Ferndale 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.

Ferndale Summary

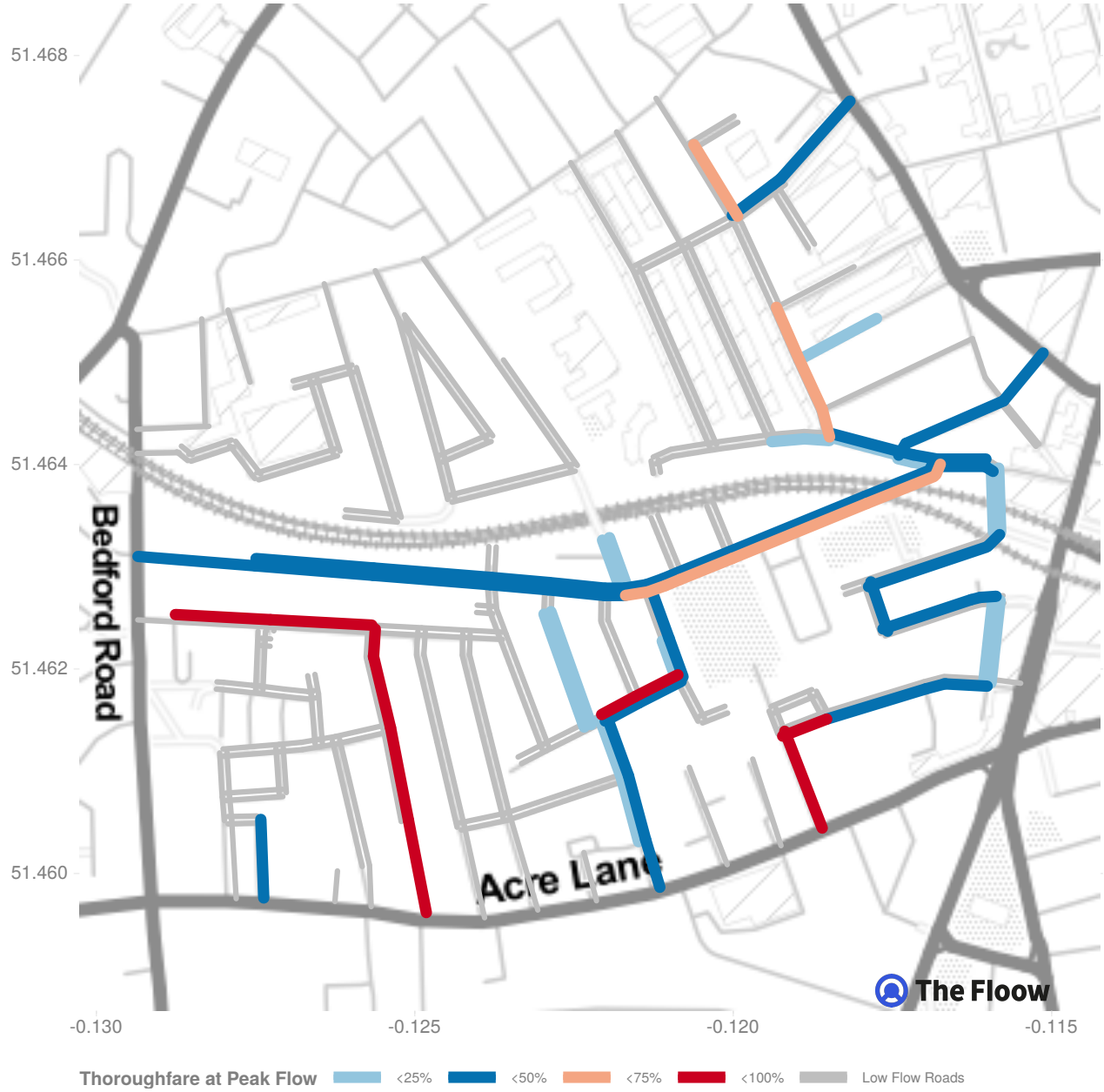
In this report, we refer to road names in terms of their approximate direction of travel. For example, Park Road (NW) indicates the north-west-bound traffic along Park Road. We also refer to 'thoroughfare', which is the percentage of all trips along each road that do not start or end inside the neighbourhood.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

There are no busy roads in this neighbourhood..

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


51.468
51.466
51.464
51.462
51.460
Bedford Road
-0.130
-0.125
-0.120
-0.115
The Floow
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)
Allardyce Street (NW)	0	0	50	100	220
Allardyce Street (SE)	0	33	60	50	300
Andalus Road (NE)	0	0	0	50	20
Andalus Road (NW)	0	0	10	100	30
Andalus Road (SE)	0	0	10	50	50
Andalus Road (SW)	0	0	10	33	30
Argyll Close (NE)	0	0	0	100	0
Argyll Close (SW)	0	0	0	100	0
Ashmere Grove (NE)	10	50	50	82	700

(continued)

Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Ashmere Grove (SE)	20	42	80	56	880
Ashmere Grove (SW)	0	20	10	100	160
Ballater Road (NE)	0	0	20	13	120
Ballater Road (NW)	0	0	20	13	140
Ballater Road (SE)	10	28	40	71	170
Ballater Road (SW)	0	0	20	71	80
Bellefields Road (NE)	10	33	140	38	840
Belvedere Place (SE)	0	0	10	83	80
Bernay's Grove (NE)	20	18	100	38	730
Bernay's Grove (SW)	20	21	90	42	690
Beta Place (NE)	0	0	0	0	10
Beta Place (NW)	0	0	0	0	10
Beta Place (SE)	0	0	0	100	10
Beta Place (SW)	0	0	0	75	10
Brighton Terrace (NE)	0	0	20	50	220
Brighton Terrace (NW)	10	26	100	67	760
Brighton Terrace (SE)	0	44	30	100	290
Brighton Terrace (SW)	20	28	100	73	690
Bucknell Close (SE)	0	0	20	100	140
Burgoyne Road (NW)	0	0	0	40	20
Burgoyne Road (SE)	0	0	0	40	30
Bythorn Street (NW)	0	0	0	0	20
Bythorn Street (SE)	0	0	0	0	0
Chantrey Road (SW)	0	0	60	18	410
Combermere Road (NE)	10	39	80	69	170
Combermere Road (SW)	0	0	20	0	40
Concanon Road (NW)	10	13	120	33	500
Concanon Road (SE)	20	24	110	37	640
Corrance Road (NE)	0	0	10	25	50
Corrance Road (NW)	0	0	10	33	60
Corrance Road (SE)	0	100	20	100	110
Corrance Road (SW)	0	0	20	80	50
Cottage Grove (NE)	0	94	10	100	40
Cottage Grove (NW)	0	81	30	100	140
Cottage Grove (SE)	0	82	20	94	100
Cottage Grove (SW)	0	0	30	77	130
Dalyell Road (NW)	0	10	20	42	70
Dalyell Road (SE)	10	43	100	45	460
Dolman Street (NW)	0	0	80	5	110
Dolman Street (SE)	0	0	70	6	100
Ducie Street (NE)	0	0	40	11	130
Ducie Street (NW)	0	0	80	8	200
Ducie Street (SE)	0	7	50	57	180
Ducie Street (SW)	0	5	40	57	170
Fenwick Place (NW)	0	97	50	100	160
Fenwick Place (SW)	0	0	10	100	20
Ferndale Road (NE)	20	28	100	33	570
Ferndale Road (NW)	10	27	110	42	540
Ferndale Road (SE)	10	7	90	21	460
Ferndale Road (SW)	20	41	100	100	790
Gateley Road (NE)	0	0	10	50	70
Glendall Street (NW)	0	0	0	31	20
Glendall Street (SE)	0	0	0	67	10
Hargwyne Street (NW)	0	0	20	48	90
Hargwyne Street (SE)	0	0	20	0	50
Hetherington Road (NW)	0	0	20	33	180
Hetherington Road (SE)	10	28	40	55	260
Hubert Grove (NE)	0	0	10	33	20
Hubert Grove (NW)	0	0	10	50	40
Hubert Grove (SE)	0	0	10	40	40
Hubert Grove (SW)	0	0	10	40	40

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Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Kepler Road (NE)	0	0	20	75	130
Kepler Road (SW)	0	0	20	50	110
Linom Road (NE)	0	0	10	89	130
Linom Road (NW)	0	0	0	100	40
Linom Road (SE)	0	0	10	88	130
Linom Road (SW)	0	0	10	67	80
Medwin Street (NE)	0	0	20	100	80
Medwin Street (NW)	0	0	20	100	100
Medwin Street (SE)	0	12	20	100	110
Medwin Street (SW)	0	12	20	100	110
Mordaunt Street (NW)	0	0	30	18	190
Mordaunt Street (SE)	0	0	10	20	70
Nealden Street (NW)	0	30	20	100	260
Nursery Road (NE)	0	0	40	17	200
Nursery Road (NW)	0	0	60	24	480
Nursery Road (SE)	0	0	80	17	570
Nursery Road (SW)	0	0	60	21	300
Old Dairy Mews (NW)	0	0	0	0	0
Old Dairy Mews (SE)	0	0	0	100	0
Plato Road (NW)	0	17	20	50	120
Plato Road (SE)	0	70	20	78	130
Pulross Road (NE)	0	0	20	22	80
Pulross Road (NW)	20	21	150	25	480
Pulross Road (SE)	10	38	100	47	520
Pulross Road (SW)	0	13	50	50	100
Raeburn Street (NE)	0	12	30	75	140
Raeburn Street (SW)	0	8	20	43	100
Regis Place (SE)	0	0	10	100	80
Sandmere Road (NW)	10	33	40	50	190
Sandmere Road (SE)	10	47	70	92	360
Santley Street (NE)	10	18	70	22	180
Santley Street (SW)	0	30	70	36	190
Seneca Road (NE)	0	0	0	60	10
Seneca Road (NW)	0	0	0	-Inf	0
Seneca Road (SE)	0	0	0	50	0
Seneca Road (SW)	0	0	10	80	0
Shannon Grove (NW)	0	0	30	22	230
Shannon Grove (SE)	0	0	50	18	380
Simkins Close (SW)	0	0	10	50	50
Solon New Road (NE)	0	0	0	100	20
Solon New Road (NW)	0	0	0	17	20
Solon New Road (SE)	0	0	10	100	20
Solon New Road (SW)	0	0	0	0	30
Solon Road (NE)	0	25	10	40	110
Solon Road (NW)	0	0	20	44	120
Solon Road (SE)	0	0	60	93	510
Solon Road (SW)	0	0	60	98	470
Stansfield Road (SW)	0	46	40	100	220
Stockwell Avenue (NW)	0	0	10	56	40
Stockwell Avenue (SE)	0	22	30	67	140
Tasman Road (NW)	0	0	20	40	80
Tasman Road (SE)	0	0	10	33	30
Tintern Street (NE)	0	0	20	0	0
Tintern Street (NW)	0	0	20	50	120
Tintern Street (SE)	10	23	40	50	190
Tintern Street (SW)	0	0	0	0	0
Trinity Gardens (NE)	0	0	20	91	90
Trinity Gardens (NW)	0	0	10	65	30
Trinity Gardens (SE)	10	27	100	80	260
Trinity Gardens (SW)	20	25	90	73	340
Tunstall Road (NE)	20	23	70	32	400

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Road	Min. Flow (Cars/Hour)	% Thoroughfare	Max. Flow (Cars/Hour)	% Thoroughfare	Total Daily Volume (Cars)
Tunstall Road (SW)	10	15	30	30	230
Willington Road (NW)	0	60	20	78	50
Willington Road (SE)	0	0	0	100	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.