Appendix A: Data Collection & Vehicle Classification

Data Collection

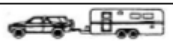
- As the LTN was introduced as a response to COVID-19, no comprehensive dataset existed to represent pre-implementation data. Instead, data was drawn from the following studies commissioned by LB Lambeth since 2017:
  - **Healthy Routes:** two rounds of data collection to support development of Healthy Cycling Routes (Nov 2019-Mar 2020)
  - **20mph Study**: data collected to underpin analysis on the 20mph Borough-wide speed limit (Jan 2017). The Leigham Vale site used data from the same study in 2015 as this location was impacted by Thames Water repairs during the 2017 study.
  - **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 14 ATC sites, **2** sites use the Healthy Routes study, **6** sites use the 20mph study and **3** utilise both The Floow data and Healthy Routes. A further **2** sites use data directly from TfL ATCs, and **1** site relies on a Sustrans study from July 2019.

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**."

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.

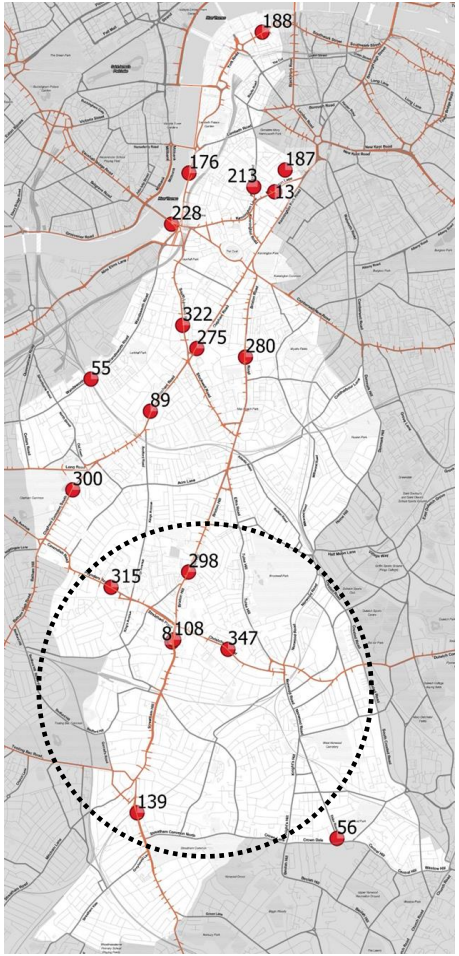
Appendix B: Baseline Calculations

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.

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 June 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.



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 Streatham Hill LTN and at an ATC adjacent to the LTN on Brixton Road
- As a balance between representing local flows and ensuring erroneous traffic events (accidents/construction) do not unduly impact normalisation, the **Streatham Hill +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.

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.
- 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 Palace Road:

$$\frac{\text{TfL ATC traffic flow: June 24-30, 2021}}{\text{TfL ATC traffic flow: December 4-10, 2019}} = \frac{1{,}062{,}541}{1{,}091{,}684} = \mathbf{97.3\%}$$

→ **June ‘21 flows are 97.3% of December ’19 flows**

$$\frac{\text{Palace Road flows: June 2021}}{\text{(Palace Road flows: December 2019) * (Scaling Factor)}} - 1 = \frac{3{,}211}{2{,}160 * 97.3\%} - 1 = \frac{3{,}211}{2{,}102} - 1 = 1.53 - 1 = \mathbf{+53\%}$$

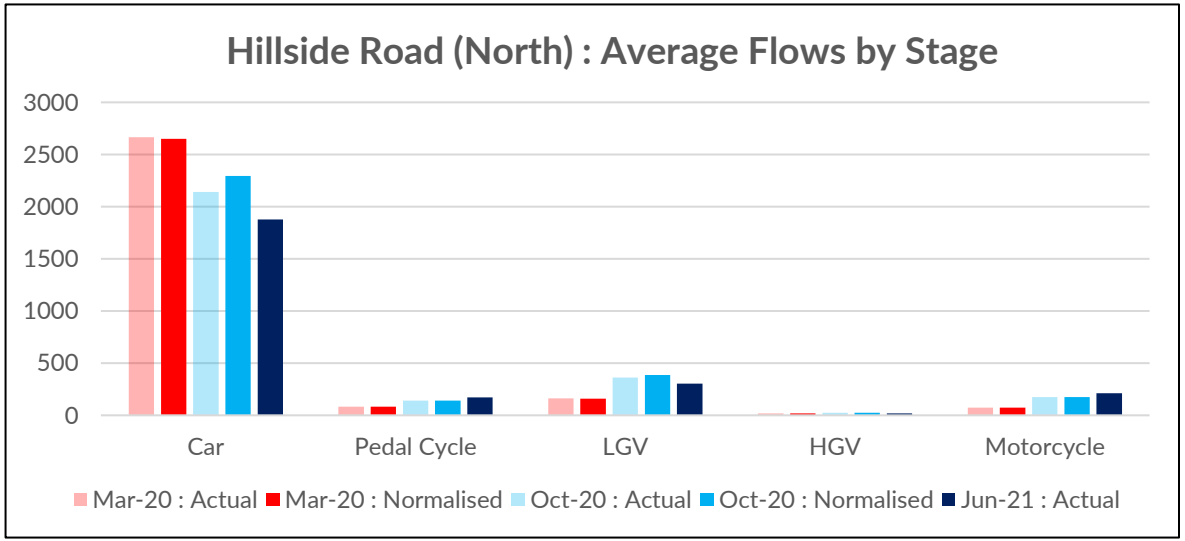
↓

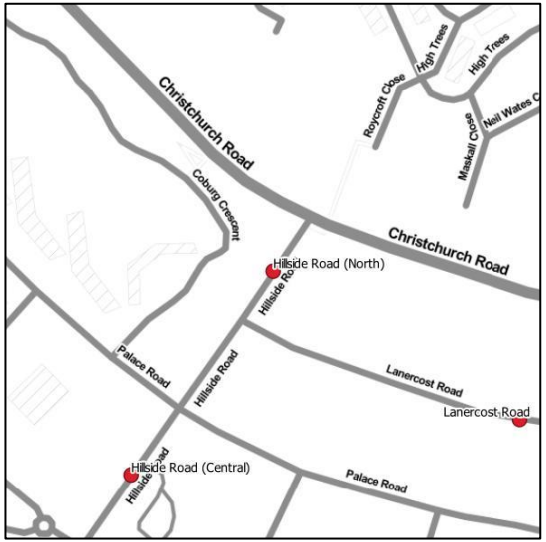
53% increase in car flows

Appendix C: Traffic Flow Results

Hillside Road North (Daily Flows)

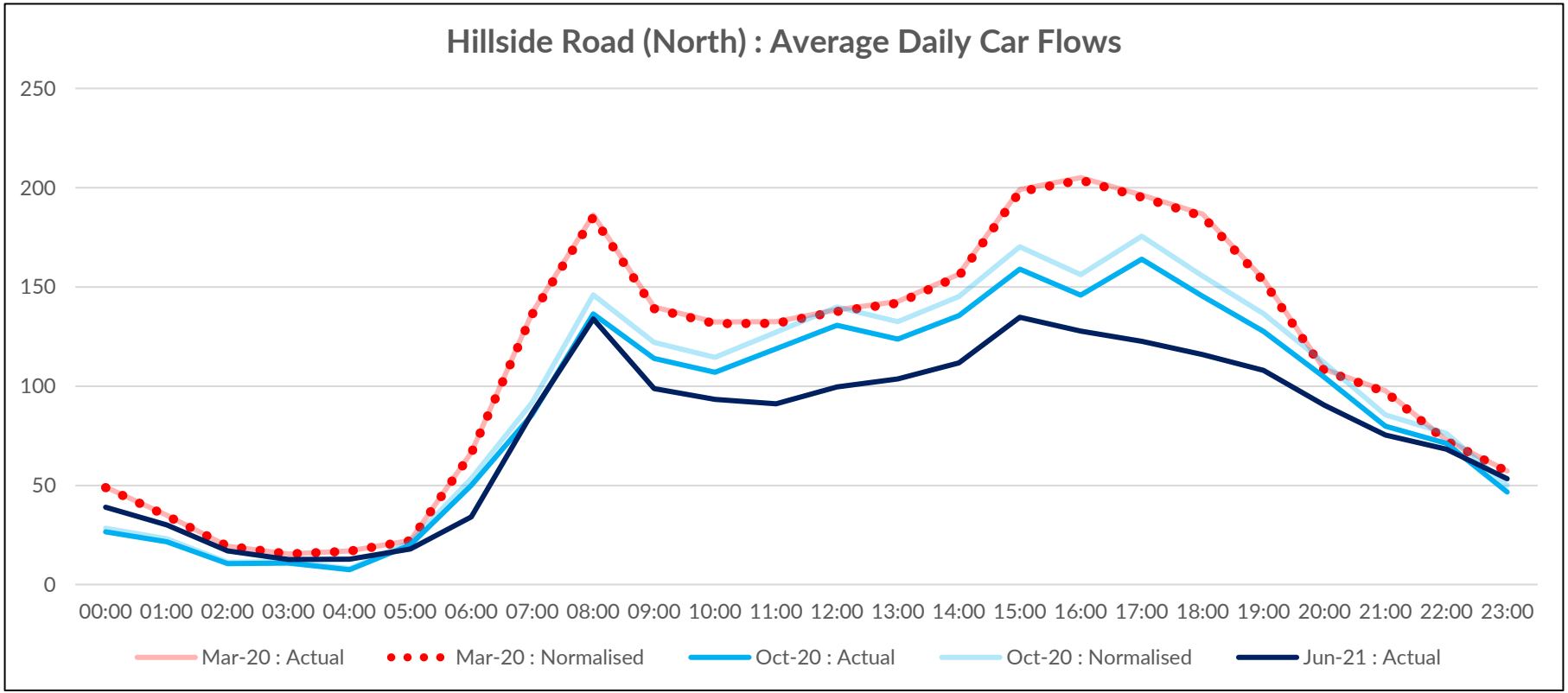
- The charts below and on the following pages show the normalised **average daily flows on Hillside Road (North)**, showing the difference between pre-implementation flows collected in March 2020 and post-implementation flows from October 2020 and June 2021.



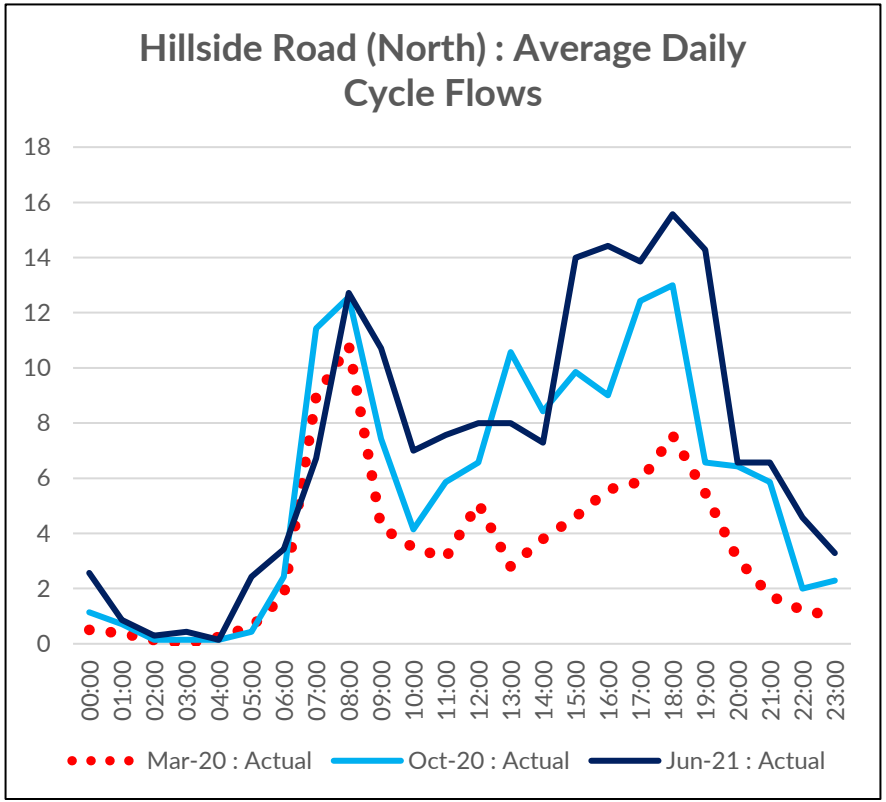


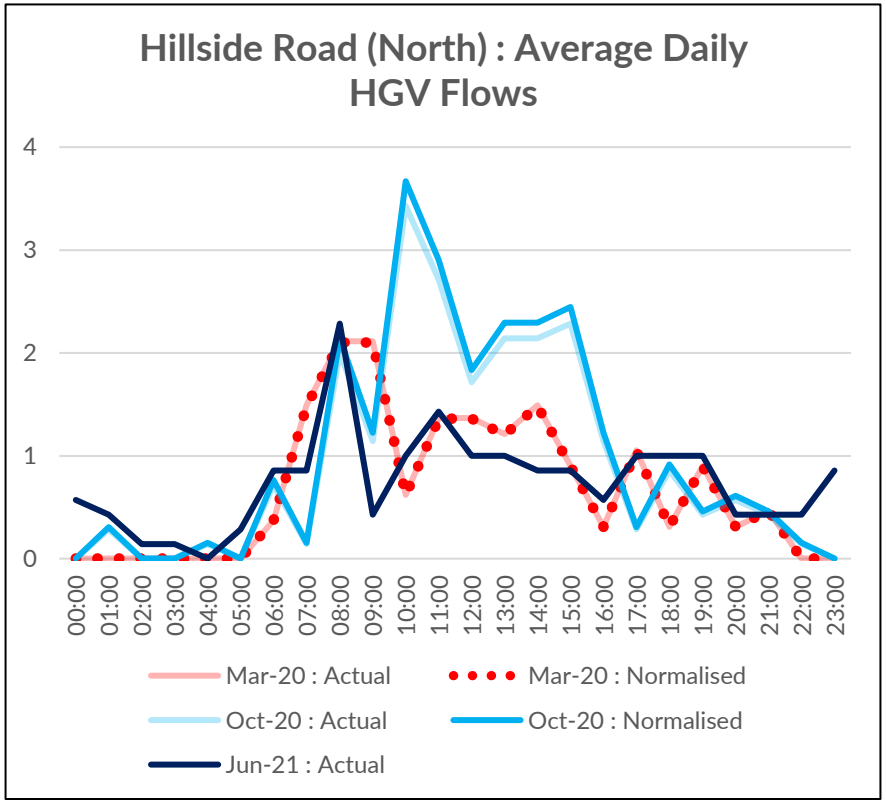
Basemap: ESRI

Hillside Road (North)

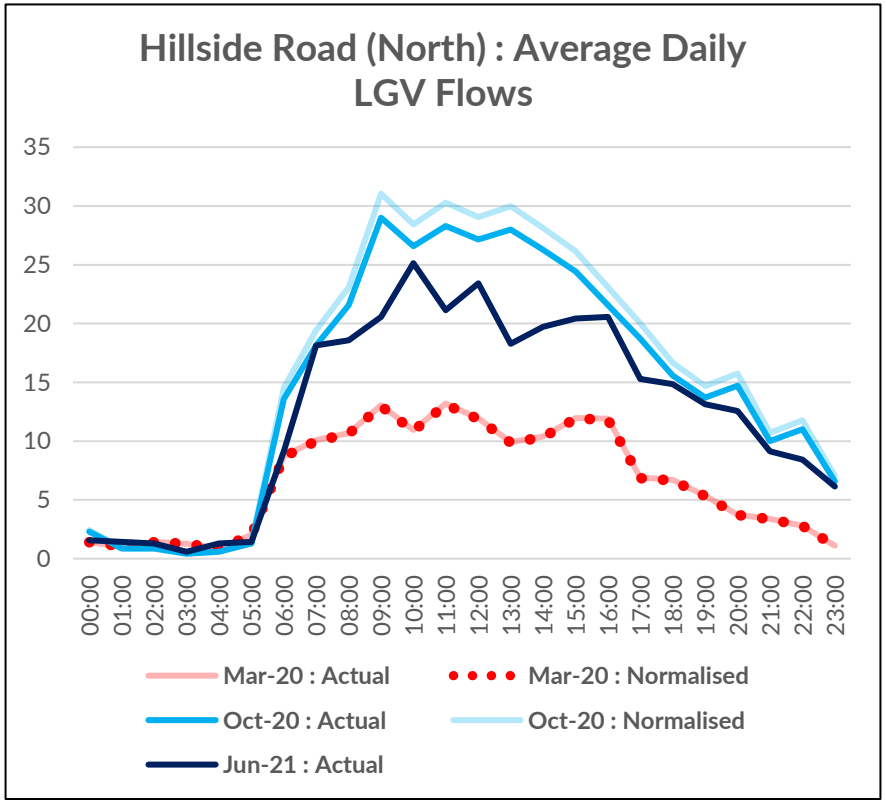


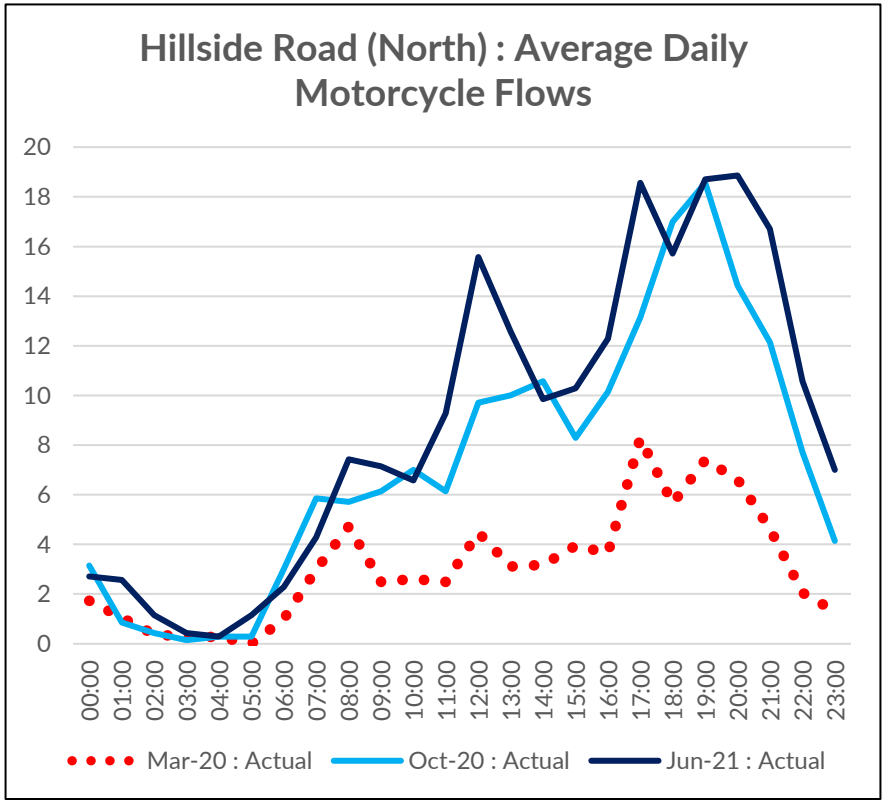
Hillside Road (North)





Hillside Road (North)



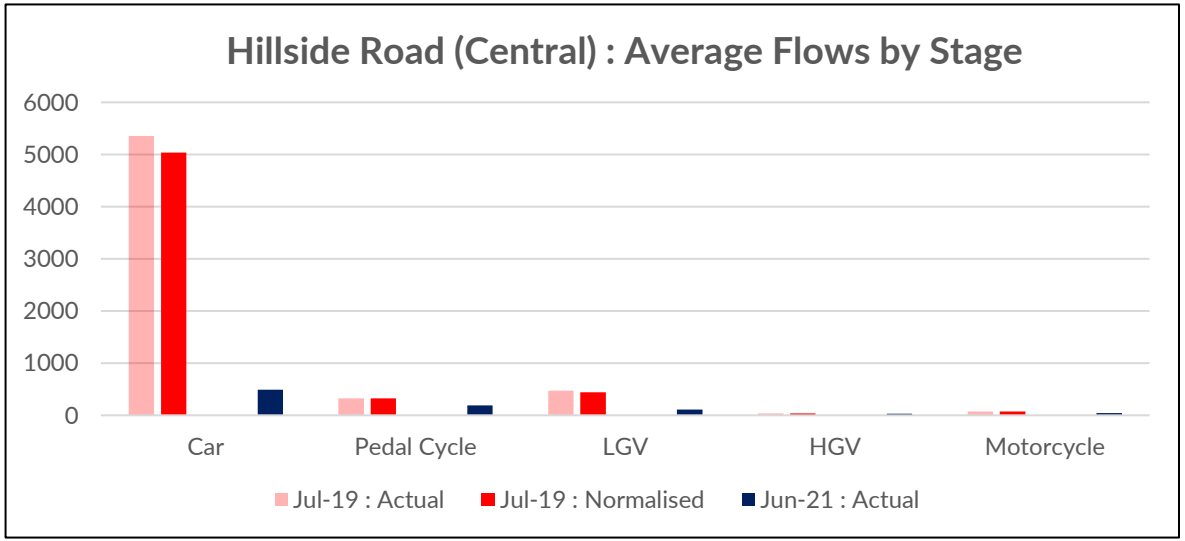


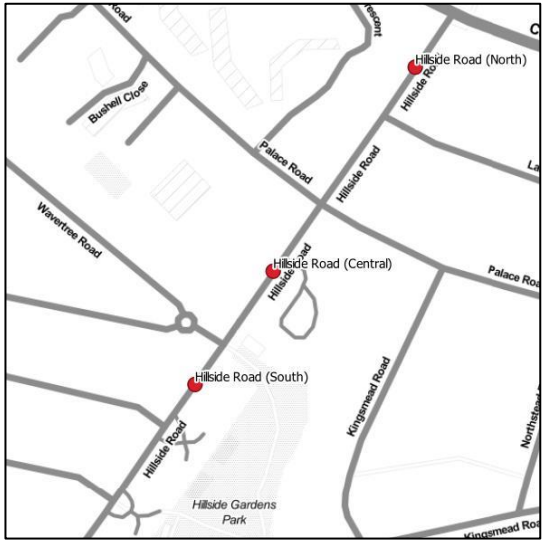
Hillside Road (North) – Summary Table

	Mar-20 : Actual	Mar-20 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Mar-20 -> Oct-20 : Actual Difference	Mar-20 -> Oct-20 : Actual % Difference	Mar-20 -> Oct-20 : Normalised Difference	Mar-20 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Mar-20 -> Jun-21 : Actual Difference	Mar-20 -> Jun-21 : Actual % Difference	Mar-20 -> Jun-21 : Normalised Difference	Mar-20 -> Jun-21 : Normalised % Difference
Car	2,668	2,652	2,143	2,294	-525	-20%	-358	-14%	1,879	1,879	-789	-30%	-773	-29%
Cycle	82	82	140	140	58	70%	58	70%	171	171	89	109%	89	109%
HGV	16	16	23	24	6	38%	8	49%	18	18	1	9%	2	9%
LGV	161	160	361	387	200	125%	227	142%	302	302	142	88%	142	89%
Motorcycles	74	74	175	175	101	135%	101	135%	212	212	138	185%	138	185%
Total Motorised Vehicles	**2,845**	**2,828**	**2,527**	**2,705**	**-318**	**-11%**	**-123**	**-4%**	**2,199**	**2,199**	**-646**	**-23%**	**-629**	**-22%**

Hillside Road Central (Daily Flows)

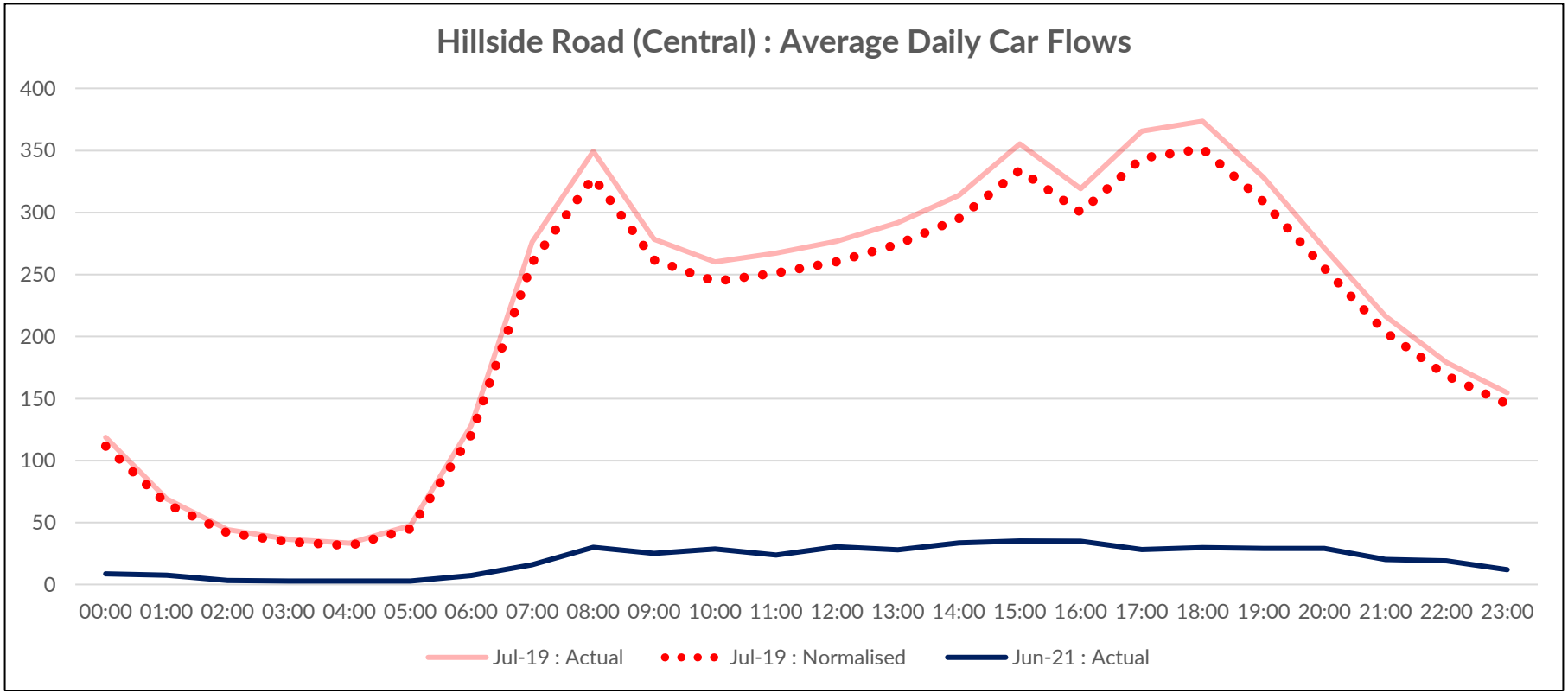
- The charts below and on the following pages show the normalised **average daily flows on Hillside Road (Central)**, showing the difference between pre-implementation flows collected in July 2019 and post-implementation flows from June 2021.



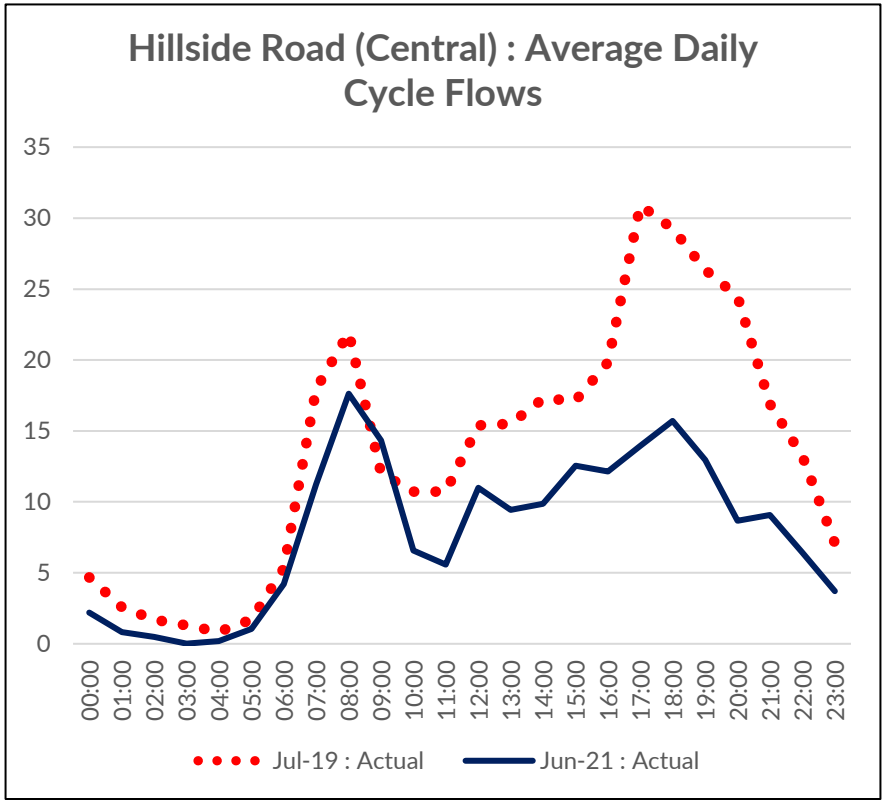


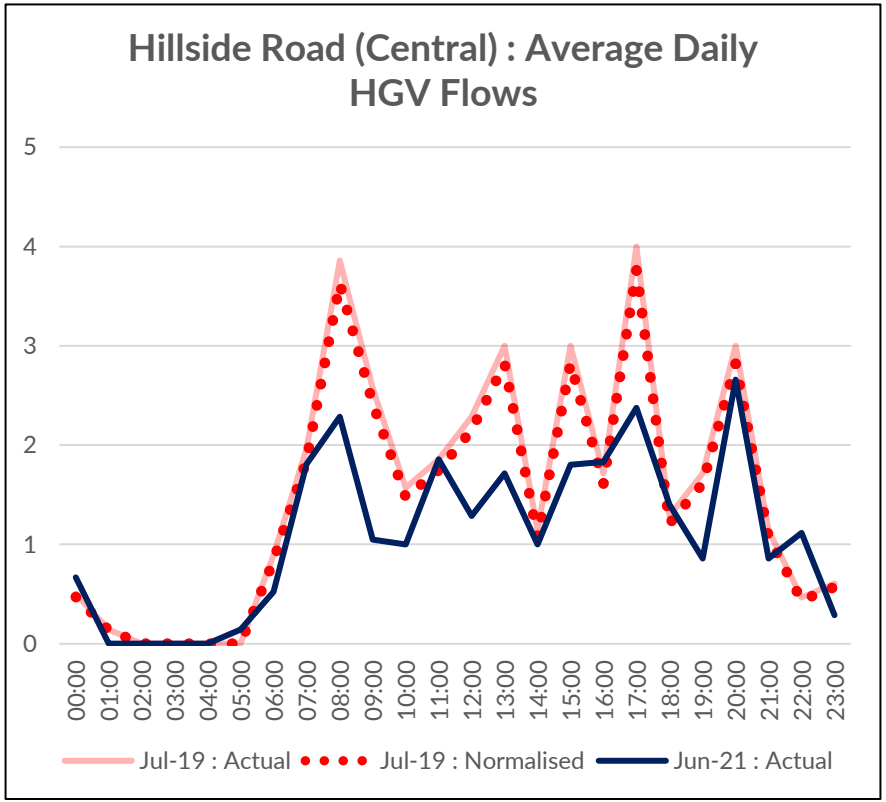
Basemap: ESRI

Hillside Road (Central)

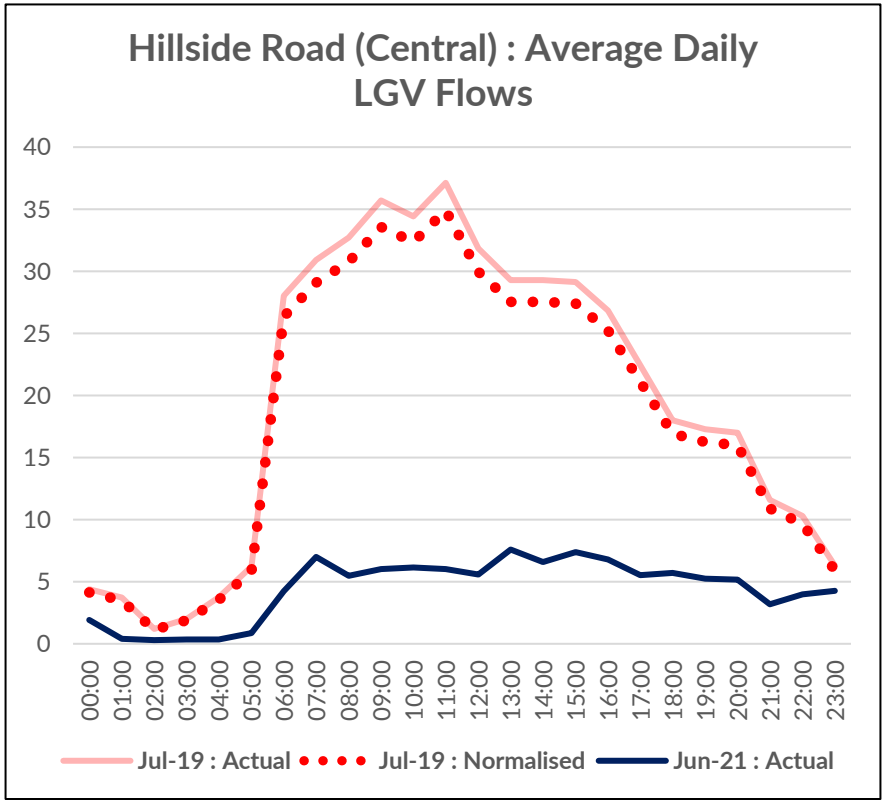


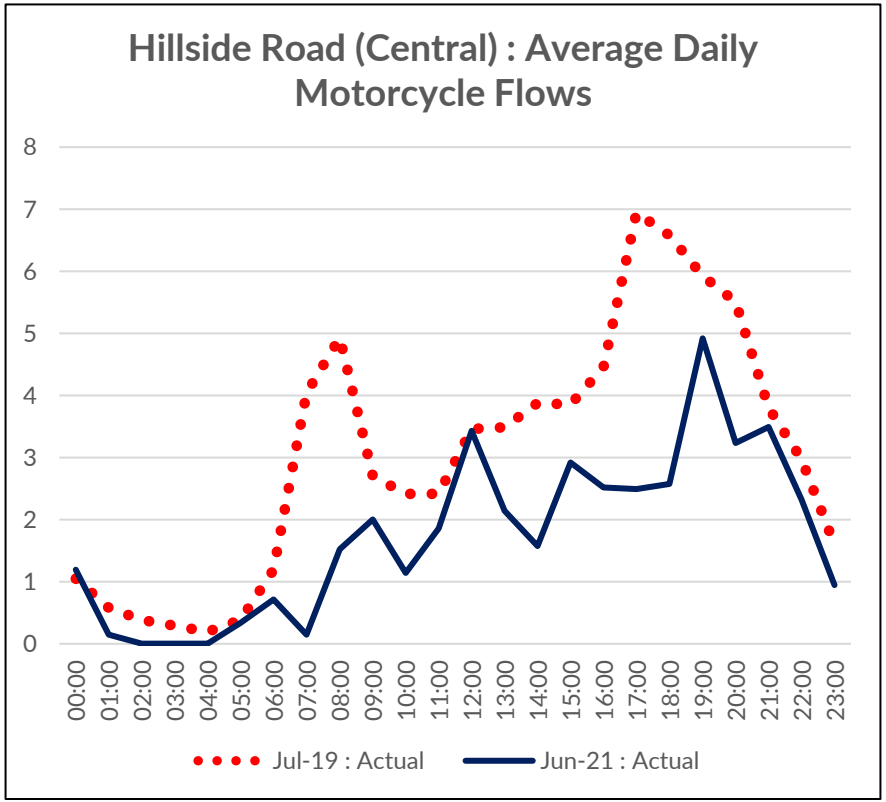
Hillside Road (Central)





Hillside Road (Central)



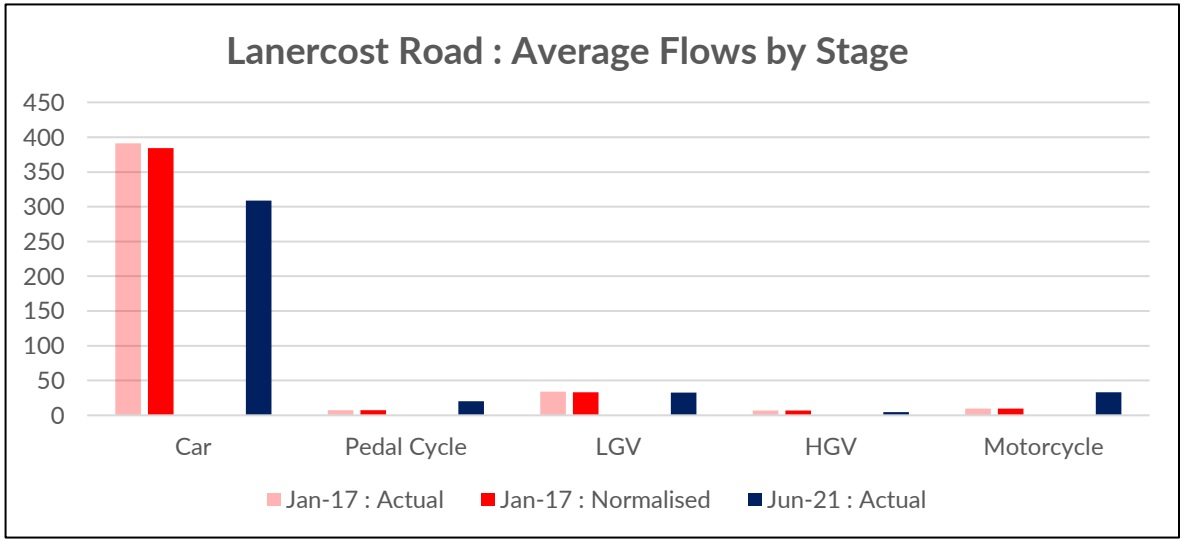


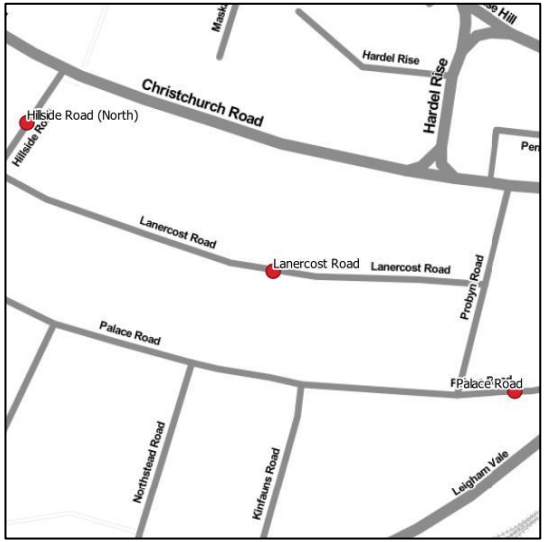
Hillside Road (Central) – Summary Table

	Jul-19 : Actual	Jul-19 : Normalised	Jun-21 : Actual	Jun-21 : Normalised	Jul-19 -> Jun-21 : Actual Difference	Jul-19 -> Jun-21 : Actual % Difference	Jul-19 -> Jun-21 : Normalised Difference	Jul-19 -> Jun-21 : Normalised % Difference
Car	5,357	5,037	490	490	-4,867	-91%	-4,547	-90%
Cycle	325	325	190	190	-135	-42%	-135	-42%
HGV	37	35	27	27	-10	-28%	-8	-23%
LGV	470	441	106	106	-364	-77%	-336	-76%
Motorcycles	73	73	42	42	-31	-43%	-31	-43%
Total Motorised Vehicles	**5,863**	**5,513**	**622**	**622**	**-5,241**	**-89%**	**-4,891**	**-89%**

Lanercost Road (Daily Flows)

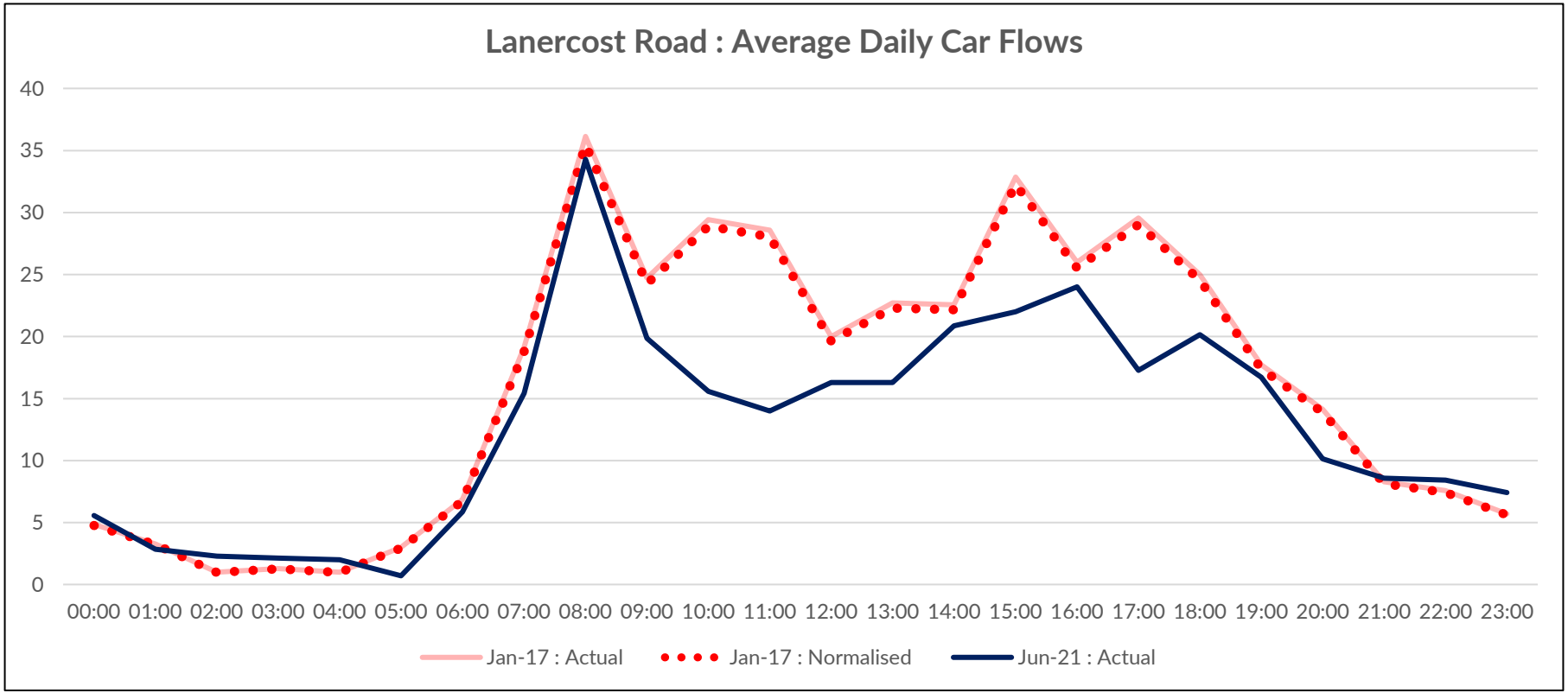
- The charts below and on the following pages show the normalised **average daily flows on Lanercost Road**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from June 2021.
- Data for Lanercost Road was collected in October 2020; however, upon later review and receipt of June 2021 data, this earlier dataset has been discarded due to significant quality issues.



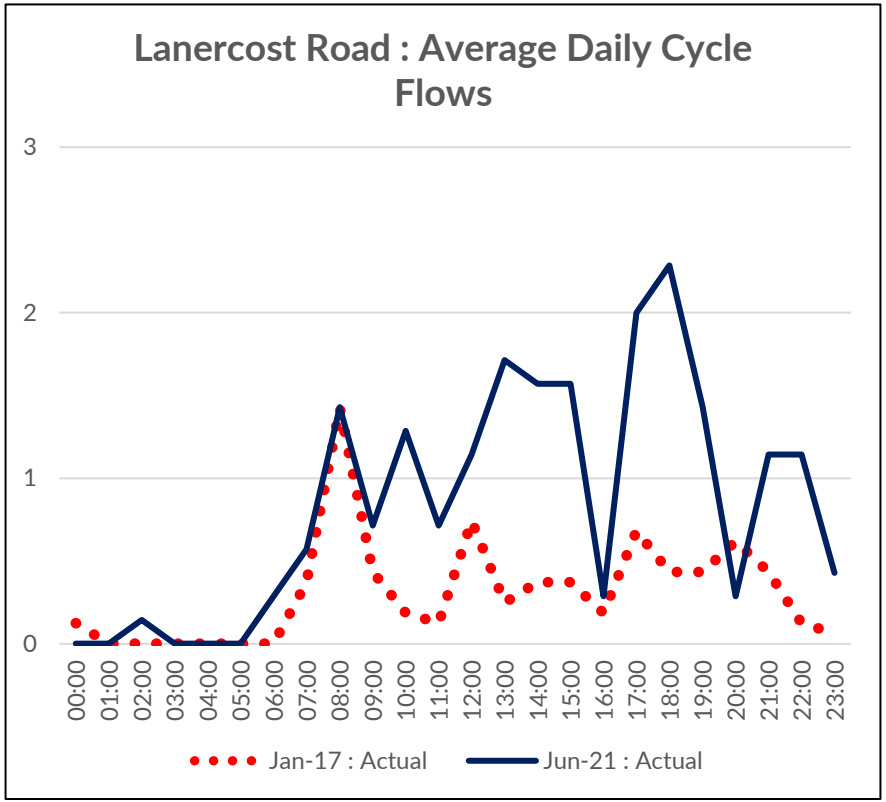


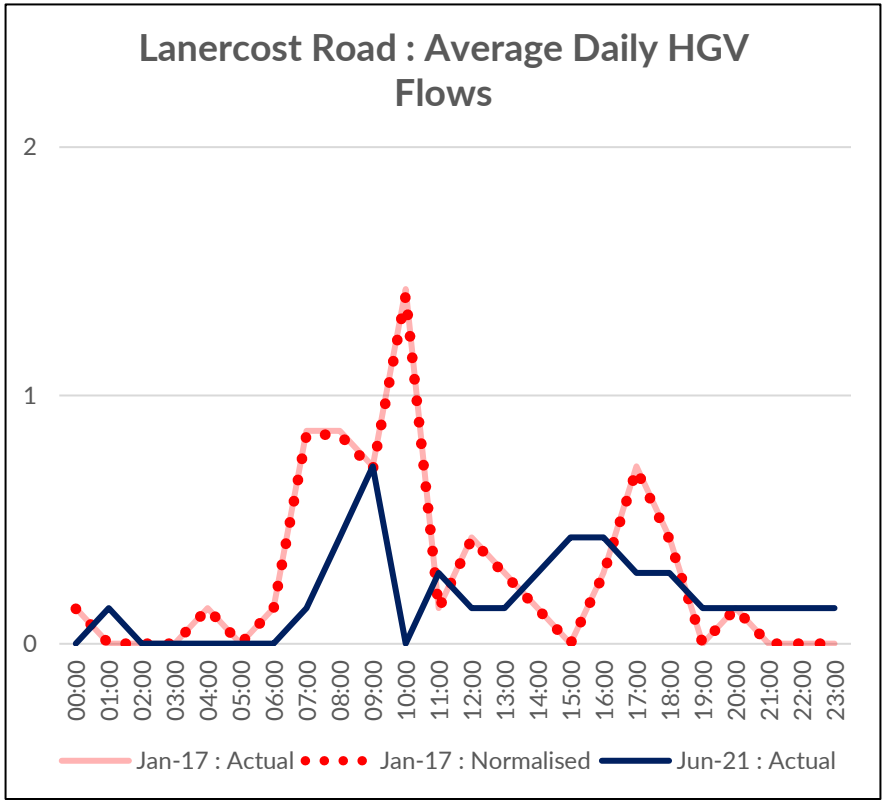
Basemap: ESRI

Lanercost Road

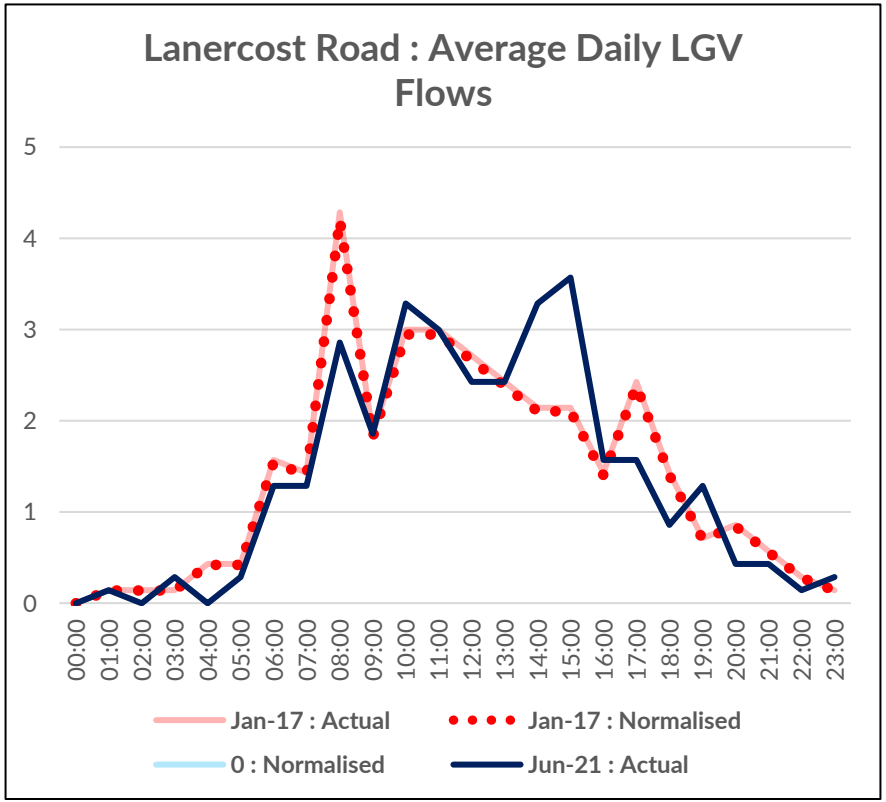


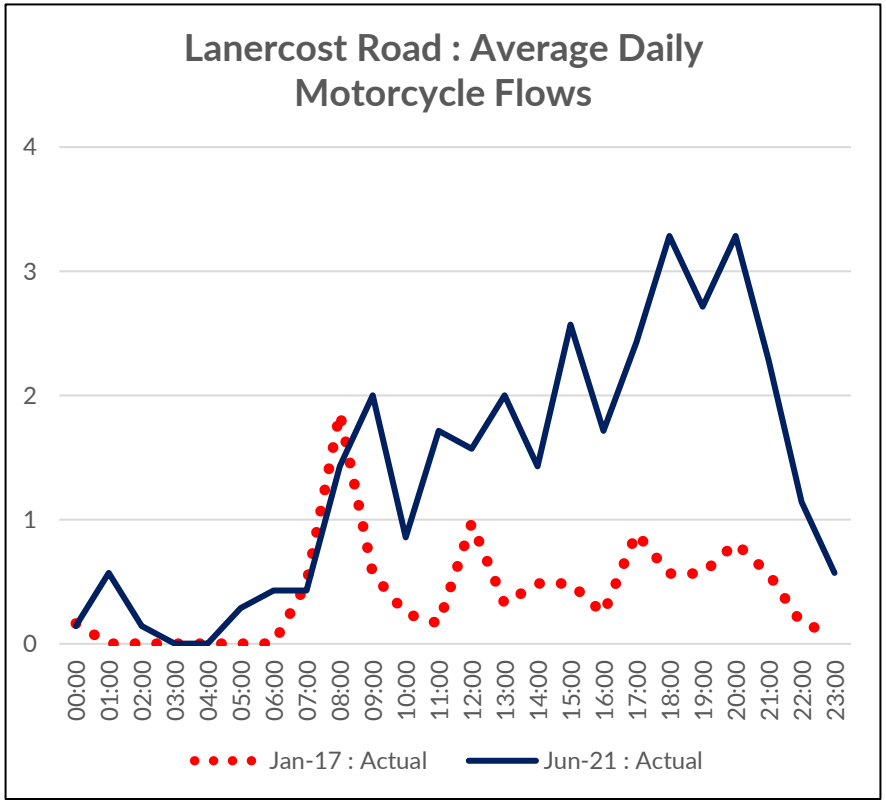
Lanercost Road





Lanercost Road



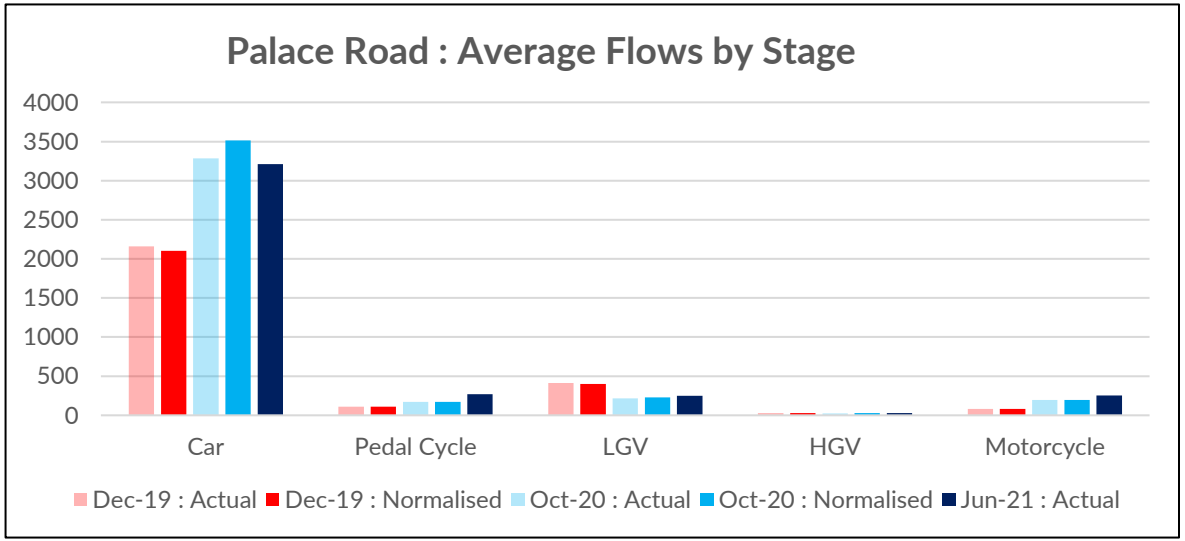


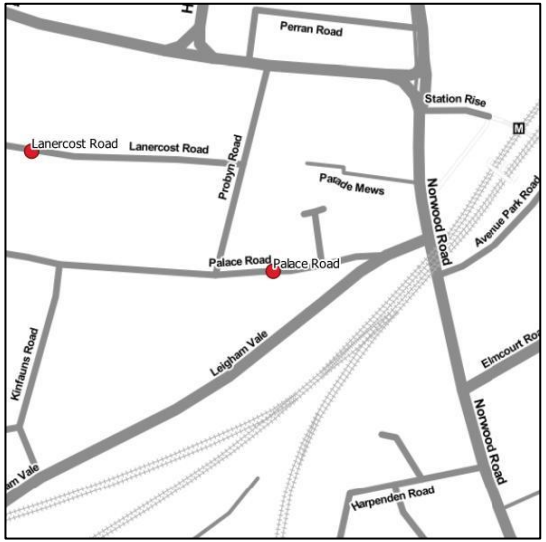
Lanercost Road – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Jun-21 : Actual	Jun-21 : Normalised	Jan-17 -> Jun-21 : Actual Difference	Jan-17 -> Jun-21 : Actual % Difference	Jan-17 -> Jun-21 : Normalised Difference	Jan-17 -> Jun-21 : Normalised % Difference
Car	391	384	309	309	-83	-21%	-76	-20%
Cycle	7	7	20	20	13	173%	13	173%
HGV	7	7	4	4	-2	-35%	-2	-34%
LGV	34	33	33	33	-1	-3%	-1	-2%
Motorcycles	10	10	33	33	23	243%	23	243%
Total Motorised Vehicles	**432**	**424**	**346**	**346**	**-86**	**-20%**	**-78**	**-18%**

Palace Road (Daily Flows)

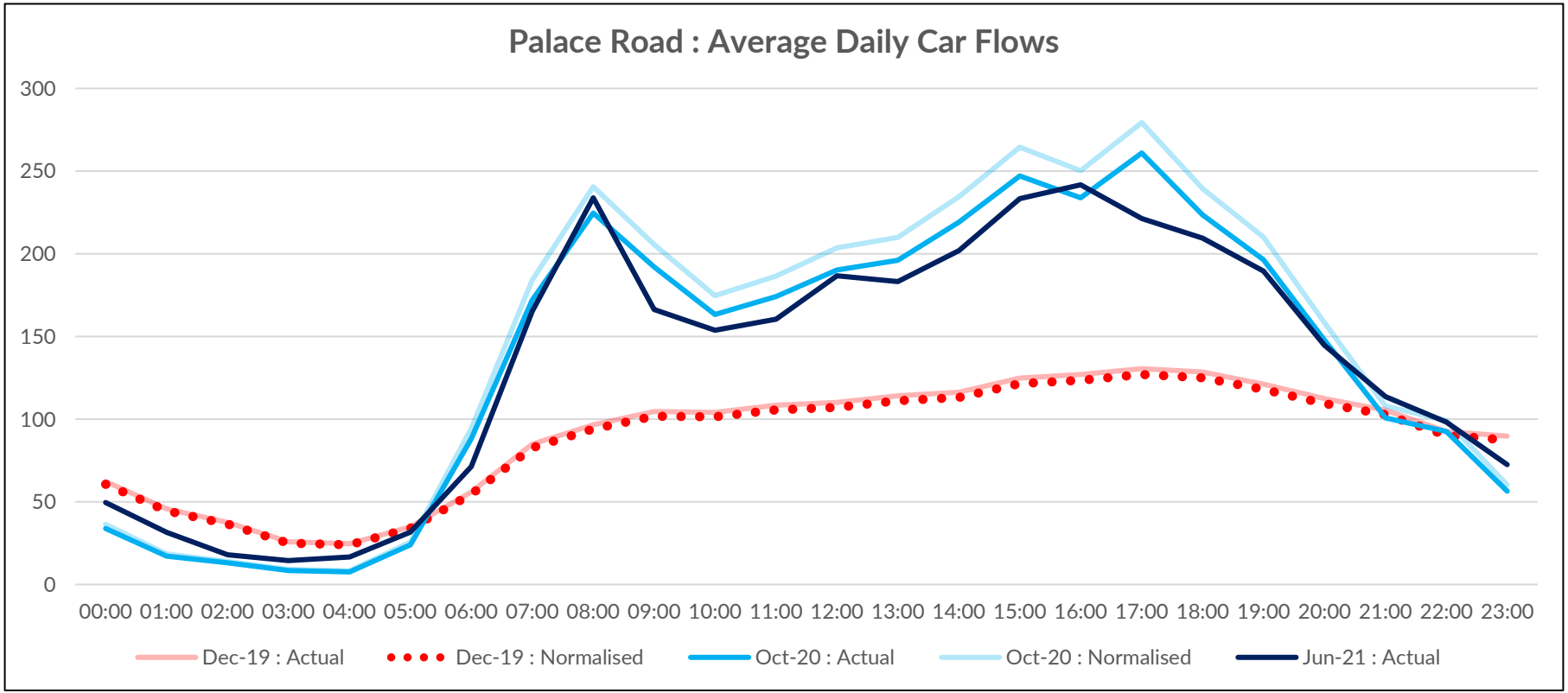
- The charts below and on the following pages show the normalised **average daily flows on Palace Road**, showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from October 2020 and June 2021.



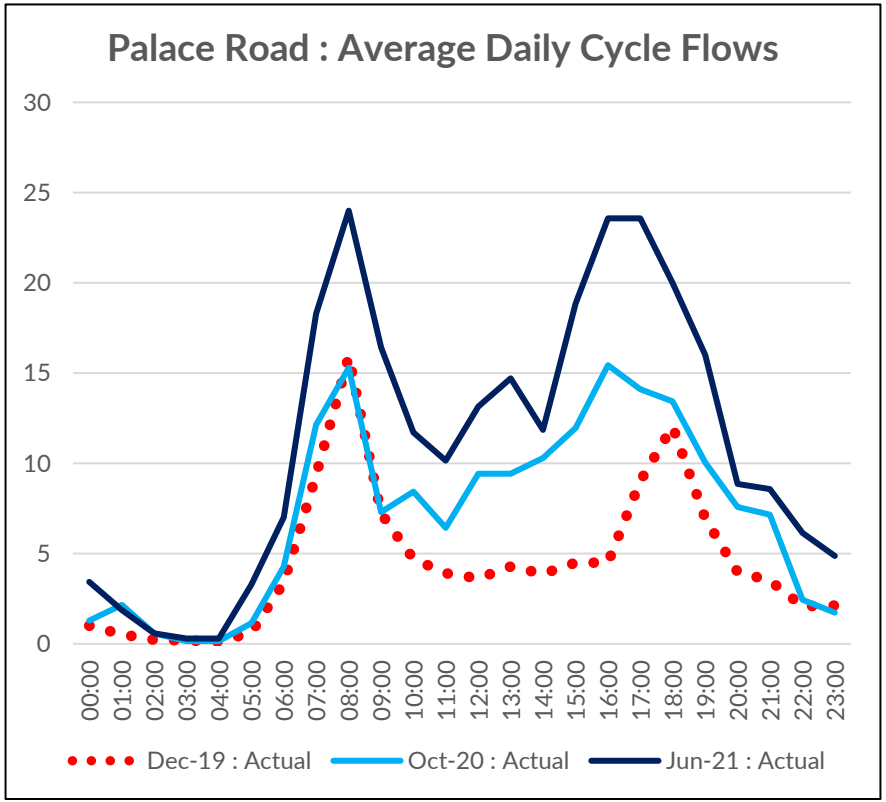


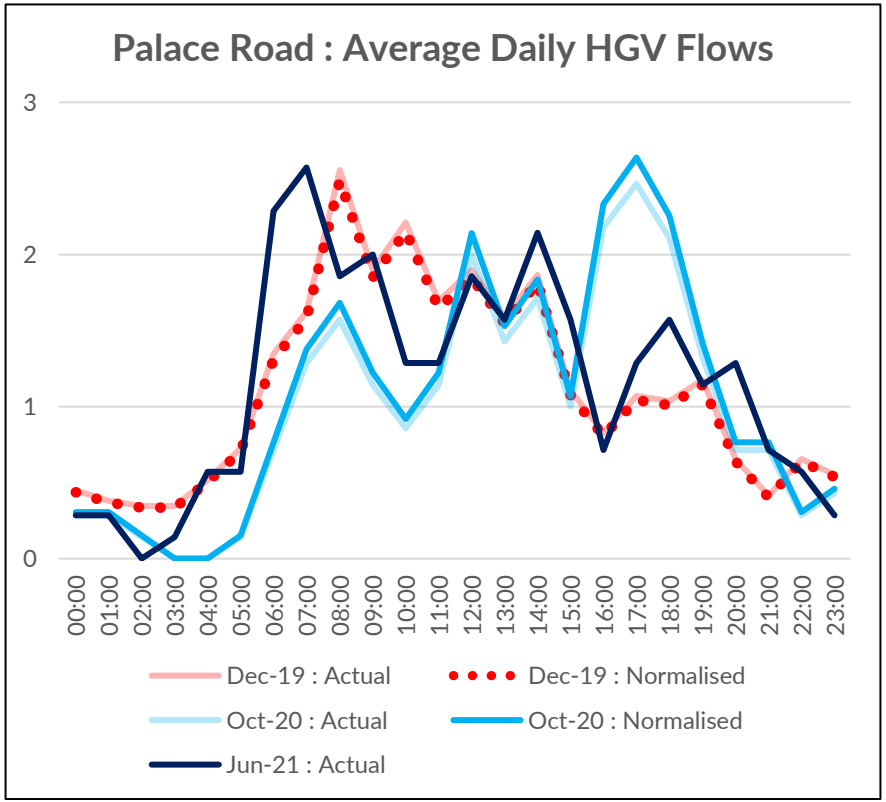
Basemap: ESRI

Palace Road

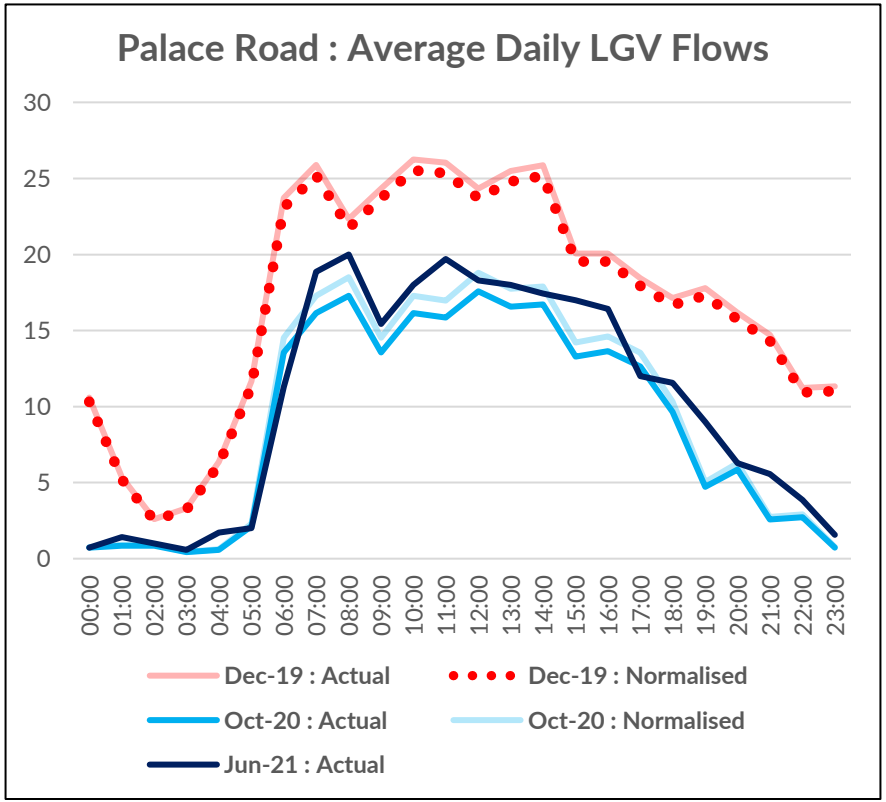

Palace Road : Average Daily Car Flows
300
250
200
150
100
50
0
00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
Dec-19 : Actual
Dec-19 : Normalised
Oct-20 : Actual
Oct-20 : Normalised
Jun-21 : Actual

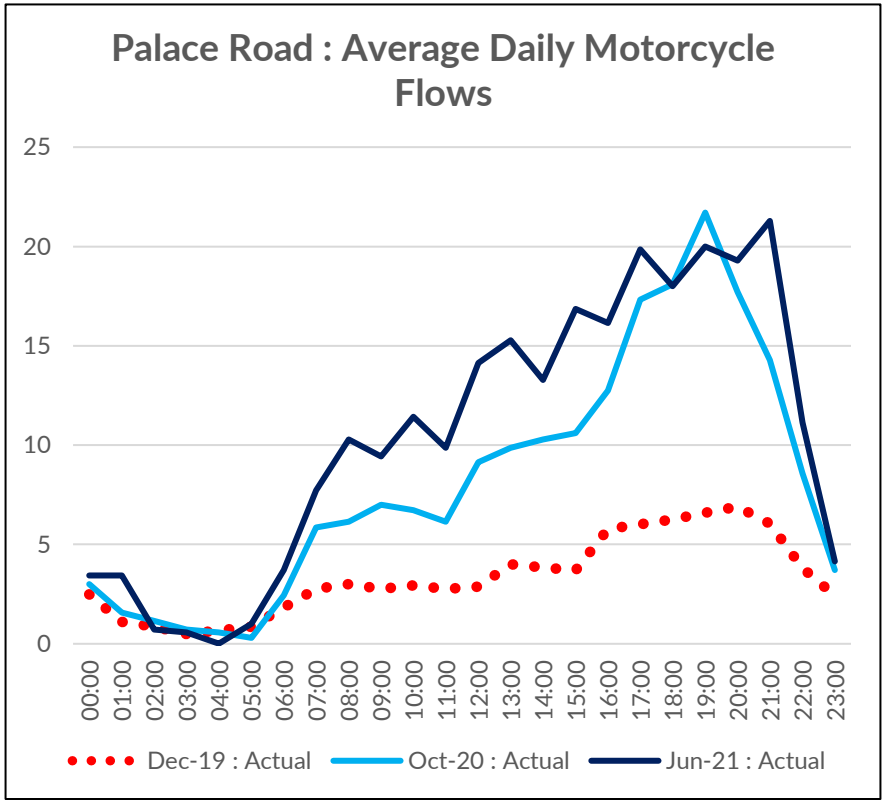
Palace Road


Palace Road : Average Daily Cycle Flows
30
25
20
15
10
5
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Dec-19 : Actual
Oct-20 : Actual
Jun-21 : Actual


Palace Road : Average Daily HGV Flows
3
2
1
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Dec-19 : Actual
Dec-19 : Normalised
Oct-20 : Actual
Oct-20 : Normalised
Jun-21 : Actual

Palace Road


Palace Road : Average Daily LGV Flows
30
25
20
15
10
5
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Dec-19 : Actual
Dec-19 : Normalised
Oct-20 : Actual
Oct-20 : Normalised
Jun-21 : Actual

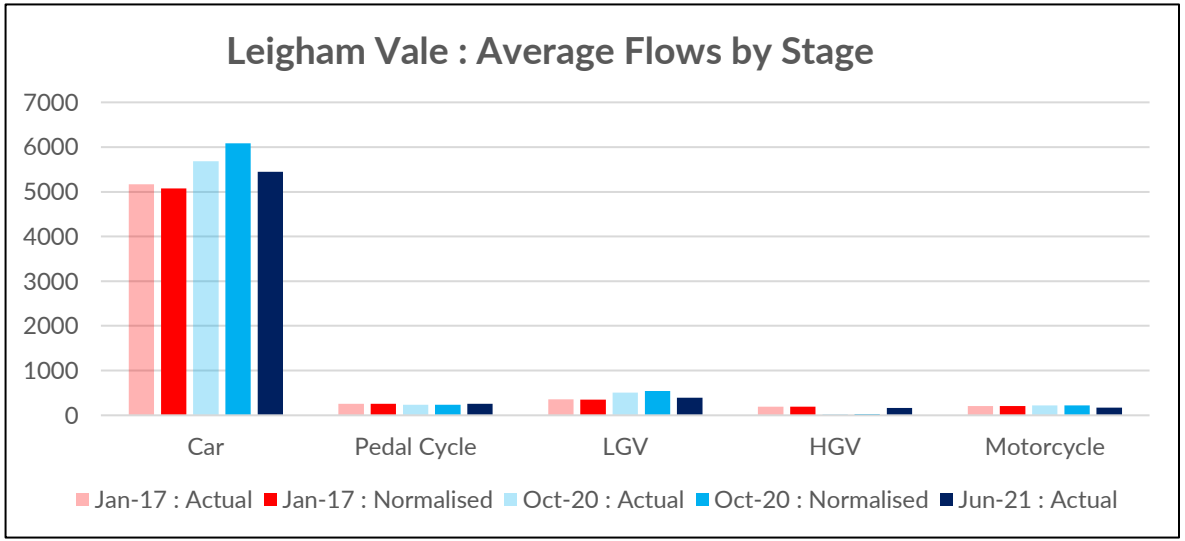

Palace Road : Average Daily Motorcycle Flows
25
20
15
10
5
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Dec-19 : Actual
Oct-20 : Actual
Jun-21 : Actual

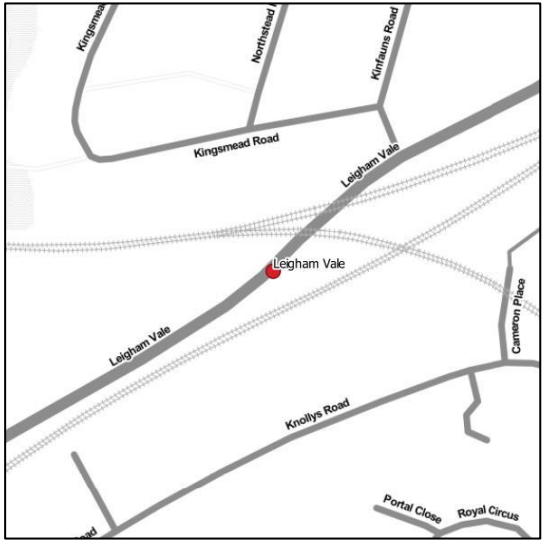
Palace Road– Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Dec-19 -> Oct-20 : Actual Difference	Dec-19 -> Oct-20 : Actual % Difference	Dec-19 -> Oct-20 : Normalised Difference	Dec-19 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Dec-19 -> Jun-21 : Actual Difference	Dec-19 -> Jun-21 : Actual % Difference	Dec-19 -> Jun-21 : Normalised Difference	Dec-19 -> Jun-21 : Normalised % Difference
Car	2,160	2,102	3,285	3,516	1,125	52%	1,414	67%	3,211	3,211	1,051	49%	1,109	53%
Cycle	108	108	172	172	65	60%	65	60%	267	267	160	149%	160	149%
HGV	27	26	24	26	-3	-11%	-1	-2%	28	28	1	3%	2	6%
LGV	411	400	215	230	-196	-48%	-170	-43%	248	248	-163	-40%	-152	-38%
Motorcycles	81	81	196	196	115	142%	115	142%	251	251	170	211%	170	211%
Total Motorised Vehicles	**2,598**	**2,528**	**3,524**	**3,772**	**926**	**36%**	**1,244**	**49%**	**3,486**	**3,486**	**889**	**34%**	**958**	**38%**

Leigham Vale (Daily Flows)

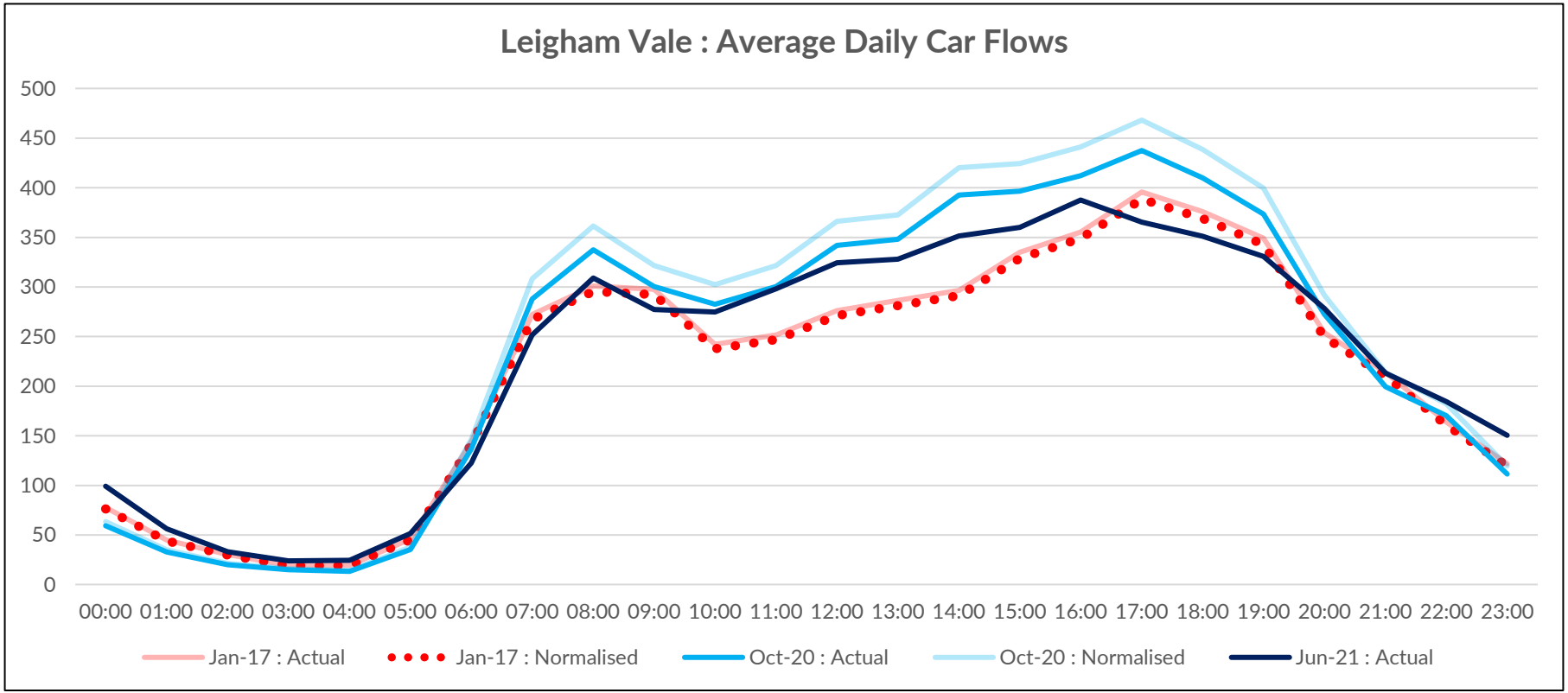
- The charts below and on the following pages show the normalised **average daily flows on Leigham Vale**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from October 2020 and June 2021.



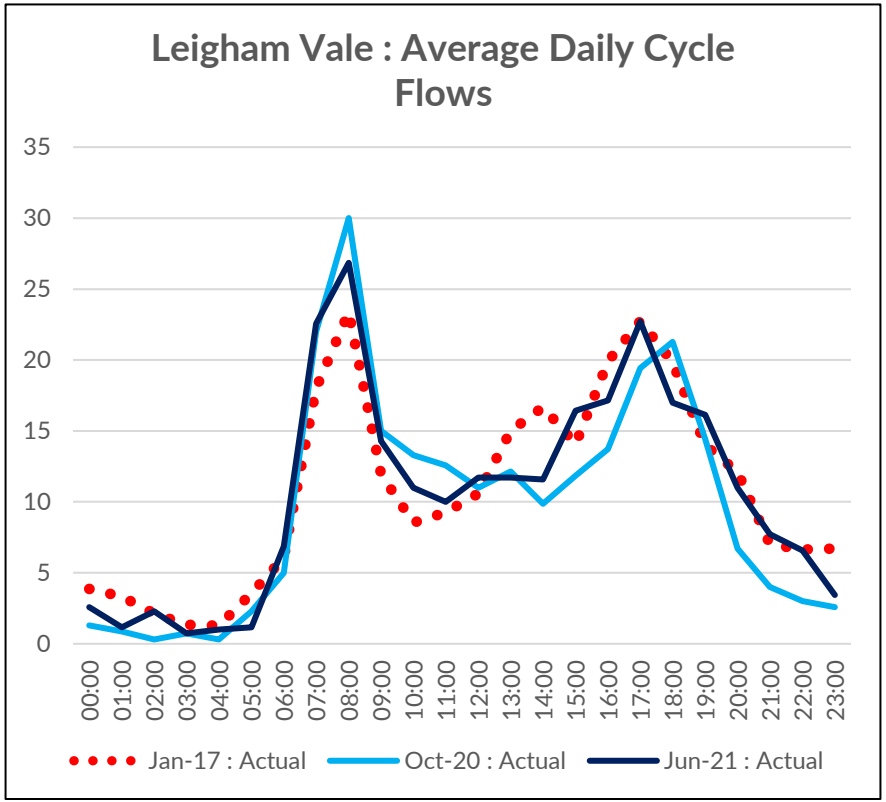


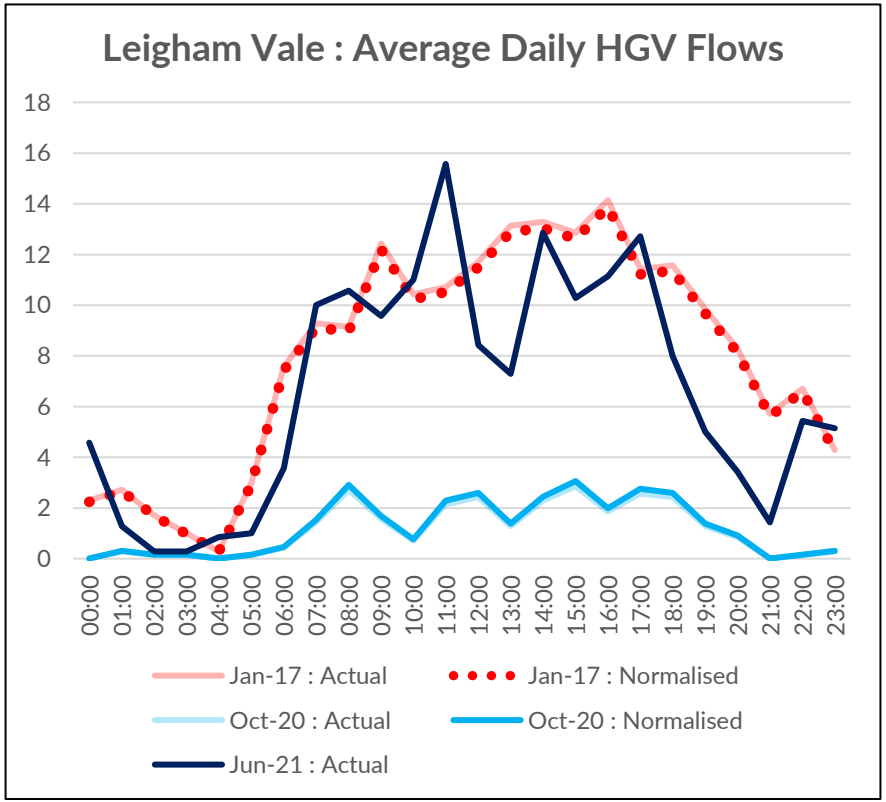
Basemap: ESRI

Leigham Vale

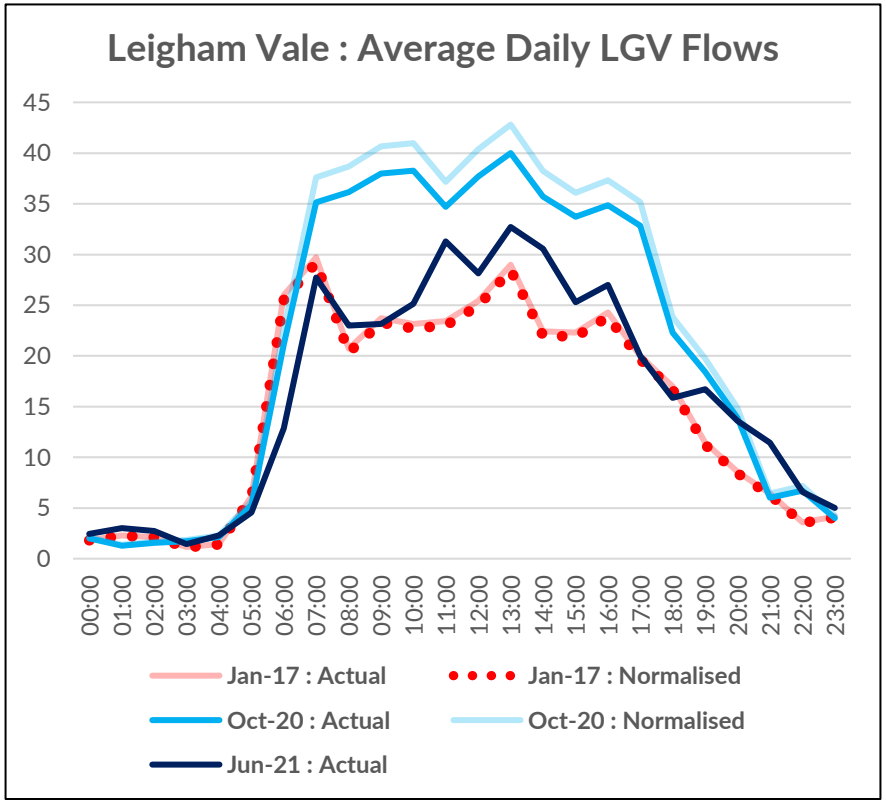


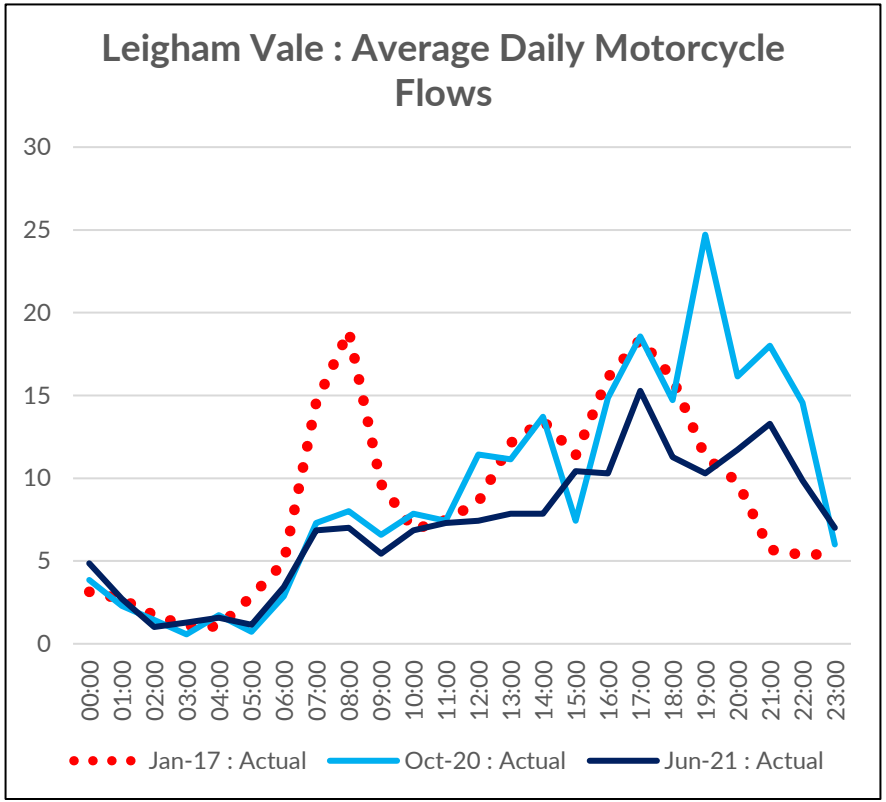
Leigham Vale





Leigham Vale



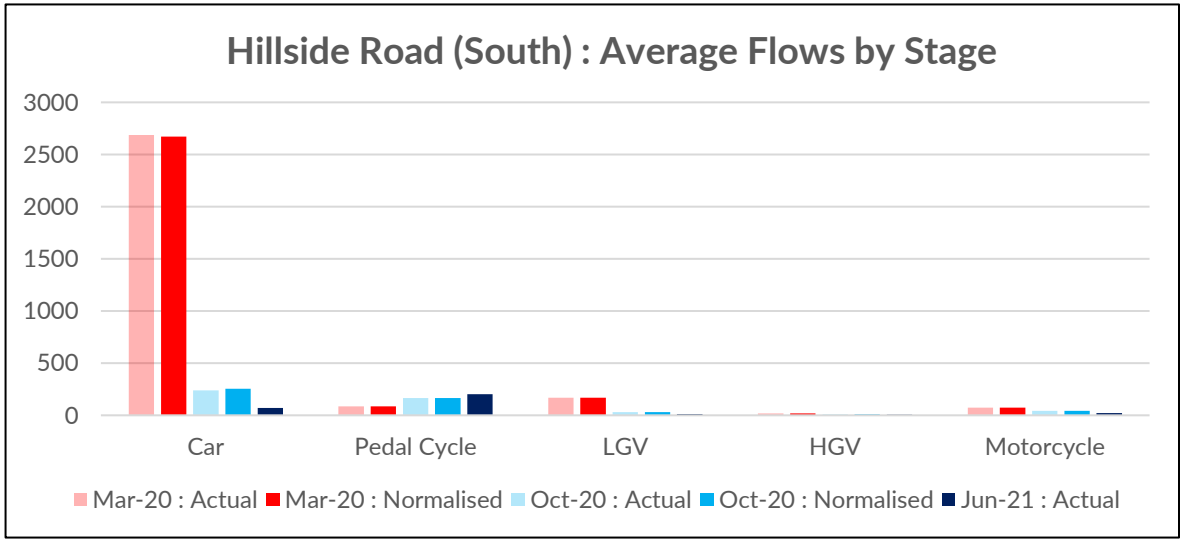


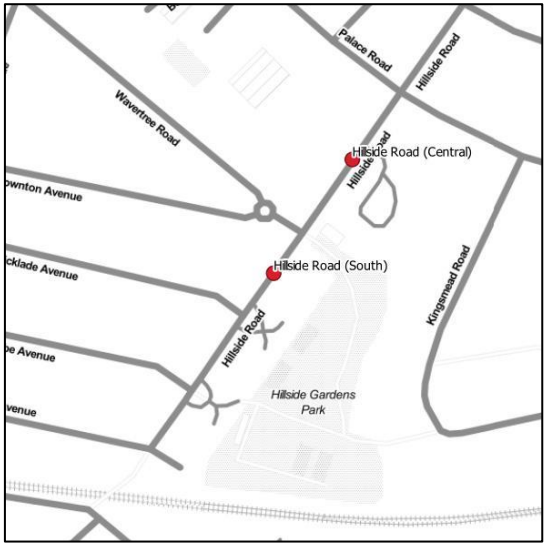
Leigham Vale – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Jan-17 -> Oct-20 : Actual Difference	Jan-17 -> Oct-20 : Actual % Difference	Jan-17 -> Oct-20 : Normalised Difference	Jan-17 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Jan-17 -> Jun-21 : Actual Difference	Jan-17 -> Jun-21 : Actual % Difference	Jan-17 -> Jun-21 : Normalised Difference	Jan-17 -> Jun-21 : Normalised % Difference
Car	5,170	5,075	5,687	6,088	517	10%	1,013	20%	5,447	5,447	277	5%	372	7%
Cycle	258	258	234	234	-24	-9%	-24	-9%	254	254	-4	-2%	-4	-2%
HGV	194	190	28	30	-166	-86%	-160	-84%	160	160	-34	-17%	-30	-16%
LGV	356	350	504	539	147	41%	189	54%	392	392	36	10%	43	12%
Motorcycles	209	209	222	222	13	6%	13	6%	172	172	-37	-18%	-37	-18%
Total Motorised Vehicles	**5,720**	**5,615**	**6,219**	**6,657**	**499**	**9%**	**1,042**	**19%**	**5,999**	**5,999**	**279**	**5%**	**384**	**7%**

Hillside Road South (Daily Flows)

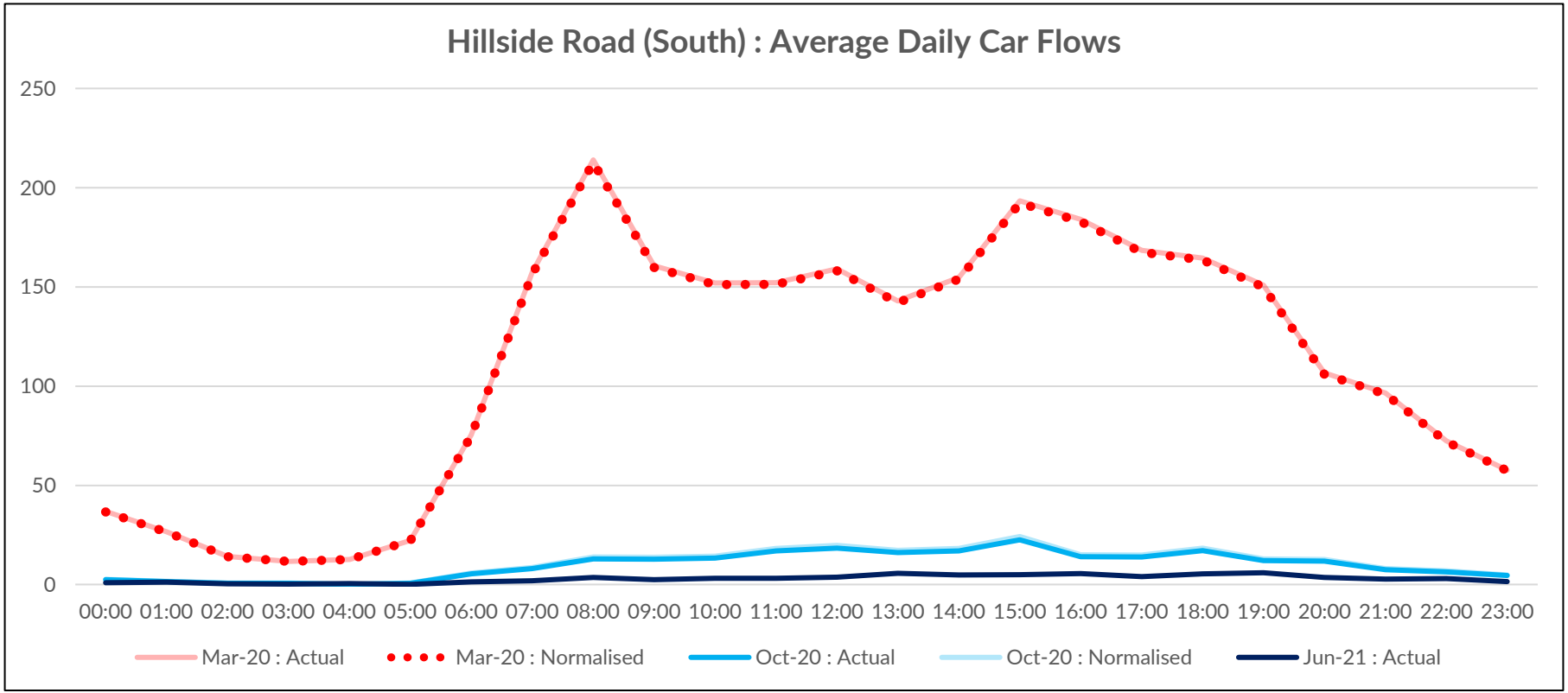
- The charts below and on the following pages show the normalised **average daily flows on Hillside Road (South)**, showing the difference between pre-implementation flows collected in March 2020 and post-implementation flows from October 2020 and June 2021.



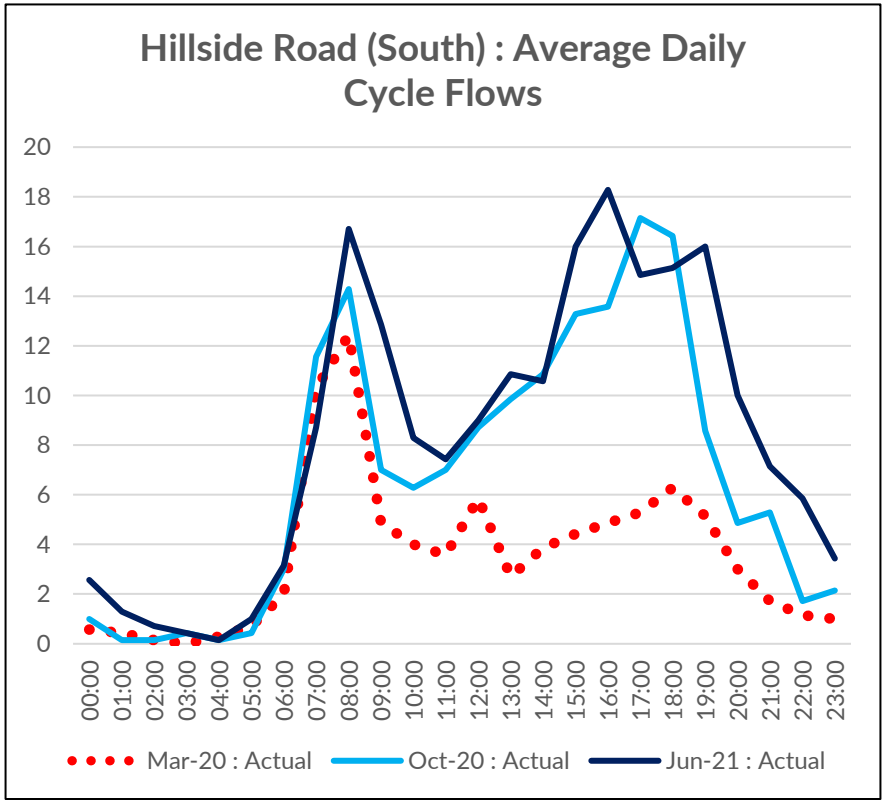


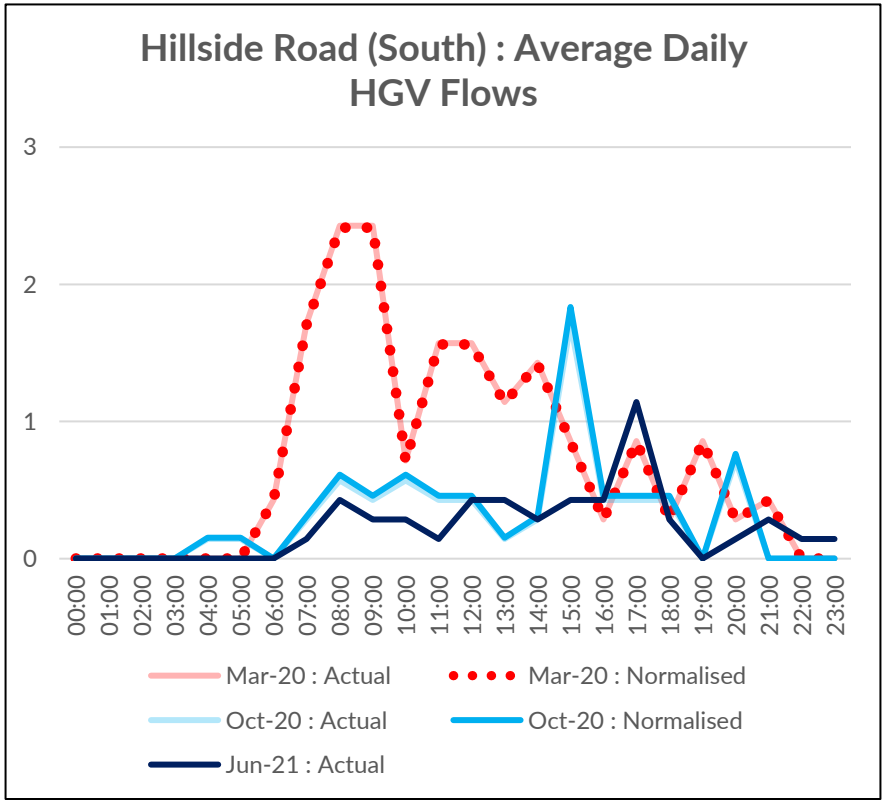
Basemap: ESRI

Hillside Road (South)

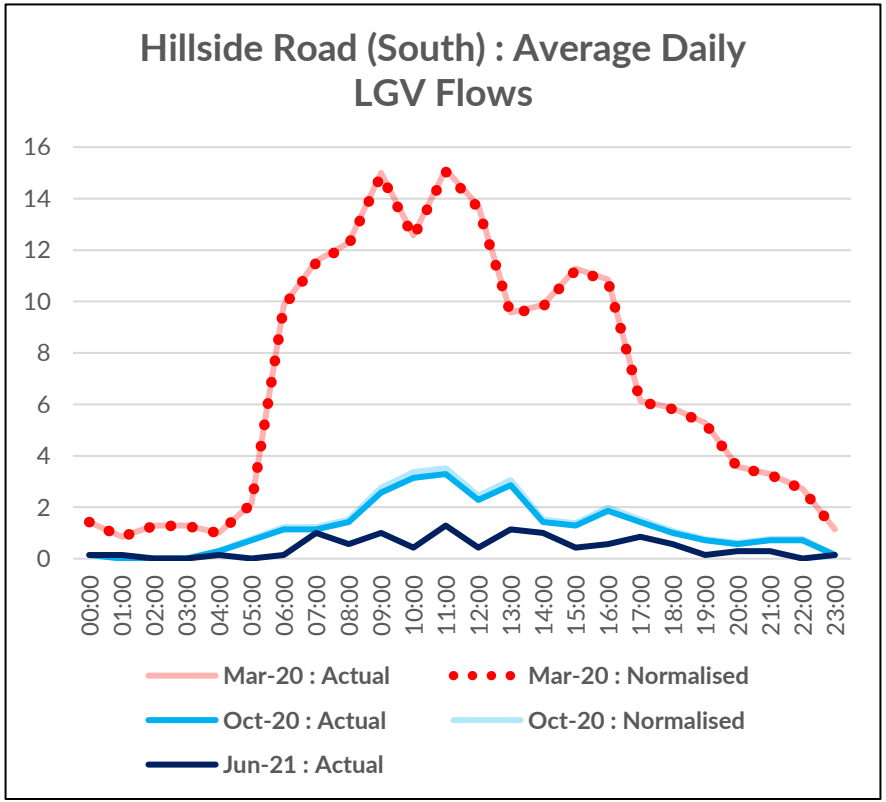


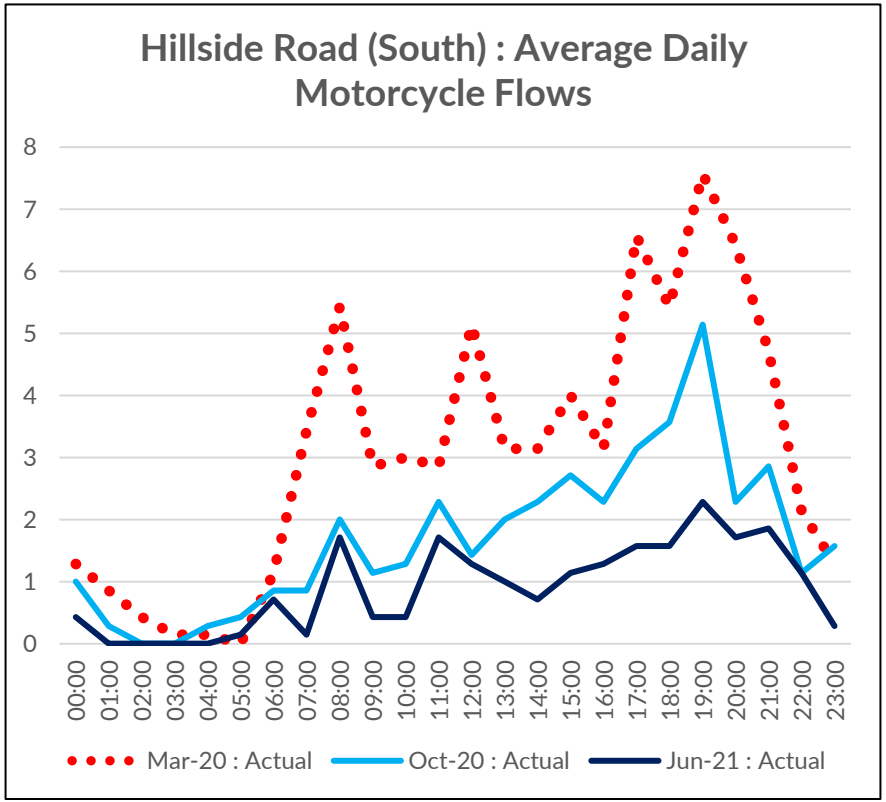
Hillside Road (South)





Hillside Road (South)



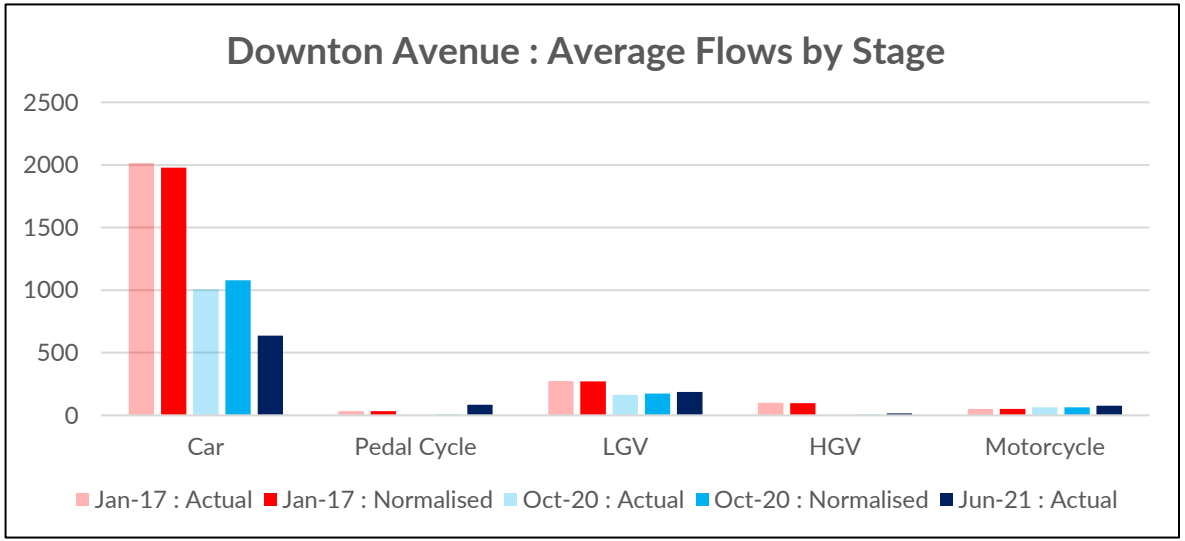


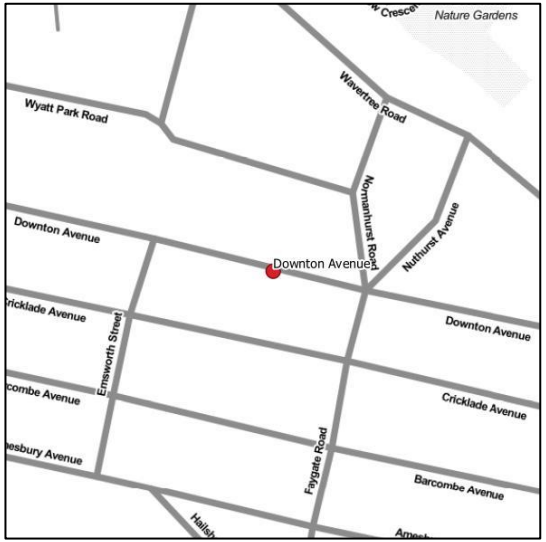
Hillside Road (South) – Summary Table

	Mar-20 : Actual	Mar-20 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Mar-20 -> Oct-20 : Actual Difference	Mar-20 -> Oct-20 : Actual % Difference	Mar-20 -> Oct-20 : Normalised Difference	Mar-20 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Mar-20 -> Jun-21 : Actual Difference	Mar-20 -> Jun-21 : Actual % Difference	Mar-20 -> Jun-21 : Normalised Difference	Mar-20 -> Jun-21 : Normalised % Difference
Car	2,688	2,672	238	254	-2,450	-91%	-2,418	-90%	71	71	-2,617	-97%	-2,601	-97%
Cycle	85	85	164	164	79	94%	79	94%	200	200	116	137%	116	137%
HGV	17	17	7	8	-10	-59%	-10	-56%	5	5	-12	-69%	-12	-68%
LGV	168	167	29	31	-139	-83%	-136	-81%	11	11	-157	-94%	-156	-94%
Motorcycles	74	74	41	41	-33	-45%	-33	-45%	22	22	-53	-71%	-53	-71%
Total Motorised Vehicles	**2,873**	**2,856**	**274**	**293**	**-2,599**	**-90%**	**-2,563**	**-90%**	**87**	**87**	**-2,786**	**-97%**	**-2,769**	**-97%**

Downton Avenue (Daily Flows)

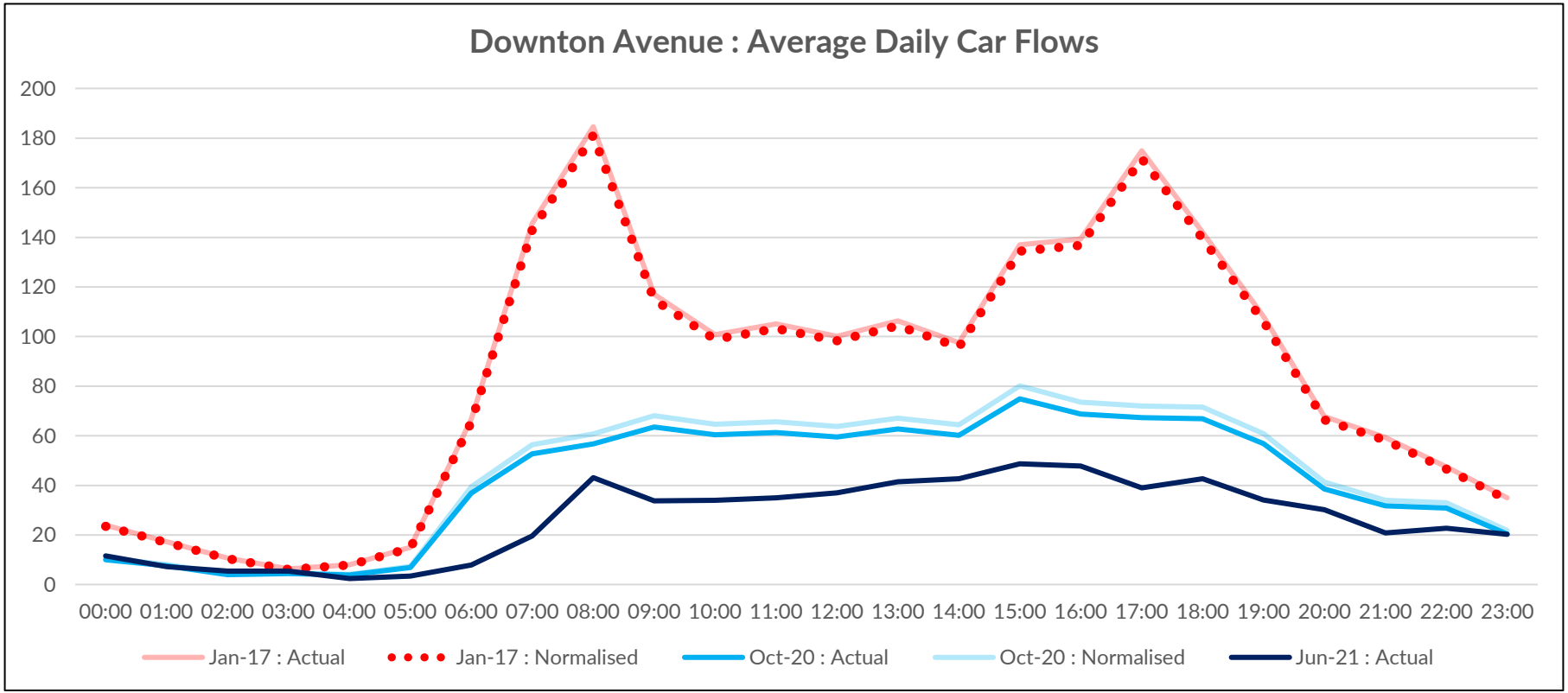
- The charts below and on the following pages show the normalised **average daily flows on Downton Avenue**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from October 2020 and June 2021.



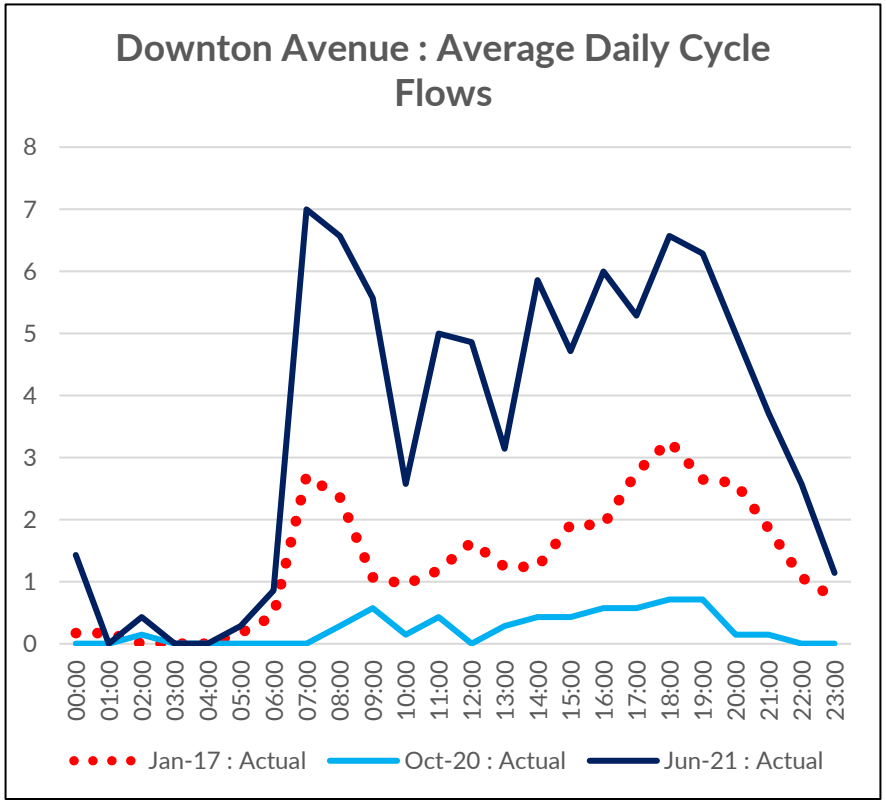


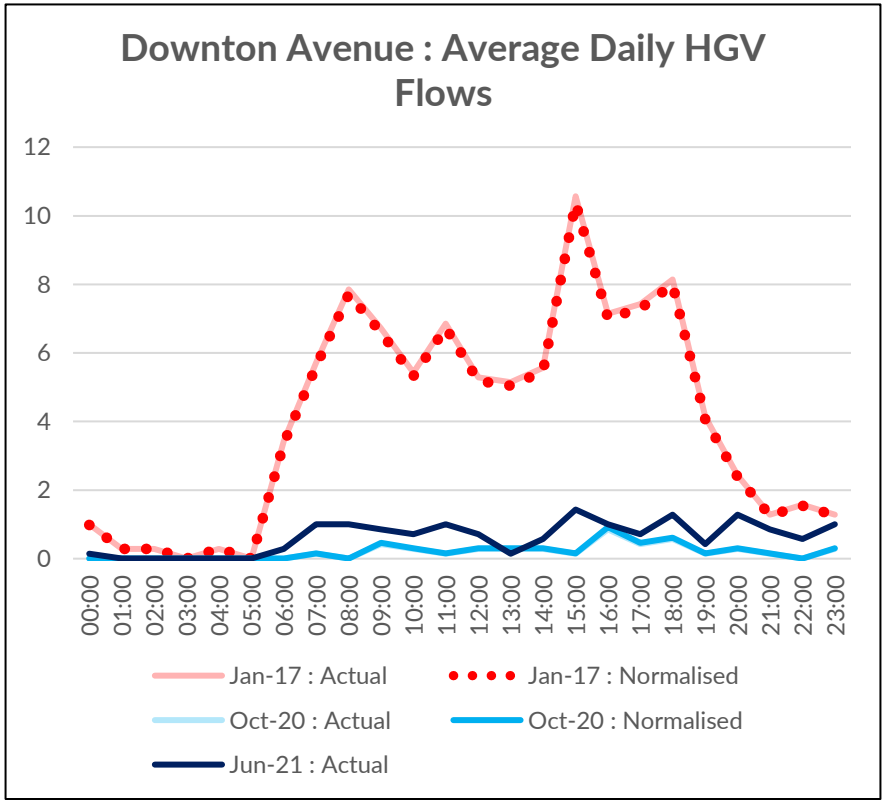
Basemap: ESRI

Downton Avenue

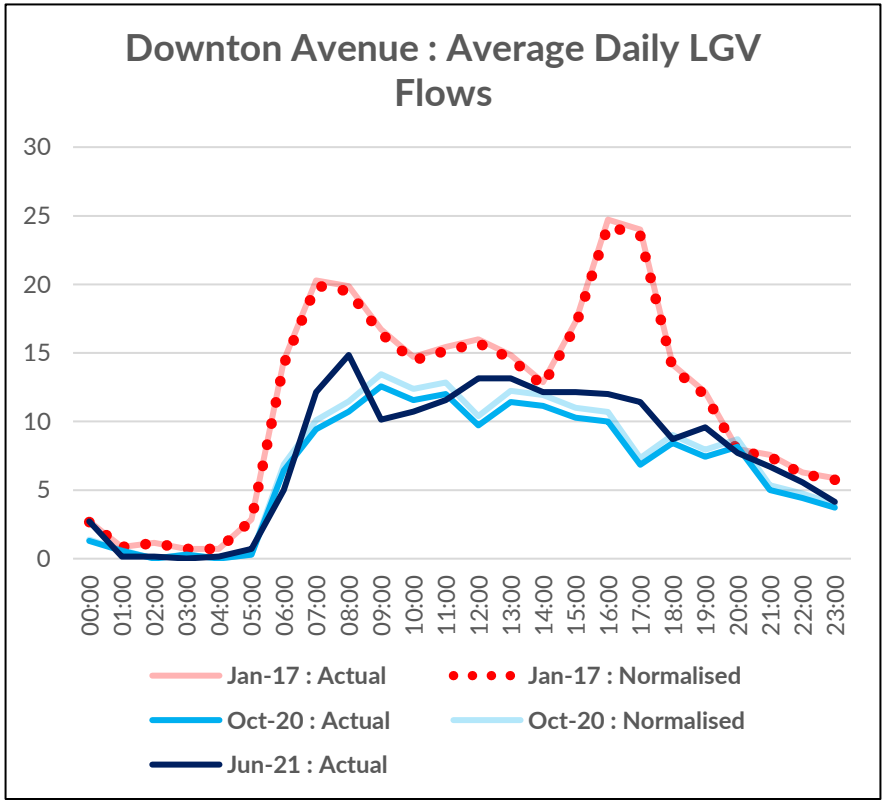


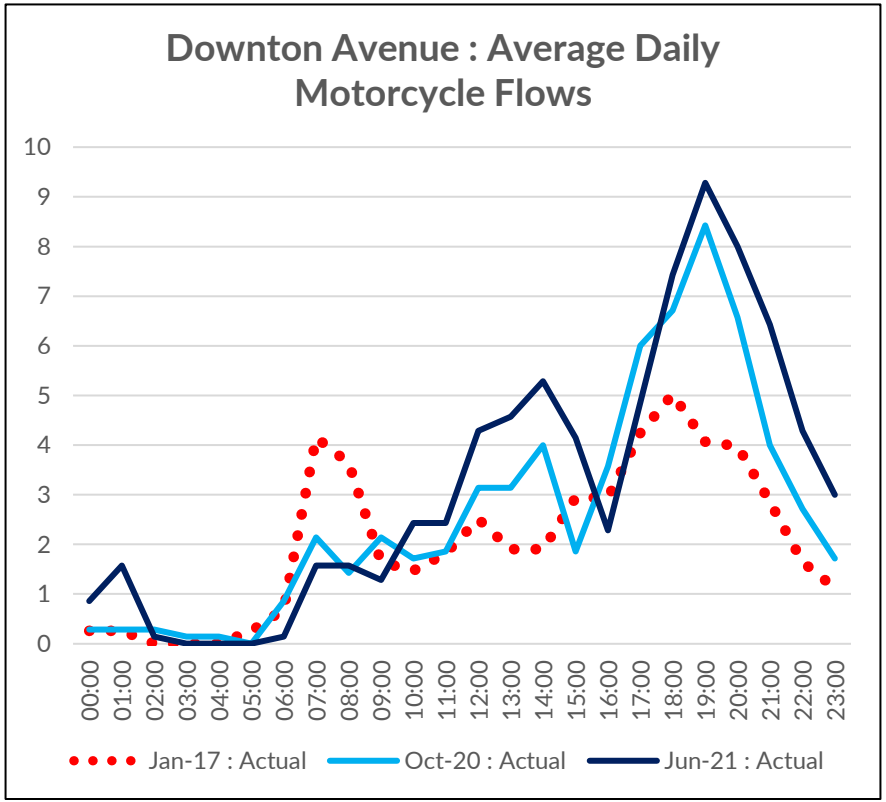
Downton Avenue





Downton Avenue



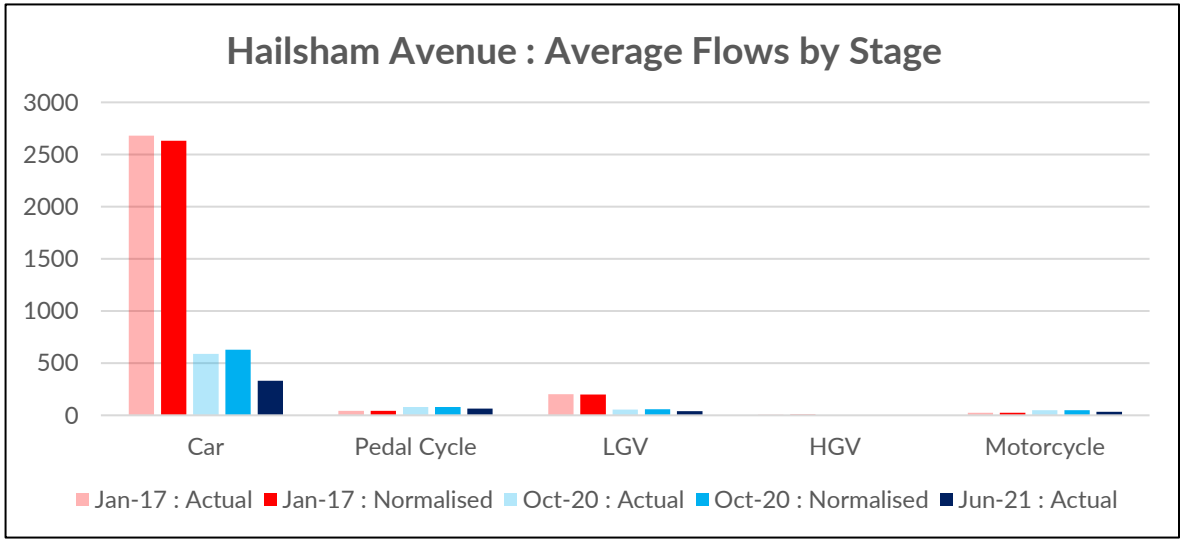


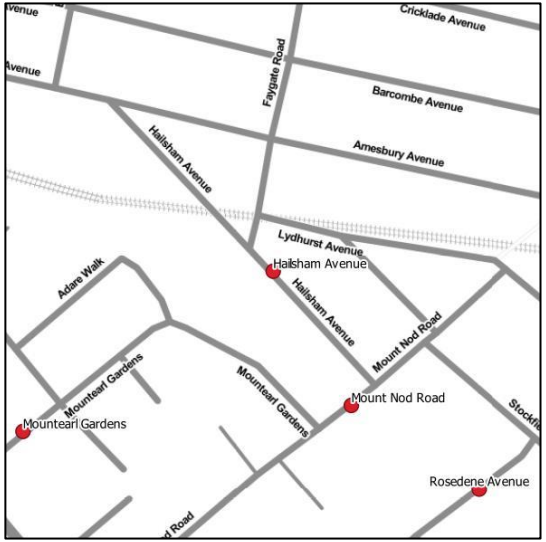
Downton Avenue – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Jan-17 -> Oct-20 : Actual Difference	Jan-17 -> Oct-20 : Actual % Difference	Jan-17 -> Oct-20 : Normalised Difference	Jan-17 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Jan-17 -> Jun-21 : Actual Difference	Jan-17 -> Jun-21 : Actual % Difference	Jan-17 -> Jun-21 : Normalised Difference	Jan-17 -> Jun-21 : Normalised % Difference
Car	2,016	1,979	1,007	1,078	-1,009	-50%	-901	-46%	636	636	-1,379	-68%	-1,342	-68%
Cycle	32	32	6	6	-27	-83%	-27	-83%	85	85	53	164%	53	164%
HGV	98	96	5	5	-93	-95%	-91	-95%	15	15	-83	-85%	-81	-84%
LGV	274	269	162	173	-112	-41%	-96	-36%	185	185	-89	-33%	-84	-31%
Motorcycles	49	49	63	63	14	28%	14	28%	76	76	27	54%	27	54%
Total Motorised Vehicles	**2,388**	**2,344**	**1,173**	**1,256**	**-1,214**	**-51%**	**-1,088**	**-46%**	**836**	**836**	**-1,552**	**-65%**	**-1,508**	**-64%**

Hailsham Avenue (Daily Flows)

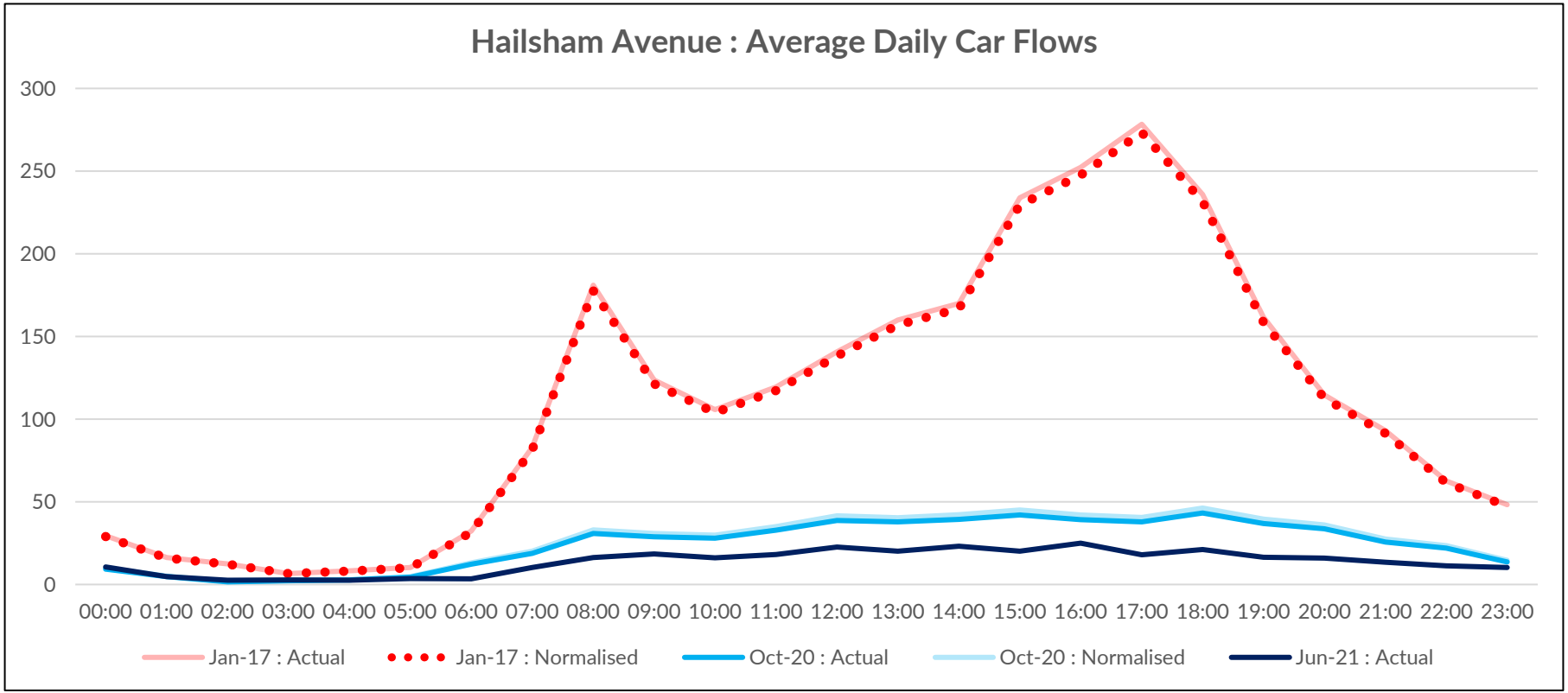
- The charts below and on the following pages show the normalised **average daily flows on Hailsham Avenue**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from October 2020 and June 2021.



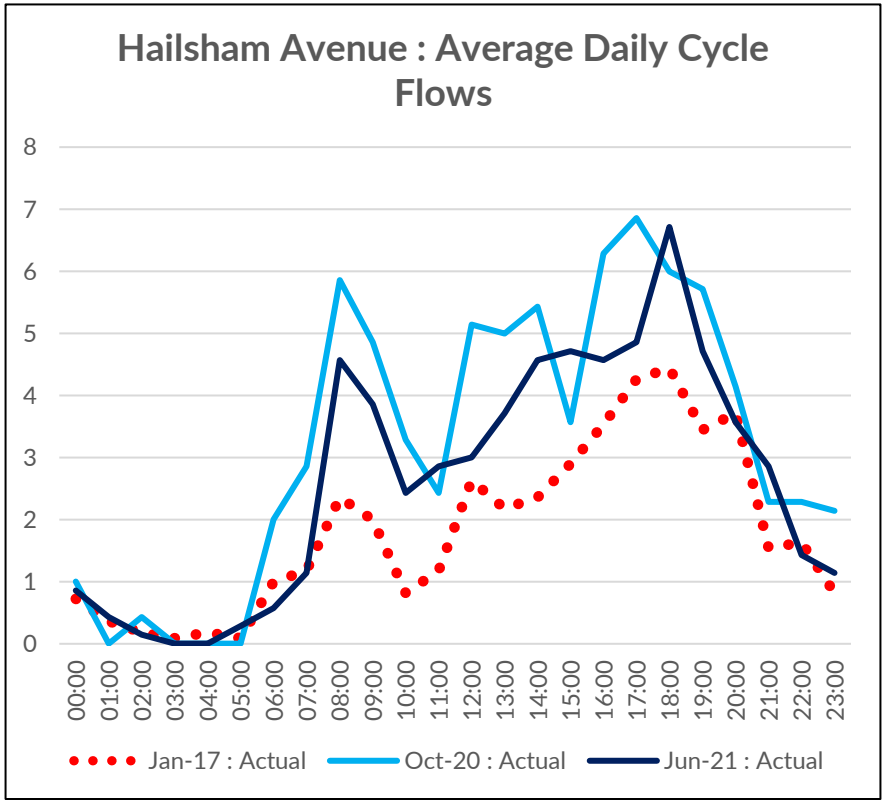


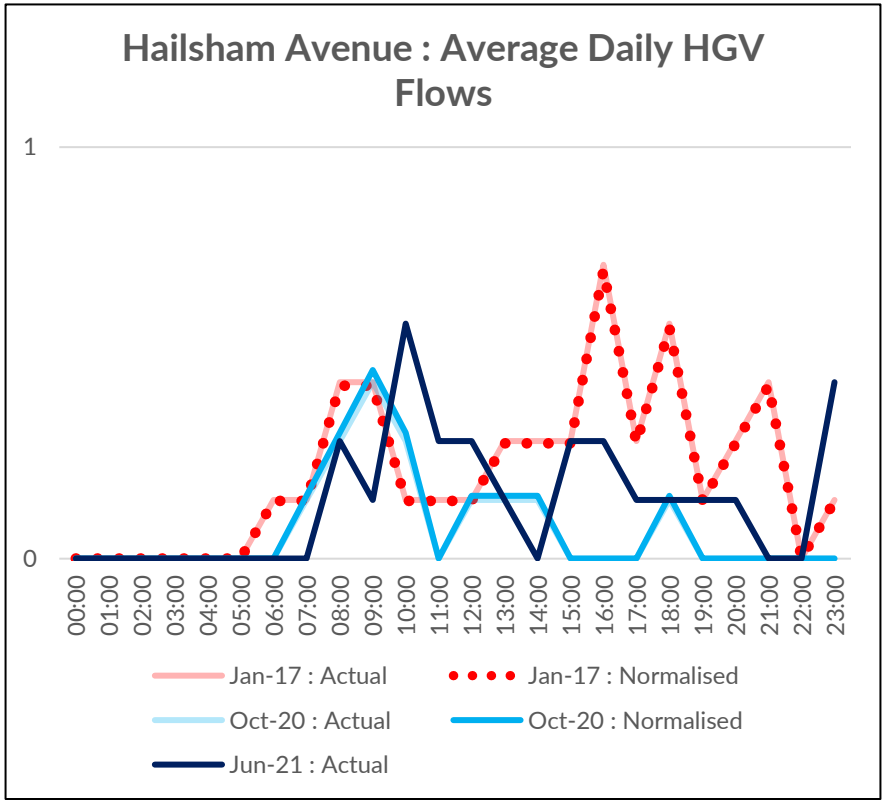
Basemap: ESRI

Hailsham Avenue

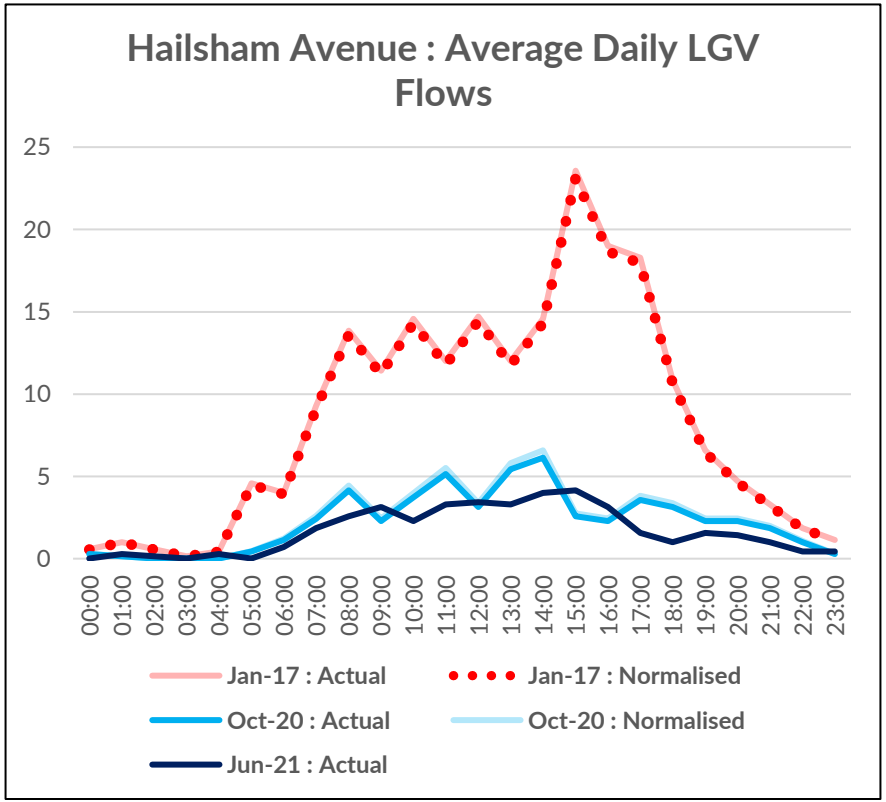


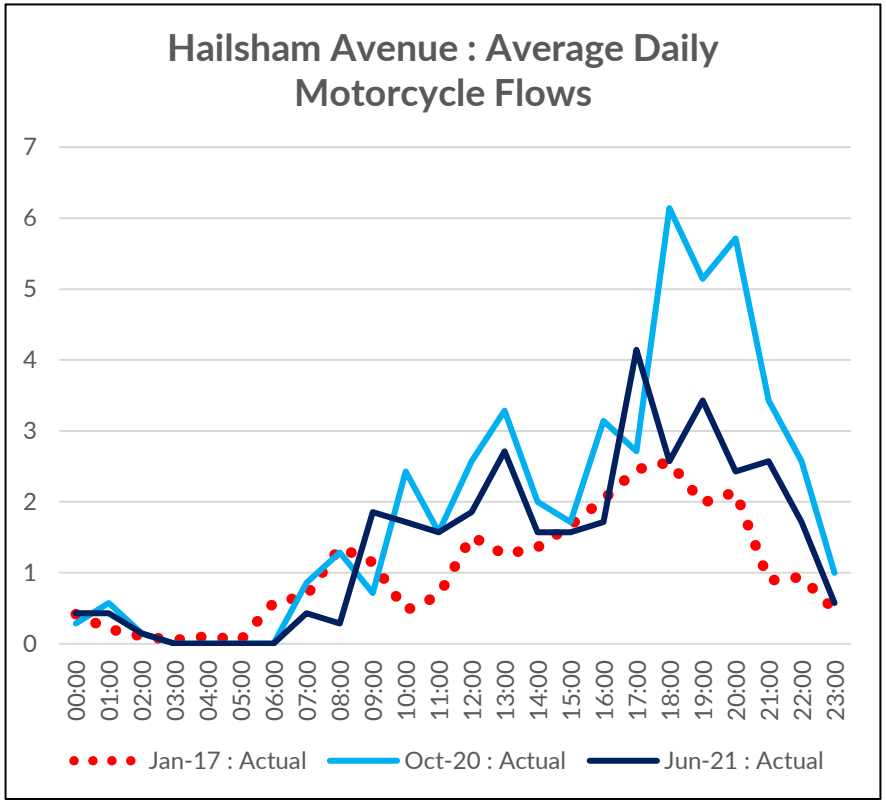
Hailsham Avenue





Hailsham Avenue



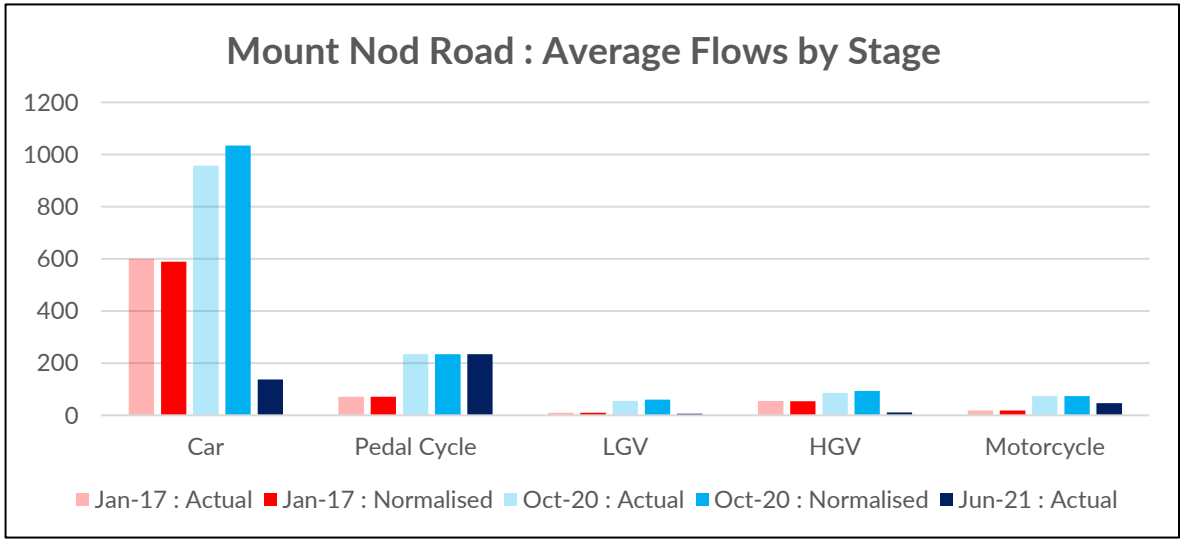


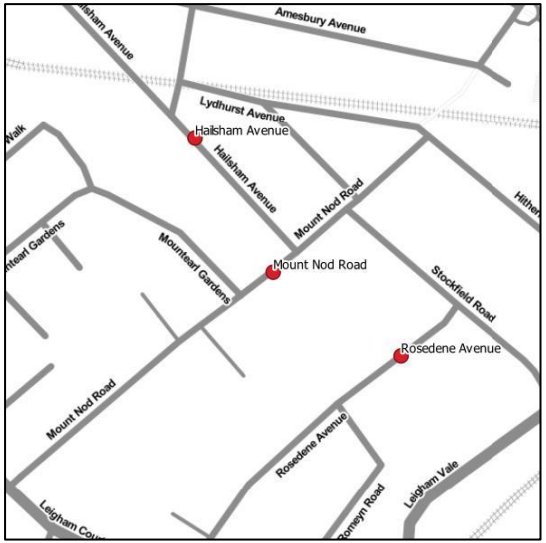
Hailsham Avenue – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Jan-17 -> Oct-20 : Actual Difference	Jan-17 -> Oct-20 : Actual % Difference	Jan-17 -> Oct-20 : Normalised Difference	Jan-17 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Jan-17 -> Jun-21 : Actual Difference	Jan-17 -> Jun-21 : Actual % Difference	Jan-17 -> Jun-21 : Normalised Difference	Jan-17 -> Jun-21 : Normalised % Difference
Car	2,681	2,632	588	630	-2,093	-78%	-2,002	-76%	329	329	-2,352	-88%	-2,303	-87%
Cycle	44	44	78	78	34	78%	34	78%	63	63	19	45%	19	45%
HGV	5	5	2	2	-3	-66%	-3	-63%	3	3	-2	-34%	-2	-33%
LGV	203	199	54	58	-149	-74%	-142	-71%	40	40	-163	-80%	-159	-80%
Motorcycles	25	25	47	47	22	88%	22	88%	34	34	9	34%	9	34%
Total Motorised Vehicles	**2,889**	**2,836**	**644**	**689**	**-2,245**	**-78%**	**-2,147**	**-76%**	**372**	**372**	**-2,517**	**-87%**	**-2,464**	**-87%**

Mount Nod Road (Daily Flows)

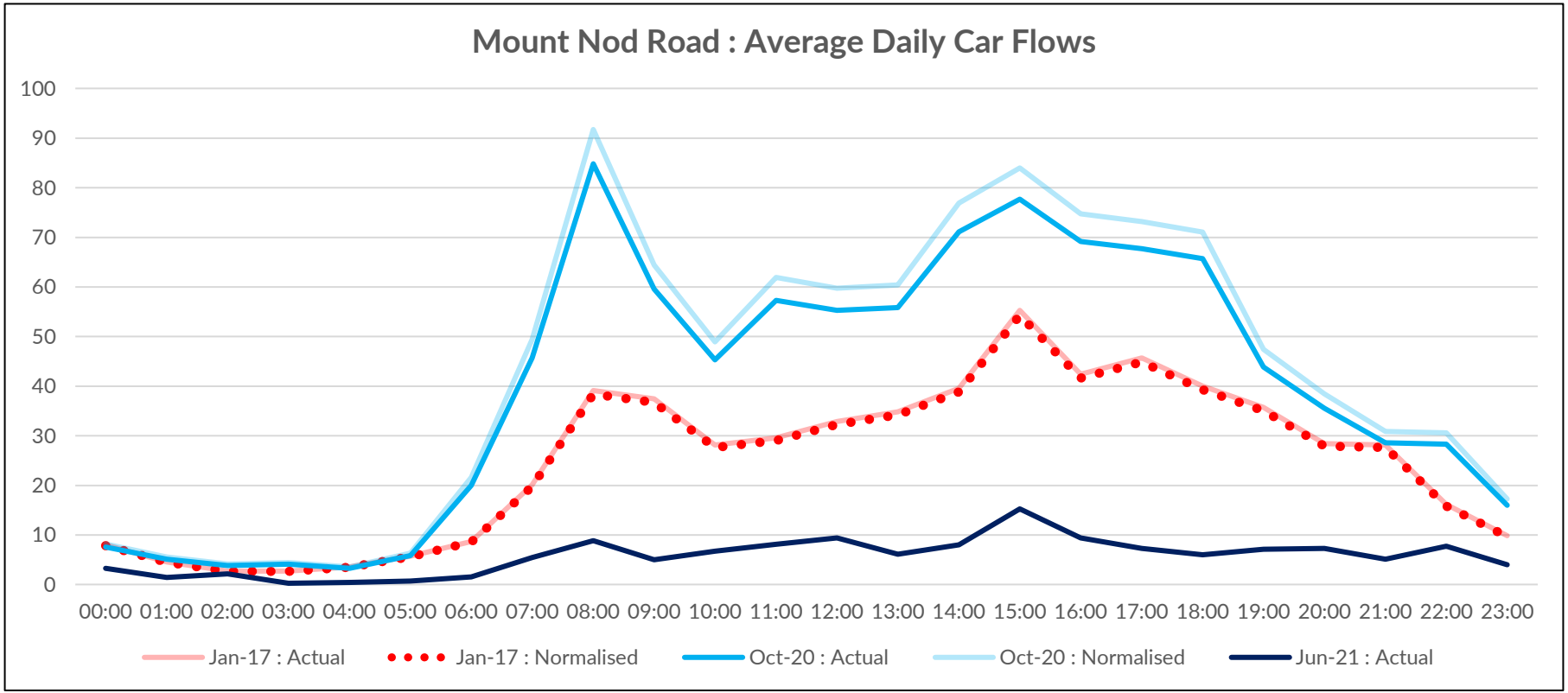
- The charts below and on the following pages show the normalised **average daily flows on Mount Nod Road**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from October 2020 and June 2021.



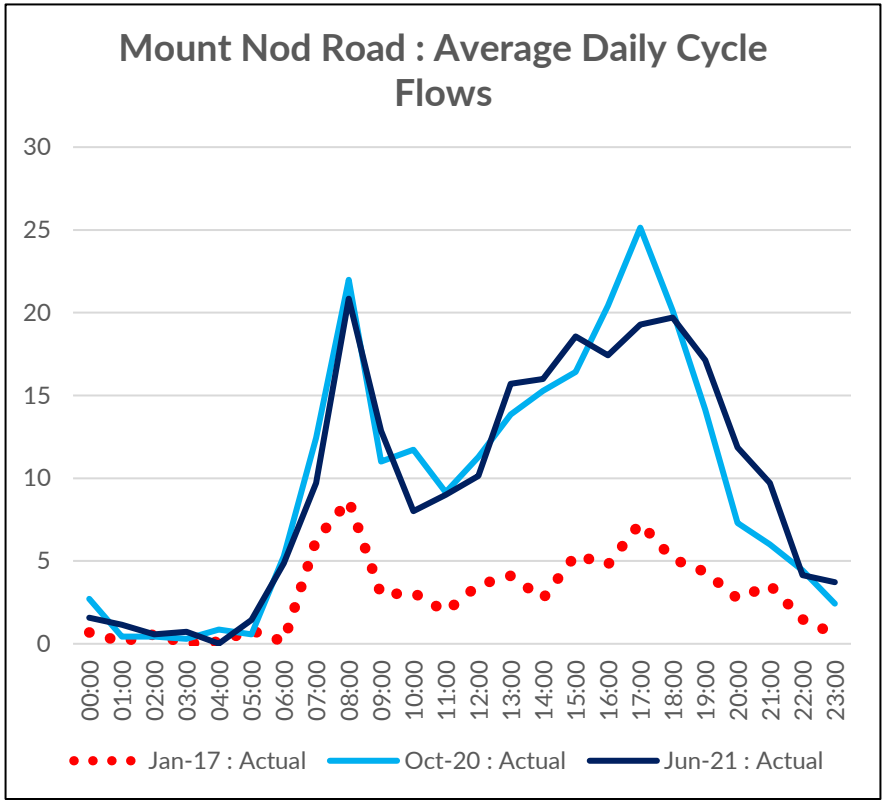


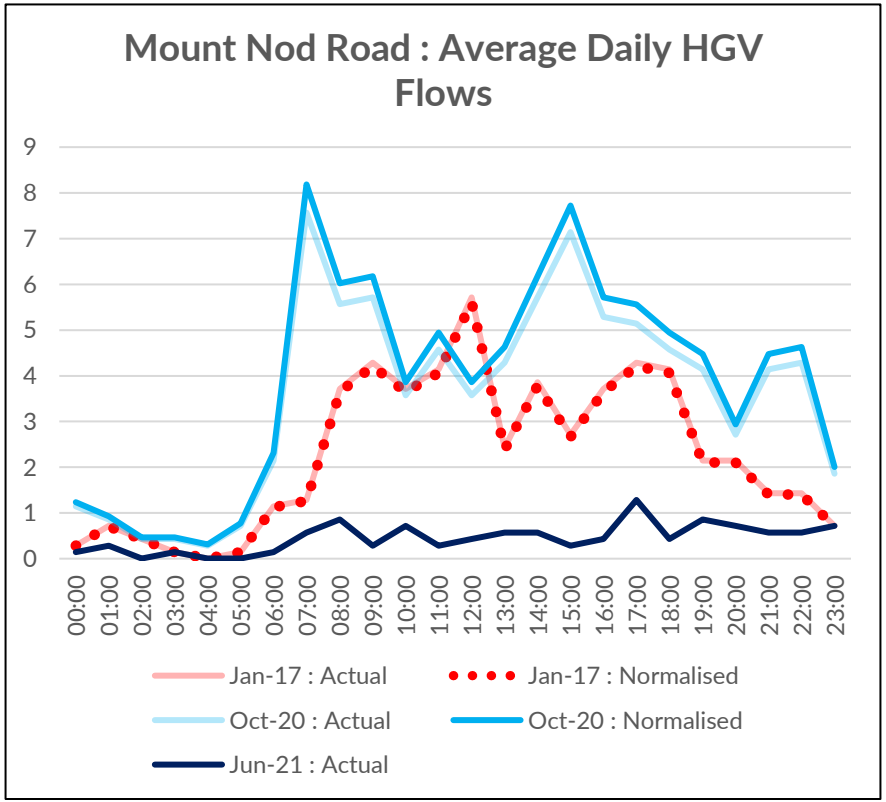
Basemap: ESRI

Mount Nod Road

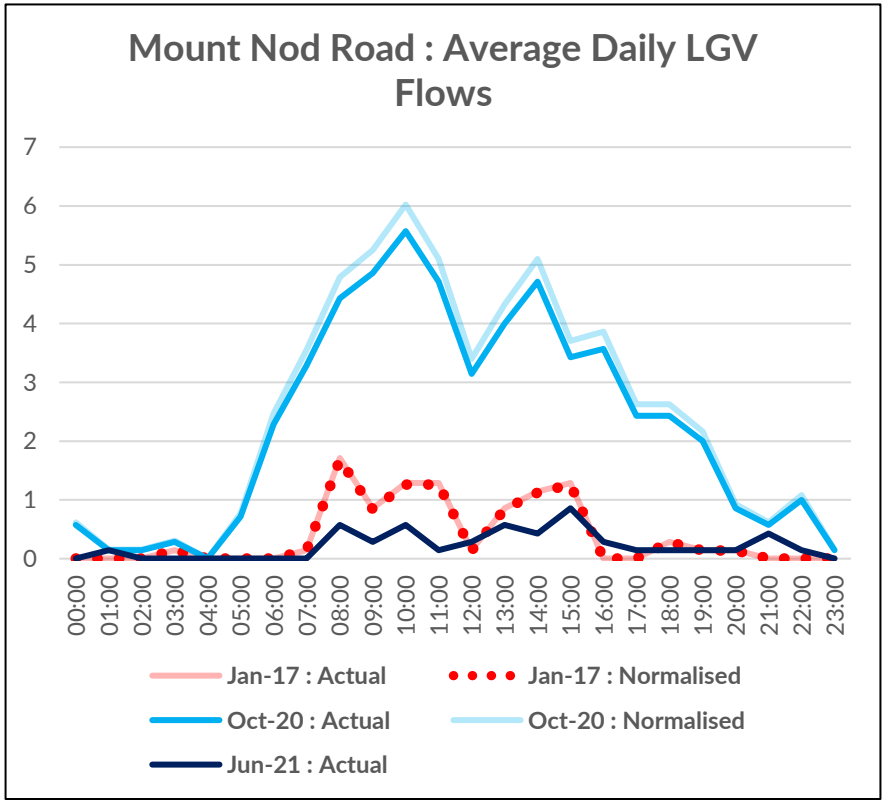


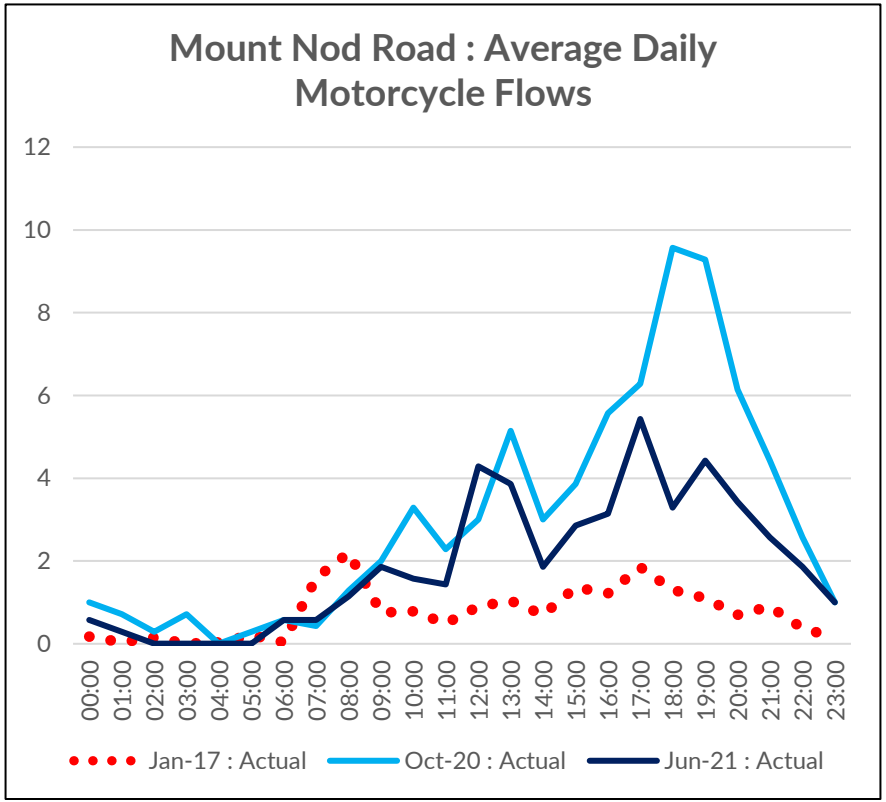
Mount Nod Road





Mount Nod Road



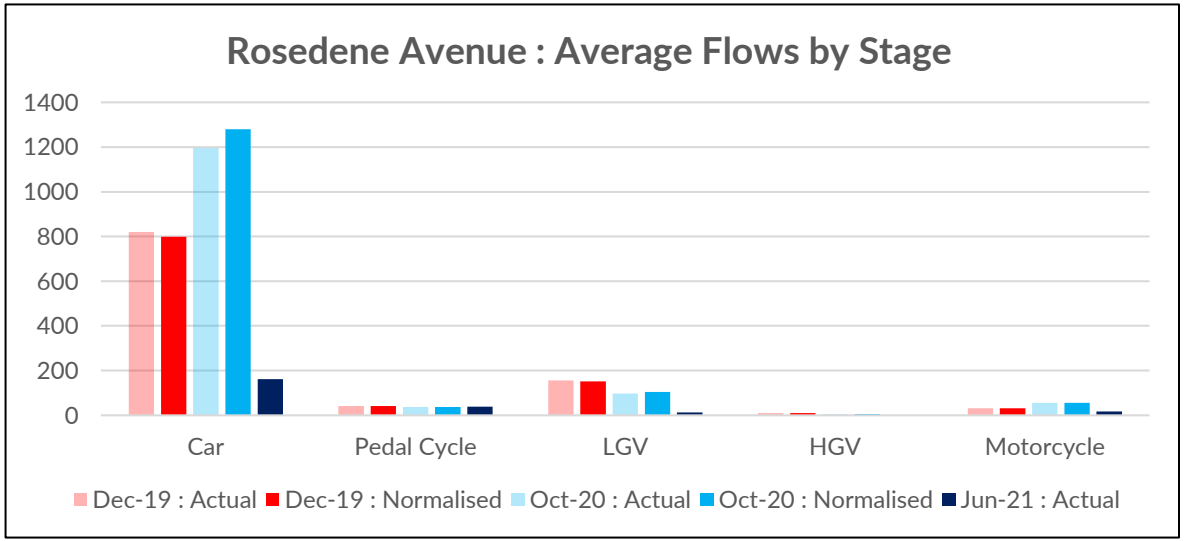


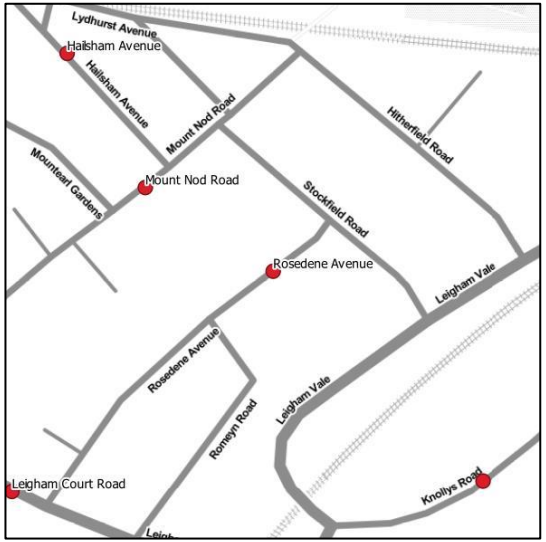
Mount Nod Road – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Jan-17 -> Oct-20 : Actual Difference	Jan-17 -> Oct-20 : Actual % Difference	Jan-17 -> Oct-20 : Normalised Difference	Jan-17 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Jan-17 -> Jun-21 : Actual Difference	Jan-17 -> Jun-21 : Actual % Difference	Jan-17 -> Jun-21 : Normalised Difference	Jan-17 -> Jun-21 : Normalised % Difference
Car	599	588	957	1,035	358	60%	447	76%	137	137	-463	-77%	-452	-77%
Cycle	71	71	234	234	163	230%	163	230%	234	234	163	230%	163	230%
HGV	55	54	86	93	31	57%	39	73%	11	11	-44	-80%	-43	-80%
LGV	9	9	55	60	46	486%	51	546%	5	5	-4	-44%	-4	-43%
Motorcycles	18	18	73	73	55	304%	55	304%	46	46	28	156%	28	156%
Total Motorised Vehicles	**664**	**651**	**1,099**	**1,188**	**435**	**66%**	**536**	**82%**	**153**	**153**	**-511**	**-77%**	**-498**	**-77%**

Rosedene Avenue (Daily Flows)

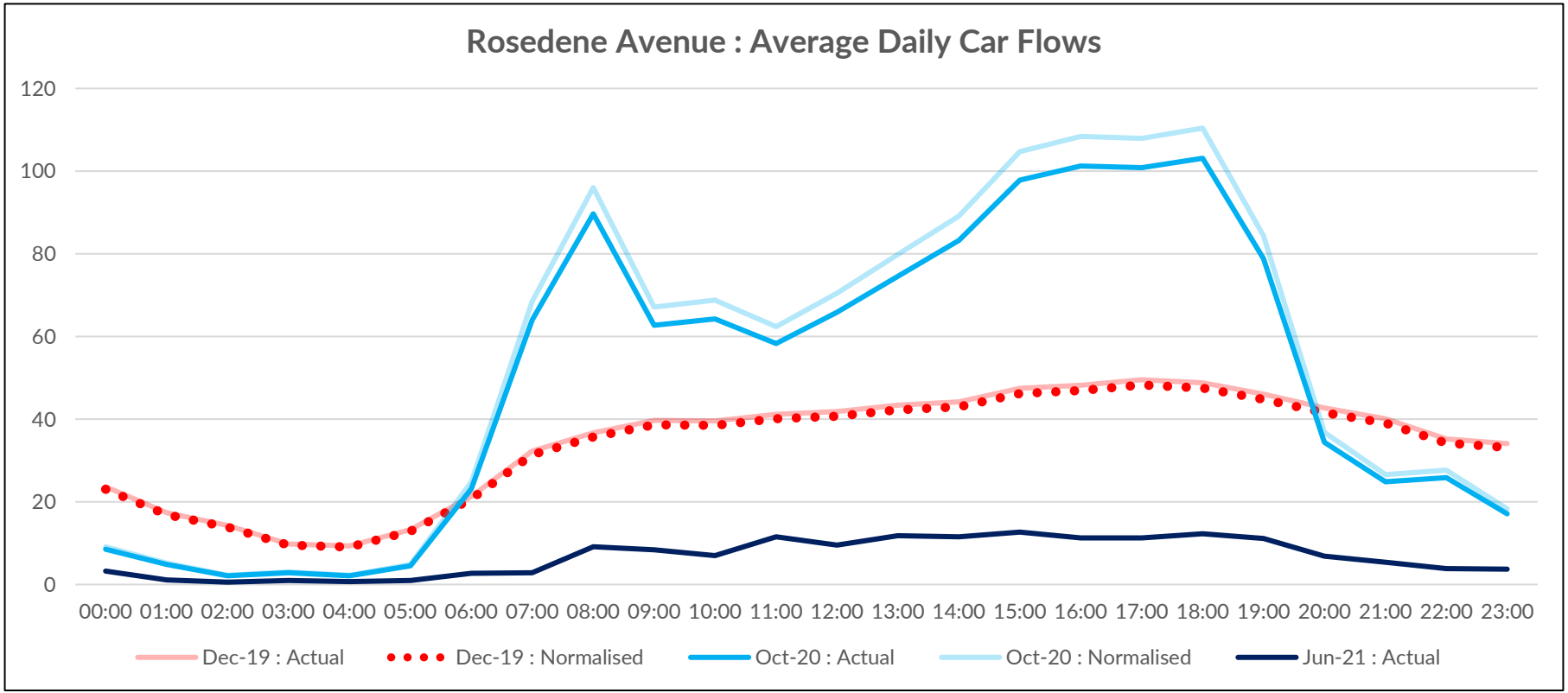
- The charts below and on the following pages show the normalised **average daily flows on Rosedene Avenue**, showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from October 2020 and June 2021.



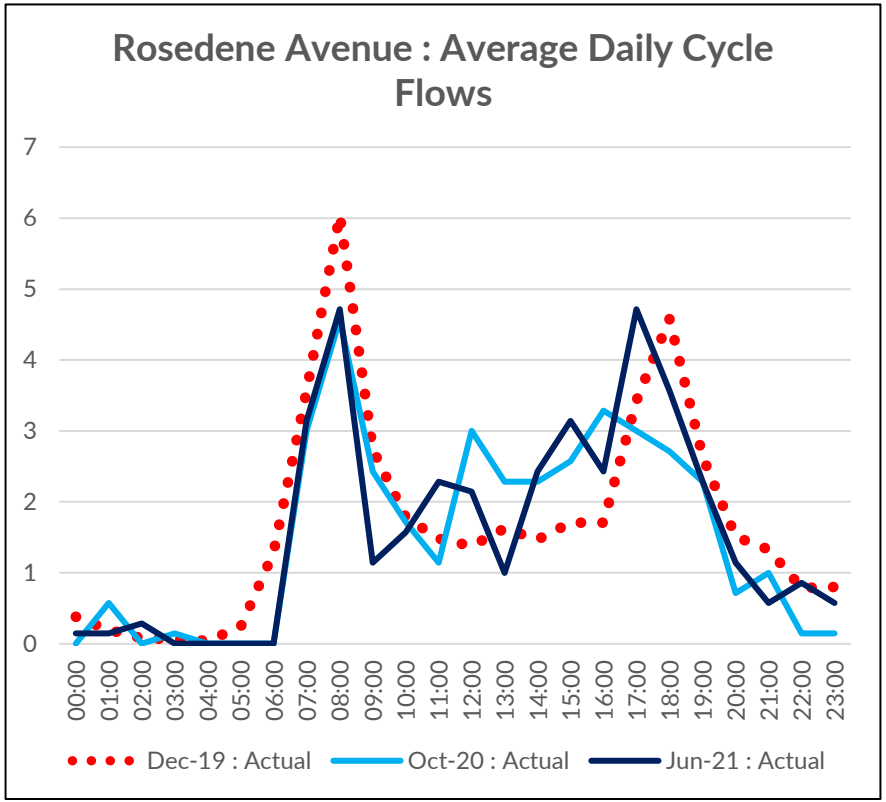


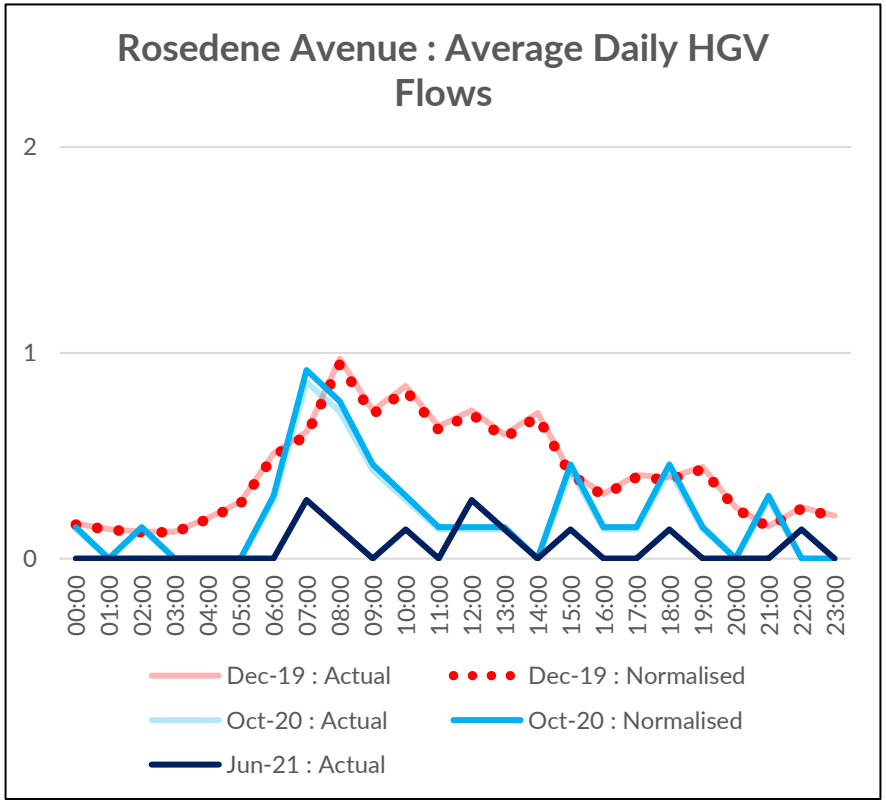
Basemap: ESRI

Rosedene Avenue

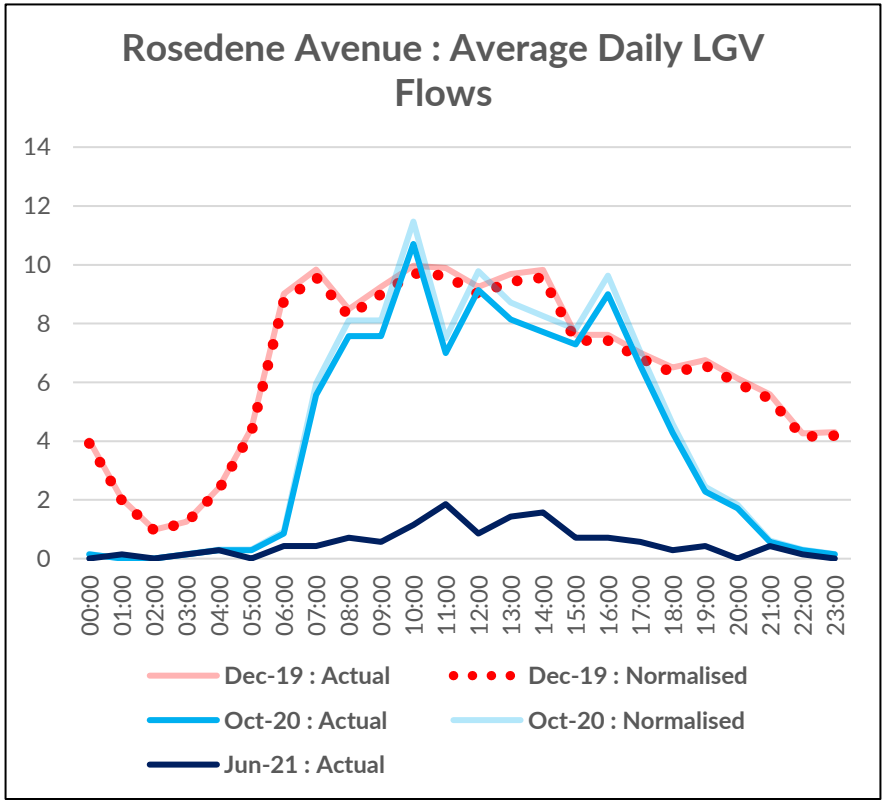


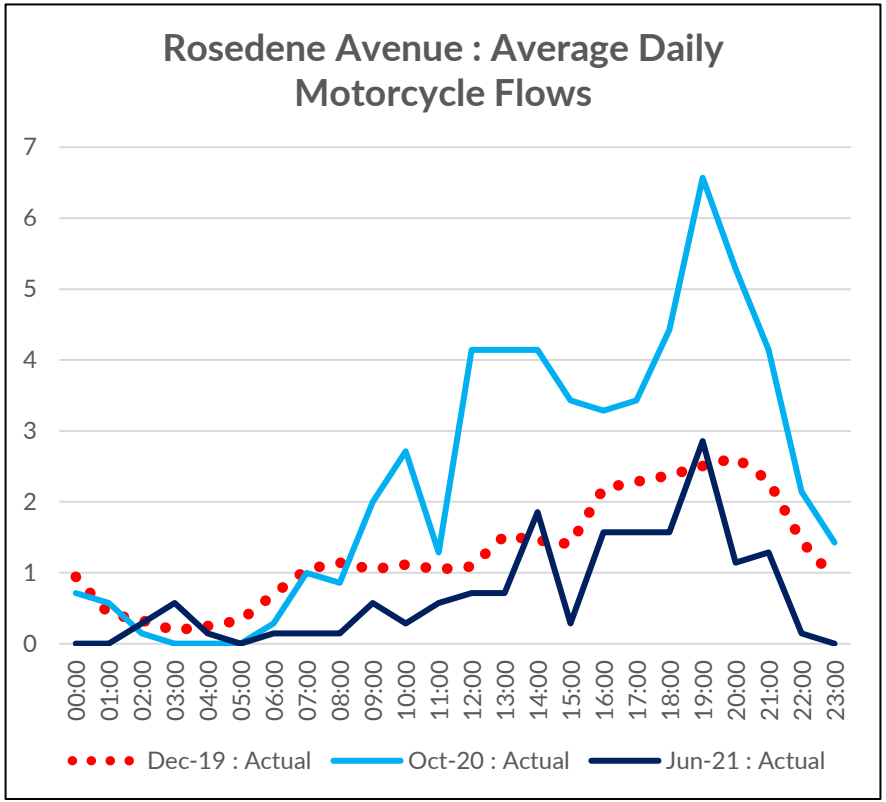
Rosedene Avenue





Rosedene Avenue



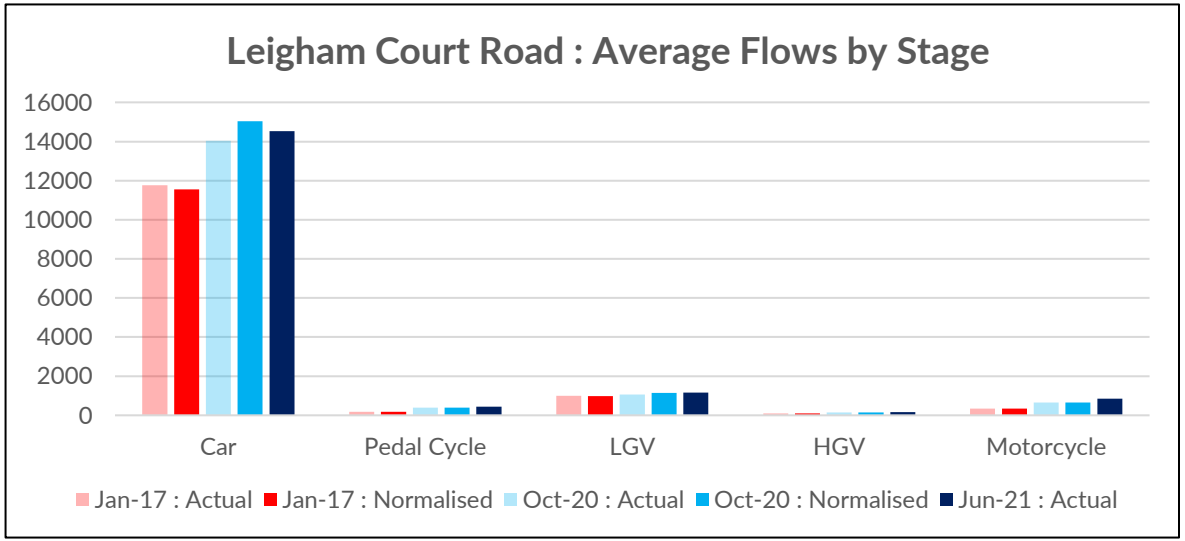


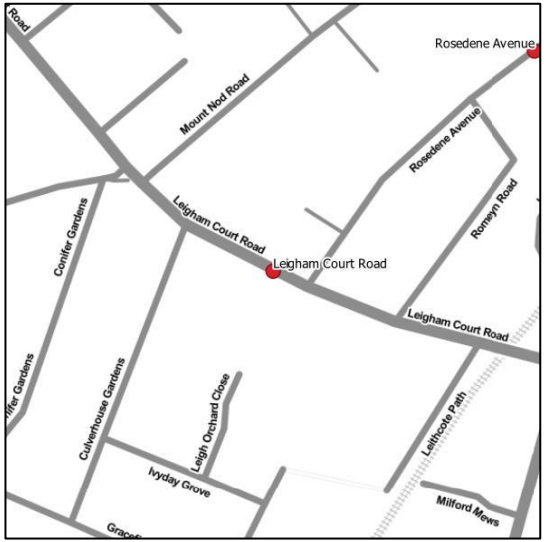
Rosedene Avenue – Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Dec-19 -> Oct-20 : Actual Difference	Dec-19 -> Oct-20 : Actual % Difference	Dec-19 -> Oct-20 : Normalised Difference	Dec-19 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Dec-19 -> Jun-21 : Actual Difference	Dec-19 -> Jun-21 : Actual % Difference	Dec-19 -> Jun-21 : Normalised Difference	Dec-19 -> Jun-21 : Normalised % Difference
Car	820	799	1,195	1,280	375	46%	481	60%	161	161	-659	-80%	-638	-80%
Cycle	41	41	37	37	-4	-9%	-4	-9%	38	38	-3	-6%	-3	-6%
HGV	10	10	5	5	-5	-53%	-5	-48%	1	1	-9	-86%	-9	-86%
LGV	156	152	97	104	-59	-38%	-48	-31%	13	13	-143	-92%	-139	-92%
Motorcycles	31	31	56	56	25	83%	25	83%	17	17	-14	-46%	-14	-46%
Total Motorised Vehicles	**987**	**960**	**1,297**	**1,389**	**311**	**31%**	**428**	**45%**	**175**	**175**	**-812**	**-82%**	**-785**	**-82%**

Leigham Court Road (Daily Flows)

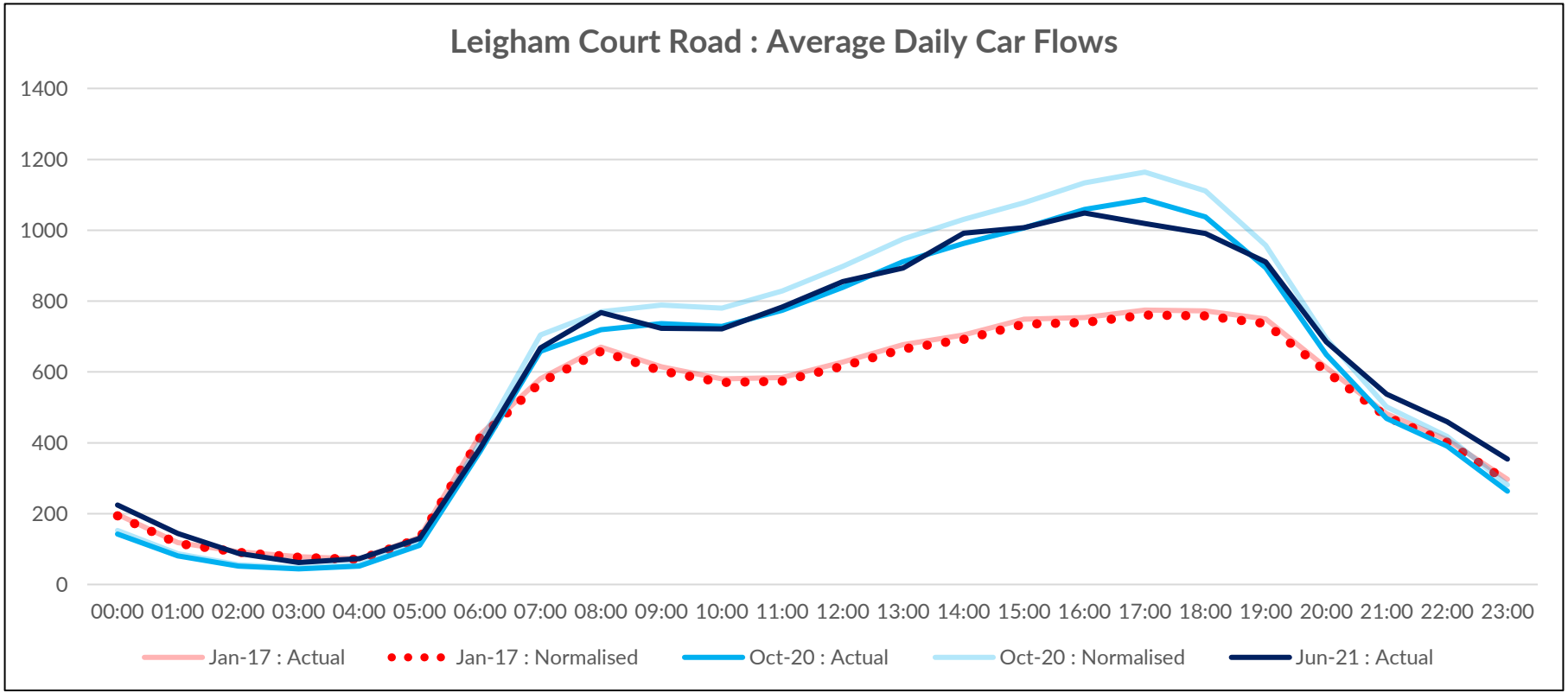
- The charts below and on the following pages show the normalised **average daily flows on Leigham Court Road**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from October 2020 and June 2021.



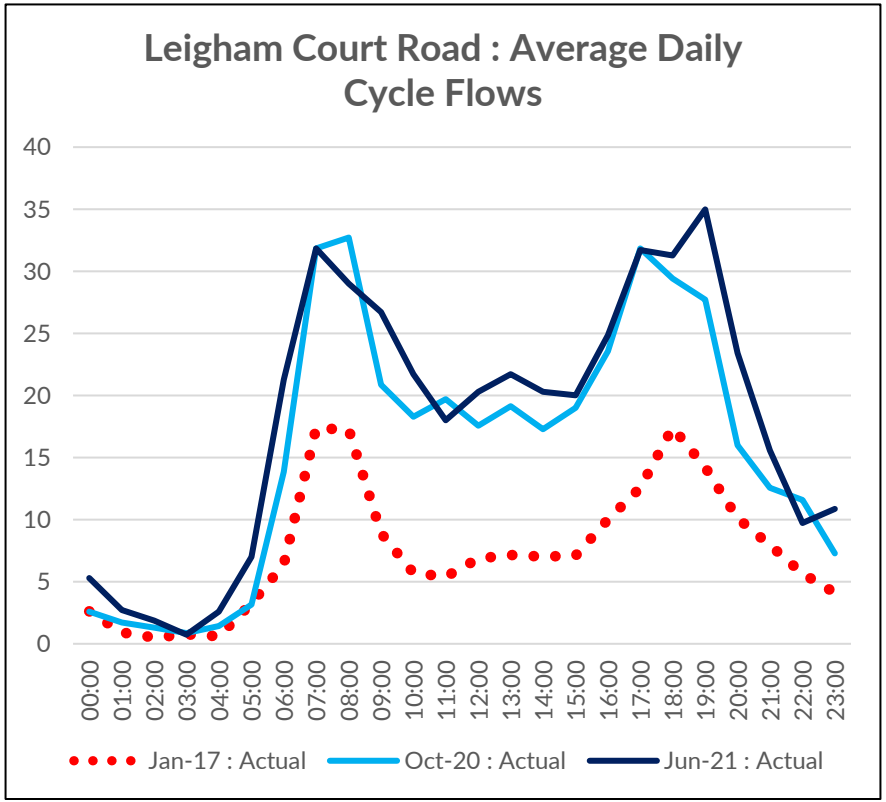


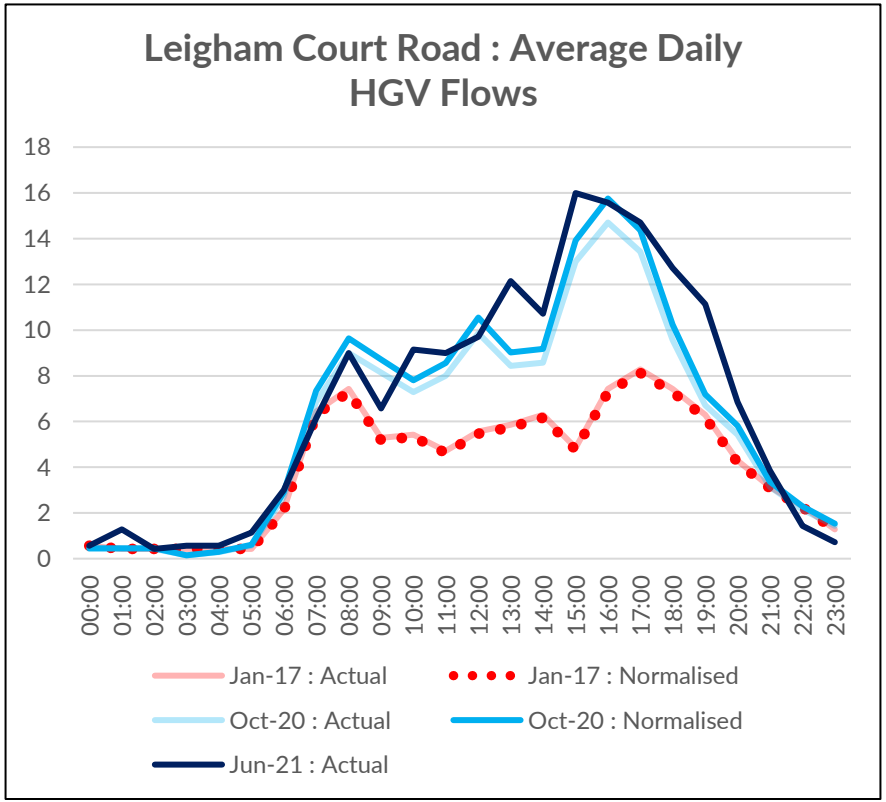
Basemap: ESRI

Leigham Court Road

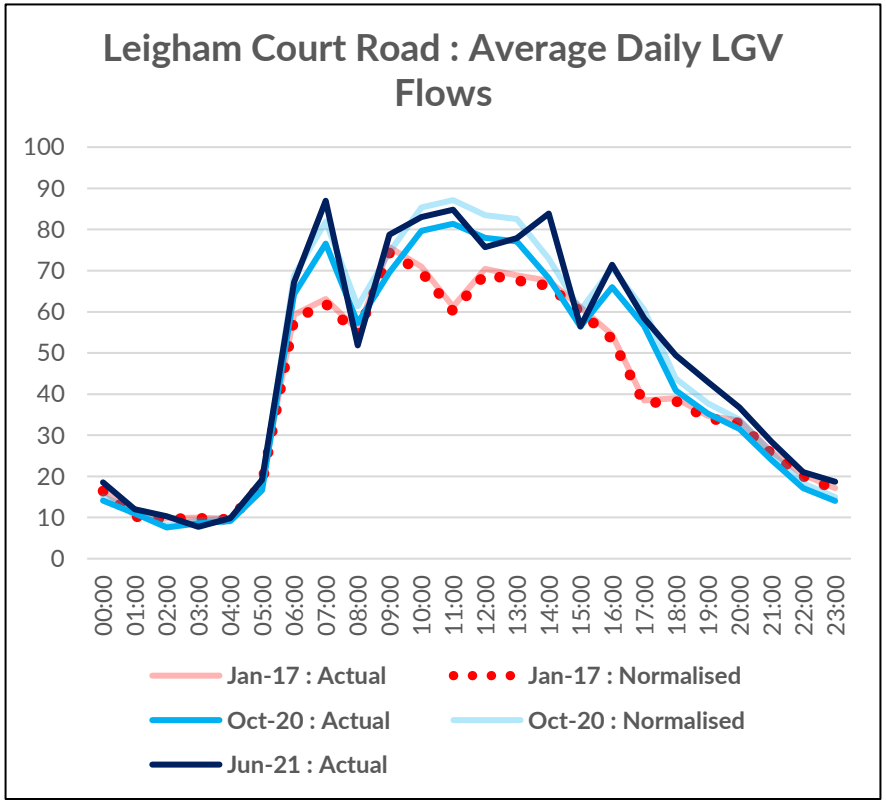


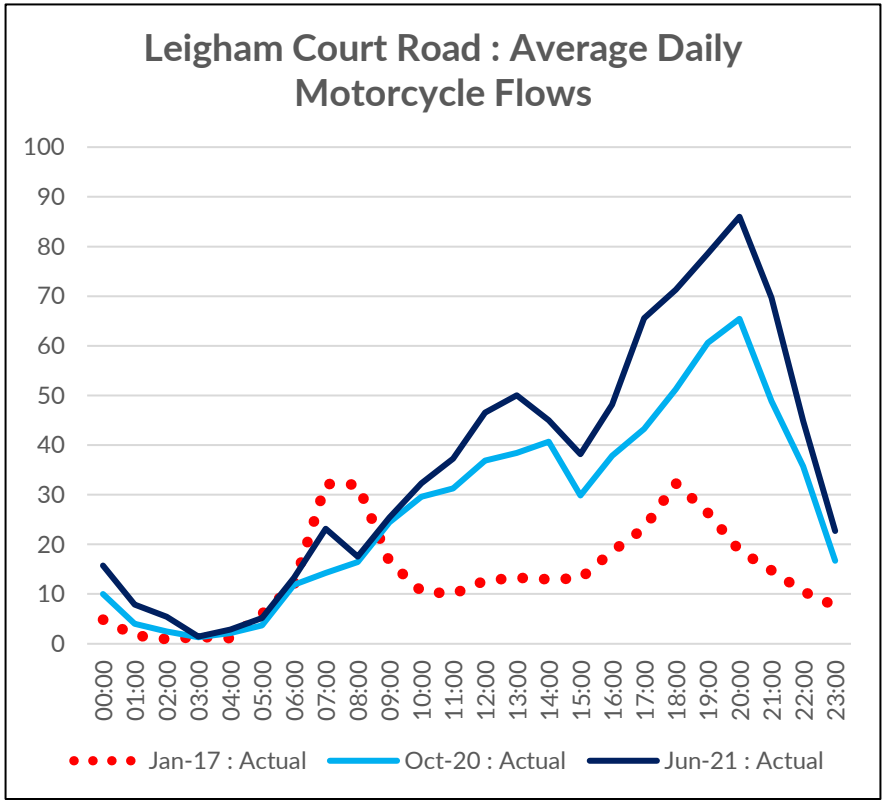
Leigham Court Road





Leigham Court Road



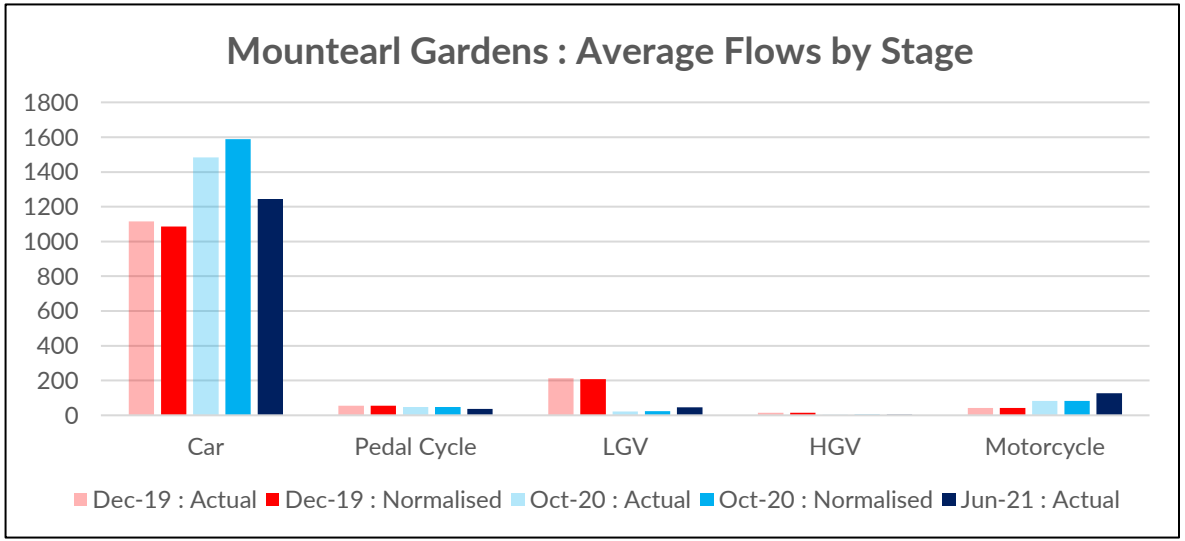


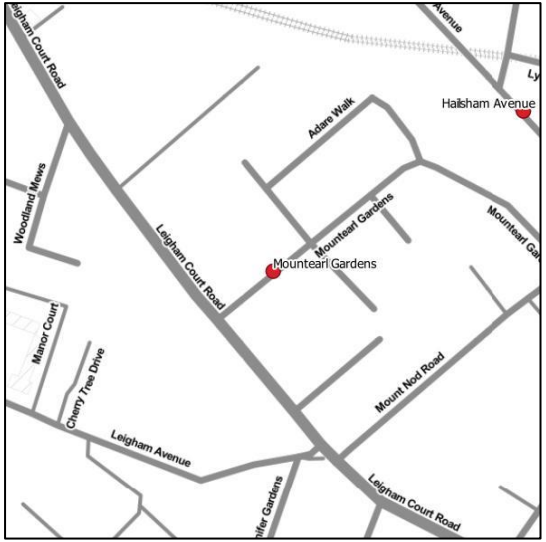
Leigham Court Road – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Jan-17 -> Oct-20 : Actual Difference	Jan-17 -> Oct-20 : Actual % Difference	Jan-17 -> Oct-20 : Normalised Difference	Jan-17 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Jan-17 -> Jun-21 : Actual Difference	Jan-17 -> Jun-21 : Actual % Difference	Jan-17 -> Jun-21 : Normalised Difference	Jan-17 -> Jun-21 : Normalised % Difference
Car	11,761	11,545	14,048	15,039	2,288	19%	3,494	30%	14,524	14,524	2,763	23%	2,979	26%
Cycle	180	180	381	381	201	112%	201	112%	433	433	254	141%	254	141%
HGV	97	95	141	151	44	45%	55	58%	163	163	66	68%	68	71%
LGV	993	975	1,061	1,136	68	7%	161	17%	1,151	1,151	158	16%	176	18%
Motorcycles	333	333	657	657	324	97%	324	97%	854	854	521	156%	521	156%
Total Motorised Vehicles	**12,851**	**12,615**	**15,250**	**16,325**	**2,399**	**19%**	**3,710**	**29%**	**15,838**	**15,838**	**2,987**	**23%**	**3,223**	**26%**

Mountearl Gardens (Daily Flows)

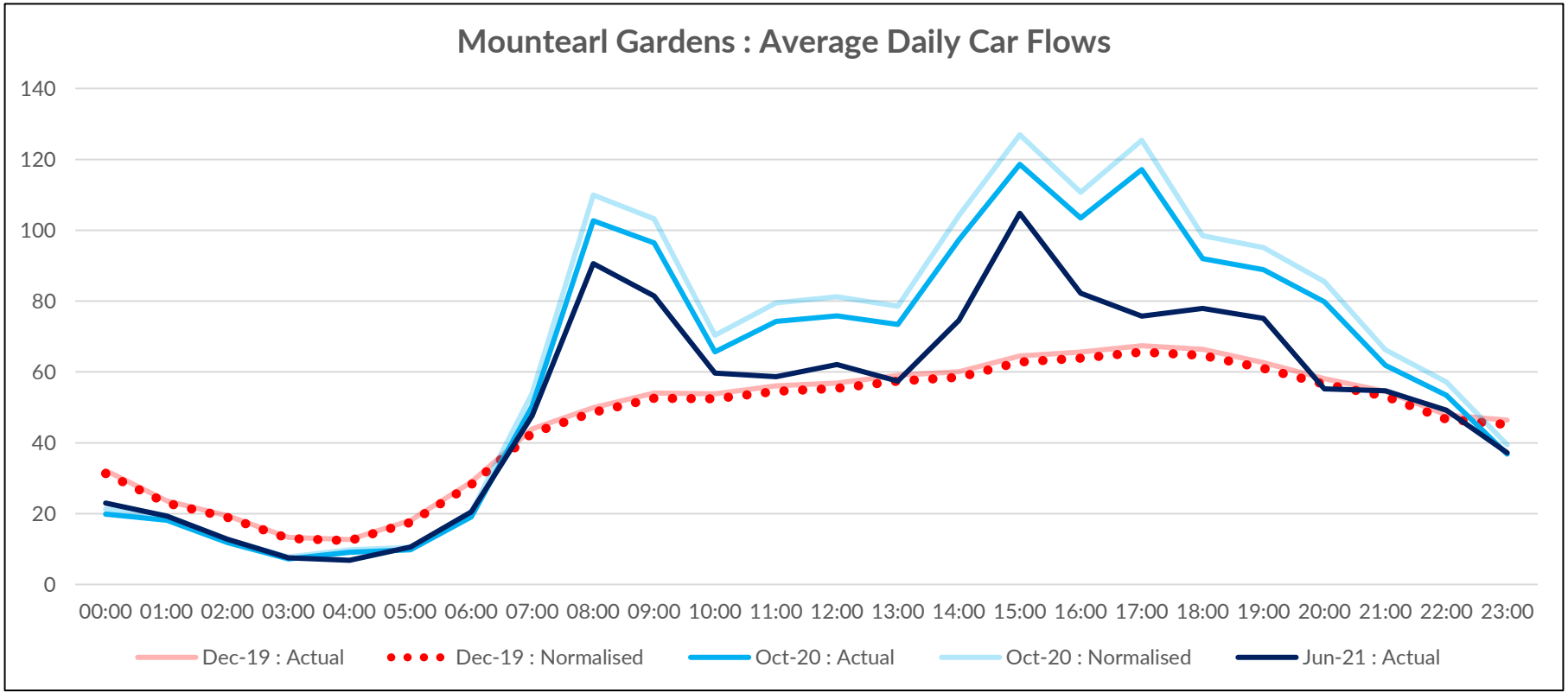
- The charts below and on the following pages show the normalised **average daily flows on Mountearl Gardens**, showing the difference between pre-implementation flows collected in December 2019 and post-implementation flows from October 2020 and June 2021.



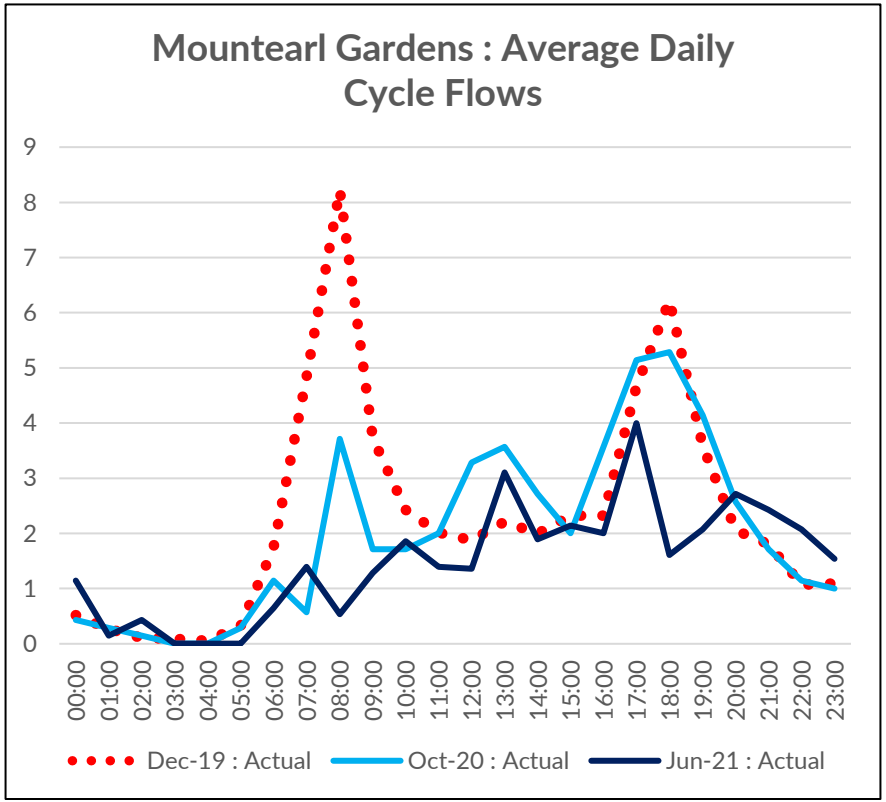


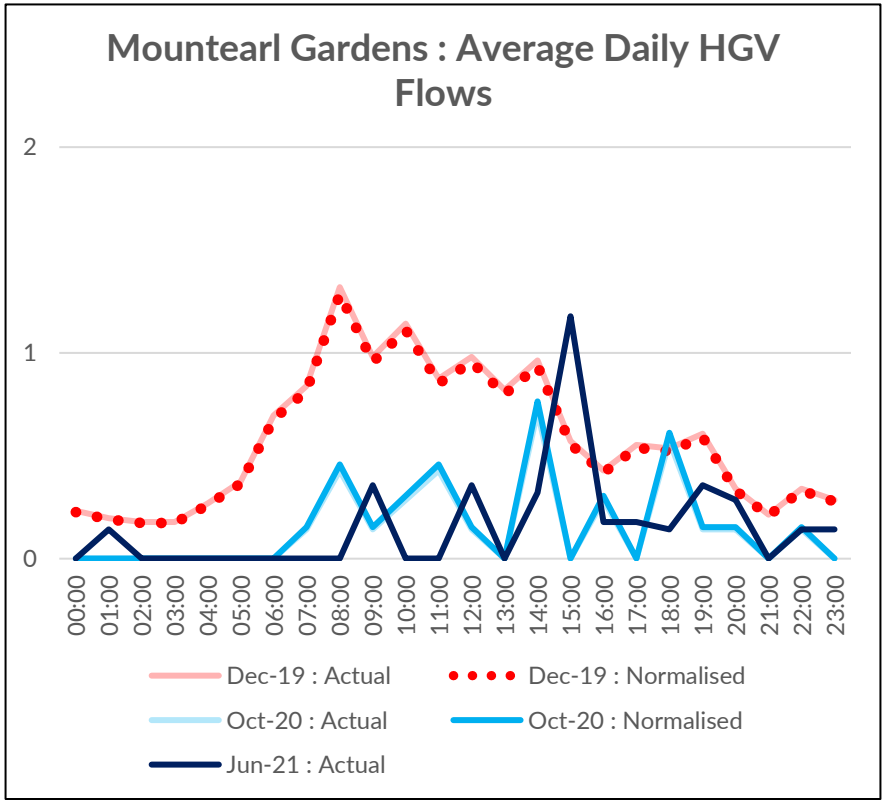
Basemap: ESRI

Mountearl Gardens

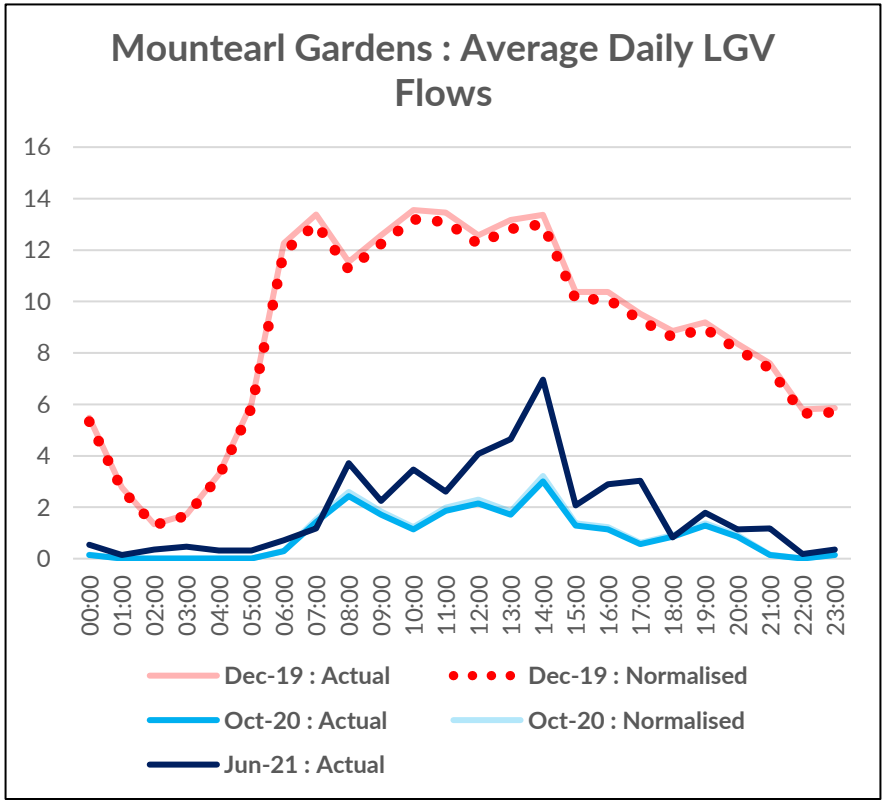


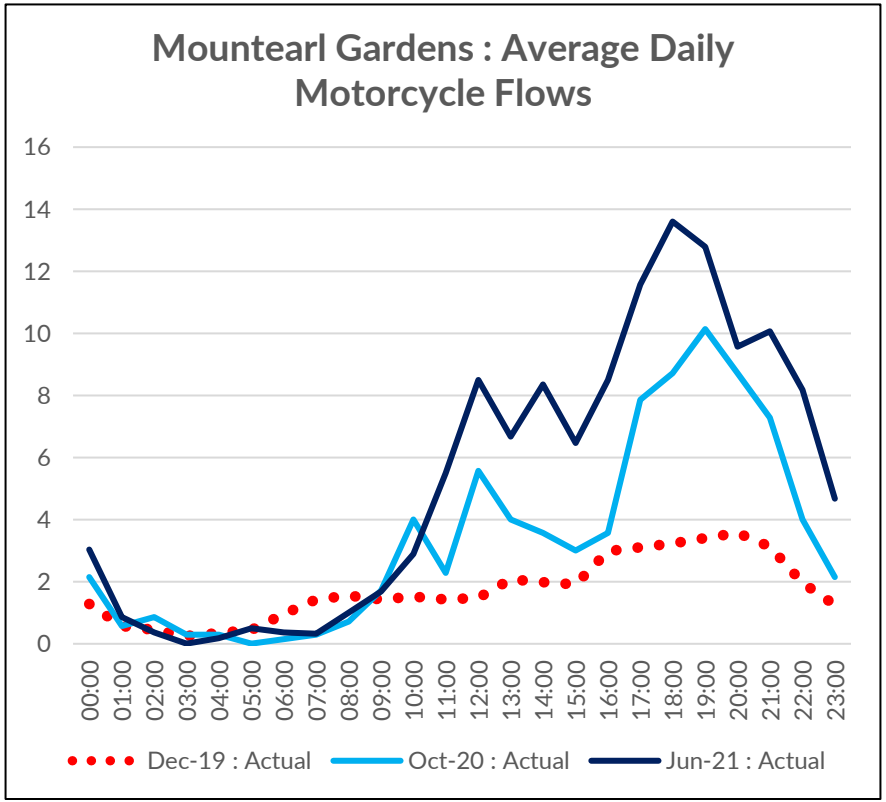
Mountearl Gardens





Mountearl Gardens



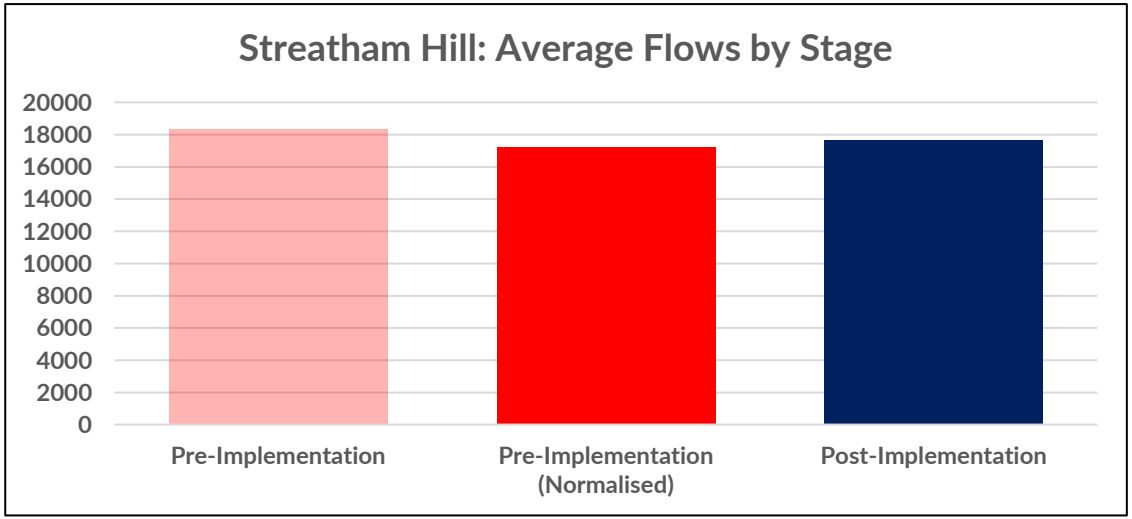


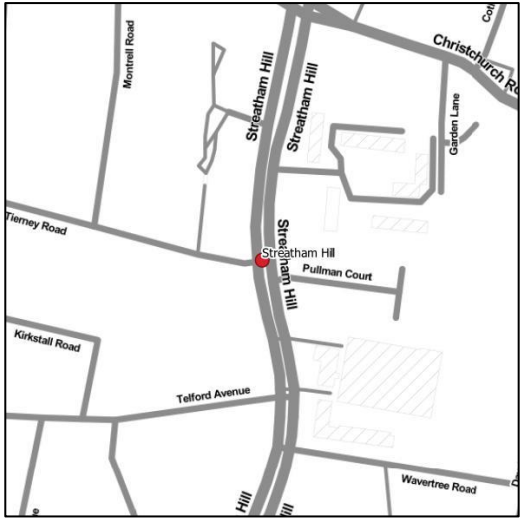
Mountearl Gardens – Summary Table

	Dec-19 : Actual	Dec-19 : Normalised	Oct-20 : Actual	Oct-20 : Normalised	Dec-19 -> Oct-20 : Actual Difference	Dec-19 -> Oct-20 : Actual % Difference	Dec-19 -> Oct-20 : Normalised Difference	Dec-19 -> Oct-20 : Normalised % Difference	Jun-21 : Actual	Jun-21 : Normalised	Dec-19 -> Jun-21 : Actual Difference	Dec-19 -> Jun-21 : Actual % Difference	Dec-19 -> Jun-21 : Normalised Difference	Dec-19 -> Jun-21 : Normalised % Difference
Car	1,116	1,086	1,483	1,588	367	33%	502	46%	1,245	1,245	129	12%	159	15%
Cycle	56	56	48	48	-7	-13%	-7	-13%	36	36	-20	-36%	-20	-36%
HGV	14	14	4	4	-10	-74%	-10	-72%	4	4	-10	-73%	-10	-72%
LGV	212	207	22	24	-190	-90%	-183	-89%	45	45	-167	-79%	-162	-78%
Motorcycles	42	42	82	82	40	96%	40	96%	126	126	84	201%	84	201%
Total Motorised Vehicles	**1,342**	**1,307**	**1,509**	**1,616**	**167**	**12%**	**309**	**24%**	**1,294**	**1,294**	**-48**	**-4%**	**-12**	**-1%**

Streatham Hill (Daily Flows)

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





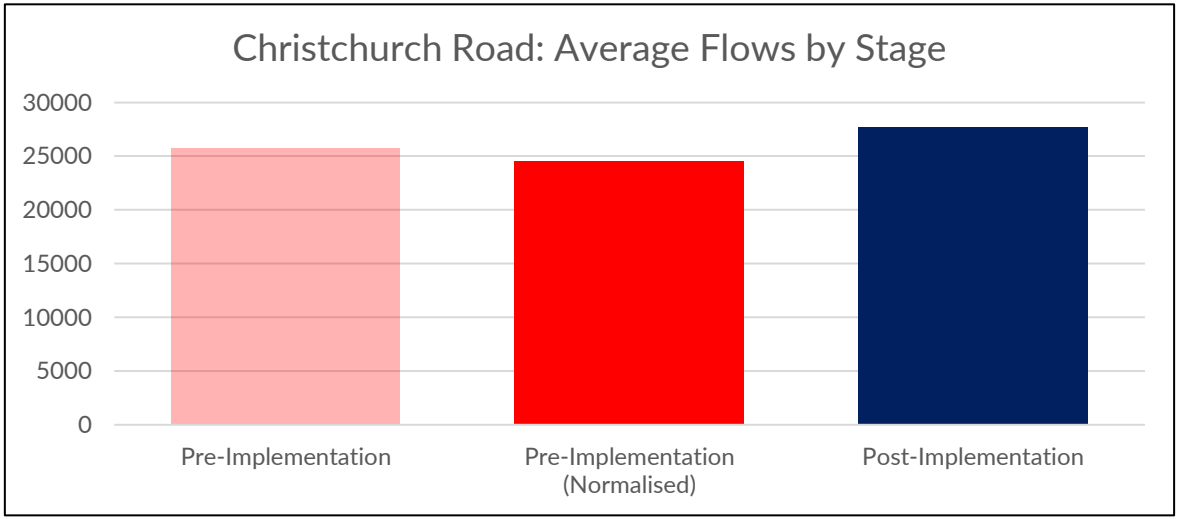
Basemap: ESRI

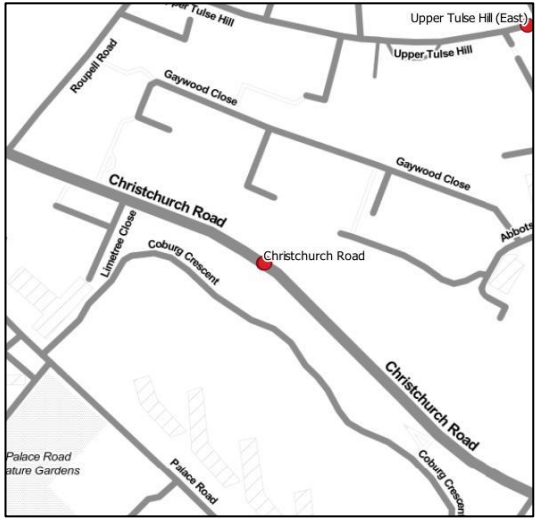
Streatham Hill - Summary Table

	Jul-20: Actual Average	LTN +2km ATC Projected	Post-Implementation Actual Average	Jul-20 vs. Post-Implementation Actual Average, Difference	Projected vs. Actual Average, Difference	June-20 vs. Post-Implementation Actual Averages, % Difference	Projected vs. Actual Average, % Difference
Total Motorised Vehicles	**18,325**	**17,198**	**17,654**	**-1,843**	**455**	**-4%**	**+3%**

Christchurch Road (Daily Flows)

- The chart below shows the normalised **average daily flows on Christchurch Road,** showing the difference between pre- and post-implementation flows. Hour-by-hour data is not available for this site.
- This site at Christchurch 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 at the ATC about 1 mile further west on the South Circular at Clarence Avenue** (given abnormally high flows across the entirety of the South Circular as it passes through Lambeth)
- TfL ATCs do not break down traffic by vehicle class. Similarly, hour-by-hour data is not available for this site.





Basemap: ESRI

Christchurch Road - Summary Table

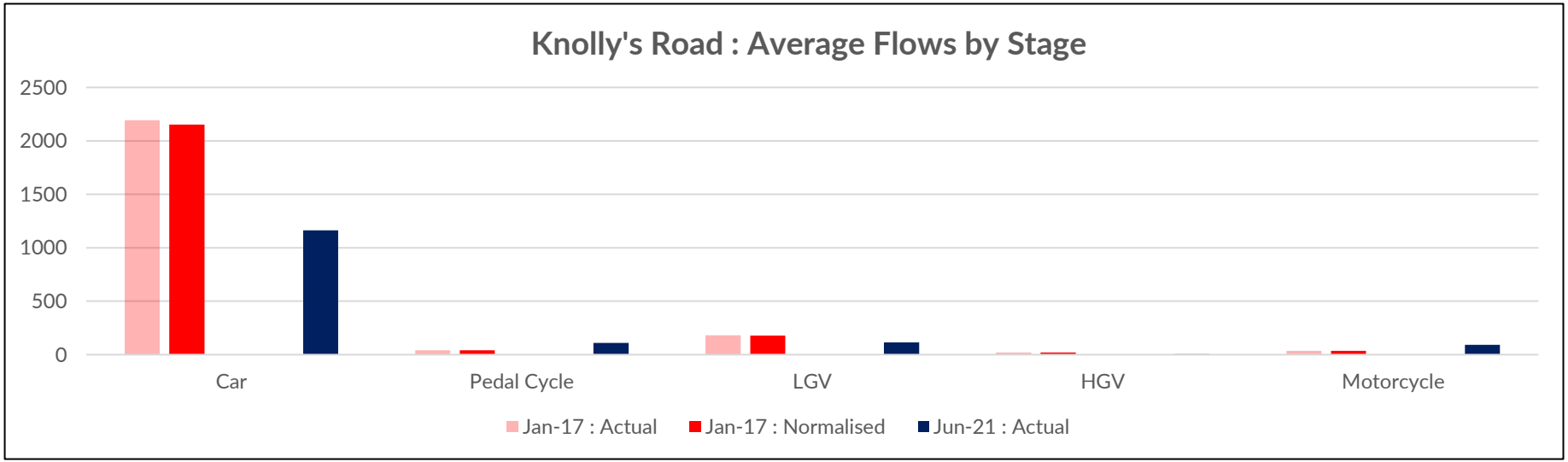
	Jul-20: Actual Average	Projected based on Clarence Ave ATC.	Post-Implementation Actual Average	Jul-20 vs. Post-Implementation Actual Averages, Difference	Projected vs. Actual Average, Difference	June-20 vs. Post-Implementation Actual Averages, % Difference	Projected vs. Actual Average, % Difference
Total Motorised Vehicles	**25,743**	**24,464**	**27,718**	**1,975**	**3,254**	**+7%**	**+13%**

- As Christchurch Road lies between two LTNs (Tulse Hill and Streatham Hill), the overall impact to traffic has been evenly split across both LTNs when presented in the executive summary – this means that the total impact to summed Streatham Hill vehicle counts is **+1,627**.

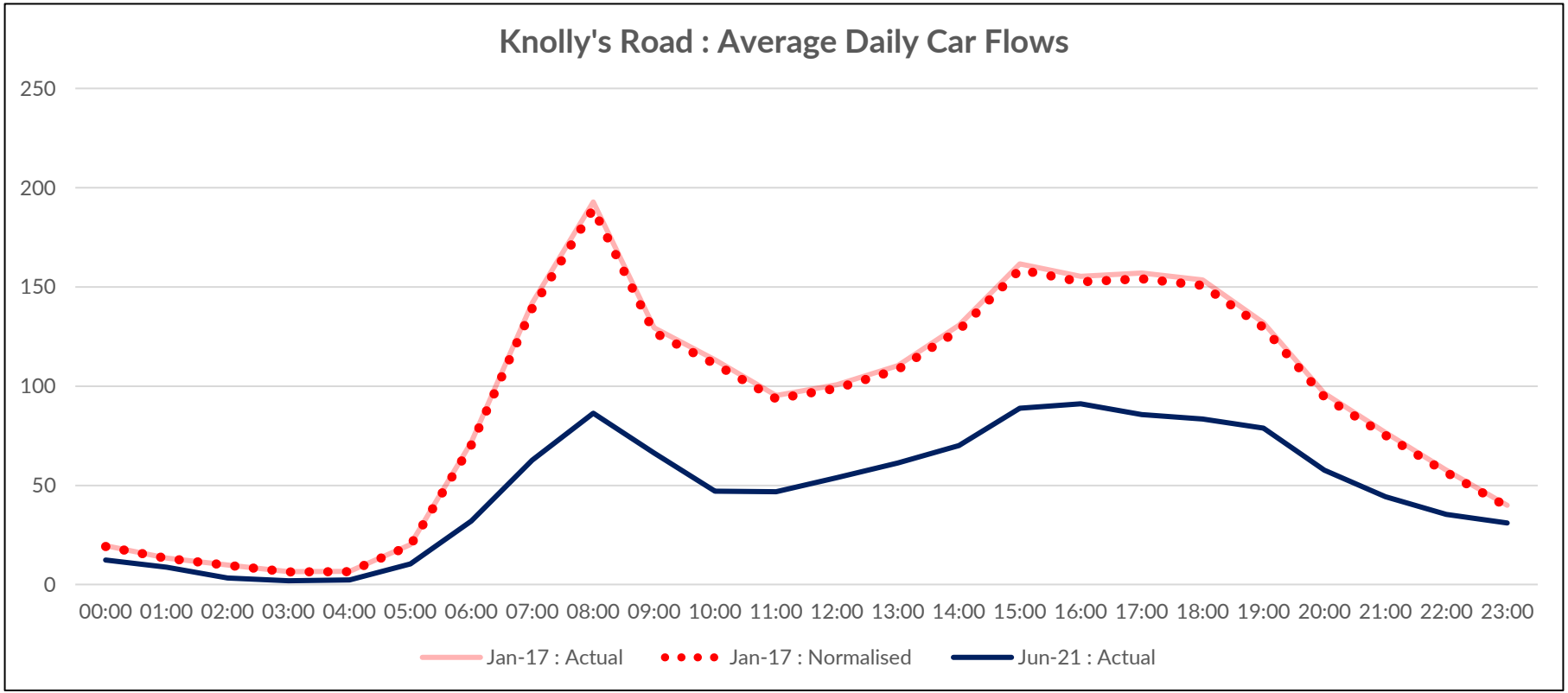
Appendix D: Additional Site

Knolly's Road (Daily Flows)

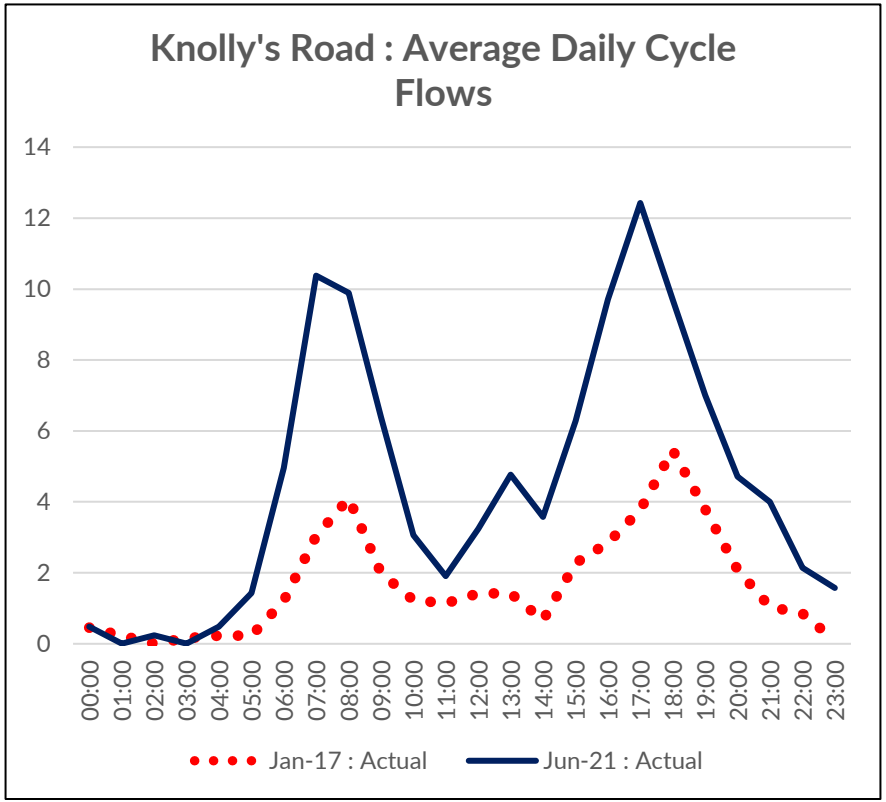
- The site on Knolly's Road was monitored in June 2021 only based on resident feedback. However, given its distance from Streatham Hill, has not been included in calculations for LTN scheme.
- The charts below and on the following pages show the normalised **average daily flows on Knolly's Road**, showing the difference between pre-implementation flows collected in January 2017 and post-implementation flows from June 2021.

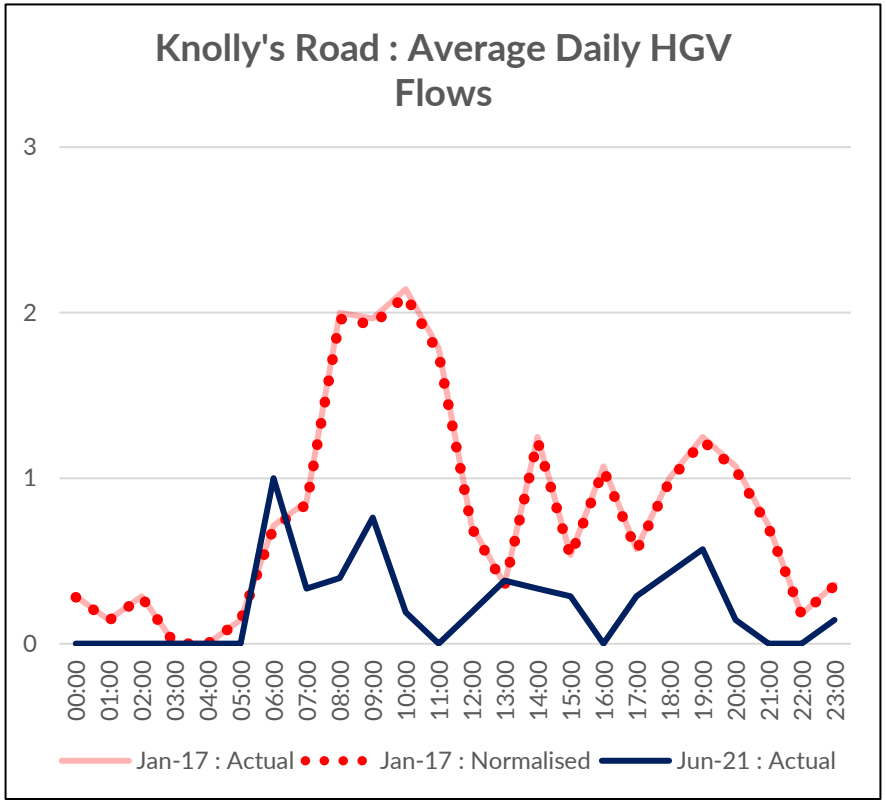


Knolly’s Road

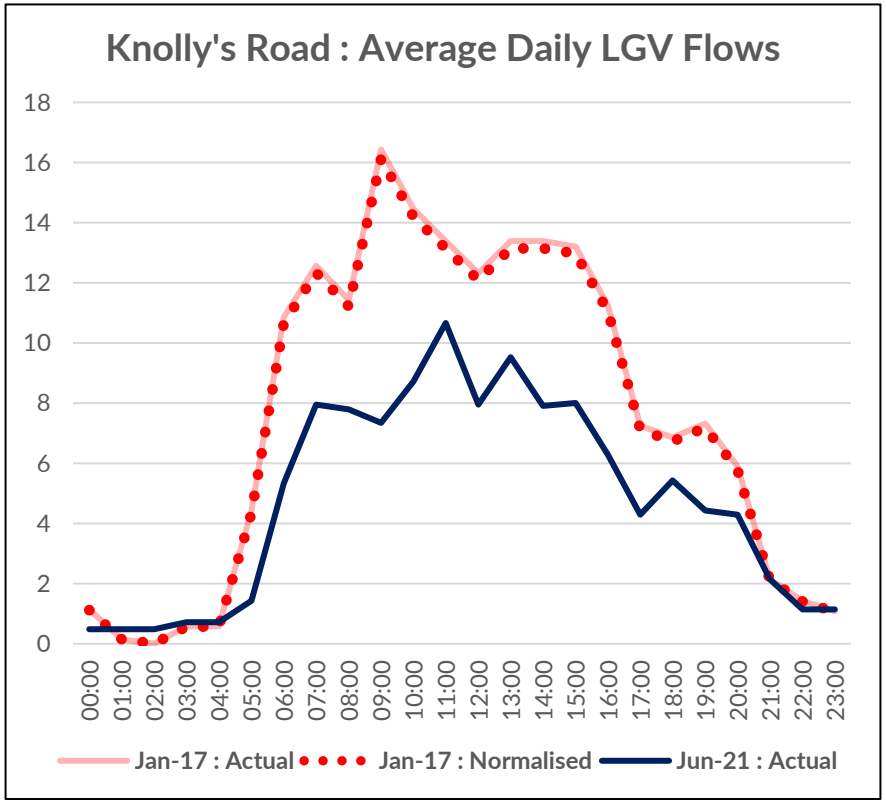


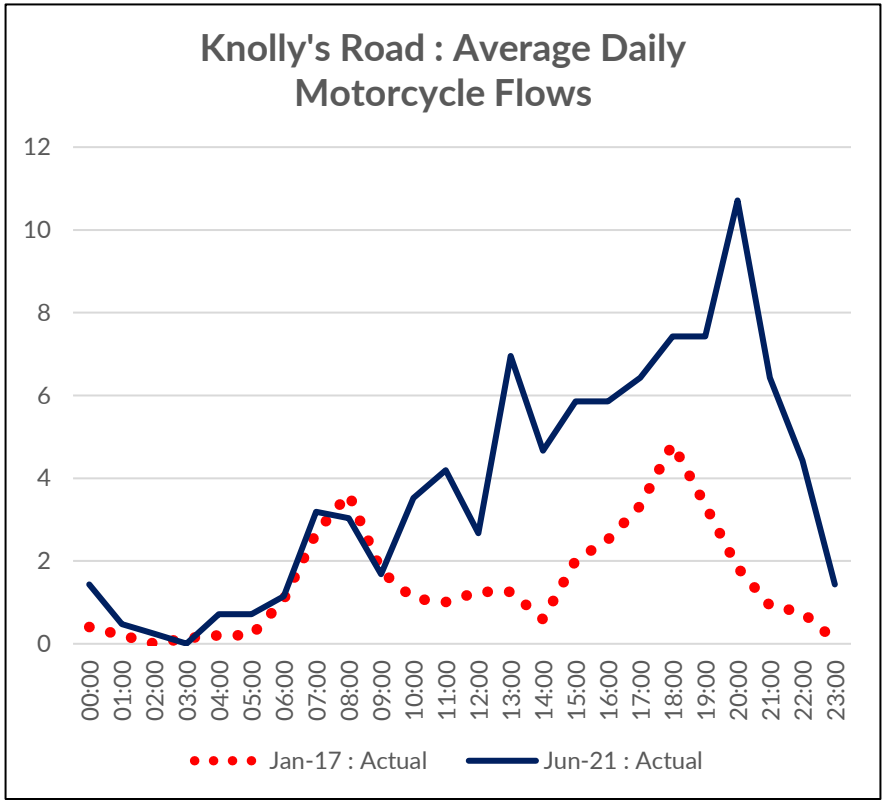
Knolly's Road





Knolly's Road





Knolly's Road – Summary Table

	Jan-17 : Actual	Jan-17 : Normalised	Jun-21 : Actual	Jun-21 : Normalised	Jan-17 -> Jun-21 : Actual Difference	Jan-17 -> Jun-21 : Actual % Difference	Jan-17 -> Jun-21 : Normalised Difference	Jan-17 -> Jun-21 : Normalised % Difference
Car	2,193	2,153	1,162	1,162	-1,030	-47%	-990	-46%
Cycle	40	40	108	108	69	173%	69	173%
HGV	19	19	5	5	-14	-72%	-14	-71%
LGV	182	178	115	115	-67	-37%	-64	-36%
Motorcycles	35	35	91	91	56	158%	56	158%
Total Motorised Vehicles	**2,394**	**2,350**	**1,282**	**1,282**	**-1,111**	**-46%**	**-1,067**	**-45%**