

Low Traffic Neighbourhood



Stage 1 Monitoring Report – Initial Adjustments
March 2024

Stage 1 report – Short Summary

Brixton Hill Low Traffic Neighbourhood (LTN) trial is designed to make the neighbourhood safer, healthier and more climate resilient. The Brixton Hill LTN trial launched on 4 September 2023 under an Experimental Traffic Order (ETO).

The LTN trial includes eight traffic filters on local streets which prevent unauthorised vehicles from traveling through the area, creating safer, healthier streets for all. All addresses within the area remain accessible by motor vehicle, although some routes will have changed. Certain vehicles like emergency vehicles and blue badge holder vehicles are allowed through some or all of the filters.

This Stage 1 Monitoring Report shows that the Streatham Wells LTN trial is meeting the objectives of the Climate Action Plan (CAP) and Transport Strategy and supporting 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 **58% decrease in traffic** within the LTN
- An average **6% increase in traffic on boundary roads**.
- An overall **3.6% net reduction in traffic** when looking at roads within the LTN and on the boundary roads, including on main roads approaching the LTN
- Speeding within the LTN has reduced by an average of **83%**



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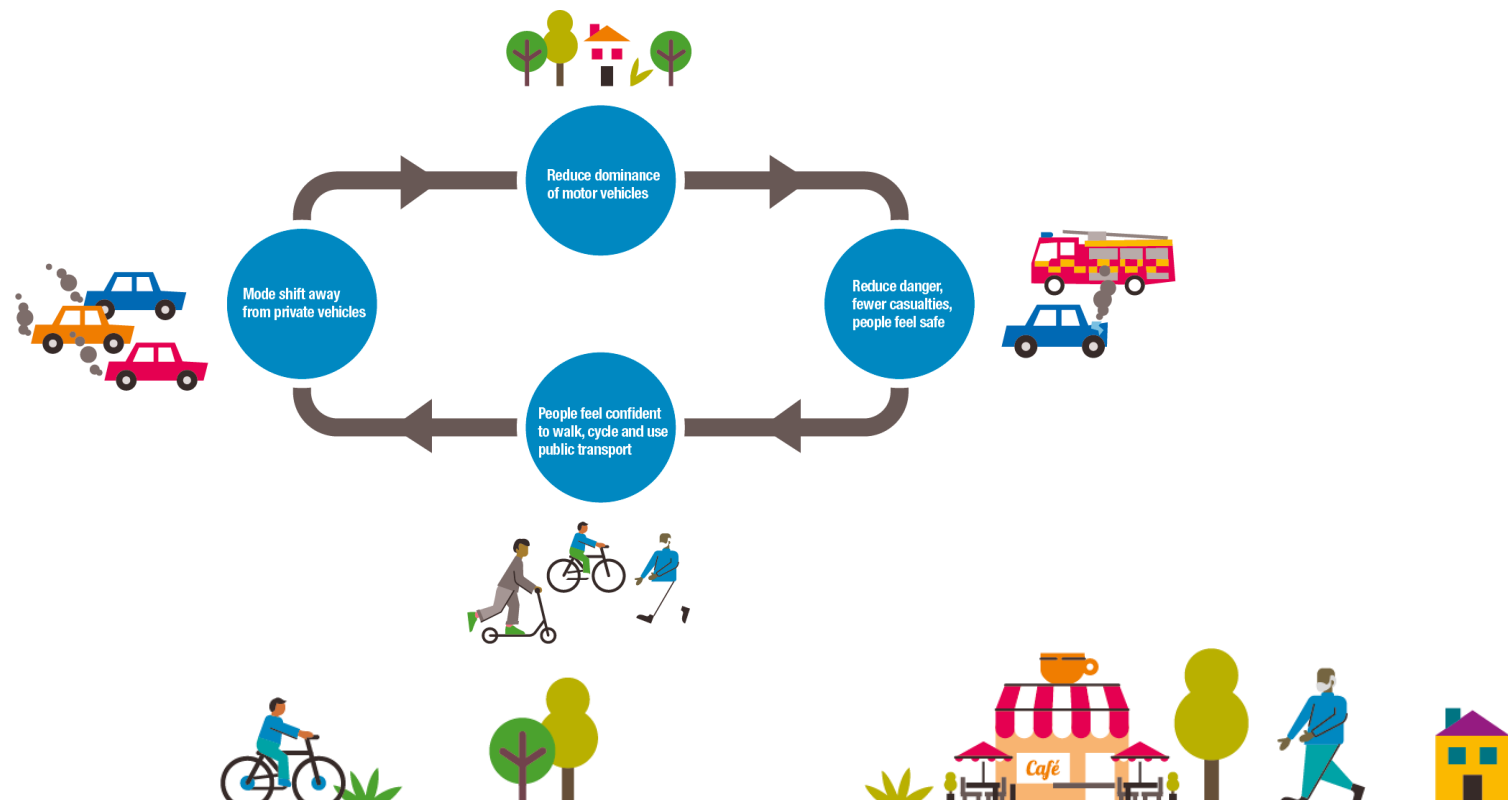
The Healthy Streets Approach

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.

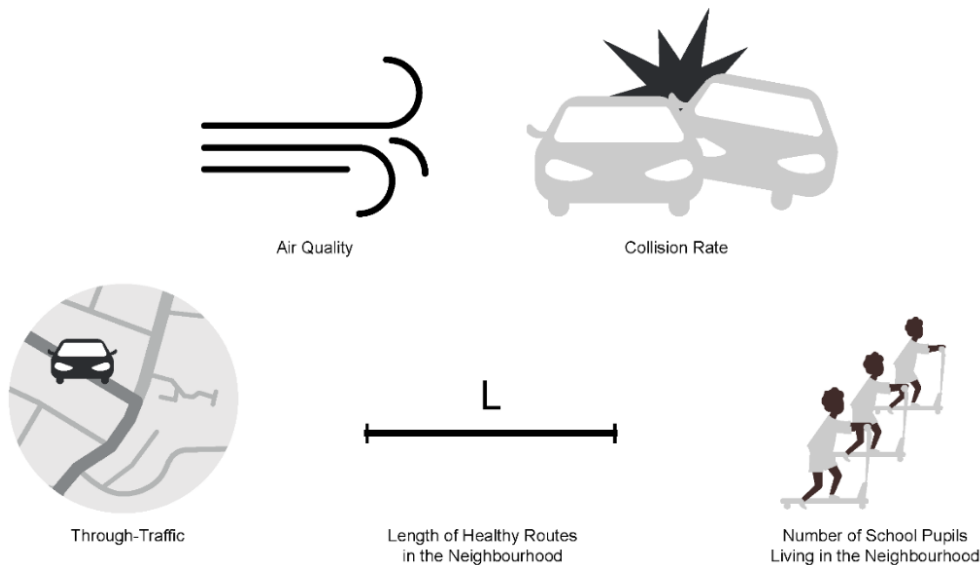


How we chose this Low Traffic Neighbourhood

The Brixton Hill 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;

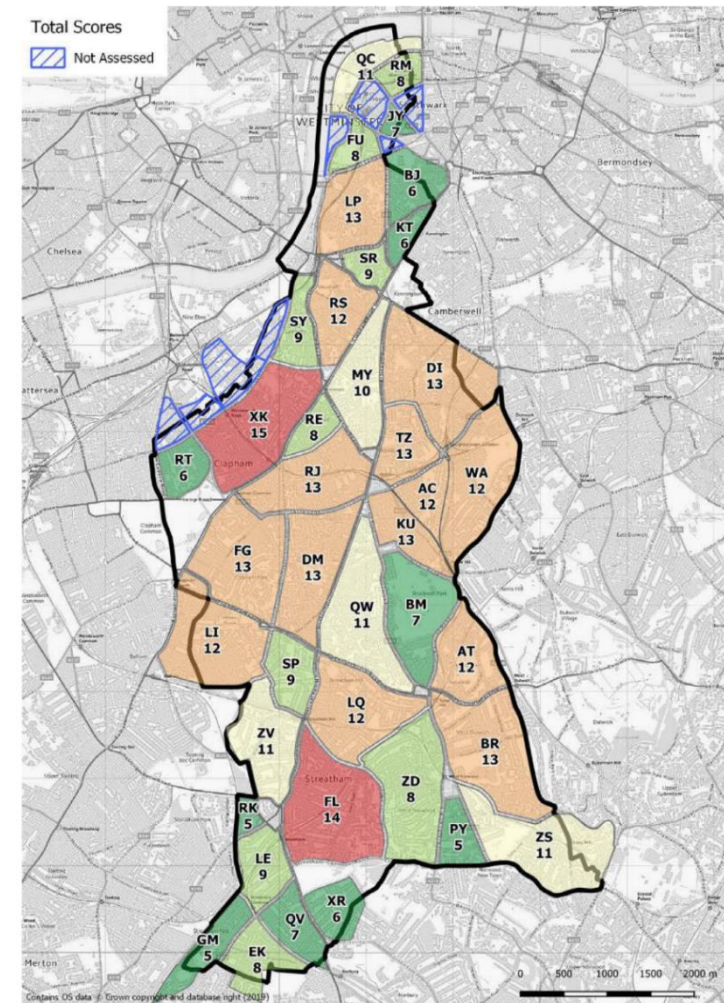
- Air quality (NO₂)
- Collision rate (per household in the neighbourhood)
- Number of school pupils living in the neighbourhood
- Length of [Healthy Routes](#) within the neighbourhood
- Evidence that through traffic is an issue.

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 Brixton Hill 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 and disruption in the area during the Brixton Hill 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 on roads outside our primary data collection area.

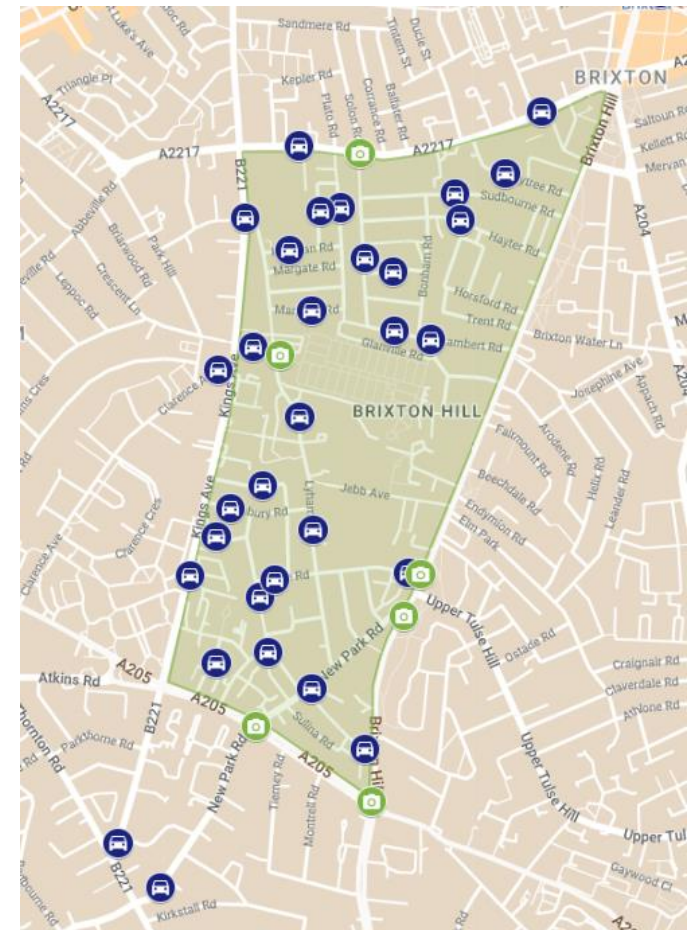
Baseline data was collected primarily in November 2021 with a small amount of supplementary data collected in June 2023. Data was gathered during normal traffic conditions as far as possible and collection planned around road works and school holidays. The baseline is compared with Stage 1 data which was 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 as they drive over them. Video surveys count the number of vehicles turning between all arms of a junction. ATCs are used on streets within the LTN in between junctions.

31 ATCs and 6 video surveys were placed across the Brixton Hill LTN area. The same locations are used for each stage of monitoring. We also collected data outside the LTN area for contextual information, these were not used in the stage 1 assessment.

To account for the difference in the time period collected from baseline to Stage 1, the video survey baseline data was adjusted to reflect a full 24-hour period. This is known as factorisation and is done to make the data sets comparable.

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



Baseline traffic flows

See Appendix A for a breakdown of bidirectional traffic flows at each ATC and a breakdown of turning counts.

Motor vehicles

See Appendix E.

- Daily baseline flows are presented in the map to the right, showing the general trend of traffic within and surrounding the Brixton Hill LTN area.
- The highest volumes of motor vehicle traffic within the LTN area were on New Park Road at the junction with the South Circular A205 (4935), Lyham Road (3589), Dumbarton Road (3479) and Kingswood Road (1856)
- The strategic roads (A23 Brixton Hill, A205 South Circular, Acre Lane and Kings Avenue) also indicate high volumes of traffic. With an average of 18,631 motor vehicles per day on A23 Brixton Hill, A205 South Circular (25,921), Acre Lane (14,763) and Kings Avenue (13,577)

Cycles

See Appendix H.

- Cycle flows are mixed in the Brixton Hill LTN area. The Quietway Route 25 passes through the LTN area along Crescent Lane, Mandrell Road and Lambert Road where reasonably high flows can be seen – this is enabled through the physical filter on Strathleven Road, which was in place before the LTN was introduced. Crescent Lane on an average weekday has 843 cycles, while the section of Lyham Road between Prague Place and Crescent Lane has 910 cycles.
- Brixton Hill is a direct and popular north/south commuting route which can be seen by the high values, with an average of 1406 cycles per average weekday. Acre Lane has an average of 1166 cycles per day, reflecting its popularity as an east/west route between Brixton and Clapham.
- The southern section of the LTN generally has lower cycle flows than the northern section. This may be due to a combination of factors such as high levels of through traffic, steeper topography and less dedicated cycle routes.



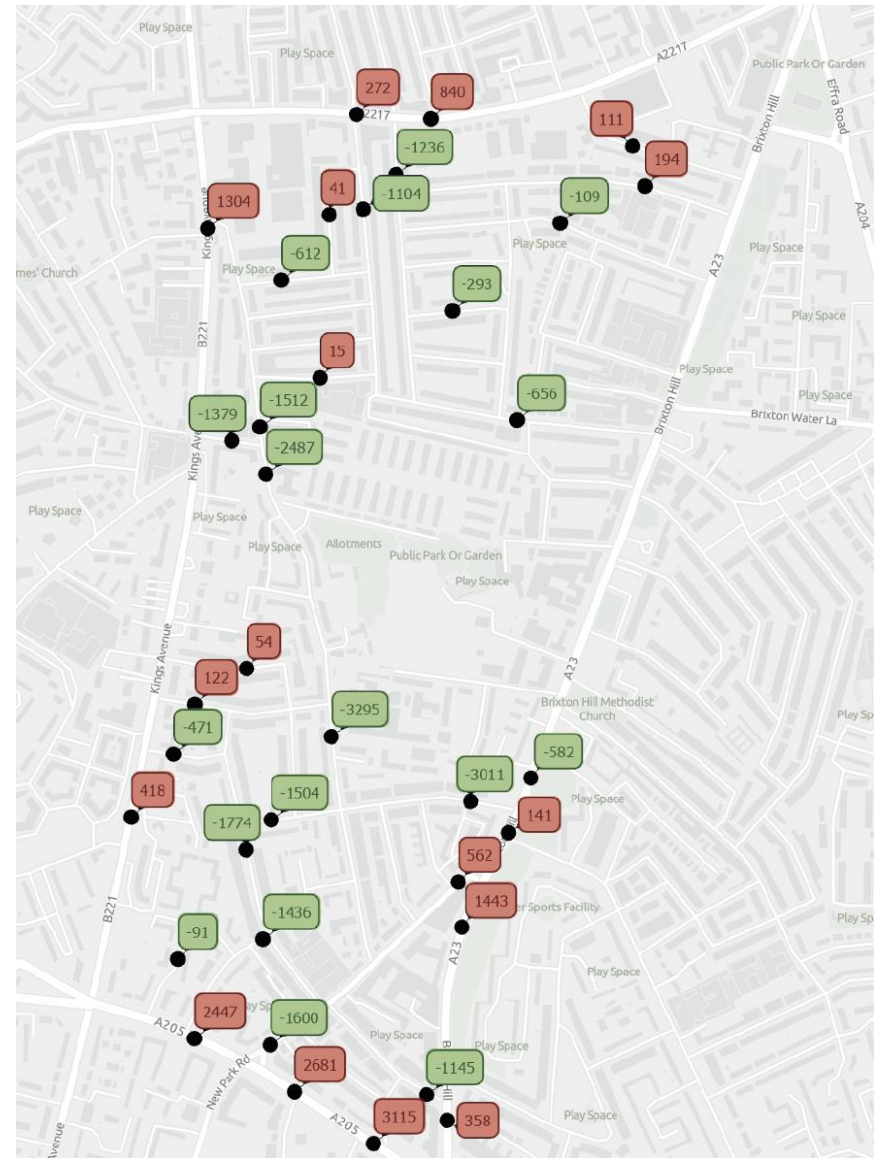
Stage 1 – Impact of the LTN

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

Motor vehicles

See Appendices F and G.

- The map to the right outlines the average daily decreases in motor vehicles in green and increases in red
- There were large decreases in motor vehicles within the traffic cells created by the modal filters especially on:
 - Lyham Road: -84%
 - New Park Road, at the junction with the A205 (South Circular): -32%
 - Dumbarton Road: -87 %
- Within the LTN, daily motor vehicle flows increased on:
 - Thornbury Road 12% (+122)
 - Rosebury Road 24% (+54)
 - Sudbourne Road 39% (+194)
 - Baytree Road 42% (+111)
- Flows also increased on the boundaries of the LTN, namely on:
 - Acre Lane: +3.8%
 - Kings Avenue: +6.3%
 - A205 (South Circular), east of the junction with New Park Road: +11.2%
 - A23 (Brixton Hill), between the A205 (South Circular) and New Park Road: +5.2%



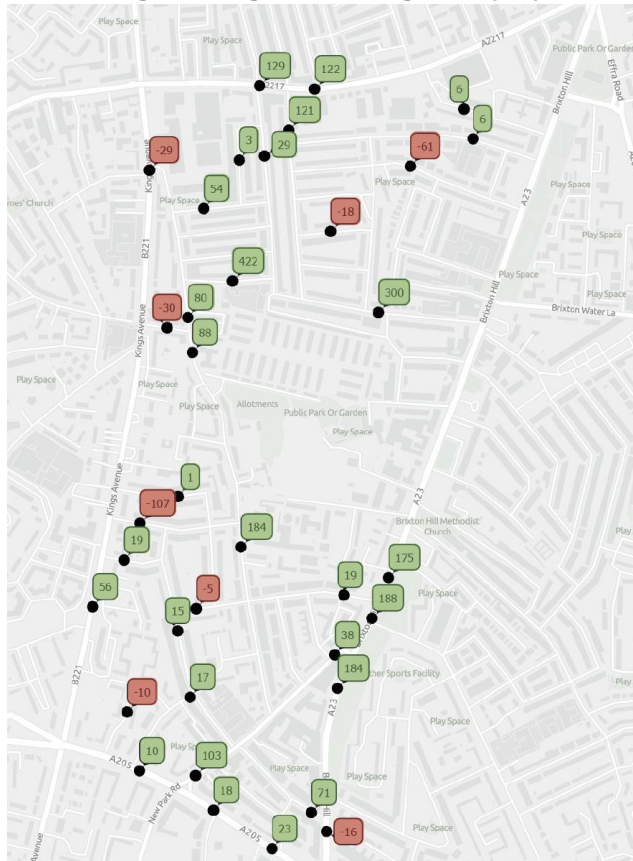
Cycles

See appendices I and J.

Considerable percentage increases in cycling flows were recorded on:

- Lambert Road (82%)
- Branksome Road (63%)
- New Park Road – north of the junction with the A205 (South Circular) (40%)

Percentage change in average daily cycle flows



Absolute percentage change in average daily cycle flows



General trends

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

Within the LTN:

- Motor vehicles: -58%
- Cycles: +27%

On the boundary of the LTN:

- Motor vehicles: +5.6%
- Cycles: +9.4%

Across both internal and boundary roads:

- Motor vehicles: -3.6%
- Cycles: +15%

The LTN also had 83% fewer motor vehicles traveling over the speed limit.

Bus Impact

TfL have not reported any concerns about the impact on buses since the launch of the Brixton Hill LTN.



Specific trends

On most streets within the LTN, there was a significant decrease in average weekday motor vehicle flows when compared with the baseline. However, flows have increased at some locations where traffic filters required new access routes and where roads within the LTN are still used as cut throughs.

- **Lyham Road:** this road was a popular north/south route for motor vehicles which is reflected in the baseline traffic data. Since the LTN launch, motor vehicle flows at the point where Lyham Road turns into Crescent Lane have decreased by 84%
- **Dumbarton Road:** due to a filter to prevent through traffic, there has been an 87% decrease in traffic flows and a rise in cycle flows
- **New Park Road:** since the trial launch, average weekday motor vehicle two-way flows on New Park Road – north of the junction with the South Circular A205 - have reduced by 36% overall. Specifically, motor vehicle flows heading northbound at this location have fallen by 95% due to the presence of the traffic filter. In the southbound direction, there has been an increase in motor vehicle flows of 17%. Cycle flows at this location have increased by 40%
- **Branksome Road/ Lambert Road:** with a significant reduction in motor vehicles travelling along this route, cycle flows have increased by up to 80%
- **Sudbourne Road** – due to rerouting of traffic flows, we are now seeing a total of 697 motor vehicles at this location, which is an increase of 39% (+194 vehicles) Whilst this is a significant increase in percentage terms, the street still meets Healthy Route quality criteria as the daily flows remain low
- **Baytree Road** – due to rerouting of traffic flows, we are now seeing a total of 378 motor vehicles at this location, which is a total increase of 42% (+111 vehicles). Whilst this is a significant increase in percentage terms, the street still meets Healthy Route quality criteria as the daily flows remain very low



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 balance the needs of our diverse community, and the LTN Stage 1 monitoring seeks to present initial perceptions of the Brixton Hill LTN.

In the context of the 6-month statutory consultation (the 6 months following the launch of the trial) we gathered feedback in a variety of formats:

- We undertook some face-to-face engagement with stakeholders such as business owners
- The Lambeth Market Research team collected feedback from residents shopping at Londis in Lyham Road before the trial launched. The survey was used to have an overview of how clients travelled to the area
- We collected feedback from residents

The community engaged with us by:

- Email
- Through local representatives such as Ward Councillors and local MPs
- Drop-ins and meetings



Community feedback analysis

The feedback provided below summarises the key highlights, acknowledging that it may not encompass the entirety of the comments raised. Ongoing analysis and documentation of all comments is taking place, and this will be considered as part of any future decision on the scheme.

Businesses:

Ahead of the launch of the LTN trial, businesses on **Lyham Road** were contacted and expressed concerns about the LTN trial impacting their businesses negatively. A survey was conducted by the Lambeth Market Research team to understand how customers travelled to those businesses. The results showed that 58% of the clientele wheel or walk to the shop.

Concerns raised:

- Reduction in customers.

Actions as a result of the survey feedback:

- To mitigate the impact of the trial on those travelling by motor vehicle we added a timed parking bay.

After the LTN trial started, some business owners on **Morrish Road** raised concerns regarding the LTN design. Lambeth officers and Councillors met them.

Concerns raised:

- Planters accumulating litter
- Removal of parking bays created issues for loading and unloading vans
- Negative financial impact due to loss of clientele who can no longer park near the business

Actions as a result of feedback:

- Removal of planters
- Installation of loading bay where the initial parking spaces were located

Blenheim Gardens Estate:

Local Councillors met with the Blenheim Gardens Residents Management Organisation (RMO) to hear the concerns and issues faced after the trial was implemented.

Concerns raised:

- Missed deliveries negatively impacting vulnerable residents and carers visiting residents at the estate



- Concerns over feelings of unsafety due to restricted visibility and lack of other people walking and wheeling specially at night, particularly among women and the elderly

Actions as a result of feedback:

- All the addresses remain accessible if needed. However, we will discuss and review delivery routes to the estate for those facing issues
- An assessment of current lighting levels (photometric tests) will be conducted at the location in response to the residents' feedback

LTN Inbox:

Feedback received directly into the LTN Inbox (LowTrafficNeighbourhoods@Lambeth.gov.uk), with the following concerns raised:

Comments regarding the Branksome Road filter:

- Support for this traffic filter as it helped reduce through-traffic, contributing to people feeling safer and healthier
- Support for the one-way in Branksome Road as it prevented through-traffic to Acre Lane
- Concerns over longer journey times for travelling northbound into Brixton and southbound into Brixton Hill with the road frequently congested by non-residents travelling further afield
- Residents suggest that the nearby roads as Hayter Road, Sudbourne Road, Haycroft Road and Winterwell Road are already quiet, and the filter is penalising them. Suggestion that leaving Branksome one-way would be sufficient
- Concerns over displaced traffic with cars not being able to access the roads between Acre Lane, Branksome Road and Brixton Hill
- Sudbourne Road residents perceived an increase in traffic and speeding because of the introduction of the filter, which exacerbated the impact of the removal of the speed bumps in 2010

Comments regarding the New Park Road filter:

- Support for this filter.
- Suggestions to make the filter two-way as some drivers tend to use the road to cut the corner from Brixton Hill
- Concerns over increased traffic, mostly on boundary roads, and consequently increased air pollution on the road
- Concerns over increased noise pollution from motor vehicles (e.g., beeping sounds) especially during rush hour
- Concerns over longer journeys to access nearby addresses

Suggestions raised by residents:

- Relocate filter on New Park Road

Comments regarding the Kings Avenue filter:

- Some residents in support of the LTN have highlighted the need to address issues such as speeding and dangerous driving through traffic calming measures



- Concerns over speeding due to an absence of speed cameras and lack of traffic calming measures. This occurred before the trial started and has now worsened
- Concerns over children's safety walking, cycling or wheeling to school due to the large number of primary schools in the vicinity
- Concerns over increased road danger and worse air pollution for those travelling actively through Kings Avenue with anecdotal reports of increase in collisions since the trial's implementation lack of safe crossing points

Comments regarding the Lyham Road filter:

- Support from residents living on Lyham Road as this filter reduced traffic and road danger for cyclists
- Concerns about safety at night due to lack of people and activity on the streets
- Concerns over Lyham Road and Chale Road/Dumbarton Road being dangerous for cyclists and pedestrians as some drivers drive through the filters.

Suggestions raised by residents:

- Opening Lyham Road to through traffic while closing all other streets would deliver a better balance to the area
- Introduce a right filter at the traffic lights at the top of Kings Avenue - junction with Acre Lane

Comment regarding on Strathleven Road filter:

- Positive feedback received from residents of Glenelg Road
- Only one access point into Strathleven Road is negatively impacting residents and causing congestion at this location and on Lyham Road

Comments regarding enforcement:

- Concerns over CCTV cameras being vandalised, and signs sprayed over
- Concerns over drivers obscuring their number plates to drive through the filters without being fined

General comments:

- Perceived negative impact on air quality on boundary roads
- Perceived negative impact on road safety, especially walking and wheeling on boundary roads
- Perceived negative impact on people walking and wheeling at night in the roads where the traffic filters are
- Concerns raised by pedestrian and cyclists over Google Maps showing road closed for all rather than for motorised vehicles only
- As a result of the road closures and less people using them, residents reported an increase in fly tipping
- Some residents request additional measures to further reduce speeding in the area



Equalities Impact Assessment (EqIA)

In July 2023, we published an [Equalities Impact Assessment](#) (EqIA). It assessed the potential impact of the Brixton Hill LTN on those with protected characteristics and socio-economic status. The initial EqIA identified that:

- **15.6%** of the population is between 0 and 19 years old. There are 8 schools within the LTN with students representing **15.4%** of the population who need to navigate the area to reach their schools. Children are particularly impacted by poor air quality on roads and are also vulnerable to road danger
- Women are generally more concerned about safety and especially at night and women make up more than **50%** of the area population
- **13.9%** of the area population is registered as disabled under the Equality Act. Blue Badge holders can request an exemption, being able to drive through the traffic filter of their choice. But traffic filters may cause disruption to carers or other services like deliveries

For further information check the [updated EqIA](#).

Impact on children: Potential increase in pollution in and around the Brixton Hill LTN. Some of the main potential locations affected are the educational institutions some of which are on the boundary roads or in their vicinity

Impact on older people: Access to their homes and local services has been impacted. The restrictions have made it challenging for their carers and family to reach them with consequent potential decrease in social connections

Disabled people: As only Blue Badge holders can request an exemption for only one filter location, disabled people might lose connections as members of their family, carers or friends cannot drive through the filter and access the location

Impact on women and older people at night:

- Possible negative impact due to the absence of regular street activity contributes to a perception of isolation
- Potential increase in last-minute cancellations from taxis and Ubers when they experience access difficulties and potential increase in travel costs

Impact on carers and community workers:

- Possible negative impact on caregivers journey time due to longer routes to access addresses
- Possible negative impact on caregivers due to the unavailability of exemptions to travel through the filters
- Possible negative impact on people providing services in the area due to longer journeys and consequently fewer jobs in a day
- Increased traffic and congestion affecting personal and employer productivity

Impact on businesses:

- Businesses depend on ease of travel, and have reported a decrease in customers. Possible negative impact on local shops mainly on Morrish Road and Lyham Road



Next steps

This Stage 1 Monitoring Report shows that the Brixton Hill Low Traffic Neighbourhood is meeting the strategic objectives of the Climate Action Plan and Transport Strategy and is supporting Lambeth 2030 Borough Plan objectives by reducing the levels of traffic within the Low Traffic Neighbourhood area and boundary roads when considered together.

The Stage 1 monitoring data indicates there has been an 3.6% overall net reduction in traffic flows. Based on this, we will proceed to the Stage 2 monitoring report, where we will analyse the impact on air quality, undertake extensive engagement, and look closer at the data to understand the specific impacts of the LTN.

We will continue to update [Commonplace](#) with information and details of upcoming events. Stay up-to-date by subscribing to the 'news' section. You can share your comments via email to lowtrafficneighbourhoods@lambeth.gov.uk.



Appendix A - Baseline data

Data Collection Month	Road Name	Longitude	Latitude	Configuration	Monitoring Stage	Direction	Cycle flows daily weekday average	Total vehicle flows daily weekday average	Total motor vehicle flow daily weekday average
Nov 2021	Acre Lane (East)	-0.1184308	51.4604976	Boundary	Baseline	Two way	621	17302	16681
Nov 2021	Baytree Road	-0.1197309	51.4591454	Within	Baseline	Two way	76	343	267
Nov 2021	Lambert Road (east of Bonham Road)	-0.122378076	51.45549089	Within	Baseline	Two way	366	2090	1724
Nov 2021	Winterwell Road	-0.1237115	51.4569863	Within	Baseline	Two way	19	536	517
Nov 2021	Strathleven Road	-0.1255856	51.458388	Within	Baseline	Two way	220	1602	1382
Nov 2021	Branksome Road	-0.1247172	51.4572573	Within	Baseline	Two way	107	1711	1604
Nov 2021	Glenelg Road	-0.1263206	51.4583245	Within	Baseline	Two way	22	195	173
Nov 2021	Kildoran Road	-0.1273928	51.4574598	Within	Baseline	Two way	2	1292	1290
Nov 2021	Kings Avenue (North)	-0.1289511	51.4581835	Boundary	Baseline	Two way	609	15681	15072
Nov 2021	Rosebery Road	-0.1283534	51.4522368	Within	Baseline	Two way	22	247	225
Nov 2021	Crescent Lane	-0.1286644	51.4553237	Within	Baseline	Two way	651	2728	2077
Nov 2021	Lyham Road (North)	-0.1270332	51.4537744	Within	Baseline	Two way	497	3671	3174
Nov 2021	Thornbury Road	-0.1294907	51.4517688	Within	Baseline	Two way	190	1226	1036
Nov 2021	Thorncliffe Road	-0.1299778	51.4511068	Within	Baseline	Two way	55	1049	994
Nov 2021	Kings Avenue (Mid)	-0.1309278	51.4502719	Boundary	Baseline	Two way	278	12360	12082
Nov 2021	Kingswood Road	-0.1284639	51.4497928	Within	Baseline	Two way	72	1928	1856
Nov 2021	Chale Road	-0.127908	51.4501882	Within	Baseline	Two way	62	1897	1835
Nov 2021	Lyham Road (South)	-0.1265633	51.45129	Within	Baseline	Two way	226	3815	3589
Nov 2021	Mandrell Road	-0.1266112	51.4561294	Within	Baseline	Two way	128	313	185
Nov 2021	Dumbarton Road	-0.1231649	51.4503144	Within	Baseline	Two way	94	4016	3922
Nov 2021	Forster Road	-0.1281538	51.4485826	Within	Baseline	Two way	53	1530	1477
Nov 2021	Acre Lane (West)	-0.1270617	51.4597694	Boundary	Baseline	Two way	543	16177	15634
Nov 2021	Tilson Gardens	-0.1299995	51.4483433	Within	Baseline	Two way	23	327	304
Nov 2021	Morrish Road	-0.1247088	51.4464286	Within	Baseline	Two way	82	1328	1246
Nov 2021	New Park Road (North)	-0.1266222	51.4477678	Within	Baseline	Two way	215	6423	6208
Jun 2023	New Park Road (South)	-0.1319804	51.4433698	Outside	Baseline	Two way	333	2622	2289
Jun 2023	Clarence Avenue	-0.1299116	51.4548016	Outside	Baseline	Two way	292	4060	3768
Jun 2023	Kings Avenue (South)	-0.1334698	51.4443607	Outside	Baseline	Two way	472	10110	9637
Nov 2021	Sudbourne Road	-0.1194881	51.4586019	Within	Baseline	Two way	63	566	503
Jun 2023	Lambert Road (west of Bonham Road)	-0.1236981	51.4556533	Within	Baseline	Two way	875	2523	1648
Jun 2023	Hayter Road	-0.1213386	51.4581334	Within	Baseline	Two way	147	646	499
Nov 2021	Solon Road	-0.1249838	51.4602302	Outside	Baseline	Two way	92	668	576
Nov 2021	Acre Lane (w)	-0.1256758	51.4596687	Boundary	Baseline	Two way	1159	16248	15089
Nov 2021	Branksome Road	-0.1248551	51.4588464	Within	Baseline	Two way	191	1472	1281
Nov 2021	Acre Lane (e)	-0.1240719	51.4595818	Boundary	Baseline	Two way	1174	15610	14436
Nov 2021	Lyham Road (n)	-0.1279346	51.4554875	Within	Baseline	Two way	910	2499	1589
Nov 2021	Crescent Lane	-0.1285515	51.455312	Within	Baseline	Two way	843	2661	1818
Nov 2021	Lyham Road (s)	-0.1278322	51.454849	Within	Baseline	Two way	637	3613	2977
Nov 2021	Brixton Hill (n)	-0.1222818	51.4506635	Boundary	Baseline	Two way	1562	21666	20104
Nov 2021	Dumbarton Road	-0.1235951	51.4503678	Within	Baseline	Two way	132	3611	3479



Nov 2021	Brixton Hill (s)	-0.1227938	51.4499336	Boundary	Baseline	Two way	1586	20791	19204
Nov 2021	Brixton Hill (n)	-0.1230643	51.4496405	Boundary	Baseline	Two way	1509	20886	19377
Nov 2021	New Park Road	-0.1239038	51.4492845	Within	Baseline	Two way	220	3861	3641
Nov 2021	Brixton Hill (s)	-0.1238502	51.448676	Boundary	Baseline	Two way	1316	18184	16868
Nov 2021	Brixton Hill	-0.1242782	51.446077	Boundary	Baseline	Two way	1057	18658	17601
Nov 2021	A205 (w)	-0.1258767	51.4457894	Boundary	Baseline	Two way	336	25845	25508
Nov 2021	Streatham Hill	-0.1246638	51.4443016	Outside	Baseline	Two way	1123	26197	25074
Nov 2021	A205 (e)	-0.1229097	51.4447881	Outside	Baseline	Two way	295	25784	25489
Nov 2021	New Park Road (n)	-0.1280505	51.4471557	Within	Baseline	Two way	261	5195	4935
Nov 2021	A205 (w)	-0.1296856	51.4472676	Boundary	Baseline	Two way	370	26565	26195
Nov 2021	New Park Road (s)	-0.1293253	51.4463969	Outside	Baseline	Two way	198	3120	2922
Nov 2021	A205 (e)	-0.1275551	51.4465155	Boundary	Baseline	Two way	389	26449	26060



Appendix B - Stage 1 data

Data Collection Month	Road Name	Longitude	Latitude	Configuration	Monitoring Stage	Direction	Cycle flows daily weekday average	Total vehicle flows daily weekday average	Total motor vehicle flow daily weekday average
Feb 2024	Acre Lane (East)	-0.11843	51.4605	Boundary	Stage 1	Two way	538	15744	15206
Feb 2024	Baytree Road	-0.11973	51.45915	Within	Stage 1	Two way	82	460	378
Feb 2024	Lambert Road (east of Bonham Road)	-0.12238	51.45549	Within	Stage 1	Two way	666	1734	1068
Feb 2024	Winterwell Road	-0.12371	51.45699	Within	Stage 1	Two way	1	225	224
Feb 2024	Branksome Road	-0.12472	51.45726	Within	Stage 1	Two way	200	552	352
Feb 2024	Strathleven Road	-0.12559	51.45839	Within	Stage 1	Two way	249	527	278
Feb 2024	Glenelg Road	-0.12632	51.45832	Within	Stage 1	Two way	25	239	214
Feb 2024	Kildoran Road	-0.12739	51.45746	Within	Stage 1	Two way	56	734	678
Feb 2024	Kings Avenue (North)	-0.12895	51.45818	Boundary	Stage 1	Two way	580	16956	16376
Feb 2024	Crescent Lane	-0.12866	51.45532	Within	Stage 1	Two way	368	844	476
Feb 2024	Lyham Road (North)	-0.12703	51.45377	Within	Stage 1	Two way	575	1322	747
Feb 2024	Rosebery Road	-0.12835	51.45224	Within	Stage 1	Two way	23	302	279
Feb 2024	Thornbury Road	-0.12949	51.45177	Within	Stage 1	Two way	83	1241	1158
Feb 2024	Thorncliffe Road	-0.12998	51.45111	Within	Stage 1	Two way	74	597	523
Feb 2024	Kings Avenue (Mid)	-0.13093	51.45027	Boundary	Stage 1	Two way	334	12834	12500
Feb 2024	Kingswood Road	-0.12846	51.44979	Within	Stage 1	Two way	87	169	82
Feb 2024	Chale Road	-0.12791	51.45019	Within	Stage 1	Two way	57	388	331
Feb 2024	Lyham Road (South)	-0.12656	51.45129	Within	Stage 1	Two way	410	704	294
Feb 2024	Dumbarton Road	-0.12316	51.45031	Within	Stage 1	Two way	162	615	453
Feb 2024	Mandrell Road	-0.12661	51.45613	Within	Stage 1	Two way	550	750	200
Feb 2024	Acre Lane (West)	-0.12706	51.45977	Boundary	Stage 1	Two way	192	14762	14570
Feb 2024	Forster Road	-0.12815	51.44858	Within	Stage 1	Two way	70	111	41
Feb 2024	Tilson Gardens	-0.13	51.44834	Within	Stage 1	Two way	13	226	213
Feb 2024	New Park Road (North)	-0.12662	51.44777	Within	Stage 1	Two way	422	4204	3782
Feb 2024	Morrish Road	-0.12471	51.44643	Within	Stage 1	Two way	153	254	101
Feb 2024	New Park Road (South)	-0.13198	51.44337	Outside	Stage 1	Two way	284	2640	2356
Feb 2024	Clarence Avenue	-0.12991	51.4548	Outside	Stage 1	Two way	238	3708	3470
Feb 2024	Kings Avenue (South)	-0.13347	51.44436	Outside	Stage 1	Two way	238	9724	9486
Feb 2024	Lambert Road (west of Bonham Road)	-0.1237	51.45565	Within	Stage 1	Two way	698	1271	573
Feb 2024	Sudbourne Road	-0.12152	51.45871	Within	Stage 1	Two way	69	766	697
Feb 2024	Hayter Road	-0.12134	51.45813	Within	Stage 1	Two way	86	476	390
Feb 2024	Solon Road	-0.12498	51.46023	Outside	Stage 1	Two way	166	782	617
Feb 2024	Acre Lane (w)	-0.12568	51.45967	Boundary	Stage 1	Two way	1287	16649	15361
Feb 2024	Branksome Road	-0.12486	51.45885	Within	Stage 1	Two way	312	357	44
Feb 2024	Acre Lane (e)	-0.12407	51.45958	Boundary	Stage 1	Two way	1295	16572	15276
Feb 2024	Lyham Road (n)	-0.12793	51.45549	Within	Stage 1	Two way	990	1067	77
Feb 2024	Crescent Lane	-0.12855	51.45531	Within	Stage 1	Two way	813	1253	440
Feb 2024	Lyham Road (s)	-0.12783	51.45485	Within	Stage 1	Two way	725	1215	490
Feb 2024	Brixton Hill (n)	-0.12228	51.45066	Boundary	Stage 1	Two way	1737	21260	19523
Feb 2024	Dumbarton Road	-0.1236	51.45037	Within	Stage 1	Two way	151	619	468
Feb 2024	Brixton Hill (s)	-0.12279	51.44993	Boundary	Stage 1	Two way	1774	21119	19345



Feb 2024	Brixton Hill (n)	-0.12306	51.44964	Boundary	Stage 1	Two way	1717	21563	19845
Feb 2024	New Park Road	-0.1239	51.44928	Within	Stage 1	Two way	259	4461	4203
Feb 2024	Brixton Hill (s)	-0.12385	51.44868	Boundary	Stage 1	Two way	1501	19812	18311
Feb 2024	Brixton Hill	-0.12428	51.44608	Boundary	Stage 1	Two way	1041	19000	17959
Feb 2024	A205 (w)	-0.12588	51.44579	Boundary	Stage 1	Two way	359	28982	28623
Feb 2024	Streatham Hill	-0.12466	51.4443	Outside	Stage 1	Two way	1115	27103	25988
Feb 2024	A205 (e)	-0.12291	51.44479	Outside	Stage 1	Two way	339	29038	28699
Feb 2024	New Park Road (n)	-0.12805	51.44716	Within	Stage 1	Two way	364	3698	3335
Feb 2024	A205 (w)	-0.12969	51.44727	Boundary	Stage 1	Two way	381	29023	28642
Feb 2024	New Park Road (s)	-0.12933	51.4464	Outside	Stage 1	Two way	298	3300	3001
Feb 2024	A205 (e)	-0.12756	51.44652	Boundary	Stage 1	Two way	407	29149	28741



Appendix C - Baseline vs Stage 1 data

Collection Type	Road Name	Longitude	Latitude	Configuration	Direction	Absolute total motor vehicles change	Total motor vehicles % change	Absolute total cycles change	Total cycles % change
ATC	Acre Lane (East)	-0.11843	51.4605	Boundary	Two way	-1475	-8.8	-83	-13.4
ATC	Baytree Road	-0.11973	51.45915	Within	Two way	111	41.6	6	7.9
ATC	Lambert Road (east of Bonham Road)	-0.12238	51.45549	Within	Two way	-656	-38.1	300	82.0
ATC	Winterwell Road	-0.12371	51.45699	Within	Two way	-293	-56.7	-18	-94.7
ATC	Branksome Road	-0.12472	51.45726	Within	Two way	-1252	-78.1	93	86.9
ATC	Strathleven Road	-0.12559	51.45839	Within	Two way	-1104	-79.9	29	13.2
ATC	Glenelg Road	-0.12632	51.45832	Within	Two way	41	23.7	3	13.6
ATC	Kildoran Road	-0.12739	51.45746	Within	Two way	-612	-47.4	54	2700.0
ATC	Kings Avenue (North)	-0.12895	51.45818	Boundary	Two way	1304	8.7	-29	-4.8
ATC	Crescent Lane	-0.12866	51.45532	Within	Two way	-1601	-77.1	-283	-43.5
ATC	Lyham Road (North)	-0.12703	51.45377	Within	Two way	-2427	-76.5	78	15.7
ATC	Rosebery Road	-0.12835	51.45224	Within	Two way	54	24.0	1	4.5
ATC	Thornbury Road	-0.12949	51.45177	Within	Two way	122	11.8	-107	-56.3
ATC	Thorncliffe Road	-0.12998	51.45111	Within	Two way	-471	-47.4	19	34.5
ATC	Kings Avenue (Mid)	-0.13093	51.45027	Boundary	Two way	418	3.5	56	20.1
ATC	Kingswood Road	-0.12846	51.44979	Within	Two way	-1774	-95.6	15	20.8
ATC	Chale Road	-0.12791	51.45019	Within	Two way	-1504	-82.0	-5	-8.1
ATC	Lyham Road (South)	-0.12656	51.45129	Within	Two way	-3295	-91.8	184	81.4
ATC	Dumbarton Road	-0.12316	51.45031	Within	Two way	-3469	-88.4	68	72.3
ATC	Mandrell Road	-0.12661	51.45613	Within	Two way	15	8.1	422	329.7
ATC	Acre Lane (West)	-0.12706	51.45977	Boundary	Two way	-1064	-6.8	-351	-64.6
ATC	Forster Road	-0.12815	51.44858	Within	Two way	-1436	-97.2	17	32.1
ATC	Tilson Gardens	-0.13	51.44834	Within	Two way	-91	-29.9	-10	-43.5
ATC	New Park Road (North)	-0.12662	51.44777	Within	Two way	-2426	-39.1	207	96.3
ATC	Morrish Road	-0.12471	51.44643	Within	Two way	-1145	-91.9	71	86.6
ATC	New Park Road (South)	-0.13198	51.44337	Outside	Two way	67	2.9	-49	-14.8
ATC	Clarence Avenue	-0.12991	51.4548	Outside	Two way	-298	-7.9	-54	-18.5
ATC	Kings Avenue (South)	-0.13347	51.44436	Outside	Two way	-151	-1.6	-234	-49.6
ATC	Lambert Road (west of Bonham Road)	-0.1237	51.45565	Within	Two way	-1075	-65.2	-177	-20.2
ATC	Sudbourne Road	-0.12152	51.45871	Within	Two way	194	38.6	6	9.5
ATC	Hayter Road	-0.12134	51.45813	Within	Two way	-109	-21.8	-61	-41.6
Junction	Solon Road	-0.12498	51.46023	Outside	Two way	41	7.1	73	79.1
Junction	Acre Lane (w)	-0.12568	51.45967	Boundary	Two way	272	1.8	129	11.1
Junction	Branksome Road	-0.12486	51.45885	Within	Two way	-1236	-96.5	121	63.3
Junction	Acre Lane (e)	-0.12407	51.45958	Boundary	Two way	840	5.8	122	10.4
Junction	Lyham Road (n)	-0.12793	51.45549	Within	Two way	-1512	-95.1	80	8.8
Junction	Crescent Lane	-0.12855	51.45531	Within	Two way	-1379	-75.8	-30	-3.5
Junction	Lyham Road (s)	-0.12783	51.45485	Within	Two way	-2487	-83.5	88	13.9
Junction	Brixton Hill (n)	-0.12228	51.45066	Boundary	Two way	-582	-2.9	175	11.2
Junction	Dumbarton Road	-0.1236	51.45037	Within	Two way	-3011	-86.5	19	14.4
Junction	Brixton Hill (s)	-0.12279	51.44993	Boundary	Two way	141	0.7	188	11.8



Junction	Brixton Hill (n)	-0.12306	51.44964	Boundary	Two way	468	2.4	209	13.8
Junction	New Park Road	-0.1239	51.44928	Within	Two way	562	15.4	38	17.5
Junction	Brixton Hill (s)	-0.12385	51.44868	Boundary	Two way	1443	8.6	184	14.0
Junction	Brixton Hill	-0.12428	51.44608	Boundary	Two way	358	2.0	-16	-1.5
Junction	A205 (w)	-0.12588	51.44579	Boundary	Two way	3115	12.2	23	6.7
Junction	Streatham Hill	-0.12466	51.4443	Outside	Two way	915	3.6	-9	-0.8
Junction	A205 (e)	-0.12291	51.44479	Outside	Two way	3210	12.6	44	15.0
Junction	New Park Road (n)	-0.12805	51.44716	Within	Two way	-1600	-32.4	103	39.6
Junction	A205 (w)	-0.12969	51.44727	Boundary	Two way	2447	9.3	10	2.8
Junction	New Park Road (s)	-0.12933	51.4464	Outside	Two way	79	2.7	100	50.6
Junction	A205 (e)	-0.12756	51.44652	Boundary	Two way	2681	10.3	18	4.7



Appendix D – Road works and disruptions

Since the implementation of the trial, there have been 3 key disruptive events requiring road management in the vicinity of the Brixton Hill LTN namely:

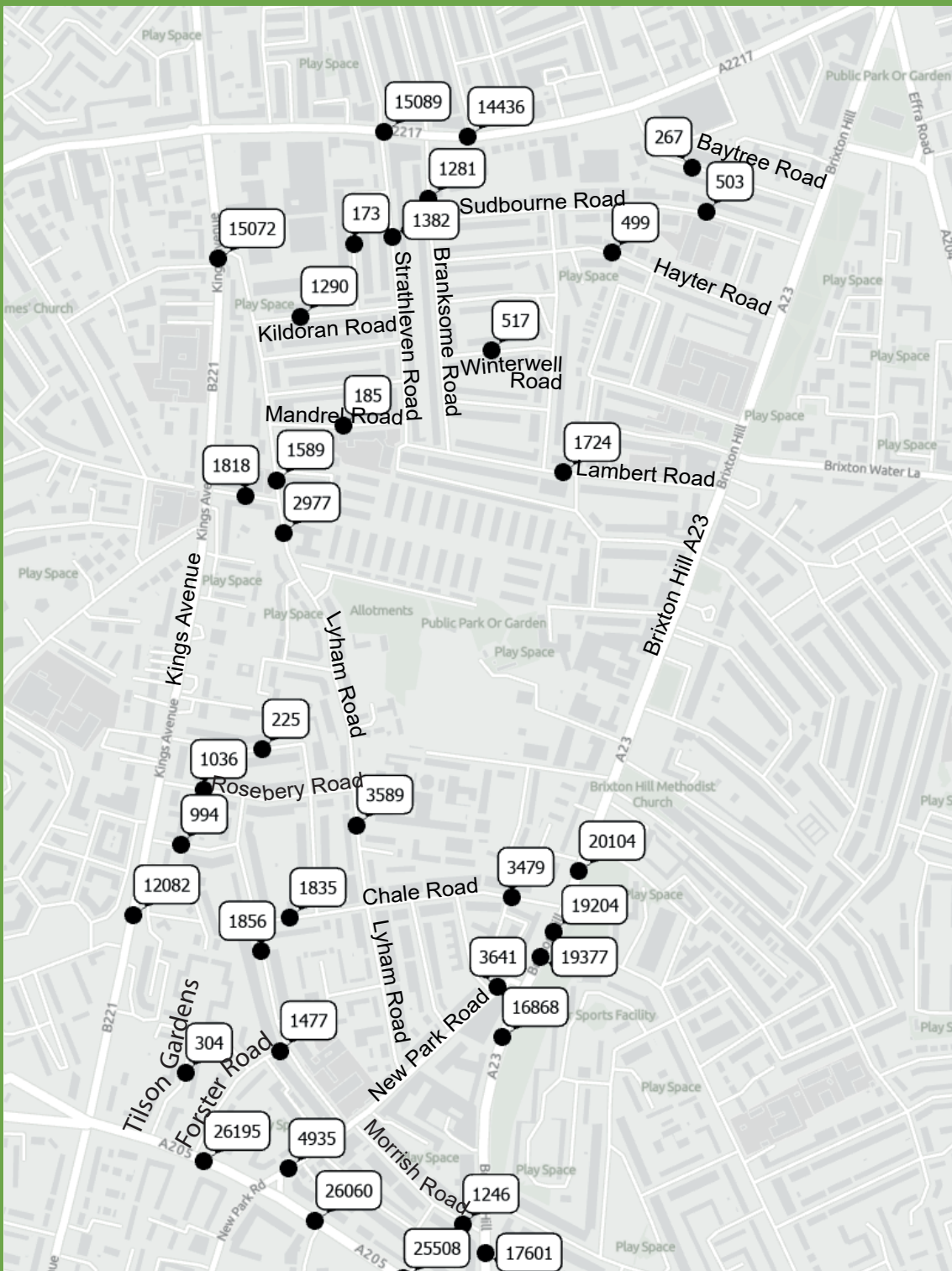
- A23 Brixton Hill water main burst on Saturday 16 September 2023 – the incident had a significant impact on access for local residents and as a result both the Brixton Hill and Tulse Hill Low Traffic Neighbourhoods were suspended for 7 days. The incident had short to medium term impacts on the bedding-in of the trial for local residents and stakeholders, as well as for external stakeholders unfamiliar with the trial launch and temporary suspension
- Kings Avenue Thames Water temporary road works – Between 11 September 2023 and 25 January 2024 Thames Water undertook a mains replacement scheme on Kings Avenue. During this time, works were completed using two-way signals, a site road closure was implemented and a 3.25m running lane was maintained. As a result of the works, capacity was reduced on Kings Avenue resulting in delays in both directions until the end of January 2024
- Olive Morris Development – To facilitate deliveries to/from the development site, loading bays were established at each of Olive Morris House in Sudbourne Road and Hayter Road. Vehicles were not allowed to travel along Sudbourne Road or Hayter Road beyond Beverstone Road to avoid construction related traffic near the entrances of Sudbourne Primary School

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

Road name	Stage	Baseline 1 dates	TM Details	Works start	time start	Works end	Time end
Kings Avenue	Baseline	29/11/2021 - 08/12/2021	Two way signals	06/12/2024	10:33	06/12/2024	14:01
Acre Lane	Baseline	19/06/2023 - 20/07/2023	Two way signals	27/06/2024	09:30	01/07/2023	13:00
Bedford Road	Baseline	19/06/2023 - 20/07/2023	Two way signals	13/07/2023	10:30	17/07/2023	16:24
Glenelg Road	Baseline	19/06/2023 - 20/07/2023	Road closure	21/06/2023	22:00	22/06/2023	05:00
New Park Road	Baseline	19/06/2023 - 20/07/2023	Two way signals	12/07/2023	09:31	12/07/2023	11:29
Acre Lane	Stage 1	05/02/24 - 11/02/24	Contra-Flow	08/02/2024	21:00	08/02/2024	22:03

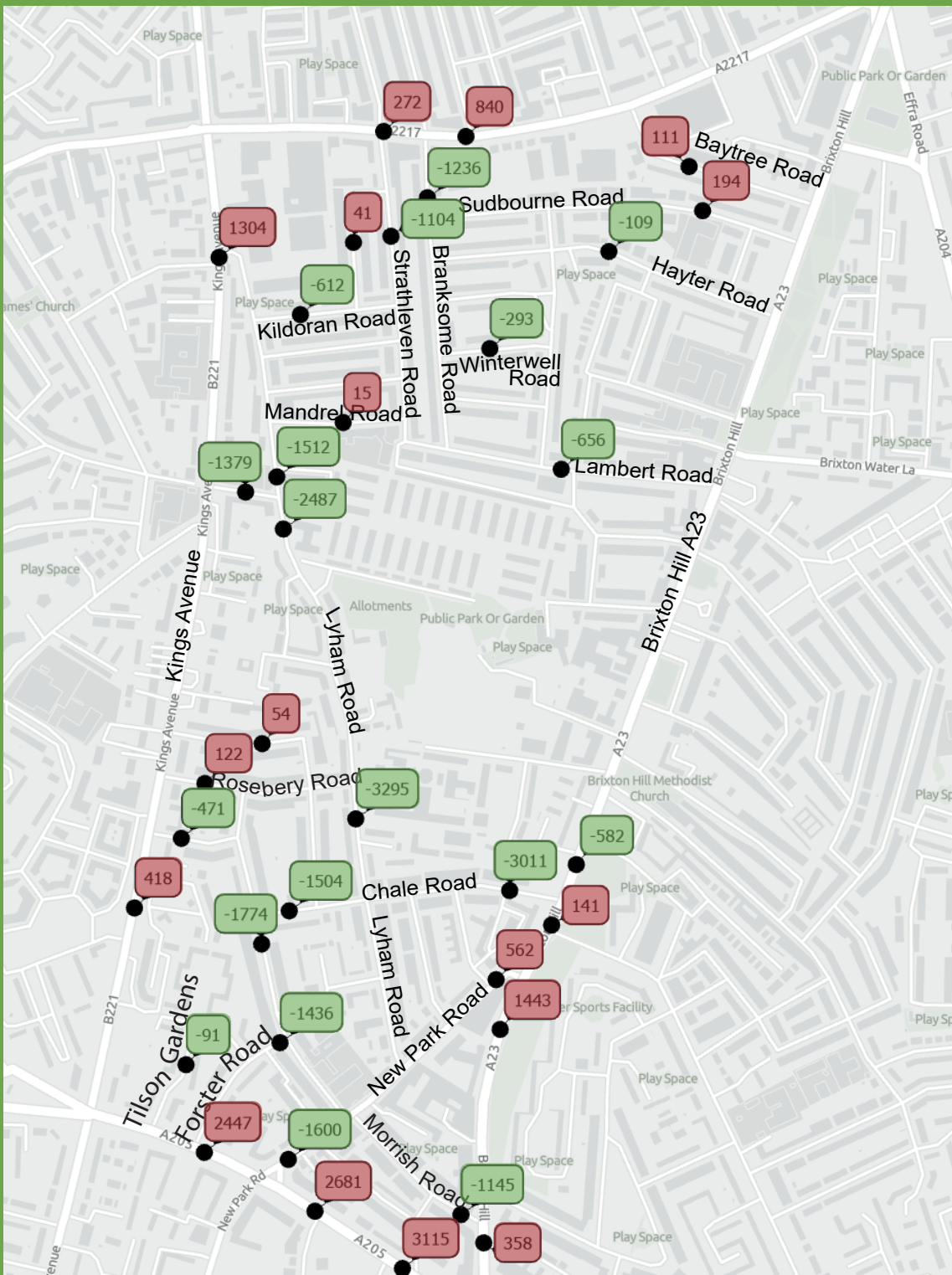


Appendix E - Baseline Average Weekday Motor Vehicle Flow



Appendix F - Stage 1 Absolute Change in Average Weekday Motor Vehicle Flow

Key:

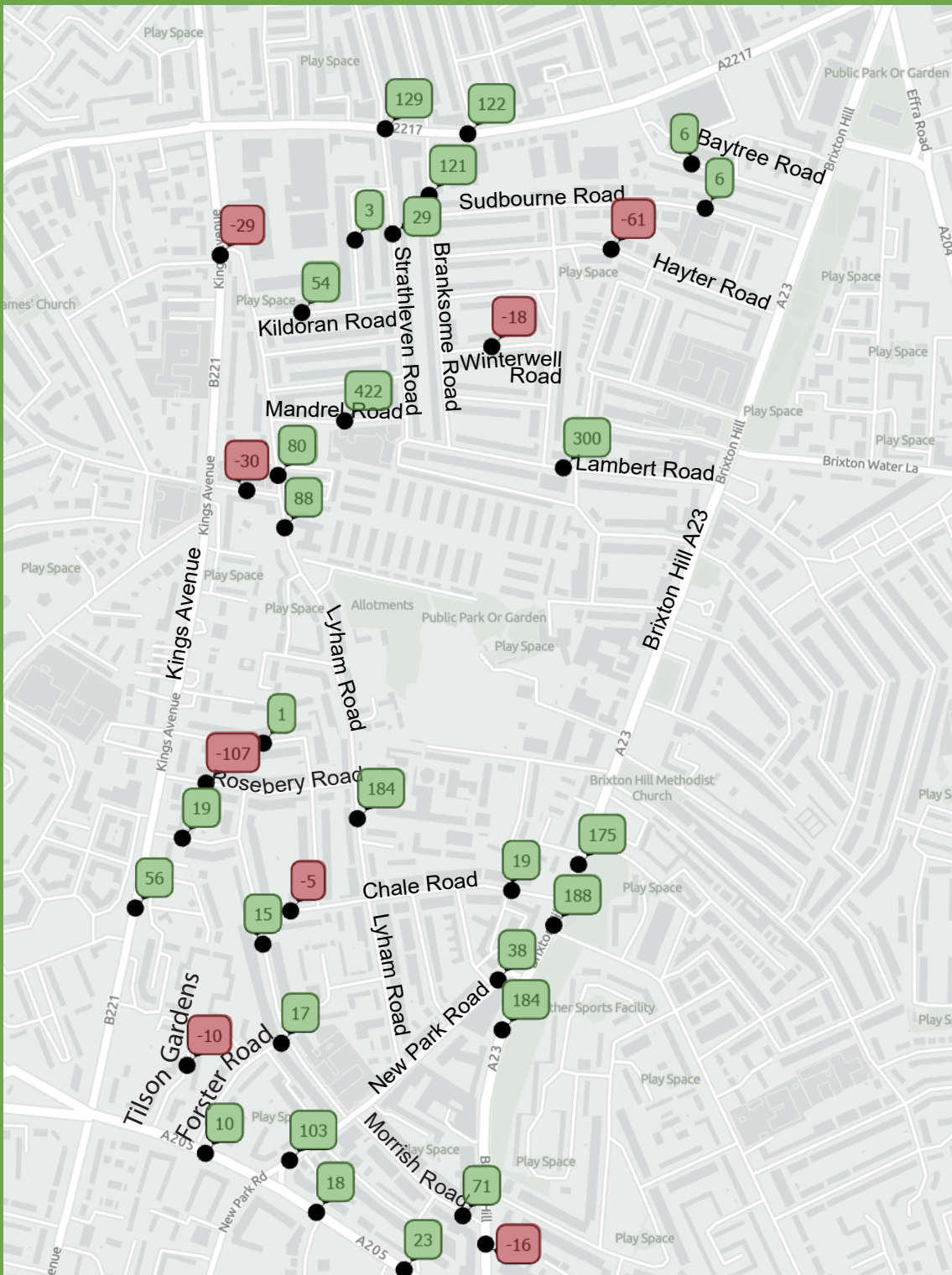


Appendix I - Stage 1 Absolute Change in Average Weekday Cycle Flow

Key:

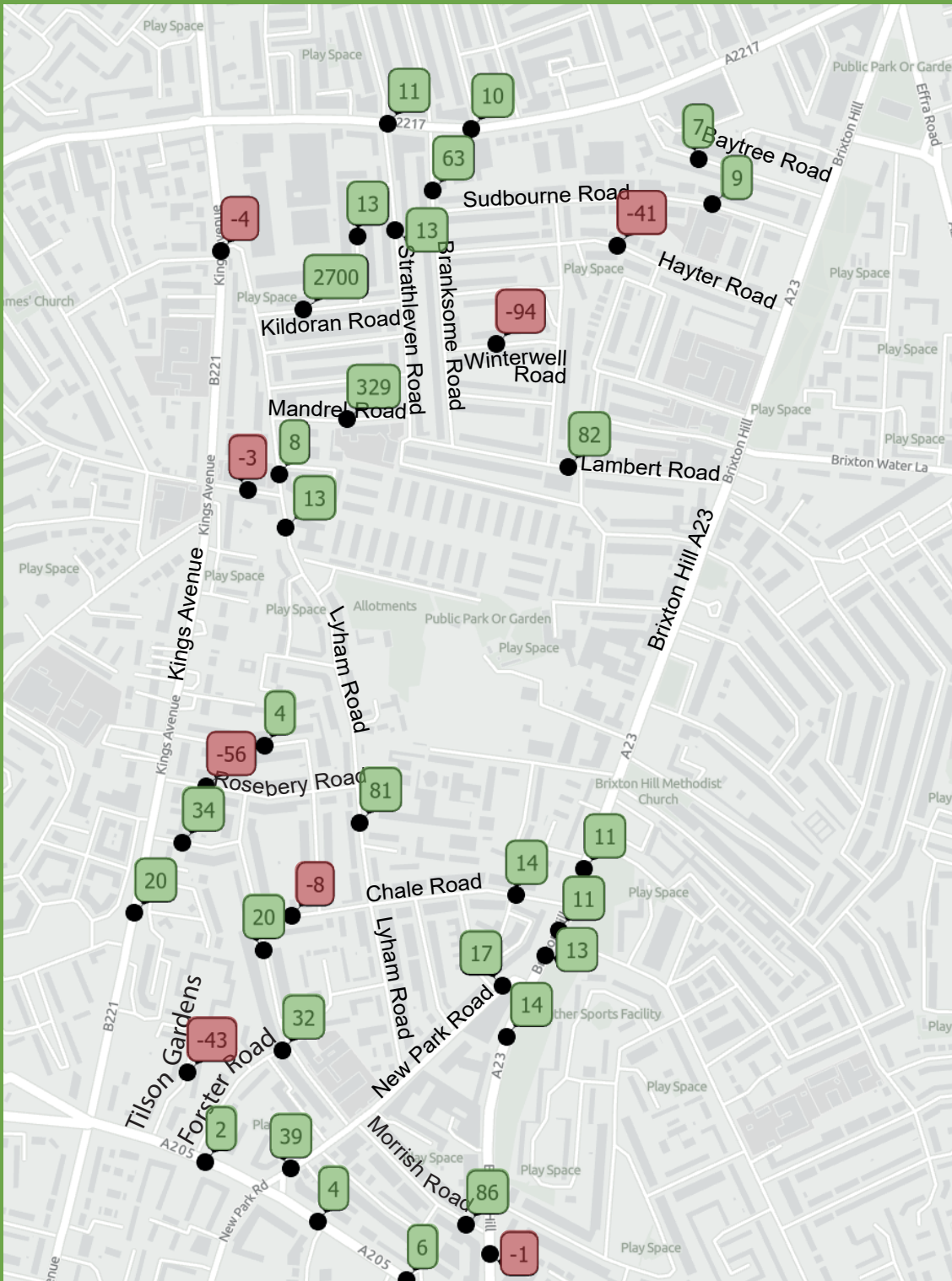
Increase

Decrease



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

Key:



Appendix K - Smart Transport Hub Statement

Smart Transport Hub, commissioned by the London Borough of Lambeth, undertook a comprehensive review of the Brixton Hill 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.

