

Appendix 9.4: Road Traffic Noise Assessment Calculations

Table 9.4.1: Future Year 2029 With and Without Development

Road	Base + Cumulative Committed Developments			Base + Cumulative Committed Developments			% Flow Change	BNL 18hr		
	2029			2029	+ Development	2029 Without Development		2029 With Development	Change	
	% HGV	Speed (kph)	Flow	% HGV	Speed (kph)					Flow
1 A316 Clifford Ave	10.0	64	37233	10.0	64	37680	1.2	75.1	75.2	+0.1
2 A316 Lower Richmond Road	6.0	48	40800	6.0	48	41329	1.3	73.3	73.3	0.0
3 South Circular (north of A316)	6.4	48	16505	6.4	48	16720	1.3	69.5	69.5	0.0
4 South Circular (south of A316)	4.1	48	23502	4.1	48	23588	0.4	70.3	70.4	+0.1
5 A3003 Lower Richmond Road (Watney's Sports Ground)	8.9	45	20739	8.6	45	22017	6.2	70.9	71.1	+0.2
6 A3003 Lower Richmond Road (Mortlake Green)	10.0	42	20939	9.6	42	22253	6.3	71.0	71.2	+0.2
7 Williams Lane	7.1	41	764 ^[1]	5.3	41	1399	83.2	[1]	56.3	[2]
8 Mortlake High Street	10.8	42	22050	10.5	42	22955	4.1	71.4	71.5	+0.1
9 The Terrace (west of Barnes Bridge Station)	8.9	46	21168	8.7	46	21948	3.7	71.1	71.2	+0.1
10 White Hart Lane (south of Mortlake High Street)	8.0	40	5948	7.9	40	6073	2.1	64.9	65.0	+0.1
11 Sheen Lane (north of Level Crossing)	3.4	48	7146	3.4	48	7554	5.7	64.9	65.2	+0.3
12 Sheen Lane (south of Level Crossing)	2.6	48	6808	2.6	48	7216	6.0	64.4	64.7	+0.3
13 Sheen Lane (south of South Circular)	4.3	33	5815	4.3	33	6063	4.3	63.3	63.5	+0.2
14 South Circular Road (west of Sheen Lane)	8.6	43	23145	8.6	43	23145	0.0	71.2	71.2	0.0

Note: [1] Below CRTN low flow criteria of 1000 for 18-hour AAWT therefore predicted BNL not reliable. [2] The change in traffic volume with development is +83%. Doubling of traffic volume would normally result in +3dB increase in road traffic noise, which is of small magnitude. The increase in vehicles along Williams Lane is below this value. It is likely that noise from Lower Richmond Road, which has high traffic volumes and high road traffic noise, significantly contributes to the noise climate at Williams Lane and therefore likely to mask the increase in traffic volume and road traffic noise along Williams Lane. The measured daytime noise level in 2019 of 58dB $L_{Aeq,3h}$ adjacent to Williams Lane illustrates that this is likely to be the case.