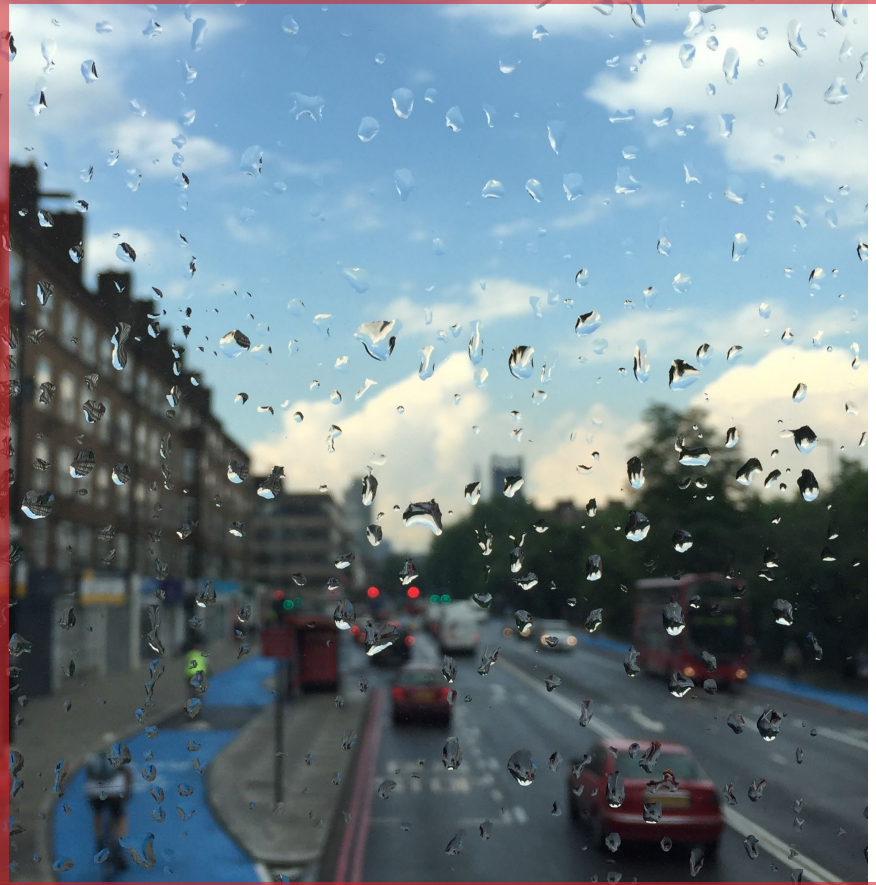
Streatham Hill Low Traffic Neighbourhood

Study Appendices

SYSTRA



Appendix A: Vehicle Classifications

Vehicle Classifications

- The table below outlines the **axle-based** vehicle classes as defined by survey companies.
- Class 1 & 2 vehicles have been classified as "**car**", class 3 to 12 vehicles have been classified as "**Goods vehicle**", class 14 vehicles have been classed as "**motorcycle**" and class 15 vehicles have been classed as "**cycle**."

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		

Appendix B: Baseline Calculations

Individual Site Data Tables

- Each site within the LTN has undergone data processing for each key vehicle class: **car, cycle** and **goods vehicle**.
- To ensure as accurate a comparison as possible, new flow data with the LTN (Stage 1) has been compared to expected flow data without the LTN (Baseline) to provide a numerical difference and percentage change.
- For additional context, calculated flow data for Autumn 2019 has been provided to show flows pre-Covid flows without the LTN.

Actual 2019 historic flow data *or* 2017 historic flow data projected to 2019 →

Historic flow data projected to 2020 →

Data collected in 2020 →

Numerical difference between Stage 1 and Baseline data →

Percentage change between Stage 1 and Baseline data →

	Car	Cycle	Goods vehicle
Pre-Covid*	14,366	846	1,336
Baseline*	13,612	846	1,266
Stage 1	12,718	1,255	1,450
Difference	-894	410	184
% Change	-7%	48%	15%

Baseline Calculations

- **Baseline** flow is calculated by applying the proportional change between stage 1 background data and historic background data (TfL permanent ATC counts) to historic data, as follows:

$$1)\ \text{Historic ATC Flows} * \frac{\text{Current Background Flows}}{\text{Historic Background Flows}} = \textbf{Calculated Baseline ATC Flows}$$

2) Stage 1 ATC Flows – Baseline ATC Flows = **Impact of LTN on Flows**

- These calculations are completed below for weekly cars on Hailsham Avenue :

$$1)\ 18{,}767 * \frac{549{,}977}{521{,}589} = 18{,}767 * 99.7\% = \textbf{18,709}$$

2) 18,709 – 4,118 **= -14,591**

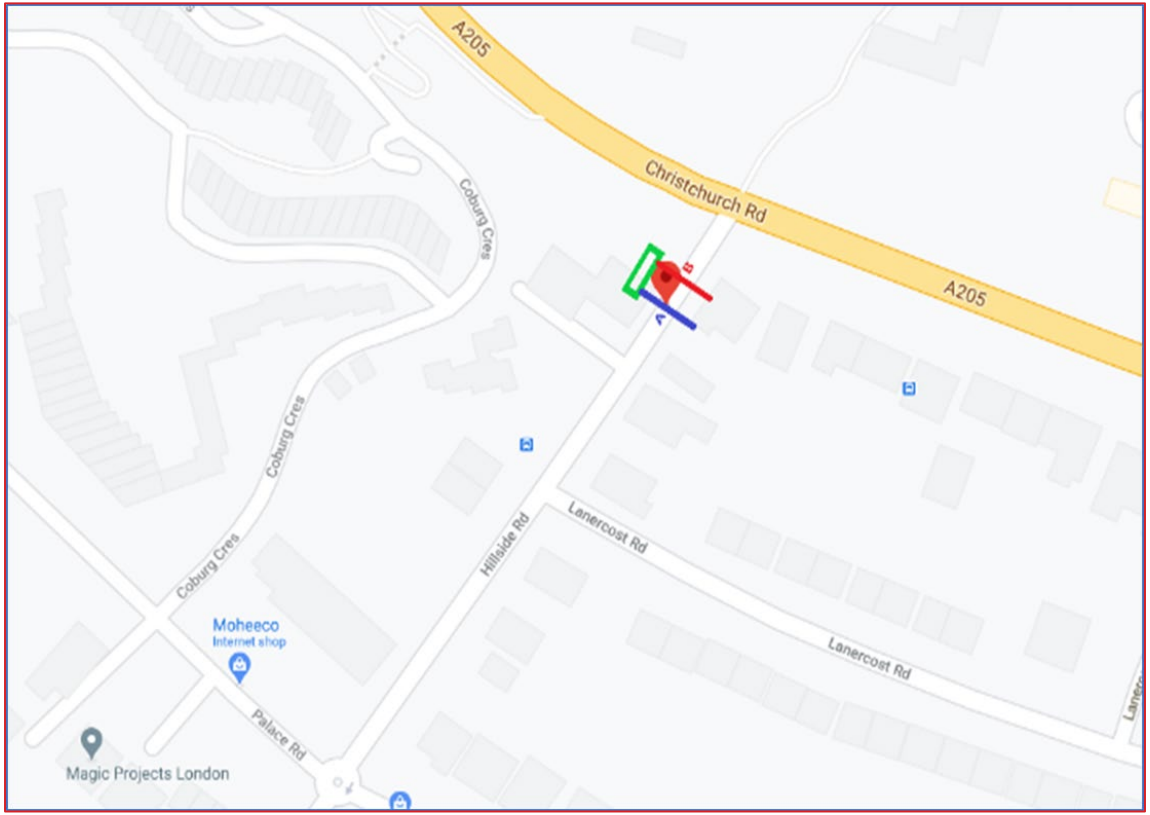
- It should be noted that whilst TfL ATCs are used to adjust for the impact of Covid-19 and wider transport trends to create a fair baseline for comparison, it is not expected that this adjustment will be exactly the same for all roads within or on the periphery of an LTN. The baselining process should instead be considered as a broad rebase rather than an exact adjustment.

Baseline Calculations: TfL Sites

- In some locations on LTN periphery roads, permanent TfL sites themselves have been used to understand the difference in flows. As these sites have collected data continuously throughout the year, any period could be used as the “historic” period for baselining.
- SYSTRA has therefore selected a “historic” baseline period that is:
  - **A month long** (to smooth out daily data abnormalities)
  - As **close as possible (in time) to** the **implementation** of the LTN
  - During a **period of relative stability** in traffic flows (i.e. avoiding changes in government lockdown policy where possible).
- For later monitoring stages, it will be possible to compare a larger amount of “post-implementation” data for TfL sites, further smoothing out fluctuations in traffic flows and providing more confidence in the results derived for these sites.

Appendix C: Individual Site Analysis

Site 1: Hillside Road North



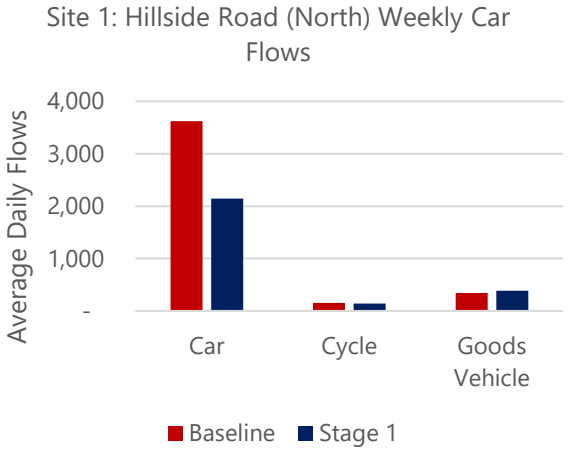
Source: MHTC/Google Maps

Site 1: Hillside Road North (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 1 on Hillside Road north (between Christchurch Road and Lanercost Road) in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a moderate decrease in car travel (-41%) and a **slight decrease in cycle travel** (-9%). There was a slight increase in goods vehicles passing the site (+12%), although from a low predicted baseline.

	Car	Cycle	Goods vehicle
Pre-Covid*	4,373	144	414
Baseline*	3,621	154	343
Stage 1	2,143	140	384
Difference	-1,478	-14	41
% Change	-41%	-9%	12%

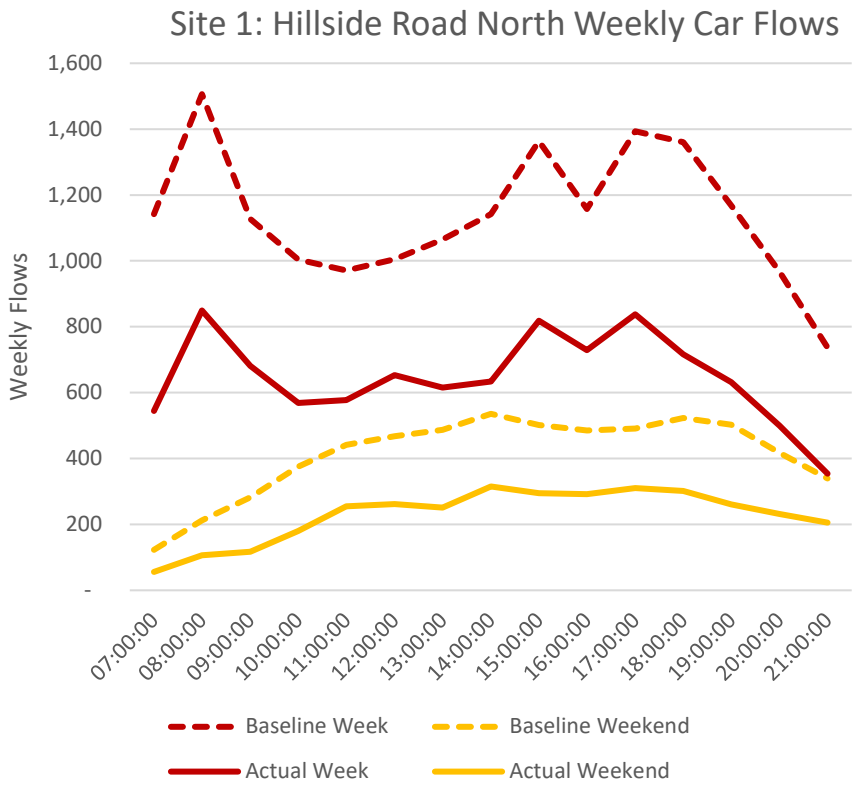
*For cycles, baseline = historic



Site 1: Hillside Road North (Car)

- The chart to the right shows the volume of car flows past site 1 for **five weekdays** and **two weekend** days.

- Weekday and weekend traffic follows a similar profile for both before and after the LTN was installed, although vehicle levels are down roughly 40% for both time periods.

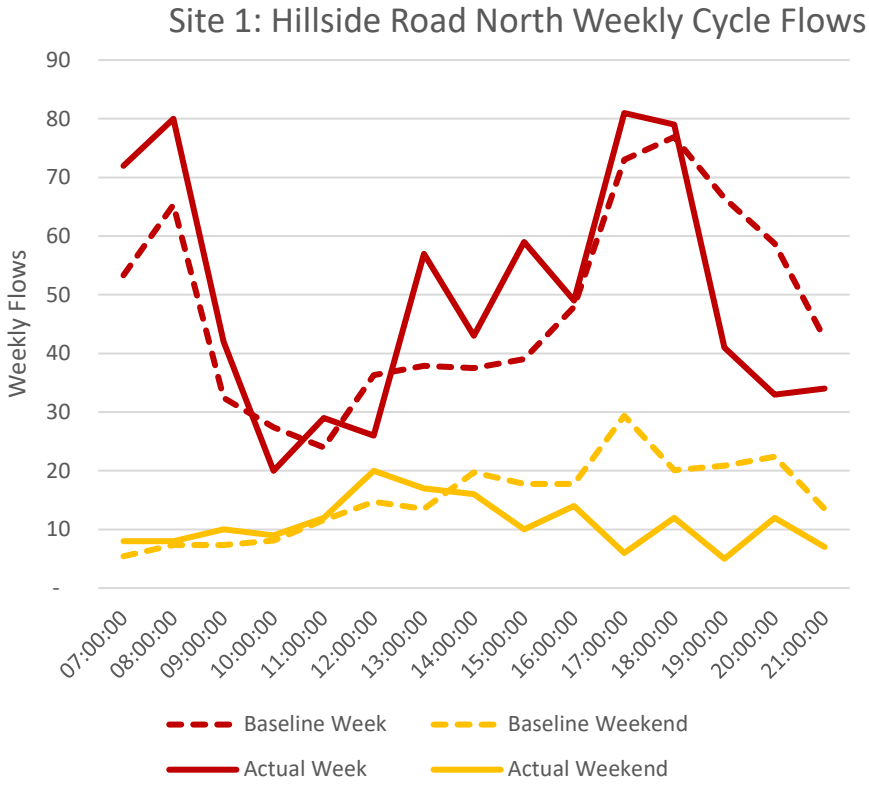


Site 1: Hillside Road North (Cycle)

- The chart to the right shows the volume of cycle flows past site 1 for **five weekdays** and **two weekend** days (summed for each).

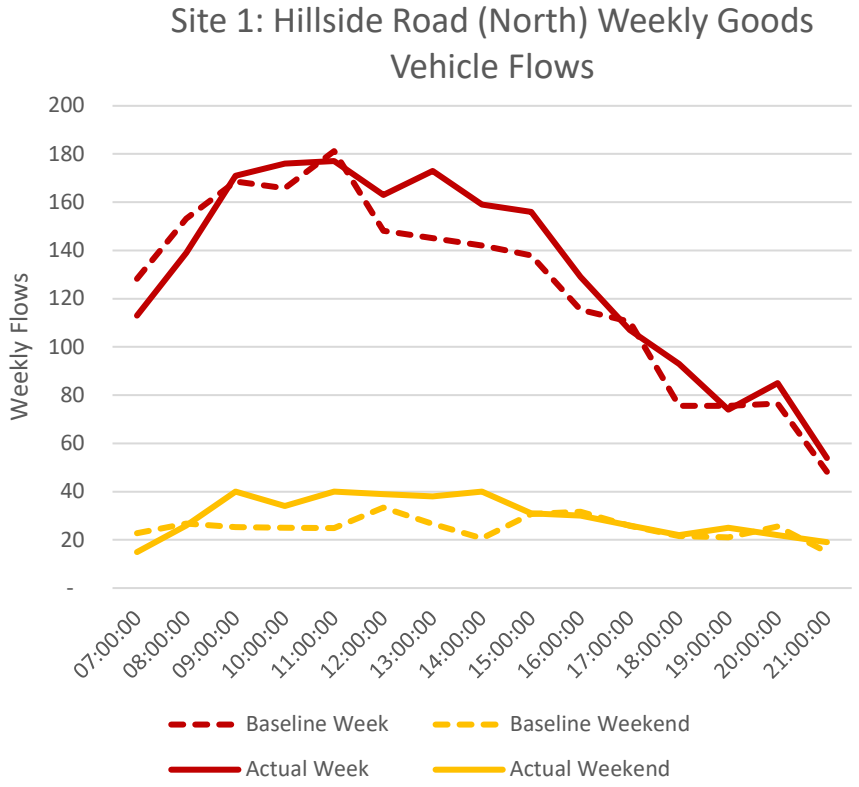
- While there has been an increase in flows during the AM peak and in the early afternoon, an important decrease in flows in the evening resulted in an overall 1% decrease of cycle flows on weekdays

- On weekends, Stage 1 cycling levels have significantly decreased in the afternoon, resulting on 33% decrease.

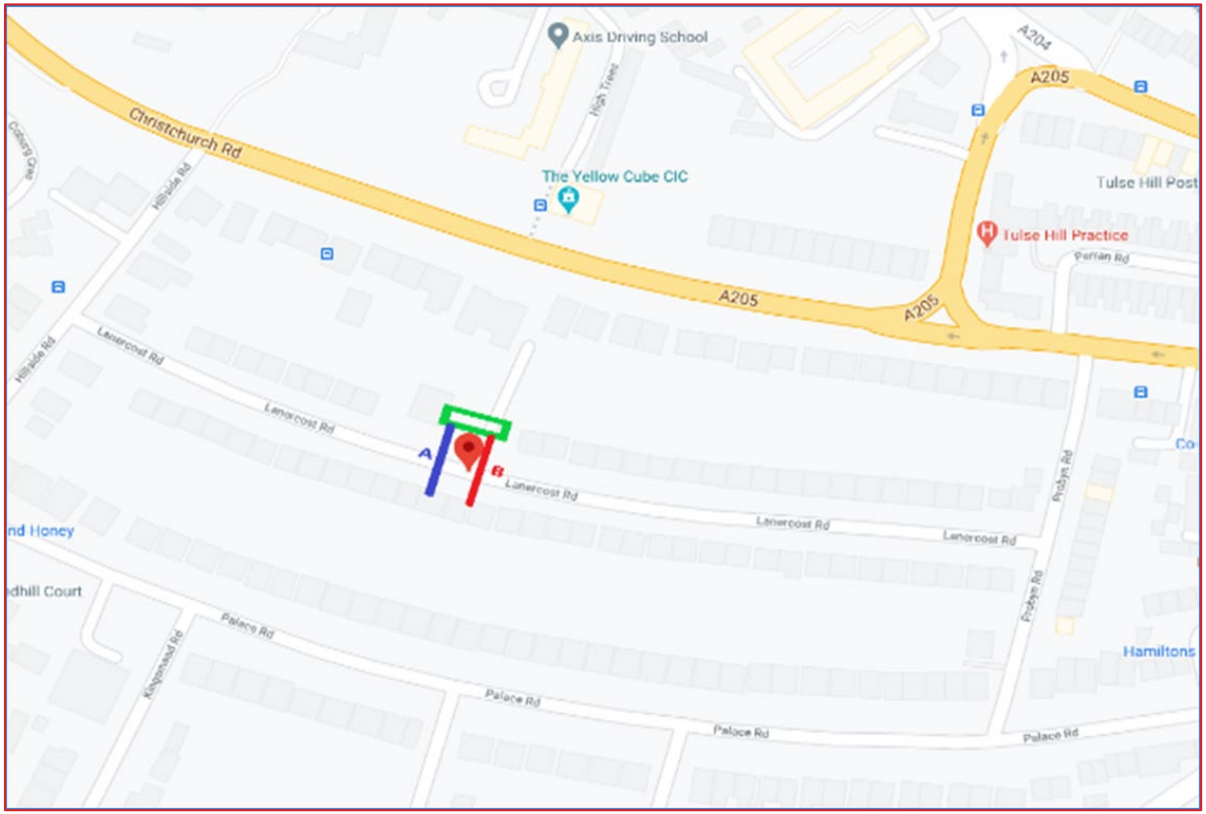


Site 1: Hillside Road North (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 1 for **five weekdays** and **two weekend** days.
- Goods vehicle flows generally follow the same patterns before and after the implementation of the LTN, increasing during the morning and declining later in the day, although there has been an 10% increase in weekday flows.
- During the weekend, flow patterns are generally the same, but flows recorded a 20% increase.



Site 2: Lanercost Road



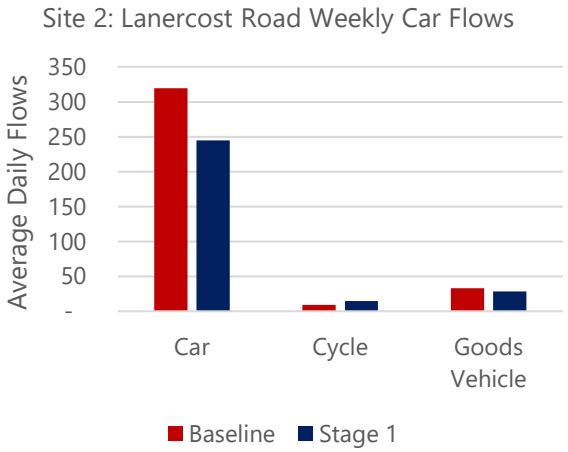
Source: MHTC/Google Maps

Site 2: Lanercost Road (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 2 on Lanercost Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was slight decrease in car travel (-23%) and a **large increase in cycle travel** (+64%). There was also a slight decrease in goods vehicles passing the site (-14%).

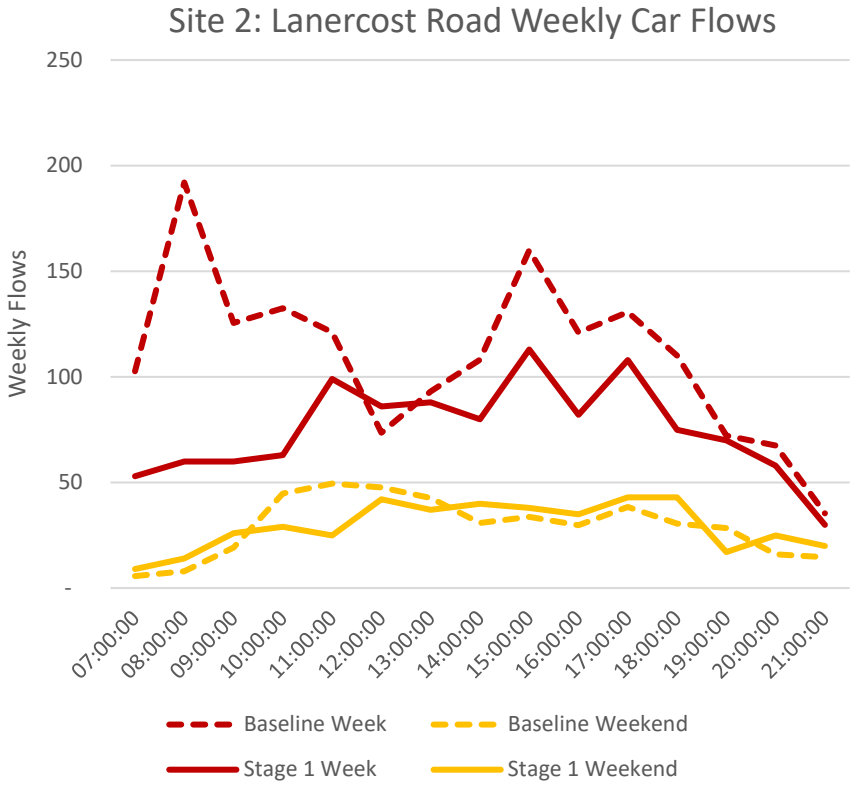
	Car	Cycle	Goods vehicle
Pre-Covid*	382	9	40
Baseline*	320	9	33
Stage 1	245	15	28
Difference	-75	6	-5
% Change	-23%	64%	-14%

*For cycles, baseline = historic



Site 2: Lanercost Road (Car)

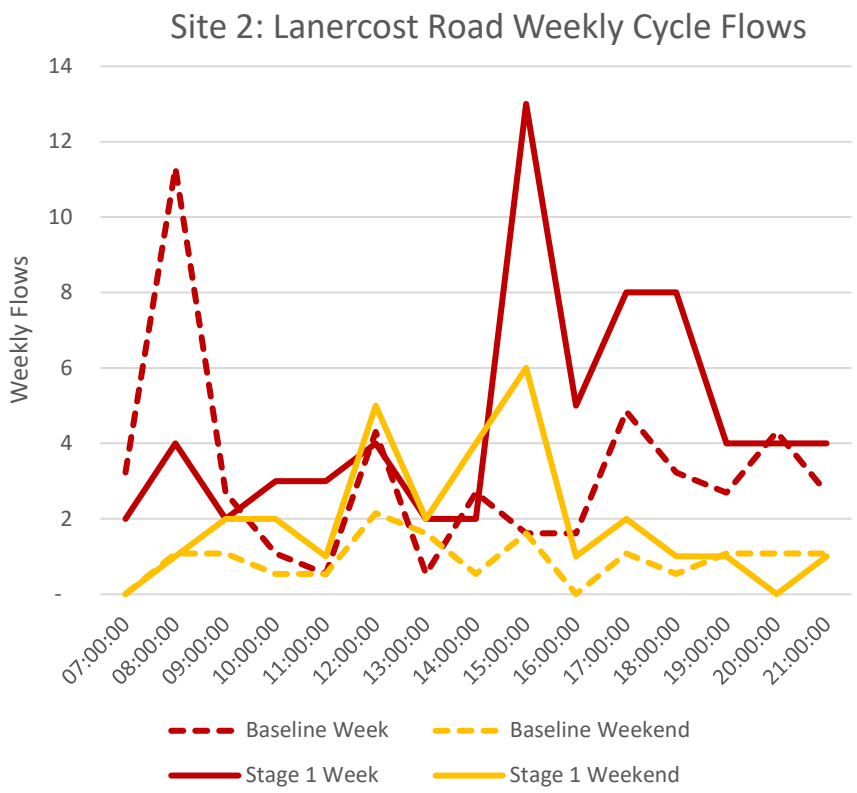
- The chart to the right shows the volume of car flows past site 2 for **five weekdays** and **two weekend** days (summed for each).
- During weekdays, vehicle flows no longer have an AM peak after the LTN implementation, and record an overall 23% reduction.
- Weekend vehicle flow patterns remain broadly similar, but with a 4% increase overall.



Site 2: Lanercost Road (Cycle)

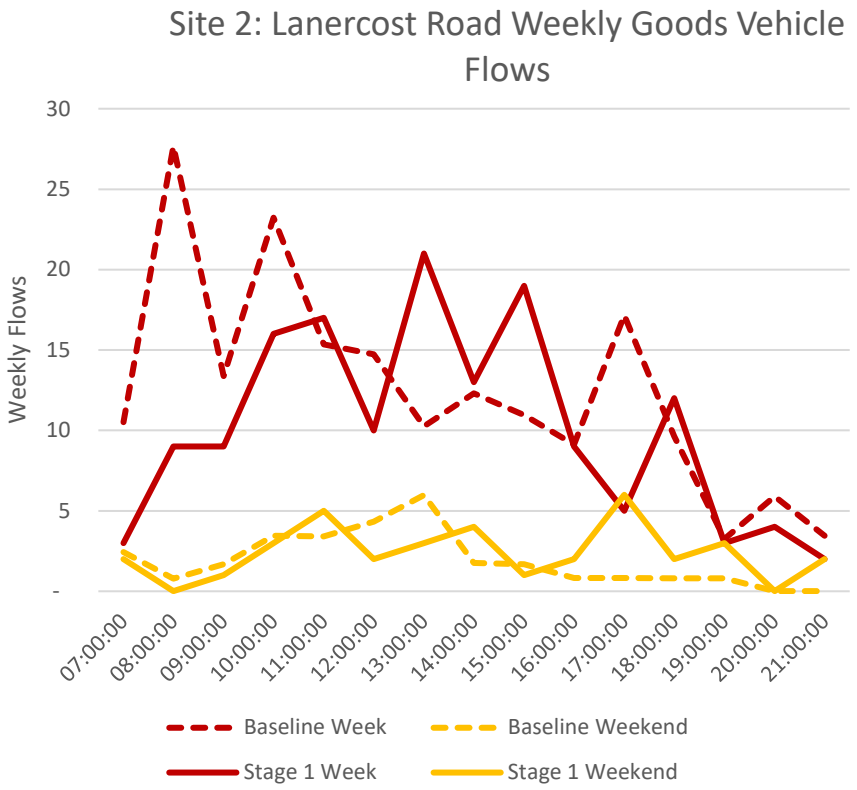
- The chart to the right shows the volume of cycle flows past site 2 for **five weekdays** and **two weekend** days.

- Cycle counts at this location are very low, both before and after the implementation of the LTN, leading to large, spike-like percentage changes between hours of the day.

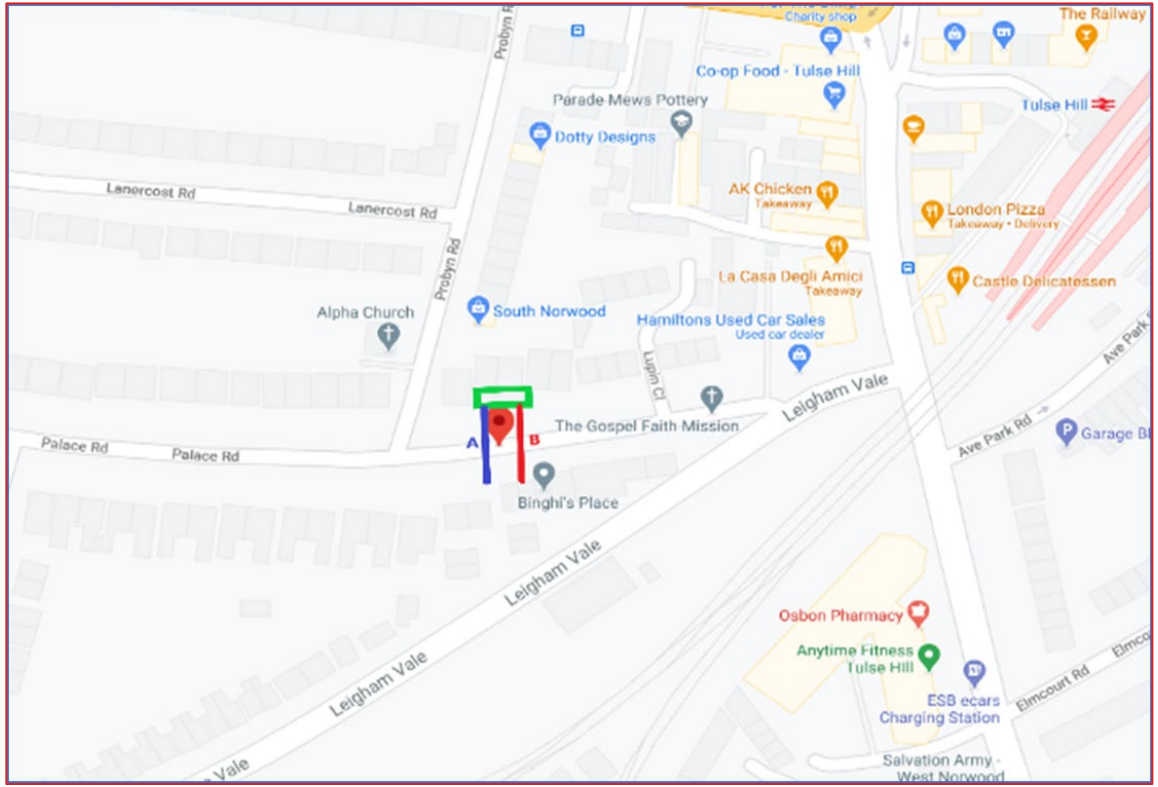


Site 2: Lanercost Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 2 for **five weekdays** and **two weekend** days.
- On weekdays, goods vehicle flows tended to be higher in the morning and to decrease during the day, while now they peak more in the afternoon. Flows have decreased by 21% overall.
- During weekends, flow patterns generally remain the similar, but with a moderate increase in volumes, especially in the evening (29%).



Site 3: Palace Road



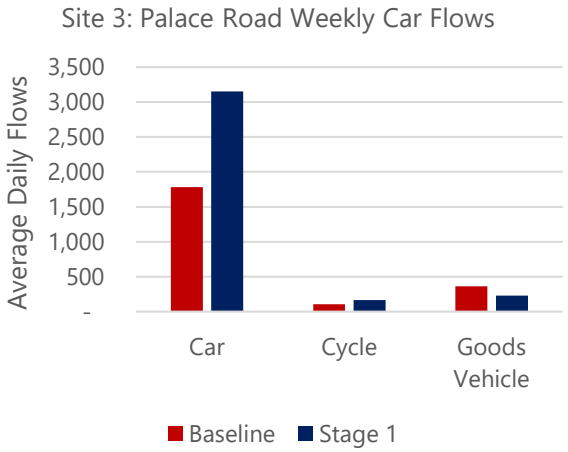
Source: MHTC/Google Maps

Site 3: Palace Road (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 3 on Palace Road (east of Probyn Road) in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **very large increase in car travel** (+77%) and **large increase in cycle travel** (+53%). Goods vehicles passing the site have reduced (-36%).

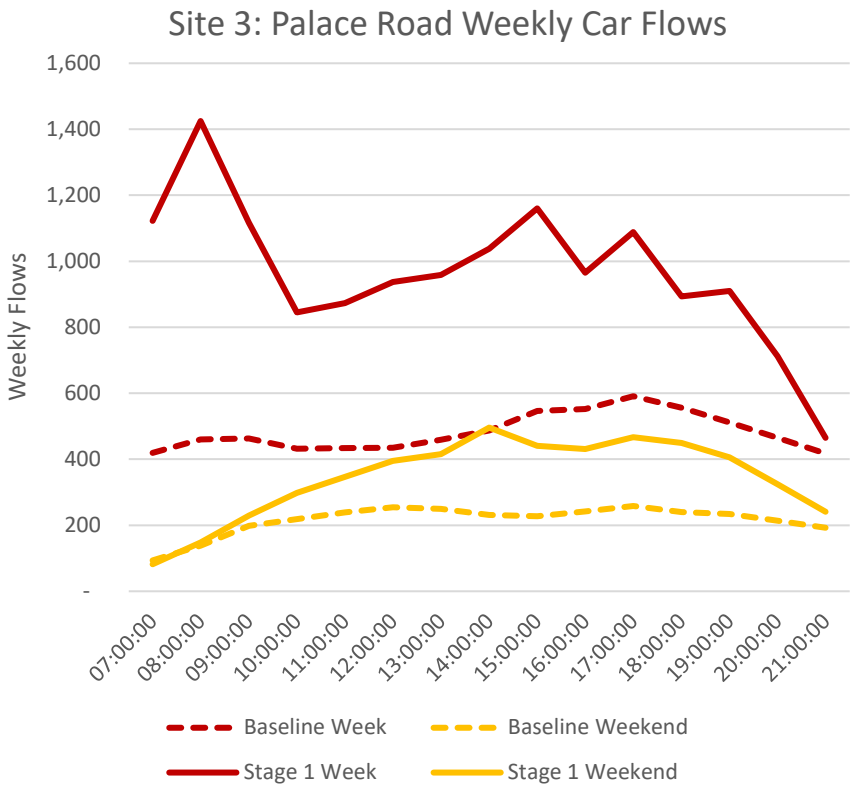
	Car	Cycle	Goods vehicle
Pre-Covid*	2,099	105	425
Baseline*	1,782	107	360
Stage 1	3,153	164	230
Difference	1,371	56	-130
% Change	77%	53%	-36%

*For cycles, baseline = historic



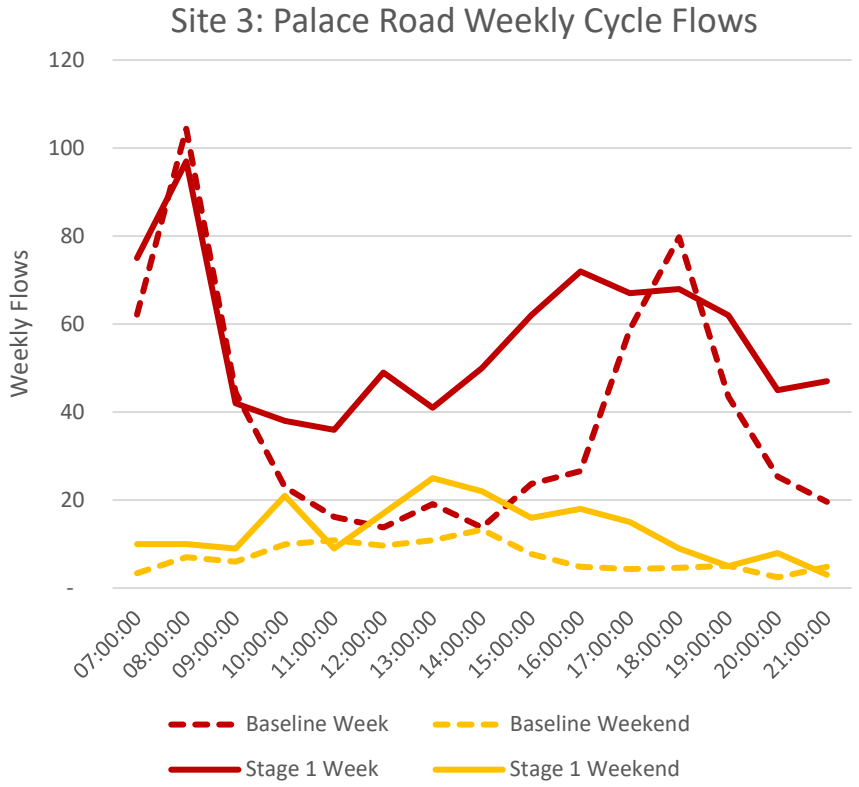
Site 3: Palace Road (Car)

- The chart to the right shows the volume of car flows past site 3 for **five weekdays** and **two weekend** days (summed for each).
- Car flow have almost doubled on weekdays (+99%), and now present a very high AM peak.
- Weekend patterns remained broadly similar after the implementation of the LTN, but with a 53% decrease in volumes.



Site 3: Palace Road (Cycle)

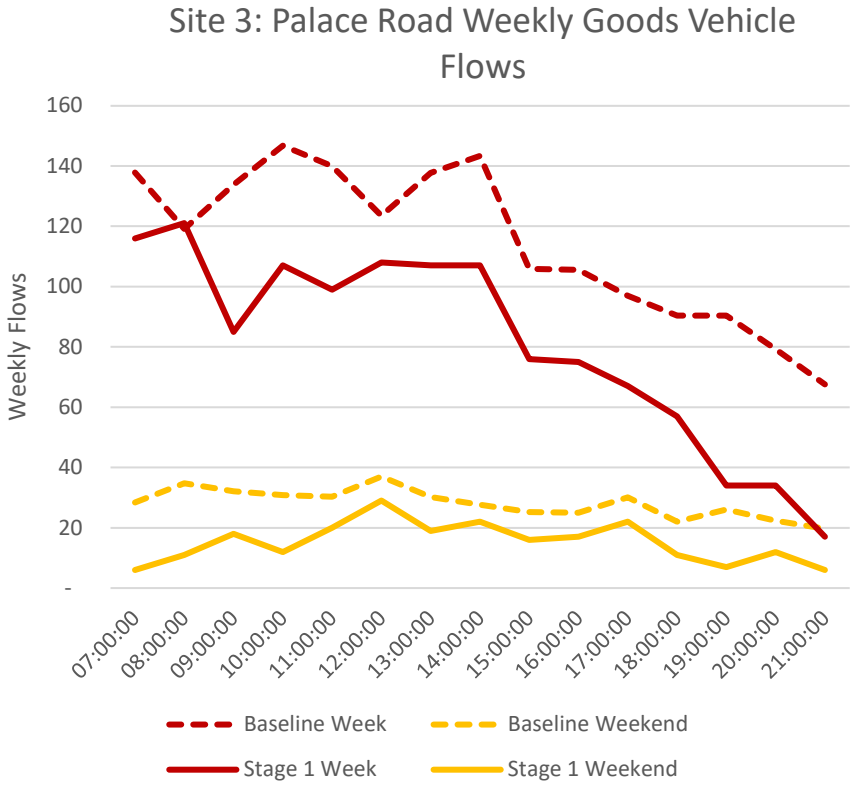
- The chart to the right shows the volume of cycle flows past site 3 for **five weekdays** and **two weekend** days.
- For all time period, cycle flow patterns remained similar, but with slightly reduced AM and PM peaks and higher volumes during the day on weekdays.
- Weekday cycle counts are up by 48% and weekend counts by 79% (although starting from a small projected base).



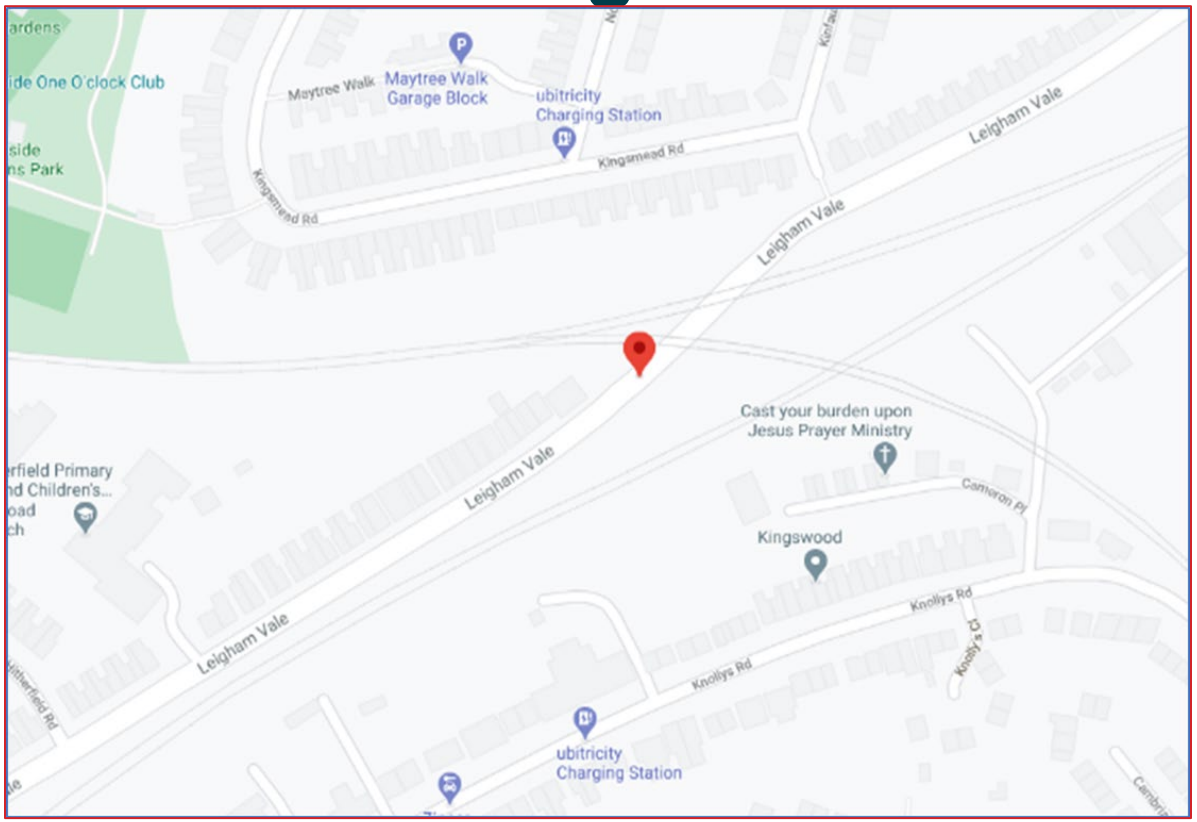
Site 3: Palace Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 3 for **five weekdays** and **two weekend** days.

- Goods vehicle flows recorded a steep decrease, with 32% less vehicles on weekdays and 53% less vehicles on weekends.



Site 4: Leigham Vale



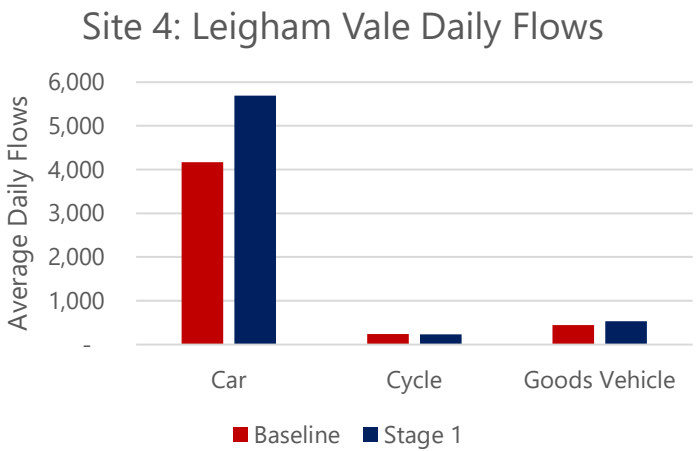
Source: MHTC/Google Maps

Site 4: Leigham Vale (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 4 on Leigham Vale (at the rail bridge) in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **moderate increase in car travel** (+36%) and a **slight decrease in cycle travel** (-2%). There was also a moderate increase in goods vehicles passing the site (+20%).

	Car	Cycle	Goods vehicle
Pre-Covid*	4,946	229	525
Baseline*	4,167	239	443
Stage 1	5,687	234	532
Difference	1,521	-6	88
% Change	36%	-2%	20%

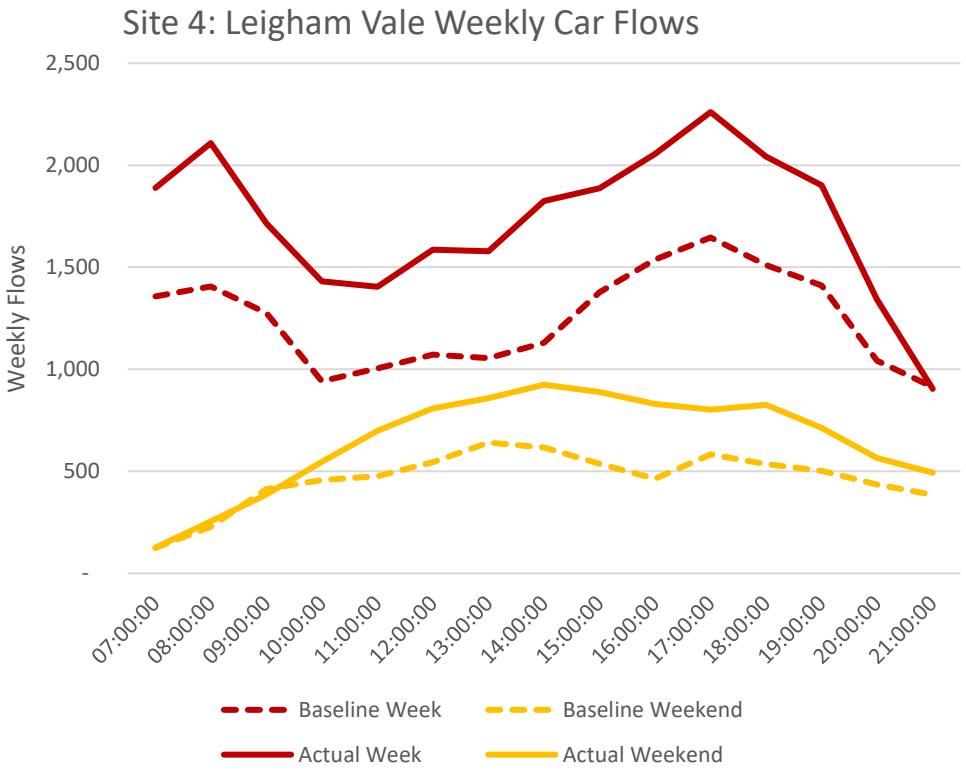
*For cycles, baseline = historic



Site 4: Leigham Vale (Car)

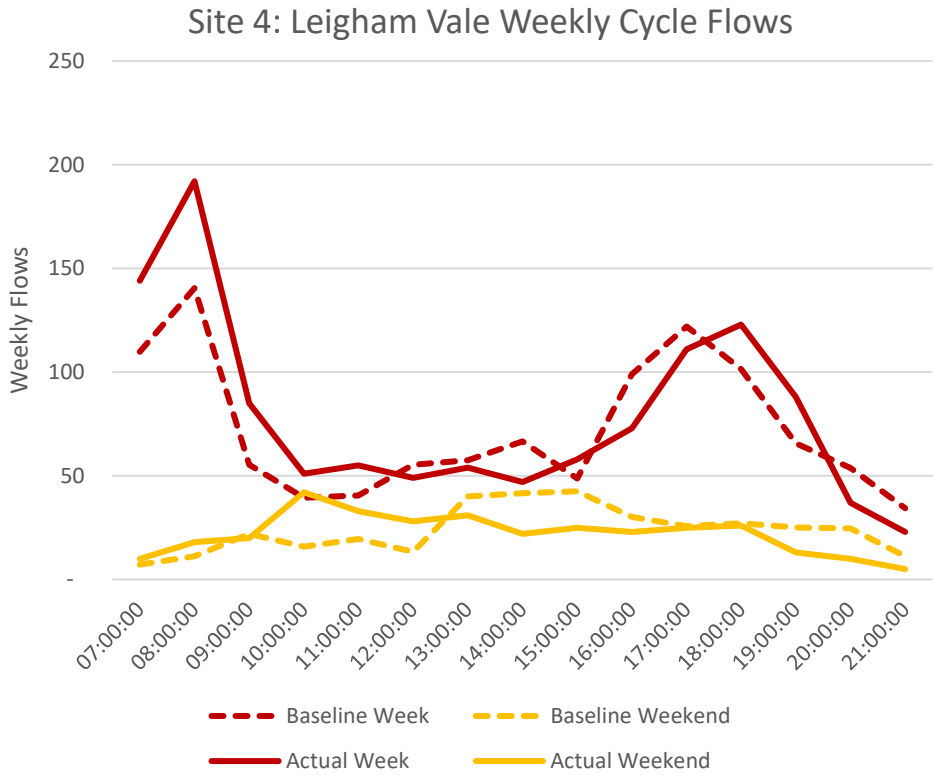
- The chart to the right shows the volume of car flows past site 4 for **five weekdays** and **two weekend** days (summed for each).

- Flow patterns remain broadly similar, but volumes have recorded roughly 37% increase both on weekdays and weekends.



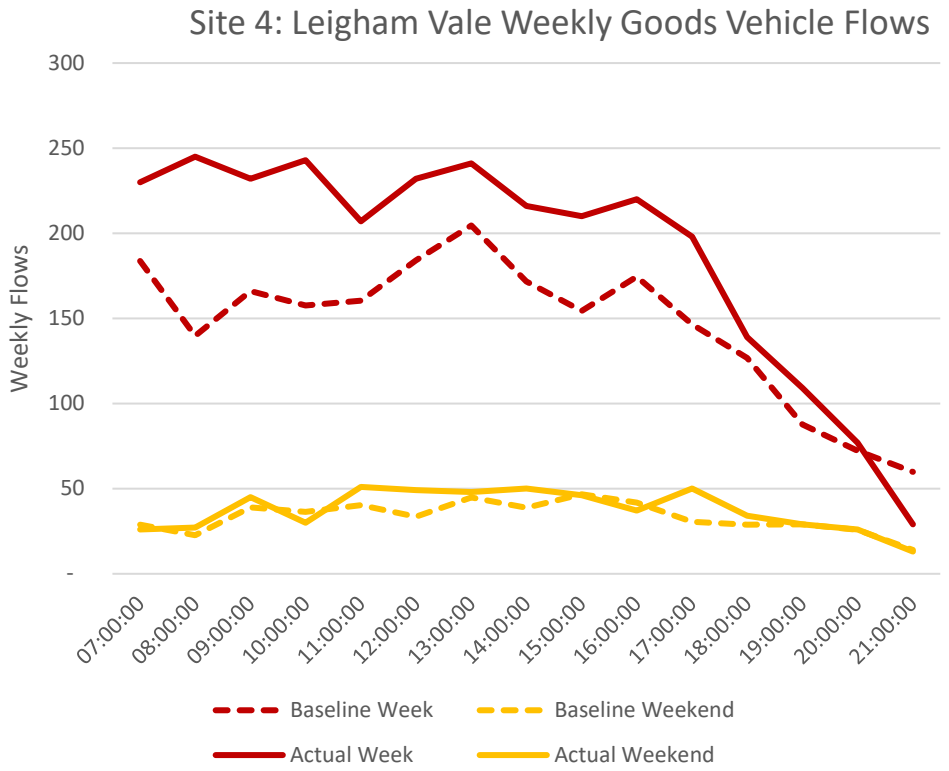
Site 4: Leigham Vale (Cycle)

- The chart to the right shows the volume of cycle flows past site 4 for **five weekdays** and **two weekend** days.
- Cycle flow patterns remain broadly similar after the implementation of the LTN, both on weekdays and weekends.
- Weekday cycle counts are up a total of 5% thanks to the increase of flows during the AM and PM peaks, while on weekends volumes are 21% lower.

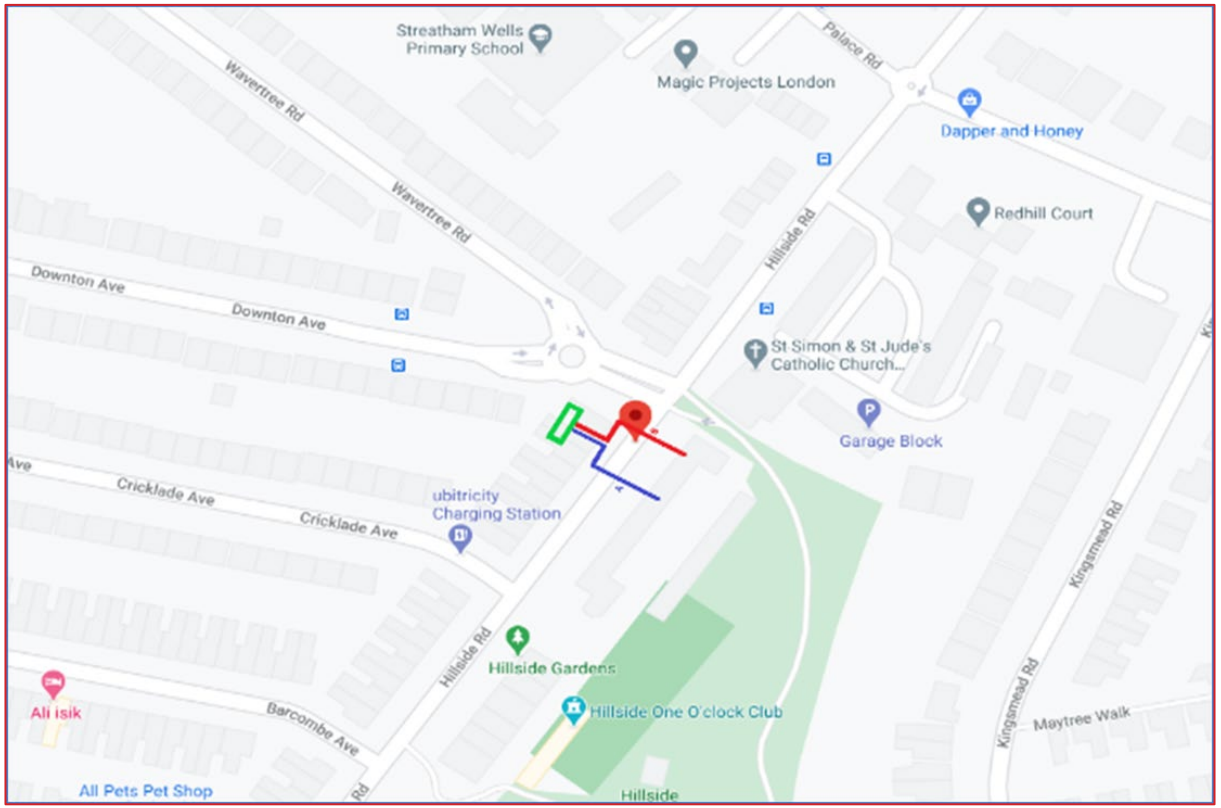


Site 4: Leigham Vale (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 4 for **five weekdays** and **two weekend** days.
- On weekdays, goods vehicle flows are now higher in the morning and in the early afternoon before tailing off in the evening. Volumes were 24% higher overall.
- During weekends, goods vehicle volumes increased by 1% overall.



Site 5: Hillside Road South



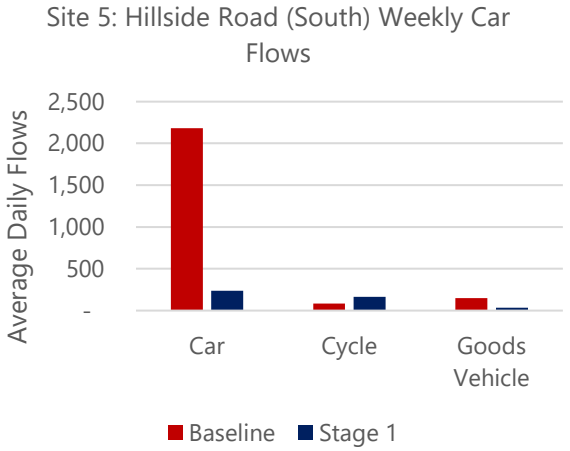
Source: MHTC/Google Maps

Site 5: Hillside Road South (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 5 on Hillside Road (south of Downton Ave) in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **very large decrease in car travel** (-89%) and a **very large increase in cycle travel** (+94%). There was also a very large decrease in goods vehicles passing the site (-76%).

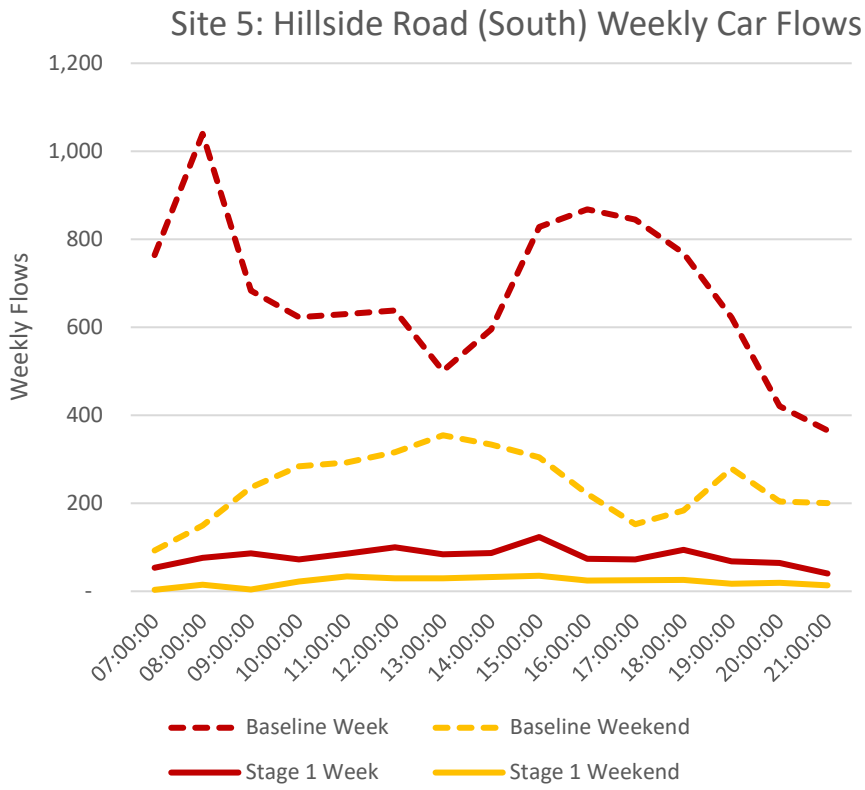
	Car	Cycle	Goods vehicle
Pre-Covid*	2,526	79	174
Baseline*	2,181	85	150
Stage 1	238	164	36
Difference	-1,943	79	-114
% Change	-89%	94%	-76%

*For cycles, baseline = historic



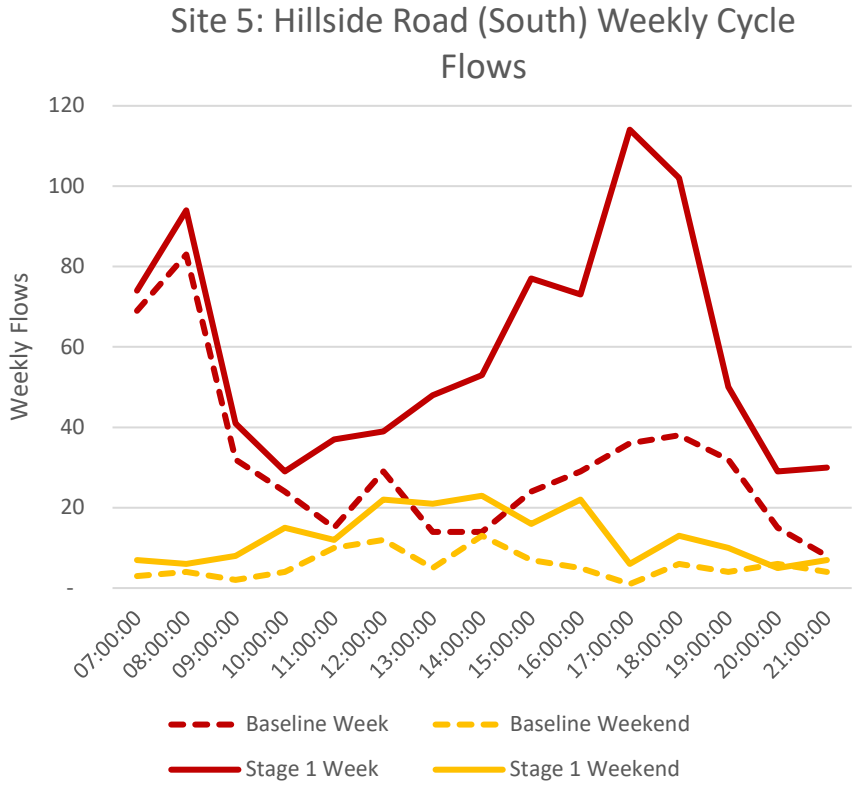
Site 5: Hillside Road South (Car)

- The chart to the right shows the volume of car flows past site 5 for **five weekdays** and **two weekend** days (summed for each).
- During the weekday, car levels are down 88% and do not present peaks.
- Car levels are consistently down in the weekend, on average by 91%.



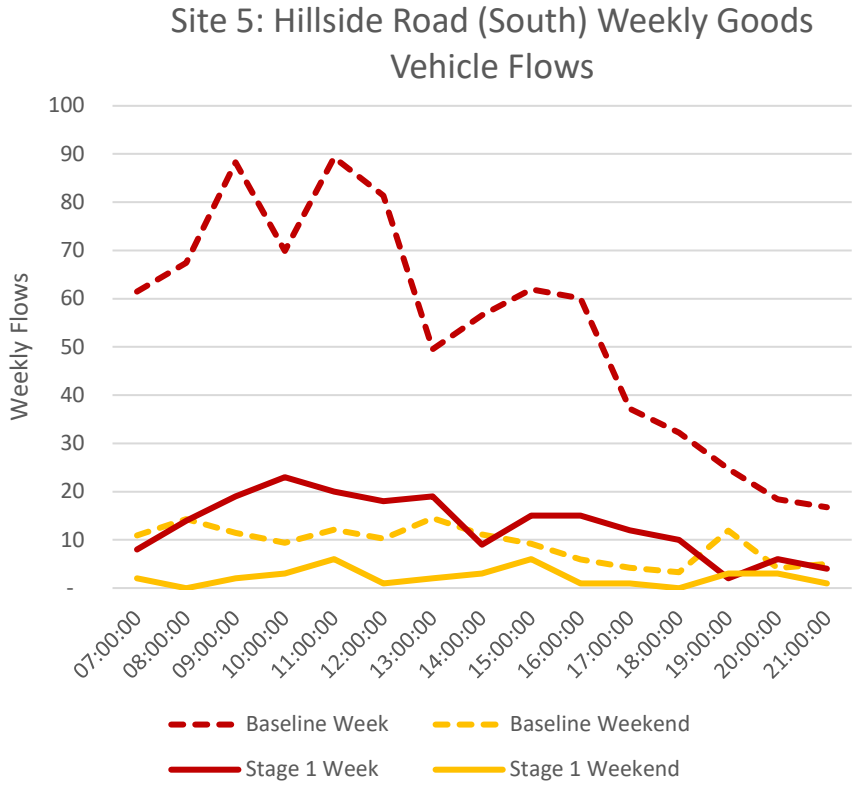
Site 5: Hillside Road South (Cycle)

- The chart to the right shows the volume of cycle flows past site 5 for **five weekdays** and **two weekend** days.
- Cycle trips are higher than in the baseline, especially during the PM peak on weekdays. Weekday volumes recorded an 88% increase.
- On the weekends, there were 124% more cycles passing the site than in the baseline.

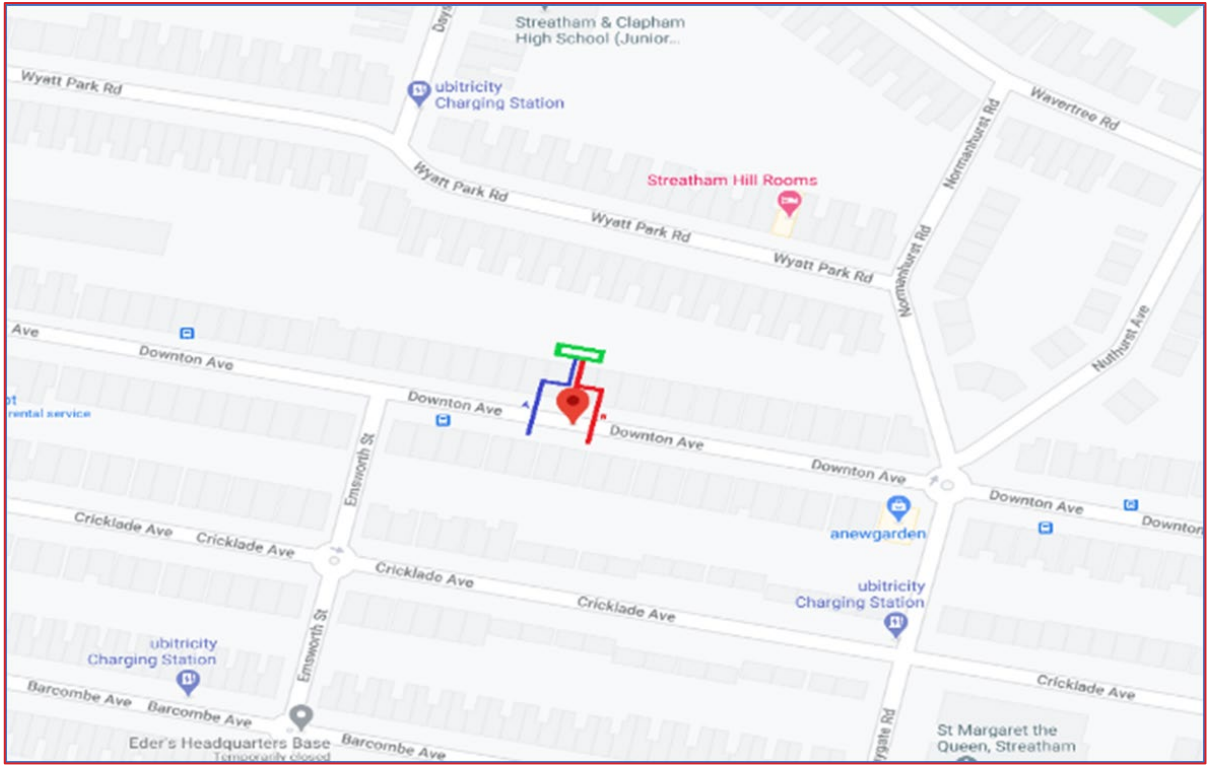


Site 5: Hillside Road South (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 5 for **five weekdays** and **two weekend** days.
- Goods vehicle flows have considerably decreased both on weekdays and on weekends, especially on weekday mornings.
- Good vehicles flows were 76% lower both on weekdays and weekends.



Site 6: Downton Avenue



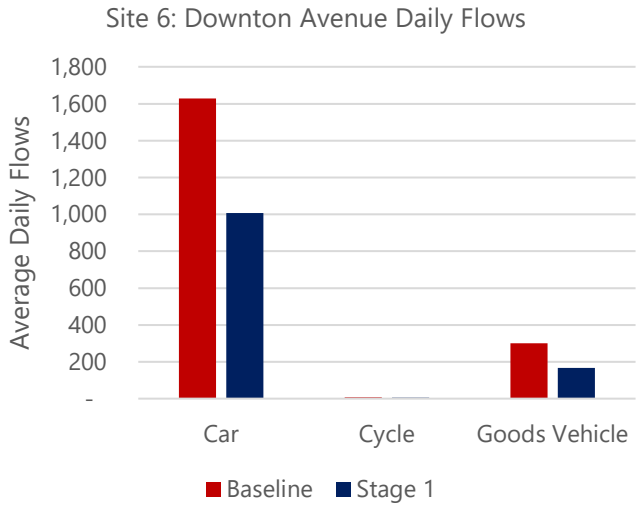
Source: MHTC/Google Maps

Site 6: Downton Avenue (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 6 on Downton Avenue in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **moderate reduction in car travel** (-38%) and a slight decrease in cycle travel (-16%). There was also a moderate decrease in goods vehicles passing the site (-45%)

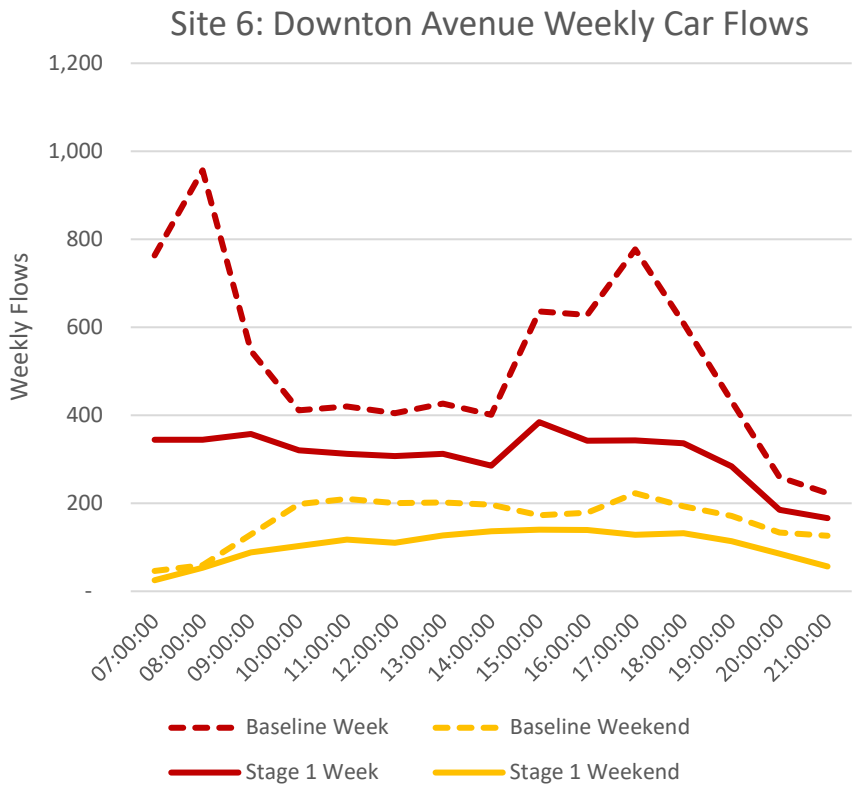
	Car	Cycle	Goods vehicle
Pre-Covid*	1,966	6	363
Baseline*	1,628	7	300
Stage 1	1,007	6	166
Difference	-621	-1	-134
% Change	-38%	-16%	-45%

*For cycles, baseline = historic



Site 6: Downton Avenue (Car)

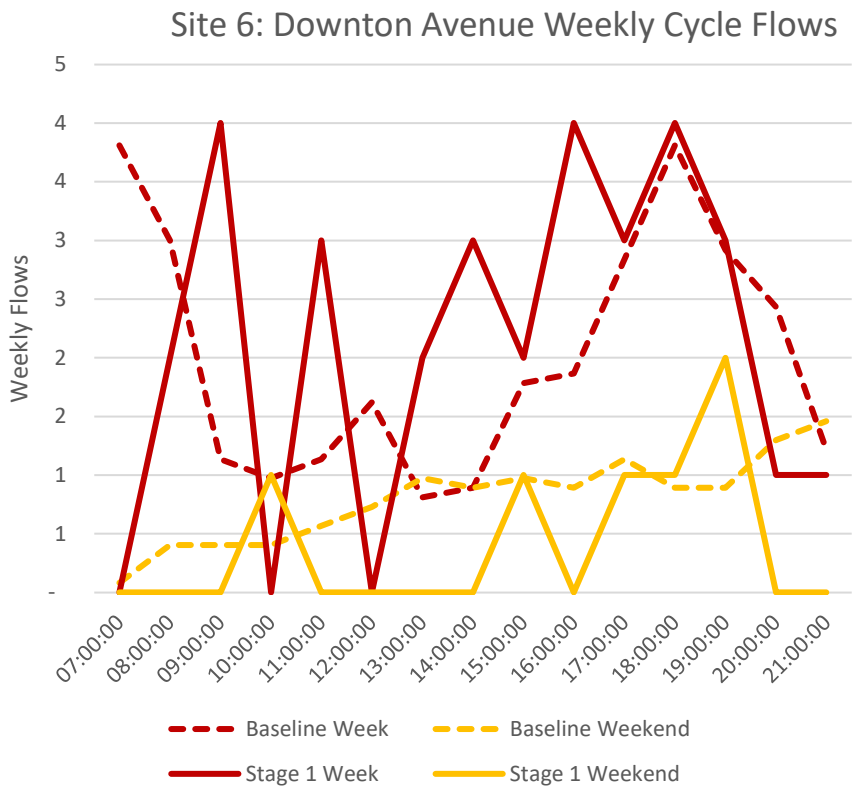
- The chart to the right shows the volume of car flows past site 6 for **five weekdays** and **two weekend** days (summed for each).
- Car levels are significantly down at this site on weekdays, for an overall 39% reduction between Stage 1 and calculated baseline data. Flows are almost consistent throughout the day and do not present AM and PM peaks.
- Weekend car levels are similarly reduced, by roughly 35% compared to the baseline.



Site 6: Downton Avenue (Cycle)

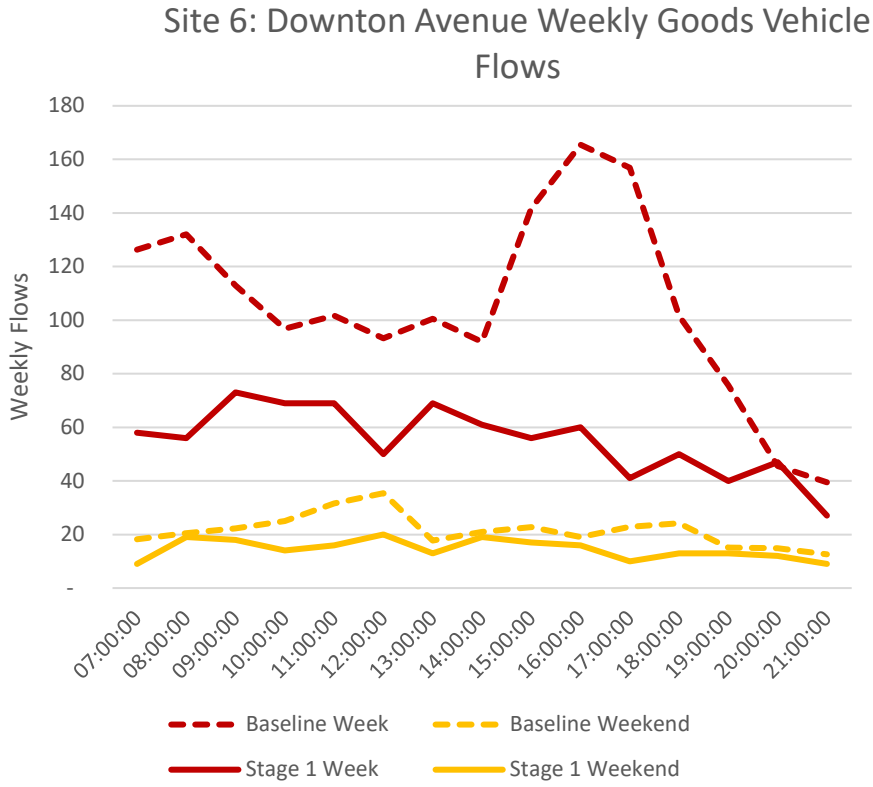
- The chart to the right shows the volume of cycle flows past site 6 for **five weekdays** and **two weekend** days.

- Cycle counts at this location are very low, both before and after the implementation of the LTN, leading to large, spike-like percentage changes between hours of the day.

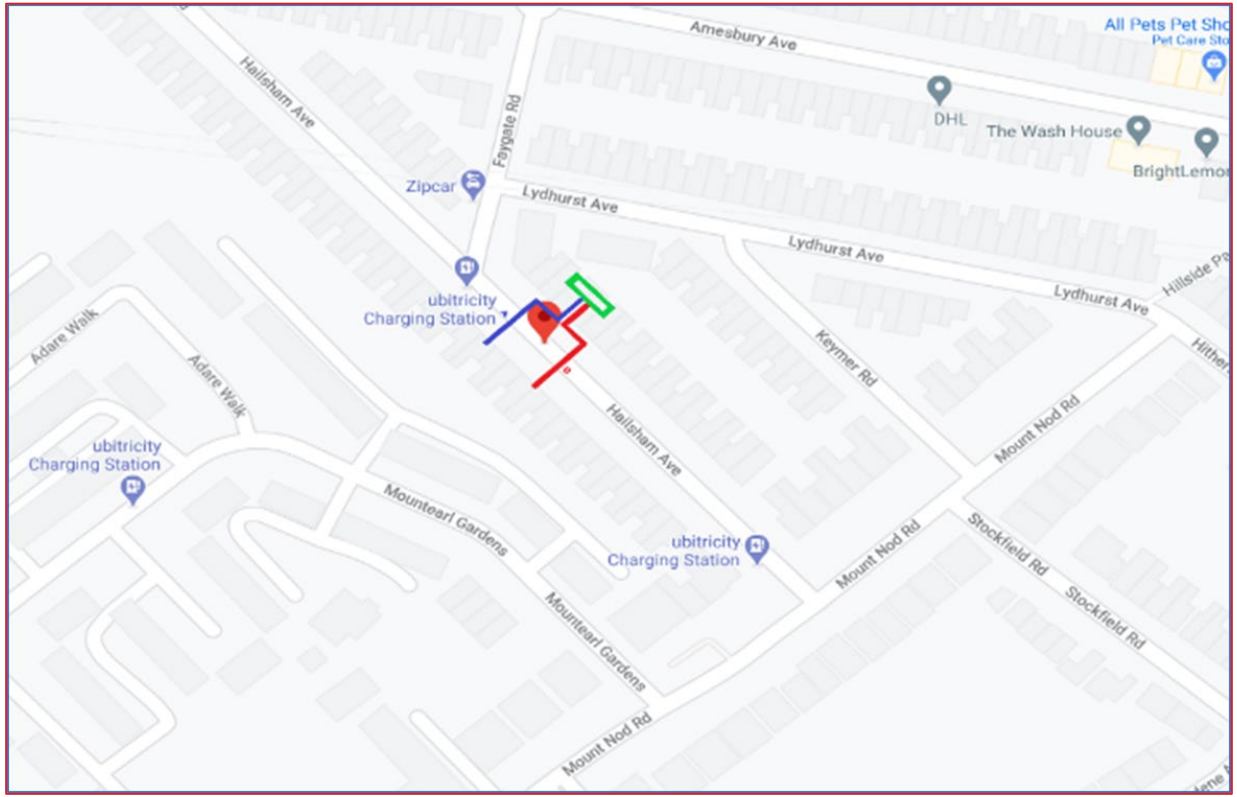


Site 6: Downton Avenue (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 6 for **five weekdays** and **two weekend** days.
- Goods vehicle flows during the week are down by 47%, and tend to decline in the evening, whilst before the LTN goods vehicle volumes were peaking in the evening.
- Weekend goods vehicle flows are 31% lower overall.



Site 7: Hailsham Avenue



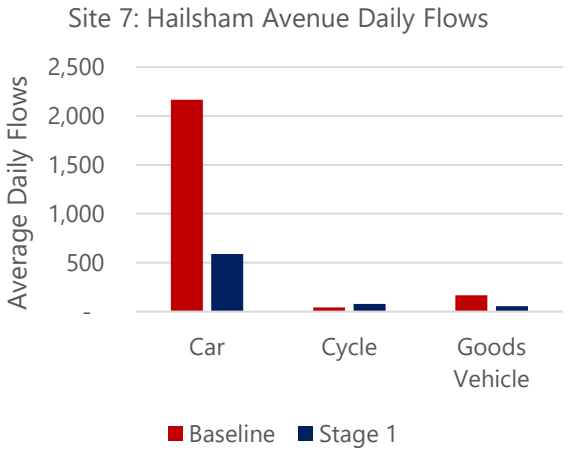
Source: MHTC/Google Maps

Site 7: Hailsham Avenue (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 7 on Hailsham Avenue in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **very large decrease in car travel** (-73%), and a **large increase in cycle travel** (+82%). There was also a **large decrease in goods vehicles** passing the site (-67%).

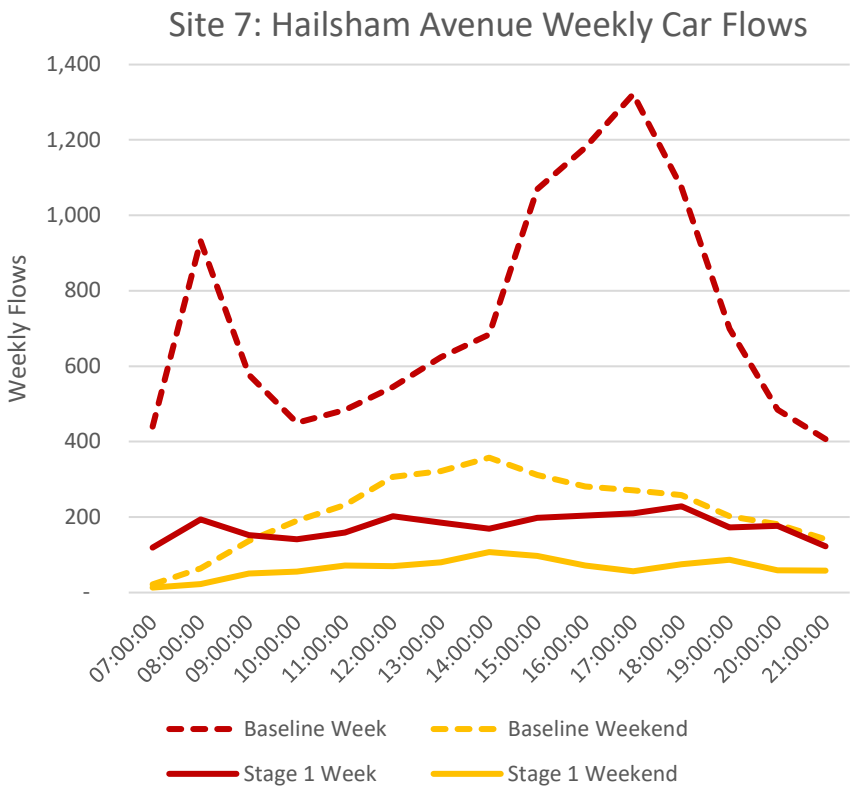
	Car	Cycle	Goods vehicle
Pre-Covid*	2,615	42	203
Baseline*	2,166	43	168
Stage 1	588	78	55
Difference	-1,577	35	-113
% Change	-73%	82%	-67%

*For cycles, baseline = historic



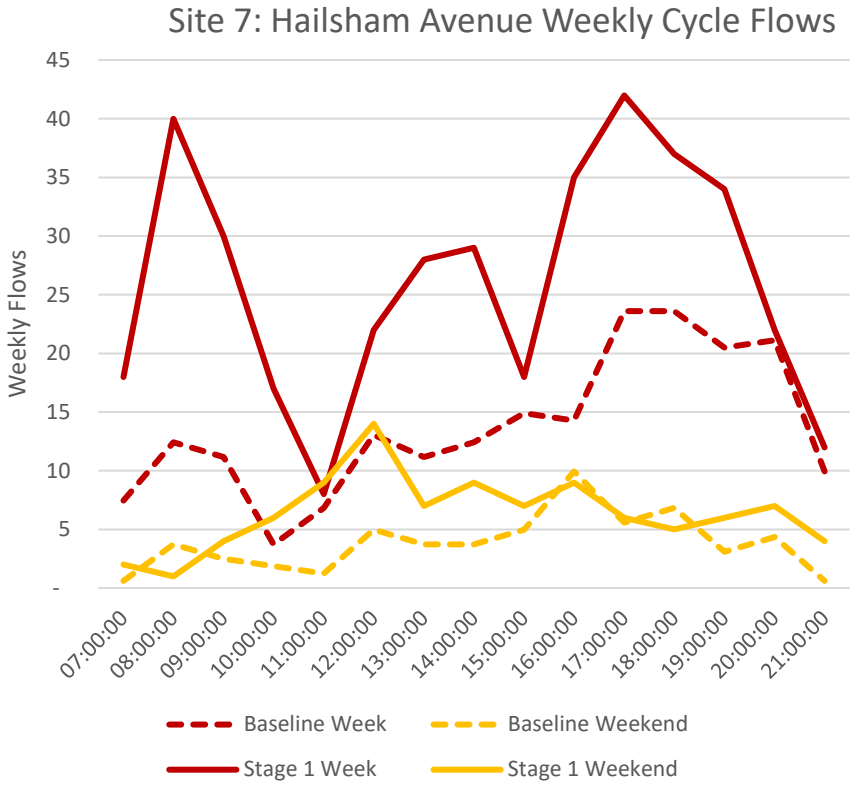
Site 7: Hailsham Avenue (Car)

- The chart to the right shows the volume of car flows past site 7 for **five weekdays** and **two weekend** days (summed for each).
- Car volumes during the week were significantly down compared to the baseline for all time periods, with a 74% drop during weekdays.
- On weekends, there was a similar reduction in car volumes (-68%)



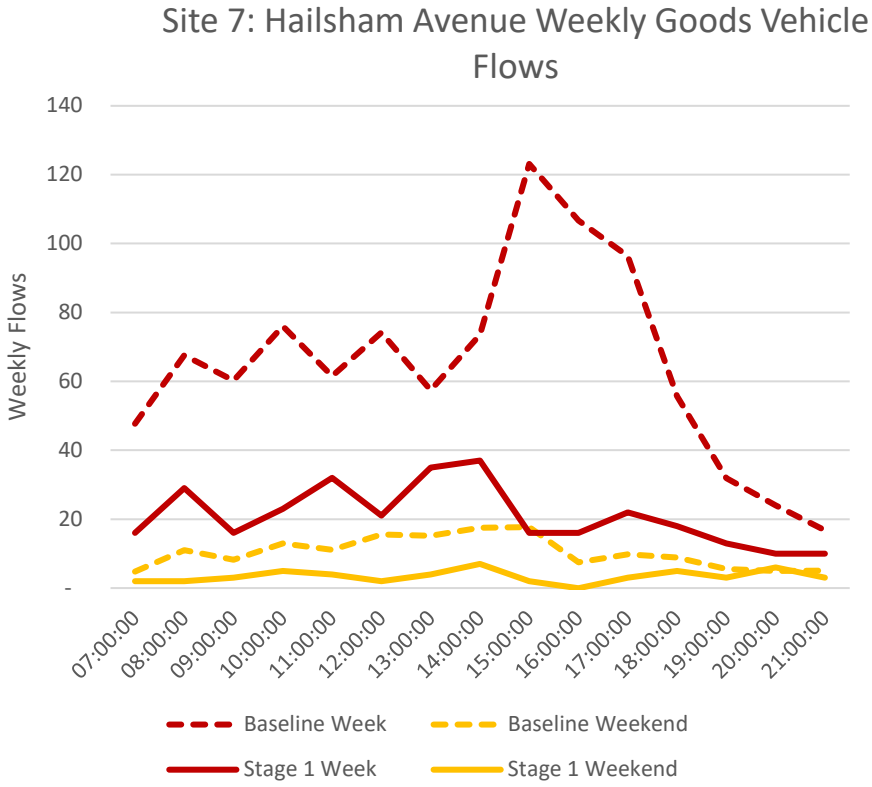
Site 7: Hailsham Avenue (Cycle)

- The chart to the right shows the volume of cycle flows past site 7 for **five weekdays** and **two weekend** days.
- Cycle trips have significantly increased (by +88%) on weekdays and now present evident AM and PM peaks.
- There has been a 59% increase in cycle flows on weekends.

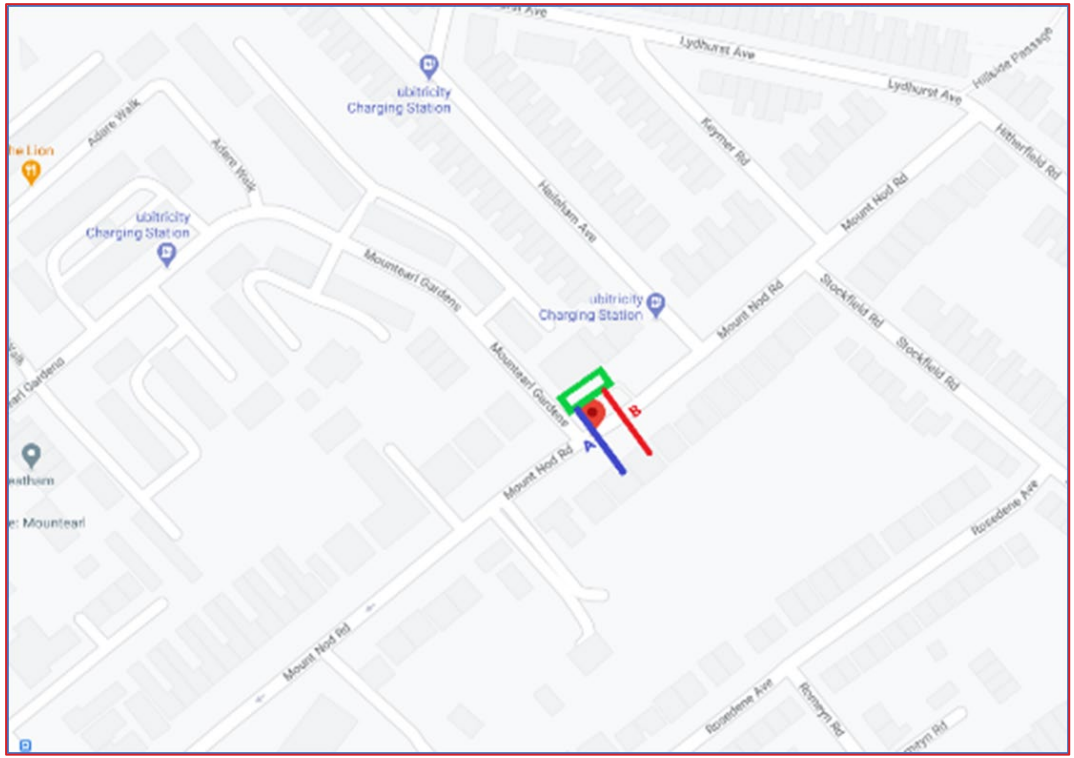


Site 7: Hailsham Avenue (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 7 for **five weekdays** and **two weekend** days.
- Goods vehicles flows have decreased by 67% during weekdays and no longer peak in the PM.
- On weekends, goods vehicle flows showed a similar decrease (-68%).



Site 8: Mount Nod Road



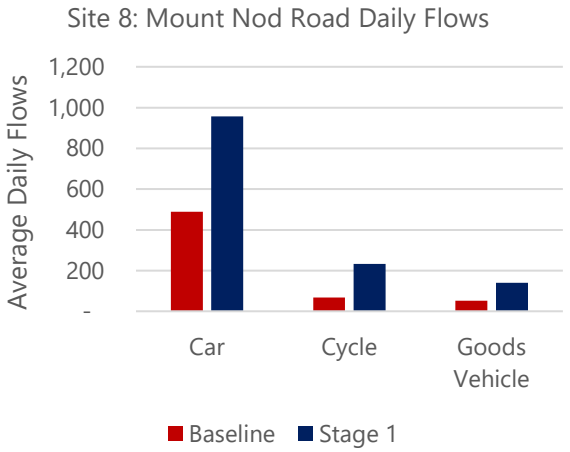
Source: MHTC/Google Maps

Site 8: Mount Nod Road (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 8 on Mount Nod Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **very large increase in car travel** (+96%) and a **very large increase in cycle travel** (+245%). There was also a **very large increase in goods vehicles** passing the site (+169%)

	Car	Cycle	Goods vehicle
Pre-Covid*	585	66	63
Baseline*	490	68	52
Stage 1	957	234	141
Difference	468	166	89
% Change	96%	245%	169%

*For cycles, baseline = historic

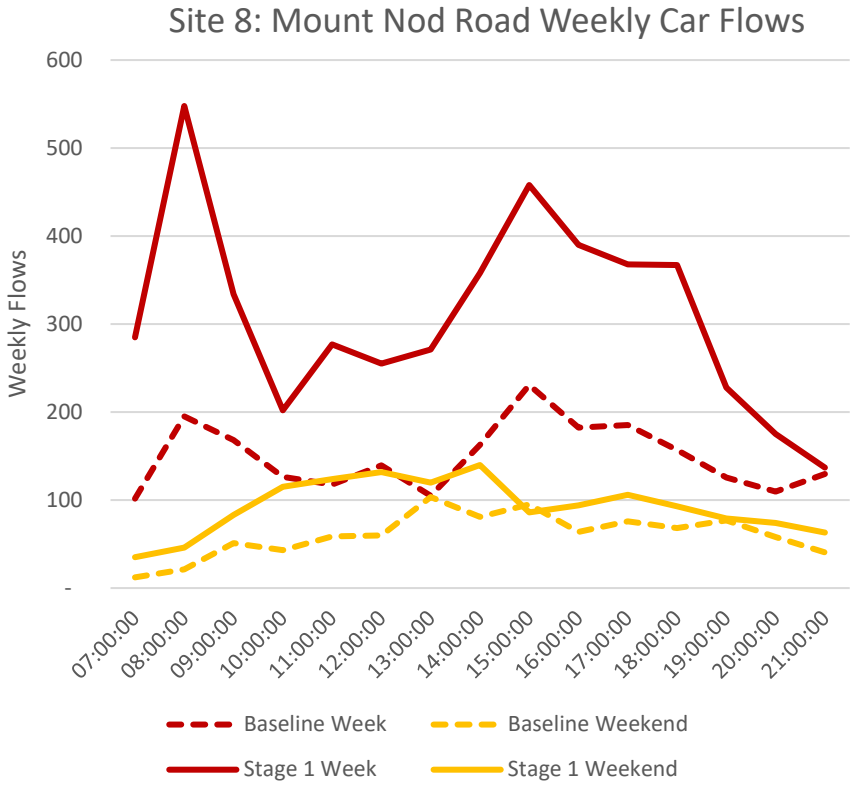


Site 8: Mount Nod Road (Car)

- The chart to the right shows the volume of car flows past site 8 for **five weekdays** and **two weekend** days (summed for each).

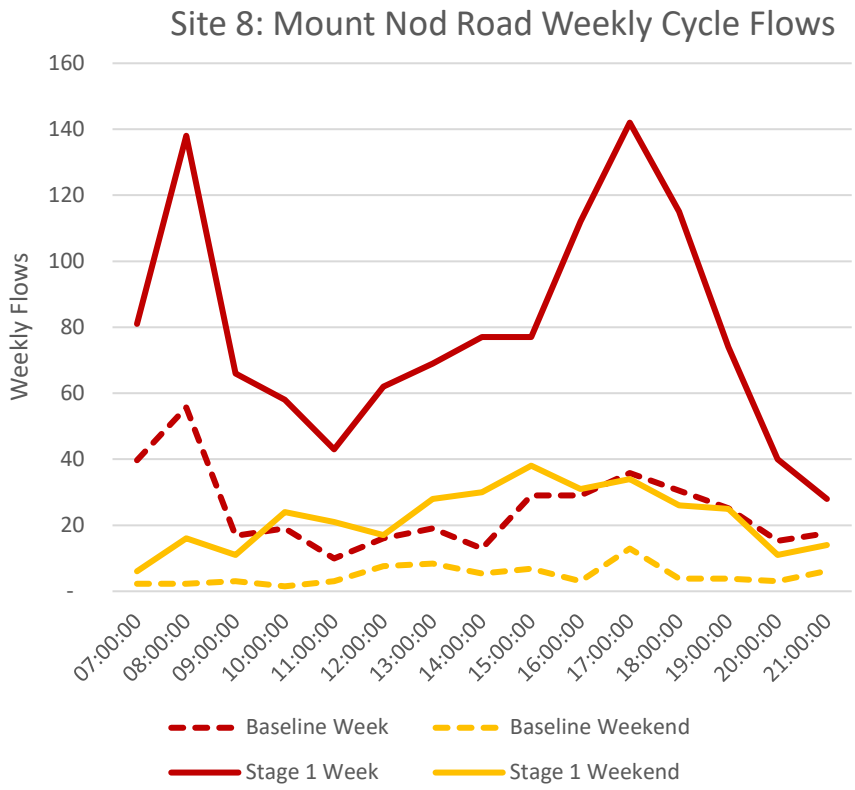
- Weekday car flow patterns remained broadly the same, but with much higher AM and PM peaks. There has been a 111% increase in volumes overall.

- Weekend car flows recorded a 58% increase, largely occurring before noon.



Site 8: Mount Nod Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 8 for **five weekdays** and **two weekend** days.
- Cycle trips are higher than expected in the baseline during the week (224% increase on average), with higher AM and PM peaks.
- Weekend cycle trips have also experienced a very large increase (+341%) across all time periods, although from a very low baseline.

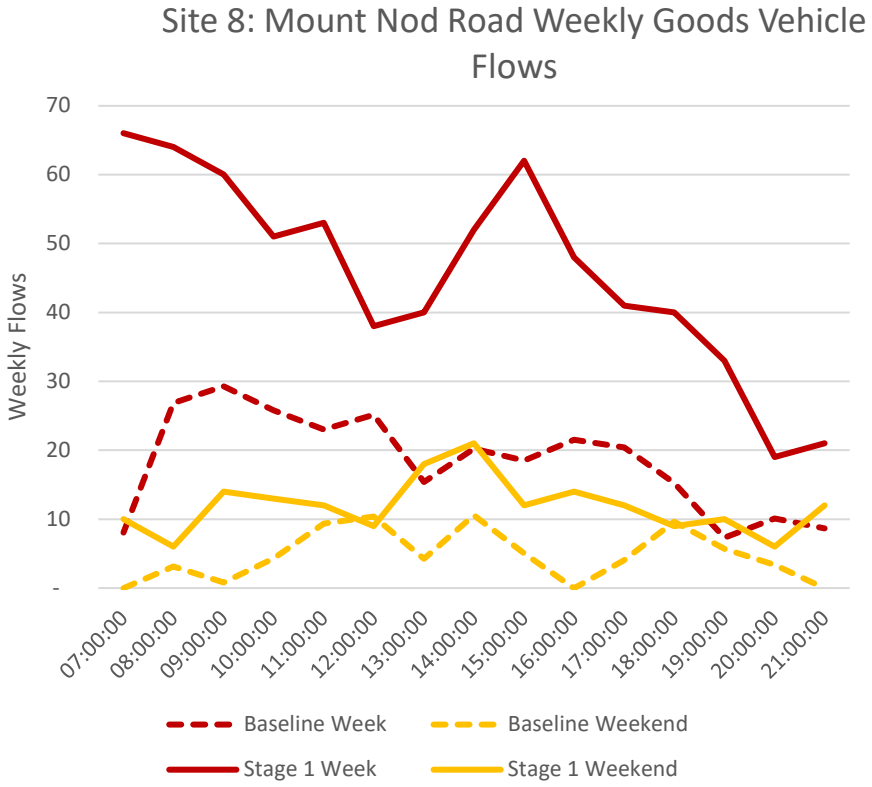


Site 8: Mount Nod Road (Goods Vehicle)

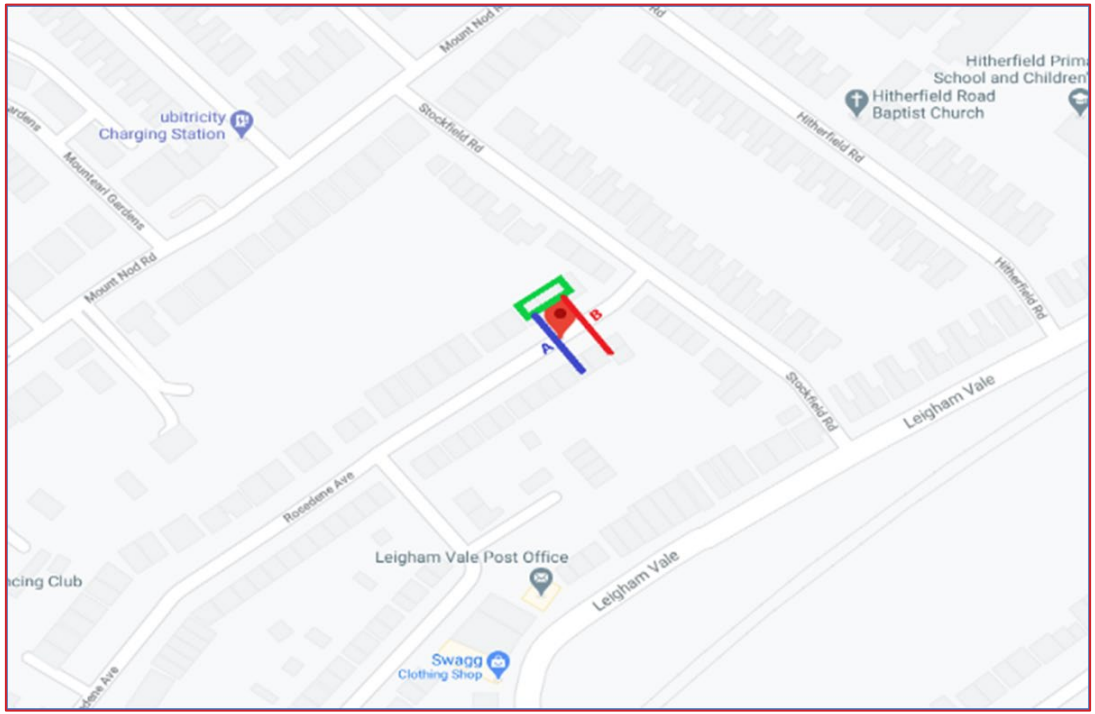
- The chart to the right shows the volume of goods vehicle flows past site 8 for **five weekdays** and **two weekend** days.

- During the week, baseline goods vehicle flows were higher in the morning and decreased towards the evening, while now they are high in the morning and tail off before peaking again in the early afternoon. Flows have more than doubled (+168%)

- Weekend goods vehicle flows have also more than doubled (+175%).



Site 9: Rosendene Avenue



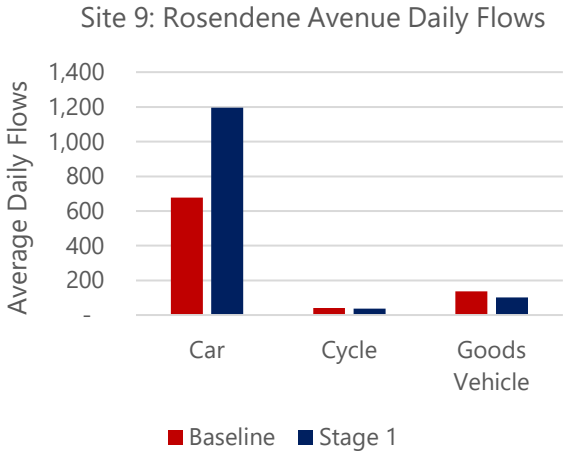
Source: MHTC/Google Maps

Site 9: Rosendene Avenue (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 9 on Rosendene Avenue in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **very large increase in car travel** (+77%) and a very **slight decrease in cycle travel** (-9%). There was also a **slight decrease in goods vehicles** passing the site (-25%).

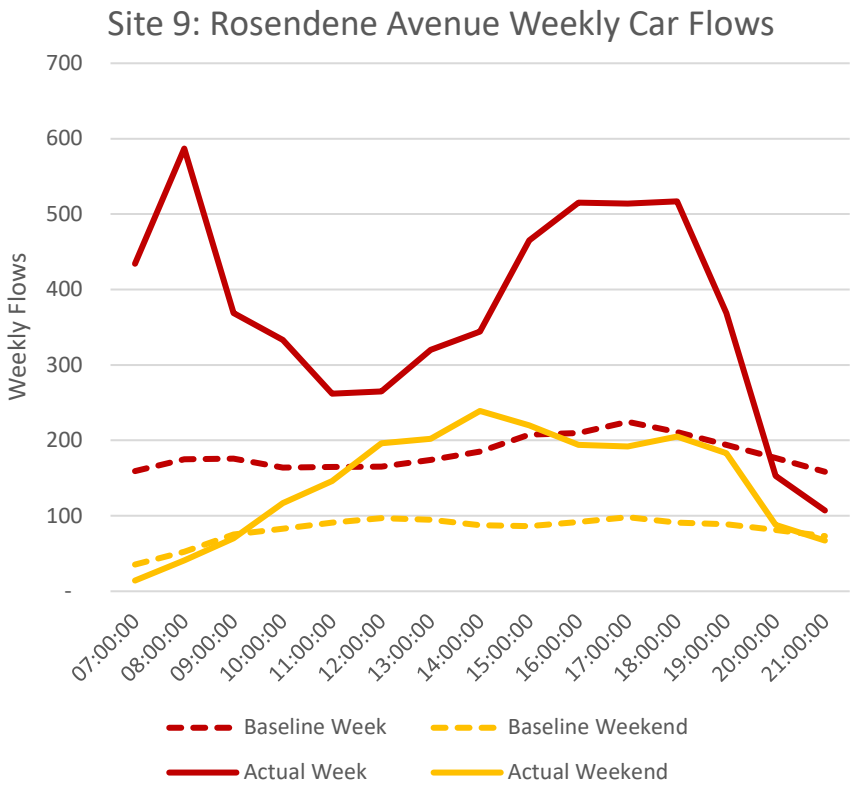
	Car	Cycle	Goods vehicle
Pre-Covid*	817	41	175
Baseline*	677	41	137
Stage 1	1,195	37	102
Difference	518	-4	-35
% Change	77%	-9%	-25%

*For cycles, baseline = historic



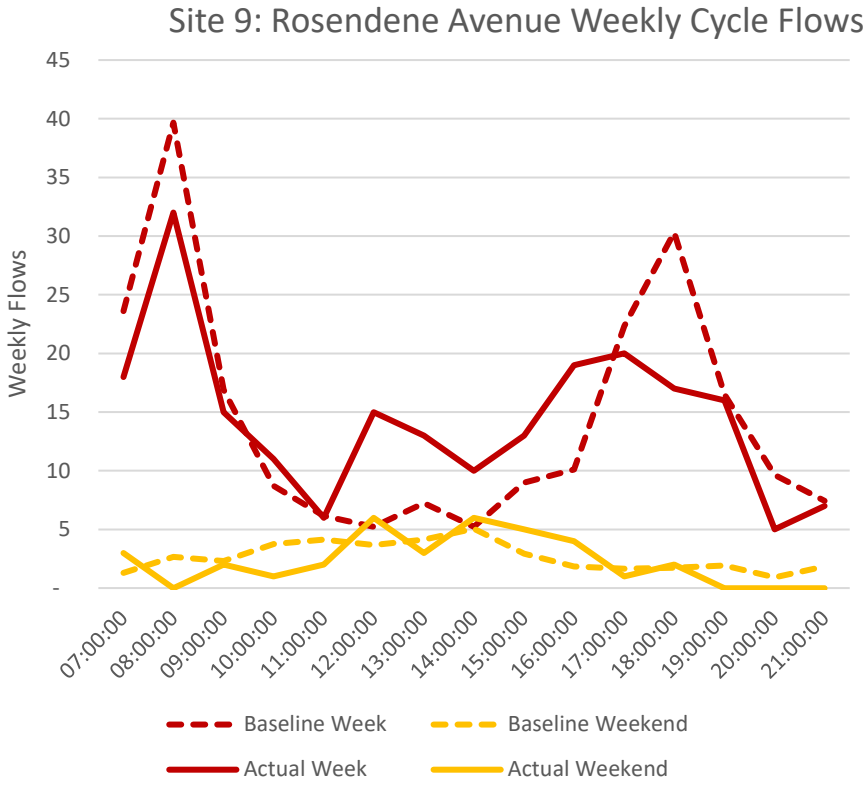
Site 9: Rosendene Avenue (Car)

- The chart to the right shows the volume of car flows past site 9 for **five weekdays** and **two weekend** days (summed for each).
- On weekdays, car trips now present an AM and a PM peak and flows have significantly increased (+87%).
- Weekend car trips have had a 55% increase.



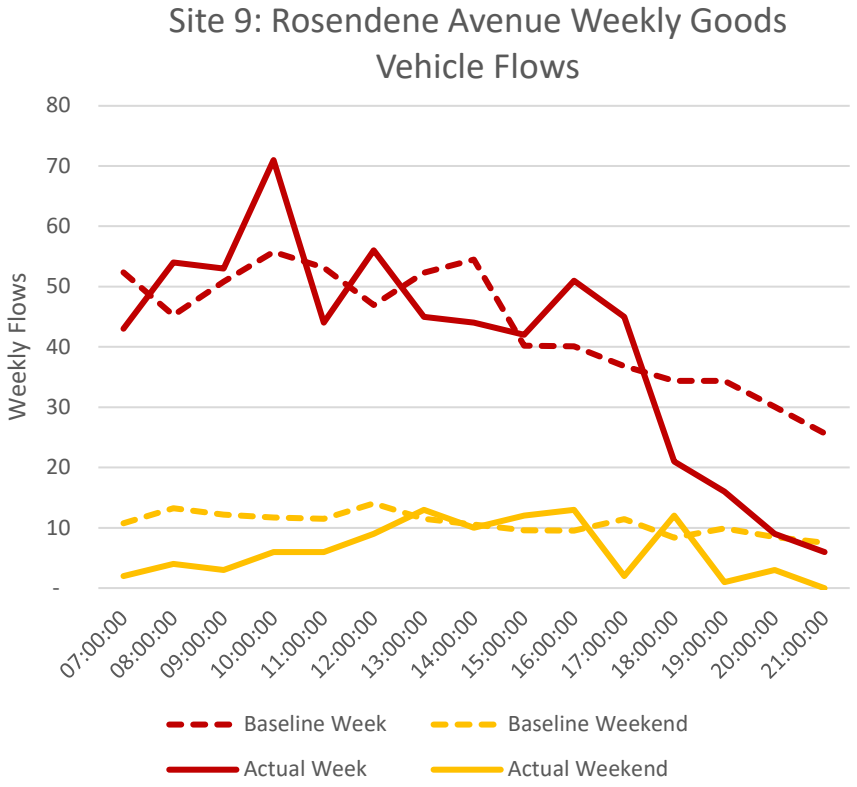
Site 9: Rosendene Avenue (Cycle)

- The chart to the right shows the volume of cycle flows past site 9 for five weekdays and two weekend days.
- Cycle trips have similar flow patterns to before the LTN implementation but AM and PM peak have decreased, leading to a 7% decrease in flows.
- Weekend cycle flows have decreased by 20%.

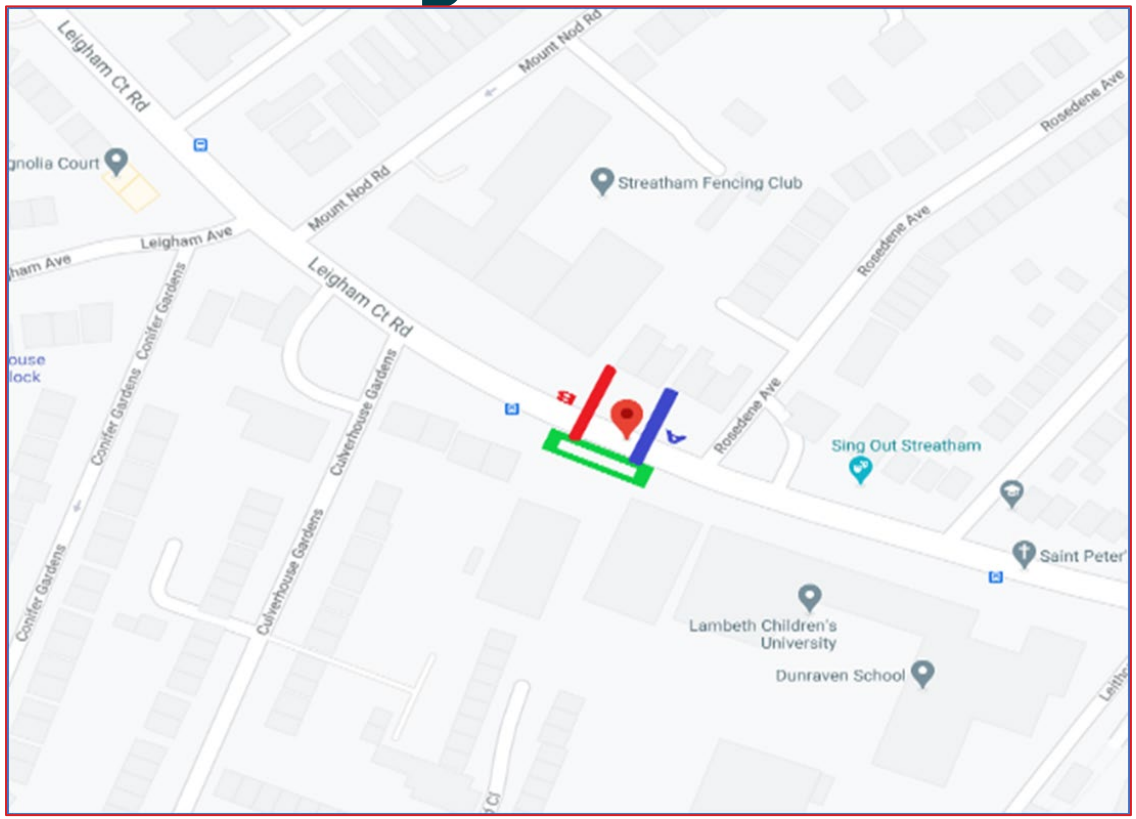


Site 9: Rosendene Avenue (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 9 for **five weekdays** and **two weekend** days.
- While having a higher AM peak, good vehicle flows tail off earlier in the evening after the introduction of the LTN, resulting in a 19% decrease on weekday flows.
- Weekend goods vehicle flows have considerably reduced over mornings and evenings, resulting in a 50% reduction in volumes.



Site 10: Leigham Court Road

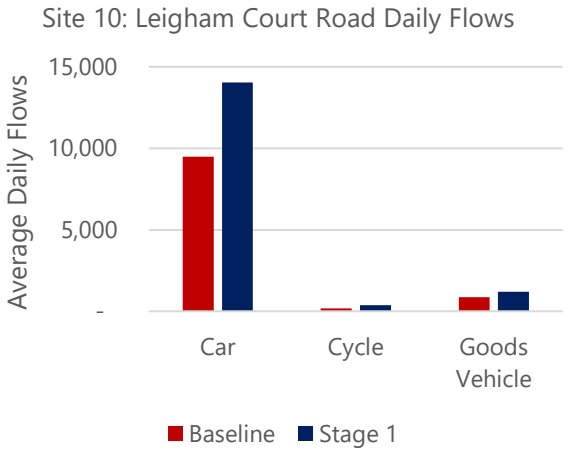


Source: MHTC/Google Maps

Site 10: Leigham Court Road (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 10 on Leigham Court Road in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **moderate increase in car travel** (+48%), yet **very large increase in cycle travel** (+102%). There was also a moderate increase in goods vehicle passing the site (+36%)

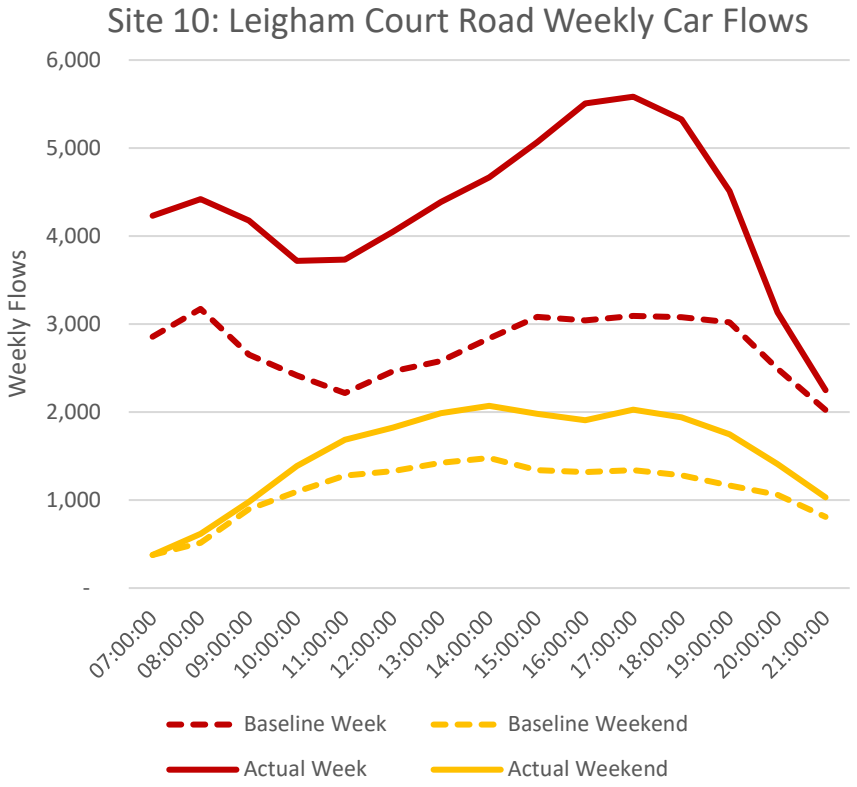
	Car	Cycle	Goods vehicle
Pre-Covid*	11,471	184	1,063
Baseline*	9,499	188	881
Stage 1	14,048	381	1,202
Difference	4,549	193	321
% Change	48%	102%	36%



*For cycles, baseline & pre-covid = historic

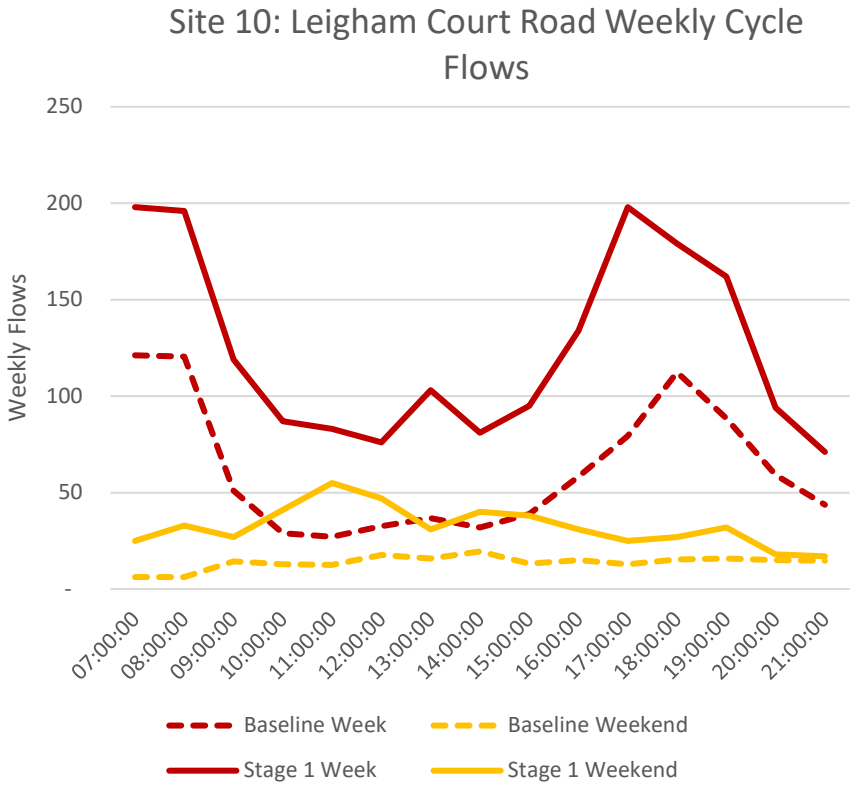
Site 10: Leigham Court Road (Car)

- The chart to the right shows the volume of car flows past site 10 for **five weekdays** and **two weekend** days (summed for each).
- Car trips generally followed the baseline profile during the week, although their total volume was up 54%.
- Weekend car trips also followed the baseline profile, although with a34% overall increase in volumes.



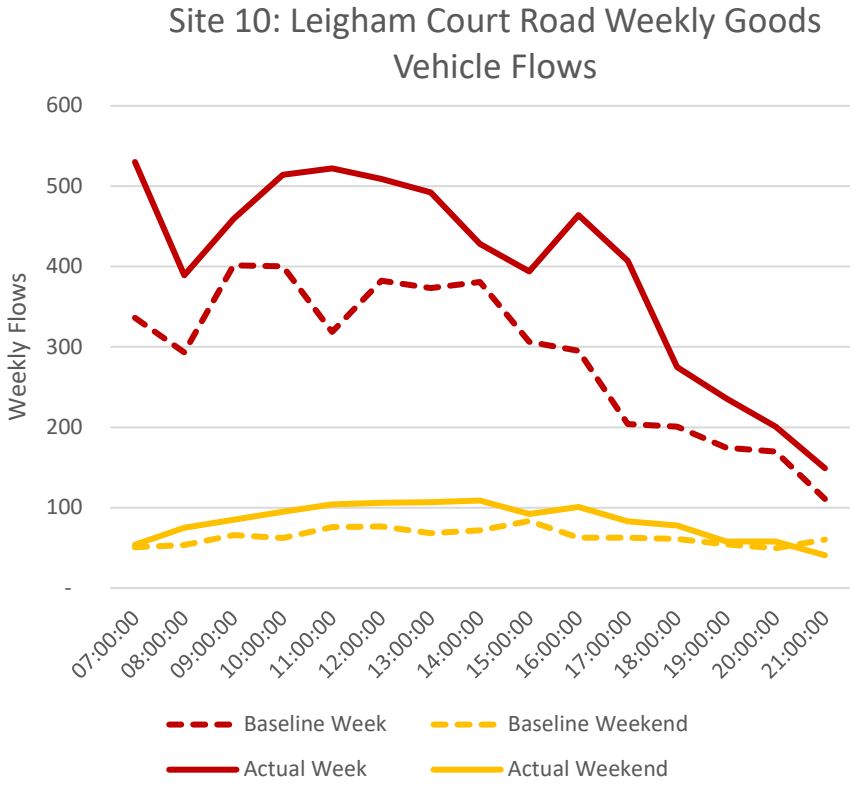
Site 10: Leigham Court Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 10 for **five weekdays** and **two weekend** days.
- Cycle trips generally followed the baseline flow profile throughout the day on weekdays, but were 99% higher on average.
- On the weekend, cycle trips were roughly 117% higher than in the baseline.

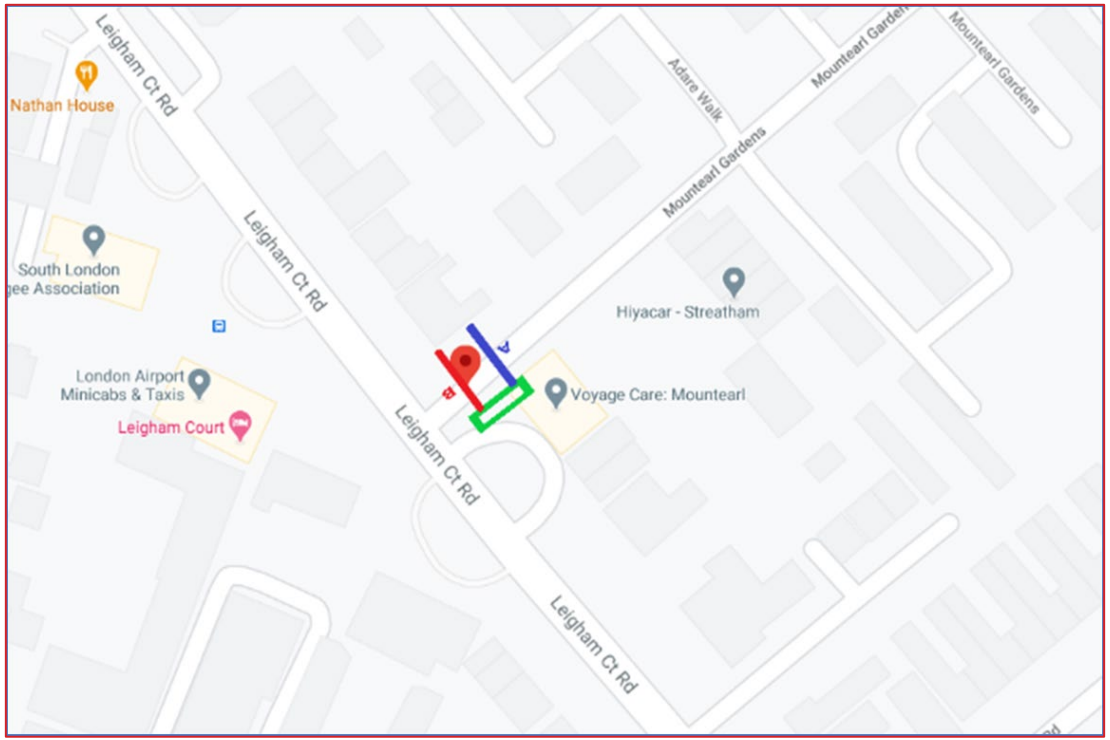


Site 10: Leigham Court Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 10 for **five weekdays** and **two weekend** days.
- Goods vehicle trips generally followed the baseline profile of falling throughout the day on weekdays. Overall, a 39% increase in volumes was recorded.
- Weekend goods vehicle trips followed a similar pattern compared to the baseline, and were 26% higher.



Site 11: Mountearl Gardens



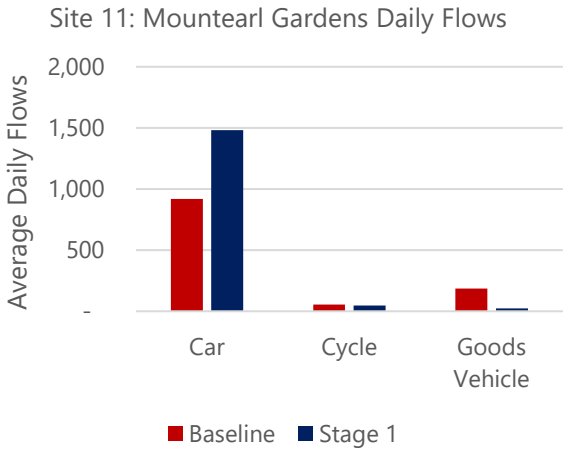
Source: MHTC/Google Maps

Site 11: Mountearl Gardens (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site 11 on Mountearl Gardens (slightly north of Leighham Court Road) in **average daily flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- At this location, there was a **large increase in car travel** (+61%), and a **slight decrease in cycle travel** (-13%). There was a very large decrease in goods vehicle flows passing the site (-86%).

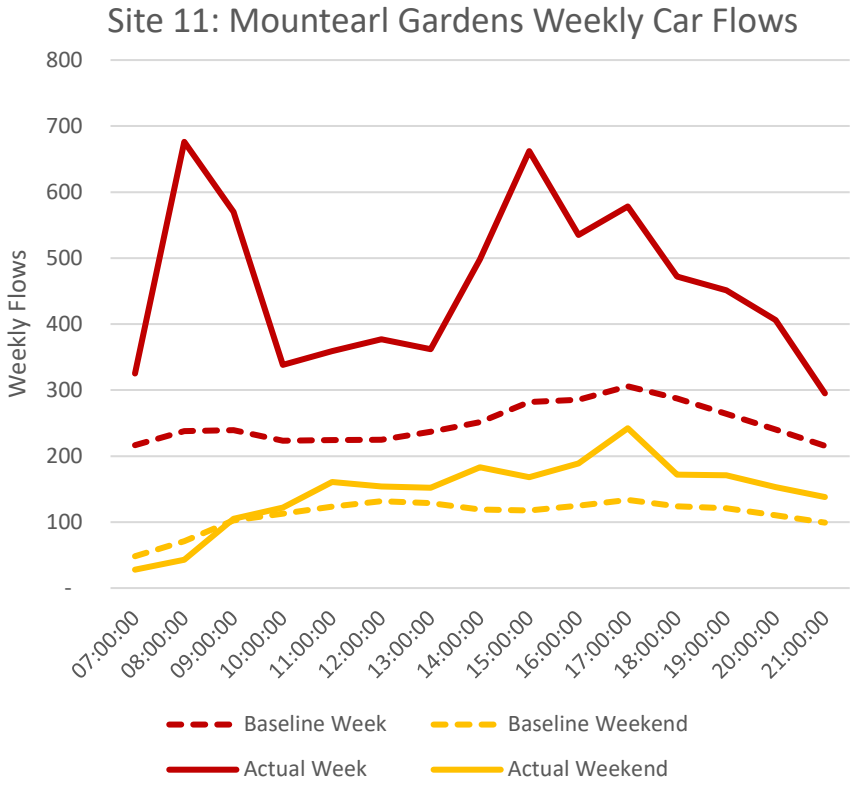
	Car	Cycle	Goods vehicle
Pre-Covid*	1,112	22	225
Baseline*	921	55	186
Stage 1	1,483	48	26
Difference	563	-7	-161
% Change	61%	-13%	-86%

*For cycles, baseline = historic



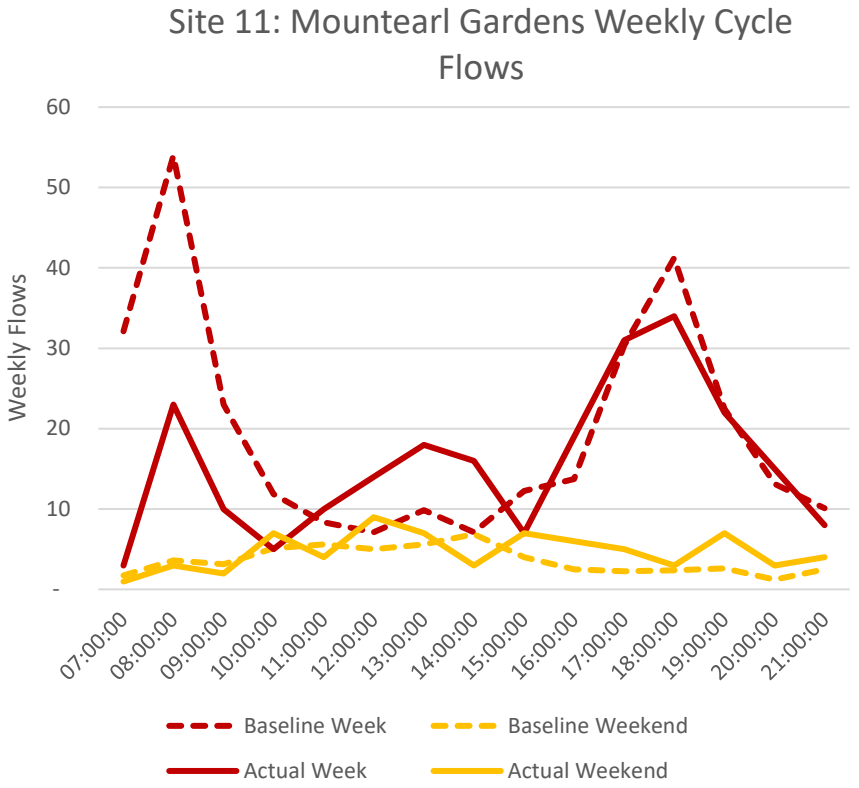
Site 11: Mountearl Gardens (Car)

- The chart to the right shows the volume of car flows past site 11 for **five weekdays** and **two weekend** days (summed for each).
- On weekdays, car trips have recorded a 79% increase in volumes, with flow now presenting a clear AM and PM peak.
- Weekend car trips followed the baseline profile, except in the evenings when they were higher. There was an overall 25% increase in volumes.



Site 11: Mountearl Gardens (Cycle)

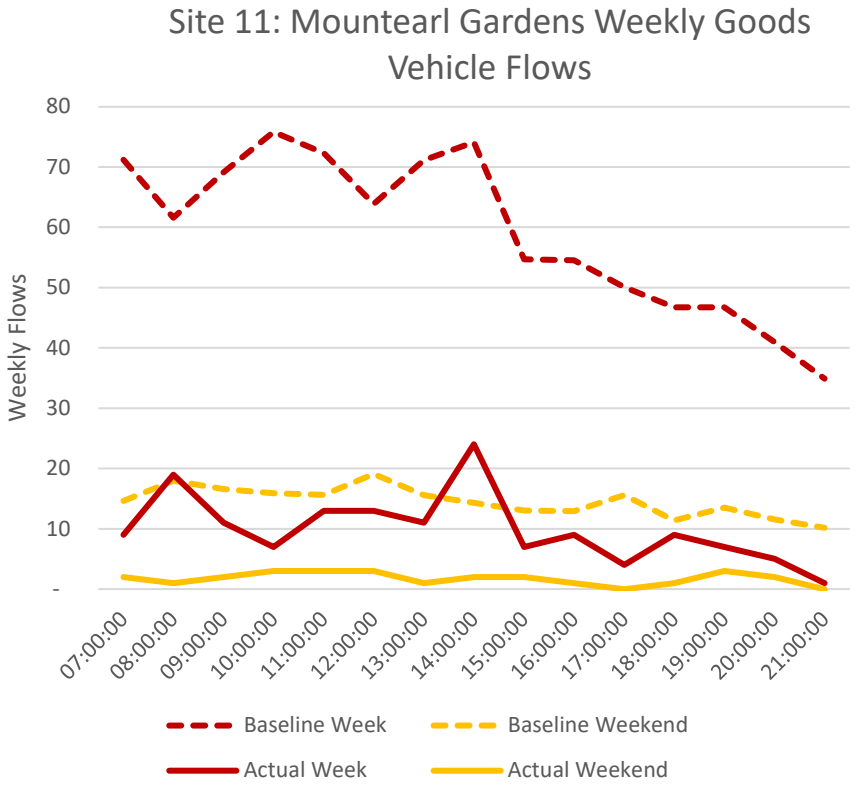
- The chart to the right shows the volume of cycle flows past site 11 for **five weekdays** and **two weekend** days.
- Cycle trips generally followed the baseline flow profile throughout the day, although with a lower AM and PM peak and higher interpeak. Flows were 21% lower on average.
- On the weekend, cycle trips increased by 30% overall, although from a very low projected baseline.



Site 11: Mountearl Gardens (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 11 for **five weekdays** and **two weekend** days.

- Goods vehicle flows have decreased considerably, both on weekdays (-80%) and on weekends (-81%).

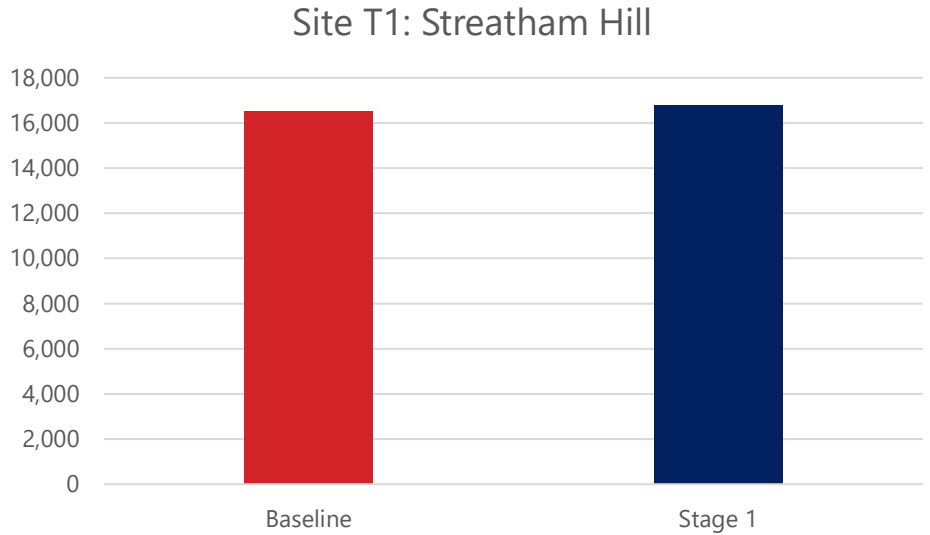


Site T1: Streatham Hill (Daily Flows)

- The table and chart below outline the impact of the Streatham Hill LTN at Site T1 on Streatham Hill in **average daily vehicles flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- For TfL sites, data collected was not possible to break down by vehicle type. Summing all vehicles, there was only a 2% increase calculated for overall flows. It should be noted that any change at TfL sites may be related to wider traffic patterns and not just the Low Traffic Neighbourhood.

	All Vehicles (Daily)
Pre-Covid*	N/A
Baseline*	16,522
Stage 1	16,773
Difference	251
% Change	+2%

*For cycles, Baseline & Pre-Covid = historic

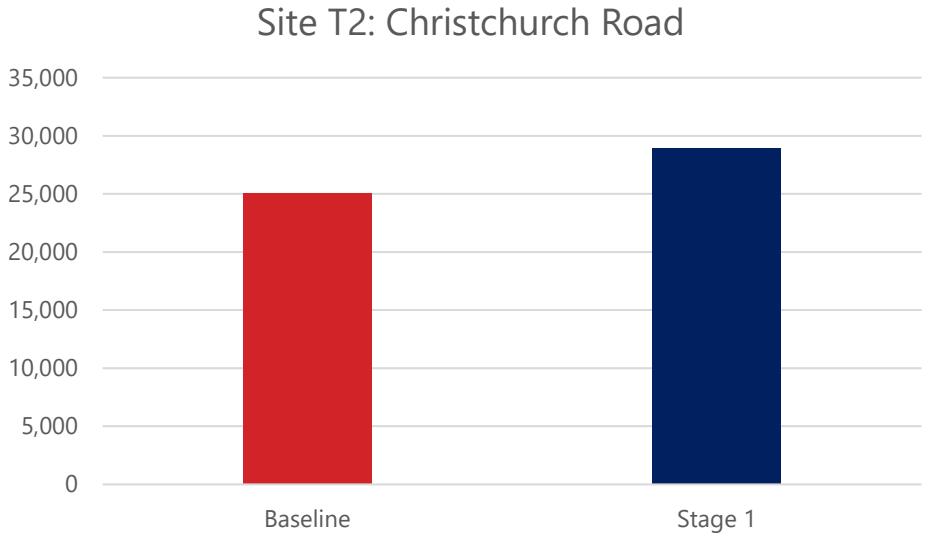


Site T2: Christchurch Road (Daily Flows)

- The table and chart below outline the combined impact of the Streatham Hill LTN and Tulse Hill LTN at Site T2 on Christchurch Road in **average daily vehicle flows**, calculating the difference between baseline flows and Stage 1 flows, as well as a percentage change.
- For TfL sites, data collected was not possible to break down by vehicle type. Across all vehicles, there was a slight increase in flows, although it is noted that these may be due to wider traffic trends as well as the Low Traffic Neighbourhoods.

	All Vehicles (Daily)
Pre-Covid*	N/A
Baseline*	25,085
Stage 1	28,909
Difference	3,824
% Change	+15%

*For cycles, Baseline & Pre-Covid = historic



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For Lambeth Council media enquiries – communications@Lambeth.gov.uk

To provide feedback on the Streatham Low Traffic Neighbourhood, please contact the Lambeth Transport Team via the following channels:

Commonplace engagement site –https://streathamhilllowtrafficneighbourhoodproposals.commonplace.is/
Email – LowTrafficNeighbourhoods@Lambeth.gov.uk