Tulse Hill QW 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

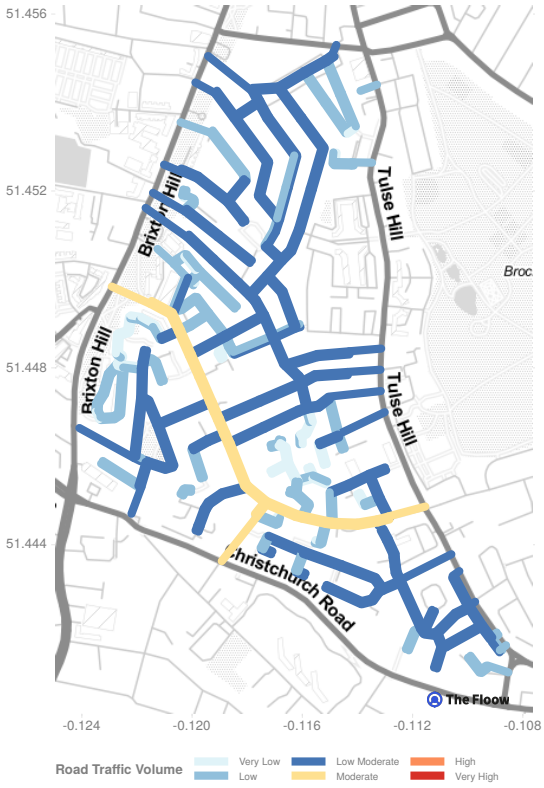
In this report we have produced a street-by-street picture of thoroughfare traffic using a large volume of aggregated telematics (vehicle monitoring) data, obtained between June 2018 and June 2019. For each road we calculate the proportion of journeys that neither start nor end their journeys within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

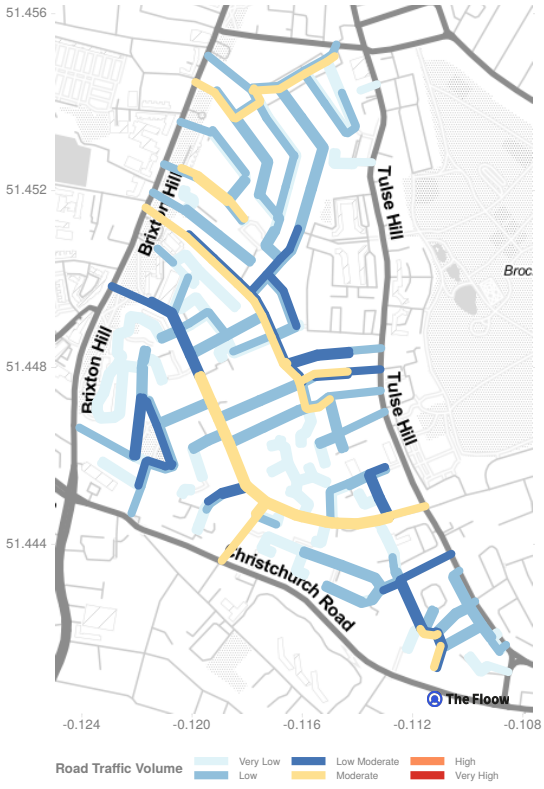
Tulse Hill QW Summary

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 Roupell Road (NE) in the South, Roupell Road (SW) in the South, Upper Tulse Hill (NE) in the South, Upper Tulse Hill (NW) running from the Centre through the South to the West, and Upper Tulse Hill (SW) in the South.

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


51.456
51.452
51.448
51.444
Tulse Hill
Brixton Hill
Tulse Hill
Christchurch Road
The Floow
-0.124
-0.120
-0.116
-0.112
-0.108
Road Traffic Volume
Very Low
Low
Low Moderate
Moderate
High
Very High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Road Traffic Volume
Very Low
Low
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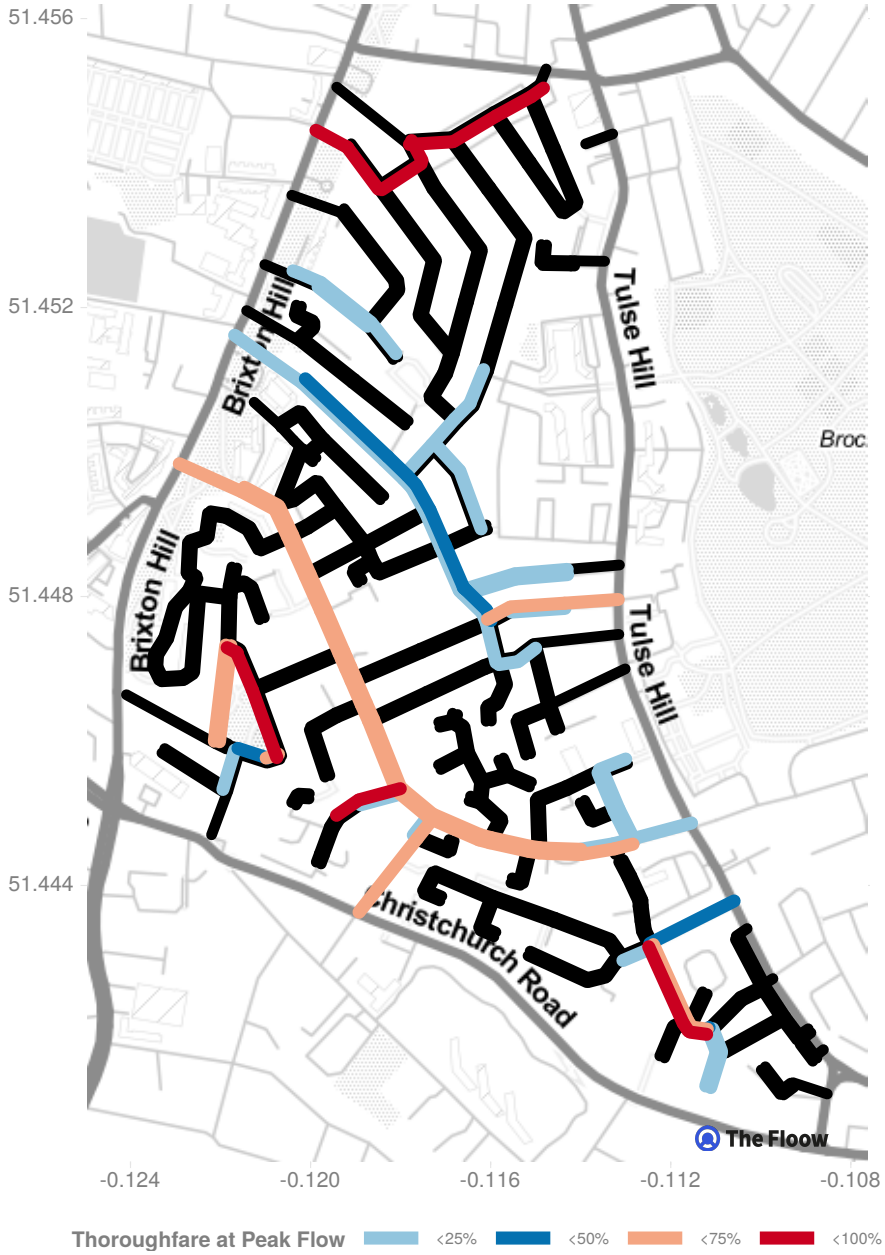
The plot below shows the percentage of thoroughfare traffic for roads with moderate flow or more.



In the centre, Elm Park (SE), Helix Road (SE), and Upper Tulse Hill (NW) are occasionally dominated by thoroughfare traffic. For Helix Road (SE), thoroughfare traffic is substantial during weekend mornings and weekday mornings. For Upper Tulse Hill (NW), thoroughfare traffic is substantial for a majority of the time.

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)
Abbots Park (NE)	20	0	100	18	430
Abbots Park (NW)	0	0	20	7	130
Abbots Park (SE)	0	0	20	6	190
Abbots Park (SW)	0	0	50	11	250
Appach Road (NE)	0	0	0	50	30

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Appach Road (NW)	0	0	10	33	30
Appach Road (SE)	0	0	10	100	20
Appach Road (SW)	0	0	10	33	0
Archbishop's Place (NW)	0	0	0	58	20
Archbishop's Place (SE)	0	0	0	0	20
Arodene Road (NE)	0	0	30	92	240
Arodene Road (NW)	20	46	120	97	490
Arodene Road (SE)	10	20	50	89	290
Arodene Road (SW)	0	0	30	92	310
Athlone Road (NE)	10	50	50	56	640
Athlone Road (SW)	10	4	130	14	420
Atwater Close (NE)	0	0	60	4	260
Atwater Close (NW)	0	0	10	0	90
Atwater Close (SE)	0	0	10	17	100
Atwater Close (SW)	0	0	50	4	260
Bannister Close (NE)	0	0	0	50	10
Bannister Close (NW)	0	0	0	-Inf	0
Bannister Close (SE)	0	0	0	-Inf	0
Bannister Close (SW)	0	0	0	0	10
Beechdale Road (NW)	10	1	120	33	340
Beechdale Road (SE)	0	2	110	5	390
Brading Road (NE)	0	0	0	100	50
Brading Road (NW)	0	0	10	0	30
Brading Road (SE)	0	0	10	100	40
Brading Road (SW)	0	0	0	100	40
Brockham Drive (NE)	0	0	0	0	20
Brockham Drive (NW)	0	0	10	100	20
Brockham Drive (SE)	0	0	10	33	20
Brockham Drive (SW)	0	0	0	100	20
Calidore Close (NE)	0	0	0	100	20
Calidore Close (NW)	0	0	0	100	0
Calidore Close (SE)	0	0	0	14	10
Calidore Close (SW)	0	0	0	0	20
Challice Way (NE)	10	15	60	31	300
Challice Way (SW)	10	0	80	9	290
China Mews (NE)	0	0	0	100	0
China Mews (NW)	0	0	0	100	0
China Mews (SE)	0	0	0	0	0
China Mews (SW)	0	0	0	0	0
Churston Close (NE)	0	0	20	100	70
Churston Close (NW)	0	0	10	100	100
Churston Close (SE)	0	0	10	100	60
Claverdale Road (NE)	0	0	140	24	690
Claverdale Road (SW)	0	18	50	50	450
Cossar Mews (NE)	0	100	0	100	50
Cotherstone Road (NE)	10	5	70	50	400
Cotherstone Road (SW)	0	0	30	20	220
Craignair Road (NE)	0	4	70	40	240
Craignair Road (SW)	0	0	100	7	350
Craster Road (NE)	0	0	20	15	60
Craster Road (NW)	0	0	0	0	50
Craster Road (SE)	0	0	0	50	20
Craster Road (SW)	0	0	30	3	150
Deepdene Gardens (NE)	0	0	0	0	0
Deepdene Gardens (NW)	0	0	10	67	10
Deepdene Gardens (SE)	0	0	0	50	10
Deepdene Gardens (SW)	0	0	0	0	0
Elm Park (NW)	0	0	150	4	680
Elm Park (SE)	**0**	**32**	**110**	**66**	**860**
Endymion Road (NW)	0	4	20	11	160
Endymion Road (SE)	0	0	30	2	280

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Estoria Close (NE)	0	0	30	0	320
Estoria Close (NW)	0	0	0	100	0
Estoria Close (SE)	0	0	0	0	0
Estoria Close (SW)	0	0	30	0	320
Ewen Crescent (NW)	10	0	70	3	530
Ewen Crescent (SE)	0	0	70	0	460
Fairmount Road (NE)	0	0	20	0	110
Fairmount Road (NW)	0	0	10	9	80
Fairmount Road (SE)	0	0	10	0	100
Fairmount Road (SW)	0	0	30	0	170
Fairview Place (NE)	0	0	10	57	140
Fairview Place (SW)	0	0	20	56	100
Gaywood Close (NE)	0	0	10	8	40
Gaywood Close (NW)	0	0	40	73	230
Gaywood Close (SE)	0	0	40	100	220
Gaywood Close (SW)	0	0	10	100	40
Hardel Rise (NE)	0	0	10	100	50
Hardel Rise (NW)	0	0	0	100	20
Hardel Rise (SE)	0	0	10	100	60
Hardel Rise (SW)	0	0	0	100	10
Harriet Tubman Close (NE)	0	0	0	100	0
Harriet Tubman Close (NW)	0	0	0	50	10
Harriet Tubman Close (SE)	0	0	0	100	0
Harriet Tubman Close (SW)	0	0	0	100	10
Hartwell Close (NE)	0	0	10	0	40
Hartwell Close (NW)	0	0	0	100	10
Hartwell Close (SE)	0	0	10	0	40
Hartwell Close (SW)	0	0	0	100	10
Helix Gardens (NE)	0	43	40	84	250
Helix Gardens (SW)	10	36	110	98	700
Helix Road (NE)	0	0	20	100	70
Helix Road (NW)	0	38	40	86	160
Helix Road (SE)	**10**	**40**	**120**	**95**	**270**
Helix Road (SW)	0	0	10	33	110
High Trees (NE)	10	1	90	40	480
High Trees (NW)	10	1	110	16	280
High Trees (SE)	0	0	90	90	260
High Trees (SW)	10	1	110	25	410
Hillworth Road (NE)	0	18	20	40	200
Holmewood Gardens (NE)	0	5	70	24	160
Holmewood Gardens (NW)	0	0	70	5	220
Holmewood Gardens (SE)	0	0	70	5	170
Holmewood Gardens (SW)	10	0	70	24	130
Holmewood Road (NW)	0	16	40	60	100
Holmewood Road (SE)	0	0	0	0	40
Huggins Place (NE)	0	0	0	0	0
Huggins Place (NW)	0	0	10	38	60
Huggins Place (SE)	0	0	10	75	80
Huggins Place (SW)	0	0	0	100	20
Jemma Knowles Close (NE)	0	0	10	100	60
Jemma Knowles Close (NW)	0	0	20	58	180
Jemma Knowles Close (SE)	0	0	20	58	190
Jemma Knowles close (NW)	0	48	40	100	280
Jemma Knowles close (SE)	0	0	40	30	260
Josephine Avenue (NE)	20	33	50	78	550
Josephine Avenue (NW)	0	20	20	20	140
Josephine Avenue (SW)	30	21	120	98	950
Leander Road (NE)	0	10	70	19	400
Leander Road (NW)	0	0	30	19	390
Leander Road (SE)	0	0	30	14	310
Leander Road (SW)	0	0	40	9	340
Leckhampton Place (NW)	0	0	0	-Inf	0

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Leckhampton Place (SE)	0	0	0	-Inf	0
Mackie Road (NW)	0	0	20	10	100
Mackie Road (SE)	0	0	20	100	80
Maplestead Road (NE)	0	0	30	12	290
Maplestead Road (SW)	0	0	20	41	210
Marnfield Crescent (NE)	0	0	0	28	60
Marnfield Crescent (NW)	0	0	0	25	50
Marnfield Crescent (SE)	0	0	0	66	50
Marnfield Crescent (SW)	0	0	0	46	50
Maskall Close (NE)	10	0	110	0	910
Maskall Close (NW)	10	2	80	18	740
Maskall Close (SE)	0	0	80	0	760
Maskall Close (SW)	0	0	90	0	710
Medora Road (NW)	0	0	40	0	240
Medora Road (SE)	0	0	60	2	460
Merredene Street (NE)	0	0	0	50	30
Merredene Street (NW)	0	0	0	50	10
Merredene Street (SE)	0	0	0	0	30
Merredene Street (SW)	0	0	0	100	10
Neil Wates Crescent (NE)	0	0	10	67	160
Neil Wates Crescent (SW)	0	25	10	33	120
Ostade Road (NE)	0	0	30	0	290
Ostade Road (SW)	0	0	10	25	130
Redlands Way (NE)	0	0	0	50	10
Redlands Way (NW)	0	0	0	0	10
Redlands Way (SE)	0	0	0	50	20
Redlands Way (SW)	0	0	0	53	10
Rickards Close (NE)	0	0	0	100	20
Rickards Close (NW)	0	0	0	100	20
Rickards Close (SE)	0	0	0	100	0
Rickards Close (SW)	0	0	0	100	20
Romanfield Road (NE)	0	0	0	33	10
Romanfield Road (NW)	0	0	0	100	10
Romanfield Road (SE)	0	0	0	56	0
Romanfield Road (SW)	0	0	0	67	10
Roupell Road (NE)	20	13	110	100	1510
Roupell Road (SW)	70	50	340	60	3110
Roycroft Close (NE)	0	0	10	75	20
Roycroft Close (SW)	0	0	0	100	20
Rush Common Mews (NW)	0	0	0	100	20
Rush Common Mews (SE)	0	0	0	100	30
Saxonfield Close (NE)	0	0	0	100	10
Saxonfield Close (SW)	0	0	0	0	0
Scotia Road (NE)	0	0	0	100	10
Scotia Road (NW)	0	0	0	100	0
Scotia Road (SE)	0	0	0	100	10
Scotia Road (SW)	0	0	0	100	0
Somers Place (NE)	0	0	10	12	50
Somers Place (NW)	0	0	0	50	20
Somers Place (SE)	0	0	0	100	10
Somers Place (SW)	0	0	10	30	110
Somers Road (NE)	0	0	0	100	20
Somers Road (SE)	0	0	10	50	90
Somers Road (SW)	0	0	0	50	40
Tulse Hill Estate (NE)	0	0	0	50	10
Tulse Hill Estate (NW)	0	0	0	50	10
Tulse Hill Estate (SE)	0	0	0	0	10
Tulse Hill Estate (SW)	0	0	0	100	0
Upper Tulse Hill (NE)	20	16	200	83	1660
Upper Tulse Hill (NW)	**60**	**47**	**430**	**55**	**1940**
Upper Tulse Hill (SE)	20	17	260	36	1090
Upper Tulse Hill (SW)	50	56	420	61	3110

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Vibart Gardens (NE)	0	0	10	11	150
Vibart Gardens (NW)	0	0	10	0	60
Vibart Gardens (SE)	0	0	10	0	70
Vibart Gardens (SW)	0	0	20	10	130
Wimbart Road (NE)	0	0	10	33	50
Wimbart Road (SW)	0	0	0	34	20

In this neighbourhood we have identified 3 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.