

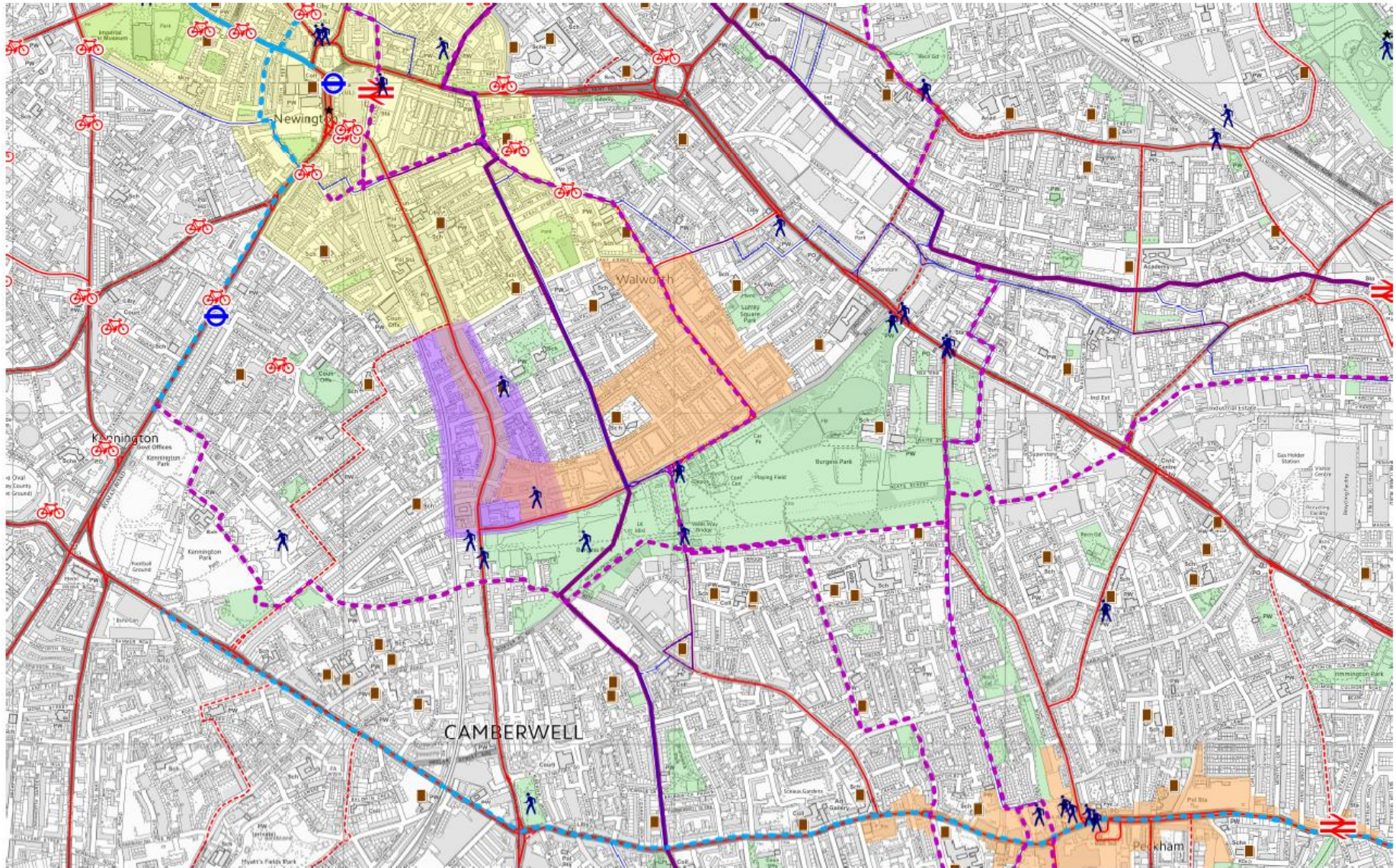
*Appendices to the Liveable Neighbourhood Bid Pro Forma*

***LIVEABLE  
WALWORTH***

*London borough of Southwark*















*20<sup>th</sup> October 2017*

**A. Plan Showing location and boundaries of scheme**



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**Legend**

- |   |                                    |  |                        |   |                      |   |                                 |
|---|------------------------------------|--|------------------------|---|----------------------|---|---------------------------------|
|  | Green and Open Spaces              |  | Cycle Superhighway     |  | Rail Stations        |  | All Educational Establishments  |
|  | Liveable Walworth Bid Area         |  | LCN & NCN              |  | Underground Stations |  | TfL Cycle Hire Docking Stations |
|  | Aylesbury Area Action Plan         |  | Quietways              |  | Bus Routes           |  | Walks meeting points            |
|  | Elephant & Castle Opportunity Area |  | Cycle Networks Planned |   |                      |   |                                 |

## B. Healthy Street Check

Healthy Streets Indicator										Factor	Indicator	Critical*	Basic CLoS (score=0)	Good CLoS (score=1)	Highest CLoS (score=2)	Score		
										Safety	Mode							
										Collision Risk	Walking/ Cycling	Left/right hook at junctions	Heavy streams of turning traffic cut across main cycling or walking stream	Side road junctions frequent and/or untreated. Conflicting movements at major junctions not separated	Use of entry treatments. Conflicting movements are separated at major junctions with dedicated stages	Side roads closed or footway is continuous. All conflicting streams separated in time and space at signalised junctions.	0	3
									Cycling		Collision alongside or from behind	Nearside lane in range 3.2 to 3.9m	Cyclists in nearside traffic lanes (<3.2 or >3.9m) or effective width of 1.5m	Cyclists effective width of at least 2m wide	Cyclists separated from motorised traffic	0	3	
									Walking		Trip hazard	Non contrasting level difference of greater than 20mm	Many trip hazards	Few trip hazards	No trip hazards, level clear surface	1	3	
									Cycling		Kerbside activity or risk of collision with door	Cycle lanes <1.5m alongside parking/loading with no buffer	Frequent kerbside activity / effective width for cyclists of 1.5m	Less frequent kerbside activity / effective width for cyclists of 2m	No kerbside activity / No interaction between cyclists and vehicles parking or loading	1	3	
									Walking		Kerbside activity or risk of crossing conflict	Formal crossing more than 400m apart where more than 3 lanes to cross. No gaps in parking and loading on desire lines if less than 3 lanes.	Formal crossing >200m<400m where 3 or more lanes are present. Formalised loading/parking with crossing gaps if less than 3 lanes.	Formal crossing >100m<200m where 3 or more lanes are present. Crossing gaps on desire lines if less than 3 lanes.	Formal crossing <100m apart where 3 or more lanes are present. Single lane crossing with median strips if less than 3 lanes.	1	3	
									Walking/ Cycling		Other vehicle fails to give way or disobeys signals		Poor visibility, no continuity across junctions and unclear priority	Clear continuity through junctions, good visibility, priority clear for all users, visual priority for cyclists and pedestrians across side roads	Cycle priority at signalised junctions; visual priority for cyclists and pedestrians across side roads	0	3	
									Walking		Standard of crossing facility	Uncontrolled crossing of multiple lanes with no gaps in traffic.	Uncontrolled crossing of multiple lanes. Lack of priority.	Signalised crossing where appropriate or implied priority	Countdown with signalised crossing, priority with unsignalised	0	3	
									Feeling of Safety	Walking/ Cycling	Speed of traffic (where cyclists are not separated or pedestrians crossing uncontrolled)	85th percentile greater than 30mph	85th percentile greater than 25mph	85th percentile 20-25mph	85th percentile less than 20mph	2	3	
								Walking/ Cycling		Total volume of traffic (where cyclists are not separated or pedestrians cross uncontrolled)	>1,000 PCU / hour at peak	500 -1,000 PCU / hour at peak	200 - 500 PCU/ hour at peak	<200 PCU / hour at peak	0	3		
								Cycling		Interaction with HGVs	Frequent, close interaction	Frequent interaction	Occasional interaction	No interaction	0	3		

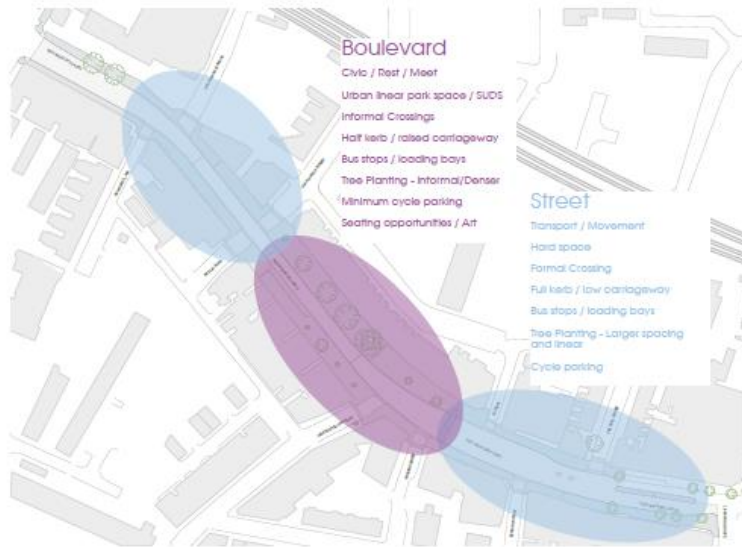




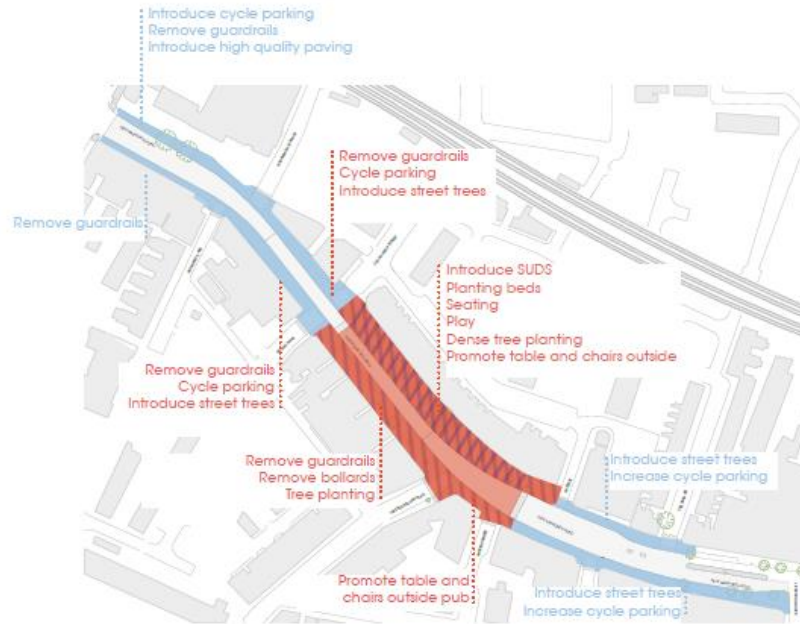




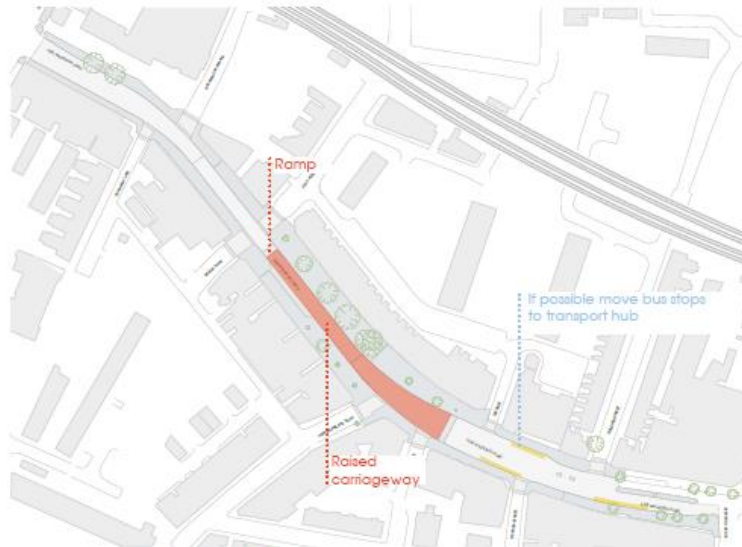
### C. Plans highlighting the proposed interventions: Streetscape strategy



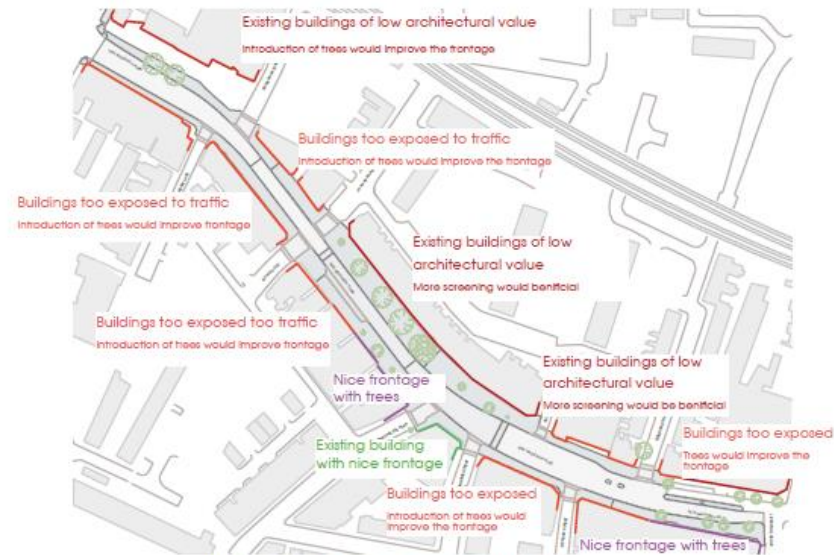
High level Character Areas - Principles



Character Areas - Opportunities

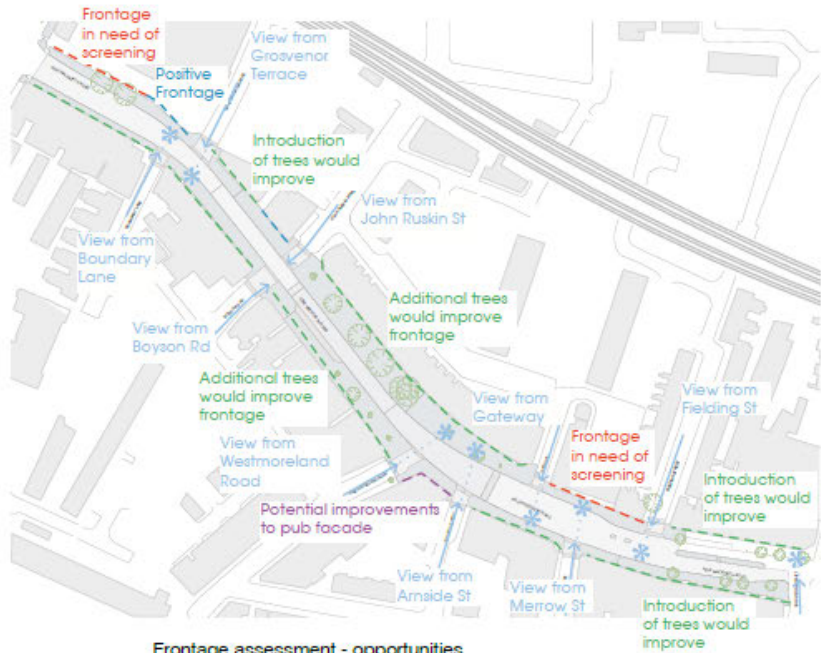


Transport principles



Building facades assessment - opportunities

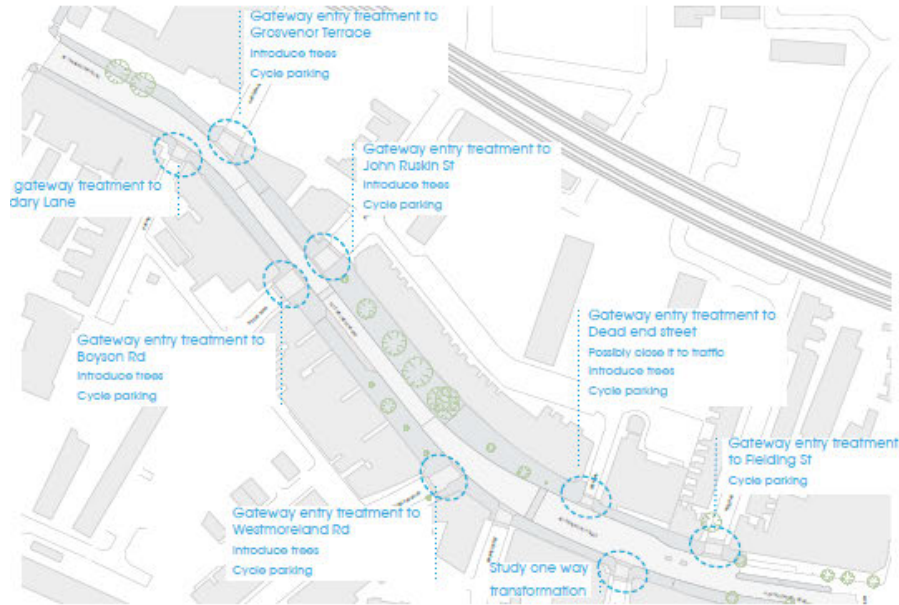




Frontage assessment - opportunities



Tree planting strategy



Side Streets gateway assessment - opportunities

#### D. Site audit (PERS and CLOS) 2015 (AECOM)

##### Southern Area

Figure 3 shows the PERS scoring for the southern area. The eastern footways from Merrow Street to Albany Road have been assessed as 'average' level in general. As shown in

Figure 4, this is mainly due to the poor surface in the north end and effective widths toward the southern end of the section. There is also a general lack of wayfinding provision in this area.

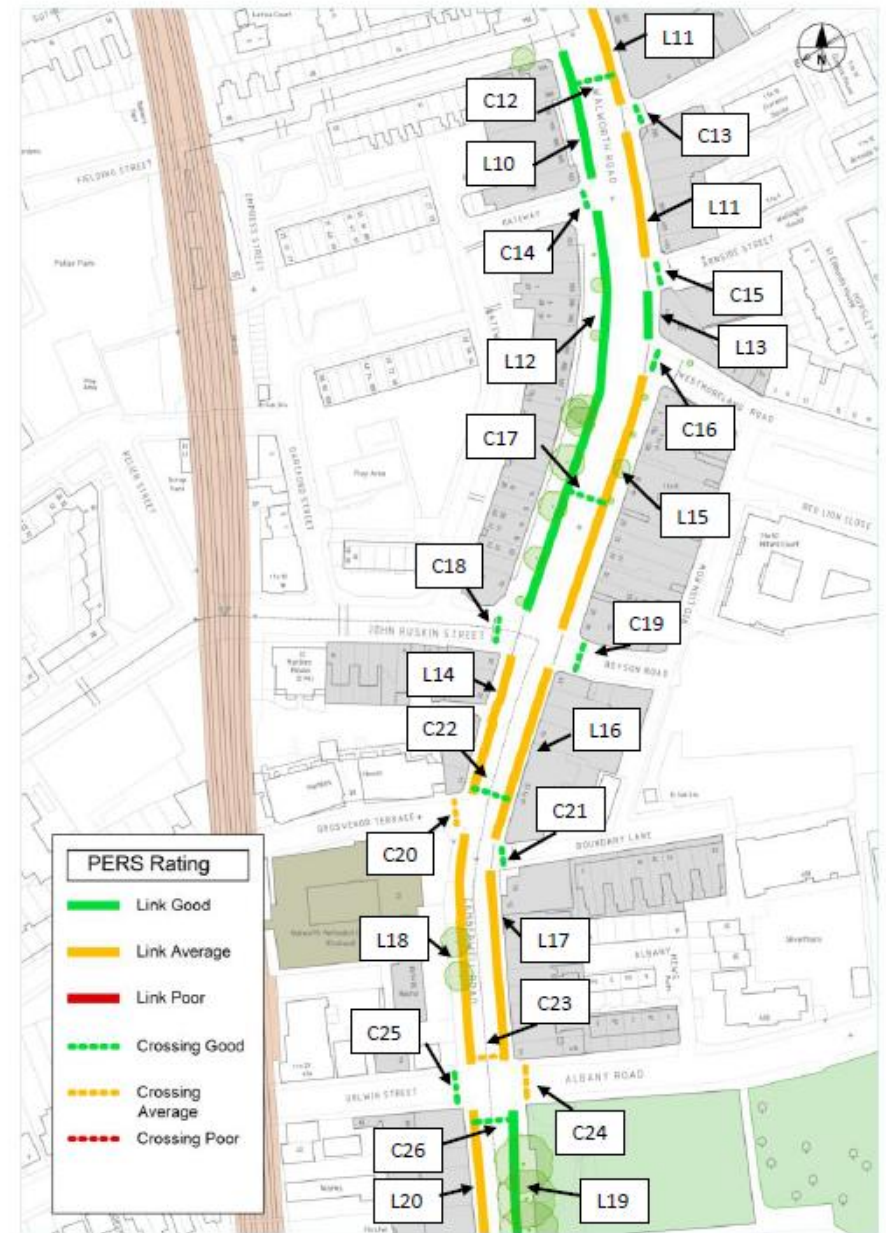
Three of the fifteen crossings were assessed as 'average' level with the rest rated good. Two of these crossings are at the Walworth Road / Albany Road junction with delay being the major factor. Poor surface quality and substandard tactile paving have also contributed to the low score. See C23 and C24 on Figure 3 for locations. No tactile paving was provided at the Grosvenor Terrace crossing, see Picture 3.

Picture 3 – Lack of tactile paving at the Grosvenor Terrace crossing



Overall, none of the crossings or links are rated 'poor' within the Walworth Road study area and the western footway is in better conditions than the eastern footway in general, in both northern and southern areas.

Figure 3 – PERS Southern Area





The purpose of the Cycling Level of Service (CLoS) assessment is to frame discussion about design options so that schemes are appealing for existing cyclists and can entice new cyclists onto the network. The assessment has been carried out for the Walworth Road scheme due to its impact on the street environment.

CLoS is based on the six design outcomes of safety, directness, coherence, comfort, attractiveness and adaptability. It then breaks down each into specific factors. CLoS assessments have been carried out on the study areas base on the existing conditions.

The southern area has an overall score of 40% which is lower than the northern area. It is scoring lowly on the same factors as the northern section –‘Safety’, ‘Coherence’ and ‘Adaptability’. In addition, the comfort level is also lower due to the poor surface quality.

The collision risk factor is considered to be critical, under the safety element, is considered as critical as the nearside lane is within the range of 3.2m to 4m.

### CLoS Existing Results Southern Area

Factor	Maximum (theory)	Maximum (actual)	Critical?	Score	%
Safety	48	48	Yes	17	35%
Directness	8	8	No	5	63%
Coherence	6	6	No	2	33%
Comfort	20	20	No	9	45%
Attractiveness	12	12	No	6	50%
Adaptability	6	6	No	1	17%
<b>TOTAL</b>	<b>100</b>	<b>100</b>	<b>Yes</b>	<b>40</b>	<b>40%</b>

Cycle Level Of Service Assessment		Section - Albany Road to Merrow Street				
Factor	Indicator	Critical	Basic CLoS(score=0)	Good CLoS(score=1)	Highest CLoS(score=2)	Existing
Safety						
Collision Risk	Left/right hook at junctions	Heavy streams of turning traffic cut across main cycling stream	Side road junctions frequent and/or untreated. Conflicting movements at major junctions not separated	Fewer side road junctions. Use of entry treatments. Conflicting movements on cycle routes are separated at major junctions	Side roads closed or footway is continuous. All conflicting streams separated at major junctions	3
	Collisions alongside or from behind	Nearside lane in range 3.2m to 4.0m	Cyclists in wide (4m+) nearside traffic lanes or cycle lanes less than 2m wide	Cyclists in dedicated cycle lanes at least 2m wide	Cyclists separated from motorised traffic	0
	Kerbside activity or risk of collision with door	Cycle lanes <1.5m alongside parking / loading with no buffer	Frequent kerbside activity / effective width for cyclists of 1.5m	Less frequent kerbside activity / effective width for cyclists of 2m	No kerbside activity / No interaction with vehicles parking or loading	0
	Other vehicle fails to give way or disobeys signals		Poor visibility, no route continuity across junctions and unclear priority	Clear route continuity through junctions, good visibility, priority clear for all users, visual priority for cyclists across side roads	Cycle priority at signalised junctions; visual priority for cyclists across side roads	0
Feeling of Safety	Separation from heavy traffic		Cyclists in general traffic lanes or cycle lanes less than 2m	Cycle lanes at least 2m wide	Cyclists physically separated from other traffic at junctions and on links, or no heavy freight	0
	Speed of traffic (where cyclists are not separated)	85th percentile greater than 30mph	85th percentile greater than 25mph	85th percentile 20-25mph	85th percentile less than 20mph	3
	Total volume of traffic (where cyclists are not separated)	>1,000 vehicles/hour at peak	500 - 1,000 vehicles / hour at peak (but becomes 'critical' if 5 per cent or more are HGVs)	200 - 500 vehicles / hour at peak (but becomes 'basic' if 2 per cent or more are HGVs)	<200 vehicles / hour at peak	0
	Interaction with HGVs	Frequent, close interaction	Frequent interaction	Occasional interaction	No interaction	3
Social Safety	Risk/fear of crime		High risk: 'ambush spots', loitering, poor maintenance	Low risk: area is open, well designed and maintained	No fear of crime: high quality streetscene and pleasant interaction	2
	Lighting		Long stretches of darkness	Short stretches of darkness	Route lit thoroughly	2
	Isolation		Route passes far from other activity, for most of the day	Route close to activity, for all of the day	Route always overlooked	2
	Impact of highway design on behaviour		Layout encourages aggressive behaviour	Layout controls behaviour throughout	Layout encourages civilised behaviour: negotiation and forgiveness	1

Directness						
Journey time	Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle ahead (including other cyclists)	Cyclists can usually pass other vehicles (including cyclists)	Cyclists can always pass other vehicles	1
	Delay to cyclists at junctions		Journey time longer than motor vehicles	Journey time around the same as motor vehicles	Journey time less than motor vehicles	1
Value Of Time	For cyclists compared to private car use (normal weather conditions)		VOT greater than private car use value due to some sitespecific factors	VOT equivalent to private car use value: similar delay-inducing factors and convenience	VOT less than private car use value due to attractive nature of route	1
Directness	Deviation of route (against straight line or nearest main road alternative)		Deviation factor greater than 40 per cent	Deviation factor 20-40 per cent	Deviation factor less than 20 per cent	2
Coherence						
Connections	Ability to join/leave route safely and easily		Cyclists cannot connect to other routes without dismounting	Cyclists share connections with motor traffic	Cyclists have dedicated connections to other routes	1
	Density of other routes		Network density mesh>400m	Network density mesh>250m-400m	Network density mesh<250m	1
Way finding	Signing		Basic direction signing (cyclists follow road signs and markings)	Some cycle-specific direction signing	Consistent signing of range of routes and destinations at decision points	0
Comfort						
Surface Quality	Defects: non cycle friendly ironworks, raised/sunken covers/gullies	Major defects	Many minor defects	Few minor defects	Smooth, high-grip surface	3
Surface material	Construction		Hand-laid asphalt or unstable blocks/sets	Machine laid asphalt concrete or HRA; smooth blocks	Machine laid asphalt concrete; smooth and firm blocks undisturbed by turning vehicles	2
Effective width without conflict	Clear nearside space in secondary position or motor vehicle speed/volume in primary position	Secondary: <1.5m Primary: high motor vehicle flow	Secondary: 1.5m Primary: medium motor vehicle flow	Secondary: 1.5-2.0m Primary: low motor vehicle flow	Secondary: >2.0m Primary: no overtaking by motor vehicles	0
Gradient	Uphill gradient over 100m		>5 per cent	3-5 per cent	<3 per cent	2
Deflections	Pinch points caused by horizontal deflections		Remaining) lane width <3.2m	(Remaining) lane width >4.0m or <3.0m (low motor vehicle flow)	Traffic is calmed so no need for horizontal deflections	0
Undulations	Vertical deflections		Round top humps	Sinusoidal humps	No vertical deflections	2
Attractiveness						

Impact on walking	Pedestrian Comfort level (PCL)		Reduction in PCL to C, D or E	No impact on pedestrian provision or PCL never lower than B	Pedestrian provision enhanced by cycling provision or PCL A	1
Greening	Green infrastructure or sustainable materials incorporated into design		No greening element	Some greening elements	Full integration of greening elements	1
Air quality	PM10 & NOX values referenced from concentration maps		Medium to High	Low to Medium	Low	2
Noise pollution	Noise level from recommended riding range		>78DB	65-78DB	<65DB	1
Minimise street clutter	Signage required to support scheme layout		Large amounts of regulatory signage to conform with complex layout	Moderate amount of signage, particularly around junctions	Minimal signage, eg for wayfinding purposes only	2
Secure cycle parking	Ease of access to secure cycle parking on- and off-street		No additional secure cycle parking	Minimum levels of cycle parking provided (ie to London Plan standards)	Cycle parking is provided to meet future demand and is of good quality and securely located	0
<b>Adaptability</b>						
Public transport integration	Smooth transition between modes or route continuity maintained through interchanges		No consideration for cyclists within interchange area	Cycle route continuity maintained through interchange and some cycle parking available	Cycle route continuity maintained and secure cycle parking provided. Transport of cycles available.	0
Flexibility	Facility can be expanded or layouts adopted within area constraints		No adjustment are possible within constrains. Road works may require some closure.	Links can be adjusted to meet demand but junctions are constrained by vehicle capacity limitations. Road works will not require closure; cycling will be maintained although route quality may be compromised to some extent	Layout can be adapted freely without constrain to meet demand or collision risk. Adjustments can be made to maintain full route quality when roadworks are present	0
Growth enabled	Route matches predicted usage and has exceedence built into the design		Provision does not match current levels of demand	Provision is matched to predicted demand flows	Provision has spare capacity for large increases in predicted cycle use	1
<b>Total (max): 100</b>						<b>40</b>

### E. Collision analysis

36 months of collision data to the end of December 2015 was obtained for Walworth Road/Camberwell Road in the AECOM Report for Walowrth Road Public Realm. An analysis of the collision hotspots has identified the following issues:

- The majority of collisions between junctions occur at the southern end of the study area south of Boundary Lane.
- At the two junctions where the highest number of collisions was recorded (Albany Road and John Ruskin Street) incidents of bus passengers being injured as a result of sudden braking by bus drivers could reflect the high volume of buses using the route or could be as a result of bus driver behaviour.
- Pedestrians and cyclists are overrepresented in the collision statistics for the Merrow Street junction.
- Cyclists are the most at risk vulnerable road user to be injured between junctions.
- Vulnerable road users are particularly at risk of being involved in a collision at Westmoreland Road.

Below an extract of the report:

	Total	% KSIs (no)	% Ped (no)	% Cyclists (no)	% M/C (no)	% Bus (no)	% Non- Dry (no)	% Dark (no)
Camberwell Rd/Albany Road/Urlwin Street	10	20 (2)	10 (1)	30 (3)	10 (1)	30 (3)	20 (2)	20 (2)
Camberwell Rd/John Ruskin Street	9	11.1 (1)	11.1 (1)	22.2 (2)	11.1 (1)	22.2 (2)	22.2 (2)	33.3 (3)
Walworth Road/Merrow Street	7	0	42.9 (3)	42.9 (3)	0	28.6 (2)	28.6 (2)	28.6 (2)
Link	7	14.3 (1)	14.3 (1)	42.9 (3)	0	0	0	14.3 (1)
Camberwell Rd/Westmoreland Rd	5	20 (1)	40 (2)	40 (2)	40 (2)	20 (1)	20 (1)	20 (1)
Walworth Rd/Arnside Rd	4	25 (1)	50 (2)	25 (1)	25 (1)	25 (1)	25 (1)	50 (2)
Walworth Rd/Gateway	3	0	33.3 (1)	0	33.3 (1)	0	33.3 (1)	33.3 (1)
Camberwell Road/Grosvenor Terrace	2	50 (1)	0	0	50 (1)	0	0	0
<b>Total</b>	<b>47</b>	<b>7</b>	<b>11</b>	<b>14</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>12</b>



## Southern Section

### **Camberwell Road/Albany Road (ten collisions)**

Table C.5 summarises the collisions which were recorded at the junction of Camberwell Road/Albany Road which operates as a signal controlled junction and the average percentage of collisions at ATS junctions in the Borough of Southwark.

Table C.5 – Summary of Collisions at Camberwell Road/Albany Road

	Total	% KSIs (no)	% Ped (no)	% Cyclists (no)	% M/C (no)	% Bus (no)	% Non-Dry (no)	% Dark (no)
Camberwell Road/Albany Road	10	20 (2)	10 (1)	30 (3)	10 (1)	30 (3)	20 (2)	20 (2)
Southwark ATS Junctions	-	12.7	21.3	30.1	24.7	11.8	18.9	27.2

Table C.5 implies that there may be an issue with the number of collisions involving buses or injury to bus passengers at the junction. Of the three collisions which involved buses two occurred when a bus braked and passengers on the bus fell. The third collision involved vehicles overtaking a stationary bus. Bus driver behaviour and the volume of buses using the route may have contributed to the unusually high number of injuries attributed to buses.

Although three collisions at the junction involved pedal cyclists there were no common factors associated with these collisions of which one was a rear-end shunt (involving the cyclist riding into the back of a vehicle), one involved a vehicle turning left across the path of a cyclist travelling ahead and one which occurred when a cyclist and another vehicle performed an overtaking manoeuvre simultaneously.

Two collisions at the junction involved vehicles turning right from Albany Road into Camberwell Road. The contributory factor assigned to both these collisions was 'disobeyed the ATS'. However, less than one collision per year involves a driver disobeying the ATS at the junction and therefore this is not a major issue.

Although the highest number of collisions occurred at this junction along Southern Section no specific recurring common factors have been identified through the collision analysis which would indicate if there was a particular issue at the junction.

### **Camberwell Road/John Ruskin Street (nine collisions)**

Table C.6 summarises the collisions which were recorded at the junction of Camberwell Road/John Ruskin Street which operates as a priority junction and the average percentage of collisions at give-way junctions in the Borough of Southwark.

Table C.6 – Summary of Collisions at Camberwell Road/John Ruskin Street

	Total	% KSIs (no)	% Ped (no)	% Cyclists (no)	% M/C (no)	% Bus (no)	% Non-Dry (no)	% Dark (no)
Camberwell Road/John Ruskin Street	9	11.1 (1)	11.1 (1)	22.2 (2)	11.1 (1)	22.2 (2)	22.2 (2)	33.3 (3)
Southwark Give-way/ Uncontrolled Junction	-	11.3	19	33.4	27.1	8.5	20.6	26.4

Table C.6 shows that the percentage of collisions which occurred during the hours of darkness is slightly higher than expected at a give-way junction in Southwark. However, there were no common factors associated with the collisions which occurred under these conditions or any indication that these collisions occurred as a consequence of poor lighting.

Two of the three collisions which involved buses occurred when the bus braked and a bus passenger was injured as they fell.

Although an average of three collisions per year occur at this junction no clear pattern has been identified from the collisions analysed and only two collisions involved turning vehicles.

#### Walworth Road/Merrow Street (seven collisions)

Table C.7 summarises the collisions which occurred at the junction of Walworth Road/Merrow Street which operates as a priority junction and compares the results of the collision analysis with the levels of collision risk at similar priority junctions in the Borough.

Table C.7 – Summary of Collisions at Walworth Road/Merrow Street

	Total	% KSIs (no)	% Ped (no)	% Cyclists (no)	% M/C (no)	% Bus (no)	% Non-Dry (no)	% Dark (no)
Walworth Road/Merrow Street	7	0	42.9 (3)	42.9 (3)	0	28.6 (2)	28.6 (2)	28.6 (2)
Southwark Give-way/ Uncontrolled Junction	-	11.3	19	33.4	27.1	8.5	20.6	26.4

Table C.7 shows that the percentage of collisions involving pedestrians and cyclists at the junction is relatively high. However, one of the three collisions involving pedestrians did not result in injury to the pedestrian. One of the collisions involved a pedestrian being hit as they crossed the road and the other occurred when a vehicle mounted the footway as it turned right.

Of the three collisions involving pedal cyclists two involved turning vehicles (one was a right turning vehicle (the cyclist) and one was a left turning vehicle).

Three collisions at the junction involved right turning vehicles entering Merrow Street and two of these occurred when a vehicle or cyclist turned right into the path of a southbound vehicle on Walworth Road. Improvements to cycle and pedestrian provision at this junction may be beneficial as would a review of the right turn into Merrow Street.

#### Link (between Merrow Street and 20m North of Bethwin Road) (seven collisions)

Table C.8 summarises the collisions which were occurred along Camberwell Road not within 20m of a junction and compares the results with collisions along links in the Borough of Southwark.

Table C.8 – Summary of Collisions between Merrow Street and 20m N of Bethwin Road

	Total	% KSIs (no)	% Ped (no)	% Cyclists (no)	% M/C (no)	% Bus (no)	% Non-Dry (no)	% Dark (no)
Camberwell Road Link	7	14.3 (1)	14.3 (1)	42.9 (3)	0	0	0	14.3 (1)
Southwark link not within 20m of a junction	-	10.7	30.5	21.2	19.8	21.8	18.8	25.7

Table C.8 shows that cyclists are the vulnerable road user group most at risk of being involved in a collision along Southern Section (not at a junction). Of the three collisions involving cyclists, two occurred when a vehicle overtaking the cyclist passed too close.

Two of the seven collisions recorded along the link were rear-end shunts and both involved southbound traffic on the approach to Addington Square (at the southern extents of the study area).

All but one of the seven link collisions occurred between Boundary Lane and Addington Square along the southern length of Southern Section. Only one link collision was recorded between Merrow Street and Boundary Lane along the northern length of Southern Section and therefore any improvements to the sections of Camberwell Road between junctions should focus on the southern end of the study area.

#### Camberwell Road/Westmoreland Road (five collisions)

Table C.9 summarises the collisions at Camberwell Road/Westmoreland Road which operates as a priority junction and compares them to the Southwark collision statistics.

Table C.9 – Summary of Collisions at Camberwell Road/Westmoreland Road

	Total	% KSIs (no)	% Ped (no)	% Cyclists (no)	% M/C (no)	% Bus (no)	% Non-Dry (no)	% Dark (no)
Camberwell Road/Westmoreland Road	5	20 (1)	40 (2)	40 (2)	40 (2)	20 (1)	20 (1)	20 (1)
Southwark Give-way/ Uncontrolled Junction	-	11.3	19	33.4	27.1	8.5	20.6	26.4

Table C.9 shows that vulnerable road users are most at risk of being involved in collisions at this junction. The two collisions involving pedestrians occurred on the signalised crossing to the south of Westmoreland Road and took place when the pedestrian stepped into the path of a motorcyclist. These collisions could indicate that pedestrians are not waiting for the green man phase before crossing the road.

No other common factors have been identified from the collisions which occurred at this junction.

#### Camberwell Road/Arnside Road (four collisions)

Table C.10 summarises the collisions at Camberwell Road/Arnside Road which operates as a priority junction arrangement.

Table C.10 – Summary of Collisions at Camberwell Road/Arnside Road

	Total	% KSIs (no)	% Ped (no)	% Cyclists (no)	% M/C (no)	% Bus (no)	% Non-Dry (no)	% Dark (no)
Camberwell Road/Arnside Road	4	25 (1)	50 (2)	25 (1)	25 (1)	25 (1)	25 (1)	50 (2)
Southwark Give-way/ Uncontrolled Junction	-	11.3	19	33.4	27.1	8.5	20.6	26.4

Table C.10 shows that although only four collisions occurred at the junction vulnerable road users made up a high proportion of these (three out of the four collisions).

The two collisions involving a pedestrian occurred when the pedestrian crossed the road into the path of a vehicle travelling along Camberwell Road. There are no pedestrian crossing facilities in the vicinity of the junction to enable pedestrians at this location to cross Camberwell Road safely.

None of the collisions involved vehicles turning into or out of Arnside Road.

#### Camberwell Road/Gateway (three collisions)

Table C.11 summarises the collisions which occurred at Camberwell Road/Gateway which is a priority junction arrangement.

Table C.11 – Summary of Collisions at Camberwell Road/Gateway

	Total	% KSIs (no)	% Ped (no)	% Cyclists (no)	% M/C (no)	% Bus (no)	% Non-Dry (no)	% Dark (no)
Camberwell Road/Gateway	3	0	33.3 (1)	0	33.3 (1)	0	33.3 (1)	33.3 (1)
Southwark Give-way/ Uncontrolled Junction	-	11.3	19	33.4	27.1	8.5	20.6	26.4

On average only one collision per year is recorded at this junction. The collision which involved a pedestrian involved a child stepping into the road into the path of a motorcyclist. A signal-controlled crossing is situated to the north of the junction but the pedestrian crossed away from the crossing.

#### Southern Section (Hampton Street to Browning Street) Summary

A detailed analysis of the collision hotspots along Southern Section has identified the following issues:

- The majority of collisions between junctions occur at the southern end of the study area south of Boundary Lane.
- At the two junctions where the highest number of collisions was recorded (Albany Street and John Ruskin Street) incidents of bus passengers being injured as a result of sudden braking by bus drivers could reflect the high volume of buses using the route or could be as a result of bus driver behaviour.
- Pedestrians and cyclists are overrepresented in the collision statistics for the Merrow Street junction.
- Cyclists are the most at risk vulnerable road user to be injured between junctions
- Vulnerable road users are particularly at risk of being involved in a collision at Westmoreland Road

Recommendations to address the issues identified could include:

- Improvements to cycle provision away from junctions to the south of Boundary Lane.
- Dissemination of information regarding injury to bus passengers to bus drivers serving the route to increase awareness.
- Improve provision for pedestrians and cyclists at the Merrow Street junction.
- Review the signalised crossing close to Westmoreland Road to establish whether pedestrians experience a long delay when waiting for the green man phase.

A plot for 2014-2016 collision was created for this bid. The latest 36 months data to December 2016 shows that there have been a total of 145 collisions within and on the boundary of the proposed Liveable Neighbourhood. These collisions involved the following:

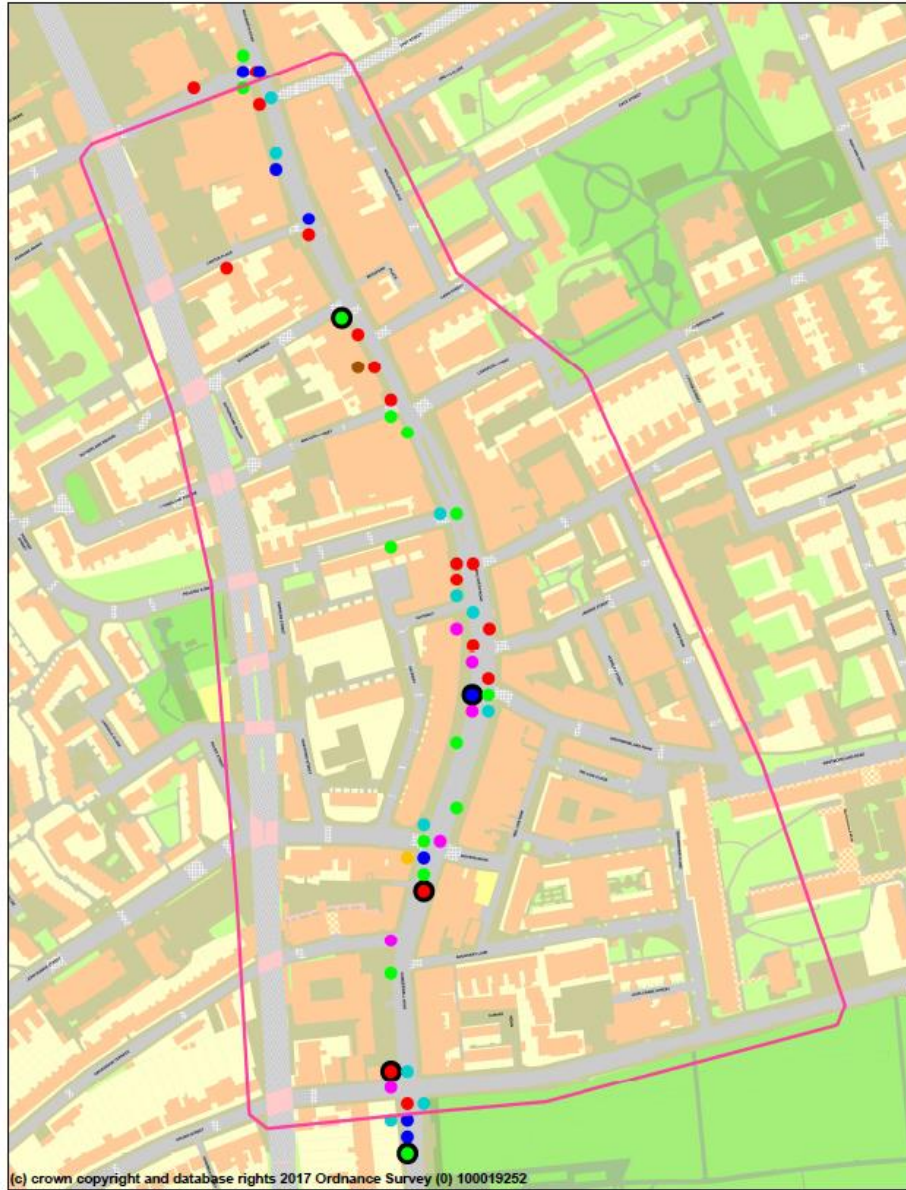
12 Months period	All	KSI	Pedestrians	Pedal Cycles	Motor cycles	Right Turn	Dark	Wet
2016	50	0	9	13	19	4	18	5
2015	51	8	14	16	5	4	16	12
2014	44	0	5	25	0	4	10	7
<b>Total</b>	<b>145</b>	<b>8</b>	<b>28</b>	<b>54</b>	<b>24</b>	<b>12</b>	<b>44</b>	<b>24</b>

Collisions are concentrated in Walworth Road, with only few collision happening in side roads (Carter Place and Fielding Street). A majority of the pedestrian collisions happened at the junction with Merrow Street and between Cadiz Street and Liverpool Grove. At this location the Walworth Road widens, increasing pedestrian crossing distance as pedestrian cross four lanes of traffic often away from the controlled facilities. Cyclist casualties are more spread across the area. The total number of collision has been increasing. There has been a steep increase of Motorcycle casualties from zero in 2014 to 19 in 2016, while pedal cycle casualties have decreased from 25 to 13.

Clusters of collisions from 2014 to 2016:



# People involved in road collisions from 2014 to 2016



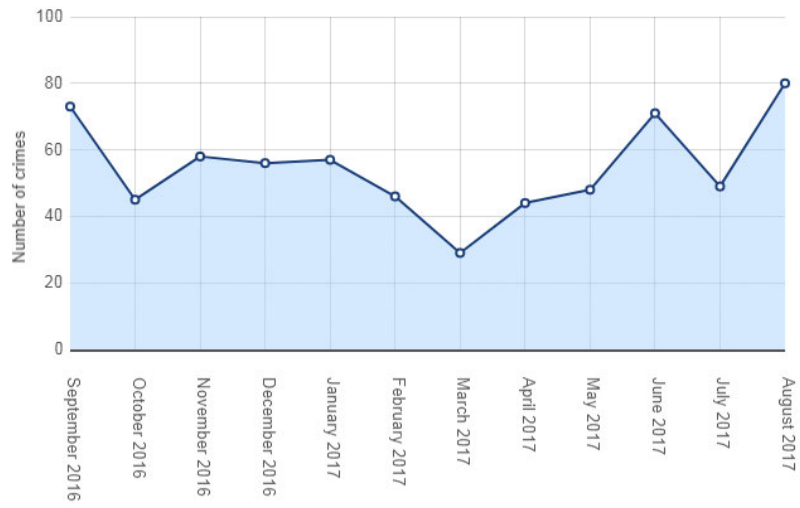
(c) crown copyright and database rights 2017 Ordnance Survey (0) 100019252

## Legend

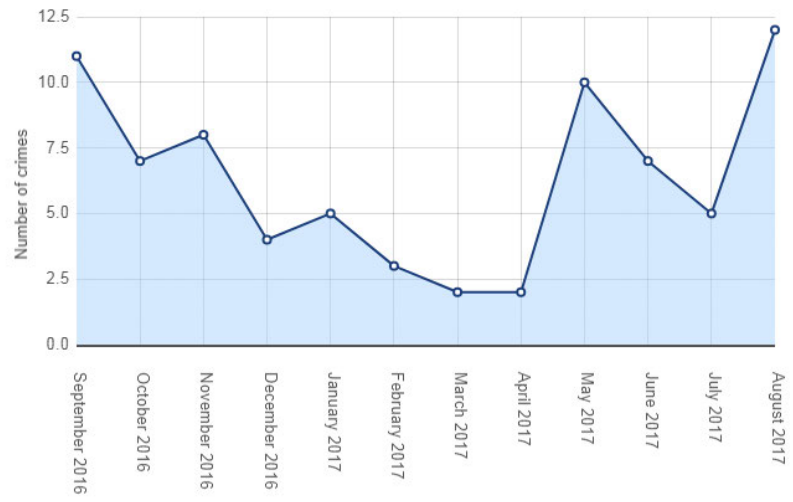
- Walworth Liveable Neighbourhood Area
- KSI
- Collisions 2014 to 2016 by Mode of Travel**
  - Pedestrian
  - Pedal Cycle
  - Powered 2 Wheeler
  - Car
  - Taxi
  - Bus Or Coach
  - Goods Vehicle

## F. Crime data

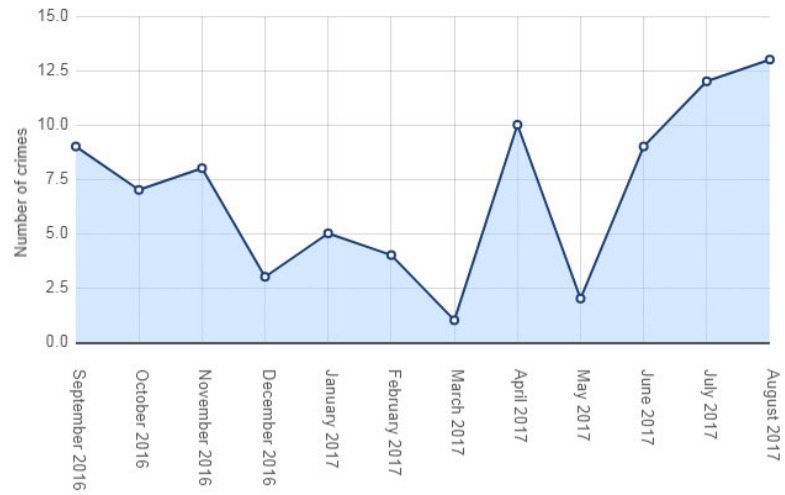
All crime



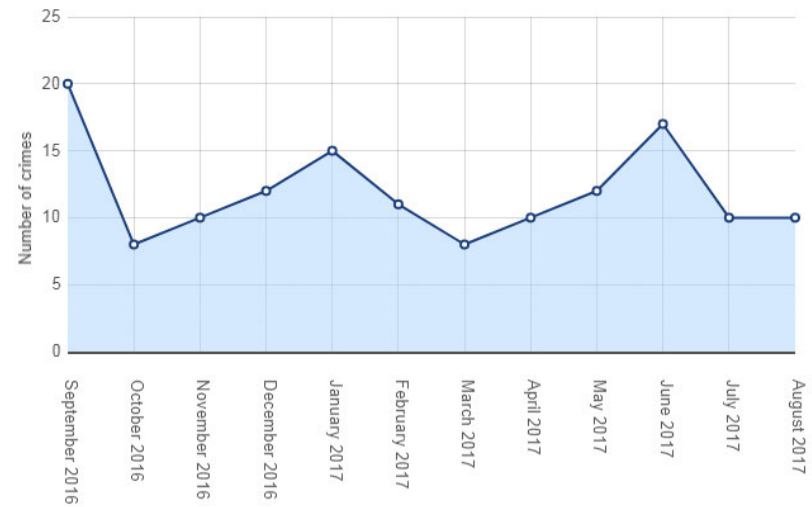
Anti-social behaviour

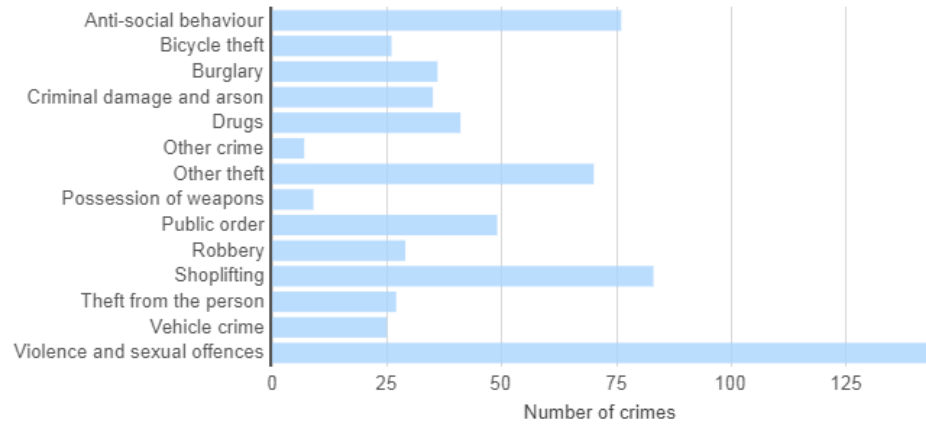


Shoplifting



Violence and sexual offences





Crime type	Total	Percentage
<b>Anti-social behaviour</b>	76	11.59%
<b>Bicycle theft</b>	26	3.96%
<b>Burglary</b>	36	5.49%
<b>Criminal damage and arson</b>	35	5.34%
<b>Drugs</b>	41	6.25%
<b>Other crime</b>	7	1.07%
<b>Other theft</b>	70	10.67%
<b>Possession of weapons</b>	9	1.37%
<b>Public order</b>	49	7.47%
<b>Robbery</b>	29	4.42%
<b>Shoplifting</b>	83	12.65%
<b>Theft from the person</b>	27	4.12%
<b>Vehicle crime</b>	25	3.81%
<b>Violence and sexual offences</b>	143	21.80%

**G. Statement of support from the Borough**

We have received a letter of support from Jeremy Leech, chair of the Walworth Society; signed letter from the Borough to follow.

THE WALWORTH SOCIETY  
28 Sutherland Square, Southwark, London, SE17 3EQ

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E-mail: [chair@walworthsociety.co.uk](mailto:chair@walworthsociety.co.uk)  
Website: [www.walworthsociety.co.uk](http://www.walworthsociety.co.uk)  
Date: 18<sup>th</sup> October 2017

To whom it may concern,

**Re: Southwark Council: Liveable Neighbourhoods Bid - Walworth**

This is a letter of support from The Walworth Society for the Liveable Neighbourhoods bid by Southwark Council that focuses on the Walworth area.

We are pleased to be asked to give support to this project that aims to strengthen all aspects of wellbeing in the Walworth area through improvements that promote both walking and cycling themselves and which will help create more attractive routes to the public transport services that run along the Walworth Road. The Walworth Society has more than 750 members and, thanks to its strong connections with the local Living Streets and LCC groups, has always been really interested in and supportive of promoting active travel in our area.



We are delighted at the area that has been chosen by Southwark for this bid as it covers not only the Walworth Road itself but also the links to the east and west which are the walking and cycling routes into the large number of estates that sit on either side of the Walworth Road. The funding from a successful Liveable Neighbourhood bid can go a long way to improve these connections. In many cases, the thousands of people who pass daily along these streets between home and the transport connections along the Walworth Road face a poor quality public realm that is a deterrent to choosing walking. This funding will enable Southwark to work with those communities to identify the locations that most need to be addressed and make the kinds of improvements that have worked so well in our area in the past such as in the Salisbury Row Streets for People project that TfL supported a number of years before.

Southwark Council has a strong track record of working with local community groups and local elected representatives and we feel sure that, if this bid were successful, the funding would be put to good use to improve the lives of people in this part of Walworth and to meet the Liveable Neighbourhoods' objectives of encouraging walking and cycling, improving the public realm and reducing the negative impacts of car use.

We very much hope that this bid will be successful.

Yours faithfully,

Jeremy Leach, Chair, The Walworth Society

