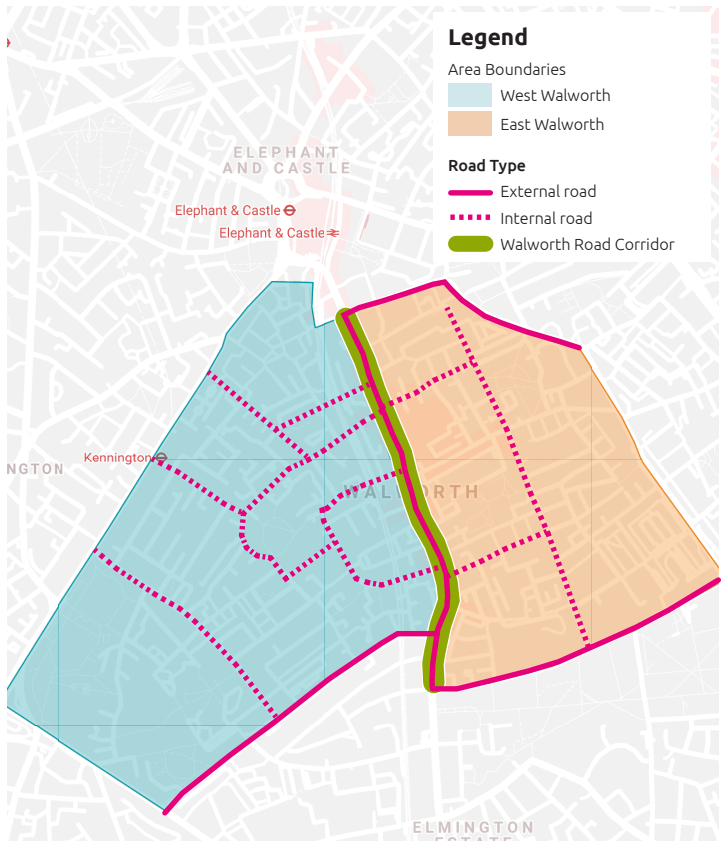


Walworth Streetspace Review: Monitoring Report

West Walworth and East Walworth

- This second report reviews the impact of the trial Streetspace measures based on data up to June 2021.
- We have compared 2021 data, to data collected before the installation of Streetspace measures, primarily in 2019.
- 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



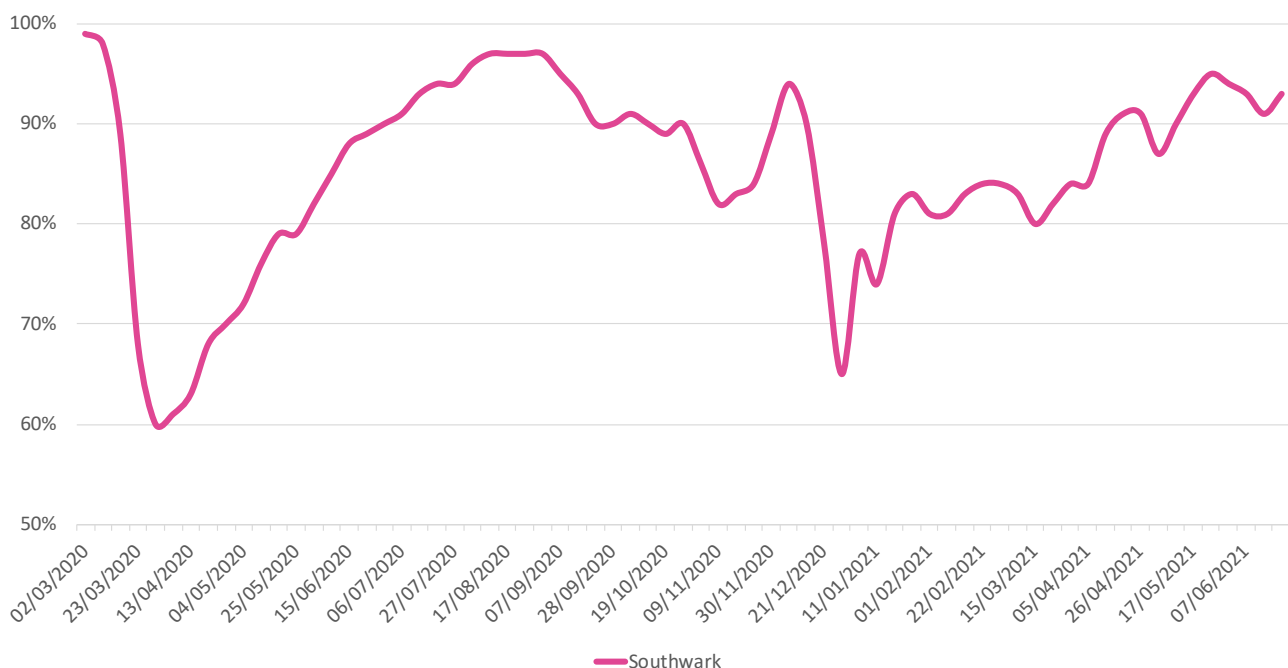
Impact of COVID-19

In June 2021 traffic was lower than normal across the country due to the impact of the pandemic. According to counts completed by TfL, traffic has been down across London and in Southwark throughout 2021.

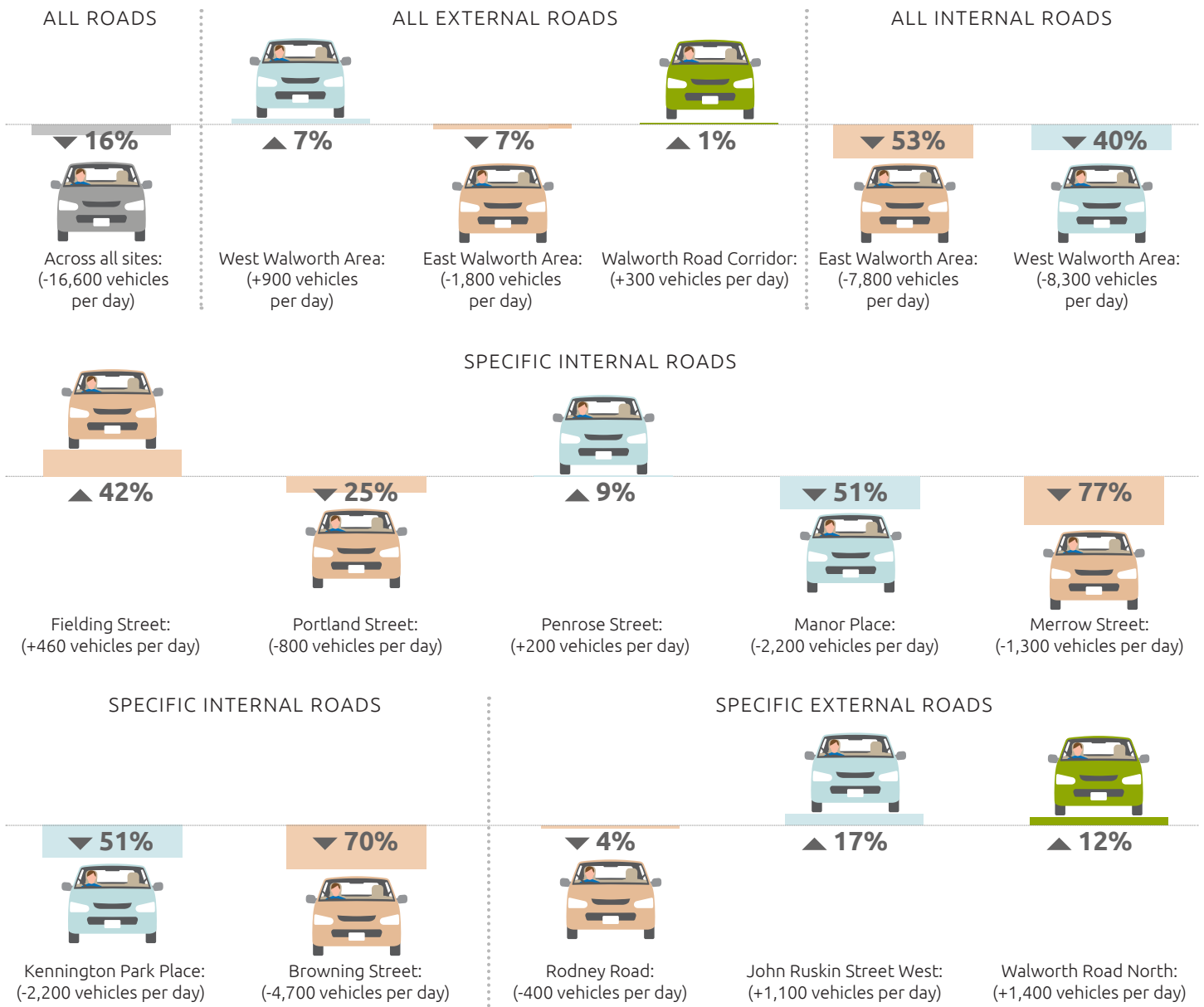
These changes must be taken into account when considering the changes in traffic volumes seen in Walworth.

However, with restrictions being removed, traffic in Southwark has been increasing quickly in recent months, with 8% more traffic in May 2021 compared to March 2021. Seeing more traffic on the external roads is to be expected. Traffic is likely to soon be back to pre-COVID levels or above if nothing is done to encourage more walking and cycling.

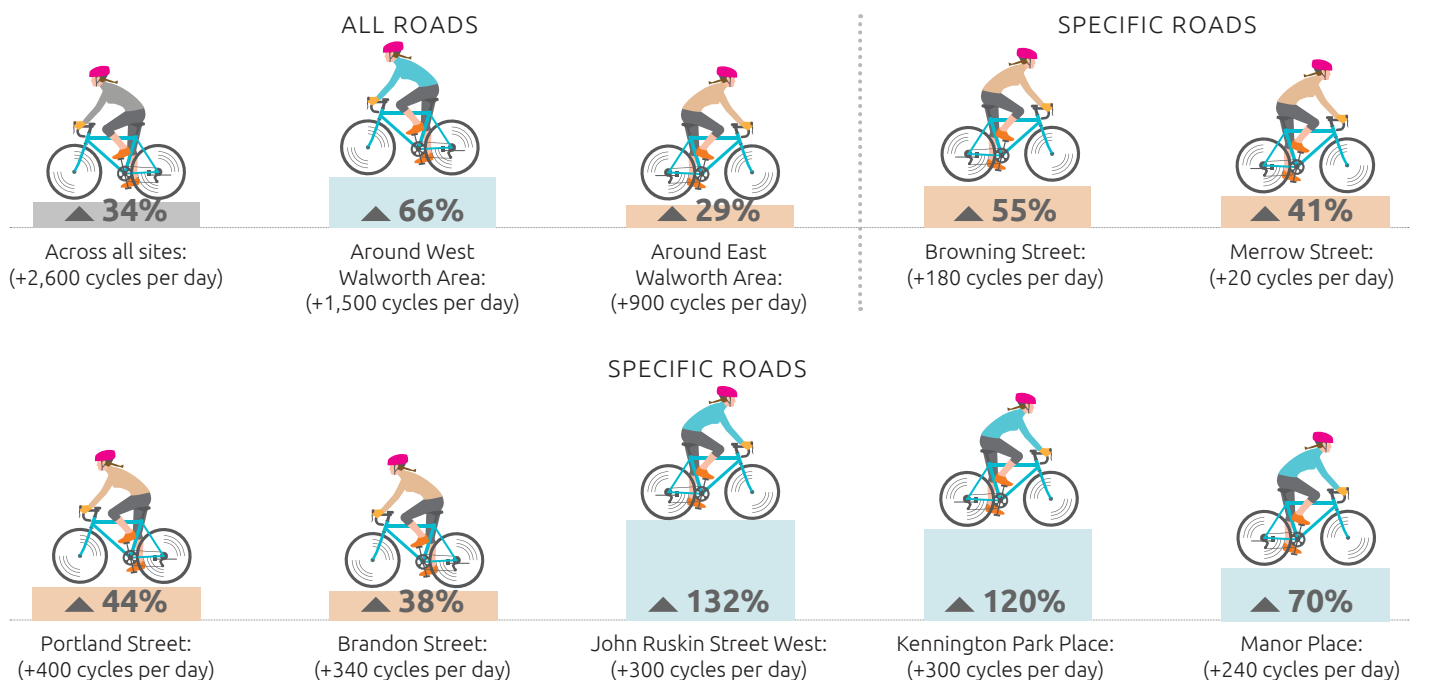
DIFFERENCE IN TRAFFIC ACROSS SOUTHWARK COMPARED TO SAME MONTH PRE-COVID



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



Cycling



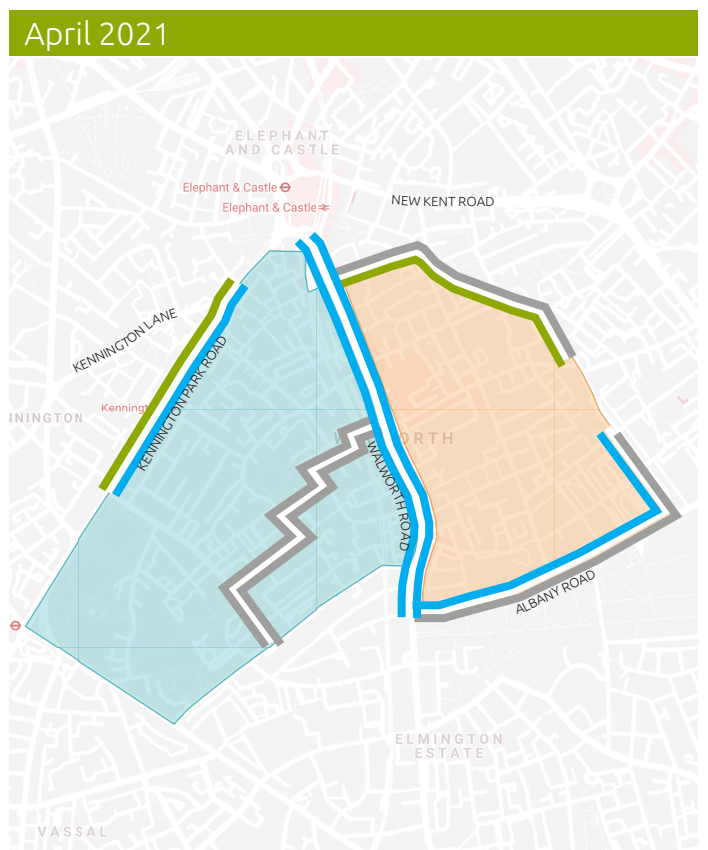
Bus Journey Times

- 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 May the only large increase in journey time was on Walworth Road southbound
- In June, the only route with a large increase in journey time was westbound on Albany Road. All other roads showed limited changes or improvements in journey times.

Legend

Change in bus journey times April, May and June 2021

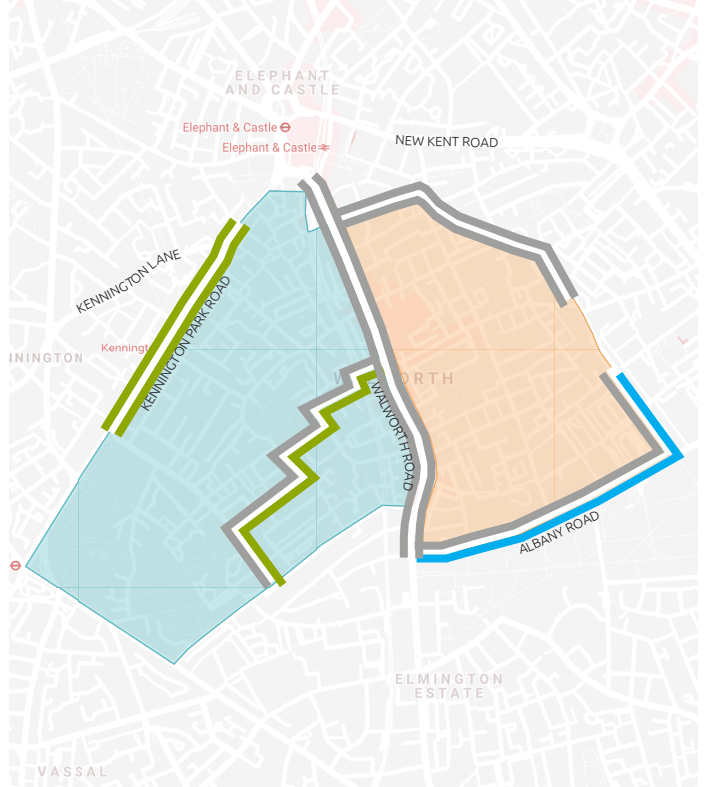
-  Large increase
-  Limited change
-  Large Decrease



May 2021



June 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 June 2019 traffic levels to account for seasonal differences.

Walworth Streetspace Review: Monitoring Report

Conclusions

Traffic patterns before the pandemic: High volume of 'through traffic'

Pre-pandemic survey

There were over 2,000 vehicles travelling between the A2 and the A3 on an average weekday, and more than half of these leave the main roads to travel through the residential streets of Walworth.

Traffic volumes along these local streets are high: in the morning peak, many had more than 500 vehicles per hour, above the maximum levels recommended by TfL for streets to be considered sufficiently quiet to be safely shared by cyclists and general traffic and thus encourage

active travel.

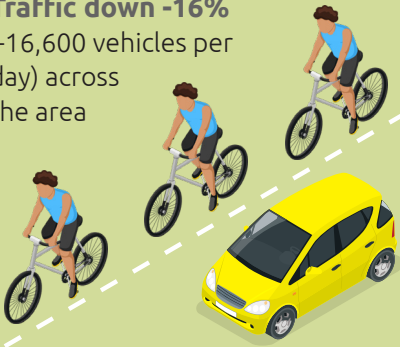
Browning Street and Manor Place represented the second busiest alternative route through the neighbourhood, resulting in significant traffic volumes crossing Walworth Road in one of the sections with the highest pedestrian footfall, with associated impacts on pedestrian environment and air quality.



The pattern of increasing traffic levels post-COVID suggests that this situation will return without intervention.

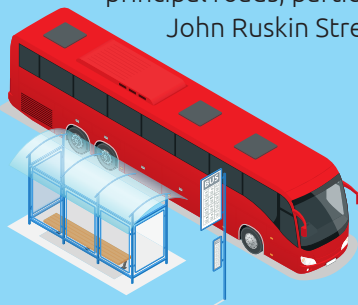
The measures are having a positive effect:

- **Cycling up +34%** (2,600 cycles per day) across the area
- **Traffic down -16%** (-16,600 vehicles per day) across the area



Traffic is up on some key roads.

- Due to the longstanding volume of 'through-traffic' in this area, changes may be required to address any resulting impact on principal roads, particularly John Ruskin Street.



Origin - Destination Surveys

- An additional survey has been carried out on John Ruskin Street to understand the types of motor vehicle journeys using this route.
- This shows that the majority of vehicles on John Ruskin Street are through traffic passing directly through the area.



Equality Impact Assessment

- An independent Equality and Equity Impact Assessment (EqIA) report has been completed.
- This included analysis of consultation results, monitoring reports, plus focussed consultation with protected groups and written feedback from organisations representing them.
- The report found that, if implemented carefully, the measures could be a positive response to the Covid-19 pandemic crisis that impacts most on disadvantaged communities and groups.
- A report on the EqIA and our response can be found at the link below:
- <https://www.southwark.gov.uk/transport-and-roads/improving-our-streets/live-projects/walworth-review?chapter=5>



Air Quality

- Air quality modelling is underway to evaluate the impact of the measures.



Vehicle Speeds

- Vehicles speeds have generally stayed the same or decreased slightly.
- Average speeds on John Ruskin Street and the proportion of vehicles breaking the speed limit have both decreased substantially.

