

## Tulse Hill QW 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

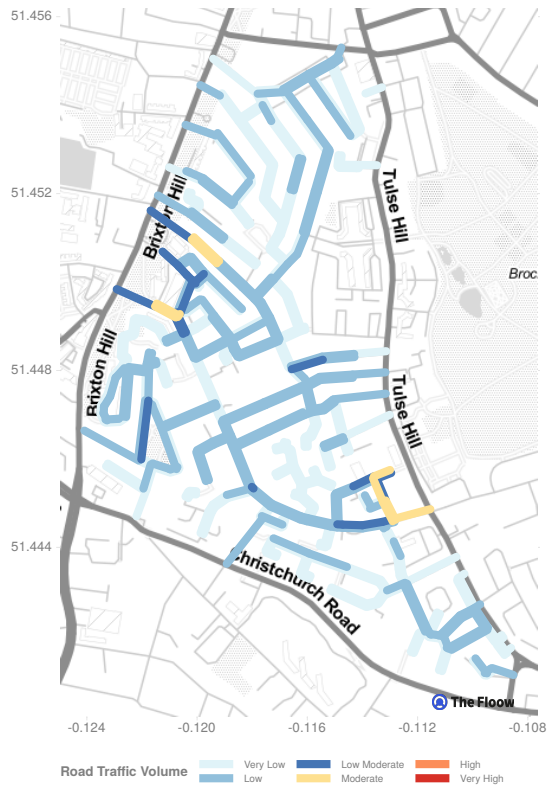
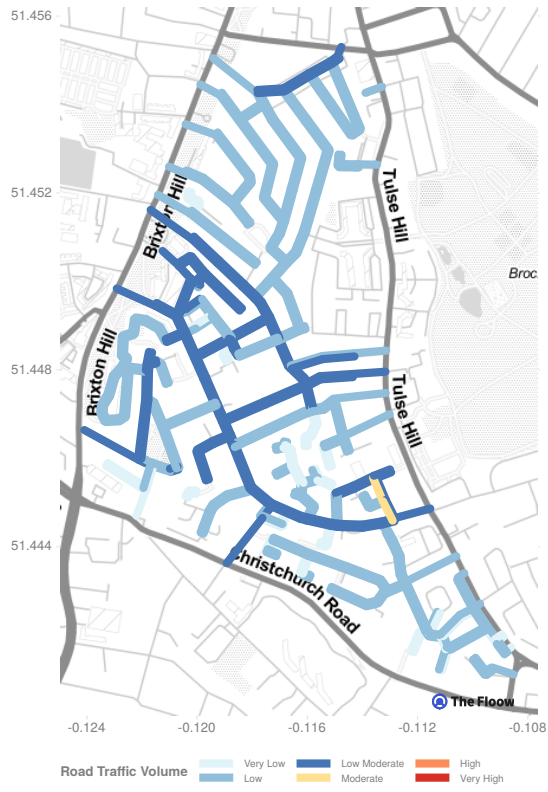
In this report we have produced a street-by-street picture of thoroughfare traffic using a large volume of aggregated telematics (vehicle monitoring) data, obtained between June 2018 and June 2019. For each road we calculate the proportion of journeys that neither start nor end their journeys within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

## Tulse Hill QW Summary

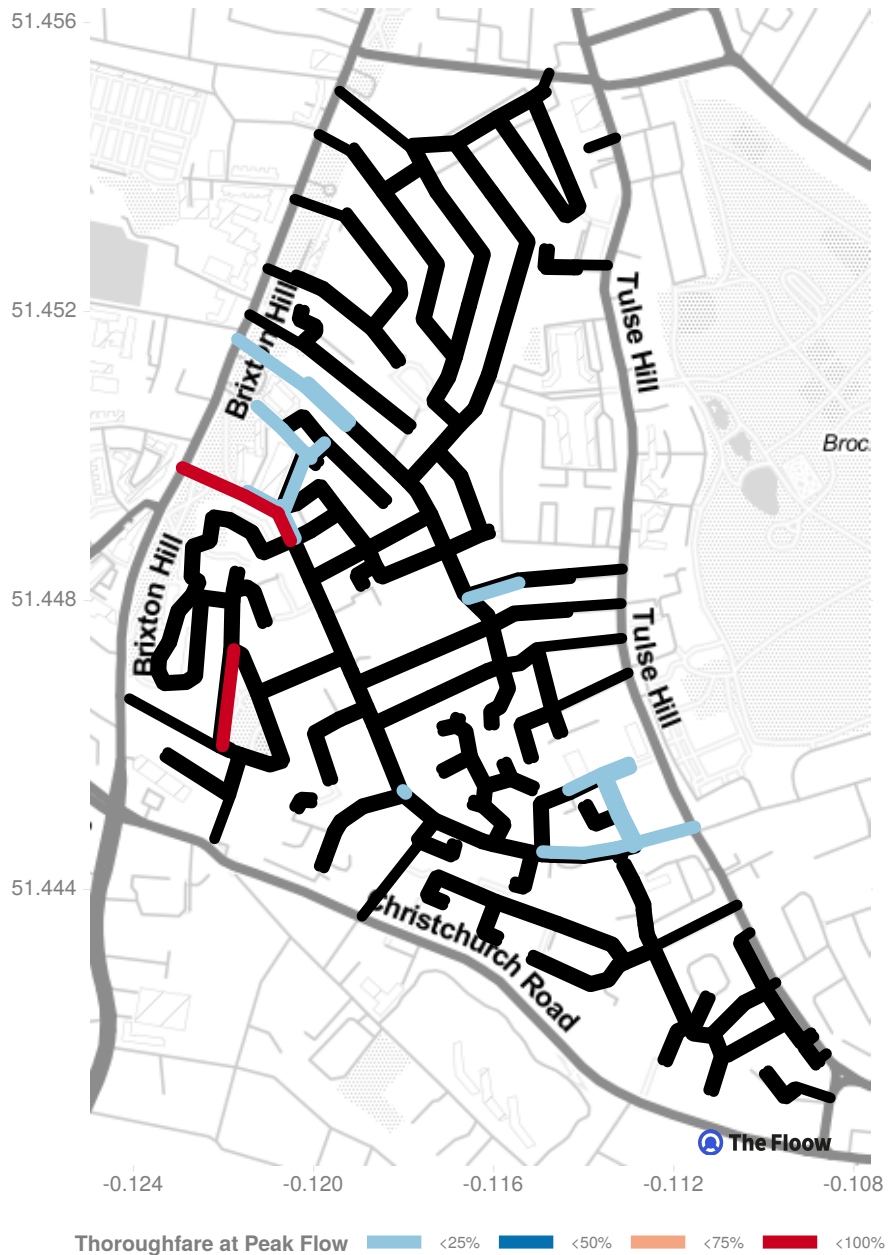
In this report, we refer to road names in terms of their approximate direction of travel. For example, Park Road (NW) indicates the north-west-bound traffic along Park Road. We also refer to 'thoroughfare', which is the percentage of all trips along each road that do not start or end inside the neighbourhood.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

There are no busy roads in this neighbourhood..

The figures below compare the roads in Tulse Hill QW 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)
Abbots Park (NE)	0	0	10	100	40
Abbots Park (NW)	0	0	0	0	20
Abbots Park (SE)	0	0	10	100	40
Abbots Park (SW)	0	0	10	0	30
Appach Road (NE)	0	0	0	0	0
Appach Road (NW)	0	0	10	0	50
Appach Road (SE)	0	0	10	0	40
Appach Road (SW)	0	0	10	0	50
Archbishop's Place (NW)	0	0	40	0	120

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Archbishop's Place (SE)	0	0	40	0	200
Arodene Road (NE)	0	0	0	0	40
Arodene Road (NW)	0	0	30	83	60
Arodene Road (SE)	0	0	10	0	40
Arodene Road (SW)	0	0	0	0	30
Athlone Road (NE)	0	0	10	0	80
Athlone Road (SW)	0	0	40	0	70
Atwater Close (NE)	40	0	140	5	570
Atwater Close (NW)	0	0	20	0	50
Atwater Close (SE)	0	0	20	0	100
Atwater Close (SW)	40	0	100	3	530
Bannister Close (NE)	0	0	0	0	10
Bannister Close (NW)	0	0	0	0	10
Bannister Close (SE)	0	0	10	0	10
Bannister Close (SW)	0	0	10	0	20
Beechdale Road (NW)	0	0	20	0	20
Beechdale Road (SE)	0	0	20	0	10
Brading Road (NE)	0	0	20	0	100
Brading Road (NW)	0	0	20	0	40
Brading Road (SE)	0	0	20	0	80
Brading Road (SW)	0	0	0	0	20
Brockham Drive (NE)	0	0	20	6	220
Brockham Drive (NW)	0	0	0	0	50
Brockham Drive (SE)	0	0	0	0	40
Brockham Drive (SW)	0	0	10	6	180
Calidore Close (NE)	0	0	0	0	0
Calidore Close (NW)	0	0	0	0	0
Calidore Close (SE)	0	0	0	0	0
Calidore Close (SW)	0	0	0	0	0
Challice Way (NE)	0	0	10	33	50
Challice Way (SW)	0	0	0	0	20
China Mews (NE)	0	0	0	0	0
China Mews (NW)	0	0	0	0	0
China Mews (SE)	0	0	0	0	0
China Mews (SW)	0	0	0	0	0
Churston Close (NE)	0	0	0	0	0
Churston Close (NW)	0	0	0	0	20
Churston Close (SE)	0	0	0	50	10
Claverdale Road (NE)	0	0	40	0	260
Claverdale Road (SW)	0	0	30	0	190
Cossar Mews (NE)	0	0	0	60	30
Cotherstone Road (NE)	0	0	10	0	20
Cotherstone Road (SW)	0	0	10	100	0
Craignair Road (NE)	0	0	40	37	80
Craignair Road (SW)	0	0	60	0	190
Craster Road (NE)	0	0	40	0	90
Craster Road (NW)	0	0	20	0	100
Craster Road (SE)	0	0	10	0	110
Craster Road (SW)	0	0	30	0	70
Deepdene Gardens (NE)	0	0	0	0	70
Deepdene Gardens (NW)	0	0	20	17	70
Deepdene Gardens (SE)	0	0	20	0	60
Deepdene Gardens (SW)	0	0	0	0	30
Elm Park (NW)	20	0	220	4	240
Elm Park (SE)	20	0	190	2	190
Endymion Road (NW)	0	0	20	0	60
Endymion Road (SE)	0	0	20	0	70
Estoria Close (NE)	0	0	10	0	70
Estoria Close (NW)	0	0	0	0	0
Estoria Close (SE)	0	0	0	0	0
Estoria Close (SW)	0	0	10	33	50

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Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Ewen Crescent (NW)	20	0	140	0	1020
Ewen Crescent (SE)	20	0	130	8	800
Fairmount Road (NE)	0	0	20	0	30
Fairmount Road (NW)	0	0	20	50	40
Fairmount Road (SE)	0	0	20	0	30
Fairmount Road (SW)	0	0	0	0	20
Fairview Place (NE)	0	0	30	12	400
Fairview Place (SW)	0	0	40	0	500
Gaywood Close (NE)	0	0	0	0	10
Gaywood Close (NW)	0	0	10	100	10
Gaywood Close (SE)	0	0	10	0	30
Gaywood Close (SW)	0	0	0	0	10
Hardel Rise (NE)	0	0	10	100	40
Hardel Rise (NW)	0	0	0	0	10
Hardel Rise (SE)	0	0	10	100	40
Hardel Rise (SW)	0	0	0	0	10
Harriet Tubman Close (NE)	0	0	0	0	0
Harriet Tubman Close (NW)	0	0	0	0	0
Harriet Tubman Close (SE)	0	0	0	0	0
Harriet Tubman Close (SW)	0	0	0	0	0
Hartwell Close (NE)	0	0	0	0	10
Hartwell Close (NW)	0	0	0	0	0
Hartwell Close (SE)	0	0	0	0	10
Hartwell Close (SW)	0	0	0	0	0
Helix Gardens (NE)	0	0	10	0	30
Helix Gardens (SW)	0	0	10	0	40
Helix Road (NE)	0	0	10	0	30
Helix Road (NW)	0	0	10	50	30
Helix Road (SE)	0	0	10	0	20
Helix Road (SW)	0	0	10	0	30
High Trees (NE)	0	0	30	50	30
High Trees (NW)	0	0	20	100	10
High Trees (SE)	0	0	20	0	20
High Trees (SW)	0	0	20	100	10
Hillworth Road (NE)	0	0	10	100	60
Holmewood Gardens (NE)	0	0	30	0	100
Holmewood Gardens (NW)	0	0	10	0	30
Holmewood Gardens (SE)	0	0	10	0	30
Holmewood Gardens (SW)	10	0	70	0	250
Holmewood Road (NW)	0	0	50	10	120
Holmewood Road (SE)	0	0	10	100	20
Huggins Place (NE)	0	0	0	0	10
Huggins Place (NW)	0	0	0	0	0
Huggins Place (SE)	0	0	10	100	40
Huggins Place (SW)	0	0	0	0	0
Jemma Knowles Close (NE)	0	0	0	0	0
Jemma Knowles Close (NW)	0	0	0	0	0
Jemma Knowles Close (SE)	0	0	0	0	10
Jemma Knowles close (NW)	0	0	20	50	70
Jemma Knowles close (SE)	0	0	20	50	70
Josephine Avenue (NE)	0	0	30	0	140
Josephine Avenue (NW)	0	0	10	50	40
Josephine Avenue (SW)	0	0	20	0	110
Leander Road (NE)	0	0	20	0	10
Leander Road (NW)	0	0	0	0	10
Leander Road (SE)	0	0	10	0	10
Leander Road (SW)	0	0	10	0	20
Leckhampton Place (NW)	0	0	0	0	10
Leckhampton Place (SE)	0	0	0	0	0
Mackie Road (NW)	0	0	10	100	30
Mackie Road (SE)	0	0	10	100	10

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Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Maplestead Road (NE)	0	0	20	0	30
Maplestead Road (SW)	0	0	20	0	30
Marnfield Crescent (NE)	0	0	0	0	40
Marnfield Crescent (NW)	0	0	0	0	30
Marnfield Crescent (SE)	0	0	10	100	20
Marnfield Crescent (SW)	0	0	10	100	30
Maskall Close (NE)	0	0	10	0	20
Maskall Close (NW)	0	0	10	100	10
Maskall Close (SE)	0	0	10	100	40
Maskall Close (SW)	0	0	0	0	10
Medora Road (NW)	0	0	0	0	10
Medora Road (SE)	0	0	0	0	30
Merredene Street (NE)	10	0	20	0	360
Merredene Street (NW)	10	0	40	0	340
Merredene Street (SE)	0	0	10	0	190
Merredene Street (SW)	0	0	30	0	300
Neil Wates Crescent (NE)	0	0	20	67	50
Neil Wates Crescent (SW)	0	0	20	67	30
Ostade Road (NE)	0	0	10	0	120
Ostade Road (SW)	0	0	40	0	210
Redlands Way (NE)	0	0	20	0	70
Redlands Way (NW)	0	0	10	0	60
Redlands Way (SE)	0	0	10	0	50
Redlands Way (SW)	0	0	10	0	60
Rickards Close (NE)	0	0	0	0	0
Rickards Close (NW)	0	0	0	0	0
Rickards Close (SE)	0	0	0	0	0
Rickards Close (SW)	0	0	0	0	0
Romanfield Road (NE)	0	0	0	0	10
Romanfield Road (NW)	0	0	0	0	10
Romanfield Road (SE)	0	0	10	100	10
Romanfield Road (SW)	0	0	10	100	10
Roupell Road (NE)	0	0	0	0	40
Roupell Road (SW)	0	0	50	97	250
Roycroft Close (NE)	0	0	0	0	0
Roycroft Close (SW)	0	0	0	0	0
Rush Common Mews (NW)	0	0	0	0	0
Rush Common Mews (SE)	0	0	0	0	10
Saxonfield Close (NE)	0	0	0	0	10
Saxonfield Close (SW)	0	0	0	0	10
Scotia Road (NE)	0	0	0	0	20
Scotia Road (NW)	0	0	0	0	10
Scotia Road (SE)	0	0	0	0	0
Scotia Road (SW)	0	0	0	0	20
Somers Place (NE)	0	0	50	0	290
Somers Place (NW)	0	0	20	0	90
Somers Place (SE)	0	0	60	0	120
Somers Place (SW)	10	0	110	7	640
Somers Road (NE)	0	0	60	0	250
Somers Road (SE)	10	0	80	0	470
Somers Road (SW)	0	0	20	0	150
Tulse Hill Estate (NE)	0	0	0	0	10
Tulse Hill Estate (NW)	0	0	10	100	10
Tulse Hill Estate (SE)	0	0	10	100	20
Tulse Hill Estate (SW)	0	0	0	0	10
Upper Tulse Hill (NE)	30	0	140	5	610
Upper Tulse Hill (NW)	20	0	150	0	320
Upper Tulse Hill (SE)	20	0	120	10	250
Upper Tulse Hill (SW)	10	0	50	17	330
Vibart Gardens (NE)	0	0	30	0	180
Vibart Gardens (NW)	0	0	20	0	200
Vibart Gardens (SE)	0	0	10	0	190

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Vibart Gardens (SW)	0	0	40	0	230
Wimbart Road (NE)	0	0	0	0	0
Wimbart Road (SW)	0	0	10	0	20

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.