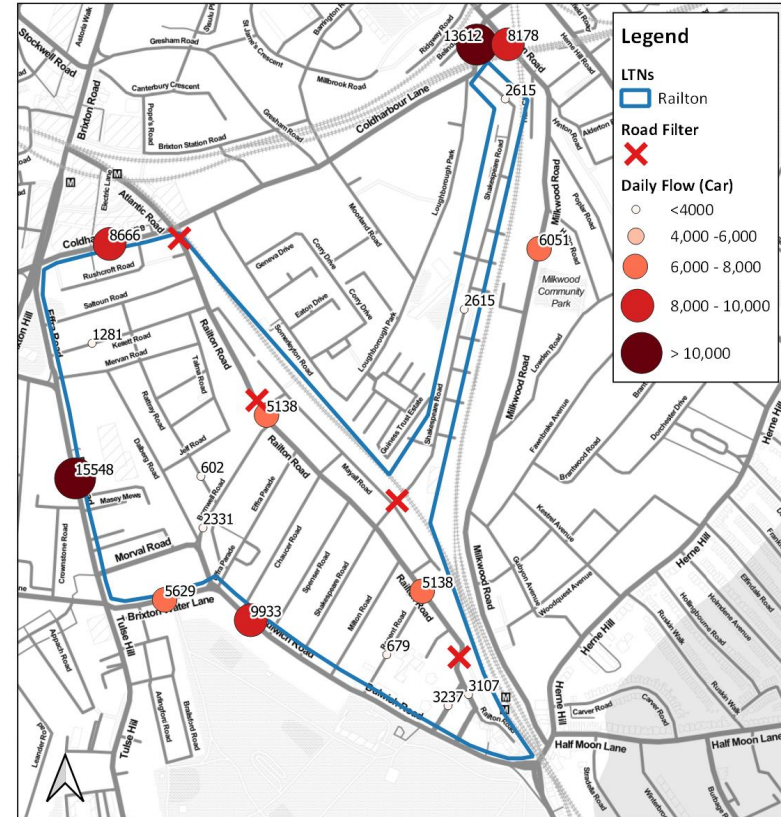




## LTN-Wide Analysis

# Before: Baseline Flows (Cars)

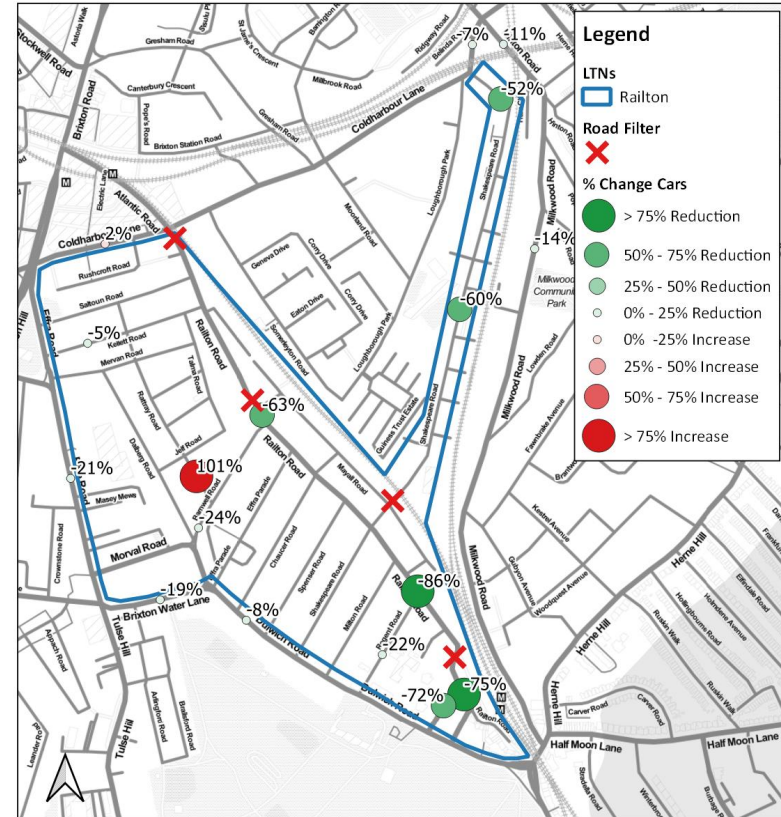
- As previously outlined, calculated **baseline flows** are those that would be projected based on background TfL data should the LTN not have gone ahead.
- Daily baseline flows are presented in the map to the right, showing the general trend of traffic within and surrounding the Railton LTN.
- Although flows within the LTN itself are lower than those on the periphery, they are still too high to promote safe and enjoyable walking and cycling, particularly on Railton Road (629 vehicles per hour/peak hour, far greater than the Healthy Route threshold of 200vph/ph).



Basemap: Stamen

# After: LTN Impact (Cars)

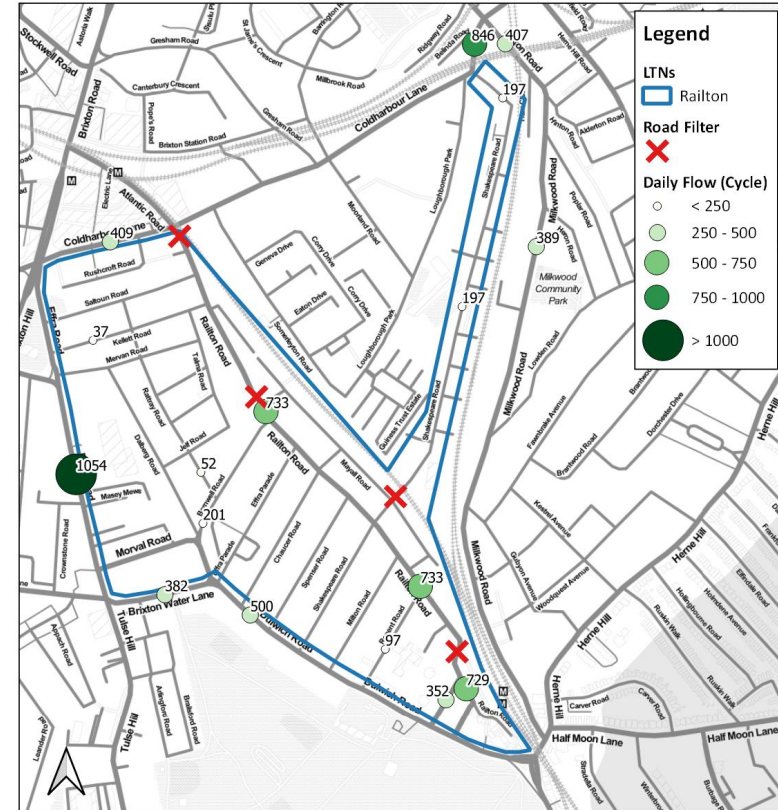
- The LTN impact is calculated as the percentage change between data collected in September 2020 and the **baseline** flows.
- The map to the right outlines decreases in car use in green, and increases in red.
- The introduction of point closures generally results in large decreases in car travel within the LTN (up to -86%) and minimal to moderate impact to peripheral roads (-21% to +2%).
- Although Rattray Road sees a significant percentage increase in traffic, this is **not a concern** as vehicle volumes are still well within Healthy Routes guidance for mixing cycles and 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.

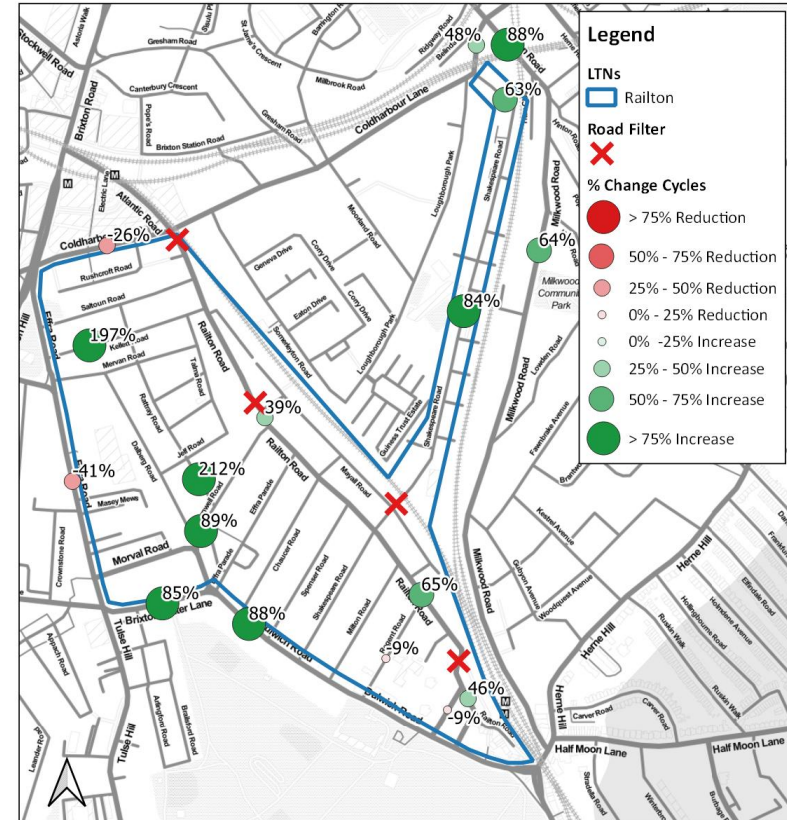


Basemap: Stamen



# After: LTN Impact (Cycles)

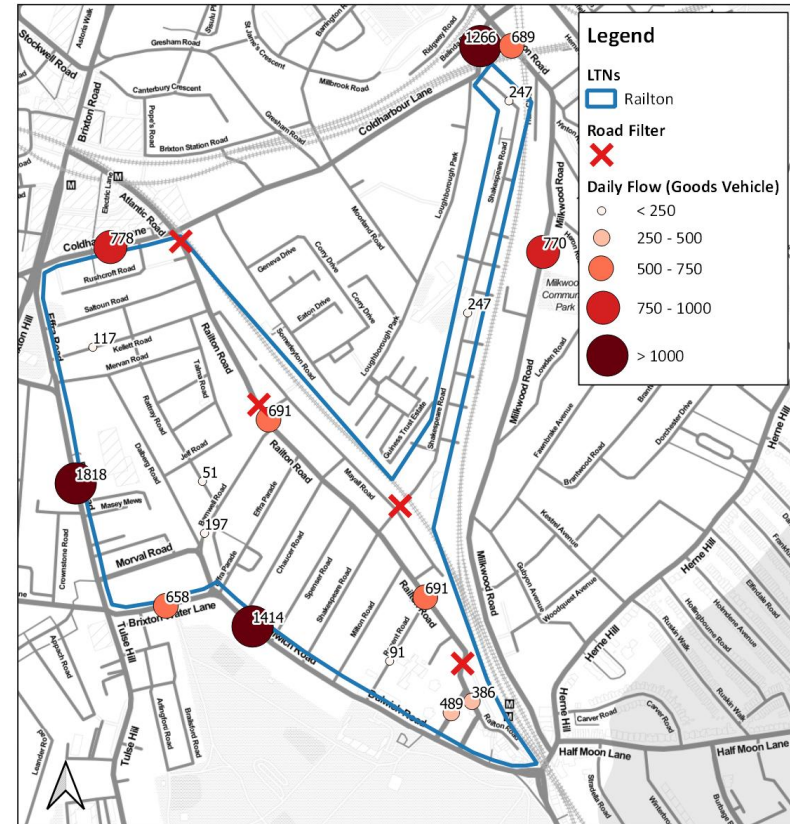
- On most surveyed sites, there was a notable increase in cycling, particularly within the LTN itself, where in four locations there was a greater than 75% increase.
- A few locations saw decreases in cycling, such as Regent Road and Hurst Street, although it is likely that this demand moved to more direct peripheral streets.
- Cycle flows on Coldharbour Lane and Effra Road dropped (-26% and -41%), which could indicate that cyclists are now re-routing through the Railton LTN.



Basemap: Stamen

# Before: Baseline Flows (Goods Vehicles)

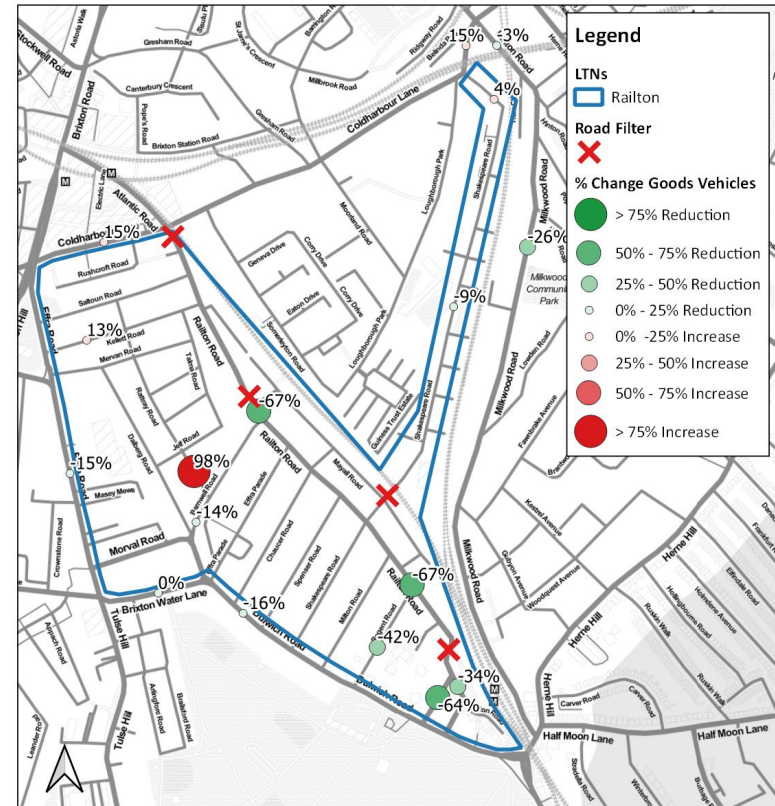
- The map to the right plots **baseline** goods vehicle flows.
- In general, goods vehicle flows are higher on roads on the periphery, although there are still high flows through the LTN (113 vph/peak hour).



Basemap: Stamen

# After: LTN Impact (Goods Vehicles)

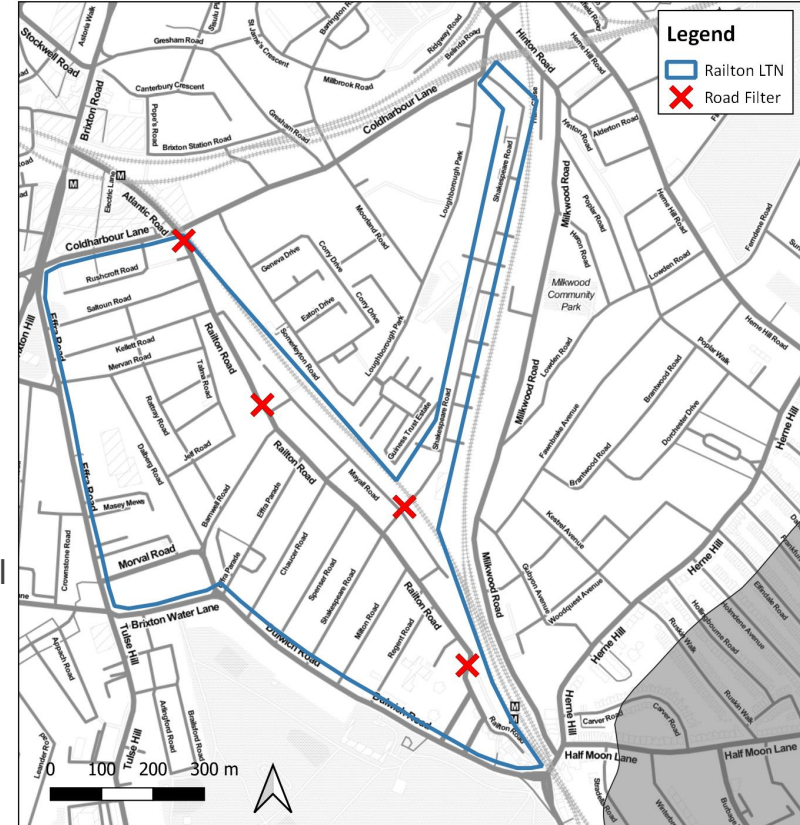
- The impact of the LTN on goods vehicle movements is more mixed than for cars or cycles.
- As could be expected, roads with point closures on them saw notable reductions in goods vehicle movements (except for Shakespeare Road, on which there is a recycling centre that seems to increase HGV flows).
- Rattray Road saw a large percentage increase in goods vehicles although again this was starting from a low number in the baseline.
- There was generally moderate change on peripheral roads (-16% to +15%)



Basemap: Stamen

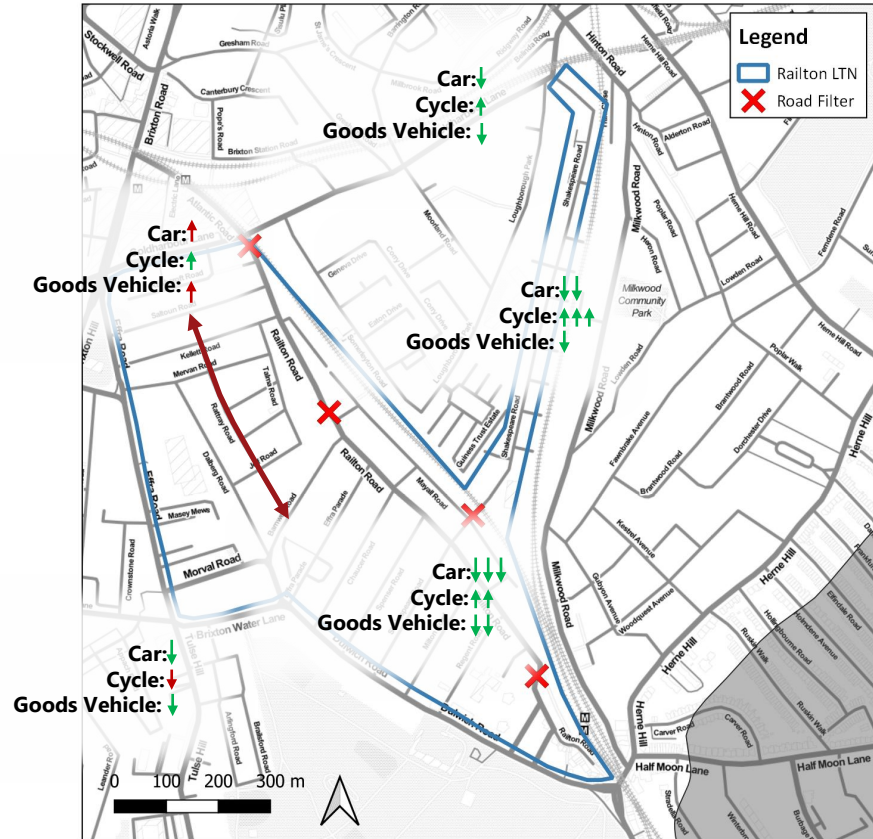
# General Trends

- Within the LTN, the following overall percentage changes in counts were observed against the baseline:
  - **Car: -58%**
  - **Cycle: +51%**
  - **Goods Vehicle: -43%**
- On the periphery of the LTN, the following overall percentage changes in counts were observed against the baseline:
  - **Car: -11%**
  - **Cycle: +31%**
  - **Goods Vehicle: -6%**
- Across both internal and peripheral roads, the following overall percentage changes in counts were as follows:
  - **Car: -24%**
  - **Cycle: +40%**
  - **Goods Vehicle: -17%**



# Specific Trends

- Along key routes such as Railton Road, **car flows are down more than 75%** and **cycle flows up a similar percentage**.
- Whilst on the periphery, car and goods vehicle volumes are **generally also down**, they have **slightly increased in some locations** (Coldharbour Lane, for example). Cycling has also generally increased on peripheral roads, although again with some exceptions (Effra Road).
- **Ratray Road** (in red) shows large percentage increases in vehicles, but these are based on low starting volumes, and current flows are still appropriate for mixing cycles and vehicles under Healthy Routes guidance (i.e. <200 vehicles per hour)



## Contact details:

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*For Lambeth Council media enquiries – [communications@Lambeth.gov.uk](mailto:communications@Lambeth.gov.uk)*

*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](mailto:LowTrafficNeighbourhoods@Lambeth.gov.uk)

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