

Traffic counts

The majority of traffic counts carried out by the council are for the purposes of monitoring the impact of schemes carried out through TfL funding. Usually this consists of before and after surveys that record speed and the number/classification of vehicles passing a particular point. This involves placing a pneumatic tube across the road that feeds data to a roadside box. These are relatively cheap but provide only basic data.

In order to distinguish through traffic from locally generated traffic more sophisticated and expensive methods have to be used. There are two main types of survey known as origin/destination surveys that give this type of data. Both require a virtual cordon to be drawn around the area under investigation.

The first type of origin/destination survey requires all the entry/exit points from the cordon to be simultaneously staffed and for all the registration numbers of vehicles passing these points to be recorded along with the direction of travel. At complex junctions this may need more than one person to record all the movements. In complex networks intermediate points must be surveyed in order to determine the route taken by traffic. The in/out movements are then matched by a computer programme, a value is ascribed to the time taken to pass through the area and any vehicle taking longer than that is deemed to have stopped and is classed as having a local journey, similarly any vehicles only recorded once are assumed to have a local origin/destination. The remaining vehicles are assumed to comprise the through traffic component of the total traffic flow.

The second type of survey is an interview survey. This involves using the police to stop traffic on the roads in question and traffic enumerators would then interview the motorists about the purpose of their journey and ascertain their origin and destination. A particular risk is that as this can cause traffic delays drivers may reroute to avoid the survey points therefore simultaneous

fixed traffic counts would be carried out to ensure traffic volumes were representative of a normal day.

East Walworth area

The only traffic monitoring carried out in this area has been for the purpose of assessing the impact of traffic calming/20 mph zone schemes and so consists of single location counts carried out in October/November 2006. The locations included Heygate Street, Browning Street, Stead Street, Thurlow Street south of the junction with East Street and East Street east of the junction with Thurlow Street.

It is not possible to extrapolate the ratio of through traffic to local traffic from these counts.