

Annual report on
delivery of the
transport plan
2013/14

This document is the annual report that summarises trends and tracks the implementation of the transport plan and other council transport policies and initiatives.

Section one: Our transport plan

Approved in July 2011, the 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. 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 assists in identifying areas where the council needs to work harder to ensure the transport plan is delivered.

What the annual report contains

Section two: Delivering the transport plan details how we are meeting the transport challenges and outlines the initiatives undertaken to deliver the transport objectives.

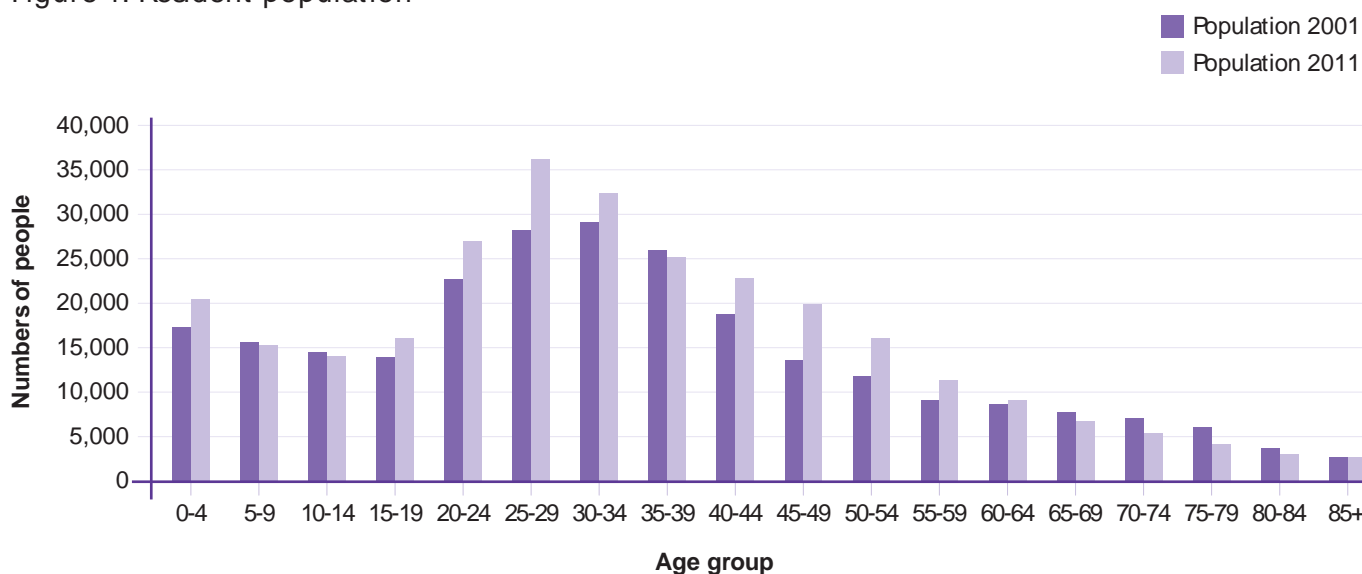
Section three: Delivery of the transport plan in 2013/14 presents the monitoring and delivery of transport improvements in 2013/14.

Section four: Performance monitoring presents the monitoring of targets as set out in the transport plan.

Section 2: 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 population²

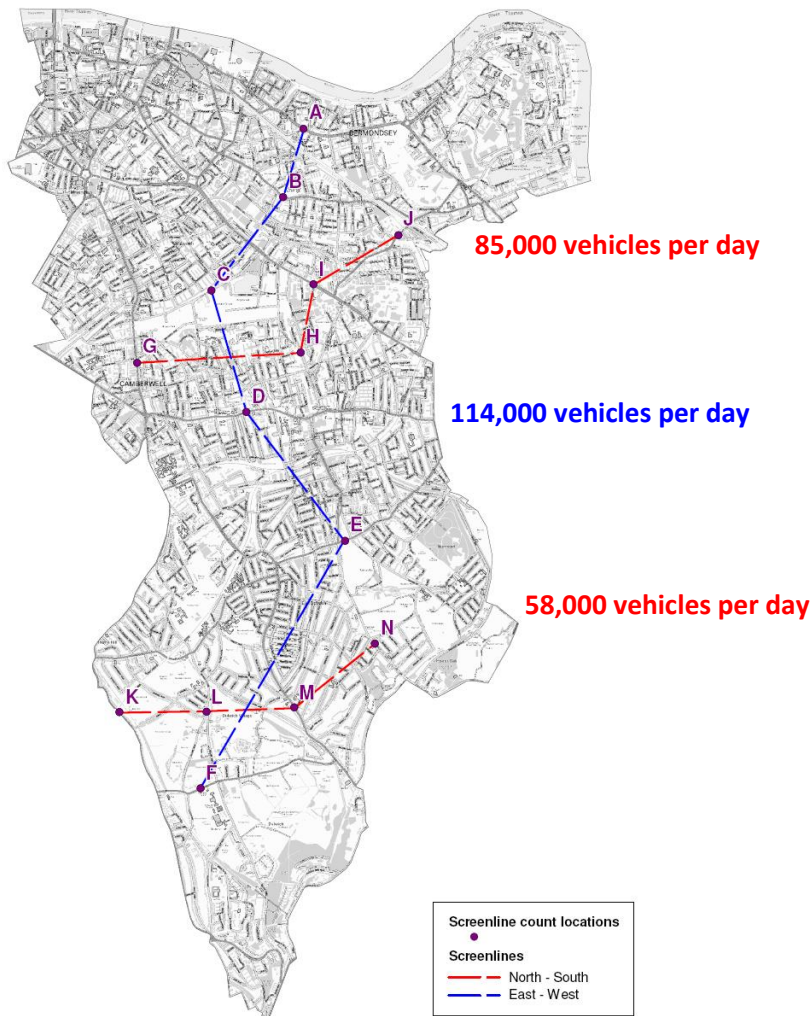


Objective 1: Manage demand for travel and increase sustainable transport capacity.

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 2013/14



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

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

We continue to lobby for improvements to transport capacity and access in the borough. One example is our joint work with partners to lobby for the southern Bakerloo line extension. Work has been undertaken by TfL on the business case for the scheme as well as an exploration of funding opportunities. The council has been actively involved in dialogue with TfL in relation to potential route alignment options through Southwark. The council is actively pursuing that route options both via the Old Kent Road and Camberwell/Peckham Rye are developed and subject to public consultation.

During 2013/14 partnership working has occurred 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.

Representations has been made to both bus and rail operators as and when deemed appropriate and continue to be undertaken in response to timetable/service specification consultations and as and when issues arise.

The council is continuing to support the case for a new railway station at Camberwell. This has been a long standing aspiration for a number of years. It continues to enter into dialogue with the industry to highlight the transport need for such a facility. It is envisaged that during 2014/15 further background research will be undertaken to develop a detailed wider transport planning business case for the station.

Longer term strategic planning activities for public transport service and access improvements have included attendance at Network Rail's Sussex Route Study Stakeholder Working Group meetings and Southern Stakeholder Forum events.

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

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

In 2013/14 as in 2011/12 there are 120 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 1: Car club bays implemented

	2010/11	2011/12	2012/13	2013/14
Car club bays implemented or secured by the borough	95	12	0	3
Total number of car club bays on street in the borough	105	117	117	120
Car club members	7,472	5,614	6,300	7,478

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 maintains a program of managing parking both on and off street through waiting and loading reviews, parking zones and other measures to ensure they remain effective in managing the kerbside space.

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.

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

Each year cyclist counts are carried out in October via video surveys at several locations throughout the borough. These locations, as shown in Figure 3, were chosen as a representative sample of commuter routes and quiet leisure cycling routes. The surveys of the most recent survey are shown in Table 2. The counts are used to measure changing cycling levels in the borough and this can be seen in the targets section of this document

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

This will be monitored by the mode of travel as shown in figure six and in the target section of this document.

Each year cyclist counts are carried out in October via video surveys at several locations throughout the borough. These locations, as shown in figure 17, were chosen as a representative sample of commuter routes and quiet leisure cycling routes. The results of the most recent survey are shown in table 7 below. The counts are used to measure changing cycling levels in the borough and this can be seen in the targets section of this document.

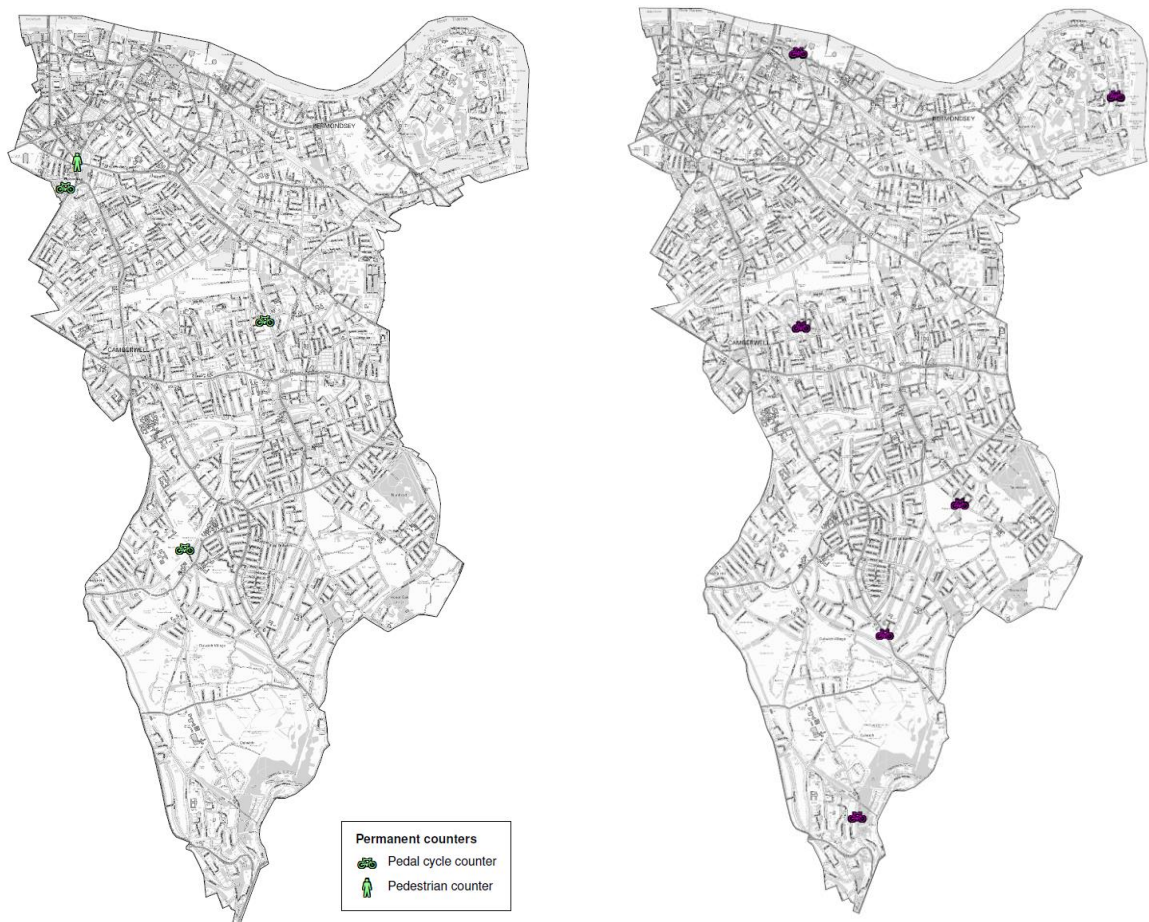
Table 2: Cyclist volumes October 2013

Road name	Time of week	Direction	Average flows			
			7.00 to 10.00	10.00 to 16.00	16.00 to 19.00	Total per day
Lordship Lane	Weekday	North	141	40	23	204
		South	16	38	95	149
	Saturday	North	24	65	22	111
		South	19	72	24	115
Peckham Rye	Weekday	North	385	96	59	540
		South	41	71	274	386
	Saturday	North	56	88	33	177
		South	7	79	44	130
College Road	Weekday	North	211	34	26	271
		South	23	42	184	248
	Saturday	North	49	156	27	232
		South	222	86	24	332
Southampton Way	Weekday	East	34	90	163	288
		West	142	81	53	277
	Saturday	East	16	91	48	155
		West	35	74	37	146

Table 2: Cyclist volumes October 2013 continued

Road name	Time of week	Direction	Average flows			
			7.00 to 10.00	10.00 to 16.00	16.00 to 19.00	Total per day
Tooley Street	Weekday	East	573	417	974	1964
		West	1179	402	500	2080
	Saturday	East	58	465	255	778
		West	134	472	208	814
Rotherhithe Street	Weekday	East	16	16	19	51
		West	19	18	29	66
	Saturday	East	9	43	24	76
		West	9	43	27	79

Figure 3: Locations of permanent counters and annual cyclist counts



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 3: Improvements for pedestrians

	Type	Baseline total number of crossings (2006/07)	2011/12	2012/13	2013/14
Protected crossing facilities	Zebra crossings	140	1	2	4
	Signalised pedestrian crossings	360	2	0	3
	Pedestrian islands	Unknown circa 200	4	1	10
	Improved existing crossings	N/A	8	3	29

Policy 1.9 - Remove guard railing where appropriate

Guard railing was originally conceived to protect pedestrians from motor vehicles. More recent thinking questions whether the extensive use of barriers between the carriageway and the footway may 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 new central London grid is a set of safer, connected routes for cyclists across central London. It will comprise 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 along Blackfriars Road to Kings Cross and 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 two and beyond

The cycle hire scheme offers the public bicycle hire for short journeys in, and around central London. The borough has 36 cycle hire docking stations located in the north of the borough. Since the scheme first began there have been over 2 million hires and docks in Southwark.

The council are pursuing an extension of the current scheme from its boundary just south of the Elephant and Castle to Bermondsey, Canada Water, Camberwell and Peckham. A study was completed which carried out detailed scoping work identifying expansion areas and new cycle hire sites within them. It also calculated which areas were likely to have the highest demand based on population density and forecast population growth, employment and trip attractors, and population demographics. New sites identified were also costed.

The council continues to lobby TfL for cycle hire expansion within Southwark. Investigation of alternative funding sources is a continual process.

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.

Table 4: Cycle parking facilities

	2010/11	2011/12	2012/13	2013/14
Number of on street spaces installed	40	152	344	100
Total number of on street spaces	1,538	1,690	2,034	2,134
% residential development that has been built complying with bicycle parking standards	57	72	N/A	N/A
% non residential development that has been built complying with bicycle parking standards	N/A	82	N/A	N/A

Cycle parking provision in the borough has continued to expand in 2013/14.

In addition, 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%).

Table 5: Cycle parking facilities on estates

	2011/12	2012/13	2013/14
Number of spaces provided	171	97	128
Occupancy rates	34%	70%	93%

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 plan reviews

School travel plans must be reviewed to monitor how students are travelling to and from school. They are also an opportunity for schools to set out 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, providing examples of best practice and assisting in drafting school travel plans.

Table 6: Annual monitoring of school travel plans

	2009/10	2010/11	2011/12	2012/13	2013/14
Number of schools with a travel plan (out of 104)	101	104	104	104	122
Number of schools that have updated their travel plan	22	23	46	37	66

As part of the travel plan process schools survey students and staff on mode of travel to school. Travel to school by car has remained fairly stable and 2012/13 saw an increase in public transport use coupled with a decrease in walking. Walking is still the most popular mode of travel. The increase in the percentage of the 'other' category in 2013/2014 reflects the increasing number of children scooting to school.

Table 7: Primary and secondary school modal split

Year	Mode (%)					
	Walking	Cycling	Public transport	Car	Car share	Other
2007/08	49	3	26	18	3	2
2008/09	45	3	29	17	3	3
2009/10	47	3	28	15	3	4
2010/11	56	4	22	14	2	2
2011/12	51	3	25	14	2	5
2012/13	45	4	31	17	2	1
2013/14	44	4	30	16	2	4

Walking promotions is mainly in the form of 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. Resources for WoW and WTSW are delivered by the pedestrian charity, Living Streets (<http://www.livingstreets.org.uk/>).

Table 8: Walking promotions in schools

	2010/11	2011/12	2011/12	2012/13	2013/14
Number of schools taking part in WoW	38	38	34	35	36
<u>Number of schools fully participating in WoW (10 months+)</u>	<u>15</u>	<u>15</u>	<u>34</u>	<u>35</u>	<u>36</u>

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 certificated 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 assesses and monitors development travel plans, including both compulsory and voluntary travel plans. Compulsory travel plans consist of workplace, residential and mixed use development travel plans whilst voluntary travel plans are for workplaces.

Development travel plans

The work to assess and monitor development travel plans has continued in 2013/14. This includes providing advice to developers at all stages of the planning process, advising planners on travel plan requirements and how to secure travel plans, ensuring travel plans reflect the wider transport issues at the site, monitoring of travel plans throughout their five year life, ensuring that planning obligations / conditions are being met, and ensuring that developers meet or exceed their travel plan targets.

Voluntary travel plans and travel planning groups

Support has been given to organisations developing travel plans, both in the surveying of users and document preparation, and support for initiatives within travel plans. Voluntary travel planning support has been publicised via business, health and environmental networks however take-up of support has been very low.

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.

Road safety education – Theatre in education

Theatre in education was delivered to children through schools in 2013/14. Through performances and associated resources, Theatre in education delivers a targeted message to children. Theatre tours are not used as an alternative mode of learning but as a complementary part of a package of education initiatives offered to schools including pedestrian training and cyclist training. Theatre is particularly suited to dealing with the complexity of raising awareness, debating issues, and coming to terms with social pressures and alternative behaviours and feedback from teachers is positive.



Active travel promotion events

A wide range of travel awareness events took place this year including the promotion of 100 walking routes created by walking enthusiasts which have been mapped and are shown on our website (<http://www.southwark.gov.uk/info/200102/walking>).

Dr Bikes

Dr Bikes are free bike checks where anyone can bring their bike along to be checked for safety by a qualified person and advice is given on any mechanical problems which cannot be quickly fixed on the spot. At these types of events it is vital that officers also attend to engage with the community in order to promote and gain feedback on local barriers to active travel. Dr Bikes are also offered to schools.



Table 9: Active travel promotions and participation in walk to work week by Southwark residents and work places

Type of promotion		2011/12	2012/13	2013/14
Walk to work week	Number of workplaces taking part	16	16	0
	Individuals registered in work places	138	181	0
	Total number of participants	192	313	0
	Work place area miles	1119	981	0
	Total area miles	1374	833	0
Walking promotion	Number of events	2	10	5
Dr Bike	Number of events	23	30	24
	Number of people attending	240	345	N/A

Case studies

Walking maps

In 2013/14 we mapped starting points for 100 walks across Southwark including free local led walking groups and self guided walks. Further information can be found on our website (<http://www.southwark.gov.uk/info/200102/walking>) as well as a list of links to paid walking tours that run through the borough.

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

Pedestrian training was provided to many schools in Southwark in 2013/14. 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 10: Number of people receiving pedestrian training

Year (financial)	2009/10	2010/11	2011/12	2012/13	2013/14
No. of participants	3,314	2,349	2,615	1,925	2,914
No. of schools participating	47	41	40	28	44

Cyclist training

All schools within the borough are offered programs of cyclist training and 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 Bikeability training consists of three levels and all levels of training are offered throughout our schools. All Instructors are registered with an Instructor Training Organisation (ITO) and courses are delivered as a 4x2 hour sessions per course.

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

Table 11: Cyclist training

Financial year	Pupils	Child individual	Adult individual	Total trained
2010/11	507	117	592	1,216
2011/12	705	152	635	1,492
2012/13	777	182	731	1,690
2013/14	1,098	50	1,030	2,176

A large increase in pupils receiving cyclist training over previous years occurred. This was as a result of being able to offer schools Bikeability levels 1 & 2 training. Previously only level 2 training was available. Furthermore, it was also possible to provide bicycles for children with no bicycles.

Individual training of children is outside of the schools programme. Figures for this were lower than previous years. This could be a result of a bigger uptake of child cyclist training in schools coupled with a wet winter.

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, but 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.

Satisfaction of London Underground passengers has remained relatively constant since 2008/09. It should be noted that these figures and the ones for the London Overground satisfaction are for the entire service and may not reflect local experience.

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 also experiencing rapid change particularly in relation to the railway network with the £6.5bn government sponsored Thameslink Programme which will see 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 that are held 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.

Responses are prepared to consultations on public transport improvements that are run by TfL and local rail operators. These range from being consulted upon service changes relating to timetable specification, future franchise geography/requirements and proposed changes to operations.

Future issues of importance in relation to public transport that the council will expect to provide comment on will undoubtedly include the future of the tube network and operations within the borough, the impact of the Thameslink blockade at London Bridge upon travel patterns within the borough, specification and development of the new Govia Thameslink Railway (GTR) franchise and bus service improvements within the borough to encourage greater sustainable transport usage.

Policy 3.2 - Support access into employment.

Policy 3.3 - Prioritise investment in our town centres.

Case study

Camberwell town centre

The TfL funded Camberwell Town Centre scheme is a key element of the 'Revitalise Camberwell' programme which includes investment into Camberwell Green and a new Camberwell Library. As well as improvements to the main traffic corridors through the town centre. The programme also includes a Pocket Spaces project which aims to turn under-utilised spaces in and around the town centre into vibrant and active areas for the local community. The delivery of the town centre scheme has been delayed due to issues around the impact on traffic flows of proposed improvements. The council must reach agreement with TfL on this before the scheme can proceed. Further traffic modeling work will be carried out in 14/15, with scheme delivery now expected in 2016/17. In parallel, the pocket spaces schemes are under development with the first scheme at Datchelor Space to be delivered in 2014/15.

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

Policy 4.1 - Promote active lifestyles.

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 14.2% in reception classes and 26.7% in year 6 identified as obese in 2012/13, 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 began to increase in 2009 from a previously steady figure and dropped again in 2012. The figures shown in Table 25 are modelled based on population and could be an underestimate as monitoring of Southwark patients who go through an NHS Health Check (aged 40-74) has showed obesity prevalence to be around 27%.

Figures from the latest National Child Measurement Programme (2012/13) shown in Table 13 revealed that child obesity levels in Reception were 14.2% and in Year 6 were 26.7%. A decrease in obesity for Year 6 was reported alongside a decrease in healthy weight children.

Adult obesity, shown in Table 13, revealed an obesity rate of 20.6% and an overweight or obese rate of 56.3% for 2012/13 (http://www.apho.org.uk/default.aspx?QN=HP_METADATA&AreaID=50291). There has been a change in the source of data, this is now from the Active Peoples Survey 2012 rather than the Health Survey for England. This will still be self reported survey data modelled for the population.

Table 13: Obesity levels

School year	Year measured	Participation %	Underweight %	Healthy weight %	Overweight %	Obese %	Overweight and obese %
Reception	2012-13	85.1	1.0	72.3	12.5	14.2	26.7
	2011-12	85.5	1.2	72.9	13.9	12.0	25.9
	2010-11	91.7	1.2	70.2	14.8	13.8	28.6
	2009-10	92.5	1.1	69.2	15.0	14.8	29.8
Year 6	2012-13	93.1	0.9	54.8	17.6	26.7	44.3
	2011-12	87.6	0.9	56.4	14.4	28.3	42.7
	2010-11	91.2	1.1	57.1	15.4	26.4	41.8
	2009-10	89.3	0.7	59.2	14.5	25.7	40.2
Obesity in adults ²	2012-13					20.6	
	2011-12					22.5	
	2010-11					26.0	
	2009-10					22.5	

Source: Active Peoples Survey (2012)

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 week¹. The Council continues to encourage recreational walking. This is achieved by providing details on the Southwark website as documented earlier in the report.

Policy 4.2 – Create places that people can enjoy.

² % adults, modelled estimate using Health Survey for England 2006-2008 (revised) based on the make up of the population

³ Myers J et al (2004) Fitness versus physical activity patterns in predicting mortality in men. American Journal of Medicine Volume 117. Issue 12

Policy 4.3 - Help communities shape their streets.

Case study

Pocket Places

One of four Pocket Places projects across the UK, Pocket Places Peckham is the only one in London and sees Southwark Council partnering with the sustainable transport charity Sustrans. The project focuses on a busy urban corridor running through the heart of the Peckham Community, Rye Lane, and aims to revitalise several neglected and unused 'pockets' of land along the length of Rye Lane into community spaces. In creating temporary and semi permanent interventions over the period of two years, the intention is to reinvigorate this busy high street as well as providing breathing spaces for community members to relax and spend leisure time in the heart of their community. Following initial community engagement in 12/13, a number of measures were trialled on street in 13/14. These included innovative carriageway designs, temporary planting and art works. The trials received widespread community support and will be used to inform a permanent scheme to be implemented in 14/15.

Policy 4.4 - Make our streets greener.

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 14: Replacement and new street trees on the highway in Southwark

	2009/10	2010/11	2011/12	2012/13	2013/14
Replacement street trees	215	63	120	220	315
New street trees	345	99	43	48	85
Number felled for natural / safety reasons	N/A	90	38	659	893
Number felled for other reasons	N/A	0	102	23	71

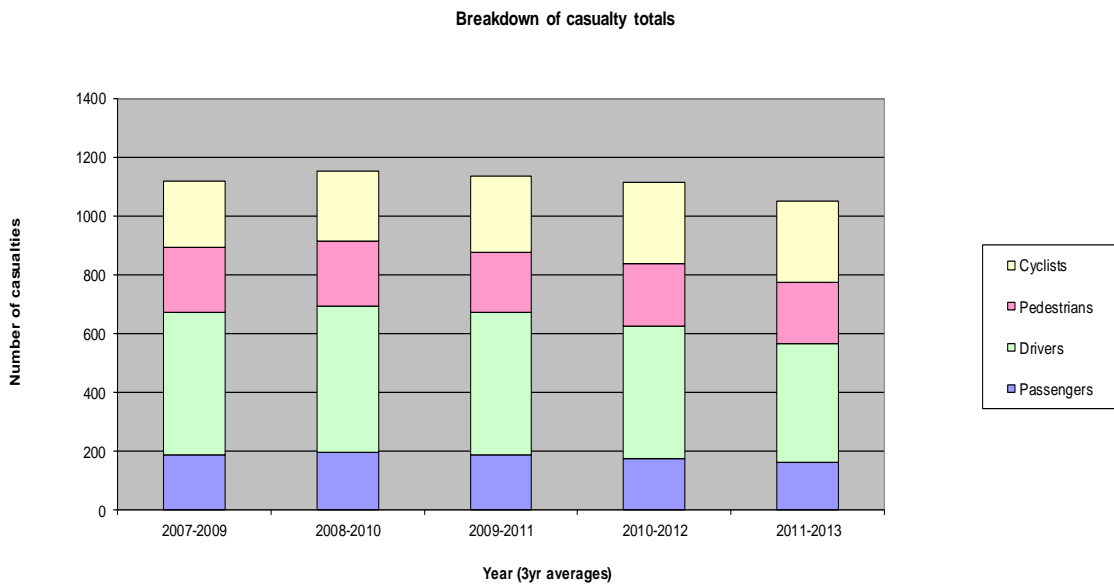
Objective 5: Ensure the transport network is safe and secure for all and improve perceptions of safety.

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, however this reduction has slowed in recent years and the number of casualties per year has remained fairly constant since 2006.

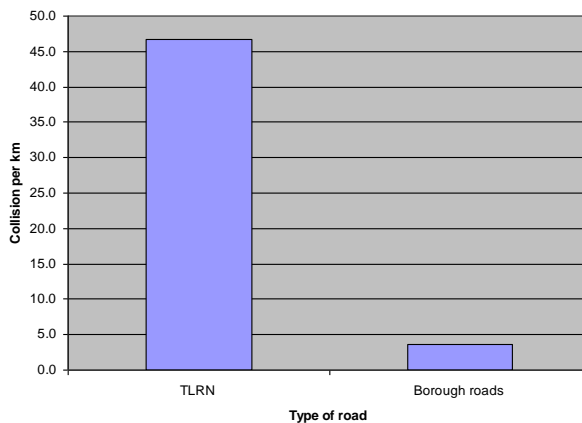
Figure 4: Collision and casualty trends in Southwark



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

In the most recent 3 year period (to end December 2013), there were 1481 collisions recorded on the Transport for London Road Network in Southwark; of these 10 were fatal and 179 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 5: Collisions per km TLRN vs borough roads, Jan 2010 to Dec 2012



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 15: Casualties by type of vehicle and severity between TLRN and borough roads (2009/11 average)

	TLRN		Borough roads		Total
	KSIs	Sights	KSIs	Sights	
Pedestrian	22	72	23	97	214
Cyclist	20	126	15	115	276
Powered two wheeler	17	104	17	84	221
Car	4	109	10	164	287
Taxi	1	7	0	3	11
Bus or coach	3	37	3	41	84
Goods vehicle	0	7	0	10	17
Other vehicle	0	0	0	1	1
Total	67	463	69	514	1,112

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 2013/14 aimed mainly 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.

Road safety campaigns and events

There were six events that took place in 2013/14 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.

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.

Table 16: 20mph speed restrictions

	2009/10	2010/11	2011/12	2012/13	2013/14
% km included in 20mph restriction	65	65	65	65	41.5
Number of 20 mph zones / limit areas	29	29	29	30	32

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 2010/12	KSI	Slight	Total
Westminster	180	1,486	1,666
Lambeth	159	1,120	1,279
Southwark	136	976	1,112
Wandsworth	108	960	1,068
Lewisham	104	896	1,000
Tower Hamlets	121	916	1,037
Camden	109	803	912
Hackney	119	800	919
Greenwich	90	760	850
Islington	101	796	897
Kensington & Chelsea	85	690	775
Hammersmith and Fulham	77	652	729
Greater London average	88	790	878

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. We hope that these interventions will create a step change towards safer behaviour for all road users and help us to succeed in reducing road casualties.

Road safety education – Child education interventions

All of the following child education interventions were delivered through schools in 2013/4.

The Junior Road Safety Officer scheme involves the schools taking part appointing up to 4 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, is explained to them at the initial workshop and then 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 now enrol children directly through nurseries.



Table 18: Education interventions

Type of education intervention	Data recorded	2010/11	2011/12	2012/13	2013/14
Theatre in education	No. plays to children	100	44	100	120
	No. plays to elderly	13	0	0	0
Children's traffic club	No. of venues	11	16	8	N/A
	No. of children	586	693	377	N/A
Junior road safety officer	No. of schools	19	18	17	14
Junior citizen	No. of schools	49	59	70	88
	No. of pupils	1800	2417	2727	3585
Road safety quiz	No. of schools	13	19	20	9
	No. of pupils	52	57	40	18
Exchanging places	No. of events	4	7	6	N/A

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

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's sustainable travel infrastructure programme provides dropped kerbs and tactile indicators at road junctions and pedestrian crossings. The better pavements programme improves the conditions footways including the reduction of clutter and inclusion of dropped kerbs. These are complemented by the provision of disabled persons' parking bays.

Table 19: Reported ease of access to services²

	2011 score (out of 100)	2012 score (out of 100)	2013 score (out of 100)
Ease of access to key services (all people)	78.07	78.95	79.40
Ease of access to key services (people with disabilities)	73.65	68.53	75.90
Ease of access to key services (no car households)	76.56	81.40	82.20

Table 20: Dropped kerbs installed

	2009/10	2010/11	2011/12	2012/13	2013/14
Number of pairs of dropped kerbs installed	46	35	29	48	54

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 21: Number of accessible bus stops

	2009/10	2010/11	2011/12	2012/13	2013/14
Accessible bus stops	551	551	551	551	551

⁴ Source: NHT survey 2013

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, as well as giving 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 22: Independent travel training delivered

	2009/10	2010/11	2011/12	2012/13	2013/14
Schools participating in independent travel training	1	5	8	20	15

Independent travel training and the training bus program was delivered in several schools and to adults in 2013/14.

The independent travel training program, run with TfL Travel Mentors & Parent Partnership, involves the training of teachers and teaching assistants in schools who will in turn provide the independent travel training to those with special needs. The teachers and teaching assistants provide training for those people who have difficulty negotiating our transport system. They are given the skills and confidence through training to use the public transport system on their own. This scheme is helping to achieve a modal shift out of taxis and onto public transport.

The training bus program continued this year in partnership with Abellio, TfL Travel Mentors, Metropolitan Police Safer Transport and Parent Partnership. This scheme involves the loan from Abellio of a driver and bus once a month and those with disabilities and/or special needs are invited 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 are all invited.



Table 35, Training bus sessions and attendees.

	2010/11	2011/12	2012/13	2013/14
Number of sessions	4	10	8	10
Number of attendees	80	210	240	273

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 24: Disabled parking bays installed

	2009/10	2010/11	2011/12	2012/13	2013/14
Number of disabled parking bays installed	38	38	27	54	43

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 2012/13 Southwark initiated a trial closure to motor vehicles of Mint Street, a narrow residential street which had a high volume of through traffic, resulting in negative impacts for local residents and a school. The trial closure diverted through traffic back onto more appropriate routes and is considered a success.

In 2010/11 we established a set of traffic count locations where we carry out repeat counts year on year to assessing the change, not only in volume, but in composition of traffic.

Table 25: Traffic volumes 2013 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	2,801 (+23.0%)	11,525 (-81.8%)	2,282 (-55.5%)	222 (-84.7%)
B	Southwark Park Road	450 (-71.8)	10,358 (-1.9%)	1,206 (-37.4%)	42 (+13.5%)
C	Albany Road	715 (-8.5%)	18,304 (-0.6%)	1,882 (+0.1%)	86 (-2.3%)
D	Peckham High Street	1,552 (+15.8%)	20,433 (-4.5%)	4,439 (+55.3%)	201 (-35.8%)
E	East Dulwich Road	415 (+19.3%)	13,443 (-2.6%)	1,036 (-19.8%)	115 (+45.6%)
F	Dulwich Common	631 (+7.7%)	20,037 (+4.7%)	1,660 (-21.9%)	254 (-28.3%)
G	Camberwell Road	1,139 (-66.7%)	15,759 (+0.2%)	2,324 (-59.3%)	195 (-9.2%)
H	Peckham Hill Street	670 (+28.6%)	9,493 (-8.4%)	1,078 (-5.7%)	43 (-4.7%)
J	Old Kent Road	1,526 (-8.5%)	32,782 (+13.2%)	2,956 (-62.4%)	598 (-116.2%)
K	Rotherhithe New Road	537 (+12.6%)	14,670 (-15.0%)	1,414 (-43.6%)	100 (-5.0%)
L	Croxted Road	853 (+60.0%)	10,680 (+4.6%)	948 (-25.3%)	88 (+225.9%)
M	Dulwich Village	594 (+1.2%)	13,263 (-3.4%)	897 (-5.9%)	49 (+8.9%)
N	Lordship Lane	492 (-4.3%)	15,614 (+9.4%)	1,765 (-3.6%)	89 (+6.0%)
P	Forest Hill Road	524 (+23.3%)	10,715 (-1.7%)	916 (-12.0%)	46 (+15.0%)

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

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

Table 26: Excess wait time (EWT) for high frequency services in Southwark from 2010/11 to 2013/14

2010/11	2011/12	2012/13	2013/14
1.1	1.1	1.0	1.0

The cross-London network EWT for 2013/14 was 1.02.

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

Congestion on the network may impact 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 will request 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 not only have the potential to cause inconvenience by disrupting traffic flows, they can potentially be a risk for certain 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. Utility companies and the council's own internal contractors must seek approval to undertake works through a formal permitting arrangement. Through this permitting arrangement we would expect greater co-ordination between utilities seeking to undertake works so as to minimise the disruption to the highway network.

Table 27: Permits issued

	2011/12*	2012/13	2013/14
No. of permit and permit variation applications received	13,183	19,585	20,331
Number of applications granted	7,868	14,256	14,327
Number of applications refused	697	1,687	1,776
Number of occurrences of reducing the application period	267	588	356

* The Council commenced its permit system in October 2011.

Policy 7.5 - Enforce parking regulations firmly but fairly.

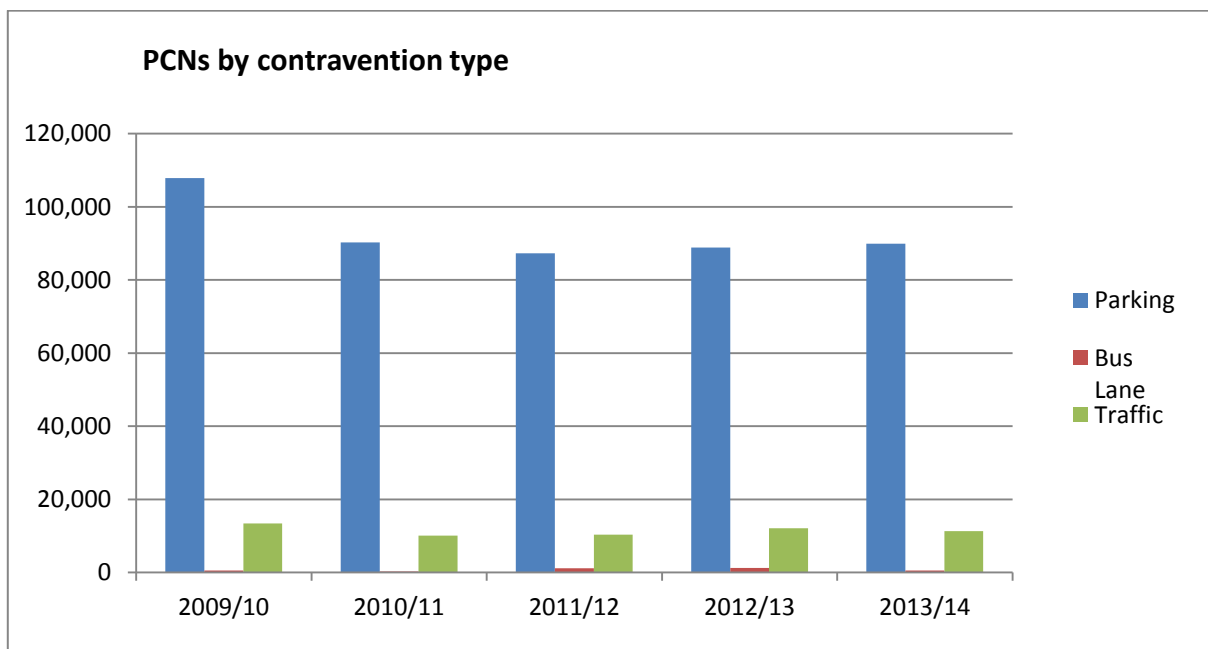
Parking controls are there to improve safety, accessibility, servicing, the flow of traffic and ensure appropriate use of the highway network. Enforcement activity seeks to keep traffic moving, avoid frequent obstructions and safety hazards and encourage adherence to the regulations.

The number of parking and traffic tickets (Penalty Charge Notices or PCNs) issued in London has been in decline. The number of PCNs issued by the council decreased slightly in 2013/14 by 0.4% over 2012/13 figures. All three PCN types had modest increases in the number issued. Moving traffic contraventions increased the most as a number of additional locations were enforced.

Table 28: PCNs issued by contravention type

Financial year	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
Parking by walking Civil Enforcement Officers (CEOs)	120,354	86,897	65,505	67,961	66,864	61,344
Parking by CCTV		20,954	24,743	19,322	21,987	18,370
Parking by CCTV or CEOs		107,851	90,248	87,283	88,851	89,940
Bus lane by CCTV	271	521	280	1,176*	1,203	564
Moving traffic by CCTV	11,118	13,352	10,087	10,288	12,068	11,265
Total	131,743	121,724	100,615	98,747	102,122	101,769

Figure 6: Southwark total PCNs



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

- That the vehicle owner pays, normally within the first 14 days when a 50% discount of the amount of penalty charge applies.
- That the owner makes an informal appeal (representation) against the issue of the PCN which will then either be cancelled (if certain Council criteria are met) or the appeal will be rejected. Then, the motorist will be re-offered the opportunity to pay. A Notice to Owner (NtO) will be issued which gives the motorist 28 days to either 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 a PCN is ignored or payment is not received an NtO will be issued and this will follow the process outlined above.

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 a lower charge (the higher level is £130 and the lower rate is £80). In 2013/14 there was a small increase (3%) of PCNs issued at the higher rate and the number issued at the lower rate declined by 8%.

Table 29: Number of PCNs issued by charge band

	2010/11	2011/12	2012/13	2013/14	Change 2012/13 to 2013/14
Higher differential level parking PCNs under the TMA 2004	73,964	70,234	71,801	74,250	3%
Lower differential level parking PCNs under the TMA 2004	16,284	17,049	17,050	15,690	-8%

Figure 7: PCNs by charge band in 2013/14

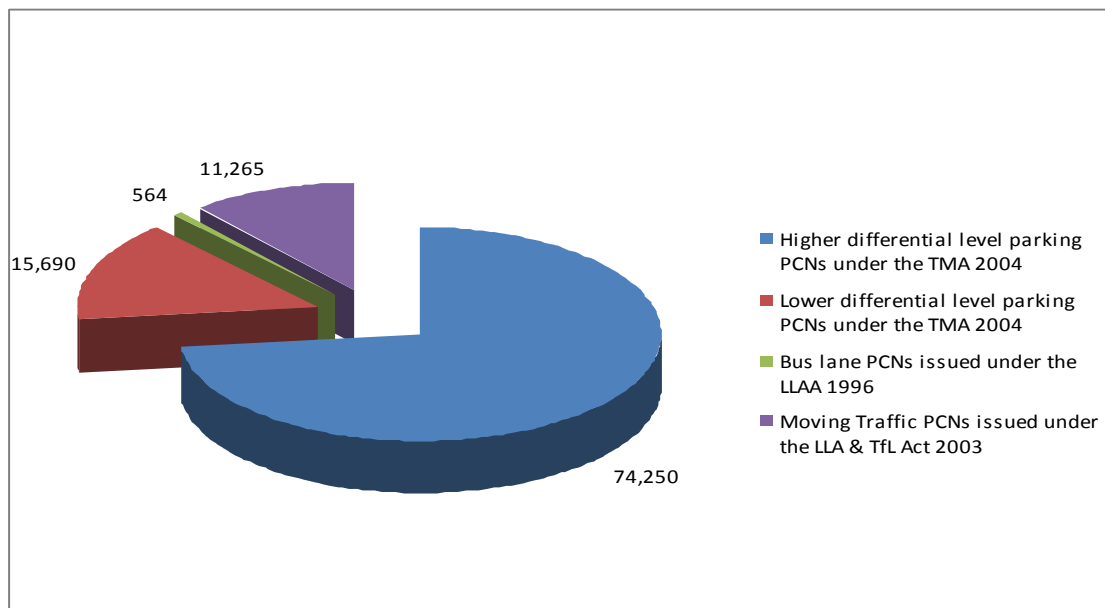


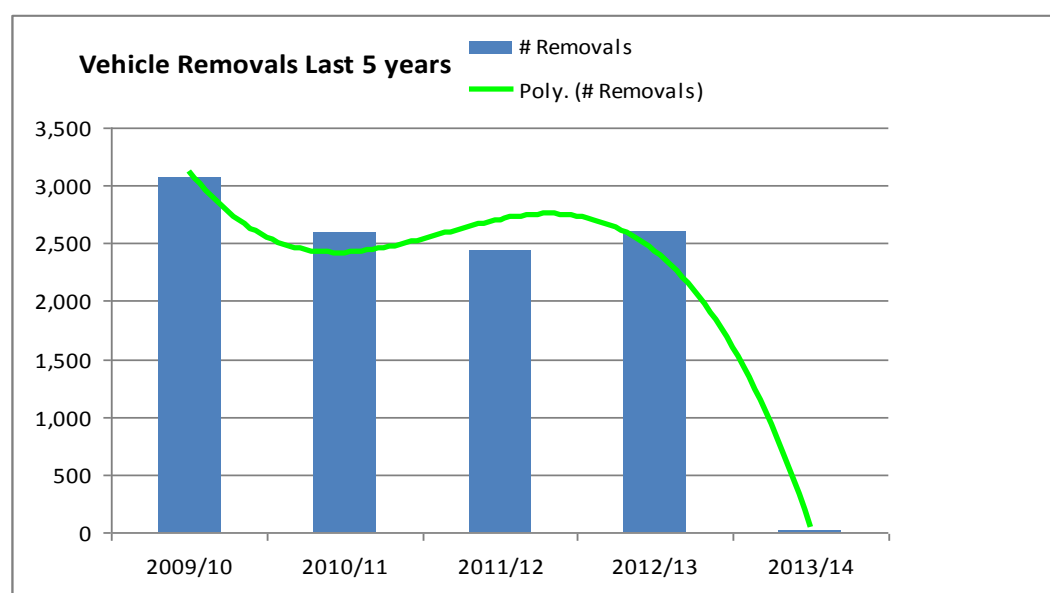
Table 30: PCNs by outcome

	Financial year 2011/12		Financial year 2012/13		Financial year 2013/14	
	Number	%	Number	%	Number	%
Total PCNs	98,747	100	102,122	100	101,769	100
PCNs paid	67,645	68.5	72,781	71.3	70,311	69.1
PCNs paid at discounted rate	56,311	57.0	60,533	59.3	59,761	58.7
PCNs with an informal or formal representation made	29,170	29.5	19,351	18.9	23,556	23.1
PCNs cancelled as a result of informal or formal representation made	10,633	10.8	7,481	7.3	9,394	9.2
PCNs appealed to the parking adjudicator	1,743	1.8	1,524	1.5	1,260	1.2
PCNs cancelled as a result of parking adjudicator appeal	531	0.5	326	0.3	288	0.3
PCNs cancelled for other reasons	3,957	4.0	7,764	7.6	6,626	6.5
PCNs where processing has concluded	9,193	9.3	8,670	8.5	10,919	10.7
Outstanding PCNs	6,788	6.9	5,100	5.0	4,231	4.2

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 52% as opposed to the continued Public realm payment level of 71%. The number of appeals and representations to the council did increase 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 Realm PCNs.

At the end of 2012/13 the council closed it's 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 for a parking contravention.

Figure 8: 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 31: Keeping the highway assets in good repair

	2010/11	2011/12	2012/13	2013/14
% of classified roads ('A' 'B' and 'C') below intervention criteria (i.e. need to be consider for remedial treatment).	16	9	9	3
% of unclassified roads below intervention criteria (i.e. need to be consider for remedial treatment).	11	11	16	21
Km of principal roads resurfaced.	0.58	0.44	3.68	1.014
Km of non principal roads resurfaced.	2.26	5.48	12.17	15.48
Reactive maintenance highways. % of one hour call outs within time.	86	91	99.9	99.7
Total one hour call outs.	11,482	835	1,172	1,070
Reactive maintenance highways. % of 24 hour call outs within time.	77	100	99.9	99.3
Total 24 hour call outs.	10,894	11,293	11,717	8,389
Reactive maintenance – call out/ response times/street lighting in under one hour.	97	41	47	TBA
Number of light bulbs installed as new or replacement bulbs	596	264	301	TBA

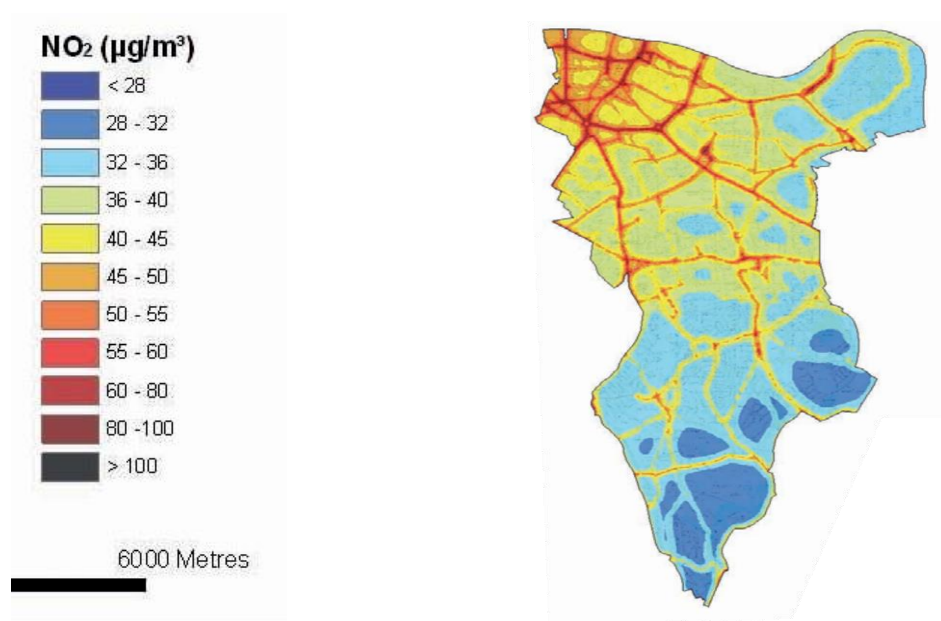
Objective 8: Reduce the impact of transport on the environment.

There is a clear link between air quality and transport, in particular road traffic. Emissions from road transport are the primary source of both NO₂ and PM₁₀ 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 5 (targets). Motor vehicles significantly contribute to poor air quality as Figure 9 shows.

Figure 9: Predicted annual average concentrations of NO₂ for 2011⁵



Policy 8.2 - Promote the uptake of low emissions vehicles.

Southwark currently promotes the use of alternative fuel vehicles by providing discounted resident's parking permits. These vehicles generally have lower CO₂ emissions than conventional vehicles. As a major fleet operator, the council aims to set an example of an efficient, clean fleet as well as a safe one.

Table 32: Cleaner local authority fleets

	Vehicle class	2010/11	2011/12	2012/13	2013/14
Total fleet	Number of vehicles	309	295	298	308
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	0
	Number of Euro III vehicles	2	1	1	1
	Number of Euro IV vehicles	1	1	1	1
	Number of Euro V vehicles	5	6	6	6
Electric vehicles in fleet	Number fully electric	0	0	0	1
	Number hybrid electric	6	0	7	9

Southwark welcomes the uptake of electric vehicles with the installation of charging points across the borough. As of 2013/14 a total of 30 fast charge and 14 slow charge points have been located within the borough. These are highlighted in Table 33.

⁵Source: CERC Air Quality Modelling for London Borough of Southwark, Final report 15th June 2011, Report ref FM89/R3/11

Table 33: Locations of charge points in Southwark

Location of point	Fast Charge	Slow charge
The Cut, SE1 (On street)	1	1
Magdalen Street, SE1 (On street)	1	1
NCP Showsfield, SE1 (Off street)		4
Horsleydown Lane, SE1 (On street)	1	1
Q-Park Butlers Wharf, SE1 (Off street)	2	2
Danby Street, SE15 (On street)	1	1
East Dulwich Grove, SE22 (On street)	1	1
Sainsbury's Dog Kennel Hill, SE22 (Off street)		2
Copperfield Street, SE1 (On Street)	2	
Holland Street, SE1 (On Street)	2	
Park Street, SE1 (On Street)	2	
Cheam Street, SE15 (On Street)	2	
Ondine Road, SE15 (On Street)	2	
Gomm Road, SE16 (On Street)	2	
Railway Avenue, SE16 (On Street)	2	
Doddington Grove, SE17 (On Street)	2	
Scovell Road, SE17 (On Street)	2	
Trafalgar Street, SE17 (On Street)	1	1
Underhill Road, SE22 (On Street)	2	
Dancroft Road, SE24 (On Street)	2	
Total	30	14

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

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 2013/14

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. In 2013/14 the total spent on delivering the transport plan totalled over £10m. This work includes the borough's improvement program, major schemes, parking, maintenance and highway asset programs.

Table 34: Investment table

Funding source	Financial year			
	2010/11 (£k)	2011/12 (£k)	2012/13 (£k)	2013/14 (£k)
Council	4,517	4,405	5,858	x,xxx
Developer	375	845	383	Xxx
TfL - Lip	3,409	3,496	3,571	x,xxx
TfL - Business plan	626	308	213	xxx
Other	9	0	21	Xx
Total (£k)	8,936	9,054	10,046	xx,xxx

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 35: Income from parking for the last five financial years

Income	Financial year				
	2009/10 (£k)	2010/11 (£k)	2011/12 (£k)	2012/13 (£k)	2013/14 (£k)
Parking meters / pay and display	2,010	2,219	2,481	2,820	2,739
Parking permits	1,682	1,792	2,003	2,100	2,761
Off street car parks	312	389	238	200	148
Clamping and removal	529	468	447	484	0
Penalty charge notices	5,359	4,848	4,583	5,408	5,233
Bailiffs (PCN recovery)	582	705	505	591	513
Other income	624	596	369	720	195
Total income	11,098	11,017	10,626	12,323	11,589

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 36: Total finance for the last five financial years

	Financial year				
	2009/10 (£k)	2010/11 (£k)	2011/12 (£k)	2012/13 (£k)	2013/14 (£k)
Total income	11,098	12,266	10,626	12,323	11,589
Total expenditure	7,710	9,126	8,565	8,200	6,919
Surplus	3,388	3,140	2,061	4,183	4,670

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

Table 37: Expenditure of parking surplus for the last five financial years

Expenditure of surplus	Financial year				
	2009/10 (£k)	2010/11 (£k)	2011/12 (£k)	2012/13 (£k)	2013/14 (£k)
Road safety including school crossing patrols	271	277	265	263	242
Nuisance and abandoned vehicle service	80	81	0	0	0
Road network management	443	630	0	0	0
Road maintenance	2,595	2,152	1,769	3,020	3,628
CCTV	0	0	0	0	800
Parking reserve account	0	0	0	900	74
Total expenditure of surplus	3,388	3,140	2,061	4,183	4,744

The surplus was £4,678,000 in 2013/14 and this was supplemented by £900k reserve carried into 2013/14.

Delivering major schemes

There are a number of large transport improvement schemes currently being delivered.

Table 38: Major schemes update

Revitalise Camberwell - Streets	Following successful public consultation the Streets scheme has been developed further with traffic modelling carried out to support scheme proposals. Issues around modelling outputs have delayed the implementation of the scheme and further modelling work is required to meet TfL requirements.
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. Further work is required to develop road layouts and submit the traffic model to TfL for approval.
Queens Road Peckham station	The council worked in partnership with Network Rail and Southern Railway to implement improvements to the station. Step-free access between the street and platforms via new lifts, a new entrance and plaza were completed during 2014.
Blackfriars Road	The council is working with TfL and other stakeholders to design Blackfriars Road to be safer, easier and more enjoyable for pedestrians and cyclists whilst ensuring vehicular traffic continues to move smoothly and to facilitate supporting high quality design of public squares, streets and spaces.
Tower Bridge Road	The council is working with TfL to bring forward cycling, safety and environmental improvements to TBR. TfL agreed to extend planned improvements to cover the southern section of the road including the junction with Grange Road and improvements to the public realm throughout.
Peckham Rye station & cycle hub	<p>Major improvement is planned for Peckham Rye station and surrounds including the re-creation of a station square. Funding has been secured through the council and the GLA to support this project.</p> <p>In summer 2013 a new cycle hub adjacent to the station opened.</p> <p>In April 2014 the Department for Transport announced that Peckham Rye was one of 42 stations to be included in a list of stations which would receive a share of an additional £100m funding to provide step-free access. This will be delivered during the period 2015-2019.</p>

Lip schemes completed in 2013/14

The borough completed the delivery of 12 improvements to streets in 2013/14 through the transport improvement program.

Figure 10: Transport Plan improvement schemes implemented in 2013/14

The following is a list of Transport Plan improvement schemes implemented in 2013/14

1. Peckham pocket places (community streets project)
2. Crystal Palace parade
3. East Dulwich Grove
4. EVCB (electric vehicle charging bays)
5. **Forest Hill Road**
6. Gateway to Peckham
7. **Paxton Green**
8. Rotherhithe New Road
9. **Queens Rd Peckham Station forecourt**
10. SE1 area 20mph
11. East Dulwich 20mph
12. **Greendale cycle link**

The following schemes have been chosen from this list to demonstrate whether or not the scheme might be considered a success through looking at the scheme's objective, a summary of the intervention or design and an assessment of monitoring data collected.

5. Forest Hill Road

Scheme objective

This scheme was identified due to high collision rates, local concerns about high vehicle speeds, safety concerns around poor access to the local primary school (St Francesca Cabrini) and poor pedestrian conditions including the junction of Forest Hill Road with Wood Vale. Part of this scheme has already been delivered (access to St Francesca Cabrini) and this work has included footway widening and an improved pedestrian crossing point.

Before and after photos



Forest Hill Road/ Wood Vale junction (facing east) with improved pedestrian crossing on the right (above)

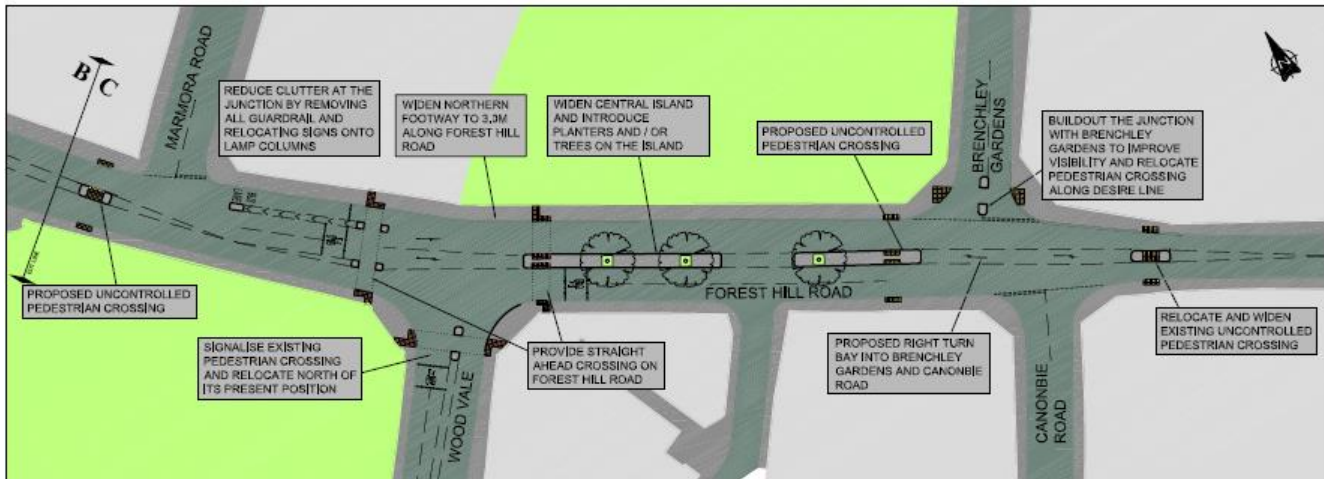


Forest Hill Road/ Wood Vale junction (facing north) with new pedestrian crossing (above)



Forest Hill Road Improved southbound bus lane (above)

Scheme design



Traffic count data

Monitoring took place before the scheme began in February 2011 and after completion of the scheme in May 2014.

It appears that traffic volumes decreased significantly overall (7.2%) on Forest Hill Road between the junctions with Honor Oak Park and Netherby Road and similarly at the second location (junction between Marmora Road and Wood Vale). Unfortunately speeds in both directions at this location have increased, most significantly between the junctions with Honor Oak Park and Netherby Road (8mph).

Table 39: comparing before and after traffic count data

Location	Direction	Total flow			85th percentile speeds (mph)		
		Before	After	Difference	Before	After	Difference
Site 1: Forest Hill Rd – between Honor Oak Park/ Netherby Road	Northwest	9,066	7,980	-1,086	27	35	+8
Site 1: Forest Hill Rd – between Honor Oak Park/ Netherby Road	Southwest	8,517	8,338	-179	27	35	+8
Site 2: Forest Hill Rd – between Marmora Rd/ Wood Vale	Northwest	7,031	7,390	+359	25	25	0
Site 2: Forest Hill Rd – between Marmora Rd/ Wood Vale	Southeast	6,654	5,301	-1,353	24	26	+2

Table 40: Financial spend profile

Source	2012/13	2013/14
Lip	£78,443	£214,755

Consultation

The public consultation for the scheme revealed that 72% were in favour of the general proposal.

Concluding remarks

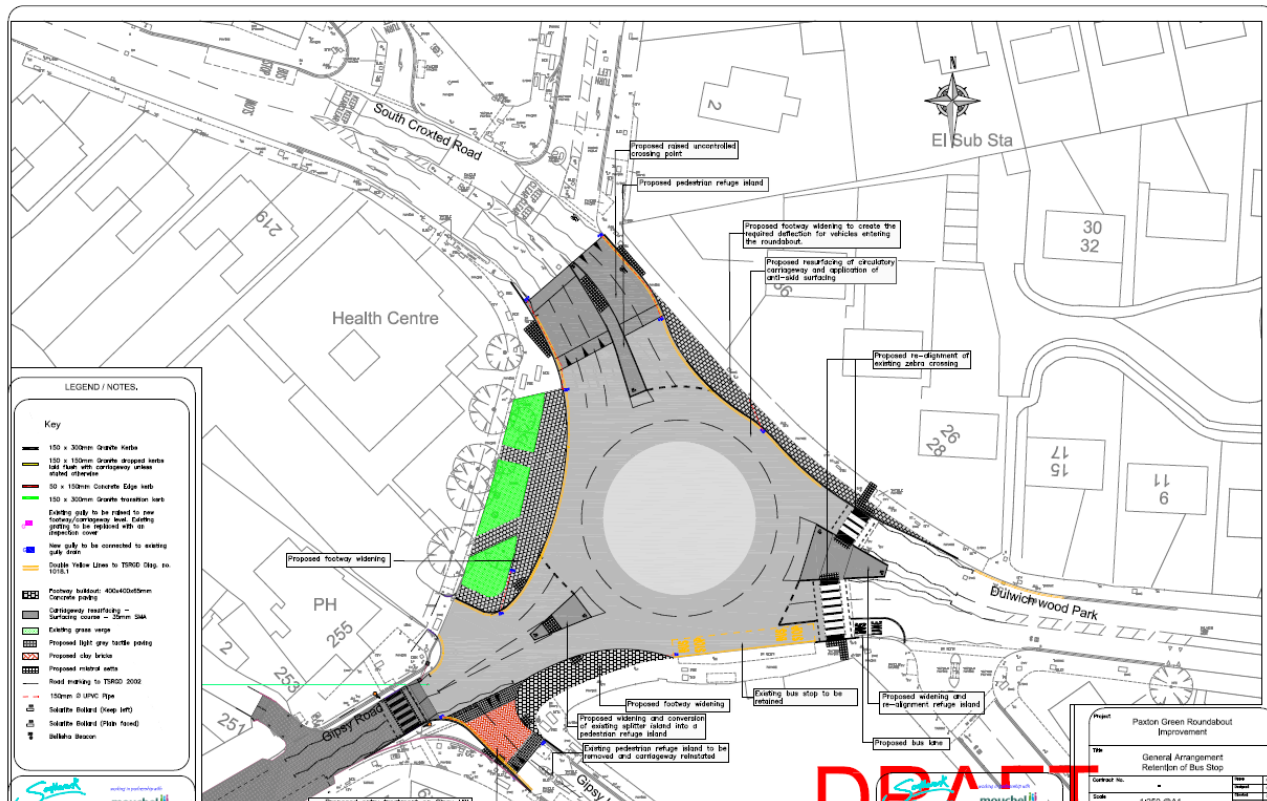
The main objective of the scheme was to increase safety and it is too soon to assess whether this has been realised. Once we have 3 years of accident statistics then a more meaningful assessment can be made.

7. Paxton Green

Scheme objective

The overall objectives of this scheme are to improve accessibility for pedestrians in the area and improve safety through reducing vehicular speeds at the Paxton Green roundabout.

Scheme design



The scheme has been designed to encourage motorists to reduce their speeds on approach / through the roundabout, and at side road junctions. An off carriageway segregated cycling facility has been provided to link Alleyn Park with Dulwich Wood Avenue (an existing cycling route). The presence of cyclists has been accentuated using the roundabout and wider and safer crossings for pedestrians and cyclists have been provided on all arms of the roundabout.

Consultation

Of the 1,917 consultation leaflets delivered in the October consultation, a total of 147 responses were received during the consultation period, equating to 7.6% response rate. Of the 147 responses received, 96 were in favour of the general proposal. No representation was received for the Statutory consultation.

Before and after photos



Approaching Paxton Green roundabout from Dulwich Wood Park



Paxton roundabout northern corner (facing East)

Table 41: Financial spend profile

Source	2012/13	2013/14
Lip	£33,103	£69,152

9. Queens Road Peckham station forecourt

Scheme objective

To create a high quality public realm environment outside the front of the station and bring into use previously redundant space under the railway arches for local businesses to use. The re-development of the station forecourt was completed in August 2014 shortly after the installation of lifts to/from the platforms were completed.

Before and after photos

Prior to works (2011)

Post – completion (August 2014)

Table 42: Financial spend profile

Source	2012/13	2013/14
Lip	£108,635	£13,664

12. Greendale cycle link

Scheme objective

The main objectives of this scheme are to improve access to the cycle route, reduce conflict between cyclists and pedestrians on the route itself and improve safety at the junction between Greendale, East Dulwich Road and Townley Road.

Scheme delivery

A new segregated cycle track connecting Greendale cycle route with Denmark Hill has been constructed. A new signalised crossing has been installed for cyclists and pedestrians on Denmark Hill. Speed reduction measures have been introduced on the section of Denmark Hill, between Blannedowne and Ferndene Road. And a mandatory cycle lane (2.0m) has been constructed between Champion Park and Champion Hill connecting with the existing southbound bus lane (uphill).

Before and after photos



Denmark Hill facing north with new Toucan crossing point (right)



Blanchedown/ Denmark Hill facing East towards Blanchedown



After: new pedestrian Way/ segregated cycle path created (Greendale cycle path

Borough wide schemes

Scheme objective

To address our transport plan policies, such as encouraging travel by sustainable modes and improving air quality, through measures which may not have a direct measurable affect due to their size but when considered as a package of works may improve progress against our targets such as model shift and CO₂ emissions. The measures included in this section are improved footways (better pavements), walking and cycling permeability measures and installation of electric vehicle charging bays, estate cycle parking, on street cycle parking and dropped kerbs.

Scheme delivery

Consultation depends on the scheme, for example there is no consultation for the better pavements scheme. Dropped kerbs and on street cycle parking (sustainable travel infrastructure scheme) are requested by members of the public, local groups such as Southwark Cyclists and Living Streets and/or councillors.

Before and after photos

Estate cycle parking



Sustainable travel infrastructure



Walking and cycling permeability

**Concluding remarks**

The main objectives of these schemes are to address policies in the transport plan and, due to their size and nature, we are unable to assess them based on location specific data (such as traffic count data, collisions etc).

Table 43: Financial spend and delivery profile in 2013/14

Scheme (source for all is Lip funding)	Amount spent	Amount delivered
Better pavements	£32,881	Footway resurfacing, new dropped kerbs and simultaneous minor decluttering works
Electric vehicle charging bays	£19,219	13 bays installed
Estate cycle parking	£11,504	Provided numerous parking bays as part of cycle superhighways
Sustainable travel infrastructure	£37,221	Dropped kerb and on-street cycle parking programme implemented. Infrastructure programme to support school travel plans progressed.
Walking and cycling permeability	£10,009	Mint Street addressed
Total	£110,834	

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.

Table 44: Transport plan targets performance monitoring

Target/ Indicator	Transport plan 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	Reduce the impact of transport on the environment	Progress on target (RAG)	
Excess wait times for high frequency services from 1.2 minutes to 0.9 minute in 2016/17	Y	Y	Y				Y			doing better than the target trajectory
Maintain the proportion of principal road length in poor condition at 11.1% by 2016/17										falling behind the target trajectory
Reduce CO2 emissions from road based transport from 227kt CO2 in 2008 to 174kt CO2 in 2016								Y		doing better than the target trajectory
Reduce traffic levels in Southwark by 6% by 2016	Y							Y		in line with the target trajectory
Increase the walking mode share in Southwark to a third (33%) by 2016	Y			Y		Y				falling behind the target trajectory
Increase the proportion of those cycling in Southwark from 3% to 6% by 2016/17	Y	Y		Y						doing better than the target trajectory
Reduce the number of all total casualties by 33% by 2020		Y			Y					falling behind the target trajectory
Reduce the number of killed and seriously injured by 33% to 2020					Y					falling behind the target trajectory
Reduce the total number of slight casualties by 33% by 2020					Y					falling behind the target trajectory
Reduce all cyclist casualties by 44% by 2020 based on a 2004/08 baseline					Y					falling behind the target trajectory

Target setting

We have identified a number of targets and indicators to monitor our performance and ensure delivery of outcomes. Table 69 details the data set used to provide the baseline data and whether the target is required by TfL or a locally reported target.

Table 45: Transport plan targets

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 CO ₂ emissions from road based transport from 227kt CO ₂ in	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 target

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 46: Bus service reliability target

Excess wait times for high frequency bus services from 1.2 minutes to 0.9 minute in 2016/17			
Tracking over previous year	2010/11: Excess wait time 1.1 minutes	Status (RAG)	G
	2011/12: Excess wait time 1.1 minutes		
	2012/13: Excess wait time 1.0 minutes		
	2013/14: Excess wait time 1.1 minutes		

Table 47: 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
					2013/14	2014/15	2015/16	2016/17	
Bus service reliability	2009/ 2010	1.2	2016/ 2017	0.9	1.2	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 48: Road condition target

Maintain the % of principal road length in poor condition at 11.1% by 2016/17			
Tracking over previous year	2010/11: 10% of principal road network length which is in poor overall condition and requires maintenance based on DVI survey data	Status (RAG)	R
	2011/12: 8.9% of principal road network length		
	2012/13: 16.7% of principal road network length		
	2013/14: 7% of principal road network length		

Table 49: Road condition baseline data with target trajectory

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

CO₂ emissions target

This indicator measures CO₂ emissions from all sources of ground based transport.

Table 50: CO₂ 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	Status (RAG)	G

Table 51: CO₂ baseline data with target trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2017/18) target
					2013	2014	2015	2016	
% reduction in CO ₂	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 CO₂ as we assume that as traffic volume decreases so too will CO₂ emissions.

Traffic level reduction target

This target is set to complement the council's CO₂ 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 52: 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 - 110,087	Status (RAG)	A

Table 53: Southwark screen line program

Traffic count screenline	Traffic flow (both directions) for a 'virtual' day	6% reduction projected by 2016
Northern north-south screenline	85,320	84,370
Southern north-south screenline	57,534	52,956
East-west screenline	114,087*	117,103*
Total flow across screenlines	256,941	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 54: Traffic levels baseline data with target trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data		
					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 during the 1980's to a low in 1991, since this time they have remained relatively stable.

Table 55: Walking mode share target

Increase the walking mode share in Southwark to a third (33%) by 2016/17			
Tracking over previous years*	2007-2010: Walking mode share 30.3%	Status (RAG)	R
	2008-2011: Walking mode share 30.1%		
	2009-2012: Walking mode share 31.0%		
	2010-2013: Walking mode share 35.0%		

Table 56: Walking baseline data with target trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2023-2026) target
					2011-2014	2012-2015	2013-2016	2014-2017	
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 57: Cycling mode share target

Increase the proportion of those cycling in Southwark from 3% to 6% by 2016/17			
Tracking over previous years*	2007-2010: Cycling mode share 3.2%	Status (RAG)	G
	2008-2011: Cycling mode share 3.3%		
	2009-2012: Cycling mode share 4.3%		
	2010-2013: Cycling mode share 4% (to 1dp)		

Table 58: Cycling baseline data with target trajectory

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

*due to the sample size this data is not significant to one decimal place and the values should be treated with caution when making direct comparison from one year to the next.

In addition to the mode share data we measure the levels of cycling in our borough through permanent and annual cyclist counters. Whilst this is different to mode share it does give some indication of the level of trip making by bicycle.

Figure 11: Weekday cycling levels

Figure 12: Saturday cycling levels

Table 59: Permanent cycle counters cycling levels

Location	Quarter	2010	2011	2012	2013	% increase 10 to 11	% increase 11 to 12	% increase 12 to 13
Churchyard Row	Jan – Mar	14,811	19,060	33,437	23,221	29	75	-31
	Apr – Jun	18,580	34,338		44,079	85		
	Jul – Sep	26,469	43,310	33,198		64	-23	
	Oct - Dec	18,740	38,942	32,049		108	-18	
Boathouse Walk	Jan – Mar		2,389	2,340	4,358		-2	86
	Apr – Jun		3,191		5,581			
	Jul – Sep		3,802	6,082			60	
	Oct - Dec	1,888	2,814	4,800		49	71	
Greendale	Jan – Mar			7,176	8,256			15
	Apr – Jun		11,168	10,066	12,096		-10	20
	Jul – Sep		10,147	11,458			13	
	Oct - Dec		8,464	9,388			11	

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 60: Road safety targets – overall

Reduce the number of casualties by 33% by 2020			
Tracking over previous year	2008 -2010 annual average: 1,148 casualties 2009 -2011 annual average: 1,130 casualties 2010 - 2012 annual average: 1,112 casualties 2011 – 2013 annual average: 950 casualties	Status (RAG)	R
Reduce the number of KSIs by 33% by 2020 compared with a 2004/08 baseline			
Tracking over previous year	2008 - 2010 annual average: 152 casualties 2009 -2011 annual average: 139 casualties 2010 - 2012 annual average: 136 casualties 2011-2013 annual average: 110 casualties	Status (RAG)	R

Table 61: 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
Sights	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 62: Road safety targets - cyclists

Reduce all cyclist casualties by 44% by 2020 based on a 2004/08 baseline			
Tracking over previous year	2008 - 2010 annual average: 241 casualties 2009 - 2011 annual average: 258 casualties 2010 - 2012 annual average: 277 casualties 2011 – 2013 annual average: 275 casualties	Status (RAG)	R

Table 63: Cyclist casualties' trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data					Long-term (2024-2026) target
					2009/2011	2010/2012	2011/2013	2012/2014	2013/2015	
All cyclist casualties	2004-2008	193	2018-2020	193	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.

Appendix 1

2013/14 Annual report to TfL (pro-forma C)

LIP output reporting sheet			v1
Borough:	Southwark		
Year:	2013/14		
Description	Unit of data	Number	
<p>Note: Outputs from individual schemes or packages of schemes delivered during the course of the previous financial year should be reported using this form. Where applicable, values reported should relate to the net number of interventions (for example, if 25 cycle parking spaces were removed, but 75 added, the value reported should be 50 spaces). This also applies to interventions where values are required for distances (for example if 1km of bus lane is removed, but 3km added then the net value will be 2km).</p>			
Cycling			
Cycle parking facilities	Number of on-street spaces	100	
	Number of off-street spaces	0	
Cycle training	No of adults (Bikeability level 2)	310	
	No of adults (Bikeability level 3)	160	
	No of children (Bikeability level 2)	518	
	No of children (Bikeability level 3)	0	
New or upgraded on-carriageway segregated routes	Kilometres	1	
New Greenways and Quietways	Kilometres	1	
Number of junctions treated to improve cyclist safety	Number	19	
Commentary on other interventions to assist cyclists (e.g. measures to improve permeability)	Installation of Trixi Mirrors at signal controlled junctions considered to be a high priority; Provision of cycle hangers; Provision of 20mph zones in SE1 and East Dulwich.		
Walking			
Protected crossing facilities (e.g. refuges, zebra crossings, pelican crossings etc)	Number	10	
Guardrail removal	Metres	220	
Legible London Signs Implemented	Number	0	
Street Clutter removal	Number	67	
Commentary on other interventions to assist pedestrians	In 2013/14 the Better pavements scheme continued, this scheme aims to improve footways for walking and includes resurfacing, decluttering and the addition of dropped kerbs where required. 4 uncontrolled crossing points have been provided. An existing crossing was raised on a table to provide level access for pedestrians. A pedestrian count down facility has been installed.		
Road safety and personal security			
Education and training interventions (e.g. theatre in education or pedestrian training)	No of Events (schools visited)	160	
No of children receiving pedestrian skills training	Children	2914	
New roads where 20 mph zones / limits have been introduced	Kilometres *(1)	41.5	
Commentary on other interventions to improve road safety or personal security (e.g. lighting and signing on key routes to stations)	Provision of 20mph zones in SE1 and East Dulwich. All borough roads to become 20mph in 2014/15.		

Buses		
Bus lanes	Kilometres	0
Accessible bus stops	Number *(2)	0
Commentary on other interventions to assist buses (e.g. bus gates)		
Smarter travel		
No of smarter travel promotions (e.g. Number of events during Bike Week)	Number of schools	43
	Number of workplaces	1
	Number of events	4
Commentary on other smarter travel interventions		
During the course of 2013/2014 a total of 24 Dr Bike workshops, 5 led walks, 2 led cycle rides, 5 sustainable transport sessions and 6 cycle maintenance courses were undertaken. A total of 43 schools during 2013/14 have received accreditation or are in the process of receiving accreditation (at gold, silver or bronze level) for their school travel plan. Events undertaken during 2013/14 have included WOW (walk once a week), walk to school week, build a bike pilot (3 schools) and Cycle Confident (training).		
Environment		
Electric vehicle charging points	Number on-street	12
	Number off-street	0
	Number of workplace	0
Car club bays implemented or secured by the borough	Number on-street	0
	Number off-street	0
Street trees	Number of new trees planted	4
	Number of replacement trees planted	0
	Number felled for natural/safety reasons	0
	Number felled for other reasons	0
Commentary on other environmental interventions		
Local area accessibility		
Crossing Upgrades (e.g. Pedestrian crossing where facilities have been provided for disabled people)	Number	5
Commentary on other interventions (provide information on disabled bays, ramps, subway and footbridge removal)		
Freight and controlled parking		
New zones implemented	Number	1
Waiting and loading reviews	Number *(3)	0
Commentary on freight issues (CPD driver training, FORS, digitalised TROs) and interventions to review parking.		
The Council has continued to work with contractors to promote driver training and is committed to the LCC's Safer Lorries pledge.		

(1) The figure presented is an estimate which is unlikely to change. A final figure will be available during August 2014.

(2) 18 bus stops were made accessible during 2013/14 through BSA funding. The LIP does not fund this, hence the figure of 0.

(3) Parking and loading reviews are undertaken by the council. However these are funded through council revenue. Therefore these cannot be included in pro-forma c, hence the figure of 0. A total of 58 parking and loading reviews were undertaken during 2013/14.

