

Delivering Southwark's Transport Plan



Annual Monitoring Report
2016/17



January 2018

What is the Transport Plan Annual Monitoring Report?

The Annual Monitoring Report monitors the delivery of the *Transport Plan* and our work towards achieving our objectives, targets and outputs. The report also identifies areas for improvement.

Adopted in July 2011, Southwark's *Transport Plan* sets out how we will improve travel to, within and from the borough and contribute to the wider economic, social and environmental objectives of the council. Since the *Transport Plan* has been adopted, Southwark Council has also adopted a *Cycling Strategy* (2015) and consulted on the *Draft Kerbside Strategy* (2017) which is now being revised for adoption after February 2018.

Southwark will start to work in 2018 towards a new Transport Plan.

To read Southwark's *Transport Plan* and Southwark's Cycling strategy visit [Southwark's Website - Transport Planning page](#)

To read the consultation version of the Kerbside Strategy visit [Southwark's Consultation Hub](#).

To view and download data visit our new [Southwark Maps2](#). New data will be added during the year.

Working in partnership

We ensure that we are working together, with an integrated delivery plan across all council-wide and departmental programmes. We also work together in partnership with other boroughs, central and regional government, transport providers, including Transport for London (TfL) and rail operators, organisations, businesses, schools, universities, developers and community groups. The successful delivery of the Transport Plan relies on these partnerships and good working relationships.

Transport Plan's Objectives

Objective 1 Manage demand for travel and increase sustainable transport capacity

By managing the demand for travel we will relieve pressure on the public transport system as well as the road network. Whilst Southwark Council is not directly responsible for some areas of sustainable travel (such as bus and rail) we will work hard to campaign and lobby for increases in service and network/infrastructure capacity on those as well as increasing the transport capacity for walking and cycling.

Objective 2. Encourage sustainable travel choices

Southwark is committed to encouraging people to use more sustainable and active modes of travel, i.e. walking, cycling and public transport. Our transport improvement programme will make sustainable travel choices easier to make by creating the conditions in which more people will feel attracted to walking, cycling and public transport.

Objective 3. Ensure the transport system helps people to achieve their economic and social potential

Southwark Council aims to increase the number of people who both live and work in the borough. Achievement of this will mean that these people are not travelling great distances to work. Therefore they will have greater sustainable travel options such as walking and cycling.

Objective 4. Improve the health and wellbeing of all by making the borough a better place

Encouraging more cycling and walking is a key priority for Southwark and will also help us to achieve a number of our other Transport Plan objectives. This objective will be achieved by working with the community and in particular young people. This helps to improve health and physical activity in the borough.

Objective 5. Ensure the transport network is safe and secure for all and improve perceptions of safety

Southwark Council is committed to safer travel in the borough in order to reduce the potential for road user casualties and reduce casualty severity. People should be able to travel safely and without fear to the places where they live, work, shop, study and spend their leisure time. Our investment programme has been derived using an evidence base which addresses areas experiencing collisions in particular focussing on cyclists collisions.

Objective 6. Improve travel opportunities and maximise independence for all

Pavements, parks and other public places often have obstacles and hazards which make life difficult for everyone but particularly those with impaired mobility. Transport services will need to continue to improve to meet the needs of people such as wheelchair users. Some areas need minor adjustments to make them accessible such as installing dropped kerbs or correct tactile paving. Other locations will require major investment which needs to be planned over the longer term such as making stations fully accessible. This will require financial investment from central government and the transport industry as a whole.

Objective 7. Ensure that the quality, efficiency and reliability of the highway network is maintained

Ensuring our highway network is fit for purpose is one of the borough's greatest challenges and responsibilities. The continued management, maintenance and improvement underpin the successful delivery of the council's ambitions of improving transport in Southwark.

Objective 8. Reduce the impact of transport on the environment

Air pollution is one of the most pressing environmental concerns for people living in London. Emissions from road transport are the primary source of both NO₂ and PM₁₀ in Southwark and London as a whole. Encouraging sustainable travel choices will help to increase air quality as modal shift away from the car occurs in the borough. Southwark is committed to reducing its climate change impact, particularly through transport.

Monitoring

In 2011 we identified a number of targets to monitor our performance and ensure delivery of outcomes. These targets aimed to be both ambitious and realistic given anticipated funding levels.

These targets are focused on five themes:

1. Improving bus service reliability

Target 1: Decrease excess wait times for high frequency bus services from 1.0 minutes to 0.9 minutes by 2013/14

2. Improving the condition of our principal roads

Target 2: Maintain the proportion of principal road length in poor condition at 11.1 per cent by 2013/14

3. Reducing CO2 emissions

Target 3: Reduce CO2 emissions from road based transport from 227kt CO2 in 2008 to 190kt CO2 in 2013

Target 4: Reduce traffic levels in Southwark by 6 per cent by 2016

4. Encouraging walking and cycling

Target 5: Increase the walking mode share in Southwark to 50 per cent by 2020.

Target 6: Increase the proportion of those cycling in Southwark from 3 per cent to 10 per cent cycling mode share by 2025/26

5. Improving road safety

Target 7: Reduce the number of all total casualties by 33 per cent by 2020

Target 8: Reduce the number of killed and seriously injured by 33 per cent to 2020

Target 9: Reduce the total number of slight casualties by 33 per cent by 2020

Target 10: Reduce all cyclist casualties by 44 per cent by 2020 based on a 2004/08 baseline

Target 11: Reduce all pedestrian KSIs by 11.1 per cent by 2020 based on a 2004/08 baseline

Progress to date

In 2016/17 period Southwark successfully met five out of the 11 targets:

- Target 2: Maintain the proportion of principal road length in poor condition below 11.1 per cent with a current 5%
- Target 3: Reduce CO2 emissions from road based transport from 227kt CO2 in 2008 to 174kt CO2 in 2016
- Target 5: Increase of walking mode share to a third (33 per cent) by 2016/17
- Target 8: Reduce the number of Killed and Seriously injured (KSI) by 33 per cent by 2020 compared with a 2004/08 baseline (126 casualties)
- Target 11: Reduce all pedestrian KSI by 2020 based on a 2004/08 baseline (57 casualties)

Like all London Boroughs, the remaining targets, including those for reducing traffic and road traffic casualties, are proving more of a challenge. In particular, the rise in the number of cycle casualties is very concerning. This is probably explained by the increase of number of people cycling. The underlying aim is to decrease casualty rates. With an increase in the amount of traffic across London, there has also been slow progress on the bus excess waiting time and congestion levels. Despite having met CO₂ targets, air quality continues to be of concern, particularly with the increase of NO₂ emissions and PM_{2.5} and PM₁₀.

In order to address these challenges, Southwark Council has identified measures to be introduced. In 2015, Southwark Council adopted the Cycling Strategy. Emerging policies in the New Southwark Plan and Kerbside Strategy, which have both been consulted on, seek to further improve Southwark's transport network. Southwark's Transport Plan will start to be reviewed later this year, following the Mayor of London's Draft Transport Strategy which consultation ended on 2nd October 2017. To read it visit [Transport for London website](#).

We also monitor and report on other measures which don't have specific targets but are an indicator of progress towards healthier streets. These include active travel and school events, health data, trees, public transport, parking, funding and expenditure.

Improving bus service reliability

Target 1	Excess wait times for high frequency bus services from 1.0 minute to 0.9 of a minute in 2013/14
Baseline	2009/10
Transport Plan objectives	1, 2, 3, 7
Transport Plan summary	Over the period 2008/09 to 2009/10 the excess wait time (EWT) in the borough was on average 1.2 minute. In 2011, Transport for London (TfL) projected that the annual average EWT across London will increase from 1.1minutes (2010/11) to 1.2minutes in 2013/14.
Key risks	Reductions in service frequency and increases in traffic volumes will increase bus delays. An additional key risk is funding for a major scheme not coming forward such as Camberwell town centre and Lower Road gyratory.
Data source/s	Transport for London (TfL)
2016/17 report	<ul style="list-style-type: none"> This target has not been achieved as there has been an increase in congestion which has had an impact on routes without dedicated bus lanes. In 2016/17 bus routes 47, 343, 381, RV1, N199 and N381 (Eastbound) were still diverted from Tooley Street to accommodate the London Bridge Thameslink Programme works. These diversions increased the length of the journey for some routes which resulted in higher wait time when compared with the data of previous years with more direct routes. The council is lobbying TfL for routes rationalisation and improvements to the service.

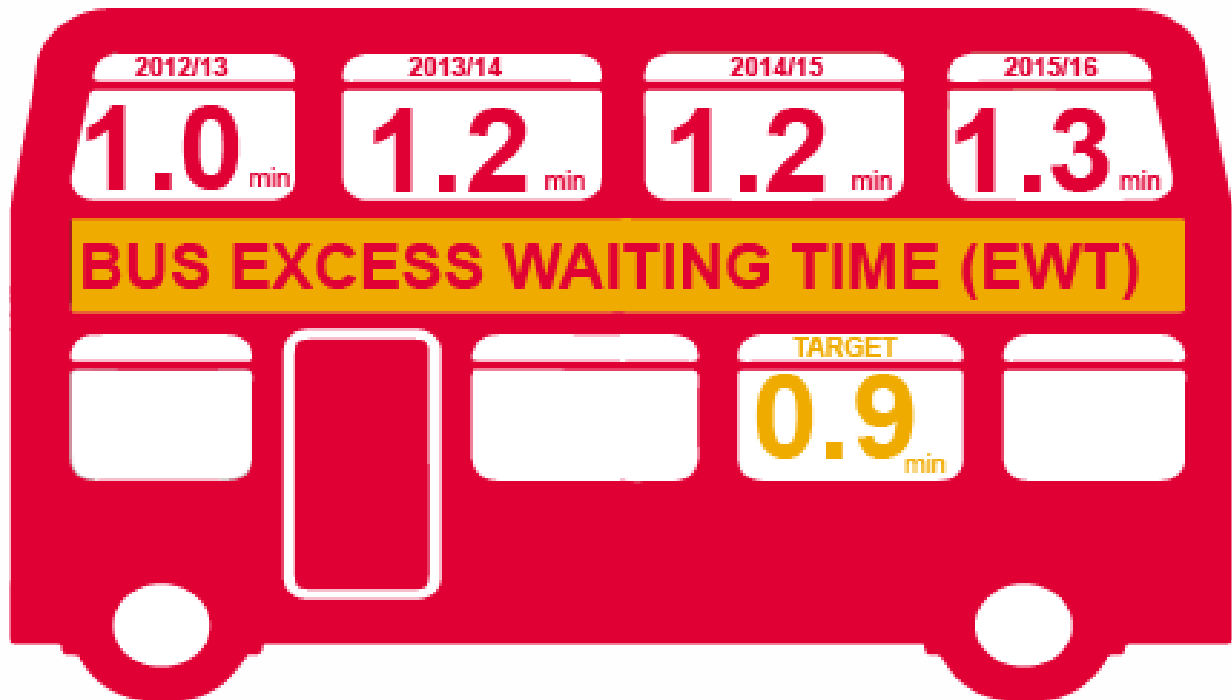


Figure 1. Excess wait time (EWT) for high frequency services in Southwark from 2012/13 to 2015/16. (Source: TfL).

Improving the conditions of our principal roads

Target 2	Maintain the proportion of principal road length in poor condition at 11.1 per cent by 2013/14
Baseline	2009/10
Transport Plan objective	7
Transport Plan summary	In 2011, the condition of the principal roads in Southwark placed the borough in the bottom quartile when compared with the rest of London. The funding likely to be made available through maintenance funding was only expected to enable us to maintain the current standard of the principal road network. Performance data in 2011 showed that the condition of the principal roads had worsened so it was considered that to aim to maintain the current state of repair was ambitious.
Key risks	Unusual or extreme weather conditions, such as hot dry summers and snow and ice in winter, may cause increased damage to road surfaces in the borough and across London as a whole. A lower level of funding than anticipated could also severely affect performance.
Data source/s	Southwark Council
2016/17 report	Our highway assets are managed through a maintenance program and reactive maintenance to issues identified. We have exceeded our target with only 5 per cent of the principal road network in poor condition in 2016/17 with a decrease trend.

Percentage of the principal road length in poor condition

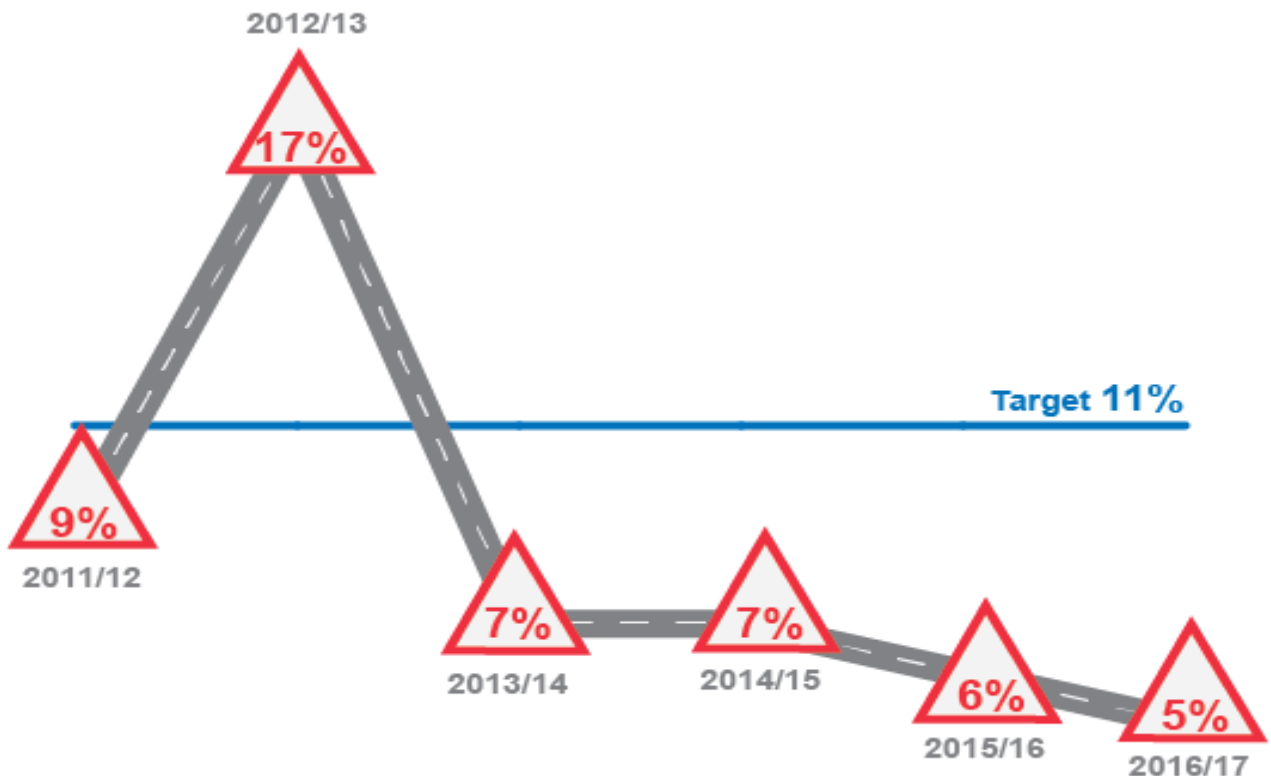


Figure 2. Percentage of the principal road length in poor condition. (Source: Southwark Council)

Table 1. Keeping the highway assets in good repair (Source: SOUTHWARK COUNCIL)

	2013/ 14	2014/15	2015/16	2016/17
% of classified roads ('A' 'B' and 'C') below intervention criteria (i.e. need to be consider for remedial treatment).	3	4	5	5
% of unclassified roads below intervention criteria (i.e. need to be consider for remedial treatment).	21	16	6	n/a
Km of principal roads resurfaced.	1.014	6.9	3.088	410
Km of non principal roads resurfaced.	15.48	24.20	6.56	6.00
Reactive maintenance highways. % of two hour call outs within time*.	99.7%	100%	99.3%	99.8%
Total two hour call outs*.	1,070	434	1,014	930
Reactive maintenance highways. % of 24 hour call outs within time.	99.3%	97.4%	96%	91.0%
Total 24 hour call outs.	8,389	12,361	13,909	9,293

Permits issued for temporary road works

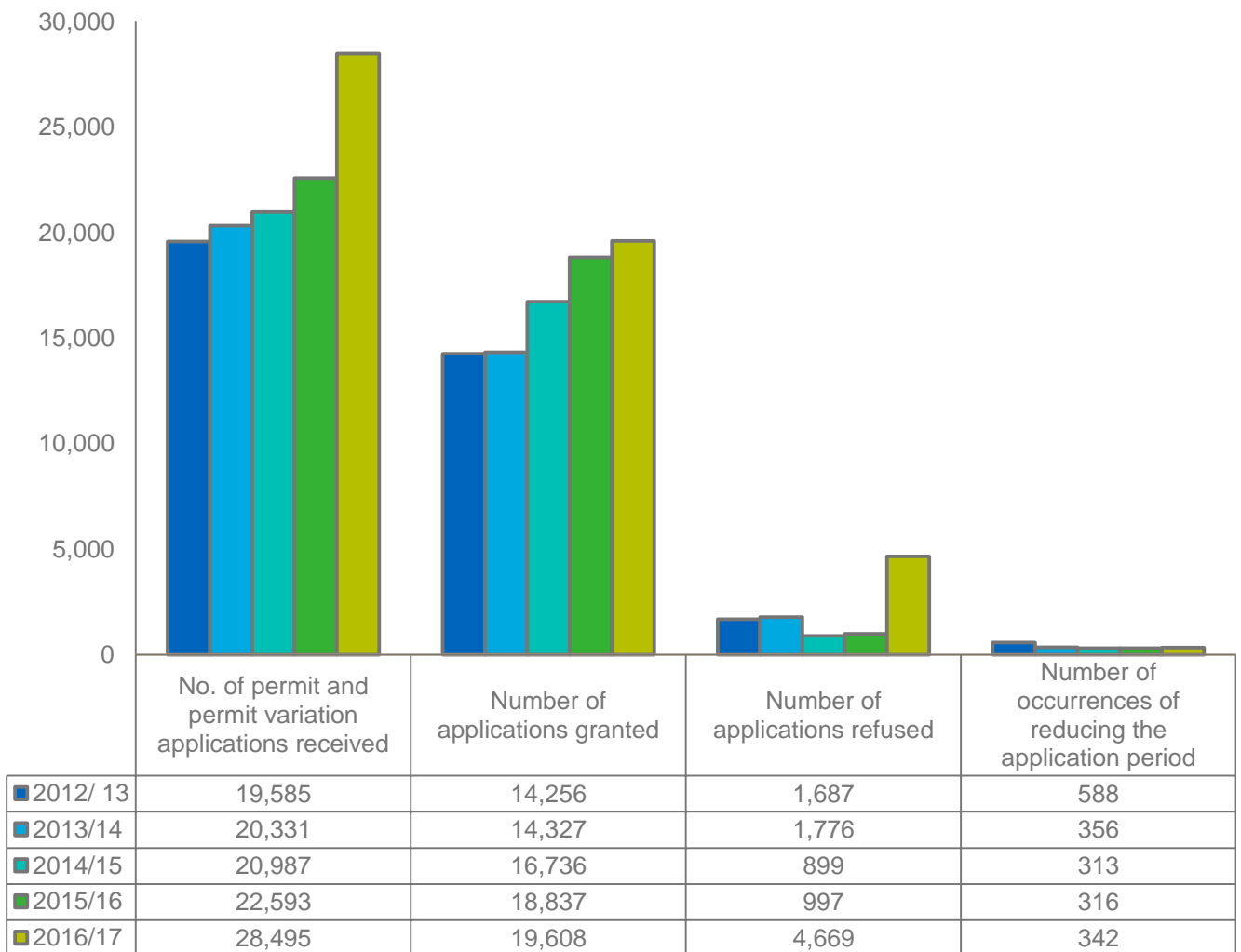


Figure 3. Permits issued for temporary road works. (Source: Southwark Council)

Reducing CO₂ emissions

Target 3	Reduce CO₂ emissions from road based transport from 227kt CO₂ in 2008 to 190kt CO₂ in 2013
Baseline	2008
Transport Plan objective	8
Transport Plan summary	<p>Our target for 2013 was an interim target that took into account the Mayor's target of a 60 per cent reduction in London's CO₂ by 2025 from a 1990 baseline. The Mayor's Transport Strategy states that emissions in the range of 5.3 million tonnes to 4.6 million tonnes will be required if the Mayor's target for 2025 is to be met. Our target is based on the upper point of the range of required transport sector CO₂ emissions (i.e. 5.3 million tonnes), equating to 190 kilo-tonnes by 2013 and 124 kilo-tonnes by 2025. This represents a 45.3 per cent reduction between 2008 and 2025.</p> <p>Collection of data for the national indicator 186 (per capita CO₂ emissions) shows that transport emissions have fallen by 6.6 per cent between 2005 and 2008. This is a 2.2 per cent decrease every year whereas our target is slightly more ambitious than this with a decrease of around 3.3 per cent every year from 2008 to 2013.</p>
Key risks	Uptake of electric vehicles is dependent on improved infrastructure as well as being dependent on Government initiatives. Participation in a London wide electric vehicle scheme can minimise the risk of a low take up.
Data source/s	<p>London Energy and Greenhouse Gas Inventory (LEGGI)</p> <p>London Borough of Southwark</p> <p><i>The London Air Emissions Inventory (LAEI) 2013, which was updated in 2016, is used to measure air quality across London.</i></p>

2016/17 report

- CO₂ emissions have been steadily decreasing in Southwark, and despite a slight increase in 2014 at 165kt we have met the target (Figure 4). However, the council remains concerned with other pollutants with stronger air quality policies in the Air Quality Action Plan 2012-2017 (AQAP) and in the emerging *New Southwark Plan* and *Air Quality Strategy and Action Plan 2017*.
- Southwark currently has 52 electric vehicle charging points. The council is undertaking a review of the existing points and their functionality under the new management arrangement. We are also using our GULCS (Go Ultra Low City Scheme) funds to increase the number of residential slow charging point into lampposts.
- Data from TfL in 2017 shows that many bus routes had an improvement of vehicles emission standards, most of them going towards Euro 6 Hybrid (Routes 17; 36; 37; 45; 172; 176; 171; N171; 188; 196; 225; 343; N343; 355 and 468). Route number 360 joined route 521 with electric only vehicles and RV1 stays with an hydrogen fleet (Figure 9).

Kilotonnes of Roads CO₂ emissions

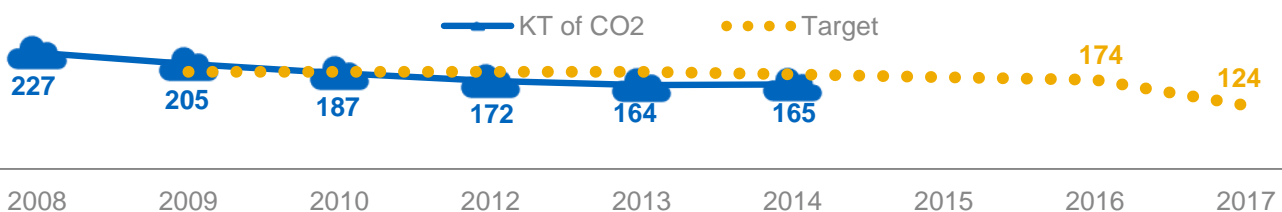


Figure 4. CO₂ baseline data with target trajectory (2014 is the latest data available). (Source: LEGGI)

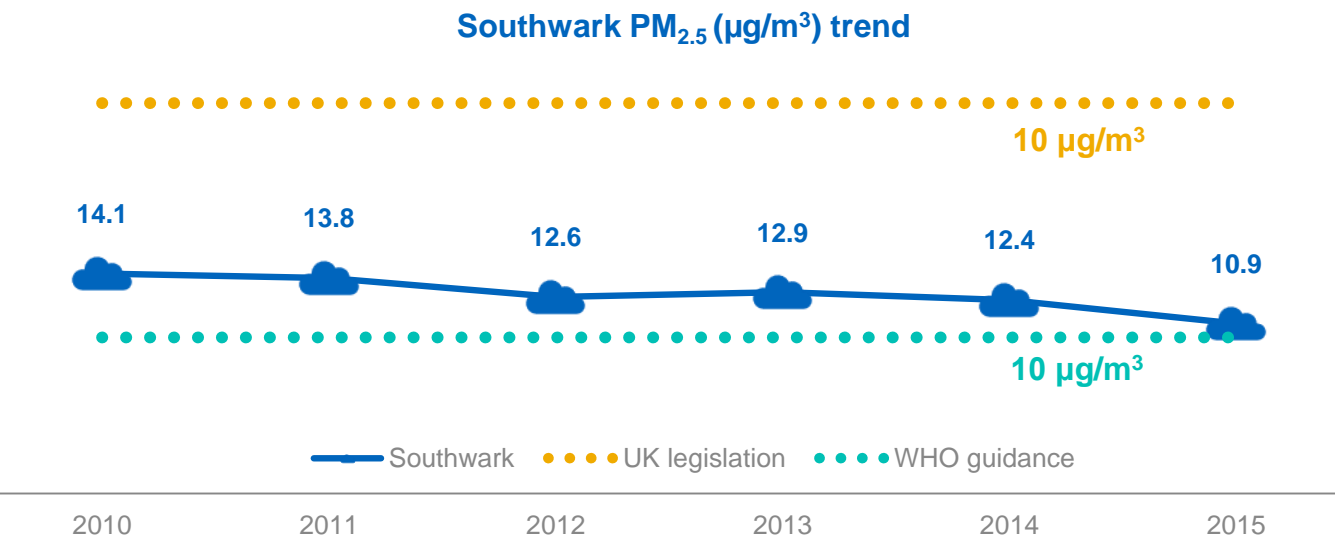
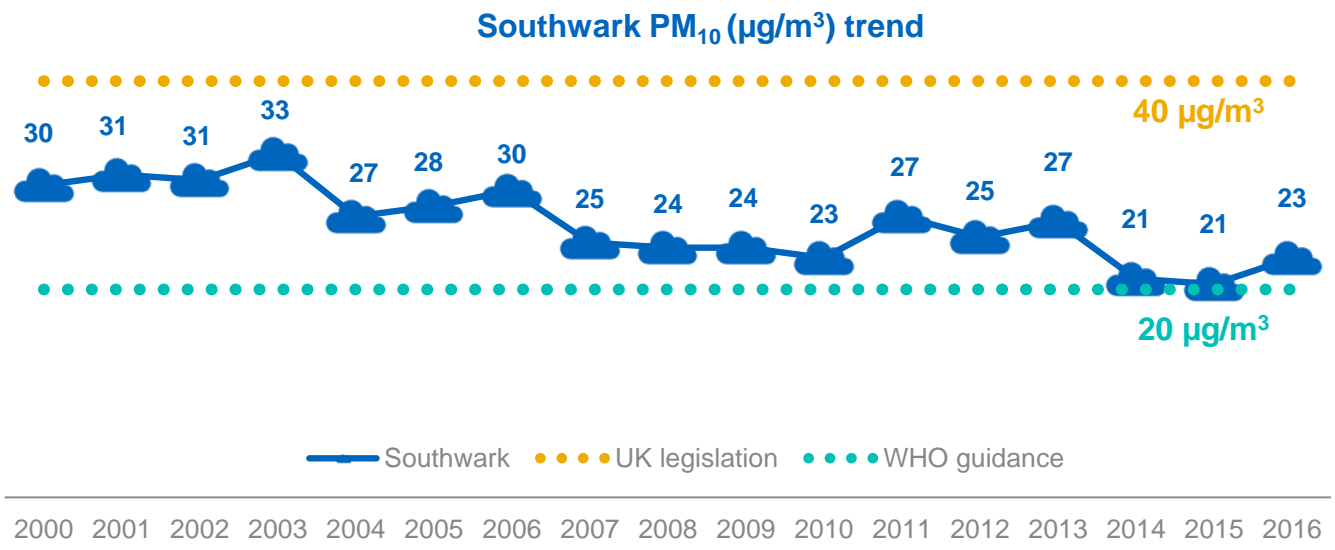
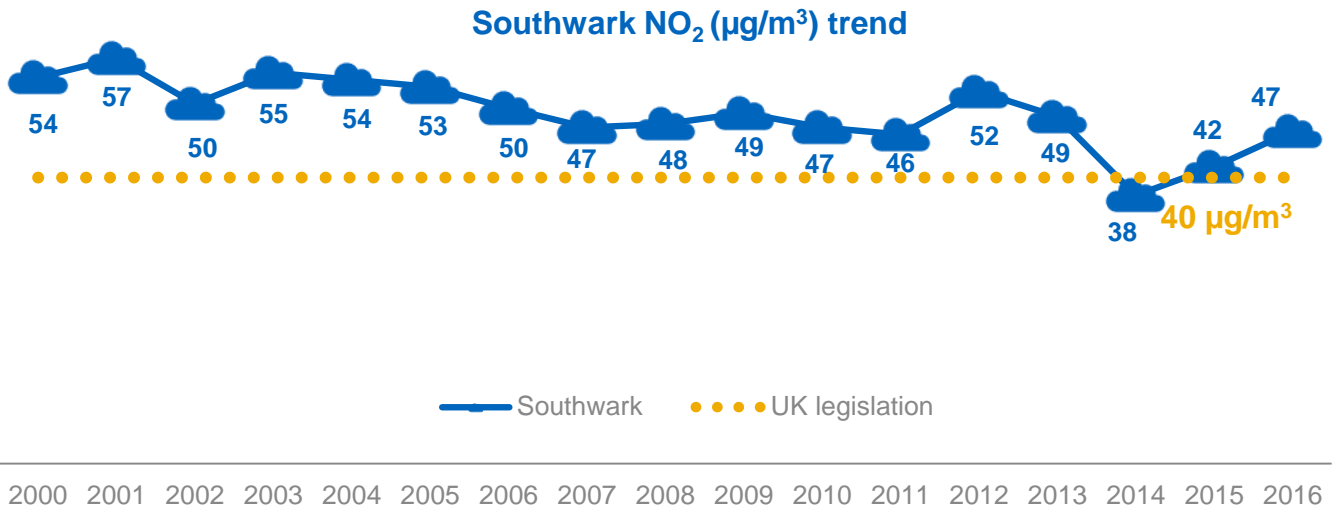
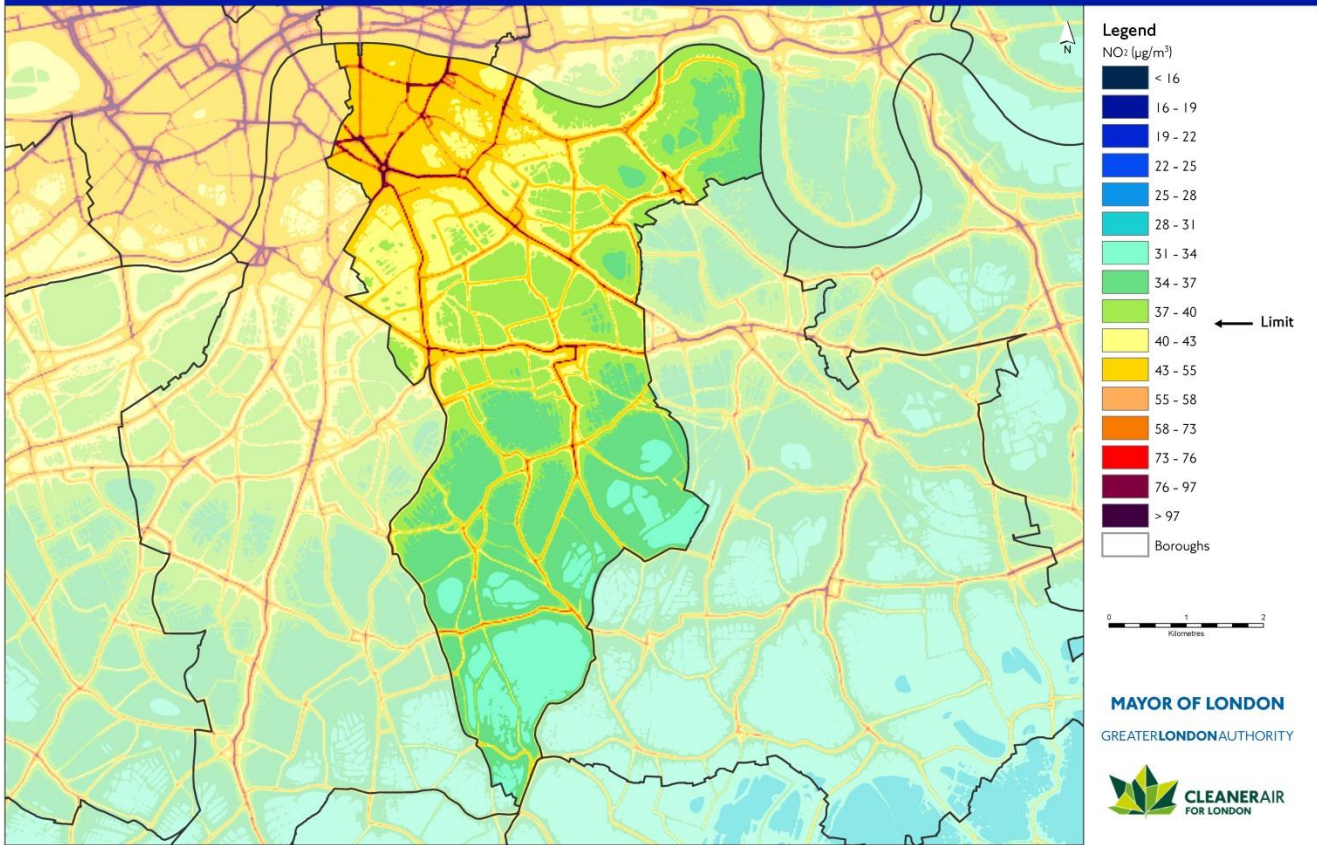


Figure 5. Trends in emissions of NO₂, PM₁₀, PM_{2.5} (Source: Southwark Air Quality Joint Strategic Needs Assessment JSNA)

London Borough of Southwark
Annual Mean NO₂ concentrations 2013

LAEI 2013 Update



London Borough of Southwark
Annual Mean NO_x concentrations 2013

LAEI 2013 Update

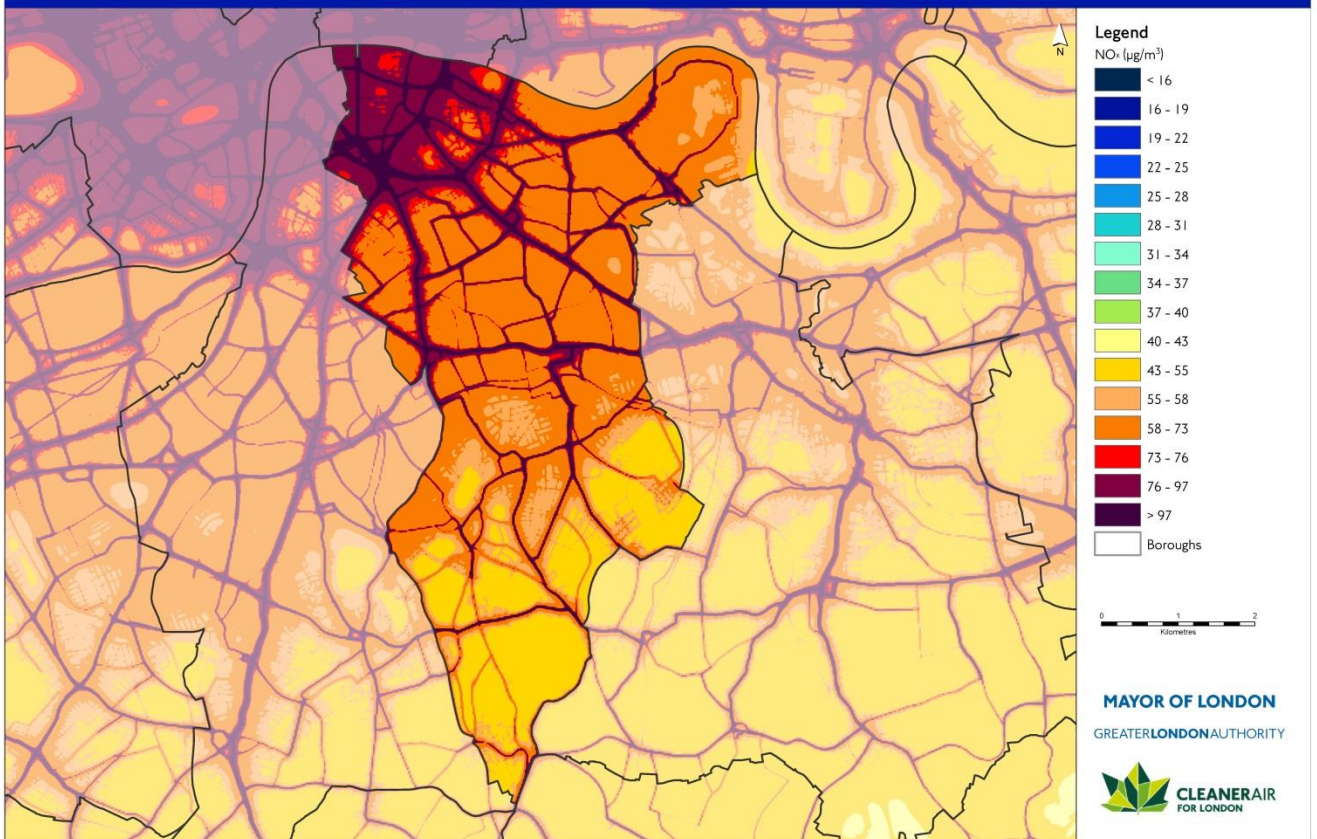
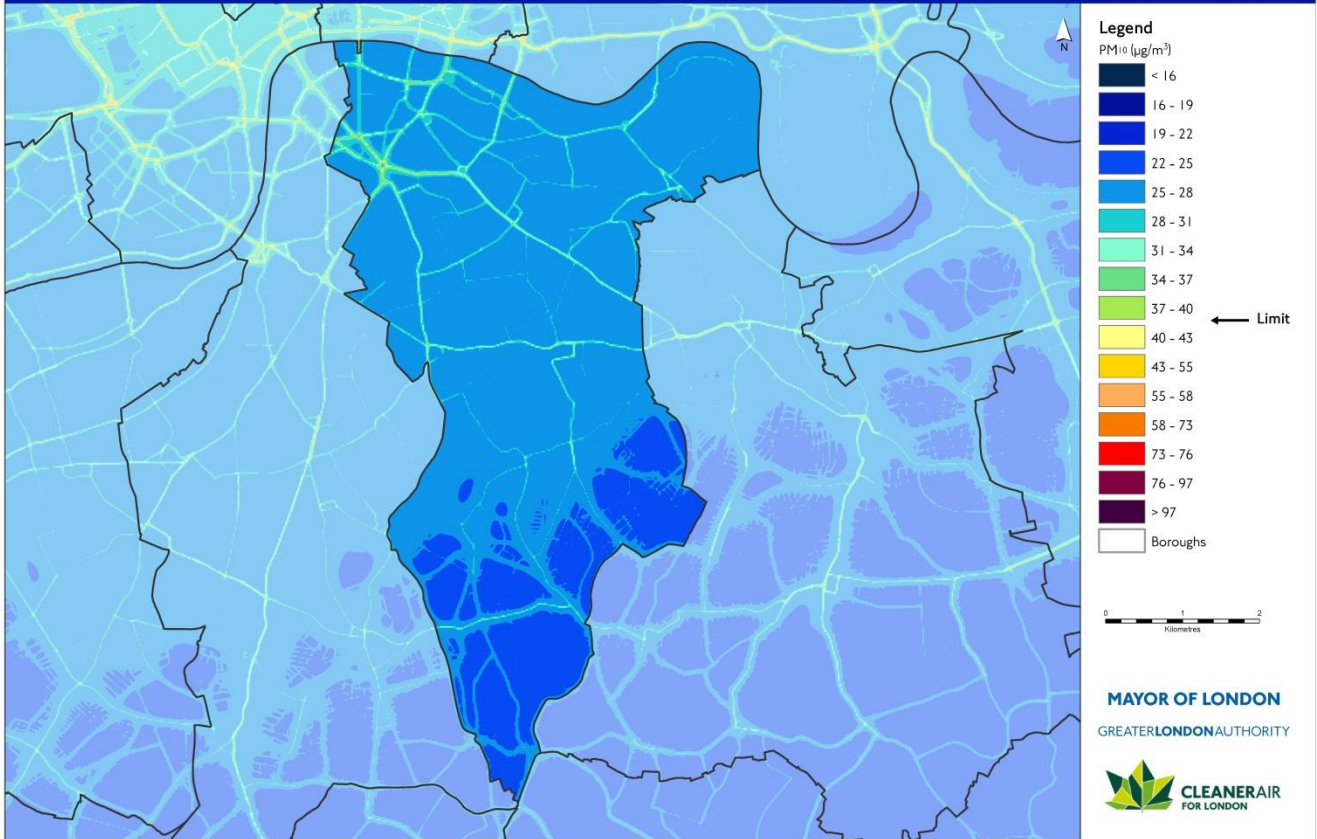


Figure 6. Maps of NO₂ and NO_x annual mean concentration 2013. (Source: London Air Emission Inventory LAEI)

London Borough of Southwark
Annual Mean PM₁₀ concentrations 2013

LAEI 2013 Update



London Borough of Southwark
Annual Mean PM_{2.5} concentrations 2013

LAEI 2013 Update

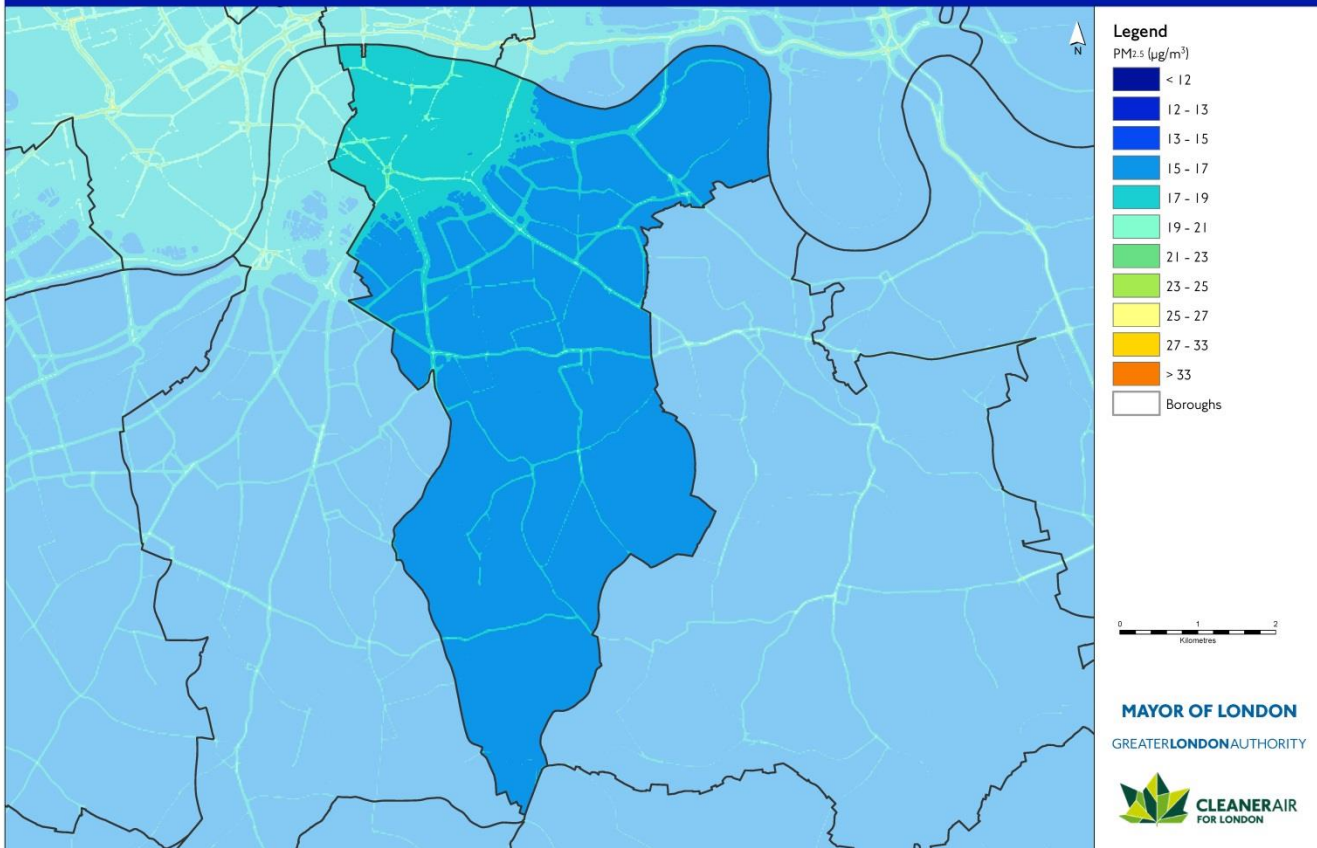


Figure 7. Maps of NO₂ and NO_x annual mean concentration 2013. (Source: London Air Emission Inventory LAEI)

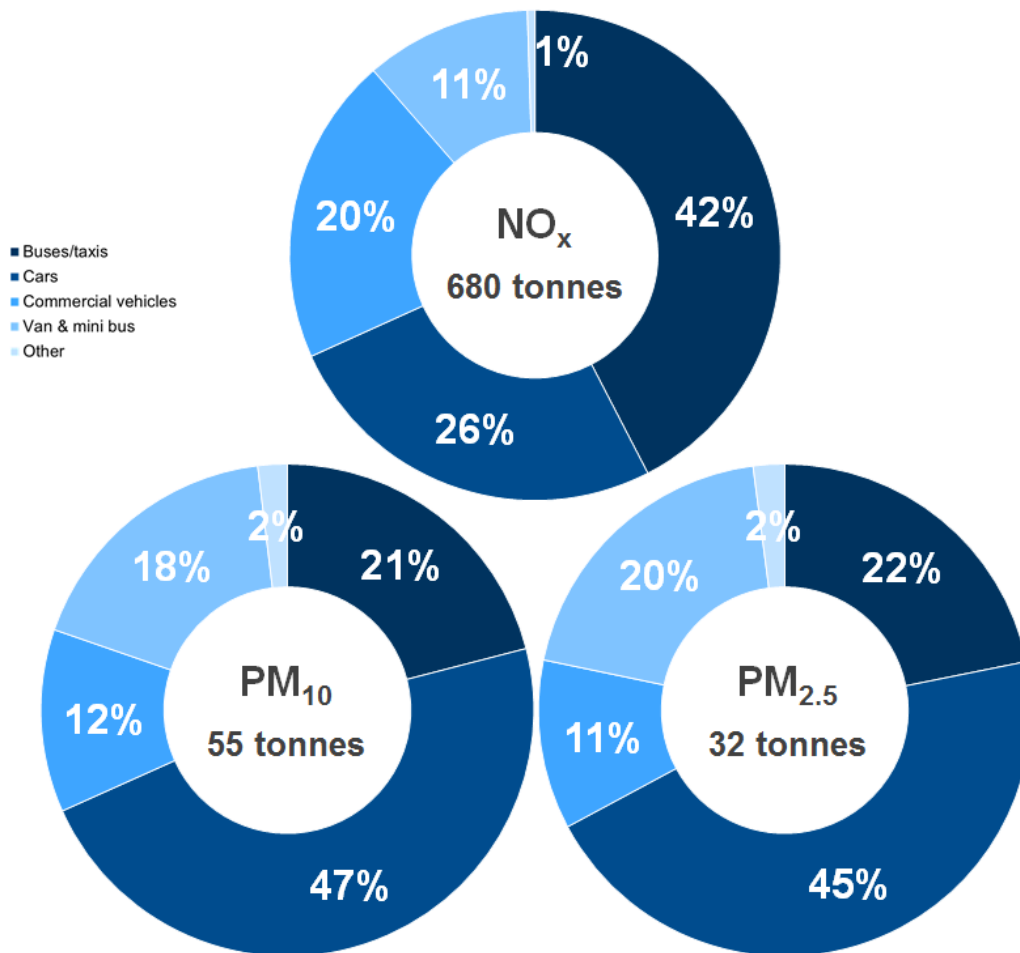


Figure 8. Share of transport emissions by type of vehicles. (Source: Southwark Air Quality JSNA)

Bus vehicles serving Southwark by type of engine 2017

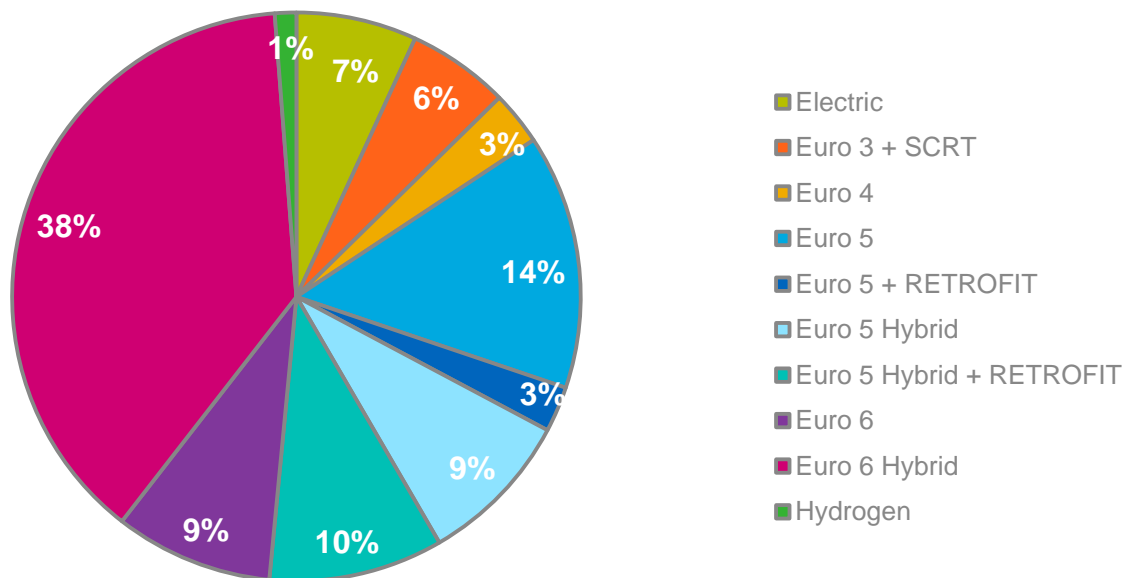
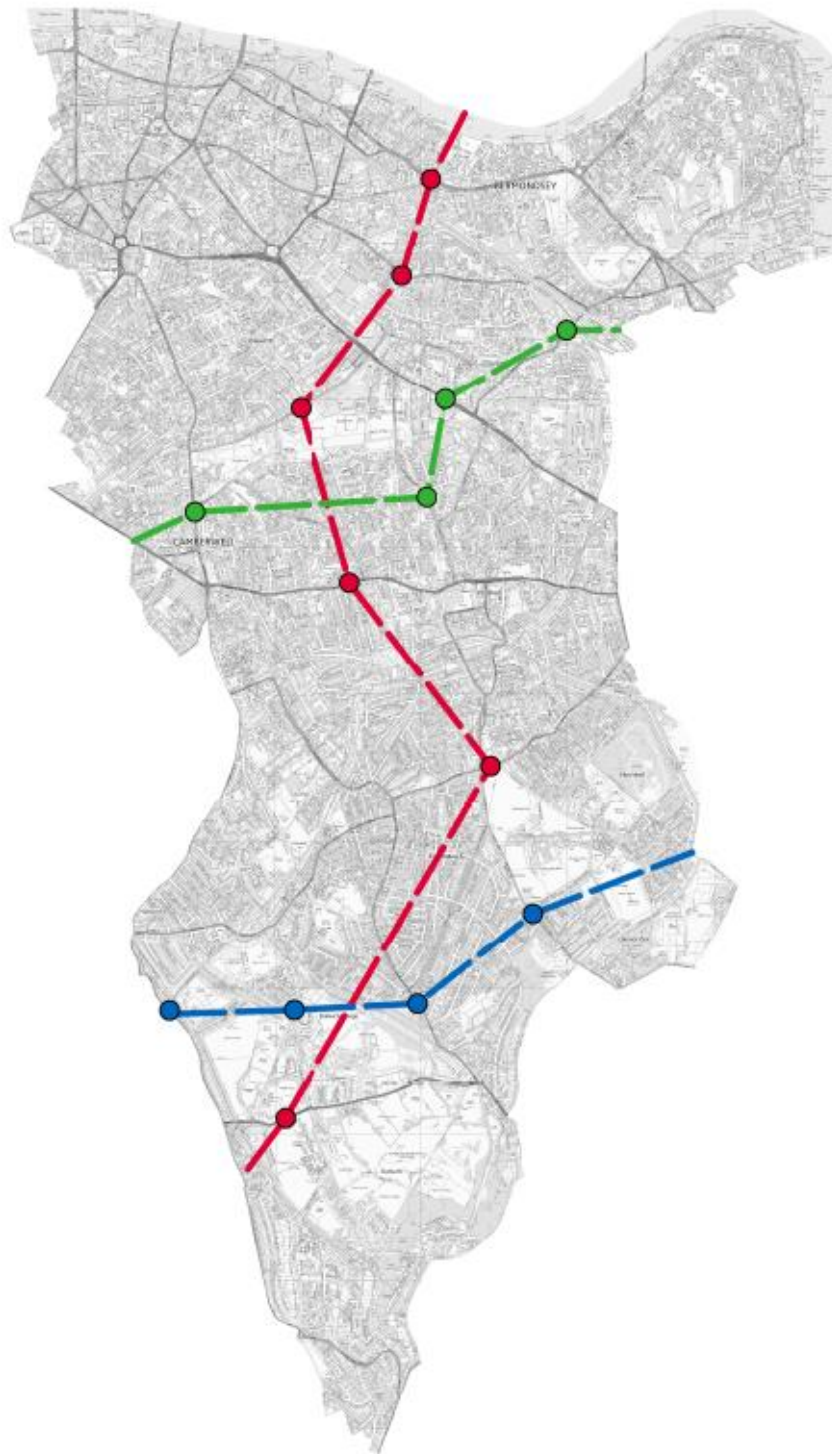


Figure 9. Bus vehicle engine type in routes serving Southwark. (Source: TfL Dec 2017).

Reducing traffic and congestion

Target 4	Reduce traffic levels in Southwark by 6 per cent by 2016
Baseline	2010
Transport Plan objectives	1, 8
Transport Plan summary	This target is set to complement the mandatory indicator on CO2 emissions as well as mode share. If sustainable mode share (walking and cycling) can be increased by 3 per cent then a corresponding decrease in traffic volumes could be projected over the same timescale.
Key risks	Increased development will lead to an increase in demand for travel. This can be mitigated by ensuring that, where feasible, developments are car free and that all developments have robust travel plans in place.
Data source/s	<p>London Borough of Southwark</p> <p><i>Data about traffic is collected each year for a two week period at the end of September and beginning of October through Automated Traffic Counts (ATCs) in specific locations. These locations form one east west and two north south screen lines (see map in Figure 10). The data is presented in virtual day summaries, providing a daily average of the data collected over the two sample weeks.</i></p>
2016/17 report	<ul style="list-style-type: none"> • The data in the graph in Figure 11 includes total vehicles movements, including cycles. ATCs and video surveys are also undertaken in other locations on an annual or ad hoc basis to identify issues in specific areas of the borough. Annual monitoring locations and percentage change in traffic between 2010 and 2017 are shown in Figure 12. • The target was not met this year and Southwark had a high increase on traffic for the East-West screenline. However, we were very close to meeting the target in the Northern North-South screenlines and the Southern North South screenlines, in which we had a decrease in traffic. (See Figure 11). This shows an increase in movements across the East-West screenline. North-South movements are more constant over time. • Analysis of the traffic count data shows that there are no regular trends. It is important to note that these counts represent only two weeks in a year and the data can be affected by special events and unforeseen conditions. It is also important to note that the data, for comparison with previous years, includes the total movements. These include cyclist movements as well. However, only in two locations (Braganza Street and Camberwell Grove) the increase in flow could be attributed in an increase of cycling (+ 114% and +117%). As Table 2 shows, in all the other locations, percentage increases are similar for the total flow and the motor vehicles flows. Some locations had an increase in traffic and others saw a decrease. If all the locations were averaged out, only a 2% increase in total flow would occur, with a 1% increase in motorised traffic and 11% increase in cycle flows. Approximately 347.000 vehicles and 11000 cyclists per day were recorded across all the locations. • Summary data and maps are publicly available and downloadable at these links Southwark Maps2 or http://vis.oobrien.com/southwark/. Raw data is available through FOI (Freedom of Information Act) requests.

Southwark Traffic Counts Screenlines



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

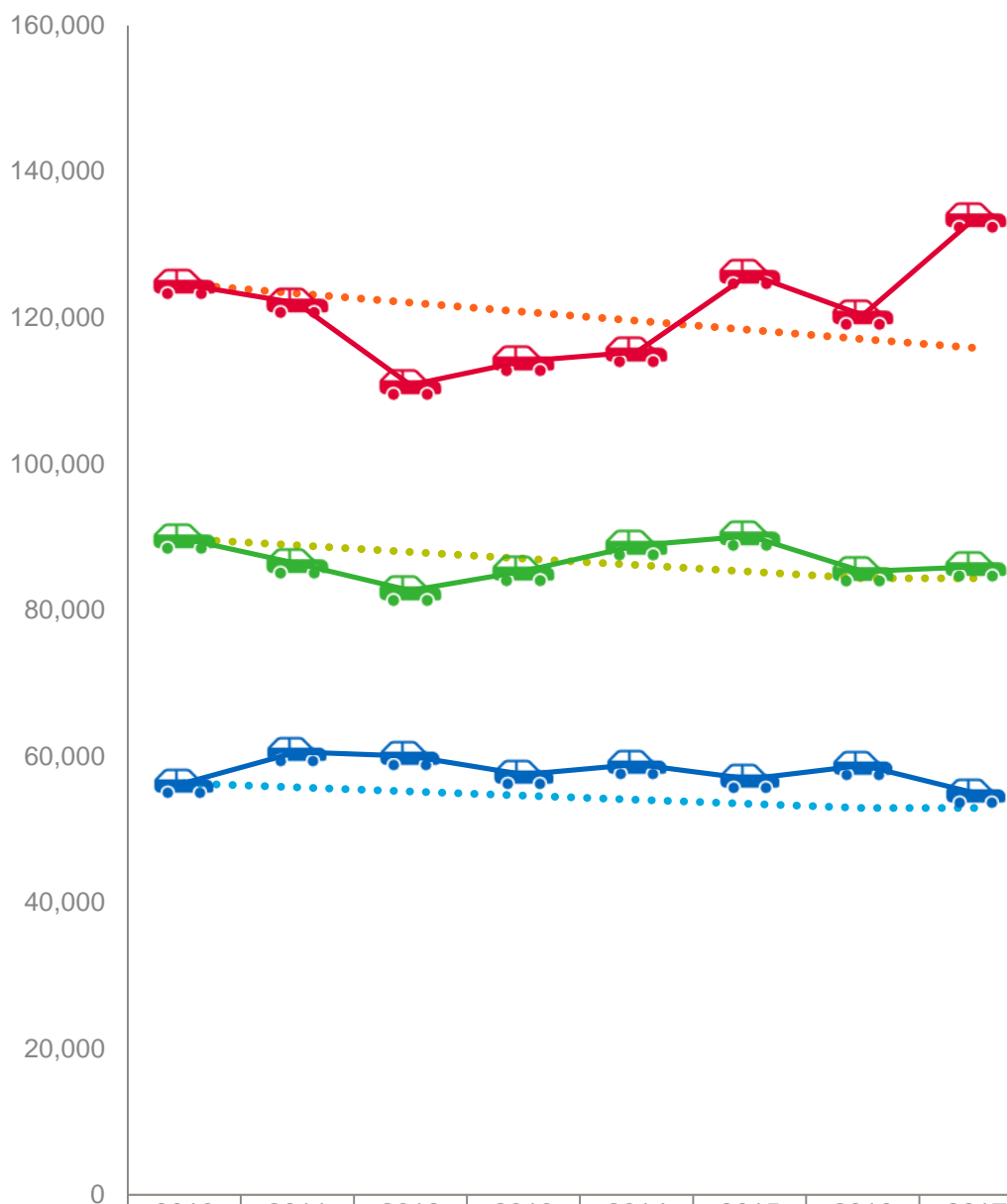
- East West Screenline Traffic Count Location
- North South Screenline 1 Traffic Count Location
- North South Screenline 2 Traffic Count Location
- - - East West Screenline
- - - North South Screenline 1
- - - North South Screenline 2

The London Borough of Southwark cannot be held responsible for the misuse or misinterpretation of any information and offers no warranty to its accuracy or completeness. The Borough accepts no liability for any loss, damage or inconvenience caused as a result of reliance on this information.



Figure 10. Southwark Automated Traffic Counts Screenlines (Source: Southwark Council)

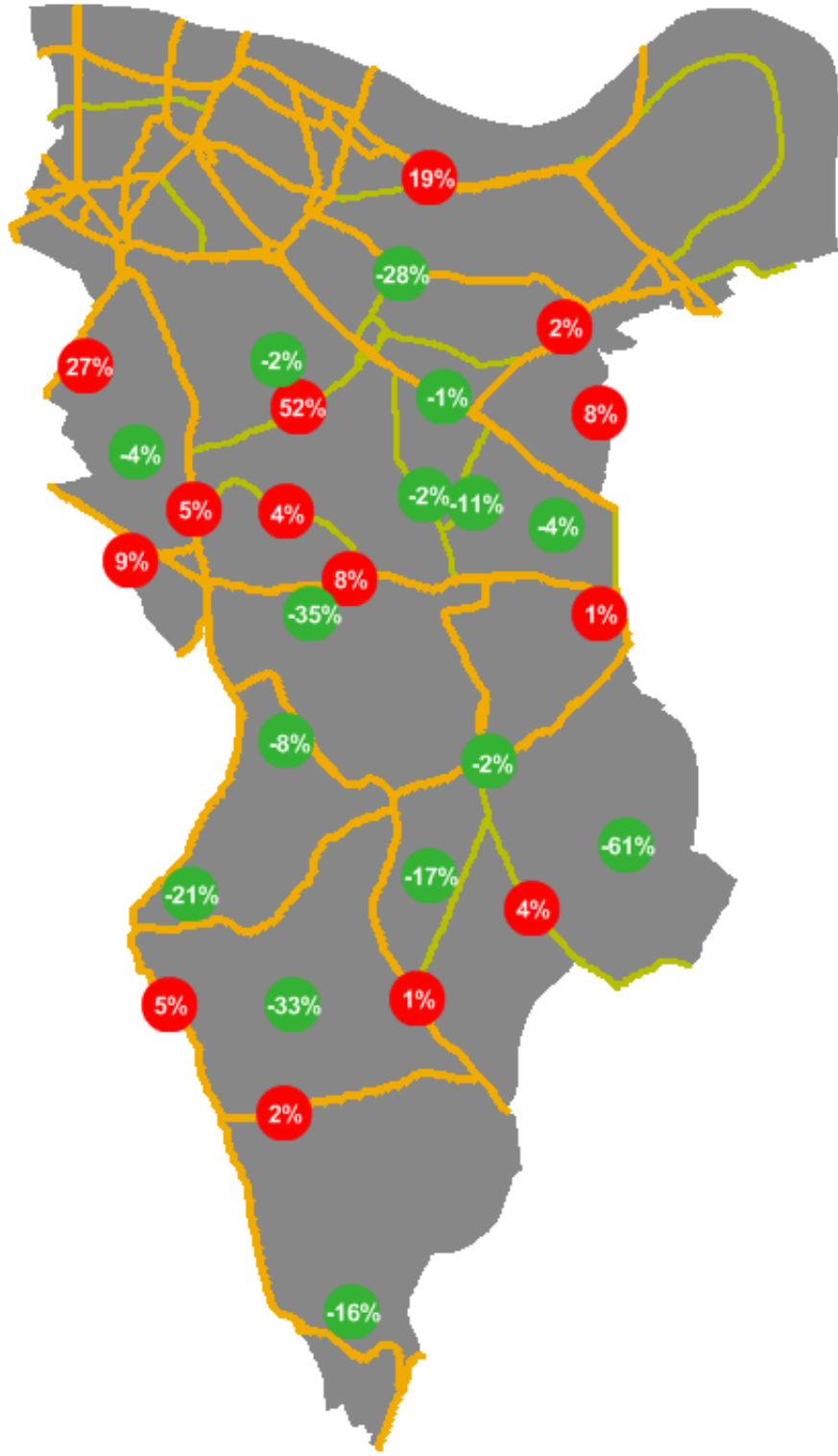
Screenlines Traffic Counts Trends



	2010	2011	2012	2013	2014	2015	2016	2017
●●●● Target trajectory projected to 2017 east-west screenline	124,578	123,332	122,086	120,840	119,594	118,348	117,102	115856
— East-West Screenline actual data	124,578	122,032	110,833	114,087	115,311	125,987	120,373	133721
●●●● Target trajectory projected to 2017 northern north-south screenline	89,755	88,857	87,959	87,062	86,164	85,266	84,368	84368
— Northern North South Screenline actual data	89,755	86,379	82,679	85,320	88,863	90,172	85,290	85955
●●●● Target trajectory projected to 2017 southern north-south screenline	56,336	55,772	55,208	54,645	54,081	53,517	52,953	52953
— Southern North South Screenline actual data	56,336	60,583	60,030	57,534	58,904	56,902	58,768	54956

Figure 11. Screenline traffic trends between 2010 to 2017 (Source: Southwark Council)

Southwark Annual Monitoring Traffic Flow Changes



Total traffic (Oct 2017 vs Oct 2016) Percentage Change

- Location with Decrease in Traffic
- Location with Increase in Traffic



Figure 12. Percentage change in traffic between 2016 and 2017 in all the annual monitoring Automated Traffic Counts locations. (Source: Southwark Council) See Table 2 in following page for details on traffic counts at these locations. To view a detailed map and download traffic data please visit [Southwark Maps2](#) or <http://vis.oobrien.com/southwark/>

Table 2. Percentage change in traffic between 2016 and 2017 in all the annual monitoring ATC locations showed in Figure 12 above.
(Source: Southwark Council)

Roads	2016 Total	2016 Cycle	2016 Motor vehicles	2017 Total	2017 Cycle	2017 Motor vehicles	% Change Total	% Change Cycle	% Change Motor vehicles
Albany Road	21,711	219	21,492	33,078	210	32,868	52%	-4%	53%
Asylum Road	4,641	387	4,254	4,454	401	4,053	-4%	4%	-5%
Braganza Street	1,980	145	1,835	2,512	310	2,202	27%	114%	20%
Camberwell Road	18,388	585	17,803	19,266	1,268	17,998	5%	117%	1%
Champion Hill	5,607	395	5,212	5,132	339	4,793	-8%	-14%	-8%
Cheltenham Road	4,737	538	4,199	1,850	218	1,632	-61%	-59%	-61%
Commercial Way	5,104	143	4,961	4,548	116	4,432	-11%	-19%	-11%
Croxted Road	11,838	522	11,316	12,441	341	12,100	5%	-35%	7%
Crystal Palace Road	2,626	347	2,279	2,177	263	1,914	-17%	-24%	-16%
Dulwich Common	25,183	210	24,973	25,634	153	25,481	2%	-27%	2%
Dulwich Village	15,283	461	14,822	10,290	283	10,007	-33%	-39%	-32%
East Dulwich Road	16,120	283	15,837	15,845	189	15,656	-2%	-33%	-1%
Flodden Road	5,018	218	4,800	5,453	360	5,093	9%	65%	6%
Forest Hill Road	12,807	341	12,466	13,334	211	13,123	4%	-38%	5%
Holmdene Avenue	1,630	35	1,595	1,289	17	1,272	-21%	-51%	-20%
Ilderton Road	12,160	175	11,985	13,131	179	12,952	8%	2%	8%
Jamaica Road	20,893	1,798	19,095	24,888	2,227	22,661	19%	24%	19%
John Ruskin Street	6,615	222	6,393	6,343	210	6,133	-4%	-5%	-4%
Kingswood Drive	5,201	35	5,166	4,356	26	4,330	-16%	-26%	-16%
Lordship Lane	18,736	260	18,476	18,891	280	18,611	1%	8%	1%
Old Kent Road	36,815	936	35,879	36,387	978	35,409	-1%	4%	-1%
Peckham High Street	23,292	259	23,033	25,087	912	24,175	8%	252%	5%
Peckham Hill Street	11,736	281	11,455	11,536	202	11,334	-2%	-28%	-1%
Rotherhithe New Road	18,351	134	18,217	18,766	230	18,536	2%	72%	2%
Southampton Way	11,091	407	10,684	11,554	392	11,162	4%	-4%	4%
Southwark Park Road	12,847	118	12,729	9,189	92	9,097	-28%	-22%	-29%
St Mary's Road	6,758	225	6,533	6,793	221	6,572	1%	-2%	1%
Thurlow Street	12,692	330	12,362	12,476	539	11,937	-2%	63%	-3%
Vestry Road	2,115	137	1,978	1,379	132	1,247	-35%	-4%	-37%

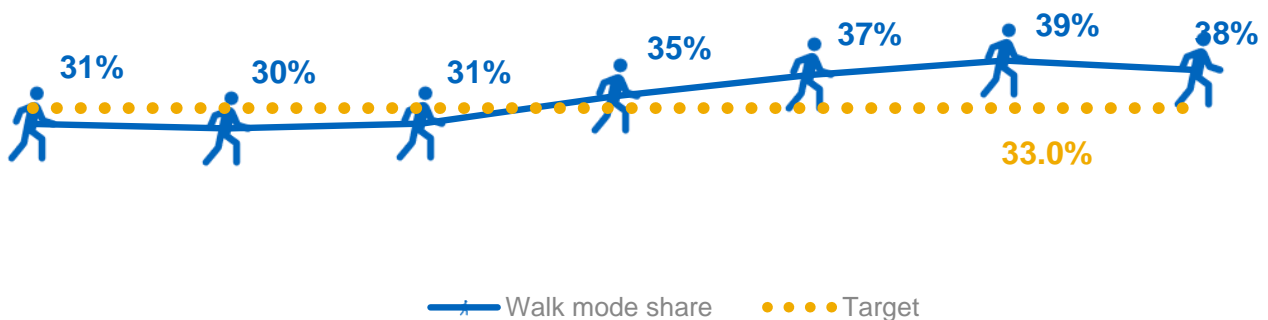
Increasing walking and cycling

Target 5	Increase the walking mode share in Southwark to 50 per cent by 2020.
Baseline	2006/2008 three year average
Transport Plan objectives	1, 2, 4, 6
Transport Plan summary	The percentage of walking trips has varied over time reflecting car ownership and usage levels, changes in public transport services and shifts in community attitudes. Walking levels increased significantly during the 1970s. They declined during the 1980s and fell to a low in 1991. Since this time, they have remained relatively stable. It is believed that as walking already represents a significant proportion of the overall mode share, aiming to increase it to this level is ambitious, yet achievable. This target, together with the cycling mode share target, complements our target for CO2 reduction and in particular a reduction in vehicular traffic in the borough.
Key risks	There is a risk that improved traffic flow and greater reliability of motorised modes may increase this mode share and therefore reduce walking levels. This will be mitigated by prioritising walking above all other modes in scheme design.
Data source/s	Transport for London Southwark Council

2016/17 report

- Southwark's walking mode share target was achieved in 2012/13 (Figure 13). From there, it has constantly increased with a slight reduction to 38% in 2015/16. It is still well over the 33%. A new ambitious target has been proposed as part of the emerging *Kerbside Strategy* (2017) to increase the walking mode share to 50 per cent by 2020.

Southwark Walk Mode Share Trend



2006/09 Base year	2008/09 to 2010/11	2009/10 to 2011/12	2010/11 to 2012/13	2011/12 to 2013/14	2012/13 to 2014/15	2013/14 to 2015/16
----------------------	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Figure 13. Southwark Walking Mode Share (Source: TfL - London Travel Demand Survey - LTDS)

Target 6	Increase the proportion of those cycling in Southwark from 3 per cent to 10 per cent cycling mode share by 2025/26
Baseline	2007/09 three year average
Transport Plan objectives	1, 2, 4
Transport Plan summary	The long term target in the Transport Plan was to achieve a 5 per cent cycling mode share by 2025/26. A report by TfL's policy analysis team ¹ found that there was significant potential for mode shift to cycling among local residents in Southwark. It was determined that 47 per cent of all trips by mechanised modes could potentially be made by cycle. The Cycle Strategy in 2015 increased the target to 10 per cent.
Key risks	There is a risk that improved traffic flow and greater reliability of motorised modes may increase this mode share and therefore reduce cycling levels. This will be addressed by prioritising cycling in accordance with the borough's road user hierarchy when designing street improvement schemes.
Data source/s	Transport for London London Borough of Southwark
2016/17 report	<ul style="list-style-type: none"> • In order to ensure a greater uptake of cycling across different demographics in the borough, Southwark's <i>Cycling Strategy</i> was adopted in 2015. The strategy provides a clear outline of how the Council will invest in cycling. The vision and proposals were consulted on and received overwhelming support, both from people who currently cycle and those that don't. • Southwark is working with TfL and other Inner London boroughs on the expansion of the cycle network, with a mixture of Quietways and Cycle Superhighways. • Quietway 1 (Waterloo to Greenwich) opened in April 2016 which included interventions to tackle rat running through some residential roads, making it safer for both pedestrian and cyclists. • TfL opened the North-South Cycle Superhighway on Blackfriars Road and is currently monitoring the usage of the infrastructure. Further Quietways and Superhighways routes are being designed and consulted, as well as the <i>Southwark Spine</i>, a borough initiative designed to Quietway's standard, which will run North-South through the borough providing connectivity to the other routes. • Achieving cycle mode share targets has proved a challenge, although overall levels have remained around the 3 per cent mode share (LTDS-Figure 14) • Annual cycle counts are carried out via video surveys at five locations (Figure 15) throughout the borough. In 2017 this was increased to 10 locations. The graph shows an overall increase of cyclists in the five locations on weekends, with two locations increasing flows during weekday and three locations having a slight decrease. • Oxley Close, part of the newly implemented Quietway 1, had a further 20 per cent increase (in addition to 76 per cent of last year), suggesting that the Quietways schemes are attractive routes to cycle. • According to cycle counts in 4 video surveys and 29 ATC locations, there has been an increase of cycling mode share from 5 per cent to 9 per cent (not including Oxley Close because last year there were not vehicles counts available) • TfL, with the support of the council, continued to expand the Santander cycle hire scheme. Further increases came mostly from intensification and slight expansion outside the scheme border. Southwark Council is actively seeking funding from developers and lobbying TfL to extend the scheme to include Walworth, Bermondsey, Rotherhithe, Camberwell and Peckham. Southwark was the first authority to request developers to provide annual membership for new residential developments. • Southwark Council is engaging with private dockless bike hire companies for licensing the operation in a way that it becomes an opportunity to increase

¹ [Transport for London, Analysis of Cycling Potential – Policy Analysis Research Report, December 2010](#)

cycling access without disruption to other road users and safety issues. We are working towards trialling the scheme with two operators.

- Cycle theft remains an issue. Some datasets were not available for 2016/17, therefore a comparison from last year figures is not possible. However, concern that many thefts go unreported and the occurrences influence the propensity to cycle are still too high. A survey from “Stolen bikes UK” says that 71% of people didn’t tell the police, 25% gave up cycling and 66% cycled less which is worrying. Southwark Council is working to provide more secure cycle parking through the planning process and the cycle hanger programme which is being introduced in 2017/18.
- Individual cyclist training involves one or more two hour lessons arranged at a location convenient to the individual. A new training venue has been secured in Burgess Park. Additional cycles have been purchased to support the Adult Group cyclist training sessions. (Figure 18)
- A range of travel awareness events occurred which included Dr Bike sessions. Dr Bike sessions are free bike checks where anyone can bring their bike along for safety checks by a qualified person. Advice is given on any mechanical problems which cannot be quickly fixed on the spot. Table 3.

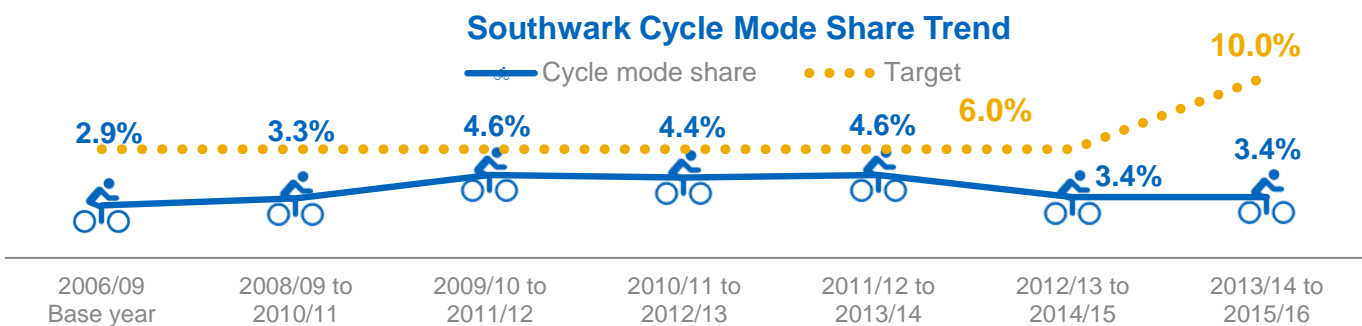


Figure 14. Southwark Cycle Mode Share (Source: TfL_ London Travel Demand Survey – LTDS)

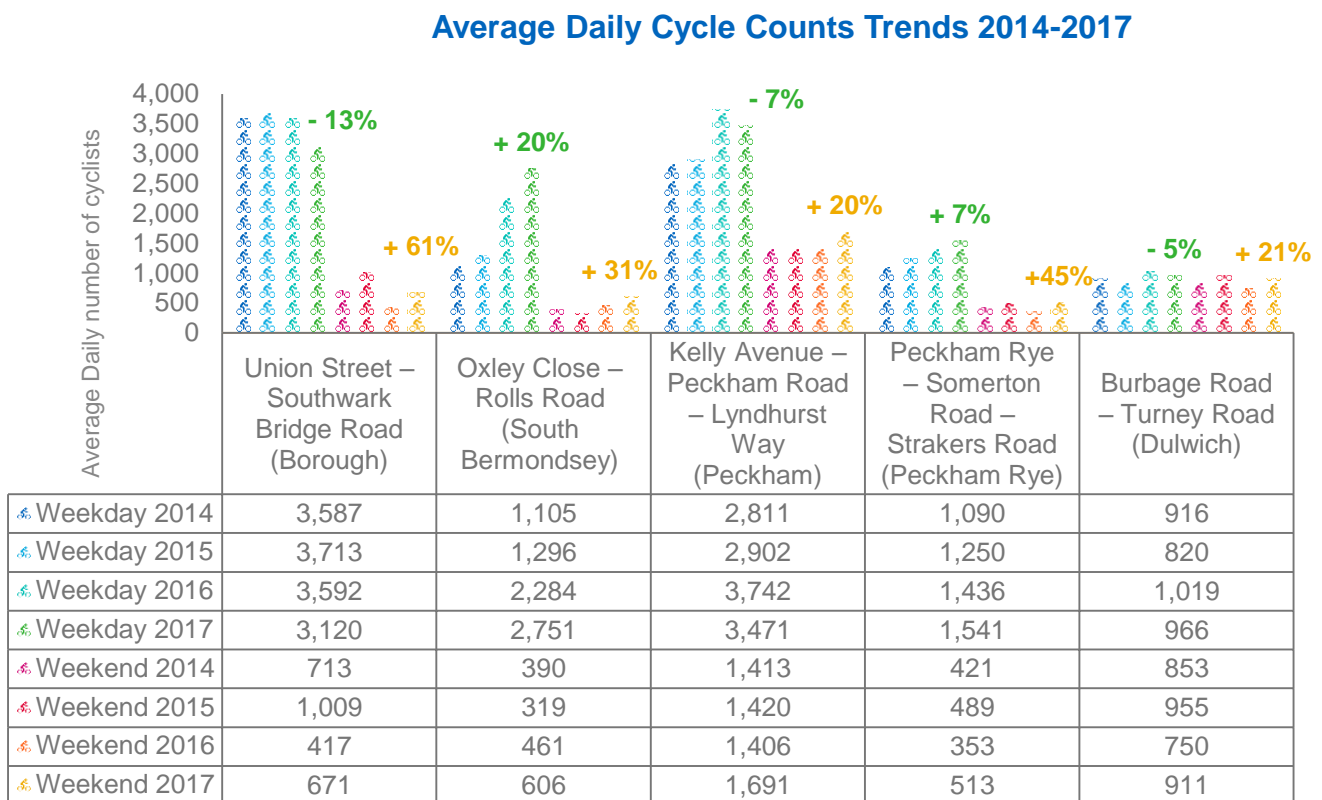


Figure 15. Average Daily Cycle Counts trends and percentage change from Video Junction Surveys (Source: Southwark Council)

Number of Cycle Hires & Docks per Space



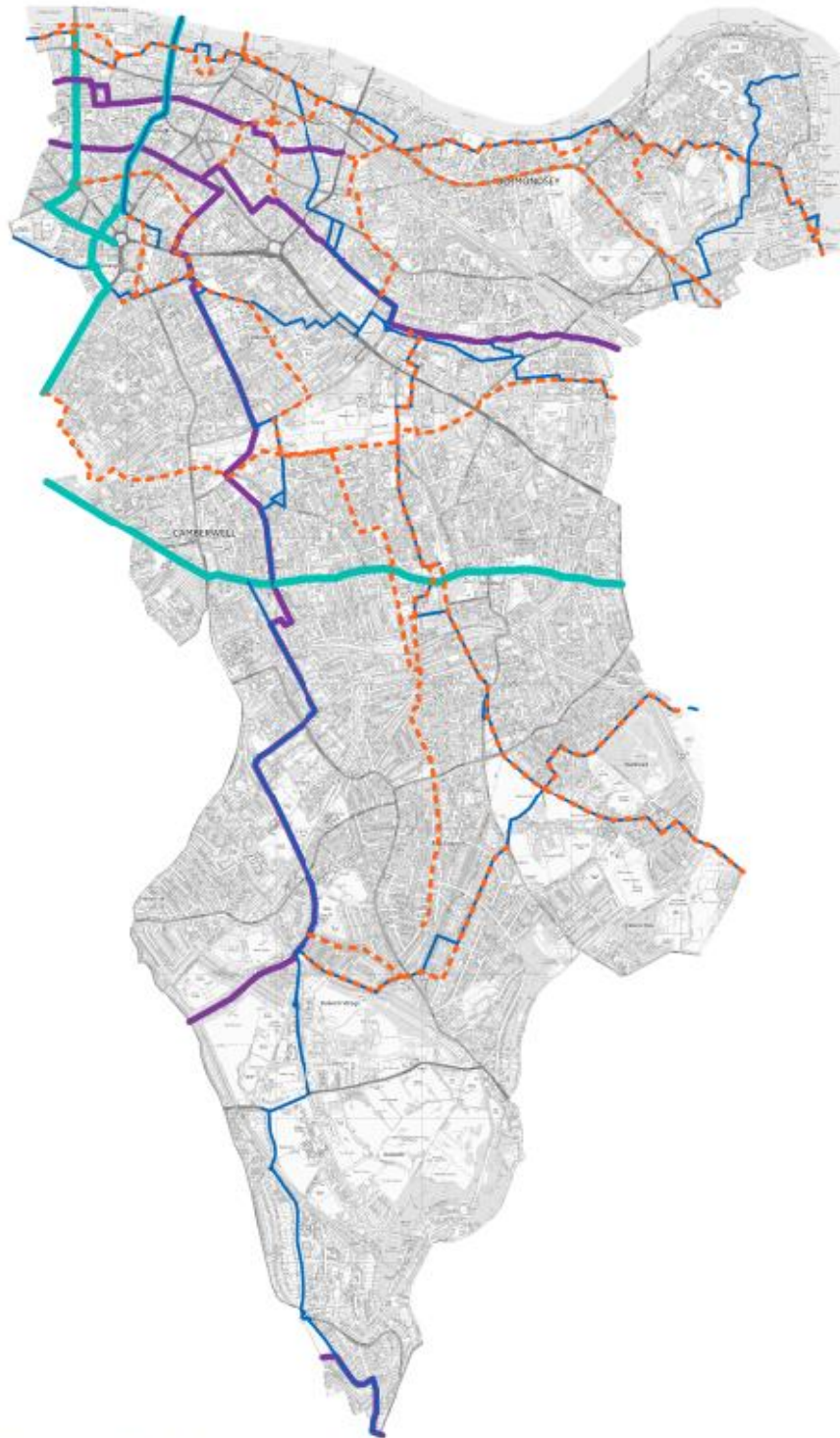
Total Hire and Docks per space by Financial Year



The London Borough of Southwark cannot be held responsible for the misuse or misinterpretation of any information and offers no warranty to its accuracy or completeness. The Borough accepts no liability for any loss, damage or inconvenience caused as a result of reliance on this information.

Figure 16. TfL Santander Cycle Hire docking stations and their usage (total number of hires and docks) from 2011/12 to 2016/17 (Source:TfL)

Southwark Cycle Network Existing and Planned



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

Existing Cycle Network

-  Cycle Superhighway
-  London and National Cycle Network
-  Quietways

Planned Cycle Network

- 



Figure 17. Existing and planned cycle routes in Southwark (Source: Southwark Council and TfL. Last updated November 2017)

Number of people trained in bikeability level 2 and 3

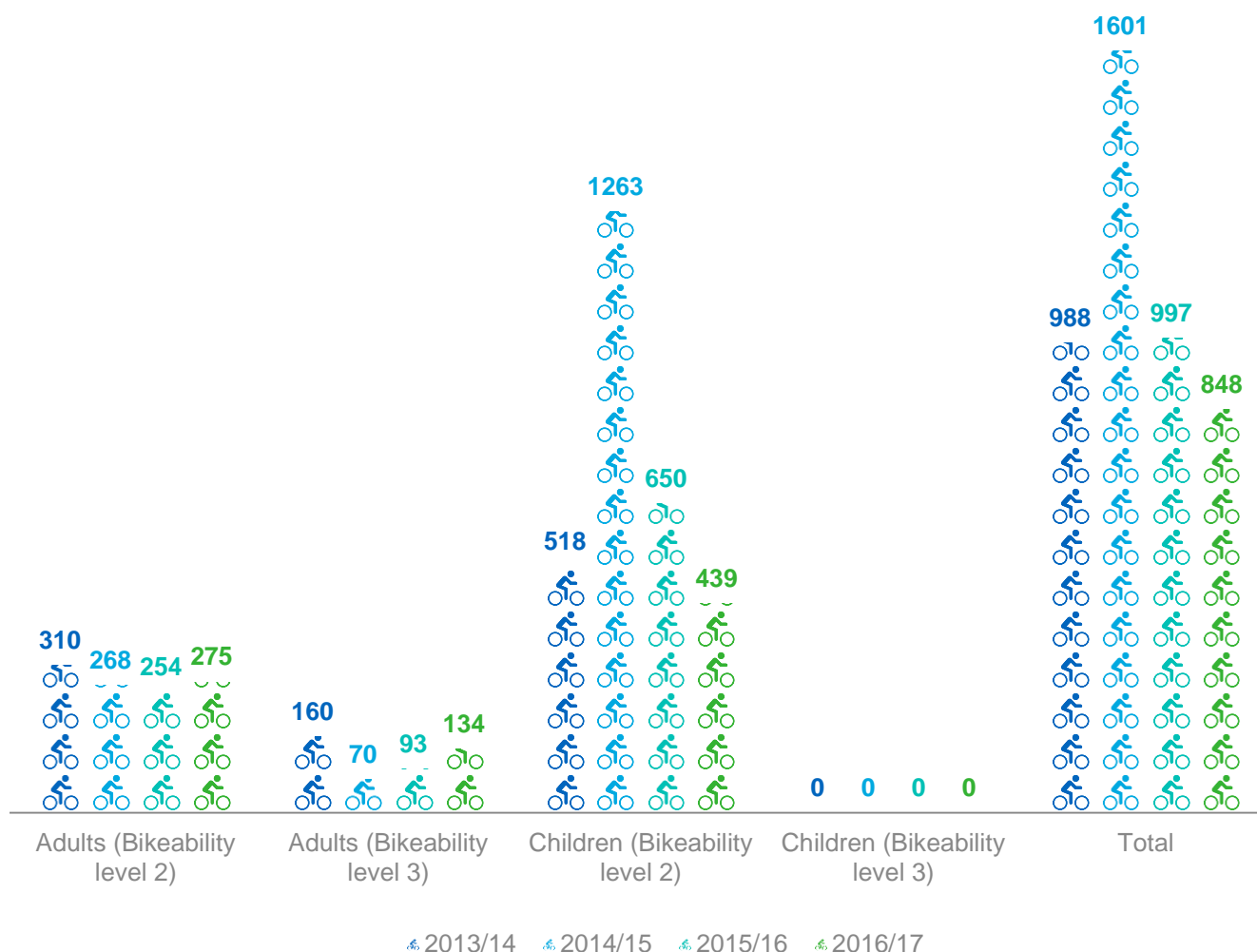


Figure 18. Children and adult cycle confidence (Bikeability) training (Source: Southwark Council)

Table 3. Active travel promotions and participation in walk to work week by Southwark residents and work places. (Source: Southwark Council)

Type of promotion		2012/13	2013/ 14	2014/15	2015/16	2016/17
Walking promotion	Number of events	10	5	10	No Info for 2017	No Info for 2017
Dr Bike	Number of events	30	24	32	13	12
	Number of people who attended	345	N/A	321	104	None

Improving road safety

Target 7	Reduce the number of all total casualties by 33 per cent by 2020
Baseline	2004/2008 five year average
Transport Plan objective	5
Transport Plan summary	In 2011, no new targets were set by the government or the Mayor to reduce the number of KSI or slight casualties. Southwark Council set this target in order to address this gap. The target was considered ambitious, given that data for KSIs appeared to be levelling out.
Key risks	An important risk to this target is that increases in walking and cycling may lead to greater numbers of collisions. Pedestrian and cyclist training can help to reduce this risk. There is decreased scope for reducing casualty numbers through engineering design measures. As a result, increased emphasis will be given to influencing the behaviour of road users. When the Transport Plan was adopted in 2011 over half of all casualties in the borough occurred on the TLRN. Therefore, TfL has a pivotal role in reducing the number of casualties on these roads.
Data source/s	Police STATS19 Accident Form Database
2016/17 report	<ul style="list-style-type: none"> The number of casualties in 2016 increased from 2015, still over the 2020 target. In March 2016, Southwark became a 20mph borough. Speed counts were undertaken before (2014) and after (2015) to monitor the differences on the average speed before and after the scheme. 84 per cent of the roads saw a decrease in speed after the scheme (Figure 21) which has a positive effect on safety. The challenge of this scheme is enforcement. New junction layouts and controls are some measures that have been implemented to reduce casualties. Pedestrian and cycle training are additional measures, together with exchanging place events where the police shows cyclists the sight from a lorry or bus driver seat and the point of view of cyclists to drivers. The Transport for London Road Network (TLRN) represents only 9 per cent of Southwark's roads. Despite this, the amount of casualties on the TLRN was very high. Southwark Council is working with TfL to improve safety on these roads.

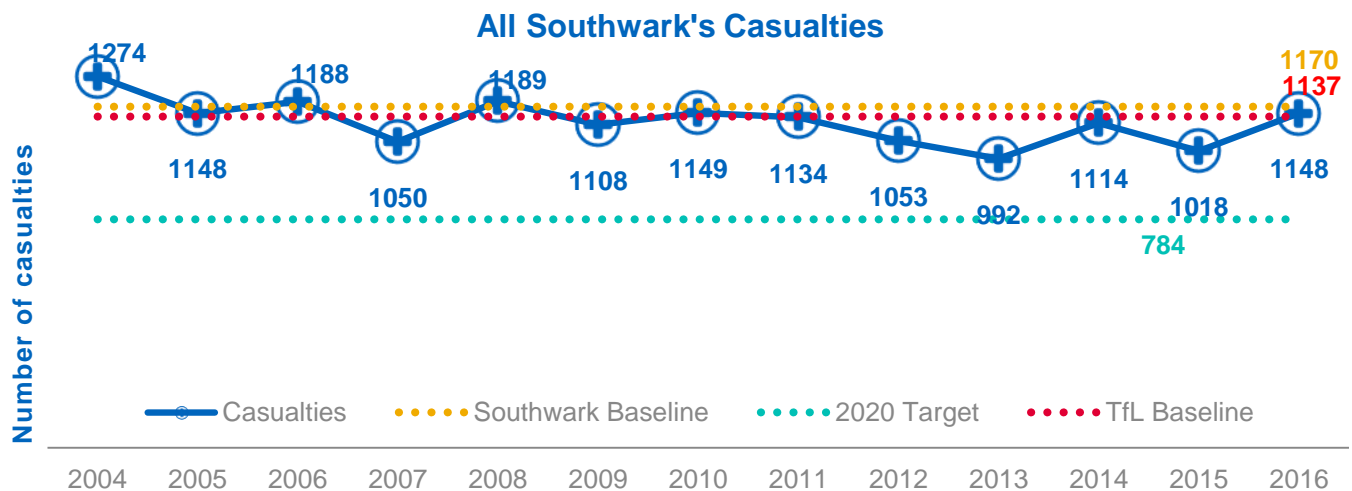


Figure 19. All casualties in Southwark trends from 2004 to 2016 (Source: TfL - Police's STATS 19 Accident Form Database)

Comparison between Southwark and TLRN KSI

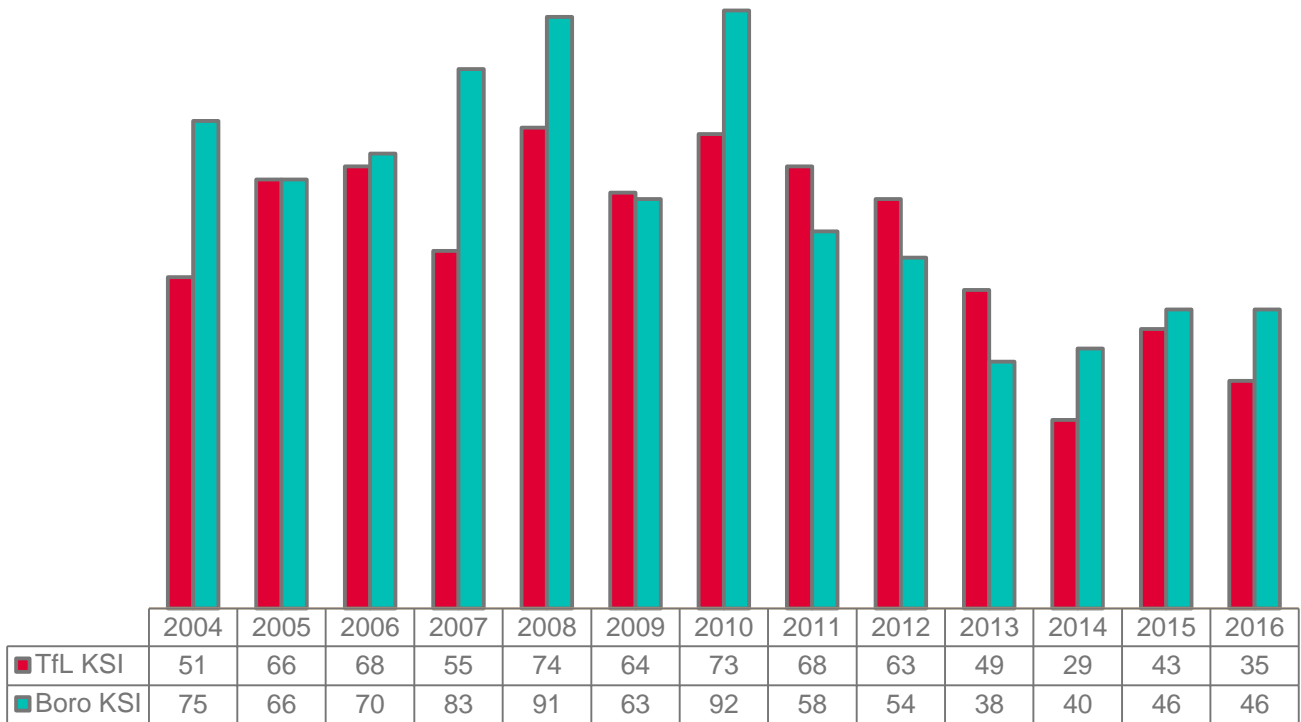


Figure 20. Comparison of KSI on Southwark Roads and Transport for London Road Network. (Source: TfL - Police's STATS 19 Accident Form Database)

Impact of 20mph borough scheme before (2014) vs after (2015)



Figure 21. Percentage of roads in which speed decreased, increased or remained the same before and after the 20mph borough scheme (Source: Southwark Council Speed Surveys)

Target 8	Reduce the number of killed and seriously injured by 33 per cent to 2020
Baseline	2004/2008 five year average
Transport Plan objectives	5
Transport Plan summary	In 2011, no new targets were set by the government or the Mayor to reduce the number of KSI. Southwark Council set this target in order to address this gap. The target was considered ambitious given that data for KSIs appeared to be levelling out.
Key risks	An important risk to this target is that increases in walking and cycling may lead to greater numbers of collisions. Pedestrian and cyclist training can help to reduce this risk. There is decreased potential for reducing casualty numbers through engineering design measures. Therefore increased emphasis will be given to influencing the behaviour of road users. When the Transport Plan was adopted in 2011 half of all casualties in the borough occurred on the TLRN. TfL has a pivotal role in reducing the number of casualties on these roads.
Data source/s	STATS19

- 2016/17 report**
- There was a significant drop in Killed or Seriously Injured (KSIs) casualties from 2010, with the 2020 target reached.
 - Despite this, we are working to ensure that everything possible is done to ensure we are working towards vision zero.

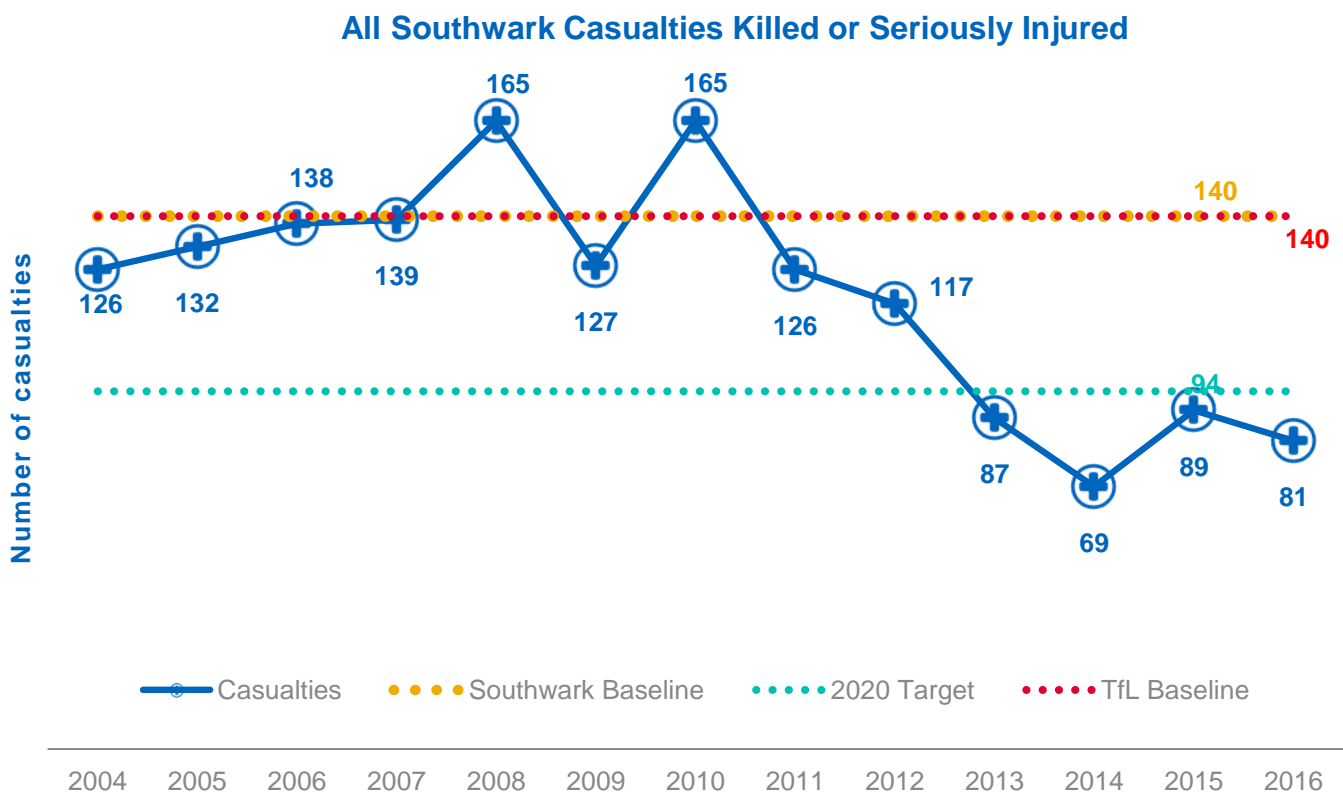


Figure 22. All Southwark casualties killed or seriously injured trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Database)

Target 9	Reduce the total number of slight casualties by 33 per cent by 2020
Baseline	2004/2008 five year average
Transport Plan objective	5
Transport Plan summary	In 2011, no new targets were set by the government or the Mayor to reduce the number of KSI or slight casualties. Southwark Council set this target in order to address this gap. The target was considered ambitious given that data for KSIs appeared to be levelling out.
Key risks	An important risk to this target is that increases in walking and cycling may lead to greater numbers of collisions. Pedestrian and cyclist training can help to reduce this risk. There is decreased potential for reducing casualty numbers through engineering design measures. Increased emphasis will be placed upon influencing the behaviour of road users. When the Transport Plan was adopted in 2011 over half of all casualties in the borough occur on the TLRN. TfL has a pivotal role in reducing the number of casualties on these roads.
Data source/s	STATS 19
2016/17 report	<ul style="list-style-type: none"> There was an increase in slight casualties from 2015, which increased the gap towards the target. From 2010 the slight casualties' number stayed quite constant between the lowest being 905 and the highest being 1067. The Council is working to ensure that casualties will start to permanently decrease in towards vision zero.

All Southwark Slight Casualties

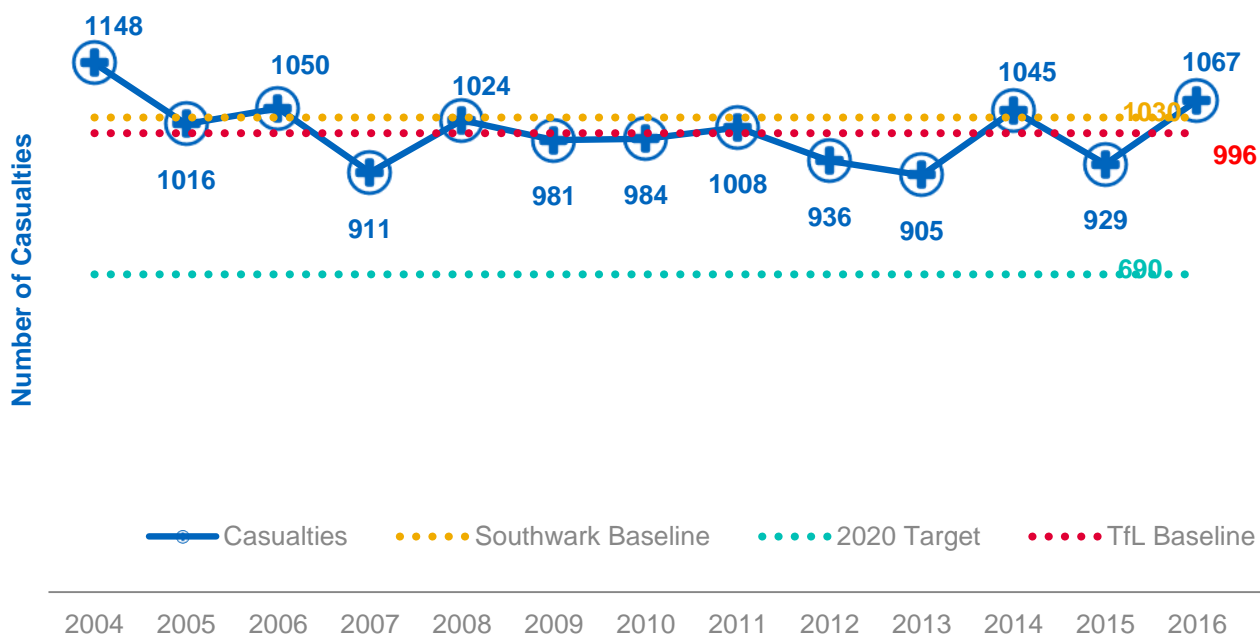


Figure 23. All Southwark slight casualties trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Database)

Target 10	Reduce all cyclist casualties by 44 per cent by 2020 based on a 2004/08 baseline
Baseline	2004/2008 five year average
Transport Plan objective	5
Transport Plan summary	Southwark's interim target was to reduce the total number of cyclist collisions in the borough from a 2004/2008 baseline by 44 per cent in 2020 given an increase in mode share. This was based on the trajectory for the final target of a 50 per cent reduction in cyclist collisions by 2026 given an increase in mode share. When developing this target we considered our ambition to increase the number of cyclists on our roads.
Key risks	Increased exposure to risk as numbers of cyclists increase, mitigated by targeted training of cyclist and awareness campaigns for targeted groups such as HGV drivers.
Data source/s	STATS19

2016/17 report

- This target has not been achieved yet with an increase in the number of cyclist casualties over the years. This increase is due in part to an increase in the number of cyclists; however, we continue to invest and work towards creating safer streets for cyclists.
- A disproportional amount of cyclist collisions continue with HGVs and the Council continues to lobby for safer HGVs and practices.

All Southwark Cyclist Casualties



Figure 24. All Southwark cyclists casualties trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Database)

Target 11	Reduce all pedestrian KSIs by 11.1 per cent by 2020 based on a 2004/08 baseline
Baseline	2004/2008 five year average
Transport Plan objective	5
Transport Plan summary	In 2011, no new targets were set by the government or the Mayor to reduce the number of KSI or slight casualties. This target was not in the original 2011 Transport Plan and was introduced to measure pedestrian safety in the borough.
Key risks	An important risk to this target is that increases in walking and cycling may lead to greater numbers of collisions. Pedestrian and cyclist training can help to reduce this risk. There is decreased potential for reducing casualty numbers through engineering design measures. Increased emphasis will be given to influencing the behaviour of road users. When the Transport Plan was adopted in 2011 over half of all casualties in the borough occur on the TLRN. TfL has a pivotal role in reducing the number of casualties on these roads.
Data source/s	There is a risk that improved traffic flow and greater reliability of motorised modes may increase this mode share and therefore reduce walking and cycling levels. This will be combated by prioritising walking and cycling above all other modes in scheme design.

2016/17 report

- The target was met since 2013. In 2015 there has been a slight increase which decreased again in 2016.
- The Transport for London Road Network (TLRN) makes up only 9 per cent of Southwark’s roads. Despite this, the amount of casualties on the TLRN is very high. Southwark Council is working with TfL to improve safety on these roads. New junction layouts and controls are some measures that have been installed to reduce casualties.

Pedestrians Killed or Seriously Injured

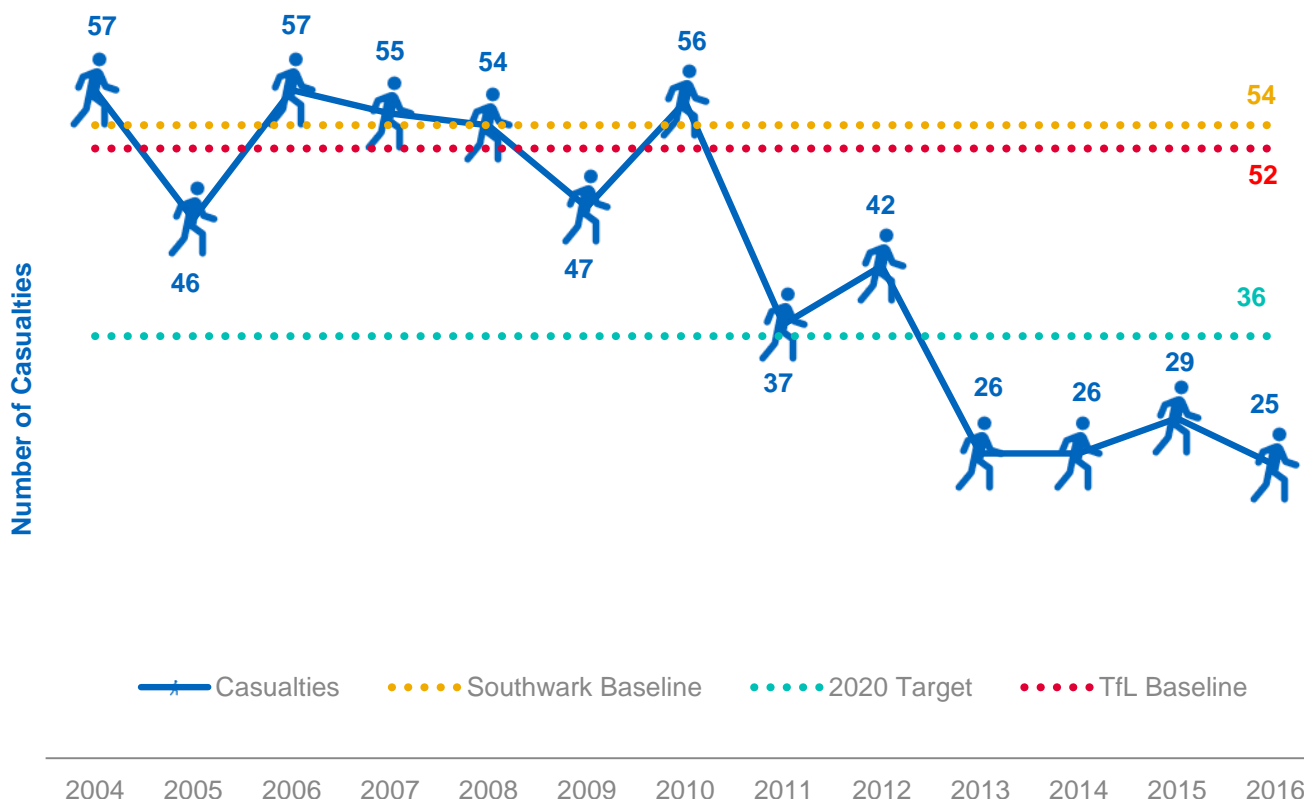


Figure 25. All Southwark pedestrians casualties trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Database)

Improve accessibility

	Improve travel opportunities and maximise independence for all
Baseline	2013/14
Transport Plan objectives	4, 6
Transport Plan summary	In 2011, one in four households in Southwark reported at least one member with a health problem that may affect their ability to travel. Coupled with this, there are low levels of satisfaction in the borough regarding ease of access to key services for those with disabilities. Improving travel opportunities and maximising independence for all is key to creating a borough in which everyone is able to get around.
Key risks	
Data source/s	London Borough of Southwark Department for Transport
2016/17 report	<ul style="list-style-type: none"> • The Mayor confirmed £200m investment for step-free access on the London Underground over the next five years which will include the Northern line at Elephant & Castle station. • The Department for Transport announced in April 2014 that its <i>Access for All</i> funding scheme has committed to making some stations fully accessible by 2019, including Peckham Rye. • Southwark Council is working with TfL to increase the number of accessible bus stops. • The independent training bus programme for young people and adults with learning difficulties was provided on demand and now most of the schools are doing their training independently. Southwark Council works in partnership with Arriva, Metropolitan Police, TfL Travel Mentoring Service, Revenue Protection and Tesco to provide this training throughout the year. • For members of our community who are unable to use mainstream public transport services there is a range of alternative options supported by the council and local transport operators. The quality of these services is currently under review by London Councils and TfL. These include: <ul style="list-style-type: none"> ○ Dial a Ride provides door to door transport in tail lift equipped vehicles for people who are unable to use public transport. The service is operated by TfL. ○ Taxicard is a scheme of subsidised taxi travel jointly funded by Southwark Council and the Mayor of London.

Table 4. Training bus sessions and attendees (Source: Southwark Council)

	2013/14	2014/15	2015/16	2016/17
N of sessions	10	11	10	11
N of attendees	273	314	535 (398 trainees, 102 helpers, 34 visitors)	570 (409 trainee, 125 helpers, 36 visitors)

Parking and car ownership

	Effective kerbside management
Baseline	2013/14
Transport Plan objectives	1,2
Transport Plan summary	Parking controls are required in order to allocate space fairly and are an important traffic demand management tool, improving safety, accessibility, servicing, and ensuring appropriate use of the highway network. Enforcement activity aims to keep traffic moving, minimise obstructions, safety hazards and encourage compliance with the regulations.
Key risks	
Data source/s	London Borough of Southwark Department for Transport

2016/17 report

- There are 22 Controlled Parking Zones in Southwark, which equates to approximately 830 streets (42 per cent of the borough covered). In 2016/17 Southwark implemented one new zone (Zone PR, in red in figure 29).
- Whilst traffic penalty has decreased, parking tickets and bus lane penalty have significant increased. This would indicate that there is an issue with parking' behaviour and that further actions are required to ensure drivers follow the highway code. The emerging Kerbside Strategy will help to inform future actions.
- When considering new applications in those areas located within a controlled parking zone (CPZ) and with a high Public Transport Accessibility Level (PTAL) rating, Southwark Council seeks to secure car free developments. In negotiations with the developer, commitments are sought to provide a guarantee to sustainable transport usage. 83 per cent (64% in 2016/17) of planning applications since 2011 were granted as car free. Despite this, the number of vehicles licenced are slightly increasing after years of decrease borough wide. Cars, buses and coaches are increasing the most.
- In 2016/17 ZipCar data registered an increase of 10% of membership. Only 17 per cent of households are currently more than five to ten minutes walk from a car club bay situated in Southwark². Southwark is also looking to move to a multi-operator car club model to increase competition and improve the service.

Growth in Zipcar memberships

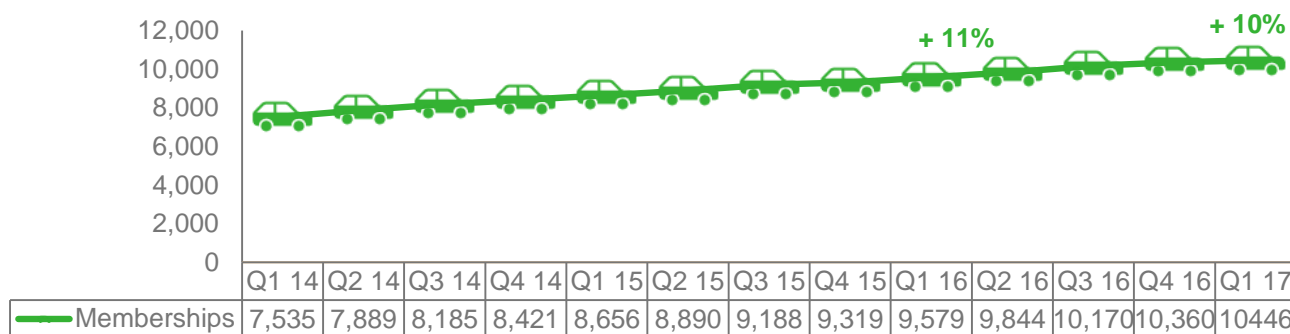


Figure 26. Annual Growth (AG) in Zipcar membership 2014 to 2017. (Source: Zipcar)

² These figures do not take into account car club bays situated in neighbouring boroughs which could serve households close to the boundary.

Vehicles registered in Southwark



Figure 27 . Percentage change of Southwark licenced vehicles yearly from 2010 to 2016. (Source: DfT)

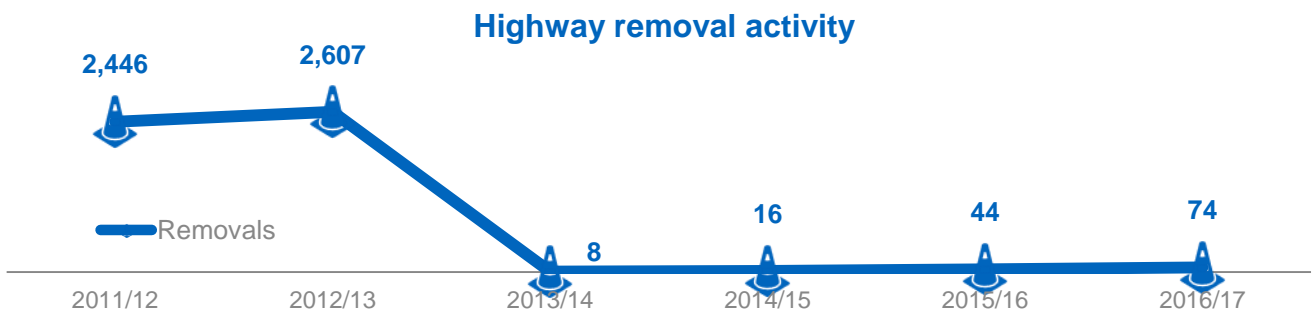
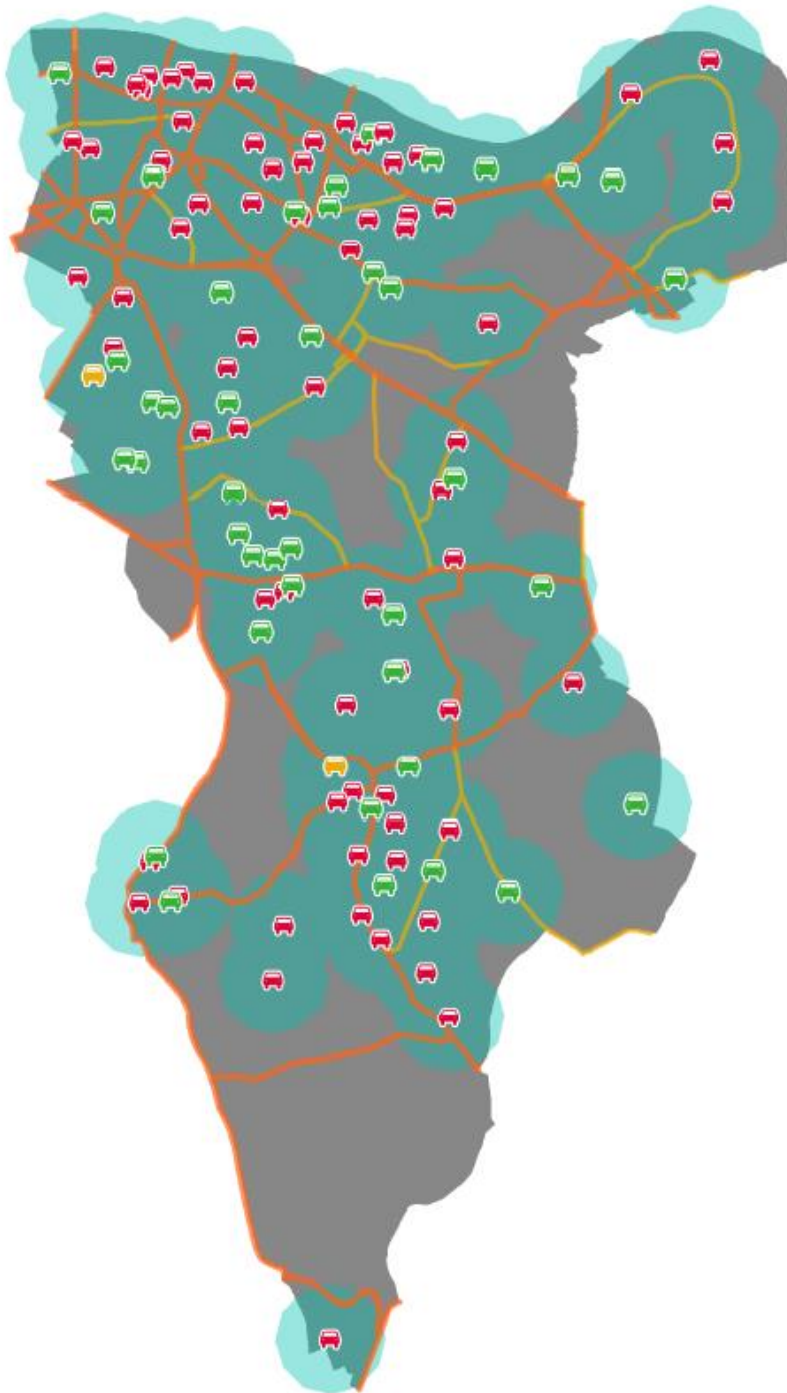


Figure 28. Removal of vehicles on Southwark Council's highway. (Source: Southwark Council)

Southwark ZipCar Bays Usage



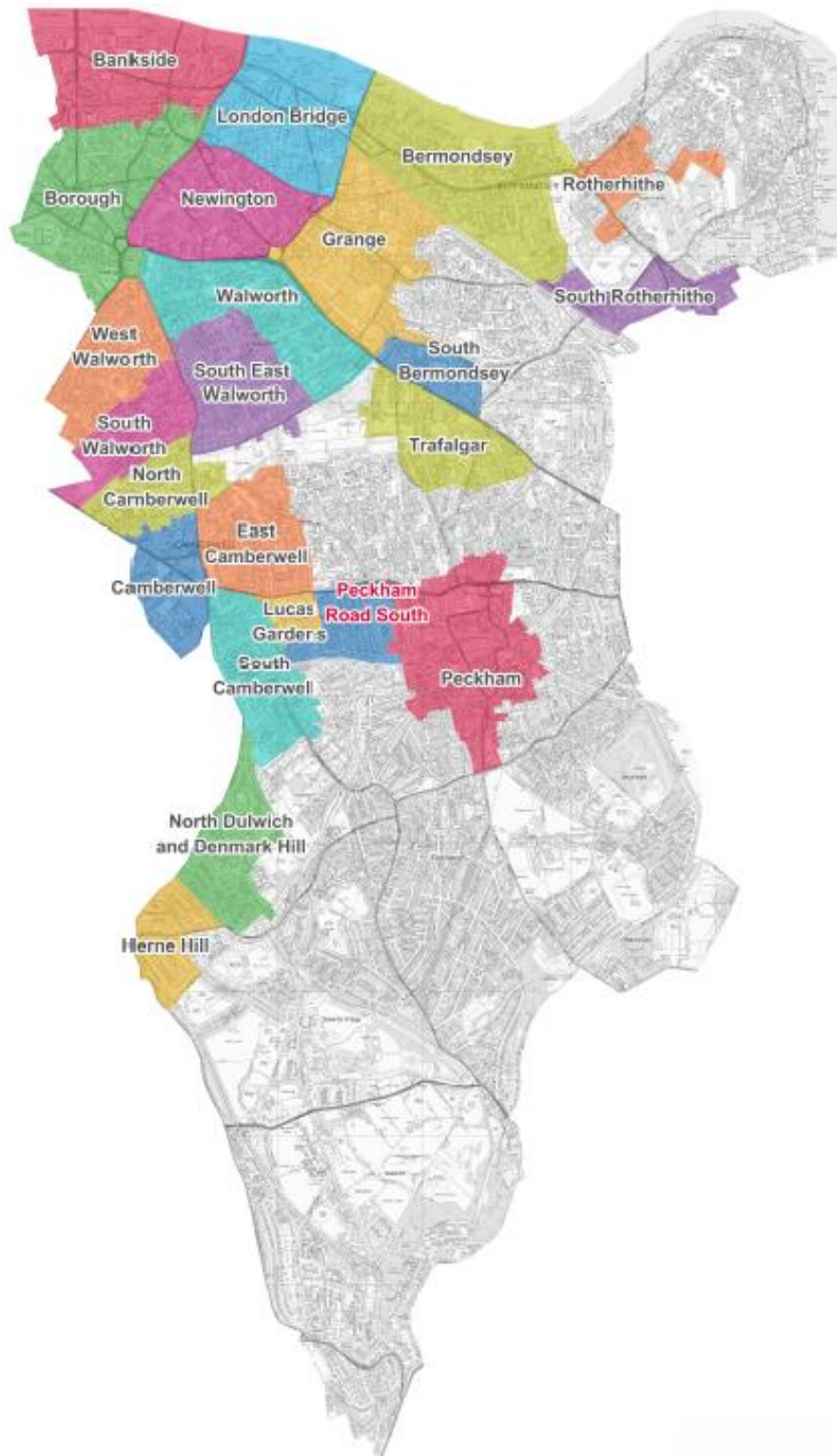
Southwark ZipCar Bays Usage (2015/16 vs 2016/17)

-  Bays with Increased Usage
 -  Bays with Decreased Usage
 -  Bays with Constant Usage
-  Area 400 meters from a ZipCar Bay (5-10 minutes Walk)



Figure 29. Zipcar Car club locations in Southwark in 2016. (Source: Zipcar and Southwark Council)

Southwark Controlled Parking Zones



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

The London Borough of Southwark cannot be held responsible for the misuse or misinterpretation of any information and offers no warranty to its accuracy or completeness. The Borough accepts no liability for any loss, damage or inconvenience caused as a result of reliance on this information.



Figure 30 Map of Southwark Controlled Parking Zones - March 2017. Peckham Road South (the blue zone highlighted with name in red in the map) is the one introduced this year. (Source: Southwark Council)

Penalty Charge Notices

Number of PCNs issued by location

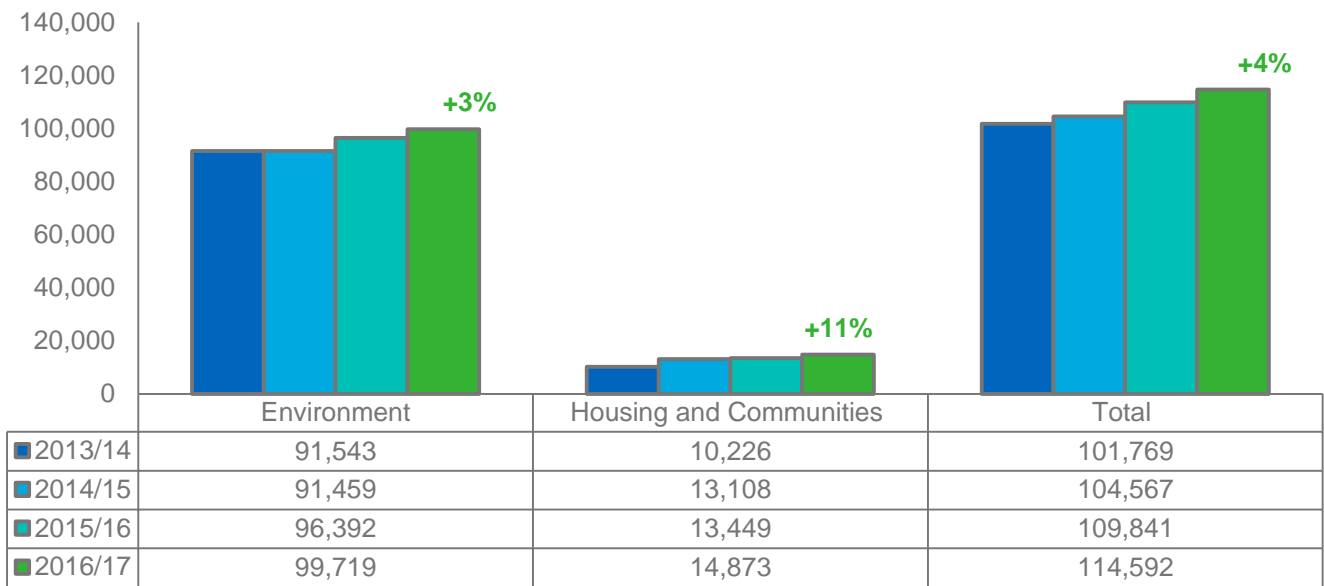


Figure 31 Number of PCNs issued by Environment Public Realm / Housing and communities and percentage change from 2015/16. (Source: Southwark Council)

Number of PCNs issued by contravention type

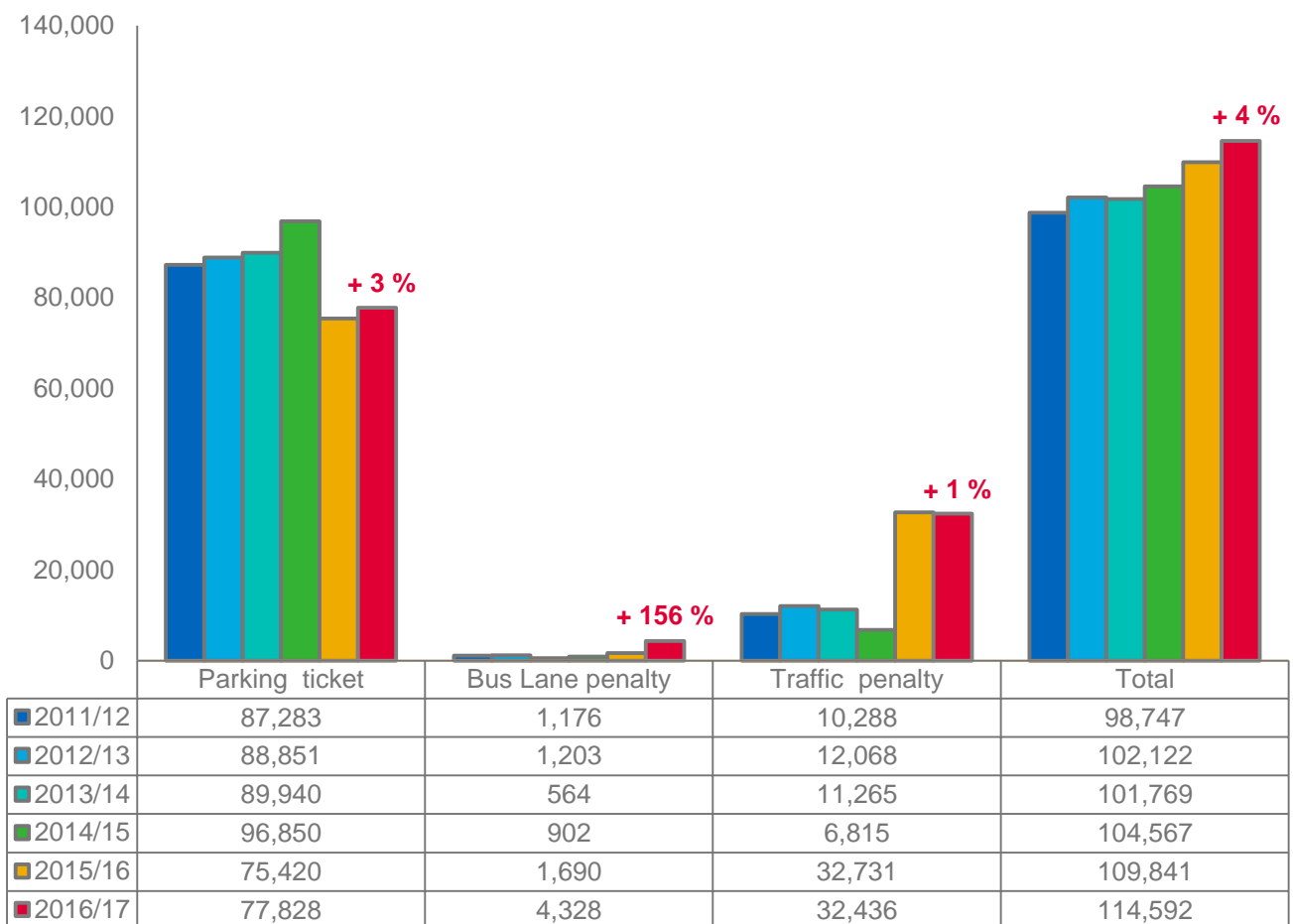


Figure 32 Number of PCNs issued by contravention type and percentage change from 2015/16. (Source: Southwark Council)

Number of PCNs issued by charge band

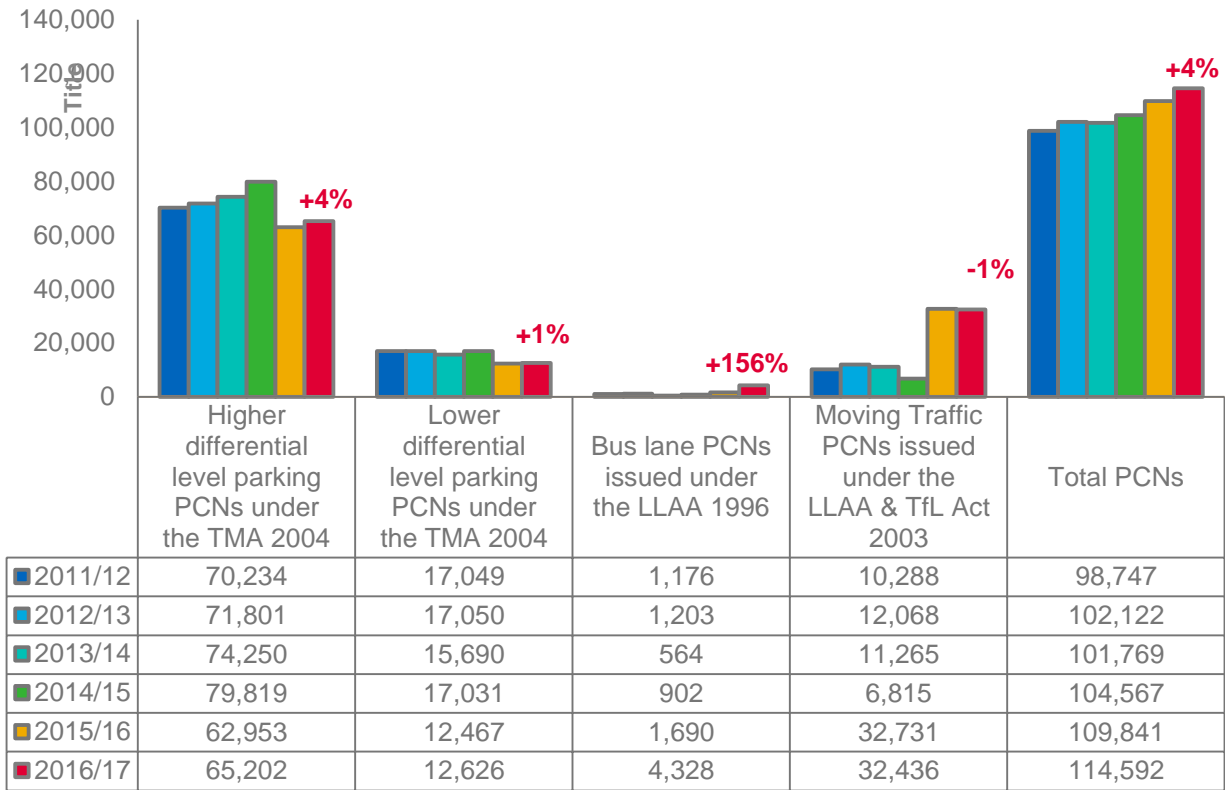


Figure 33 Number of PCNs issued by charge band. (Source: Southwark Council)

Number of PCNs issued by source

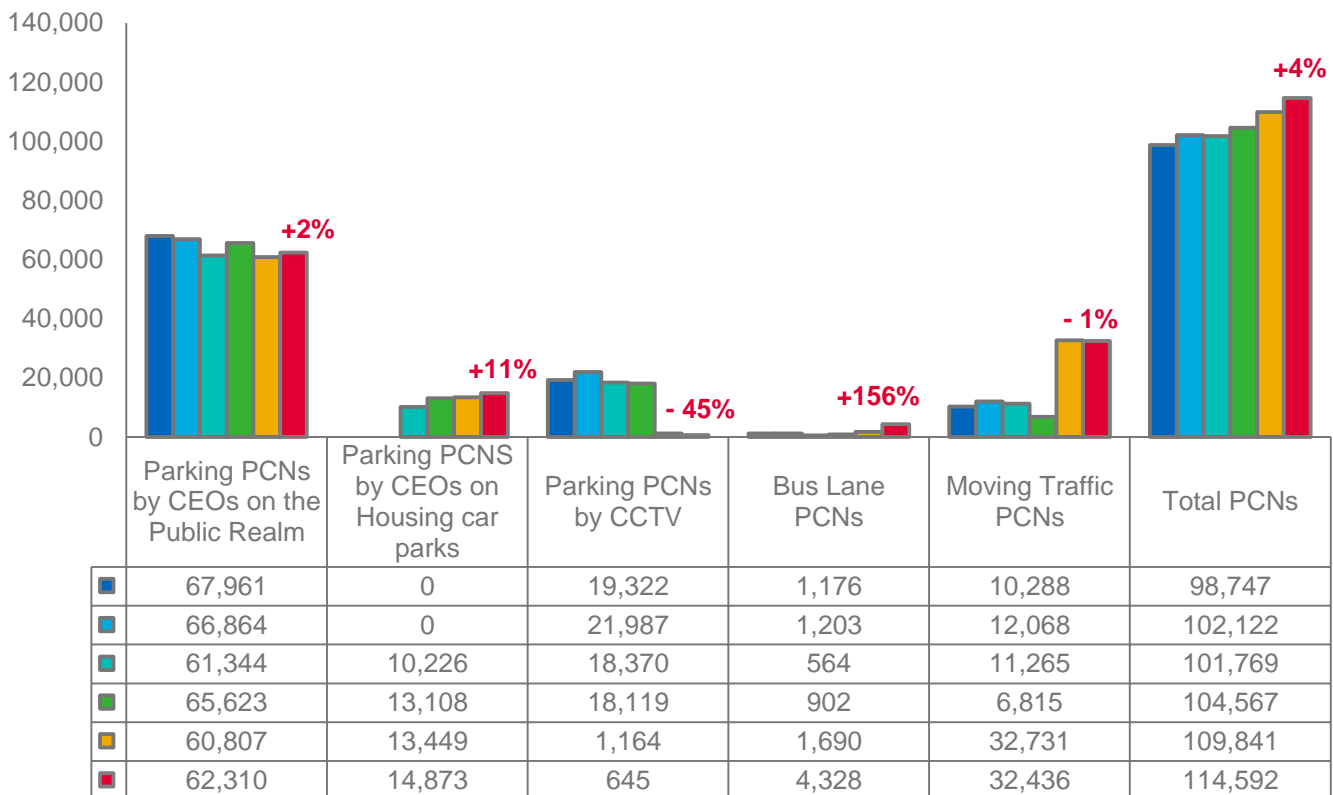


Figure 34 Number of PCNs issued by source last six years. (Source: Southwark Council)

PCNs issued by outcome

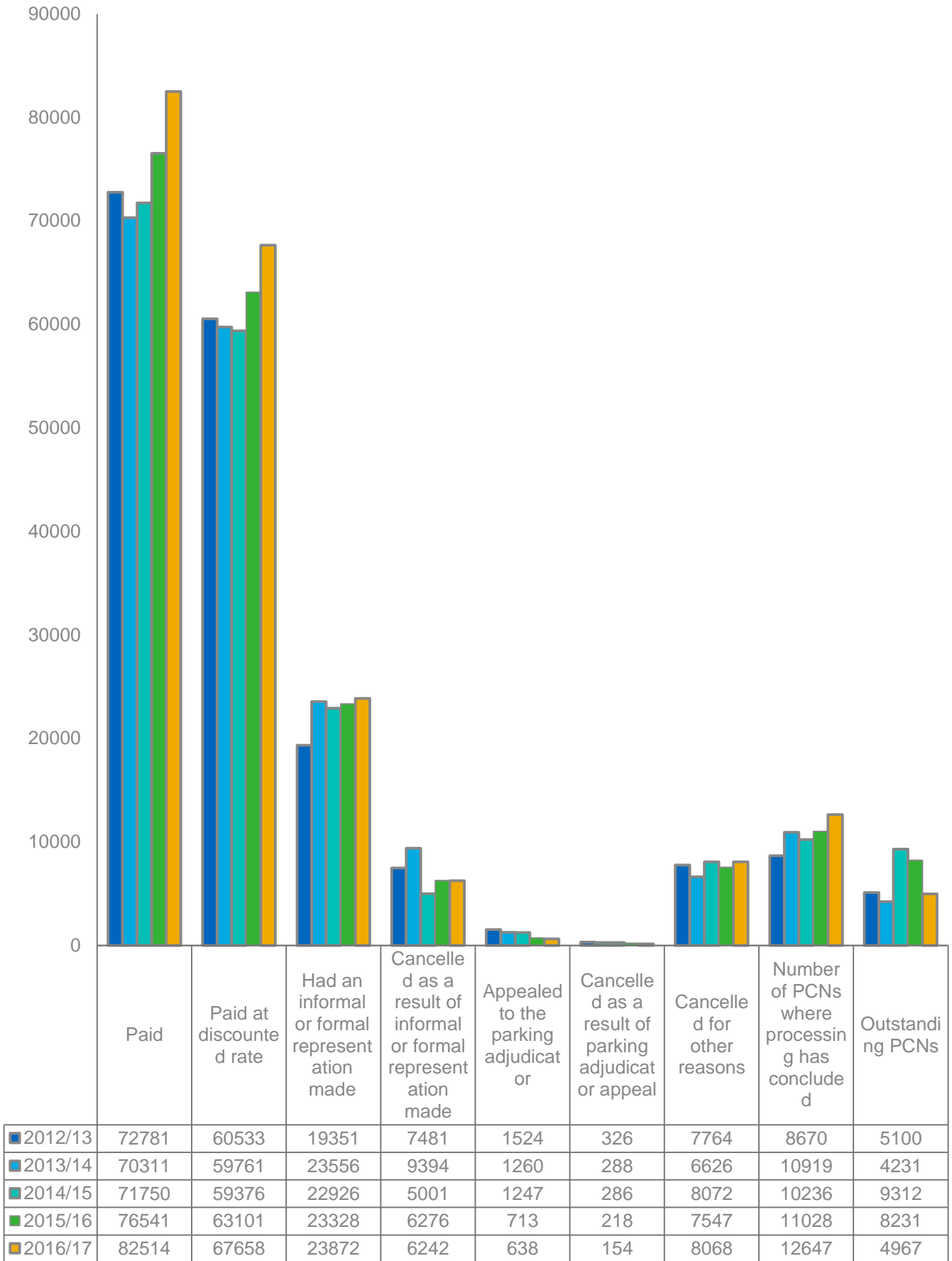


Figure 35. Number and percentage of PCNs issued by outcome. (Source: Southwark Council)

Public transport

Output	Efficient Rail and River services
Transport Plan summary	The council does not have direct responsibility for operating or maintaining rail or river services, which includes stations and piers; however, we do actively engage in seeking to improve the access routes, services, accessibility and public realm to and from public transport interchanges for all users.
Data source/s	Transport for London
2016/17 report	<ul style="list-style-type: none"> • Southwark Council continues to lobby for improvements to public transport capacity and access. The public transport network (road and rail) within Southwark has significant pressure due to the high level of demand, and the congestion this causes. • In regard to rail, the morning peak route into Blackfriars via Elephant & Castle experienced the highest number of passengers in excess of capacity (PIXC) across London. In the evening peak the route out of Blackfriars via Elephant & Castle was the 2nd highest across London. The council continues to work with TfL to develop the case for a new railway station at Camberwell and supports the Bakerloo line extension proposed for 2030. • Two of the most severely overcrowded rail services in the UK also serve Southwark: See Table 8 • The Thameslink blockade at London Bridge has had an impact on usage levels at the station and London Blackfriars. Thameslink services have been diverted away from London Bridge via Elephant & Castle (not always calling) and onto London Blackfriars. • Industrial action by both Southern Railway drivers and guards has impacted on station usage and overcrowding levels during 2016/17. • Introduction of new Class 700 rolling stock on Thameslink services primarily in 12 fixed car formation has helped to alleviate overcrowding on services.

Table 5 Southwark underground stations annual entries and exits in millions. (Source: TfL)

Station	2010	2011	2012	2013	2014	2015	2016	% Change
Bermondsey	6.60	7.38	8.00	8.64	9.38	10.16	11.07	+ 9%
Borough	5.09	4.57	4.84	4.89	5.31	5.36	5.87	+ 9.5%
Canada Water	9.01	9.91	10.72	11.56	11.81	12.78	14.44	+ 13%
Elephant & Castle	18.23	17.72	17.96	17.67	18.48	19.09	23.30	+ 22.1%
Kennington	4.32	4.52	4.59	4.68	4.96	5.53	5.59	+ 1.1%
London Bridge	60.79	65.44	67.16	69.88	74.98	71.96	70.74	- 1.7%
Southwark	10.44	11.07	11.98	13.46	14.15	17.94	17.86	- 0.4 %

Table 6. Pier usage. (Source: TfL)

Pier usage	2014-15	2015-16	2016-17	% Change
Greenland	111,682	101,154	113,960	+13%
Hilton Docklands	182,756	193,597	208,786	+8%
London Bridge City	188,208	198,752	206,010	+4%
Bankside	154,278	188,520	211,707	+12%

Table 7. Estimates of Station usage data (Source: Office of Rail and Road, 2017)

Station Name	Managed by	2013-14	2014-15	2015-16	2016-17	% Change
Canada Water	L-Underground	6.21	10.33	23.64	25.02	+ 5.8%
Denmark Hill	Thameslink	5.17	5.63	7.00	7.19	+2.7%
East Dulwich	Southern	2.12	1.99	1.71	1.33	-21.9%
Elephant & Castle	Thameslink	2.95	3.26	3.29	3	-8.8%
London Bridge	Network Rail	56.44	49.52	53.85	47.87	-11.1%
North Dulwich	Southern	0.87	0.83	0.80	0.62	-22%
Nunhead	Southeastern	1.24	1.29	1.20	1.16	-3.3%
Peckham Rye	Southern	4.67	5.07	7.52	7.46	-0.7%
Queen's Road Peckham	Southern	1.59	1.79	2.85	2.82	-0.8%
Rotherhithe	L-Overground	1.11	1.20	1.73	1.84	+6.5%
South Bermondsey	Southern	0.80	0.81	0.76	0.63	-17.2%
Surrey Quays	L-Overground	2.38	2.65	4.21	4.67	+10.8%
Sydenham Hill	Southeastern	0.64	0.70	0.72	0.75	+4.2%
West Dulwich	Southeastern	1.03	1.10	1.17	1.12	-4%

Table 8. The number of standard class passengers on a service that are in excess of the standard class capacity at the critical load point for 2016 (Source: Office of Rail and Road, 2017).

Route	Period	Service	Company	(PIXC) ³	Standard Class Road Factor
Brighton-Bedford	Autumn 2016	07:00	Thameslink	475	175%
Brighton-Bedford	Autumn 2016	06:57	Thameslink	585	193%
East Grinstead-London Bridge	Autumn 2016	07:16	Southern	607	195%
Littlehampton-London Bridge	Autumn 2016	06:29	Southern	475	171%
Uckfield-London Bridge	Autumn 2016	7:05	Southern	294	161%
Reigate-London Bridge	Autumn 2016	07:27	Southern	564	184%
Sutton-St Albans City	Autumn 2016	08:08	Thameslink	489	166%
Uckfield-London Bridge	Spring 2016	7:05	Southern	135	135%
East Grinstead-London Bridge	Spring 2016	07:16	Southern	607	195%
Brighton-Bedford	Spring 2016	07:24	Thameslink	397	185%
Brighton-Bedford	Spring 2016	07:00	Thameslink	475	175%
Littlehampton-London Bridge	Spring 2016	06:29	Southern	476	171%
East Grinstead-London Bridge	Spring 2016	06:29	Southern	397	159%

³ The number of standard class passengers on a service that are in excess of the standard class capacity at the critical load point

Working with schools

Increasing sustainable travel to and from school	
<p>Transport Plan summary</p>	<p>Each year, Southwark Council works with schools in the borough to produce accredited School Travel Plans. The School Travel Plan serves as a partnership between the council and the school community, with a major function to support more sustainable travel choices and to monitor how students travel to and from school. For a school to be awarded an accredited School Travel Plan they must achieve a baseline criteria set out by TfL. There are three levels of criteria for accreditation: <i>Bronze</i>, <i>Silver</i> and <i>Gold</i>, and to progress to a higher accreditation level a school must demonstrate that it is making greater improvements to active and safe travel in their school. Each school is required to complete an annual “<i>Hands up Survey</i>” in order to achieve accreditation.</p>
<p>Data source/s</p>	<p>Transport for London, Southwark Council</p>
<p>2016/17 report</p>	<ul style="list-style-type: none"> • Since 2013 there has been a yearly average increase of 11% in the number of schools achieving accreditation. In 2017, 63 out of 104 schools (more than 60%) were accredited, of which 16 “Gold” accreditation (Figure 36) • According to the Hands Up Survey, the amount of pupils walking to school has stayed relatively the same. However, the number of children scooting and cycling has increased. Car use has decreased by 5 per cent since 2013. • 43 schools participate in the Walking sticker challenge with children receiving stickers if they have walked to school at least once that week. These schools also participate in nationwide promotions such as Walk to School Week and Walk to School Month in May 2017. • Southwark supported schools to look at other walking activities in order to encourage walking as an active travel mode, including Walking Buses and Walking Trips. • All accredited schools within proximity of a cycle routes had the opportunity to apply for TfL’s Cycling Grants and Cycle Parking Grants. <i>The cycle grant of £6000</i> has allowed 4 of our schools to host Cycling Clubs, and also attend workshops at the BMX Track and Herne Hill Velodrome. The Grant has also allowed the council to invest in pool bikes, pool bikes storage, Bike week, bike market, cycle enrichment trips, scooter workshops and cycle events for pupil and staff use and the provision of secure cycle and scooter parking. <i>The cycle parking grant (TfL) allowed 9 schools to receive 124 cycle parking space and 180 scooter parking space.</i> • In 2016/17 the council delivered Build-a-Bike, a project which gives children the opportunity to build, maintain and keep a bike using recycled parts. This course provides access to bikes for children who would not necessarily have the opportunity to encompass bike maintenance skills. Since the project started in 2014, it has been delivered in 34 schools with 272 children participating. • Other activities, such as the Junior Travel Ambassadors (former Junior Road Safety Officer) scheme, the Junior Citizen scheme, the Children’s Traffic Club, Scooter Training and Theatre in education, Bikeability continue to be sponsored by Southwark Council in order to increase awareness of transport and traffic issues in children and parents (Table 9). • Pedestrian training (Figure 38) is targeted at year 3 (aged 8). Practical training is undertaken on the streets outside the school which encourages the children to look and listen for traffic, to talk about the dangers and practice crossing • EPT contracted two contractors to deliver Clean Air 4 Schools program in 5 primary school and 5 secondary schools!

School travel plans

🥉 Bronze School 🥈 Silver School 🥇 Gold School

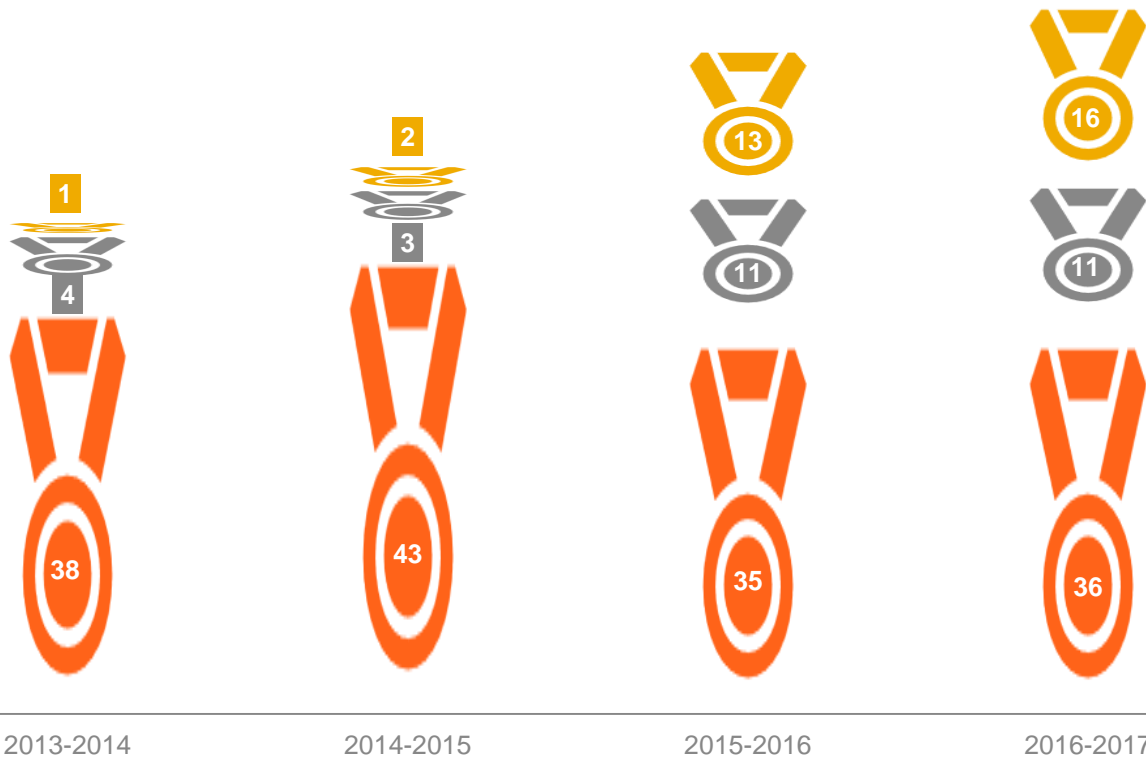


Figure 36 Number of schools with School Travel Plans and their accreditations. (Source: Southwark Council)

Hands up Survey 2016-2017

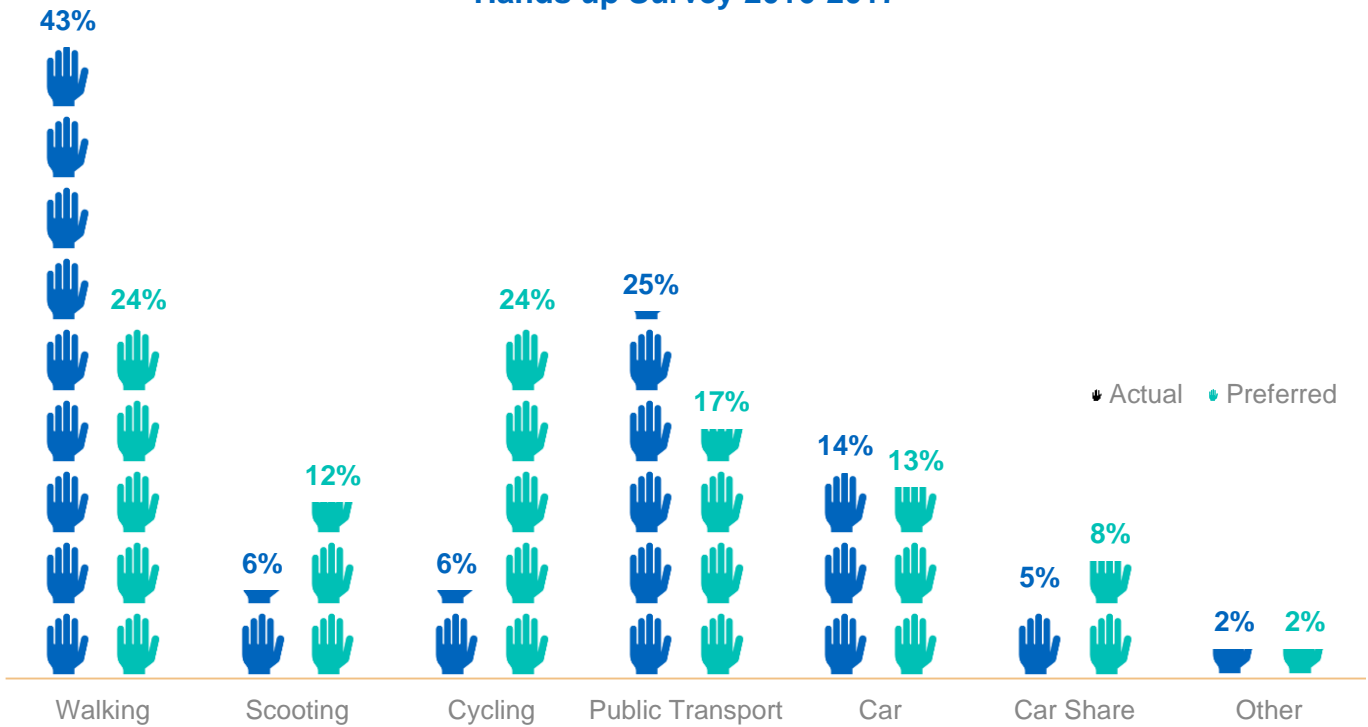


Figure 37. Hands up Survey travel data. (Source: Southwark Council)

Number of people receiving pedestrian training

**** No. of participants No. of schools participating

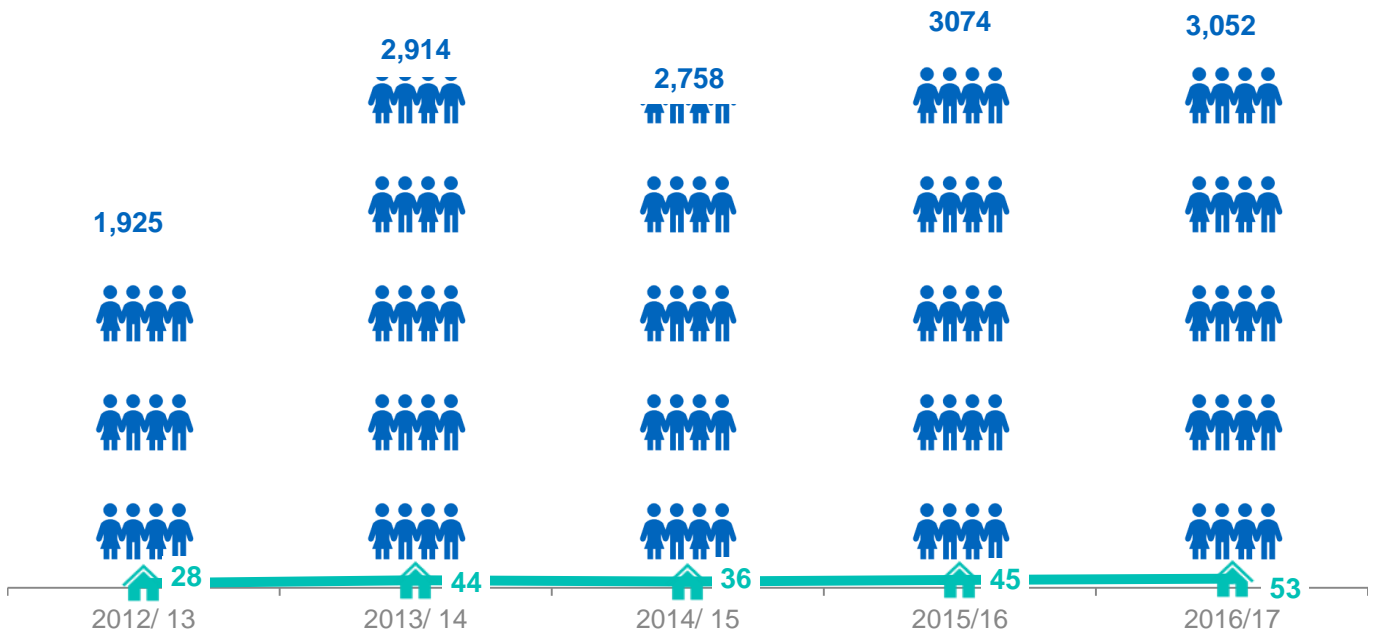


Figure 38 Number of people receiving pedestrian training (Source: Southwark Council)

Table 9 Education interventions. (Source: Southwark Council)

Type of education intervention	Data recorded	2013/ 14	2014/ 15	2015/16	2016/17
Theatre in education	No. plays to children	120	100	112	110
Junior Travel Ambassadors (Junior Road Safety Officers)	No. of schools	14	N/A	21	20
Junior citizen	No. of schools	88	27	29	52
	No. of pupils	3,585	1,111	1212	2419
Exchanging places	No. of events	N/A	N/A	4	6

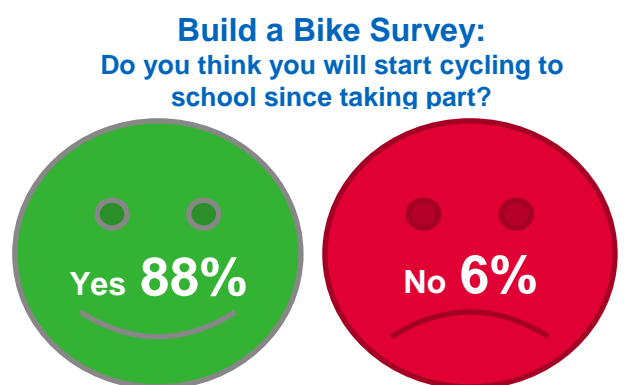
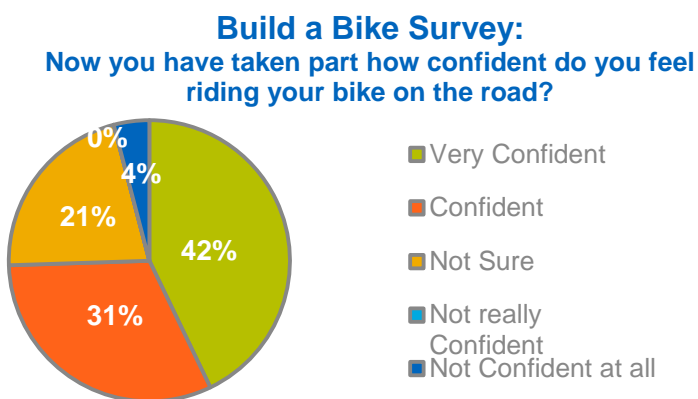


Figure 39. Children's responses to the survey done after the Build a Bike project. (Source: Southwark Council)

Health and physical activity

	Improve the health and wellbeing of all by making the borough a better place
Baseline	2008/09
Transport Plan objectives	How we choose to travel is a personal decision. The council seeks to equip people with the necessary information and tools to consider travelling sustainably for part of or their entire journey. This may be cycling to the station to go to work, catching the bus to the shops or walking to school. There are many benefits to travelling sustainably, from improved health through increased physical activity, to the wider community benefits associated with reduced car dependency, traffic congestion and related pollution levels.
Transport Plan summary	Obesity has profound and life-long health implications and is estimated to be the fourth largest risk factor contributing to deaths in England (after hypertension, smoking, and high cholesterol). These undesirable health risks can be greatly reduced by adopting more positive life styles based on a healthier diet and more physical activity, leading to improved levels of fitness. Exercise is one of the ways in which we can reduce obesity and improve people's health, along with diet and cutting drinking/smoking.
Key risks	There is a risk that improved traffic flow and greater reliability of motorised modes may increase this mode share and therefore reduce walking and cycling levels. This will be combated by prioritising walking and cycling above all other modes in scheme design.
Data source/s	Public Health England
2016/17 report	<ul style="list-style-type: none"> • In 2015/16 32.9 per cent of adults were inactive (Public Health England changed the methodology this year, therefore we can't compare trends with previous years data). • Southwark also has some of the highest rates of overweight and obesity in the country. Data from the 2016-17 National Child Measurement Programme (NCMP) show that 26.3% of Reception-aged (4-5 years old) children and 43.0% of Year 6 children (10-11 years old) in Southwark have excess weight (overweight or obesity). Also, 47.1 per cent of adults were considered as being in excess weight (Public Health England changed the methodology this year, therefore we can't compare trends with previous years data). • Type 2 Diabetes is one of many health problems and diseases linked to inactivity and excess weight. • To encourage more incidental exercise Southwark Council is working to create streets that support more walking and cycling and promotes active travel.

Child excess weight 4-5 years old

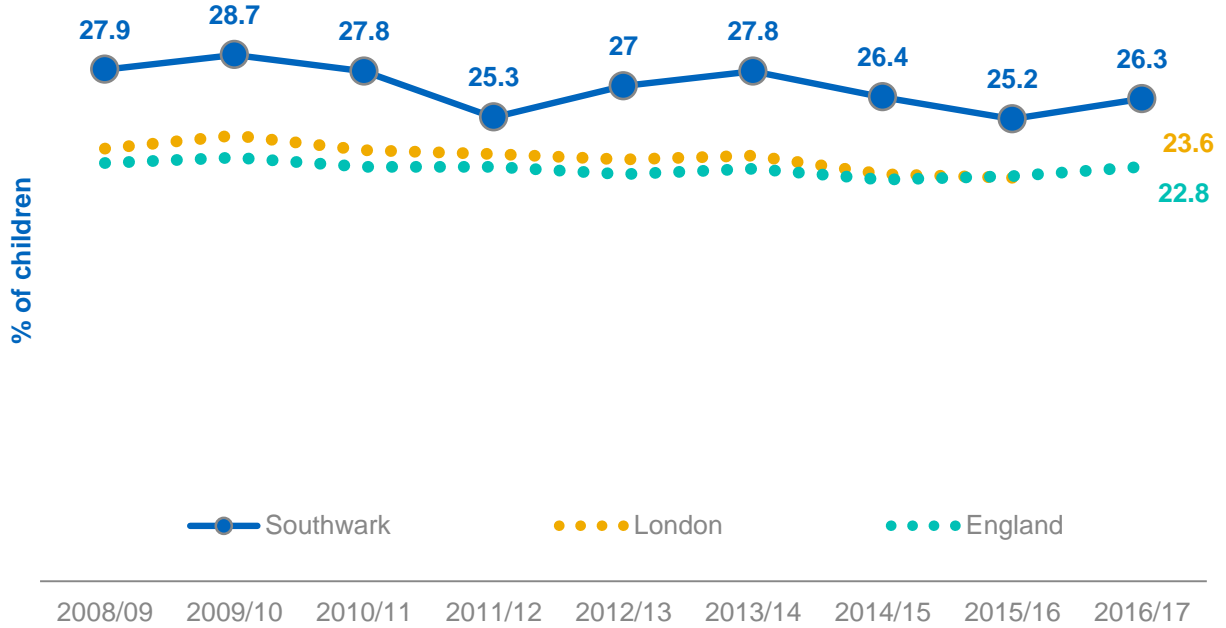


Figure 40 Percentage of children 4-5 years old in excess weight trends 2006/7 to 2016/17. (Source: Public Health England, Public health Outcomes Framework)

Child excess weight 10-11 years old

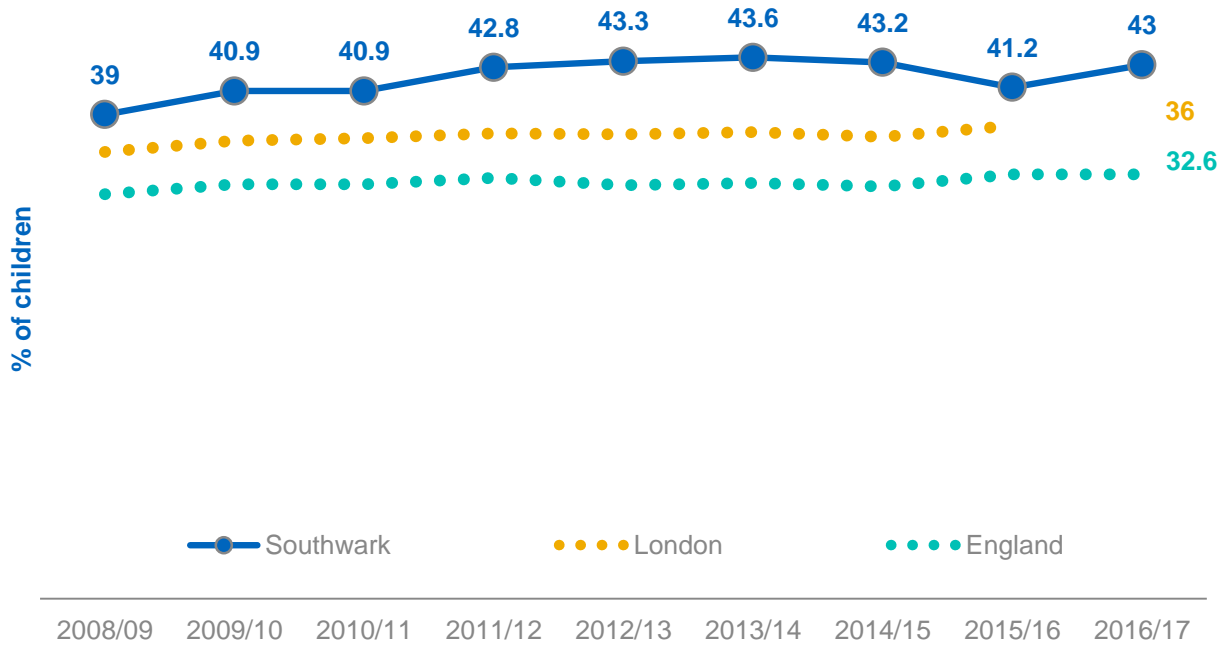


Figure 41 Percentage of children of 10-11 years old in excess weight trends 2006/7 to 2014/15. (Source: Public Health England, Public health Outcomes Framework)

Greener streets

Install street trees by the 'right tree, right place' method	
Baseline	2013/14
Transport Plan objective	4
Transport Plan summary	Street trees and landscaping provide an important function in our streetscape, improving the way streets look and making the environment more pleasant. Trees (particularly mature trees) and vegetation provide shading and cooling, help to mitigate climate change, improve local amenity and can mask traffic noise. By intercepting rain and reducing heavy run off, they can also reduce flood risk. Well chosen trees can contribute to biodiversity in terms of habitat and food. Evidence also suggests that strategic planting can act as a form of traffic calming. Southwark Council is responsible for the direct management, maintenance and care of over half of the borough's tree stock. The remaining trees within Southwark include those managed by TfL, trees located within residential gardens and those on other private land.
Key risks	Potential negative impacts on biodiversity where construction works and buildings of infrastructure are undertaken.
Data source/s	London Borough of Southwark
2016/17 report	<ul style="list-style-type: none"> Southwark Council is responsible for the direct management, maintenance and care of over half of the borough's tree stock. The remaining trees within Southwark include those managed by TfL, trees located within residential gardens and those on other private land. In 2016/17 286 trees were replaced compared to 46 in 2015/16. Despite no new trees were planted, the number of trees replaced is much higher than previous years. We were also able to maintain to zero the number of trees felled for natural or safety reasons.

Replacement of Trees on the Highway

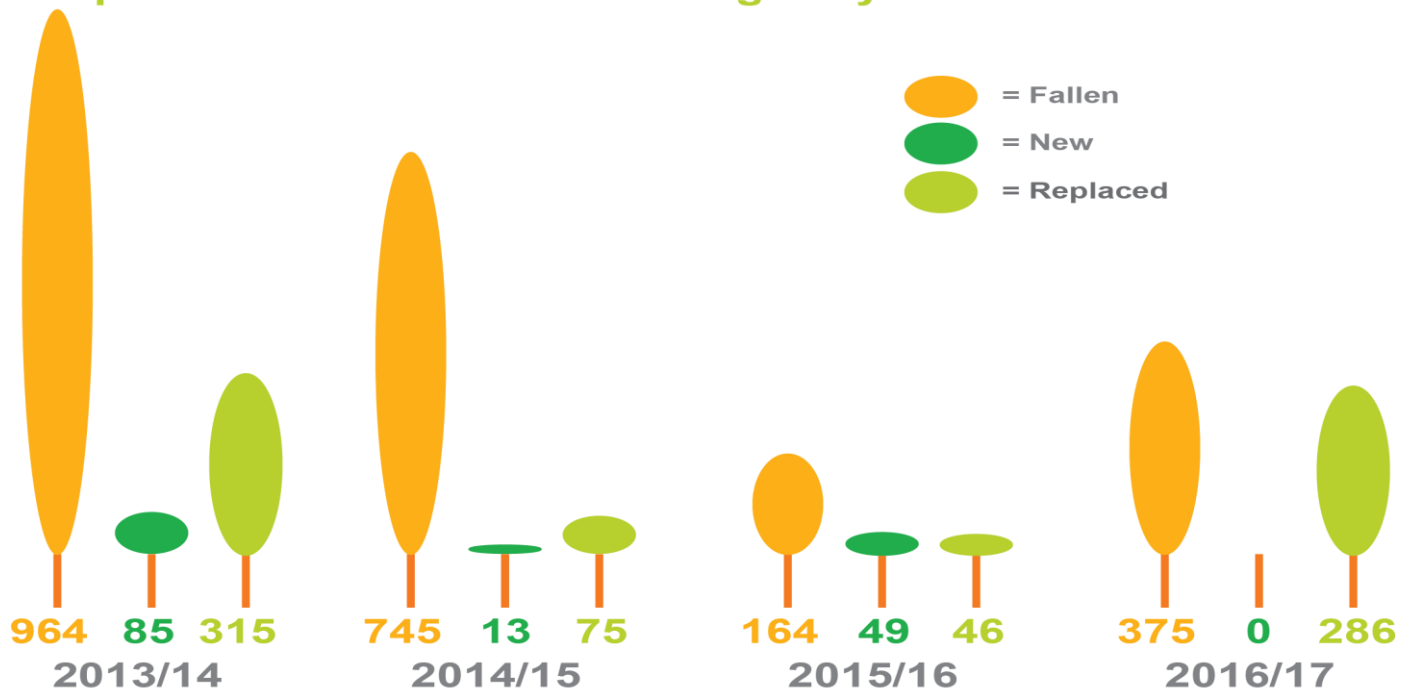


Figure 42 Replacement and new street trees on the highway in Southwark (Source: Southwark Council)

Funding

Like many other organisations, the council has been operating on reduced funding and increased costs. While we work hard to find smarter ways of working, less resources has an impact on what can be achieved. Nevertheless, we are pleased to report the progress on most objectives and targets has been achieved.

Southwark Council's key sources of funding for the Transport Plan include TfL, planning obligations (section 106) and the council's own budget. This work includes

the borough's improvement programme, major schemes, parking, maintenance and highway asset programs.

The level of charges associated with PCNs and clamp/removal fees are set by London Councils with the approval of the Mayor of London. These are reviewed every four years. The tables below set out the income generated through parking services and the cost to run the service. The surplus is reinvested in the highway network with 75 per cent of this spent on highway maintenance, with the balance spent on supporting borough wide measures including road safety

Table 10. Income from parking for the last five financial years. (Source: Southwark Council)

Income	Financial year, in £000s					
	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/17
Parking Meters/Pay and Display	2,481	2,784	2,739	3,257	3,392	3,762
Parking Permits	2,003	2,497	2,761	3,005	3,159	3,991
Off-Street Car Parks	238	181	148	86	90	70
Clamping and removal	447	485	0	0	0	0
Penalty Charge Notices	4,583	5,200	5,233	5,350	5,907	6,177
Bailiffs (PCN recovery)	505	591	513	408	643	766
Other income	369	398	195	203	171	134
Total income	10,626	12,136	11,589	12,308	13,363	14,900
Total expenditure	-8,565	-7,953	-6,919	-7,156	-7,348	-8,104
Surplus	2,061	4,183	4,670	5,152	6,015	6,796

Table 11. How the surplus from parking income has been spent? (Source: Southwark Council)

Expenditure	Financial Year, in £,000					
	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Surplus	2,061	4,183	4,670	5,152	6,015	6,796
Road Safety including School Crossing Patrols	-265	-263	-242	-252	-268	-278
Road Maintenance	-1,769	-3,020	-3,628	-3,886	-5,484	-6,287
Environment Reserve	0	-900	-800	-946	0	0
Housing and Community reserve	0	0	0	-148	-363	-231
Contribution by council - estate set up costs	0	0	74	-66	0	0
Net	0	0	0	-146	0	0

Table 12. Application of reserve (Environment). (Source: Southwark Council)

Application of reserves (Environment)	2013/14	2014/15	2015/16	2016/17
Total	-900	-875	-1,821	-1,821
Bridge works	100	0	0	0
Road Repairs	250	0	0	0
Drainage/Gully works	245	0	0	0
Parks Maintenance	230	0	0	0
Net	-75	--875	-1,821	0

Table 13. Application of reserve (Housing and Communities). (Source: Southwark Council)

Application of reserves (Housing and Communities)	2013/ 14	2014/ 15	2015/ 16	2016/17
Total	0	-148	-363	-231
Outgoing	0	0	0	0
Net	0	-148	-363	-742

Table 14. Transport for London Local implementation Plan (LIP) final figure for financial year (Source: Southwark Council)

LIP Funding	2013/14	2014/15	2015/16	2016/17
Principal Road Maintenance	546,000	931,000	718,000	659,000
Bridge Assessment & Strengthening	836,000	86,000	193,000	0
Corridors and Neighbourhoods - Capital	2,579,346	1,790,000	2,281,000	1,950,000
Corridors and Neighbourhoods - Revenue	453,328	974,070	714,000	562,000
Major Schemes	90,756	100,000	890,000	0
Bus Programme Total	300,000	301,000	565,000	251,000
Discretionary Funding Total	100,000	100,000	100,000	100,000
Cycle Programme Total	457,156	667,000	4,889,000	1,767,775
Air Quality Funding	107,500	147,000	47,000	0
Total	5,470,086	5,096,070	10,397,000.00	5,289,775

Conclusions and Next Steps

During 2016/17, the Council continued to deliver its commitments under the Transport Plan and Mayor's Transport Strategy. Against a backdrop of continuing challenging conditions, a sustained demand for travel across the borough, reduced funding for transport (which was halved from previous year), it met a number of its targets. During 2016/17 external factors have influenced travel behaviour both in the short and longer term. These include industrial action by Southern conductors and drivers which saw frequent strikes and implementation of semi-permanent emergency timetables. In addition, continued Thameslink blockade at London Bridge, with Thameslink and Southeastern services not calling at the station might have changed people's travel behaviour.

Many projects and development were going forward this year but many have not yet been completed. Results of schemes implementation are often seen on the long term as it takes time for people to change their habits.

The monitoring of the transport plan since 2011 will be used as a baseline to understand the challenges the Council is facing towards reaching some of the targets. What we have learnt in the last years' experience will inform new strategies.

The Council will be working to write a new Transport Plan which will set out new priorities in line with the new emerging national, regional and local policies and the Healthy Street approach. Southwark is working to adopt the New Southwark Plan and the Kerbside Strategy which sets out the priorities on allocating the kerbside space between road users using a "Street Wise approach". The Mayor is finalising his Transport Strategy and Environmental Strategy.

According to the data we collected there is a lot of work to do to transform our streets into "Healthy Streets".

Traffic flows are still too high and the increasing travel and delivery demands in Southwark. The situation will get worse if we don't encourage behaviour change and modal shift. Walking and cycling are increasing but slowly because of perception on safety and convenience..

Southwark will create streets and public spaces which are safe, healthy and pleasant to encourage active travel to improve everyone's health and wellbeing.

Southwark is working with the Mayor towards Vision Zero in road casualties, which means nobody should be killed or seriously injured in our streets. This is proved to be challenging considering the current number of casualties and will need a mixture of physical and behavioural changes to reach this target. Safety will be our priority in every strategy and application of them.

Regarding air quality, the council adopted an Air Quality Action Plan in 2017 which sets out interventions and targets to reduce air pollution and the health risks connected with that. The Mayor has introduced an additional charge (T-Charge) in the congestion charge zone for more pollutant vehicles and will be implementing a Central London Ultra Low Emission Zone (ULEZ) in 2019. He is currently consulting on the expansion of the London wide Low Emission Zone (LEZ) for commercial vehicles with standards lower than Euro VI and to expand the ULEZ to the North-South Circular. Southwark will monitor the effects that these implementations have on the borough in terms of air quality, health and community impacts.

Collaboration between different authorities and Council Departments will be essential to reach positive outcomes for all.

List of Tables and Figures

List of tables

Table 1. Keeping the highway assets in good repair (Source: SOUTHWARK COUNCIL)	7
Table 2. Percentage change in traffic between 2016 and 2017 in all the annual monitoring ATC locations showed in Figure 12 above. (Source: Southwark Council)	17
Table 3. Active travel promotions and participation in walk to work week by Southwark residents and work places. (Source: Southwark Council)	23
Table 4. Training bus sessions and attendees (Source: Southwark Council)	30
Table 5 Southwark underground stations annual entries and exits in millions. (Source: TfL).....	38
Table 6. Pier usage. (Source: TfL).....	38
Table 7. Estimates of Station usage data (Source: Office of Rail and Road, 2017)	39
Table 8. The number of standard class passengers on a service that are in excess of the standard class capacity at the critical load point for 2016 (Source: Office of Rail and Road, 2017).	39
Table 9 Education interventions. (Source: Southwark Council)	42
Table 11. Income from parking for the last five financial years. (Source: Southwark Council)	46
Table 12. How the surplus from parking income has been spent? (Source: Southwark Council)	46
Table 13. Application of reserve (Environment). (Source: Southwark Council)	47
Table 14. Application of reserve (Housing and Communities). (Source: Southwark Council)	47
Table 15. Transport for London Local implementation Plan (LIP) final figure for financial year (Source: Southwark Council).....	47

List of figures

Figure 1. Excess wait time (EWT) for high frequency services in Southwark from 2012/13 to 2015/16. (Source: TfL).....	5
Figure 2. Percentage of the principal road length in poor condition. (Source: Southwark Council)	6
Figure 3. Permits issued for temporary road works. (Source: Southwark Council)	7
Figure 4. CO ₂ baseline data with target trajectory (2014 is the latest data available). (Source: LEGGI)	8
Figure 5. Trends in emissions of NO ₂ , PM ₁₀ , PM _{2.5} (Source: Southwark Air Quality Joint Strategic Needs Assessment JSNA).....	9
Figure 6. Maps of NO ₂ and NO _x annual mean concentration 2013. (Source: London Air Emission Inventory LAEI)	10
Figure 7. Maps of NO ₂ and NO _x annual mean concentration 2013. (Source: London Air Emission Inventory LAEI)	11
Figure 8. Share of transport emissions by type of vehicles. (Source: Southwark Air Quality JSNA)	12
Figure 9. Bus vehicle engine type in routes serving Southwark. (Source: TfL Dec 2017).	12
Figure 10. Southwark Automated Traffic Counts Screenlines (Source: Southwark Council)	14
Figure 11. Screenline traffic trends between 2010 to 2017 (Source: Southwark Council)	15
Figure 12. Percentage change in traffic between 2016 and 2017 in all the annual monitoring Automated Traffic Counts locations. (Source: Southwark Council) See Table 2 in following page for details on traffic counts at these locations. To view a detailed map and download traffic data please visit Southwark Maps2 or http://vis.oobrien.com/southwark/	16
Figure 13. Southwark Walking Mode Share (Source: TfL - London Travel Demand Survey - LTDS)	18
Figure 14. Southwark Cycle Mode Share (Source: TfL - London Travel Demand Survey - LTDS)	20
Figure 15. Average Daily Cycle Counts trends and percentage change from Video Junction Surveys (Source: Southwark Council)	20
Figure 16. TfL Santander Cycle Hire docking stations and their usage (total number of hires and docks) from 2011/12 to 2016/17 (Source:TfL).....	21
Figure 17. Existing and planned cycle routes in Southwark (Source: Southwark Council and TfL. Last updated November 2017)	22
Figure 18. Children and adult cycle confidence (Bikeability) training (Source: Southwark Council)	23
Figure 19. All casualties in Southwark trends from 2004 to 2016 (Source: TfL - Police's STATS 19 Accident Form Database)	24
Figure 20. Comparison of KSI on Southwark Roads and Transport for London Road Network. (Source: TfL - Police's STATS 19 Accident Form Database)	25
Figure 21. Percentage of roads in which speed decreased, increased or remained the same before and after the 20mph borough scheme (Source: Southwark Council Speed Surveys)	25

Figure 22. All Southwark casualties killed or seriously injured trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Datatabase)	26
Figure 23. All Southwark slight casualties trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Datatabase)	27
Figure 24. All Southwark cyclists casualties trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Datatabase)	28
Figure 25. All Southwark pedestrians casualties trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Datatabase)	29
Figure 26. Annual Growth (AG) in Zipcar membership 2014 to 2017. (Source: Zipcar)	31
Figure 27 . Percentage change of Southwark licenced vehicles yearly from 2010 to 2016. (Source: DfT)	32
Figure 28. Removal of vehicles on Southwark Council's highway. (Source: Southwark Council)	32
Figure 29. Zipcar Car club locations in Southwark in 2016. (Source: Zipcar and Southwark Council)	33
Figure 30 Map of Southwark Controlled Parking Zones - March 2017. Peckham Road South (the blue zone highlighted with name in red in the map) is the one introduced this year. (Source: Southwark Council)	34
Figure 31 Number of PCNs issued by Environment Public Realm / Housing and communities and percentage change from 2015/16. (Source: Southwark Council)	35
Figure 32 Number of PCNs issued by contravention type and percentage change from 2015/16. (Source: Southwark Council)	35
Figure 33 Number of PCNs issued by charge band. (Source: Southwark Council)	36
Figure 34 Number of PCNs issued by source last six years. (Source: Southwark Council)	36
Figure 35. Number and percentage of PCNs issued by outcome. (Source: Southwark Council)	37
Figure 36 Number of schools with School Travel Plans and their accreditations. (Source: Southwark Council)	41
Figure 37. Hands up Survey travel data. (Source: Southwark Council)	41
Figure 38 Number of people receiving pedestrian training (Source: Southwark Council)	42
Figure 39. Children's responses to the survey done after the Build a Bike project. (Source: Southwark Council)	42
Figure 40 Percentage of children 4-5 years old in excess weight trends 2006/7 to 2016/17. (Source: Public Health England, Public health Outcomes Framework)	44
Figure 41 Percentage of children of 10-11 years old in excess weight trends 2006/7 to 2014/15. (Source: Public Health England, Public health Outcomes Framework)	44
Figure 42 Replacement and new street trees on the highway in Southwark (Source: Southwark Council)	45

