

Streatham Wells

Low Traffic Neighbourhood

The title 'Streatham Wells' is written in a large, dark brown, cursive font. The letters are decorated with small, stylized illustrations of trees, leaves, and birds. Interspersed among the letters are illustrations of people engaged in various activities: a person on a skateboard, a person walking a dog, a person on a bicycle, and a person in a wheelchair. The background is a solid green color.

Stage 1 Monitoring Report

March 2024

Stage 1 report – summary of findings

Streatham Wells Low Traffic Neighbourhood (LTN) is designed to make the neighbourhood safer, healthier and more climate resilient while reducing vehicle use. It was implemented through an Experimental Traffic Order (ETO) in October 2023.

The LTN trial included five traffic filters on local streets which prevented unauthorised vehicles from traveling through the area, creating safer, healthier streets for all. All addresses within the area remained accessible by motor vehicle, although some routes will have changed. Certain vehicles like buses, emergency vehicles and blue badge holders were allowed through some or all of the filters.

This Stage 1 Monitoring Report shows that the Streatham Wells LTN trial met the objectives of the Climate Action Plan (CAP), Transport Strategy and supported the Lambeth 2030 Borough Plan by reducing traffic overall. Before and after traffic data collected to assess the impact of the trial shows:

- An average **60%** decrease in traffic within the LTN
- An average daily reduction of **6297** vehicles on Valley Road
- A **7.5%** increase in traffic on boundary roads.
- An overall **2%** net reduction in traffic when looking at roads within the LTN and on the boundary roads, including on main roads approaching the LTN
- Speeding has reduced by an average of **68%**

During the trial, however, traffic on boundary roads including the A23 (Streatham High Road), combined with frequent roadworks by Thames Water and other bodies, placed a significant strain on bus services in Streatham. In addition, in Spring 2024 Transport for London (TfL) will begin a £9 million project to greatly improve the walking and cycling experience on the A23 and these improvement works will temporarily reduce road space. The Council has therefore decided to suspend the Streatham Wells LTN trial in response to concerns about public transport delays and anticipated disruption from the planned TfL works. The suspension of the trial began in March 2024. Further plans for the area will now be developed and published in due course.

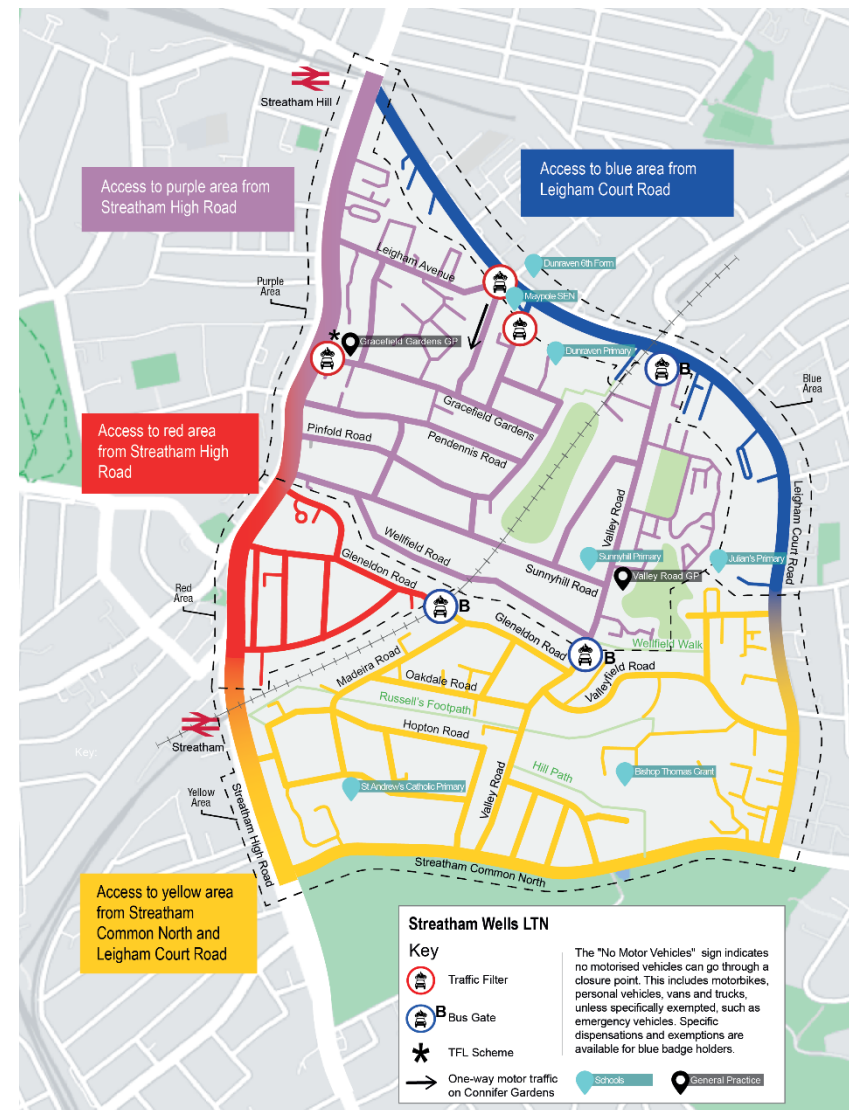


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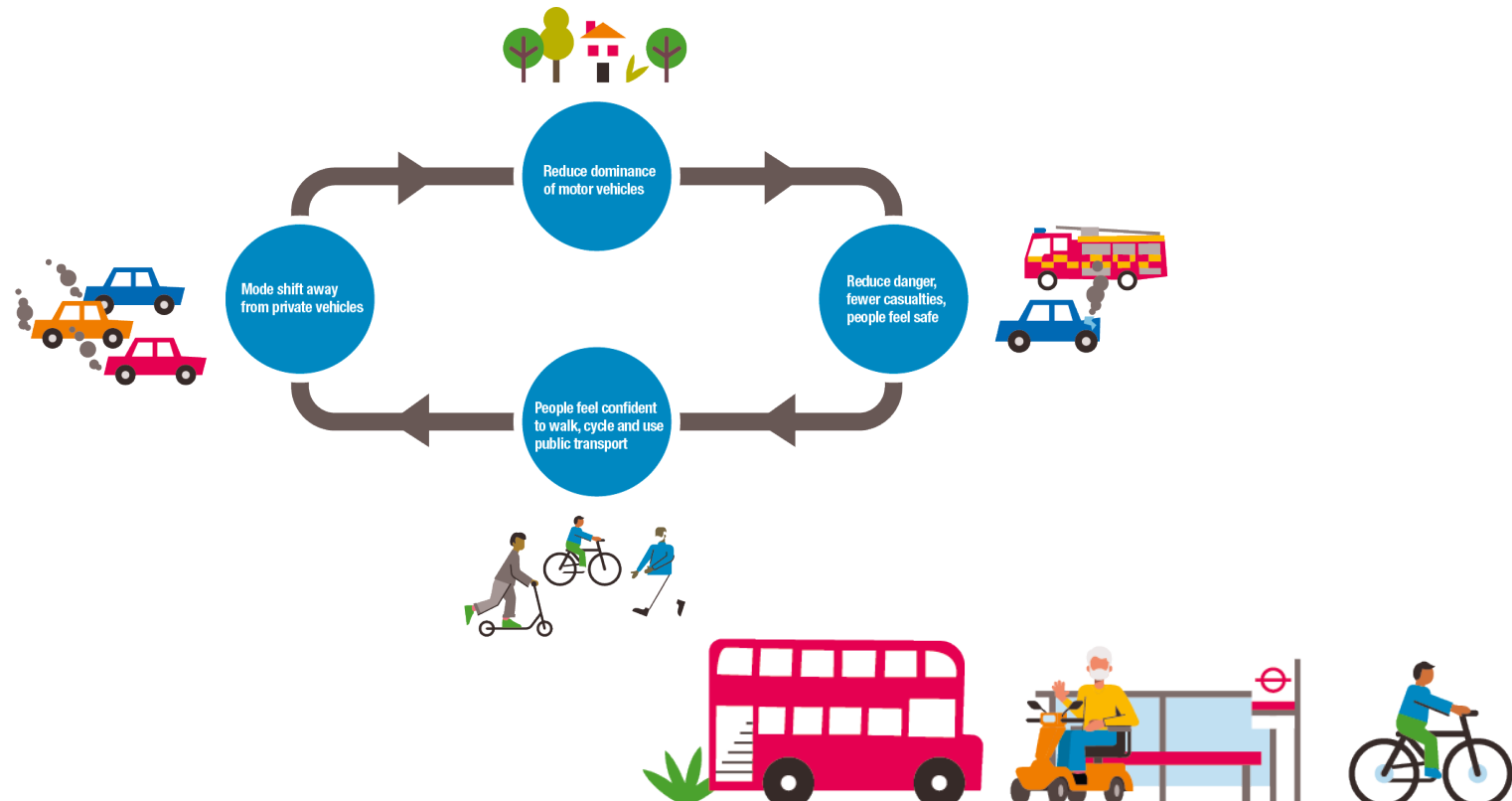
The Healthy Streets Approach

The way we manage our streets has a big role to play in making our borough a healthier place to live, work or play. Lambeth is a borough committed to social justice and equity across everything it does – this includes how we manage our streets. In 2019 we published our [Transport Strategy](#), which sets out the vision for our streets.

Motor traffic has a big impact on our lives, from noisy congestion, toxic air, or road danger that either prevents or disincentivises us from walking, scooting, wheeling or cycling. This is particularly unjust as 58% of households in Lambeth do not own a car and rely on active travel and public transport.

In 2021, we adopted our [Climate Action Plan\(CAP\)](#) which sets out how, together, we will create a Lambeth that is fit for the future. A key requirement identified in the CAP is to reduce the amount of motor traffic on our streets, with an evidence based target of 27% by 2030.

To do this, we are using the [Healthy Streets Approach](#). This process helps us understand how all sorts of projects fit together, support each other, and collectively help make our streets safer, more inclusive, and more enjoyable places.

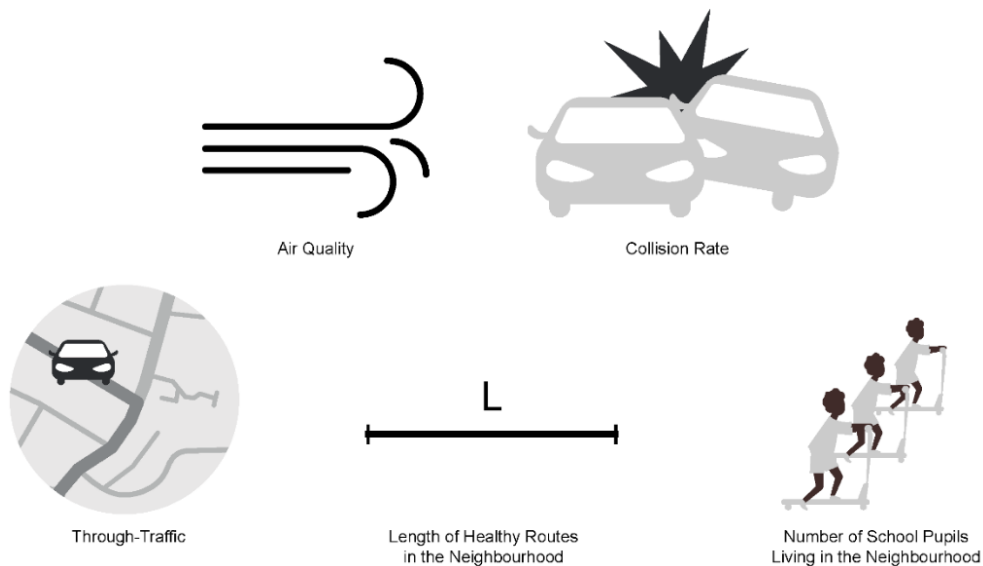


How we chose this Low Traffic Neighbourhood

The Streatham Wells area was chosen following a review of all potential LTN areas in Lambeth. Each neighbourhood was given a score based on 5 criteria (listed below), with each criteria receiving an individual score between 1 and 3. The maximum score was 15;

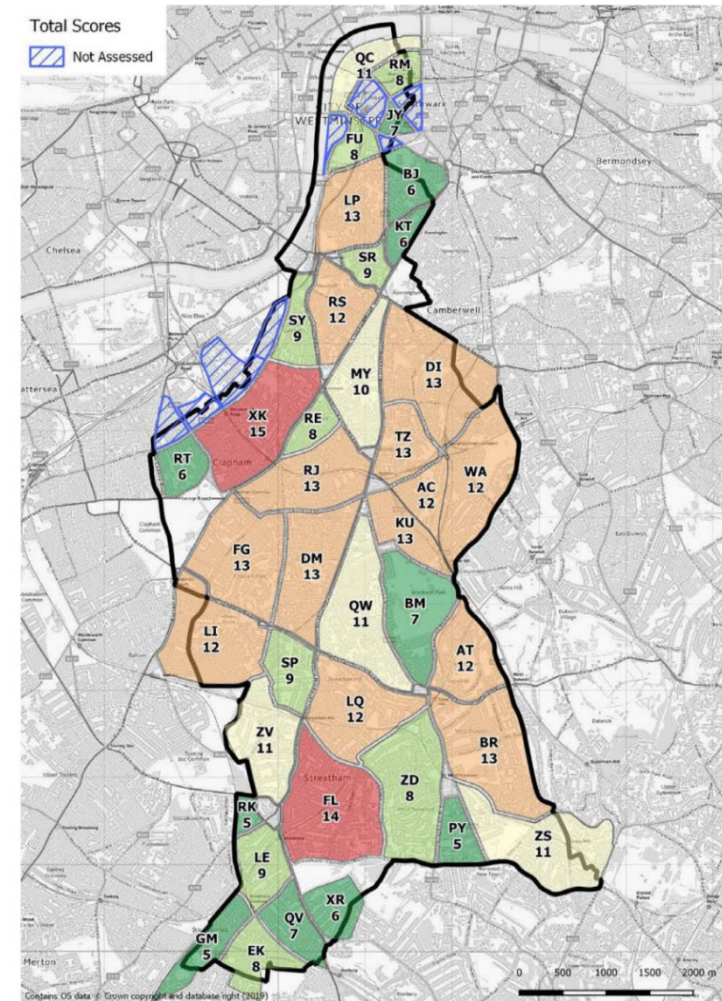
- Air quality (NO2)
- Collision rate (per household in the neighbourhood)
- Number of school pupils living in the neighbourhood
- Length of [Healthy Routes](#) within the neighbourhood
- Evidence that through traffic is an issue.

This neighbourhood assessment is included as [Appendix B](#) within the [Lambeth Transport Strategy 2019](#).



Annex A Neighbourhood Assessment

Areas scored 0-15, with the higher the score, the greater the identified issue



Monitoring report stages

LTNs in Lambeth are assessed in line with our [Low Traffic Neighbourhoods Monitoring Strategy](#). There are 3 stages to our monitoring, and each stage has a specific purpose.

Stage 1 - Initial adjustment – Assessing the immediate impacts of the LTN identifying key community concerns and concerning traffic patterns.

Stage 2 - Settling down – Assessing the impact of the LTN once the scheme has bedded in where compliance has improved, and people's behaviours and routing have changed. This looks deeper into the air quality impacts, community response and other factors. This report forms the basis of recommendations for the future of the scheme.

Stage 3 - Regular use – This assesses the longer-term impacts of the LTN programme, looking at behaviour change towards active travel and public transport, reduction in vehicle miles, and public perception.

What is considered in this Stage 1 review?

This review has been undertaken following the implementation of the Streatham Wells LTN trial. It identifies community issues and analyses initial traffic trends. This allows for specific improvements to the design of the scheme where needed due to any negative impact directly attributable to the implementation of the LTN.

The three areas of analysis are:

- Traffic data
- Community feedback
- Equality Impact Assessment

The analysis is followed by our response in terms of improvements, supporting measures and the next steps for the scheme.



Methodology

A wide range of factors influence traffic patterns across London's road network. These factors include planned and unplanned road works, public transport strikes, bridge closures, external events and changes by neighbouring boroughs or TfL. These factors must be analysed to isolate and understand the specific impacts of an LTN. See Appendix D for further details on road works in the area during the Streatham Wells LTN trial.

After considering the background factors which influence traffic patterns, we:

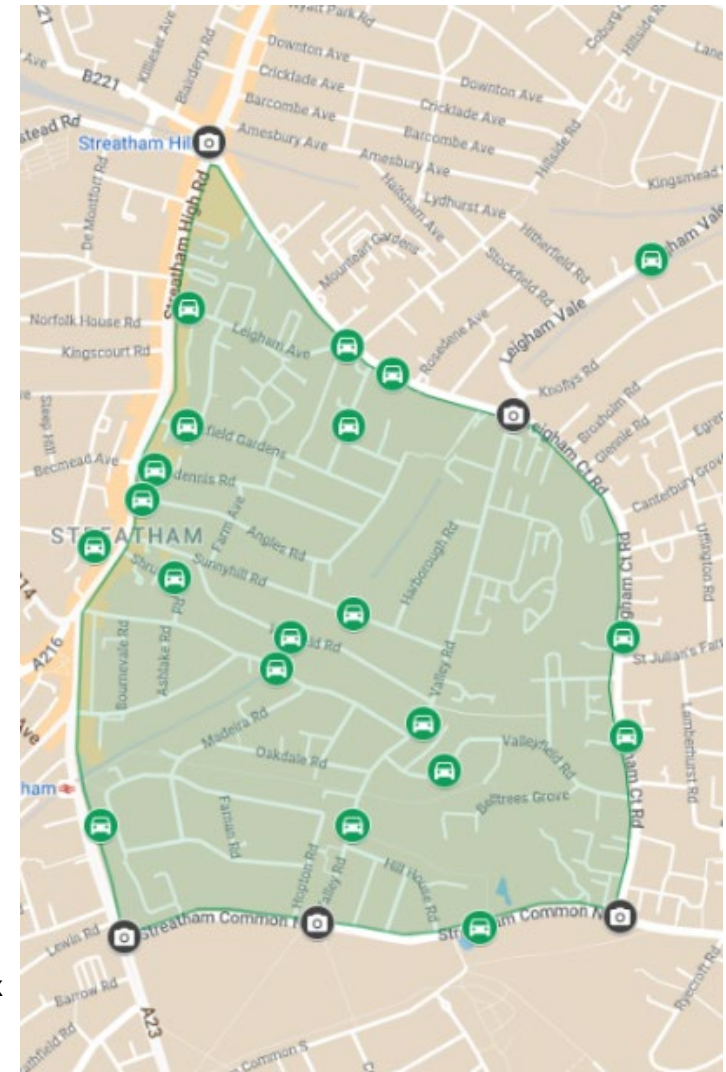
- Use data collected before and after the trial to have a more comprehensive understanding of the traffic impact of the LTN
- Use a mixture of TfL traffic data, telematics/Satnav data and bus performance data to help us understand the impact of the LTN of roads outside our primary data collection area.

Baseline data was collected primarily in November/December 2021 with supplementary data collected in October 2022. Data was collected during normal traffic conditions as far as possible and avoided planned road works and school holidays. This baseline is then compared with Stage 1 data collected in February 2024.

Traffic data has been collected via Automatic Traffic Counters (ATCs) and video surveys. ATCs are tubes placed across the road that record vehicle and cyclist numbers, vehicle types, and their speed. Video surveys count the number of vehicles turning between all arms of a junction. ATCs are used on streets within the LTN between junctions. To analyse the traffic on boundary roads and main road approaches, we used the video surveys.

To account for the difference in the time period collected from baseline to Stage 1, the baseline data for the video surveys was adjusted to reflect a full 24-hour period. This is known as factorisation and is done to make the data sets comparable. No factorisation or normalisation was required for the ATC counts.

Analysis of stage 1 data has been independently verified to ensure accuracy, see **Appendix K**. All traffic data can be found at Appendix A, B and C. Unprocessed data from traffic counts will be published on the Council's website in due course.



Baseline traffic flows

Baseline traffic flows are the levels of traffic in the LTN area before the LTN trial was implemented. See appendix A for a breakdown of total traffic flows at each survey location, and a breakdown of turning counts.

Motor vehicles

See appendix E.

- The highest daily volumes of traffic within the LTN area were at: Valley Road North (7829), Valley Road South (7468), Gleneldon Road (6761) and Shrubbery Road (4086)
- Boundary roads (A23, Leigham Court Road and Streatham Common North) also indicated high volumes of traffic

Cycles

See appendix H.

- Cycle flows were generally low within the LTN area. Levels were highest on the A23 (Streatham High Road) (1032), A23 (Streatham Hill) (957) and Leigham Court Road (551) all of these locations are on the boundary routes.



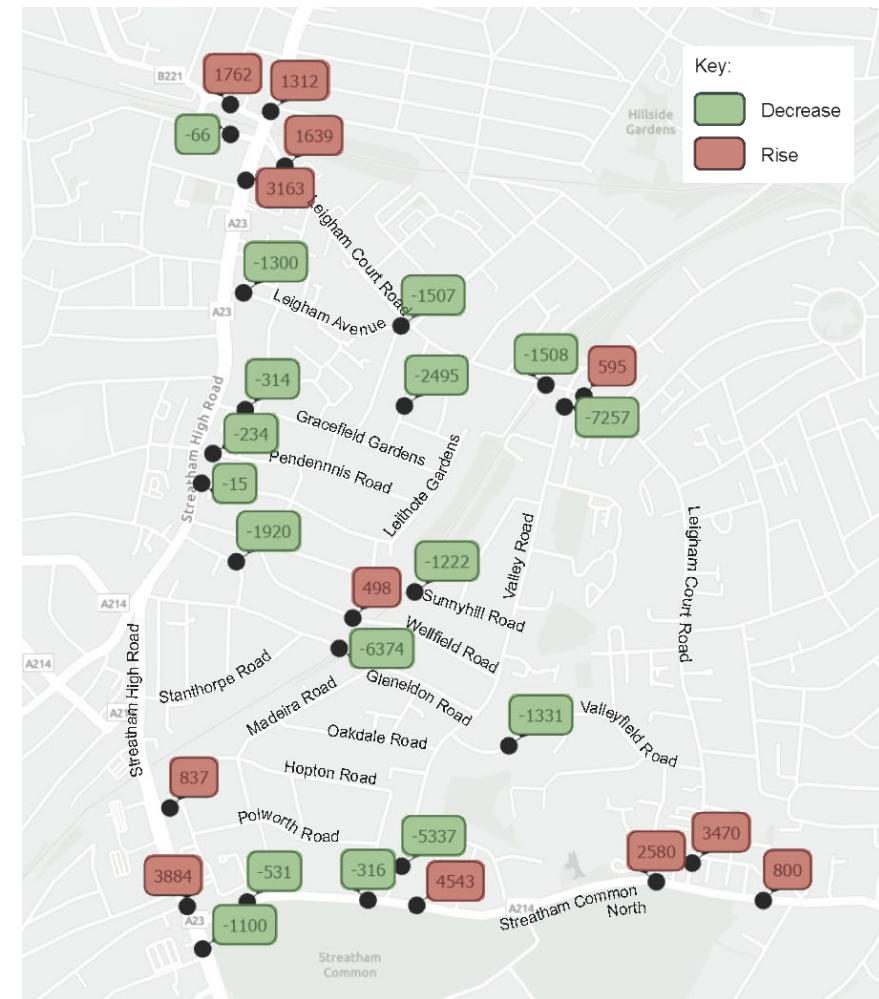
Stage 1 – impact of the LTN

The LTN impact is calculated as the percentage change between data collected in February 2024 and the baseline data.

Motor vehicles

See appendices F and G.

- The map to the right shows decreases in motor vehicles in green and increases in red
- There were large decreases in motor vehicles within the LTN, especially on:
 - Valley Road North -93%
 - Gleneldon Road -94%
 - Culverhouse Gardens -91%
- Flows increased on Wellfield Road (177%) which equates to a change of 498 motor vehicles on average per day. This appears to be in response to rerouting to access the A23 following the introduction of a School Street on Sunnyhill Road, combined with the filtering of Gleneldon Road. Flows also increased on Hopton Road by 59% (837) as a cut-through to access the A23.
- On boundary roads, motor vehicle flows increased in total by 7.5%. There were notable increases at certain count sites such as the site located between Streatham Common North and Leigham Court Road which increased by 37% (4543). The A23 (Streatham High Road) saw an increase of 13% equating to 3885 additional motor vehicles on average per day.

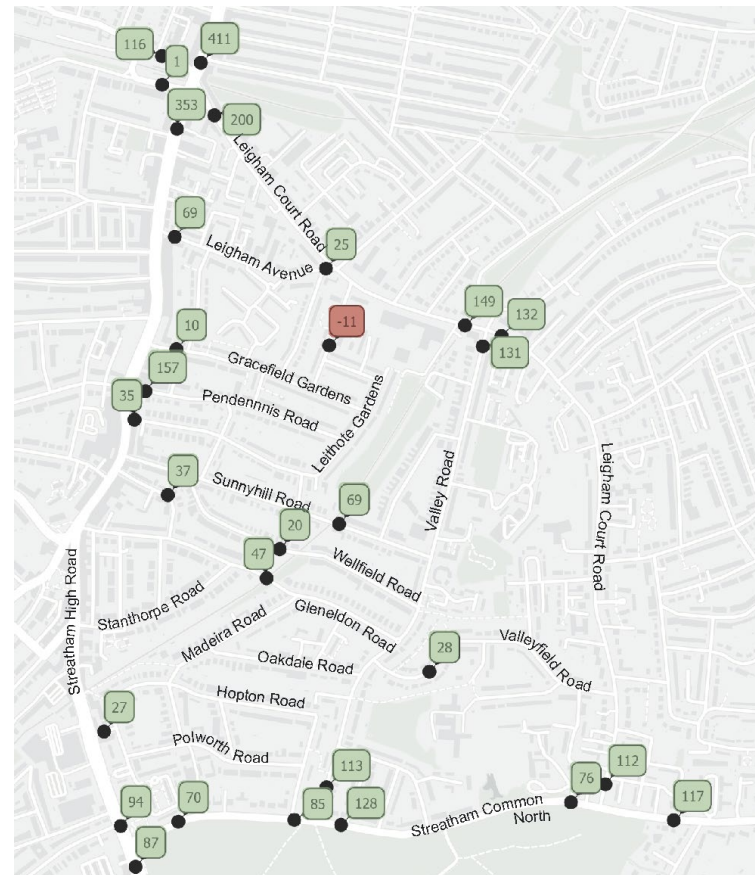
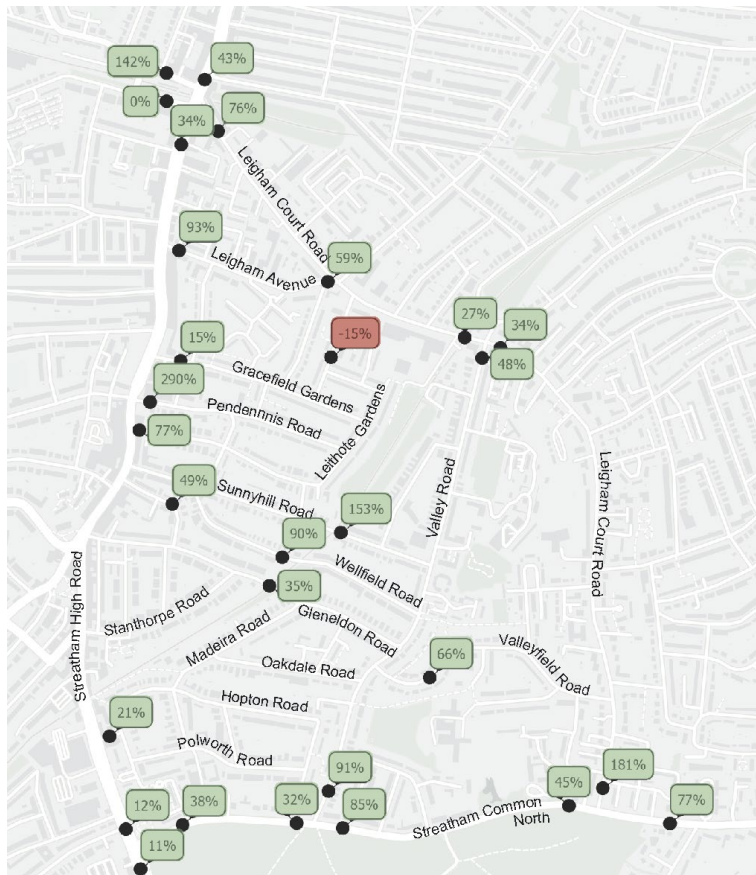


Cycles

Considerable percentage increases in average weekday cycling flows were recorded at almost all sites. See appendices I and J.

The largest increases were recorded on:

- Pendennis Road: 291% (+157)
- Leigham Court Road: 80% (+149)
- Sternhold Avenue: 142% (+116)
- Valley Road: 70% (+122)



Key:
 Increase
 Reduction



General trends

The following overall percentage changes in counts were observed when comparing traffic counts in February 2024 against the baseline.

Within the LTN:

- motor vehicle changes: -60%
- cycle change: +64%

On the boundary of the LTN:

- motor vehicles: +7.5%
- cycles: +35%

Across both internal and boundary roads:

- motor vehicles: -2.5%
- cycle: +40%

The LTN also had 68% fewer motor vehicles traveling over the speed limit.



General Trends - Buses

Following the implementation of the LTN, Transport for London (TfL) reported an increase in bus journey times above expected normal fluctuations. The 'heat maps' on this page are taken from TfL's Streetspace Monitoring tool and give an overview of changes in performance.

The maps show the difference in bus speed between TfL's 2019 baseline and a given 5-day period during the LTN trial. In this case, the maps show the period of 29/01/2024 to 02/02/2024 which aligns with the period traffic data was collected for the Stage 1 monitoring. Differences in the baseline are measured in an increase or decrease in speed (minus or plus minutes per kilometre).

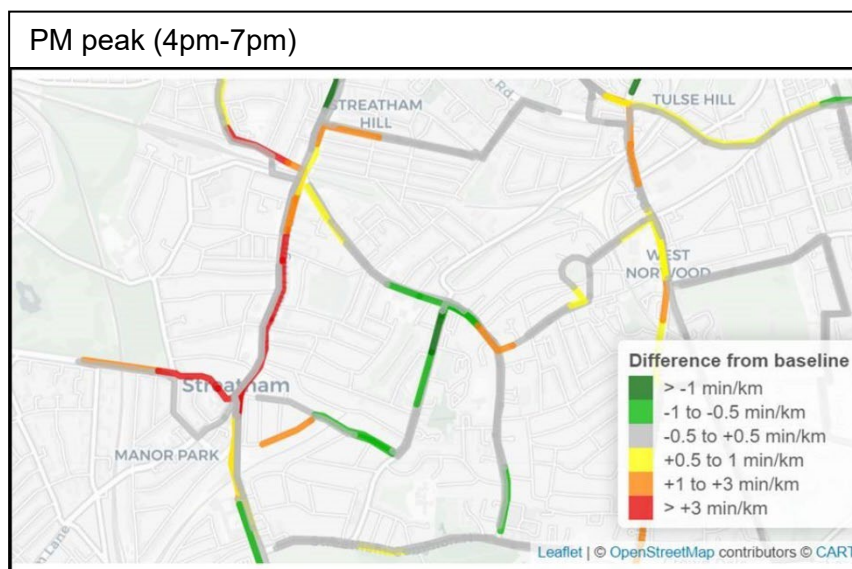
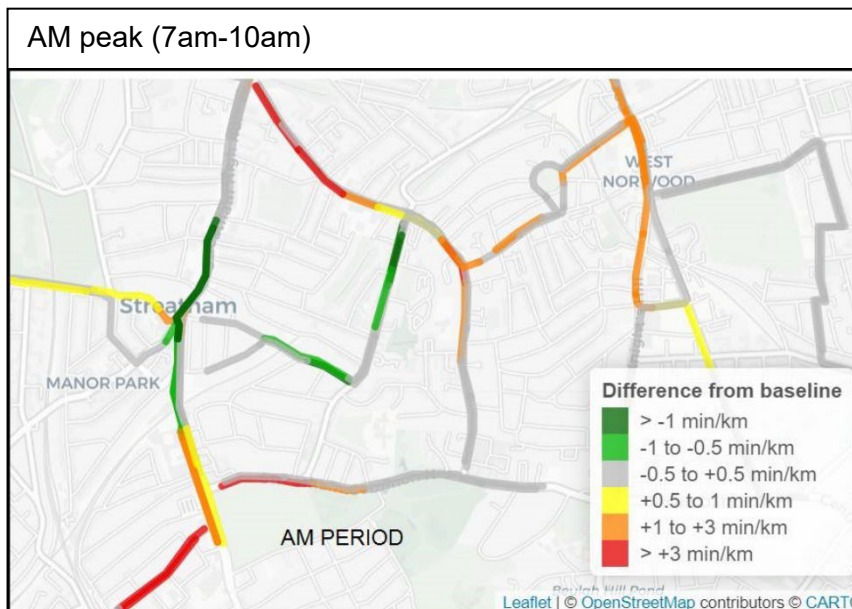
Delays vary across different times of day. In the morning, the most notable delays were recorded on Leigham Court Road, Greyhound Lane and in the westbound direction on Streatham Common North. On the contrary, journey times improved relative to the baseline figure along some sections of the A23 (Streatham High Road).

In the afternoon period, the most notable delays were recorded at the junction of the A214 (Tooting Bec Gardens) and the A23 (Streatham High Road), at the junction of the B221 (Sternhold Avenue) and the A23 (Streatham High Road) and on the A23 in the southbound direction. Performance improved on sections of Leigham Court Road.

In both the morning and the afternoon peak hours the bus service that runs through Valley Road and Gleneldon Road saw improvements from the baseline.

The trends observed broadly align with patterns in the traffic data collected through the ATCs and video counts for this monitoring report.

(Due to Lambeth's and TfL's concerns over bus performance bus monitoring was undertaken in stage 1 rather than stage 2)



Specific trends

On most streets within the LTN, there was a general decrease in motor vehicles when compared with the baseline. However, motor vehicle flows have increased in places where modal filters required new access routes, and where there were still cut throughs in the LTN.

Motor vehicle flows increased on the majority of boundary roads; however, there were slight reductions in some areas notably on **Leigham Court Road** to the west of the Valley Road/Knollys Road junction, which saw a daily reduction in motor vehicles of -1507 equating to a 9% decrease.

Cycle flows recorded a large increase, both inside the LTN and on peripheral roads; however, this increase is from a low baseline and does not account for background trends.

Wellfield Road – Saw a significant increase in the number of vehicles using the street to exit the LTN at the A23. It appears that the School Street on Sunnyhill Road and the LTN filter on Gleneldon Road combined to increase traffic at school drop off and pick up times, with an average of 498 additional motor vehicles using Wellfield Road per day.

Leigham Vale – A notable decrease in traffic is observed on Leigham Vale of -2633 motor vehicles or 46% less traffic. Whilst it is outside the LTN, the closure of Valley Road to motor vehicles appears to have resulted in traffic rerouting away from the area.

Hopton Road – An increase in traffic of (+837 motor vehicles or 59%) is identified on Hopton Road, most likely due to motor vehicles using it to avoid the traffic lights on Streatham Common North and accessing the A23.

This Stage 1 report only seeks to monitor roads within and on the boundary of the LTN including main road approaches. We have received reports of changes in traffic flows in neighbourhoods adjacent to the Streatham Wells LTN which we will further investigate as part of planning for a new LTN scheme. Some residents have reported increases in traffic, but others, such as in West Norwood and Tulse Hill, have reported decreases.



Community feedback

Low Traffic Neighbourhoods are part of our vision for a transport network that is inclusive and has a positive impact on quality of life and the environment. It is important that we can balance the needs of our diverse community and our LTN Stage 1 monitoring seeks to present initial perceptions of LTNs.

As part of the 6-month statutory consultation required as part of an Experimental Traffic Order, we engaged with local people and organisations in several ways.

We gathered feedback in a variety of formats including:

- We spoke to statutory consultees such as TfL
- We undertook some face-to-face and/or online engagement with local stakeholders
- We undertook virtual engagement with parents/carers whose children attend local schools
- We undertook a door knocking survey on the Valley Road Estate
- We spoke to local businesses and the Streatham BID
- We heard from local action groups

The community engaged with us by:

- Email
- Through local representatives such as Ward Councillors and local MPs
- Officer and Councillor drop-ins and meetings



Community feedback analysis

The analysis identified that, while there is a general desire for cleaner air and safer streets among respondents, there are strong and contrasting opinions on how to achieve this. The feedback below summarises the key themes, acknowledging that it may not encompass the entirety of comments raised. Ongoing analysis and documentation of all comments is underway, and this will be considered as part of any future decision on the scheme.

Valley Road Estate

Engagement included a door knocking survey of 302 households. Roughly 1/3 responded to the survey. Headlines:

- None of the respondents cycle
- Around 50% of respondents drive: mainly for shopping and getting to and from work. They reported being more convenient.
- Concerns over traffic and pollution increasing on boundary roads. Quote: *“Is the LTN as a sustainable measure?”*
- Difficulty in getting in and out of the estate as there is only one direct vehicle access. Some residents, namely the elderly, feel confined. Claims over taxis having difficulties getting to them and move around, despite the three bus gates on Valley Road and Gleneldon Road.

Suggestions raised by residents: Enable resident vehicle access.

Valley Road GP

- Concerns over drop in the number of patients registered to the practice:
Disclosure: the [NHS Patients Registered at a GP Practice](#) dashboard shows that the number of patients registered are higher now than before the LTN trial launch.
- Concerns over healthcare providers not having exemptions

Parents/carers and staff

Engagement included online surveys of parents and staff, online events, school drop-ins. Headlines:

- Most respondents do not cycle
- Most respondents walk to and from school
- Most respondents do not feel safe because of traffic and pollution on boundary roads.
- Reports of speeding on Leigham Court Road
- Reports and concerns over bus delays and congestion on Streatham High Road
- Reports of commute being affected with children arriving late to school due to congestion
- Reports of children now walking home alone because it is difficult for parents to pick them up on time.
- Safer to move around within the LTN

Suggestions raised by residents: Enable vehicle access at school drop off and pick up times with timed filters instead of 24h traffic restrictions.



Special Needs School on Culverhouse Gardens

Engagement included emails from parents and staff. Headlines:

- Concerns over increased journey times, pollution and added stress to disabled children attending the school

Bishop Thomas Grant School

Engagement included email exchanges and meetings. Headlines:

- Concerns over loss of revenue as school facilities see reduction in bookings due to user's increased journey times.

Businesses

Engagement included a survey prepared and circulated by Streatham BID with registered businesses, meetings with BID manager, drop-ins to business events over Christmas. Headlines:

- Businesses using driving as a business model or as part of their business model do not report thriving
- The need for the businesses to make operational adjustments is not determined by their location
- Loss of revenue reported due to longer journey times between meetings, less meetings, decreased footfall along the A23

St Peter's Church on Leigham Court Road

Engagement included an online meeting with representatives of the church, who shared views about the congregation. Headlines:

- Church works as a social cluster - concerns over reduced participation at events taking place at the church impacting mostly children and the elderly
- Concerns over pedestrian safety, namely for children crossing Leigham Court Road
- Concerns over community division - the congregation's centre of gravity is on the other side of Leigham Court Road and therefore, some people feel more isolated, namely the elderly
- Concerns over community isolation - before the LTN local elderly people avoided the A23 (Streatham High Road). Now, they are forced onto it. They don't feel confident driving on this busy road



General Comments

Improvements since the LTN started: below are some of the **benefits** raised by the community in relation to the Low Traffic Neighbourhood.

Traffic:

- Reduced traffic volumes on Valley Road and within the LTN

Safety:

- Feels much safer for pedestrians crossing Valley Road, specifically for children walking, scooting or cycling in the LTN area
- Feels much safer for cyclists cycling through the LTN

Health and Wellbeing:

- Improved air quality in the LTN
- Reduced noise in the area
- A safer place for children and families
- Area has been calmer and more enjoyable to walk around

Concerns since the LTN started: below are some of the **concerns** highlighted by the community in relation to the Low Traffic Neighbourhood.

Traffic:

- Increased traffic on boundary roads (Leigham Court Road and Streatham High Road), the associated pollution this may cause and impacts on buses and emergency services response times
- Increase in traffic on some roads within and around the LTN (Stanthorpe Triangle, St Julian's Farm Road, Valleyfield Road amongst others)
- Bus congestion and route diversions around the LTN (Tooting Bec Gardens, Garrad's Road amongst others)
- Increased journey times
- Non-compliance where new restrictions are being ignored (cars speeding/careless driving)

Safety:

- Fear quieter streets increase vulnerability at night
- Safety concerns around cycling on Leigham Court Road



Access:

- Concern about potential increase in vehicle journey times and lack of connectivity by car within the neighbourhood
- Desire for exemptions for:
 - Vulnerable and disabled residents
 - Services and visitors to the area
 - Residents
 - Local businesses
 - Those visiting doctor's surgeries within the LTN
 - Taxis

Communication:

- Lack of engagement/ consultation with local community
- Lack of clearer signage on the ground about the changes



Equalities Impact Assessment

In August 2023, we published an [Equalities Impact Assessment](#) (EqIA). This assessed the potential impact of the Streatham Wells LTN on those with protected characteristics in law (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion, sex) and socio-economic status.

March 2024 reviewed findings:

As with the initial EqIA it identified that children are particularly impacted by poor air quality at the roadside and are also vulnerable to road danger. Reducing road danger has the potential to enable more disabled people to participate in active travel. For further information check the updated EqIA published alongside the [updated EqIA](#) report

Age, sex:

- Feeling of unsafety at night: street light improvements.
- Feeling of unsafety while waiting for the bus (longer periods on the street), inside the bus (increased levels of anti-social behaviour and stress) or being dropped from the bus (not knowing where one is).

Pregnancy and maternity:

- Parents and children walking on more congested and polluted boundary roads: street improvements required to reduce traffic volumes

Disability, Age

- Improve accessibility measures within the LTN with wider pavements and more places to sit and rest
- Those disabled people who do drive face potentially longer journey times
- SEND children face potentially longer journey times, which might increase levels of stress and anxiety

Economic status

- Feeling powerless: Active travel initiatives such as cycle training at the estates, enable better vehicle access to and from the Valley Road Estate



Next steps

This Stage 1 Monitoring Report shows that the Streatham Wells LTN met the strategic objectives of the Climate Action Plan, Transport Strategy and is in line with the Lambeth 2030 Borough Plan by reducing the levels of traffic within the LTN area and boundary roads when considered together.

However, during the trial, the traffic on boundary roads, including the A23 (Streatham High Road) and Streatham Common North, combined with frequent roadworks by Thames Water and other utilities, placed a significant strain on bus services in Streatham, with bus journey times affected by increased congestion. Anticipating the disruption of further planned TfL construction works on the A23 in Spring 2024, the Streatham Wells LTN was suspended in March 2024.

The construction works from Spring 2024 will enable safer walking and cycling on the A23. Alongside this investment, the Council is working with TfL to implement a comprehensive package of bus supporting measures along the length of the A23 to separate buses from general traffic and help prevent bus delays in future. We will continue to monitor the area through bus and telematics data to understand changes and assess evolving needs.

Using the data collected through this Stage 1 monitoring report and considering the challenges the Streatham Wells LTN has faced to date, we will continue to plan and deliver healthy street schemes in Streatham which improve air quality, reduce congestion and make the area climate resilient. As part of planning for the future of Streatham Wells, we will work with the community to bring back a new, improved plan for the area.



Appendix A - Baseline data

Configuration	Road Name	Longitude	Latitude	Monitoring Stage	Direction	Cycle flows daily weekday average	Total vehicle flows daily weekday average	Total motor vehicle flow daily weekday average
Within	Leigham Avenue (West)	-0.12762	51.4350578	Baseline	Two way	74	3221	3146
Boundary	Leigham Court Road (North)	-0.12143	51.4338049	Baseline	Two way	363	19664	19300
Within	Culverhouse Gardens	-0.1228	51.43282	Baseline	Two way	72	2826	2755
Within	Gracefield Gardens	-0.12766	51.4328244	Baseline	Two way	66	1336	1268
Within	Pendennis Road	-0.12868	51.4320042	Baseline	Two way	54	1929	1874
Within	Pinfold Road	-0.12905	51.4314432	Baseline	Two way	45	1093	1047
Within	Sunnyhill Road	-0.12263	51.4292649	Baseline	Two way	45	2958	2913
Within	Wellfield Road	-0.12454	51.4287961	Baseline	Two way	22	303	281
Within	Gleneldon Road	-0.12498	51.4282242	Baseline	Two way	132	6894	6761
Within	Valley Road (North)	-0.1205	51.4271798	Baseline	Two way	237	10145	9907
Within	Valleyfield Road	-0.11988	51.4262831	Baseline	Two way	42	3765	3724
Within	Valley Road (South)	-0.12266	51.425239	Baseline	Two way	215	10229	10015
Boundary	Streatham Common North	-0.11877	51.4233283	Baseline	Two way	128	16467	16337
Boundary	Leigham Court Road (South)	-0.11442	51.4288189	Baseline	Two way	272	14106	13834
Within	Leigham Avenue (East)	-0.12284	51.4343501	Baseline	Two way	42	2273	2230
Within	Shrubbery Road	-0.12805	51.4299285	Baseline	Two way	75	4160	4086
Within	Hopton Road	-0.13027	51.4252599	Baseline	Two way	125	1544	1418
Other	Prentis Road	-0.130497	51.4305509	Baseline	Two way	59	2164	2104
Boundary	Leigham Court Road 3	-0.1143423	51.4269381	Baseline	Two way	226	11244	11019
Other	Leigham Vale	-0.1135712	51.4359747	Baseline	Two way	327	6112	5785
Boundary	Streatham Hill	-0.1266533	51.4385062	Baseline	Two way	957	24002	23045
Boundary	Sternhold Avenue	-0.127879	51.4386583	Baseline	Two way	82	6469	6387
Boundary	Drewstead Road	-0.1278978	51.4380881	Baseline	Two way	264	9805	9541
Boundary	Streatham High Road	-0.1274616	51.4372035	Baseline	Two way	1032	27337	26305
Boundary	Leigham Court Road	-0.12626	51.4374543	Baseline	Two way	262	13294	13031
Boundary	Streatham High Road (A)	-0.1298176	51.4233724	Baseline	Two way	796	30907	30111
Boundary	Streatham High Road (B)	-0.1293777	51.4225545	Baseline	Two way	772	38198	37427
Boundary	Streatham Common North	-0.1279829	51.4234292	Baseline	Two way	187	18943	18756
Within	Valley Road	-0.1232433	51.4240361	Baseline	Two way	124	7592	7468
Boundary	Streatham Common North (B)	-0.1242974	51.4234056	Baseline	Two way	264	18911	18647
Boundary	Streatham Common North (C)	-0.1228141	51.4232819	Baseline	Two way	152	12490	12338
Boundary	Leigham Court Road	-0.1143786	51.4239545	Baseline	Two way	62	9871	9809
Boundary	Streatham Common North	-0.1154864	51.4236149	Baseline	Two way	167	14962	14795
Boundary	Streatham Common North	-0.1122381	51.4232035	Baseline	Two way	152	18090	17937
Other	Knollys Road	-0.117519	51.4333252	Baseline	Two way	309	7214	6904
Boundary	Leigham Court Road	-0.1184675	51.4331501	Baseline	Two way	551	17138	16587
Within	Valley Road	-0.1179189	51.4327246	Baseline	Two way	273	8101	7829
Boundary	Leigham Court Road	-0.1173168	51.4329194	Baseline	Two way	380	14019	13639



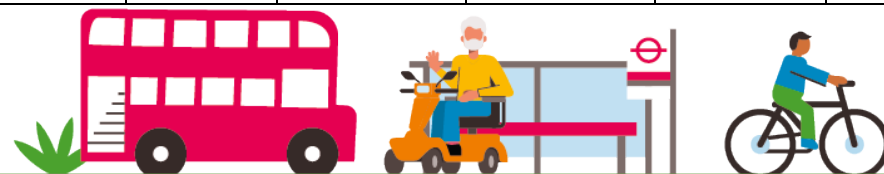
Appendix B - Stage 1 data

Configuration	Road Name	Longitude	Latitude	Monitoring Stage	Direction	Cycle flows daily weekday average	Total vehicle flows daily weekday average	Total motor vehicle flow daily weekday average
Within	Leigham Avenue (West)	-0.12762	51.4350578	Stage 1	Two way	143	1988	1846
Boundary	Leigham Court Road (North)	-0.12143	51.4338049	Stage 1	Two way	519	14848	14330
Within	Culverhouse Gardens	-0.1228	51.43282	Stage 1	Two way	61	321	260
Within	Gracefield Gardens	-0.12766	51.4328244	Stage 1	Two way	76	1029	954
Within	Pendennis Road	-0.12868	51.4320042	Stage 1	Two way	211	1851	1640
Within	Pinfold Road	-0.12905	51.4314432	Stage 1	Two way	80	1113	1032
Within	Sunnyhill Road	-0.12263	51.4292649	Stage 1	Two way	114	1804	1691
Within	Wellfield Road	-0.12454	51.4287961	Stage 1	Two way	42	821	779
Within	Gleneldon Road	-0.12498	51.4282242	Stage 1	Two way	179	567	387
Within	Valley Road (North)	-0.1205	51.4271798	Stage 1	Two way	450	1145	695
Within	Valleyfield Road	-0.11988	51.4262831	Stage 1	Two way	70	2463	2393
Within	Valley Road (South)	-0.12266	51.425239	Stage 1	Two way	331	2919	2588
Boundary	Streatham Common North	-0.11877	51.4233283	Stage 1	Two way	175	17311	17135
Boundary	Leigham Court Road (South)	-0.11442	51.4288189	Stage 1	Two way	301	15706	15404
Within	Leigham Avenue (East)	-0.12284	51.4343501	Stage 1	Two way	67	790	723
Within	Shrubbery Road	-0.12805	51.4299285	Stage 1	Two way	112	2280	2166
Within	Hopton Road	-0.13027	51.4252599	Stage 1	Two way	152	2407	2255
Other	Prentis Road	-0.130497	51.4305509	Stage 1	Two way	76	1921	1845
Boundary	Leigham Court Road 3	-0.1143423	51.4269381	Stage 1	Two way	193	14588	14396
Other	Leigham Vale	-0.1135712	51.4359747	Stage 1	Two way	375	3527	3152
Boundary	Streatham Hill	-0.1266533	51.4385062	Stage 1	Two way	1368	25725	24357
Boundary	Sternhold Avenue	-0.127879	51.4386583	Stage 1	Two way	199	8350	8150
Boundary	Drewstead Road	-0.1278978	51.4380881	Stage 1	Two way	265	9741	9476
Boundary	Streatham High Road	-0.1274616	51.4372035	Stage 1	Two way	1386	30855	29469
Boundary	Leigham Court Road	-0.12626	51.4374543	Stage 1	Two way	462	15131	14670
Boundary	Streatham High Road (A)	-0.1298176	51.4233724	Stage 1	Two way	891	34887	33996
Boundary	Streatham High Road (B)	-0.1293777	51.4225545	Stage 1	Two way	859	37186	36327
Boundary	Streatham Common North	-0.1279829	51.4234292	Stage 1	Two way	257	18483	18225
Within	Valley Road	-0.1232433	51.4240361	Stage 1	Two way	238	2369	2131
Boundary	Streatham Common North (B)	-0.1242974	51.4234056	Stage 1	Two way	350	18682	18331
Boundary	Streatham Common North (C)	-0.1228141	51.4232819	Stage 1	Two way	280	17161	16881
Boundary	Leigham Court Road	-0.1143786	51.4239545	Stage 1	Two way	174	13452	13279
Boundary	Streatham Common North	-0.1154864	51.4236149	Stage 1	Two way	244	17620	17376
Boundary	Streatham Common North	-0.1122381	51.4232035	Stage 1	Two way	270	19008	18738
Other	Knollys Road	-0.117519	51.4333252	Stage 1	Two way	464	4273	3809
Boundary	Leigham Court Road	-0.1184675	51.4331501	Stage 1	Two way	701	15781	15080
Within	Valley Road	-0.1179189	51.4327246	Stage 1	Two way	404	976	572
Boundary	Leigham Court Road	-0.1173168	51.4329194	Stage 1	Two way	513	14747	14234



Appendix C - Baseline vs Stage 1 data

Road Name	Longitude	Latitude	Direction	Cycle flows daily weekday average	Total vehicle flows daily weekday average	Total motor vehicle flow daily weekday average	Absolute Total Motor vehicle change	Total Motor Vehicle %Change	Total Cycle increase Change	Total Cycle increase %Change
Leigham Avenue (West)	-0.12762	51.4350578	Two way	143	1988	1846	-1300	-41.32%	69	93.24%
Leigham Court Road (North)	-0.12143	51.4338049	Two way	519	14848	14330	-4970	-25.75%	156	42.98%
Culverhouse Gardens	-0.1228	51.43282	Two way	61	321	260	-2495	-90.56%	-11	-15.28%
Gracefield Gardens	-0.12766	51.4328244	Two way	76	1029	954	-314	-24.76%	10	15.15%
Pendennis Road	-0.12868	51.4320042	Two way	211	1851	1640	-234	-12.49%	157	290.74%
Pinfold Road	-0.12905	51.4314432	Two way	80	1113	1032	-15	-1.43%	35	77.78%
Sunnyhill Road	-0.12263	51.4292649	Two way	114	1804	1691	-1222	-41.95%	69	153.33%
Wellfield Road	-0.12454	51.4287961	Two way	42	821	779	498	177.22%	20	90.91%
Gleneldon Road	-0.12498	51.4282242	Two way	179	567	387	-6374	-94.28%	47	35.61%
Valley Road (North)	-0.1205	51.4271798	Two way	450	1145	695	-9212	-92.98%	213	89.87%
Valleyfield Road	-0.11988	51.4262831	Two way	70	2463	2393	-1331	-35.74%	28	66.67%
Valley Road (South)	-0.12266	51.425239	Two way	331	2919	2588	-7427	-74.16%	116	53.95%
Streatham Common North	-0.11877	51.4233283	Two way	175	17311	17135	798	4.88%	47	36.72%
Leigham Court Road (South)	-0.11442	51.4288189	Two way	301	15706	15404	1570	11.35%	29	10.66%
Leigham Avenue (East)	-0.12284	51.4343501	Two way	67	790	723	-1507	-67.58%	25	59.52%
Shrubbery Road	-0.12805	51.4299285	Two way	112	2280	2166	-1920	-46.99%	37	49.33%
Hopton Road	-0.13027	51.4252599	Two way	152	2407	2255	837	59.03%	27	21.60%
Prentis Road	-0.130497	51.4305509	Two way	76	1921	1845	-259	-12.31%	17	28.81%
Leigham Court Road 3	-0.1143423	51.4269381	Two way	193	14588	14396	3377	30.65%	-33	-14.60%
Leigham Vale	-0.1135712	51.4359747	Two way	375	3527	3152	-2633	-45.51%	48	14.68%
Streatham Hill	-0.1266533	51.4385062	Two way	1368	25725	24357	1312	5.69%	411	42.95%
Sternhold Av	-0.127879	51.4386583	Two way	199	8350	8150	1762.965	27.60%	116.785	142.05%
Drewstead Rd	-0.1278978	51.4380881	Two way	265	9741	9476	-65.404	-0.69%	1.22	0.46%
Streatham High Road	-0.1274616	51.4372035	Two way	1386	30855	29469	3163.63	12.03%	353.99	34.30%
Leigham Court Road	-0.12626	51.4374543	Two way	462	15131	14670	1639	12.58%	200	76.04%
Streatham High Road (A)	-0.1298176	51.4233724	Two way	891	34887	33996	3884.992	12.90%	94.52	11.87%
Streatham High Road (B)	-0.1293777	51.4225545	Two way	859	37186	36327	-1099.86	-2.94%	87.394	11.33%
Streatham Common North	-0.1279829	51.4234292	Two way	257	18483	18225	-530.88	-2.83%	70.1	37.51%
Valley Road	-0.1232433	51.4240361	Two way	238	2369	2131	-5336.594	-71.46%	113.512	91.18%
Streatham Common North (B)	-0.1242974	51.4234056	Two way	350	18682	18331	-315.7	-1.69%	85.88	32.52%
Streatham Common North (C)	-0.1228141	51.4232819	Two way	280	17161	16881	4543	36.82%	128	84.51%
Leigham Court Road	-0.1143786	51.4239545	Two way	174	13452	13279	3470.19	35.38%	112.15	181.33%
Streatham Common North	-0.1154864	51.4236149	Two way	244	17620	17376	2580.891	17.44%	76.819	45.95%
Streatham Common North	-0.1122381	51.4232035	Two way	270	19008	18738	800.766	4.46%	117.622	77.19%
Knollys Road	-0.117519	51.4333252	Two way	464	4273	3809	-3095.278	-44.83%	154.752	50.04%
Leigham Court Road	-0.1184675	51.4331501	Two way	701	15781	15080	-1507.372	-9.09%	149.996	27.22%
Valley Road	-0.1179189	51.4327246	Two way	404	976	572	-7256.665	-92.69%	131.373	48.19%
Leigham Court Road	-0.1173168	51.4329194	Two way	513	14747	14234	595.44	4.37%	132.948	34.98%



Appendix D - Road works in the area

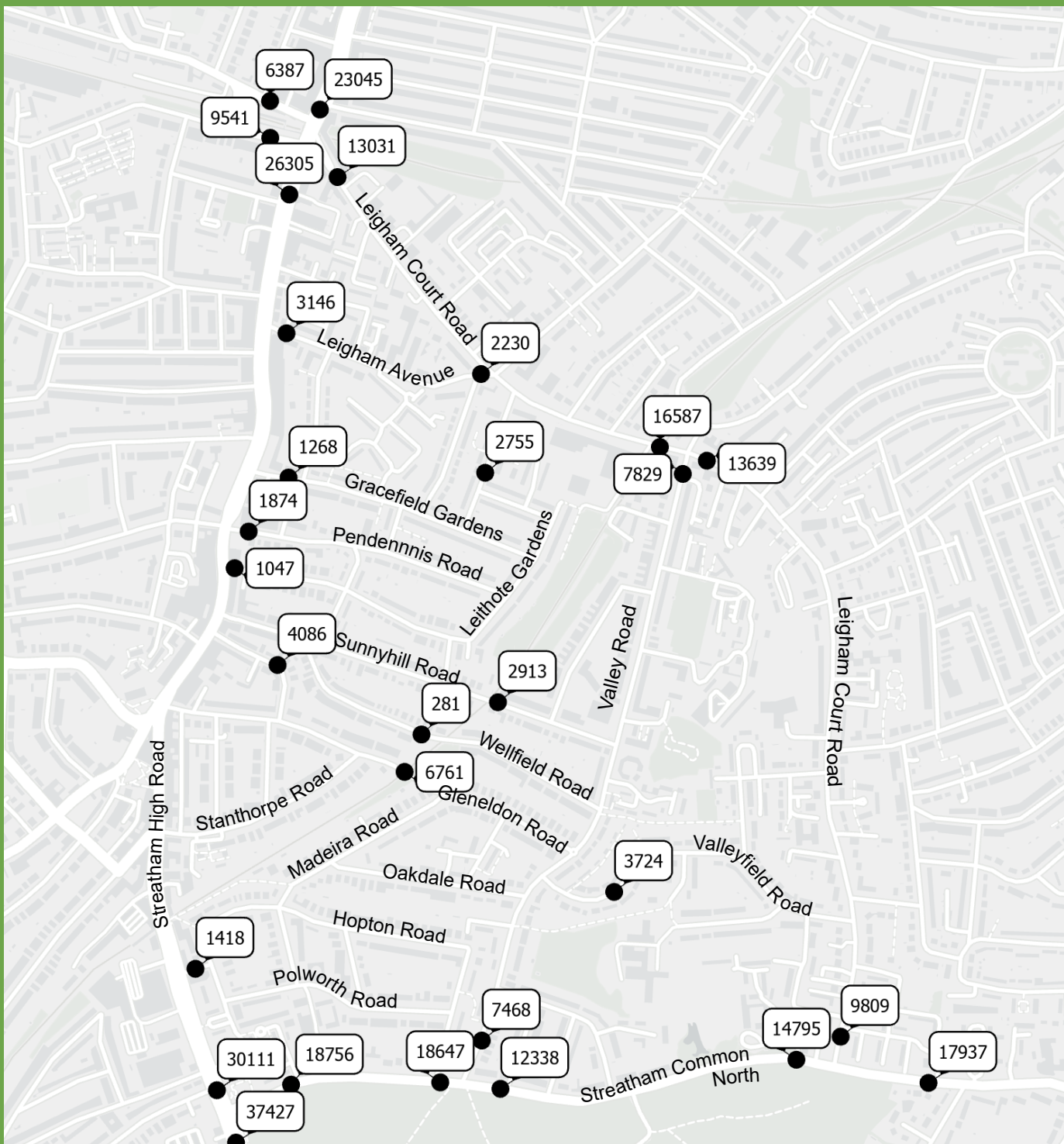
Since late 2020, there have been 73 emergency roadworks on Leigham Court Road, Valley Road and Leigham Vale, with 34 of these requiring traffic management. This has caused disruptions to the traffic flows and have impacted the performance of the LTN trial.

The impact of street works during the periods of monitoring have been considered as part of the analysis of data for this report. See table below.

Road name	Stage	Baseline 1 dates	Traffic management details	Works start	time start	Works end	Time end
Leigham Avenue	Baseline	29/11/21 - 08/12/21	Lane closure	04/12/2021	08:32	04/12/2021	13.22
Leigham Court Road	Baseline	29/11/21 - 08/12/21	Multi way signals	29/11/2021	12:25	02/12/2021	14:05
Leithcote Gardens	Baseline	29/11/21 - 08/12/21	Road closure	29/11/2021	08:00	10/12/2021	18:00
Valley Road	Baseline	29/11/21 - 08/12/21	Multi way signals	01/12/2021	09:25	06/12/2021	16:50
Valley Road	Baseline	29/11/21 - 08/12/21	Two way signals	01/12/2021	10:08	06/12/2021	19:03
Leigham Court Road	Baseline	09/10/22 - 15/10/22	Two way signals	13/10/2022	12:12	19/10/2022	14:45
Valley Road	Stage 1	31/01/24 - 06/02/24	Multi way signs	05/02/2024	11:45	05/02/2024	15:00

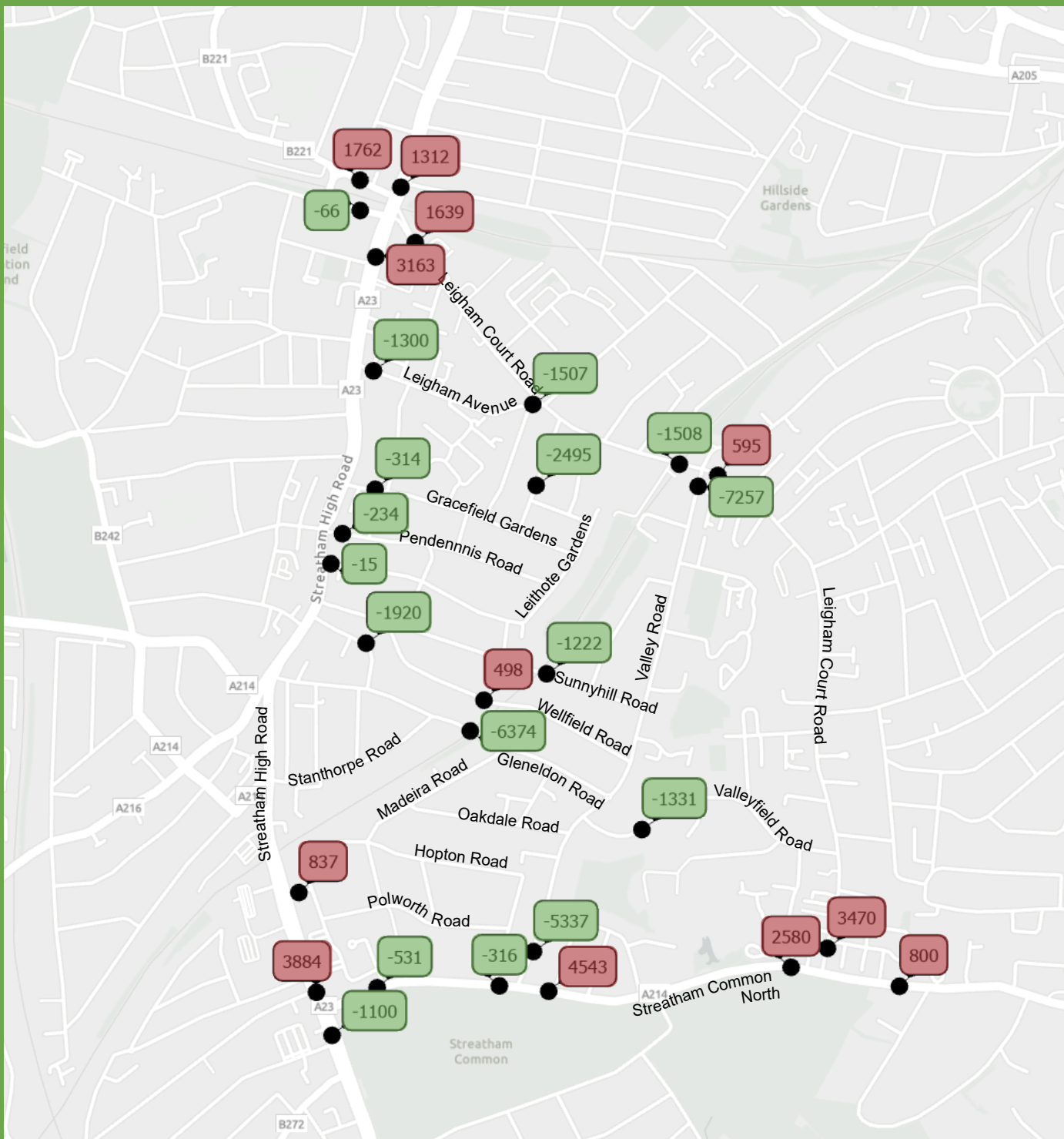


Appendix E - Baseline Average Weekday Motor Vehicle Flow



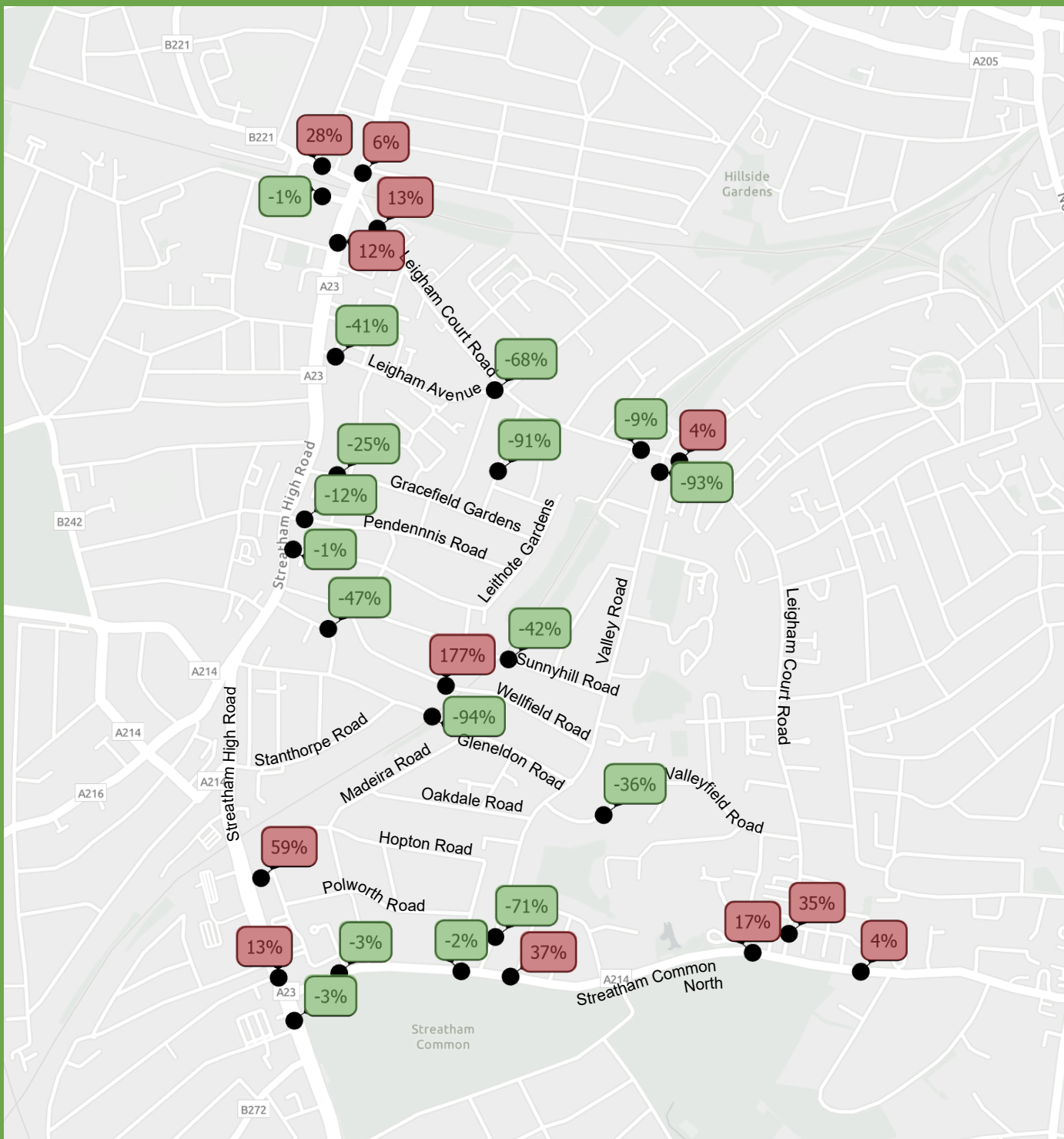
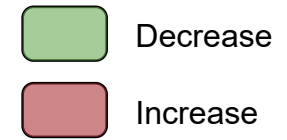
Appendix F - Stage 1 Absolute Change Weekday Motor Vehicle Flow

Key:

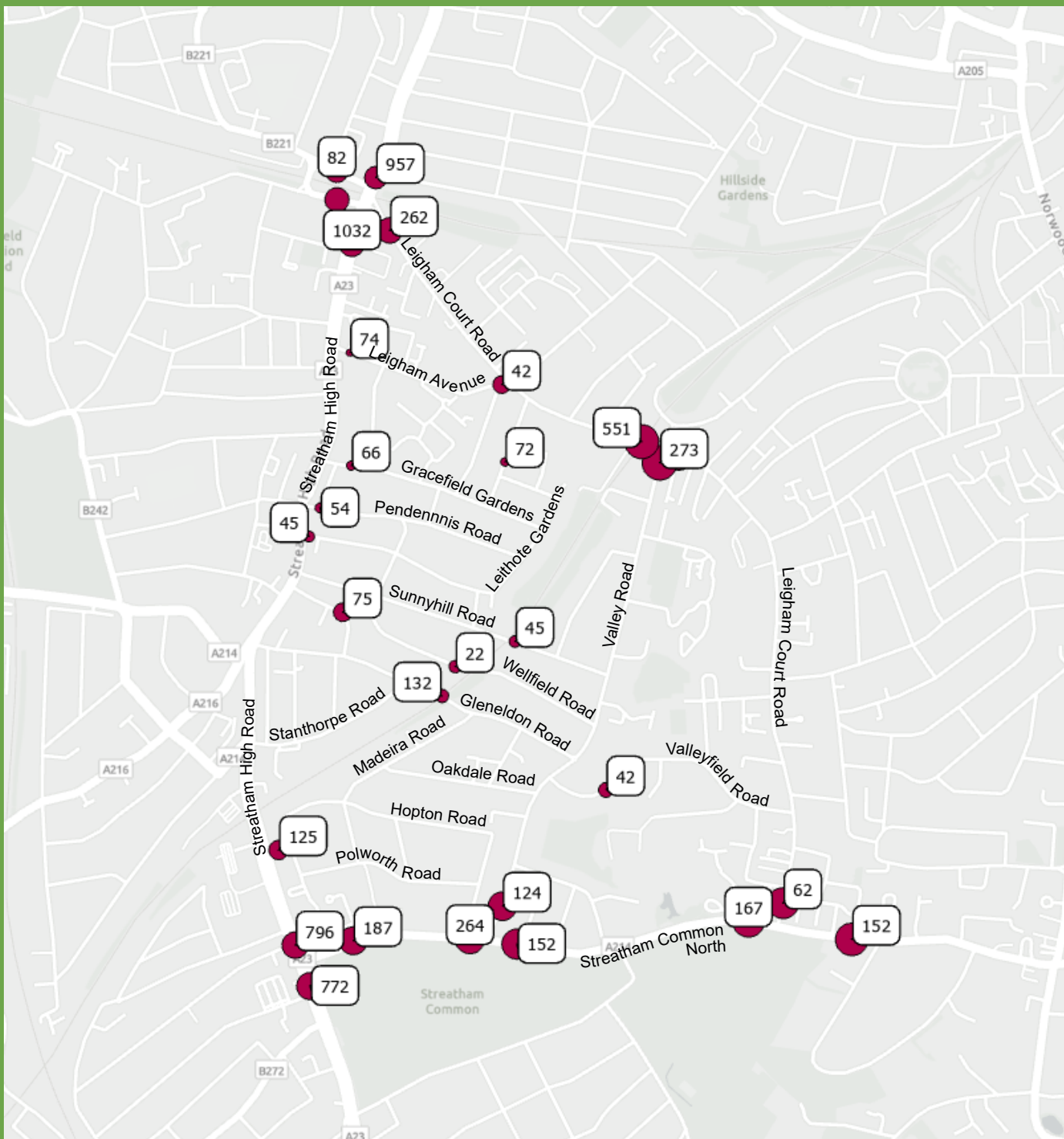


Appendix G - Stage 1 Percentage Change in Average Weekday Motor Vehicle Flow

Key:



Appendix H - Baseline Average Weekday Cycle Flow

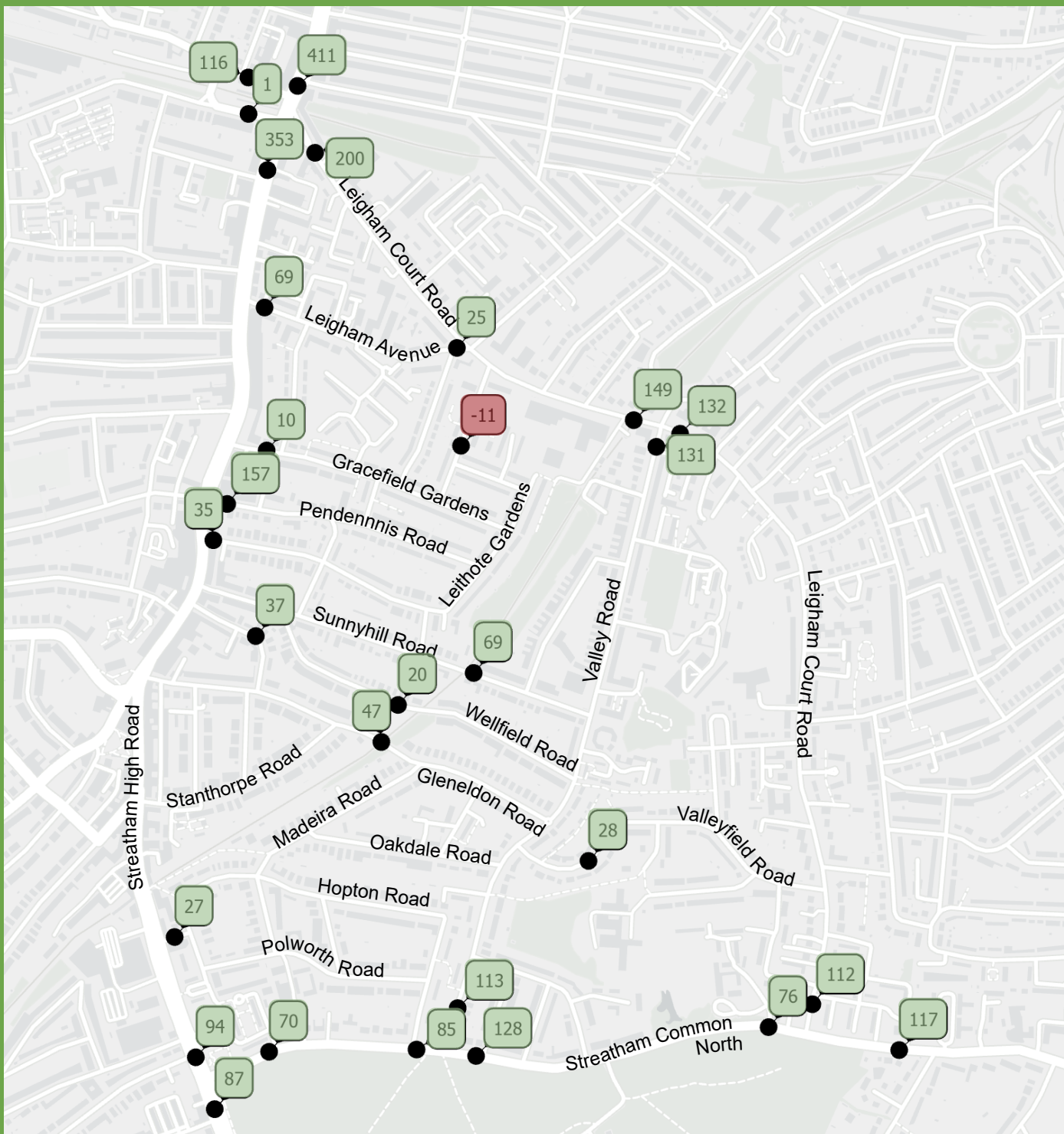


Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS



Appendix I - Stage 1 Absolute Change in Average Weekday Cycle Flow

Key:
 Increase
 Decrease



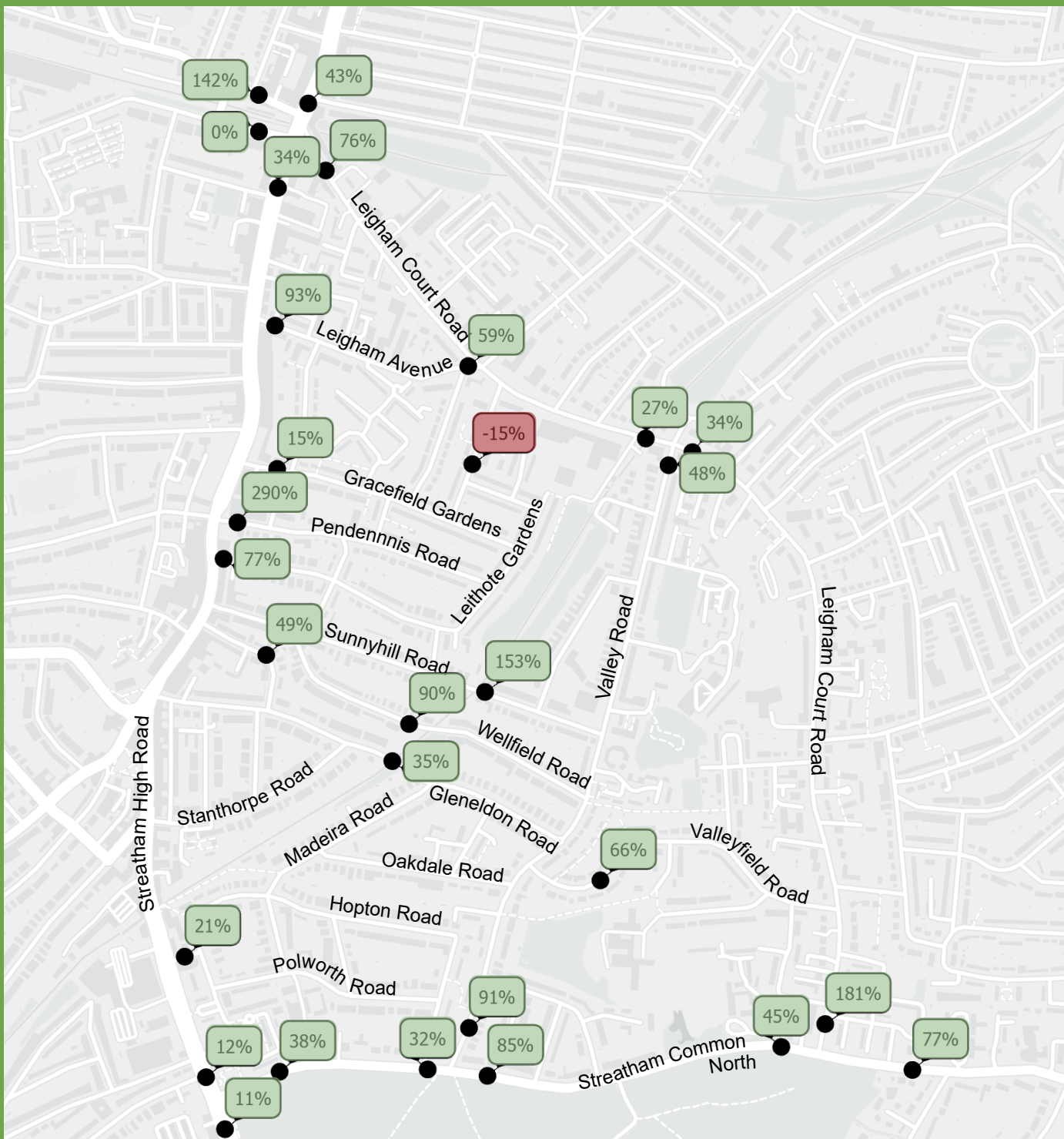
Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS



Appendix J - Stage 1 Percentage Change in Average Weekday Cycle Flow

Key:

- Increase
- Decrease



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS



Appendix K - Smart Transport Hub Statement

Smart Transport Hub, commissioned by the London Borough of Lambeth, undertook a comprehensive review of the Streatham Wells Low Traffic Neighbourhood Stage One Monitoring Report in March 2024. Distinguished by our commitment to transport innovation with a people-centric ethos, Smart Transport Hub surpasses conventional consultancy norms. Our holistic approach fosters opportunity creation, ensures seamless scheme implementation, and pioneers AI-driven data monitoring. By empowering decision-making, guiding policy navigation, and enhancing project management, we prioritize societal well-being at every turn.

Our range of solutions includes intelligent hardware and software tailored to monitor traffic, cycling, and pedestrian volumes. Additionally, we offer design services, parking consultancy, and traffic order support to meet diverse project needs.

During the review process, Smart Transport Hub meticulously examined the monitoring data commissioned by Lambeth, scrutinising data inputs and analysis tables. We conducted a thorough verification that the processes of the methodology were carried out correctly, including Excel formulas and data processing to detect any errors leading to inaccuracies in the final report. We are pleased to confirm that Lambeth has duly addressed and corrected the identified errors in the final reports.

It's important to note that neither Smart Transport Hub nor the London Borough of Lambeth can be held accountable for errors originating from third-party data sources unless they have been identified through standard verification procedures.

