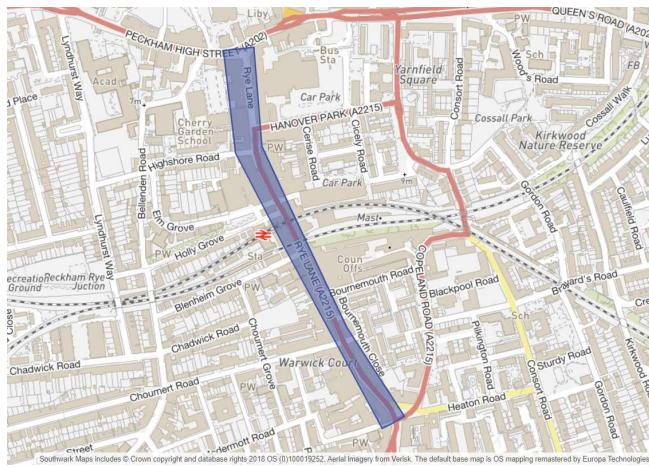


Rye Lane Monitoring Summary



Background

Rye Lane was closed to all motor vehicles from January 2019 to June 2019 for utilities works. One wave of monitoring took place before the closure in November 2018, during the works in April 2019, after the works in November/December 2019 and again in May 2021.

A final monitoring wave took place in November 2021 when Rye Lane was re-opened to buses and loading only.

Since closing Rye lane to all traffic except pedestrians and cycles has been ruled out as an option this report focusses mainly on comparing the baseline (open to all traffic at all times) with the current situation (buses and cycles only with loading between 07:00 and 10:00).

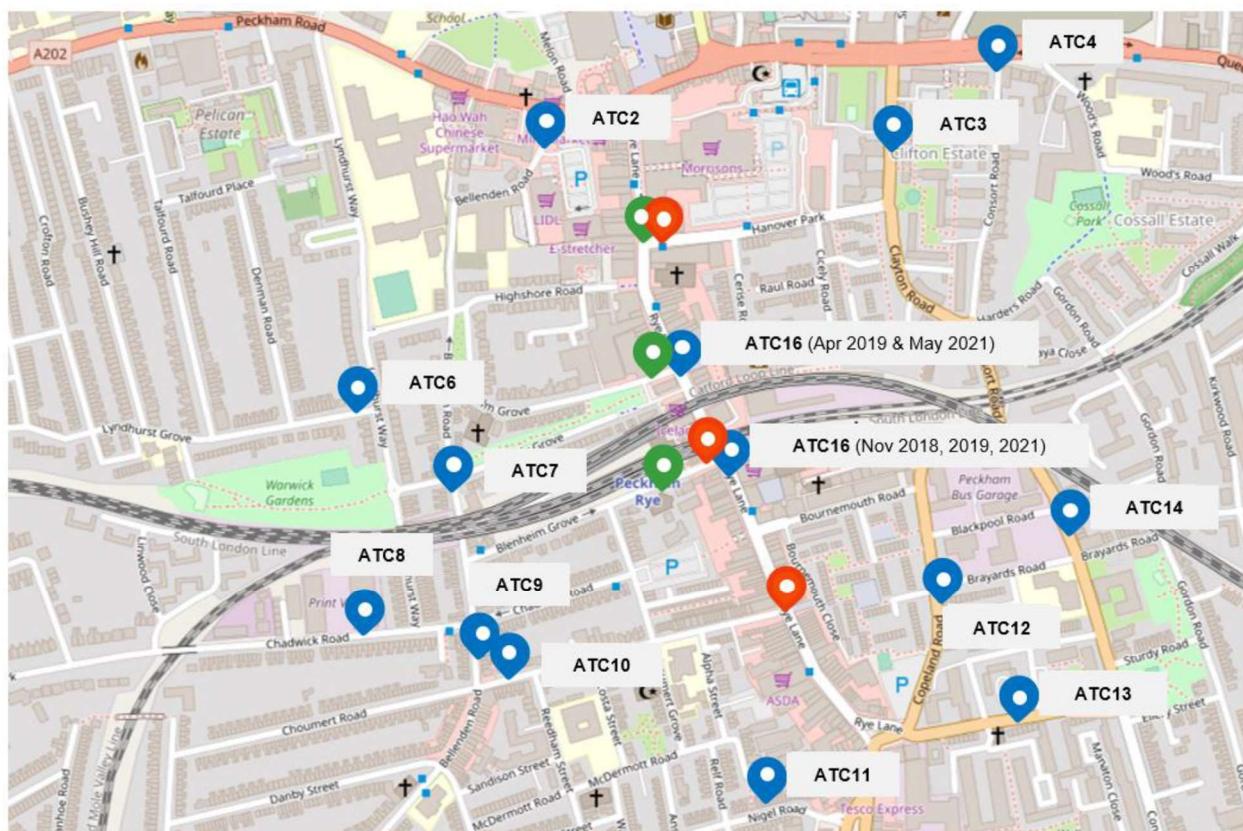
Monitoring details

- Automated traffic counts were in place at 16 locations on and around Rye Lane
- Pedestrian flows and crossing counts were in place at three locations
- Healthy streets tracker surveys were undertaken at two locations

Details can be found in Figure One.

ATCs in blue, pedestrian counts in Orange, Healthy Streets interviews in Green

Figure One



© Open Street Map

ATC data results

Weekdays – Details in Figure Two

Compared to the baseline data from November 2018, the overall vehicle volumes across the area reduced by 11.5%. The largest increase was on Choumert Road (+1,234 vehicles) and the largest decrease was on Clayton Road (-4,058 vehicles).

When looking at a comparison between the full closure in May 2021 compared to November 2021 (buses with timed loading), there was a 2,310 vehicle increase on Rye Lane, which is to be expected. All other sites had a reduction in vehicles.

Figure Two



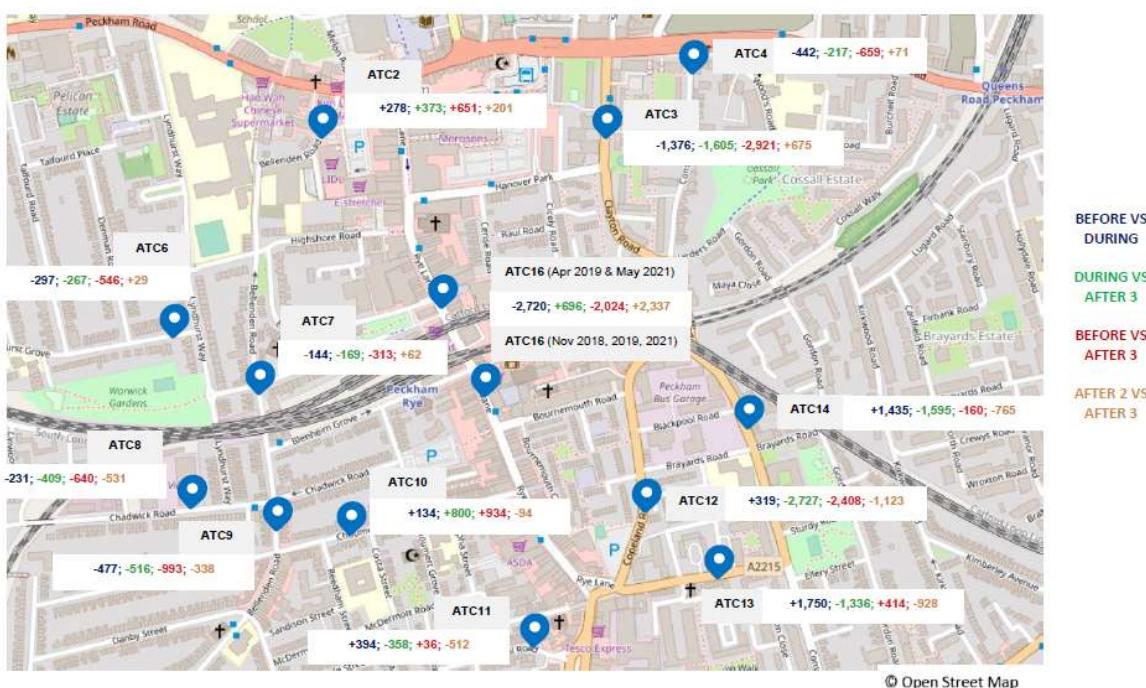
ATC data results

Weekends – Details in Figure Three

Compared to the baseline data from November 2018, the overall vehicle volumes across the area reduced by 11.1%. The largest increase was on Choumert Road (+934 vehicles) and the largest decrease was on Clayton Road (-2,981 vehicles).

When looking at a comparison between the full closure in May 2021 compared to buses with timed loading in November 2021, there was a 2,337 vehicle increase on Rye Lane, which is to be expected. Five other sites experienced a small increase in traffic.

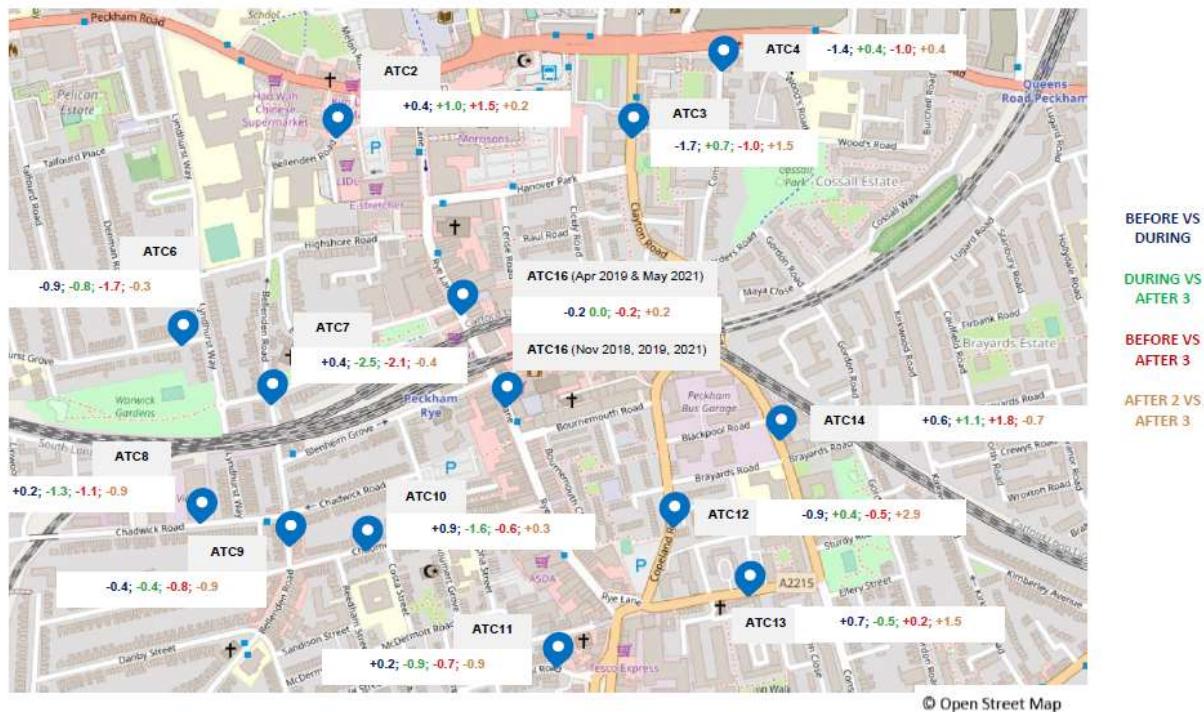
Figure Three



ATC data: Traffic Speeds – 7 day average – details in Figure Four

Across all sites, there was a decrease in average vehicle speeds (-0.4mph). The largest increase was on Consort Road (+1.8mph) and the largest decrease was on Bellenden Road (-2.1mph).

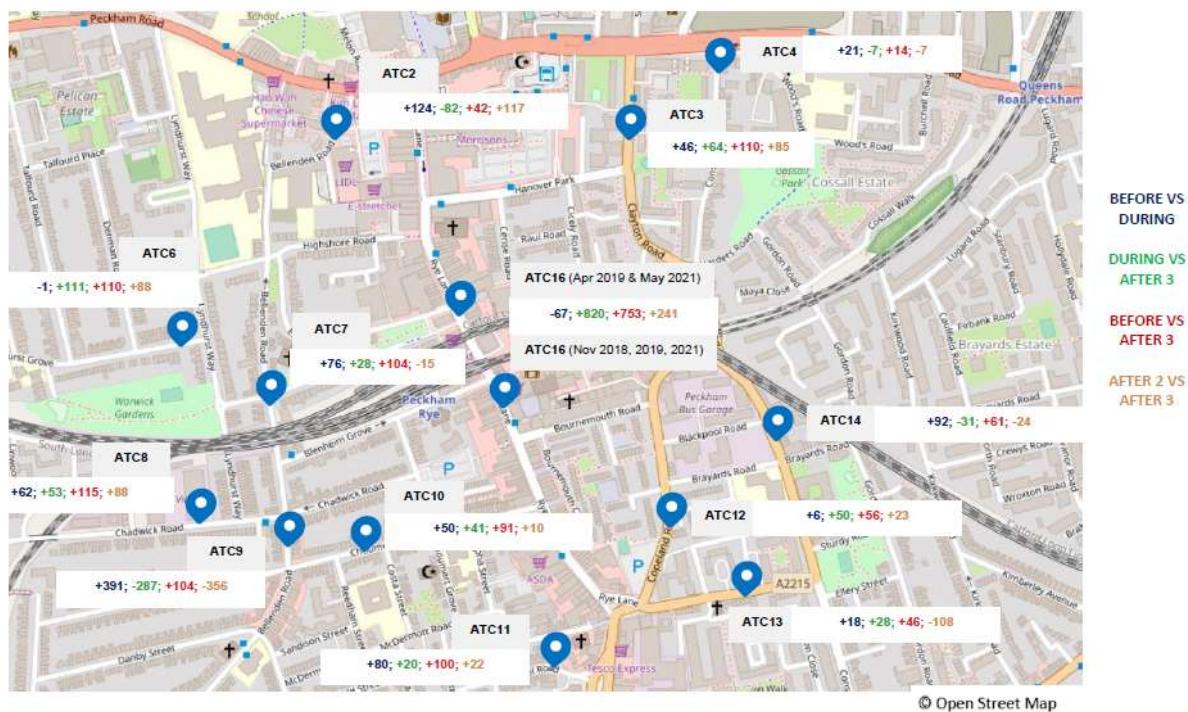
Figure Four



ATC Data: Cyclists Percentage Split of Modal Share – Weekdays – Details in Figure Five

On Rye Lane, the volume of cyclists was significantly higher in November 2021 compared to the baseline in November 2018 (+753). Cycling is concentrated around Rye Lane.

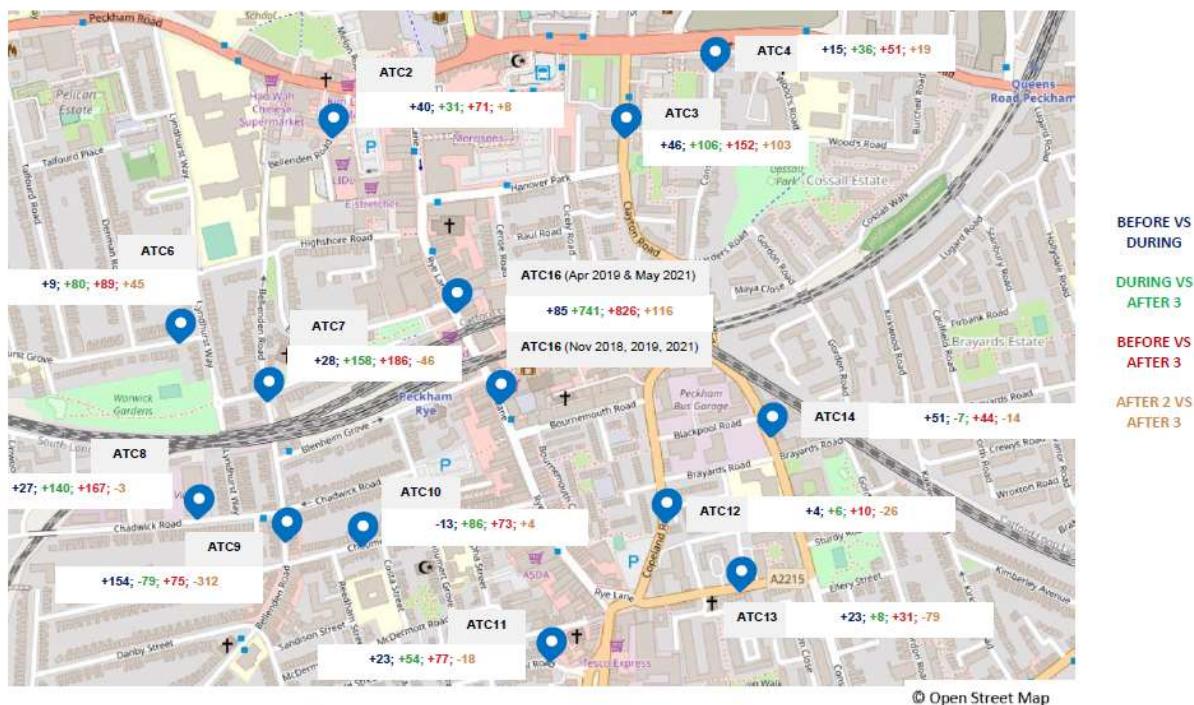
Figure Five



ATC Data: Cyclists Percentage Split of Modal Share – Weekends – Details in Figure Six

On Rye Lane, the volume of cyclists was significantly higher in November 2021 compared to the baseline in November 2018 (+826).

Figure Six



Vivacity Sensor

There are two Vivacity Sensors to monitor movement and volumes in place. One is on Rye Lane just south of the junction with Hanover Park and the second is at the Rye Lane junction with Copeland Road and Nigel Road.

Prior to the closure of Rye Lane, there were around 1,600 cars and 1,800 buses per day. This number of buses has returned since October 2021. However, the volume of motor vehicles dropped to almost zero from July 2020, and remained at this level until October 2021. Since October 2021, car volumes have risen to around 250 per day.

LGVs/HGVs volumes were around 300 in early 2020, and dropped to less than 100 per day for much of July 2020 to May 2021. However, these have marginally risen since May 2021, towards a figure just above 100 per day. The volume of motorcycles has stayed fairly stable throughout at around 400 per day, although has dropped significantly since September 2021.

Hourly Pedestrian Footpath Flows Summary – Details in Figure Seven

In November 2021, there was an increase in pedestrian flows at the Hanover Park junction on weekdays compared to the 2018 baseline. Weekdays saw a 2% increase in pedestrian flows and a 14% decrease on weekends.

Figure Seven

SITE	BEFORE (NOV '18)	DURING (APR '19)	AFTER 1 (NOV '19)	AFTER 2 (MAY '21) COVID CLOSURE	AFTER 3 (NOV '21) PARTIAL RE-OPEN	BEFORE V DURING	DURING V AFTER 3	BEFORE V AFTER 3	AFTER 2 V AFTER 3
1: Rye Lane - Hanover Park junction	3,568	4,583	4,915	4,228	3,916	+28%	-15%	+10%	-7%
2: Rye Lane - Elm Grove junction	1,802	1,676	1,880	1,452	1,567	-7%	-6%	-13%	+8%
3: Rye Lane - Choumert Road junction	1,721	2,261	1,864	1,910	1,716	+31%	-24%	0%	-10%
Total	7,091	8,519	8,660	7,590	7,198	+20%	-16%	+2%	-5%

Table 7. Hourly Pedestrian Flows – Weekends

SITE	BEFORE (NOV '18)	DURING (APR '19)	AFTER 1 (NOV '19)	AFTER 2 (MAY '21) COVID CLOSURE	AFTER 3 (NOV '21) PARTIAL RE-OPEN	BEFORE V DURING	DURING V AFTER 3	BEFORE V AFTER 3	AFTER 2 V AFTER 3
1: Rye Lane - Hanover Park junction	6,247	6,124	6,281	4,700	5,049	-2%	-18%	-19%	+7%
2: Rye Lane - Elm Grove junction	2,365	2,088	2,578	1,607	1,989	-12%	-5%	-16%	+24%
3: Rye Lane - Choumert Road junction	2,246	2,958	2,745	2,246	2,251	+32%	-24%	0%	0%
Total	10,858	11,171	11,603	8,553	9,289	+3%	-17%	-14%	+9%

Hourly Pedestrian Crossings – Details in Figure Eight

In November 2021, there was a minor increase in pedestrian crossings at the Hanover Park junction (weekdays and weekends) compared to November 2018. Pedestrian crossings at Choumert Road increased significantly (weekdays and weekends) and crossings at Elm Grove were lower.

Figure Eight

SITE	BEFORE (NOV '18)	DURING (APR '19)	AFTER 1 (NOV '19)	AFTER 2 (MAY '21) COVID CLOSURE	AFTER 3 (NOV '21) PARTIAL RE-OPEN	BEFORE V DURING	DURING V AFTER 3	BEFORE V AFTER 3	AFTER 2 V AFTER 3
1: Rye Lane - Hanover Park junction	1,368	1,201	1,492	1,279	1,417	-12%	+18%	+4%	+11%
2: Rye Lane - Elm Grove junction	389	279	426	140	267	-28%	-4%	-31%	+91%
3: Rye Lane - Choumert Road junction	538	861	682	533	572	+60%	-34%	+6%	+7%
Total	2,295	2,341	2,599	1,952	2,256	+2%	-4%	-2%	+16%

Table 9. Hourly Pedestrian Crossings – Weekends

SITE	BEFORE (NOV '18)	DURING (APR '19)	AFTER 1 (NOV '19)	AFTER 2 (MAY '21) COVID CLOSURE	AFTER 3 (NOV '21) PARTIAL RE-OPEN	BEFORE V DURING	DURING V AFTER 3	BEFORE V AFTER 3	AFTER 2 V AFTER 3
1: Rye Lane - Hanover Park junction	1,743	1,830	2,072	1,493	1,766	+5%	-4%	+1%	+18%
2: Rye Lane - Elm Grove junction	569	416	587	134	365	-27%	-12%	-36%	+171%
3: Rye Lane - Choumert Road junction	737	1,100	1,026	695	906	+49%	-18%	+23%	+30%
Total	3,049	3,347	3,685	2,323	3,036	+10%	-9%	0%	+31%

Vivacity Data Active Travel Trends – Details in Figure Nine

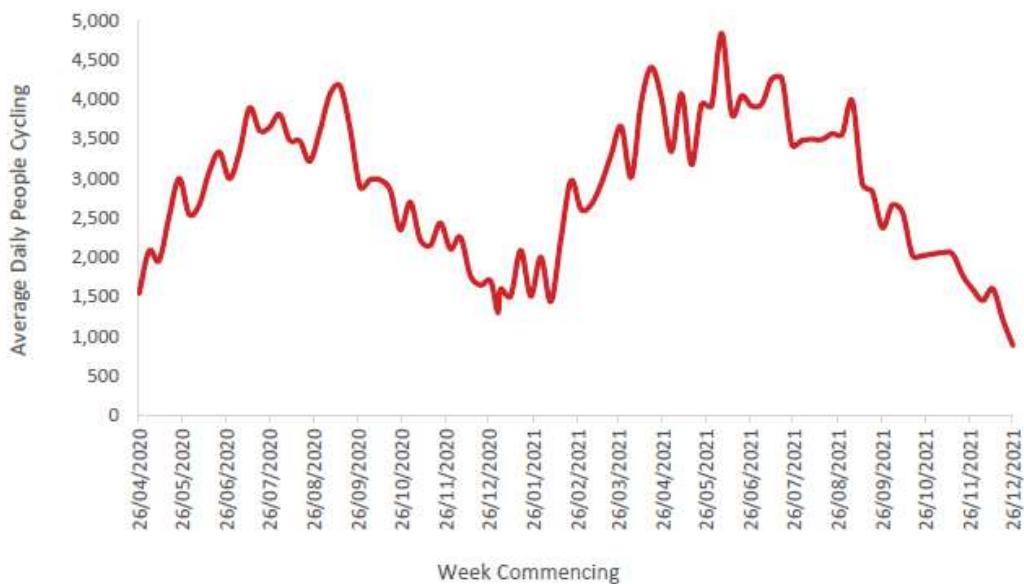
The number of pedestrian movements have consistently averaged over 30,000 since May 2021. Notably, the amount of people walking in the carriageway dropped significantly from just under 5,000 per day to around 2,000 per day from October 2021. This coincided with the re-opening of Rye Lane to buses.

Figure Nine



The average daily cycling figures have reduced since mid-2021 – shown in Figure 10

Figure 10



The average daily walking figures have reduced since mid-2021 – shown in Figure 11

Figure 11



Conclusions

Vehicle volumes, speeds and modal share

- Motor vehicle volumes across the area were 11.5% lower on weekdays and 11.1% lower at weekends with the buses and cycles only restrictions compared to the baseline situation.
- Traffic speeds reduced by an average of 0.4mph when the current restrictions were introduced
- Cycling grew significantly with a high density of cycling on Rye Lane and not on surrounding roads.
- Vivacity data for the nearby Hanover Park and Copeland Road suggest a decline in the number of cyclists in recent months.
- However, there was a significant increase in cyclists across the whole area in November 2021 compared to November 2018.

Overall, compared to the November 2018 baseline conditions (prior to the closure of Rye Lane), in November 2021 (the point at which Rye Lane was re-opened for bus services only):

- There was a decrease in pedestrian flows at weekends (-14%), whilst flows during weekdays had remained relatively stable (+2%), with flows at the Elm Grove junction particularly lower;
- The number of pedestrian crossings remained stable as a whole, although crossing activity was notably lower at Elm Grove, down by approximately a third overall;
- Vivacity data suggests that the re-introduction of buses on Rye Lane has, as expected, coincided with reduced crossing movements, and a greater share of pedestrian flows on footways as opposed to the carriageway; and
- Although total pedestrian movements appear to remain relatively stable across the Hanover Park region, total movements near Copeland Road have decreased in the recent months.