

Railton Low Traffic Neighbourhood

Study Appendices

SYSTRA










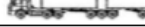

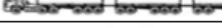







Appendix A: Vehicle Classifications

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	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & 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		Light
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axles=2		
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

A photograph of a city street scene viewed through a window covered in raindrops. The street is wet, and several cars are visible, including a red car in the foreground. The sky is blue with some clouds, and buildings line the street. The image is framed by a teal border.

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 Shakespeare Road:

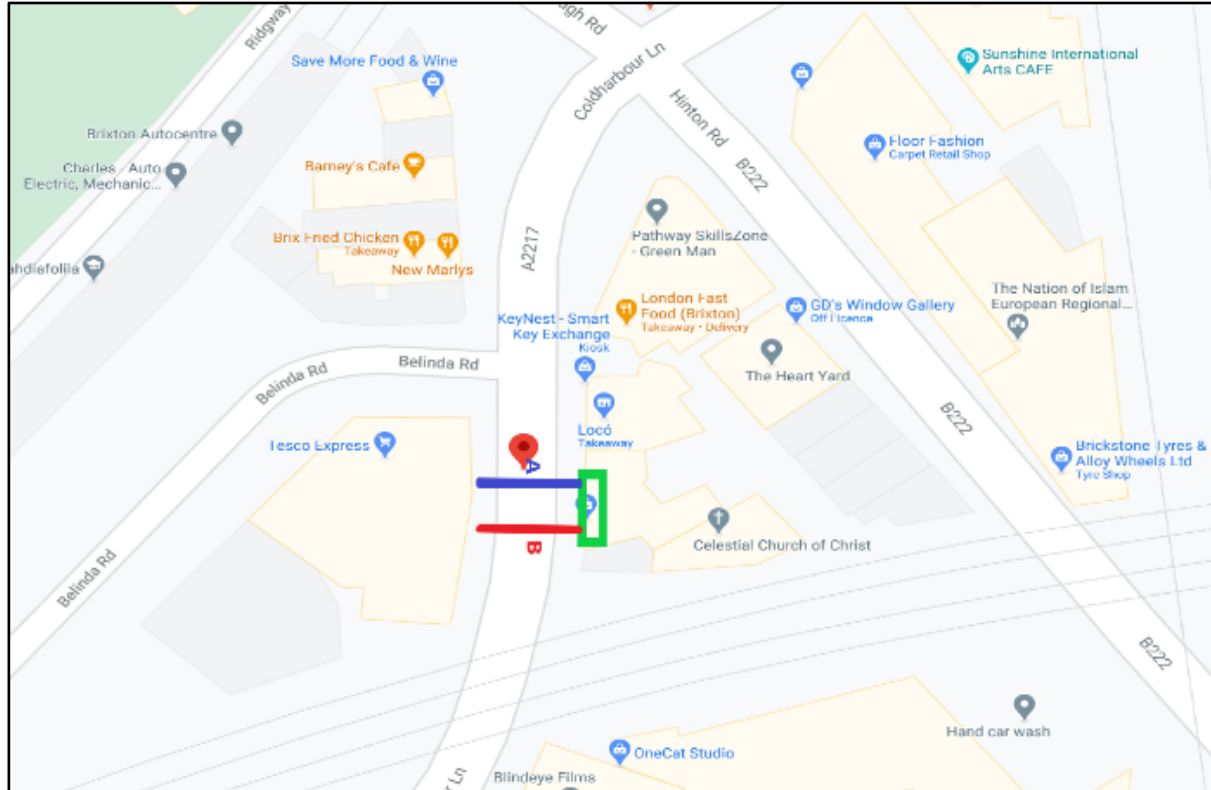
$$1) 19,320 * \frac{540,864}{570,836} = 19,320 * 94.75\% = \mathbf{18,306}$$

$$2) 7,293 - 18,306 = \mathbf{-11,013}$$



Appendix C: Individual Site Analysis

Site 1: Coldharbour Lane



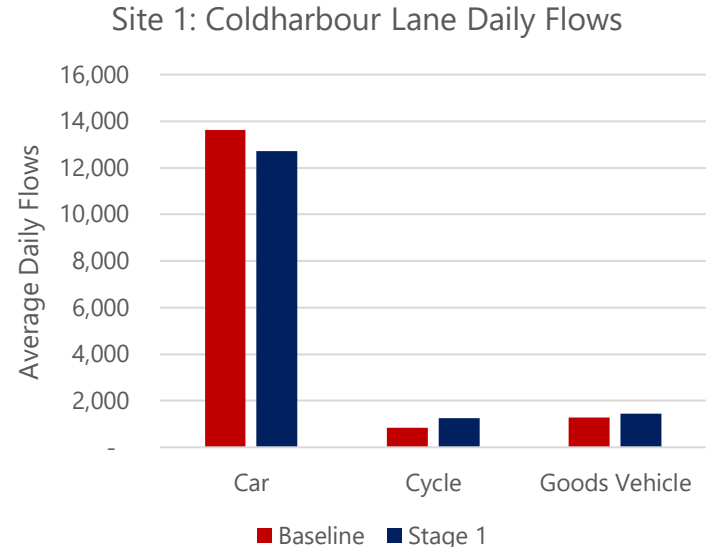
Source: MHTC/Google Maps

Site 1: Coldharbour Lane (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 1 on Coldharbour Lane (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 slight decrease in car travel (-7%) and **moderate increase in cycle travel** (+48%). There was also a slight increase in goods vehicles passing the site (+15%).

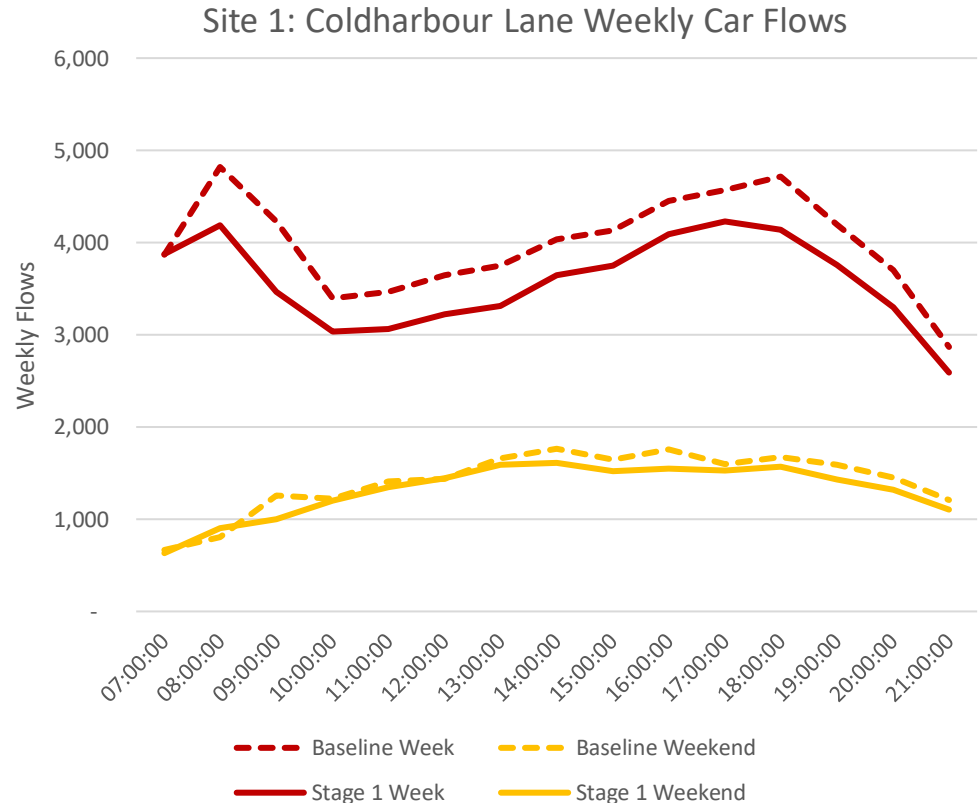
	Car	Cycle	Goods vehicle
Pre-Covid*	14,366	846	1,336
Baseline*	13,612	846	1,266
Stage 1	12,718	1,255	1,450
Difference	-894	410	184
% Change	-7%	48%	15%

*For cycles, baseline & pre-covid = historic



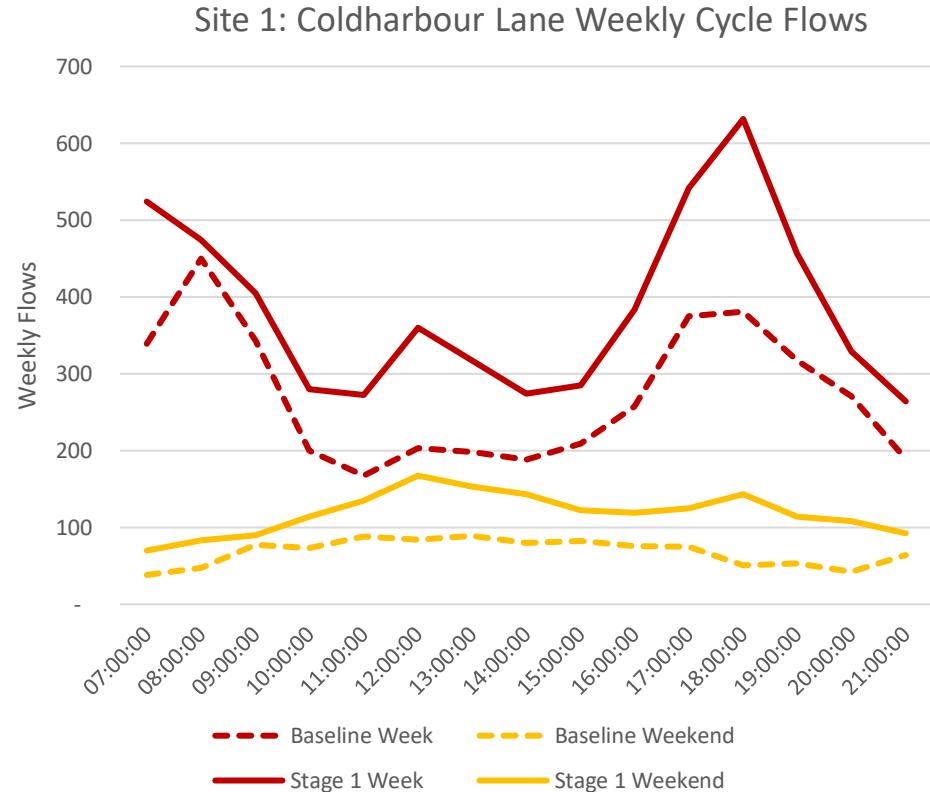
Site 1: Coldharbour Lane (Car)

- The chart to the right shows the volume of car flows past site 1 for **five weekdays** and **two weekend** days (summed for each).
- Weekday and weekend traffic follows a similar profile for both before and after the LTN was installed, although vehicle levels are down roughly 6-7% for both time periods.



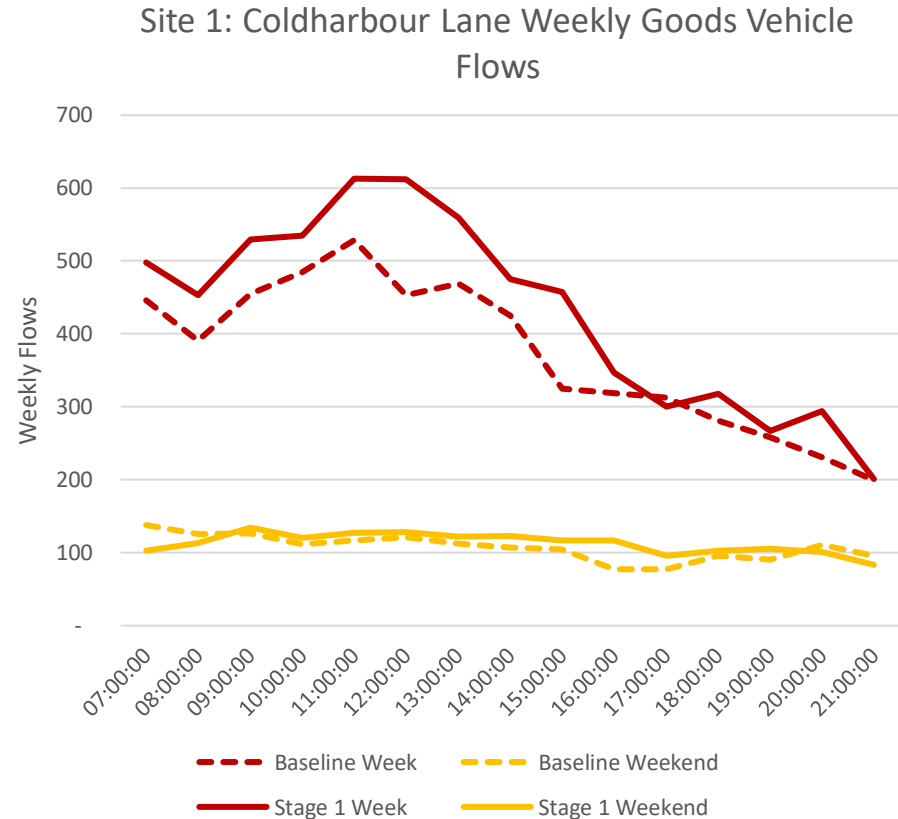
Site 1: Coldharbour Lane (Cycle)

- 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 are up throughout the day on weekdays, particularly in the evening peak (43% average across the week).
- On weekends, Stage 1 cycling levels are 69% higher than during the week.

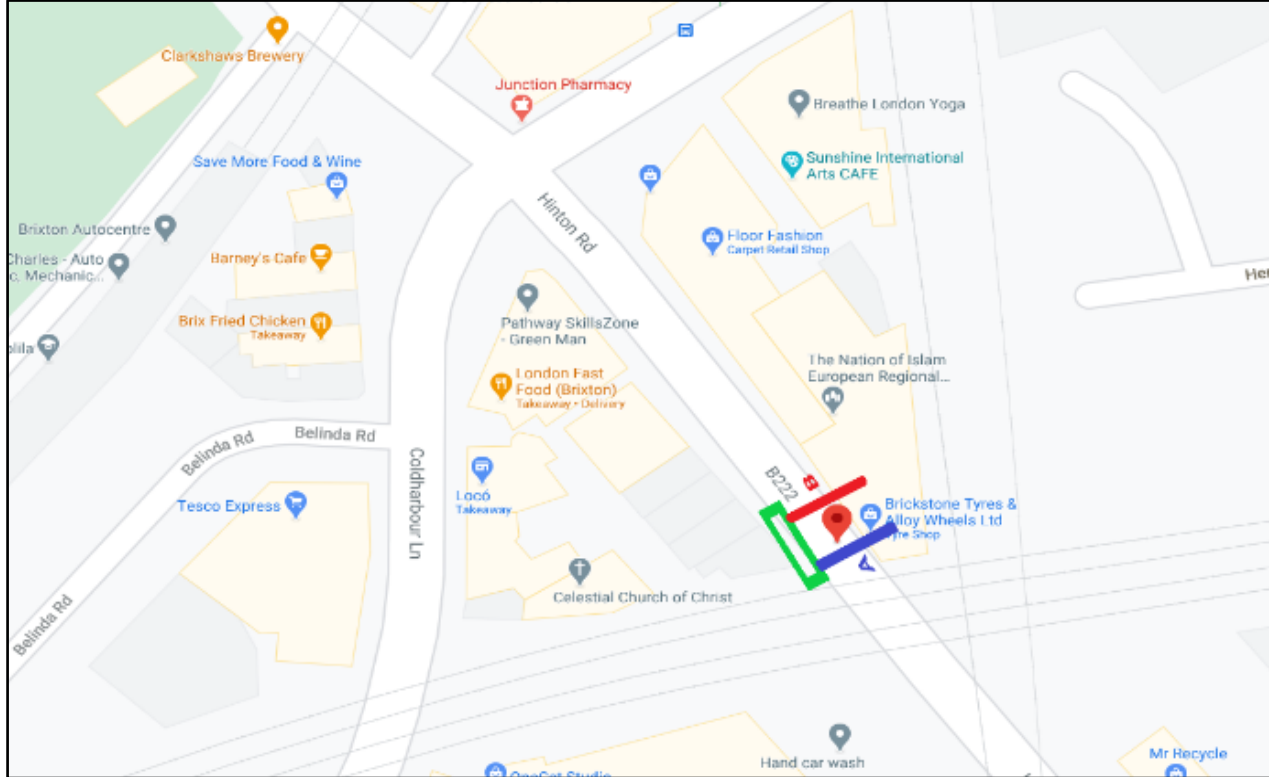


Site 1: Coldharbour Lane (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 1 for **five weekdays** and **two weekend** days (summed for each).
- Goods vehicle flows generally follow the same patterns before and after the implementation of the Railton LTN (peaking in the late morning and declining later in the day), although have increased 15% overall.



Site 2: Hinton Road



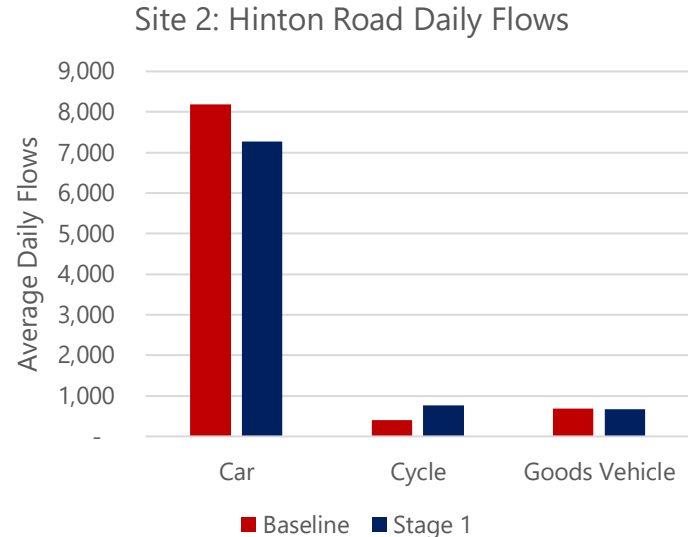
Source: MHTC/Google Maps

Site 2: Hinton Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 2 on Hinton 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 decrease in car travel (-11%) and **very large increase in cycle travel** (+89%). There was also a slight decrease in goods vehicles passing the site (-2%).

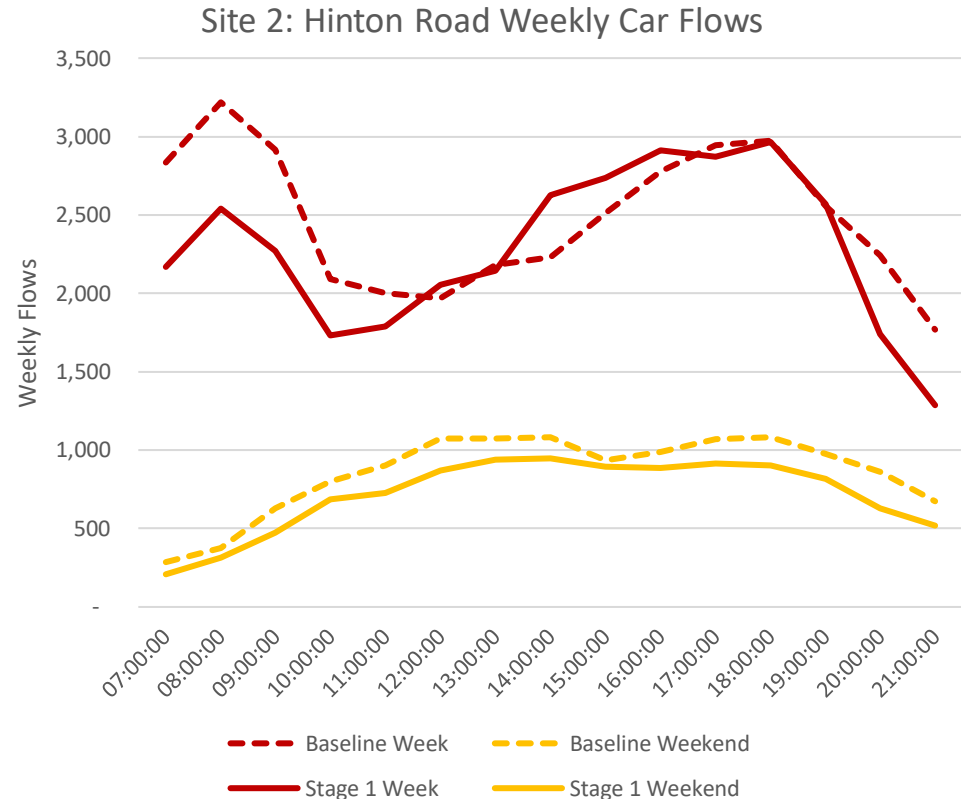
	Car	Cycle	Goods vehicle
Pre-Covid*	8,647	404	722
Baseline*	8,193	404	684
Stage 1	7,269	765	668
Difference	-924	360	-16
% Change	-11%	89%	-2%

*For cycles, baseline & pre-covid = historic



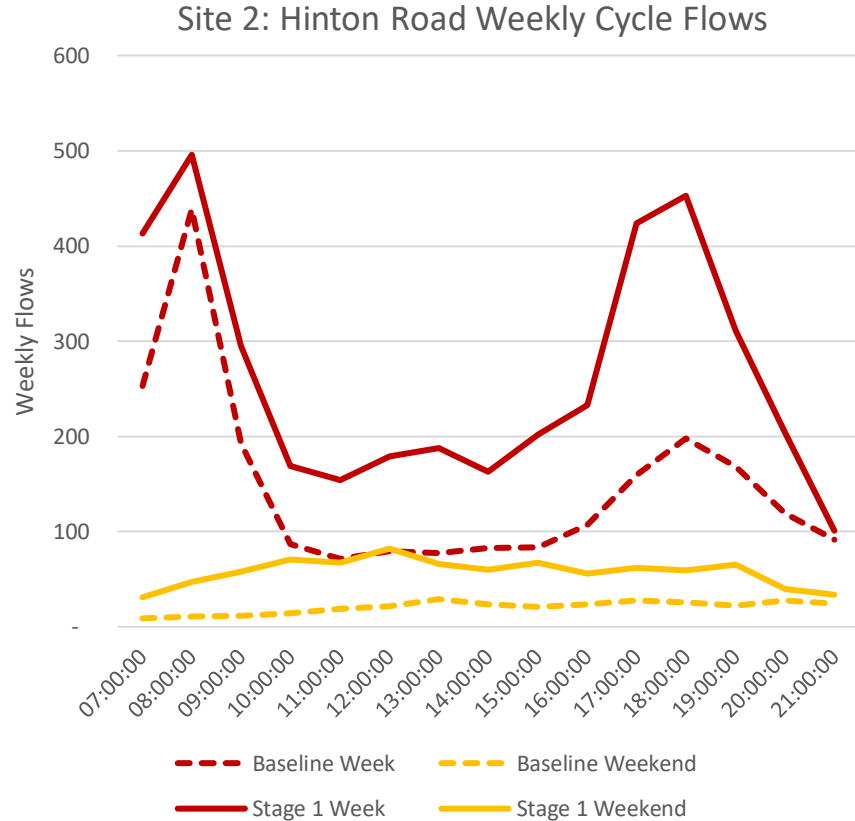
Site 2: Hinton Road (Car)

- 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 follow broadly similar patterns before and after LTN implementation, although Stage 1 weekday flows in the mornings were lower than expected in the baseline.
- Weekend vehicle flows were overall about 18% lower than in the baseline.



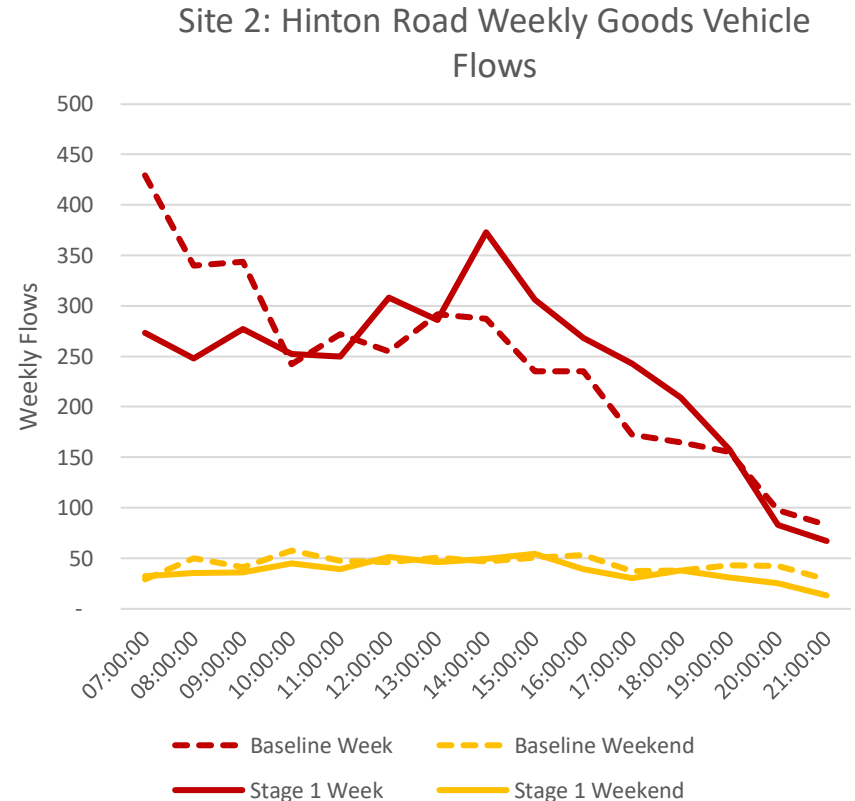
Site 2: Hinton Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 2 for **five weekdays** and **two weekend** days (summed for each).
- Cycle counts were consistently higher than expected in the baseline, with a 79% increase on weekdays and over 150% increase on weekends.

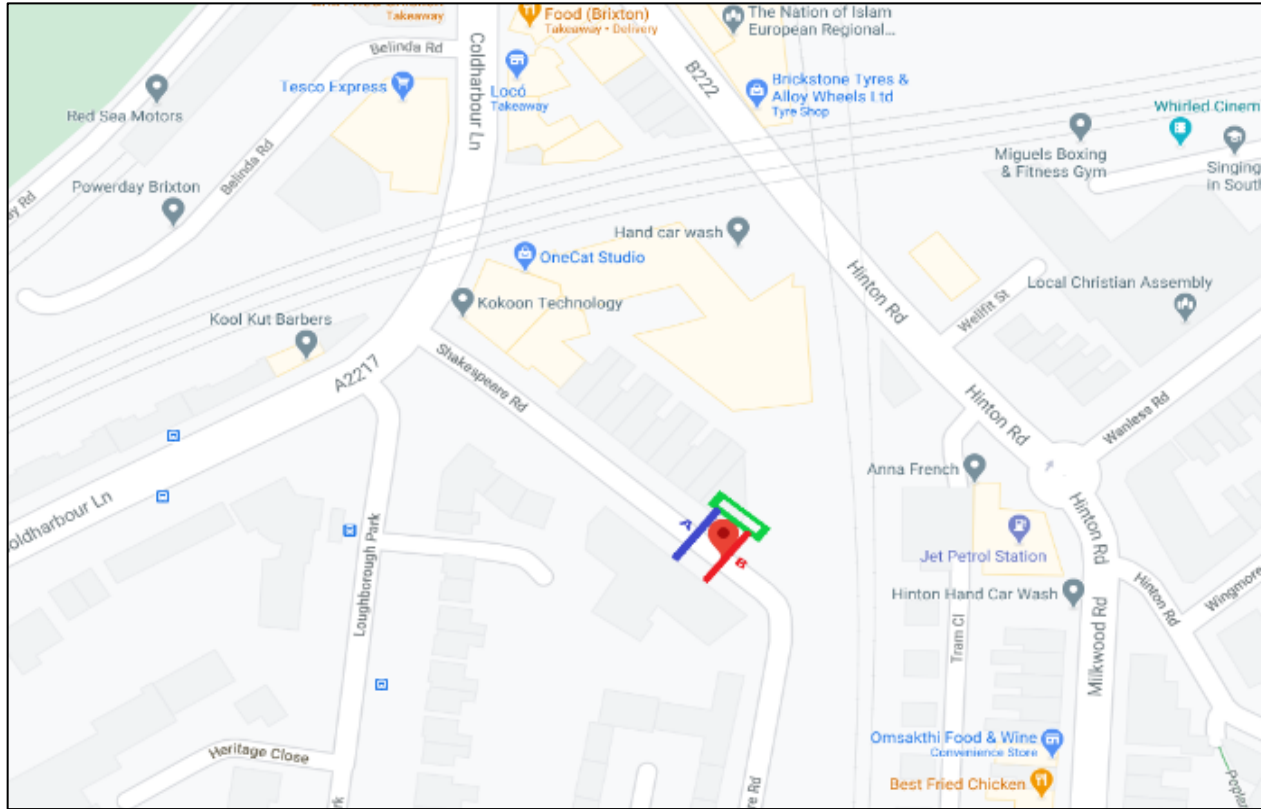


Site 2: Hinton Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 2 for **five weekdays** and **two weekend** days (summed for each).
- Goods vehicle flows generally follow the same patterns before and after the implementation of the Railton LTN (peaking in the late morning and declining later in the day), although have decreased 4% overall.



Site 3: Shakespeare Road



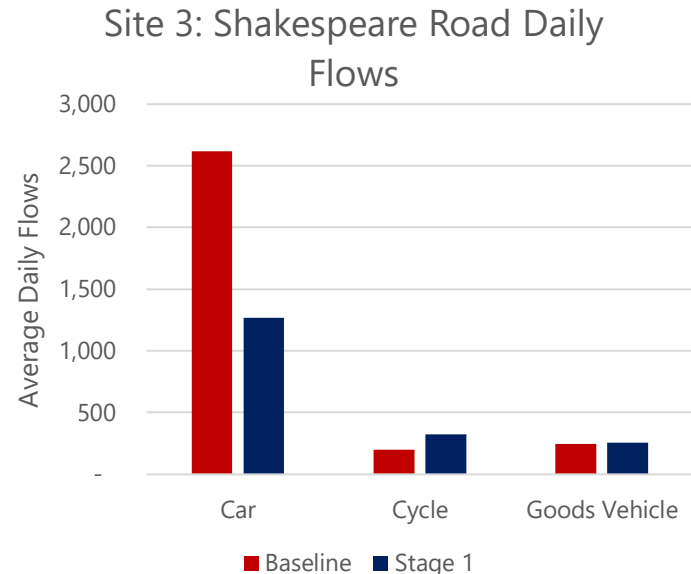
Source: MHTC/Google Maps

Site 3: Shakespeare Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 3 on Shakespeare 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 travel (-52%)** and **large increase in cycle travel (+63%)**. There was also a slight increase in goods vehicles passing the site (+4%).

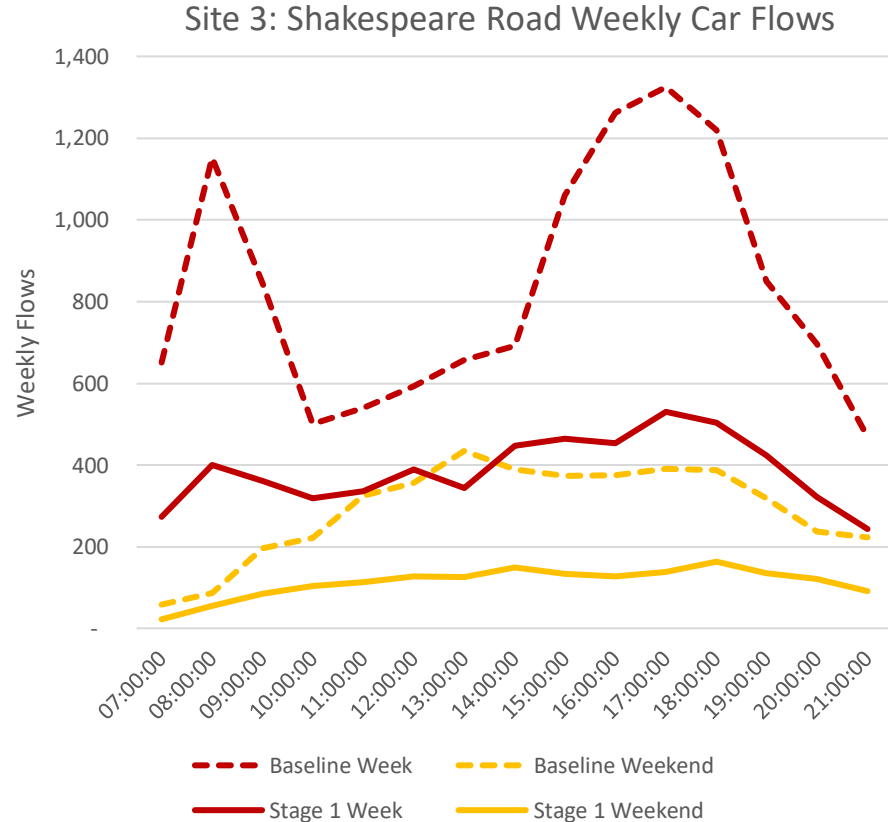
	Car	Cycle	Goods vehicle
Pre-Covid*	2,760	197	261
Baseline*	2,615	197	247
Stage 1	1,266	321	256
Difference	-1,349	124	9
% Change	-52%	63%	4%

*For cycles, baseline & pre-covid = historic



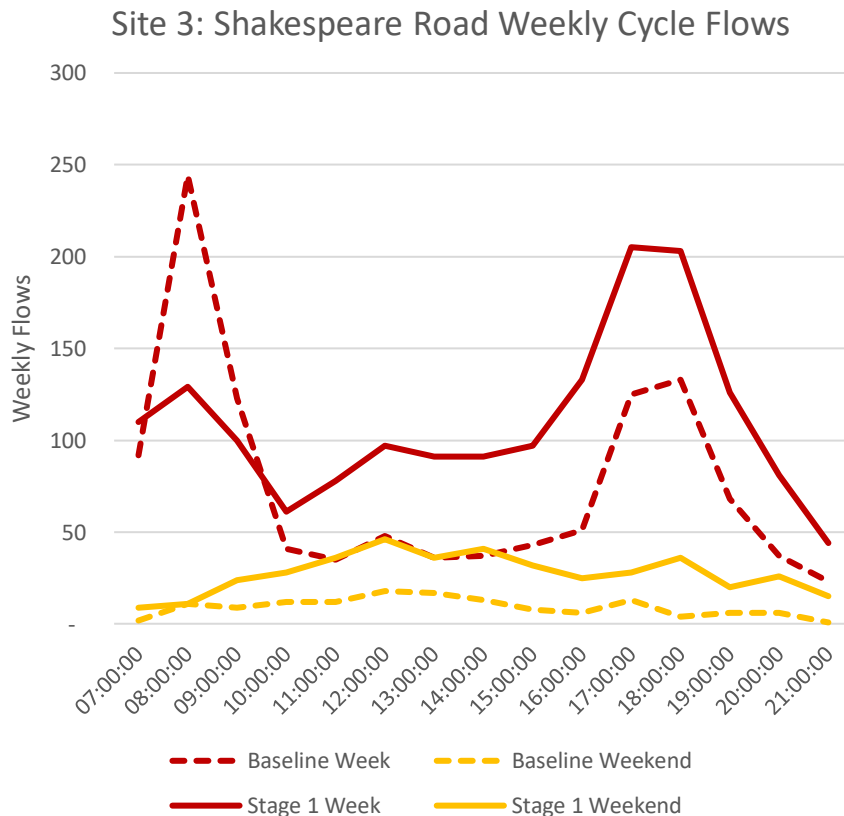
Site 3: Shakespeare Road (Car)

- 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, AM and PM peaks are almost non-existent for weekday traffic, and weekday traffic is down 49% overall.
- Weekend traffic is down for all hours of the day, for an overall 58% reduction.



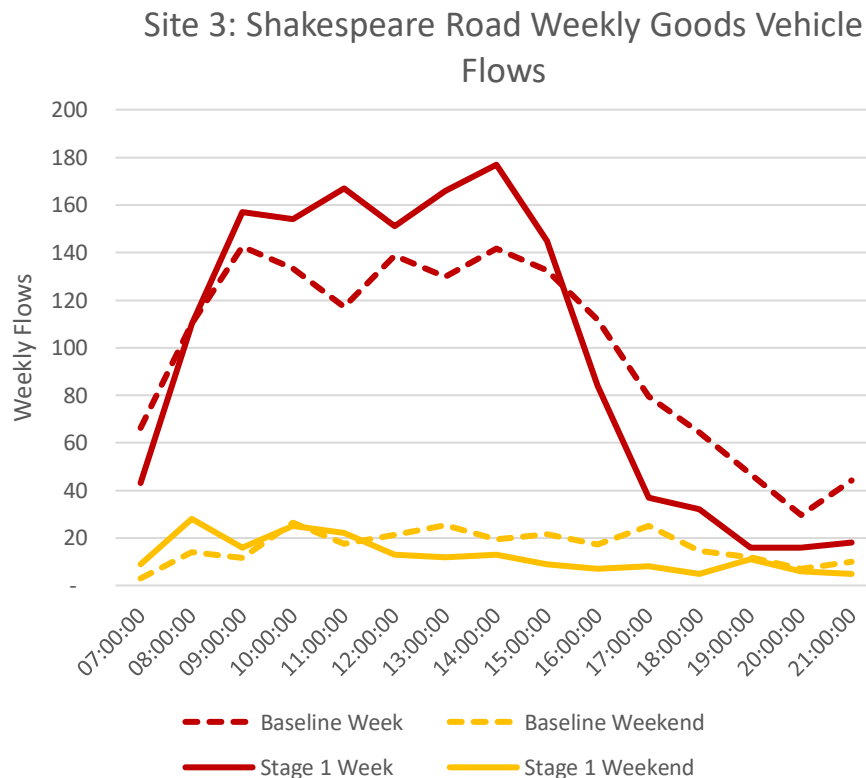
Site 3: Shakespeare Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 3 for **five weekdays** and **two weekend days** (summed for each).
- For almost all time periods except the AM weekday peak and weekend mornings, cycle travel is significantly higher than would be expected without the LTN.
- Weekday cycle counts are up a total of 47% and weekend counts by 190%, (although starting from a small projected base).

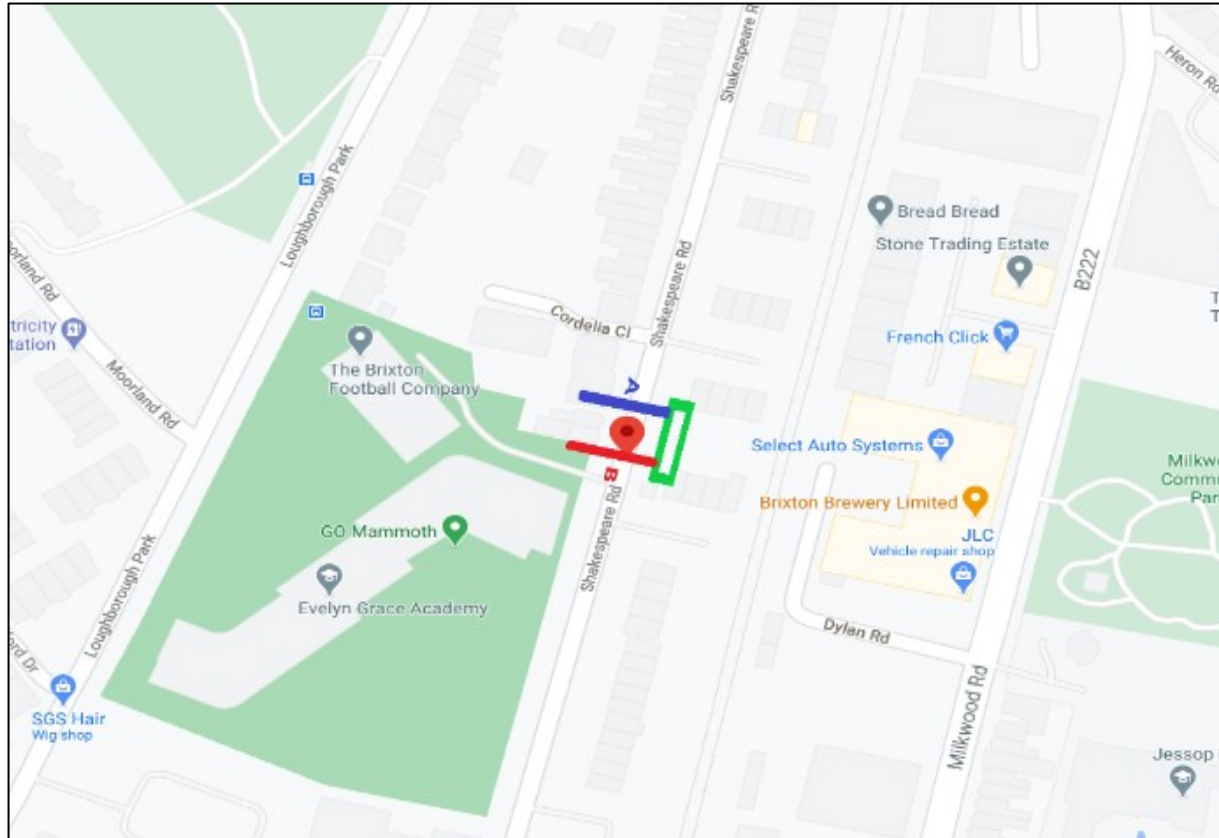


Site 3: Shakespeare Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 3 for **five weekdays** and **two weekend days** (summed for each).
- Goods vehicle flows are broadly similar to what would be expected without the LTN, although now with a slightly earlier tail off in volumes in weekday evenings.
- The continued high numbers of goods vehicles are likely to relate to the recycled materials facility on Shakespeare Road.



Site 4: Shakespeare Road



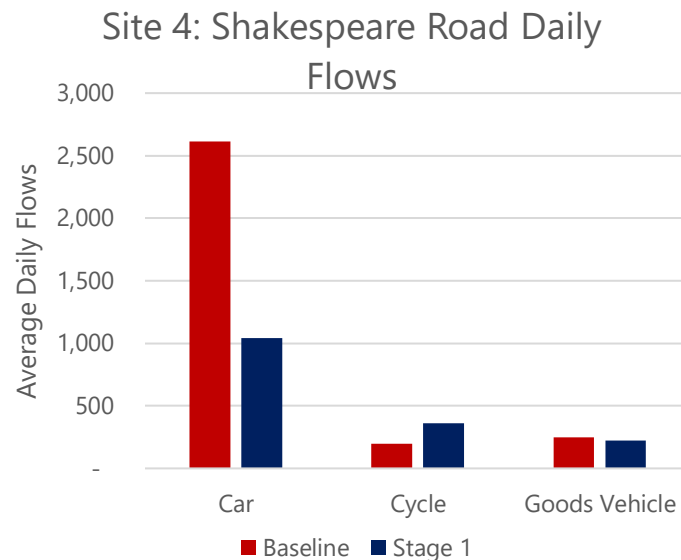
Source: MHTC/Google Maps

Site 4: Shakespeare Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 4 on Shakespeare 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 travel (-60%)** and **very large increase in cycle travel (+84%)**. There was also a slight decrease in goods vehicles passing the site (-9%).

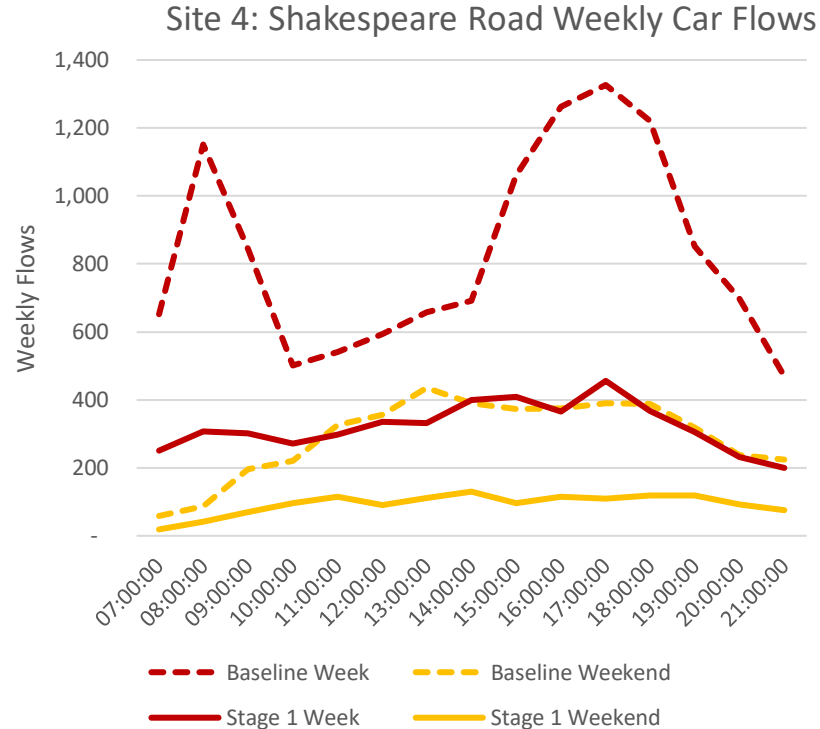
	Car	Cycle	Goods vehicle
Pre-Covid*	2,760	197	261
Baseline*	2,615	197	247
Stage 1	1,042	362	225
Difference	-1,573	165	-22
% Change	-60%	84%	-9%

*For cycles, baseline & pre-covid = historic



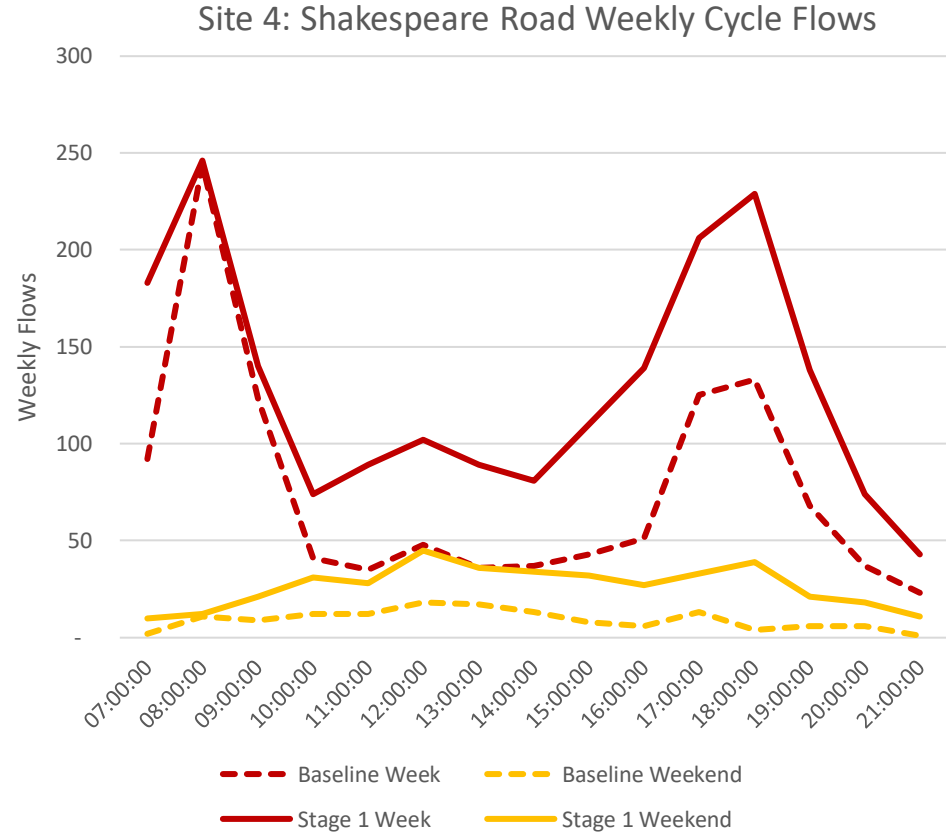
Site 4: Shakespeare Road (Car)

- 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, AM and PM peaks are almost non-existent for weekday traffic, and weekday traffic is down 58% overall.
- Weekend traffic is down for all hours of the day, for an overall 66% reduction.



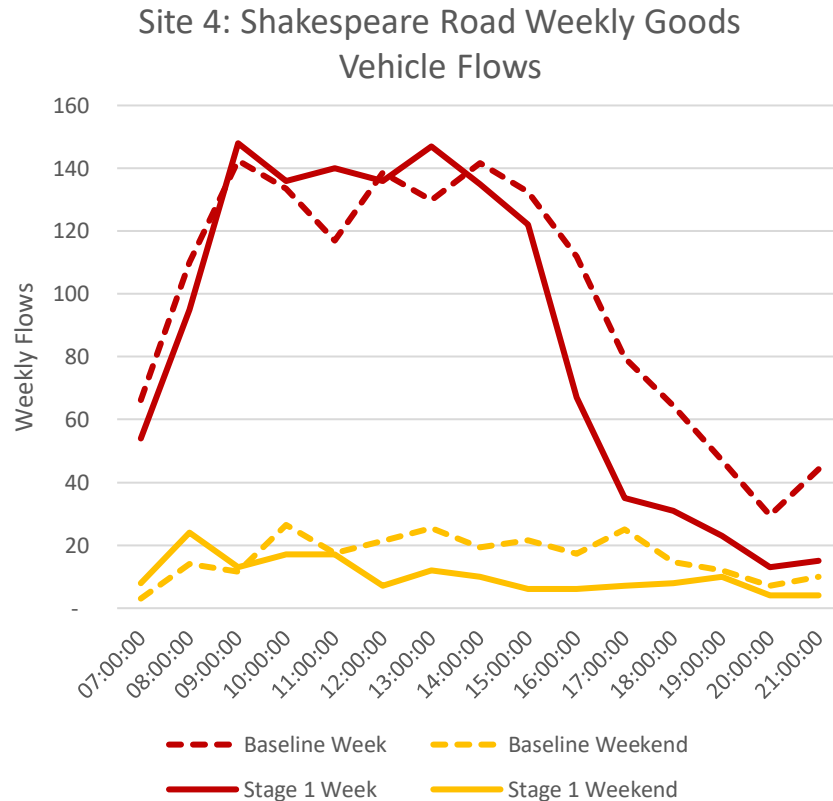
Site 4: Shakespeare Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 4 for **five weekdays** and **two weekend days** (summed for each).
- For almost all time periods except the AM weekday peak and weekend mornings, cycle travel is significantly higher than would be expected without the LTN.
- Weekday cycle counts are up a total of 73% and weekend counts by 172%, (although starting from a small projected base).



Site 4: Shakespeare 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** (summed for each).
- Goods vehicle flows are broadly similar to what would be expected without the LTN, although now with a slightly earlier tail off in volumes in weekday evenings.
- The continued high numbers of goods vehicles are likely to relate to the recycled materials facility on Shakespeare Road.

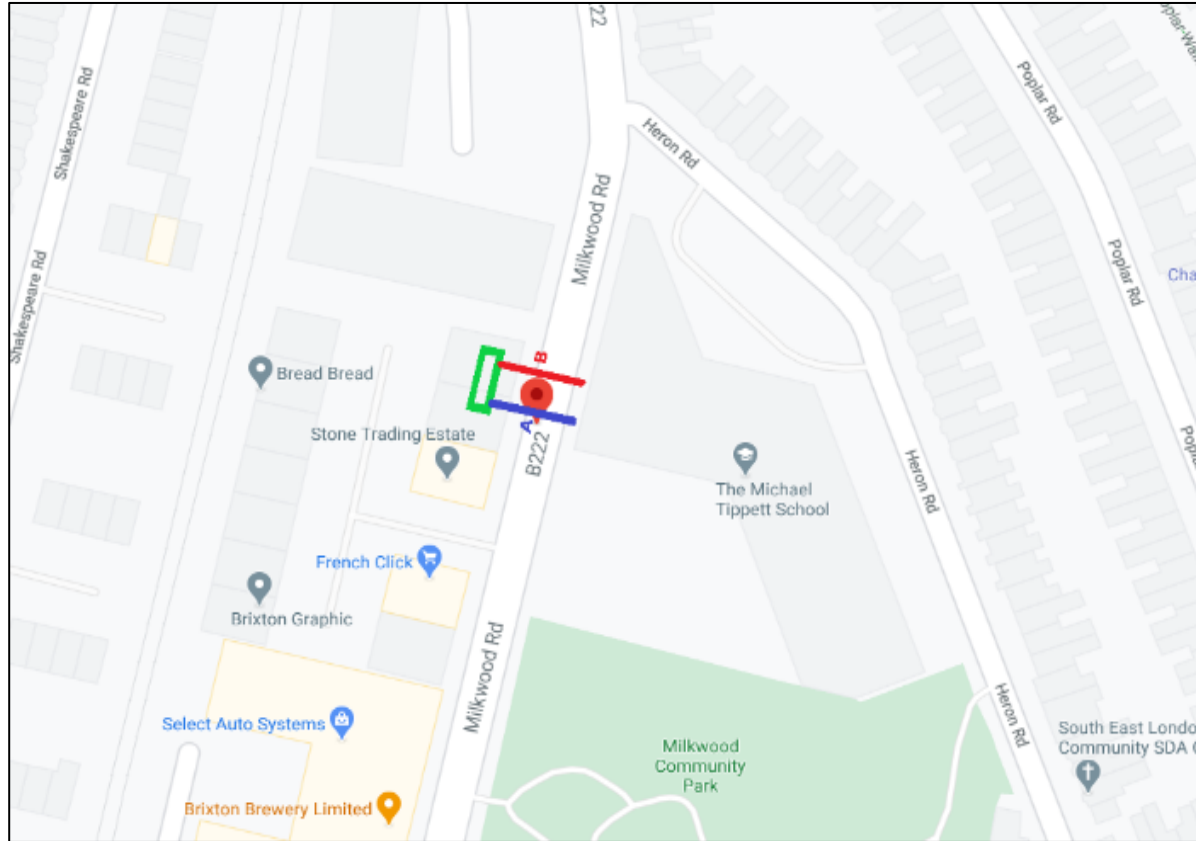


Shakespeare Road (Small vs. Large Goods Vehicles)

- Shakespeare Road saw only a small drop in goods vehicles (-9%) compared to a much larger decrease in cars (-60%), indicating 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).
- At site 4, small goods vehicle trips moderately decreased (-25% overall) whilst larger lorries increased in number (+76% overall), particularly on the weekend (+268%). As before, this is logical given the need for continued access to the recycling centre and need for vehicles to double back on themselves to leave Shakespeare Road via the northern (Coldharbour Lane) access.

	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	1371	186	243	25
Stage 1	1121	280	82	92
Difference	-250	94	-161	67
% Change	-18%	+51%	-66%	+268%

Site 5: Milkwood Road



Source: MHTC/Google Maps

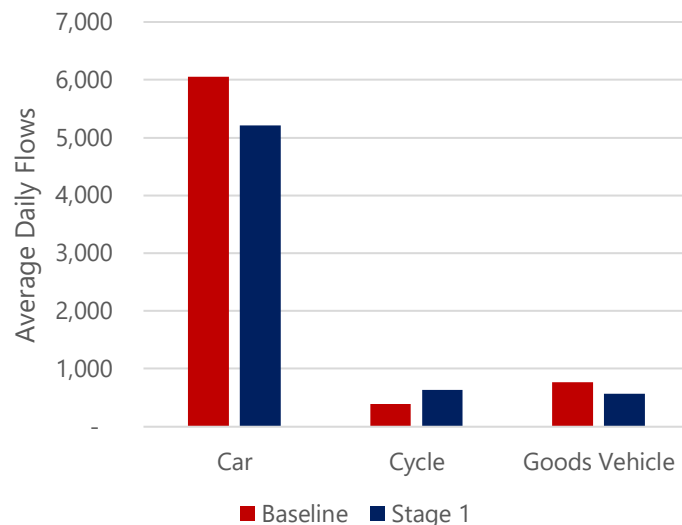
Site 5: Milkwood Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 5 on Milkwood 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 decrease in car travel (-14%) and **large increase in cycle travel (+64%)**. There was also a moderate decrease in goods vehicles passing the site (-26%).

	Car	Cycle	Goods vehicle
Pre-Covid*	6,387	389	813
Baseline*	6,051	389	770
Stage 1	5,206	638	571
Difference	-845	249	-199
% Change	-14%	64%	-26%

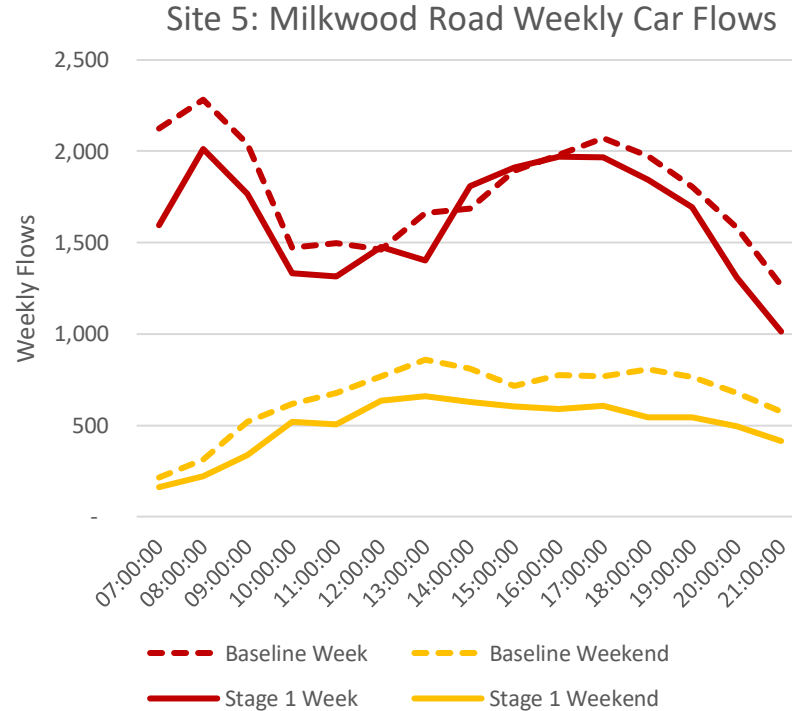
*For cycles, baseline & pre-covid = historic

Site 5: Milkwood Road Daily Flows



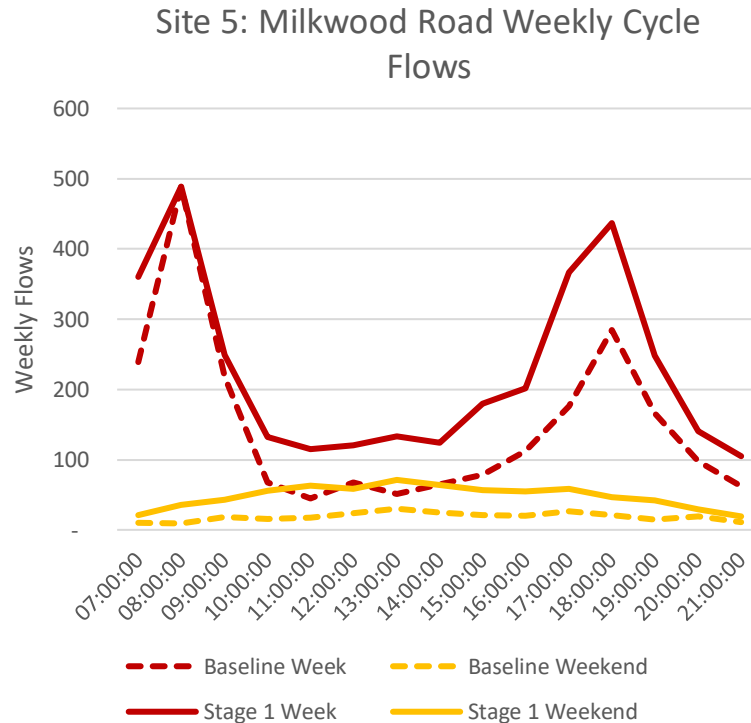
Site 5: Milkwood Road (Car)

- The chart to the right shows the volume of car flows past site 5 for **five weekdays** and **two weekend days** (summed for each).
- During the weekday, car levels are down 9%, but follow the same general patterns throughout the day.
- Car levels are consistently down in the weekend, on average by 27%.



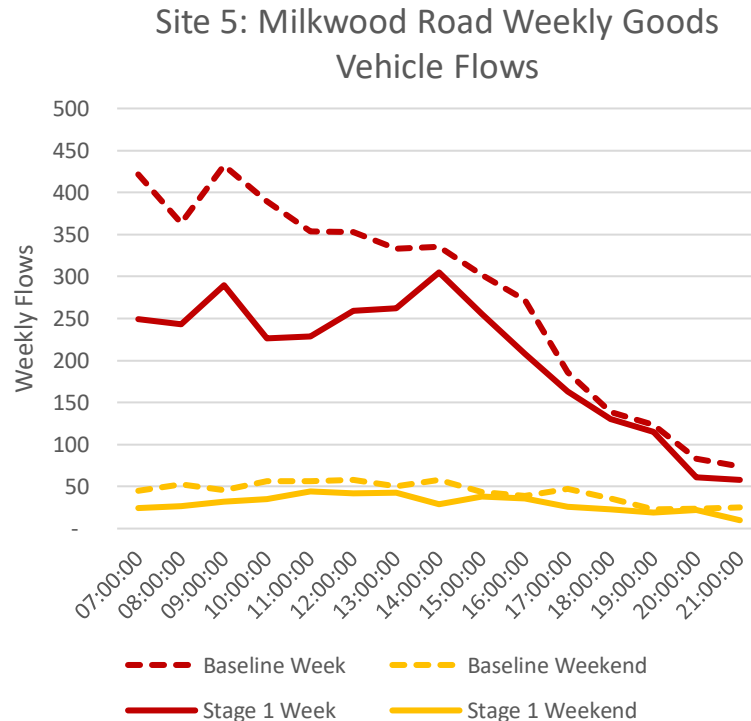
Site 5: Milkwood Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 5 for **five weekdays** and **two weekend days** (summed for each).
- Cycle trips are higher than in the baseline in the afternoon and evening of weekdays.
- On the weekends, there were 141% more cycles passing the site than in the baseline.

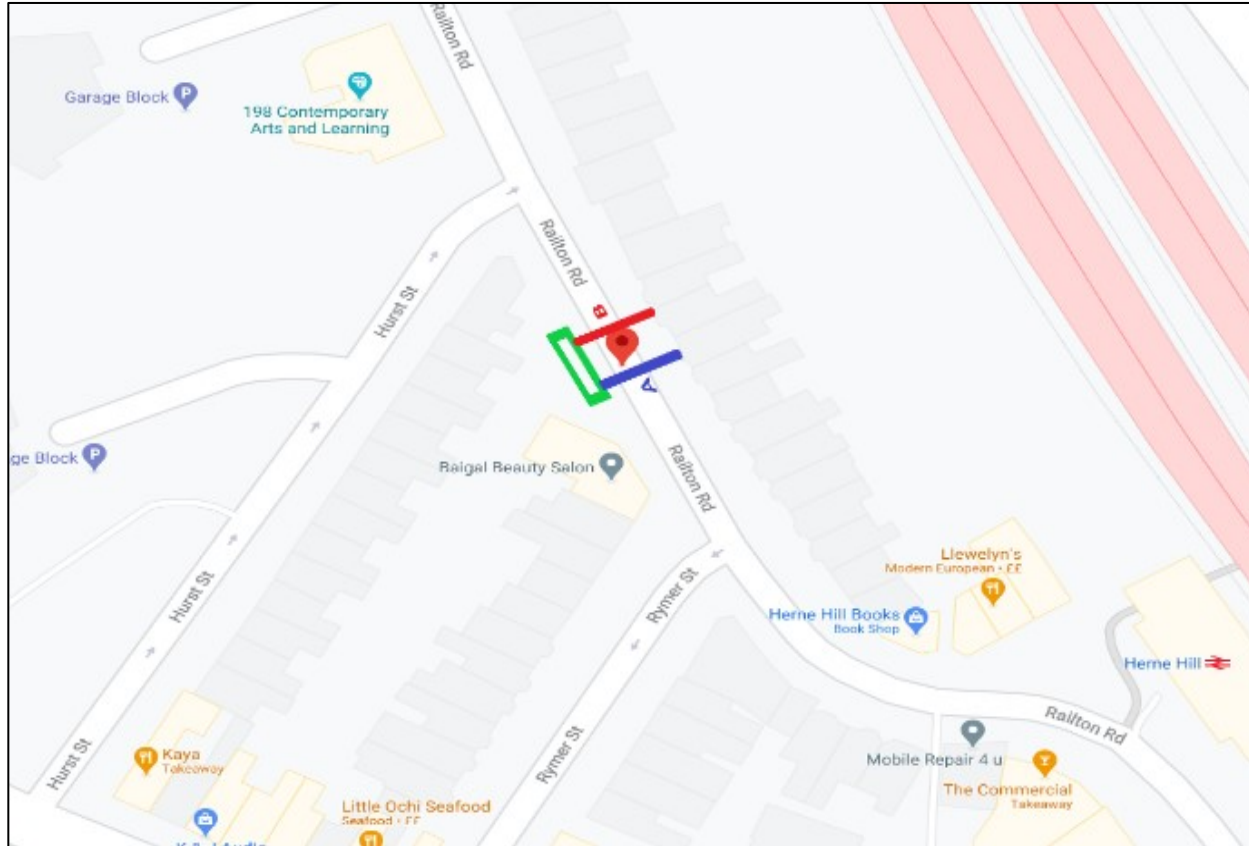


Site 5: Milkwood Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 5 for **five weekdays** and **two weekend days** (summed for each).
- Goods vehicle flows were lower than expected in the baseline during the weekday morning, but the difference between the two decreased as overall flows dropped later in the day.
- Weekend goods vehicle flows were generally lower than expected, by roughly 30%.



Site 6: Railton Road



Source: MHTC/Google Maps

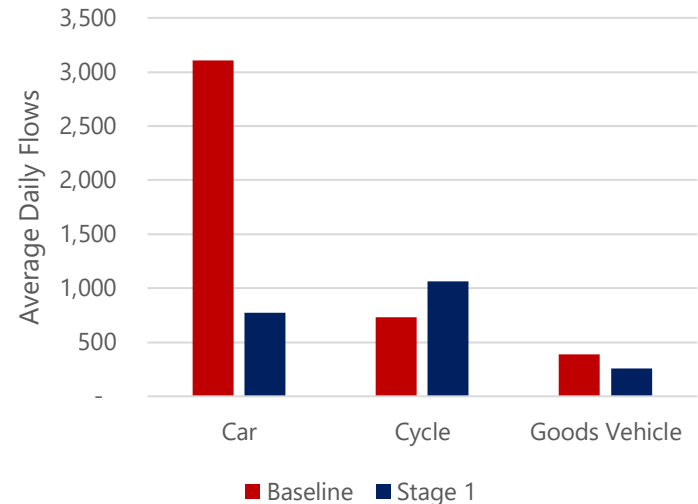
Site 6: Railton Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 6 on Railton 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 reduction in car travel (-75%)** and **large increase in cycle travel (+46%)**. There was also a moderate decrease in goods vehicles passing the site (-34%)

	Car	Cycle	Goods vehicle
Pre-Covid*	3,279	729	408
Baseline*	3,107	729	386
Stage 1	774	1,061	256
Difference	-2,333	333	-130
% Change	-75%	46%	-34%

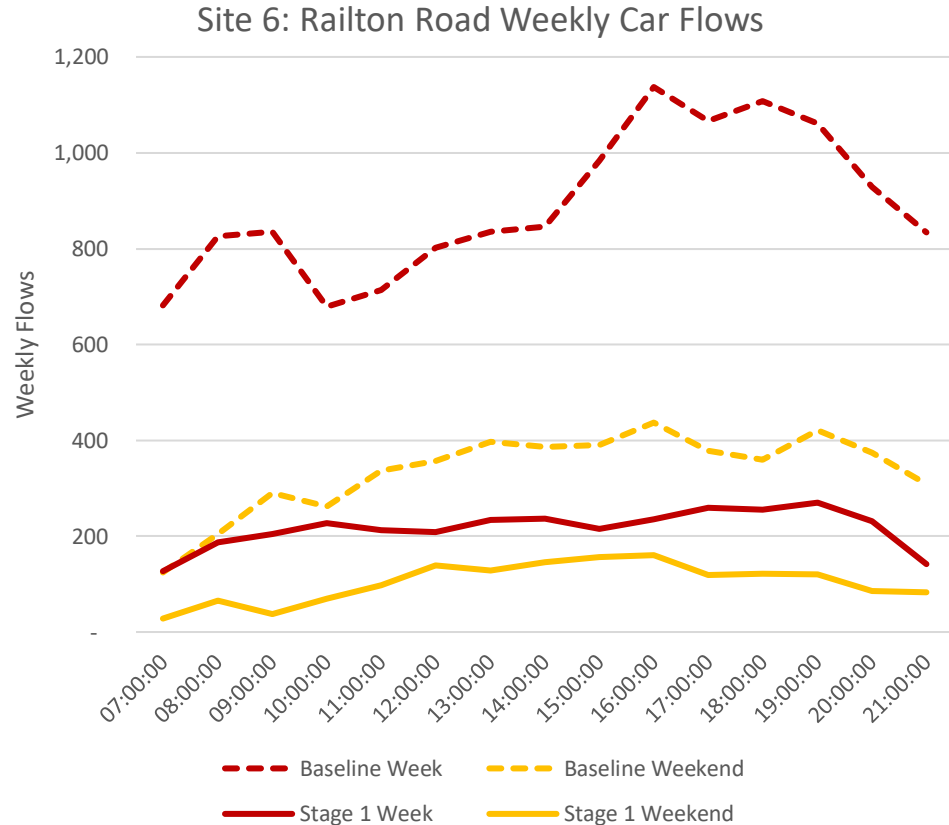
*For cycles, baseline & pre-covid = historic

Site 6: Railton Road Daily Flows



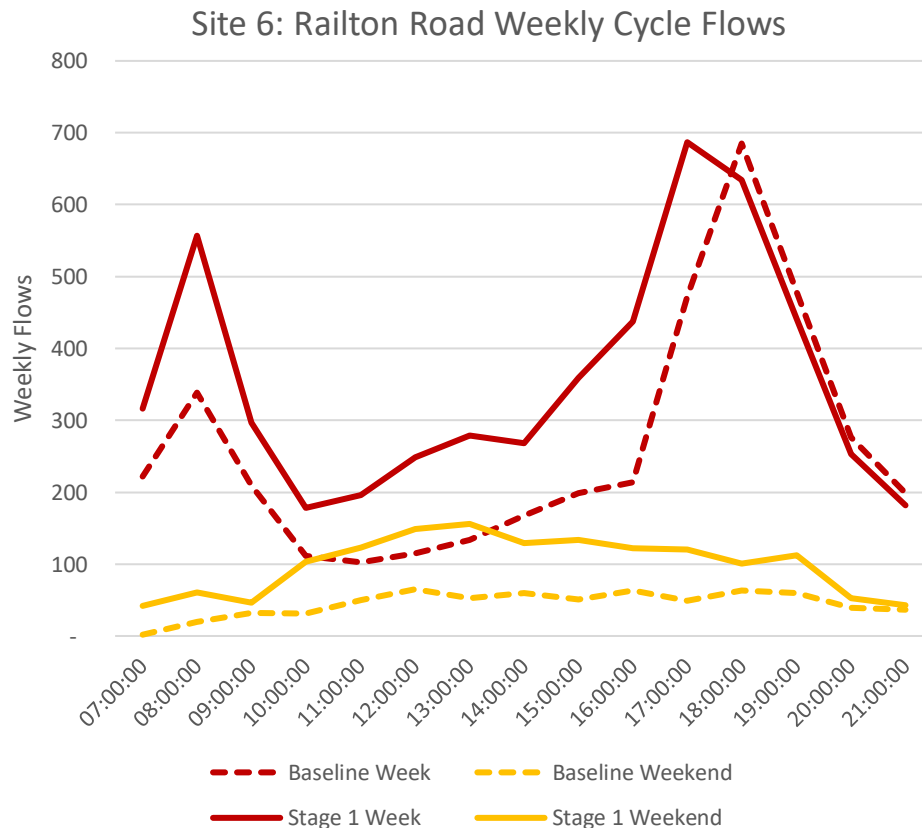
Site 6: Railton Road (Car)

- 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 are significantly down at this site on weekdays, for an overall 76% reduction between Stage 1 and calculated baseline.
- Weekend car levels are similarly reduced, by roughly 72% compared to the baseline.



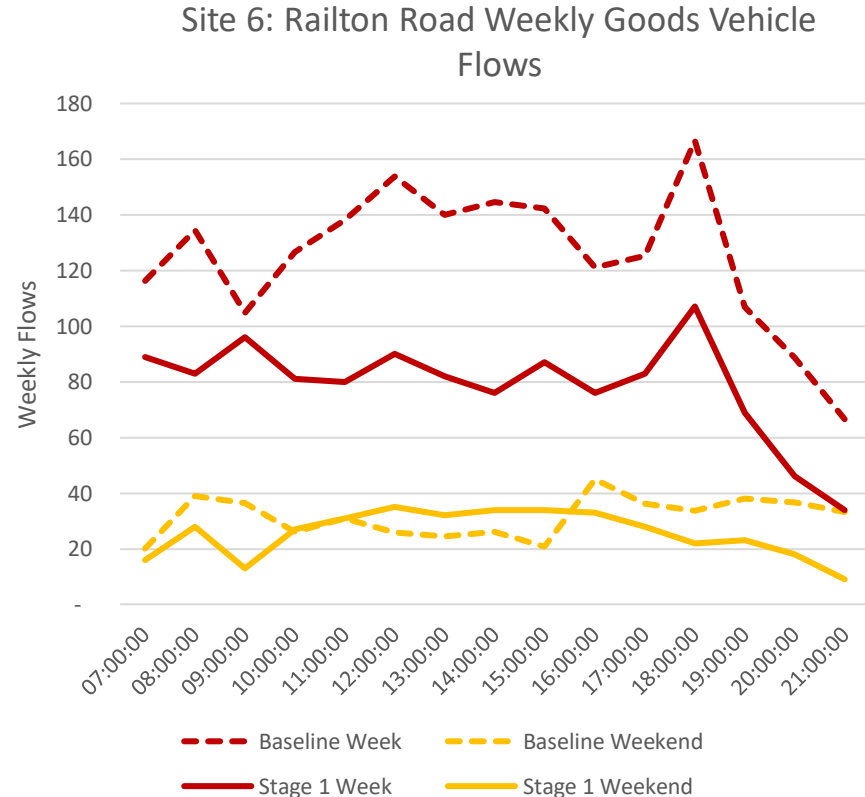
Site 6: Railton Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 6 for **five weekdays** and **two weekend days** (summed for each).
- Cycle flows have generally maintained the baseline pattern on weekdays, but there are more trips taken during the interpeak. There is an overall increase of 34% in weekday cycling trips.
- On the weekend, there has been roughly a doubling of cycle flows past this site (+109%).

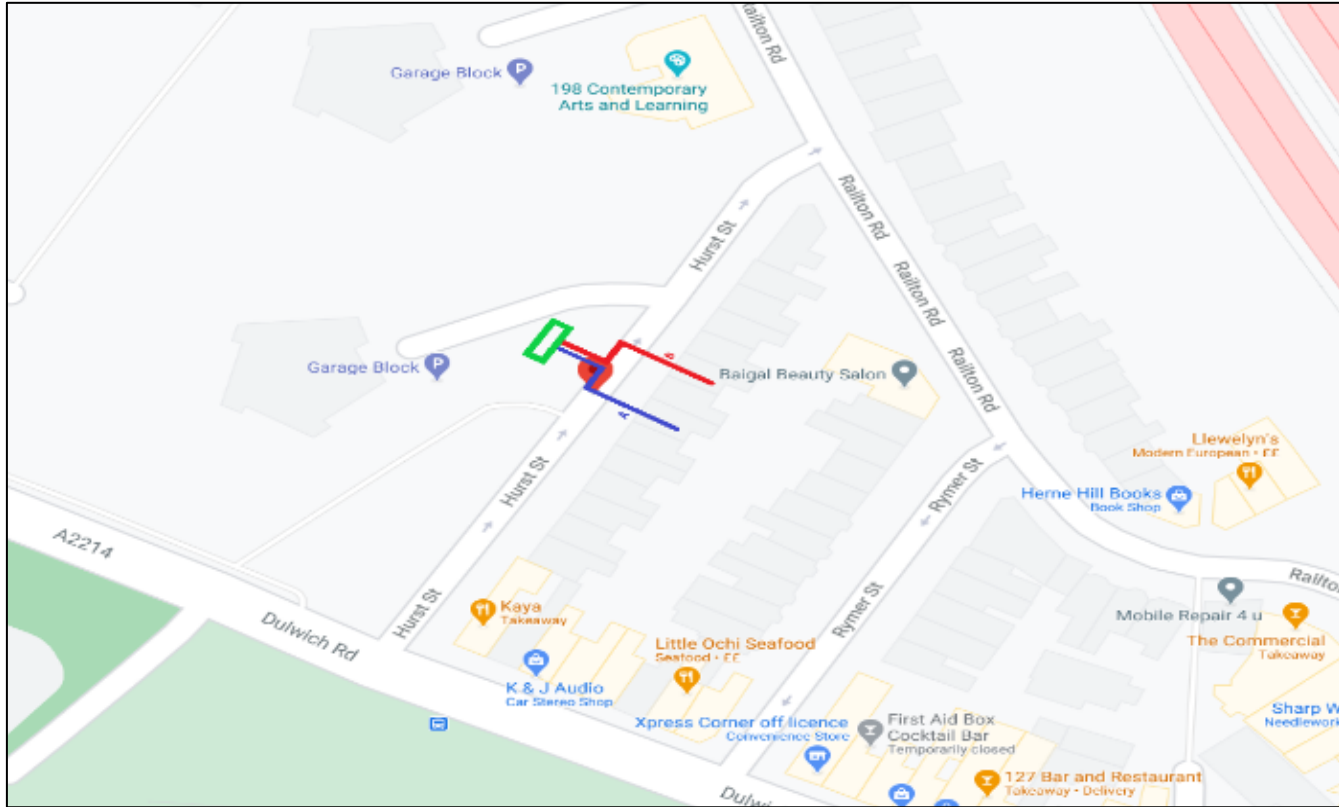


Site 6: Railton Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 6 for **five weekdays** and **two weekend days** (summed for each).
- Goods vehicle flows during the week are down by roughly 35%, which is broadly consistent across the day.
- Weekend goods vehicle flows vary compared to the baseline, but are 28% lower overall.



Site 7: Hurst Street



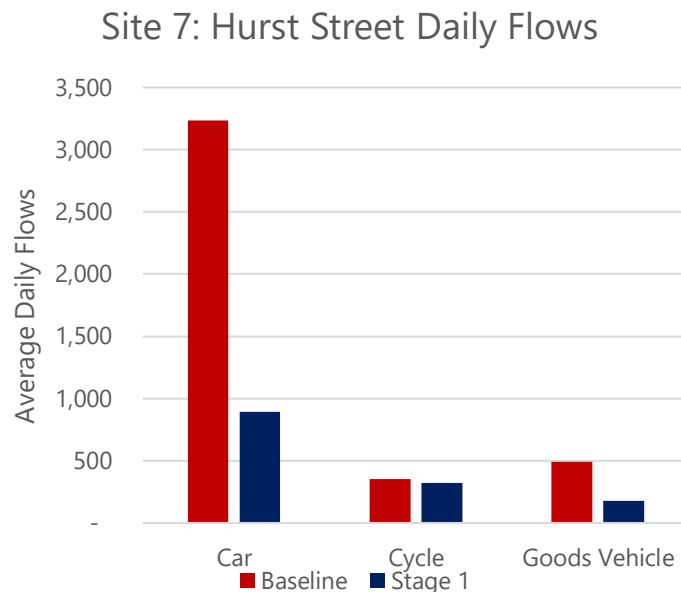
Source: MHTC/Google Maps

Site 7: Hurst Street (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 7 on Hurst 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 **large decrease in car travel (-72%)** and a slight decrease in cycle travel (-9%). There was also a **large decrease in goods vehicles passing the site (-64%)**.

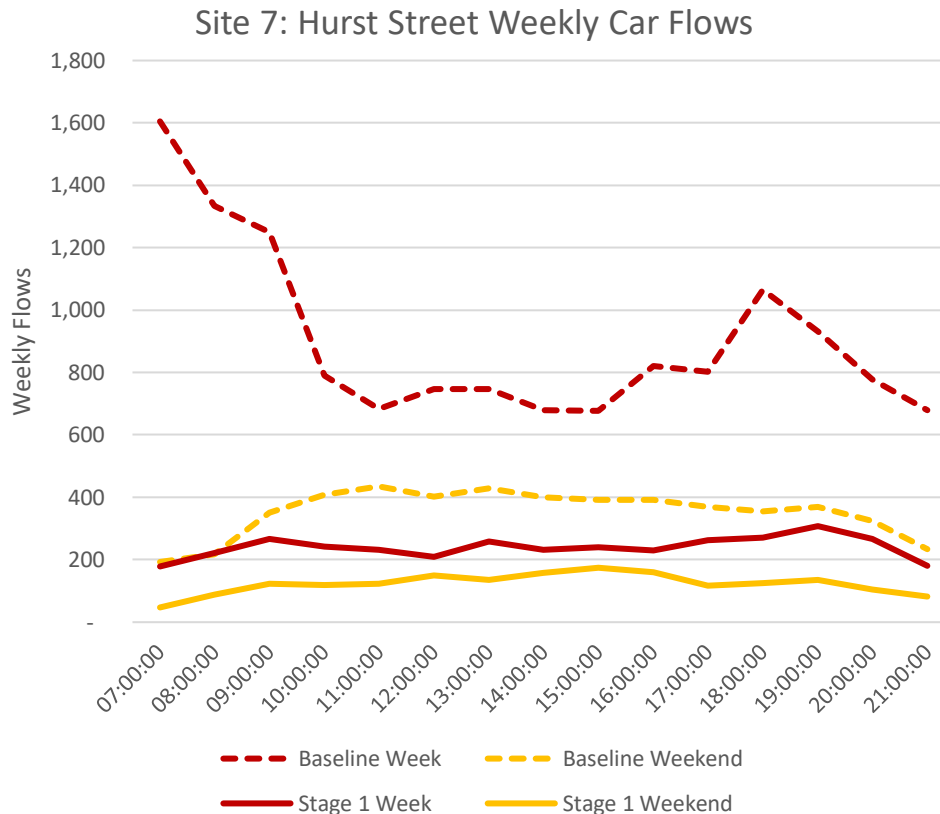
	Car	Cycle	Goods vehicle
Pre-Covid*	3,543	352	535
Baseline*	3,237	352	489
Stage 1	890	319	175
Difference	-2,347	-33	-314
% Change	-72%	-9%	-64%

*For cycles, baseline & pre-covid = historic



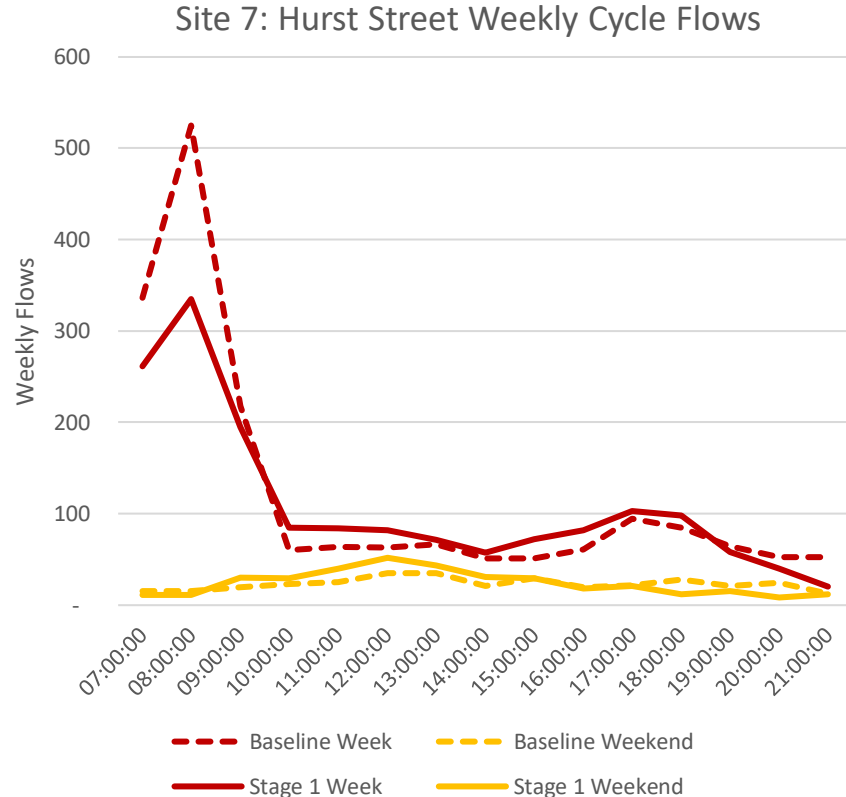
Site 7: Hurst Street (Car)

- 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 74% drop during weekdays.
- On weekends, there was a similar magnitude reduction in car volumes (-68%)



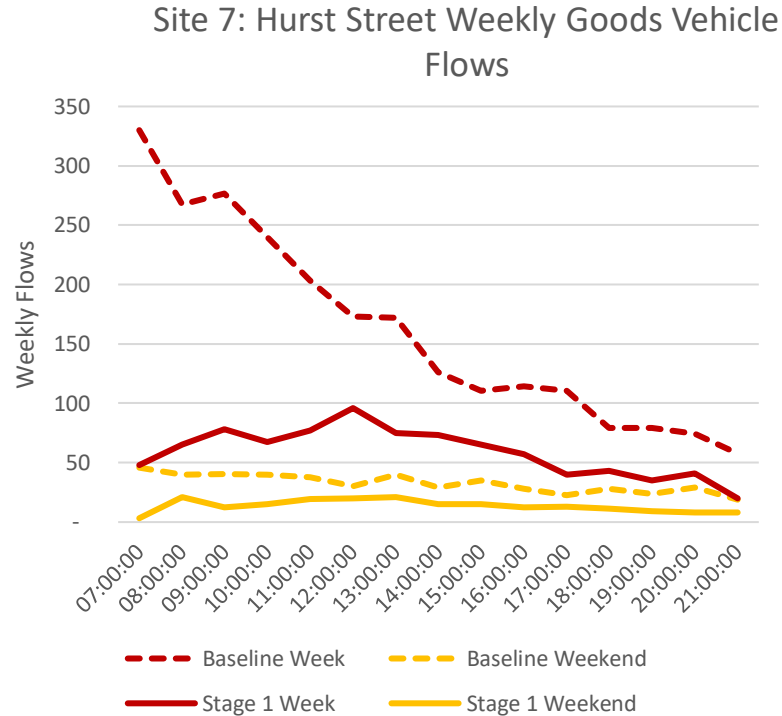
Site 7: Hurst Street (Cycle)

- The chart to the right shows the volume of cycle flows past site 7 for **five weekdays** and **two weekend days** (summed for each).
- Cycle trips were significantly greater on weekday mornings than any other time period (likely due to one-way configuration), but decreased the most during this period.
- The slight decrease in cycling is likely due to Hurst Street losing cycle journeys to other, newly quiet streets with more direct links to key destinations.

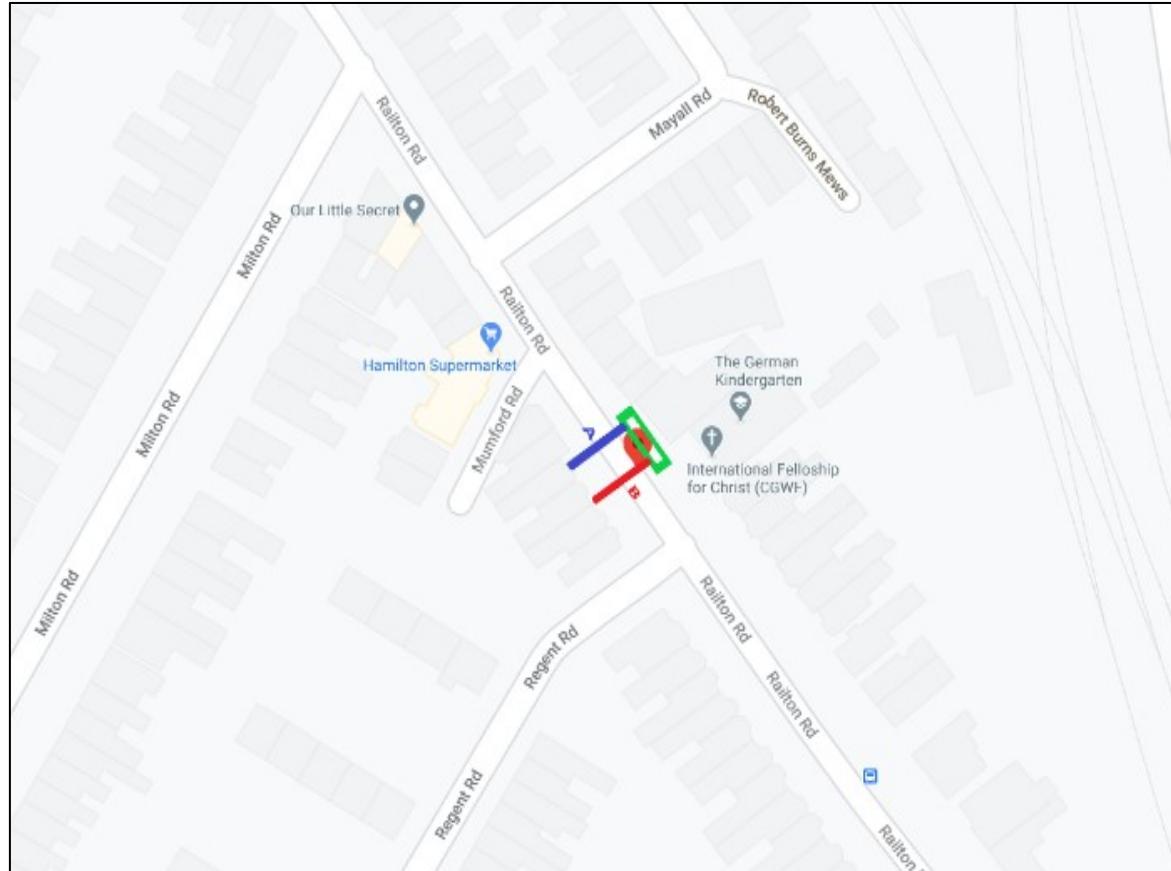


Site 7: Hurst Street (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 7 for **five weekdays** and **two weekend days** (summed for each).
- Compared to a high-but-falling profile for goods vehicle flows during the week in the baseline, Stage 1 flows for this period were low and flat, representing an 65% decrease.
- Weekend goods vehicle flows were also lower than projected in the baseline by roughly 61%.



Site 8: Railton Road



Source: MHTC/Google Maps

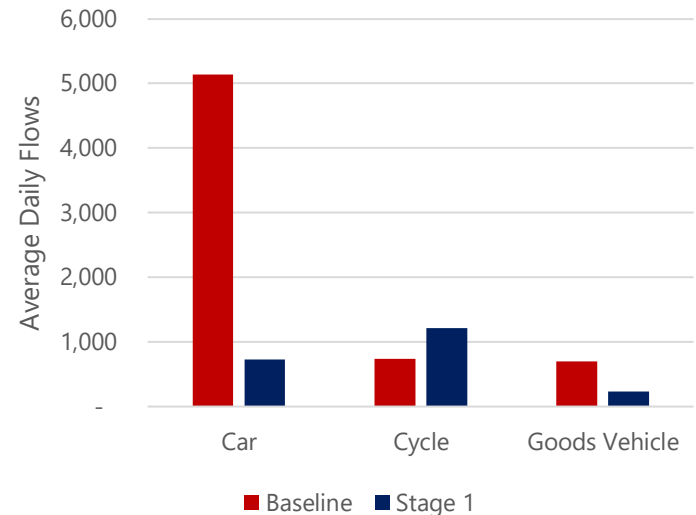
Site 8: Railton Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 8 on Railton 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 reduction in car travel (-86%)** and similarly **large increase in cycle travel (+65%)**. There was also a **large decrease in goods vehicles passing the site (-67%)**.

	Car	Cycle	Goods vehicle
Pre-Covid*	5,935	733	798
Baseline*	5,138	733	691
Stage 1	728	1,210	226
Difference	-4,411	477	-465
% Change	-86%	65%	-67%

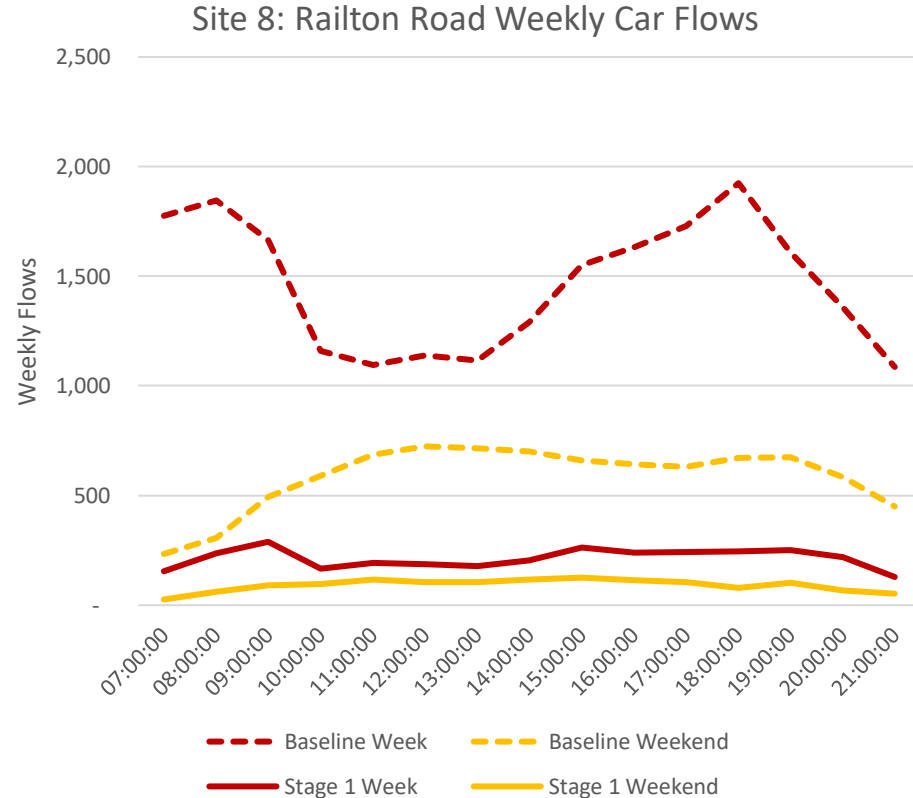
*For cycles, baseline & pre-covid = historic

Site 8: Railton Road Daily Flows



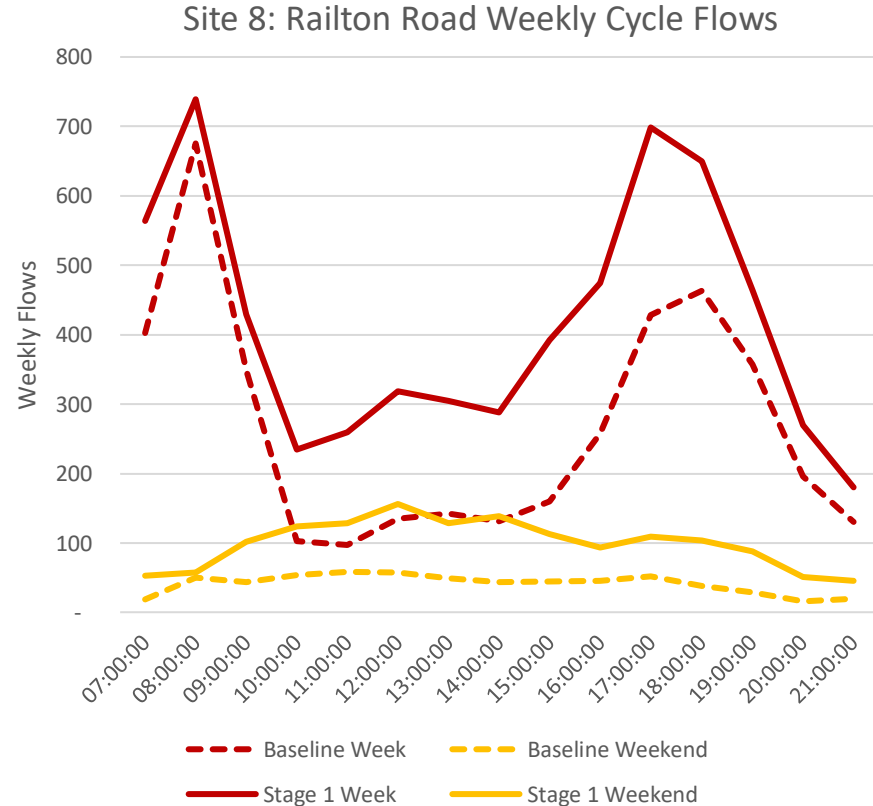
Site 8: Railton Road (Car)

- 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 flows are significantly down from the baseline (average - 86%) and no longer have AM and PM peaks.
- Weekend car flows are similarly down (average -86%) across the day.



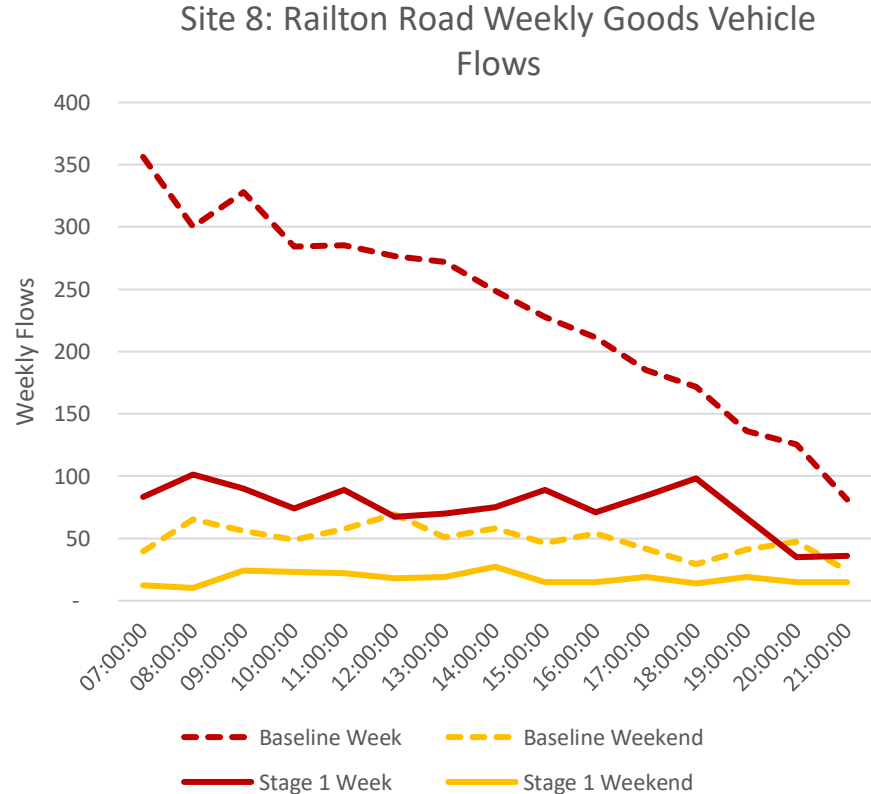
Site 8: Railton Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 8 for **five weekdays** and **two weekend days** (summed for each).
- Cycle trips are higher than expected in the baseline during the week (55% increase on average), following the AM and PM peaks.
- Weekend cycle trips have also more than doubled (+133%) across all time periods.

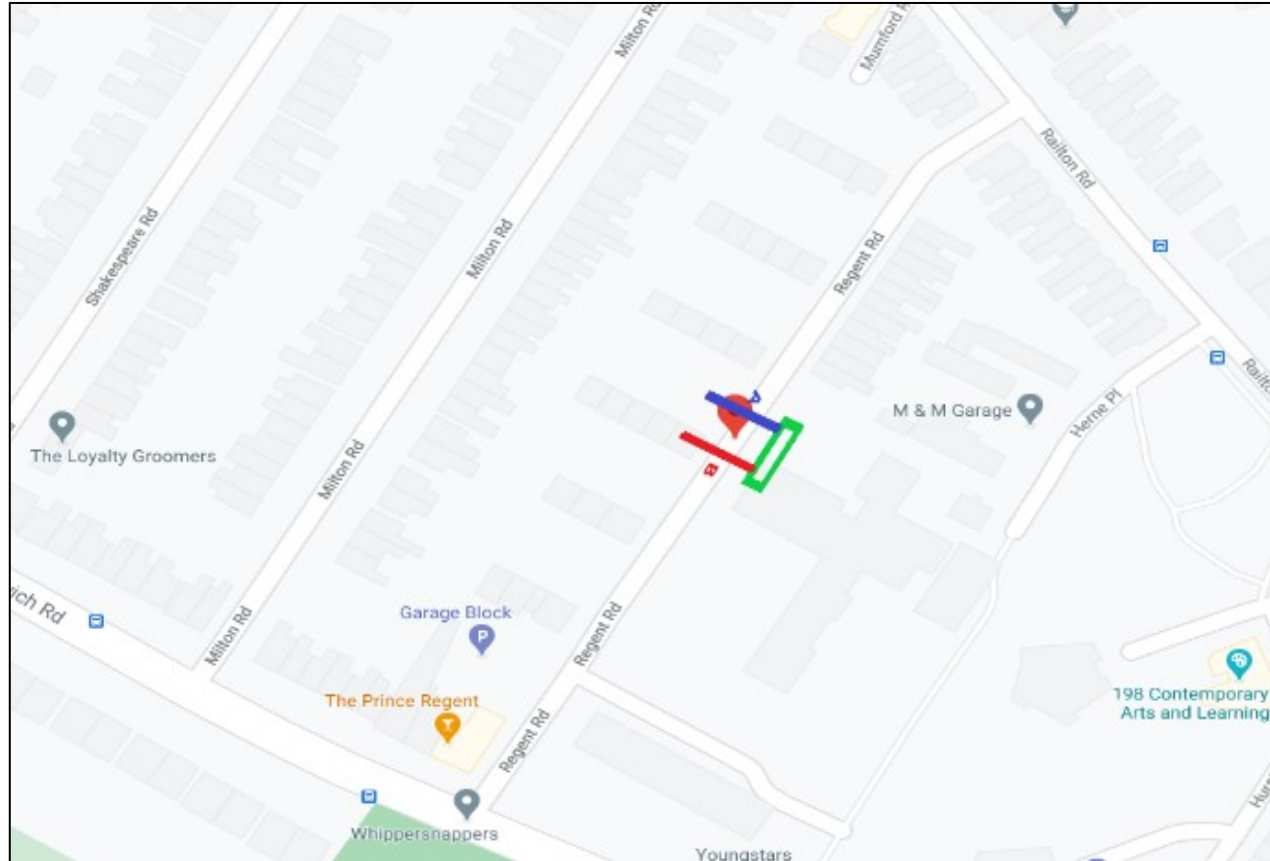


Site 8: Railton Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 8 for **five weekdays** and **two weekend days** (summed for each).
- Compared to a high-but-falling profile for goods vehicle flows during the week in the baseline, Stage 1 flows for this period were low and flat, representing an 68% decrease.
- Weekend goods vehicle flows were also lower than projected in the baseline by roughly 65%.



Site 9: Regent Road



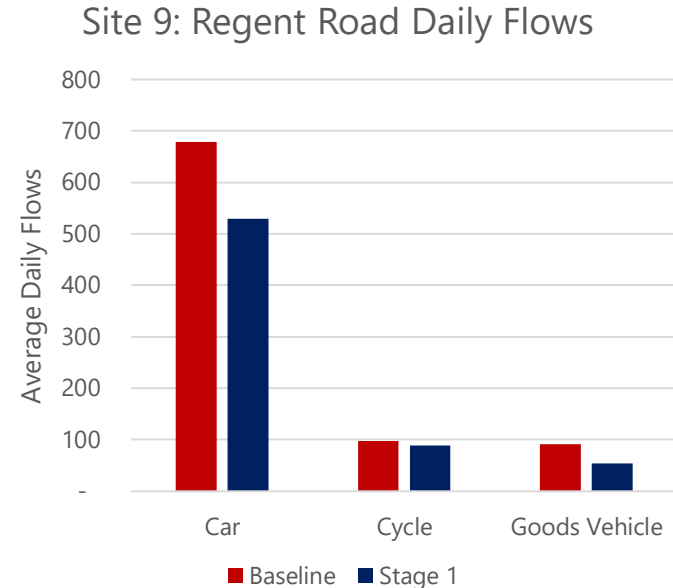
Source: MHTC/Google Maps

Site 9: Regent Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 9 on Regent 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 decrease in car travel (-22%) and slight decrease in cycle travel (-9%). There was also a moderate decrease in goods vehicles passing the site (-42%).

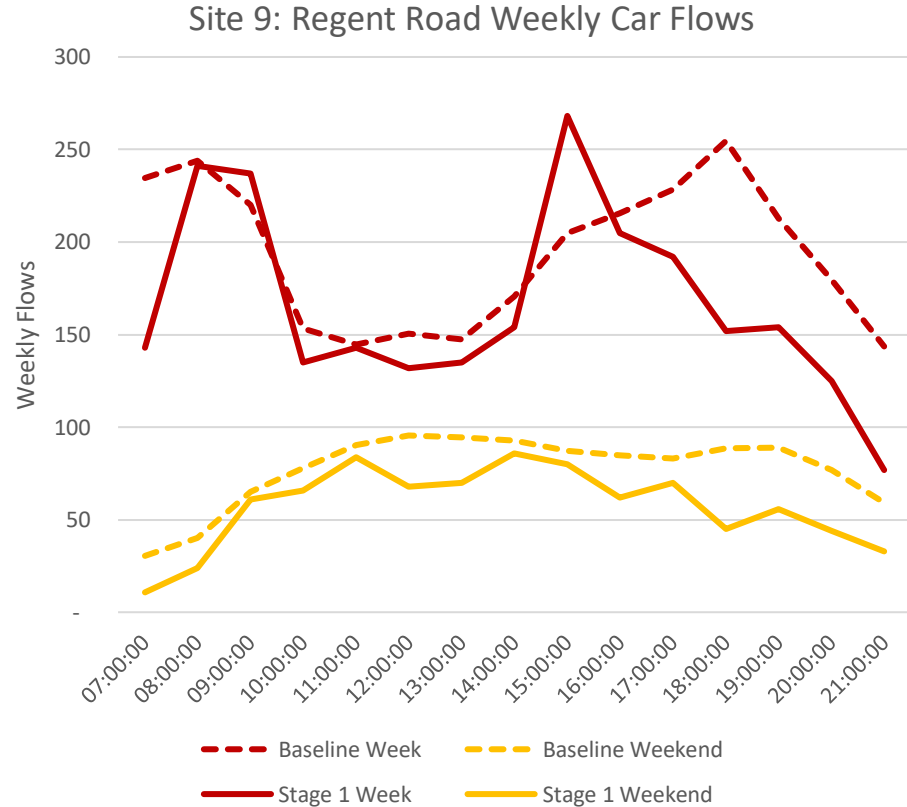
	Car	Cycle	Goods vehicle
Pre-Covid*	785	97	105
Baseline*	679	97	91
Stage 1	529	88	53
Difference	-150	-9	-38
% Change	-22%	-9%	-42%

*For cycles, baseline & pre-covid = historic



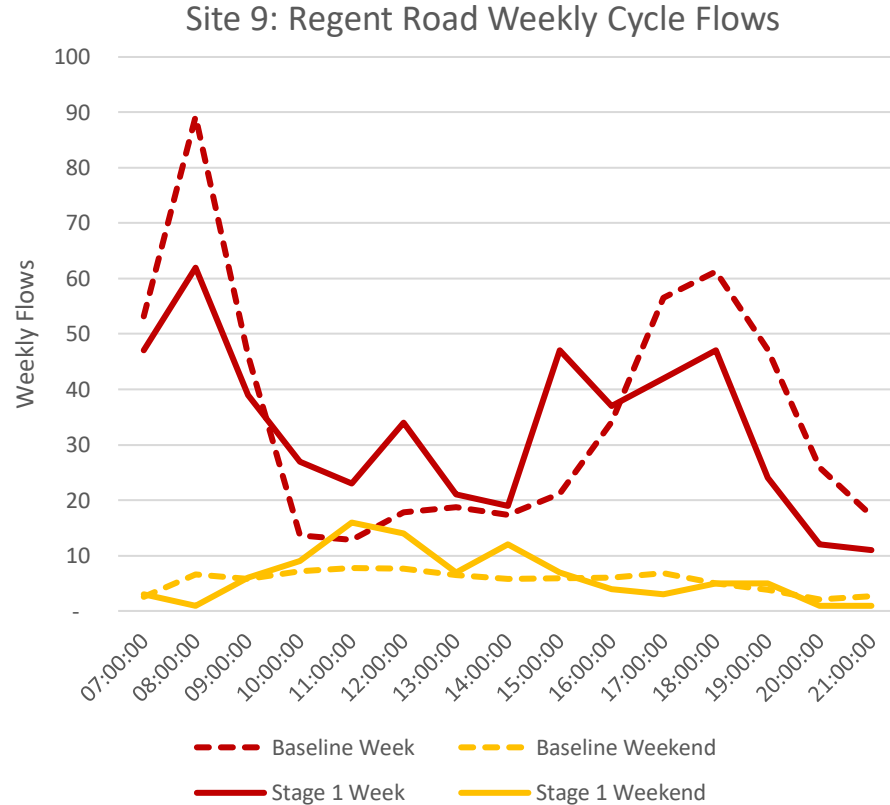
Site 9: Regent Road (Car)

- 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 Regent Road were not significantly different from the baseline until the evening, where they dropped off more quickly.
- Weekend car trips were, on average, 28% lower than in the baseline.



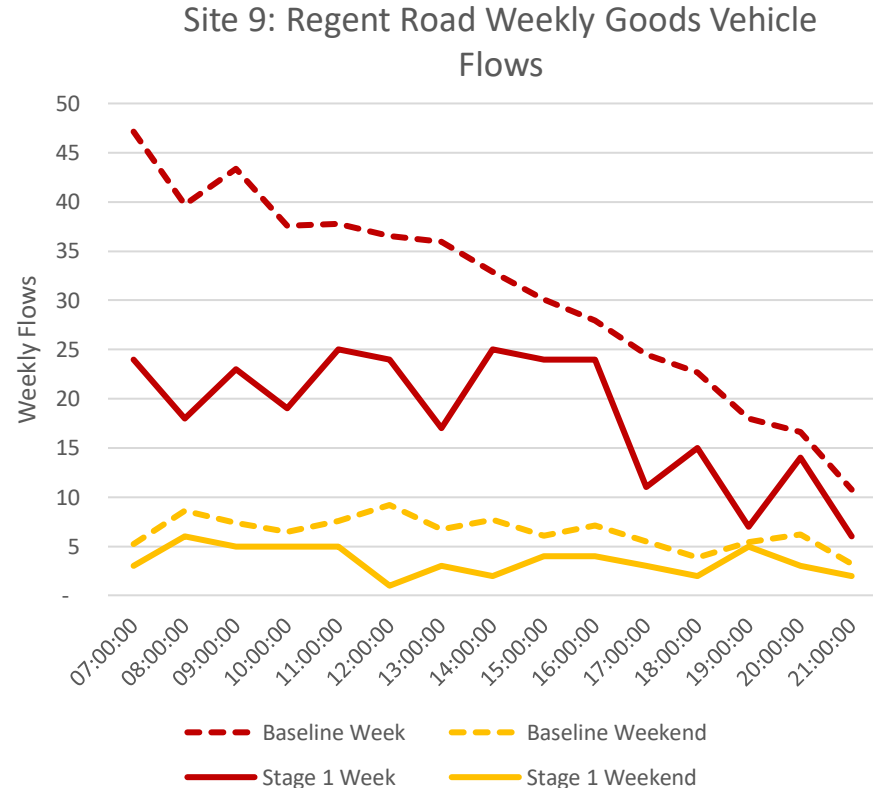
Site 9: Regent Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 9 for **five weekdays** and **two weekend days** (summed for each).
- Cycle flows were not significantly different than expected in the baseline, slightly lower in the peaks and higher in the interpeak period (-11% down overall)
- Weekend cycle flows were slightly higher than in the baseline (8% up overall)
- Some potential cycle trips on Regent Road may have been transferred to adjacent roads that are now quieter.



Site 9: Regent 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** (summed for each).
- Stage 1 goods vehicle flows were similar in profile to the high-but-falling baseline profile, but were overall 40% lower.
- Weekend goods vehicle flows were also lower than projected in the baseline by roughly 41%.



Site 10: Dulwich Road



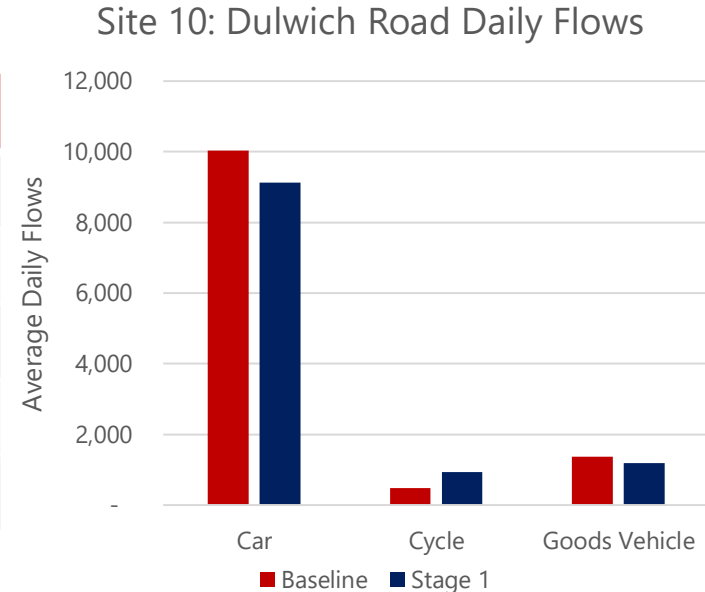
Source: MHTC/Google Maps

Site 10: Dulwich Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 10 on Regent 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 reduction in car travel (-9%), yet **very large increase in cycle travel (+94%)**. There was also a slight decrease in goods vehicles passing the site (-13%).

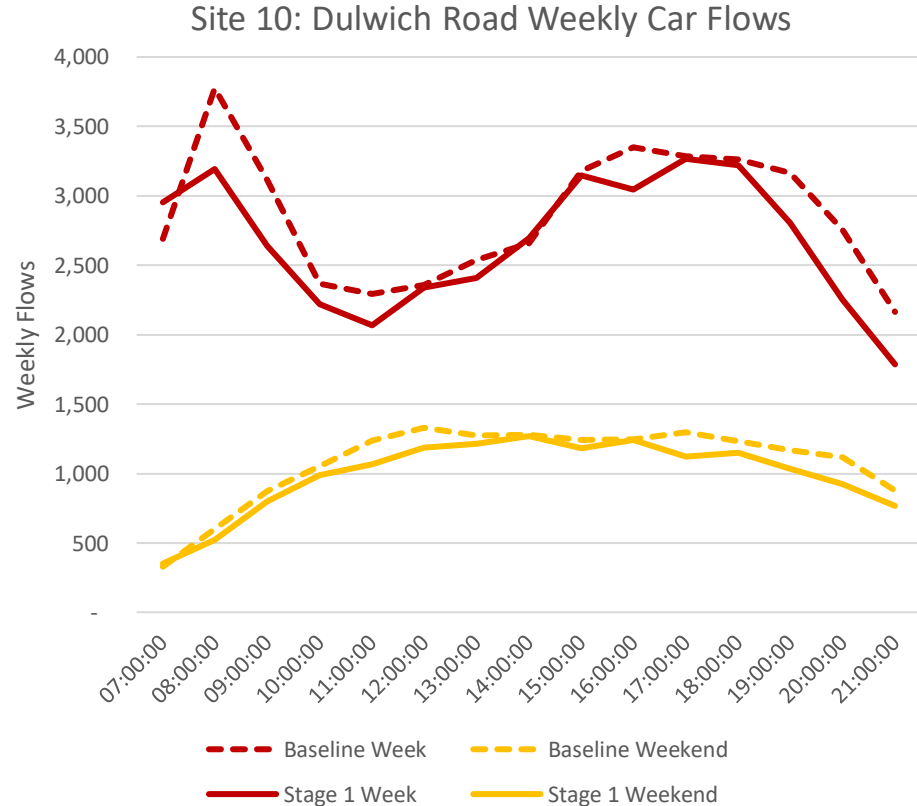
	Car	Cycle	Goods vehicle
Pre-Covid*	10,588	484	1,442
Baseline*	10,032	484	1,367
Stage 1	9,134	941	1,191
Difference	-898	457	-175
% Change	-9%	94%	-13%

*For cycles, baseline & pre-covid = historic



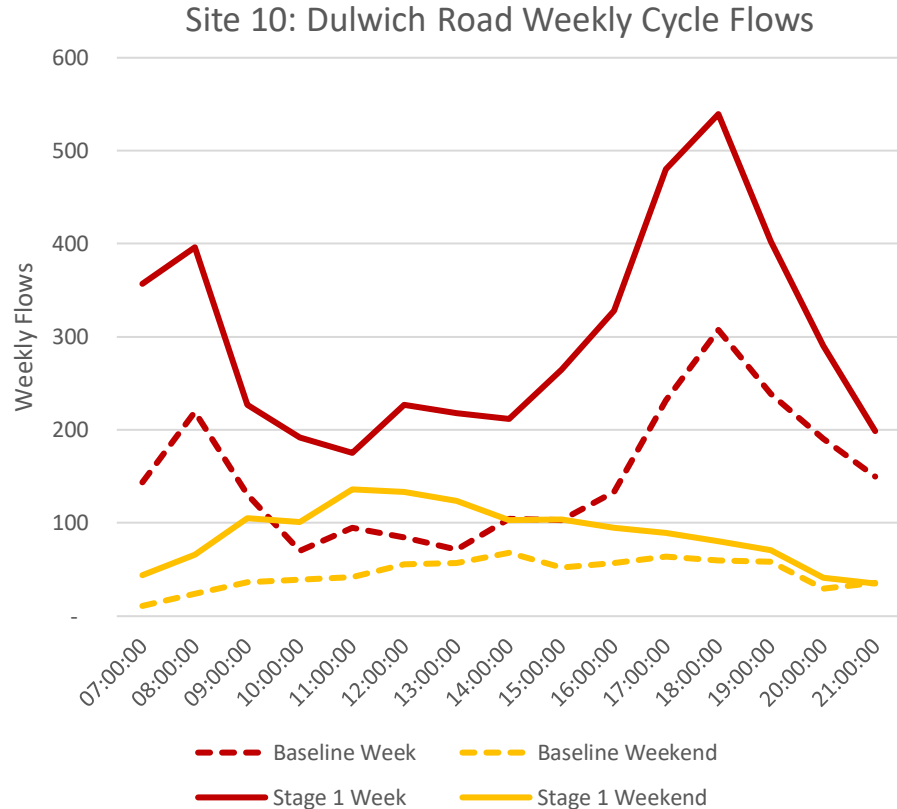
Site 10: Dulwich Road (Car)

- 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 volume was down 7% overall.
- Weekend car trips also followed the baseline profile, although with a 13% overall decrease in volumes.



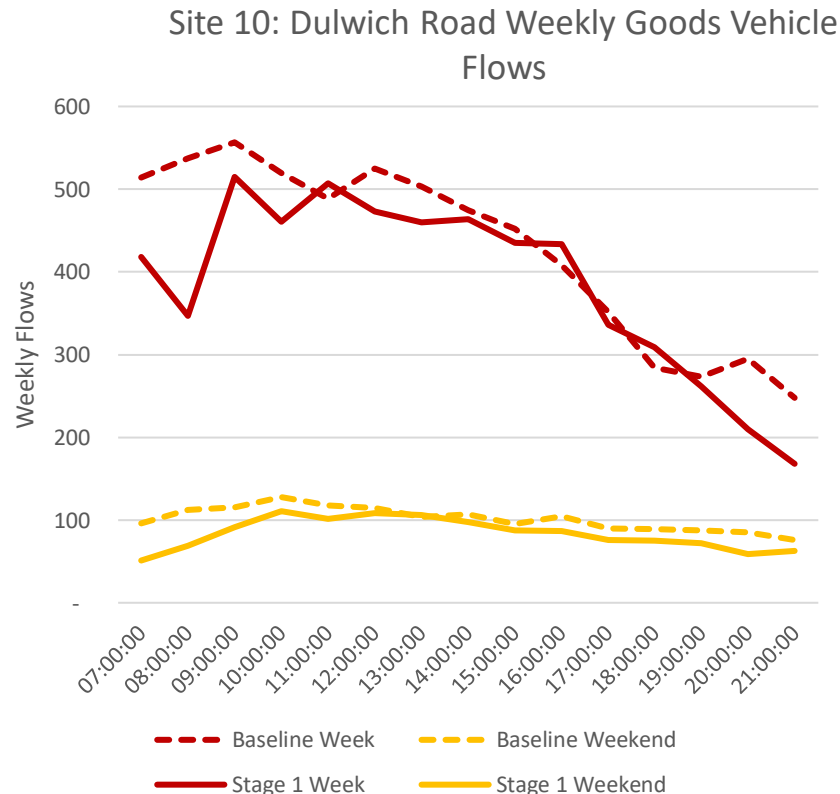
Site 10: Dulwich Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 10 for **five weekdays** and **two weekend days** (summed for each).
- Cycle trips generally followed the baseline flow profile throughout the day on weekdays, but were 97% higher on average.
- On the weekend, cycle trips were roughly 86% higher than in the baseline.



Site 10: Dulwich 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** (summed for each).
- Goods vehicle trips generally followed the baseline profile of falling throughout the day on weekdays, although were down 7% overall.
- Weekend goods vehicle trips were similarly down for most of the day for a total 14% drop in volumes.



Site 11: Brixton Water Lane



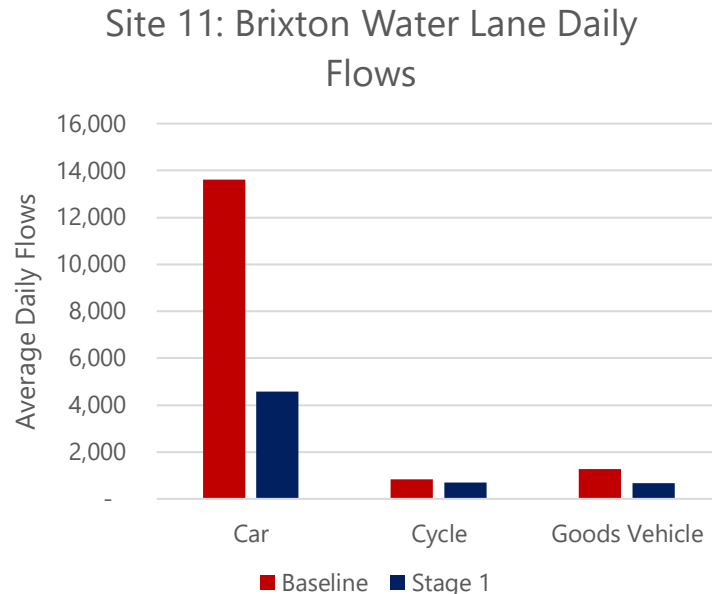
Source: MHTC/Google Maps

Site 11: Brixton Water Lane (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 11 on Brixton Water 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 **large reduction in car travel (-66%)**, yet slight decrease in cycle travel (-17%). There was also a moderate reduction in goods vehicles counted (-48%).

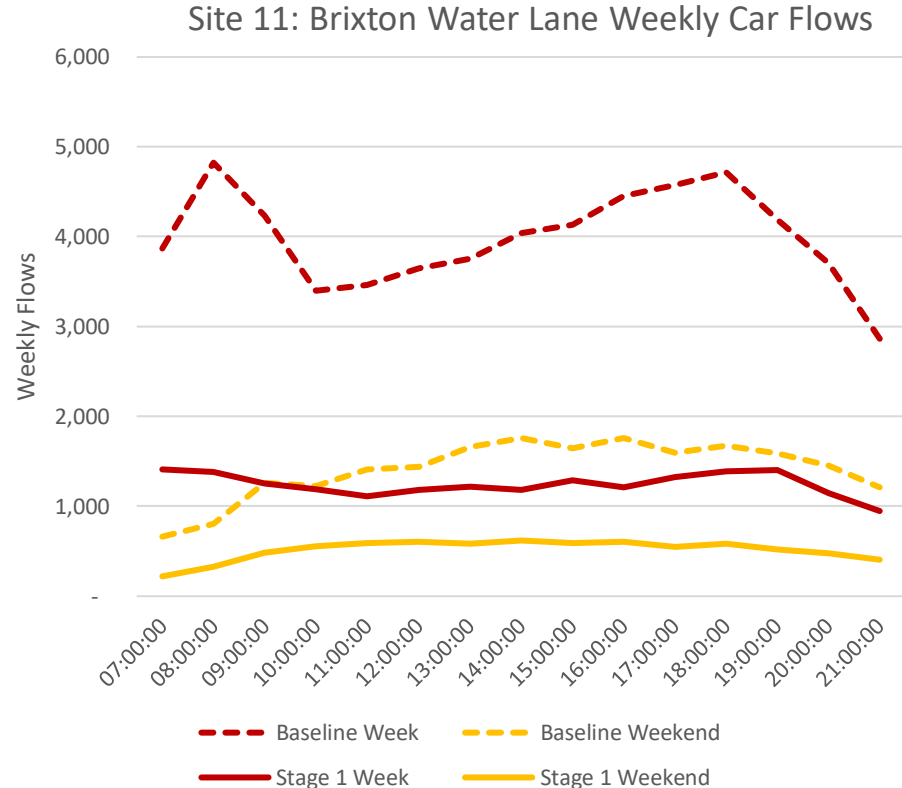
	Car	Cycle	Goods vehicle
Pre-Covid*	14,366	846	1,336
Baseline*	13,612	846	1,266
Stage 1	4,563	705	656
Difference	-9,049	-141	-610
% Change	-66%	-17%	-48%

*For cycles, baseline & pre-covid = historic



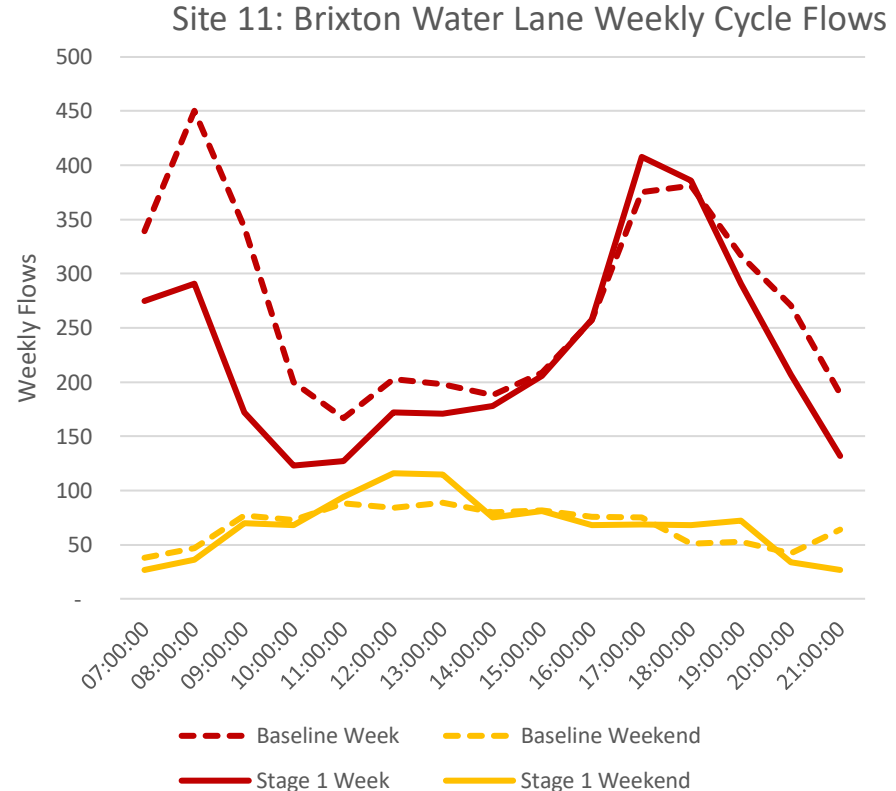
Site 11: Brixton Water Lane (Car)

- 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 down 67% overall.
- Weekend car trips also followed the baseline profile, although with a 66% overall decrease in volumes.



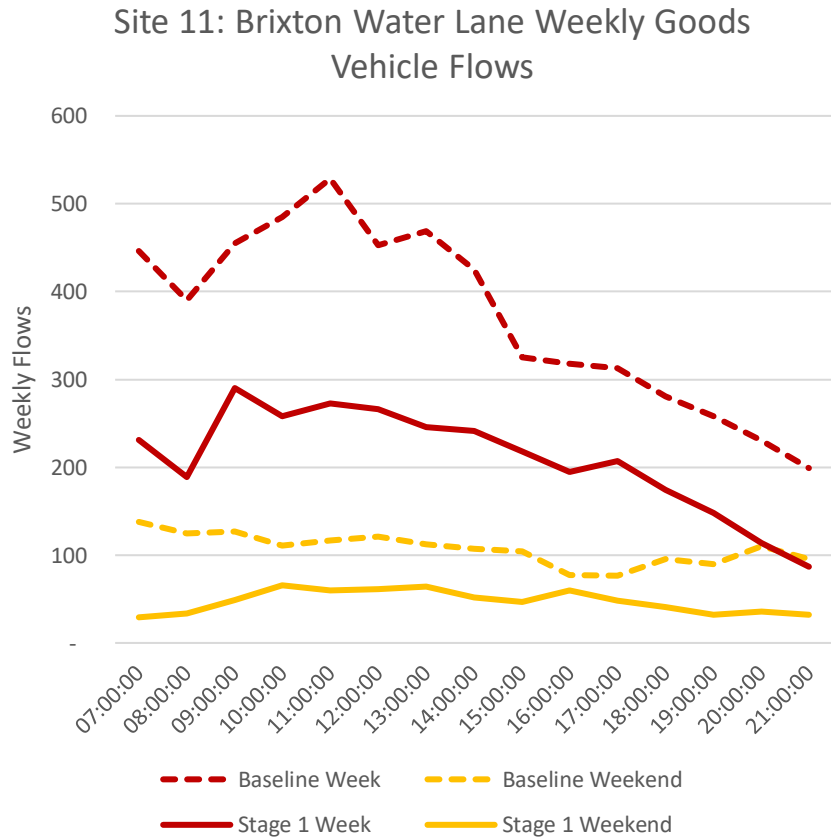
Site 11: Brixton Water Lane (Cycle)

- The chart to the right shows the volume of cycle flows past site 11 for **five weekdays** and **two weekend days** (summed for each).
- Cycle trips generally followed the baseline flow profile throughout the day on weekdays, but were 19% lower overall.
- On the weekend, cycle trips decreased 7% overall.

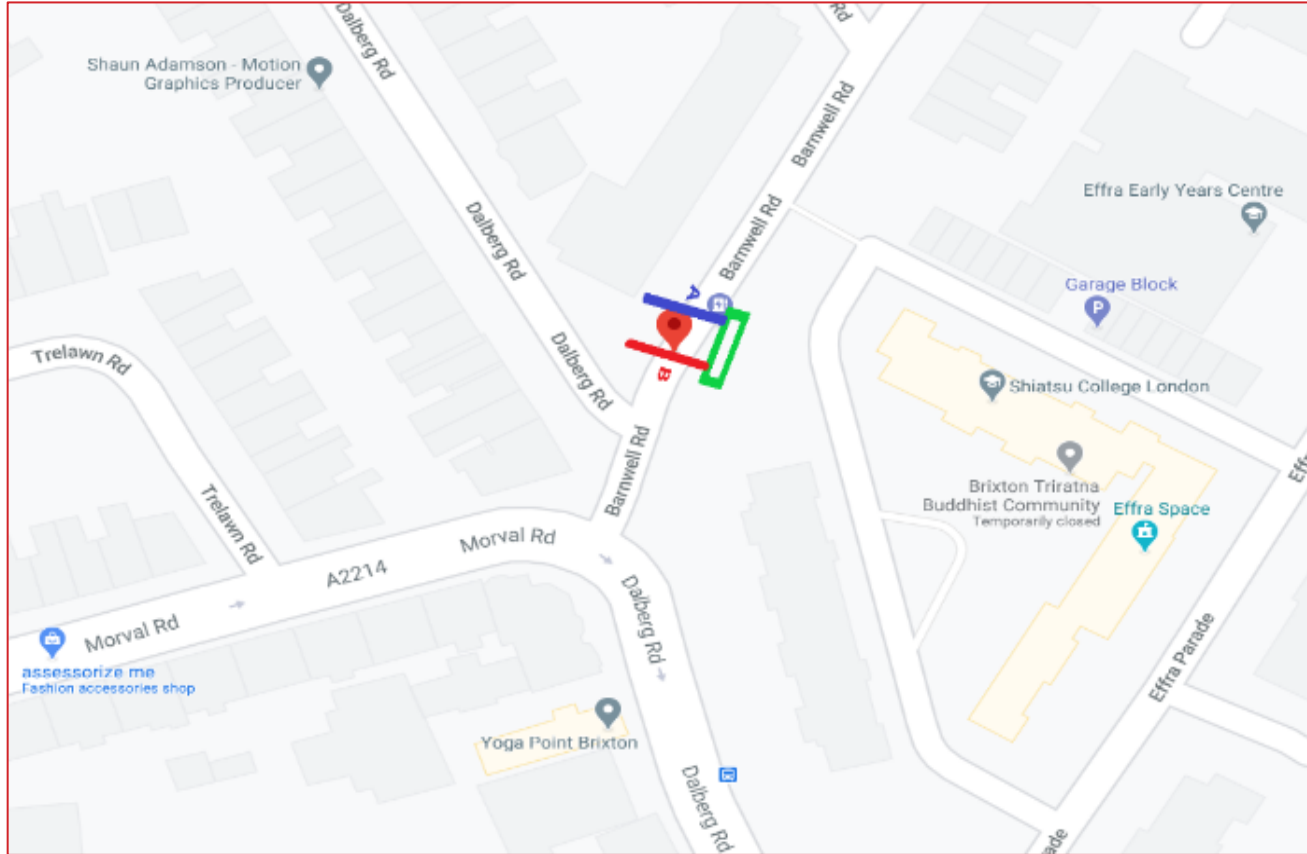


Site 11: Brixton Water Lane (Goods Vehicle)

- The chart to the right shows the volume of Goods vehicle flows past site 11 for **five weekdays** and **two weekend days** (summed for each).
- Goods vehicle trips generally followed the baseline profile of falling throughout the day on weekdays with a 52% decrease in volumes over the full 24-hr period.
- Weekend goods vehicle trips were slightly up for most of the day for a total 72% decrease in volumes.



Site 12: Barnwell Road



Source: MHTC/Google Maps

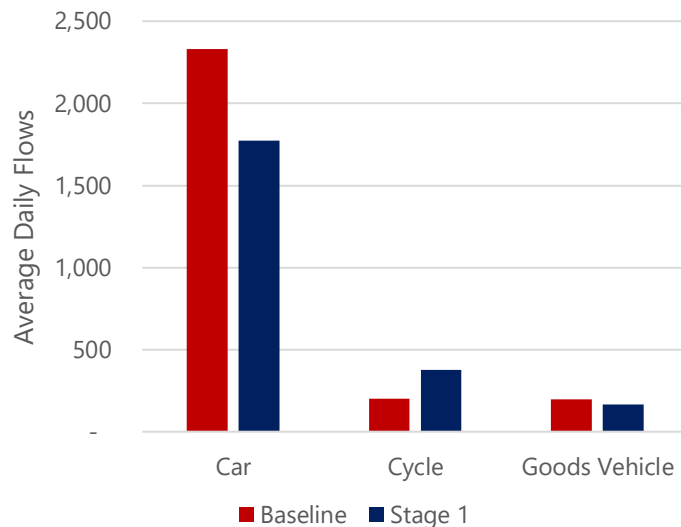
Site 12: Barnwell Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 12 on Barnwell 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 reduction in car travel (-24%), yet **very large increase in cycle travel (+89%)**. There was also a slight decrease in goods vehicles passing the site (-14%)

	Car	Cycle	Goods vehicle
Pre-Covid*	2,461	201	208
Baseline*	2,331	201	197
Stage 1	1,772	378	169
Difference	-559	188	-28
% Change	-24%	89%	-14%

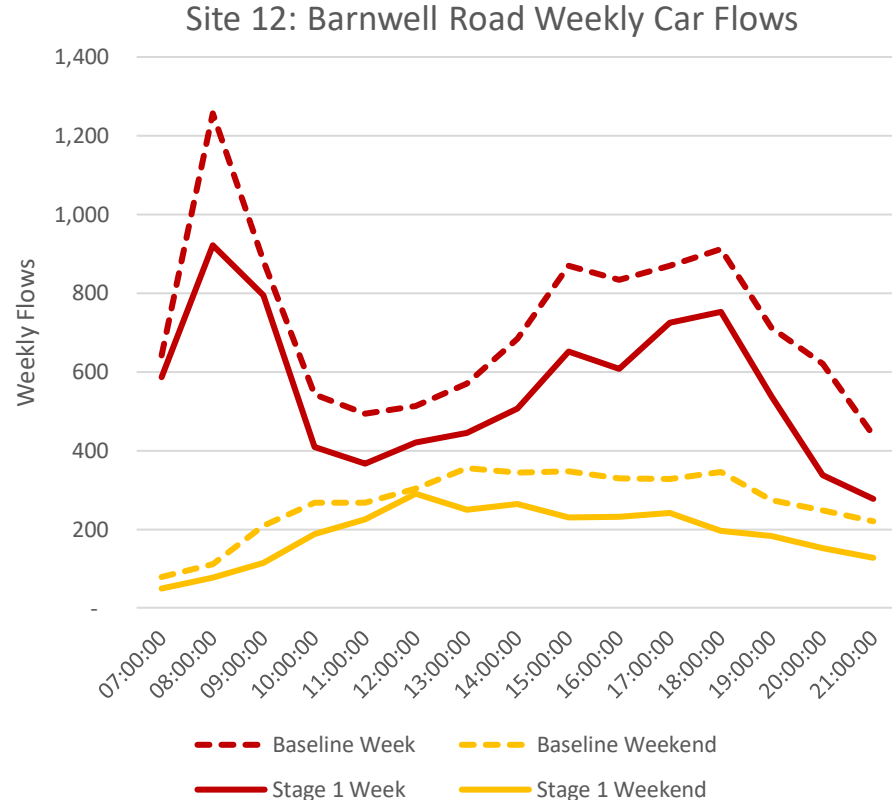
*For cycles, baseline & pre-covid = historic

Site 12: Barnwell Road Daily Flows



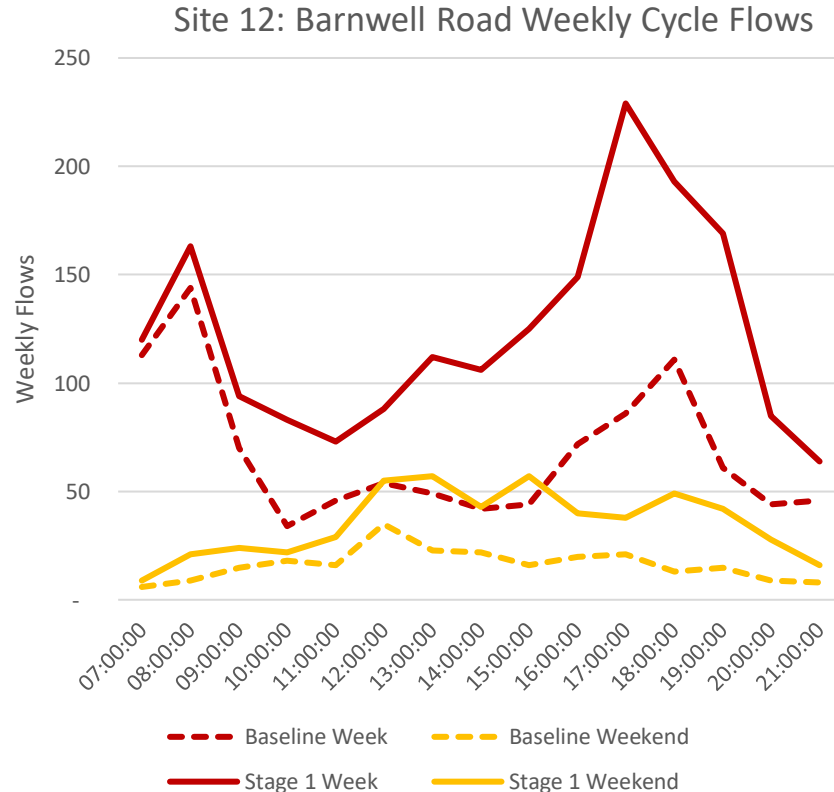
Site 12: Barnwell Road (Car)

- The chart to the right shows the volume of car flows past site 12 for **five weekdays** and **two weekend days** (summed for each).
- Car trips generally followed the baseline profile during the week, although their volume was down 24% overall.
- Weekend car trips also followed the baseline profile although with a 31% overall decrease in volumes.



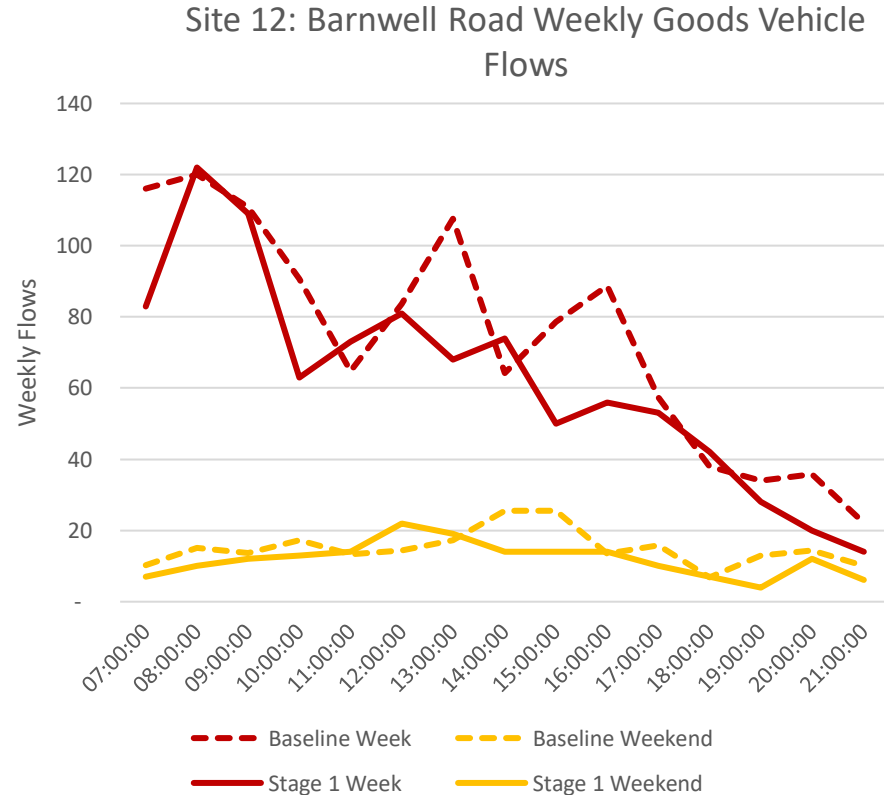
Site 12: Barnwell Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 12 for **five weekdays** and **two weekend days** (summed for each).
- Cycle trips generally followed the baseline flow profile throughout the day on weekdays, but were 84% higher on average. Volume changes were particularly pronounced in the evening peak (+184% at 17:00).
- On the weekend, cycle trips were 108% higher than in the baseline.

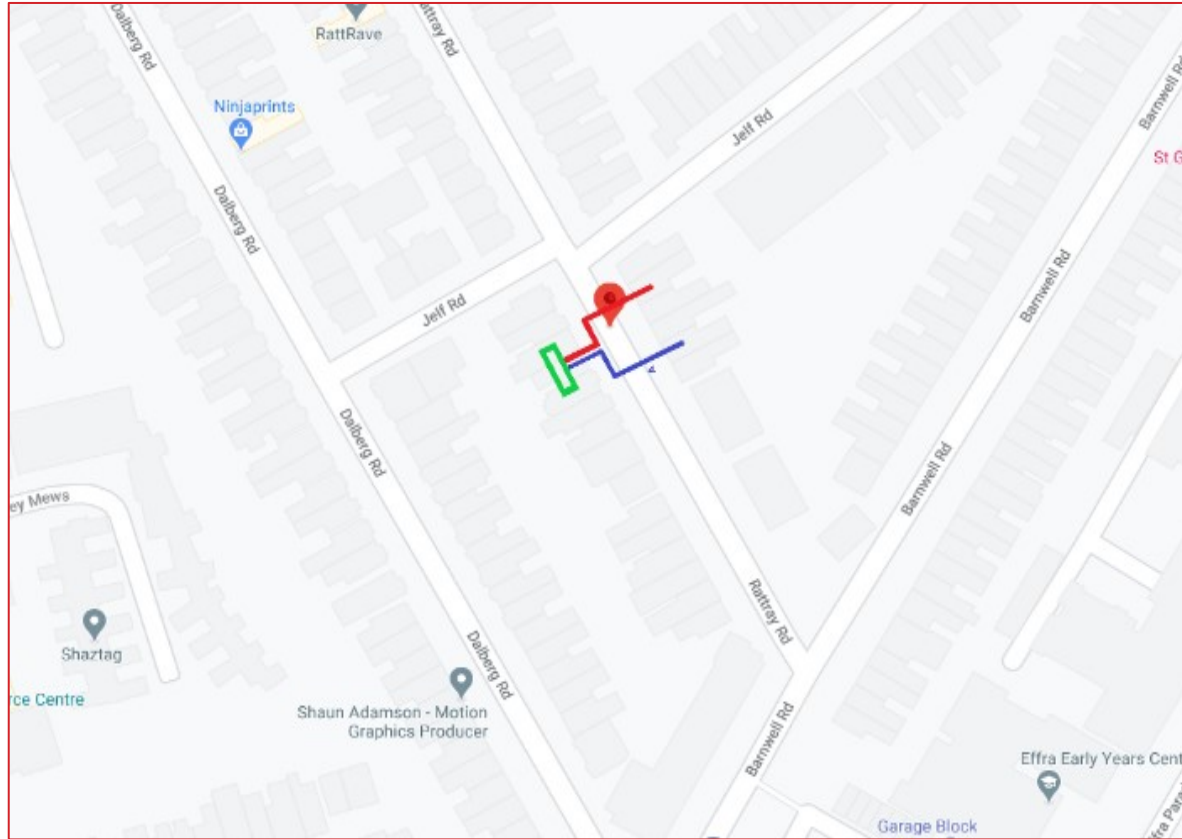


Site 12: Barnwell Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 12 for **five weekdays** and **two weekend days** (summed for each).
- Goods vehicle trips generally followed the baseline profile of falling throughout the day on weekdays with an average 13% drop.
- Weekend goods vehicle trips were down for most of the day for a total 20% decrease in volumes.



Site 13: Rattray Road



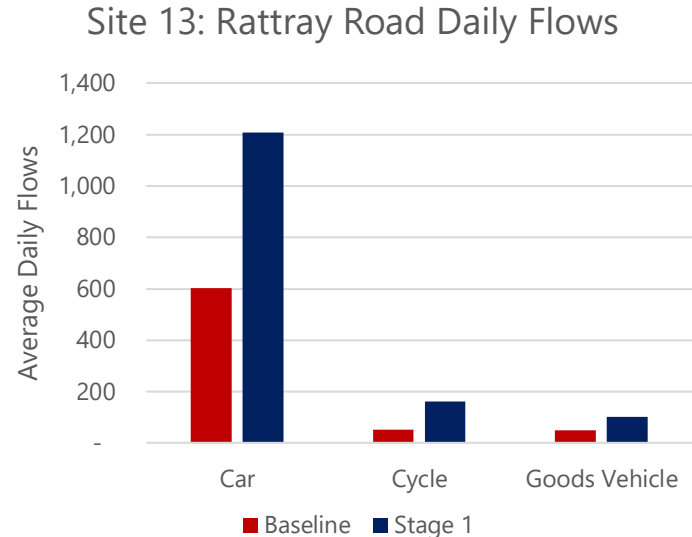
Source: MHTC/Google Maps

Site 13: Rattray Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 13 on Rattray 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 (+101%)**, yet also a **very large increase in cycle travel (+212%)**. There was also a **very large increase in goods vehicles passing the site (+98%)**. However, the nominal increase here still results in **acceptable hourly volumes** under Healthy Routes guidance for mixing cycles and cars.

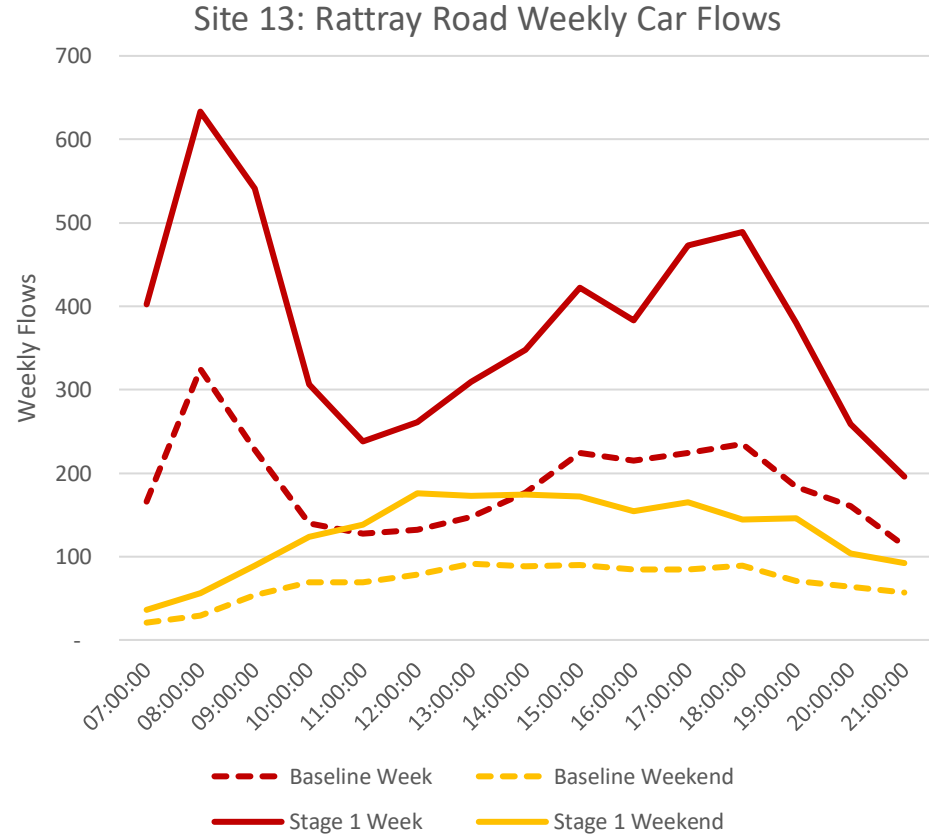
	Car	Cycle	Goods vehicle
Pre-Covid*	635	52	54
Baseline*	602	52	51
Stage 1	1,209	162	101
Difference	607	110	50
% Change	101%	212%	98%

*For cycles, baseline & pre-covid = historic



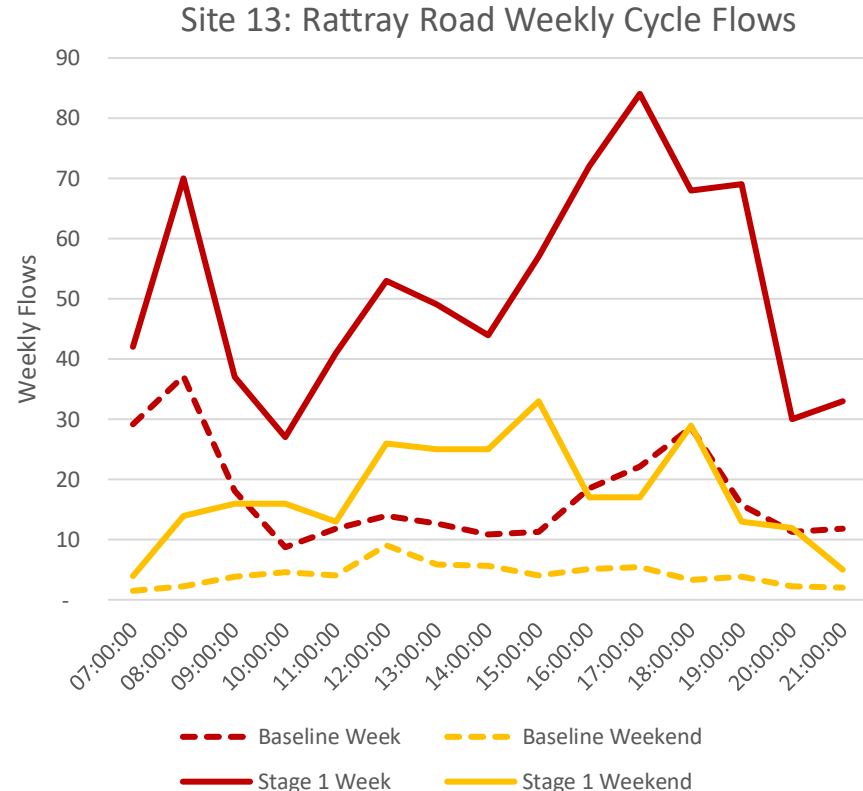
Site 13: Rattray Road (Car)

- The chart to the right shows the volume of car flows past site 13 for **five weekdays** and **two weekend days** (summed for each).
- Car volumes on Rattray Road during the week were significantly higher than expected in the baseline (more than double, on average).
- Weekend volumes were similarly high as compared to the baseline.



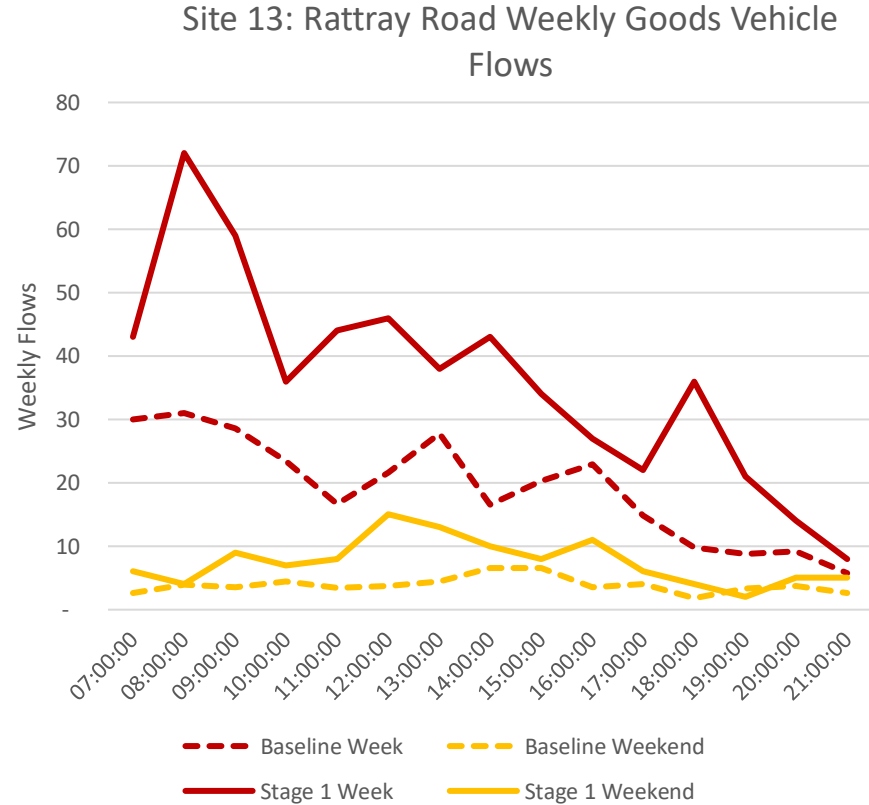
Site 13: Rattray Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 13 for **five weekdays** and **two weekend days** (summed for each).
- Cycle flows during the week were almost triple those calculated in the baseline (a 192% increase), with a larger difference in the evenings.
- In the weekend, cycle flows were also significantly higher (+292%) than in the baseline.

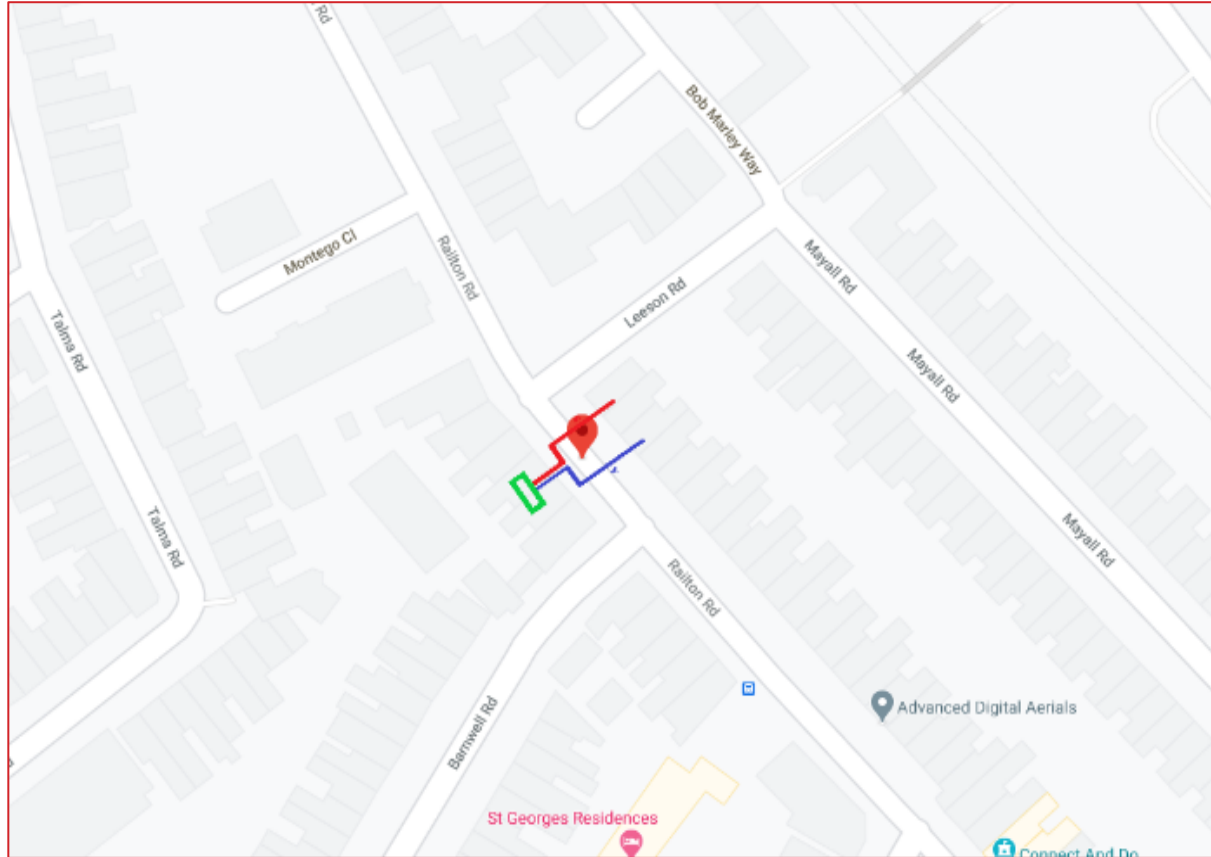


Site 13: Rattray Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 13 for **five weekdays** and **two weekend days** (summed for each).
- Goods vehicle movements during the week followed a similar pattern as in the baseline (reducing throughout the day), but were almost twice as many in volume after the introduction of the LTN.
- Weekend volumes for goods vehicles were similarly roughly twice as high than in the baseline.



Site 14: Railton Road



Source: MHTC/Google Maps

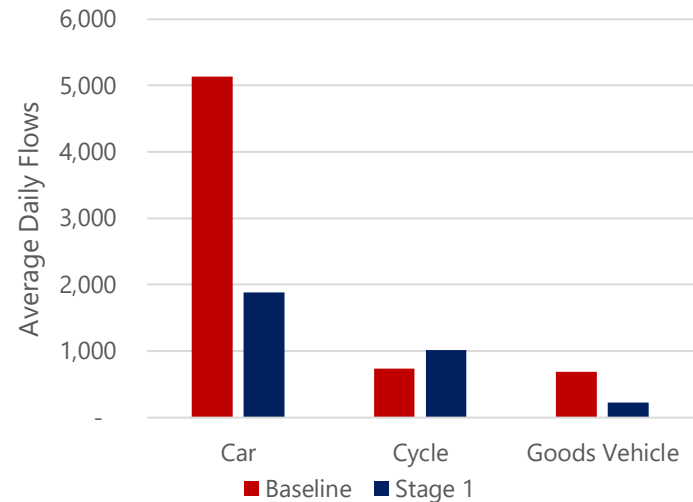
Site 14: Railton Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 14 on Railton 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 travel (-63%)** and moderate increase in cycle travel (+39%). There was also a **large decrease in goods vehicles passing the site (-67%)**.

	Car	Cycle	Goods vehicle
Pre-Covid*	5,423	733	729
Baseline*	5,138	733	691
Stage 1	1,887	1,015	226
Difference	-3,251	283	-465
% Change	-63%	39%	-67%

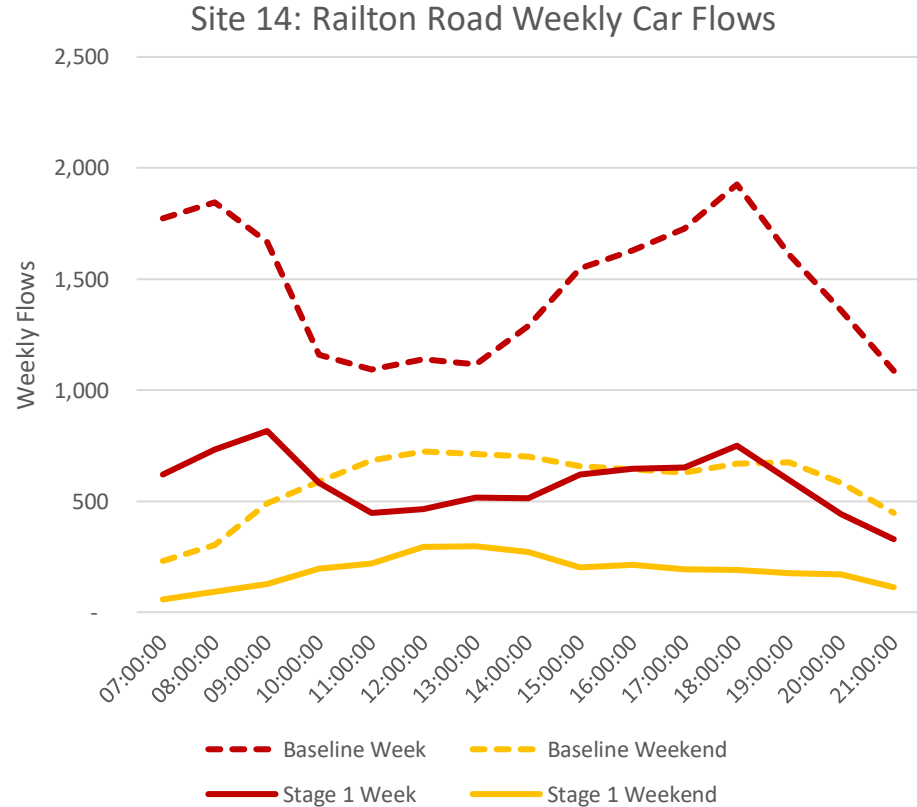
*For cycles, baseline & pre-covid = historic

Site 14: Railton Road Daily Flows



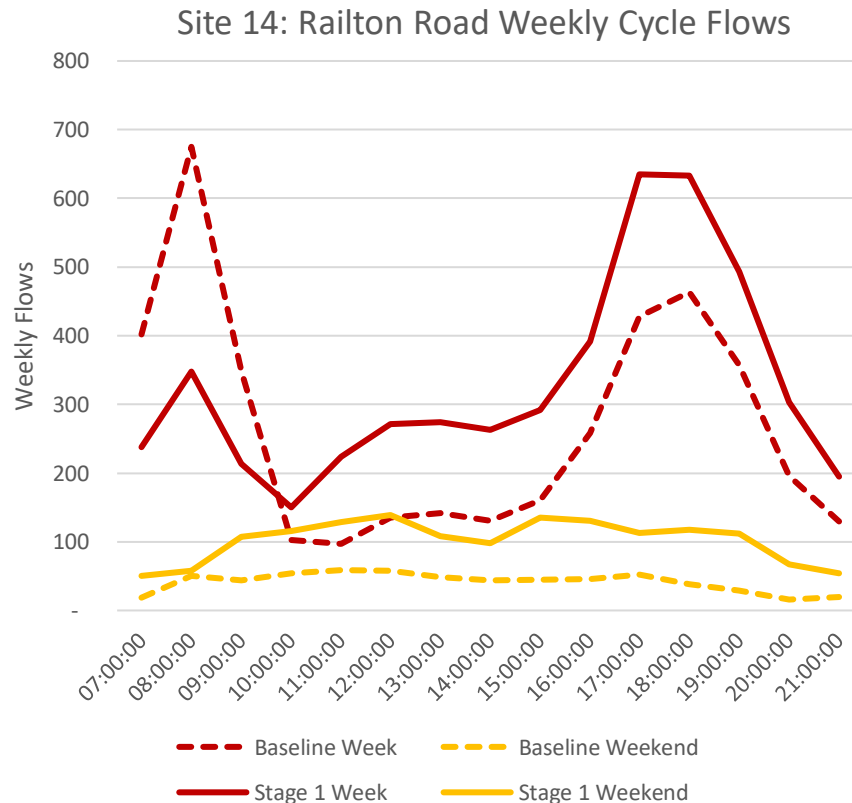
Site 14: Railton Road (Car)

- The chart to the right shows the volume of car flows past site 14 for **five weekdays** and **two weekend days** (summed for each).
- Weekday car flows are significantly down from the baseline (average - 61%), with flatter AM and PM peaks.
- Weekend car flows are similarly down (average -69%) across the day.



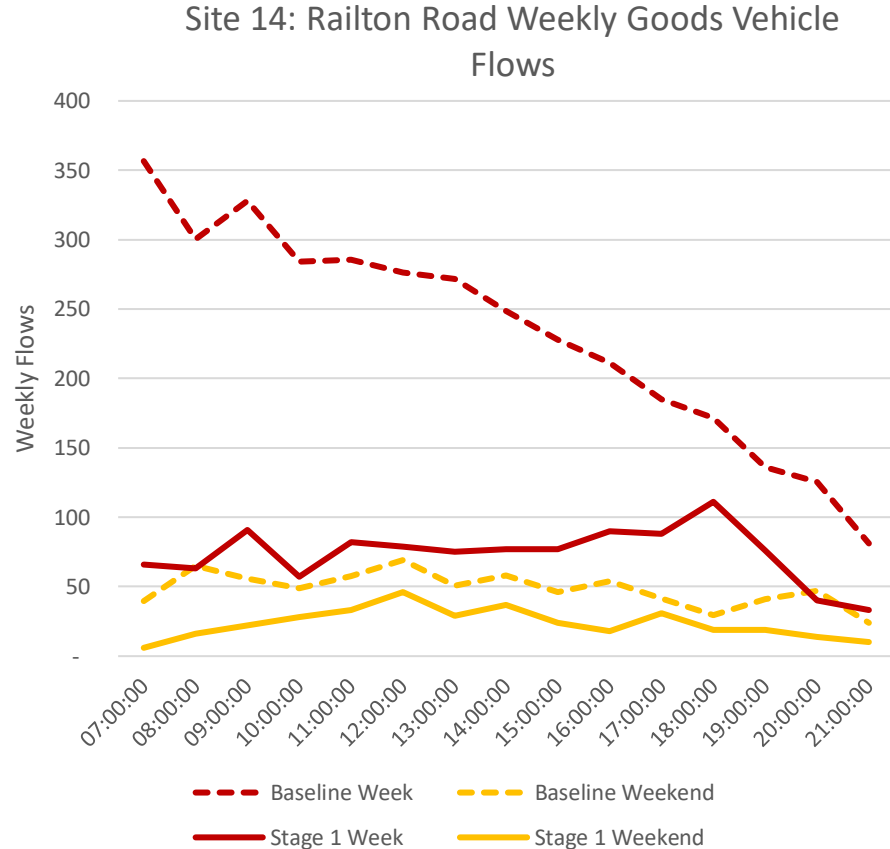
Site 14: Railton Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 14 for **five weekdays** and **two weekend days** (summed for each).
- Cycle trips are higher than expected in the baseline during the week (22% increase on average), except during the AM peak.
- Weekend cycle trips have also more than doubled (+145%) across all time periods.

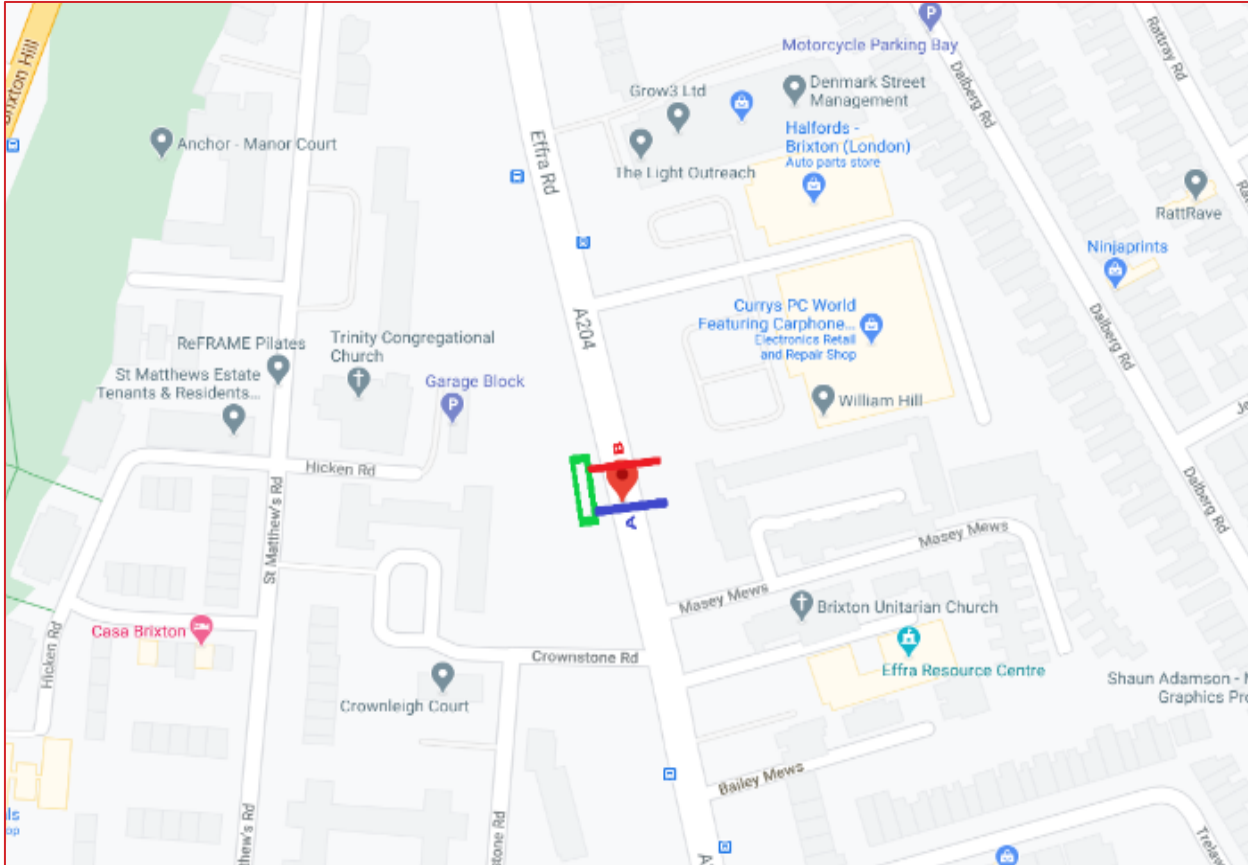


Site 14: Railton Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 14 for **five weekdays** and **two weekend days** (summed for each).
- Compared to a high-but-falling profile for goods vehicle flows during the week in the baseline, Stage 1 flows for this period were low and flat, representing an 61% decrease.
- Weekend goods vehicle flows were also lower than projected in the baseline by roughly 69%.



Site 15: Effra Road



Source: MHTC/Google Maps

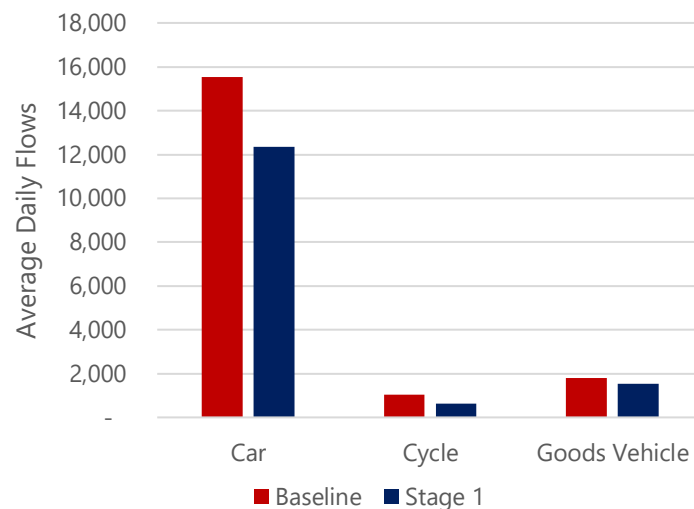
Site 15: Effra Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 15 on Effra 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 decrease in car travel (-21%) and moderate decrease in cycle travel (-41%). There was also a slight decrease in goods vehicles passing the site (-15%).

	Car	Cycle	Goods vehicle
Pre-Covid*	16,409	1,054	1,918
Baseline*	15,548	1,054	1,818
Stage 1	12,356	625	1,538
Difference	-3,191	-429	-280
% Change	-21%	-41%	-15%

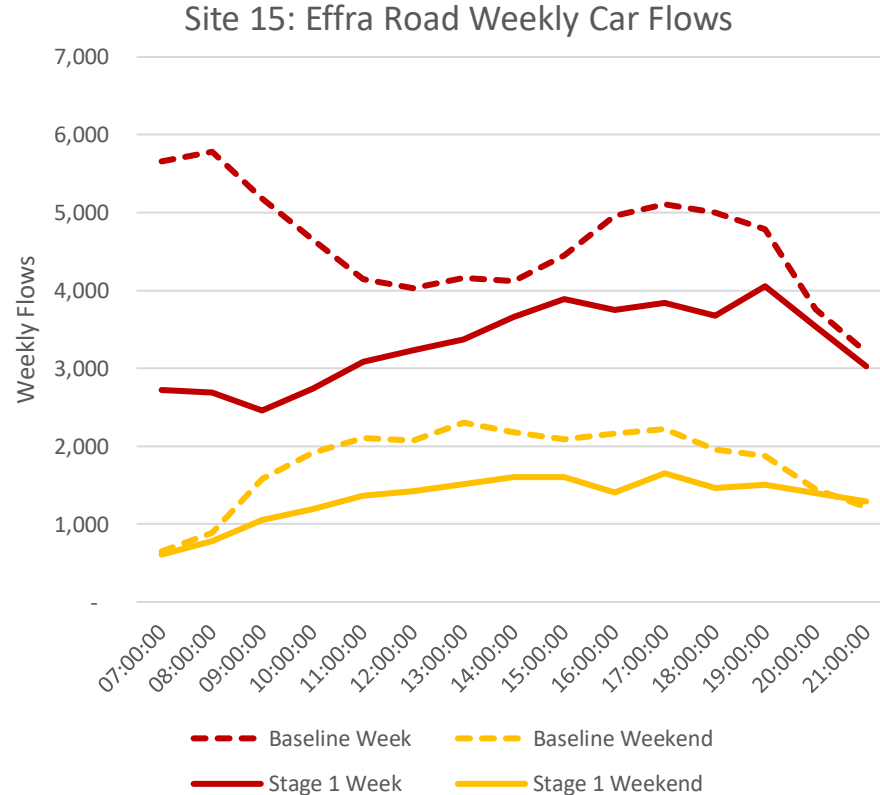
*For cycles, baseline & pre-covid = historic

Site 15: Effra Road Daily Flows



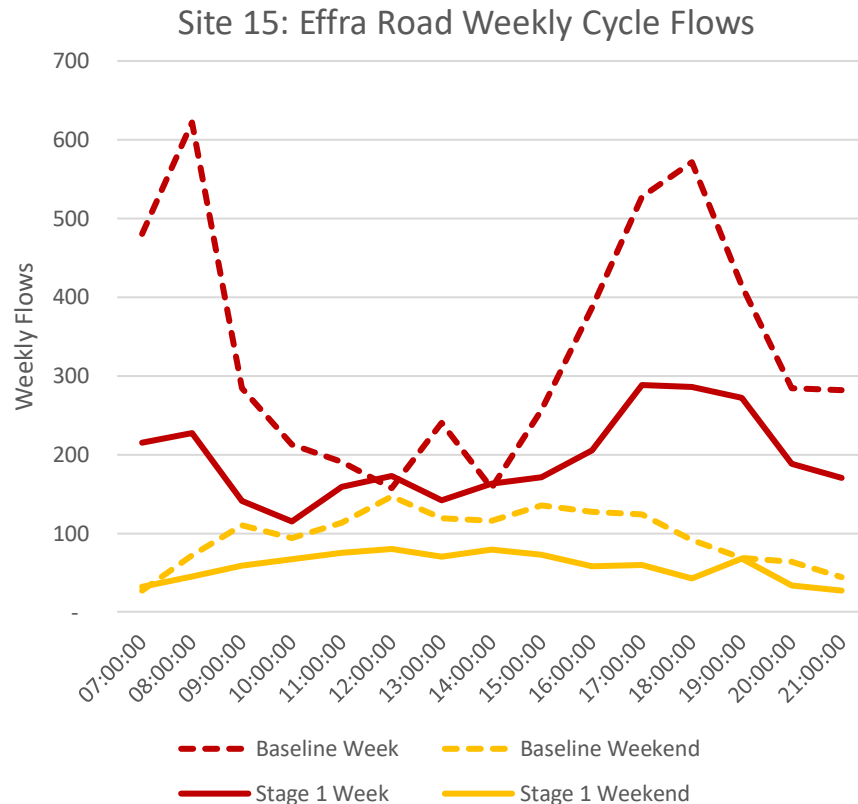
Site 15: Effra Road (Car)

- The chart to the right shows the volume of car flows past site 15 for **five weekdays** and **two weekend days** (summed for each).
- Stage 1 car flows during the weekdays were generally lower than in the baseline, but the difference decreased throughout the day. Overall they were 18% lower than in the baseline.
- Weekend car volumes were also down roughly 18% overall.



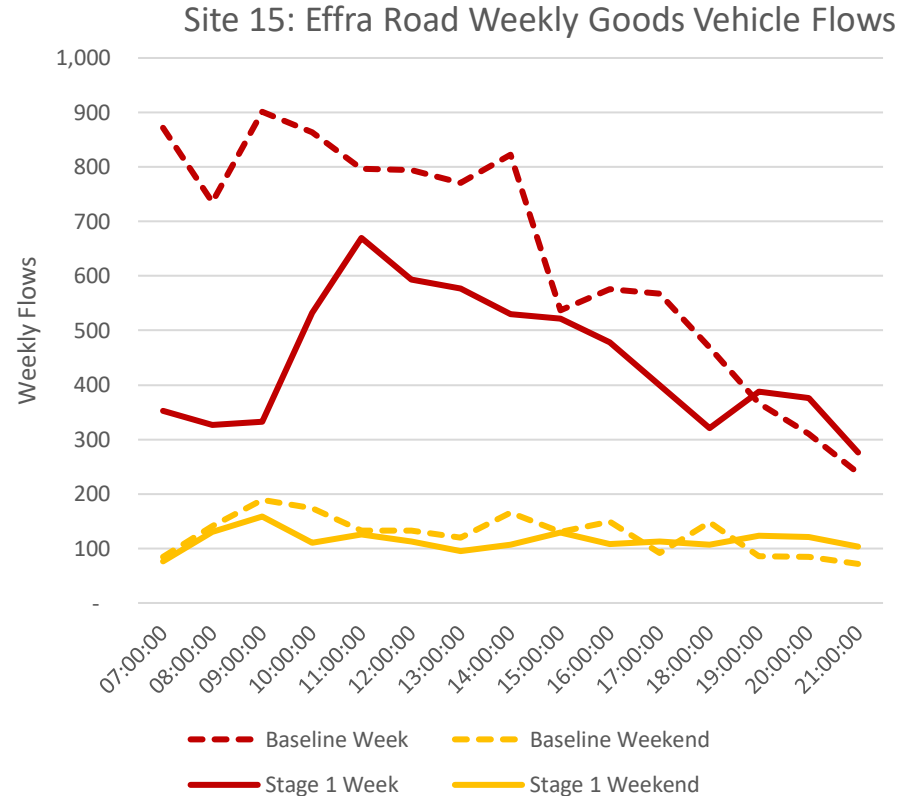
Site 15: Effra Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 15 for **five weekdays** and **two weekend days** (summed for each).
- Weekday cycle trips were down compared to the baseline, particularly in the peaks (overall, a 41% decrease). It is likely these moved onto roads now quieter because of the LTN.
- Weekend cycle trips were down by a similar magnitude (-40%)

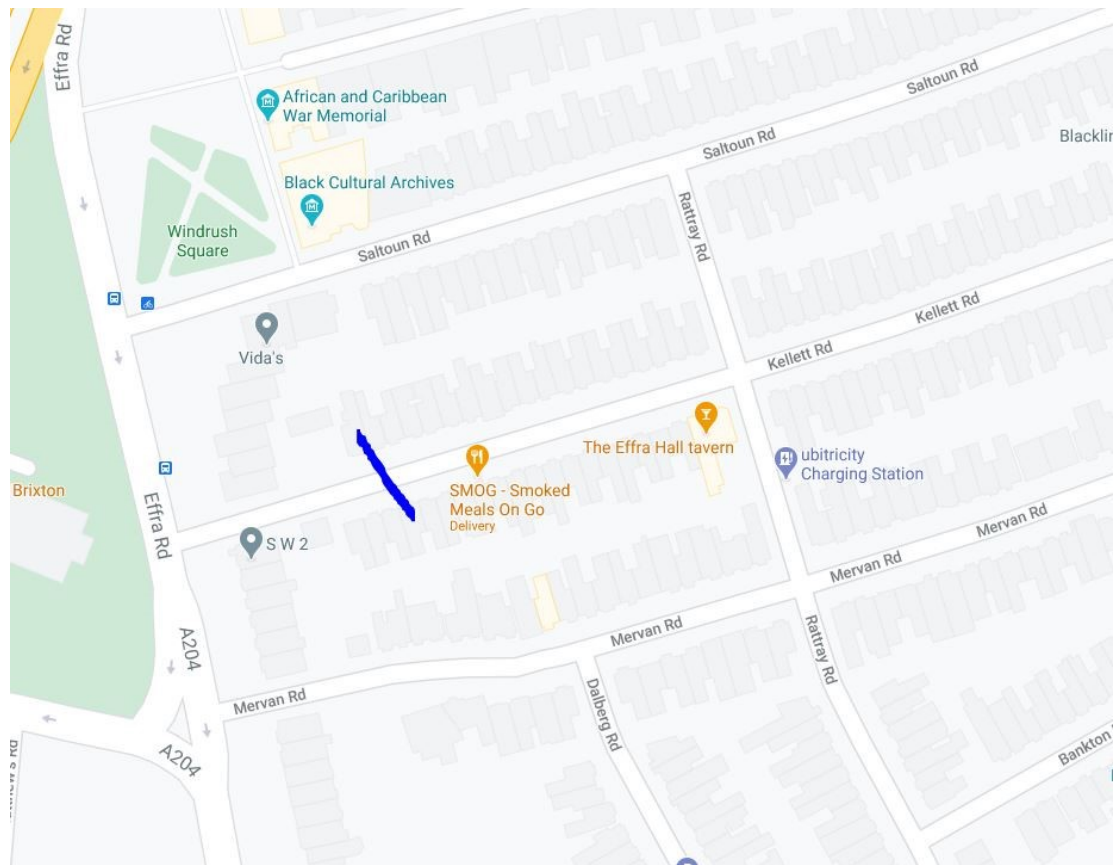


Site 15: Effra Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 15 for **five weekdays** and **two weekend days** (summed for each).
- Weekday goods vehicle flows varied significantly compared the baseline, starting far lower, but then increasing and falling in line with the baseline in the evening. Volumes were down by 16% overall.
- Weekend goods vehicle flows were similar to the baseline, around a 3% increase.



Site 16: Kellett Road



Source: MHTC/Google Maps

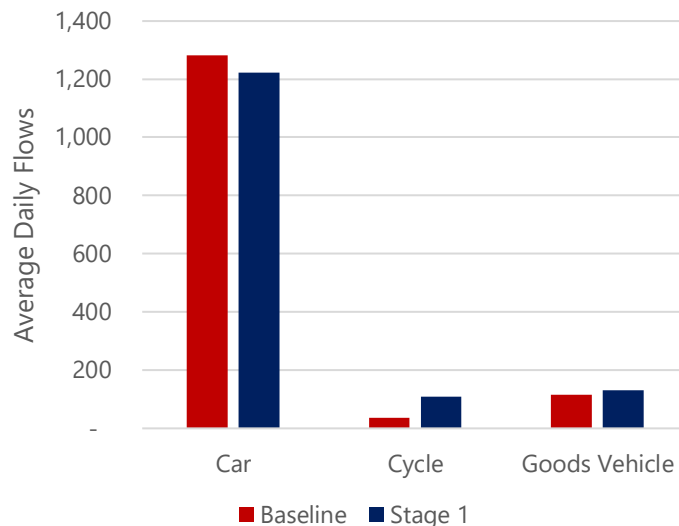
Site 16: Kellet Road (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 16 on Kellet 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 decrease in car travel (-5%) and **very large increase in cycle travel (+197%)**. There was also a slight increase in goods vehicles passing the site (+13%).

	Car	Cycle	Goods vehicle
Pre-Covid*	1,352	37	124
Baseline*	1,281	37	117
Stage 1	1,223	108	132
Difference	-58	72	15
% Change	-5%	197%	13%

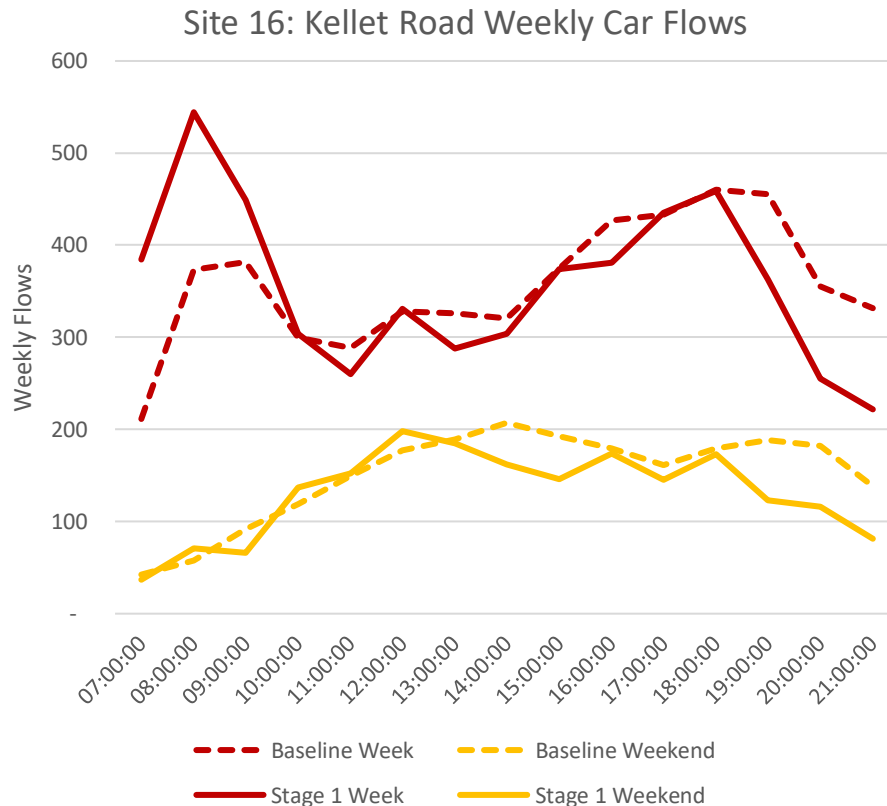
*For cycles, baseline & pre-covid = historic

Site 16: Kellet Road Daily Flows



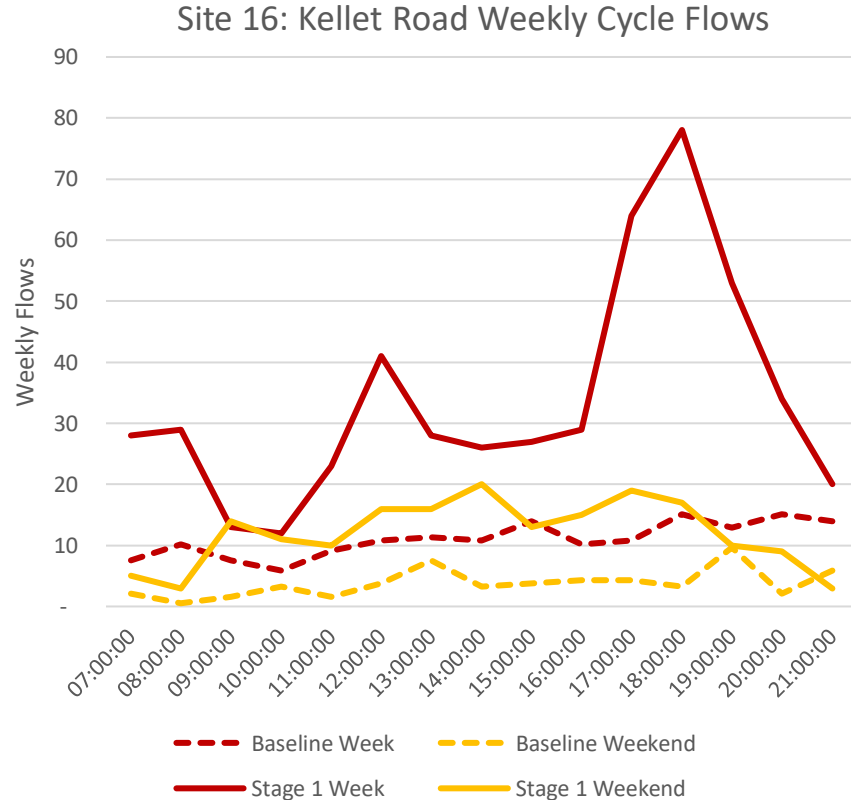
Site 16: Kellet Road (Car)

- The chart to the right shows the volume of car flows past site 16 for **five weekdays** and **two weekend days** (summed for each).
- Car trips generally followed the baseline profile during the week, with a 1% increase in total volumes.
- Weekend car trips also followed the baseline profile although with a 17% overall decrease in volumes.



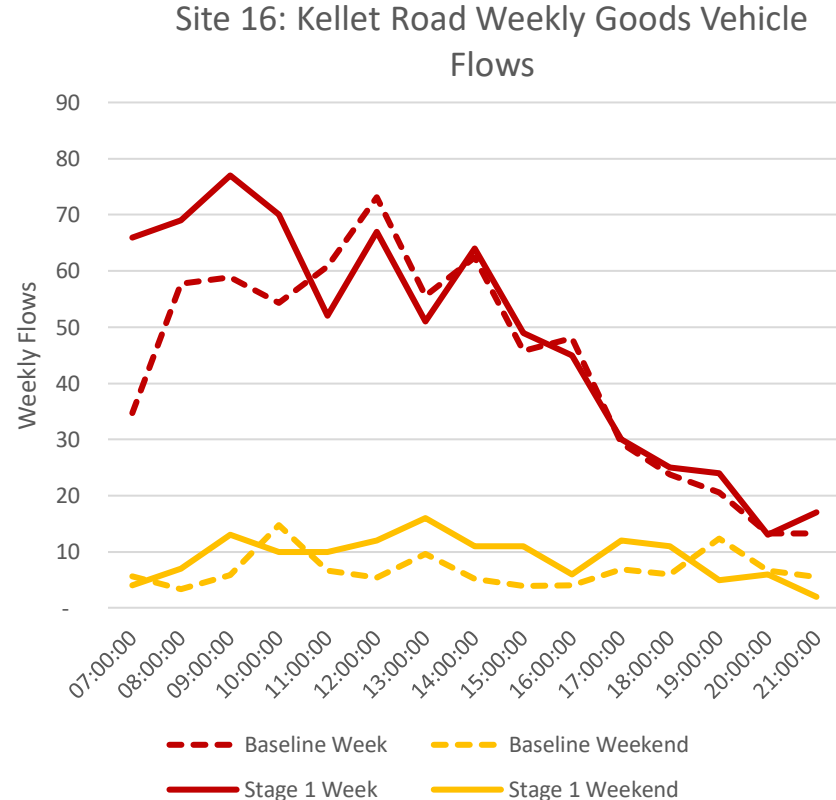
Site 16: Kellet Road (Cycle)

- The chart to the right shows the volume of cycle flows past site 16 for **five weekdays** and **two weekend days** (summed for each).
- Cycle trips were significantly higher in the PM peak for weekdays than in the baseline, and 200% higher overall throughout the day.
- Weekend cycling also increased by 188% overall.

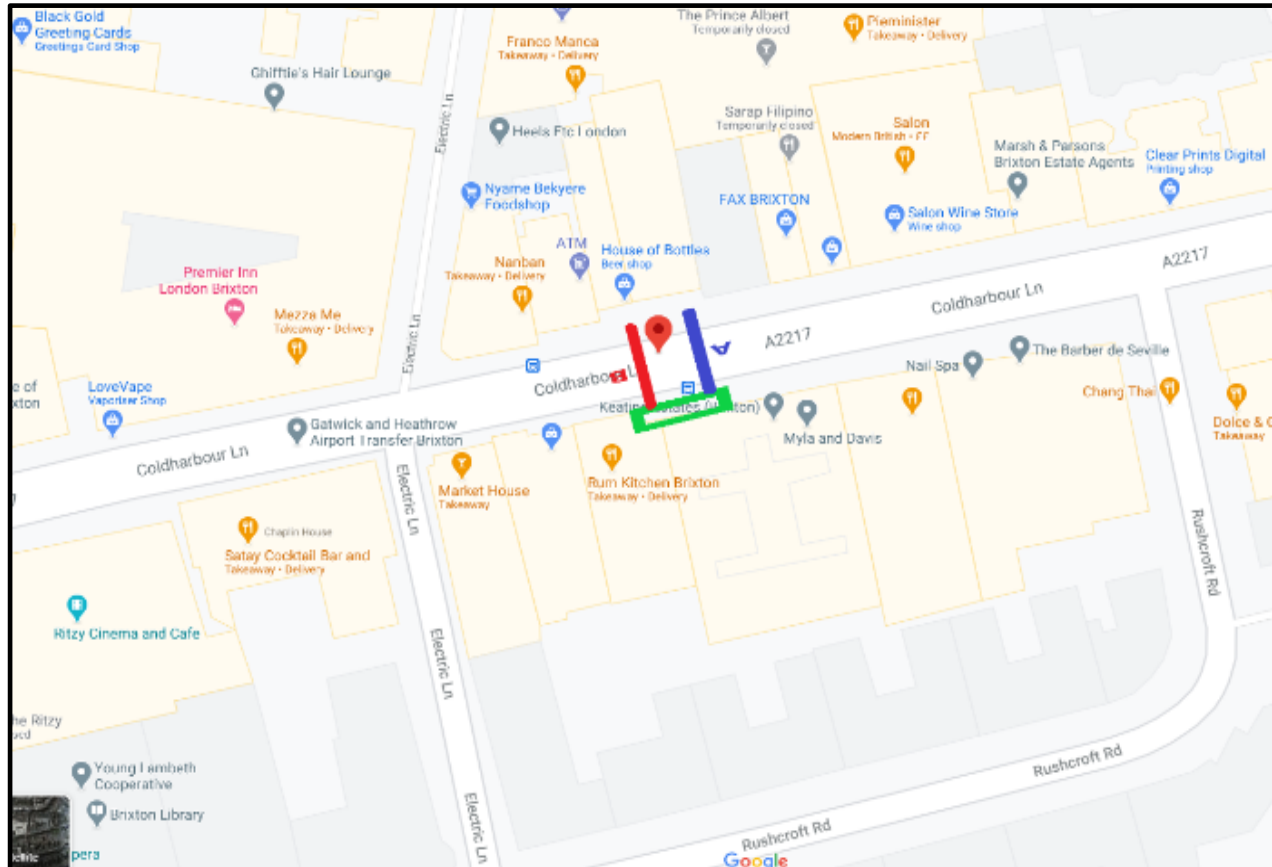


Site 16: Kellet Road (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 16 for **five weekdays** and **two weekend days** (summed for each).
- Weekday goods vehicle flows varied somewhat compared the baseline, starting higher, but then falling in line with the baseline in the evening. Volumes were up by 11% overall.
- Weekend goods vehicle flows were somewhat higher than in the baseline, around a 26% increase.



Site 17: Coldharbour Lane



Source: MHTC/Google Maps

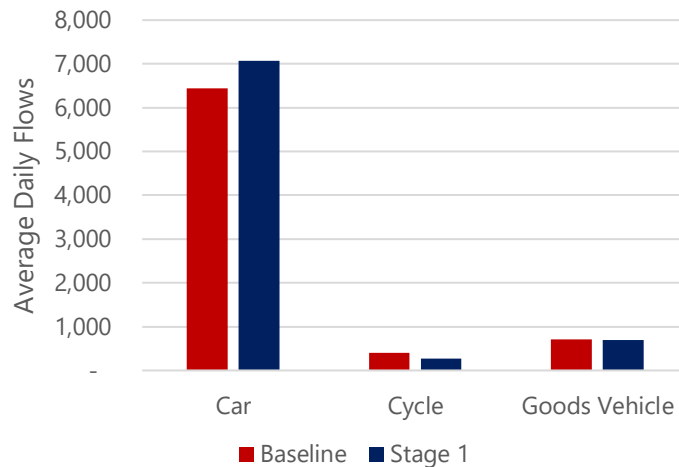
Site 17: Coldharbour Lane (Daily Flows)

- The table and chart below outline the impact of the Railton LTN at Site 17 on Coldharbour 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 (+6%) and slight decrease in cycle travel (-4%). There was also a moderate increase in goods vehicles passing the site (+29%).

	Car	Cycle	Goods vehicle
Pre-Covid*	6,433	407	713
Baseline*	7,063	273	696
Stage 1	630	-135	-17
Difference	10%	-33%	-2%
% Change	6,433	407	713

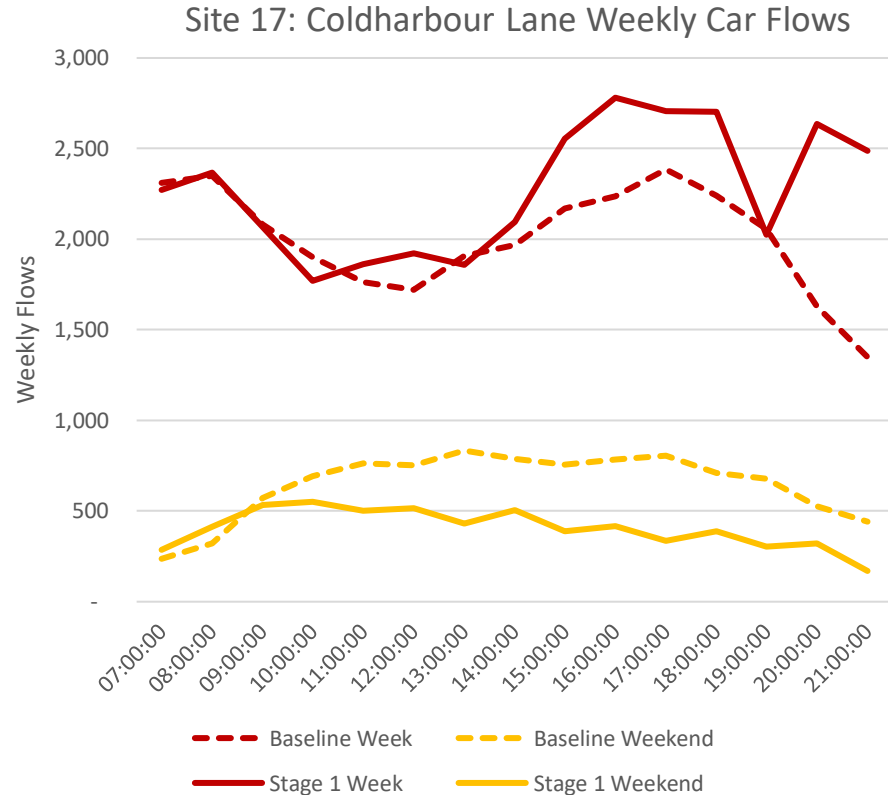
*For cycles, baseline & pre-covid = historic

Site 17: Coldharbour Lane Daily Flows



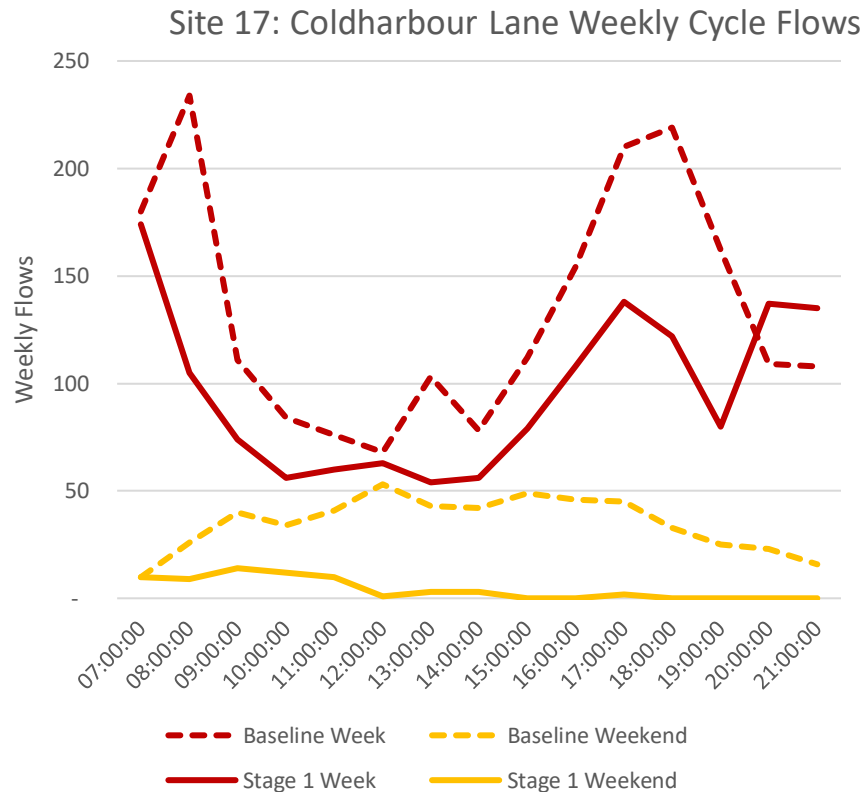
Site 17: Coldharbour Lane (Car)

- The chart to the right shows the volume of car flows past site 17 for **five weekdays** and **two weekend days** (summed for each).
- Car trips generally followed the baseline profile during the week (except with higher flows in the evening), with a 25% increase in total volumes.
- Weekend car trips also followed the baseline profile although with a 35% overall decrease in volumes.



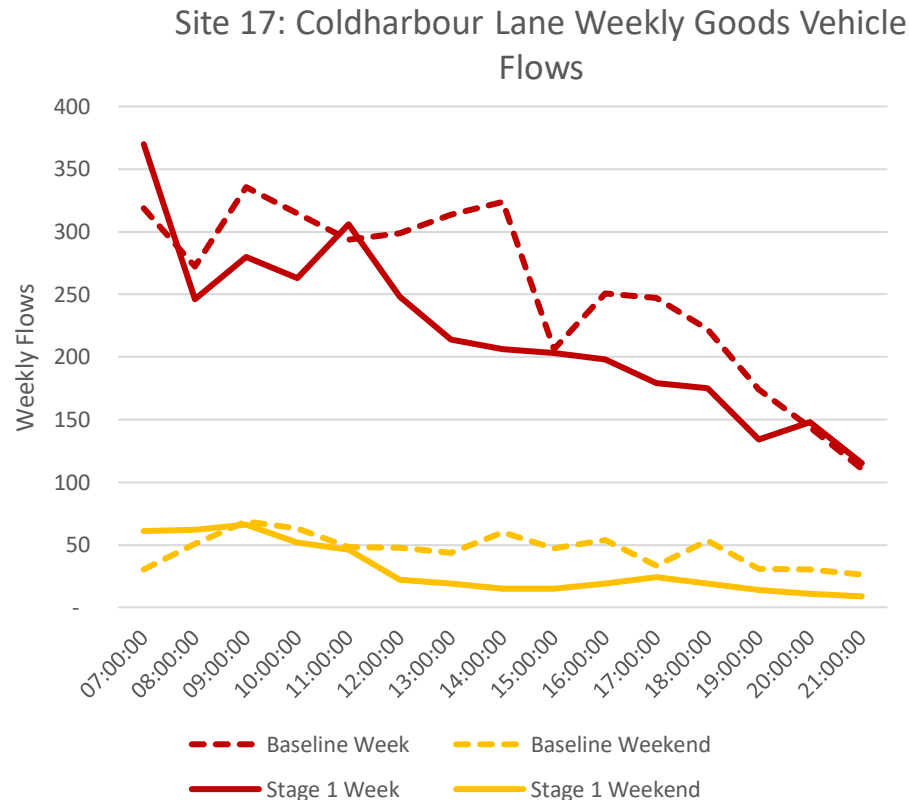
Site 17: Coldharbour Lane (Cycle)

- The chart to the right shows the volume of cycle flows past site 17 for **five weekdays** and **two weekend days** (summed for each).
- Cycle trips are lower than expected in the baseline during the week (-19% decrease on average)
- Cycle trips were also significantly down on the weekend, although this could be due to limited data capture for the weekend evenings.



Site 17: Coldharbour Lane (Goods Vehicle)

- The chart to the right shows the volume of goods vehicle flows past site 17 for **five weekdays** and **two weekend days** (summed for each).
- Goods vehicle trips generally followed the baseline profile of falling throughout the day on weekdays with an average 1% increase.
- Weekend goods vehicle trips were down for most of the day, with an overall 19% decrease.



SYSTRA



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