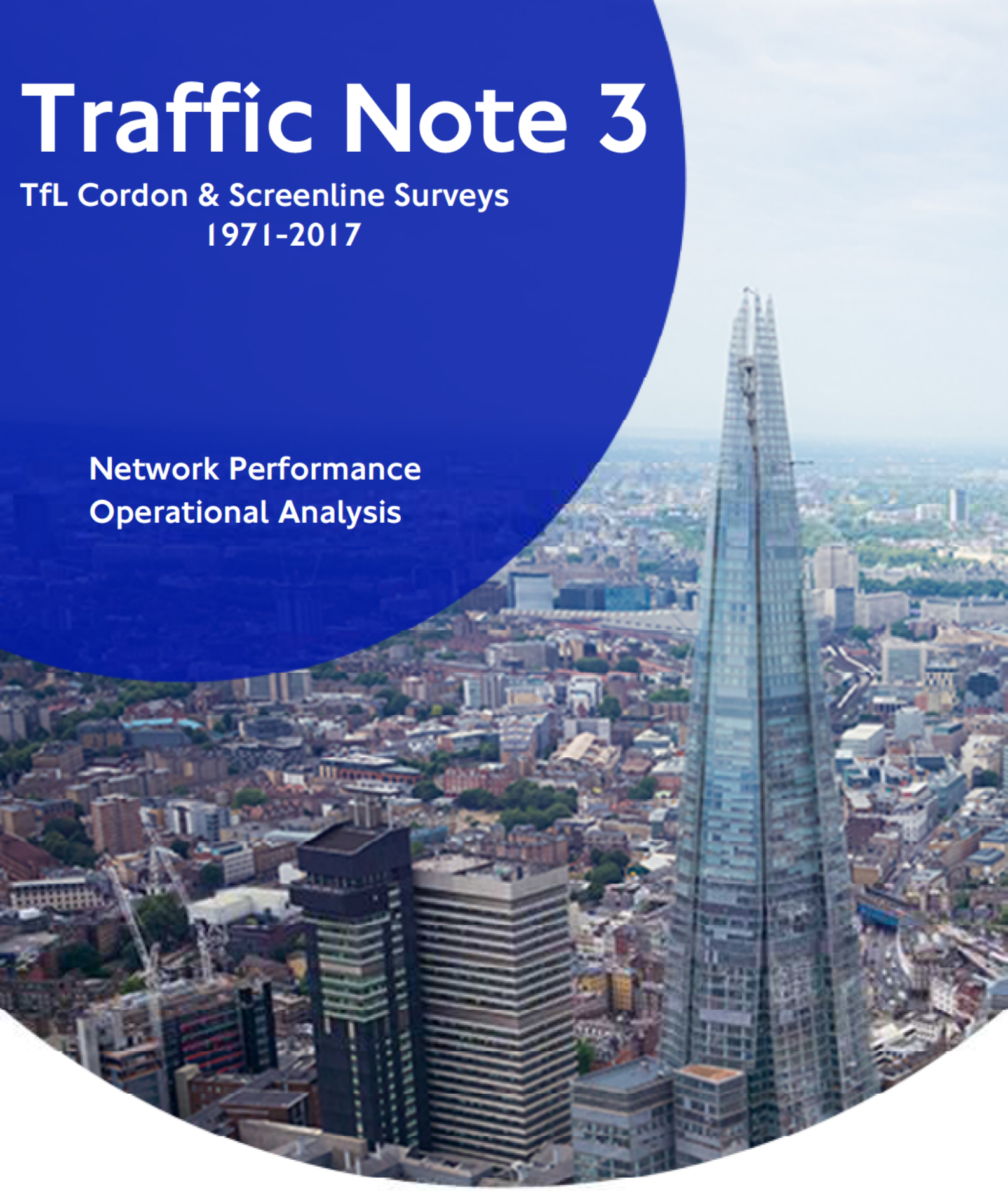
Traffic Note 3

TfL Cordon & Screenline Surveys 1971-2017

Network Performance Operational Analysis



Précis:
An historical summary and analysis of traffic counts recorded through the TfL Cordon and Screenline count programme from 1971 to 2017.

EVERY JOURNEY MATTERS

0 Document Control

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0.4 Document Summary

This document provides a summary and analysis of traffic counts recorded through the TfL Cordon and Screenline count programme from 1971 to 2017.

0.5 Document History

Version	Date	Changes since previous issue
0.1	09/01/2019	First draft

0.6 Distribution

Supporting trend tables in TfL annual Travel in London report
Internally/externally upon request
OA sharepoint site
TfL Intranet/Internet website

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1 Introduction

1.1 This traffic note, produced by the Operational Analysis (OA) department within TfL provides a summary and analysis of the road traffic flows monitored through a programme of cordon and screenline surveys. OA manages the TfL database that holds all the validated survey data for the London cordon and screenline surveys. It is planned that this note will be updated annually and this edition contains information from all surveys completed until Autumn 2017.

1.2 The purpose of the programme is to estimate traffic flows on different parts of the network and to monitor trends in traffic in London. Historically traffic flows have been counted on defined cordons and screenlines according to a regular cycle of surveys to contribute to long-run series of traffic trends. The surveys continue a series of counts begun by the Greater London Council in the 1970s, and continued by the Department for Transport before transferring to TfL.

1.3 Regular surveys are undertaken of three different cordons and three different sets of screenlines within Greater London. These are shown on a map (Figure 2) on page 6.

1.4 The cordon surveys are formed of the:

- **Central cordon** within a radius of 2.5 - 3 kms from a centre at Aldwych surveyed annually since 2001 (Note – this cordon is not the same as the Congestion Charging cordon);
- **Inner cordon** enclosing an area roughly corresponding to the old London County Council but excluding much of the boroughs of Greenwich and Lewisham surveyed once every 3 years, increased to once every 2 years from 2009;
- **Boundary cordon** roughly corresponding to the administrative boundary of Greater London and lying entirely within the M25 orbital motorway surveyed once every 3 years, increased to once every 2 years from 2009.

1.5 The screenline surveys are made up of the:

- **Thames screenline** covering all the Thames crossings from Runnymede Bridge (M25/A30) in the west to the Dartford crossings in the east surveyed once every 2 years;
- **Northern screenline** running from the River Thames at The Temple to the M25 motorway east of South Mimms surveyed once every 2 years;
- **Five radial screenlines**, running outwards from the Inner London cordon to beyond the M25 motorway. They consist of the Kent/Surrey line, following the Croydon/Bromley boundary and extending to Limpsfield; the South West line using the Southern Region railway line from Wimbledon to Malden Manor, then running south to Leatherhead Common; the North West line following the Western Region railway line to Denham; the Harrow line following the London Midland Region line to Hatch End, then running across country to the M25 west of Hunton Bridge; and the River Lea line along the river from Tottenham Hale to Waltham Abbey. These are surveyed once every 3 years;

- **Four peripheral screenlines** in outer London, based on the River Crane from Felthamhill to Northwick Park in West London, the River Roding and River Ram in North East London, and the South East line from Woolwich to West Wickham.

1.6 The studies are based on a sample of 6-minute manual classified traffic counts taken four times each hour over a 16-hour period from 6 am to 10 pm (12 hours prior to the mid 1990's). Counts are taken on every road site crossing the cordon or screenline. On a sample of up to 20 sites the counts are extended to cover 24 hours and the results used to estimate night time counts for each vehicle type on other roads. Prior to 1990 overnight counts were made at much smaller numbers of sites and estimates of night-time flows from this period should be treated with caution.

1.7 The vehicle classification includes All Motor Vehicles (AMV) split into Cars (Car), Taxis (Taxi), Buses and Coaches (Bus), Light Goods Vehicles (LGV), Medium Goods Vehicles (MGV), Heavy Goods Vehicles (HGV) and Powered Two Wheelers (PTWs). These last four categories are defined as:

LGV: Goods vehicles with 2 axles, 4 wheels

MGV: Goods vehicles with 2 axles, 6 wheels

HGV: Goods vehicles with 3 or more axles

PTW: Motorcycles, scooters and mopeds

In addition Pedal Cycles (Cycles) are also counted.

1.8 The time periods referred to and summarised for the purposes of this note are:

Morning peak: 7:00am – 10:00am

Off peak: 10:00am – 4:00pm

Evening Peak 4:00pm – 7:00pm

Late evening: 7:00pm – 0:15am

Night: 0:15am – 7:00am

Daytime: 7:00am to 7:00pm

1.9 Historically the surveys have been carried out on weekdays only. Additional weekend surveys were carried out in 2008 and 2009 to enable comparisons to be made between weekday and weekend traffic patterns. These are also summarised in this report.

1.10 Figure 1 below shows the long term trend in AMV traffic crossing each of the three cordons based on 24 hour combined direction flows.

Figure 1 – Long term trend in cordon crossings for all motor vehicles, 1971 to 2017

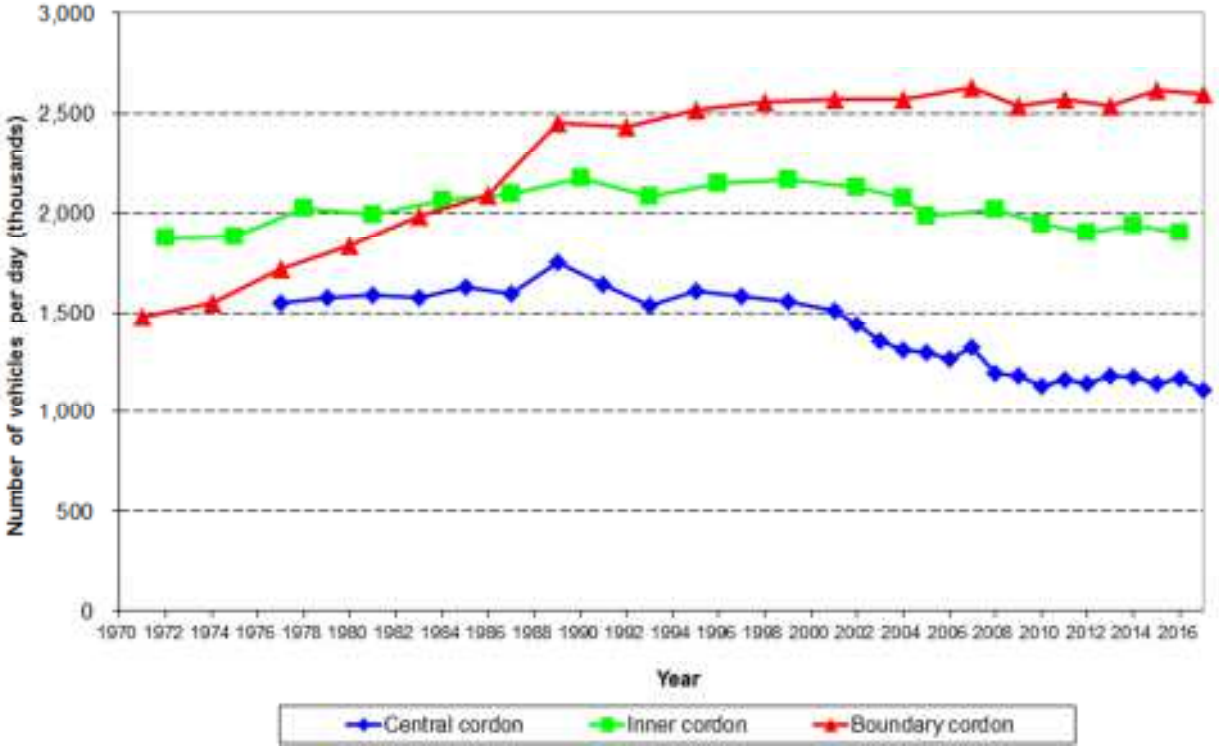
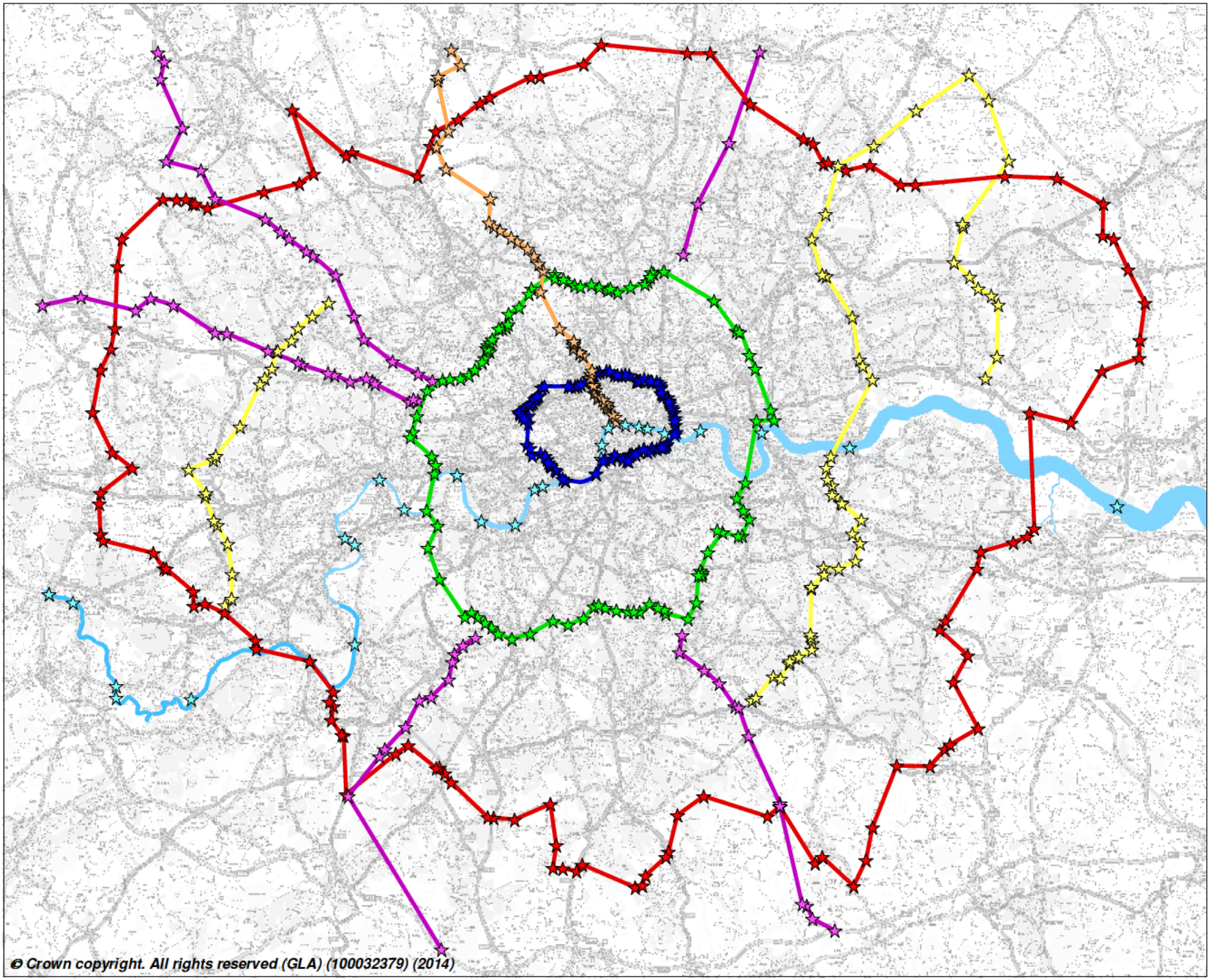


Figure 2 – Locations of cordon and screenline count sites monitored by TfL survey programme



2 Central Cordon 1979 to 2017

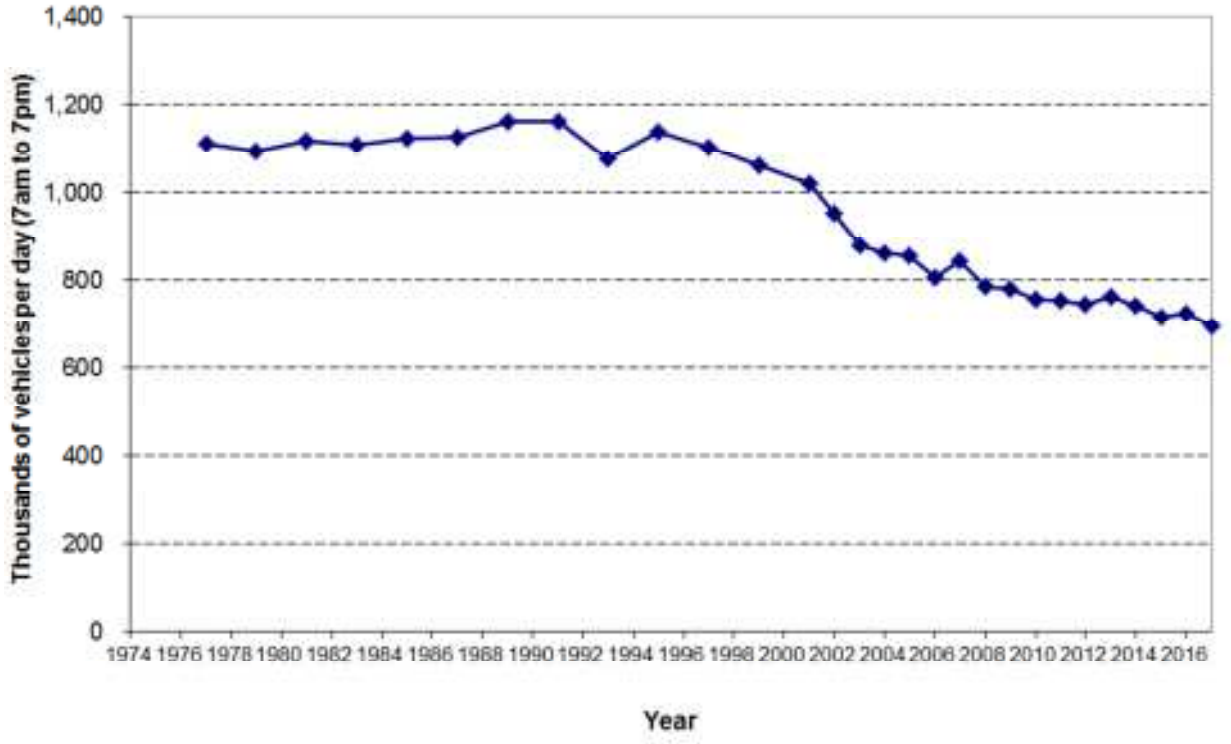
2.1 This section provides a summary and analysis of traffic crossing the Central Cordon. The cordon is made up of 103 count sites which are surveyed in the autumn. Table 1 below shows the trend in AMV traffic crossing the cordon by time period for 1981 to 2017. For the morning and evening peak periods the flows are additionally shown by inbound and outbound directions, when the flows are most tidal.

Table 1 – All motor vehicle traffic crossing the Central Cordon by time of day and direction, 1981 to 2017

Thousands of vehicles

	Morning peak			Off peak	Evening peak			Daytime Total	Late Evening	Night	24 hour Total
Year	In	Out	Both	Both	In	Out	Both	Both	Both	Both	Both
1977	186	98	284	517	125	187	312	1,114	298	136	1,548
1979	186	93	279	515	124	180	303	1,096	360	123	1,578
1981	189	100	289	522	122	186	308	1,120	357	114	1,591
1983	182	97	279	520	125	185	310	1,109	353	112	1,574
1985	184	100	284	530	127	185	312	1,126	390	115	1,631
1987	178	108	287	533	134	174	308	1,128	334	135	1,597
1989	188	110	298	551	137	177	314	1,163	423	163	1,750
1991	183	111	294	560	138	172	310	1,164	335	145	1,644
1993	170	105	274	509	131	163	294	1,078	317	145	1,541
1995	180	110	289	545	133	172	305	1,139	324	149	1,612
1997	171	108	279	525	131	169	300	1,103	326	156	1,585
1999	163	106	269	502	132	160	292	1,063	333	163	1,559
2001	163	101	264	479	122	157	279	1,023	324	166	1,512
2002	147	96	243	453	114	143	257	953	315	174	1,442
2003	134	88	221	419	108	131	239	879	308	171	1,359
2004	132	86	218	411	103	131	234	862	295	152	1,310
2005	130	88	219	403	105	131	236	858	287	155	1,300
2006	125	82	208	378	94	126	220	806	291	172	1,269
2007	128	84	212	402	105	127	232	846	303	177	1,326
2008	118	79	197	373	97	119	216	786	261	147	1,193
2009	119	81	201	368	96	116	212	781	253	144	1,179
2010	113	75	188	358	95	115	210	756	243	135	1,133
2011	114	78	192	357	93	112	205	753	249	158	1,161
2012	112	77	189	356	91	108	199	744	242	158	1,144
2013	115	76	191	364	96	110	206	762	259	160	1,181
2014	110	75	185	357	93	108	201	743	267	163	1,172
2015	106	72	178	346	87	104	192	715	258	169	1,143
2016	111	72	182	344	91	107	197	724	279	167	1,170
2017	101	70	171	335	88	100	188	694	263	154	1,111

Figure 3 – Long term trend in daytime all motor vehicle traffic crossing the Central Cordon, 1974 to 2017



2.2 Table 2 overleaf shows the trends in combined direction all day traffic crossing the Central Cordon by vehicle type for 1974 to 2017.

Table 2 – Combined direction 24 hour traffic crossing the Central Cordon by vehicle type, 1974 to 2017

Thousands of vehicles

Year	Pedal cycles	Motor - cycles	Cars	Taxis	LGV	MGV	HGV	Buses & coaches	All motor vehicles
1977	27	76	1018	137	149	98	32	38	1548
1979	39	75	1063	136	146	91	33	35	1579
1981	46	77	1078	125	141	94	36	39	1591
1983	47	81	1071	125	134	91	32	39	1574
1985	44	79	1105	131	155	93	30	38	1631
1987	30	65	1086	131	173	90	17	34	1597
1989	43	79	1160	158	204	94	18	37	1750
1991	37	68	1094	162	181	84	16	39	1644
1993	35	65	1017	161	172	77	10	39	1541
1995	45	72	1061	159	181	86	12	41	1612
1997	51	82	1030	162	178	75	13	45	1585
1999	56	85	997	169	183	69	13	44	1559
2001	51	92	942	172	190	58	13	45	1512
2002	61	91	895	166	181	50	14	46	1442
2003	65	92	791	182	179	47	14	53	1359
2004	72	93	764	168	175	43	12	55	1310
2005	87	88	743	177	179	44	14	56	1300
2006	98	91	707	184	173	44	12	58	1269
2007	103	91	734	202	180	42	14	62	1326
2008	104	81	645	172	182	39	13	60	1193
2009	120	80	649	163	173	40	11	62	1179
2010	137	79	606	161	179	39	12	57	1133
2011	147	79	615	172	180	41	15	59	1161
2012	149	74	598	185	178	39	14	58	1144
2013	161	79	616	187	182	40	16	60	1181
2014	172	80	618	176	183	38	16	60	1172
2015	157	76	619	154	181	38	14	60	1143
2016	184	84	640	151	183	37	16	60	1170
2017	162	76	628	140	169	31	15	53	1111

1 Medium and heavy goods vehicle classes combined.

2.3 Figure 4 below shows how combined direction all day traffic crossing the Central Cordon has changed for each vehicle type from 1993 to 2017.

Figure 4 – Combined direction all day traffic crossing the Central Cordon by vehicle type, 1993 to 2017

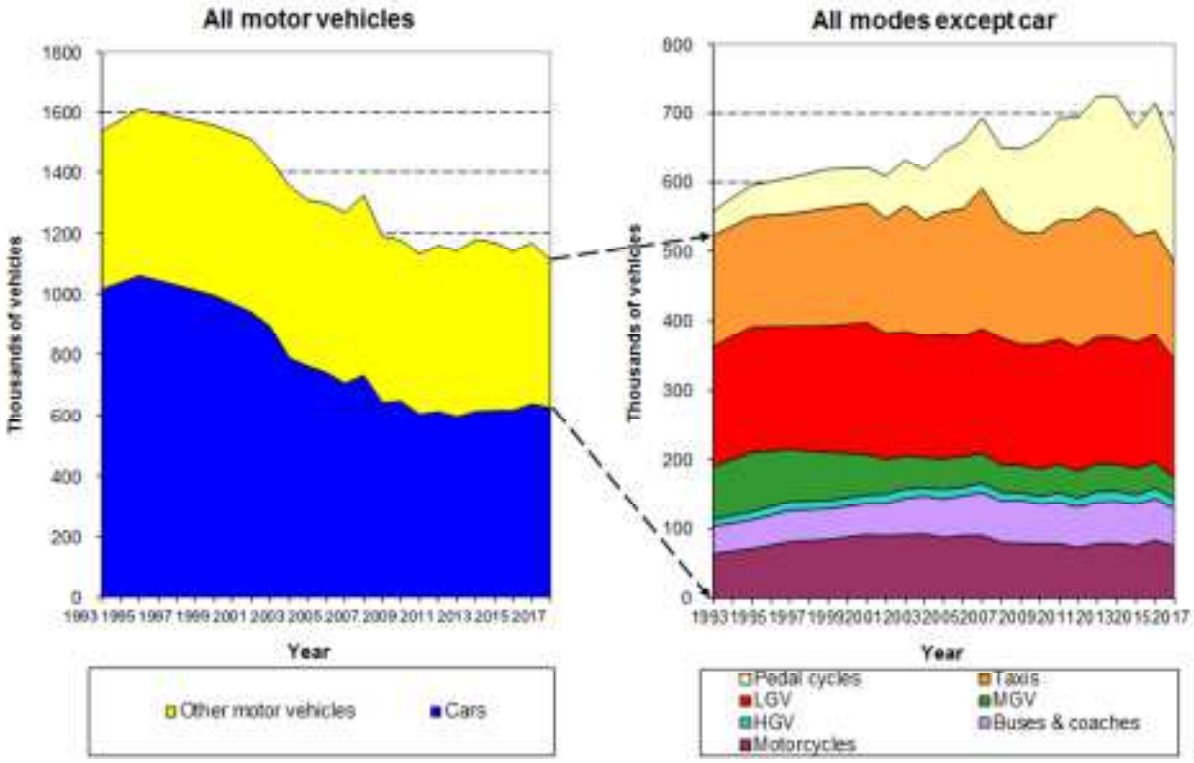
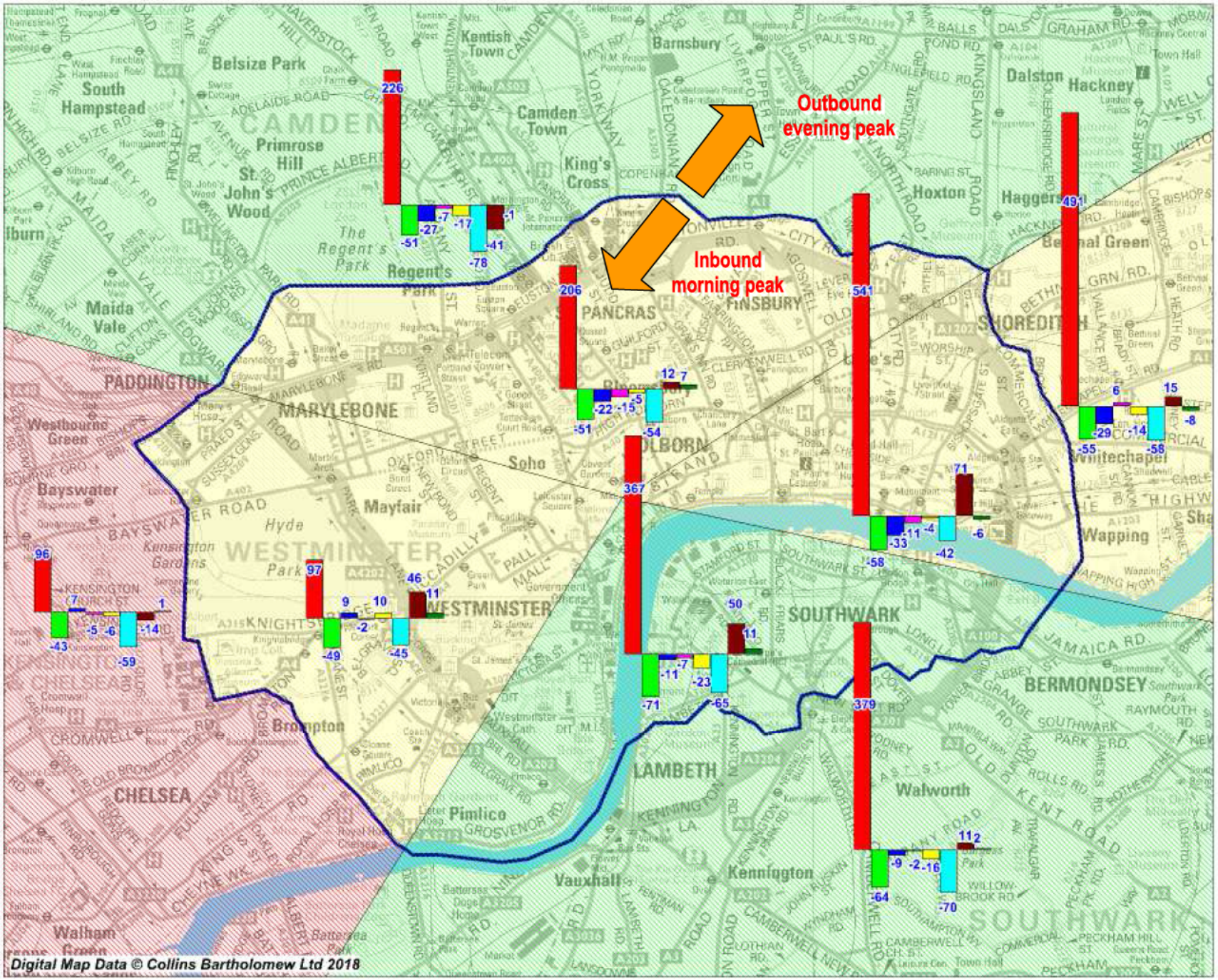


Table 3 – Central Cordon traffic by Time Period by Vehicle Type: 2016 to 2017

Year	Time Period	Direction	Private Cars	Taxis	Motorcycles	Light Goods	Medium Goods	Heavy Goods	Buses and Coaches	All Motor Vehicles	Pedal Cyclists
2016	Morning Peak	Inbound	50,834	10,143	14,004	23,701	4,692	2,136	5,276	110,786	47,804
2016	Morning Peak	Outbound	35,565	7,348	4,158	14,932	3,480	1,674	4,545	71,702	9,616
2016	Morning Peak	Two-way	86,399	17,491	18,162	38,633	8,172	3,810	9,821	182,488	57,420
2016	Daytime OffPeak	Inbound	85,023	23,132	10,608	34,128	6,823	3,288	9,291	172,293	16,447
2016	Daytime OffPeak	Outbound	82,160	20,381	9,815	39,002	8,042	3,589	9,060	172,049	13,473
2016	Daytime OffPeak	Two-way	167,183	43,513	20,423	73,130	14,865	6,877	18,351	344,342	29,920
2016	Evening Peak	Inbound	53,321	12,288	6,986	11,197	1,656	679	4,746	90,873	12,216
2016	Evening Peak	Outbound	54,983	13,025	14,334	16,044	2,379	848	5,010	106,623	38,960
2016	Evening Peak	Two-way	108,304	25,313	21,320	27,241	4,035	1,527	9,756	197,496	51,176
2016	Late Evening	Inbound	89,487	21,293	7,150	9,343	1,707	863	6,258	136,101	8,756
2016	Late Evening	Outbound	91,070	23,058	10,362	8,907	1,619	740	6,928	142,684	26,606
2016	Late Evening	Two-way	180,557	44,351	17,512	18,250	3,326	1,603	13,186	278,785	35,362
2016	Nighttime	Inbound	48,466	10,105	4,015	15,045	4,030	1,264	4,724	87,649	6,199
2016	Nighttime	Outbound	48,721	10,113	2,565	10,215	2,304	911	4,399	79,228	3,511
2016	Nighttime	Two-way	97,187	20,218	6,580	25,260	6,334	2,175	9,123	166,877	9,710
2017	Morning Peak	Inbound	46,912	9,258	12,083	21,709	4,242	1,911	4,907	101,022	41,329
2017	Morning Peak	Outbound	35,916	7,103	3,506	14,114	3,390	1,580	4,136	69,745	7,983
2017	Morning Peak	Two-way	82,828	16,361	15,589	35,823	7,632	3,491	9,043	170,767	49,312
2017	Daytime OffPeak	Inbound	83,973	22,150	10,167	32,487	6,088	2,988	8,513	166,366	14,723
2017	Daytime OffPeak	Outbound	81,575	20,739	9,481	38,550	7,183	3,098	8,107	168,733	11,653
2017	Daytime OffPeak	Two-way	165,548	42,889	19,648	71,037	13,271	6,086	16,620	335,099	26,376
2017	Evening Peak	Inbound	52,460	12,070	6,461	10,415	1,206	514	4,464	87,590	11,635
2017	Evening Peak	Outbound	52,998	12,895	12,912	15,027	1,631	605	4,321	100,389	35,484
2017	Evening Peak	Two-way	105,458	24,965	19,373	25,442	2,837	1,119	8,785	187,979	47,119
2017	Late Evening	Inbound	83,399	20,514	6,563	6,695	1,047	589	5,384	124,191	7,685
2017	Late Evening	Outbound	92,899	20,720	9,913	7,537	1,049	625	5,804	138,547	23,357
2017	Late Evening	Two-way	176,298	41,234	16,476	14,232	2,096	1,214	11,188	262,738	31,042
2017	Nighttime	Inbound	49,290	8,129	3,181	13,184	2,740	1,668	3,765	81,957	5,202
2017	Nighttime	Outbound	48,471	6,071	2,062	8,994	2,206	1,128	3,190	72,122	2,521
2017	Nighttime	Two-way	97,761	14,200	5,243	22,178	4,946	2,796	6,955	154,079	7,723

The full data set from 1995 through to the current year is available via our SharePoint site: https://sharelondon.tfl.gov.uk/st/scds

Figure 5 – Central Cordon traffic by quadrant: Map of percentage change from 1995-99 to year 2017



Network Performance Operational Analysis

Percentage Change for All Motor Vehicles

- 30% reduction or less
- 30-40% reduction
- 40% reduction or more

Percentage Change by Vehicle Type

- Cycles
- Cars
- Taxis
- Motorcycles
- LGVs
- MGVs
- HGVs
- Buses and coaches

2.4 Figure 5 on the previous page shows how total traffic flows into and out of Central London have changed by quadrant in 2017 compared to the base average of 1995-1999. The areas within the cordon represent the changes in the morning peak inbound direction whilst the areas outside the cordon represent the changes in the evening peak outbound direction. Additionally the mini graphs in each sector show the percentage change in flow by vehicle type

2.5 The quadrants are defined as:

North sector: Edgware Road (A5) in Lisson Grove to Kingsland Road (A10) in Shoreditch;
East sector: Hackney Road (A1208) in Shoreditch to River Thames (north side);
South sector: All count sites on the southern side of the River Thames;
West sector: River Thames (north side) to Paddington Green in Lisson Grove.

2.6 Table 4 below shows the trends in AMV traffic by time period crossing the Central Cordon for each quadrant over the last ten years.

Table 4 – All motor vehicle traffic crossing the Central Cordon by quadrant and time of day, 2008 to 2017

Thousands of vehicles

		Morning peak			Off peak	Evening peak			Daytime Total	Late Evening	Night	24 hour Total
Sector	Year	In	Out	Both	Both	In	Out	Both	Both	Both	Both	Both
North	2008	35	21	57	106	27	34	61	224	72	39	335
	2009	35	21	56	105	27	34	61	221	70	37	328
	2010	32	21	53	101	26	33	59	213	69	34	316
	2011	32	20	52	96	25	31	55	204	66	40	310
	2012	31	20	51	100	25	31	55	206	67	41	314
	2013	34	20	54	102	27	32	58	215	74	42	331
	2014	33	19	52	101	26	31	58	211	78	43	331
	2015	31	20	51	102	25	32	57	210	77	48	334
	2016	34	20	54	101	26	32	57	212	81	45	338
	2017	31	19	50	99	25	29	55	203	77	42	323
East	2008	17	11	27	56	14	17	32	115	38	24	177
	2009	16	11	27	51	13	15	28	106	33	24	164
	2010	16	10	26	50	14	17	30	107	35	23	165
	2011	17	11	27	52	13	16	30	110	37	25	172
	2012	16	10	27	50	13	15	28	104	34	27	165
	2013	16	10	26	51	13	16	29	106	37	25	168
	2014	16	11	26	51	12	14	27	104	39	26	169
	2015	13	9	22	44	11	14	24	90	36	26	153
	2016	13	9	22	45	12	14	26	93	38	25	155
	2017	14	9	23	46	13	14	27	96	38	25	159
South	2008	30	18	48	79	20	28	48	175	57	36	268
	2009	30	19	50	81	21	27	48	179	60	35	274
	2010	30	17	46	80	22	27	49	176	56	34	265
	2011	30	17	47	81	21	27	48	176	58	39	273
	2012	29	17	45	77	20	24	44	166	51	35	252
	2013	29	17	46	78	20	25	45	169	52	36	257
	2014	29	17	46	79	20	27	47	172	60	40	271
	2015	27	16	43	76	19	24	43	162	58	41	260
	2016	28	16	44	75	20	24	45	163	61	41	265
	2017	24	15	38	74	19	23	42	154	56	36	246
West	2008	36	29	65	132	35	40	76	273	93	47	413
	2009	38	30	68	132	35	39	75	275	89	48	412
	2010	35	28	63	126	33	38	72	260	83	43	387
	2011	36	30	66	127	34	38	71	265	87	53	405
	2012	36	30	66	130	34	38	72	268	88	56	412
	2013	36	29	65	133	36	38	74	272	95	57	425
	2014	33	28	61	125	34	36	70	256	90	54	400
	2015	34	28	62	124	33	35	68	254	88	54	396
	2016	36	27	63	124	33	37	70	256	99	56	411
	2017	33	28	60	116	31	34	65	241	91	51	383

Table 5 – Comparison of weekday and weekend traffic crossing the Central Cordon by time of day and mode

Thousands of vehicles

Day of the week	Time period	Dir	Pedal cycles	Motor-cycles	Cars	Taxis	LGV	MGV & HGVs	Buses & coaches	All motor vehicles
Weekday	Morning peak	In	26	17	66	10	22	7	6	128
		Out	6	5	45	8	15	6	5	84
		Both	32	23	111	17	37	13	11	212
	Daytime off peak	In	11	12	105	25	35	11	10	199
		Out	8	12	101	26	40	13	10	203
		Both	19	24	206	52	75	24	21	402
	Evening peak	In	8	8	64	14	11	2	5	105
		Out	21	16	70	16	16	3	6	127
		Both	29	24	134	30	27	5	11	232
	Late evening	In	4	4	55	15	5	1	4	84
		Out	12	8	59	17	6	1	4	96
		Both	16	12	114	32	11	3	8	180
	All day (6am to 10pm)	In	50	44	306	67	79	24	26	546
		Out	48	42	289	68	80	24	27	530
		Both	98	86	595	134	158	48	53	1,075
Saturday	Morning peak	In	3	3	45	6	11	4	4	73
		Out	2	2	34	5	8	3	3	55
		Both	4	5	79	10	19	8	7	128
	Daytime off peak	In	8	7	128	20	13	4	9	181
		Out	7	7	120	18	15	4	9	174
		Both	15	14	249	38	29	8	17	355
	Evening peak	In	3	3	68	11	5	1	4	91
		Out	4	4	69	11	5	1	4	95
		Both	7	7	137	21	10	1	9	186
	Late evening	In	2	2	66	10	3	1	3	85
		Out	3	3	61	10	3	1	3	81
		Both	4	5	127	20	6	1	7	166
	All day (6am to 10pm)	In	16	16	316	47	35	10	20	445
		Out	15	15	293	45	33	10	21	417
		Both	31	32	609	92	68	20	41	861
Sunday	Morning peak	In	2	2	39	4	4	1	3	53
		Out	1	1	29	3	3	1	3	40
		Both	3	3	68	8	7	2	6	93
	Daytime off peak	In	7	5	142	16	7	1	7	178
		Out	6	5	129	15	8	1	7	166
		Both	13	10	271	31	15	3	14	344
	Evening peak	In	3	3	74	8	3	1	4	92
		Out	4	3	80	9	4	1	4	101
		Both	7	6	154	17	7	1	7	193
	Late evening	In	2	2	62	9	2	1	3	80
		Out	2	3	65	9	3	1	3	84
		Both	4	5	127	18	5	1	7	164
	All day (6am to 10pm)	In	13	12	324	38	18	4	19	415
		Out	14	12	311	38	18	4	17	400
		Both	27	24	636	76	36	8	36	815

3 Inner Cordon 1972 to 2017

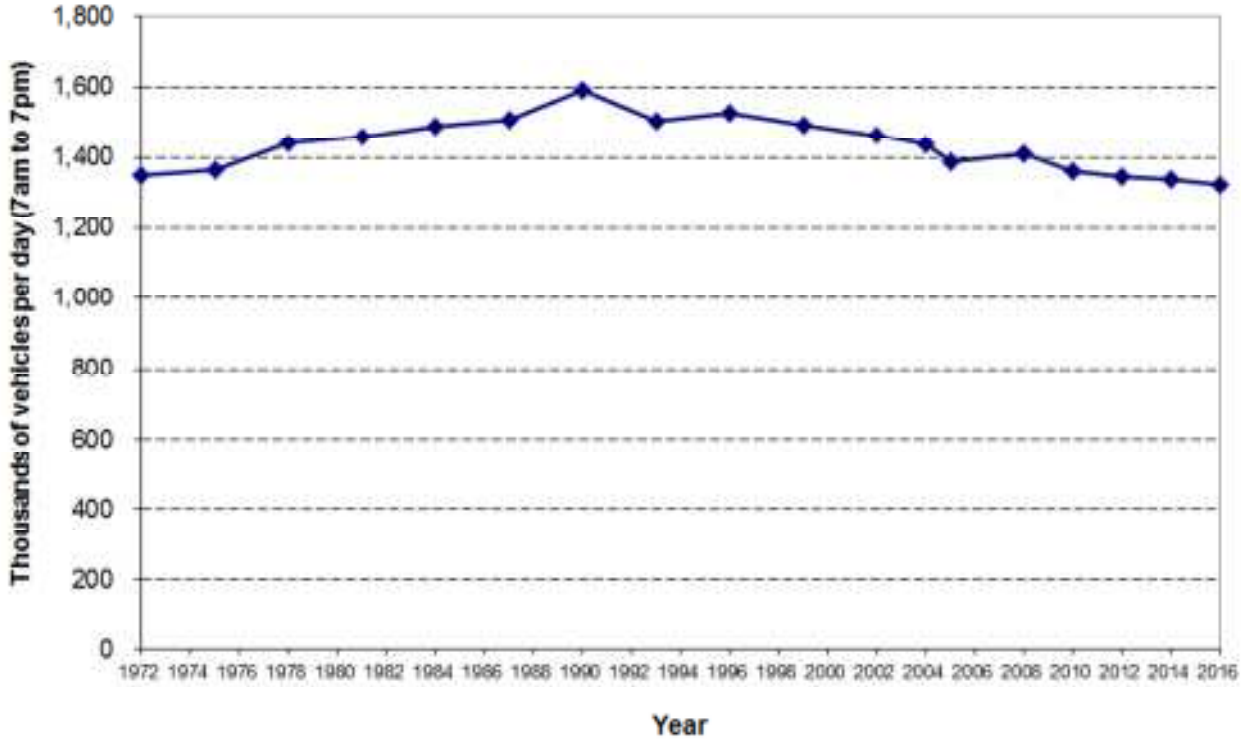
3.1 This section provides a summary and analysis of traffic crossing the Inner Cordon. The cordon is made up of 95 count sites which are surveyed in June/July each year. Table 6 below shows the trend in AMV traffic crossing the cordon by time period for 1972 to 2017. For the morning and evening peak periods the flows are additionally shown by inbound and outbound directions, when the flows are most tidal.

Table 6 – All motor vehicle traffic crossing the Inner Cordon by time of day and direction, 1972 to 2016

Thousands of vehicles

	Morning peak			Off peak	Evening peak			Daytime Total	Late Evening	Night	24 hour Total
Year	In	Out	Both	Both	In	Out	Both	Both	Both	Both	Both
1972	250	135	385	560	160	245	406	1,351	370	151	1,872
1975	259	132	392	577	154	242	396	1,366	365	151	1,882
1978	273	130	404	617	157	261	418	1,439	425	163	2,027
1981	281	131	411	627	158	262	421	1,460	403	129	1,992
1984	282	133	416	645	163	266	429	1,489	444	131	2,064
1987	274	138	412	667	163	263	426	1,506	425	167	2,098
1990	284	155	439	700	182	271	453	1,592	434	147	2,173
1993	254	143	397	684	174	250	424	1,505	418	157	2,080
1996	240	158	398	701	180	249	429	1,528	441	182	2,150
1999	250	150	400	678	173	241	415	1,493	466	209	2,168
2002	230	149	379	674	178	229	408	1,461	451	218	2,129
2004	226	151	377	663	180	217	398	1,437	434	206	2,078
2005	223	145	368	632	165	223	388	1,388	400	200	1,988
2008	228	146	375	643	169	223	392	1,410	402	204	2,015
2010	216	143	359	623	165	215	379	1,362	388	195	1,945
2012	213	139	353	621	163	209	372	1,346	362	190	1,898
2014	210	138	347	620	162	210	371	1,338	381	218	1,938
2016	204	138	342	613	165	205	370	1,324	380	200	1,904

Figure 6 – Long term trend in daytime all motor vehicle traffic crossing the Inner Cordon, 1972 to 2016



3.2 Table 7 on the next page shows the trends in combined direction all day traffic crossing the Inner Cordon by vehicle type for 1975 to 2016.

Table 7 – Combined direction 24 hour traffic crossing the Inner Cordon by vehicle type, 1975 to 2016

Thousands of vehicles

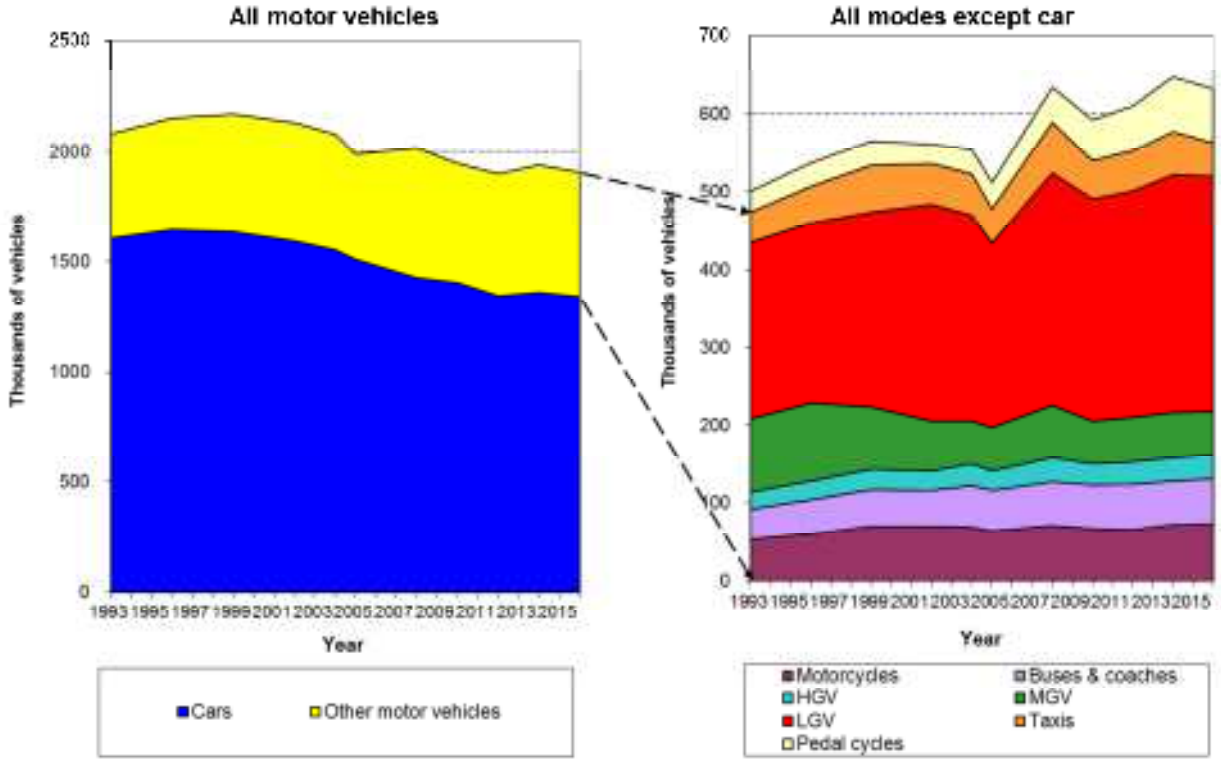
Year	Pedal cycles	Motor - cycles	Cars	Taxis	LGV	MGV	HGV	Buses & coaches	All motor vehicles
1972	..	45	1,395	25	200	170 [2]	..	37	1,872
1975	..	60	1,439 [1]	..	175	121	52	36	1,882
1978	20	72	1,502	36	196	130	54	37	2,027
1981	27	77	1,502	35	184	115	45	34	1,992
1984	33	77	1,552	42	202	117	38	36	2,064
1987	24	58	1,606	40	216	110	34	35	2,098
1990	25	60	1,652	49	239	106	30	36	2,173
1993	27	53	1,606	39	227	94	22	39	2,080
1996	30	60	1,644	47	232	100	24	44	2,150
1999	31	70	1,635	60	251	80	26	47	2,168
2002	25	70	1,593	52	279	64	25	46	2,129
2004	31	69	1,553	53	265	55	28	53	2,078
2005	34	64	1,510	44	237	56	25	52	1,988
2008	44	71	1,427	65	299	67	31	56	2,015
2010	52	67	1,405	49	286	55	27	56	1,945
2012	57	66	1,346	52	291	57	29	58	1,898
2014	69	72	1,361	55	306	58	30	56	1,938
2016	68	73	1,342	43	303	55	31	58	1,904

1 Including taxis.

2 Medium and heavy goods vehicle classes combined.

3.3 Figure 7 shows how the modal split for combined direction traffic crossing the Inner Cordon has changed post-1993.

Figure 7 – Combined direction all day traffic crossing the Inner Cordon by vehicle type, 1993 to 2016



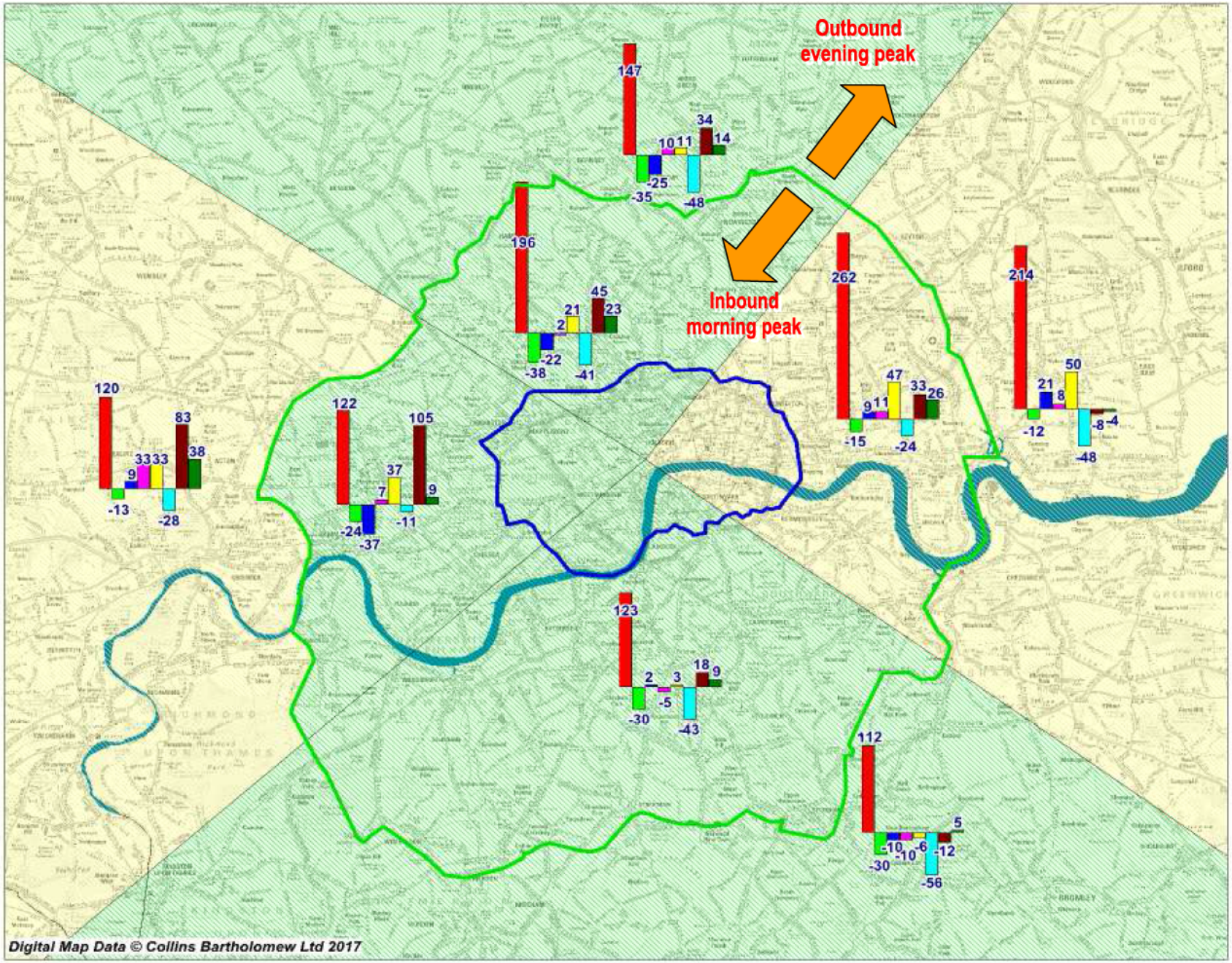
3.4 Table 8 overleaf provides a breakdown of peak period traffic flow crossing the Inner Cordon by direction by vehicle type for the latest two years; the full historical dataset is available on the OA SharePoint site. https://sharelondon.tfl.gov.uk/st/scds

Table 8 – Inner Cordon traffic by Time Period by Vehicle Type: 2014 to 2016

Year	Time Period	Direction	Private Cars	Taxis	Motorcycles	Light Goods	Medium Goods	Heavy Goods	Buses and Coaches	All Motor Vehicles	Pedal Cyclists
2014	Morning Peak	Inbound	132,719	4,144	12,497	43,740	7,747	3,331	5,323	209,501	14,234
2014	Morning Peak	Outbound	97,558	1,597	3,491	21,925	5,290	3,025	4,710	137,596	5,124
2014	Morning Peak	Two-way	230,277	5,741	15,988	65,665	13,037	6,356	10,033	347,097	19,358
2014	Daytime OffPeak	Inbound	204,922	7,900	8,709	53,469	11,754	6,672	8,948	302,374	6,512
2014	Daytime OffPeak	Outbound	207,823	6,169	8,283	64,951	14,311	7,272	8,546	317,355	5,924
2014	Daytime OffPeak	Two-way	412,745	14,069	16,992	118,420	26,065	13,944	17,494	619,729	12,436
2014	Evening Peak	Inbound	125,952	3,923	6,062	18,064	2,357	996	4,373	161,727	6,038
2014	Evening Peak	Outbound	148,591	4,525	12,999	33,734	3,755	1,265	4,871	209,740	13,089
2014	Evening Peak	Two-way	274,543	8,448	19,061	51,798	6,112	2,261	9,244	371,467	19,127
2014	Late Evening	Inbound	145,839	6,269	5,043	14,737	2,007	1,434	5,085	180,414	4,485
2014	Late Evening	Outbound	156,769	8,746	9,047	16,632	2,066	1,357	6,257	200,874	8,834
2014	Late Evening	Two-way	302,608	15,015	14,090	31,369	4,073	2,791	11,342	381,288	13,319
2014	Nighttime	Inbound	75,065	5,284	4,140	23,425	5,036	2,745	4,390	120,085	3,077
2014	Nighttime	Outbound	65,490	6,019	1,857	15,316	3,661	2,118	3,848	98,309	1,858
2014	Nighttime	Two-way	140,555	11,303	5,997	38,741	8,697	4,863	8,238	218,394	4,935
2016	Morning Peak	Inbound	128,551	3,340	11,581	43,614	7,482	4,016	5,200	203,784	14,047
2016	Morning Peak	Outbound	96,798	1,600	3,489	23,035	5,397	3,473	4,497	138,289	4,581
2016	Morning Peak	Two-way	225,349	4,940	15,070	66,649	12,879	7,489	9,697	342,073	18,628
2016	Daytime OffPeak	Inbound	207,683	7,077	8,454	53,376	11,573	6,727	9,222	304,112	6,597
2016	Daytime OffPeak	Outbound	201,347	5,603	8,474	64,051	13,309	7,437	8,289	308,510	5,811
2016	Daytime OffPeak	Two-way	409,030	12,680	16,928	117,427	24,882	14,164	17,511	612,622	12,408
2016	Evening Peak	Inbound	129,786	3,569	5,674	18,084	2,531	989	4,441	165,074	5,326
2016	Evening Peak	Outbound	145,421	3,850	12,497	33,353	3,419	1,349	4,722	204,611	12,360
2016	Evening Peak	Two-way	275,207	7,419	18,171	51,437	5,950	2,338	9,163	369,685	17,686
2016	Late Evening	Inbound	144,399	4,164	6,042	14,453	2,029	1,307	5,794	178,188	4,590
2016	Late Evening	Outbound	158,224	6,880	10,301	16,776	1,862	1,067	6,427	201,537	9,826
2016	Late Evening	Two-way	302,623	11,044	16,343	31,229	3,891	2,374	12,221	379,725	14,416
2016	Nighttime	Inbound	70,115	3,670	4,473	23,787	4,529	2,484	4,703	113,761	3,094
2016	Nighttime	Outbound	59,462	3,408	2,108	12,314	2,824	1,907	4,506	86,529	1,306
2016	Nighttime	Two-way	129,577	7,078	6,581	36,101	7,353	4,391	9,209	200,290	4,400

The full data set from 1996 through to the current year is available via our SharePoint site: https://sharelondon.tfl.gov.uk/st/scds

Figure 8 – Inner Cordon traffic by quadrant: Map of percentage change from 1996-99 to year 2016



Network Performance Operational Analysis

Inner Cordon

Central Cordon

Percentage Change for All Motor Vehicles

0-10% reduction

10% reduction or more

Percentage Change by Vehicle Type

Cycles

Cars

Taxis

Motorcycles

LGVs

MGVs

HGVs

Buses and coaches

3.5 Figure 8 above shows how total traffic flows into and out of Inner London have changed by quadrant in 2016 compared to the base average of 1996-1999. The areas within the cordon represent the changes in the morning peak inbound direction, whilst the areas outside the cordon represent the changes in the evening peak outbound direction. Additionally the mini graphs in each sector show the percentage change in flow by vehicle type.

3.6 The quadrants are defined as

North sector: Shoot up Hill (A5) in Brondesbury to High Road (A10) in Tottenham;
East sector: Lea Bridge Road (A104) in Lea Bridge to Loam Pit Vale (A20) in Lewisham;
South sector: Vicars Hill in Ladywell to Roehampton Vale (A3) in Putney Vale;
West sector: Clarence Lane in Roehampton to Exeter Road in Brondesbury.

3.7 Table 9 below shows the trends in AMV traffic by time period crossing the Inner Cordon for each quadrant since 2002.

Table 9 – All motor vehicle traffic crossing the Inner Cordon by quadrant and time of day, 2002 to 2016

Thousands of vehicles

		Morning peak			Off peak	Evening peak			Daytime Total	Late Evening	Night	24 hour Total
Sector	Year	In	Out	Both	Both	In	Out	Both	Both	Both	Both	Both
North	2002	48	30	78	146	39	49	89	313	98	42	453
	2004	45	30	75	140	37	46	84	299	95	43	437
	2005	48	29	77	134	35	49	85	296	86	38	420
	2008	45	28	72	132	35	46	81	285	85	39	409
	2010	44	28	72	128	34	43	77	277	80	36	393
	2012	43	27	70	123	32	42	74	266	75	36	378
	2014	41	25	65	120	32	40	72	257	78	41	375
	2016	39	26	65	123	32	40	72	260	77	38	375
East	2002	59	32	92	154	38	53	91	337	103	64	504
	2004	56	37	94	163	47	49	95	352	105	60	517
	2005	54	33	87	150	35	56	91	328	91	56	476
	2008	63	37	100	172	42	63	105	376	105	66	548
	2010	56	36	92	163	39	58	97	351	97	61	510
	2012	59	36	95	167	41	58	99	361	97	60	518
	2014	56	36	92	169	41	59	100	360	103	69	533
	2016	55	36	90	172	43	55	98	360	108	66	534
South	2002	73	47	120	212	55	77	132	464	142	64	670
	2004	73	44	117	201	53	72	125	442	130	57	629
	2005	71	45	116	196	52	71	123	436	127	60	622
	2008	72	44	116	190	51	67	118	425	120	54	599
	2010	67	43	110	186	50	66	117	413	121	55	588
	2012	64	42	106	179	48	61	110	395	107	51	552
	2014	64	41	105	182	48	64	112	399	112	62	574
	2016	61	42	103	174	47	60	106	383	106	53	543
West	2002	49	39	89	162	46	51	97	347	107	47	502
	2004	52	39	91	159	43	51	94	344	105	46	495
	2005	50	38	88	152	43	46	88	328	96	46	470
	2008	48	38	86	149	41	47	88	323	91	44	459
	2010	48	36	85	147	42	47	89	321	90	42	454
	2012	47	35	82	152	42	48	90	324	83	43	451
	2014	49	36	85	150	42	46	88	322	88	46	456
	2016	49	35	84	143	44	49	93	321	88	43	452

Table 10 – Comparison of weekday and weekend traffic crossing the Inner Cordon by time of day and mode

Thousands of vehicles

Day of the week	Time period	Dir	Pedal cycles	Motor-cycles	Cars	Taxis	LGV	MGV & HGVs	Buses & coaches	All motor vehicles
Weekday	Morning peak	In	6	11	146	4	39	12	5	216
		Out	3	3	103	2	22	9	4	144
		Both	8	14	249	6	61	21	9	360
	Daytime off peak	In	3	8	226	9	53	22	9	326
		Out	3	8	217	7	59	23	9	323
		Both	6	15	443	16	112	45	17	649
	Evening peak	In	2	5	133	4	19	5	4	170
		Out	5	9	152	4	31	6	4	206
		Both	7	14	285	9	50	10	9	376
	Late evening	In	1	3	105	4	11	4	3	130
		Out	3	5	112	4	14	4	4	143
		Both	4	8	217	8	25	7	7	273
	All day (6am to 10pm)	In	13	28	637	23	133	45	23	888
		Out	13	26	604	18	131	44	22	844
		Both	26	54	1,241	41	264	88	45	1,733
Saturday	Morning peak	In	2	3	94	3	20	7	4	130
		Out	1	2	79	1	12	6	3	104
		Both	3	5	173	4	33	12	7	234
	Daytime off peak	In	5	7	295	6	25	6	8	347
		Out	5	8	292	5	30	8	8	350
		Both	10	15	586	12	55	14	16	698
	Evening peak	In	2	4	159	3	9	1	4	178
		Out	3	4	153	3	11	2	4	178
		Both	5	8	311	6	20	3	8	356
	Late evening	In	1	3	123	3	5	1	3	138
		Out	1	3	119	3	6	1	3	135
		Both	2	6	242	6	12	2	6	273
	All day (6am to 10pm)	In	10	18	685	15	64	17	19	818
		Out	10	17	656	13	62	18	19	785
		Both	21	35	1,341	29	126	35	39	1,603
Sunday	Morning peak	In	1	2	70	2	8	2	3	86
		Out	1	1	58	1	5	2	3	70
		Both	2	3	128	3	13	4	6	156
	Daytime off peak	In	5	5	301	6	15	3	7	336
		Out	4	5	290	5	16	3	6	326
		Both	9	10	591	11	31	6	13	662
	Evening peak	In	2	3	157	3	6	1	3	174
		Out	3	3	154	3	7	1	3	172
		Both	5	6	311	6	13	2	7	346
	Late evening	In	1	2	119	3	5	1	3	132
		Out	1	2	120	3	5	1	3	135
		Both	2	5	239	6	10	2	6	267
	All day (6am to 10pm)	In	9	13	658	14	35	8	17	744
		Out	9	12	634	13	34	8	16	716
		Both	19	24	1292	27	70	15	32	1460

4 Boundary Cordon 1971 to 2017

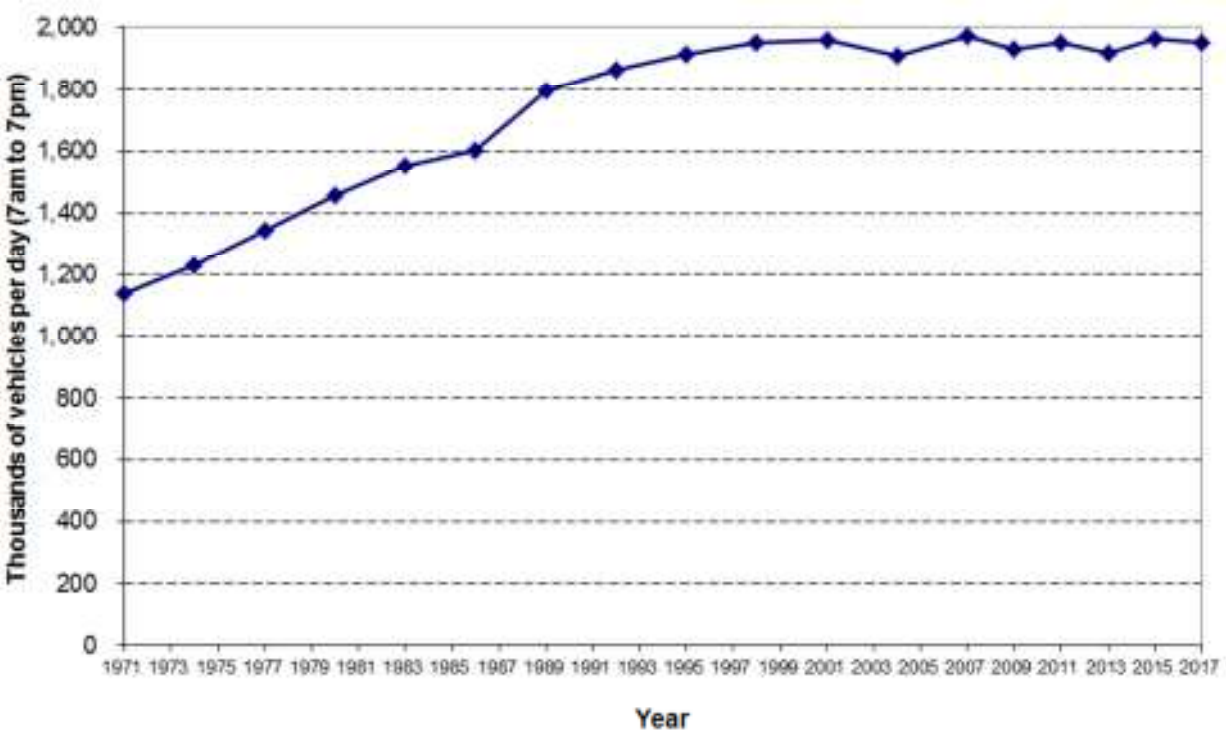
4.1 This section provides a summary and analysis of traffic crossing the Boundary Cordon. The cordon is made up of 117 count sites which are surveyed in June/July each year. Table 11 below shows the trend in AMV traffic crossing the cordon by time period for 1971 to 2017. For the morning and evening peak periods the flows are additionally shown by inbound and outbound directions, when the flows are most tidal.

Table 11 – All motor vehicle traffic crossing the Boundary Cordon by time of day and direction, 1971 to 2017

Thousands of vehicles

	Morning peak			Off peak	Evening peak			Daytime Total	Late Evening	Night	24 hour Total
Year	In	Out	Both	Both	In	Out	Both	Both	Both	Both	Both
1971	208	131	339	451	147	200	347	1,137	285	60	1,482
1974	224	145	369	489	161	212	373	1,231	256	63	1,550
1977	247	150	397	542	166	239	405	1,344	299	76	1,719
1980	266	161	427	599	174	257	431	1,458	302	78	1,838
1983	281	169	450	636	190	276	466	1,553	341	90	1,984
1986	286	181	467	650	198	288	486	1,604	361	123	2,087
1989	302	209	511	748	226	312	538	1,796	464	194	2,454
1992	315	216	531	787	233	313	546	1,864	420	146	2,430
1995	314	228	542	805	246	320	566	1,913	440	166	2,519
1998	317	238	555	823	257	316	573	1,951	422	182	2,555
2001	306	245	551	836	264	309	573	1,960	438	169	2,567
2004	292	232	524	848	251	286	537	1,910	449	207	2,566
2007	296	251	547	847	272	307	579	1,973	443	210	2,626
2009	285	240	525	837	264	305	570	1,932	403	198	2,533
2011	300	243	543	837	265	306	571	1,951	397	220	2,568
2013	288	239	528	829	262	301	563	1,920	404	215	2,539
2015	297	244	540	851	270	302	572	1,963	410	240	2,612
2017	292	250	542	845	269	296	565	1,952	408	237	2,596

Figure 9 – Long term trend in daytime all motor vehicle traffic crossing the Boundary Cordon, 1971 to 2017



4.2 Table 12 shows the trends in combined direction all day traffic crossing the Boundary Cordon by vehicle type for 1971 to 2017.

Table 12 – Combined direction 24 hour traffic crossing the Boundary Cordon by vehicle type, 1971 to 2017

Thousands of vehicles

Year	Pedal cycles	Motor - cycles	Cars	Taxis	LGV	MGV	HGV	Buses & coaches	All motor vehicles
1971	..	25	1131 [1]	..	150	91	64	21	1482
1974	..	28	1178 [1]	..	157	100	67	21	1550
1977	15	46	1335	5	137	110	66	20	1719
1980	14	44	1440	6	145	111	74	18	1838
1983	15	46	1565	6	159	111	77	19	1984
1986	16	41	1661	8	192	110	58	17	2087
1989	15	36	1991	10	225	115	58	18	2454
1992	12	33	1983	10	229	101	54	19	2430
1995	13	37	2023	10	255	117	55	22	2519
1998	10	38	2049	12	265	112	56	24	2555
2001	9	42	2048	14	300	84	56	22	2567
2004	9	35	2053	16	301	79	60	22	2566
2007	11	37	2054	16	346	80	67	27	2626
2009	14	36	1992	17	338	69	56	25	2533
2011	15	35	2006	19	347	73	64	25	2568
2013	18	35	1987	18	345	69	61	25	2539
2015	19	35	2034	17	362	72	67	26	2612
2017	16	32	2011	16	378	69	66	25	2596

1 Including taxis

Figure 10 – Combined direction all day traffic crossing the Boundary Cordon by vehicle type, 1995 to 2017

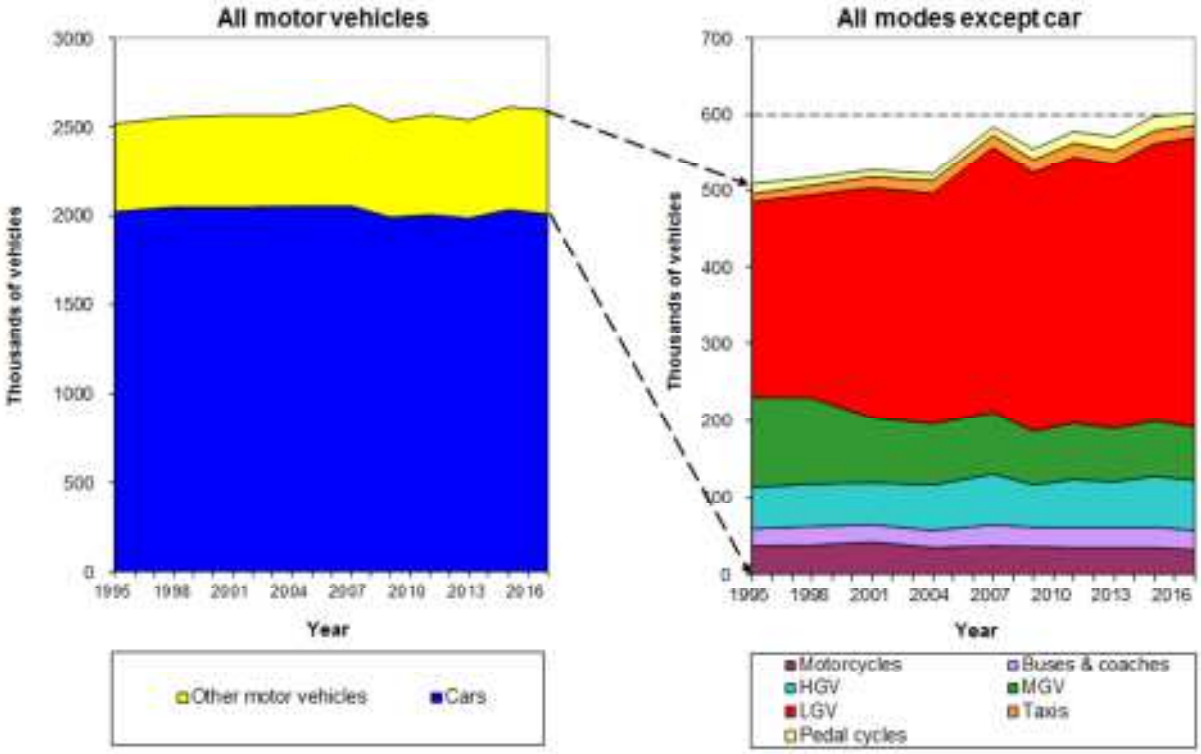
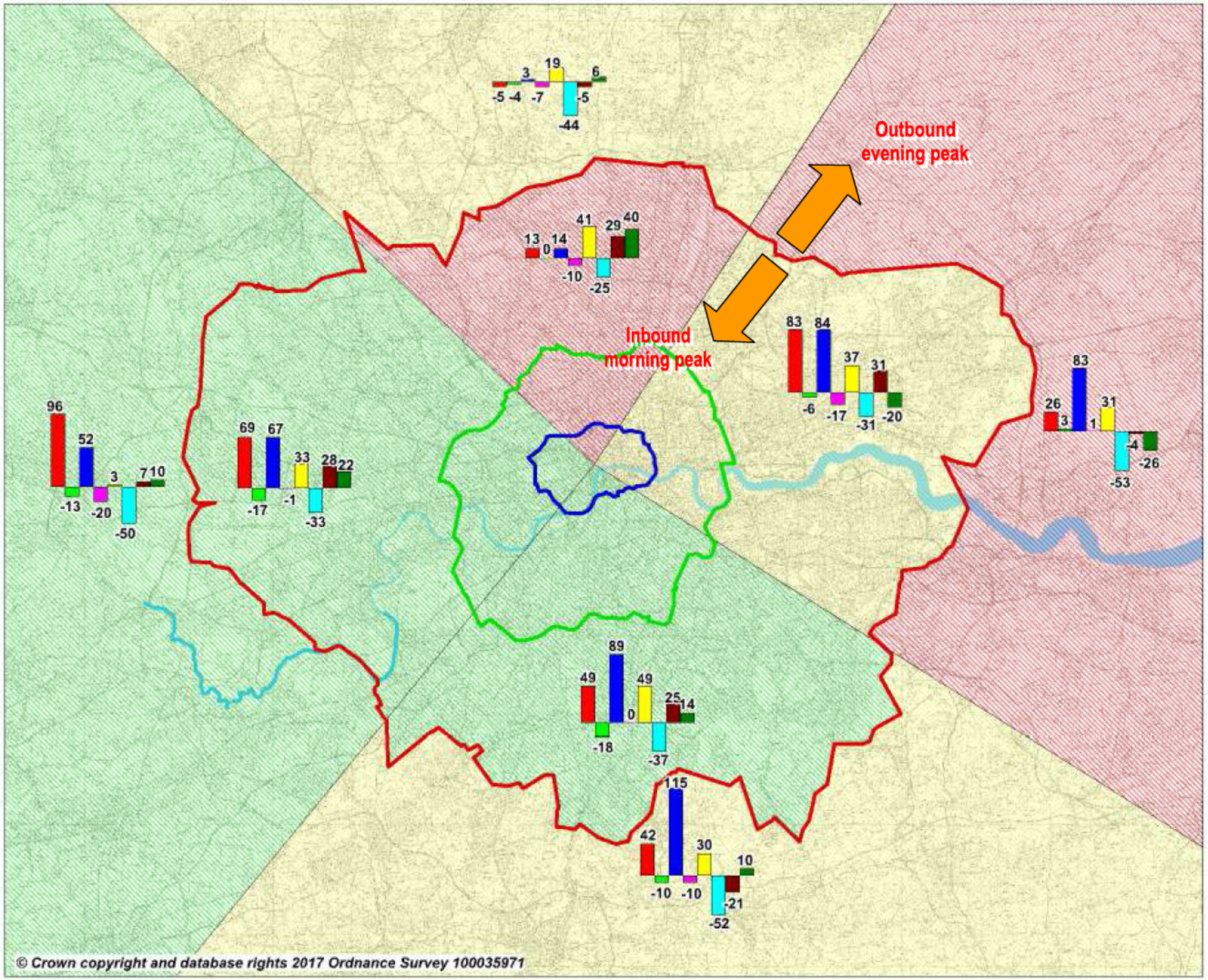


Table 13 – Boundary Cordon traffic by Time Period by Vehicle Type: 2015 to 2017

Year	Time Period	Direction	Private Cars	Taxis	Motorcycles	Light Goods	Medium Goods	Heavy Goods	Buses and Coaches	All Motor Vehicles	Pedal Cyclists
2015	Morning Peak	Inbound	222,556	1,441	5,377	47,773	9,143	7,458	2,779	296,527	2,328
2015	Morning Peak	Outbound	190,235	857	2,593	33,661	7,371	6,642	2,607	243,966	1,789
2015	Morning Peak	Two-way	412,791	2,298	7,970	81,434	16,514	14,100	5,386	540,493	4,117
2015	Daytime OffPeak	Inbound	313,468	3,217	4,197	60,933	14,788	13,697	4,725	415,025	2,594
2015	Daytime OffPeak	Outbound	320,634	2,501	4,358	72,375	16,723	14,610	4,288	435,489	2,462
2015	Daytime OffPeak	Two-way	634,102	5,718	8,555	133,308	31,511	28,307	9,013	850,514	5,056
2015	Evening Peak	Inbound	225,577	1,347	3,262	30,469	4,192	2,984	2,325	270,156	2,093
2015	Evening Peak	Outbound	245,303	1,410	5,772	39,349	4,552	3,219	2,384	301,989	2,589
2015	Evening Peak	Two-way	470,880	2,757	9,034	69,818	8,744	6,203	4,709	572,145	4,682
2015	Late Evening	Inbound	174,899	1,546	2,101	17,461	2,904	2,906	2,086	203,903	1,517
2015	Late Evening	Outbound	175,934	2,103	2,925	17,012	2,604	2,987	2,248	205,813	1,638
2015	Late Evening	Two-way	350,833	3,649	5,026	34,473	5,508	5,893	4,334	409,716	3,155
2015	Nighttime	Inbound	90,226	1,553	2,747	26,226	5,457	6,825	1,663	134,697	875
2015	Nighttime	Outbound	76,163	1,400	1,306	16,293	4,018	5,441	1,270	104,880	943
2015	Nighttime	Two-way	165,379	2,953	4,052	42,519	9,475	12,266	2,933	239,577	1,818
2017	Morning Peak	Inbound	219,219	1,293	4,872	48,147	8,216	7,389	2,619	291,755	1,952
2017	Morning Peak	Outbound	195,305	807	2,475	35,695	6,793	6,514	2,381	249,970	1,714
2017	Morning Peak	Two-way	414,524	2,100	7,347	83,842	15,009	13,903	5,000	541,725	3,666
2017	Daytime OffPeak	Inbound	306,772	3,324	3,927	62,710	13,711	13,267	4,226	407,937	2,046
2017	Daytime OffPeak	Outbound	318,334	2,341	4,216	77,836	15,983	14,246	4,076	437,032	2,115
2017	Daytime OffPeak	Two-way	625,106	5,665	8,143	140,546	29,694	27,513	8,302	844,969	4,161
2017	Evening Peak	Inbound	222,119	1,273	3,155	33,158	4,059	2,839	2,384	268,987	1,777
2017	Evening Peak	Outbound	237,296	1,398	5,569	41,203	4,355	3,662	2,399	295,882	2,236
2017	Evening Peak	Two-way	459,415	2,671	8,724	74,361	8,414	6,501	4,783	564,869	4,013
2017	Late Evening	Inbound	171,132	1,563	2,190	17,590	3,100	3,472	1,934	200,981	1,215
2017	Late Evening	Outbound	176,692	1,900	2,651	17,616	2,645	3,270	2,083	206,857	1,276
2017	Late Evening	Two-way	347,824	3,463	4,841	35,206	5,745	6,742	4,017	407,838	2,491
2017	Nighttime	Inbound	85,478	1,072	2,383	25,982	6,663	6,458	1,376	128,402	770
2017	Nighttime	Outbound	78,288	697	939	18,094	4,470	5,092	1,106	108,686	573
2017	Nighttime	Two-way	163,766	1,769	3,322	44,076	10,123	11,550	2,482	237,088	1,343

The full data set from 1995 through to the current year is available via our SharePoint site: https://sharelondon.tfl.gov.uk/st/scds

Figure 11 – Boundary Cordon traffic by quadrant: Map of percentage change from 1995-98 to year 2017



Network Performance Operational Analysis

Boundary Cordon
Inner Cordon
Central Cordon

Percentage Change for All Motor Vehicles

0-10% increase
0-10% reduction
10% reduction or mor

Percentage Change by Vehicle Type

Cycles
Cars
Taxis
Motorcycles
LGVs
MGVs
HGVs
Buses and coaches

4.3 Figure 11 on the previous page shows how total traffic flows into and out of outer London has changed by quadrant in 2013 compared to the base average of 1995-1998. The areas within the cordon represent the changes in the morning peak inbound direction whilst the areas outside the cordon represent the changes in the evening peak outbound direction. Additionally the mini graphs in each sector show the percentage change in flow by vehicle type.

4.4 The quadrants are defined as:

North sector: M1 Yorkshire Motorway in Aldenham to Sewardstone Road (A112);
East sector: Epping New Road in Epping Forest (A104) to Sidcup By-Pass (A20) in Sidcup;
South sector: Hockenden Lane in Crockenhill to Esher By-Pass (A3) in Hook;
West sector: Woodstock Lane in Hook to The Common (A4140) in Stanmore.

Table 14 – All motor vehicle traffic crossing the Boundary Cordon by quadrant and time of day, 1998 to 2017

Thousands of vehicles

		Morning peak			Off peak	Evening peak			Daytime Total	Late Evening	Night	24 hour Total
Sector	Year	In	Out	Both	Both	In	Out	Both	Both	Both	Both	Both
North	1998	54	36	90	135	40	54	94	319	69	31	418
	2001	51	35	86	135	40	50	91	311	65	28	405
	2004	47	32	79	125	36	43	78	282	68	33	383
	2007	51	37	88	137	40	48	88	313	69	34	416
	2009	51	36	88	133	40	50	89	310	63	33	406
	2011	51	37	88	135	40	51	91	314	64	36	414
	2013	53	39	92	138	41	51	92	322	68	38	427
	2015	57	39	96	140	44	54	98	334	69	43	446
	2017	51	38	89	144	41	50	91	324	67	38	429
East	1998	85	57	143	212	63	86	149	503	108	57	668
	2001	89	63	151	230	76	90	166	547	126	55	729
	2004	84	62	145	251	67	87	154	551	122	63	736
	2007	81	69	150	246	78	88	166	562	121	65	748
	2009	78	66	144	244	72	93	166	554	114	63	731
	2011	85	64	149	245	71	91	163	557	110	70	737
	2013	82	63	146	240	73	89	163	549	115	66	729
	2015	83	66	149	246	74	89	164	559	112	74	745
	2017	86	71	157	262	80	90	170	589	122	73	784
South	1998	64	56	121	173	59	63	122	416	92	34	542
	2001	60	57	117	178	57	64	121	415	99	29	544
	2004	58	54	111	189	62	64	126	426	91	41	558
	2007	59	57	117	184	61	62	122	423	96	37	557
	2009	59	56	115	180	60	61	121	417	86	39	542
	2011	62	57	119	181	61	62	123	423	86	41	550
	2013	56	55	111	175	59	60	119	405	88	40	533
	2015	57	54	111	172	59	59	118	401	81	45	527
	2017	60	55	114	162	55	56	111	387	80	46	513
West	1998	114	88	201	303	96	113	209	713	154	59	927
	2001	107	90	197	293	91	105	196	686	146	56	889
	2004	104	84	188	284	86	92	179	651	168	70	889
	2007	104	88	192	280	93	109	203	675	158	73	906
	2009	97	82	178	280	92	102	194	652	139	64	855
	2011	102	85	187	277	92	101	194	657	137	72	866
	2013	96	82	179	278	89	100	189	645	133	71	850
	2015	99	85	184	292	93	100	193	669	148	77	895
	2017	95	86	181	277	93	99	192	650	139	80	869

Table 15 – Comparison of weekday and weekend traffic crossing the Boundary Cordon by time of day and mode

Thousands of vehicles

Day of the week	Time period	Dir	Pedal cycles	Motor-cycles	Cars	Taxis	LGV	MGV & HGVs	Buses & coaches	All motor vehicles
Weekday	Morning peak	In	2	5	225	1	44	17	3	296
		Out	1	3	196	1	33	15	3	251
		Both	3	8	421	2	77	32	6	547
	Daytime off peak	In	1	4	312	3	60	31	5	414
		Out	1	5	318	2	69	34	5	433
		Both	3	9	630	5	129	64	9	847
	Evening peak	In	2	4	226	1	30	8	3	272
		Out	2	6	250	1	38	9	2	307
		Both	3	10	475	3	68	17	5	579
	Late evening	In	1	2	140	1	13	4	1	163
		Out	1	3	141	1	14	5	2	165
		Both	2	5	281	2	27	9	3	328
	All day (6am to 10pm)	In	6	17	946	7	163	65	12	1,211
		Out	6	18	939	6	163	66	12	1,203
		Both	11	35	1885	13	326	131	24	2414
Saturday	Morning peak	In	1	1	112	1	19	7	2	143
		Out	1	1	117	1	17	7	2	145
		Both	2	3	229	1	36	15	4	287
	Daytime off peak	In	3	5	416	2	32	10	4	468
		Out	2	5	418	2	36	11	3	475
		Both	5	9	834	4	68	20	7	943
	Evening peak	In	1	2	201	1	12	3	2	220
		Out	1	2	195	1	13	3	2	215
		Both	1	4	396	2	25	5	4	435
	Late evening	In	0	1	116	1	5	1	1	126
		Out	0	1	115	1	6	1	1	125
		Both	0	2	232	1	11	3	3	251
	All day (6am to 10pm)	In	5	9	860	5	73	23	9	980
		Out	4	9	861	4	74	23	9	981
		Both	9	18	1,722	9	147	47	18	1,961
Sunday	Morning peak	In	1	1	74	1	8	3	1	87
		Out	2	1	84	1	8	2	1	97
		Both	2	2	157	1	16	5	3	184
	Daytime off peak	In	4	5	402	2	23	5	3	440
		Out	3	5	399	2	23	5	3	436
		Both	6	10	801	4	45	10	6	876
	Evening peak	In	1	2	194	1	9	2	1	209
		Out	0	2	173	1	8	2	1	188
		Both	1	3	367	2	17	4	3	397
	Late evening	In	0	1	118	1	5	2	1	127
		Out	0	1	108	1	5	2	1	117
		Both	0	2	226	1	10	4	2	244
	All day (6am to 10pm)	In	5	9	798	5	46	12	7	877
		Out	5	8	774	4	45	12	7	850
		Both	10	17	1573	9	91	24	14	1728

5 Thames Screenline 1978 to 2016

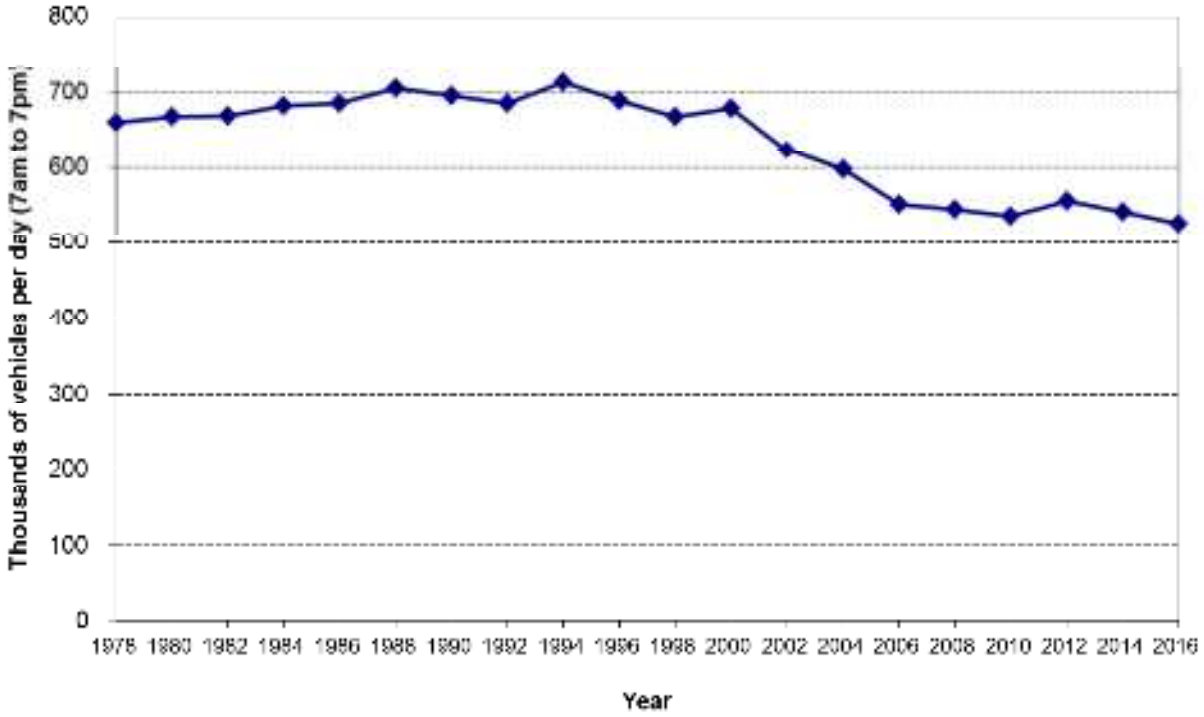
5.1 This section provides a summary and analysis of traffic crossing the Thames Screenline. The screenline is made up of 30 sites surveyed in June/July each year and includes all bridges and tunnels crossing the River Thames open to vehicles. The summary tables presented in this section only include the 23 sites which are within the Greater London Boundary. Table 16 below shows the trend in AMV traffic crossing the Thames Screenline by time period for 1978 to 2016. For the morning and evening peak periods the flows are additionally shown by inbound and outbound directions, when the flows are most tidal. For the purposes of the Thames Screenline traffic travelling from the south "Surrey" side to the North "Middlesex" side is considered inbound/northbound. Traffic travelling in the opposite direction is considered outbound/southbound.

Table 16 – All motor vehicle traffic crossing the Thames Screenline by time of day, 1978 to 2016

Thousands of vehicles

	Morning peak			Off peak	Evening peak			Daytime Total	Late Evening	Night	24 hour Total
Year	In	Out	Both	Both	In	Out	Both	Both	Both	Both	Both
1978	114	69	182	290	79	108	187	661	172	66	899
1980	117	70	187	293	78	111	189	668	151	38	857
1982	112	70	182	299	78	111	189	670	210	55	935
1984	119	71	190	299	81	113	194	683	222	53	958
1986	115	73	188	305	80	112	192	686	213	66	965
1988	120	76	196	316	84	110	194	706	204	73	983
1990	118	76	194	309	84	108	192	696	181	62	939
1992	113	74	187	313	80	106	186	686	191	77	954
1994	114	77	191	325	89	109	198	713	203	74	989
1996	112	78	190	310	83	106	189	689	196	93	977
1998	105	73	179	305	81	103	184	668	185	80	933
2000	110	73	183	312	81	104	185	679	195	89	963
2002	99	70	168	285	78	94	171	624	193	96	913
2004	86	72	159	275	78	86	164	598	184	90	872
2006	87	63	150	250	69	84	153	552	174	95	821
2008	88	62	149	249	67	80	147	546	169	83	798
2010	83	60	143	246	69	79	147	537	155	81	772
2012	81	63	144	259	72	82	153	557	165	89	811
2014	81	63	144	250	69	79	148	542	157	91	790
2016	75	59	134	245	70	78	148	527	151	86	764

Figure 12 – Long term trend in daytime all motor vehicle traffic crossing Thames Screenline, 1978 to 2016



5.2

Table 17 below shows the trends in combined direction all day traffic crossing the Thames Screenline by vehicle type for 1978 to 2016

Table 17 – Combined direction 24 hour traffic crossing the Thames Screenline by vehicle type, 1976 to 2016

Thousands of vehicles

Year	Pedal cycles	Motor-cycles	Cars	Taxis	LGV	MGV	HGV	Buses & coaches	All motor Vehicles
1976	14	43	601	31	68	57	23	24	848
1978	16	44	635	36	73	59	27	26	899
1980	18	42	604	31	77	55	24	24	857
1982	32	49	669	42	75	52	24	24	935
1984	26	48	682	46	81	53	20	28	958
1986	24	45	686	61	86	47	14	26	965
1988	24	43	686	69	99	48	16	22	983
1990	23	40	663	54	102	45	13	22	939
1992	25	39	670	72	95	44	10	24	954
1994	30	41	696	64	103	48	11	26	989
1996	27	41	690	64	100	43	11	29	977
1998	29	45	636	66	105	41	11	29	933
2000	30	50	653	70	119	30	11	30	963
2002	34	49	613	73	111	26	11	29	913
2004	41	50	571	74	109	24	12	33	872
2006	52	46	544	72	95	21	9	33	821
2008	61	48	506	73	103	23	9	36	798
2010	67	42	485	66	114	19	10	36	772
2012	84	43	504	69	122	24	11	38	811
2014	95	43	494	62	118	23	10	40	790
2016	93	42	494	45	118	21	10	35	764

5.3 Table 18 overleaf provides a breakdown of peak period traffic flow crossing the Boundary Cordon by direction by vehicle type for the latest two years; the full historical dataset is available on the OA SharePoint site. https://sharelondon.tfl.gov.uk/st/scds

Table 18 – Thames Cordon traffic by Time Period by Vehicle Type: 2014 to 2016

Year	Time Period	Direction	Private Cars	Taxis	Motorcycles	Light Goods	Medium Goods	Heavy Goods	Buses and Coaches	All Motor Vehicles	Pedal Cyclists
2014	Morning Peak	Inbound	47,181	3,857	7,865	14,536	2,560	1,027	3,498	80,524	24,040
2014	Morning Peak	Outbound	38,053	3,250	3,066	12,257	2,543	1,162	3,157	63,488	6,552
2014	Morning Peak	Two-way	85,234	7,107	10,931	26,793	5,103	2,189	6,655	144,012	30,592
2014	aytime OffPez	Inbound	74,189	8,780	4,865	23,436	5,007	2,480	6,400	125,157	8,924
2014	aytime OffPez	Outbound	72,482	8,790	4,969	24,066	5,228	2,547	6,390	124,512	7,101
2014	aytime OffPez	Two-way	146,671	17,570	9,854	47,522	10,235	5,027	12,790	249,669	16,025
2014	Evening Peak	Inbound	45,614	5,020	3,858	9,586	1,279	410	3,516	69,283	7,689
2014	Evening Peak	Outbound	51,180	5,390	7,562	9,902	1,346	410	3,413	79,203	19,424
2014	Evening Peak	Two-way	96,794	10,410	11,420	19,488	2,625	820	6,929	148,486	27,113
2014	Late Evening	Inbound	54,339	8,816	2,892	5,569	940	480	3,837	76,873	5,331
2014	Late Evening	Outbound	55,402	9,717	4,595	5,018	857	404	4,095	80,088	11,671
2014	Late Evening	Two-way	109,741	18,533	7,487	10,587	1,797	884	7,932	156,961	17,002
2014	Nighttime	Inbound	29,159	4,277	1,846	7,037	1,651	773	2,789	47,532	2,830
2014	Nighttime	Outbound	26,384	3,978	1,364	6,242	1,760	762	2,602	43,092	1,885
2014	Nighttime	Two-way	55,543	8,255	3,210	13,279	3,411	1,535	5,391	90,624	4,715
2016	Morning Peak	Inbound	43,807	2,996	7,066	14,282	2,477	1,234	3,267	75,129	22,077
2016	Morning Peak	Outbound	35,160	2,385	2,906	12,246	2,357	1,189	2,834	59,077	6,474
2016	Morning Peak	Two-way	78,967	5,381	9,972	26,528	4,834	2,423	6,101	134,206	28,551
2016	aytime OffPez	Inbound	74,138	6,774	5,063	23,234	4,550	2,427	5,494	121,680	7,992
2016	aytime OffPez	Outbound	74,212	6,458	4,795	25,170	4,781	2,365	5,577	123,358	7,527
2016	aytime OffPez	Two-way	148,350	13,232	9,858	48,404	9,331	4,792	11,071	245,038	15,519
2016	Evening Peak	Inbound	49,115	3,432	3,638	9,093	1,221	483	3,048	70,030	7,684
2016	Evening Peak	Outbound	51,914	3,960	7,470	10,184	1,239	460	3,070	78,297	20,742
2016	Evening Peak	Two-way	101,029	7,392	11,108	19,277	2,460	943	6,118	148,327	28,426
2016	Late Evening	Inbound	53,391	6,751	2,698	4,969	889	329	3,560	72,787	4,851
2016	Late Evening	Outbound	57,325	6,641	4,635	4,622	688	336	3,618	77,865	11,130
2016	Late Evening	Two-way	110,716	13,392	7,533	9,591	1,577	665	7,178	150,652	15,981
2016	Nighttime	Inbound	29,788	2,607	1,871	8,088	1,661	587	2,310	46,912	2,699
2016	Nighttime	Outbound	24,939	2,496	1,277	6,590	1,417	487	2,087	39,293	1,587
2016	Nighttime	Two-way	54,727	5,103	3,148	14,678	3,078	1,074	4,397	86,205	4,286

The full data set from 1995 through to the current year is available via our SharePoint site: https://sharelondon.tfl.gov.uk/st/scds

5.4 Figure 13 below shows how the combined direction all day traffic crossing the Thames Screenline has changed for each vehicle type from 1994 to 2016.

Figure 13 – Combined direction all day traffic crossing the Thames Screenline by vehicle type, 1994 to 2016

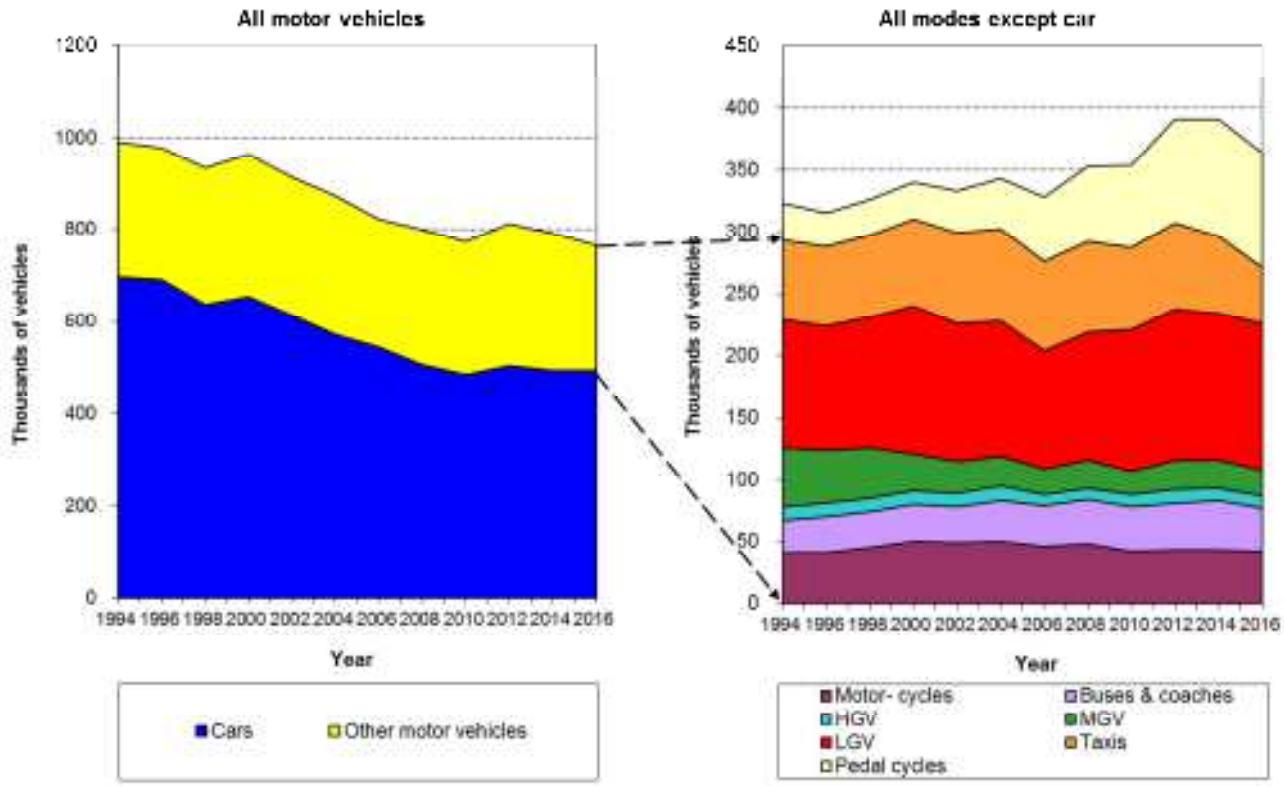


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Table 19 – Comparison of weekday and weekend traffic crossing the Thames Screenline by time of day and mode

Thousands of vehicles

Day of the week	Time period	Dir	Pedal cycles	Motor-cycles	Cars	Taxis	LGV	MGV & HGVs	Buses & coaches	All motor vehicles
Weekday	Morning peak	In	15	9	54	5	13	4	3	88
		Out	5	3	39	4	10	3	3	62
		Both	20	13	93	8	22	7	6	149
	Daytime off peak	In	6	6	76	10	21	7	6	126
		Out	5	6	73	10	22	7	6	123
		Both	11	12	149	19	43	15	12	249
	Evening peak	In	5	4	46	6	8	1	3	67
		Out	12	8	53	6	9	1	3	80
		Both	17	12	99	11	17	3	6	147
	Late evening	In	3	2	37	6	3	1	2	52
		Out	6	4	45	6	4	1	3	62
		Both	9	6	82	12	7	2	5	114
	All day (6am to 10pm)	In	29	22	226	27	48	14	15	352
		Out	29	22	218	26	47	14	15	342
		Both	58	44	444	53	95	28	30	694
Saturday	Morning peak	In	2	2	34	2	6	2	2	47
		Out	2	1	31	2	6	2	2	43
		Both	3	3	65	4	12	3	5	90
	Daytime off peak	In	6	4	107	8	9	2	6	136
		Out	5	4	105	7	10	2	6	133
		Both	11	8	212	14	19	4	11	269
	Evening peak	In	2	2	55	4	3	0	3	67
		Out	2	2	56	3	4	1	3	68
		Both	5	4	111	7	7	1	5	135
	Late evening	In	1	1	43	4	2	0	2	52
		Out	1	1	43	4	2	0	2	53
		Both	2	3	86	8	4	1	4	106
	All day (6am to 10pm)	In	11	9	245	17	22	5	13	311
		Out	10	9	241	16	22	5	13	305
		Both	21	17	485	33	45	10	26	616
Sunday	Morning peak	In	1	1	27	2	3	1	2	35
		Out	1	1	24	1	2	0	2	30
		Both	3	2	51	3	5	1	3	64
	Daytime off peak	In	5	3	112	5	5	1	4	131
		Out	5	3	113	4	5	1	4	131
		Both	10	6	225	9	11	2	8	261
	Evening peak	In	2	1	59	3	2	0	2	68
		Out	2	1	59	3	2	0	2	68
		Both	4	3	119	5	4	1	4	136
	Late evening	In	1	1	40	3	2	0	2	47
		Out	1	1	45	3	2	0	2	52
		Both	2	2	84	5	3	1	3	99
	All day (6am to 10pm)	In	9	6	244	12	12	2	10	286
		Out	9	6	245	11	12	2	10	286
		Both	18	12	489	23	24	5	20	573

6 Northern Screenline 1976 to 2017

6.1 This section provides a summary and analysis of traffic crossing the Northern Screenline. The screenline is made up of 45 sites surveyed in June/July each year, running from the M25 east of South Mimms to the River Thames at Temple. The summary tables presented in this section only include the 43 sites which are within the Greater London Boundary. Table 20 below shows the trend in AMV traffic crossing the Northern Screenline by time period for 1976 to 2017.

Table 20 – All motor vehicle traffic crossing the Northern Screenline by time of day, 1976 to 2017

Thousands of vehicles

Year	Morning peak	Off peak	Evening peak	Daytime Total	Late Evening	Night	24 hour Total
1976	115	206	126	447	94	38	579
1978	121	224	129	474	125	45	644
1980	127	228	131	484	139	39	664
1982	124	235	132	491	136	42	669
1984	131	239	138	508	155	48	711
1986	121	235	132	488	136	41	665
1988	122	226	127	474	118	51	644
1990	132	246	140	518	134	44	697
1992	132	247	139	518	131	47	696
1994	124	242	139	505	149	66	720
1996	130	242	141	514	143	61	718
1998	130	239	136	504	133	52	690
2000	127	232	135	494	145	63	701
2003	115	212	123	449	138	88	675
2005	114	210	121	445	129	66	639
2007	114	203	118	435	135	69	639
2009	107	193	112	413	116	59	587
2011	104	189	110	404	118	69	591
2013	107	198	114	418	117	54	590
2015	105	190	112	408	129	73	610
2017	100	184	104	389	120	64	573

Figure 14 - Long term trend in daytime all motor vehicle traffic crossing the Northern Screenline, 1976 to 2017

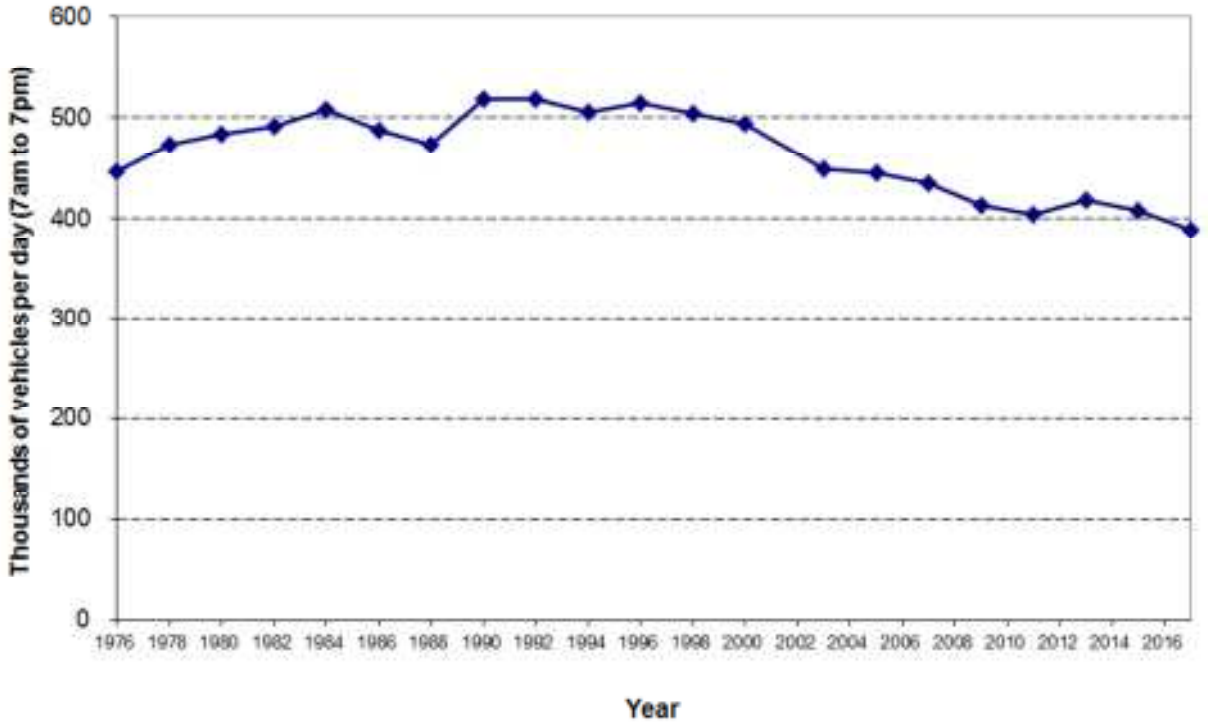

Table 21 – Combined direction 24 hour traffic crossing the Northern Screenline by vehicle type, 1976 to 2017

Thousands of vehicles

Year	Pedal cycles	Motor - cycles	Cars	Taxis	LGV	MGV	HGV	Buses & coaches	All motor Vehicles
1976	8	23	383	46	62	40	12	13	579
1978	9	25	441	48	60	42	13	13	644
1980	14	29	455	53	62	40	12	12	664
1982	22	34	453	65	61	34	11	12	669
1984	20	36	488	63	63	38	9	13	711
1986	13	33	454	57	64	37	8	12	665
1988	12	28	427	57	78	36	7	11	644
1990	17	33	459	67	82	37	5	13	697
1992	19	30	469	72	74	31	6	14	696
1994	17	29	477	78	77	38	6	14	720
1996	22	31	477	78	78	33	5	16	718
1998	19	30	458	74	73	33	6	15	690
2000	20	34	448	81	90	23	9	16	701
2003	24	35	437	81	74	23	6	19	675
2005	28	33	399	76	81	22	8	20	639
2007	33	33	408	79	77	17	7	19	639
2009	42	29	360	72	81	18	6	20	587
2011	53	28	366	73	80	17	6	21	591
2013	55	27	358	75	83	18	8	21	590
2015	58	26	388	63	88	17	8	20	610
2017	65	27	364	57	83	15	8	21	573

Table 22 – Comparison of weekday and weekend traffic crossing the Northern Screenline by time of day and mode

Thousands of vehicles

Day of the week	Time period	Dir	Pedal cycles	Motor-cycles	Cars	Taxis	LGV	MGV & HGVs	Buses & coaches	All motor vehicles
Weekday	Morning peak	In	6	4	37	5	10	3	2	60
		Out	4	4	34	5	7	2	2	54
		Both	10	8	70	10	17	5	4	114
	Daytime off peak	In	4	5	63	13	16	5	3	104
		Out	3	5	58	12	16	5	3	99
		Both	7	10	121	26	31	9	6	203
	Evening peak	In	4	5	39	7	5	1	2	58
		Out	5	4	40	6	6	1	2	60
		Both	9	8	79	14	11	2	3	118
	Late evening	In	2	2	31	6	2	1	1	43
		Out	3	2	31	6	3	1	1	43
		Both	5	4	62	11	5	1	2	86
	All day (6am to 10pm)	In	17	16	177	32	36	10	8	279
		Out	15	15	169	30	33	10	8	266
		Both	32	31	347	62	69	19	16	544
Saturday	Morning peak	In	1	1	20	2	4	1	1	30
		Out	0	1	18	2	4	1	1	27
		Both	1	2	39	4	8	3	2	57
	Daytime off peak	In	3	2	70	7	7	2	3	90
		Out	2	2	65	7	7	2	3	86
		Both	6	5	134	14	15	4	5	176
	Evening peak	In	1	1	35	3	2	1	1	43
		Out	2	1	36	4	2	1	1	45
		Both	3	2	71	7	5	1	3	88
	Late evening	In	1	1	29	3	1	0	1	36
		Out	1	1	29	3	2	0	1	36
		Both	1	2	58	6	3	1	2	71
	All day (6am to 10pm)	In	6	5	157	16	16	4	6	204
		Out	5	5	151	16	16	4	6	198
		Both	11	10	308	31	32	8	13	402
Sunday	Morning peak	In	1	0	15	2	2	0	1	21
		Out	0	0	14	1	2	0	1	18
		Both	1	1	29	3	3	1	2	39
	Daytime off peak	In	2	2	71	5	4	1	2	85
		Out	2	2	66	6	4	1	2	80
		Both	4	3	137	11	8	1	4	165
	Evening peak	In	1	1	35	3	2	0	1	42
		Out	1	1	38	3	2	0	1	44
		Both	2	2	73	6	3	1	2	86
	Late evening	In	0	1	26	3	1	0	1	32
		Out	1	1	28	3	1	0	1	34
		Both	1	1	54	5	2	1	2	65
	All day (6am to 10pm)	In	4	4	151	13	9	2	5	183
		Out	4	4	147	12	9	2	5	179
		Both	8	7	298	25	17	4	11	362

7 Radial Screenlines 1975 to 2015

7.1 This section provides a summary and analysis of traffic crossing the five Radial Screenlines defined in the introduction (paragraph 1.5) and shown by the map on page 6.The screenline is made up of 66 sites which are surveyed in June/July. The summary tables presented in this section only include the 52 sites which are within the Greater London Boundary. Table 23 overleaf shows the trend in AMV traffic crossing the Radial Screenlines by time period for 1975 to 2015.

Figure 15 - Long term trend in daytime all motor vehicle traffic crossing the Radial Screenlines, 1975 to 2015

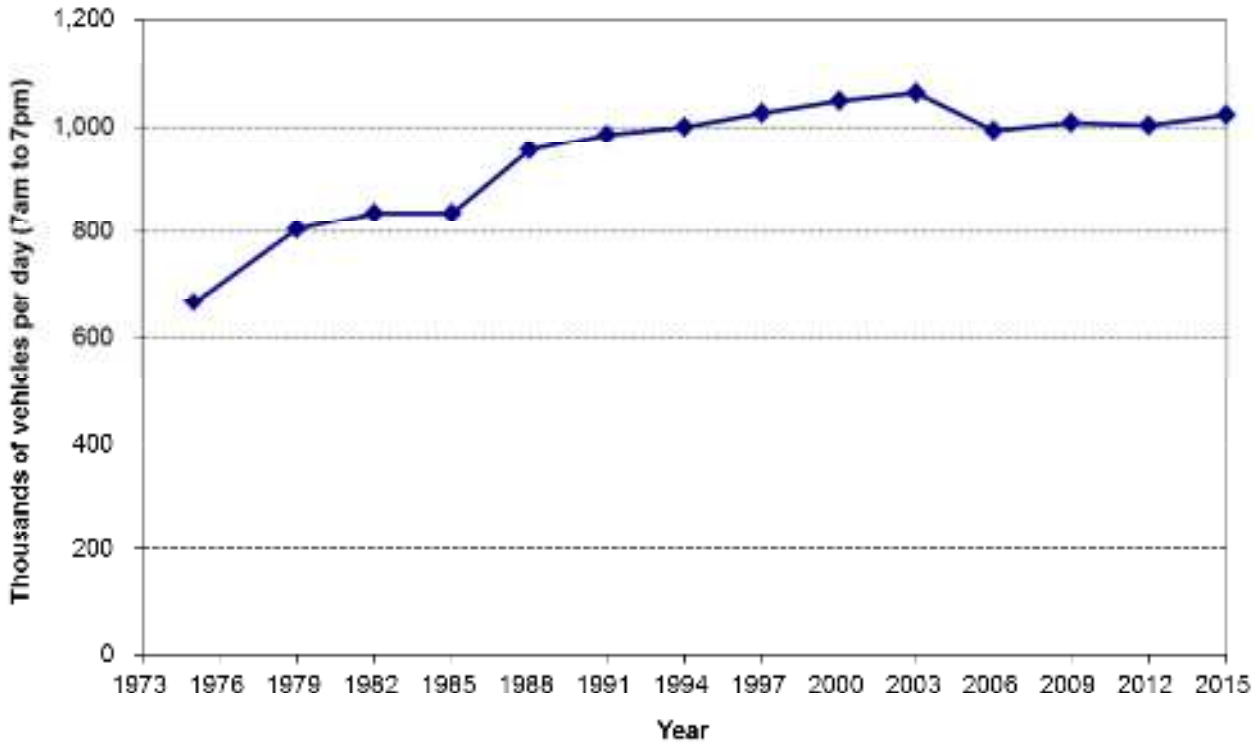

Table 23 – All motor vehicle traffic crossing the Radial Screenlines by time of day, 1975 to 2015

Thousands of vehicles

Screenline	Year	Morning peak	Off peak	Evening peak	Daytime Total	Late Evening	Night	24 hour Total
All radial screenlines	1975	193	274	199	666	172	49	889
	1979	235	341	228	804	219	40	1,063
	1982	238	361	238	837	217	42	1,096
	1985	230	368	239	837	244	51	1,132
	1988	266	416	271	954	277	72	1,303
	1991	268	443	273	984	220	80	1,284
	1994	271	448	281	1,000	229	90	1,319
	1997	275	461	288	1,025	254	96	1,374
	2000	277	466	304	1,047	249	95	1,392
	2003	277	486	299	1,062	273	131	1,466
	2006	260	450	283	993	259	116	1,368
	2009	266	457	284	1,007	234	118	1,359
	2012	261	457	284	1,003	223	118	1,344
	2015	261	471	290	1,022	240	140	1,402
North West	2003	79	143	83	305	78	38	421
	2006	74	133	81	289	75	32	396
	2009	72	129	78	279	67	33	379
	2012	70	126	77	272	65	33	370
	2015	70	132	78	280	69	37	386
South West	2003	45	70	48	163	42	18	224
	2006	43	66	45	153	40	15	209
	2009	44	70	44	159	35	15	209
	2012	43	69	45	157	34	16	206
	2015	42	69	46	157	32	19	208
Kent/Surrey	2003	30	50	32	112	28	12	152
	2006	27	43	29	99	24	10	134
	2009	31	49	33	113	25	11	149
	2012	31	49	33	113	24	11	148
	2015	30	48	32	110	25	14	149
Harrow	2003	68	124	76	269	72	32	372
	2006	70	123	76	269	70	28	368
	2009	65	114	70	248	61	29	339
	2012	63	115	69	247	59	26	333
	2015	64	118	69	251	61	32	344
River Lee	2003	55	98	60	213	53	31	297
	2006	46	84	52	182	49	30	262
	2009	54	95	59	208	46	30	283
	2012	55	98	61	213	42	31	286
	2015	55	103	65	223	52	38	313

Table 24 – Combined direction 24 hour traffic crossing the Radial Screenlines by vehicle type, 1975 to 2015

Thousands of vehicles

Screenline	Year	Pedal cycles	Motor - cycles	Cars	Taxis	LGV	MGV	HGV	Buses & coaches	All motor Vehicles
All radial screenlines	1975	..	22	691	5	74	54	23	15	889
	1979	14	29	818	7	99	67	28	15	1063
	1982	14	32	860	7	99	61	25	12	1096
	1985	12	25	903	7	107	59	20	12	1132
	1988	8	21	1034	7	131	66	31	12	1303
	1991	9	19	1014	7	137	64	30	14	1284
	1994	8	17	1035	8	140	67	36	16	1319
	1997	8	18	1090	8	142	60	39	18	1374
	2000	7	21	1082	9	166	55	39	19	1392
	2003	9	24	1144	9	178	50	38	23	1466
	2006	9	22	1075	8	160	44	37	22	1368
	2009	8	20	1045	8	183	40	37	26	1359
	2012	11	20	1015	8	192	43	42	25	1344
	2015	13	23	1059	8	197	44	46	25	1401
North West	2003	2	8	329	2	49	18	9	6	421
	2006	2	6	316	2	45	13	8	6	396
	2009	2	6	292	2	51	12	9	8	379
	2012	3	6	279	2	53	14	10	7	370
	2015	4	8	294	2	52	13	10	7	386
South West	2003	3	5	182	2	26	4	2	2	224
	2006	3	4	170	2	25	4	2	2	209
	2009	2	4	169	2	26	4	2	2	209
	2012	3	3	165	2	27	5	2	2	206
	2015	3	4	167	2	27	5	2	2	208
Kent/Surrey	2003	1	3	120	1	19	4	1	3	152
	2006	1	3	107	1	16	2	1	4	134
	2009	1	2	116	1	22	3	1	4	149
	2012	1	2	115	1	22	3	1	4	148
	2015	2	2	116	1	22	3	1	4	150
Harrow	2003	2	5	298	2	41	12	6	9	372
	2006	2	5	291	2	42	12	6	9	368
	2009	2	5	268	1	40	9	5	10	339
	2012	3	5	261	1	40	9	6	10	333
	2015	3	6	267	1	44	11	6	10	345
River Lee	2003	1	3	215	2	42	11	21	3	297
	2006	1	3	191	1	31	13	21	2	262
	2009	1	4	200	2	44	11	20	2	283
	2012	1	3	195	2	49	12	23	2	286
	2015	1	3	216	1	51	12	27	2	312

8 Peripheral Screenlines 1975 to 2015

8.1 This section provides a summary and analysis of traffic crossing the four Peripheral Screenlines defined in the introduction (paragraph 1.5) and shown by the map on page 6. The screenline is made up of 72 sites which are surveyed in June/July. The summary tables presented in this section only include the 66 sites which are within the Greater London Boundary.

Figure 16 - Long term trend in daytime all motor vehicle traffic crossing the Peripheral Screenlines, 1975 to 2015

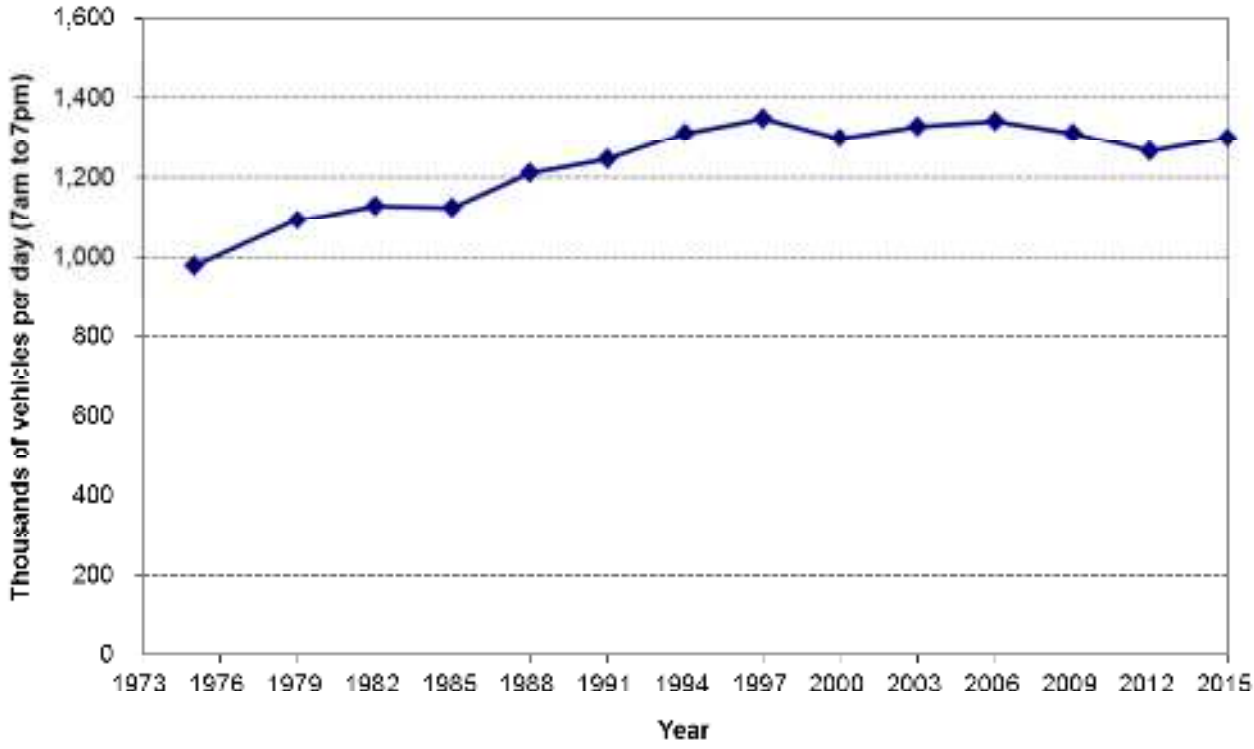

Table 25 – All motor vehicle traffic crossing the Peripheral Screenlines by time of day, 1975 to 2015

Thousands of vehicles

Screenline	Year	Morning peak	Off peak	Evening peak	Daytime Total	Late Evening	Night	24 hour Total
All screenlines	1975	288	402	290	980	244	91	1,318
	1979	316	459	318	1,093	289	108	1,490
	1982	314	483	333	1,130	282	89	1,501
	1985	315	476	334	1,125	303	114	1,542
	1988	334	520	358	1,212	296	121	1,629
	1991	336	552	358	1,246	331	114	1,691
	1994	349	590	374	1,313	324	131	1,768
	1997	353	605	391	1,349	360	142	1,851
	2000	343	580	377	1,300	339	156	1,795
	2003	347	601	382	1,330	353	169	1,852
	2006	357	604	382	1,343	349	175	1,867
	2009	344	598	369	1,312	323	155	1,790
	2012	330	577	360	1,266	312	161	1,738
	2015	336	594	369	1,299	335	190	1,824
River Crane	2000	137	237	156	531	147	65	742
	2003	147	244	160	551	150	68	769
	2006	148	256	164	568	156	75	799
	2009	141	246	152	539	137	65	740
	2012	131	234	141	506	131	66	703
	2015	135	250	151	536	144	76	756
River Roding	2000	63	110	68	241	63	31	335
	2003	59	114	68	241	67	35	342
	2006	70	114	71	256	66	38	360
	2009	67	121	68	256	68	33	357
	2012	65	118	74	257	67	34	358
	2015	66	117	69	252	71	43	366
River Ram	2000	38	65	41	144	36	17	197
	2003	38	66	40	145	37	19	201
	2006	36	60	37	133	34	17	183
	2009	35	59	37	131	30	15	176
	2012	35	60	38	134	31	17	182
	2015	37	62	40	139	33	20	192
South East	2000	104	168	113	384	94	43	521
	2003	103	178	113	393	99	47	539
	2006	103	174	110	387	94	45	525
	2009	102	173	112	386	88	42	516
	2012	98	164	106	369	83	43	495
	2015	98	165	109	372	87	51	510

Table 26 – Combined direction 24 hour traffic crossing the Peripheral Screenlines by vehicle type, 1975 to 2015

Thousands of vehicles

Screenline	Year	Pedal cycles	Motor cycles	Cars	Taxis	LGV	MGV	HGV	Buses & coaches	All motor Vehicles
All screenlines	1975	..	38	989	12	116	89	50	25	1318
	1979	14	48	1132	19	129	91	52	18	1490
	1982	18	50	1153	17	130	84	47	21	1501
	1985	12	39	1200	21	141	86	36	19	1542
	1988	9	31	1264	22	174	84	34	19	1629
	1991	10	30	1325	27	178	78	31	22	1691
	1994	11	32	1374	24	189	90	34	24	1768
	1997	9	32	1442	29	198	82	38	30	1851
	2000	9	35	1385	27	220	63	34	30	1795
	2003	9	37	1443	29	222	55	32	34	1852
	2006	10	29	1475	33	208	51	35	36	1867
	2009	11	31	1390	28	227	46	30	37	1790
	2012	12	28	1343	28	230	43	30	37	1738
	2015	14	30	1386	27	250	51	35	38	1817
River Crane	2000	3	11	585	12	83	27	15	9	742
	2003	4	12	614	12	86	23	13	10	769
	2006	4	10	640	14	84	24	15	12	799
	2009	4	11	584	11	90	19	13	12	740
	2012	4	10	554	10	86	18	13	12	703
	2015	5	11	582	10	100	23	16	13	755
River Roding	2000	1	7	248	7	48	12	9	5	335
	2003	1	7	260	7	45	10	9	5	342
	2006	1	6	282	7	38	11	10	5	360
	2009	2	6	272	7	48	11	8	5	357
	2012	2	6	268	7	52	10	9	5	358
	2015	2	6	269	6	55	11	11	5	365
River Ram	2000	1	4	148	3	28	8	3	3	197
	2003	1	3	156	3	27	6	3	3	201
	2006	1	3	139	3	25	6	2	5	183
	2009	1	3	136	3	24	5	2	4	176
	2012	1	2	141	4	25	4	2	4	182
	2015	1	3	149	3	25	5	2	4	192
South East	2000	4	13	403	6	62	16	7	13	521
	2003	4	14	413	7	65	16	8	15	539
	2006	4	10	414	8	61	10	8	14	525
	2009	5	11	398	7	65	12	7	16	516
	2012	5	9	379	8	67	11	6	15	495
	2015	6	10	386	8	70	12	6	16	509

Contacts for further information

If you require further information on this traffic note or have any other related queries please contact:

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[redacted]

All notes and summary data tables can be downloaded from the OA at https://sharelondon.tfl.gov.uk/st/scds

9 Other useful documents

- OA SharePoint site - https://sharelondon.tfl.gov.uk/st/scds
- Travel in London 10 - http://content.tfl.gov.uk/travel-in-london-report-10.pdf
- Transport Statistics for Great Britain 2017 – https://www.gov.uk/government/statistics/transport-statistics-great-britain-2017