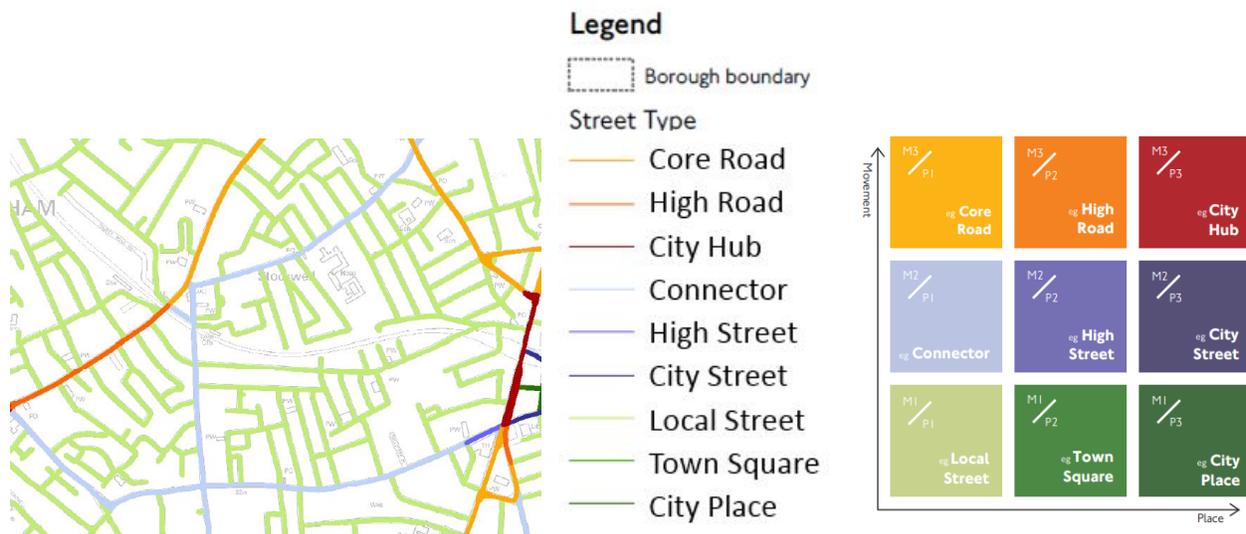


Ferndale Report - May 1st to Sept 30th 2021



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

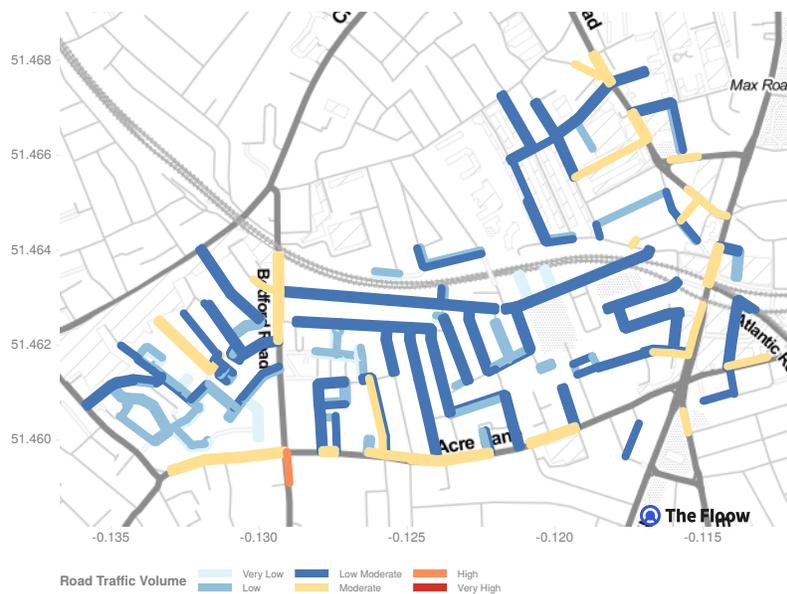
In this report we have produced a street-by-street picture of thoroughfare traffic using a large volume of aggregated telematics (vehicle monitoring) data, obtained between June 2018 and June 2019. For each road we calculate the proportion of journeys that neither start nor end their journeys within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

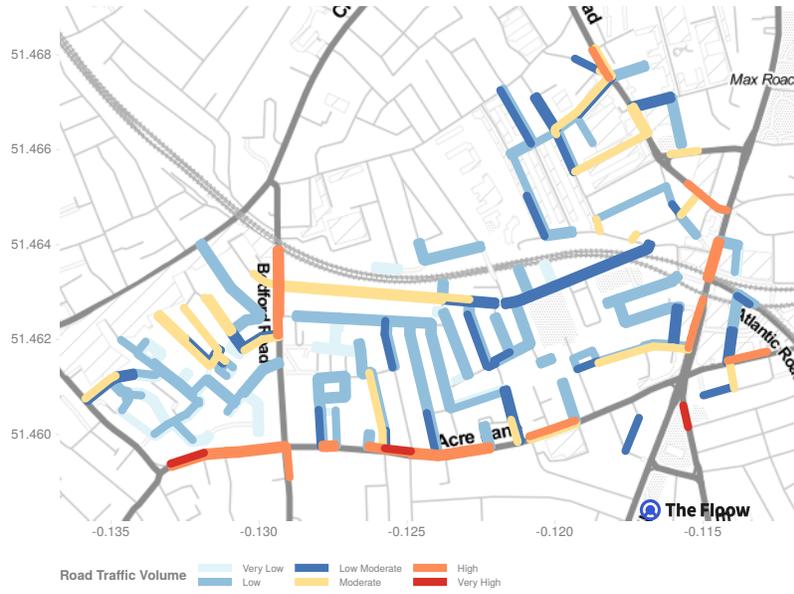
Ferndale Summary

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.

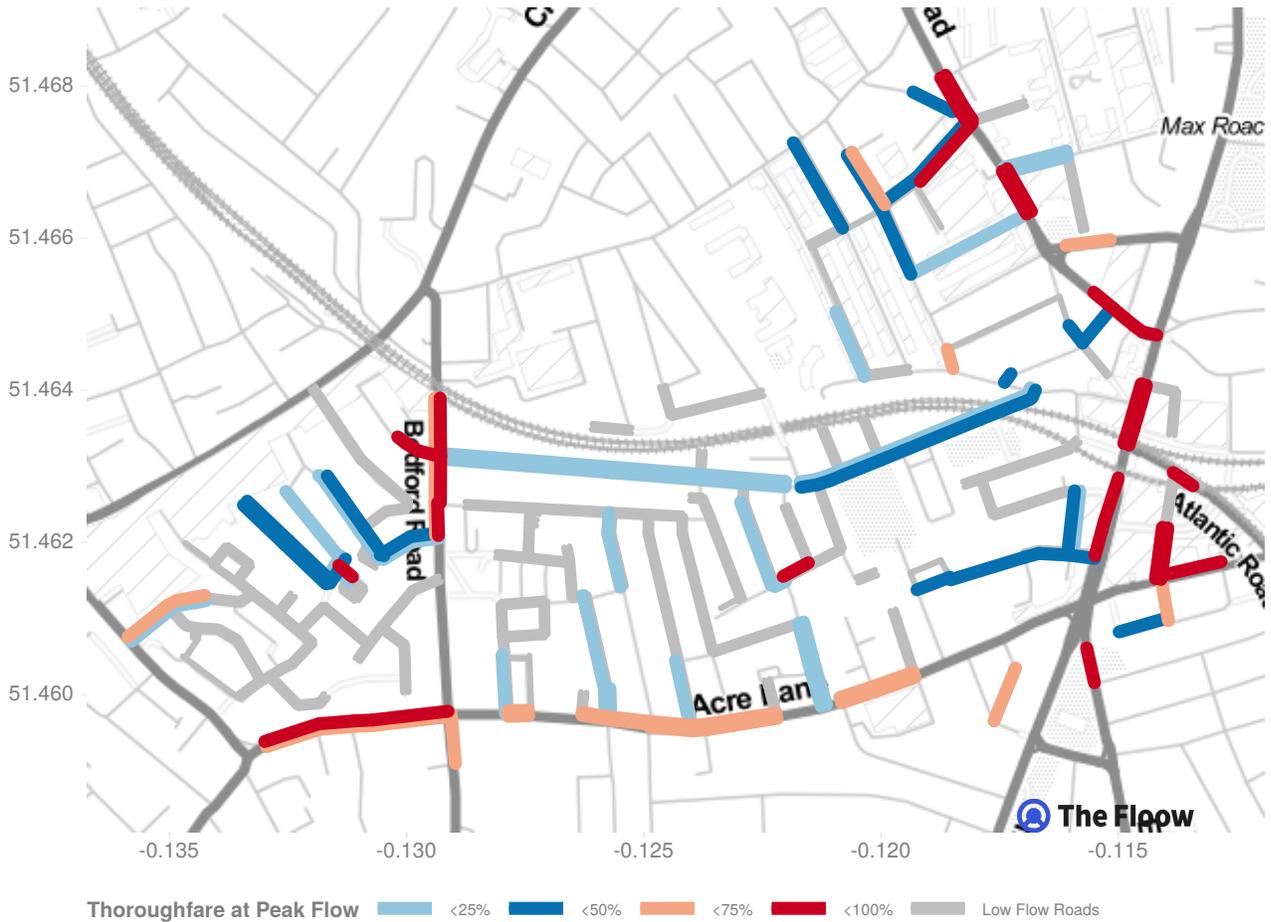
For this neighbourhood, the busier roads include Acre Lane (NE) in the South, Acre Lane (NW) in the South, Acre Lane (SE) in the South, Acre Lane (SW) in the South, Bedford Road (NE) in the West, Bedford Road (NW) in the West, Bedford Road (SE) in the West, Bedford Road (SW) in the West, Brixton Road (NE) in the East, Brixton Road (SW) in the East, Clapham Park Road (NE) in the West, Clapham Park Road (SW) in the West, Coldharbour Lane (NE) in the East, Effra Road (SE) in the East, Kings Avenue (SE) in the South, Plato Road (NW) in the South, Stockwell Park Walk (NE) in the East, Stockwell Road (NW) in the East, and Stockwell Road (SE) in the East.

The figures below compare the roads in Ferndale 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, Ferndale Road (SE) is occasionally dominated by thoroughfare traffic.

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)
Acre Lane (NE)	270	56	940	62	9520
Acre Lane (NW)	200	61	660	70	5560
Acre Lane (SE)	280	61	1040	65	9570
Acre Lane (SW)	200	62	580	68	5110
Allardyce Street (NW)	0	0	40	0	120
Allardyce Street (SE)	0	0	50	0	230
Aristotle Road (SE)	20	75	200	100	1410

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Ashmere Grove (NW)	0	0	0	33	90
Ashmere Grove (SE)	0	0	20	33	130
Atlantic Road (NW)	0	0	70	80	540
Atlantic Road (SE)	0	0	20	75	200
Ballater Road (NE)	0	0	20	0	100
Ballater Road (NW)	0	0	20	0	140
Ballater Road (SE)	0	0	40	0	180
Ballater Road (SW)	0	0	20	0	100
Bedford Road (NE)	120	71	640	74	5440
Bedford Road (NW)	120	69	620	71	5550
Bedford Road (SE)	130	76	670	92	6650
Bedford Road (SW)	130	78	640	92	7320
Beehive Place (NE)	0	0	10	0	70
Beehive Place (NW)	0	95	50	100	400
Beehive Place (SE)	0	0	20	100	180
Beehive Place (SW)	0	0	0	0	60
Bellefields Road (NE)	0	0	140	25	1350
Benedict Road (NW)	0	0	10	100	70
Benedict Road (SE)	0	0	20	67	140
Bernay's Grove (NE)	10	33	70	100	720
Bernay's Grove (SW)	20	20	80	75	850
Beta Place (NE)	0	0	10	0	60
Beta Place (SW)	0	0	10	0	60
Bowlands Road (NE)	0	0	10	100	60
Bowlands Road (NW)	0	0	10	100	30
Bowlands Road (SE)	0	0	0	0	0
Bowlands Road (SW)	0	0	0	0	0
Brighton Terrace (NE)	0	0	20	0	140
Brighton Terrace (NW)	30	40	130	62	1160
Brighton Terrace (SE)	0	0	40	33	140
Brighton Terrace (SW)	0	0	110	100	930
Britannia Close (NE)	0	0	0	0	20
Britannia Close (NW)	0	0	0	0	0
Britannia Close (SE)	0	0	10	100	70
Britannia Close (SW)	0	0	0	0	0
Brixton Road (NE)	280	80	740	90	7840
Brixton Road (SW)	280	85	900	87	6850
Bucknell Close (NW)	0	0	20	50	160
Bucknell Close (SE)	0	0	20	8	310
Buckner Road (SW)	0	67	70	75	210
Burgoyne Road (SE)	0	0	10	0	10
Bythorn Street (NW)	0	0	0	0	0
Bythorn Street (SE)	0	0	0	0	0
Cato Road (NW)	0	0	20	100	130
Cato Road (SE)	0	0	50	67	270
Clapham Crescent (NE)	0	0	20	100	70
Clapham Crescent (NW)	0	0	20	0	50
Clapham Crescent (SE)	0	0	40	0	70
Clapham Crescent (SW)	0	0	10	100	20
Clapham Park Road (NE)	250	72	1000	77	7770
Clapham Park Road (SW)	110	59	590	62	4700
Coldharbour Lane (NE)	280	81	790	82	8750
Collingwood Court (NE)	0	0	10	0	20
Collingwood Court (NW)	0	0	0	0	0
Collingwood Court (SE)	0	0	0	0	20
Collingwood Court (SW)	0	0	0	0	10
Combermere Road (NE)	20	8	140	20	640
Combermere Road (SW)	20	0	70	67	260
Concanon Road (NW)	10	0	110	11	290
Concanon Road (SE)	0	0	60	0	410
Corrance Road (NE)	0	0	20	8	180
Corrance Road (NW)	0	0	50	9	280

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Corrance Road (SE)	0	0	20	33	170
Corrance Road (SW)	0	0	20	100	170
Dalyell Road (NW)	0	0	100	0	420
Dalyell Road (SE)	0	0	110	14	420
Ducie Street (NE)	0	0	10	0	100
Ducie Street (NW)	0	0	60	0	130
Ducie Street (SE)	0	0	40	20	350
Ducie Street (SW)	0	0	40	0	140
Effra Road (SE)	240	76	1000	79	8370
Electric Lane (NE)	0	0	60	67	210
Electric Lane (SE)	0	0	140	70	780
Electric Lane (SW)	0	0	100	100	330
Felmersham Close (NW)	0	0	0	0	0
Felmersham Close (SE)	0	0	0	0	10
Ferndale Road (NE)	10	14	100	14	270
Ferndale Road (NW)	20	6	220	50	960
Ferndale Road (SE)	0	0	200	100	860
Ferndale Road (SW)	0	0	100	100	450
Gateley Road (NE)	0	0	20	50	80
Glendall Street (NW)	0	0	10	100	0
Glendall Street (SE)	0	0	10	100	0
Hargwyne Street (NW)	10	0	60	50	400
Hargwyne Street (SE)	0	0	50	60	140
Haselrigge Road (NE)	0	0	30	50	130
Haselrigge Road (NW)	0	0	10	33	80
Haselrigge Road (SE)	0	0	20	60	90
Haselrigge Road (SW)	0	0	20	50	90
Hetherington Road (NW)	0	0	60	20	530
Hetherington Road (SE)	0	0	30	50	330
Hubert Grove (NE)	0	0	20	100	70
Hubert Grove (SW)	0	33	40	100	200
Kendoa Road (NE)	0	0	10	100	70
Kendoa Road (SW)	0	0	20	33	90
Kenwyn Road (NE)	20	12	100	33	850
Kenwyn Road (NW)	0	0	120	10	710
Kenwyn Road (SW)	20	0	140	28	1220
Kepler Road (NE)	0	0	40	0	370
Kepler Road (SW)	0	0	30	33	270
Kings Avenue (SE)	270	70	980	84	12840
Linom Road (NE)	0	0	10	0	100
Linom Road (NW)	0	0	10	0	60
Linom Road (SE)	0	0	10	0	80
Linom Road (SW)	0	0	10	0	110
Medwin Street (NW)	0	0	40	0	10
Medwin Street (SE)	0	0	10	0	30
Moat Place (NE)	0	0	20	33	340
Moat Place (SW)	0	0	20	67	240
Nealden Street (NW)	0	0	70	40	390
Nealden Street (SE)	0	0	40	100	180
Nelson's Row (NW)	0	0	40	67	340
Nelson's Row (SE)	0	0	10	100	30
Nursery Road (NE)	0	0	40	33	330
Nursery Road (SW)	0	20	50	25	320
Old Dairy Mews (NW)	0	0	0	0	0
Old Dairy Mews (SE)	0	0	0	0	20
Plato Road (NW)	60	13	230	20	2620
Plato Road (SE)	10	0	70	15	650
Pulross Road (NE)	0	0	40	0	70
Pulross Road (SW)	0	0	40	25	270
Raeburn Street (NE)	0	0	10	40	130
Raeburn Street (SW)	0	0	10	0	60

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Reed Place (NE)	0	0	40	14	140
Reed Place (NW)	0	0	80	12	190
Reed Place (SE)	20	0	140	10	430
Reed Place (SW)	0	0	20	7	100
Regis Place (NW)	0	0	20	100	40
Regis Place (SE)	0	0	10	0	110
Rigge Place (NE)	0	0	10	50	30
Rigge Place (SW)	0	0	0	0	20
Rumsey Road (NE)	20	0	60	56	450
Rumsey Road (SW)	10	0	50	33	300
Rushcroft Road (NE)	0	0	70	33	360
Sandmere Road (NW)	0	0	50	0	160
Sandmere Road (SE)	0	0	50	25	160
Santley Street (NE)	0	0	60	12	90
Santley Street (SW)	0	0	60	20	210
Seneca Road (NE)	0	0	0	0	0
Seneca Road (NW)	0	0	0	0	0
Seneca Road (SE)	0	0	0	0	20
Seneca Road (SW)	0	0	10	0	30
Shannon Grove (NW)	0	0	40	33	350
Shannon Grove (SE)	0	21	50	25	290
Simkins Close (NE)	0	0	20	0	100
Simkins Close (SW)	0	0	10	50	90
Solon New Road (NE)	0	0	0	0	0
Solon New Road (NW)	0	0	10	0	0
Solon New Road (SE)	0	0	10	0	20
Solon New Road (SW)	0	0	0	0	0
Solon Road (NE)	0	0	60	0	300
Solon Road (NW)	0	0	70	0	390
Solon Road (SE)	0	0	50	0	360
Solon Road (SW)	0	0	20	0	150
St Luke's Avenue (NW)	0	0	140	30	1420
St Luke's Avenue (SE)	20	0	100	29	1230
Stansfield Road (SW)	20	3	150	33	1130
Stockwell Avenue (NW)	0	0	10	-Inf	70
Stockwell Avenue (SE)	0	0	60	33	260
Stockwell Green (NW)	20	28	100	50	1090
Stockwell Green (SW)	20	0	110	22	1120
Stockwell Park Walk (NE)	130	74	490	75	3870
Stockwell Road (NW)	130	73	620	79	3860
Stockwell Road (SE)	120	69	480	76	4180
Tasman Road (NW)	0	33	40	33	160
Tasman Road (SE)	0	0	10	100	20
Tintern Street (NE)	0	0	50	100	130
Tintern Street (NW)	0	0	40	0	130
Tintern Street (SE)	0	0	40	12	180
Tintern Street (SW)	0	0	40	0	100
Tremadoc Road (NE)	10	0	100	25	590
Tremadoc Road (NW)	20	10	120	100	740
Tremadoc Road (SE)	20	0	110	33	610
Tremadoc Road (SW)	20	11	110	100	760
Triangle Place (NE)	0	32	130	100	920
Triangle Place (NW)	0	0	0	0	20
Triangle Place (SE)	0	0	40	100	510
Triangle Place (SW)	0	0	70	17	310
Trinity Gardens (NW)	0	0	10	0	20
Trinity Gardens (SE)	0	0	10	0	40
Trinity Gardens (SW)	0	0	100	100	490
Tunstall Road (NE)	0	22	50	31	260
Tunstall Road (SW)	0	17	40	43	300
White's Square (NE)	0	0	0	0	0

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
White's Square (SW)	0	0	0	0	0
Willington Road (NW)	0	0	0	0	0
Willington Road (SE)	0	0	0	0	20

In this neighbourhood we have identified 1 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.