
The Holmewood Neighbourhood Home Zone Summary of Questionnaire and Traffic Surveys

Final Report

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**The Holmewood Neighbourhood
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1 Introduction

1.1 Background

1.1.1 MVA has recently conducted and reported on two surveys undertaken in connection with the proposed Holmewood Neighbourhood Home Zone. The first survey concerned traffic conditions, and provided an objective assessment of current vehicular, pedestrian and cyclist movements through the area. The second survey was based on a questionnaire, and sought the opinions of the local community on a range of issues including traffic, the environment and sense of community.

1.1.2 The questionnaire asked residents to give an indication of their level of satisfaction on these issues. It also invited respondents to say what they thought were the best and worst things about the area, and how it could be improved.

1.1.3 This report summarises the key findings of each of the surveys and where appropriate provides a comparison between local opinion about conditions and actual measured data. It concentrates mostly on traffic related issues in the Holmewood neighbourhood since that was the predominant subject of the two surveys. The responses to the questions posed by the questionnaire are compared with the results of the traffic surveys to discover whether residents' views agree with or contradict the conclusions from the traffic survey. This helps set the results of the questionnaire survey in the context of objective traffic data. The report draws upon information presented in two previous reports namely,

- Lambeth Home Zones Traffic Survey Report – March 2000
- The Holmewood Neighbourhood Home Zone Results of Questionnaire Survey – July 2000

It also includes additional information summarising crime and road safety statistics for the area.

1.1.4 The proposed limits of the Home Zone are shown in Figure 1.1. This is broadly the area within which the surveys were undertaken although traffic surveys were also undertaken on roads on the periphery of the area. For clarity, the area is divided into seven colour coded zones which were used to determine how residents responses to the questionnaire varied from road to road. Where appropriate, reference is made to these zones in the remainder of this report.



Figure 1.1 Limits of Proposed Home Zone and Distribution of Addresses from which Questionnaires were Returned

1.2 Structure of Report

1.2.1 Chapter 2 provides a summary of the questionnaire survey report focussing particularly on the type of people living in the neighbourhood and the children. The following four chapters concentrate on different aspects of the traffic conditions in the Holmewood neighbourhood. Chapter 3 looks at traffic flows while Chapter 4 addresses through traffic. Chapter 5 is about traffic speeds and Chapter 6 considers the parking situation. Chapters 7 and 8 deal with crimes and accidents that have recently occurred within the Holmewood neighbourhood. The final chapter provides a summary.

1.2.2 Chapters 3 to 6 begin with a short introduction describing the relevant part of each survey undertaken. The overall results from each of the survey reports are then summarised and compared. Tables and charts are presented which show how the results differ from road to road. These chapters each conclude with an analysis of how the results of each survey compare for each of the four roads within the limits of the proposed Home Zone.

2 Questionnaire Survey

2.1 Introduction

2.1.1 This chapter provides a summary of the key information contained in the questionnaire survey report which does not deal directly with traffic issues, such as that relating to the environment and the community. It also reports on residents' views concerning the possible advantages and disadvantages of the proposed Home Zone.

2.1.2 Questionnaires were delivered to all addresses within the boundary shown in Figure 1.1. There are approximately 160 homes within this area. Sixty-two responses were received which equates to a response rate of just below 40%. The number of responses received from each zone is shown in Figure 1.1.

2.1.3 As the number of responses was relatively low for this type of questionnaire survey, some caution should be attached to the interpretation of the results, and their comparison with results of the traffic surveys. The opinions of those who responded to the survey may not be representative of the residents as a whole.

2.2 Environment

2.2.1 Residents were asked to indicate their level of satisfaction with a variety of environmental issues, based on a five point scale ranging from very dissatisfied to very satisfied. Overall more than 50% of respondents expressed general satisfaction with the local environment while less than a third showed general dissatisfaction.

2.2.2 Residents were most satisfied with the amount of greenery in the area and rubbish clearance. Respondents were less satisfied with road crossing points, pavement conditions and street lighting. The results are summarised below.

• Rubbish Clearance:	69% satisfied,	20% dissatisfied
• Amount of Greenery:	66% satisfied,	24% dissatisfied
• General Appearance:	51% satisfied,	28% dissatisfied
• Street Cleaning:	49% satisfied,	32% dissatisfied
• Road Crossing Points:	42% satisfied,	38% dissatisfied
• Street Lighting	40% satisfied,	44% dissatisfied
• Pavement Condition	35% satisfied,	41% dissatisfied
• Overall	51% satisfied,	32% dissatisfied

2.2.3 The residents were asked what they thought the best and worst things were about the environment. Seventy one percent said the park and playground was one of the best things. This was followed by trees and greenery (23%). The most commonly given worst thing was speeding cars (27%).

2.2.4 When asked what environmental improvements could be made 34% suggested traffic calming and 26% said more trees and shrubbery. Other requests were for more bins and street cleaning, better lighting and controls on non-resident parking.

2.3 Community

2.3.1 Respondents were invited to give their opinions on several community related aspects of the neighbourhood. General satisfaction was found to be relatively high with 56% of responses overall expressing some degree of satisfaction. Only 18% of responses were of dissatisfaction.

2.3.2 Residents were the most positive about neighbourliness, suitability for families and the children's play area. Conversely, some concern was shown regarding crime levels. The results are summarised below:

- Neighbourliness of People: 84% satisfied, 4% dissatisfied
- Suitability for Families: 60% satisfied, 8% dissatisfied
- Children's Play Area: 57% satisfied, 23% dissatisfied
- Crime Levels: 24% satisfied, 35% dissatisfied
- **Overall: 56% satisfied, 18% dissatisfied**

2.3.3 Sixty percent of respondents said that the friendliness of the people and the community spirit were one of the best things about the community. Thirteen percent said the multicultural nature and ethnic mix in the neighbourhood were a good thing. On the negative side 15% thought that prostitution was a problem.

2.3.4 Residents were asked to say how safe they felt in the neighbourhood. Thirty nine percent said that they feel unsafe in the street at night. People are generally a lot happier at home and in the street during the day with only 5% and 4% respectively saying they feel unsafe.

2.4 Holmewood Residents

2.4.1 Respondents were asked to give the ages of all the people in their household. From the 124 results obtained it was apparent that the predominant age group is young to middle aged adults:

- 32% are age 25-34.
- 19% are age 35-44.
- 16% are children up to 16 years.
- Only 8% are age 65 or over.

2.4.2 Figure 2.1 shows the full age distribution with a breakdown of the ages of children aged 16 or under.

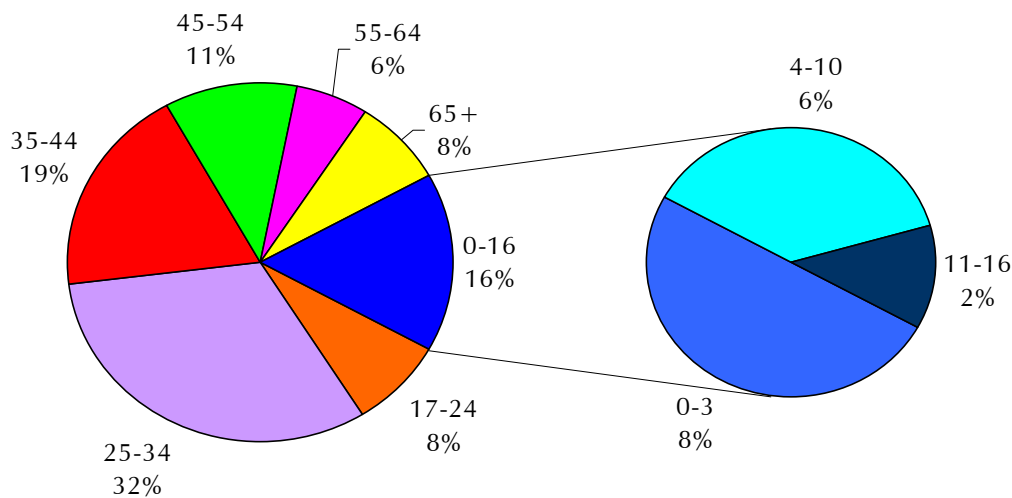


Figure 2.1 Age Distribution of Residents

2.4.3 Each resident in the household was asked to indicate the main mode of transport used to travel to their daily workplace, school or college. There were 147 responses to this:

- 43% said they use either bus or tube or both.
- 16% said they drove a car.
- 10% said they walk.
- 14% said they don't work or work at home.

2.4.4 Residents were asked how many motor vehicles and bicycles belong to their household. The most notable results were as follows:

- 74% own at least one car.
- 16% have two or more cars.
- 51% own a least one bicycle.
- 24% have two or more bicycles.
- 6% own one motorcycle or scooter.

2.4.5 Respondents were invited to indicate their ethnic group. Sixty six percent said they are white of which 55% are British and 3% Irish. Eleven percent are black, 5% of whom are black African and 3% black Caribbean.

2.5 Holmewood's Children

2.5.1 Twenty children aged between 2 and 16 years contributed to this part of the questionnaire survey. Seventy percent of the respondents were girls and thirty percent were boys. Most were of nursery or primary school age.

2.5.2 The first question that the children were asked was where they like to play outdoors. Notable results from this were as follows:

- 80% said they like to play on the green on Holmewood Gardens.
- 60% said they are not allowed to play outside alone.
- 25% said they play further afield.
- 10% said they play in the street in Holmewood Gardens.
- None said they play in the surrounding streets.

2.5.3 The fact that so few children play in the street is perhaps due to the young age of most of the respondents, combined with parents fearing their children are not safe in the street, because of the speed and volume of traffic.

2.5.4 When asked how many friends' homes the children could walk to, the response was mixed. Only ten percent said they were unable to walk to any of their friends' houses while the other responses were distributed evenly between one and five or more.

2.5.5 A variety of schools are attended by the children in the neighbourhood. The sixteen children who are at school age go to ten different schools, including local nursery and primary schools and larger secondary schools situated further afield. The schools attended by two or more of the respondents are as follows:

- Streatham Hill and Clapham High
- Graveney
- Streatham Wells
- Wix Lane, Clapham
- Holmewood Nursery

2.5.6 The children were asked how they normally travel to school. The results of this included the following:

- 35% said they walked.
- 25% said they get a lift.
- 10% said they take the bus.

2.5.7 When asked what games they like to play outside many of the children said they liked to use the swings and slides on the green. Others said they play football or ride their bikes. There were several suggestions as to what improvements could be made to the play area. These included:

- Monkey bars
- Bigger slides
- A sandpit
- Adventure playground equipment
- Football and netball goals

Some of the children thought that traffic calming measures such as speed humps and pedestrian/zebra crossings would make the area safer.

2.6 A Home Zone for Holmewood

2.6.1 The residents were asked what they thought the potential advantages and disadvantages of the proposed Home Zone were. The most common advantages suggested were as follows:

- 34% said the reduction in traffic and its speed.
- 27% thought it would make the environment safer.
- 16% said it might improve the sense of community.

Other, less common responses were that the Home Zone would lead to a cleaner environment, a better quality of life, make the area more desirable and include the planting of trees and bushes.

2.6.2 When asked what the possible problems would be there were significantly fewer responses. Twenty six percent thought there would be a loss of parking space and 8% said it might encourage crime. Six percent thought apathetic residents might inhibit progress of the scheme.

3 Traffic Flows

3.1 Introduction

3.1.1 As part of the traffic surveys automatic traffic counters were positioned at various locations in the Holmewood neighbourhood. Traffic counts were recorded continuously between 26 November and 12 December 1999. The traffic survey report included an analysis of 24 hour flows and peak hour flows by road.

3.1.2 The traffic section of the questionnaire asked residents to indicate their level of satisfaction with a number of traffic related issues. Views collected on the amount of traffic in the area can be directly compared with results of the traffic surveys.

3.2 Overall Results

3.2.1 The questionnaire survey showed that in general residents are concerned about the amount of traffic in the Holmewood neighbourhood. Notable results from the survey report include:

- Nearly half the 61 respondents (46%) are dissatisfied.
- 21% are very dissatisfied.
- 25% are quite dissatisfied.
- Only 39% are satisfied.

3.2.2 Despite this general dissatisfaction, when asked what the best things were about the traffic 23% indicated the lack of traffic while only 11% said the amount of traffic was one of the worst things.

3.2.3 The traffic count results naturally differ from road to road but it can be seen from the peak hour flows presented in Table 3.2 below that the maximum number of vehicles travelling along any road in the area is 189 per hour and the minimum is 77 per hour. This approximately equates to between one and three vehicles per minute.

3.2.4 The fact that many respondents find this level of traffic unacceptable suggests that residents feel the streets in the area are not suited to carrying the peak hour traffic flows. Opinions may have been induced by the view that much of the traffic is through traffic. This subject will be explored in more detail in a later chapter.

3.3 Road by Road Analysis

Traffic Survey Results

3.3.1 Table 3.1 shows the approximate average daily flow on each road on a weekday and at the weekend. This is the total number of vehicles which travel along the road in both directions during a whole day (24 hours). These results were obtained from the automatic traffic counters which were placed at four locations in the neighbourhood.

Table 3.1 Average Daily Traffic Flows

Road	Approximate Average Daily Traffic Flow in Both Directions	
	Weekday (vehicles)	Weekend (vehicles)
Holmewood Road	2300	1950
Maplestead Road	1600	1200
Cotherstone Road	1600	1200
Holmewood Gardens	1200	1000

3.3.2 Table 3.2 provides a different view of the traffic flows by focussing on the busiest times of the day. The automatic traffic counters recorded the number of vehicles travelling in each direction by hour. From the traffic survey report three distinct peak hours can be identified for the weekday. As weekend flows were significantly lower they are not included in the table.

Table 3.2 Weekday Peak Hour Flows

Road	Weekday Peak Hour Flow in Both Directions		
	8am-9am	3pm-4pm	5pm-6pm
Holmewood Road	140	189	173
Maplestead Road	175	167	145
Cotherstone Road	153	165	147
Holmewood Gardens	87	91	77

3.3.3 A peak hour occurs in the morning at 8am-9am on all four roads. The main afternoon peak is at 3pm-4pm and can be attributed to vehicle movements associated with the presence of several schools in the area including:

- Christchurch C. of E. Primary School, Cotherstone Road
- Holy Trinity C. of E. Primary School, Upper Tulse Hill
- Holmewood Nursery School, Upper Tulse Hill

Another distinct but lower peak occurs at 5pm-6pm, which is consistent with the evening 'rush hour'.

3.3.4 Figures 3.1 and 3.2 illustrate how average daily traffic flows and weekday peak hour flows differ from road to road.

Questionnaire Survey Results

3.3.5 Table 3.3 provides an analysis by road of residents' satisfaction regarding the amount of traffic in the neighbourhood. The 'zone' column indicates exactly the location of respondents' homes with reference to Figure 1.1. The percentages show how residents' satisfaction with the amount of traffic differs from road to road.

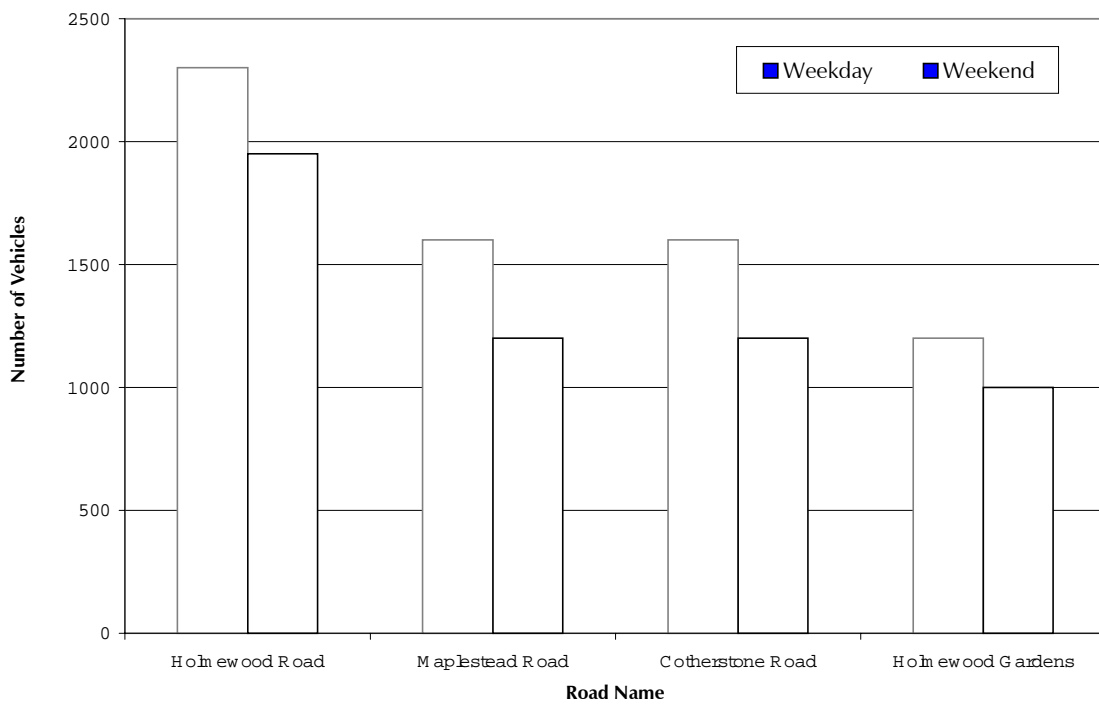


Figure 3.1 Average Daily Traffic Flows

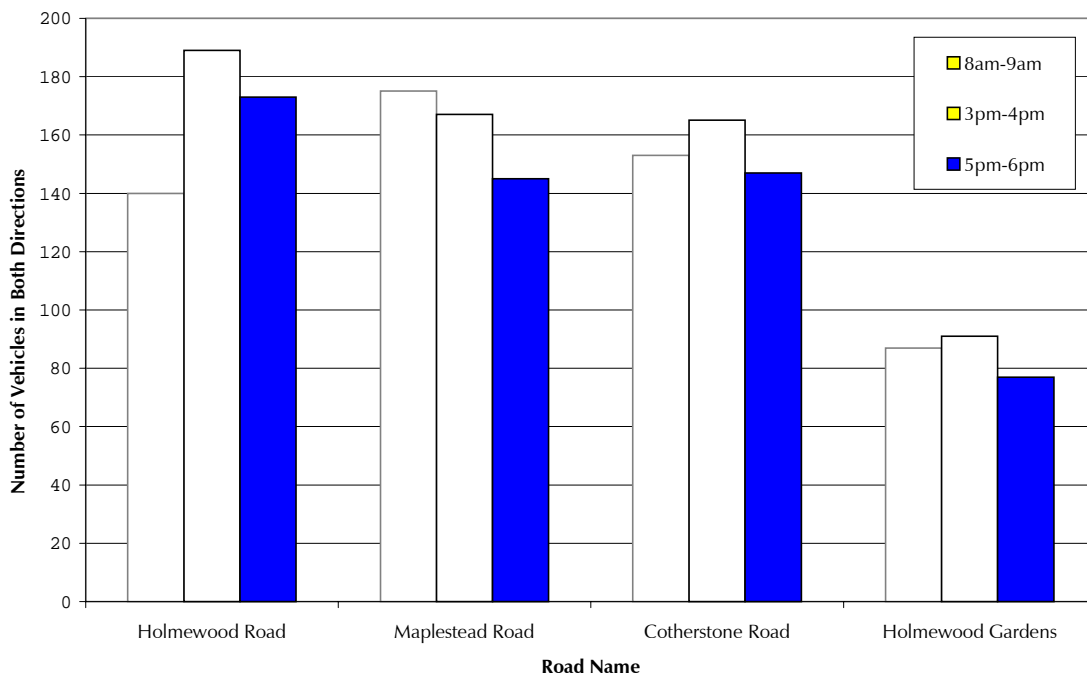


Figure 3.2 Weekday Peak Hour Flow

Table 3.3 Amount of Traffic – Satisfaction by Road

Road	Zone	Number of Respondents	Very Satisfied %	Quite Satisfied %	Neither %	Quite Dissatisfied %	Very Dissatisfied %	Total %
Holmewood Road	HR1 HR2	14	0	14	14	51	21	100
Cotherstone Road	CR1	5	0	20	20	20	40	100
Holmewood Gardens East	HG2 HG3	21	10	32	10	24	24	100
Holmewood Gardens West	HG1	13	15	46	8	8	23	100
Maplestead Road	MR1	8	0	50	37	13	0	100
Overall		61	7	32	15	25	21	100

3.3.6 Figure 3.3 shows graphically how residents' satisfaction regarding traffic volumes varies from street to street.

3.4 Holmewood Road

3.4.1 Residents in Holmewood Road appear to be the most unhappy with the amount of traffic with nearly three quarters (72%) expressing some sort of dissatisfaction. This correlates well with the traffic flows summarised in Tables 3.1 and 3.2.

3.4.2 Total daily traffic is nearly 50% higher than on Maplestead Road and Cotherstone Road on a weekday. The weekday peak hour flows are also highest on Holmewood Road from 3pm to 4pm and 5pm to 6pm. However, the morning peak hour flows are exceeded by those on both Maplestead Road and Cotherstone Road.

3.5 Cotherstone Road

3.5.1 Only five people in Cotherstone Road responded to the survey and of these only one respondent indicated satisfaction with traffic levels. Three respondents were dissatisfied, two of which were very dissatisfied.

3.5.2 Table 3.1 shows that daily traffic flows are lower on Cotherstone Road than on Holmewood Road but the residents exhibit similar levels of dissatisfaction. Reasons for this could include:

- Respondents are referring to morning and afternoon peaks when flows are similar to Holmewood Road.
- Respondents are unhappy about traffic levels resulting from Christchurch School.
- Narrowness of the road and traffic calming causes residents to expect traffic flows to be lower than on surrounding streets.

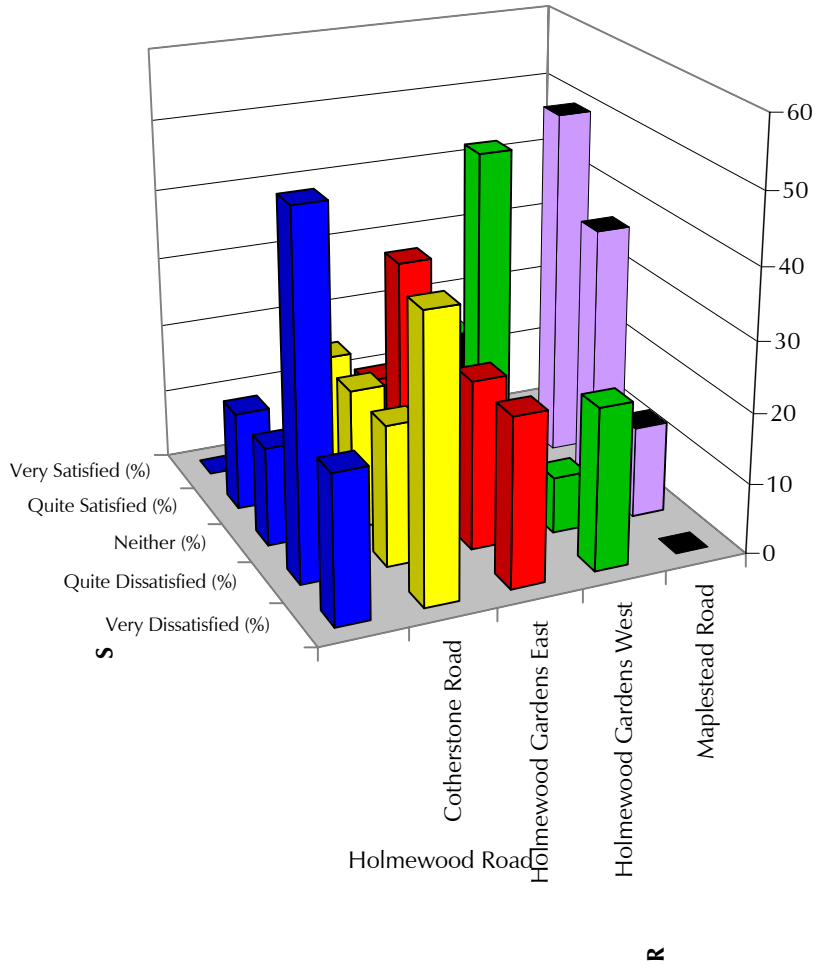


Figure 3.3 Amount of Traffic – Satisfaction by Road

3.6 Maplestead Road

3.6.1 Daily traffic flows are very similar to those on Cotherstone Road. Afternoon and evening peak hour flows are also similar but morning flows are highest of all the roads. This is perhaps surprising given the presence of a school on Cotherstone Road and Holmewood Road’s proximity to shops and businesses on Brixton Hill.

3.6.2 Also surprising is the fact that residents are much happier about the amount of traffic than on any of the other roads. Only eight people responded to the questionnaire but of those half were quite satisfied and only one was dissatisfied.

3.6.3 There are two major differences between Maplestead Road and Cotherstone Road which could be responsible for the difference in the opinions of their residents:

- Maplestead Road does not have an access to a school.
- Maplestead Road is wider with no traffic calming.

3.7 Holmewood Gardens

3.7.1 Holmewood Gardens is the longest road in the neighbourhood and hence the address of the largest proportion of respondents. Because of this it is appropriate to split the road into two halves when analysing the questionnaire responses. Results for the east and west sides are presented separately in Table 3.3.

3.7.2 Residents living in Holmewood Gardens were more satisfied with the amount of traffic than those in other parts of the neighbourhood. However it was apparent that residents on the east side of Holmewood Gardens were not as satisfied as those on the west side, as summarised below:

- East side 10% very satisfied, 32% quite satisfied
- West side 15% very satisfied, 46% quite satisfied

3.7.3 When considering the automatic traffic counts for Holmewood Gardens it is important to view the figures with caution. Although the flow recorded is lower than that for other roads in the area, this reflects the location of the traffic counter, which only recorded movements just to the south of Redlands Way. In practice the traffic flows on Holmewood Gardens are complicated by the fact that the road effectively forms a large two-way roundabout around the green area. This means that traffic flows along particular stretches of the Gardens are likely to be higher than those recorded by the counter. In order to capture these movements a more detailed survey would be required.

4 Through Traffic

4.1 Introduction

4.1.1 Surveys to record the entry and exit points of each vehicle travelling through the area (origin and destination surveys) were carried out on Thursday 2 December 1999. The surveys involved recording vehicle number plates at entry and exit points to the Holmewood neighbourhood. This data was used to determine the level of through traffic and different routes used to pass through the area.

4.1.2 The traffic section of the questionnaire did not directly ask respondents for their satisfaction regarding through traffic but responses to the section used to research the worst things about the traffic and suggested improvements proved to be useful in assessing residents views.

4.2 Overall Results

4.2.1 The questionnaire survey report provided the following overall conclusions:

- 26% of respondents felt that traffic taking short cuts or 'rat running' was one of the worst things about the traffic.
- 29% suggested that stopping 'rat-running' traffic would be an improvement.

4.2.2 The origin and destination surveys support residents concerns by revealing that all roads in the neighbourhood are being used by through traffic on a weekday.

4.2.3 Figures 4.1 to 4.8 show that through traffic volumes are heaviest in the evening with an average of 91 vehicles per hour passing through the area between 4pm and 7pm. This figure is obtained by summing the numbers of vehicles entering or leaving the area and dividing by three. It means that, on average, between one and two vehicles per minute use the Holmewood neighbourhood to make a through movement during this period. When compared with the total weekday peak hour flows in Table 3.2 it can be deduced that approximately between a quarter and a third of all traffic in the area is through traffic.

4.2.4 In the morning an average of 65 vehicles per hour pass through the neighbourhood from 7am to 10am.

4.3 Road by Road Analysis

Traffic Survey Results

4.3.1 Figures 4.1 to 4.8 show the routes being used by through traffic in the morning from 7am to 10 am and in the evening from 4pm to 7pm. The numbers indicate how many vehicles are entering and leaving the area by the routes shown during each period.

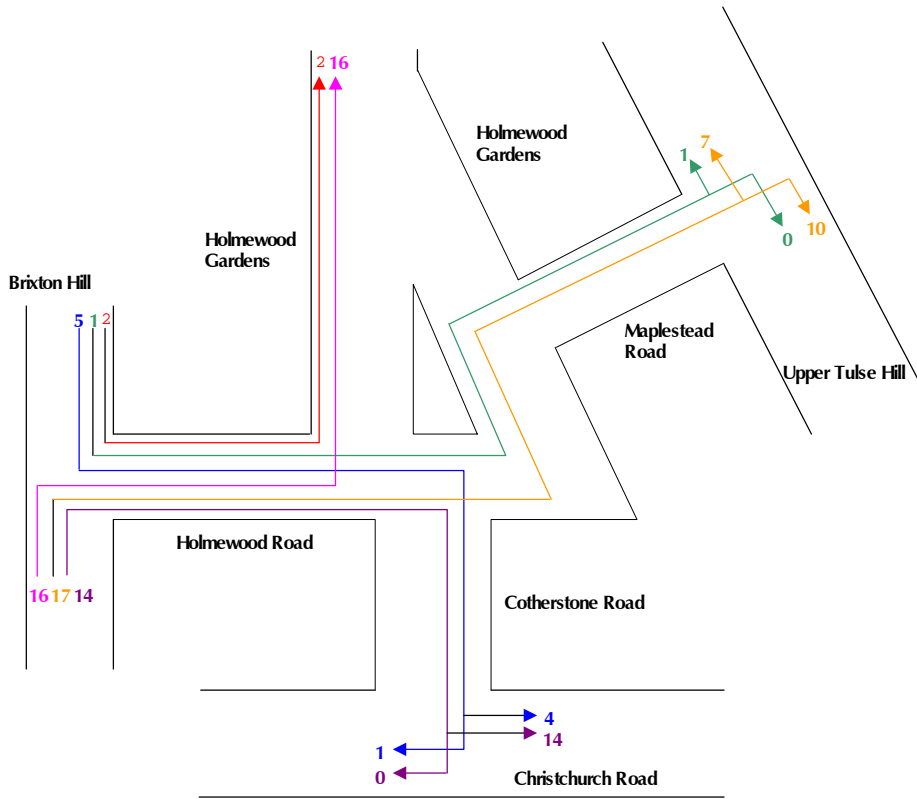


Figure 4.1 Through Movements from Brixton Hill 7am-10am

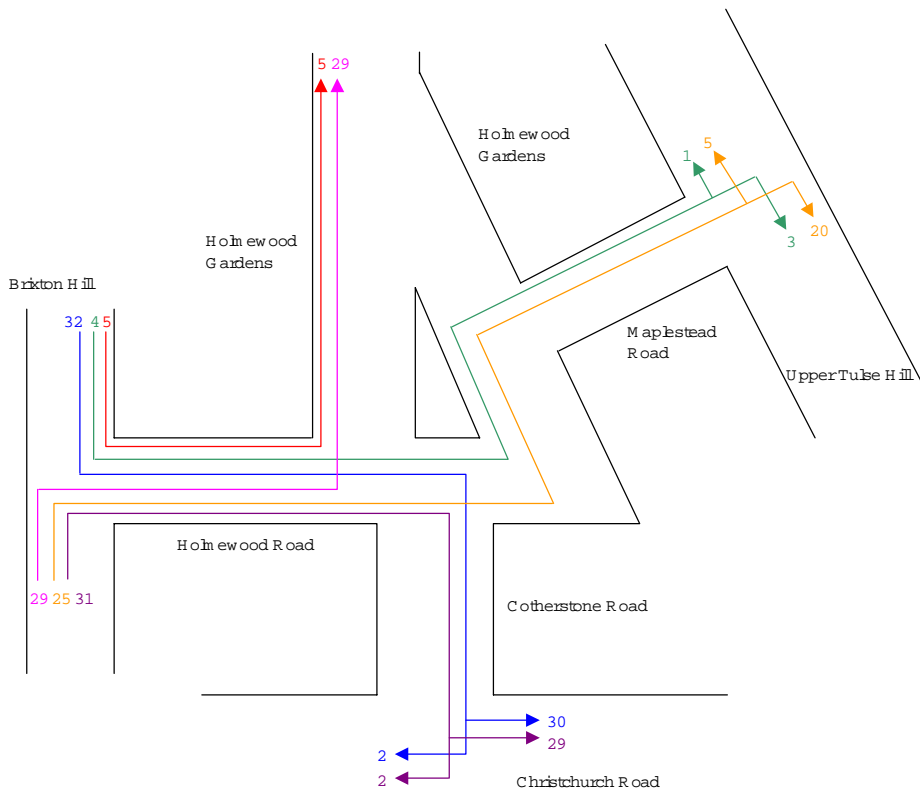


Figure 4.2 Through Movements from Brixton Hill 4pm-7pm

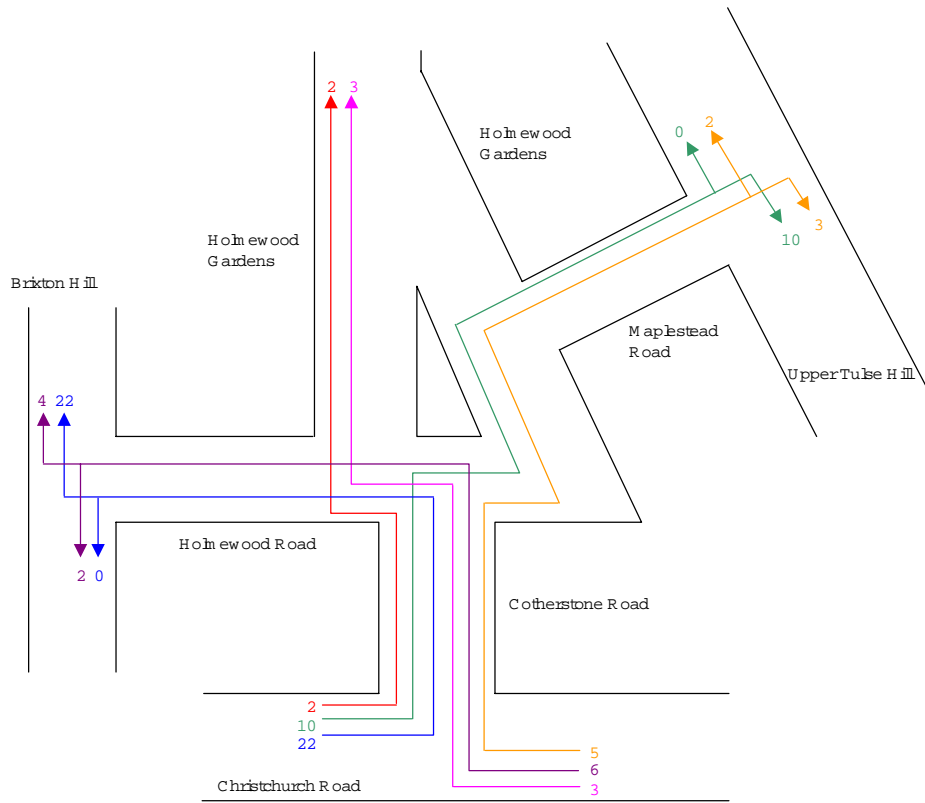


Figure 4.3 Through Movements from Christchurch Road 7am-10am

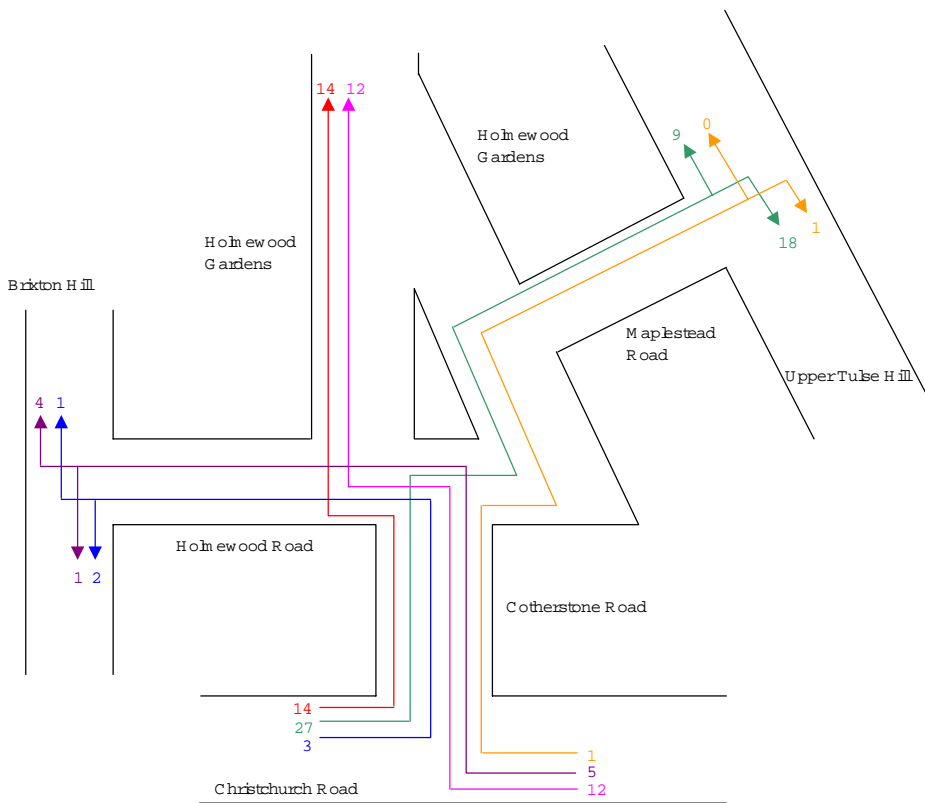


Figure 4.4 Through Movements from Christchurch Road 4pm-7pm

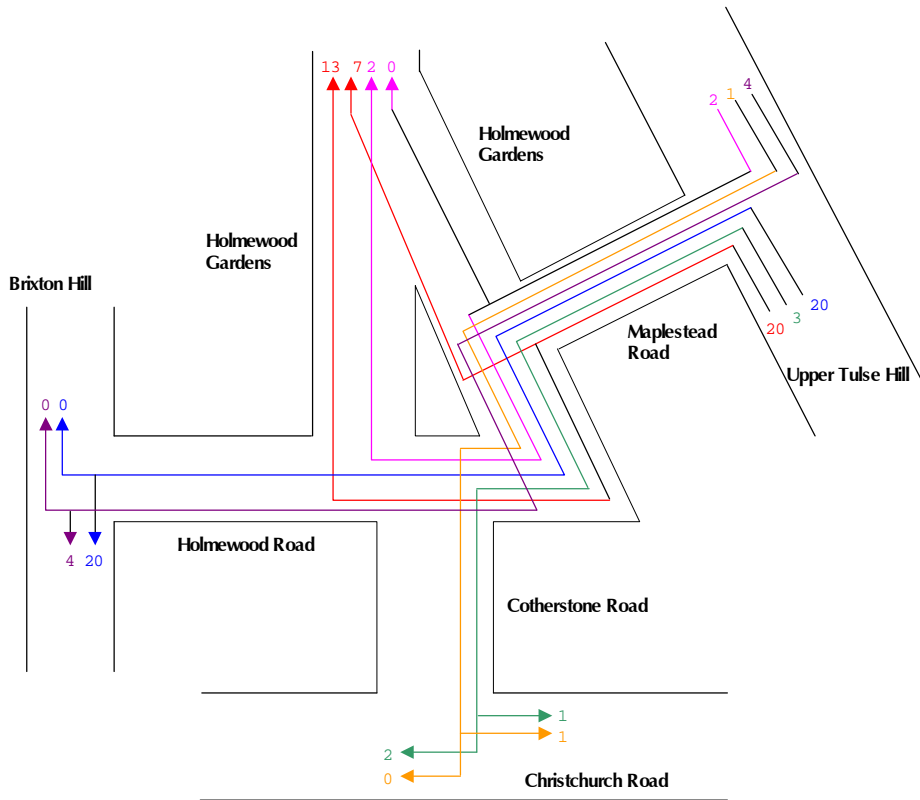


Figure 4.5 Through Movements from Upper Tulse Hill 7am-10am

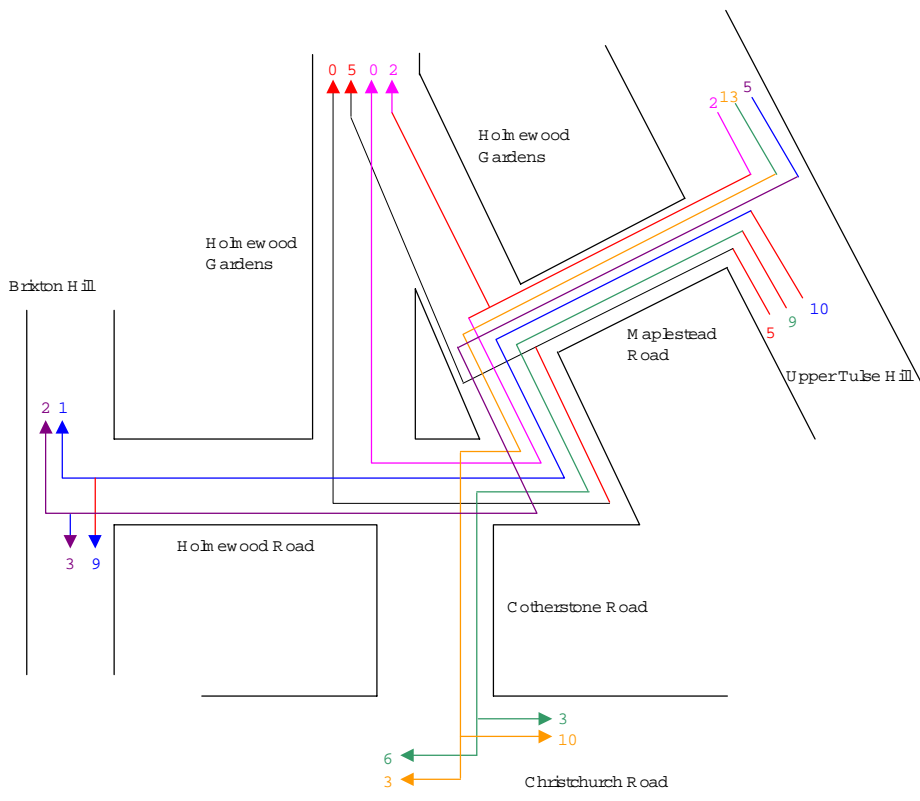


Figure 4.6 Through Movements from Upper Tulse Hill 4pm-7pm

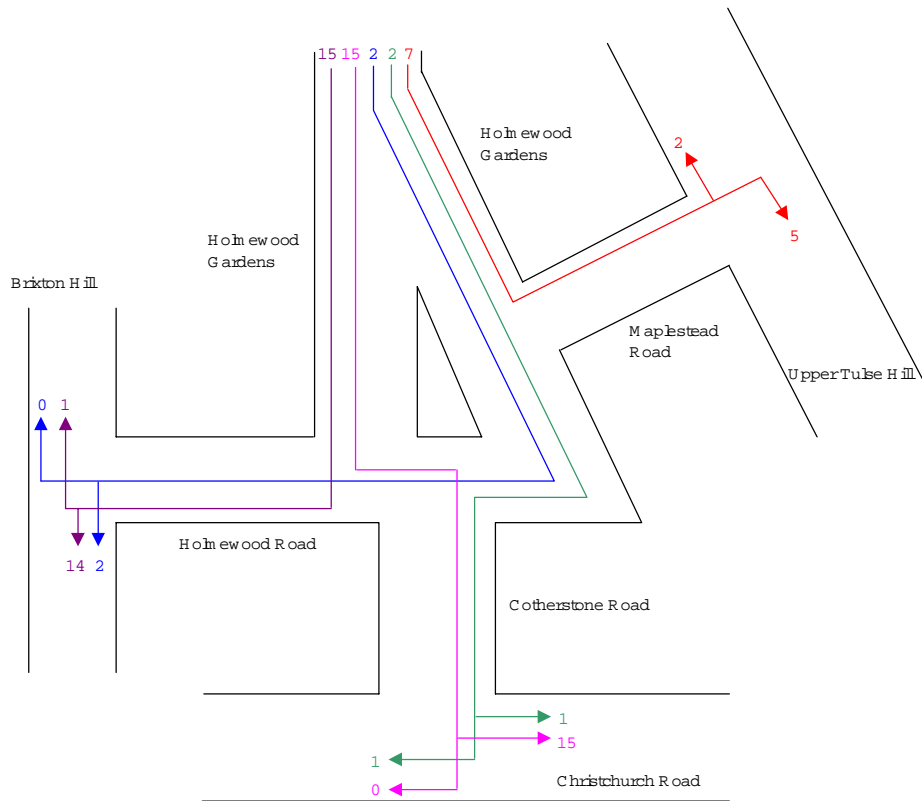


Figure 4.7 Through Movements from Redlands Way 7am-10am

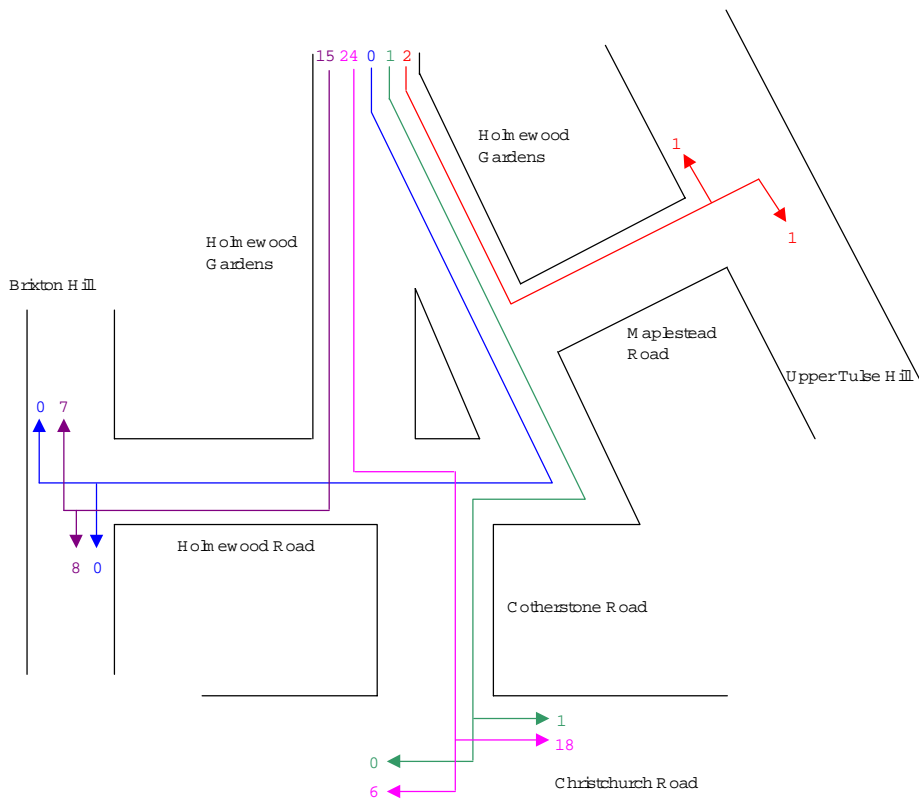


Figure 4.8 Through Movements from Redlands Way 4pm-7pm

4.3.2 The results summarised in the questionnaire survey report can be analysed by road to see the location of respondents who have the strongest opinions regarding through traffic.

4.3.3 Table 4.1 provides a breakdown by road of relevant responses to the worst things about the traffic and possible improvements.

Table 4.1 Residents Opinions of Through Traffic

Road	Zone	Number of Respondents	“Rat Running is one of worst things” %	“Stopping through traffic would improve area” %
Holmewood Gardens – East	HG2+3	22	50	41
Cotherstone Road	CR1	5	40	40
Holmewood Gardens – West	HG1	13	15	8
Holmewood Road	HR1+2	14	7	36
Maplestead Road	MR1	8	0	13
Overall		62	26	29

4.4 Holmewood Road

4.4.1 Observation of Figures 4.1 to 4.8 reveals that Holmewood Road experienced the following levels of through traffic:

- 41 vehicles per hour in the morning
- 55 vehicles per hour in the afternoon/evening

4.4.2 Only 7% of residents decided to highlight through traffic as one of the worst things but a higher proportion (36%) suggested its prevention would be an improvement.

4.5 Cotherstone Road

4.5.1 Cotherstone Road experienced the following levels of through traffic:

- 29 vehicles per hour in the morning
- 57 vehicles per hour in the afternoon/evening

4.5.2 These figures are similar to those for Holmewood Road. However, respondents seem more dissatisfied on Cotherstone Road with 40% highlighting through traffic as one of the worst things and the same proportion suggesting it should be curtailed.

4.6 Maplestead Road

4.6.1 Through traffic flows in Maplestead Road were:

- 30 vehicles per hour in the morning
- 34 vehicles per hour in the afternoon/evening

4.6.2 Maplestead Road had generally lower through traffic flows than the other roads, especially in the evening. The lower flows correlate well with the questionnaire survey. None of the eight respondents complained about through traffic while just one suggested it should be reduced.

4.7 Holmewood Gardens

4.7.1 Analysis of Figures 4.1 to 4.8 is more complex due the triangular shape of the road. Whilst the west side of Holmewood Gardens can be treated similarly to the other roads for the east side we have chosen to consider the stretch between Cotherstone Road and Maplestead Road for assessment purposes.

4.7.2 Through traffic flows on the west side of Holmewood Gardens were:

- 23 vehicles per hour in the morning
- 33 vehicles per hour in the afternoon/evening

4.7.3 These flows are lower than those on Holmewood Road and Cotherstone Road and correspondingly few residents complained about the through traffic.

4.7.4 Through traffic flows on the east side of Holmewood Gardens were:

- 27 vehicles per hour in the morning
- 32 vehicles per hour in the afternoon/evening

4.7.5 Although these flows are low compared to other roads Table 4.1 shows that residents here are the most unhappy with through traffic. Half of the 22 respondents said through traffic was one of the worst things while 41% called for it to be reduced.

5 Traffic Speed

5.1 Introduction

- 5.1.1 Speed surveys were undertaken on Holmewood Road, Holmewood Gardens, Maplestead Road and Cotherstone Road. The traffic survey report provided 85th percentile speeds for a weekday and a weekend for each road.
- 5.1.2 The 85th percentile speeds give the best indication of general traffic speed as it eliminates vehicles travelling at exceptionally high speeds which are not characteristic of the majority of motorists using the road.
- 5.1.3 The traffic section of the questionnaire asked residents to respond with their level of satisfaction regarding traffic speeds in the Holmewood neighbourhood. The results of this can be compared with the results of the speed surveys.

5.2 Overall Results

- 5.2.1 The conclusion from the questionnaire survey is that in general residents are very concerned with traffic speeds in the Holmewood neighbourhood. Results from the questionnaire survey include:
- Nearly three quarters (72%) of the 61 respondents are dissatisfied
 - 46% are very dissatisfied.
 - 26% are quite dissatisfied.
 - Only 20% are satisfied.
- 5.2.2 Further evidence of resident's discontentment exists in responses to the question asking for people to say what the worst things were about the traffic situation. Well over half (58%) said that vehicles speeding was one of the worst things while 29% suggested traffic calming would improve the area.
- 5.2.3 It can be seen from Table 5.1 below that the traffic speeds which were recorded in the speed survey are consistently between 25mph and 30mph throughout the whole of the neighbourhood.
- 5.2.4 Although these speeds are all below the limit of 30mph the extent of residents dissatisfaction suggests that most vehicles are not regulating their speed appropriately to take account of the fact that they are passing through a residential area.
- 5.2.5 This could be due to through traffic trying to reduce journey times by using the area as a short cut between main roads, thus avoiding traffic lights on the main roads especially at the Brixton Hill – Christchurch Road junction. Another reason could be the layout of the roads in the area. They are mostly straight and long enough for drivers to accelerate to inappropriate speeds.

5.3 Road by Road Analysis

Traffic Survey Results

5.3.1 Table 5.1 provides the average 85th percentile speeds for both a weekday and a weekend.

Table 5.1 Traffic Speeds (85th percentile)

Road	Average 85 th percentile speed for both directions	
	Weekday (mph)	Weekend (mph)
Holmewood Road	28	29
Holmewood Gardens	27	25
Maplestead Road	26	26
Cotherstone Road	24	25

5.3.2 Figure 5.1 graphically illustrates the data in Table 5.1.

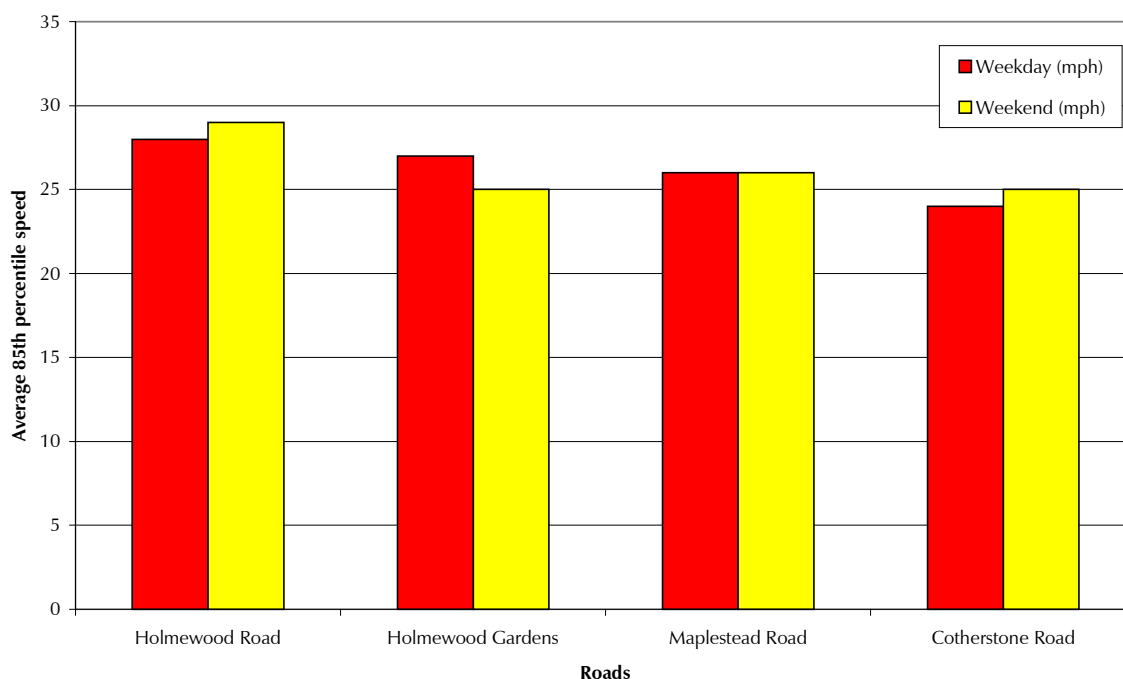


Figure 5.1 Traffic Speeds (85th percentile)

Questionnaire Survey Results

5.3.3 Table 5.2 shows an analysis by road of residents satisfaction regarding traffic speeds in the area. The 'zone' column indicates exactly the location of respondents homes with reference to Figure 1.1. The percentages show how residents satisfaction with traffic speed differs from road to road.

Table 5.2 Speed of Traffic – Satisfaction by Road

Road	Zone	Number of Respondents	Very Satisfied %	Quite Satisfied %	Neither %	Quite Dissatisfied %	Very Dissatisfied %	Total %
Holmewood Road	HR1 HR2	14	0	14	0	43	43	100
Cotherstone Road	CR1	5	0	0	20	40	40	100
Holmewood Gardens East	HG2 HG3	21	10	10	5	24	51	100
Holmewood Gardens West	HG1	13	8	8	15	15	54	100
Maplestead Road	MR1	8	0	50	13	13	24	100
Overall		61	5	15	8	26	46	100

5.3.4 Figure 5.2 illustrates residents satisfaction regarding traffic speed for each street in the neighbourhood.

5.4 Holmewood Road

5.4.1 Residents in Holmewood Road were the most unhappy with speeding traffic:

- 86% were dissatisfied.
- 43% were very dissatisfied.
- Only 14% were satisfied.

5.4.2 Referring to Table 5.1 it would appear that Holmewood Road does suffer from slightly higher traffic speeds than the other three roads. Reasons for this could include:

- Holmewood Road is straight and longer than other streets in the neighbourhood allowing motorists to reach higher speeds.
- Fast through traffic which has just turned off Brixton Hill does not reduce speed sufficiently.

5.5 Cotherstone Road

5.5.1 The five respondents from Cotherstone Road were generally as displeased as those on Holmewood Road with nobody saying they were satisfied.

5.5.2 Despite this, Table 5.1 shows that average speeds on Cotherstone Road are the lowest in the area. However the features of the road which are listed below explain why residents would expect traffic to travel slower on Cotherstone Road than on the other roads:

- It is narrower and shorter than the other roads.
- There are existing traffic calming measures.
- The road contains an access to a school.

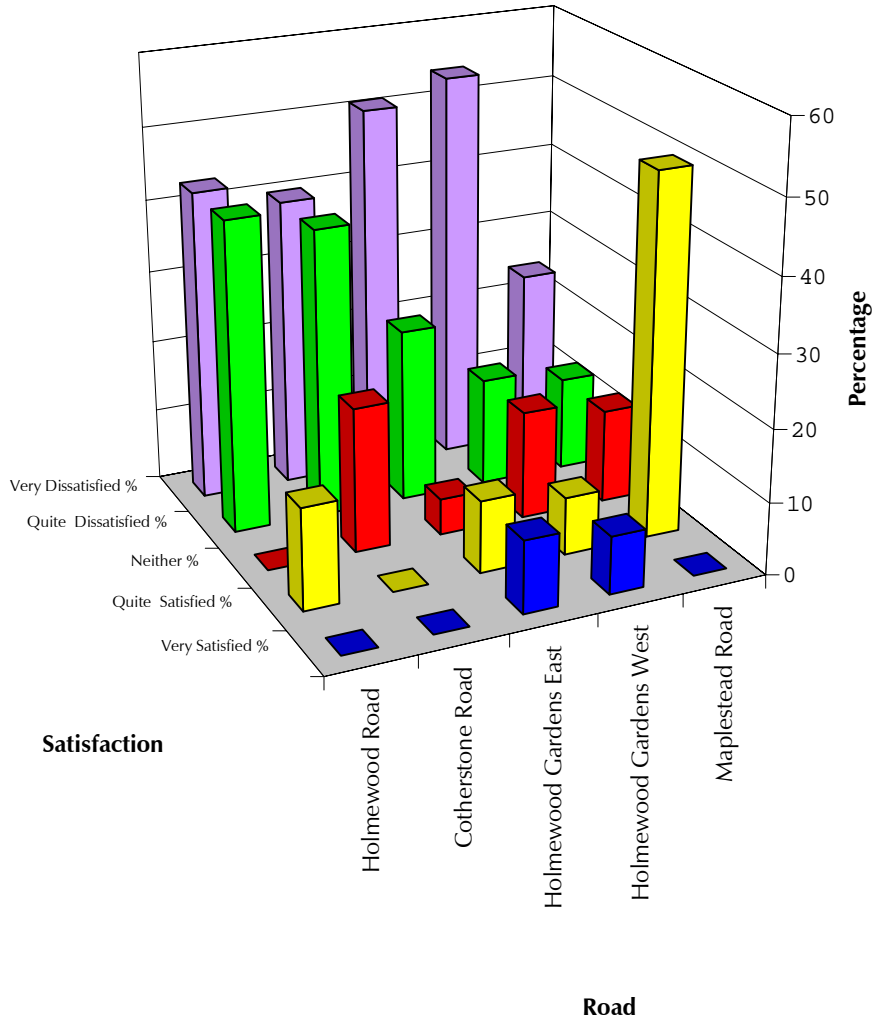


Figure 5.2 Speed of Traffic – Satisfaction by Road

5.6 Maplestead Road

5.6.1 The questionnaire survey revealed that Maplestead Road residents were the most contented with traffic speeds. Of the eight respondents four said they were quite satisfied while three were dissatisfied.

5.6.2 Despite residents' comparative satisfaction, average vehicle speeds are no lower than those in the rest of the neighbourhood, possibly with the exception of Holmewood Road.

5.7 Holmewood Gardens

5.7.1 Although vehicle speeds were similar to those on Maplestead Road resident dissatisfaction was more pronounced. 75% of respondents on the east side of Holmewood Gardens were dissatisfied while on the west side the figure was 69%.

5.7.2 The use of the park area in Holmewood Gardens by pedestrians and children could be a reason why residents are less tolerant towards speeding vehicles.

6 Parking

6.1 Introduction

6.1.1 Parking beat surveys were carried out on a Thursday and a Saturday in December 1999. The traffic survey reported the number of vehicles parked in the area by hour, average number by road throughout the day, duration of stay and number of arrivals and departures by hour.

6.1.2 The questionnaire survey asked car owning residents to say whether they had problems parking during certain periods throughout the week. The final report included a breakdown of responses by road which can be compared with the results of the parking beat surveys.

6.2 Overall Results

6.2.1 The questionnaire survey report revealed that car owning respondents had more problems parking on Monday to Friday than at the weekend. The overall results show that 40% of car owners reported parking difficulties from 8am to midnight during the week. In general 6pm to midnight is the worst time of day throughout the whole week.

6.2.2 When asked what the best and worst things were about the traffic in the neighbourhood parking issues featured regularly:

- 23% said ease of parking was one of the best things.
- 15% said double parking was one of the worst things.
- 10% said non-resident parking was one of the worst things.
- 6% said lack of parking spaces was one of the worst things.
- 8% asked for residents only parking.

6.2.3 It seems that although some people stated parking problems as one of the worst things many car owners are happy with the parking situation; nearly a quarter said parking was easy and there are no times of the week when more than 40% claim to have parking difficulties.

6.2.4 The parking beat surveys which were undertaken from 6am to 7pm revealed that the number of parked vehicles in the area is at a maximum between 6am and 7am when 229 vehicles were recorded on a typical weekday. At this time it could be assumed that the majority of vehicles belong to residents. This correlates well with residents saying that 6pm to midnight is the most difficult time to park since this is the period when many car owners will return from work.

6.3 Road by Road Analysis

Traffic Survey Results

6.3.1 Table 6.1 shows the average number of vehicles parked in each road from 6am to 7pm on a weekday and at the weekend. The number of vehicles per 100 metres of road length has been calculated which was necessary to compare how the parking density varies from road to road.

Table 6.1 Average Number of Parked Vehicles During Day

Road	Length (Approx.) (m)	Average No. of Parked Vehicles between 6am and 7pm			
		Weekday		Weekend	
		Number	Per 100m	Number	Per 100m
Holmewood Road	150	52	35	46	30
Cotherstone Road	100	25	25	26	26
Holmewood Gardens	400	96	24	91	23
Maplestead Road	130	30	23	30	23

6.3.2 The questionnaire report included a road by road analysis of residents views on parking difficulties. Table 6.2 summarises the percentages claiming to have problems from 8am to 6pm and 6pm to midnight during the week.

Table 6.2 Parking Difficulties from Monday to Friday

Road	Zone	Number of Car Owning Respondents	8am-6pm %	6pm-midnight %
Cotherstone Road	CR1	5	60	100
Holmewood Road	HR1, HR2	12	75	67
Holmewood Gardens East	HG2, HG3	14	21	29
Holmewood Gardens West	HG1	12	25	17
Maplestead Road	MR1	4	25	0
Overall		47	40	40

6.3.3 Figure 6.1 shows graphically how residents view ease of parking during the day and in the evening.

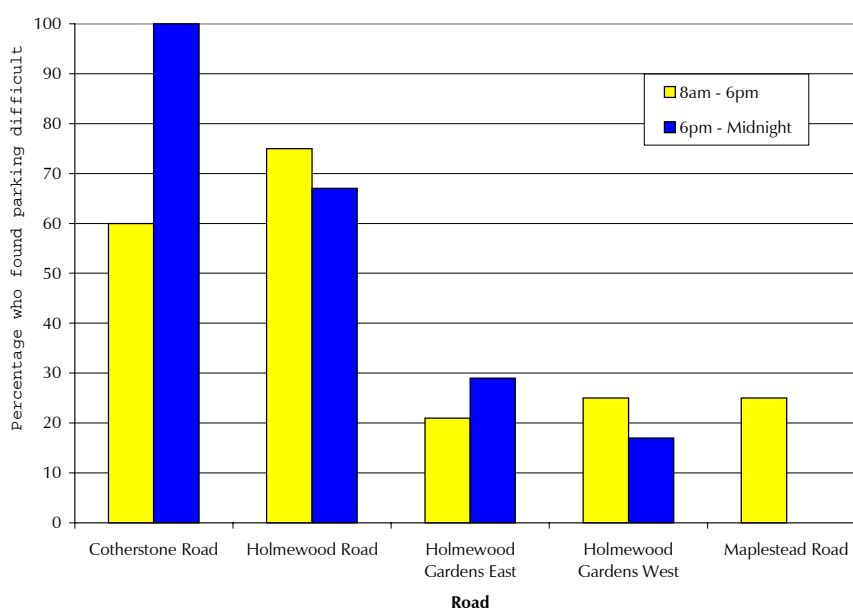


Figure 6.1 Parking Difficulties From Monday to Friday

6.3.4 Residents responses to the question asking for the best and worst things about the traffic revealed the following notable results:

- 50% of Maplestead Road residents said it is easy to park.
- 43% of Holmewood Road residents said double parking is a problem.

6.4 Holmewood Road

6.4.1 The average density of parked vehicles is significantly higher on Holmewood Road than on the other roads in the neighbourhood, especially on a weekday when it is 40-50% more than on the other three roads.

6.4.2 The questionnaire surveys show that three quarters of respondents have difficulties parking from 8am to 6pm. Forty three percent of respondents said double parking was a problem. This is probably exacerbated by non-residents making short trips to shops and businesses on Brixton Hill.

6.5 Cotherstone Road

6.5.1 Car owners in Cotherstone Road claim to have the most difficulties parking with all five respondents saying they have problems from 6pm to midnight during the week.

6.5.2 The density of parked vehicles is lower than on Holmewood Road but parking problems could be caused by limited available space due the narrowness of the road and parking restrictions due to Christchurch Primary School.

6.6 Maplestead Road

6.6.1 Although similar in magnitude to Cotherstone Road and Holmewood Gardens, Maplestead Road has the lowest average parking density in the area. This supports the views of the residents. Only one of the four car owning respondents claimed to have any parking difficulties while 50% of residents said ease of parking was one of the best things about the traffic.

6.7 Holmewood Gardens

6.7.1 Parked vehicle densities were similar to those in Maplestead Road and as would be expected only a minority of car owners said they have parking difficulties.

6.7.2 Although Holmewood Gardens only has houses on one side of the road it should be noted that both sides of the road are available for parking.

7 Crime

7.1 Introduction

7.1.1 The Metropolitan Police have supplied recent crime statistics for the streets in the Holmewood neighbourhood.

7.1.2 Crime data for the period 1 January 1998 to 10 March 2000 have been obtained. Up to the 1 January 2000 the statistics are divided into 6 month periods. This makes it possible to spot trends such as whether crime is on the increase or decrease in the area.

7.2 Crime Statistics

7.2.1 Data for the recorded crimes concerning Holmewood Road, Holmewood Gardens, Maplestead Road and Holmewood Gardens is presented in Table 7.1 below. The statistics are classified according to the type of crime committed and date of incident.

Table 7.1 Reported Crimes Committed in Neighbourhood

Crime Type	1 Jan '98- 30 Jun '98	1 Jul '98- 31 Dec '98	1 Jan '99- 30 Jun '99	1 Jul '99- 31 Dec '99	1 Jan '00- 10 Mar '00	Total
Burglaries	3	2	2	4	5	16
Soliciting/Loitering			1	3	5	9
Theft of Motor Vehicles		4	5	3	1	13
Criminal Damage to Motor Vehicles	1	1	4	5		11
Theft from Motor Vehicles		1	3	5	8	17
Other Thefts		2		2	2	6
Assaults	1	2	2	1		6
Robberies		2				2
Criminal Damage to Property		1	4	3	2	10
Domestic Incidents	2		2	5		9
Threatening Telephone Calls	3	1	1			5
Public Order Offences						0
Drugs		1				1
Total Crimes Recorded	10	17	24	31	23	105

7.2.2 The figures below provide an illustrative representation of the crime statistics:

- Figure 7.1 shows how the number of reported crimes committed has varied in the four 6 month periods from 1 January 1998 to 31 December 1999.
- Figure 7.2 provides a breakdown of the types of crime committed in the period 1 January 1998 to 10 March 2000.

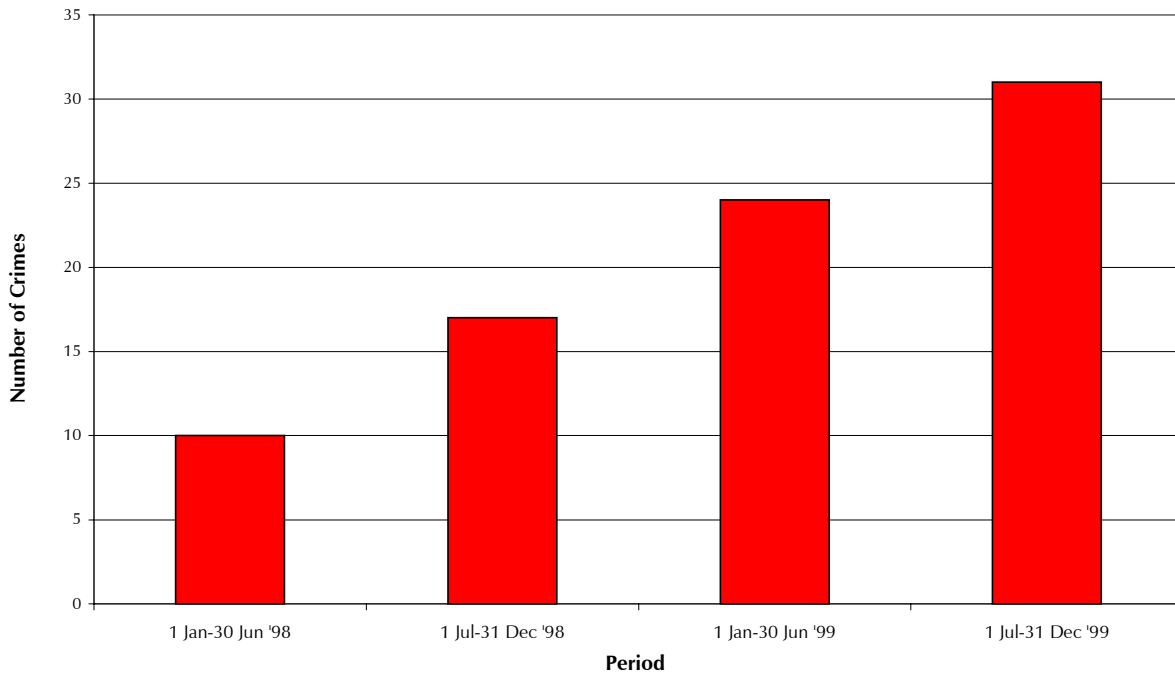


Figure 7.1 Total Reported Crimes Committed During Each Period

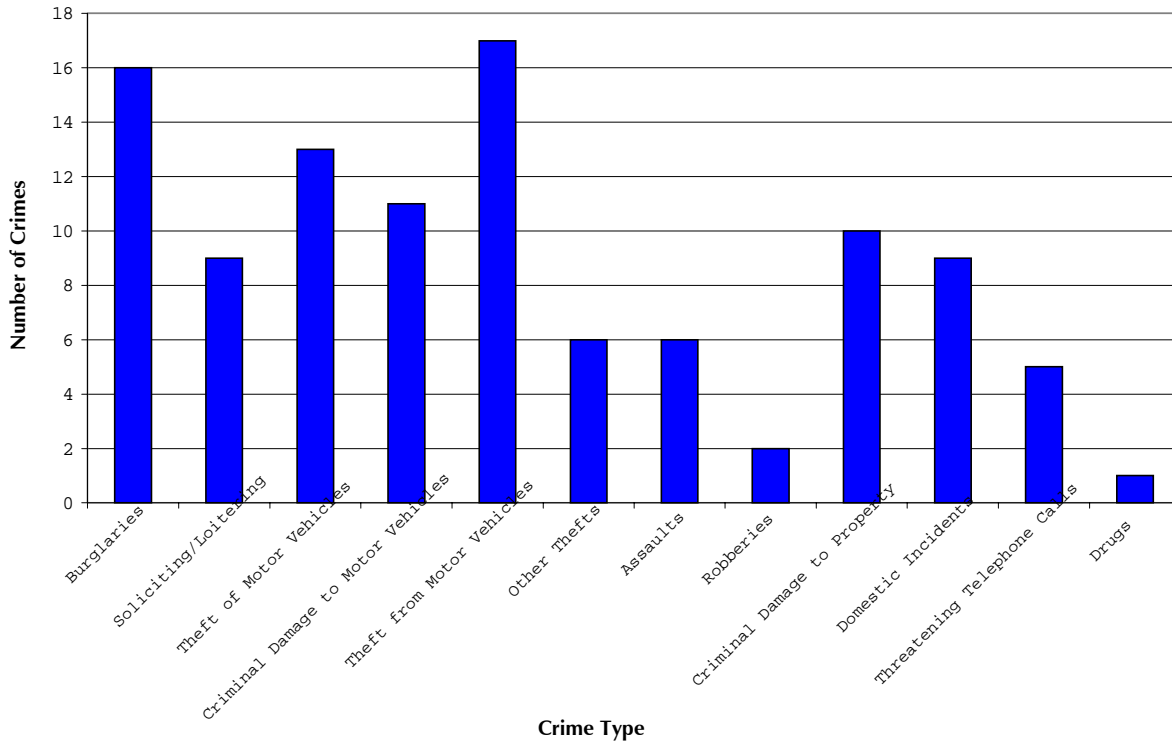


Figure 7.2 Types of Crime Committed - 1 Jan '98 to 31 Dec '99

- 7.2.3 It can be seen from Figure 7.1 that the number of recorded crimes has increased steadily and rather rapidly from 1st January 1998 to 31 December 1999. In the period 1 July to 31 December 1999 there were over three times as many recorded crimes in the neighbourhood as there were from 1 January to 30 June 1998.
- 7.2.4 Car crime and burglaries are the most frequently committed crimes. In the two year period 1 January 1998 to 31 December 1999 there were 17 thefts from motor vehicles, 16 burglaries, 13 thefts of motor vehicles and 11 acts of criminal damage to motor vehicles.

8 Accidents

8.1 Introduction

8.1.1 Statistics concerning the number of reported personal injury accidents for the area around the proposed Home Zone have been obtained for a three and a half year period from 1 June 1996 to 31 December 1999. Details of damage only accidents are not collected on a formal basis and therefore no information is provided.

8.2 Accident Statistics

8.2.1 Figure 8.1 shows where accidents have occurred during the study period.

8.2.2 Seven accidents have been chosen for further analysis due to their proximity to the Holmewood neighbourhood. These have been labelled on Figure 8.1. Table 8.1 provides further information on each of these incidents.

Table 8.1 Accidents in Vicinity of Proposed Home Zone

Ref.	Location	Date	Conditions	Severity	Details
1	Junction of Brockham Drive and Holmewood Gardens	Nov-99	Dry, Daylight	Slight	Vehicle 1 injudiciously reverses into vehicle 2
2	Junction of Holmewood Road and Brixton Hill	Mar-98	Dry, Dark	Slight	Pedestrian crossing road is hit by powered 2 wheeler
3	Junction of Holmewood Road And Brixton Hill	Aug-99	Dry, Daylight	Slight	Vehicle travelling too fast without regard for road environment
4	Junction of Holmewood Road and Brixton Hill	Jul-99	Dry, Daylight	Slight	Vehicle 1 injudiciously turns right and hits vehicle 2
5	Junction of Holmewood Road and Brixton Hill	Dec-97	Wet, Daylight	Slight	Unknown cause – vehicle passenger injured
6	Junction of Holmewood Road and Holmewood Gardens	Aug-99	Dry, Dark	Slight	Pedestrian crossing road is hit by car
7	Junction of Maplestead Road and Upper Tulse Hill	Jun-97	Dry, Daylight	Slight	Pedestrian crossing road is hit by car

8.2.3 Most of the accidents happened at junctions on the periphery of the Zone, especially the junction of Holmewood Road and Brixton Hill. Only one accident was reported within the boundary of the Zone. This involved a pedestrian being hit by a car and happened in darkness.

9 Summary

9.1 Questionnaire Survey

- 9.1.1 The most predominant age group of residents in the Holmewood neighbourhood is young to middle aged adults with 51% aged between 25 and 44. 16% are children up to 16 years old. 66% of residents are white and 11% are black.
- 9.1.2 43% of residents use some combination of bus and tube to get to their daily workplace. 16% drive a car. 74% of the responding households own at least one car while 51% have at least one bicycle.
- 9.1.3 20 children responded to the questionnaire. They were mostly of nursery and primary school age and 70% were girls.
- 9.1.4 The favourite play area for the children is the green with 80% saying they play there. 60% said they are not allowed to play outside alone while very few said they play in the street.
- 9.1.5 10 different schools are attended by the children who responded. 35% said they walk to school and 25% get a lift. Only 10% take the bus.
- 9.1.6 The activities the children like best are using the swings and slides on the green, playing football and riding bikes. Suggested improvements included adventure playground equipment and football and netball goals.

9.2 Traffic Flows

- 9.2.1 The traffic counts showed that the number of vehicles travelling along roads in the neighbourhood ranges from 77 to 189 per hour at peak times (8-9am, 3-4pm and 5-6pm). The questionnaire survey revealed that many residents (46%) are dissatisfied with this level of traffic.
- 9.2.2 Residents in Holmewood Road and Cotherstone Road are the most unhappy with the amount of traffic. Daily flows on Holmewood Road are generally 50% higher than they are on Cotherstone Road and Maplestead Road. Peak hour flows are also highest on Holmewood Road in the afternoon and evening but in the morning peak flows are higher on Maplestead Road and Cotherstone Road.
- 9.2.3 Despite having similar traffic flows to Cotherstone Road, residents in Maplestead Road are the most satisfied with traffic levels. Opinions of residents from Holmewood Gardens differ between the west and east sides. Respondents on the east side are more unhappy (48% dissatisfied) than those on the west side (31% dissatisfied). Overall traffic flows on Holmewood Gardens are generally lower than on the other roads.

9.3 Through Traffic

- 9.3.1 The traffic survey results revealed that in the evening (4pm to 7pm) 91 vehicles per hour on average are passing through the area without stopping. In the morning (7am to 10am) 65 'rat-runs' are being made

per hour on average. 26% of questionnaire respondents said that through traffic was one of the worst features of the neighbourhood and 29% thought that preventing it would be an improvement.

9.3.2 Holmewood Road and Cotherstone Road suffer most from through traffic but while 40% of Cotherstone Road residents complained about it only 7% from Holmewood Road did.

9.3.3 The traffic survey showed that through traffic in Maplestead Road and Holmewood Gardens is less of a problem, but despite this 50% of respondents on the east side of Holmewood Gardens said 'rat-running' is a problem and 41% asked for it to be curtailed.

9.4 Traffic Speed

9.4.1 The questionnaire survey revealed that residents are very concerned about the speed of traffic in the neighbourhood. Overall 72% percent of respondents are dissatisfied with traffic speeds of which 46% are very dissatisfied.

9.4.2 The 85th percentile speeds presented in the traffic survey report range between 24 mph and 29 mph. In general traffic is travelling fastest on Holmewood Road while speeds are slightly lower on Cotherstone Road than elsewhere.

9.4.3 As would be expected residents on Holmewood Road were the most displeased with traffic speeds (86% dissatisfied). Residents on Cotherstone Road and Holmewood Gardens were similarly dissatisfied, but those on Maplestead Road were more contented.

9.5 Parking

9.5.1 The questionnaire survey revealed that during the week residents find parking equally difficult in the evening and daytime. Overall 40% of car owners in the neighbourhood indicated that they have parking difficulties from 8am to 6pm and 6pm to midnight during the week.

9.5.2 When asked what the best and worst things were about the traffic 23% said ease of parking was one of the best things while 31% identified various parking issues as a problem.

9.5.3 Holmewood Road and Cotherstone Road residents have significantly more trouble parking than those on the other two roads. The proportion of people who said they had parking problems during the day were 75% and 60% respectively. All five respondents from Cotherstone Road said they have difficulties in the evening.

9.5.4 On Holmewood Gardens and Maplestead Road there is no time when more than 30% of respondents have parking problems.

9.6 Crime

- 9.6.1 The number of reported crimes committed in the Holmewood neighbourhood increased from 10 in the six months from 1 January 1998 to 31 in the six months from 1 July 1999. This looks set to increase further with 23 crimes being committed between 1 January 2000 and 10 March 2000.
- 9.6.2 Burglaries, theft from motor vehicles, theft of motor vehicles and criminal damage to property were the most frequently committed crimes.

9.7 Accidents

- 9.7.1 In the three and a half year period from 1 June 1996 to 31 December 1999 only one personal injury accident occurred within the proposed Home Zone boundary. This involved a pedestrian being hit by a car.
- 9.7.2 Six accidents occurred at junctions on the periphery of the zone, mostly at the junction of Holmewood Road and Brixton Hill.