



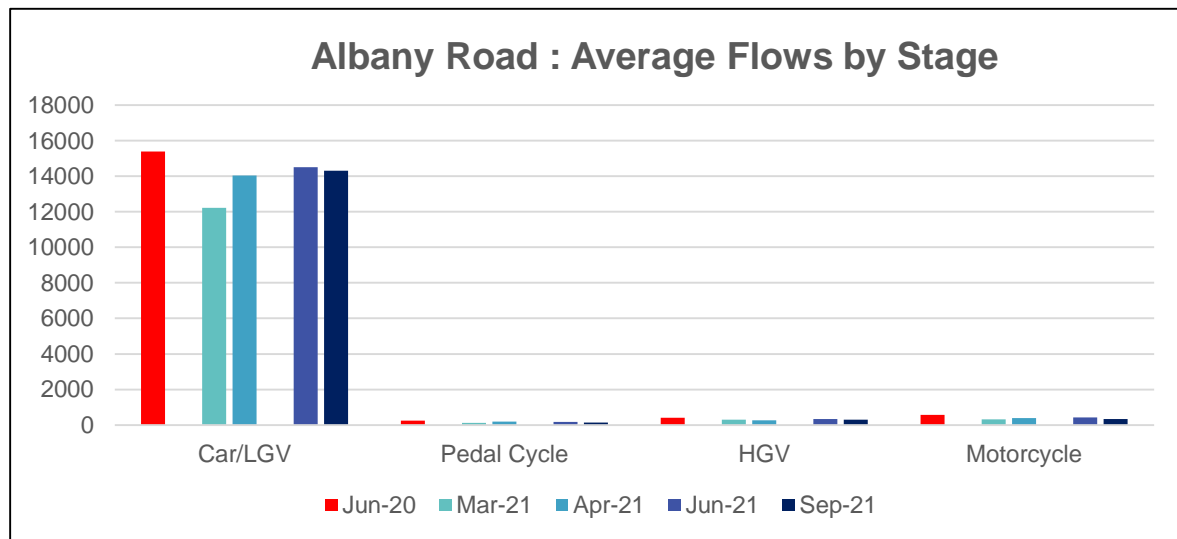
Appendix B: Traffic Flow Results

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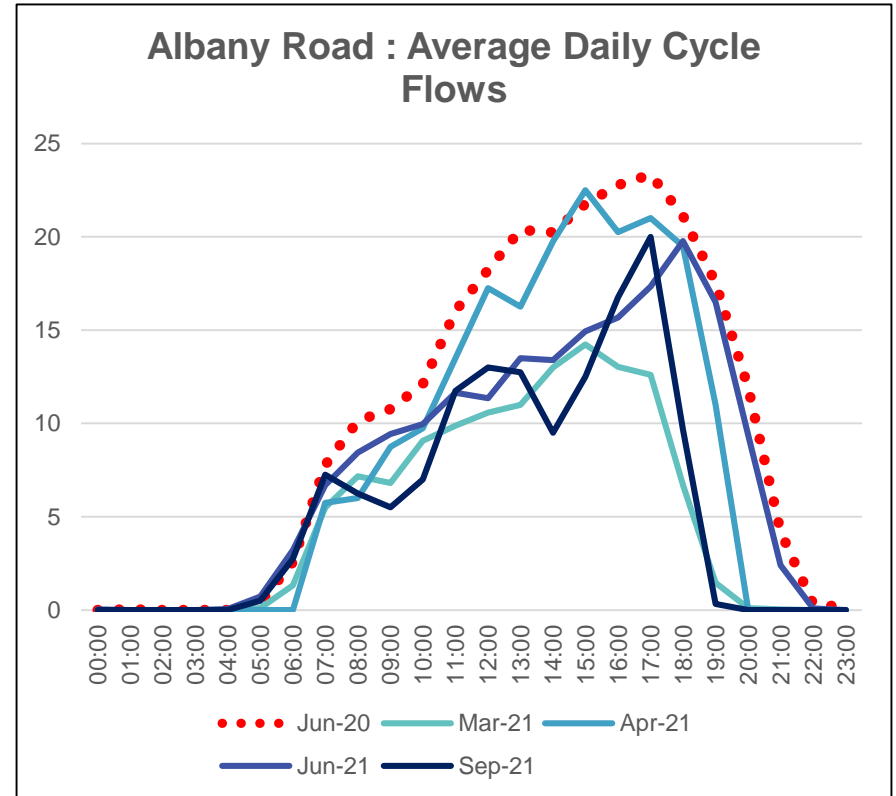
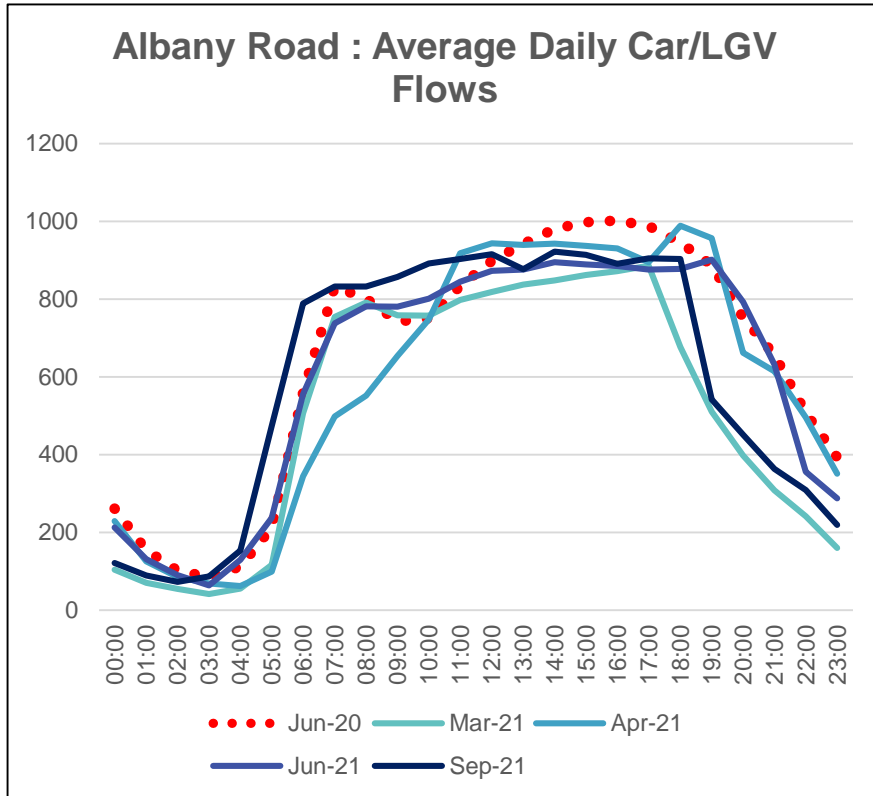
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■		57	
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■		74	
■		78	

Albany Road (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Albany Road**, showing the difference between pre-implementation flows and data collected throughout 2021.
- All data has been sourced from active travel monitors at the junction of Albany Road and Camberwell Road

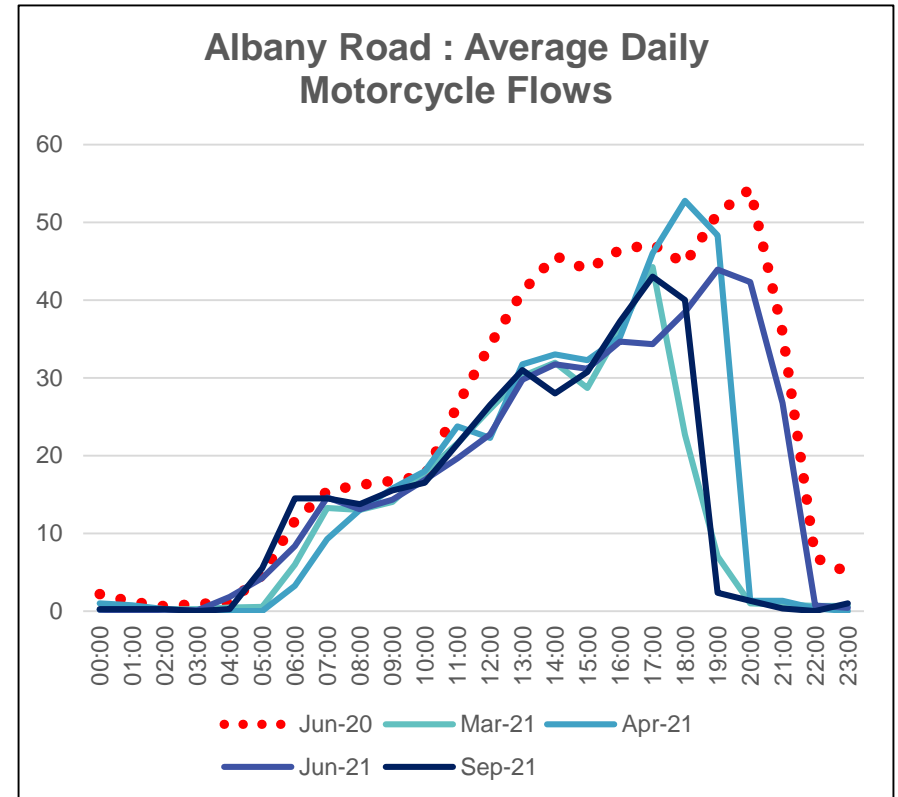
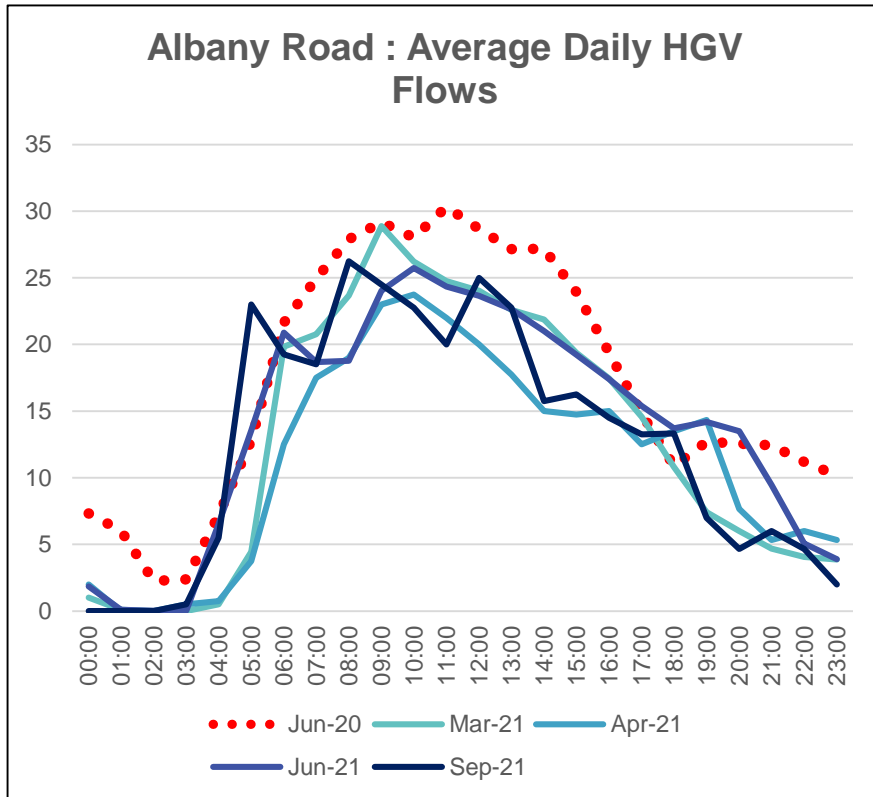


Albany Road



*Active Travel Monitors understood not to record motorcycle and cycles during periods of darkness

Albany Road



*Active Travel Monitors understood not to record motorcycle and cycles during periods of darkness

Albany Road – Summary Table

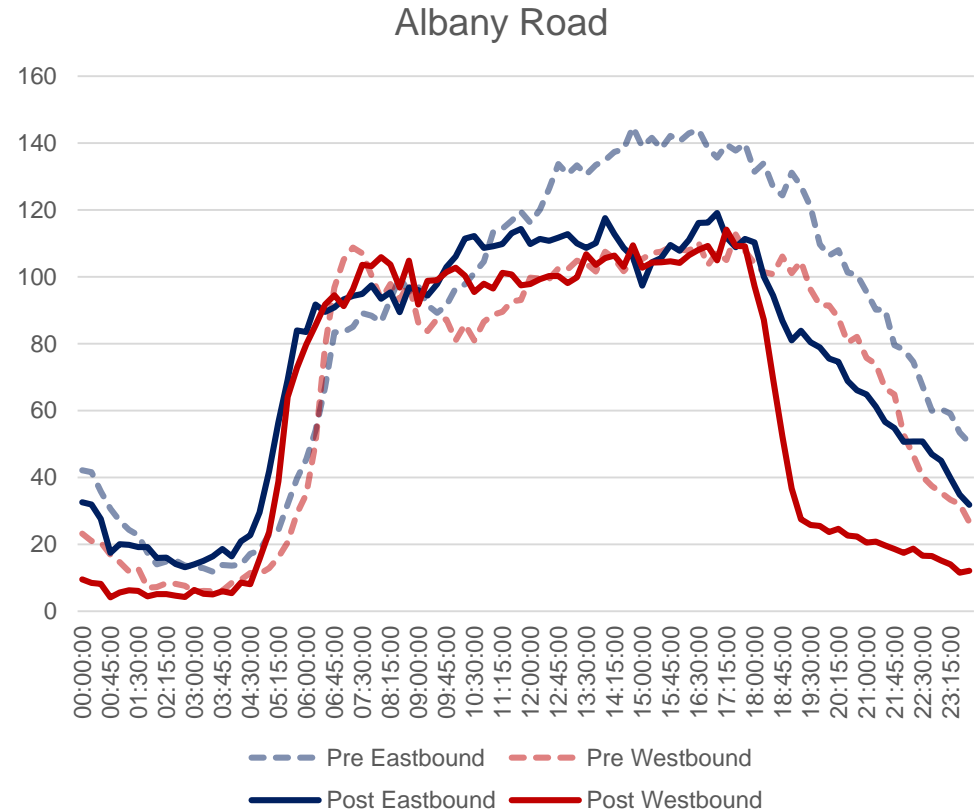
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	15393	14309	-1083	-7%	-19%	-7%	-7%
Cycle	242	136	-106	-44%	-49%	-21%	-24%
HGV	411	305	-106	-26%	-24%	-33%	-20%
Motorcycles	571	344	-227	-40%	-44%	-32%	-25%
Total Motorised Vehicles	16374	14959	-1415	-9%	-20%	-9%	-8%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

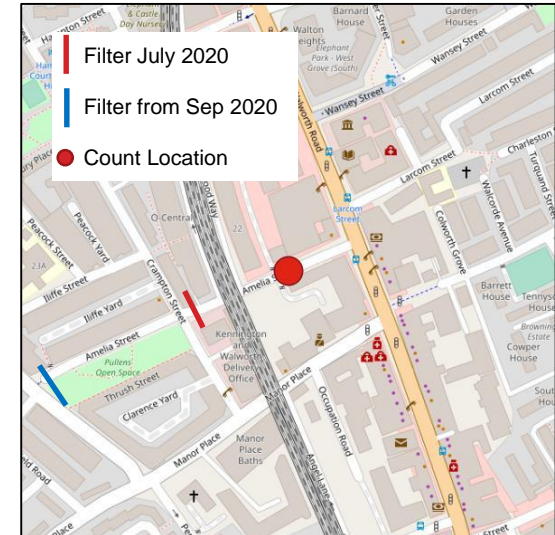
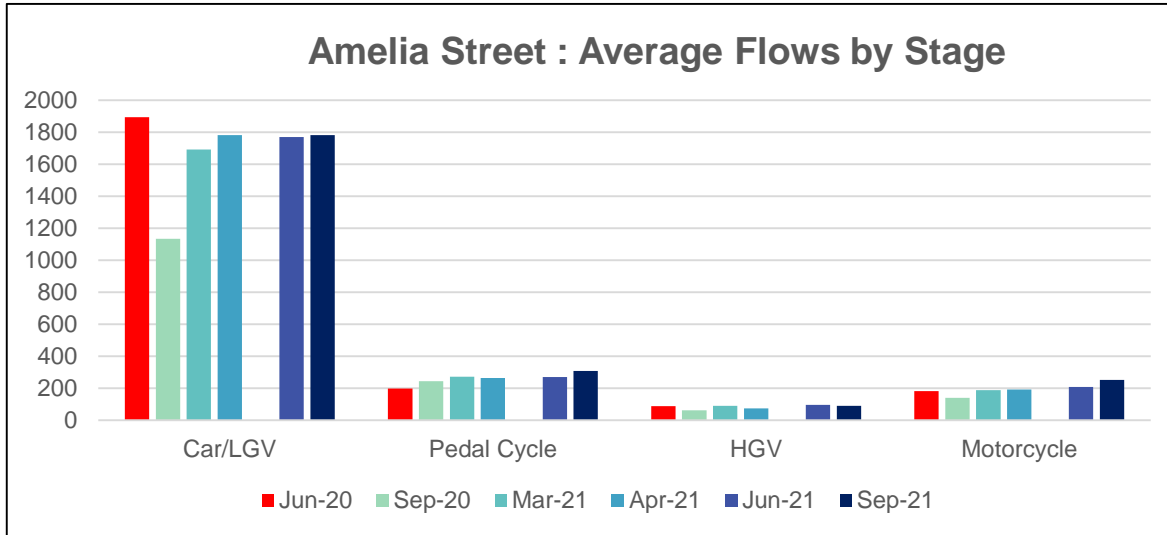
Albany Road – Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for Albany Road (based on a representative week in each case).
- Before scheme implementation, vehicle flows were typically higher eastbound than westbound, except in the AM peak.
- In June 2021, traffic in the westbound direction increased to match that of eastbound traffic, during the majority of the day.

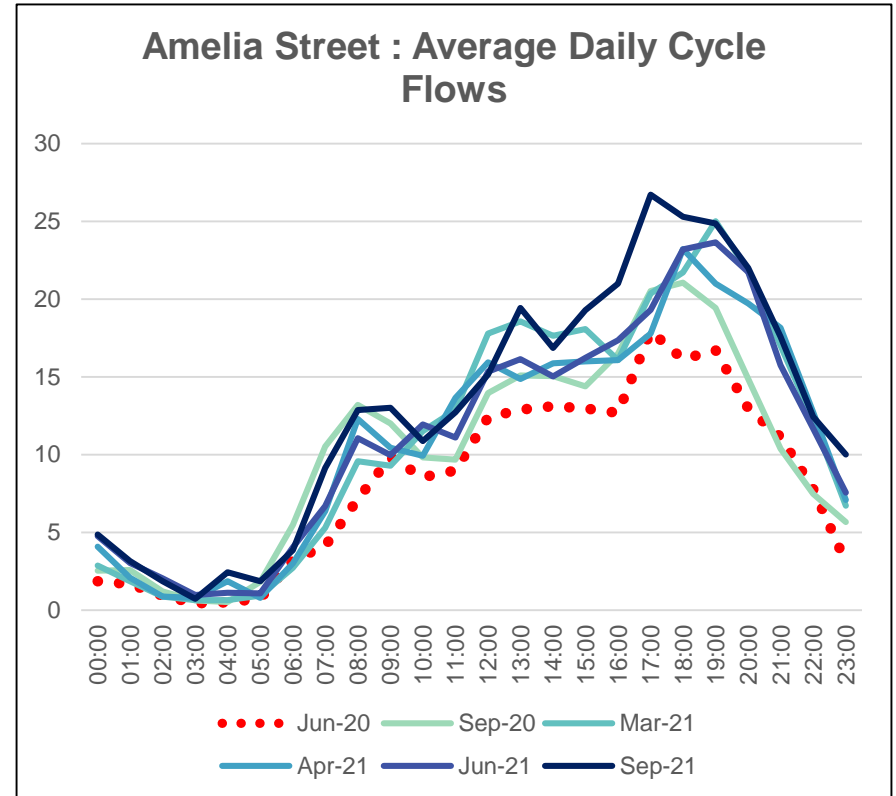
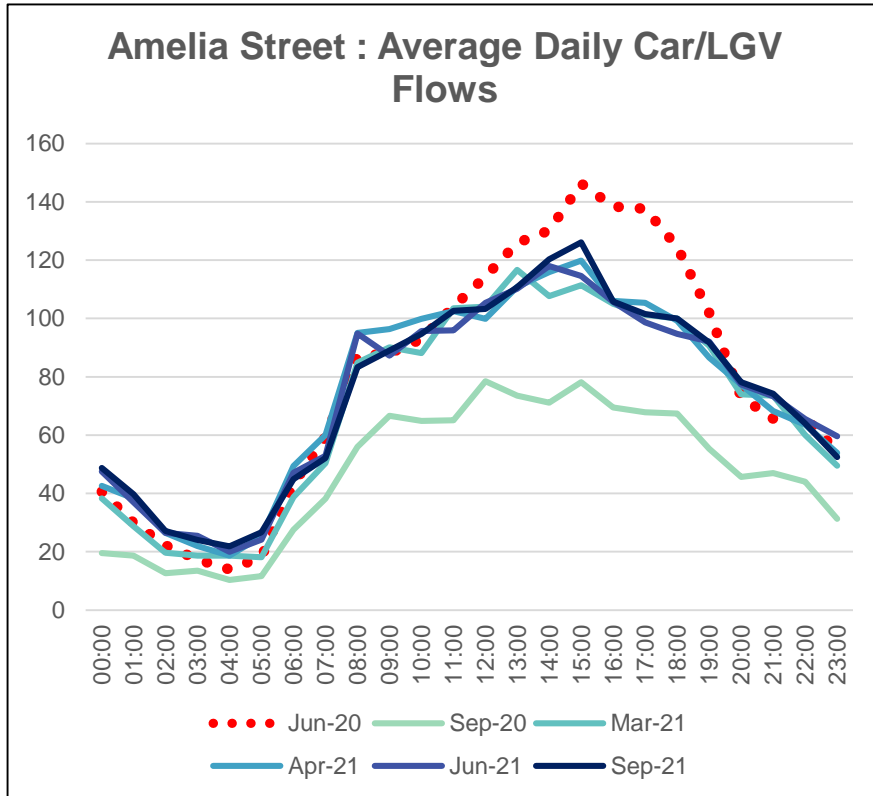


Amelia Street (Daily Flows)

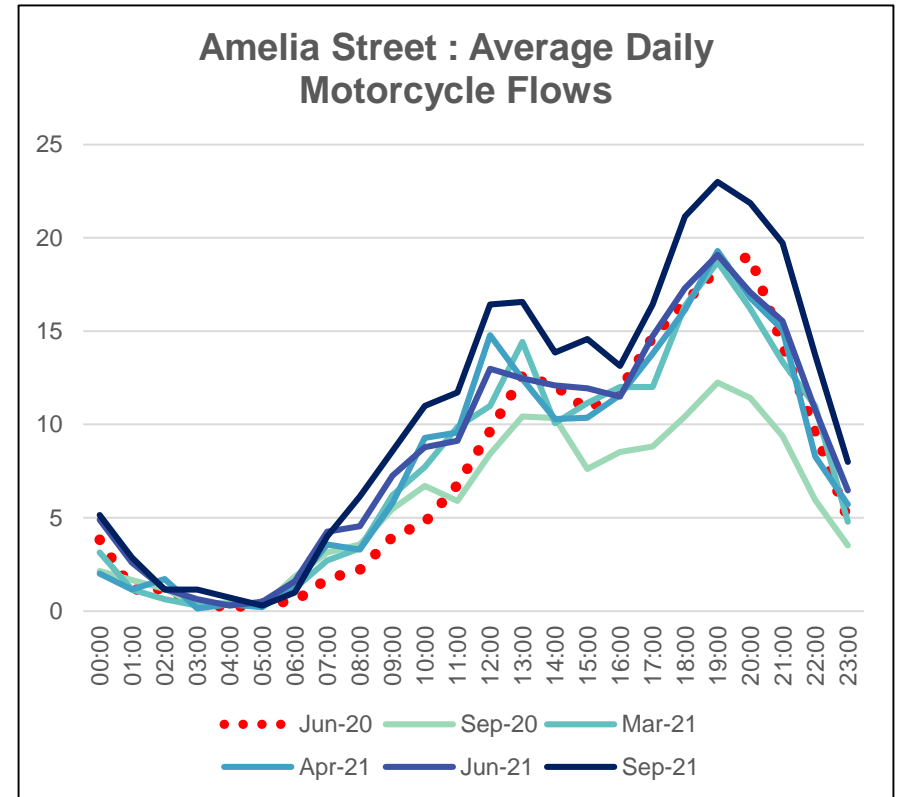
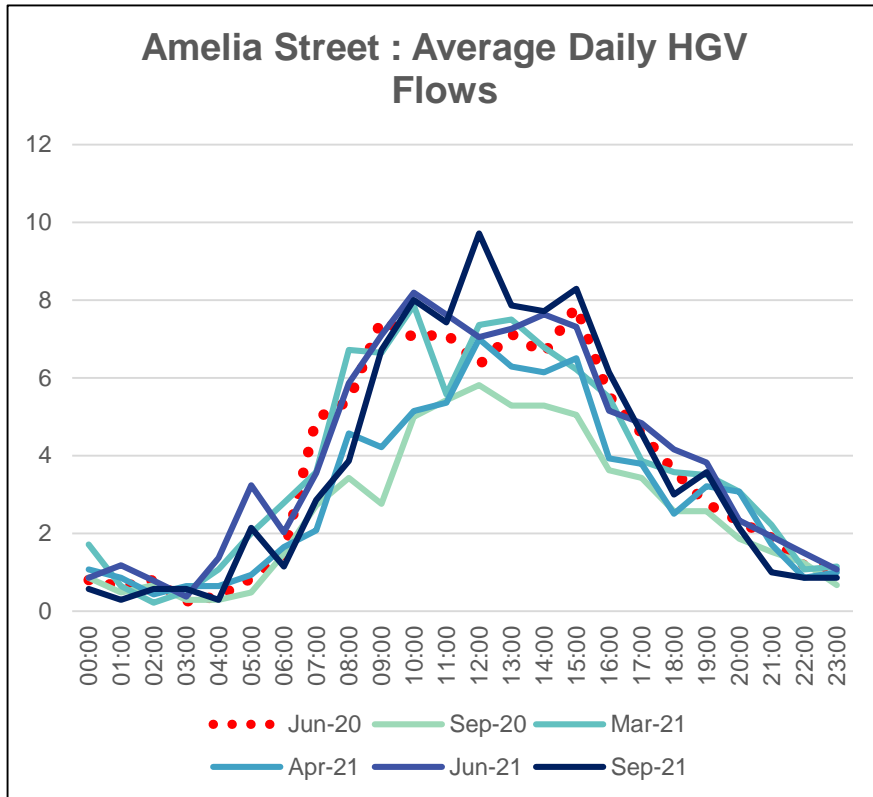
- The charts below and on the following pages show the normalised **average daily flows** on **Amelia Street**, showing the difference between pre-implementation flows and data collected throughout 2021.
- The modal filter on Amelia Street was moved from the junction with Crampton Street to the junction with Penton Place in September 2020 per the map below.



Amelia Street



Amelia Street



Amelia Street– Summary Table

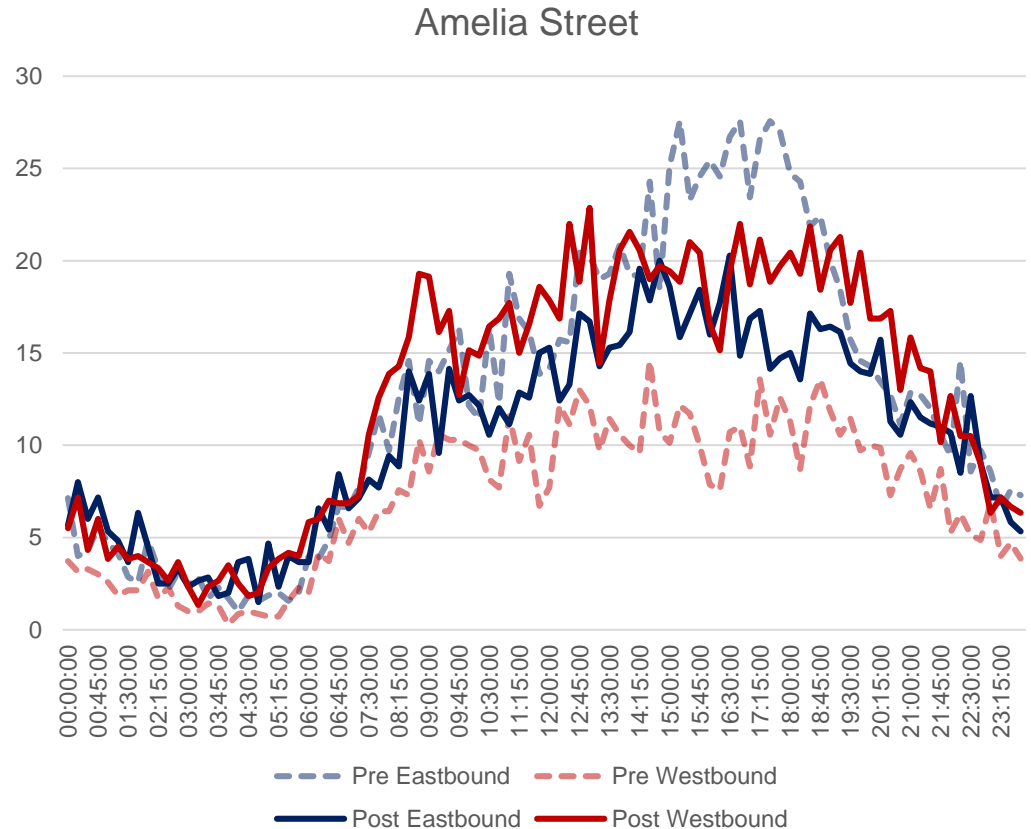
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	1895	1783	-112	-6%	-39%	-9%	-4%	-8%
Cycle	198	308	110	56%	24%	38%	34%	37%
HGV	88	90	2	2%	-27%	5%	-15%	7%
Motorcycles	181	252	71	39%	-23%	4%	6%	14%
Total Motorised Vehicles	2165	2125	-40	-2%	-37%	-7%	-4%	-6%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

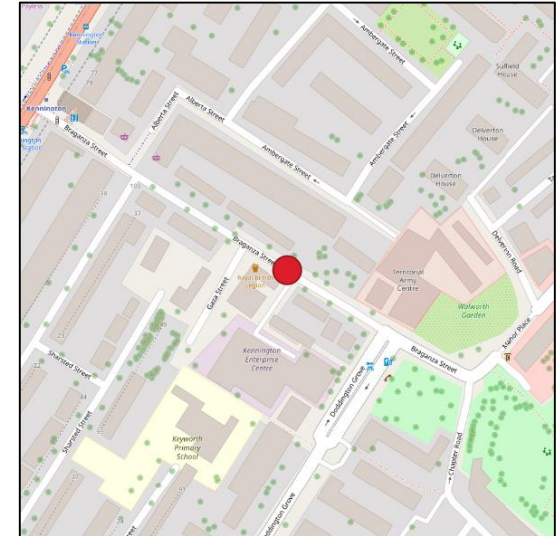
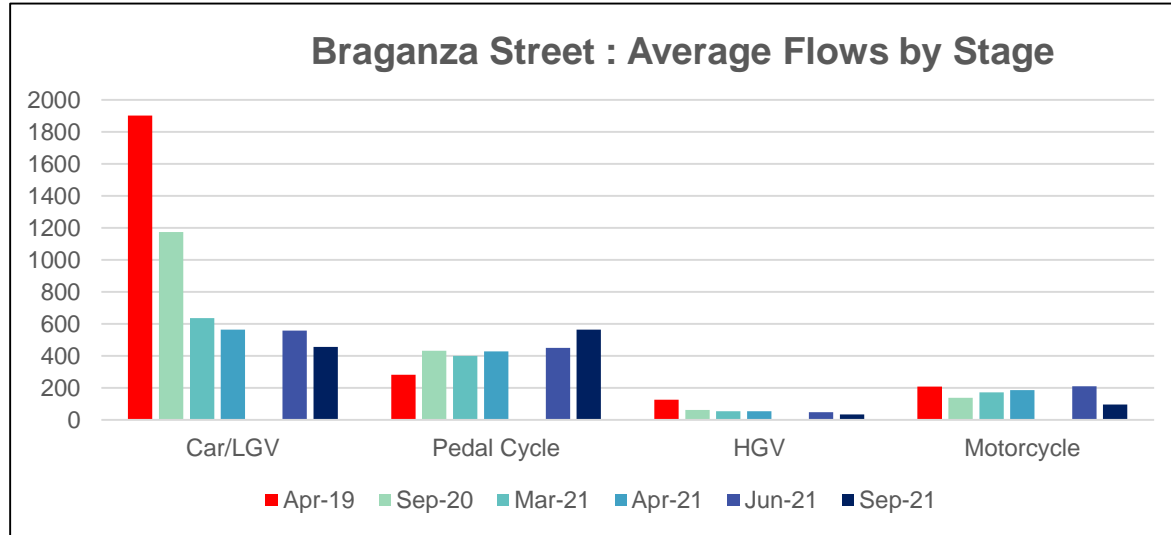
Amelia Street – Directional Analysis

- Prior to scheme implementation, eastbound flows on Amelia Street were always higher than westbound, particularly in the evening peak when such flows were more than double their westbound equivalent.
- Following scheme implementation, flows became more similar in either direction, but with westbound flows becoming slightly higher than eastbound throughout the day.



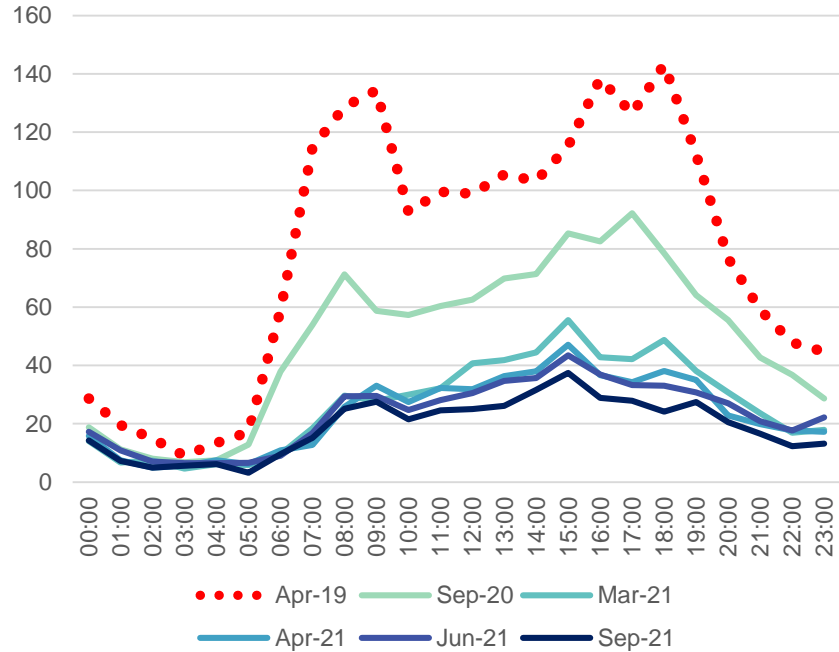
Braganza Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Braganza Street**, showing the difference between pre-implementation flows and data collected throughout 2021.

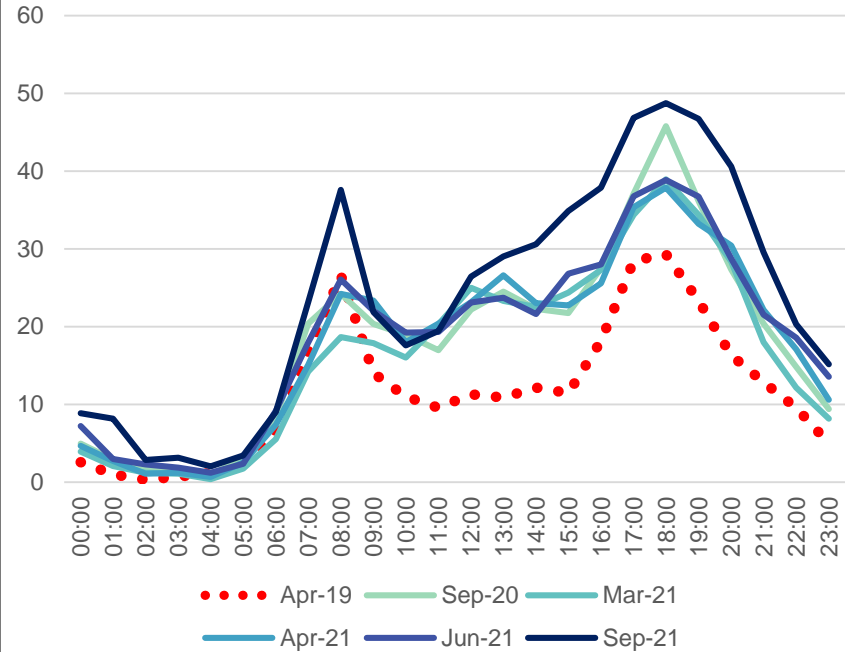


Braganza Street

Braganza Street : Average Daily Car/LGV Flows

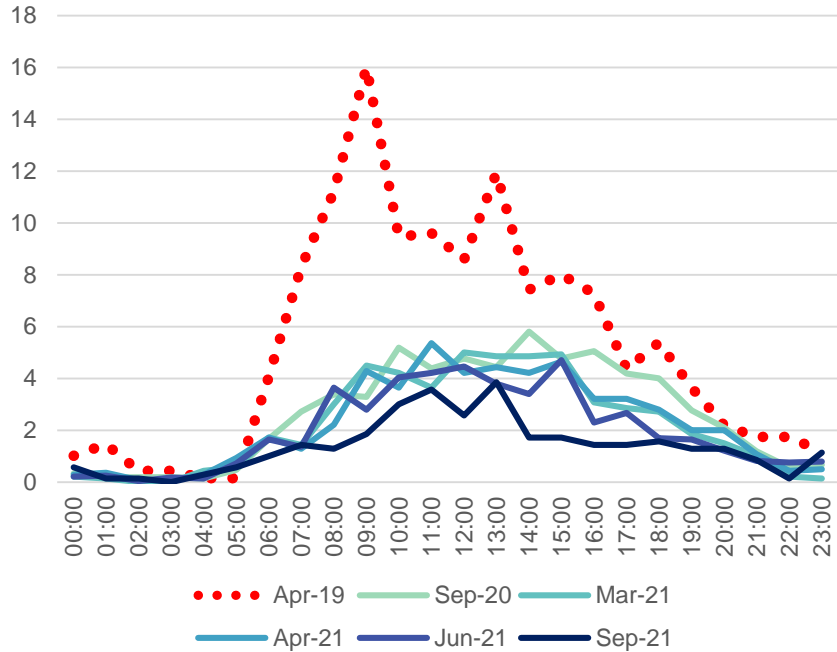


Braganza Street : Average Daily Cycle Flows

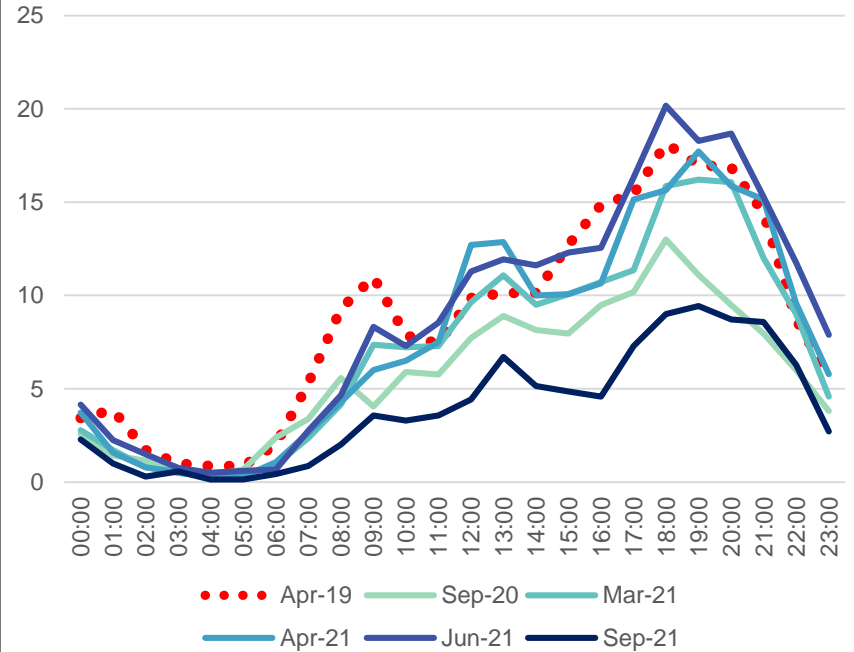


Braganza Street

Braganza Street : Average Daily HGV Flows



Braganza Street : Average Daily Motorcycle Flows



Braganza Street – Summary Table

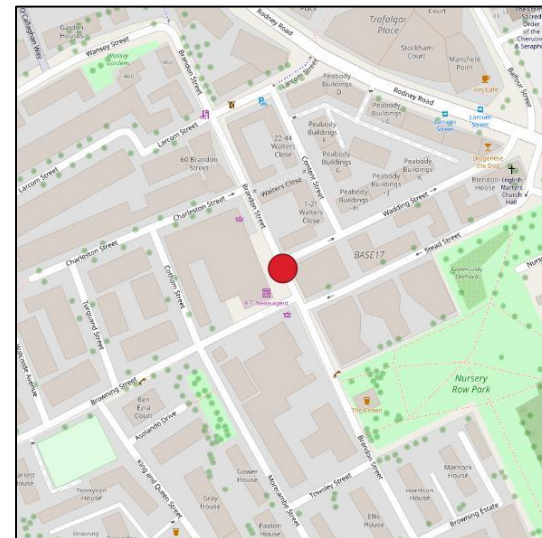
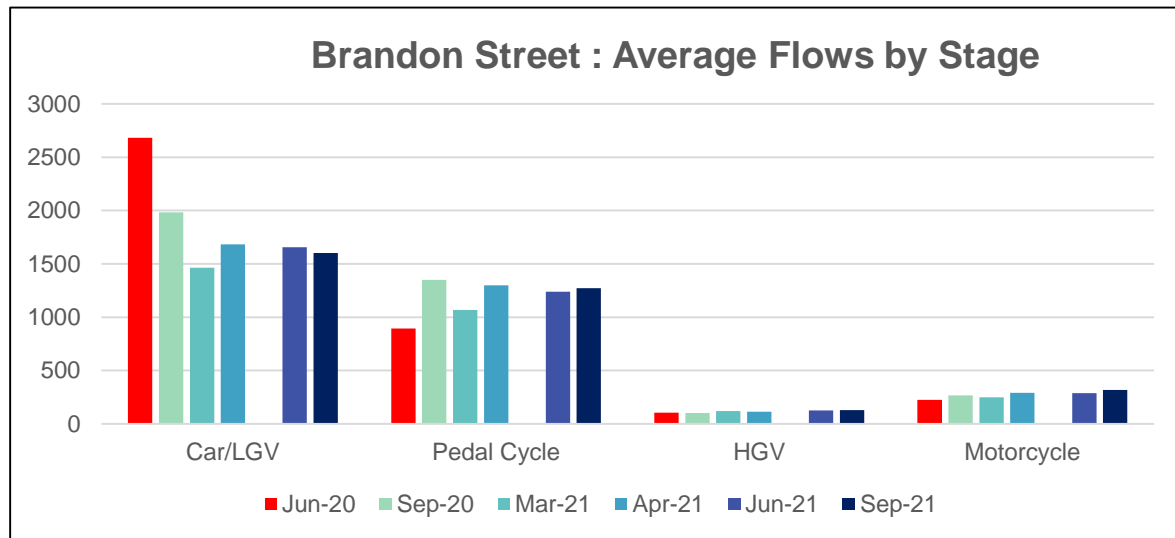
Stage	Apr-19	Sep-21	Apr-19 -> Sep-21 : Difference	Apr-19 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	1903	456	-1447	-76%	-37%	-66%	-70%	-71%
Cycle	281	564	283	101%	54%	42%	53%	60%
HGV	126	33	-93	-74%	-49%	-57%	-57%	-63%
Motorcycles	208	96	-113	-54%	-34%	-18%	-11%	1%
Total Motorised Vehicles	2237	585	-1652	-74%	-38%	-61%	-63%	-64%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

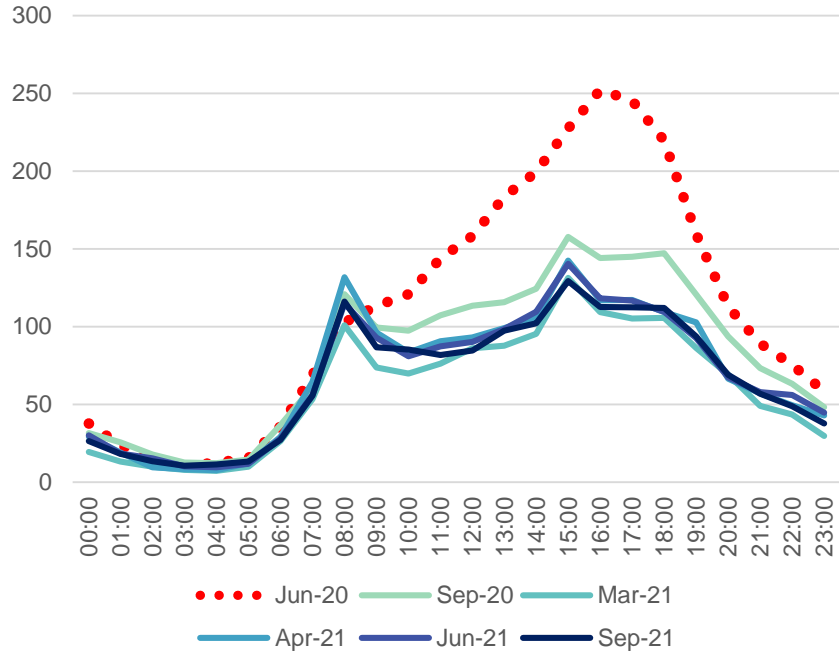
Brandon Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Brandon Street**, showing the difference between pre-implementation flows and data collected throughout 2021.

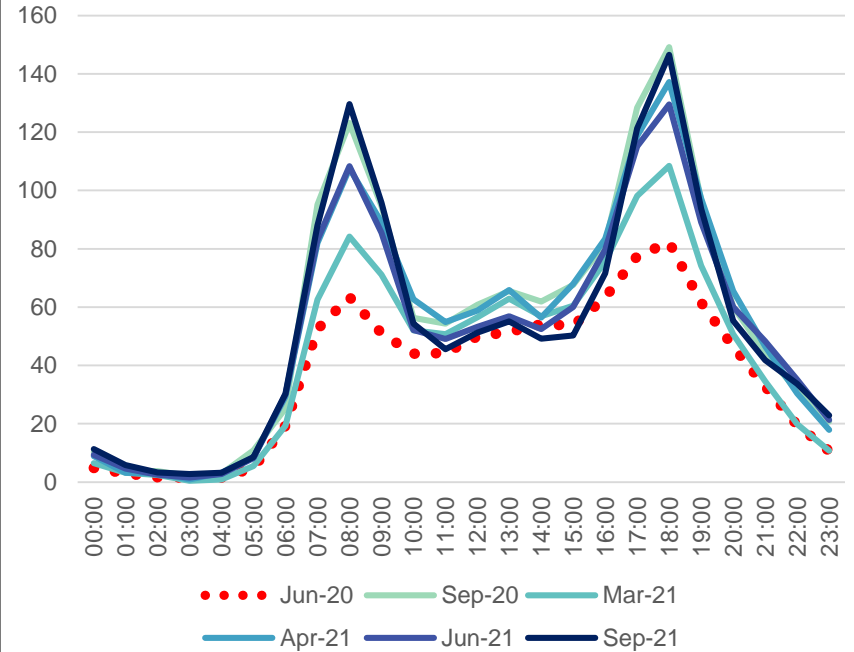


Brandon Street

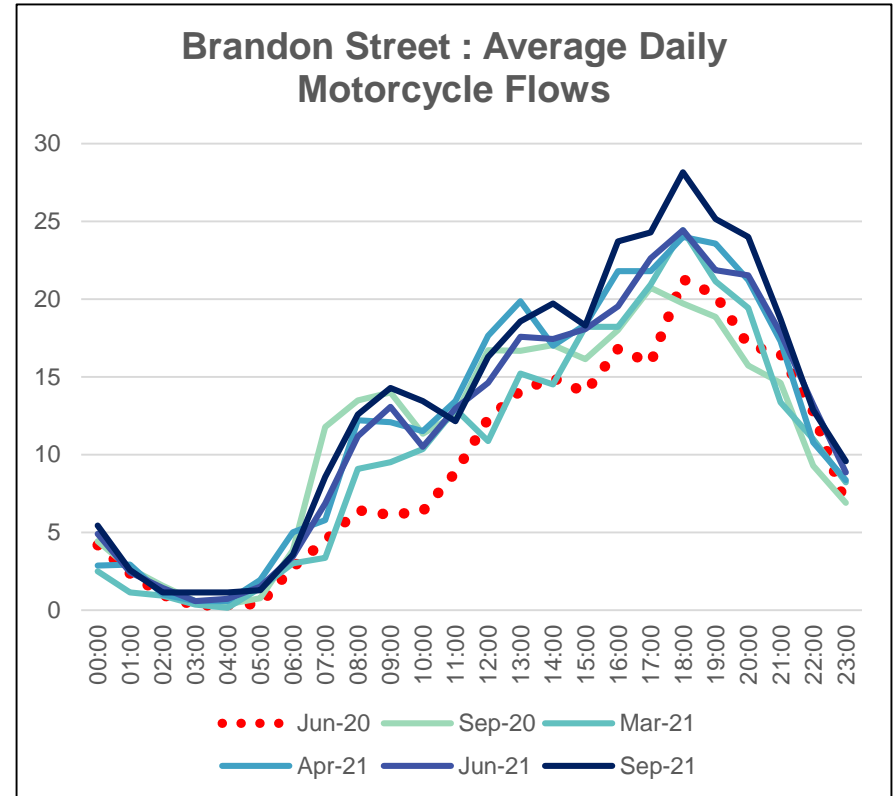
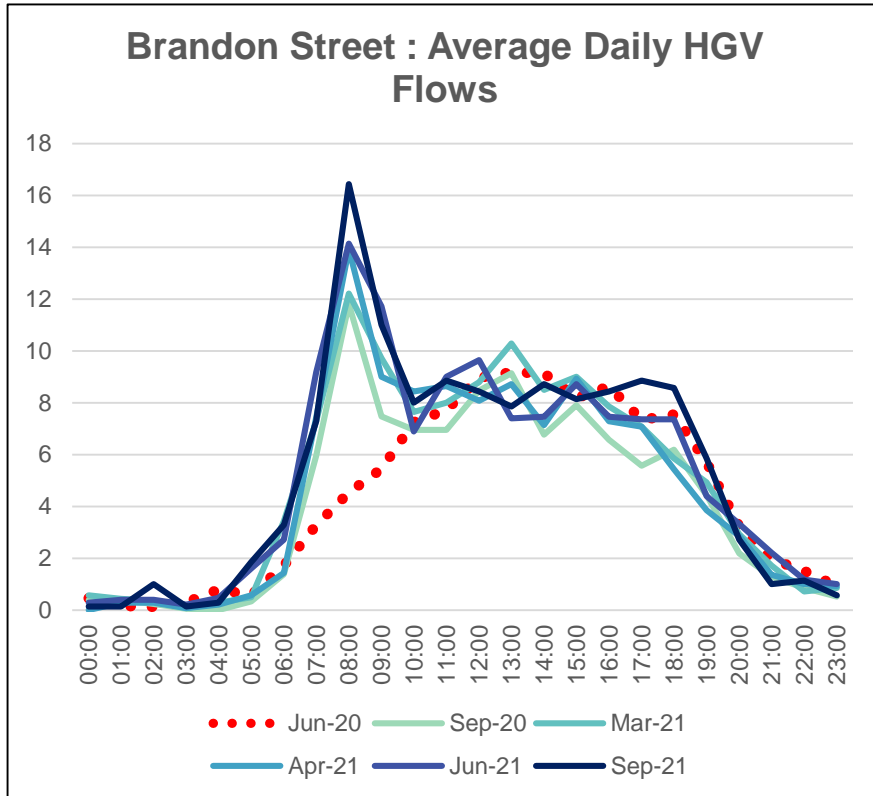
Brandon Street : Average Daily Car/LGV Flows



Brandon Street : Average Daily Cycle Flows



Brandon Street



Brandon Street – Summary Table

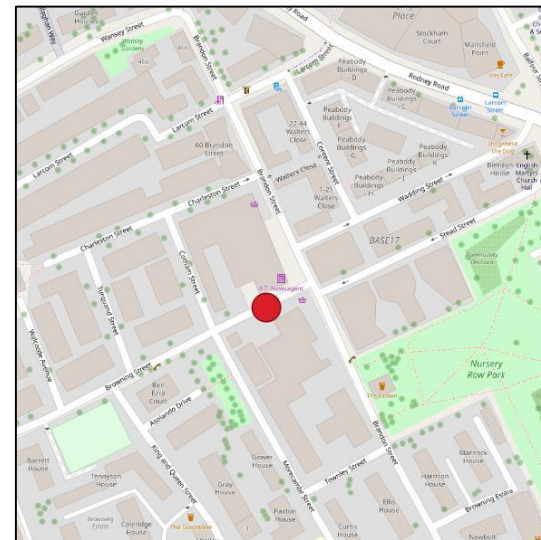
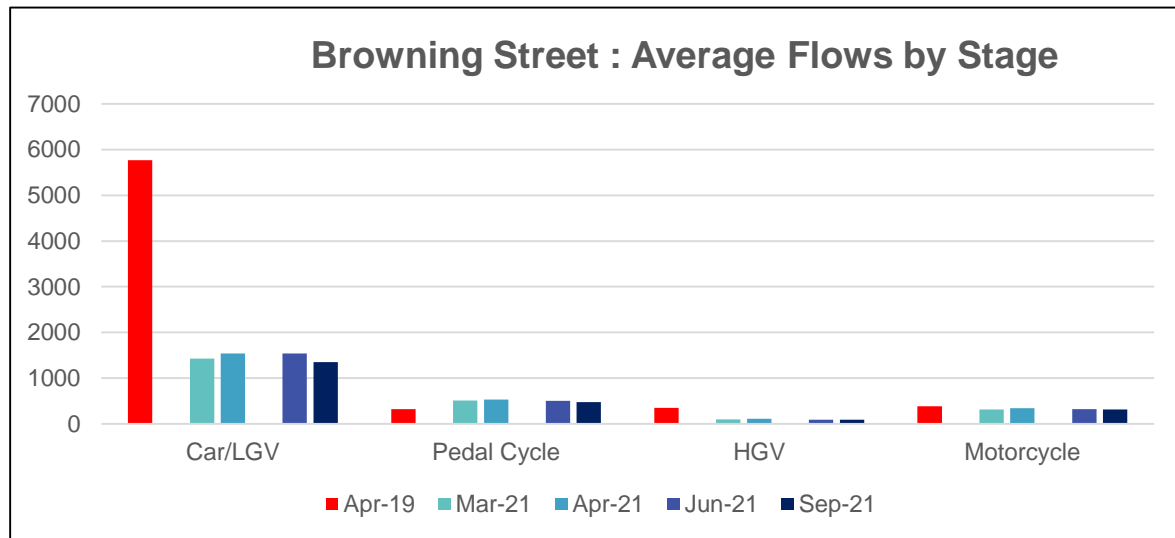
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	2681	1601	-1080	-40%	-25%	-44%	-36%	-39%
Cycle	895	1271	376	42%	51%	19%	45%	38%
HGV	105	129	24	23%	-1%	16%	10%	17%
Motorcycles	226	317	91	40%	18%	11%	29%	27%
Total Motorised Vehicles	3012	2047	-965	-32%	-21%	-38%	-30%	-32%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

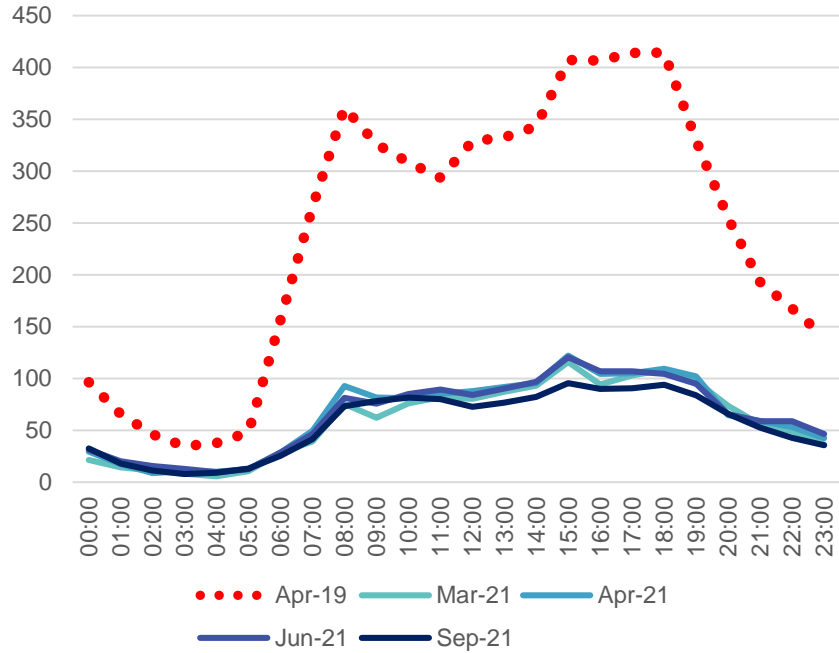
Browning Street (Daily Flows)

- The charts below and on the following pages show the normalised **average daily flows on Browning Street**, showing the difference between pre-implementation flows and data collected throughout 2021.

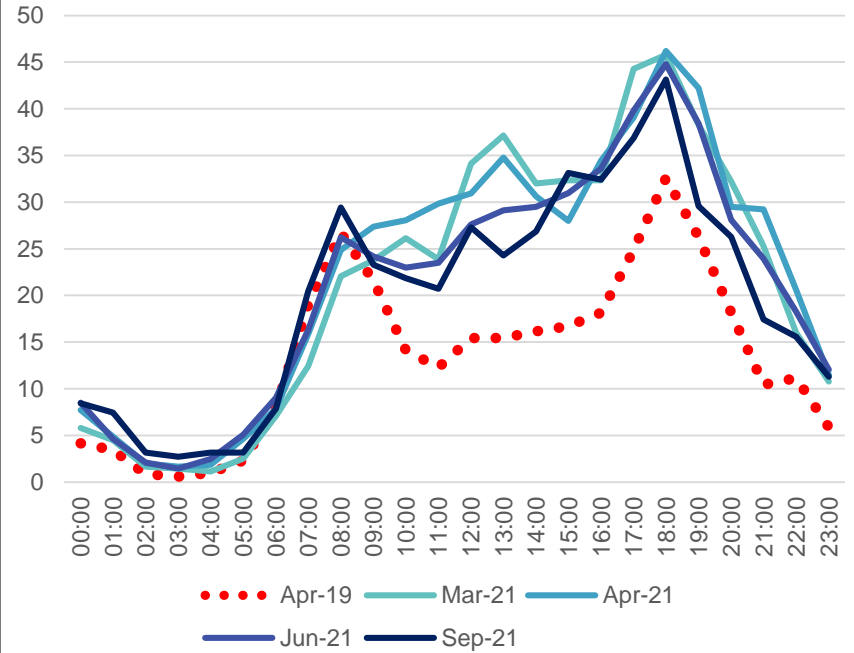


Browning Street

Browning Street : Average Daily Car/LGV Flows

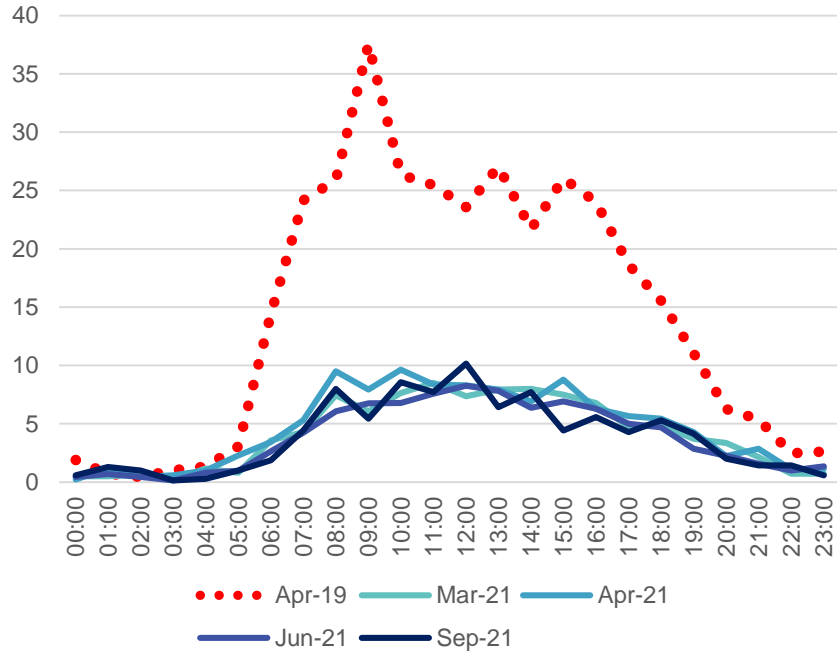


Browning Street : Average Daily Cycle Flows

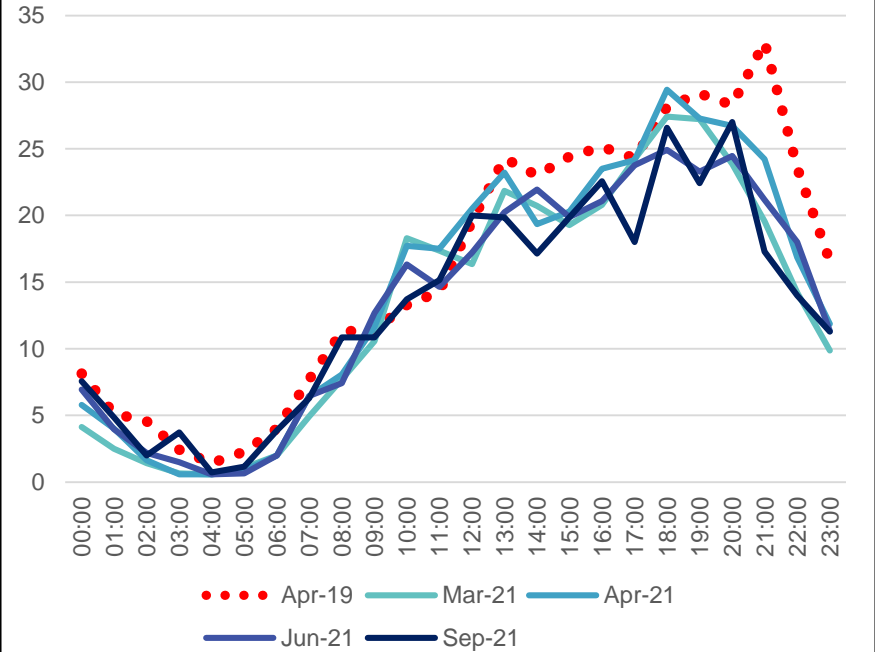


Browning Street

Browning Street : Average Daily HGV Flows



Browning Street : Average Daily Motorcycle Flows



Browning Street – Summary Table

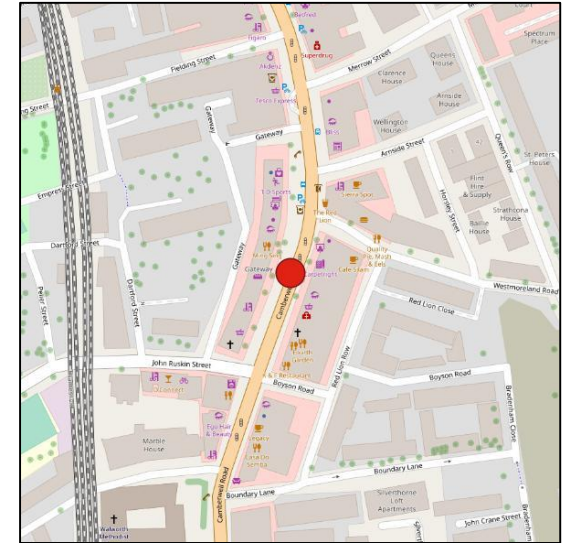
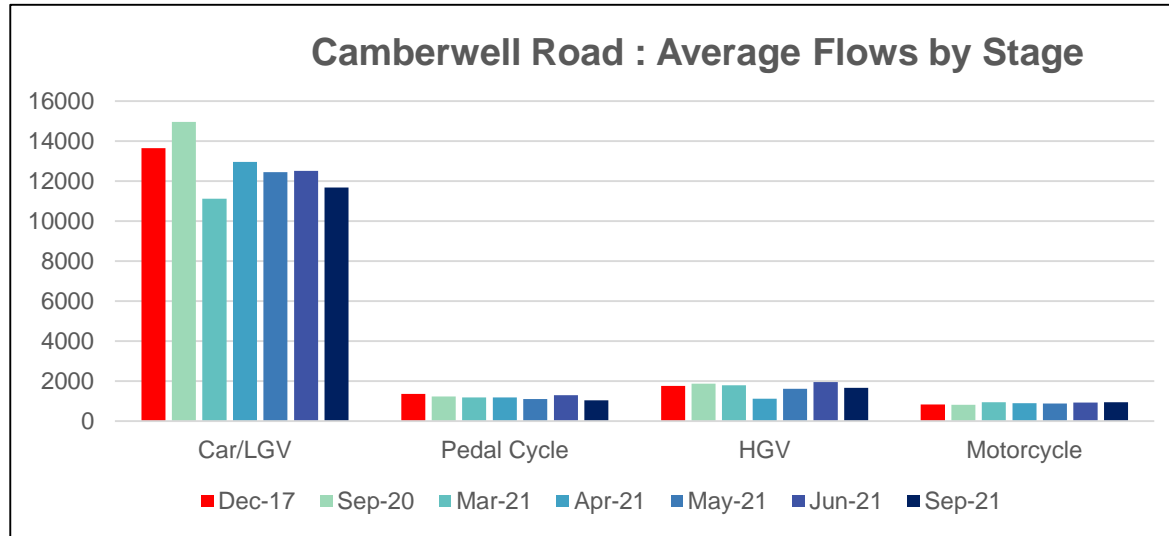
Stage	Apr-19	Sep-21	Apr-19 -> Sep-21 : Difference	Apr-19 -> Sep-21 : % Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	5770	1351	-4418	-77%	-75%	-73%	-74%
Cycle	325	476	151	46%	58%	64%	55%
HGV	347	94	-253	-73%	-71%	-67%	-74%
Motorcycles	385	317	-69	-18%	-18%	-11%	-16%
Total Motorised Vehicles	6502	1762	-4740	-73%	-71%	-69%	-70%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

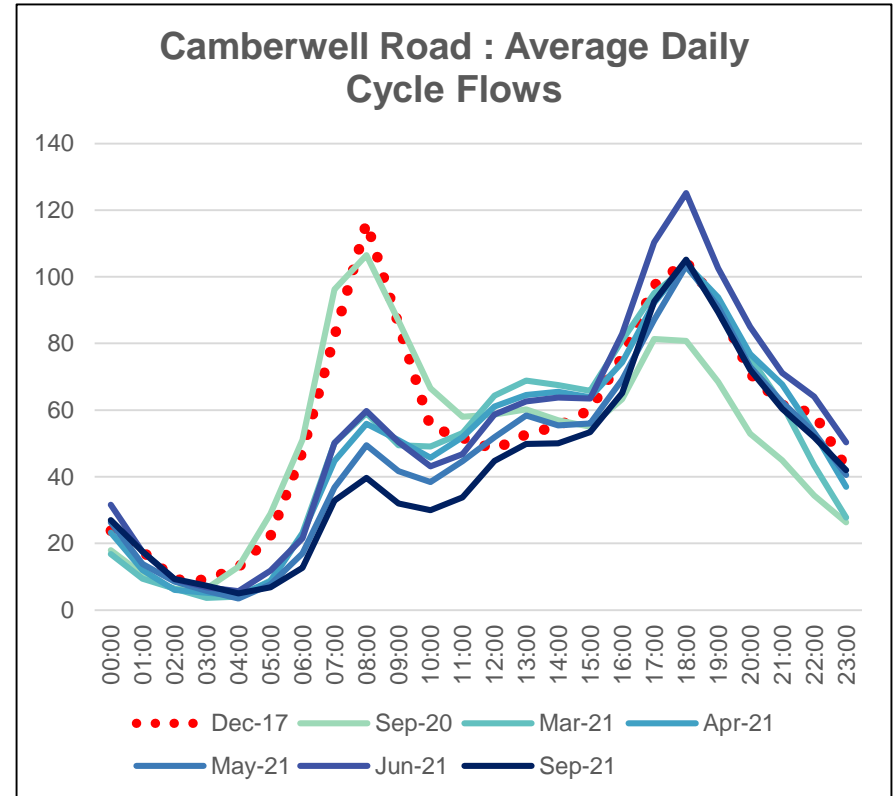
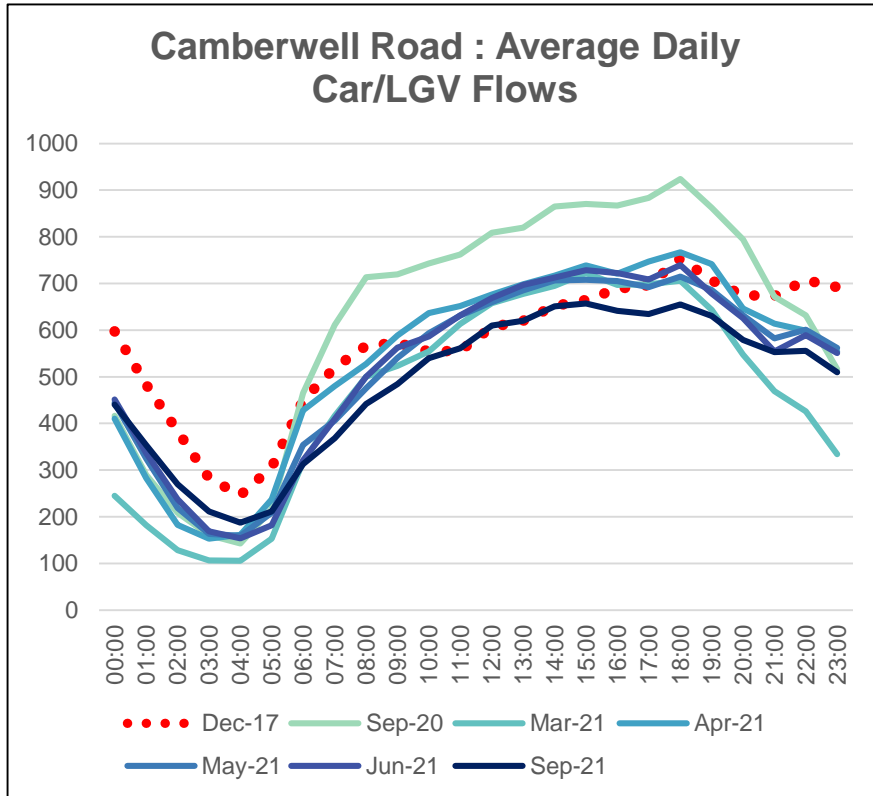
† Previous months' pre-implementation data has been adjusted to levels from the same month in 2019

Camberwell Road (Daily Flows)

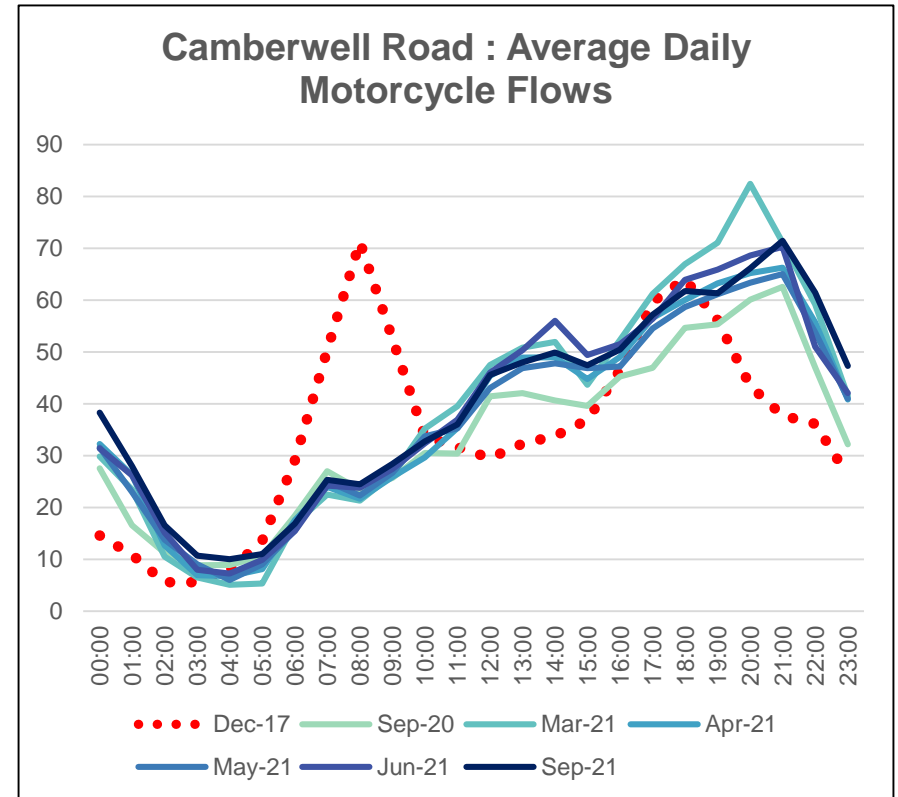
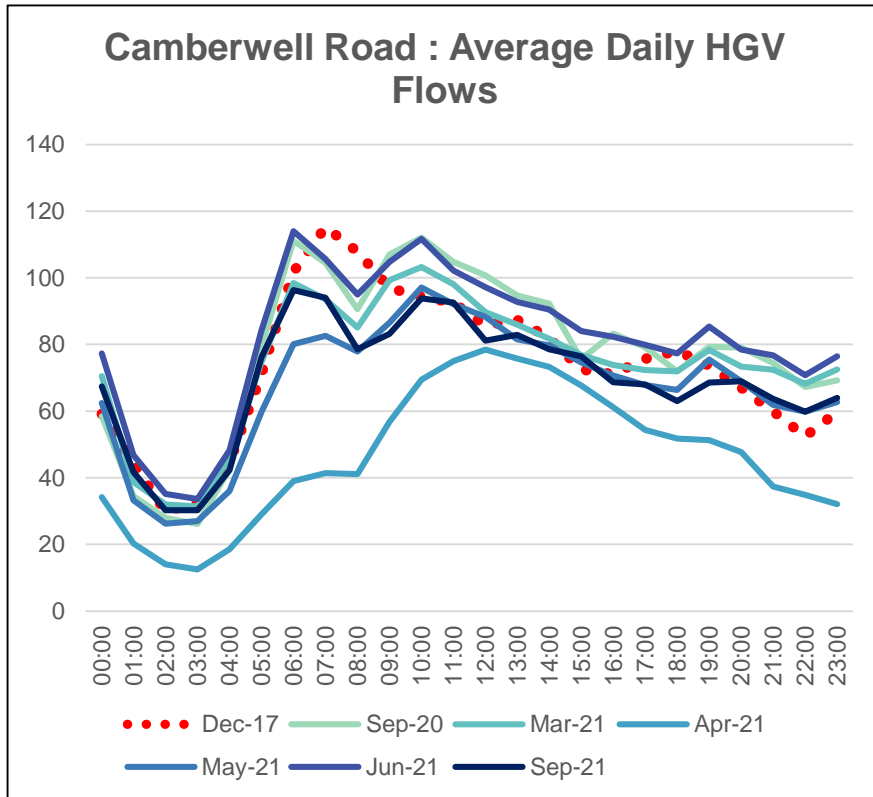
- The charts below and on the following pages show the **average daily flows on Camberwell Road**, showing the difference between pre-implementation flows and data collected throughout 2021.



Camberwell Road



Camberwell Road



Camberwell Road – Summary Table

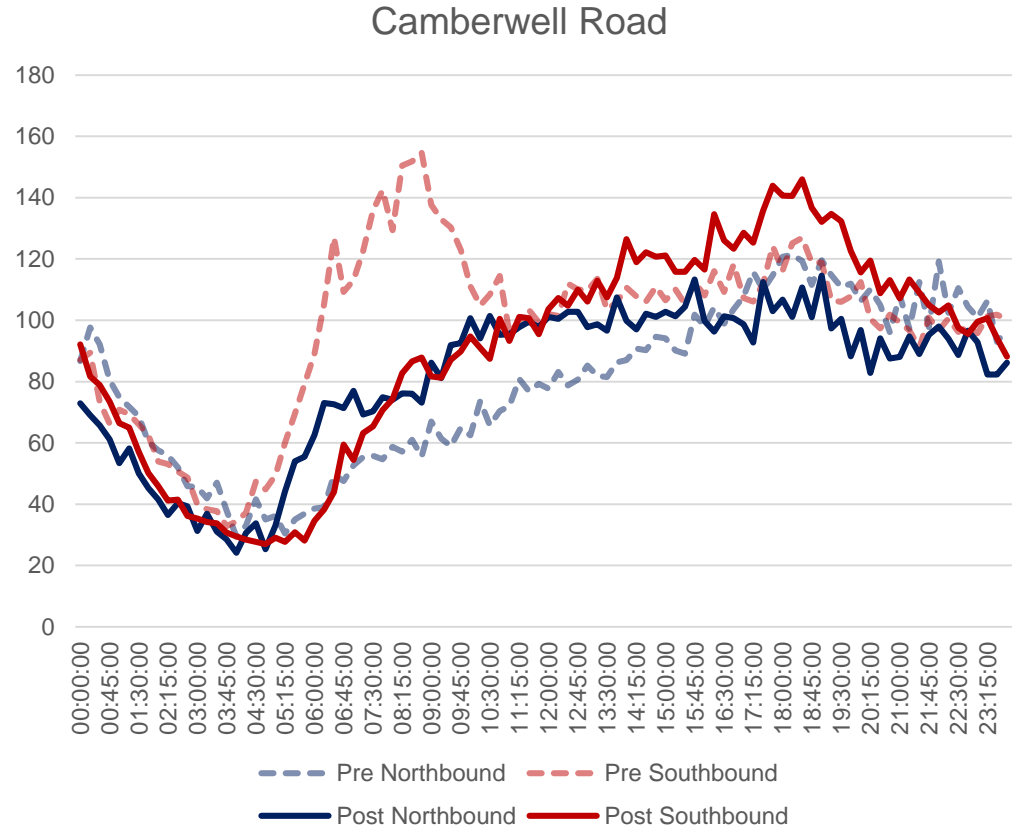
Stage	Dec-17	Sep-21	Dec-17 -> Sep-21 : Difference	Dec-17 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	13654	11678	-1977	-14%	12%	-17%	-3%	-10%
Cycle	1353	1031	-322	-24%	-9%	-13%	-12%	-4%
HGV	1756	1670	-85	-5%	8%	4%	-35%	9%
Motorcycles	828	946	118	14%	-3%	14%	8%	12%
Total Motorised Vehicles	16238	14294	-1944	-12%	11%	-13%	-6%	-7%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

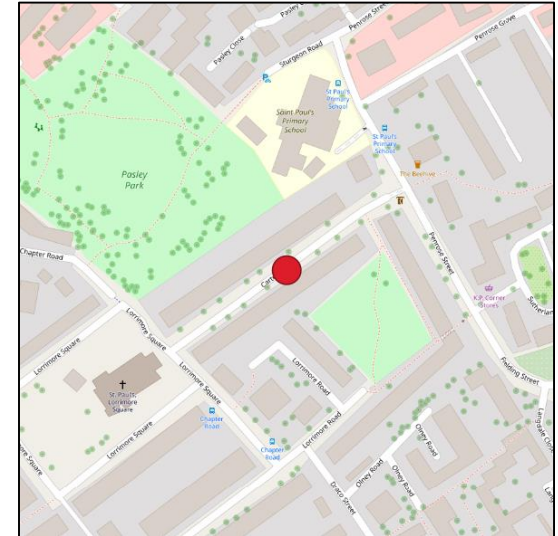
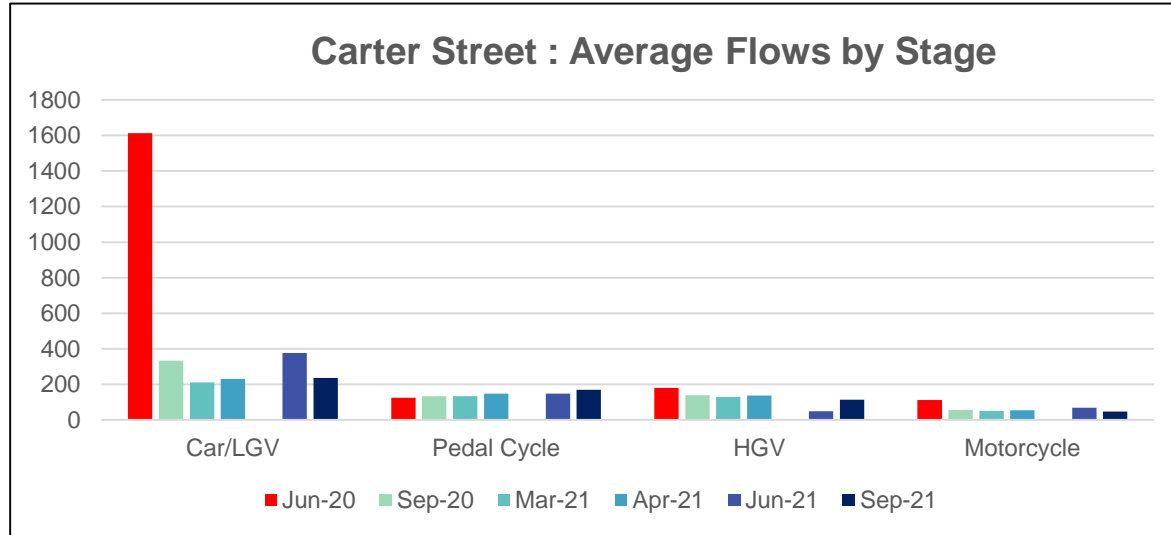
Camberwell Road – Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for Camberwell Road (based on a representative week in each case).
- Before scheme implementation, vehicle flows were typically higher southbound than northbound, particularly in the AM peak.
- In September 2021, traffic in either direction was quite similar throughout the day, with a slightly higher PM peak for Southbound flows.

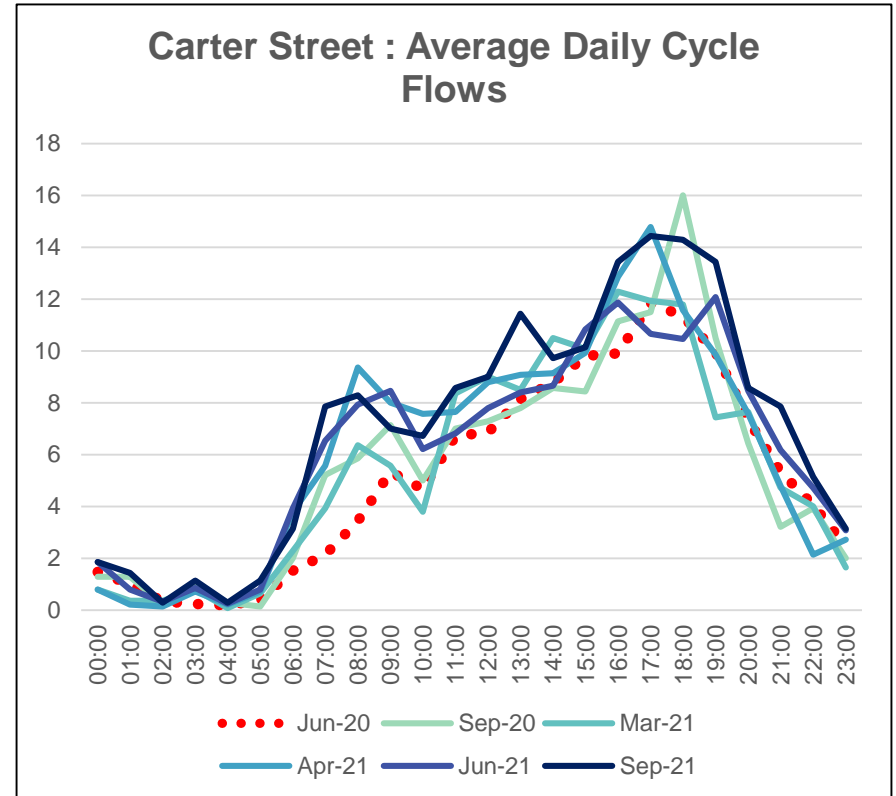
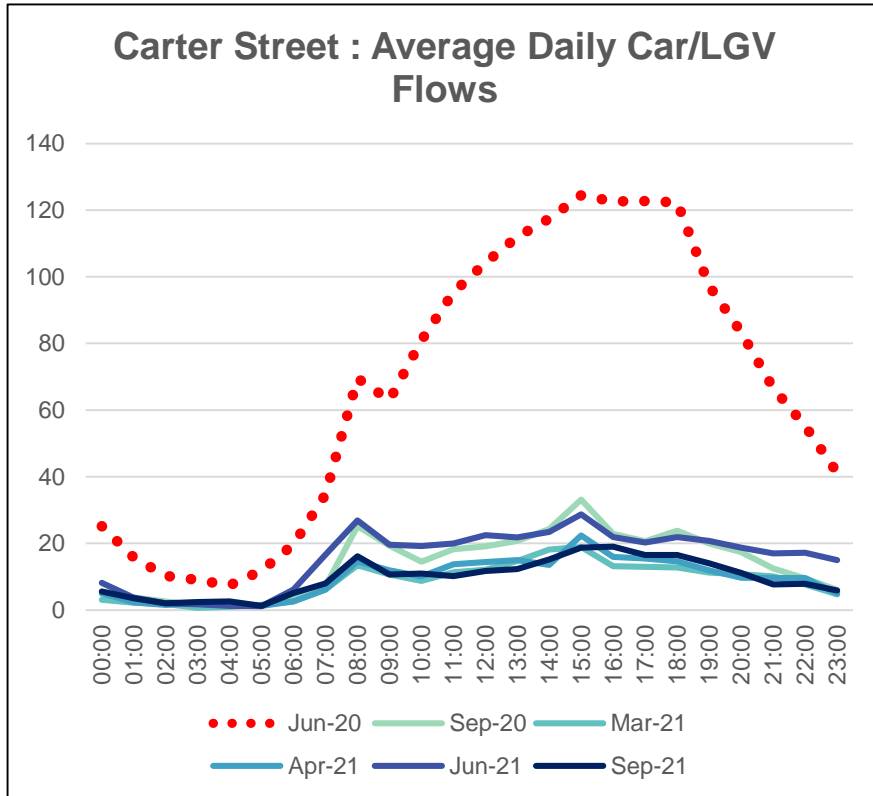


Carter Street (Daily Flows)

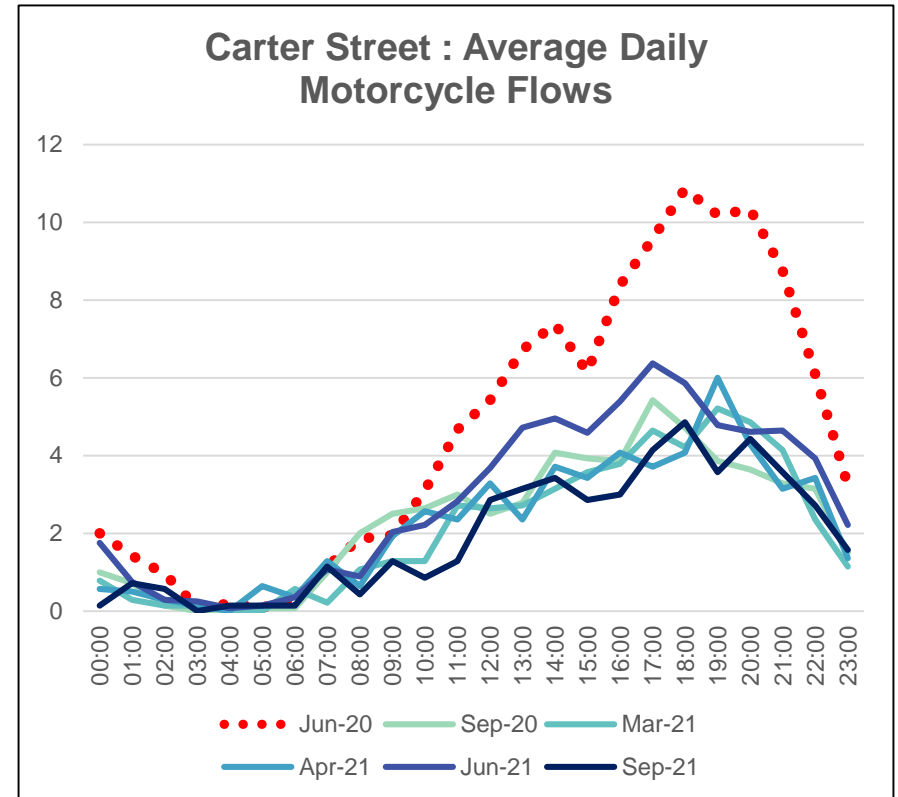
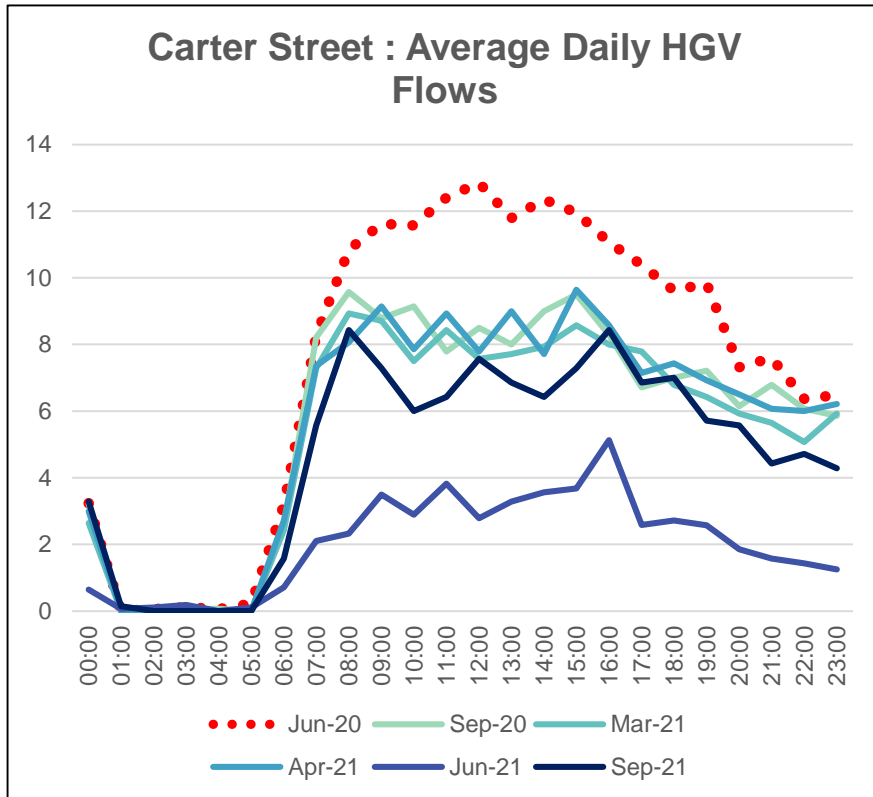
- The charts below and on the following pages show the normalised **average daily flows on Carter Street**, showing the difference between pre-implementation flows and data collected throughout 2021.



Carter Street



Carter Street



Carter Street – Summary Table

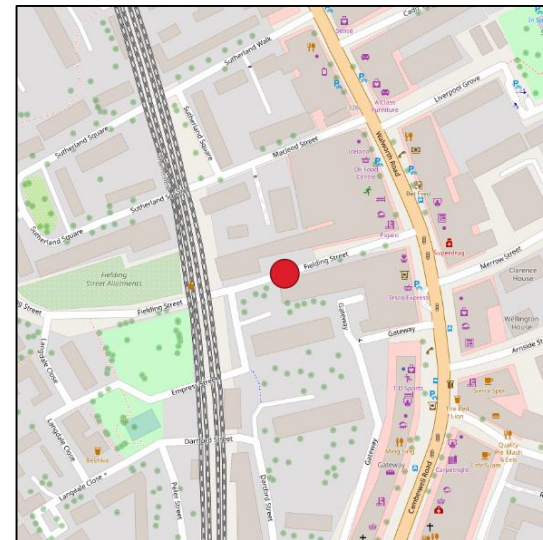
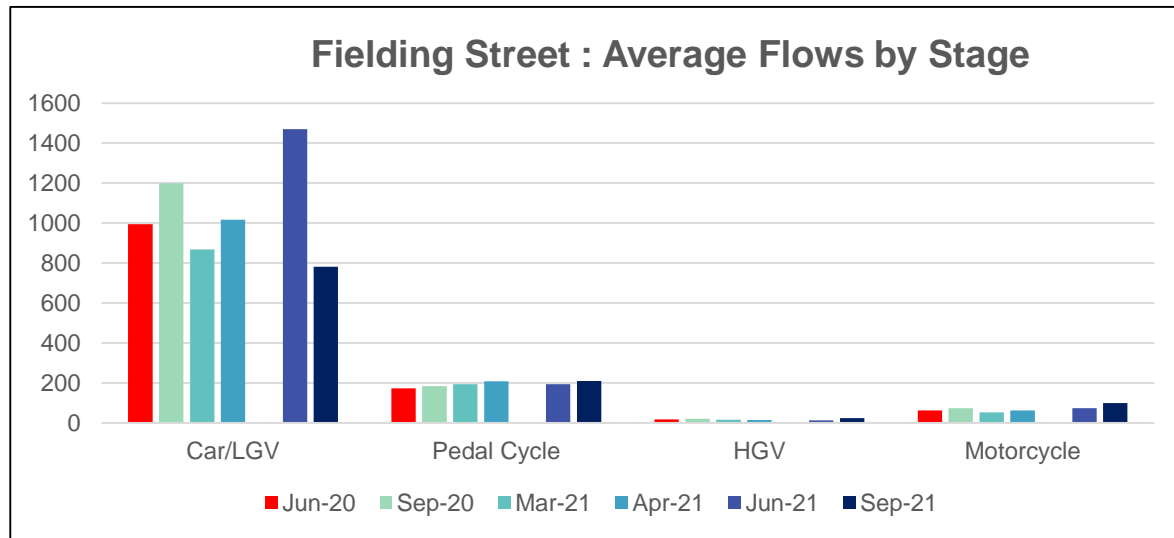
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	1612	235	-1377	-85%	-79%	-87%	-85%	-77%
Cycle	123	168	45	37%	8%	8%	20%	20%
HGV	179	114	-65	-36%	-21%	-27%	-23%	-73%
Motorcycles	111	47	-64	-58%	-50%	-54%	-51%	-38%
Total Motorised Vehicles	1902	396	-1506	-79%	-72%	-79%	-78%	-75%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

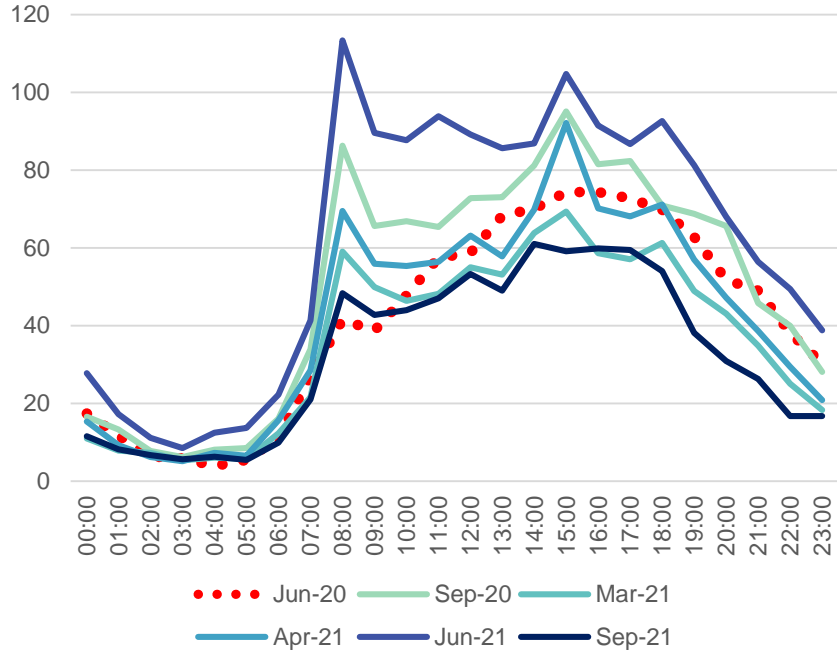
Fielding Street (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Fielding Street**, showing the difference between pre-implementation flows and data collected throughout 2021.

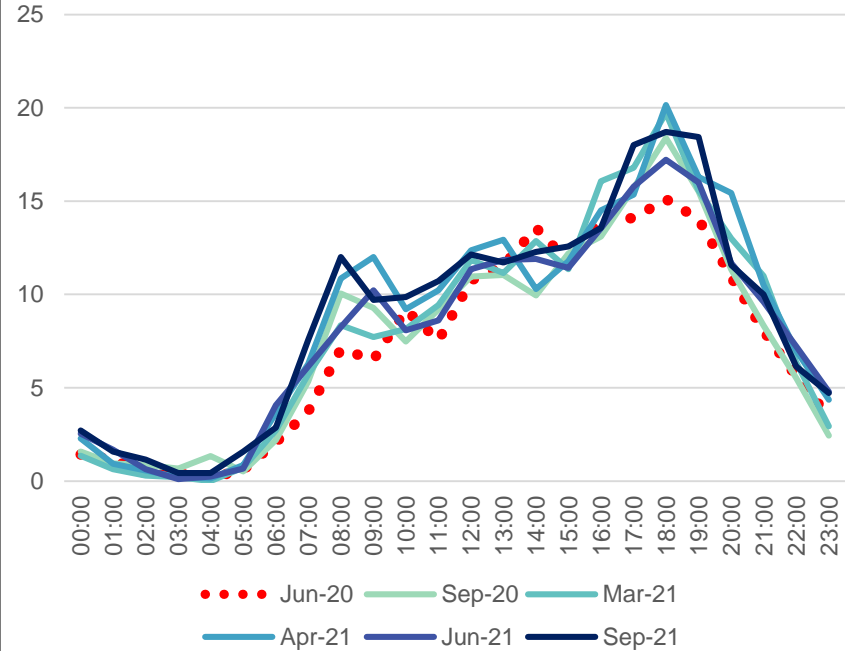


Fielding Street

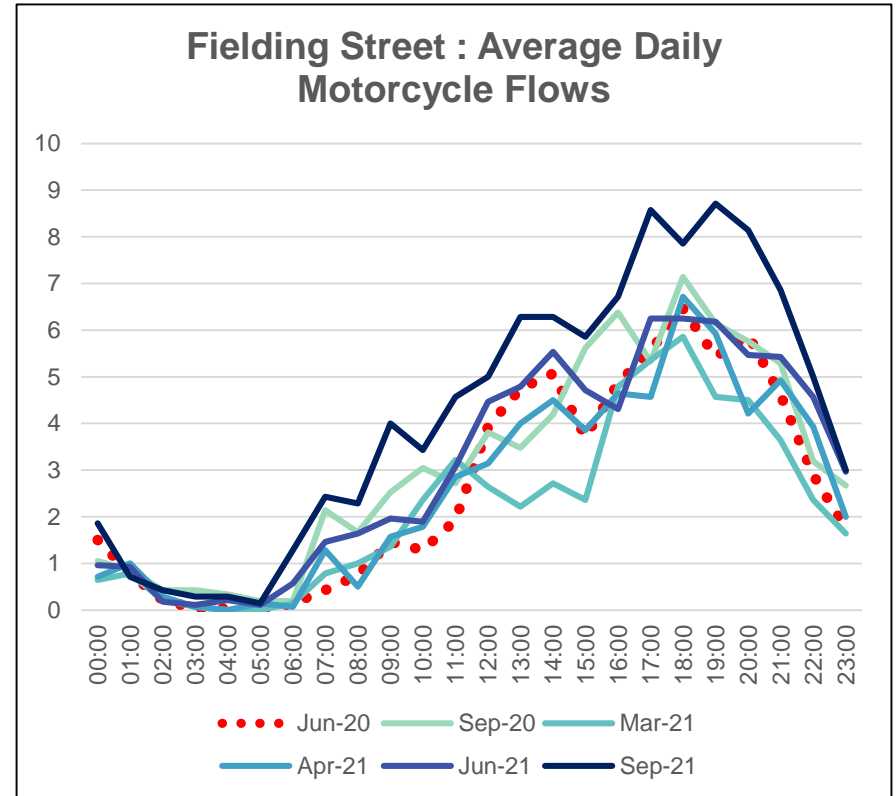
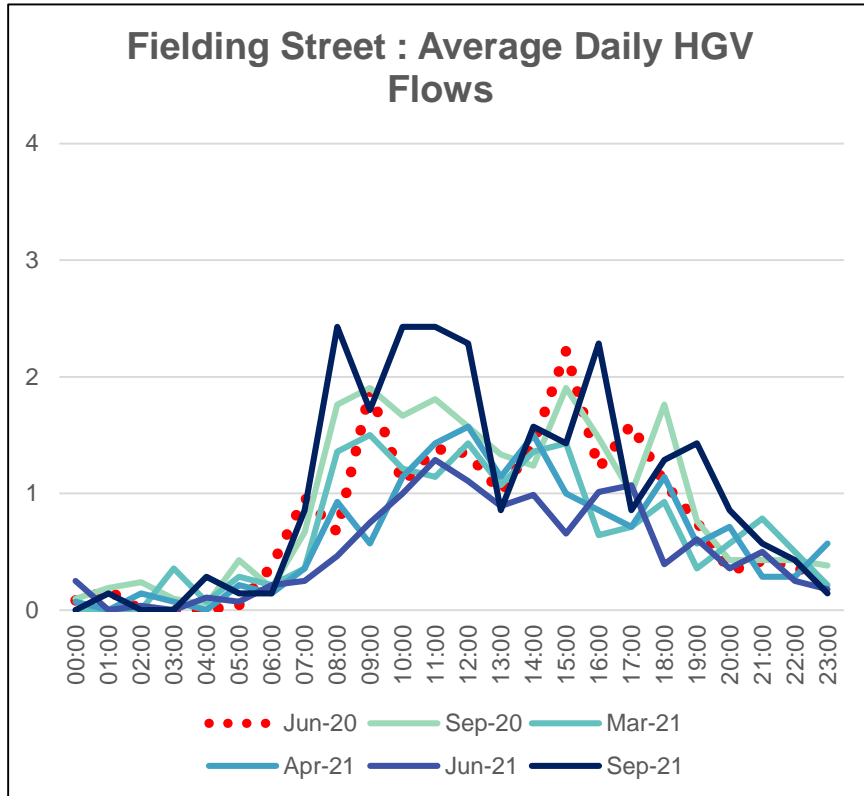
Fielding Street : Average Daily Car/LGV Flows



Fielding Street : Average Daily Cycle Flows



Fielding Street



Fielding Street – Summary Table

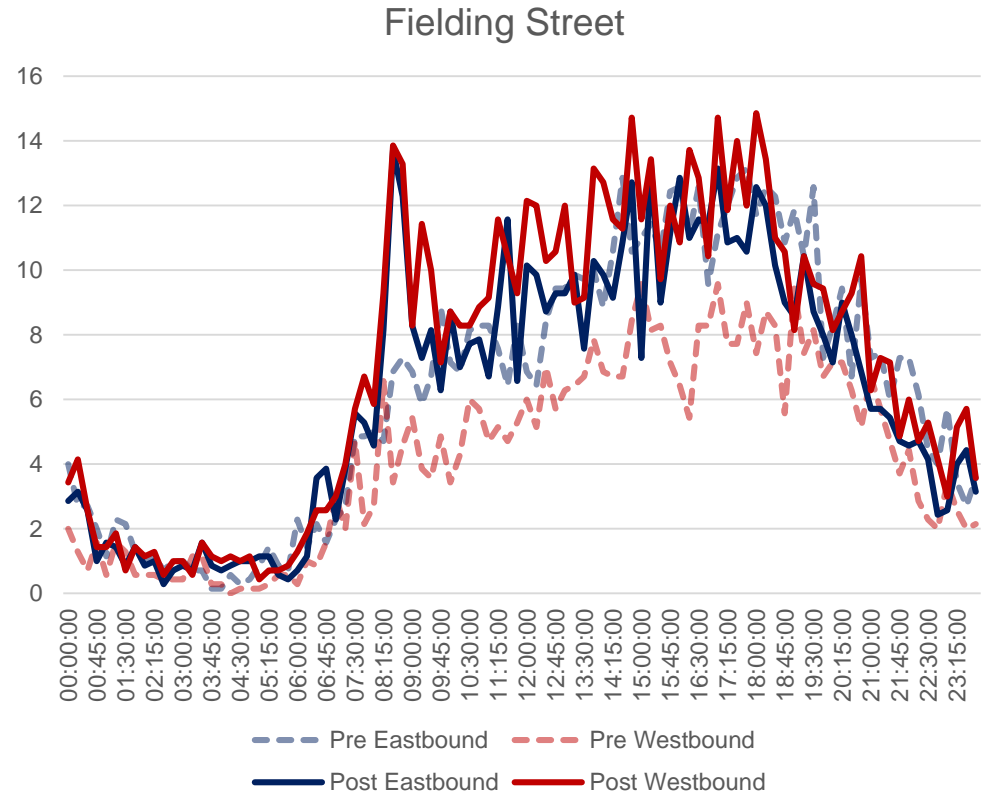
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	994	781	-213	-21%	23%	-11%	4%	45%
Cycle	173	210	37	22%	6%	12%	20%	12%
HGV	19	25	6	32%	19%	-10%	-16%	-34%
Motorcycles	64	100	37	57%	17%	-16%	-1%	17%
Total Motorised Vehicles	1076	906	-171	-16%	22%	-11%	3%	42%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

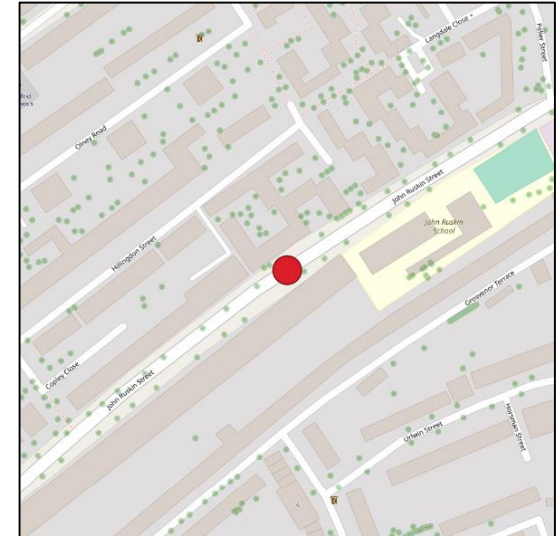
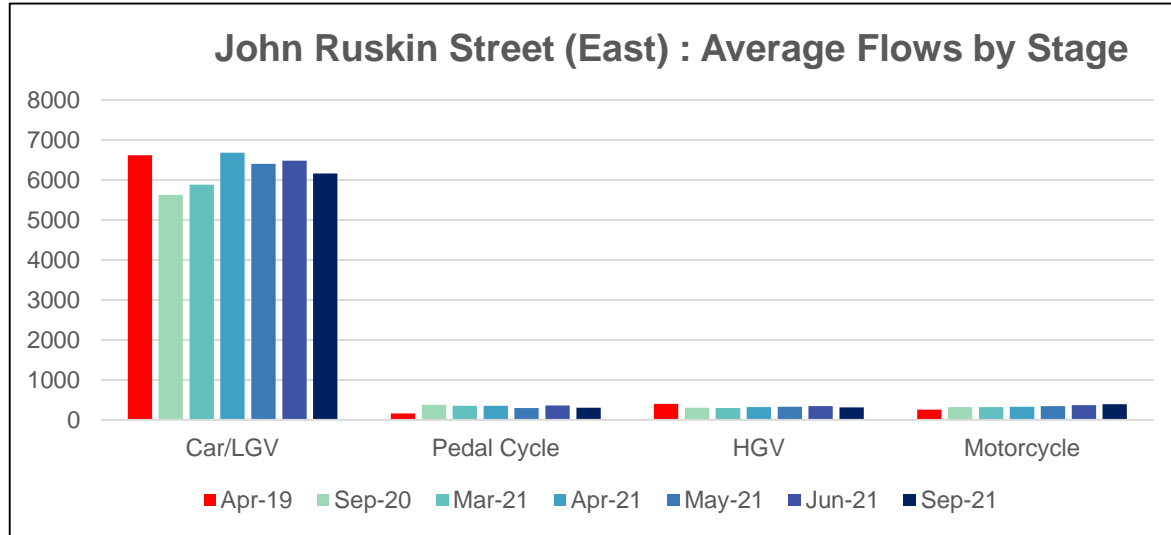
Fielding Street – Directional Analysis

- Prior to scheme implementation, eastbound flows on Fielding Street were slightly to moderately higher than westbound flows throughout the day.
- In April 2021, this pattern has continued, although flows in both directions are generally higher.

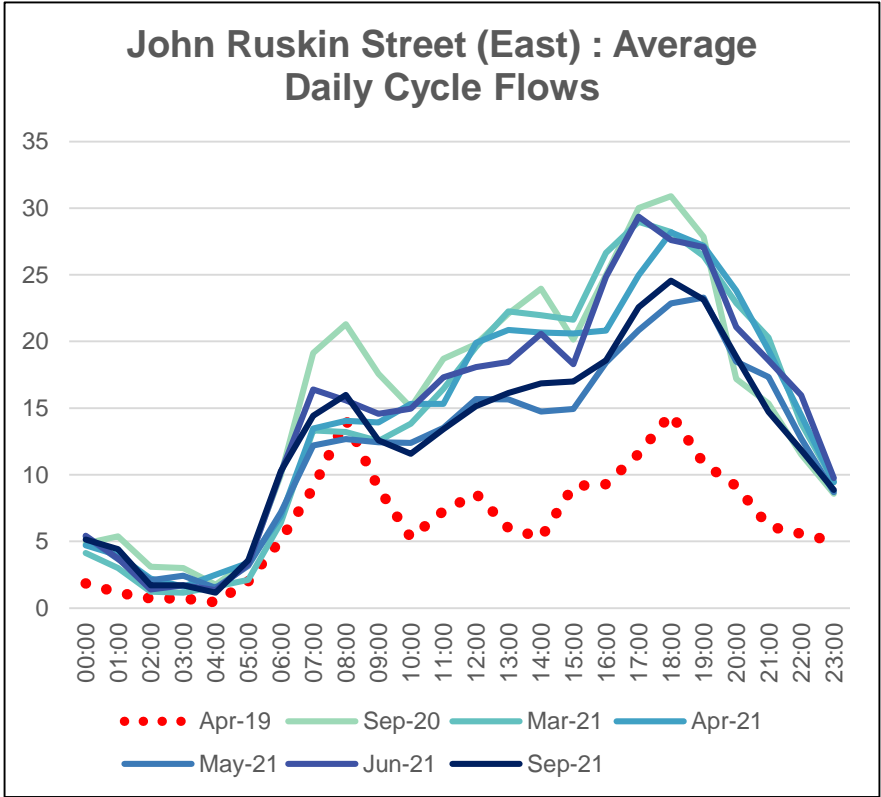
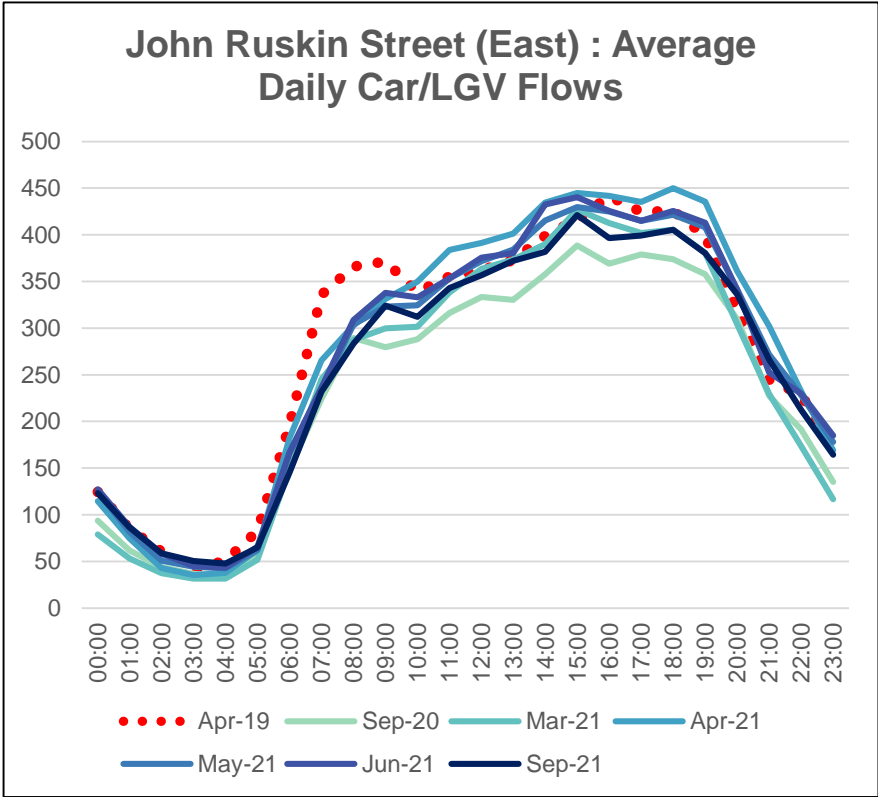


John Ruskin Street East (Daily Flows)

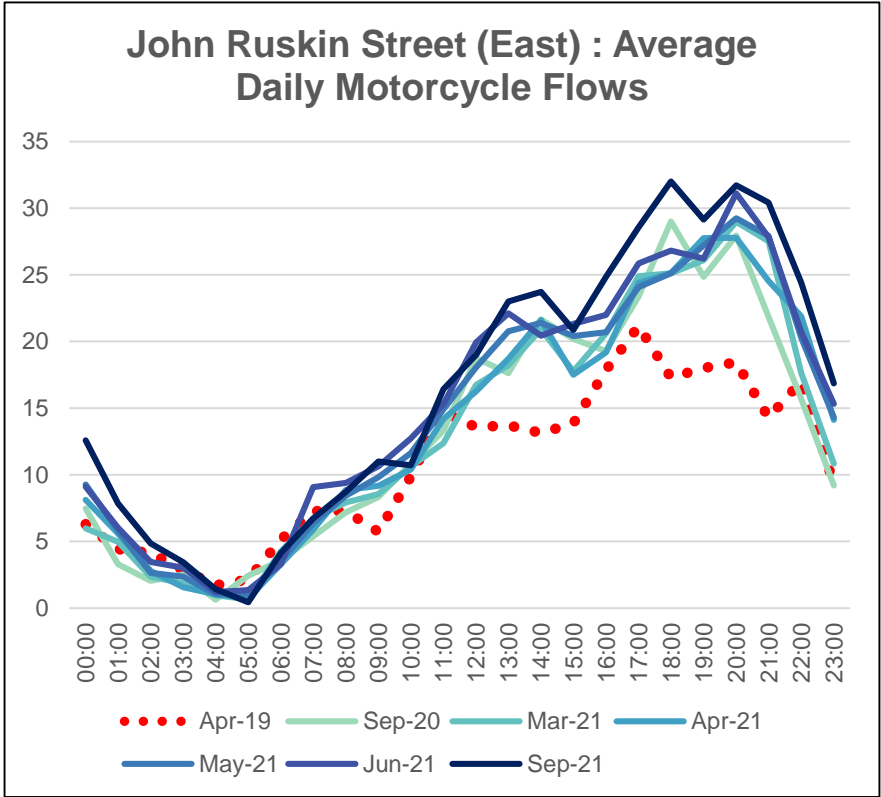
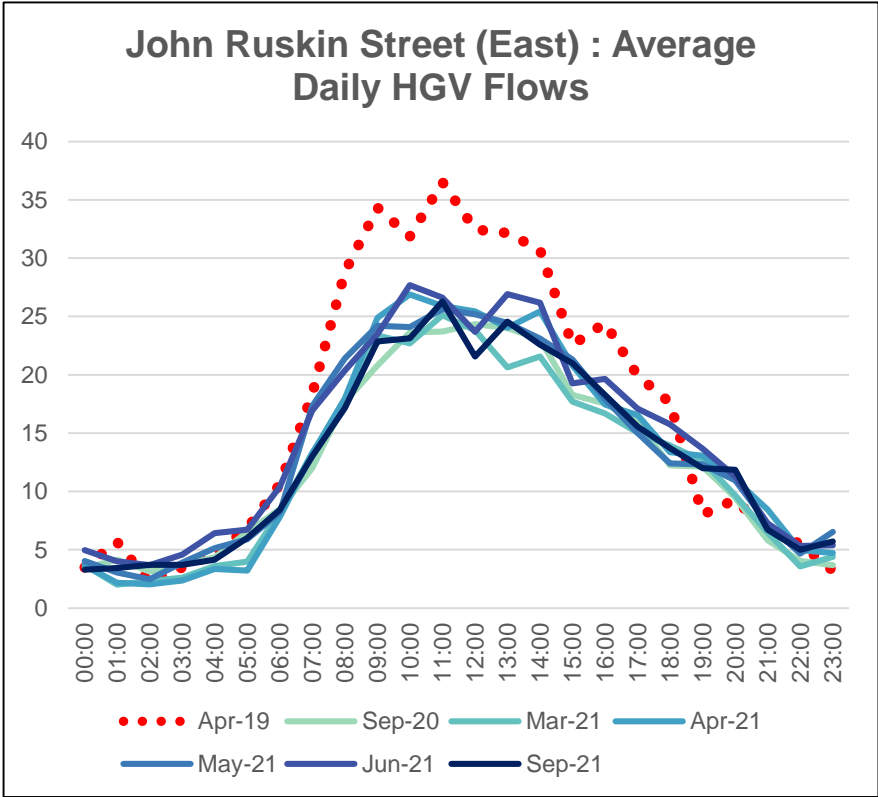
- The charts below and on the following pages show the **average daily flows on John Ruskin Street East**, showing the difference between pre-implementation flows and data collected throughout 2021.



John Ruskin Street East



John Ruskin Street East



John Ruskin Street East– Summary Table

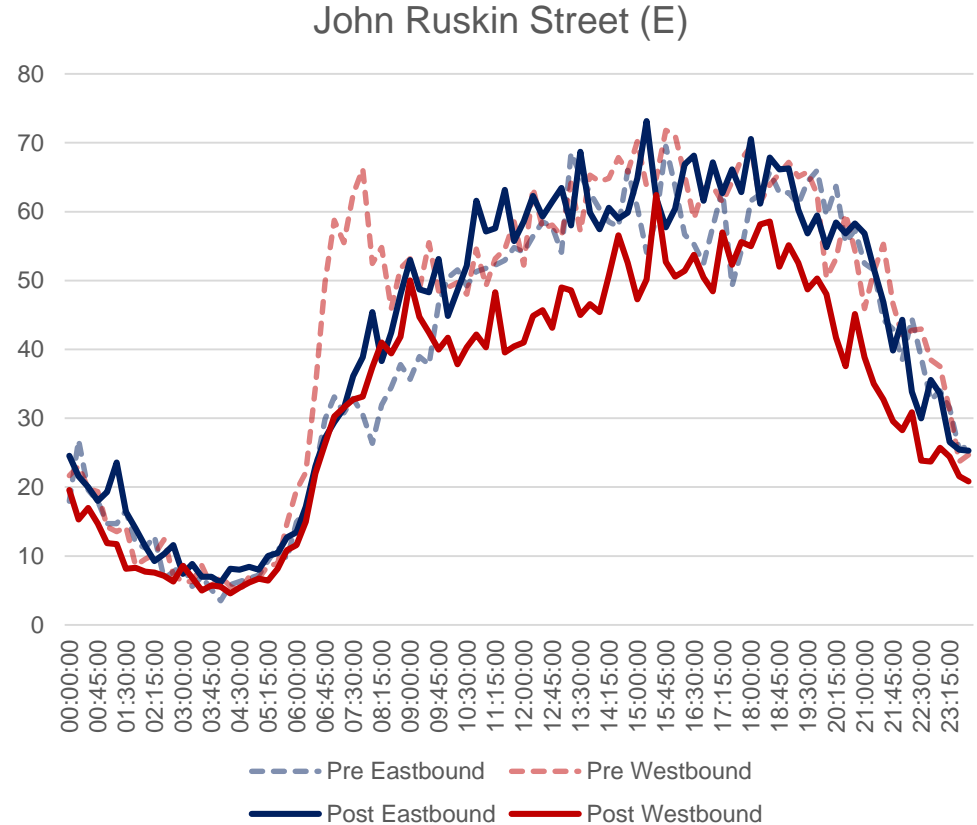
Stage	Apr-19	Sep-21	Apr-19 -> Sep-21 : Difference	Apr-19 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	6614	6163	-452	-7%	-13%	-9%	3%	-4%
Cycle	158	304	146	93%	138%	122%	120%	125%
HGV	399	314	-86	-21%	-23%	-25%	-19%	-14%
Motorcycles	259	393	134	52%	22%	24%	28%	41%
Total Motorised Vehicles	7272	6869	-403	-6%	-13%	-9%	3%	-3%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

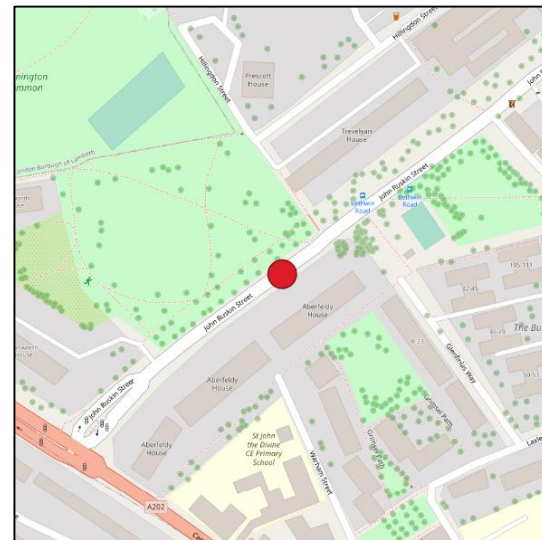
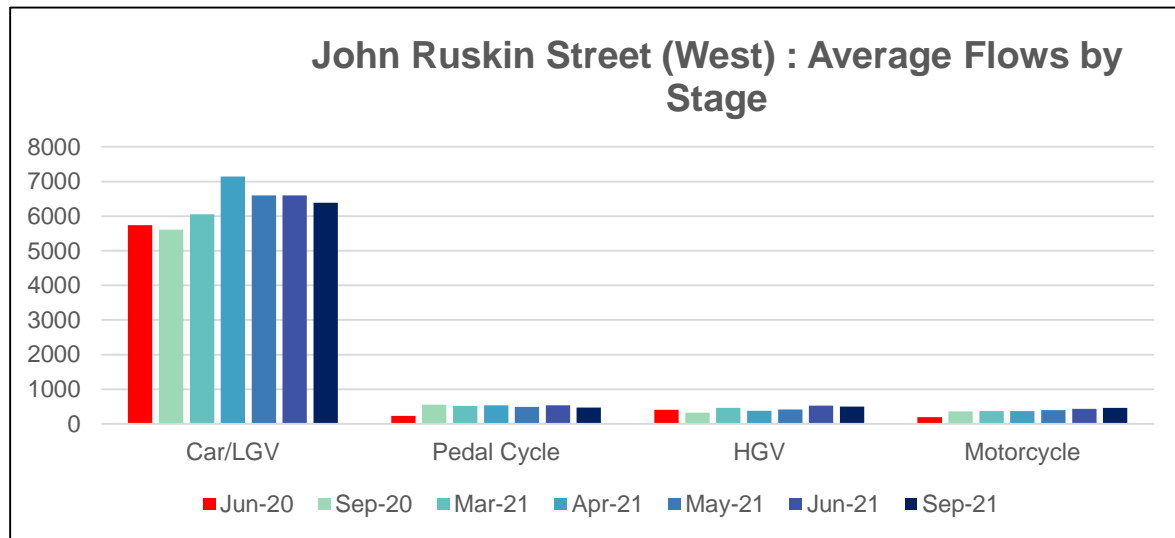
John Ruskin Street East – Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for John Ruskin Street East (based on a representative week in each case).
- Before scheme implementation, vehicle flows were similar eastbound and westbound, except during the AM peak, when westbound flows were notably higher.
- In September 2021, flows had not changed significantly, although eastbound flows were slightly higher than westbound flows throughout the day.

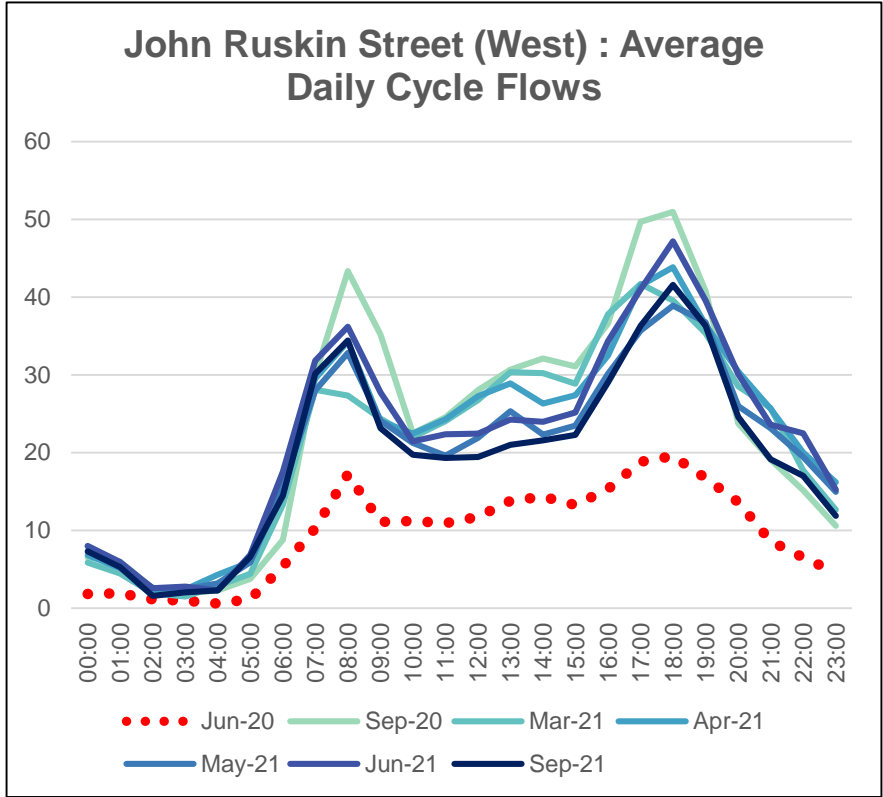
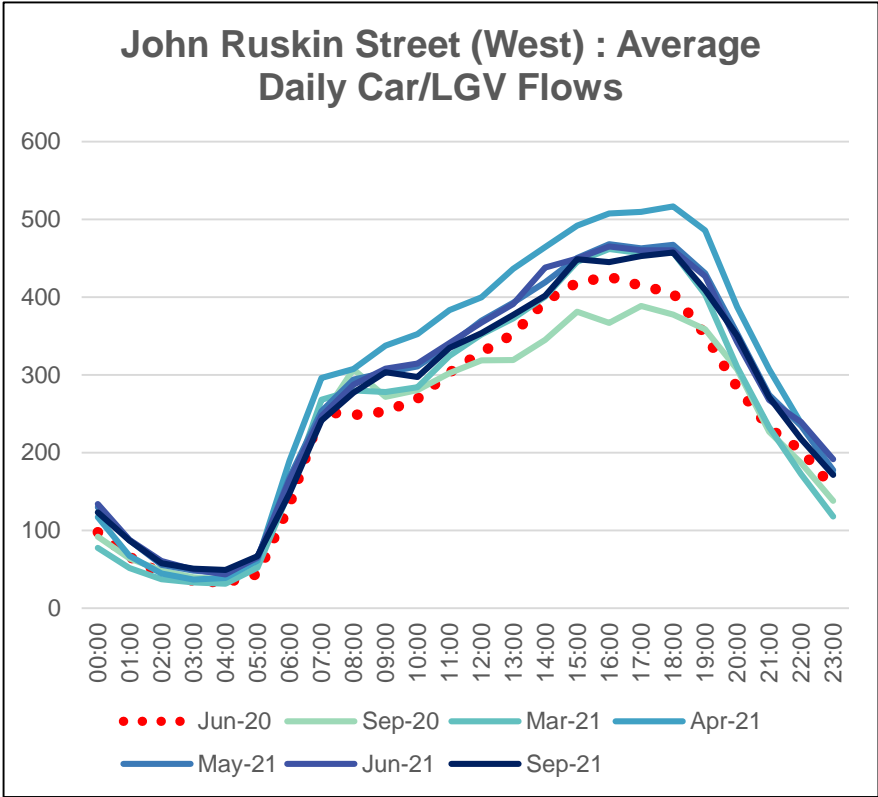


John Ruskin Street West (Daily Flows)

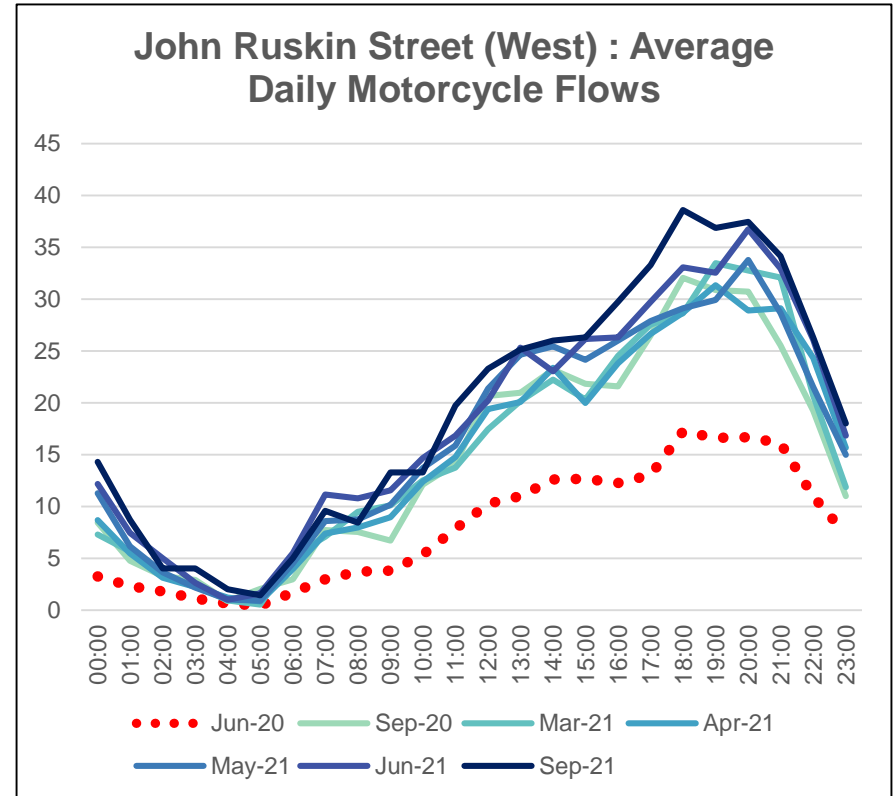
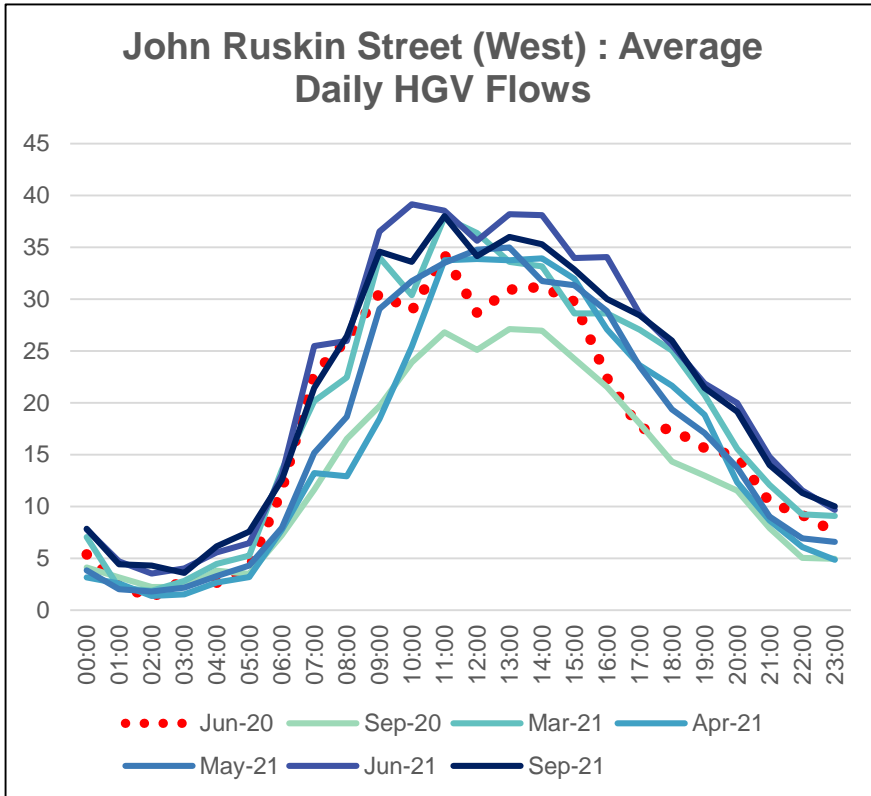
- The charts below and on the following pages show the **average daily flows on John Ruskin Street West**, showing the difference between pre-implementation flows and data collected throughout 2021.



John Ruskin Street West



John Ruskin Street West



John Ruskin Street West– Summary Table

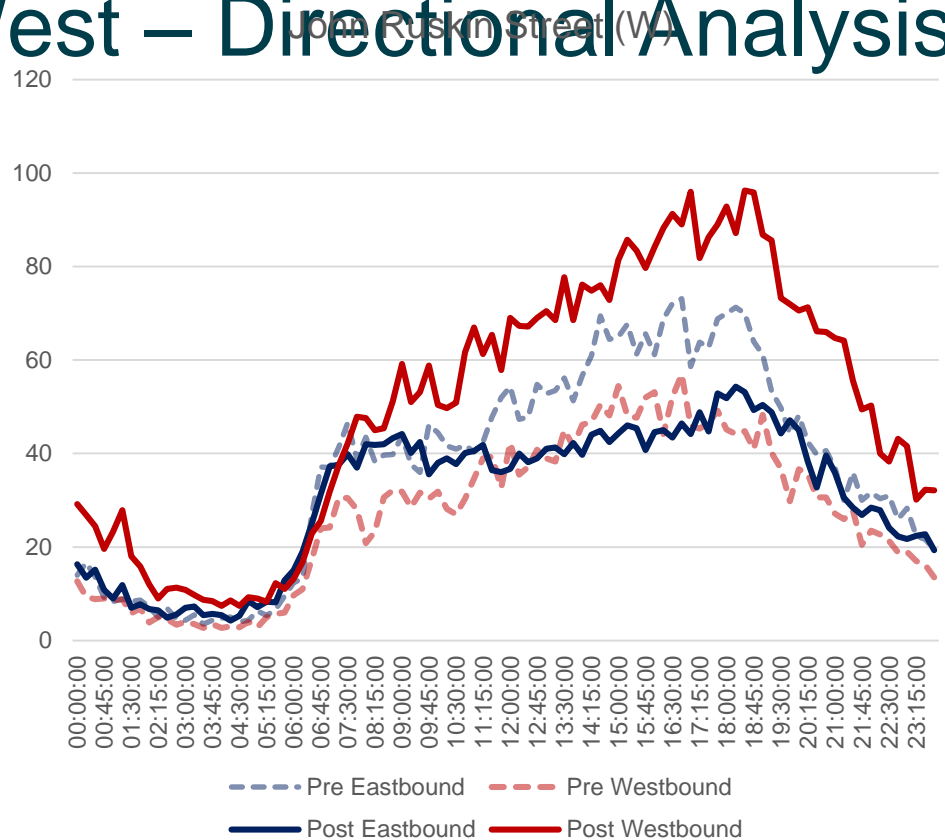
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	5741	6389	648	11%	-1%	7%	27%	13%
Cycle	230	466	236	102%	141%	124%	131%	132%
HGV	408	499	91	22%	-19%	15%	-5%	26%
Motorcycles	192	459	267	139%	87%	93%	92%	124%
Total Motorised Vehicles	6341	7347	1006	16%	1%	10%	27%	17%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

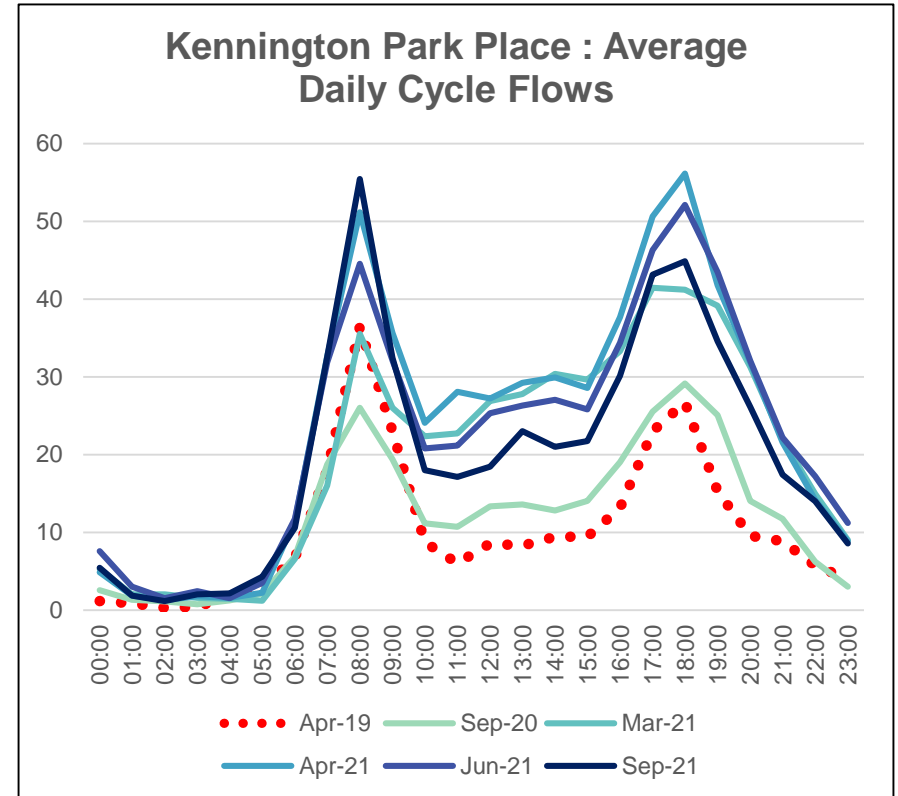
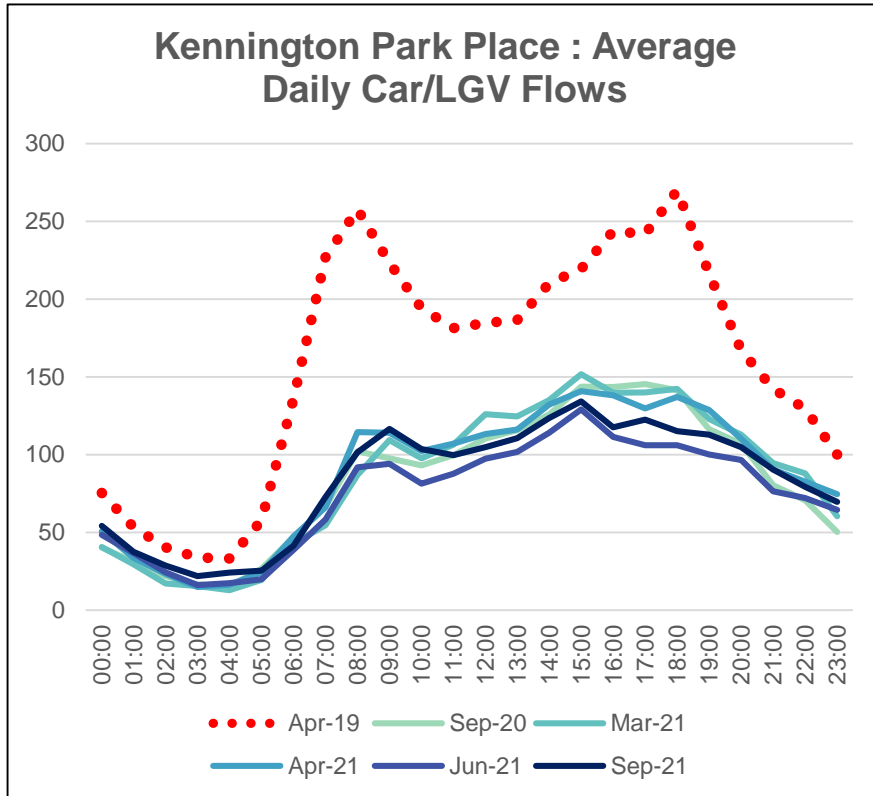
† Previous months' pre-implementation data has been adjusted to levels from the same month in 2019

John Ruskin Street West – Directional Analysis

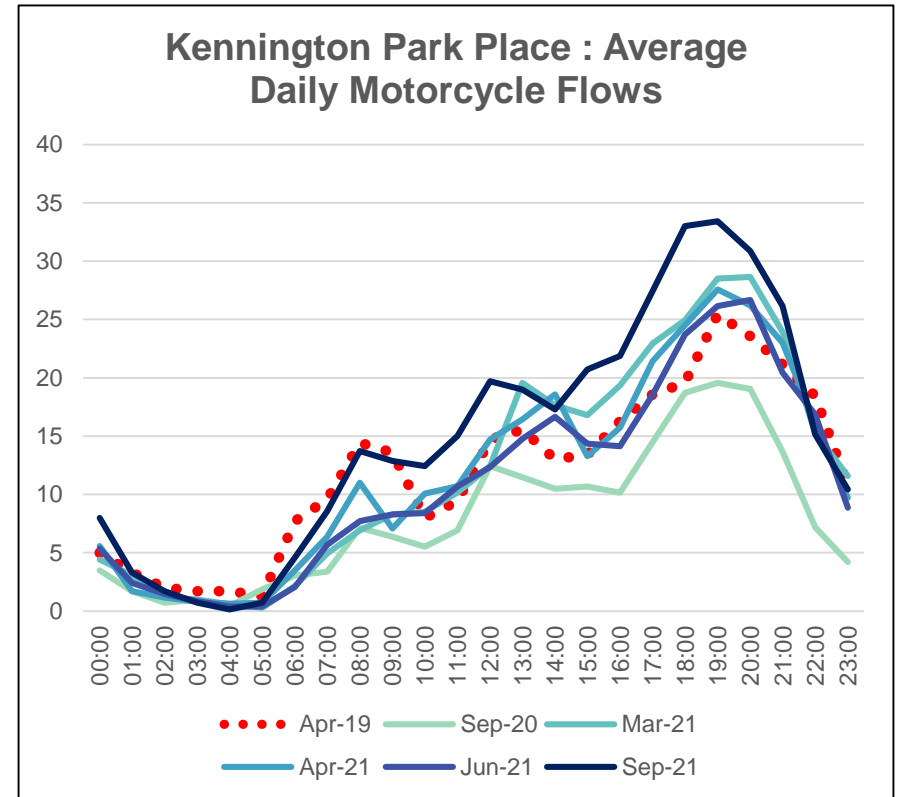
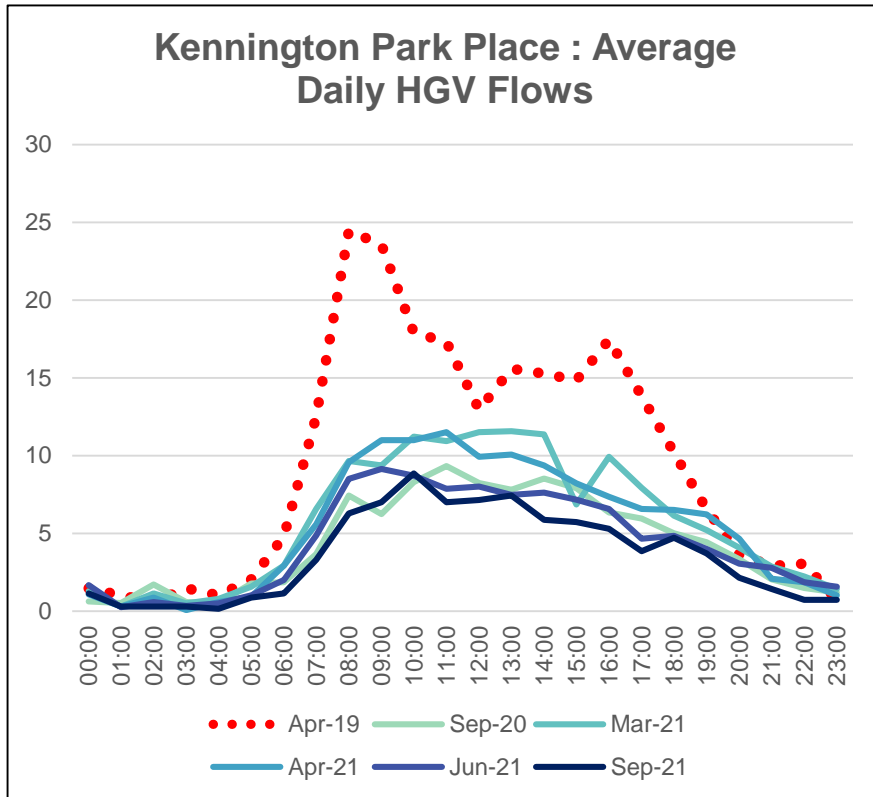
- The chart to the right shows the pre- and post-implementation flows by direction for John Ruskin Street West (based on a representative week in each case).
- Before scheme implementation, vehicle flows were typically higher eastbound than westbound.
- By September 2021, westbound traffic had increased significantly, particularly in the evening peak, whilst eastbound traffic was slightly lower than pre-implementation levels. Westbound traffic has steadily increased compared to eastbound traffic throughout the first half of 2021.



Kennington Park Place



Kennington Park Place



Kennington Park Place – Summary Table

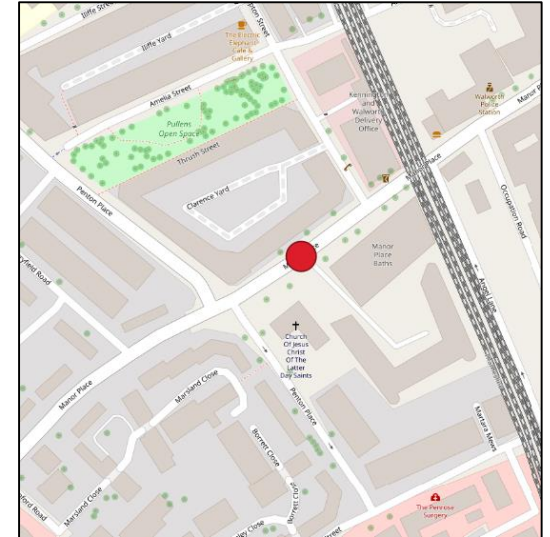
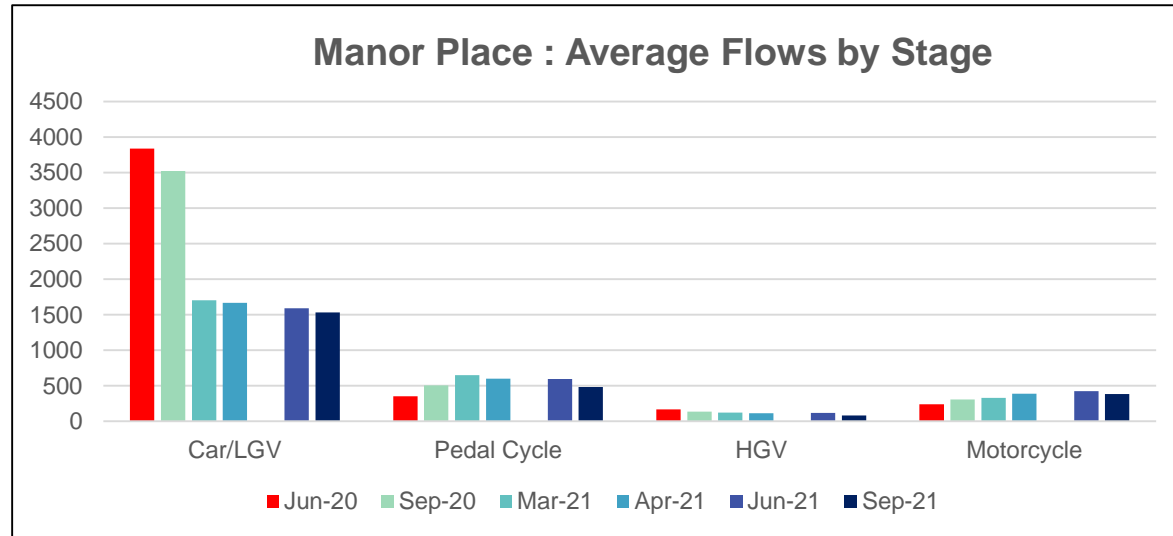
Stage	Apr-19	Sep-21	Apr-19 -> Sep-21 : Difference	Apr-19 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	3823	2012	-1812	-47%	-47%	-45%	-44%	-54%
Cycle	248	486	238	96%	17%	97%	131%	120%
HGV	225	85	-140	-62%	-53%	-38%	-42%	-54%
Motorcycles	288	357	69	24%	-33%	2%	-1%	-7%
Total Motorised Vehicles	4336	2454	-1883	-43%	-46%	-41%	-41%	-51%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

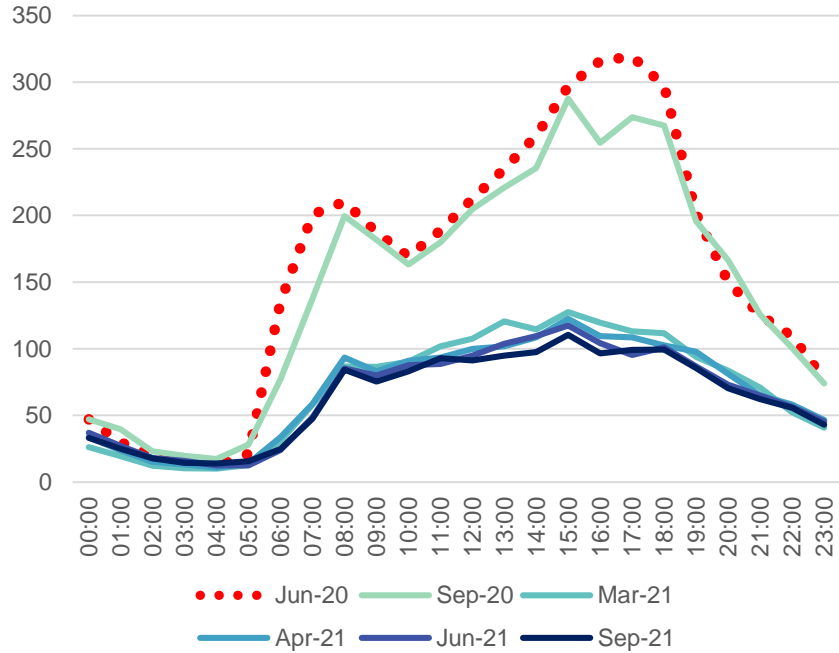
Manor Place (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Manor Place**, showing the difference between pre-implementation flows and data collected throughout 2021.

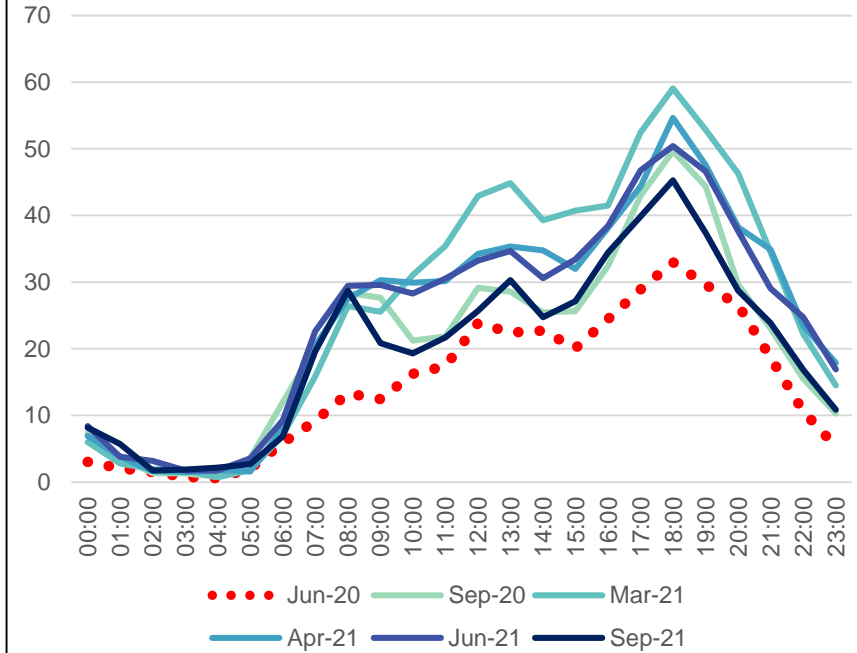


Manor Place

Manor Place : Average Daily Car/LGV Flows

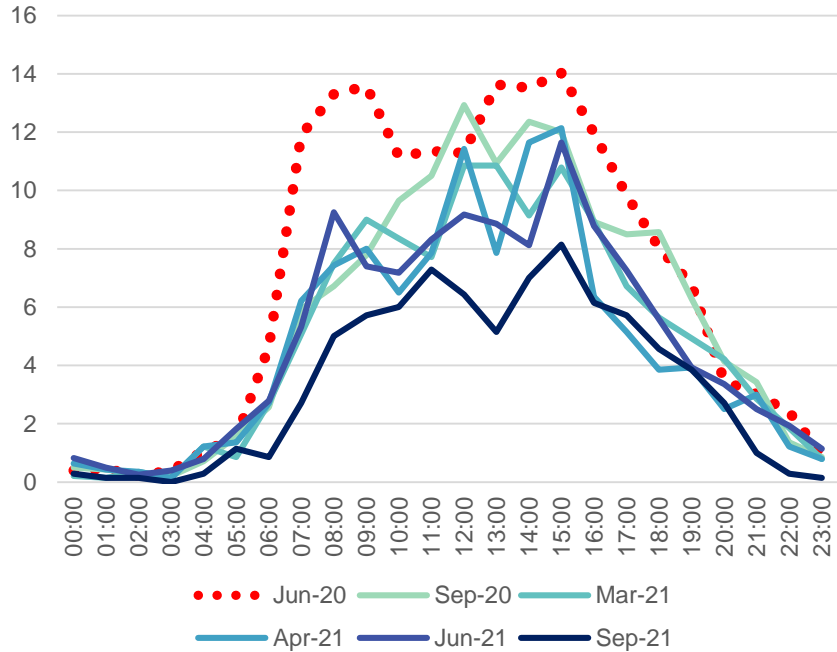


Manor Place : Average Daily Cycle Flows

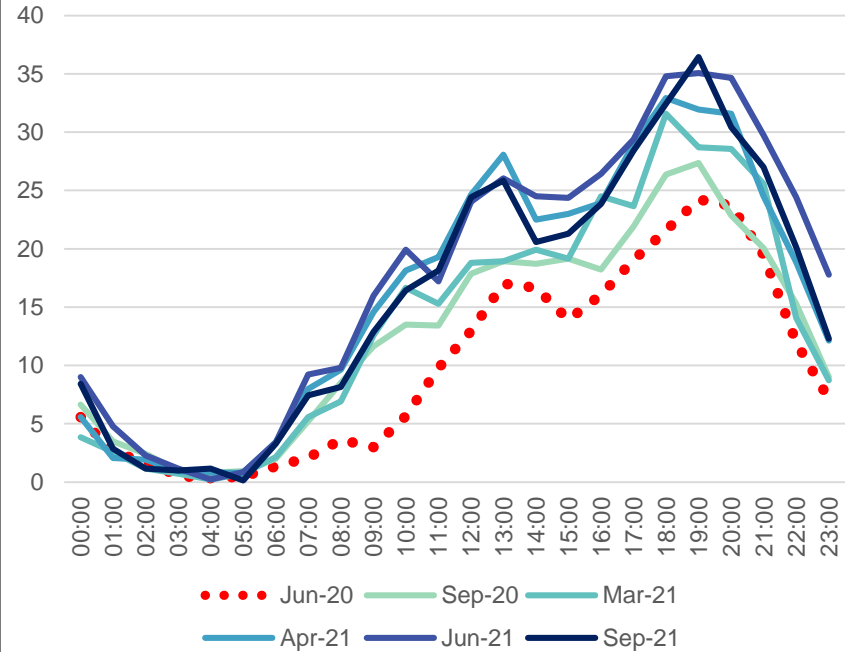


Manor Place

Manor Place : Average Daily HGV Flows



Manor Place : Average Daily Motorcycle Flows



Manor Place– Summary Table

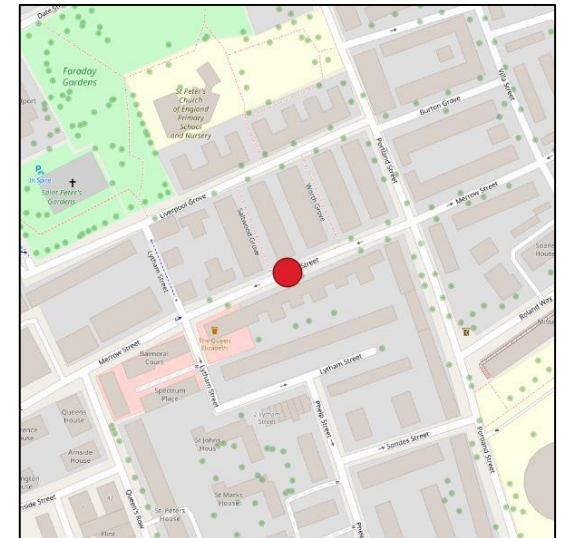
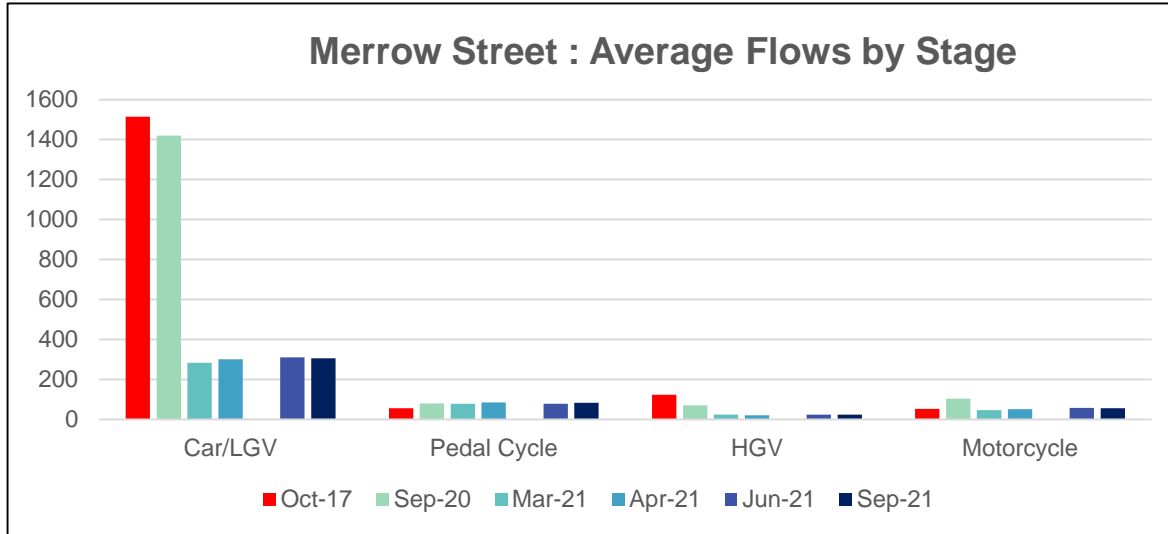
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	3836	1534	-2302	-60%	-7%	-55%	-55%	-59%
Cycle	351	484	134	38%	44%	85%	85%	70%
HGV	169	81	-88	-52%	-17%	-27%	-27%	-32%
Motorcycles	240	384	144	60%	27%	38%	38%	77%
Total Motorised Vehicles	4245	1999	-2247	-53%	-5%	-48%	-48%	-51%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

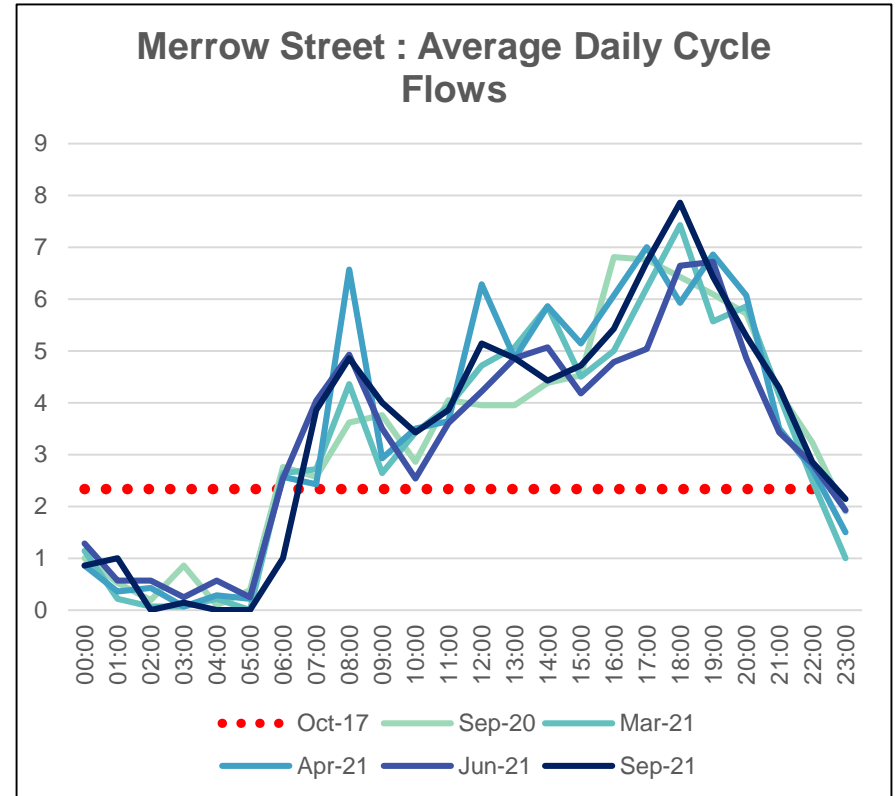
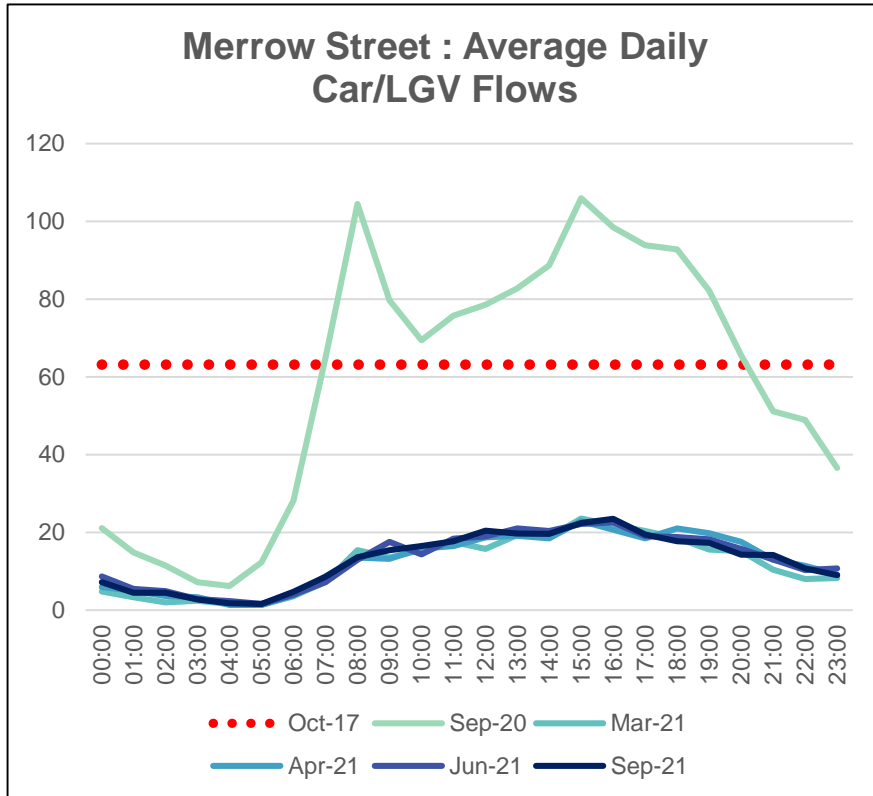
† Previous months' pre-implementation data has been adjusted to levels from the same month in 2019

Merrow Street (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Merrow Street**, showing the difference between pre-implementation flows and data collected throughout 2021.
- Pre-implementation data for Merrow Street provides a daily total per direction and vehicle class, and therefore a hour-by-hour profile could not be shown for these flows on the following slides.

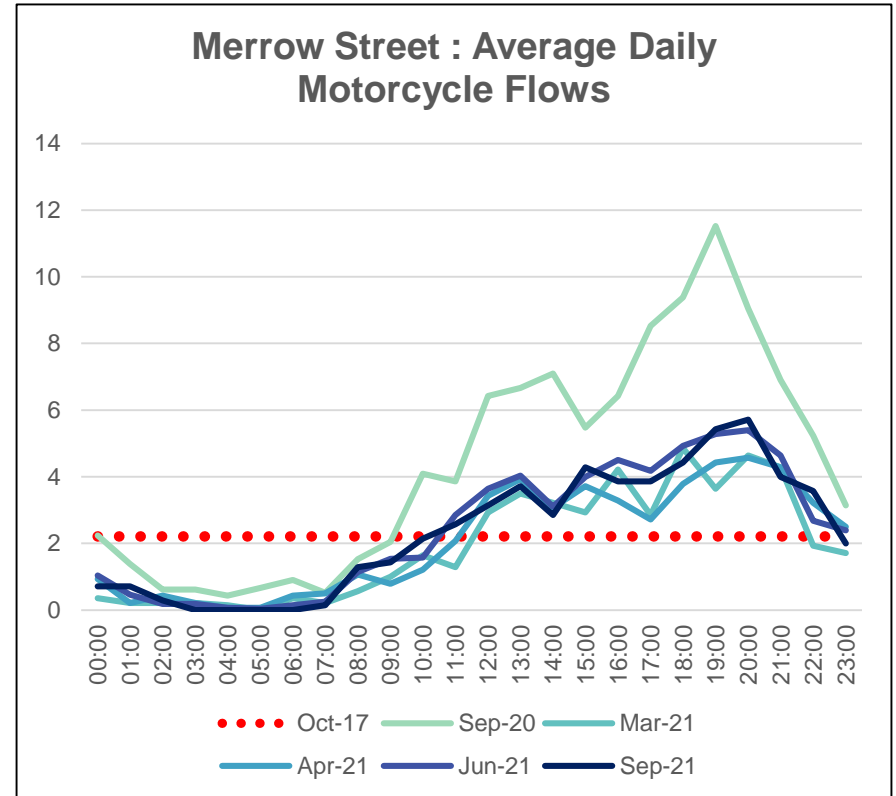
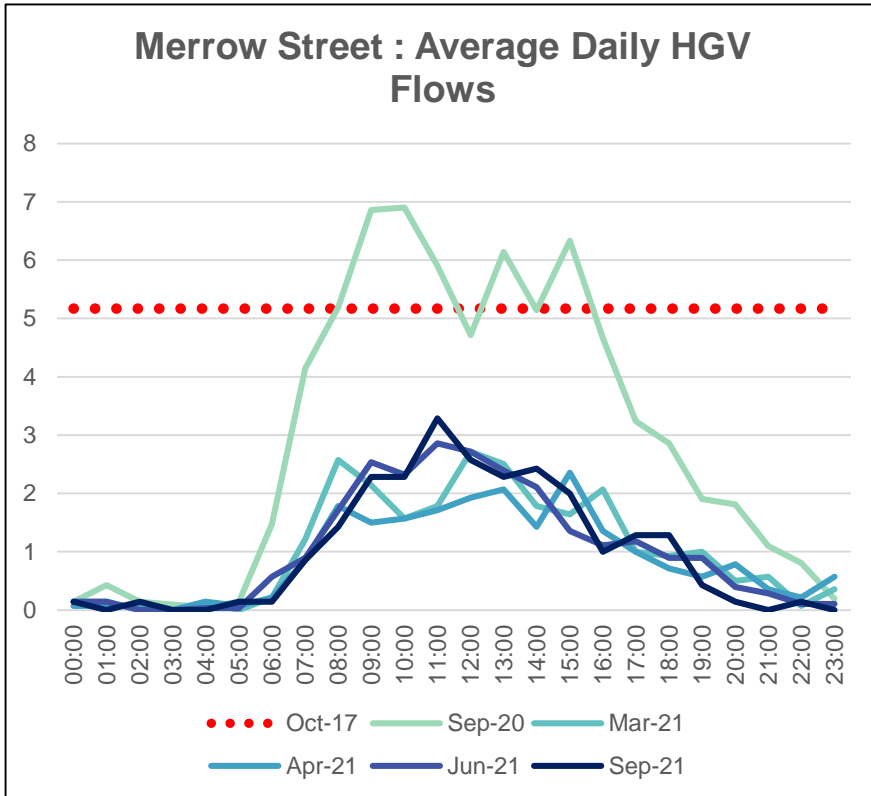


Merrow Street



*An hour by hour profile of pre-implementation flows is not available as only daily aggregate data is available for this site.

Merrow Street



*An hour by hour profile of pre-implementation flows is not available as only daily aggregate data is available for this site.

Merrow Street – Summary Table

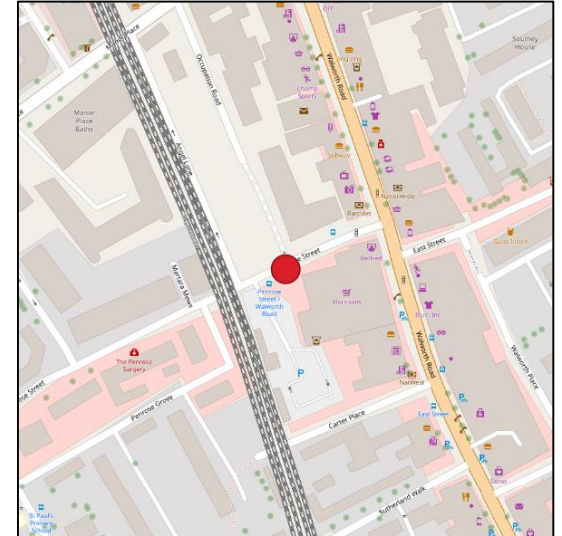
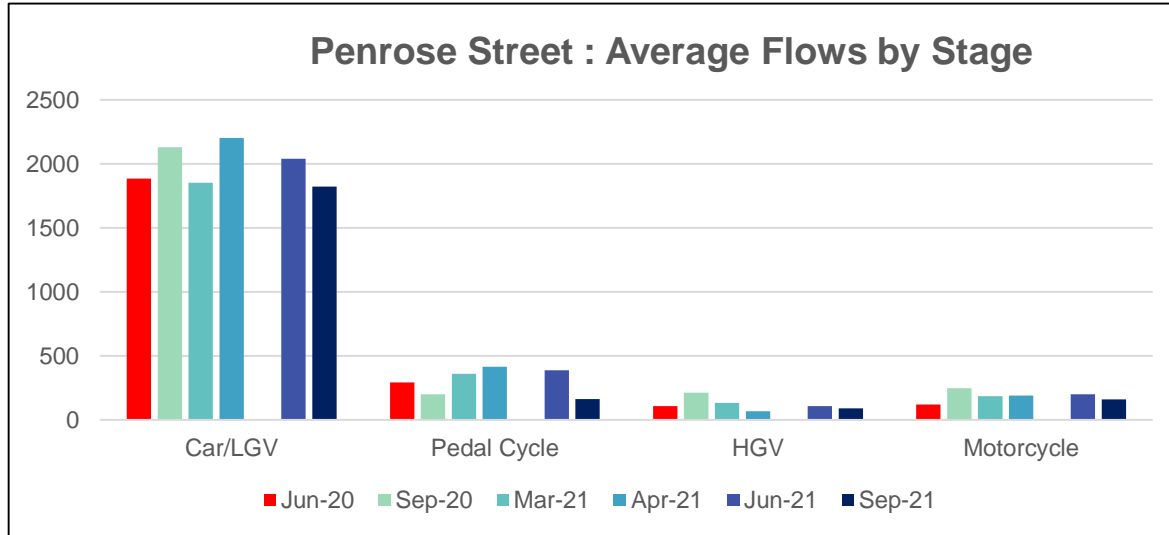
Stage	Oct-17	Sep-21	Oct-17 -> Sep-21 : Difference	Oct-17 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	1515	307	-1208	-80%	-4%	-81%	-80%	-80%
Cycle	56	83	27	48%	44%	42%	53%	41%
HGV	124	24	-100	-80%	-42%	-79%	-82%	-80%
Motorcycles	53	56	3	6%	98%	-11%	-4%	10%
Total Motorised Vehicles	1692	387	-1305	-77%	-4%	-79%	-77%	-77%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

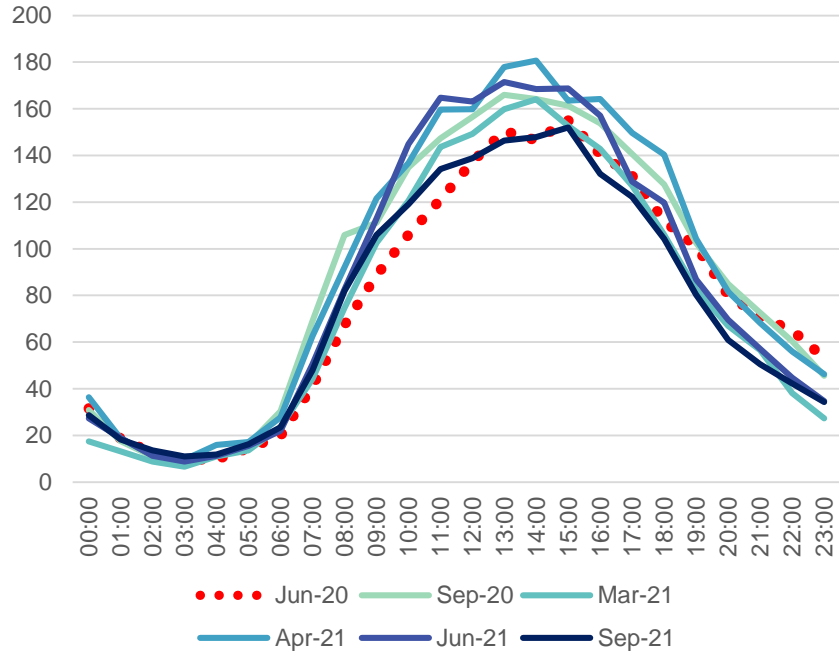
Penrose Street (Daily Flows)

- The charts below and on the following pages show the **average daily flows on Penrose Street**, showing the difference between pre-implementation flows and data collected throughout 2021.

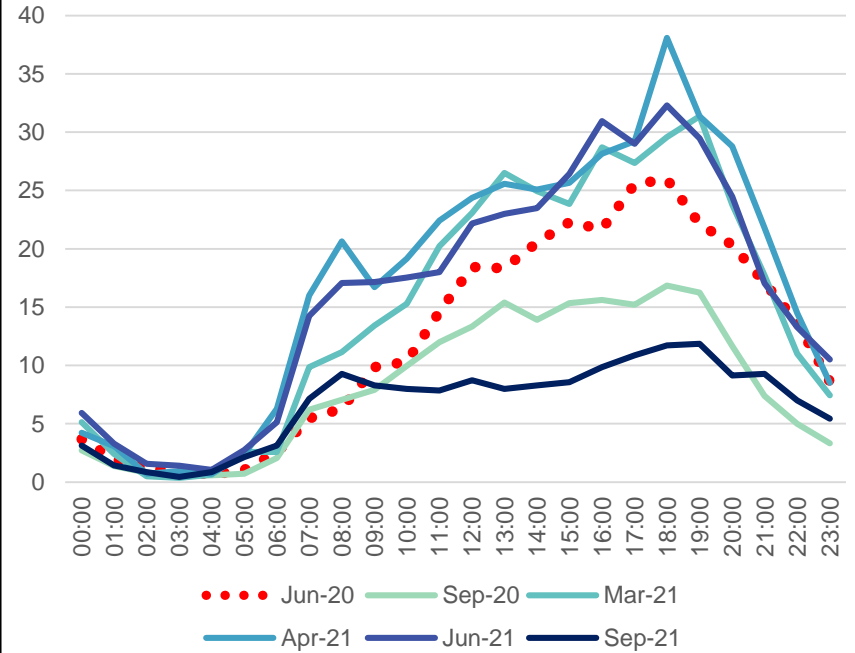


Penrose Street

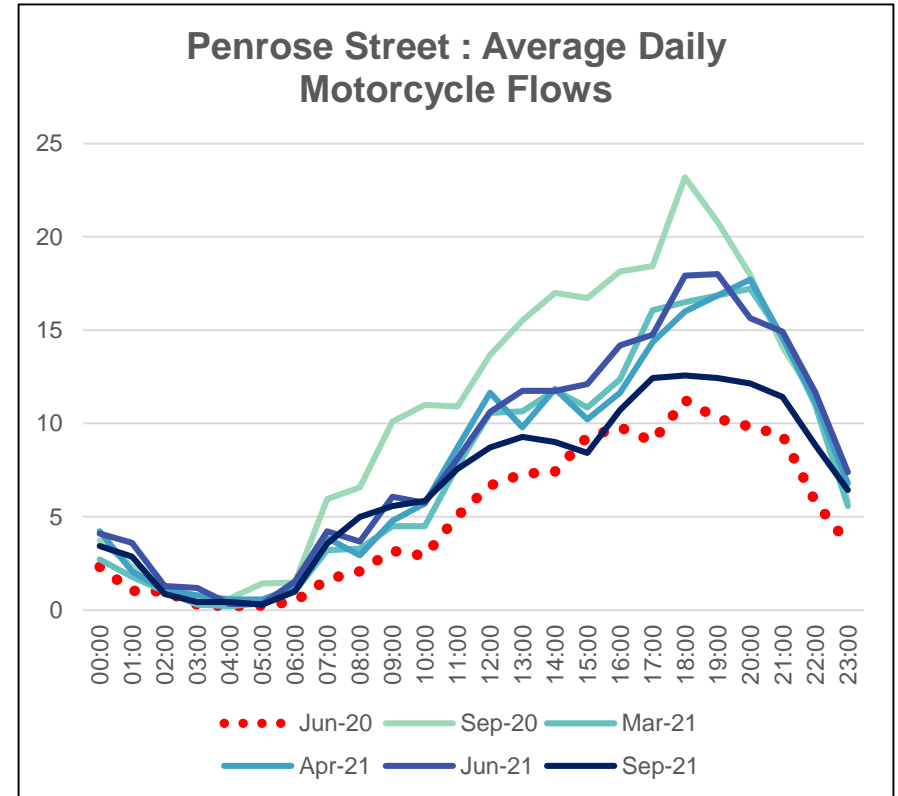
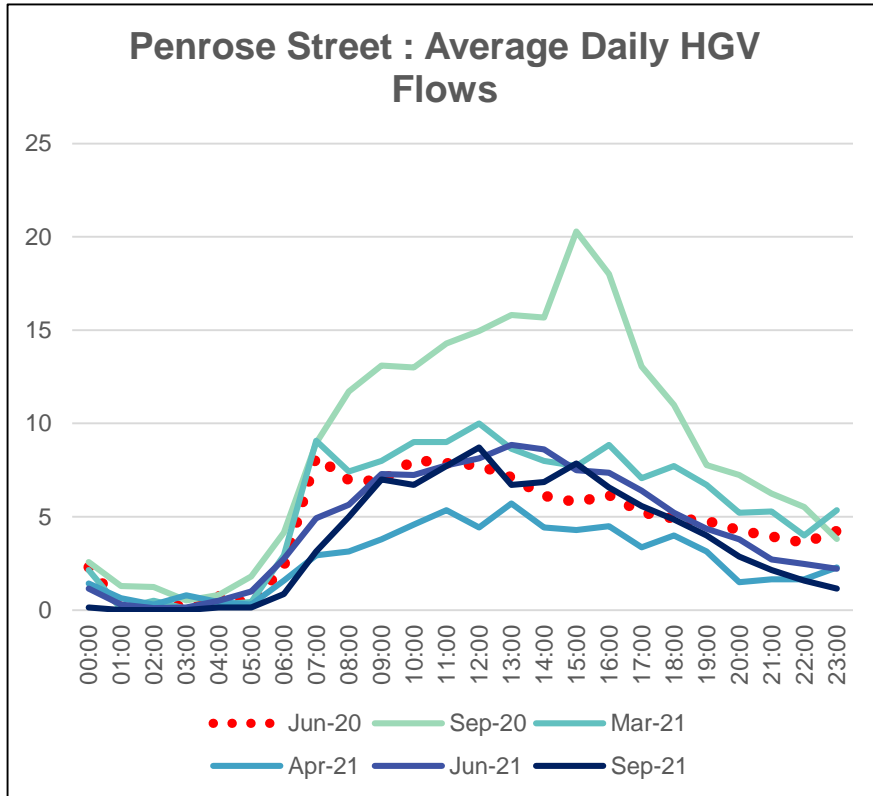
Penrose Street : Average Daily Car/LGV Flows



Penrose Street : Average Daily Cycle Flows



Penrose Street



Penrose Street – Summary Table

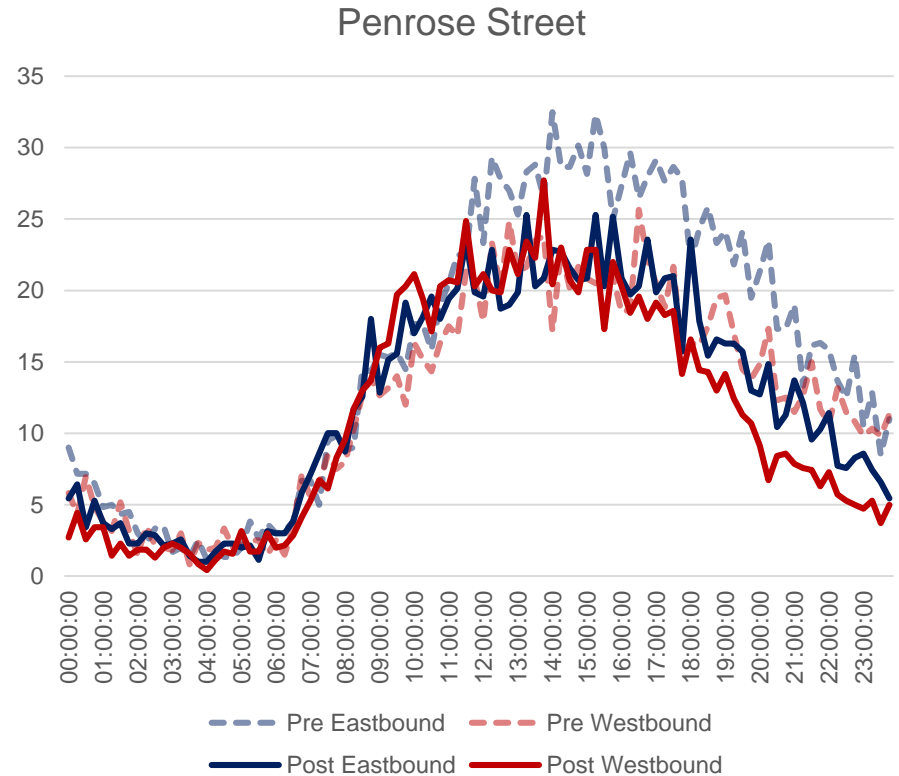
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	1884	1824	-61	-3%	15%	0%	19%	6%
Cycle	293	161	-132	-45%	-31%	23%	41%	32%
HGV	108	90	-19	-17%	100%	26%	-38%	-3%
Motorcycles	120	159	39	33%	107%	54%	58%	67%
Total Motorised Vehicles	2113	2073	-40	-2%	25%	5%	18%	9%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

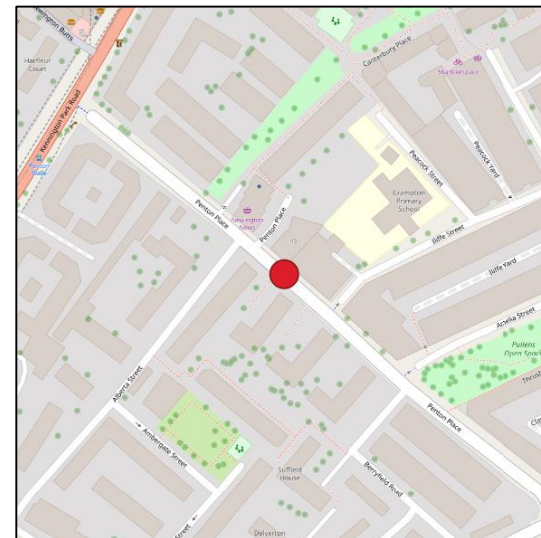
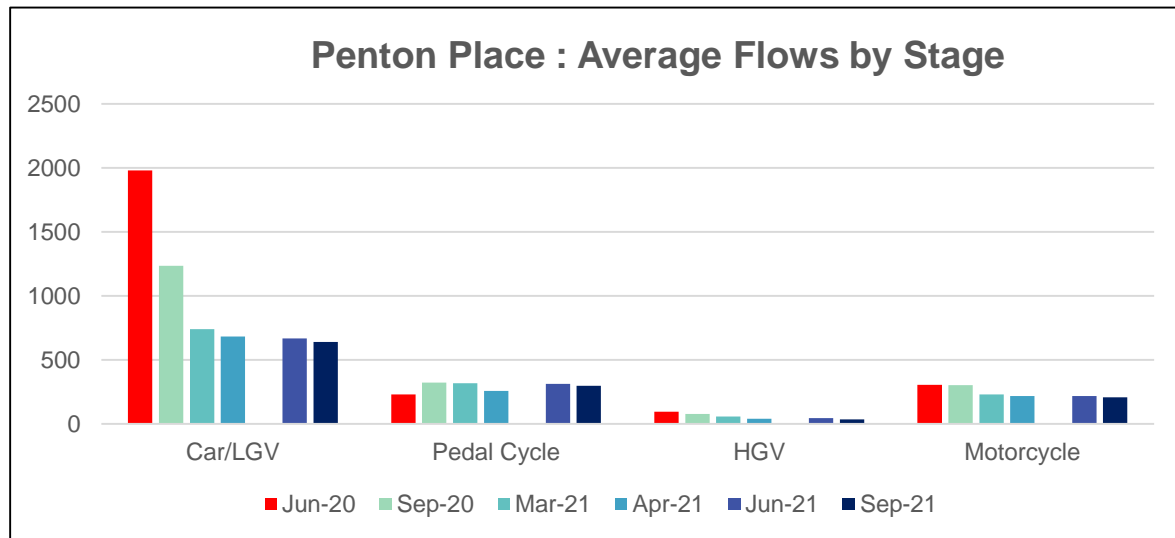
Penrose Street – Directional Analysis

- Prior to scheme implementation, eastbound flows on Penrose Street were slightly higher than westbound flows throughout the day.
- In September 2021, flows in both directions are very similar, and both are slightly lower than they were pre-implementation.

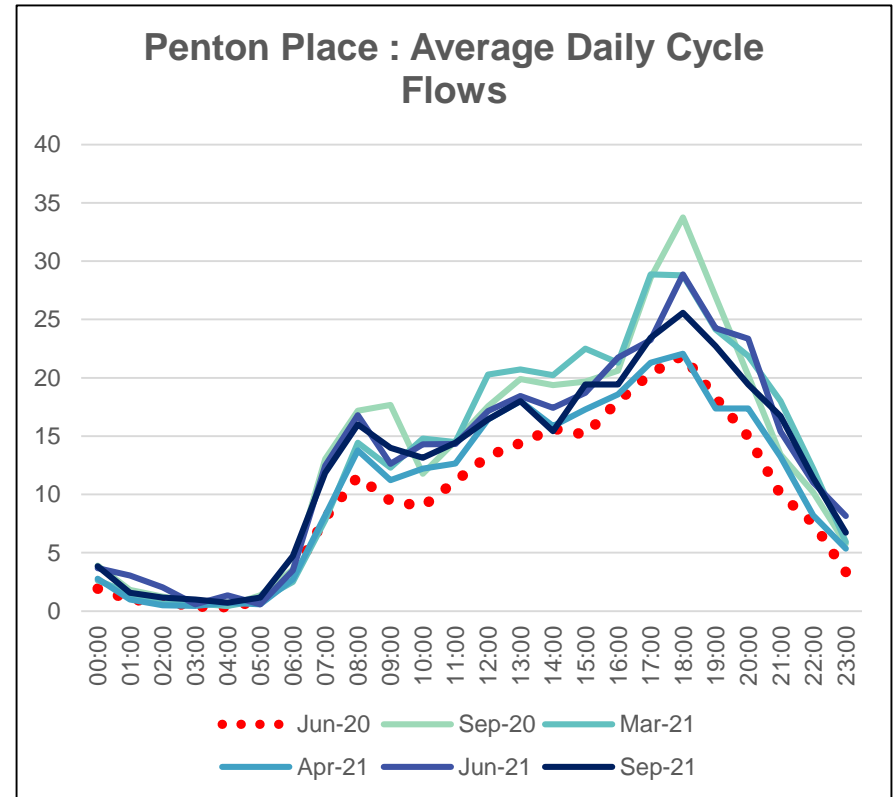
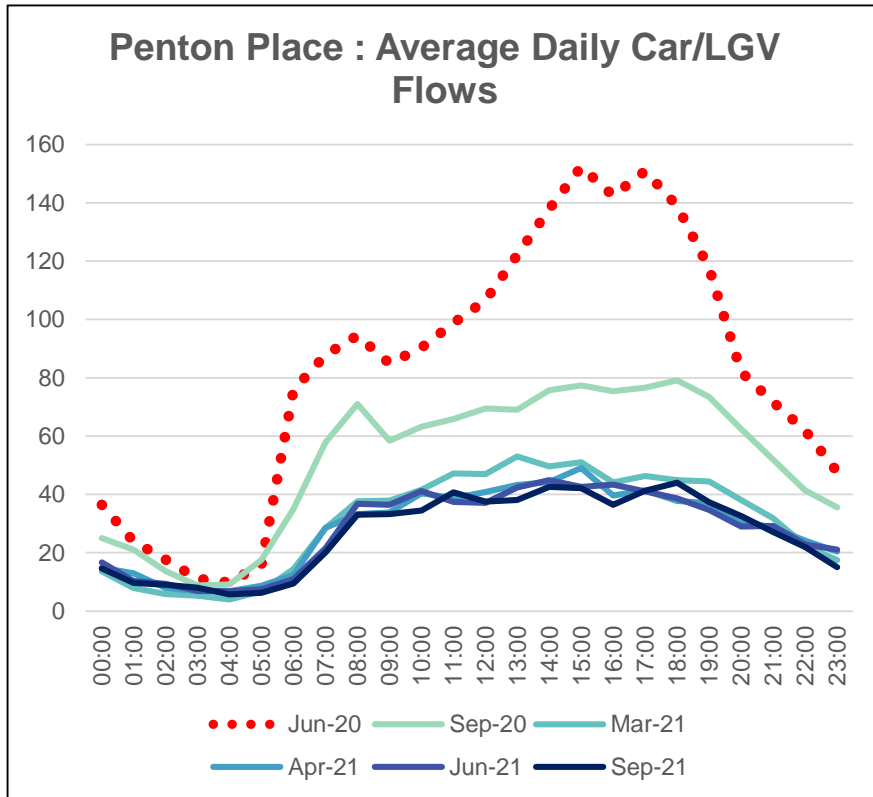


Penton Place (Daily Flows)

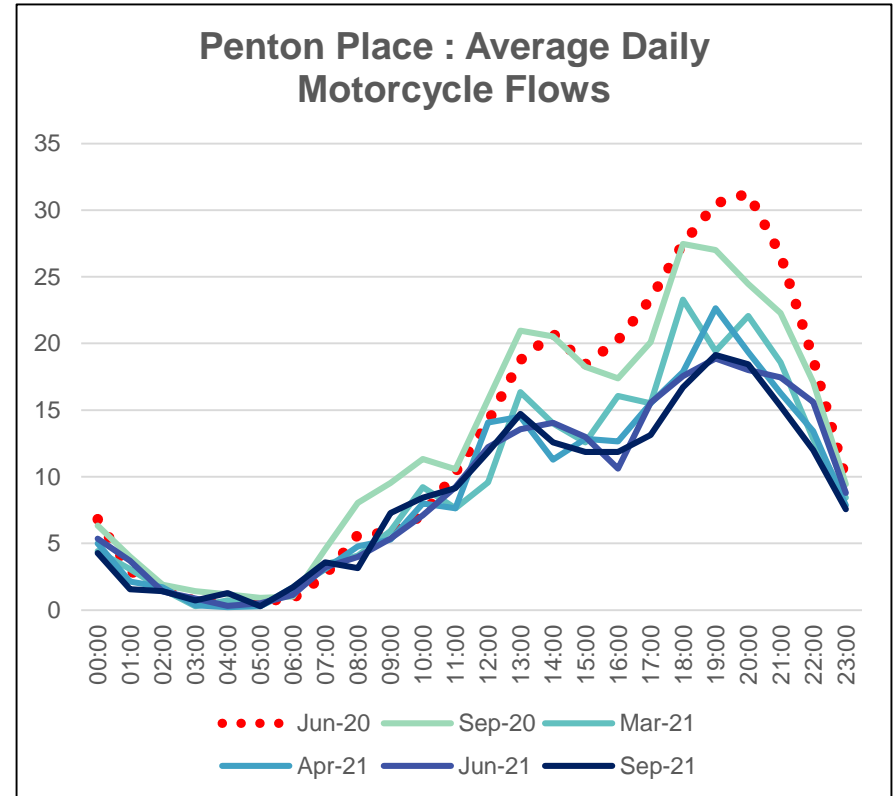
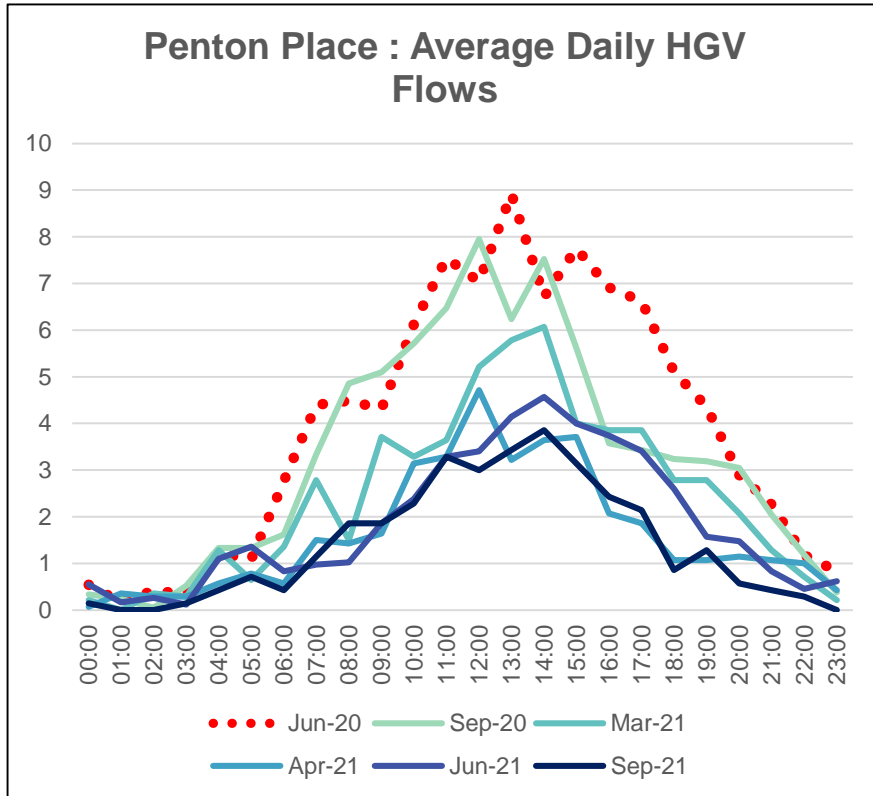
- The charts below and on the following pages show the **average daily flows on Penton Place**, showing the difference between pre-implementation flows and data collected throughout 2021.



Penton Place



Penton Place



Penton Place – Summary Table

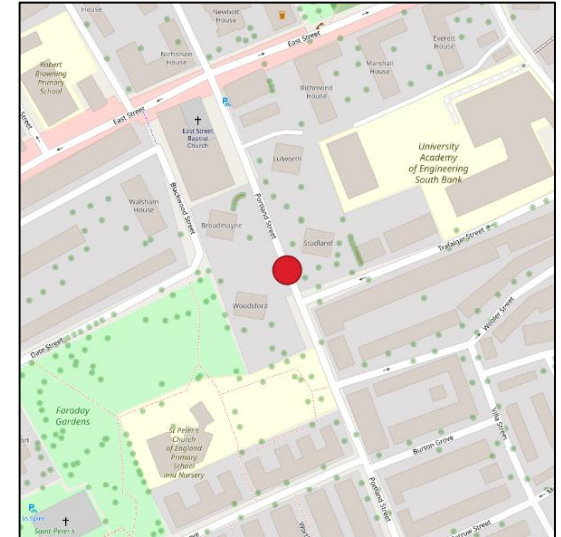
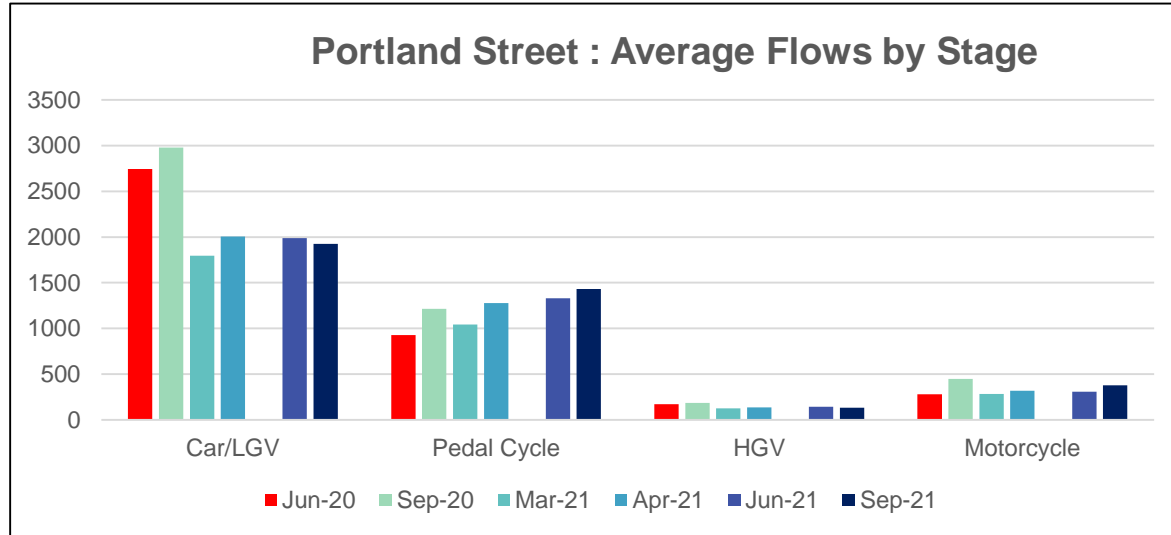
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	1979	640	-1339	-68%	-36%	-62%	-65%	-67%
Cycle	230	298	68	30%	40%	38%	12%	36%
HGV	94	34	-60	-64%	-15%	-37%	-58%	-53%
Motorcycles	306	208	-98	-32%	-1%	-24%	-29%	-29%
Total Motorised Vehicles	2379	882	-1497	-63%	-31%	-56%	-60%	-61%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

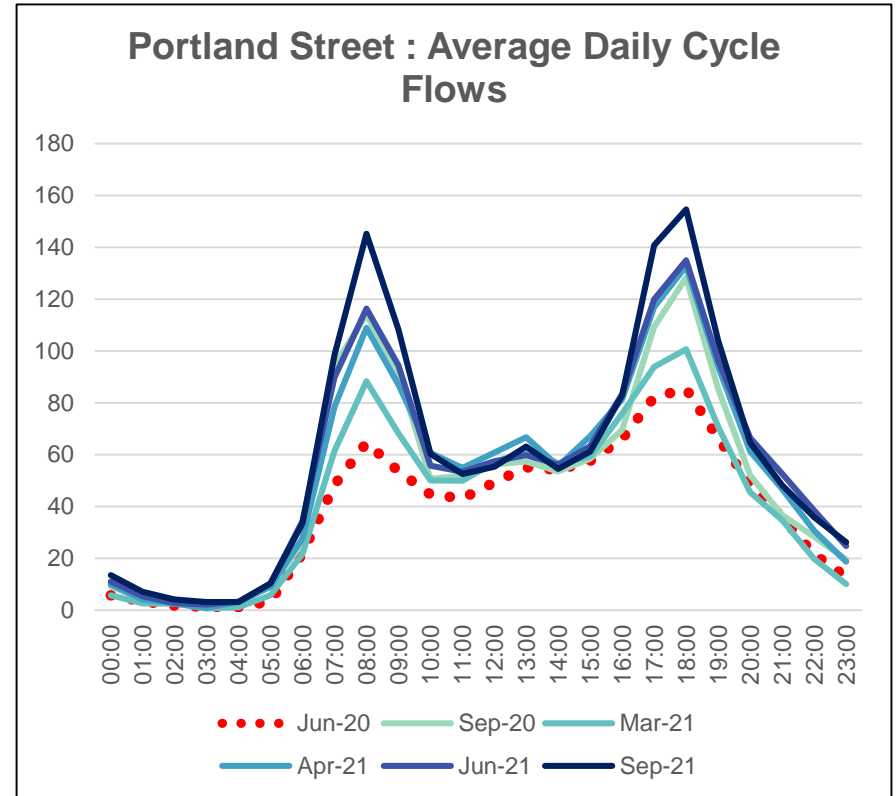
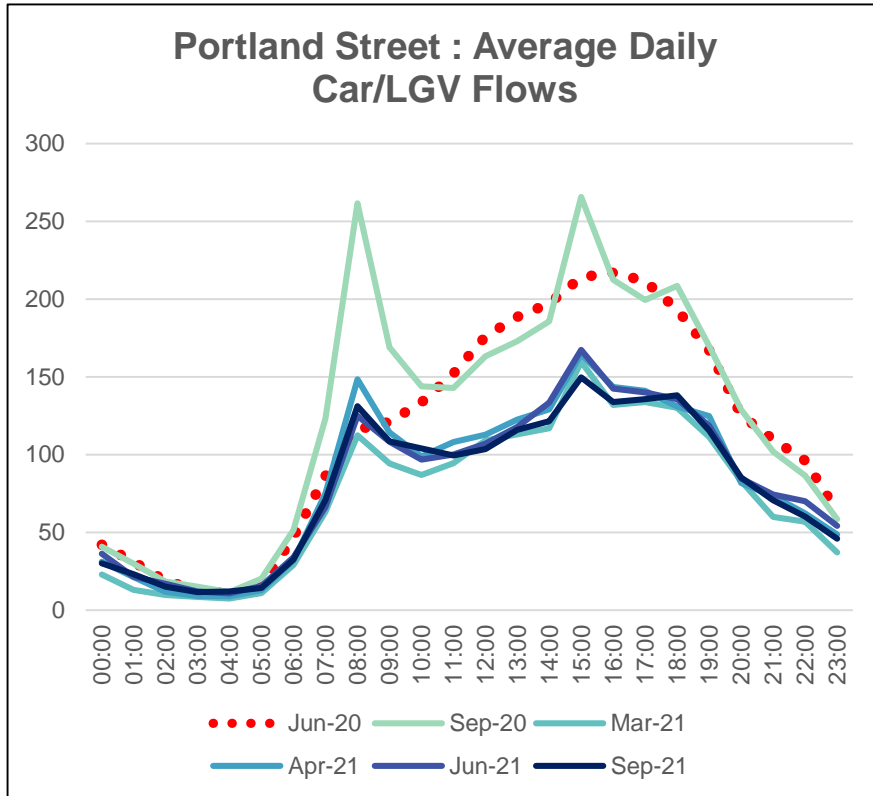
† Previous months' pre-implementation data has been adjusted to levels from the same month in 2019

Portland Street (Daily Flows)

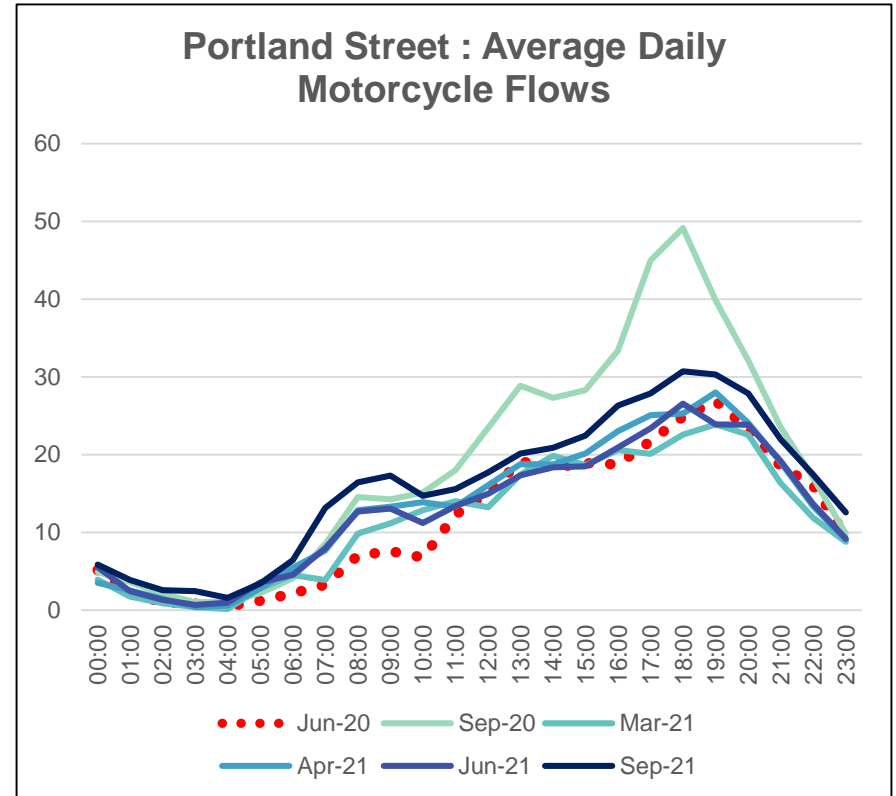
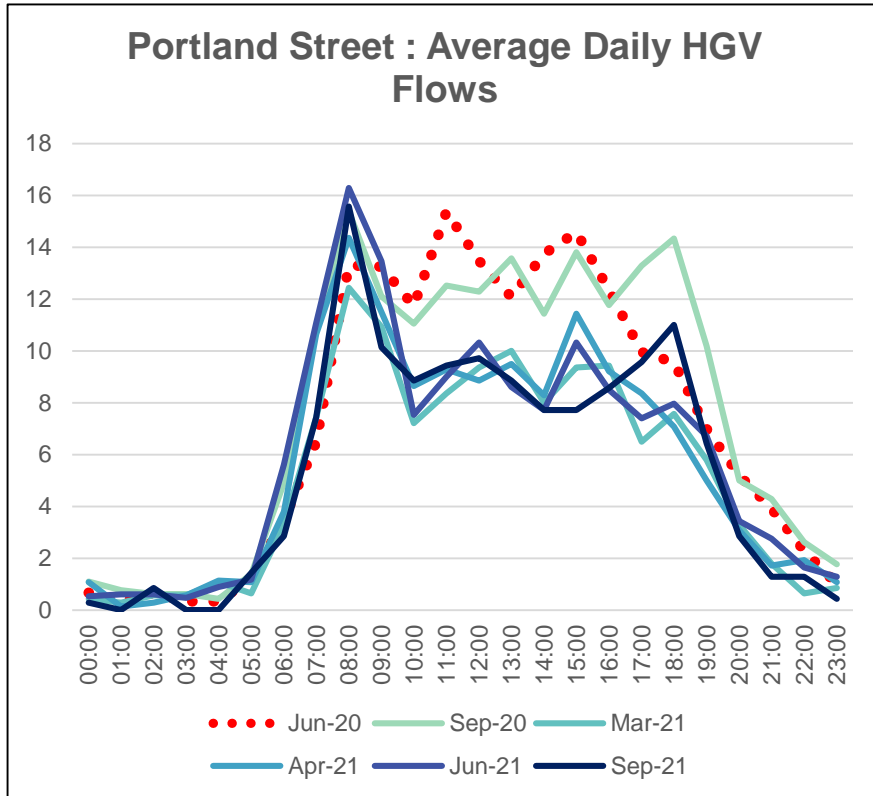
- The charts below and on the following pages show the **average daily flows on Portland Street**, showing the difference between pre-implementation flows and data collected throughout 2021.



Portland Street



Portland Street



Portland Street – Summary Table

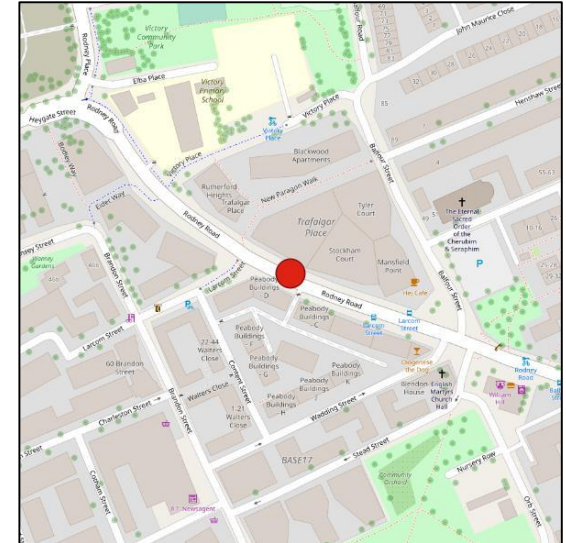
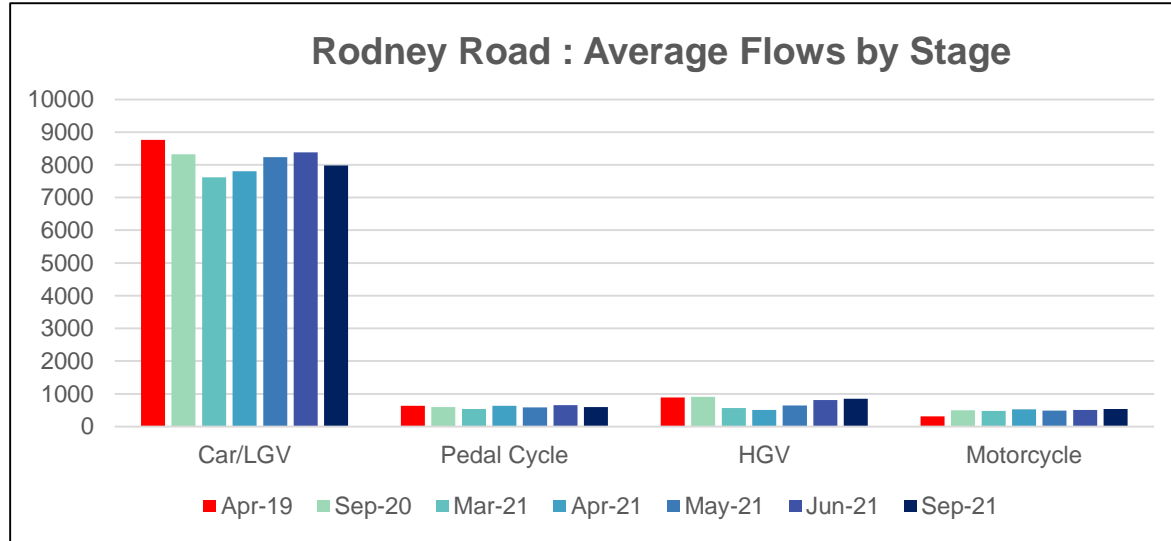
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	2746	1927	-819	-30%	11%	-33%	-26%	-29%
Cycle	927	1430	503	54%	31%	12%	38%	44%
HGV	172	132	-40	-23%	10%	-26%	-18%	-18%
Motorcycles	281	379	99	35%	59%	0%	13%	9%
Total Motorised Vehicles	3199	2438	-760	-24%	15%	-30%	-22%	-25%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

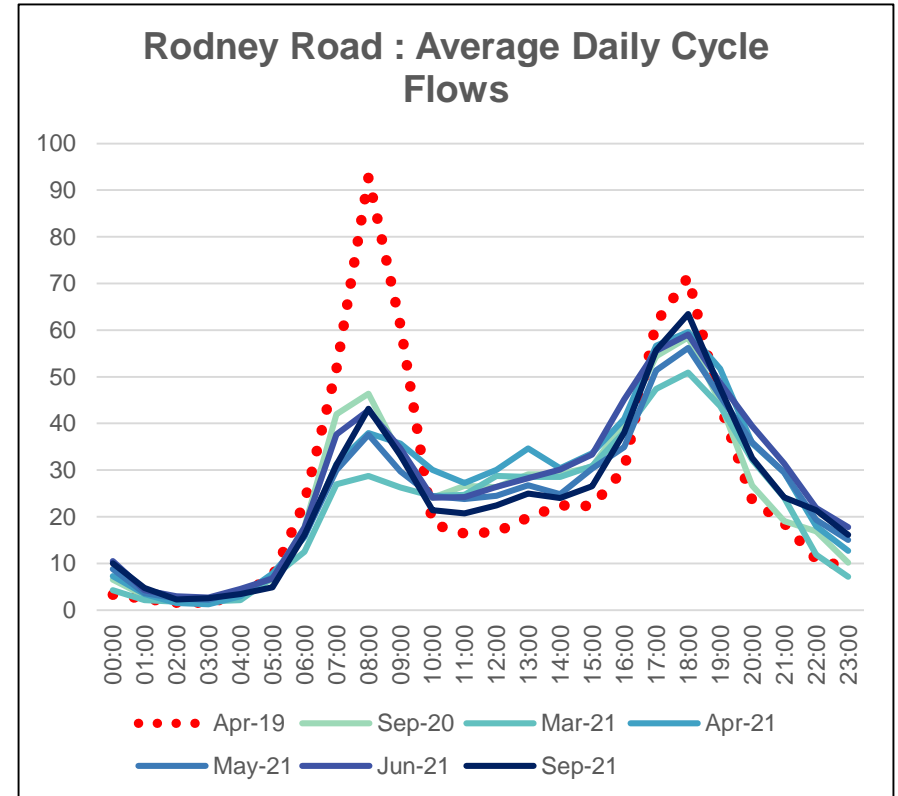
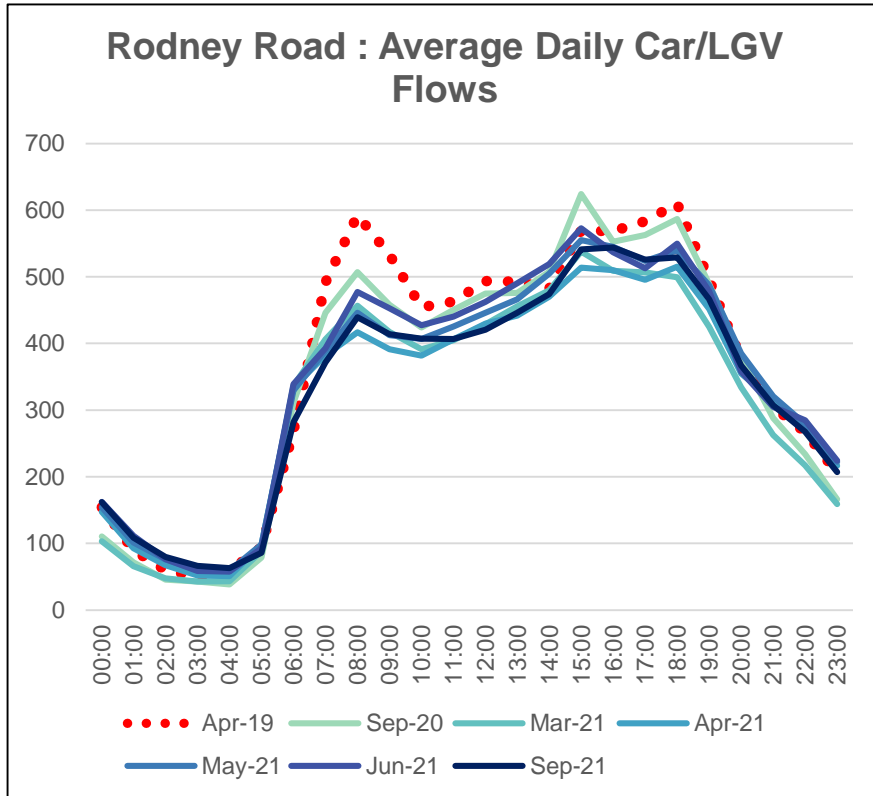
† Previous months' pre-implementation data has been adjusted to levels from the same month in 2019

Rodney Road (Daily Flows)

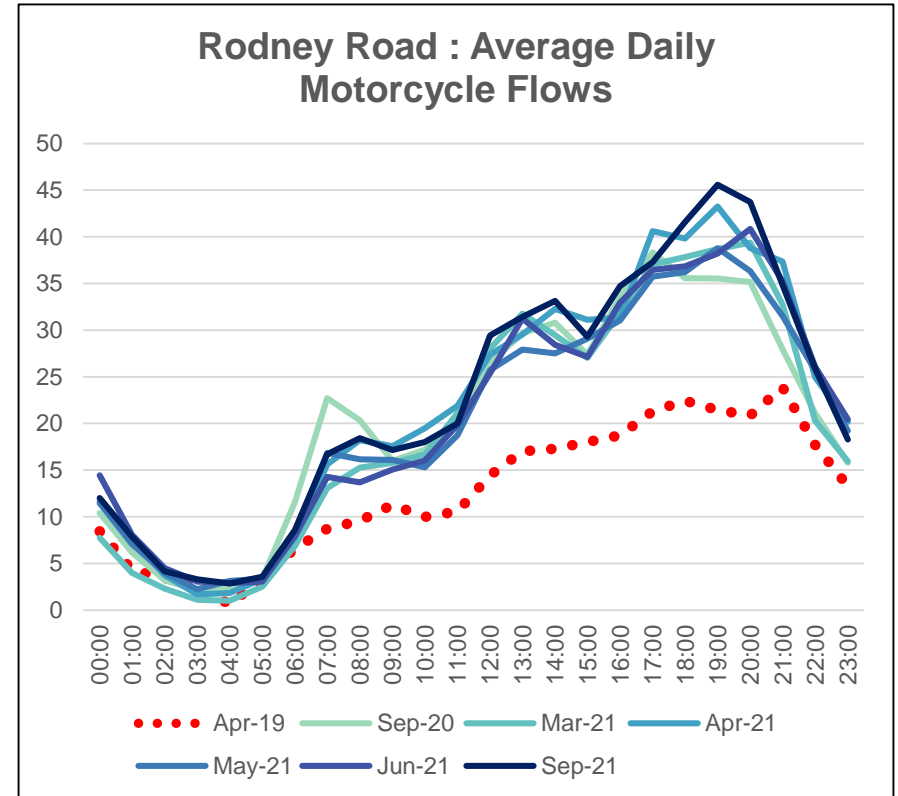
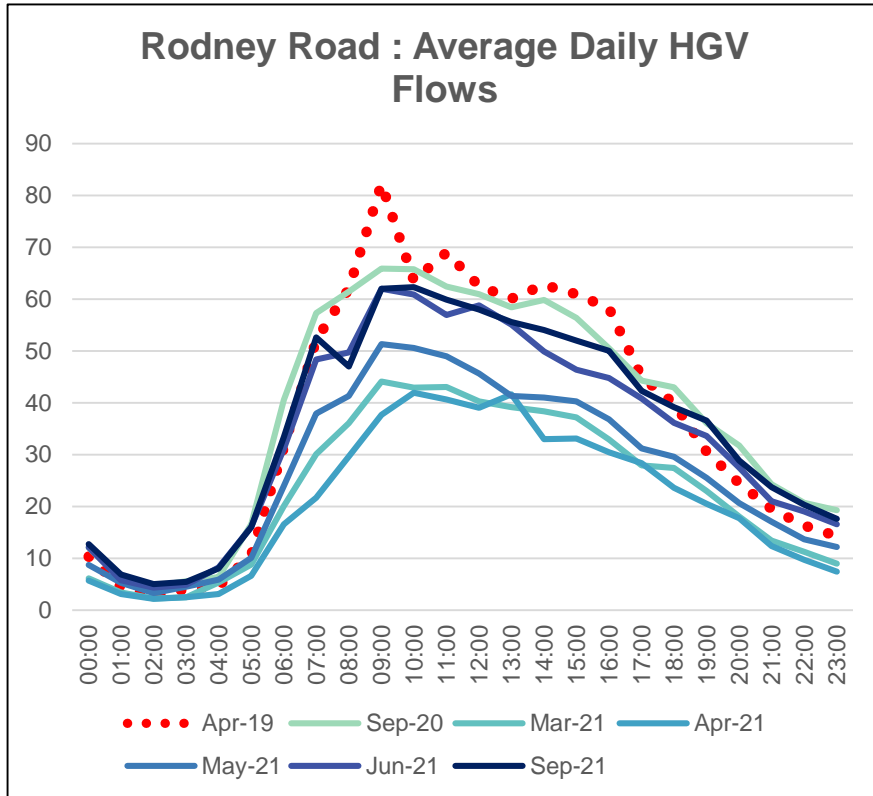
- The charts below and on the following pages show the **average daily flows on Rodney Road**, showing the difference between pre-implementation flows and data collected throughout 2021.



Rodney Road



Rodney Road



Rodney Road– Summary Table

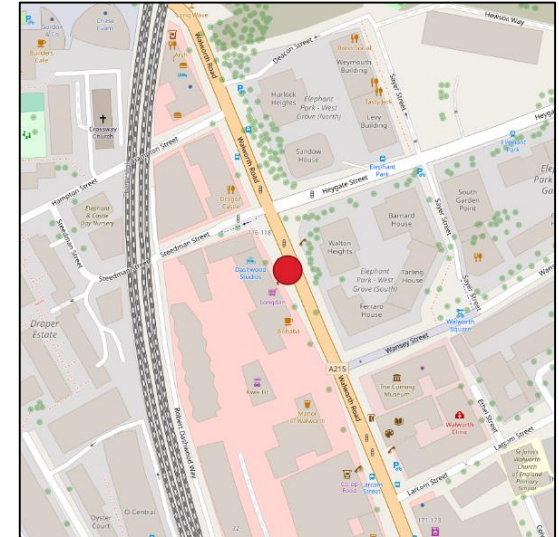
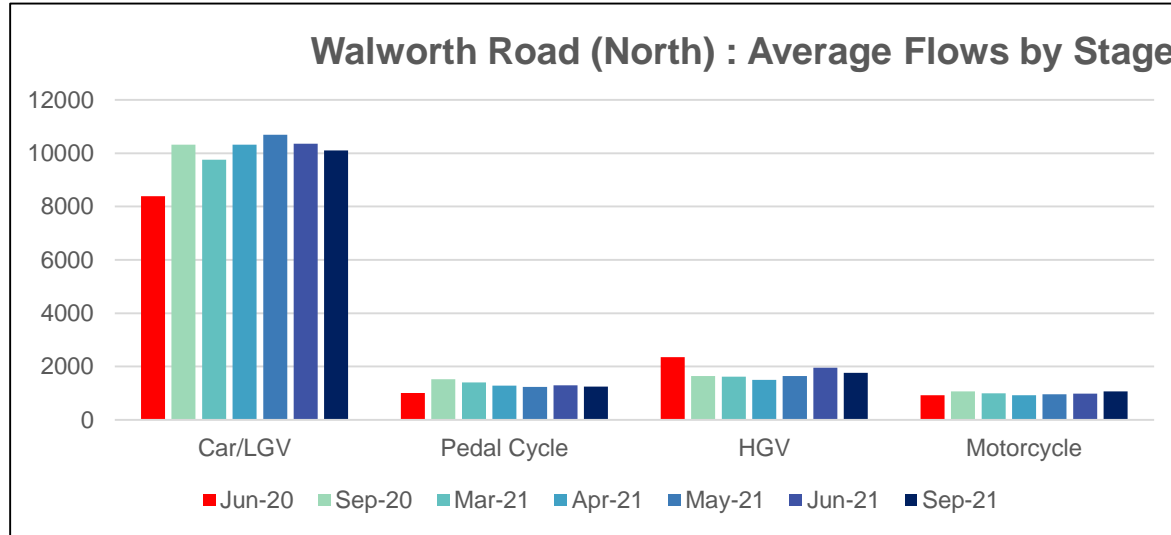
Stage	Apr-19	Sep-21	Apr-19 -> Sep-21 : Difference	Apr-19 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	8759	7982	-777	-9%	-3%	-11%	-9%	-6%
Cycle	633	591	-43	-7%	-6%	-16%	0%	3%
HGV	891	849	-42	-5%	4%	-36%	-42%	-11%
Motorcycles	306	538	232	76%	61%	56%	72%	64%
Total Motorised Vehicles	9956	9369	-587	-6%	-1%	-11%	-10%	-4%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

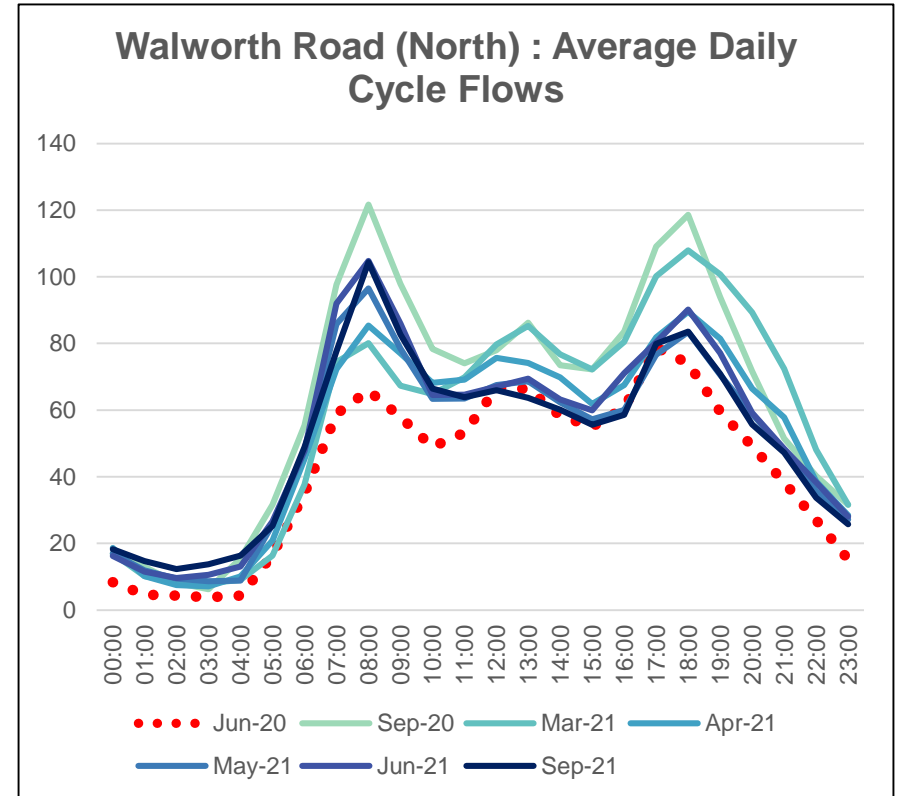
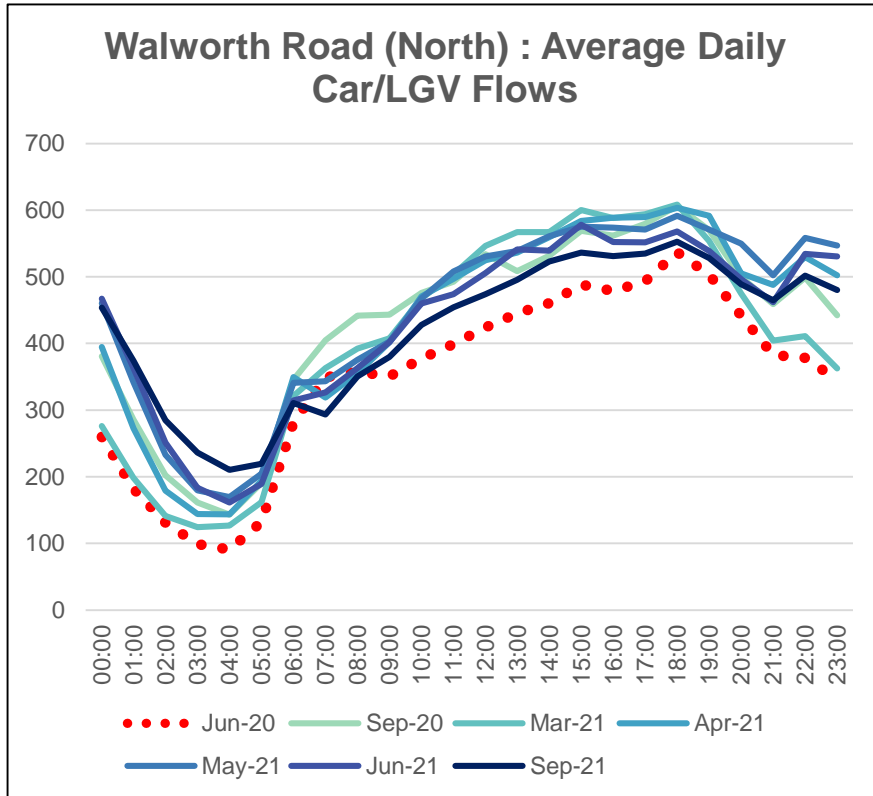
† Previous months' pre-implementation data has been adjusted to levels from the same month in 2019

Walworth Road North (Daily Flows)

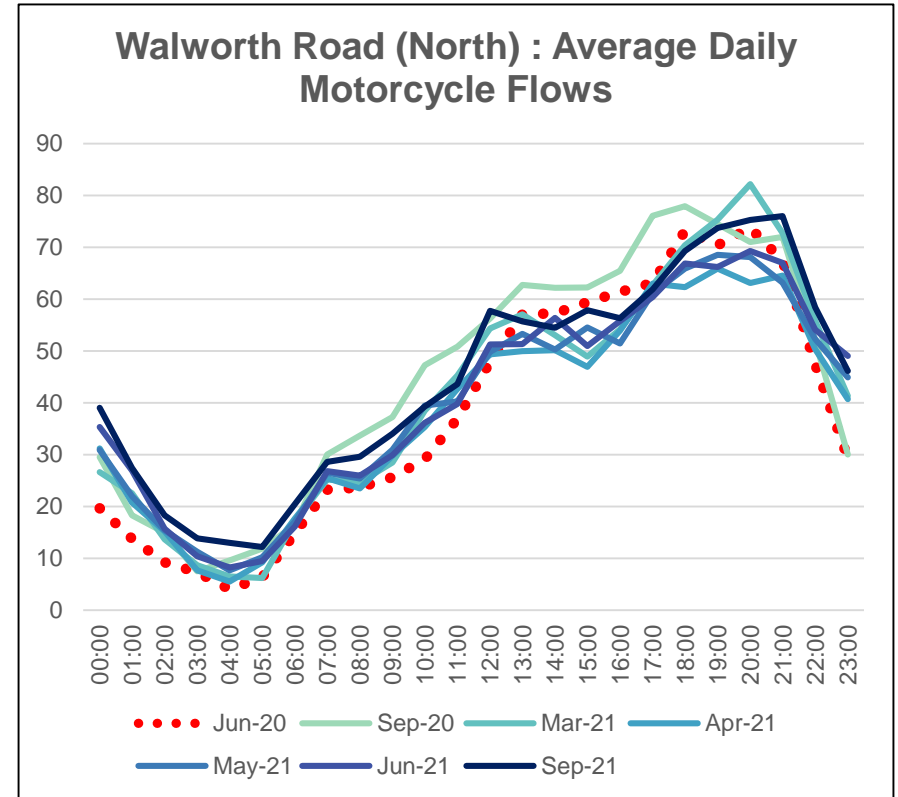
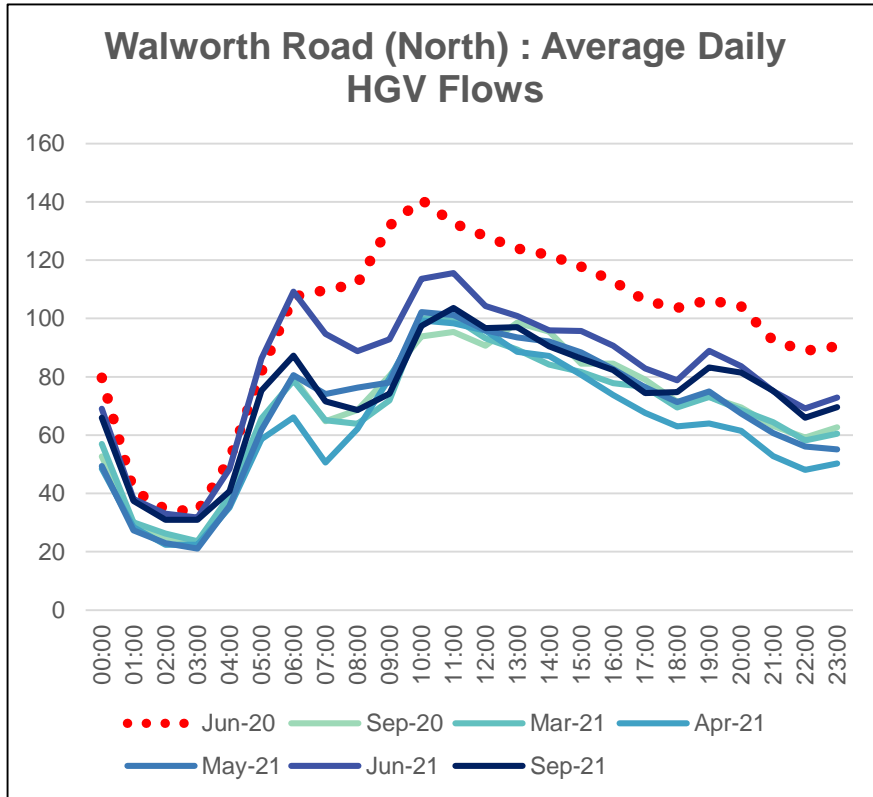
- The charts below and on the following pages show the **average daily flows on Walworth Road North**, showing the difference between pre-implementation flows and data collected throughout 2021.



Walworth Road North



Walworth Road North



Walworth Road North – Summary Table

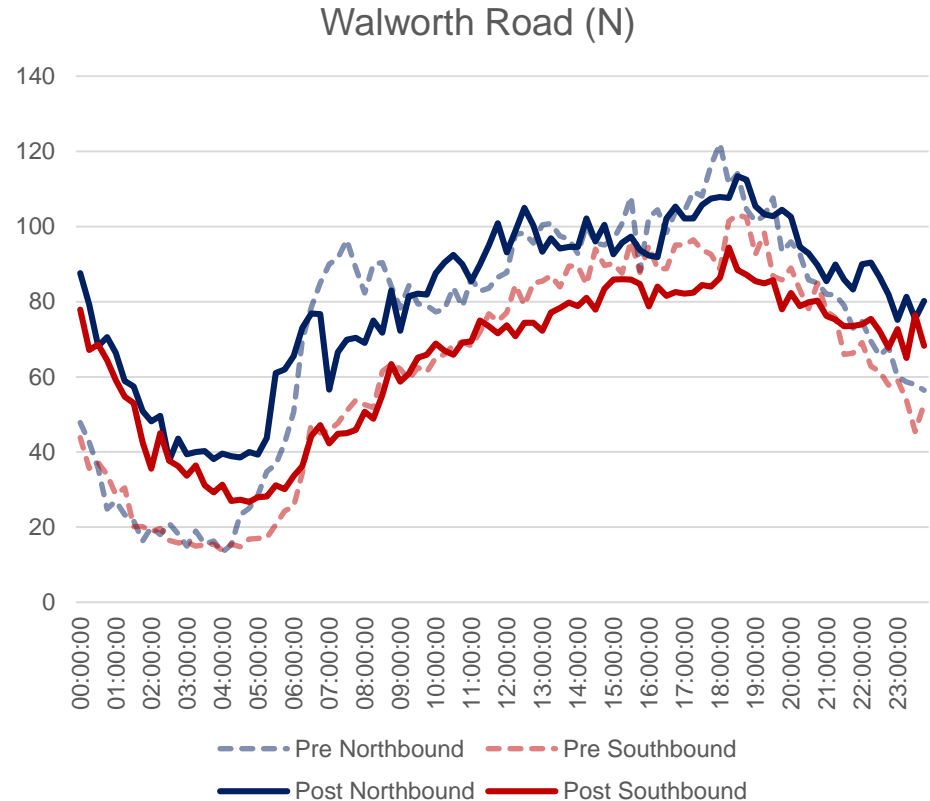
Stage	Jun-20	Sep-21	Jun-20 -> Sep-21 : Difference	Jun-20 -> Sep-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference	Jun-21 : Difference
Car/LGV	8388	10108	1719	20%	-9%	19%	25%	21%
Cycle	1011	1245	235	23%	0%	39%	27%	29%
HGV	2353	1761	-592	-25%	-42%	-30%	-35%	-18%
Motorcycles	921	1062	141	15%	72%	8%	0%	6%
Total Motorised Vehicles	11663	12931	1268	11%	-10%	8%	11%	12%

*Pre-implementation data for September 2021 has been adjusted to September 2019 levels to ensure comparability

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

Walworth Road North – Directional Analysis

- The chart to the right shows the pre- and post-implementation flows by direction for Walworth Road North (based on a representative week in each case).
- Before scheme implementation, vehicle flows were typically higher northbound than southbound, particularly in the AM peak.
- In September 2021, traffic in both directions was similar during daytime hours, but higher in the late evening and overnight.



Quality Assurance

All results are presented in good faith and have 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.

The SYSTRA logo is displayed in a bold, orange, sans-serif font. The letters are thick and blocky, with a slight shadow effect. The 'S' and 'Y' are particularly prominent.