

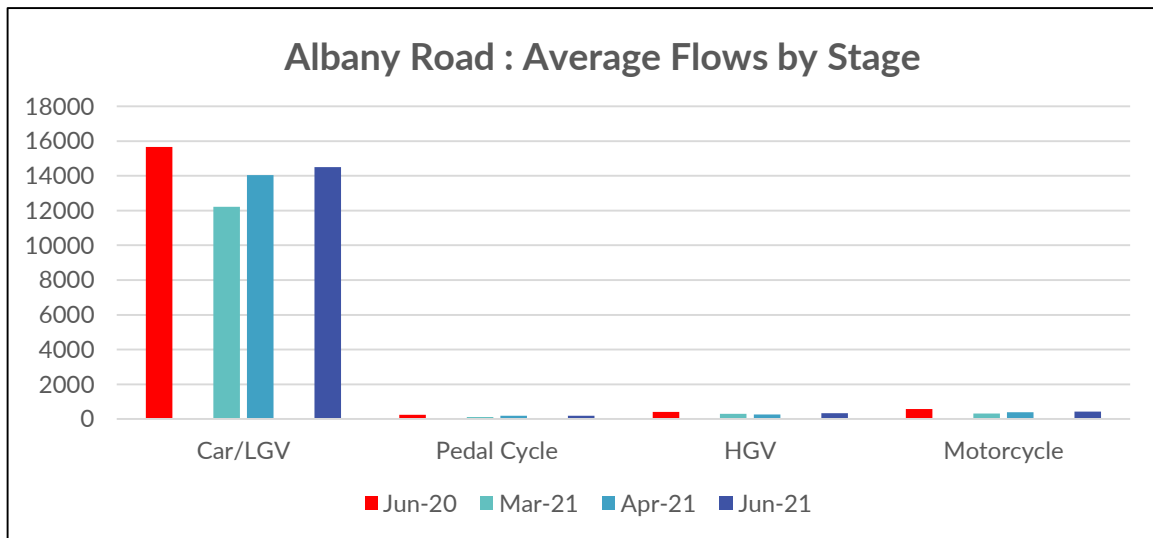


## Appendix B: Traffic Flow Results

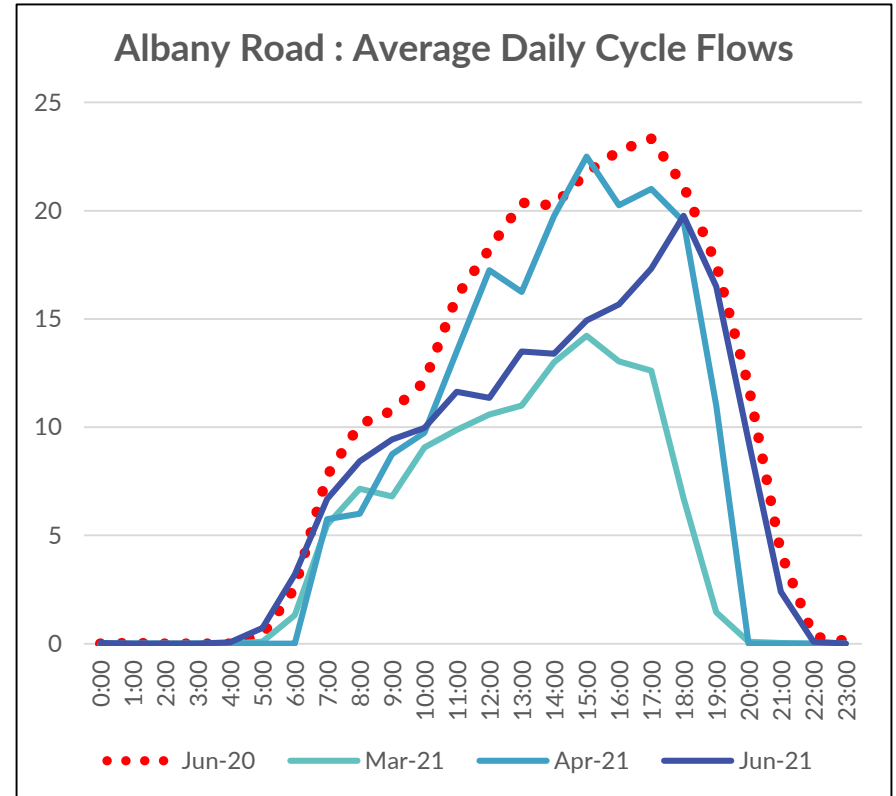
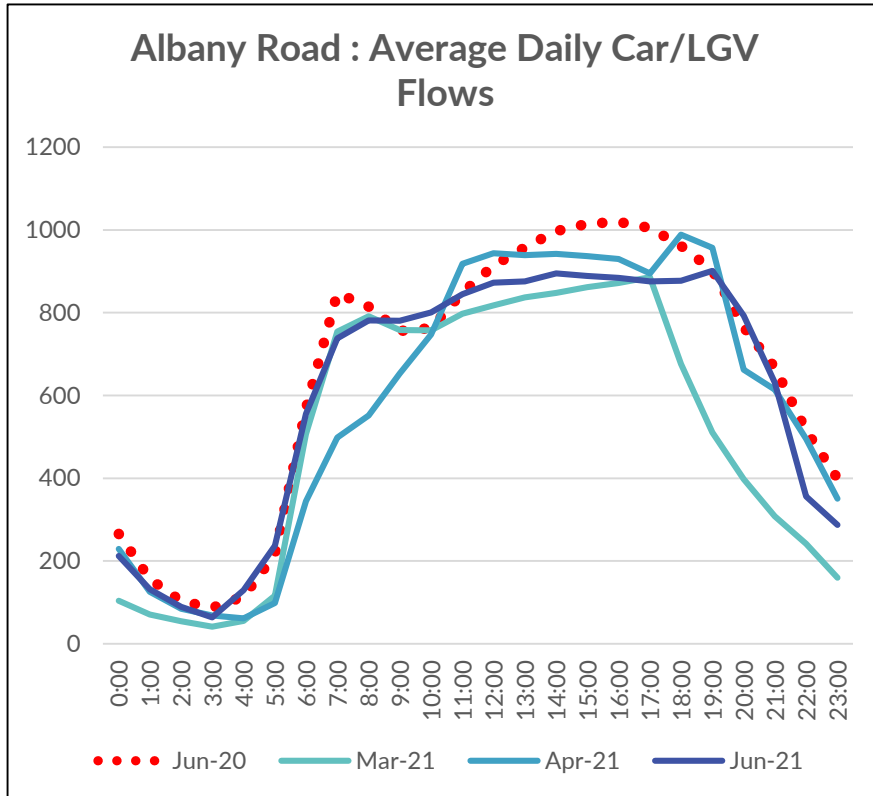
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# Albany Road (Daily Flows)

- 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

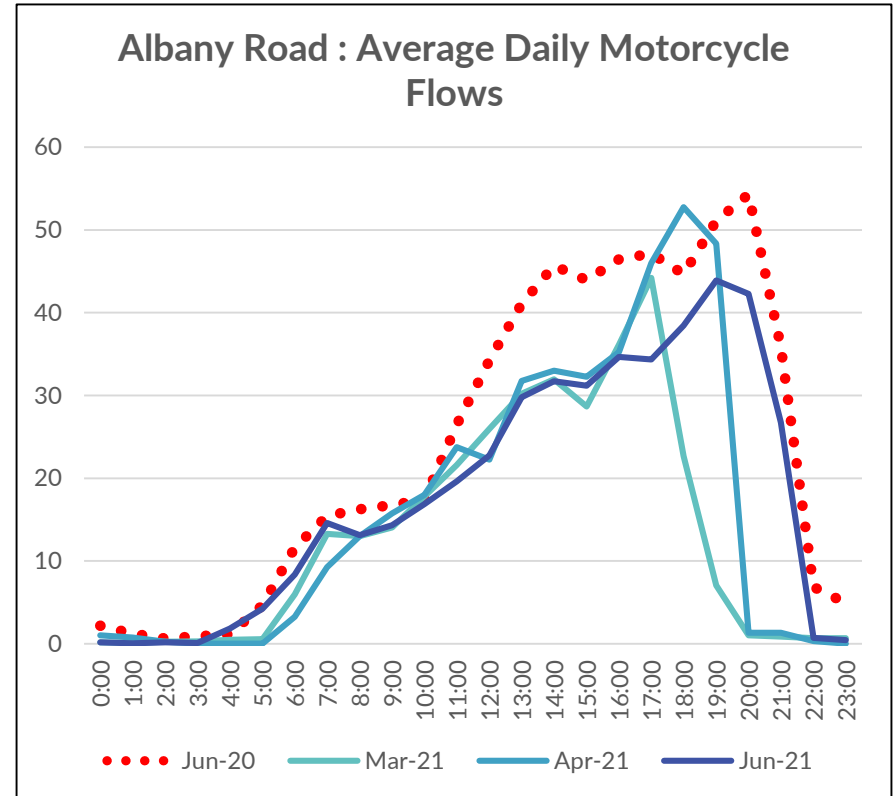
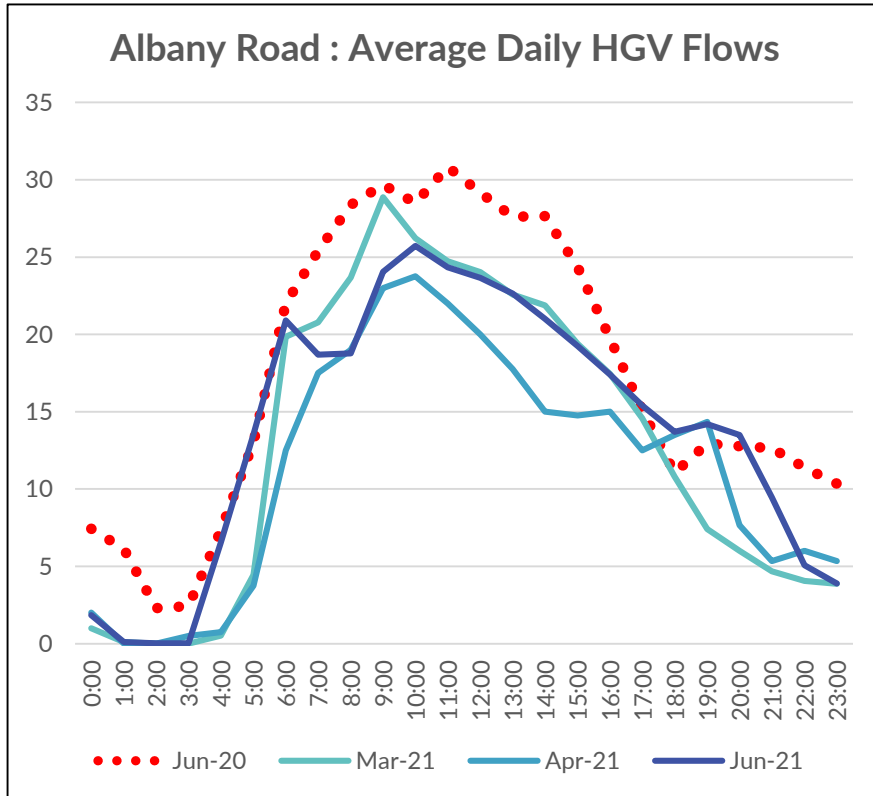


# Albany Road



\*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

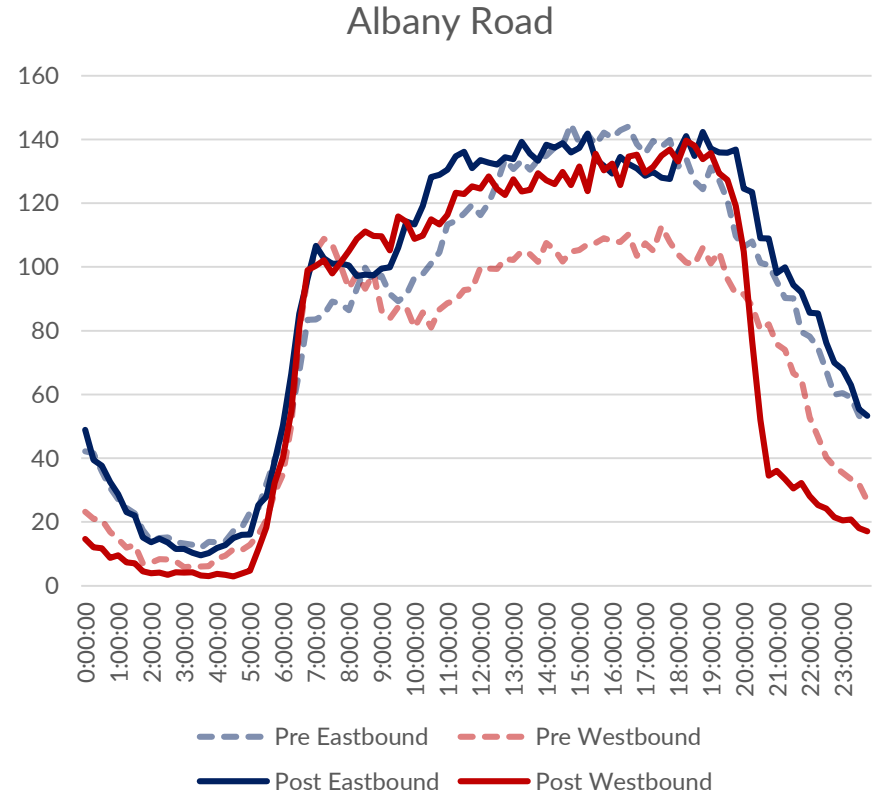
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	15659	14501	-1158	-7%	-19%	-7%
Cycle	242	184	-57	-24%	-49%	-21%
HGV	418	334	-84	-20%	-24%	-33%
Motorcycles	571	430	-141	-25%	-44%	-32%
<b>Total Motorised Vehicles</b>	<b>16648</b>	<b>15265</b>	<b>-1383</b>	<b>-8%</b>	<b>-20%</b>	<b>-9%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

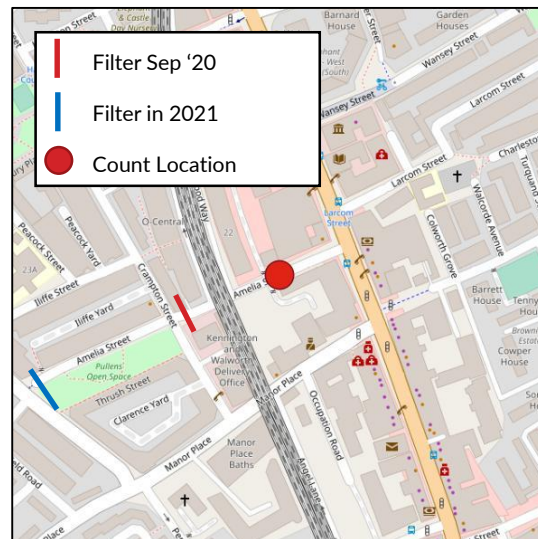
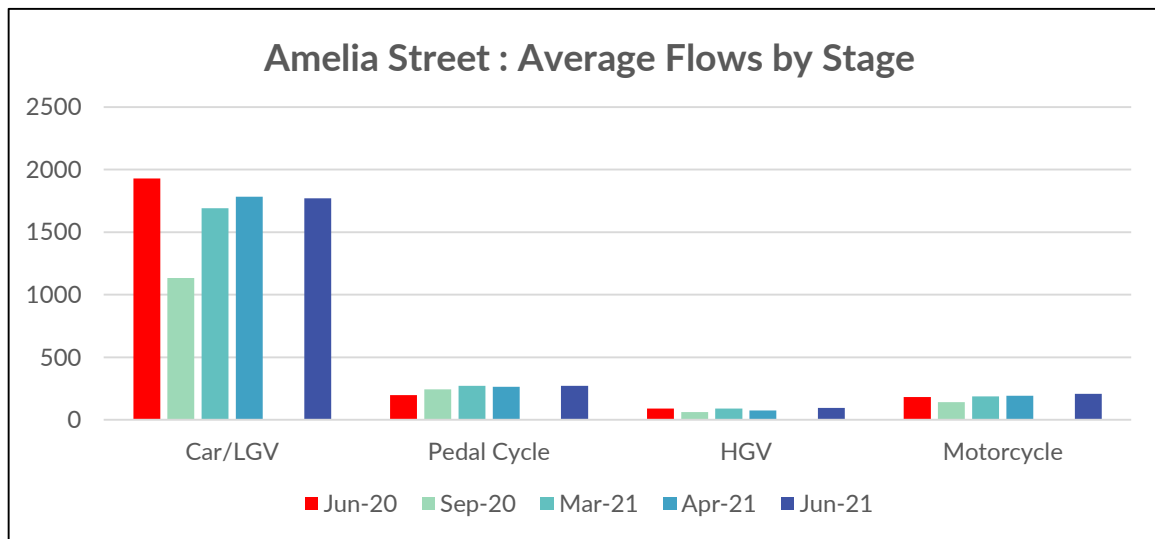
# Albany Road – Directional Analysis

- 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.



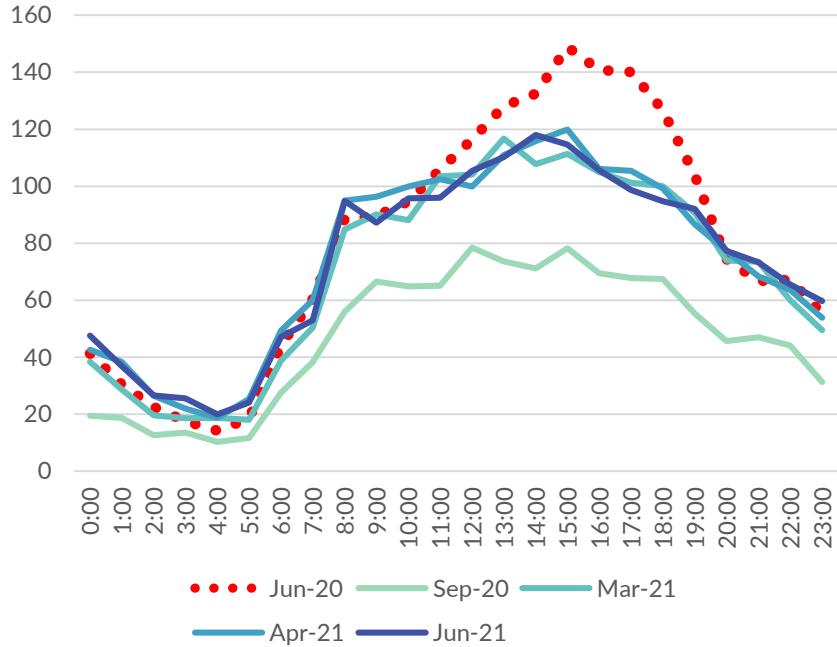
# Amelia Street (Daily Flows)

- 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 between September 2020 and March 2021 per the map below.

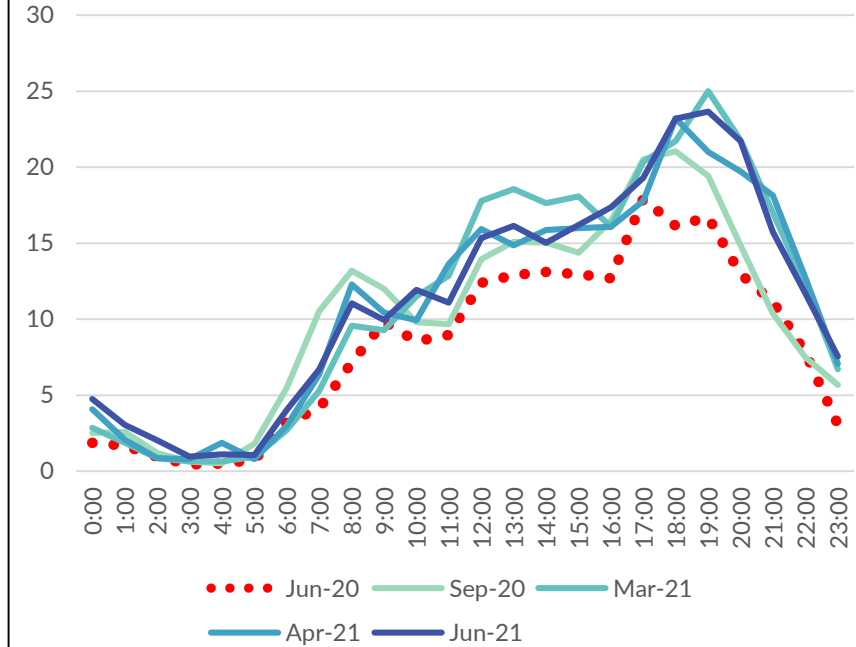


# Amelia Street

Amelia Street : Average Daily Car/LGV Flows



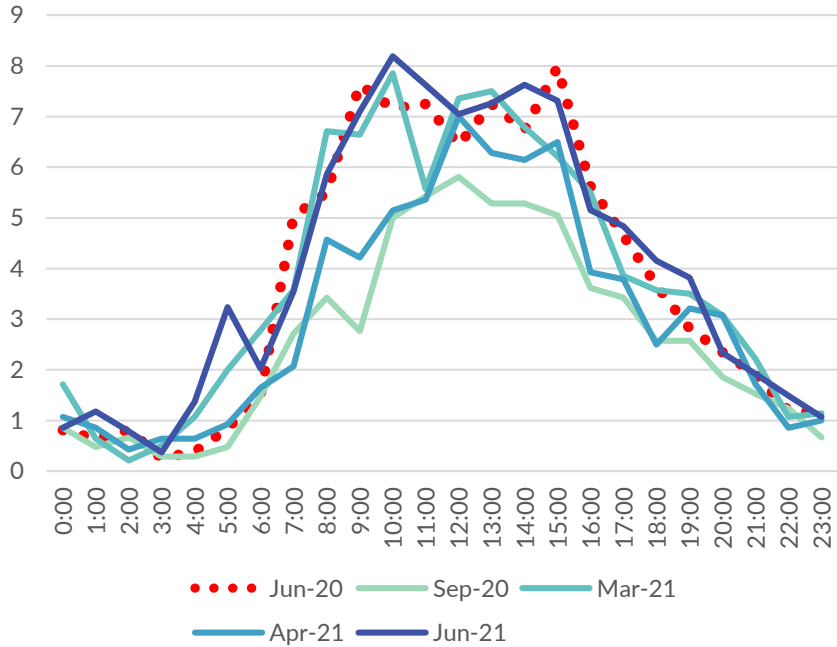
Amelia Street : Average Daily Cycle Flows



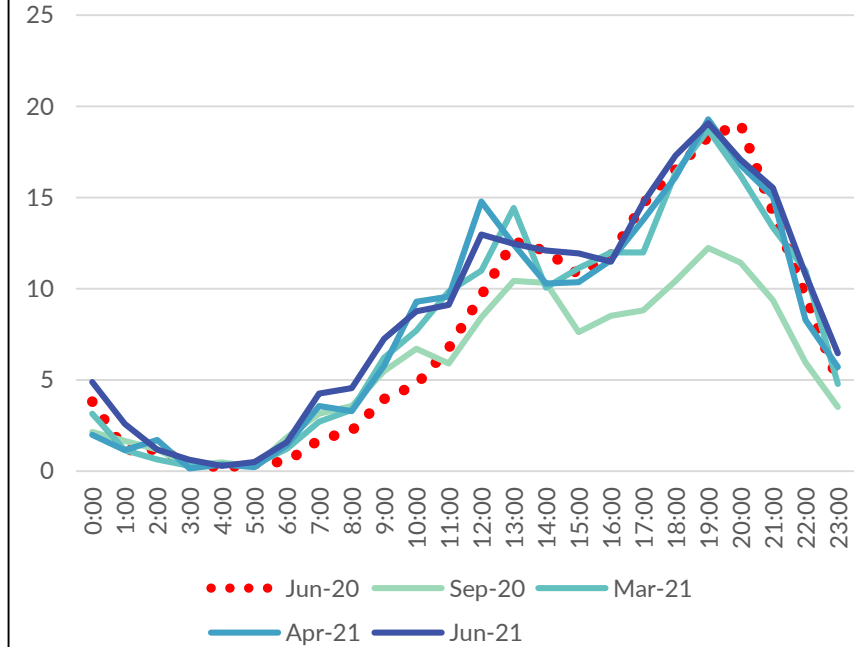


# Amelia Street

## Amelia Street : Average Daily HGV Flows



## Amelia Street : Average Daily Motorcycle Flows



# Amelia Street– Summary Table

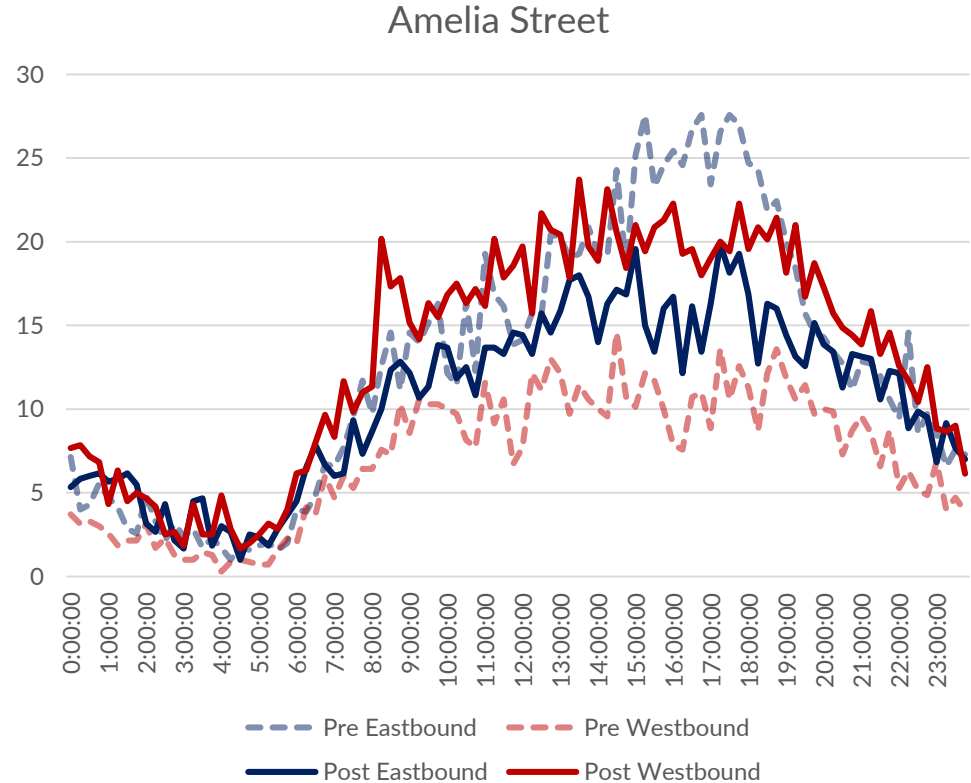
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	1928	1770	-159	-8%	-39%	-9%	-4%
Cycle	198	271	73	37%	24%	38%	34%
HGV	90	96	7	7%	-27%	5%	-15%
Motorcycles	181	208	26	14%	-23%	4%	6%
<b>Total Motorised Vehicles</b>	<b>2199</b>	<b>2073</b>	<b>-126</b>	<b>-6%</b>	<b>-37%</b>	<b>-7%</b>	<b>-4%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

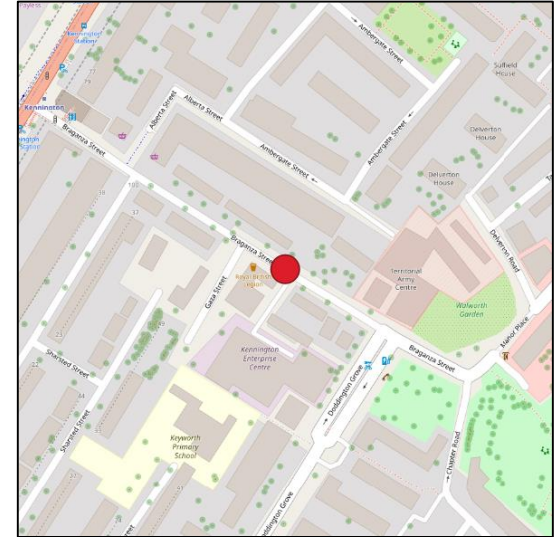
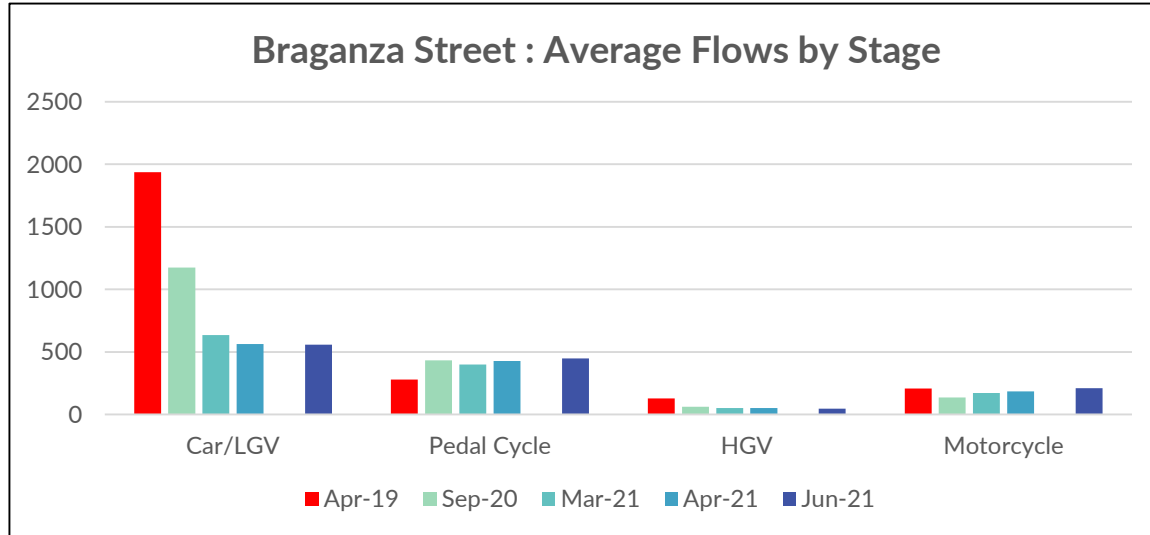
# Amelia Street – Directional Analysis

- 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.

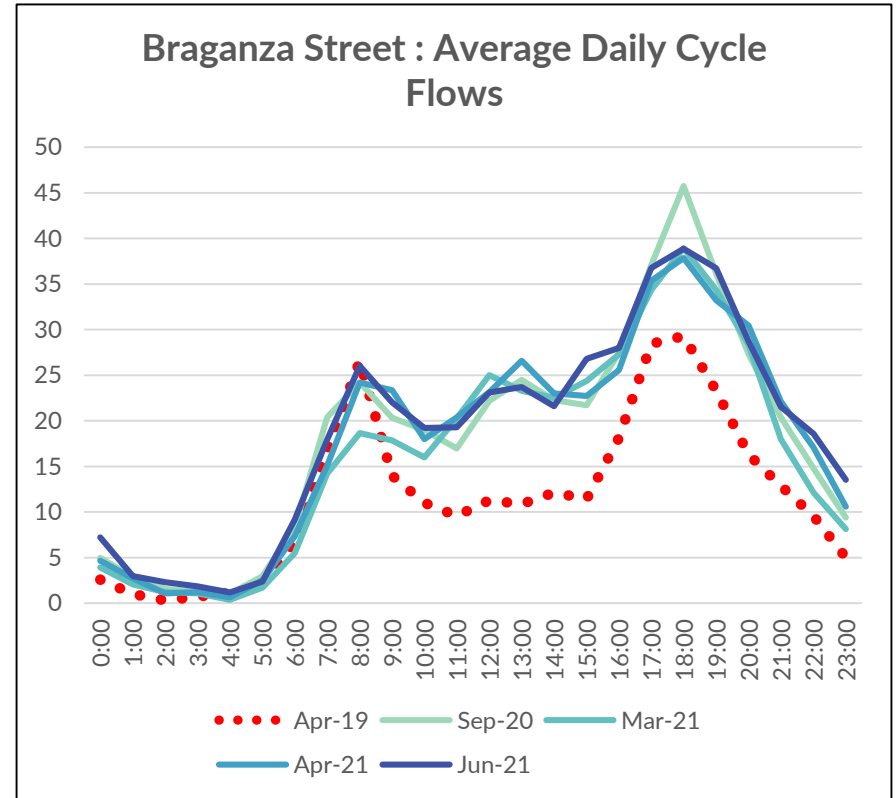
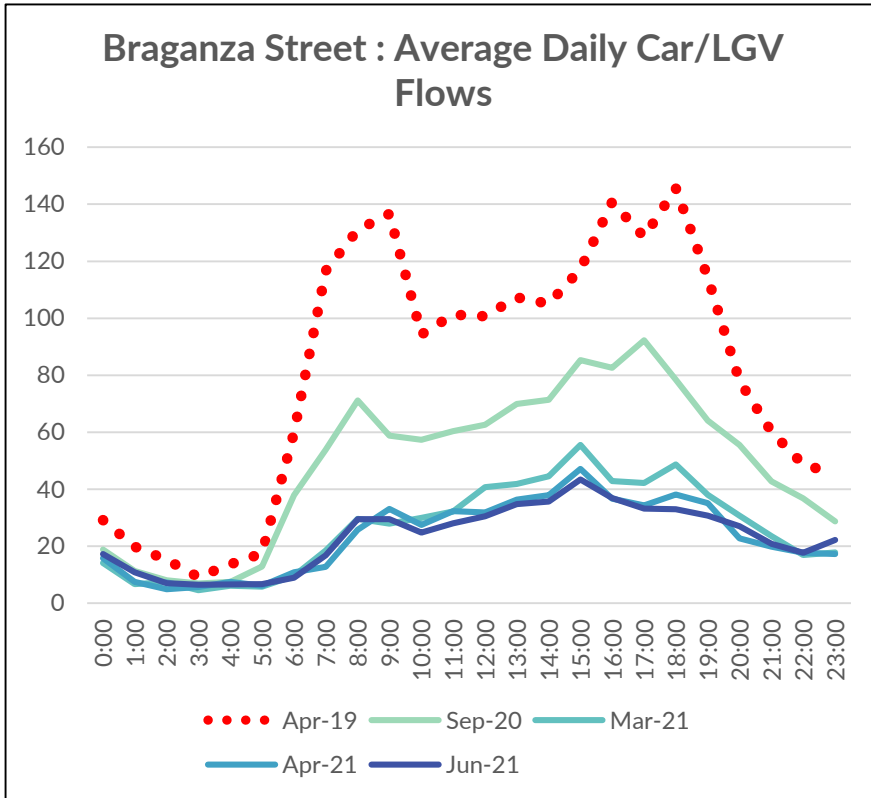


# Braganza Street (Daily Flows)

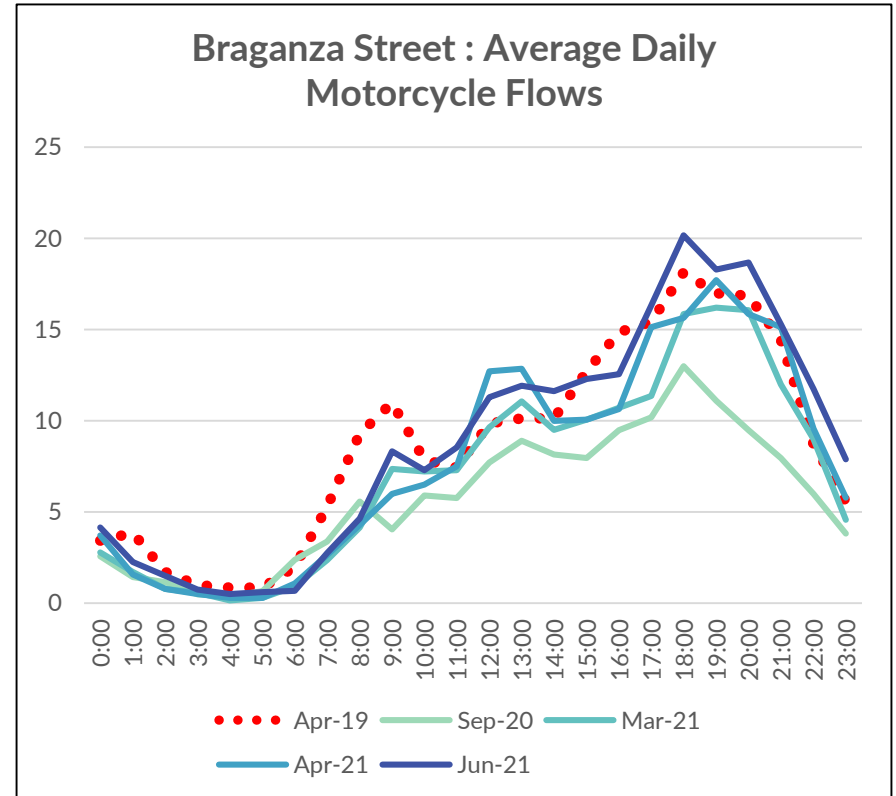
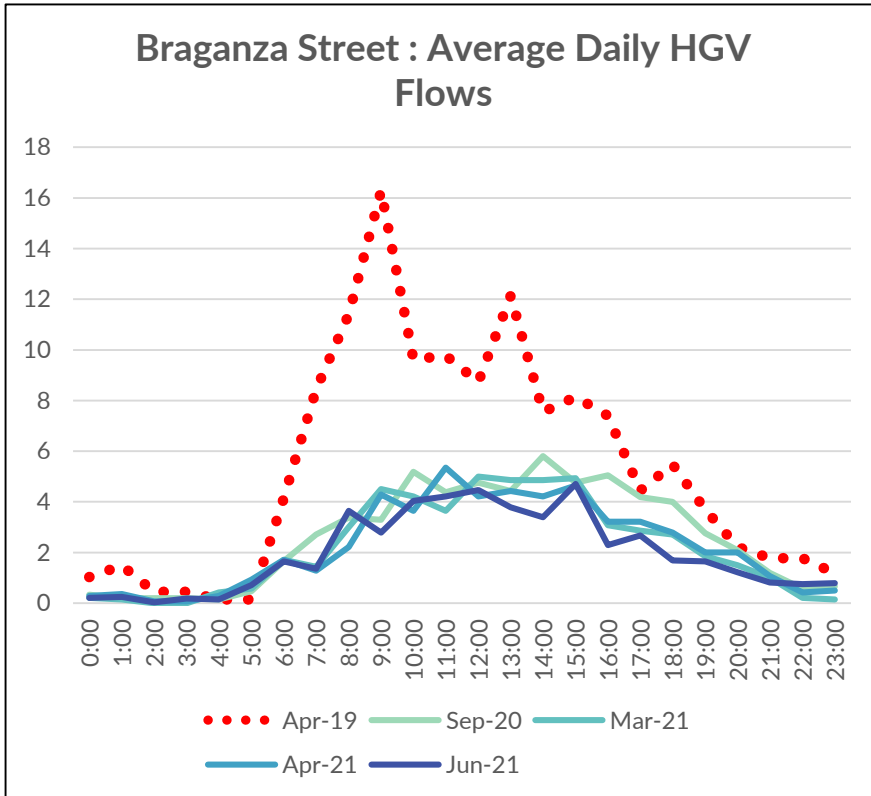
- The charts below and on the following pages show the normalised average daily flows on Braganza Street, showing the difference between pre-implementation flows and data collected throughout 2021.



# Braganza Street



# Braganza Street



# Braganza Street – Summary Table

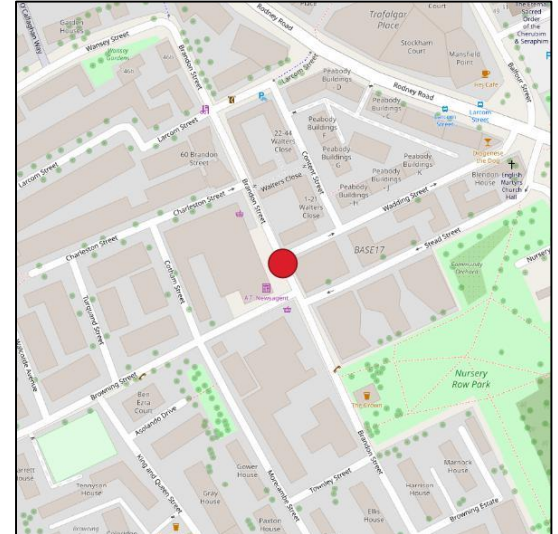
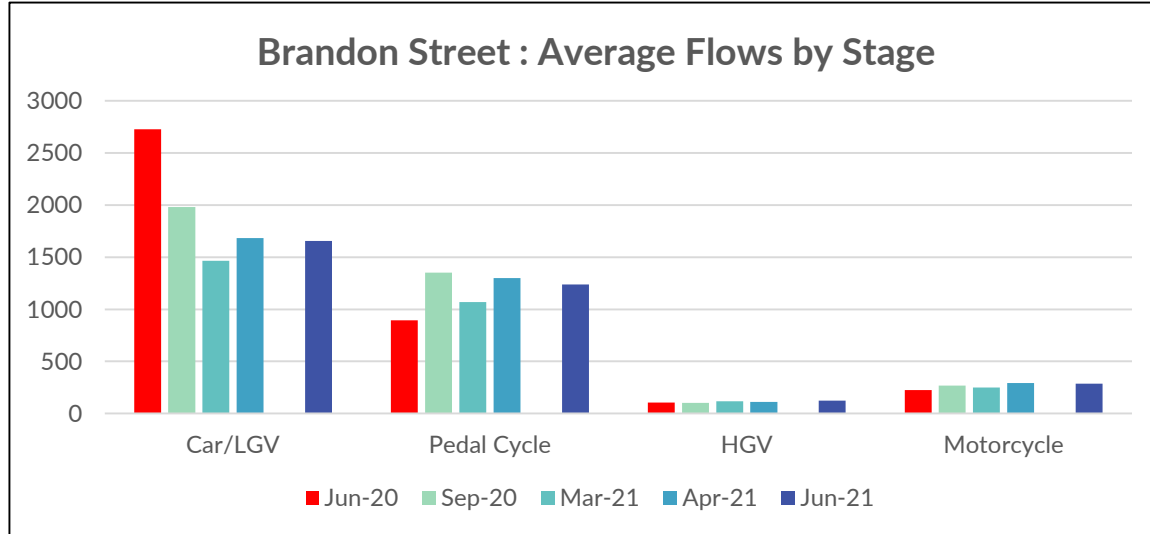
Stage	Apr-19	Jun-21	Apr-19 -> Jun-21 : Difference	Apr-19 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	1936	558	-1378	-71%	-37%	-66%	-70%
Cycle	281	449	168	60%	54%	42%	53%
HGV	128	47	-80	-63%	-49%	-57%	-57%
Motorcycles	208	210	2	1%	-34%	-18%	-11%
<b>Total Motorised Vehicles</b>	<b>2272</b>	<b>816</b>	<b>-1457</b>	<b>-64%</b>	<b>-38%</b>	<b>-61%</b>	<b>-63%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

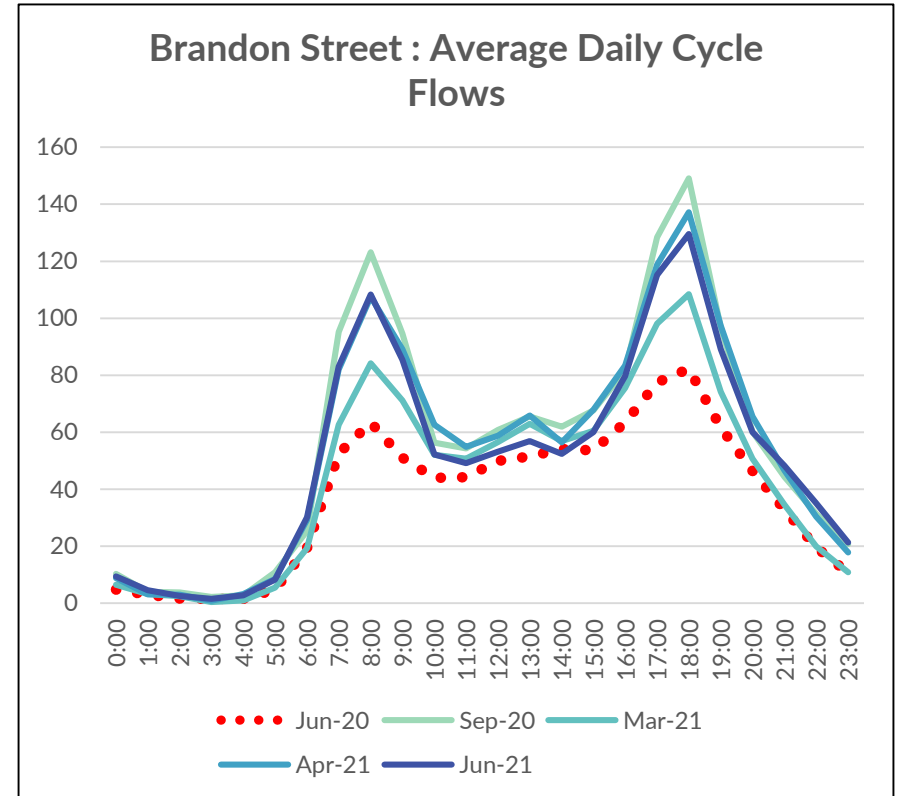
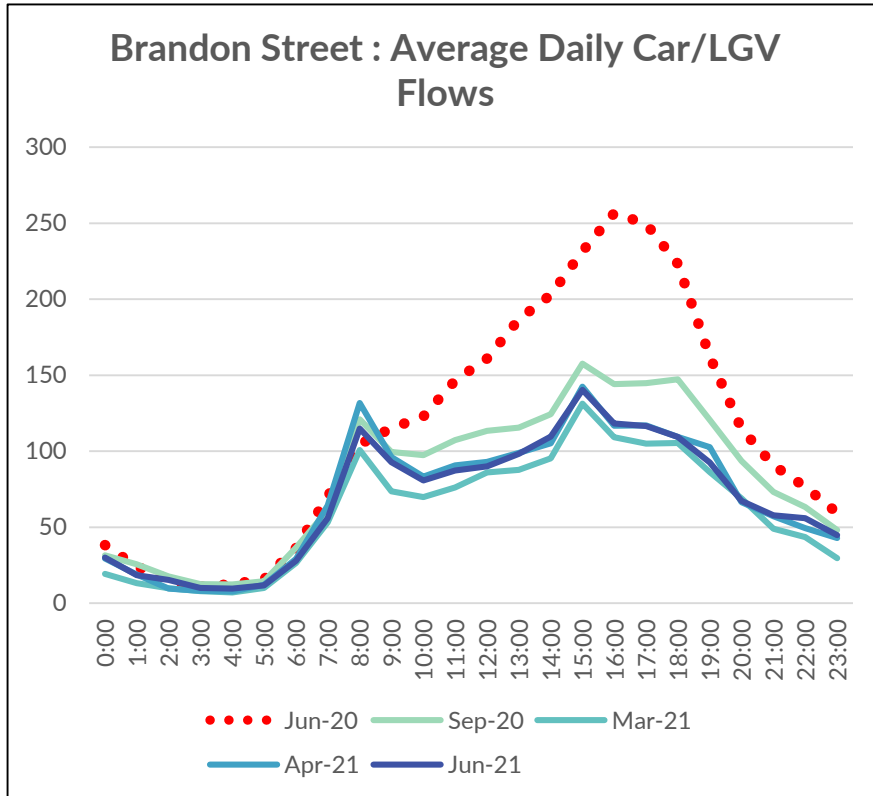
# Brandon Street (Daily Flows)

- 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.

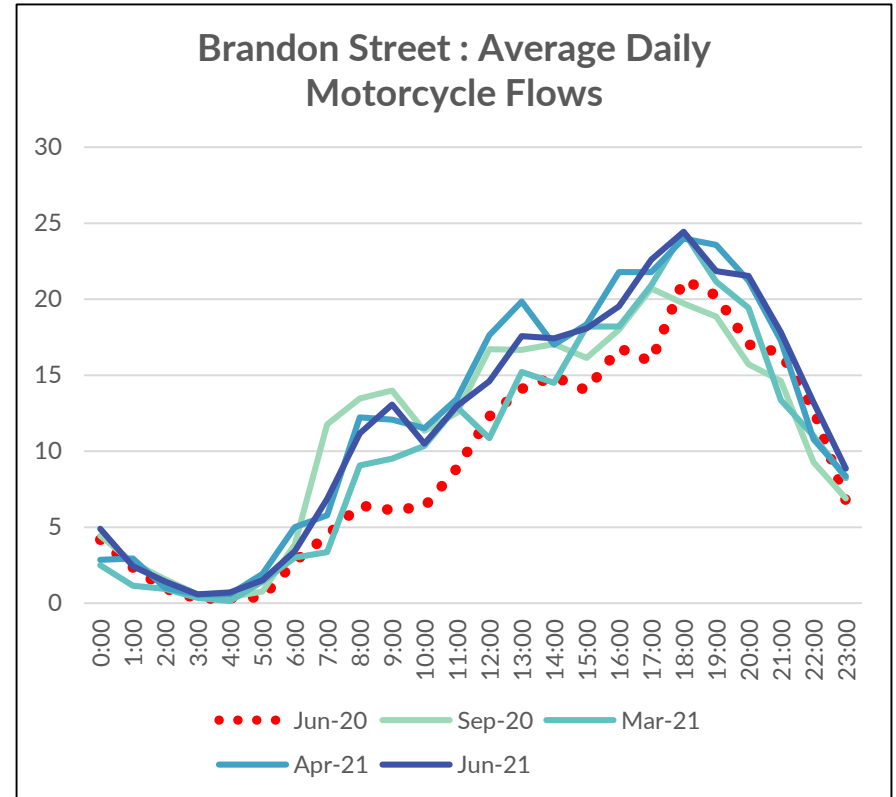
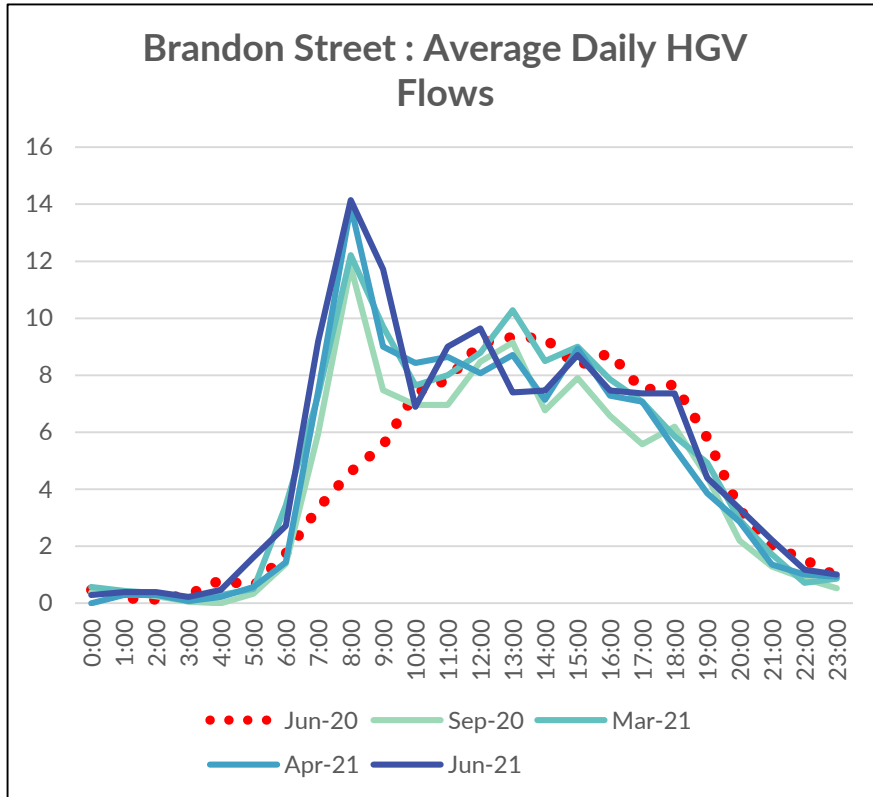




# Brandon Street



# Brandon Street



# Brandon Street – Summary Table

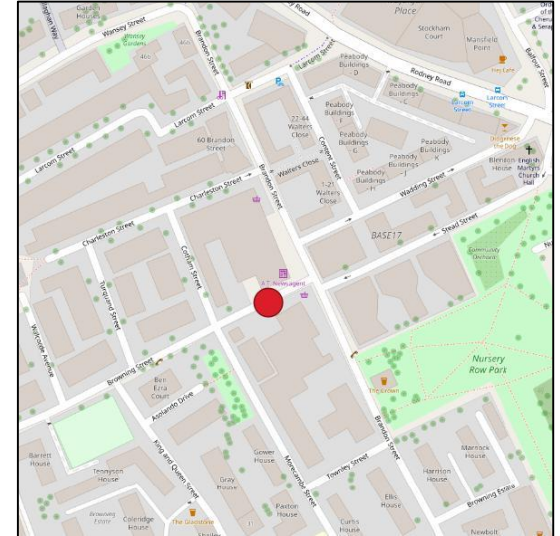
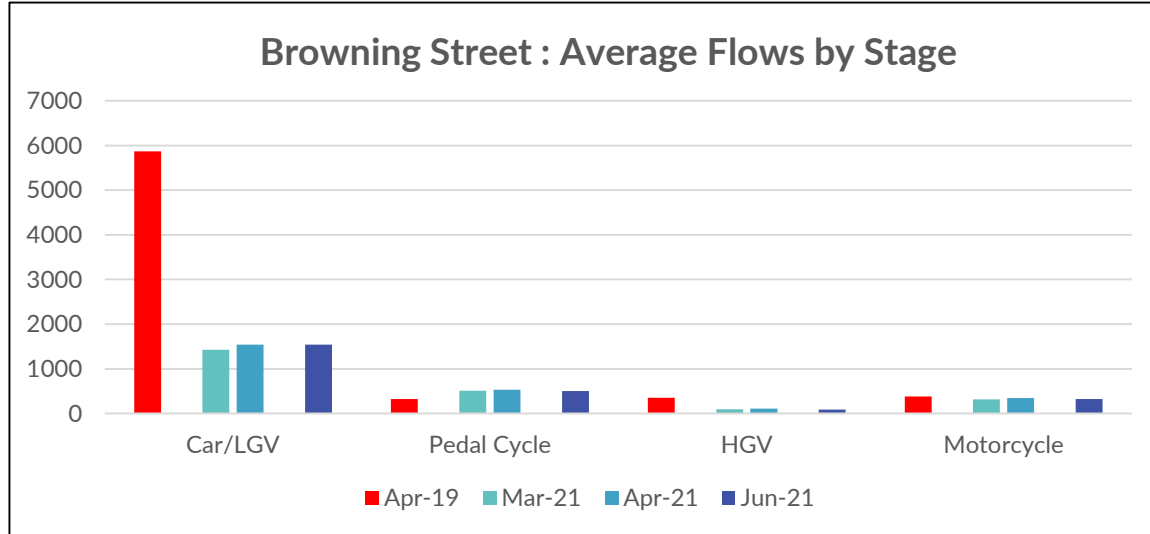
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	2728	1656	-1072	-39%	-25%	-44%	-36%
Cycle	895	1238	343	38%	51%	19%	45%
HGV	106	125	18	17%	-1%	16%	10%
Motorcycles	226	287	61	27%	18%	11%	29%
<b>Total Motorised Vehicles</b>	<b>3060</b>	<b>2067</b>	<b>-993</b>	<b>-32%</b>	<b>-21%</b>	<b>-38%</b>	<b>-30%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

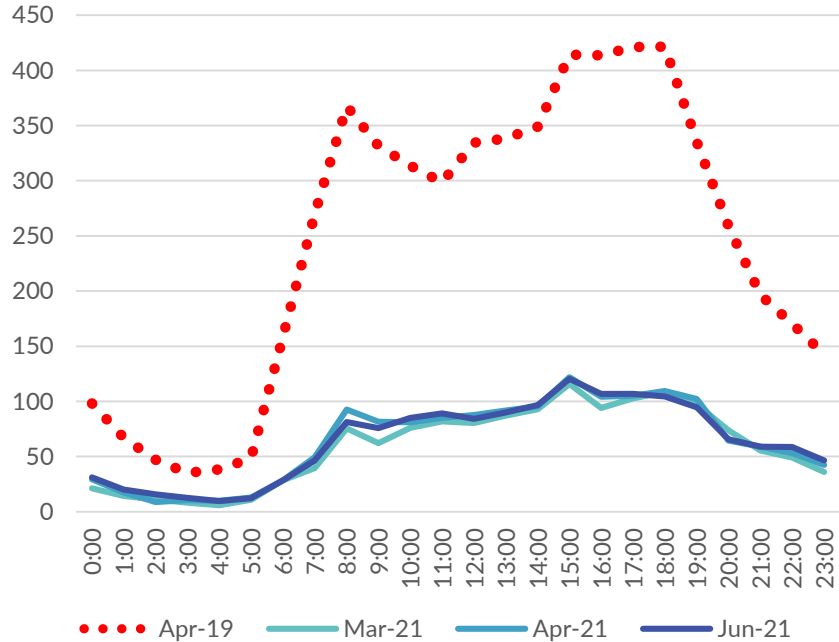
# Browning Street (Daily Flows)

- 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.

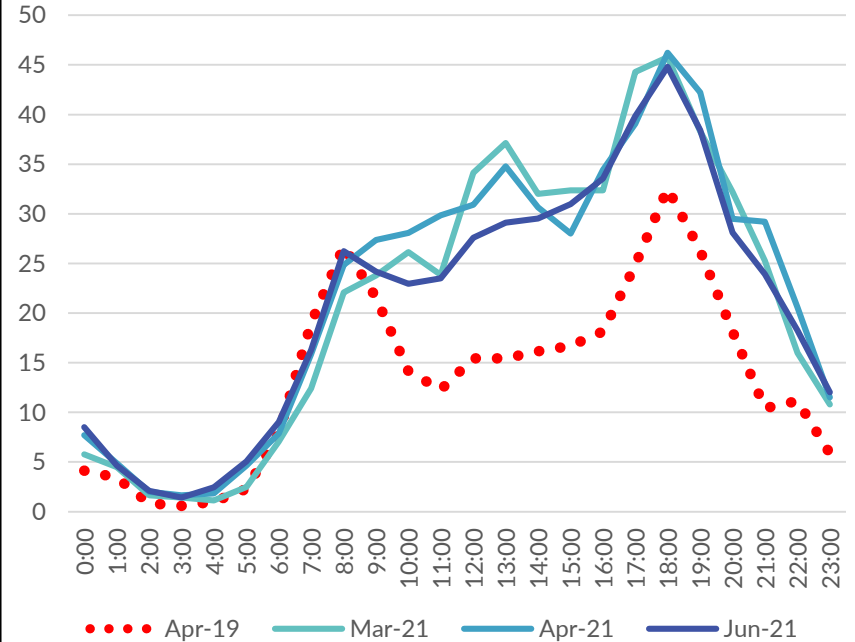


# Browning Street

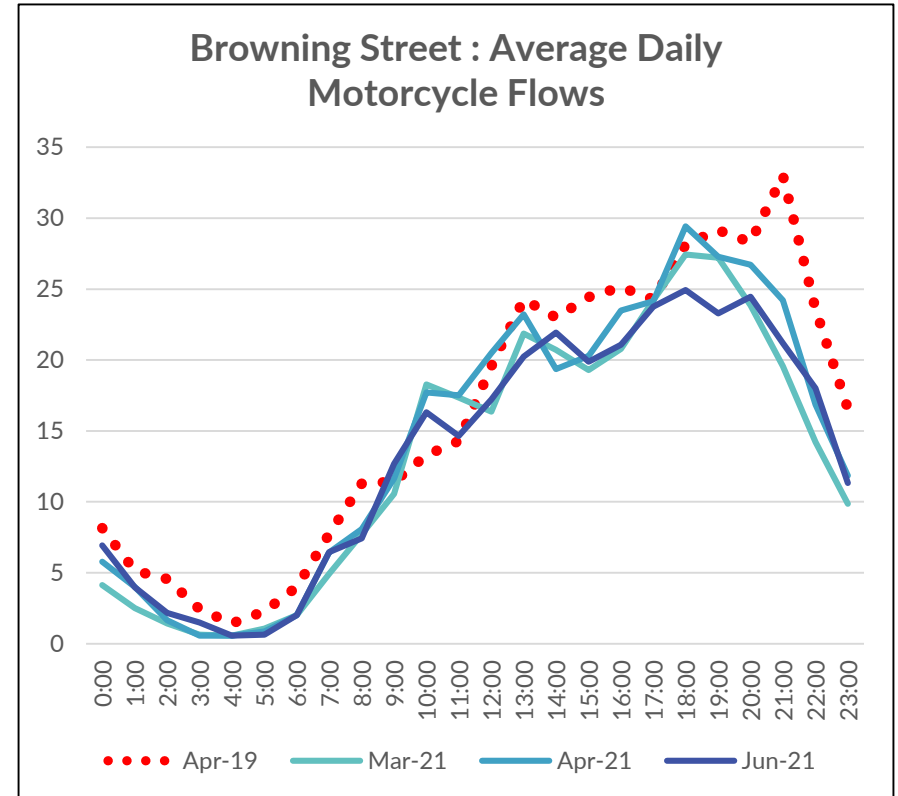
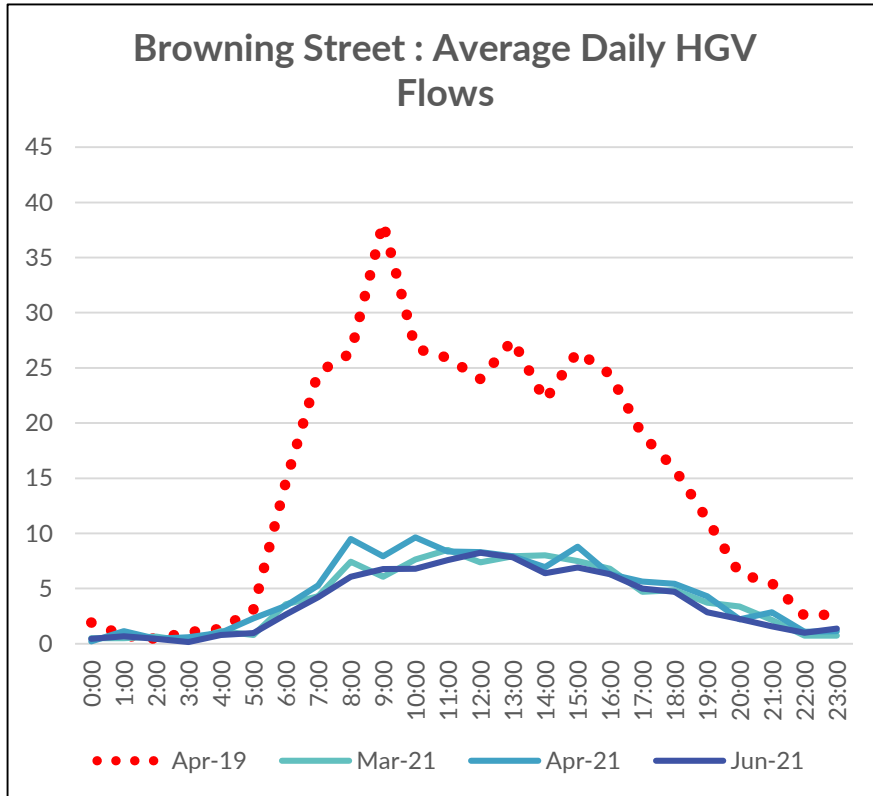
Browning Street : Average Daily Car/LGV Flows



Browning Street : Average Daily Cycle Flows



# Browning Street



# Browning Street – Summary Table

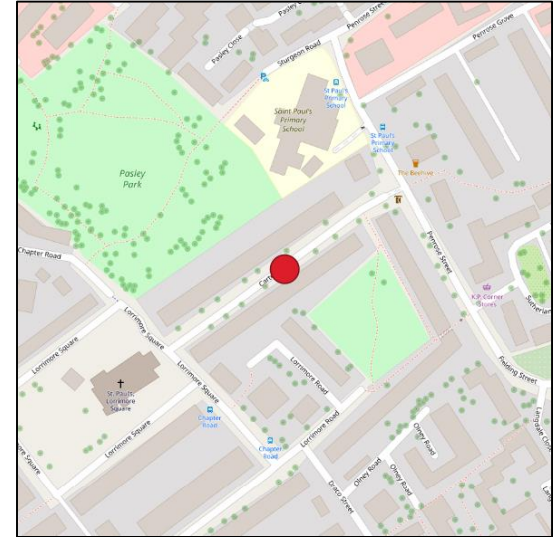
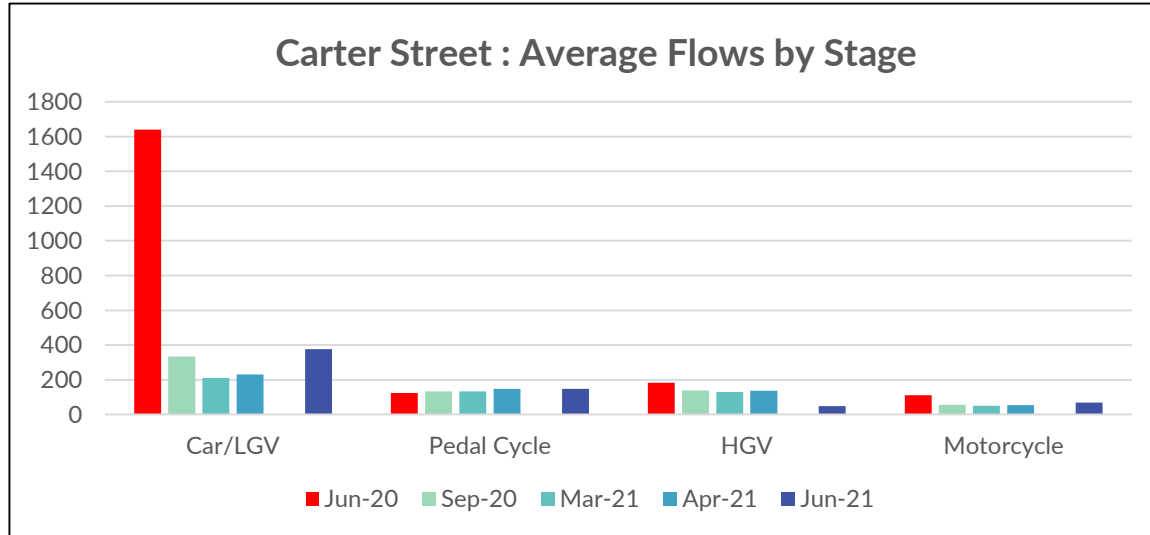
Stage	Apr-19	Jun-21	Apr-19 -> Jun-21 : Difference	Apr-19 -> Jun-21 : % Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	5870	1540	-4329	-74%	-75%	-73%
Cycle	325	503	178	55%	58%	64%
HGV	353	92	-261	-74%	-71%	-67%
Motorcycles	385	323	-63	-16%	-18%	-11%
<b>Total Motorised Vehicles</b>	<b>6608</b>	<b>1955</b>	<b>-4653</b>	<b>-70%</b>	<b>-71%</b>	<b>-69%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

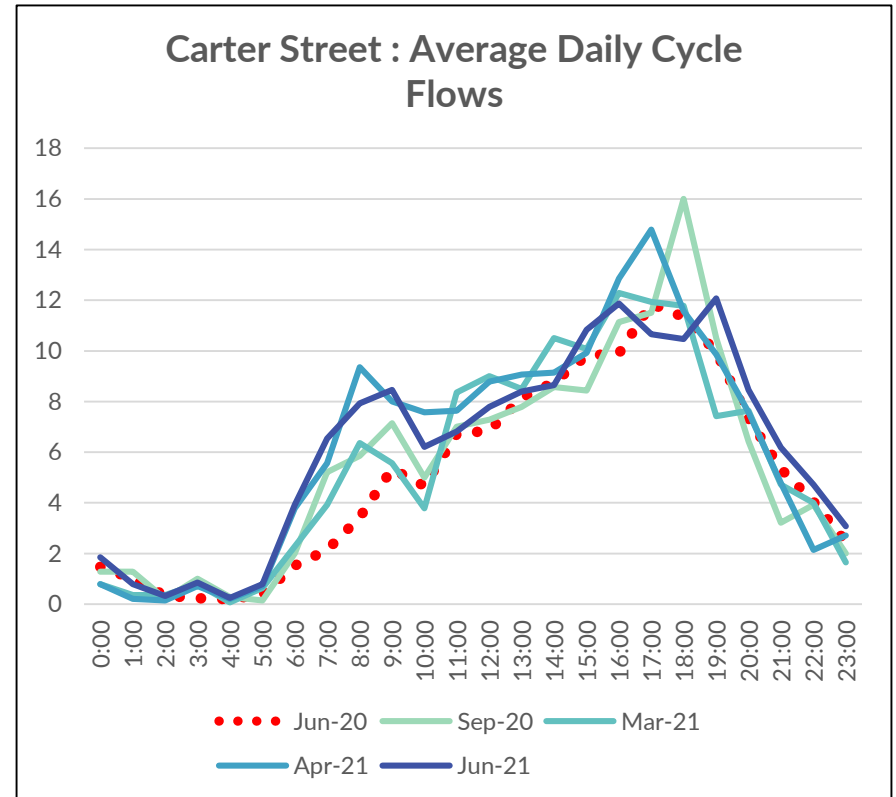
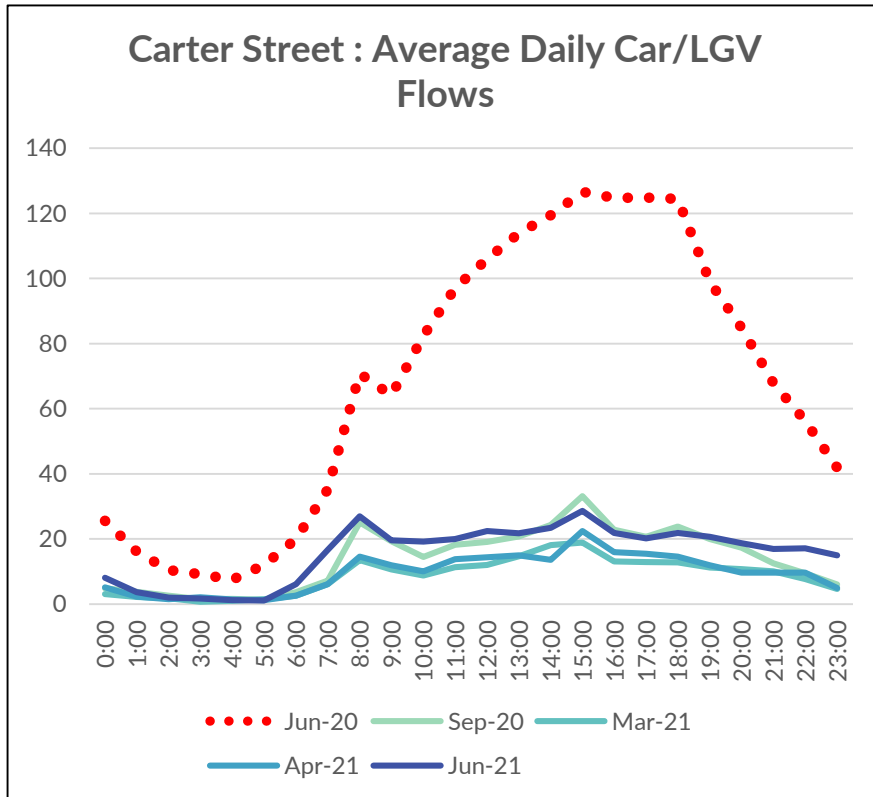
# Carter Street (Daily Flows)

- 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.

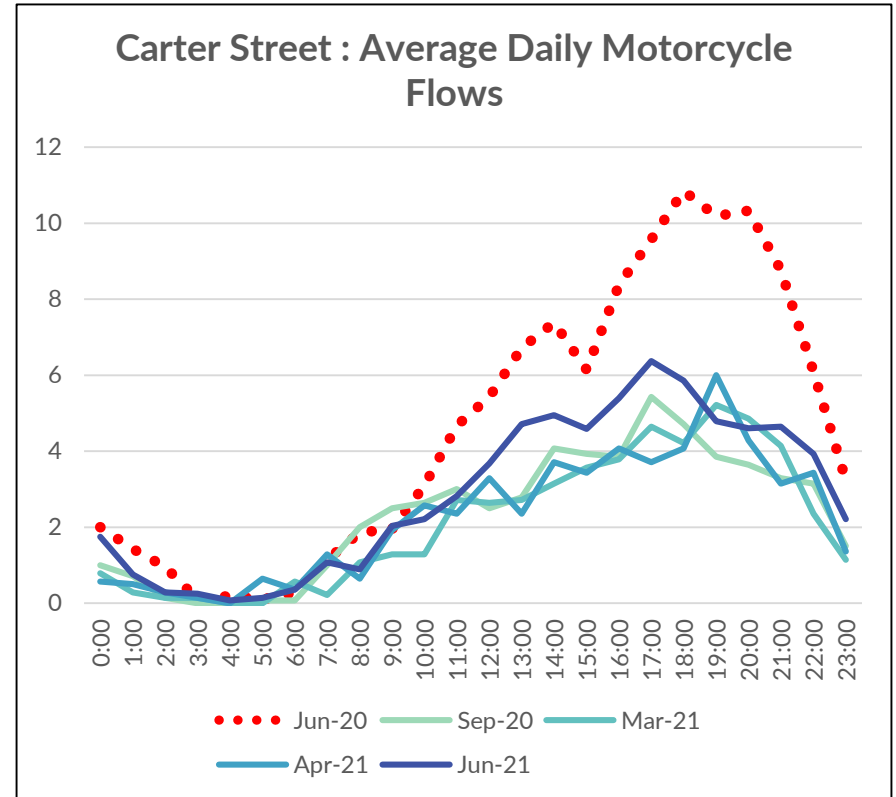
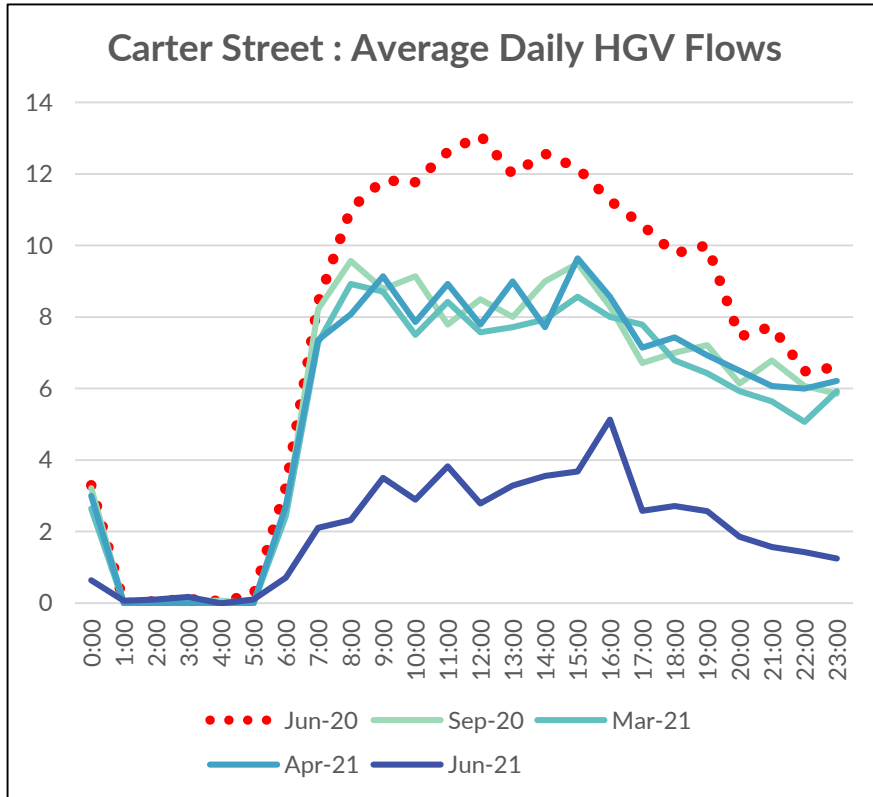




# Carter Street



# Carter Street



# Carter Street – Summary Table

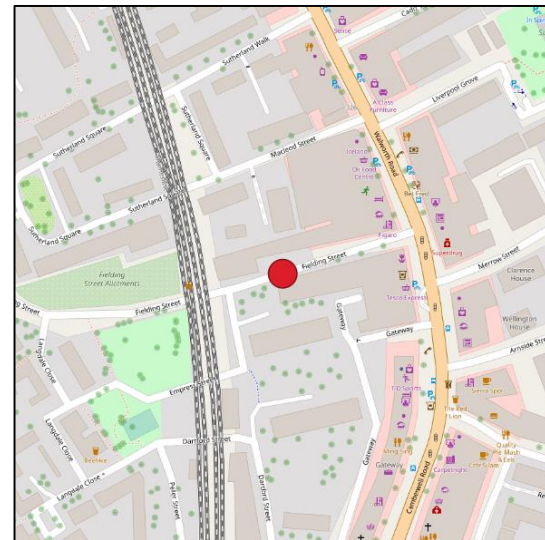
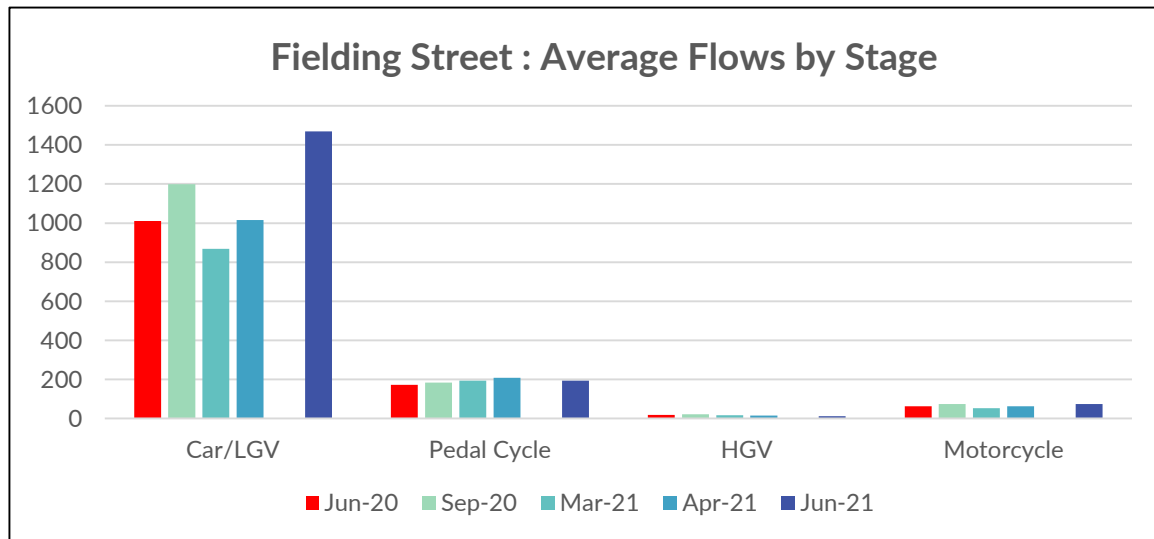
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	1640	376	-1265	-77%	-79%	-87%	-85%
Cycle	123	148	25	20%	8%	8%	20%
HGV	182	49	-133	-73%	-21%	-27%	-23%
Motorcycles	111	68	-42	-38%	-50%	-54%	-51%
<b>Total Motorised Vehicles</b>	<b>1933</b>	<b>493</b>	<b>-1441</b>	<b>-75%</b>	<b>-72%</b>	<b>-79%</b>	<b>-78%</b>

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

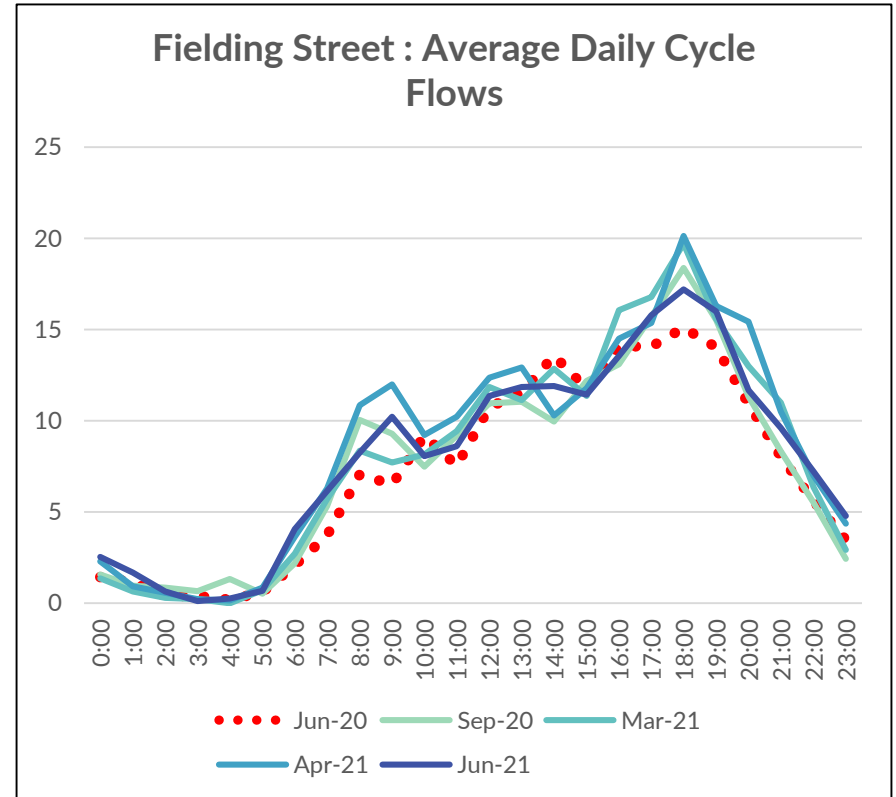
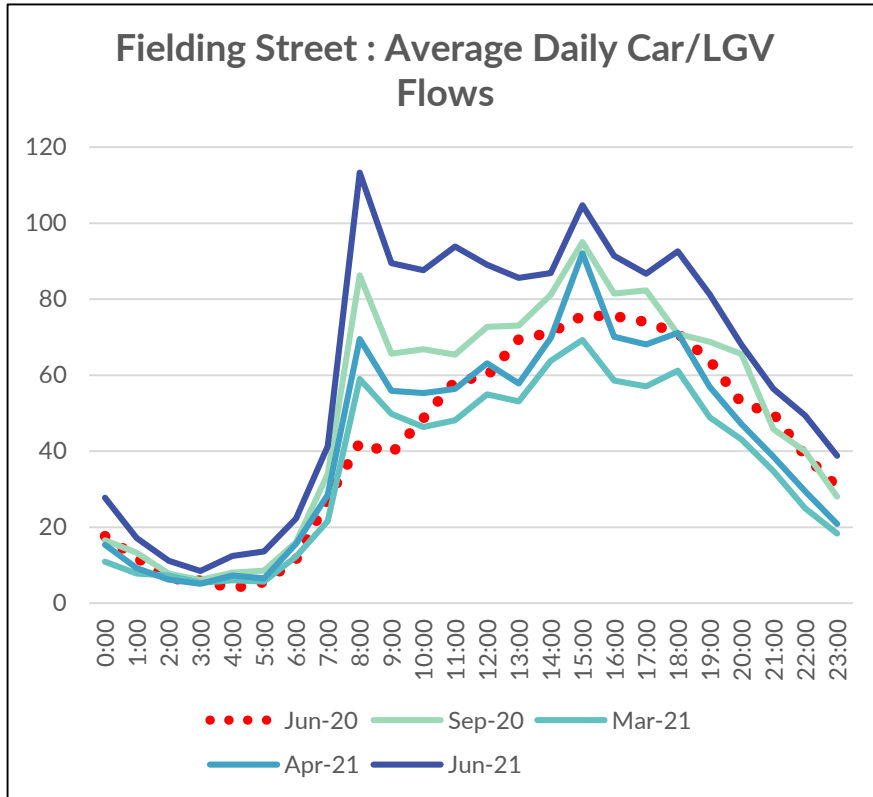
† Previous months' pre-implementation data has been adjusted to April 2019 levels

# Fielding Street (Daily Flows)

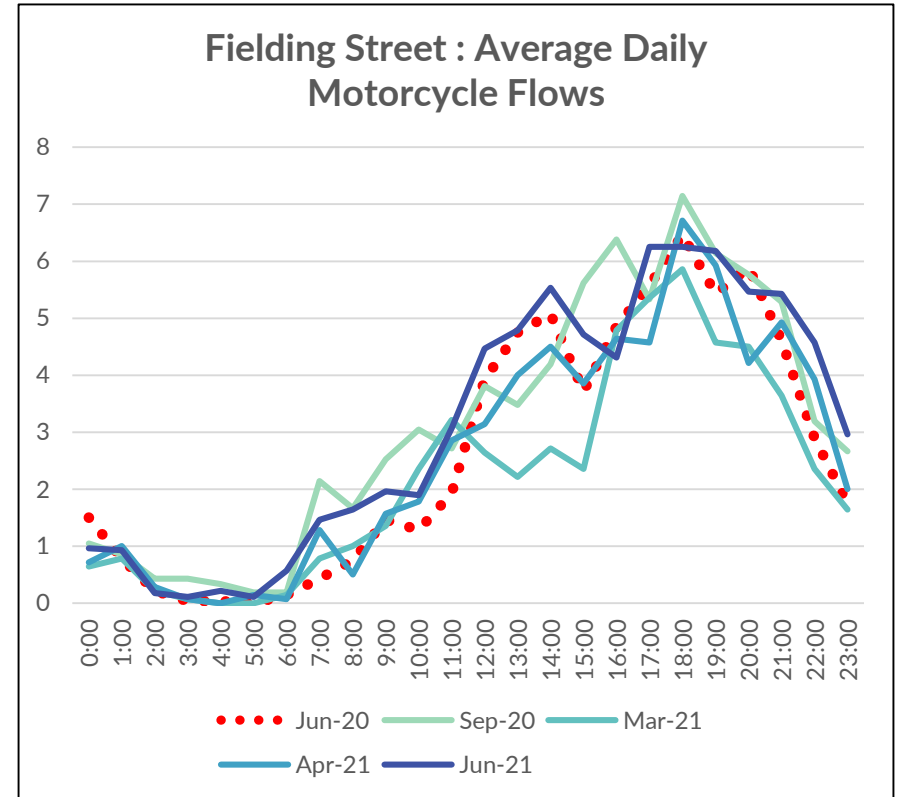
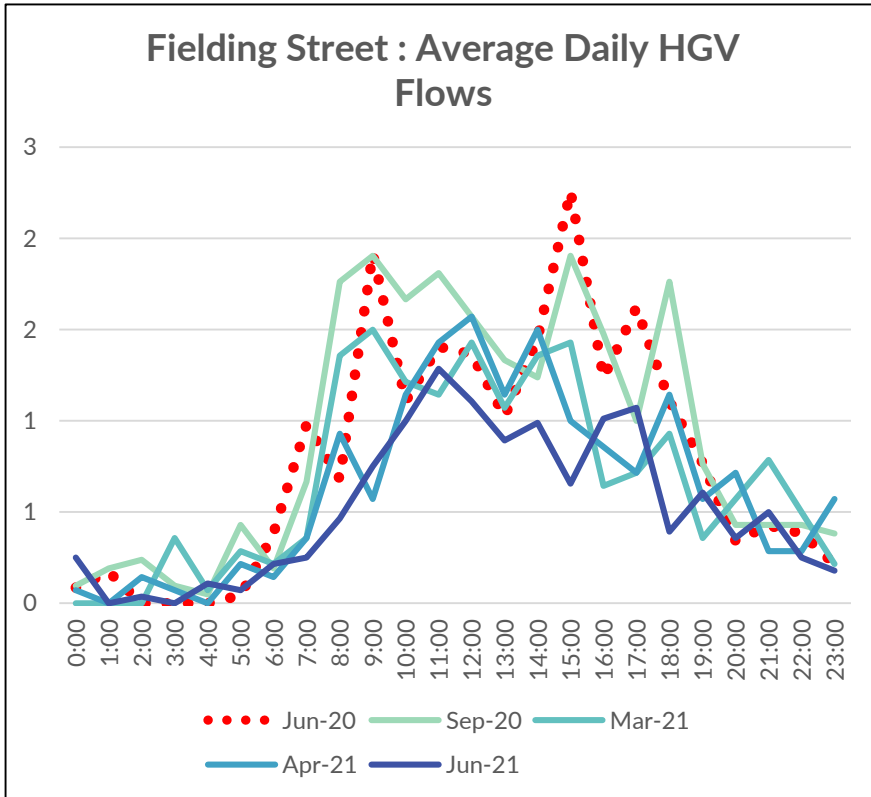
- The charts below and on the following pages show the **average daily flows on Fielding Street**, showing the difference between pre-implementation flows and data collected throughout 2021.



# Fielding Street



# Fielding Street



# Fielding Street – Summary Table

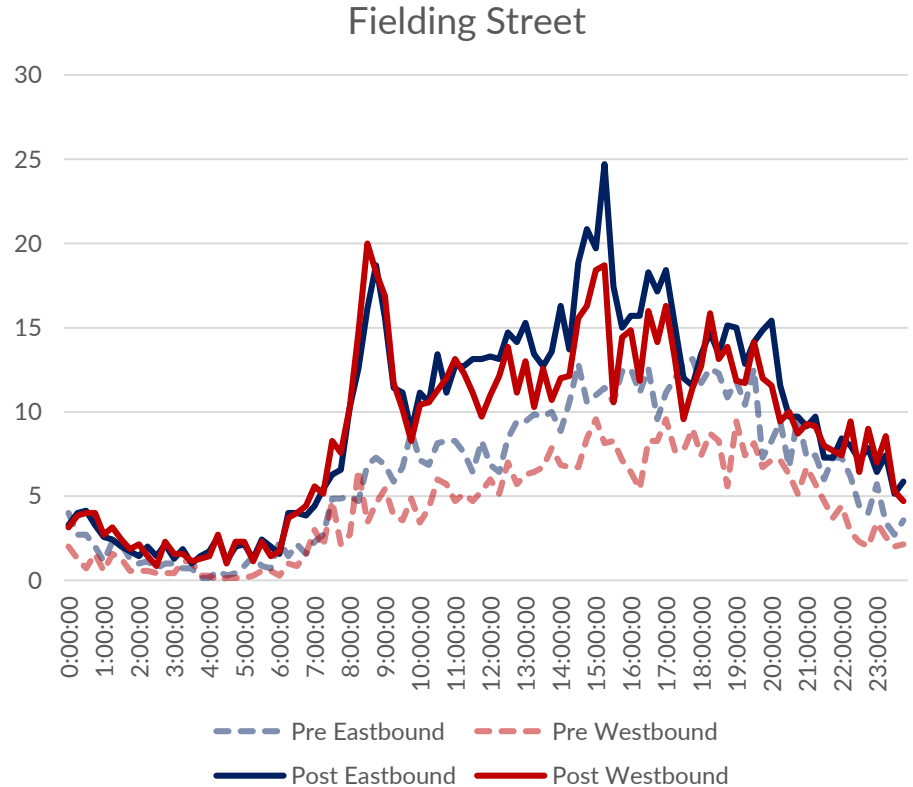
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	1011	1469	458	45%	23%	-11%	4%
Cycle	173	194	20	12%	6%	12%	20%
HGV	19	12	-7	-34%	19%	-10%	-16%
Motorcycles	64	74	11	17%	17%	-16%	-1%
<b>Total Motorised Vehicles</b>	<b>1094</b>	<b>1556</b>	<b>462</b>	<b>42%</b>	<b>22%</b>	<b>-11%</b>	<b>3%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

# Fielding Street – Directional Analysis

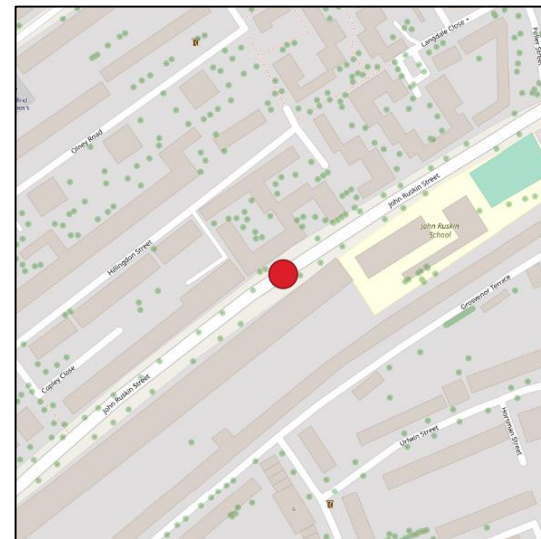
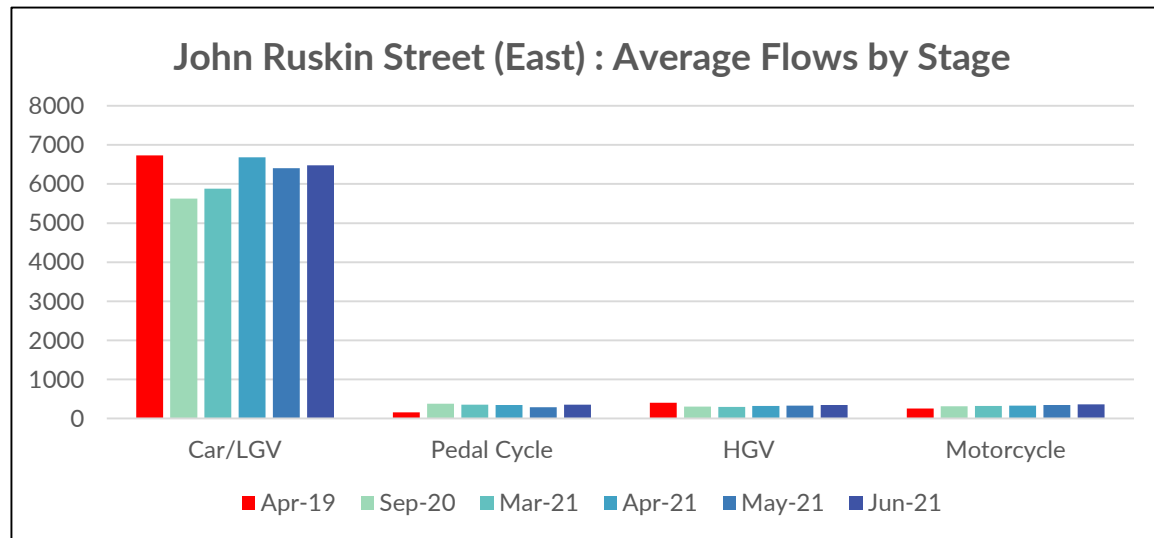
- Prior to scheme implementation, eastbound flows on Fielding Street were slightly to moderately higher than westbound flows throughout the day.
- In April 2021, this pattern has continued, although flows in both directions are generally higher.



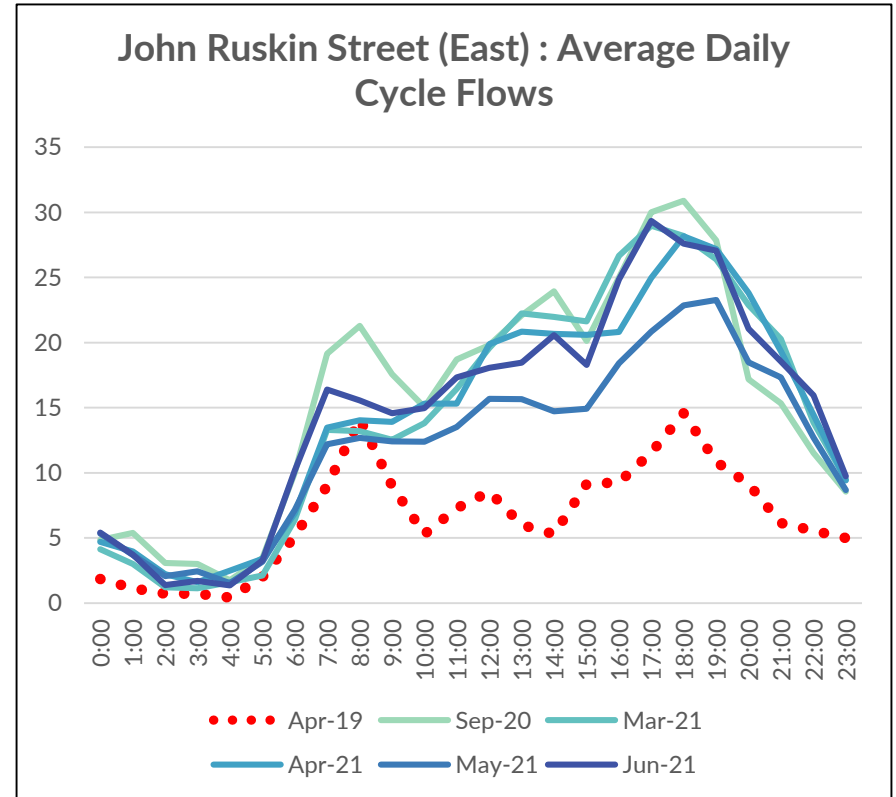
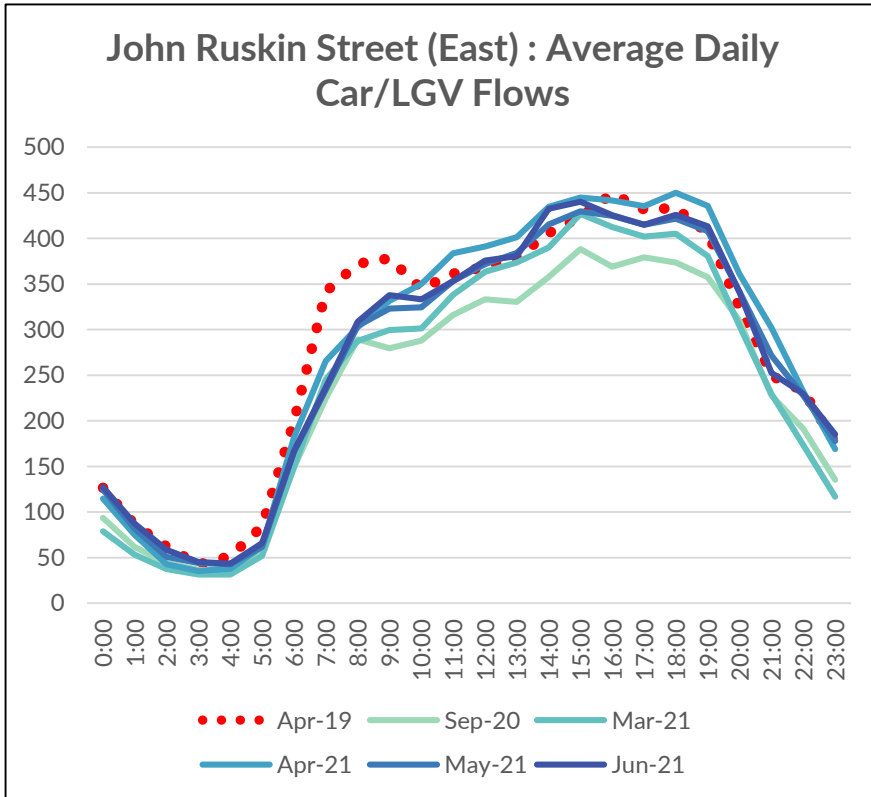


# John Ruskin Street East (Daily Flows)

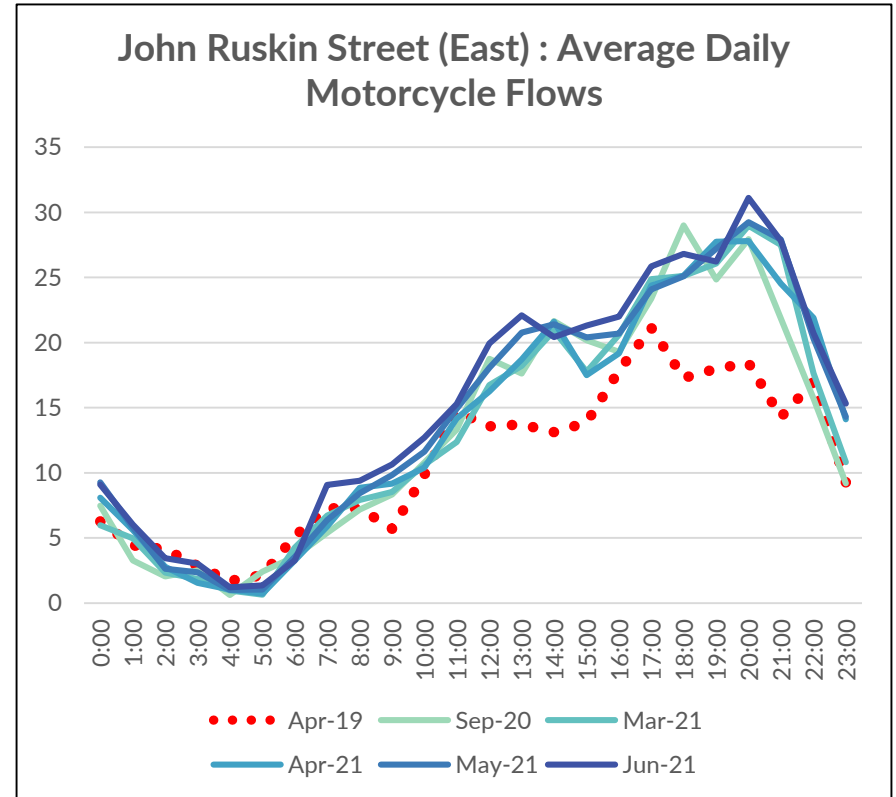
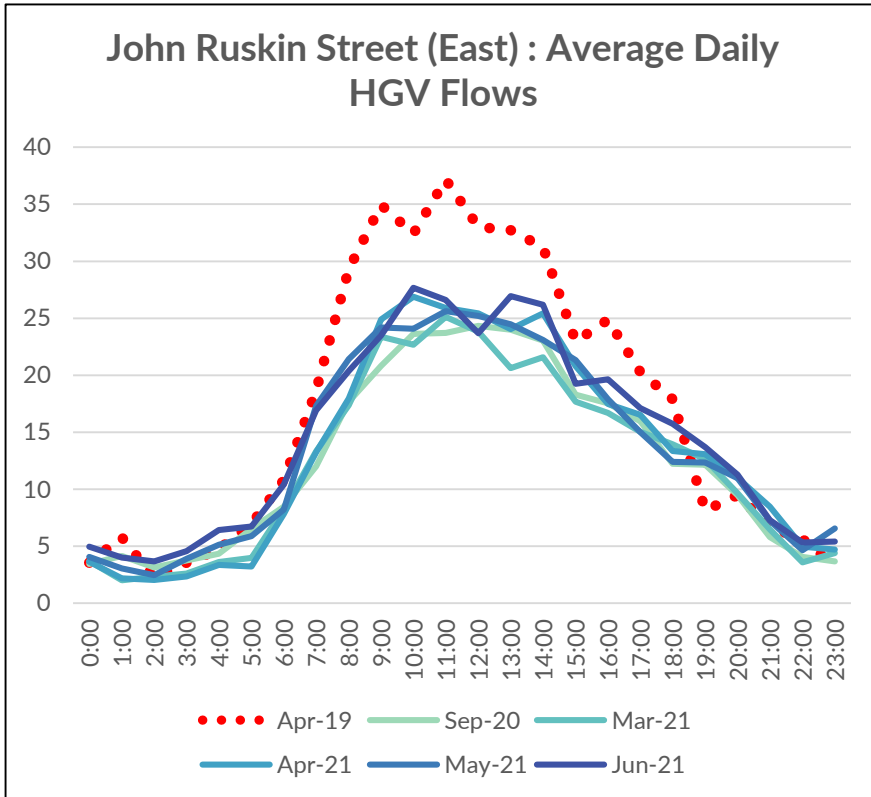
- The charts below and on the following pages show the average daily flows on John Ruskin Street East, showing the difference between pre-implementation flows and data collected throughout 2021.



# John Ruskin Street East



# John Ruskin Street East



# John Ruskin Street East– Summary Table

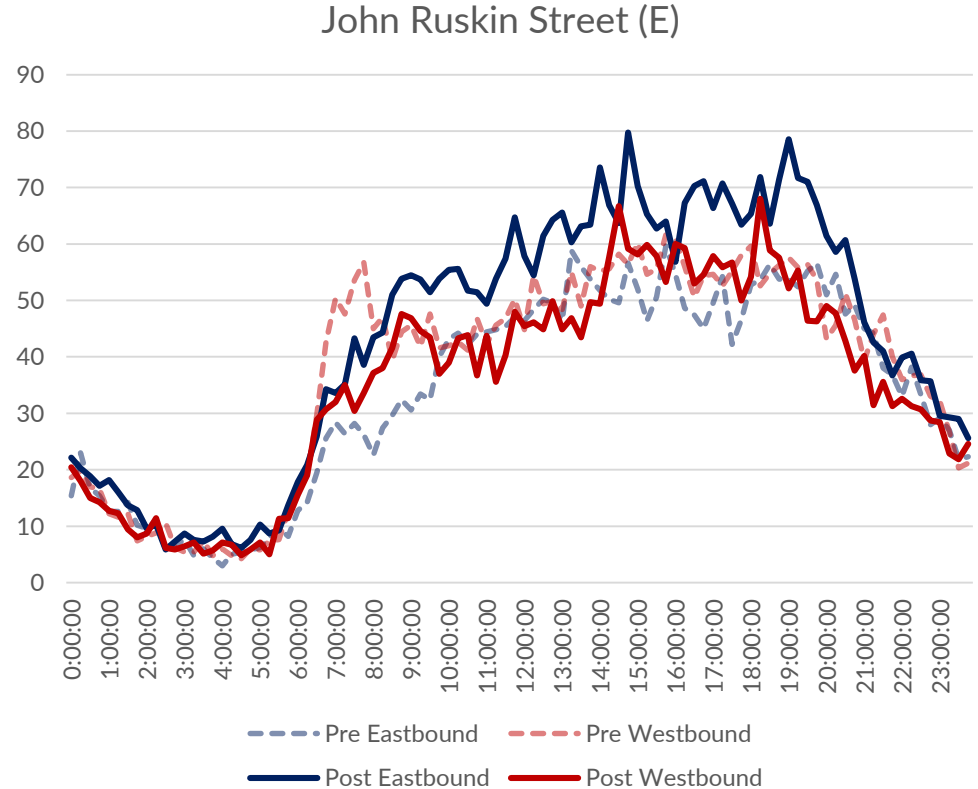
Stage	Apr-19	Jun-21	Apr-19 -> Jun-21 : Difference	Apr-19 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	6729	6480	-249	-4%	-13%	-9%	3%
Cycle	158	356	198	125%	138%	122%	120%
HGV	406	347	-59	-14%	-23%	-25%	-19%
Motorcycles	259	364	105	41%	22%	24%	28%
<b>Total Motorised Vehicles</b>	<b>7394</b>	<b>7191</b>	<b>-203</b>	<b>-3%</b>	<b>-13%</b>	<b>-9%</b>	<b>3%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

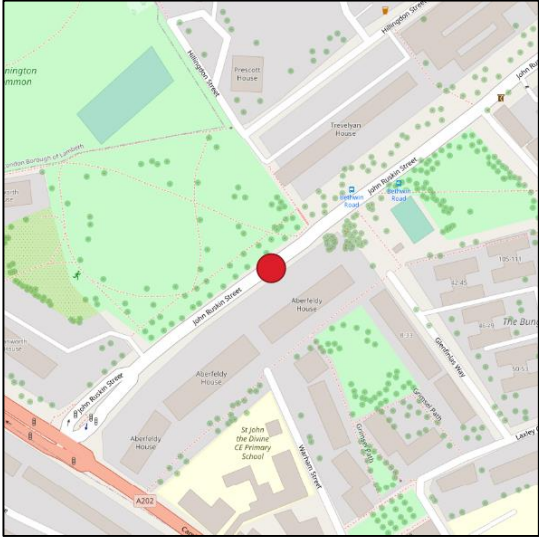
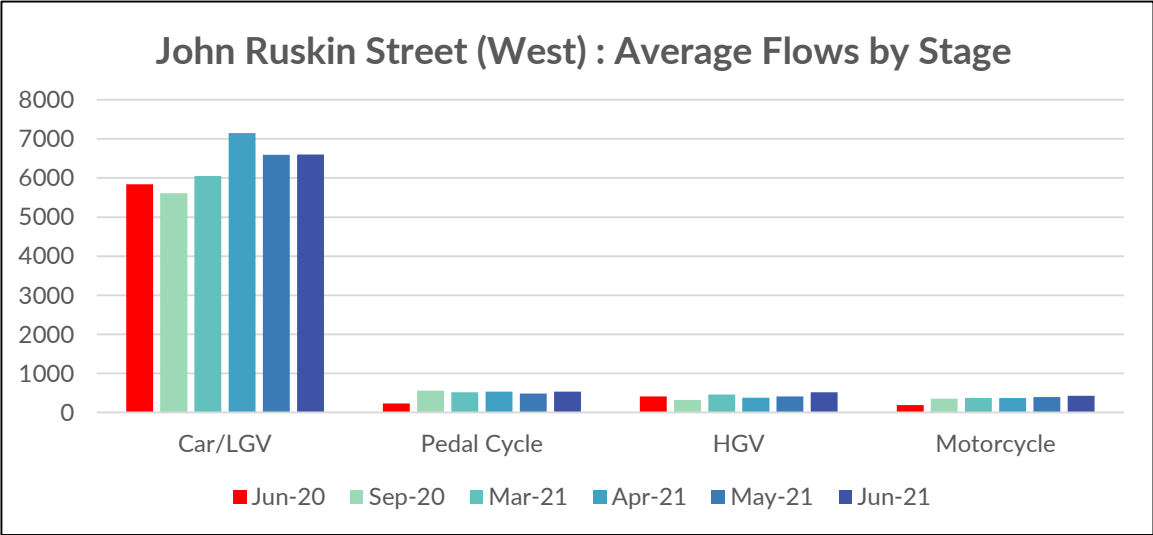
# John Ruskin Street East – Directional Analysis

- 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 higher.
- In June 2021, flows had not changed significantly, although eastbound flows were slightly higher than westbound flows throughout the day.

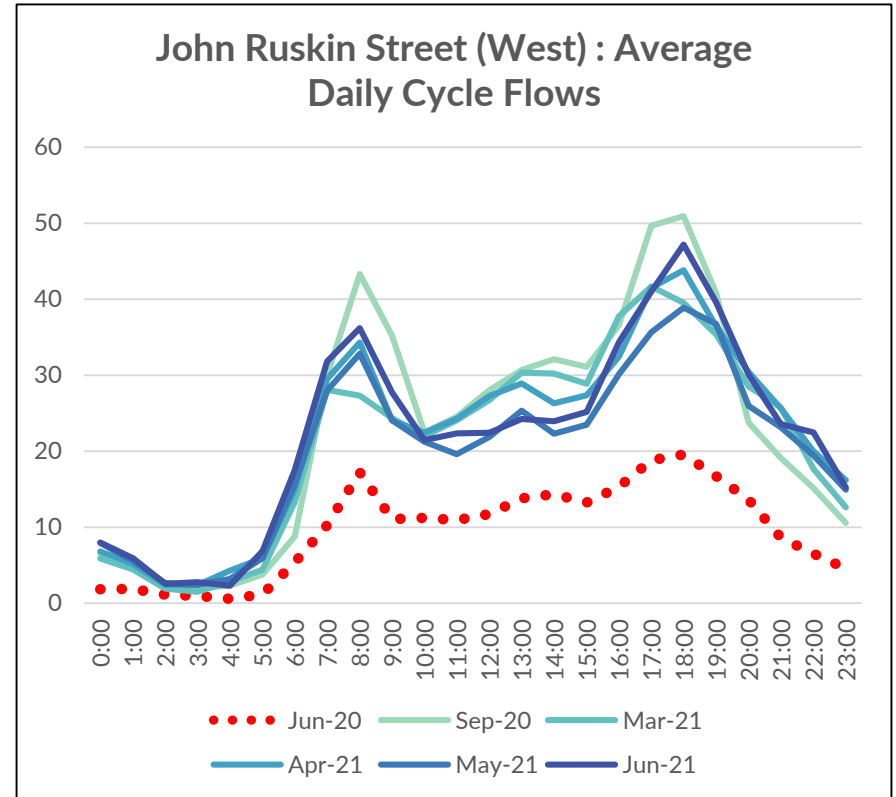
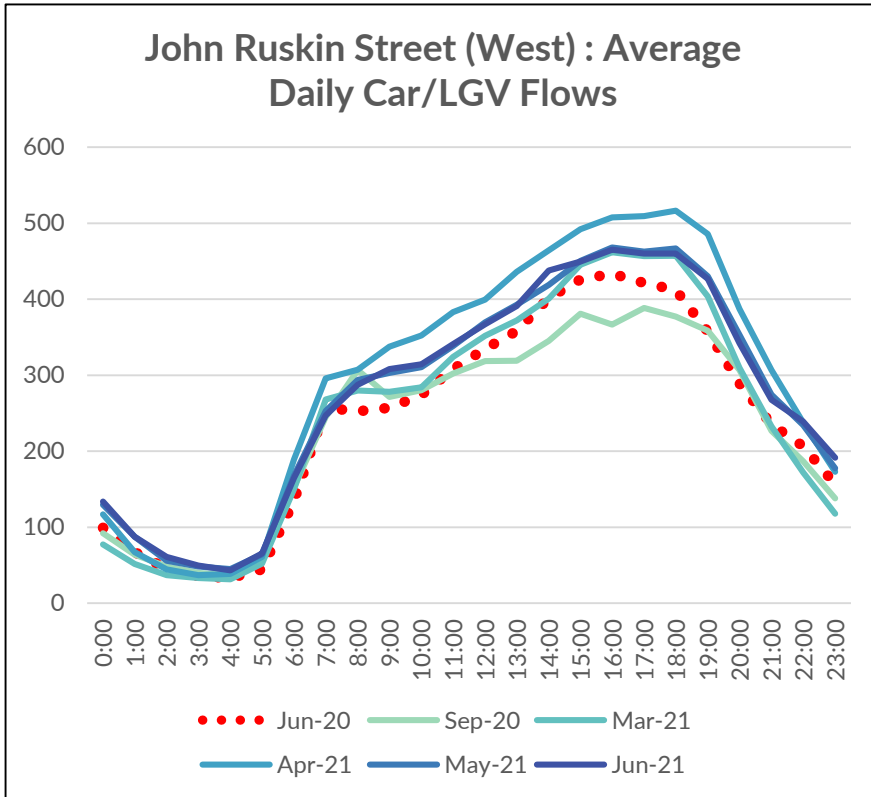


# John Ruskin Street West (Daily Flows)

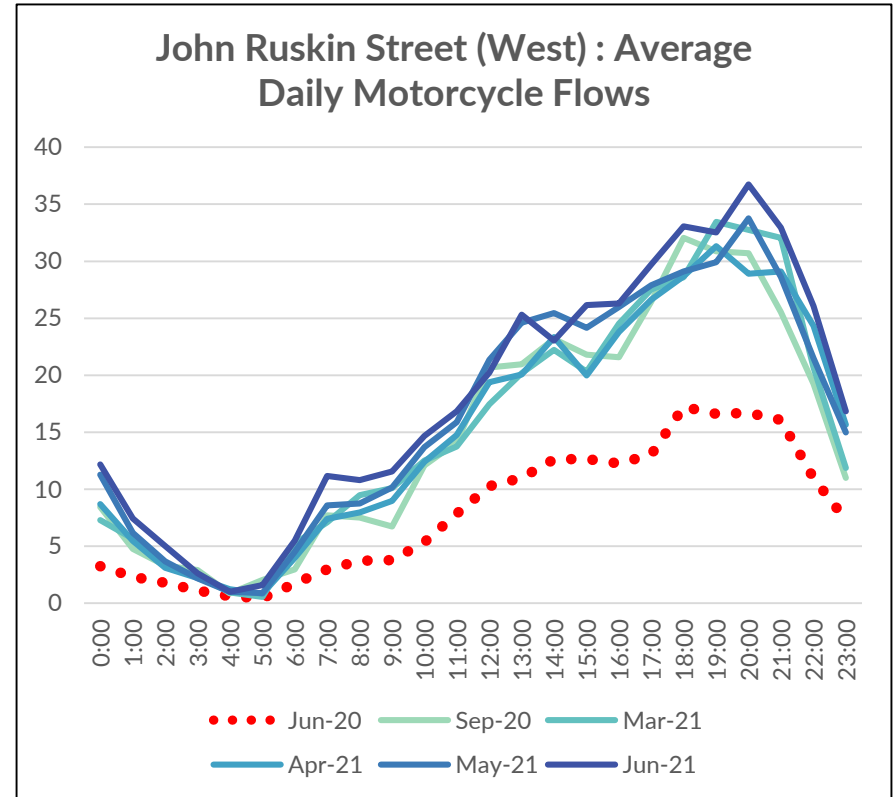
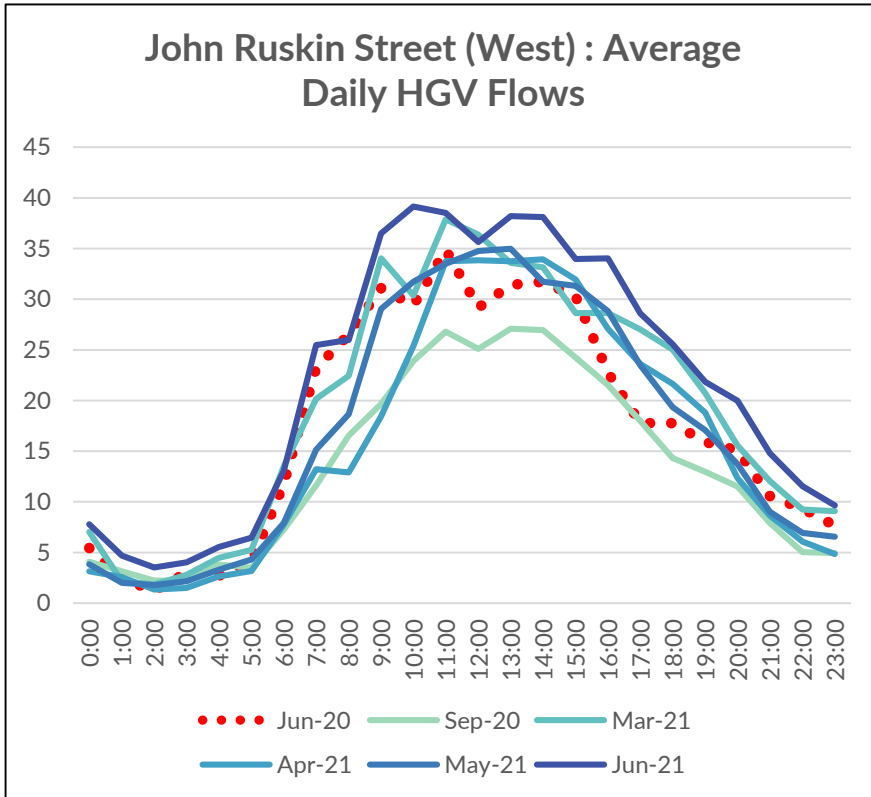
- The charts below and on the following pages show the average daily flows on John Ruskin Street West, showing the difference between pre-implementation flows and data collected throughout 2021.



# John Ruskin Street West



# John Ruskin Street West





# John Ruskin Street West- Summary Table

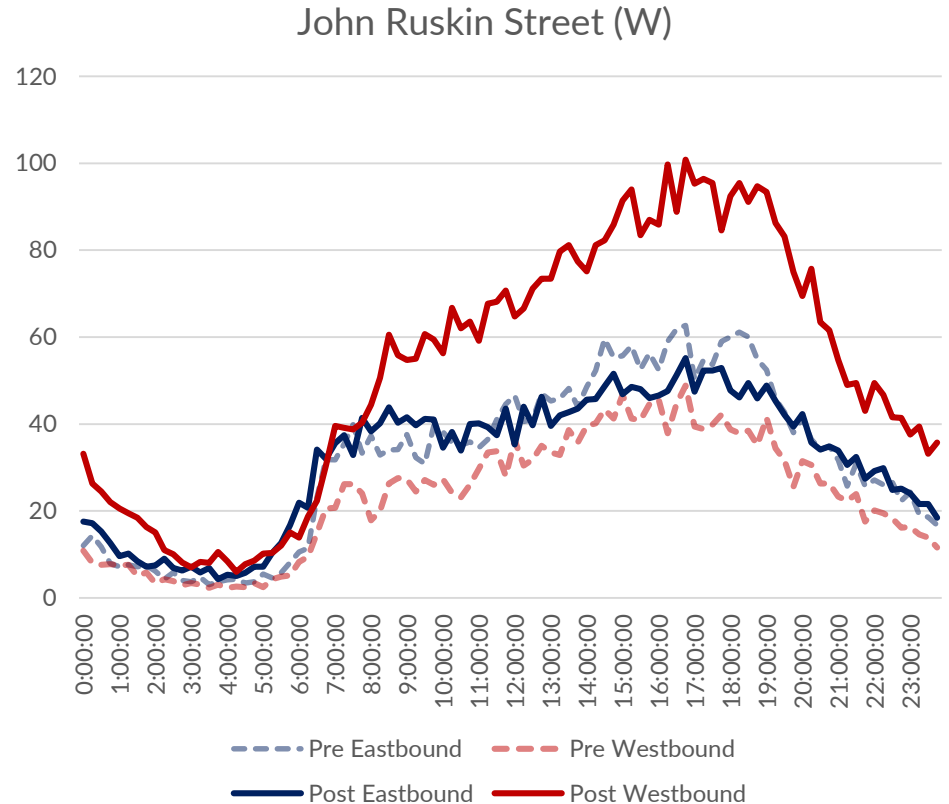
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	5841	6601	760	13%	-1%	7%	27%
Cycle	230	535	304	132%	141%	124%	131%
HGV	415	523	107	26%	-19%	15%	-5%
Motorcycles	192	429	238	124%	87%	93%	92%
<b>Total Motorised Vehicles</b>	<b>6447</b>	<b>7553</b>	<b>1105</b>	<b>17%</b>	<b>1%</b>	<b>10%</b>	<b>27%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

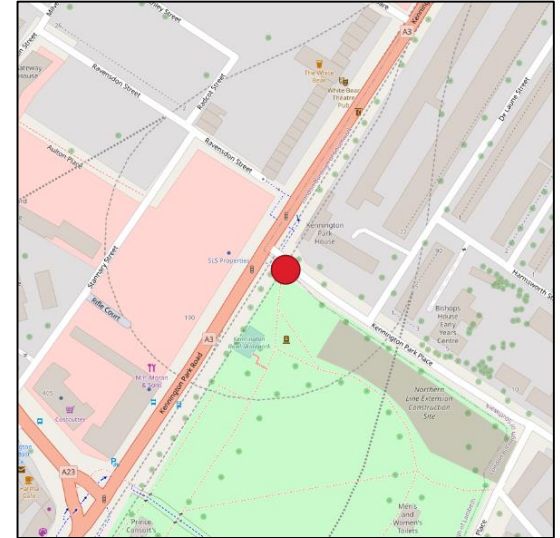
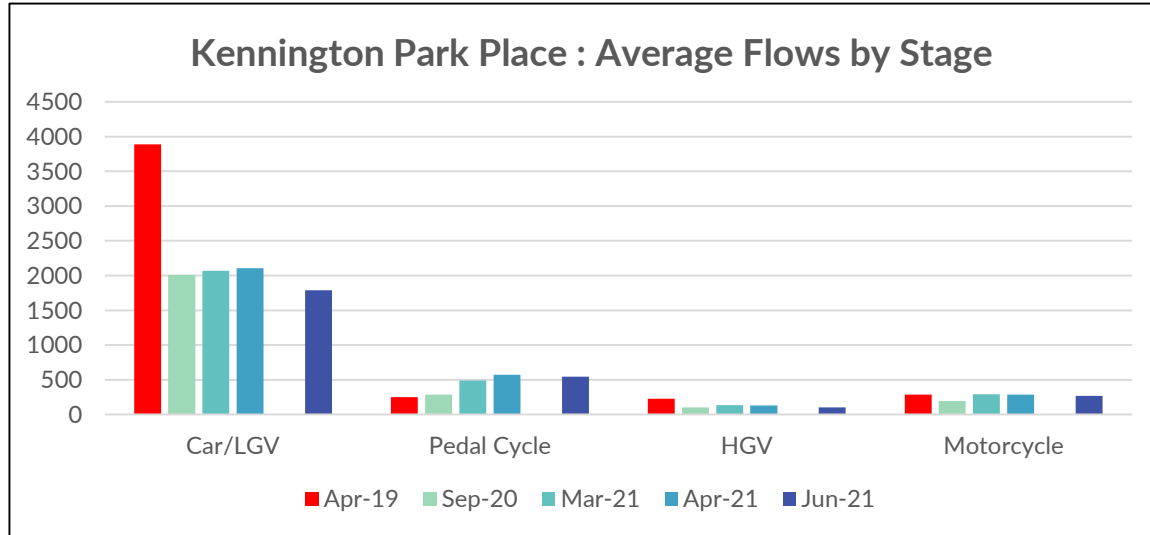
# John Ruskin Street West – Directional Analysis

- 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 June 2021, westbound traffic had increased significantly, particularly in the evening peak, whilst eastbound traffic was very similar to pre-implementation levels. Westbound traffic has steadily increased compared to eastbound traffic throughout the first half of 2021.

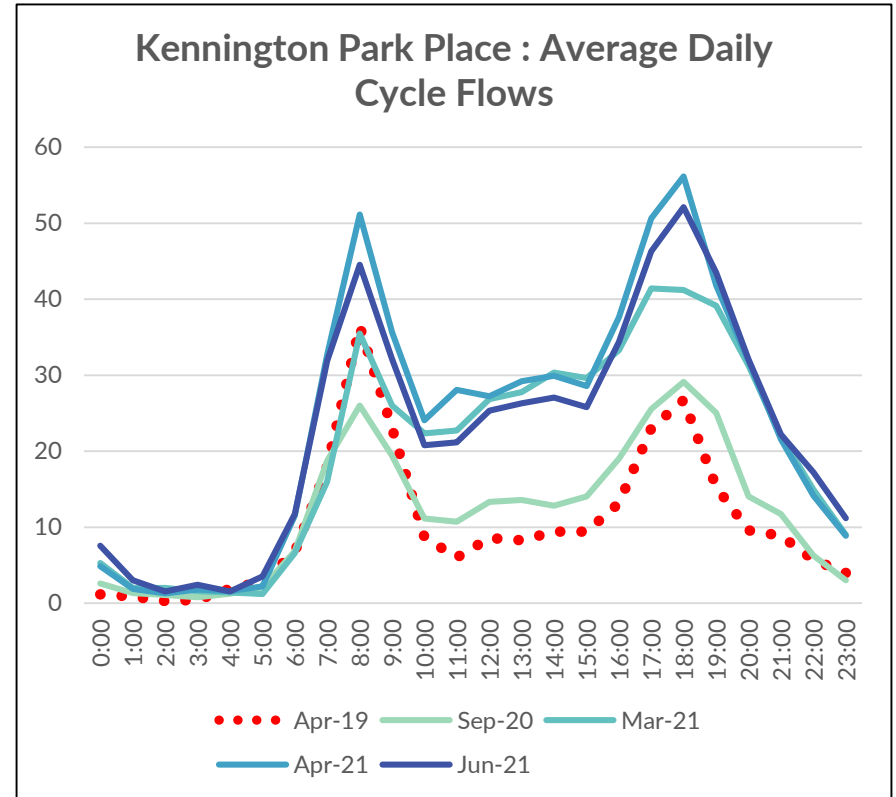
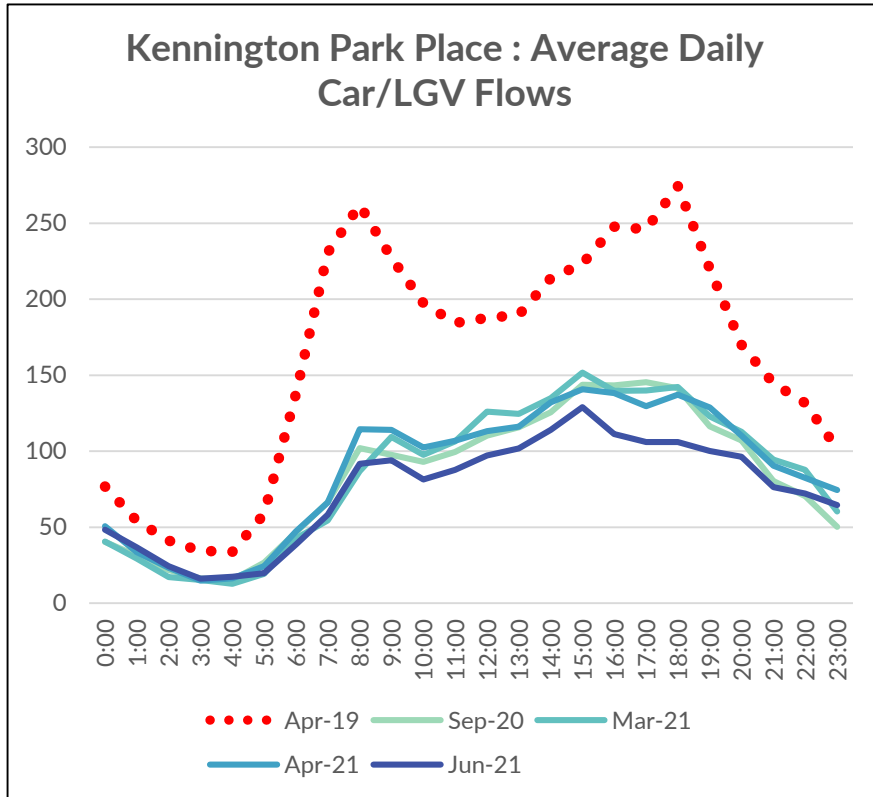


# Kennington Park Place (Daily Flows)

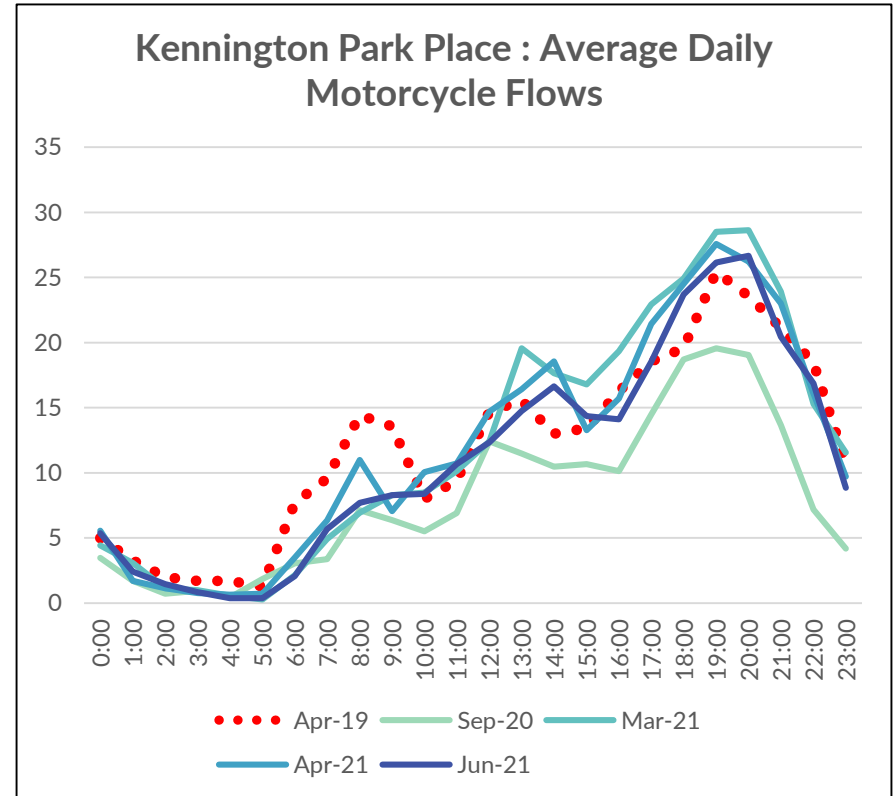
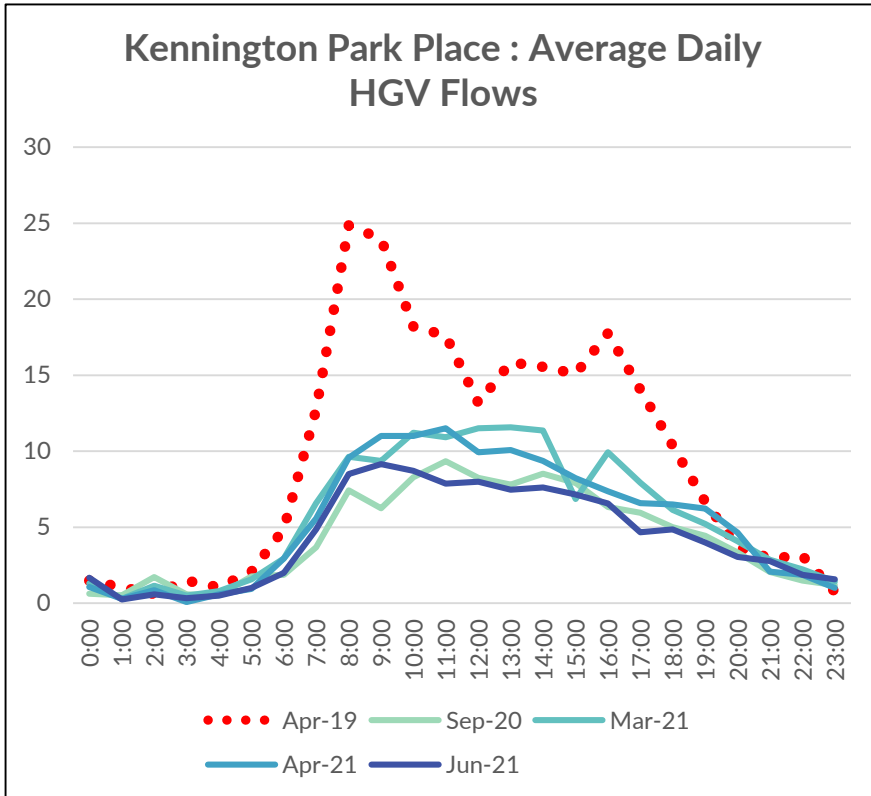
- The charts below and on the following pages show the average daily flows on Kennington Park Place, showing the difference between pre-implementation flows and data collected throughout 2021.



# Kennington Park Place



# Kennington Park Place



# Kennington Park Place – Summary Table

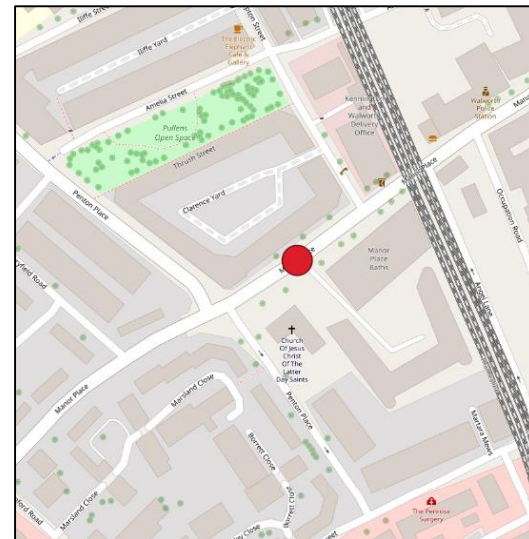
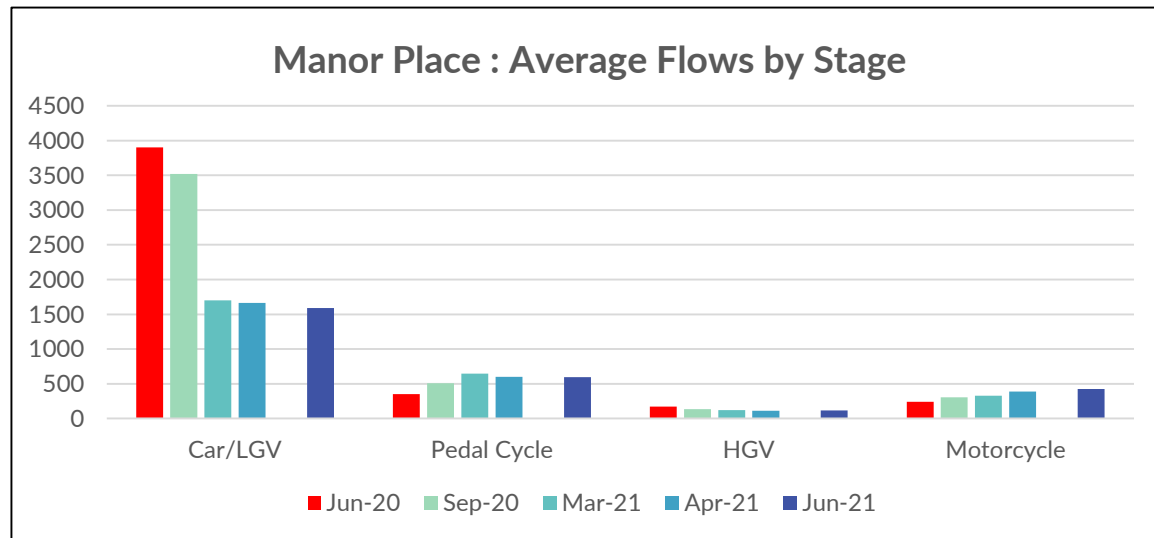
Stage	Apr-19	Jun-21	Apr-19 -> Jun-21 : Difference	Apr-19 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	3889	1789	-2101	-54%	-47%	-45%	-44%
Cycle	248	545	297	120%	17%	97%	131%
HGV	229	105	-124	-54%	-53%	-38%	-42%
Motorcycles	288	267	-21	-7%	-33%	2%	-1%
<b>Total Motorised Vehicles</b>	<b>4407</b>	<b>2161</b>	<b>-2246</b>	<b>-51%</b>	<b>-46%</b>	<b>-41%</b>	<b>-41%</b>

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

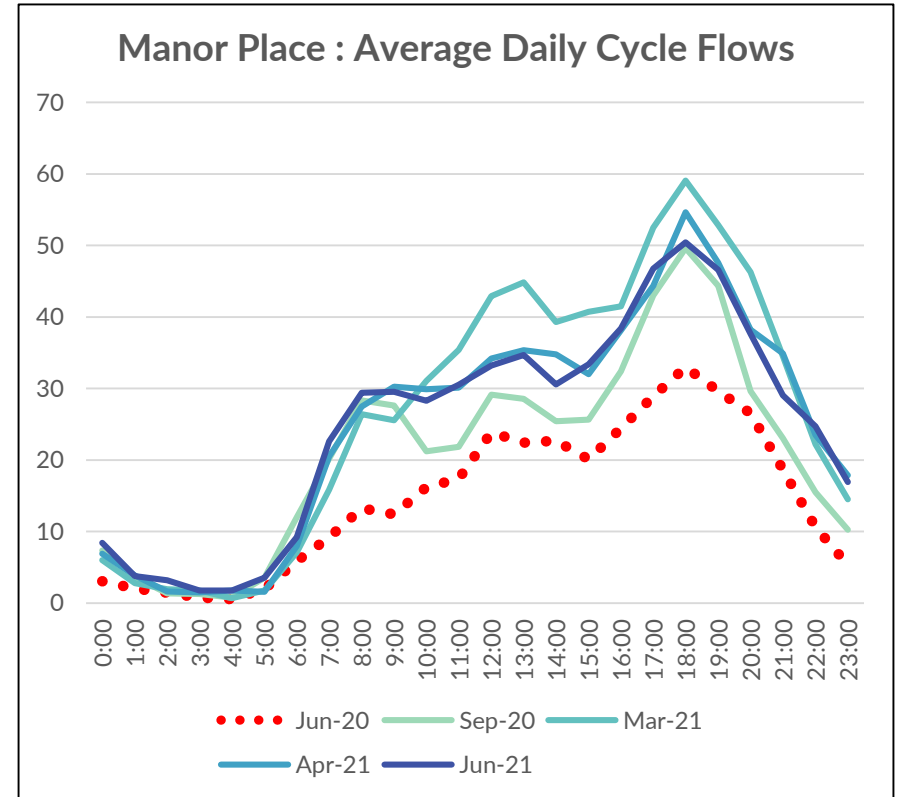
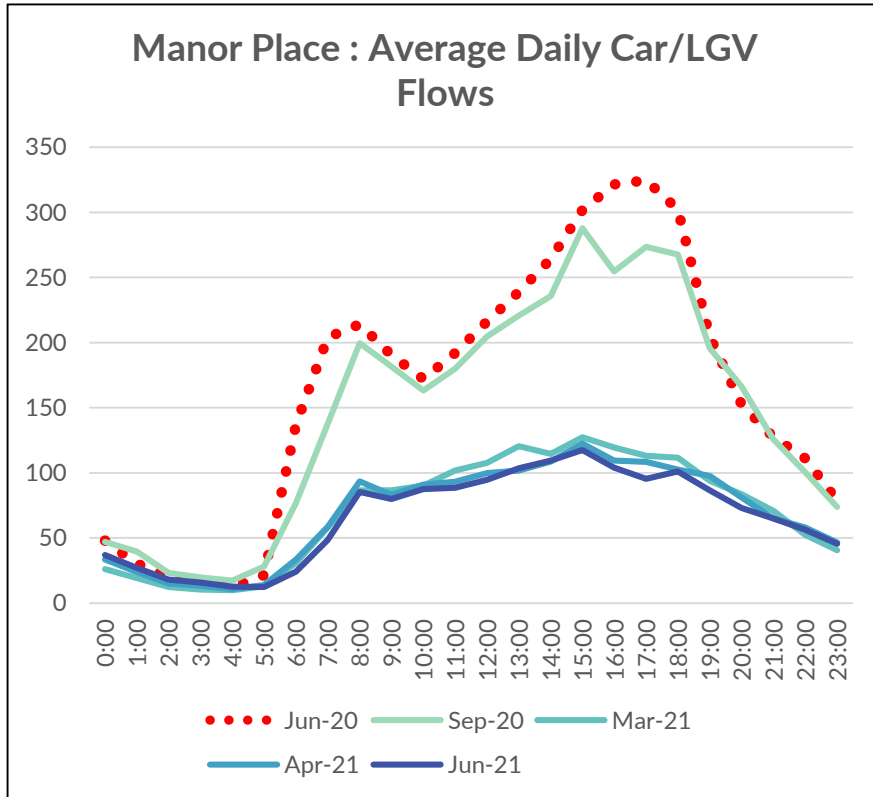
† Previous months' pre-implementation data has been adjusted to April 2019 levels

# 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.

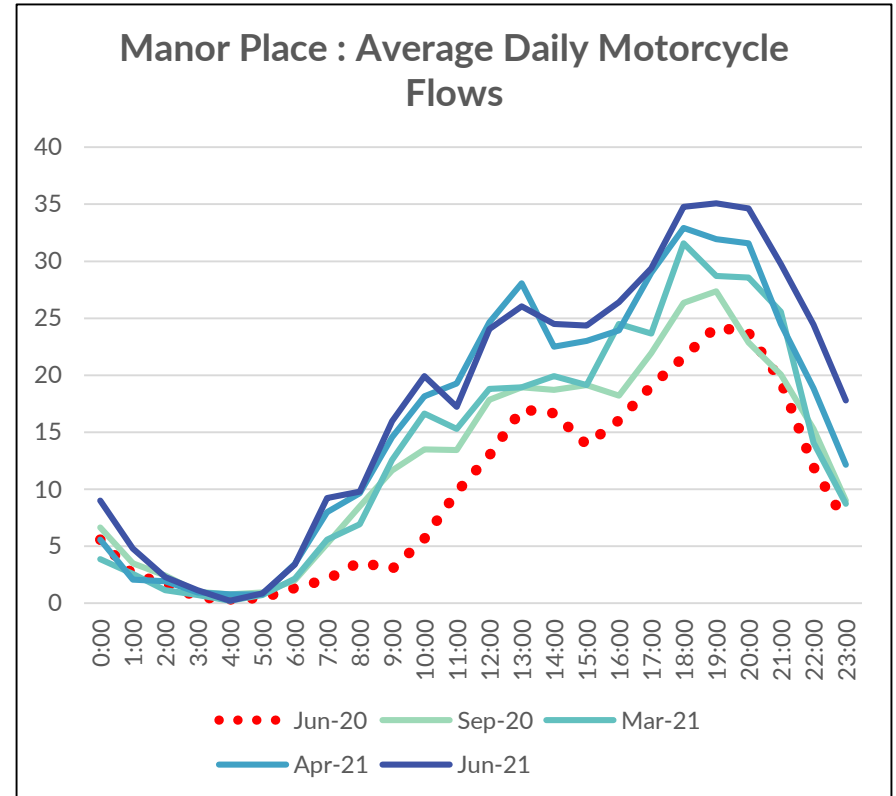
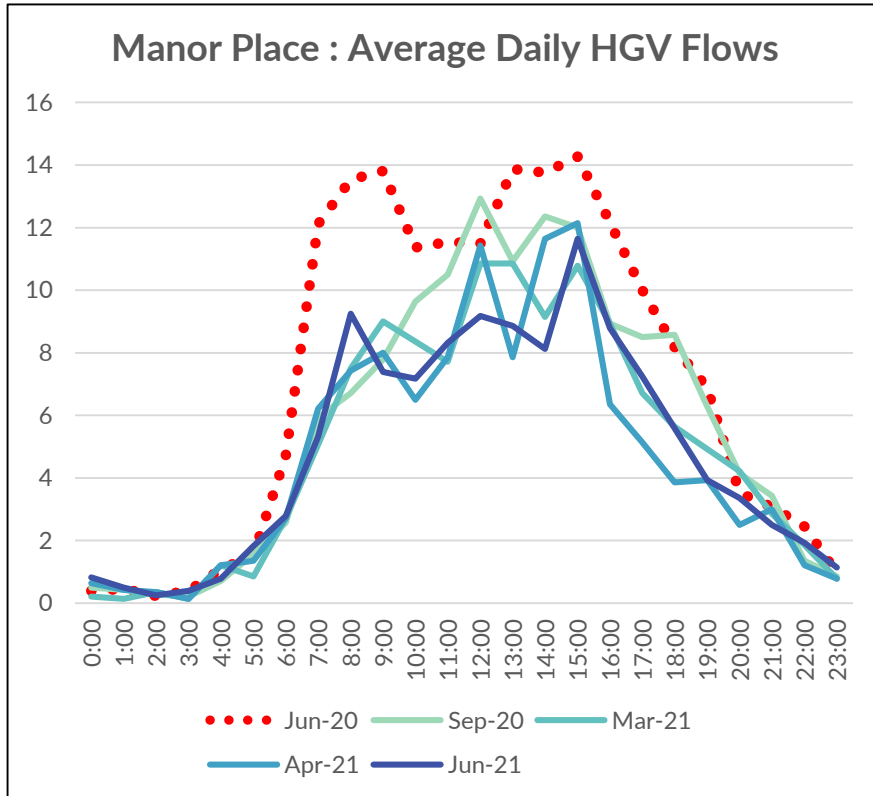


# Manor Place





# Manor Place



# Manor Place– Summary Table

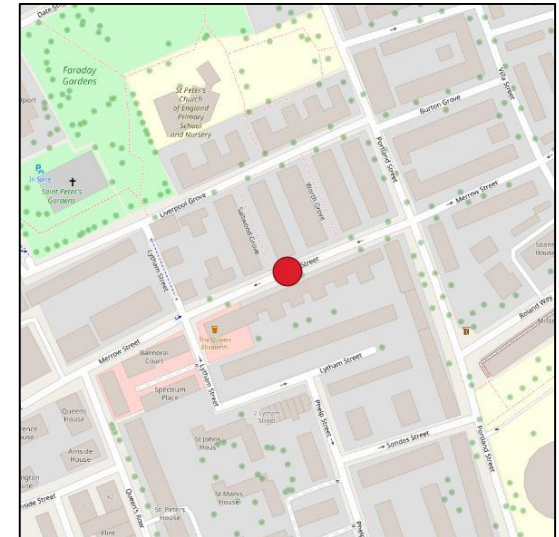
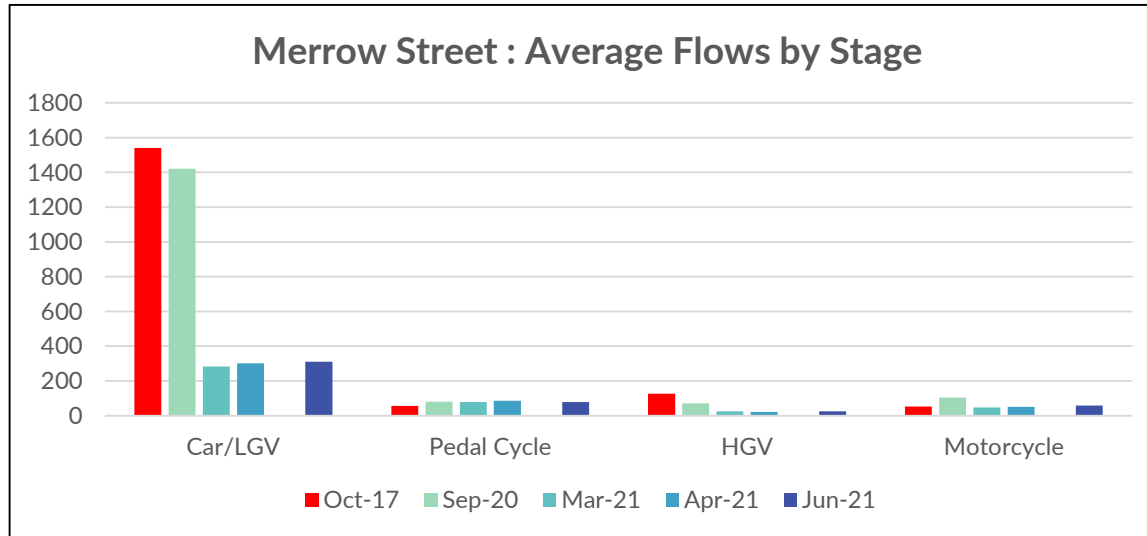
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	3903	1590	-2313	-59%	-7%	-55%	-55%
Cycle	351	595	244	70%	44%	85%	85%
HGV	172	117	-55	-32%	-17%	-27%	-27%
Motorcycles	240	425	185	77%	27%	38%	38%
<b>Total Motorised Vehicles</b>	<b>4315</b>	<b>2132</b>	<b>-2183</b>	<b>-51%</b>	<b>-5%</b>	<b>-48%</b>	<b>-48%</b>

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

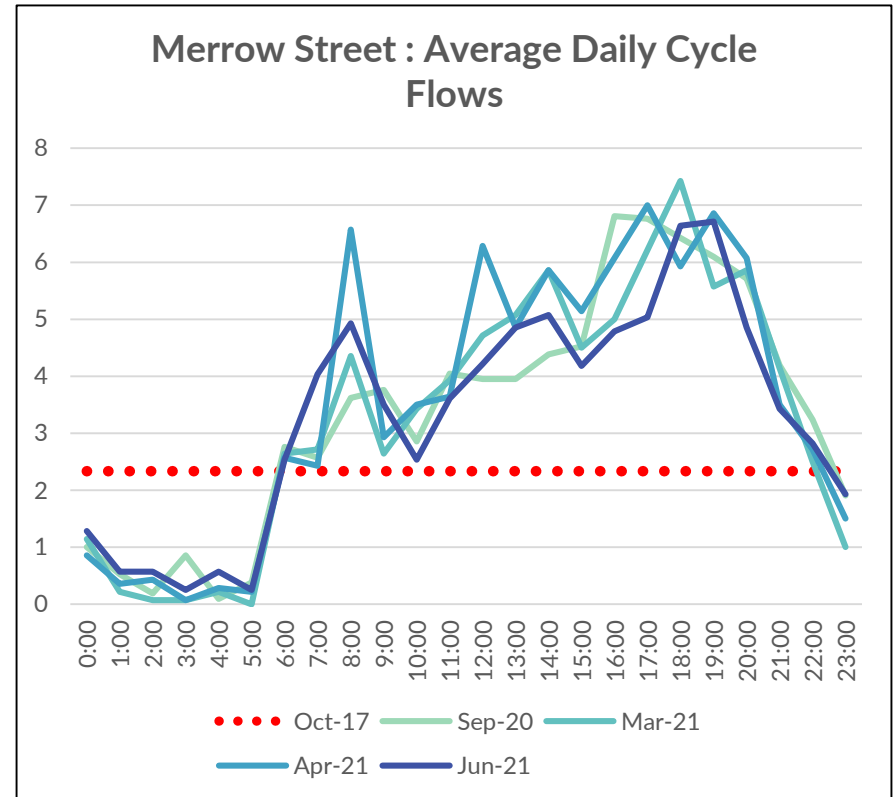
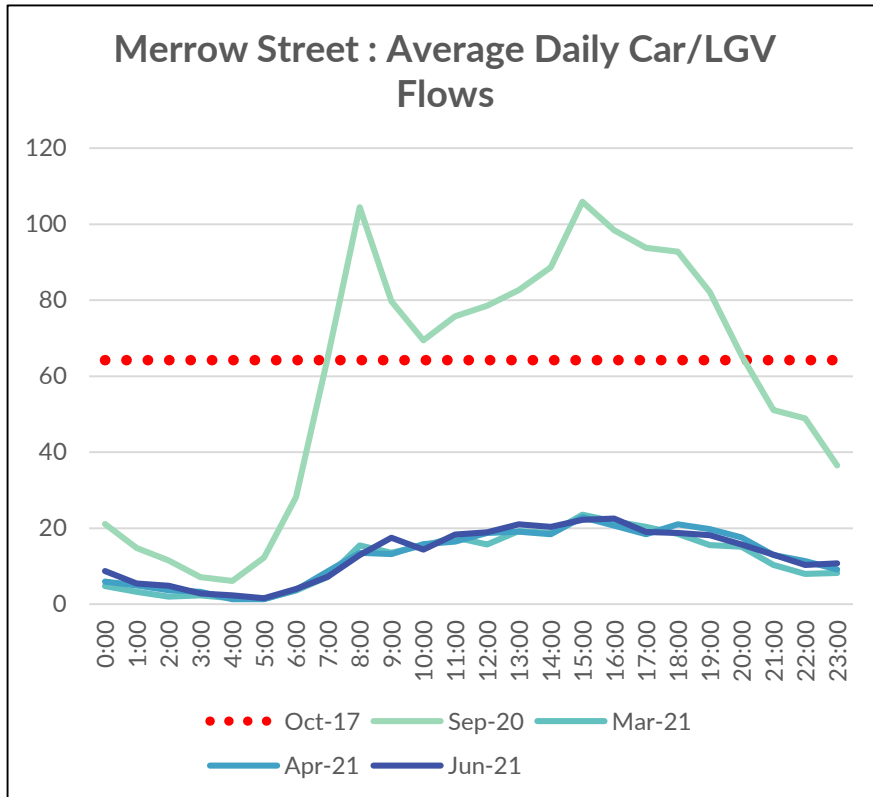
† Previous months' pre-implementation data has been adjusted to April 2019 levels

# 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.

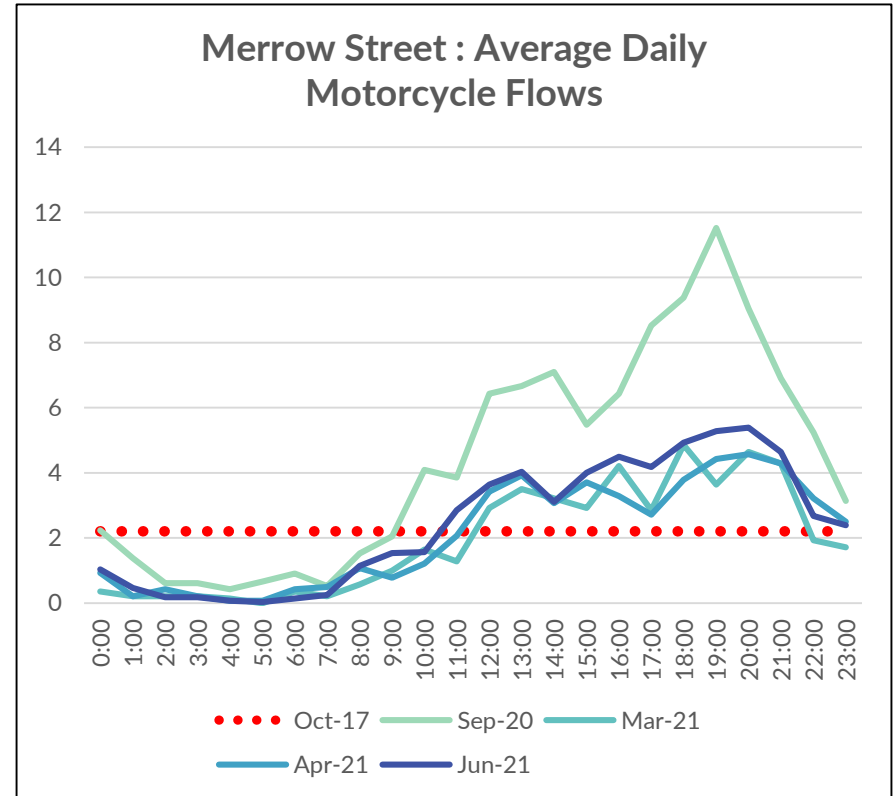
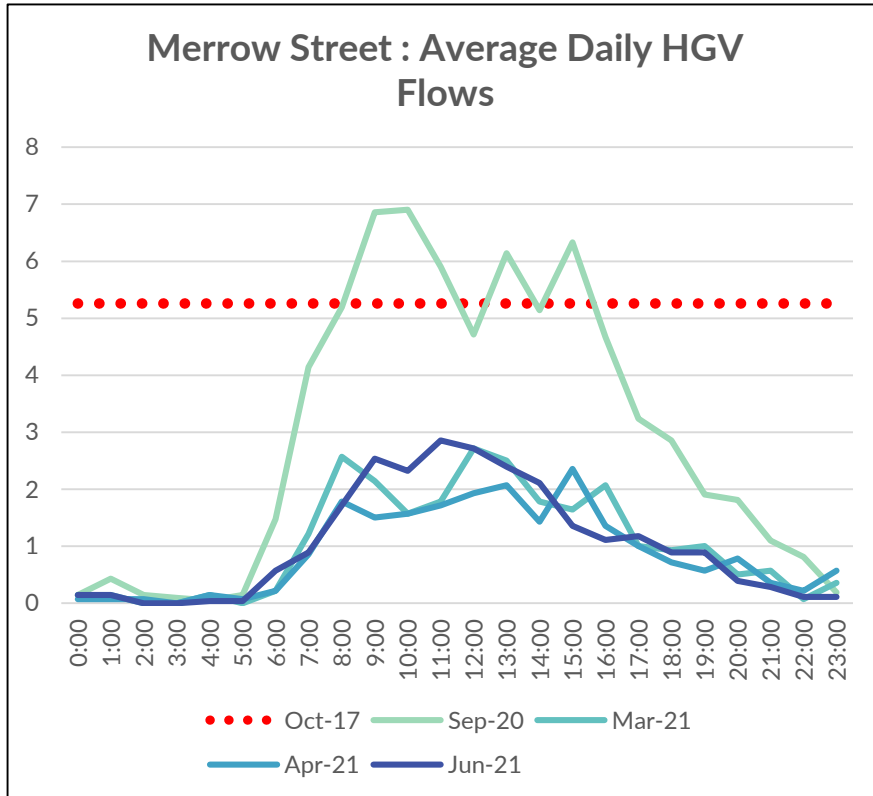


# Merrow Street



\*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

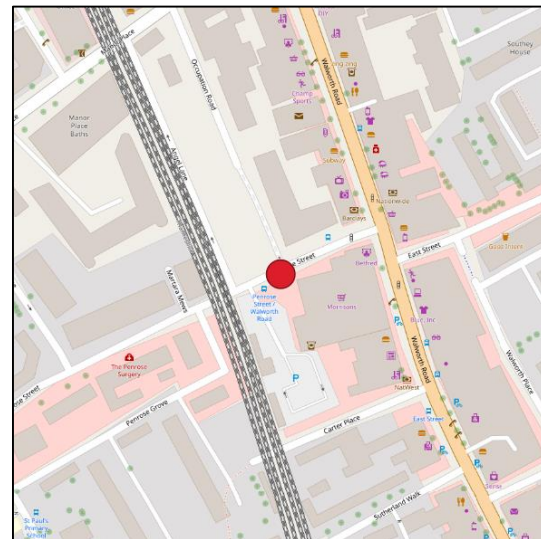
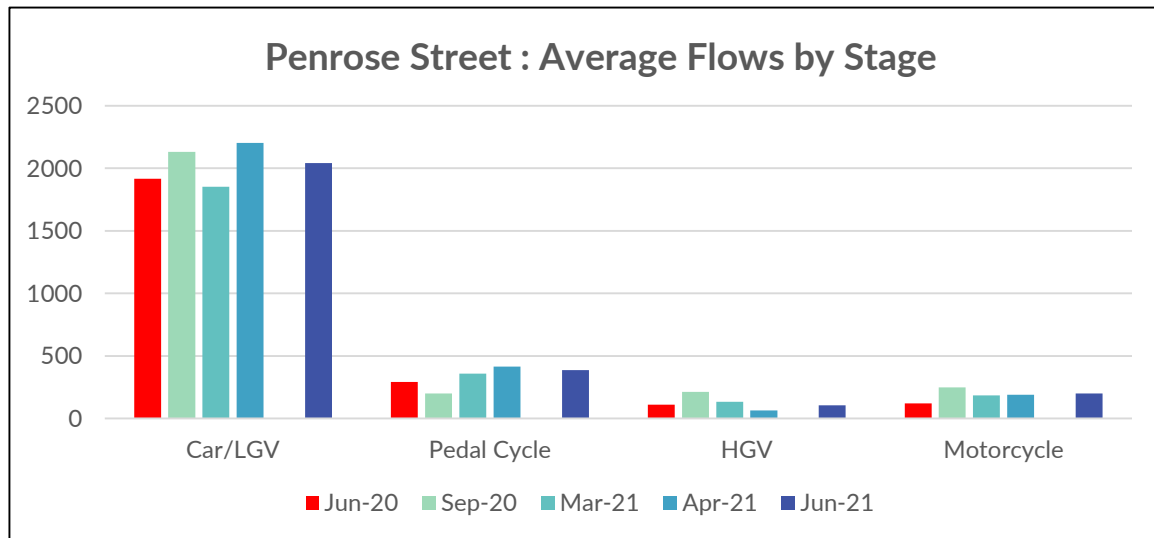
Stage	Oct-17	Jun-21	Oct-17 -> Jun-21 : Difference	Oct-17 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	1541	311	-1230	-80%	-4%	-81%	-80%
Cycle	56	79	23	41%	44%	42%	53%
HGV	126	25	-101	-80%	-42%	-79%	-82%
Motorcycles	53	58	5	10%	98%	-11%	-4%
Total Motorised Vehicles	1720	394	-1326	-77%	-4%	-79%	-77%

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

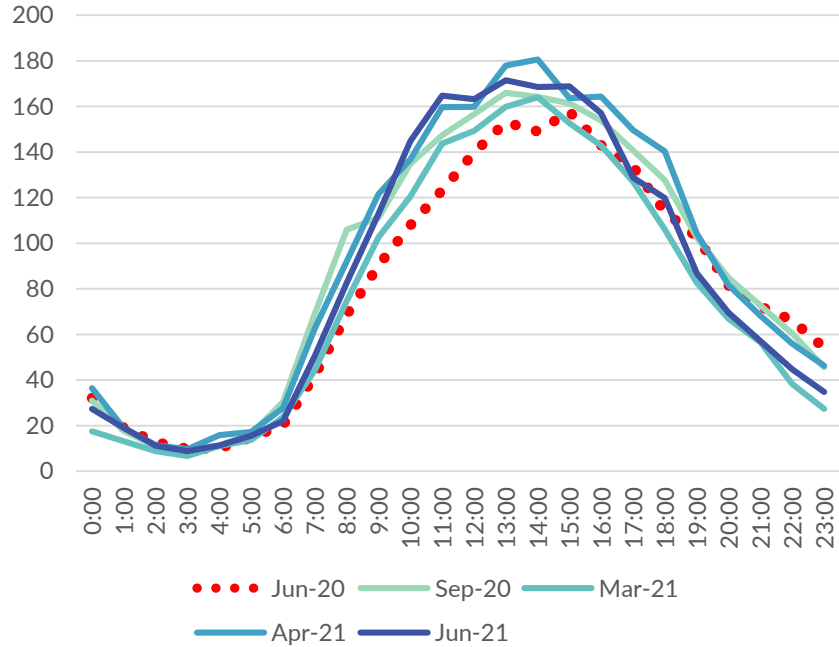
# Penrose Street (Daily Flows)

- 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.

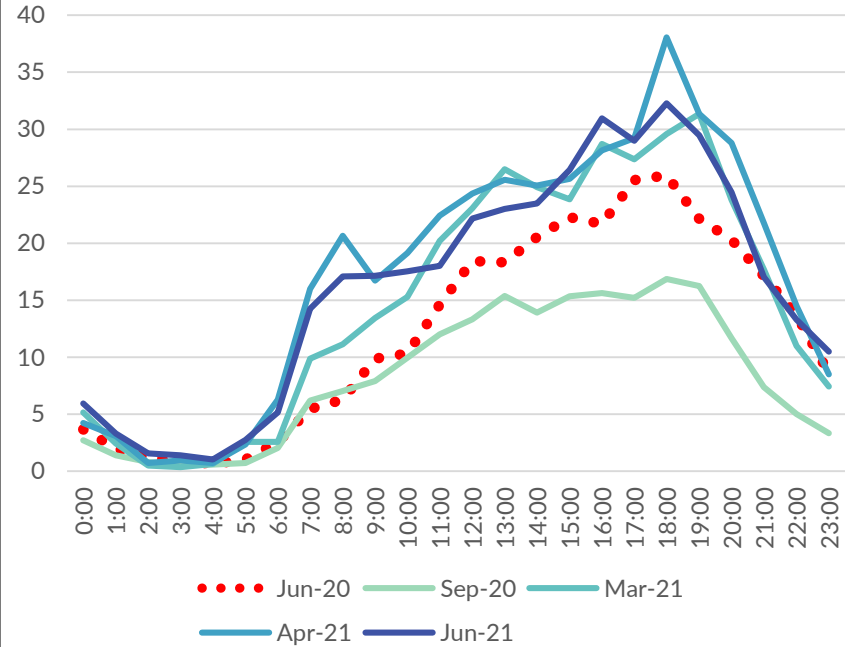


# Penrose Street

Penrose Street : Average Daily Car/LGV Flows

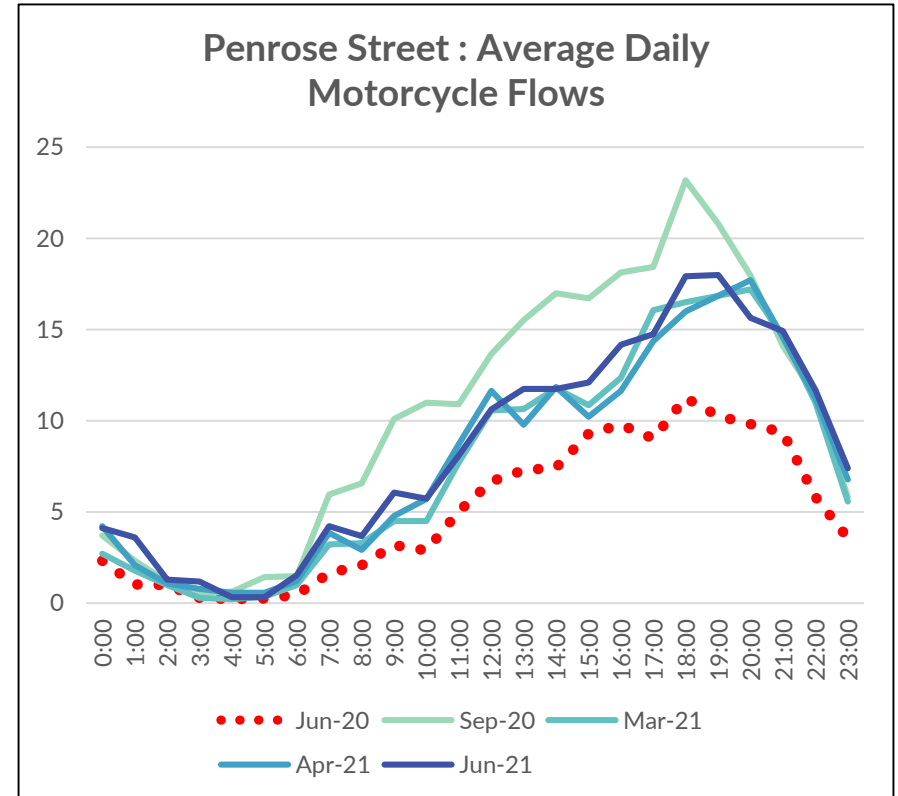
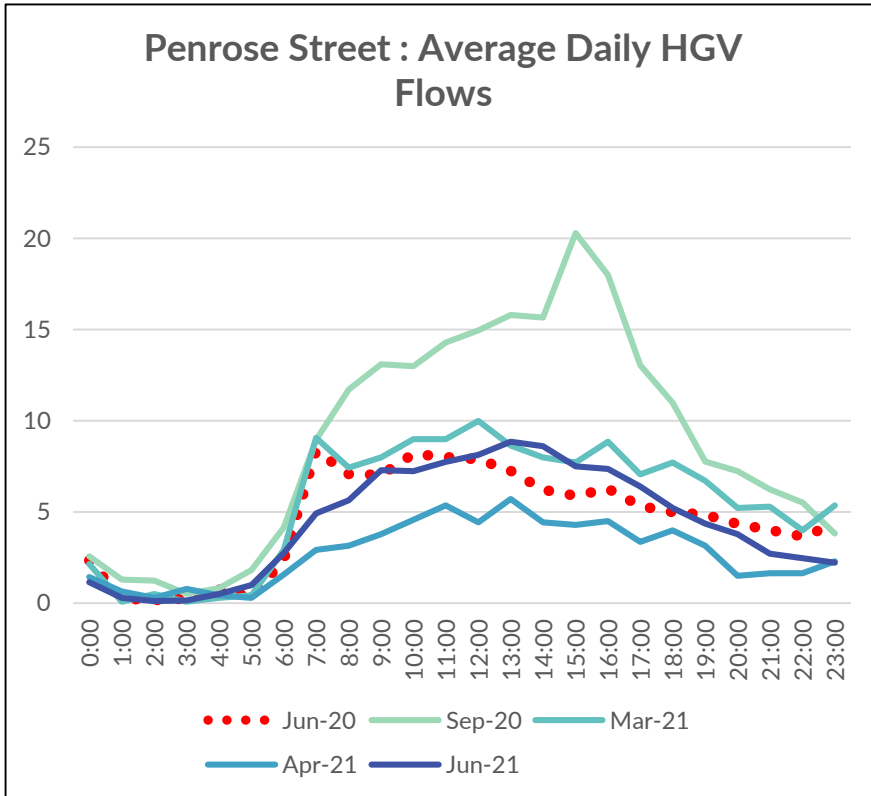


Penrose Street : Average Daily Cycle Flows





# Penrose Street



# Penrose Street – Summary Table

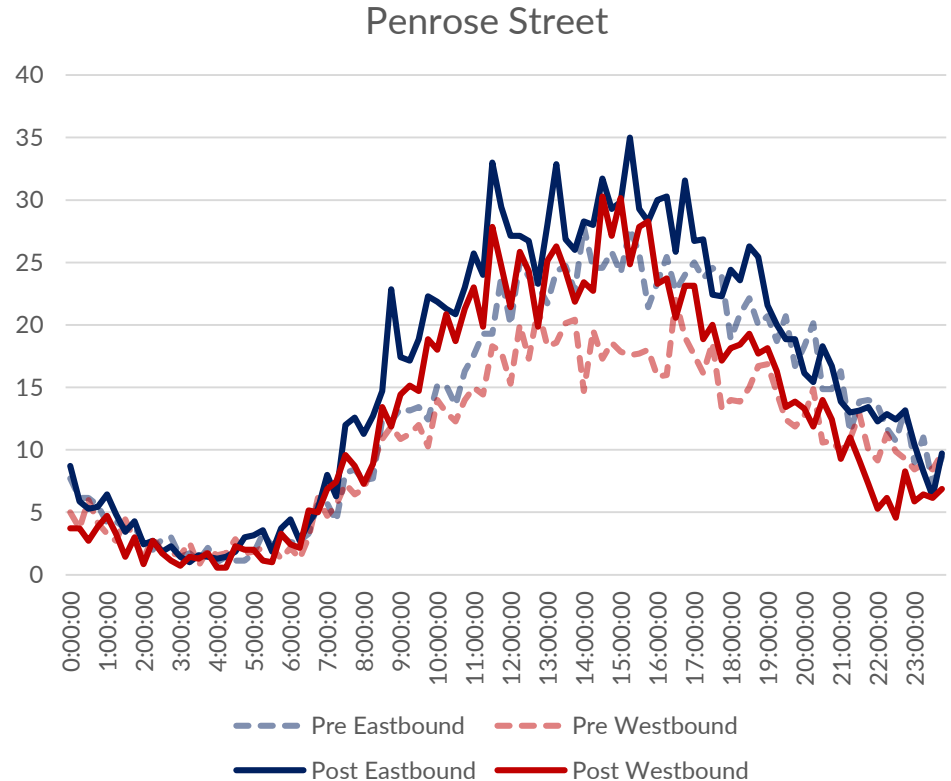
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	1917	2041	124	6%	15%	0%	19%
Cycle	293	387	94	32%	-31%	23%	41%
HGV	110	106	-4	-3%	100%	26%	-38%
Motorcycles	120	201	81	67%	107%	54%	58%
<b>Total Motorised Vehicles</b>	<b>2147</b>	<b>2348</b>	<b>201</b>	<b>9%</b>	<b>25%</b>	<b>5%</b>	<b>18%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

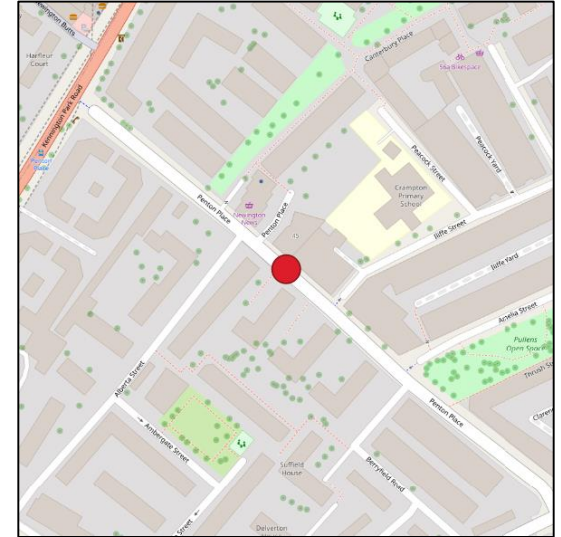
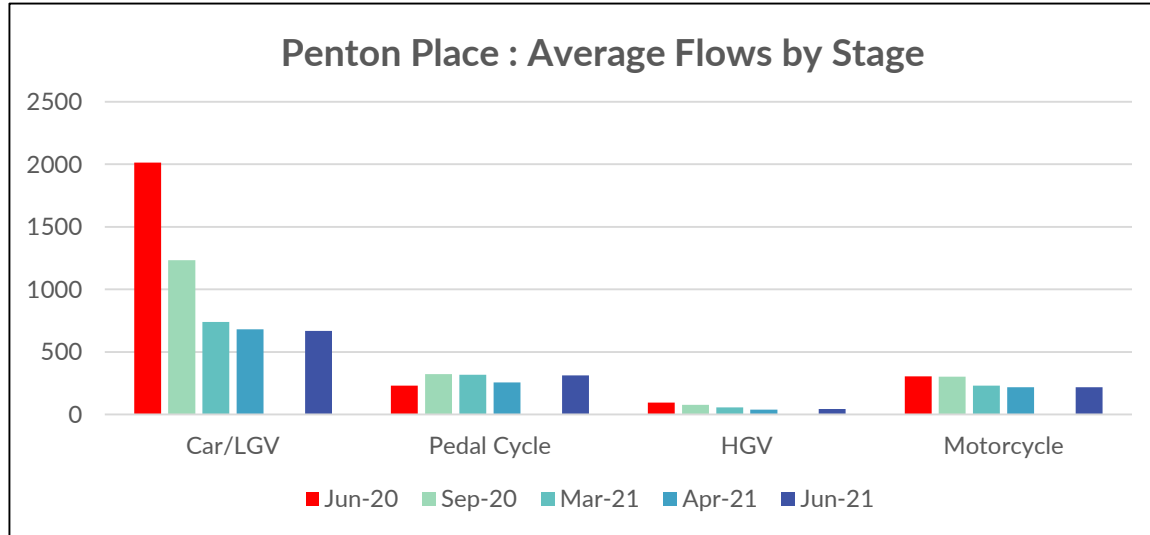
# Penrose Street – Directional Analysis

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



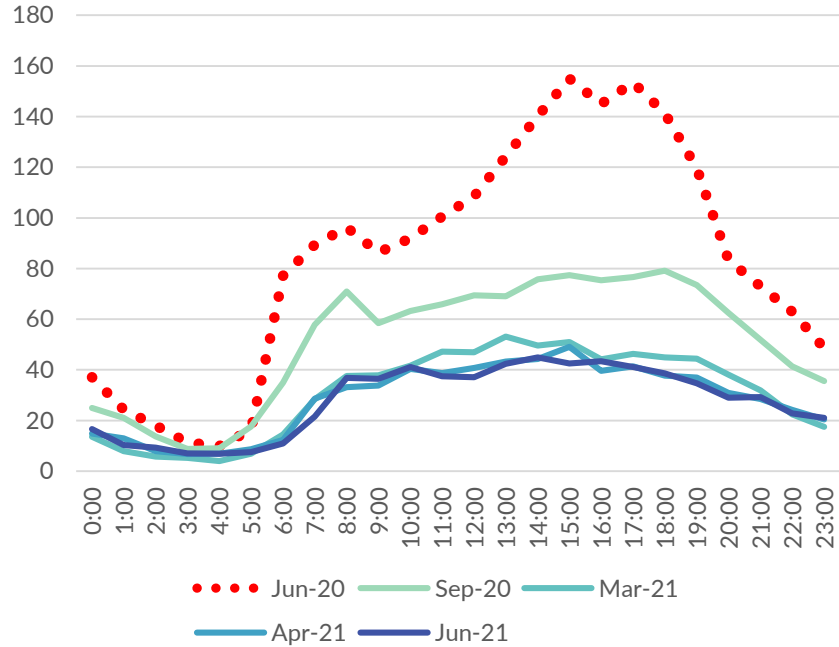
# Penton Place (Daily Flows)

- 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.

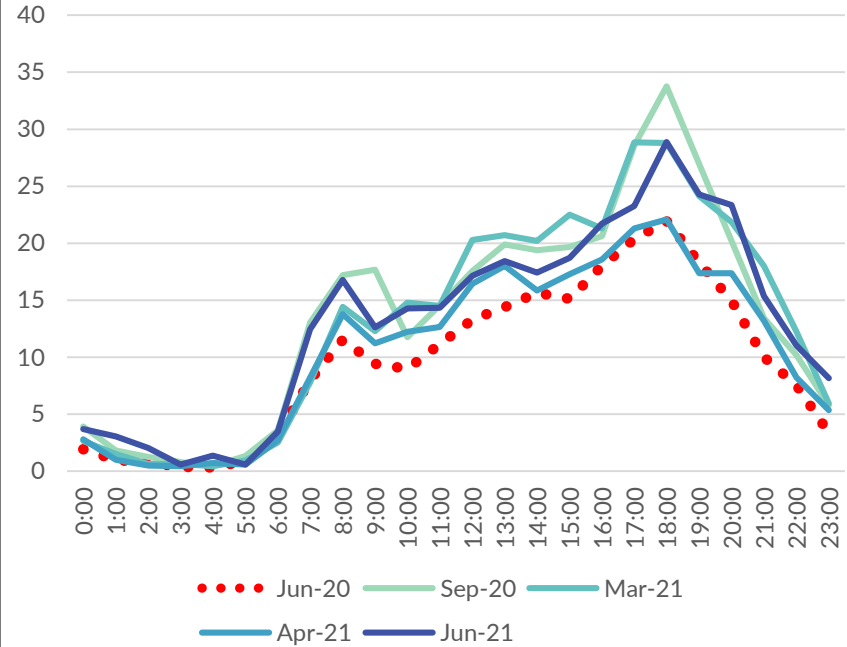


# Penton Place

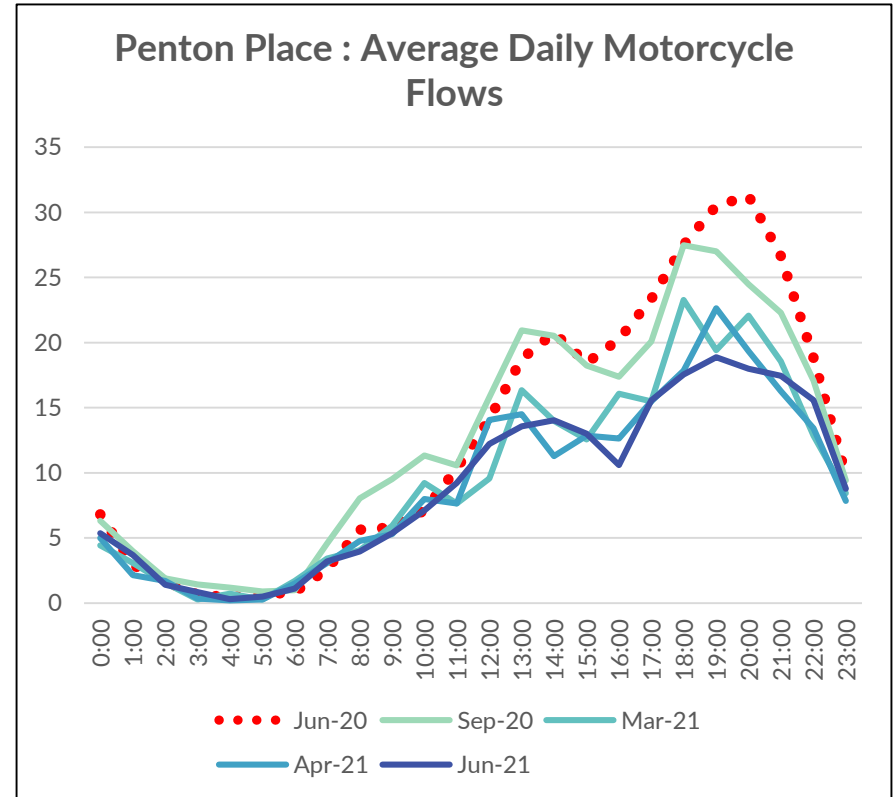
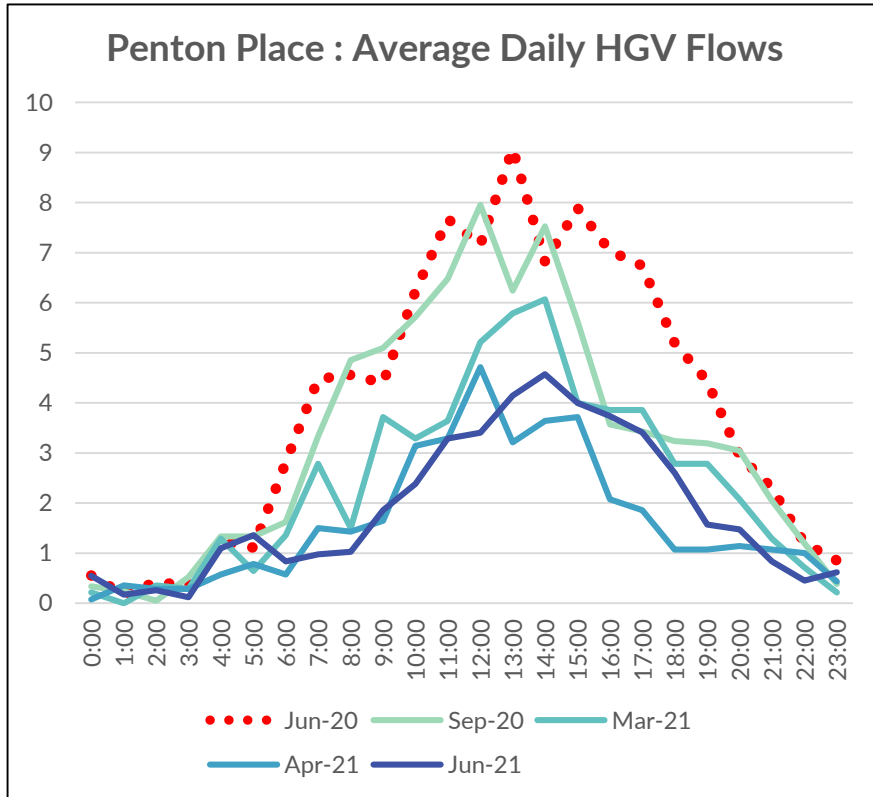
Penton Place : Average Daily Car/LGV Flows



Penton Place : Average Daily Cycle Flows



# Penton Place



# Penton Place – Summary Table

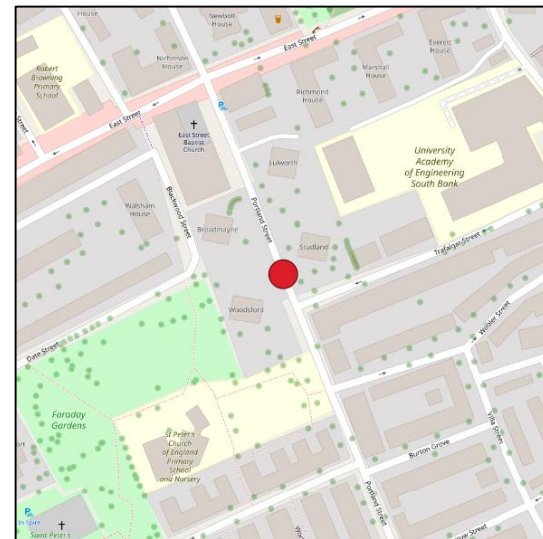
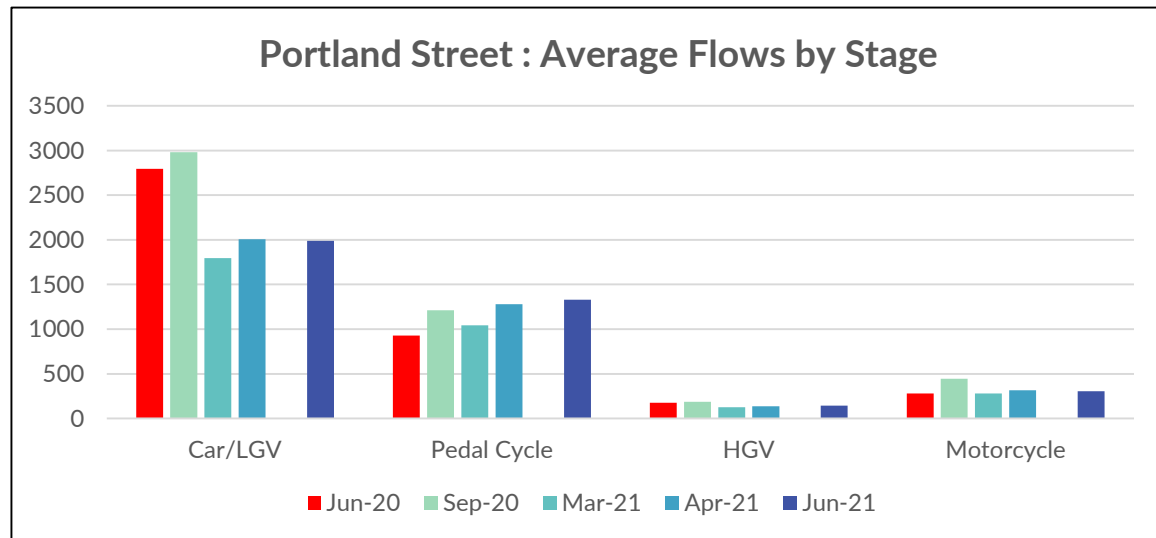
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	2013	669	-1345	-67%	-36%	-62%	-65%
Cycle	230	313	83	36%	40%	38%	12%
HGV	96	45	-51	-53%	-15%	-37%	-58%
Motorcycles	306	217	-88	-29%	-1%	-24%	-29%
<b>Total Motorised Vehicles</b>	<b>2415</b>	<b>931</b>	<b>-1484</b>	<b>-61%</b>	<b>-31%</b>	<b>-56%</b>	<b>-60%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

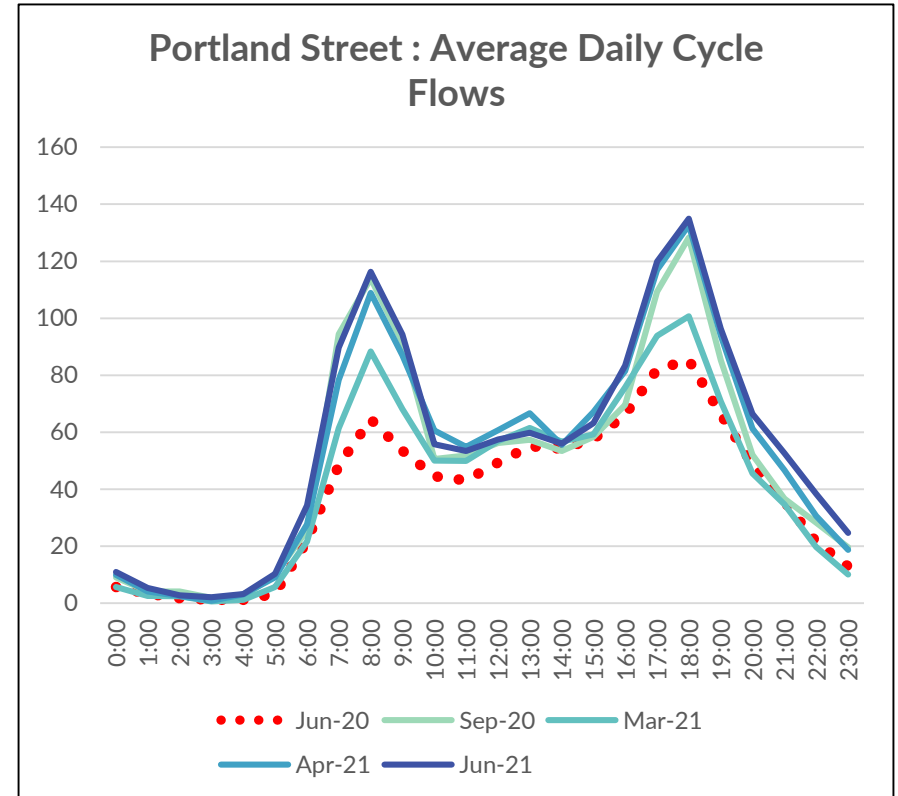
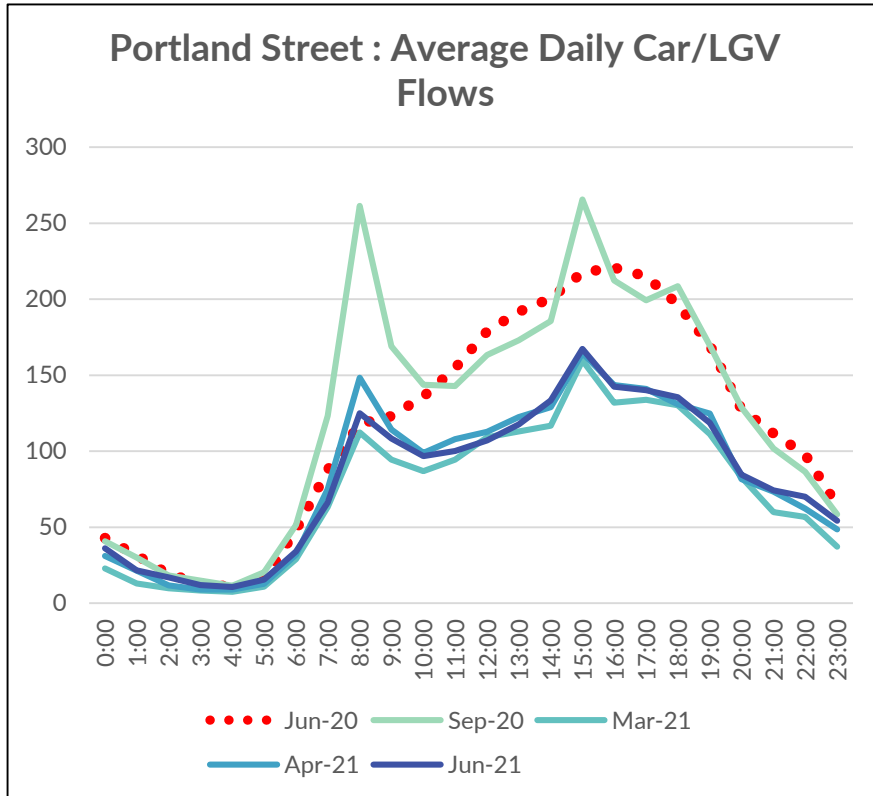
# Portland Street (Daily Flows)

- 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.

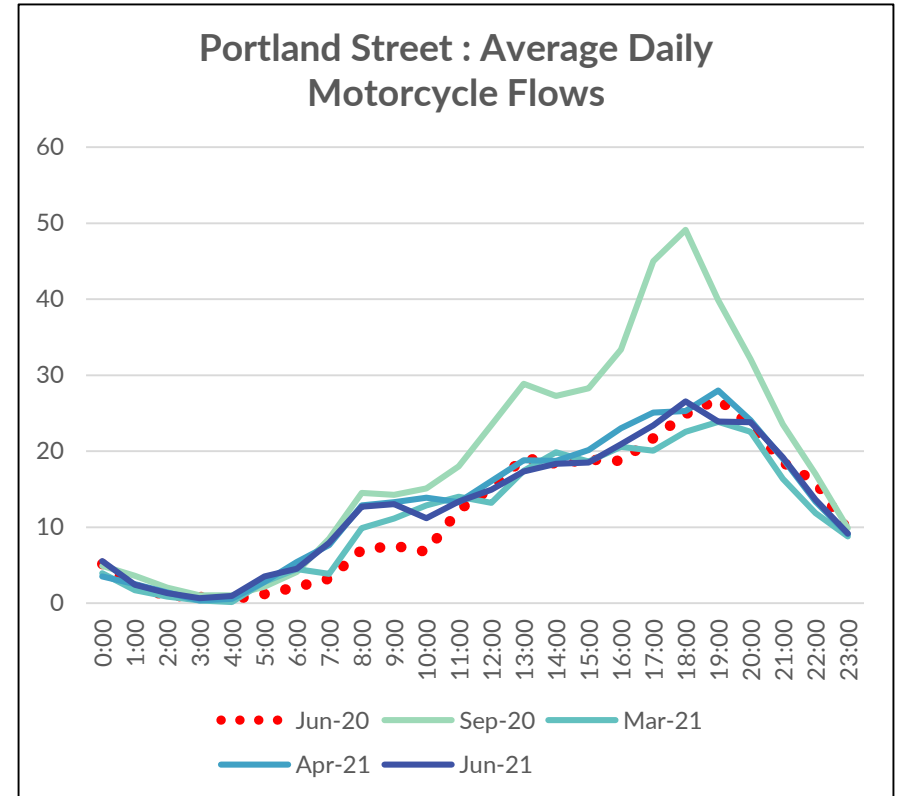
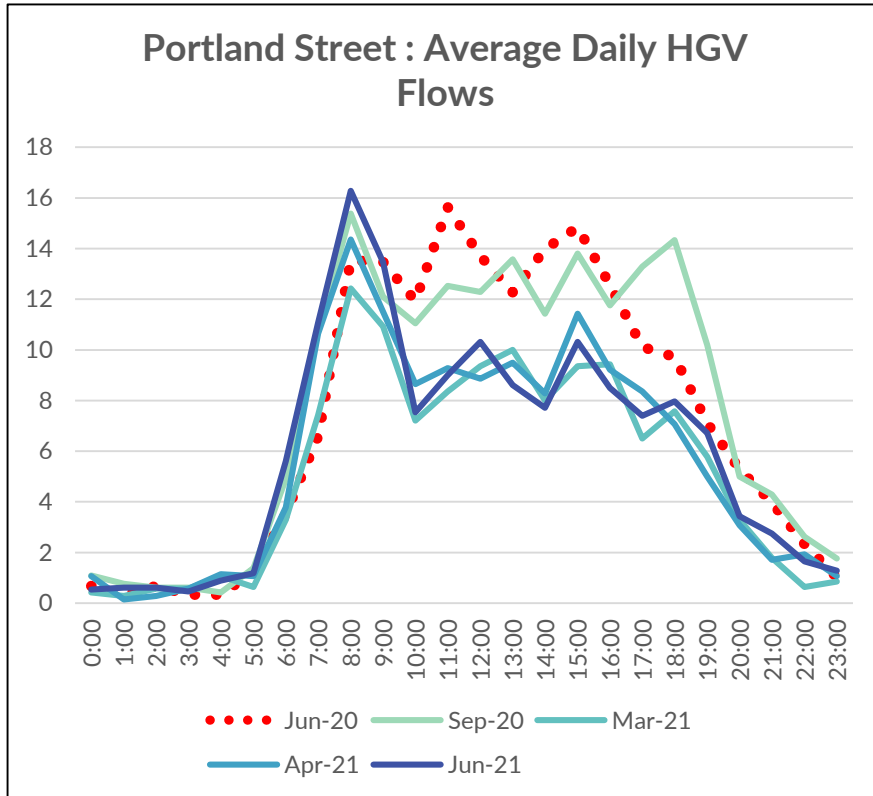




# Portland Street



# Portland Street



# Portland Street – Summary Table

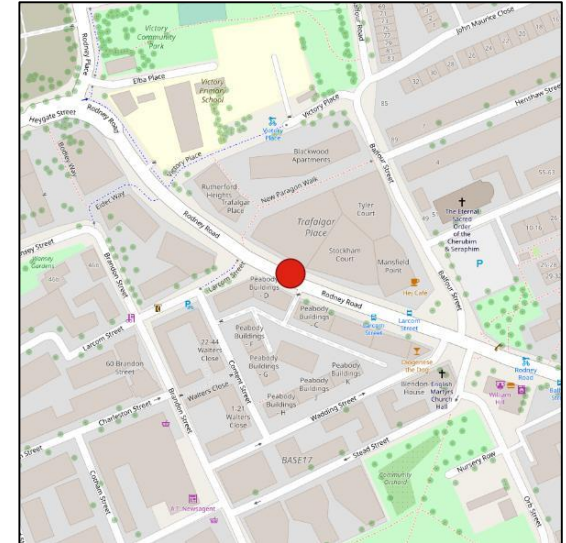
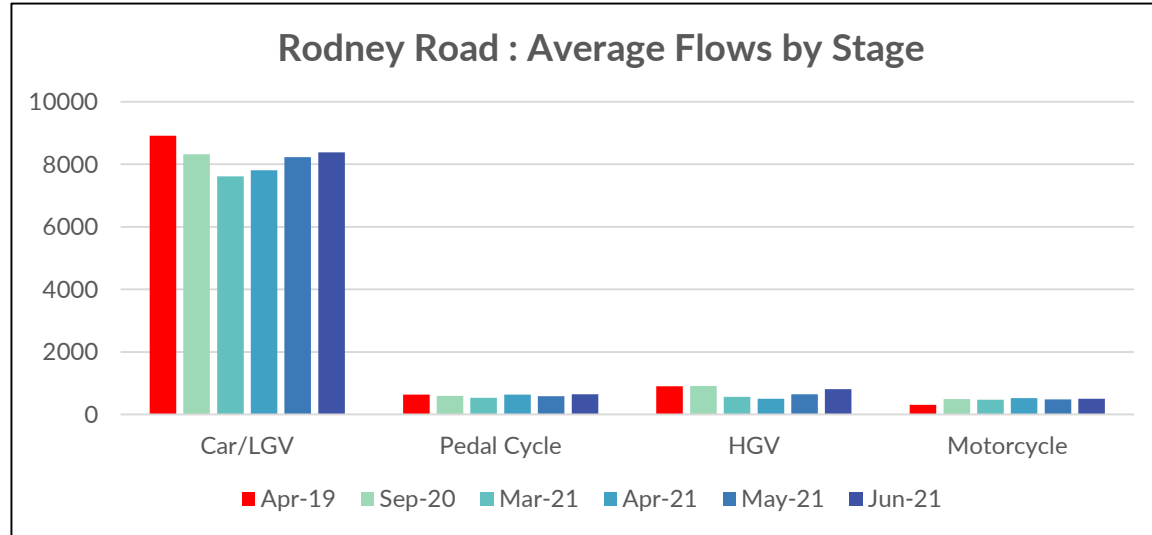
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	2793	1988	-805	-29%	11%	-33%	-26%
Cycle	927	1331	404	44%	31%	12%	38%
HGV	175	144	-31	-18%	10%	-26%	-18%
Motorcycles	281	307	26	9%	59%	0%	13%
<b>Total Motorised Vehicles</b>	<b>3249</b>	<b>2439</b>	<b>-811</b>	<b>-25%</b>	<b>15%</b>	<b>-30%</b>	<b>-22%</b>

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

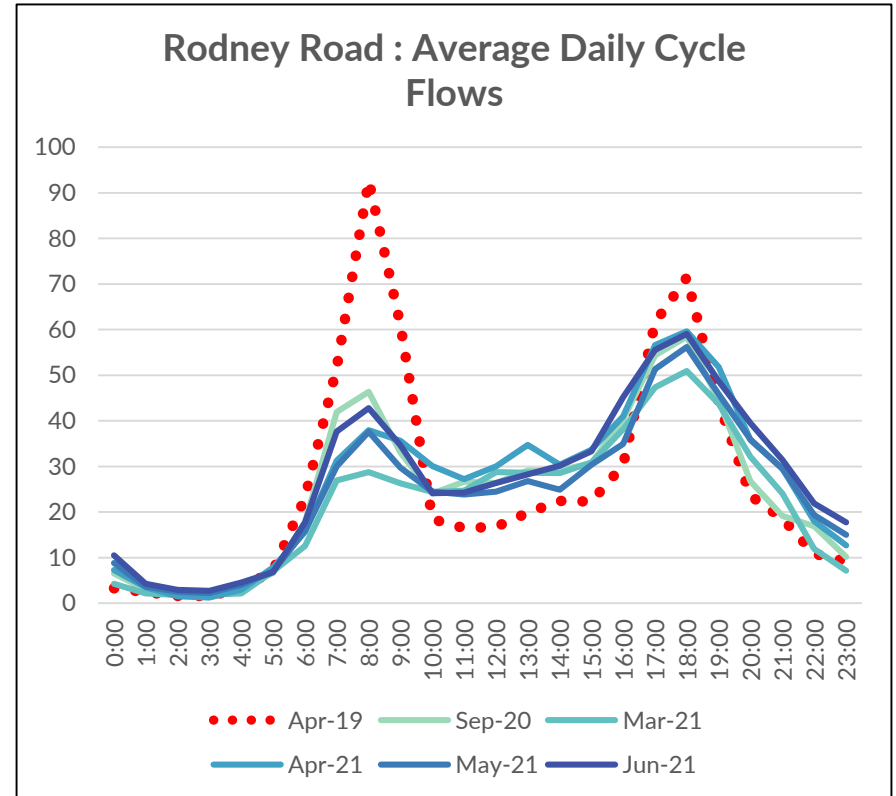
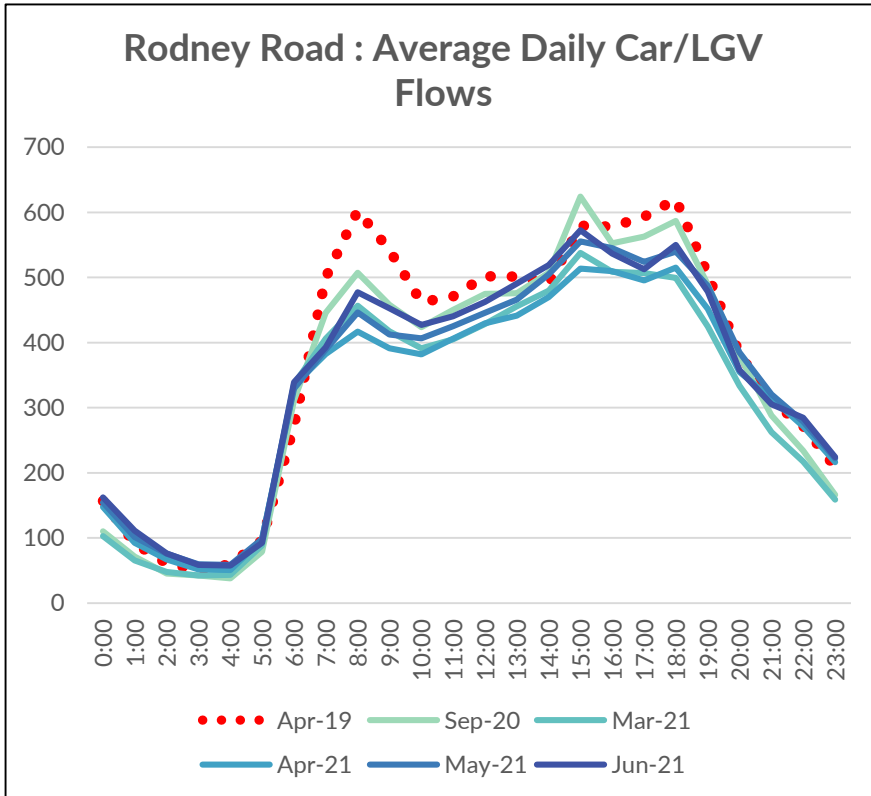
† Previous months' pre-implementation data has been adjusted to April 2019 levels

# Rodney Road (Daily Flows)

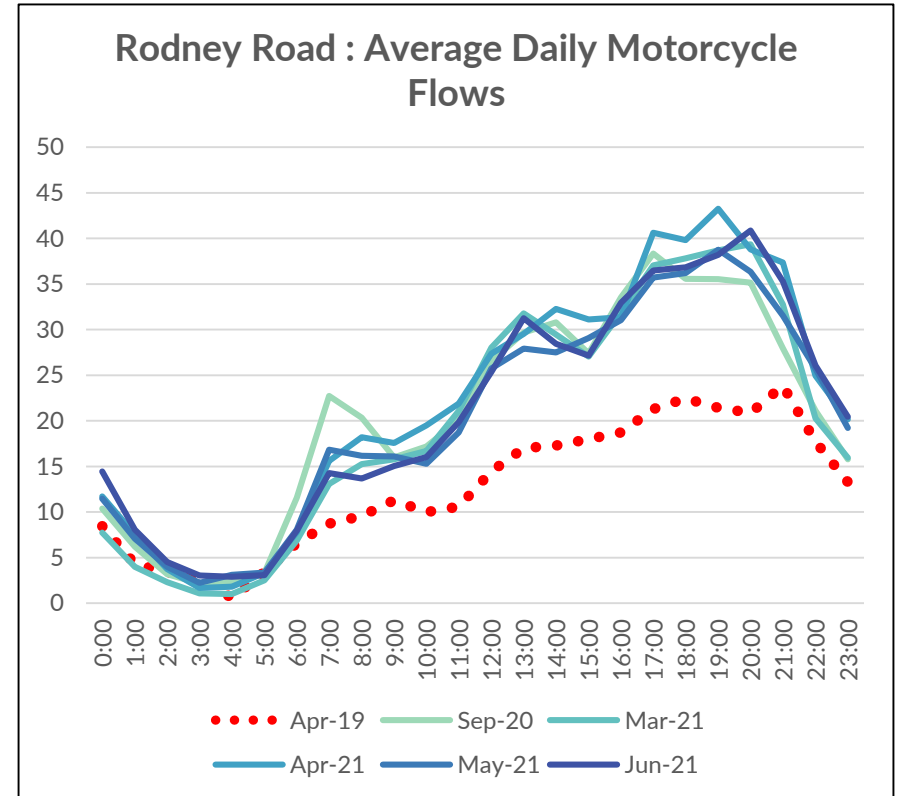
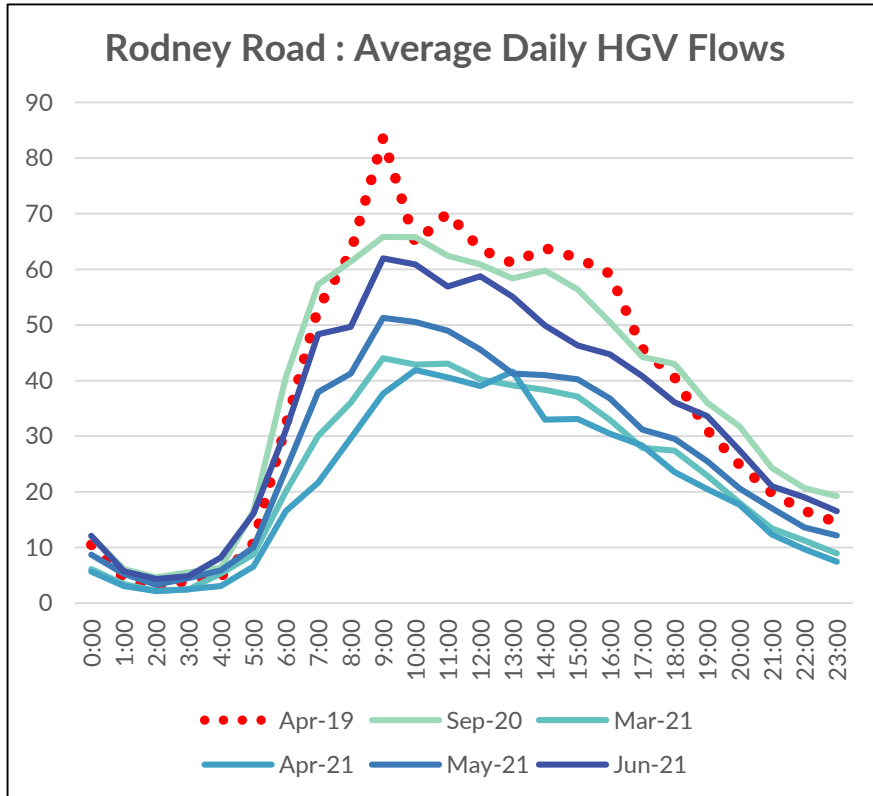
- The charts below and on the following pages show the **average daily flows on Rodney Road**, showing the difference between pre-implementation flows and data collected throughout 2021.



# Rodney Road



# Rodney Road



# Rodney Road– Summary Table

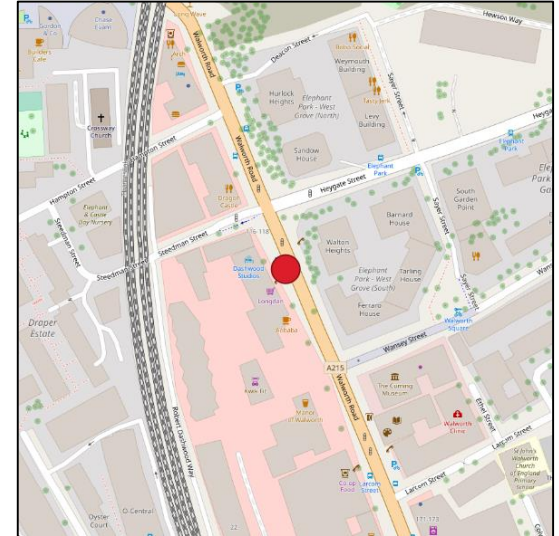
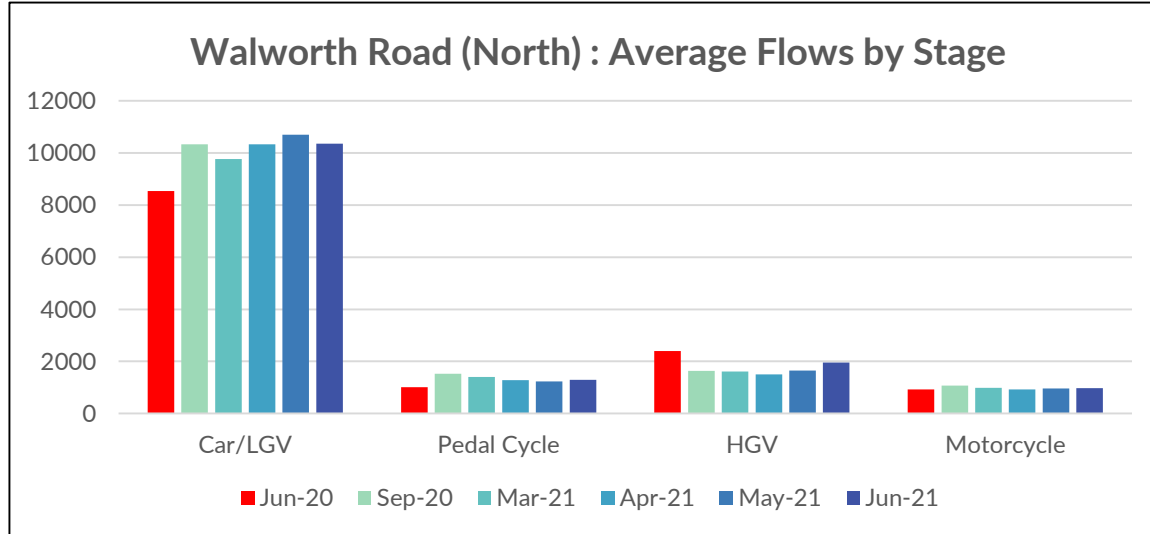
Stage	Apr-19	Jun-21	Apr-19 -> Jun-21 : Difference	Apr-19 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	8911	8384	-527	-6%	-3%	-11%	-9%
Cycle	633	650	16	3%	-6%	-16%	0%
HGV	907	810	-97	-11%	4%	-36%	-42%
Motorcycles	306	502	196	64%	61%	56%	72%
Total Motorised Vehicles	10123	9695	-428	-4%	-1%	-11%	-10%

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

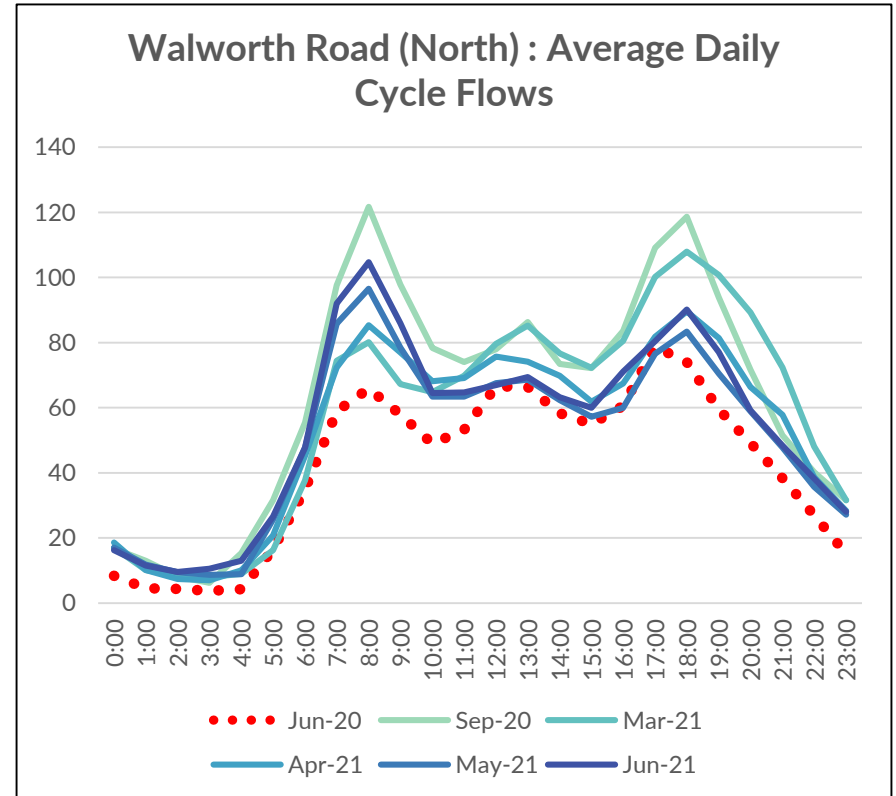
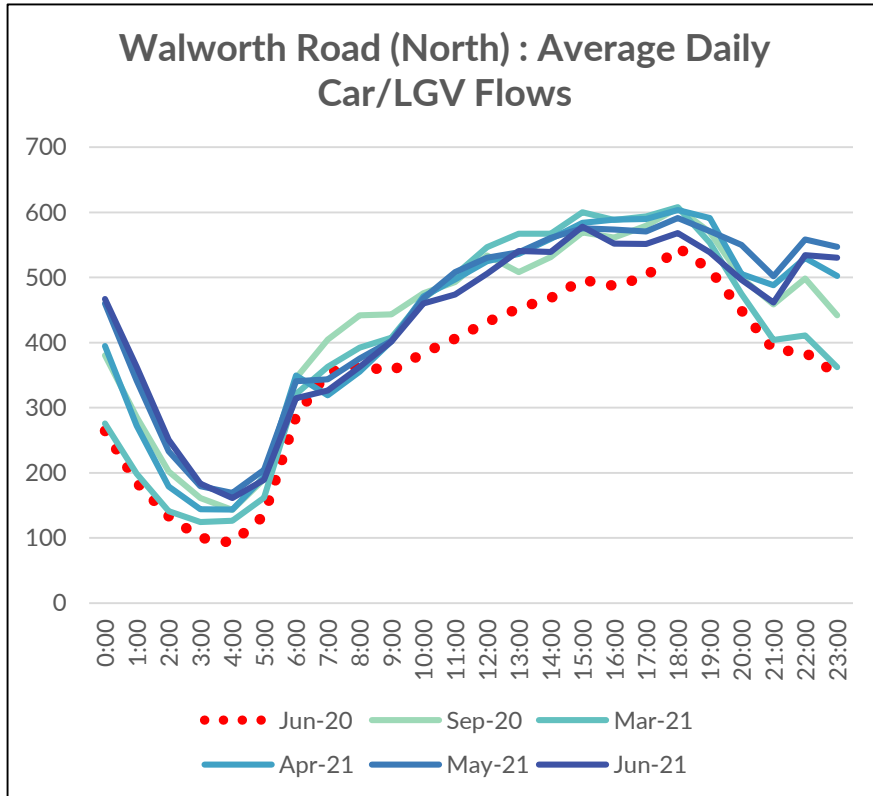
# Walworth Road North (Daily Flows)

- 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.

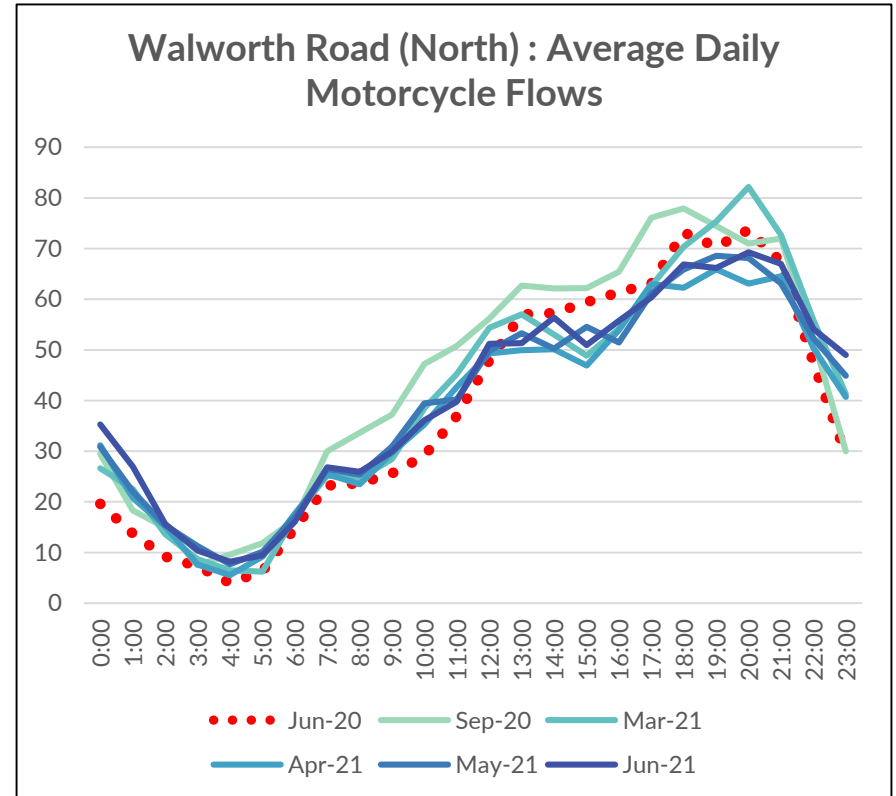
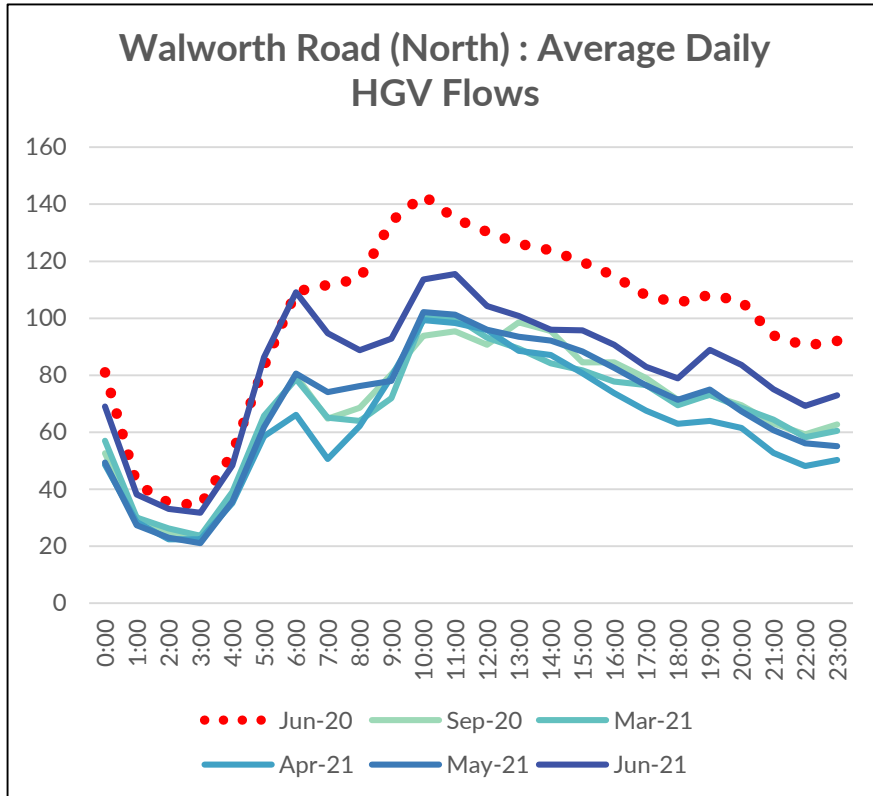




# Walworth Road North



# Walworth Road North



# Walworth Road North – Summary Table

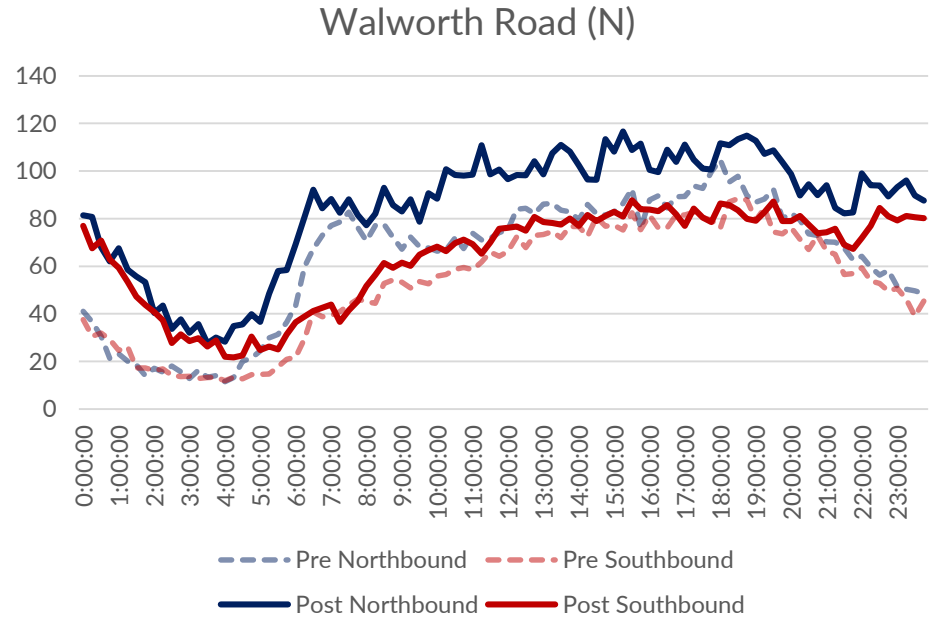
Stage	Jun-20	Jun-21	Jun-20 -> Jun-21 : Difference	Jun-20 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	8534	10354	1820	21%	-9%	19%	25%
Cycle	1011	1299	289	29%	0%	39%	27%
HGV	2394	1960	-434	-18%	-42%	-30%	-35%
Motorcycles	921	979	58	6%	72%	8%	0%
<b>Total Motorised Vehicles</b>	<b>11849</b>	<b>13293</b>	<b>1444</b>	<b>12%</b>	<b>-10%</b>	<b>8%</b>	<b>11%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels

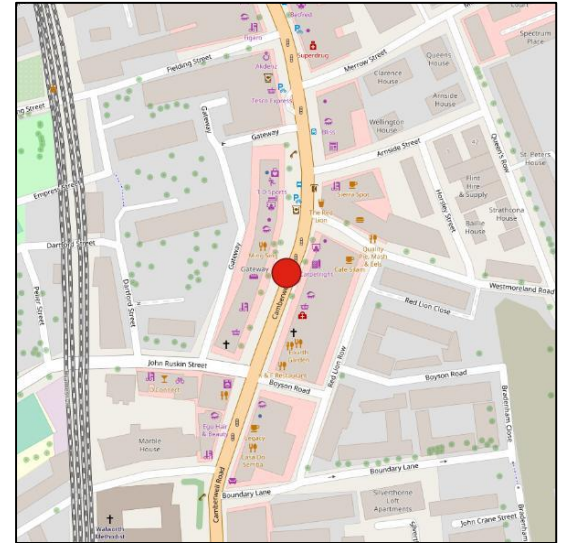
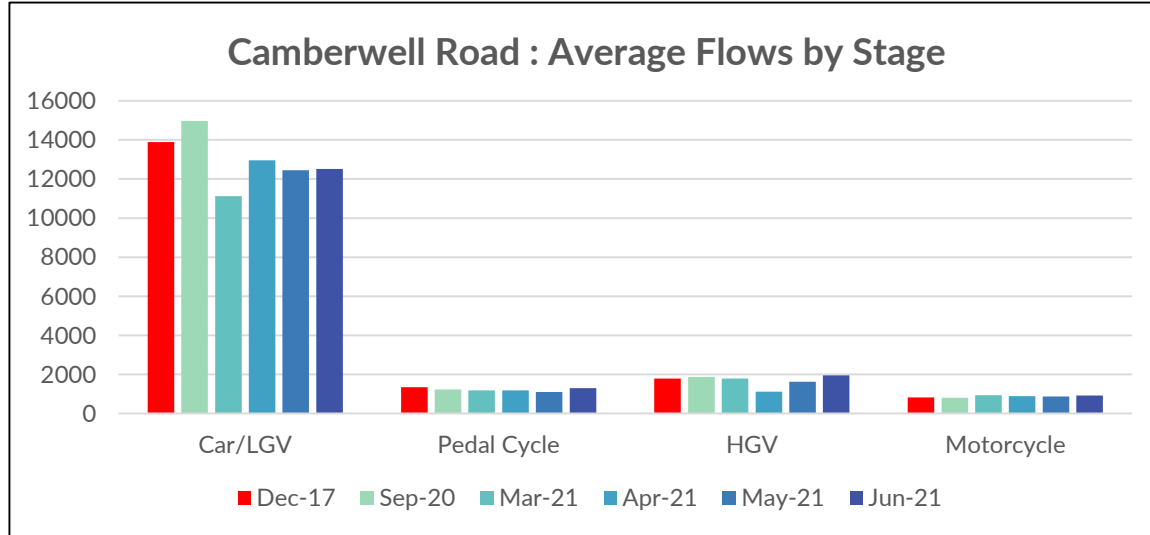
# Walworth Road North – Directional Analysis

- 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 June 2021, traffic in both directions was somewhat higher than pre-implementation.
- After scheme implementation, traffic levels also stayed higher later in the evening and early mornings in both directions.



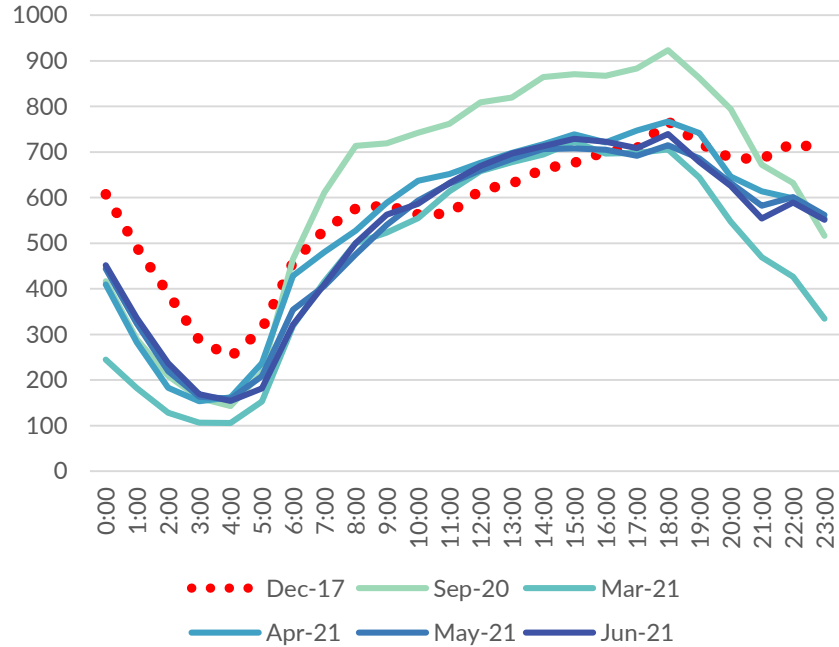
# Camberwell Road (Daily Flows)

- 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.

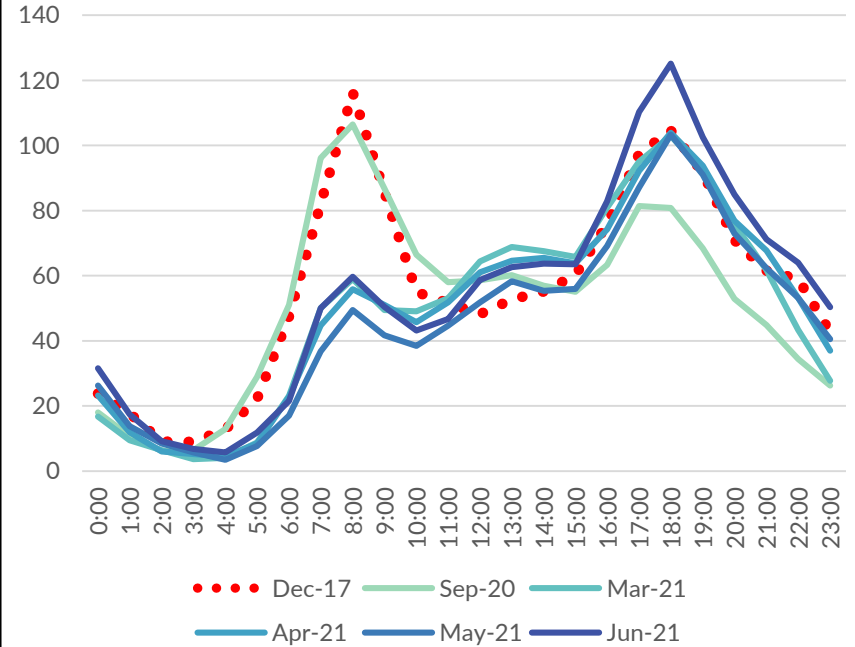


# Camberwell Road

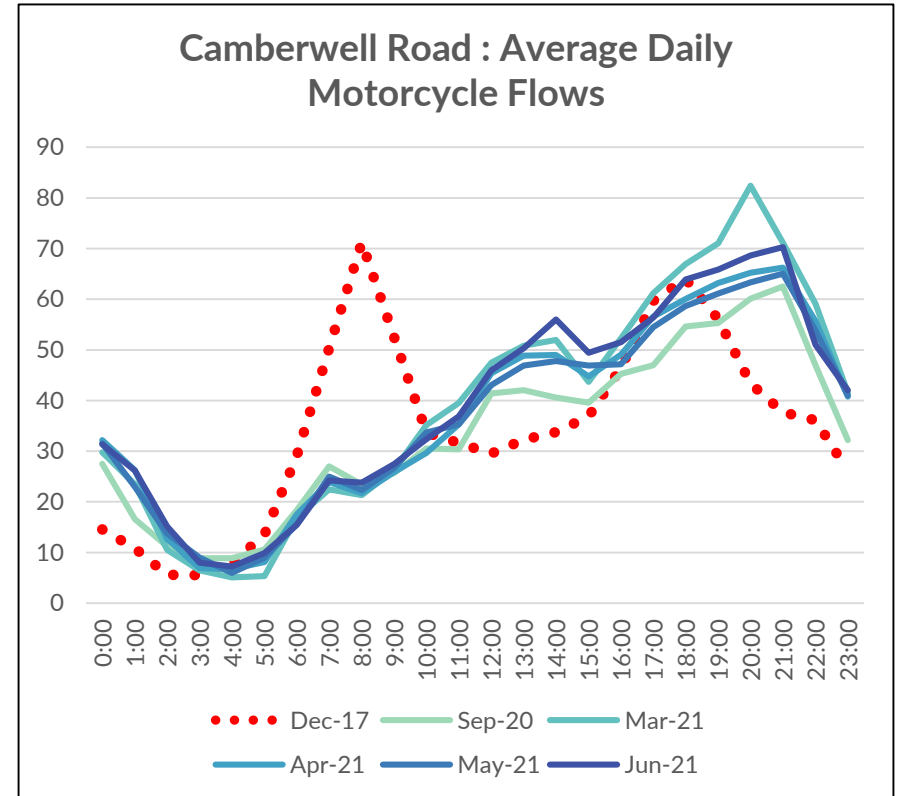
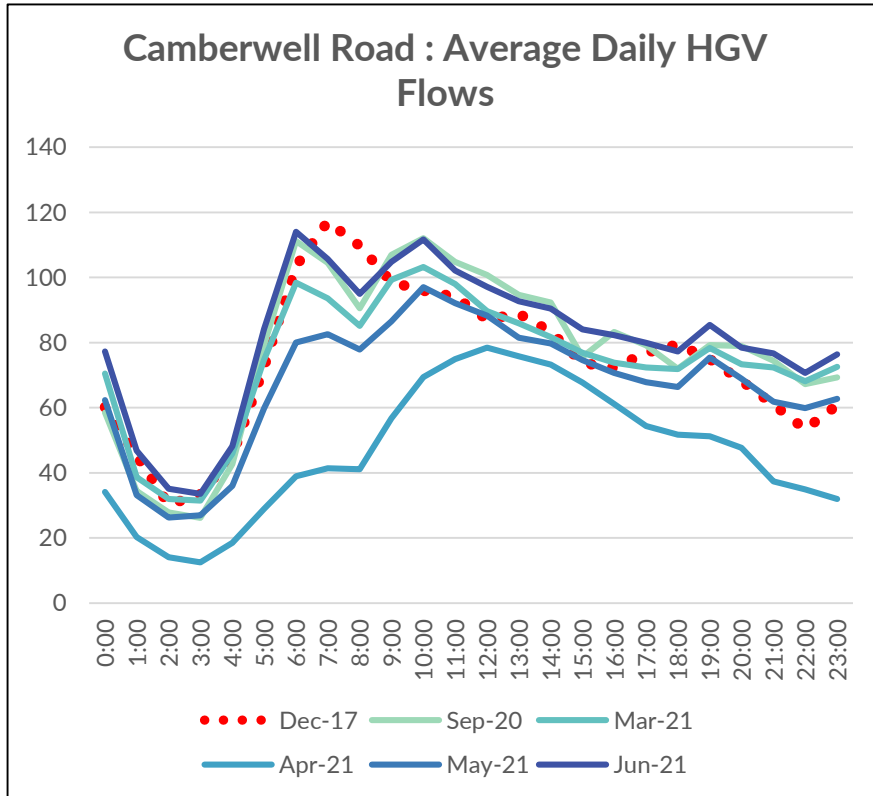
Camberwell Road : Average Daily Car/LGV Flows



Camberwell Road : Average Daily Cycle Flows



# Camberwell Road



# Camberwell Road – Summary Table

Stage	Dec-17	Jun-21	Dec-17 -> Jun-21 : Difference	Dec-17 -> Jun-21 : % Difference	Sep-20 : Difference	Mar-21 : Difference	Apr-21 : Difference
Car/LGV	13891	12516	-1375	-10%	12%	-17%	-3%
Cycle	1353	1294	-59	-4%	-9%	-13%	-12%
HGV	1786	1950	164	9%	8%	4%	-35%
Motorcycles	828	929	101	12%	-3%	14%	8%
<b>Total Motorised Vehicles</b>	<b>16506</b>	<b>15396</b>	<b>-1110</b>	<b>-7%</b>	<b>11%</b>	<b>-13%</b>	<b>-6%</b>

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

† Previous months' pre-implementation data has been adjusted to April 2019 levels



# 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 June 2021, traffic in either direction was quite similar throughout the day – southbound flows were reduced in the AM peak and northbound flows were higher through most of the daytime hours.

