Annual report on delivery of the transport plan 2012/13

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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 1: 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 2: Your views on transport in Southwark provides a summary of views of Southwark residents obtained through the National Highways and Transport survey

Section 3: Delivering the transport plan details how we are meeting the transport challenges and details the initiatives undertaken to deliver the transport objectives.

Section 4: Delivery of the transport plan in 2012/13 presents the monitoring and delivery of transport improvements in 2012/13.

Section 5: Performance monitoring presents the monitoring of targets as set out in the transport plan.

Section 2: Your views on transport in Southwark

In 2012 the council participated in the annual National Highways and Transport survey for the third time. The survey asks the public[1] which services they think are most important and how satisfied they are with the delivery of those services. The council is a regular participate in the survey and this helps to understand changes in public perception of transport in the borough.

Key indicators for 2012

As was the case last year only two London boroughs took part in the NHT survey (Southwark and Redbridge). The survey asked people about the importance they placed on different criteria and which of those were most in need of improvement.

The areas that are most important to our residents are the local bus services, pavements and footpaths traffic, and safety of roads. The areas that they feel most need improving are the conditions of roads, pavements and footpaths, and traffic and congestion levels. Therefore pavements and footpaths are important to our residents and, according to them, are also in need of improvement.

Figure 1, Importance in 2012

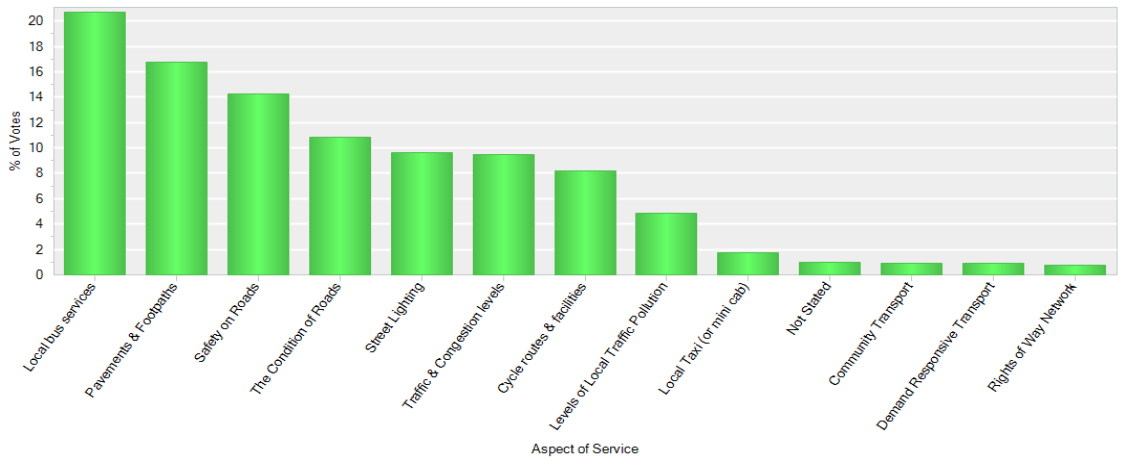
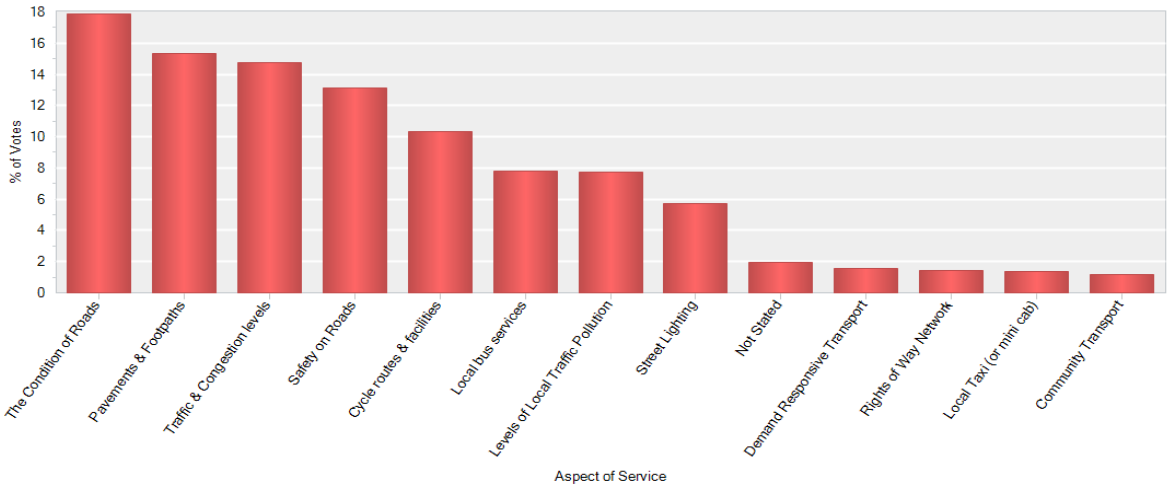


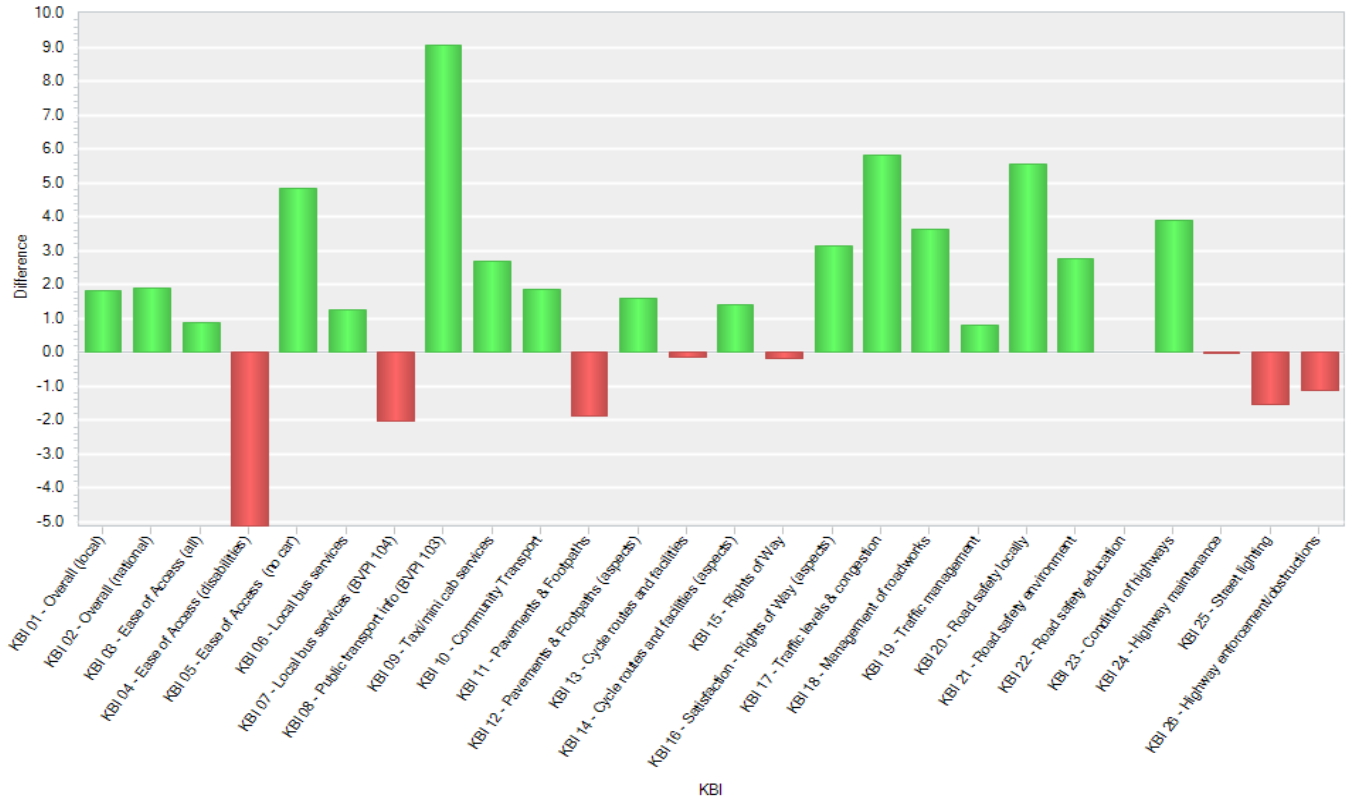
Figure 2, Most in need of improvement in 2012



[1] A total of 374 responses were received in 2012.

Considering the satisfaction levels of our residents between 2011 and 2012 there were 25 areas in which we improved by more than three points. Most were in the public transport areas but also in walking and cycling areas, tackling congestion and accessibility areas. There were nine areas in which satisfaction declined by more than three points and these were mostly in the highway maintenance area. The largest decline in satisfaction was in ‘road safety training/education - motor cyclists’.

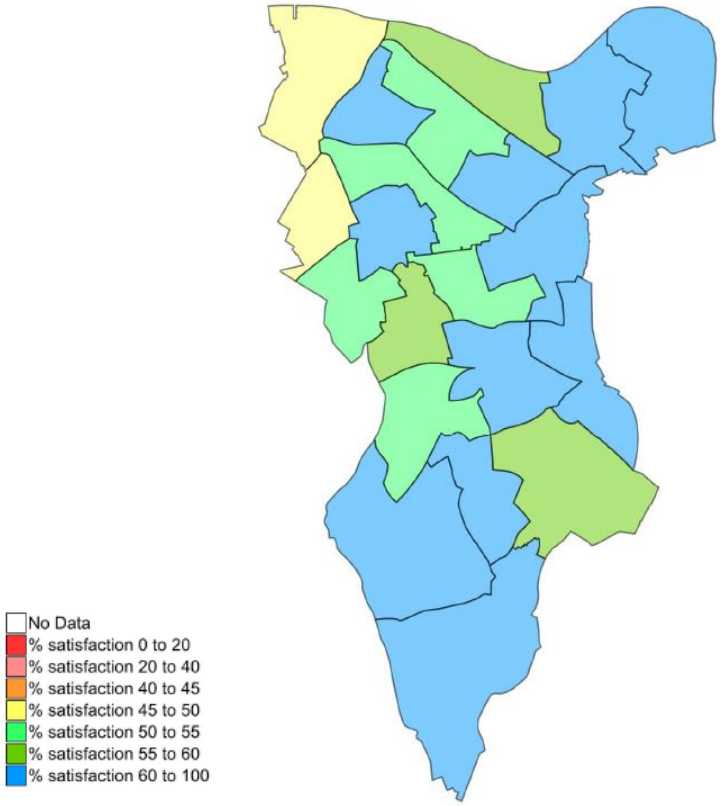
Figure 3, Performance analysis, change between 2011 and 2012



There are several key issues for which there is scope for the council to improve (scope to improve is defined as an issue where the council’s score is a great deal lower than the best score an authority has for that issue). Those which can be improved with low scores are ‘signposting of road diversions’, ‘advance warning of road works’ and ‘personal safety on the bus’.

Overall satisfaction levels with transport services and infrastructure are lower in Cathedrals and Newington wards when compared to the rest of the borough.

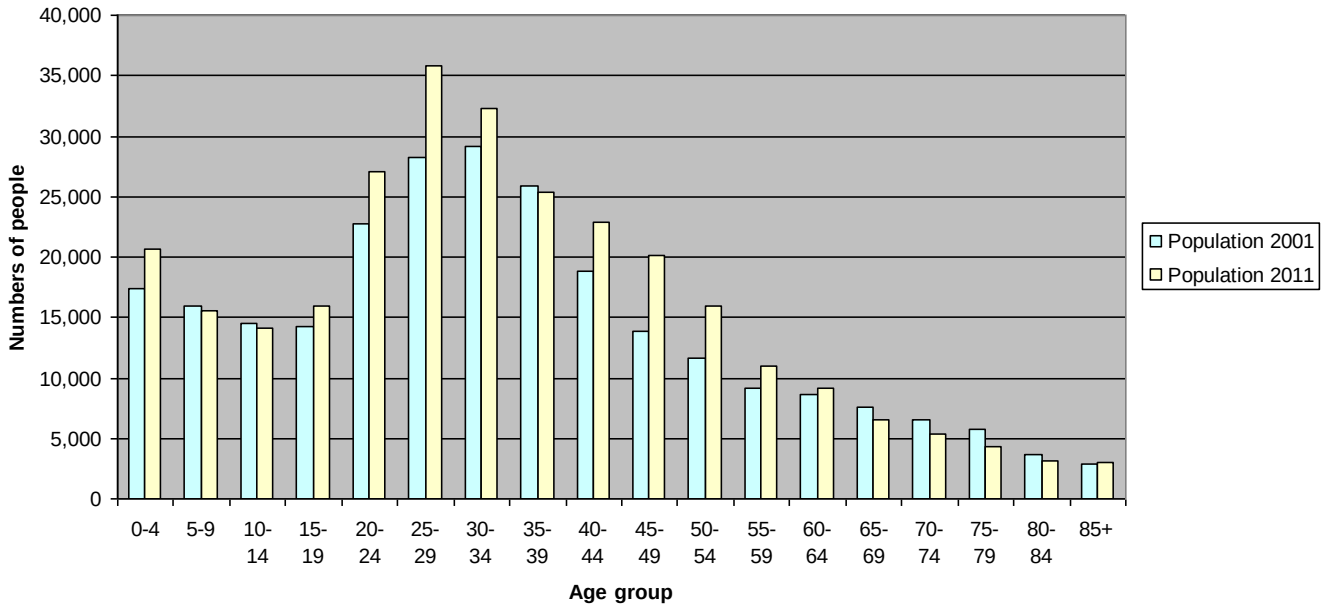
Figure 4, Overall satisfaction by ward in 2012



Section 3: Delivering the transport plan

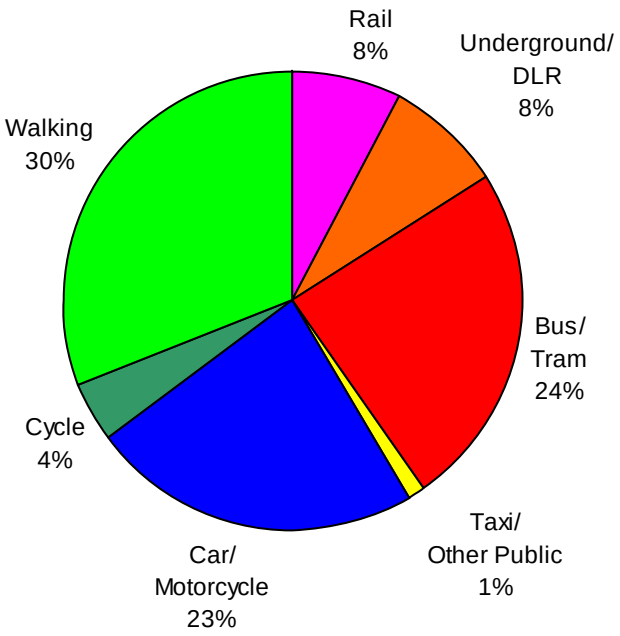
Between the 2001 and 2011 census, population in the borough increased by 12% or around 32,000. The biggest increases in population occurred in those aged 40-60 and 25-29, this coupled with changes to trip making by the existing population all have impacts on demand on the transport network.

Figure 5, Resident population[2]



Of people living in the borough the main method of transport for 2009/10 to 2011/12 is walking.

Figure 6, Mode share by Southwark residents[3]

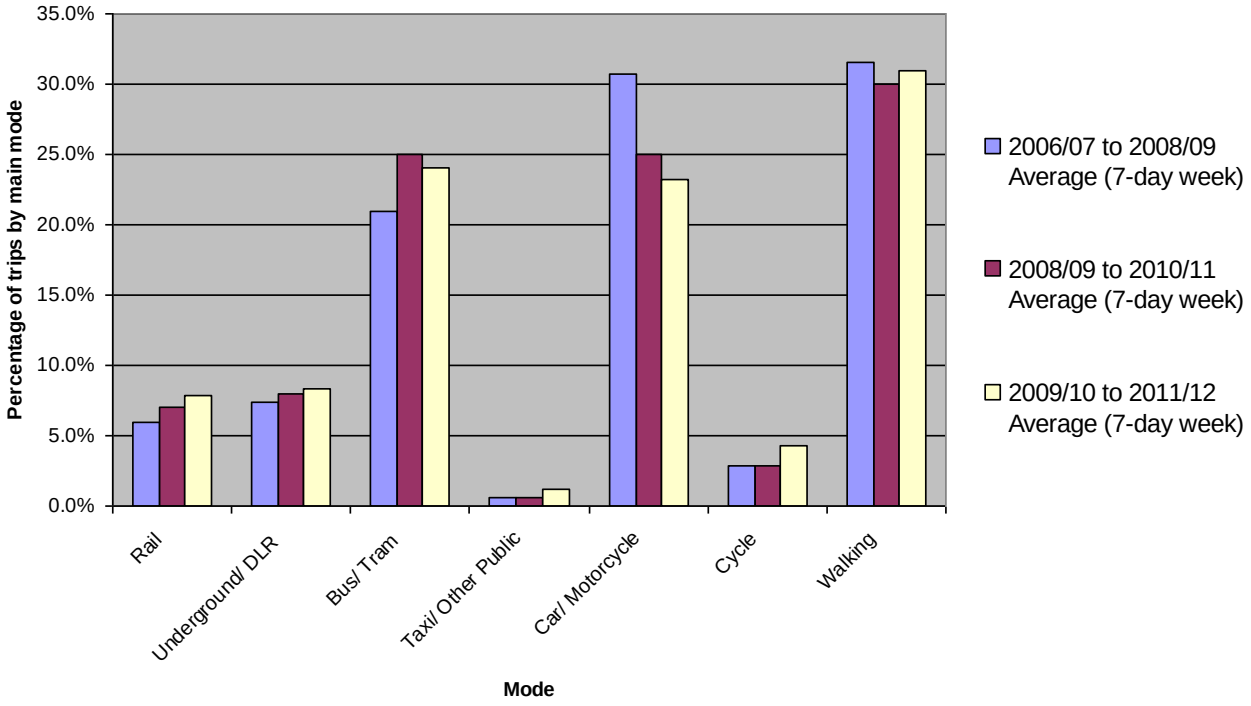


[2] ONS; 2001 and 2011 census data

[3] Transport for London (TfL)

There has been a decrease in the percentage of private motor vehicle trips and an increase in the percentage of public transport trips. The percentage of cycling trips is also increasing and walking appears to be relatively stable. It should be noted that the sample size for the survey that determines the modal shift is relatively small compared to the total number of Southwark residents.

Figure 7, Modal shift of Southwark residents[4]



[4] London Travel Demand Survey data from TfL

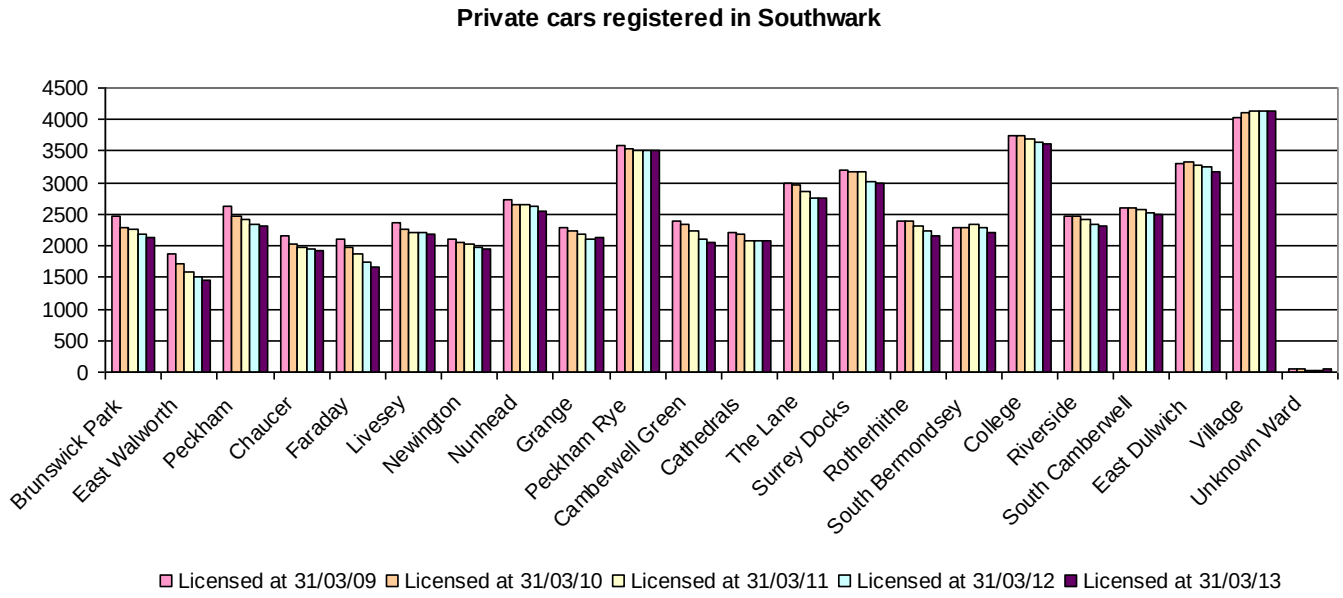
Objective 1: Manage demand for travel and increase sustainable transport capacity

Policy 1.1 - Pursue overall traffic reduction

The council seeks to reduce the reliance upon trips by private motorised transport; one way to monitor this is through car ownership. The number of private cars owned in the borough in 2012/13 was 51,860, which is a reduction of over 3000 vehicles since 2009/10, the equivalent of a 5% decrease. The only ward whose car ownership increased in 2012/13 from 2011/12 was Grange ward with a 1% increase in car ownership.

Breakdown by ward reveals that reduction since 2009/10 has mainly occurred in the central part of the borough where licence levels were already low with Faraday recording the largest reduction followed by East Walworth. The only ward which has shown an overall increase over the three year period from 2009/10 to 2012/13 is Village with a 1% increase.

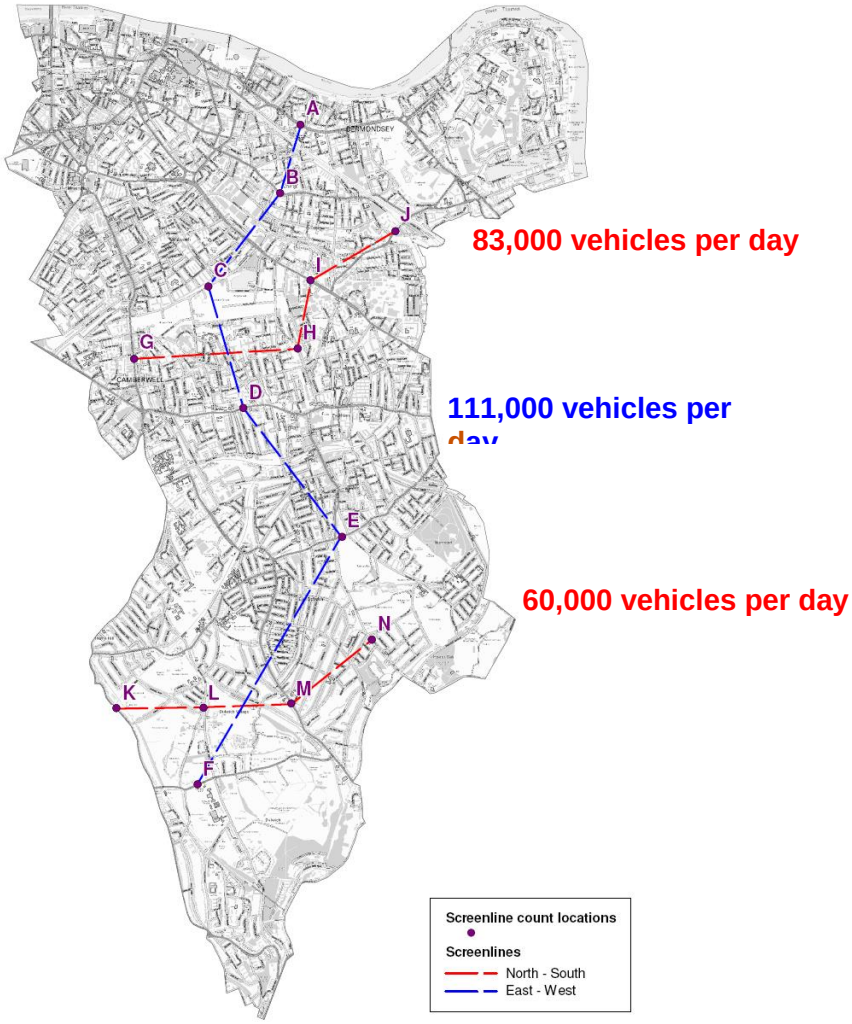
Figure 8, Private cars registered in Southwark



As well as monitoring car ownership, in 2010/11 we established a set of traffic count locations where we have repeated counts in 2011/12 and 2012/13. 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 9 and the change between 2010/11, 2011/12 and 2012/13 is shown in figures 40 and 41 on page 99.

The survey data shows that the volume of traffic crossing screenlines in Southwark reduced between 2011 and 2012 as it did between the two previous years and this reduction was consistent across all screenlines (although the southern north/south screenline was a very small reduction). The reduction between 2012 and 2011 was greater than that between 2011 and 2010 although this is mainly due to a large reduction in traffic on Jamaica Road attributable to the closure of Tooley Street during the time of the traffic counts. This change continues to reflect the pattern of car ownership table and supports the general assumption of reduced motor vehicle levels in Southwark.

Figure 9, Annual screenline program 2012/13



Figures 10 and 11 show the variation in traffic over an average day across the screenlines.

Figure 10, Total flow across East – West screenline by time on an average day

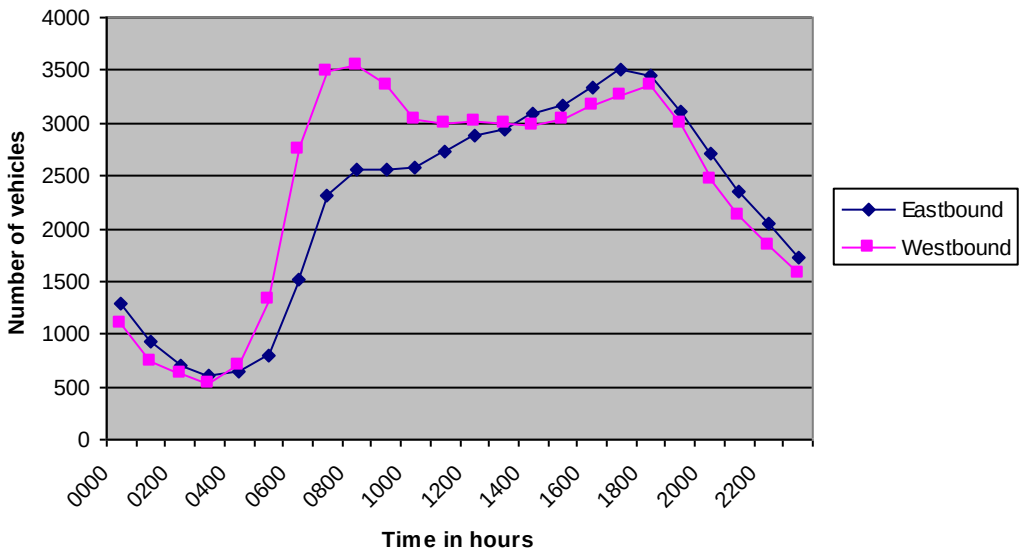
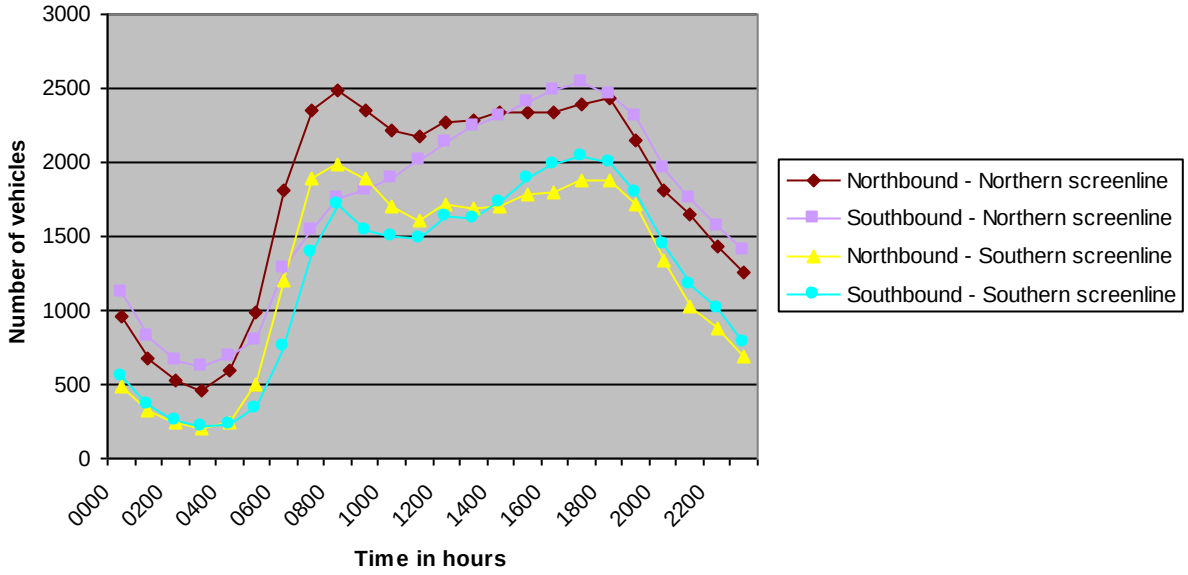


Figure 11, Total flow across each North – South screenline by time on an average day



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

Table 1 details the level of compliance with the council's development policies, which encourage development in locations with high levels of public transport accessibility and require that parking provision should reflect levels of public transport accessibility.

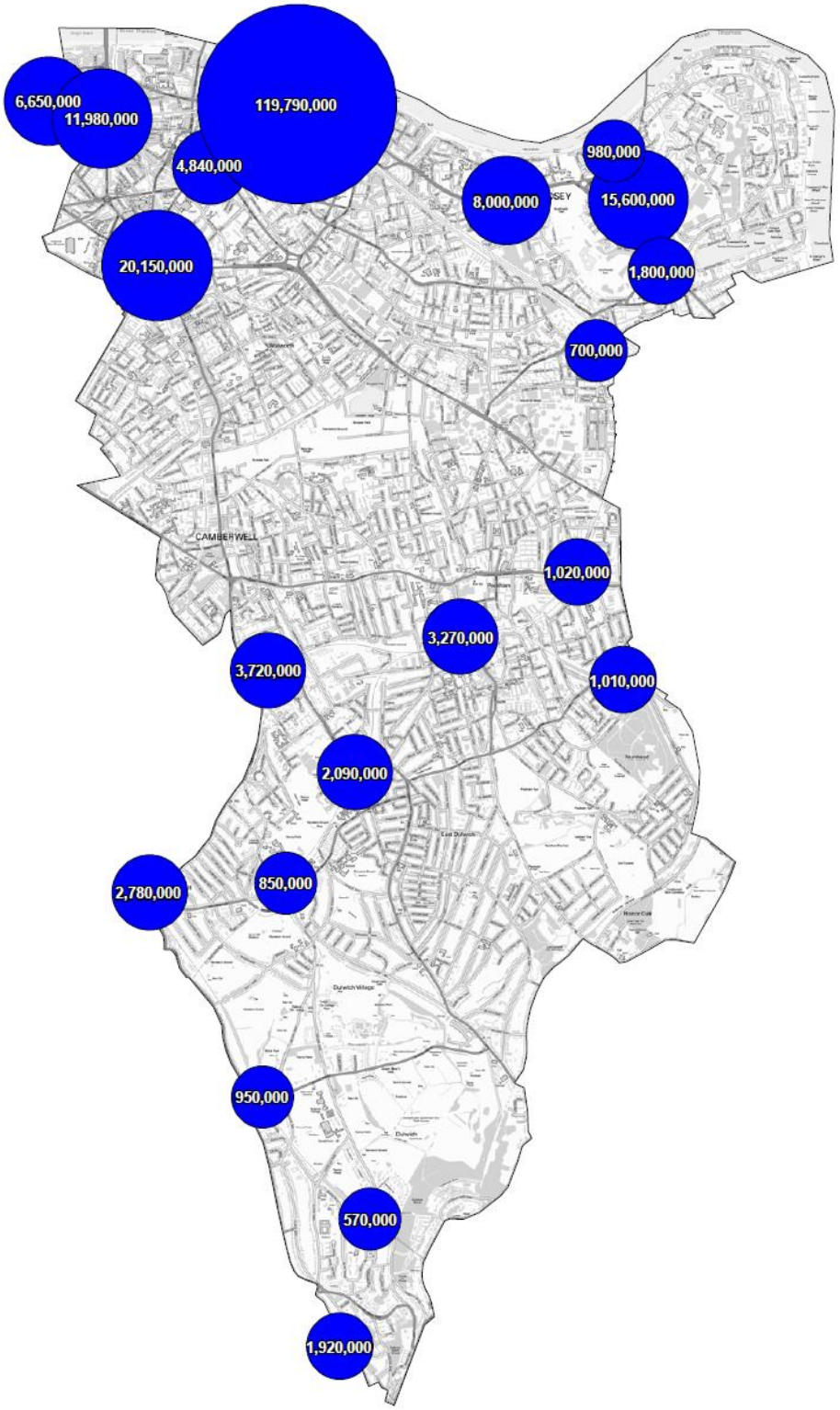
Table 1, Percentage of development that has been built complying with UDP car parking standards

	April 2011 –March 2012			Target	2010/11	2009/10
	Number schemes complying	% schemes complying	Average parking rate		%	%
Residential – borough wide	Not yet available	Not yet available	0.3 spaces per dwelling	100% compliance	98	98
Residential – CAZ	Not yet available	Not yet available	0.2 spaces per dwelling		97	87
Residential – UZ	Not yet available	Not yet available	0.3 space per dwelling		98	98
Residential – SZ	Not yet available	Not yet available	3.0 space per dwelling		100	N/A

Since 2008/09 all schemes in the Suburban Zone have achieved 100% compliance with the borough's car parking standards. In addition a much higher percentage of schemes in Central Activity Zone complied in 2010/11 compared with previous years. Information regarding 2011/12 is not yet available.

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

Figure 12, Rail (2011/12) and London Underground (2012)* station usage[5]



*where stations are both LU and rail the figures have been added together

[5] Office of Rail Regulation and TfL

Use of rail is growing in the borough.

Table 2, Southwark rail station usage – entries and exits

Station Name	2008/09	2009/10	2010/11	2011/12	% change 08/09 to 11/12
Canada Water	0	0	2,793,891	4,883,228	N/A
Denmark Hill	3,107,894	3,215,916	3,611.562	3,716,804	20
East Dulwich	1,515,942	1,566,010	1,832,872	2,085,892	38
Elephant & Castle	3,319,966	3,111,323	2,648,421	2,567,262	-23
London Bridge	49,703,152	48,723,068	51,478,131	52,634,024	6
North Dulwich	781,498	798,856	832,814	851,294	9
Nunhead	924,678	926,852	1,012,106	1,056,840	14
Peckham Rye	2,570,868	2,646,100	2,987,280	3,272,214	27
Queen's Road Peckham	717,998	745,326	897,362	1,024,608	43
Rotherhithe	0	0	687,472	979,092	N/A
Surrey Quays	0	0	1,149,598	1,801,232	N/A
South Bermondsey	590,162	596,242	660,076	704,262	19
Sydenham Hill	559,822	536,984	574,176	570,736	2
West Dulwich	871,488	850,554	909,922	950,166	9
All rail stations	**64,663,468**	**63,717,231**	**72,075683**	**77,097,654**	**19**

Table 3, Rail station usage close to the borough boundary – entries and exits

Station Name	2008/09	2009/10	2010/11	2011/12	% change 08/09 to 10/11
Gipsy Hill	1,705,800	1,560,968	1,718,698	1,915,066	12
Herne Hill	2,686,386	2,564,060	2,629,368	2,779,942	3
Waterloo East		6,497,704	6,637,737	6,653,432	N/A

The borough supports three underground lines, Bakerloo, Jubilee and Northern and the London Overground service. The use of London Underground in Southwark is also growing.

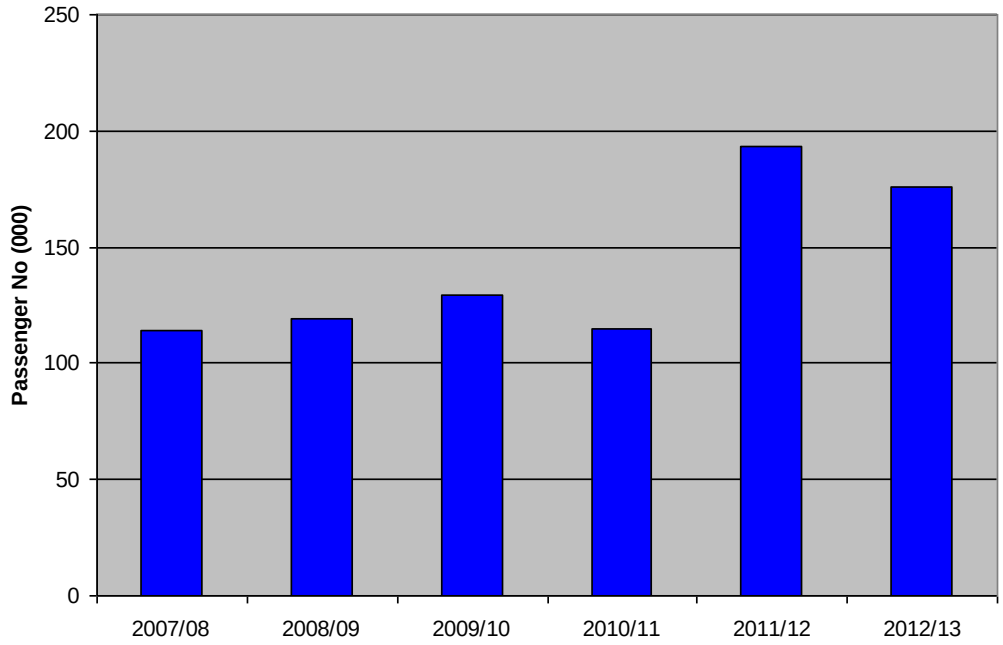
Table 4, London Underground station usage – entries and exits

Station Name	2009	2010	2011	2012	% change 09 to12
Bermondsey	6,378,000	6,600,000	7,380,000	8,000,000	25
Borough	4,869,000	5,090,000	4,570,000	4,840,000	-1
Canada Water	10,611,000	9,010,000	9,910,000	10,720,000	1
Elephant & Castle	18,325,000	18,230,000	17,720,000	17,960,000	-2
London Bridge	61,465,000	60,790,000	65,440,000	67,160,000	9
Southwark	10,033,000	10,440,000	11,070,000	11,980,000	19
All LU stations	**111,681,000**	**110,160,000**	**116,090,000**	**120,660,000**	**8**

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

Across London, the number of passengers carried on the river Thames more than doubled between 2000/01 and 2011/12 with nearly 4.4 million trips made on the river Thames in 2011/12.[6] In Southwark, Bankside pier has shown an increase in usage over the period 2007/08 to 2012/13. In the most recent year journeys beginning at Bankside were 175,965, a slight reduction on the amount for 2011/12.

Figure 13, Bankside pier usage



[6] Travel in London, 5

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 2012/13 as in 2011/12 there are 117 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.

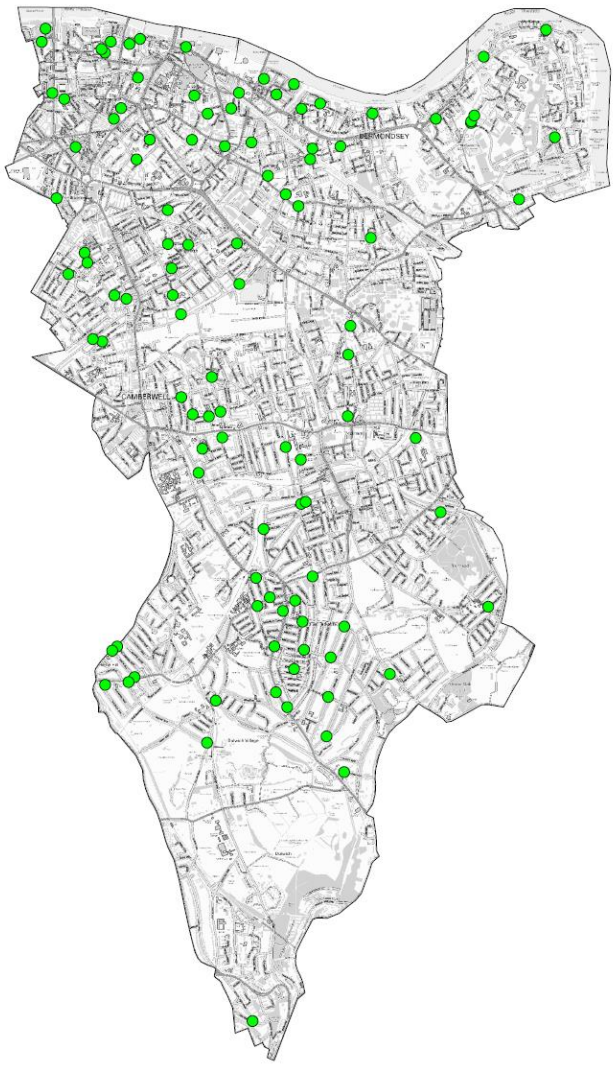
Table 5, Car club bays implemented

	2009/10	2010/11	2011/12	2012/13
Car club bays implemented or secured by the borough	10	95	12	0
Total number of car club bays on street in the borough	10	105	117	117
Car club members*	4,765	7,472	5,614	6,300

*This counts members of Streetcar up until 2011/12 and then Zipcar members in 2011/12 and 2012/13

The highest density of car club bays are within the Borough, Bankside, Walworth and East Dulwich areas.

Figure 14, Locations of car club bays 2012/13



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.

Figure 15, Parking zones

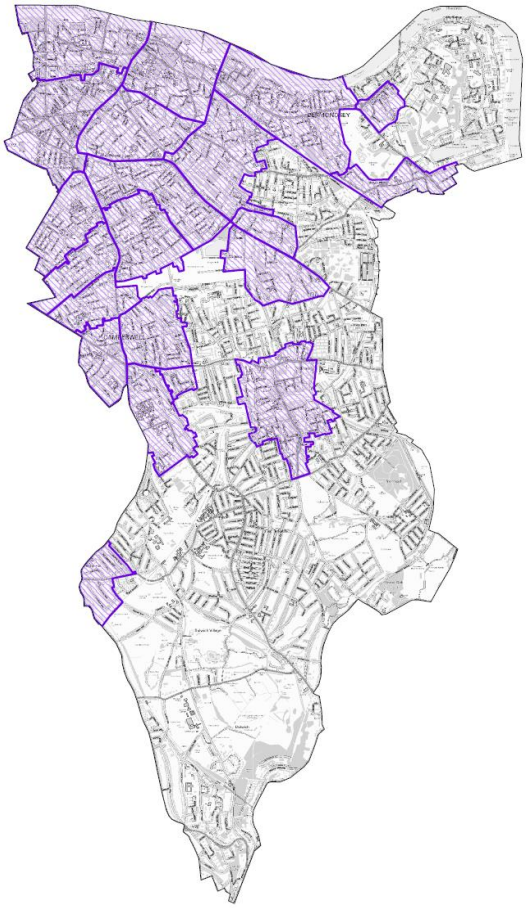


Table 6, Parking, waiting and loading reviews undertaken

	2008/09	2009/10	2010/11	2011/12	2012/13
New zones implemented	0	1	1	2	0
No of km included in a CPZ[7]	165	172	173	175.5	175.5
Parking, waiting and loading amendments (excluding disabled parking bays)	33	45	35	28	26

In 2012/13 the council undertook 26 local parking amendments. Around 45% of Southwark's highway is now subject to parking restrictions.

[7] This figure excludes restrictions located on the Transport for London Road Network

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 6 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 surveys of the most recent survey are shown in table 7. 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 7, Cyclist volumes October 2012

Road name	Time of week	Direction	Average flows			
			7:00 - 10:00	10:00 - 16:00	16:00 - 19:00	Total per day
Lordship Lane	Weekday	North	121	33	27	180
		South	14	31	95	140
	Saturday	North	20	60	23	103
		South	11	69	23	103
Peckham Rye	Weekday	North	310	69	47	426
		South	34	47	213	293
	Saturday	North	46	113	33	191
		South	17	67	39	122
College Road	Weekday	North	170	22	16	208
		South	19	30	145	195
	Saturday	North	24	152	25	200
		South	134	104	23	261
Southampton Way	Weekday	East	29	78	146	253
		West	120	74	46	241
	Saturday	East	18	94	70	181
		West	27	112	47	185

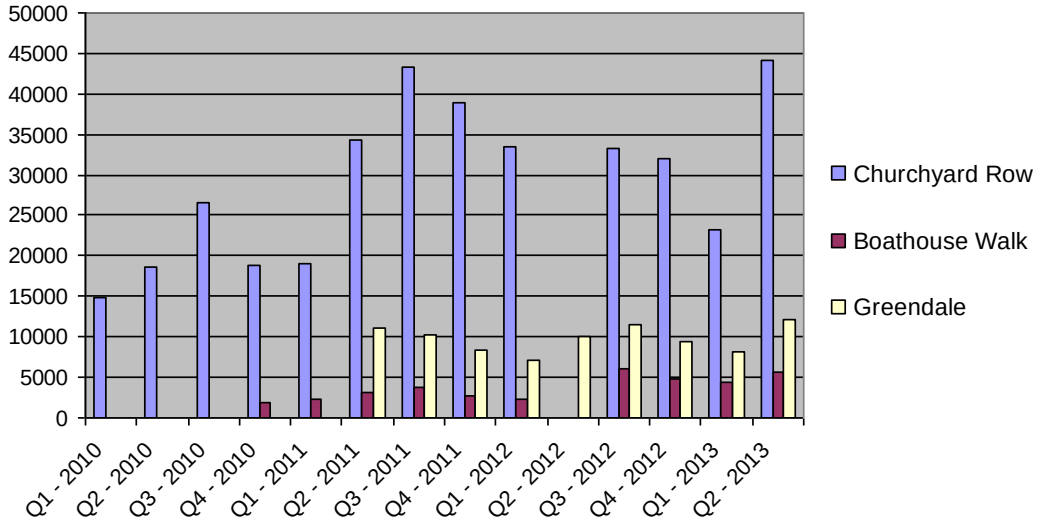
Road name	Time of week	Direction	Average flows			
			7:00 - 10:00	10:00 - 16:00	16:00 - 19:00	Total per day
Tooley Street	Weekday	East	511	352	911	1,774
		West	821	283	433	1,536
	Saturday	East	73	406	271	749
		West	135	462	223	819
Rotherhithe Street	Weekday	East	15	15	25	54
		West	14	14	20	48
	Saturday	East	7	31	19	57
		West	10	34	22	65

Permanent pedal cycle counters were also installed in 2010/11. Similar to the annual counters, the change between 11/12 and 12/13 is discussed in the targets section of this report.

Table 8, Cyclist volumes per average month in quarter in 2012/13

Location	Average month in quarter					
	Jan – Mar 2012	Apr – Jun 2012	Jul – Sep 2012	Oct – Dec 2012	Jan – Mar 2013	Apr – Jun 2013
Churchyard Row	33,437	No data	33,198	32,049	23,221	44,079
Boathouse Walk	2,340	No data	6,082	4,800	4,358	5,581
Greendale	7,176	10,066	11,458	9,388	8,256	12,096

Figure 16, Cyclist volumes by quarter since installation of counters



In addition, since 2011/12, a permanent pedestrian counter has been installed at the Elephant and Castle.

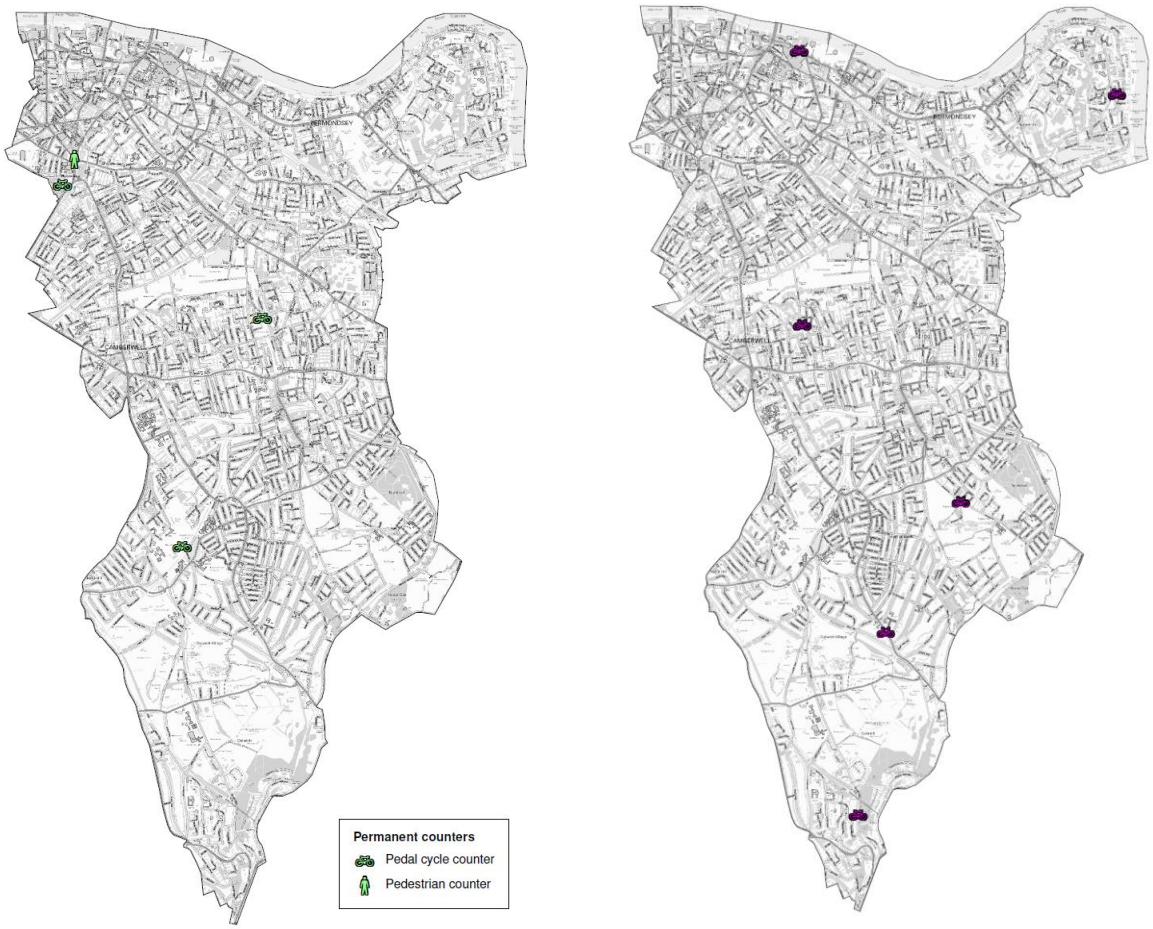
Table 9, Pedestrian volumes by quarter 2012/13

Location	Average month in quarter				
	Jan – Mar 2012	Apr – Jun 2012	Jul – Sep 2012	Oct – Dec 2012	Jan – Mar 2013
Elephant and Castle	201,793*	146,558	136,132	No data	No data

*this is a correction on last years report

The results of both of these indicate there are seasonal fluctuations in the number of pedestrians and cyclists.

Figure 17, 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

The council actively seeks to manage the demand for travel and promote sustainable travel. In recent years there has been a growing recognition of the importance of walking for quick, convenient journeys.

Pedestrian safety and capacity can also be an issue in the borough, particularly in our employment and town centre locations. Since 2010/11 the borough has provided a number of improvements for pedestrians.

Table 10, Improvements for pedestrians

	Type	Baseline total number of crossings (2006/07)	2010/11	2011/12	2012/13
Protected crossing facilities	Zebra crossings	140	3	1	2
	Signalised pedestrian crossings	360	1	2	0
	Pedestrian islands	Unknown circa 200	0	4	1
	Improved existing crossings	N/A	8	8	3

One initiative hoped to increase the number of journeys undertaken on foot is ‘Legible London’. Legible London is a pedestrian wayfinding system to help people navigate the Capital on foot and it is currently installed in Borough and Bankside and Bermondsey.

Table 11, Legible London

	2010/11	2011/12	2012/13
Number of miniliths	13	0	25
Number of monoliths	3	0	4
Number of midiliths	0	0	6
Number of finger posts	1	0	12
Number wall mounted	0	0	5

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.

Table 12, Metres of guard rail removed in the borough

Type of road	2010/11	2011/12	2012/13

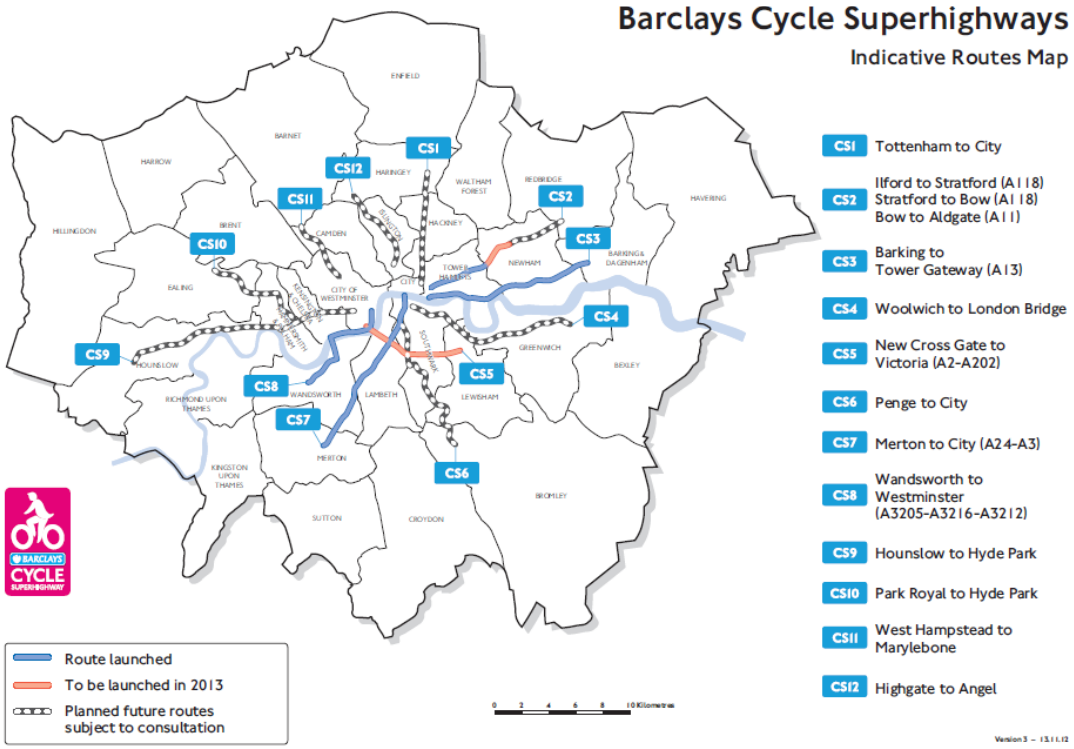
Southwark Roads	673m	666m	69m
TLRN	6,000m	2,800m	3,660m

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

The cycle superhighways support busy cycle commuting routes and Southwark includes routes 4, 5, 6 and 7. Route 7 was opened on 19 July 2010 and as part of this a permanent cycle counter was installed on Churchyard Row. Table 8 on page 17 shows the average monthly total usage data per quarter from this route. In addition some analysis of this count data is included in the targets section of this document.

Route 5 is due to be implemented in 2013 and development has started on route 4.

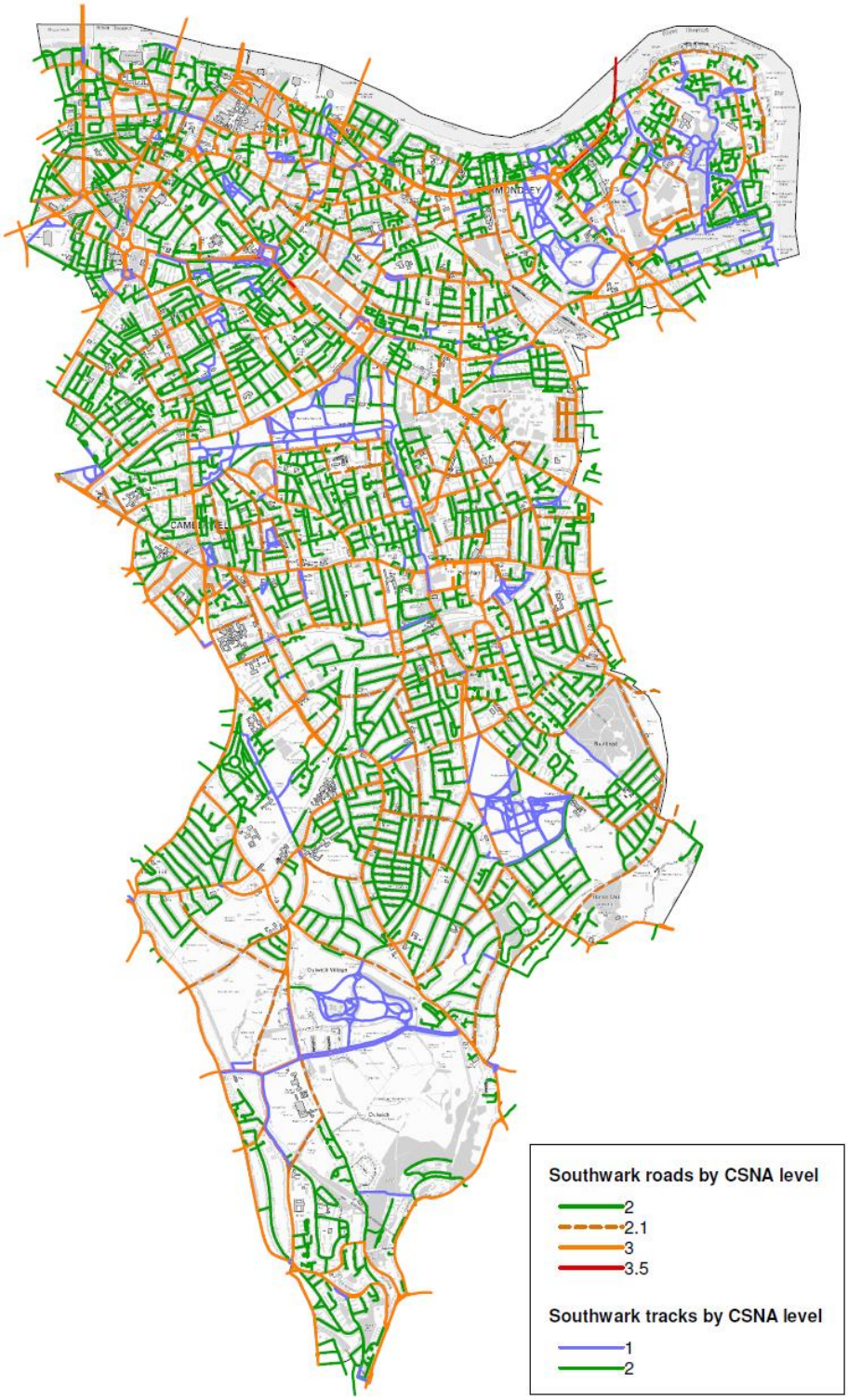
Figure 18, Cycle superhighways



In the summer of 2011 Southwark Council commissioned a detailed survey of the authority's roads and motor traffic free paths to assess the skill level needed to cycle on them in relative safety (a cycle skills network audit or CSNA). Links were classified using a system based on the three core levels of the National Standard for Cycle Training (Bikeability).

The results of the CSNA have been used not only as an information tool to the public (further information and maps are available online: www.southwark.gov.uk/info/200123/cycling/2594/bikeability_routes) but also to identify areas where cyclist permeability improvements could be made and where to focus schemes in the future in order to make more of Southwark's roads level 1 and 2 hence easier to cycle.

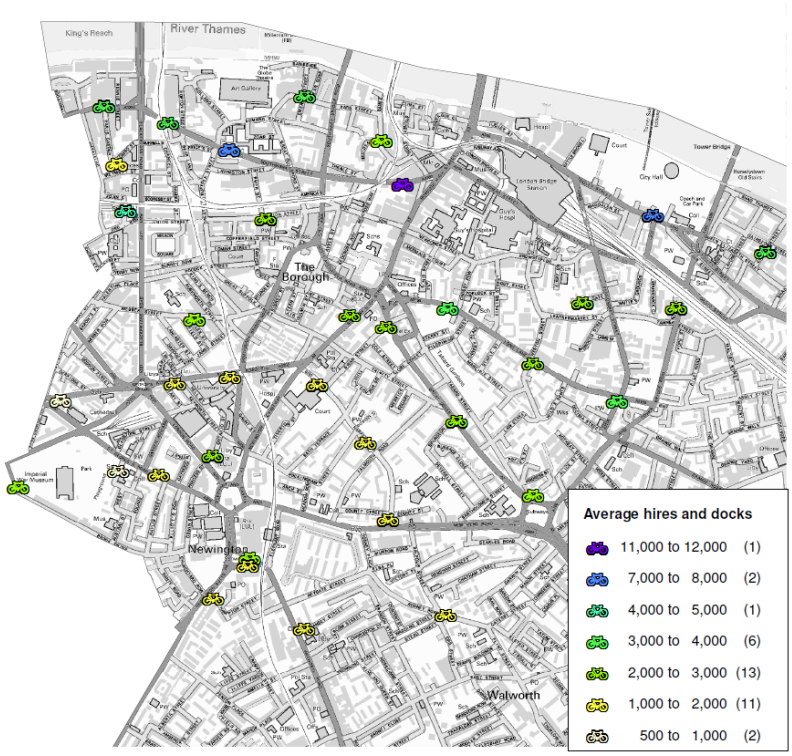
Figure 19, CSNA results



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 most popular cycle docking station in the borough is the Hop Exchange, followed by Bankside Mix and Tooley Street.

Figure 20, Average monthly usage of docking stations*



*note the average is taken the active months for each docking station.

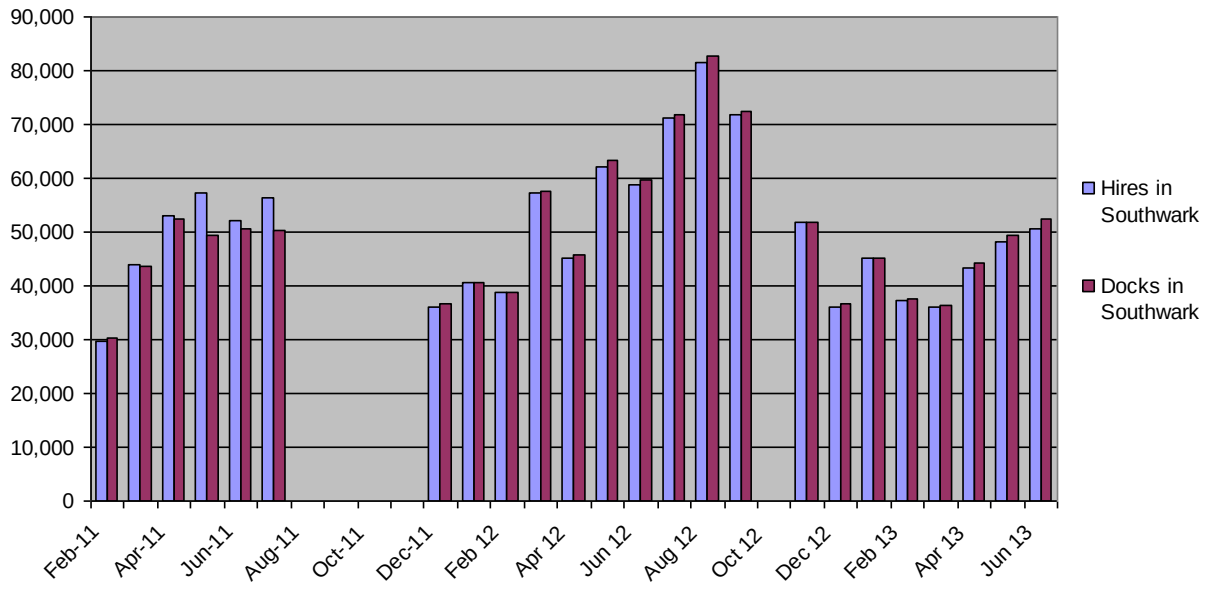
Usage of the scheme increased in 2012 in Southwark. August and September were particularly high, perhaps due to the Olympics, however there was no data available for August and September in 2011 to compare with. When comparing the same months for 2011, 2012 and 2013 we can see that the number of hires and docks increased for 2012 (apart from April which was the coldest April since 1989 and the wettest since 2000) but reduced again in 2013, for March, April and May the reduction took the numbers below 2011 levels. It is perhaps worth noting that the user charge for the cycle hire doubled in January 2013.

Table 13, Southwark Cycle hire, usage and % increase in usage

Month	2011 hires and docks	2012 hires and docks	2013 hires and docks	% increase 2011 to 2013
February	60,063	77,655	74,909	25
March	87,559	114,623	72,351	-17
April	105,281	90,621	87,441	-17
May	111,013	125,327	97,665	-12
June	102,936	118,626	102,803	0

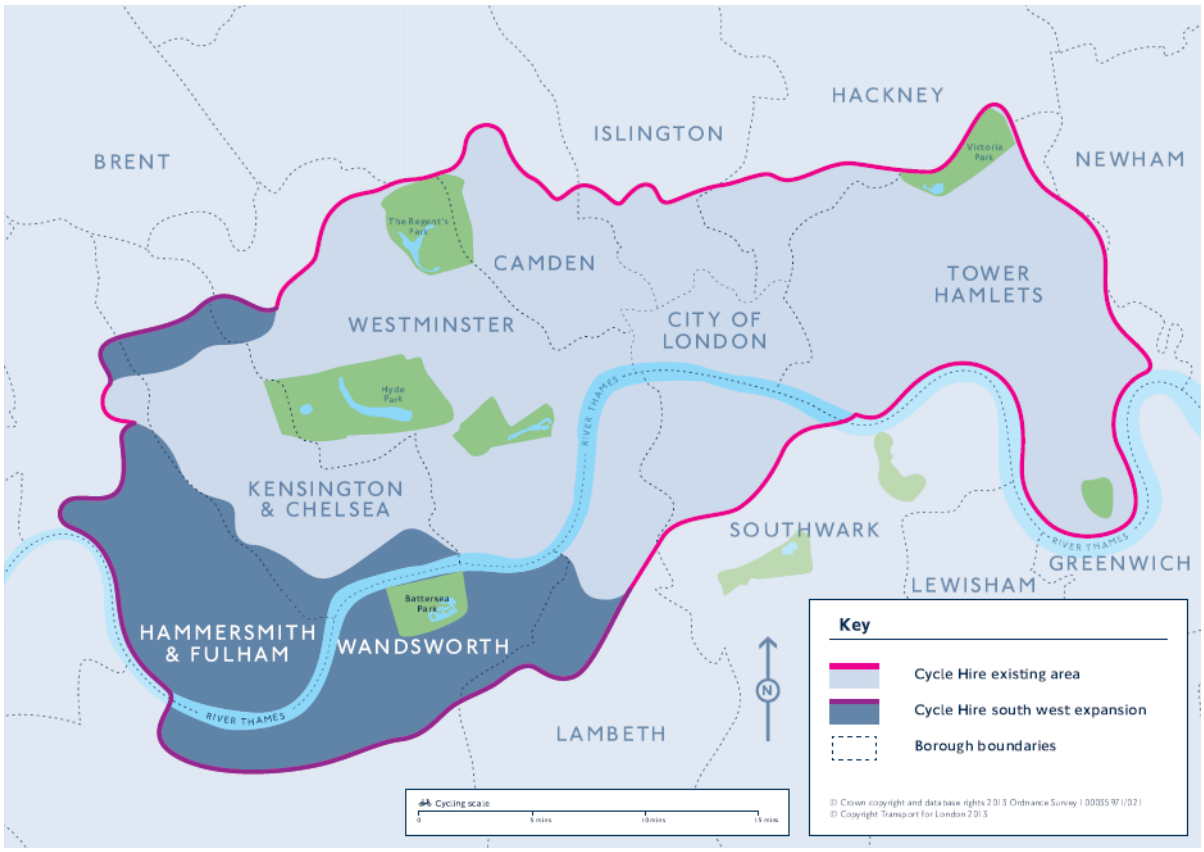
Figure 21 shows the breakdown of hires and docks in Southwark for the months which data is available. It is interesting to note that docking in Southwark became more popular than hiring from Southwark in 2012 and 2013 compared with 2011 where hiring from stations in Southwark was much more popular than docking.

Figure 21, Cycle hire usage in Southwark



There have been several extensions of the cycle hire area, the most recent of which was completed in March 2012 and there are plans to extend it further.

Figure 22, Cycle Hire scheme planned expansion



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.

Figure 23, Cycle parking density by population and number of stands as of 2011/12

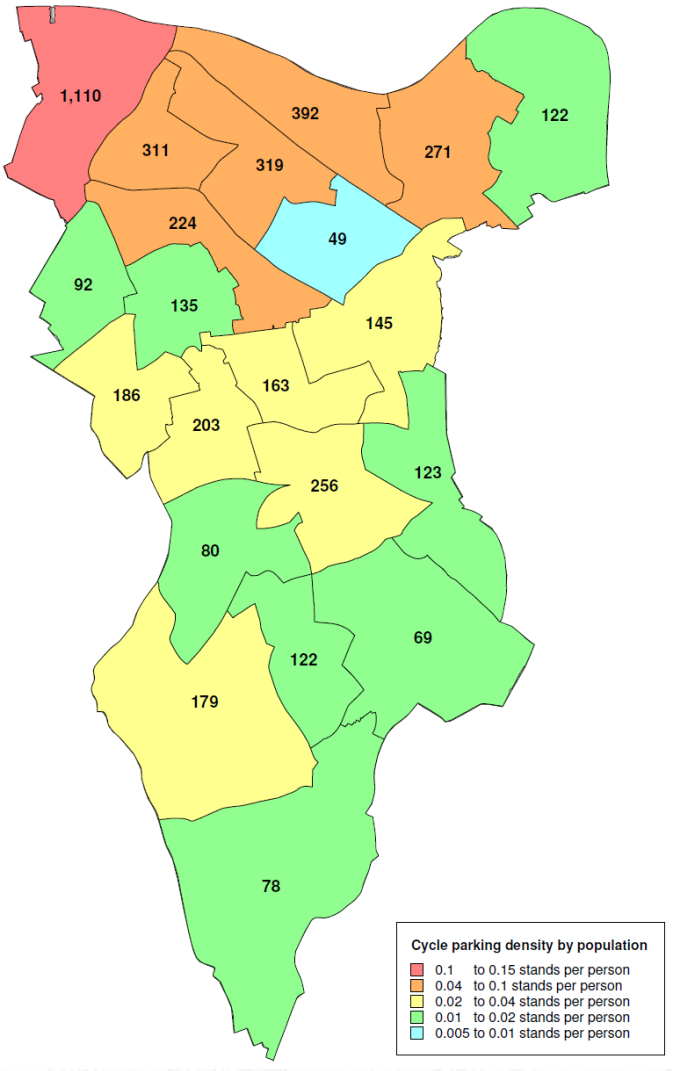


Table 14, Cycle parking facilities

	2008/09	2009/10	2010/11	2011/12	2012/13
Number of on street spaces installed		200	40	152	344
Total number of on street spaces	1,298	1,498	1,538	1,690	2,034
% residential development that has been built complying with bicycle parking standards	41	34	57	72	TBA
% non residential development that has been built complying with bicycle parking standards	N/A	N/A	N/A	82	TBA

Cycle parking provision in the borough has continued to expand in 2012/13 and in 2011/12 as in 2010/11 there was a significant increase in the proportion of residential development meeting Southwark's cycle parking standards was recorded.

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 445, with 192 of these occupied (an occupancy rate of 43%)[8].

Table 15, Cycle parking facilities on estates

	2010/11	2011/12	2012/13
Number of spaces provided	177	171	97
Occupancy rates	44%	34%	70%

Occupancy rates for 26 of the spaces are not known

Occupancy of the new cycle parking facilities is good however the previously provided stands have reduced in occupancy since last year.

TfL offer free cycle stands to businesses and in 2012/13 they provided free stands to 18 businesses in Southwark.

Cycle theft and criminal damage discourages people from taking up cycling and dissuades many victims from continuing to cycle. In 2012/13 the number of reported incidences of cycle theft had reduced compared with 2011/12 but was still higher than 10/11. As in 2011/12, cycle theft rates were highest in Cathedral ward (over 200 pedal cycle thefts in 2012/13) with Chaucer, Grange and Riverside wards all experiencing over 100 reported pedal cycle thefts.

Table 16, Cycle security

		2008/09	2009/10	2010/11	2011/12	2012/13
Cycle theft	Number of reported incidences*	1,093	1,442	1,295	1,487	1,317
Cycle security promotion	Number of events with cycle security promoted at them	23	36	25	23	20

* reported incidence numbers differ from the 2010/11 monitoring report as they are taken directly from London Analyst Support Site

[8] Occupancy rates calculated in July 2013 using figures provided by Bikeaway

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.

Table 17, Annual monitoring of school travel plans

	2008/09	2009/10	2010/11	2011/12	2012/13
Number of schools with a travel plan (out of 104)	95	101	104	104	104
Number of schools that have updated their travel plan	44	22	23	46	37

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.

Table 18, 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

Walking promotions also take place, mainly in the form of the “walk once a week” (WoW) campaign.

Table 19, Walking promotions in schools

	2009/10	2010/11	2011/12	2011/12	2012/13
Number of schools taking part in WoW	27	38	38	34	35
Number of schools fully participating in WoW (10 months+)	12	15	15	34	35

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.

Table 20, Compulsory travel plan developed

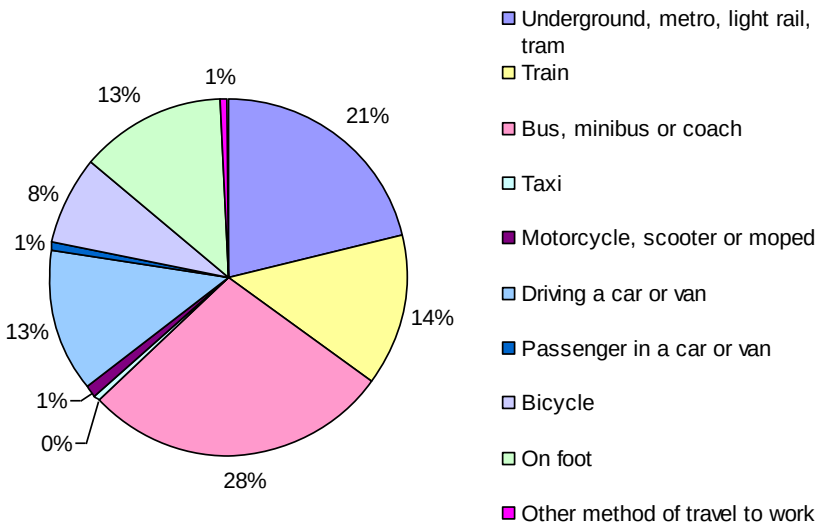
	2010/11	2011/12	2012/13
Amount of approved development subject to a travel plan	23	31	27
Travel plans adopted by occupying organisations	3	5	7

Table 21, Voluntary travel plan development

	Baseline 2009/10	2010/11	2011/12	2012/13
Travel plans developed	7	6	1	0
Surveys undertaken for travel plans	0	6	4	0
Travel surveys independent of travel plans undertaken	0	8	5	0

Work place travel plans are used to encourage sustainable travel to work.

Figure 24, Travel to work modal split from 2011 census data



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.

Table 22, Active travel promotions and participation in walk to work week by Southwark residents and work places

Type of promotion		2010/11	2011/12	2012/13
Walk to work week	Number of workplaces taking part	8	16	15
	Individuals registered in work places	48	138	181
	Total number of participants	Not recorded	192	313
	Work place area miles	Not recorded	1119	981
	Total area miles	Not recorded	1374	833
Walking promotion	Number of events	6	2	10
Dr Bike	No. of events	21	23	30
	No. of people attending	230	240	345

Case studies

Walking maps

In 2011/12 a number of circular walks of varying lengths were prepared for doctor's surgeries. In 2012/13 this was expanded to include walks from various libraries in Southwark. All the maps are available on the travel active website (which can be found here: www.travelactivesouthwark.org.uk). The routes which are generally between 1 and 3 miles long are designed to be interesting and encourage further investigation. Where possible they pass places to sit, children's playgrounds, refreshment facilities and public toilets.

Treasure hunts

In 2012/13 there were five treasure hunts held in Rotherhithe throughout March with the aim of encouraging people to walk and cycle around the Rotherhithe area. There was also a treasure hunt in both Nunhead and Camberwell. The treasure hunts can be undertaken anytime using the maps and clues available on the travel active website (www.travelactivesouthwark.org.uk).

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.

Table 23, Number of people receiving pedestrian training

Year (financial)	2008/09	2009/10	2010/11	2011/12	2012/13
No. of participants	3,152	3,314	2,349	2,615	1,925

No. of schools participating	55	47	41	40	28

In 2012/13 the council reviewed and offered its contract to a new cycle training provider allowing the cycle training program to be delivered more efficiently and effectively.

Table 24, Cyclist training

Financial year	Pupils	Child individual	Adult individual	Total trained
2008/09	396	140	289	825
2009/10	563	110	303	976
2010/11	507	117	592	1,216
2011/12	705	152	635	1,492
2012/13	777	182	731	1,690

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

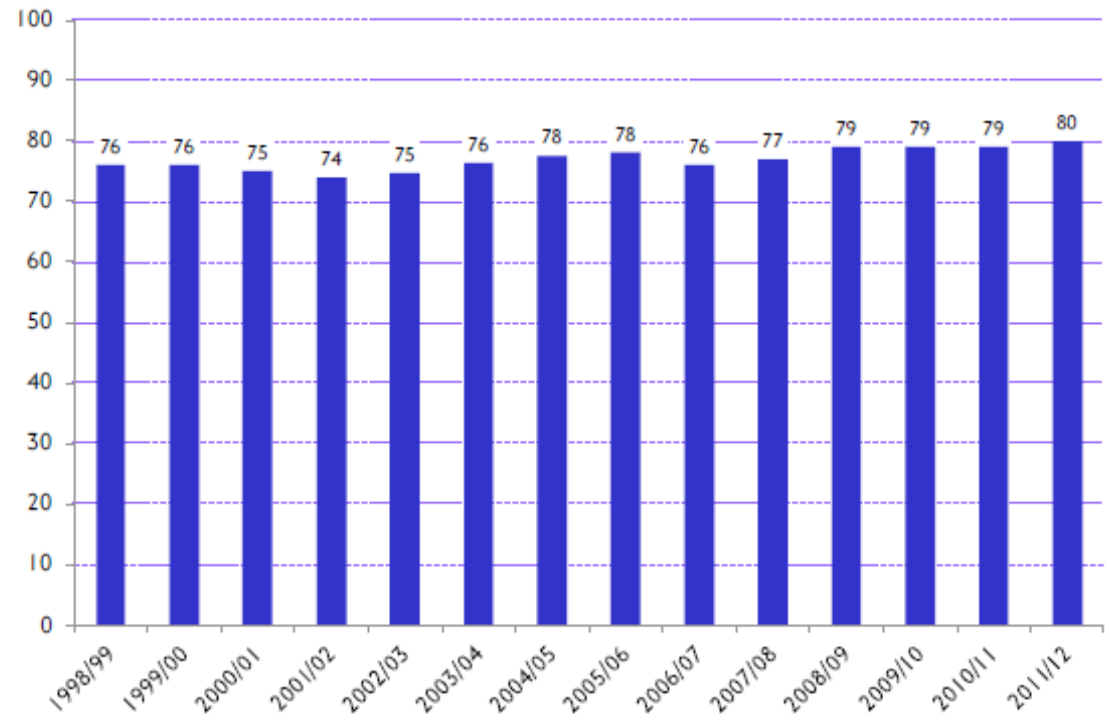
Southwark's proximity to central London generally provides good access to the employment opportunities located there, but congestion and overcrowding can affect the journey experience and become a disincentive to travel. As well as travel into central London, good access to and investment in Southwark's 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.

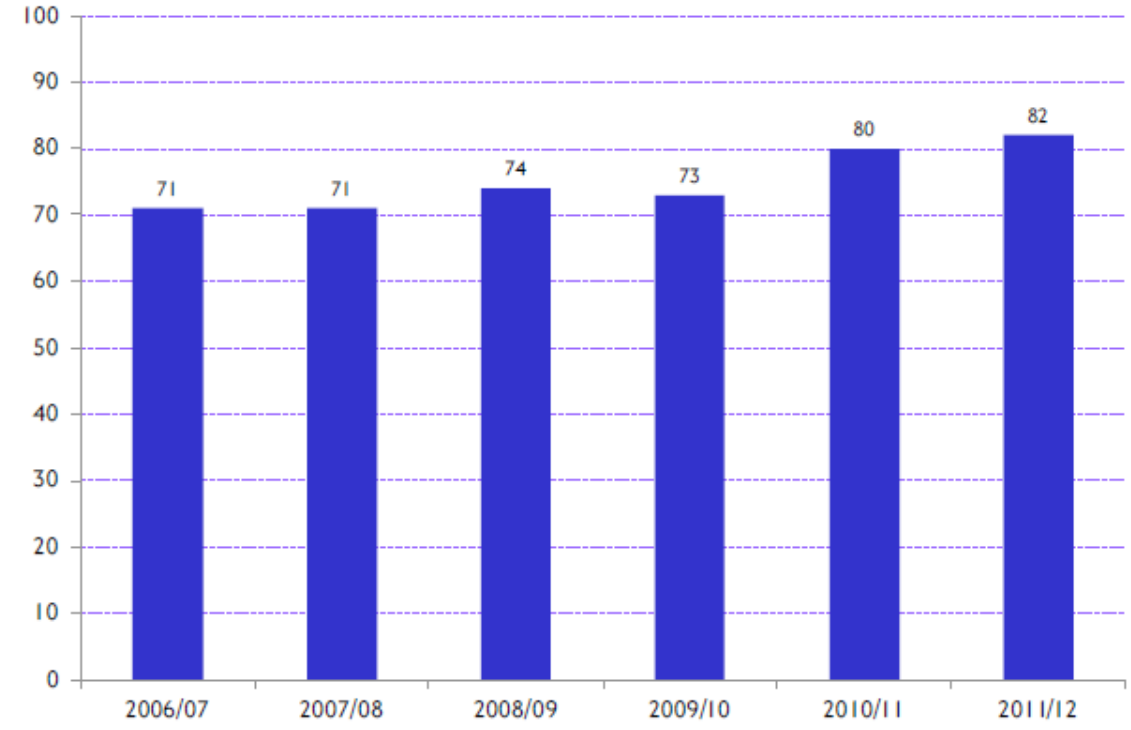
Figure 25, Overall satisfaction of London Underground passengers with their journey experience



Source: TfL London Underground Customer Satisfaction Surveys, 1998/99 to 2011/12.

Public satisfaction for the London Overground services increased considerably in 2010/11 reflecting the large scale investment from TfL and has continued to increase in 2011/12.

Figure 26, Overall satisfaction of Overground passengers with their journey experience



Source: TfL London Overground Customer Satisfaction Surveys, 2006/07 to 2011/12.

Policy 3.2 - Support access into employment

Policy 3.3 - Prioritise investment in our town centres

Case study – Camberwell town centre

The Camberwell TfL funded major scheme became 'Revitalise Camberwell' which includes investment into Camberwell Green and a new Camberwell Library. The 'Revitalise Camberwell' programme also includes a Pocket spaces project which aims to turn under-utilised spaces into vibrant and active areas for the local community.

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 12% in reception classes and 28.3% in year 6 identified as obese in 2012, this prevalence in Southwark's year 6 population is the highest 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%.

Table 25, Obesity levels

Indicator	2007/08 %	2008/09 %	2009/10 %	2010/11 %	2011/12 %
Obesity in primary school age children in reception	14.4	14.2	14.7	13.8	12.0
Obesity in primary school age children in year 6	26.0	26.6	26.0	26.4	28.3
Obesity in adults[9]	19.7	21.0	22.5	26.0	22.5

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[10]. The Council continues to encouraging recreational walking and one of the ways they are doing this is to have a wide range of self guided walks across the borough available on the Southwark website.

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

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

Policy 4.2 – Create places that people can enjoy

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 re-appropriate 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.

The approach is as strongly community lead as is possible, with a lengthy period of engagement and relationship building over the initial three months. This engagement took place in 2012/13 and since then community members have been engaged in a series of collaborative design workshops where they were supported to decide where, what, when, who, how and how much through various creative activities. As implementation begins, in 2013/14, so the opportunity increases for wider engagement from members of the community and community groups to have their input in the final design details, construction and maintenance of the ideas developed in the series of workshops. At the end of this process in 2014/15 there will be the potential for further investment to make the more successful interventions permanent.

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 27, Replacement and new street trees on the highway in Southwark

	2008/09	2009/10	2010/11	2011/12	2012/13
Replacement street trees	271	215	63	120	220
New street trees	201	345	99	43	48
Number felled for natural / safety reasons	N/A	N/A	90	38	659
Number felled for other reasons	N/A	N/A	0	102	23

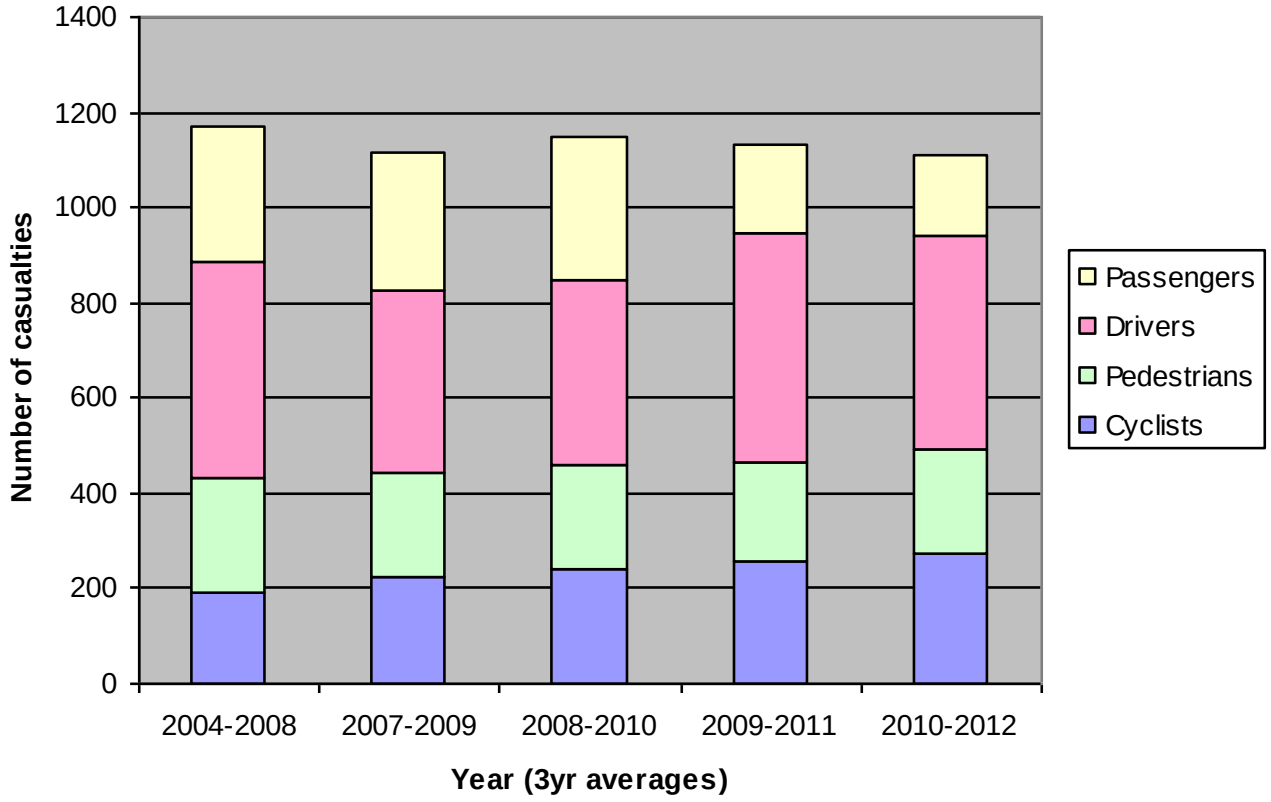
Objective 5: Ensure the transport network is safe and secure for all and improve perceptions of safety

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.

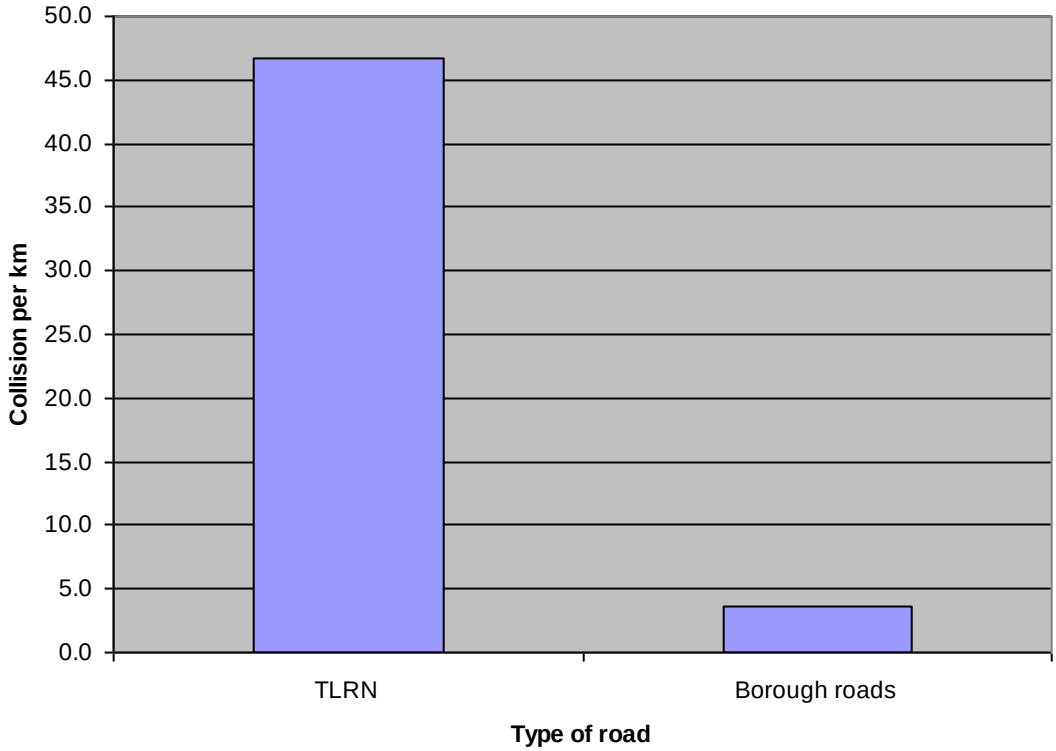
Figure 27, Collision and casualty trends in Southwark



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

In the most recent three year period 49% of all collisions in Southwark occurred on the TLRN. 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 28, 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 27, Casualties by type of vehicle and severity between TLRN and borough roads (2009/11 average)

	TLRN		Borough roads		Total
	KSIs	Slights	KSIs	Slights	
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

Unfortunately injuries to cyclists have increased for the fourth year running as shown in figure 49 on page 106. This is a major concern for the council.

A number of exchanging places events took place in 2012/13 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.

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 28, 20mph speed restrictions

	2008/09	2009/10	2010/11	2011/12	2012/13
% km included in 20mph restriction	50	65	65	65	65
Number of 20 mph zones / limit areas	25	29	29	29	30

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

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

Table 29, Casualties by severity compared to inner London boroughs and inner and greater London borough averages

Average casualty numbers for 2009/11	KSI	Slight	Total
Westminster	202	1,400	1,602
Lambeth	166	1,129	1,295
Southwark	**139**	**991**	**1,130**
Wandsworth	111	893	1,004
Lewisham	107	884	991
Tower Hamlets	100	836	936
Camden	118	817	935
Hackney	105	793	898

Greenwich	99	785	884
Islington	86	790	876
Kensington & Chelsea	85	701	786
Hammersmith and Fulham	81	647	728
Inner London borough average	**117**	**889**	**1005**
Greater London borough average	**90**	**780**	**870**

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.

Table 30, Education interventions

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

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 31, Reported ease of access to services[11]

	2010 score (out of 100)	2011 score (out of 100)	2012 score (out of 100)
Ease of access to key services (all people)	79.01	78.07	78.95
Ease of access to key services (people with disabilities)	69.61	73.65	68.53
Ease of access to key services (no car households)	80.58	76.56	81.40

Table 32, Dropped kerbs installed

	2008/09	2009/10	2010/11	2011/12	2012/13
Number of pairs of dropped kerbs installed	48	46	35	29	48

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 33, Number of accessible bus stops

	2009/10	2010/11	2011/12	2012/13
Accessible bus stops	551	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, as well as giving them greater freedom with less reliance on friends and family. The council has developed a

[11] Source: NHT survey 2012

program of training school teachers and teaching assistants in order for them to deliver the training to young people.

Table 34, Independent travel training delivered

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

A training bus program was set up in 2010/11 which 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. This program has continued to expand and in 2012/13 reached an additional 30 attendees compared to 2011/12.

Table 35, Training bus sessions and attendees

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

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 36, Disabled parking bays installed

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

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 37, Traffic volumes 2012 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	2,585 (+13)	10,936 (-48)	2,369 (-33)	174 (-58)
B	Southwark Park Road	453 (-41)	9,997 (-5)	1,553 (-6)	74 (+100)
C	Albany Road	677 (+9)	17,785 (-3)	1,948 (+4)	96 (+9)
D	Peckham High Street	1,436 (+7)	20,886 (-2)	2,906 (+2)	201 (-26)
E	East Dulwich Road	486 (+40)	13,222 (-4)	1,135 (-9)	70 (-11)
F	Dulwich Common	568 (-3)	18,982 (-1)	1,992 (-2)	306 (-6)
G	Camberwell Road	1,284 (-32)	14,653 (-7)	2,998 (-19)	152 (-29)
H	Peckham Hill Street	576 (+11)	9,469 (-8)	1,265 (+11)	42 (-7)
J	Old Kent Road	1,447 (-13)	31,342 (+8)	3,237 (-33)	552 (-57)
K	Rotherhithe New Road	518 (+9)	13,174 (-22)	1,897 (-7)	76 (-28)
L	Croxted Road	738 (+38)	11,567 (+13)	838 (-29)	32 (+19)
M	Dulwich Village	567 (-3)	13,300 (-3)	954 (0)	57 (+27)
N	Lordship Lane	452 (-12)	16,261 (+14)	1,727 (-6)	98 (+17)
P	Forest Hill Road	455 (+7)	11,994 (+10)	943 (-8)	50 (+25)

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. In 2012/13 as in 2011/12 the amount of bus lane CCTV enforcement was increased (see policy 7.5 page 46) which should deter other motor vehicles from using the lanes and reducing delay to the bus services.

Table 38, Excess wait time table for high frequency services in Southwark from 2011/12 to 2012/13

Q1 2011/12	Q2 2011/12	Q3 2011/12	Q4 2011/12	Q1 2012/13	Q2 2012/13	Q3 2012/13	Q4 2012/13
1.2	1.1	1.1	1.0	1.2	1.1	1.1	0.9

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. One the greatest areas impacted by congestion and poor journey time reliability is the freight industry, this can include deliveries for town centres, waste collection and construction traffic to name a few.

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.

Table 39, Permits issued

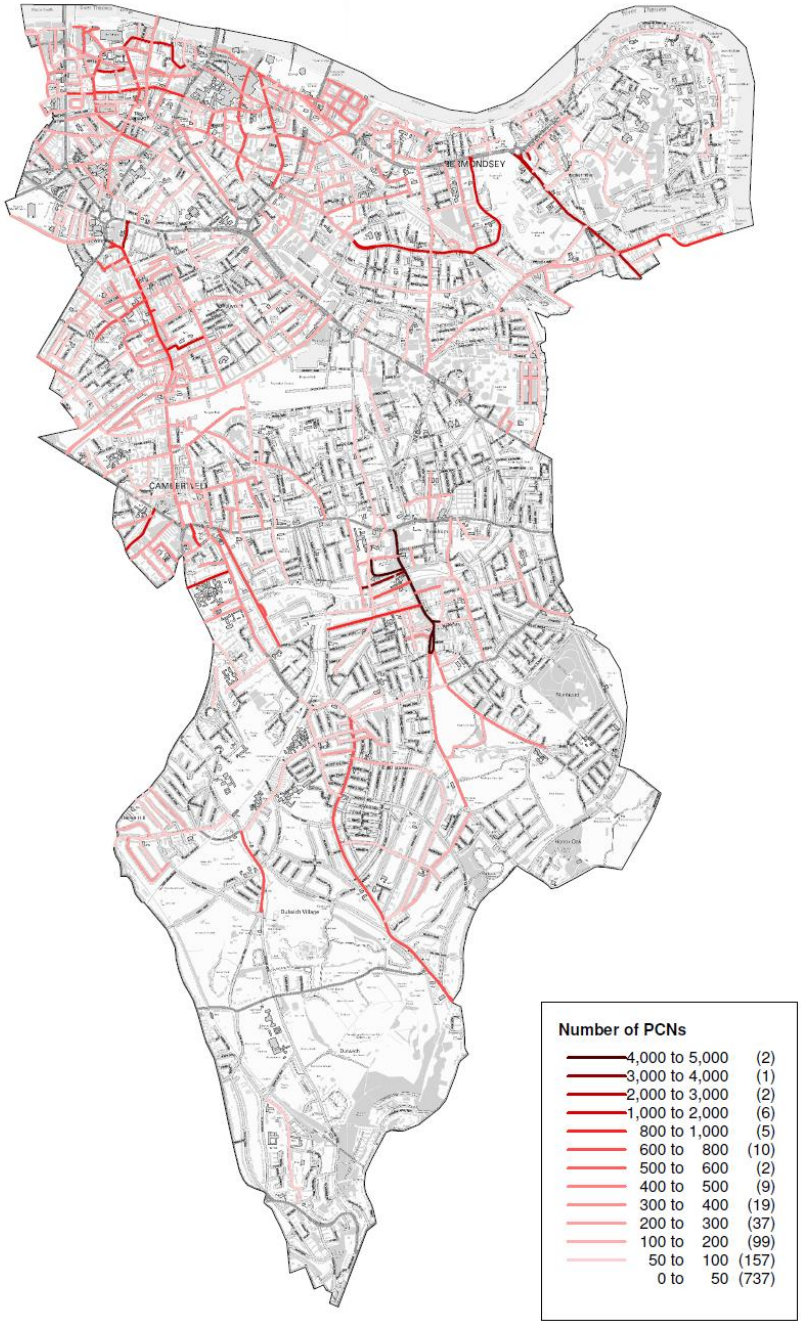
	2011/12*	2012/13
No. of permit and permit variation applications received	13,183	19,585
Number of applications granted	7,868	14,256
Number of applications refused	697	1,687
Number of occurrences of reducing the application period	267	588

*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 and the flow of traffic and are a method of ensuring the appropriate use of the highway network. The level of enforcement activity is directed at a level which is intended to keep traffic moving, avoid frequent obstructions and safety hazards, and encourage adherence to the regulations.

Figure 29, total PCNs issued in 2012/13



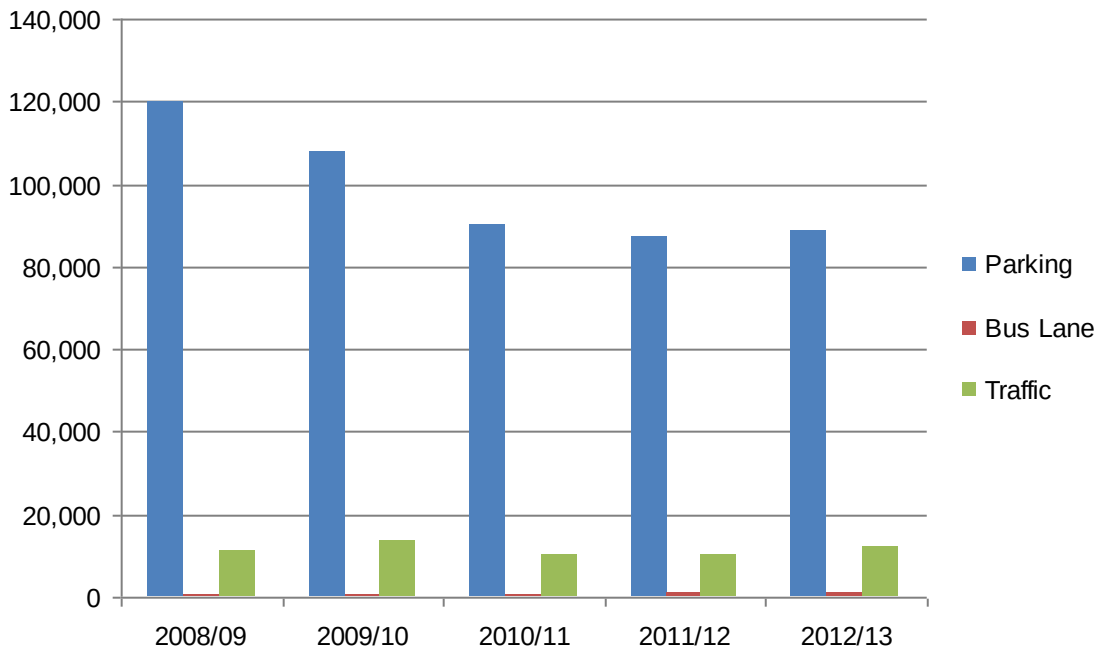
As was reported last year, the number of parking and traffic tickets (Penalty Charge Notices or PCNs) issued in London has been in decline. The number of PCNs issued by the council has levelled off over the last 3 years. PCN numbers have fallen by 23% over the whole of the last five years in total, but there was a small increase in 2012/13 of 3%. 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 40, PCNs issued by contravention type

Financial year	2008/09	2009/10	2010/11	2011/12	2012/13
Parking by walking Civil Enforcement Officers (CEOs)		86,897	65,505	67,961	66,864
Parking by CCTV		20,954	24,743	19,322	21987
Parking by CCTV or CEOs	120,354	107,851	90,248	87,283	88,851
Bus lane by CCTV	271	521	280	1,176*	1,203
Moving traffic by CCTV	11,118	13,352	10,087	10,288	12,068
Total	**131,743**	**121,724**	**100,615**	**98,747**	**102,122**

*increase as a result of an expanding number of bus lanes enforced

Figure 30, 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 and 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 2012/13 there was a small increase of PCNs issued at the higher rate and the number issued at the lower rate stayed at the same level.

Table 41, Number of PCNs issued by charge band

	2010/11	2011/12	2012/13	Change 2011/12 to 2012/13
Higher differential level parking PCNs under the TMA 2004	73,964	70,234	71,801	2%
Lower differential level parking PCNs under the TMA 2004	16,284	17,049	17,050	0%

Figure 31, PCNs by charge band in 2012/13

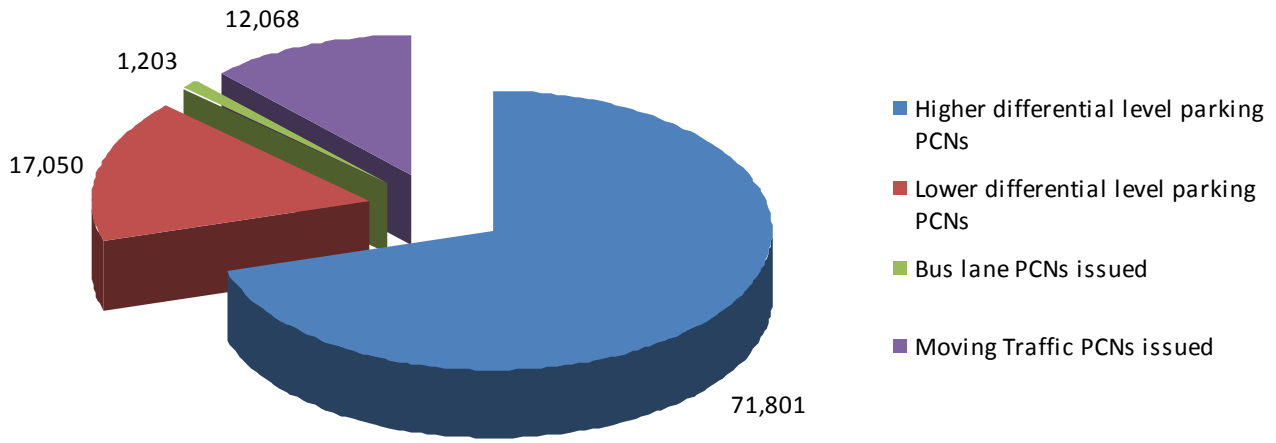
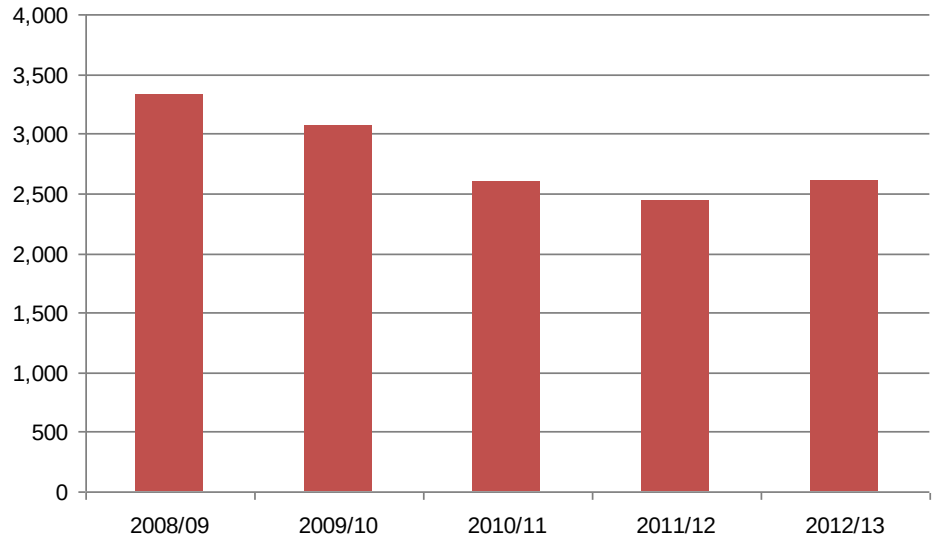


Table 42, PCNs by outcome	Financial year 2010/11		Financial year 2011/12		Financial year 2012/13	
	Number	Number	Number	%	Number	%
Total PCNs	100,635	100	98,747	100	102,122	100
PCNs paid	66,419	66.0	67,645	68.5	72,781	71.3
PCNs paid at discounted rate	55,472	55.1	56,311	57.0	60,533	59.3
PCNs with an informal or formal representation made	26,416	26.2	29,170	29.5	19,351	18.9
PCNs cancelled as a result of informal or formal representation made	12,357	12.3	10,633	10.8	7,481	7.3
PCNs appealed to the parking adjudicator	1,425	1.4	1,743	1.8	1,524	1.5
PCNs cancelled as a result of parking adjudicator appeal	290	0.3	531	0.5	326	0.3
PCNs cancelled for other reasons	4,550	4.5	3,957	4.0	7,764	7.6
PCNs where processing has concluded	11,407	11.3	9,193	9.3	8,670	8.5
Outstanding PCNs	4,482	4.5	6,788	6.9	5,100	5.0

When comparing this year's data with that from 2010/11 and 2011/12 it appears that compliance with PCNs and with parking controls is increasing. The number of PCNs in total issued has levelled off at the same time that the number of PCNs being paid continues to increase. The number of representations against the issue of a parking ticket fell dramatically in 2012/13 and the number of successful representations also fell. The percentage number of cases which were referred to the parking adjudicator also fell slightly and the number of appeals that were successfully defended by the council also increased. However, number and percentage of PCNs cancelled for 'other reasons' increased.

In some instances it is required that a vehicle be removed from the street. The number of vehicles removed in 2012/13 was 2,607; this represents a 6% increase in the number of vehicles removed. At the end of 2012/13 the council closed its dedicated car pound and will make much less use of vehicle removals in the future with relocations being used in the first instance.

Figure 32, Vehicle removals



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

Everyone who travels in Southwark is affected by the condition of the road network at some stage of their journey.

We manage our highway assets through a maintenance program and reactive maintenance to issues identified.

Table 43, Keeping the highway assets in good repair

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

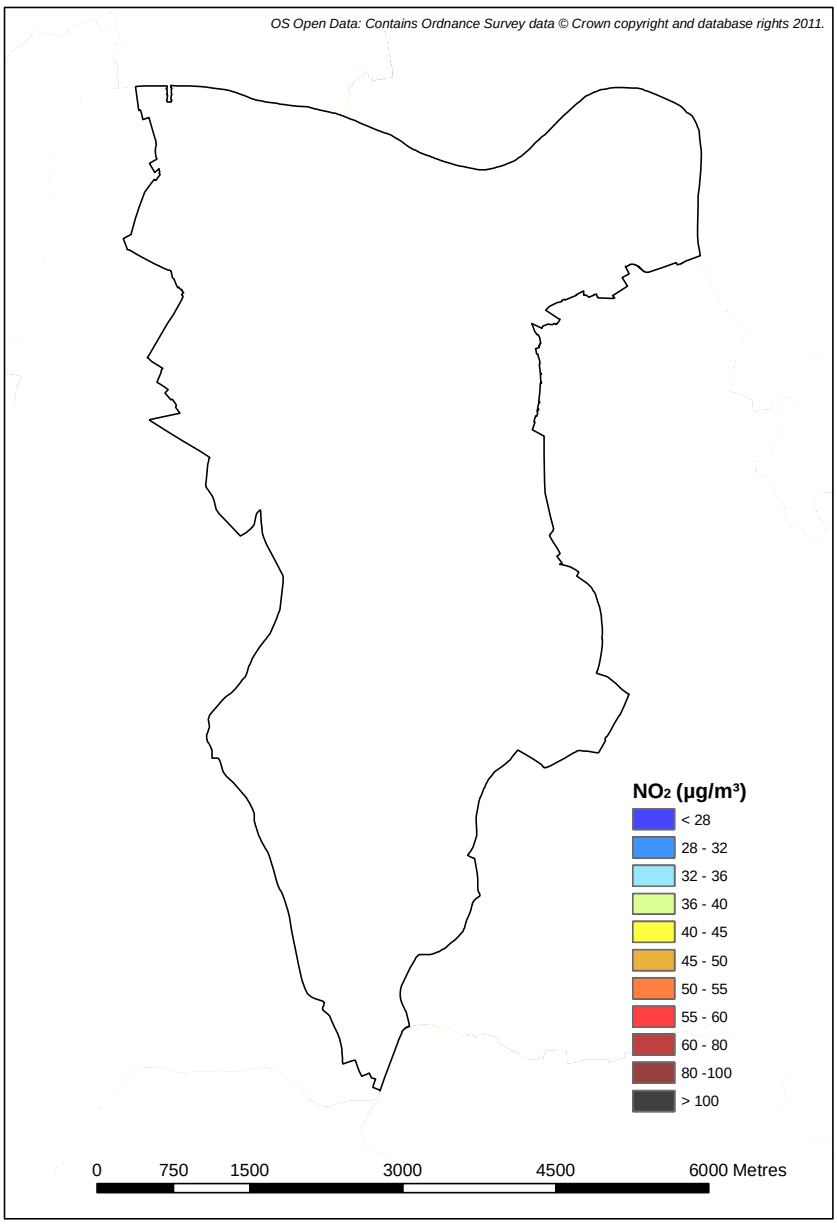
Objective 8: Reduce the impact of transport on the environment

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 5 (targets). Motor vehicles significantly contribute to poor air quality as figure 33 shows.

Figure 33, Predicted annual average concentrations of NO_2 for 2011[12]



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

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 CO_2 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 44, Cleaner local authority fleets

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

In 2009, Boris Johnson, Mayor of London, published the Electric Vehicle Delivery Plan for London with the aim of making it the electric vehicle capital of Europe. To facilitate this it was the Mayor's target to install 1,300, publically available, on street charging points in the Capital, by the end of the 2012/13 financial year. In order to support this aspiration and to help fulfil the council's ambition for carbon reduction and improved air quality, Southwark are encouraging the uptake of electric vehicles with the installation of charging points and the latest round of installations helped to achieve the Mayor's target of 1300.

In 2012/13 twenty four on street points were installed (at 12 locations) as part of the publically accessible network of Source London points across the Capital. In addition to these, there are at least ten privately owned, but publically available Source London points in the borough. The points are a mix of fast and slow charge, slow charge points (3kW) will give an 80% charge in seven hours, while the fast ones (7kW) will give the same charge in just four hours.

Table 45, 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 Snowsfield, 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

Table 46, Smarter driving

Number of events	2010/11	2011/12	2012/13
Smarter driving, greener vehicles, liftshare and car club promotions	5	5	5

Section 4: Delivery of the transport plan in 2012/13

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 2012/13 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 47, Investment table

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

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 48, Income from parking for the last five financial years

Income	Financial year				
	2008/09 (£k)	2009/10 (£k)	2010/11 (£k)	2011/12 (£k)	2012/13 (£k)
Parking meters / pay and display	1,707	2,010	2,219	2,481	2,820
Parking permits	1,576	1,682	1,792	2,003	2,100
Off-street car parks	311	312	389	238	200
Clamping and removal	639	529	468	447	484
Penalty charge notices	5,737	5,359	4,848	4,583	5,408
Bailiffs (PCN recovery)	572	582	705	505	591
Other income	239	624	596	369	720
Total income	**10,781**	**11,098**	**11,017**	**10,626**	**12,323**

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 49, Total finance for the last five financial years

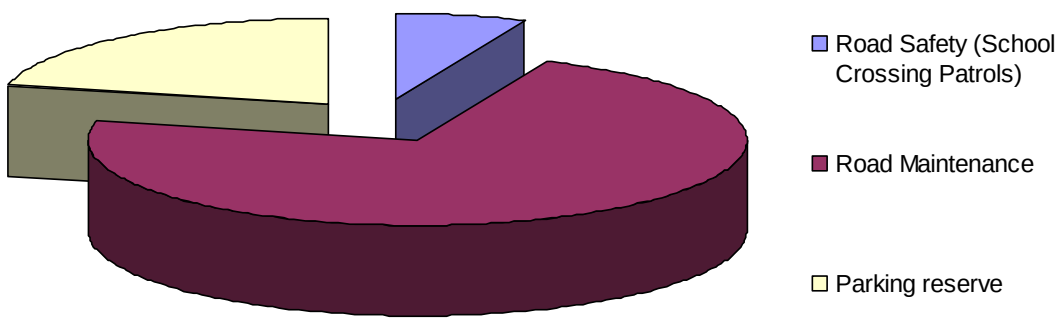
	Financial year				
	2008/09 (£k)	**2009/10 (£k)**	**2010/11 (£k)**	**2011/12 (£k)**	**2012/13 (£k)**
Total income	10,781	11,098	12,266	10,626	12,383
Total expenditure	-7,262	-7,710	-9,126	-8,565	-8,200
Surplus	3,519	3,388	3,140	2,061	4,183

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

Table 50, Expenditure of parking surplus for the last five financial years

Expenditure of surplus	Financial year				
	2008/09 (£k)	**2009/10 (£k)**	**2010/11 (£k)**	**2011/12 (£k)**	**2012/13 (£k)**
Road safety including school crossing patrols	244	271	277	265	263
Nuisance and abandoned vehicle service	136	80	81	0	0
Road network management	856	443	630	0	0
Road maintenance	2,283	2,595	2,152	1,769	3,020
CCTV	0	0	0	0	0
Parking reserve account	0	0	0	0	900
Total expenditure of surplus	**3,519**	**3,388**	**3,140**	**2,061**	**4,183**

Figure 34, Expenditure of parking surplus in 2012/13



Delivering major schemes

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

Table 51, Major schemes update

London Bridge bus station	Works at London Bridge include creating new platforms for more trains, building a new concourse and station improvements. Platforms 14, 15 & 16 are now closed and the roof removed. This has enabled the commencement of redevelopment work to these platforms. Part of the roof is to be incorporated into a new museum building at a narrow-gauge railway in Aberystwyth, West Wales.
Revitalise Camberwell - Streets	Consultation was undertaken in early 2013 on design options, this information will be assessed via an updated transport models to support a preferred option to be announced in Autumn 2013.
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. The council is leading on this and has commissioned feasibility work to determine viable options to take this scheme forward.
Queens Road Peckham station	The council is working in partnership with Network Rail and Southern Railway to bring forward improvements to the station where London Overground services started in December 2012. Preparatory ground works were completed for the new station plaza and the station arches were renovated in preparation for letting. Procurement issues for the platform lift delayed the project, but the new lift, entrance and plaza are scheduled for completion in 13/14.
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	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. In summer 2013 a new cycle hub adjacent to the station opened.

Lip schemes completed in 2012/13

Working together to improve travel choice and opportunity

Cyclist training

Cyclist training was delivered to both schools and individuals in 2012/13 (see Policy 2.4, page 31 for further information).

All schools within the borough are offered programs of cyclist training and the majority of our training is delivered to year five and six pupils to prepare them for the journey to their new secondary schools. The fully accredited Bikeabilty 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.

Pedestrian training

Pedestrian training was provided to many schools in Southwark in 2012/13 (see Policy 2.4, page 31 for further information). 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.

Road safety education – Child education interventions

All of the following child education interventions apart from the children's traffic club (which is held at various locations) were delivered through schools in 2012/13 (see Policy 5.7, pages 39 and 40 for further information).

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. In 2012, 14 schools took part in the quiz and the photo opposite shows the winners from the quiz representing Pheonix Primary School.

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. The council attend childminder drop-ins, nurseries and events to promote and encourage people to join the club.

Road safety education – Theatre in education

Theatre in education was delivered to children through schools in 2012/13 (see Policy 5.7, pages 39 and 40 for further information).

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.

Independent travel training

Independent travel training and the training bus program was delivered in several schools and to adults in 2012/13 (see Policy 6.3, pages 42 for further information).

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.

Road safety campaigns and events

There were six events that took place in 2012/13 in response to needs and requests of the community (see Policy 5.7, pages 39 and 40 for further details).

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.

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 (see Policy 2.1, page 28 for further information).

Active travel promotion events

A wide range of travel awareness events took place this year (see Policy 2.3, pages 30 and 31 for further information) including additional walks included on the ‘Travel Active’ website (which can be found here: www.travelactivesouthwark.org.uk) and more treasure hunts.

Dr Bikes

A program of Dr Bike events ran in 2012/13 (see Policy 2.3, pages 30 and 31 for further information). 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.

Workplace and development travel plans

Further progress on work place and development travel plans took place in 2012/13 (see Policy 2.2, pages 30 and 31 for further information).

Development travel plans

The work to assess and monitor development travel plans has continued in 2012/13. 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.

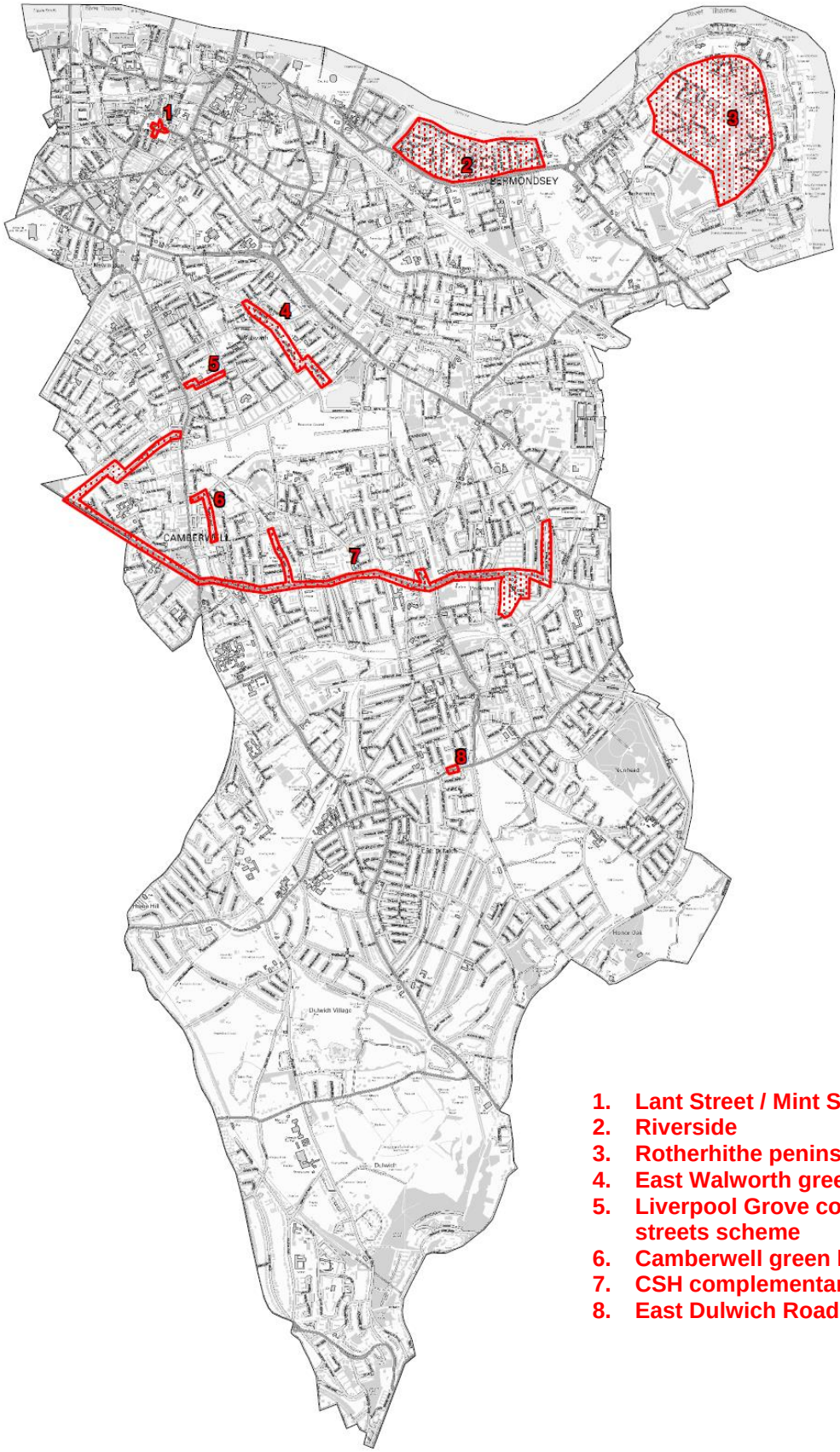
Voluntary travel plans and travel planning groups

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.

Lip schemes completed in 2012/13

The borough completed the delivery of nine improvements to streets in 2012/13 through the transport improvement program.

Figure 35, Map showing locations 2012/13 schemes



1. **Lant Street / Mint Street**
2. **Riverside**
3. **Rotherhithe peninsula**
4. **East Walworth green link**
5. **Liverpool Grove community streets scheme**
6. **Camberwell green link**
7. **CSH complementary measures**
8. **East Dulwich Road**

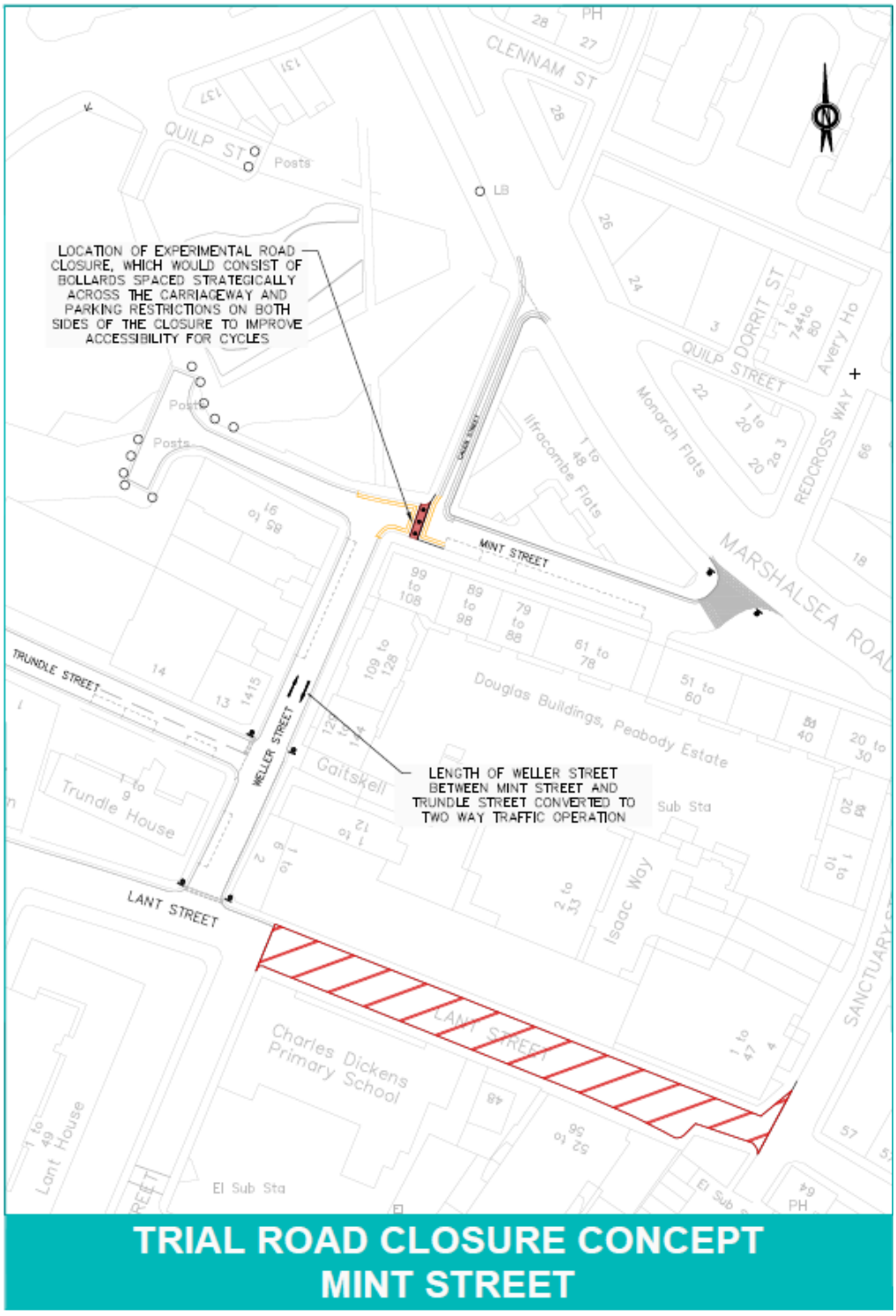
1) Lant Street / Mint Street

Scheme objective

To improve conditions in the area for pedestrians, cyclists and residents through the reduction of through traffic in the area.

Scheme delivery

Feasibility design



Consultation took place in July and August 2012 and there were 89 household responses to the consultation which is around 24% of the total number consulted. There was a high level of support for the proposals, especially from respondents directly affected, with 83% of respondents in favour of the proposals.

Table 52, Financial spend profile

Source	2012/13
Lip	£25,500

Monitoring

Methodology

Before and after traffic counts have been used to assess the success of the scheme.

Results - Traffic counts

The before counts took place in January 2012, the after counts in April 2013. The Caleb Street count took place between Mint Street and Marshalsea Road. The Weller Street count took place between Mint Street and Trundle Street. The Toulmin Street count took place between Lant Street and Pickwick Street. The Great Suffolk Street count took place Toulmin Street and Stone's End Street. The Mint Street count took place between Caleb Street and Marshalsea Road.

It appears that traffic volumes and speeds in the area have overall reduced since the implementation of the temporary closure. Analysis is taking place to determine whether or not to make the closure permanent.

Table 53, Comparing before and after traffic count data

Location	Direction	Total flow			85th percentile speeds (mph)		
		Before	After	Difference	Before	After	Difference
Caleb Street	Northbound	21	44	+23	14.8	13.0	-1.8
Caleb Street	Southbound	28	28	0	15.4	13.6	-1.8
Weller Street	Northbound	22	N/C	Unknown	16.8	N/C	Unknown
Weller Street	Southbound	1,412	85	-1,327	21.0	19.5	-1.5
Toulmin Street	Northbound	118	107	-11	17.4	18.8	+1.4
Toulmin Street	Southbound	285	151	-134	20.1	19.5	-0.6
Great Suffolk Street	Northbound	861	1,544	+683	21.6	23.7	+2.1
Great Suffolk Street	Southbound	1,385	1,010	-375	23.8	23.7	-0.1
Mint Street	Eastbound	46	58	+12	17.2	13.9	-3.3
Mint Street	Westbound	1433	115	-1,318	19.9	15.9	-4.0
All streets	**All**	**5,611**	**3,142**	**-2,447**	**18.8**	**18.0**	**-1.1**

Concluding remarks

There appears to be a reduction in traffic flow in the whole area with reductions on all streets apart from Caleb Street and northbound on Great Suffolk Street. Given the traffic volumes were already higher on this street and that they have reduced in the southbound direction, overall the increase is unlikely to significantly impact residents or pedestrians and cyclists using this street. It is worth noting that there has been a borough wide trend of traffic reduction between 2010 to 2013 although that has been around the 3% level, whereas here the reduction is around 45%.

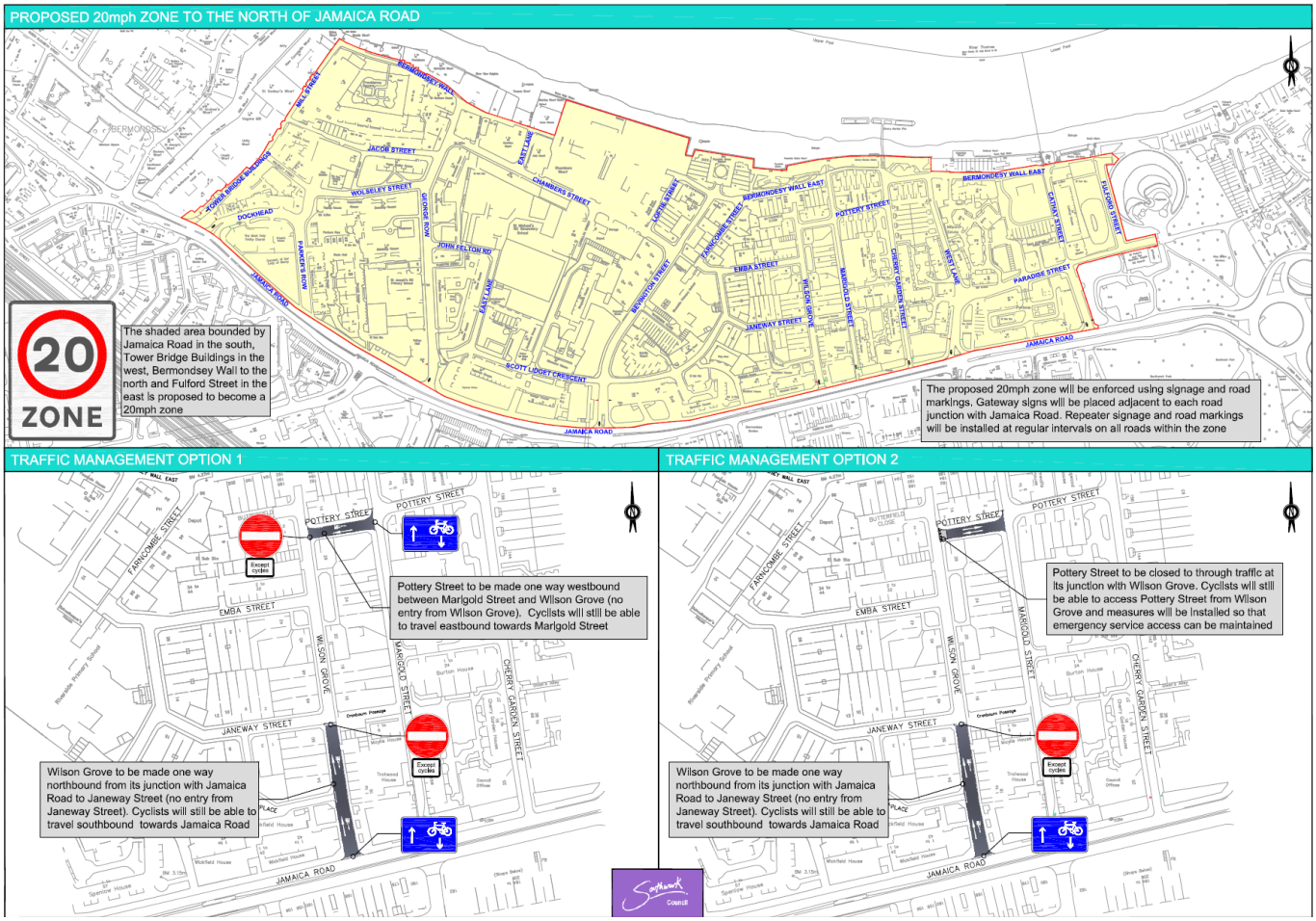
2) Riverside

Scheme objective

To improve conditions in the area for pedestrians, cyclists and residents through the reduction of through traffic and traffic speeds in the area. This scheme involved the implementation of a 20mph limit area and improvements to make it more permeable for cyclists.

Scheme delivery

Feasibility designs



The consultation took place in October and November 2012. 309 responses to the consultation were received equating to a 12% response rate. 86% of respondents were in support of the proposed 20mph zone. Several traffic management option were consulted one and the one way westbound working of Pottery Street with northbound working of Wilson Grove received the strongest support, with 60% indicating that they would like this option to be implemented.

Table 54, Financial spend profile

Source	2012/13
Lip	£61,000
S106	£27,000
Total	**£88,000**

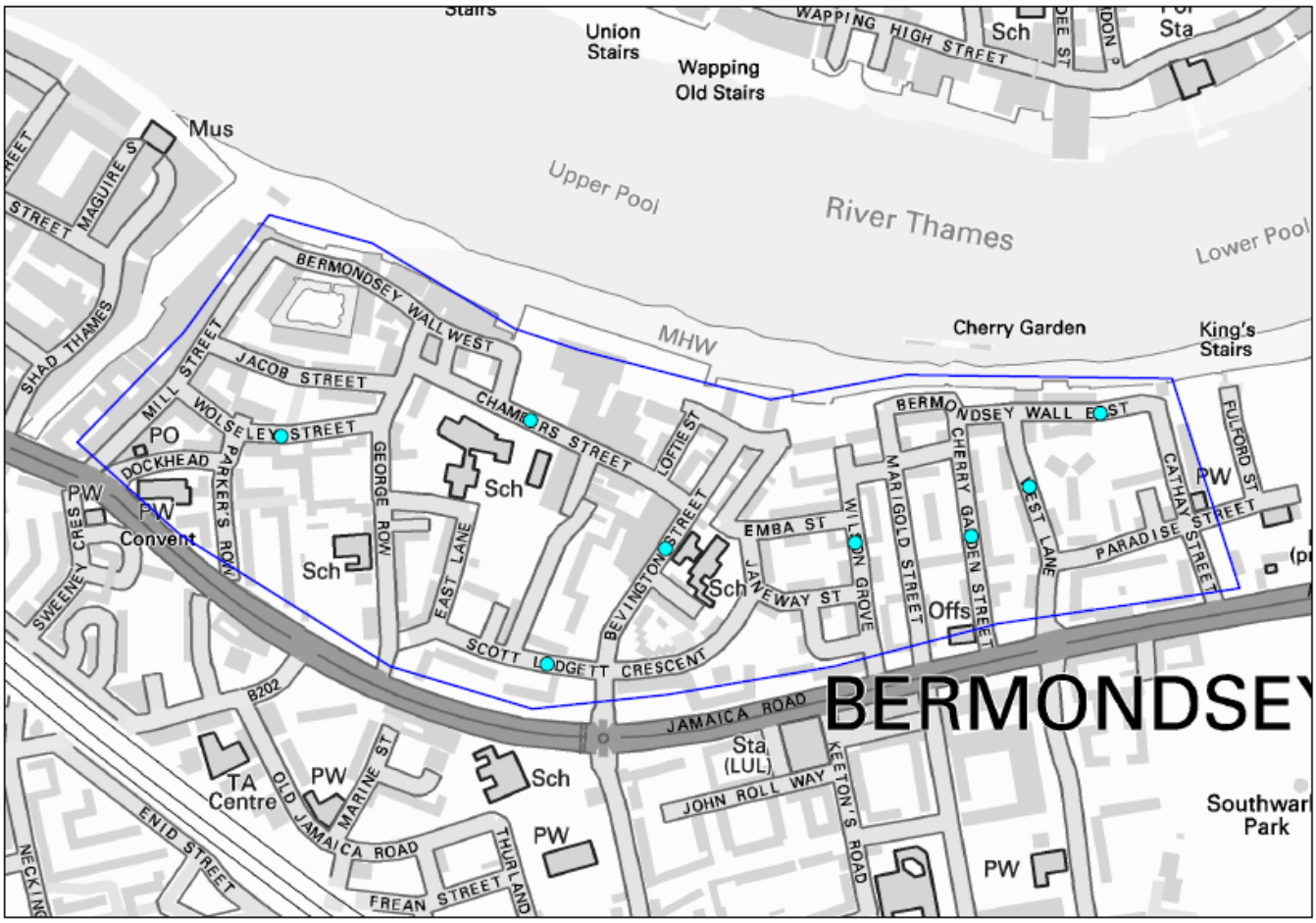
Monitoring

Methodology

Before and after traffic counts have been used to assess the success of the scheme.

Results - Traffic counts

The before counts took place in July 2009, the after counts in April 2013.



It appears that traffic volumes and speeds in the area have stayed largely the same since implementation of the scheme.

Table 55, Comparing before and after traffic count data

Location	Direction	Total flow			85th percentile speeds (mph)		
		Before	After	Difference	Before	After	Difference
Wolsely Street	Eastbound	311	348	+37	19.0	22.8	+3.8
Wolsely Street	Westbound	886	778	-108	20.6	23.0	+2.4
Chambers Street	Eastbound	451	395	-56	26.4	22.6	-3.8
Chambers Street	Westbound	469	536	+67	24.8	23.0	-1.8
Scott Lidgett Crescent	Eastbound	327	373	+46	22.6	21.4	-1.3
Scott Lidgett Crescent	Westbound	453	643	+190	23.0	21.9	-1.1
Bevington Street	Northbound	675	699	+24	29.3	30.6	+1.3
Bevington Street	Southbound	441	402	-39	25.9	29.8	+3.9
Wilson Grove	Northbound	208	148	-60	22.4	24.4	+2.0
Wilson Grove	Southbound	125	114	-11	22.6	22.1	-0.5
Cherry Garden Street	Northbound	84	95	+11	23.0	20.8	-2.2
Cherry Garden Street	Southbound	110	109	-1	22.4	20.8	-1.6
West Lane	Northbound	428	392	-36	27.7	25.7	-2.0
West Lane	Southbound	350	231	-119	28.6	26.8	-1.8
Bermondsey Wall East	Eastbound	498	385	-113	24.6	24.2	-0.4
Bermondsey Wall East	Westbound	141	166	+25	16.1	15.0	-1.1
All streets	**All**	**5,957**	**5,814**	**-143**	**23.7**	**23.4**	**-0.3**

Concluding remarks

The objective of this scheme was to reduce traffic speeds and improve the area for pedestrians and cyclists. Whilst the latter is not able to be assessed through this process it appears the traffic speeds are largely the same as speeds have increased on some streets and decreased on others.

3) Rotherhithe Peninsula

Scheme objective

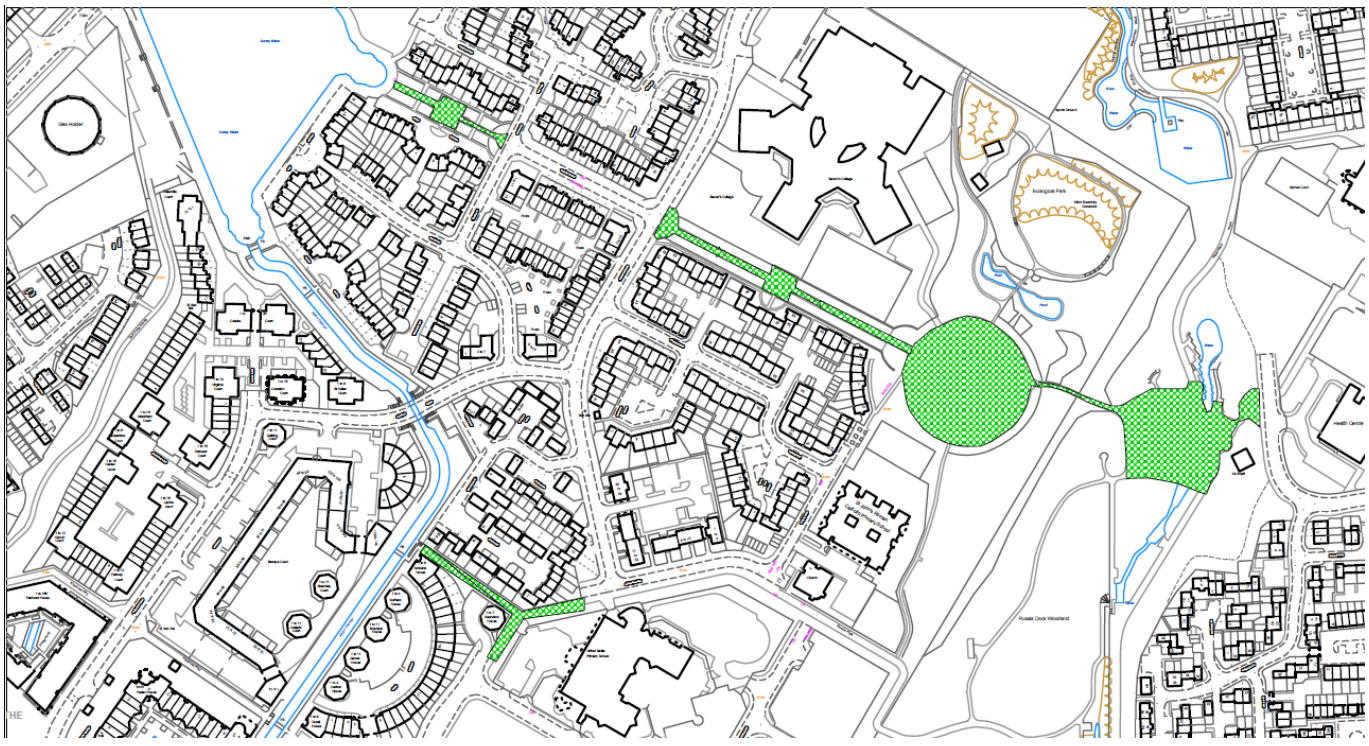
This scheme began as a pilot scheme for intensive sustainable travel and road safety work. As part of this work surveys were sent round to residents of Rotherhithe before and after to assess the impacts of this work. As part of the before survey a question was included to identify the barriers to increased walking and cycling. The issue cited in around 60% of the responses was that of poor lighting in Russia Dock Woodlands. Following this, key routes and areas of poor lighting were located and this scheme improved the lighting along those routes/in those areas.

Scheme delivery

Sustainable travel and road safety work in the Rotherhithe area included:

- School cycle clubs
- School travel plan work
- Pedestrian training
- Cycle training
- Road safety interventions where requested
- Children's traffic club and road safety quiz
- Rotherhithe walking and cycling treasure hunt

Areas with lighting improvements highlighted green



Before and after photos

Before

After

Table 56, Financial spend profile

Source	2011/12	2012/13	Total
Lip – lighting improvements	£0	£258,800	**£258,800**
Lip – smarter travel and road safety measures	£11,500	£9,800	**£21,300**
Total	**£11,500**	**£268,600**	**£280,100**

Monitoring

Methodology

Tools used to assess the scheme are school hands up survey data from schools in the area and questionnaires from before and after and the lighting and travel awareness and road safety work.

Results

There are five schools in the designated area, hands up survey data before and after the scheme is available for three of those schools.

School hands up survey data

The before hands up surveys were done in 2011, the after hands up surveys in 2013. There has been minimal change in the way people travel to and from school.

Table 57, Hands up survey mode share data for three schools combined

Car	Car share	Bus	Rail	Bicycle	Walk	Park and walk	Other
+3%	-3%	-2%	+1%	0%	+5%	-4%	+1%

Resident's survey

The before survey took place in August 2011, the after survey took place in February 2013. Comparing the results from the two surveys shows:

- Minimal travel behaviour changes including a small reduction in car use, walking and public transport and a small increase in cycling.
- Awareness of the Independent Travel training programme has increased from 6% to 9%, cycle training awareness remains low at 6% and awareness of the Children's traffic club has reduced slightly.

A number of initiatives took place as part of the intense travel awareness work including school cycling clubs, a treasure hunt, an exchanging places event and a series of Dr Bikes. Results from the after survey show that:

- 14% were aware of the children's cycling clubs and 10% had a member of the household attend

- 7% were aware of the treasure hunt and whilst only 4% attended over half of the respondents said they would be interested in attending a similar event in the future
- Around a tenth of respondents were aware of the Exchanging places and Dr Bike events and although only 4% attended these events one third of respondents said they would be interested in attending a similar event in the future

The after survey also asked respondents about the improvements to the lighting in Russia Dock Woodland. 23% were aware of the improvements and two thirds of those were happy with the improvements and would use the woodlands more as a result.

Concluding remarks

The results show minimal change in travel behaviour from both the hands up survey data and before and after analysis of the resident's survey. The results also show better awareness of the additional travel awareness and road safety schemes compared with existing schemes. They also show a demand for these types of schemes with over third stating they would attend similar events in the future. Finally the results show some awareness of the lighting improvements and most happy with the improvements stating they would use the woodlands more as a result.

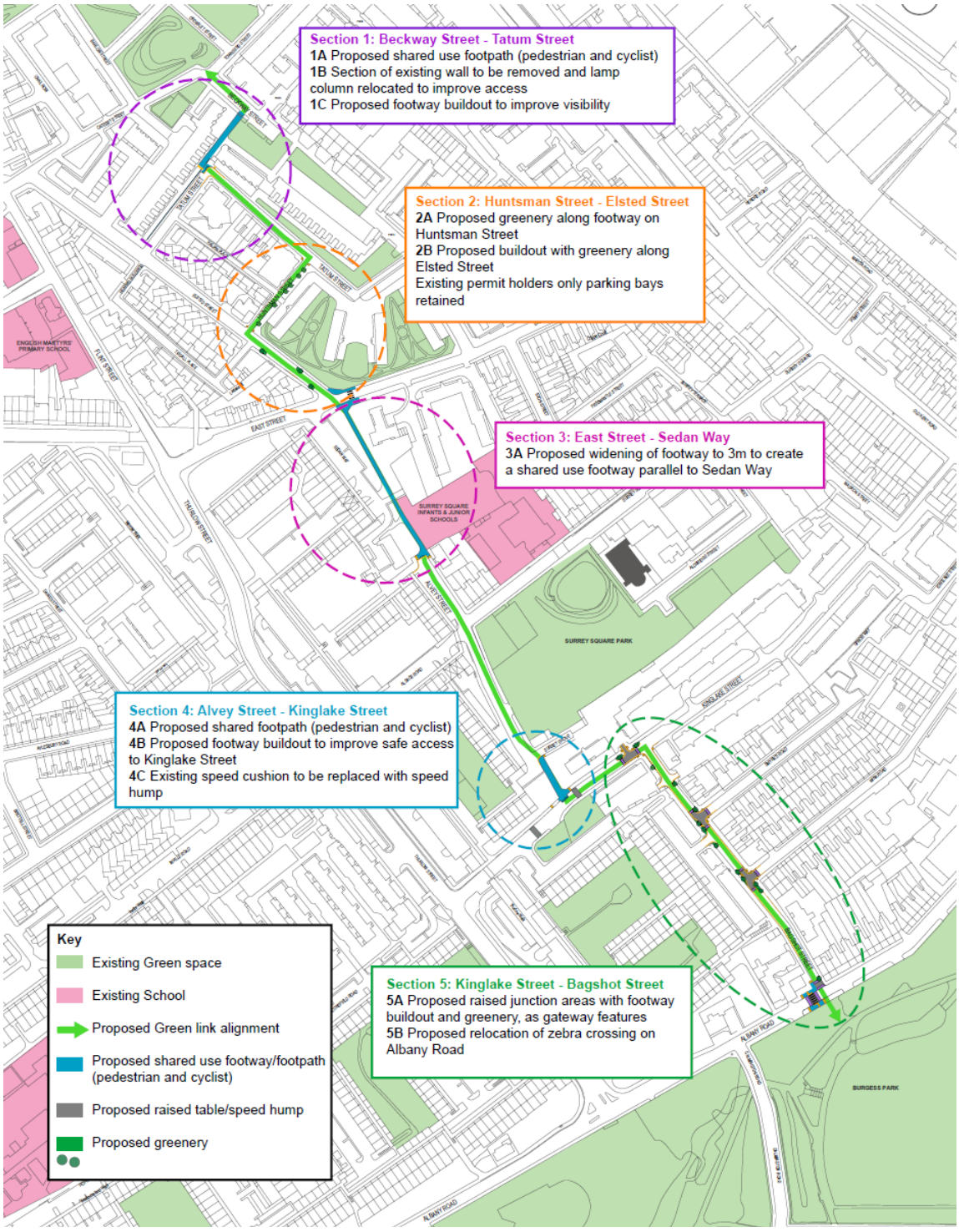
4) East Walworth Green links

Scheme objective

To improve conditions for those walking and cycling between green spaces in East Walworth.

Scheme delivery

Feasibility design



Consultation took place in November 2012. There were 159 household responses to the consultation which is around 20% of the total number consulted. These, along with the responses from local businesses and key stakeholders showed that 96% of respondents were in favour of the proposals.

Before and after photos

Table 58, Financial spend profile

Source	2012/13
Lip	£382,500

Monitoring

Methodology

From this scheme we would expect more pedestrians and cyclists in the area and greater use of green spaces. A CSNA assessment will be completed and the results discussed in a later report.

Concluding remarks

This scheme should increase the accessibility and therefore the number of pedestrians and cyclists who will use the green spaces in and around East Walworth.

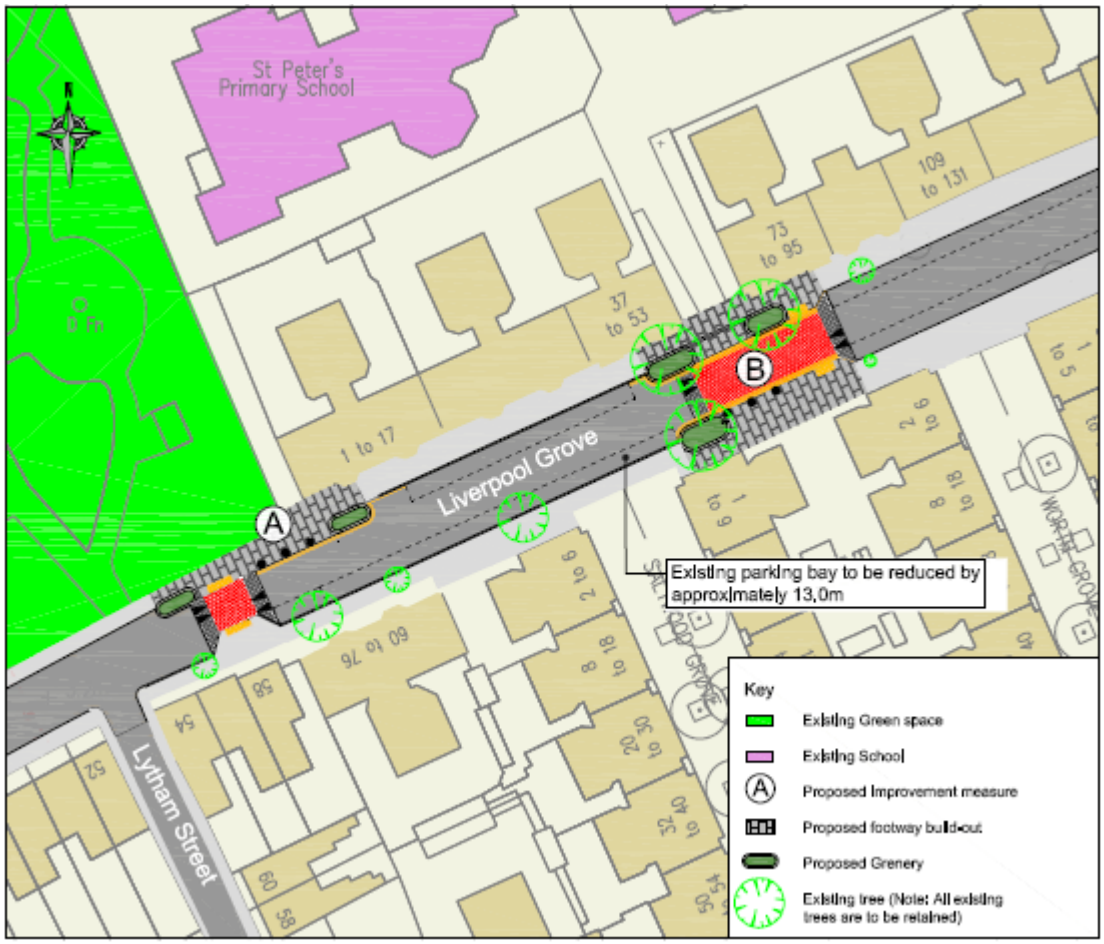
5) Liverpool Grove – Community streets scheme

Scheme objective

To work with the residents of Liverpool Grove to redesign their street according to local priorities. The design aimed to address issues such as speeding, littering and antisocial behaviour.

Scheme delivery

Feasibility design



Consultation began in December 2011 and was completed in summer 2012. The consultation process involved forming a 'steering group' comprising local residents, St Peters School and other stakeholders. Through the steering group and several community events including a street audit and design workshops the final design was chosen by the community and included a temporary trial closure of Lytham Street. These proposals were widely consulted on and positively received.

Table 59, Financial spend profile

Source	2012/13
Lip	£91,600

Monitoring

Methodology

The main tools used to assess this schemes are the before and after residents surveys and traffic count data although neither are currently available.

Concluding remarks

This scheme will be assessed as part of a later report.

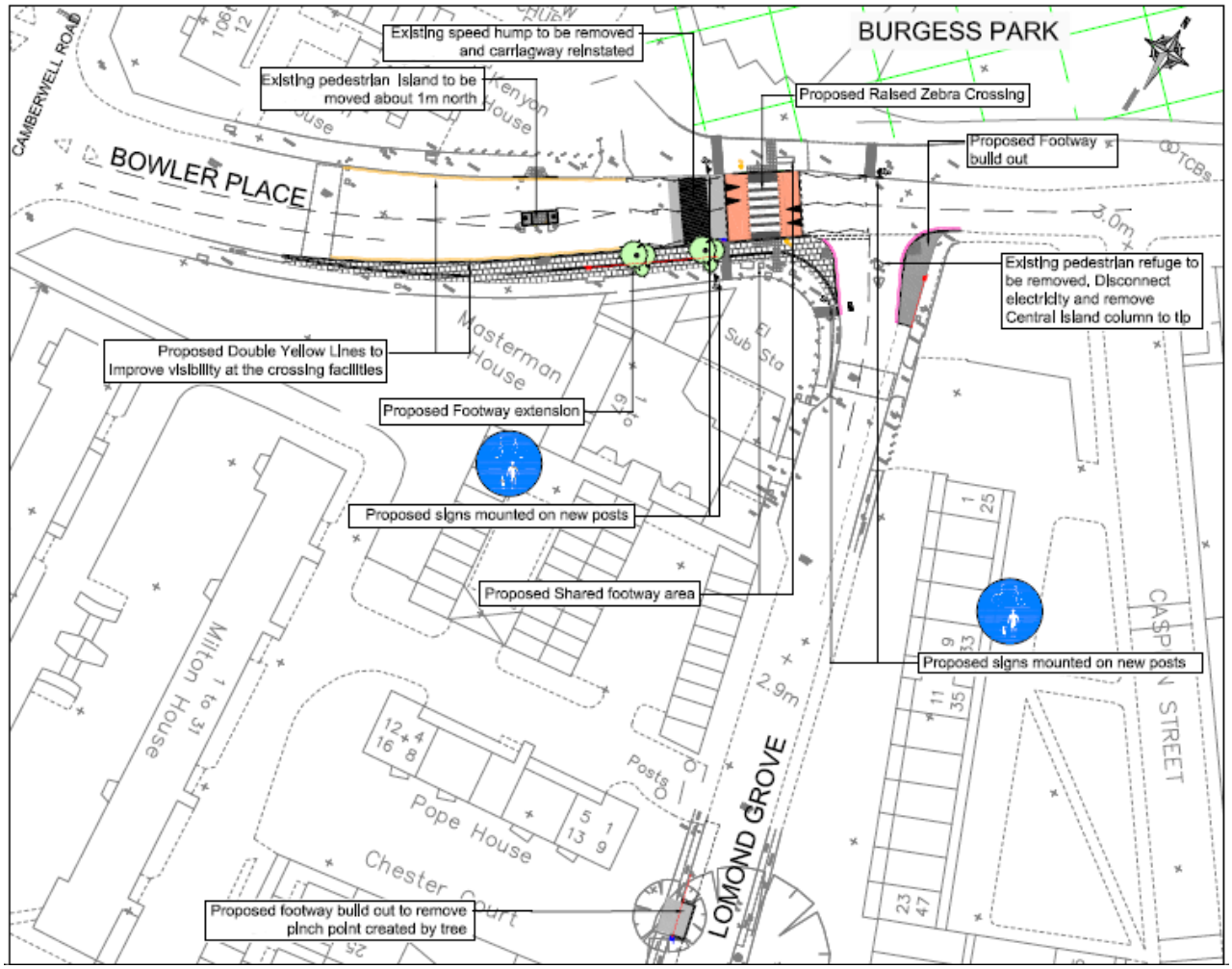
6) Camberwell green links

Scheme objective

To improve conditions for those walking and cycling between green spaces in Camberwell.

Scheme delivery

Feasibility design



Informal public consultation took place with residents and businesses on Lomond Grove and Caspian Street in October 2012. There were 2 responses to the consultation letters which is around 1.5% of the total number of consultation letters posted. Both responses had concerns about the proposals.

Before and after photos

Table 60, Financial spend profile

Source	2012/13
Lip funding	£99,500

Monitoring

Methodology

From this scheme we would expect more pedestrians and cyclists in the area and greater use of green spaces however, we would expect an increase in usage from the Revitalise Camberwell initiatives including the new library and improved Camberwell Green therefore it would be difficult to isolate the affects of the green links measures. As such there is no specific monitoring for this scheme. A CSNA assessment will be completed and the results discussed in a later report.

Concluding remarks

This scheme should increase the accessibility and therefore the number of pedestrians and cyclists who will use the green spaces in and around Camberwell.

7) Cycle Superhighway 5 complementary measures

Scheme objective

To improve access for cyclists to the Cycle Superhighway 5 through the introduction of measures to make the surrounding streets more permeable.

Scheme delivery

There was no formal consultation for this scheme.

Before and after photos

Kings Grove

Melon Road

Table 61, Financial spend profile

Source	2012/13
Lip funding	£135,900

Monitoring

Methodology

From this scheme we would expect more cyclists using the Cycle Superhighway 5, however, we would expect an increase in usage from the implementation of the Cycle Superhighway as well so it is difficult to isolate the affects of each measure. As such there is no specific monitoring for this scheme. A CSNA assessment will be completed and the results discussed in a later report.

Concluding remarks

This scheme should increase the accessibility and therefore the number of cyclists who will use the Cycle Superhighway 5 when it is implemented.

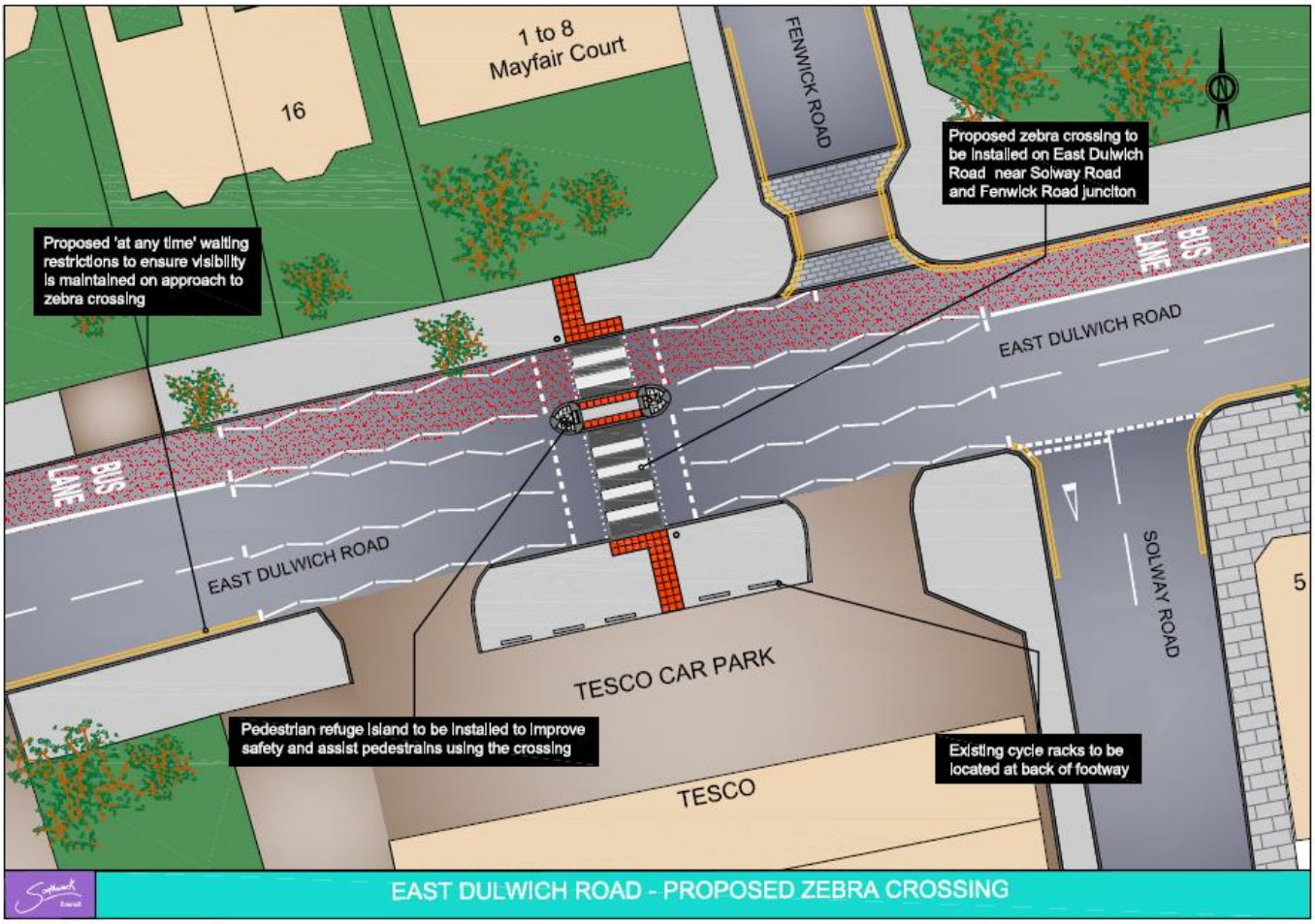
8) East Dulwich Road

Scheme objective

To provide a pedestrian crossing facility on East Dulwich Road.

Scheme delivery

Feasibility design



The consultation took place in October and November 2012. There were 41 responses to the consultation which is around 19% of the total number consulted. A majority of support for the proposal was received, with 90% welcoming the proposed zebra crossing on East Dulwich Road.

Table 62, Financial spend profile

Source	2012/13
Lip funding	£70,800

Concluding remarks

The main objective of the scheme is improved accessibility for pedestrians and reduce pedestrian collisions, the latter will be considered in a future report.

9) 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 CO_2 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

Table 63, Financial spend and delivery profile in 2012/13

Scheme (source for all is Lip funding)	Amount spent	Amount delivered
Better pavements	£310,800	1 street addressed 15 street trees planted
Electric vehicle charging bays	£13,400	24 points provided
Estate cycle parking	£81,300	97 lockers provided
Sustainable travel infrastructure	£73,500	48 dropped kerbs installed 244 on street cycle parking spaces provided
Walking and cycling permeability	£149,000	12 streets addressed
Total	**£628,000**	

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).

Lip schemes completed in 2011/12

Several schemes were unable to be assessed in last year's annual report due to the timing of completion of the project. In addition the CSNA assessments for all relevant schemes were unable to take place ahead of last years report. Included below are the assessments for West Walworth and Peckham Rye based on the data that is now available and the before and after CSNA assessments for those two schemes and Southwark Park Road, Copeland Consort and Denmark Hill. CSNA assessments have been included as a separate assessment for all schemes.

West Walworth scheme

Sturgeon Road monitoring

The objective of this scheme was to improve the area for pedestrians, and to encourage travel on foot to the school.

Results - school hands up survey data

St Paul's Church of England Primary School over looks Sturgeon Road and a new entrance to the school was an element this scheme. School hands up survey data was collected in 2011 and 2013. Less pupils were surveyed in 2013. The percentage of those walking and cycling increased and the percentage of those travelling by car increased coupled with a decrease in the percentage travelling by bus.

Table 64, hands up survey data

Mode	June 2011 (%)	March 2013 (%)
Car	14	21
Car share	1	1
Bus	21	15
Rail	1	2
Cycle	5	13
Walk	57	59
Park and walk	2	0
Other	0	0
Total	100	100

It is worth noting that the hands up surveys are carried out by asking the pupils how they travelled to school that day so the weather on the day of the survey may influence the results.

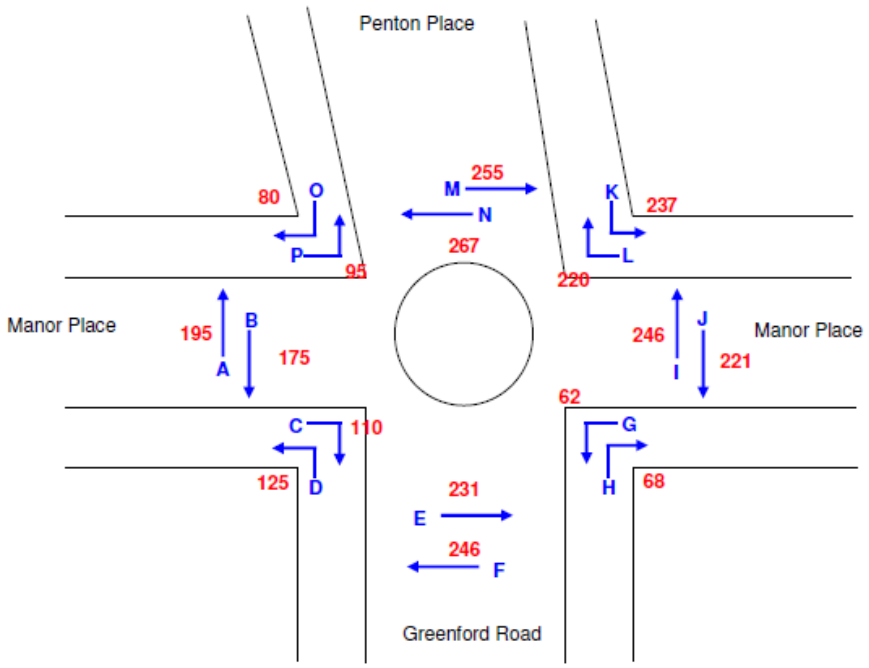
Manor Place / Penton Place monitoring

The objective of this scheme was to improve the junction between Manor Place and Penton Place especially for pedestrians.

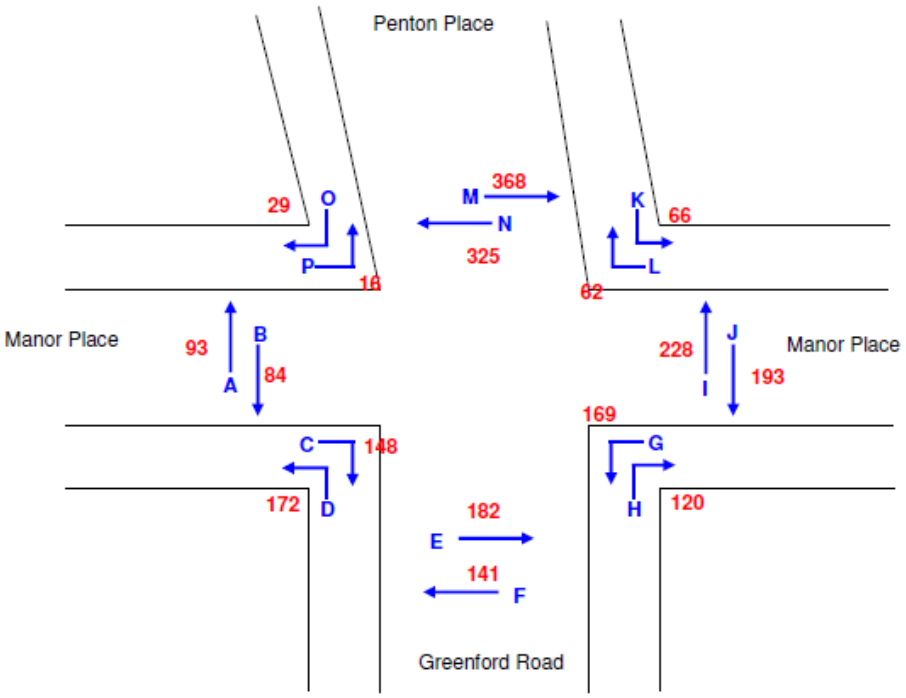
Results – pedestrian count data

The before counts took place in April 2011 and the after counts in April 2013. Both sets of counts took place on two week days and one weekend day and the summary data shown below is an average over all three days.

Before counts

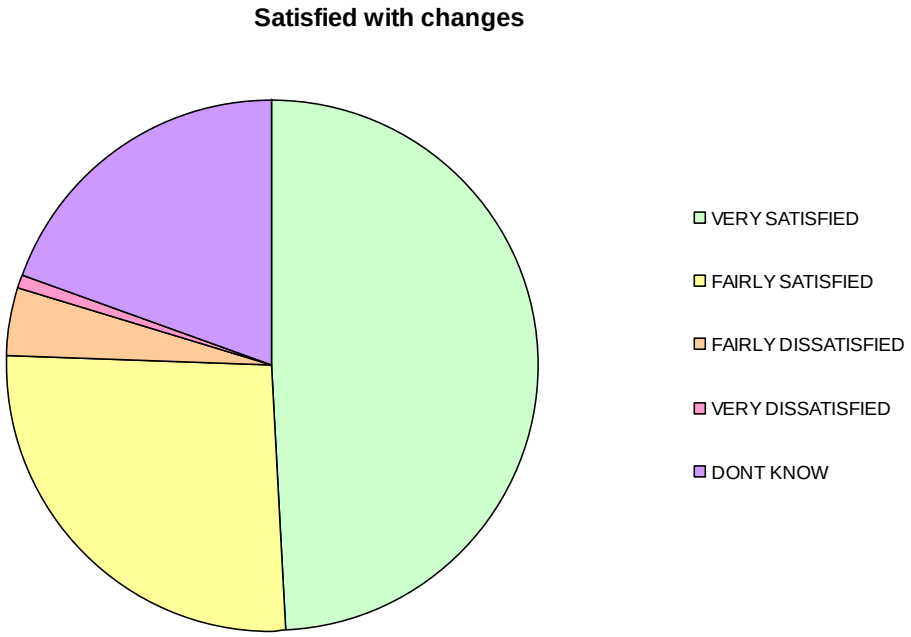


After counts



Pedestrian movements over the whole area reduced by around 15% between 2011 and 2013 although they appear to have increased crossing Penton Place and walking to and from Greenford Road from Manor Place.

The interview data suggests that around there quarters of those using the area satisfied with the improvements (as shown below). Around a quarter of those interviewed gave negative comments and around one fifth requested other improvements in the area or the addition of guard railing which had been removed as part of the scheme.



Concluding remarks

Looking at the school hands up survey results we can see that the percentage of pupils walking and cycling has increased although so has the percentage of those arriving by car. Percentage of pupils arriving by bus decreased and this is a similar pattern for schools across the borough. The pedestrian count data shows that pedestrian movements at the junction between Manor Place and Penton Place have decreased overall but increased crossing Penton Place, perhaps reflecting the improved amenity for crossing on this arm of the junction. The majority of users were happy with the improvements.

The scheme also aimed to improve safety at the junction between Manor Place and Penton Place and these will be considered in a later report.

Peckham Rye scheme

The objective of this scheme was to improve the area for cyclists and improve safety at the junction between Peckham Rye and East Dulwich Grove. Pedal cyclist counts and interviews were used to assess the scheme as well as before and after traffic counts. Collisions at the junction will be considered when three years after data becomes available.

Results – pedal cycle count data

The pedal cyclist counts took place on the eastern arm of Peckham Rye, south of the junction with Nunhead Lane. The counts took place on two weekdays and one weekend day over a one week period between 7am and 7pm. The before counts took place in April 2010, the after counts in April 2013.

Table 65, Comparing before and after cyclist count data

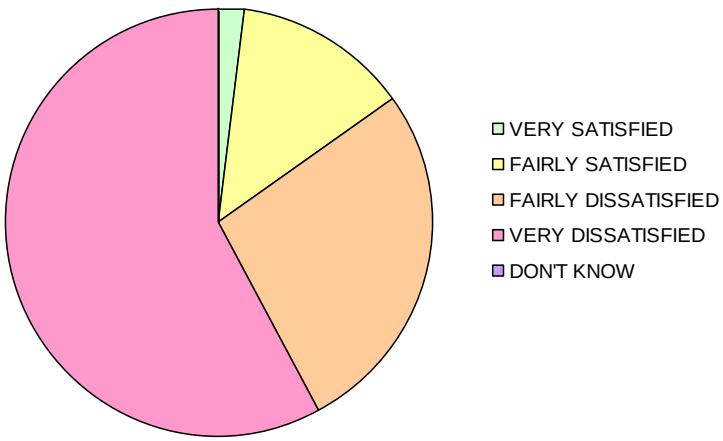
Direction	Average number of cyclists per 12 hour period		
	Before	After	Difference
Northbound	293	349	+56
Southbound	183	283	+100
Both directions	476	633	+156

The percentage increase of cyclists travelling northbound is just under 20%. For cyclists travelling southbound it is around 50% meaning an overall increase of around one third. It is worth noting that cycling levels increased across the borough over this period.

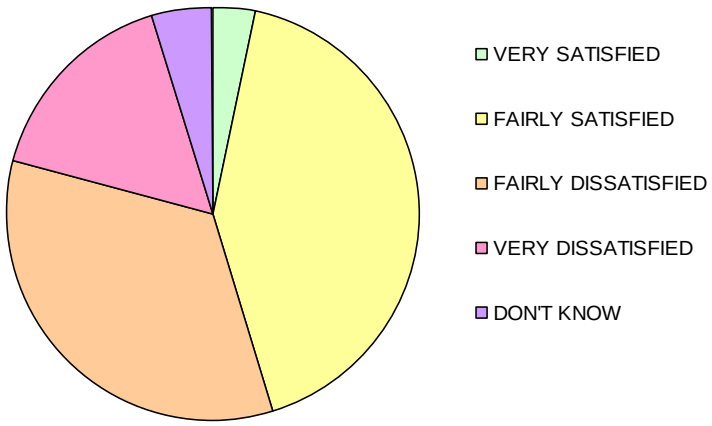
Results – pedal cyclist interview data

The interviews with pedal cyclists took place at the same time as the counts above.

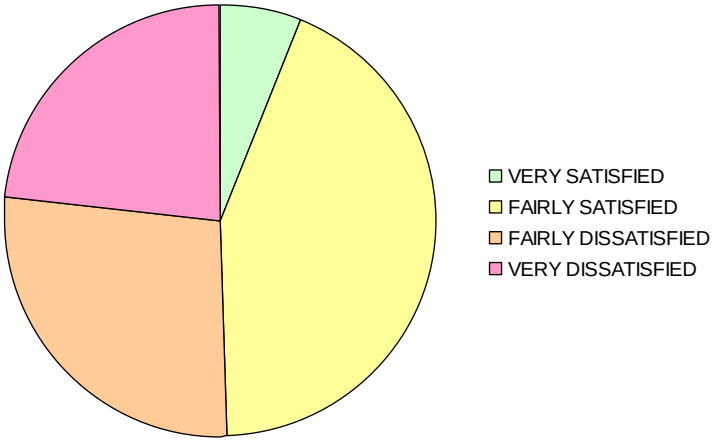
Satisfaction with carriageway surface before:



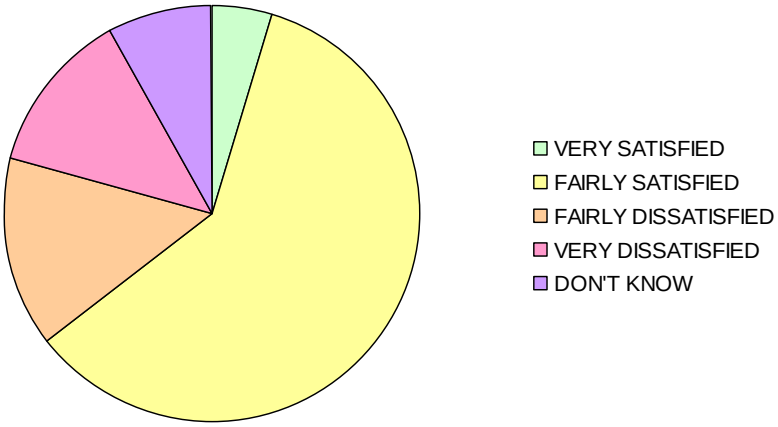
Satisfaction with carriageway surface after:



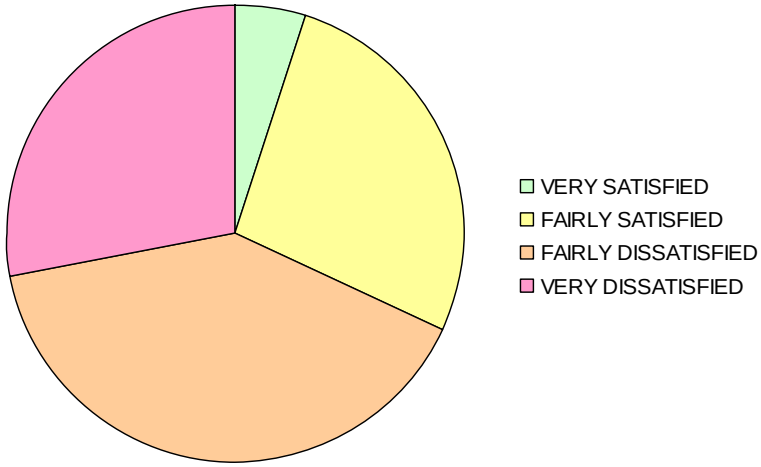
Satisfaction with traffic speed before:



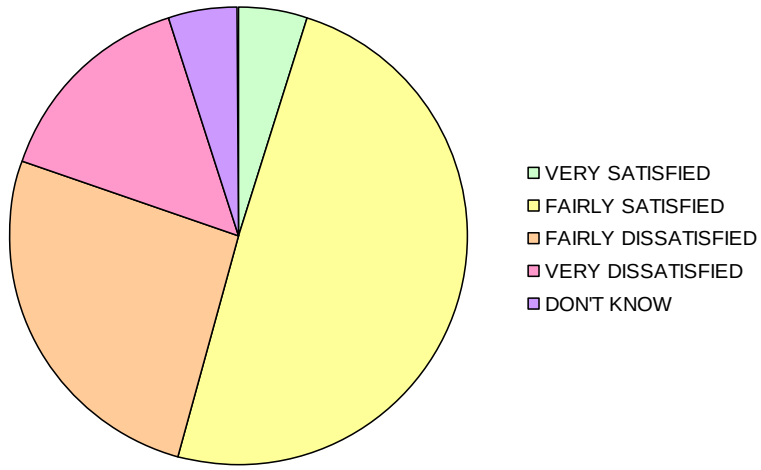
Satisfaction with traffic speed after:



Satisfaction with traffic behaviour before:



Satisfaction with traffic behaviour after:



The results indicate that generally people were unaware of the changes and had no opinion regarding their satisfaction with them. However, when comparing their satisfaction levels before and after the scheme the results appear to be positive as dissatisfaction reduced and satisfaction increased after the scheme.

Results - Traffic counts

The before counts took place in April 2010, the after counts in April 2013. The Peckham Rye 1 count took place between Solomon's Passage and Nunhead Lane (the eastern arm of Peckham Rye south of Nunhead Lane). The Peckham Rye 2 count took place between Kinsale Road and Dewar Street (the western arm of Peckham Rye north East Dulwich Road). The Peckham Rye 3 count took place between Whorlton Road and Nunhead Lane (eastern arm of Peckham Rye north of Nunhead Lane).

Table 66, Comparing before and after traffic count data

Location	Direction	Total flow			85th percentile speeds (mph)		
		Before	After	Difference	Before	After	Difference
Peckham Rye 1	Northbound	4,098	4,112	+14	31.5	27.5	-4.0
Peckham Rye 1	Southbound	3,710	4,113	+403	29.5	29.1	-0.4
Peckham Rye 2	Northbound	6,088	7,230	+1,142	32.4	31.3	-1.1
Peckham Rye 2	Southbound	4,211	5,821	+1,610	32.9	30.0	-2.9
Peckham Rye 3	Northbound	2,015	1,062	-953	30.2	31.3	+1.1
Peckham Rye 3	Southbound	4,153	2,824	-1,329	29.8	26.4	-3.4

It appears that traffic volumes stayed much the same south of East Dulwich Road/Nunhead Lane. North of East Dulwich Grove / Nunhead Lane it appears traffic increased on the western arm of Peckham Rye and reduced on the eastern arm. This fits with the aspirations of the scheme to make the western arm the main route traffic and the eastern arm more pleasant for cyclists. Speeds appear to have reduced at all locations in the southbound direction. The only observed increase was in the northbound direction on the western arm of Peckham Rye.

CSNA results – multiple schemes

The CSNA levels for roads, tracks and crossings were assessed for a number of 2011/12 schemes, namely:

- Copeland / Consort
- Grove Vale and Lordship Lane
- Peckham Rye
- West Walworth
- South Dulwich
- Southwark Park Road / Grange Road

None of the roads changed their CSNA level but this was expected as there were no major changes to the volume of traffic using the area which is one of the main factors when assessing the CSNA levels.

A small new section of cycle track was created for the Grove Vale scheme and two new cycle tracks were created as part of the Southwark Park Road / Grange Road scheme.

The total number of crossings increase and the majority of these were level 2 crossings.

Table 70, Comparing CSNA levels for crossings in 2011/12 scheme areas

Location	Level 2 crossings			Level 3 crossings		
	Before	After	Difference	Before	After	Difference
Copeland Consort	7	8	+1	4	3	-1
Grove Vale & Lordship Lane	2	4	+2	1	1	0
Peckham Rye south	10	13	+3	4	9	+5
West Walworth	3	4	+1	2	5	+3
South Dulwich	1	5	+4	1	1	0
Southwark Park Road / Grange Road	7	9	+2	1	1	0
Total	**30**	**43**	**+13**	**13**	**20**	**+7**

Lighting schemes completed in 2012/13

A total of 299 new bulbs were installed throughout the borough in 2012/13. These were installed either in new columns or as replacements in remaining columns. For a full breakdown of locations please see Appendix 2.

Figure 36, Map of streets with new or replacement lighting in 2012/13

Section 5: 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 68, 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 1.0 minute in 2013/14	Y	Y	Y				Y		
Maintain the proportion of principal road length in poor condition at 11.1% by 2013/14									
Reduce CO_2 emissions from road based transport from 227kt CO_2 in 2008 to 190kt CO_2 in 2013								Y	
Reduce traffic levels in Southwark by 3% by 2013	Y							Y	
Increase the walking mode share in Southwark to a third (33%) by 2013	Y			Y		Y			
Increase the proportion of those cycling in Southwark from 3% to 4% by 2013/14	Y	Y		Y					

Reduce the number of all total casualties by 33% by 2020		Y			Y				
Reduce the number of killed and seriously injured by 33% to 2020					Y				
Reduce the total number of slight casualties by 33% by 2020					Y				
Reduce all cyclist casualties by 44% by 2020 based on a 2004/08 baseline					Y				

Red – falling behind the target trajectory

Amber – in line with the target trajectory

Green – doing better than 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 69, Transport plan targets

Target/ Indicator	Baseline	Monitored
Excess wait times for high frequency bus services from 1.2 minutes to 1.0 minute in 2013/14	2009/10	Reported to TfL
Maintain the proportion of principal road length in poor condition at 11.1% by 2013/14	2009/10	Reported to TfL
Reduce CO_2 emissions from road based transport from 227kt CO_2 in 2008 to 190kt CO_2 in 2013	2008	Reported to TfL
Reduce traffic levels in Southwark by 3% by 2013	2010	Locally reported
Increase the walking mode share in Southwark to a third (33%) by 2013	2006/2008 three year average	Reported to TfL
Increase the proportion of those cycling in Southwark from 3% to 4% by 2013/14	2007/09 three year average	Reported to TfL
Reduce the number of all total casualties by 33% by 2020	2004/2008 three year average	Reported to TfL
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
Reduce all cyclist casualties by 44% by 2020 based on a 2004/08 baseline	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.

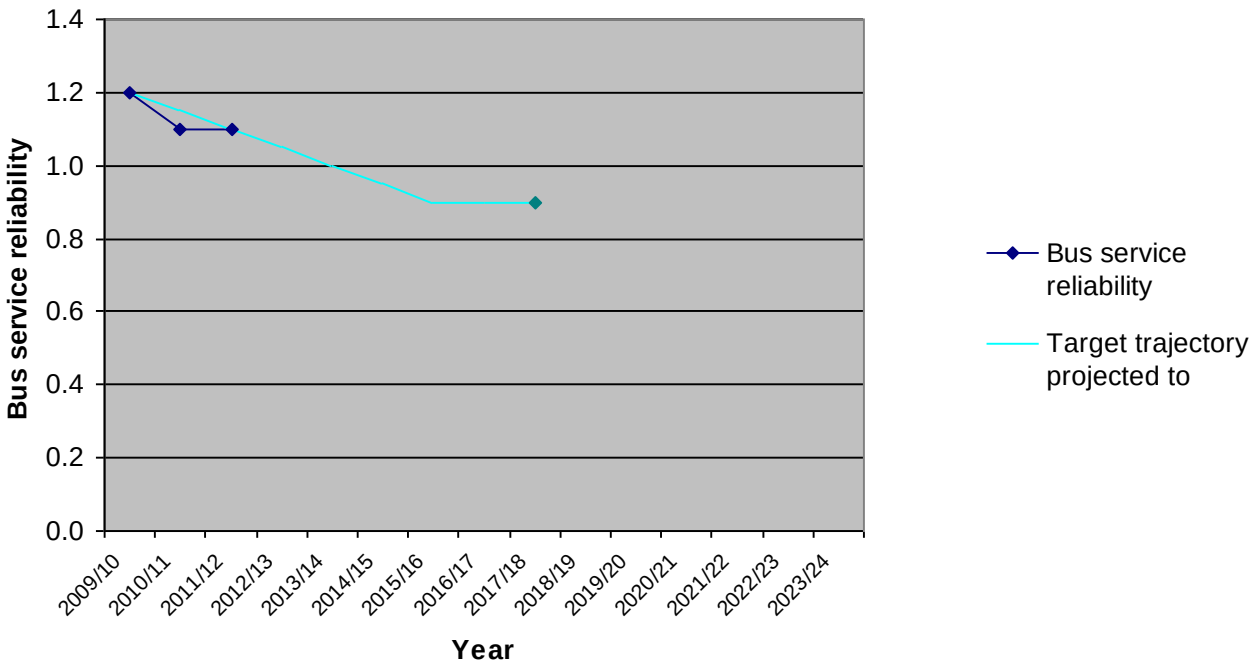
Table 70, Bus service reliability target

Reduce the average excess wait time for high frequency services from 1.2 minutes in 2009/10 to 1.0 of a minute in 2013/14			
Tracking over previous year	2010/11: Excess wait time **1.1 minutes** 2011/12: Excess wait time **1.1 minutes**	Status (RAG)	G

Table 71, 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
					2010/11	2011/12	2012/13	2013/14	
Bus service reliability	2009/ 2010	1.2	2013/ 2014	1.0	1.2	1.1	1.1	1.0	0.9

Figure 37, Bus service reliability, baseline and 2010/11 data with target trajectory



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. As shown in figure 38, 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.

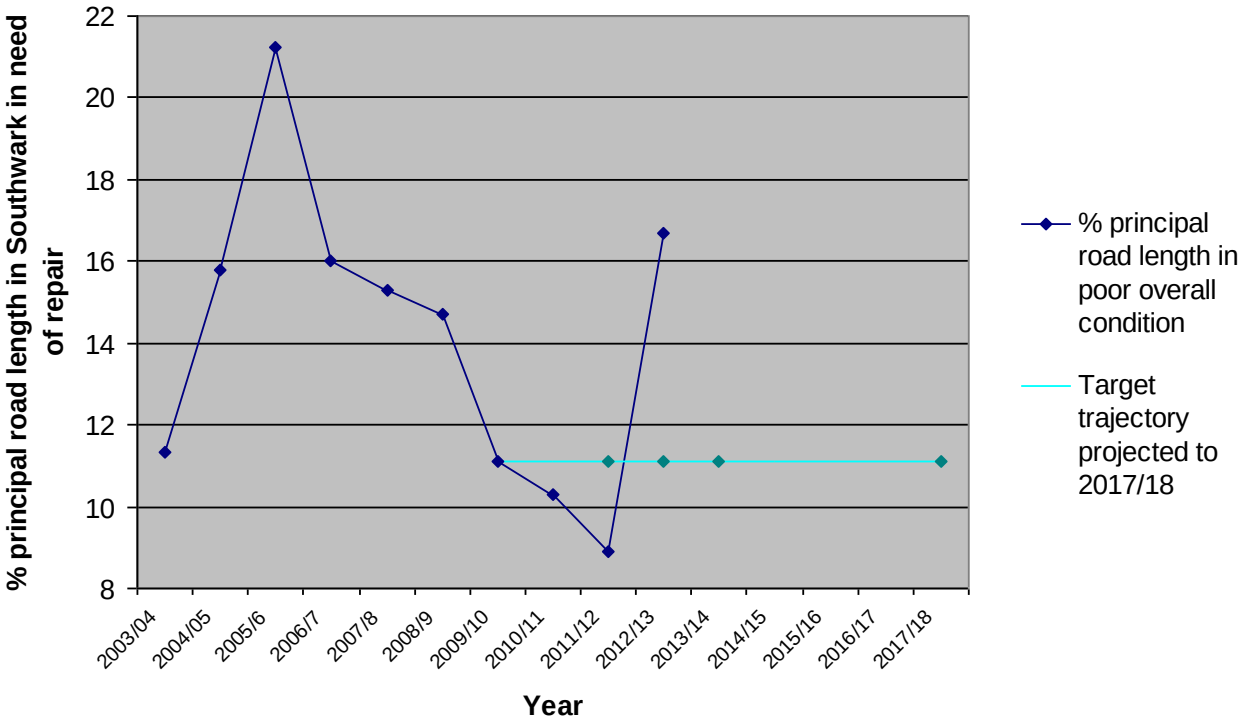
Table 72, Road condition target

Maintain the % of principal road length in poor condition at 11.1% by 2013/14			
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 2011/12: **8.9%** of principal road network length 2012/13: **16.7%** of principal road network length	Status (RAG)	R

Table 73, 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
					2010/ 11	2011/ 12	2012/ 13	2013/ 14	
Asset condition	2009/ 10	11.1%	2013/14	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%

Figure 38, % length of the PRN in poor overall condition, baseline and 2010/11 data with target trajectory



CO_2 emissions target

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

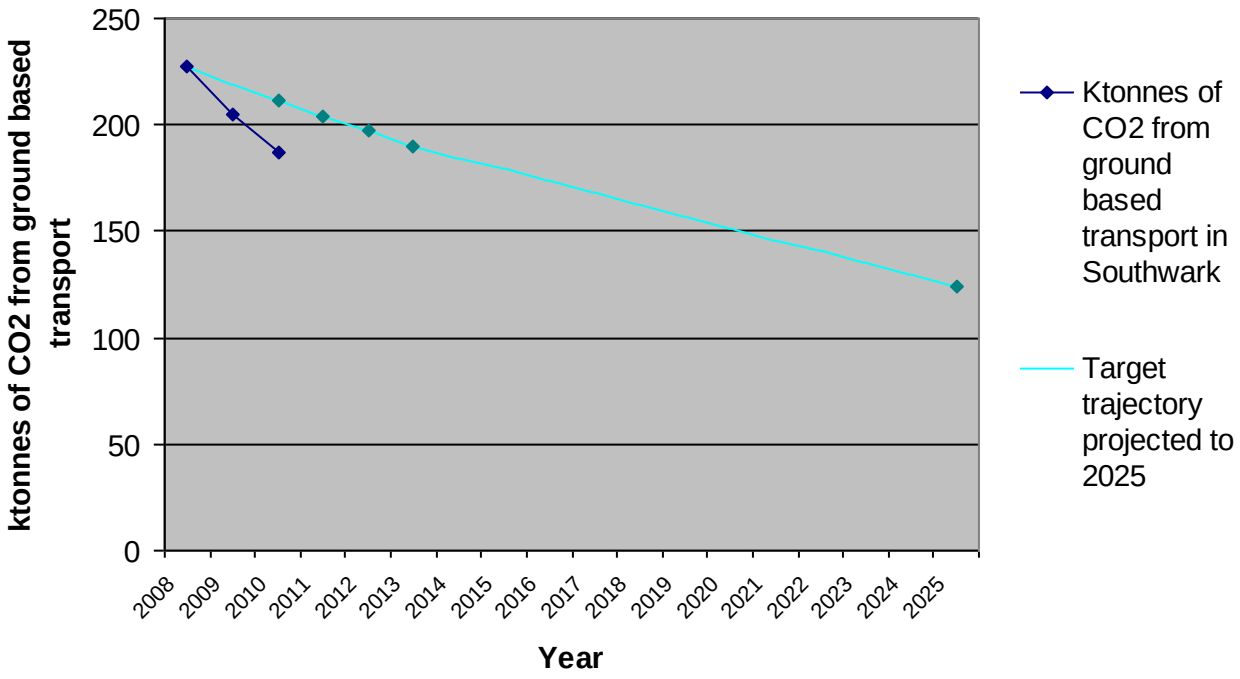
Table 74, CO_2 emissions target

Reduce CO_2 emissions from road based transport from 227kt CO_2 in 2008 to 190kt CO_2 in 2013			
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 75, CO_2 baseline data with target trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2025) target
					2010	2011	2012	2013	
% reduction in CO_2	2008	227	2013	190.09	211.45	204.07	196.96	190.09	124.17

Figure 39, kt of CO_2 emissions from road based transport, baseline and 2009 data with target trajectory



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 76, Traffic level reduction target

Reduce traffic levels in Southwark by 3% from 2010 to 2013			
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	Status (RAG)	A

RAG status is Amber because although a reduction was achieved this was largely due to a very large reduction in traffic on Jamaica Road due to the Tooley Street closure which took place during the traffic count period.

Table 77, Southwark screen line program

Traffic count screen line	**Traffic flow (both directions) for a "virtual" day**	**3% reduction projected by 2013**
Northern north-south screenline	89,755	87,062
Southern north-south screenline	56,336	54,646
East-west screenline	124,578*	120,840*
Total flow across screenlines	270,669	262,547

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

Table 78, Traffic levels baseline data with target trajectory

Definition	**Base year**	**Base year value**	**Target year**	**Target year value**	**Trajectory data**		
					2011	**2012**	**2013**
Traffic volumes	2010	270,669	2013	262,547	267,961	265,253	262,547

Figure 40, Traffic levels across all screenlines, baseline and 2011 and 2012 data with target trajectory

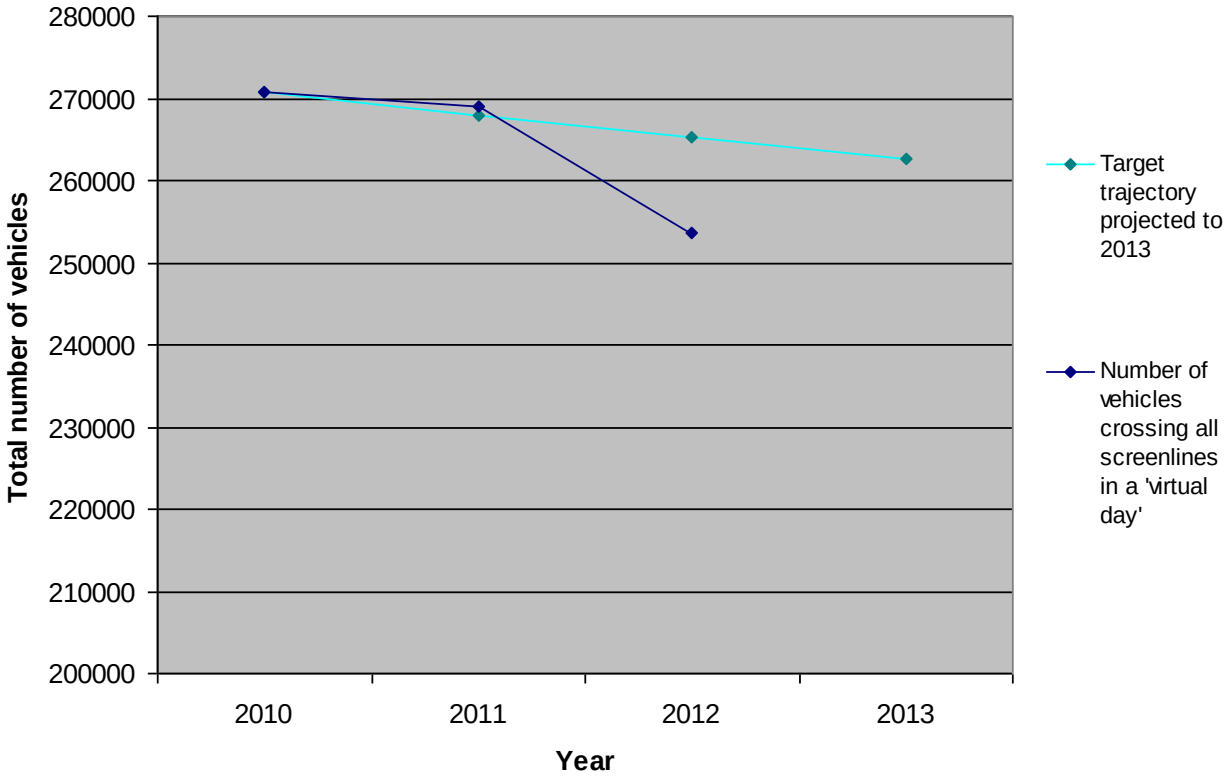
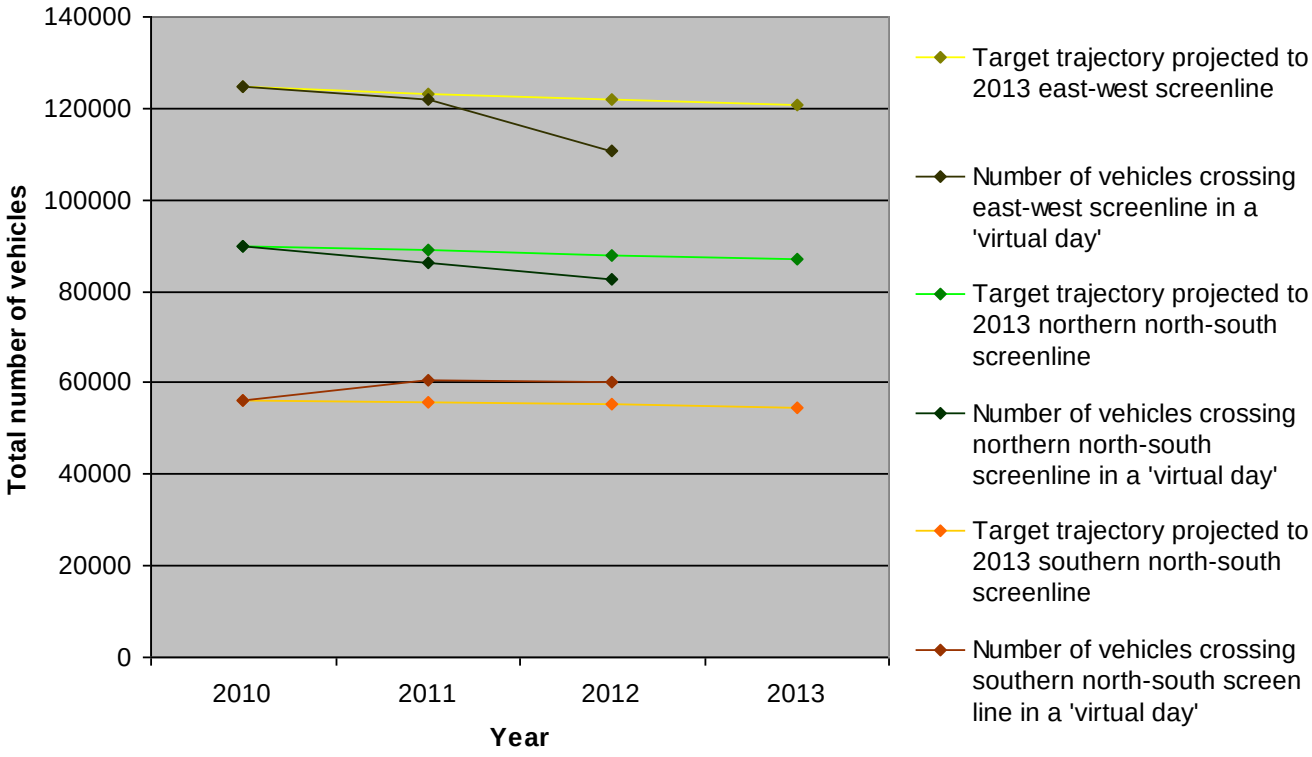


Figure 41, Traffic levels across each screenline, baseline and 2011 data with target trajectory



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.

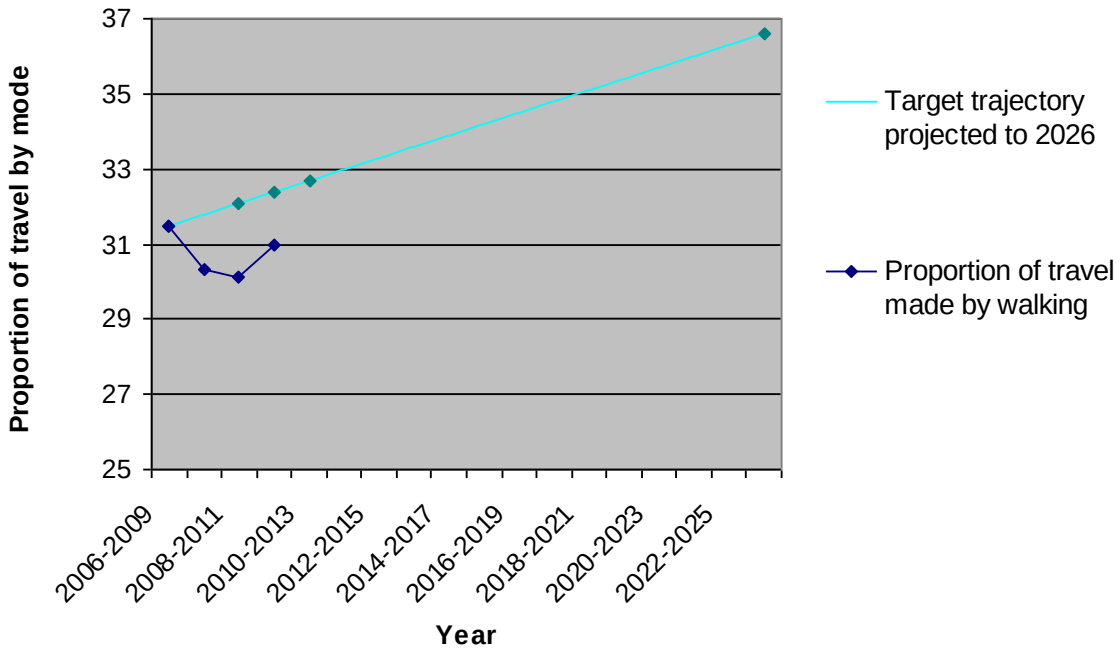
Table 79, Walking mode share target

Increase the walking mode share in Southwark to a third (33%) by 2013/14			
Tracking over previous years*	2007-2010: Walking mode share 30.3% 2008-2011: Walking mode share 30.1% 2009-2012: Walking mode share 31.0%	Status (RAG)	R

Table 80, Walking baseline data with target trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2023-2026) target
					2008-2011	2009-2012	2010-2013	2011-2014	
Walking mode share	2006 - 2009	31.5%	2011-2014	33.0%	32.1%	32.4%	32.7%	33.0%	36.6%

Figure 42, Walking mode share, baseline, 2007/08-2009/10, 2008/09-2010/11 and 2009/10-2011/12 data with target trajectory



*due to the sample size this data is not significant to one decimal place

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.

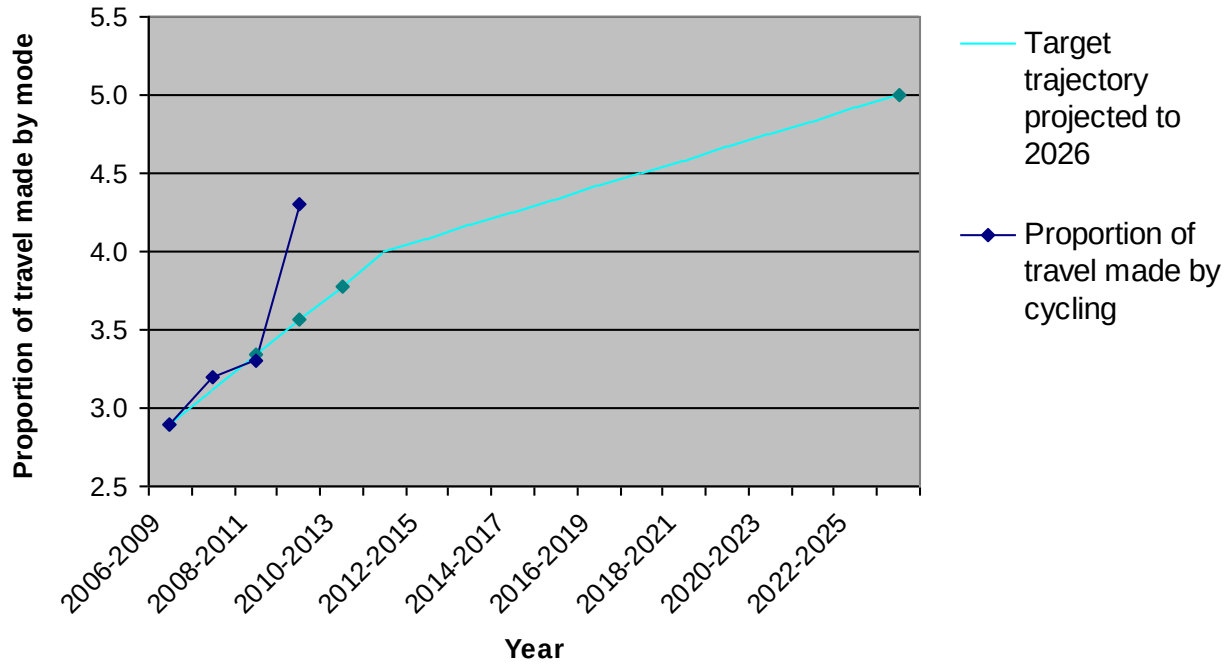
Table 81, Cycling mode share target

Increase the proportion of those cycling in Southwark from 2.9% in 2009 (2007/09 average) to 4% by 2013/14			
Tracking over previous years*	2007-2010: Cycling mode share 3.2% 2008-2011: Cycling mode share 3.3% 2009-2012: Cycling mode share 4.3%	Status (RAG)	G

Table 82, Cycling baseline data with target trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2023-2026) target
					2008-2011	2009-2012	2010-2013	2011-2014	
Cycling mode share	2006 - 2009	2.9%	2011-2014	4.0%	3.3%	3.6%	3.8%	4.0%	5.0%

Figure 43, Cycling mode share, baseline, 2007/08-2009/10 and 2008/09-2009/11 data with target trajectory



*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 44, Weekday cycling levels

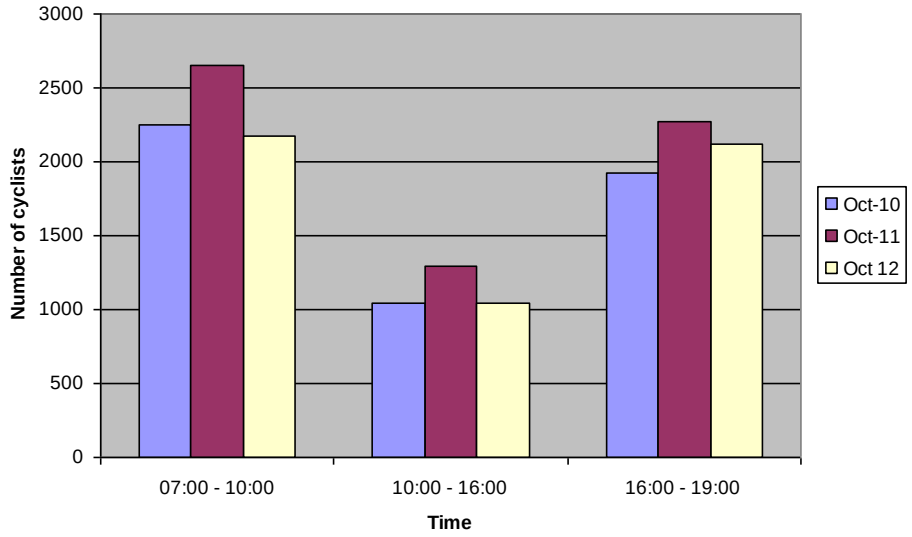


Figure 45, Saturday cycling levels

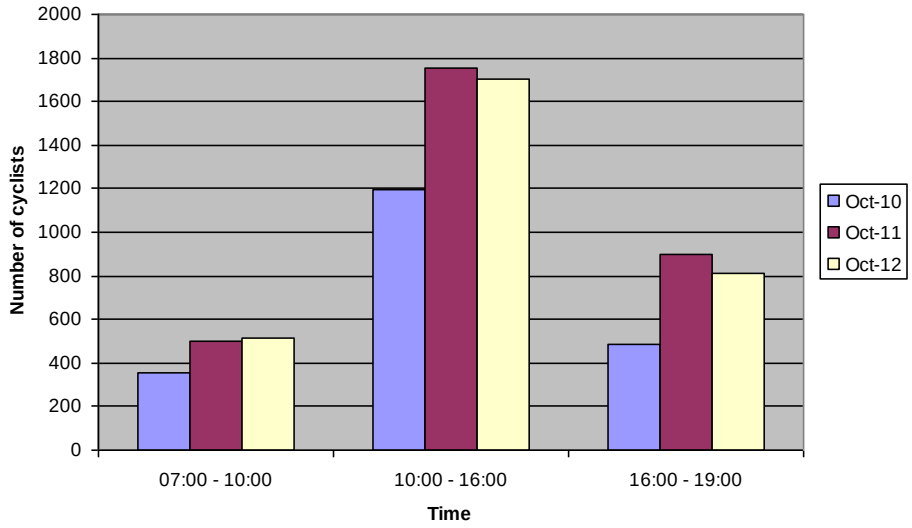


Table 83, Permanent cycle counters cycling levels

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 84, 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	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	Status (RAG)	R

Table 85, Casualty trajectory targets - general

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2018-2020) target
					2009/11	2010/12	2011/13	2012/14	
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

Figure 46, All casualties, baseline and 2006/08-2010/12 data with target trajectory

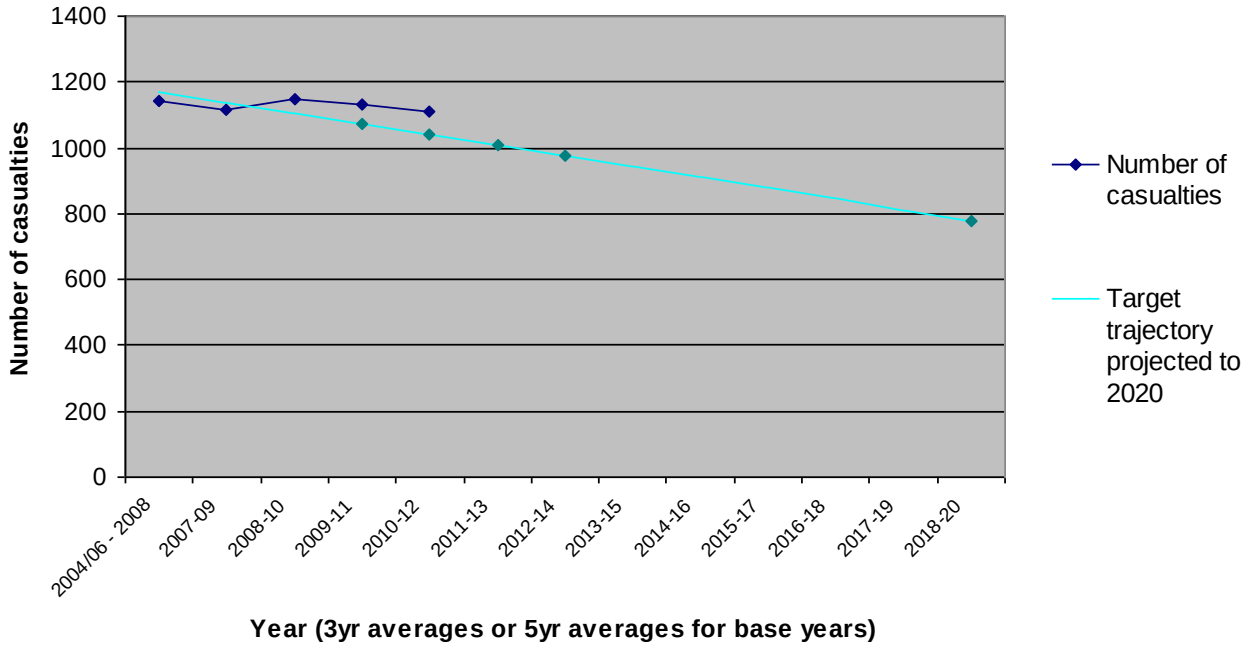


Figure 47, KSI casualties, baseline and 2006/08-2010/12 data with target trajectory

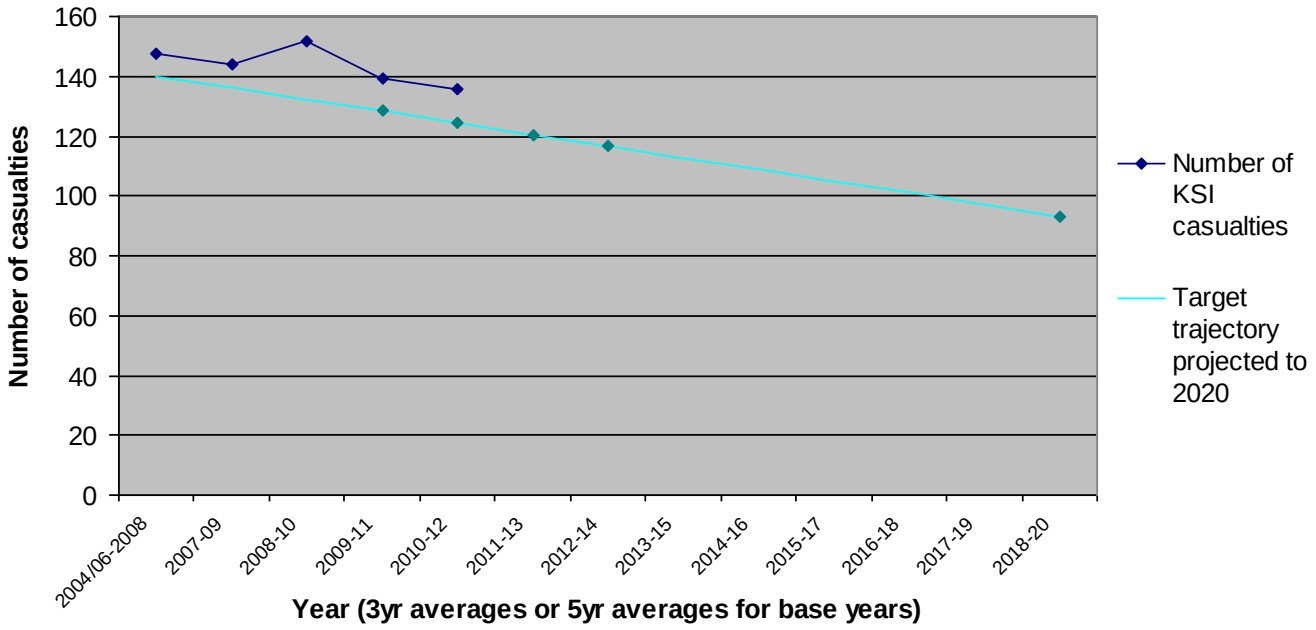
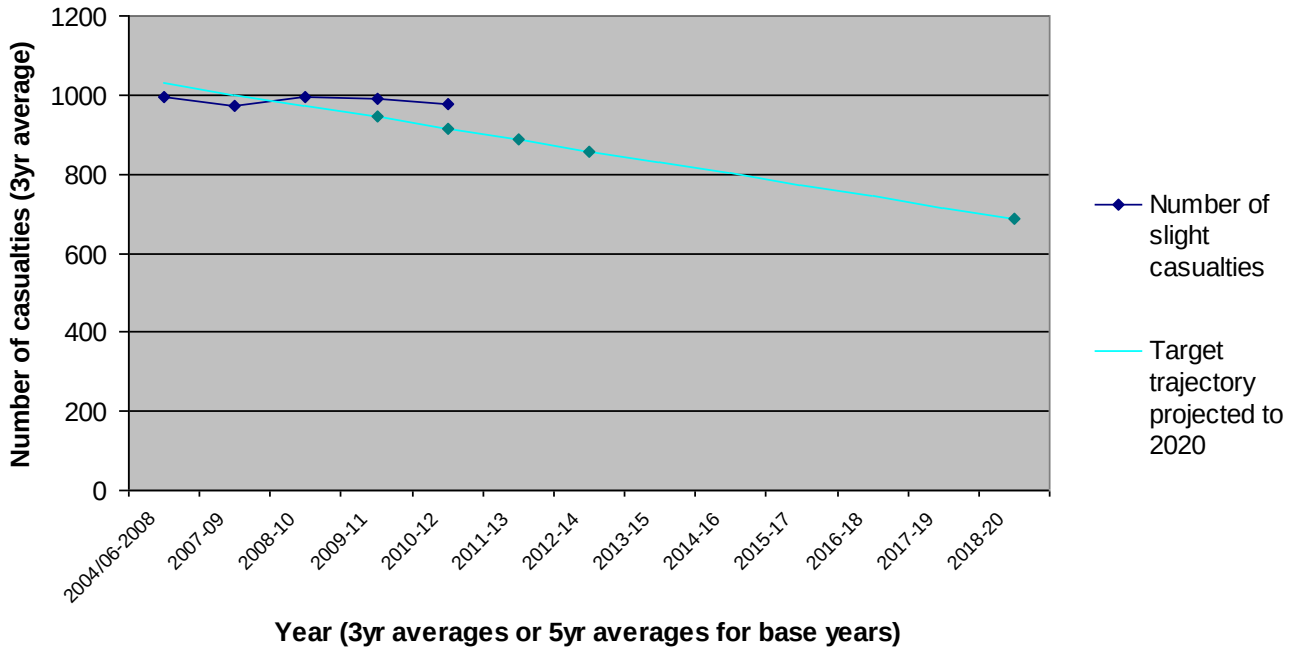


Figure 48, Slight casualties, baseline and 2006/08-2010/12 data with target trajectory



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).

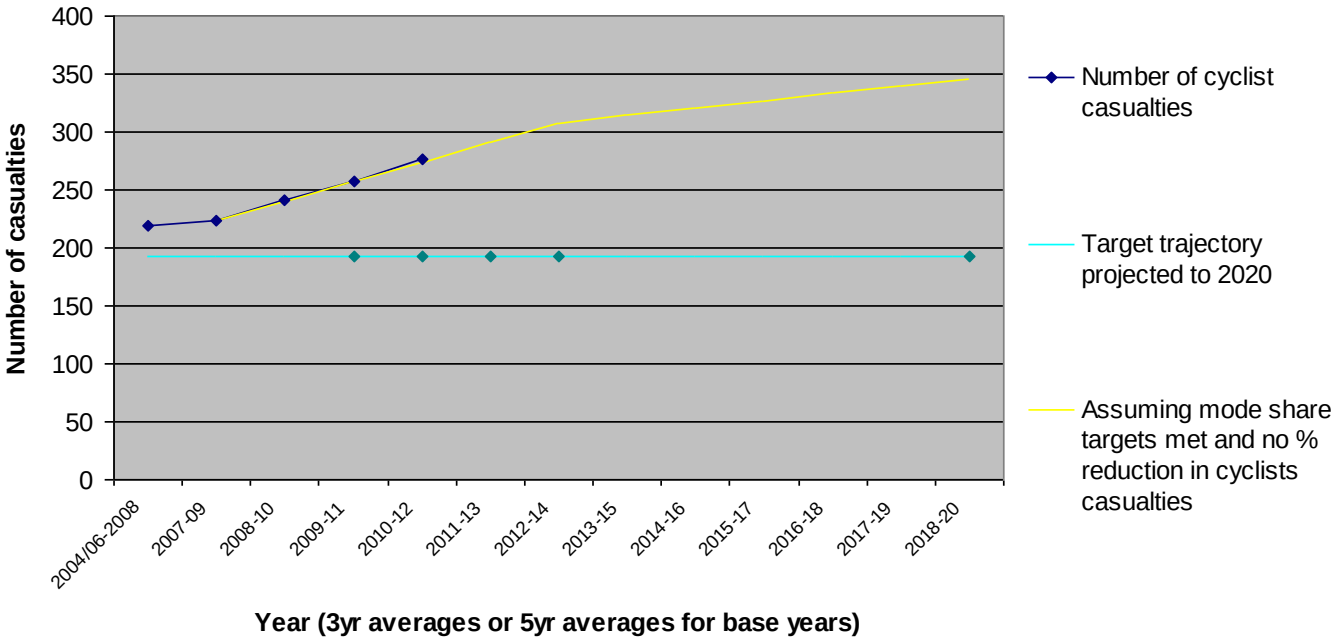
Table 86, Road safety targets - cyclists

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	Status (RAG)	R

Table 87, Cyclist casualties' trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2024/26) target
					2009/11	2010/12	2011/13	2012/14	
All cyclist casualties	2004 - 2008	193	2018 - 2020	193	193	193	193	193	193

Figure 49, Cyclist casualties, baseline and 2006/08-2010/12 data with target trajectory



The number of cyclist casualties is increasing in line with the predicted number of casualties assuming mode share targets are being met and the % 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

Annual report to TfL

LIP output reporting sheet		V1
Borough:	Southwark	
Year:	2012/13	
Description	**Unit of data**	**Number**
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).		
Cycling		
Cycle parking facilities	Number of on-street spaces	100
	Number of off-street spaces* (1)	97
Cycle training	No of adults (Bikeability level 2)	528
	No of adults (Bikeability level 3)	21
	No of children (Bikeability level 2)	753
	No of children (Bikeability level 3)	0
New or upgraded on-carriage way segregated routes	Kilometres	0
New Greenways and Quietways	Kilometres	3
Number of junctions treated to improve cyclist safety	Number	11
Commentary on other interventions to assist cyclists (e.g. measures to improve permeability)	A number of cycle contraflows have been implemented in the borough along with four 'cycle gaps' - allowing cyclists to pass through existing road closures. There have also been several trials of filtered permeability.	
Walking		
Protected crossing facilities (e.g. refuges, zebra crossings, pelican crossings etc)	Number* (2)	6
Guardrail removal	Metres	69
Legible London Signs Implemented	Number	0
Street Clutter removal	Number* (3)	24
Commentary on other interventions to assist pedestrians	In 2012/13 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.	
Road safety and personal security		
Education and training interventions (e.g. theatre in education or pedestrian training)	No of Events	128
No of children receiving pedestrian skills training	Children	1925
New roads where 20 mph zones / limits have been introduced	Kilometres	6.29
Commentary on other interventions to improve road safety or personal security (e.g. lighting and signing on key routes to stations)	Lighting was improved along certain key routes in Russia Dock Woodlands to improve personal security and encourage walking in the area.	

Buses		
Bus lanes	Kilometres	0
Accessible bus stops	Number	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	9
	Number of workplaces	1
	Number of events	5
Commentary on other smarter travel interventions	30 Dr Bikes were held with over 340 attendees.	
Environment		
Electric vehicle charging points	Number on-street	0
	Number off-street*	0
	Number of workplace	Unknown
Car club bays implemented or secured by the borough	Number on-street	0
	Number off-street	Unknown

(1) – Cycle parking off street - only included estate cycle parking, not those installed as part of the development control process as these were not Lip funded
(2) – Crossing facilities - 3 new and 3 improved in 2012/13
(3) – This figure is our best estimate

Appendix 2

Table 88, Full details of lighting schemes

Street name	Community Council	Total number of units (bulbs or columns)	Length of street (m)
Grove Lane	Camberwell	39	468
Bird in Bush Road	Peckham	28	280
Denmark Hill	Camberwell	22	572
Friary Road	Peckham	26	208
Barry Road	Dulwich	19	190
Camberwell Grove	Camberwell	32	320
Beatson Walk	Rotherhithe	12	12
Ruby Street	Rotherhithe	13	39
St Georges Way	Walworth	9	9
Wood Vale	Nunhead & Peckham Rye	8	48
Commercial Way	Peckham	8	152
Leo Street	Peckham	8	24
Moncrieff Street	Nunhead & Peckham Rye	7	35
Meeting House Lane	Peckham	7	63
Nunhead Lane	Nunhead & Peckham Rye	20	180
Evelina Road	Nunhead & Peckham Rye	26	286
Nunhead Green	Nunhead & Peckham Rye	15	15