

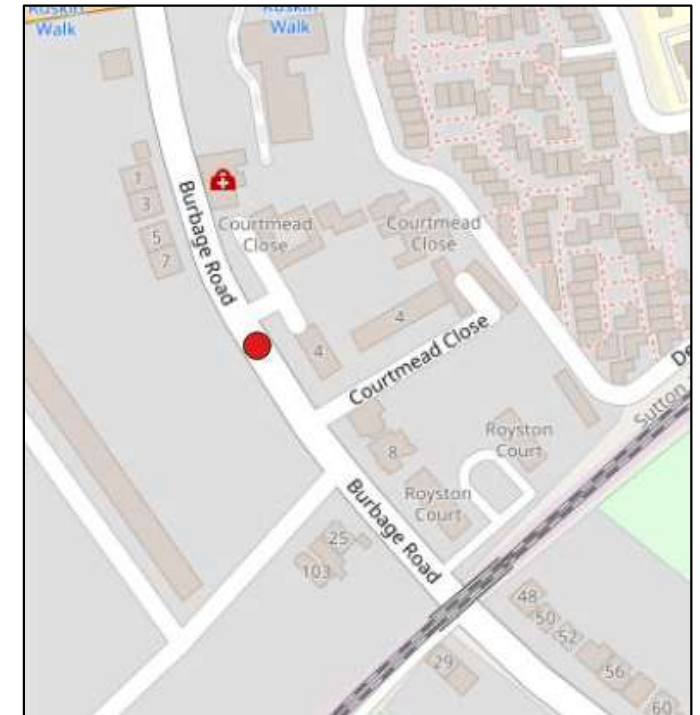
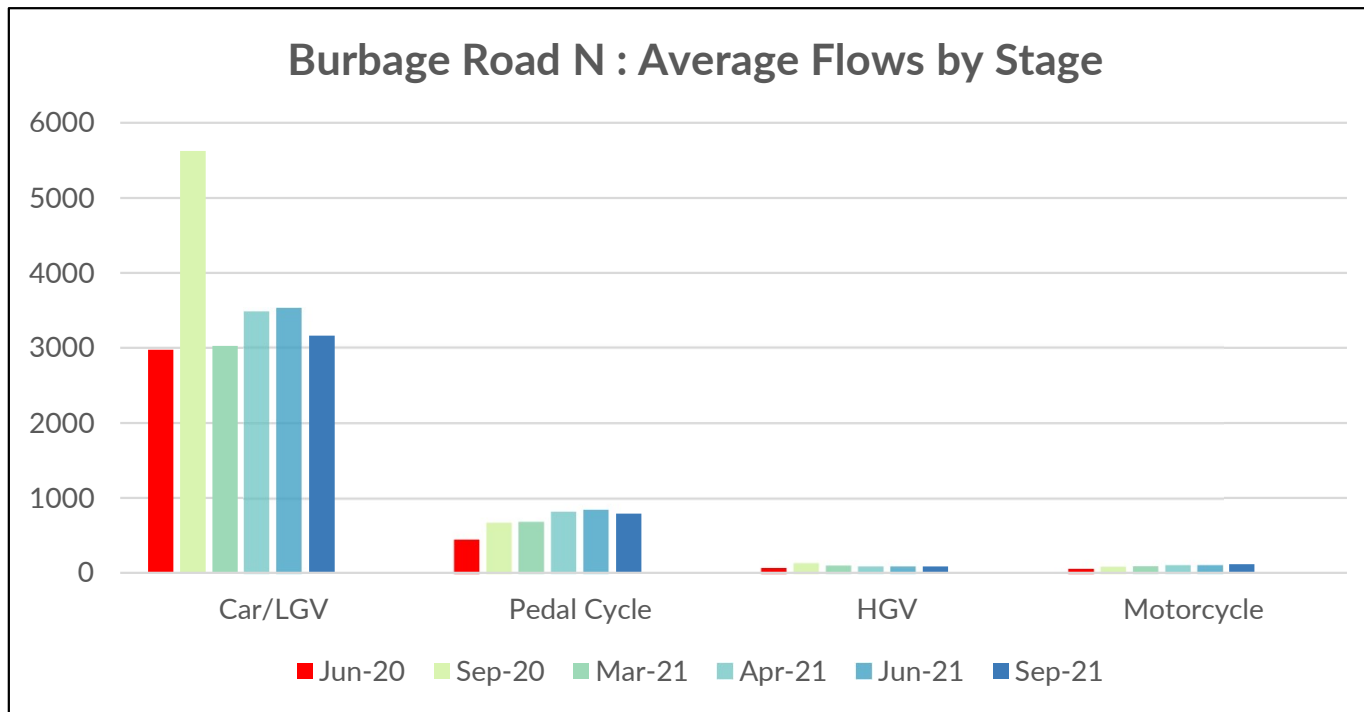


## Appendix B: Traffic Flow Results

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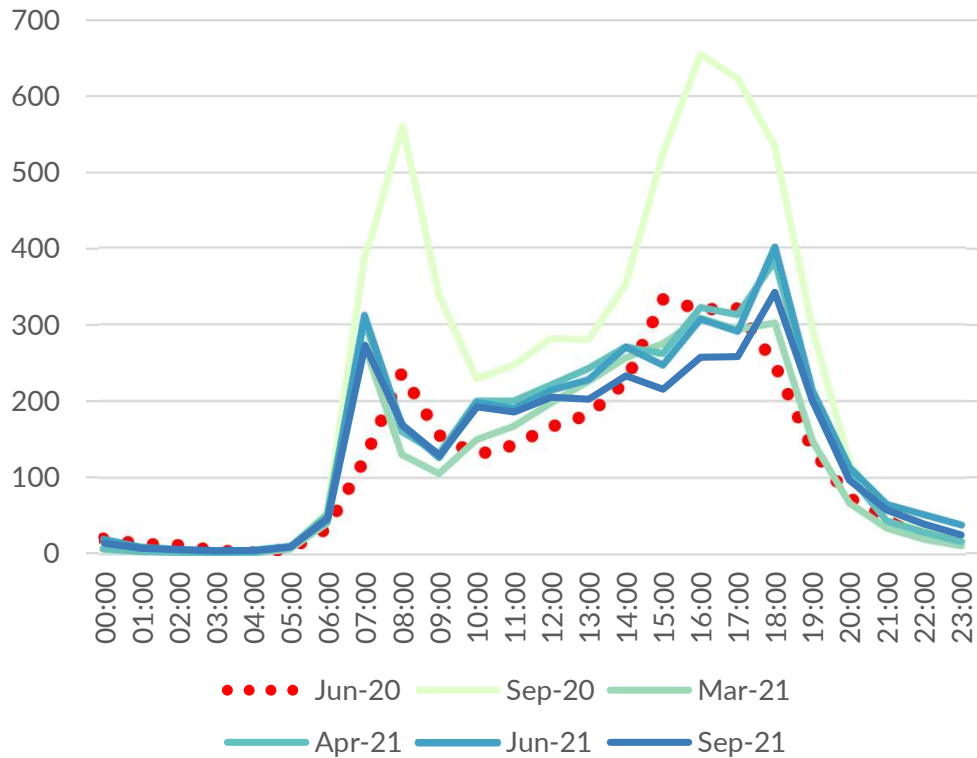
# Burbage Road North (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Burbage Road North**, showing the difference between pre-implementation flows and data collected in June 2020, September 2020 and through 2021.

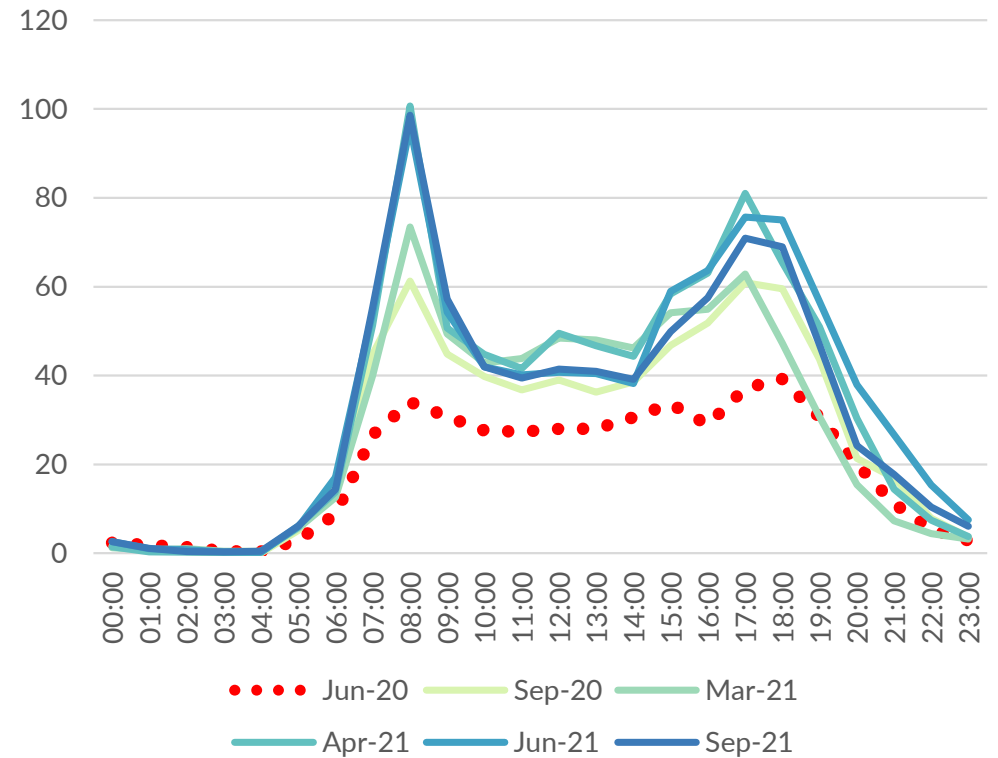


# Burbage Road North

Burbage Road N : Average Daily Car/LGV Flows

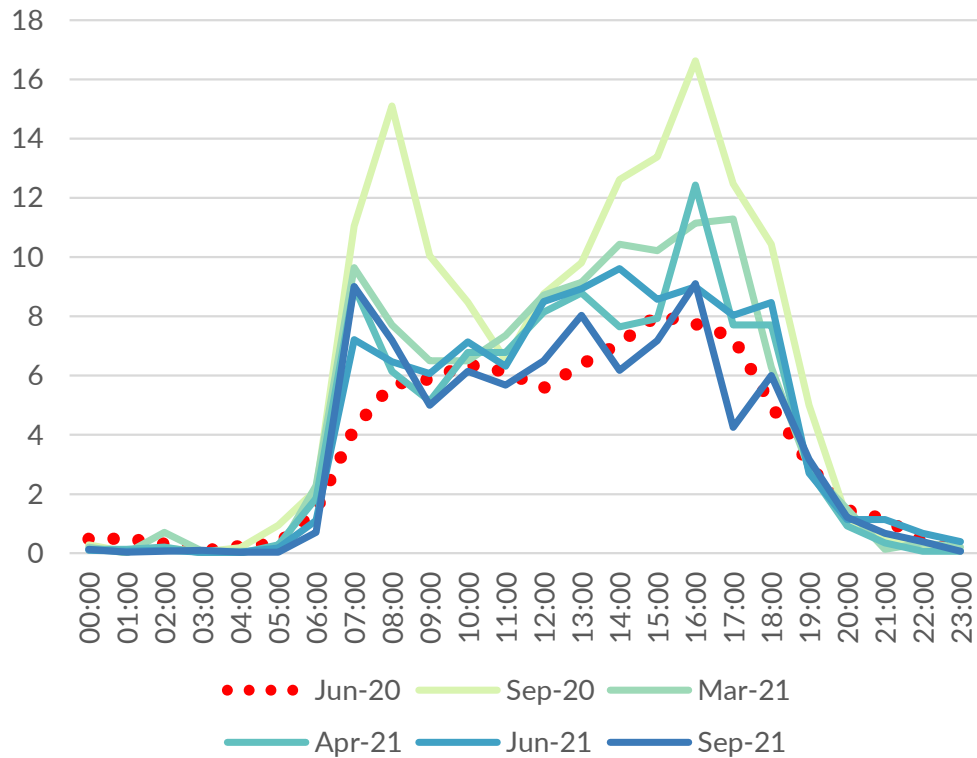


Burbage Road N : Average Daily Cycle Flows

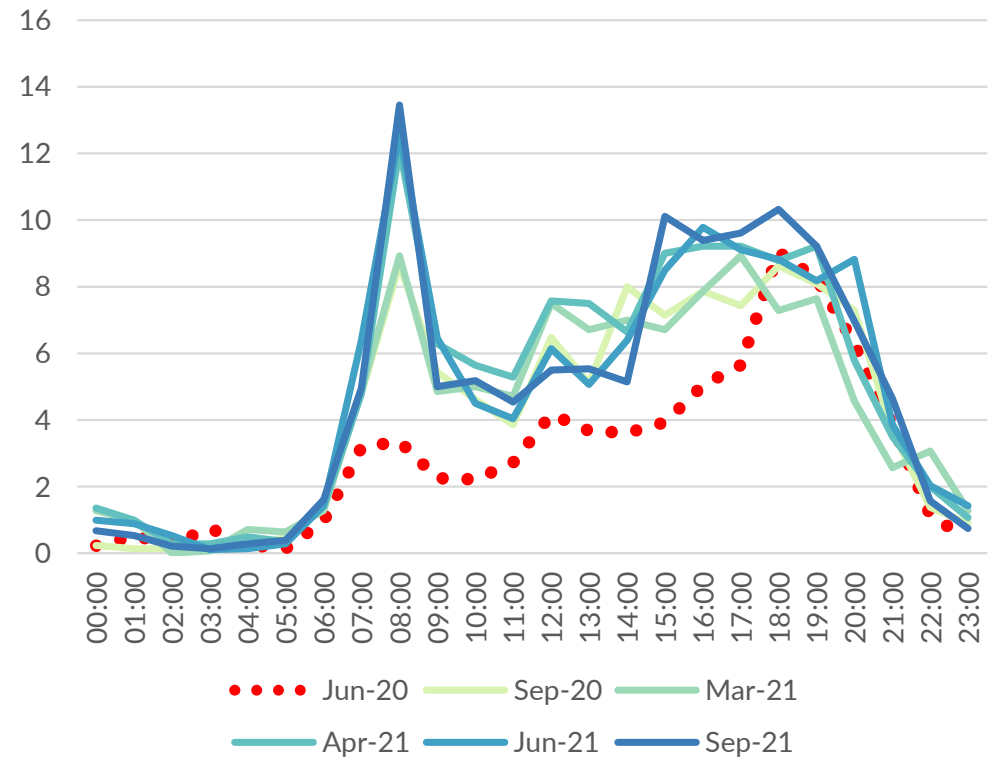


# Burbage Road North

Burbage Road N : Average Daily HGV Flows



Burbage Road N : Average Daily Motorcycle Flows



# Burbage Road North - Summary Table

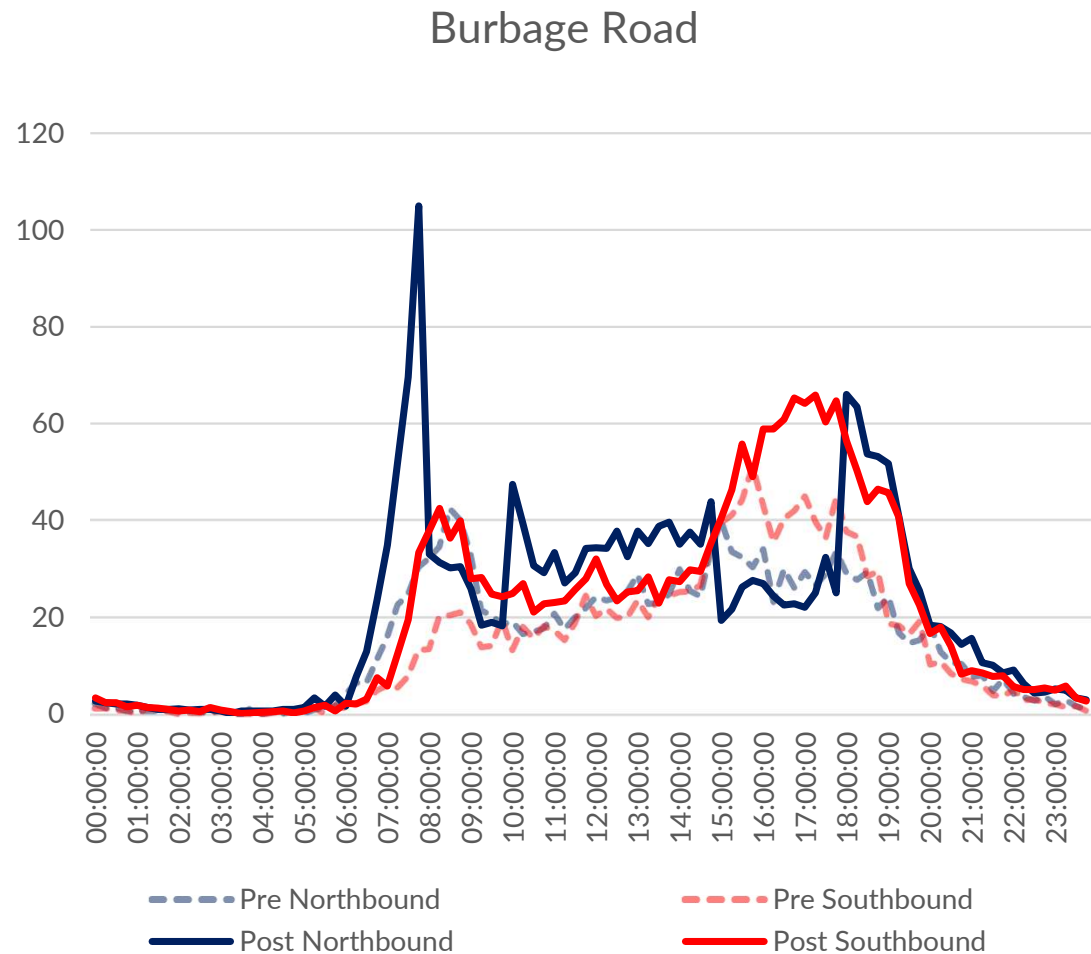
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	2974	3165	191	6%	93%	4%	19%	17%
Cycle	460	792	332	72%	48%	51%	80%	85%
HGV	85	87	2	2%	75%	36%	21%	18%
Motorcycles	72	116	44	61%	42%	45%	65%	62%
<b>Total Vehicles</b>	<b>3131</b>	<b>3368</b>	<b>237</b>	<b>8%</b>	<b>91%</b>	<b>5%</b>	<b>20%</b>	<b>18%</b>

\*Pre-implementation data for June 2020 has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

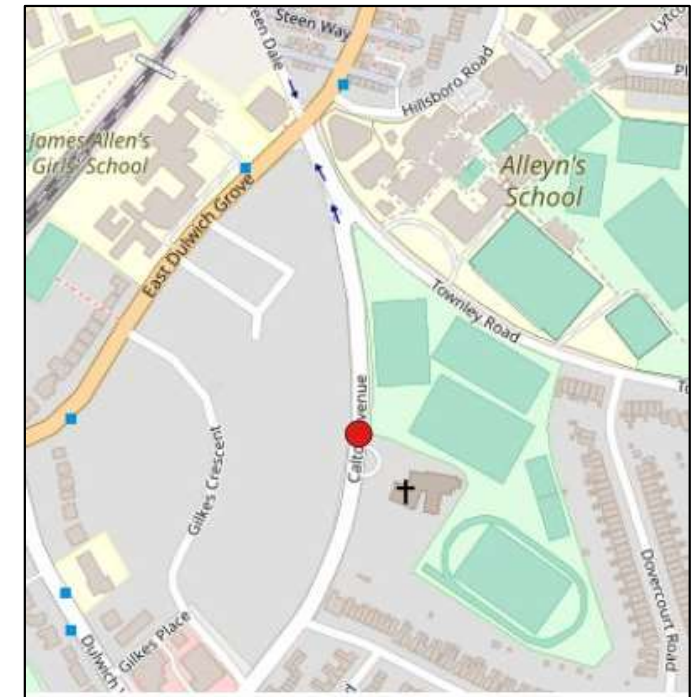
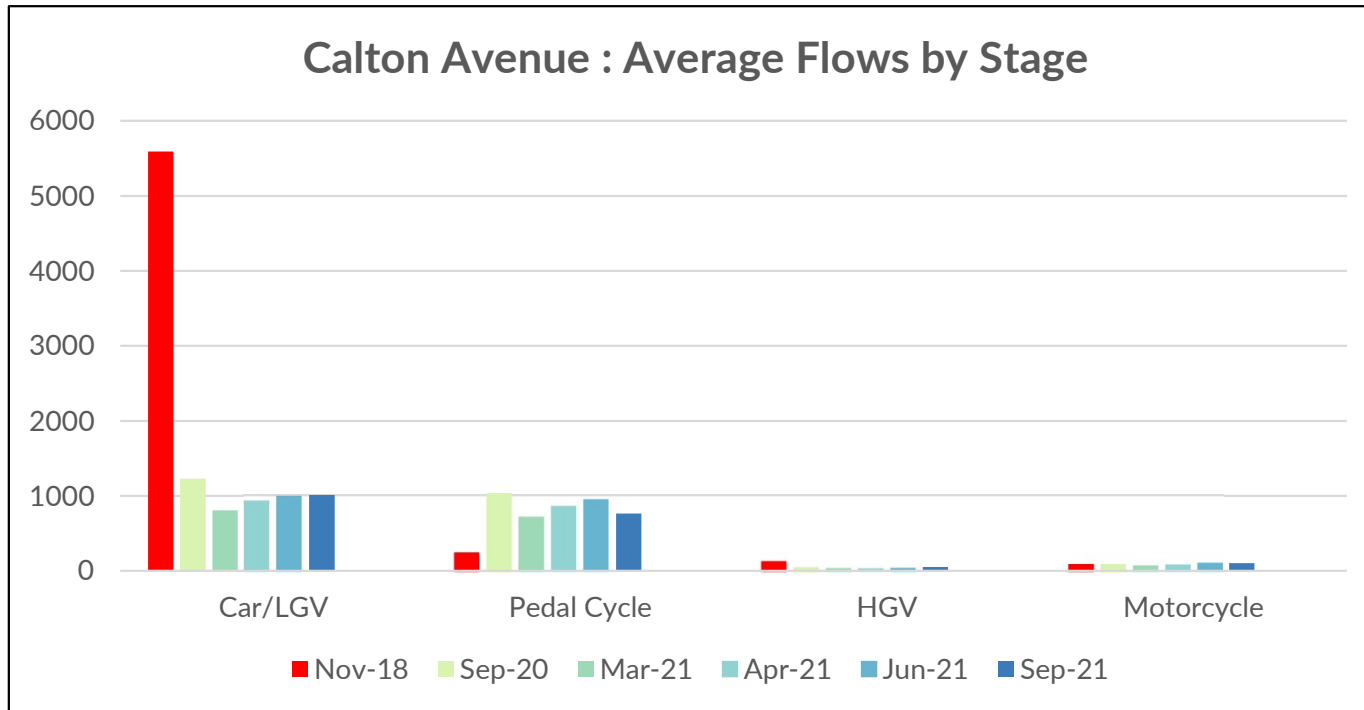
# Burbage Road – Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for Burbage Road (based on a representative week in each case).
- Before scheme implementation, flows were slightly higher northbound than southbound in the AM peak, and slightly higher southbound than northbound in the PM peak.
- In September 2021, there was a sharp increase in northbound traffic levels in the hour before the restriction (7-8am), followed by a similarly large drop during its operation.
- A similarly moderate drop is seen for northbound traffic from 3-6pm, during which southbound traffic increases.



# Calton Avenue (Daily Flows)

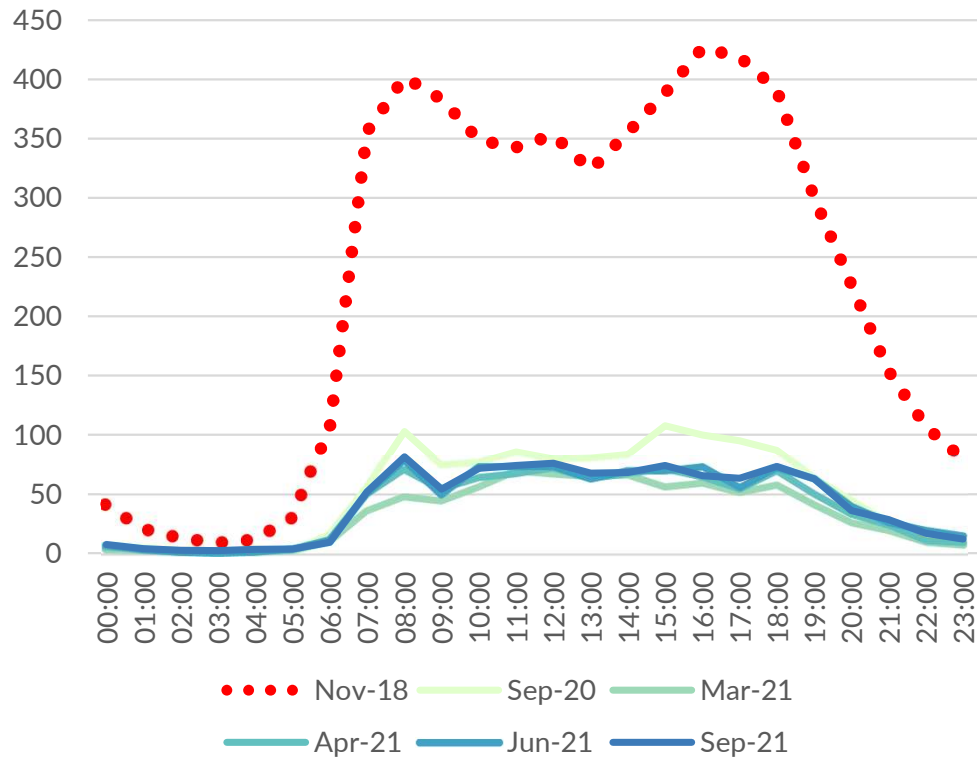
- The charts below and on the following pages show the **average daily flows on Calton Avenue**, showing the difference between pre-implementation flows and data collected in November 2018, September 2020 and through 2021.



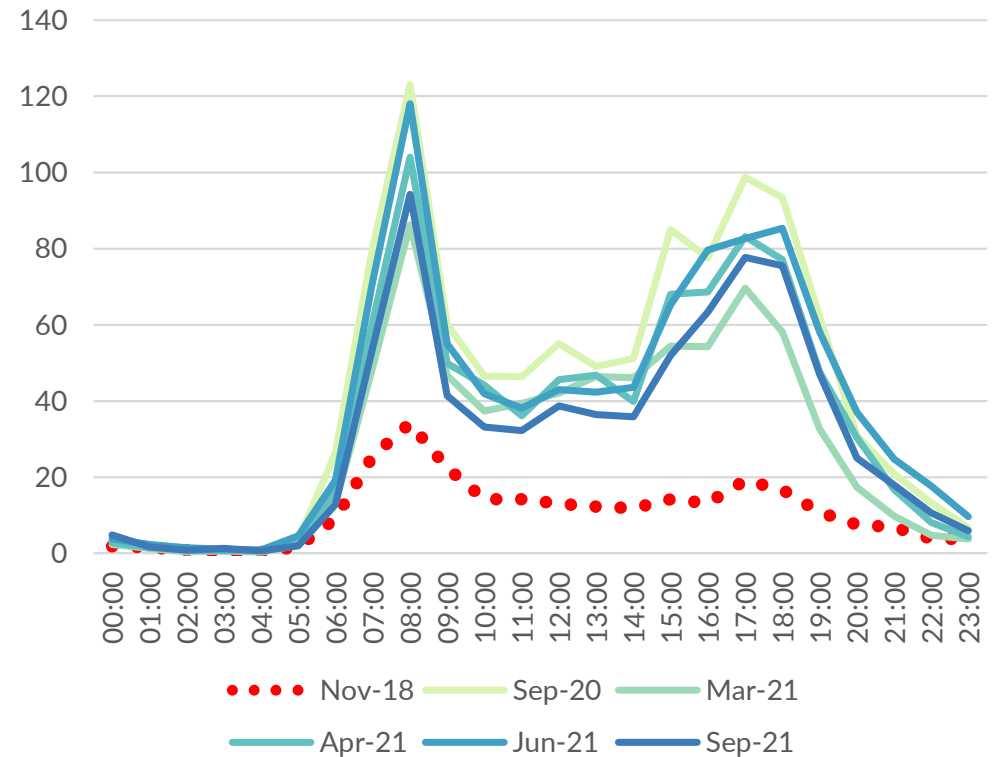


# Calton Avenue

Calton Avenue : Average Daily Car/LGV Flows

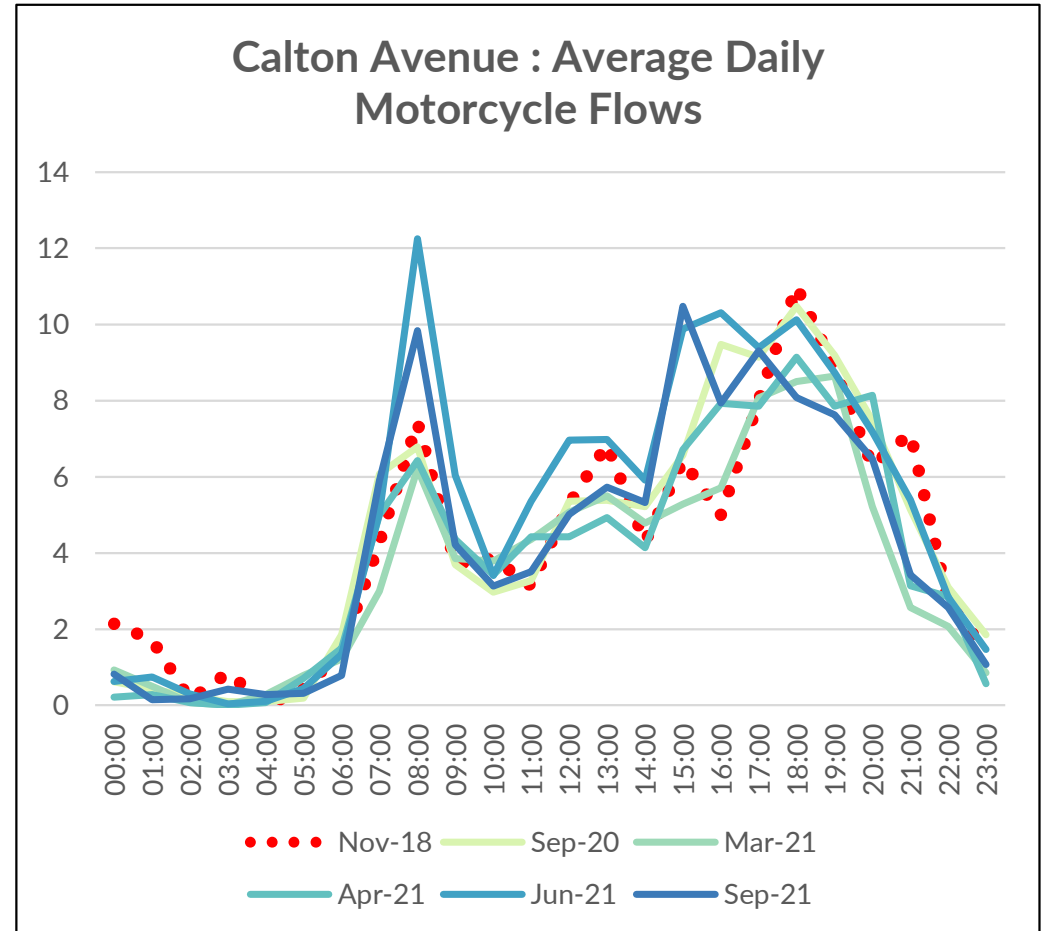
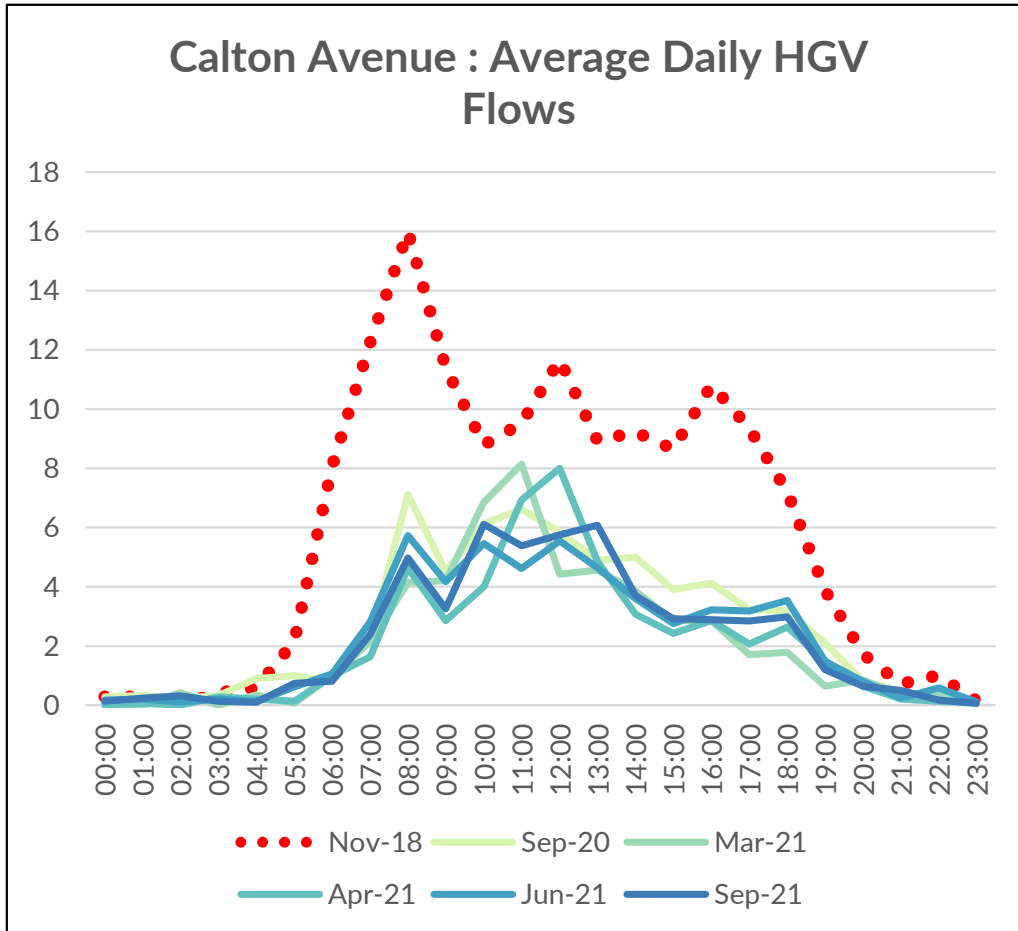


Calton Avenue : Average Daily Cycle Flows





# Calton Avenue



# Calton Avenue - Summary Table

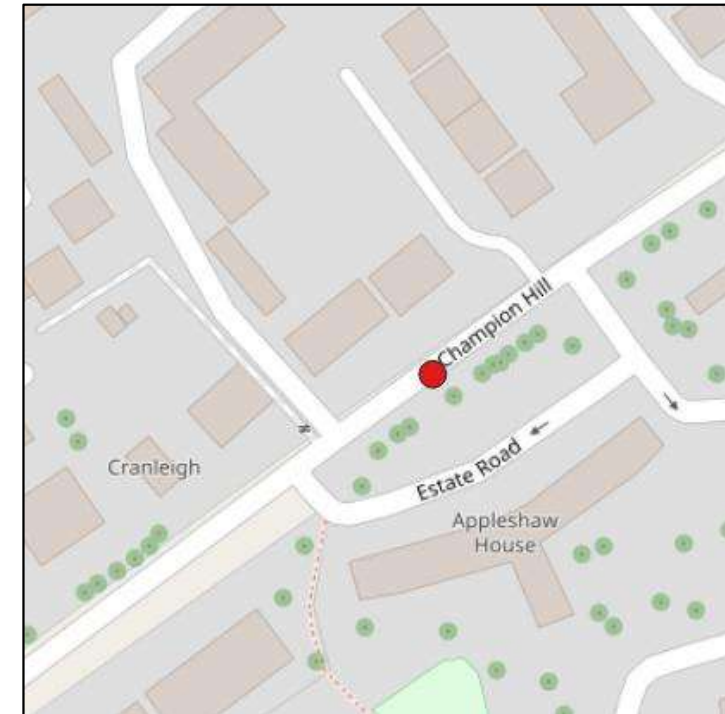
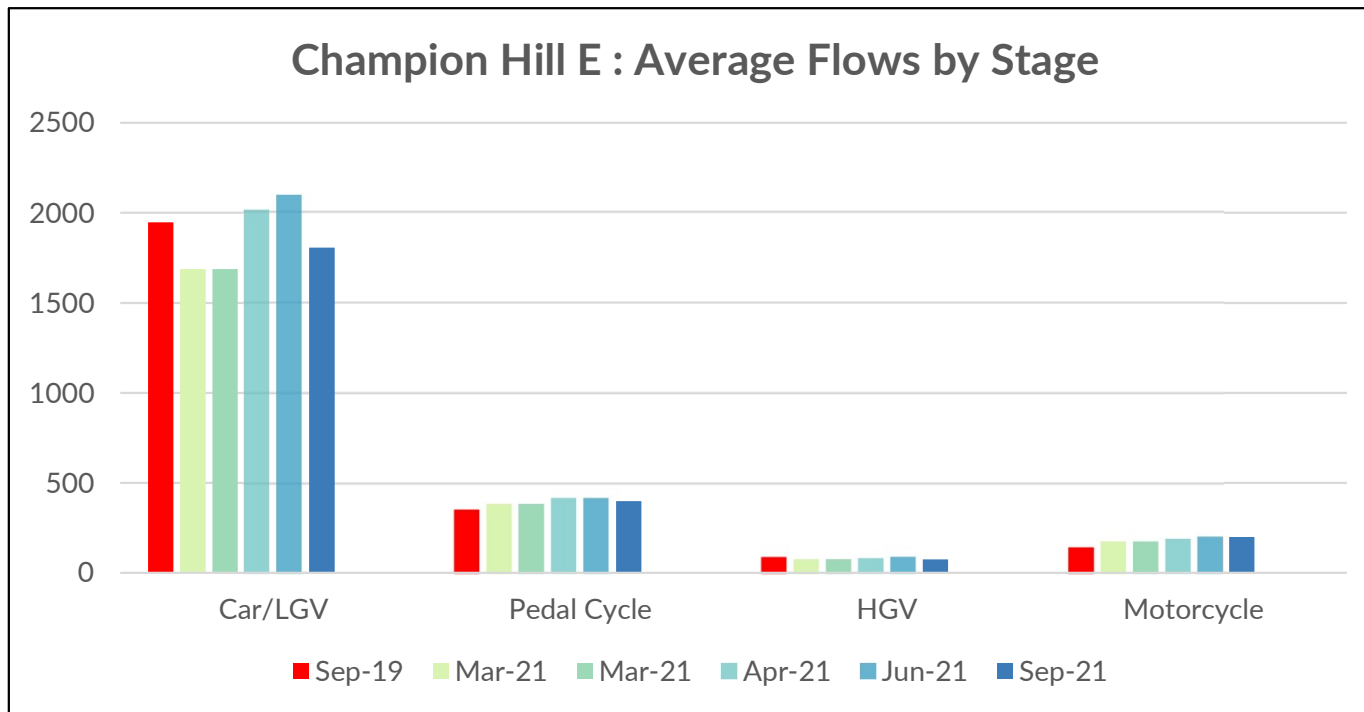
Stage	Nov-18	Sep-21	Nov-18 -> Sep-21 : Difference	Nov-18 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	5592	1012	-4580	-82%	-78%	-85%	-83%	-82%
Cycle	259	765	506	196%	301%	177%	231%	266%
HGV	143	54	-89	-62%	-54%	-63%	-64%	-62%
Motorcycles	102	103	0	0%	2%	-15%	-8%	18%
<b>Total Vehicles</b>	<b>5838</b>	<b>1169</b>	<b>-4669</b>	<b>-80%</b>	<b>-76%</b>	<b>-83%</b>	<b>-81%</b>	<b>-80%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

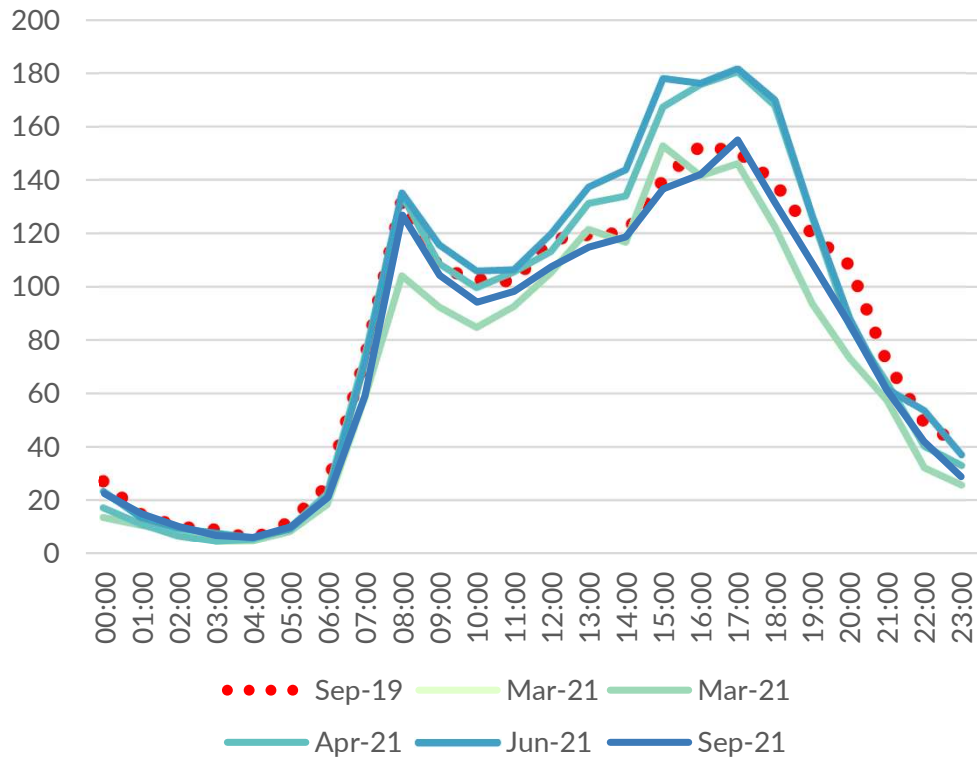
# Champion Hill East (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Champion Hill East**, showing the difference between pre-implementation flows and data collected in September 2019 and through 2021.

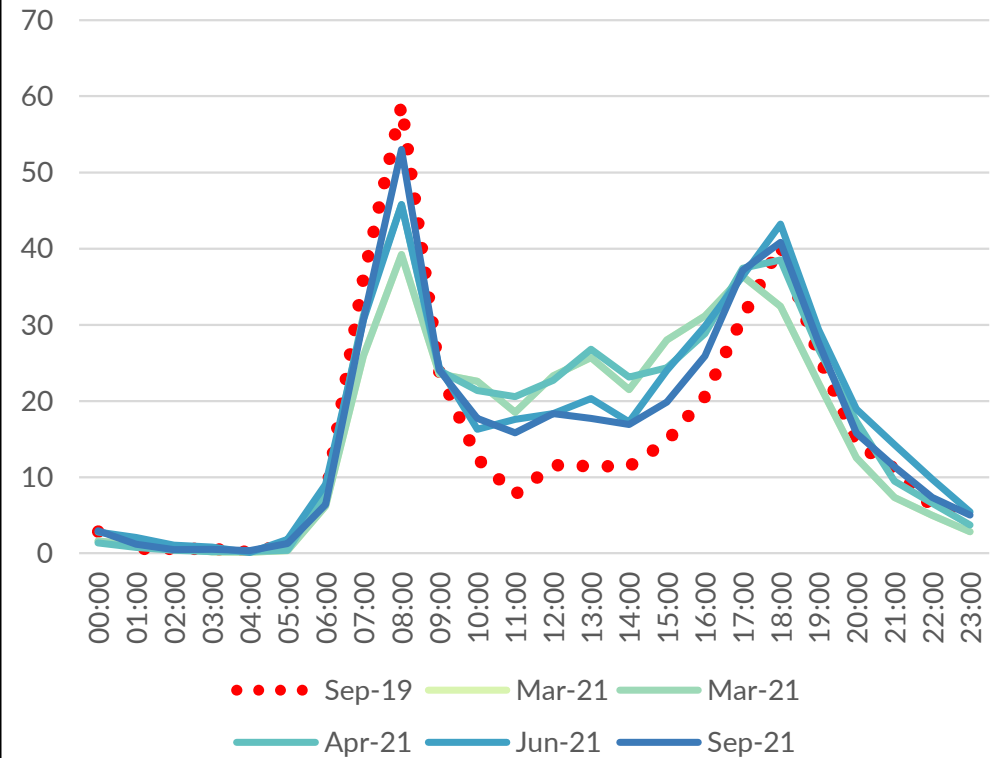


# Champion Hill East

## Champion Hill E : Average Daily Car/LGV Flows

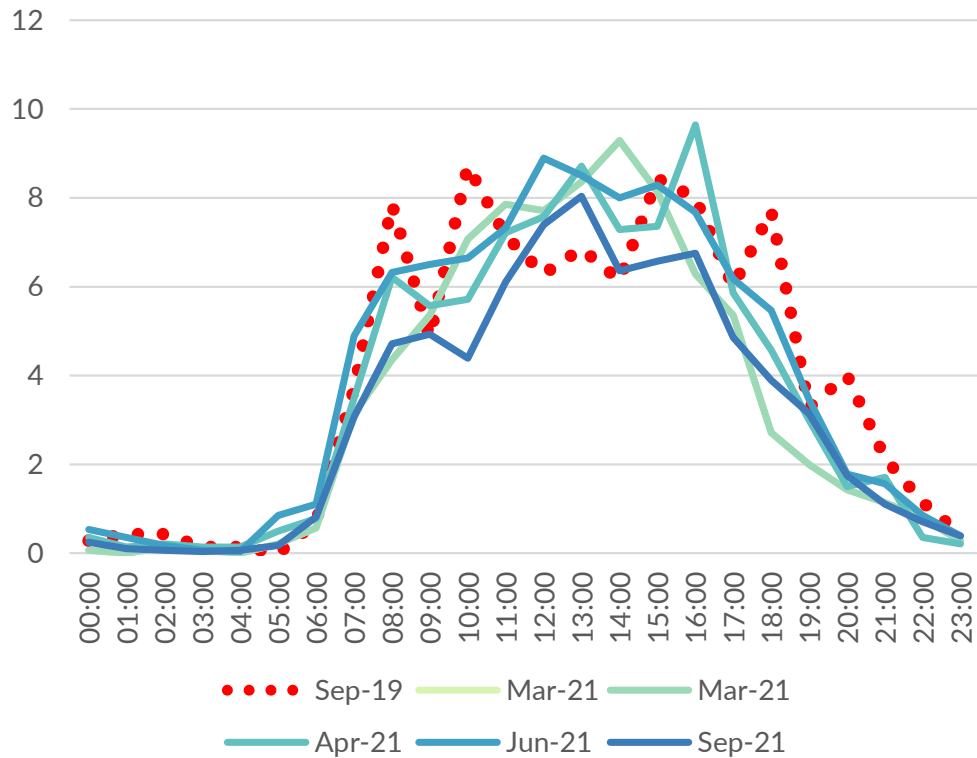


## Champion Hill E : Average Daily Cycle Flows

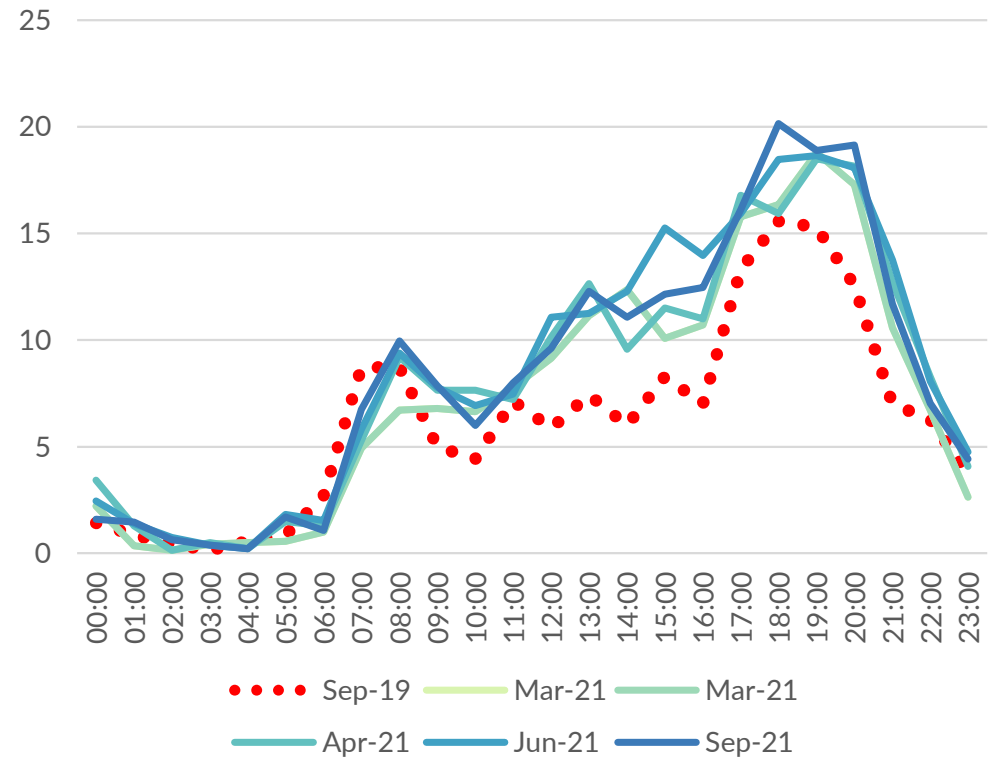


# Champion Hill East

Champion Hill E : Average Daily HGV Flows



Champion Hill E : Average Daily Motorcycle Flows



# Champion Hill East – Summary Table

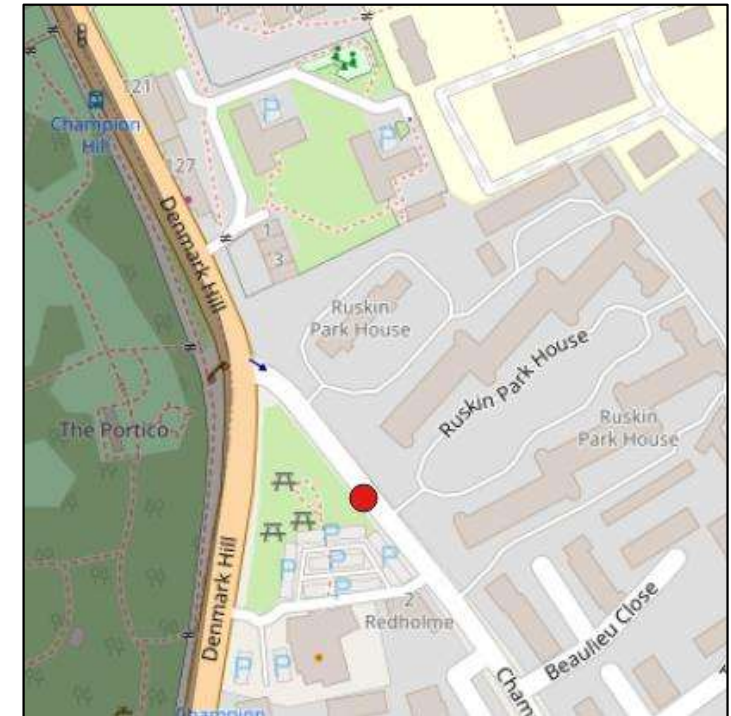
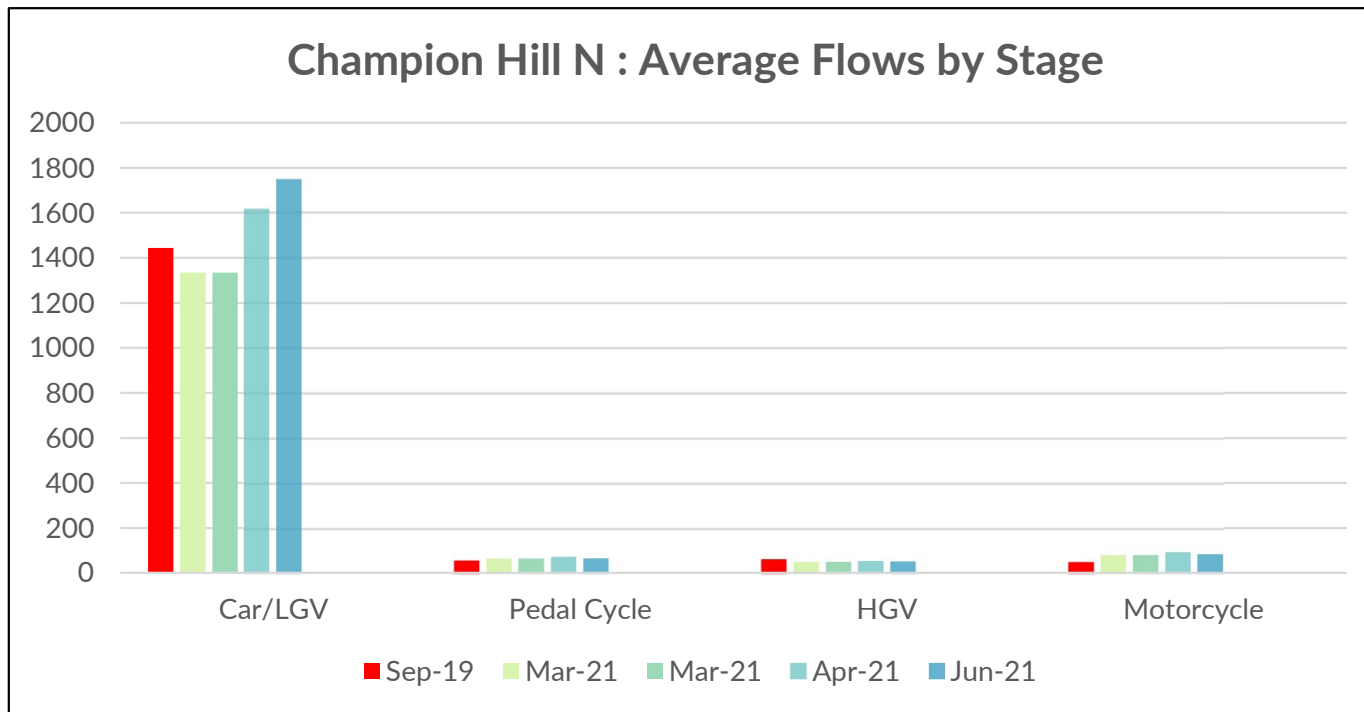
Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	1948	1807	-140	-7%	-12%	5%	6%
Cycle	357	399	42	12%	9%	18%	18%
HGV	95	76	-19	-20%	-12%	-5%	-1%
Motorcycles	149	201	51	34%	20%	30%	39%
<b>Total Vehicles</b>	<b>2192</b>	<b>2084</b>	<b>-108</b>	<b>-5%</b>	<b>-10%</b>	<b>7%</b>	<b>8%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# Champion Hill North (Daily Flows)

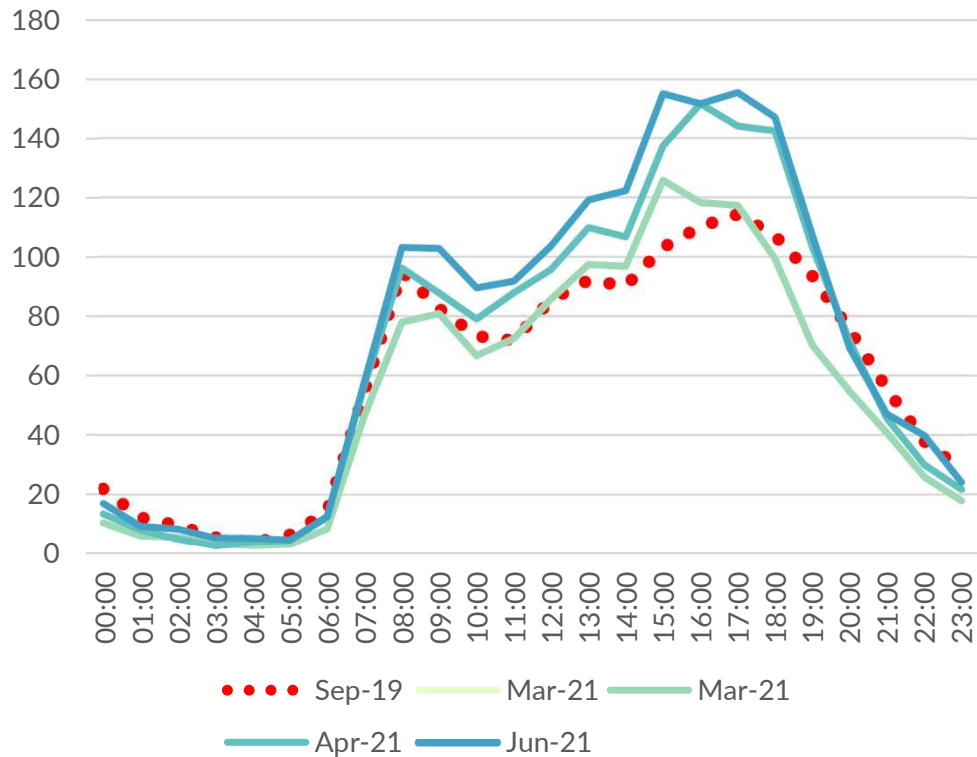
- The charts below and on the following pages show the **average daily flows on Champion Hill North**, showing the difference between pre-implementation flows and data collected in September 2019 and through 2021. Data is not presented for September 2021 due to significant period where the ATC did not collect data.



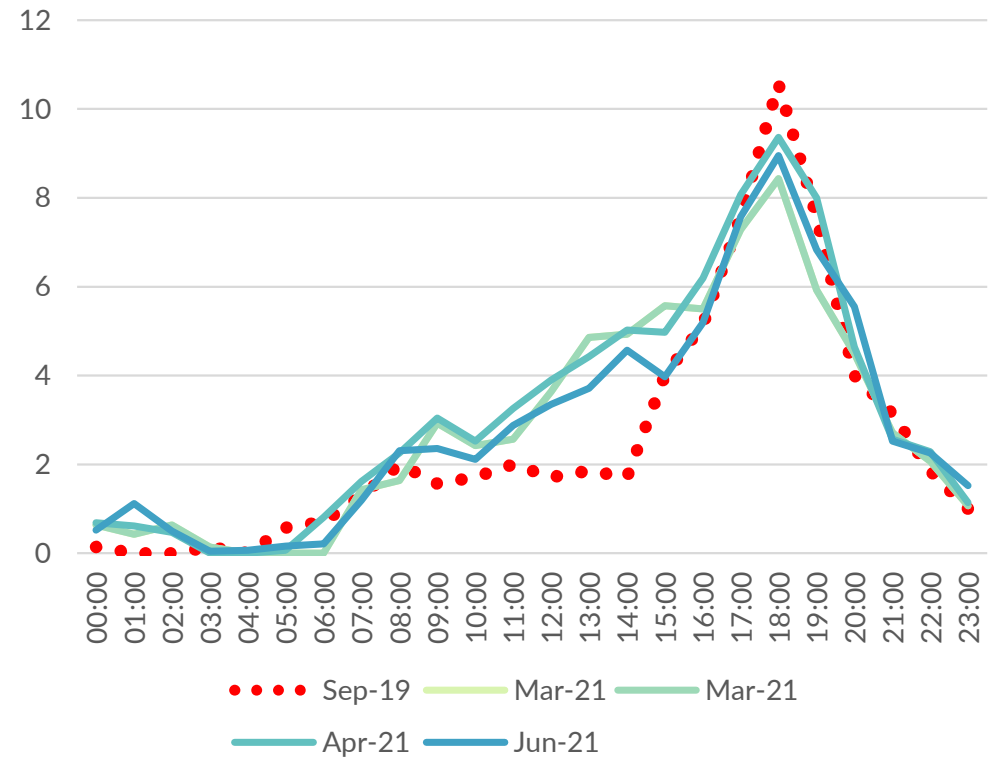


# Champion Hill North

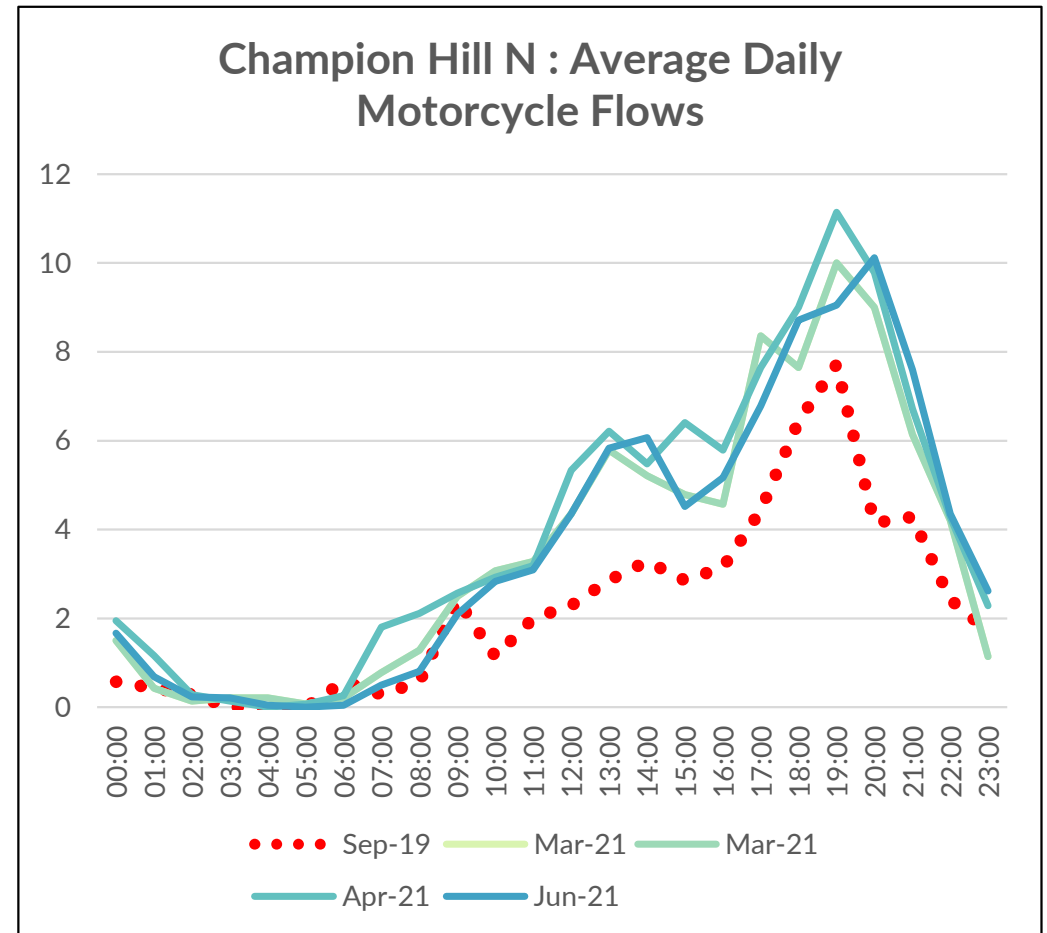
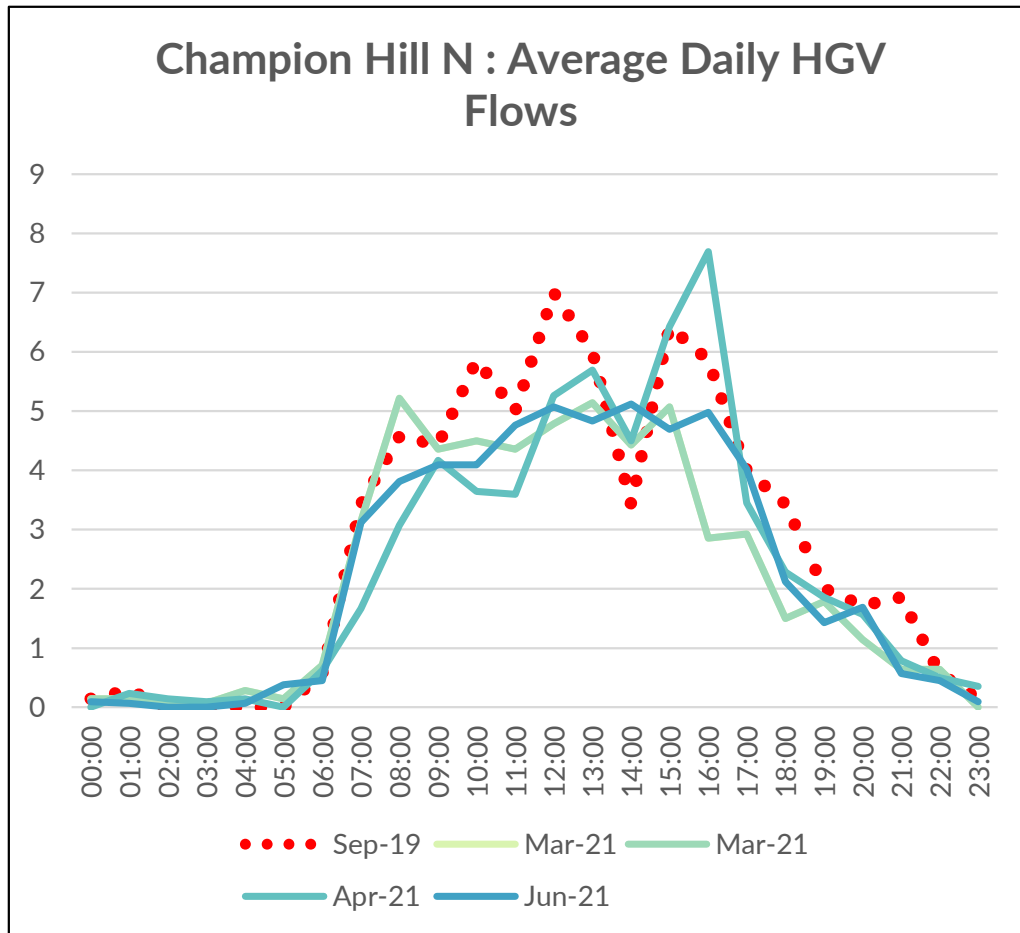
Champion Hill N : Average Daily Car/LGV Flows



Champion Hill N : Average Daily Cycle Flows



# Champion Hill North



# Champion Hill North – Summary Table

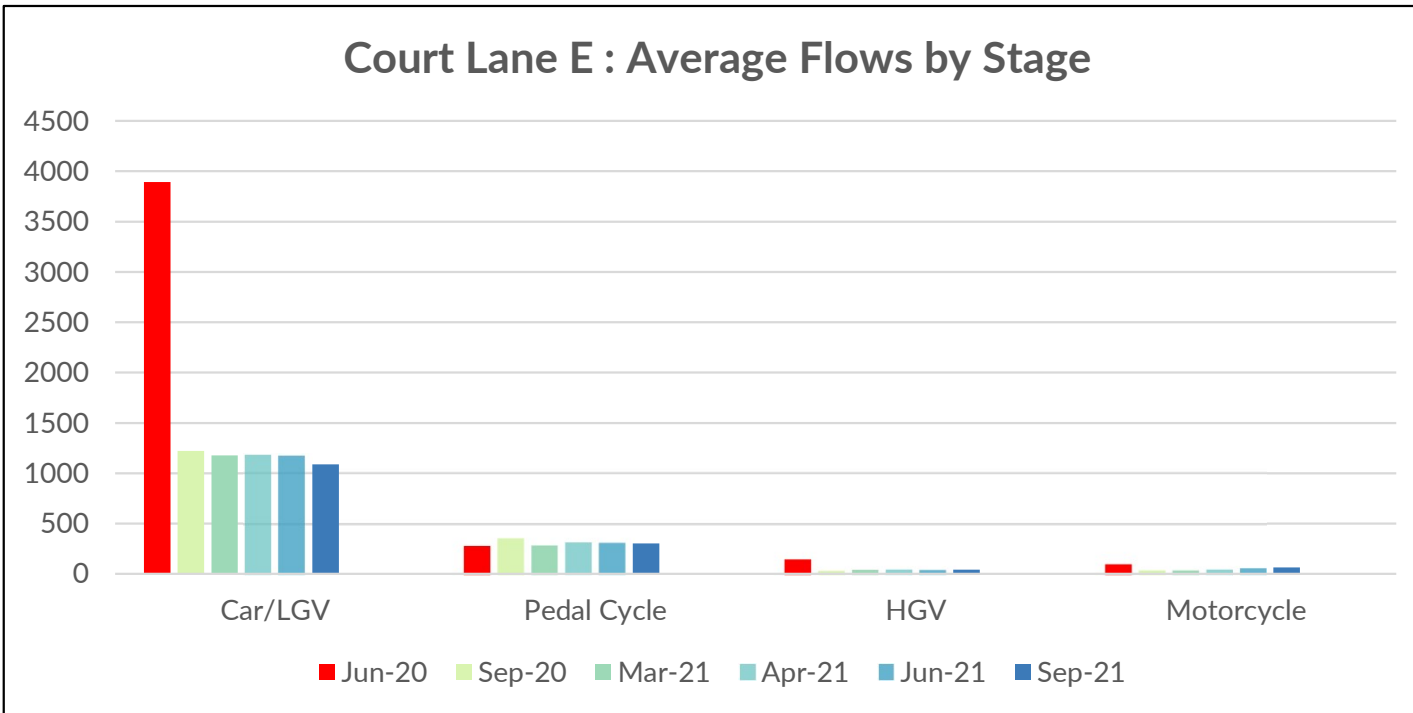
Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	1444	Data quality too poor to analyse			-6%	14%	19%
Cycle	60				15%	26%	15%
HGV	67				-17%	-12%	-17%
Motorcycles	54				58%	79%	62%
<b>Total Vehicles</b>	<b>1565</b>				<b>-4%</b>	<b>15%</b>	<b>19%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

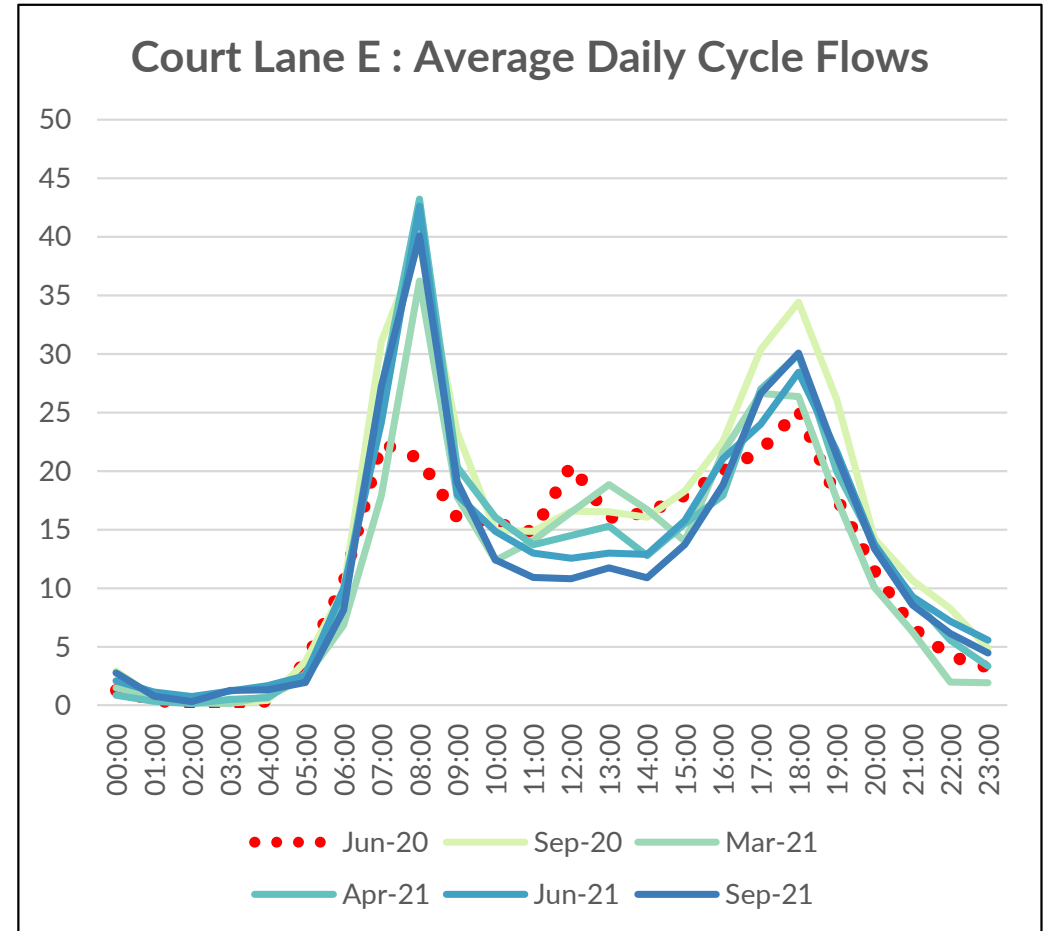
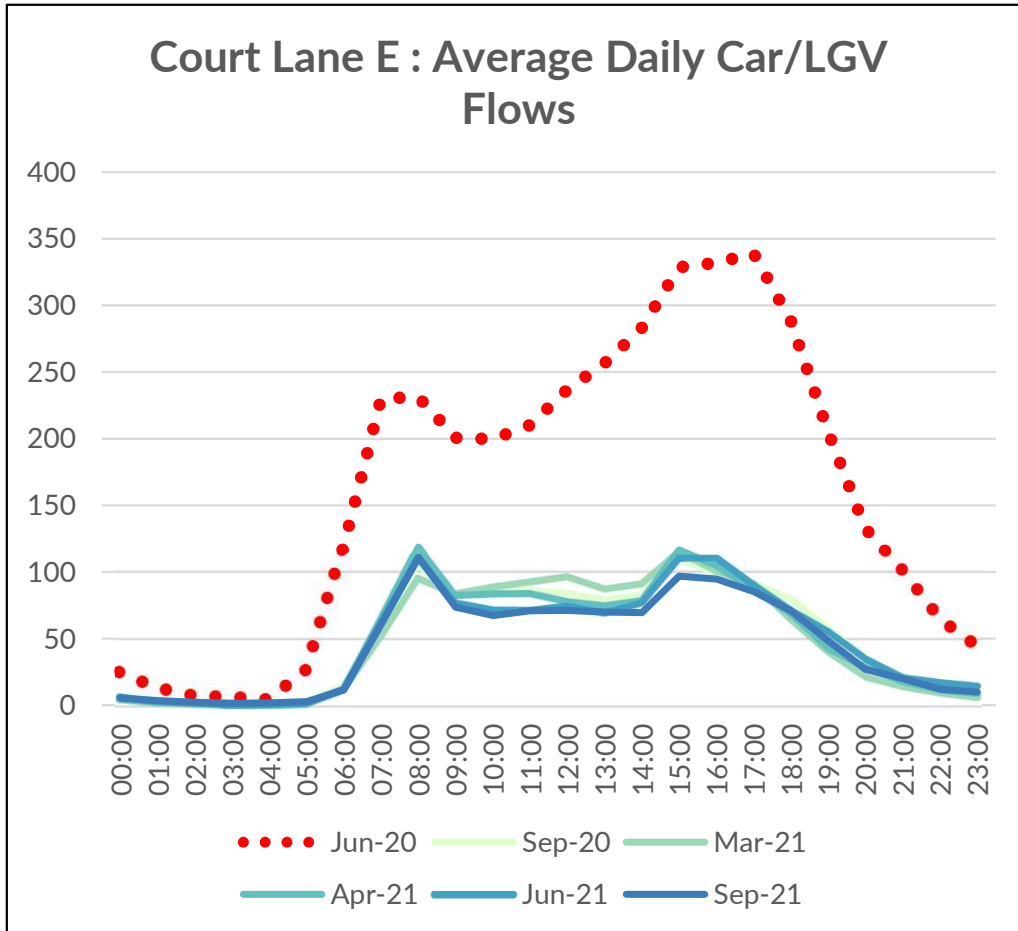
† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# Court Lane East (Daily Flows)

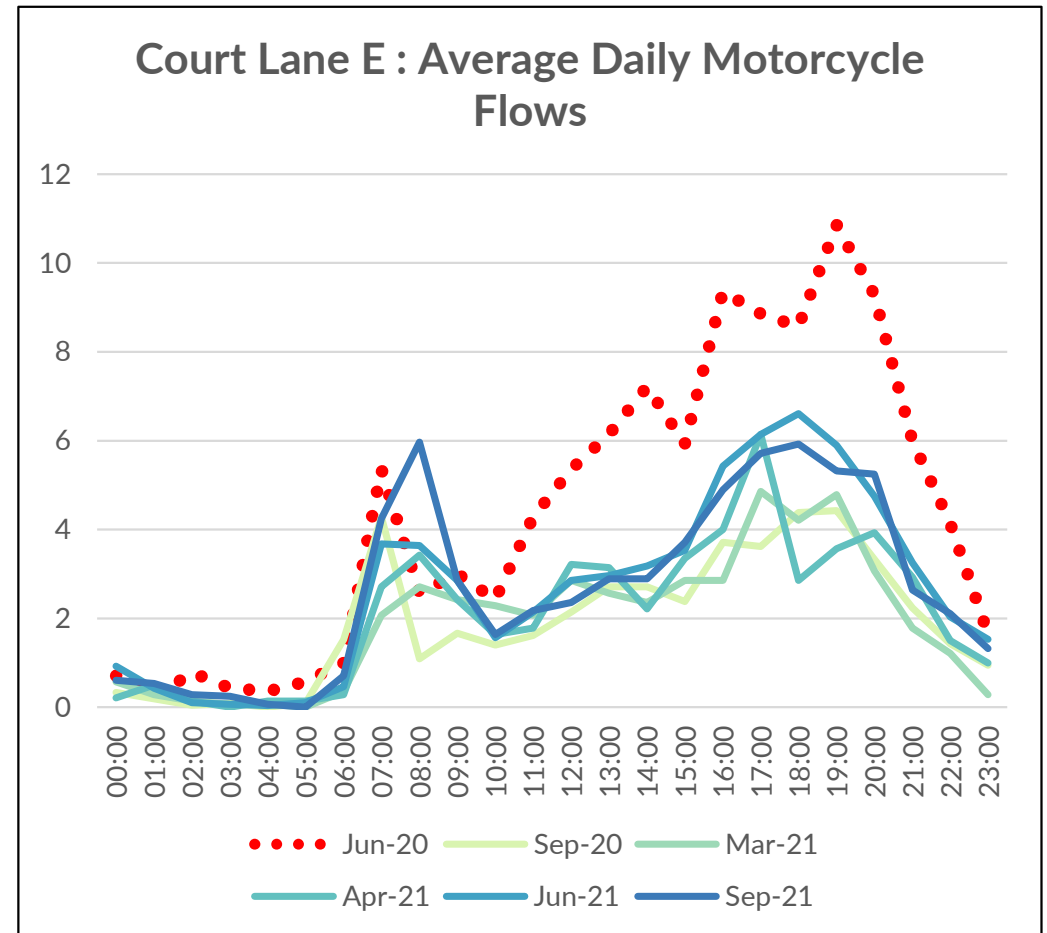
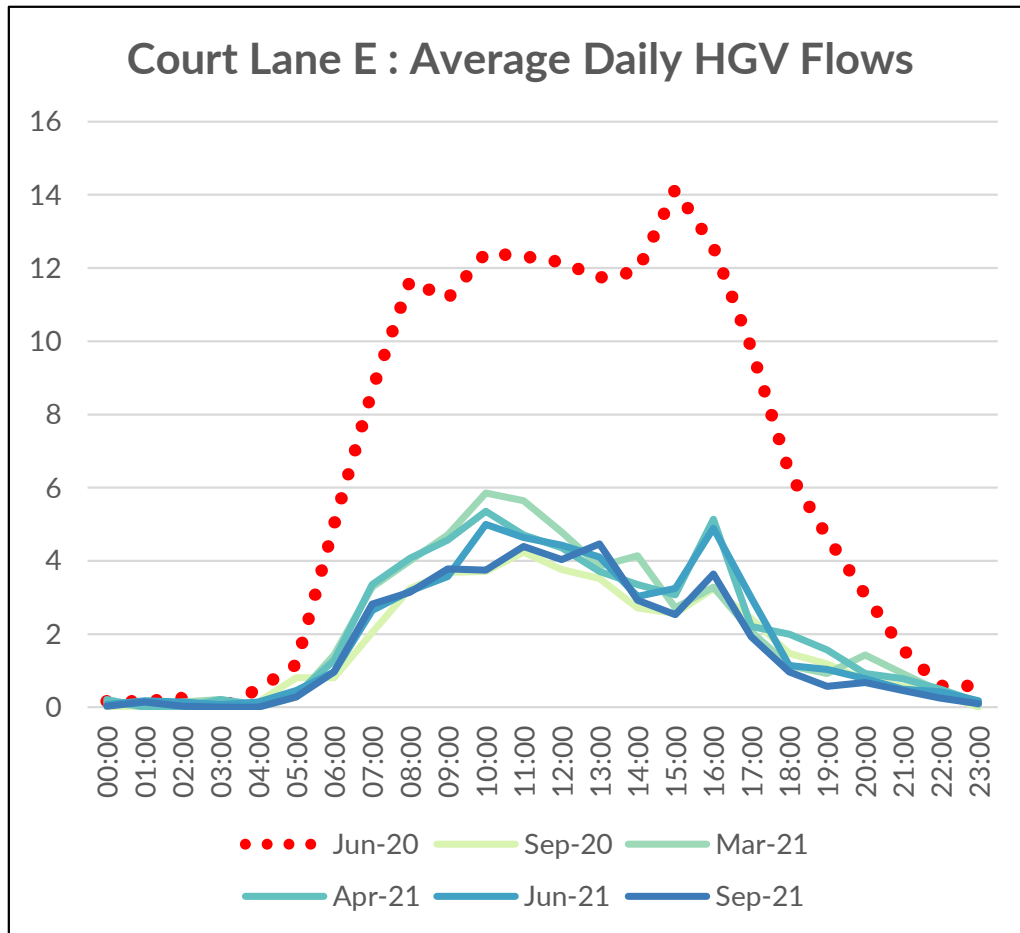
- The charts below and on the following pages show the **average daily flows on Court Lane East**, showing the difference between pre-implementation flows and data collected in June 2020, September 2020 and through 2021.



# Court Lane East



# Court Lane East



# Court Lane East – Summary Table

Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	3892	1089	-2803	-72%	-68%	-69%	-69%	-70%
Cycle	287	303	16	5%	26%	1%	11%	10%
HGV	153	42	-111	-73%	-72%	-66%	-65%	-69%
Motorcycles	105	64	-41	-39%	-56%	-55%	-51%	-39%
<b>Total Vehicles</b>	<b>4150</b>	<b>1196</b>	<b>-2954</b>	<b>-71%</b>	<b>-68%</b>	<b>-69%</b>	<b>-68%</b>	<b>-70%</b>

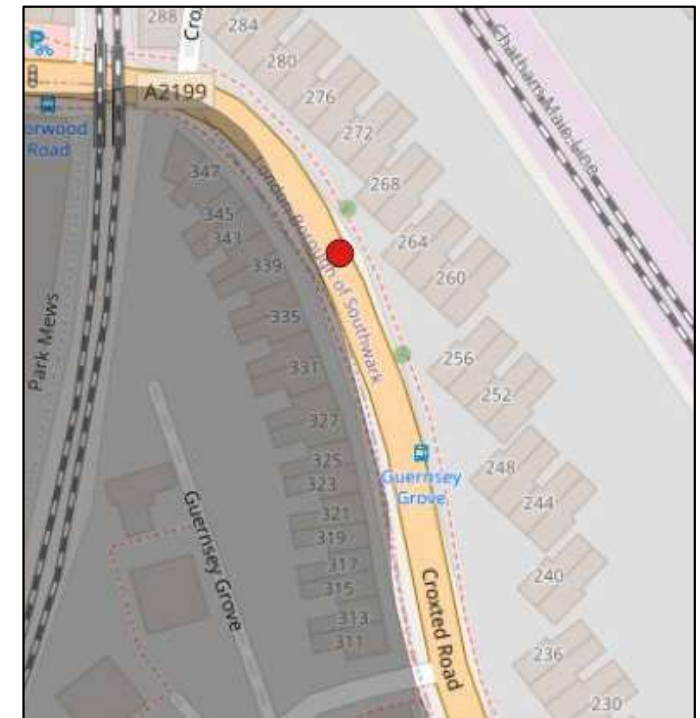
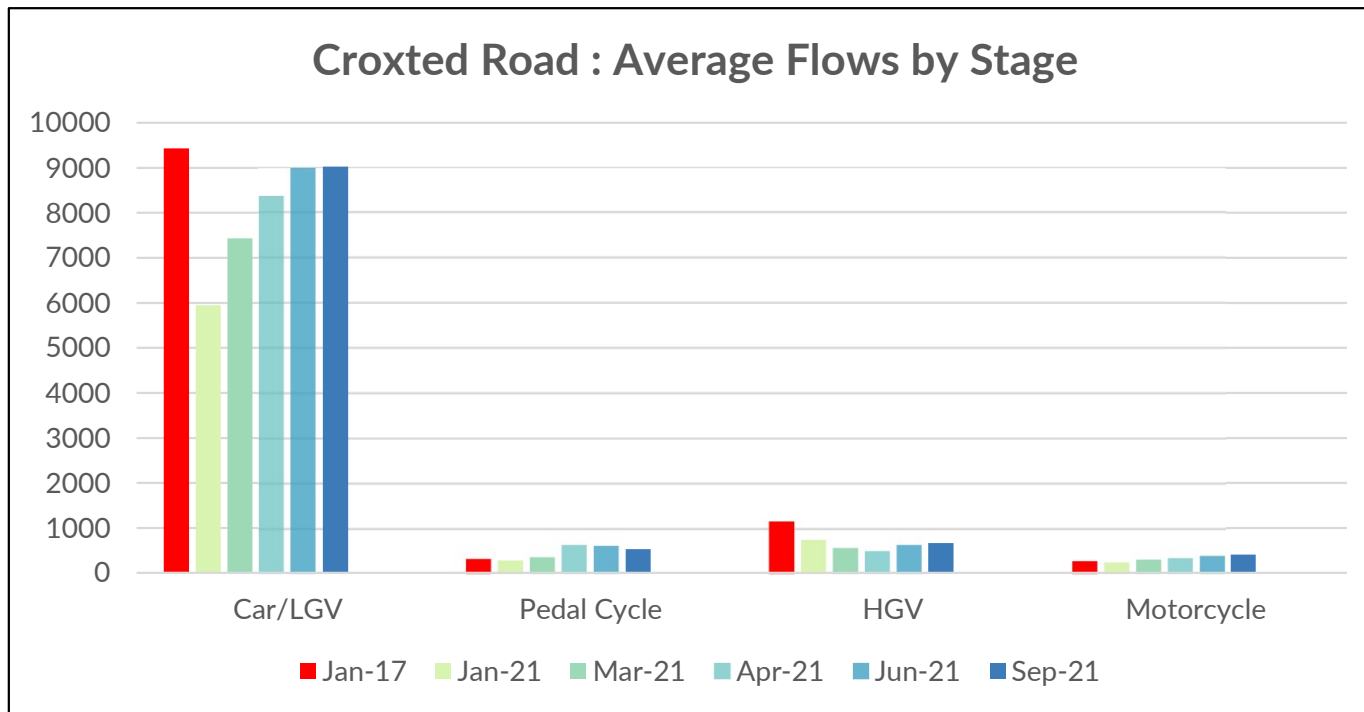
\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019



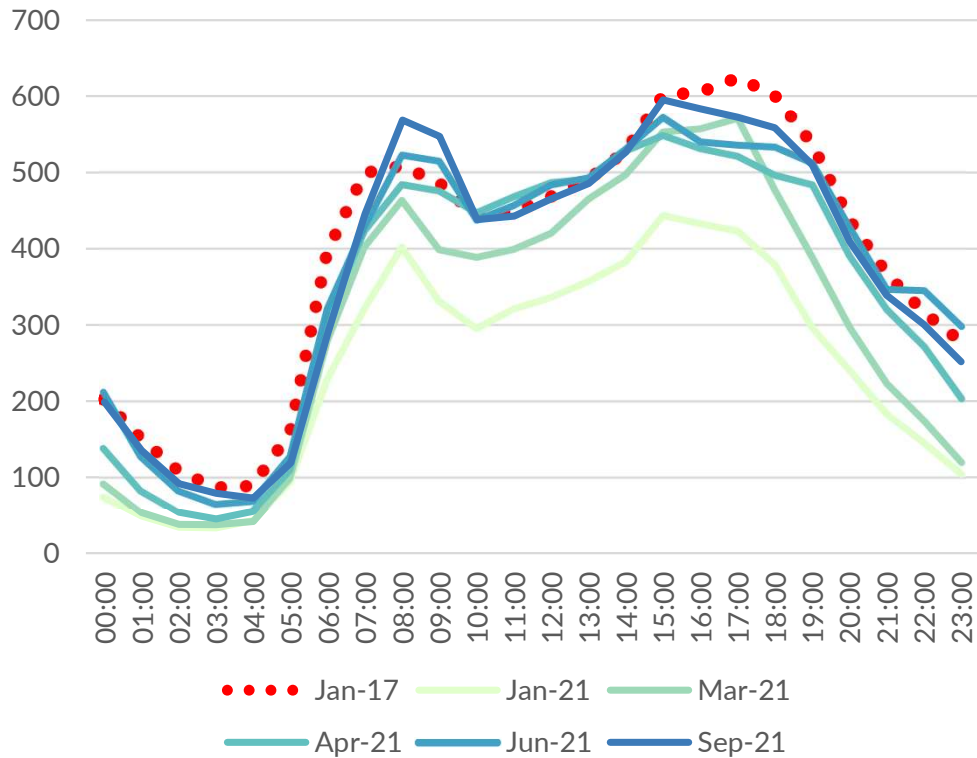
# Croxted Road (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Croxted Road**, showing the difference between pre-implementation flows and data collected in January 2017 and through 2021.

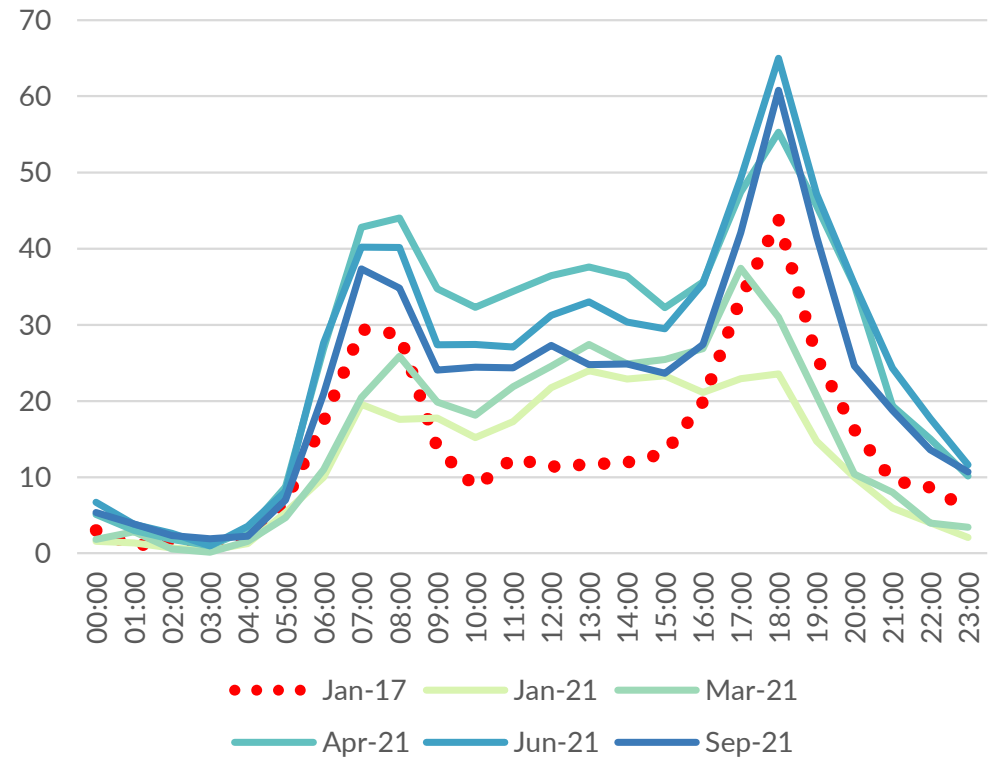


# Croxted Road

Croxted Road : Average Daily Car/LGV Flows

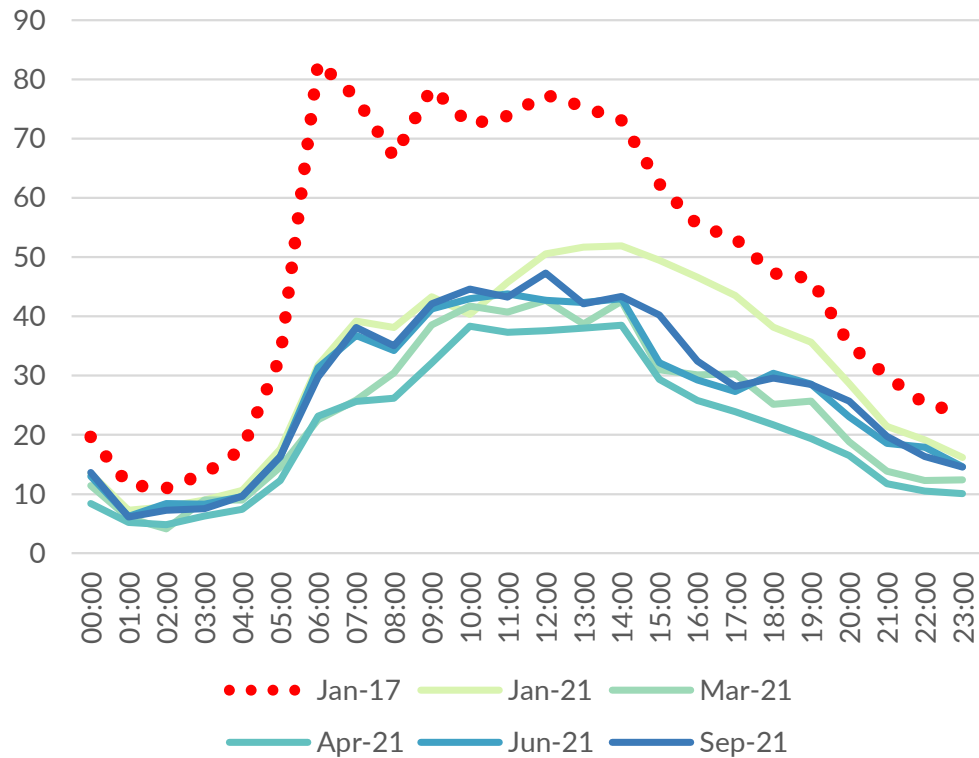


Croxted Road : Average Daily Cycle Flows

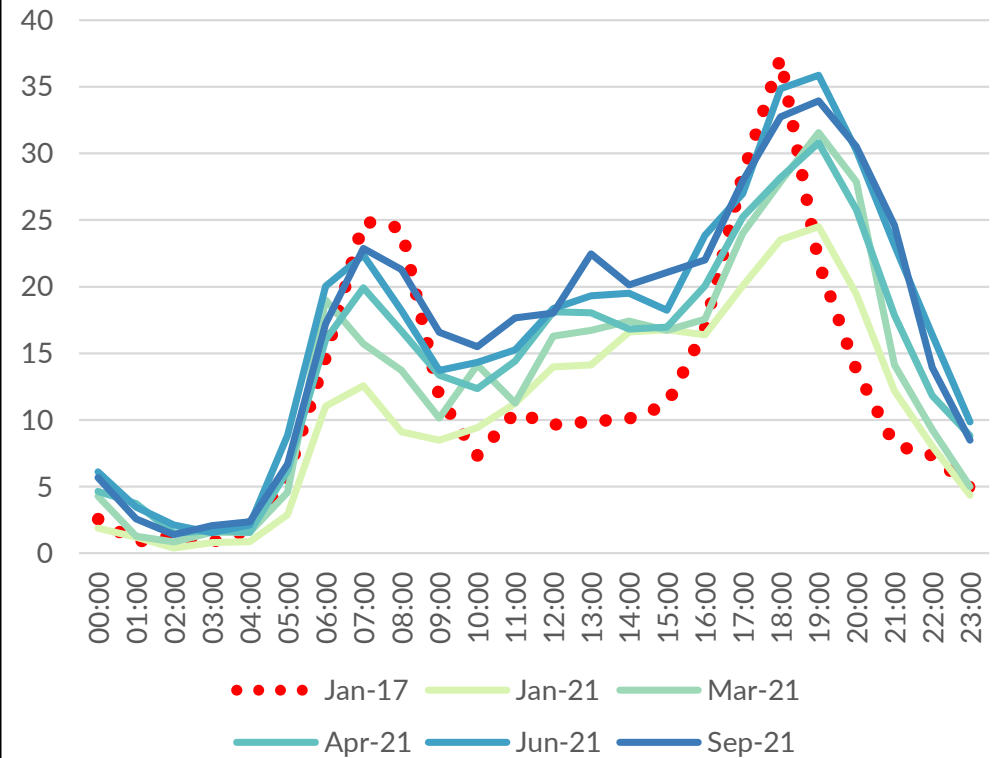


# Croxted Road

Croxted Road : Average Daily HGV Flows



Croxted Road : Average Daily Motorcycle Flows



# Croxted Road - Summary Table

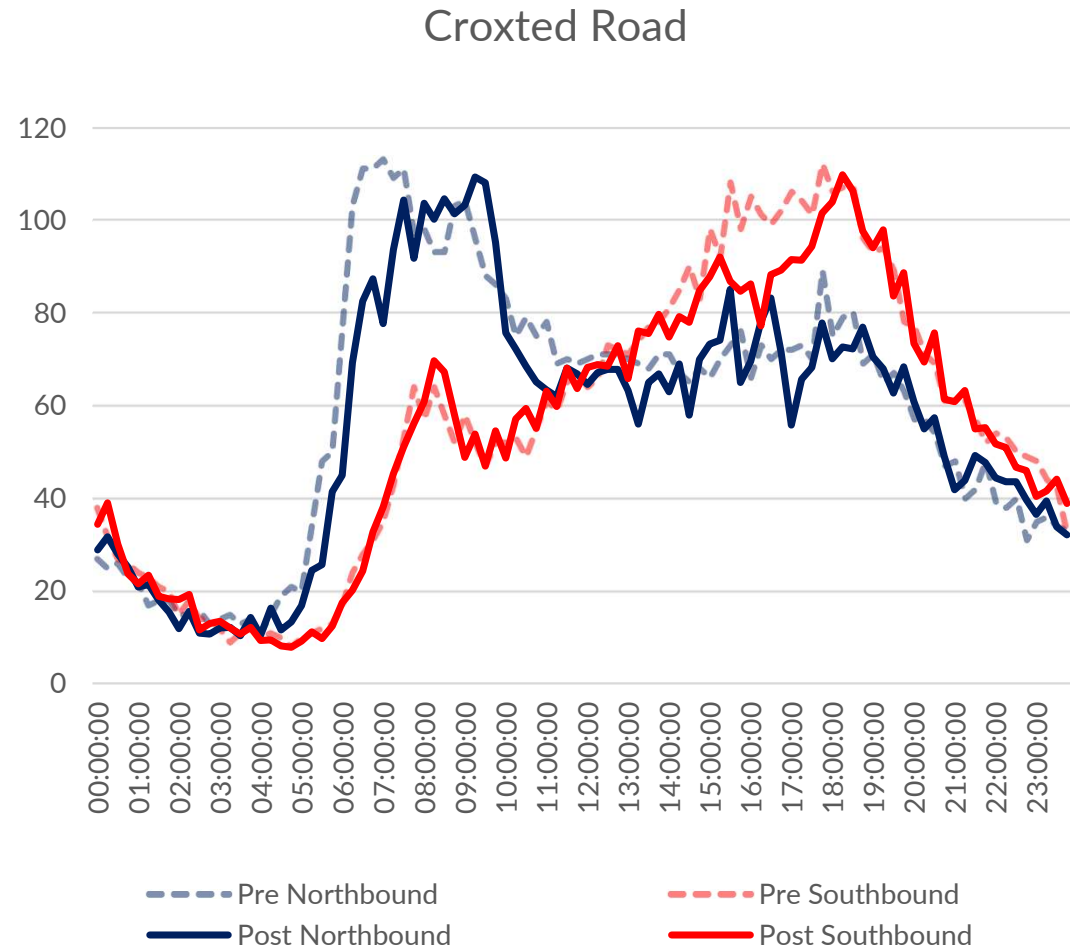
Stage	Jan-17	Sep-21	Jan-17 -> Sep-21 : Difference	Jan-17 -> Sep-21 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	9429	9025	-405	-4%	-20%	-10%	-6%
Cycle	337	529	192	57%	11%	91%	86%
HGV	1162	661	-501	-43%	-49%	-55%	-46%
Motorcycles	286	408	122	43%	13%	23%	42%
<b>Total Vehicles</b>	<b>10877</b>	<b>10094</b>	<b>-783</b>	<b>-7%</b>	<b>-22%</b>	<b>-14%</b>	<b>-9%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

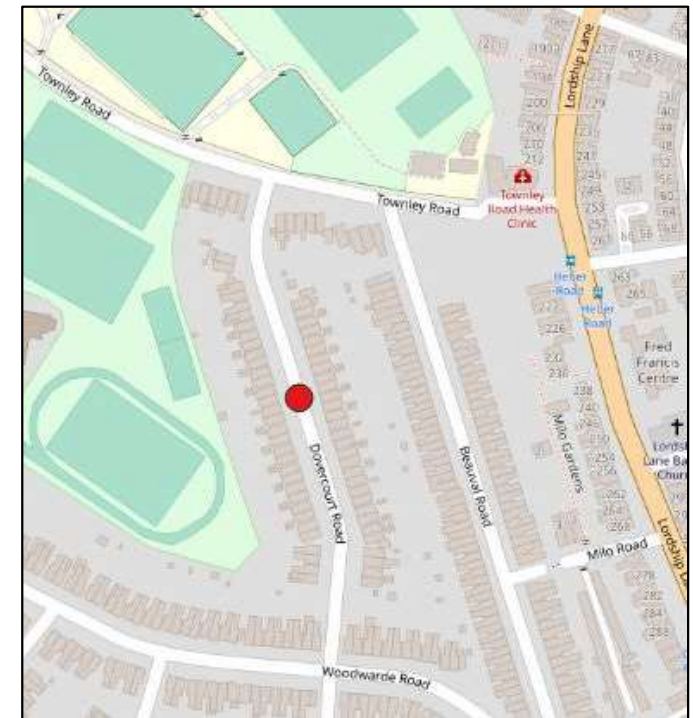
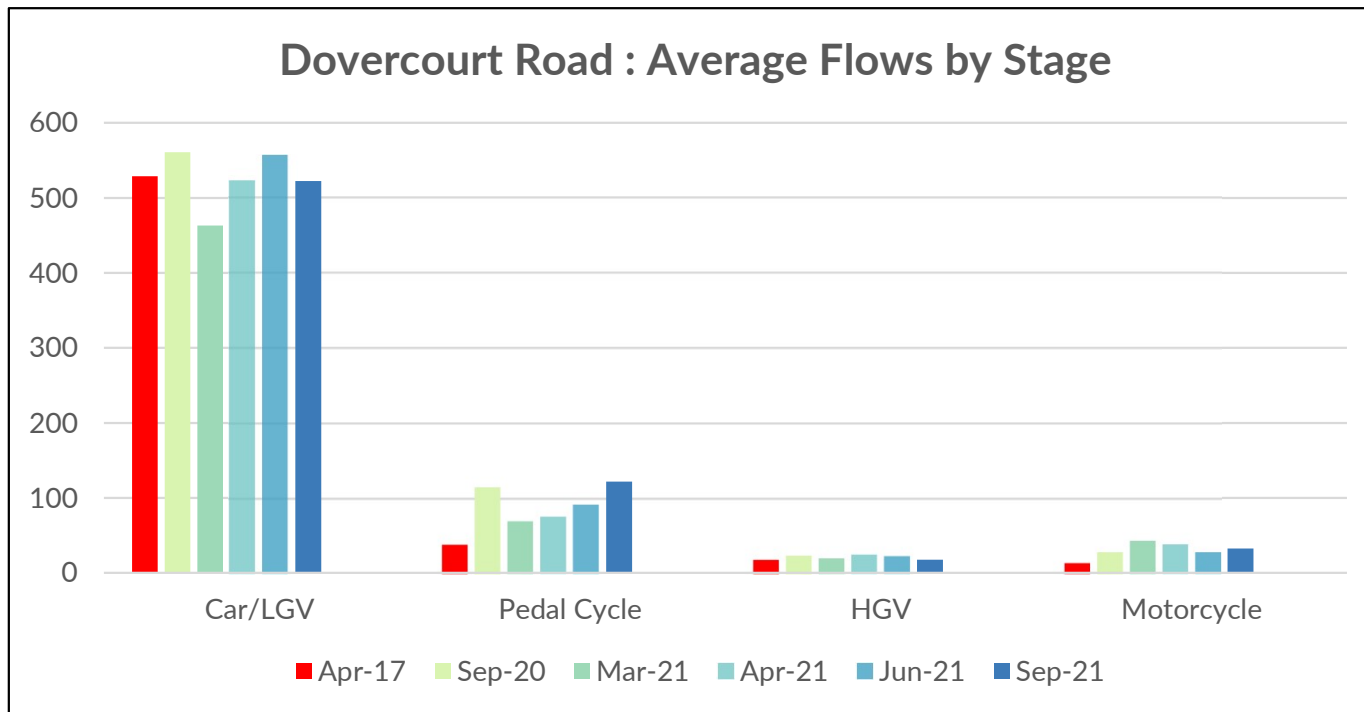
# Croxted Road – Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for Croxted Road (based on a representative week in each case).
- Before scheme implementation, vehicle flows were higher northbound in the AM peak and higher southbound in the PM peak.
- In September 2021, this pattern had been maintained, with similar volumes for most of the day, and the morning peak had shifted slightly later (but slightly reduced peaks in the dominant direction).



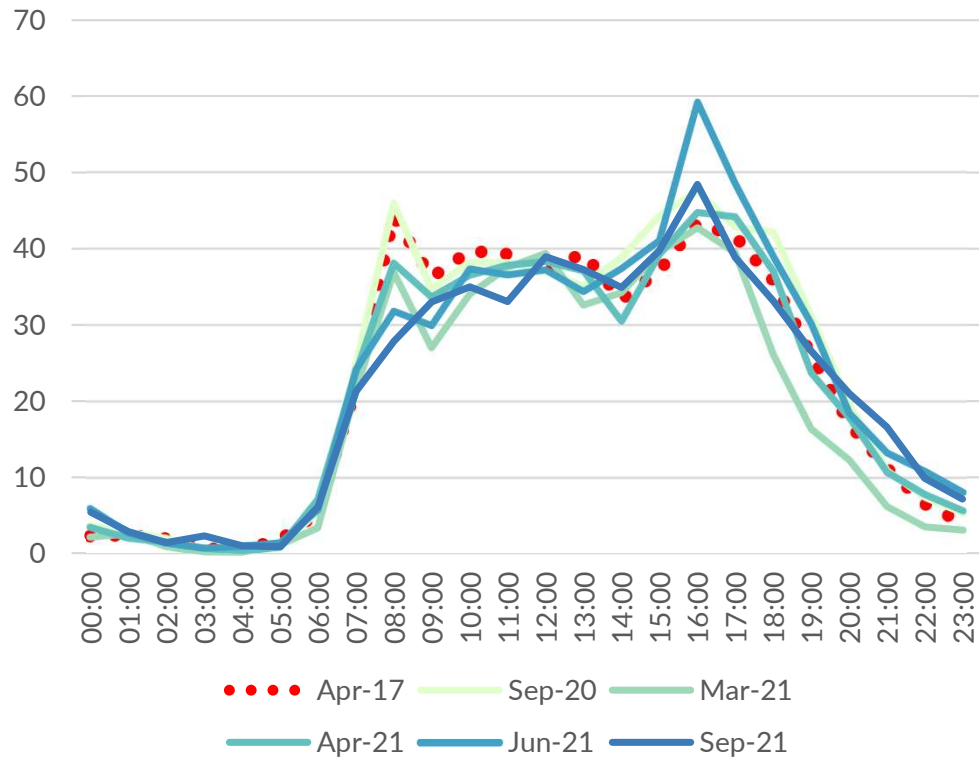
# Dovercourt Road (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Dovercourt Road**, showing the difference between pre-implementation flows and data collected in April 2017, September 2020 and through 2021.

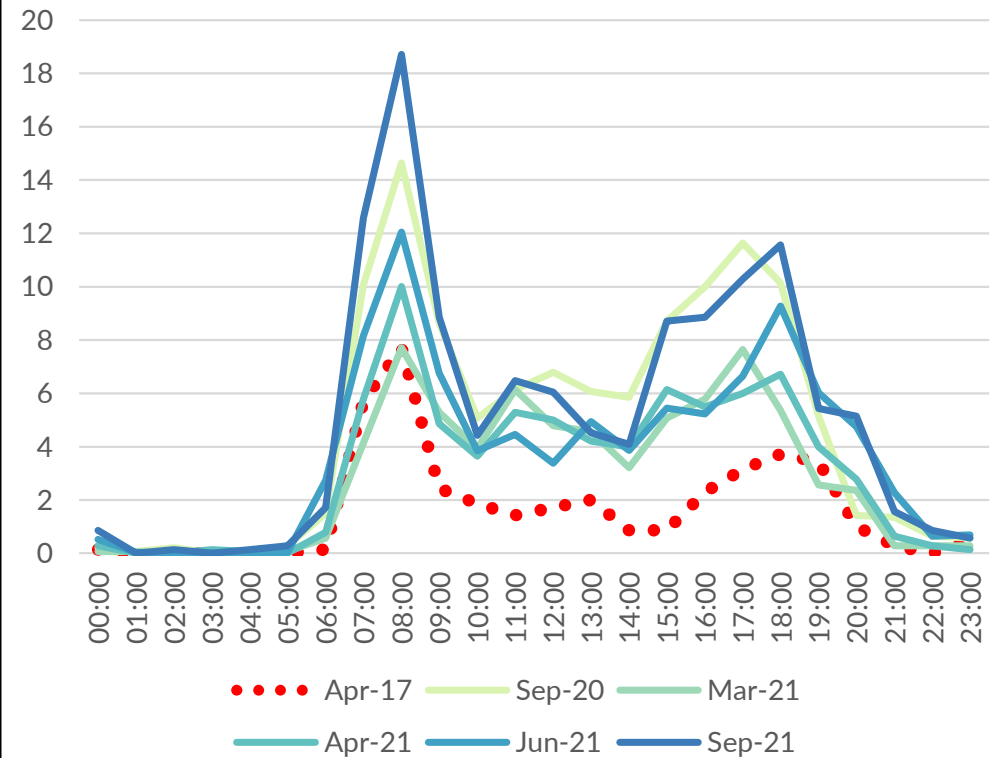


# Dovercourt Road

Dovercourt Road : Average Daily Car/LGV Flows



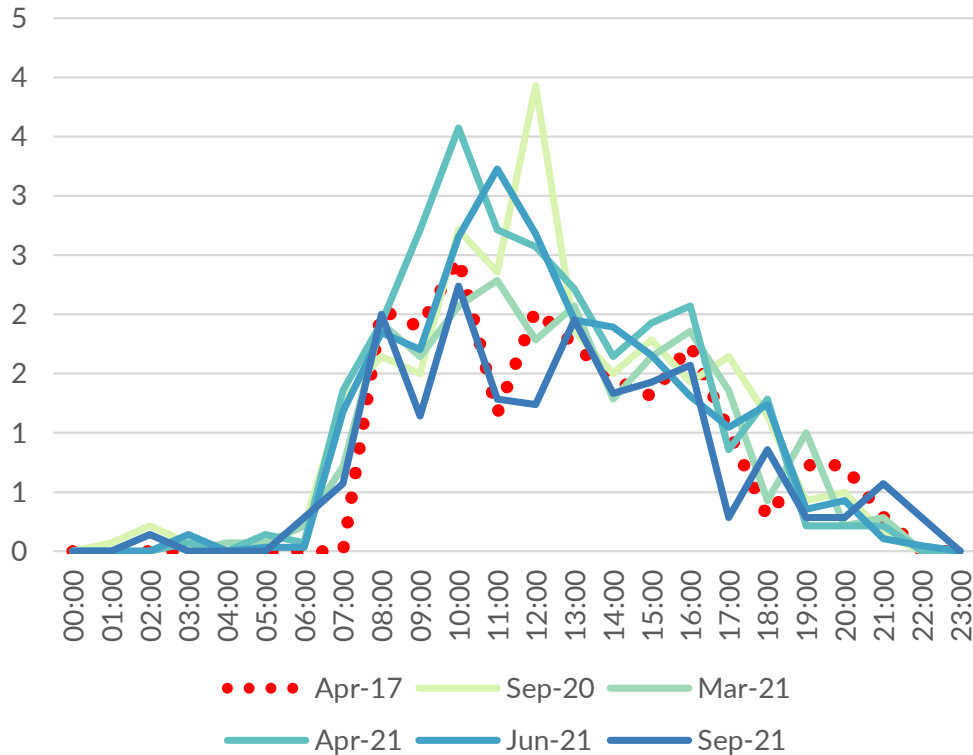
Dovercourt Road : Average Daily Cycle Flows



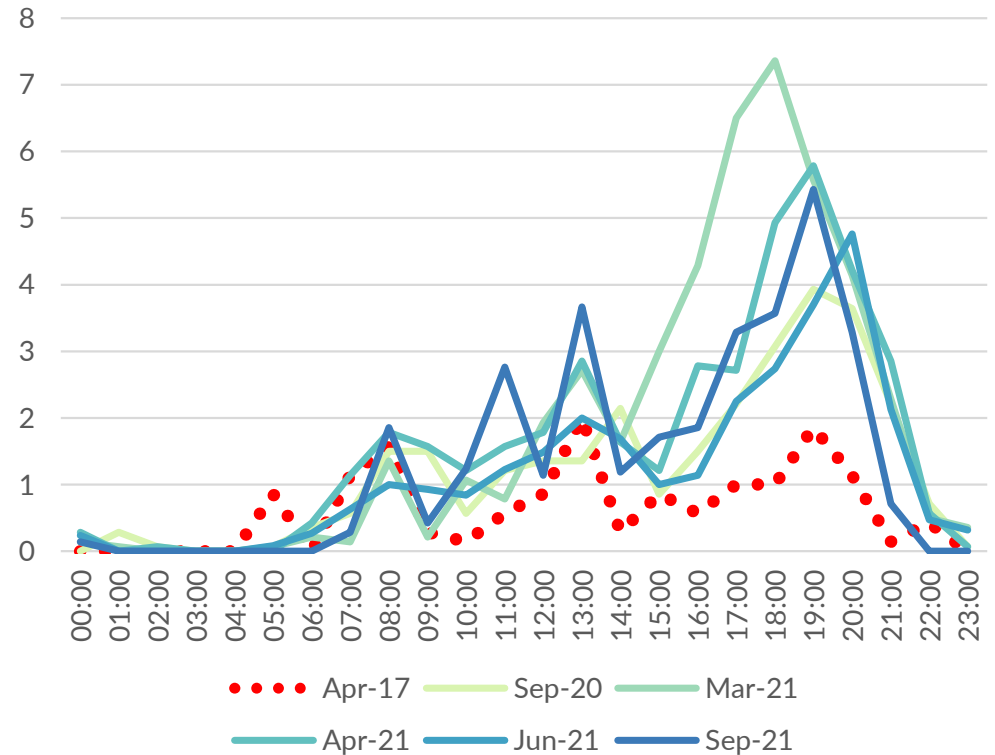


# Dovercourt Road

Dovercourt Road : Average Daily HGV Flows



Dovercourt Road : Average Daily Motorcycle Flows



# Dovercourt Road - Summary Table

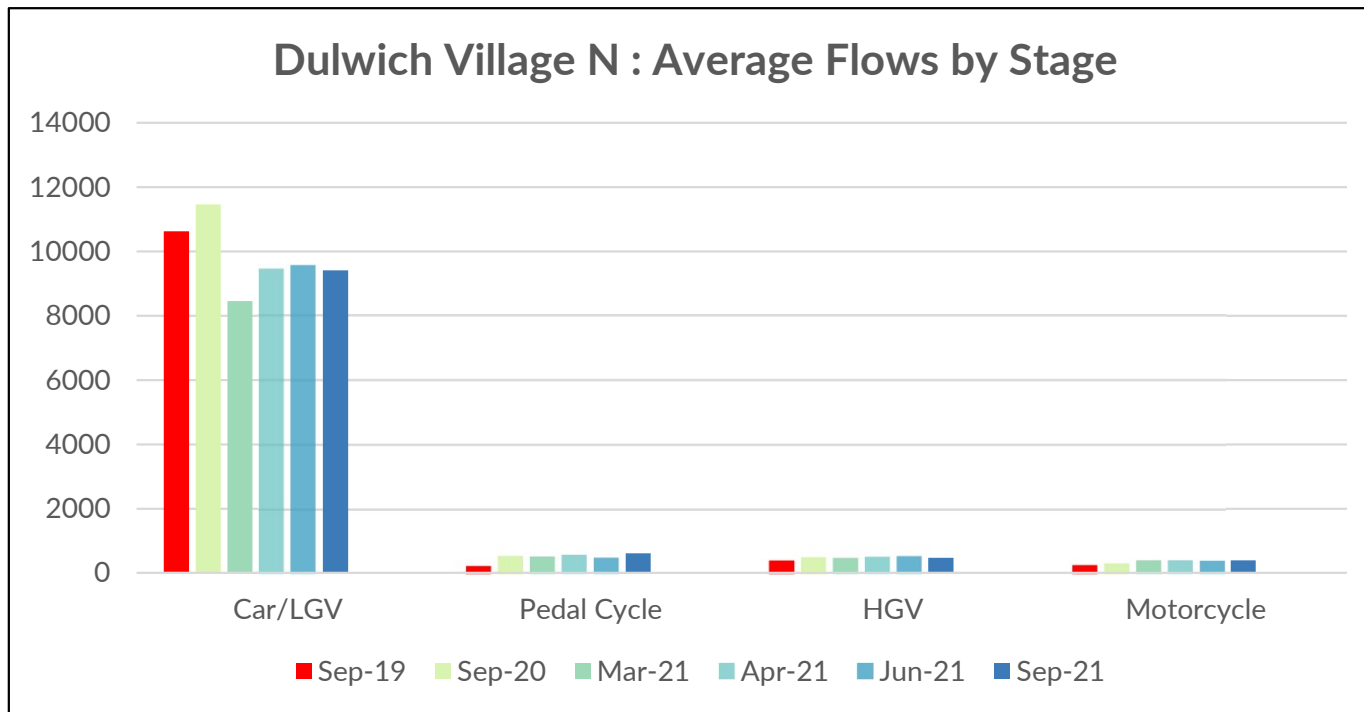
Stage	Apr-17	Sep-21	Apr-17 -> Sep-21 : Difference	Apr-17 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	529	523	-6	-1%	8%	-11%	1%	3%
Cycle	39	122	83	211%	194%	79%	95%	134%
HGV	19	18	-1	-6%	32%	13%	39%	22%
Motorcycles	15	33	18	121%	99%	201%	168%	97%
<b>Total Vehicles</b>	<b>563</b>	<b>573</b>	<b>10</b>	<b>2%</b>	<b>11%</b>	<b>-4%</b>	<b>6%</b>	<b>6%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

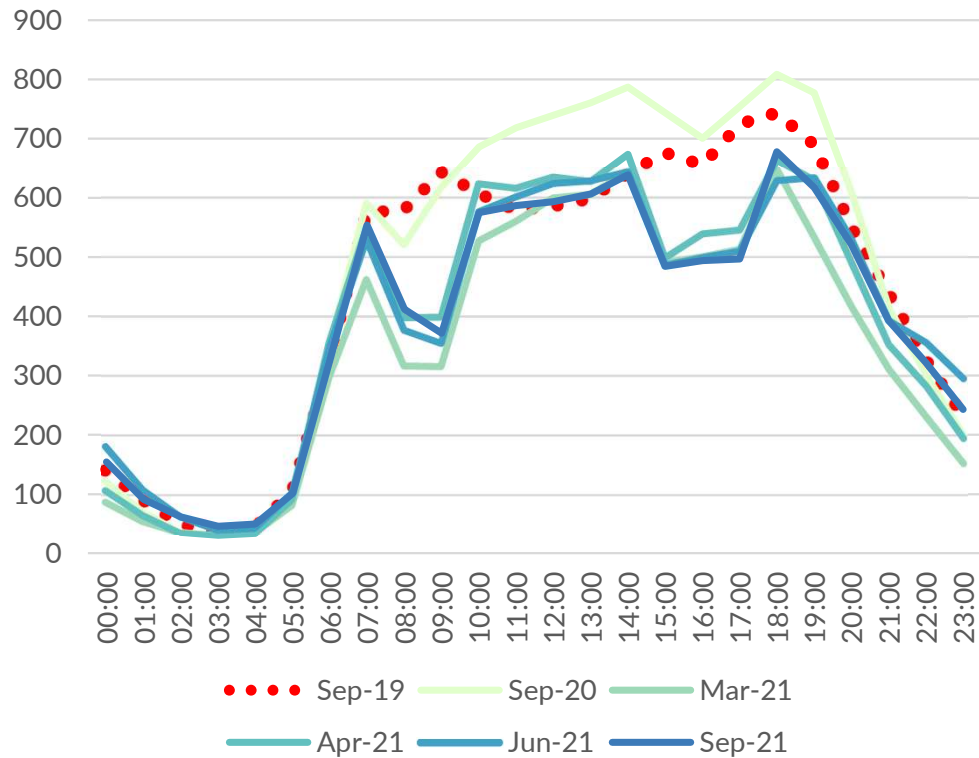
# Dulwich Village North (Daily Flows)

- The charts below and on the following pages show the average daily flows on Dulwich Village North, showing the difference between pre-implementation flows and data collected in September 2019, September 2020 and through 2021.

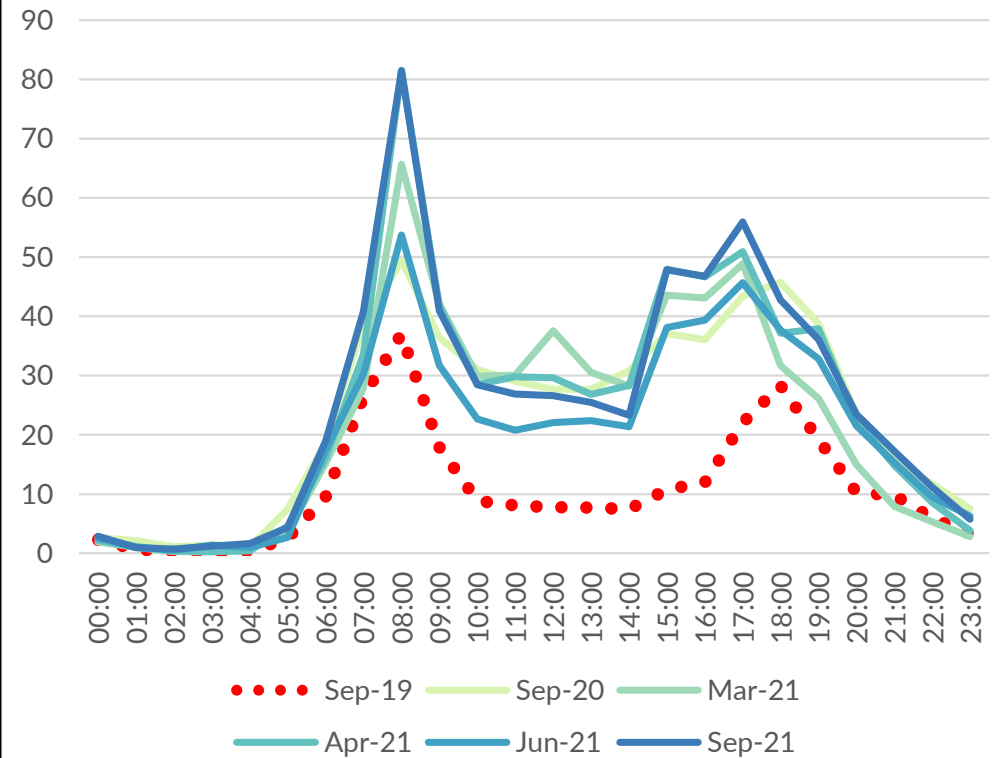


# Dulwich Village North

Dulwich Village N : Average Daily Car/LGV Flows

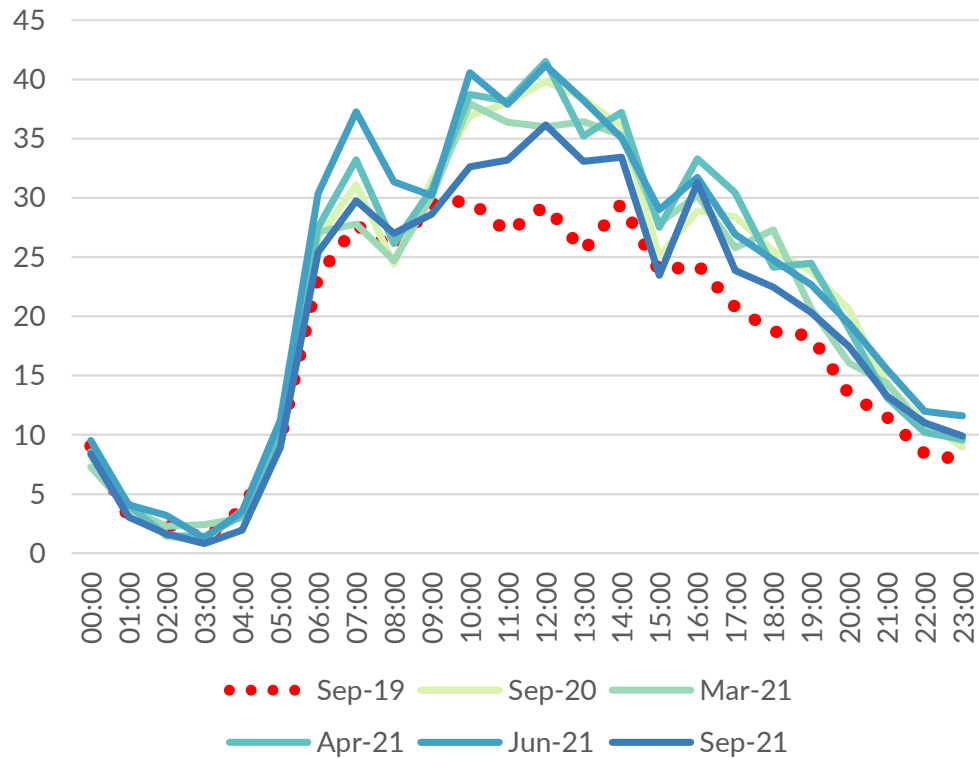


Dulwich Village N : Average Daily Cycle Flows

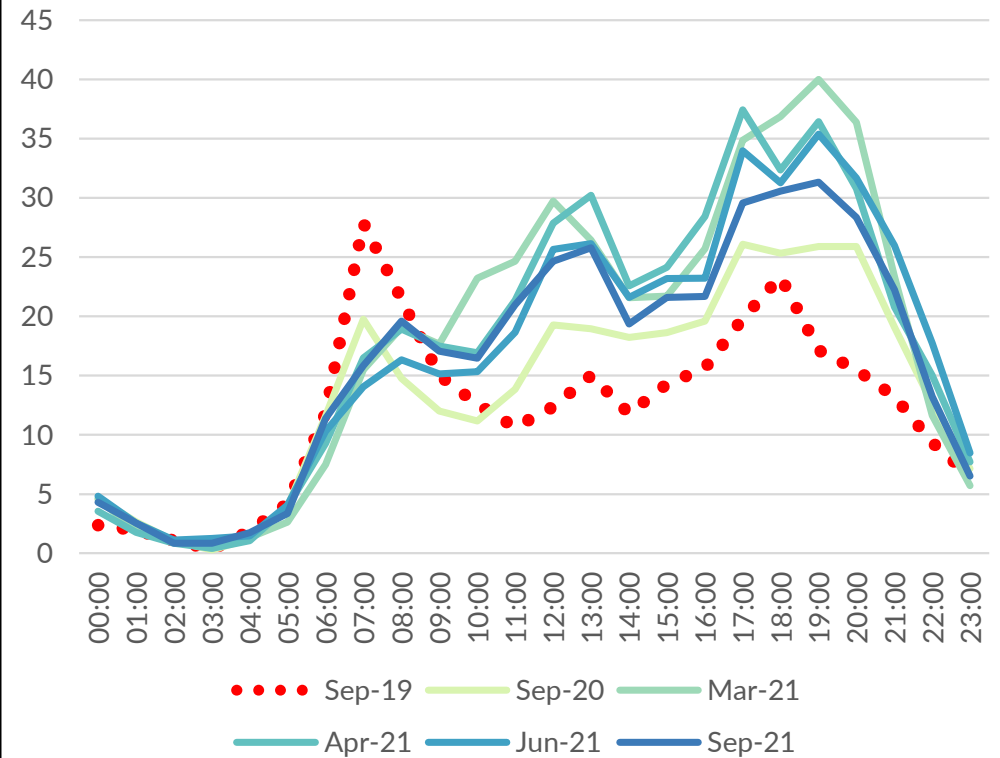


# Dulwich Village North

Dulwich Village N : Average Daily HGV Flows



Dulwich Village N : Average Daily Motorcycle Flows



# Dulwich Village North - Summary Table

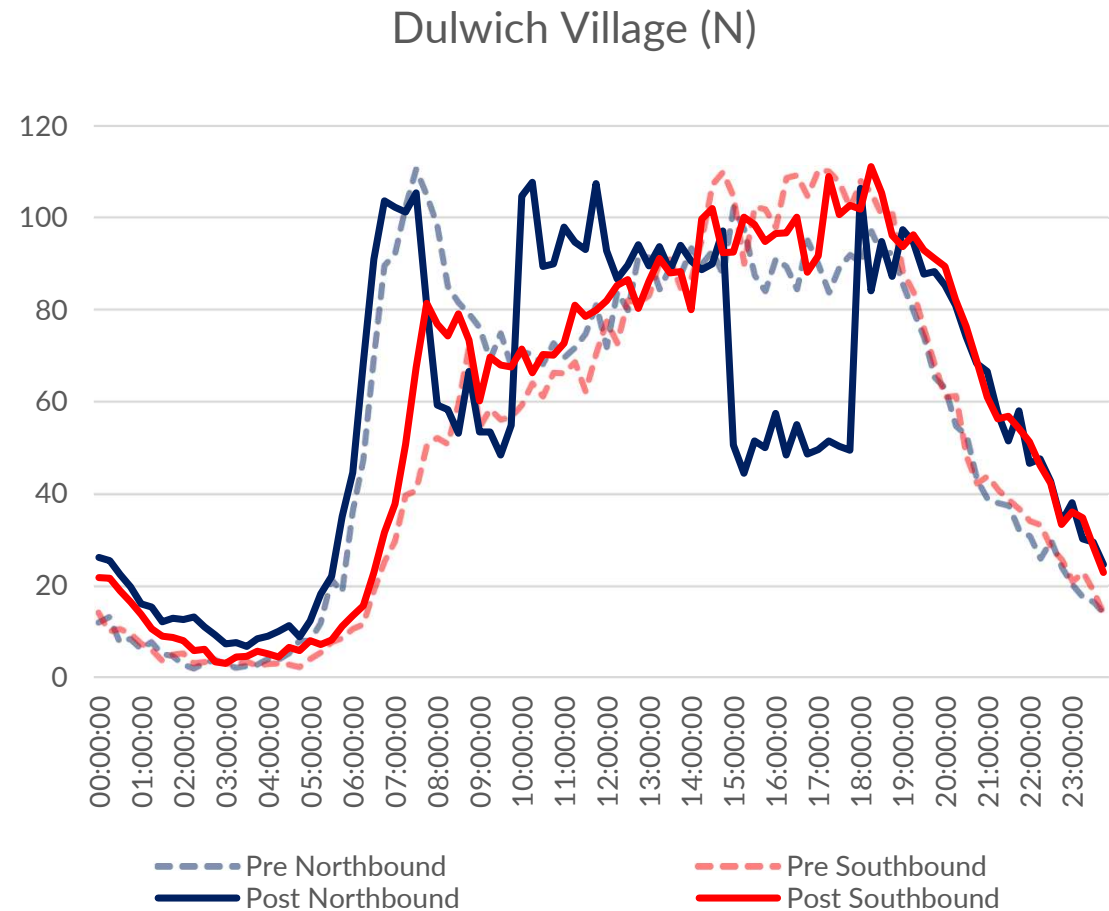
Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	10631	9415	-1215	-11%	10%	-19%	-10%	-12%
Cycle	259	612	353	137%	118%	109%	130%	93%
HGV	424	477	53	13%	24%	21%	27%	27%
Motorcycles	285	390	105	37%	17%	52%	49%	44%
<b>Total Vehicles</b>	<b>11339</b>	<b>10282</b>	<b>-1057</b>	<b>-9%</b>	<b>11%</b>	<b>-16%</b>	<b>-7%</b>	<b>-9%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# Dulwich Village North- Directional Analysis

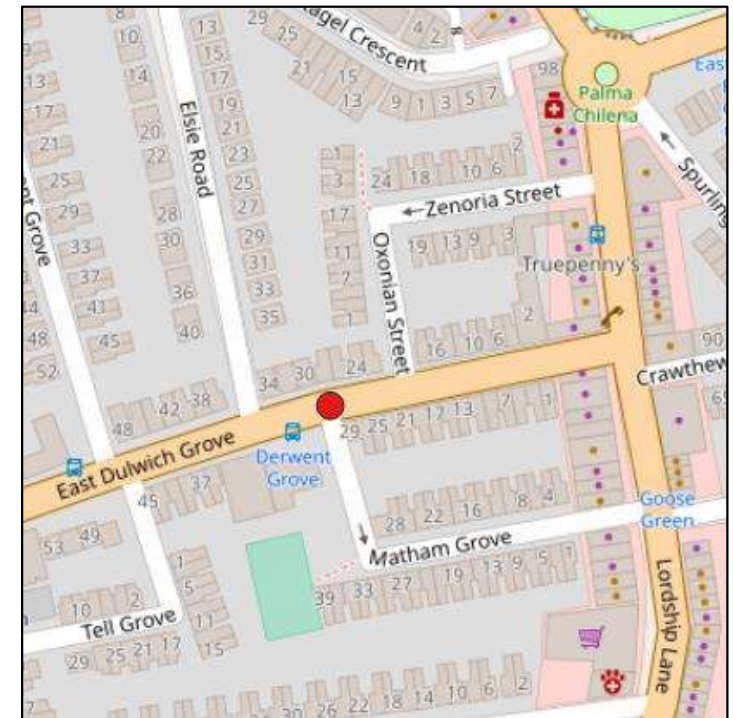
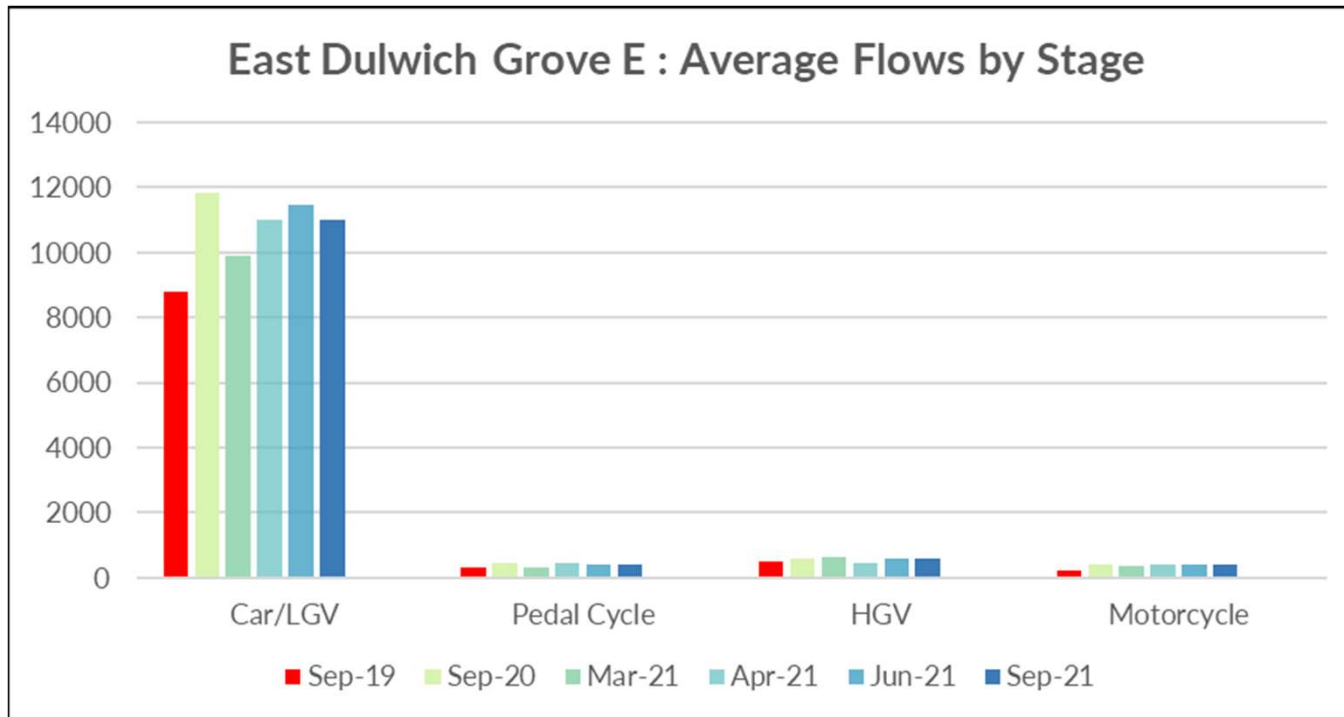
- The chart to the right shows the pre- and post-implementation flows by direction for Dulwich Village North (based on a representative week in each case).
- Before scheme implementation, vehicle flows were similar in each direction, except in the AM peak when northbound flows increased earlier and reached a higher peak.
- In September 2021, after implementation of the timed restrictions, there were drops of roughly 40% in vehicle flows whilst bus gates were active.
- Southbound flows remained relatively similar between study periods.



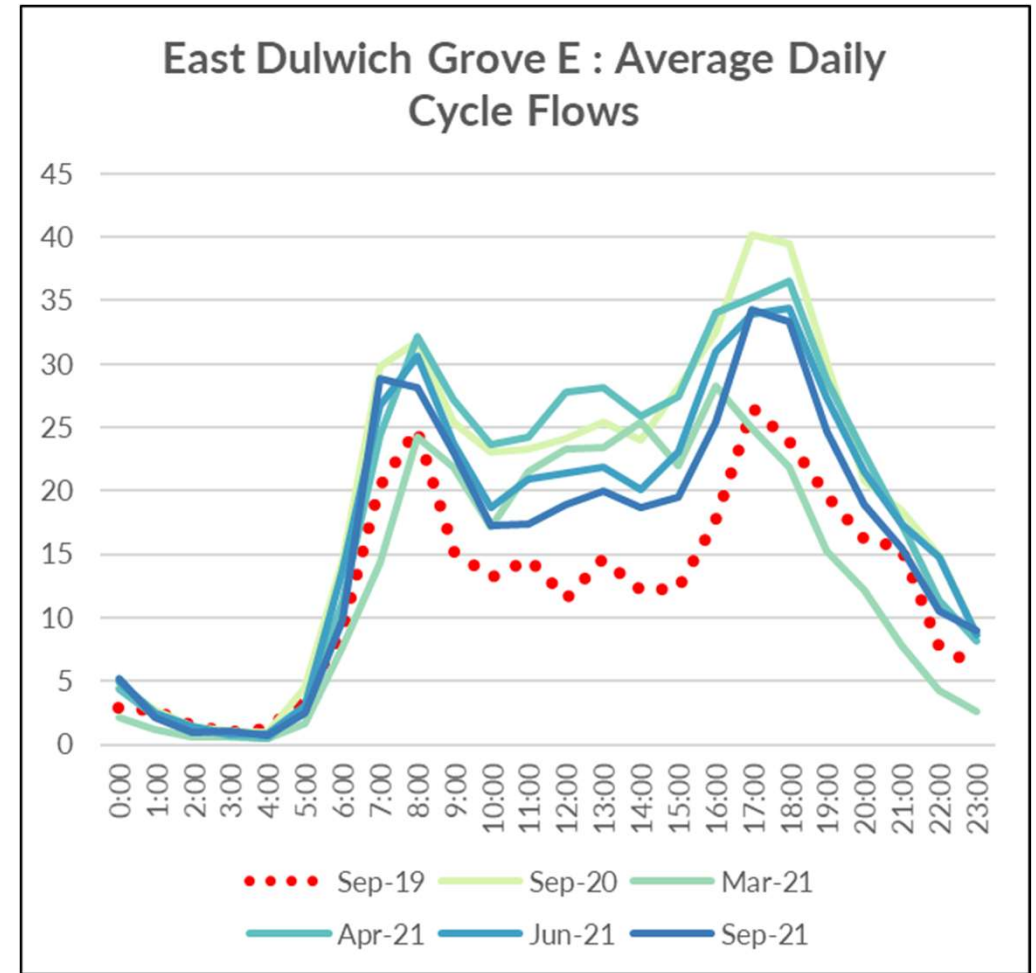
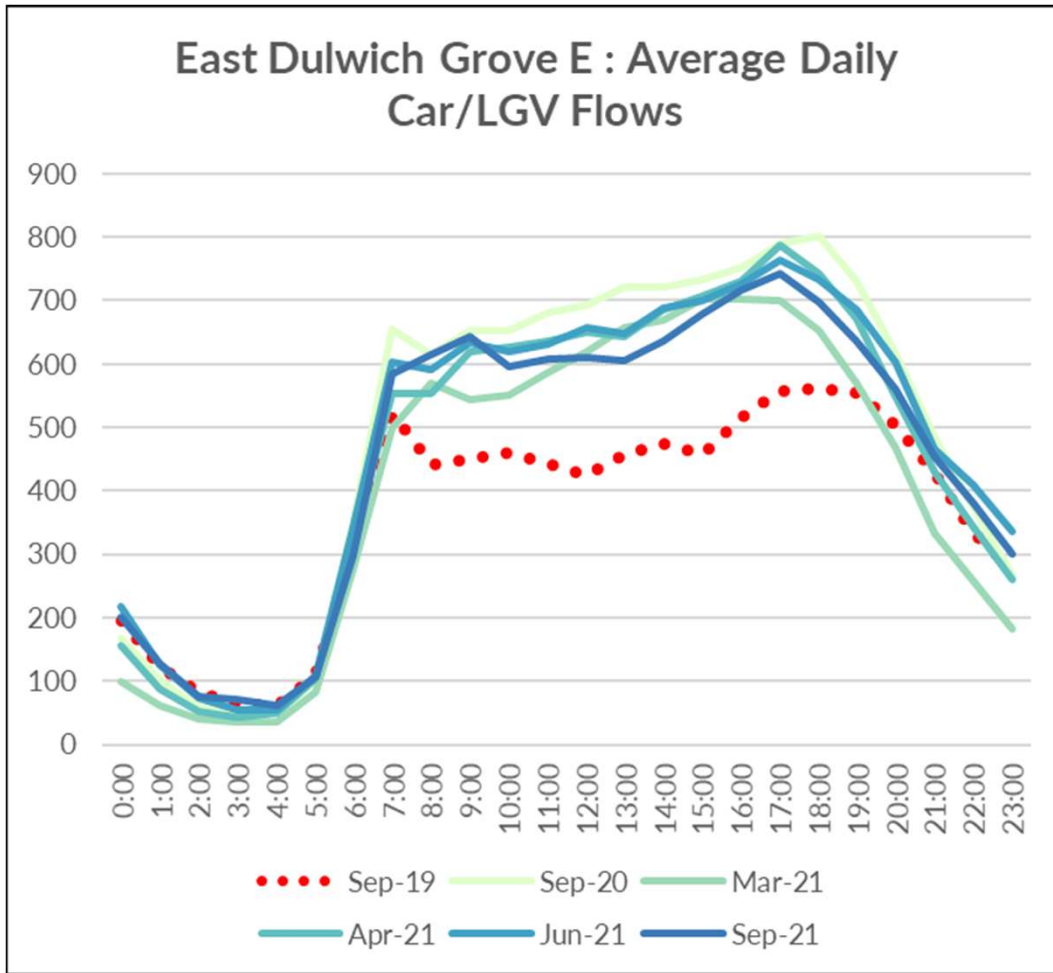


# East Dulwich Grove East (Daily Flows)

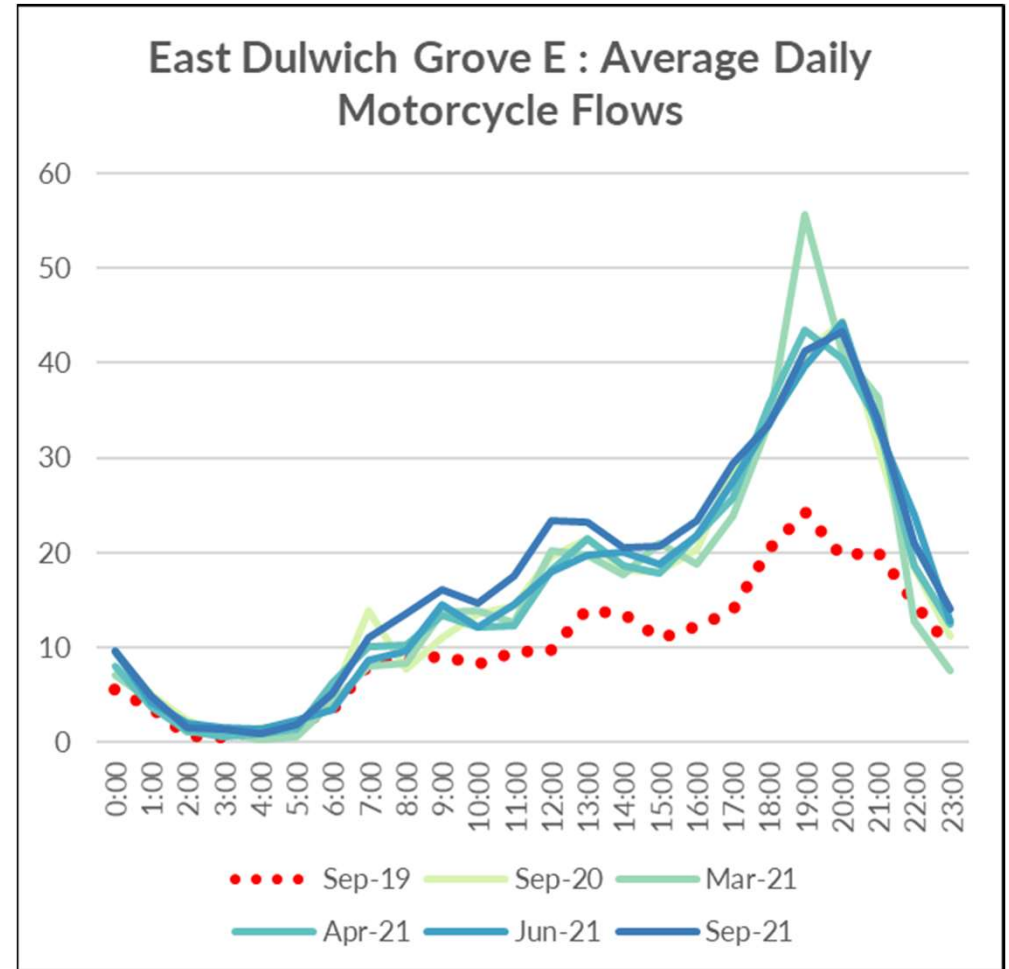
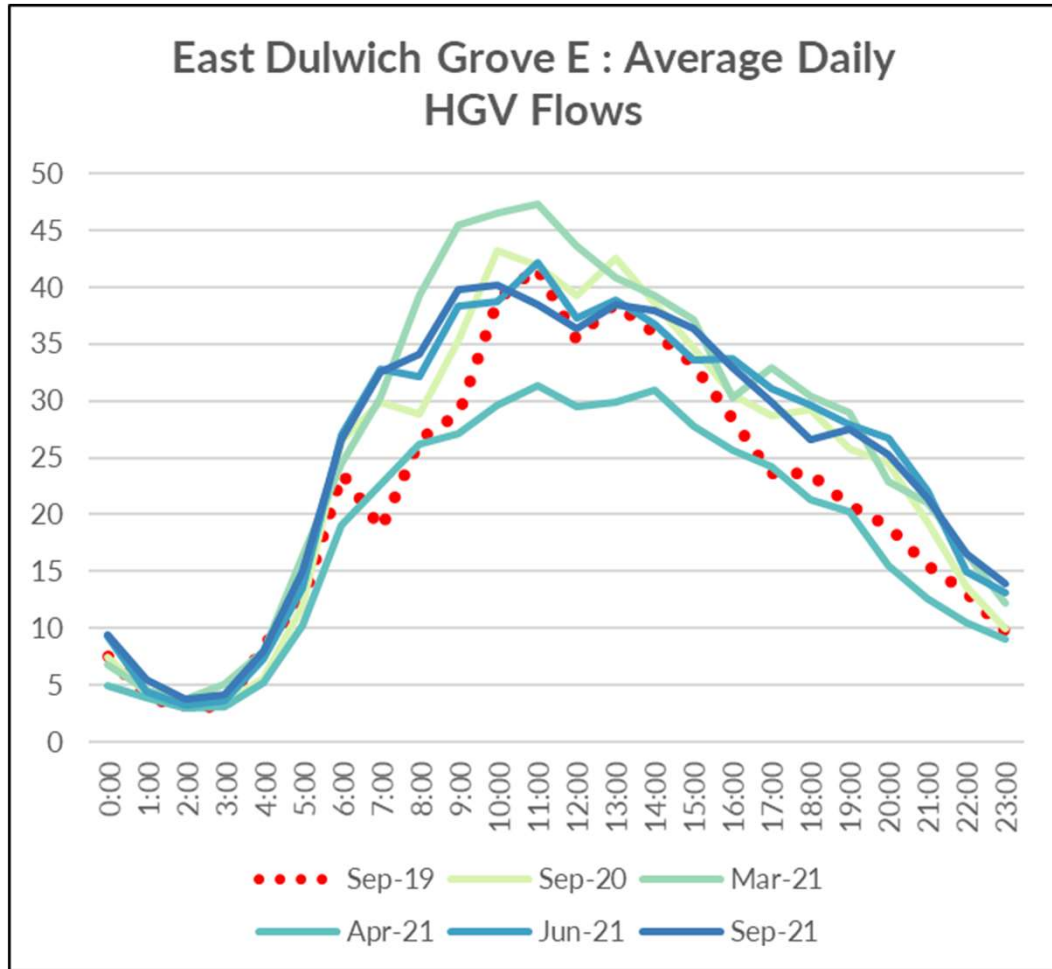
- The charts below and on the following pages show the average daily flows on East Dulwich Grove East, showing the difference between pre-implementation flows and data collected in September 2019 and through 2021.



# East Dulwich Grove East



# East Dulwich Grove East



# East Dulwich Grove East – Summary Table

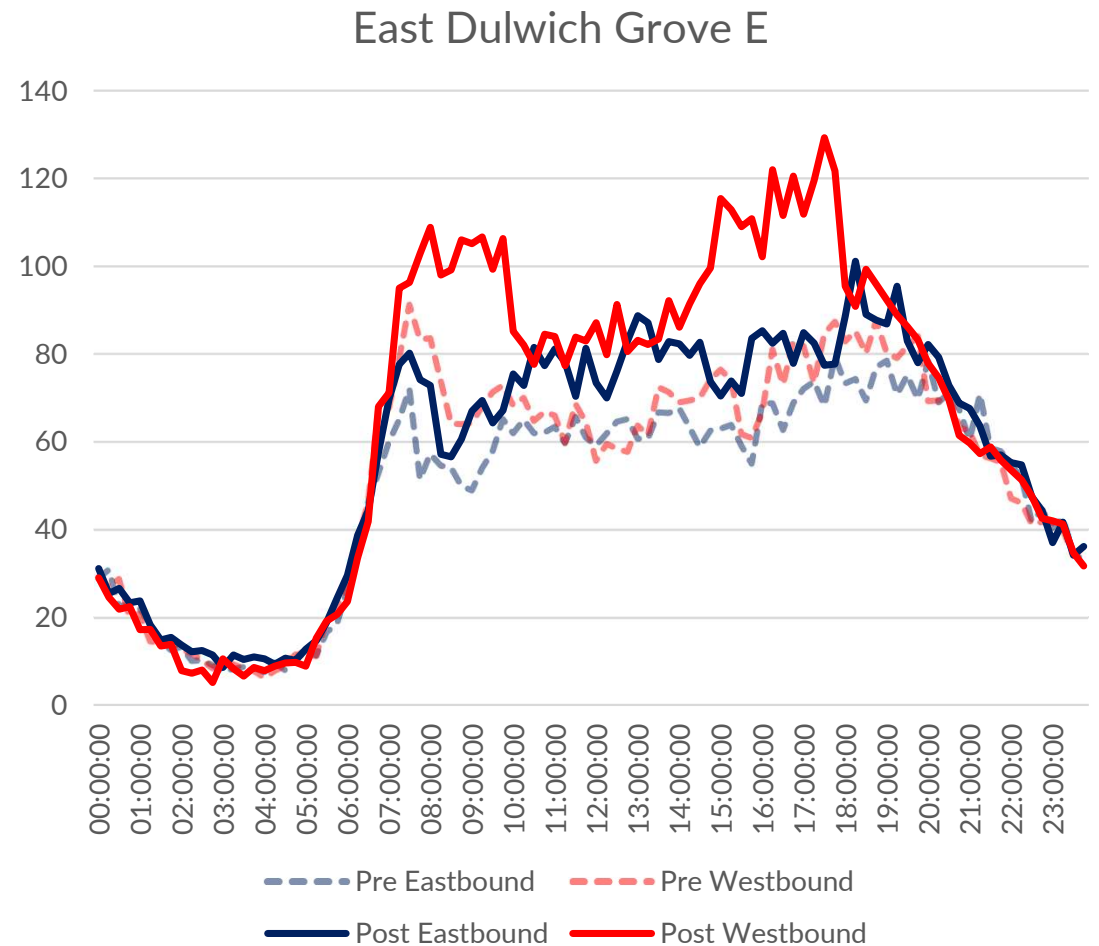
Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	8792	11007	2215	25%	37%	15%	27%	28%
Cycle	294	386	92	31%	60%	11%	56%	44%
HGV	514	600	86	17%	15%	25%	-12%	14%
Motorcycles	244	426	182	74%	61%	57%	59%	63%
<b>Total Vehicles</b>	<b>9550</b>	<b>12033</b>	<b>2483</b>	<b>26%</b>	<b>36%</b>	<b>16%</b>	<b>26%</b>	<b>28%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# East Dulwich Grove East – Directional Analysis

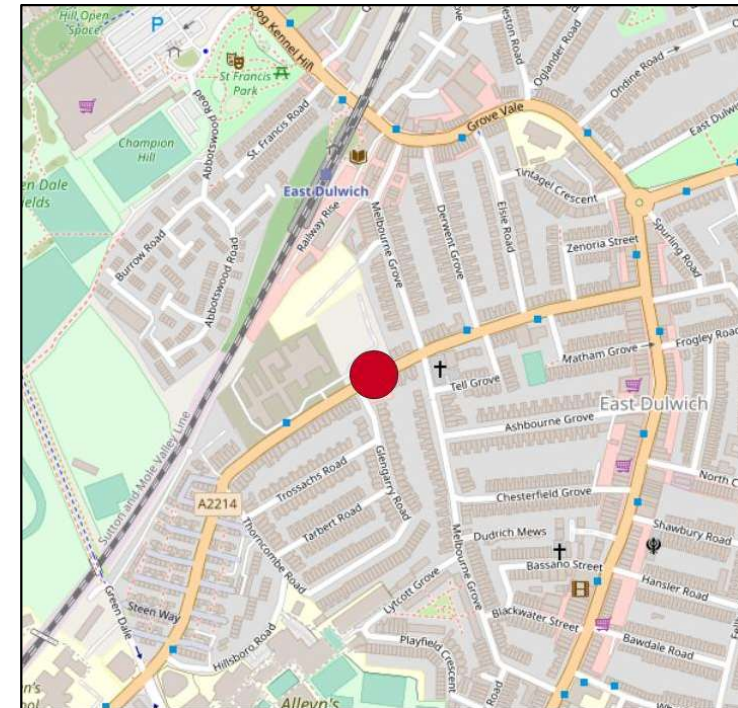
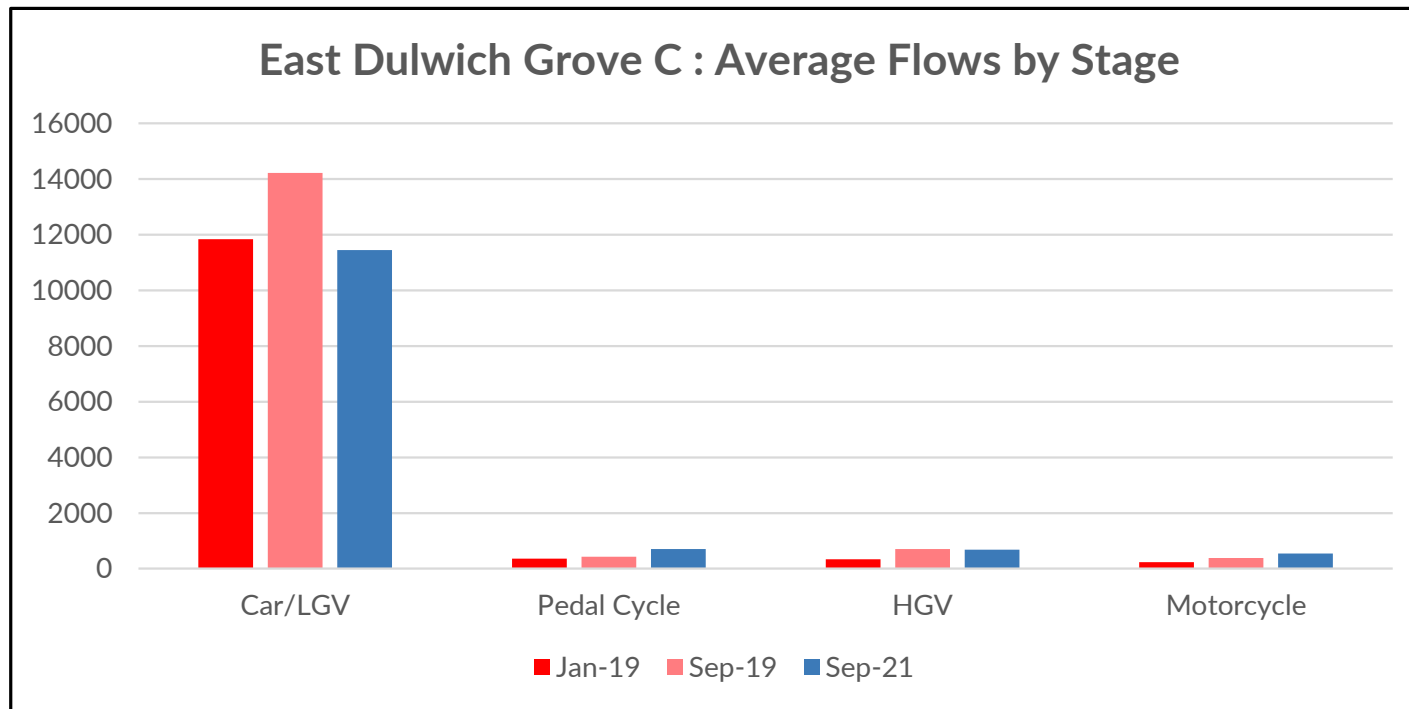
- The chart to the right shows the pre- and post-implementation flows by direction for East Dulwich Grove East (based on a representative week in each case).
- Before scheme implementation, vehicle flows were slightly higher in the westbound direction than eastbound for most of the day.
- After the implementation of the Streetspace scheme, flows in September 2021 were notably higher in the westbound direction in particular.



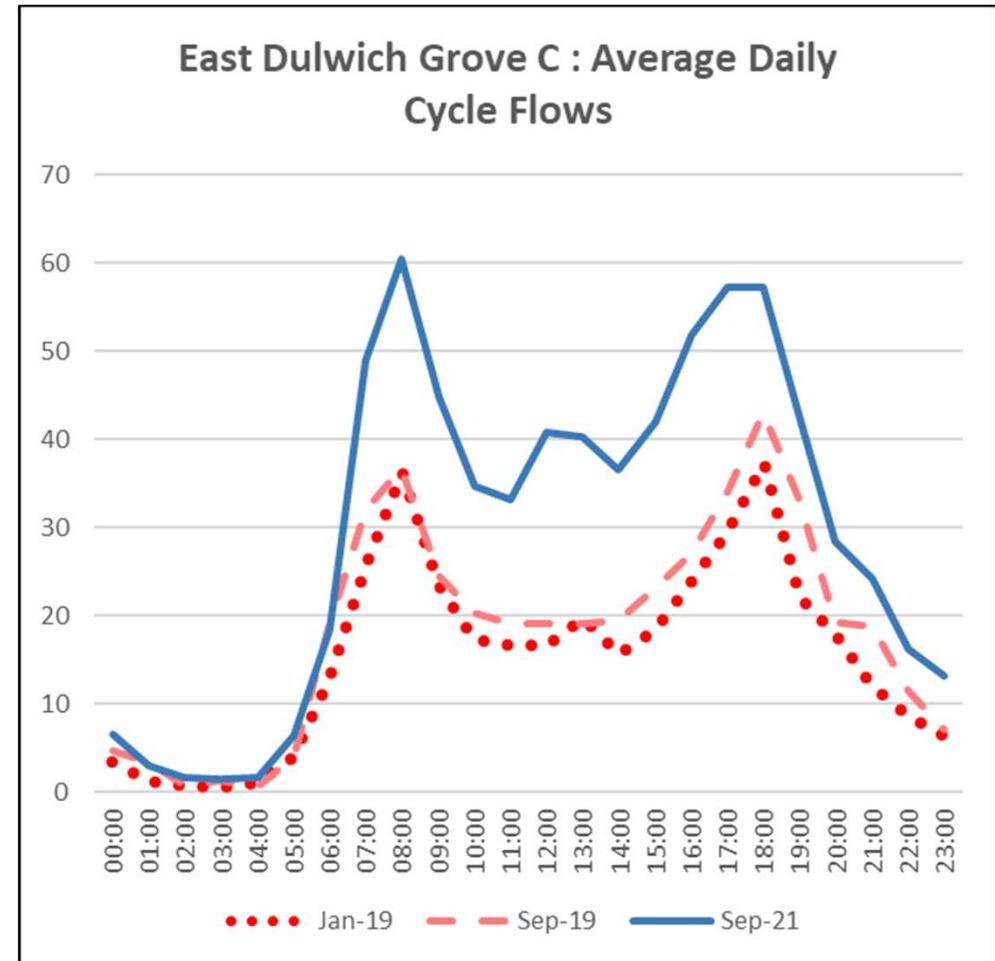
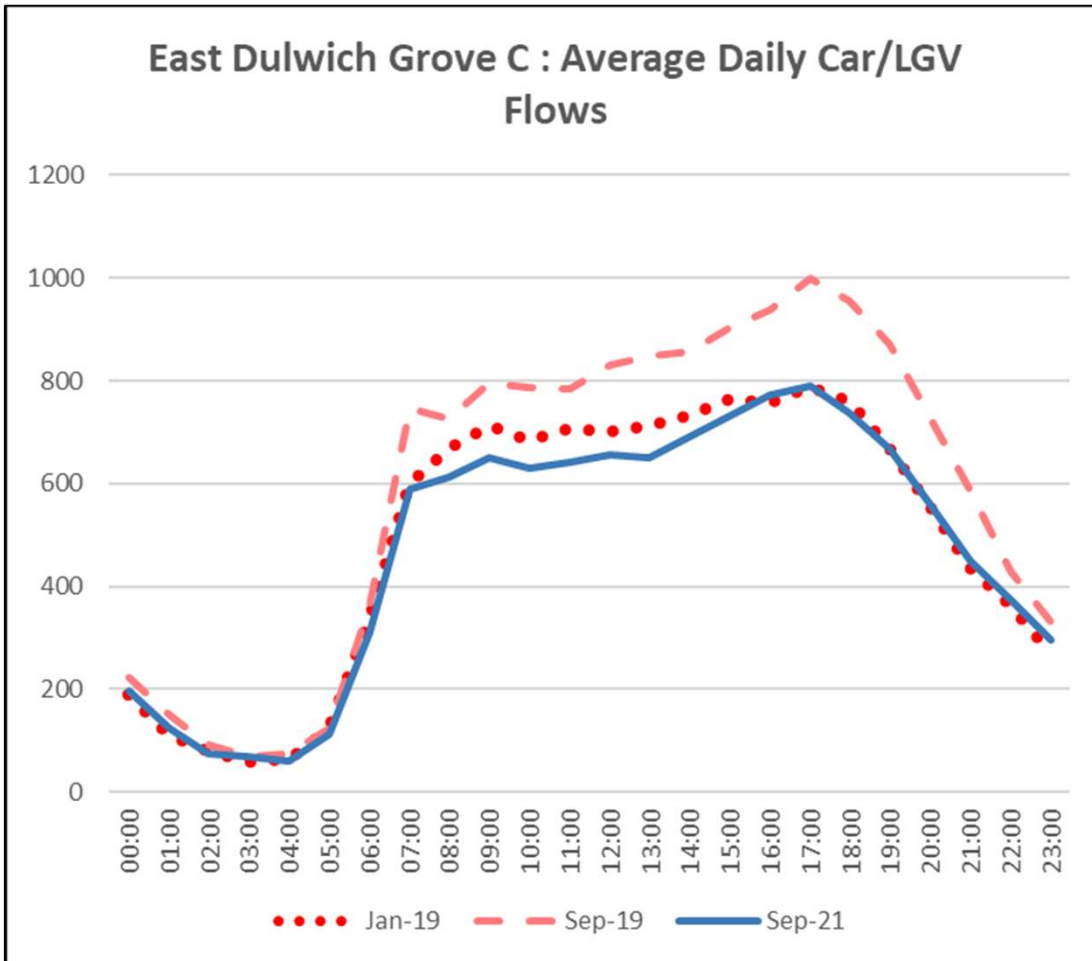


# East Dulwich Grove Central (Daily Flows)

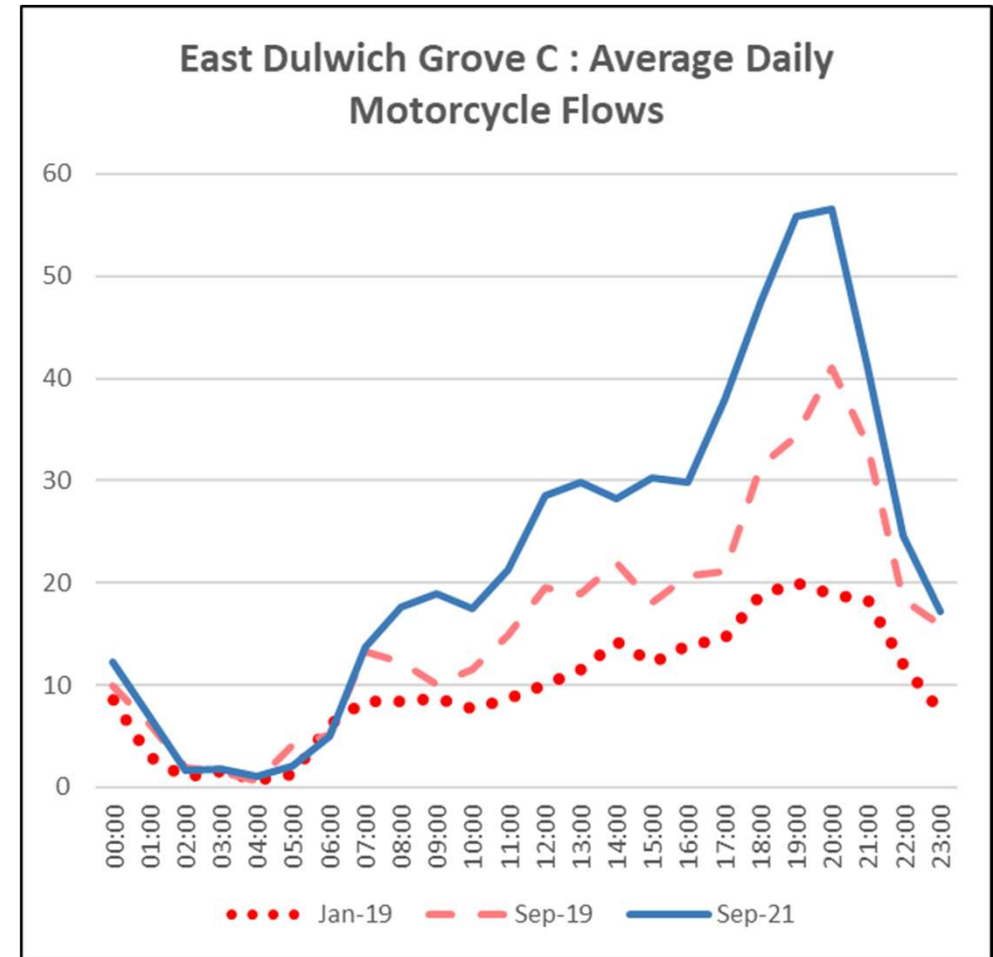
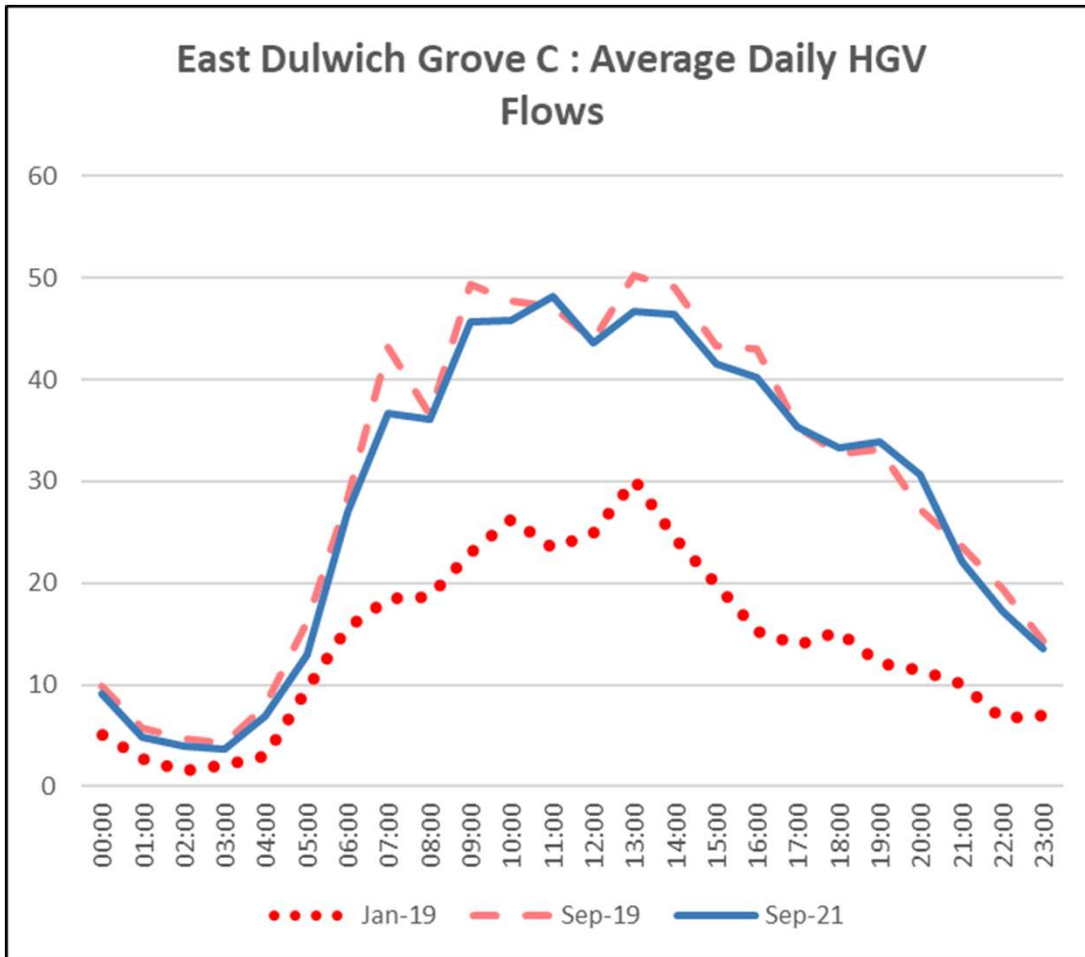
- The charts below and on the following pages show the average daily flows on East Dulwich Grove Central, showing the difference between pre-implementation flows and data collected in January 2019 / September 2019 and September 2021. The choice of pre-implementation month January or September 2019 makes a significant difference to the baseline volume of cars/LGVs. Both are shown for comparison. January 2019 has been used in the main report to provide the more conservative estimate.
- This is a new site for data collection, having started in September 2021.



# East Dulwich Grove Central



# East Dulwich Grove Central





# East Dulwich Grove Central – Summary Table

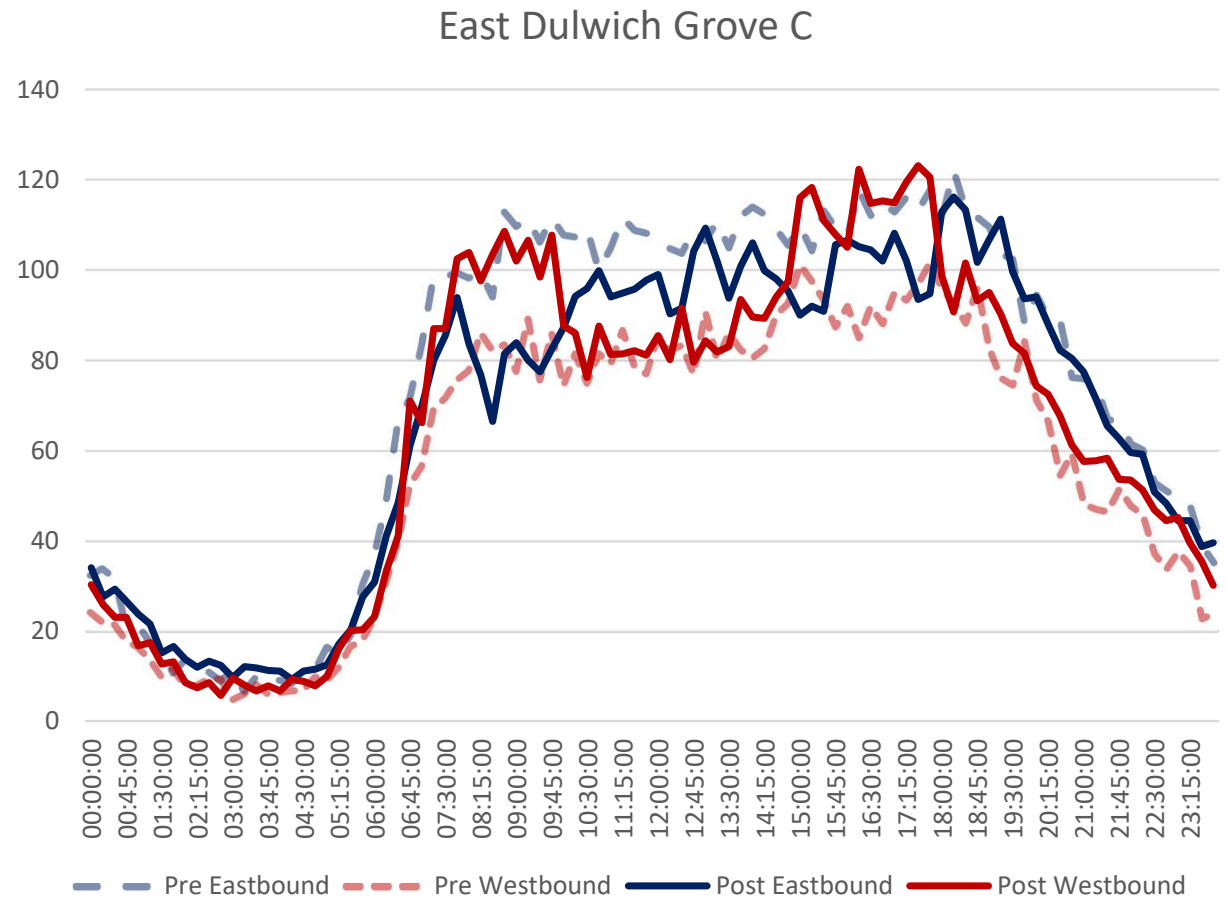
Stage	Jan-19	Sep-19	Sep-21	Jan-19 -> Sep-21 : Difference	Jan-19 -> Sep-21 : % Difference	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference
Car/LGV	11832	14214	11442	-389	-3%	-2772	-20%
Cycle	371	441	712	341	92%	271	61%
HGV	341	716	686	345	101%	-31	-4%
Motorcycles	236	386	547	312	132%	161	42%
<b>Total Vehicles</b>	<b>12408</b>	<b>15316</b>	<b>12675</b>	<b>267</b>	<b>2%</b>	<b>-2641</b>	<b>-17%</b>

\*Pre-implementation data for January 2019 has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

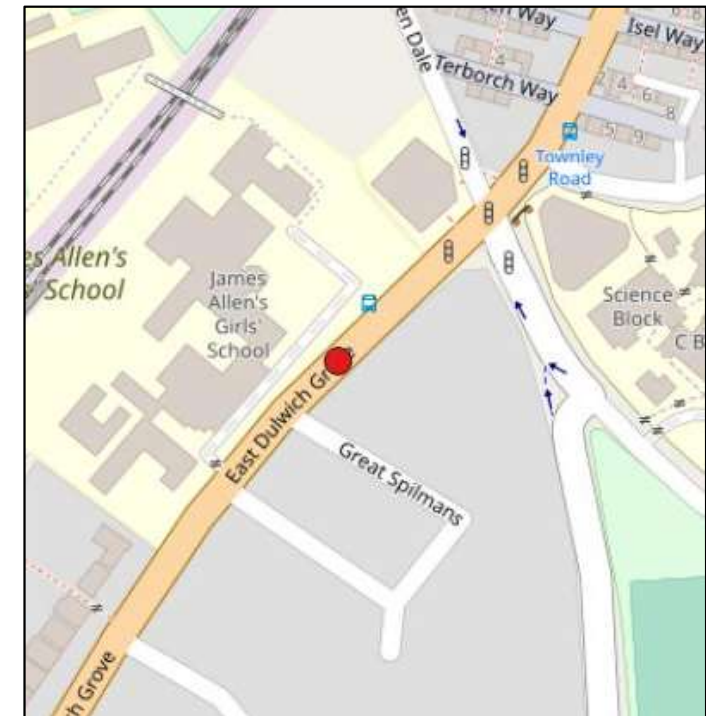
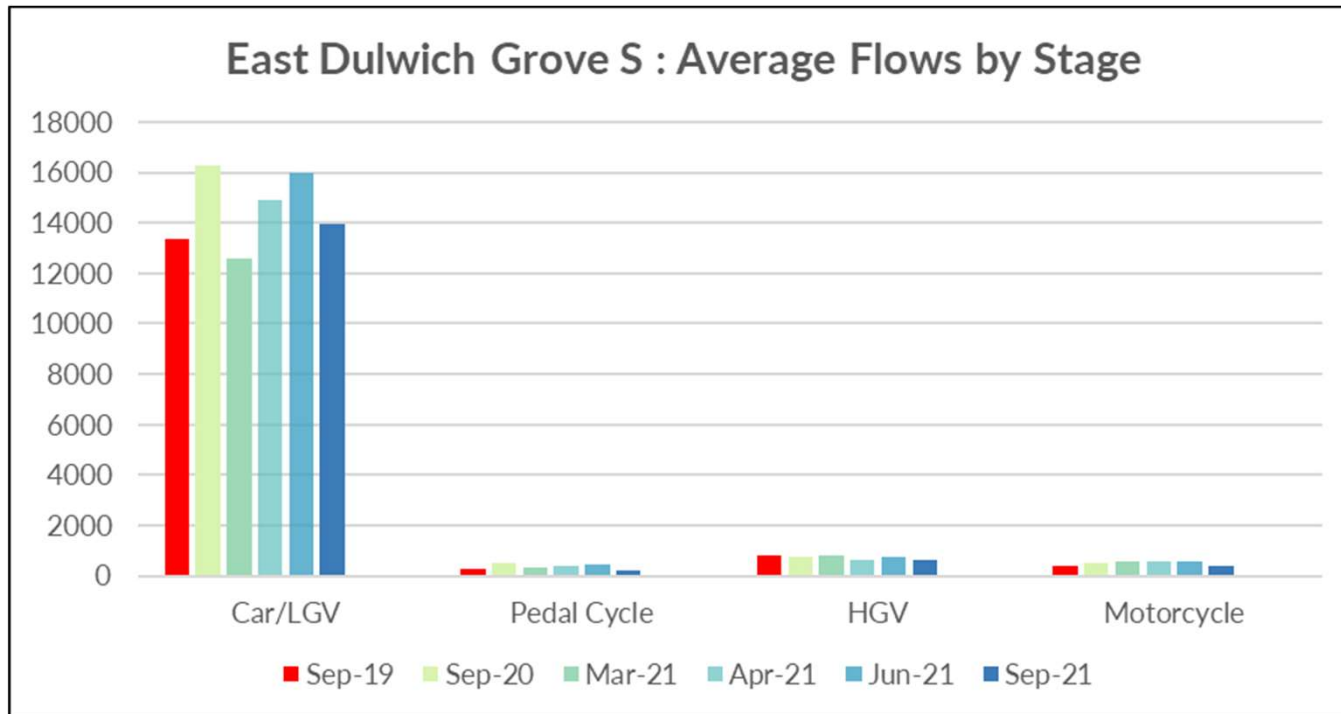
# East Dulwich Grove Central – Directional Analysis

- The chart to the right shows the pre- (January 19) and post-implementation flows by direction for East Dulwich Grove Central (based on a representative week in each case).
- Before scheme implementation, vehicle flows were slightly higher in the eastbound direction for most of the day.
- After the implementation of the Streetspace scheme, flows in September 2021 were similar to those from before, although westbound flows appeared to be impacted by the nearby timed bus gates in the AM and PM peaks. Eastbound flows were slightly higher than previously throughout the day.

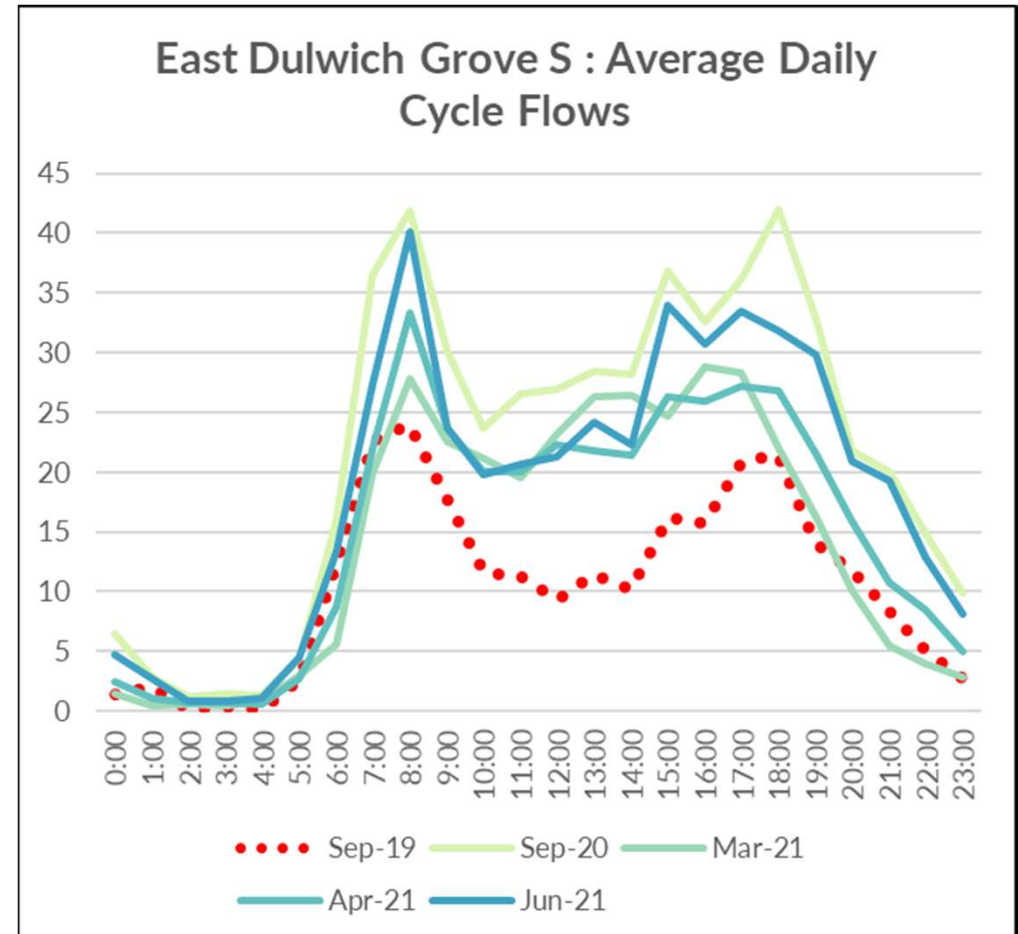
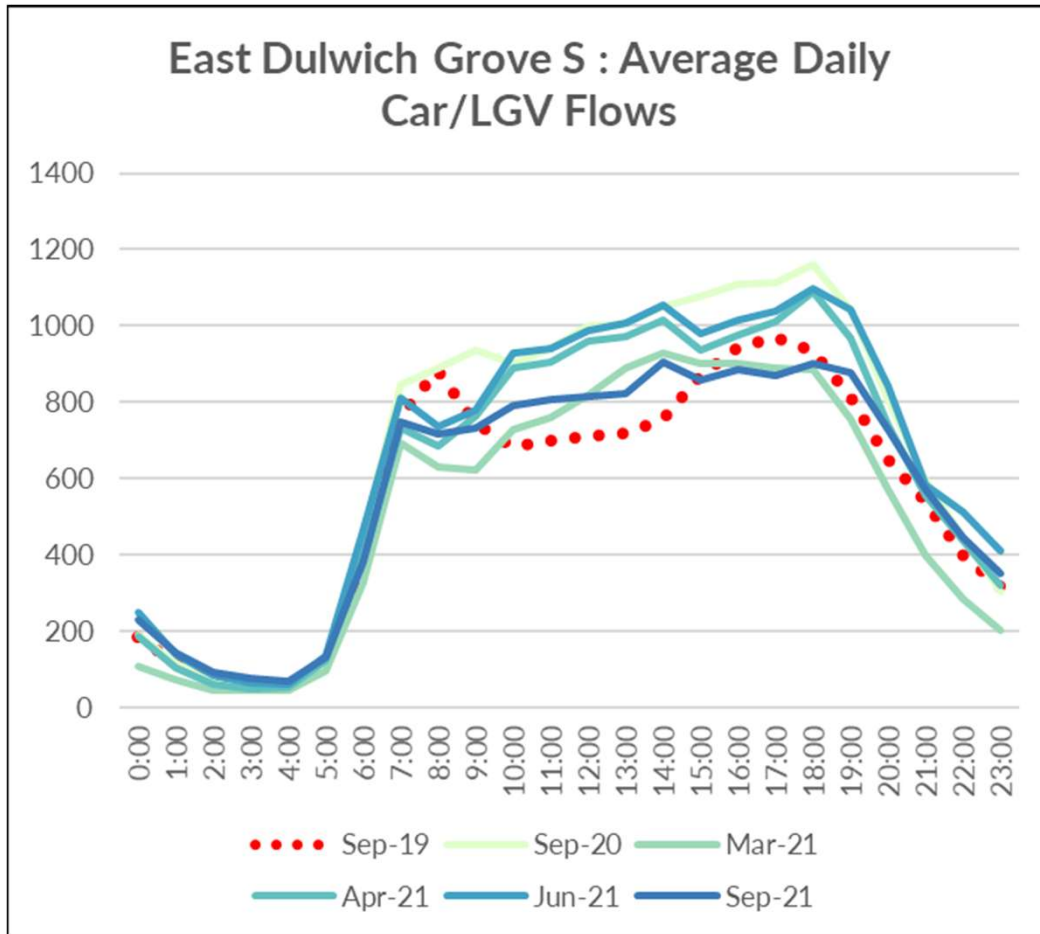


# East Dulwich Grove South (Daily Flows)

- The charts below and on the following pages show the average daily flows on East Dulwich Grove South, showing the difference between pre-implementation flows and data collected in September 2019, September 2020 and through 2021.

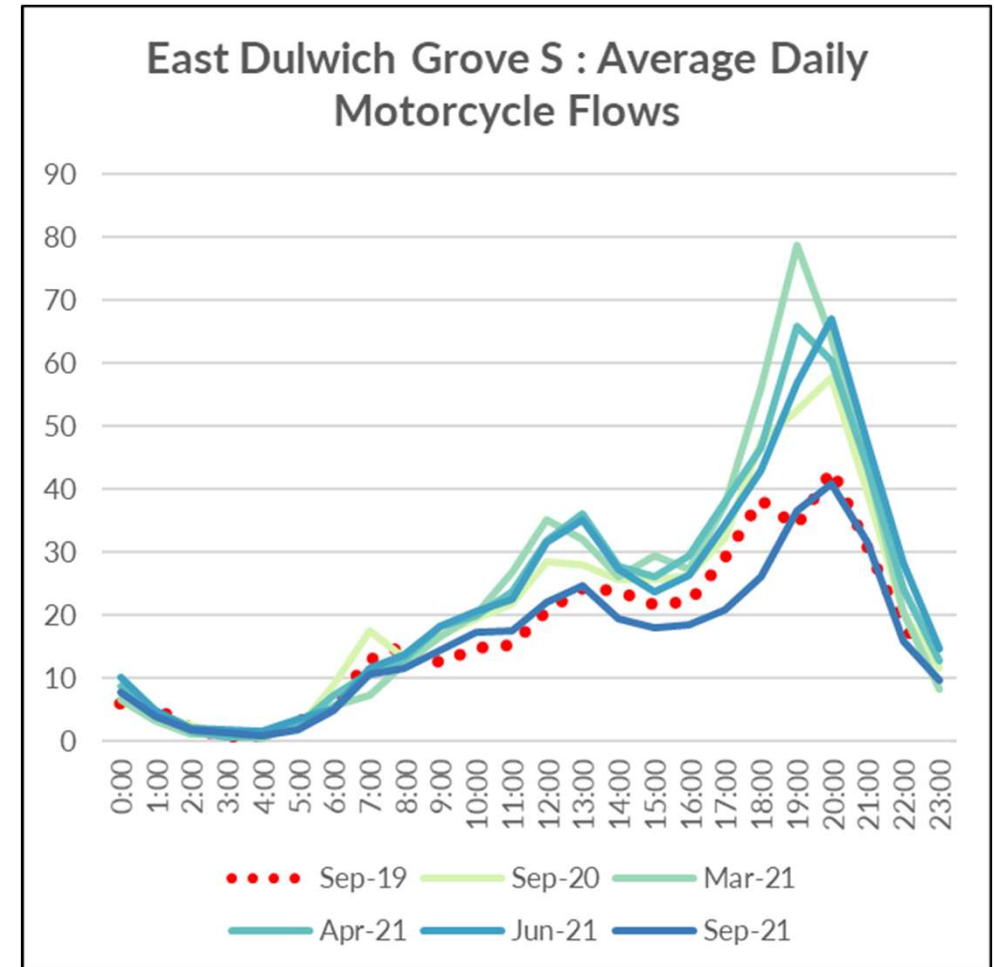
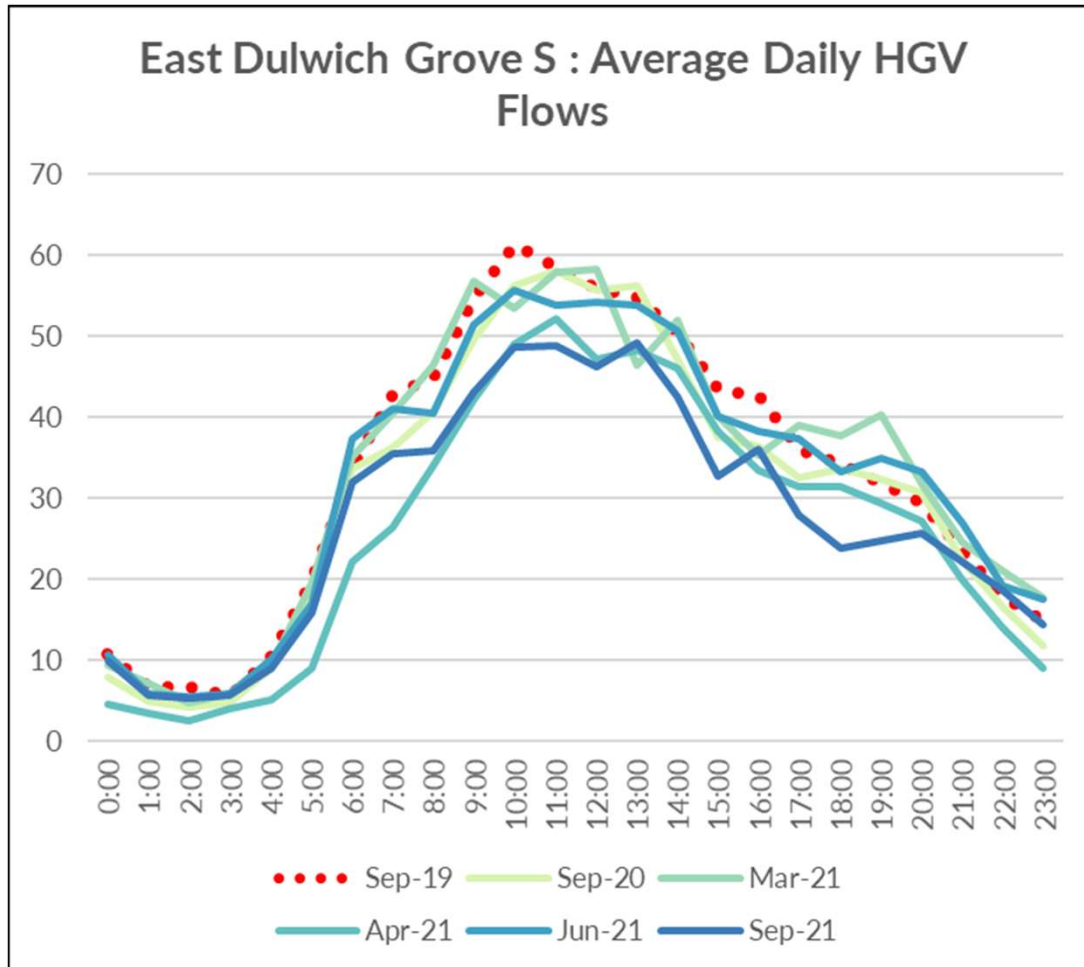


# East Dulwich Grove South



\*Data loss for cycles in September 2021.

# East Dulwich Grove South



# East Dulwich Grove South – Summary Table

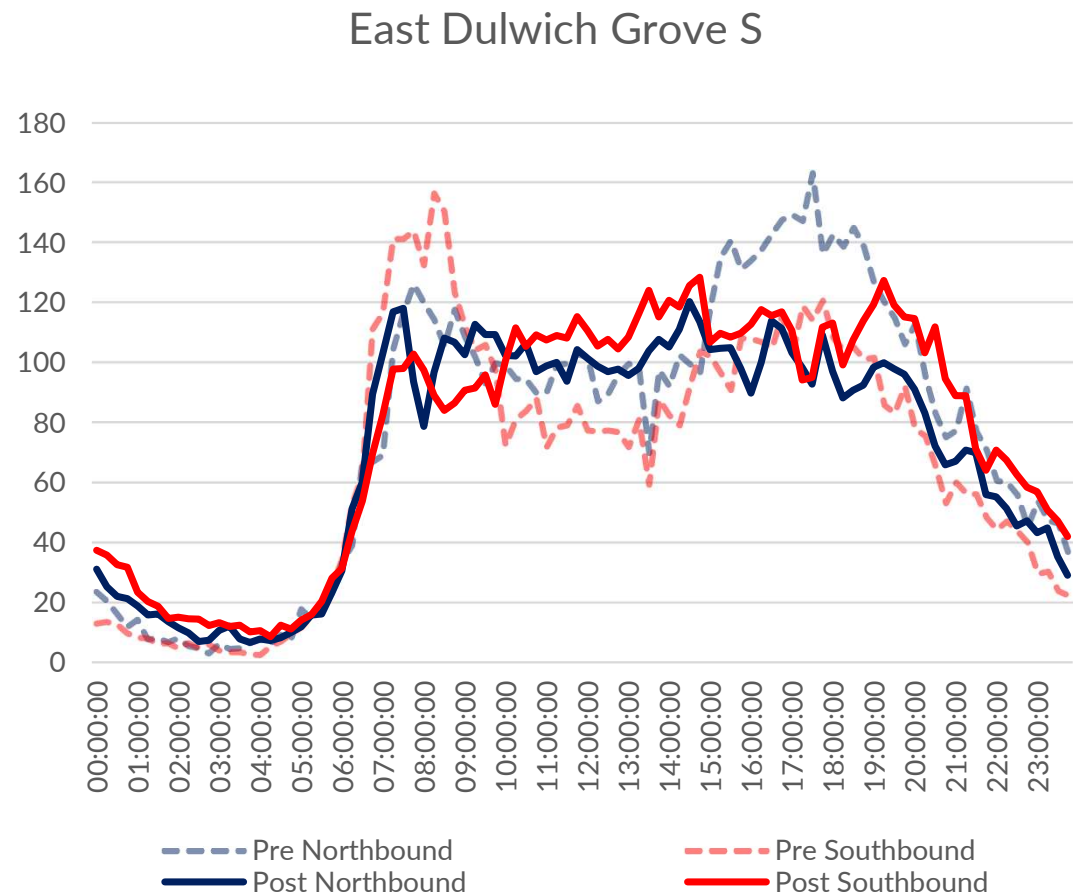
Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	13350	13943	594	4%	24%	-4%	14%	18%
Cycle	253	Data loss for cycles			107%	35%	46%	77%
HGV	789	658	-131	-17%	-5%	2%	-19%	-4%
Motorcycles	410	376	-34	-8%	24%	37%	35%	34%
<b>Total Vehicles</b>	<b>14549</b>	<b>14978</b>	<b>429</b>	<b>3%</b>	<b>22%</b>	<b>-3%</b>	<b>13%</b>	<b>17%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# East Dulwich Grove South – Directional Analysis

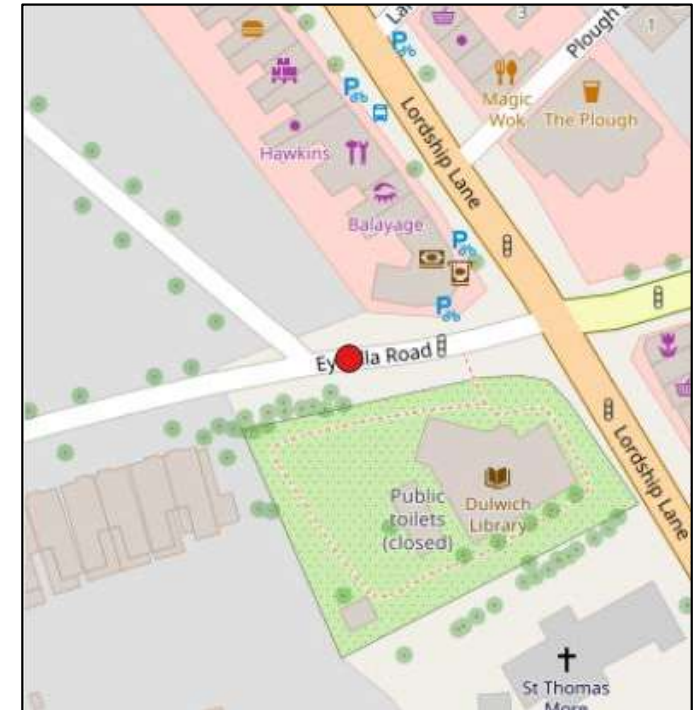
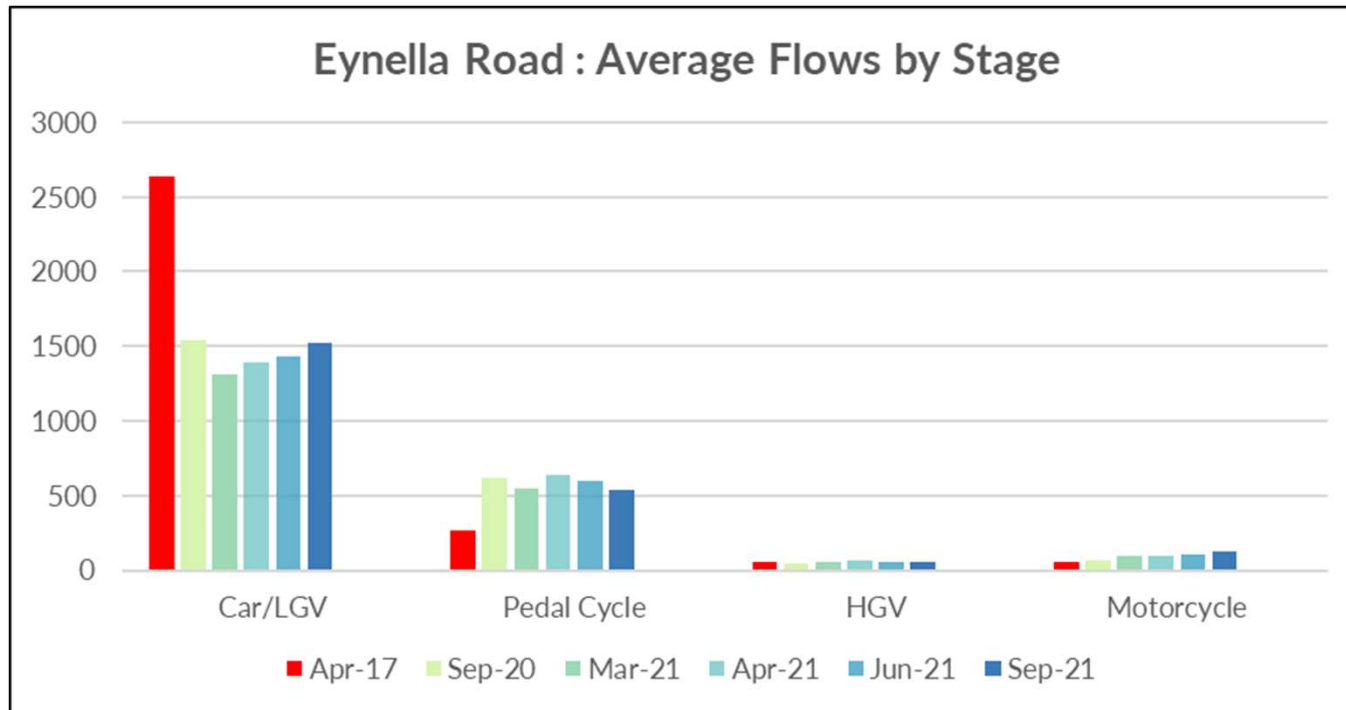
- The chart to the right shows the pre- and post-implementation flows by direction for East Dulwich Grove South (based on a representative week in each case).
- Before scheme implementation, vehicle flows were slightly higher westbound than eastbound in the AM peak, reversing trends over the day.
- After scheme implementation, both westbound and eastbound flows were higher most of the day, particularly in the interpeak.





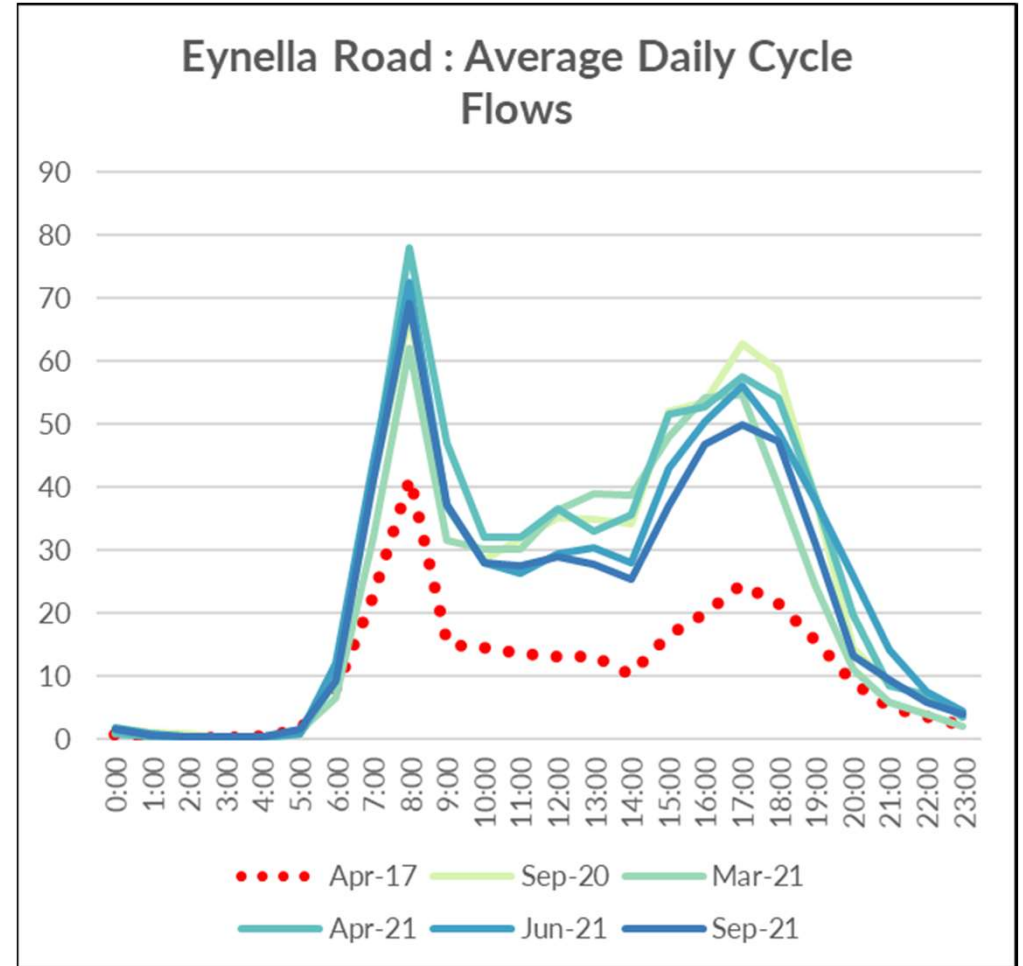
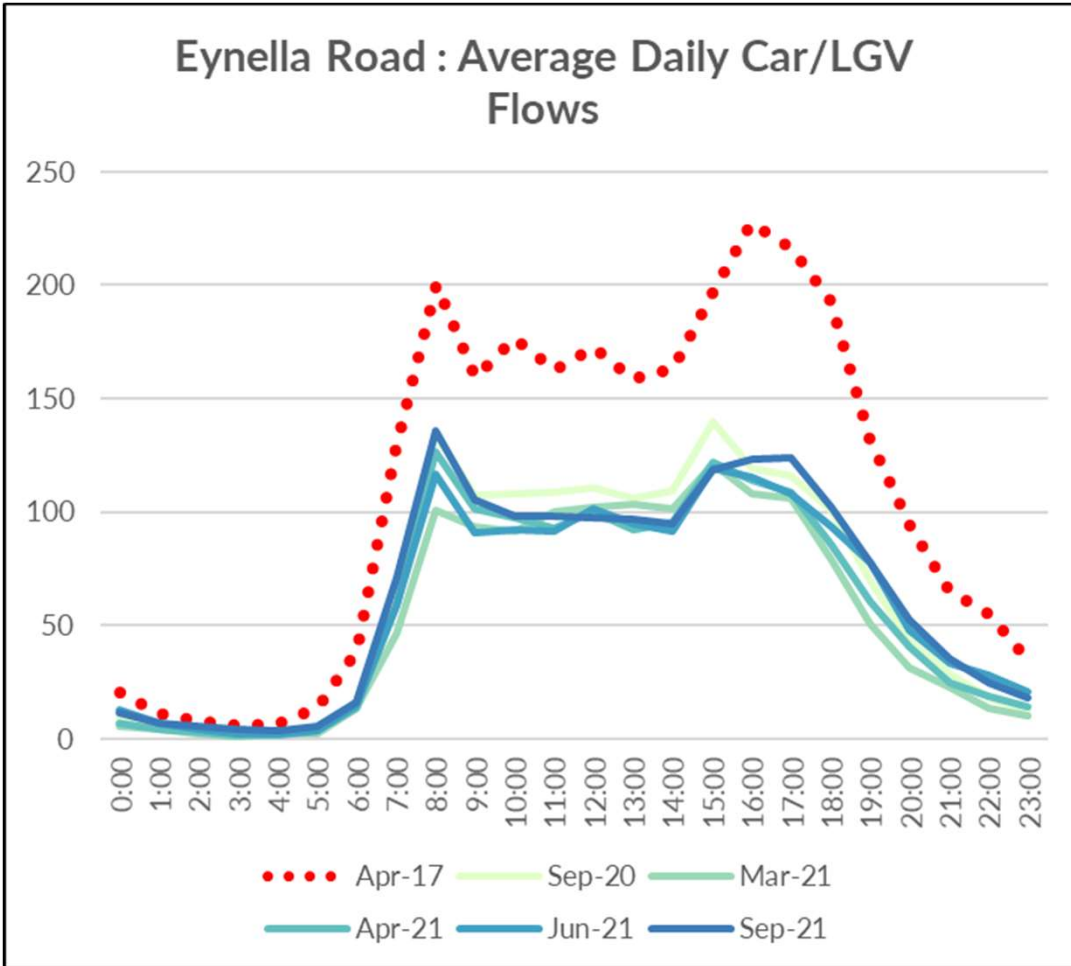
# Eynella Road (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Eynella Road**, showing the difference between pre-implementation flows and data collected in April 2017 and through 2021.

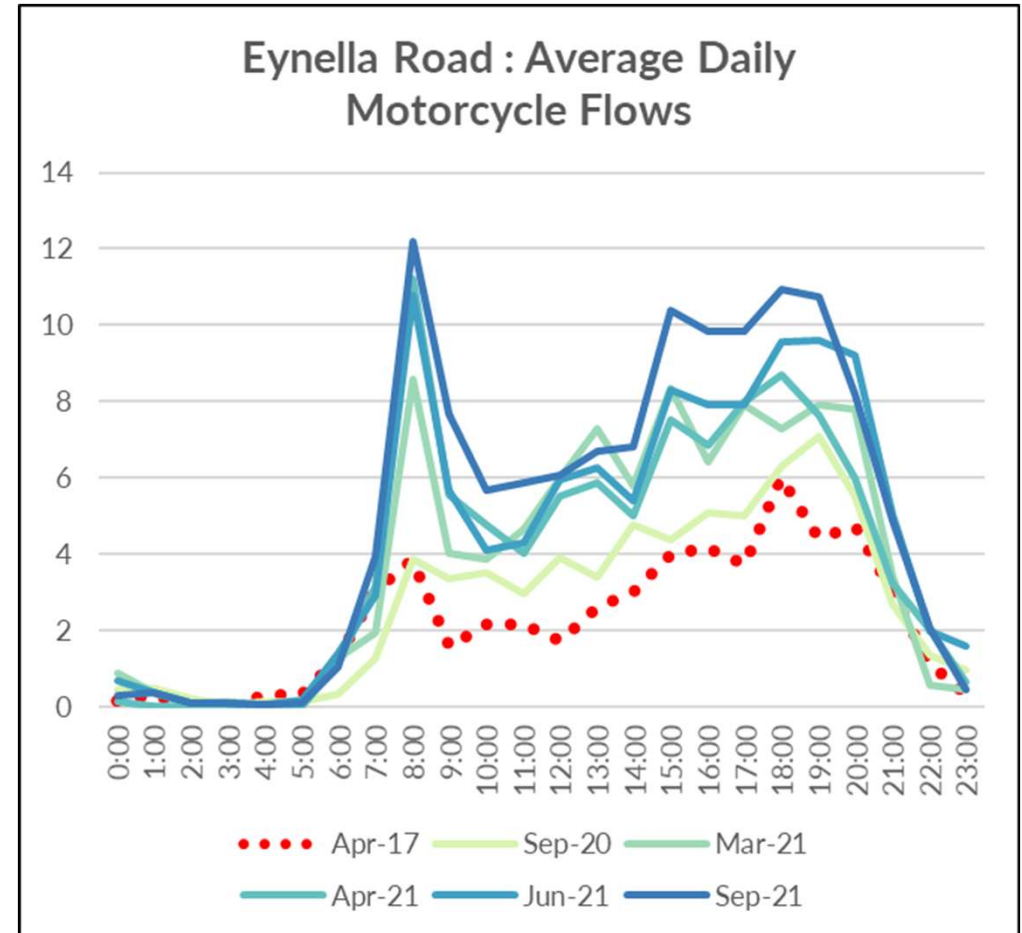
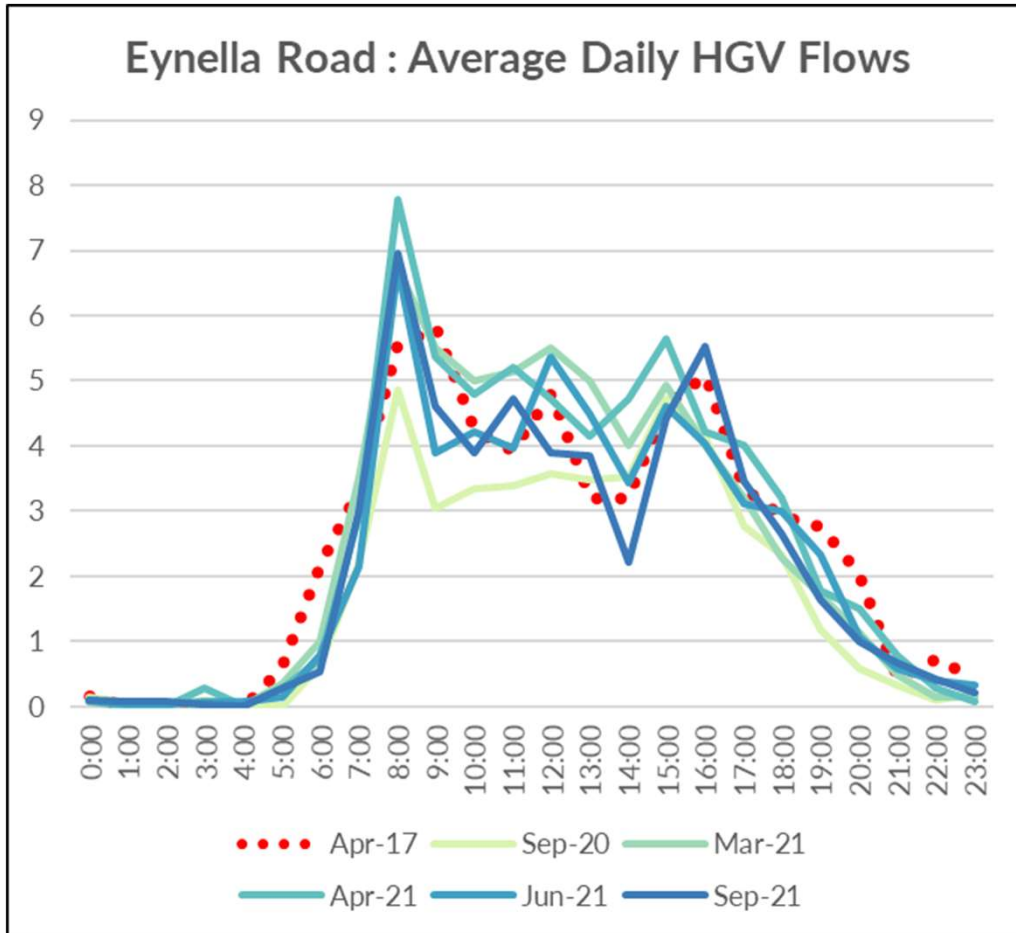




# Eynella Road



# Eynella Road



# Eynella Road – Summary Table

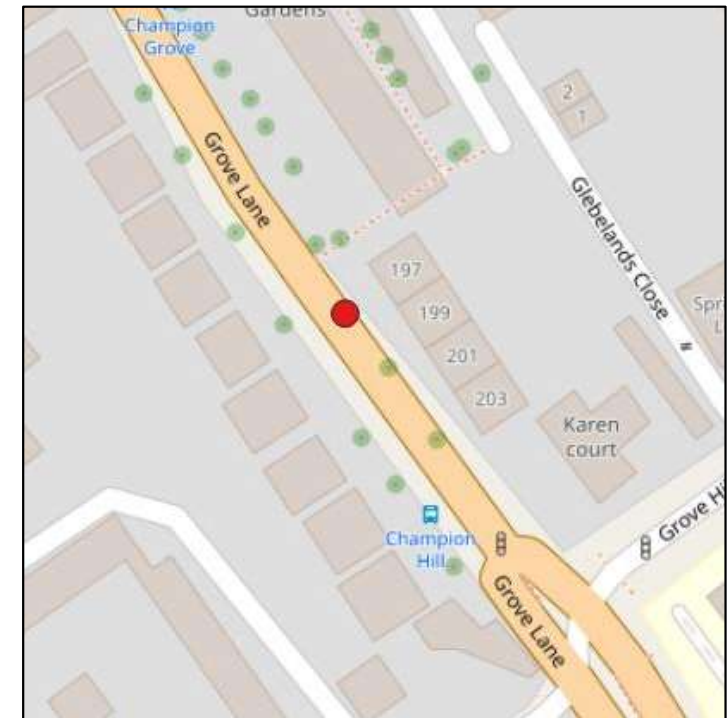
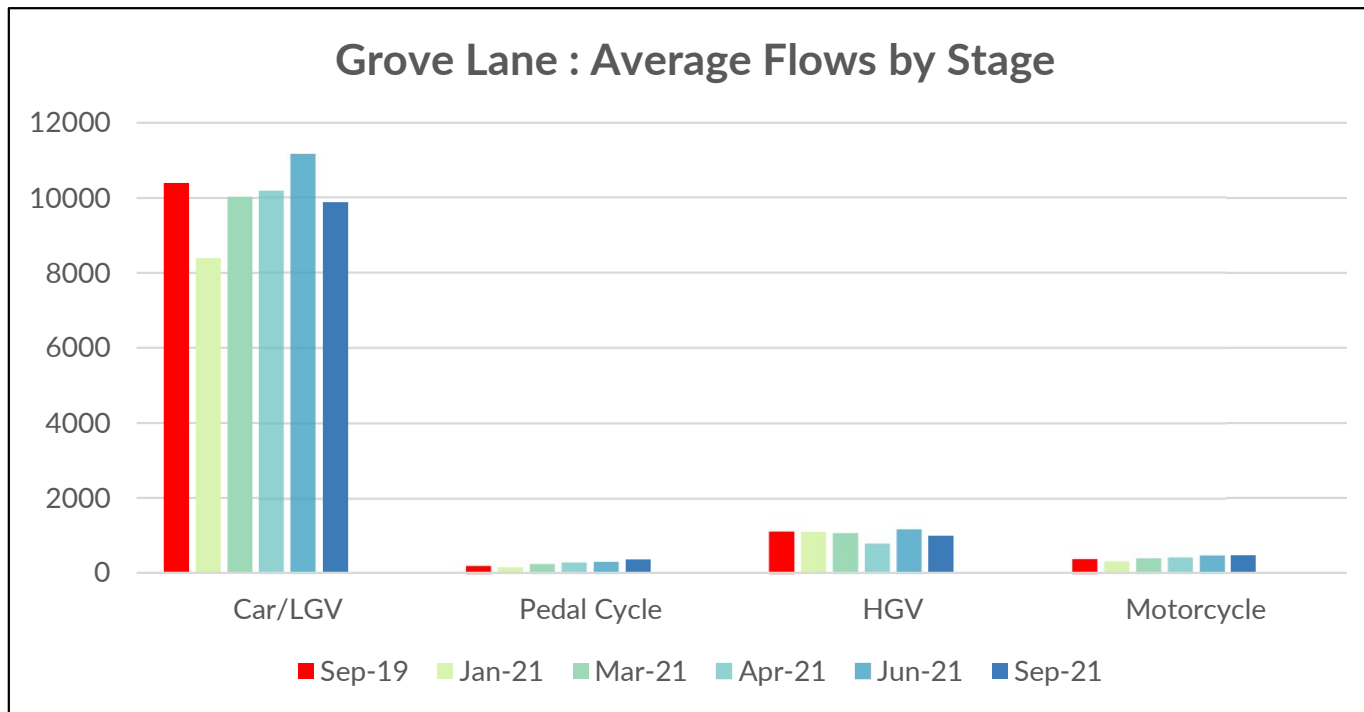
Stage	Apr-17	Sep-21	Apr-17 -> Sep-21 : Difference	Apr-17 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	2639	1527	-1112	-42%	-40%	-49%	-46%	-47%
Cycle	272	542	271	100%	129%	104%	136%	120%
HGV	59	54	-5	-9%	-23%	3%	7%	-9%
Motorcycles	54	124	70	131%	25%	77%	80%	103%
<b>Total Vehicles</b>	<b>2752</b>	<b>1705</b>	<b>-1047</b>	<b>-38%</b>	<b>-39%</b>	<b>-46%</b>	<b>-43%</b>	<b>-43%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

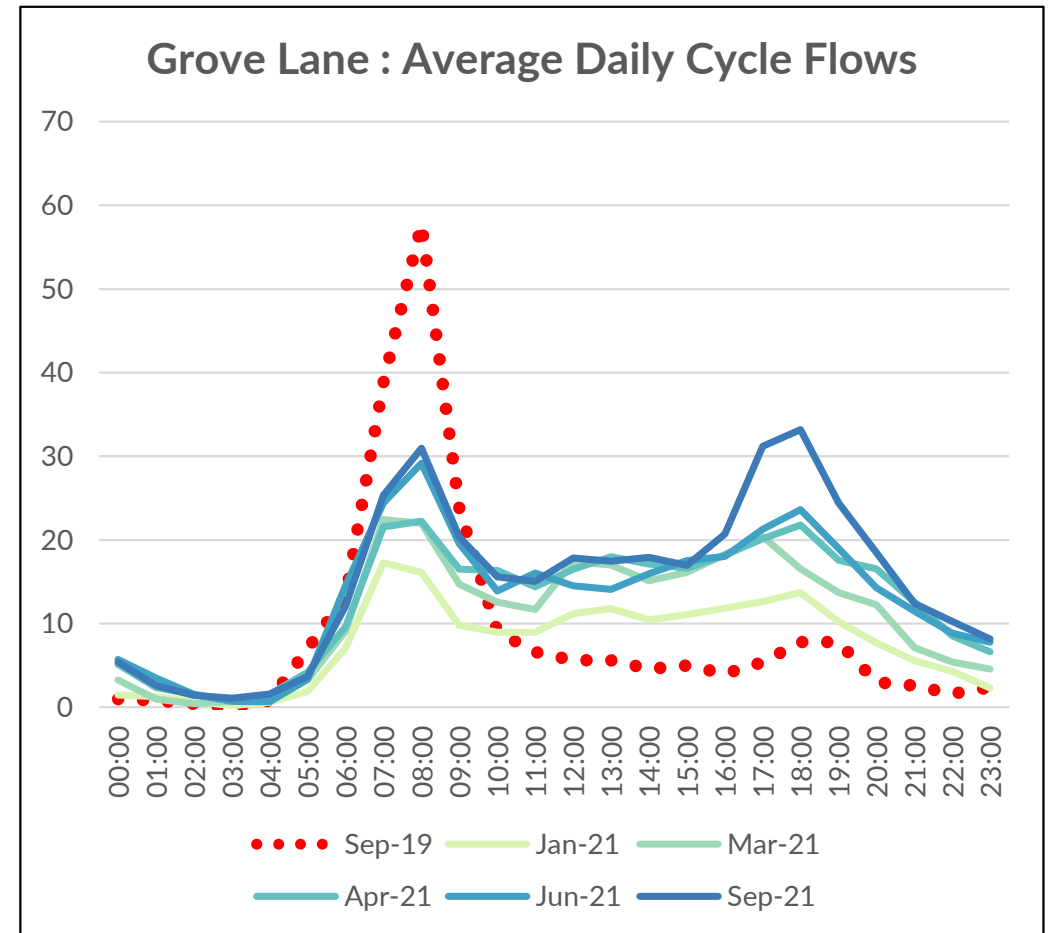
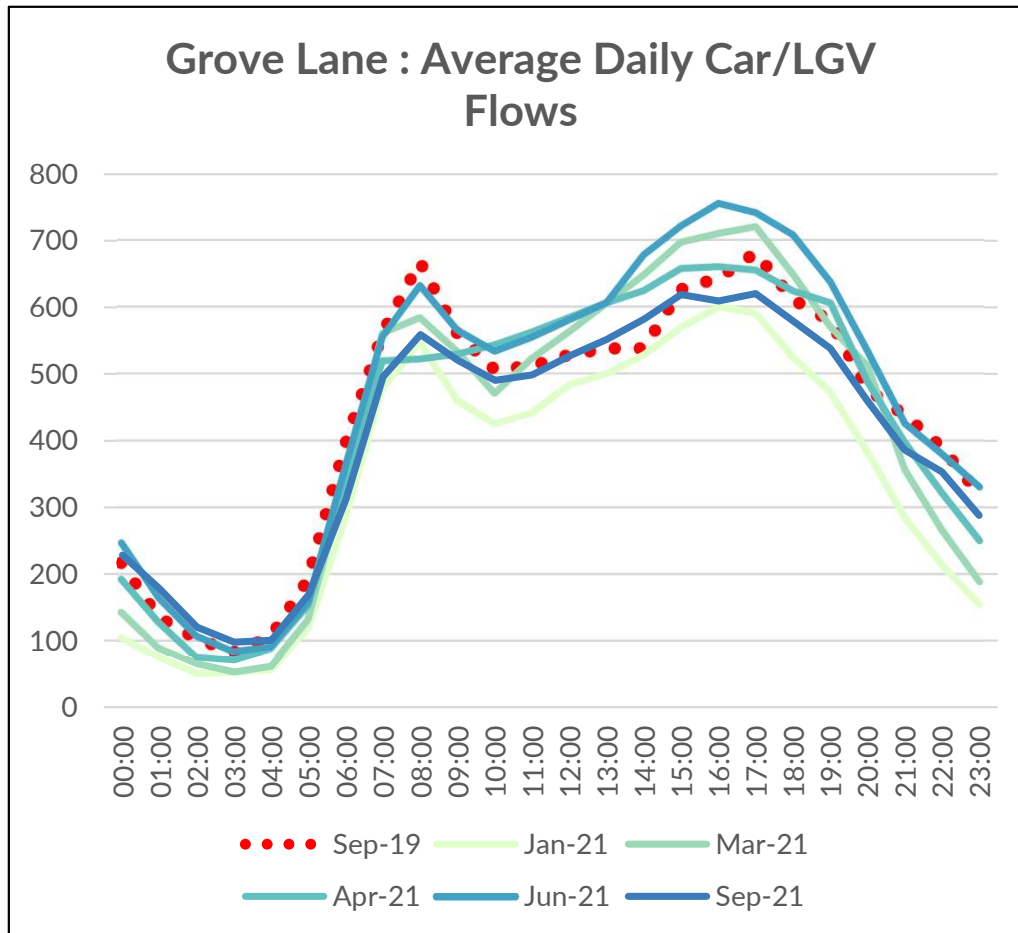
# Grove Lane (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Grove Lane**, showing the difference between pre-implementation flows and data collected in September 2019 and through 2021.



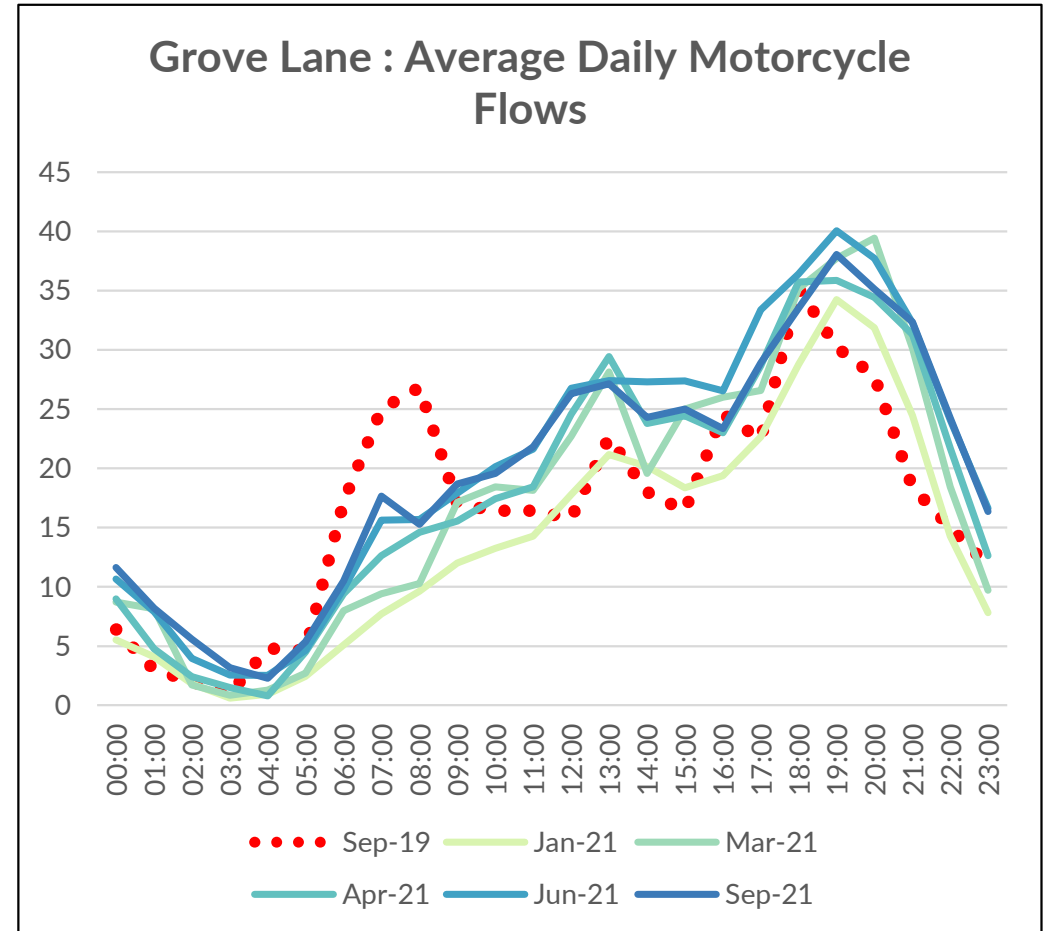
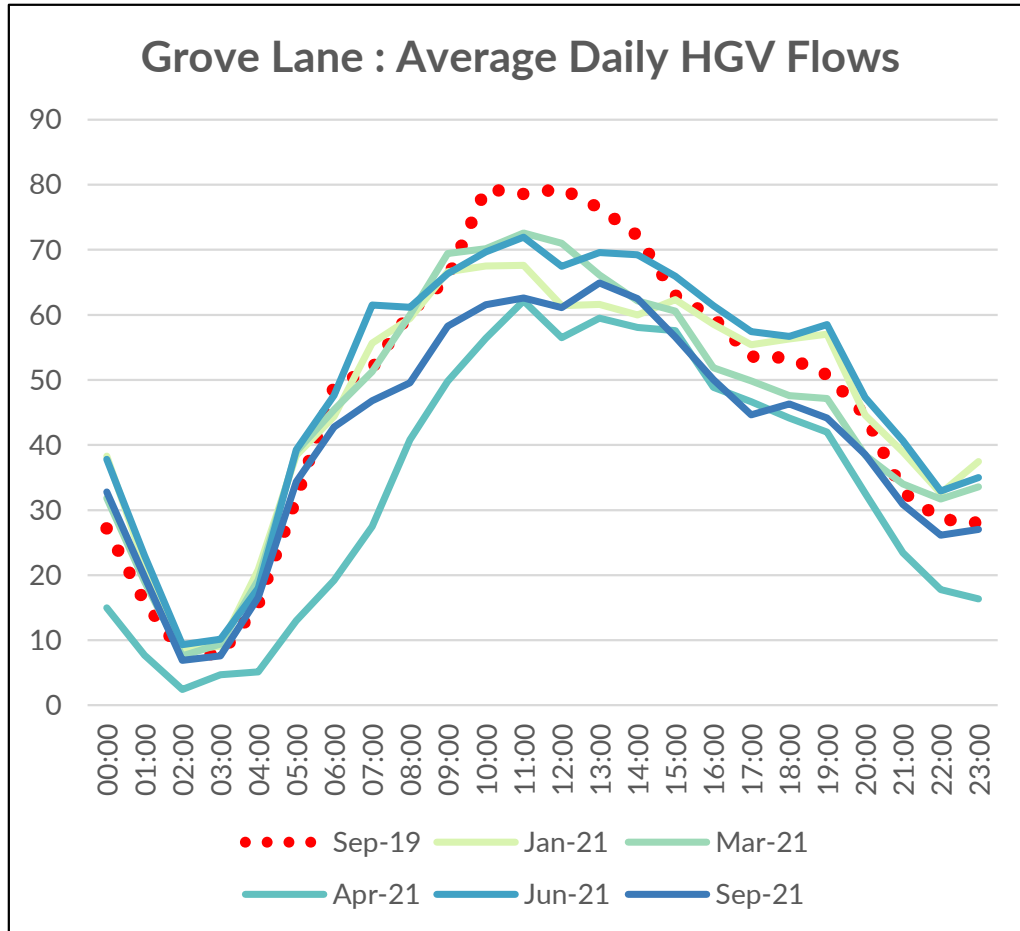
\*September 2019 volumes averaged over 5 weekdays due to lack of weekend data, same average used for subsequent months to maintain comparability.

# Grove Lane



\*September 2019 volumes averaged over 5 weekdays due to lack of weekend data.

# Grove Lane



\*September 2019 volumes averaged over 5 weekdays due to lack of weekend data.

# Grove Lane – Summary Table

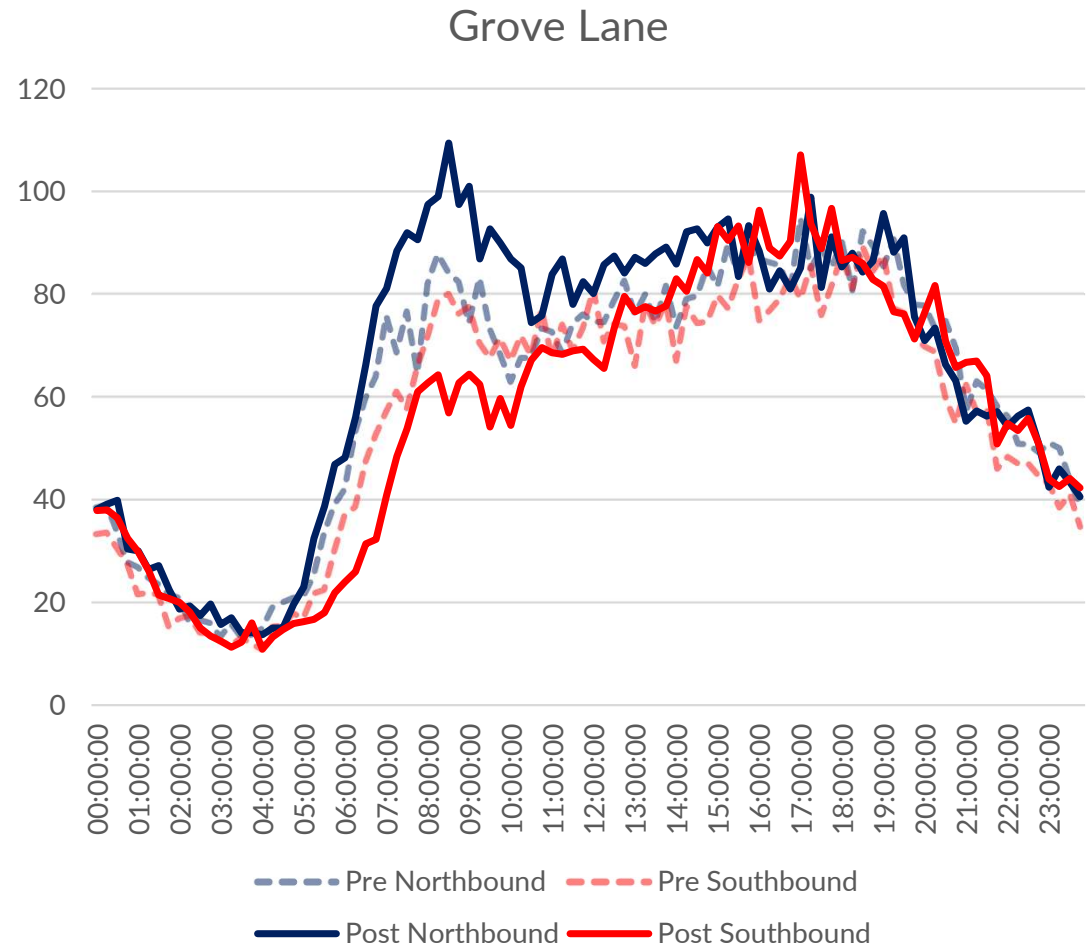
Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	10399	9888	-511	-5%	-2%	0%	5%
Cycle	215	364	150	70%	24%	43%	49%
HGV	1133	992	-141	-12%	-2%	-28%	2%
Motorcycles	399	474	76	19%	6%	9%	23%
<b>Total Vehicles</b>	<b>11931</b>	<b>11355</b>	<b>-576</b>	<b>-5%</b>	<b>-2%</b>	<b>-3%</b>	<b>6%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# Grove Lane – Directional Analysis

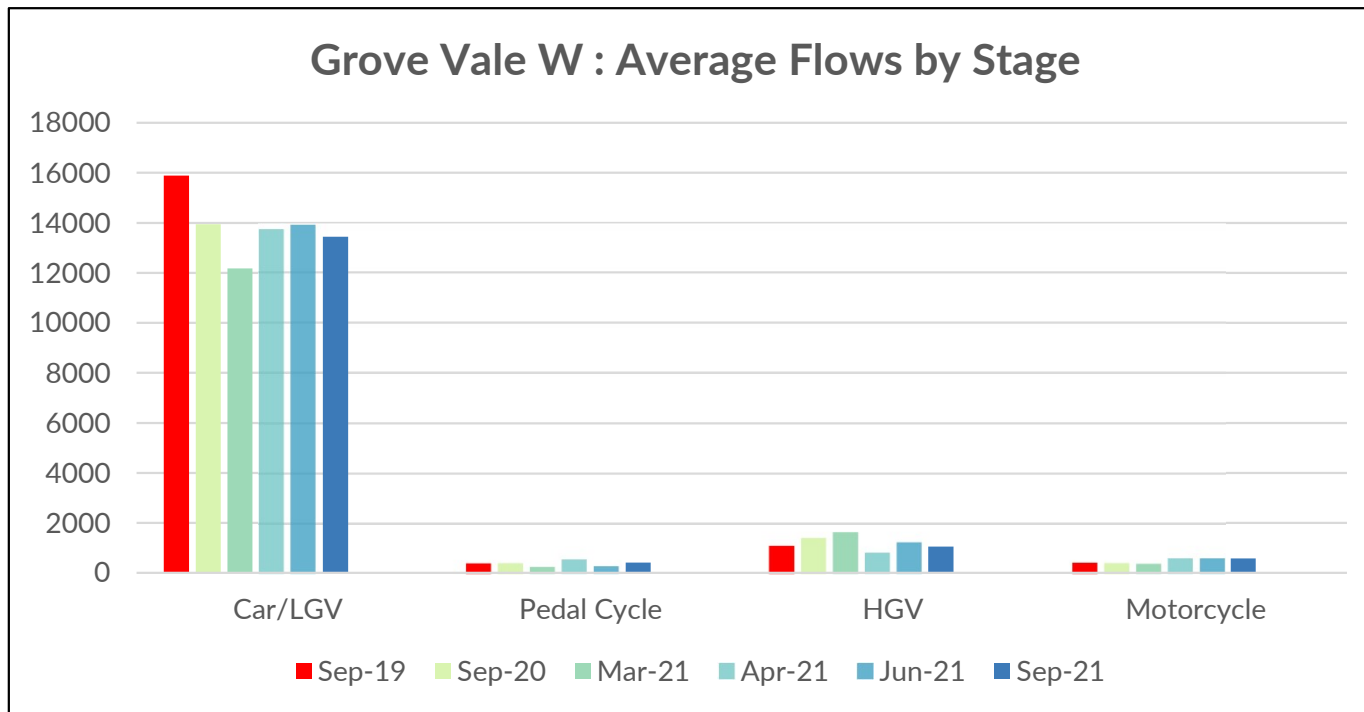
- The chart to the right shows the pre- and post-implementation flows by direction for Grove Lane (based on a representative week in each case).
- Before scheme implementation, vehicle flows were similar in each direction; afterwards, northbound traffic was significantly higher than southbound in the AM peak, although directional volumes became more similar by the PM peak.





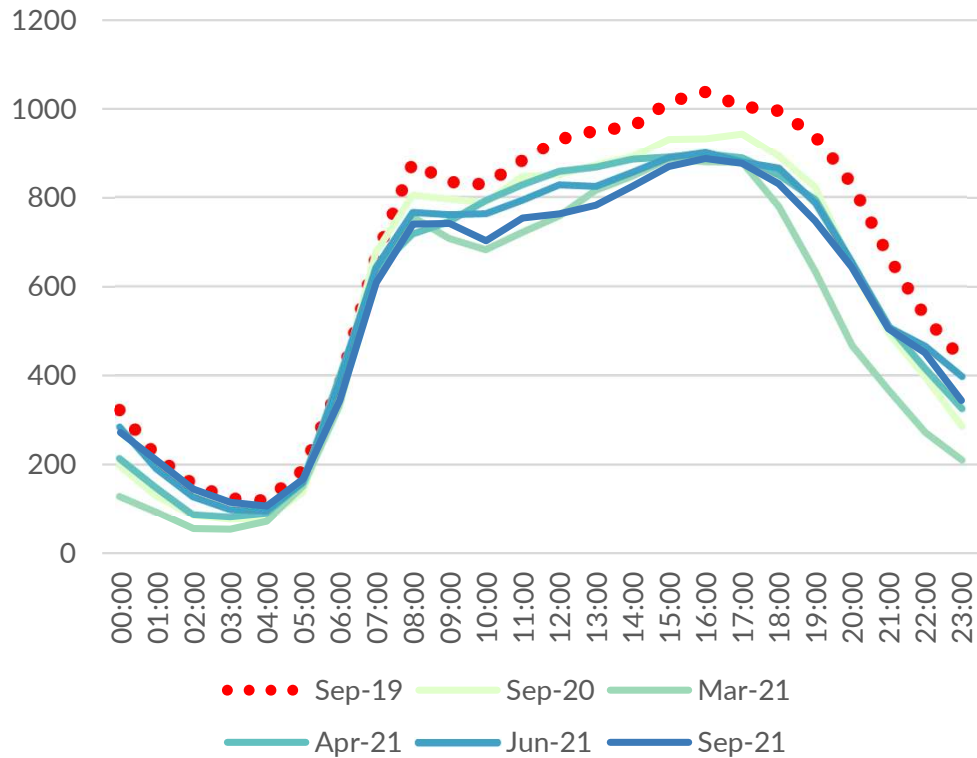
# Grove Vale West (Daily Flows)

- The charts below and on the following pages show the average daily flows on Grove Vale West, showing the difference between pre-implementation flows and data collected in September 2019, September 2020 and through 2021.

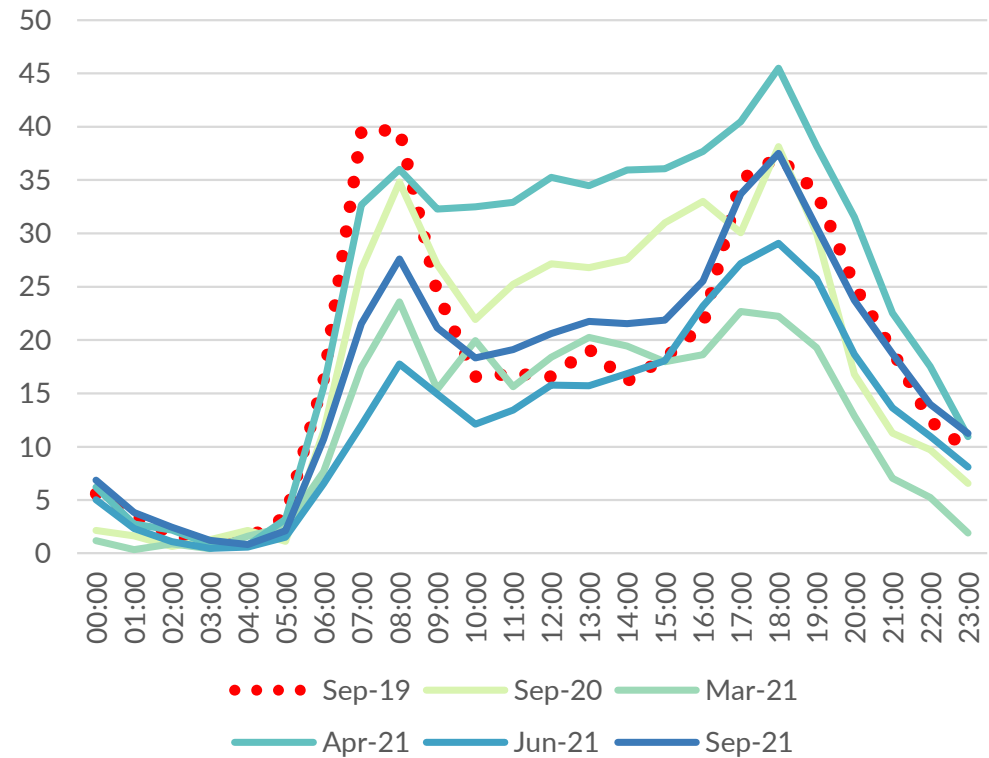


# Grove Vale West

Grove Vale W : Average Daily Car/LGV Flows

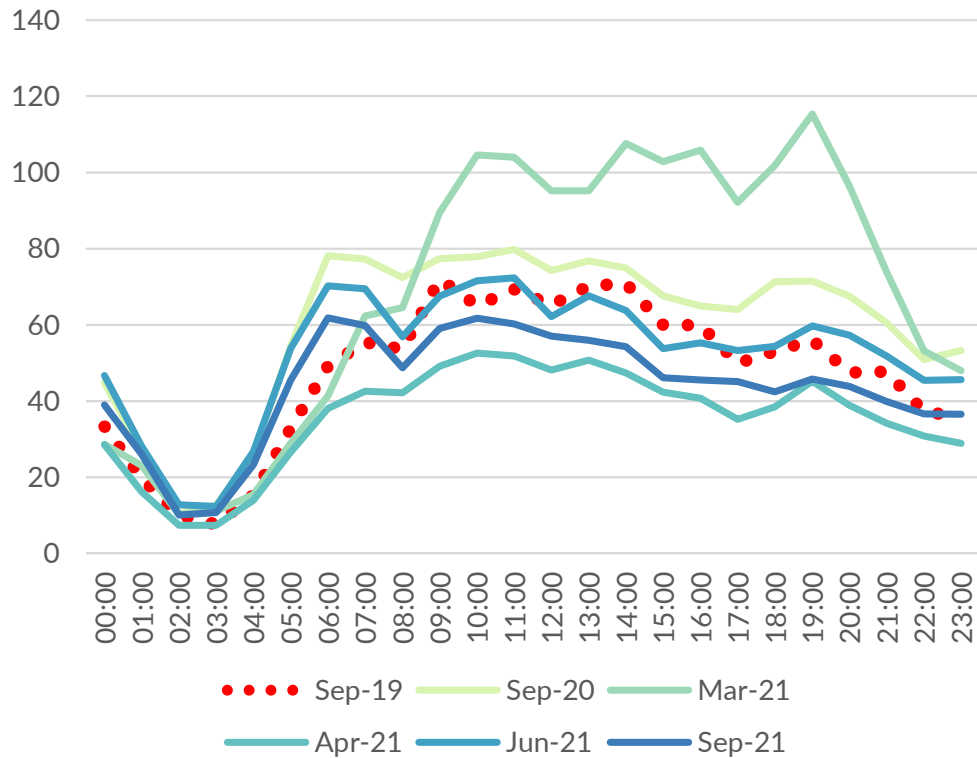


Grove Vale W : Average Daily Cycle Flows

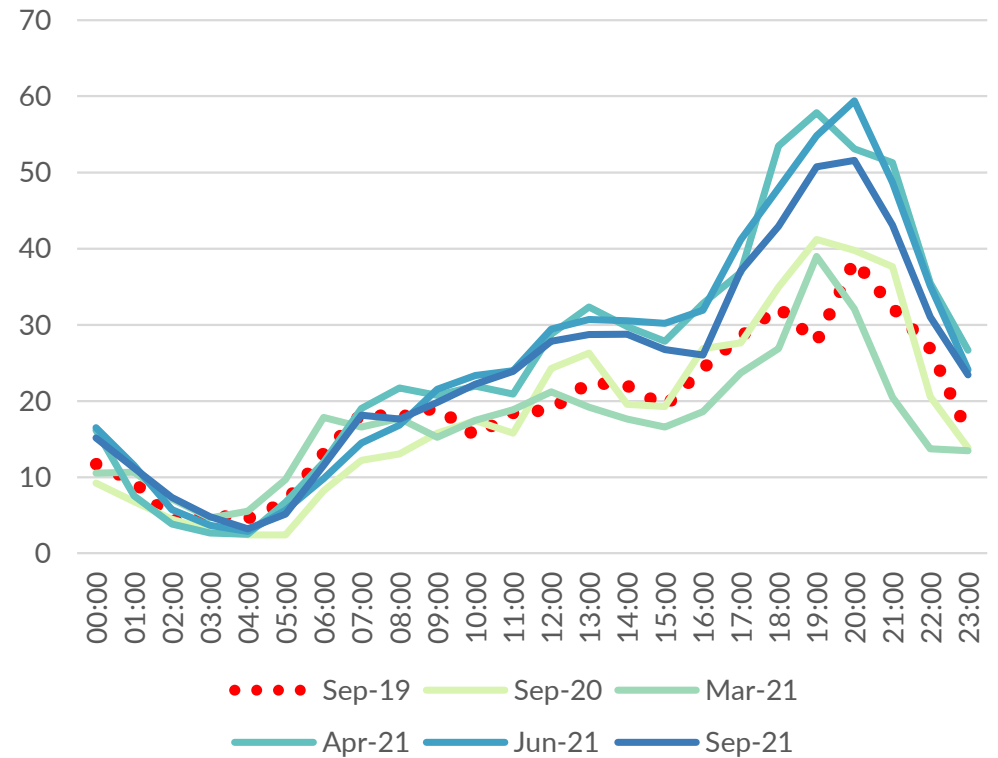


# Grove Vale West

Grove Vale W : Average Daily HGV Flows



Grove Vale W : Average Daily Motorcycle Flows



# Grove Vale West – Summary Table

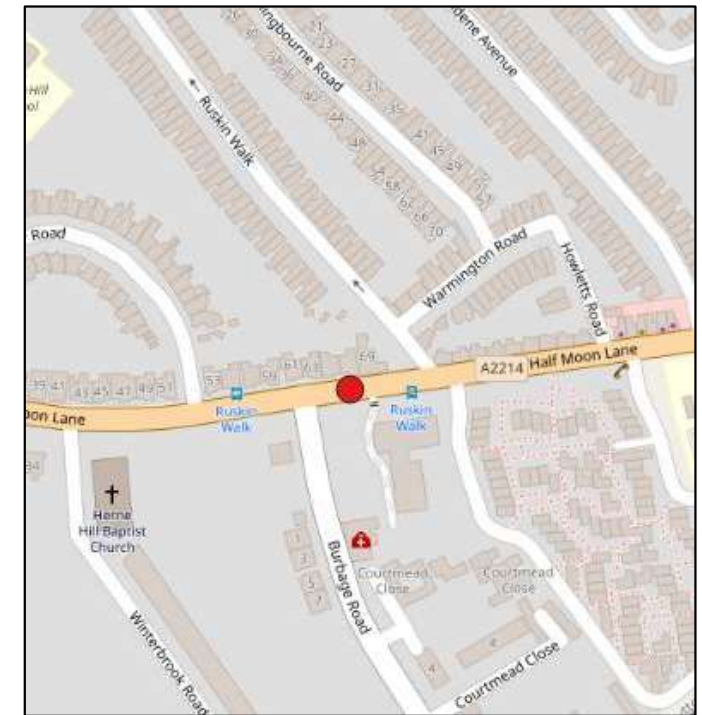
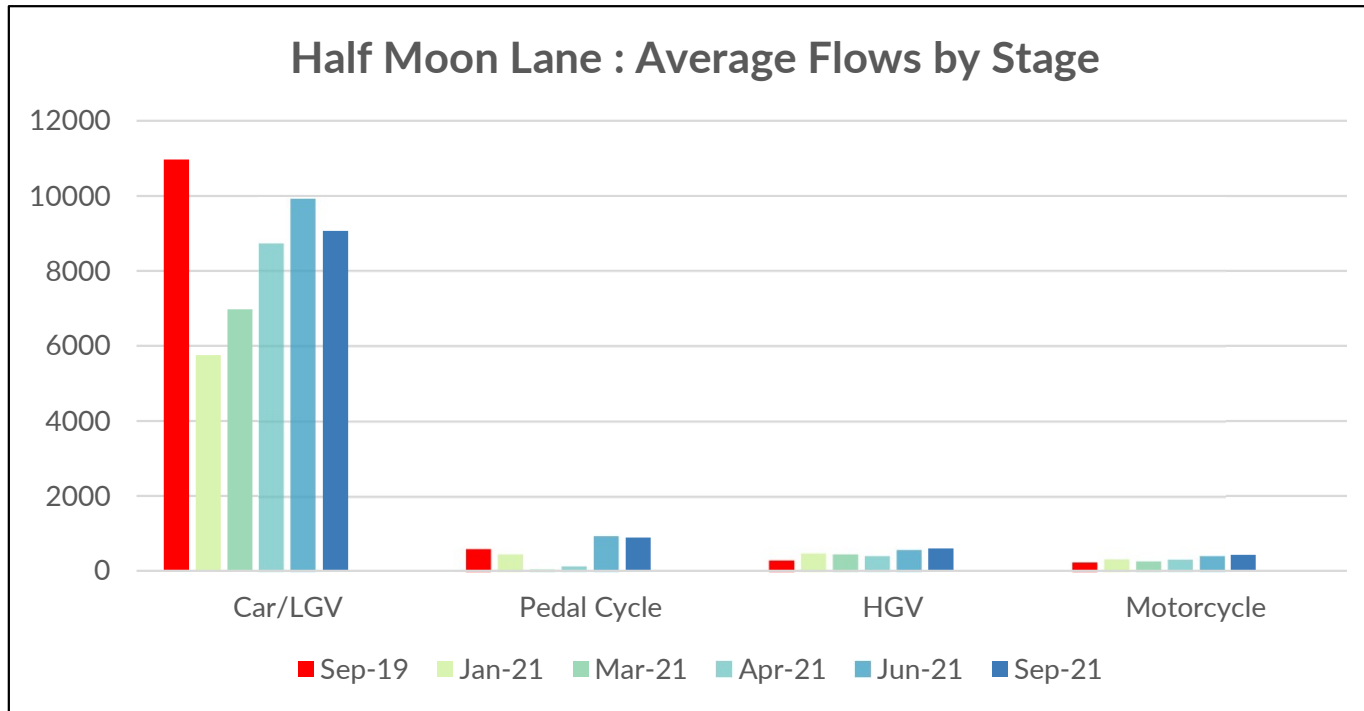
Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	15885	13445	-2441	-15%	-11%	-22%	-12%	-14%
Cycle	434	416	-17	-4%	2%	-33%	35%	-28%
HGV	1136	1055	-81	-7%	29%	50%	-23%	9%
Motorcycles	453	578	125	28%	-2%	-8%	37%	37%
<b>Total Vehicles</b>	<b>17474</b>	<b>15078</b>	<b>-2396</b>	<b>-14%</b>	<b>-8%</b>	<b>-17%</b>	<b>-12%</b>	<b>-11%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

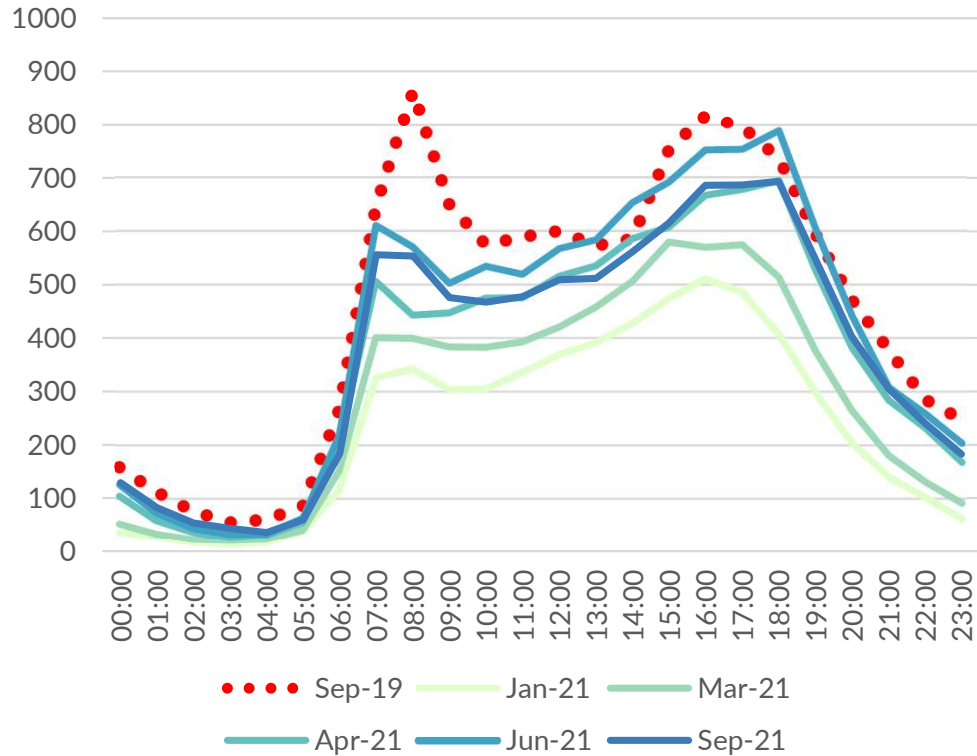
# Half Moon Lane (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Half Moon Lane**, showing the difference between pre-implementation flows and data collected in September 2019 and through 2021.

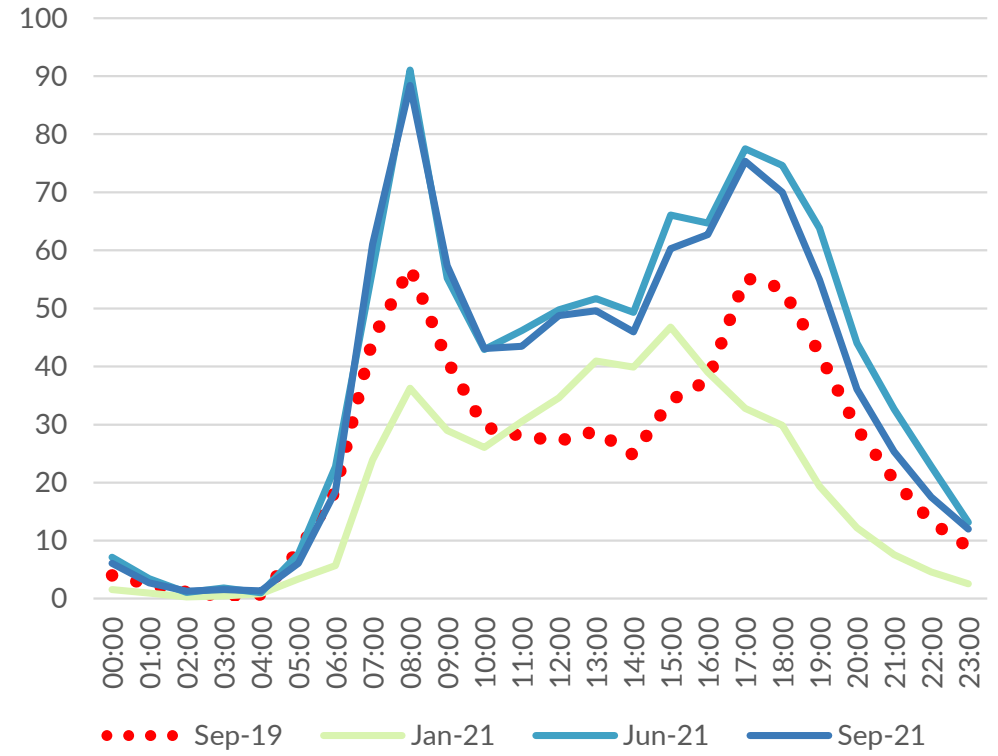


# Half Moon Lane

Half Moon Lane : Average Daily Car/LGV Flows



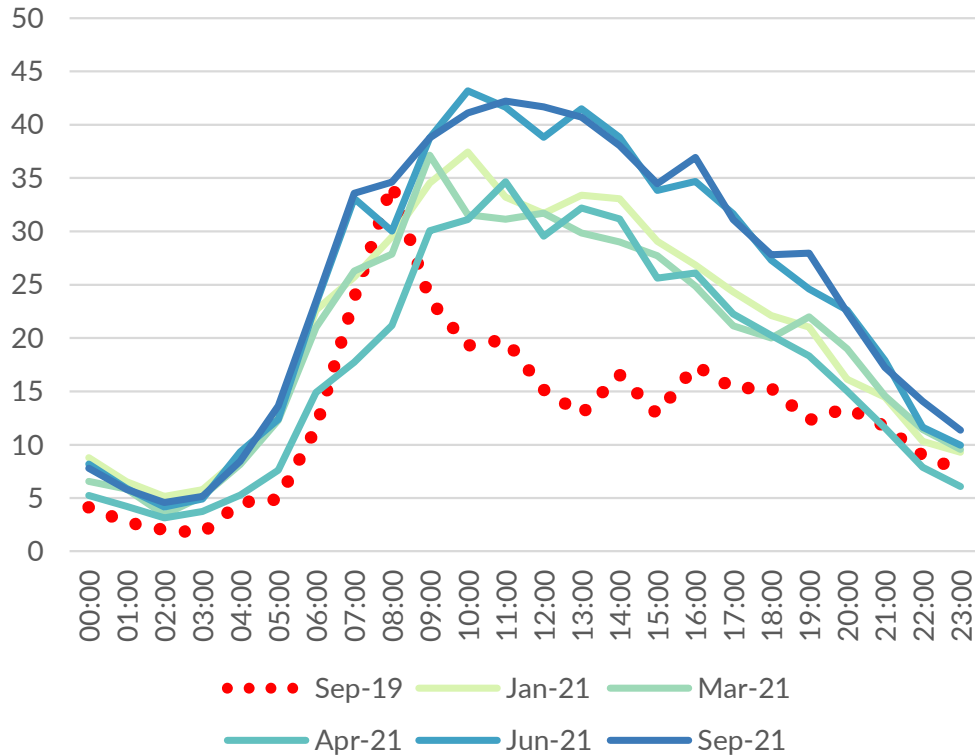
Half Moon Lane : Average Daily Cycle Flows



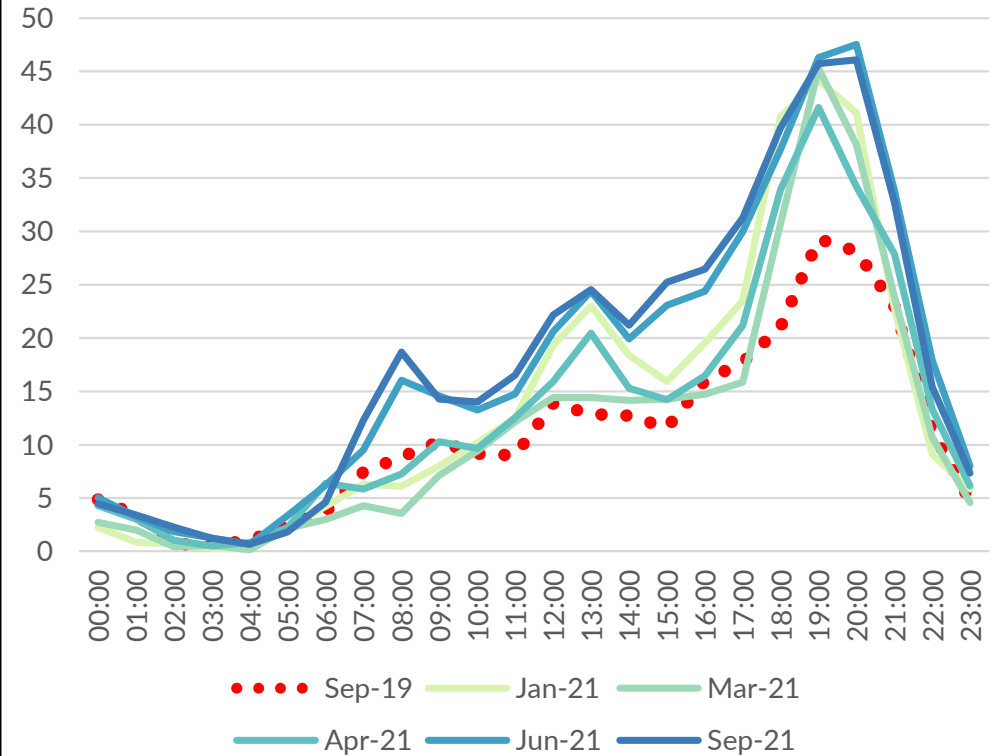
\*Data loss for cycles in March 2021, April 2021.

# Half Moon Lane

Half Moon Lane : Average Daily HGV Flows



Half Moon Lane : Average Daily Motorcycle Flows



# Half Moon Lane – Summary Table

Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	10968	9063	-1905	-17%	-35%	-19%	-11%
Cycle	611	890	278	46%	Data loss for cycles		55%
HGV	312	603	291	93%	56%	39%	85%
Motorcycles	264	432	169	64%	10%	23%	61%
<b>Total Vehicles</b>	<b>11543</b>	<b>10098</b>	<b>-1445</b>	<b>-13%</b>	<b>-32%</b>	<b>-16%</b>	<b>-7%</b>

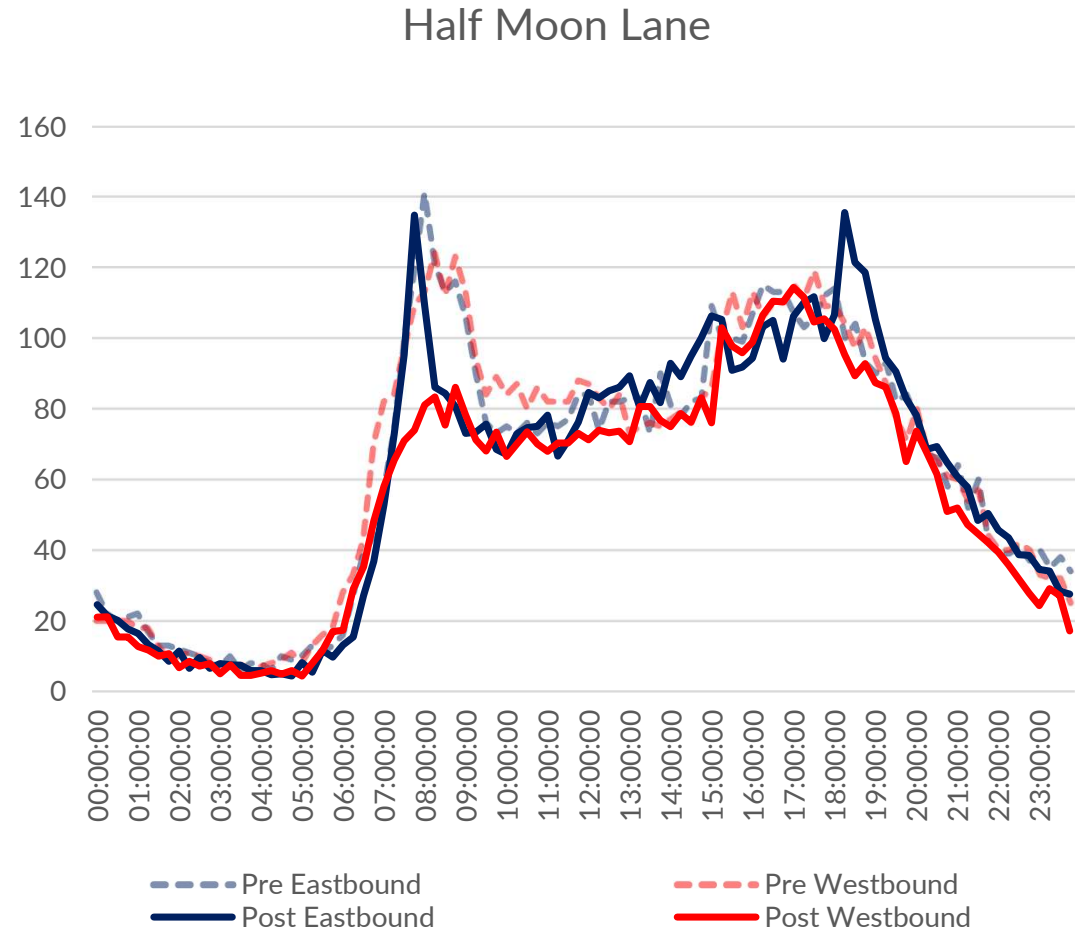
\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019



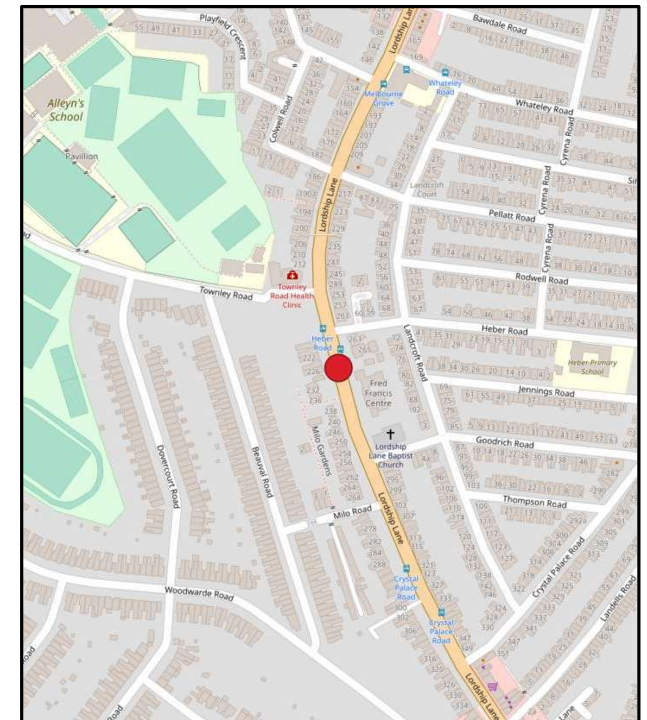
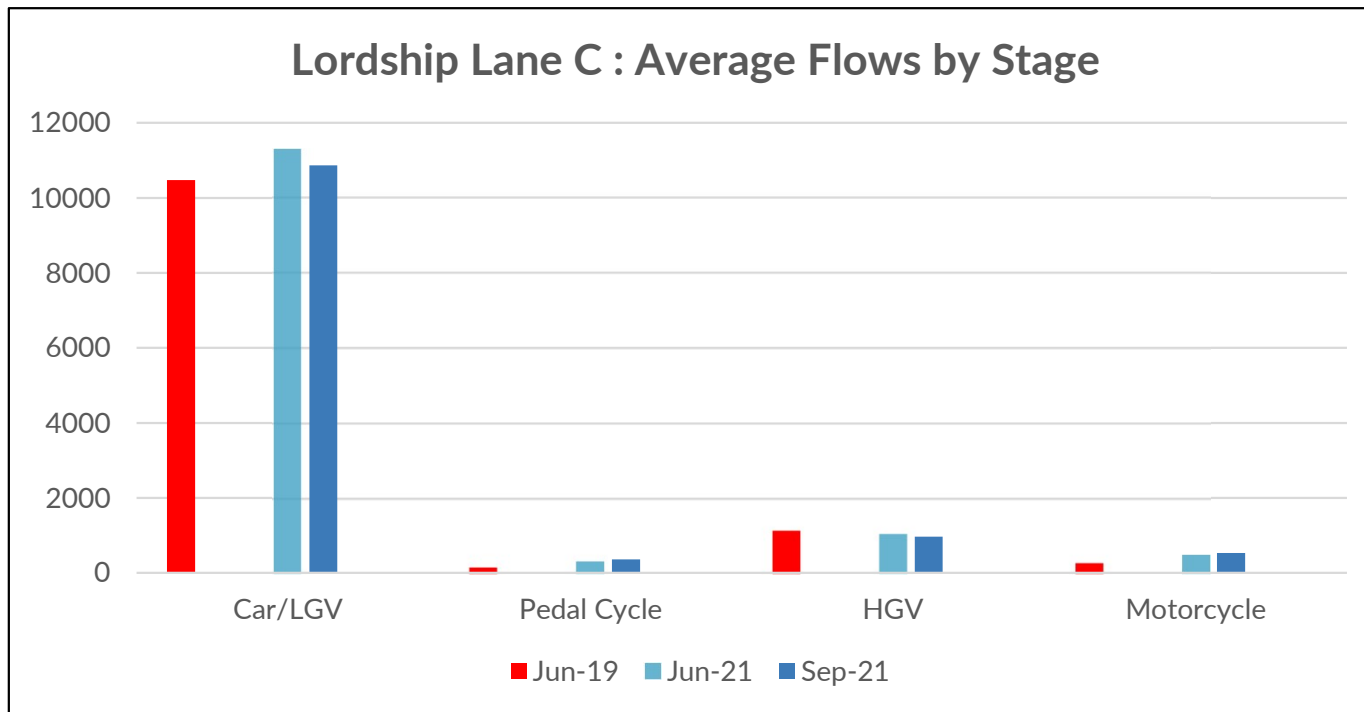
# Half Moon Lane – Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for Half Moon Lane (based on a representative week in each case).
- Before scheme implementation, vehicle flows were similar in each direction, with pronounced AM/PM peaks and a clear interpeak period.
- In September 2021, traffic in both directions was very similar to pre-implementation, although perhaps with a slightly earlier AM peak and more pronounced AM peak (eastbound only).

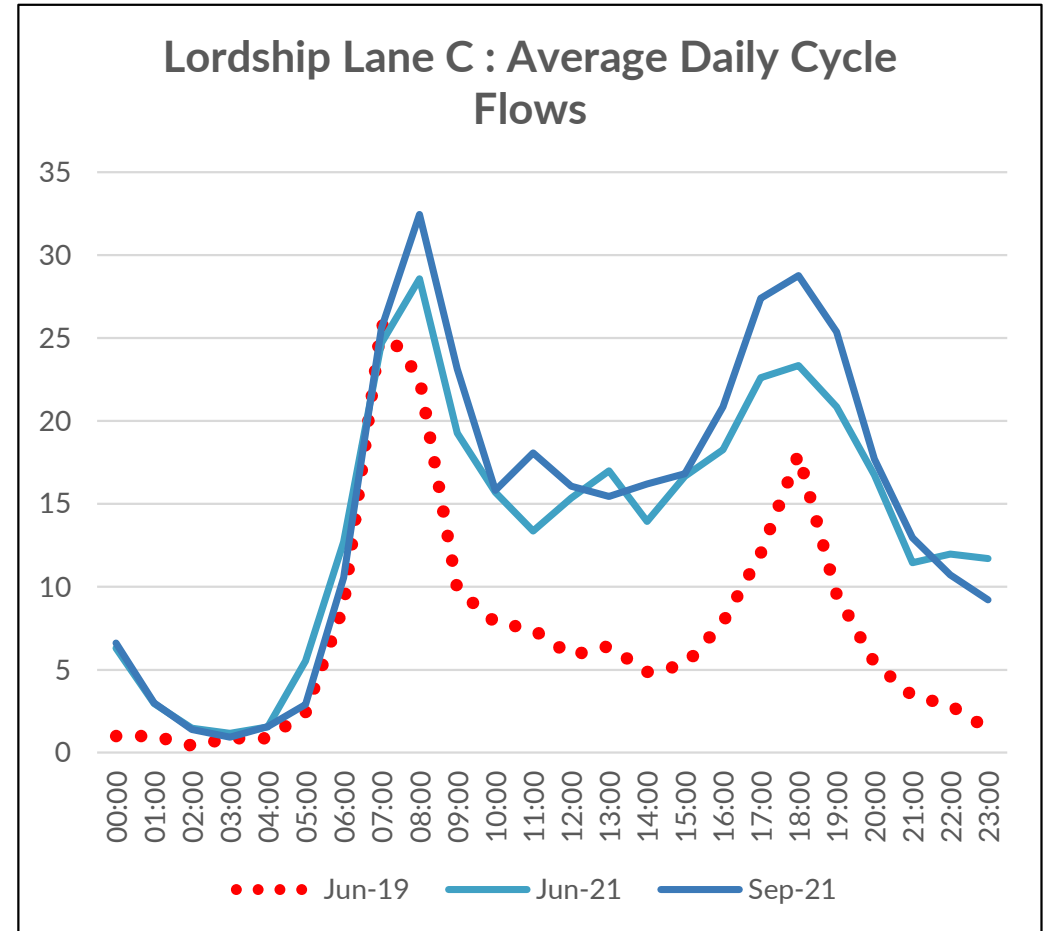
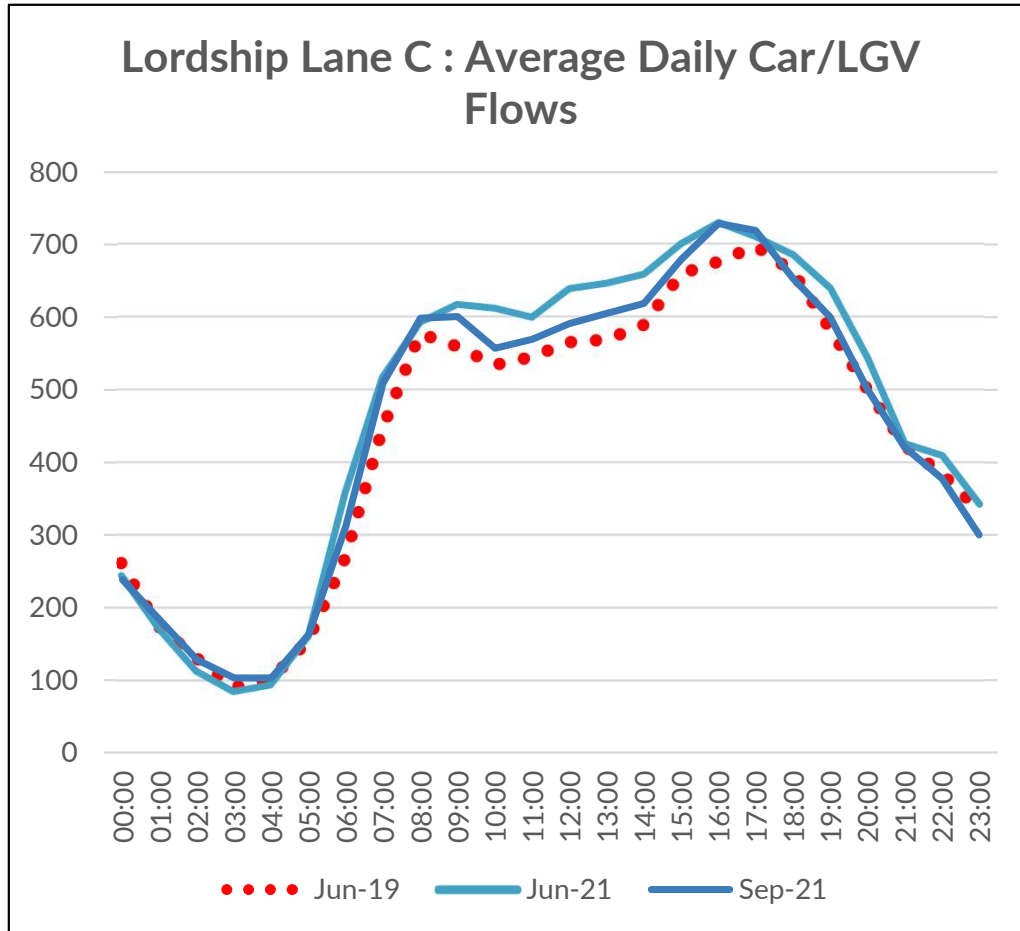


# Lordship Lane Central (Daily Flows)

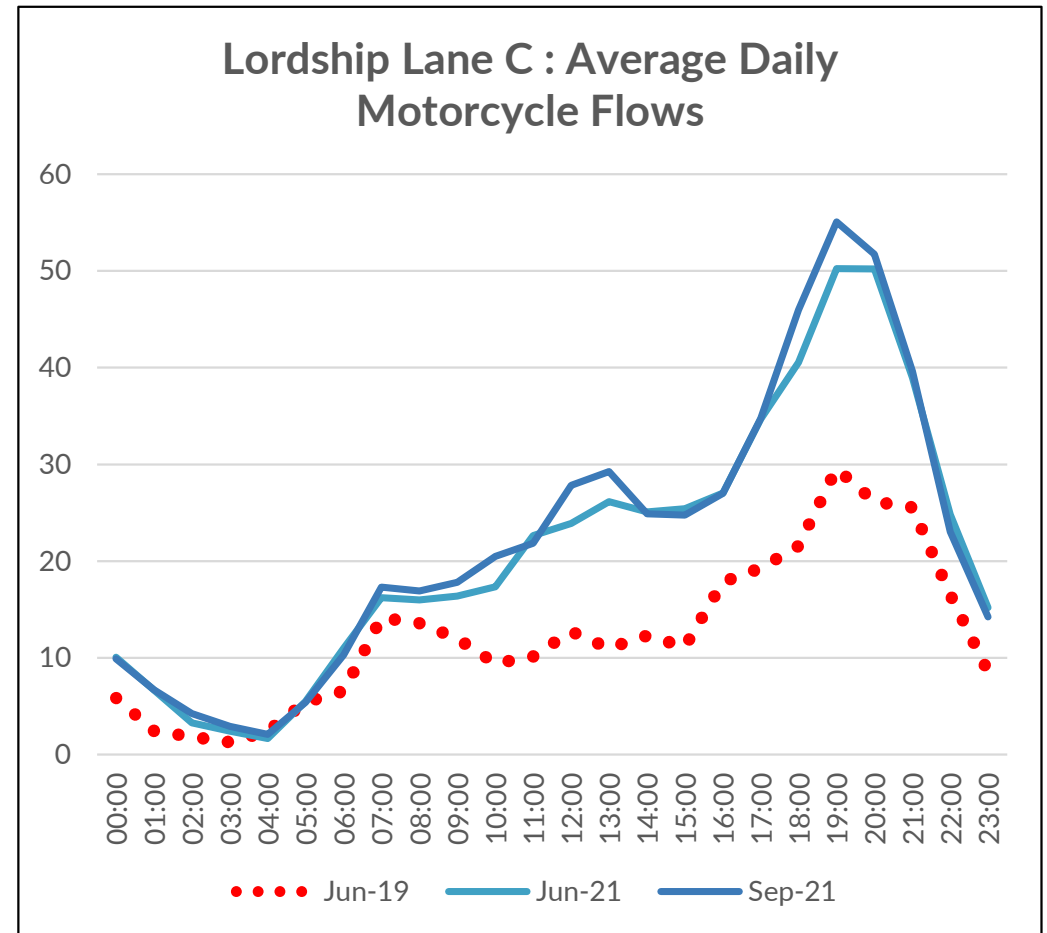
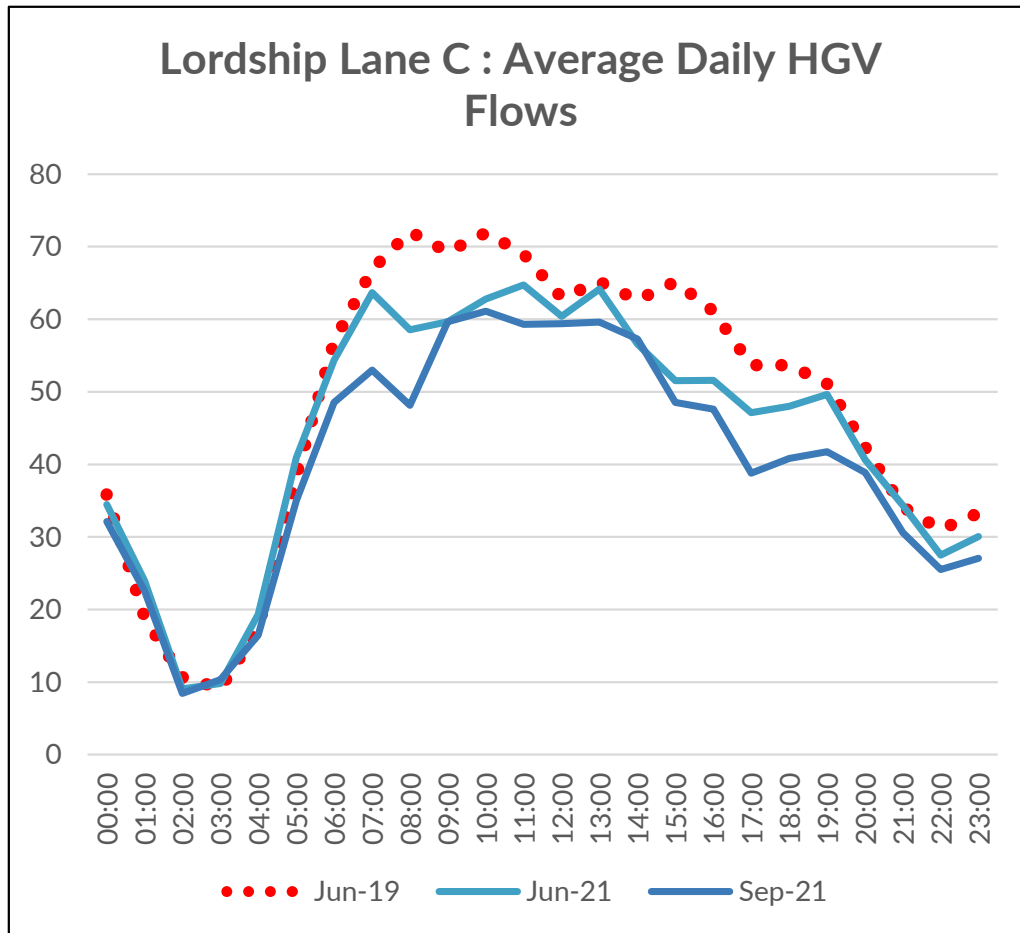
- The charts below and on the following pages show the average daily flows on Lordship Lane Central, showing the difference between pre-implementation flows and data collected in June 2019, and through 2021.



# Lordship Lane Central



# Lordship Lane Central



# Lordship Lane Central – Summary Table

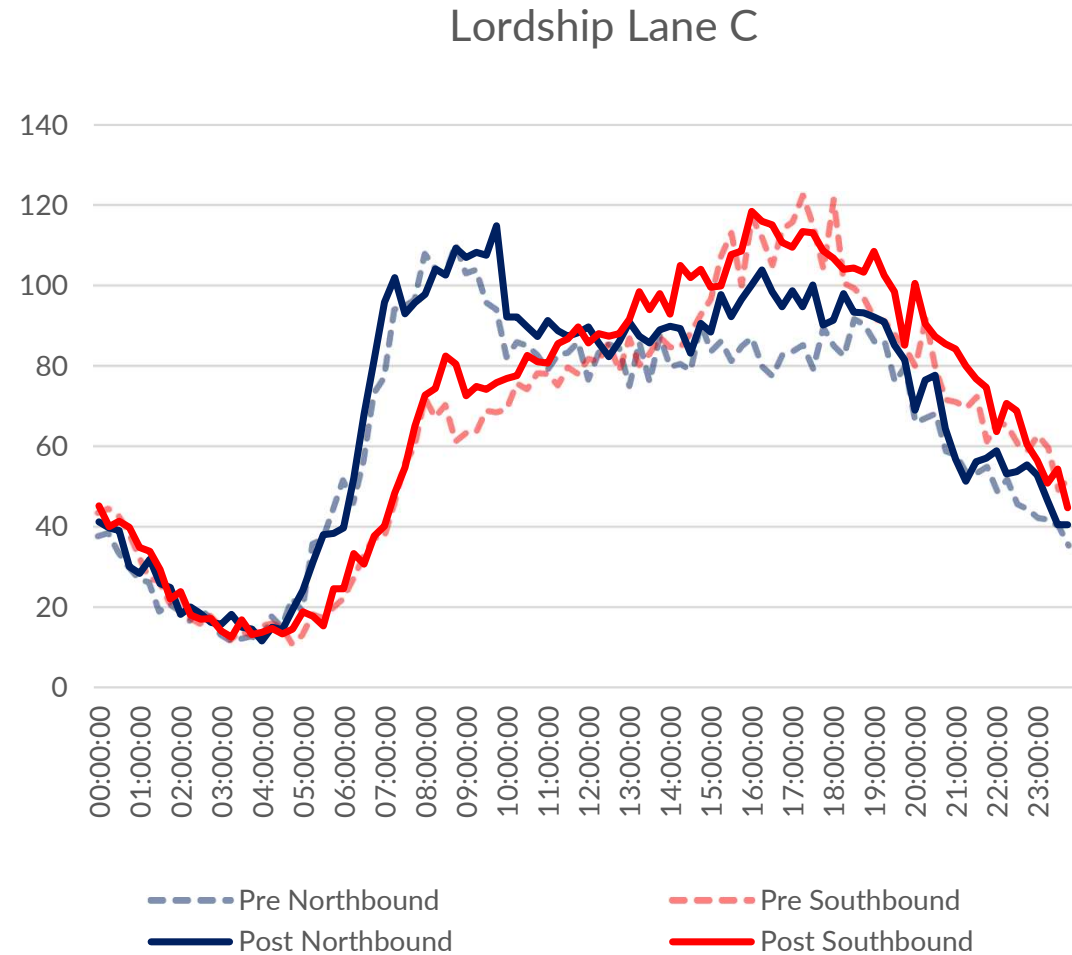
Stage	Jun-19	Sep-21	Jun-19 -> Sep-21 : Difference	Jun-19 -> Sep-21 : % Difference	Jun-21 : % Difference
Car/LGV	10474	10864	390	4%	6%
Cycle	172	360	188	109%	94%
HGV	1153	971	-182	-16%	-9%
Motorcycles	297	534	237	80%	72%
<b>Total Vehicles</b>	<b>11924</b>	<b>12369</b>	<b>445</b>	<b>4%</b>	<b>6%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

\*\*Post-implementation data before June 2021 is not available for this site

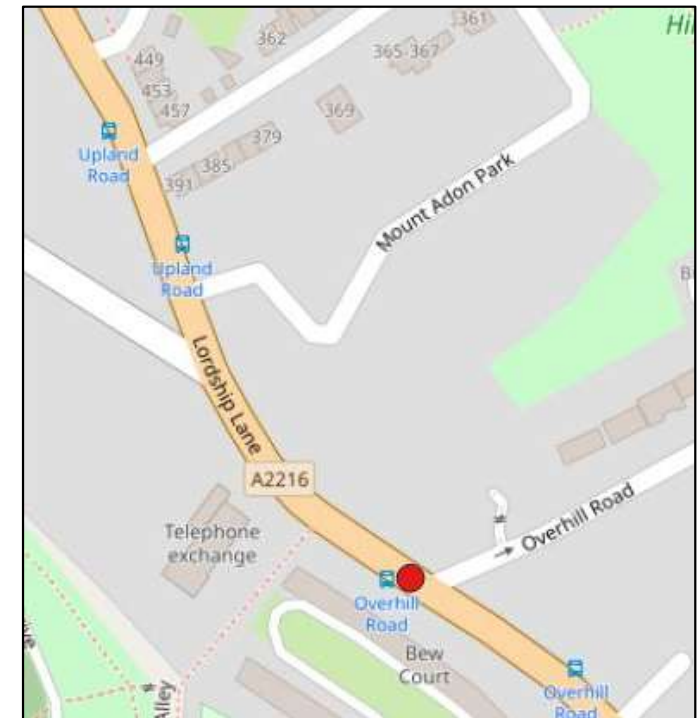
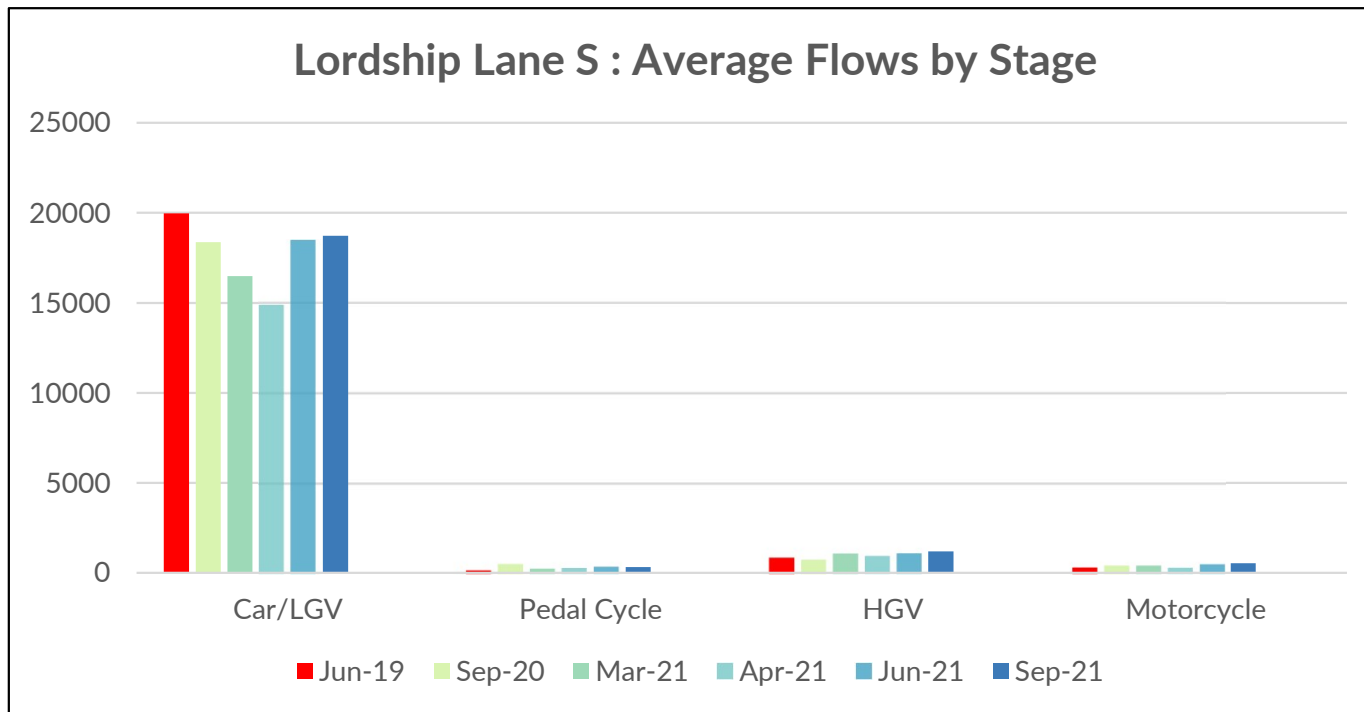
# Lordship Lane Central- Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for Lordship Lane Central (based on a representative week in each case).
- Before scheme implementation, vehicle flows were higher northbound in the AM peak and higher southbound in the PM peak.
- In September 2021, this pattern was maintained for both directions throughout the day, with similar flow volumes.



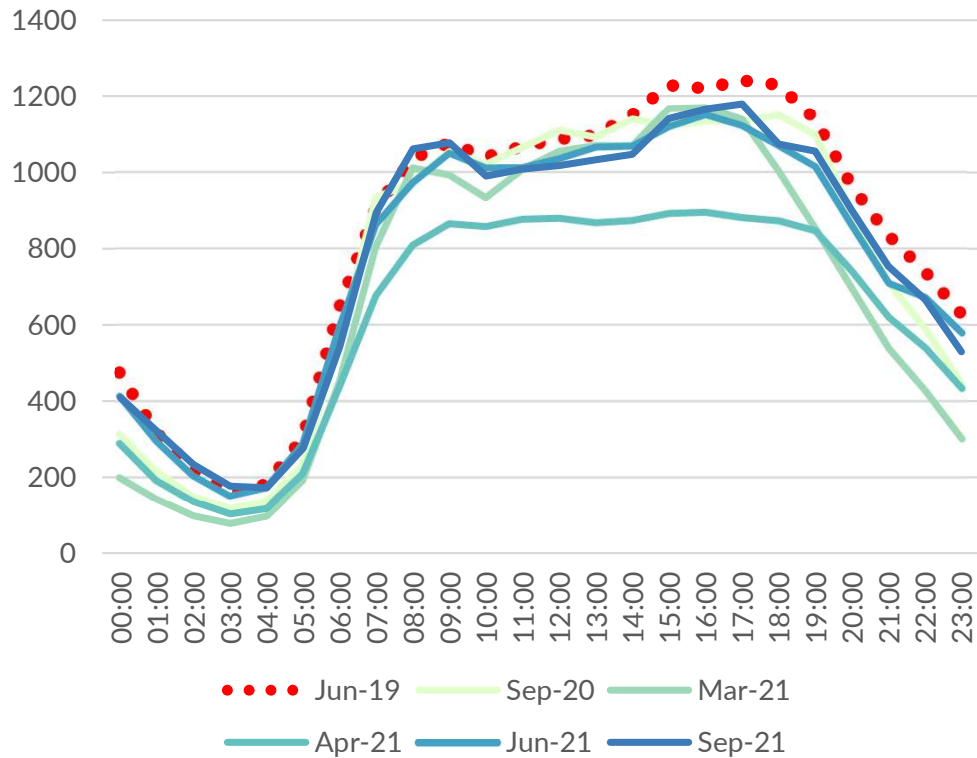
# Lordship Lane South (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Lordship Lane South**, showing the difference between pre-implementation flows and data collected in June 2019, September 2020 and through 2021.

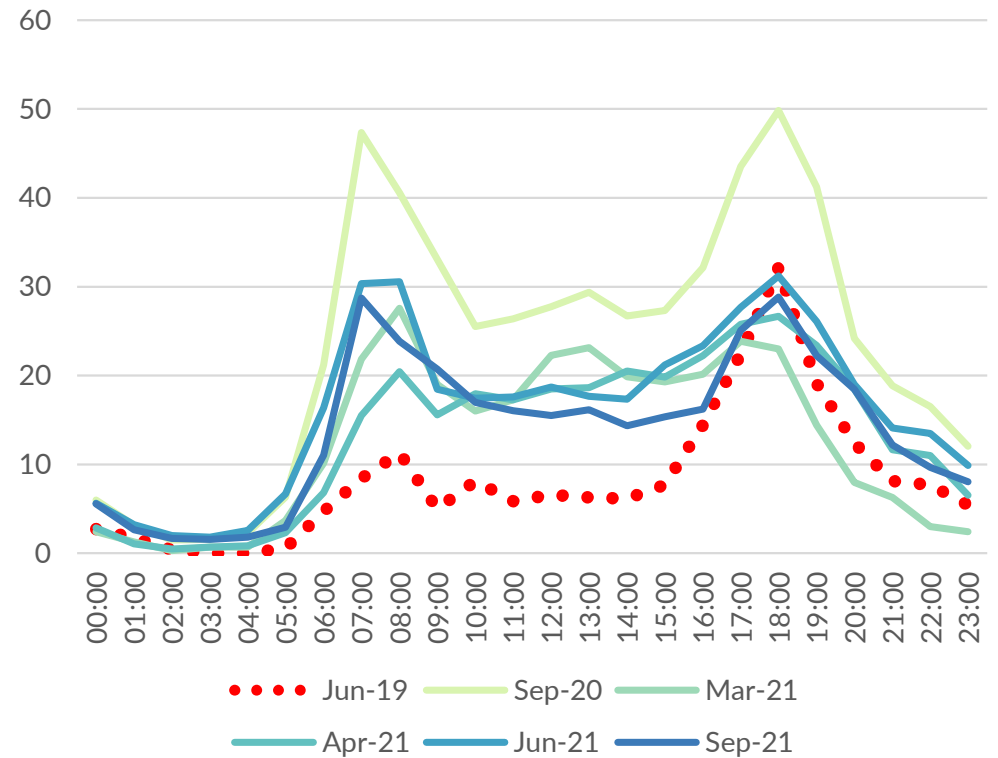


# Lordship Lane South

Lordship Lane S : Average Daily Car/LGV Flows

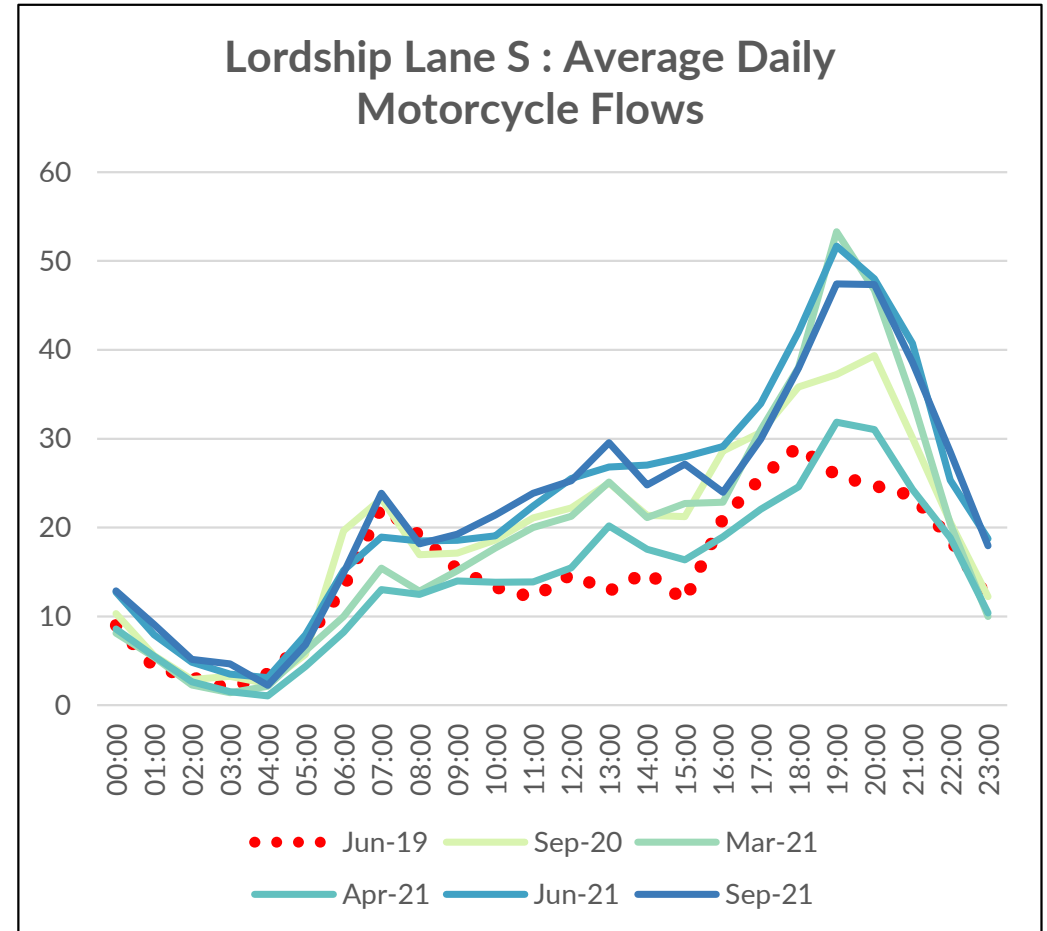
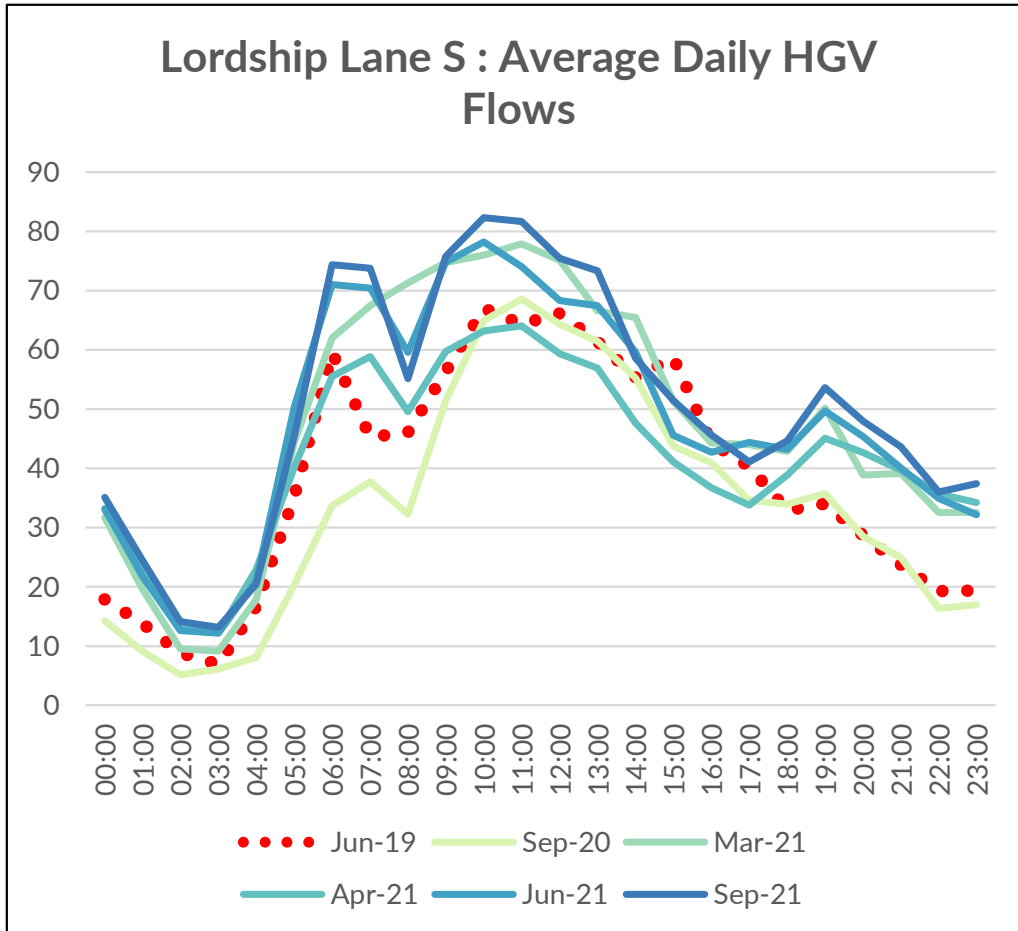


Lordship Lane S : Average Daily Cycle Flows





# Lordship Lane South



# Lordship Lane South – Summary Table

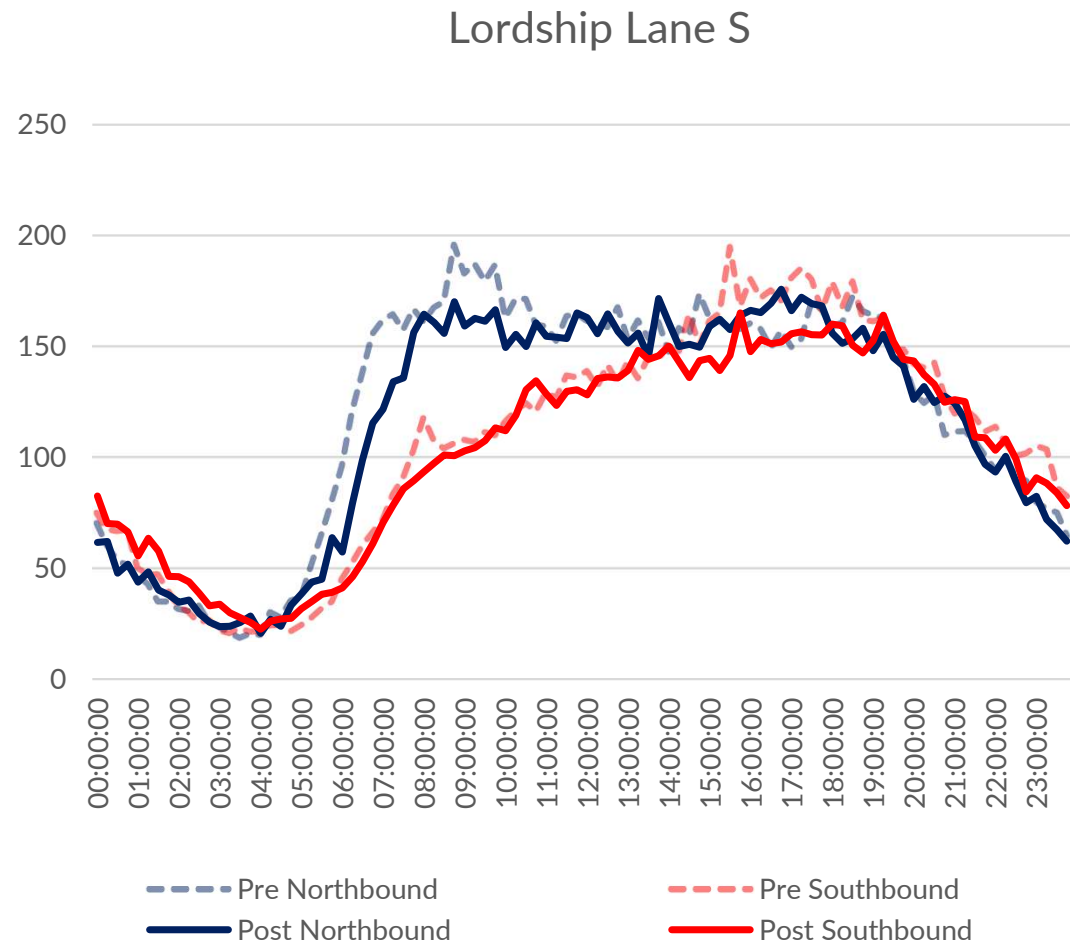
Stage	Jun-19	Sep-21	Jun-19 -> Sep-21 : Difference	Jun-19 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	19973	18732	-1241	-6%	-6%	-16%	-24%	-9%
Cycle	197	336	138	70%	186%	55%	65%	99%
HGV	922	1205	283	31%	-11%	26%	11%	23%
Motorcycles	359	541	182	51%	31%	29%	-2%	53%
<b>Total Vehicles</b>	<b>21254</b>	<b>20477</b>	<b>-777</b>	<b>-4%</b>	<b>-6%</b>	<b>-13%</b>	<b>-22%</b>	<b>-7%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

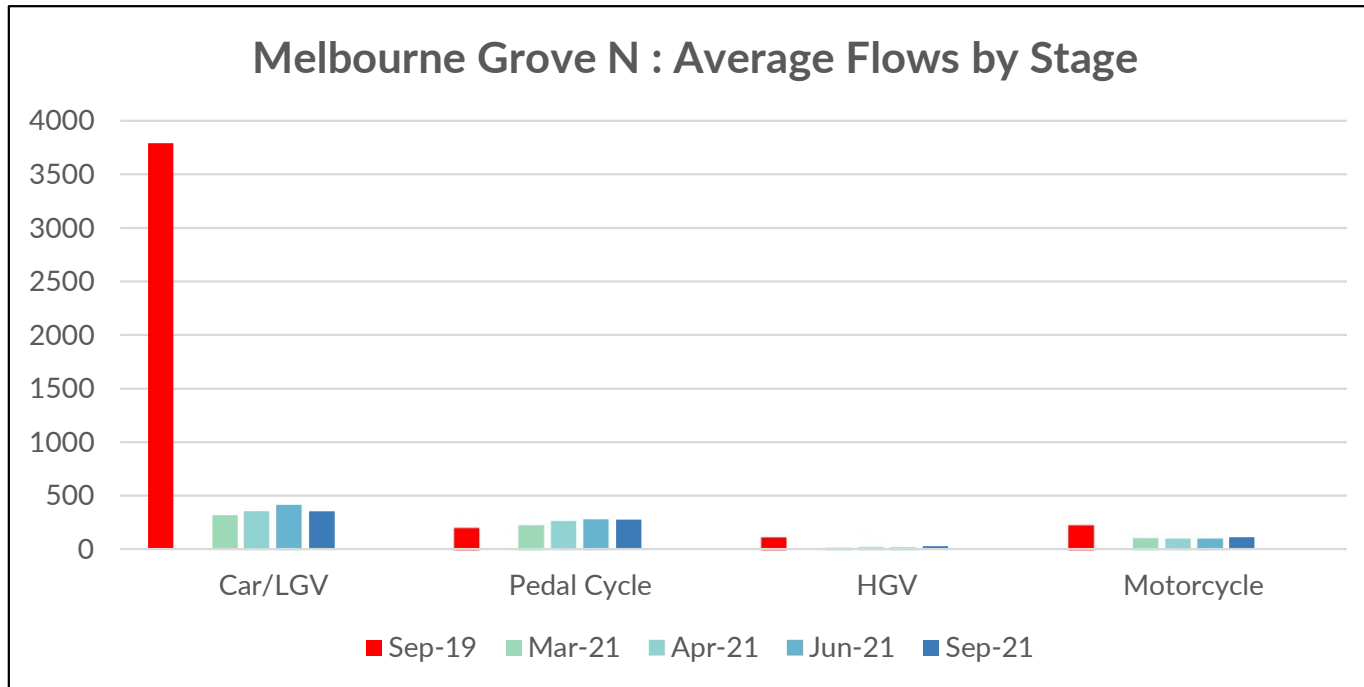
# Lordship Lane South- Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for Lordship Lane South (based on a representative week in each case).
- Before scheme implementation, vehicle flows were higher northbound in the AM peak and higher southbound in the PM peak.
- In September 2021, this pattern was maintained for both directions throughout the day, with similar volumes of traffic.

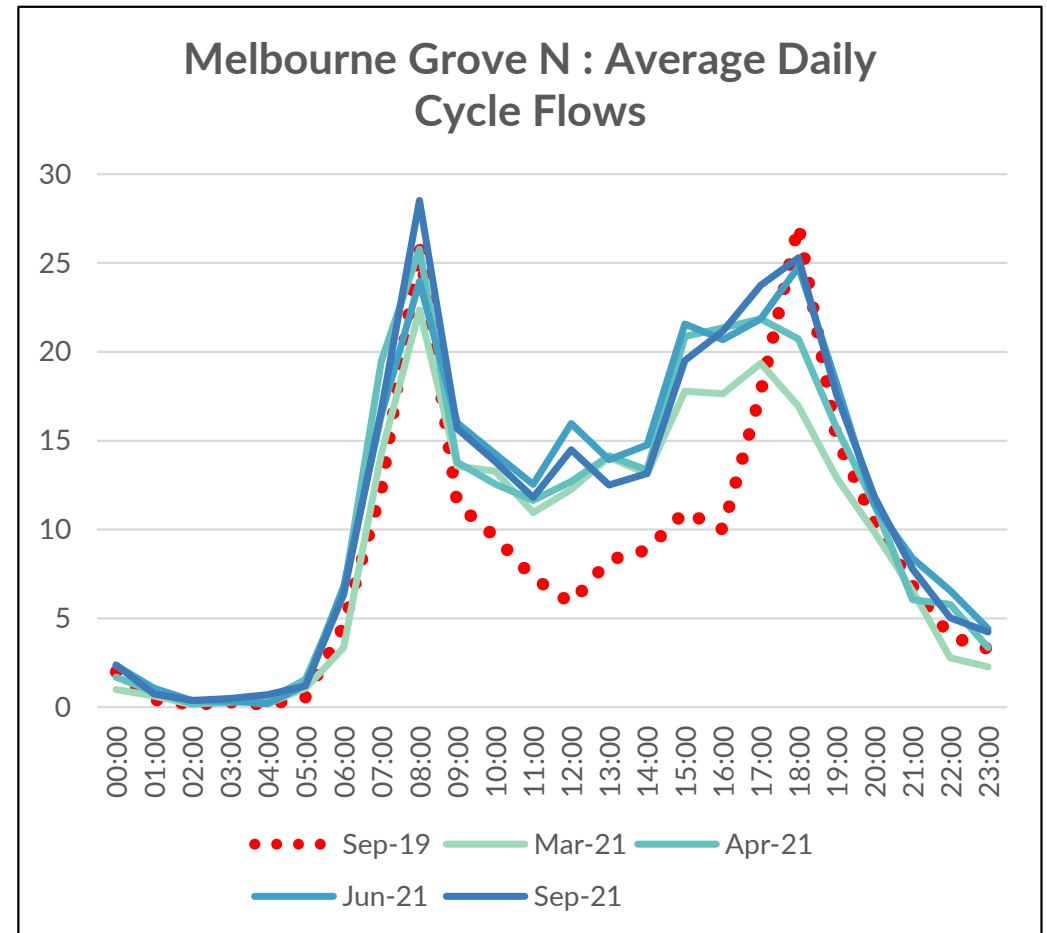
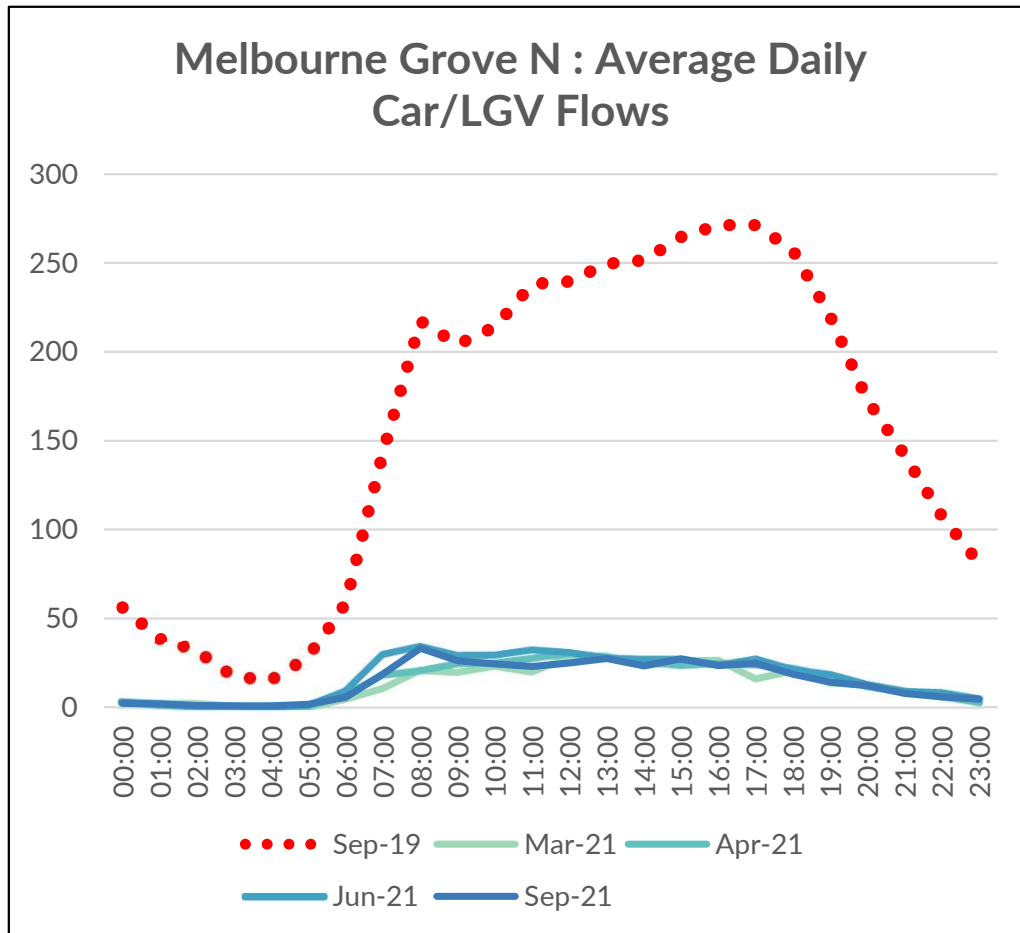


# Melbourne Grove North (Daily Flows)

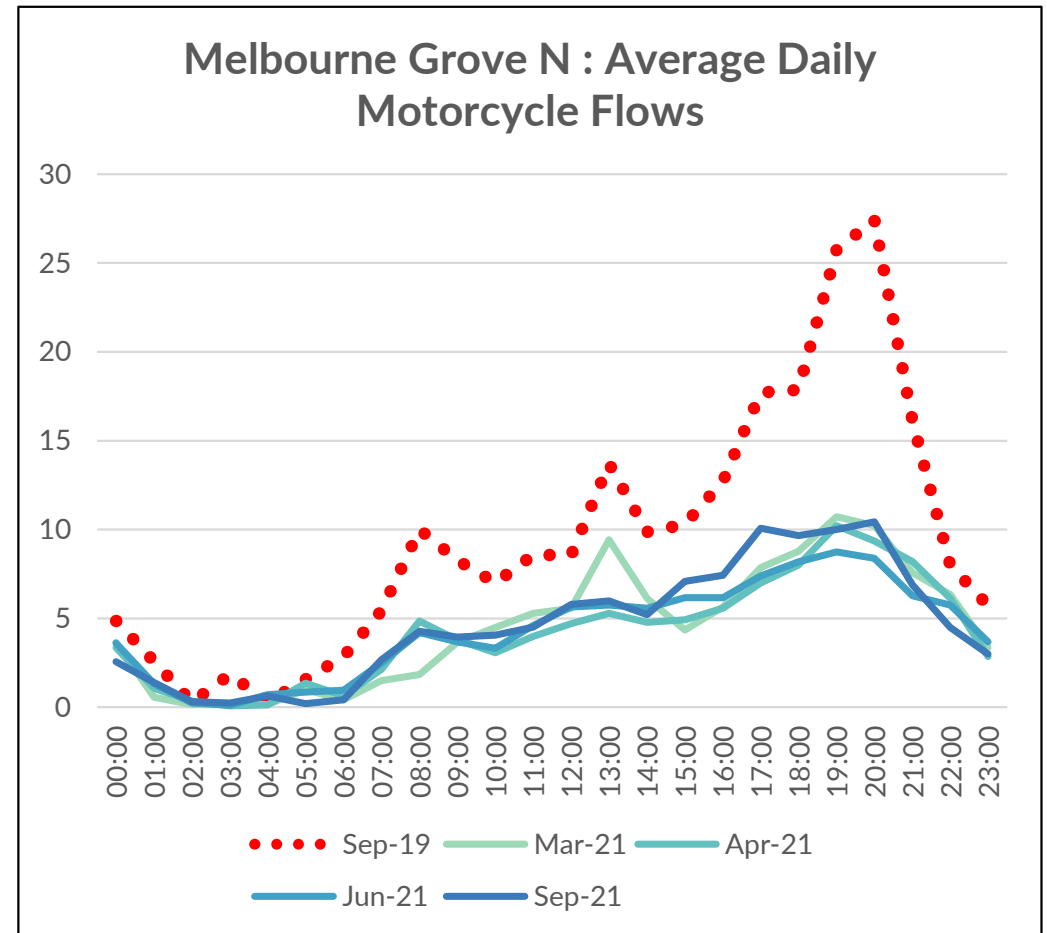
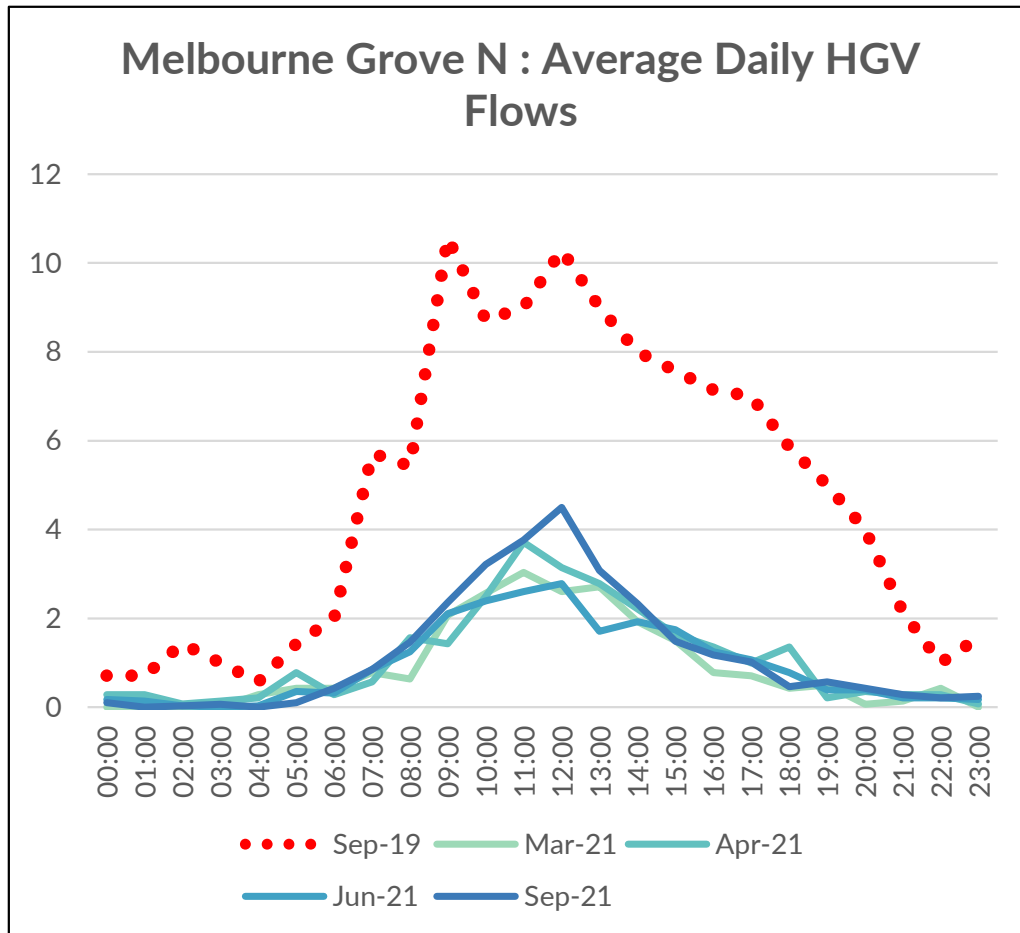
- The charts below and on the following pages show the average daily flows on Melbourne Grove North, showing the difference between pre-implementation flows and data collected in September 2019 and through 2021.



# Melbourne Grove North



# Melbourne Grove North



# Melbourne Grove North – Summary Table

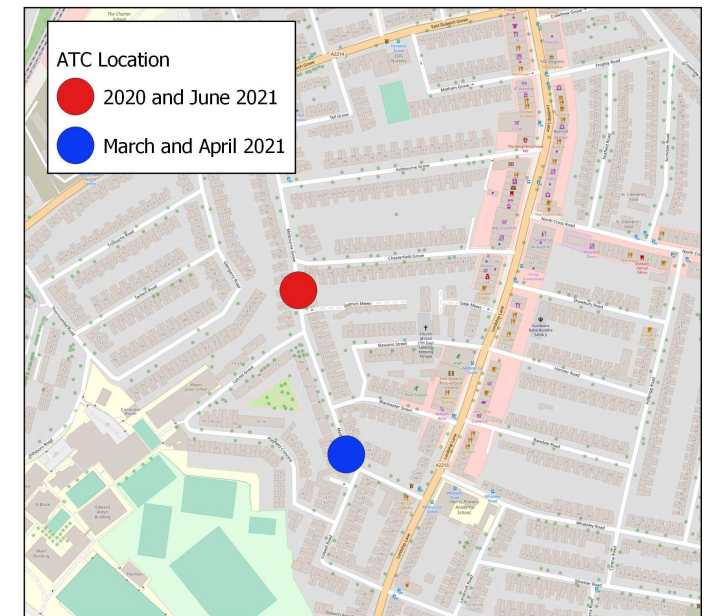
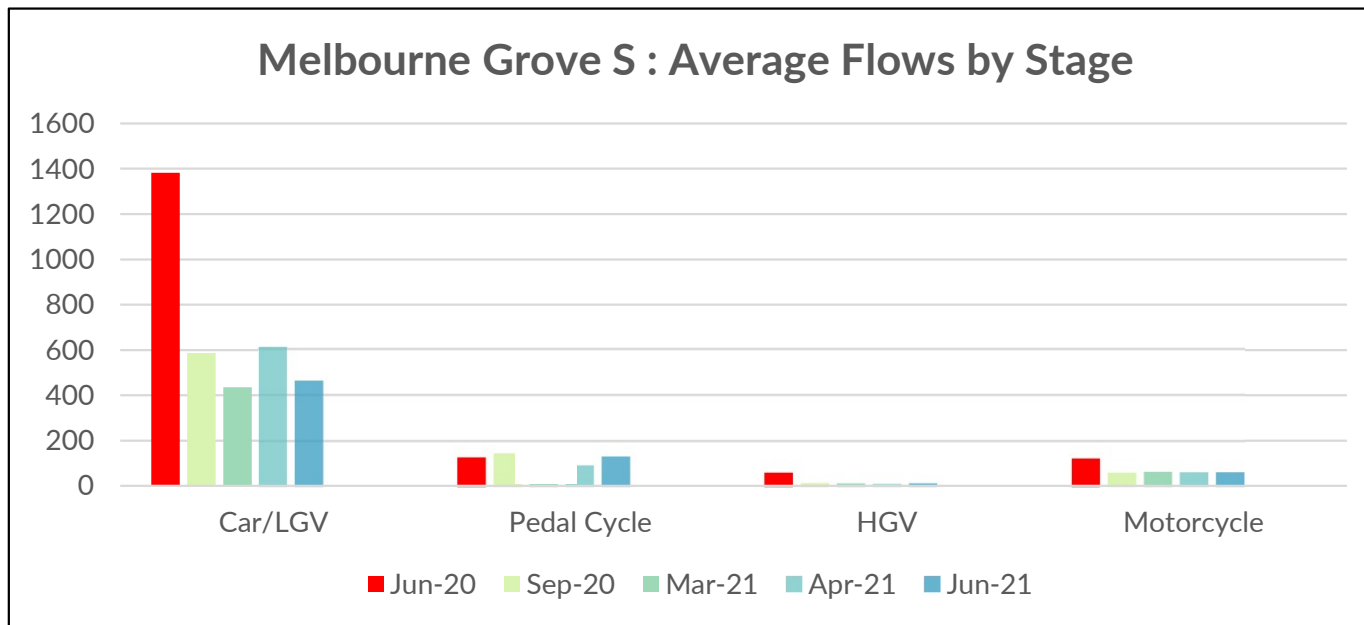
Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	3791	355	-3436	-91%	-92%	-91%	-89%
Cycle	203	275	72	35%	12%	29%	37%
HGV	116	28	-88	-76%	-82%	-77%	-81%
Motorcycles	227	111	-116	-51%	-52%	-55%	-54%
<b>Total Vehicles</b>	<b>4134</b>	<b>495</b>	<b>-3639</b>	<b>-88%</b>	<b>-89%</b>	<b>-88%</b>	<b>-87%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# Melbourne Grove South (Daily Flows)

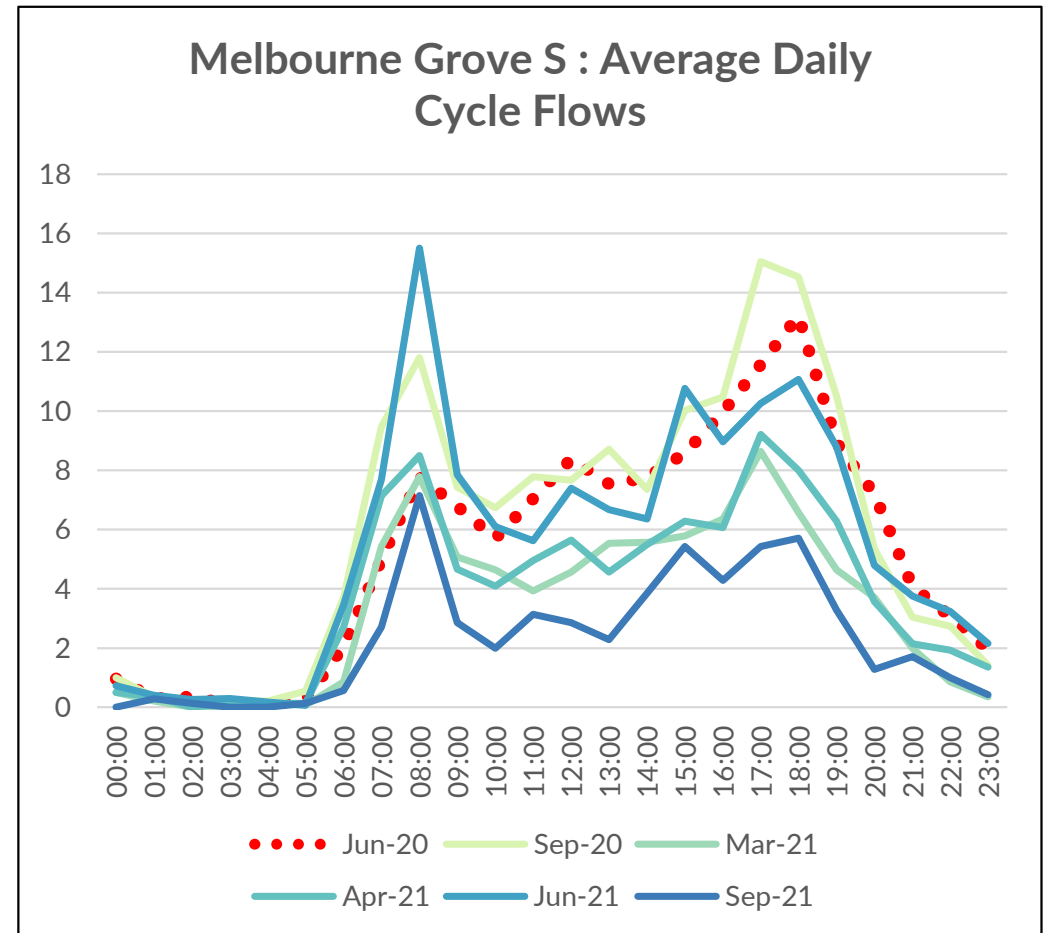
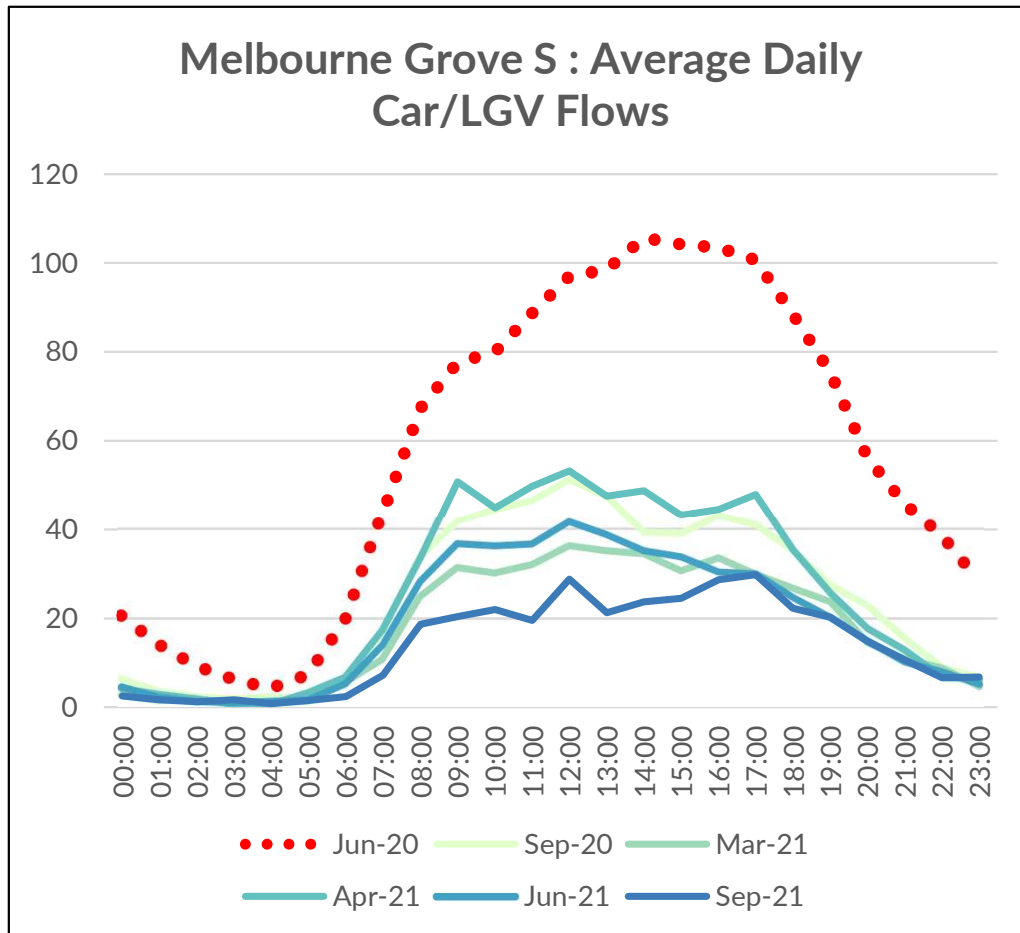
- The charts below and on the following pages show the **average daily flows on Melbourne Grove South**, showing the difference between pre-implementation flows and data collected in June 2020, September 2020 and through 2021. Data is not presented for September 2021 due to the ATC failing to collect data for significant periods.
- The location of the ATC site was further south in March and April 2021, potentially impacting the cycle flows recorded.



\*Cycle data not believed to be comparable for March, April 2021 due to change in ATC location.

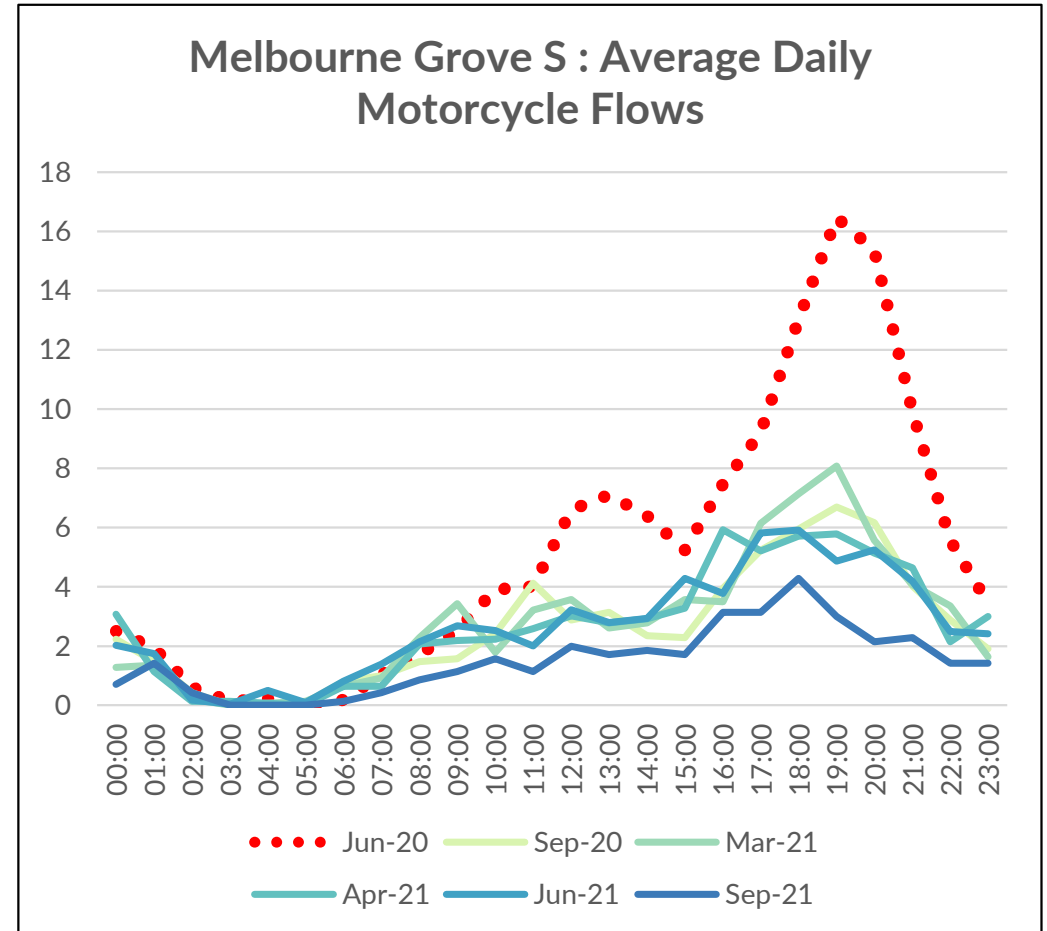
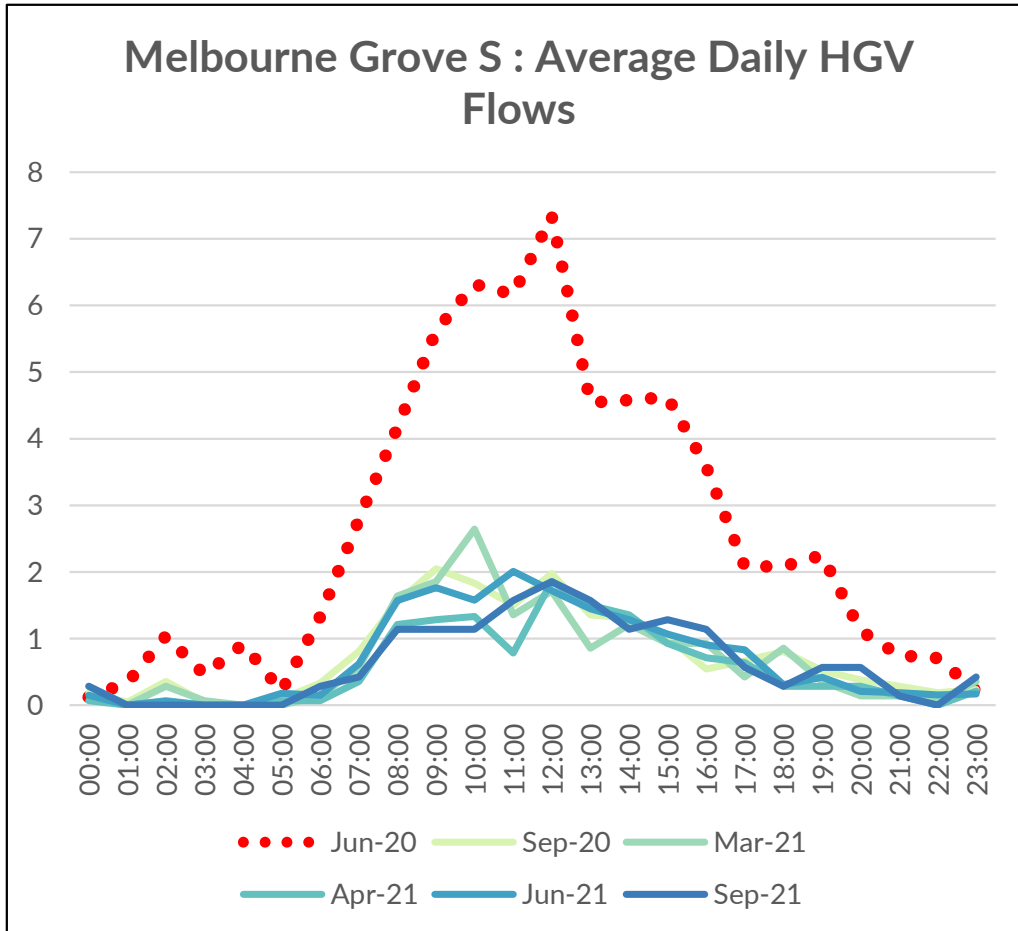


# Melbourne Grove South



\*Cycle data not believed to be comparable for March and April 2021 data.

# Melbourne Grove South



# Melbourne Grove South - Summary Table

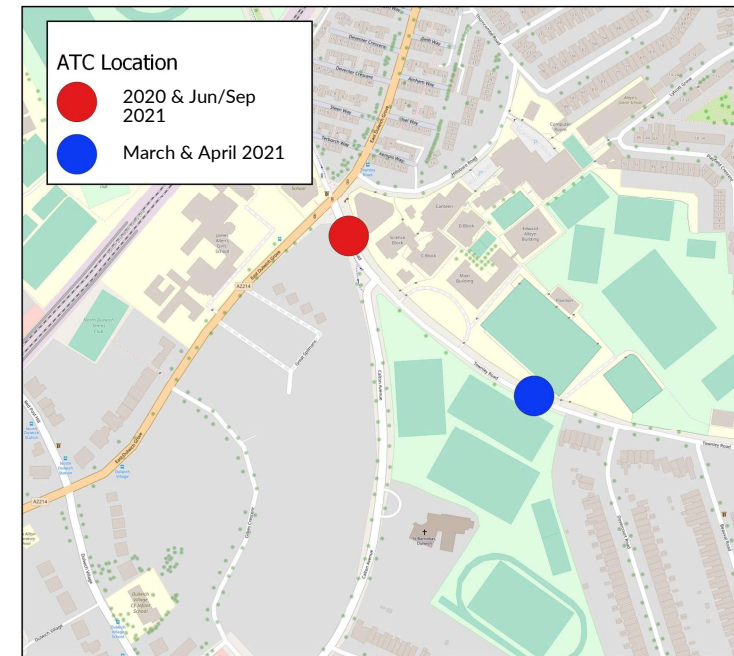
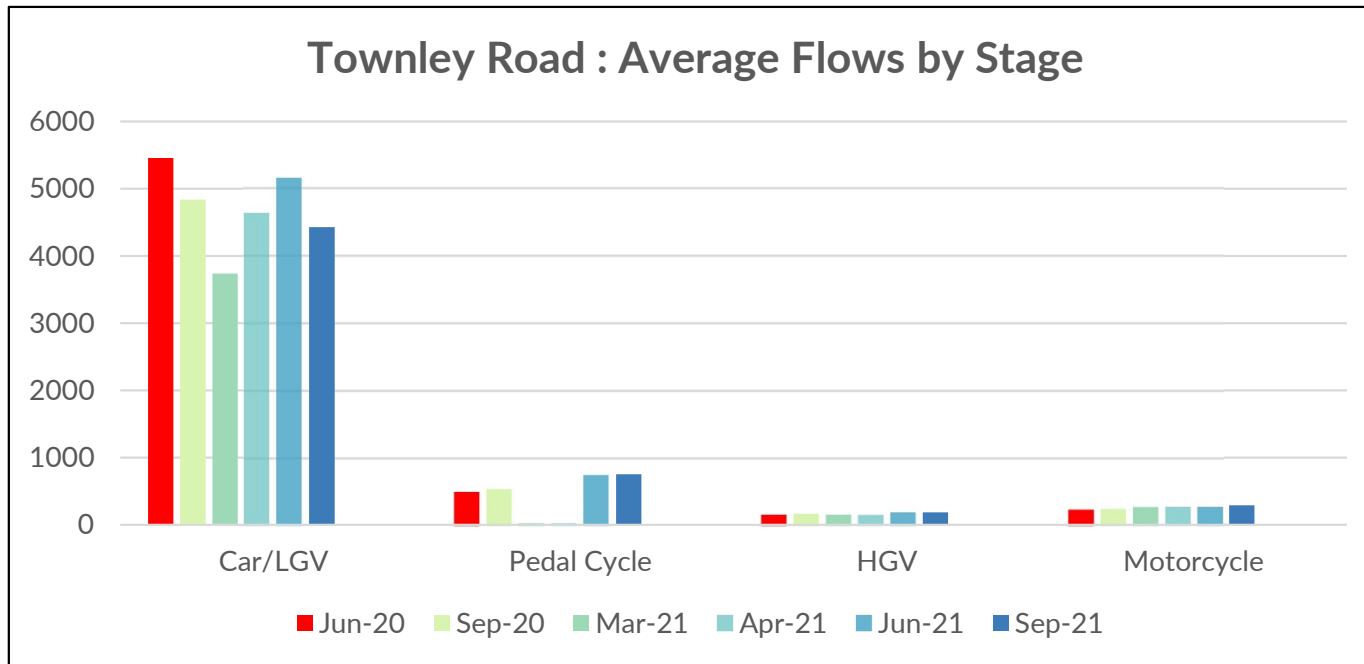
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	1382	Data quality too poor to analyse			-57%	-68%	-55%	-67%
Cycle	129				14%	Cycle data not believed to be comparable.		3%
HGV	63				-71%	-73%	-78%	-74%
Motorcycles	125				-49%	-46%	-48%	-49%
Total Vehicles	1570				-57%	-66%	-56%	-66%

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

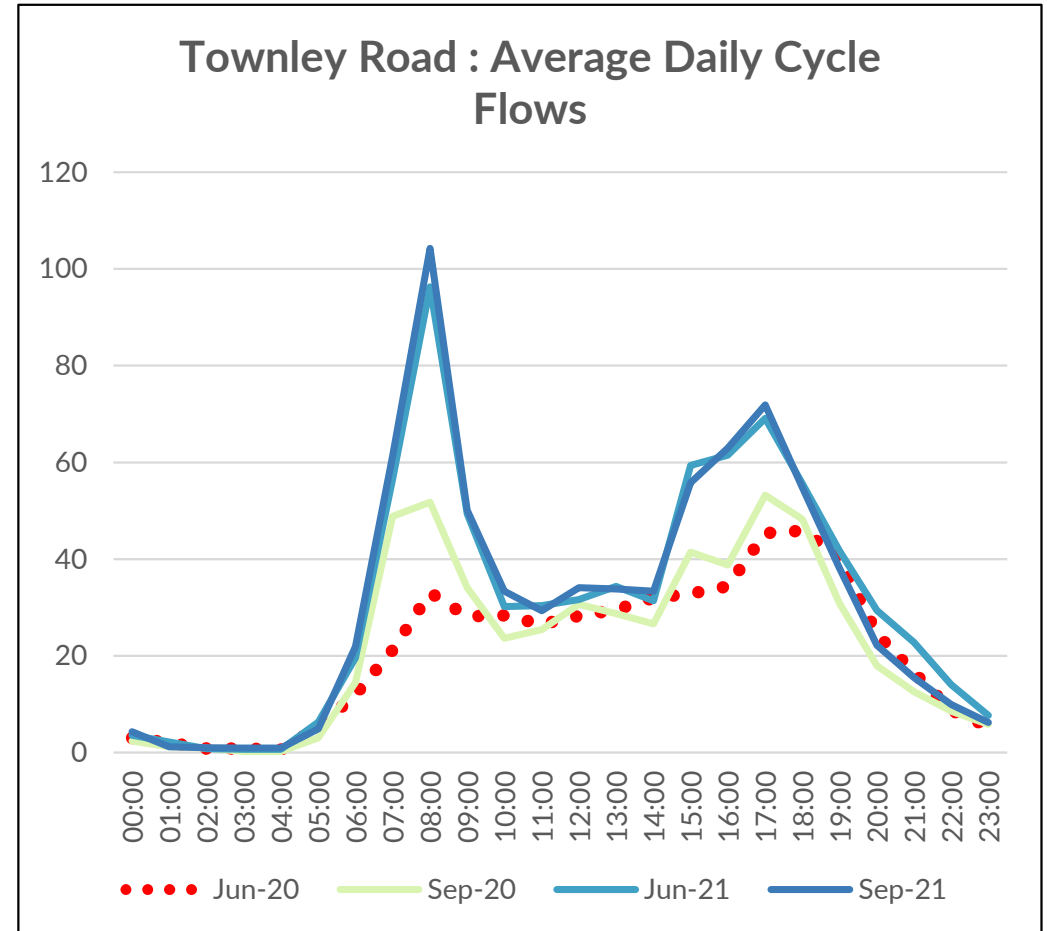
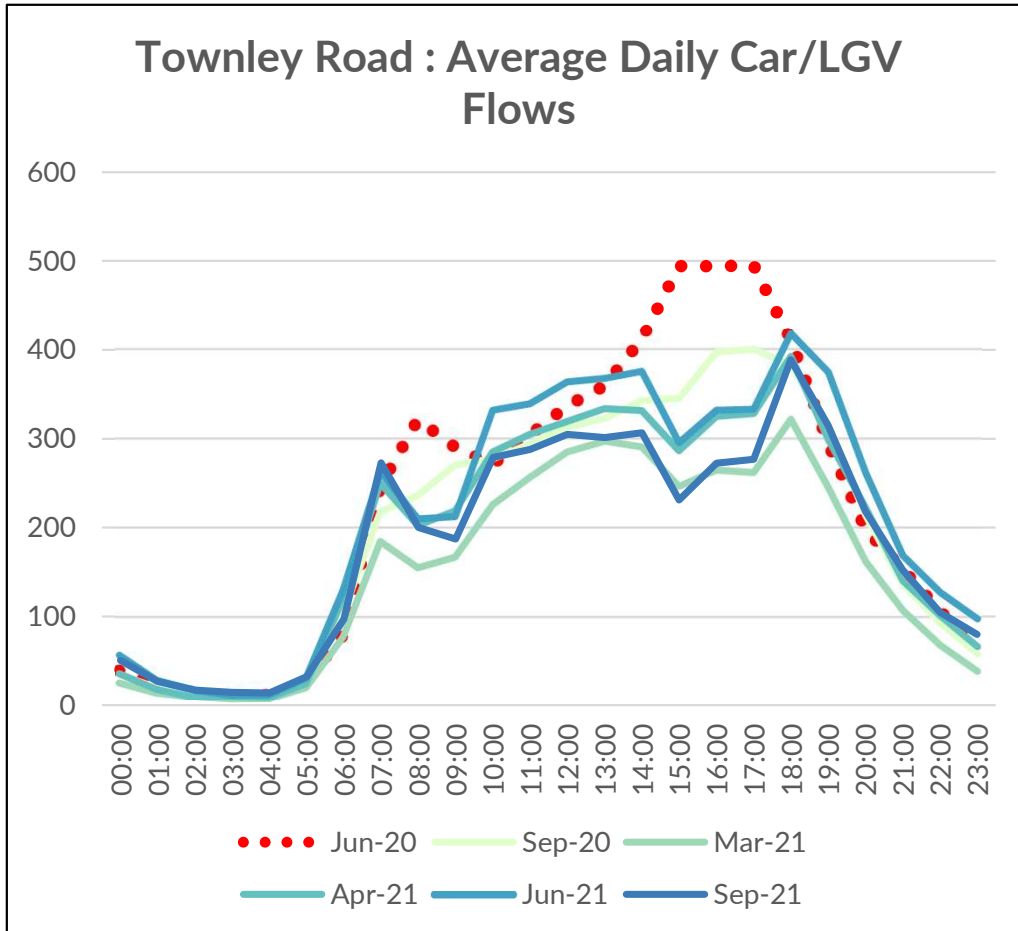
# Townley Road (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Townley Road**, showing the difference between pre-implementation flows and data collected in June 2020, September 2020 and through spring and summer 2021.
- It should be noted that the location for data collection in March and April 2021 was east of Calton Avenue, and west of this junction in 2020, June 2021, and September 2021.



\*Cycle data not believed to be comparable for March and April 2021 due to change in ATC location.

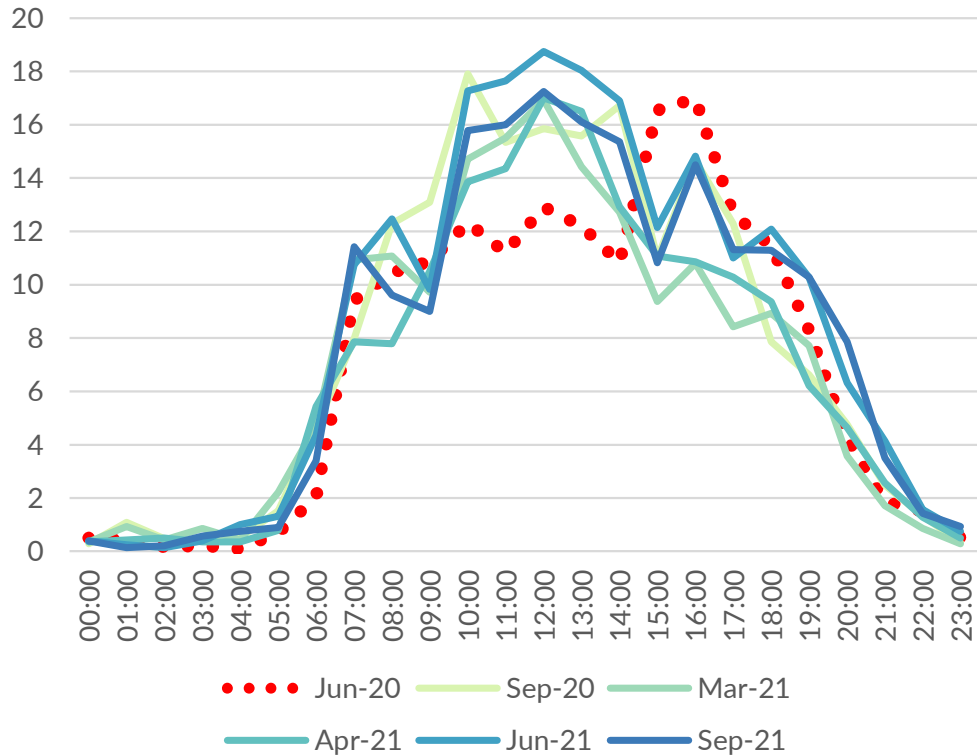
# Townley Road



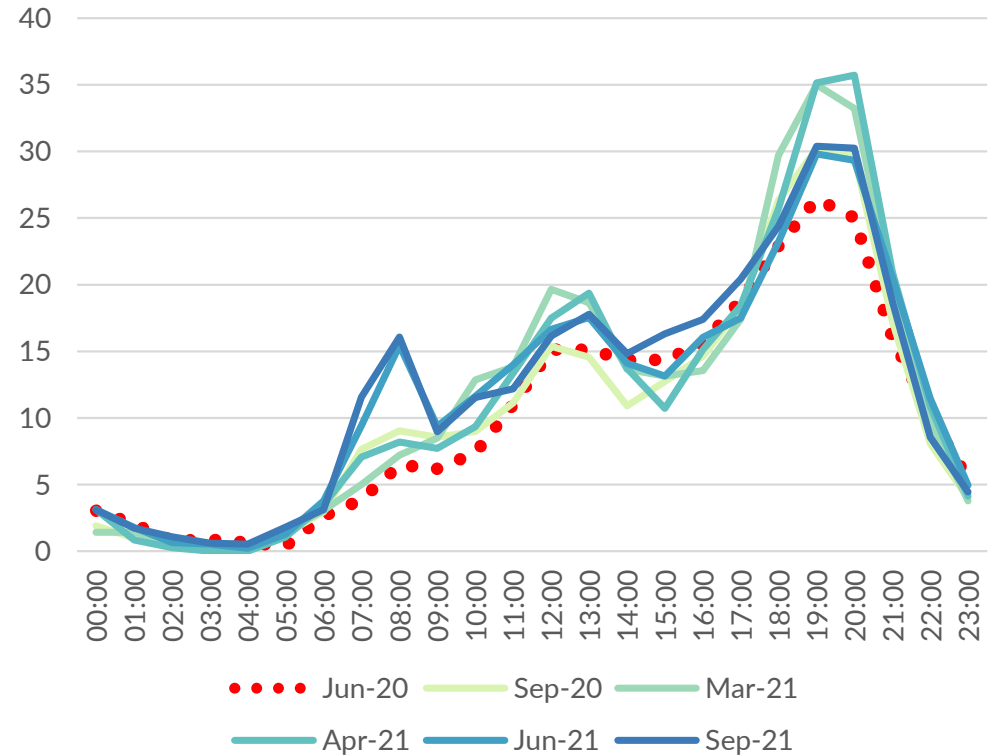
\*Cycle data not believed to be comparable for March and April 2021 data.

# Townley Road

Townley Road : Average Daily HGV Flows



Townley Road : Average Daily Motorcycle Flows



# Townley Road – Summary Table

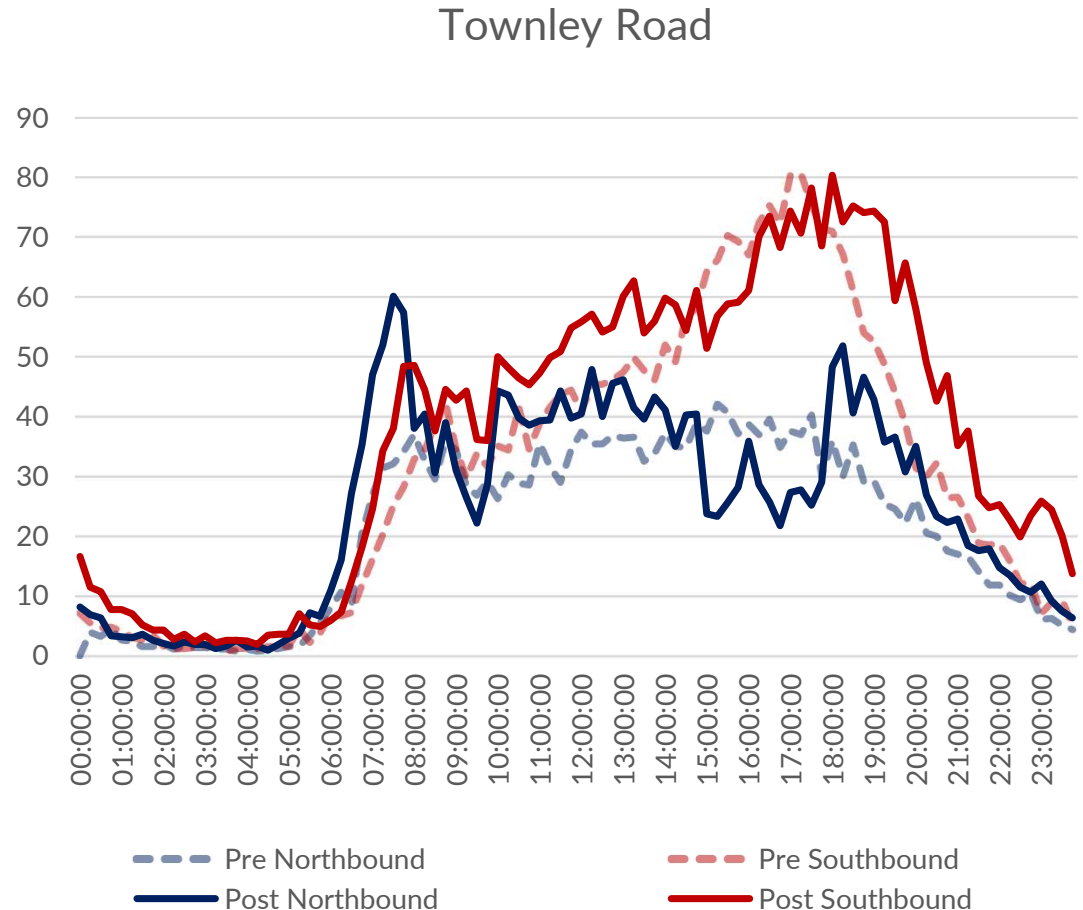
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	5459	4432	-1027	-19%	-10%	-30%	-14%	-7%
Cycle	506	753	247	49%	9%	Cycle data not believed to be comparable.		49%
HGV	168	189	20	12%	12%	1%	0%	18%
Motorcycles	245	292	47	19%	5%	16%	15%	17%
Total Vehicles	5872	4913	-959	-16%	-9%	-27%	-12%	-5%

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# Townley Road – Directional Analysis

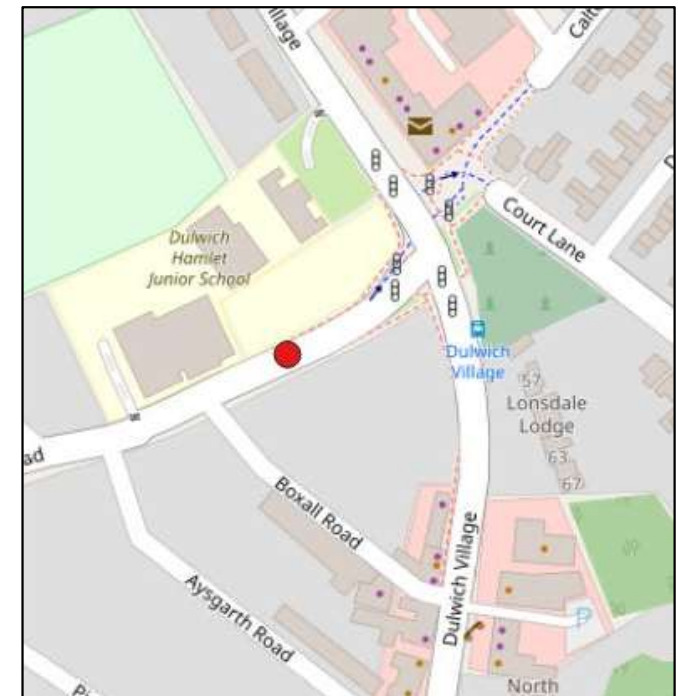
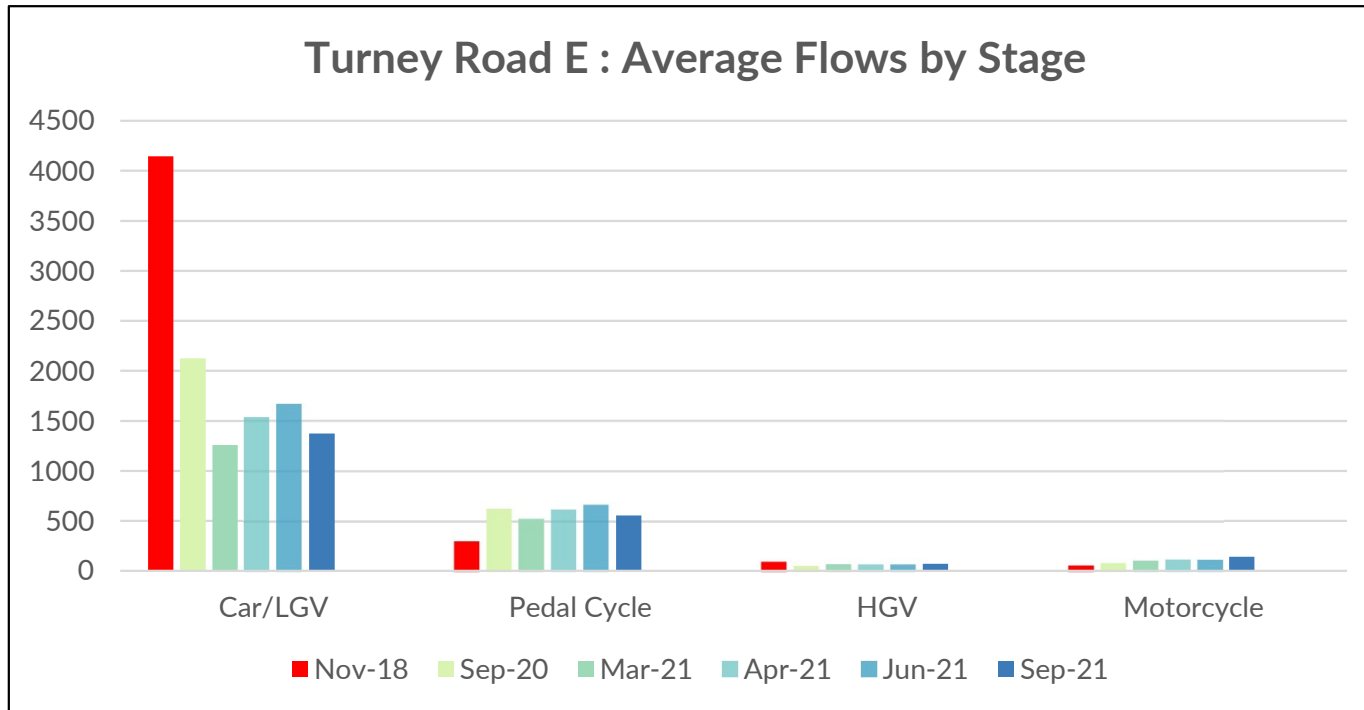
- The chart to the right shows the pre- and post-implementation flows by direction for Townley Road (based on a representative week in each case).
- Before scheme implementation, vehicle flows were similar in both directions during the AM peak, and became significantly higher southbound in the PM peak.
- In September 2021, this pattern was generally maintained with minimal differences, although with some impact from the timed restrictions.





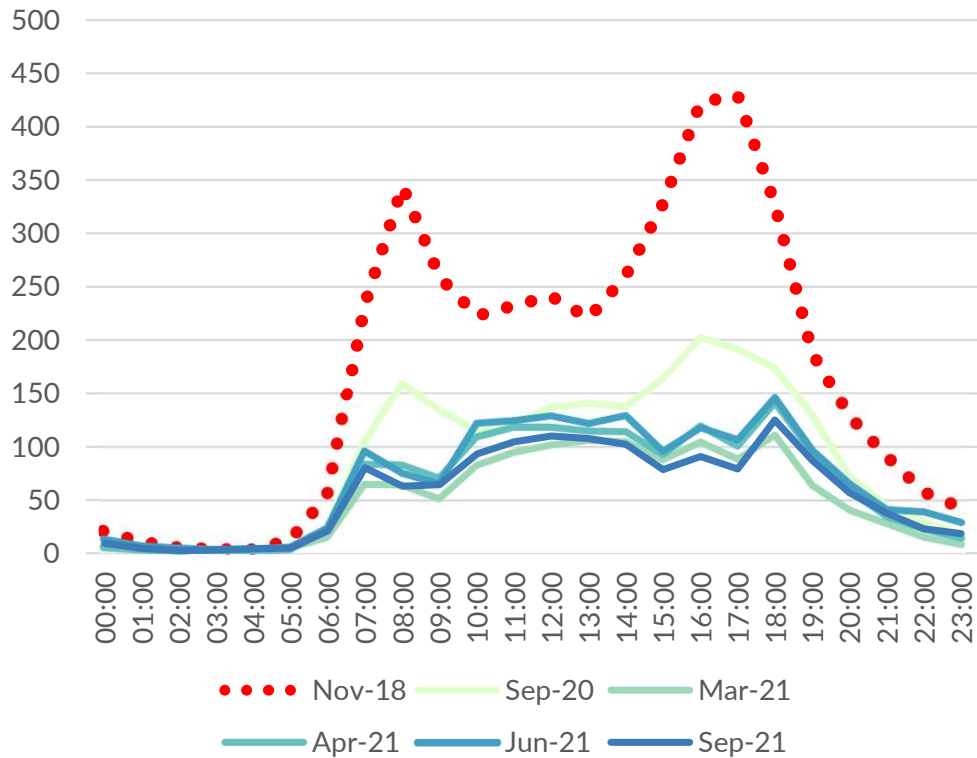
# Turney Road East (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Turney Road East**, showing the difference between pre-implementation flows and data collected in November 2018, September 2020 and through spring and summer 2021.
- Note, Turney Road East and West were mis-referenced in previous reports, this has now been corrected.

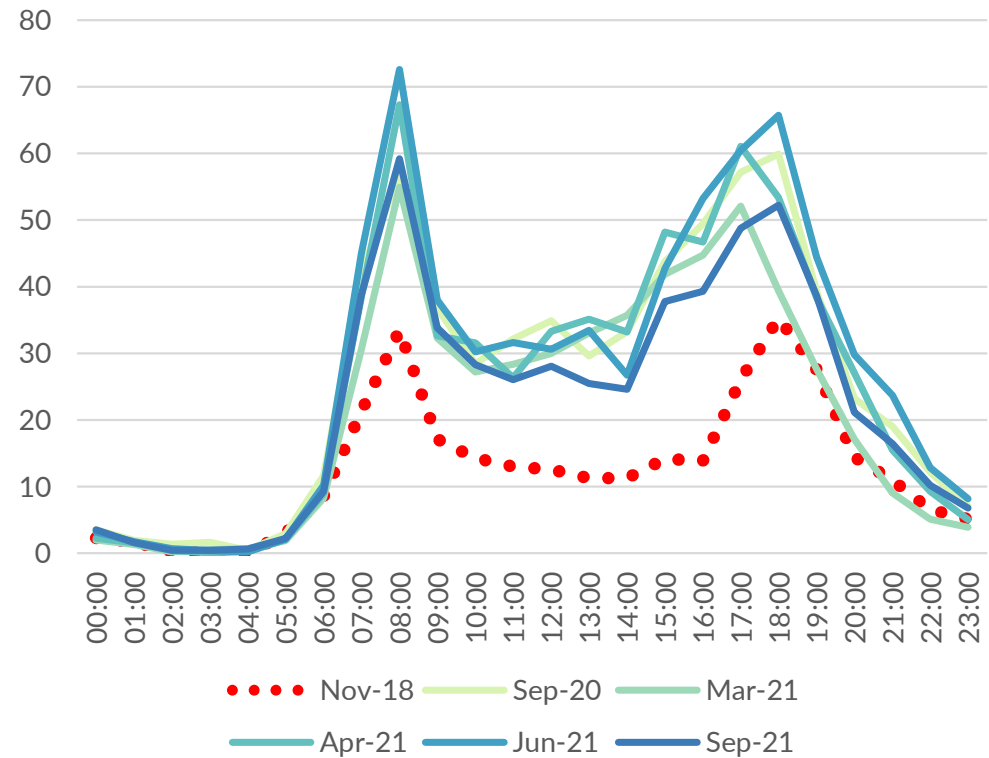


# Turney Road East

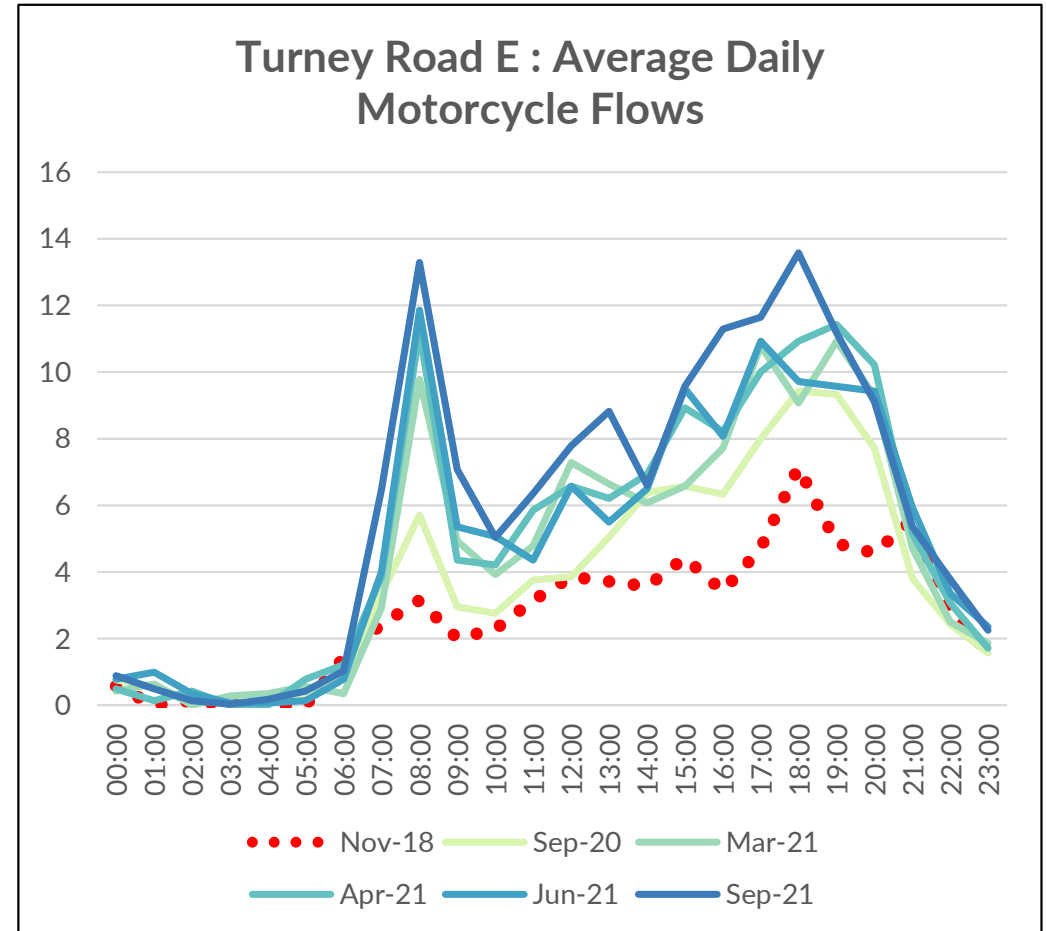
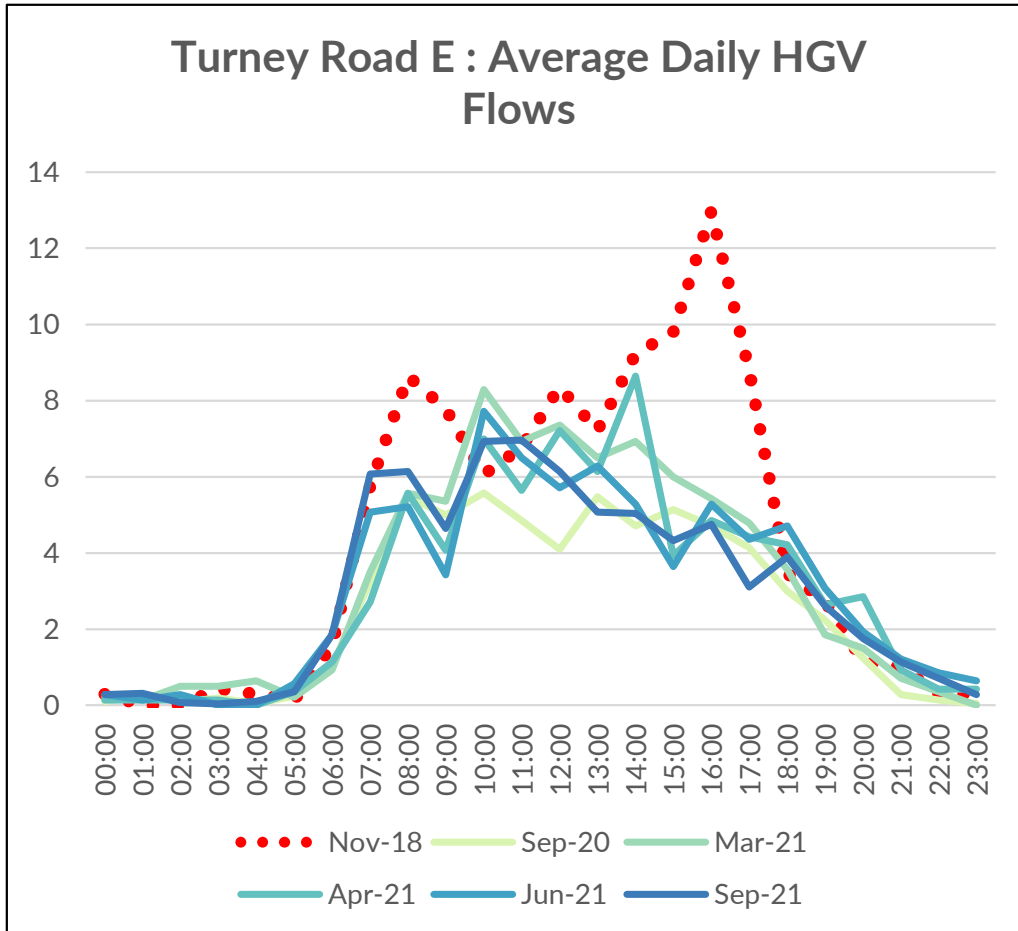
Turney Road E : Average Daily Car/LGV Flows



Turney Road E : Average Daily Cycle Flows



# Turney Road East



# Turney Road East - Summary Table

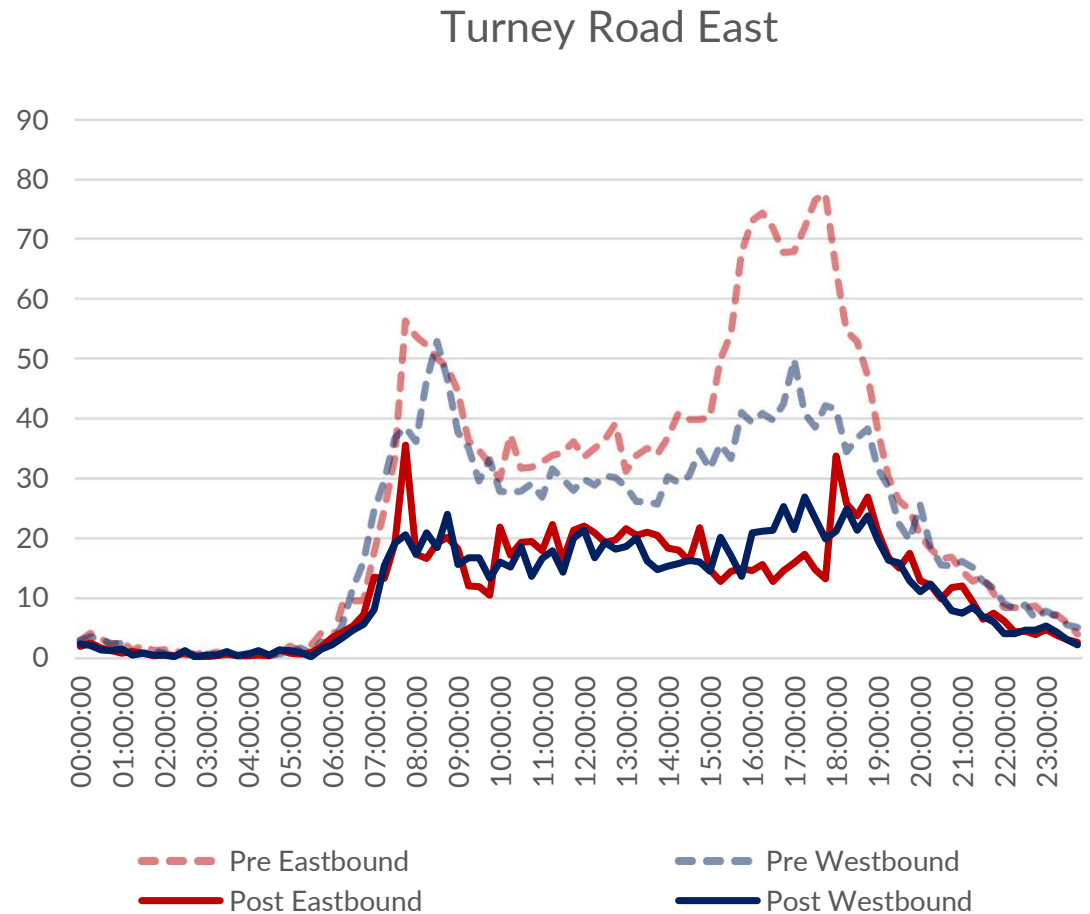
Stage	Nov-18	Sep-21	Nov-18 -> Sep-21 : Difference	Nov-18 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	4145	1373	-2772	-67%	-52%	-71%	-62%	-60%
Cycle	304	554	250	82%	76%	74%	103%	120%
HGV	103	73	-30	-30%	-28%	-28%	-27%	-29%
Motorcycles	65	142	77	118%	-34%	72%	86%	85%
<b>Total Vehicles</b>	<b>4314</b>	<b>1588</b>	<b>-2726</b>	<b>-63%</b>	<b>-51%</b>	<b>-68%</b>	<b>-59%</b>	<b>-58%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

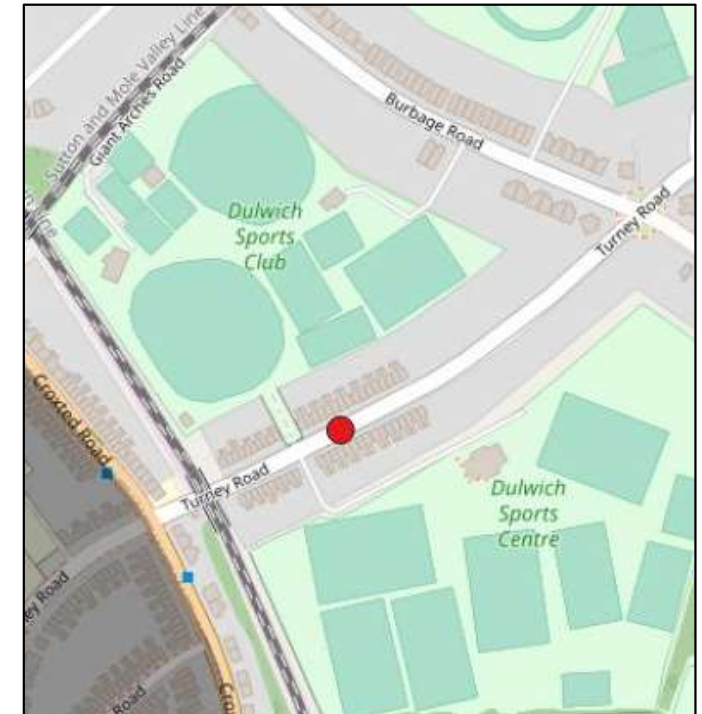
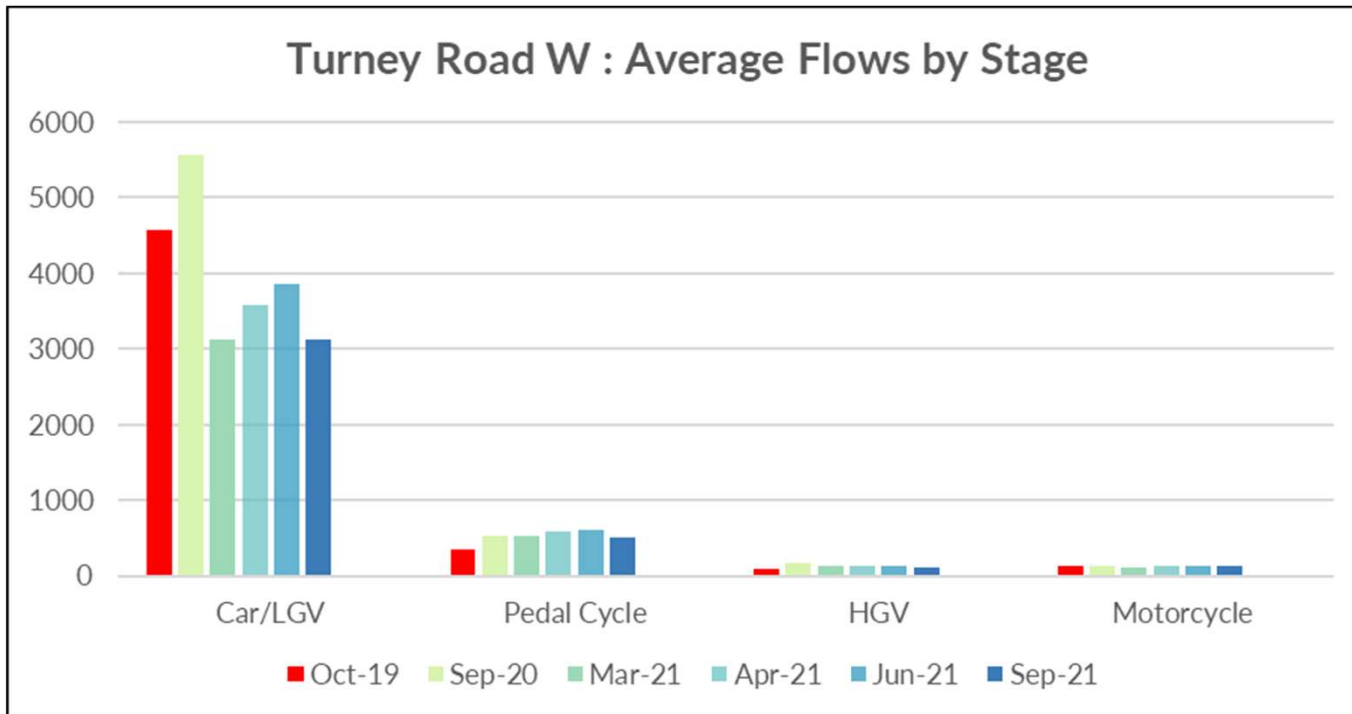
# Turney Road East – Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for Turney Road East (based on a representative week in each case).
- Before scheme implementation, vehicle flows were similar in both directions in the AM, becoming larger in the eastbound direction by the PM peak.
- In September 2021, traffic levels were much lower, and were similar in both directions throughout the day. The AM and PM peaks were no longer present.

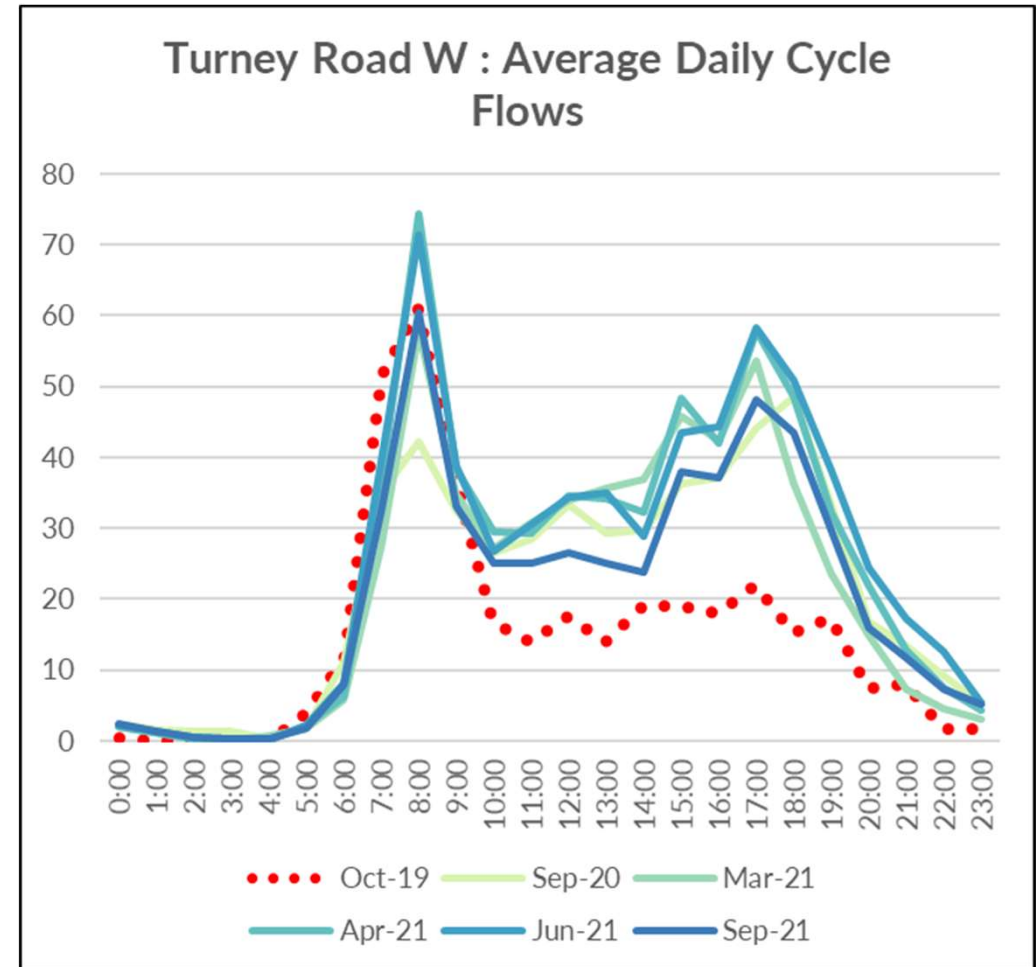
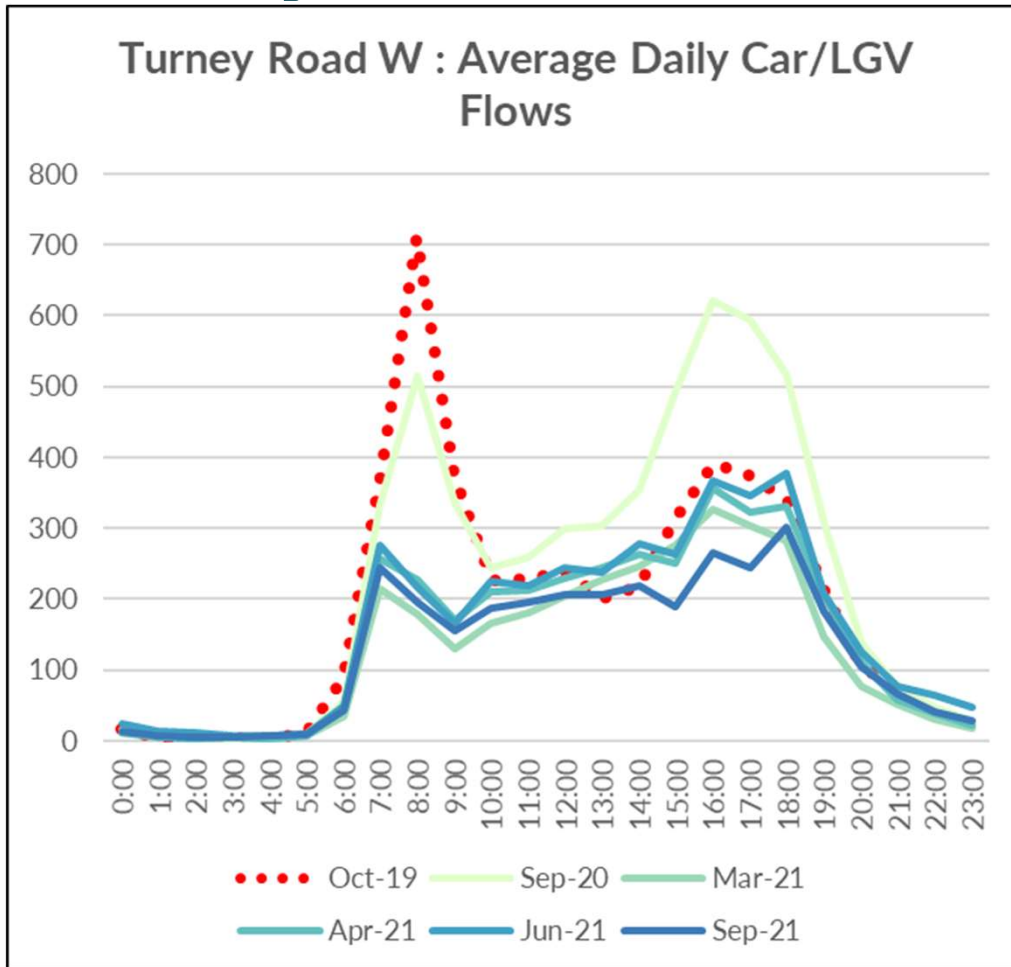


# Turney Road West (Daily Flows)

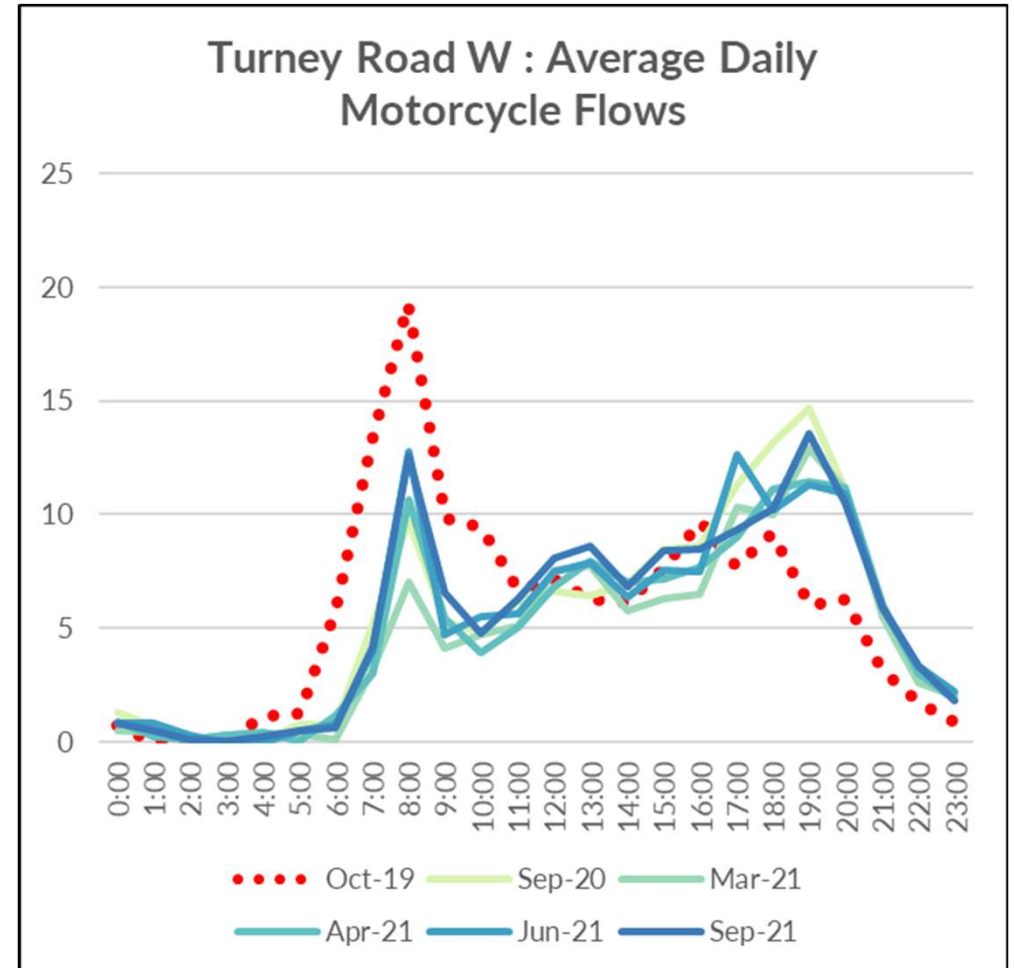
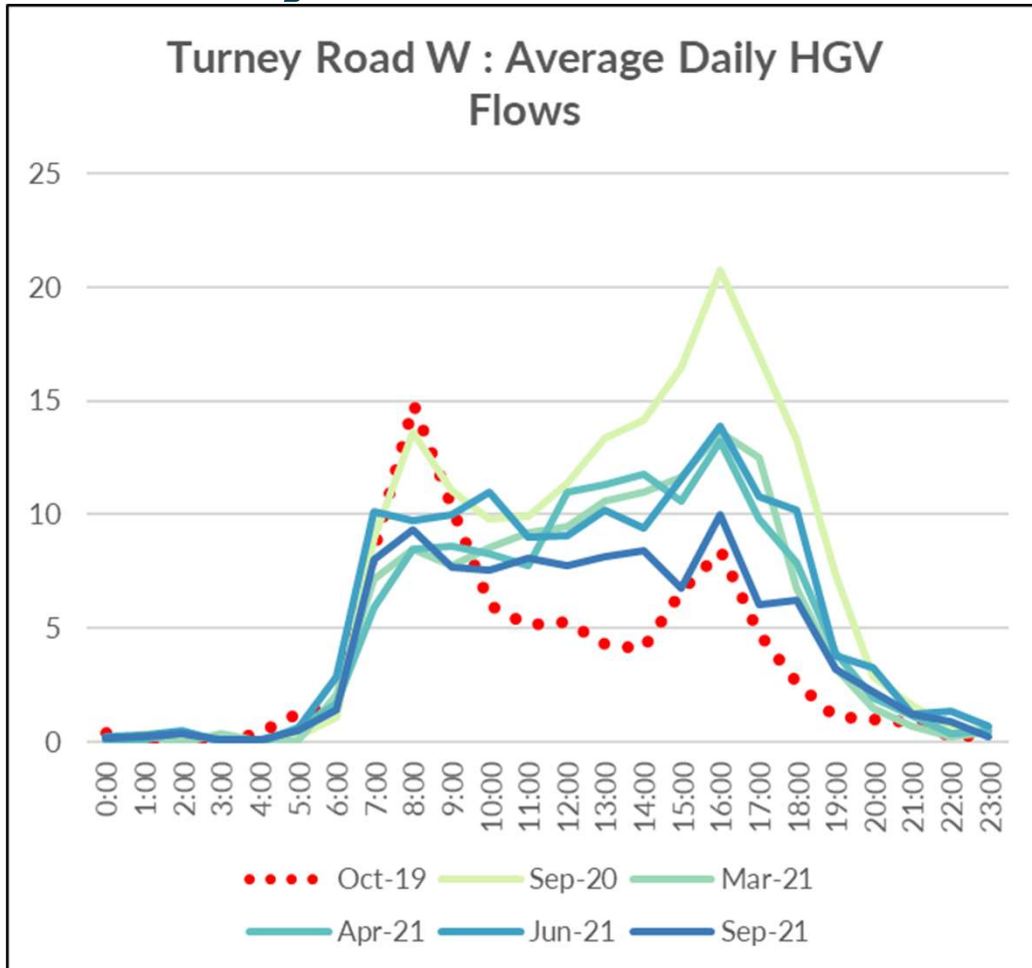
- The charts below and on the following pages show the **average daily flows on Turney Road West**, showing the difference between pre-implementation flows and data collected in October 2019, September 2020 and through spring and summer 2021.
- Note, Turney Road East and West were mis-referenced in previous reports, this has now been corrected.



# Turney Road West



# Turney Road West





# Turney Road West – Summary Table

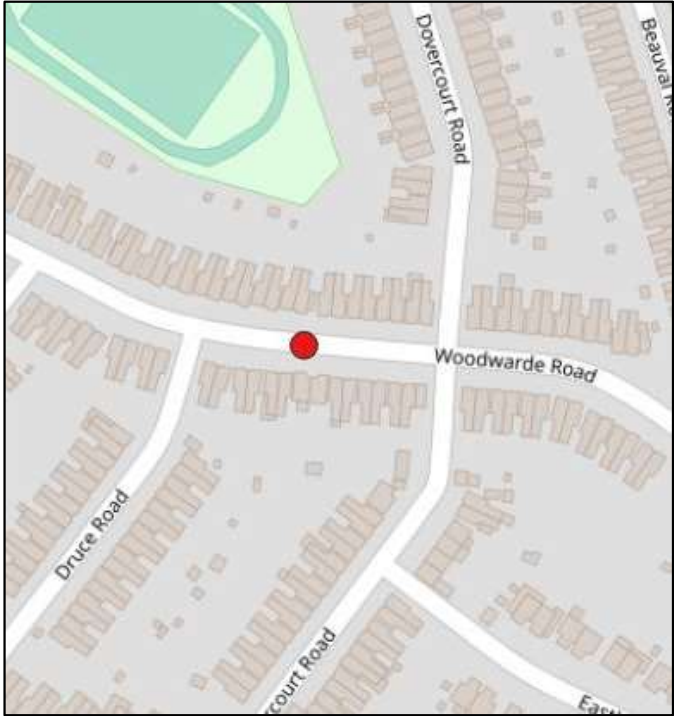
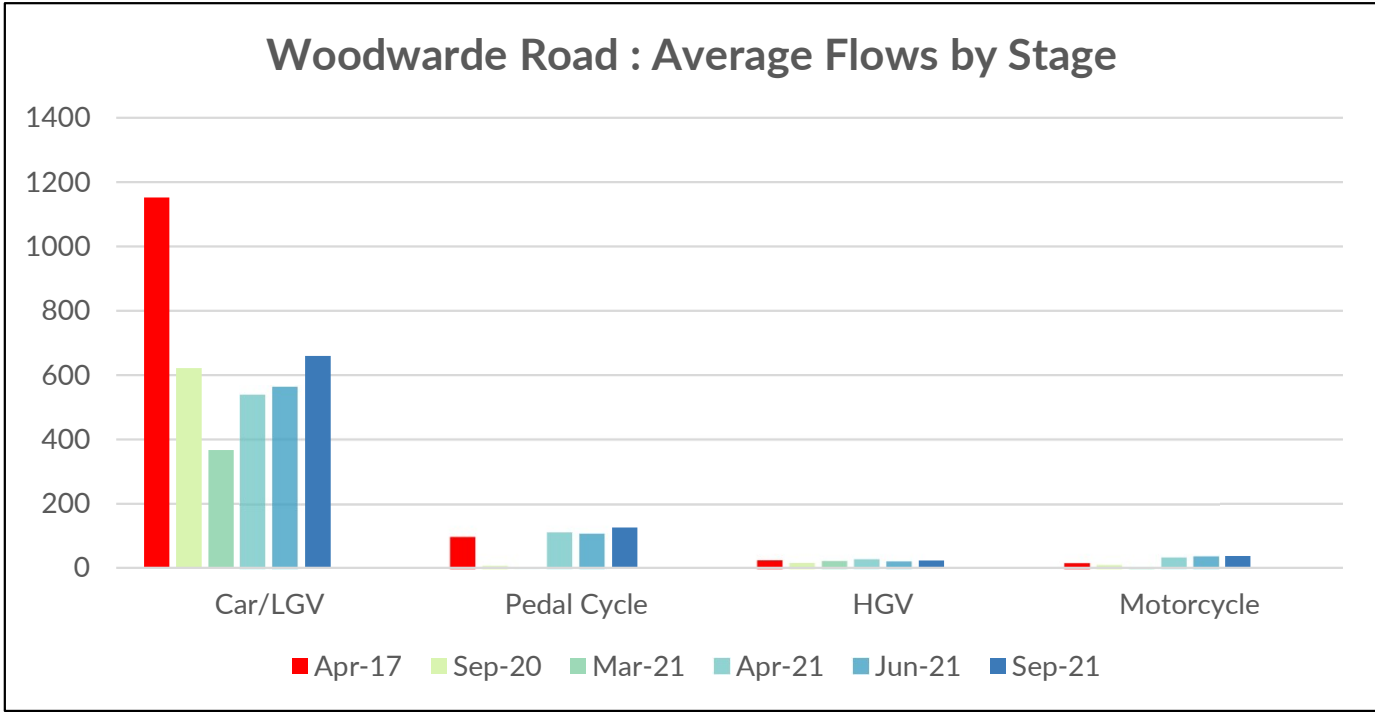
Stage	Oct-19	Sep-21	Oct-19 -> Sep-21 : Difference	Oct-19 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	4498	3120	-1378	-31%	37%	-33%	-19%	-16%
Cycle	357	502	145	41%	71%	48%	67%	72%
HGV	87	105	18	21%	73%	39%	47%	59%
Motorcycles	139	132	-7	-5%	103%	-17%	-13%	-7%
<b>Total Vehicles</b>	<b>4724</b>	<b>3358</b>	<b>-1367</b>	<b>-29%</b>	<b>39%</b>	<b>-32%</b>	<b>-17%</b>	<b>-14%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

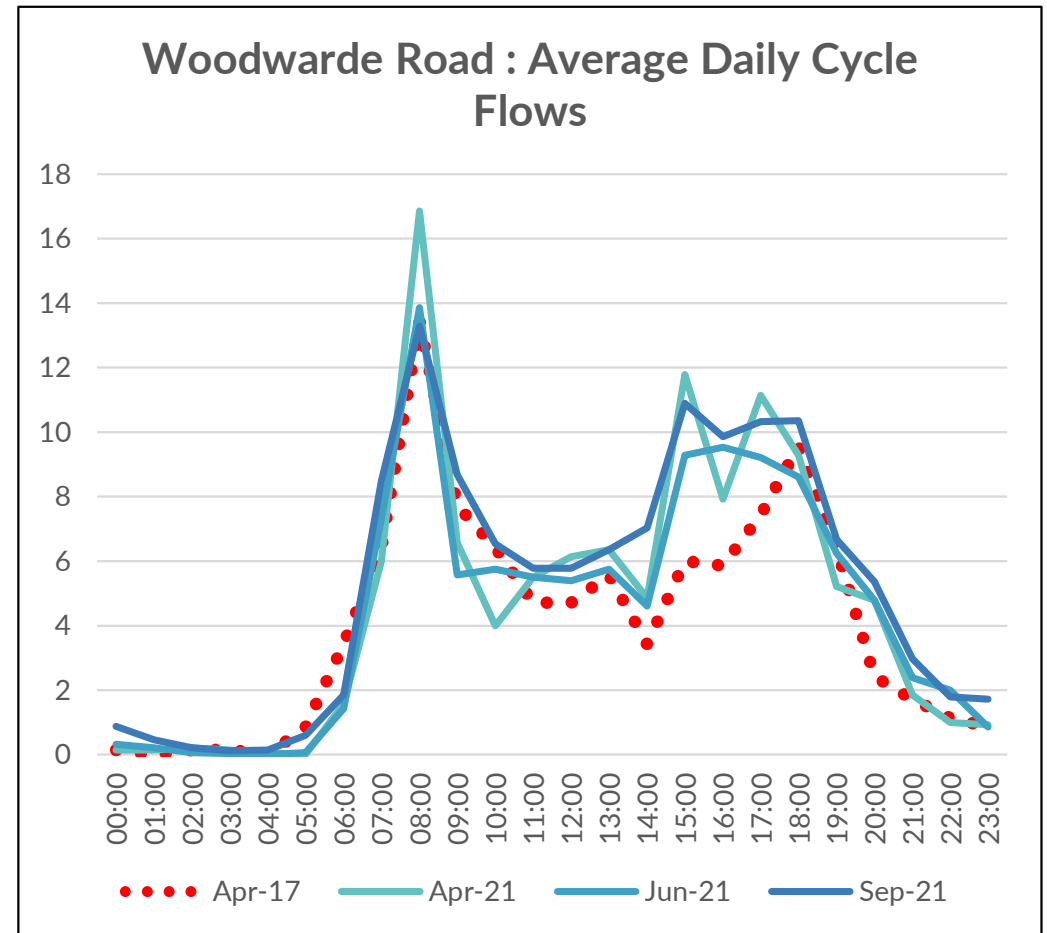
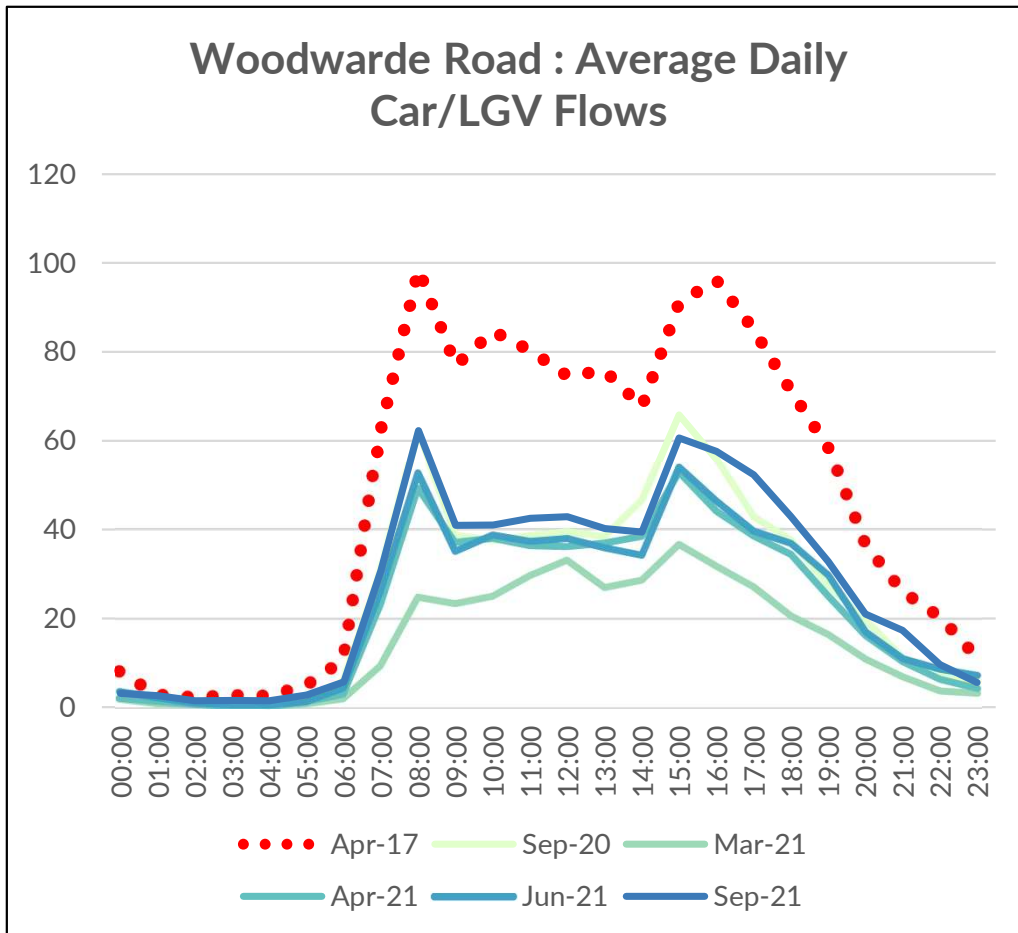
† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# Woodwarde Road (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Woodwarde Road**, showing the difference between pre-implementation flows and data collected in April 2017, September 2020 and through spring and summer 2021.

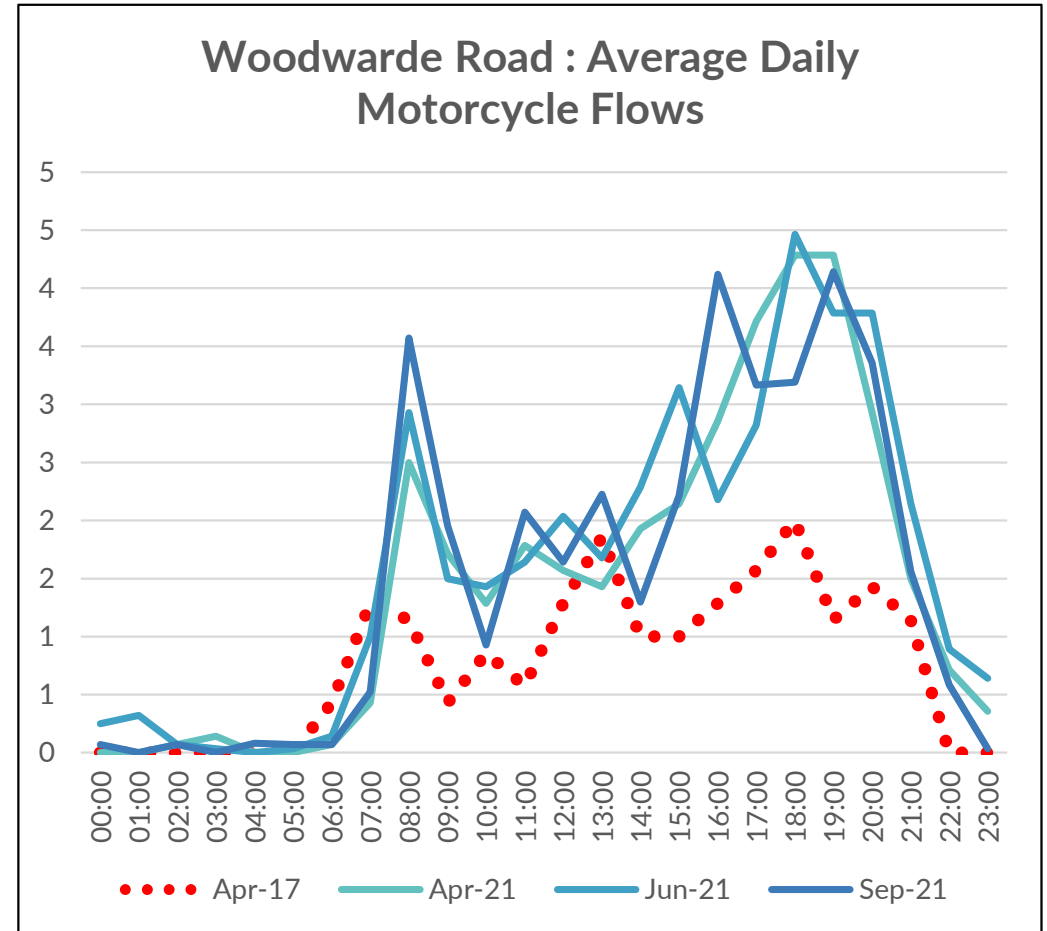
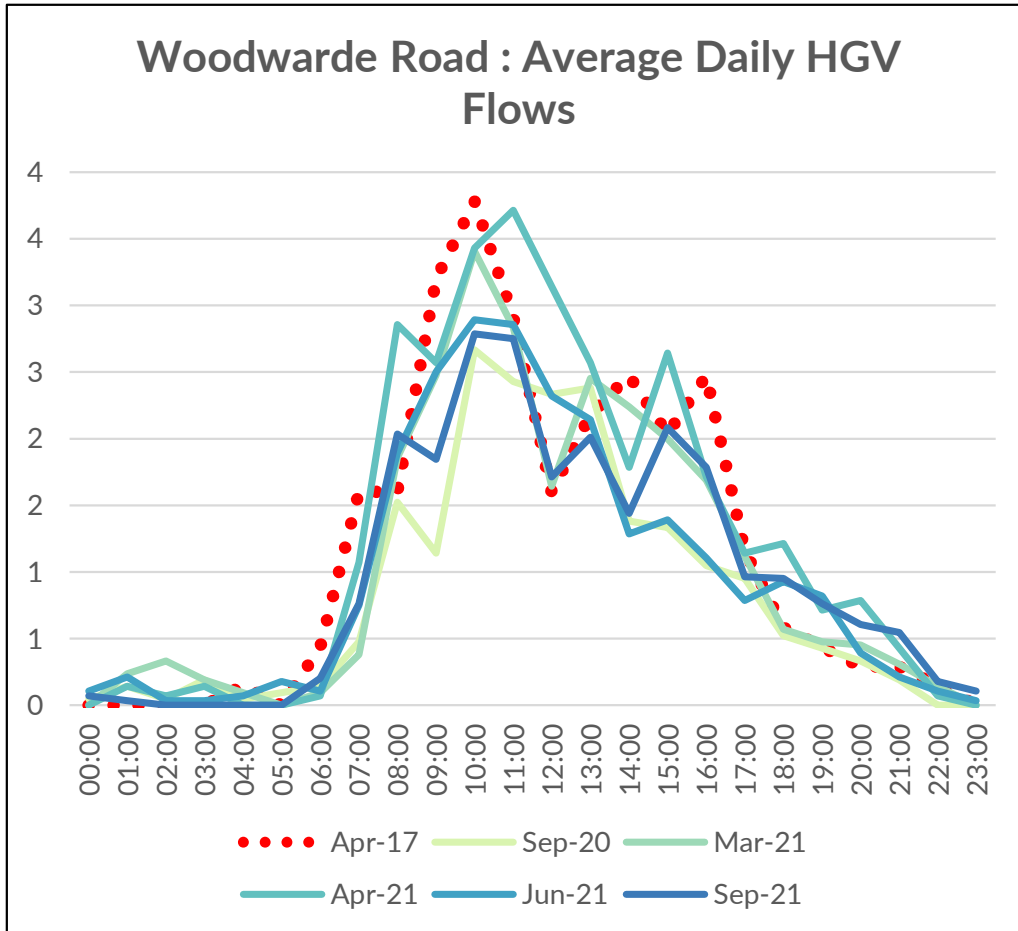


# Woodwarde Road



\*Data loss for cycles in September 2020 & March 2021.

# Woodwarde Road



\*Data loss for motorcycles in September 2020 & March 2021.

# Woodwarde Road – Summary Table

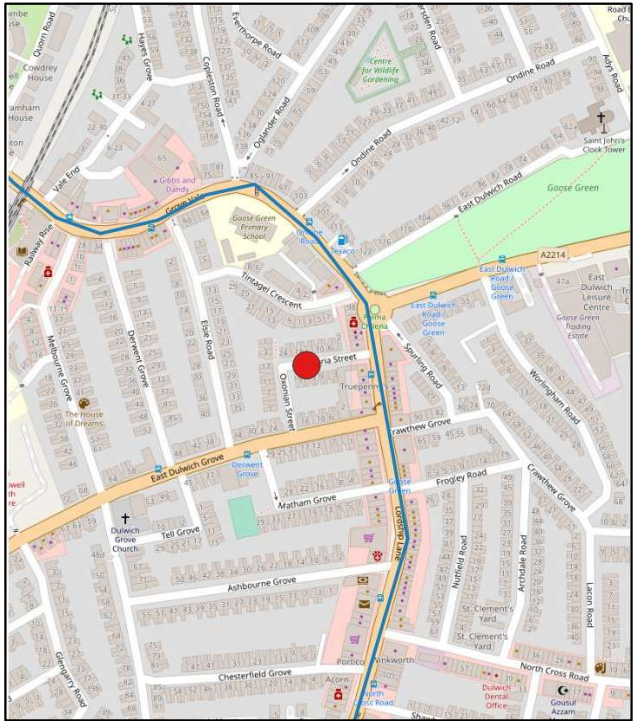
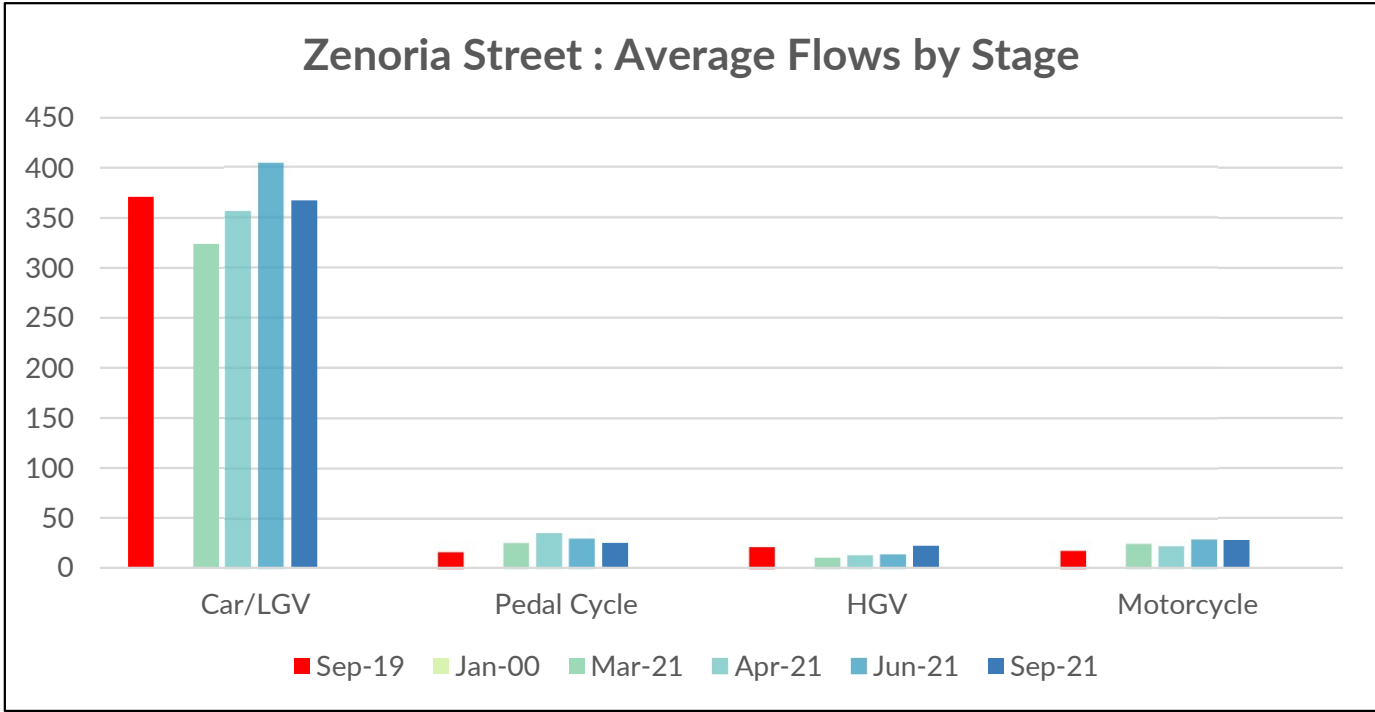
Stage	Apr-17	Sep-21	Apr-17 -> Sep-21 : Difference	Apr-17 -> Sep-21 : % Difference	Sep-20 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	1152	659	-493	-43%	-45%	-68%	-52%	-52%
Cycle	99	126	28	28%	Data loss for cycles		14%	10%
HGV	27	24	-4	-14%	-26%	-7%	13%	-17%
Motorcycles	18	37	19	101%	Data loss for motorcycles		94%	113%
Total Vehicles	1198	720	-478	-40%	-44%	-66%	-49%	-49%

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

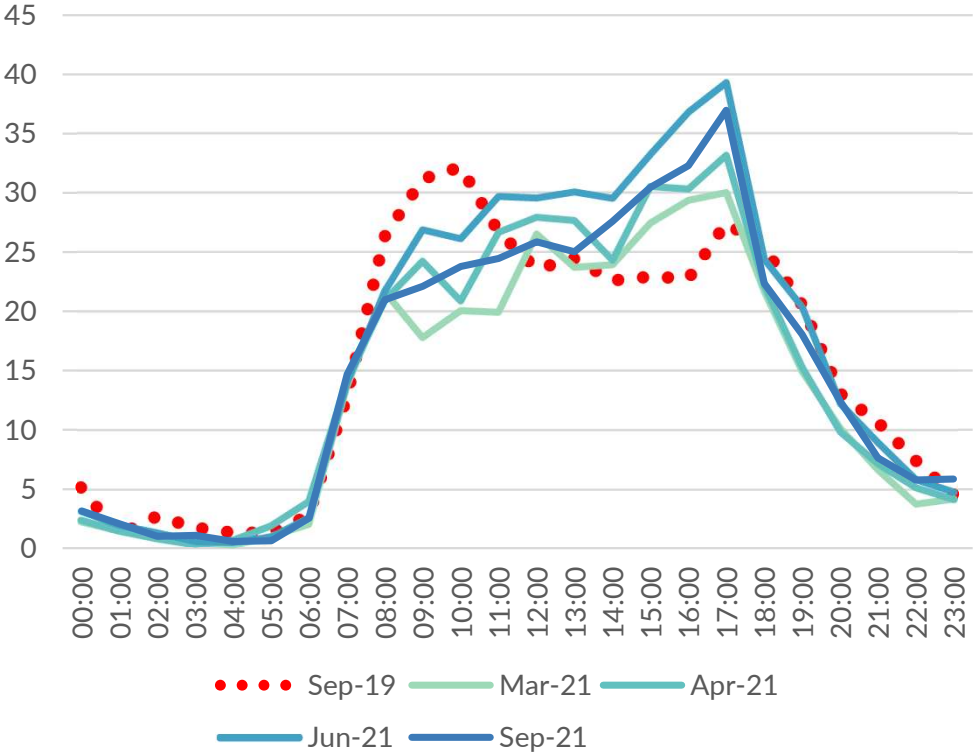
# Zenoria Street (Daily Flows)

- The charts below and on the following pages show the average daily flows on Zenoria Street, showing the difference between pre-implementation flows and data collected in September 2019 and through spring and summer 2021.

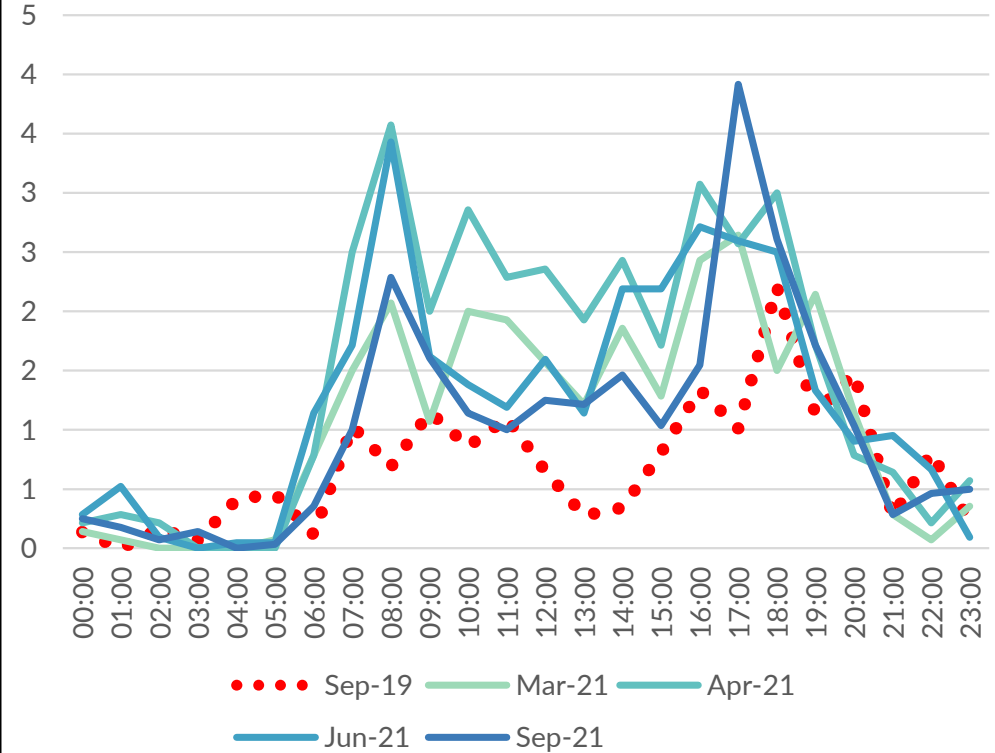


# Zenoria Street

Zenoria Street : Average Daily Car/LGV Flows

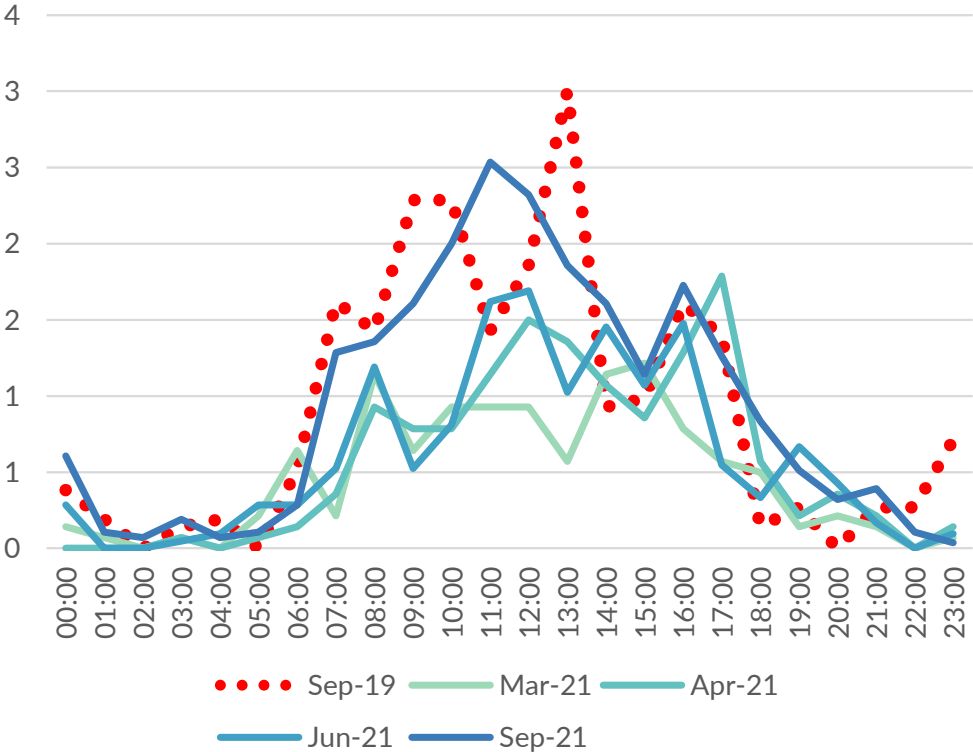


Zenoria Street : Average Daily Cycle Flows

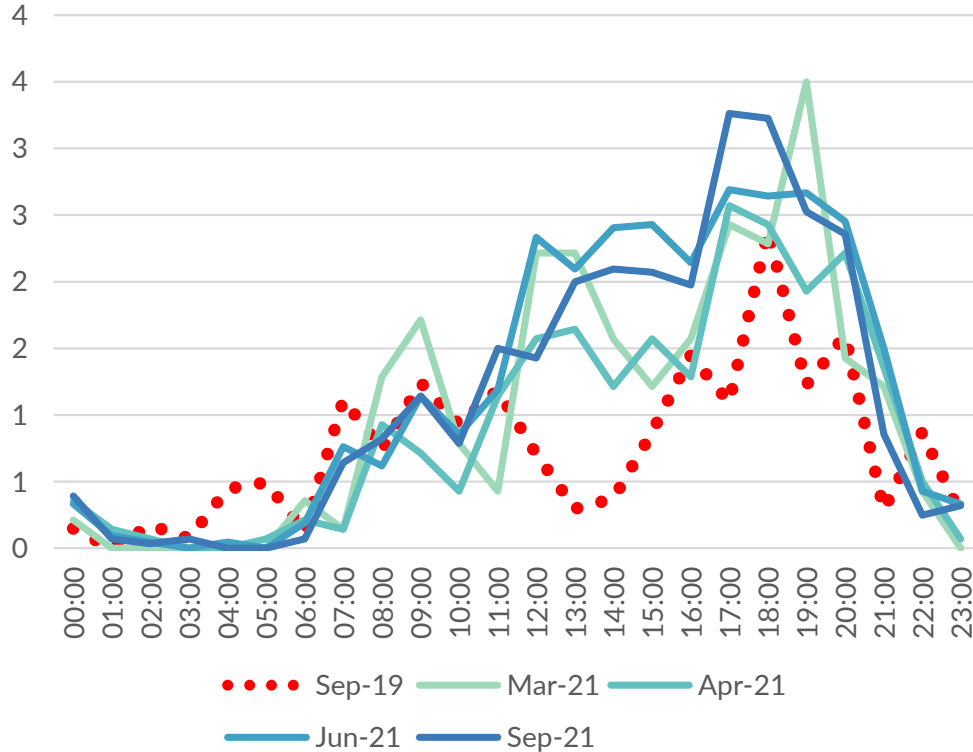


# Zenoria Street

Zenoria Street : Average Daily HGV Flows



Zenoria Street : Average Daily Motorcycle Flows





# Zenoria Street – Summary Table

Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference	Mar-21 : % Difference	Apr-21 : % Difference	Jun-21 : % Difference
Car/LGV	371	367	-3	-1%	-11%	-2%	7%
Cycle	17	25	8	50%	56%	114%	82%
HGV	22	22	0	2%	-48%	-37%	-34%
Motorcycles	18	28	10	55%	38%	25%	63%
<b>Total Vehicles</b>	<b>411</b>	<b>418</b>	<b>7</b>	<b>2%</b>	<b>-11%</b>	<b>-3%</b>	<b>7%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

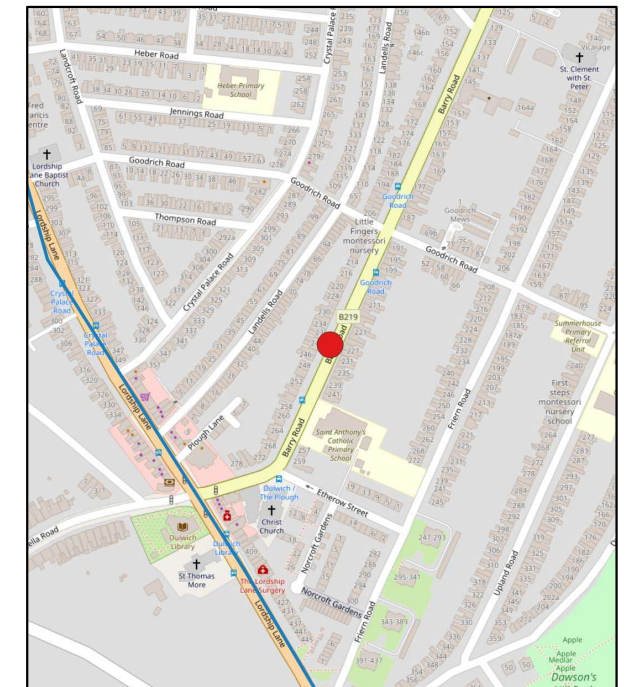
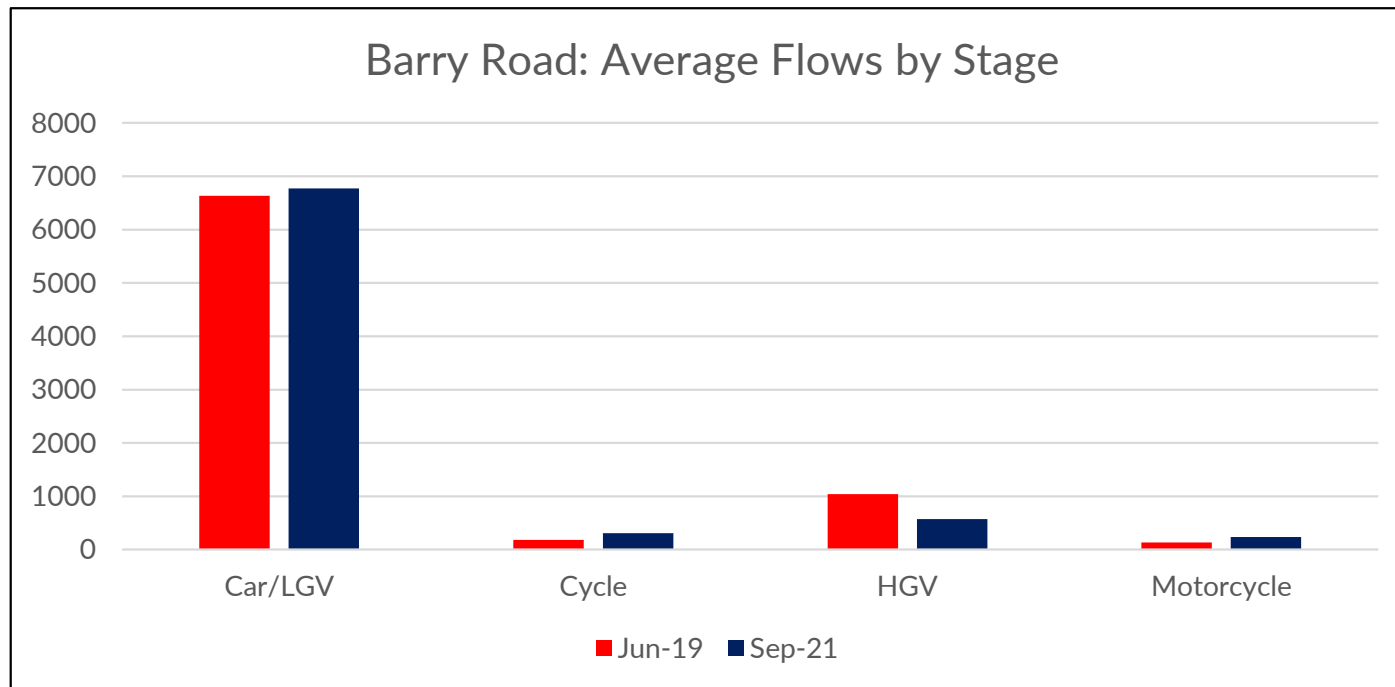


# Additional Sites

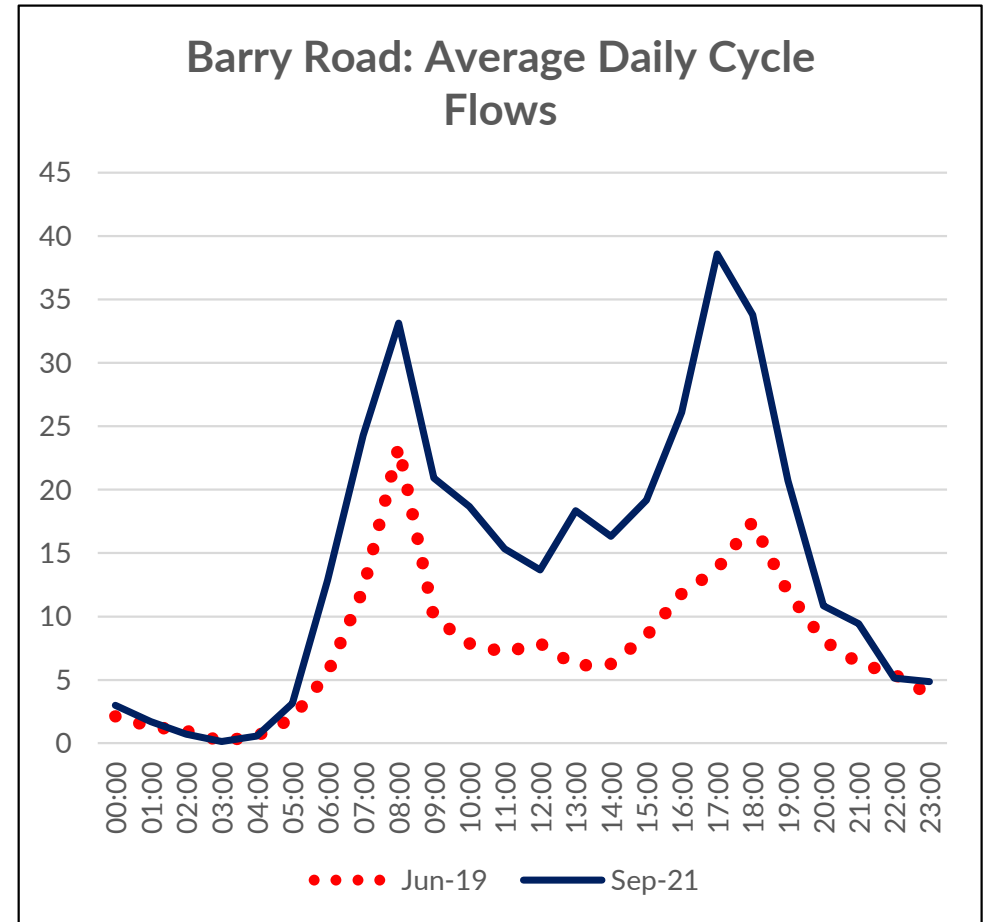
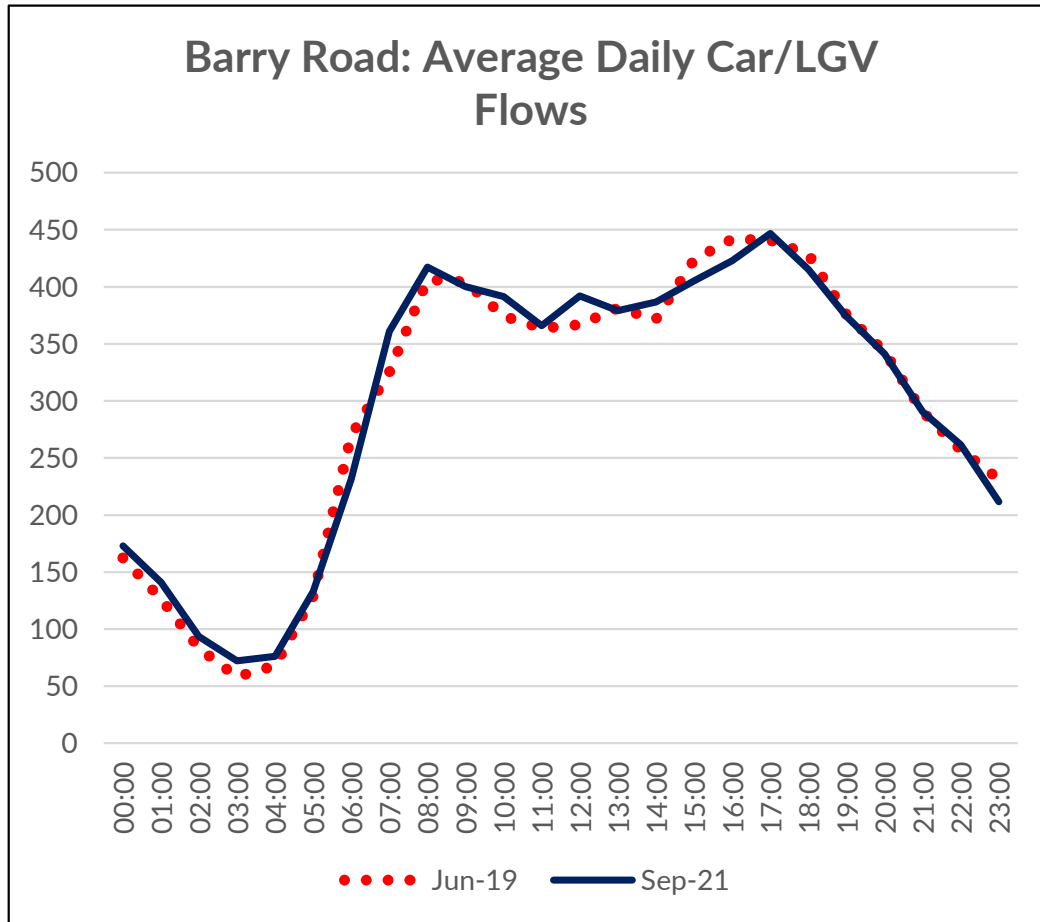
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# Barry Road (Daily Flows)

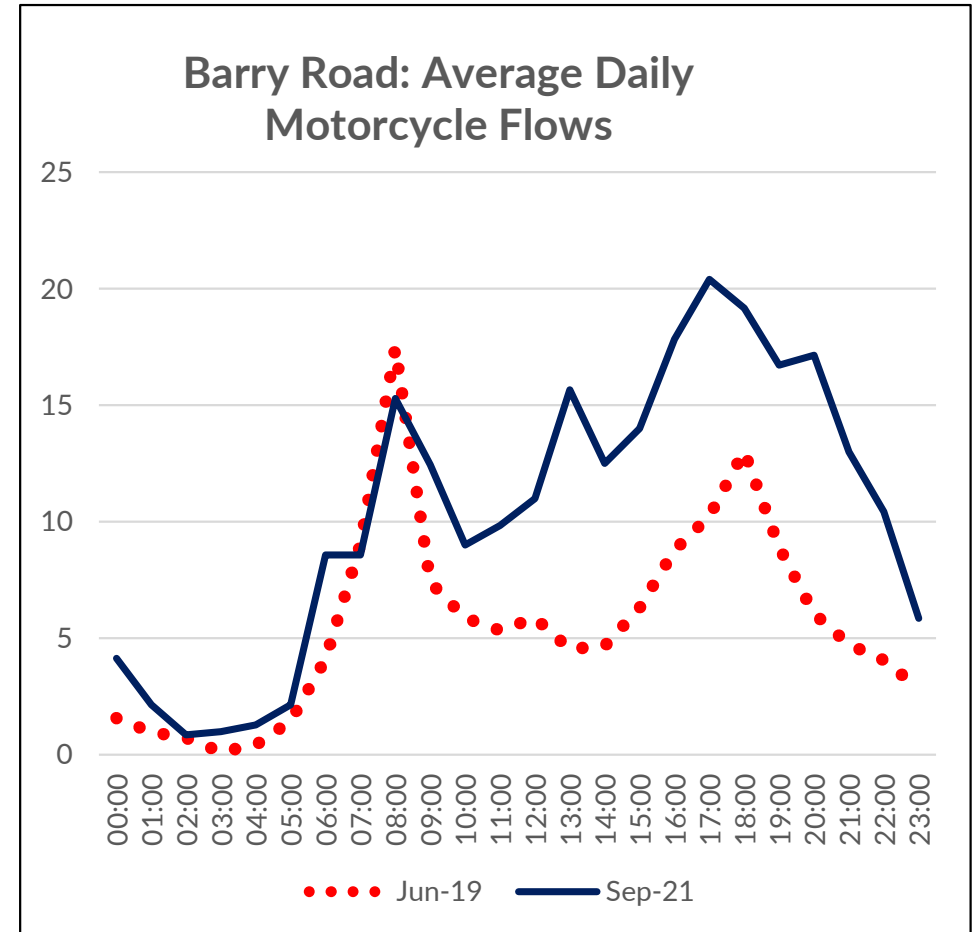
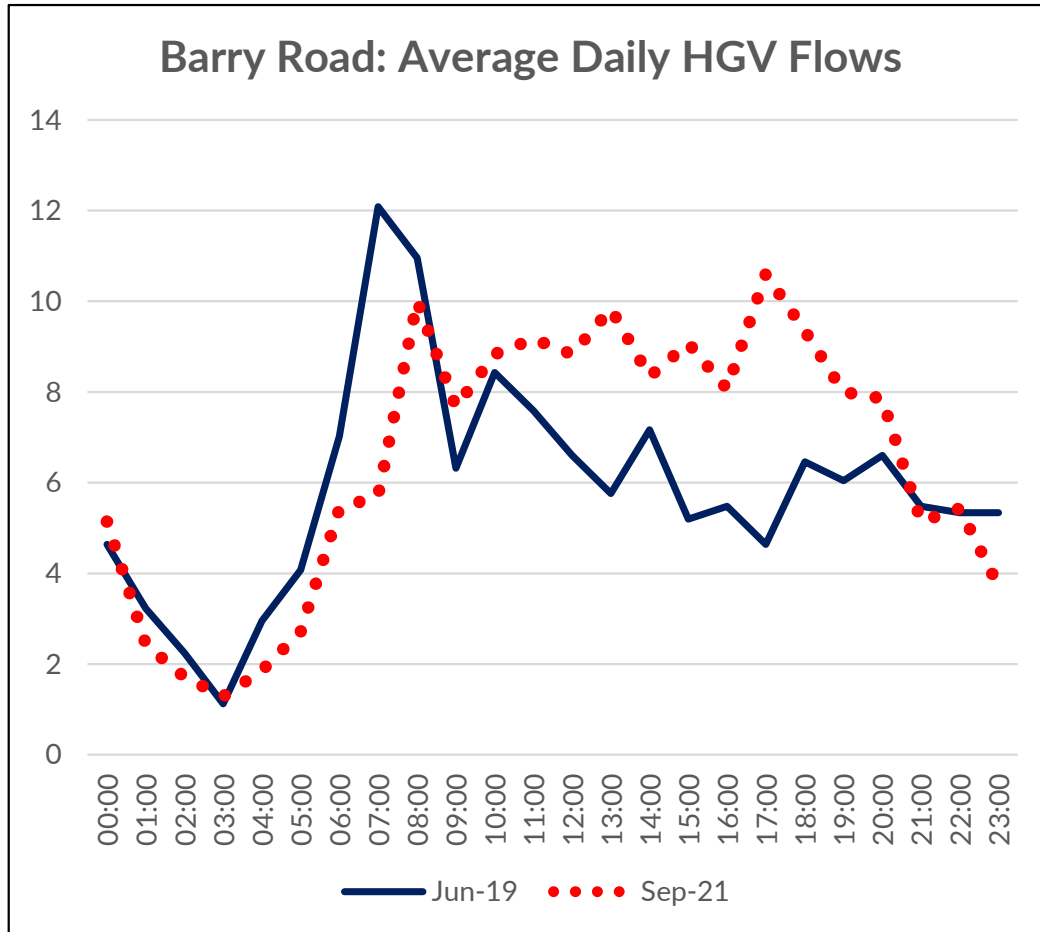
- The charts below and on the following pages show the average daily flows on Barry Road, showing the difference between pre-implementation flows and data collected in September 2021.



# Barry Road



# Barry Road



# Barry Road– Summary Table

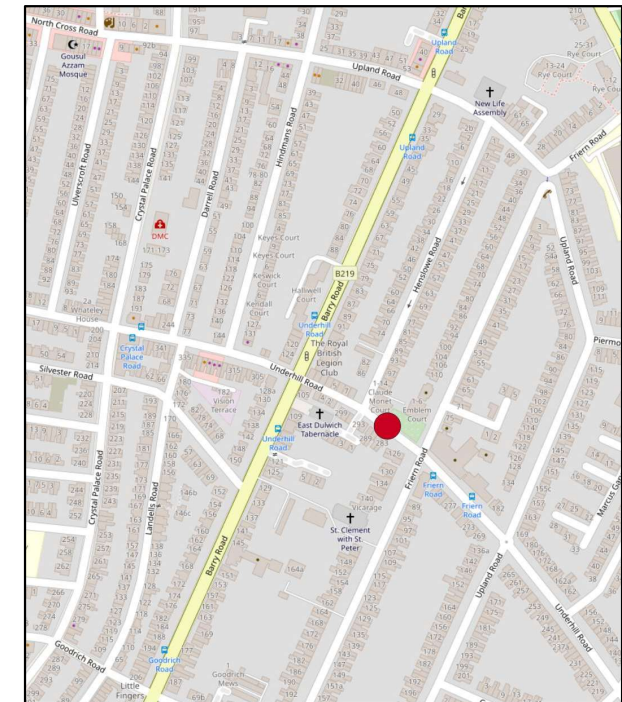
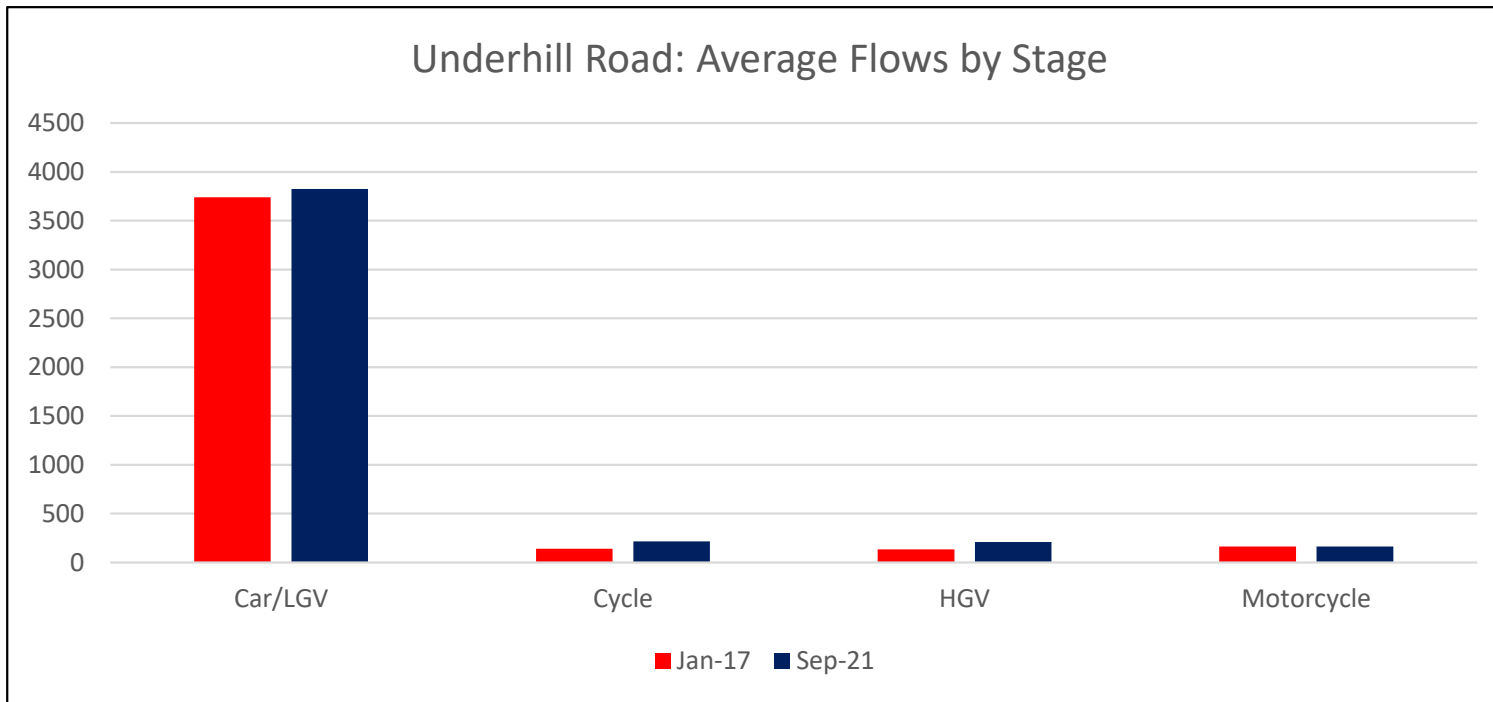
Stage	Sep-19	Sep-21	Sep-19 -> Sep-21 : Difference	Sep-19 -> Sep-21 : % Difference
Car/LGV	6636	6773	138	2%
Cycle	182	312	130	71%
HGV	1039	572	-467	-45%
Motorcycles	138	236	99	71%
<b>Total Vehicles</b>	<b>7813</b>	<b>7582</b>	<b>-231</b>	<b>-3%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

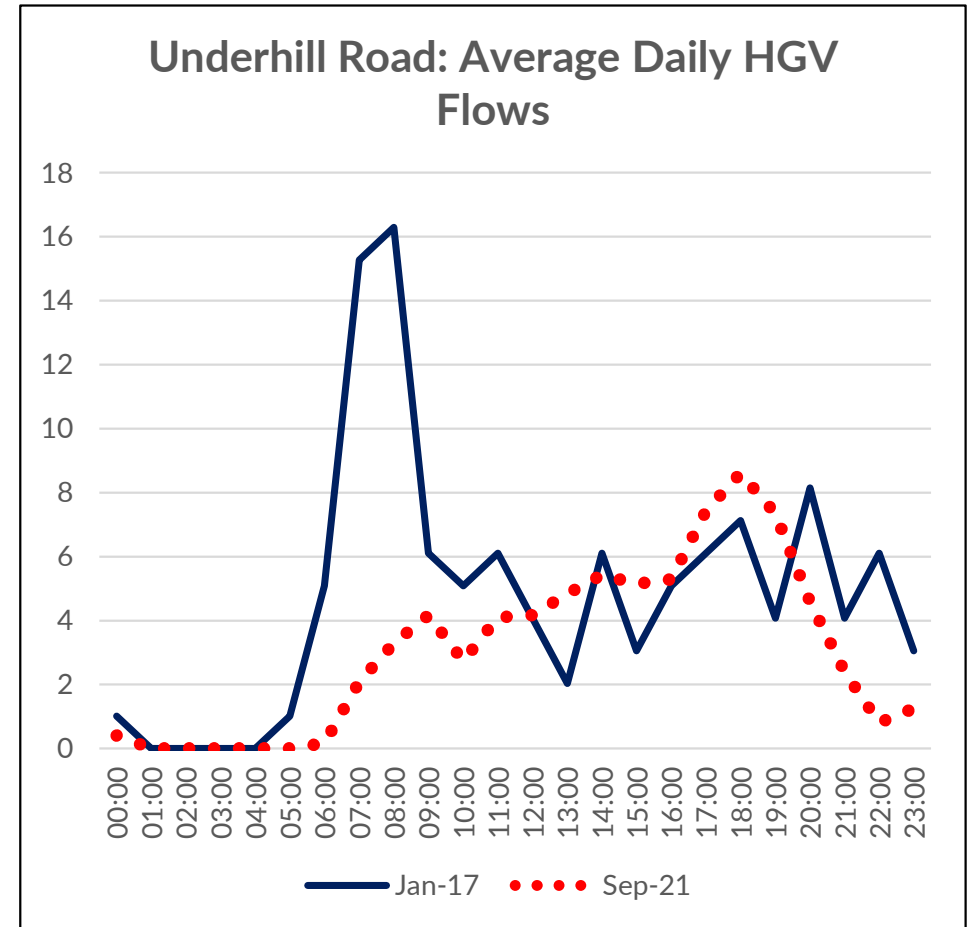
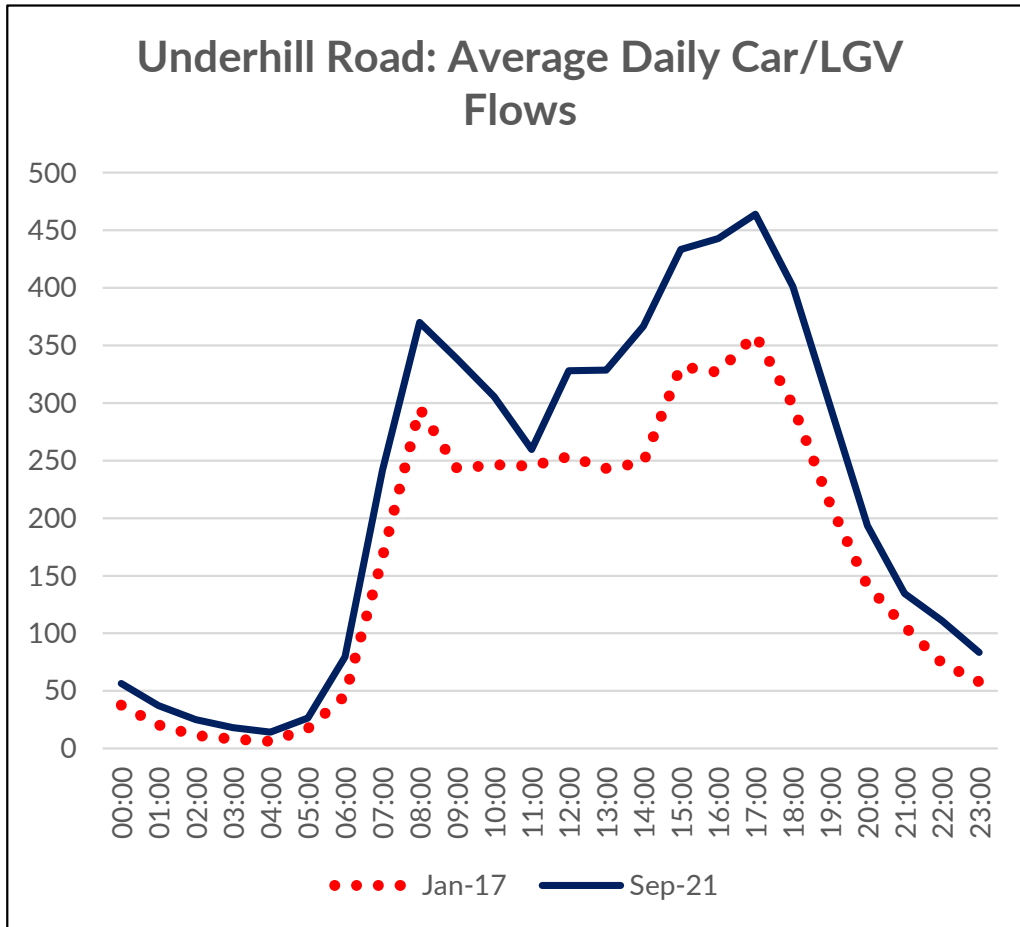
† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

# Underhill Road (Daily Flows)

The charts below and on the following pages show the average daily flows on Underhill Road, showing the difference between pre-implementation flows and data collected in September 2021.



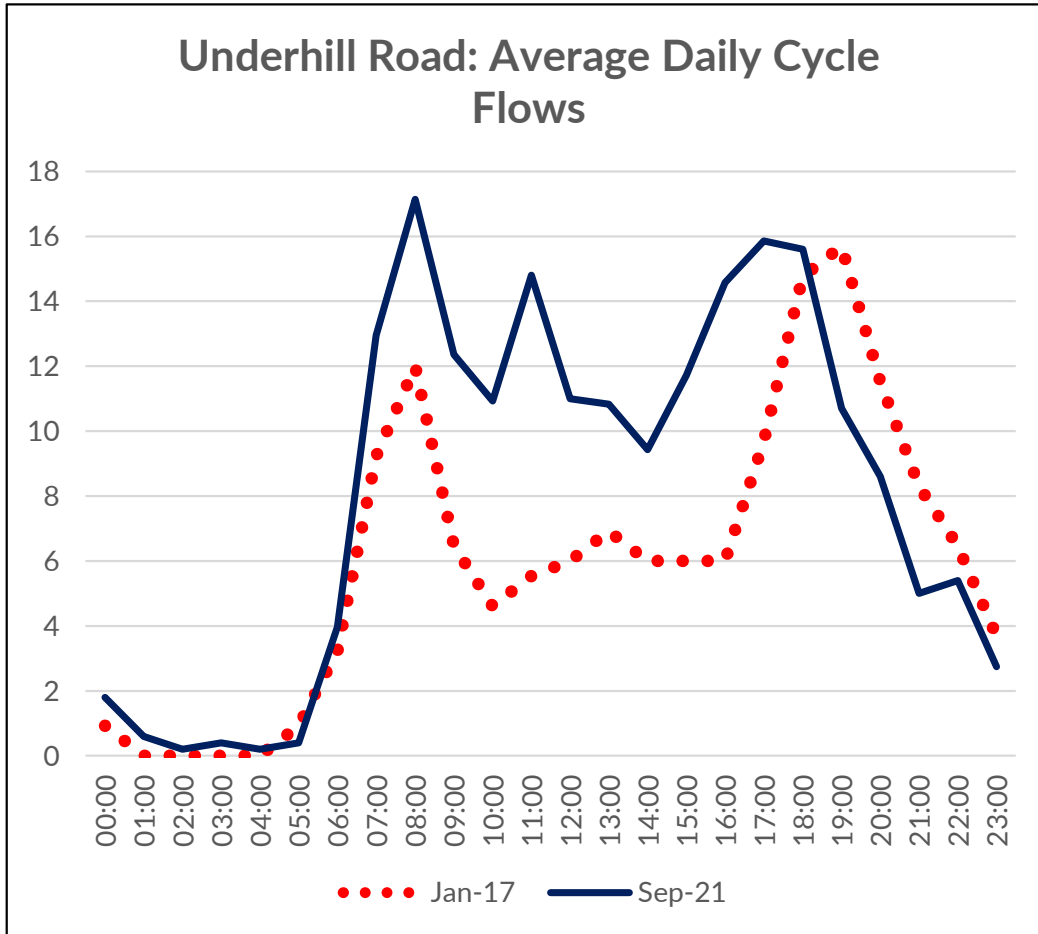
# Underhill Road



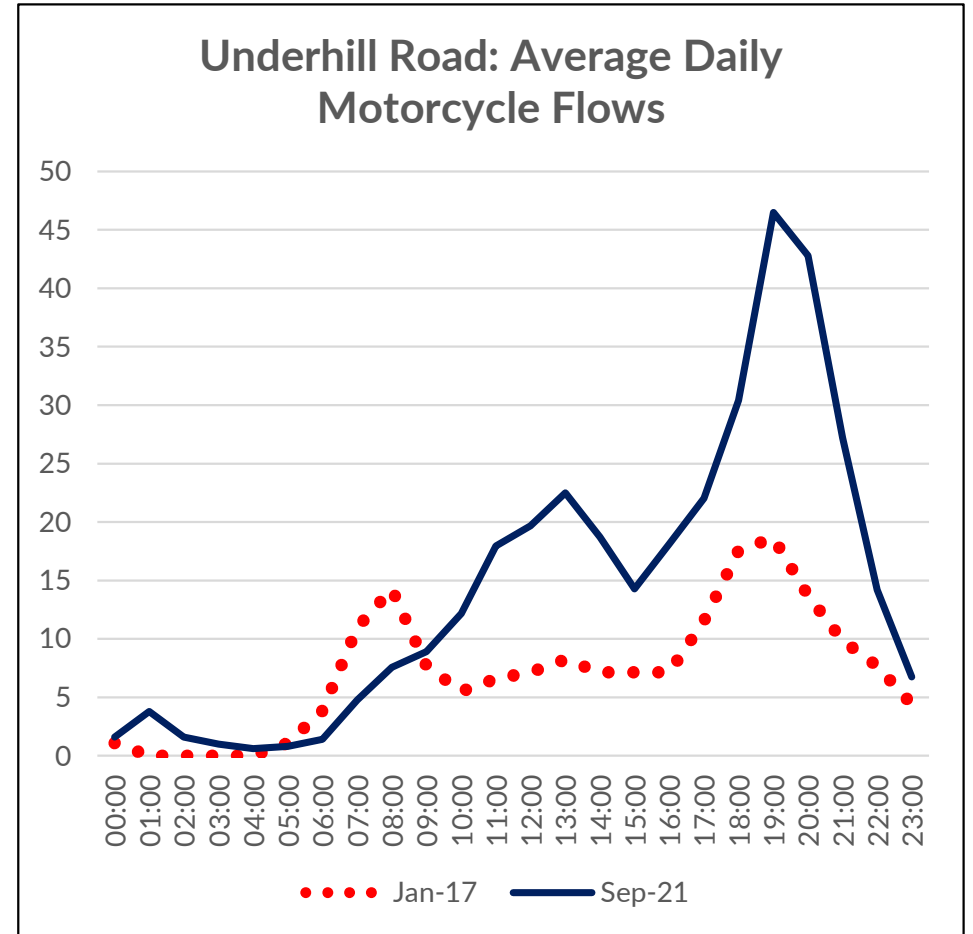


# Underhill Road

Underhill Road: Average Daily Cycle Flows



Underhill Road: Average Daily Motorcycle Flows



# Underhill Road – Summary Table

Stage	Apr-17	Sep-21	Apr-17 -> Sep-21 : Difference	Apr-17 -> Sep-21 : % Difference
Car/LGV	3741	3826	85	2%
Cycle	141	216	75	53%
HGV	134	210	76	57%
Motorcycles	164	252	88	53%
<b>Total Vehicles</b>	<b>4039</b>	<b>4288</b>	<b>249</b>	<b>6%</b>

\*Pre-implementation data has been adjusted to September 2019 levels to ensure comparability

† Previous months' pre-implementation data has been adjusted to the same month's levels in 2019

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# Quality Assurance

All results are presented in good faith and have had undertaken extensive quality assurance checks. However, this does not rule out the possibility of error, or anomalies in the original data. Should we become aware of an item requiring correction, we will endeavour to correct this.