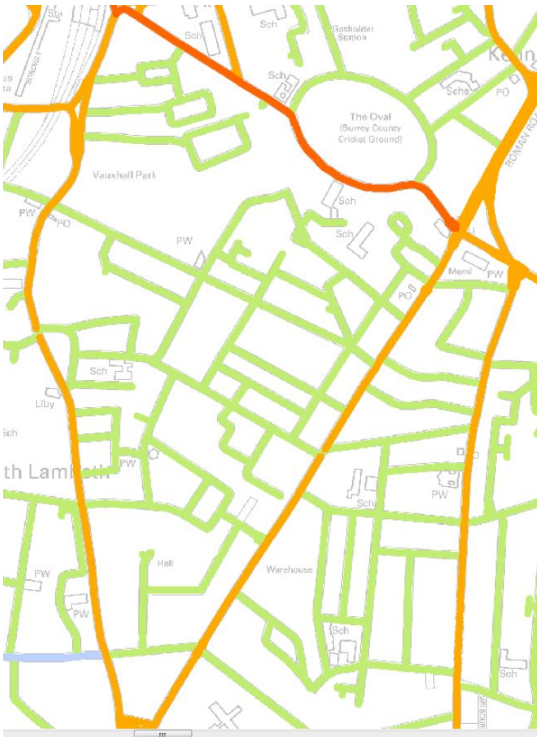
Oval RS Report - May 1st to July 31st 2021



Legend

Borough boundary

Street Type

- Core Road
- High Road
- City Hub
- Connector
- High Street
- City Street
- Local Street
- Town Square
- City Place

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

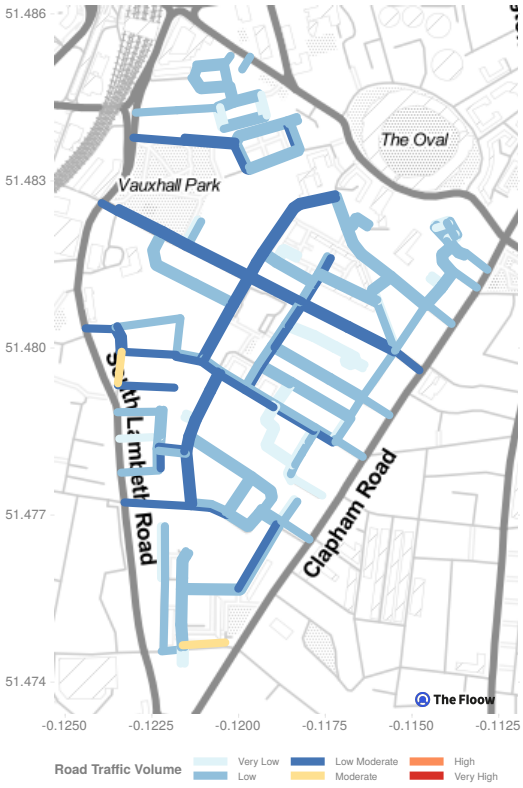
In this report we have produced a street-by-street picture of thoroughfare traffic using a large volume of aggregated telematics (vehicle monitoring) data, obtained between June 2018 and June 2019. For each road we calculate the proportion of journeys that neither start nor end their journeys within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

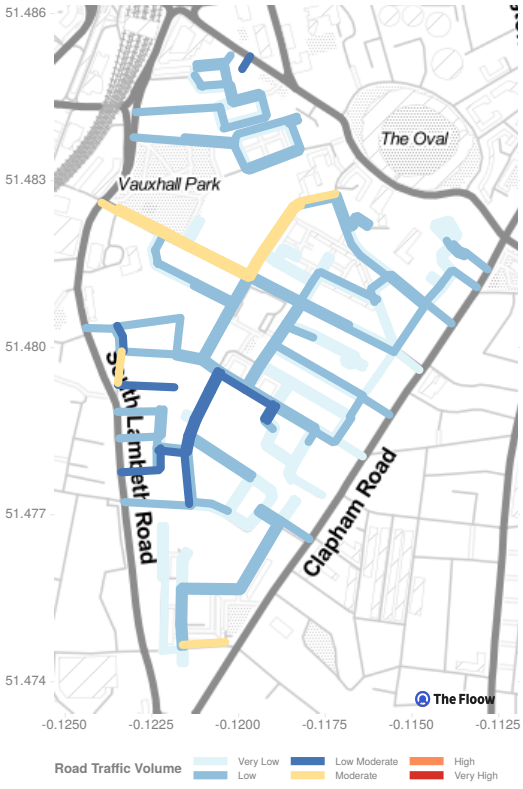
Oval RS Summary

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.

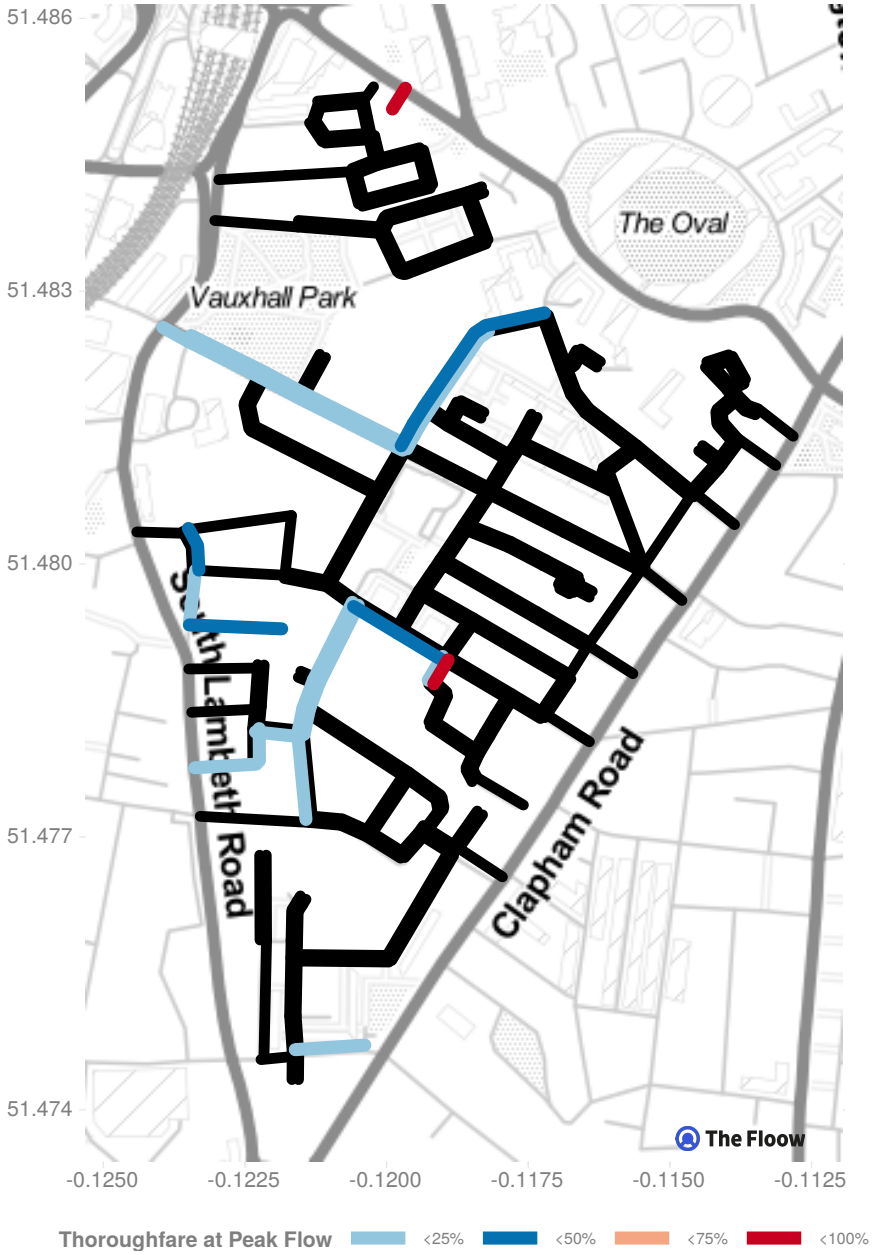
For this neighbourhood, the busier roads include Lansdowne Way (NE) in the West.

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


51.486
51.483
51.480
51.477
51.474
The Oval
Vauxhall Park
South Lambeth Road
Clapham Road
The Floow
-0.1250
-0.1225
-0.1200
-0.1175
-0.1150
-0.1125
Road Traffic Volume
Very Low
Low
Low Moderate
Moderate
High
Very High


51.486
51.483
51.480
51.477
51.474
The Oval
Vauxhall Park
South Lambeth Road
Clapham Road
The Floow
-0.1250
-0.1225
-0.1200
-0.1175
-0.1150
-0.1125
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.



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)
Albert Avenue (NE)	0	0	0	0	0
Albert Avenue (SW)	0	0	0	50	30
Albert Square (NE)	0	0	10	100	50
Albert Square (NW)	0	0	20	67	60
Albert Square (SE)	0	0	30	80	70
Albert Square (SW)	0	0	10	0	20
Aldebert Terrace (NW)	0	0	30	0	130
Aldebert Terrace (SE)	0	0	20	0	60
Ashmole Place (NW)	0	0	0	0	0

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Ashmole Place (SE)	0	0	0	0	0
Ashmole Street (NE)	0	0	20	0	60
Ashmole Street (NW)	0	0	10	0	50
Ashmole Street (SE)	0	0	10	0	30
Ashmole Street (SW)	0	0	10	0	50
Bolney Street (NE)	0	0	70	0	340
Bolney Street (SW)	0	0	80	0	240
Bonnington Square (NE)	0	0	20	100	20
Bonnington Square (NW)	0	0	0	0	10
Bonnington Square (SE)	0	0	20	100	0
Bonnington Square (SW)	0	0	20	100	10
Carroun Road (NE)	0	0	30	0	80
Carroun Road (SW)	0	0	30	20	120
Claylands Place (NE)	0	0	20	50	70
Claylands Place (SW)	0	0	0	0	20
Claylands Road (NW)	0	0	30	0	30
Claylands Road (SE)	0	0	20	0	70
Cobbett Street (NE)	0	0	10	100	0
Cobbett Street (NW)	0	0	0	0	0
Cobbett Street (SE)	0	0	0	0	10
Cobbett Street (SW)	0	0	20	50	20
Coney Way (NE)	0	0	0	0	0
Coney Way (NW)	0	0	0	0	0
Coney Way (SE)	0	0	0	0	0
Coney Way (SW)	0	0	0	0	0
Cottingham Road (NW)	0	0	10	0	10
Cottingham Road (SE)	0	0	30	0	40
Dorset Road (NW)	0	0	90	40	200
Dorset Road (SE)	0	0	40	75	60
Ebbisham Drive (NE)	0	0	20	12	90
Ebbisham Drive (NW)	0	0	20	0	100
Ebbisham Drive (SE)	0	0	30	0	80
Ebbisham Drive (SW)	0	0	20	0	40
Elias Place (NE)	0	0	10	0	40
Elias Place (NW)	0	0	10	0	30
Elias Place (SE)	0	0	30	60	80
Elias Place (SW)	0	0	0	0	30
Ely Cottages (NW)	0	0	0	0	0
Ely Cottages (SE)	0	0	0	0	0
Fentiman Road (NW)	0	0	170	3	750
Fentiman Road (SE)	10	5	200	29	680
Hampson Way (NE)	0	0	30	80	120
Hampson Way (NW)	0	0	10	0	10
Hampson Way (SE)	0	0	10	100	80
Hampson Way (SW)	0	0	10	0	30
Hanover Gardens (NE)	0	0	10	0	10
Hanover Gardens (NW)	0	0	20	33	20
Hanover Gardens (SE)	0	0	30	25	30
Hanover Gardens (SW)	0	0	10	0	10
Heyford Avenue (NE)	0	0	40	50	30
Heyford Avenue (SW)	0	0	30	50	10
Kibworth Street (NE)	0	0	80	0	0
Kibworth Street (NW)	0	0	20	0	0
Kibworth Street (SE)	0	0	0	0	0
Kibworth Street (SW)	0	0	50	0	10
Langley Lane (SW)	0	0	20	100	40
Lansdowne Way (NE)	40	13	200	80	2540
Lansdowne Way (SW)	0	0	0	0	50
Lawn Lane (NW)	0	0	30	0	110
Lawn Lane (SE)	0	0	30	0	110
Meadow Mews (NW)	0	0	10	0	30

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Meadow Mews (SE)	0	0	10	100	30
Meadow Place (NW)	0	0	50	45	350
Meadow Road (NE)	0	0	180	0	790
Meadow Road (SW)	0	0	160	0	690
Old South Lambeth Road (NW)	0	0	30	33	180
Old South Lambeth Road (SE)	0	0	80	25	540
Old South Lambeth Road (SW)	10	0	100	22	1070
Oval Place (NW)	0	0	0	0	10
Oval Place (SE)	0	0	0	25	20
Palfrey Place (NE)	0	0	0	0	0
Palfrey Place (SW)	0	0	20	0	60
Percival Mews (NE)	0	0	50	100	30
Portland Grove (NE)	0	0	10	100	20
Portland Grove (NW)	0	0	10	100	80
Portland Grove (SE)	0	0	10	0	40
Portland Grove (SW)	0	0	10	0	10
Richborne Terrace (NW)	0	0	10	0	40
Richborne Terrace (SE)	0	0	20	0	80
Rita Road (NE)	0	0	0	0	20
Rita Road (NW)	0	0	10	0	50
Rita Road (SE)	0	0	20	0	70
Rita Road (SW)	0	0	10	0	70
Saddlers Way (NE)	0	0	0	0	0
Saddlers Way (SE)	0	0	0	0	20
Saddlers Way (SW)	0	0	0	0	30
Spencer Mews (NE)	0	0	10	100	0
Spencer Mews (SW)	0	0	10	100	0
St. Stephen's Terrace (NE)	0	0	70	0	320
St. Stephen's Terrace (NW)	0	0	50	0	300
St. Stephen's Terrace (SE)	0	0	30	0	130
St. Stephen's Terrace (SW)	0	0	70	0	230
Stanley Close (NE)	0	0	0	0	0
Stanley Close (SW)	0	0	0	0	10
Tradescant Road (NE)	0	0	10	0	40
Tradescant Road (NW)	0	0	70	0	80
Tradescant Road (SE)	0	0	50	0	100
Tradescant Road (SW)	0	0	50	0	80
Trigon Road (NE)	0	0	30	0	30
Trigon Road (NW)	0	0	30	0	30
Trigon Road (SE)	0	0	10	0	10
Trigon Road (SW)	0	0	10	0	10
Usborne Mews (NE)	0	0	0	0	0
Usborne Mews (NW)	0	0	10	0	10
Usborne Mews (SE)	0	0	0	0	0
Usborne Mews (SW)	0	0	0	0	0
Vauxhall Grove (NE)	0	0	30	100	20
Vauxhall Grove (NW)	0	0	20	100	30
Vauxhall Grove (SE)	0	0	20	100	20
Vauxhall Grove (SW)	0	0	20	100	20
Walberswick Street (SW)	0	0	10	0	0
Wilkinson Street (NW)	0	0	20	0	50
Wilkinson Street (SE)	0	0	20	0	50

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.