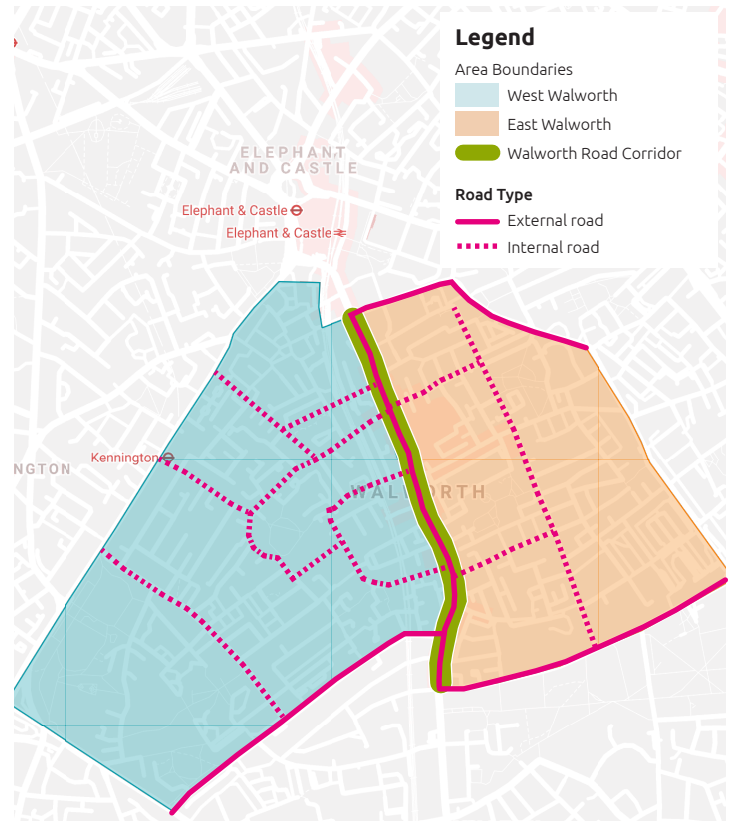


Walworth Streetspace Review: Monitoring Report 3

West Walworth and East Walworth



- This third report reviews the impact of the trial Streetspace measures based on data up to September and October 2021.
- We have compared 2021 data, to data collected before the installation of Streetspace measures, primarily in 2019 comparing on a month to month basis for September.
- The map to the right shows roads in which monitoring was completed, where pre-implementation data was available.
- For more detail, please refer to the full monitoring report and appendix available at: www.southwark.gov.uk/ohwalworthreview



Key Findings

The reporting covers data collected from traffic counters on streets, bus journey time monitoring, and sensors that monitor levels of walking and cycling.

Key findings are summarised below. They should be read in the context of traffic being down -7% in September 2021 across Southwark compared to pre-COVID levels.

Traffic in September across Southwark has increased by +1% in September 2021 compared to June 2021, based on Southwark-wide statistics from TfL monitoring sites.

SEPTEMBER 2021 COMPARED TO PRE-SCHEME

Across all sites the volume of motor traffic decreased by -18% (18,900 vehicles)



Across all external road sites the volume of motor traffic decreased by -3% (2,000 vehicles)



Across all sites the volume of cycles increased by 26% (2,000 cycles)



SEPTEMBER 2021 COMPARED TO JUNE 2021

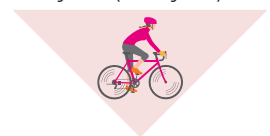
Across all sites the volume all motor traffic decreased by -4% (3,800 vehicles)



At count sites on external roads, motor traffic decreased by -4% (5,900 vehicles per day)



Across all sites the volume of cycles decreased by -6% (600 cycles)



JOHN RUSKIN STREET AND WALWORTH ROAD

The volume of motor traffic has decreased at both count sites on John Ruskin Street compared to June 2021, by -3 to -4% (around 7,000 vehicles)



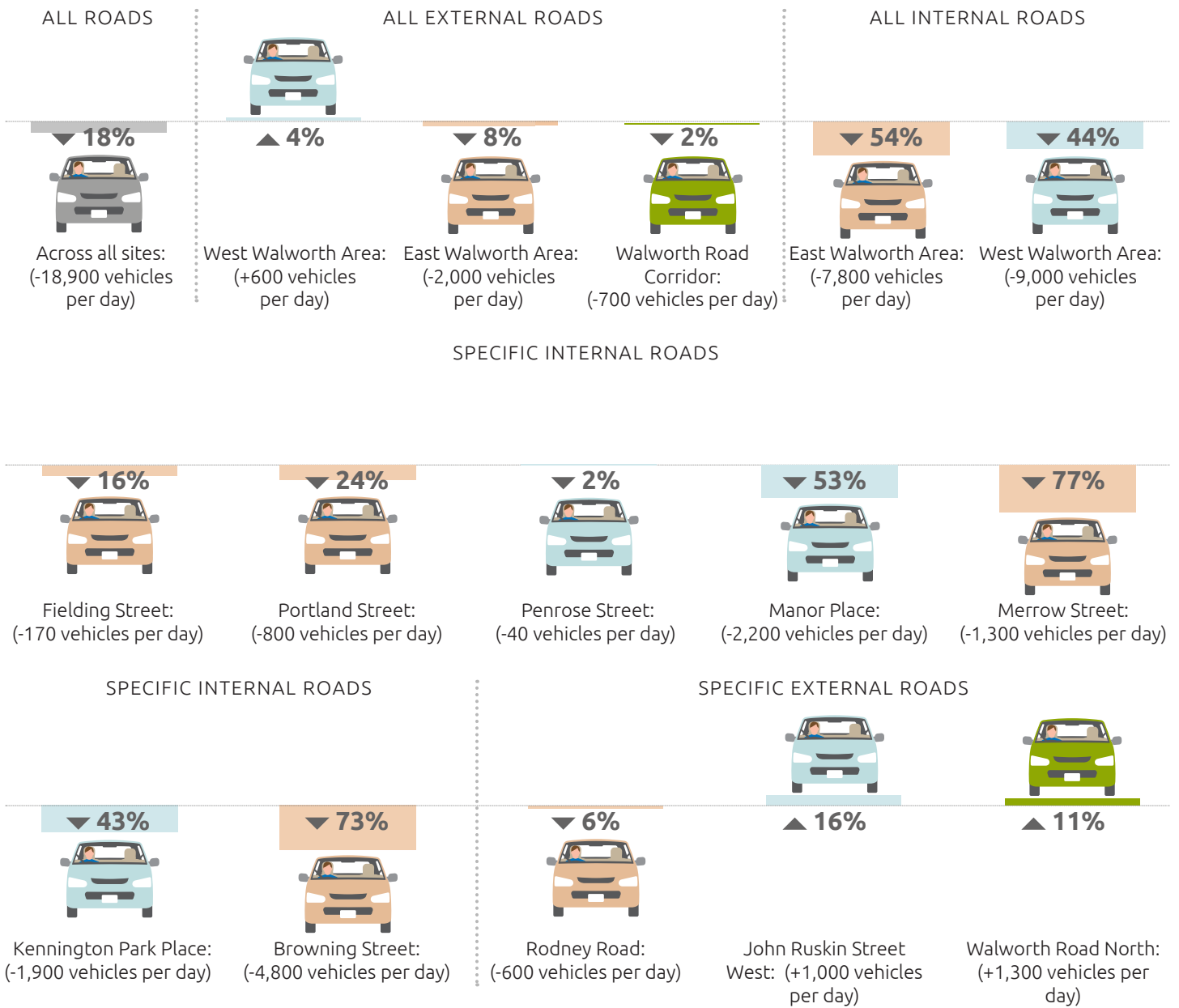
The volume of motor traffic on Walworth Road has decreased by -3% compared to June 2021 (360 vehicles)



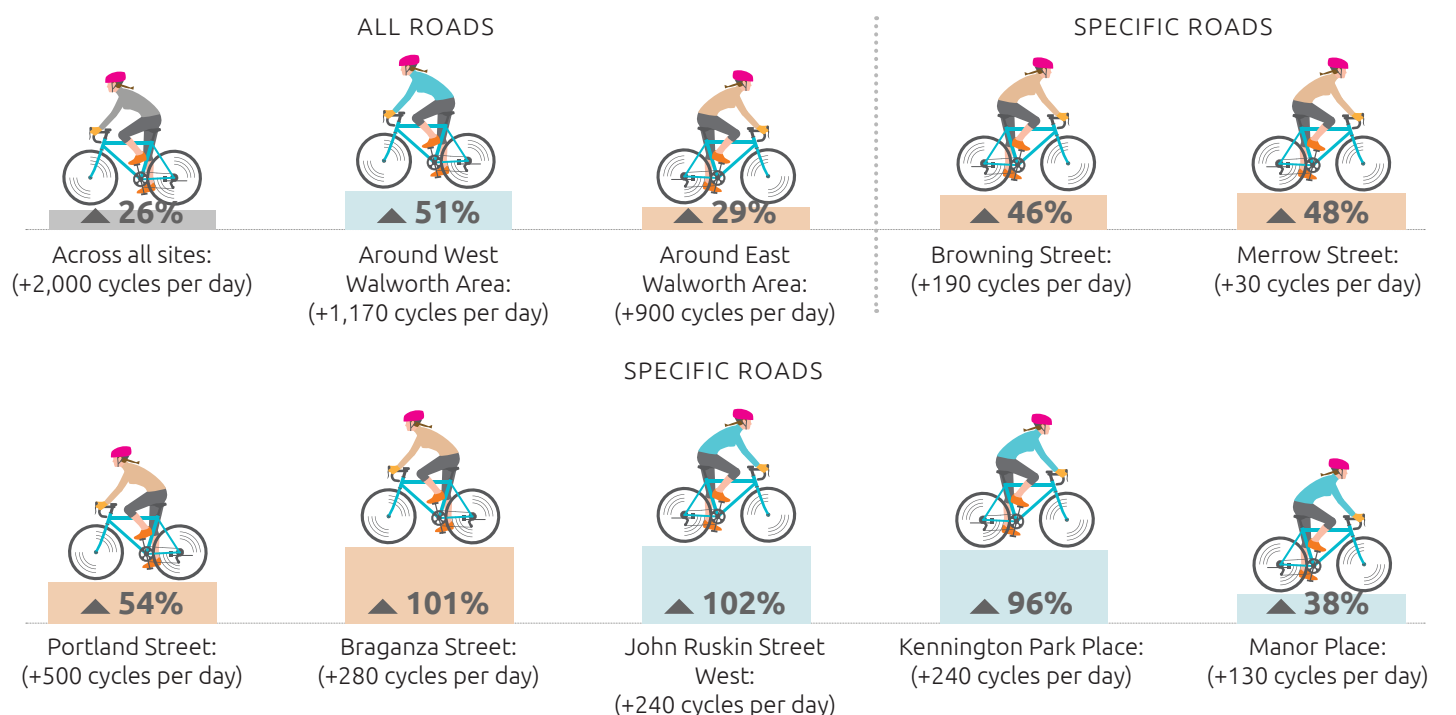
The volume of motor traffic on Camberwell Road has decreased by -7% compared to June 2021 (1,100 vehicles)



Motor Vehicles : cars, LGVs, HGVs, buses and motorbikes



Cycling






Bus Journey Times, 7am - 7pm averages

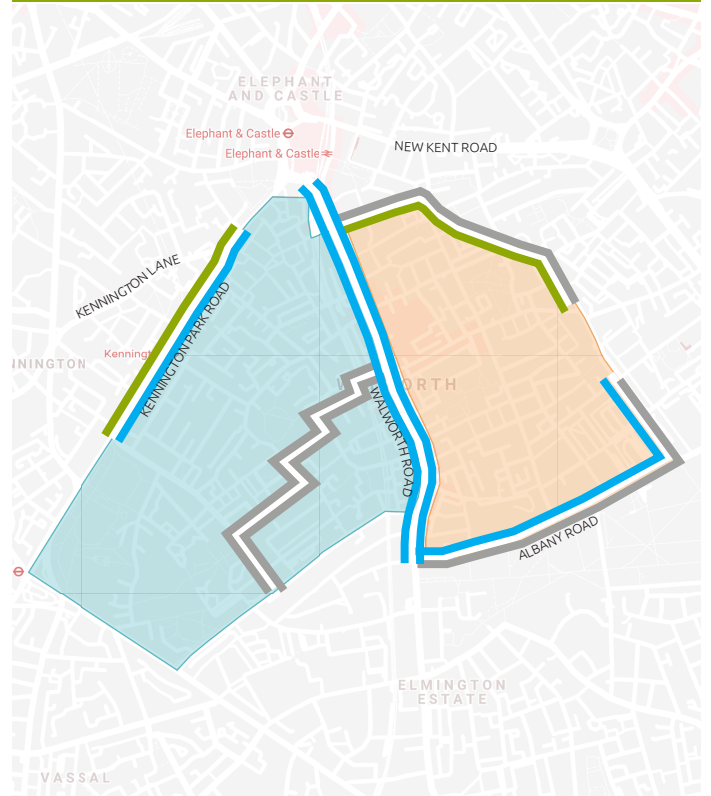
- Journey times in April showed large increases on many corridors, but this appeared to be driven by two weeks only, likely related to an event outside of the Walworth area
- In June, the only route with an increase in journey time was westbound on Albany Road. All other roads showed limited changes or improvements in journey times.
- In September there were increase in journey times in both directions on Walworth Road, but limited change or decreases on all other routes.

Legend

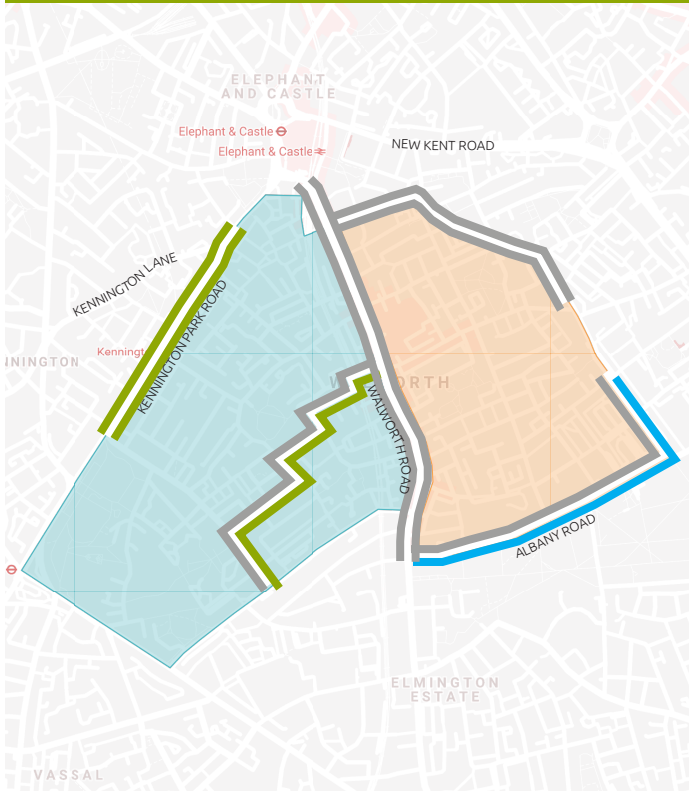
Change in bus journey times April, June and September 2021

-  Increase
-  Limited change
-  Decrease

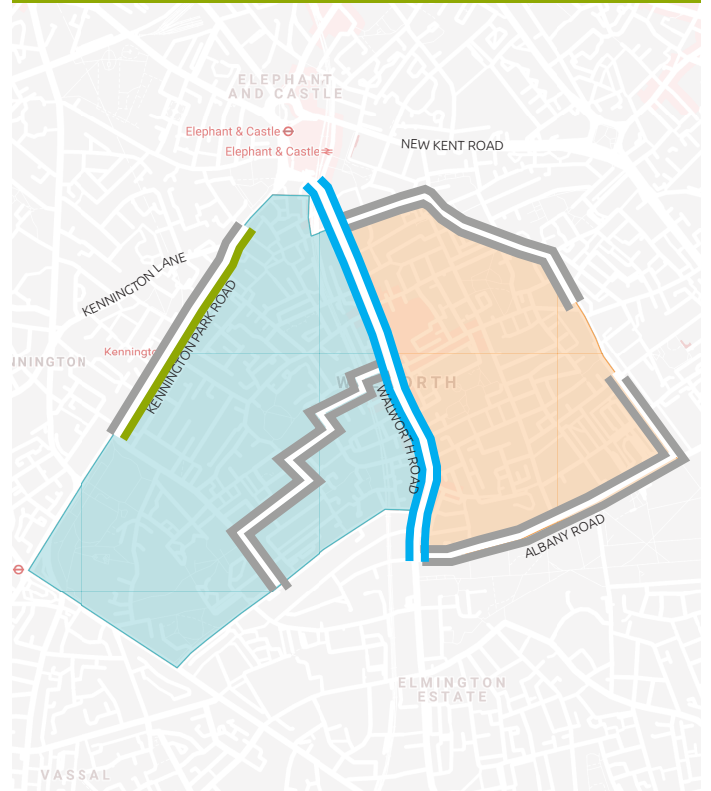
April 2021



June 2021



September 2021



Further details on all the above changes, collection methodology, and additional analysis can be found in the main report. This includes detail of adjustment to pre-implementation motor vehicle data to reflect September 2019 traffic levels to account for seasonal differences.

Walworth Streetspace Review: Monitoring Report 3

Conclusions

Decreasing Overall Traffic

Across all count sites traffic has decreased by -18% compared to before the scheme.

The trend of motor traffic is showing a decrease compared to June 2021. Across all monitoring count sites, motor traffic has decreased by -4%.

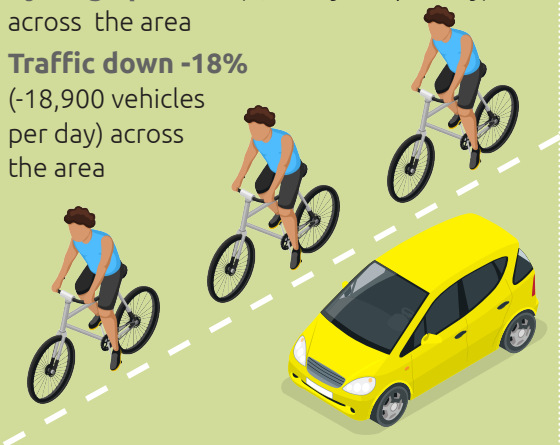
This is in contrast to Southwark as a whole where traffic has increased by +1%, according to TfL counts, between June and September 2021 with all lockdown restrictions being removed.

This suggests that the scheme so far is being successful in reducing traffic in the area, potentially encouraging people to walk and cycle more.



The measures are having a positive effect:

- **Cycling up +26%** (2,000 cycles per day) across the area
- **Traffic down -18%** (-18,900 vehicles per day) across the area



People Walking and Cycling

- Some streets have experienced increases in cycling of over 100% compared to before the scheme was in place.
- The number of people walking on Amelia Street and Browning Street peaks during school pick-up times.
- Browning Street showed an increase in people walking compared to June 2021, with people feeling safe to use the full width of the road.



September to June 2021 Comparison

- Compared to the previous monitoring report in June 2021, traffic in September 2021 has decreased slightly, by 4%. This compares to a 1% on TfL roads in Southwark over the same period.
- A further decrease has occurred on monitored external roads in October, however, we have seen some increases on Walworth Road and we will continue to monitor this trend.

External Roads

- Overall the volume of motor traffic has increased slightly in the West Walworth area and decreased slightly in the East Walworth Area.
- Traffic counted on the Walworth Road Corridor is down slightly, by 2%.
- Traffic has increased by 16% on the western end of John Ruskin Street, but decreased by 6% at the eastern end.
- The impact on external roads will continue to be monitored closely, and results shared.
- Bus journey times are showing some increases on key corridors such as Walworth Road and Albany Road. These changes will continue to be monitored to determine potential causes. Mitigation measures will be investigated, if required.

