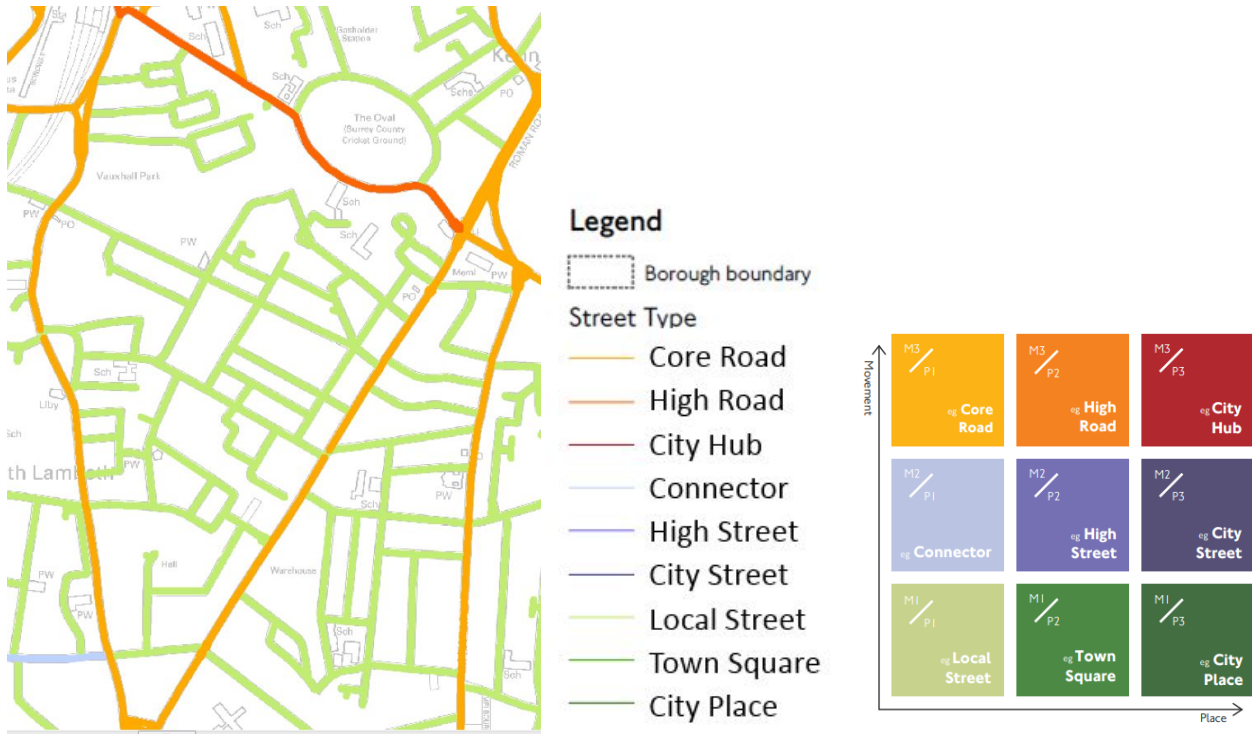


Oval RS Report - 2019



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

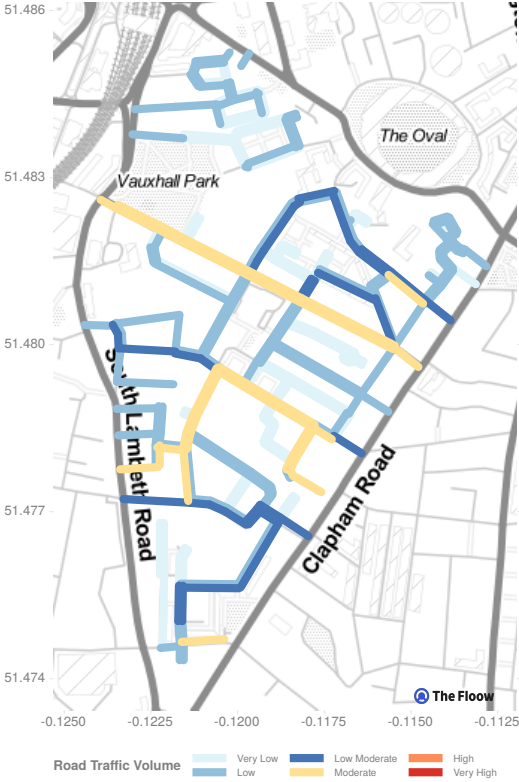
In this report we have produced a street-by-street picture of thoroughfare traffic using a large volume of aggregated telematics (vehicle monitoring) data, obtained between June 2018 and June 2019. For each road we calculate the proportion of journeys that neither start nor end their journeys within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

Oval RS Summary

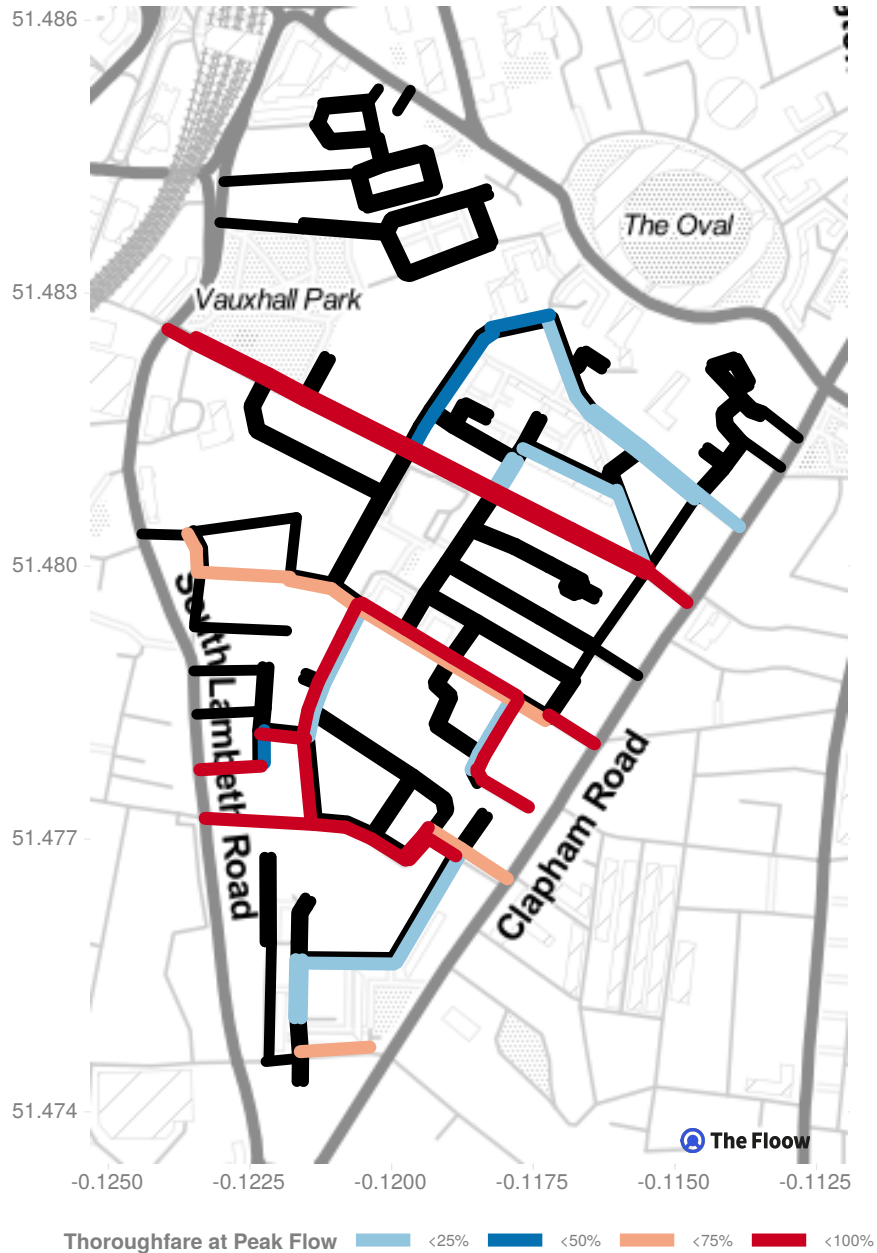
In this report, we refer to road names in terms of their approximate direction of travel. For example, Park Road (NW) indicates the north-west-bound traffic along Park Road. We also refer to 'thoroughfare', which is the percentage of all trips along each road that do not start or end inside the neighbourhood.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

For this neighbourhood, the busier roads include Fentiman Road (NW) running from the Centre through the East to the North West and Fentiman Road (SE) running from the West through the North West to the East.

The figures below compare the roads in Oval RS 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.



In the centre, **Bolney Street (NE)**, **Cobbett Street (SE)**, **Cobbett Street (SW)**, **Dorset Road (SE)**, and **Fentiman Road (NW)** are occasionally dominated by thoroughfare traffic. For **Bolney Street (NE)**, thoroughfare traffic is substantial during weekday evenings. For **Cobbett Street (SE)**, thoroughfare traffic is substantial during weekday evenings. For **Cobbett Street (SW)**, thoroughfare traffic is substantial during weekday evenings. For **Dorset Road (SE)**, thoroughfare traffic is substantial during weekday evenings. For **Fentiman Road (NW)**, thoroughfare traffic is substantial during weekend mornings, weekend lunchtimes, weekend evenings, weekday mornings, 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**.

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Albert Avenue (NE)	0	0	10	33	20
Albert Avenue (SW)	0	0	0	100	10
Albert Square (NE)	0	32	70	33	340
Albert Square (NW)	20	47	100	68	580
Albert Square (SE)	0	14	80	71	400
Albert Square (SW)	10	89	60	100	220
Aldebert Terrace (NW)	20	80	70	80	580
Aldebert Terrace (SE)	0	0	50	64	250
Ashmole Place (NW)	0	0	10	100	10
Ashmole Place (SE)	0	0	0	100	10
Ashmole Street (NE)	0	0	10	100	50
Ashmole Street (NW)	0	0	10	86	50
Ashmole Street (SE)	0	0	10	100	60
Ashmole Street (SW)	0	0	10	47	60
Bolney Street (NE)	10	50	220	85	940
Bolney Street (SW)	0	2	210	33	820
Bonnington Square (NE)	0	0	0	38	20
Bonnington Square (NW)	0	0	20	100	50
Bonnington Square (SE)	0	0	10	80	30
Bonnington Square (SW)	0	51	20	86	60
Carroun Road (NE)	20	6	70	8	270
Carroun Road (SW)	0	4	60	25	260
Claylands Place (NE)	0	67	30	100	40
Claylands Place (SW)	0	33	20	42	120
Claylands Road (NW)	10	12	120	41	310
Claylands Road (SE)	10	12	90	18	190
Cobbett Street (NE)	0	0	210	2	800
Cobbett Street (NW)	0	0	40	11	160
Cobbett Street (SE)	0	0	210	92	820
Cobbett Street (SW)	0	0	220	90	850
Coney Way (NE)	0	0	0	-Inf	0
Coney Way (NW)	0	0	0	-Inf	0
Coney Way (SE)	0	0	0	-Inf	0
Coney Way (SW)	0	0	0	100	0
Cottingham Road (NW)	0	0	60	0	240
Cottingham Road (SE)	0	0	20	20	130
Dorset Road (NW)	20	12	240	39	980
Dorset Road (SE)	10	32	220	90	580
Ebbisham Drive (NE)	0	0	20	100	50
Ebbisham Drive (NW)	0	0	10	100	50
Ebbisham Drive (SE)	0	0	20	100	40
Ebbisham Drive (SW)	0	0	10	100	30
Elias Place (NE)	0	100	20	100	80
Elias Place (NW)	0	67	20	100	90
Elias Place (SE)	0	0	10	100	110
Elias Place (SW)	0	0	10	50	130
Ely Cottages (NW)	0	0	0	0	10
Ely Cottages (SE)	0	0	0	0	0
Fentiman Road (NW)	40	48	260	59	1710
Fentiman Road (SE)	80	58	410	63	2000
Hampson Way (NE)	0	25	30	60	120
Hampson Way (NW)	0	10	70	17	170
Hampson Way (SE)	0	0	30	23	190
Hampson Way (SW)	0	9	80	17	150
Hanover Gardens (NE)	0	25	10	35	90
Hanover Gardens (NW)	0	25	30	100	290
Hanover Gardens (SE)	10	39	20	40	120
Hanover Gardens (SW)	0	0	20	14	140
Heyford Avenue (NE)	0	10	30	38	260

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Heyford Avenue (SW)	0	0	30	27	170
Kibworth Street (NE)	0	0	0	0	30
Kibworth Street (NW)	0	0	10	33	30
Kibworth Street (SE)	0	0	0	25	20
Kibworth Street (SW)	0	0	10	20	30
Langley Lane (SW)	10	25	20	54	160
Lansdowne Way (NE)	40	52	150	60	1100
Lansdowne Way (SW)	10	17	20	22	180
Lawn Lane (NW)	0	0	10	100	70
Lawn Lane (SE)	0	0	0	100	60
Meadow Mews (NW)	0	0	10	0	50
Meadow Mews (SE)	0	0	10	50	40
Meadow Place (NW)	0	0	20	60	30
Meadow Road (NE)	0	10	60	47	290
Meadow Road (SW)	10	6	60	60	330
Old South Lambeth Road (NW)	10	42	50	62	410
Old South Lambeth Road (SE)	0	0	20	40	100
Old South Lambeth Road (SW)	10	36	50	43	360
Oval Place (NW)	0	0	0	0	30
Oval Place (SE)	0	0	0	0	10
Palfrey Place (NE)	0	0	10	100	40
Palfrey Place (SW)	0	41	30	67	140
Percival Mews (NE)	0	100	20	100	70
Portland Grove (NE)	10	9	60	12	70
Portland Grove (NW)	10	14	40	20	360
Portland Grove (SE)	10	18	40	20	240
Portland Grove (SW)	0	0	70	10	40
Richborne Terrace (NW)	0	43	10	71	80
Richborne Terrace (SE)	0	7	20	11	130
Rita Road (NE)	0	0	10	71	90
Rita Road (NW)	0	0	10	25	90
Rita Road (SE)	0	0	10	50	60
Rita Road (SW)	0	0	10	50	70
Saddlers Way (NE)	0	0	0	100	10
Saddlers Way (SE)	0	0	0	100	10
Saddlers Way (SW)	0	0	10	25	40
Spencer Mews (NE)	0	4	30	8	190
Spencer Mews (SW)	0	0	30	4	140
St. Stephen's Terrace (NE)	10	50	220	80	930
St. Stephen's Terrace (NW)	0	50	190	93	780
St. Stephen's Terrace (SE)	0	0	20	29	110
St. Stephen's Terrace (SW)	0	2	210	40	780
Stanley Close (NE)	0	0	0	100	20
Stanley Close (SW)	0	0	0	100	0
Tradescant Road (NE)	0	46	20	75	120
Tradescant Road (NW)	0	3	210	63	430
Tradescant Road (SE)	0	2	210	25	440
Tradescant Road (SW)	0	2	200	50	300
Trigon Road (NE)	0	0	30	0	60
Trigon Road (NW)	0	10	60	62	160
Trigon Road (SE)	0	0	20	29	70
Trigon Road (SW)	0	0	40	0	40
Usborne Mews (NE)	0	0	0	100	10
Usborne Mews (NW)	0	0	10	100	20
Usborne Mews (SE)	0	0	10	50	20
Usborne Mews (SW)	0	0	0	0	10
Vauxhall Grove (NE)	0	65	10	95	110
Vauxhall Grove (NW)	0	0	20	94	60
Vauxhall Grove (SE)	0	33	10	50	70
Vauxhall Grove (SW)	0	0	20	100	60
Walberswick Street (SW)	0	0	10	100	30

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Wilkinson Street (NW)	0	12	50	29	390
Wilkinson Street (SE)	0	0	20	0	210

In this neighbourhood we have identified 5 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.