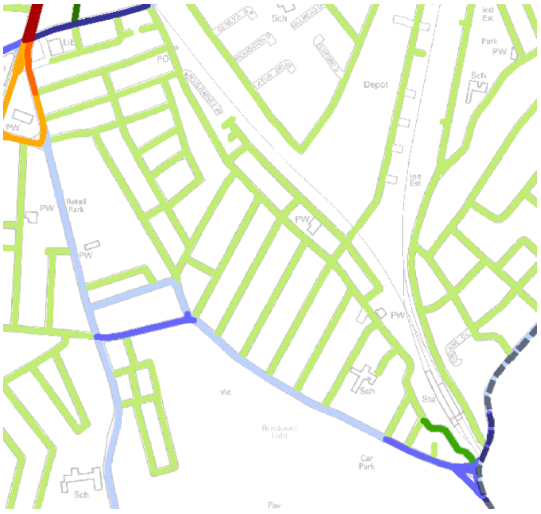
Railton KU Report - May 1st to July 31st 2021



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

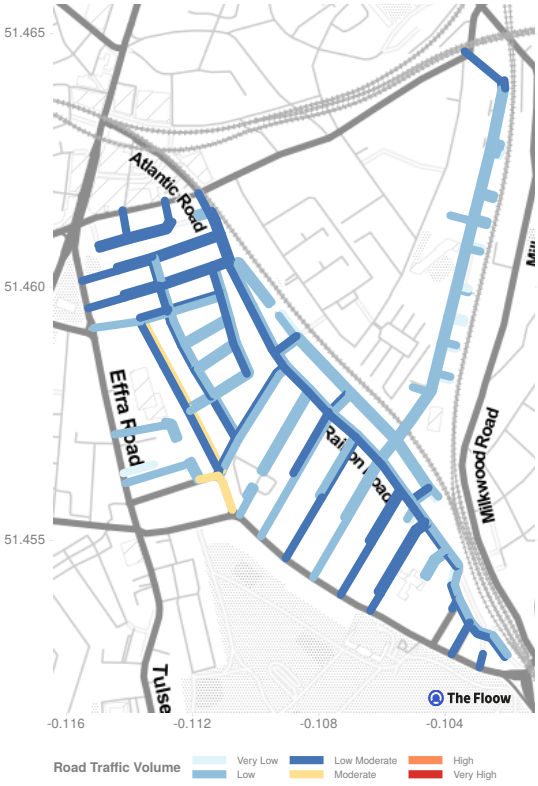
In this report we have produced a street-by-street picture of thoroughfare traffic using a large volume of aggregated telematics (vehicle monitoring) data, obtained between June 2018 and June 2019. For each road we calculate the proportion of journeys that neither start nor end their journeys within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

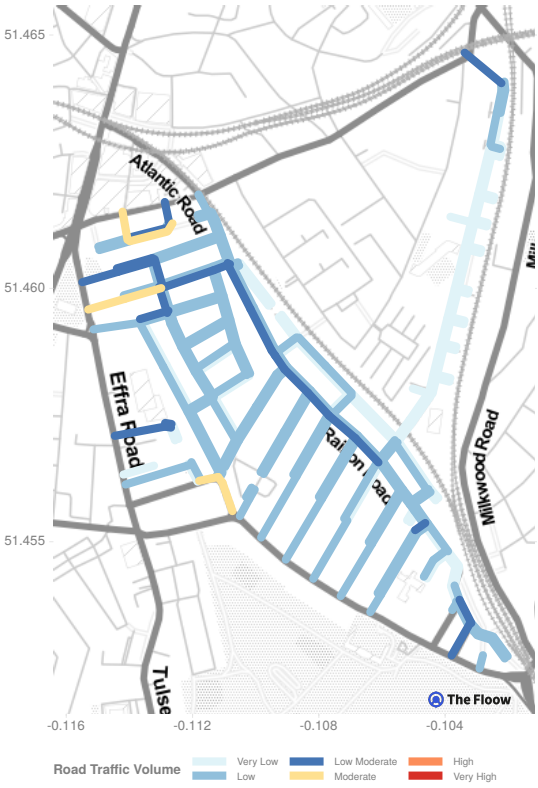
Railton KU Summary

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.

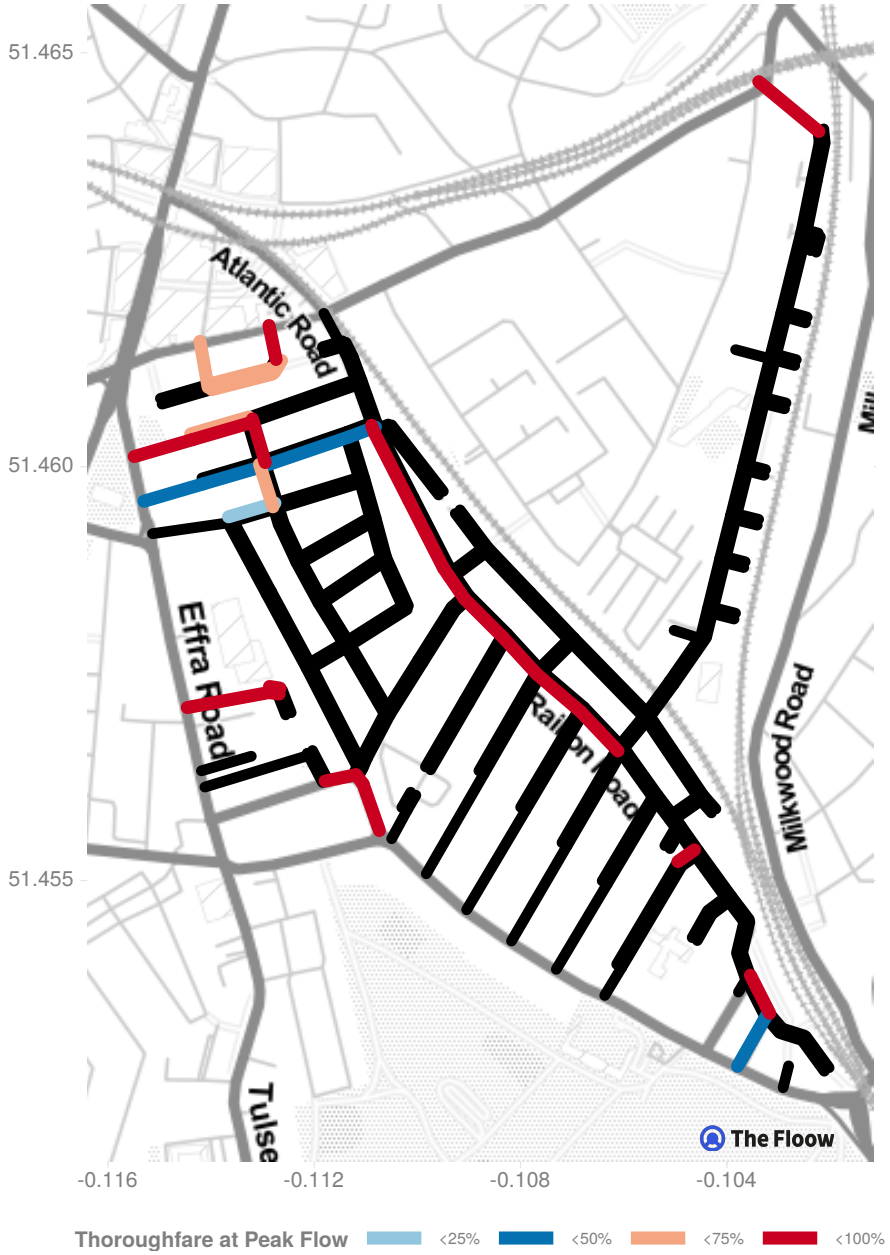
For this neighbourhood, the busier roads include Morval Road (NE) in the Centre.

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
Atlantic Road
Effra Road
Railton Road
Willowood Road
Tulse
The Floow
-0.116
-0.112
-0.108
-0.104
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, Dalberg Road (SE) and Morval Road (NE) are occasionally dominated by thoroughfare traffic. For Dalberg Road (SE), thoroughfare traffic is substantial during weekend mornings, weekend lunchtimes, weekend evenings, weekday lunchtimes, weekday evenings, and weekend mornings. For Morval Road (NE), thoroughfare traffic is substantial during weekend mornings, weekend lunchtimes, weekend evenings, weekday lunchtimes, weekday evenings, and weekend mornings.

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	0	0
Alice Walker Close (SE)	0	0	0	0	0

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Atlantic Road (NW)	0	0	40	100	160
Atlantic Road (SE)	0	0	20	0	120
Bailey Mews (SW)	0	0	0	0	0
Bankton Road (NE)	0	0	10	0	60
Bankton Road (SW)	0	0	10	0	30
Barnwell Road (NE)	0	0	50	44	310
Barnwell Road (SW)	0	0	40	100	30
Bob Marley Way (NW)	0	0	10	100	10
Bob Marley Way (SE)	0	0	0	0	0
Brockwell Passage (SW)	0	0	20	100	180
Chaucer Road (NE)	0	0	30	83	120
Chaucer Road (SW)	0	0	20	25	100
Cordelia Close (NW)	0	0	0	0	10
Criterion Mews (NW)	0	0	0	0	10
Dalberg Road (NW)	0	0	20	0	100
Dalberg Road (SE)	**60**	**83**	**320**	**100**	**1090**
Derek Walcott Close (NW)	0	0	0	0	0
Derek Walcott Close (SE)	0	0	0	0	10
Effra Parade (NE)	0	0	40	20	30
Effra Parade (SW)	0	0	40	100	20
Electric Lane (NW)	10	62	110	100	570
Herne Place (NE)	0	0	10	100	60
Herne Place (SW)	0	0	0	0	30
Hurst Street (NE)	0	0	40	50	200
James Joyce Walk (NW)	0	0	10	100	20
James Joyce Walk (SE)	0	0	0	0	0
Jelf Road (NE)	0	0	10	0	70
Jelf Road (SW)	0	0	20	0	50
Kellett Road (NE)	0	17	50	33	130
Kellett Road (SW)	20	21	110	35	460
Langston Hughes Close (NW)	0	0	10	100	30
Langston Hughes Close (SE)	0	0	10	100	30
Leeson Road (NE)	0	0	20	0	110
Leeson Road (SW)	0	0	0	0	50
Louise Bennett Close (NW)	0	0	0	0	0
Louise Bennett Close (SE)	0	0	0	0	10
Marcus Garvey Way (NE)	0	0	20	50	30
Marcus Garvey Way (NW)	0	0	10	0	30
Marcus Garvey Way (SE)	0	0	10	0	10
Marcus Garvey Way (SW)	0	0	20	50	30
Masey Mews (NW)	0	0	50	100	30
Masey Mews (SE)	0	0	50	100	40
Masey Mews (SW)	0	0	80	100	70
Mayall Road (NE)	0	0	30	100	110
Mayall Road (NW)	0	0	10	100	50
Mayall Road (SE)	0	0	10	0	30
Mayall Road (SW)	0	0	10	50	40
Mervan Road (NE)	0	0	60	12	130
Mervan Road (SW)	0	0	20	0	90
Milton Road (NE)	0	0	20	33	160
Milton Road (SW)	0	0	30	63	210
Morval Road (NE)	**70**	**80**	**360**	**96**	**2990**
Mumford Road (NE)	0	0	10	100	30
Mumford Road (SW)	0	0	0	0	0
Pablo Neruda Close (NE)	0	0	0	0	20
Pablo Neruda Close (NW)	0	0	10	100	60
Pablo Neruda Close (SE)	0	0	0	0	20
Pablo Neruda Close (SW)	0	0	0	0	0
Probert Road (NE)	0	0	20	0	30
Probert Road (SW)	0	0	10	0	30
Railton Road (NE)	0	0	0	0	0
Railton Road (NW)	0	0	90	27	200

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Railton Road (SE)	0	0	60	50	90
Railton Road (SW)	0	0	0	0	20
Rattray Road (NW)	0	0	60	14	120
Rattray Road (SE)	0	0	50	100	90
Regent Road (NE)	0	0	50	75	140
Regent Road (SW)	0	0	40	20	120
Robert Burns Mews (NW)	0	0	0	0	0
Robert Burns Mews (SE)	0	0	0	0	20
Rushcroft Road (NE)	0	0	70	60	110
Rushcroft Road (NW)	0	0	60	77	260
Rushcroft Road (SW)	10	62	110	100	340
Rymer Street (SW)	0	0	60	46	380
Saltoun Road (NE)	0	0	80	29	210
Saltoun Road (SW)	0	0	80	83	260
Shakespeare Road (NE)	0	0	30	50	70
Shakespeare Road (NW)	0	8	70	33	400
Shakespeare Road (SE)	0	0	30	0	110
Shakespeare Road (SW)	0	0	30	0	60
Spenser Road (NE)	0	0	20	33	100
Spenser Road (SW)	0	0	30	50	160
Talma Road (NW)	0	0	40	33	130
Talma Road (SE)	0	0	20	0	100
Trelawn Road (NW)	0	0	0	0	20
Trelawn Road (SE)	0	0	20	100	50
Trelawn Road (SW)	0	0	10	100	30
Vining Street (NE)	0	0	10	100	40
Vining Street (SW)	0	0	10	100	30
Walt Whitman Close (NW)	0	0	10	100	40
Walt Whitman Close (SE)	0	0	0	0	20

In this neighbourhood we have identified 2 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.