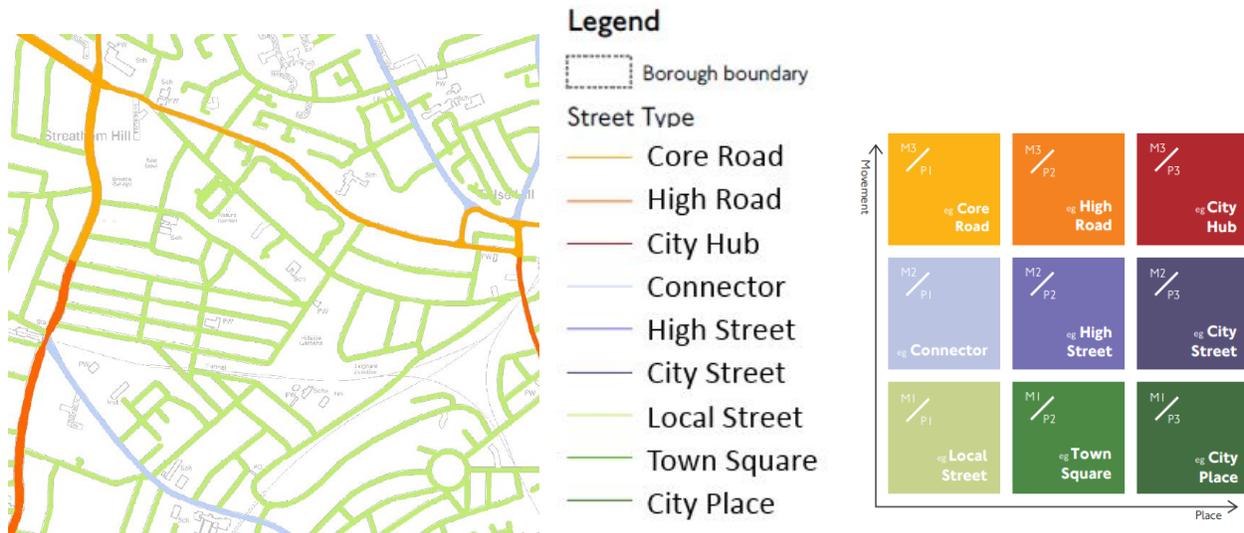


## Streatham Hill LQ Report - May 1st to Sept 30th 2021



### 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.

## Streatham Hill LQ 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.

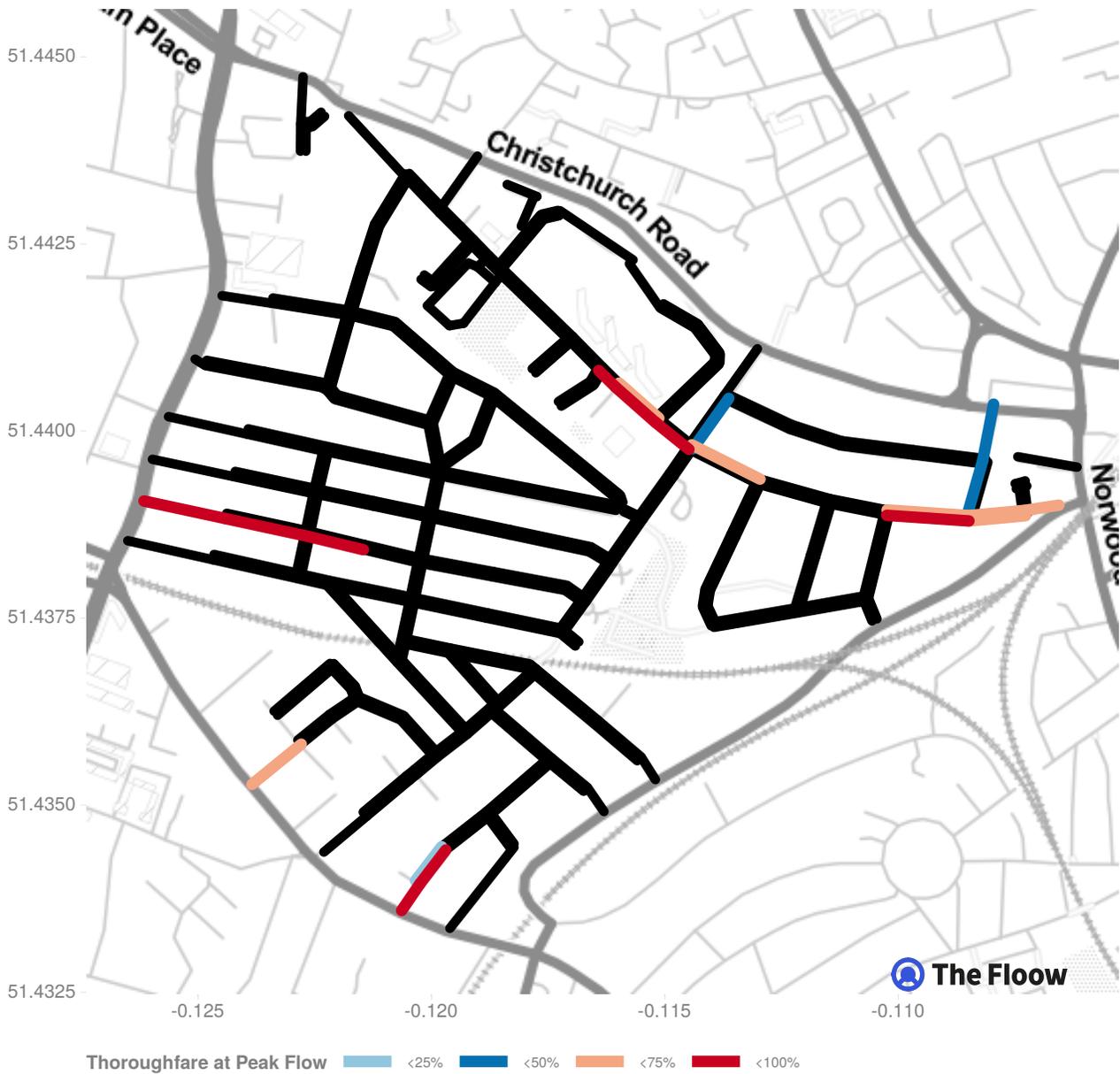
There are no busy roads in this neighbourhood..

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





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



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) |
|-----------------------|-----------------------|----------------|-----------------------|----------------|---------------------------|
| Adare Walk (NE)       | 0                     | 0              | 0                     | 0              | 20                        |
| Adare Walk (NW)       | 0                     | 0              | 0                     | 0              | 20                        |
| Adare Walk (SE)       | 0                     | 0              | 0                     | 0              | 10                        |
| Adare Walk (SW)       | 0                     | 0              | 10                    | 0              | 20                        |
| Amesbury Avenue (NW)  | 0                     | 0              | 40                    | 60             | 60                        |
| Amesbury Avenue (SE)  | 0                     | 0              | 50                    | 50             | 60                        |
| Arborfield Close (NE) | 0                     | 0              | 0                     | 0              | 20                        |
| Arborfield Close (NW) | 0                     | 0              | 0                     | 0              | 10                        |
| Arborfield Close (SE) | 0                     | 0              | 0                     | 0              | 0                         |

(continued)

| Road                   | Min. Flow (Cars/Hour) | % Thoroughfare | Max. Flow (Cars/Hour) | % Thoroughfare | Total Daily Volume (Cars) |
|------------------------|-----------------------|----------------|-----------------------|----------------|---------------------------|
| Arborfield Close (SW)  | 0                     | 0              | 10                    | 0              | 40                        |
| Barcombe Avenue (NW)   | 0                     | 0              | 60                    | 0              | 170                       |
| Barcombe Avenue (SE)   | 0                     | 0              | 20                    | 42             | 160                       |
| Barstow Crescent (NE)  | 0                     | 0              | 10                    | 33             | 30                        |
| Barstow Crescent (NW)  | 0                     | 0              | 0                     | 50             | 30                        |
| Barstow Crescent (SE)  | 0                     | 0              | 0                     | 0              | 10                        |
| Barstow Crescent (SW)  | 0                     | 0              | 0                     | 50             | 30                        |
| Bushell Close (NE)     | 0                     | 0              | 40                    | 0              | 0                         |
| Bushell Close (SW)     | 0                     | 0              | 30                    | 0              | 0                         |
| Claremont Close (NE)   | 0                     | 0              | 0                     | 0              | 0                         |
| Claremont Close (NW)   | 0                     | 0              | 0                     | 0              | 10                        |
| Claremont Close (SE)   | 0                     | 0              | 0                     | 0              | 0                         |
| Claremont Close (SW)   | 0                     | 0              | 0                     | 0              | 10                        |
| Coburg Crescent (NE)   | 0                     | 0              | 10                    | 0              | 0                         |
| Coburg Crescent (NW)   | 0                     | 0              | 10                    | 0              | 0                         |
| Coburg Crescent (SE)   | 0                     | 0              | 10                    | 0              | 0                         |
| Coburg Crescent (SW)   | 0                     | 0              | 10                    | 0              | 0                         |
| Cricklade Avenue (NW)  | 0                     | 36             | 40                    | 73             | 130                       |
| Cricklade Avenue (SE)  | 0                     | 0              | 20                    | 10             | 90                        |
| Daysbrook Road (NE)    | 0                     | 0              | 20                    | 12             | 120                       |
| Daysbrook Road (SW)    | 0                     | 0              | 20                    | 11             | 110                       |
| Downton Avenue (NW)    | 0                     | 0              | 30                    | 78             | 140                       |
| Downton Avenue (SE)    | 0                     | 0              | 10                    | 0              | 40                        |
| Emsworth Street (NE)   | 0                     | 0              | 30                    | 67             | 140                       |
| Emsworth Street (SW)   | 0                     | 0              | 10                    | 100            | 60                        |
| Faygate Road (NE)      | 0                     | 0              | 20                    | 100            | 50                        |
| Faygate Road (SW)      | 0                     | 0              | 10                    | 0              | 40                        |
| Garden Lane (NE)       | 0                     | 0              | 20                    | 100            | 70                        |
| Garden Lane (SW)       | 0                     | 0              | 0                     | 0              | 0                         |
| Hailsham Avenue (NW)   | 0                     | 0              | 10                    | 0              | 40                        |
| Hailsham Avenue (SE)   | 0                     | 0              | 10                    | 0              | 30                        |
| Hillside Road (NE)     | 0                     | 0              | 50                    | 25             | 80                        |
| Hillside Road (SW)     | 0                     | 0              | 80                    | 30             | 120                       |
| Hitherfield Road (NW)  | 0                     | 0              | 10                    | 100            | 70                        |
| Hitherfield Road (SE)  | 0                     | 0              | 10                    | 0              | 30                        |
| Keymer Road (NW)       | 0                     | 0              | 0                     | 0              | 10                        |
| Keymer Road (SE)       | 0                     | 0              | 0                     | 0              | 30                        |
| Kinfauns Road (NE)     | 0                     | 0              | 10                    | 50             | 60                        |
| Kinfauns Road (NW)     | 0                     | 0              | 0                     | 0              | 10                        |
| Kinfauns Road (SE)     | 0                     | 0              | 0                     | 0              | 10                        |
| Kinfauns Road (SW)     | 0                     | 0              | 10                    | 67             | 50                        |
| Kingsmead Road (NE)    | 0                     | 0              | 0                     | 0              | 10                        |
| Kingsmead Road (NW)    | 0                     | 0              | 0                     | 0              | 0                         |
| Kingsmead Road (SE)    | 0                     | 0              | 0                     | 0              | 10                        |
| Kingsmead Road (SW)    | 0                     | 0              | 10                    | 0              | 10                        |
| Lanercost Road (NW)    | 0                     | 0              | 30                    | 0              | 110                       |
| Lanercost Road (SE)    | 0                     | 0              | 40                    | 0              | 190                       |
| Limetree Close (NE)    | 0                     | 0              | 0                     | 0              | 0                         |
| Limetree Close (SE)    | 0                     | 0              | 0                     | 0              | 0                         |
| Lupin Close (NE)       | 0                     | 0              | 0                     | 0              | 10                        |
| Lupin Close (NW)       | 0                     | 0              | 10                    | 0              | 50                        |
| Lupin Close (SE)       | 0                     | 0              | 10                    | 100            | 20                        |
| Lupin Close (SW)       | 0                     | 0              | 10                    | 100            | 0                         |
| Lydhurst Avenue (NW)   | 0                     | 0              | 0                     | 90             | 50                        |
| Lydhurst Avenue (SE)   | 0                     | 0              | 0                     | 0              | 30                        |
| Mount Nod Road (NE)    | 0                     | 0              | 10                    | 0              | 30                        |
| Mount Nod Road (SW)    | 0                     | 0              | 20                    | 100            | 60                        |
| Mountearl Gardens (NE) | 0                     | 0              | 20                    | 100            | 70                        |
| Mountearl Gardens (NW) | 0                     | 0              | 0                     | 0              | 0                         |
| Mountearl Gardens (SE) | 0                     | 0              | 20                    | 100            | 60                        |
| Mountearl Gardens (SW) | 0                     | 50             | 100                   | 62             | 100                       |

*(continued)*

| Road                   | Min. Flow (Cars/Hour) | % Thoroughfare | Max. Flow (Cars/Hour) | % Thoroughfare | Total Daily Volume (Cars) |
|------------------------|-----------------------|----------------|-----------------------|----------------|---------------------------|
| Normanhurst Road (NE)  | 0                     | 0              | 0                     | 0              | 0                         |
| Normanhurst Road (NW)  | 0                     | 0              | 0                     | 0              | 10                        |
| Normanhurst Road (SE)  | 0                     | 0              | 10                    | 33             | 40                        |
| Normanhurst Road (SW)  | 0                     | 0              | 10                    | 0              | 0                         |
| Northstead Road (NE)   | 0                     | 0              | 10                    | 0              | 40                        |
| Northstead Road (SW)   | 0                     | 0              | 0                     | 0              | 40                        |
| Nuthurst Avenue (NE)   | 0                     | 0              | 0                     | 0              | 0                         |
| Nuthurst Avenue (SW)   | 0                     | 0              | 0                     | 0              | 0                         |
| Palace Road (NE)       | 10                    | 40             | 90                    | 54             | 510                       |
| Palace Road (NW)       | 10                    | 0              | 90                    | 23             | 120                       |
| Palace Road (SE)       | 0                     | 0              | 70                    | 0              | 150                       |
| Palace Road (SW)       | 20                    | 57             | 90                    | 64             | 790                       |
| Parade Mews (SE)       | 0                     | 0              | 10                    | 100            | 130                       |
| Presentation Mews (NE) | 0                     | 0              | 0                     | 0              | 0                         |
| Presentation Mews (SW) | 0                     | 0              | 10                    | 0              | 0                         |
| Probyn Road (NE)       | 20                    | 26             | 150                   | 35             | 1190                      |
| Probyn Road (SW)       | 0                     | 0              | 40                    | 36             | 250                       |
| Romeyn Road (NW)       | 0                     | 0              | 0                     | 0              | 10                        |
| Romeyn Road (SE)       | 0                     | 0              | 10                    | 0              | 30                        |
| Romeyn Road (SW)       | 0                     | 0              | 40                    | 0              | 90                        |
| Rosedene Avenue (NE)   | 0                     | 0              | 160                   | 8              | 630                       |
| Rosedene Avenue (SW)   | 40                    | 0              | 170                   | 11             | 970                       |
| Roupell Road (NE)      | 0                     | 0              | 10                    | 100            | 80                        |
| Stockfield Road (NW)   | 0                     | 0              | 40                    | 71             | 220                       |
| Stockfield Road (SE)   | 0                     | 75             | 20                    | 83             | 140                       |
| Tredwell Close (NW)    | 0                     | 0              | 0                     | 0              | 0                         |
| Tredwell Close (SE)    | 0                     | 0              | 0                     | 0              | 0                         |
| Wavertree Road (NW)    | 0                     | 0              | 20                    | 30             | 30                        |
| Wavertree Road (SE)    | 0                     | 0              | 20                    | 0              | 40                        |
| Wyatt Park Road (NW)   | 0                     | 0              | 20                    | 20             | 90                        |
| Wyatt Park Road (SE)   | 0                     | 0              | 20                    | 25             | 90                        |

In this neighbourhood we have identified 0 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.