

## What might local traffic look like?

Warwick Gardens doesn't really lead to anywhere else so is a useful benchmark for a street where the traffic is mainly local, that is people driving to their homes, deliveries happening etc.

Using the data from Warwick Gardens, the only street on The Ladder that seems to have mainly local traffic is Seymour (I've discounted Atterbury as it is a very small road with far fewer dwellings than other roads). So using the 4193 vehicle movements on Warwick, I've derived what the percentage of vehicle movements on the Ladder roads could be purely local traffic (table below). I've not included Wightman as the numbers are so big they would throw the rest of the data and with multiple entry and exit points and I don't think the same methodology would apply.

Road	% of traffic that may be purely local
HEWITT RD [20M]	70.81%
ALLISON RD [20M]	63.27%
CAVENDISH RD [20M]	61.27%
DUCKETT RD [20M]	57.27%
MATTISON RD [20M]	56.31%
LAUSANNE RD [20M]	56.17%
WILLOUGHBY RD SOUTHBOUND [20M]	53.26%
UMFREVILLE RD [20M]	49.27%
HAMPDEN RD [20M]	48.66%
SYDNEY RD [20M]	43.78%
FALKLAND RD [20M]	38.85%
RALEIGH RD [20M]	36.05%
PEMBERTON RD [20M]	35.53%
BURGOYNE RD [20M]	35.09%
EFFINGHAM RD [20M]	34.15%
BERESFORD RD [20M]	32.42%
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FROBISHER RD [20M]	31.18%
FAIRFAX RD [20M]	29.90%
WARHAM RD [20M]	23.18%
WILLOUGHBY RD NORTHBOUND [20M]	22.67%

***Comparative chart on the next page***

## What might local traffic volumes look like?

