

Ferndale 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:

$$1) \text{ Previous ATC Flows} * \frac{\text{Stage 1 Background Flows}}{\text{Previous Background Flows}} = \text{Calculated Baseline ATC Flows}$$

$$2) \text{ Stage 1 ATC Flows} - \text{Baseline ATC Flows} = \text{Impact of LTN on Flows}$$

- These calculations are completed below for weekly cars on Dalzell Road:

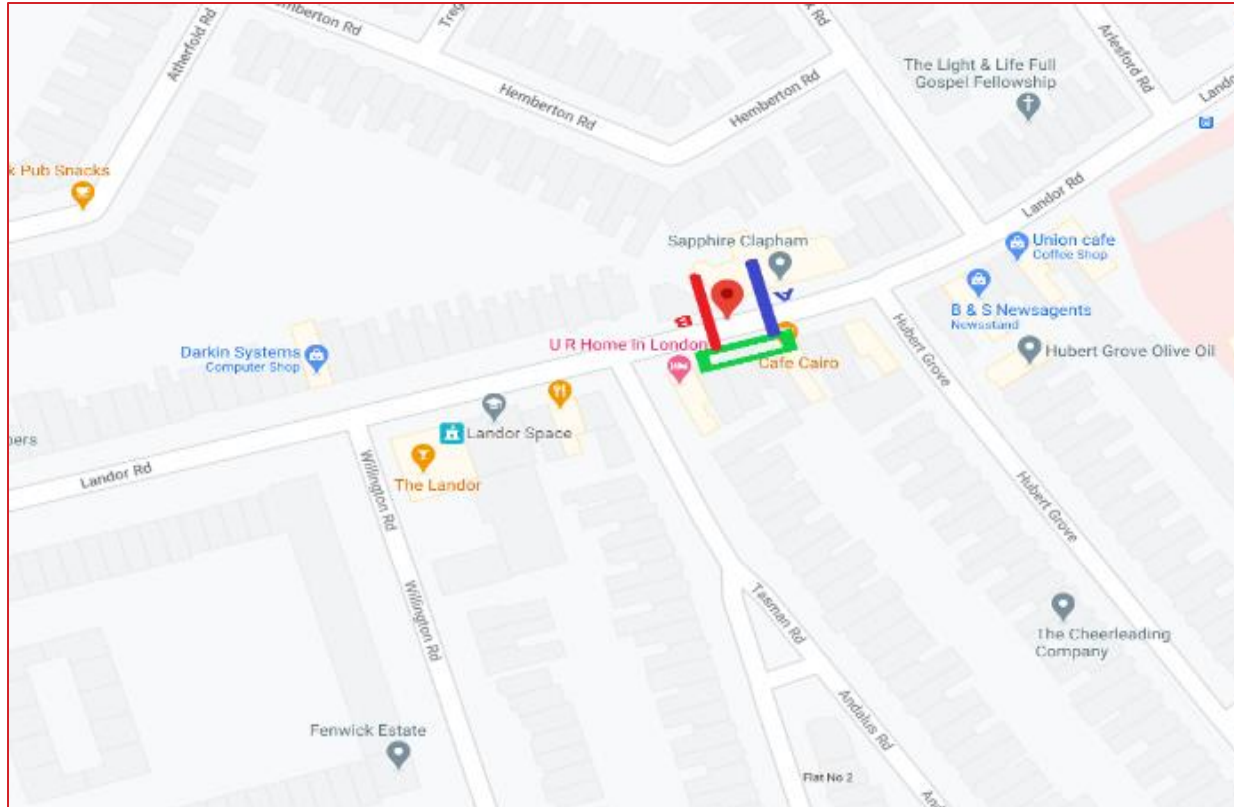
$$1) 12,152 * \frac{844,233}{689,071} = 12,152 * 80.57\% = \mathbf{9,791}$$

$$2) 4,207 - 9,791 = \mathbf{-5,584}$$



Appendix C: Individual Site Analysis

Site 1: Landor Road



Source: MHTC/Google Maps

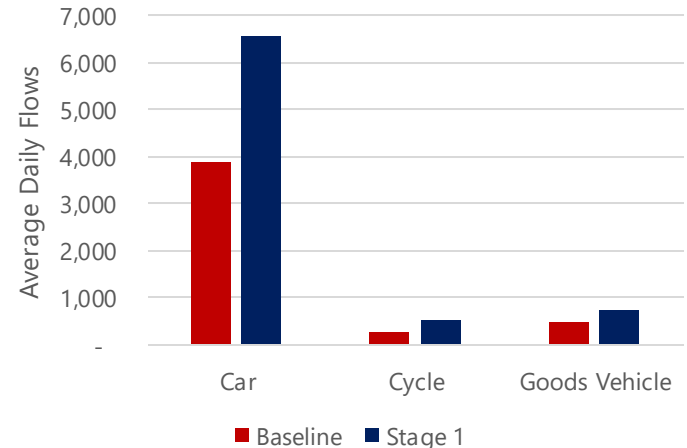
Site 1: Landor Road (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 1 on Landor Road (at Belinda Rd) 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 considerable **increase in car travel** (69%) and in goods vehicles flows (54%). **Cycle travel has almost doubled**, with a 96% increase.

	Car	Cycle	Goods vehicle
Pre-Covid*	4,966	282	633
Baseline*	3,875	273	494
Stage 1	6,544	534	759
Difference	2,669	261	265
% Change	69%	96%	54%

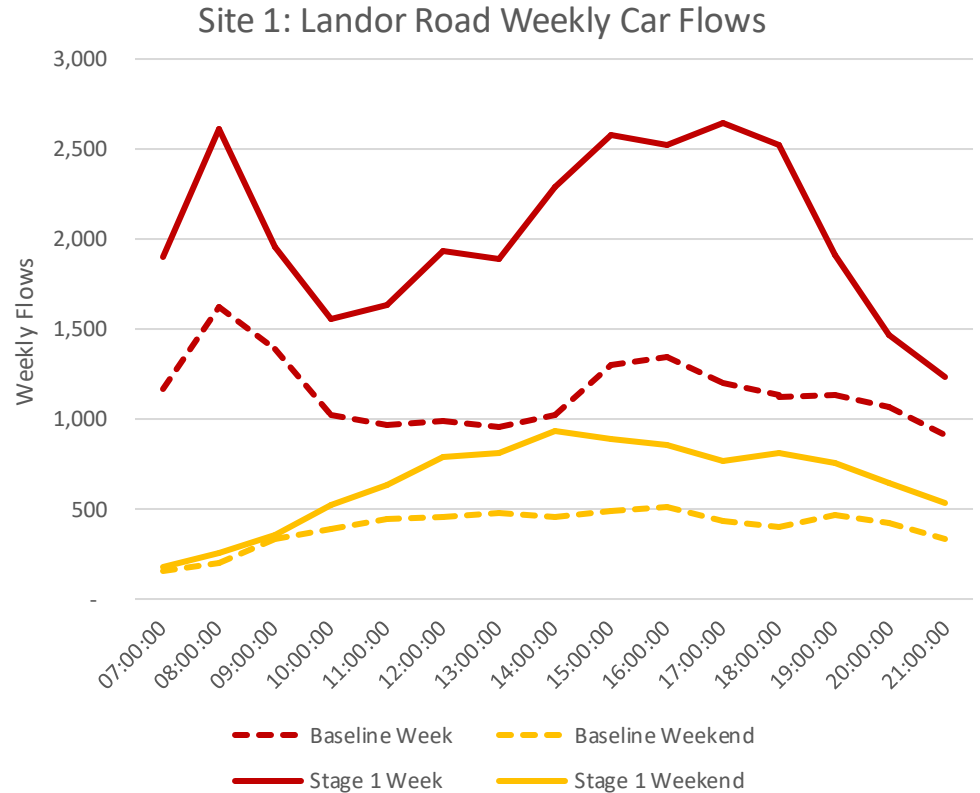
*For cycles, baseline & pre-covid = historic

Site 1: Landor Road Average Daily Flows



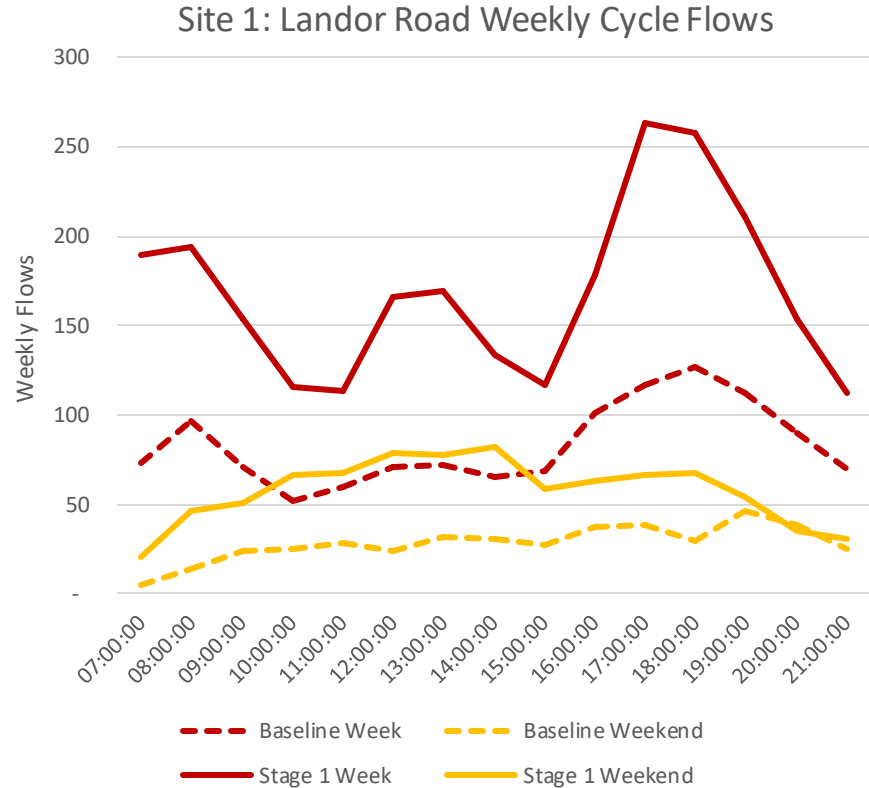
Site 1: Landor Road (Car)

- 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 followed a similar profile both before and after the LTN was installed, although vehicle levels have increased considerably for both weekdays and weekends (69% and 50% increase).



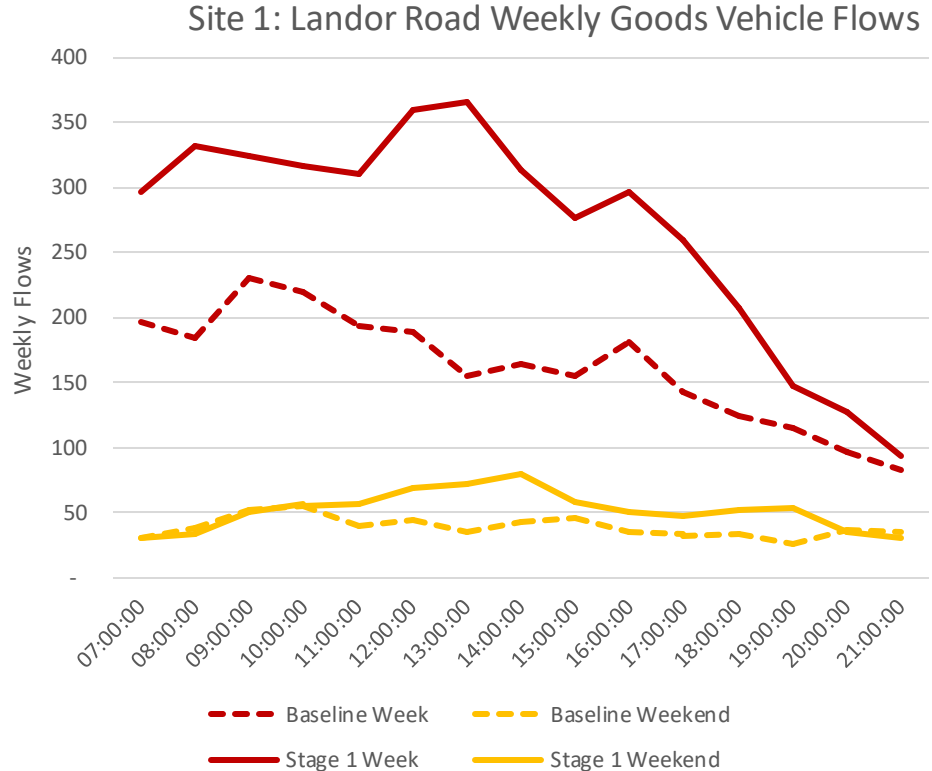
Site 1: Landor Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 1 for **five weekdays** and **two weekend days** (summed for each).
- Cycling levels were up throughout the day on weekdays and weekends, particularly in the weekday evening peak (98% average across the week).
- Cycling levels were 90% higher on weekends compared to the projected baseline.

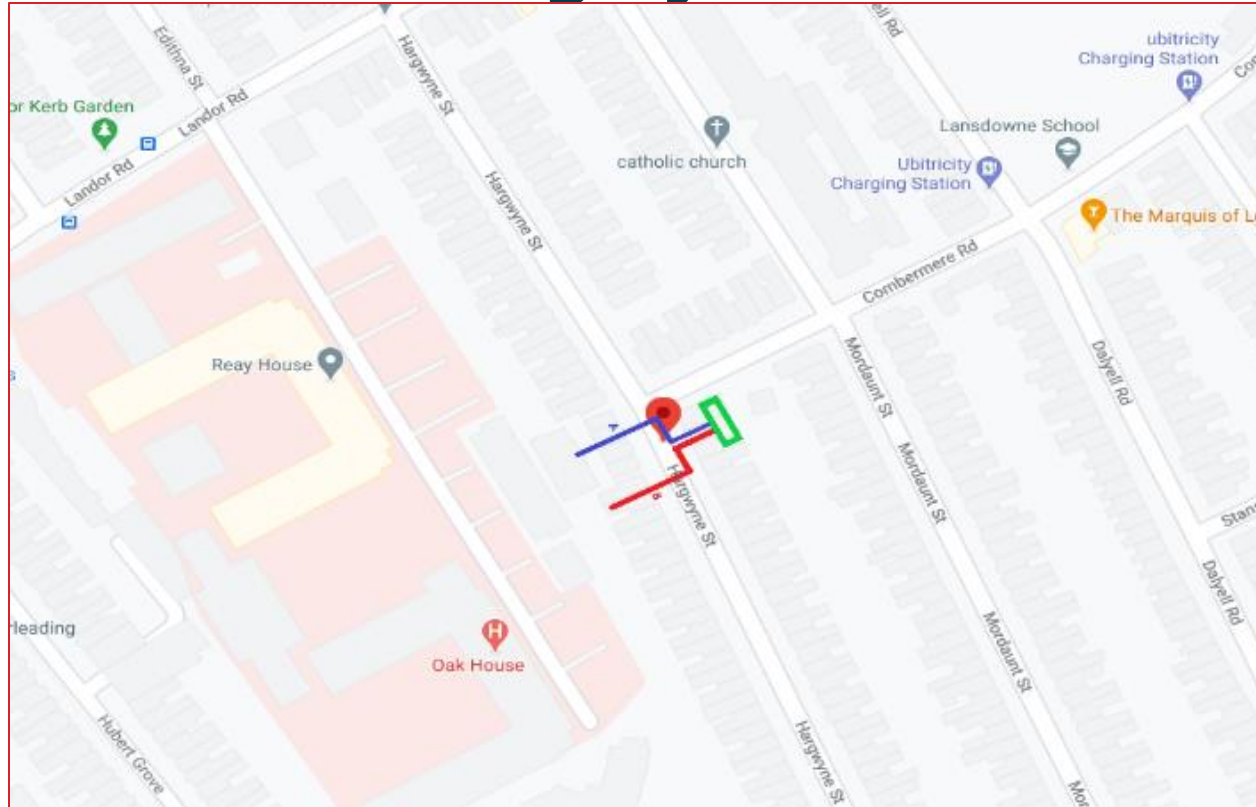


Site 1: Landor Road (Goods Vehicle)

- 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 are now peaking during the early afternoon on weekdays, while they generally follow the same patterns on weekdays.
- There has been a 64% increase in flows on weekdays and a 42% increase on weekends.



Site 2: Hargwyne Street



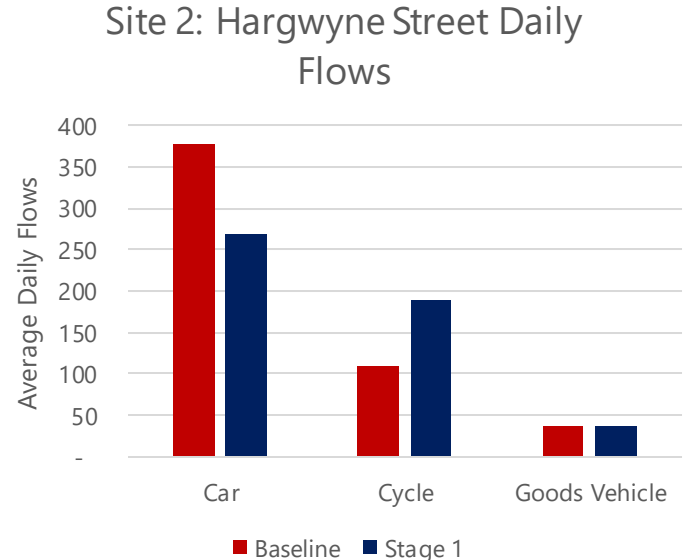
Source: MHTC/Google Maps

Site 2: Hargwyne Street (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 2 on Hargwyne Street 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 decrease in car travel (-28%) and **large increase in cycle travel (76%)**. There number of goods vehicles passing the site remains low.

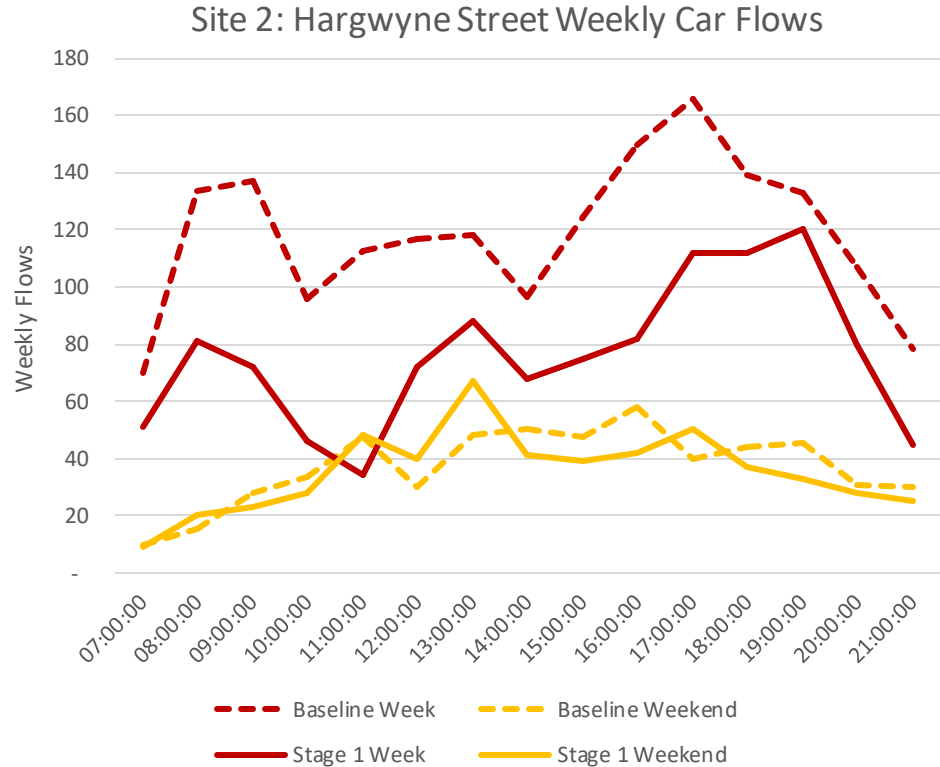
	Car	Cycle	Goods vehicle
Pre-Covid*	483	112	47
Baseline*	377	108	37
Stage 1	270	190	37
Difference	-107	82	<1
% Change	-28%	76%	2%

*For cycles, baseline & pre-covid = historic



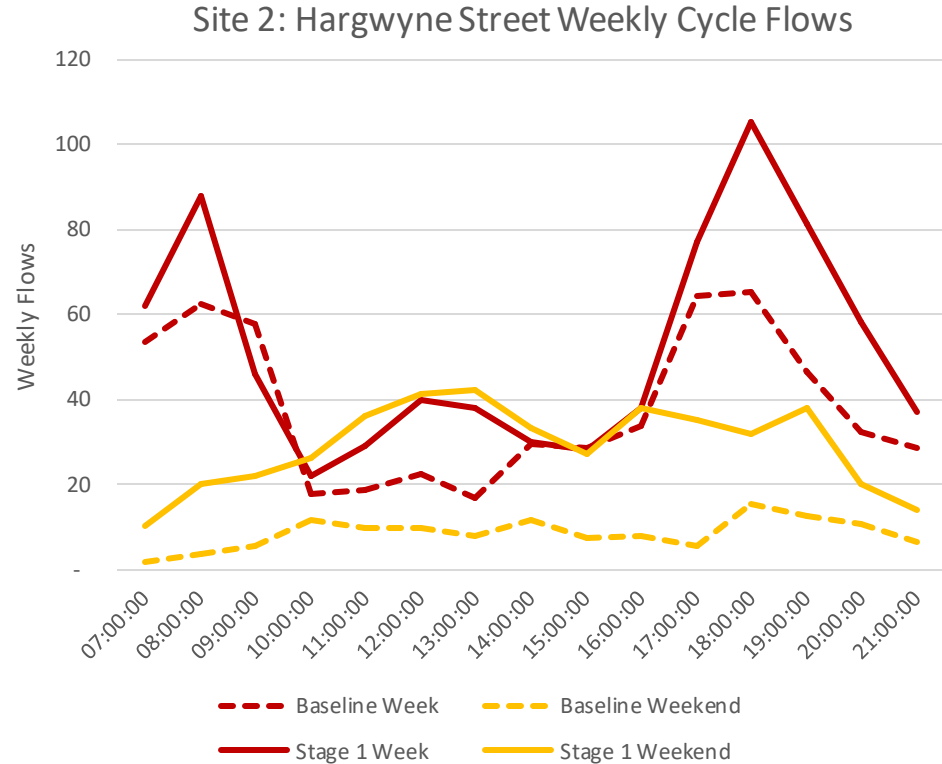
Site 2: Hargwyne Street (Car)

- 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 followed broadly similar patterns before and after LTN implementation, but with a 35% decrease in volumes.
- Weekend vehicle flows were overall about 10% lower than in the baseline.



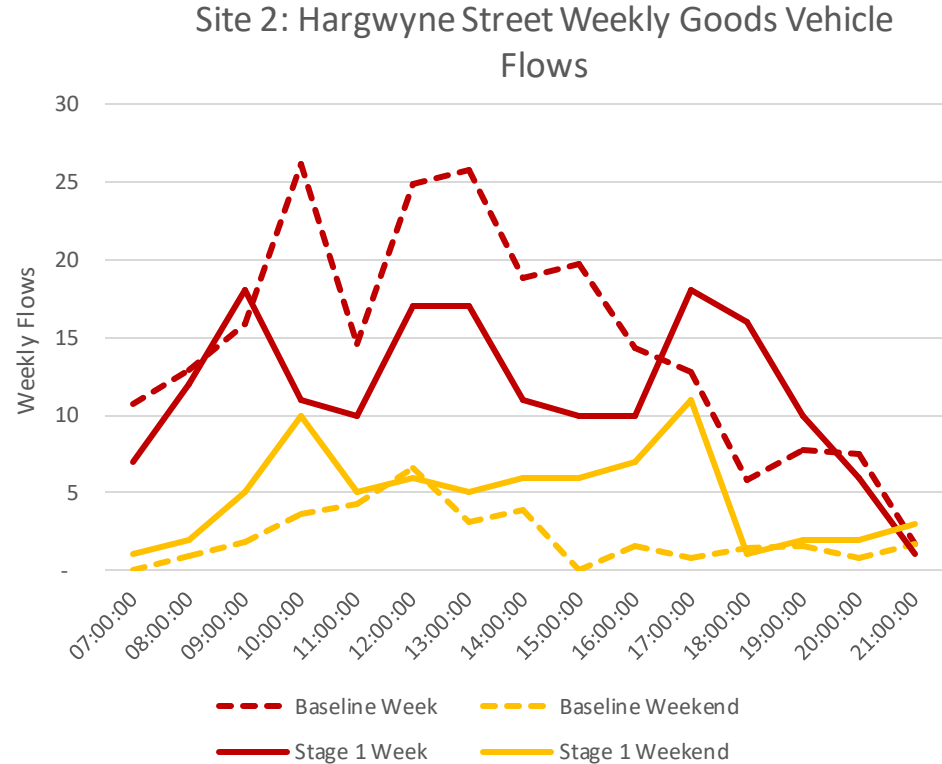
Site 2: Hargwyne Street (Cycle)

- The chart to the right shows the volume of cycle flows past site 2 for **five weekdays** and **two weekend** days.
- Cycle counts were consistently higher than expected in the baseline, with a 39% increase on weekdays and over 248% increase on weekends, and higher AM and PM peaks on weekdays.

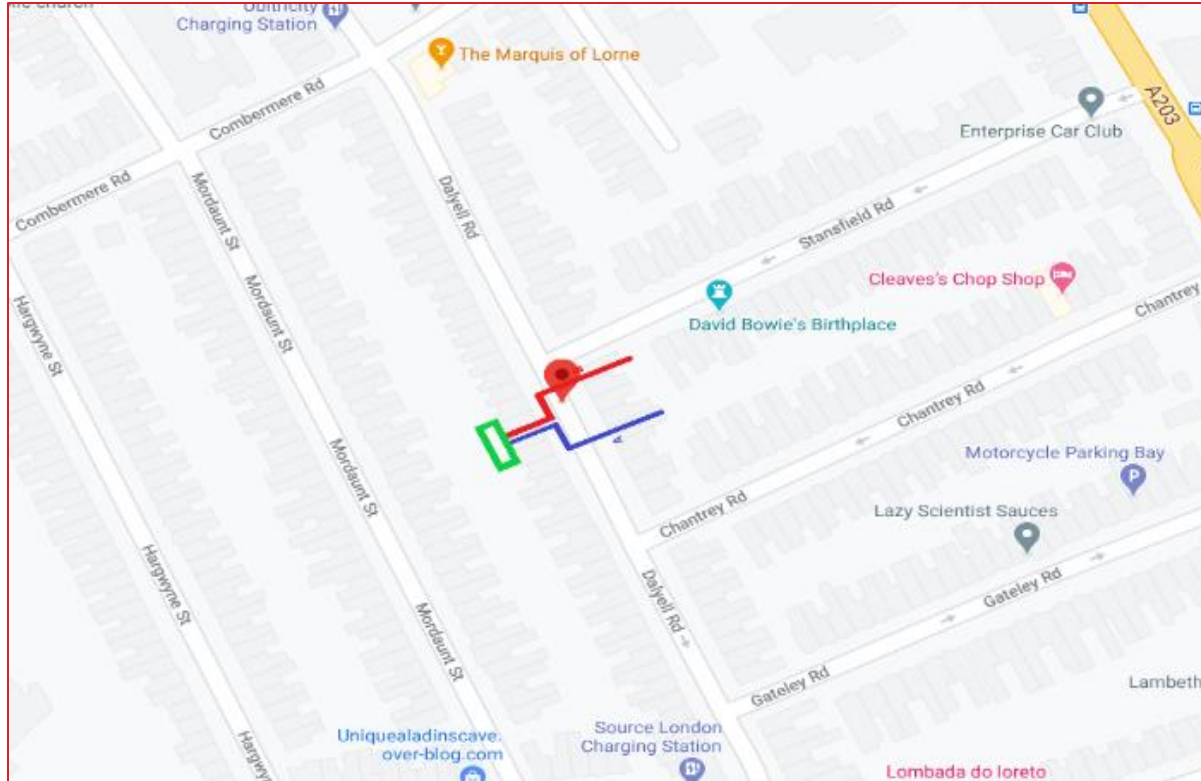


Site 2: Hargwyne Street (Goods Vehicle)

- 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 are now peaking during the early afternoon on weekdays, while they generally follow the same patterns on weekdays.
- There has been a 64% increase in flows on weekdays and a 42% increase on weekends.



Site 3: Dalyell Road



Source: MHTC/Google Maps

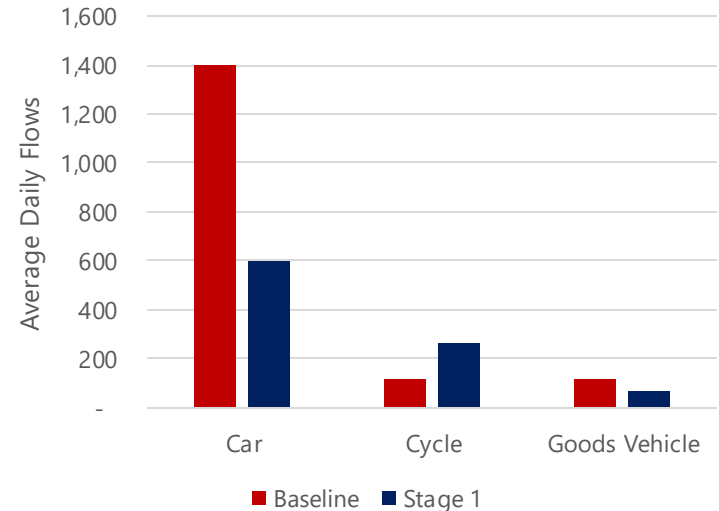
Site 3: Dalyell Road (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 3 on Dalyell 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 decrease in car and goods vehicle travel** (-57% and -45%) and a **very large increase in cycle travel** (+134%).

	Car	Cycle	Goods vehicle
Pre-Covid*	1,793	116	153
Baseline*	1,399	112	119
Stage 1	601	262	65
Difference	-798	150	-54
% Change	-57%	134%	-45%

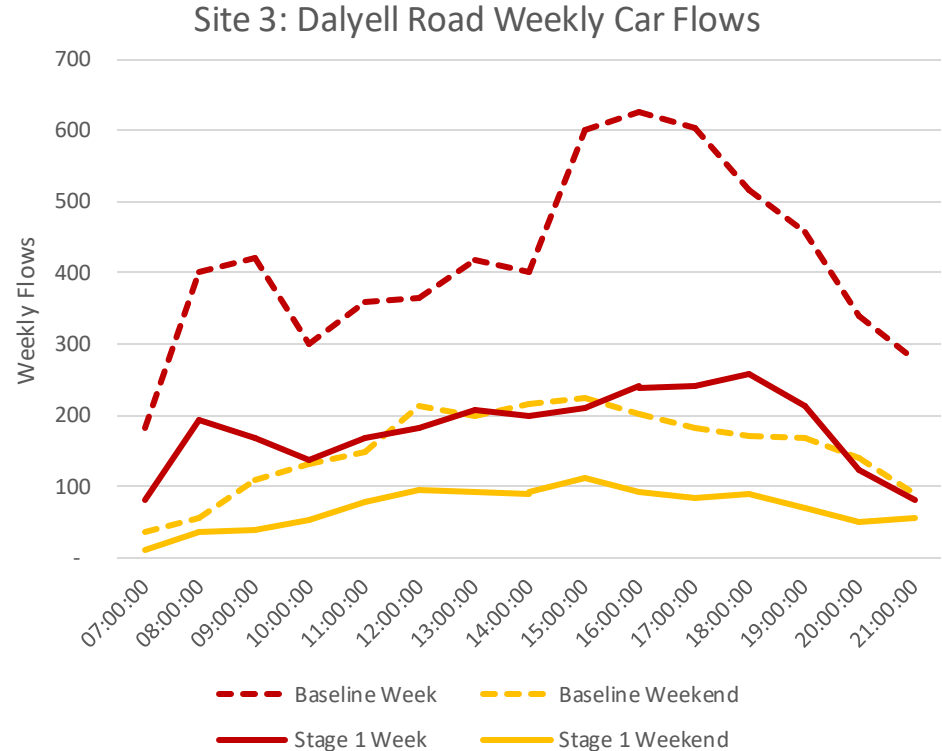
*For cycles, baseline & pre-covid = historic

Site 3: Dalyell Road Daily Flows



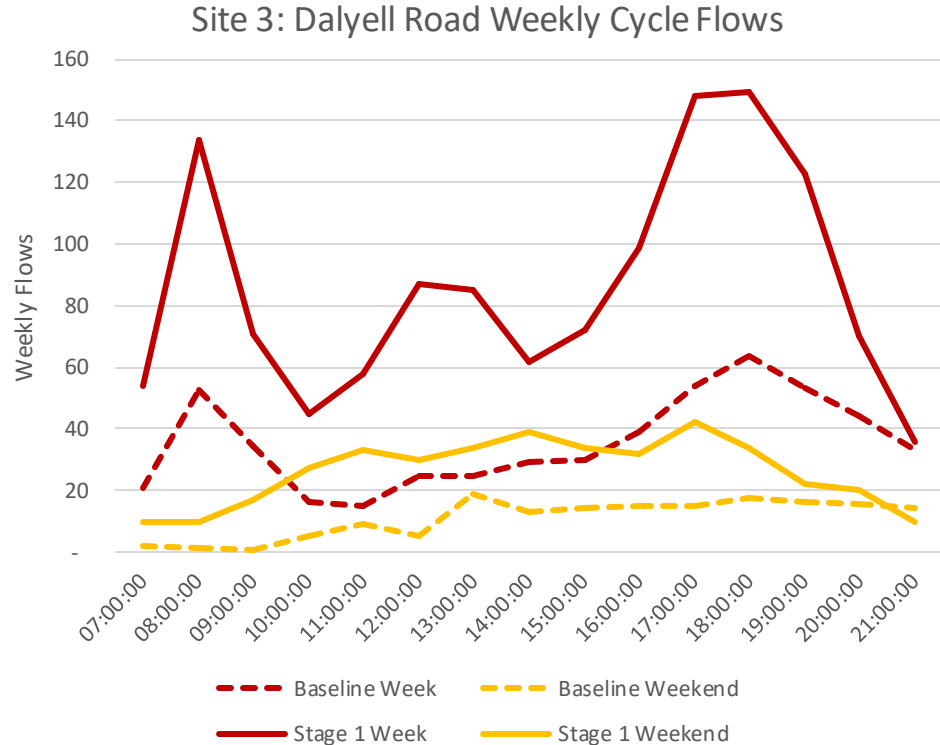
Site 3: Dalyell Road (Car)

- The chart to the right shows the volume of car flows past site 3 for **five weekdays** and **two weekend days** (summed for each).
- With the LTN, there has been a large decrease of weekday traffic (-57%), with AM and PM peak flows considerably reduced.
- Weekend traffic is down for all hours of the day, for an overall 57% reduction.



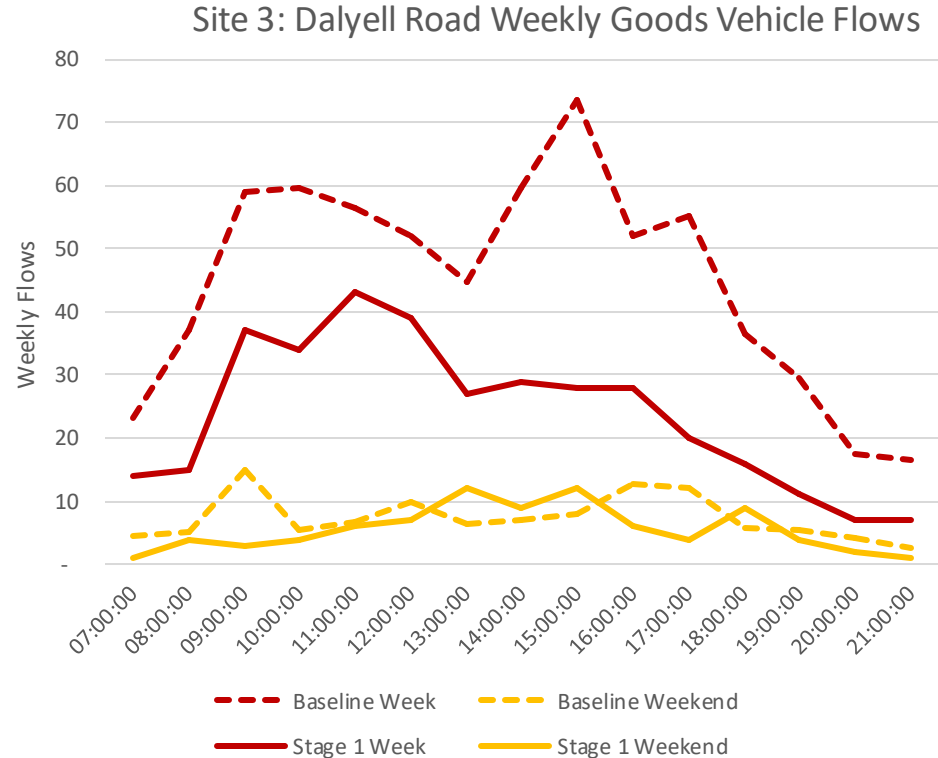
Site 3: Dalyell Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 3 for **five weekdays** and **two weekend days**.
- Cycle travel is now significantly higher than would be expected without the LTN, with considerable AM and PM peaks, and smaller lunchtime peak.
- Weekday cycle counts were up a total of 139% and weekend counts by 120%.



Site 3: Dalyell 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 patterns for weekdays have now changed, with a considerable reduction of the early afternoon peak and a total decrease in flow of -48%.
- After the LTN implementation, weekends flow pattern did not present a morning peak.



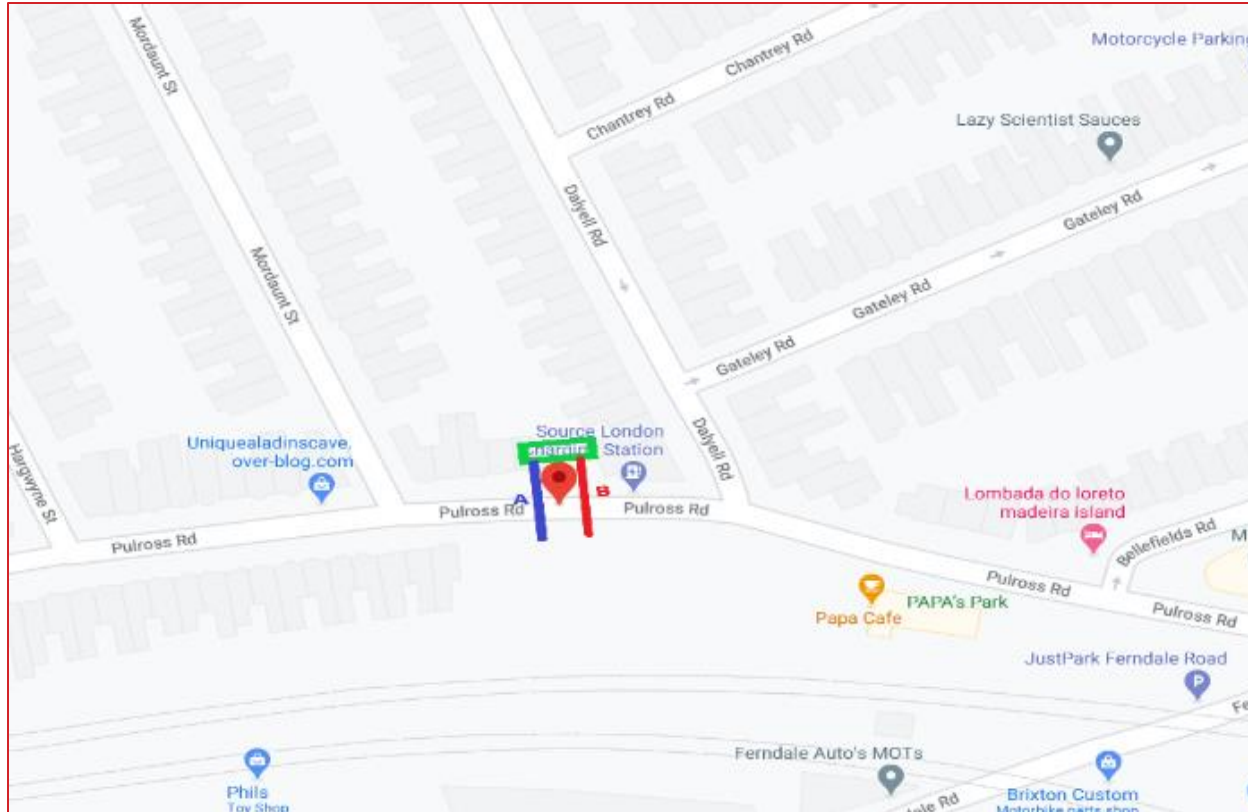
Site 3: Dalyell Road

- Further analysis has been completed on Dalyell Road to understand the likely quantity of vehicles using this road as a through route.
- As through traffic can only travel southbound along Dalyell Road (no entry for northbound vehicles at Pulross Road junction), the change in southbound travel is indicative of the change in vehicle volumes continuing on to Pulross Road, and potentially through the filter past PAPA's park.
- Between the baseline and stage 1 counts, **southbound traffic** (cars and goods vehicles only) on Dalyell Road **decreased by 67%**, although **northbound traffic** likely accessing from Chantrey Road **increased by 41%**, as calculated below.

	Baseline*	Stage 1*	Change
Total	1,518	666	-56%
Northbound	153	215	+41%
Southbound	1,365	451	-67%

*Cars & goods vehicles only

Site 4: Pulross Road



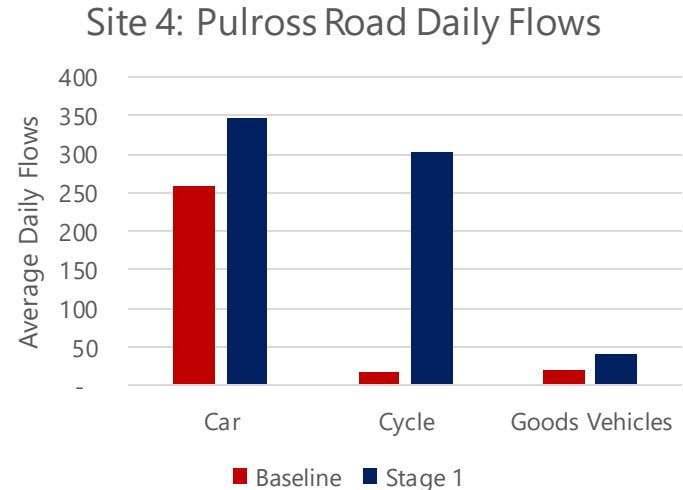
Source: MHTC/Google Maps

Site 4: Pulross Road (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 4 on Pulross 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 an **increase in car travel (+35%)** and **very large increase in cycle travel (+1674%)**, albeit from a very small baseline. There was also a considerable increase in goods vehicles passing the site (+104%).

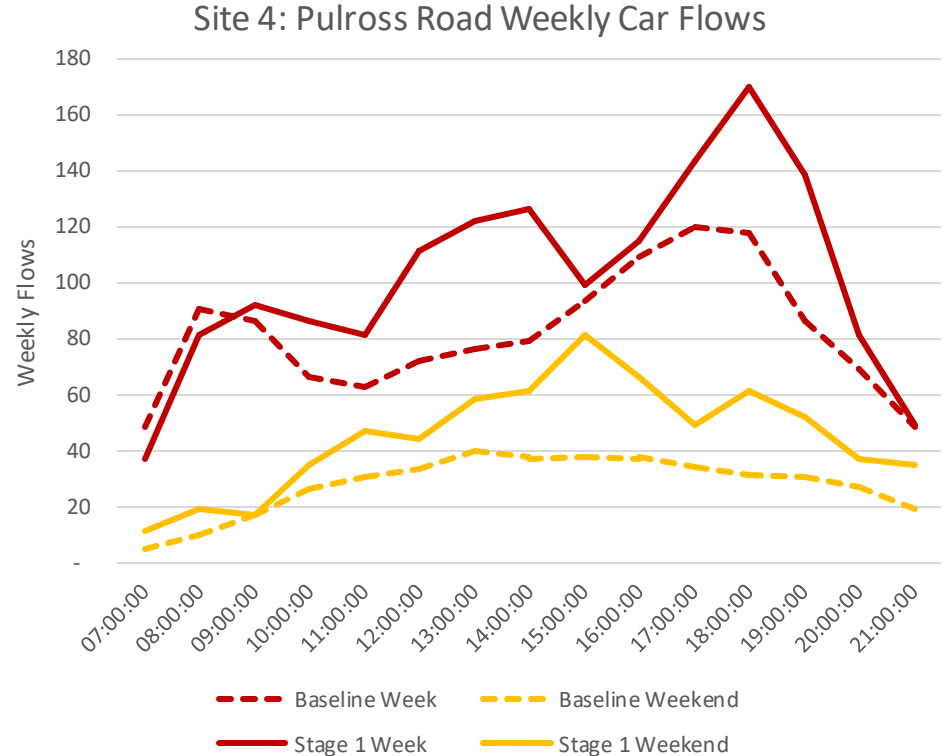
	Car	Cycle	Goods vehicle
Pre-Covid*	331	17	26
Baseline*	258	17	20
Stage 1	348	302	41
Difference	90	285	21
% Change	35%	1674%	104%

*For cycles, baseline & pre-covid = historic



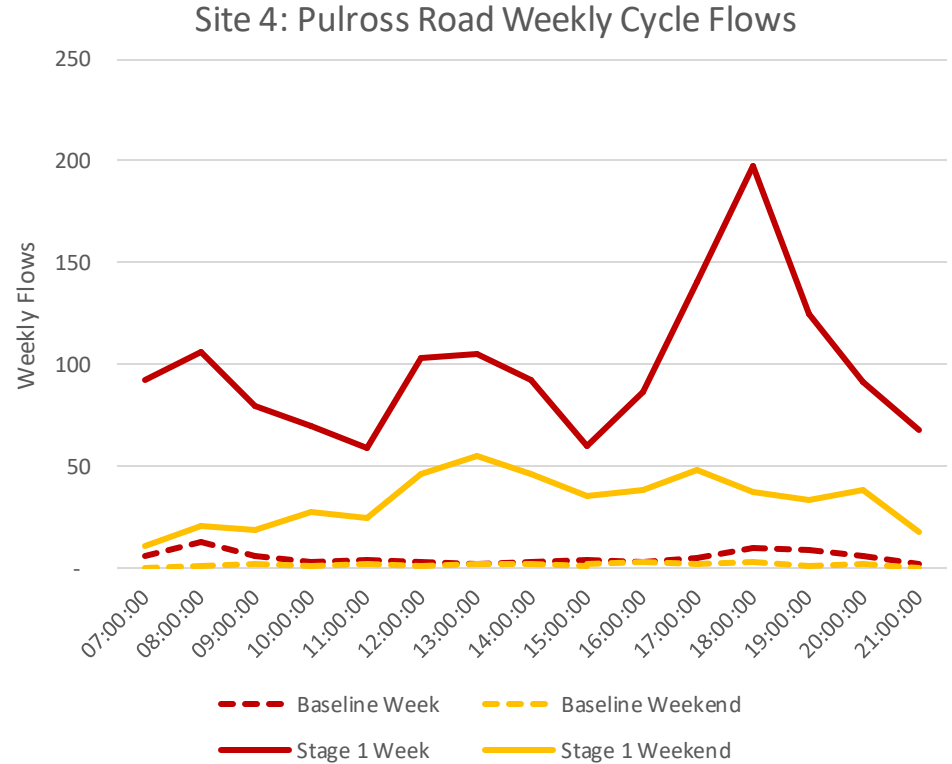
Site 4: Pulross Road (Car)

- The chart to the right shows the volume of car flows past site 4 for **five weekdays** and **two weekend days** (summed for each).
- With the LTN, the weekday AM peak has remained broadly similar, while the PM peak flow has increased considerably. While vehicular flows were decreasing during the interpeak before the LTN, they now rise again in the early afternoon.
- There was a 30% increase in vehicle volumes on weekdays and a 57% on weekends.



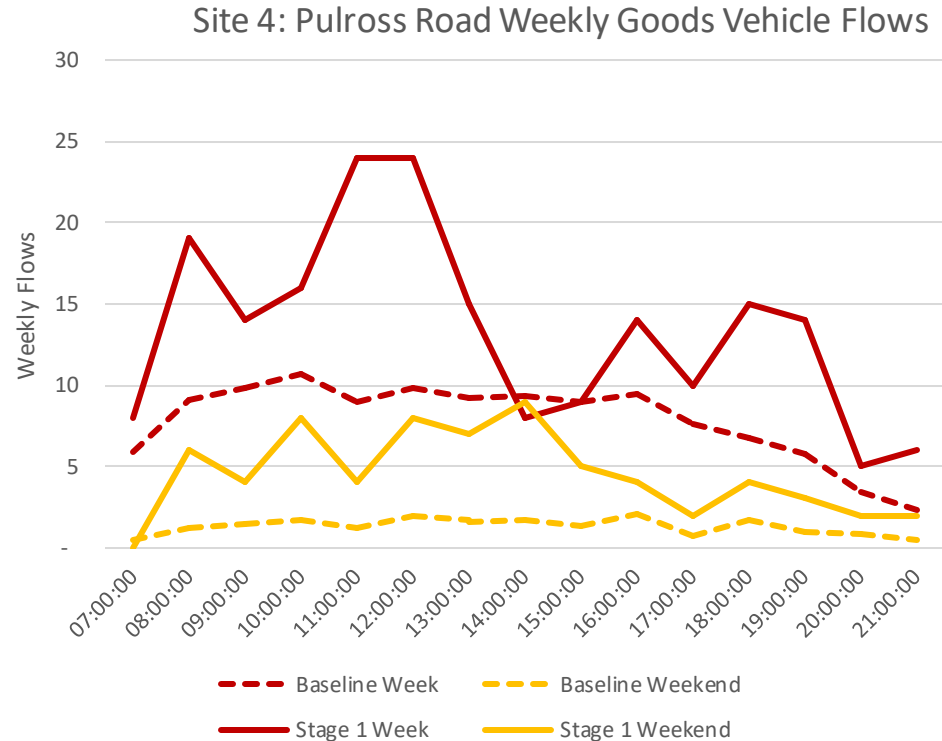
Site 4: Pulross Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 4 for **five weekdays** and **two weekend** days.
- Cycle travel was significantly higher than would be expected without the LTN, especially during the weekday AM peak.
- Weekday cycle counts were up a total of 1,710% and weekend counts by 1,572%, (although starting from an **extremely** small projected base of 17 per day).

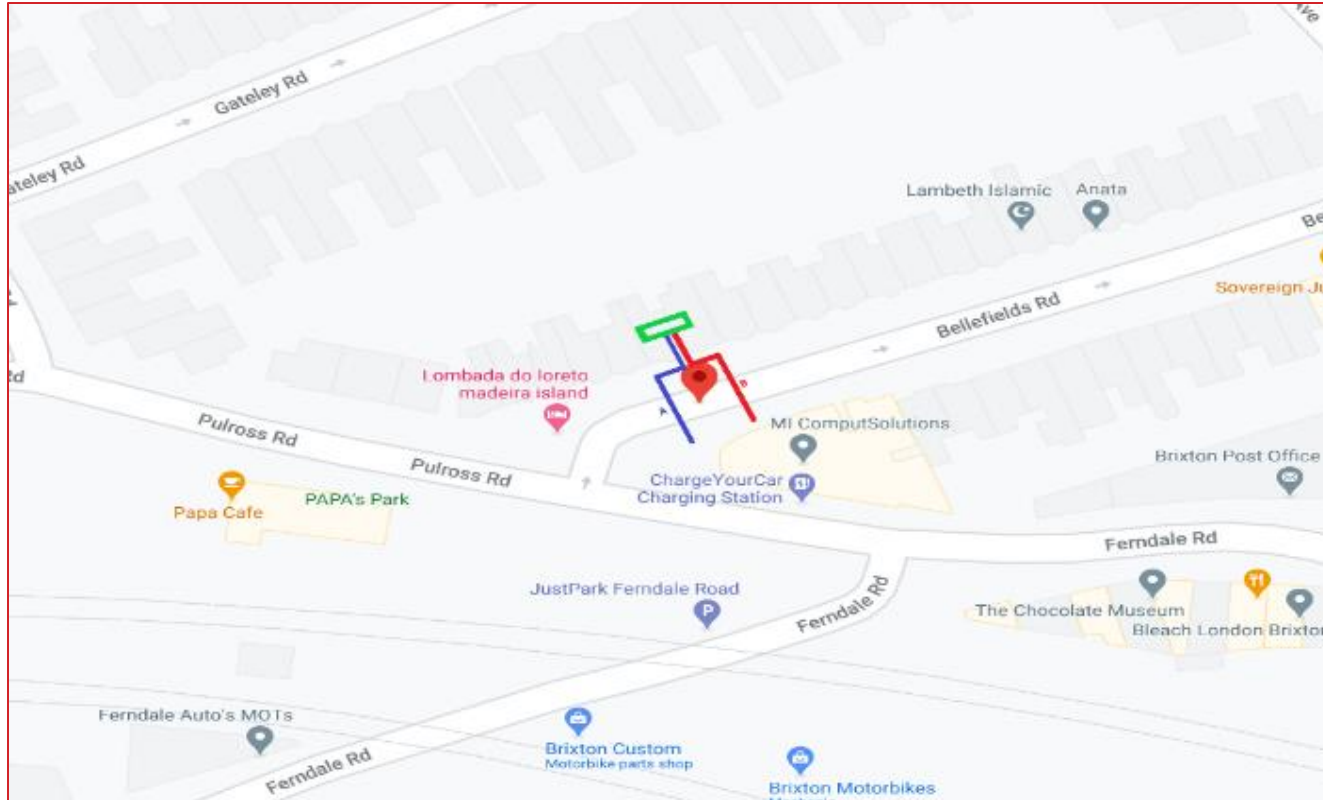


Site 4: Pulross Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 4 for **five weekdays** and **two weekend days**.
- Goods vehicle flow patterns have changed considerably. Flows were consistent throughout the day without peaks, while after the LTN implementation there was a clear morning peak on weekdays.
- Flow volumes have also increased considerably (+84% on weekdays, +236% on weekends) although starting from a very low projected base.



Site 5: Bellefields Road



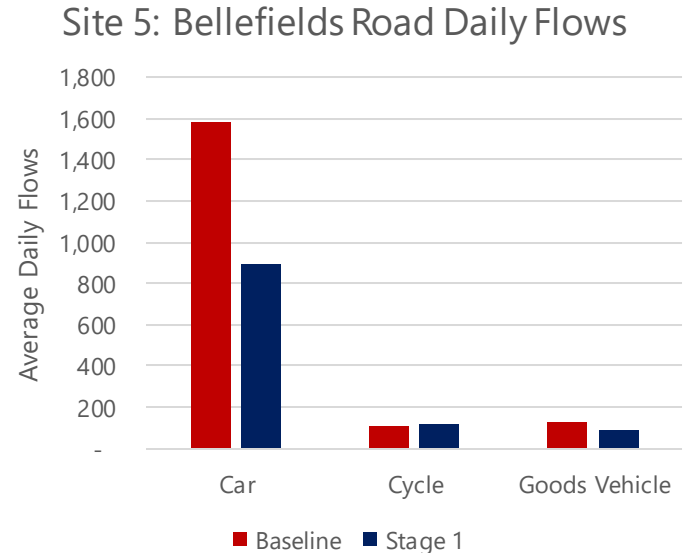
Source: MHTC/Google Maps

Site 5: Bellefields Road (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 5 on Bellefields 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 considerable **decrease in car travel** (-44%) and a decrease in goods vehicle flows (-29%). There was also a **moderate increase in cycle flows** (9%).

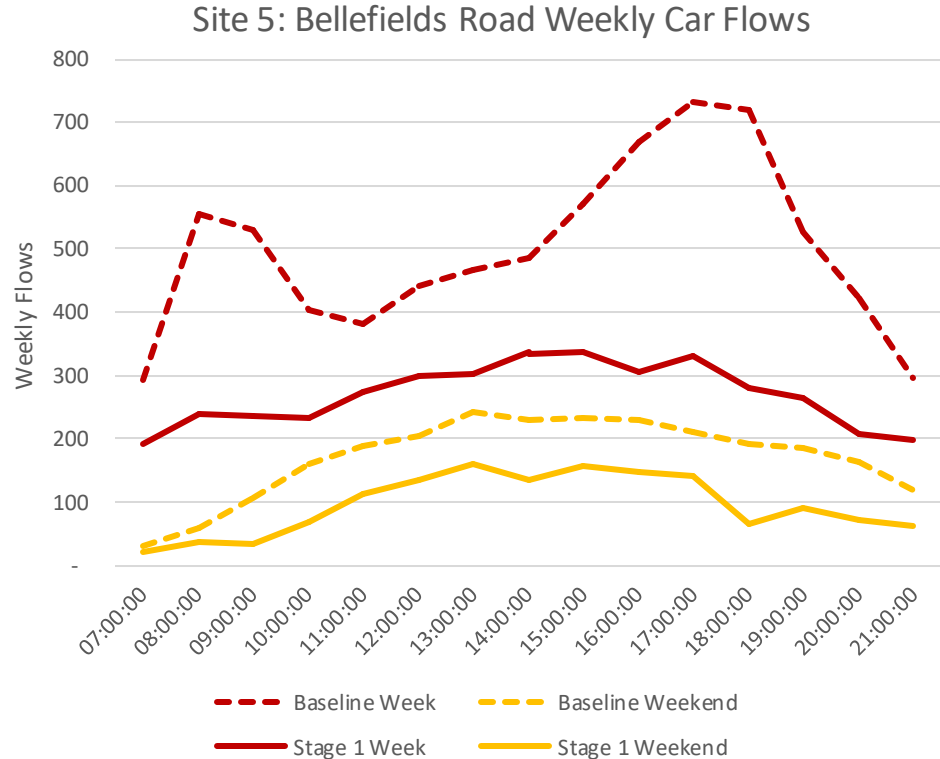
	Car	Cycle	Goods vehicle
Pre-Covid*	2,027	104	159
Baseline*	1,581	104	124
Stage 1	893	114	88
Difference	-688	9	-37
% Change	-44%	9%	-29%

*For cycles, baseline & pre-covid = historic



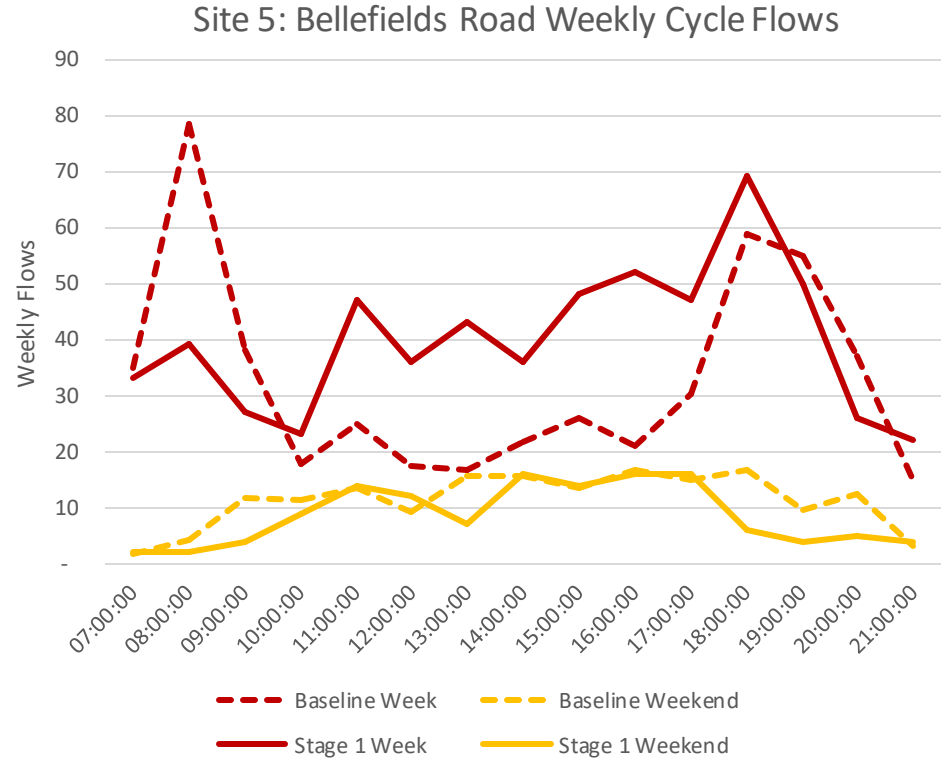
Site 5: Bellefields Road (Car)

- The chart to the right shows the volume of car flows past site 5 for **five weekdays** and **two weekend days** (summed for each).
- Car flow patterns have changed considerably after the LTN implementation flattened AM and PM peaks and a 42% reduction in volumes.
- During the weekends, car levels were down 43%, but followed the same general patterns throughout the day.



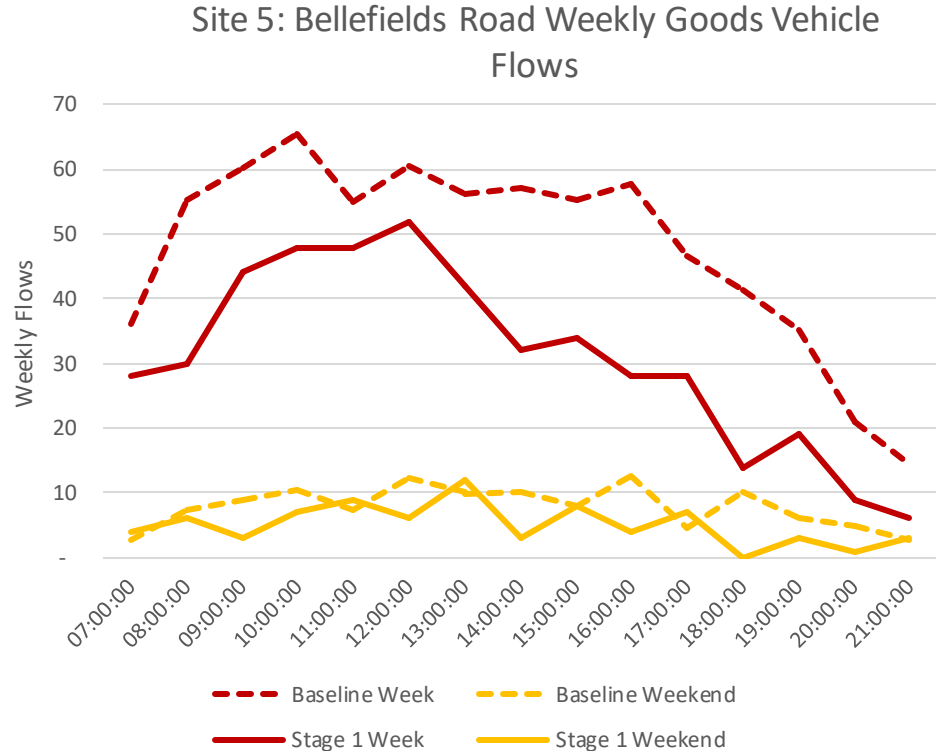
Site 5: Bellefields Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 5 for **five weekdays** and **two weekend** days.
- On weekdays, flows of cycles passing the site have changed, with a considerable reduction of the AM peak and an increase in flows during the interpeak. Volumes were also 22% higher.
- On weekends, flow patterns remained broadly the same but there was a 27% reduction in volumes.

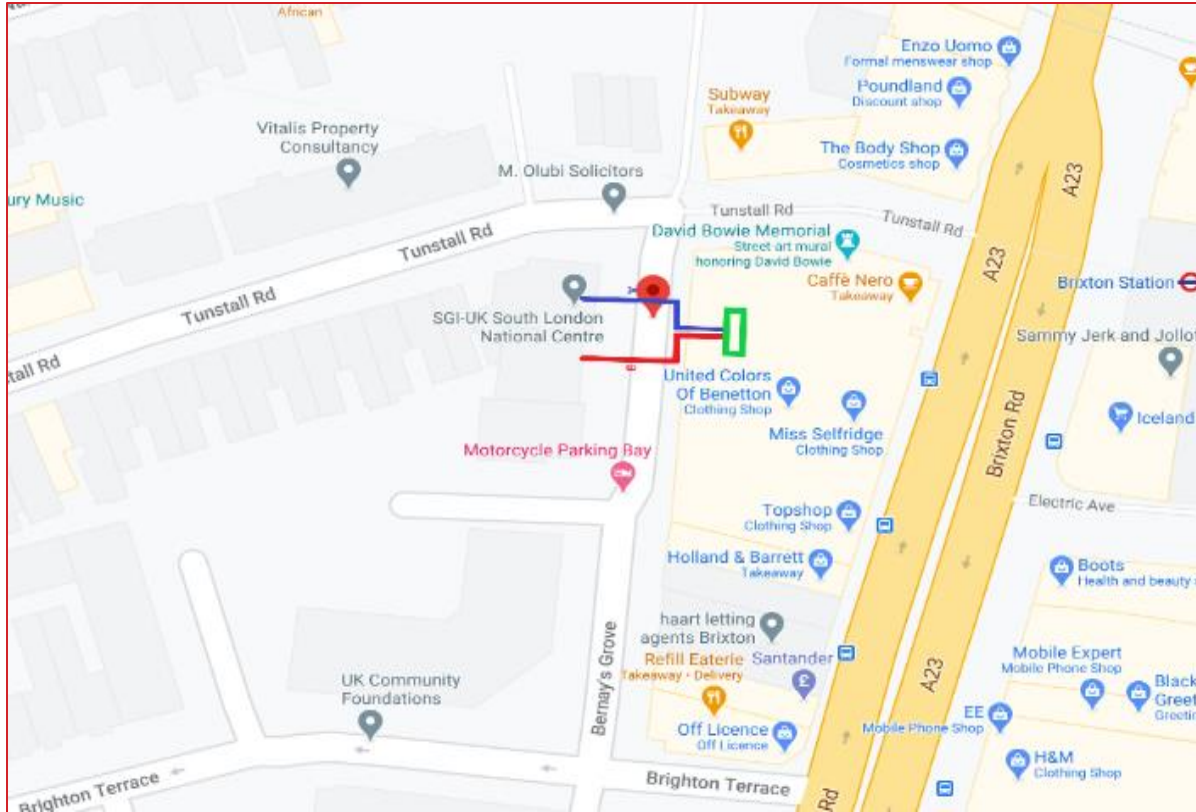


Site 5: Bellefields Road (Goods Vehicle)

- 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 pattern remained broadly similar on weekends and weekdays.
- Goods vehicle flows were 29% lower on weekdays and 34% lower on weekends.



Site 6: Bernay's Road



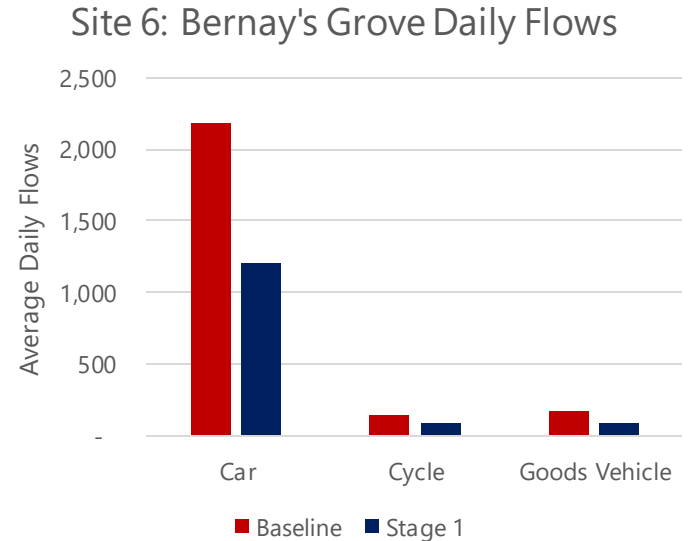
Source: MHTC/Google Maps

Site 6: Bernay's Road (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 6 on Bernay's Grove 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 **considerable reduction in car travel** (-45%) and in goods vehicles passing the site (-52%). However, a **decrease in cycle travel** has been recorded (-38%).

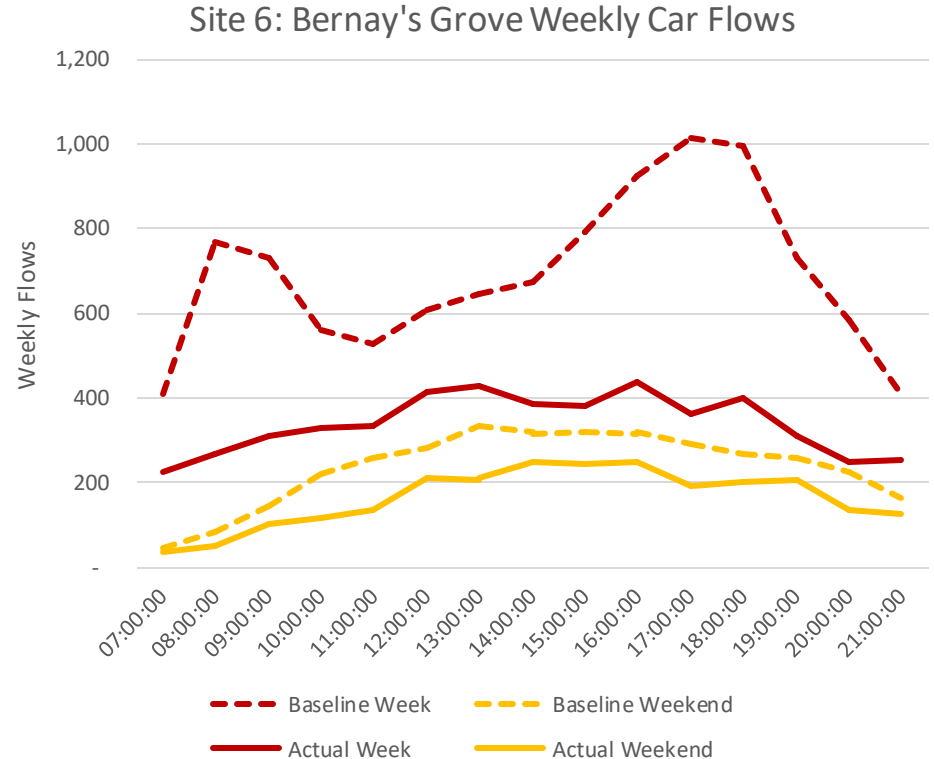
	Car	Cycle	Goods vehicle
Pre-Covid*	2,803	144	220
Baseline*	2,187	144	172
Stage 1	1,207	90	82
Difference	-980	-55	-90
% Change	-45%	-38%	-52%

*For cycles, baseline & pre-covid = historic



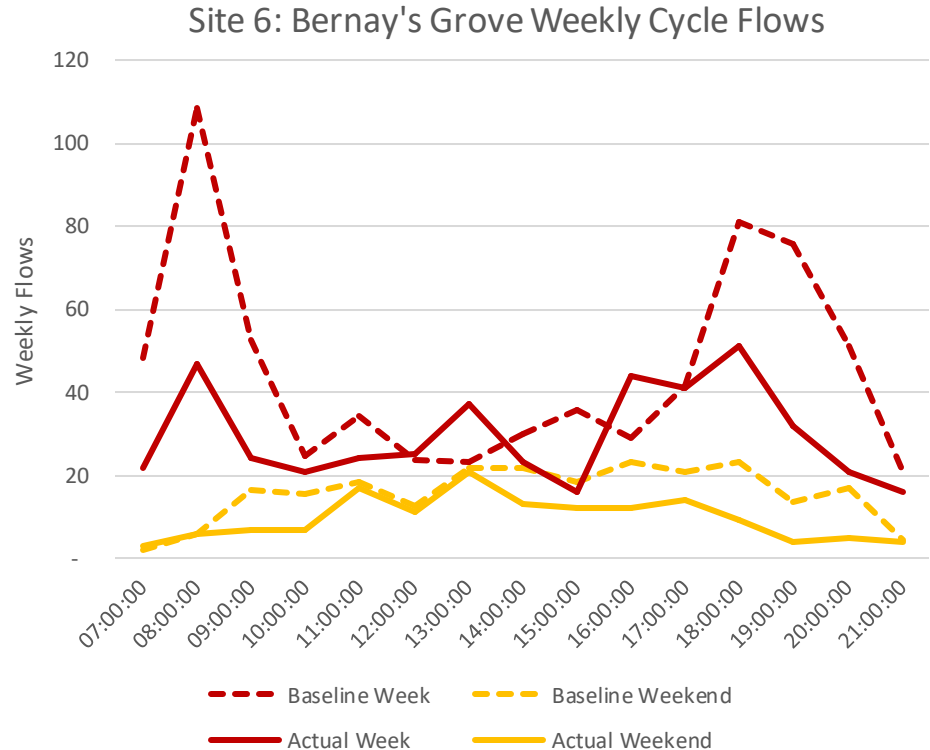
Site 6: Bernay's Road (Car)

- 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 were significantly down at this site on weekdays, for an overall 49% reduction between Stage 1 and calculated baseline. Flow patterns have also changed, with no significant AM or PM peaks.
- Weekend car flow patterns were roughly similar, flows had a 35% reduction compared to the baseline.



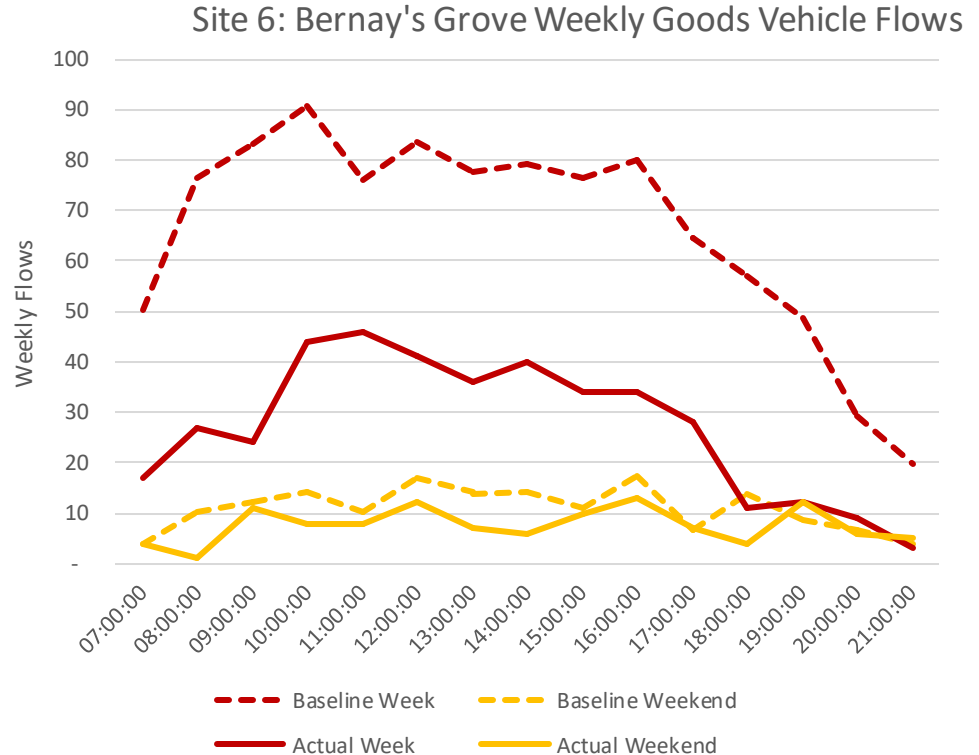
Site 6: Bernay's Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 6 for **five weekdays** and **two weekend** days.
- Cycle flows significantly reduced in peaks, but increased in the early afternoon. There was an overall decrease of 36% in weekday cycling trips.
- On the weekend, flow patterns remained roughly the same, but there has been a decrease in flows (-44%).

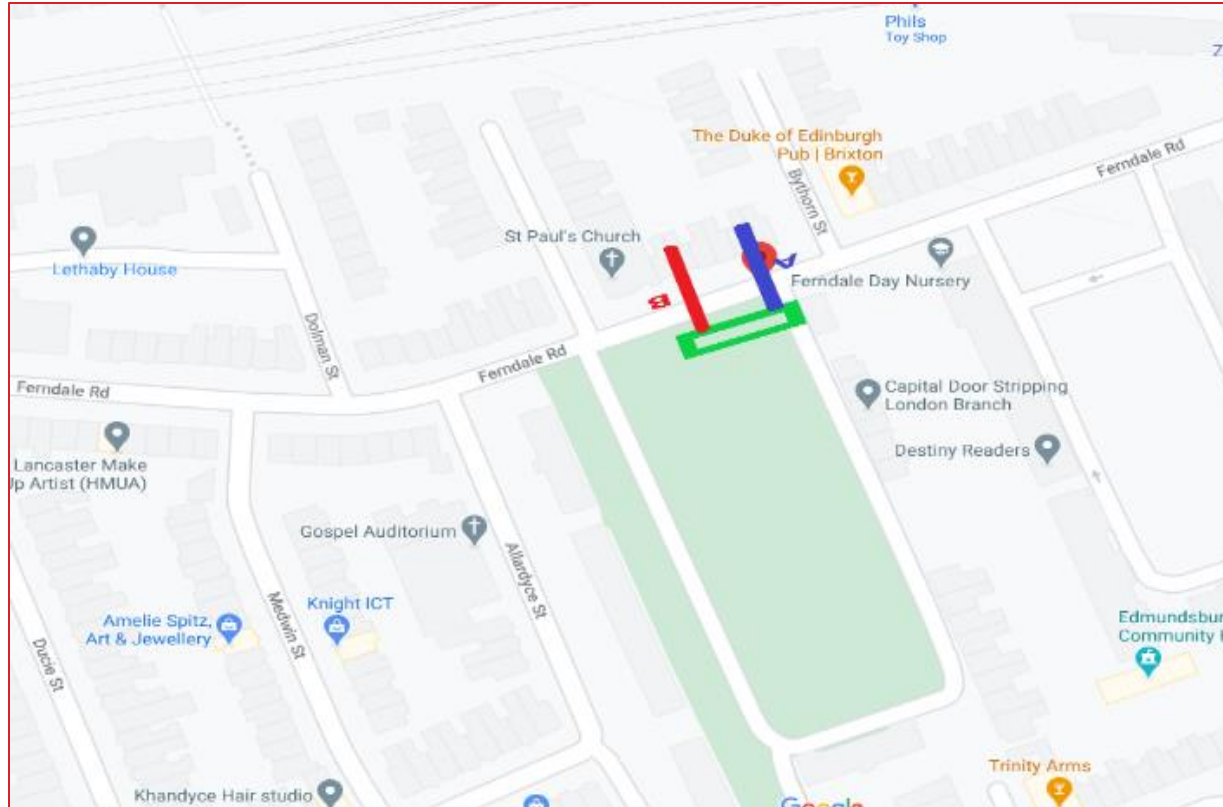


Site 6: Bernay's Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 6 for **five weekdays** and **two weekend days**.
- While flow patterns remained roughly the same on weekdays and weekends, goods vehicles saw a considerable decrease in weekday flows (-56%).
- Weekend goods vehicle flows were 34% lower overall.



Site 7: Ferndale Road East



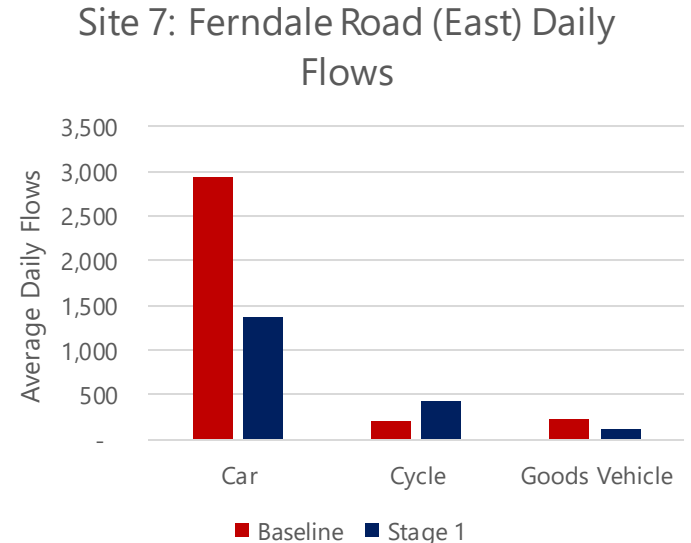
Source: MHTC/Google Maps

Site 7: Ferndale Road East (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 7 on Ferndale Road (East) 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 decrease in car travel (-54%)**, and considerably **large increase in cycle travel (+123%)**. There was also a **large decrease in goods vehicles** passing the site (-49%).

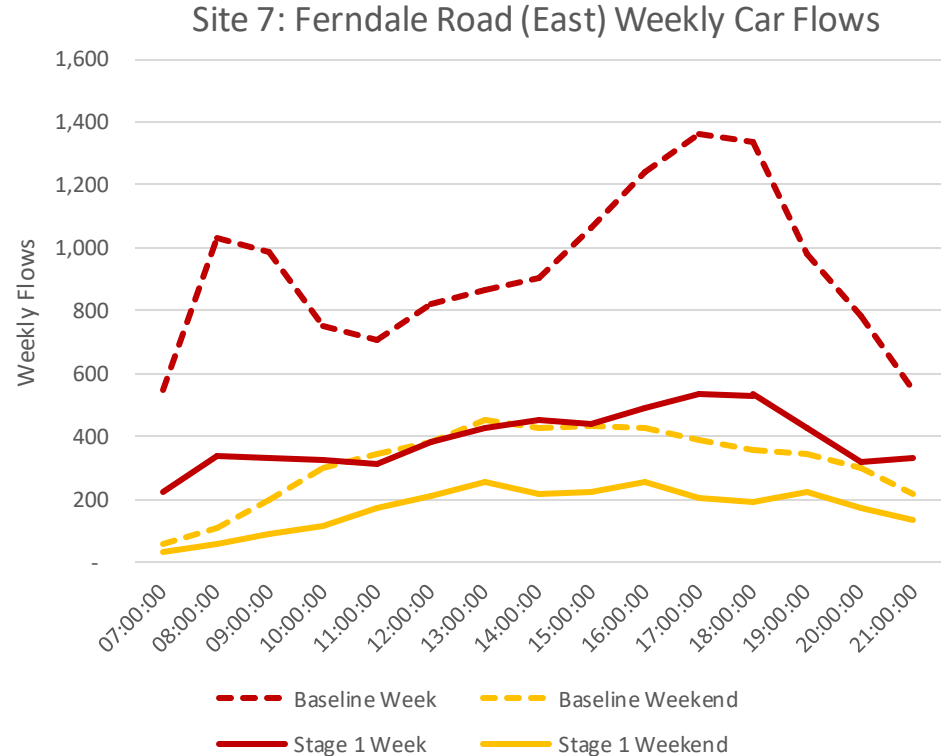
	Car	Cycle	Goods vehicle
Pre-Covid*	3,766	194	296
Baseline*	2,939	194	231
Stage 1	1,366	431	119
Difference	-1,573	238	-112
% Change	-54%	123%	-49%

*For cycles, baseline & pre-covid = historic



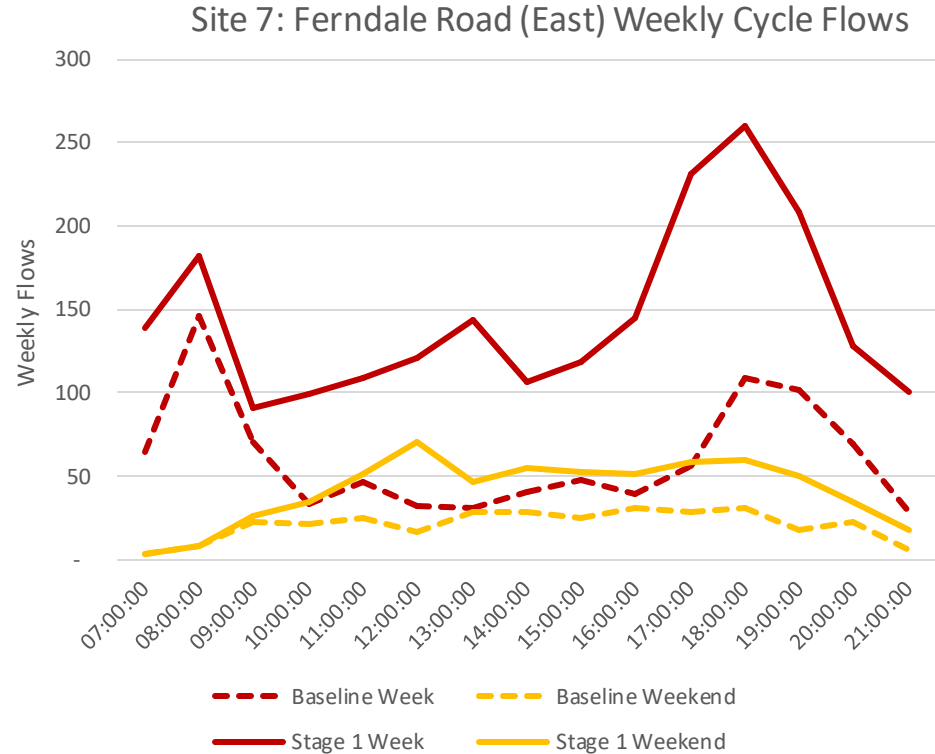
Site 7: Ferndale Road East (Car)

- 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 an 56% drop during weekdays and no significant morning peak.
- On weekends, flow patterns remained the same with a 47% reduction in volumes.



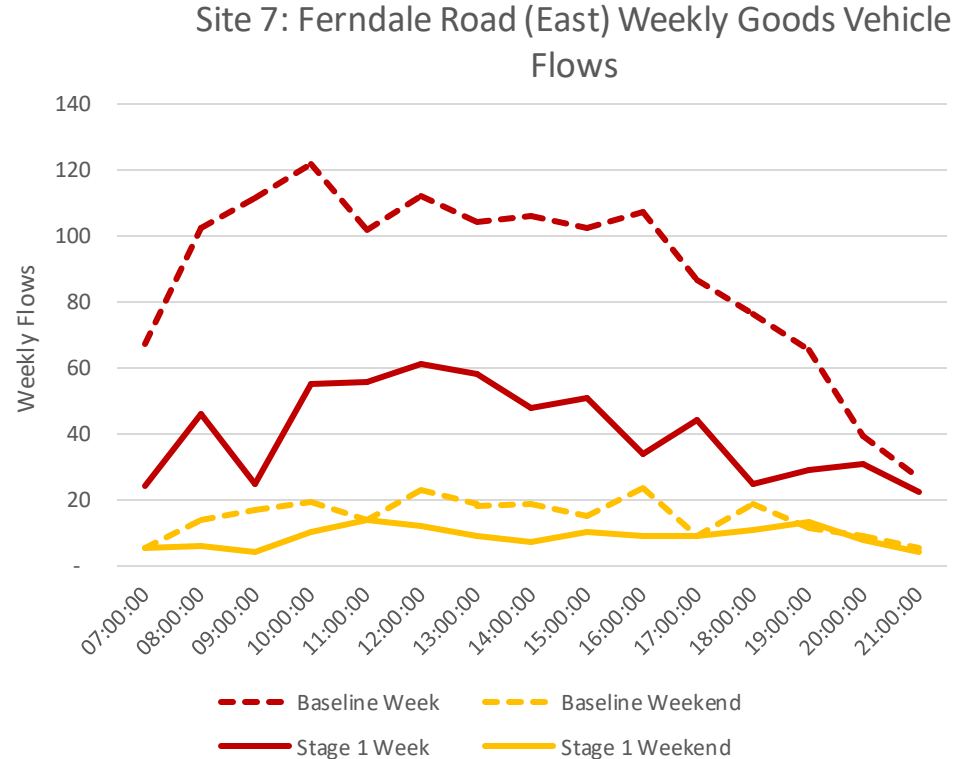
Site 7: Ferndale Road East (Cycle)

- The chart to the right shows the volume of cycle flows past site 7 for **five weekdays** and **two weekend days**.
- Cycle trips recorded a 136% increase during weekdays, especially during the PM peak.
- Weekend cycle trips recorded an 85% increase in flows.

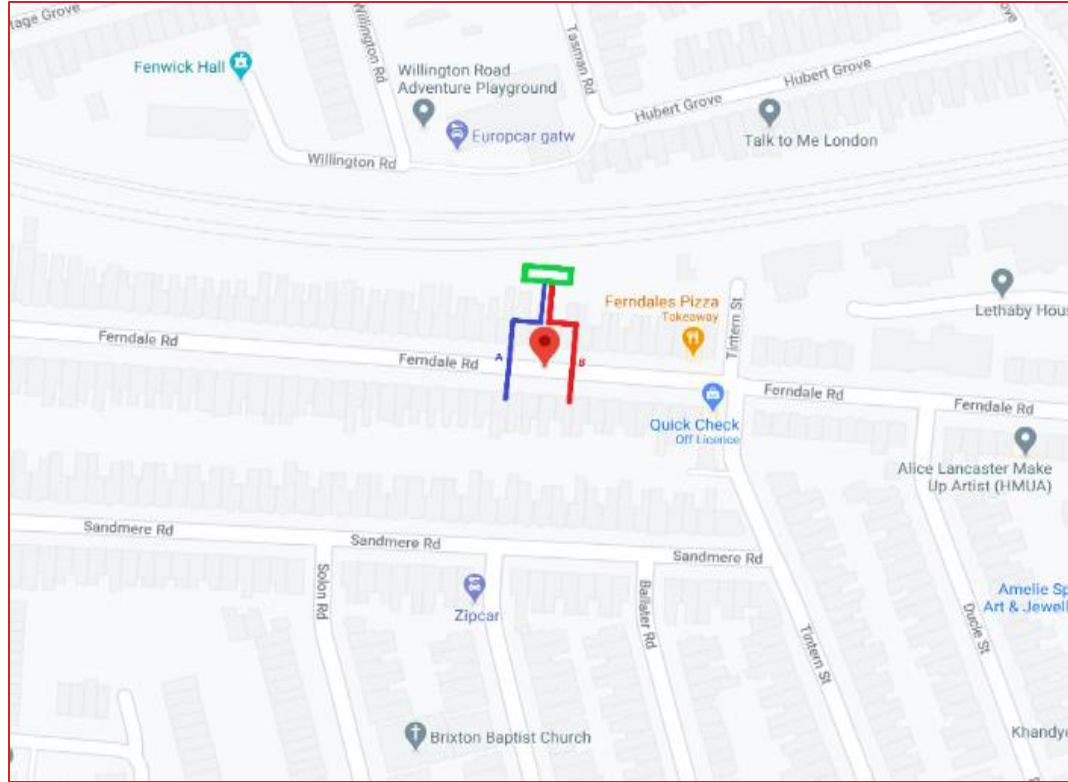


Site 7: Ferndale Road East (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 7 for **five weekdays** and **two weekend days**.
- Goods vehicle weekday flows recorded a 51% reduction compared to the baseline, with a fairly similar flow pattern.
- Weekend goods vehicle flows were also lower than projected in the baseline by roughly 38%, though maintaining a similar flow pattern.



Site 8: Ferndale Road West



Source: MHTC/Google Maps

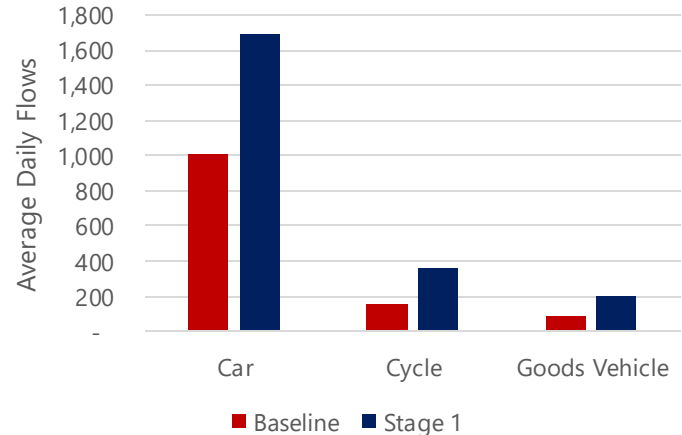
Site 8: Ferndale Road West (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 8 on Ferndale Road (West) 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 (67%)** and a **very large increase in cycle travel (+124%)**. There was also a **large increase in goods vehicles passing the site (141%)**.

	Car	Cycle	Goods vehicle
Pre-Covid*	1,293	160	105
Baseline*	1,009	160	82
Stage 1	1,688	358	197
Difference	679	198	115
% Change	67%	124%	141%

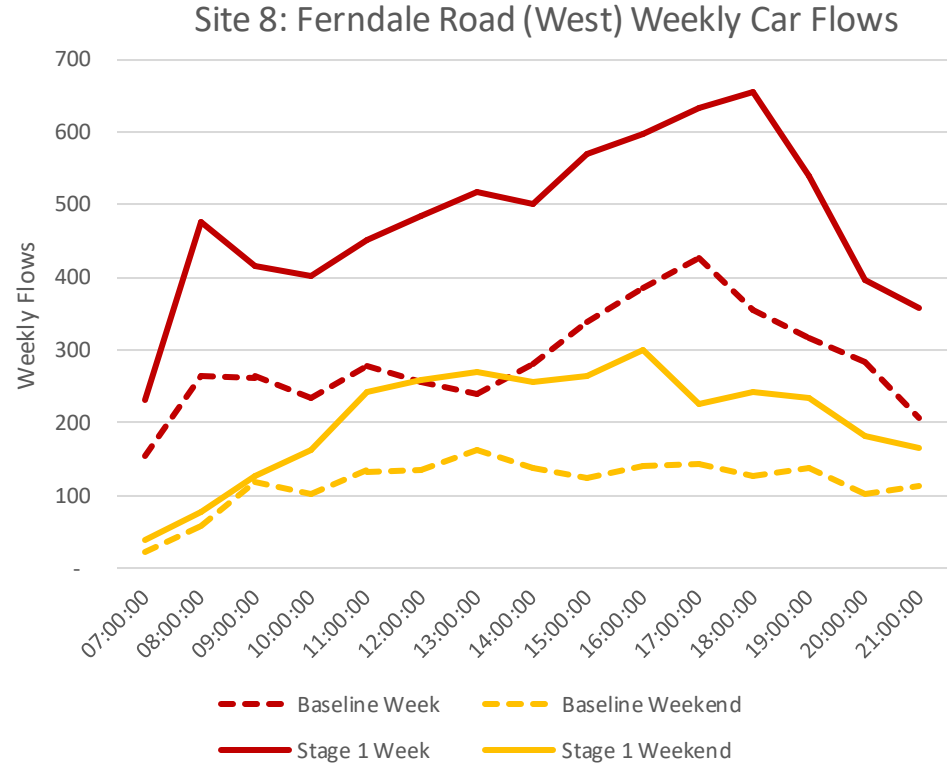
*For cycles, baseline & pre-covid = historic

Site 8: Ferndale Road (West) Daily Flows



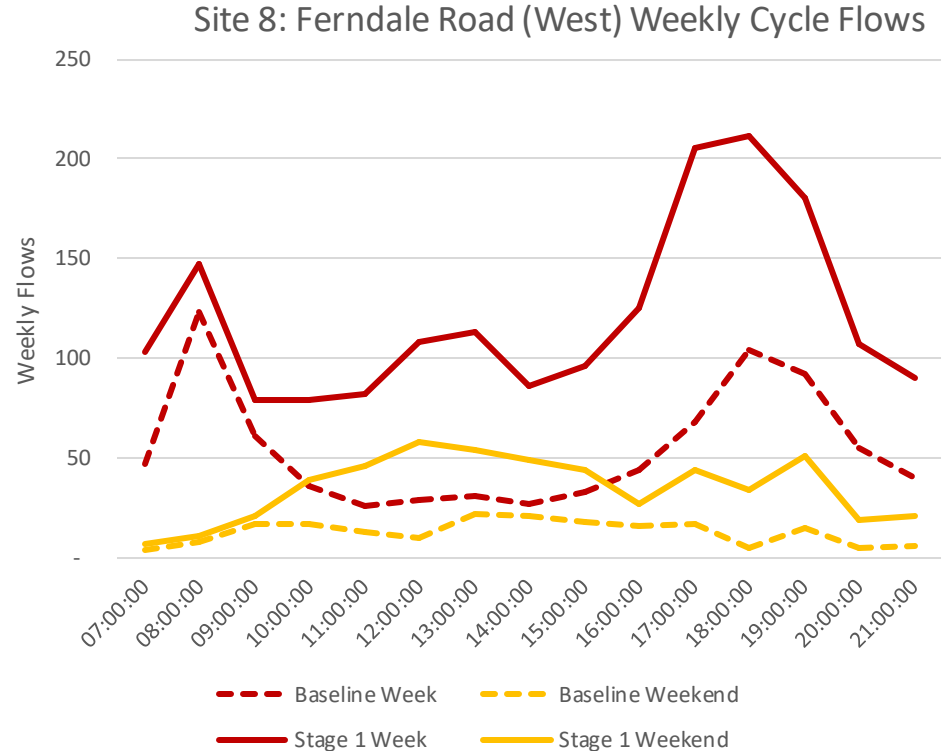
Site 8: Ferndale Road West (Car)

- 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 remain broadly similar, with a lower AM peak rising to a higher PM peak. Weekend patterns remain similar.
- Flows are significantly up from the baseline (+65% on weekdays and +71% on weekends).



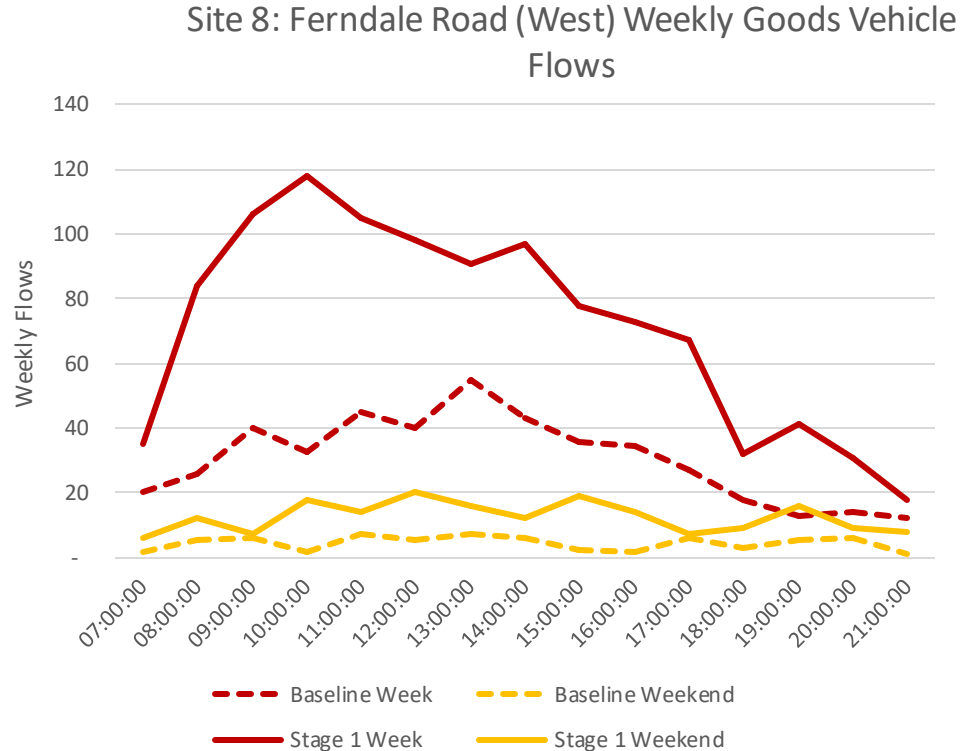
Site 8: Ferndale Road West (Cycle)

- The chart to the right shows the volume of cycle flows past site 8 for **five weekdays** and **two weekend days**.
- Cycle trips were higher than expected in the baseline during the week (117% increase on average), especially during the interpeak.
- Weekend cycle trips have also more than doubled (+150%) across all time periods.



Site 8: Ferndale Road West (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 8 for **five weekdays** and **two weekend days**.
- Weekday goods vehicle flows were considerably higher compared to the baseline, especially during the morning peak, representing a 137% increase (although from a low baseline).
- Weekend goods vehicle flows were also higher than projected in the baseline by roughly 161%, but they maintained almost the same patterns.



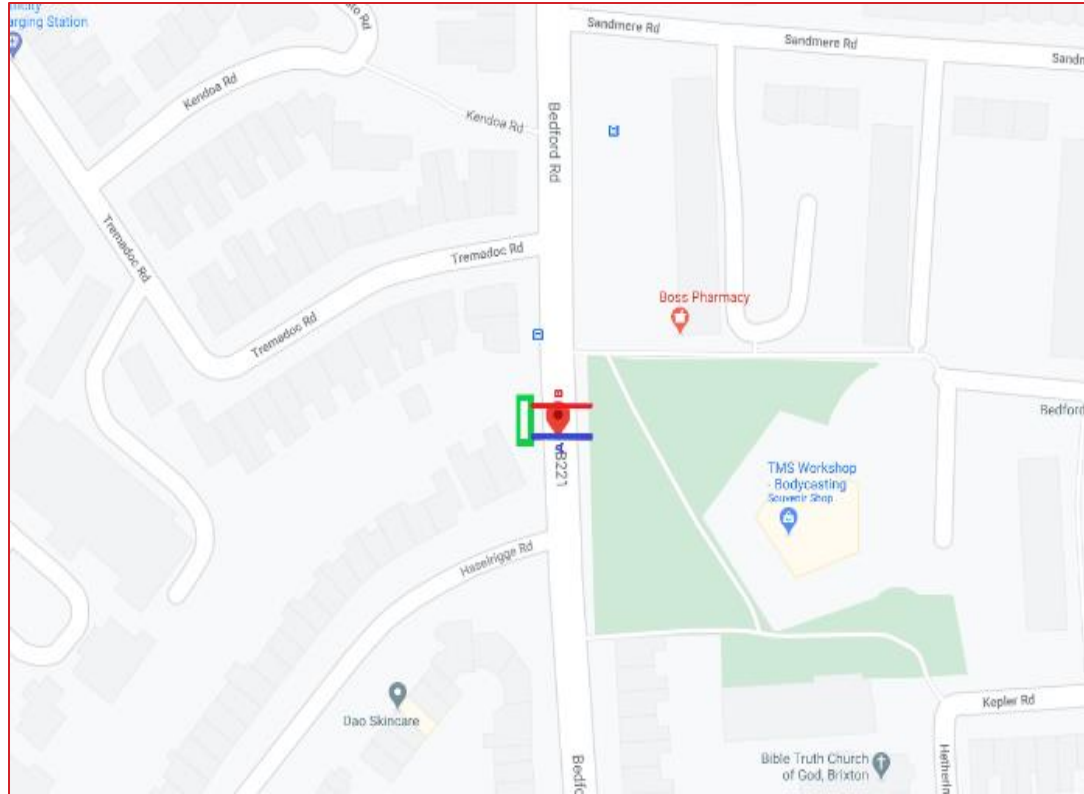
Site 8: Ferndale Road West (Goods Vehicle)

- Ferndale Road West saw large increases in goods vehicles, revealing a need for further investigation. Whilst ATC-based counts do not allow for a perfect mapping of data collected to LGVs and HGVs, it is possible to distinguish general patterns between smaller goods vehicles (i.e. delivery vans) and larger ones (i.e. articulated lorries).
- On Ferndale Road West, the large **increase in goods vehicles is driven by small goods vehicles**, which saw a 134% increase during the week and 191% increase on the weekends. **37% fewer large goods vehicles were counted during the week**, and there was little to no change in their flows on the weekend.

	2 Axle, Rigid (LGV/MGV) Weekday	> 2 Axle or Articulated (HGV) Weekday	2 Axle, Rigid (LGV/MGV) - Weekend	> 2 Axle or Articulated (HGV) - Weekend
Baseline	448	186	58	42
Stage 1	1049	117	169	43
Difference	+601	-69	+111	+1
% Change	+134%	-37%	+191%	+2%

Source: MHTC/Google Maps

Site 9: Bedford Road

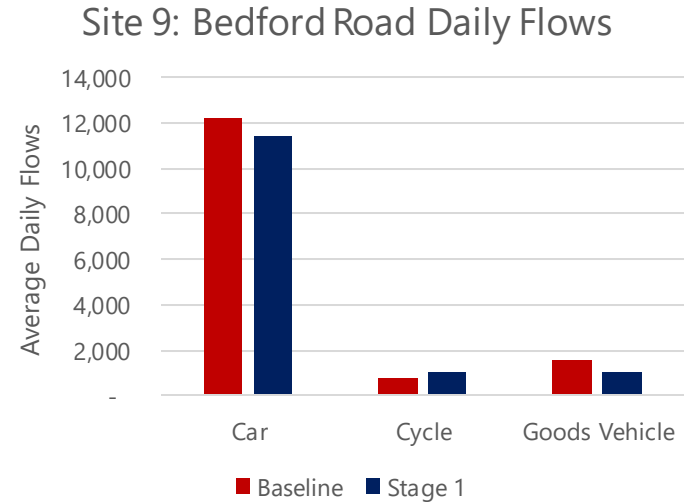


Source: MHTC/Google Maps

Site 9: Bedford Road (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 9 on Bedford 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 slight increase in car travel (+20%) and decrease in goods vehicles flows (-13%). Cycle travel has also slightly increase, by 28%.

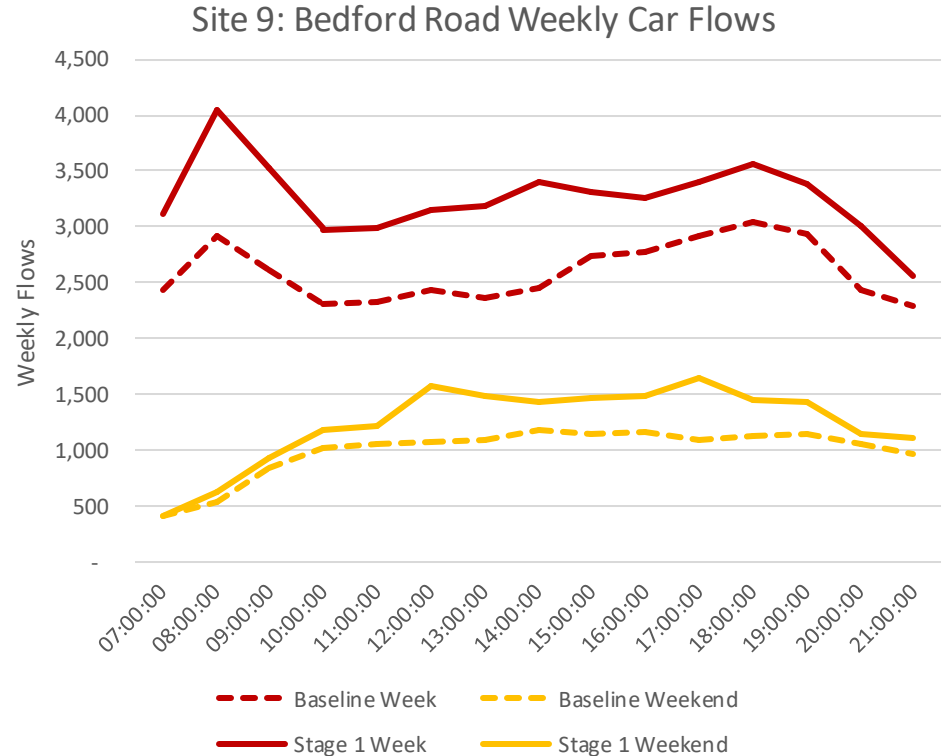
	Car	Cycle	Goods vehicle
Pre-Covid*	12,194	787	1,546
Baseline*	9,515	787	1,206
Stage 1	11,428	1,009	1,046
Difference	1,914	222	-160
% Change	20%	28%	-13%



*For cycles, baseline & pre-covid = historic

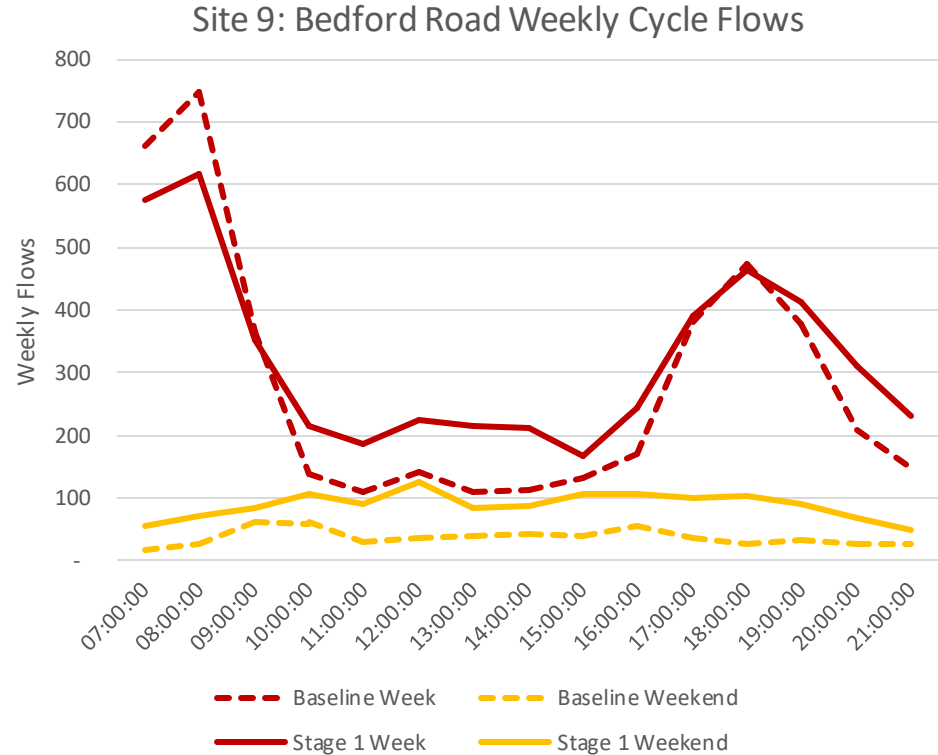
Site 9: Bedford Road (Car)

- The chart to the right shows the volume of car flows past site 9 for **five weekdays** and **two weekend days** (summed for each).
- Car trips on Bedford Road recorded a 20% increase during weekdays. Flow patterns remain broadly the same, except for a more pronounced AM peak.
- Weekend car trips flow patterns remain similar, but with a 23% increase in flow volumes.



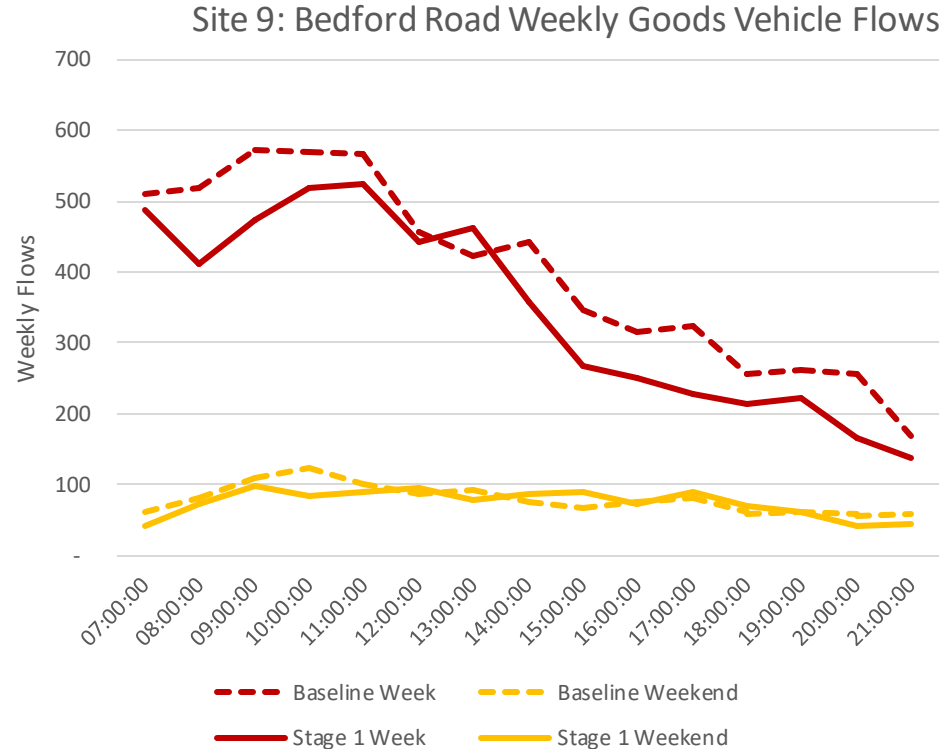
Site 9: Bedford Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 9 for **five weekdays** and **two weekend** days.
- Weekday and weekends flow patterns remain broadly the same.
- While there is a slight increase in cyclist volumes on weekdays (+15%), this is spread during the interpeak, while cyclist volumes decrease during the morning peak and are similar during the evening peak.
- There was a 125% increase in weekend cycle volumes.

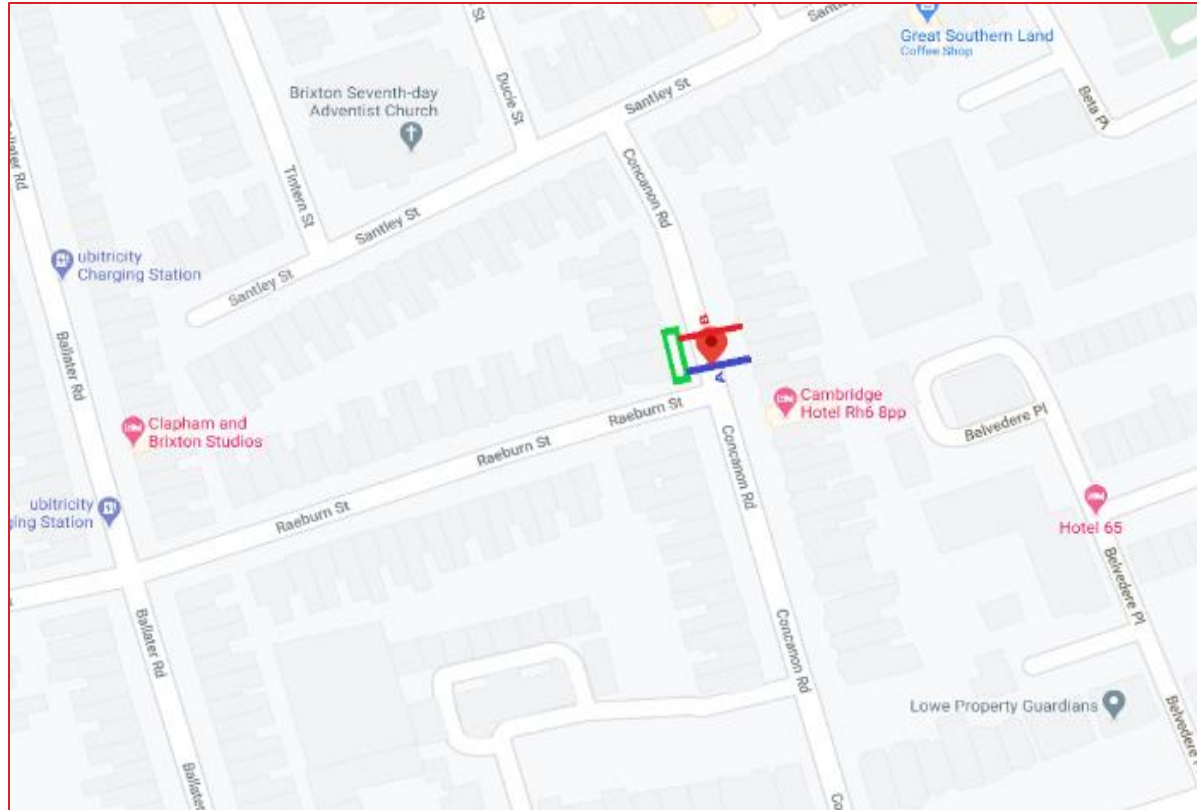


Site 9: Bedford Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 9 for **five weekdays** and **two weekend days**.
- Goods vehicle flows pattern were similar in profile for weekdays and weekend.
- There was a 13% decrease on weekday volumes and a similar decrease in weekend volumes (-13%).



Site 10: Concanon Road



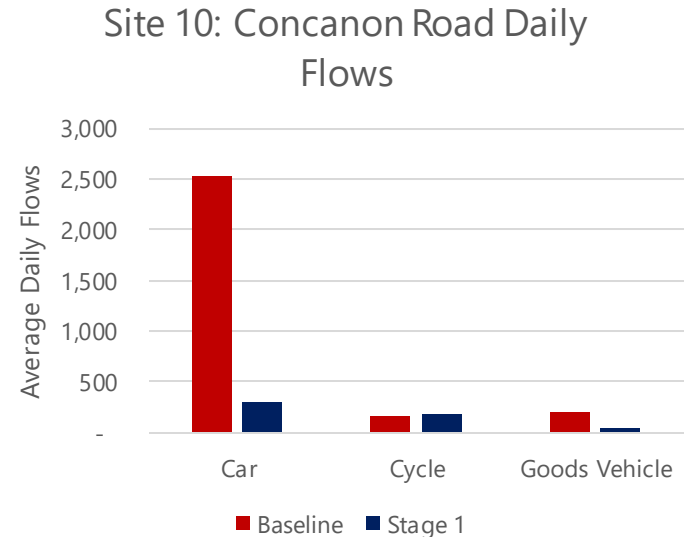
Source: MHTC/Google Maps

Site 10: Concanon Road (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 10 on Concanon 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 high reduction in car travel** (-88%) and in goods vehicles passing the site (-83%). There was also a slight increase in cycle travel (+10%)

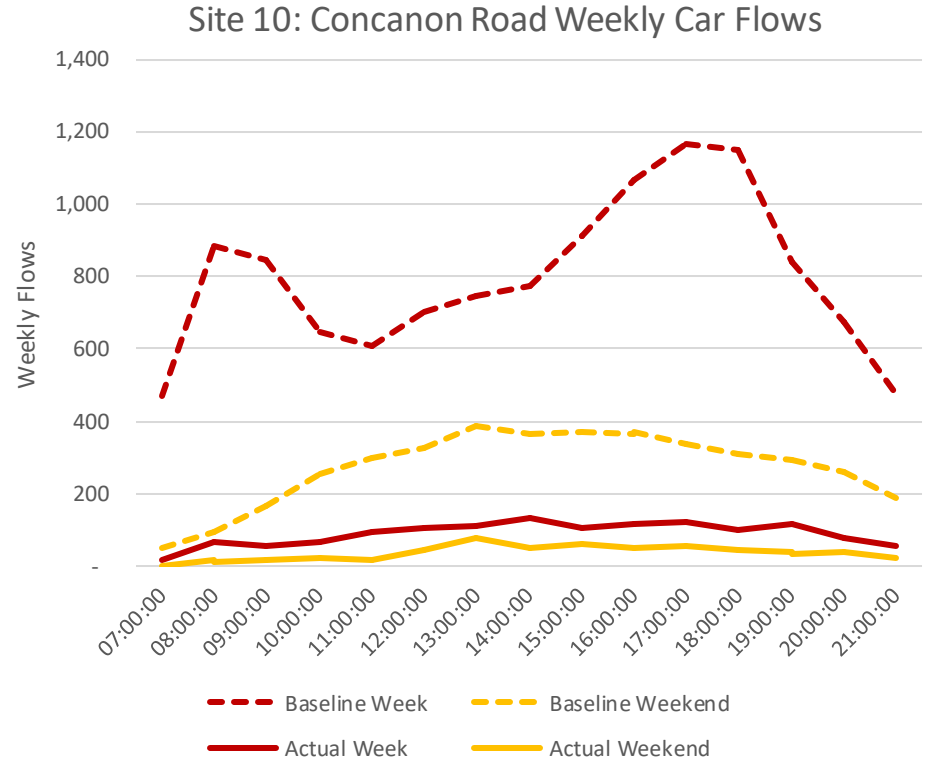
	Car	Cycle	Goods vehicle
Pre-Covid*	3,234	166	254
Baseline*	2,524	166	198
Stage 1	307	183	34
Difference	-2,217	17	-164
% Change	-88%	10%	-83%

*For cycles, baseline & pre-covid = historic



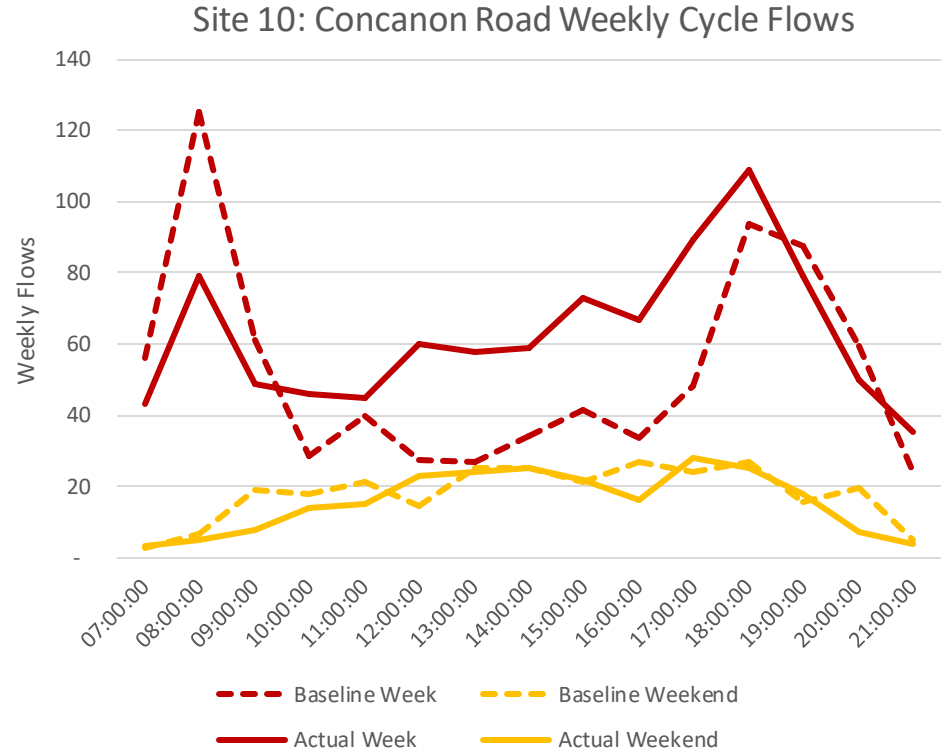
Site 10: Concanon Road (Car)

- 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 recorded a 88% reduction on weekdays, with a considerable flattening of the AM and PM peaks.
- Weekend car trips followed the baseline profile, although with a 87% overall decrease in volumes.



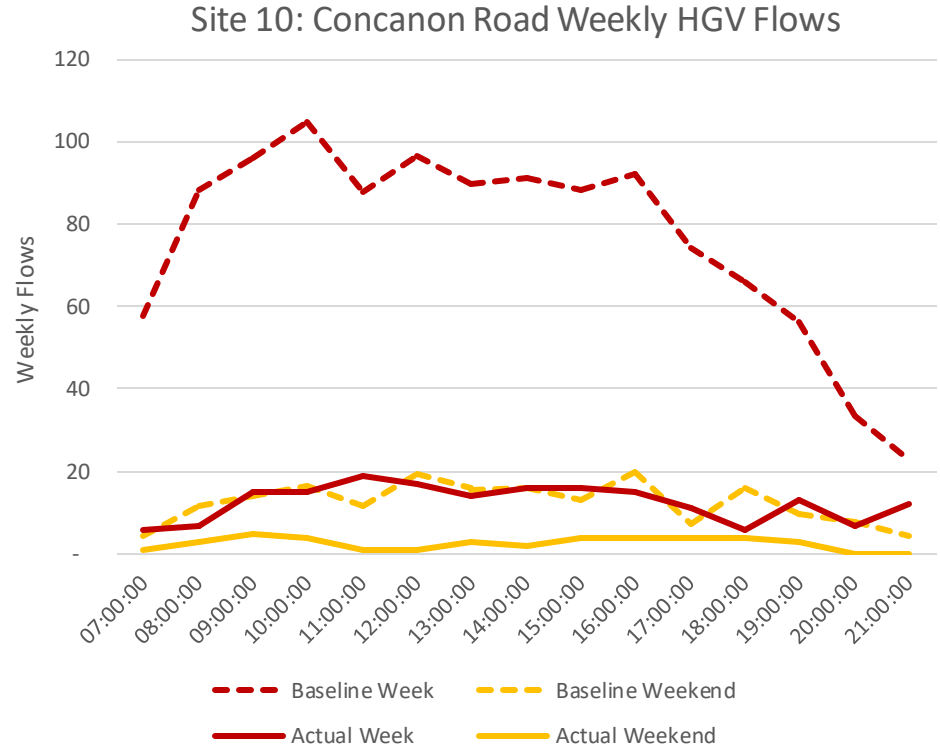
Site 10: Concanon Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 10 for **five weekdays** and **two weekend** days.
- Cycle trips were 19% higher on average on weekdays, but with considerably lower flows during the AM peak and higher flows at interpeak. PM peak flows are slightly higher.
- On the weekend, cycle trips were roughly 15% lower than in the baseline, but with similar patterns.

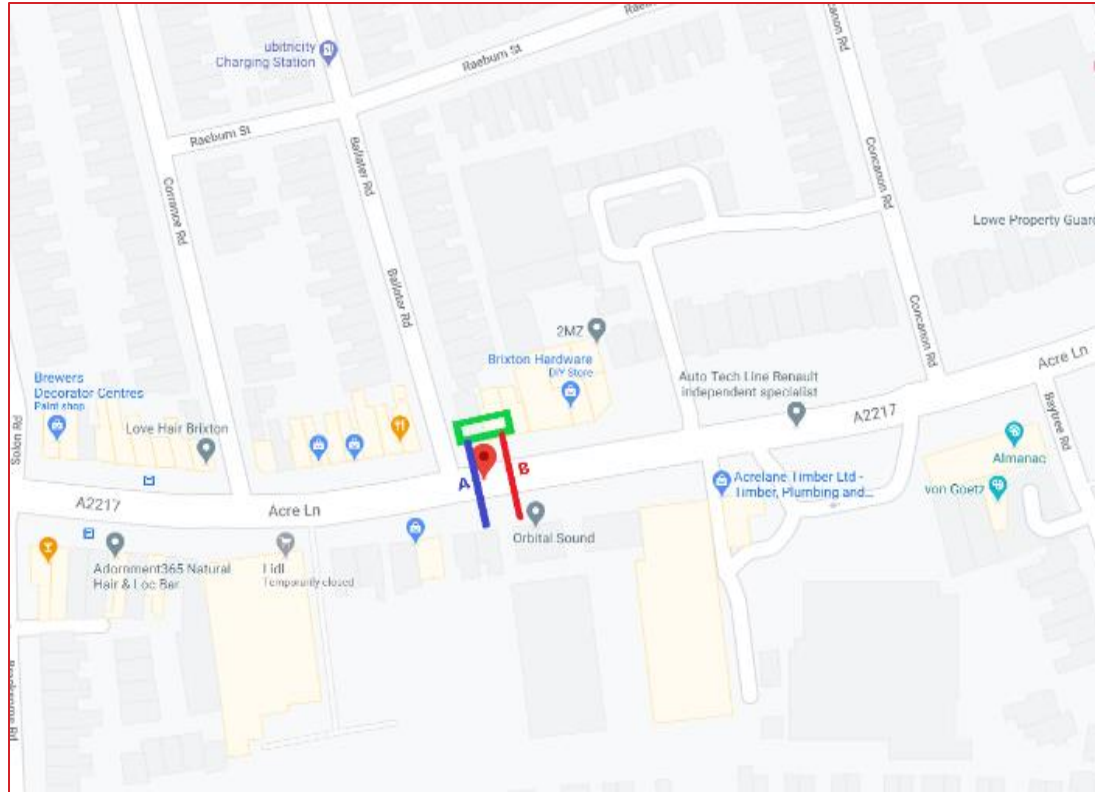


Site 10: Concanon Road (Goods Vehicle)

- 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 were considerably down during weekdays, with a 83% overall decrease.
- Weekend goods vehicle trips recorded a 80% drop.



Site 11: Acre Lane



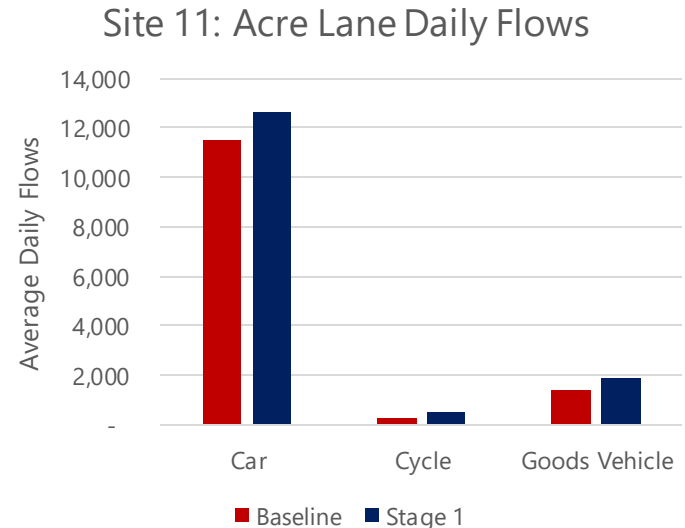
Source: MHTC/Google Maps

Site 11: Acre Lane (Daily Flows)

- The table and chart below outline the impact of the Ferndale LTN at Site 11 on Acre Lane 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 **slight increase in car travel (+10%)**, and an increase in goods vehicle flows (+31%). There was a **considerable increase in cycle travel (+76%)**.

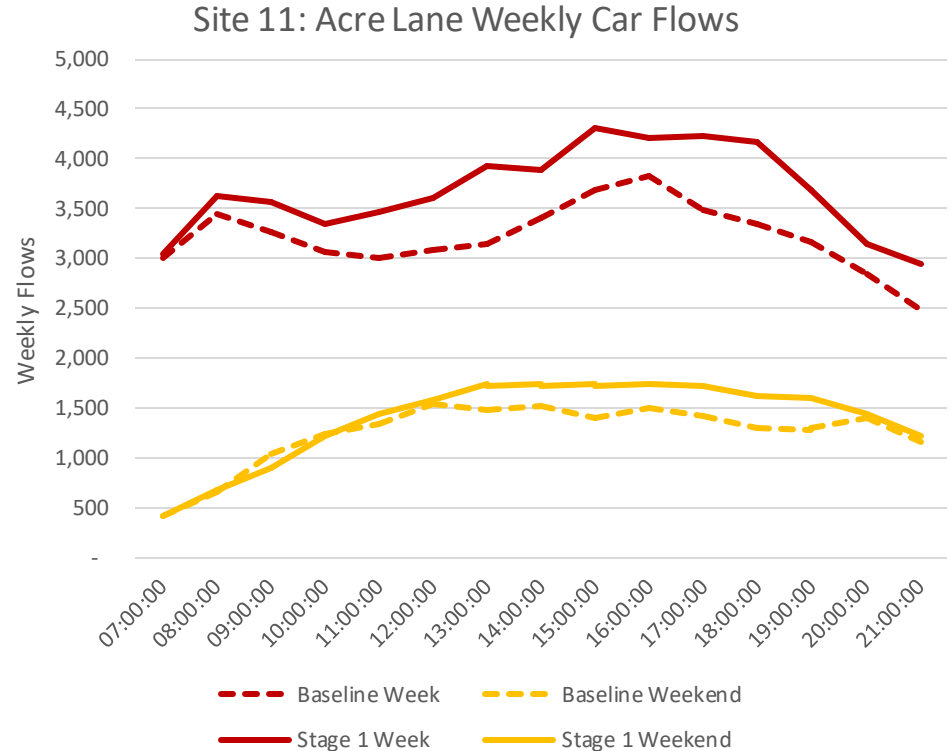
	Car	Cycle	Goods vehicle
Pre-Covid*	14,731	306	1,815
Baseline*	11,490	296	1,416
Stage 1	12,661	522	1,855
Difference	1,170	226	439
% Change	10%	76%	31%

*For cycles, baseline & pre-covid = historic



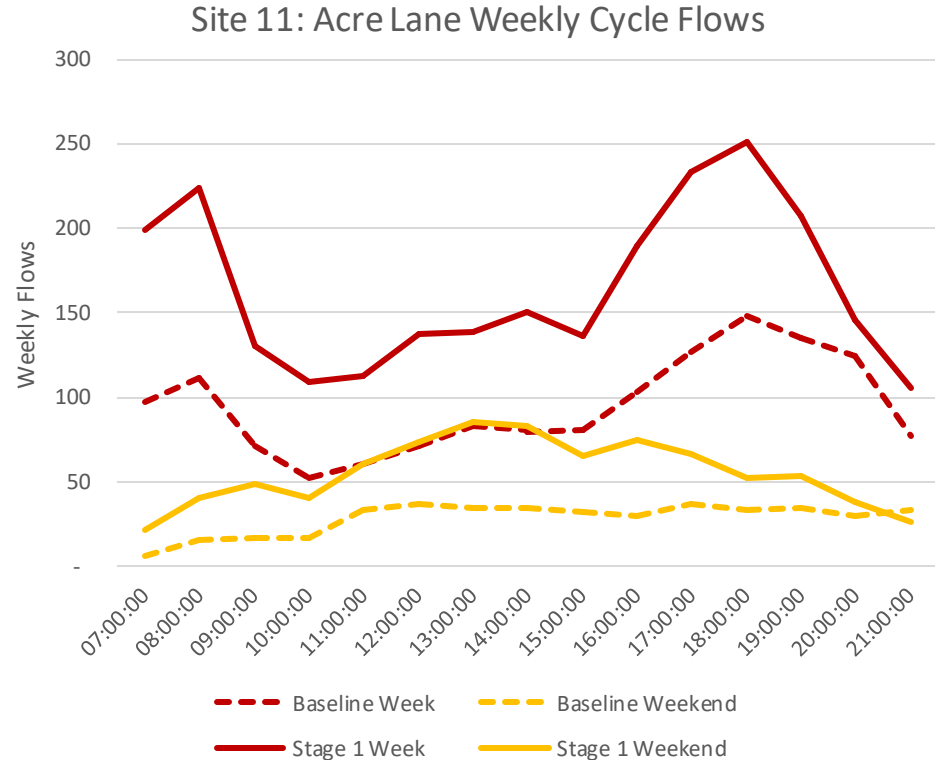
Site 11: Acre Lane (Car)

- The chart to the right shows the volume of car flows past site 11 for **five weekdays** and **two weekend days** (summed for each).
- Car trips generally followed the baseline profile during the week, although their volume was up 14% overall.
- Weekend car trips also followed the baseline profile, with a minimal increase in volumes (+2%).



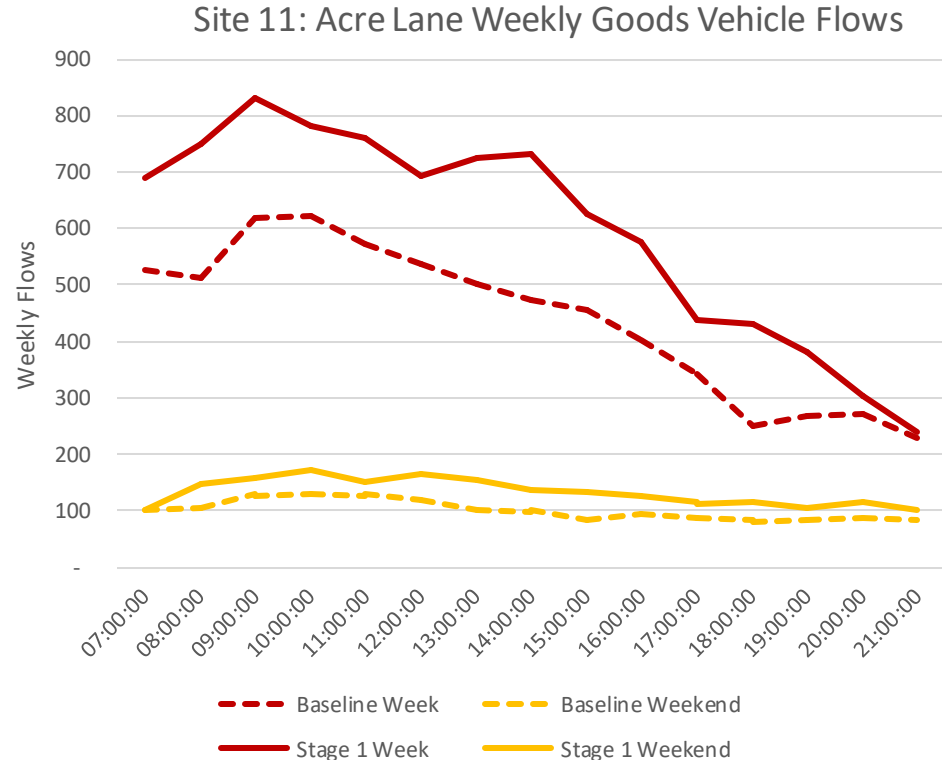
Site 11: Acre Lane (Cycle)

- The chart to the right shows the volume of cycle flows past site 11 for **five weekdays** and **two weekend** days.
- Cycle trips saw a considerable increase during the week (+72%) with a more pronounced AM and PM peak compared to the projected baseline.
- On the weekend, cycle trips increased 90% overall.



Site 11: Acre Lane (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 trips on weekdays generally followed the baseline profile of falling throughout the day, but with a considerable increase in volumes (+32%).
- Weekend goods vehicle trips were slightly up for most of the day, for a total 26% increase in volumes.





Contact details:

For enquiries about this report – info_uk@systra.com

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

*To provide feedback on the Ferndale Low Traffic Neighborhood,
please contact the Lambeth Transport Team via the following channels:*

Commonplace engagement site – <https://fdstreets.commonplace.is>

Email – LowTrafficNeighbourhoods@Lambeth.gov.uk

