

Druid Street

Monitoring Summary Report

January 2023

Introduction

This report has been produced by the London Borough of Southwark Highways Division to provide a summary on the monitoring data collected for the cycling measures installed Druid Street and Gedling Place.

In May 2022, we installed:

- A Bidirectional segregated cycle lane on Druid Street between Tanner Street and Gedling Place
- A modal filter on Gedling Place to restrict access to motor vehicles
- The No Entry was removed to allow traffic to turn from Abbey Street into Gedling Place, to access Stanworth Street.

Monitoring of the scheme has been carried out to determine the impact of these measures.

Monitoring Methodology

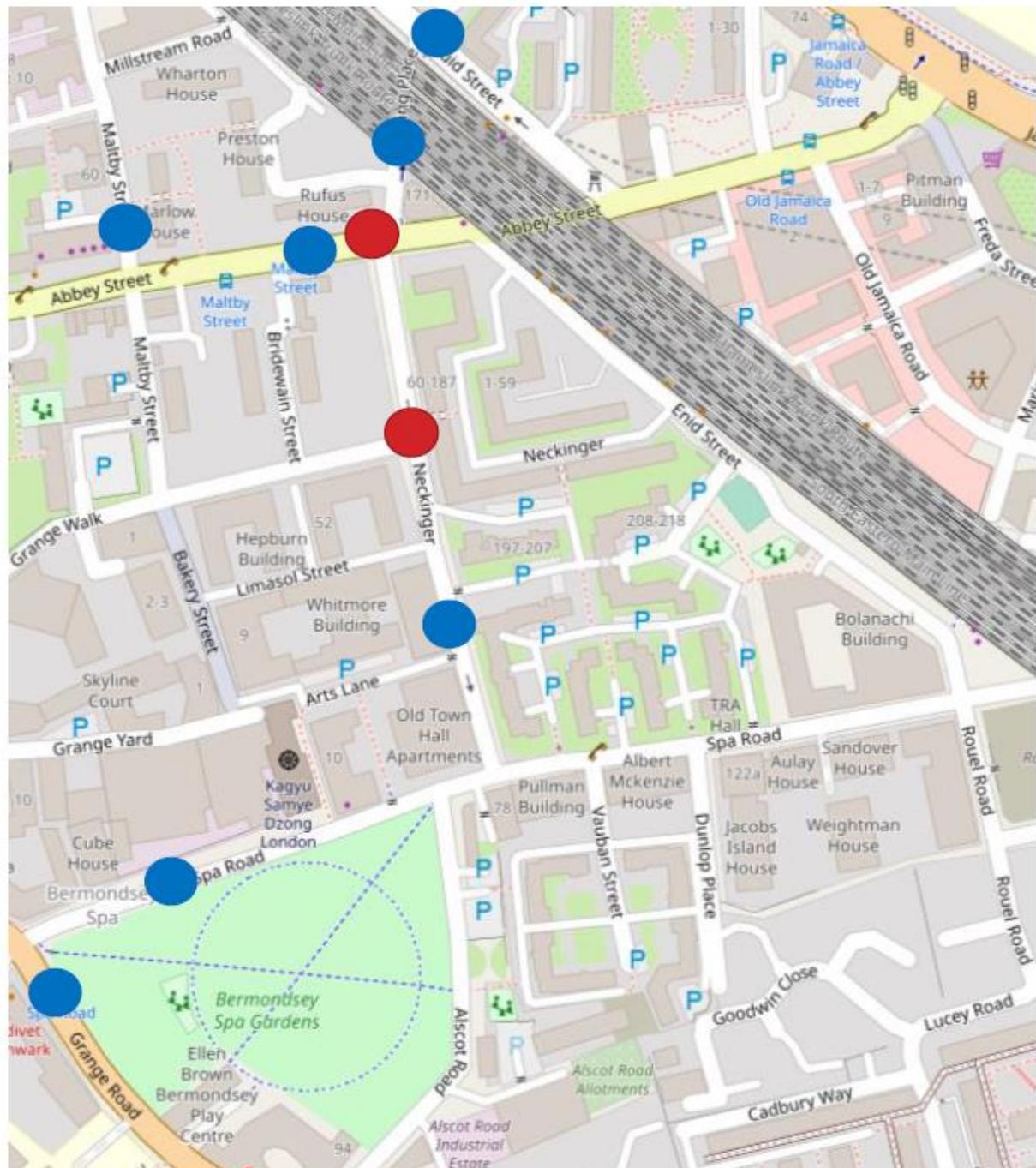
On October 2021, Automatic Traffic Counters were installed on Druid Street and surrounding roads. These recorded speed and volume of traffic at six locations including Druid Street and Gedling Place.

Pedestrian flows were recorded by the installation of CCTV in May 2022.

In August 2022, a sensor was installed on Druid Street to monitor pedestrian and vehicle movements on an ongoing basis, supplied by Vivacity Labs.

Collision statistics over the last 3 years have also been reviewed via the TfL COLLSTATS database.

Automatic Traffic Counters



ATCs (Automatic Traffic Counters) were positioned in the locations shown in blue on the above plan.

Traffic monitoring reports were commissioned from Systra, and the findings are summarised as follows:

Traffic Volume

Average Number of Vehicles (Full Day)			
Site Name	Weekday Oct-21	Weekend Oct-21	
Site 1 - Druid Street south of Arnold Estate	1,490	1,181	
Site 2 - Gedling Place north of Stanworth Street	380	311	
Site 3 - Abbey Street east of Bridewain Street	11,976	10,119	
Site 4 - Neckinger north of Arts Lane	1,111	861	
Site 5 - Spa Road east of Grange Road	2,470	2,027	
Site 6 - Grange Road south of Spa Road	11,833	10,204	
Site 9 - Maltby Street north of Abbey Street	1,409	1,246	
Total across all sites	30,669	25,949	

Traffic Speeds

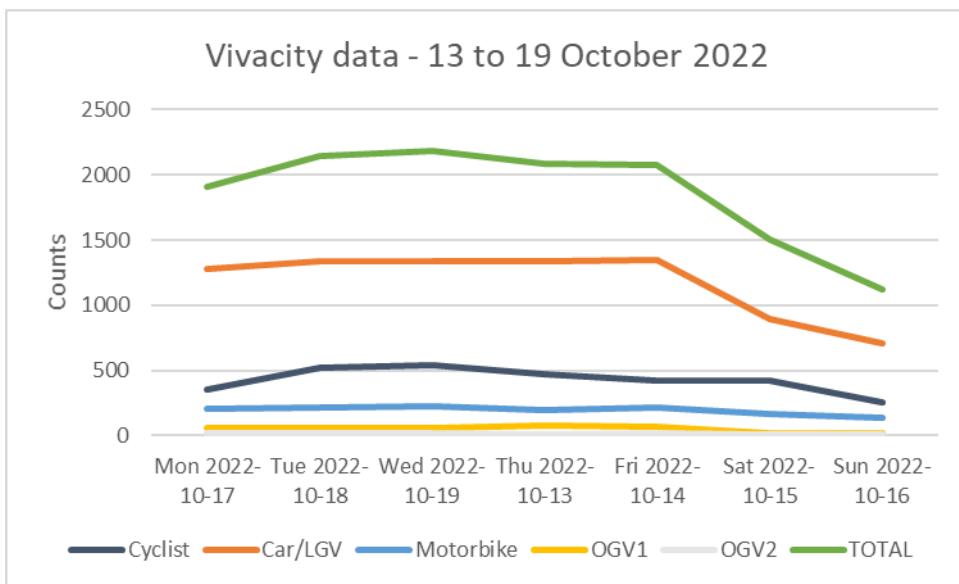
Vehicle Speeds (Full Day, 7-Day Average - Average Speeds)			
Site Name	Average Speed Oct-21	85th Percentile Speed Oct-21	Over Posted Speed Limit Oct-21
Site 1 - Druid Street south of Arnold Estate	14.5	18.6	10.1%
Site 2 - Gedling Place north of Stanworth Street	6.7	8.4	0.0%
Site 3 - Abbey Street east of Bridewain Street	22.1	26.6	68.3%
Site 4 - Neckinger north of Arts Lane	15.6	19.2	9.2%
Site 5 - Spa Road east of Grange Road	15.9	19.7	12.8%
Site 6 - Grange Road south of Spa Road	22.8	27.2	74.1%
Site 9 - Maltby Street north of Abbey Street	14.2	17.6	4.8%
Average across all sites	16.0	19.6	25.6%

Modal Share

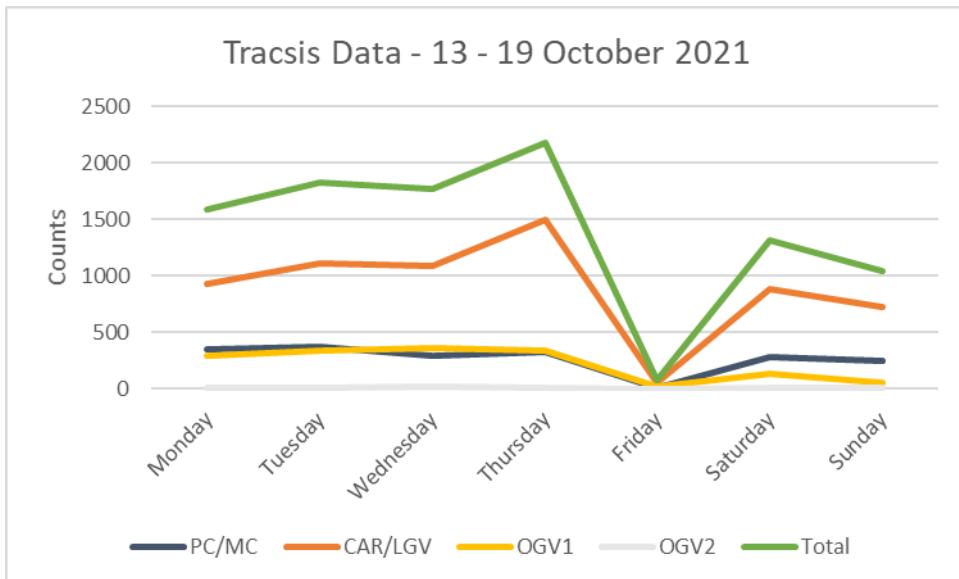
Site Name	Modal Share by Site Location - (7-Day Average, Full Day)			
	Cycle / Motorcycle	Car / Light Van	LGV	HGV
Site 1 - Druid Street south of Arnold Estate	19.3%	63.8%	16.5%	0.3%
Site 2 - Gedling Place north of Stanworth Street	31.9%	4.2%	63.9%	
Site 3 - Abbey Street east of Bridewain Street	13.0%	75.2%	11.4%	0.4%
Site 4 - Neckinger north of Arts Lane	18.5%	71.9%	9.5%	0.1%
Site 5 - Spa Road east of Grange Road	24.4%	68.5%	7.1%	0.1%
Site 6 - Grange Road south of Spa Road	12.5%	70.2%	16.9%	0.4%
Site 9 - Maltby Street north of Abbey Street	26.9%	59.3%	13.5%	0.4%
Average across all sites	19.3%	63.8%	16.5%	0.3%

Data Collected from Vivacity Sensors

In August 2022, a sensor was installed on a lamp column on Druid Street, supplied by VivaCity labs, which provides live data to a dashboard.



This data shows the volume of traffic over a one-week period in October 2022, collected by the Vivacity sensor. This week in October was chosen as it is the same week as data was collected the previous year, prior to the scheme being installed, so a direct comparison can be made. Only travel in north western direction is shown.



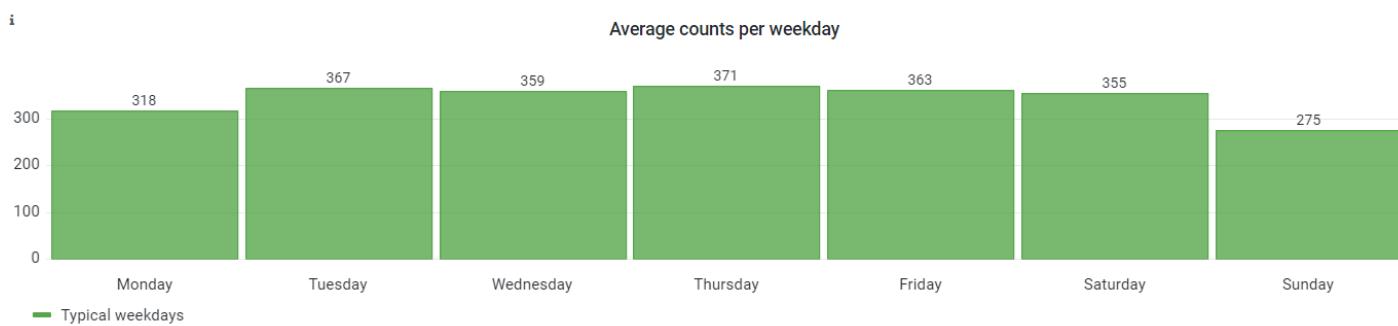
This data show the volume of traffic over a one-week period in October 2021, collected by and ATC installed by Tracsis, prior to the implementation of the trial scheme. There was some data loss on Friday, hence the sudden drop on the graph.

Comparing the two graphs, general levels of traffic are similar, with totals up to around 2500 vehicles per day during the week, and dropping to less than 1500 at the weekend.

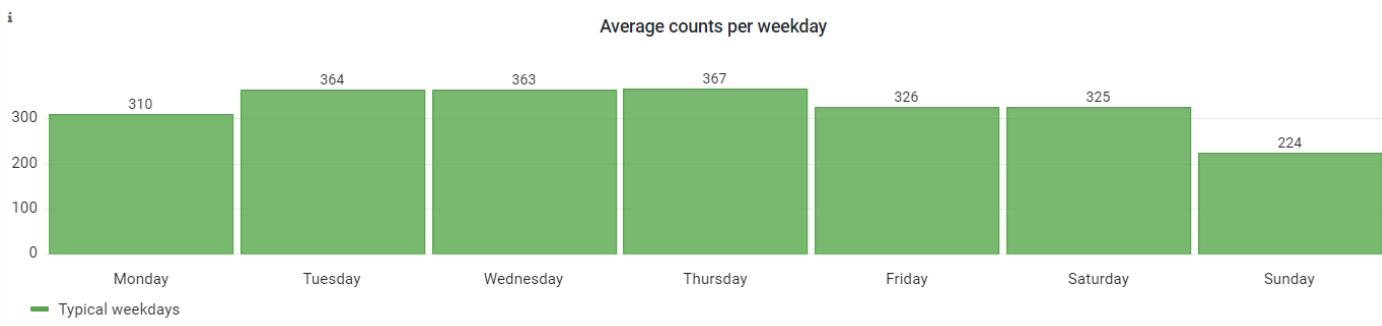
The Tracsis data does not separate pedal cycles and motor cycles, and in total, pedal cycle and motor cycles were approximately 300 vehicles per day.

The Vivacity data collected after the scheme was implemented shows that pedal cycles alone were around 400-500 vehicles a day, and motor cycles around 200 vehicles per day. This represents somewhere in the region of a 50% increase in the numbers of cyclists.

It should be noted that only travel in north-western direction is shown on these graphs. The Tracsis ATCs did not record vehicle movement in a south-eastern direction as this is a one way road, however, cyclists are permitted to travel contra flow to motor vehicle traffic.



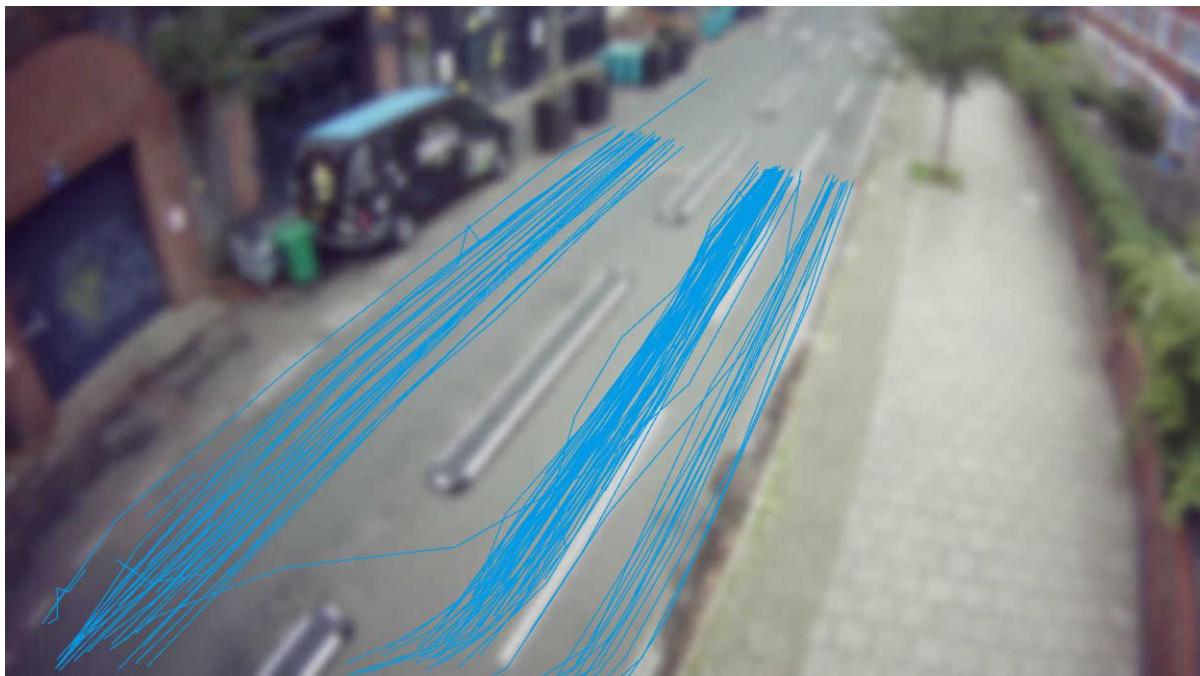
Southeast bound typical daily counts for cyclists – Sep 22 – Jan 23



Northwest bound typical daily counts for cyclists – Sep 22 – Jan 23

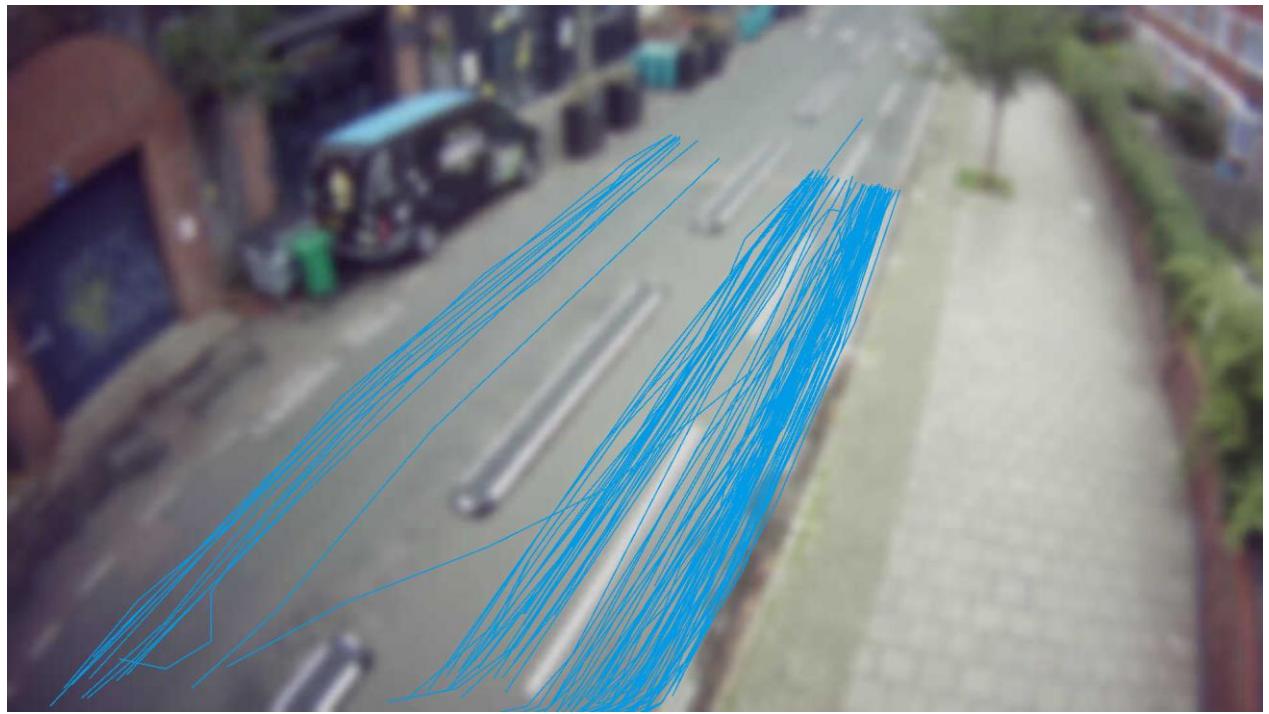
The above charts show the typical cycle movements on Druid Street, between September 2022 when the sensors were first installed, until January 2023. These shows there are around 350 cyclists per day in each direction.

The Vivacity sensor also allows vehicle movements to be tracked in the field of view of the sensor. The following images have been downloaded to illustrate the different uses of the street at different times.



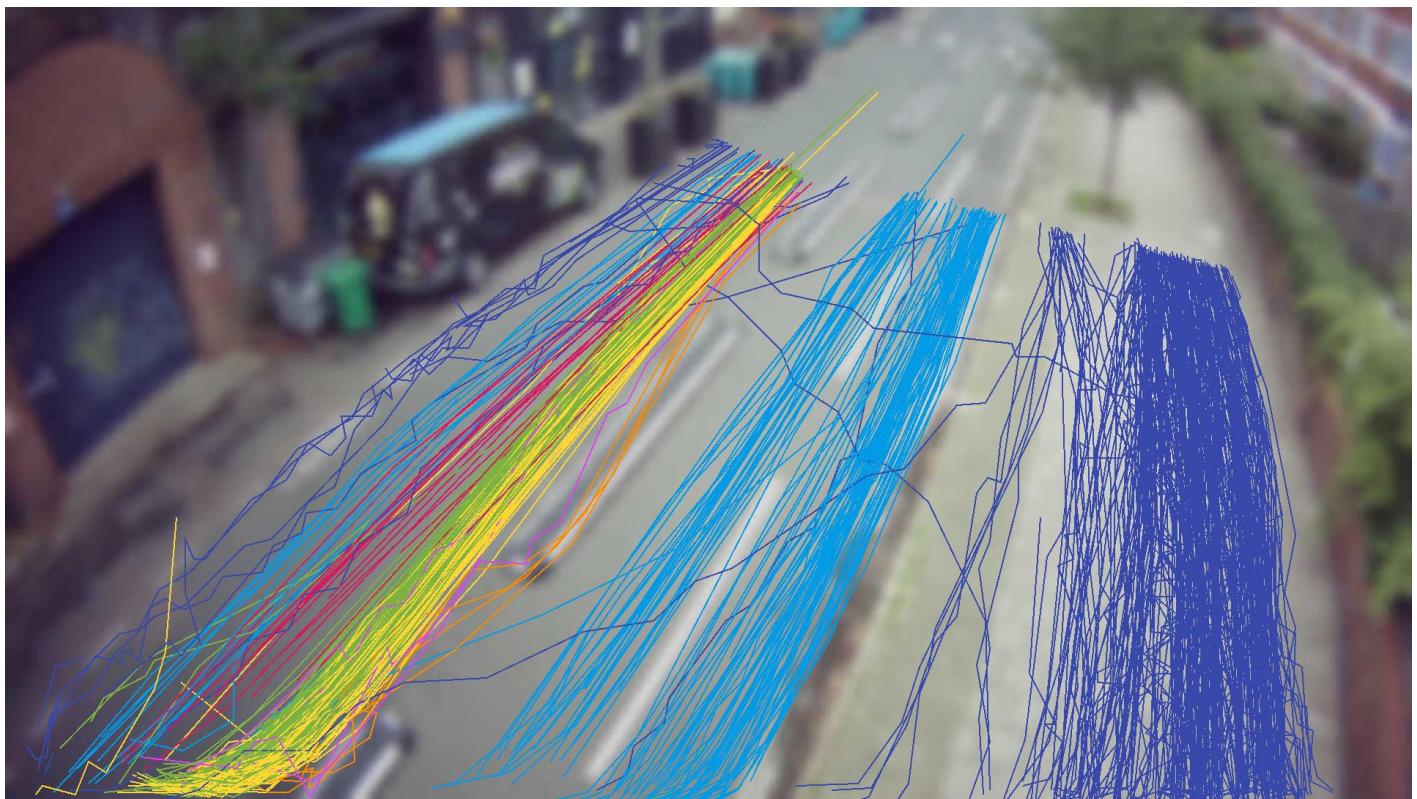
Sensor image taken 8-10 am, 13/10/22 (Thursday)

This image shows only the cyclists that were recorded using Druid St in this time period. At peak morning times during the week there are more cyclists using the northwest bound cycle lane than the southeast bound cycle lane. Some cyclists are using the carriageway.



Sensor Image taken 4-6pm 13/10/22 (Thursday)

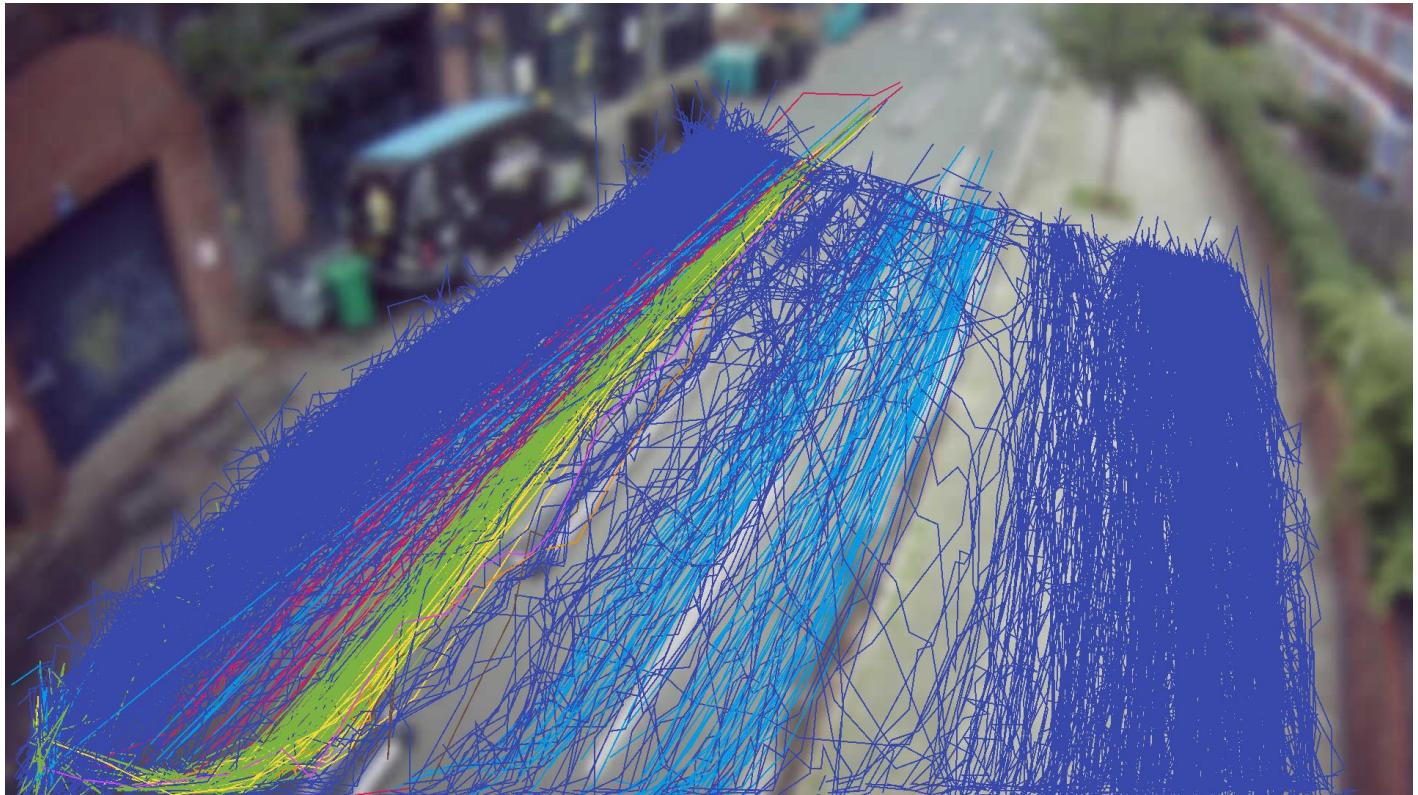
This image shows that at peak evening times during the week, more cyclists use the southeast bound cycle lane than the northwest bound cycle lane.



Sensor Image taken 4-6pm 13/10/22 (Thursday)

This image shows all classes of user on Druid Street, according to the following key:

- Car
- Pedestrian
- Cyclist
- Motorbike
- Bus
- OGV1
- OGV2
- LGV



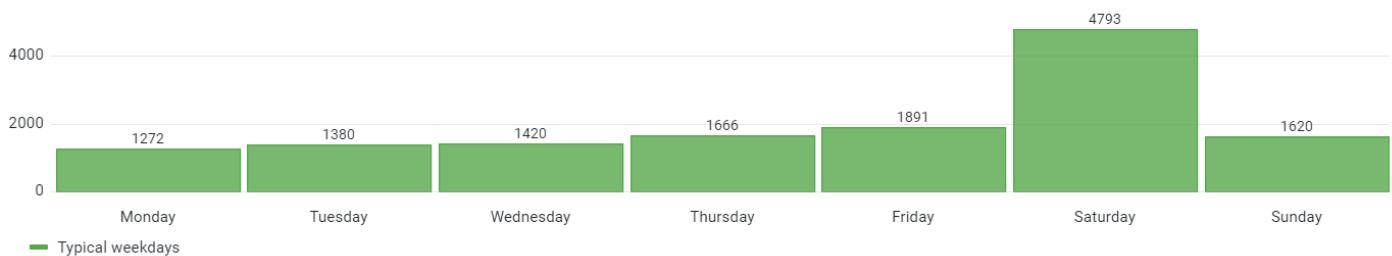
Sensor Image taken 4-6pm 15/10/22 (Saturday)

This image shows all users on a Saturday afternoon.

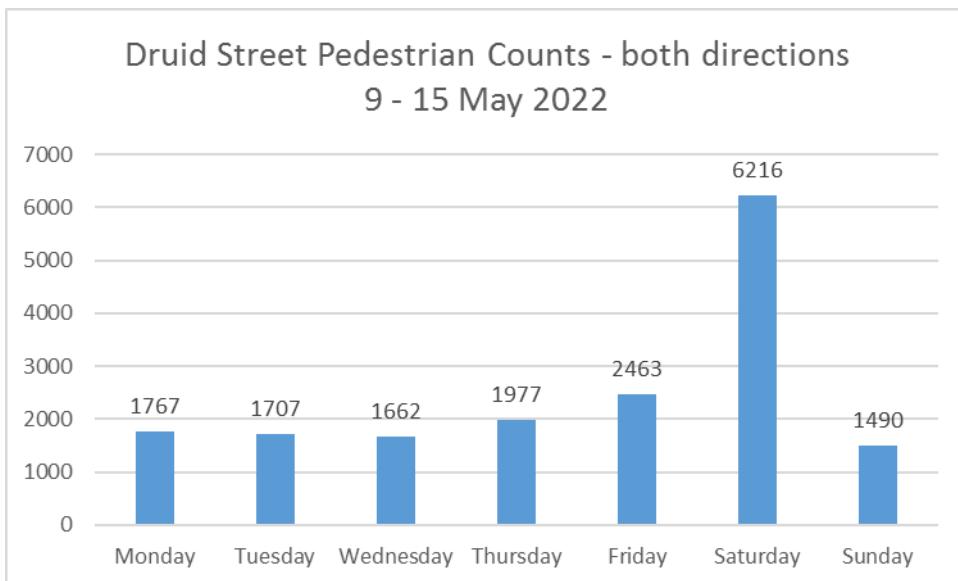
It can be seen that pedestrian footfall is much higher at the weekend, with pedestrians on both the footway and using the space in front of the arches.

This is also demonstrated in the following chart, showing the average pedestrian counts, travelling either direction, for the period that the sensor has been installed

Average counts per weekday

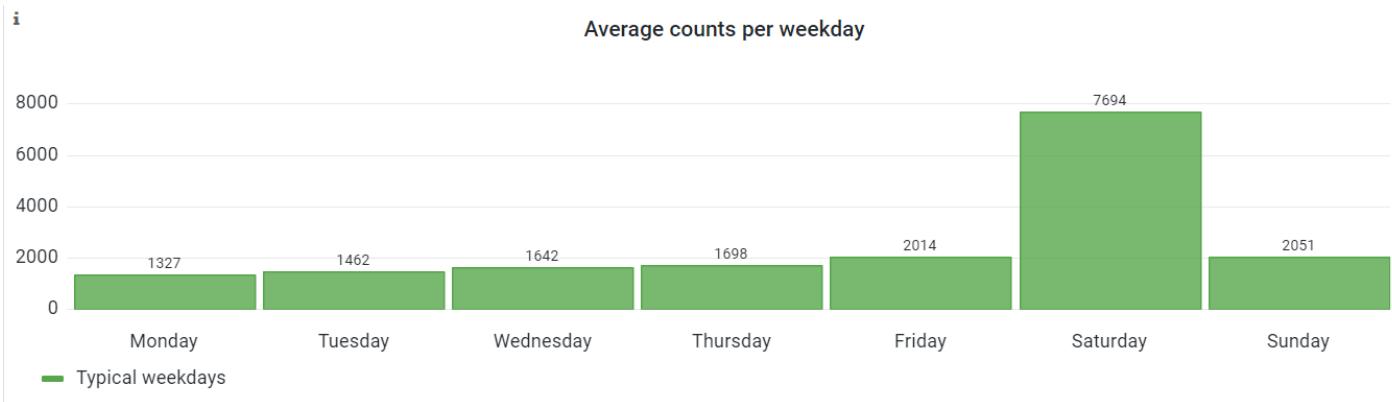


Pedestrians – typical daily counts Sep 22 – Jan 23



This data was collected by Tracsis via CCTV, prior to installation of the scheme.

These two sets of data suggest that pedestrian footfall is less now, on average, compared to the footfall in May 2022 prior to the scheme installation. This however does not take into account seasonal variation; data has not been collected throughout Spring / Summer months.

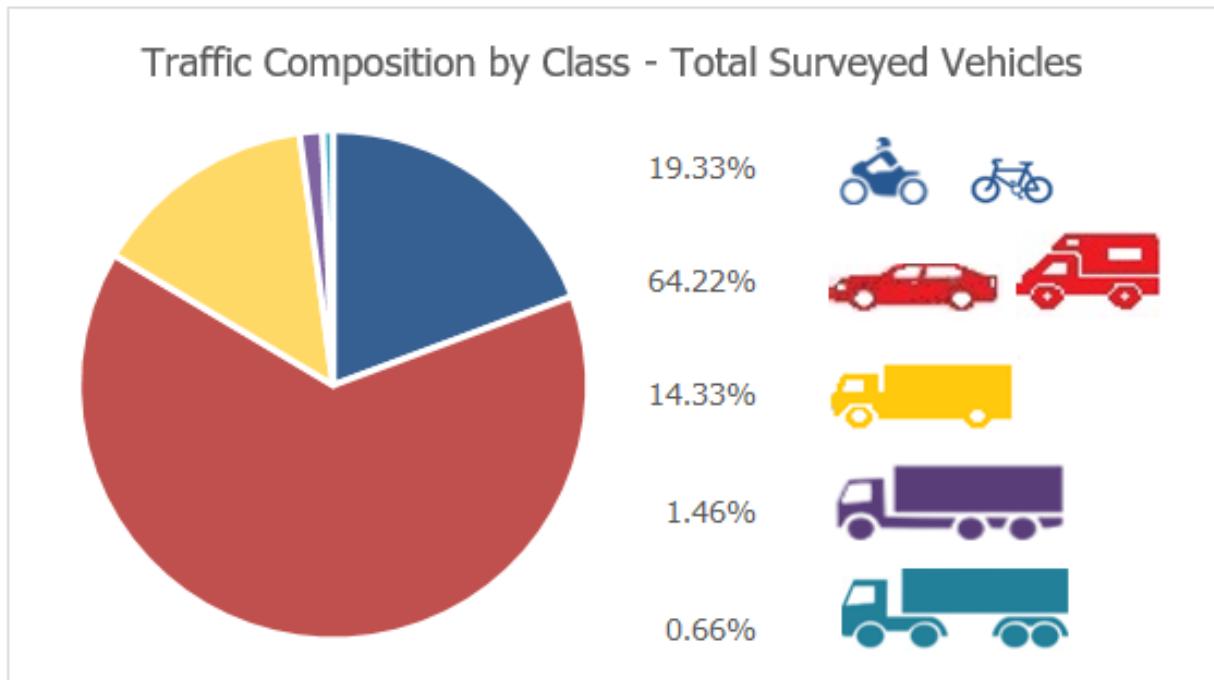


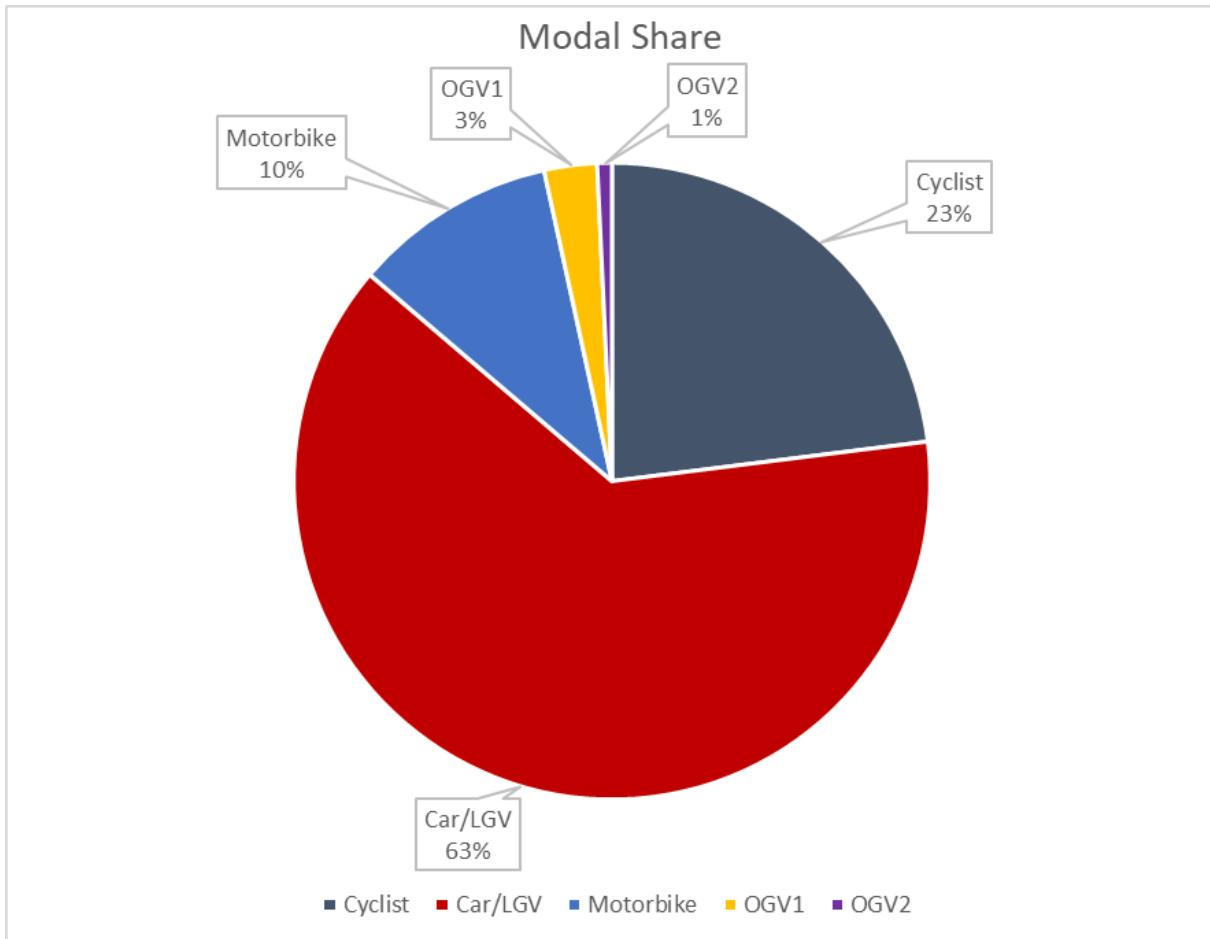
Pedestrians – typical daily counts Sep 22

Comparing Sep 22 to May 22, it seems pedestrian footfall has increased since the scheme has been installed.

Comparison of Modal Share

Tracsis data – October 2022





The charts show that modal share for cyclists has increased from less than 19% (Tracsis counts combined motorcycles and pedal cycles) up to 23%. Modal share of goods vehicles reduced from 14% down to 4%.

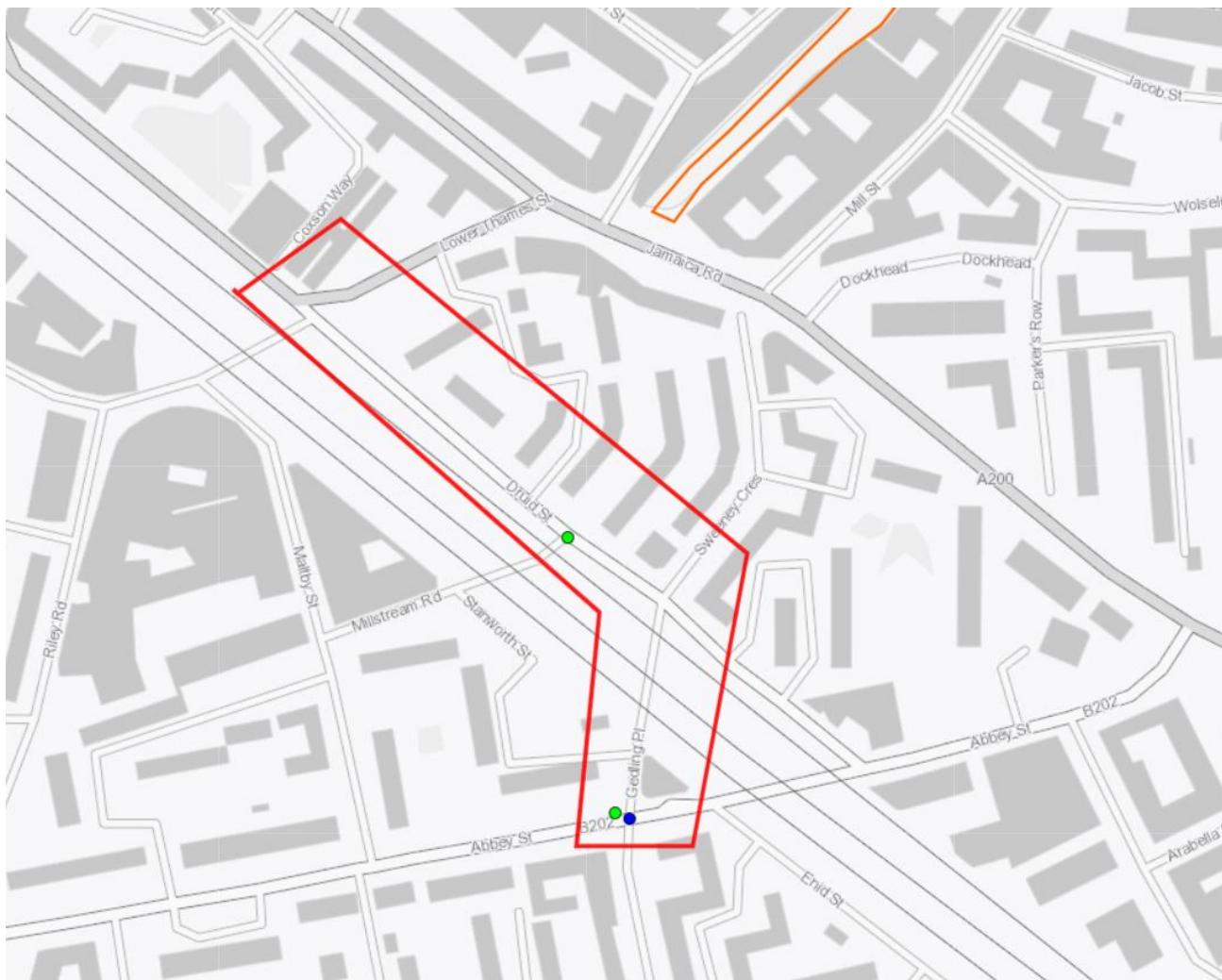
Analysis

The data we have collected suggests there is an increase in the level of cycling, in total numbers and in modal share.

The tracking function of the Vivacity sensor shows that the cycle lanes are well used, and effective at providing separation between cyclists and other modes of transport.

Pedestrian data shows footfall is much higher at weekends than during the week, with much more people crossing over to the space in front of the arches.

Collisions Data



<input type="checkbox"/>	Reference	Date	Borough	Severity	Easting	Northing	Location	Processed Description
<input checked="" type="checkbox"/>	01200265806	04-Sep-2020	Southwark	Slight	533767	179561	On Druid Street, near the junction with Millstream Road.	NOT KNOWN HOW COLLISION OCCURRED
<input checked="" type="checkbox"/>	01210348136	04-Dec-2021	Southwark	Serious	533796	179432	On Neckinger, near the junction with ABBEY STREET.	NOT KNOWN HOW COLLISION OCCURRED
<input checked="" type="checkbox"/>	01220378331	24-May-2022	Southwark	Slight	533789	179434	On Abbey street , near the junction with Gedling Place.	NOT KNOWN HOW COLLISION OCCURRED

A search of the TFL COLLSTATS database was carried out for the last three years. Three Collisions have been recorded. The collision on the 24 May 2022 occurred at the same time as site works were being completed. No Entry signs were removed at the entrance to Gedling Place, but nothing suggests this collision was related to the works.

Stage 1, 2 and 3 Road Safety Audits have been carried out on this scheme, and any safety risks have been assessed and appropriate action taken.

Conclusion

Cycling has increased on Druid Street both in total numbers and in modal share, and the cycle lanes have been well used in both directions. Numbers of cars and vans appears to have stayed the same, but there are less goods vehicles being recorded.

Tracking data from the Vivacity sensor shows the street gets crowded on a Saturday afternoon. There are a lot of pedestrian crossing movements recorded from the footway to the space in front of the arches.

Pedestrian numbers on Druid Street appear to be similar to before the scheme was installed, but it is not yet possible to compare the data collected in May 2022, prior to the scheme implementation, with data from May 2023, which would account for seasonal variations.

Preliminary searches of the TfL database have not shown that there have been any collisions recorded as a consequence of this scheme.