The Walworth Mixed Use Demonstration Project
Transit and the Urban Realm
Seattle, Rail-Volution October 2013
by Peter Piet

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The Walworth Mixed Use Demonstration Project
Rail-Volution October 2013

The Walworth Road
Main street into central London
20,000 vehicles per day
Strategic bus corridor
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- Priority bus lanes
- 180 buses per hour
- Attract commuters
- Mixture of residential use and commercial frontages
- A mix of parking and delivery access
- A mix of road users: commuters, shoppers, cyclists, schoolchildren
- Concerns about traffic and safety issues
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- A failing Main Street and split community
- Narrow sidewalks
- Fear of crime
Obstructions

Poor quality experience
Illegal parking and unloading

Bus priority lanes not operating
Majority pedestrians injured away from designated crossings

13% accidents involve buses - 2.5x London average
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Scheme Objectives

- To reduce the casualty rate
- To improve the street scene
- To improve the sense of personal security
- To enhance the public realm for all users
- To improve the prospects for local businesses
- To maintain bus priority
Engaging with people

- Local community
- Special interest groups
- Statutory stakeholders
- Elected representatives

Distribution of comments
(with a frequency of more than 7)

- Positive responses to trees: 33%
- Positive responses to an improved pedestrian environment: 24%
- Concerns about reduced carriageway widths: 13%
- Requests for improved cycling conditions: 12%
- Positive responses to improved street lighting: 7%
- Positive responses to traffic speed reduction: 4%
- Non specific positive responses: 4%
- Other comments: 3%

Positive responses to trees
Positive responses to an improved pedestrian environment
Concerns about reduced carriageway widths
Requests for improved cycling conditions
Positive responses to improved street lighting
Positive responses to traffic speed reduction
Non specific positive responses
Other comments

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Non specific positive responses
Other comments
Understanding the context

- Accident incidents and location
- Urban context
- Development proposals
Modelling movement

- Pedestrian modelling to identify linkages & desire lines
- Traffic modelling to identify potential delays to buses and cars
Design Concept

phase two: east street to merrow street to follow

WANSEY STREET

EAST STREET

BROWNING STREET

PENROSE STREET

MANOR PLACE

LARCOM STREET

AMELIA STREET

WALWORTH ROAD

HEALTH CENTRE

LIBRARY

TOWN HALL

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Value of Investment

- 18% increase in sidewalk space for pedestrians
- More people on the street, especially peak hours
- Bus priority maintained - less delay
- Speed reduction - 30kph zone
- 25% reduction in casualties
- Fall in crime rates
- Fall in illegal parking penalty notices from 4,500 to 1,500 per year
- 14% increase in commercial rental and residential property values

Delay between Albany Rd and Heygate Street PM Peak

- Existing
- Option A (ITS)
- Option C

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Winner of the London Transport 2009 Walking and Public Realm Award

“The transformation in Walworth Road since the environmental improvements have been introduced is a lesson that local authorities the length and breadth of Britain can learn from. The street is safer, cleaner and economically more viable.”
Thank you