

LTN Traffic Impact – Recent Research*

Southwark – Dulwich Streetspace Review (July 2021) (1)

- Motor Vehicles – **across all sites** minus 16% (-23,000 vehicles per day)
- Cycles – **across all sites** plus 74% (+3,400 cycles per day)

INTERNAL ROADS: Motor Traffic Dulwich Village –minus 31% (-13,300 vpd)

EXTERNAL ROADS: Motor Traffic Dulwich Village –minus 11% (-6,100 vpd)

INTERNAL ROADS: Motor Traffic East Dulwich–minus 79% (-4,442 vpd)

EXTERNAL ROADS: Motor Traffic East Dulwich–plus 2% (+462 vpd)

Southwark – Walworth Streetspace Review (July 2021) (2)

- Motor Vehicles – across all sites - minus 15% (-15,000 vehicles per day)
- Cycles – across all sites - plus 33% (+2,500 cycles per day)

West Walworth

INTERNAL ROADS: Motor Traffic – minus 38% (-7,600 vpd)

EXTERNAL ROADS: Motor Traffic – plus 14% (+1,900 vpd)

East Walworth

INTERNAL ROADS: Motor Traffic – minus 51% (-7,200 vpd)

EXTERNAL ROADS: Motor Traffic – minus 9% (-2,300 vpd)

(1) https://consultations.southwark.gov.uk/environment-leisure/dulwich-review/supporting_documents/20210707%20Dulwich%20LTN%20Monitoring%20Report_FINAL.pdf

(2) <https://www.southwark.gov.uk/assets/attach/48156/Our-Healthy-Walworth-newsletter-12-July-2021.pdf>

*Unless stated as **unadjusted**, traffic volumes in the borough monitoring reports have been adjusted to allow for the variation from their pre-pandemic levels at the time that the monitoring was carried out. The monitoring reports from Southwark, Lambeth and Islington have all normalised the data to take into account these changes in traffic levels. For Hackney the data has not been normalised but the reports make comparison with a) main roads in Hackney, b) national urban traffic and c) the A12 in Hackney.

LTN Traffic Impact – Recent Research (cont'd)

Lambeth – Railton Low Traffic Neighbourhood (March 2021) (3) - Across both internal and peripheral roads, the following overall percentage changes in counts were:

- Car: minus 24% (INTERNAL roads -58%; PERIPHERY roads -11%)
- Goods Vehicle: minus 17%
- Cycle: plus 40%.

Lambeth – Oval to Stockwell Triangle Low Traffic Neighbourhood (March 2021) (4) - Across both internal and peripheral roads, the following overall percentage changes in counts were:

- Car: minus 3% (INTERNAL roads -17%; PERIPHERY roads +10%)
- Goods Vehicle: plus 16%
- Cycle: plus 34%.

Lambeth – Streatham Hill Low Traffic Neighbourhood (March 2021) (5) - Across both internal and peripheral roads, the following overall percentage changes in counts were:

- Car: plus 8% (INTERNAL roads -25%; PERIPHERY roads +44%)
- Goods Vehicle: plus 5%
- Cycle: plus 135%.

Lambeth – Ferndale Low Traffic Neighbourhood (March 2021) (6) - Across both internal and peripheral roads, the following overall percentage changes in counts were:

- Car: plus 4% (INTERNAL roads -46%; PERIPHERY roads +23%)
- Goods Vehicle: plus 5%
- Cycle: plus 69%.

Lambeth – Tulse Hill Low Traffic Neighbourhood (March 2021) (7) - Across both internal and peripheral roads, the following overall percentage changes in counts were:

- Car: minus 14% (INTERNAL roads -35%; PERIPHERY roads +7%)
- Goods Vehicle: minus 1%
- Cycle: plus 59%.

(3) <https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report/analysis>

(4) <https://beta.lambeth.gov.uk/streets-roads-transport/oval-stockwell-triangle-low-traffic-neighbourhood-stage-one-monitoring-report>

(5) <https://beta.lambeth.gov.uk/streets-roads-transport/streatham-hill-low-traffic-neighbourhood-stage-one-monitoring-report>

(6) <https://beta.lambeth.gov.uk/streets-roads-transport/ferndale-low-traffic-neighbourhood-stage-one-monitoring-report>

(7) <https://beta.lambeth.gov.uk/streets-roads-transport/tulse-hill-low-traffic-neighbourhood-stage-one-monitoring-report>

LTN Traffic Impact – Recent Research (cont'd)

Islington* (8) Canonbury East (May 2021) people-friendly streets

INTERNAL ROADS

- Traffic – overall minus 78% (-12,120 vehicles per day)
- Cycles – overall minus 28% (July 2020 (Pre) and Feb 2021 (Post))

BOUNDARY ROADS

- Traffic – overall minus 10% (-10,162 vehicles per day)
- Cycles – overall minus 39% (July 2020 (Pre) and Feb 2021 (Post))

Clerkenwell Green (May 2021) people-friendly streets

INTERNAL ROADS

- Traffic – overall minus 34% (-1,041 vehicles per day)
- Cycles – overall minus 26% (-179 cycles per day) (August 2020 (Pre) and Feb 2021 (Post))

BOUNDARY ROADS

- Traffic – overall plus 22% (+2,055 vehicles per day)
- Cycles – overall minus 16% (-204 cycles per day) (August 2020 (Pre) and Feb 2021 (Post))

St Peter's (March 2021) people-friendly streets

INTERNAL ROADS

- Traffic – overall minus 57% (-20,746 vehicles per day)
- Cycles – overall no change (+8 cycles per day) (June 2020 (Pre) and Nov 2020 (Post))

BOUNDARY ROADS

- Traffic – overall minus 2% (-1,128 vehicles per day)
- Cycles – overall minus 32% (-624 cycles per day) (June 2020 (Pre) and Nov 2020 (Post))

(8) <https://www.islington.gov.uk/roads/people-friendly-streets> (6 month monitoring reports)

*NB Seasonal factors are likely to have impacted on the cycling volumes observed.

LTN Traffic Impact – Recent Research (cont'd)

Hackney London Fields (March 2021) LTN (9)

INTERNAL ROADS

- Traffic – average of internal roads measured (7 roads) minus 44%

BOUNDARY ROADS - **UNADJUSTED**

- Traffic – average of main roads measured (7 roads) minus 21%.

Hackney Homerton (May 2021) LTN (10)

INTERNAL ROADS

- Traffic – average of internal roads measured (11 roads) minus 40%

BOUNDARY ROADS – **UNADJUSTED**

- Traffic – average of main roads measured (3 roads) minus 7%.

Hackney Hoxton West (July 2021) LTN (11)

INTERNAL ROADS

- Traffic – average of internal roads measured (9 roads) minus 42%

BOUNDARY ROADS – **UNADJUSTED**

- Traffic – average of main roads measured (4 roads) minus 30%.

(9)<https://news.hackney.gov.uk/download/1000503/londonfieldslowtrafficneighbourhoodnover2020trafficcounts.pdf>

(10)

<https://news.hackney.gov.uk/download/1035757/homertonlowtrafficneighbourhoodnover2020trafficcounts.pdf>

(11)

<https://news.hackney.gov.uk/download/1053493/hoxtonwestlowtrafficneighbourhoodinterimreport.pdf>