2014/15 Annual report

Delivery of the transport plan

Main copy

Section one: Our transport plan

Approved in July 2011, the transport plan outlines how we will improve travel to, within and from the borough and contribute to the wider economic, social and environmental objectives of the council. The plan identifies how we will work towards achieving the following transport objectives:

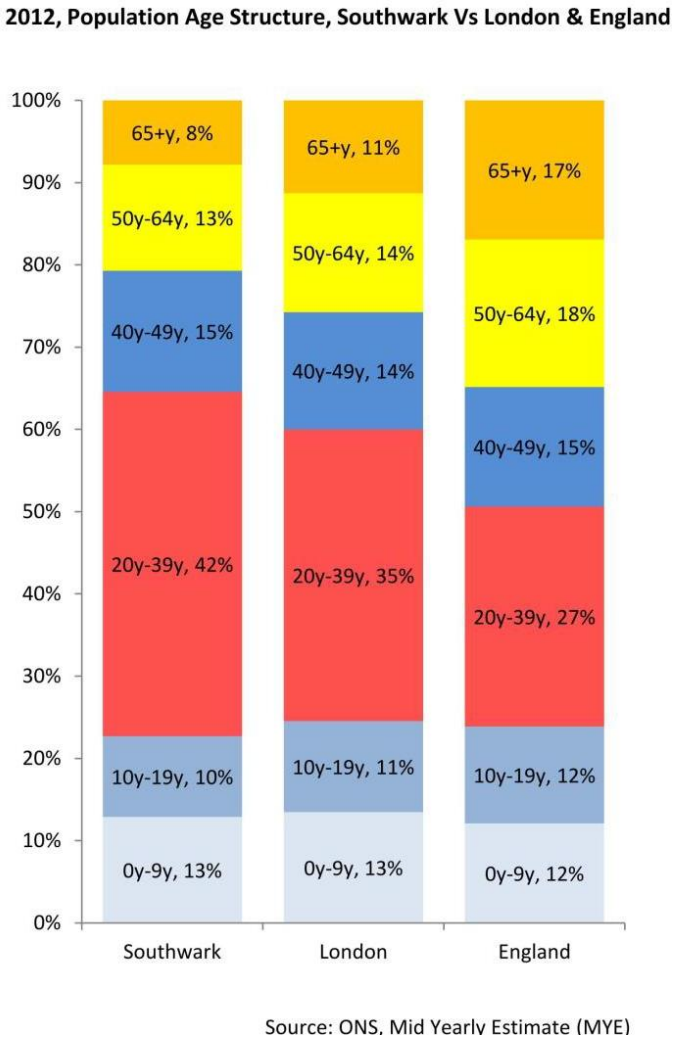
- Manage demand for travel and increase sustainable transport capacity.
- Encourage sustainable travel choices.
- Ensure the transport system helps people to achieve their economic and social potential.
- Improve the health and wellbeing of all, by making the borough a better place.
- Ensure the transport network is safe and secure for all and improve perceptions of safety.
- Improve travel opportunities and maximise independence for all.
- Ensure that the quality, efficiency and reliability of the highway network is maintained.
- Reduce the impact of transport on the environment.

This annual report plays an important part in ensuring that these objectives are being met and identifies areas for improvement to ensure delivery of the transport plan. Wherever possible throughout the document case studies and supporting narrative is provided to outline the impact that investment has had in meeting Transport Plan objectives..

Section two: Delivering the transport plan

Between the 2001 and 2011 census, population in the borough increased by 12% or around 32,000. The biggest increases in population occurred in those aged 40 to 60 and 25 to 29. This coupled with changes to trip making by the existing population all have impacts on demand on the transport network

Figure 1: Resident population



Source: ONS, Mid Yearly Estimate (MYE)

Objective 1: Manage demand for travel and increase sustainable transport capacity.

As of the 31st of March 2015 there were 68,584 vehicles registered in Southwark which compares to 68,572 registered on 31st March 2014.

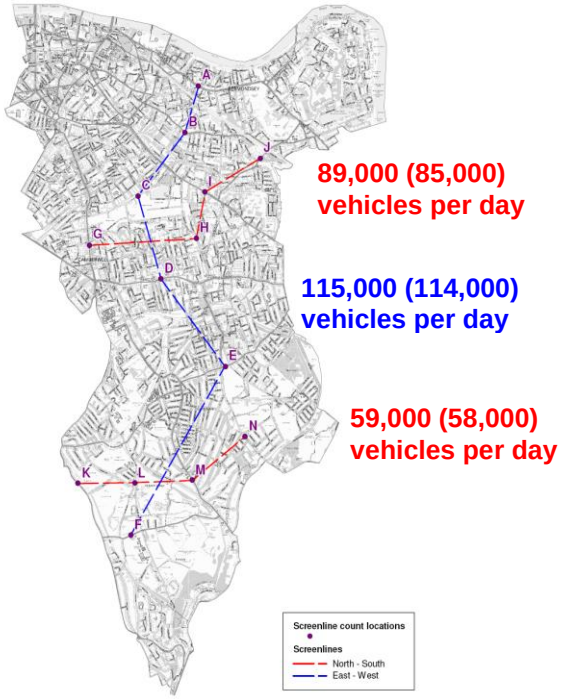
Table 1: Registered vehicles in Southwark

Type or vehicle	March 2014	March 2015
Agricultural	89	90
Buses and coaches	1,310	1,428
Cars	56,904	56,803
Goods – Heavy	316	294
Goods – Light	4,857	4,862
Motorcycles, mopeds and scooters	4,054	4,014
Not recorded	9	5
Other	304	307
Special purpose	6	11
Taxis	690	724
Tricycles	33	46
	68,572	**68,584**

Policy 1.1 - Pursue overall traffic reduction

As part of our commitment to pursue overall traffic reduction across the borough we have established a programme of annual traffic count locations. These locations have been selected to form two north south and one east west 'screenline'. Our current estimate of traffic crossing these screenlines is shown in Figure 2.

Figure 2: Annual screenline program 2014/15 (2013/14 figures in brackets)



Policy 1.2 - Require car free development in areas of good access to public transport, that are located in a controlled parking zone (CPZ)

When considering new applications in those areas located within a controlled parking zone (CPZ) and with a high Public Transport Accessibility Level (PTAL) rating, the council will seek to instigate car free developments. In negotiations with the developer commitments will be sought to provide a guarantee to sustainable transport usage. A total of 153 applications were granted in areas with CPZ.

Policy 1.3 – Lobby Transport for London (TfL) and other public transport providers to improve service levels and access to public transport

Table 1 and 2 show the level of usage in Southwark's rail and underground stations. The significant change in entries/exits for 2014/15 over 2013/14 figures at both Canada Water and Elephant & Castle was as a result of an underestimation of Pay As You Go (PAYG) demand for 2013/14. The sizeable decrease in entries/exits at London Bridge for 2014/15 over the 2013/14 figures was due to the commencement of major engineering works as a result of the Thameslink Programme which saw the reduction of services calling and diversion of train services away from the station.

Table 2: Estimates of Station usage data Office of the Rail Regulator 2014/15

Station	2014/15 entries and exits	% Change over 2013/14
Blackfriars	15,149,024	+5.1%
Canada Water	10,330,664	+66.3%
Denmark Hill	5,631,008	+9.0%
East Dulwich	1,993,304	-5.9%
Elephant & Castle	3,256,608	+10.3%
London Bridge	49,517,854	-14.0%
North Dulwich	830,808	-4.6%
Nunhead	1,286,764	+4.2%
Peckham Rye	5,074,080	+8.8%
Queen's Road Peckham	1,790,786	+13.0%
Rotherhithe	1,199,310	+8.3%
South Bermondsey	806,052	+1.2%
Surrey Quays	2,653,852	+11.6%
Sydenham Hill	700,334	+8.8%
West Dulwich	1,104,914	+7.8%

Table 3: London Underground station usage

Station	2014 entries and exits (million)	2013 entries and exits (million)	% change 2014 v 2013
Bermondsey	9.38	8.64	+8.6%
Borough	5.31	4.89	+8.6%
Canada Water	11.81	11.56	+2.3%
Elephant & Castle	18.48	17.67	+4.6%
Kennington	4.96	4.68	+6.0%
London Bridge	74.98	69.88	+7.3%
Southwark	14.15	13.46	+5.1%
Annual entry and exits in Southwark (million)	139.07	130.78	+6.3%
Network annual entry and exits (million)	2895.59	2753.63	+5.2%
Southwark annual entry and exits as a % of total network entry and exits	4.8%	4.7%	+2.1%

During 2014/15 Southwark continued to work in partnership with public transport operators. For example, the council in partnership with Southern and Network Rail helped to finance and support the development of step – free access at Queen's Road Peckham station and commissioned the creation of a new station forecourt/plaza.

We continue to lobby for improvements to transport capacity and access in the borough. The council is continuing to develop the case for a new railway station at Camberwell. As well as continuing to work to deliver the Bakerloo line extension.

The council has been actively engaged in dialogue with TfL concerning the Road's Modernisation Programme Bus Priority Measures fund. A number of potential bus priority schemes have been developed by TfL at locations on several bus routes across the borough

Policy 1.4 - Improve the accessibility to our piers to aid passenger transport

The council does not have direct responsibility for operating or maintaining piers. However, we do actively engage in seeking to improve the access routes and public realm to/from river interchanges for all users. We are actively committed to examine the potential for greater usage of river based transport as a means of reducing congestion and air pollution within the borough.

Table 4: Pier usage (2014/15)

Pier usage 2014/15	
Greenland	111,682
Hilton Docklands	182,756
London Bridge City	188,208
Bankside	154,278

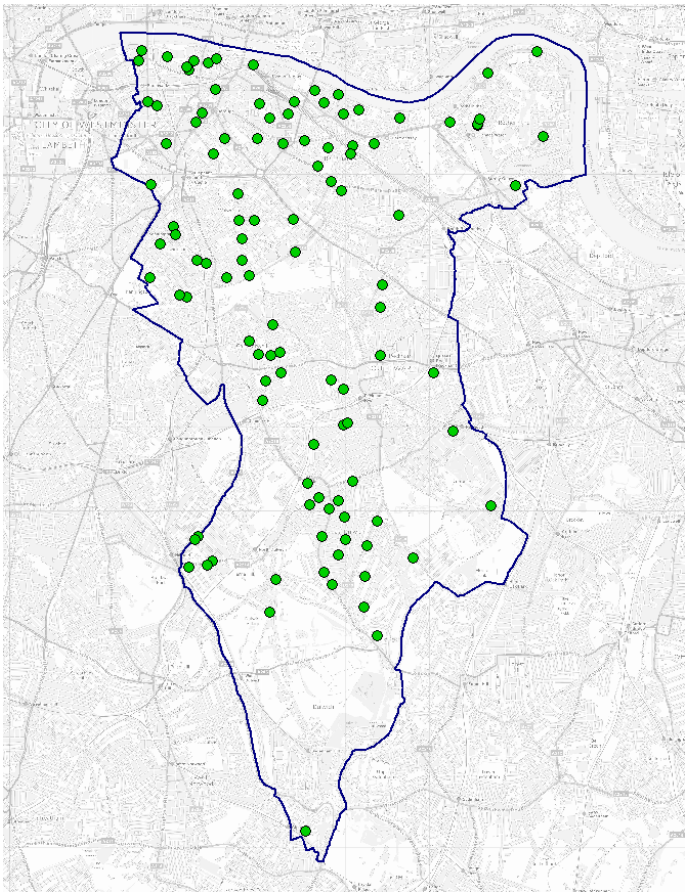
Policy 1.5 - Ensure that there is a car club bay within five to ten minutes walk of each household in the borough by 2014

In 2014/15 there were 125 car club bays in existence in order to provide further travel opportunities more efficiently whilst alleviating pressure on parking on our streets. Car club members are increasing again after a drop in 2011/12 which may be explained by the transfer of members from Streetcar to Zipcar as inactive members did not migrate.

Table 5: Car club bays implemented

	2012/ 13	2013/ 14	2014/ 15
Car club bays implemented or secured	0	3	5
Total number of car club bays on street	117	120	125
Car club members	6,300	7,478	8,364

Figure 3: Location of current car club bays (March 2015)

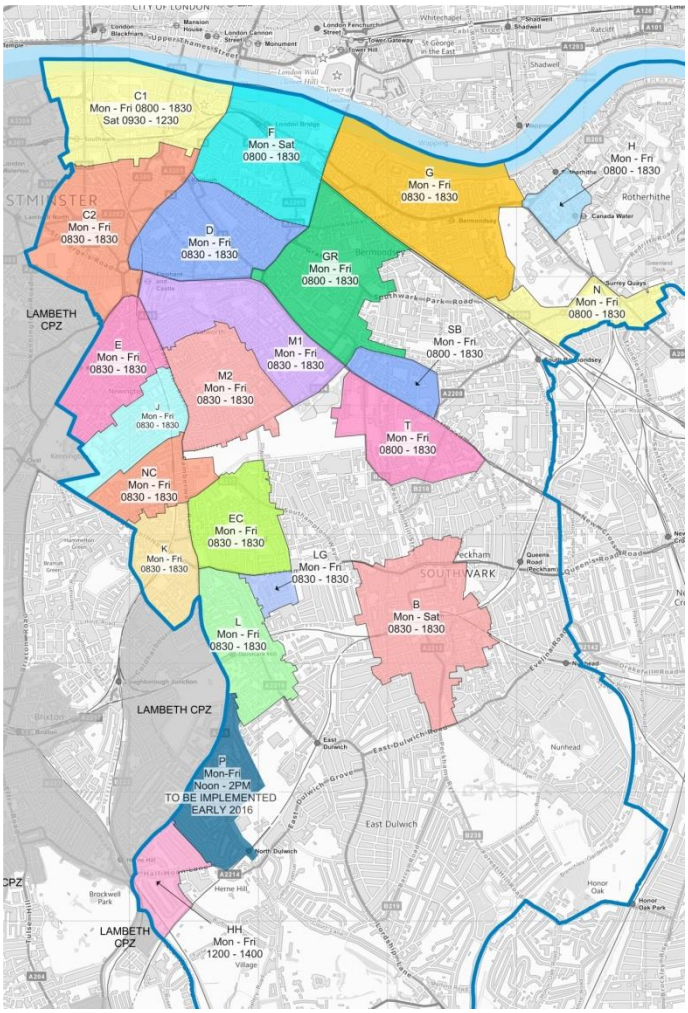


Policy 1.6 - When reviewing CPZs we will ask the community if they would support removal of parking spaces and the introduction of cycle parking, car club bays and/or street trees.

The council manages parking both on and off street through a programme that includes the introduction of new and reviews of existing waiting and loading reviews, parking zones and other measures to ensure they effectively managing oversee the available kerbside space. Controlled Parking Zones cover 21 parking zones in Southwark, which equates to approximately 800 streets (40% of the borough).

Parking controls are required in order to allocate space fairly and the council supports the introduction of parking zones as an important traffic demand management tool. During 2014/15 no CPZ reviews were undertaken.

Figure 4: Controlled Parking Zones



Policy 1.7 – Reduce the need to travel by public transport by encouraging more people to walk and cycle

Each year pedal cycle counts are carried out via video surveys at several locations throughout the borough. For 2014/15 the locations and survey methodology was changed to encompass junction locations near to/on the route of the Southwark Spine outlined in the Cycling Strategy. Locations were chosen that represented both commuter routes and quiet leisure cycling routes

Policy 1.8 - Improve the walking environment and ensure that people have the information and confidence to use it.

Since 2010/11 the borough has provided a number of improvements for pedestrians.

Table 6: Improvements for pedestrians

Type	Baseline total number of crossings (2006/07)	2012/13	2013/14
Zebra crossings	140	2	4
Signalised pedestrian crossings	360	0	3
Pedestrian islands	Unknown circa 200	1	10
Improved existing crossings	N/A	3	29

Policy 1.9 - Remove guard railing where appropriate

Guard railing was intended to protect pedestrians from motor vehicles. More recent thinking questions whether the extensive use of barriers between the carriageway and the footway may actually result in an increase in vehicle speeds and inhibits pedestrians crossing on desire lines possibly leading to poor decision making. The council is committed to reviewing the provision of pedestrian guard railing as opportunities arise.

Policy 1.10 - Improve the cycling environment and ensure that people have the information and confidence to use it

TfL's central London Grid is a set of safer, connected routes for cyclists across central London. It comprises a mixture of Quietways and Superhighways. Superhighways are mostly segregated and on main roads, while Quietways will be less segregated and mainly on streets with less traffic.

Southwark is working with TfL and other inner London boroughs on the North-South cycle superhighway, which will run from Elephant and Castle via Blackfriars Road to Kings Cross. It will be a continuous, high quality, substantially segregated cycle route.

Policy 1.11 - Lobby TfL for the further extension of the Cycle Hire scheme to Zone 2 and beyond

Table 5 bellow shows cycle hire membership by ward is nearly 10,000. This information has informed the proposals to extend Southwark's cycle hire network. During this period the Tfl bike sharing system changed sponsor from Barclays to Santander.

Table 7: Cycle hire membership by ward

Postcode	No of members
SE1	5041
SE15	616
SE16	989
SE17	1,080
SE19	128
SE21	230
SE22	519
SE24	236
SE5	382
Total	**9,223**

The cycle hire scheme offers the public bicycle hire for short journeys in, and around central London. The borough has 45 cycle hire docking stations located in the north of the borough. Since the scheme first began there have been over 3 million hires in Southwark.

The number of cycle hire docking stations are set to increase with the intensification and expansion of the programme. The council continues to lobby TfL for cycle hire expansion south to Walworth, Bermondsey, Rotherhithe, Camberwell and Peckham. The council requires developers to purchase annual membership for residential developments. The council was the first to introduce such a scheme.

Policy 1.12 - Ensure that cycle parking is provided in areas of high demand and in areas where convenient

The provision of secure, convenient and available cycle parking is important to increase and maintain cycling's popularity. The council undertook an audit of all on street cycle parking spaces in July 2011 and have installed around 200 stands since then. Cycle parking provision in the borough has continued to expand in 2014/15.

Table 8: Cycle parking facilities

	2012/13	2013/14	2014/15
Number of on street spaces installed	344	100	85
Total number of on-street spaces	2,034	2,134	2,219

The council continued to expand its program of providing secure cycle parking on Southwark Council estates as many lack such facilities and this can be an obstacle to taking up cycling. The total number of monitored cycle parking facilities on estates currently stands at 990, with 597 of these occupied (an occupancy rate of 60%).

During 2014/15, there were 1.096 cycle thefts on estates. Of those, 144 occurred during August 2014 and 113 in September 2014.

Objective 2: Encourage sustainable travel choices.

How we choose to travel is a personal decision and the council seeks to equip people with the necessary information and tools to consider travelling sustainably for part of or for their entire journey.

Policy 2.1 - Work with the school community to encourage more children to travel to school sustainably.

The council assists all schools in producing travel plans. The travel plan process helps the council assess and provide for the travel needs of children and young people and to promote sustainable travel.

School travel plans must be reviewed to monitor how students are travelling to and from school. They are also an opportunity for schools to outline a new set of actions they will undertake to encourage walking and cycling on the school run. The council provides support for schools undertaking reviews. It provides examples of best practice and assists in the drafting school travel plans. The number of schools with a school travel plan is based on the number of schools which have completed at least one Hands Up survey over the last 5 years.

Table 9: Annual monitoring of school travel plans

	2012/13	2013/14	2014/15
Number of schools with a travel plan	104	108	108
Number of schools that have updated their travel plan	37	66	68

During the period 2010-2012 the total number of schools was 104. Since 2013, the number of schools has increased to 114 due to the opening of a number of free schools and private schools.

As part of the travel plan process schools survey students and staff about their mode of travel to school. Travel to school by car has remained fairly stable and has not gone below it's lowest in 2010/11. This is coupled with a decrease in walking. Walking is still the most popular mode of travel. The increase in the percentage of the 'other' category which includes scooting, park and stride and car sharing in 2014/15 also correlates with the decrease in walking over the last 5 years.

The percentage of schools with a school travel plan in 2014/15 was 94% (108/114) and the percentage of schools which updated their travel plan during 2014/15 was 59% (68/114).

Table 10: Primary and secondary school modal split

Year	Mode (%)					
	Walking	Cyding	Public transport	Car	Car share	Other
2012/13	45	4	31	17	2	1
2013/14	44	4	30	16	2	4
2014/15	45	6	25	18	2	4

The primary and secondary school modal split data has been derived from the number of schools that during 2014/15 undertook Hands Up surveys.

Walking promotions concentrate on the 'Walk once a Week' (WoW) campaign throughout the year. There is also a strong focus on walking promotion during National Walk to School Week (WTSW) in May. The number of schools taking part in the WoW scheme includes nurseries.

Table 11: Walking promotions in schools

	2012/ 13	2013/ 14	2014/ 15
Number of schools taking part in WoW	35	36	44
Number of schools fully participating in WoW (10 months+)	35	36	44

TfL rewarded schools for their commitment to encourage safer and sustainable transport at a STARs event (School Travel Accredited and Recognised), supported by the council. Schools that hold accredited travel plans are presented with certificates and plaques at the event. The children also take part in sustainable and safe travel activities.

Policy 2.2 Work with businesses, employers and organisations to encourage more staff to travel sustainably.

The council assess and monitor development travel plans, this includes both compulsory and voluntary travel plans. Compulsory travel plans consist of workplace, residential and mixed use development travel plans. Voluntary travel plans are typically undertaken by work places however residential ones are undertaken to educate new residents on journey planning options.

Travel plans have been requested and reviewed through the planning process in 2014/15

Policy 2.3 - Promote and encourage sustainable travel choices in the borough

The council seeks to expand the range of travel choices available for people to consider, rather than to tell people how they should travel. The council uses events and campaigns to promote active travel in Southwark. These events help the council to understand and address local issues and barriers to active travel.

Theatre in education was delivered to children through schools in 2014/15. Through performances and associated resources, Theatre in Education delivers a targeted message to children. Theatre tours are used to complement existing education initiatives offered to schools and are particularly suited to dealing with the complexity of raising awareness, debating issues, and understanding social pressures and alternative behaviours.

A range of travel awareness events took place this year including the continued promotion of the 100 walking routes and Dr Bike sessions.

The 100 walking routes are created by walking enthusiasts which were mapped in 2013/14 and are shown on our website (http://www.southwark.gov.uk/info/200102/walking).

Dr Bikes 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. At these types of events officers attend to engage with the community in order to promote and receive feedback on local barriers to active travel. Dr Bikes are offered to schools and work places.

Table 12: Active travel promotions and participation in walk to work week by Southwark residents and work places

Type of promotion		2012/13	2013/ 14	2014/15
Walking promotion	Number of events	10	5	10
Dr Bike	Number of events	30	24	32
	Number of people attending	345	N/A	321

Policy 2.4 - Continue to support improving skills and knowledge to travel sustainably.

It is important that people are not only given the choice but the skills and confidence to travel sustainably and independently. The council's program focuses on children; pedestrian and cyclist training in schools to help form good life long habits.

Pedestrian training was provided to 36 schools (246 sessions) in Southwark in 2014/15. Pedestrian training is targeted at school year 3 (aged 8) but can be adapted to other age groups. Practical training is undertaken on the streets outside the school which encourages the children to "look & listen" for traffic, to talk about the dangers and then to practice crossing.

Table 13: Number of people receiving pedestrian training

Year (financial)	2012/13	2013/14	2014/15
No. of participants	1,925	2,914	2,758
No. of schools participating	28	44	36

All schools within the borough are offered programs of cyclist training. The majority of our training is delivered to year 5 and 6 pupils to prepare them for the journey to their new secondary schools. The fully accredited Bikeabilty training consists of three levels. All levels of training are offered throughout our schools. All Instructors are registered with an Instructor Training Organisation

(ITO). Courses are delivered as 4x2 hour sessions per course.

Individual cyclist training involves one or more two hour lessons arranged at a location convenient to the individual. Extra lessons are offered if the individual and instructor agree that further training is required. From the non cycling beginner to the commuter cyclist health check, sessions can accommodate all levels of cycling ability. All of the training offered is National recognised standard Bikeability levels 1-3. Children from the age of 9 can also receive this training though only with an adult present.

Table 14: Cyclist training

Financial year	Pupils	Child individual	Adult individual	Total trained
2012/13	777	182	731	1,690
2013/14	1,098	50	1,030	2,176
2014/15	1,883	139	887	2,909

During 2014/15 we continued to deliver to our schools a very successful programme of Bikeability training. This success could particularly be seen with the younger children as schools made use of our pool of bicycles. This enabled younger children to be introduced to cycling through our Bikeability level 1 playground based training.

The number of adults receiving individual training (887) was disappointingly low for this year. The figure includes drivers trained under the Safer Urban Driving Scheme (139). A new training venue has been secured in Burgess Park and additional bicycles have been purchased especially for women, to complement the Adult Group cyclist training sessions.

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

Southwark's proximity to central London generally provides good access to the employment opportunities located there. Congestion and overcrowding can affect the journey experience and become a disincentive to travel. As well as travel into central London, good access to and investment in Southwark's own town centres will become increasingly important as they become destinations in their own right.

Policy 3.1 – Lobby TfL and other public transport providers to improve the journey experience of passengers.

The public transport network (road and rail) within the borough suffers from significant pressure due to the high level of demand and the congestion this causes. It is experiencing rapid change particularly in relation to the railway network with the £6.5bn government sponsored Thameslink Programme. London Bridge being rebuilt between 2014 and 2018 with Thameslink services diverted away from London Bridge between December 2014 and 2018.

The council pro-actively seeks to lobby for improvements to public transport. Officers regularly attend stakeholder events undertaken by public transport operators. This provides the opportunity to understand in detail proposals that are being suggested by operators to improve the network and also provide feedback as to concerns raised by the public and those identified by officers which are deemed to be potentially not in the interest of the borough.

Policy 3.2 - Support access into employment.

The council has been actively engaged in trying to develop/lobby for the necessary transport infrastructure to support access into existing and new employment opportunities. One such example has been the council's involvement in their support for a second runway at Gatwick Airport. During 2014/15 a draft memorandum of understanding between the council and Gatwick Airport has been developed. As part of this a number of transport infrastructure improvements have been identified by the council that support local residents in accessing the increased employment opportunities that an expanded airport would afford

Policy 3.3 - Prioritise investment in our tow n centres.

Case study - Surrey Quays regeneration

The Lower Road gyratory system results in poor traffic and environmental outcomes for local people as well as forming a barrier to movement on and off the Rotherhithe peninsula. Lower Road is also a popular cycle route and Cycle Superhighway 4 is due to increase demand. The council is working with TfL to develop a scheme to resolve issues in the local road network and provide high quality facilities for cyclists. A number of options have been tested and traffic modelling undertaken suggests that the removal of significant element of the gyratory system will be possible. Outline designs are being developed and scheme consultation planned for 2015/16.

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

Policy 4.1 - Promote active lifestyles.

Public Health England provides a wide range of statistics on health issues. It is available at: (http://www.apho.org.uk/default.aspx?QN=HP_METADATA&AreaID=50291). Health and wellbeing is important for ourselves and our families. While many factors affect our health, one measure is the level of obesity. Obesity is an issue for school children in Southwark with 26.7% in year 6 identified as obese in 2014, this prevalence in Southwark's year 6 population is worse than the average of 18.9% for the age group in the country. Adult levels of obesity were 20.6% and an overweight or obese rate of 56.3% in 2014.

The percentage of physically active adults across the borough in 2014 was 58.7% which was better than the national average of 56.0%.

It is well documented that regular physical activity of moderate intensity, such as brisk walking, can bring about major health benefits and increasing levels of physical activity would contribute to achieving reductions in coronary heart disease (CHD) and obesity, hypertension, depression and anxiety. Evidence indicates that 9% of premature deaths could be avoided if people raised their activity status from low to moderate, equating to 30 minutes of aerobic activity on one to four days of the week[1]. The council encourages recreational walking by providing details on the Southwark website.

Policy 4.2 – Create places that people can enjoy.

Wherever possible, the council consciously promotes active travel choices. In designing urban realm schemes emphasis is placed in ensuring that the scheme design encourages the usage of transport modes that provide a health and utility benefit. This helps to further enhance the overall quality of the location to maximise user enjoyment. This will include the provision of appropriate street furniture and cycle parking facilities etc as and where appropriate.

Policy 4.3 - Help communities shape their streets.

In 2014/15 Southwark implemented 16 play streets, building on the 6 play streets supported in 2013/14.

Policy 4.4 - Make our streets greener.

Wherever feasibly practical, the council seeks to ensure that the urban street environment is as 'green' as possible which helps to create places which seek to encourage sustainable transport modal usage by modes such as cycling and walking. Furthermore, by 'greening' streets, the perception of personal security can be enhanced.

Policy 4.5 - Enhance quality of life through the built and natural environment.

Street trees and landscaping provide an important function in our streetscape, improving the way streets look and making the environment more pleasant. Street trees can also have a positive effect on speed reduction and safety from a perceived narrowing of the carriageway width.

Southwark Council is responsible for the direct management, maintenance and care of over half (57,000)

of the borough's tree stock including 15,000 street trees. The remaining trees within Southwark include those managed by TfL, trees located within residential gardens and those on other private land.

Table 15: Replacement and new street trees on the highway in Southwark

	2012/ 13	2013/14	2014/15
Replacement street trees	220	315	75
New street trees	48	85	13
Number felled for natural / safety reasons	659	893	486
Number felled for other reasons	23	71	259

[1] Myers J et al (2004) Fitness versus physical activity patterns in predicting mortality in men. American Journal of Medicine Volume 117. Issue 12

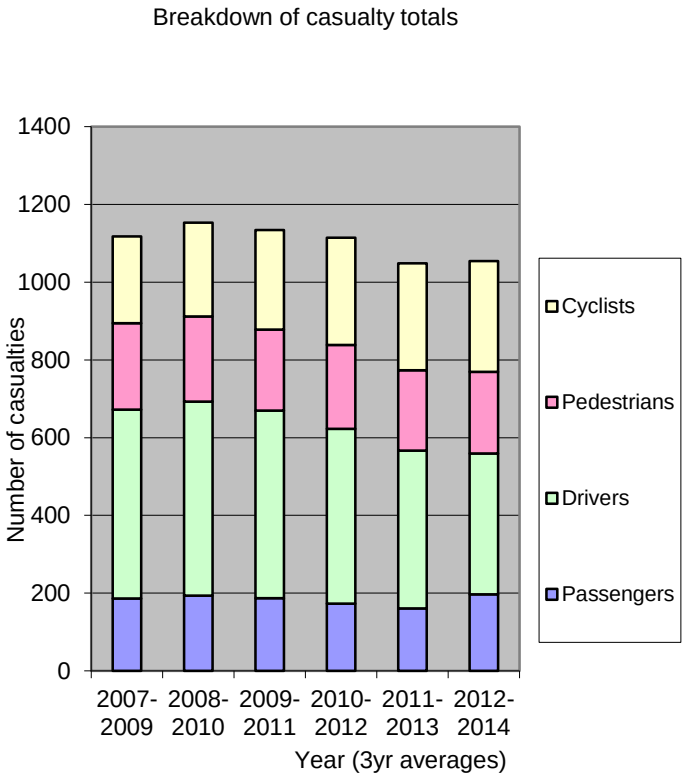
Objective 5: Ensure the transport network is safe and secure for all and improve perceptions of safety.

We are committed to safer travel in the borough in order to reduce the potential for road user casualties and to reduce casualty severity.

Policy 5.1- Improve safety on our roads and to help make all modes of transport safer.

Since the late 1990's there have been significant reductions in the number of casualties. This reduction has slowed in recent years and the number of casualties per year has remained fairly constant since 2006.

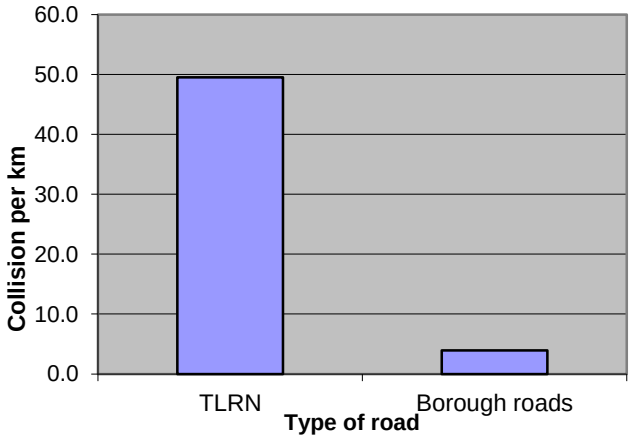
Figure 5: Collision and casualty trends in Southwark



Policy 5.2 - Lobby/work with TfL to improve safety on our busy roads.

In the most recent 3 year period (to end December 2014), there were 1530 collisions recorded on the Transport for London Road Network in Southwark; of these 9 were fatal and 134 were classed as serious. Therefore, TfL must also play a key role within Southwark to reduce the occurrence of these collisions. This is especially clear when considering the length of roads that TfL manage compared to the borough as the number of collisions per km.

Figure 6: Collisions per km TLRN vs borough roads, Jan 2012 to Dec 2014



For this same period we can consider the Southwark casualties by the type of vehicle they were travelling in/on (or pedestrian) and severity and compare those that occurred on borough roads and those on the TLRN. More cyclist casualties were on the TLRN but more car casualties were on borough roads, with just over half of all casualties on borough roads.

Table 16: Casualties by type of vehicle and severity between TLRN and borough roads (2012/14 average)

	TLRN		Borough Roads		
	KSIs	Slights	KSIs	Slights	Total
Pedestrian	16	83	15	96	210
Cyclist	16	133	13	123	285
Powered two wheeler	11	94	11	81	197
Car	2	98	4	144	248
Taxi	0	9	0	6	15
Bus or coach	2	39	1	39	81
Goods vehicle	0	6	0	3	9
Other vehicle	0	1	0	1	2
Total	**47**	**463**	**44**	**493**	**1,047**

Policy 5.3 - Target commuter cyclists in road safety campaigns.

Injuries to cyclists are a major concern for the council. A number of exchanging places events took place in 2014/15 focussed primarily at commuter cyclists. These events allow cyclists to sit in the cab of a large vehicle in order to understand the visual restrictions drivers face.

There were six events that took place in 2014/15 in response to needs and requests of the community.

Heavy Goods Vehicles/Cyclist "exchanging places" events, in coordination with the police, involve cyclists being invited into a goods vehicle cab to highlight the visual limitations faced by drivers and drivers being trained on the cyclist awareness course.

Policy 5.4 - Seek to reduce vehicle speeds and educate and enforce against those who break speed limits.

As a council we have no enforcement powers relating to speed limits. Enforcement can only be undertaken by the police.

Policy 5.5 - We will make Southwark a 20mph borough.

Among behavioural factors linked with collisions on the roads, inappropriate speed is a primary concern for the council. Not only can excessive speed cost lives, but it can also make for unpleasant, intimidating streets that act as psychological as well as physical barriers to movement.

In March 2015, Southwark became a 20mph borough. The scheme will be reviewed within twelve months and roads where speeds remain high (in excess of 24mph) will be addressed by way of physical speed reduction measures subject to the necessary consultation and approvals.

In the meantime the council will continue a comprehensive communication and publicity campaign to raise awareness and encourage compliance and are working with the police on targeted speed enforcement.

Three other boroughs are currently 20mph zones and five other Boroughs are considering implementation in the near future.

Policy 5.6 - We will seek to create conditions where our roads are safe.

Comparing Southwark to other London boroughs, Southwark ranks fifth worst in terms of total and second worst killed and seriously injured casualties. Southwark's casualty numbers are higher than the greater London borough average.

Table 17: Casualties by severity by London borough and Greater London borough average

Average casualty numbers for 2012/14	KSI	Slight	Total
Westminster	169	1,603	1,772
Lambeth	151	1,198	1,349
Southwark	91	962	1,053
Wandsworth	96	987	1,083
Lewisham	76	916	992
Tower Hamlets	114	1,031	1,145
Camden	96	818	914
Hackney	97	870	967
Greenwich	47	696	743
Islington	95	805	900
Kensington & Chelsea	76	673	749
Hammersmith and Fulham	67	694	761
Greater London average	98	938	1,036

Policy 5.7 - Deliver a coordinated package of road safety training and publicity measures.

The council is working closely with schools, the community and partners to deliver a coordinated package of measures to help educate and inform the public of road safety issues. Road safety events engage with a variety of road users, helping them to be aware of each other's vulnerabilities and improve safety on the roads. It is hoped that these interventions will create a step change towards safer behaviour for all road users and help succeed in reducing road casualties.

All of the following child education interventions were delivered through schools in 2014/15.

The Junior Road Safety Officer scheme involves the schools taking part appointing up to four pupils to become junior road safety officers for the school. The officers are then invited to a workshop. Their role, which is to put up road safety posters and distribute road safety messages throughout the school. This is explained to them at the initial workshop. Subsequently they are

offered help and support with anything they are planning throughout the year.

The Junior Citizen scheme is run in Southwark twice a year for a total of four weeks. Southwark Council and other agencies including the Metropolitan Police, Fire Brigade and TfL attend each with a ten minute practical workshop. Year 6 pupils attend for either a morning or afternoon and work their way around the various workshops.

The Road Safety Quiz is held once a year for pupils aged 9 to 11 years and schools are invited to send teams of two pupils to compete in this annual event.

The Children's Traffic Club is free to all children in London aged 3 and 4 years and parents/carers sign up their child to the club to receive a series of books, stickers and colouring books all about road safety. Transport for London enrols children directly through nurseries.

Table 18: Education interventions

Type of education intervention	Data recorded	2012/13	2013/14	2014/15
Theatre in education	No. plays to children	100	120	100
	No. plays to elderly	0	0	N/A
Children's traffic club	No. of venues	8	N/A	14
	No. of children	377	N/A	N/A
Junior road safety officer	No. of schools	17	14	N/A
Junior citizen	No. of schools	70	88	27
	No. of pupils	2,727	3,585	1,111
Road safety quiz	No. of schools	20	9	12
	No. of pupils	40	18	48
Exchanging places	No. of events	6	N/A	N/A

Policy 5.8 - Improve perceptions of safety in the public realm.

The council actively seeks to improve the perception of safety in the public realm through creating pedestrian environments which utilise materials and are of a design which minimises the potential for the potential for crime to occur. By utilising materials which are durable and resistant to vandalism and designing areas to be as 'visible' as possible, this helps to improve the public perception of safety in the urban public realm. This often occurs as and when areas are modernised. One such example which commenced in 2014/15 was the public realm project to transform Datchelor Place in Camberwell which sought to through the use of durable materials and innovative design improve the public perception and sense of public safety and security in the Datchelor Place area of Camberwell.

Objective 6: Improve travel opportunities and maximise independence for all

Policy 6.1 - Make our streets more accessible for pedestrians.

Over the last few years there have been many improvements to accessibility in the borough. The council' provides dropped kerbs and tactile indicators at road junctions and pedestrian crossings. The better pavements programme improves the conditions of footways. This includes the reduction of clutter and inclusion of dropped kerbs. These are complemented by the provision of disabled persons' parking bays.

Table 19: Dropped kerbs installed

	2012/13	2013/14	2014/15
Number of pairs installed	48	54	N/A

Policy 6.2 - Improve access to public transport.

Unless all bus stops along a bus route are equally accessible, passengers may be unable to board or alight from a bus at their desired location and both potential benefits and service reliability will be compromised. Southwark Council has a good record of providing accessible bus stops, with the vast majority of the 578 stops in the borough now fully accessible. The remaining stops have undergone a recent audit and will be made accessible, where possible, over the coming years.

Table 20: Number of accessible bus stops

	2012/ 13	2013/14	2014/15
Accessible bus stops	551	551	551

Policy 6.3 - Support independent travel for the whole community.

Participation in independent travel training helps support people with physical disabilities and special educational needs to live as independently as possible and to take part in everyday activities. It gives them greater freedom with less reliance on friends and family. The council has developed a program of training school teachers and teaching assistants in order for them to deliver the training to young people.

Table 21: Independent travel training delivered

	2012/ 13	2013/14	2014/15
No of schools participating	20	15	20

Independent travel training and the training bus program was delivered in several schools and to adults during 2014/15.

The independent travel training program, run with TfL Travel Mentors and Parent Partnership, involves the training of teachers and teaching assistants in schools. They will then provide the independent travel training to those with special needs. The teachers and teaching assistants provide training for those people who have difficulty using the transport system. They are given the skills and confidence through training to use the public transport system independently. This scheme seeks to achieve a modal shift from taxis to public transport.

The training bus program, once again enjoyed the support and working partnership with Abellio, TfL Travel Mentors, Metropolitan Police Safer Transport and Parent Partnership. We are extremely grateful for the continuing support of all our partners but especially the monthly loan from Abellio of a driver and bus. The scheme empowers those with disabilities and/or special needs to use the dedicated bus in order to gain the confidence and skills needed to travel independently around London. Schools, colleges, day centres and parents/carers were also invited.

Table 22: Training bus sessions and attendees.

	2012/ 13	2013/ 14	2014/15
Number of sessions	8	10	11
Number of attendees	240	273	314

Policy 6.4 - Promote door to door transport services for residents with mobility difficulties.

Some members of our community will not be able to use mainstream public transport services and a wide range of alternative options are supported by the council and local transport operators.

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.

Policy 6.5 - Provide essential parking for residents with mobility difficulties.

Provision of disabled parking places at the origins and destinations of journeys made by people with disabilities is important for accessibility of services.

Table 23: Disabled parking bays installed

	2012/13	2013/14	2014/15
Number	54	43	*64

'* 60 origin bays/4 destination disabled bays.

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.

Policy 7.1 - Maintain and improve the existing road network, making the best use of it through careful management and considered improvements.

Southwark's highway network carries a substantial volume of traffic, particularly in the peak hours. This high demand means significant congestion occurs which can result in inappropriate traffic volumes on side streets.

In 2010/11 we established a set of traffic count locations where we undertake repeat counts each year during September/October. The purposes of these are to assess the changes in the volume and composition of traffic.

Table 24: Traffic volumes 2014 with % change from 2010 in brackets

Site	Location	Motorcycle	Car or small van	Medium to large goods vehicle (including buses)	Very large goods vehicle
A	Jamaica Road	2,994 (+31.4%)	11,132 (-88.2%)	2,567 (-38.2%)	221 (-85.5%)
B	Southwark Park Road	489 (-58.1%)	10,015 (-5.4%)	1,322 (-25.3%)	42 (+13.5%)
C	Albany Road	719 (+13.8%)	18,322 (-0.5%)	2,095 (+10.2%)	86 (-2.3%)
D	Peckham High Street	1,708 (+21.5%)	20,796 (-2.7%)	3,114 (+9.0%)	271 (-0.1%)
E	East Dulwich Road	463 (+33.0%)	14,029 (+1.7%)	1,029 (-17.1%)	126 (+59.5%)
F	Dulwich Common	645 (+10.0%)	20,782 (+8.6%)	1,999 (-1.2%)	349 (+6.6%)
G	Camberwell Road	1,329 (-42.9%)	15,808 (+0.3%)	2,838 (-30.4%)	174 (-22.4%)
H	Peckham Hill Street	671 (+28.8%)	9,845 (-4.5%)	1,314 (+15.4%)	36 (-25.0%)
J	Old Kent Road	1,569 (-5.5%)	33,732 (+16.5%)	2,681 (-79.1%)	685 (-88.8%)
K	Rotherhithe New Road	629 (+31.9%)	15,639 (-7.9%)	1,844 (-10.1%)	79 (-32.9%)
L	Croxted Road	751 (+41.0%)	10,337 (+1.2%)	1,157 (-2.7%)	39 (+44.4%)
M	Dulwich Village	797 (+35.7%)	13,674 (-0.3%)	886 (-7.2%)	57 (+26.7%)
N	Lordship Lane	597 (+16.4%)	15,914 (+11.5%)	1,811 (-0.1%)	97 (+15.5%)
P	Forest Hill Road	567 (+23.3%)	11,160 (+2.4%)	1,044 (+0.2%)	45 (+12.5%)

Policy 7.2 - The borough will prioritise improvements for buses in areas where they experience delays.

Southwark has very high levels of bus patronage and buses in Southwark are generally reliable and rarely suffer significant delays as shown in the table below.

Table 25: Excess wait time (EWT) for high frequency services in Southwark from 2011/12 to 2014/15

Year	2011/ 12	2012/13	2013/14	2014/15
EWT	1.1	1.0	1.1	1.2

The EWT for 2014/15 shows little difference from previous years. However, the challenge currently and future years will be to at least maintain or improve existing indicators. During 2014/15 the council has been participating in TfL's Roads Modernisation Bus Priority Programme, the purpose of which is to implement bus priority improvement measures at strategic locations across route corridors where performance/reliability issues have been identified.

Policy 7.3 - Manage access to our town centres ensuring that servicing activity can be carried out safely and efficiently.

Congestion on the network impacts on the ability of the economy to operate efficiently and the potential for people to live and work in the borough. To support businesses and our town centres, through the planning process we require service management plans to demonstrate that enough space for servicing, circulation, and access to and from the site is provided.

Policy 7.4 - Actively work with private contractors to ensure sites are safe and works are completed without undue delay with adequate provision made for the needs of all road users.

Temporary road works have the potential to cause inconvenience by disrupting traffic flows and represent a risk for road users such as pedestrians and cyclists. Southwark is part of the London Permit Scheme which gives authorities greater powers to regulate and monitor works on the highway. Our aim is to balance the statutory rights of utility companies and their right to carry out works with the right of road users to expect the minimum disruption.

Highways Authorities and undertakers must adhere to three key principles:

- The need to balance the potentially conflicting interests of road users and undertakers' customers.
- The importance of co-operation and regular communication between street authorities and undertakers.
- An acknowledgement that works programmes and practices may have to be adjusted to meet the statutory objectives of the co-ordination provisions.

Table 26: Permits issued

	2012/ 13	2013/14	2014/15
No. of permit and permit variation applications received	19,585	20,331	20,987
Number of applications granted	14,256	14,327	16,736
Number of applications refused	1,687	1,776	899
Number of occurrences of reducing the application period	588	356	313

Policy 7.5 - Enforce parking regulations firmly but fairly.

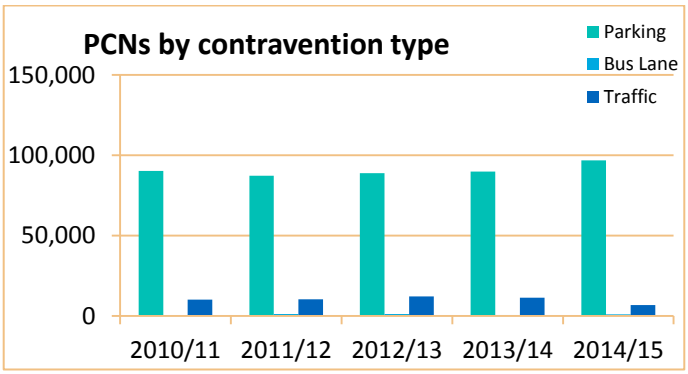
Parking controls seek to improve safety, accessibility, servicing, the flow of traffic and ensure appropriate use of the highway network. Enforcement activity aims to keep traffic moving, minimise obstructions, safety hazards and encourage compliance with the regulations.

Overall, there was a very small increase in the number of PCNs (Penalty Charge Notice) issued between 2013/14 and 2014/15. This was attributable to an increase of 2,882 PCNs issued on housing estates. Parking tickets issued on the Public Highway fell by 84 in total so no significant change. The type of PCNs issued did however vary, with more parking penalties and more bus lane penalties alongside fewer traffic penalties issued making up these totals.

Table 27: PCNs issued by contravention type

Financial year	2012/13	2013/14	2014/15
Parking by walking Civil Enforcement Officers (CEOs)	66,864	61,344	65,623
Parking by CCTV	21,987	18,370	18,119
Parking by CCTV or CEOs	88,851	89,940	96,850
Bus lane by CCTV	1,203	564	902
Moving traffic by CCTV	12,068	11,265	6,815
Total	102,122	101,769	101,769

Figure 7: Southwark total PCNs



When a PCN is issued, there are three broad outcomes.

- The vehicle owner pays, normally within the first 14 days when a 50% discount of the amount of penalty charge applies.
- The owner makes an informal appeal (representation) against the issue of the PCN.
- The PCN is ignored

If a PCN is paid, that concludes the matter. A motorist with a PCN can appeal in writing to the council's contractor at the parking shop. If the grounds of the appeal meet the criteria set by the council, the PCN will be cancelled with no further action taken.

If an appeal is rejected the matter if referred to the council for consideration. If the council rejects the appeal the motorist is re-offered the opportunity to pay within 14 days of the date of issue of the rejection letter.

If no payment is received, the council issues a Notice to Owner (NtO) that outlines the amount outstanding and gives the motorist 28 days to pay or make a formal representation against the issue of the PCN.

If the vehicle owner is unhappy with the council's decision to reject their representation made after the NtO was issued then they have the right to have their case heard by the parking adjudicator which is a London-wide service and independent of the council.

If the parking or traffic contravention is caught on CCTV the PCN is issued by post and the process is slightly different in that the process is slightly different in that the appeal is considered directly by the council.

The process outlined here is slightly different if the parking or traffic contravention is caught on CCTV.

Since 2008, PCNs have been differentiated by more serious contraventions having a higher charge and less serious ones a lower charge (the higher level is £130 and the lower rate is £80). In 2014/15 there was a small increase (3%) of PCNs issued at the higher rate. The number issued at the lower rate increased by 8%.

Table 28: Number of PCNs issued by charge band

	2012/13	2013/14	2014/15	Change 2013/14 to 2014/15
Higher differential level parking PCNs under the TMA 2004	71,801	74,250	79,819	3%
Lower differential level parking PCNs under the TMA 2004	17,050	15,690	17,031	8%

Figure 8: PCNs by charge band in 2014/15

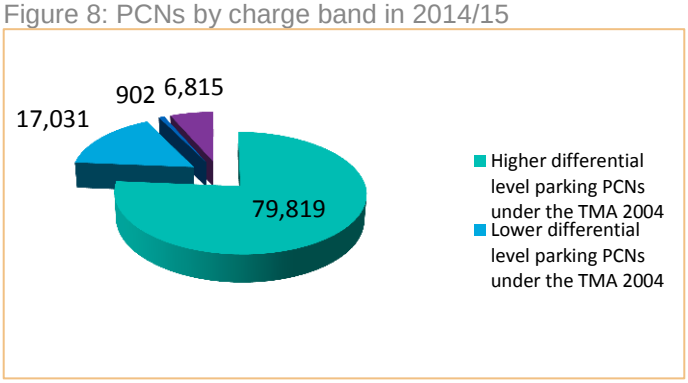


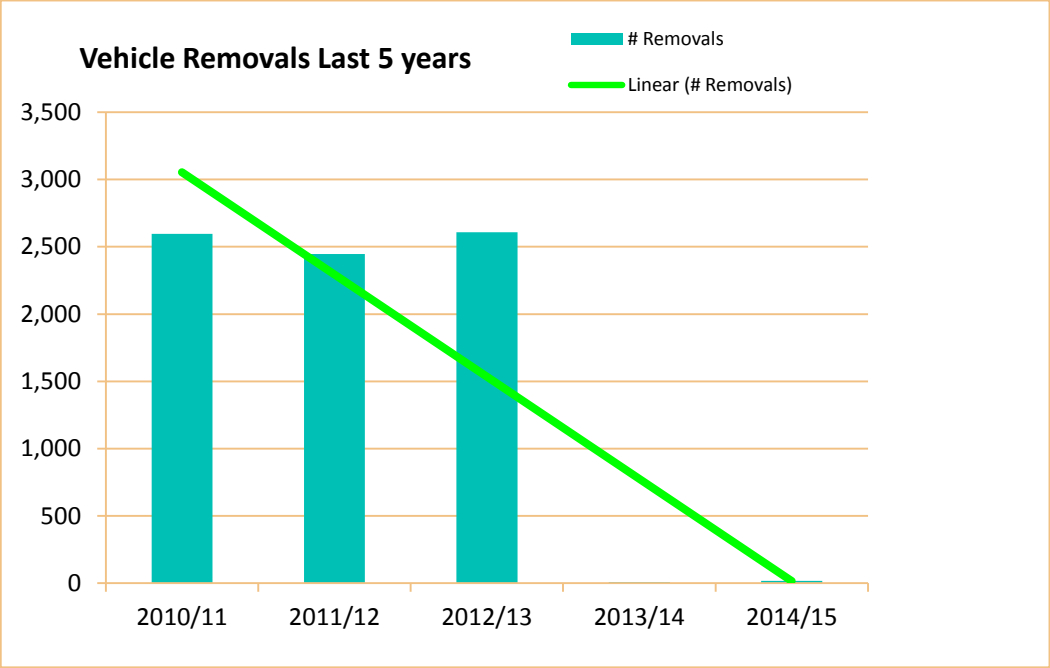
Table 29: PCNs by outcome

	2012/ 13		2013/ 14		2014/15	
	Number	%	Number	%	Number	%
Total PCNs	102,122	100	102,122	100	104,657	100
PCNs paid	72,781	71.3	72,781	71.3	71,750	68.6
PCNs paid at discounted rate	60,533	59.3	60,533	59.3	59,376	56.7
PCNs with an informal or formal representation made	19,351	18.9	19,351	18.9	22,926	21.9
PCNs cancelled as a result of informal or formal representation made	7,481	7.3	7,481	7.3	5,001	4.8
PCNs appealed to the parking adjudicator	1,524	1.5	1,524	1.5	1,247	1.2
PCNs cancelled as a result of parking adjudicator appeal	326	0.3	326	0.3	286	0.3
PCNs cancelled for other reasons	7,764	7.6	7,764	7.6	8,072	7.7
PCNs where processing has concluded	8,670	8.5	8,670	8.5	10,236	9.8
Outstanding PCNs	5,100	5.0	5,100	5.0	9,312	8.9

When comparing this year's data with that from the last 4 financial years it will be noted that payment levels have fallen. This is as a result of lower payment rates of Housing and Communities PCNs currently at 55% as opposed to the continued Public Realm payment level of 71%. The number of appeals and representations to the council increased but remains at lower levels than in the past. For specifically Housing and Community PCNs the number of appeals to the council was lower 12% and combined with the lower payment rate the number of cases progressing to the bailiffs was higher 18% than Public Highway PCNs.

At the end of 2012/13 the council closed its dedicated car pound and made use of a private facility outside of the borough vehicle relocations are being used in the first instance. As a result, the council removed 8 vehicles in 2013/14 and 16 in 2014/15 for a parking contravention.

Figure 9: Vehicle removals



Policy 7.6 - Keep the highway in a good state of repair.

Our highway assets are managed through a maintenance program and reactive maintenance to issues identified.

Table 30: Keeping the highway assets in good repair

	2012/ 13	2013/14	2014/15
% of classified roads ('A' 'B' and 'C') below intervention criteria (i.e. need to be consider for remedial treatment).	9	3	4
% of unclassified roads below intervention criteria (i.e. need to be consider for remedial treatment).	16	21	16
Km of principal roads resurfaced.	3.68	1.014	6.9
Km of non principal roads resurfaced.	12.17	15.48	24.2
Reactive maintenance highways. % of two hour call outs within time*.	99.9	99.7	100
Total two hour call outs*.	1,172	1,070	434
Reactive maintenance highways. % of 24 hour call outs within time.	99.9	99.3	97.4
Total 24 hour call outs.	11,717	8,389	12,361
Reactive maintenance – call out/ response times/street lighting in under one hour.	47	46	37
Number of light bulbs installed as new or replacement bulbs	301	312	297

* Since 01/04/13 the one hour call out was replaced with a two hour call out. This was undertaken to bring the borough in line with TfL and neighbouring borough standards.

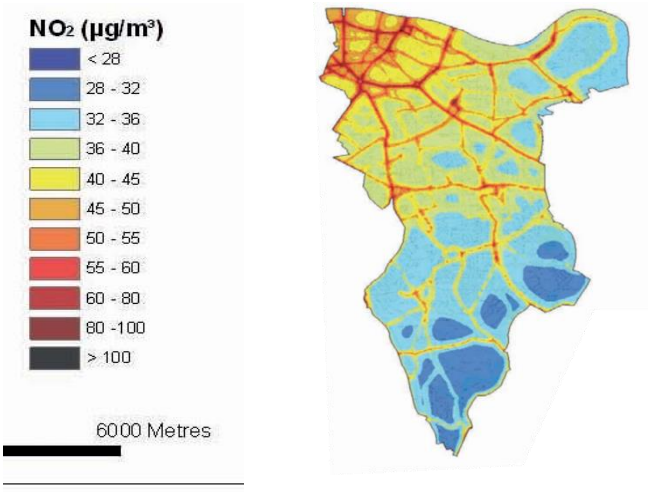
Objective 8: Reduce the impact of transport on the environment.

There is a clear link between air quality and transport, in particular road traffic. Emissions from road transport are the primary source of both NO_2 and PM_{10} and also make a significant contribution to climate change.

Policy 8.1 - Seek to reduce overall levels of private motor vehicle traffic on our streets.

As discussed in Policy 1.1 the borough's screenline program will be used to track changes in traffic over time and further information on this can be found in Section 4 (targets). Motor vehicles significantly contribute to poor air quality as shown below.

Figure 10: Predicted annual average concentrations of NO2 for 2011



Policy 8.2 - Promote the uptake of low emissions vehides.

Southwark promotes the use of alternative fuel vehicles by offering discounted resident's parking permits. These vehicles generally have lower CO2 emissions than conventional vehicles. As a major fleet operator, the council aims to operate an efficient, clean and safe fleet.

Table 31: Cleaner local authority fleets

	Vehicle class	2012/13	2013/14	2014/15
Total fleet	Number of vehicles	298	308	303
European emission standard of fleet for heavy duty diesel-engine vehicles (all vehicles with a gross vehicle weight of 8,800kg or over, including lorries and buses)	Number of Euro II vehicles	0	0	0
	Number of Euro III vehicles	1	1	1
	Number of Euro IV vehicles	1	1	1
	Number of Euro V vehicles	6	6	6
Electric vehicles in fleet	Number fully electric	0	1	0
	Number hybrid electric	7	9	9

Southwark currently has 17 charging points and the council recently became the first London borough to sign an agreement, whereby the ownership and responsibility for all these points were passed from the Council to Bluepoint London ('BpL). The council is currently undertaking a review of the existing points and their functionality under the new management arrangement. It would look for this to be completed before any further electric vehicle charging points are progressed.

Policy 8.3 - Reduce the impacts of motor vehicular traffic through education and enforcement initiatives.

The council actively encourages the reduction of the negative impacts of motor vehicular traffic through education and enforcement initiatives in partnership with TfL, the local police and local community. Educating all road users is important so that they can understand the impact of their behaviour on other road users and wider community. Enforcement initiatives focus on ensuring that those road users who fail to respect and violate traffic regulations are appropriately dealt with and where possible educated into changing their behaviour to be more considerate to society as a whole.

Policy 8.4 - Reduce the noise impacts of road traffic.

As well as vehicle choice, the way vehicles are driven also affects their environmental impact. Small changes to driver behaviour, achieved through encouragement and enforcement, can help to reduce these impacts. Eco driving - adopting a more fuel efficient driving style – can make a real difference to emissions.

Section 3: Delivery of the transport plan in 2014/15

Funding the transport plan

Southwark's key sources of funding for the transport plan include TfL, planning obligations (s106) and the council's own budget. This work includes the borough's improvement program, 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.

Table 32: Income from parking for the last five financial years

Income	2012/ 13 (£k)	2013/ 14 (£k)	2014/ 15 (£k)
Parking meters / pay and display	2,820	2,739	3,257
Parking permits	2,100	2,761	3,005
Off street car parks	200	148	86
Clamping and removal	484	0	0
Penalty charge notices	5,408	5,233	5,350
Bailiffs (PCN recovery)	591	513	408
Other income	720	195	203
Total income	12,323	11,589	12,308

Income is generated through the parking service and although there is a cost to running the service the income is greater and a surplus is created.

Table 33: Total finance for the last five financial years

	2012/ 13 (£k)	2013/ 14 (£k)	2014/15 (£k)
Total income	12,136	11,589	12,308
Total expenditure	-7,953	-6,919	-7156
Surplus	4,183	4,670	5,152

Each year for the past five years the total surplus has been spent on transport improvements and the following table details this expenditure.

Table 34: Expenditure of parking surplus for the last five financial years

Expenditure of surplus	2012/ 13 (£k)	2013/14 (£k)	2014/15 (£k)
Surplus	4,183	4,670	5,152
Road safety including school crossing patrols	-263	-242	-252
Nuisance and abandoned vehicle service	0	0	0
Road Network Management	0	0	0
Road Maintenance	-3,020	-3,701	-3,866
Reserve	-900	-800	-800
Estate reserve	0	0	-148
Contribution by council – estate set up costs	0	74	-66
Net	0	0	0

Section 4: Performance monitoring

In order to monitor delivery of our Transport Plan objectives and intended outcomes, we have identified a number of targets and indicators.

We have identified numerous targets and indicators to monitor our performance and ensure delivery of outcomes. The following table details the data set used to provide the baseline data and whether the target is required by TfL or a locally reported target.

Table 35: Transport plan targets performance monitoring

Target/ Indicator	Baseline	Monitored
Target/ Indicator	Baseline	Reported to TfL
Excess wait times for high frequency bus services from 1.2 minutes to 0.9 minute in 2016/17	2009/10	Reported to TfL
Maintain the proportion of principal road length in poor condition at 11.1% by 2016/17	2009/10	Reported to TfL
Reduce CO2 emissions from road based transport from 227kt CO2 in 2008 to 174kt CO2 in 2016	2008	Locally reported
Reduce traffic levels in Southwark by 6% by 2016	2010	Reported to TfL
Increase the walking mode share in Southwark to a third (33%) by 2016	2006/2008 three year average	Reported to TfL
Increase the proportion of those cycling in Southwark from 3% to 6% by 2016/17	2006/08 three year average	Reported to TfL
Reduce the number of all total casualties by 33% by 2020	2004/2008 three year average	Locally reported
Reduce the number of killed and seriously injured by 33% to 2020	2004/2008 three year average	Locally reported
Reduce the total number of slight casualties by 33% by 2020	2004/2008 three year average	Locally reported

Bus journey time reliability

Improving public transport reliability is of particular importance given the reliance on bus services in the borough. This is measured by excess wait time (EWT). EWT of any service reflects the delays occurring on the whole route, in many cases including sections of the route running outside of the borough. It does not include additional wait time for passengers unable to board a bus that is full on arrival at the stop. This indicator measures excess wait time (EWT) for all high frequency bus services running within the borough.

Table 36: Bus service reliability target

Excess wait times for high frequency bus services from 1.2 minutes to 0.9 minute in 2016/17		**Status (RAG)**
Tracking over previous year	2011/12: Excess wait time 1.1 minutes 2012/13: Excess wait time 1.0 minutes 2013/14: Excess wait time 1.1 minutes 2014/15: Excess wait time 1.2 minutes	

Table 37: Bus service reliability baseline data with target trajectory

Definition	**Base year**	**Base year value**	**Target year**	**Target year value**	**Trajectory data**			**Long-term (2017/18) target**
					2014/15	2015/16	2016/17	
Bus service reliability	2009/2010	1.2	2016/ 2017	0.9	1.0	0.9	0.9	0.9

Road condition target

This indicator measures the proportion of the borough's principal road network in poor condition and therefore where maintenance should be considered. Road condition has varied significantly since 2003/04. The condition of the highway network is affected by a number of factors including usage, works, and weather conditions. Given this and funding constraints, our target is to maintain the length of principal roads in poor condition at a constant level.

Table 38: Road condition target

Maintain the % of principal road length in poor condition at 11.1% by 2016/17		
Tracking over previous year	2011/12: 8.9% of principal road network length which is in poor overall condition and requires maintenance based on DVI survey data 2012/13: 16.7% of principal road network length 2013/14: 7% of principal road network length 2014/15: 7% of principal road network length	Status (RAG)

Table 39: Road condition baseline data with target trajectory

					Trajectory data				
Definition	**Base year**	**Base year value**	**Target year**	**Target year value**	**2013/14**	**2014/15**	**2015/16**	**2016/17**	**Long-term (2017/18) target**
Asset condition	2009/ 2010	11.1%	2016/ 2017	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%

CO_2 emissions target

This indicator measures CO_2 emissions from all sources of ground based transport.

Table 40: CO_2 emissions target

Reduce CO_2 emissions from road based transport from 227kt CO_2 in 2008 to 174kt CO_2 in 2016		
Tracking over previous year	2009: 205kt of CO_2 from ground based transport in Southwark 2010: 187kt of CO_2 from ground based transport in Southwark 2012: 172kt of CO_2 from ground based transport in Southwark	Status (RAG)

Table 41: CO_2 baseline data with target trajectory

					Trajectory data				
Definition	**Base year**	**Base year value**	**Target year**	**Target year value**	**2013/14**	**2014/15**	**2015/16**	**2016/17**	**Long-term (2017/18) target**
% reduction in CO2	2008	227	2016	174	190	185	179	174	124

To complement the information sourced from the London Energy and Greenhouse Gas Inventory (LEGGI). Traffic volume data will be used a proxy measure for CO_2 as we assume that as traffic volume decreases so too will CO_2 emissions.

Traffic level reduction target

This target is set to complement the council's CO_2 emissions and mode share targets. If sustainable mode share can be increased, then a corresponding decrease in emissions from road traffic could be projected over the same timescale.

Table 42: Traffic level reduction target

Reduce traffic levels in Southwark by 6% from 2010 to 2016		
Tracking over previous year	Screenline results in traffic flow both directions for a 'virtual day', 2011: Northern north-south screenline - 86,379 Southern north-south screenline – 60,583 East-west screenline - 122,032 2012: Northern north-south screenline - 82,679 Southern north-south screenline – 60,003 East-west screenline - 110,833 2013: Northern north-south screenline - 85,320 Southern north-south screenline – 57,534 East-west screenline - 114,087 2014: Northern north-south screenline – 88,863 Southern north-south screenline – 58,904 East-west screenline – 115,311	Status (RAG)

Table 43: Southwark screen line program

Traffic count screenline	**Traffic flow (both directions) for a 'virtual' day**	**6% reduction projected by 2016**
Northern north-south screenline	88,863	84,370
Southern north-south screenline	58,904	52,956
East-west screenline	115,311*	117,103*
Total flow across screenlines	263,078	254,429

*Different to figures in the Transport Plan due to the removal of the Old Kent Road counts from the east- west screenline.

Table 44: Traffic levels baseline data with target trajectory

					Trajectory data		
Definition	Base year	Base year value	Target year	Target year value	2014	2015	2016
Traffic volumes	2010	270,669	2016	254,429	259,839	257,131	254,429

Walking mode share target

This indicator measures the proportion of trips made on foot by journeys originating in Southwark. Walking levels increased significantly during the 1970's and declined in the 1980's to a low in 1991. Since then they have remained relatively stable.

Table 45: Walking mode share target

Increase the walking mode share in Southwark to a third (33%) by 2016/17		
Tracking over previous years*	2008-2011: Walking mode share 30.1% 2009-2012: Walking mode share 31.0% 2010-2013: Walking mode share 35.0% 2011-2014: Walking mode share 37.2%	Status (RAG)

Table 46: Walking baseline data with target trajectory

					Trajectory data				
Definition	**Base year**	**Base year value**	**Target year**	**Target year value**	**2011--2014**	**2012-2015**	**2013-2016**	**2014-2017**	**Long-term (2023-2026) target**
Walking mode share	2006-2009	31.5%	2016-2017	33.0%	33.0%	33.0%	33.0%	33.0%	Unknown

Cycling mode share target

This indicator measures the proportion of trips made on bike by journeys originating in Southwark. The popularity and usage of cycling has increased in the past five years and this target is based on a projected mode share of 5% by 2025/2026.

Table 47: Cycling mode share target

Increase the proportion of those cycling in Southwark from 3% to 6% by 2016/17		
Tracking over previous years*	2008-2011: Cycling mode share 3.3% 2009-2012: Cycling mode share 4.3% 2010-2013: Cycling mode share 4% (to 1dp) 2011-2014: Cycling mode share 3% (to 1dp)	Status (RAG)

Table 48: Cycling baseline data with target trajectory

					Trajectory data				
Definition	Base year	Base year value	Target year	Target year value	2011--2014	2012-2015	2013-2016	2014-2017	Long-term (2023-2026) target
Cycling Mode share	2006-2009	2.9%	2016-2017	5.7%	4.0%	4.5%	5.0%	5.5%	10.0%

Road safety target

This indicator measures the total number of people killed and seriously injured (KSI) from road traffic accidents along with total casualties and those resulting from slight collisions.

Table 49: Road safety targets – overall

Reduce the number of casualties by 33% by 2020		
Tracking over previous year	2009 -2011 annual average: 1,130 casualties	Status (RAG)
	2010 - 2012 annual average: 1,112 casualties	
	2011 – 2013 annual average: 950 casualties	
	2012-2014 annual average: 1,053 casualties	

Reduce the number of KSIs by 33% by 2020 compared with a 2004/08 baseline		
Tracking over previous year	2009 -2011 annual average: 139 casualties	Status (RAG)
	2010 - 2012 annual average: 136 casualties	
	2011-2013 annual average: 110 casualties	
	2012-2014 annual average: 91 casualties	

Table 50: Casualty trajectory targets – general

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2018-2020) target
					2009/ 2011	2010\ 2012	2011/ 2013	2012\ 2014	
All casualties	2004-08	1,170	2018-20	780	1,072	1,040	1,008	975	780
KSIs	2004-08	140	2018-20	93	128	124	121	117	93
Slights	2004-08	1,030	2018-20	687	944	916	887	858	687

We are behind on our target trajectory and whilst the number of KSI casualties does appear to be decreasing, the number of slight and all casualties appears quite stationary. In addition this indicator measures all cyclist casualties (not broken down by severity).

Table 51: Road safety targets – cyclists

Reduce all cyclist casualties by 44% by 2020 based on a 2004/08 baseline		
Tracking over previous year	2009 - 2011 annual average: 258 casualties 2010 - 2012 annual average: 277 casualties 2011 – 2013 annual average: 275 casualties 2012 - 2014 annual average: 285 casualties	Status (RAG)

Table 52: Cyclist casualties' trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2018-2020) target
					2009/ 2011	2010\ 2012	2011/ 2013	2012\ 2014	
All cyclist casualties	2004-2008	193	2018-2020	193	193	193	193	193	193

The number of cyclist casualties is increasing in line with the predicted number of casualties assuming mode share targets are being met and the percentage of cyclist casualties is not reduced. Given we are currently exceeding our mode share targets it appears that the risk to cyclists has reduced, however, our target involves reducing the risk by a greater amount so we are currently not meeting our target.