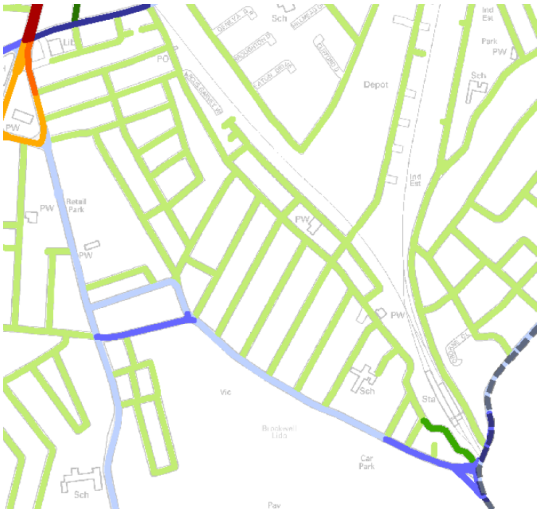
Railton KU Report - 2019



Local Context

The majority of roads within this neighbourhood cell have been classified as local roads within the street types matrix. We would expect a local road to only carry locally generated traffic and not carry significant volumes of through traffic. Local roads are essential part of a walking, cycling network and excessive through traffic stops people to being able to walk and cycle with confidence and a sense of safety.

The boundary roads are classified as roads we would expect to carry strategic through traffic. While there is no definitive formula to calculate how much local traffic a neighbourhood will generate local roads which carry more than 1,500 vehicles a day are likely to be carrying a significant amount of non-locally generated traffic.

The Lambeth Healthy Route Plan analysed what's needed for walking and cycling and these conditions are described in the table below. Ideally all residential streets would meet these conditions.

Walking and Cycling Quality Requirements		
	Walking Target	Cycling Target
Vehicle Flows	Above 200 vph priority crossings on pedestrian desire lines. Below 200vph an accessible crossing must be provided every 100m	People cycling only mix with traffic if two-way flows are fewer than 200 vehicles per hour (vph) per peak hour.
Vehicle Speeds	Average speed should be 20mph or below	
Lane Widths	Width will be consistent with the recommended widths within the pedestrian comfort guidance.	Segregated tracks, will be at least 1.5m for one way and 2.5m for two way.
Turning Risk	Physical features reinforce pedestrian priority over turning vehicles. Green pedestrian phase on all arms of signal junctions.	Dedicated time, space or physical features to reduce conflict
Kerbside activity	To be determined through design process and updated	See technical note (Annex 1) for details
HGVs	To be determined through design process and updated	HGV's are less than 5% of traffic

Methodology

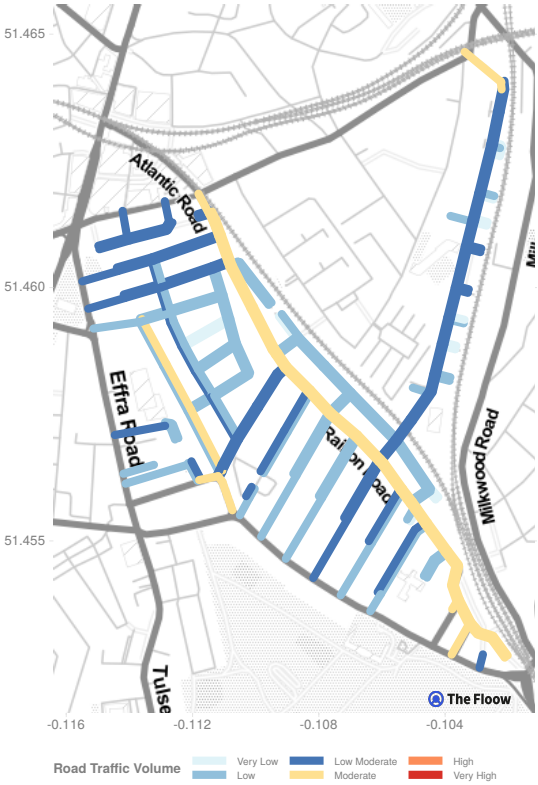
In this report we have produced a street-by-street picture of thoroughfare traffic using a large volume of aggregated telematics (vehicle monitoring) data, obtained between June 2018 and June 2019. For each road we calculate the proportion of journeys that neither start nor end their journeys within the neighbourhood region.

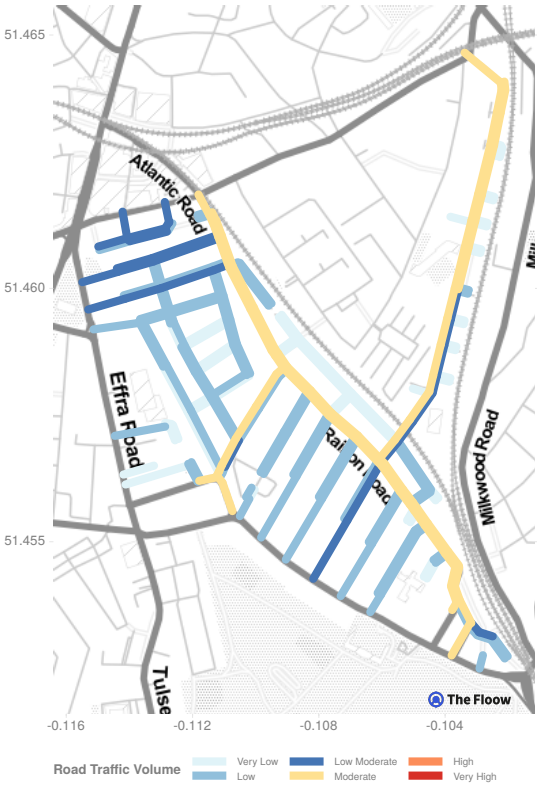
Railton KU Summary

In this report, we refer to road names in terms of their approximate direction of travel. For example, Park Road (NW) indicates the north-west-bound traffic along Park Road. We also refer to 'thoroughfare', which is the percentage of all trips along each road that do not start or end inside the neighbourhood. We consider thoroughfare to be **substantial** when it contributes more than **50%** of the traffic flow.

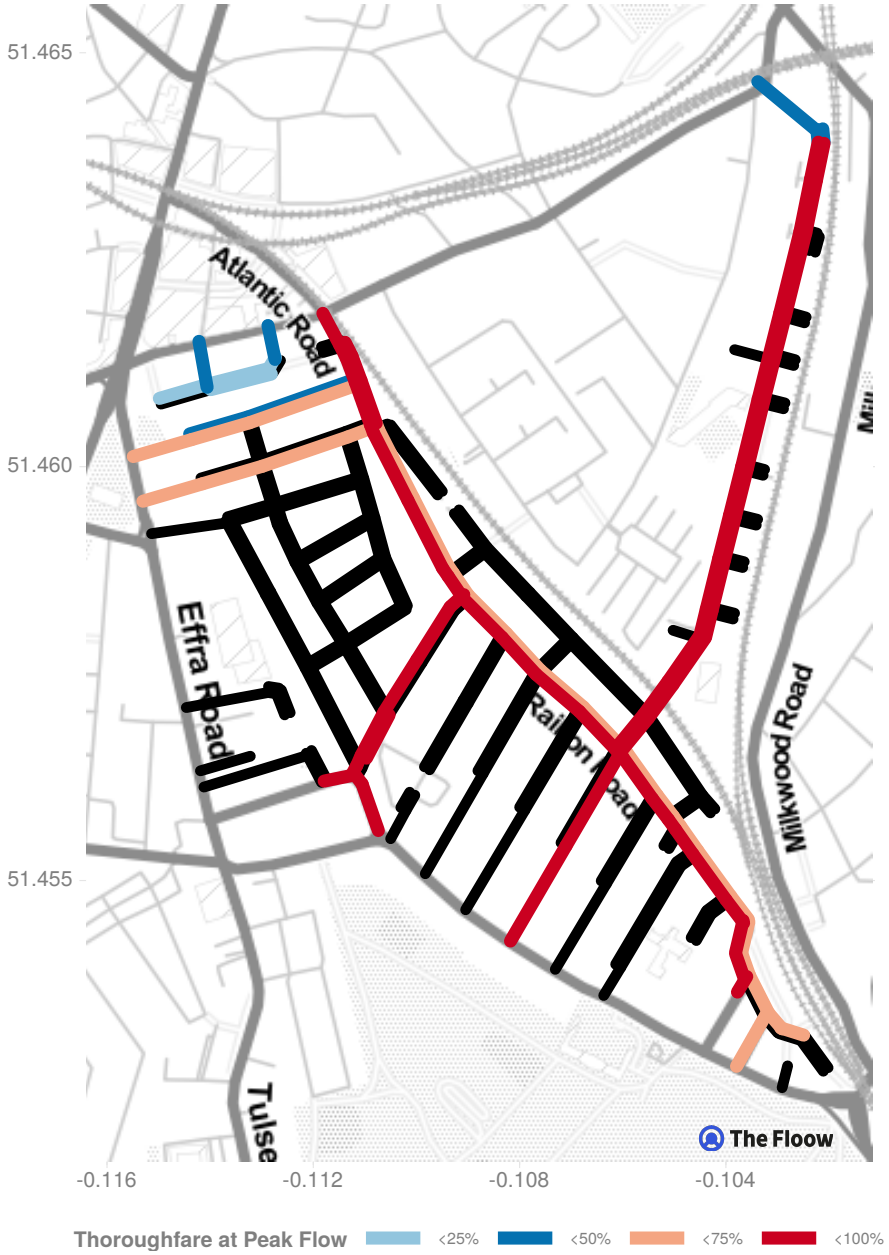
For this neighbourhood, the busier roads include Atlantic Road (NW) running from the Centre to the North, Atlantic Road (SE) running from the Centre to the North, Dalberg Road (SE) running from the South through the Centre to the West, Hurst Street (NE) in the East, Morval Road (NE) in the Centre, Railton Road (NE) in the East, Railton Road (NW) running from the Centre through the East to the South East, and Rymer Street (SW) in the East.

The figures below compare the roads in Railton KU categorised by their total daily traffic volume (top) and by their peak flow (bottom).




51.465
51.460
51.455
-0.116
-0.112
-0.108
-0.104
Atlantic Road
Effra Road
Railton Road
Milkwood Road
Tulse
The Floow
Road Traffic Volume
Very Low
Low
Low Moderate
Moderate
High
Very High

The plot below shows the percentage of thoroughfare traffic for roads with moderate flow or more.



In the centre, Atlantic Road (NW), Atlantic Road (SE), Barnwell Road (NE), Dalberg Road (SE), Morval Road (NE), Railton Road (NW), and Railton Road (SE) are occasionally dominated by thoroughfare traffic. For Atlantic Road (NW), thoroughfare traffic is substantial for a majority of the time. For Atlantic Road (SE), thoroughfare traffic is substantial during weekend lunchtimes, weekend evenings, weekend nights, weekday evenings, and weekend lunchtimes. For Barnwell Road (NE), thoroughfare traffic is substantial during weekend evenings. For Dalberg Road (SE), thoroughfare traffic is substantial for a majority of the time. For Morval Road (NE), thoroughfare traffic is substantial for a majority of the time. For Railton Road (NW), thoroughfare traffic is substantial for a majority of the time. For Railton Road (SE), thoroughfare traffic is substantial during weekend lunchtimes, weekend evenings, and weekday evenings.

This table shows the properties of the peak and off-peak flows along each road. The roads in the centre that have a moderate level of traffic that is occasionally dominated by thoroughfare are highlighted in **bold**.

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Alice Walker Close (NW)	0	0	0	100	10
Alice Walker Close (SE)	0	0	0	100	0
Atlantic Road (NW)	**80**	**75**	**320**	**82**	**2950**
Atlantic Road (SE)	**40**	**78**	**270**	**89**	**1980**
Bailey Mews (SW)	0	0	0	0	20
Bankton Road (NE)	0	0	10	50	0
Bankton Road (SW)	0	0	0	0	0
Barnwell Road (NE)	**0**	**80**	**130**	**100**	**810**
Barnwell Road (SW)	0	67	60	86	190
Bob Marley Way (NW)	0	0	0	100	10
Bob Marley Way (SE)	0	0	0	0	10
Brockwell Passage (SW)	0	81	20	86	160
Chaucer Road (NE)	0	73	20	100	80
Chaucer Road (SW)	0	75	10	89	30
Cordelia Close (NW)	0	0	0	0	20
Criterion Mews (NW)	0	0	10	100	10
Dalberg Road (NW)	0	0	10	57	60
Dalberg Road (SE)	**130**	**87**	**450**	**94**	**1900**
Derek Walcott Close (NW)	0	0	10	20	80
Derek Walcott Close (SE)	0	0	10	20	80
Effra Parade (NE)	0	0	20	14	110
Effra Parade (SW)	0	0	10	14	80
Electric Lane (NW)	10	27	80	83	450
Herne Place (NE)	0	0	10	100	80
Herne Place (SW)	0	0	10	100	20
Hurst Street (NE)	80	82	240	82	2880
James Joyce Walk (NW)	0	0	30	100	140
James Joyce Walk (SE)	0	0	30	0	140
Jelf Road (NE)	0	0	10	75	50
Jelf Road (SW)	0	0	10	50	30
Kellett Road (NE)	0	25	40	62	170
Kellett Road (SW)	10	57	100	60	590
Langston Hughes Close (NW)	0	0	0	100	0
Langston Hughes Close (SE)	0	0	0	100	10
Leeson Road (NE)	0	0	0	81	50
Leeson Road (SW)	0	0	0	100	30
Louise Bennett Close (NW)	0	0	10	50	0
Louise Bennett Close (SE)	0	0	0	100	0
Marcus Garvey Way (NE)	0	0	30	100	30
Marcus Garvey Way (NW)	0	0	30	12	30
Marcus Garvey Way (SE)	0	0	30	12	40
Marcus Garvey Way (SW)	0	0	20	33	20
Masey Mews (NW)	0	0	0	58	30
Masey Mews (SE)	0	0	0	100	30
Masey Mews (SW)	0	0	20	33	150
Mayall Road (NE)	0	0	20	62	80
Mayall Road (NW)	0	0	20	71	40
Mayall Road (SE)	0	0	10	50	30
Mayall Road (SW)	0	0	10	33	60
Mervan Road (NE)	0	0	10	67	40
Mervan Road (SW)	0	61	40	85	50
Milton Road (NE)	0	25	30	25	110
Milton Road (SW)	0	48	20	50	100
Morval Road (NE)	**140**	**92**	**500**	**93**	**5180**
Mumford Road (NE)	0	0	0	0	10
Mumford Road (SW)	0	0	0	-Inf	0
Pablo Neruda Close (NE)	0	0	0	-Inf	0
Pablo Neruda Close (NW)	0	0	0	100	10
Pablo Neruda Close (SE)	0	0	0	-Inf	0
Pablo Neruda Close (SW)	0	0	0	-Inf	0
Probert Road (NE)	0	0	10	0	10
Probert Road (SW)	0	0	10	0	20

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Railton Road (NE)	70	86	200	87	2570
Railton Road (NW)	**80**	**69**	**340**	**80**	**2180**
Railton Road (SE)	**70**	**64**	**230**	**69**	**1250**
Railton Road (SW)	20	58	180	66	1460
Rattray Road (NW)	0	0	30	34	120
Rattray Road (SE)	0	46	40	49	90
Regent Road (NE)	0	50	30	71	200
Regent Road (SW)	0	44	30	66	90
Robert Burns Mews (NW)	0	0	10	100	10
Robert Burns Mews (SE)	0	0	0	100	0
Rushcroft Road (NE)	0	24	80	100	230
Rushcroft Road (NW)	10	35	70	50	330
Rushcroft Road (SW)	10	19	50	40	290
Rymer Street (SW)	80	63	250	75	2020
Saltoun Road (NE)	10	12	90	36	330
Saltoun Road (SW)	20	40	90	67	650
Shakespeare Road (NE)	20	34	160	65	910
Shakespeare Road (NW)	20	25	150	38	1100
Shakespeare Road (SE)	10	36	100	44	900
Shakespeare Road (SW)	20	35	110	49	730
Spenser Road (NE)	0	57	20	100	90
Spenser Road (SW)	0	40	20	70	80
Talma Road (NW)	0	62	30	100	70
Talma Road (SE)	0	25	20	53	40
Trelawn Road (NW)	0	0	10	100	70
Trelawn Road (SE)	0	0	20	82	240
Trelawn Road (SW)	0	0	10	93	70
Vining Street (NE)	10	67	40	71	420
Vining Street (SW)	0	60	30	100	250
Walt Whitman Close (NW)	0	0	0	100	0
Walt Whitman Close (SE)	0	0	0	100	0

In this neighbourhood we have identified 7 roads through the centre that experience significant thoroughfare traffic. These are journeys that do not start or end inside the neighbourhood, which means that drivers are using these roads instead of the arterial road network.