



# INSIGHT INTO HOW LORDSHIP LANE IS USED AND VIEWED BY RESIDENTS AND VISITORS BASELINE REPORT – MARCH 2019

# Introduction

## Lordship Lane

Lordship Lane is a corridor of great interest to London Borough of Southwark, due to its busy and diverse nature. Southwark Council wishes to gain a deeper understanding of how Lordship Lane, as well as other roads in the immediate vicinity, are used and viewed by both residents and visitors to the area.

The results from this monitoring exercise could be used to inform Southwark's overall vision for improvements to the area, which include:

- Safer crossing facilities for pedestrians and vulnerable road users
- Improved level of comfort for pedestrians
- Improved perceptions of road safety in the area
- Improved level of comfort for cyclists
- Reduced numbers of collisions

## Existing Area

Lordship Lane runs from Goose Green to the north, down to Wood Vale at the southern end. Photos depicting various areas along the road are shown below.



Lordship Lane,  
approaching Goose  
Green Roundabout



Junction of Lordship  
Lane and North  
Cross Road



Junction of Lordship  
Lane and Crystal  
Palace Road

# Methodology

## Programme of Monitoring

### Overview:

The monitoring took place across four areas along Lordship Lane. These areas were:

- Lordship Lane between the junctions of Frogley Road to Goose Green Roundabout (Area A);
- Lordship Lane between the junctions of Ashbourne Grove to Shawbury Road (Area B);
- Lordship Lane between the junctions of Pellatt Rd and Bassano St / Hansler Rd (Area C); and
- North Cross Road Market, in the vicinity of Lordship Lane (Area D).

The location of each area is shown on the map.

### Types of Monitoring:

#### Analysis of pedestrians movements on footways and crossings:

- The number of pedestrians travelling along the footways and crossing the streets were recorded through a video survey and subsequent manual analysis of this footage.
- Data was collected between 07:00 and 19:00 on two weekdays (Wed 6<sup>th</sup> and Thurs 7<sup>th</sup> March 2019) and two weekend days (Sat 2<sup>nd</sup> and Sat 9<sup>th</sup> March 2019).

#### Healthy Streets Interview Surveys with passers-by:

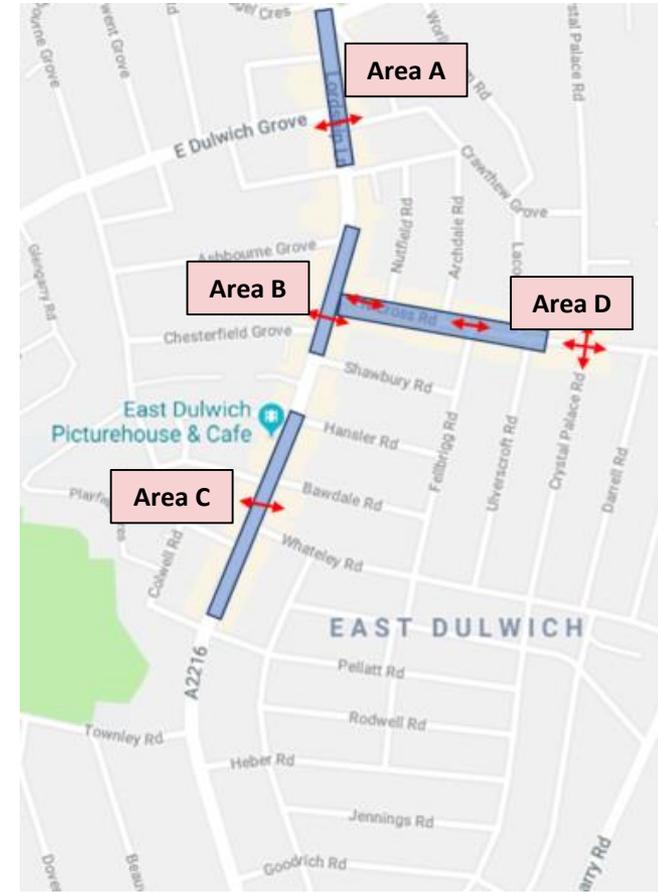
- The interviews were conducted on two weekdays (Wed 6<sup>th</sup> and Thurs 7<sup>th</sup> March 2019) and two weekend days (Sat 2<sup>nd</sup> and Sat 9<sup>th</sup> March 2019).
- The interviews collected data on the reasons why people were travelling through the area, the modes of travel they had used to get to the street, and obtained their perceptions of the street environment.

#### Interactions between cyclists' and other modes of travel

- We have analysed data on cyclist interactions provided by London Borough of Southwark.
- The data covers the period of 07:00-10:00 & 13:00-19:00 on Tuesday 25<sup>th</sup> September 2018.
- The number of dangerous interactions between cyclists' and other modes of travel was recorded, as was the resulting effects these interactions had on cyclists' manoeuvres.

Healthy Streets Interview Areas

Pedestrian Counts



# Pedestrian and cyclist flows summary

## Summary of pedestrian and cyclist flows (07:00 - 19:00)

Between the hours of 07:00 - 19:00 during weekdays, there was an average of 1,694 pedestrian and cyclist movements per hour along the footways of Lordship Lane. At weekends, the average number of movements per hour was 55% greater than during weekdays (3,747). Weekends were busier than weekdays in all of the observed areas. Area D1: North Cross Road, east of Lordship Lane saw the greatest increase in activity at weekends (+65%).

During weekdays, the busiest area was Area A: Between East Dulwich Grove & Crawthorpe Grove (denoted by a green highlighted cell), with an average of 373 movements along the footways per hour. The quietest area during weekdays was Area C: Lordship Lane between Whateley Road and Blackwater Street (denoted by a red highlighted cell), which saw an average of 198 movements per hour.

At weekends, the busiest area was Area D1: North Cross Road, east of Lordship Lane, with an average of 896 movements along the footways per hour. The quietest area at weekends was again Area C: Lordship Lane between Whateley Road and Blackwater Street, which saw an average of 392 movements per hour.

Area	Hourly Average Pedestrian & Cyclist Flow – Weekdays	Hourly Average Pedestrian & Cyclist Flow – Weekends	Difference
Area A - Between East Dulwich Grove & Crawthorpe Grove	373	734	+49%
Area B - Between Chesterfield Grove & North Cross Road	283	631	+55%
Area C - Between Whateley Road & Blackwater Street	198	392	+49%
Area D1 - North Cross Road east of Lordship Lane	314	896	+65%
Area D2 - North Cross Road east of Archdale Road	247	590	+58%
Area D3 - North Cross Road/ Crystal Palace Road	279	504	+45%
<b>Total</b>	<b>1,694</b>	<b>3,747</b>	<b>55%</b>

# Pedestrian and cyclist crossing movements summary (I)

## Summary of pedestrian and cyclist crossing movements (07:00 - 19:00)

Between the hours of 07:00 - 19:00 during weekdays, there was an average of 721 pedestrian and cyclist crossing movements per hour along Lordship Lane. At weekends, the average number of crossing movements per hour was 42% greater than during weekdays (1,239). Weekends were busier than weekdays for all observed areas. Area B: Lordship Lane between Chesterfield Grove & North Cross Road saw the greatest increase in number of crossing movements at weekends (+47%).

During weekdays, the busiest area was Area B: Between Chesterfield Grove & North Cross Road, with an average of 252 crossing movements per hour. The quietest area during weekdays was Area C: Between Whateley Road & Blackwater Street, which saw an average of 121 crossings per hour.

At weekends, the busiest area was again Area B: Between Chesterfield Grove & North Cross Road, with an average of 475 crossing movements per hour. The quietest area at weekends was Area C: Between Whateley Road & Blackwater Street, which saw an average of 174 crossings per hour.

Area	Hourly Average Pedestrians & Cyclists crossing – Weekdays	Hourly Average Pedestrians & Cyclists crossing – Weekends	Difference
Area A - Between East Dulwich Grove & Crawthow Grove	134	225	+40%
Area B - Between Chesterfield Grove & North Cross Road	252	475	+47%
Area C - Between Whateley Road & Blackwater Street	121	174	+30%
Area D1 - North Cross Road east of Lordship Lane	---	---	---
Area D2 - North Cross Road east of Archdale Road	---	---	---
Area D3 - North Cross Road/ Crystal Palace Road	214	366	+41%
<b>Total</b>	<b>721</b>	<b>1,239</b>	<b>42%</b>

# Pedestrian and cyclist crossing movements summary (II)

## Percentage of pedestrians and cyclists using formal crossings (07:00 - 19:00)

As an indicator of whether pedestrians and cyclists were crossing the road safely, we have assessed both the number and the percentage of people who used the formal crossings provided against the percentage of people who crossed the road informally (i.e. did not use a designated crossing).

Area C: Lordship Lane between Whateley Road and Blackwater Street had the highest percentage of people using the designated crossing provided (94%). By contrast, at Area B: Lordship Lane between Chesterfield Grove and North Cross Road, over one in four (26%) did not make use of the formal crossing.

Area	% crossing formally	Weekday – Number of peds formally crossing per hour	Weekday – Number of peds informally crossing per hour	Weekend – Number of peds formally crossing per hour	Weekend – Number of peds informally crossing per hour
Area A - Between East Dulwich Grove & Crawthrew Grove	75%	100	34	168	56
Area B - Between Chesterfield Grove & North Cross Road	74%	194	58	341	134
Area C - Between Whateley Road & Blackwater Street	94%	110	11	167	7
Area D1 - North Cross Road east of Lordship Lane	---	---	---	---	---
Area D2 - North Cross Road east of Archdale Road	---	---	---	---	---
Area D3 - North Cross Road/ Crystal Palace Road	---	---	---	---	---
<b>Total</b>	<b>78%</b>	<b>405</b>	<b>102</b>	<b>676</b>	<b>198</b>

# Cyclists as a share of all pedestrians

## Cyclists as a share of all pedestrians (07:00 - 19:00)

During both weekdays and weekend days, the area with the greatest percentage of cyclists as a share of all pedestrians was D1: North Cross Road east of Lordship Lane, at 3% and 1% of all pedestrians respectively. This area also had the greatest change in cyclist volumes between weekdays and weekends. All other surveyed areas remaining at the same level throughout the week.

### Weekdays

Area	Cyclists as % of all pedestrians
Area A - Between East Dulwich Grove & Crawthrew Grove	< 1%
Area B - Between Chesterfield Grove & North Cross Road	< 1%
Area C - Between Whateley Road & Blackwater Street	< 1%
Area D1 - North Cross Road east of Lordship Lane	3%
Area D2 - North Cross Road east of Archdale Road	< 1%
Area D3 - North Cross Road/ Crystal Palace Road	1%

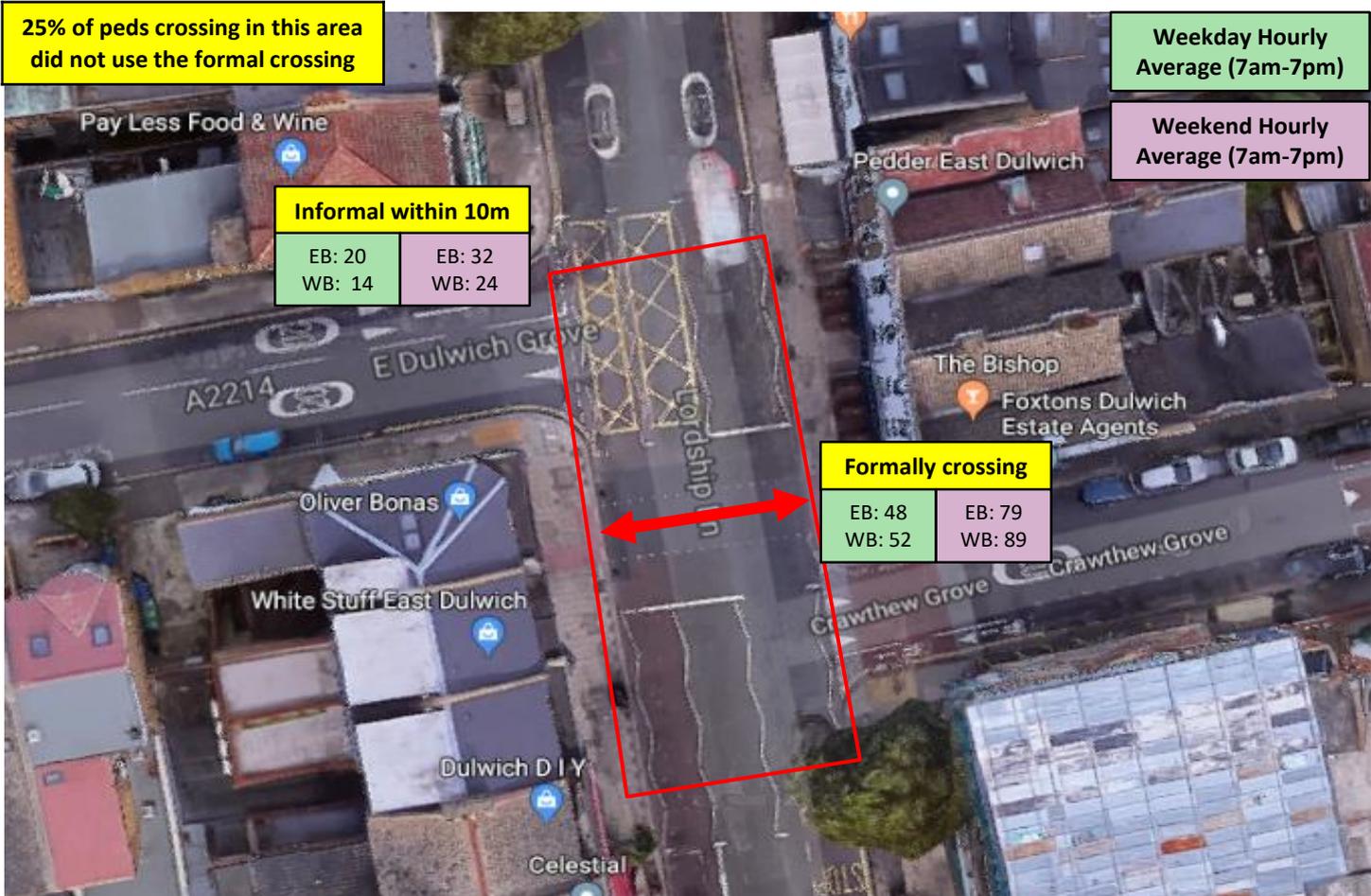
### Weekends

Area	Cyclists as % of all pedestrians
Area A - Between East Dulwich Grove & Crawthrew Grove	< 1%
Area B - Between Chesterfield Grove & North Cross Road	< 1%
Area C - Between Whateley Road & Blackwater Street	< 1%
Area D1 - North Cross Road east of Lordship Lane	1%
Area D2 - North Cross Road east of Archdale Road	< 1%
Area D3 - North Cross Road/ Crystal Palace Road	1%

# Pedestrian footways data – Area A



# Pedestrian crossing movements data – Area A



# Pedestrian footways data – Area B



# Pedestrian crossing movements data – Area B



# Pedestrian footways data – Area C



# Pedestrian crossing movements data – Area C



# Pedestrian footways data – Area D1



# Pedestrian footways data – Area D2

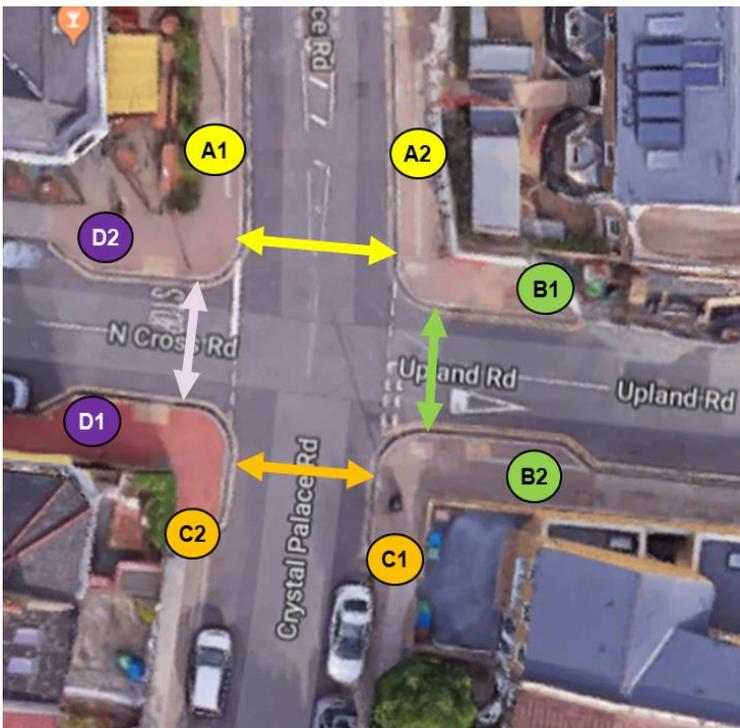


# Pedestrian footways data – Area D3

## Hourly average pedestrian flows from each point (07:00-19:00)

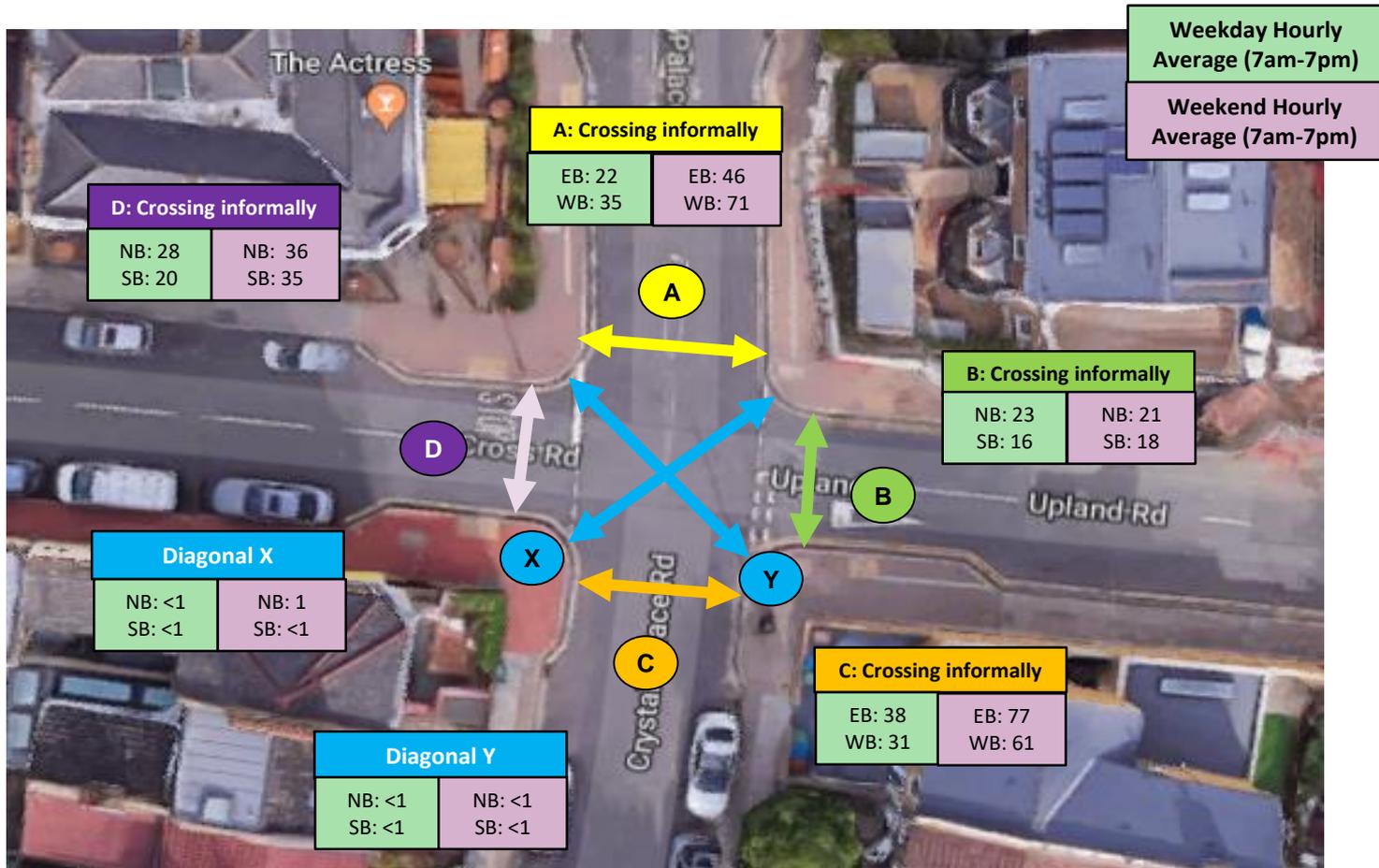
The average number of pedestrian movements per hour at each site are shown in the table on the right hand side. The most frequently occurring pedestrian movement at each site is denoted by the shaded cells.

For instance, most people travelling from Point A1 were heading towards Point D2.



From point	To point (Weekdays)							
	A1	A2	B1	B2	C1	C2	D1	D2
A1 – Weekdays	---	<1	<1	<1	<1	8	4	<b>10</b>
A1 – Weekends	---	<1	2	1	1	10	7	<b>34</b>
A2 – Weekdays	<1	---	<b>17</b>	4	8	<1	<1	<1
A2 – Weekends	<1	---	<b>25</b>	5	9	<1	<1	1
B1 – Weekdays	<b>3</b>	15	---	<1	1	<1	3	<b>32</b>
B1 – Weekends	<b>2</b>	17	---	<1	1	1	6	<b>71</b>
B2 – Weekdays	<1	4	<1	---	5	1	<b>22</b>	4
B2 – Weekends	2	3	<1	---	4	2	<b>45</b>	3
C1 – Weekdays	1	12	2	<b>4</b>	---	<1	3	1
C1 – Weekends	<1	<b>11</b>	1	4	---	<1	6	2
C2 – Weekdays	11	<1	<1	1	<1	---	<b>14</b>	5
C2 – Weekends	13	<1	<1	2	<1	---	<b>21</b>	7
D1 – Weekdays	4	<1	5	<b>27</b>	<b>3</b>	11	---	1
D1 – Weekends	10	<1	8	<b>61</b>	<b>5</b>	18	---	<1
D2 – Weekdays	<b>7</b>	2	<b>18</b>	2	1	3	1	---
D2 – Weekends	<b>34</b>	2	<b>41</b>	2	1	4	1	---

# Pedestrian crossing movements data – Area D3



# Cyclist Interactions at Goose Green Roundabout

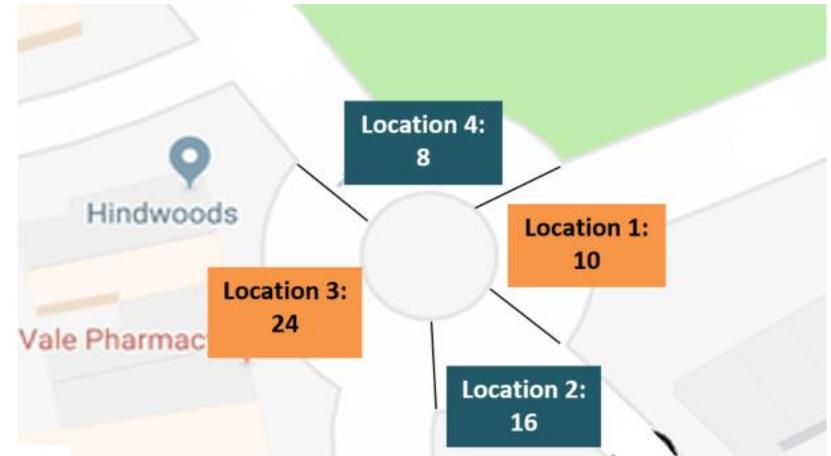
## Interactions between cyclists and different modes

The number of conflicting movements between cyclists and other modes of transport (e.g. pedestrians, cars, motorcycles, public service vehicles and large goods vehicles) at Goose Green Roundabout were recorded for one day (Tues 25<sup>th</sup> September 2018) between the hours of 07:00-10:00 & 13:00-19:00.

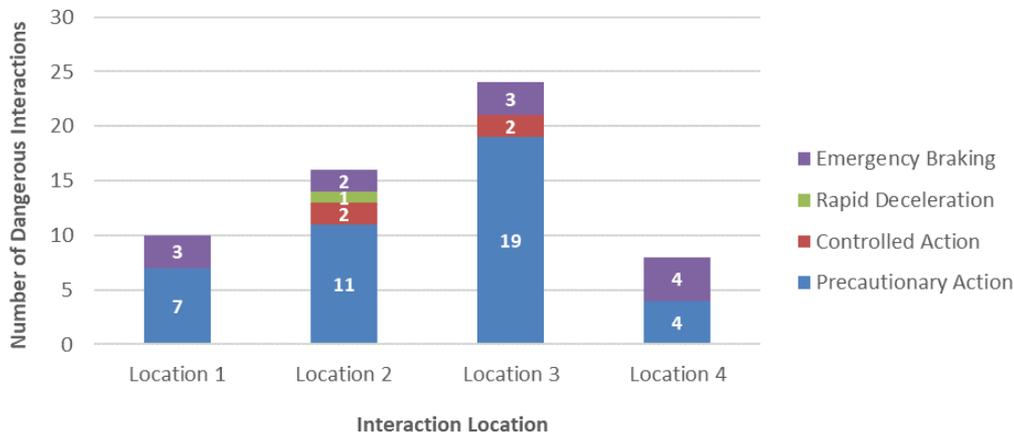
Over the course of the day, a total of 58 dangerous interactions occurred between cyclists and other modes. This equates to six dangerous interactions per hour, or one every ten minutes.

The greatest number of dangerous interactions occurred at Location 3 of the surveyed area, with 24 incidents occurring over the course of the day. Location 4 had the least amount of incidents, with 8.

## Number of dangerous interactions at Goose Green roundabout



Number of Dangerous Cyclist Interactions by Location



The severity of the danger presented to cyclists can be inferred by observing the extent to which cyclists had to change their course of travel upon interacting with another vehicle.

The majority of interactions between cyclists and other modes of travel presented a relatively low level of danger, in which only precautionary or controlled actions were required by the cyclist to avoid a collision.

However, there were a few occasions at each of the observed locations where cyclists were confronted with a greater level of danger, defined by instances where cyclists had to rapidly decelerate, use emergency braking techniques or violently swerve to avoid a collision.

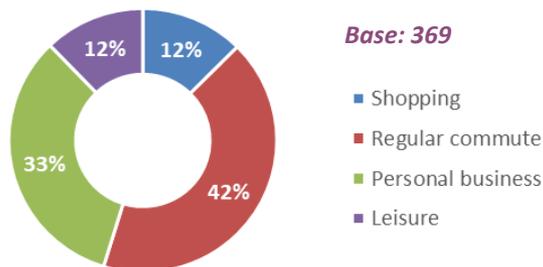
# Healthy Streets Tracker Results (I) – Journey Purpose

## Reasons for visiting Lordship Lane

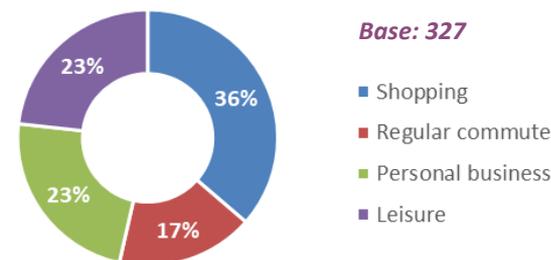
Respondents were asked to state their main reason for visiting Lordship Lane. Journey purpose varied between those who were travelling on weekdays, compared to those who were travelling at weekends.

Those travelling on weekdays were 25% more likely to be commuting and 10% more likely to be travelling on personal business; whereas weekend travellers were 24% more likely to be shopping and 11% more likely to be travelling for leisure.

Reason for Visiting Lordship Lane - Weekday



Reason for Visiting Lordship Lane - Weekend



## Reasons for visiting each Area

There was noticeable variation between the different areas in which respondents were interviewed and the purposes of their journeys.

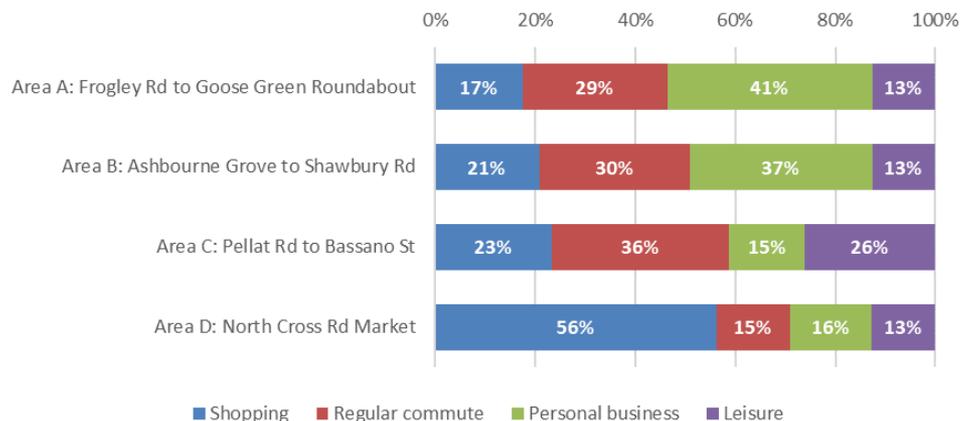
The highest share of shoppers were observed at Area D - North Cross Rd Market (56% of visitors to this area).

The highest share of commuters were observed at Area C - Pellat Rd to Bassano St (36%). This area also had the greatest share of leisure journeys (26%).

The highest share of personal business journeys were made at Area A - Frogley Rd to Goose Green Roundabout (41%) and Area B - Ashbourne Grove to Shawbury Rd (37%).

Reasons for Visiting Each Area

Base: 696



# Healthy Streets Tracker Results (II) – Perceptions

## Quality of Street Environment

Respondents gave their opinions on various aspects relating to the quality of the street environment. Across the whole sample, overall satisfaction was 8.0 out of 10. In addition, 86% were 'satisfied' with the street environment (gave a score of seven or more out of 10). Only 1% were dissatisfied (gave a score of three or less for their overall satisfaction). Overall satisfaction was slightly higher at the weekend (8.2) than during weekdays (7.9). For the sample as a whole, the most positively rated features were attractiveness of street environment (7.5), enjoyment of being on the street (7.5) and ease of crossing (7.4).

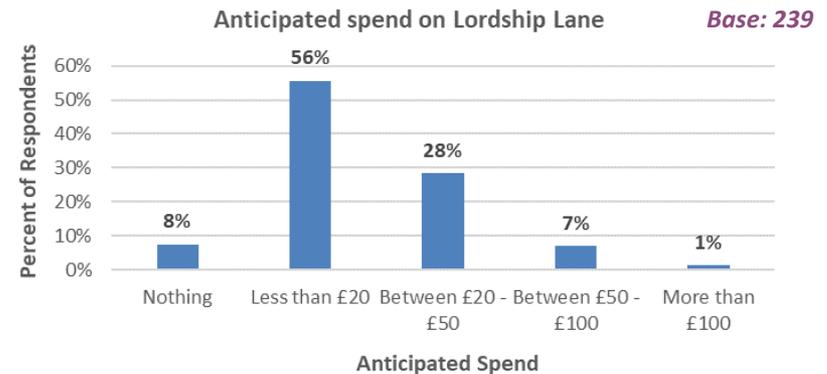
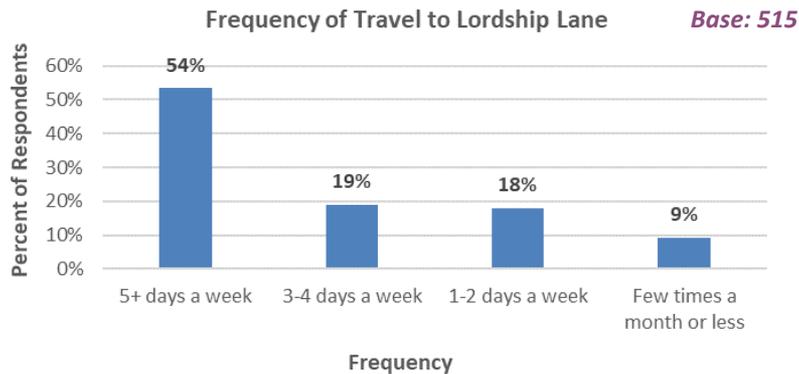
Area A: Frogley Road to Goose Green Roundabout, was the most positively perceived area (indicated by the green cells in the table below) for seven of the thirteen features. Area C: Pellat Road to Bassano Street received the lowest ratings (indicated by the red cells) for five of the thirteen features.

QUESTION: UNLESS STATED 1 (VERY DISSATISFIED) – 10 (EXTREMELY SATISFIED)	Overall Benchmark	Overall Benchmark - Weekday	Overall Benchmark - Weekend	Area A - Frogley Rd to Goose Green Roundabout	Area B- Ashbourne Grove to Shawbury Rd	Area C - Pellat Rd to Bassano St	Area D - North Cross Rd Market
<b>Overall satisfaction</b>	<b>8.0</b>	<b>7.9</b>	<b>8.2</b>	9.1	7.8	7.6	8.4
Attractiveness	7.5	7.6	7.3	8.5	7.4	7.0	7.7
Enjoyment	7.5	7.5	7.4	8.5	7.6	6.6	7.6
Ease of crossing	7.4	7.0	7.8	7.2	7.2	7.5	8.2
Safe from crime	7.4	7.3	7.4	8.1	7.2	6.9	7.7
Clean from litter	7.1	7.1	7.0	7.3	7.6	6.4	7.2
Pavements	6.8	7.0	6.7	8.0	7.0	6.2	6.1
Trees, plants, green space	6.5	6.9	6.1	7.0	6.1	7.0	5.1
Air Quality	5.5	5.6	5.3	5.6	5.4	5.5	5.7
Noisiness (1=Not noisy, 10=Extremely noisy)	5.4	5.5	5.3	5.9	5.1	5.5	4.8
Stopping places	5.3	5.2	5.4	6.7	4.0	5.5	6.1
Shelter	5.3	5.5	5.1	6.1	4.8	5.4	4.6
Intimidated by traffic (1=Not intimidated, 10=Extremely intimidated)	3.8	4.3	3.4	4.4	3.9	3.7	3.0
<b>Base</b>	<b>668</b>	<b>357</b>	<b>311</b>	<b>145</b>	<b>225</b>	<b>243</b>	<b>55</b>

# Healthy Streets Tracker Results (III) – Frequency of Travel and Anticipated Spend on Lordship Lane, and Reason for visiting North Cross Road

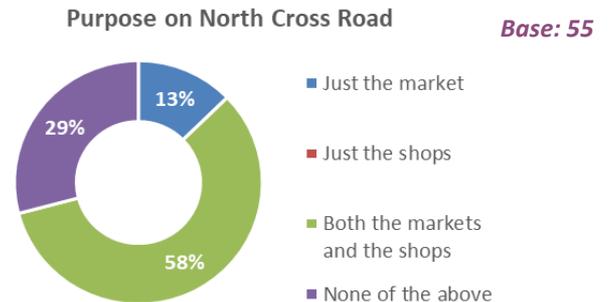
## Frequency of travel to Lordship Lane and anticipated spend

The majority of respondents travel to Lordship Lane three days a week or more (73%). Of those who indicated how much they would be spending during their visit to the street, 63% were planning on spending under £20.



## Reasons for visiting North Cross Road

Those pedestrians who were interviewed at Area D - Northcross Road Market were also asked to report their main purpose for travelling within this area specifically. Most (58%) of those on North Cross Road were there to visit both the markets and the shops. No pedestrians were visiting solely for the shops.



# Healthy Streets Tracker Results (IV) – Getting to Lordship Lane

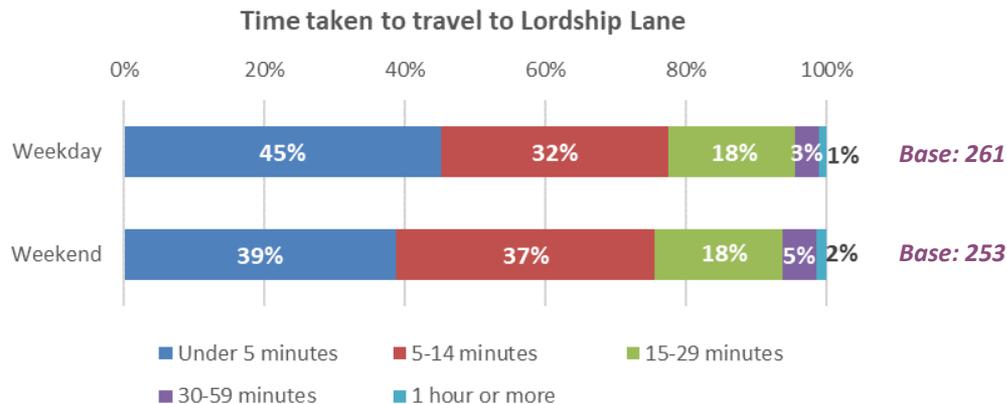
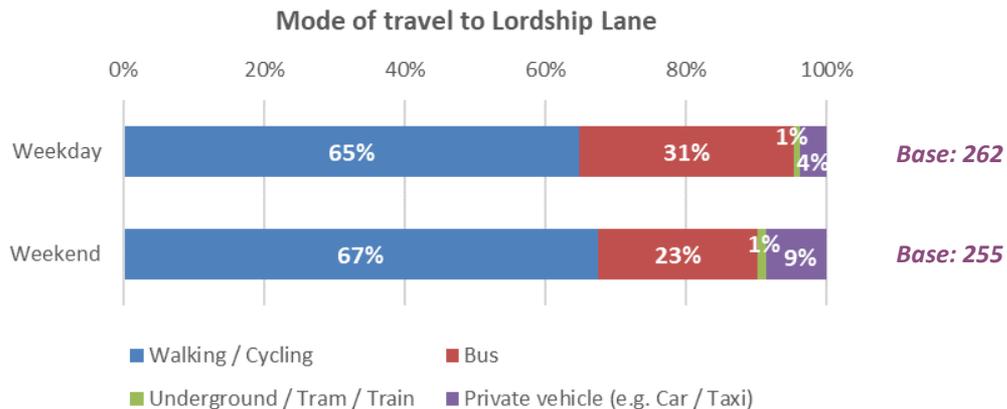
## Mode of Travel to Lordship Lane

Respondents were asked to state how they had travelled to Lordship Lane. The modes of travel used were very similar between those travelling at weekdays and weekends. At both weekdays and weekends, the majority of those interviewed had travelled to Lordship Lane by either walking or cycling (65% and 67% respectively). Many had also travelled to Lordship Lane by bus (31% on weekdays and 23% at weekends).

The four pages which immediately follow this one take a closer look at how mode of travel varies between different respondent segmentations.

## Time taken to travel to Lordship Lane

The time taken to travel to Lordship Lane was very similar between those interviewed on weekdays and those interviewed at weekends. The majority of respondents had travelled less than 15 minutes to get to Lordship Lane (77% on weekdays and 76% at weekends).



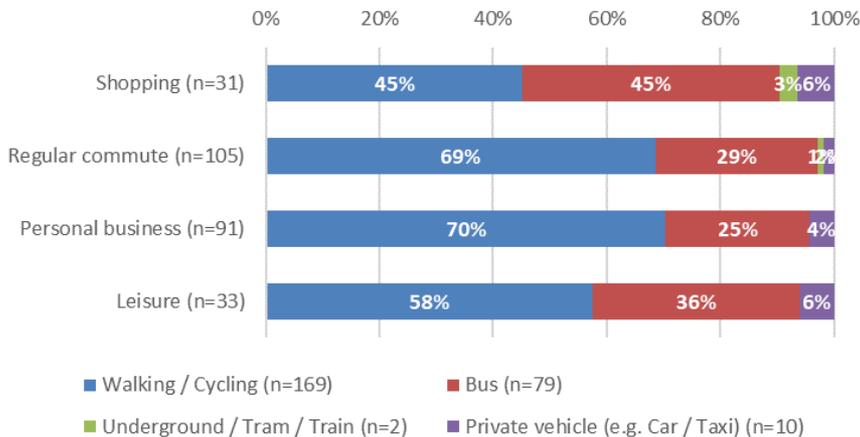
# Healthy Streets Tracker Results (V) – Mode of Travel by Journey Purpose

## Mode of Travel by Journey Purpose

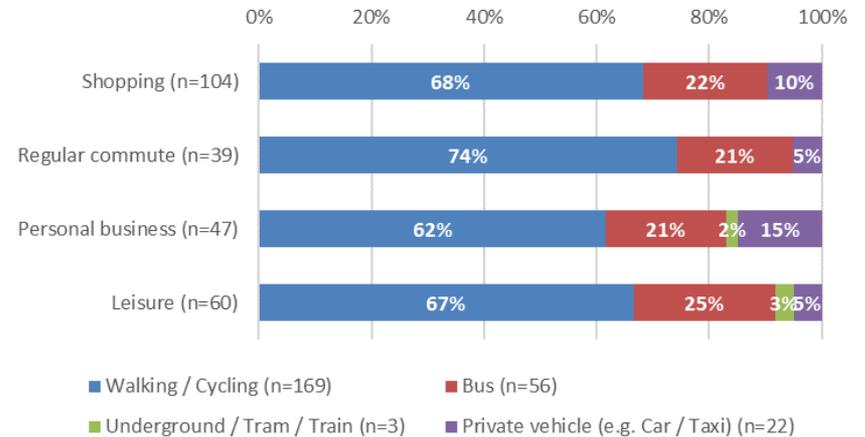
There are a number of noticeable differences between weekdays and weekend days with regards to the mode of travel taken by visitors to Lordship Lane, once broken down by journey purpose.

- A larger share of shopping journeys are made by those walking and cycling during weekends (68%) compared to weekdays (45%);
- A greater proportion of commuting journeys are made by bus during weekdays (29%) compared to weekends (21%);
- The share of personal business journeys made by private vehicles is greater at weekends (15%) than during weekdays (4%); and
- A greater share of leisure journeys are made by bus during weekdays (36%) compared to weekends (25%).

Mode of Travel by Journey Purpose - Weekday



Mode of Travel by Journey Purpose - Weekend



# Healthy Streets Tracker Results (VI) – Mode of Travel by Time Taken

## Mode of Travel by Time Taken

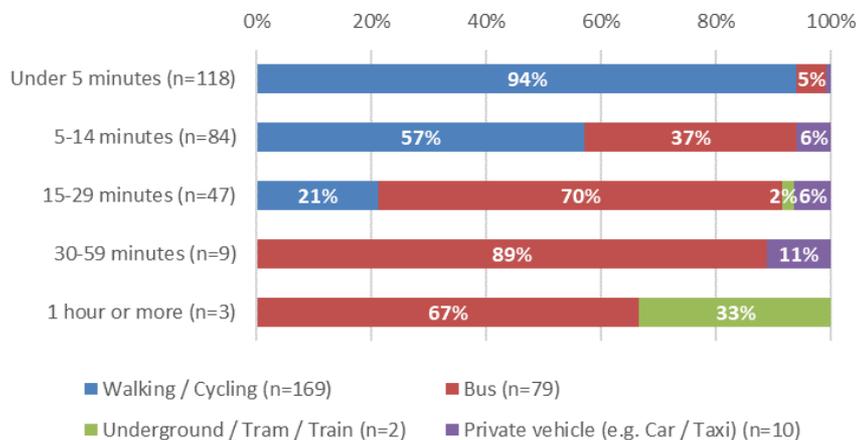
There are a number of noticeable differences between weekdays and weekend days with regards to the mode of travel taken by visitors to Lordship Lane, once broken down by time taken to travel.

The general trend in the data shows that as time taken to travel to Lordship Lane increases, there is a reduction in those walking and cycling.

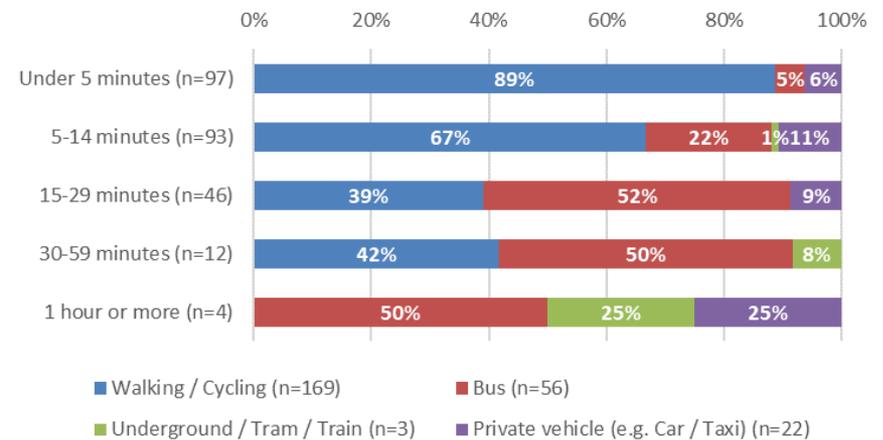
- Of those travelling under 5 minutes, there is a greater share of people travelling by private vehicle at weekends (6%) than weekdays (1%);
- Of those travelling between 5-14 minutes and 15-29 minutes, there is a greater share of people walking / cycling during weekends (67% and 39% respectively) compared to weekdays (57% and 21% respectively); and
- Of those travelling between 5-14 minutes and 15-29 minutes, there is a greater share of people travelling by bus during weekdays (37% and 70% respectively) than during weekends (22% and 52% respectively).

The base sizes for people travelling more than 30 minutes are too small to draw robust conclusions for this particular sub-set of respondents.

Mode of Travel by Time Taken for Travel - Weekday



Mode of Travel by Time Taken for Travel - Weekend



# Healthy Streets Tracker Results (VII) – Mode of Travel by Frequency of Visiting Lordship Lane

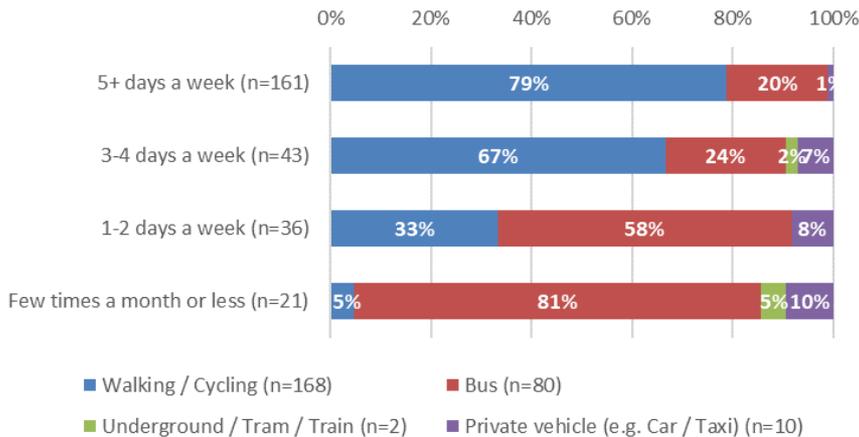
## Mode of Travel by Frequency of Visiting

There are a number of noticeable differences between weekdays and weekend days with regards to the mode of travel taken by visitors to Lordship Lane, once broken down by frequency of travel.

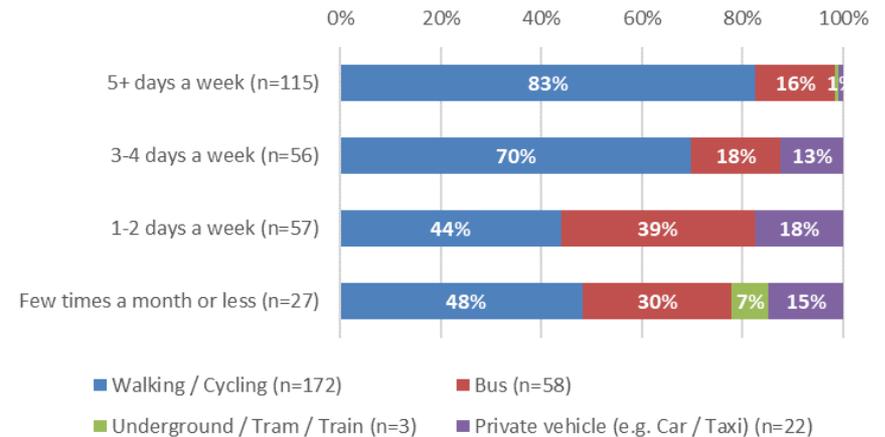
The general trend in the data shows a relationship, whereby the more frequent visitors to Lordship Lane are most likely to be walking or cycling.

- Of those travelling three or more days a week, the mode of travel is relatively similar for both weekdays and weekends, with walking and cycling being the most used modes for these groups;
- Of those travelling 1-2 days a week, there is a greater share of people walking and cycling at weekends (44%) compared to weekdays (33%);
- Of those travelling 1-2 days a week, there is a greater share of people taking the bus during weekdays (58%) compared to weekends (39%); and
- Those visiting Lordship Lane a few times a month or less are more likely to be taking the bus during weekdays (81% versus 30%)

Mode of Travel by Frequency of Visiting- Weekday



Mode of Travel by Frequency of Visiting- Weekends



# Healthy Streets Tracker Results (VIII) – Mode of Travel by Anticipated Spend

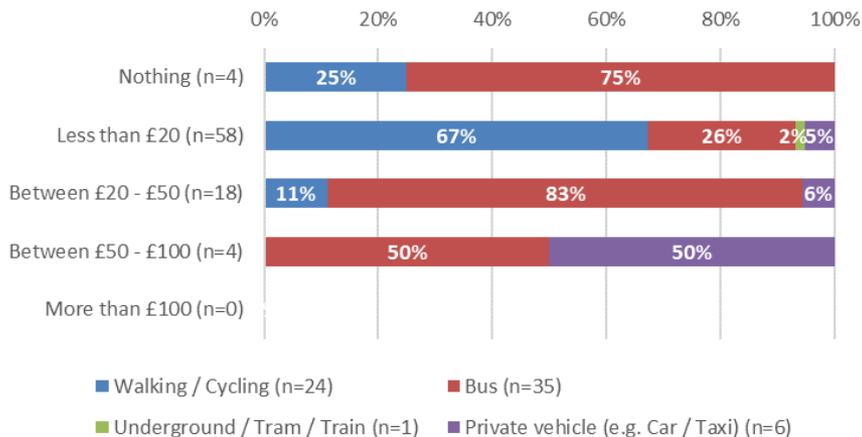
## Mode of Travel by Anticipated Spend

There are a couple of noticeable differences between weekdays and weekend days with regards to the mode of travel taken by visitors to Lordship Lane, once broken down by anticipated spend.

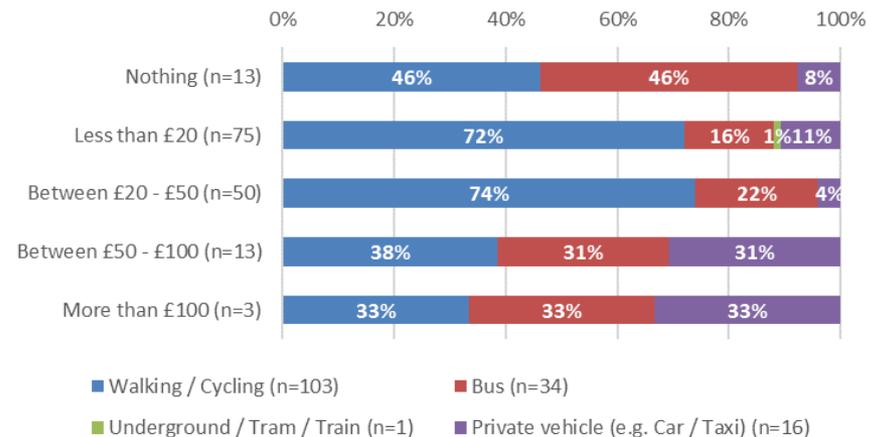
- Of those spending less than £20, there is a smaller share of bus passengers during weekends (16%) compared to weekdays (26%); and
- On weekdays, those spending between £20 to £50 is predominantly made up by bus passengers (83%). However, on weekends, those spending between £20 to £50 is predominantly made up of those walking and cycling (74%).

The base sizes for people spending nothing, or those spending more than £50 are too small to draw robust conclusions for these particular sub-sets of respondents.

Mode of Travel by Anticipated Spend - Weekday



Mode of Travel by Anticipated Spend - Weekend



# Summary (I) – Overall Activity & Purpose of Travel

## Summary of Results:

The purpose of this monitoring was to gain a greater understanding of how Lordship Lane is used by residents and visitors to the area, and to subsequently obtain peoples' views on this busy and diverse street in Southwark.

The results of the monitoring could be used to inform Southwark's overall visions for improving the area on and around Lordship Lane.

## Pedestrian footway counts:

- **Lordship Lane is busy throughout the week, with thousands of Londoners travelling along this stretch of road.**
- Along the whole of Lordship Lane, there were 55% more pedestrian movements per hour at weekends (3,747) than weekdays (1,694).
- The busiest area during *weekdays* was Area A: Between East Dulwich Grove & Crawthorpe Grove.
- The busiest area during *weekends* was Area D1 - North Cross Road east of Lordship Lane.

## Purpose of travelling on Lordship Lane:

- **The majority of respondents...**
  - Travel to Lordship Lane three days a week or more (73%);
  - Were planning on spending under £20 (63%);
  - Travel to Lordship Lane by walking or cycling (65% and 67% for weekdays and weekends respectively);
  - Take less than 15 minutes to get to Lordship Lane (77% on weekdays and 76% at weekends respectively)
  - On North Cross Road (58%) were visiting both the market and the shops
- Weekday travellers were 25% more likely to be commuting and 10% more likely to be travelling on personal business than weekend travellers.
- Weekend travellers were 24% more likely to be shopping or and 11% more likely to be travelling for leisure than weekday travellers.

# Summary (II) – Segmentation of Mode of Travel

## Mode of Travel by:

### Journey Purpose:

- On weekends, compared to weekdays, there is:
  - A larger share of shopping journeys made by those walking and cycling;
  - A smaller proportion of commuting journeys and leisure journeys are made by bus;
  - A greater share of personal business journeys made by private; and

### Time Taken to Travel:

- As time taken to travel to Lordship Lane increases, there is a reduction in the share of visitors walking and cycling;
- Of those travelling between 5-29 minutes, there is a greater share of people walking / cycling during weekends compared to weekdays; and
- Of those travelling between 5-29 minutes, there is a greater share of people travelling by bus during weekdays than during weekends.

### Frequency of Visiting:

- The more frequent visitors to Lordship Lane are most likely to be walking or cycling;
- Of those travelling 1-2 days a week, on weekends, there is greater share of people walking and cycling, and a smaller share of people taking the bus compared to weekdays.

### Anticipated Spend:

- On weekends, compared to weekdays, there is:
  - A smaller share of those spending less than £20 who are bus passengers; and
  - A greater share of those spending £20 to £50 who travelled to Lordship Lane by walking and cycling.

# Summary (III) – Quality of Street Environment & Safety Insights

## Quality of street environment:

- **86% of pedestrians were satisfied with the overall street environment.**
- Area A: Frogley Road to Goose Green Roundabout was rated as having the highest quality of street environment of the four areas.
- Area C: Pellat Rd to Bassano St was rated as having the lowest quality street environment of the four areas.

## Pedestrian Safety:

- **The busiest area for pedestrian crossing movements was Area B: Between Chesterfield Grove & North Cross Road.**
- **A large number of pedestrians could be crossing the road more safely, as not all are using the formal crossings provided.**
- Overall, 78% of pedestrians crossing the road used the formal crossings provided.
- This means there are approximately 102 potentially unsafe pedestrian crossing movements made per hour during weekdays, and 198 per hour at weekends, along the surveyed area of Lordship Lane.
- The area with the lowest percentage of pedestrians using the designated crossing is Area B: Between Chesterfield Grove & North Cross Road, where 26% do not use the formal crossing.

## Cyclist Safety:

- **Over the course of the day of monitoring, 58 dangerous interactions occurred between cyclists and other modes travel.**
- The greatest number of dangerous interactions occurred at location 3, with 24 incidents over the course of the day.
- Whilst many of the interactions only had a minor affect on cyclists (i.e. precautionary action was taken), there were a few instances of emergency braking and violently swerving to avoid a collision at each of the four roundabout section.