# 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) – only used to support The Floow for the Oval LTN*

  - **20mph Study**: data collected to underpin analysis on the 20mph Borough-wide speed limit (Jan 2017)

  - **TSS Study:** further general data collection specific to the Oval area (May 2019)

  - **The Floow**: 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 ATC sites, **5** sites use the TSS study, **1** site uses the 20mph study and **7** utilise both The Floow data and Healthy Routes. A further **2** sites use data directly from TfL ATCs.

Legend

LTNs
Oval

Study Type
20mph
The Floow
TSS
TfL ATC
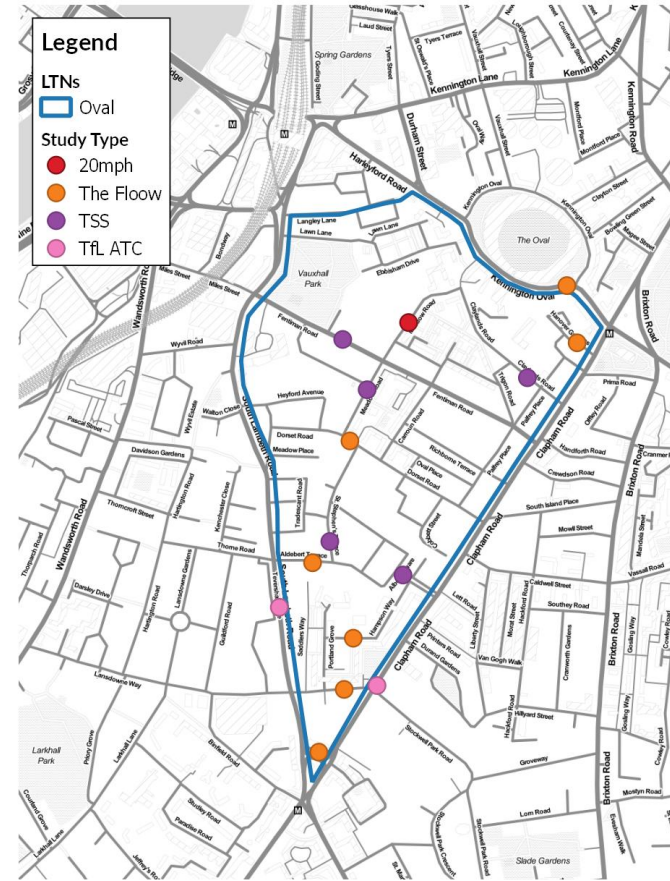
Data Collection

- 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 Floow data instead to enable a comparison.

- Almost 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 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. Some sites on the Transport for London Road Network (i.e. "Red Routes") have had data collected by radar instead.

- 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**."

SYSTRA

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)>=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		

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.

SYSTRA

Appendix B: Baseline Calculations

Baseline Calculations (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.

SYSTRA

Baseline Calculations (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 April 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 baseline is a **general** adjustment in terms of **magnitude and direction** of change, rather than an **exact** adjustment.

SYSTRA
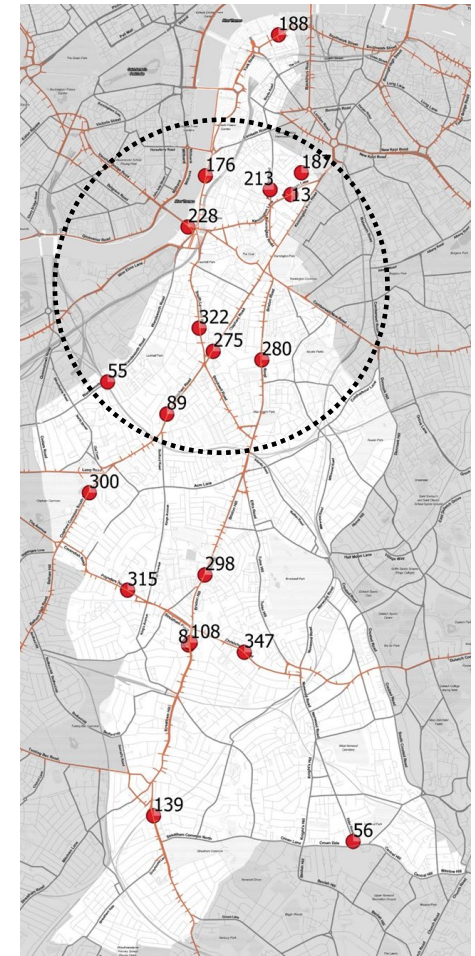
Baseline Calculations (3)

- The chart to the right shows profiles of traffic flows under various calculation methodologies: ATC counters in all of Lambeth, within 2km of the Oval LTN and at an ATC adjacent to the LTN on Clapham Road.

- As a balance between representing local flows and ensuring erroneous traffic events (collisions/construction) do not unduly impact normalisation, the **Oval +2km approach has been utilised in this report**, which leads to more conservative results (i.e. understating reductions in cars/HGVs/LGVs) than does the Borough average.

Difference in Traffic Volume vs. Jan-19

Legend: South London, All Lambeth, Oval +2km, Clapham Road ATC

SYSTRA
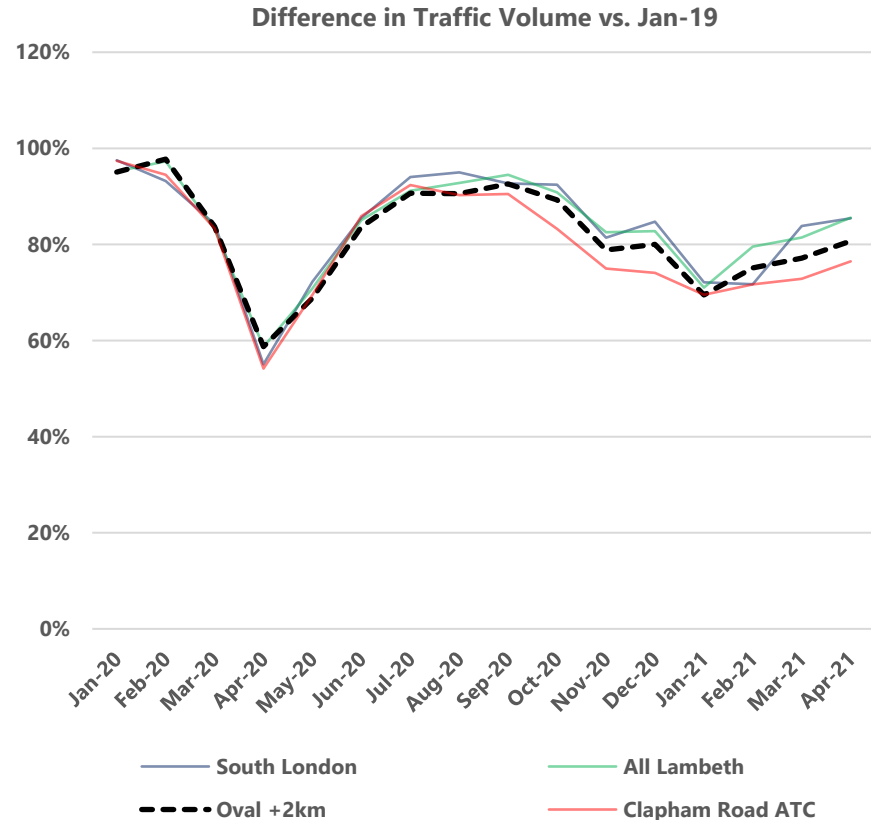
Baseline Calculations (4)

- 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 data drawn from a January count will need to be adjusted differently to that from a September count.

- 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 Lansdowne Way West:

$$\frac{\text{TfL ATC traffic flow: April 19-25, 2021}}{\text{TfL ATC traffic flow: December 4-10, 2019}} = \frac{923,403}{1,192,739} = \mathbf{77.4\%} \longrightarrow \textbf{April '21 flows are 77.4\% of December '19 flows}$$

$$\frac{\text{Lansdowne Way West flows: April 2021}}{\text{(Lansdowne Way West flows: December 2019) * (Scaling Factor)}} -1 = \frac{5,478}{6,275 * 77.4\%} -1 = \frac{5,478}{4,858} -1 = 1.13 -1 = \mathbf{+13\%}$$

13% increase in car flows

SYSTRA

Appendix C: Traffic Flow Results

Meadow Road North **(Daily Flows)**

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

- The data in the following slides is averaged for weekdays only (5 days), as weekend data was of poor quality in the pre-implementation and stage 1 datasets.

Meadow Road North : Average Flows by Stage

Legend: ■ Jan-17 : Actual ■ Jan-17 : Normalised ■ Dec-20 : Actual ■ Dec-20 : Normalised ■ Apr-21 : Actual

Basemap: ESRI

SYSTRA
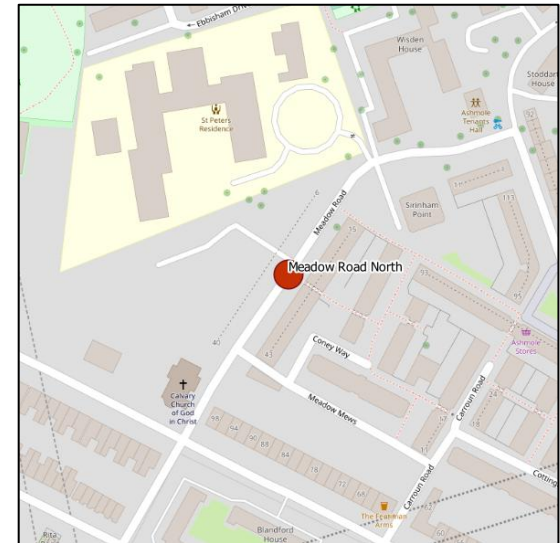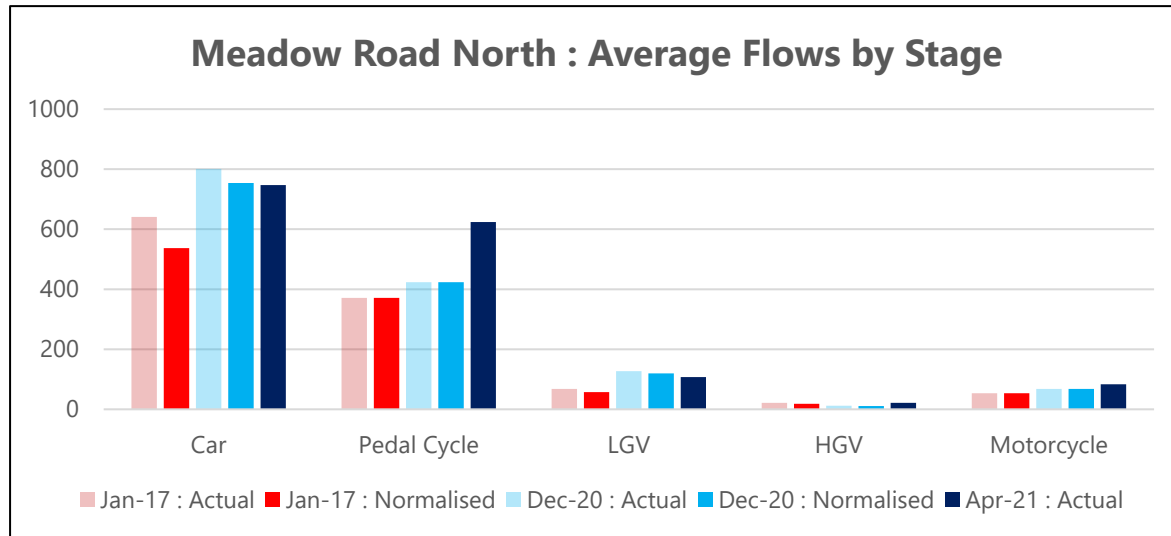
Meadow Road North

Meadow Road North : Average Daily Car Flows

Meadow Road North

Meadow Road North : Average Daily Cycle Flows

Legend: Jan-17 : Actual, Dec-20 : Actual, Apr-21 : Actual

Meadow Road North : Average Daily HGV Flows

Legend: Jan-17 : Actual, Jan-17 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Meadow Road North

Meadow Road North : Average Daily LGV Flows

Meadow Road North : Average Daily Motorcycle Flows
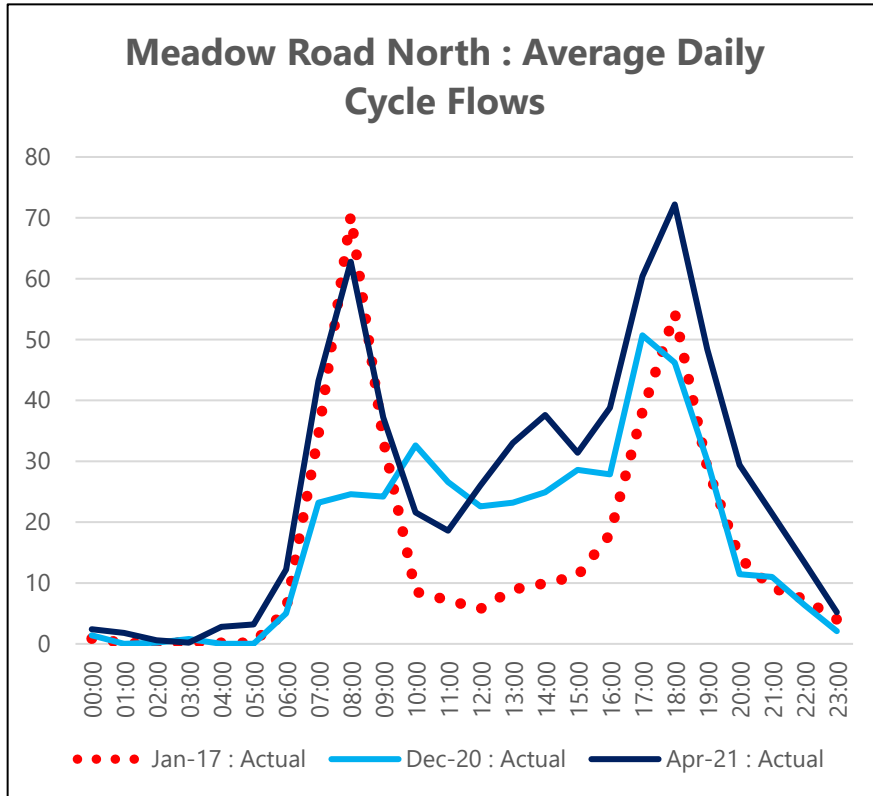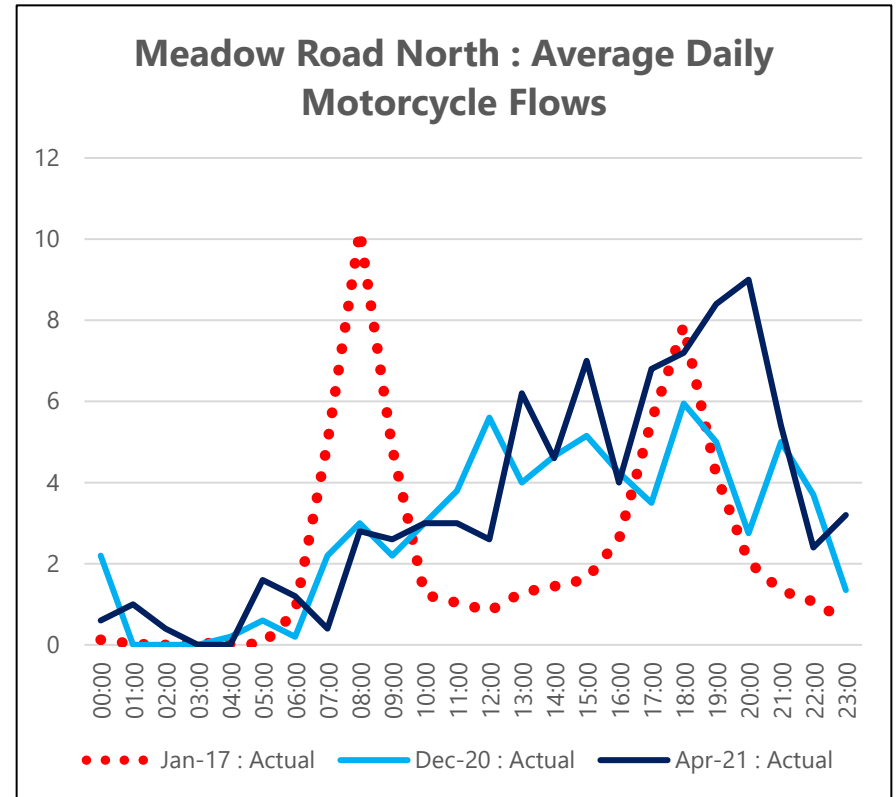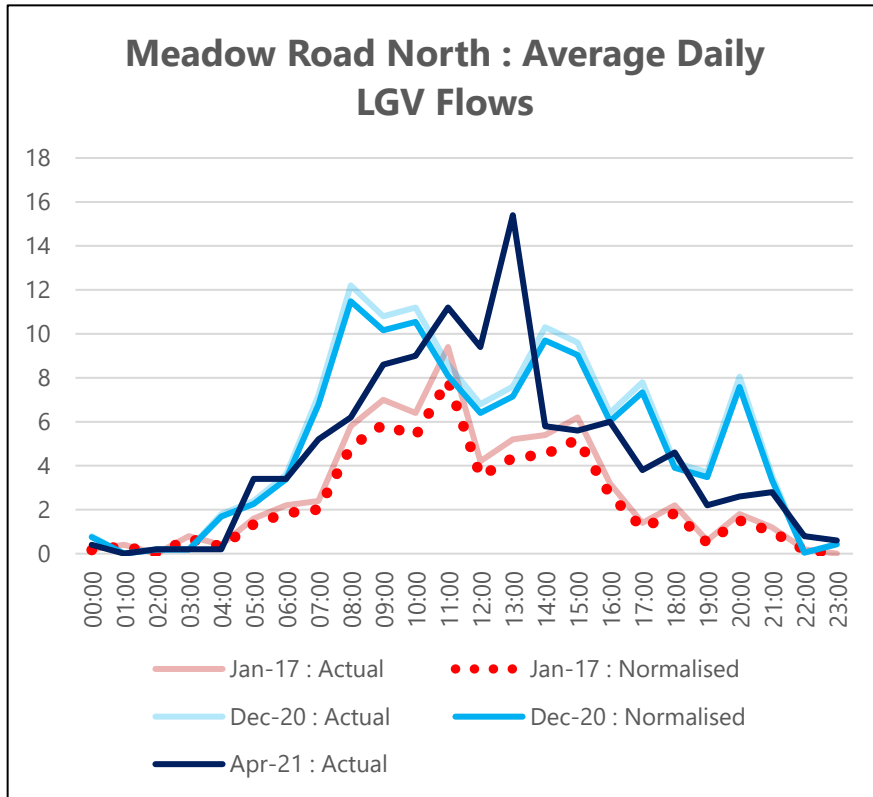
Meadow Road North– Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Jan-17 -> Dec-20 : Actual Difference	Jan-17 -> Dec-20 : Actual % Difference	Jan-17 -> Dec-20 : Normalised Difference	Jan-17 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Jan-17 -> Apr-21 : Actual Difference	Jan-17 -> Apr-21 : Actual % Difference	Jan-17 -> Apr-21 : Normalised Difference	Jan-17 -> Apr-21 : Normalised % Difference
Car/LGV	641	537	801	754	160	25%	217	40%	747	747	106	17%	210	39%
Cycle	371	371	424	424	52	14%	52	14%	624	624	253	68%	253	68%
HGV	22	18	12	11	-10	-46%	-7	-39%	22	22	0	0%	4	19%
LGV	68	57	127	120	59	87%	63	110%	108	108	39	58%	50	88%
Motorcycles	54	54	68	68	15	27%	15	27%	83	83	30	55%	30	55%
Total Motorised Vehicles	731	612	940	885	209	29%	273	45%	876	876	145	20%	264	43%

SYSTra

Fentiman Road **(Daily Flows)**
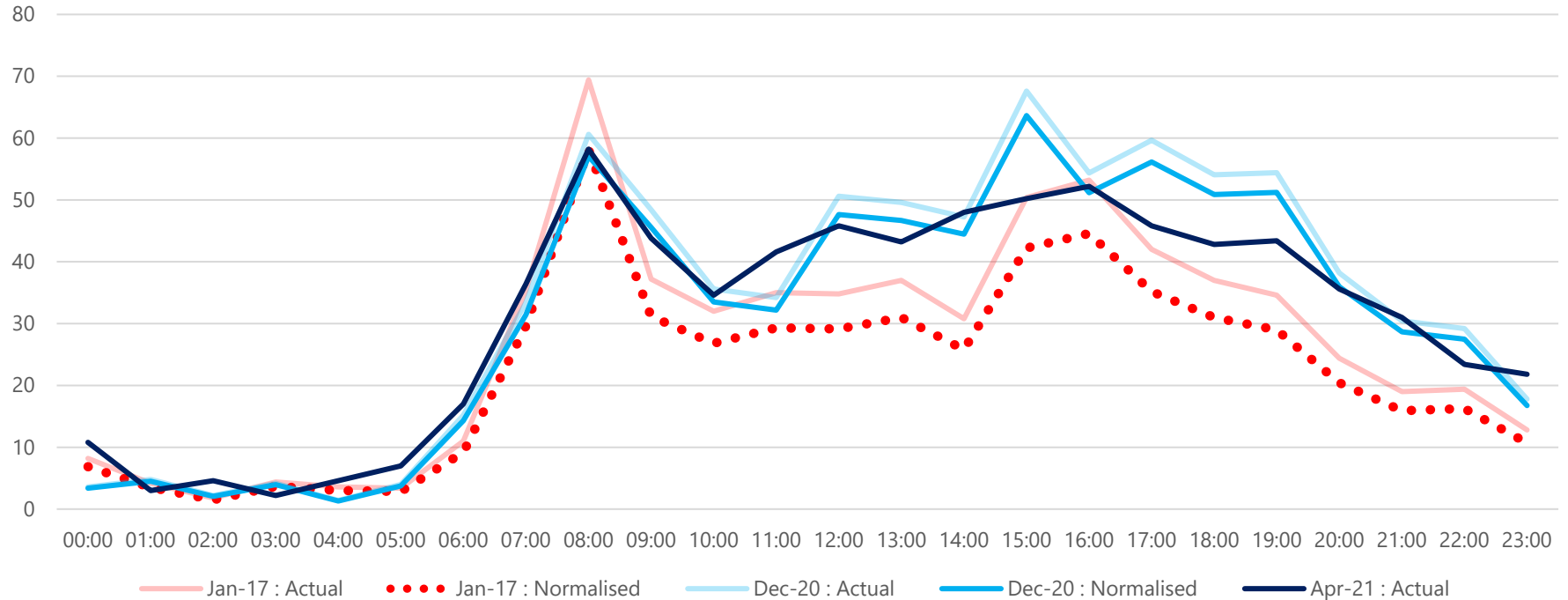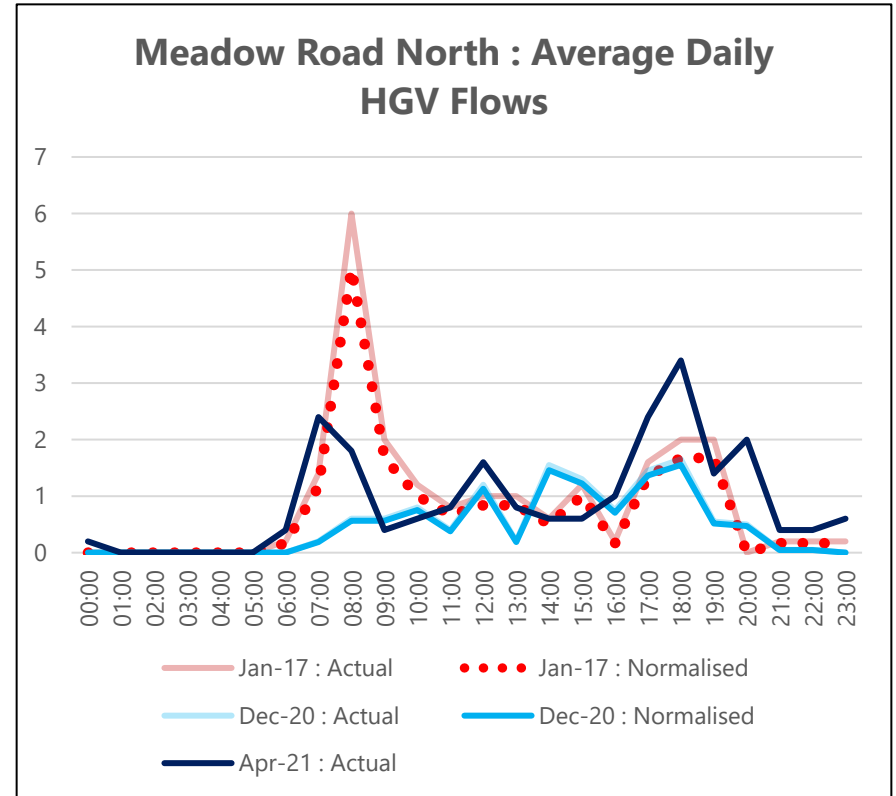
- The charts below and on the following pages show the normalised **average daily flows on Fentiman Road**, showing the difference between pre-implementation flows collected in May 2019 and post-implementation flows from December 2020 and April 2021.

Fentiman Road : Average Flows by Stage

Legend:
- May-19 : Actual
- May-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Basemap: ESRI

SYSTRA

Fentiman Road

Fentiman Road : Average Daily Car Flows

Legend: May-19 : Actual, May-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Fentiman Road

Fentiman Road : Average Daily Cycle Flows

May-19 : Actual · · · · Dec-20 : Actual — Apr-21 : Actual

Fentiman Road : Average Daily HGV Flows

May-19 : Actual · · · · May-19 : Normalised
Dec-20 : Actual — Dec-20 : Normalised
Apr-21 : Actual

Fentiman Road

Fentiman Road : Average Daily LGV Flows

Legend:
- May-19 : Actual
- May-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Fentiman Road : Average Daily Motorcycle Flows

Legend:
- May-19 : Actual
- Dec-20 : Actual
- Apr-21 : Actual

Fentiman Road – Summary Table

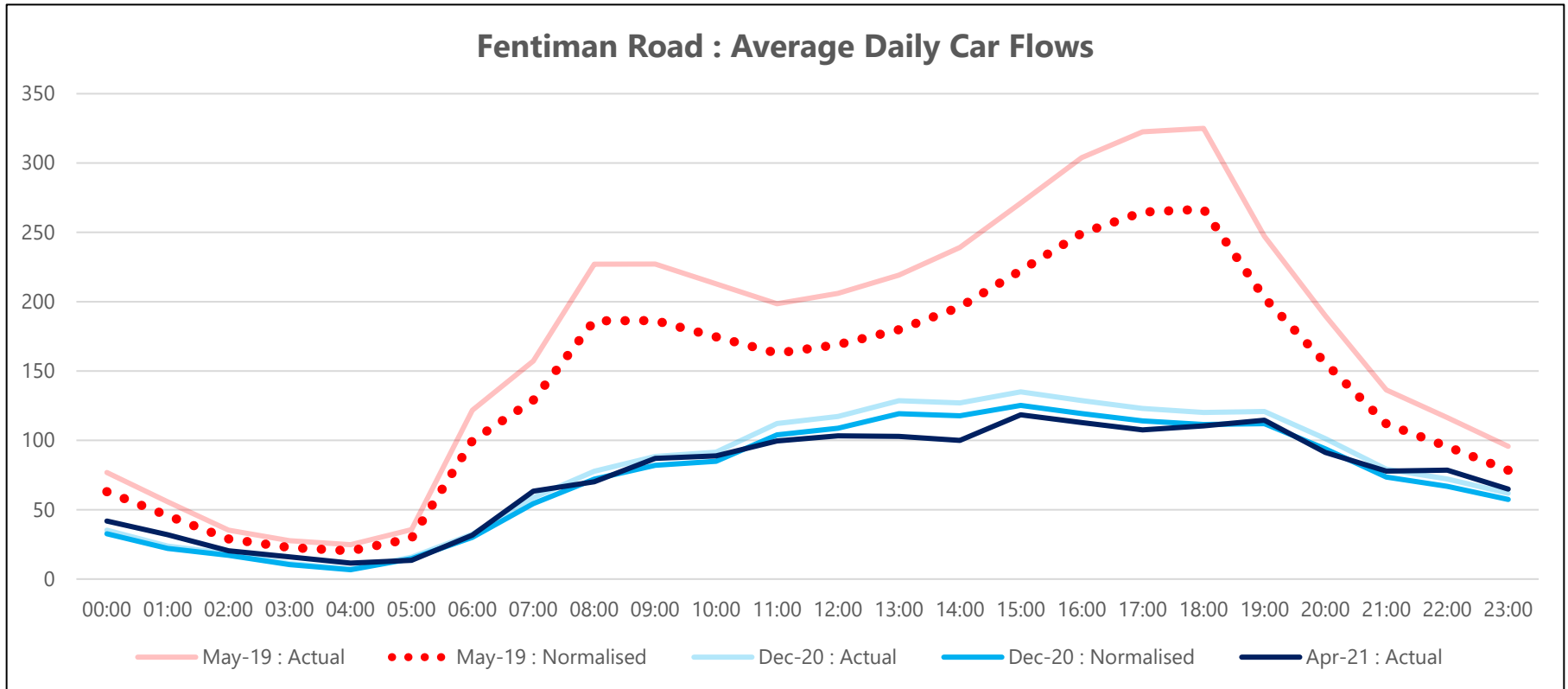|	May-19 : Actual	May-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	May-19 -> Dec-20 : Actual Difference	May-19 -> Dec-20 : Actual % Difference	May-19 -> Dec-20 : Normalised Difference	May-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	May-19 -> Apr-21 : Actual Difference	May-19 -> Apr-21 : Actual % Difference	May-19 -> Apr-21 : Normalised Difference	May-19 -> Apr-21 : Normalised % Difference
Car/LGV	4,073	3,342	1,888	1,751	-2,185	-54%	-1,591	-48%	1,759	1,759	-2,314	-57%	-1,583	-47%
Cycle	271	271	336	336	65	24%	65	24%	518	518	247	91%	247	91%
HGV	38	31	34	32	-4	-10%	1	2%	88	88	50	130%	57	181%
LGV	441	362	249	231	-193	-44%	-132	-36%	188	188	-254	-57%	-174	-48%
Motorcycles	243	243	157	157	-86	-35%	-86	-35%	167	167	-76	-31%	-76	-31%
Total Motorised Vehicles	**4,552**	**3,735**	**2,171**	**2,014**	**-2,381**	**-52%**	**-1,722**	**-46%**	**2,034**	**2,034**	**-2,518**	**-55%**	**-1,701**	**-46%**

SYSTRA

Meadow Road South **(Daily Flows)**

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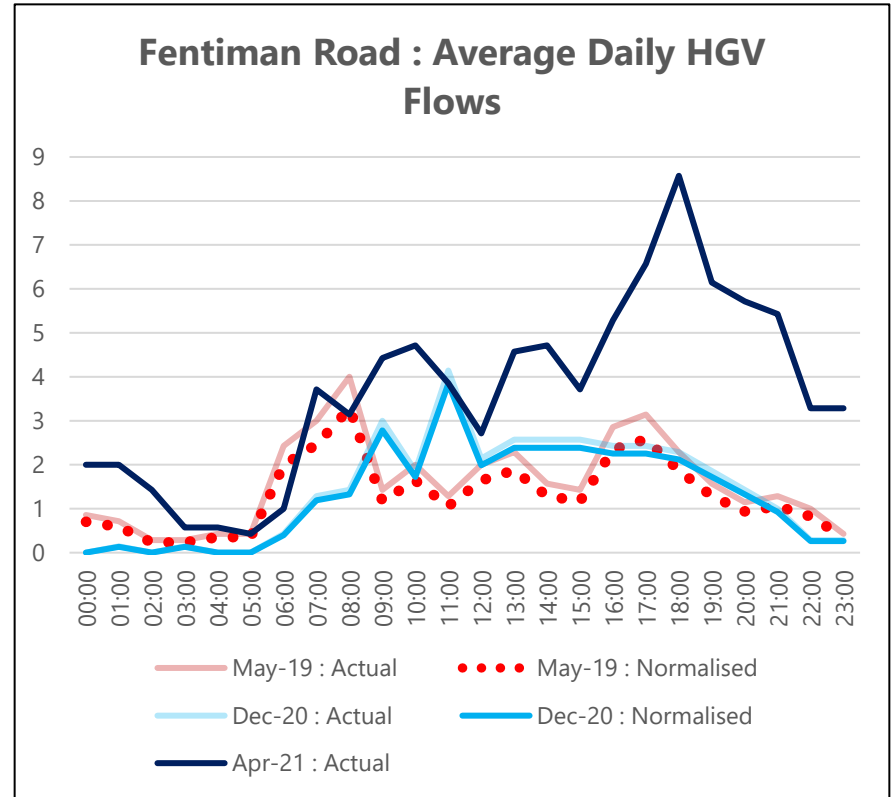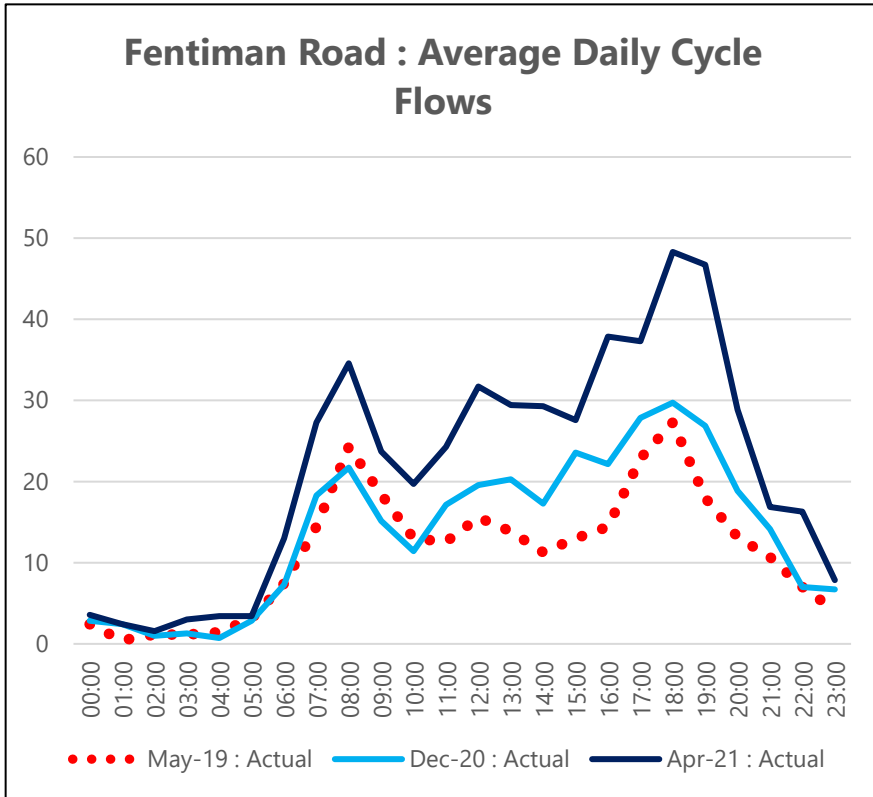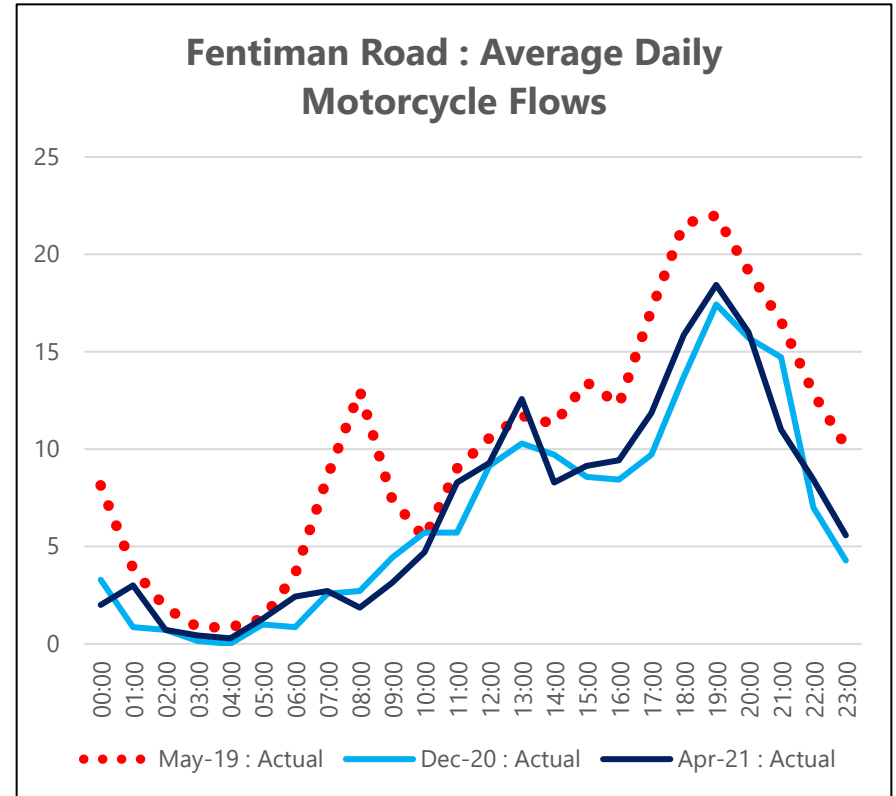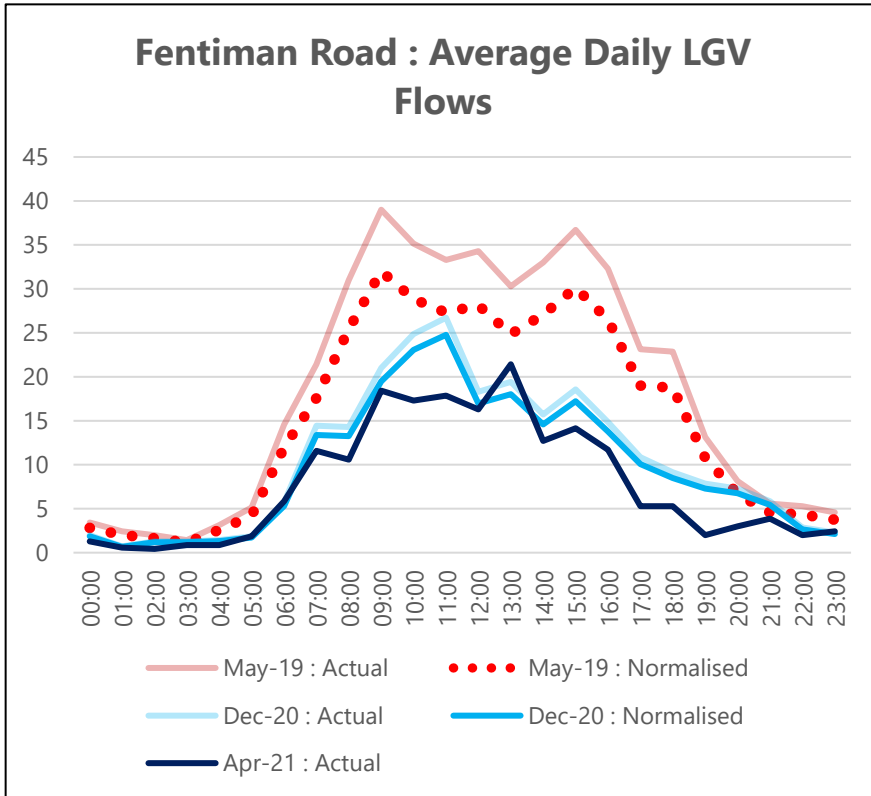

Meadow Road South : Average Flows by Stage

Legend:
- May-19 : Actual
- May-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Basemap: ESRI

SYSTRA

Meadow Road South

Meadow Road South : Average Daily Car Flows

Legend: May-19 : Actual, May-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Meadow Road South

Meadow Road South : Average Daily Cycle Flows

May-19 : Actual ···· Dec-20 : Actual —— Apr-21 : Actual

Meadow Road South : Average Daily HGV Flows

May-19 : Actual ···· May-19 : Normalised ···· Dec-20 : Actual —— Dec-20 : Normalised —— Apr-21 : Actual

Meadow Road South

Meadow Road South : Average Daily LGV Flows

— May-19 : Actual ···· May-19 : Normalised
— Dec-20 : Actual — Dec-20 : Normalised
— Apr-21 : Actual

Meadow Road South : Average Daily Motorcycle Flows

···· May-19 : Actual — Dec-20 : Actual — Apr-21 : Actual

SYSTRA

Meadow Road South – Summary Table

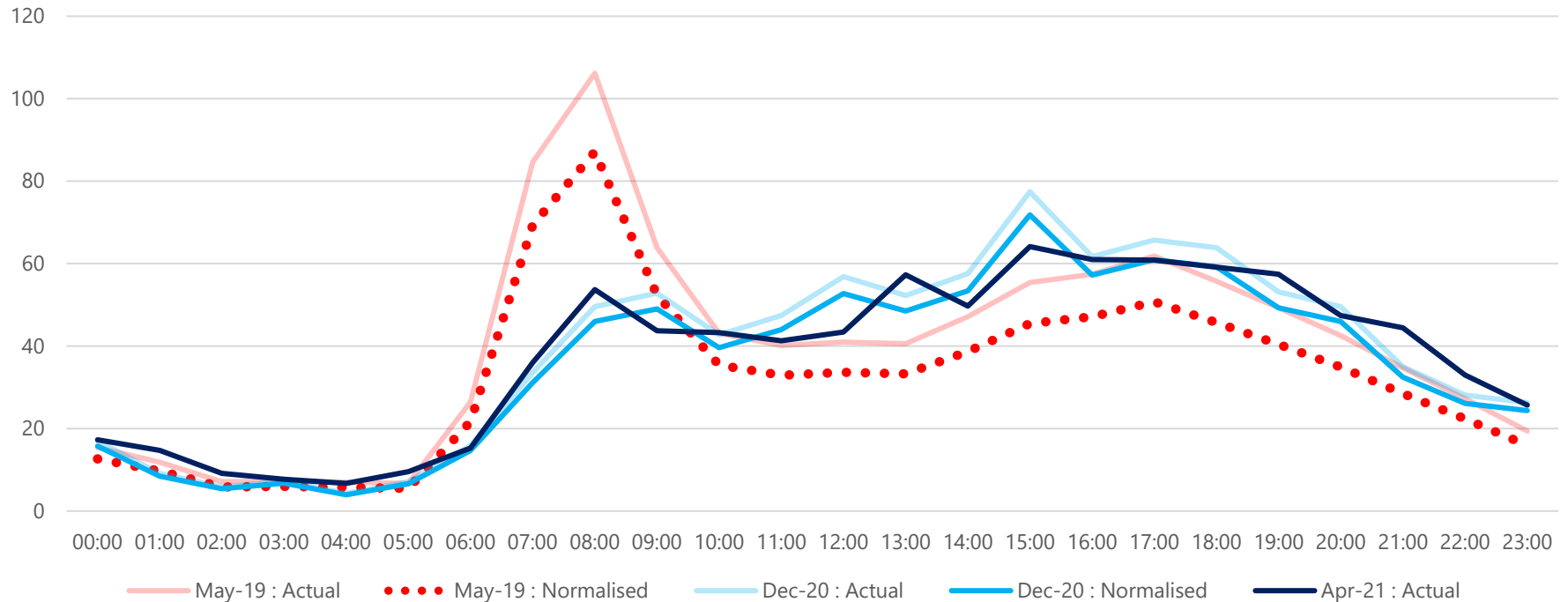|	May-19 : Actual	May-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	May-19 -> Dec-20 : Actual Difference	May-19 -> Dec-20 : Actual % Difference	May-19 -> Dec-20 : Normalised Difference	May-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	May-19 -> Apr-21 : Actual Difference	May-19 -> Apr-21 : Actual % Difference	May-19 -> Apr-21 : Normalised Difference	May-19 -> Apr-21 : Normalised % Difference
Car/LGV	952	781	920	854	-32	-3%	72	9%	902	902	-50	-5%	121	15%
Cycle	489	489	409	409	-80	-16%	-80	-16%	595	595	106	22%	106	22%
HGV	31	25	61	56	30	99%	31	125%	40	40	10	31%	15	60%
LGV	111	91	60	56	-51	-46%	-35	-39%	80	80	-31	-28%	-11	-12%
Motorcycles	54	54	72	72	18	32%	18	32%	80	80	26	47%	26	47%
Total Motorised Vehicles	**1,094**	**897**	**1,041**	**966**	**-52**	**-5%**	**68**	**8%**	**1,022**	**1,022**	**-71**	**-7%**	**125**	**14%**

SYSTRA

Dorset Road **(Daily Flows)**

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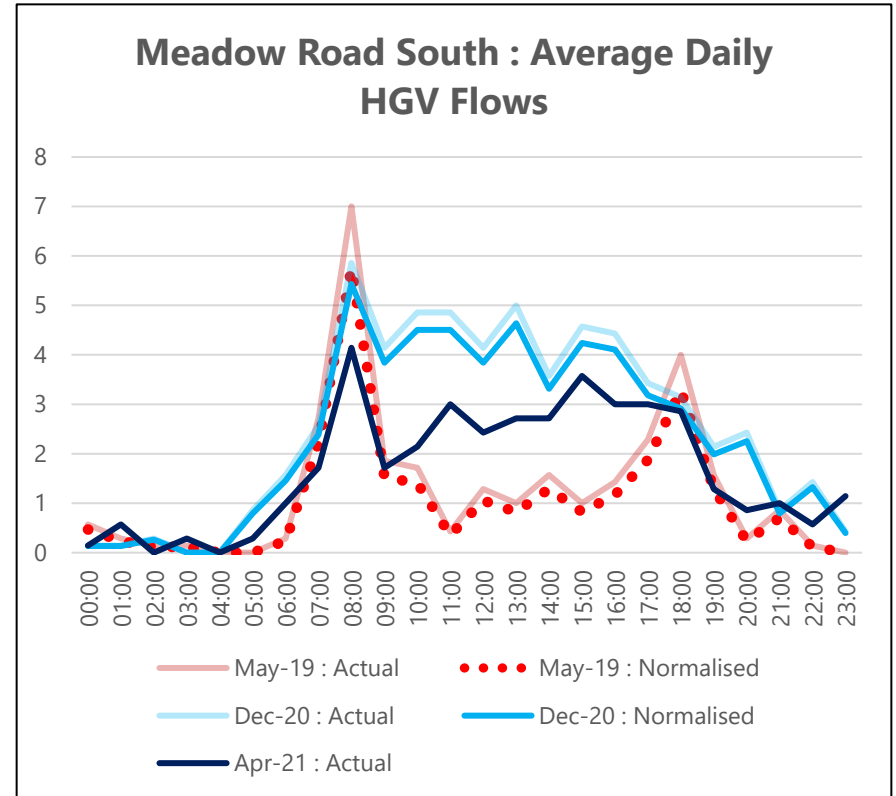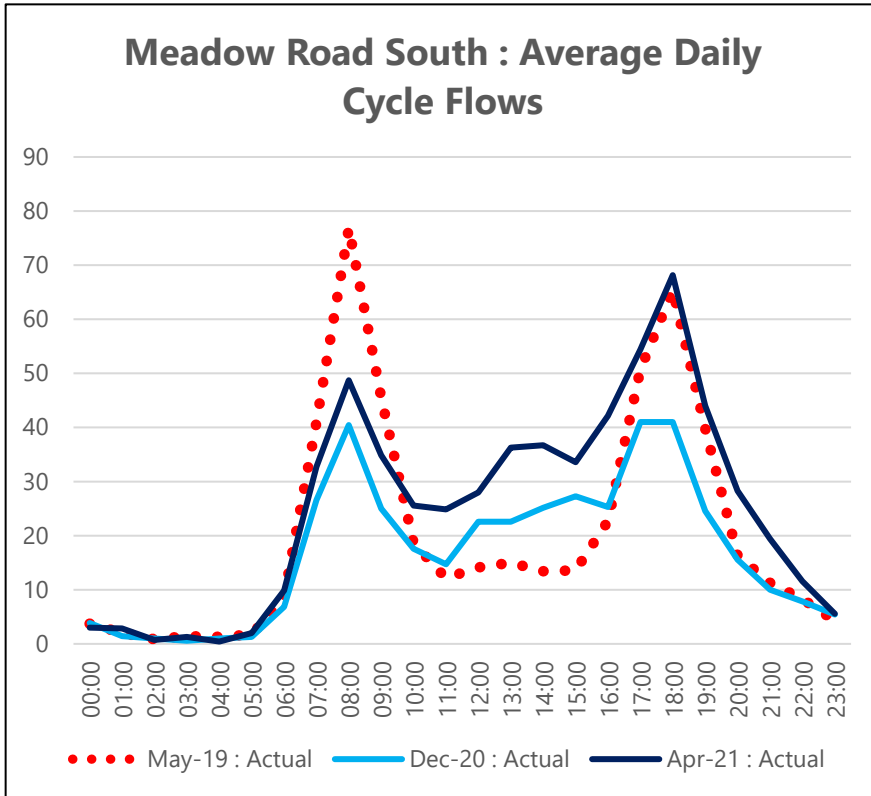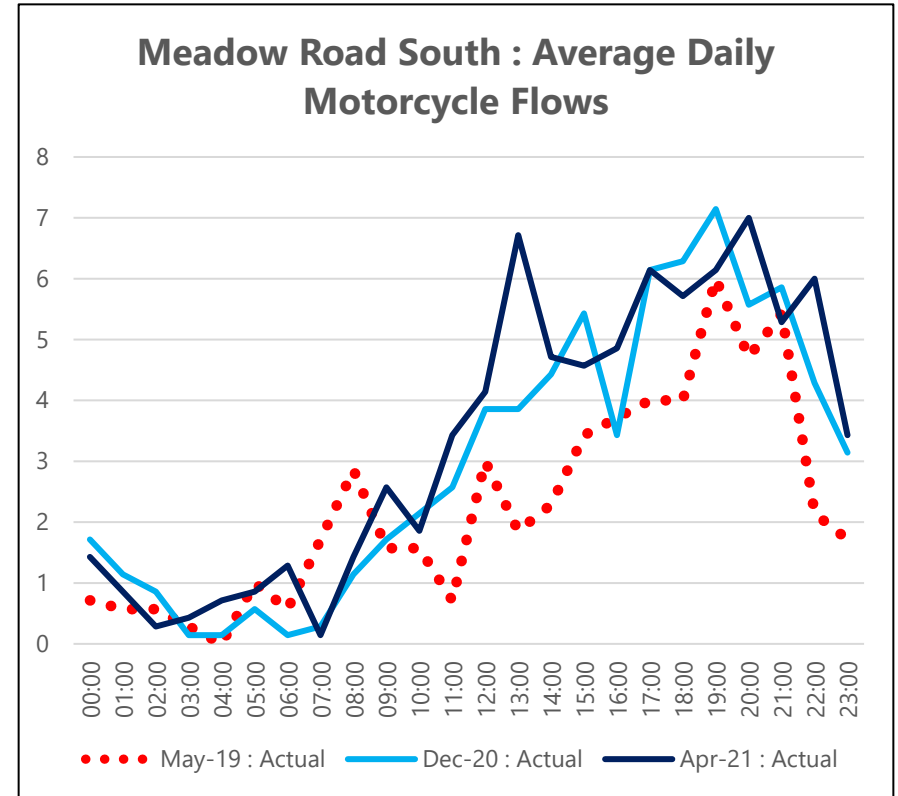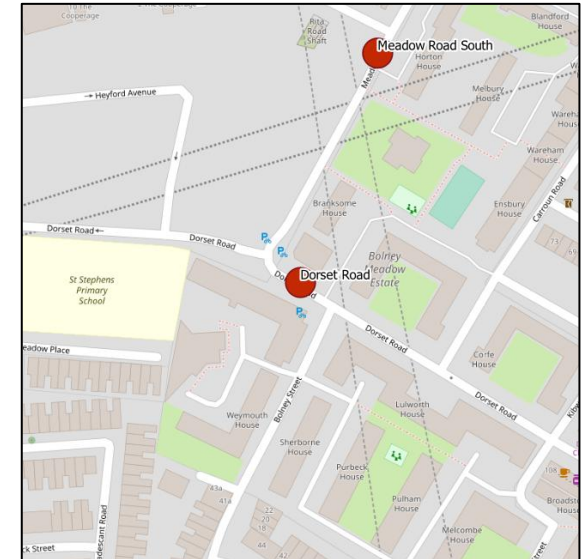
- As this site uses The Floow to derive pre-implementation data, the hour-by-hour profile of flows has been approximated using a nearby road based on the daily vehicle volumes provided by The Floow.

Dorset Road : Average Flows by Stage

Legend: Dec-19 : Actual | Dec-19 : Normalised | Dec-20 : Actual | Dec-20 : Normalised | Apr-21 : Actual

Basemap: ESRI

SYSTRA

Dorset Road

Dorset Road : Average Daily Car Flows

Legend: Dec-19 : Actual, Dec-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Dorset Road

Dorset Road : Average Daily Cycle Flows

Dec-19 : Actual, Dec-20 : Actual, Apr-21 : Actual

Dorset Road : Average Daily HGV Flows

Dec-19 : Actual, Dec-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Dorset Road

Dorset Road : Average Daily LGV Flows

Dec-19 : Actual
Dec-19 : Normalised
Dec-20 : Actual
Dec-20 : Normalised
Apr-21 : Actual

Dorset Road : Average Daily Motorcycle Flows
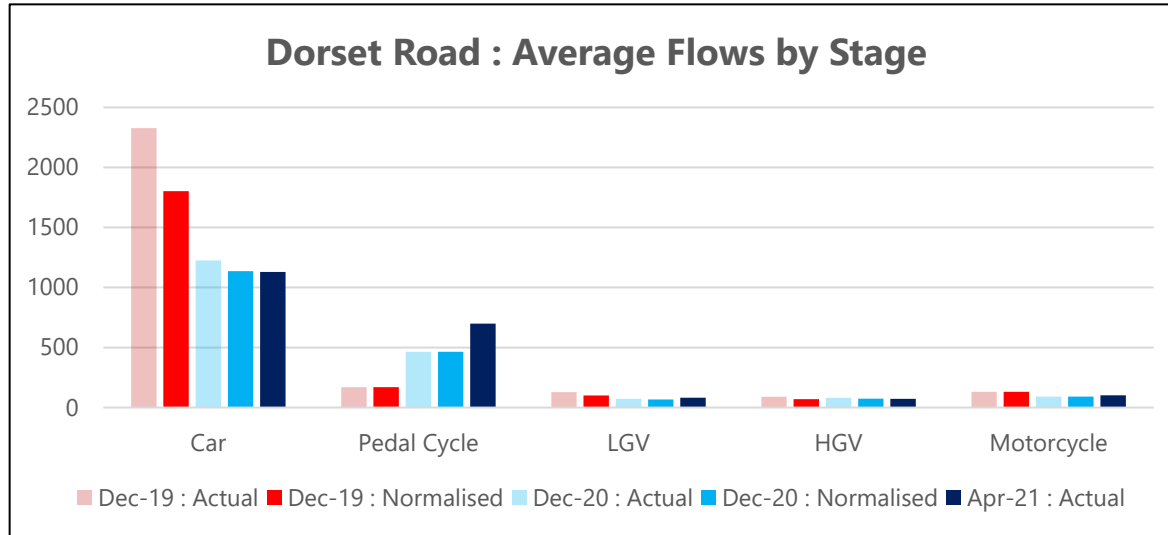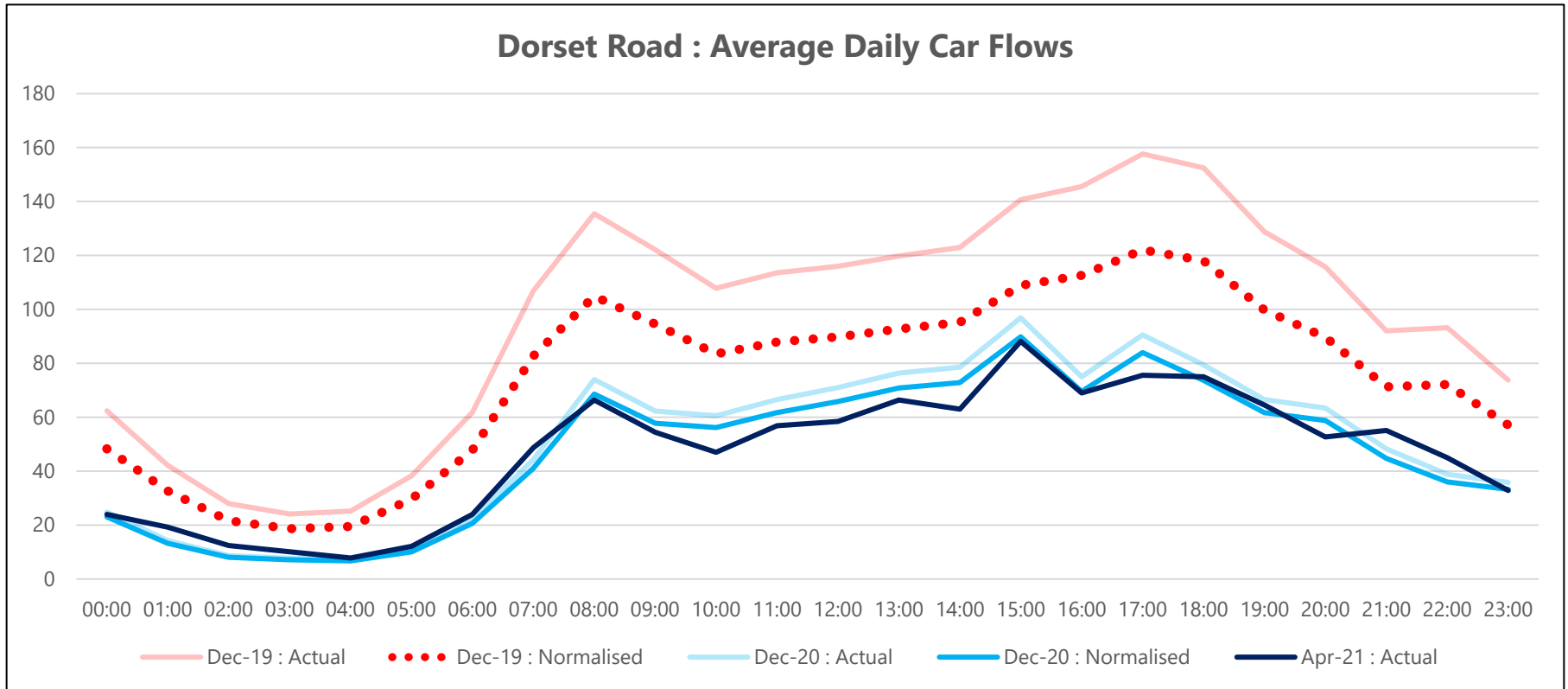
Dec-19 : Actual
Dec-20 : Actual
Apr-21 : Actual
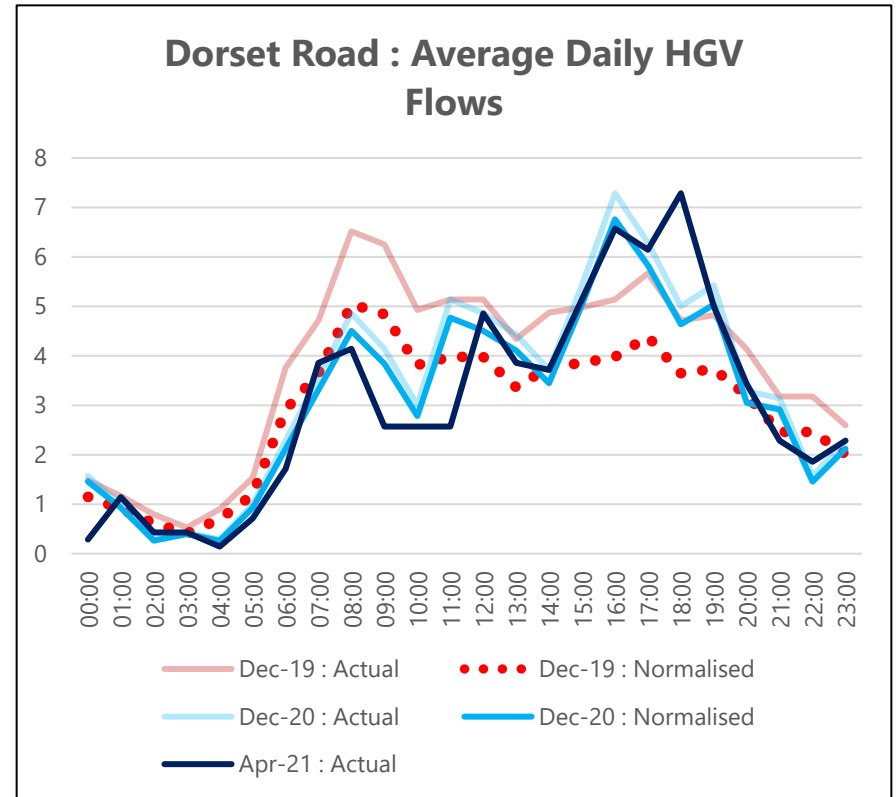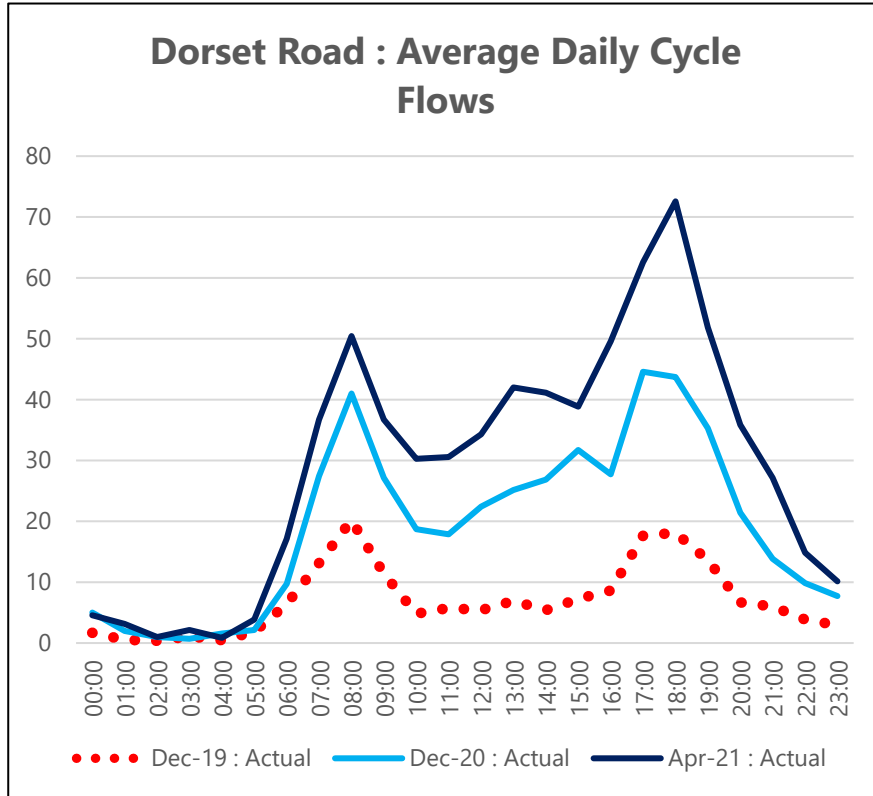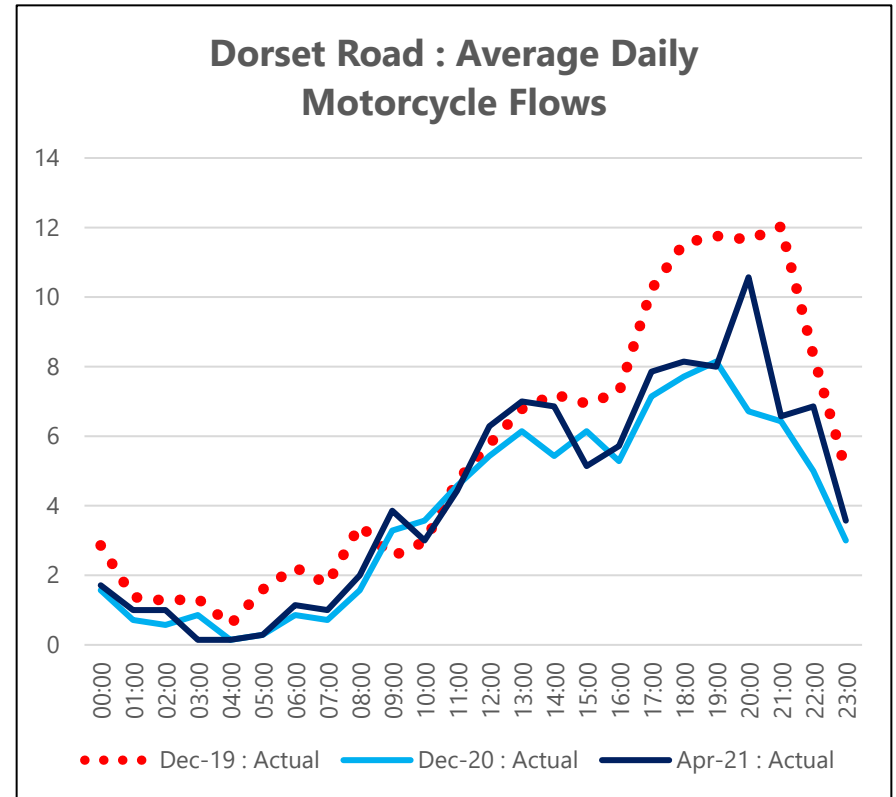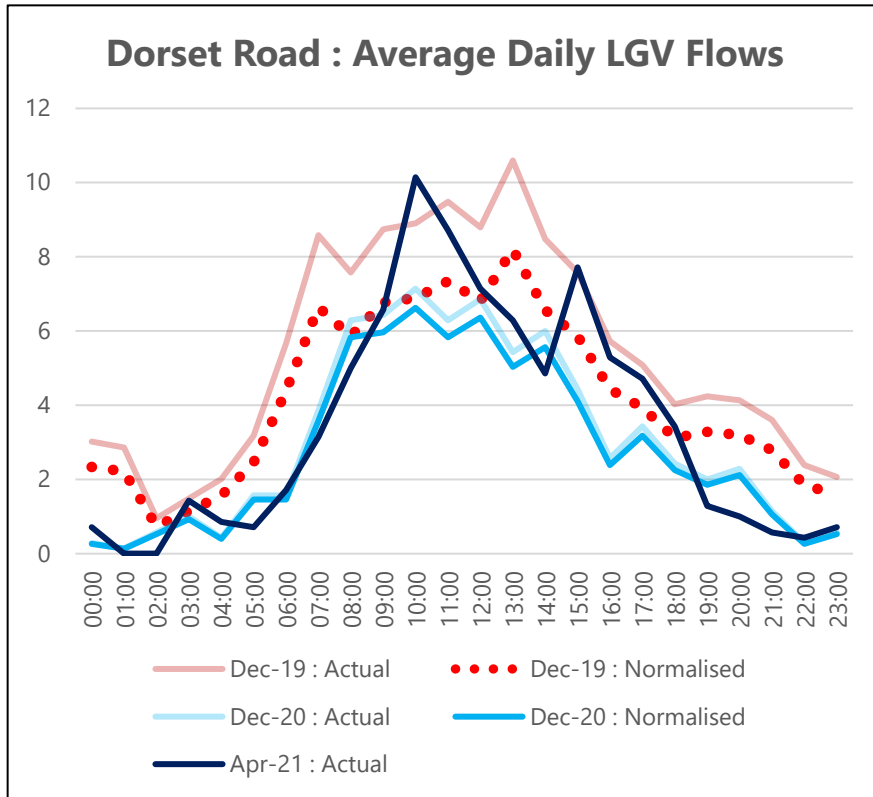
Dorset Road – Summary Table

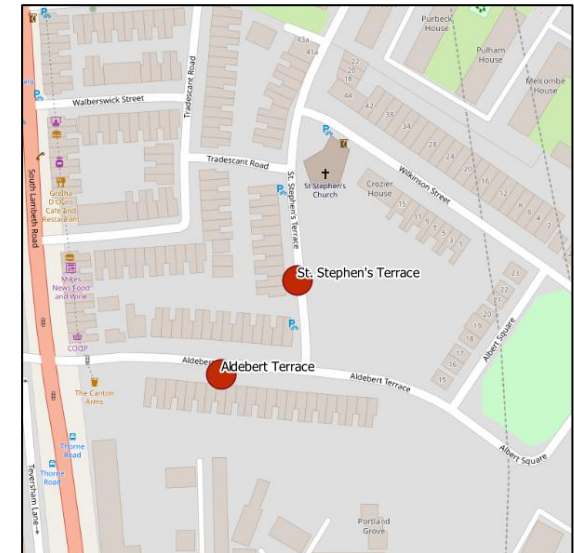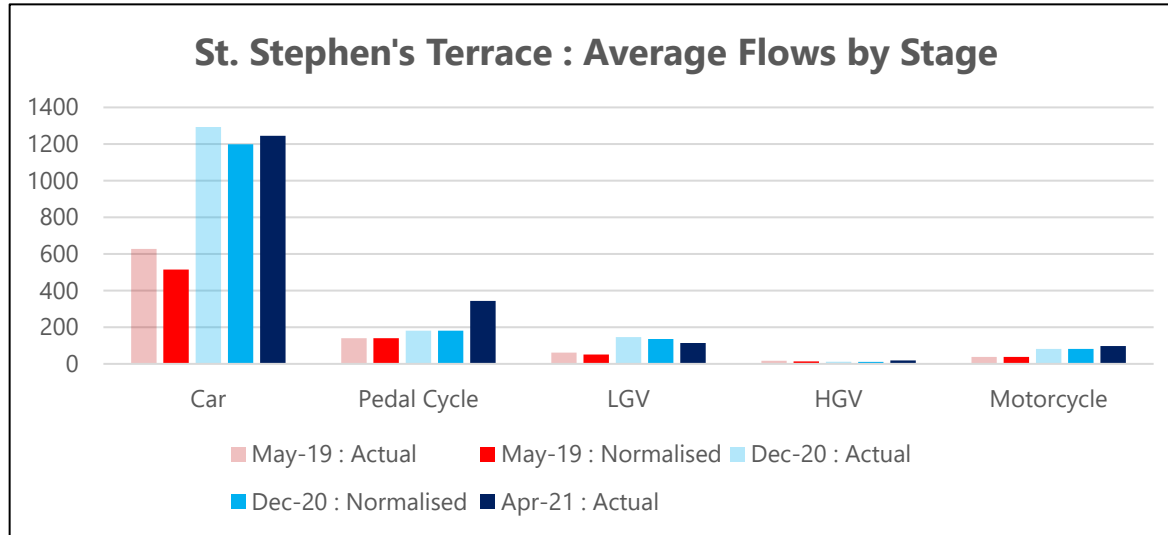|	Dec-19 : Actual	Dec-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Dec-19 -> Dec-20 : Actual Difference	Dec-19 -> Dec-20 : Actual % Difference	Dec-19 -> Dec-20 : Normalised Difference	Dec-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	2,327	1,801	1,225	1,136	-1,102	-47%	-666	-37%	1,129	1,129	-1,198	-51%	-672	-37%
Cycle	170	170	465	465	294	173%	294	173%	698	698	528	310%	528	310%
HGV	90	70	80	74	-10	-11%	4	6%	73	73	-17	-19%	3	4%
LGV	129	100	73	68	-56	-43%	-32	-32%	82	82	-47	-36%	-18	-18%
Motorcycles	131	131	91	91	-40	-30%	-40	-30%	102	102	-29	-22%	-29	-22%
Total Motorised Vehicles	**2,546**	**1,971**	**1,378**	**1,278**	**-1,169**	**-46%**	**-693**	**-35%**	**1,285**	**1,285**	**-1,262**	**-50%**	**-687**	**-35%**

SYSTra

St. Stephen's Terrace **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on St. Stephen's Terrace**, showing the difference between pre-implementation flows collected in May 2019 and post-implementation flows from December 2020 and April 2021.

St. Stephen's Terrace : Average Flows by Stage

Legend:
- May-19 : Actual
- May-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Basemap: ESRI

St. Stephen's Terrace

St. Stephen's Terrace : Average Daily Car Flows

Legend: May-19 : Actual — May-19 : Normalised — Dec-20 : Actual — Dec-20 : Normalised — Apr-21 : Actual

St. Stephen's Terrace

St. Stephen's Terrace : Average Daily Cycle Flows

May-19 : Actual | Dec-20 : Actual | Apr-21 : Actual

St. Stephen's Terrace : Average Daily HGV Flows

May-19 : Actual | May-19 : Normalised | Dec-20 : Actual | Dec-20 : Normalised | Apr-21 : Actual
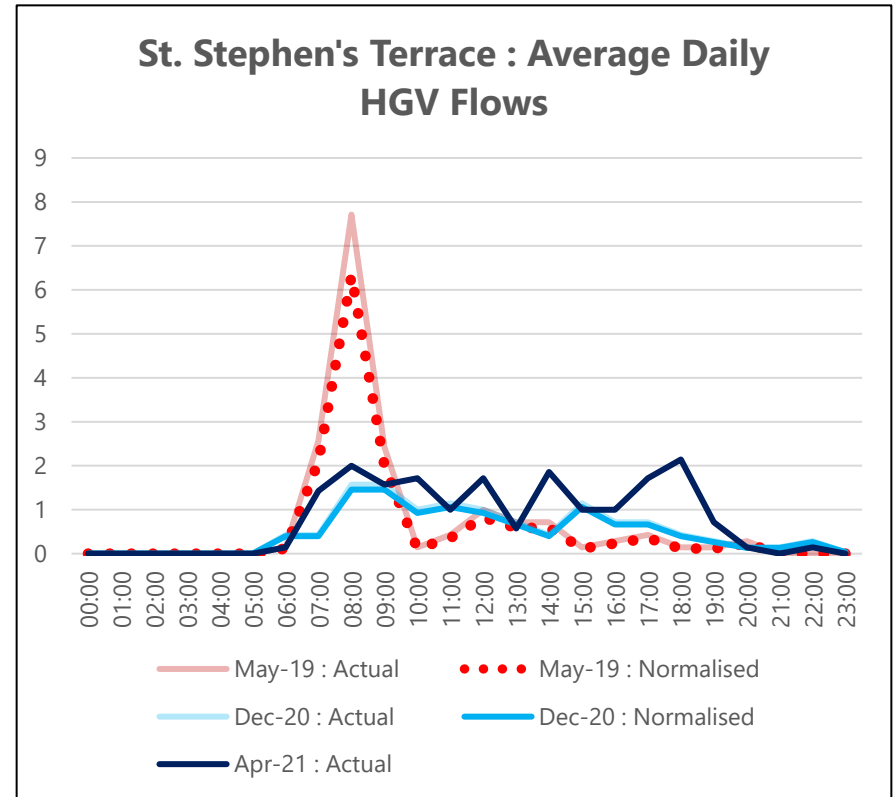
St. Stephen's Terrace

St. Stephen's Terrace : Average Daily LGV Flows

May-19 : Actual — May-19 : Normalised — Dec-20 : Actual — Dec-20 : Normalised — Apr-21 : Actual

St. Stephen's Terrace : Average Daily Motorcycle Flows

May-19 : Actual — Dec-20 : Actual — Apr-21 : Actual

St. Stephen's Terrace – Summary Table

	May-19 : Actual	May-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	May-19 -> Dec-20 : Actual Difference	May-19 -> Dec-20 : Actual % Difference	May-19 -> Dec-20 : Normalised Difference	May-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	May-19 -> Apr-21 : Actual Difference	May-19 -> Apr-21 : Actual % Difference	May-19 -> Apr-21 : Normalised Difference	May-19 -> Apr-21 : Normalised % Difference
Car/LGV	627	515	1,292	1,199	665	106%	684	133%	1,245	1,245	617	98%	730	142%
Cycle	141	141	181	181	41	29%	41	29%	344	344	203	145%	203	145%
HGV	17	14	12	11	-5	-30%	-3	-20%	19	19	2	9%	5	33%
LGV	62	51	147	136	84	135%	85	166%	114	114	52	84%	63	124%
Motorcycles	38	38	82	82	43	112%	43	112%	98	98	59	154%	59	154%
Total Motorised Vehicles	707	580	1,451	1,346	744	105%	766	132%	1,378	1,378	671	95%	798	138%

SYSTRA

Albert Square **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on Albert Square**, showing the difference between pre-implementation flows collected in May 2019 and post-implementation flows from December 2020 and April 2021.
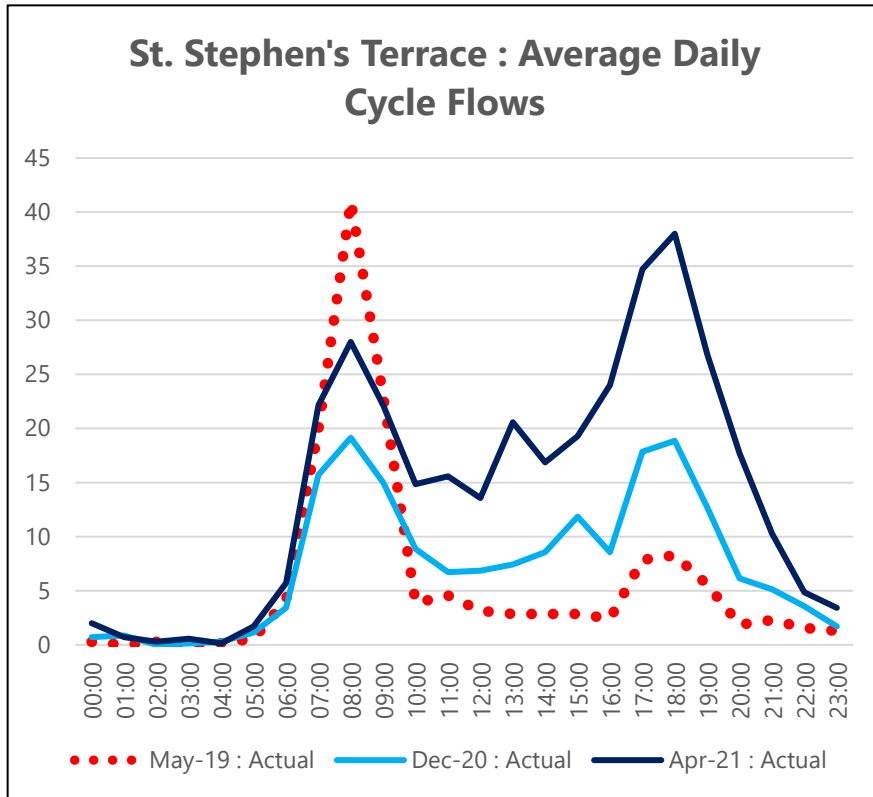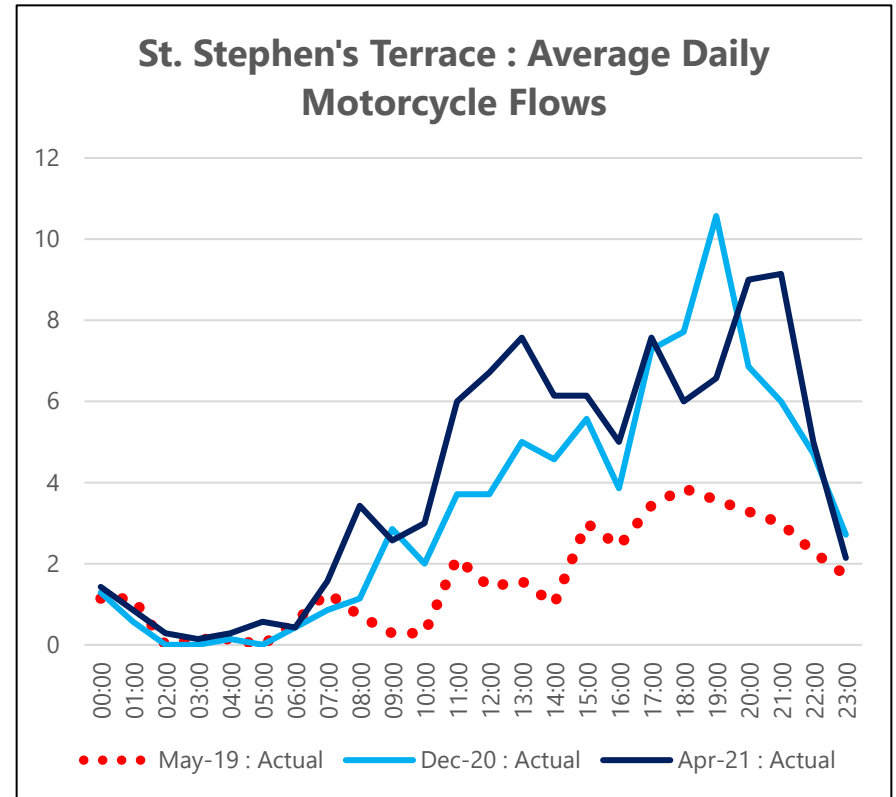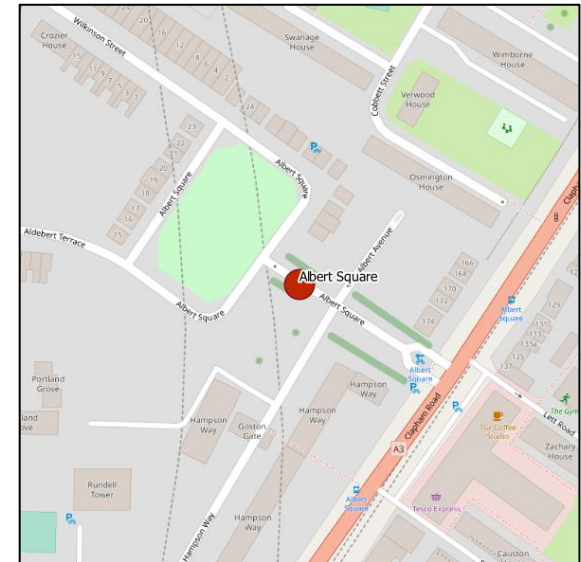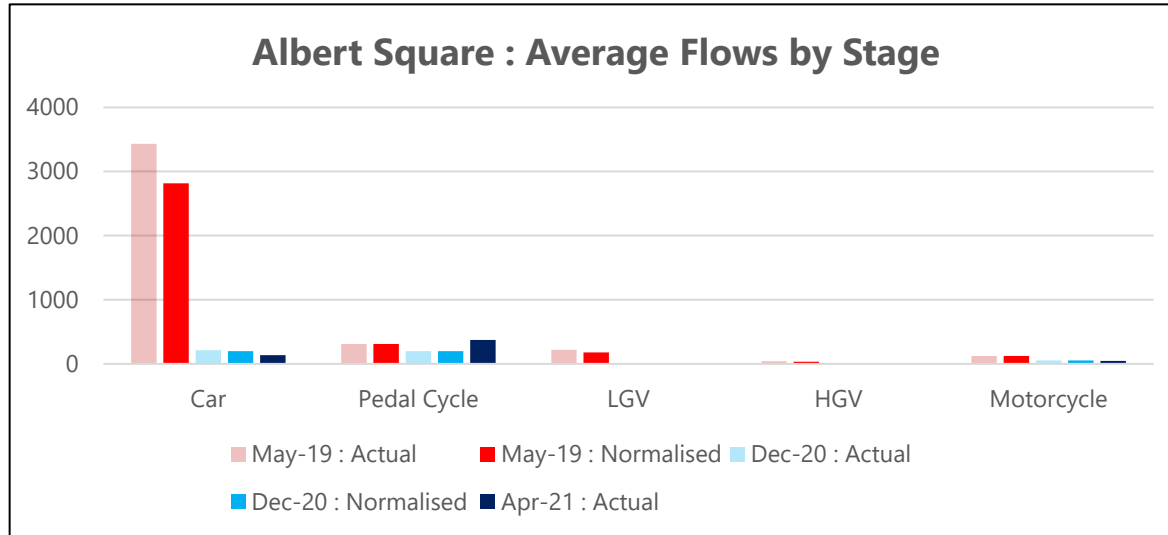

Basemap: ESRI

Albert Square

Albert Square : Average Daily Car Flows

Legend: May-19 : Actual — May-19 : Normalised — Dec-20 : Actual — Dec-20 : Normalised — Apr-21 : Actual

Albert Square

Albert Square : Average Daily Cycle Flows

May-19 : Actual, Dec-20 : Actual, Apr-21 : Actual

Albert Square : Average Daily HGV Flows

May-19 : Actual, May-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Albert Square

Albert Square : Average Daily LGV Flows

Legend:
- May-19 : Actual
- May-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Albert Square : Average Daily Motorcycle Flows

Legend:
- May-19 : Actual
- Dec-20 : Actual
- Apr-21 : Actual

SYSTra

Albert Square– Summary Table

	May-19 : Actual	May-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	May-19 -> Dec-20 : Actual Difference	May-19 -> Dec-20 : Actual % Difference	May-19 -> Dec-20 : Normalised Difference	May-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	May-19 -> Apr-21 : Actual Difference	May-19 -> Apr-21 : Actual % Difference	May-19 -> Apr-21 : Normalised Difference	May-19 -> Apr-21 : Normalised % Difference
Car/LGV	3,431	2,815	215	200	-3,216	-94%	-2,615	-93%	136	136	-3,295	-96%	-2,679	-95%
Cycle	312	312	199	199	-113	-36%	-113	-36%	374	374	62	20%	62	20%
HGV	43	36	6	6	-37	-86%	-30	-84%	12	12	-31	-71%	-23	-65%
LGV	220	180	8	7	-212	-97%	-173	-96%	12	12	-207	-94%	-168	-93%
Motorcycles	124	124	55	55	-69	-56%	-69	-56%	47	47	-78	-63%	-78	-63%
Total Motorised Vehicles	**3,694**	**3,030**	**229**	**213**	**-3,465**	**-94%**	**-2,818**	**-93%**	**161**	**161**	**-3,533**	**-96%**	**-2,870**	**-95%**

Hampson Way **(Daily Flows)**

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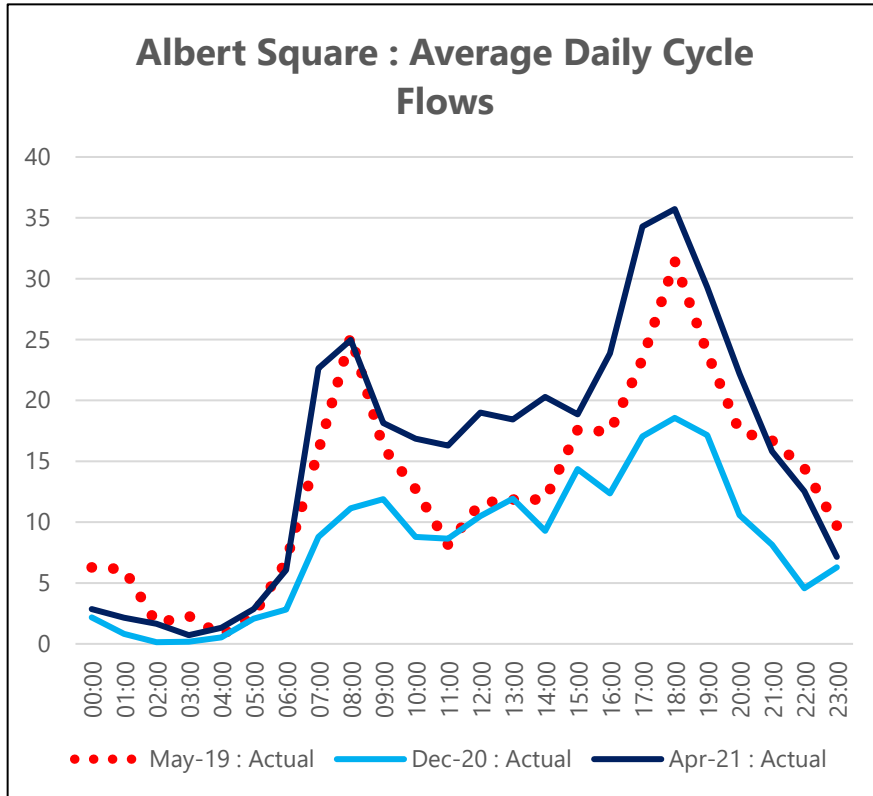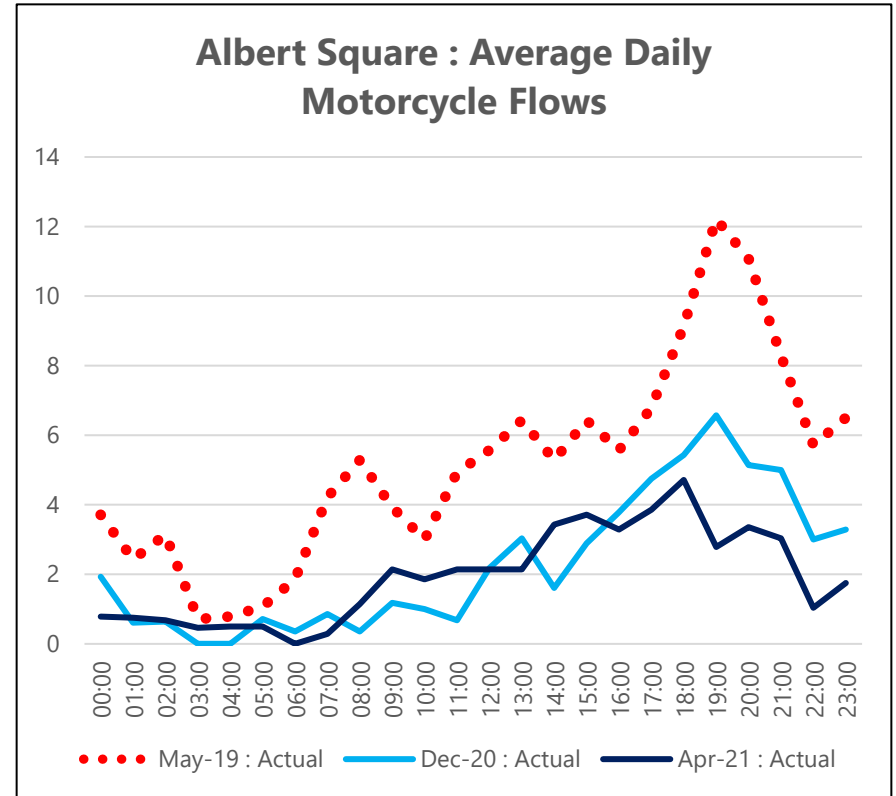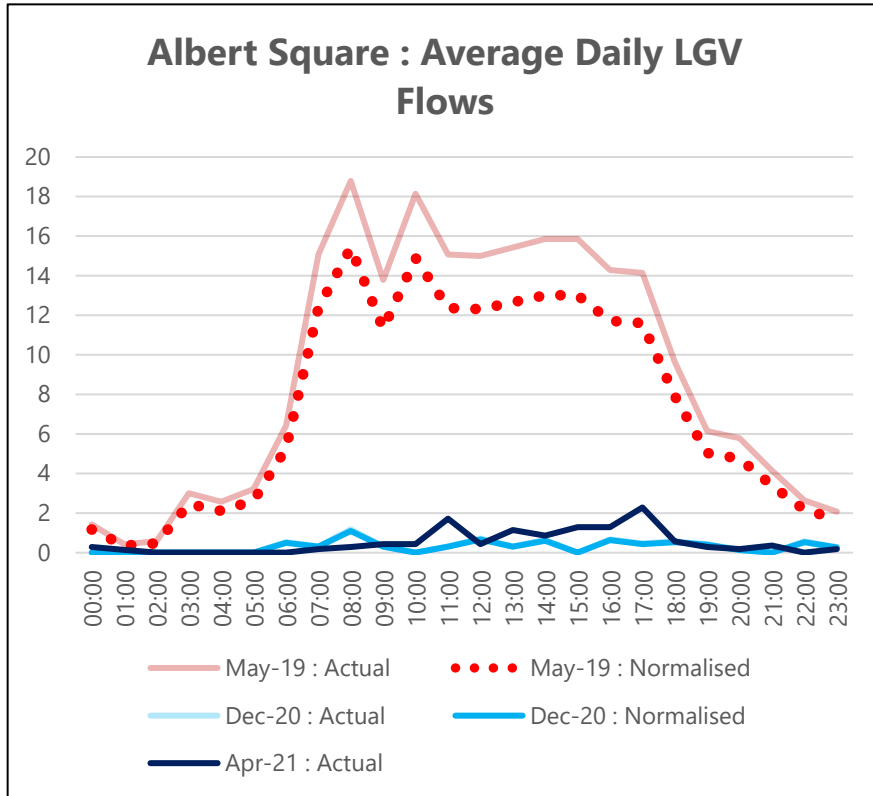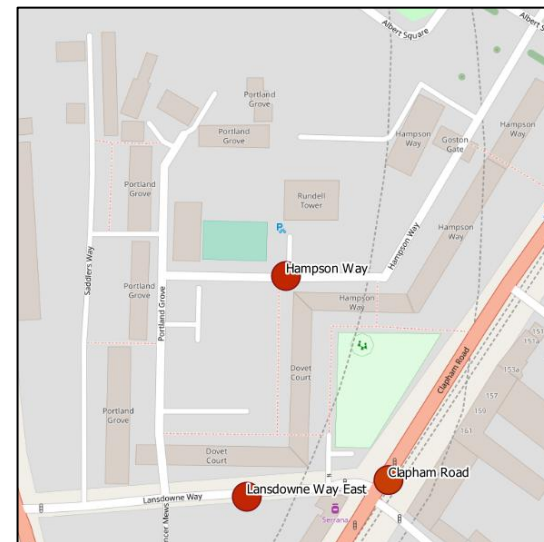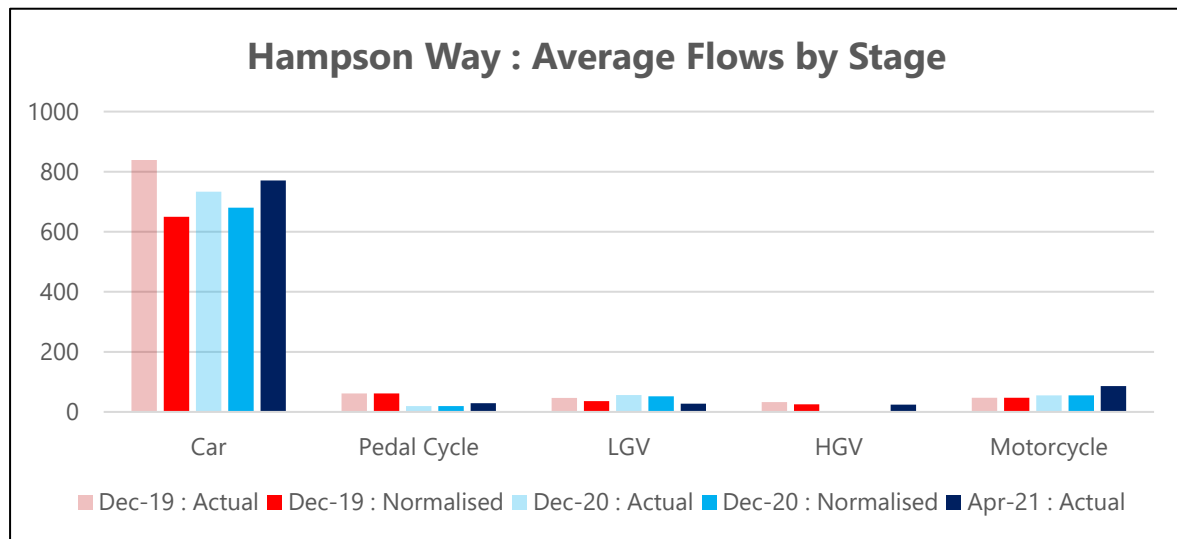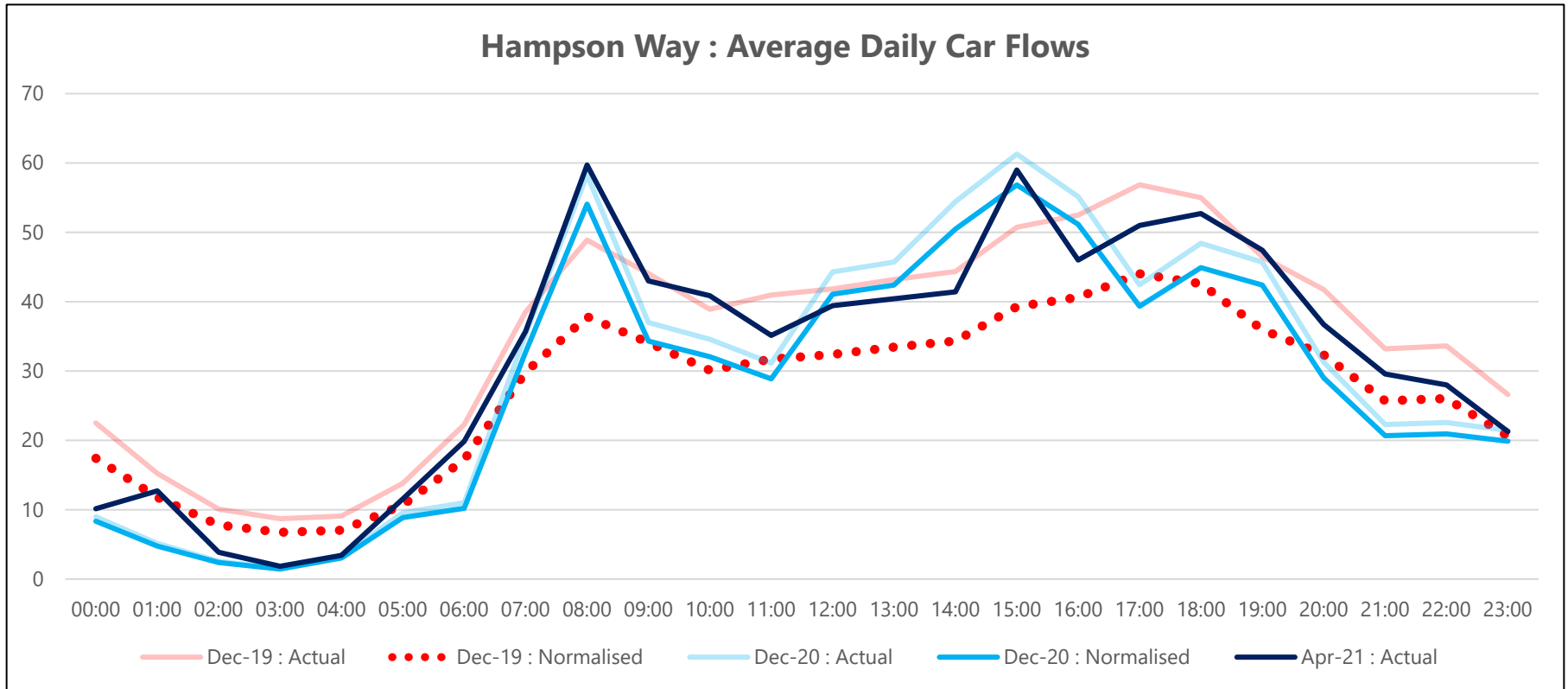
- As this site uses The Floow to derive pre-implementation data, the hour-by-hour profile of flows has been approximated using a nearby road based on the daily vehicle volumes provided by The Floow.

Hampson Way : Average Flows by Stage

Legend: Dec-19 : Actual ■ Dec-19 : Normalised ■ Dec-20 : Actual ■ Dec-20 : Normalised ■ Apr-21 : Actual

Basemap: ESRI

Hampson Way

Hampson Way : Average Daily Car Flows

Hampson Way

Hampson Way : Average Daily Cycle Flows

- Dec-19 : Actual
- Dec-20 : Actual
- Apr-21 : Actual

Hampson Way : Average Daily HGV Flows

- Dec-19 : Actual
- Dec-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Hampson Way

Hampson Way : Average Daily LGV Flows

Legend: Dec-19 : Actual, Dec-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Hampson Way : Average Daily Motorcycle Flows

Legend: Dec-19 : Actual, Dec-20 : Actual, Apr-21 : Actual

Hampson Way – Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Dec-19 -> Dec-20 : Actual Difference	Dec-19 -> Dec-20 : Actual % Difference	Dec-19 -> Dec-20: Normalised Difference	Dec-19 -> Dec-20: Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	839	650	733	680	-106	-13%	31	5%	771	771	-68	-8%	121	19%
Cycle	61	61	20	20	-42	-68%	-42	-68%	29	29	-32	-53%	-32	-53%
HGV	33	25	1	1	-31	-96%	-24	-96%	24	24	-8	-26%	-1	-4%
LGV	47	36	56	52	10	21%	16	44%	27	27	-19	-41%	-9	-24%
Motorcycles	47	47	55	55	8	17%	8	17%	86	86	39	82%	39	82%
Total Motorised Vehicles	918	711	791	733	-128	-14%	22	3%	822	822	-96	-10%	111	16%

Lansdowne Way East **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on Lansdowne Way East,** showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from December 2020 and April 2021.

- As this site uses The Floow 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 Floow.
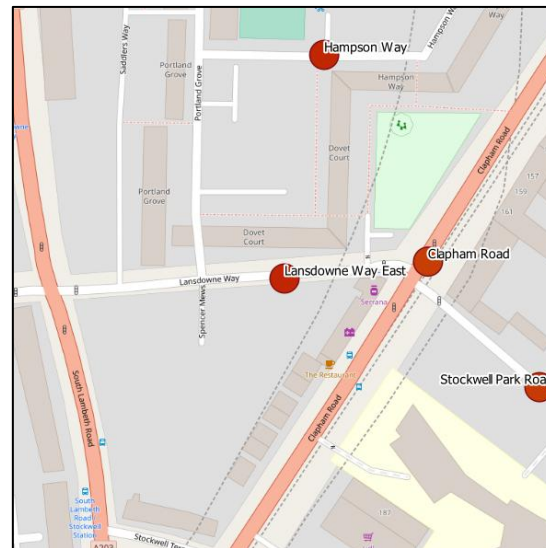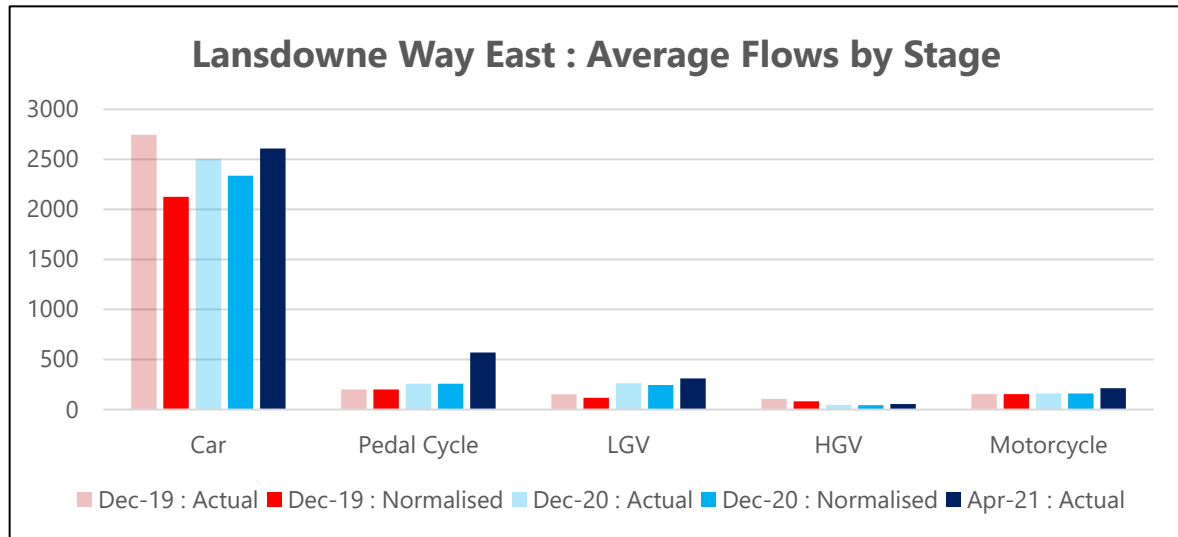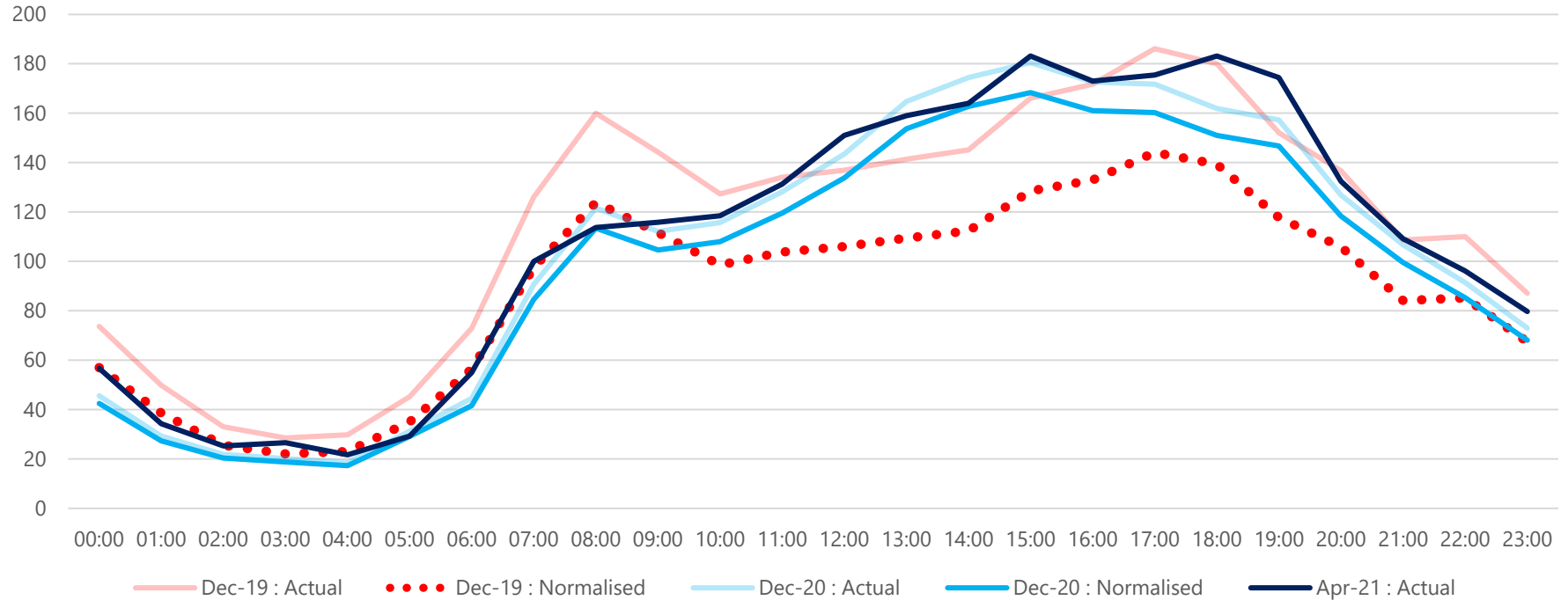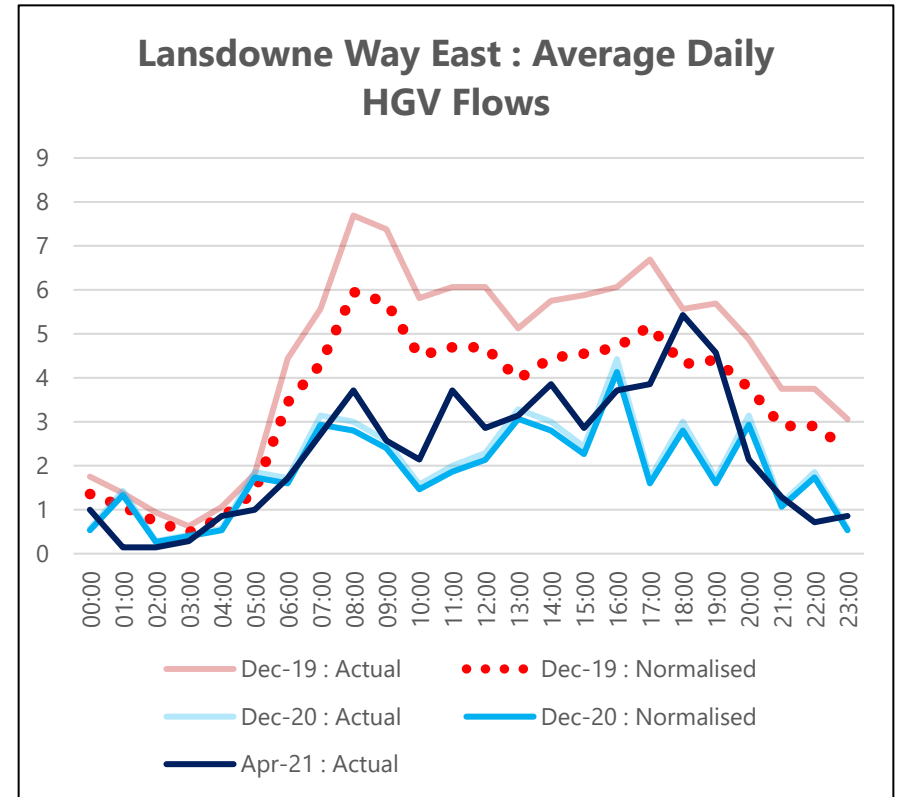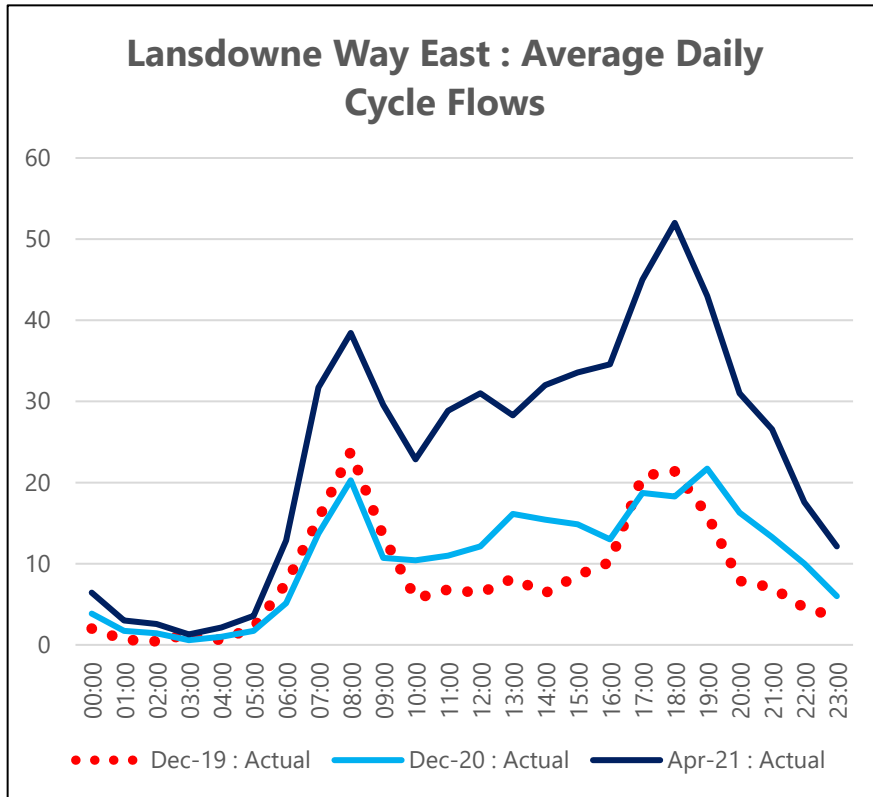

Basemap: ESRI

Lansdowne Way East

Lansdowne Way East : Average Daily Car Flows

Lansdowne Way East

Lansdowne Way East : Average Daily Cycle Flows

Dec-19 : Actual — Dec-20 : Actual — Apr-21 : Actual

Lansdowne Way East : Average Daily HGV Flows

Dec-19 : Actual — Dec-19 : Normalised — Dec-20 : Actual — Dec-20 : Normalised — Apr-21 : Actual

Lansdowne Way East

Lansdowne Way East : Average Daily LGV Flows

Dec-19 : Actual — Dec-19 : Normalised — Dec-20 : Actual — Dec-20 : Normalised — Apr-21 : Actual

Lansdowne Way East : Average Daily Motorcycle Flows

Dec-19 : Actual — Dec-20 : Actual — Apr-21 : Actual

SYSTRA

Lansdowne Way East – Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Dec-19 -> Dec-20 : Actual Difference	Dec-19 -> Dec-20 : Actual % Difference	Dec-19 -> Dec-20 : Normalised Difference	Dec-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	2,746	2,126	2,504	2,336	-242	-9%	210	10%	2,609	2,609	-138	-5%	483	23%
Cycle	201	201	257	257	57	28%	57	28%	570	570	369	184%	369	184%
HGV	107	83	48	45	-59	-55%	-38	-46%	55	55	-52	-48%	-27	-33%
LGV	152	118	262	245	110	72%	127	107%	311	311	159	104%	193	164%
Motorcycles	155	155	161	161	6	4%	6	4%	213	213	58	38%	58	38%
Total Motorised Vehicles	**3,006**	**2,327**	**2,814**	**2,625**	**-192**	**-6%**	**298**	**13%**	**2,975**	**2,975**	**-31**	**-1%**	**648**	**28%**

SYSTra

Stockwell Terrace **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on Stockwell Terrace,** showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from December 2020 and April 2021.

- As this site uses The Floow 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 Floow.
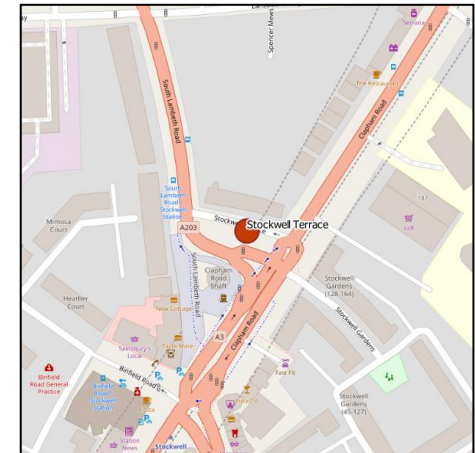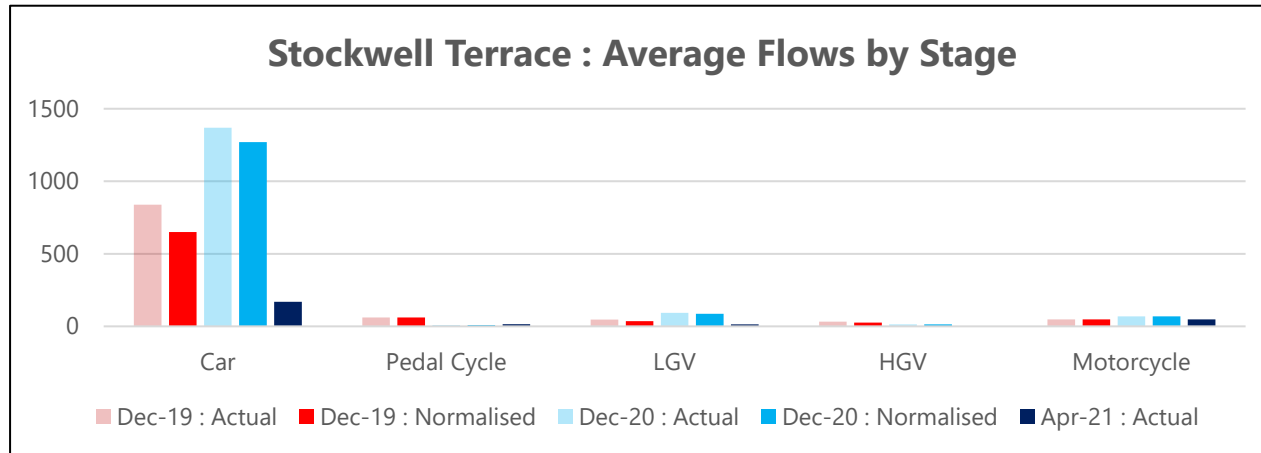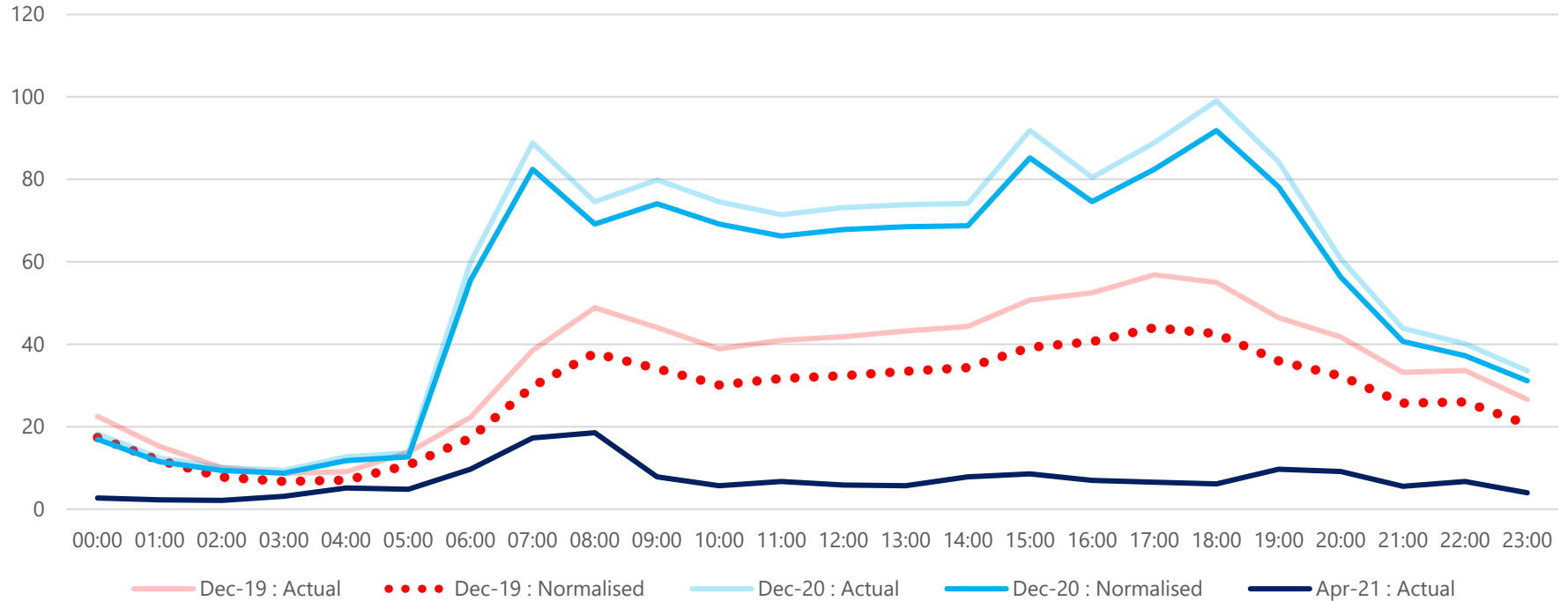
- A temporary banned right turn from Clapham Road southbound to Stockwell Terrace was in place during the stage 2 counts in April 2021.

Stockwell Terrace : Average Flows by Stage

Legend: Dec-19 : Actual ■ Dec-19 : Normalised ■ Dec-20 : Actual ■ Dec-20 : Normalised ■ Apr-21 : Actual

Basemap: ESRI

Stockwell Terrace

Stockwell Terrace : Average Daily Car Flows

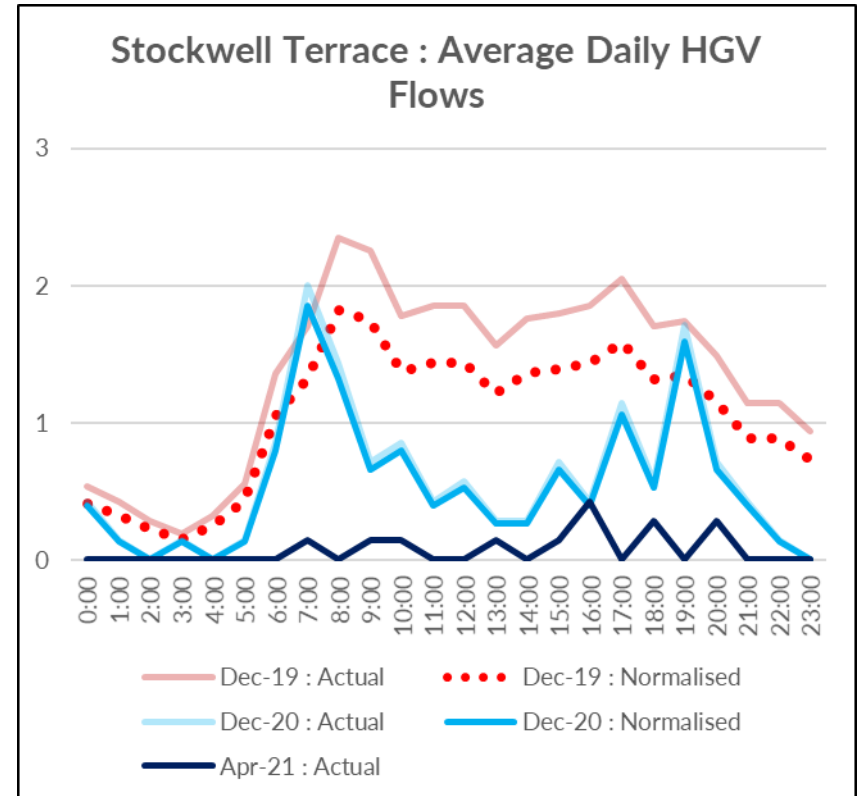Legend: Dec-19 : Actual — Dec-19 : Normalised — Dec-20 : Actual — Dec-20 : Normalised — Apr-21 : Actual

Stockwell Terrace

Stockwell Terrace : Average Daily Cycle Flows
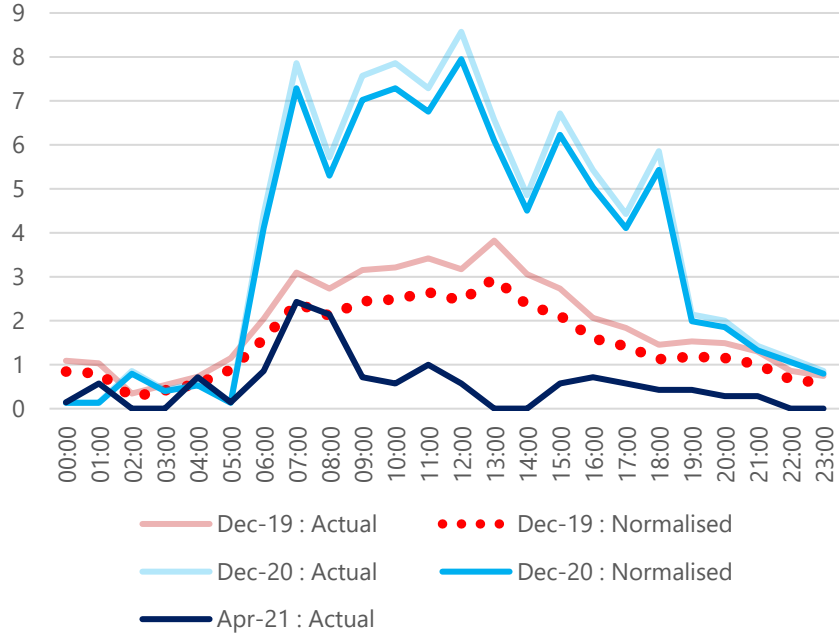

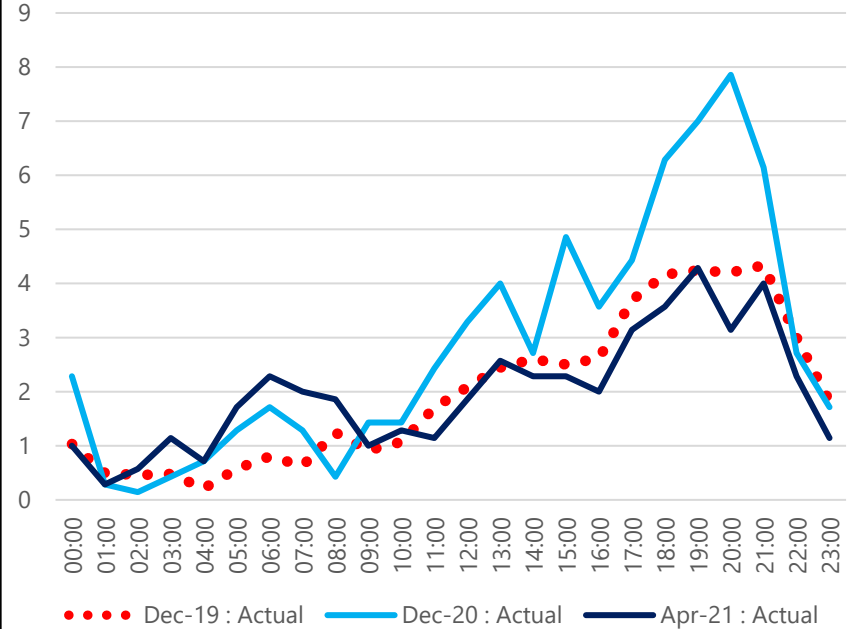Stockwell Terrace : Average Daily HGV Flows
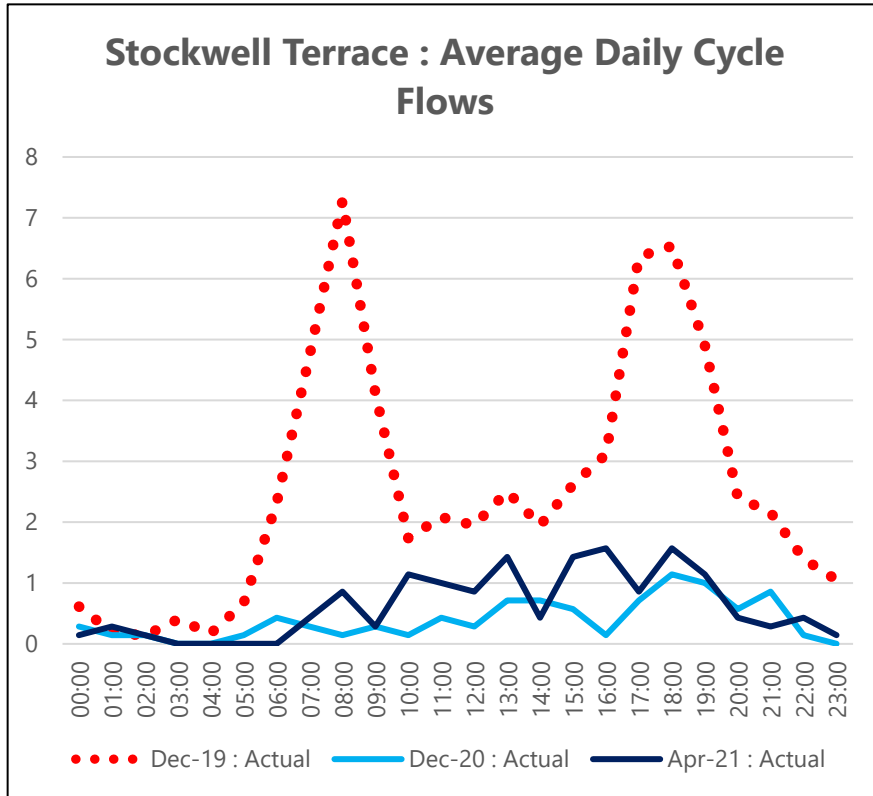
Stockwell Terrace

Stockwell Terrace : Average Daily LGV Flows

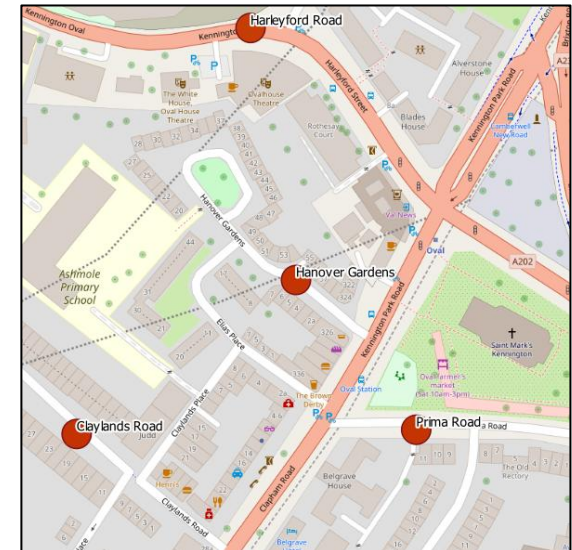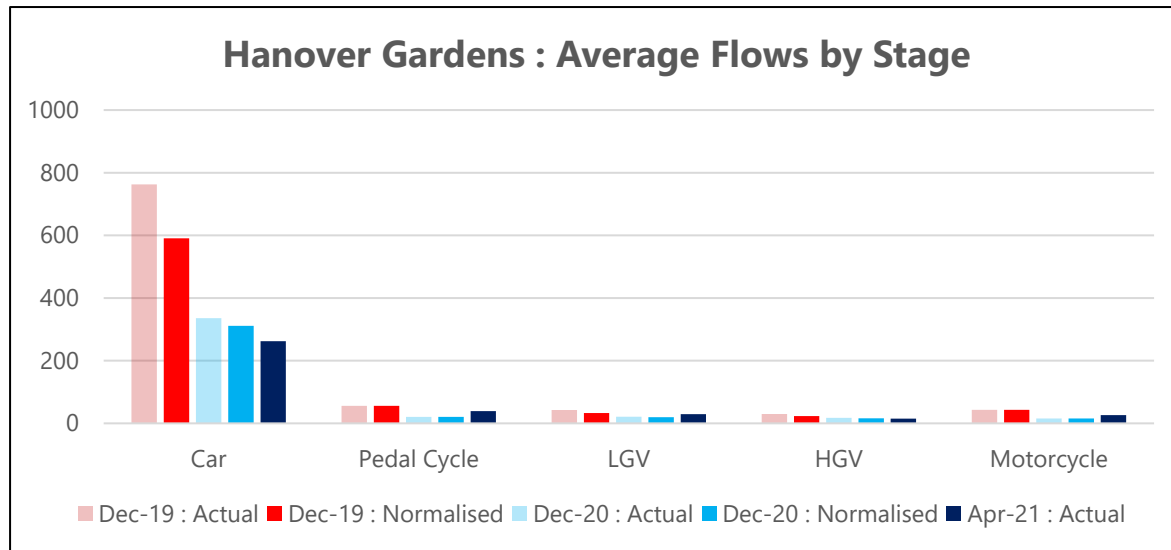**Stockwell Terrace : Average Daily Motorcycle Flows**
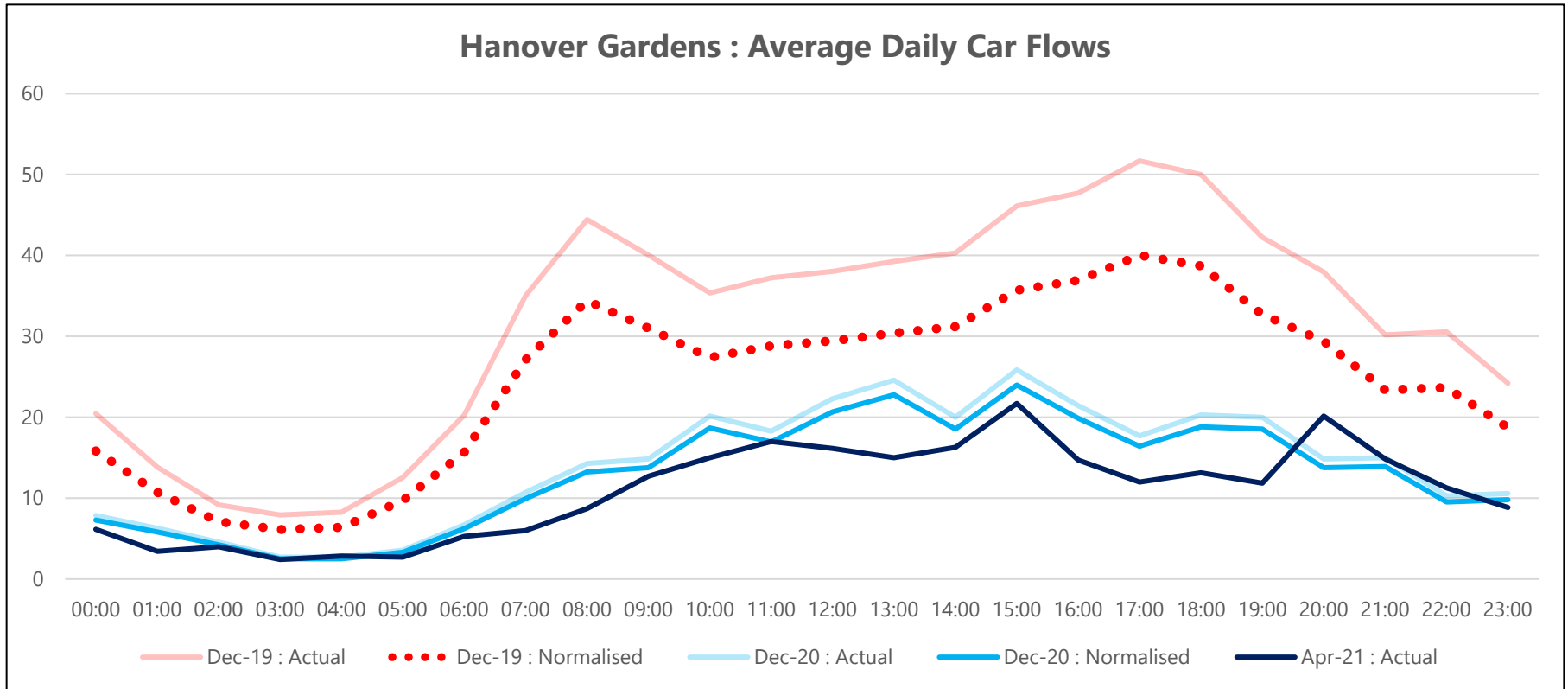
Stockwell Terrace – Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Dec-19 -> Dec-20 : Actual Difference	Dec-19 -> Dec-20 : Actual % Difference	Dec-19 -> Dec-20 : Normalised Difference	Dec-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	839	650	1,370	1,270	531	63%	621	96%	169	169	-670	-80%	-481	-74%
Cycle	61	61	9	9	-52	-85%	-52	-85%	15	15	-47	-76%	-47	-76%
HGV	33	25	14	13	-18	-57%	-12	-48%	2	2	-31	-95%	-24	-93%
LGV	47	36	93	86	46	100%	50	139%	13	13	-33	-72%	-23	-64%
Motorcycles	47	47	68	68	21	45%	21	45%	48	48	0	1%	0	1%
Total Motorised Vehicles	**918**	**711**	**1,477**	**1,370**	**558**	**61%**	**659**	**93%**	**184**	**184**	**-735**	**-80%**	**-527**	**-74%**

Hanover Gardens **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on Hanover Gardens,** showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from December 2020 and April 2021.

- As this site uses The Floow 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 Floow.

Basemap: ESRI

Hanover Gardens

Hanover Gardens : Average Daily Car Flows

Legend: Dec-19 : Actual, Dec-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Hanover Gardens

Hanover Gardens : Average Daily Cycle Flows

Dec-19 : Actual ⋯⋯⋯ Dec-20 : Actual ──── Apr-21 : Actual

Hanover Gardens : Average Daily HGV Flows

Dec-19 : Actual ⋯⋯⋯ Dec-19 : Normalised
Dec-20 : Actual ──── Dec-20 : Normalised
Apr-21 : Actual
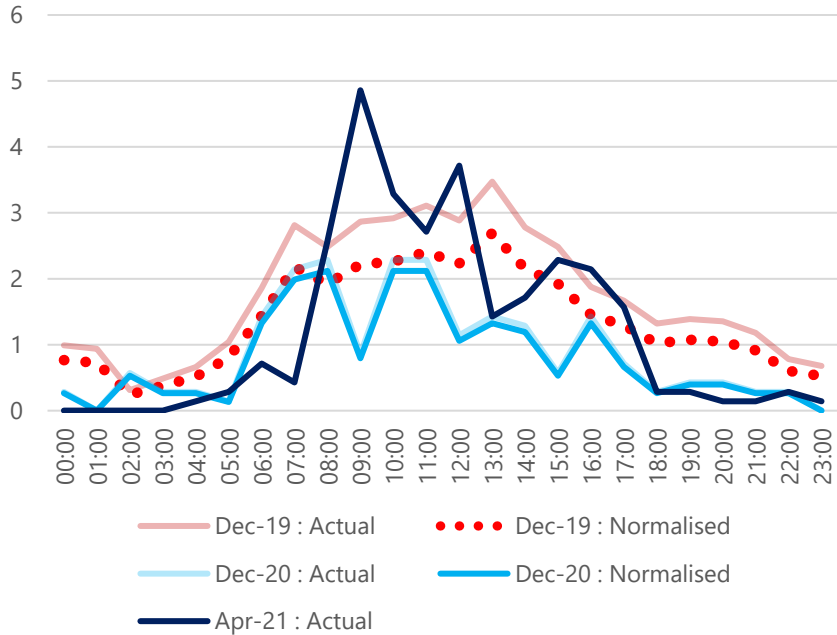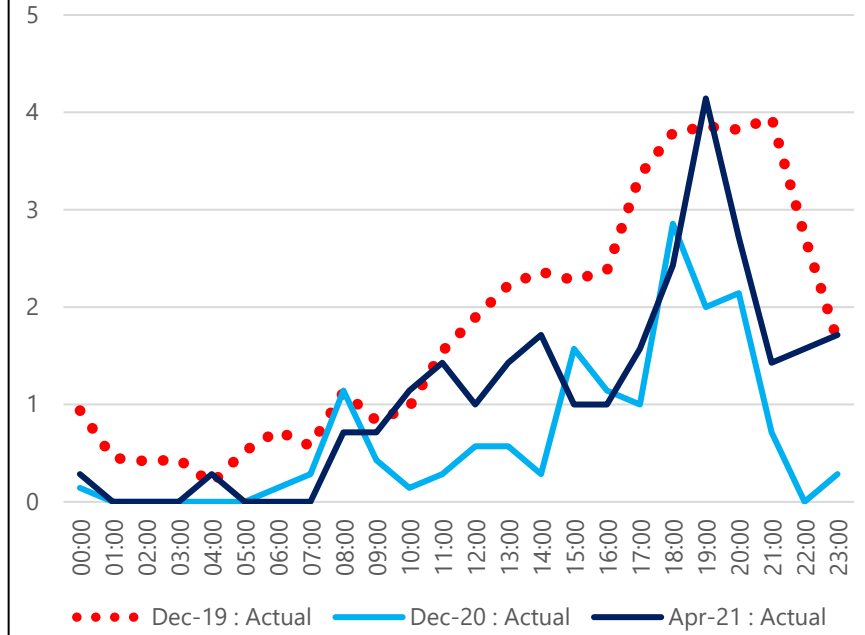
Hanover Gardens

Hanover Gardens – Summary Table

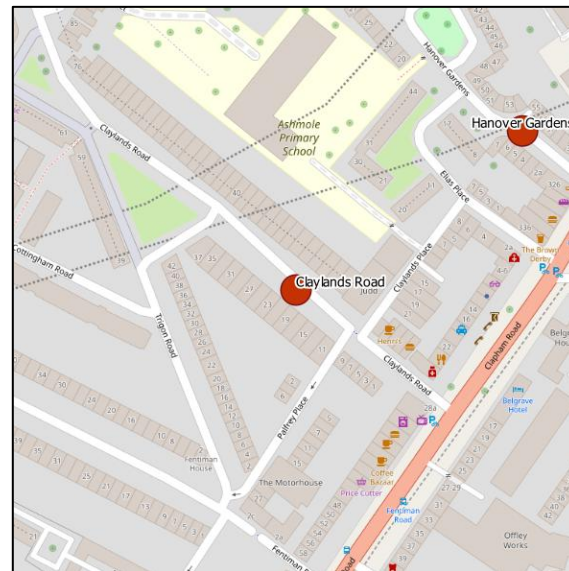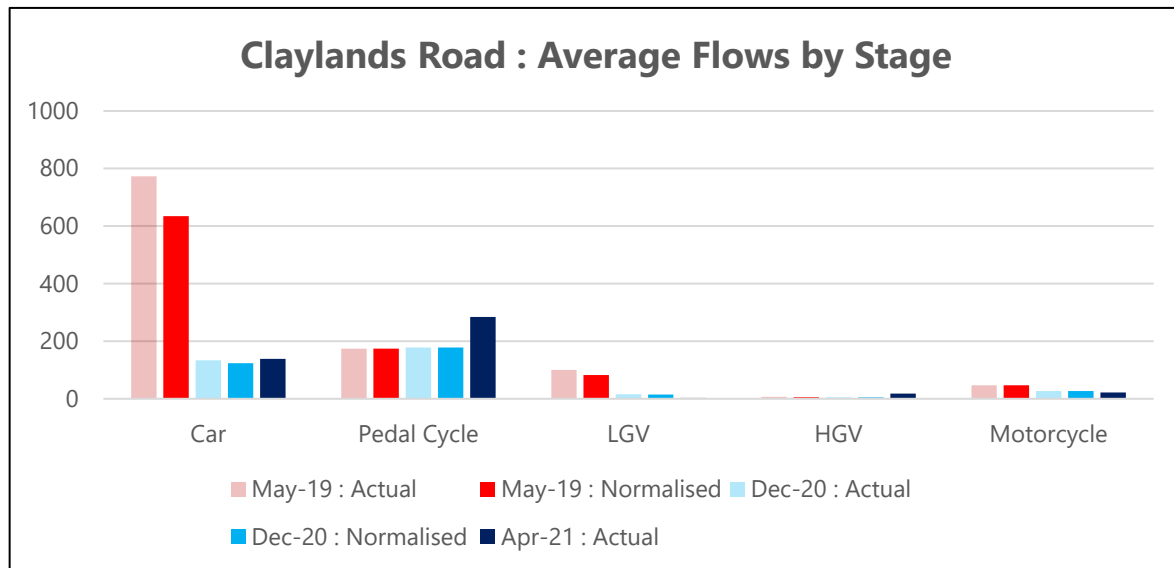|	Dec-19 : Actual	Dec-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Dec-19 -> Dec-20 : Actual Difference	Dec-19 -> Dec-20 : Actual % Difference	Dec-19 -> Dec-20 : Normalised Difference	Dec-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	763	591	336	311	-427	-56%	-279	-47%	262	262	-501	-66%	-328	-56%
Cycle	56	56	21	21	-35	-63%	-35	-63%	39	39	-17	-30%	-17	-30%
HGV	30	23	17	16	-12	-41%	-7	-30%	15	15	-15	-49%	-8	-35%
LGV	42	33	21	20	-21	-50%	-13	-40%	29	29	-13	-31%	-4	-11%
Motorcycles	43	43	16	16	-27	-63%	-27	-63%	26	26	-17	-39%	-17	-39%
Total Motorised Vehicles	**835**	**646**	**374**	**347**	**-461**	**-55%**	**-299**	**-46%**	**306**	**306**	**-528**	**-63%**	**-340**	**-53%**

Claylands Road **(Daily Flows)**

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

Claylands Road : Average Flows by Stage

Legend:
- May-19 : Actual
- May-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Categories: Car, Pedal Cycle, LGV, HGV, Motorcycle

Basemap: ESRI

Claylands Road

Claylands Road : Average Daily Car Flows

Legend: May-19 : Actual, May-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

SYSTRA

Claylands Road

Claylands Road : Average Daily Cycle Flows

May-19 : Actual   Dec-20 : Actual   Apr-21 : Actual

Claylands Road : Average Daily HGV Flows

May-19 : Actual   May-19 : Normalised   Dec-20 : Actual   Dec-20 : Normalised   Apr-21 : Actual

SYSTRA

Claylands Road

Claylands Road : Average Daily LGV Flows

— May-19 : Actual
⋯ May-19 : Normalised
— Dec-20 : Actual
— Dec-20 : Normalised
— Apr-21 : Actual

Claylands Road : Average Daily Motorcycle Flows

⋯ May-19 : Actual
— Dec-20 : Actual
— Apr-21 : Actual

Claylands Road – Summary Table

	May-19 : Actual	May-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	May-19 -> Dec-20 : Actual Difference	May-19 -> Dec-20 : Actual % Difference	May-19 -> Dec-20 : Normalised Difference	May-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	May-19 -> Apr-21 : Actual Difference	May-19 -> Apr-21 : Actual % Difference	May-19 -> Apr-21 : Normalised Difference	May-19 -> Apr-21 : Normalised % Difference
Car/LGV	773	634	133	124	-640	-83%	-511	-81%	139	139	-634	-82%	-496	-78%
Cycle	174	174	178	178	4	2%	4	2%	284	284	110	63%	110	63%
HGV	6	5	5	5	-1	-22%	-1	-12%	18	18	11	178%	13	239%
LGV	100	82	16	14	-85	-84%	-68	-82%	3	3	-98	-97%	-80	-97%
Motorcycles	47	47	27	27	-20	-43%	-20	-43%	22	22	-25	-54%	-25	-54%
Total Motorised Vehicles	**880**	**722**	**154**	**143**	**-726**	**-83%**	**-579**	**-80%**	**159**	**159**	**-721**	**-82%**	**-563**	**-78%**

SYSTra

Aldebert Terrace **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on Aldebert Terrace,** showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from April 2021. Counts were not taken here in December 2020.
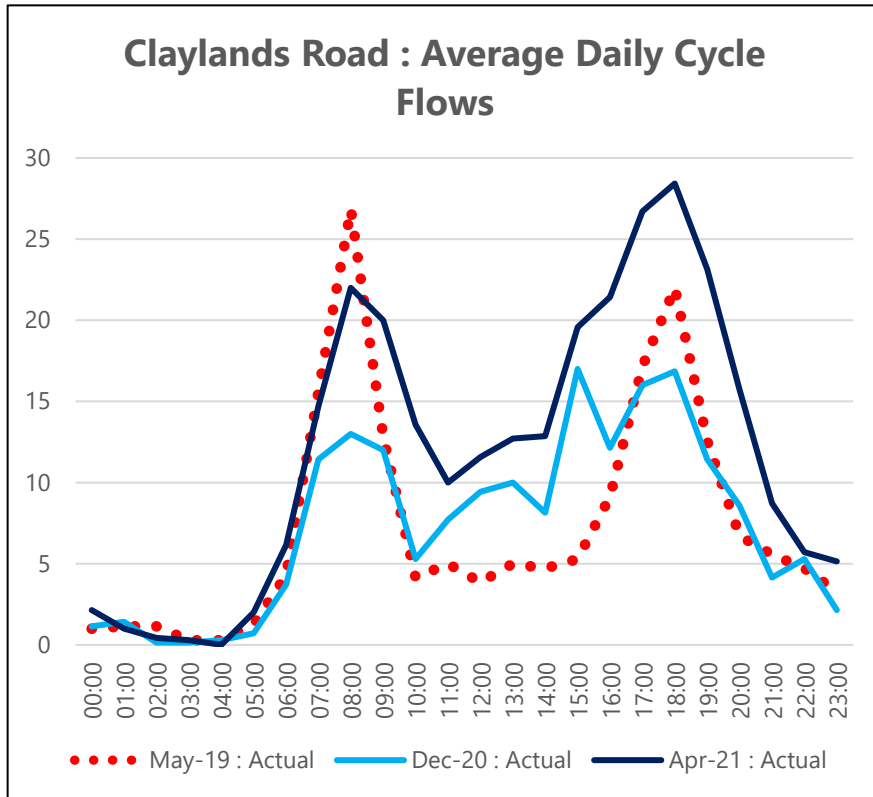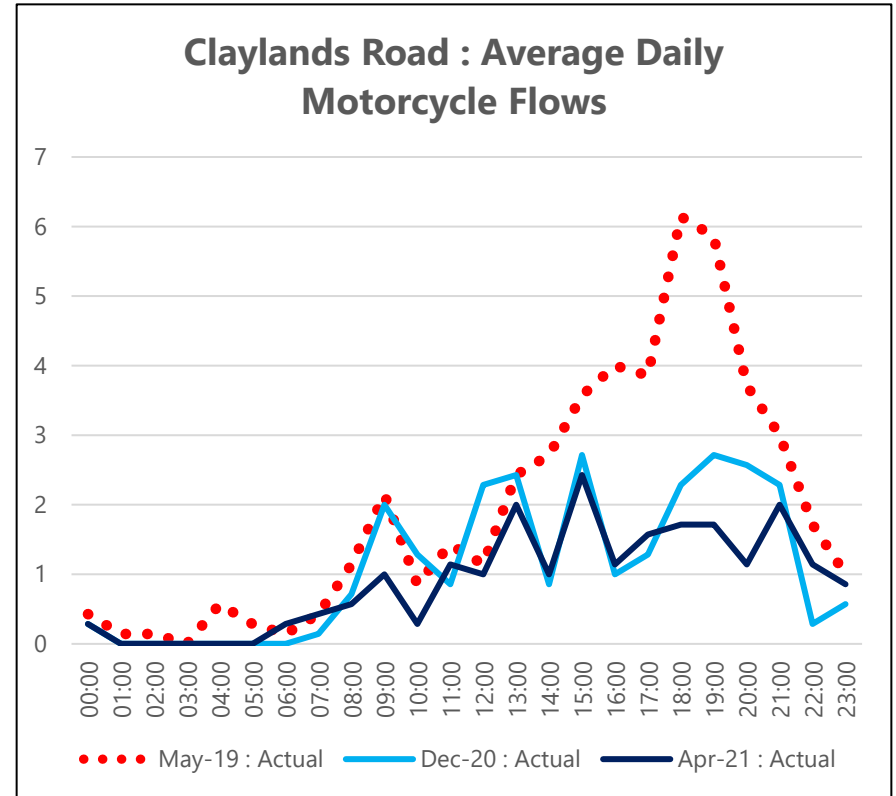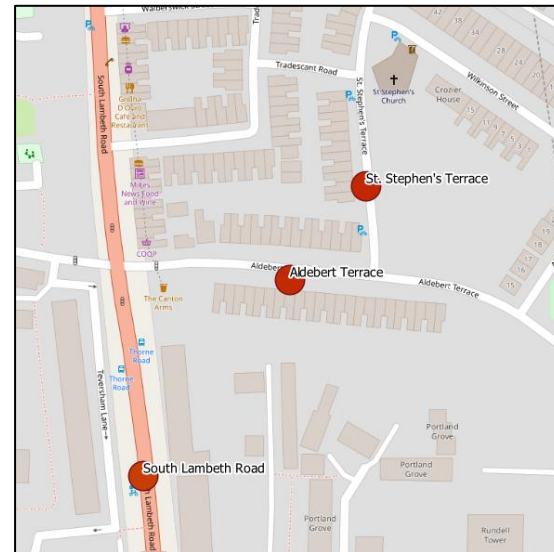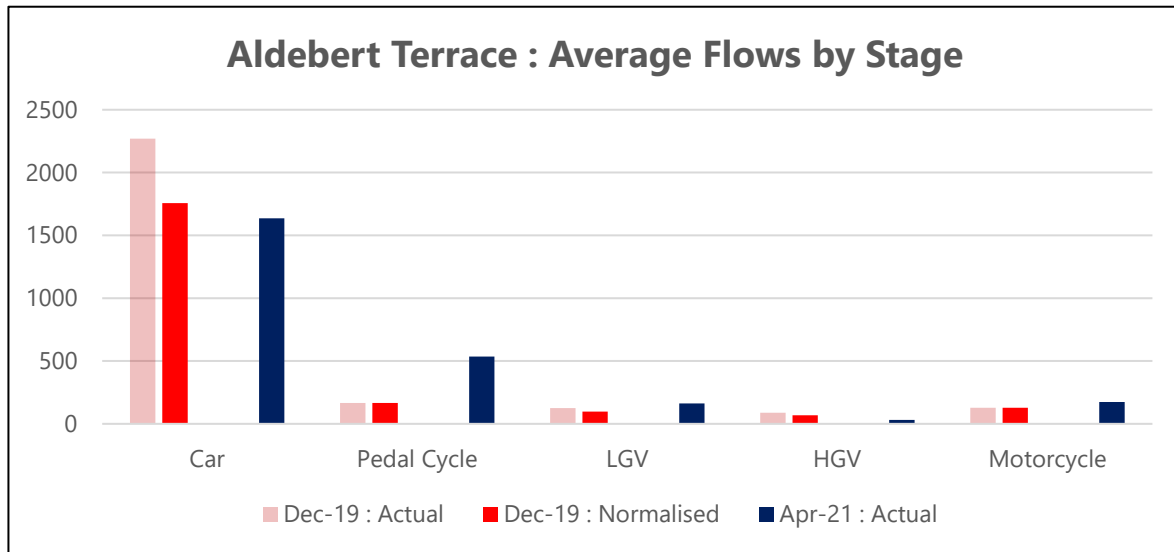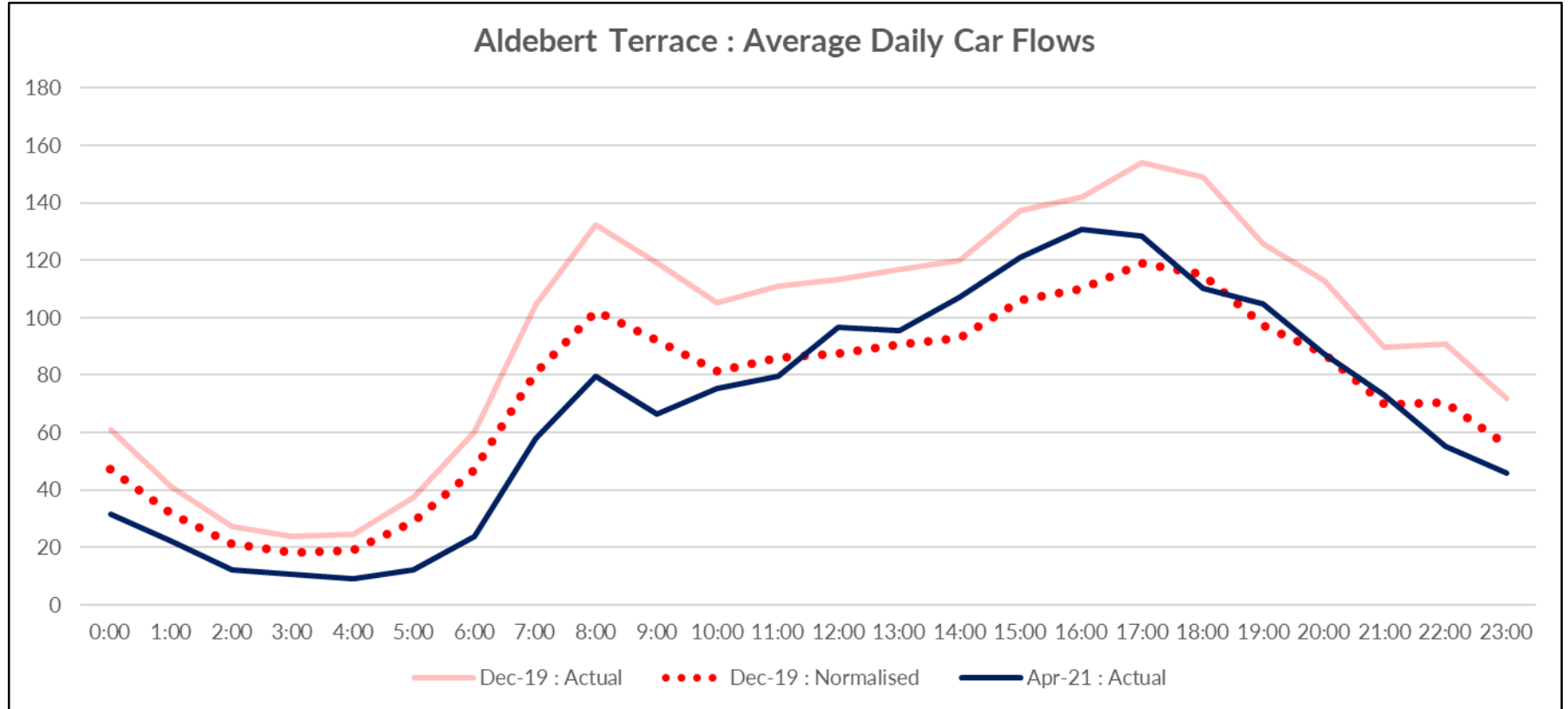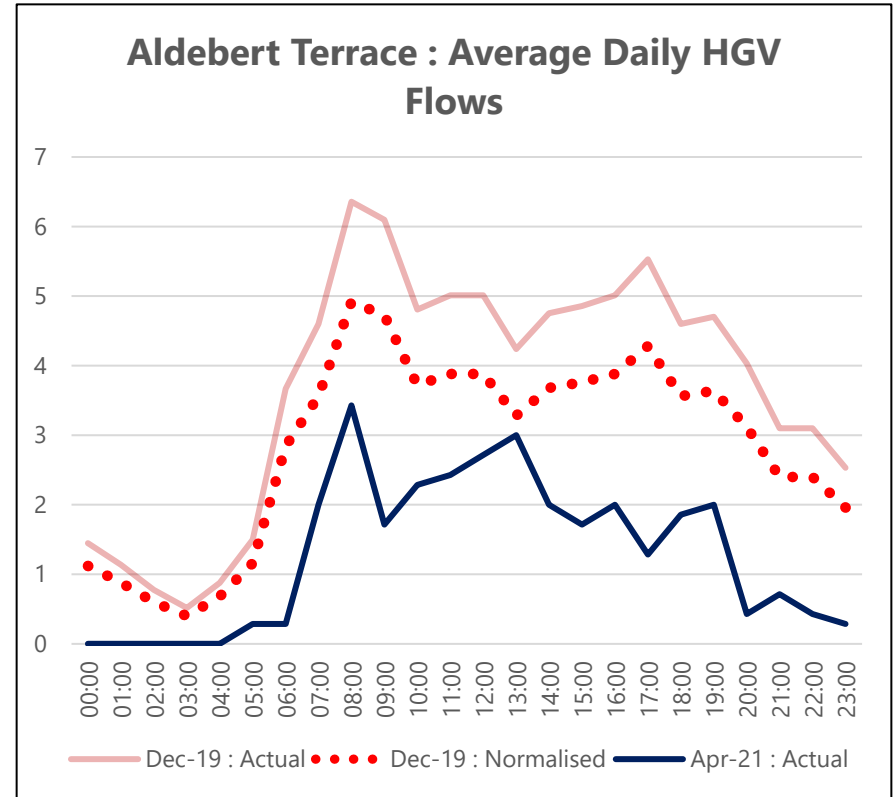
- As this site uses The Floow to derive pre-implementation data, the hour-by-hour profile of flows has been approximated using a nearby road based on the daily vehicle volumes provided by The Floow.

Aldebert Terrace : Average Flows by Stage

Legend: ■ Dec-19 : Actual ■ Dec-19 : Normalised ■ Apr-21 : Actual

Categories: Car, Pedal Cycle, LGV, HGV, Motorcycle

Basemap: ESRI

SYSTRA

Aldebert Terrace

Aldebert Terrace : Average Daily Car Flows

Dec-19 : Actual   Dec-19 : Normalised   Apr-21 : Actual

Aldebert Terrace

Aldebert Terrace : Average Daily Cycle Flows

Aldebert Terrace : Average Daily HGV Flows

Aldebert Terrace

Aldebert Terrace : Average Daily LGV Flows

Legend: Dec-19 : Actual, Dec-19 : Normalised, Apr-21 : Actual

Aldebert Terrace : Average Daily Motorcycle Flows

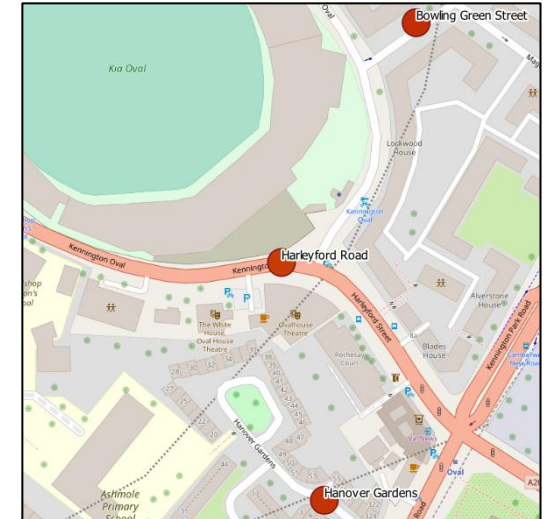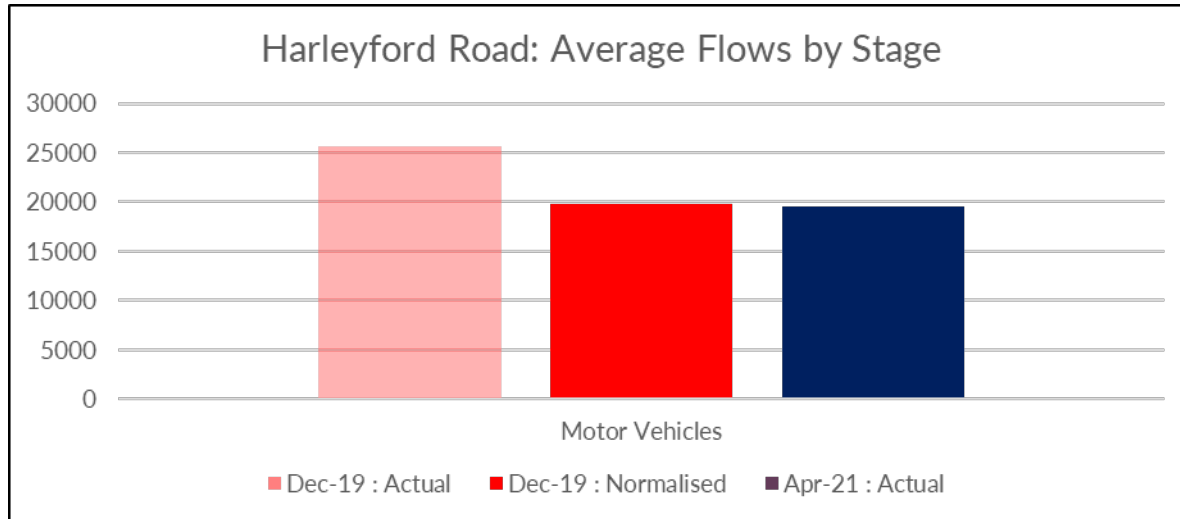Legend: Dec-19 : Actual, Apr-21 : Actual

SYSTRA

Aldebert Terrace - Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	2,270	1,757	1,635	1,635	-634	-28%	-122	-7%
Cycle	166	166	536	536	370	223%	370	223%
HGV	88	68	31	31	-57	-65%	-37	-55%
LGV	126	98	162	162	36	29%	65	67%
Motorcycles	128	128	173	173	45	36%	45	36%
Total Motorised Vehicles	**2,484**	**1,923**	**1,828**	**1,828**	**-655**	**-26%**	**-94**	**-5%**

SYSTRA

Harleyford Road **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on Harleyford Road**, showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from April 2021.

- This site uses Floow data directly to calculate pre-implementation flows; these have been benchmarked against Floow-based traffic volumes on other trunk roads with TfL counters. **As such, there is no further disaggregation of vehicle classes**.

- Data was collected for this site in December 2020; however, data quality was consistently poor and could not be used for analysis.
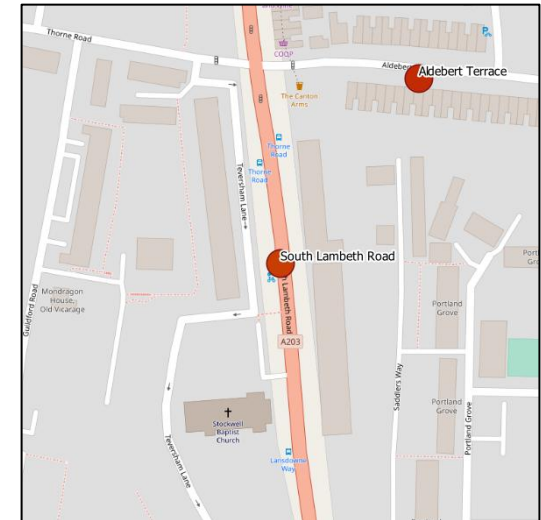

Basemap: ESRI

Harleyford Road – Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Total Motorised Vehicles	25,654	19,861	19,597	19,597	-6,057	-24%	-264	-1%

South Lambeth Road **(Daily Flows)**

- The chart below shows the normalised **average daily flows on South Lambeth Road,** showing the difference between pre- and post-implementation flows. Hour-by-hour data is not available for this site.

- This site at Clapham Road uses data directly from a TfL continuous ATC, which provides daily motor vehicles totals. To determine the impact of the scheme on this site, a comparison has been made between what flows **would have been** at this site if it had followed the trend of other ATCs within 2km of the LTN, and what flows actually were.

- TfL ATCs do not break down traffic by vehicle class. Similarly, hour-by-hour data is not available for this site.
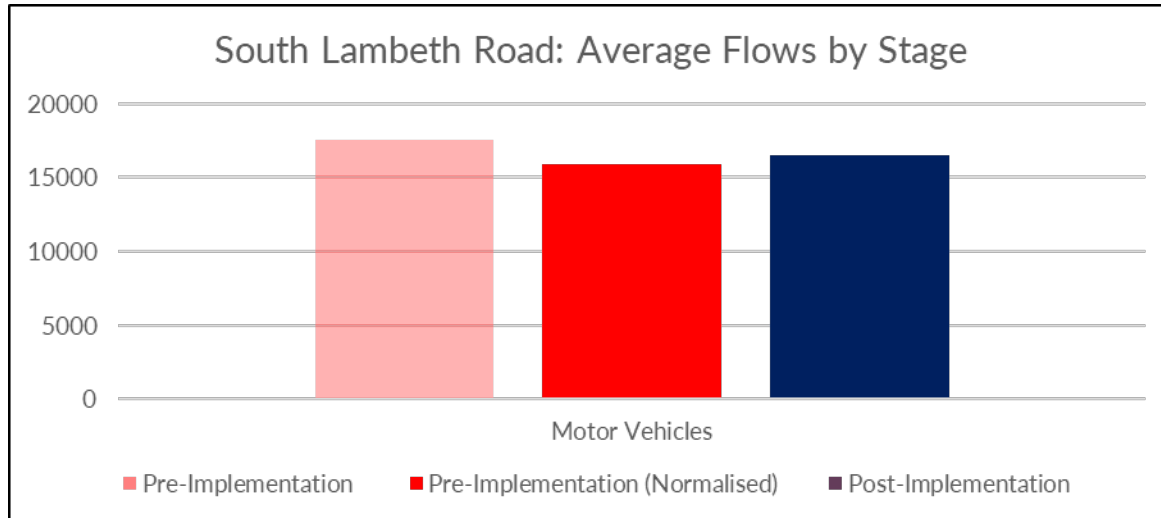
Basemap: ESRI

South Lambeth Road - Summary Table

	Jun-20: Actual Average	LTN +2km ATC Projected	Post-Implementation Actual Average	June-20 vs. Post-Implementation Actual Averages, Difference	Projected vs. Actual Average, Difference	June-20 vs. Post-Implementation Actual Averages, % Difference	Projected vs. Actual Average, % Difference
Total Motorised Vehicles	17,515	15,934	16,482	-1,033	534	-6%	+3%

Clapham Road **(Daily Flows)**

- The chart below shows the normalised **average daily flows on Clapham Road,** showing the difference between pre- and post-implementation flows. Hour-by-hour data is not available for this site.

- This site at Clapham Road uses data directly from a TfL continuous ATC, which provides daily motor vehicles totals. To determine the impact of the scheme on this site, a comparison has been made between what flows **would have been** at this site if it had followed the trend of other ATCs within 2km of the LTN, and what flows actually were.

- TfL ATCs do not break down traffic by vehicle class. Similarly, hour-by-hour data is not available for this site.
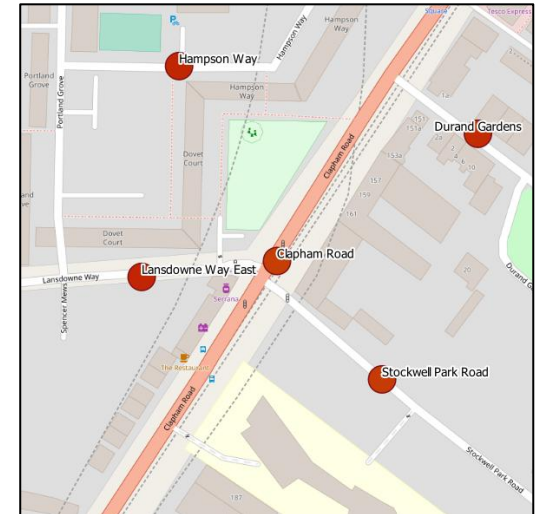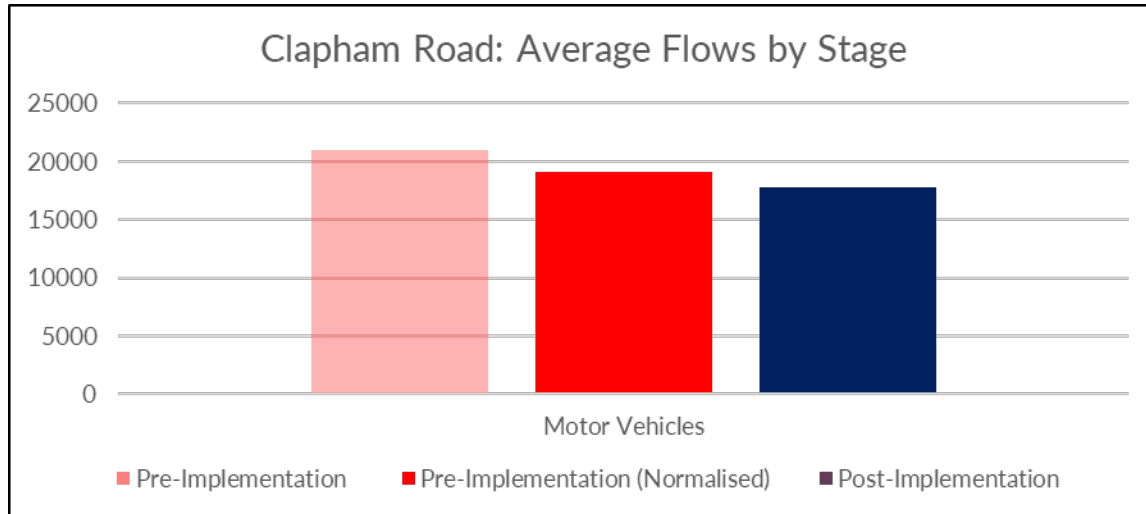

Basemap: ESRI

Clapham Road - Summary Table

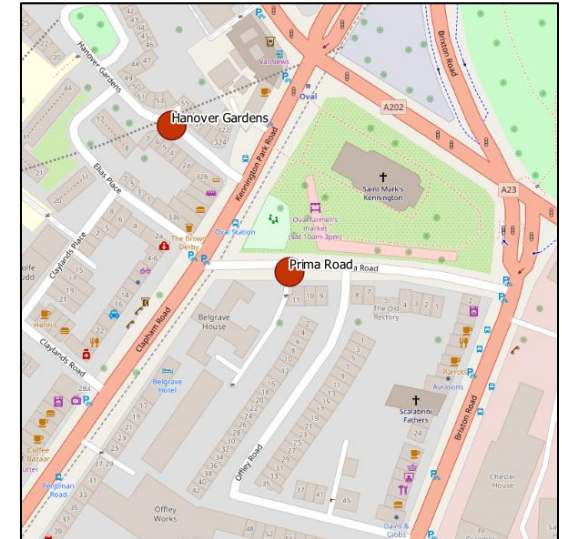|	Jun-20: Actual Average	LTN +2km ATC Projected	Post-Implementation Actual Average	June-20 vs. Post-Implementation Actual Averages, Difference	Projected vs. Actual Average, Difference	June-20 vs. Post-Implementation Actual Averages, % Difference	Projected vs. Actual Average, % Difference
Total Motorised Vehicles	21,012	19,114	17,763	-3,249	-1,351	-16%	-7%

Appendix D:
Additional Sites

Additional Sites

- The additional sites in the following slides are not included in the main LTN analysis as are not inside the LTN or on its boundary roads, per the analysis scope laid out in LB Lambeth's monitoring strategy.

- Monitoring was completed for these sites based on feedback provided to LB Lambeth by local residents.

- The map to the right shows these additional sites and the study used to represent baseline data. Other than the final three (Bowling Green Street, Durand Gardens and Clayton Street), data was collected in both December 2020 and in April 2021.

Legend

Study Type
- 20mph
- Healthy Routes I
- The Floow
- TSS

Base: Stamen
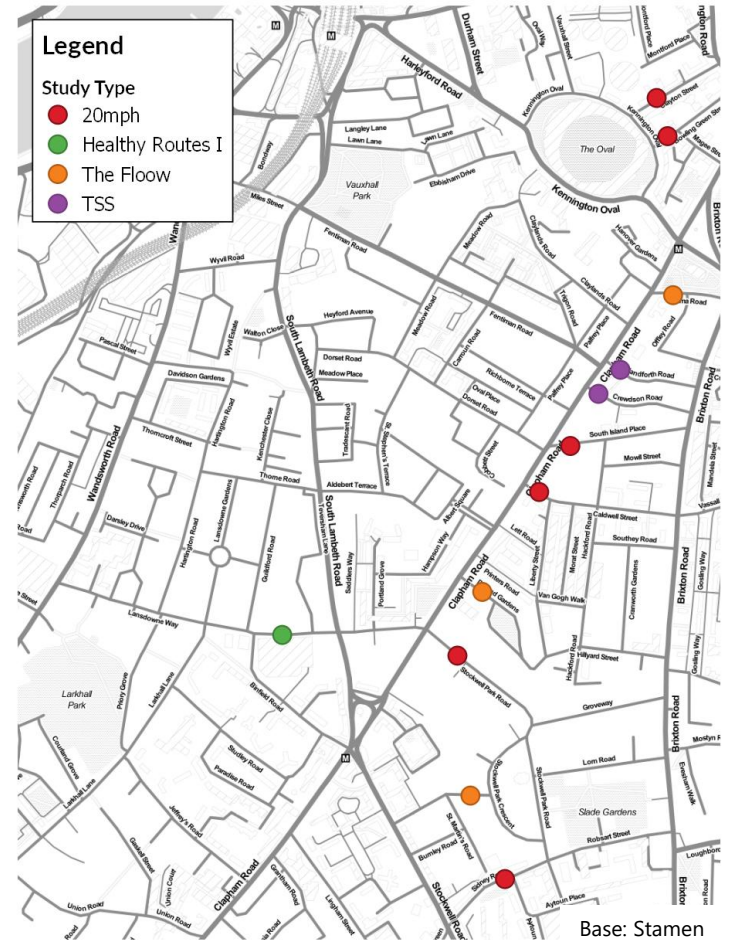
Prima Road **(Daily Flows)**

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

- As this site uses The Floow 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 Floow.

Basemap: ESRI

Prima Road

Prima Road : Average Daily Car Flows

Prima Road

Prima Road : Average Daily Cycle Flows

Dec-19 : Actual — Dec-20 : Actual — Apr-21 : Actual

Prima Road : Average Daily HGV Flows

Dec-19 : Actual — Dec-19 : Normalised — Dec-20 : Actual — Dec-20 : Normalised — Apr-21 : Actual

Prima Road

Prima Road : Average Daily LGV Flows

Prima Road : Average Daily Motorcycle Flows

Prima Road – Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Dec-19 -> Dec-20 : Actual Difference	Dec-19 -> Dec-20 : Actual % Difference	Dec-19 -> Dec-20 : Normalised Difference	Dec-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	1,736	1,344	1,248	1,157	-488	-28%	-186	-14%	1,113	1,113	-623	-36%	-231	-17%
Cycle	127	127	181	181	54	42%	54	42%	284	284	157	124%	157	124%
HGV	67	52	74	68	6	9%	16	31%	45	45	-23	-34%	-8	-15%
LGV	96	75	27	25	-69	-72%	-49	-66%	73	73	-23	-24%	-1	-2%
Motorcycles	98	98	78	78	-19	-20%	-19	-20%	99	99	1	1%	1	1%
Total Motorised Vehicles	**1,899**	**1,470**	**1,349**	**1,251**	**-551**	**-29%**	**-220**	**-15%**	**1,231**	**1,231**	**-669**	**-35%**	**-240**	**-16%**

SYSTra
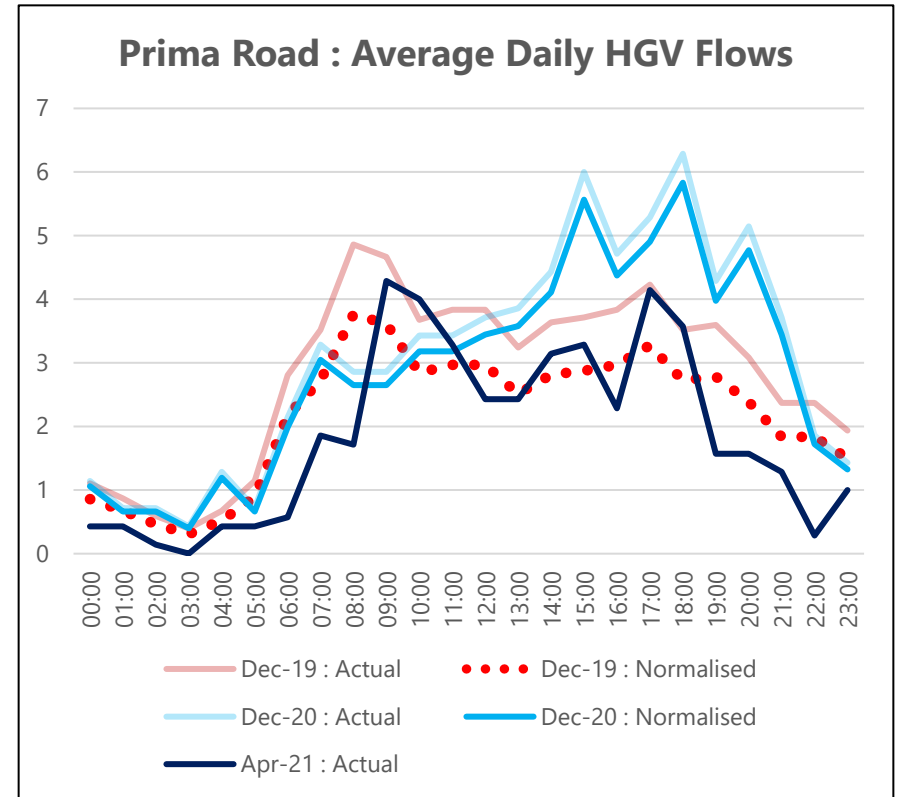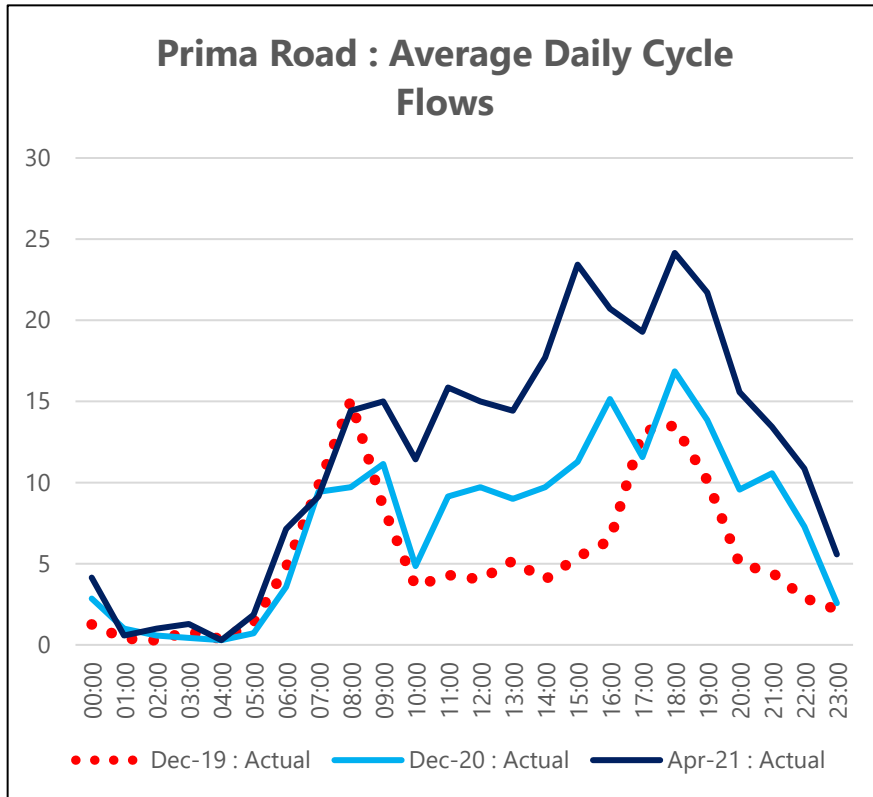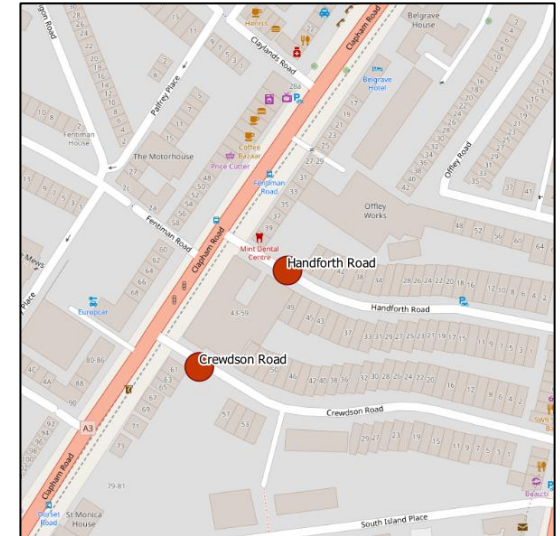
Handforth Road **(Daily Flows)**

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

Handforth Road : Average Flows by Stage

Categories: Car, Pedal Cycle, LGV, HGV, Motorcycle

Legend:
- May-19 : Actual
- May-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Basemap: ESRI

Handforth Road

Handforth Road : Average Daily Car Flows

Legend: May-19 : Actual, May-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

SYSTRA

Handforth Road

Handforth Road : Average Daily Cycle Flows

- May-19 : Actual
- Dec-20 : Actual
- Apr-21 : Actual

Handforth Road : Average Daily HGV Flows

- May-19 : Actual
- May-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Handforth Road

Handforth Road : Average Daily LGV Flows

- —— May-19 : Actual
- •••• May-19 : Normalised
- —— Dec-20 : Actual
- —— Dec-20 : Normalised
- —— Apr-21 : Actual

Handforth Road : Average Daily Motorcycle Flows

- •••• May-19 : Actual
- —— Dec-20 : Actual
- —— Apr-21 : Actual

Handforth Road – Summary Table

	May-19 : Actual	May-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	May-19 -> Dec-20 : Actual Difference	May-19 -> Dec-20 : Actual % Difference	May-19 -> Dec-20 : Normalised Difference	May-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	May-19 -> Apr-21 : Actual Difference	May-19 -> Apr-21 : Actual % Difference	May-19 -> Apr-21 : Normalised Difference	May-19 -> Apr-21 : Normalised % Difference
Car/LGV	1,222	1,002	570	529	-651	-53%	-473	-47%	597	597	-625	-51%	-405	-40%
Cycle	6	6	20	20	14	246%	14	246%	146	146	140	2390%	140	2390%
HGV	4	3	16	15	12	344%	12	402%	33	33	30	832%	30	1036%
LGV	117	96	68	63	-49	-42%	-33	-34%	28	28	-89	-76%	-68	-71%
Motorcycles	42	42	65	65	23	54%	23	54%	71	71	29	70%	29	70%
Total Motorised Vehicles	**1,343**	**1,102**	**655**	**607**	**-688**	**-51%**	**-494**	**-45%**	**659**	**659**	**-684**	**-51%**	**-443**	**-40%**

Crewdson Road **(Daily Flows)**

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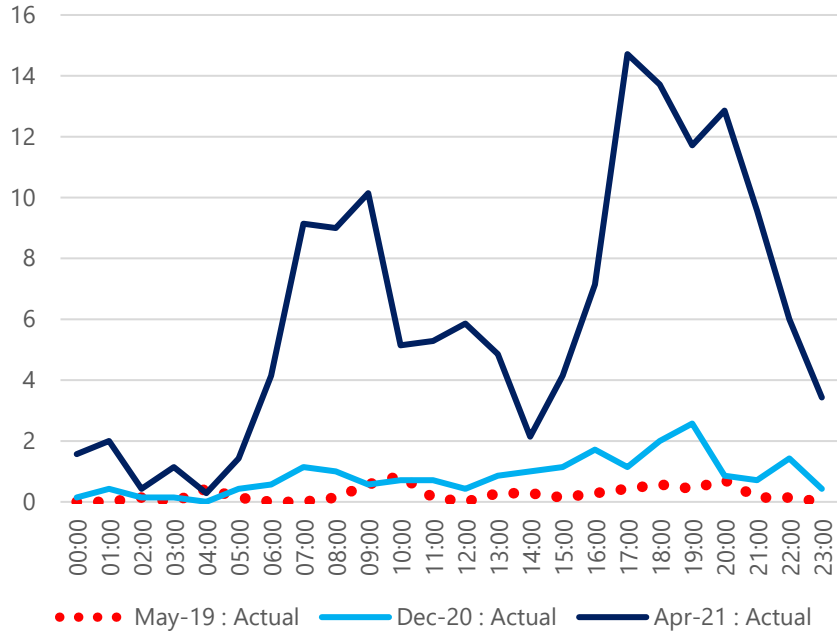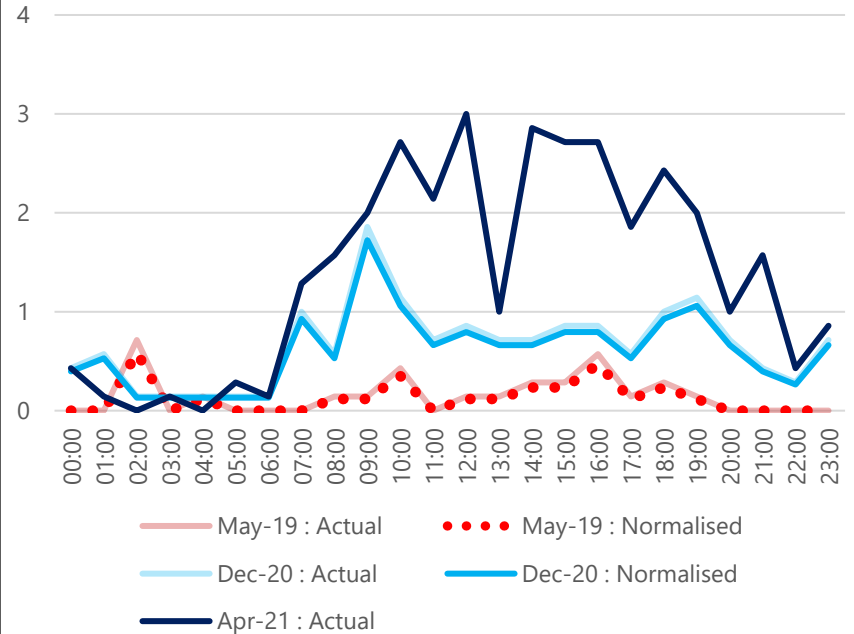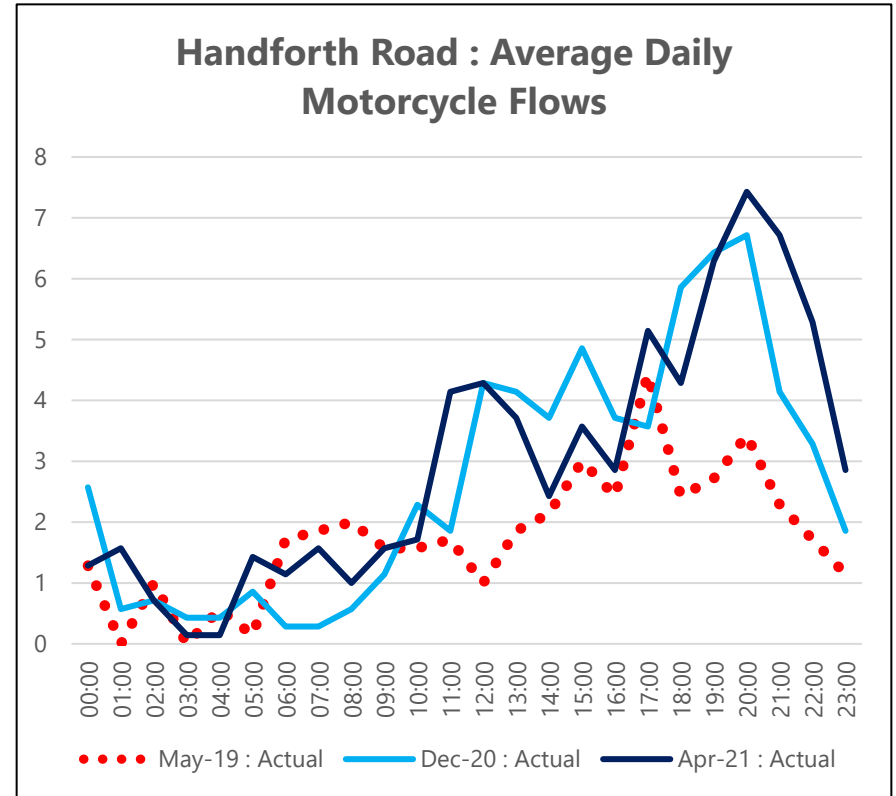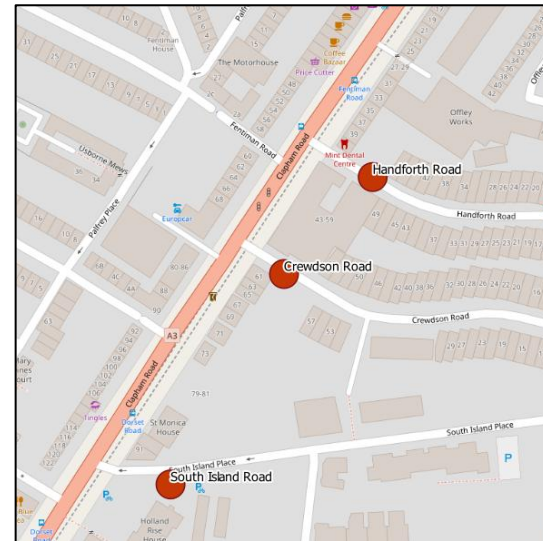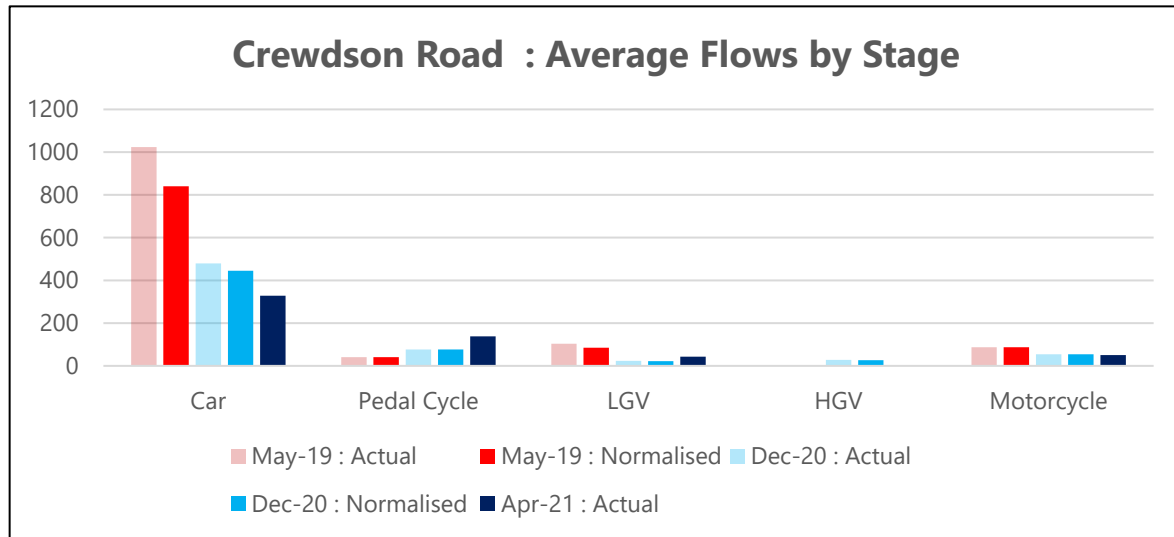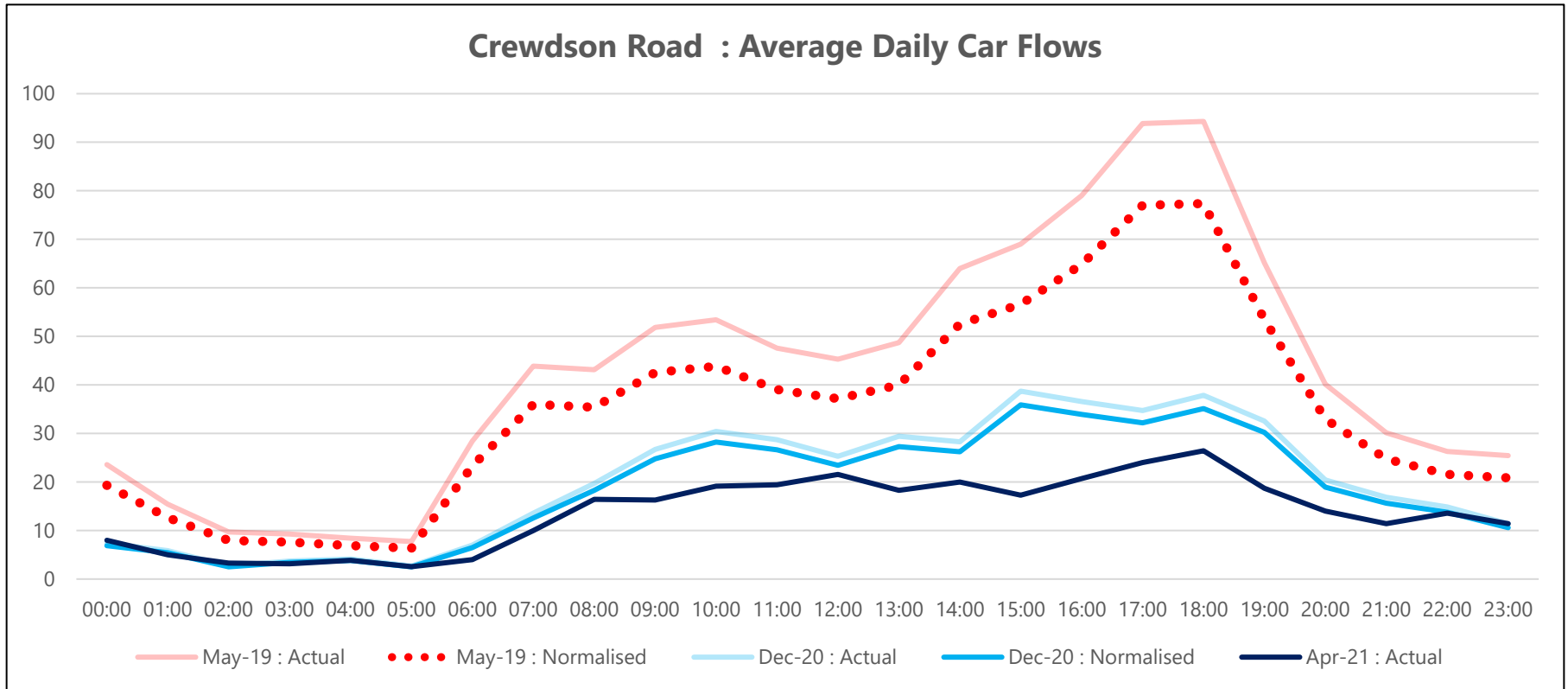

Crewdson Road : Average Flows by Stage
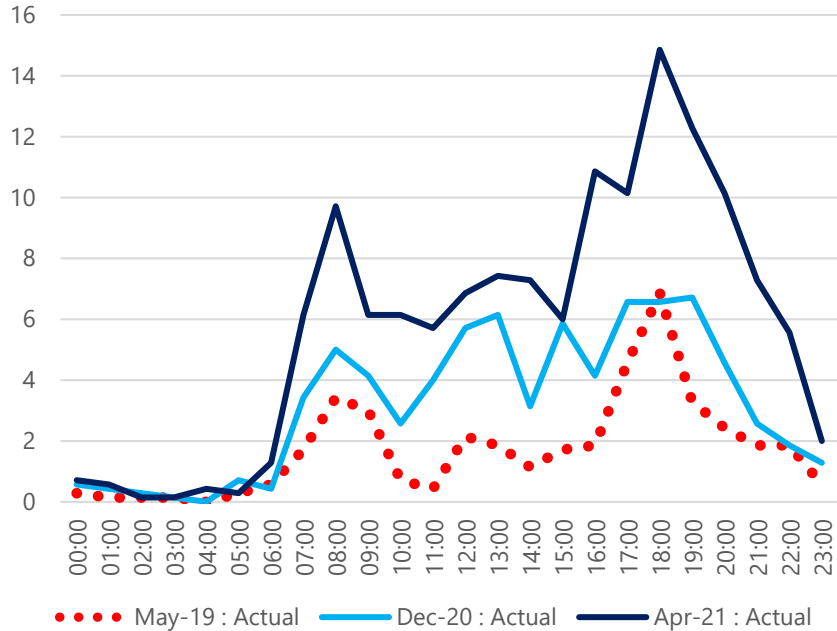
Legend:
- May-19 : Actual
- May-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Basemap: ESRI

SYSTRA

Crewdson Road

Crewdson Road : Average Daily Car Flows

Crewdson Road

Crewdson Road : Average Daily Cycle Flows

May-19 : Actual   Dec-20 : Actual   Apr-21 : Actual

Crewdson Road : Average Daily HGV Flows

May-19 : Actual   May-19 : Normalised   Dec-20 : Actual   Dec-20 : Normalised   Apr-21 : Actual

Crewdson Road

Crewdson Road : Average Daily LGV Flows

— May-19 : Actual   ⋯ May-19 : Normalised
— Dec-20 : Actual   — Dec-20 : Normalised
— Apr-21 : Actual

Crewdson Road : Average Daily Motorcycle Flows
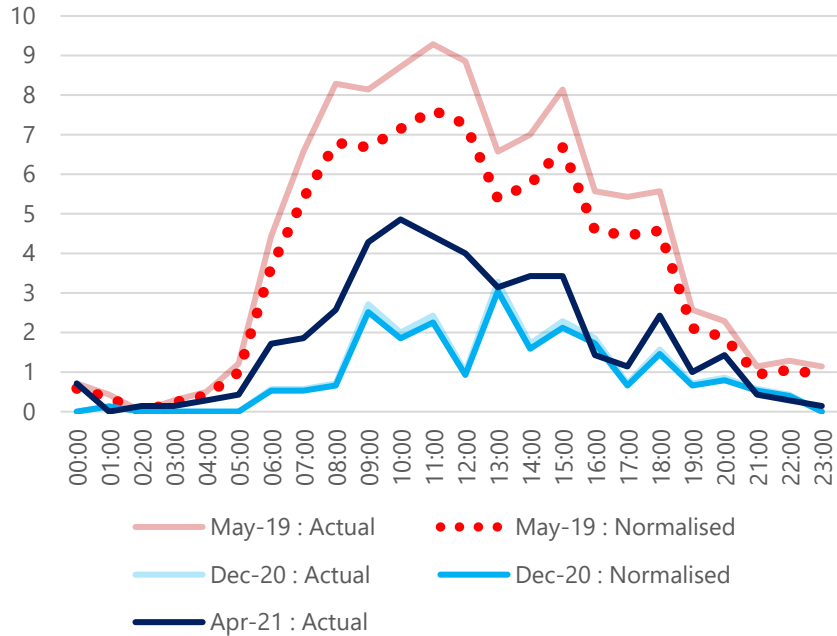
⋯ May-19 : Actual   — Dec-20 : Actual   — Apr-21 : Actual
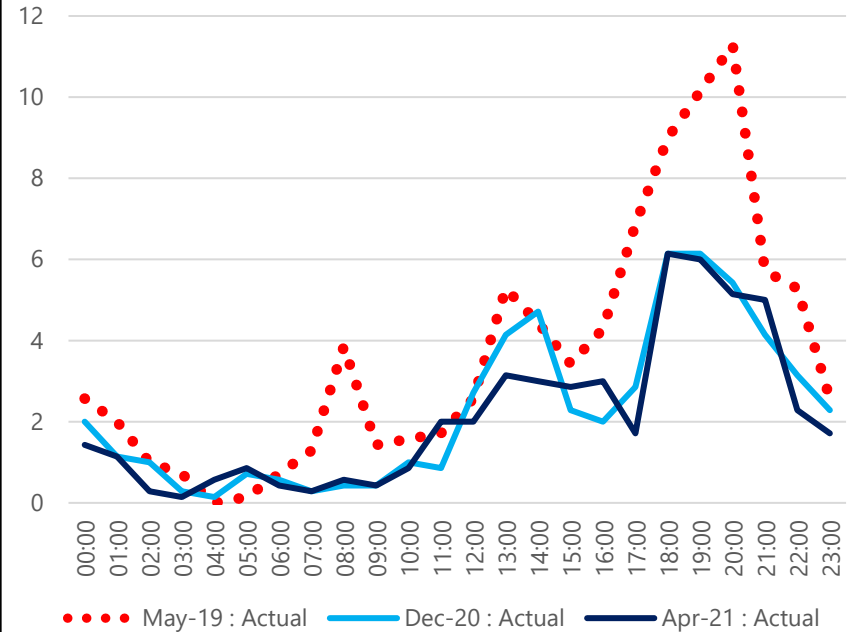
Crewdson Road – Summary Table

	May-19 : Actual	May-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	May-19 -> Dec-20 : Actual Difference	May-19 -> Dec-20 : Actual % Difference	May-19 -> Dec-20 : Normalised Difference	May-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	May-19 -> Apr-21 : Actual Difference	May-19 -> Apr-21 : Actual % Difference	May-19 -> Apr-21 : Normalised Difference	May-19 -> Apr-21 : Normalised % Difference
Car/LGV	1,024	840	480	445	-544	-53%	-395	-47%	329	329	-695	-68%	-511	-61%
Cycle	41	41	77	77	36	87%	36	87%	138	138	97	237%	97	237%
HGV	4	4	29	27	24	570%	23	657%	5	5	0	10%	1	34%
LGV	104	85	24	22	-80	-77%	-63	-74%	44	44	-60	-58%	-42	-49%
Motorcycles	88	88	55	55	-33	-38%	-33	-38%	51	51	-37	-42%	-37	-42%
Total Motorised Vehicles	**1,132**	**929**	**533**	**494**	**-600**	**-53%**	**-435**	**-47%**	**377**	**377**	**-755**	**-67%**	**-552**	**-59%**

SYSTRA

South Island Place **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on South Island Place,** showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from December 2020 and April 2021.
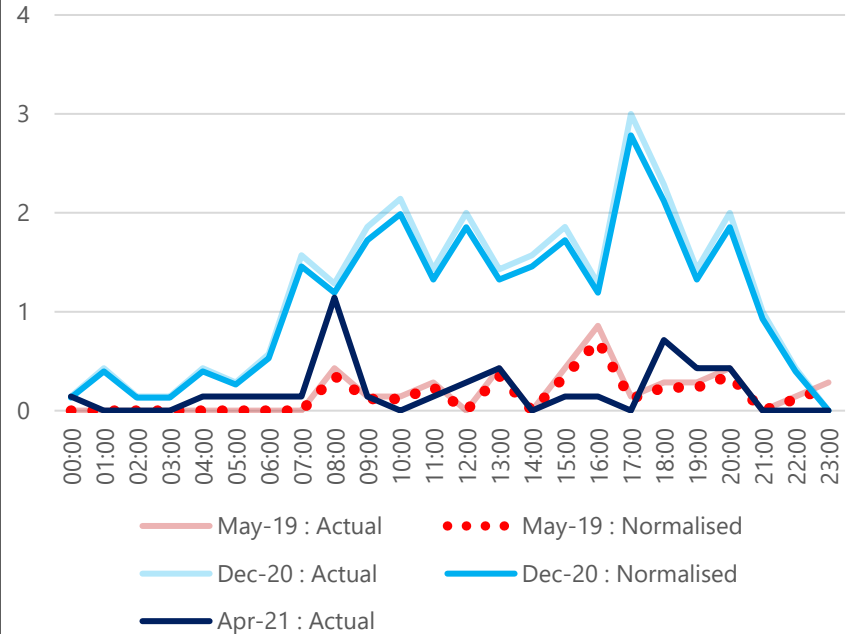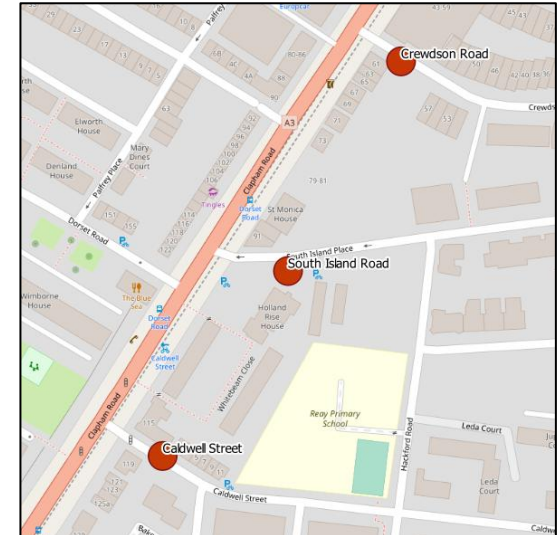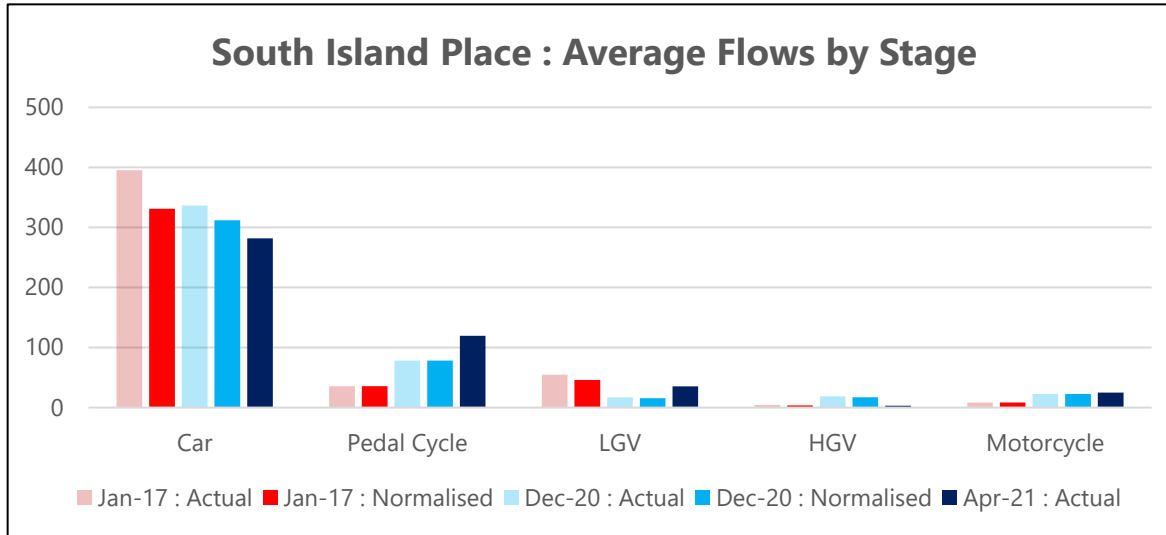

South Island Place : Average Flows by Stage

Legend: Jan-17 : Actual, Jan-17 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Basemap: ESRI

South Island Place

South Island Place : Average Daily Car Flows

Legend: Jan-17 : Actual — Jan-17 : Normalised — Dec-20 : Actual — Dec-20 : Normalised — Apr-21 : Actual

South Island Place

South Island Place : Average Daily Cycle Flows

South Island Place : Average Daily HGV Flows

South Island Place

South Island Place : Average Daily LGV Flows

South Island Place : Average Daily Motorcycle Flows
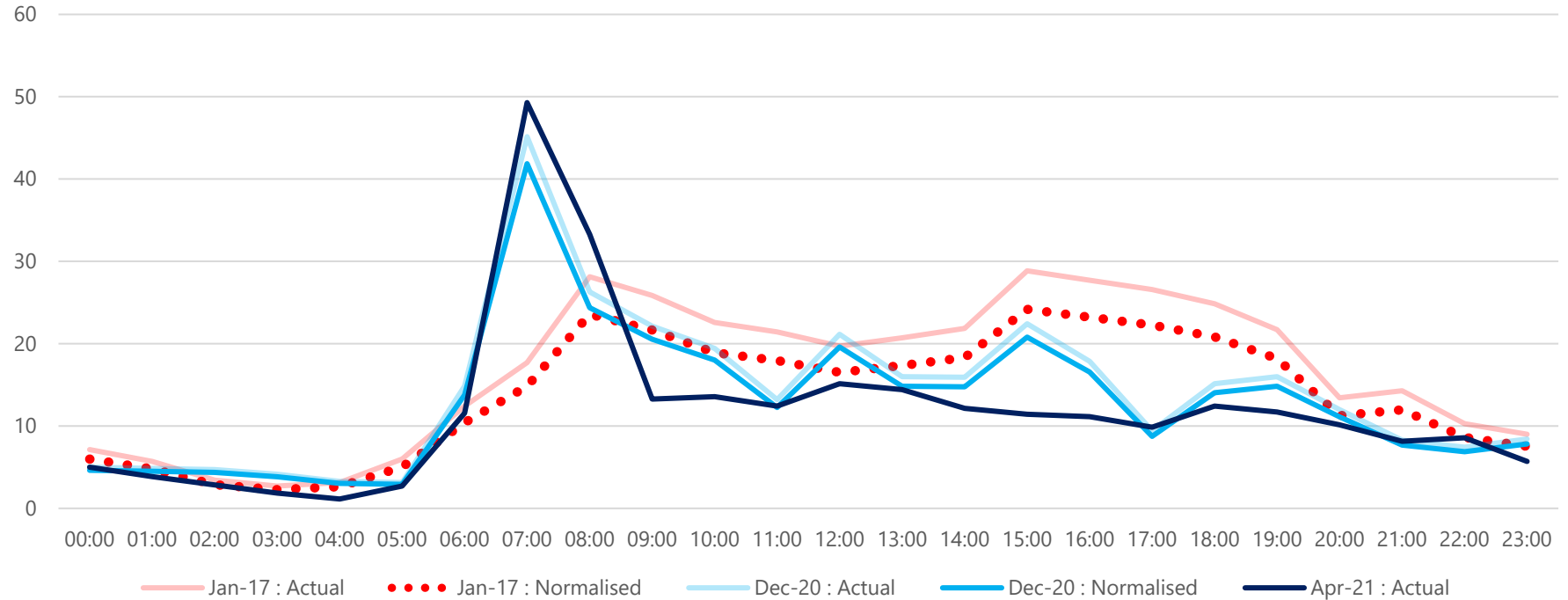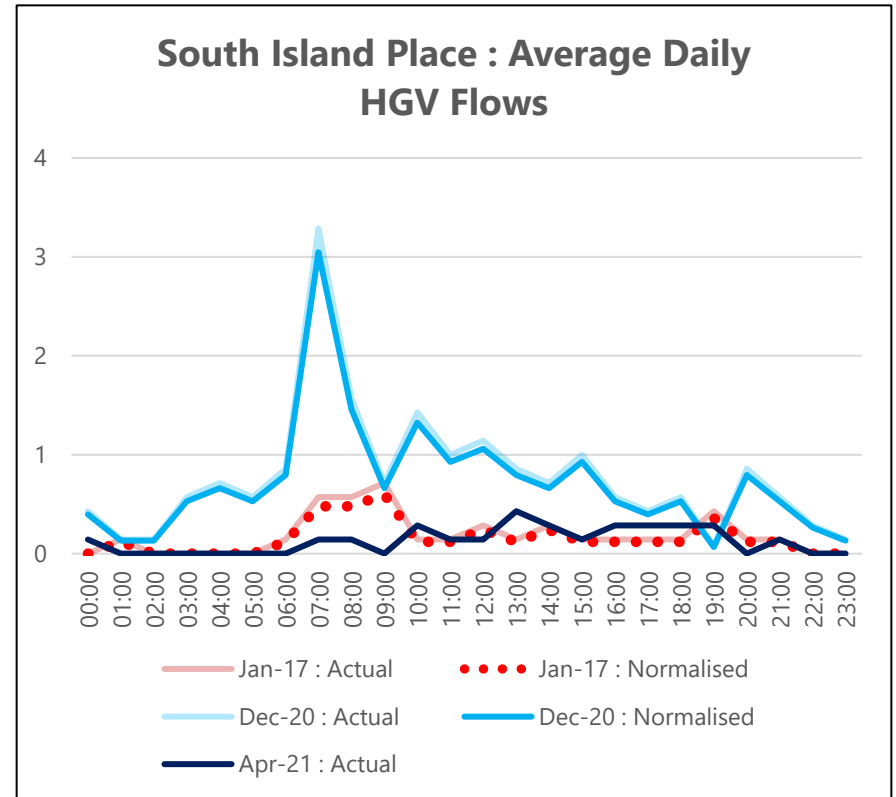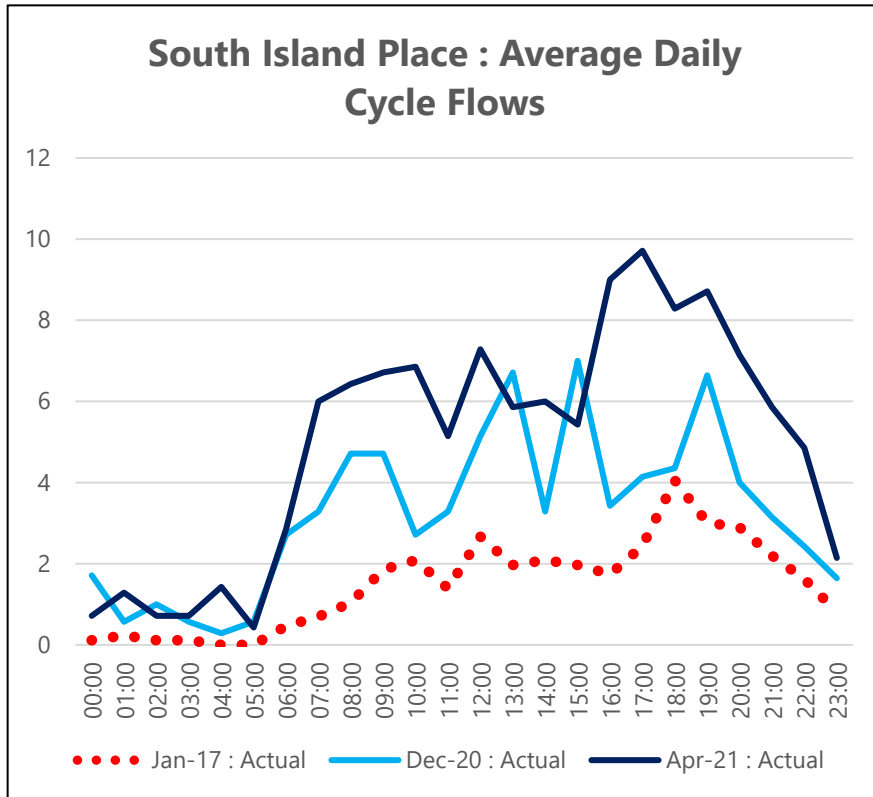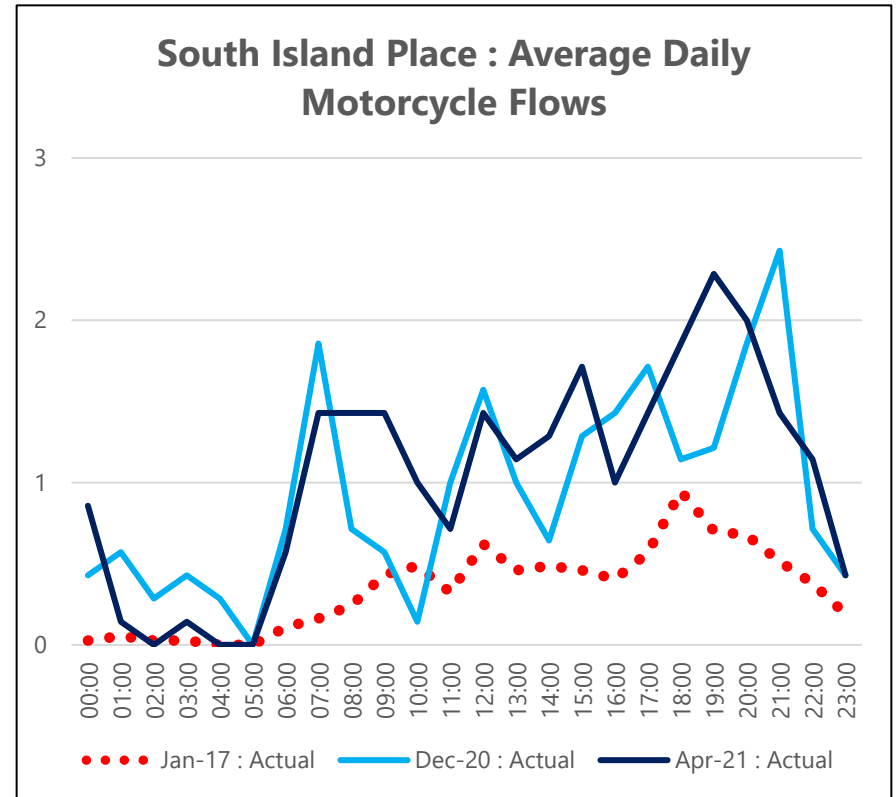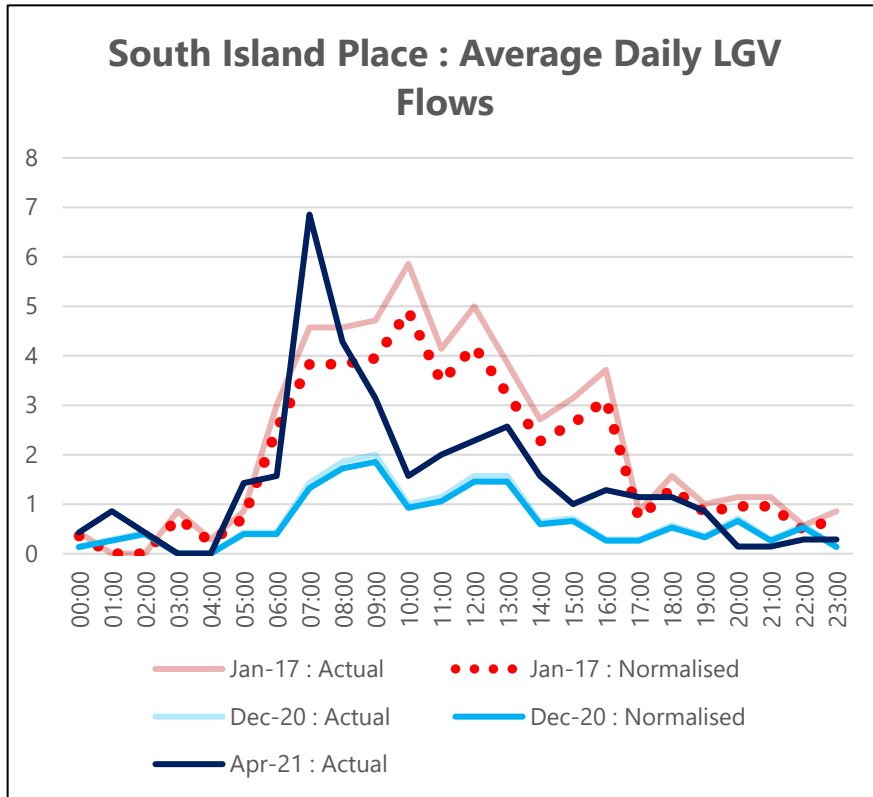
South Island Place – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Jan-17 -> Dec-20 : Actual Difference	Jan-17 -> Dec-20 : Actual % Difference	Jan-17 -> Dec-20 : Normalised Difference	Jan-17 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Jan-17 -> Apr-21 : Actual Difference	Jan-17 -> Apr-21 : Actual % Difference	Jan-17 -> Apr-21 : Normalised Difference	Jan-17 -> Apr-21 : Normalised % Difference
Car/LGV	395	331	336	312	-59	-15%	-19	-6%	282	282	-114	-29%	-49	-15%
Cycle	36	36	78	78	43	120%	43	120%	120	120	84	236%	84	236%
HGV	4	4	19	17	14	321%	14	366%	3	3	-1	-29%	-1	-15%
LGV	55	46	17	16	-38	-69%	-30	-66%	35	35	-20	-36%	-11	-23%
Motorcycles	8	8	22	22	14	170%	14	170%	25	25	17	200%	17	200%
Total Motorised Vehicles	455	381	372	345	-83	-18%	-36	-9%	320	320	-134	-30%	-61	-16%

Caldwell Street **(Daily Flows)**

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


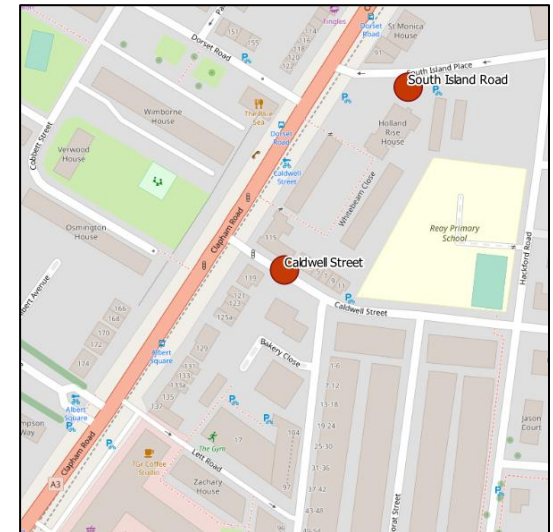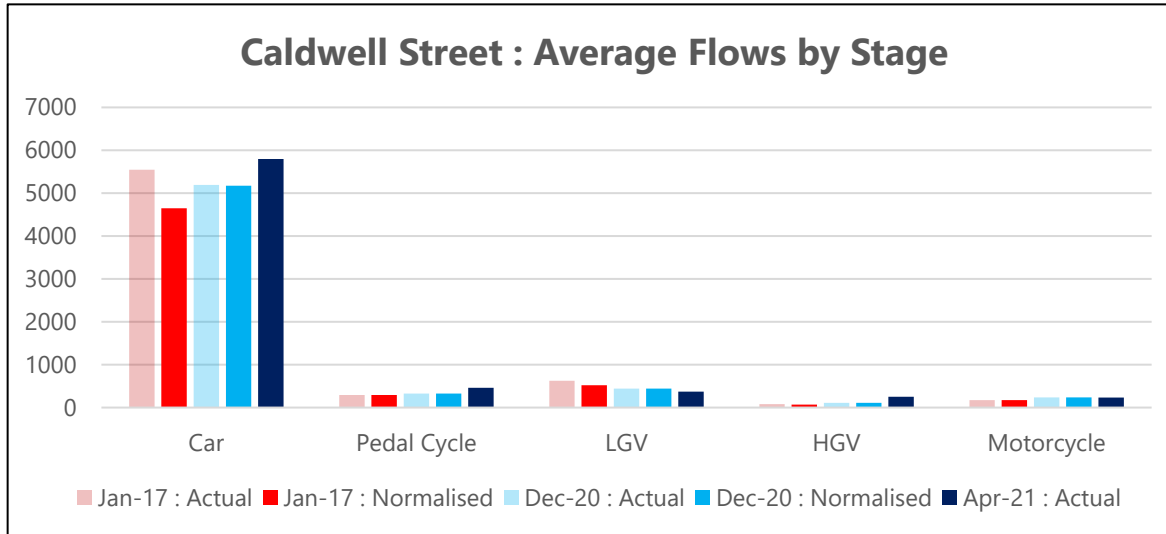**Caldwell Street : Average Flows by Stage**

Legend: ■ Jan-17 : Actual ■ Jan-17 : Normalised ■ Dec-20 : Actual ■ Dec-20 : Normalised ■ Apr-21 : Actual

Basemap: ESRI

SYSTRA

Caldwell Street

Caldwell Street : Average Daily Car Flows

Caldwell Street

Caldwell Street : Average Daily Cycle Flows

• • • Jan-17 : Actual
— Dec-20 : Actual
— Apr-21 : Actual

Caldwell Street : Average Daily HGV Flows

— Jan-17 : Actual
• • • Jan-17 : Normalised
— Dec-20 : Actual
— Dec-20 : Normalised
— Apr-21 : Actual

SYSTRA

Caldwell Street

Caldwell Street : Average Daily LGV Flows

Legend:
- Jan-17 : Actual
- Jan-17 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Caldwell Street : Average Daily Motorcycle Flows

Legend:
- Jan-17 : Actual
- Dec-20 : Actual
- Apr-21 : Actual

Caldwell Street – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Jan-17 -> Dec-20 : Actual Difference	Jan-17 -> Dec-20 : Actual % Difference	Jan-17 -> Dec-20 : Normalised Difference	Jan-17 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Jan-17 -> Apr-21 : Actual Difference	Jan-17 -> Apr-21 : Actual % Difference	Jan-17 -> Apr-21 : Normalised Difference	Jan-17 -> Apr-21 : Normalised % Difference
Car/LGV	5,546	4,645	5,192	5,170	-353	-6%	525	11%	5,797	5,797	251	5%	1,152	25%
Cycle	292	292	325	325	33	11%	33	11%	460	460	167	57%	167	57%
HGV	80	67	111	110	31	38%	43	64%	253	253	173	217%	186	278%
LGV	623	522	442	440	-181	-29%	-81	-16%	369	369	-254	-41%	-153	-29%
Motorcycles	175	175	235	235	60	34%	60	34%	235	235	60	34%	60	34%
Total Motorised Vehicles	**6,249**	**5,234**	**5,745**	**5,721**	**-503**	**-8%**	**487**	**9%**	**6,419**	**6,419**	**171**	**3%**	**1,186**	**23%**

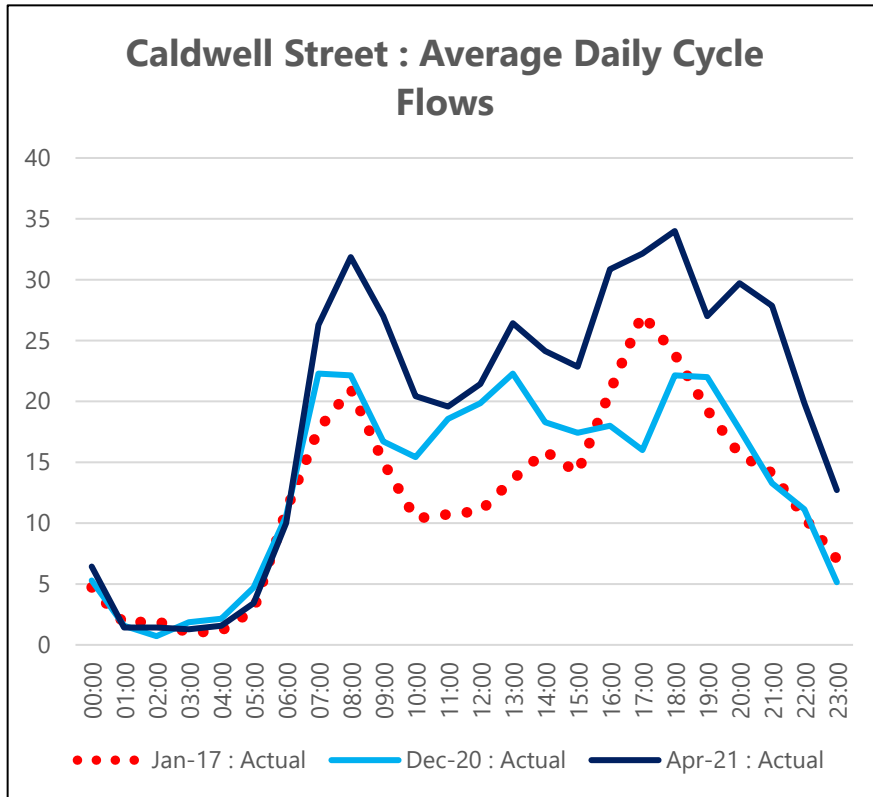# Stockwell Park Road **(Daily Flows)**

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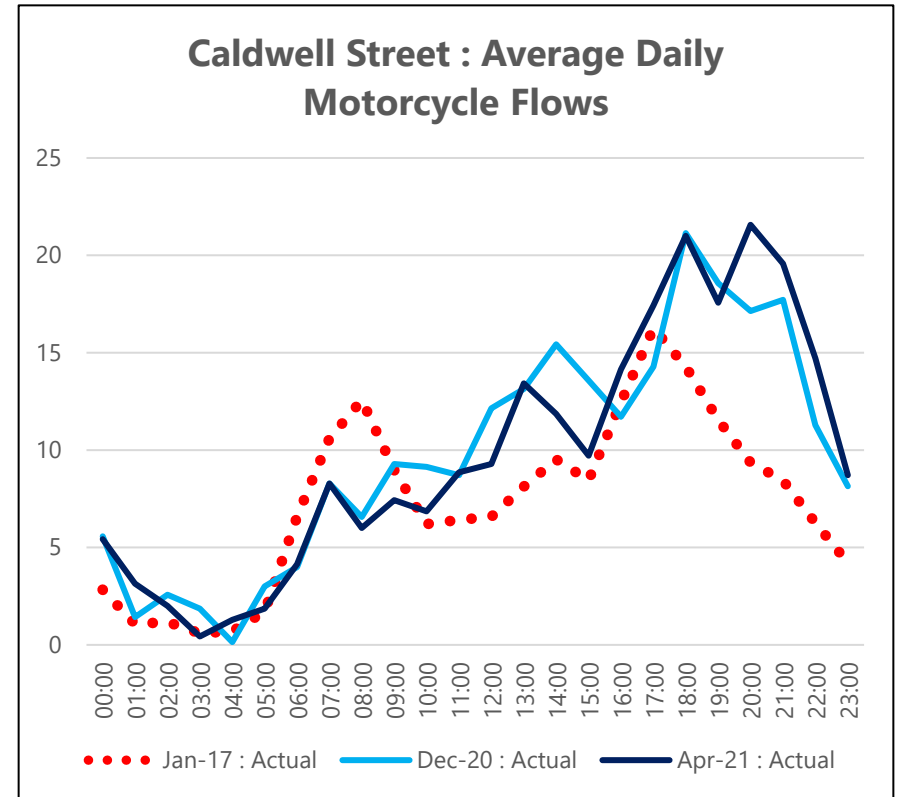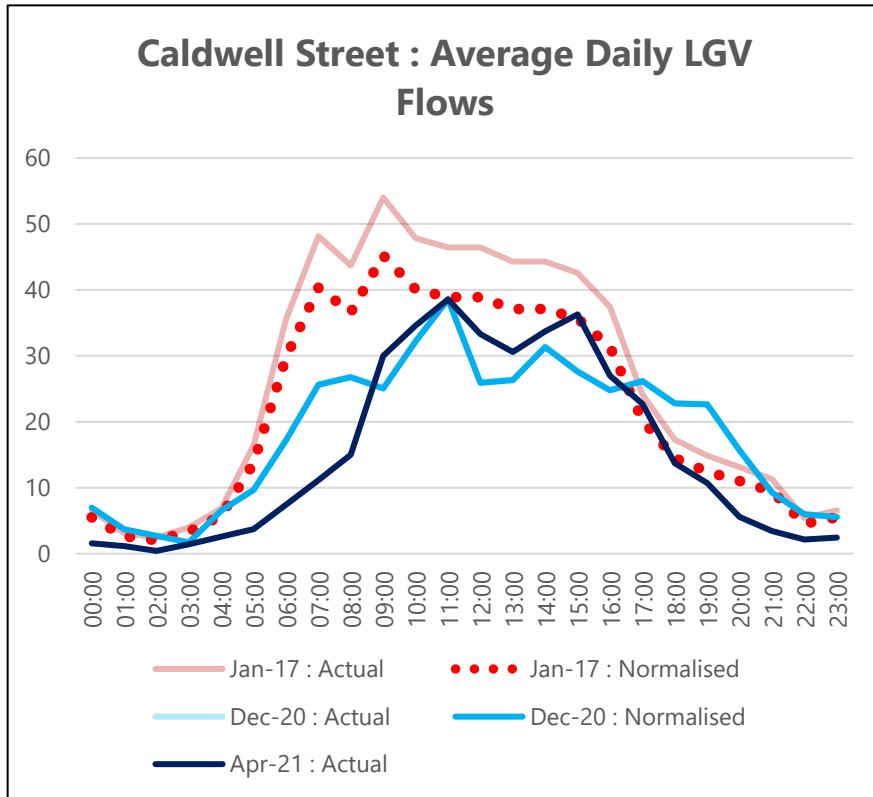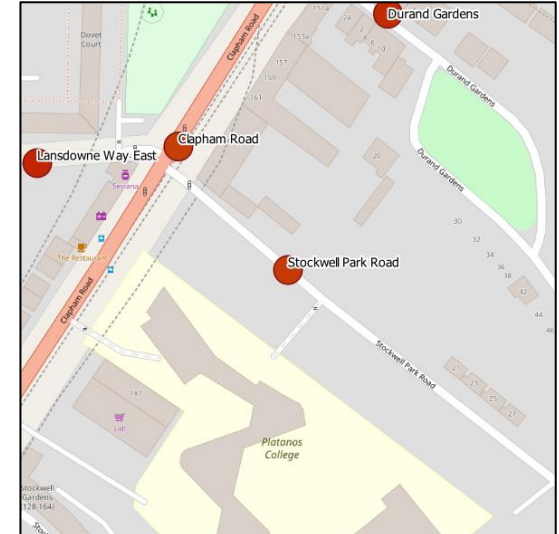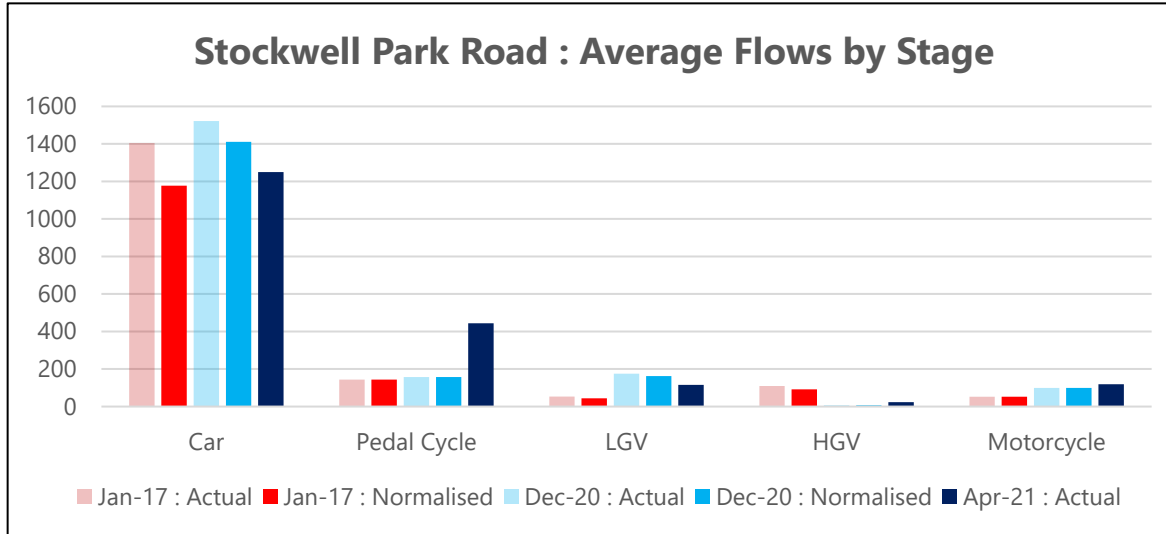

Stockwell Park Road : Average Flows by Stage

Legend: ■ Jan-17 : Actual ■ Jan-17 : Normalised ■ Dec-20 : Actual ■ Dec-20 : Normalised ■ Apr-21 : Actual

Basemap: ESRI

SYSTRA

Stockwell Park Road

Stockwell Park Road : Average Daily Car Flows

Legend: Jan-17 : Actual, Jan-17 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Stockwell Park Road

Stockwell Park Road : Average Daily Cycle Flows

Legend: Jan-17 : Actual, Dec-20 : Actual, Apr-21 : Actual

Stockwell Park Road : Average Daily HGV Flows

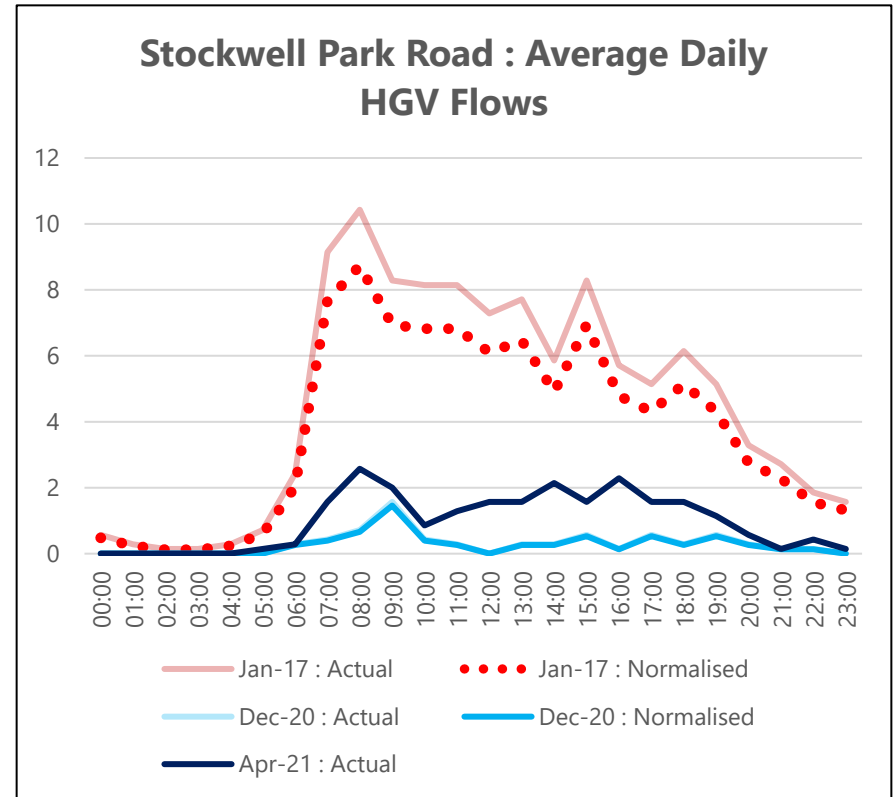Legend: Jan-17 : Actual, Jan-17 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Stockwell Park Road

Stockwell Park Road : Average Daily LGV Flows

Legend:
- Jan-17 : Actual
- Jan-17 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Stockwell Park Road : Average Daily Motorcycle Flows

Legend:
- Jan-17 : Actual
- Dec-20 : Actual
- Apr-21 : Actual

SYSTRA

Stockwell Park Road– Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Jan-17 -> Dec-20 : Actual Difference	Jan-17 -> Dec-20 : Actual % Difference	Jan-17 -> Dec-20 : Normalised Difference	Jan-17 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Jan-17 -> Apr-21 : Actual Difference	Jan-17 -> Apr-21 : Actual % Difference	Jan-17 -> Apr-21 : Normalised Difference	Jan-17 -> Apr-21 : Normalised % Difference
Car/LGV	1,405	1,177	1,521	1,411	116	8%	234	20%	1,250	1,250	-155	-11%	73	6%
Cycle	143	143	157	157	14	10%	14	10%	444	444	301	210%	301	210%
HGV	109	92	7	6	-102	-94%	-85	-93%	23	23	-86	-79%	-68	-74%
LGV	53	44	175	163	122	232%	118	267%	115	115	62	118%	71	160%
Motorcycles	52	52	100	100	47	91%	47	91%	119	119	67	128%	67	128%
Total Motorised Vehicles	**1,567**	**1,313**	**1,704**	**1,580**	**136**	**9%**	**267**	**20%**	**1,388**	**1,388**	**-179**	**-11%**	**76**	**6%**

Lansdowne Way West **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on Lansdowne Way West,** showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from December 2020 and April 2021.
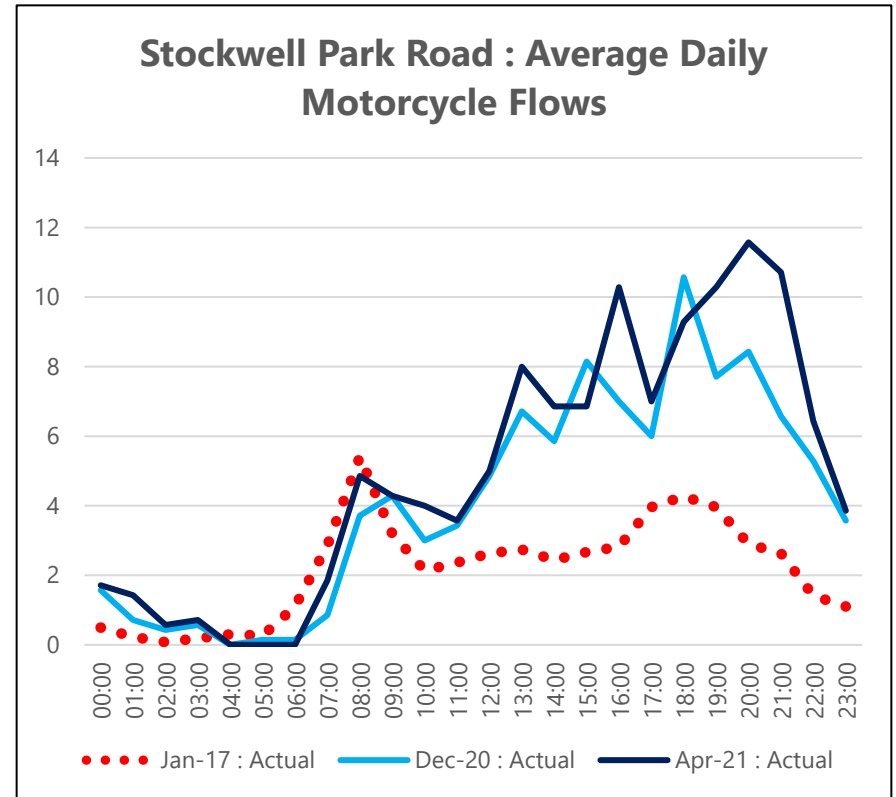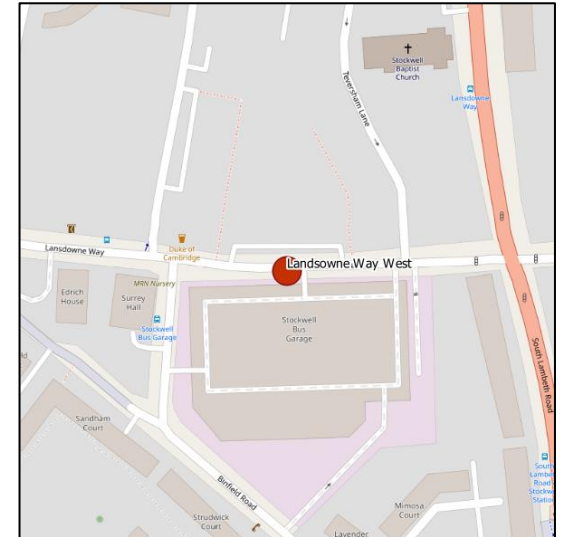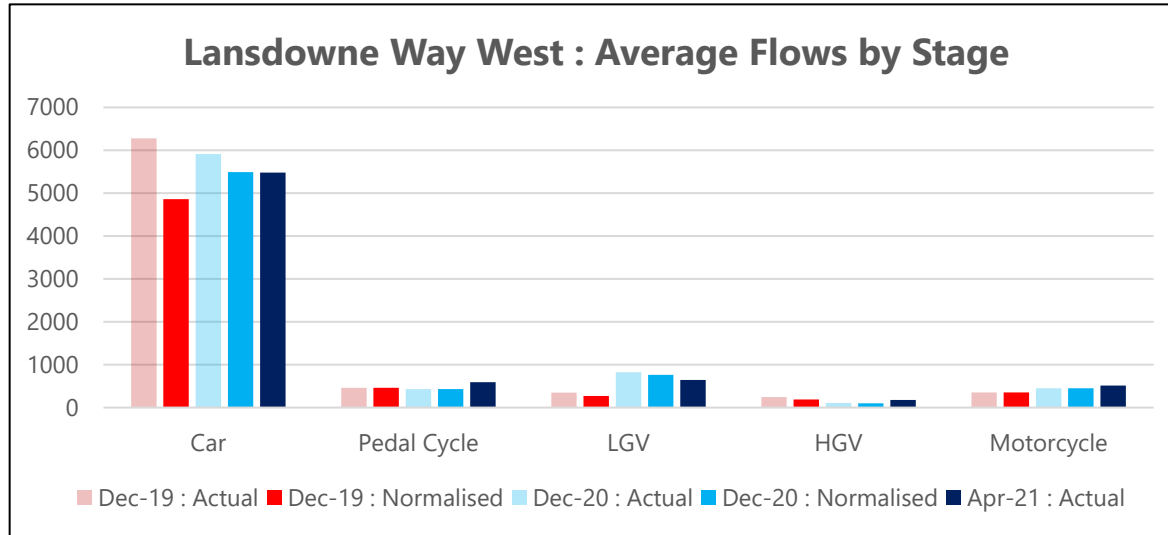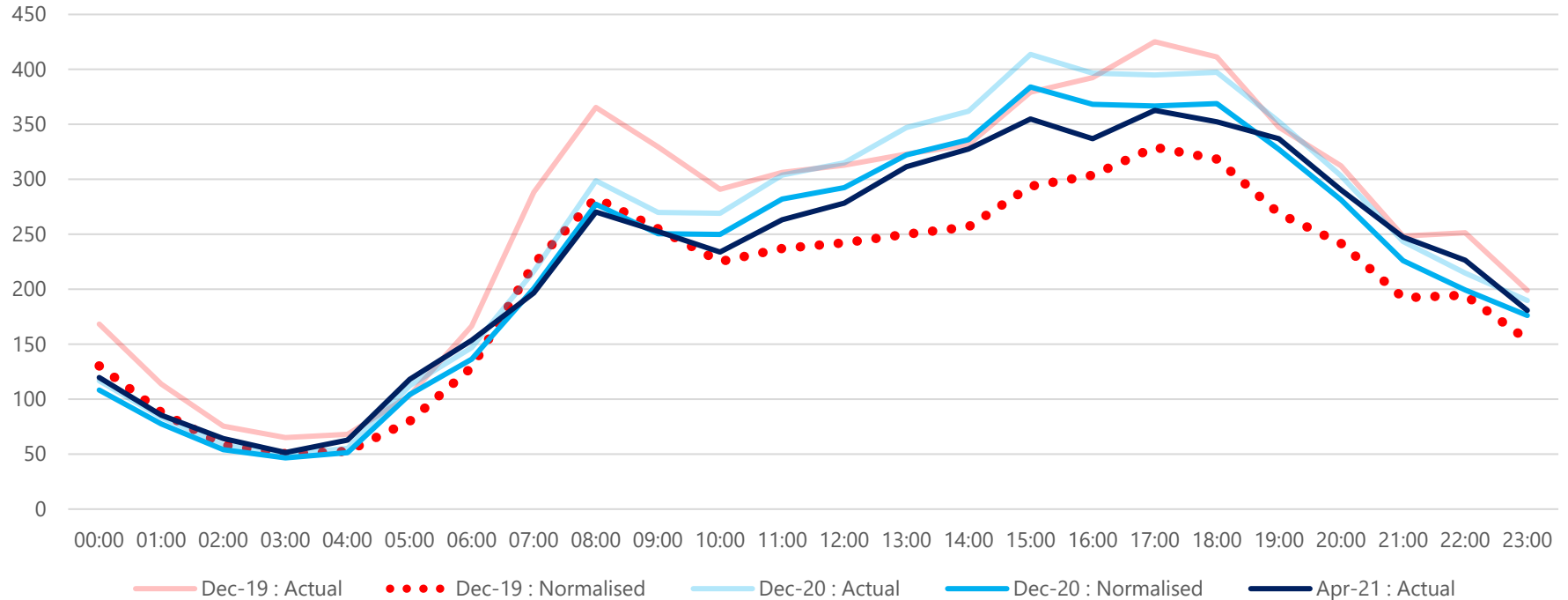

Lansdowne Way West : Average Flows by Stage

Legend: Dec-19 : Actual ■ Dec-19 : Normalised ■ Dec-20 : Actual ■ Dec-20 : Normalised ■ Apr-21 : Actual

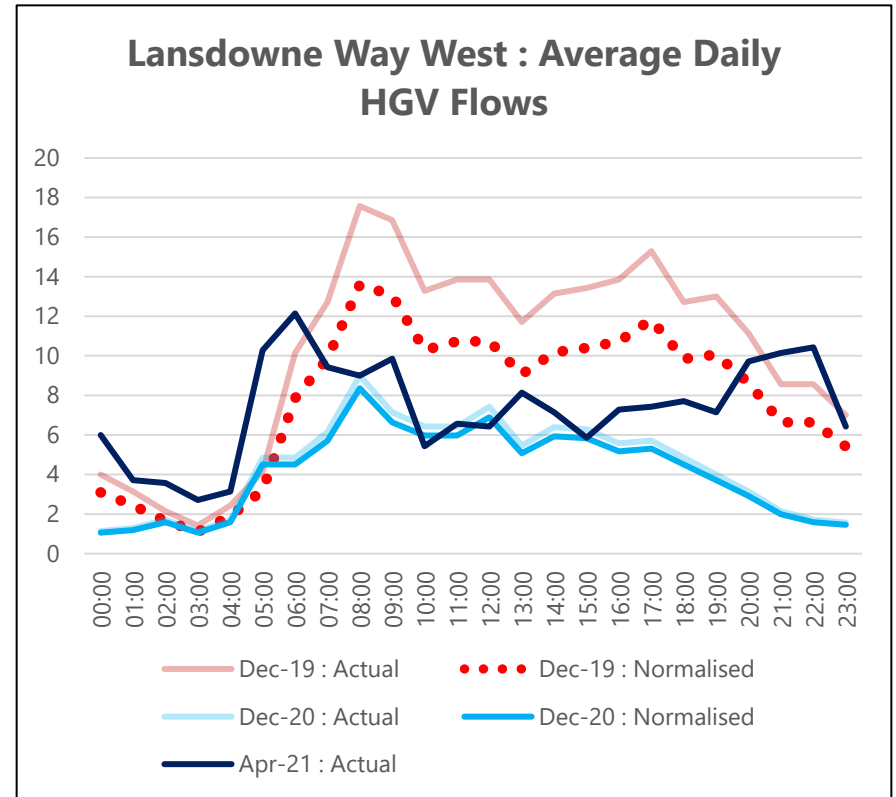Categories: Car, Pedal Cycle, LGV, HGV, Motorcycle
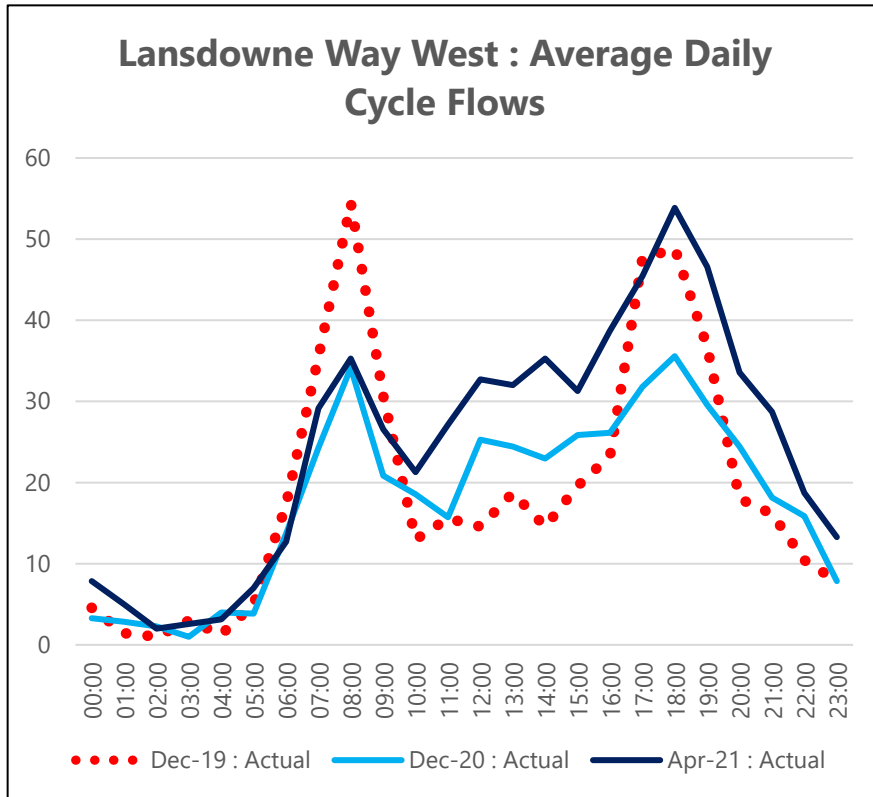

Basemap: ESRI
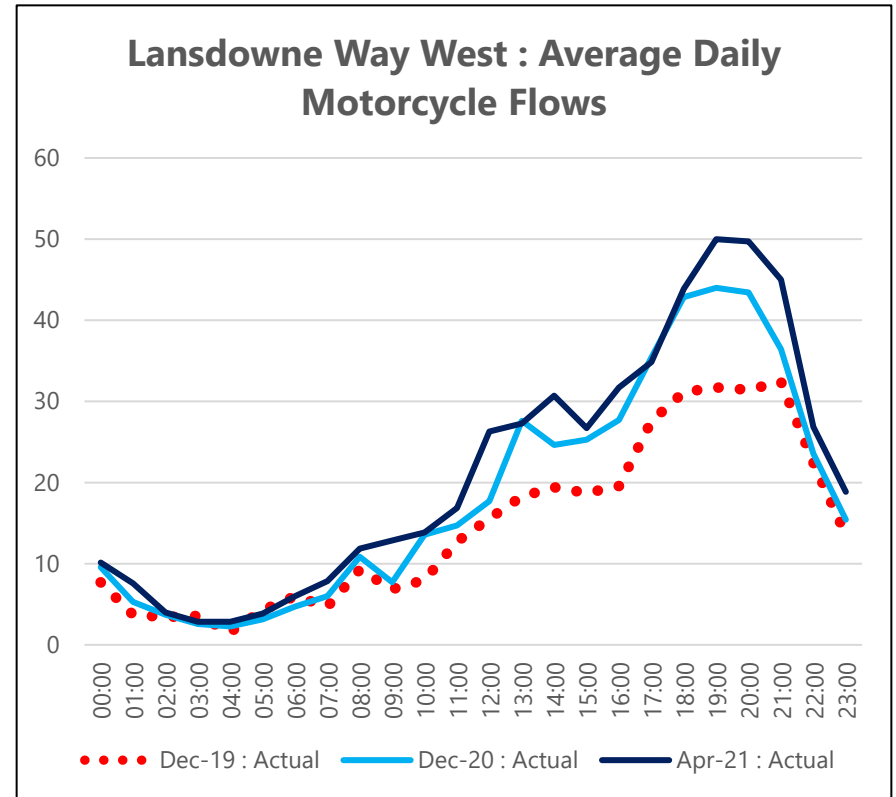
SYSTRA

Lansdowne Way West

Lansdowne Way West : Average Daily Car Flows

Lansdowne Way West

Lansdowne Way West : Average Daily Cycle Flows

Dec-19 : Actual · · · · · Dec-20 : Actual ——— Apr-21 : Actual ———

Lansdowne Way West : Average Daily HGV Flows

Dec-19 : Actual ——— Dec-19 : Normalised · · · · · Dec-20 : Actual ——— Dec-20 : Normalised ——— Apr-21 : Actual ———

SYSTRA

Lansdowne Way West

Lansdowne Way West : Average Daily LGV Flows

Legend:
- Dec-19 : Actual
- Dec-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Lansdowne Way West : Average Daily Motorcycle Flows

Legend:
- Dec-19 : Actual
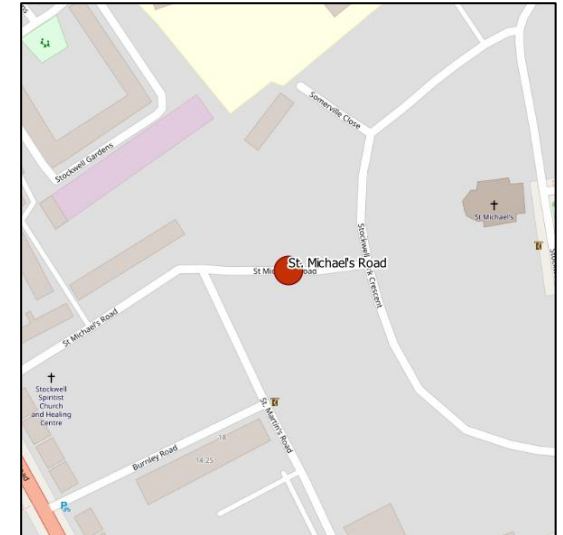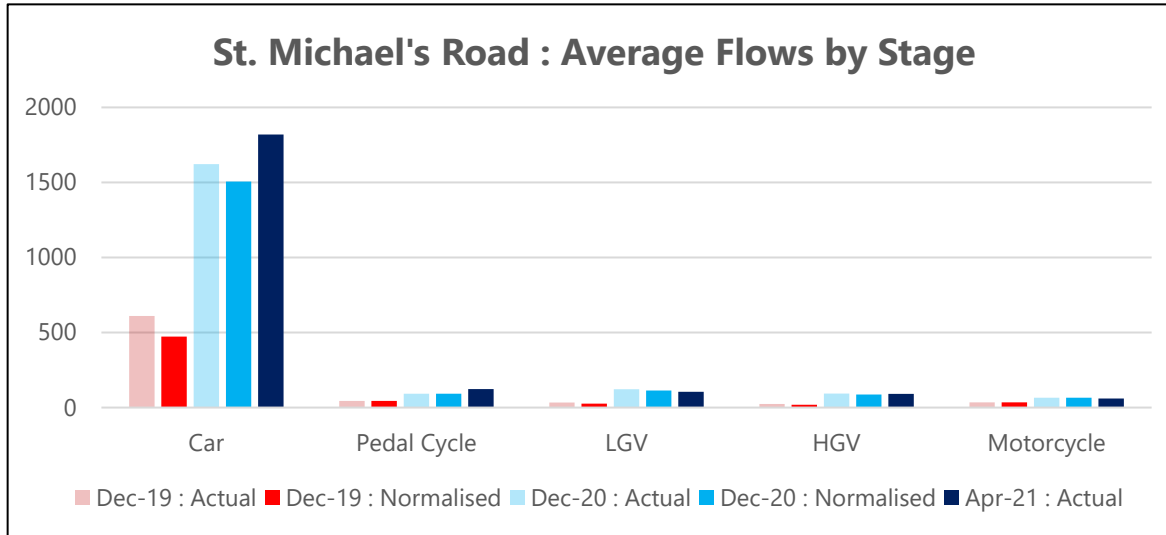- Dec-20 : Actual
- Apr-21 : Actual

Lansdowne Way West – Summary Table

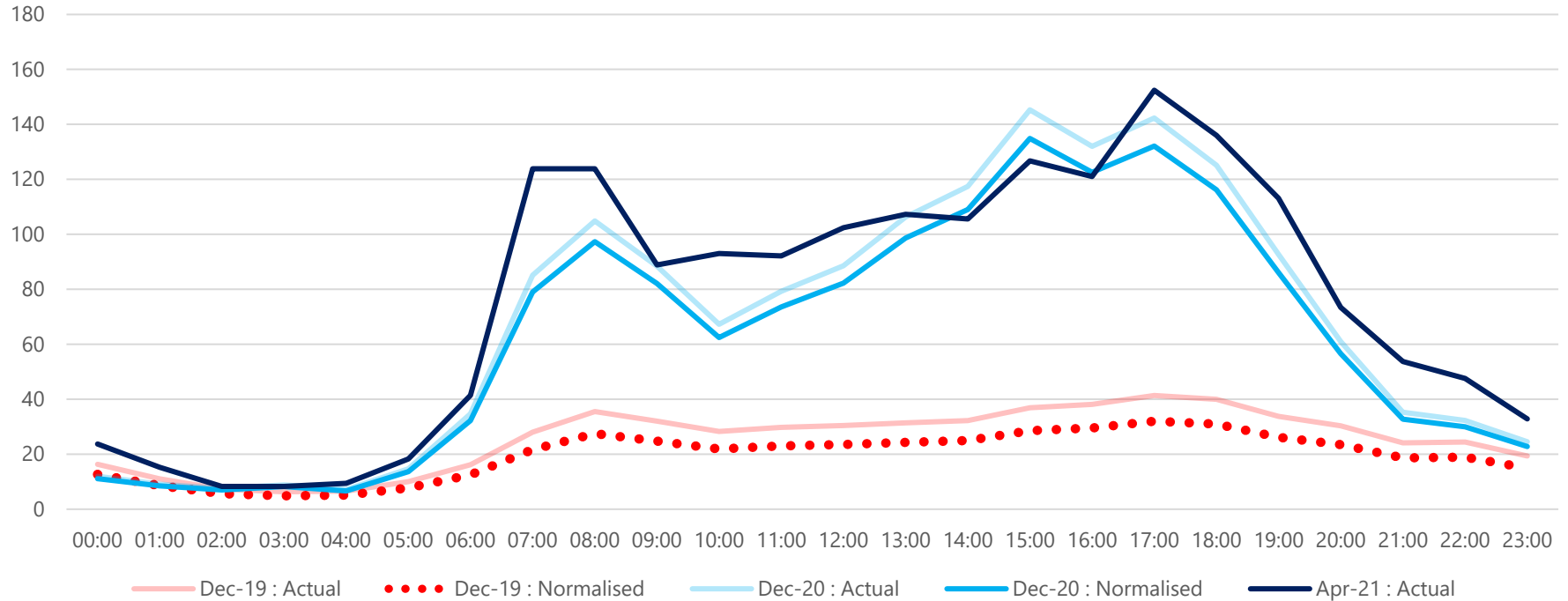|	Dec-19 : Actual	Dec-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Dec-19 -> Dec-20 : Actual Difference	Dec-19 -> Dec-20 : Actual % Difference	Dec-19 -> Dec-20 : Normalised Difference	Dec-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	6,275	4,858	5,911	5,488	-364	-6%	630	13%	5,478	5,478	-797	-13%	620	13%
Cycle	459	459	432	432	-27	-6%	-27	-6%	590	590	131	29%	131	29%
HGV	244	189	106	99	-138	-56%	-90	-48%	176	176	-68	-28%	-13	-7%
LGV	348	270	823	764	475	136%	495	183%	642	642	293	84%	372	138%
Motorcycles	354	354	448	448	95	27%	95	27%	512	512	159	45%	159	45%
Total Motorised Vehicles	**6,867**	**5,316**	**6,841**	**6,351**	**-26**	**0%**	**1,034**	**19%**	**6,295**	**6,295**	**-572**	**-8%**	**979**	**18%**

SYSTra

St. Michael's Road **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on St. Michael's Road,** showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from December 2020 and April 2021.

- As this site uses The Floow 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 Floow.
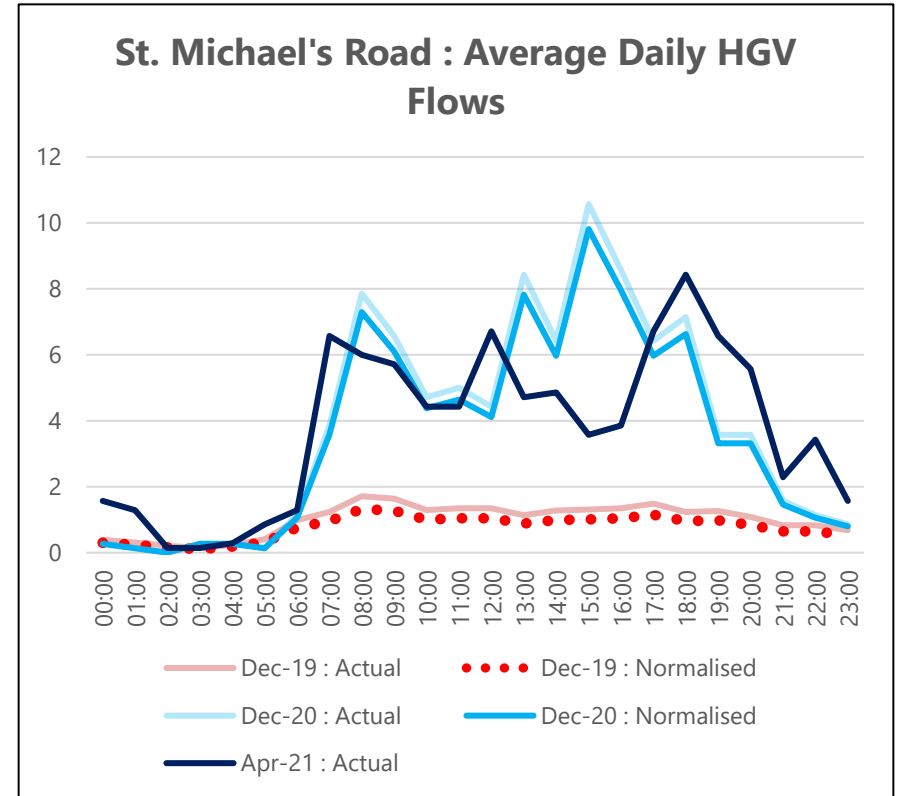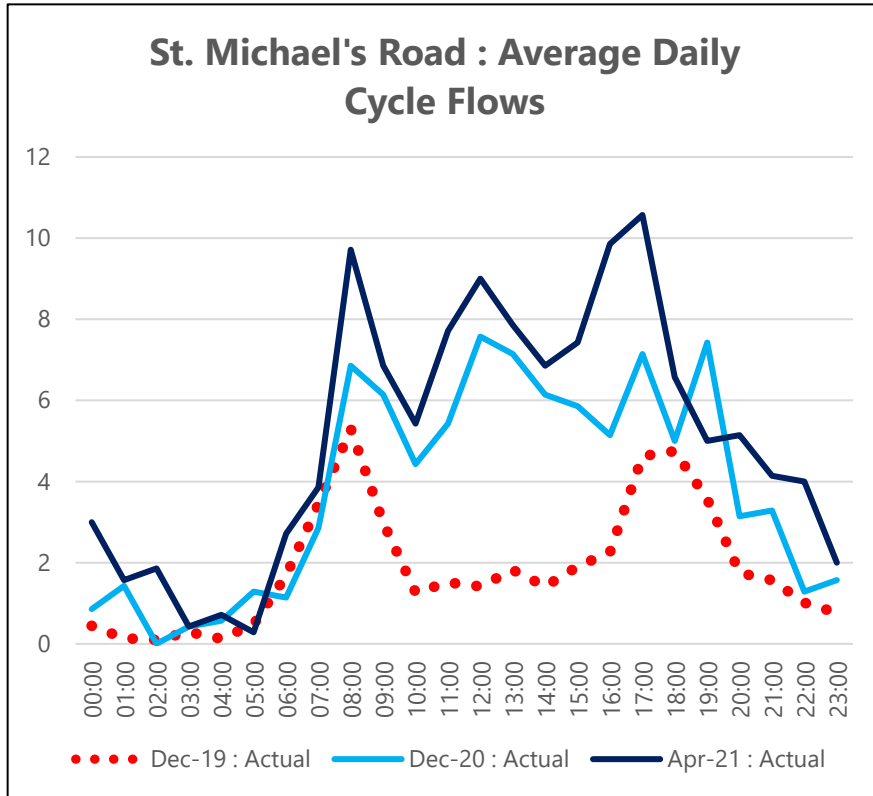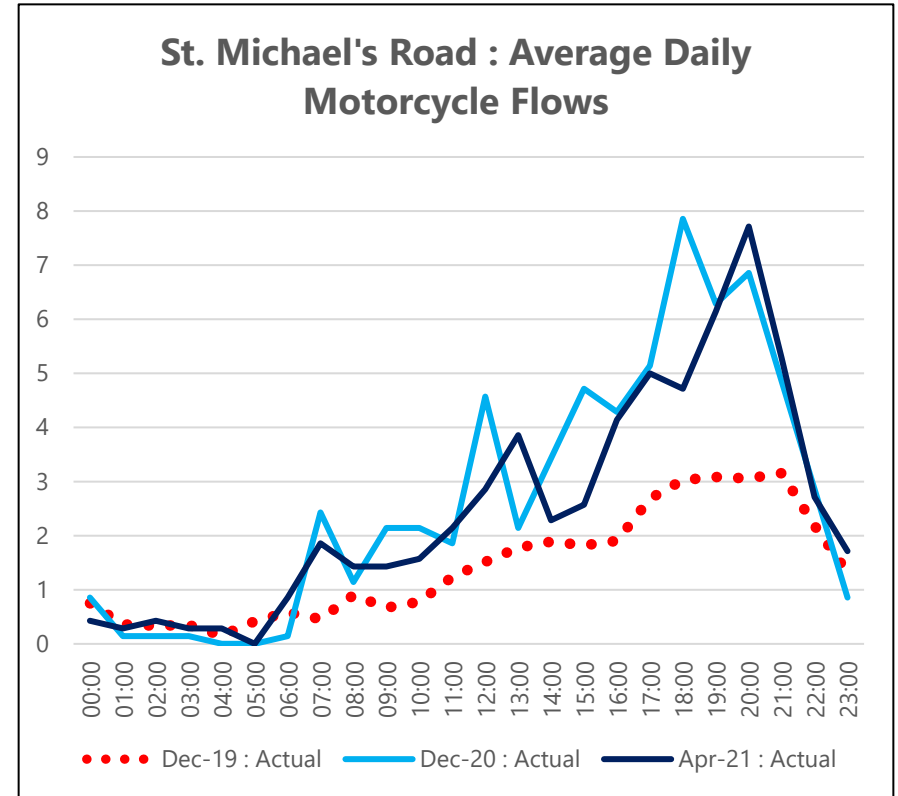

Basemap: ESRI

St. Michael's Road

St. Michael's Road : Average Daily Car Flows

Legend: Dec-19 : Actual, Dec-19 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

St. Michael's Road

St. Michael's Road : Average Daily Cycle Flows

Dec-19 : Actual · · · · · Dec-20 : Actual — Apr-21 : Actual

St. Michael's Road : Average Daily HGV Flows

Dec-19 : Actual — · · · · · Dec-19 : Normalised
Dec-20 : Actual — Dec-20 : Normalised
Apr-21 : Actual —

St. Michael's Road

St. Michael's Road : Average Daily LGV Flows

Legend:
- Dec-19 : Actual
- Dec-19 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

St. Michael's Road : Average Daily Motorcycle Flows

Legend:
- Dec-19 : Actual
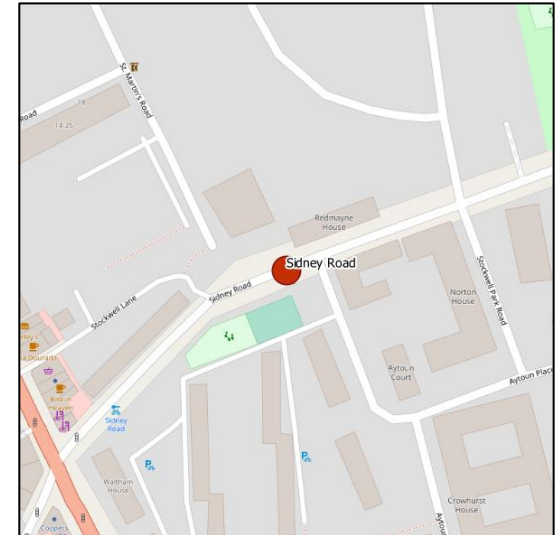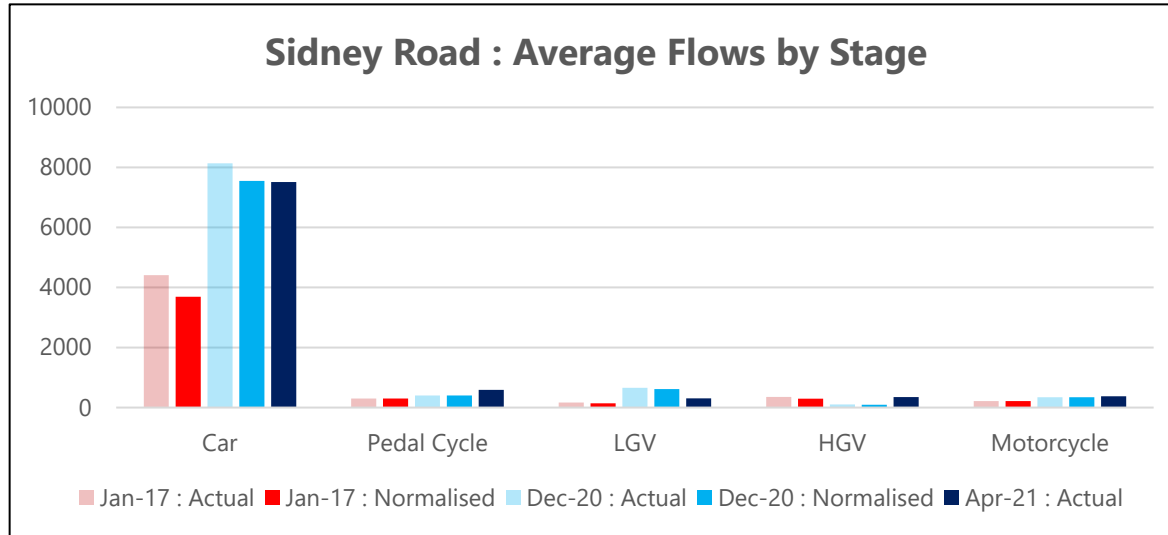- Dec-20 : Actual
- Apr-21 : Actual
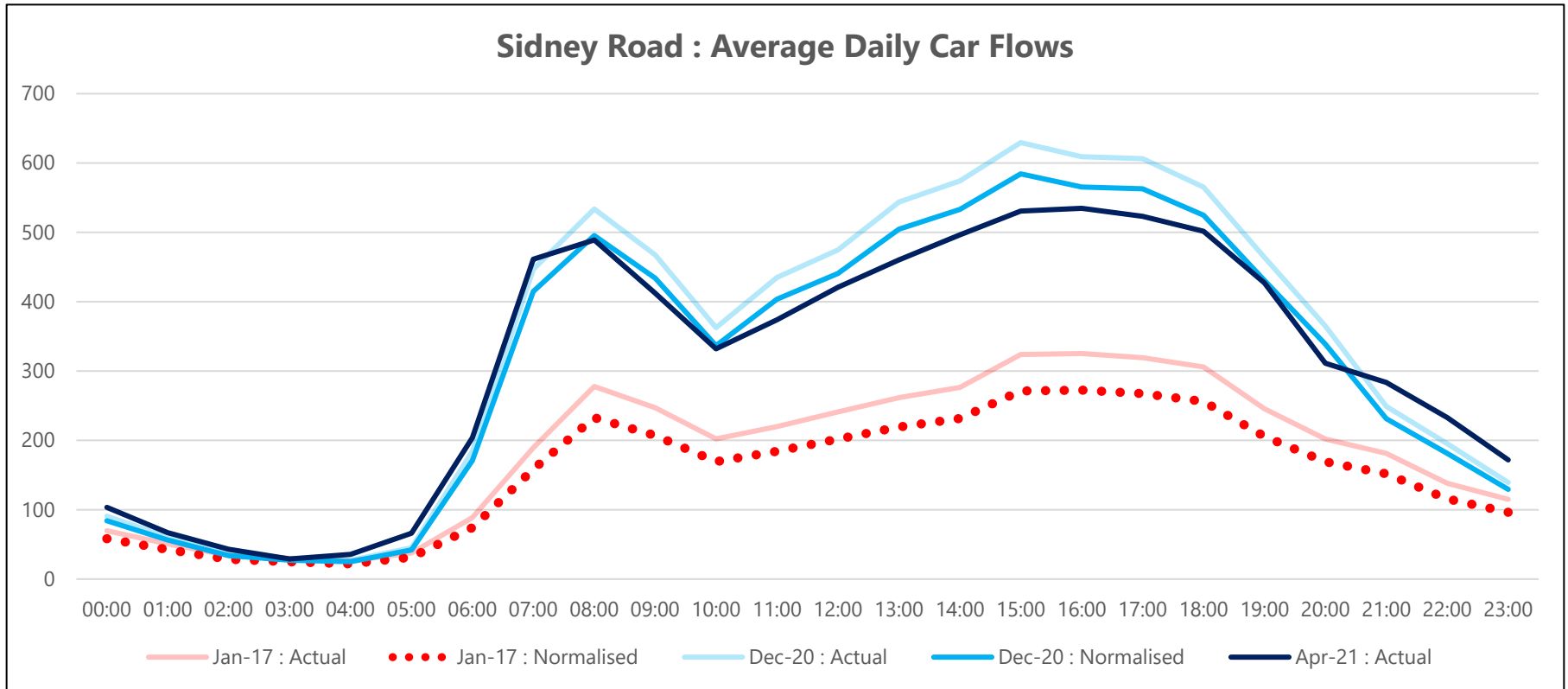
St. Michael's Road - Summary Table

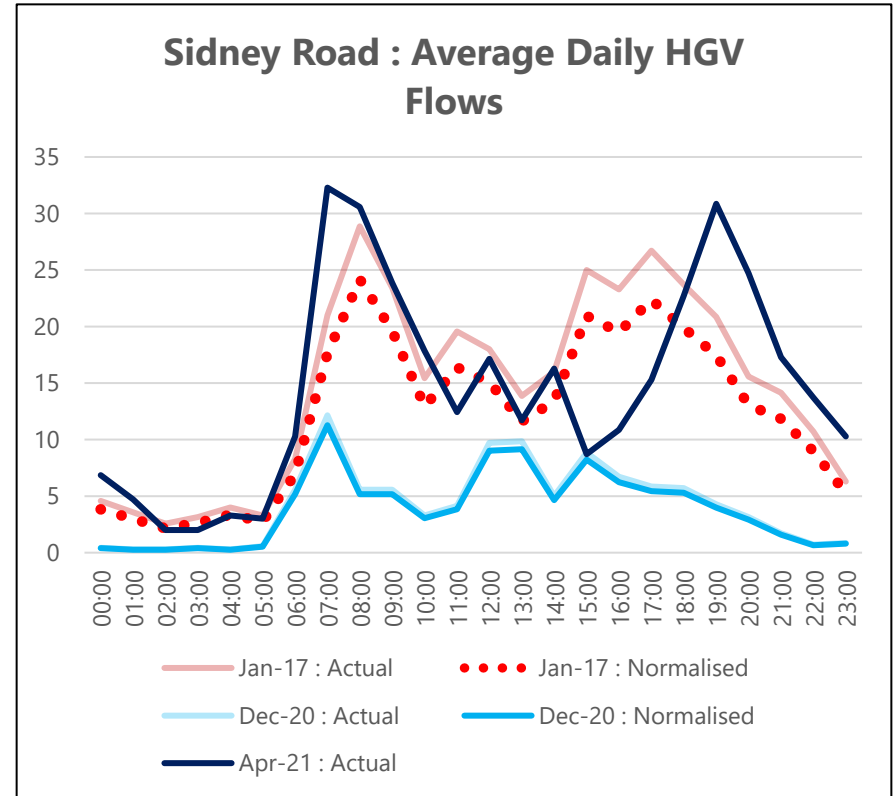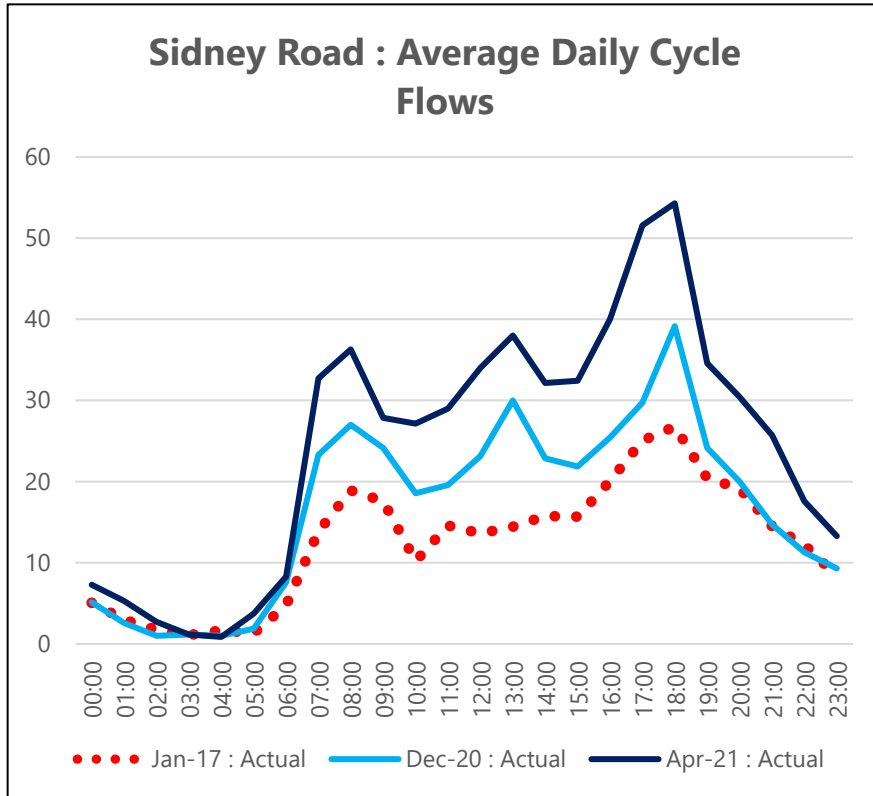|	Dec-19 : Actual	Dec-19 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Dec-19 -> Dec-20 : Actual Difference	Dec-19 -> Dec-20 : Actual % Difference	Dec-19 -> Dec-20 : Normalised Difference	Dec-19 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	610	472	1,622	1,506	1,012	166%	1,033	219%	1,819	1,819	1,208	198%	1,346	285%
Cycle	45	45	92	92	47	106%	47	106%	123	123	78	175%	78	175%
HGV	24	18	93	86	69	292%	68	370%	91	91	67	283%	73	395%
LGV	34	26	122	114	89	261%	87	333%	105	105	71	209%	78	299%
Motorcycles	34	34	65	65	31	89%	31	89%	60	60	26	74%	26	74%
Total Motorised Vehicles	668	517	1,837	1,706	1,170	175%	1,189	230%	2,014	2,014	1,346	202%	1,497	290%

SYSTra

Sidney Road **(Daily Flows)**

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

Sidney Road : Average Flows by Stage

Legend: Jan-17 : Actual, Jan-17 : Normalised, Dec-20 : Actual, Dec-20 : Normalised, Apr-21 : Actual

Basemap: ESRI

Sidney Road

Sidney Road : Average Daily Car Flows

Legend: Jan-17 : Actual — Jan-17 : Normalised — Dec-20 : Actual — Dec-20 : Normalised — Apr-21 : Actual

SYSTRA

Sidney Road

Sidney Road : Average Daily Cycle Flows

Legend: Jan-17 : Actual · Dec-20 : Actual · Apr-21 : Actual

Sidney Road : Average Daily HGV Flows

Legend: Jan-17 : Actual · Jan-17 : Normalised · Dec-20 : Actual · Dec-20 : Normalised · Apr-21 : Actual

Sidney Road

Sidney Road : Average Daily LGV Flows

Legend:
- Jan-17 : Actual
- Jan-17 : Normalised
- Dec-20 : Actual
- Dec-20 : Normalised
- Apr-21 : Actual

Sidney Road : Average Daily Motorcycle Flows

Legend:
- Jan-17 : Actual
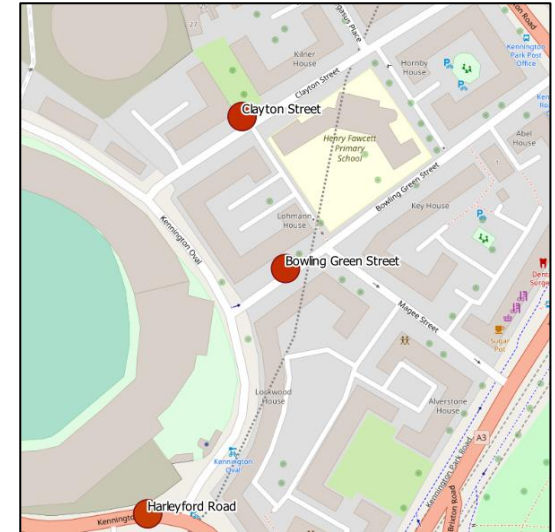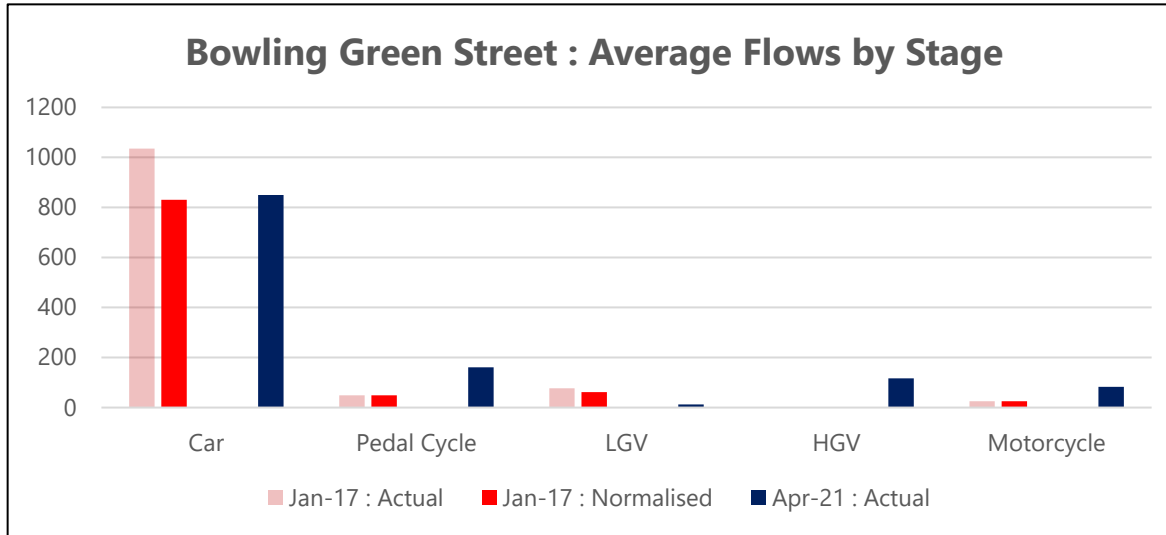- Dec-20 : Actual
- Apr-21 : Actual

SYSTra

St. Michael's Road - Summary Table

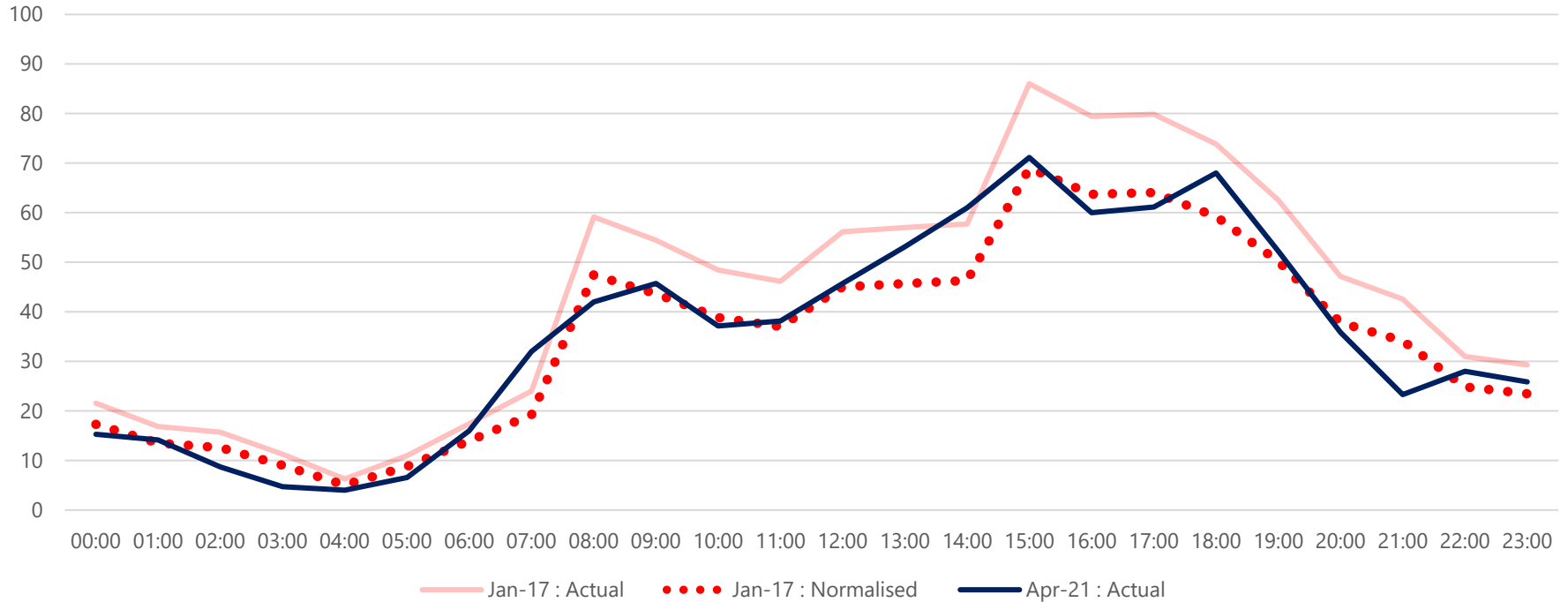|	Jan-17 : Actual	Jan-17 : Normalised	Dec-20 : Actual	Dec-20 : Normalised	Jan-17 -> Dec-20 : Actual Difference	Jan-17 -> Dec-20 : Actual % Difference	Jan-17 -> Dec-20 : Normalised Difference	Jan-17 -> Dec-20 : Normalised % Difference	Apr-21 : Actual	Apr-21 : Normalised	Jan-17 -> Apr-21 : Actual Difference	Jan-17 -> Apr-21 : Actual % Difference	Jan-17 -> Apr-21 : Normalised Difference	Jan-17 -> Apr-21 : Normalised % Difference
Car/LGV	4,409	3,693	8,134	7,551	3,725	84%	3,858	104%	7,510	7,510	3,101	70%	3,818	103%
Cycle	300	300	404	404	105	35%	105	35%	586	586	287	96%	287	96%
HGV	352	295	101	94	-251	-71%	-201	-68%	349	349	-3	-1%	54	18%
LGV	170	142	660	613	490	289%	471	331%	304	304	134	79%	162	114%
Motorcycles	217	217	341	341	124	57%	124	57%	375	375	159	73%	159	73%
Total Motorised Vehicles	4,931	4,130	8,895	8,258	3,964	80%	4,128	100%	8,163	8,163	3,232	66%	4,033	98%

SYSTRA

Bowling Green Street **(Daily Flows)**

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

Bowling Green Street : Average Flows by Stage

Legend: ■ Jan-17 : Actual ■ Jan-17 : Normalised ■ Apr-21 : Actual
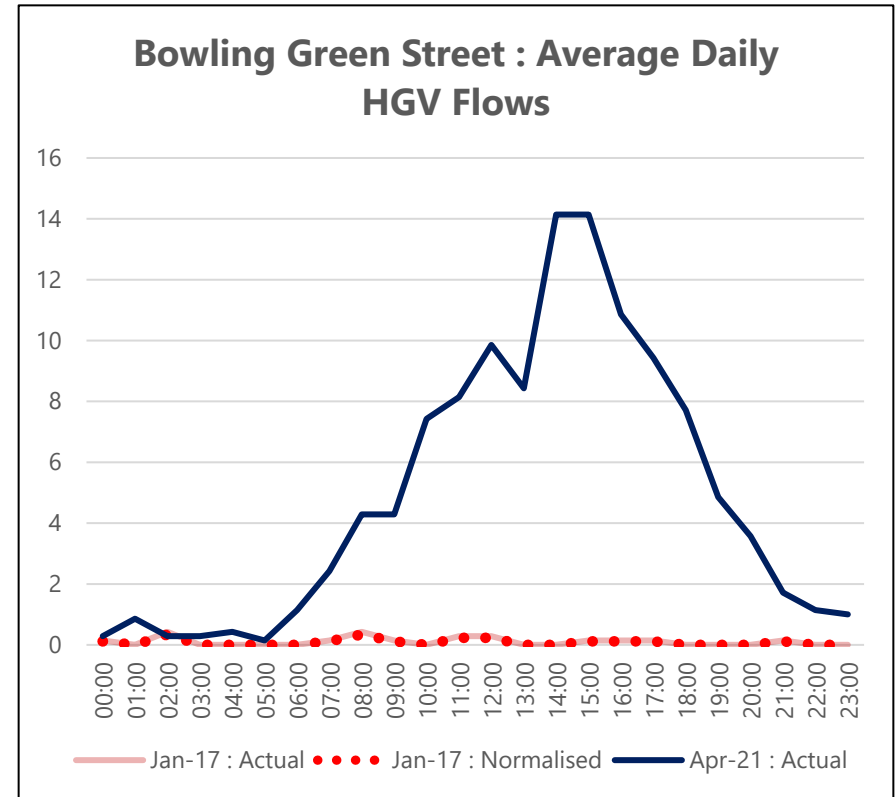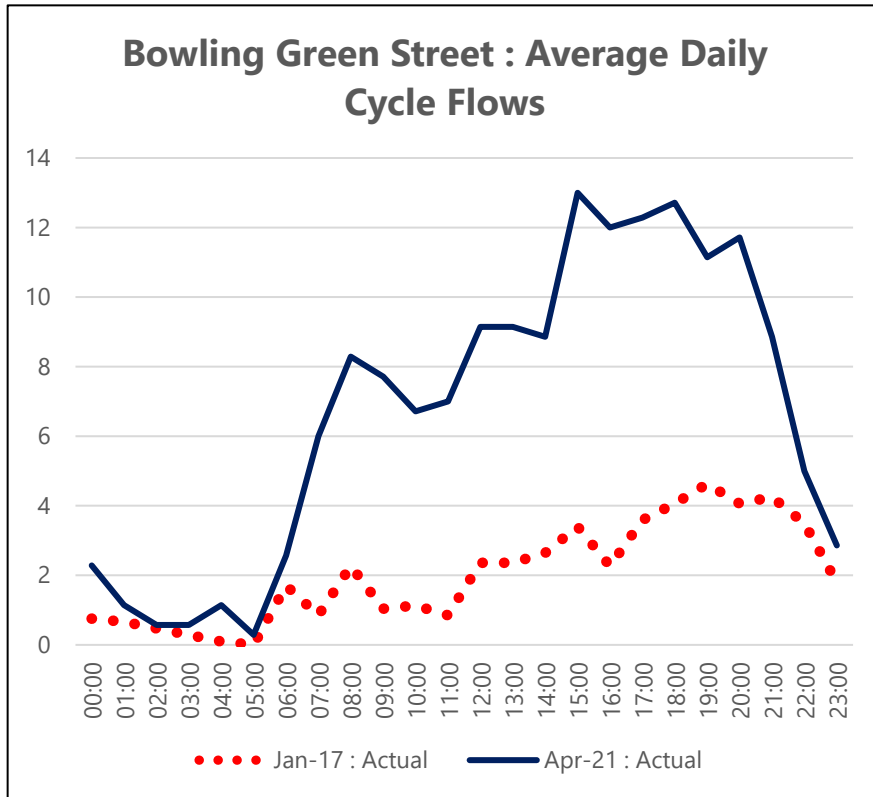

Basemap: ESRI

Bowling Green Street

Bowling Green Street : Average Daily Car Flows

Legend: Jan-17 : Actual — Jan-17 : Normalised — Apr-21 : Actual

Bowling Green Street

Bowling Green Street : Average Daily Cycle Flows
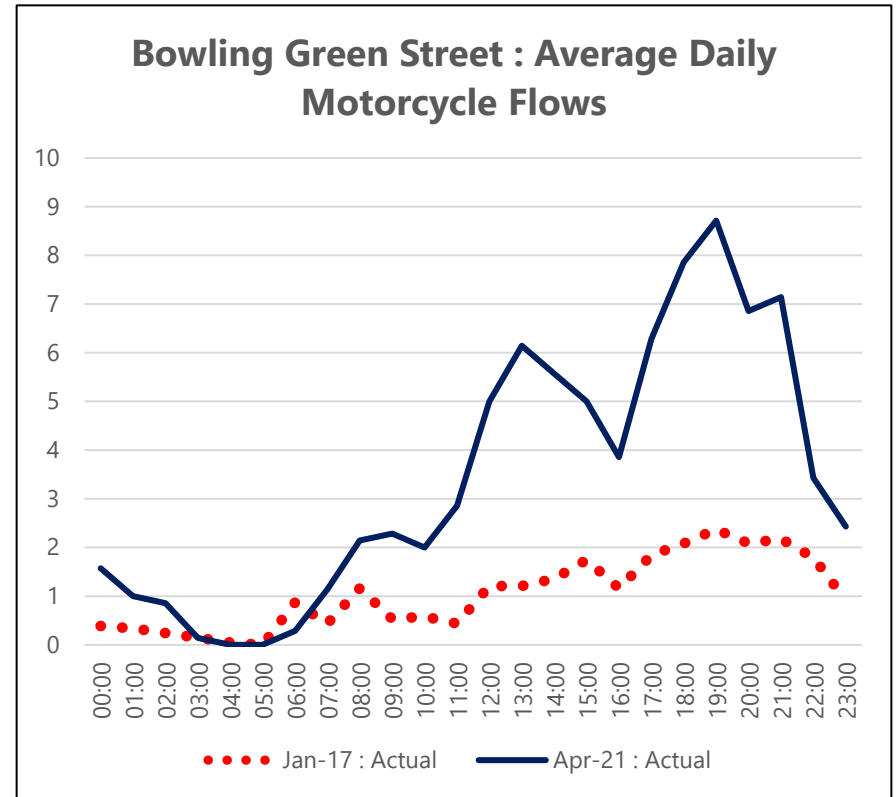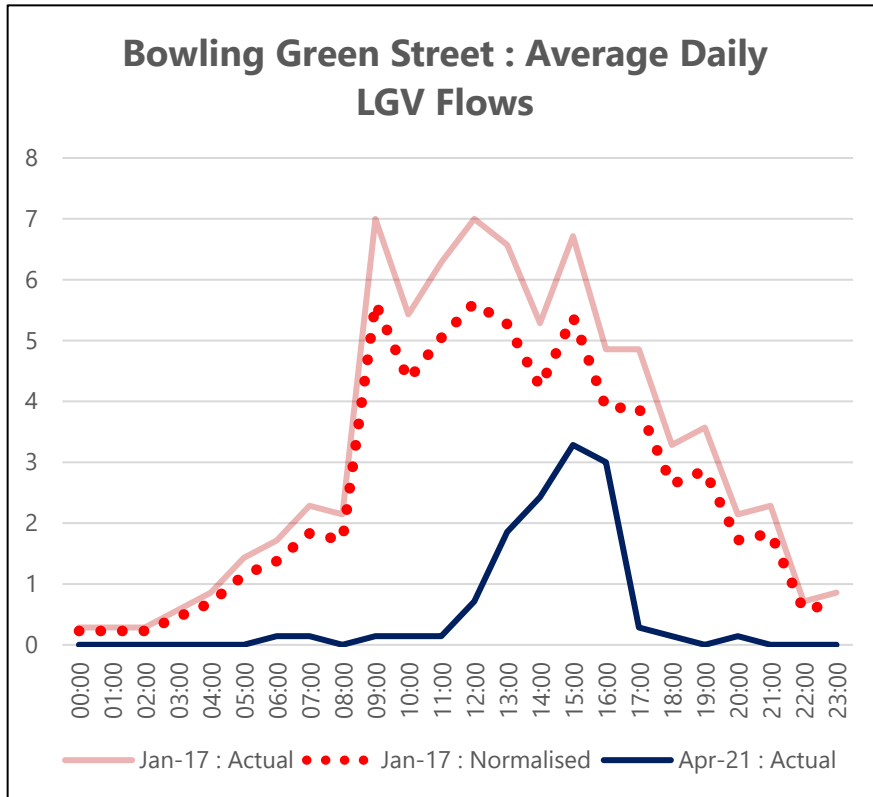
Bowling Green Street : Average Daily HGV Flows

*HGV flows likely heavily impacted by construction on Oval Cricket Ground

Bowling Green Street

Bowling Green Street : Average Daily LGV Flows

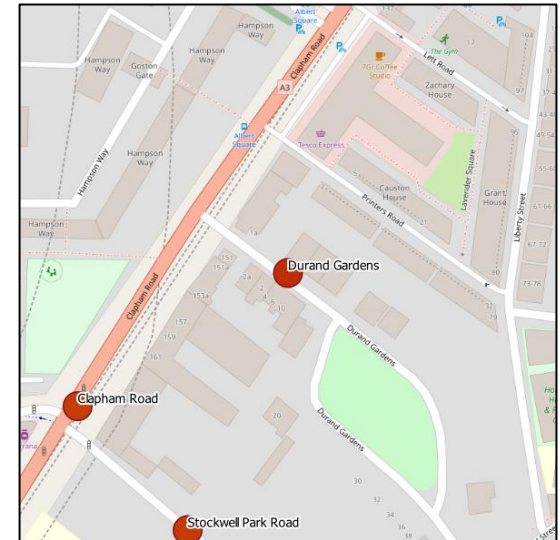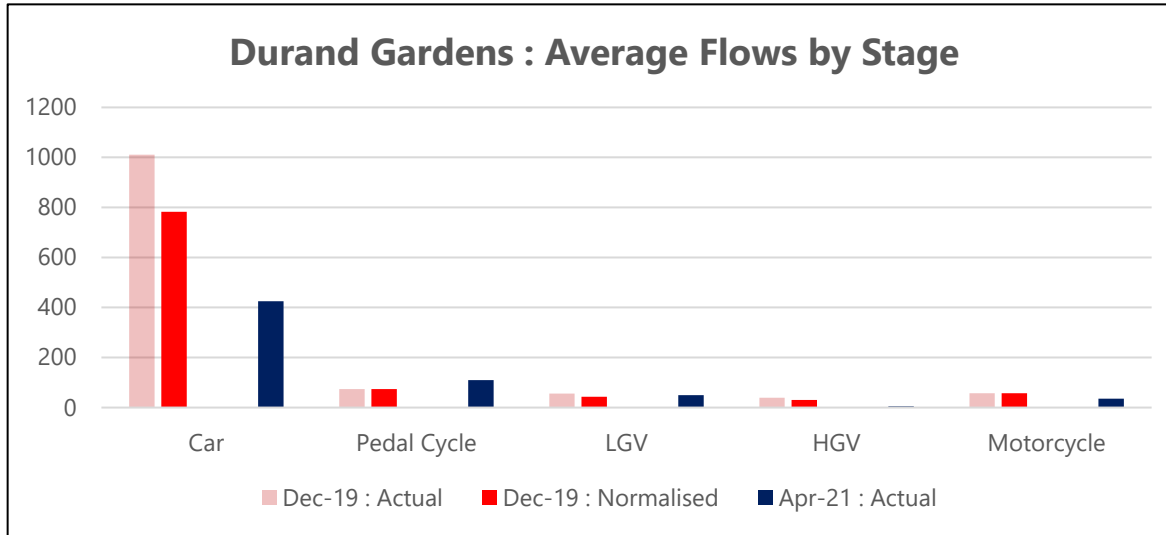Bowling Green Street : Average Daily Motorcycle Flows
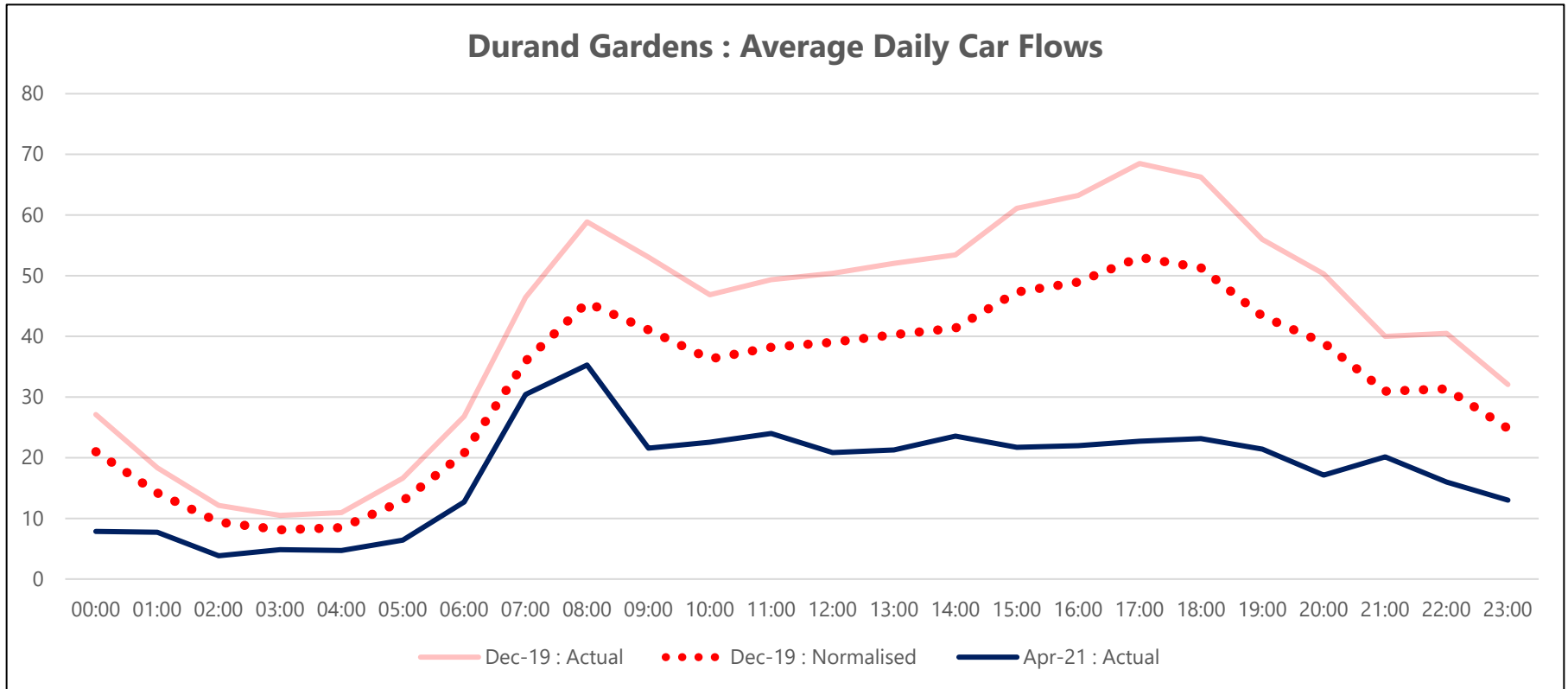
SYSTra

Bowling Green Street - Summary Table

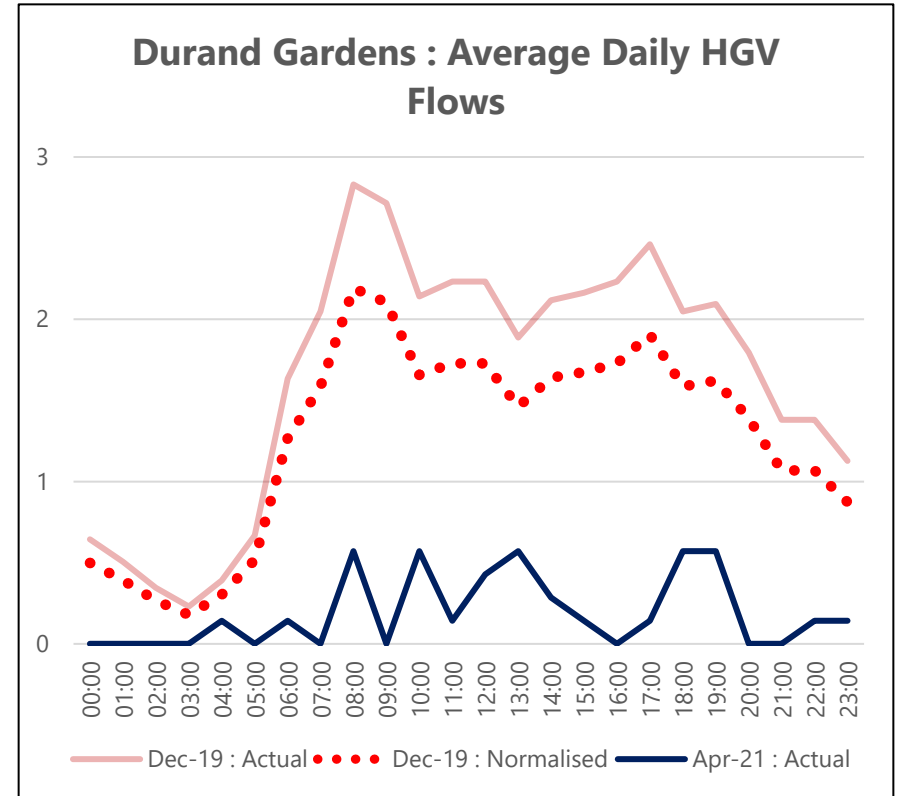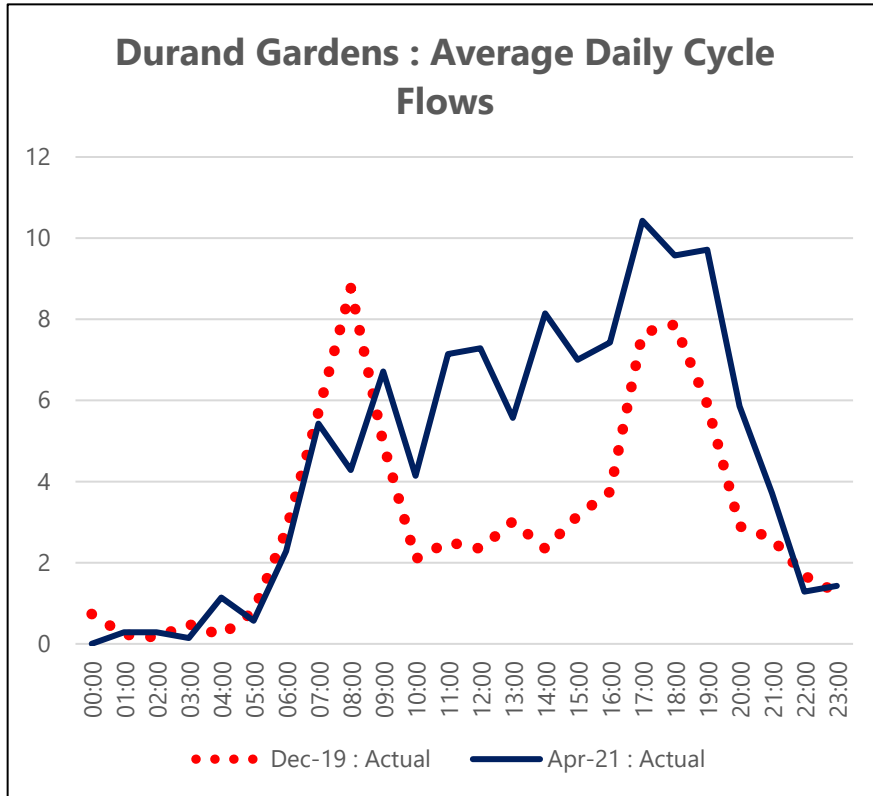|	Jan-17 : Actual	Jan-17 : Normalised	Apr-21 : Actual	Apr-21 : Normalised	Jan-17 -> Apr-21 : Actual Difference	Jan-17 -> Apr-21 : Actual % Difference	Jan-17 -> Apr-21 : Normalised Difference	Jan-17 -> Apr-21 : Normalised % Difference
Car/LGV	1,035	830	850	850	-185	-18%	20	2%
Cycle	49	49	161	161	112	229%	112	229%
HGV	2	2	117	117	114	4712%	115	5899%
LGV	77	62	13	13	-64	-84%	-49	-80%
Motorcycles	25	25	83	83	57	229%	57	229%
Total Motorised Vehicles	**1,114**	**894**	**979**	**979**	**-135**	**-12%**	**86**	**10%**

Durand Gardens **(Daily Flows)**

- The charts below and on the following pages show the normalised **average daily flows on Durand Gardens,** showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from April 2021.

- As this site uses The Floow 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 Floow.

Basemap: ESRI

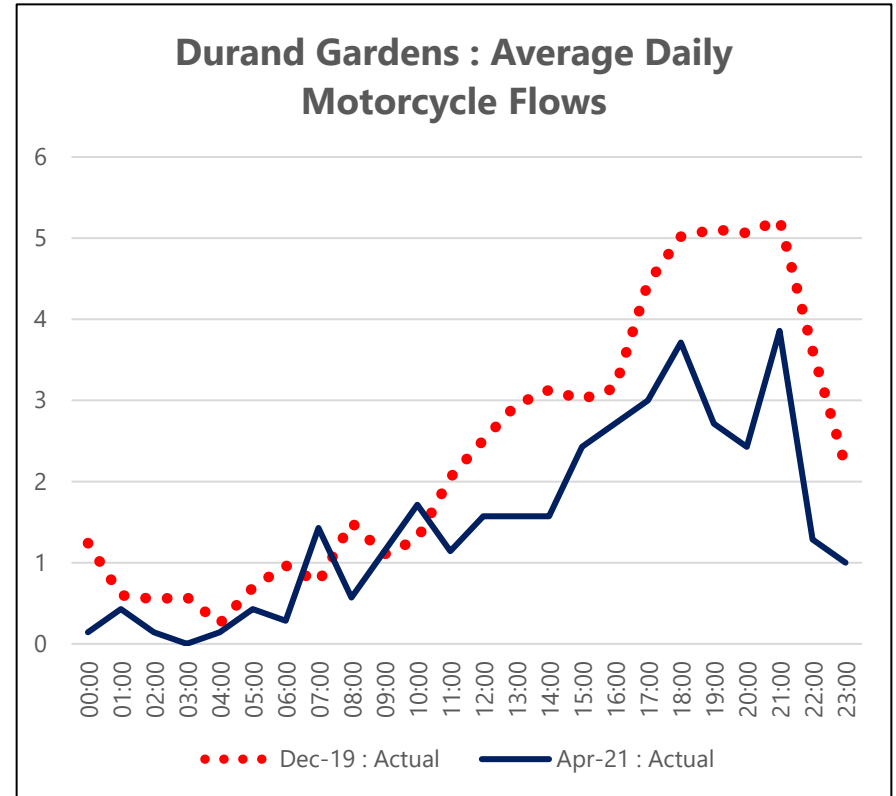SYSTRA

Durand Gardens

Durand Gardens : Average Daily Car Flows

Legend: Dec-19 : Actual — Dec-19 : Normalised — Apr-21 : Actual

Durand Gardens

Durand Gardens : Average Daily Cycle Flows

Durand Gardens : Average Daily HGV Flows

SYSTRA

Durand Gardens

Durand Gardens : Average Daily LGV Flows

Legend: Dec-19 : Actual — Dec-19 : Normalised ••• Apr-21 : Actual

Durand Gardens : Average Daily Motorcycle Flows

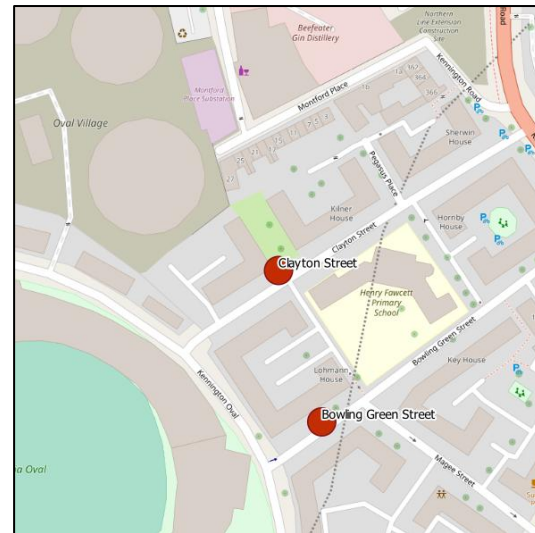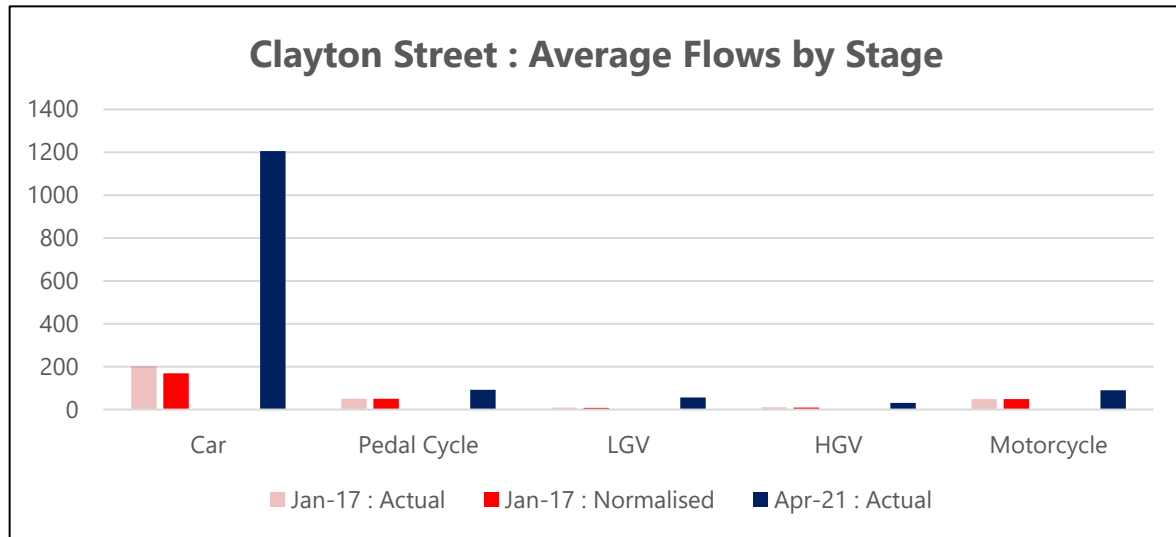Legend: Dec-19 : Actual ••• Apr-21 : Actual
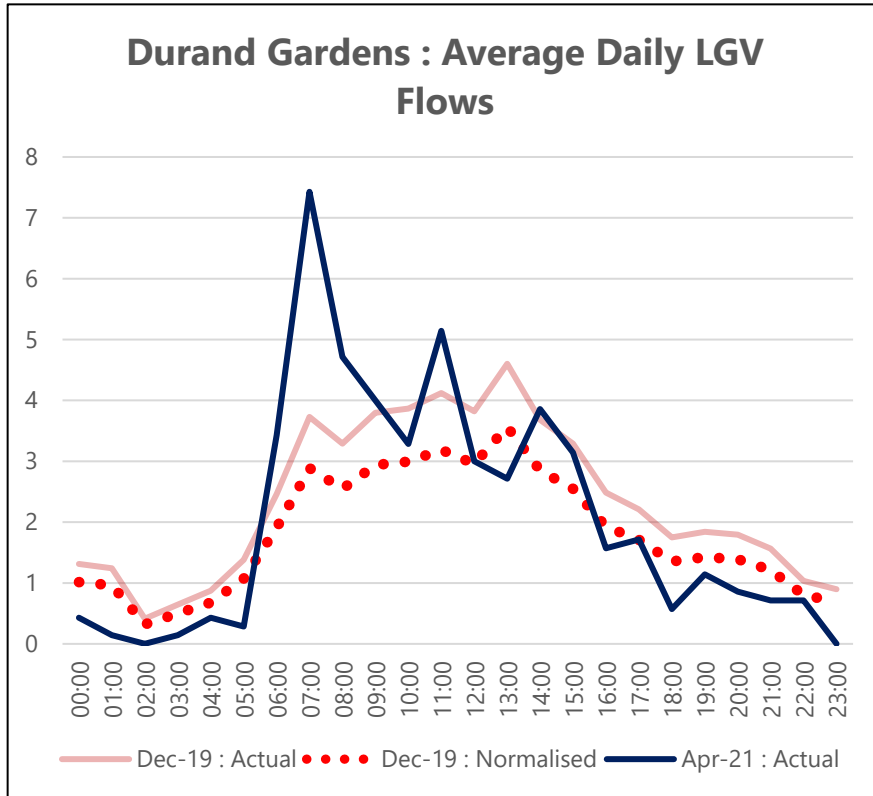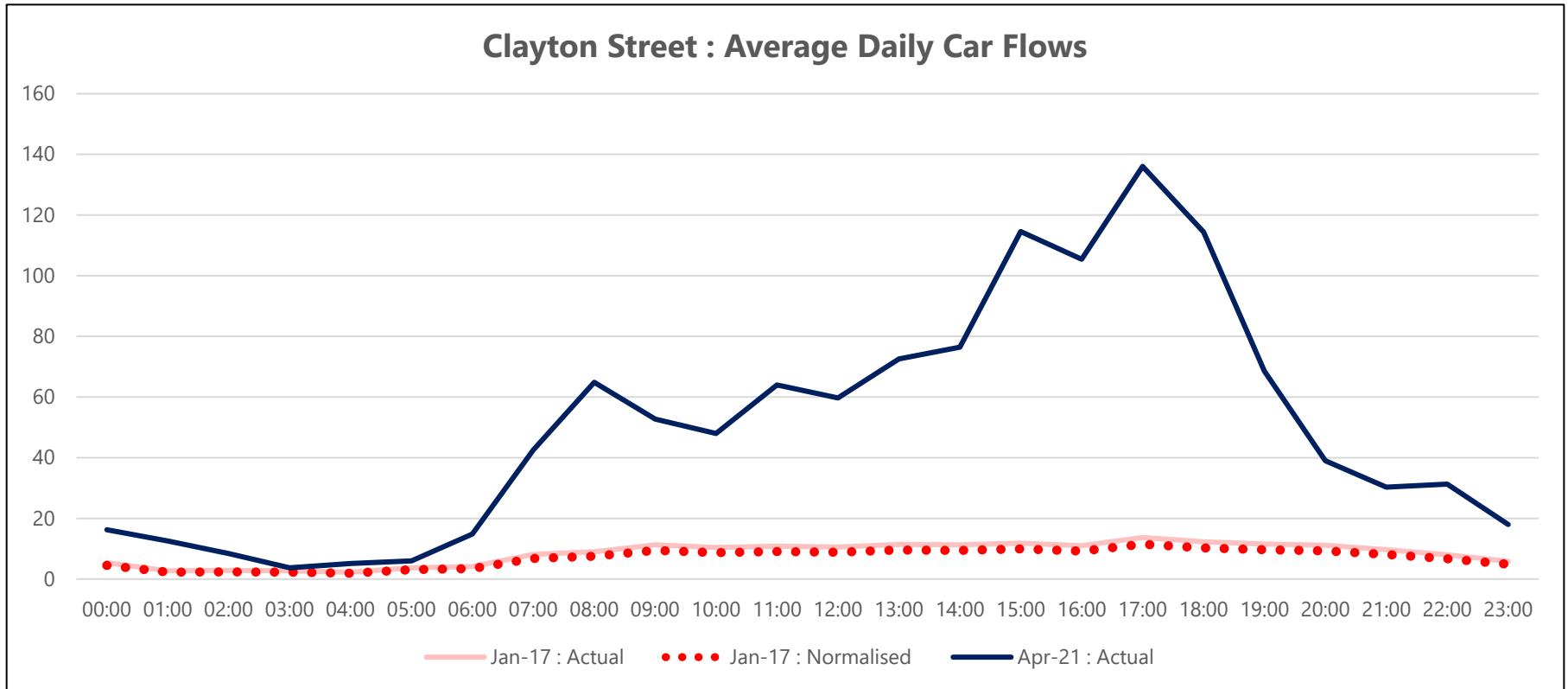
Durand Gardens - Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Apr-21 : Actual	Apr-21 : Normalised	Dec-19 -> Apr-21 : Actual Difference	Dec-19 -> Apr-21 : Actual % Difference	Dec-19 -> Apr-21 : Normalised Difference	Dec-19 -> Apr-21 : Normalised % Difference
Car/LGV	1,011	783	425	425	-586	-58%	-358	-46%
Cycle	74	74	110	110	36	49%	36	49%
HGV	39	30	5	5	-35	-88%	-26	-85%
LGV	56	43	49	49	-7	-12%	6	14%
Motorcycles	57	57	35	35	-22	-38%	-22	-38%
Total Motorised Vehicles	**1,106**	**856**	**479**	**479**	**-627**	**-57%**	**-377**	**-44%**

SYSTRA

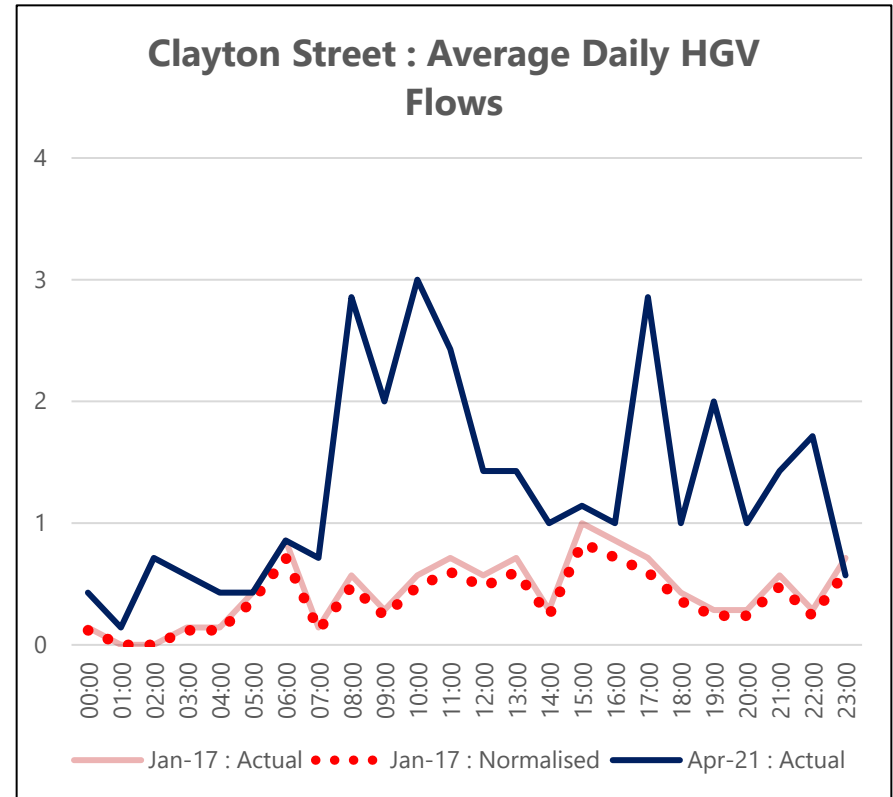# Clayton Street **(Daily Flows)**

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

Clayton Street : Average Flows by Stage

Legend: ■ Jan-17 : Actual ■ Jan-17 : Normalised ■ Apr-21 : Actual

Basemap: ESRI

Clayton Street

Clayton Street : Average Daily Car Flows

Legend: Jan-17 : Actual — Jan-17 : Normalised — Apr-21 : Actual

SYSTra

Clayton Street

Clayton Street : Average Daily Cycle Flows

Legend: Jan-17 : Actual (red dotted), Apr-21 : Actual (dark blue)

Clayton Street : Average Daily HGV Flows

Legend: Jan-17 : Actual (pink), Jan-17 : Normalised (red dotted), Apr-21 : Actual (dark blue)

*HGV flows likely heavily impacted by construction on Oval Cricket Ground

SYSTRA

Clayton Street

Clayton Street : Average Daily LGV Flows

Legend: Jan-17 : Actual — Jan-17 : Normalised — Apr-21 : Actual

Clayton Street : Average Daily Motorcycle Flows

Legend: Jan-17 : Actual — Apr-21 : Actual

SYSTRA

Clayton Street - Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Apr-21 : Actual	Apr-21 : Normalised	Jan-17 -> Apr-21 : Actual Difference	Jan-17 -> Apr-21 : Actual % Difference	Jan-17 -> Apr-21 : Normalised Difference	Jan-17 -> Apr-21 : Normalised % Difference
Car/LGV	202	169	1,205	1,205	1,003	497%	1,036	612%
Cycle	50	50	92	92	42	83%	42	83%
HGV	11	9	31	31	20	191%	22	247%
LGV	9	8	57	57	47	519%	49	639%
Motorcycles	49	49	90	90	41	83%	41	83%
Total Motorised Vehicles	**222**	**186**	**1,293**	**1,293**	**1,071**	**483%**	**1,107**	**596%**

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