Southwark Council

Annual report on delivery of the transport plan 2011/12

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

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 2011/12 presents the monitoring and delivery of transport improvements in 2011/12.

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 2011 the council participated in the annual National Highways and Transport survey for the second 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 intends to participate regularly in the survey to understand changes in public perception of transport in the borough.

Key indicators for 2011

In 2011 less inner London boroughs took part in the NHT survey and so whilst Southwark ranked second for overall satisfaction with highways and transport for the second year running this was only out of four participating London boroughs in 2011 (compared with ten in 2010).

The survey asked people about the importance they placed on different criteria and which of those were most in need of improvement, the results of this are shown in the figures below.

Figure 1: Importance in 2011

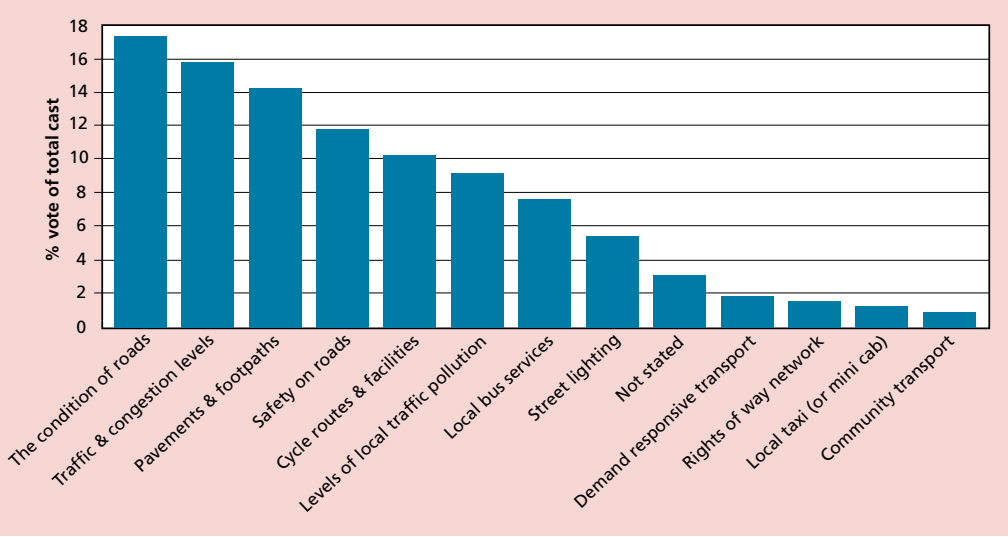
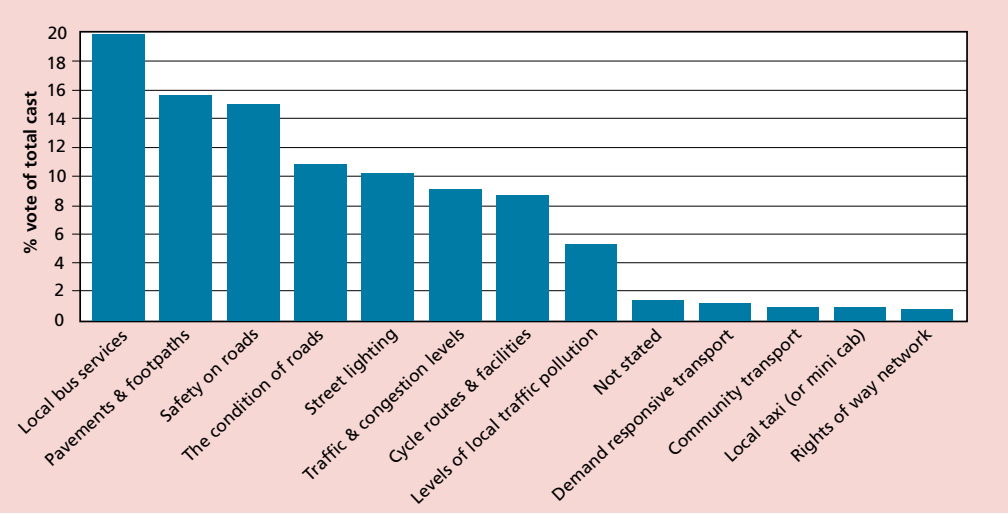


Figure 2: Most in need of improvement in 2011

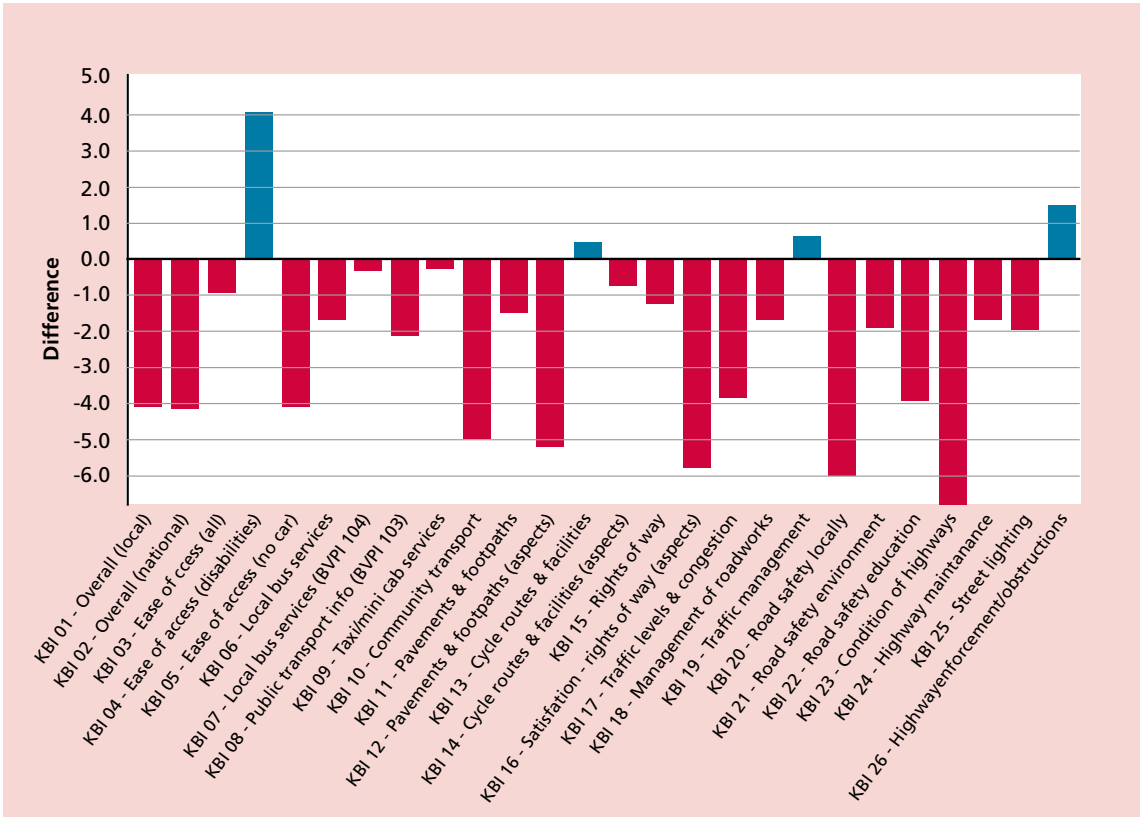


[1]A total of 4,500 surveys sent in June 2011 with a 10% response rate.

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

The following figure shows Southwark residents' level of satisfaction with the borough's efforts to improve transport in the borough between 2010 and 2011.

Figure 3: Performance analysis, change between 2010 and 2011

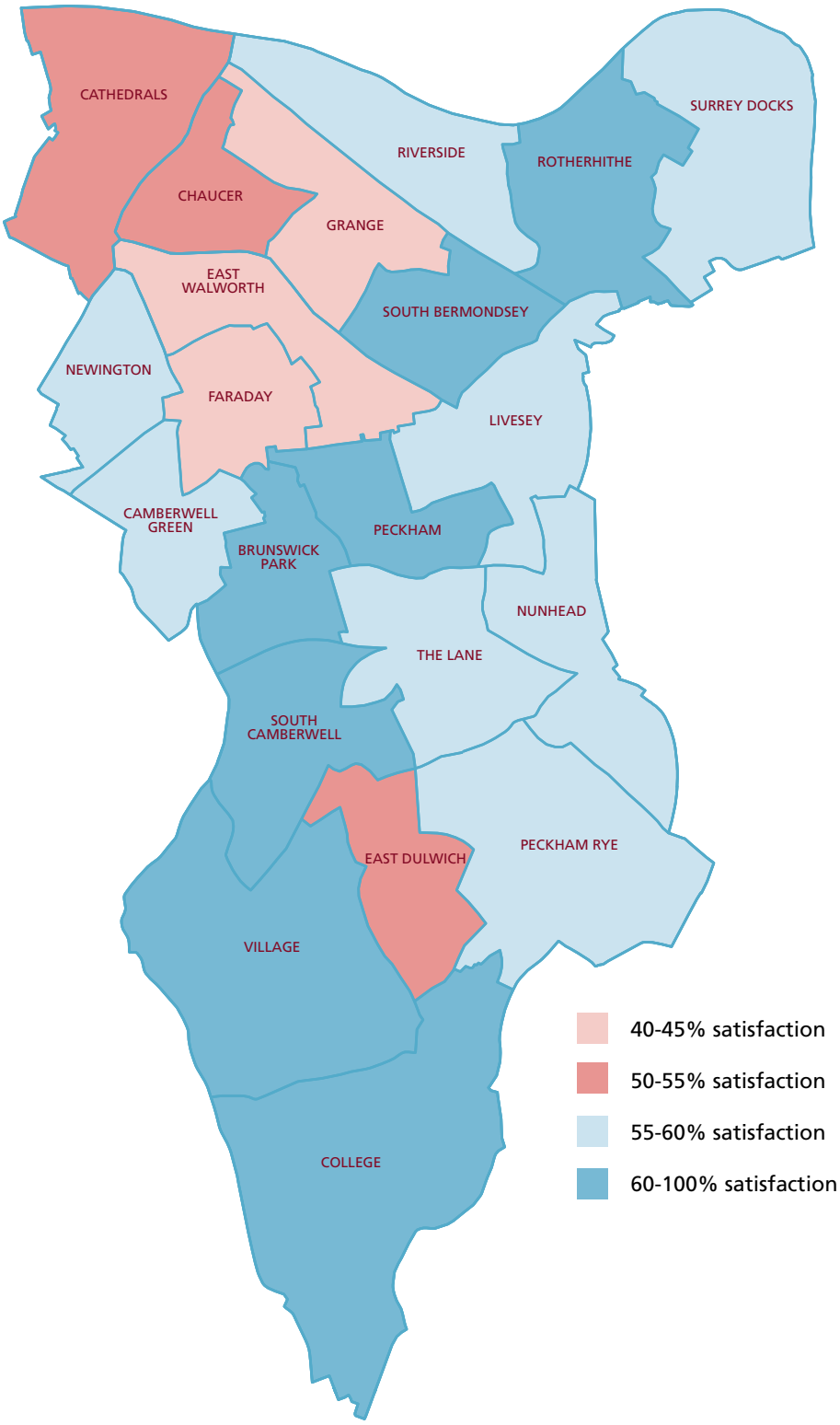


There were seven areas in which we improved by more than three points between 2010 and 2011, most were in the highway maintenance area but the highest improvement was in tackling illegal on street parking. There were 32 areas in which satisfaction declined by more than three points. This was most in the walking and cycling areas but also several in the public transport and road safety areas. The largest decline in satisfaction was in community transport fares.

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 'helplines to find out about road works', 'personal safety on the bus' and 'road safety education/training – children'.

Overall satisfaction levels with transport services and infrastructure are lower in East Walworth, Faraday and Grange wards when compared to the rest of the borough.

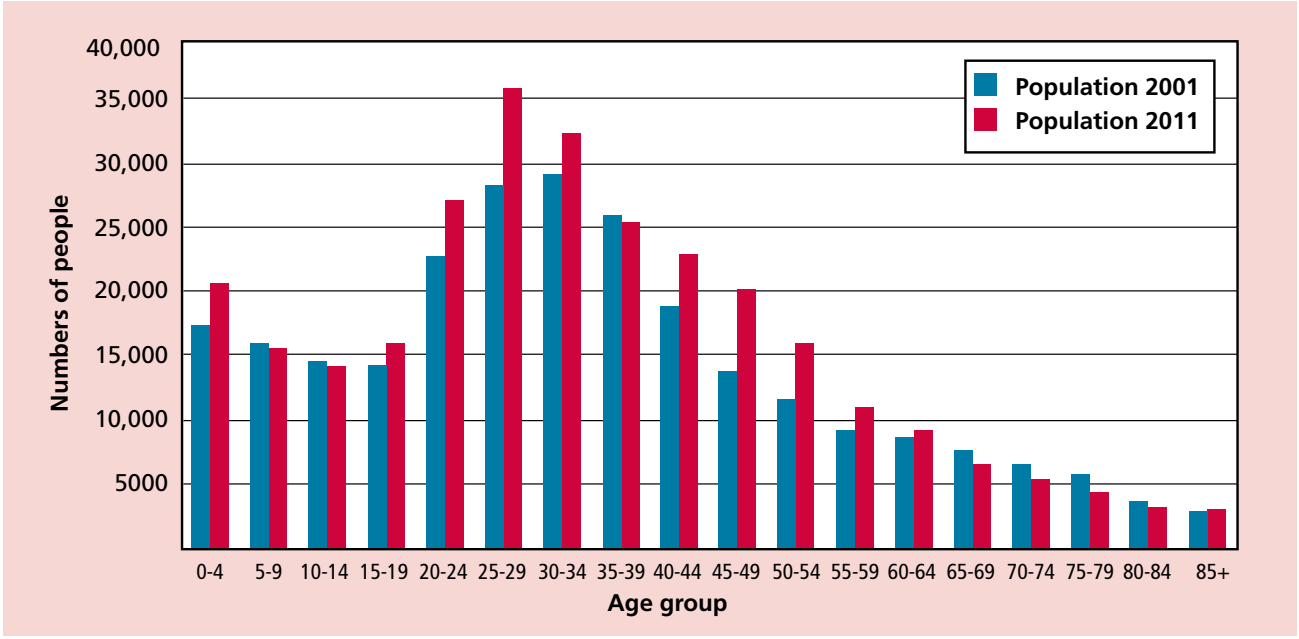
Figure 4: Overall satisfaction by ward in 2011



Section 3: Delivering the transport plan

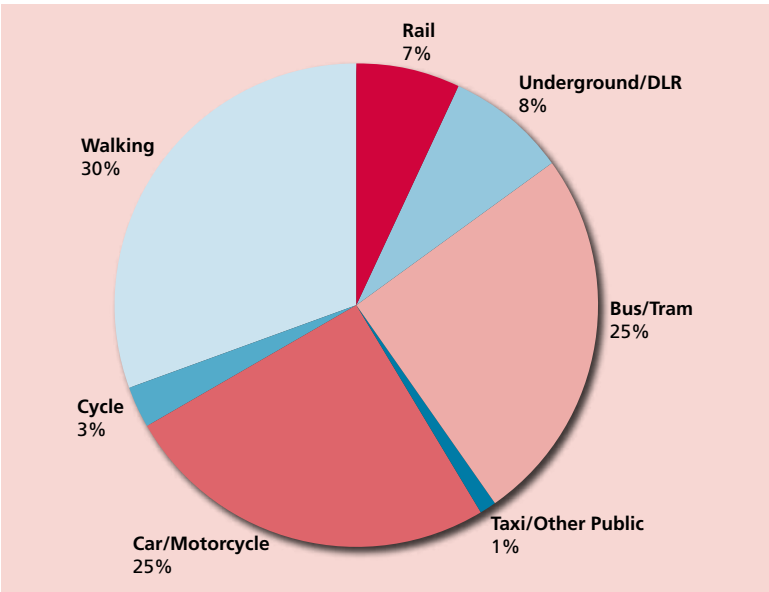
Between the 2001 and 2011 census, population in the borough increased by 12% or around 32,000. The biggest increases in population occurred in those aged 40-60 and 25-29, this coupled with changes to trip making by the existing population all have impacts on demand on the transport network.

Figure 5: Resident population[2]



Of people living in the borough the main method of transport for 2008/09 to 2010/11 is shown in the following figure.

Figure 6: Mode share by Southwark residents[3]

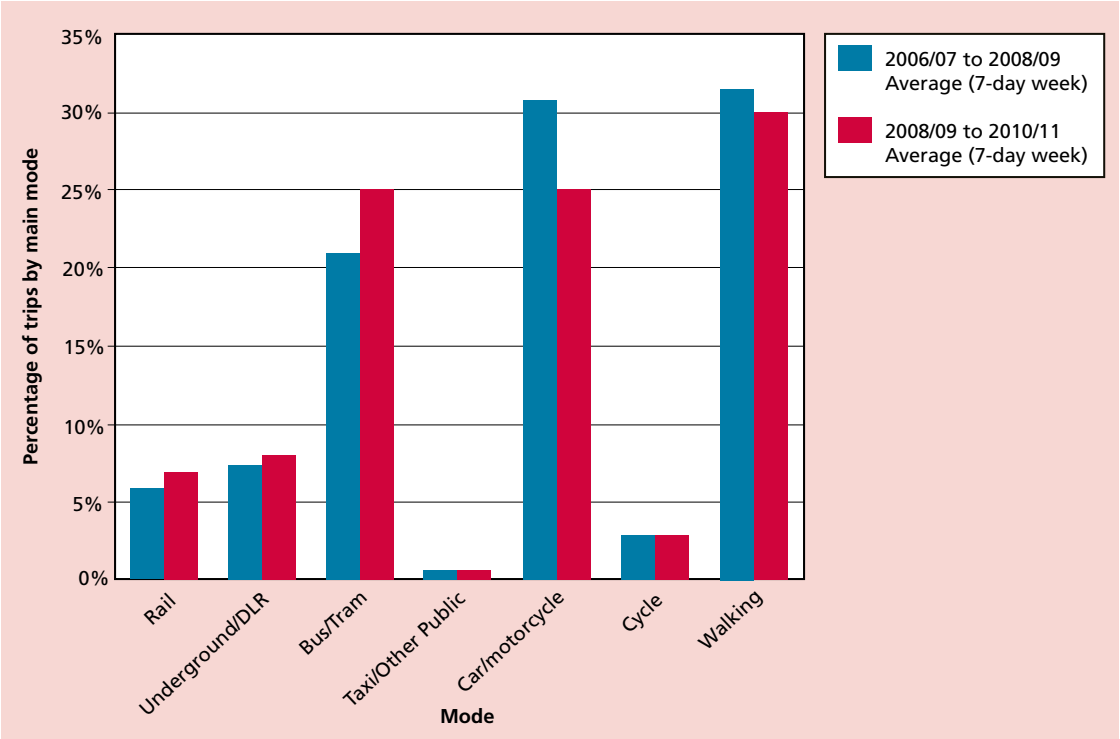


[2] ONS; 2001 and 2011 census data

[3] Travel in London, Report 4

The following figure shows the modal shift between 2006/09 and 2008/11.

Figure 7: Modal shift of Southwark residents[4]



We can see from the above that there has been a decrease in private motor vehicle trips and an increased use of public transport. There does not appear to be a large percentage increase in cycling levels and walking appears to be decreasing. 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.

[4] London Travel Demand Survey and Travel in London, Report 4

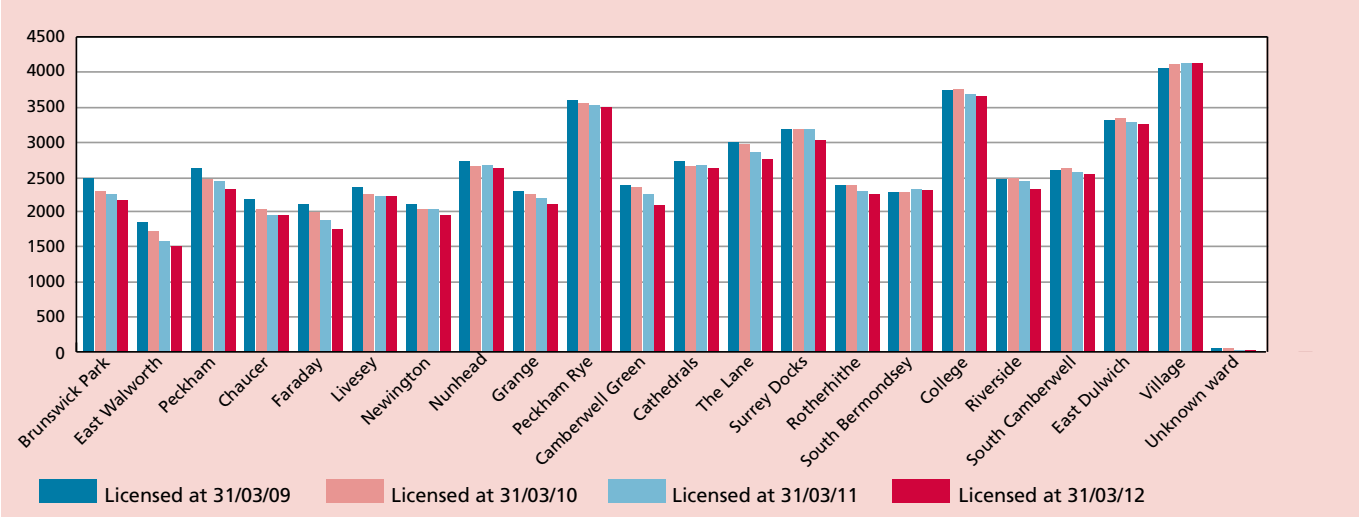
Objective 1: Manage demand for travel and increase sustainable transport capacity

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 2011/12 was 52,592, which is a reduction of over 2000 vehicles since 2009/10, the equivalent of a 4% decrease. Despite the reduction in the number of private cars owned in the borough they still represent 2% of the London total, as they did in 2009/10, due to London wide reductions over the same period. It should be noted that the population of Southwark represents 3.5% of London's population.

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 wards which have shown an overall increase over the two year period from 2009/10 to 2011/12 are South Bermondsey and Village although these are no more than a 1% increase.

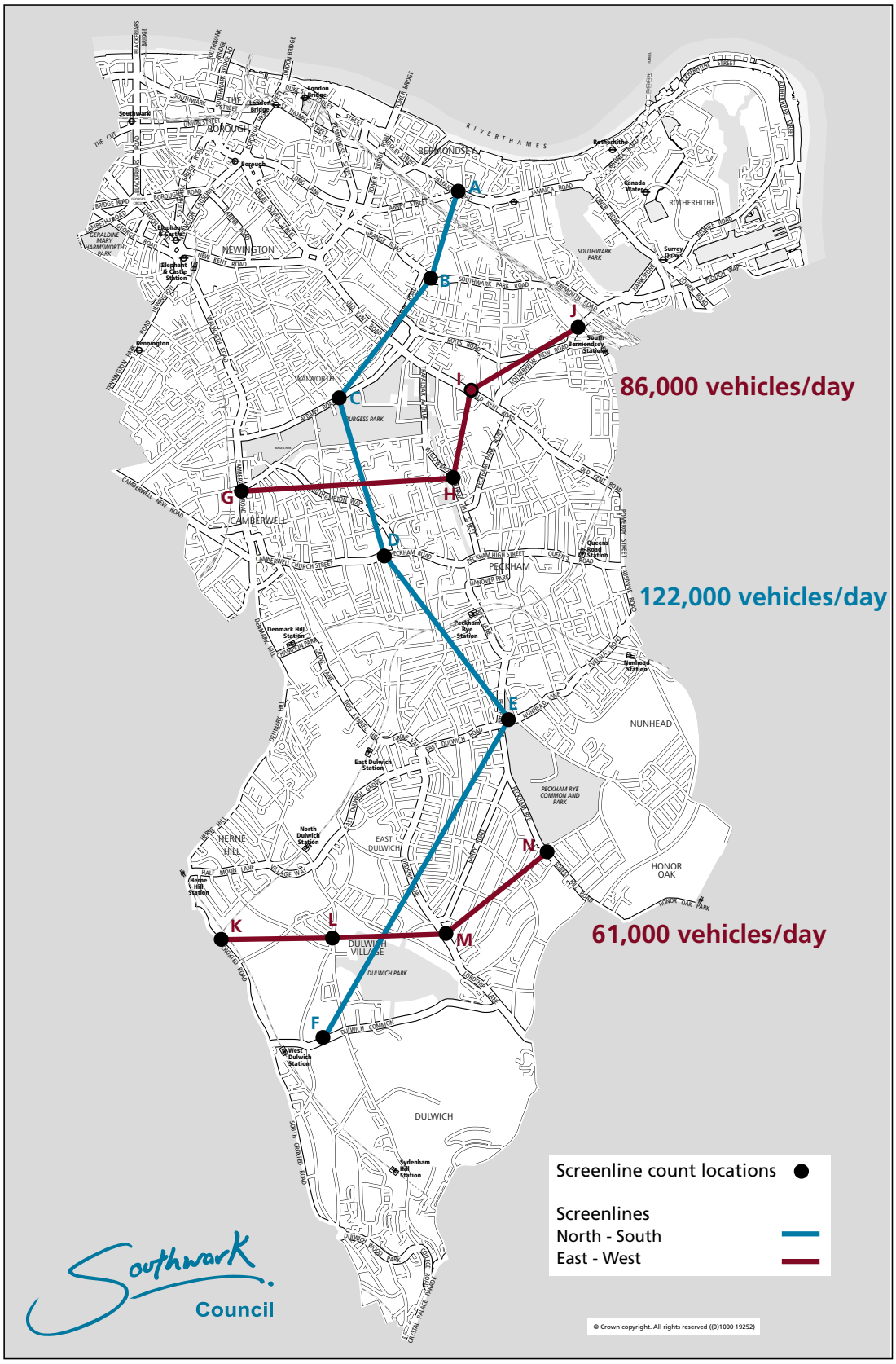
Figure 8: Private cars registered in Southwark



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 will continue to do so year on year to allow us to measure changes over time. These locations have been selected to form two north south and one east west 'screen line'. Our current estimate of traffic crossing these screen lines is shown in figure 9 and the change between 2010/11 and 2011/12 shown in figures 52 and 53 on page 117.

The survey data shows that the volume of traffic crossing screen lines in Southwark reduced between 2010 and 2011 and this reduction was consistent across all screen lines apart from the southern north/south screen line where the total volume of traffic crossing the screen line actually increased. This change reflects the pattern of car ownership table and supports the general assumption of reduced motor vehicle levels in Southwark.

Figure 9: Annual screen line program 2011/12



The figures below show the variation in traffic over an average day across the screen lines.

Figure 10: Total flow across East – West screen line by time on an average day

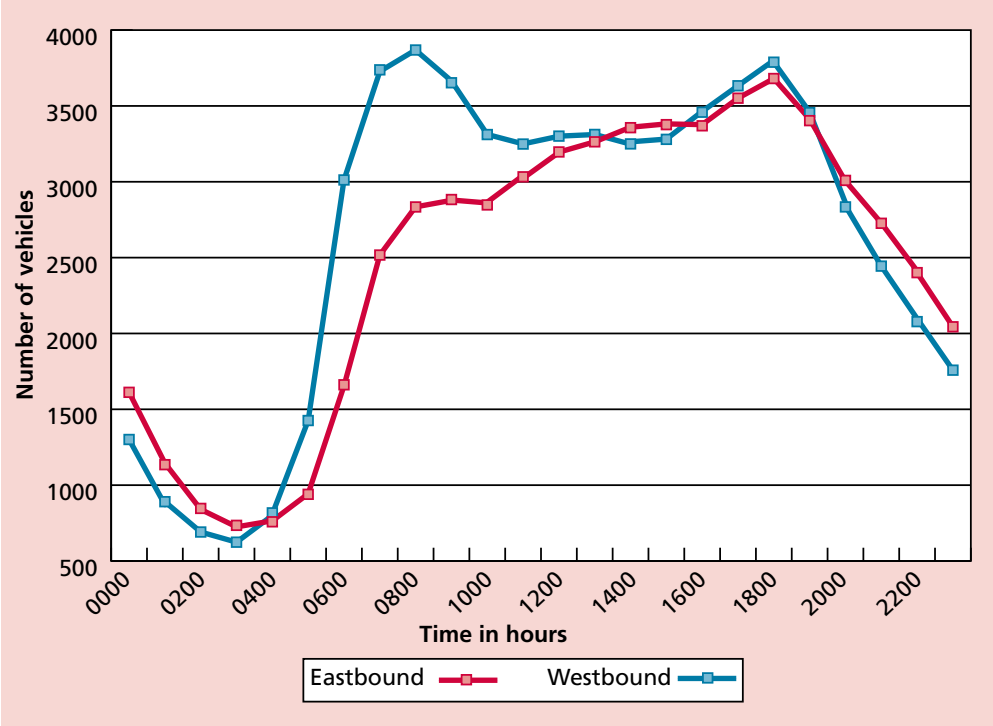
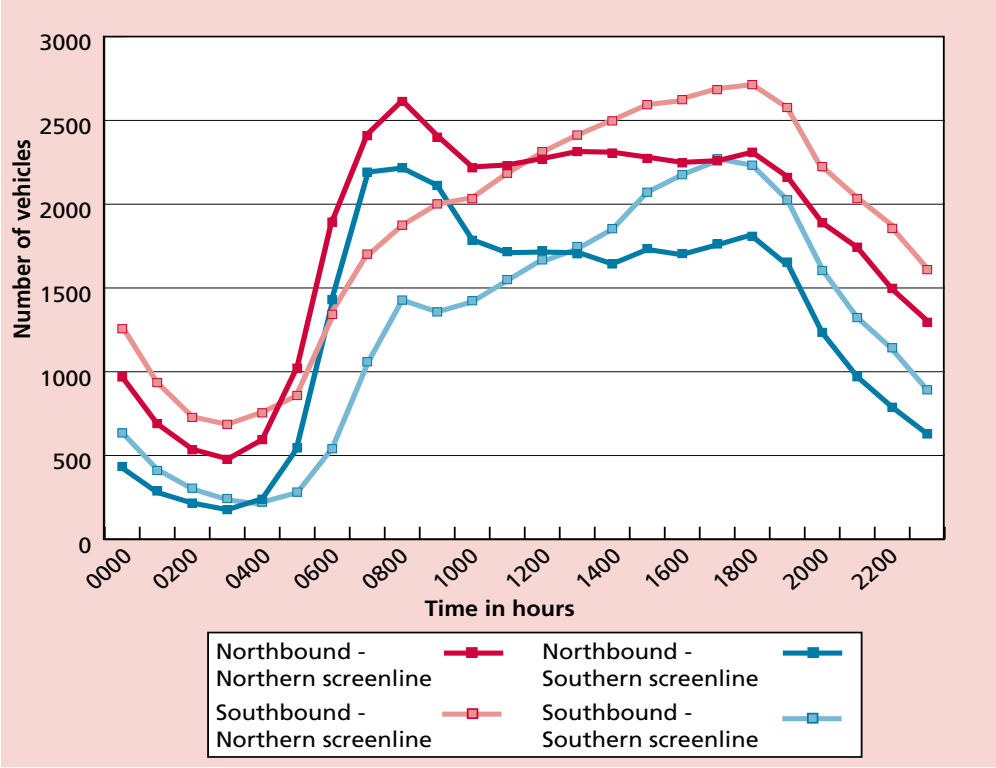


Figure 11: Total flow across each North – South screen line by time on an average day



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

The following tables detail 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 2010 - March 2011			Target	2009/10	2008/09
	Number schemes complying	% schemes complying	Average parking rate		%	%
Residential - borough wide	159	98	0.3 spaces per dwelling	100% compliance	98	98
Residential - CAZ	28	97	0.2 spaces per dwelling	0.4 spaces per dwelling	88	87
Residential - PTAZ	23	100	0.1 space per dwelling	1 space per dwelling	100	100
Residential - UZ	102	98	0.3 space per dwelling	1 space per dwelling	98	100
Residential - SZ	6	100	3.0 space per dwelling	1.5-2 spaces per dwelling	100	100

Since 2008/09 all schemes in the Public Transport Accessibility Zone and 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.

Table 2: Amount of approved development (in controlled parking zones) restricted from on street parking in 2010/11

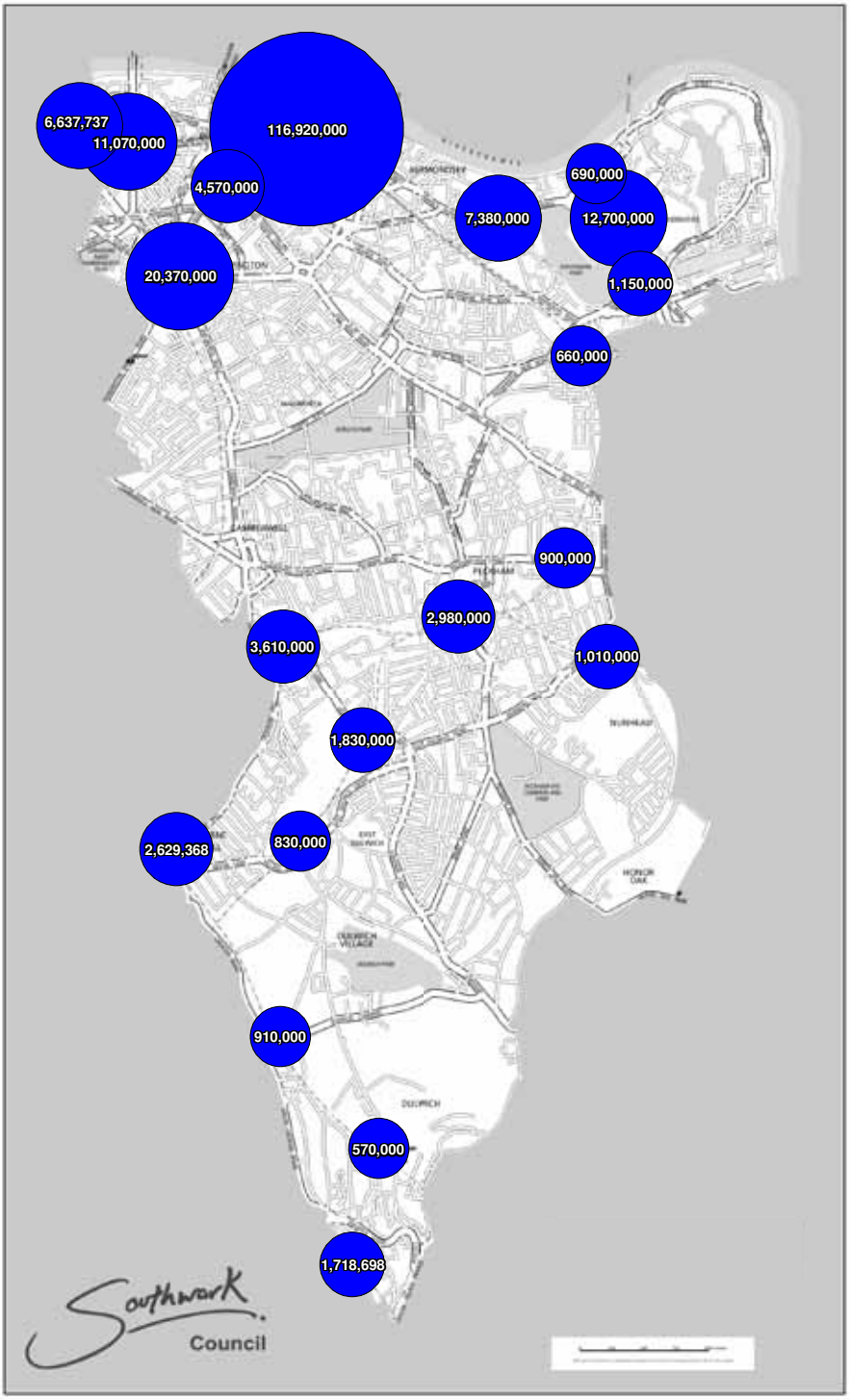
Use	2010/11	Target 2010/11	2009/10	2008/09
All uses	0	Target: 100% new development in CPZ Actual: 100% new development in CPZ	0	77
Residential	22		69	54
Non-residential	N/A		N/A	23

The number of residential developments permitted which have restricted on-street parking continued to decrease in 2010/11 although the target of 100% was again reached. We need to continue to monitor this closely to ensure our policies on reducing reliance on the car are effective.

Policy 1.3 - Lobby TfL and other public transport providers to improve service levels and access to public transport

Use of rail is growing in the borough, as shown in the usage figures for stations within the borough.

Figure 12: Rail (2010/11) and London Underground (2011) station usage*[5]



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

[5] Office of Rail Regulation and Transport for London

Table 3: Southwark rail station usage - entries and exits

Station Name	2008/09	2009/10	2010/11	% change 08/09 to 10/11
Canada Water	0	0	2,793,891	N/A
Denmark Hill	3,107,894	3,215,916	3,611,562	16
East Dulwich	1,515,942	1,566,010	1,832,872	21
Elephant & Castle	3,319,966	3,111,323	2,648,421	-20
London Bridge	49,703,152	48,723,068	51,478,131	4
North Dulwich	781,498	798,856	832,814	7
Nunhead	924,678	926,852	1,012,106	9
Peckham Rye	2,570,868	2,646,100	2,987,280	16
Queen's Road Peckham	717,998	745,326	897,362	25
Rotherhithe	0	0	687,472	N/A
Surrey Quays	0	0	1,149,598	N/A
South Bermondsey	590,162	596,242	660,076	3
Sydenham Hill	559,822	536,984	574,176	4
West Dulwich	871,488	850,554	909,922	12
All rail stations	**64,663,468**	**63,717,231**	**72,075,683**	**11**

Table 4: Rail station usage close to the borough boundary - entries and exits

Station Name	2008/09	2009/10	2010/11	% change 08/09 to 10/11
Gipsy Hill	1,705,800	1,560,968	1,718,698	1
Herne Hill	2,686,386	2,564,060	2,692,368	-2
Waterloo East		6,497,704	6,637,737	Unknown

Use of London Underground in Southwark is also growing as shown in the usage figures for such stations within the borough.

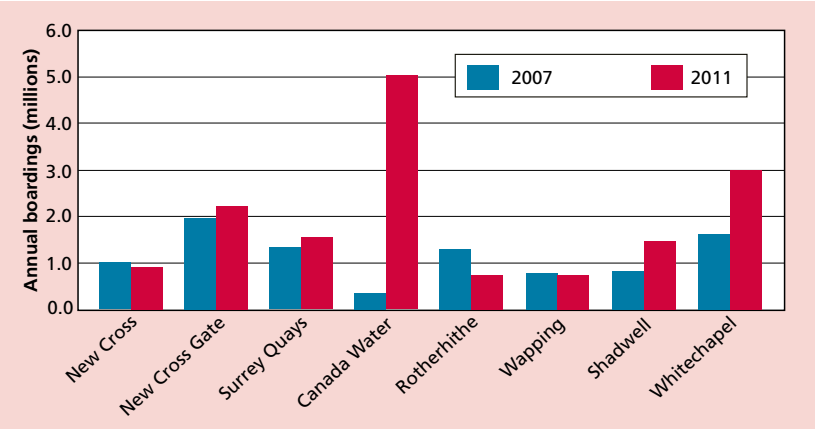
Table 5: London Underground station usage – entries and exits

Station Name	2009	2010	2011	% change 09 to 11
Bermondsey	6,378,000	6,600,000	7,380,000	16
Borough	4,869,000	5,090,000	4,570,000	-6
Canada Water	10,611,000	9,010,000	9,910,000	-7
Elephant & Castle	18,325,000	18,230,000	17,720,000	-3
London Bridge	61,465,000	60,790,000	65,440,000	10
Southwark	10,033,000	10,440,000	11,070,000	4
All LU stations	**111,681,000**	**110,160,000**	**116,090,000**	**4**

The borough supports three underground lines, Bakerloo, Jubilee and Northern and the London Overground service.

The East London Line (now part of London Overground) reopened in 2010 and usage in Southwark has increased when compared with before its closure, particularly at Canada Water.

Figure 13: East London Line demand - comparison between 2007 and 2011[6]



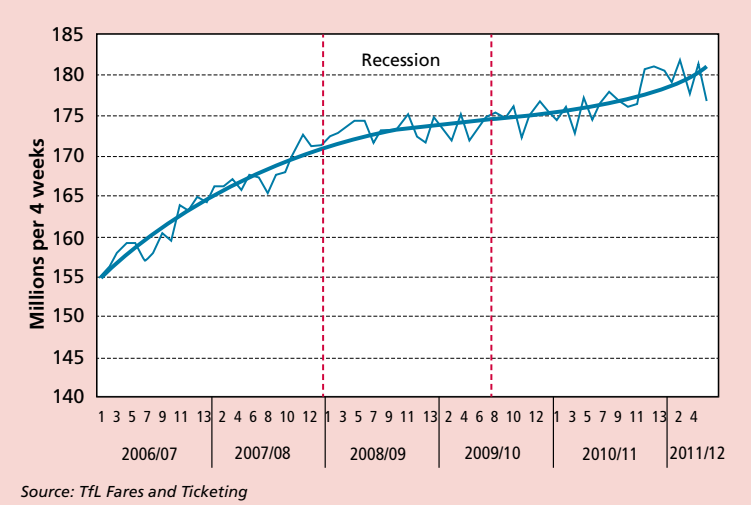
Public transport was promoted at a series of promotional events in 2011/12 including the provision of information on public transport, timetables for public transport services and posters about the London Overground service.

Table 6: Number of public transport promotions

	2009/10	2010/11	2011/12
Number of events	0	5	5

Bus services are generally well utilised in the borough; this is particularly the case in areas with limited rail access. The following figure shows the growth in bus usage across London since 2006/07 which is on an upward trend.

Figure 14: Bus passenger journeys in millions, four-weekly period, seasonally adjusted



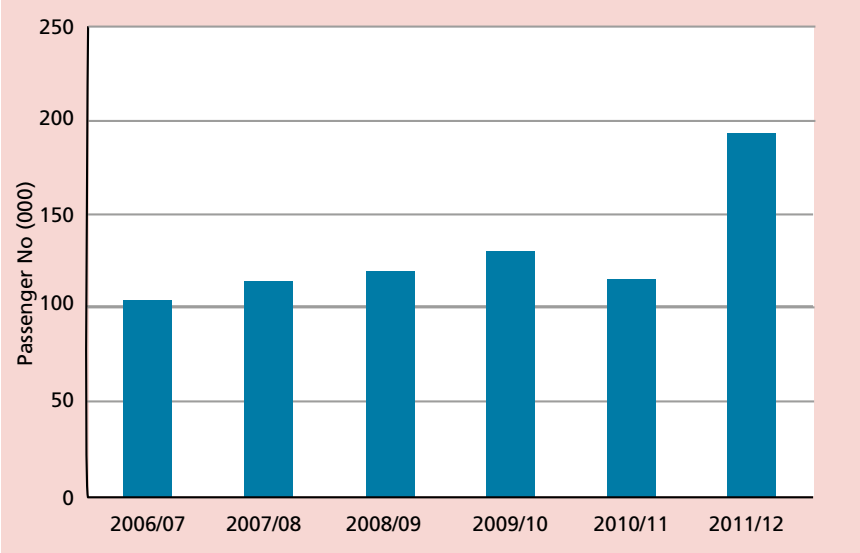
Source: TfL Fares and Ticketing

[6] Transport for London – Overground impact study, 2011

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 2010/11 with particularly high growth, over 26 per cent, between 2007/08 and 2008/09 and a decline of 2% in 2010/11 from 2009/10[7]. In Southwark, Bankside pier has shown an increase in usage over the period 2004/05 to 2011/12 and in the most recent year, journeys beginning at Bankside have risen to 192,937. This increase can be attributed to an additional call at Bankside during the evening peak.

Figure 15: Bankside pier usage



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 2010/11 the council installed 12 car club bays in addition to the existing 105 in order to provide further travel opportunities more efficiently whilst alleviating pressure on parking on our streets.

Table 7: Car club bays implemented

	2009/10	2010/11	2011/12
Car club bays implemented or secured by the borough	10	95	12
Total number of car club bays on street in the borough	10	105	117
Car club members*	4,765	7,472	5,614[8]

*This counts members of Streetcar up until 201/12 and then Zipcar members in 2011/12

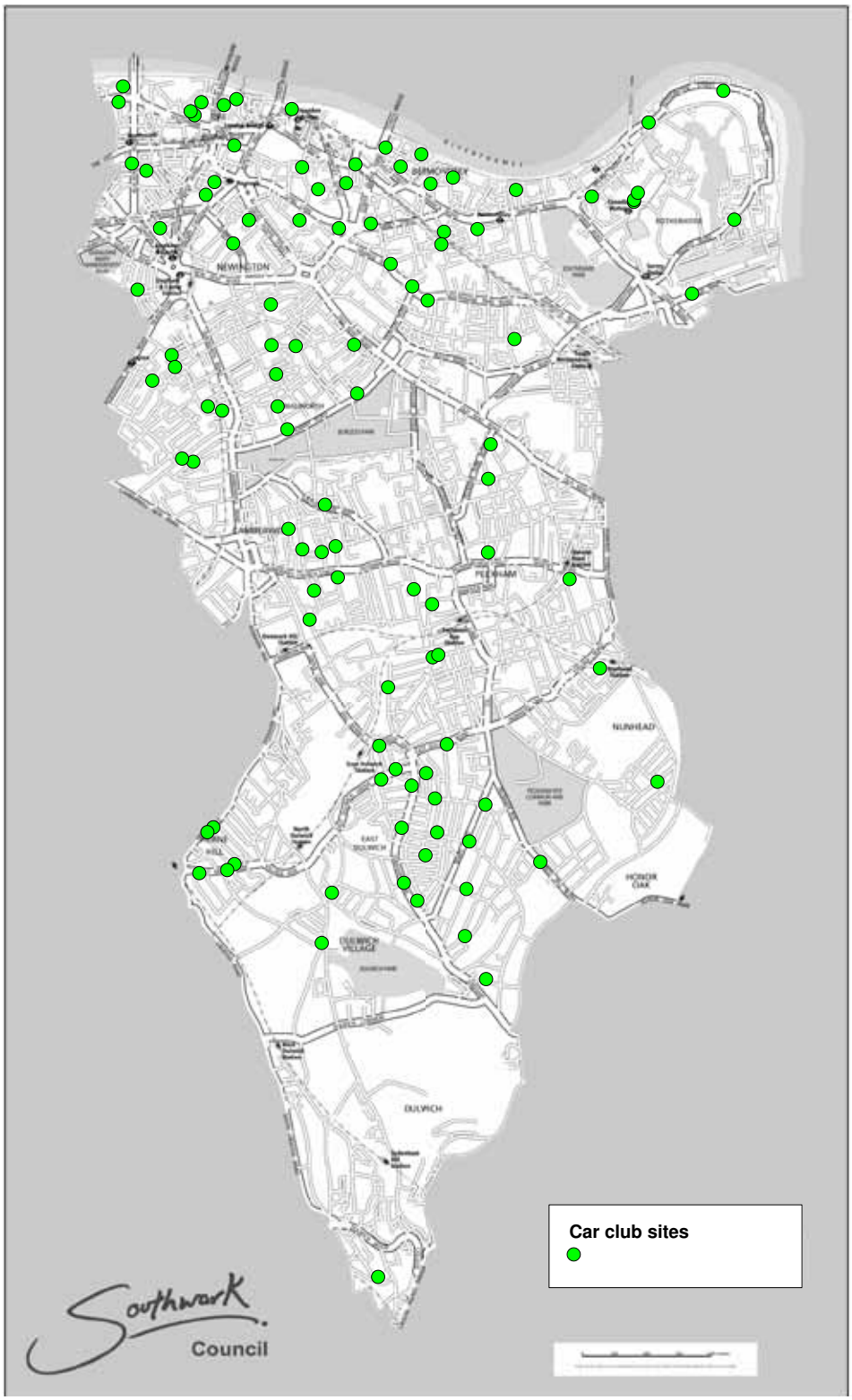
In 2011/12 Streetcar and Zipcar merged and this process required everyone to actively transfer their membership from Streetcar to Zipcar. There were many inactive members of Streetcar (i.e. members but not users of the service) who did not renew their new Zipcar membership. This meant that membership appears to have fallen however actual users of the scheme may have not.

[7] Travel in London, 4

[8] As at May 2012

The highest density of car club bays are within the Borough, Bankside, Walworth and East Dulwich areas, as shown on the following figure.

Figure 16: Locations of car club bays 2011/12



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. The following figure shows the current coverage of existing parking zones in the borough.

Figure 17: Parking zones

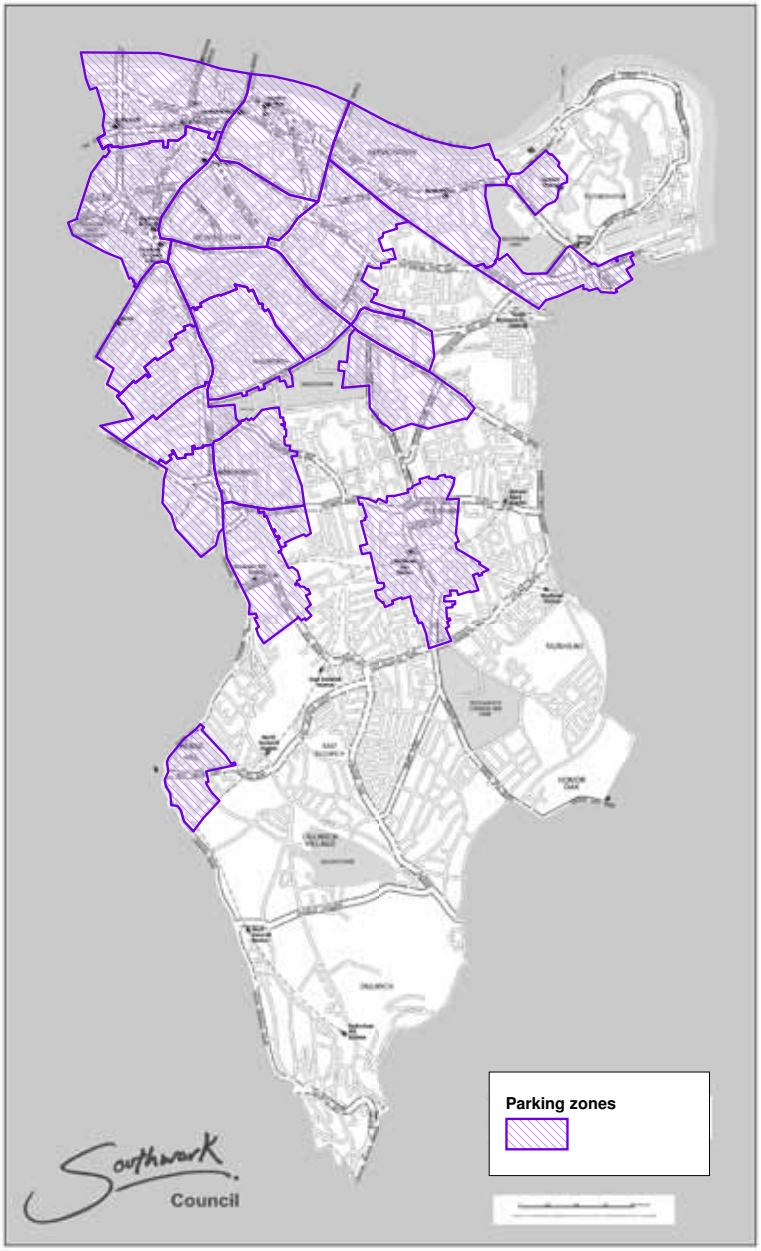


Table 8: parking, waiting and loading reviews undertaken

	2008/09	2009/10	2010/11	2011/12
New zones implemented	0	1	1	2
No of km included in a CPZ[9]	165	172	173	175.5
Waiting, loading and parking amendments (excluding disabled parking bays)	33	45	35	28

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

In 2011/12 the council consulted on and introduced two new parking zones as well as undertaking 28 local parking amendments. Around 45% of Southwark's highway is now subject to parking restrictions. As part of the 2012/13 reviews the Council will ask about possible alternative uses of parking spaces.

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.

In October 2010, as part of the annual screen line traffic count, cyclist counts were also carried out via video surveys at several locations throughout the borough. These locations, as shown in figure 19 (page 20), were chosen as a representative sample of commuter routes and quiet leisure cycling routes. The surveys were repeated in October 2011 and the results of these are shown in table 9 below. The counts are used to measure changing cycling levels in the borough and this can be seen in the targets section of this document.

Table 9: Cyclist volumes October 2011

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	122	47	26	195
		South	20	37	89	145
	Saturday	North	26	63	31	120
		South	20	63	31	123
Peckham Rye	Weekday	North	315	70	40	425
		South	24	54	209	286
	Saturday	North	43	87	30	160
		South	12	77	52	140
College Road	Weekday	North	180	33	24	237
		South	19	32	160	212
	Saturday	North	25	123	25	173
		South	103	84	19	205

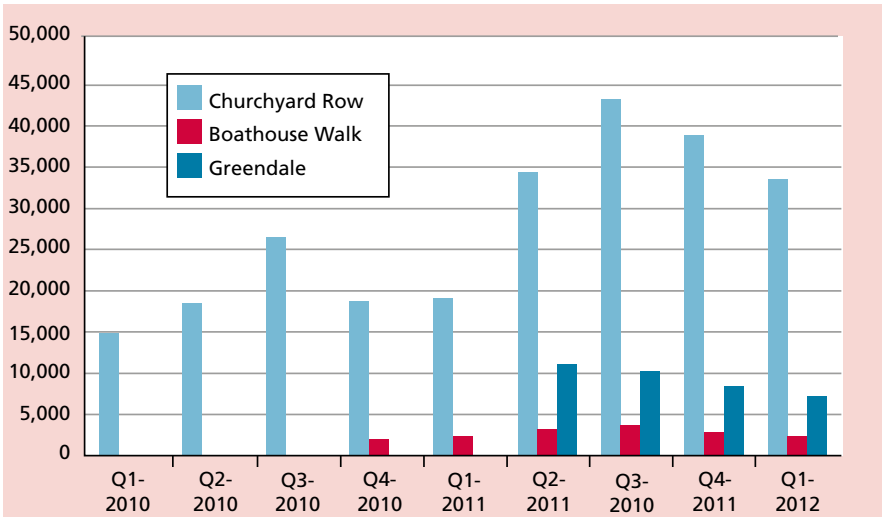
Road name	Time of week	Direction	Average flows			
			7:00 - 10:00	10:00 - 16:00	16:00 - 19:00	Total per day
Southampton Way	Weekday	East	21	100	74	194
		West	151	82	49	282
	Saturday	East	32	87	195	313
		West	26	104	45	174
Tooley Street	Weekday	East	542	362	918	1,822
		West	1,238	426	548	2,212
	Saturday	East	80	501	336	916
		West	148	545	236	929
Rotherhithe Street	Weekday	East	20	23	28	71
		West	20	16	34	69
	Saturday	East	7	44	34	84
		West	11	56	33	99

Permanent pedal cycle counters were also installed in 2010/11 and included in the table below is a summary of the data collected in 2011/12. Similar to the annual counters, the change between 10/11 and 11/12 is analysed in the targets section of this report.

Table 10: Cyclist volumes per average month in quarter in 2011/12

Location	Average month in quarter				
	Jan – Mar 2011	Apr – Jun 2011	Jul – Sep 2011	Oct – Dec 2011	Jan – Mar 2012
Churchyard Row	19,060	34,338	43,310	38,942	33,437
Boathouse Walk	2,389	3,191	3,802	2,814	2,340
Greendale		11,168	10,147	8,464	7,176

Figure 18: Cyclist volumes by quarter since installation of counters



In addition, since 2011/12, we have had a permanent pedestrian counter installed at the Elephant and Castle.

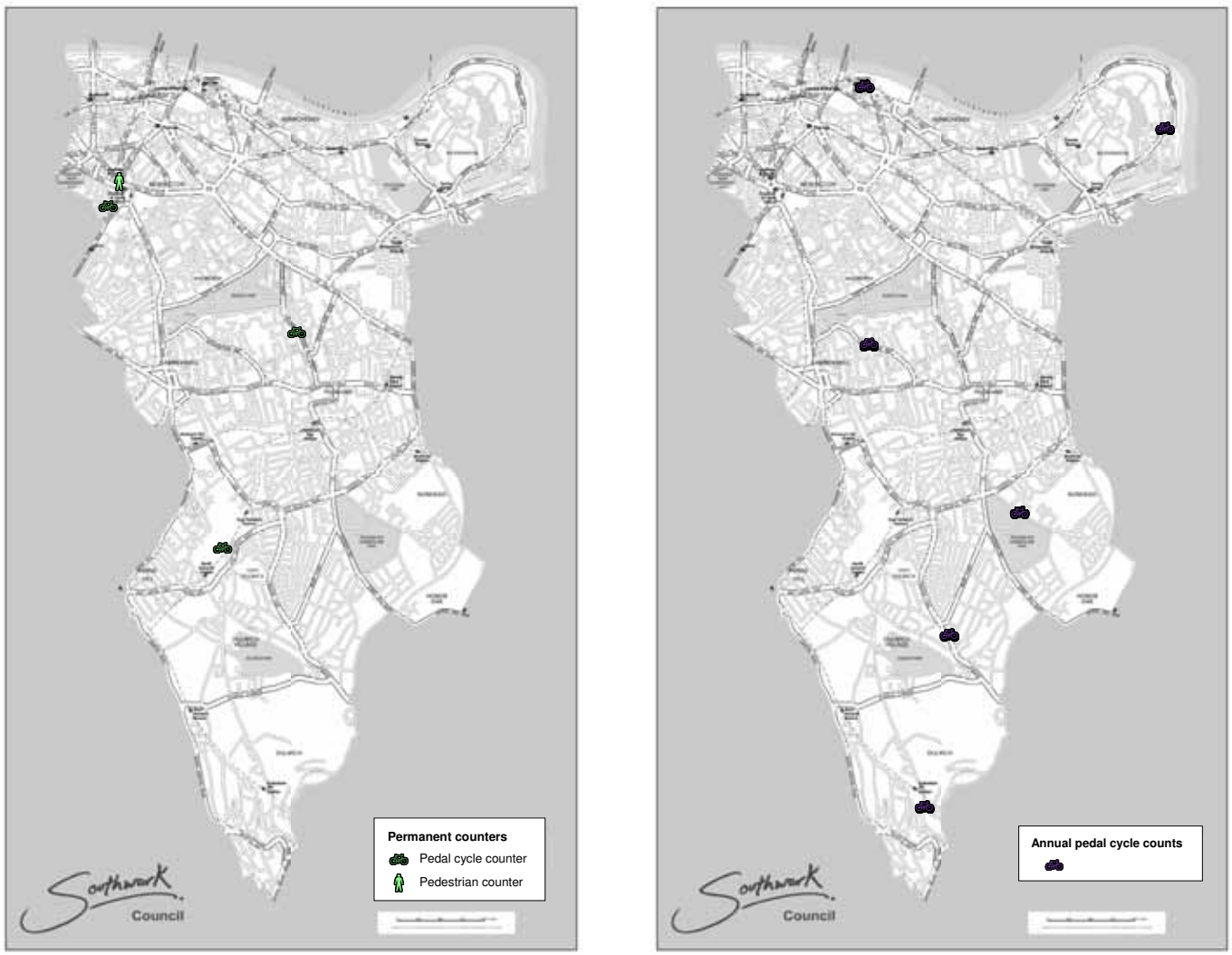
Table 11: Pedestrian volumes by quarter 2011/12

Location	Average month in quarter				
	Jan – Mar 2011	Apr – Jun 2011	Jul – Sep 2011	Oct – Dec 2011	Jan – Mar 2012
Elephant and Castle	Not available	Not available	242,900	206,548	201,793

The results of both of these indicate there are seasonal fluctuations in the number of pedestrians and cyclists (which is logical as both activities require exposure to the elements).

The following maps show the locations of the permanent pedestrian and pedal cycle counters and the annual pedal cycle counters.

Figure 19: Locations of permanent counters and annual cyclist counts



Case Study - Elephant and Castle

The redevelopment proposed for the whole Elephant and Castle opportunity area will have an impact on the Bakerloo line and Northern line underground services, both on the trains and on the ticket halls, as well as bus services. There may be opportunities to improve access to the rail station and to provide additional capacity for the Northern line ticket hall.

Smarter travel initiatives were introduced in 2011/12 to help manage demand as development proceeds to ensure that public transport capacity is not exceeded. A walking map of the Elephant and Castle area was produced and handed out as part of an ongoing scheme to promote walking and cycling from the Elephant and Castle. The permanent pedestrian counter is located at the Elephant and Castle and this, along with possible Oyster card data, will be used to monitor the success of the travel awareness scheme.

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. In 201/11 and 2011/12 the borough provided a number of improvements for pedestrians, detailed in the following table

Table 12: Improvements for pedestrians

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

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 Bankside and the Southbank.

Table 13: Legible London

	2010/11	2011/12
Number of miniliths	13	0
Number of monoliths	3	0
Number of finger posts	1	0

No plinths were installed in 2011/12 but preparatory work took place for the installation in 2012/13.

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 lead to pedestrians crossing the road in difficult locations. The council is committed to reviewing the provision of pedestrian guard railing as opportunities arise. In 2011/12 a total of 666m of guard rail was reviewed and then removed from borough roads as part of a review of guard rail in 20mph areas that satisfied a certain set of criteria. In 2010/11 642m had been reviewed and was pending removal, this guard rail is still pending removal.

Table 14: Metres of guard rail removed in the borough

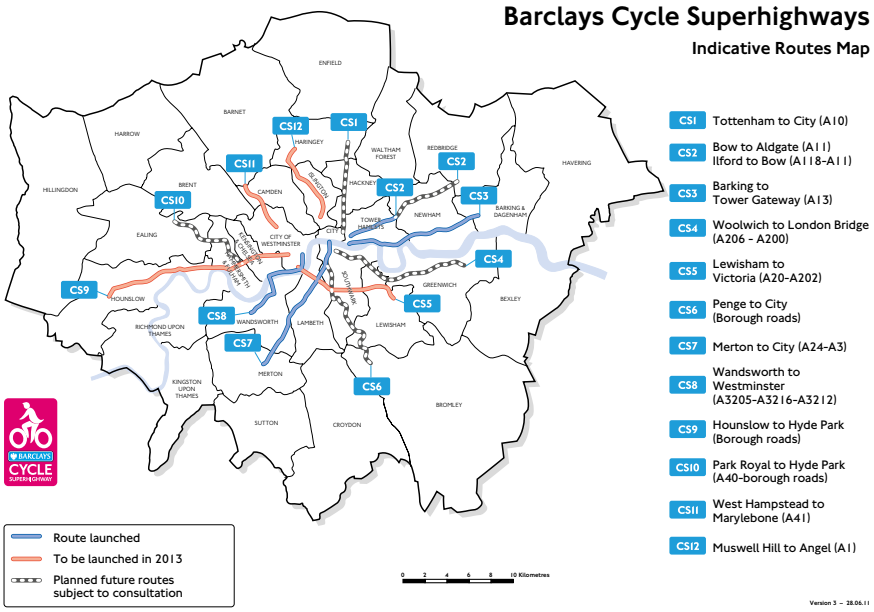
Type of road	2010/11	2011/12
Southwark roads	673m	666m
TLRN	6000m	2800m

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 10 on page 19 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 currently being reviewed as part of the CSH review process and is planned to be implemented in 2013 Following this routes 4 and 6 will start development.

Figure 20: 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).

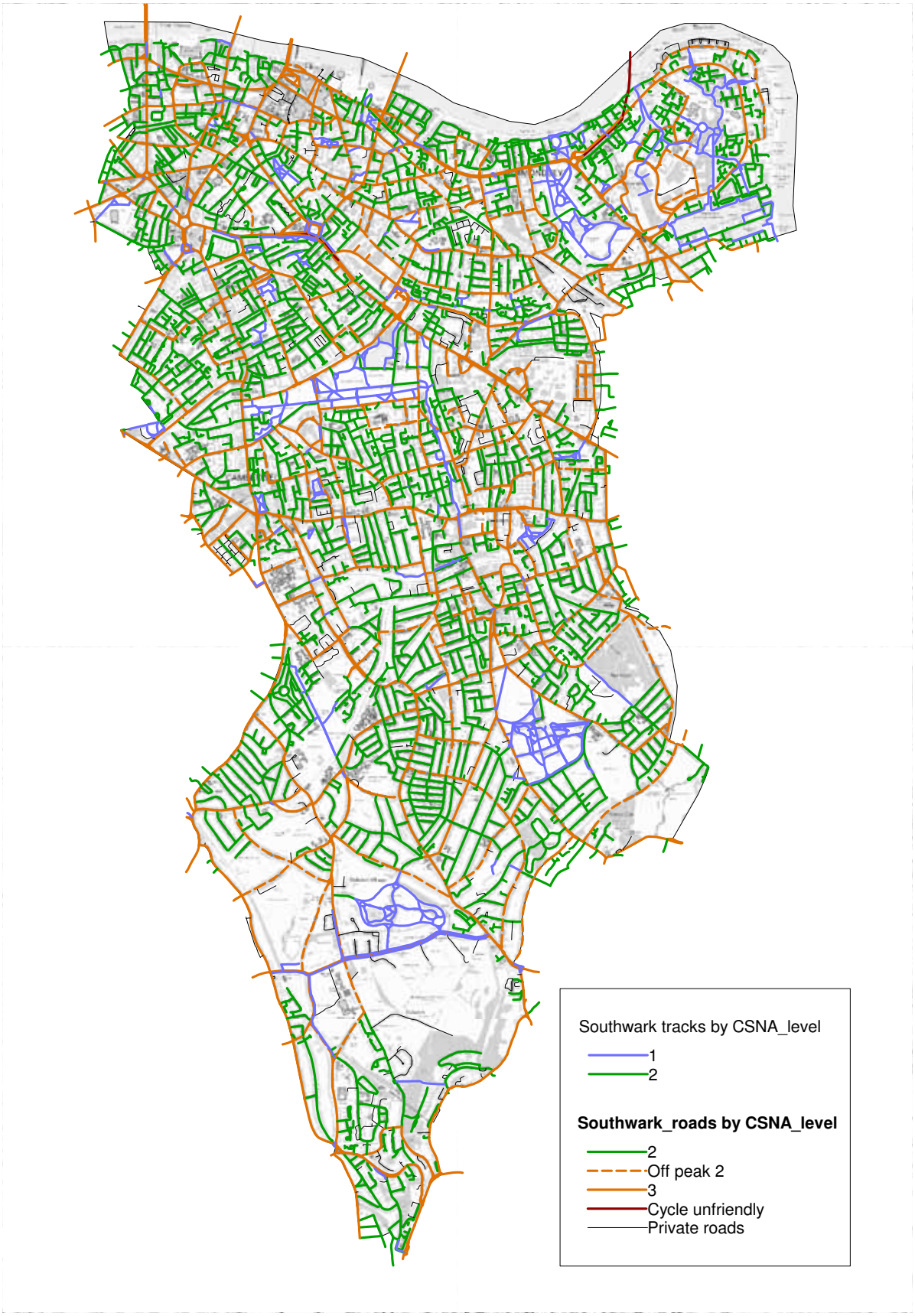
There are three Bikeability Levels; 'beginner' (cyclist has the skills and understanding to be able to make a trip and undertake activities safely in a motor traffic free environment and as a pre-requisite to a road trip), 'introduction to riding on the road' (cyclist has the skills and understanding to be able to make a trip safely to school, work or for leisure on quiet roads) and 'advanced' (cyclist has the skills and understanding to be able to make a trip safely to school, work or leisure on busy roads and using complex junctions and road features), and these are redefined into four levels of classification for the CSNA.

Table 15: Descriptions of the Bikeability levels

Level	Description
Level 1	Motor traffic free off-carriageway routes where cycling is permitted and some streets with minimal, calmed traffic. Note not all cycle tracks alongside roads will be Level 1.
Level 2	Roads or lengths of a road that a cyclist who has achieved Bikeability Level 2 can cycle on and carry out all manoeuvres. Cycle tracks which require a degree of attention equivalent to that needed on a Level 2 road e.g. cycle track on shared-use footways crossing frequent side roads or private accesses.
Level 2 (offpeak)	Off-peak, some roads are quiet and safe for level 2 cyclists whilst a peak times they are much busier and hence less safe (peak times may be associated with school traffic only in some locations). These roads are classified as level 3 at the identified peak times and level 2 at all other times.
Level 3	Roads or lengths of a road that a cyclist who has achieved Bikeability level 3 can cycle on and carry out all manoeuvres. Cycle tracks which require a degree of attention equivalent to that needed on a level 3 road.

The results of the CSNA have been used not only as an information tool to the public (further information and maps are available online: **http://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 and hence easier to cycle.

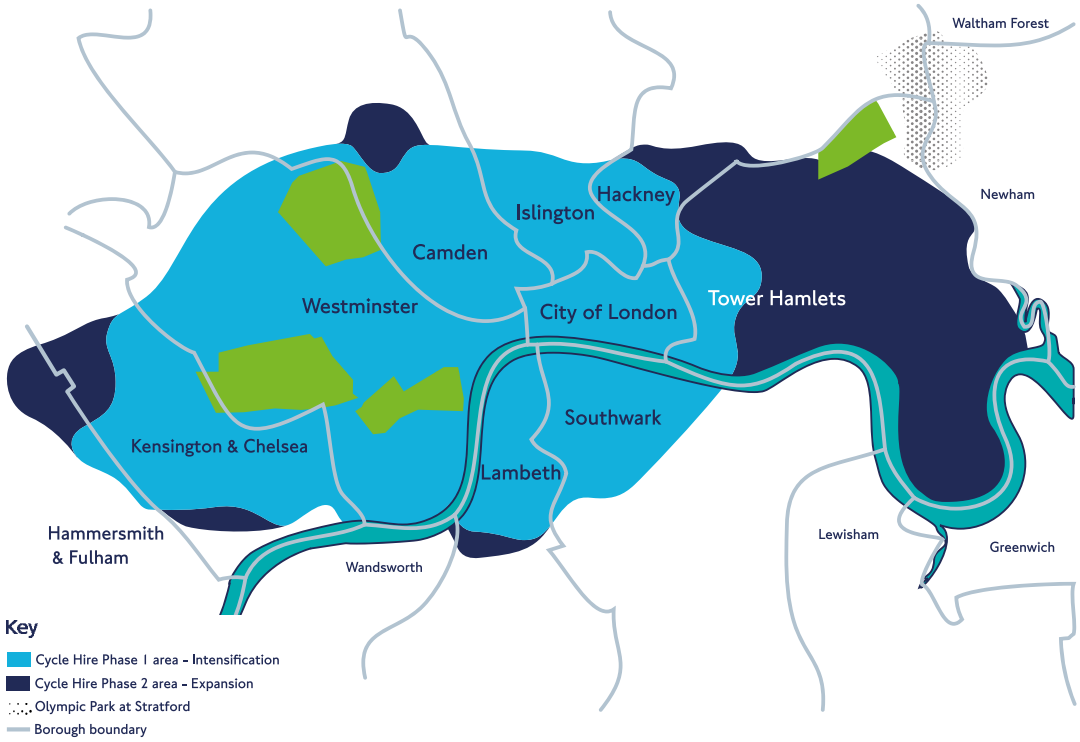
Figure 21: CSNA results



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

The cycle hire scheme was implemented in July 2010 and was made fully available to the public (casual users as well as members) in December 2010. The scheme offers the public bicycle hire for short journeys in, and around central London. There have been several extensions of the cycle hire area, the most recent of which was completed in March 2012 and can be seen in the figure below.

Figure 22: Cycle hire scheme expansion areas



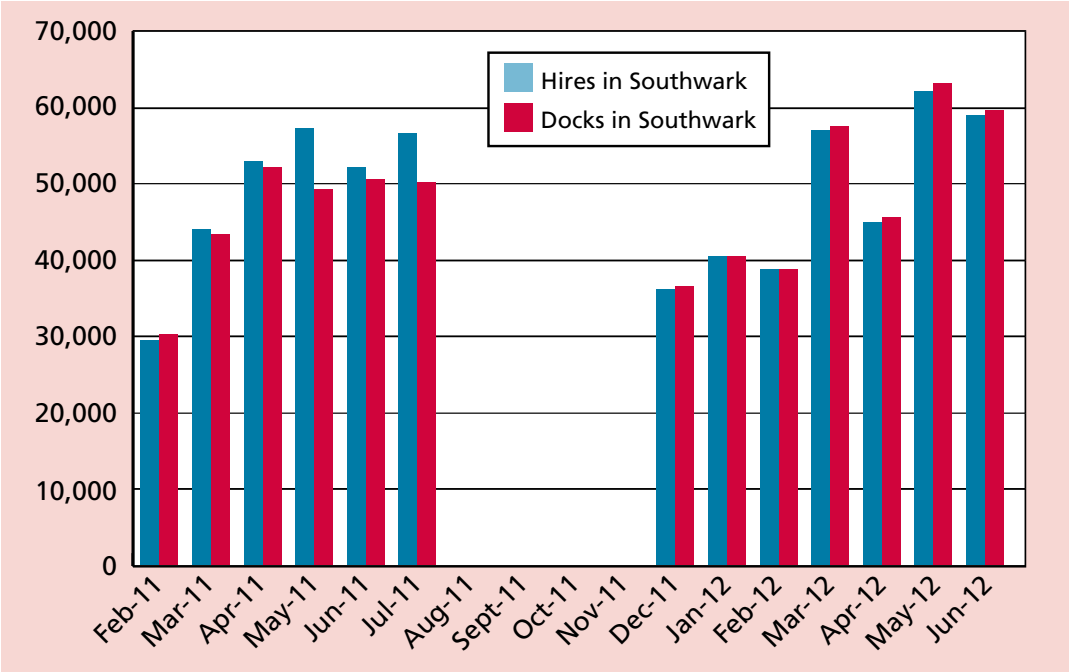
Usage of the scheme has been increasing London wide and Southwark is no exception. When comparing the same months for 2011 and 2012, apart from a reduction in April (which was the coldest April since 1989 and the wettest since 2000), the number of hires and docks has increased every month for which comparable data was available.

Table 16: Southwark cycle hire, usage and percentage increase in usage

Month	2011 hires and docks	2012 hires and docks	% increase
February	60,063	77,655	29
March	87,559	114,623	31
April	105,281	90,621	-14
May	111,013	125,327	13
June	102,936	118,626	15

The following graph shows the breakdown of hires and docks in Southwark for the months which data is available (no data is available for the months of August 2011 – November 2011). It is interesting to note that docking in Southwark became more popular than hiring from Southwark in 2012 compared with 2011 where hiring from stations in Southwark was much more popular than docking.

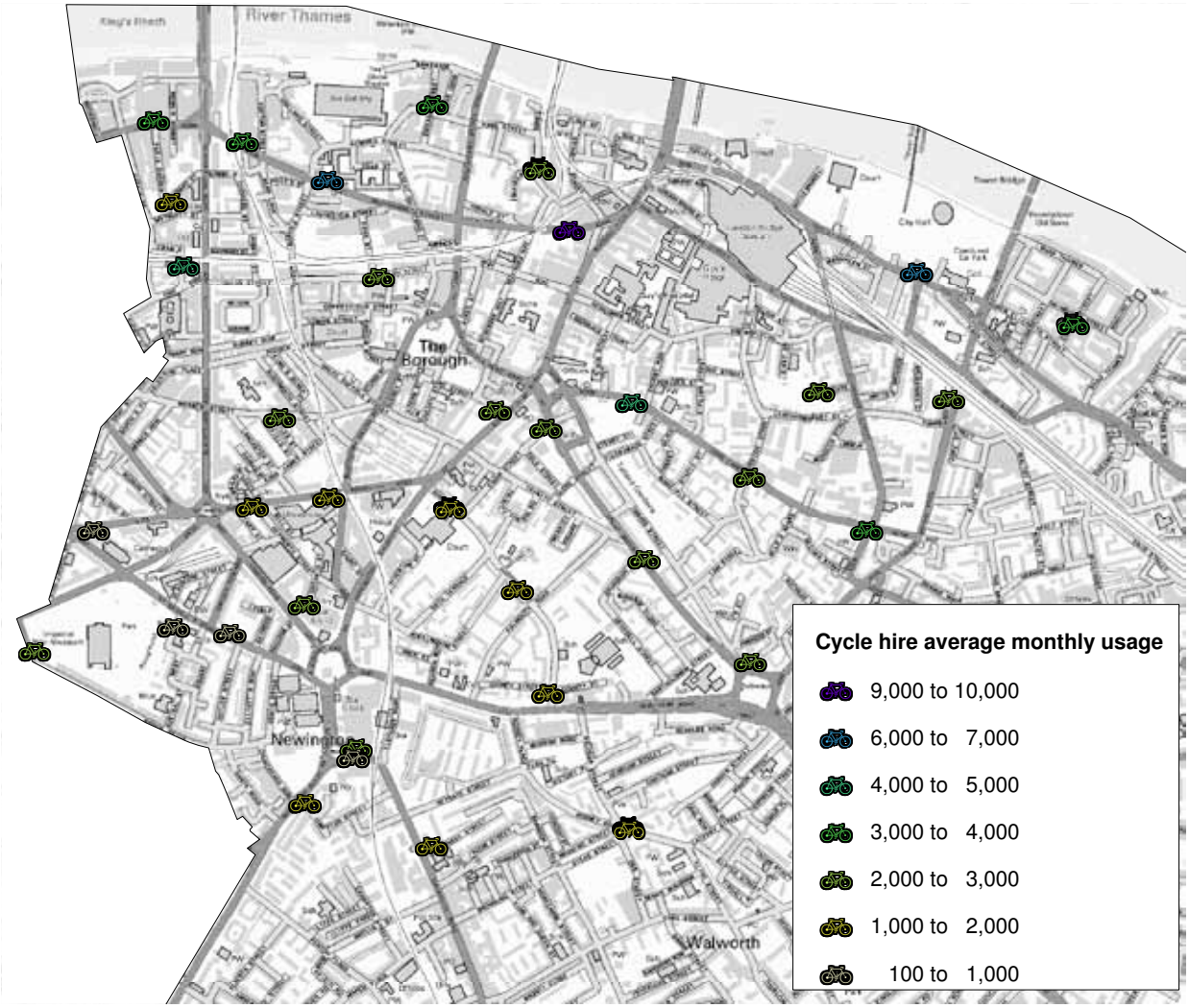
Figure 23: Cycle hire usage in Southwark



The borough has 36 cycle hire docking stations located in the north of the borough. The most popular cycle docking stations in the borough are focussed in the London Bridge and Bankside area with the station with the most hires and docks at the Hop Exchange, followed by Bankside Mix and Tooley Street. We are currently working with TfL to identify new stations within the existing scheme area. The average usage of the docking stations in Southwark can be seen in the map below.

*Figure 24: Average monthly usage of docking stations**

*note the average is taken from the months with available data and these are the same figures as in figure 23.



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, the following map shows the cycle parking density in different areas in the borough and the total number of stands in those areas.

Figure 25: Cycle parking density by population

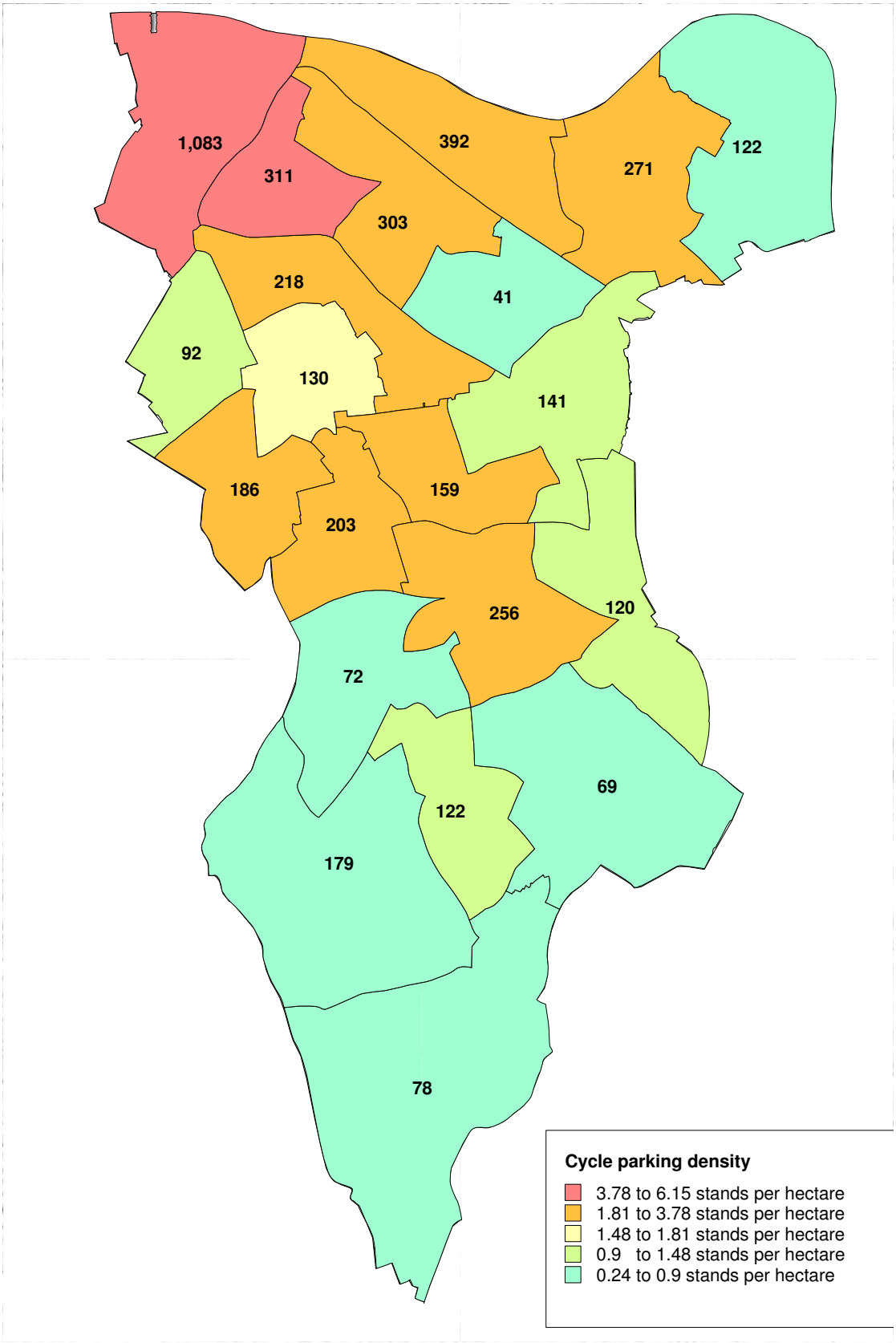


Table 17: Cycle parking facilities

	2008/09	2009/10	2010/11	2011/12
Number of on street spaces installed		200	40	152
Total number of on street spaces	1,298	1,498	1,538	1,690
% development that has been built complying with bicycle parking standards	8	34	57	TBC

It can be seen above that cycle parking provision in the borough has continued to expand in 2011/12 and in 2010/11 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 cycling. The total number of monitored cycle parking facilities on estates currently stands at 365, with 232 of these occupied (an occupancy rate of 64%)[10].

Table 18: Cycle parking facilities on estates

	2010/11	2011/12
Number of spaces provided	177*	171
Occupancy rates	85%	44%

*this figure is a correction from the 2010/11 report
occupancy rates for 26 of the spaces are not known

The above table confirms the theory that there can often be a time lag between installation and take up of the cycle parking.

Transport for London offer free cycle stands to businesses and in 2011/12 they provided free stands to nine businesses in Southwark.

Cycle theft and criminal damage discourages people from taking up cycling and dissuades many victims from continuing to cycle. In 2011/12 the number of reported incidences of cycle theft was the highest it has been in the past four years. As in 2010/11, cycle theft rates were highest in Cathedral ward followed by Riverside ward.

Table 19: Cycle security

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

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

[10] Occupancy rates calculated in August 2012 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 20: Annual monitoring of school travel plans

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

As part of the travel plan process schools survey students and staff on mode of travel to school. The following table shows that travel to school by car has steadily decreased whilst walking and public transport remain the more popular choices.

Table 21: Primary and secondary school modal split [11]

Year	Mode (%)							
	Walking	Park & walk	Cycling	Bus	Rail	Car	Car share	Other
2006	48	0	3	22	3	21	3	0
2007	59	0	3	13	1	19	2	3
2008	46	0	2	23	3	18	4	4
2009	42	1	2	36	3	13	2	1
2010	46	2	5	24	2	15	3	2
2011	50	2	3	23	3	14	2	3

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

[11] 'hands up' survey, this table has been altered since the 2010/11 annual report as it now reflects the data collected via the online STP system and is shown in calendar years

Case Study – WoW

The Walk once a week project is directed at key stage 1 and 2 pupils and aims to encourage all parents and children to make walking to school part of their daily routine by recording how regularly they walk to school and rewarding them with collectable badges each month. Resources are also provided to schools for special promotions and events to encourage walking, for example for sponsored walks. As part of the walk to school month (October) Southwark Council were involved in "The Big Wow" event which this year was Olympic themed and involved a led walk to Dulwich Park.

Table 22: Walking promotions in schools

	2008/09	2009/10	2010/11	2011/12
Number of schools taking part in WOW	24	27	38	34
Number of school fully participating in WoW (10 months+)	5	12	15	34

It is equally important to introduce teachers to cycling as a way of engaging the school community in active and sustainable travel. Southwark Council has developed a teacher bike loan program in which a teacher can loan a bike for free from the council for one term whilst they decide whether or not to purchase their own bicycle.

Table 23: Teacher bike loan programme

	2010/11	2011/12
Teachers loaned bikes	45	41
No. of teachers who responded six months later	3	1

Of the teachers who responded six months later half (two) were still cycling. Although there is a lack of data at the six month stage some (17) participants did respond at the end of the loan period with 67% saying they intended to continue cycling once the scheme had ended. All but two of those responding said they cycled 'three times a week or more' during the scheme whereas before the scheme only two respondents cycled weekly with 67% having never cycled and 94% either driving or getting public transport as their main mode of travel.

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. This work also involves providing advice to businesses and holding business engagement events, this year two such events were held.

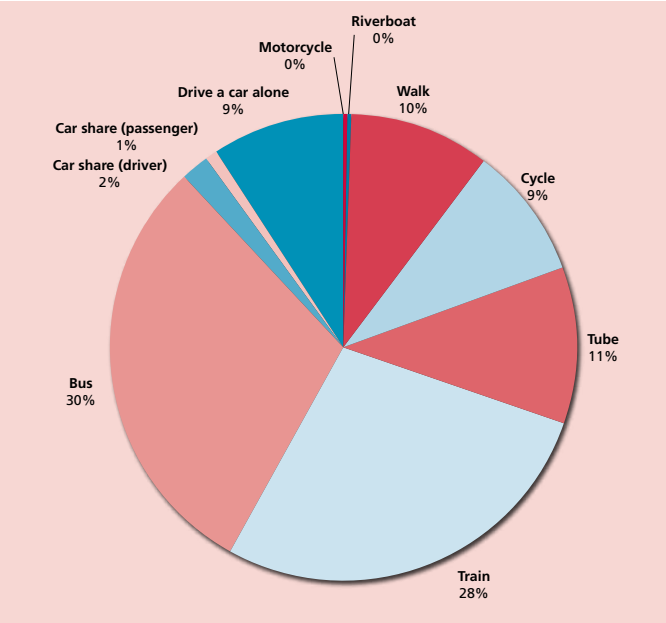
Table 24: Compulsory travel plan developed

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

Table 25: Voluntary travel plan development

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

Figure 26: Modal split from 2011/12 voluntary travel surveys



Data for the modal split above is taken from 8 compulsory workplace travel plan surveys and 10 voluntary travel plan surveys in 2011/12.

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.

Case study – 200 club sustainable transport event

This event in January 2012 was run as part of the Southwark Council 200 club event series and included presentations from TfL, Southwark Council and the Maudsley Hospital. Sustainable travel partners (e.g. Zipcar, LCC and Living Streets) exhibited at the event and introduced special offers for 200 club members. An 'Employer guide to cycling' which was a joint venture with Southwark Cyclists was also launched at the event. There were 22 business attendees at the event, and 86% of attendees rated the subject material as 'good' or 'excellent'.

Table 26: Active travel promotions and participation in walk to work week by Southwark residents and work places

Type of promotion		2009/10	2010/11	2011/12
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	7	6	2
Dr Bike	No. of events	32	21	23
	No. of people attending	438	230	240

Case studies

Walks from doctor's surgeries

A number of circular walks of varying lengths were prepared for doctor's surgeries. They are being made available as tear-of printed maps from the participating surgeries but are also available on the travel active website (which can be found here: **http://www.travelactivesouthwark.org.uk/index.html**). 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.

Rotherhithe treasure hunt

A treasure hunt was held in Rotherhithe on March 31 2012 with the aim of encouraging people to walk and cycle around the Rotherhithe area. Free cycle maintenance was provided on the day along with staff to help out along the route. The hunt started and finished at Canada Water library where clue sheets were provided. The treasure hunt visited points of interest in Rotherhithe and was suitable for children.

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 programme focuses on children; pedestrian and cyclist training in schools to help form good life long habits. The 2010/11 provision is detailed below.

Table 27: Number of people receiving pedestrian training

Year (financial)	2007/08	2008/09	2009/10	2010/11	2011/12
No. of participants	3,139	3,152	3,314	2,349	2,615
No. of schools participating	43	55	47	41	40

In 2011/12 the council reviewed and renewed its contract with its cycle training provider allowing the cycle training program to expand.

Table 28: 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	1216
2011/12	705	152	635	1,492

The council currently records the level of training delivered, but it is equally as important to understand the impact it has. For example, how many people start or continue to cycle regularly after receiving the training. This data has started to be collected and an example of the outputs for one of the questions can be seen below. Once more data has been received it will be analysed more fully and the results of this should be included in next years report.

Figure 27: Cyclist training after survey

Have you used the Cycle Superhighways or Cycle Hire scheme since your training?
*

Answer	0% 100%	Number of Response(s)	Response Ratio
Yes, I have used the Cycle Superhighways		45	43.6 %
Yes, I have used the Cycle Hire scheme		22	21.3 %
No, I haven't used either		51	49.5 %
	Totals	103	100%

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

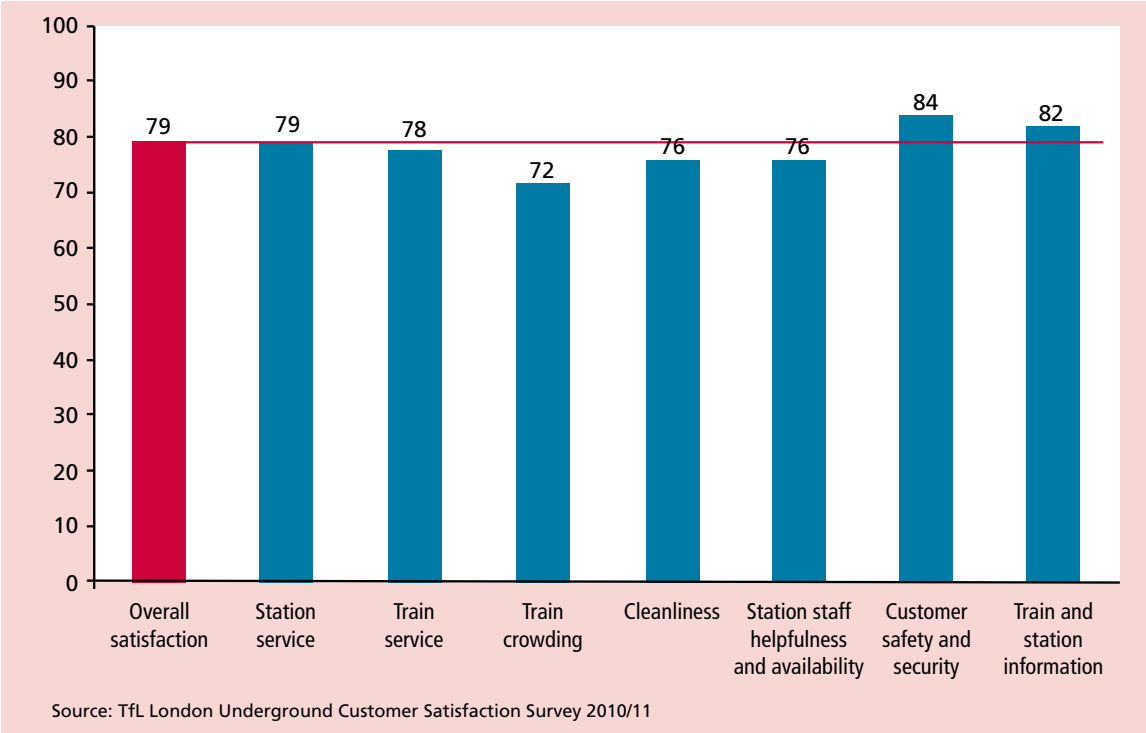
Southwark's proximity to central London generally provides good access to the employment opportunities located there, but congestion and overcrowding can affect the journey experience and become a disincentive to travel. As well as travel into central London, good access to and investment in Southwark's 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 but the TfL London Underground Customer Satisfaction Survey shows that 'train crowding' scores are significantly worse than other areas. It should be noted that these figures are for the entire service and may not reflect local experience.

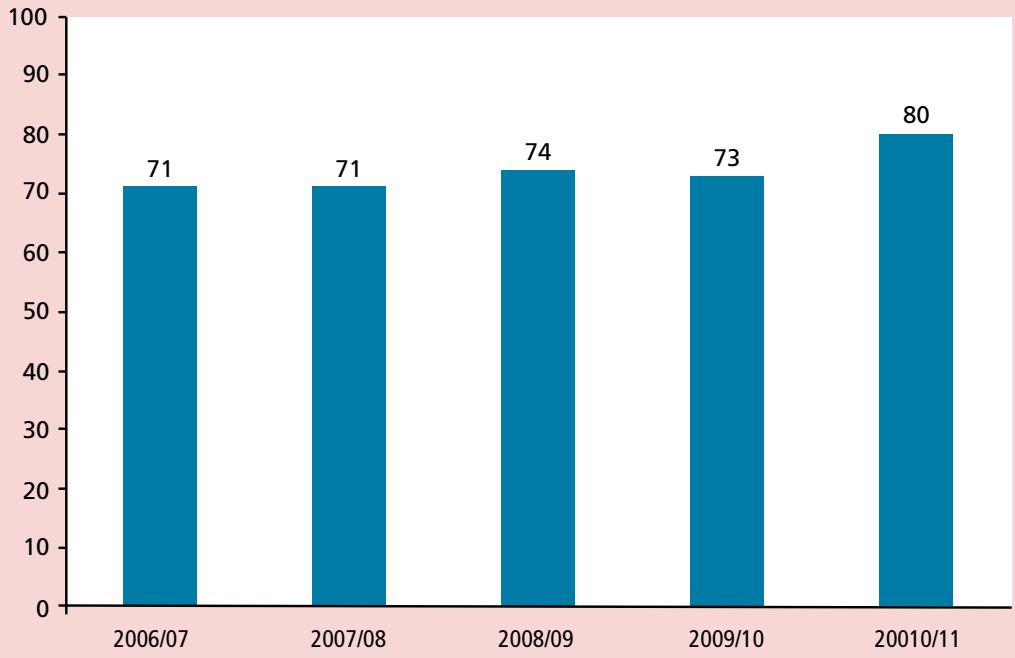
Figure 28: Satisfaction of London Underground passengers with aspects of their journey in 2010/11



Source: TfL London Underground Customer Satisfaction Survey 2010/11

Public satisfaction for the London Overground services increased considerably in 2010/11 reflecting the large scale investment from Transport for London.

Figure 29: Overall satisfaction of Overground passengers with their journey experience



Source: TfL London Overground Customer Satisfaction Survey 2006 -11

Policy 3.2 - Support access into employment

Case study – Workplace travel during the Olympics

In recognition of the impact to travel to work during the Olympics period, the council devised activities and materials to promote active travel during the run up to and the Olympic period itself. In April 2012 a travel advice for business session was held in Camberwell to complement TfL's business engagement work in Olympic travel hot spot areas. Together with LB Lambeth the council replicated the TfL session and provided attendees with information about travel during the Olympics and solutions for businesses in the area. There were 18 attendees from various size businesses in Camberwell and feedback was positive.

Policy 3.3 - Prioritise investment in our town centres

Case study – East Dulwich pedestrian areas

The commercial areas of Grove Vale and Lordship Lane were targeted due to their poor accessibility, high levels of penalty charge notices being issued and high vehicle speeds. Improvements included traffic calming in nearby Tintagel Crescent, providing level surfaces and a new pedestrian crossing on Lordship Lane for pedestrians to cross and access the busy shopping area. The post implementation monitoring surveys show that there has been a decrease in penalty charge notices issued in Lordship Lane with future monitoring to consider the wider road safety benefits of the scheme.

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 at the top of most of our wish lists 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 13.8% in reception classes and 26.4% in year 6 identified as obese in 2011. Adult levels began to increase in 2009 from a previously steady figure.

Table 29: Obesity levels

Indicator	2007/08 %	2008/09 %	2009/10 %	2010/11 %
Obesity in primary school age children in reception	14.4	14.7	na	13.8
Obesity in primary school age children in year 6	n/a	26.0	26.0	26.4
Obesity in adults[12]	19.7	21.0	22.5	26.0

By encouraging recreational walking we can influence people to view walking as a viable travel option for a wider range of trips, walking groups are a good way to do this. In addition to existing walking groups, the Bangui Woman's group and the Ivy Dale group in SE1 and SE15, respectively, have been in established in the past year.

[12] % adults, modelled estimate using Health Survey for England 2006-2008 (revised)

Policy 4.2 – Create places that people can enjoy

Policy 4.3 - Help communities shape their streets

Case study – Community Street

The pilot community streets project, Staffordshire Street, was completed in 2011/12 and reviewed in section 4 of this document. Liverpool Grove was chosen as the next community street scheme from a shortlist of seven local streets, primarily for the level of community engagement and enthusiasm demonstrated. The aim of a community streets projects is to engage the community in the design and maintenance of their street.

The Liverpool Grove project began in March 2012 with an intense program of community engagement including the setting up of a steering group to develop the scheme. In addition to forming a community group, wider engagement was also key to ensure that (hard-to-reach) groups and those with a barrier to formal engagement had a voice. Informal public events of various kinds, including activities targeted at different age groups, continue to be offered in order to facilitate this.

Community engagement included an audit of the street, a study day to provide the residents with skills in building and design awareness and design workshops. At the Jubilee Fair there was a stand with activities for all ages and later in the year the street will be closed to traffic for a 'make my street' event, to create a 'living area' for all in the street with activities.

The project is due for completion in April 2013, with full analysis in the 2012/13 annual monitoring report.

Policy 4.4 - Make our streets greener

Case study – Street trees

In 2011/12, £20,000 was made available through the Lip for the planting of new or replacement trees on Southwark's streets. Consequently, the council's environment and leisure team were able to plant 43 trees in the last season. For further details regarding the locations of the trees please see Appendix 3.

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. The following table shows the numbers of street trees replaced and new street trees planted over the last five years in the borough.

Table 30: Replacement and new street trees on the highway in Southwark

	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Replacement street trees	523	433	271	215	63	120
New street trees	100	56	201	345	99	43
Number felled for natural / safety reasons	N/A	N/A	N/A	N/A	90	38
Number felled for other reasons	N/A	N/A	N/A	N/A	0	102

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

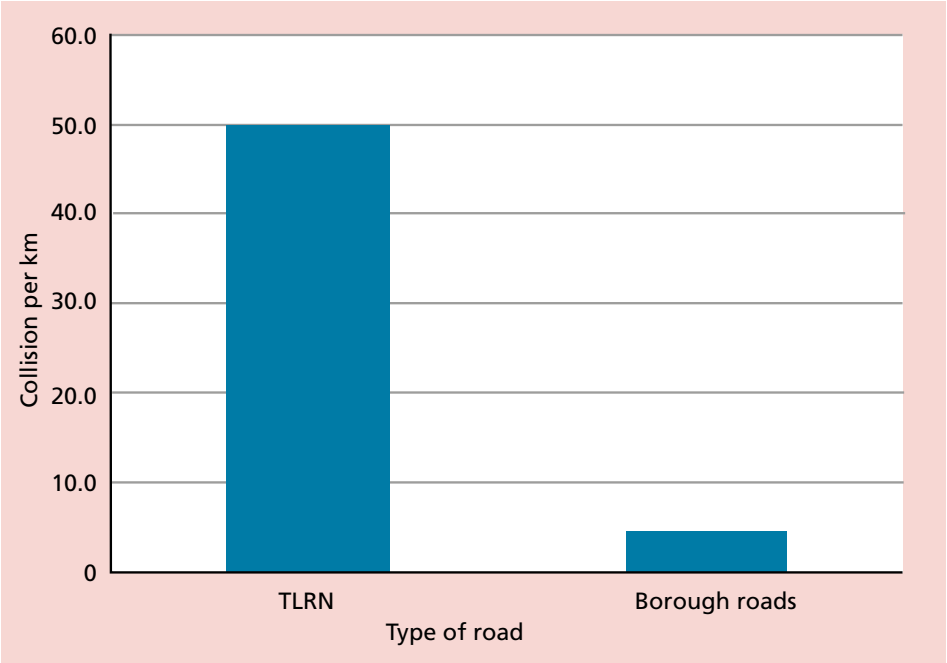
Since the late 1990's there have been significant reductions in the number of casualties, however this reduction has slowed in recent years and the number of casualties per year has remained fairly constant since 2006.

Figure 30: 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 45% 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 as shown in the following graph.

Figure 31: Collisions pe km TLRN vs borough roads, Jan 09 to Dec 11



For this same period we can break down 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. We can see from the table below that more than 50% of cyclist casualties in both severity types occurred on the TLRN.

Table 31: Casualties by type of vehicle and severity between TLRN and borough roads (2009/11 average)

	TLRN		Borough Roads		Total
	KSIs	Slights	KSIs	Slights	
Pedestrian	23	61	24	99	**206**
Cyclist	20	114	15	108	**257**
Powered two wheeler	17	107	17	90	**231**
Car	5	110	11	182	**308**
Taxi	1	6	0	7	**15**
Bus or coach	2	39	3	47	**92**
Goods vehicle	0	8	0	12	**20**
Other vehicle	0	0	0	1	**2**
Total	**68**	**445**	**71**	**546**	**1,130**

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 61 on page 124. This is a major concern for the council, but should be viewed in the context of the rising number of people that have taken up cycling. A number of exchanging places events have taken place in 2011/12 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 32: 20mph speed restrictions

	2007/08	2008/09	2009/10	2010/11	2011/12
% km included in 20mph restriction	44	49	65	65	65
Number of 20 mph zones / limit areas	21	25	29	29	29

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

Many of the council's transport schemes (as monitored in section 4 of this document) have improving road safety or reducing collisions as one of their main objectives. The success of these schemes in terms of road safety is yet to be analysed but this will be done for some schemes in the 2012/13 report. Comparing Southwark to other inner London boroughs we can see that Southwark ranks third worst in terms of total and killed and seriously injured casualties.

Table 33: Inner London borough casualty comparison

Average casualty numbers for 2008/10	KSI	Slight	Total
Westminster	240	1,351	1,591
Lambeth	164	1,091	1,255
Southwark	152	996	1,148
Tower Hamlets	114	874	988
Wandsworth	113	836	949
Hackney	123	810	933
Lewisham	111	819	930
Camden	125	783	908
Greenwich	110	772	882
Kensington & Chelsea	96	700	796
Islington	78	697	775
Hammersmith & Fulham	87	609	696
Inner London borough average	**126**	**862**	**988**

We can see from the table below that Southwark's casualty numbers are higher than the inner and greater London borough averages.

Table 34: Casualties by severity compared to inner and greater London borough averages

Average casualty numbers for 2008/10	KSI	Slight	Total
Southwark	152	996	1,148
Inner London borough average	126	862	988
Greater London borough average	97	761	859

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 35: Education interventions

Type of education intervention	Data recorded	2010/11	2011/12
Theatre in education	No. plays to children	100	44
	No. plays to elderly	13	0
Children's traffic club	No. of venues	11	16
	No. of children	586	693
Junior road safety officer	No. of schools	19	18
Junior citizen	No. of schools	49	59
	No. of pupils	1,800	2,417
Road safety quiz	No. of schools	13	19
	No. of pupils	52	57
Exchanging places	No. of events	4	7*

* 4 run by Southwark Council, 2 run by the police and 1 run by Better Bankside

Policy 5.8 - Improve perceptions of safety in the public realm

The council undertakes a biennial residents' survey asking the community how safe they feel outside during both the day time and night time. As can be seen in the table below perceptions of safety improved in 2010/11.

Table 36: Perceptions of safety

Perceptions of safety	2007/08	2009/10	2010/11
% Residents feeling safe and very safe outside in the day time	90%	92%	98%
% Residents feeling safe and very safe outside in the night time	63%	54%	74%

Objective 6: Improve travel opportunities and maximise independence for all

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

Table 37: Reported ease of access to services

	2010 score (out of 100)	London borough rank (out of 10)	2011 score (out of 100)	London borough rank (out of 4)
Ease of access to key services (all people)	79.01	3	78.07	2
Ease of access to key services (people with disabilities)	69.61	6	73.65	1
Ease of access to key services (no car households)	80.58	3	76.56	3

Policy 6.1 - Make our streets more accessible for pedestrians

In 2011/12 the council continued its accessibility program by providing dropped kerbs to make crossing the road easier for pedestrians, especially those with mobility impairments.

Table 38: Drop kerbs

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

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 39: Accessible bus stops

	2009/10	2010/11	2011/12
Accessible bus stops	551	551	551

Policy 6.3 - Support independent travel for the whole community

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

Table 40: Independent travel training

	2009/10	2010/11	2011/12
Schools in which trainers have been trained	1	5	8

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 2011/12 reached an additional 130 attendees compared to 2010/11.

Table 41: Training bus

	2010/11	2011/12
Number of sessions	4	10
Number of attendees	80	210

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 42: Disabled parking bays installed

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

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 that sections of the borough experience significant congestion.

In 2011/12 several schemes aimed to reduce road congestion and improve ease of movement including the Peckham Rye south scheme which provided a new right turn movement at the signals between Peckham Rye and East Dulwich Road and the Copeland/Consort gyratory removal. In 2011/12 Friern Road was closed to motor vehicles experimentally whilst traffic flows on surrounding streets were monitored in order to establish any adverse affects on surrounding streets.

In 2010/11 we established a set of traffic count locations where we carry out repeat counts year on year to allow us to measure changes in traffic volume over time, as described in Policy 1.1. Each year we compare the volumes by type at each location above to assess the change, not only in volume, but in composition of traffic. This information for 2011 is contained in the following table with the percentage change from 2010 shown in brackets.

Table 43: Traffic volumes 2011 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	3,087 (+36)	18,932 (-10)	3,782 (+7)	326 (-20)
B	Southwark Park Road	663 (-14)	10,021 (-5)	1,504 (-9)	50 (+35)
C	Albany Road	825 (+33)	17,423 (-5)	1,868 (-1)	105 (+19)
D	Peckham High Street	1,874 (+40)	20,885 (-2)	3,315 (+16)	290 (+6)
E	East Dulwich Road	539 (+55)	13,376 (-3)	1,258 (+1)	84 (+6)
F	Dulwich Common	717 (+22)	18,851 (-1)	1,958 (-3)	297 (-9)
G	Camberwell Road	2,134 (+12)	14,465 (-7)	3,861 (+4)	189 (-11)
H	Peckham Hill Street	590 (+13)	9,342 (-9)	1,404 (+23)	36 (-20)
J	Old Kent Road	1,655 (0)	27,411 (-5)	5,412 (+13)	1,171 (-9)
K	Rotherhithe New Road	546 (+14)	15,857 (-6)	2,031 (0)	100 (-5)
L	Croxted Road	875 (+64)	10,811 (+6)	1,226 (+3)	34 (+26)
M	Dulwich Village	769 (+31)	13,733 (0)	960 (+1)	52 (+16)
N	Lordship Lane	621 (+21)	15,652 (+10)	1,895 (+4)	86 (+2)
P	Forest Hill Road	482 (+13)	12,100 (+11)	1,248 (+22)	41 (+3)

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 2011/12 the amount of bus lane CCTV enforcement was increased (see policy 7.5 page 49) which should deter other motor vehicles from using the lanes and reducing delay to the bus services.

Table 44: Excess wait time table for high frequency services in Southwark from 2010/11 to 2011/12

Q1 2010/11	Q2 2010/11	Q3 2010/11	Q4 2010/11	Q1 2011/12	Q2 2011/12	Q3 2011/12	Q4 2011/12	Q1 2012/13
1.4	1.1	1.0	0.8	1.3	1.0	1.1	1.0	1.2

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 45: Permits issued

	2011/12*
No. of permit and permit variation applications received	13,183
Number of applications granted	7,868
Number of applications refused	697
Number of occurrences of reducing the application period	267

* The council commenced its permit system in October 2011 so the table below covers from then until the end of March 2012.

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 pitched at a level which is intended to keep traffic moving, avoid frequent obstructions and safety hazards, and encourage adherence to the regulations.

As was reported last year, the number of Penalty Charge Notices (PCNs) issued in London has been in decline and the number of PCNs issued by the council continues to follow this wider trend. PCN numbers have fallen by 32% over the last five years including an additional 2% in 2011/12. Bus lane contraventions increased by 420% in 2011/12, this was a result of expanding the bus lanes enforced rather than an increase in non-compliance with bus lanes. Moving contraventions fell by 2% in 2011/12 and, as was the case with bus lane contraventions, the number of locations which were enforced increased due to the increased number of CCTV equipped vehicles in use. It is expected that both these types of enforcement will follow the long term declining trend.

Figure 32: Total PCNs issued in 2011/12

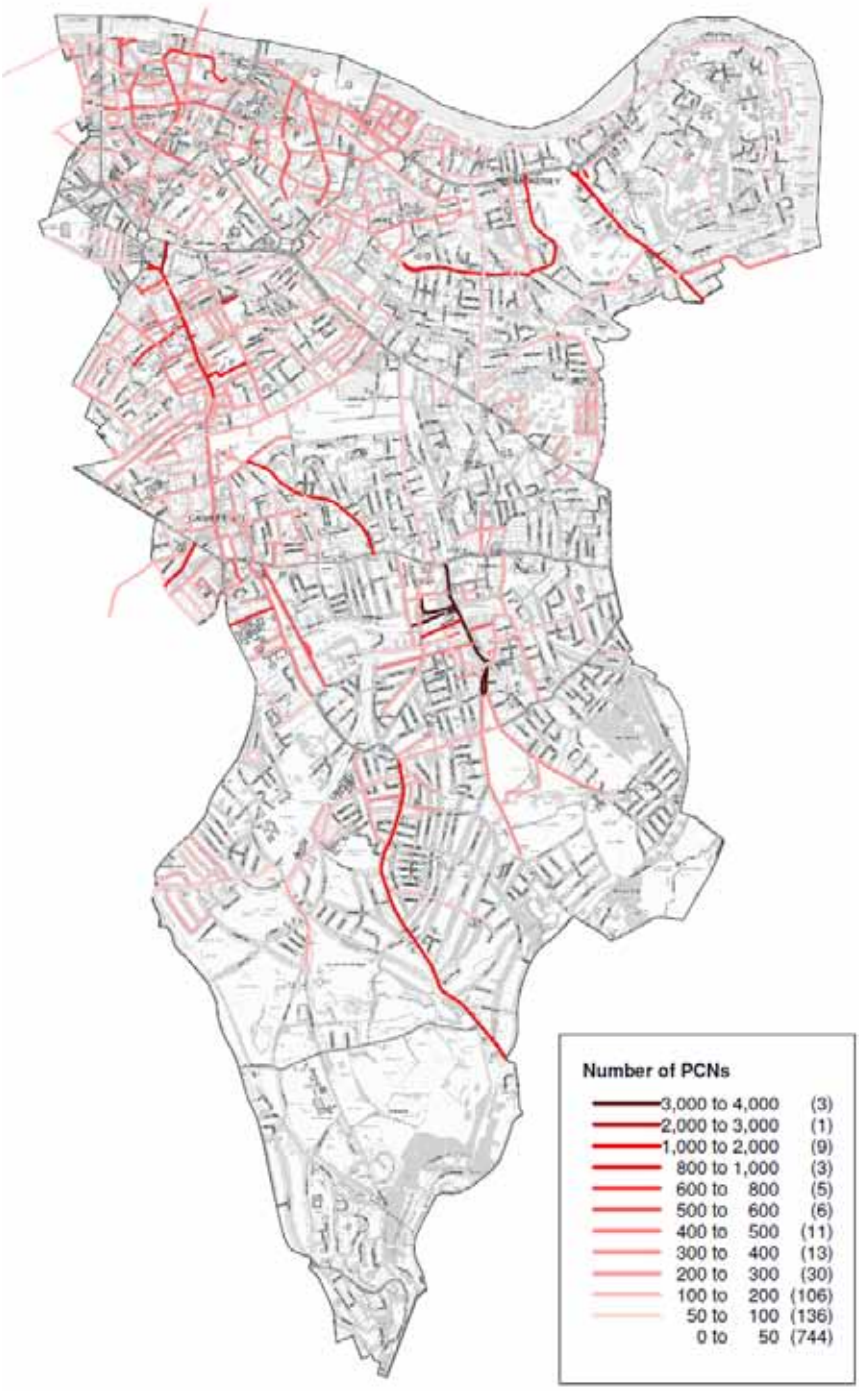
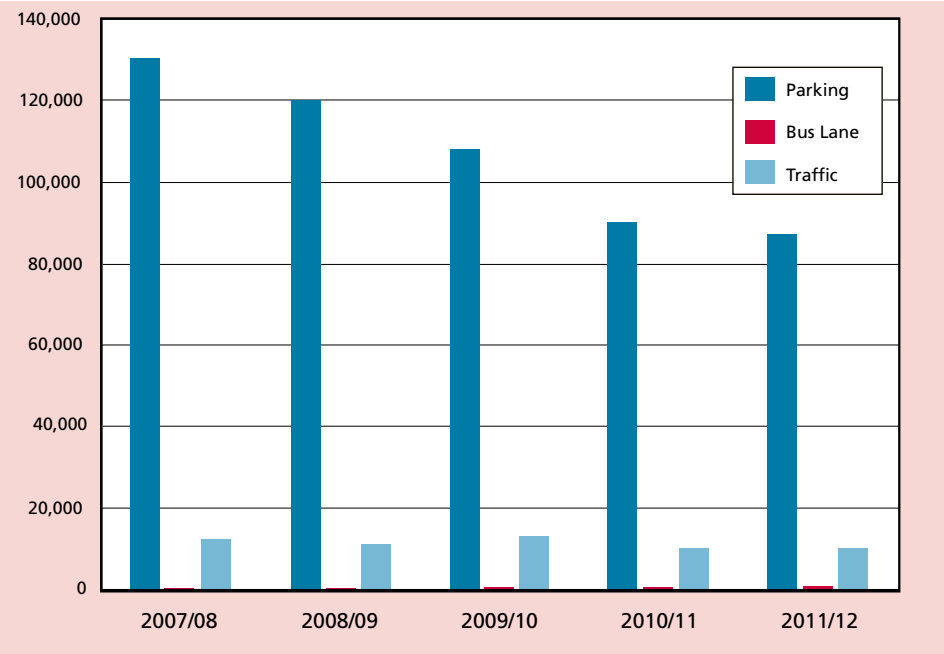


Table 46: PCNs issued by contravention type

Financial year	2007/08	2008/09	2009/10	2010/11	2011/12
Parking by walking Civil Enforcement Officers (CEOs)			86,897	65,505	67,961
Parking by CCTV			20,954	24,743	19,322
Parking by CCTV or CEOs	130,513	120,354	107,851	90,248	87,283
Bus Lane by CCTV	465	271	521	280	1,176*
Moving traffic by CCTV	12,607	11,118	13,352	10,087	10,288
Total	**143,585**	**131,743**	**121,724**	**100,615**	**98,747**

Figure 33: 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 contravention with more serious contraventions having a higher charge and a lower charge (the higher level is £130 and the lower rate is £80) applying for the less serious contraventions. In 2011/12 there was a small reduction of 5% in the number of higher charge PCNs issued and a small increase again of 5% in the number of lower PCNs issued.

Table 47: Number of PCNs issued by charge band

	2009/10	2010/11	2011/12	Change 10/11 to 11/12
Higher differential level parking PCNs under the TMA 2004	84,750	73,964	70,234	-5%
Lower differential level parking PCNs under the TMA 2004	23,101	16,284	17,049	5%

Figure 34: PCNs by charge band in 2011/12

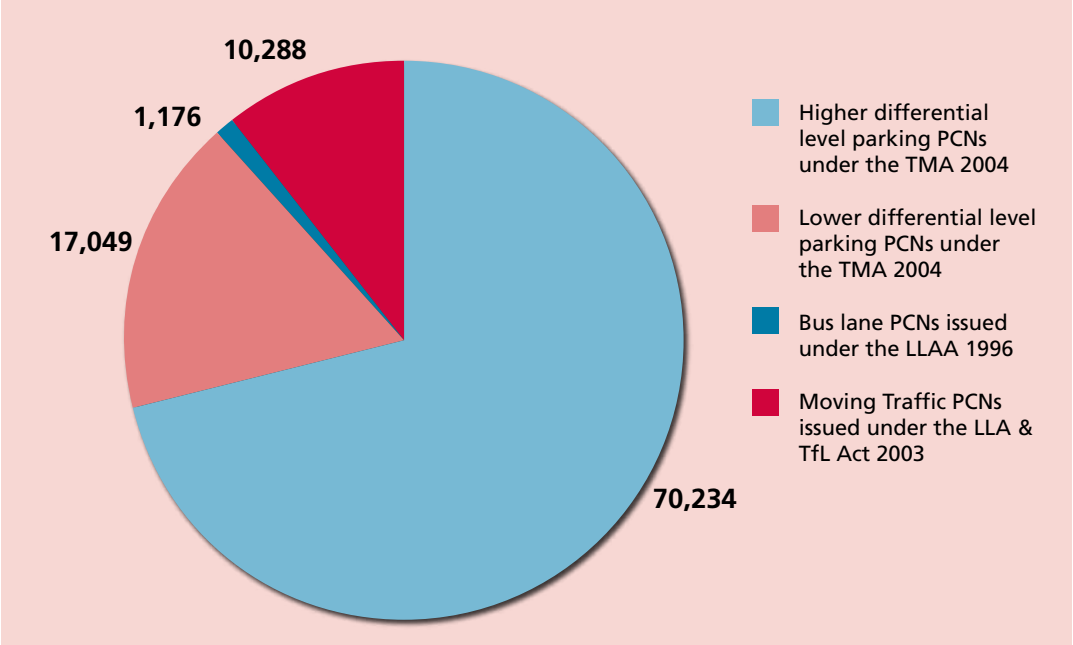


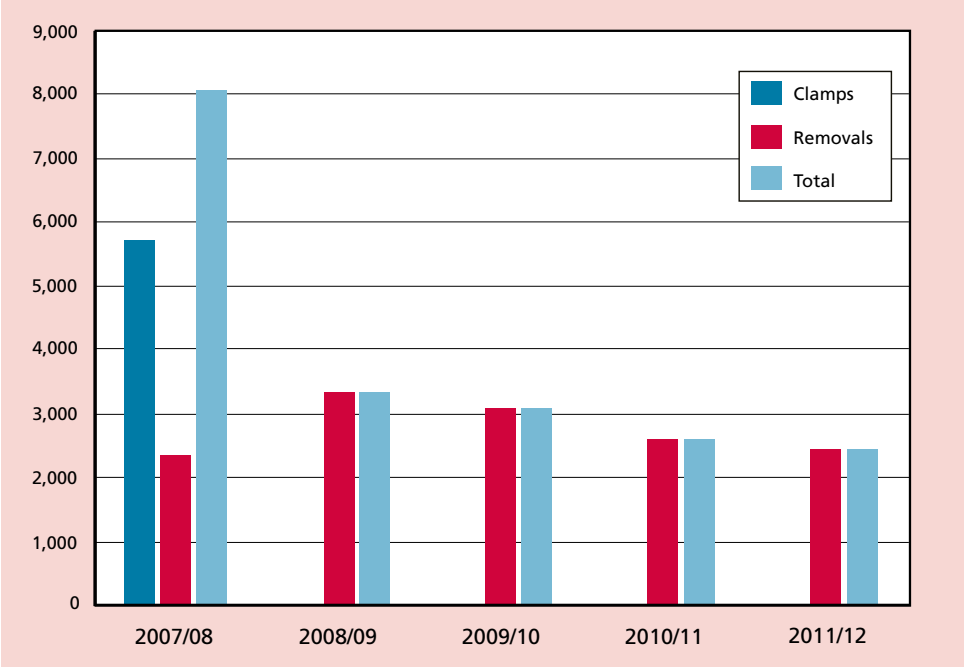
Table 48: PCNs by outcome

	Financial year 2009/10		Financial year 2010/11		Financial year 2011/12	
	Number	%	Number	%	Number	%
Total PCNs	121,724	100	100,635	100	98,747	100
PCNs paid	78,956	64.9	66,419	66.0	67,645	68.5
PCNs paid at discounted rate	64,843	53.3	55,472	55.1	56,311	57.0
PCNs with an informal or formal representation made	29,782	24.5	26,416	26.2	29,170	29.5
PCNs cancelled as a result of informal or formal representation made	12,241	10.1	12,357	12.3	10,633	10.8
PCNs appealed to the parking adjudicator	1,727	1.4	1,425	1.4	1,743	1.8
PCNs cancelled as a result of parking adjudicator appeal	909	0.7	290	0.3	531	0.5
PCNs cancelled for other reasons	6,106	5.0	4,550	4.5	3,957	4.0
PCNs where processing has concluded	14,895	12.2	11,407	11.3	9,193	9.3
Outstanding PCNs	8,617	7.1	4,482	4.5	6,788	6.9

When comparing this year's data with that from 2009/10 and 2010/11 it is clear that compliance with PCNs and with parking controls is increasing. The number of PCNs in total has been falling and levelling off at the same time that the number of PCNs being paid is increasing. The number of representations against the issue of a parking ticket however is also increasing although the number of successful representations is roughly the same over the three year period. The percentage number of cases which were referred to the parking adjudicator increased slightly and the number of appeals that were successfully defended by the council also increased.

In some instances it is required that a vehicle be removed from the street. The number of vehicles removed in 2011/12 was 2,446; this represents a 6% fall in the number of vehicles removed.

Figure 35: Clamps and 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. The following table details the condition of our highway assets, our maintenance program and our response to issues identified.

Table 49: Keeping the highway assets in good repair

	2009/10	2010/11	2011/12
% of Classified Roads ('A' 'B' and 'C') below intervention criteria (i.e. need to be consider for remedial treatment)	17%	16%	9%
% of Unclassified Roads below intervention criteria (i.e. need to be consider for remedial treatment)	11%	11%	11%
Km of Principal roads resurfaced	0.772	0.580	0.44
Km of non - principal roads resurfaced	3.9	2.26	5.48
Reactive maintenance highways. % of one hour call outs within time	86	86	91
Total one hour call outs	578	11,482	835
Reactive maintenance highways. % of twenty four hour call outs within time	77	77	100
Total twenty four hour call outs	826	10,894	11,293
Reactive maintenance – call out/ response times/street lighting in under one hour	64	97	41
No of street lights installed	577	596	264

Objective 8: Reduce the impact of transport on the environment

There is a clear link between air quality and transport, in particular road traffic. Emissions from road transport are the primary source of both NO2 and PM10 and also make a significant contribution to climate change. The latest figures show that transport contributes around 16% of Southwark's CO2 emissions, approx 267,000 tonnes pa which is in line with the London average. A break down, by mode, is given below.

Table 50: Emission percentages for transport

CO_2 emitter	Percentage
Cars and motorcycles	8
Freight	4
Public transport	3
Taxis	1
Transport total	**16**

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 screen line program will be used to track changes in traffic over time and further information on this can be found in section 5 (targets).

Policy 8.2 - Promote the uptake of low emissions vehicles

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

Table 51: Cleaner local authority fleets

	Vehicle class	2010/11	2010/11
Total fleet	Number of vehicles	309	295
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
	Number of Euro III vehicles	2	1
	Number of Euro IV vehicles	1	1
	Number of Euro V vehicles	5	6
Electric vehicles in fleet	Number fully electric	0	0
	Number hybrid electric	6	0

In 2009, Boris Johnson, Mayor of London, published the Electric Vehicle Delivery Plan for London with the aim of making London the electric vehicle capital of Europe. To support the Mayor's aspirations 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.

In 2011 six on street points were installed (at three locations) as part of the publically accessible network of Source London points across the Capital. In July 2012 a further four points were added (at two locations). In addition to these, there are also 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 52: 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
Total	**7**	**13**

Prior to the EV Delivery Plan (2009) there were 1,100 EVs in the Capital, but since the introduction of Source London there are now 2,400. This is currently 15.2% of the UK total which is 15,800.
We recognise that electric vehicles can make a significant difference to local air quality where they are used to replace trips made by conventionally powered vehicles. We do not, however, wish to promote electric vehicles as an alternative to public transport.

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 53: Smarter driving

Number of events	2010/11	2011/12
Smarter driving (i.e. Eco-driving), greener vehicles, liftshare and car club promotions	5	5

Section 4: Delivery of the transport plan in 2010/11

Funding the transport plan

Southwark's key sources of funding for the transport plan include TfL, planning obligations (s106) and the council's revenue budget. In 2011/12 the total spent on delivering the transport plan totalled over £9m. This work includes the borough's improvement program, major schemes, parking, maintenance and highway asset programs.

The following table details the expenditure via funding area for the previous three years.

Table 54: Investment table

Funding source	Financial year		
	2009/10 (£k)	2010/11 (£k)	2011/12 (£k)
Council	7,113	4,517	4,405
Developer	564	377	845
TfL - Lip	3,873	3,788	3,496
TfL - Business plan	2,076	750	308
Other	131	9	0
Total (£k)	**13,757**	**9,439**	**9,054**

Each year the council sets the tariff for pay and display machines and parking permits. 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 55: Income from parking for the last five financial years

Income	Financial year				
	2007/08 (£k)	2008/09 (£k)	2009/10 (£k)	2010/11 (£k)	2011/12 (£k)
Parking meters / pay and display	1,677	1,707	2,010	2,219	2,481
Parking permits	1,533	1,576	1,682	1,792	2,003
Off-street car parks	310	311	312	389	238
Clamping and removal	830	639	529	468	447
Penalty charge notices	6,190	5,737	5,359	4,848	4,583
Bailiffs (PCN recovery)	603	572	582	705	505
Other income	213	239	624	596	369
Total income	**11,356**	**10,781**	**11,098**	**11,017**	**10,626**

Income is generated through the parking service and, although there is a cost to running the service (see total expenditure in the table below), the income is greater and a surplus is created.

Table 56: Total finance for the last five financial years

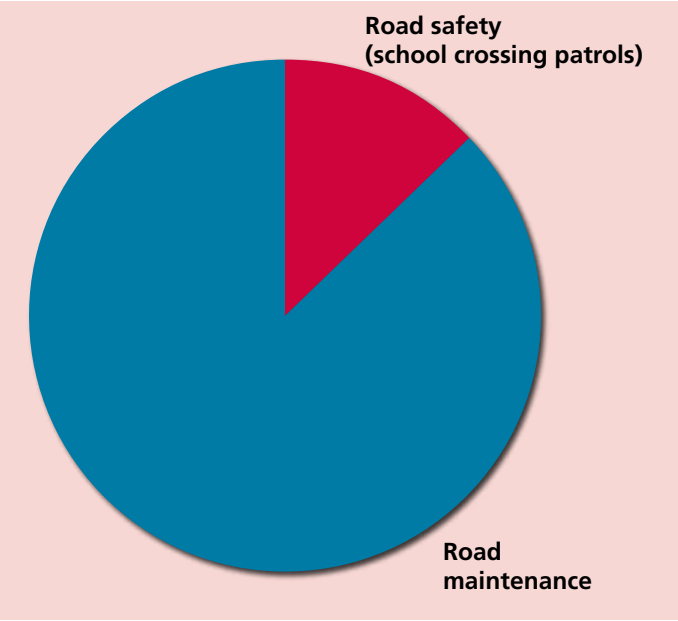
	Financial year				
	2007/08 (£k)	2008/09 (£k)	2009/10 (£k)	2010/11 (£k)	2011/12 (£k)
Total income	11,356	10,781	11,098	11,017	10,626
Total expenditure	-8,893	-7,262	-7,710	-9,126	-8,565
Surplus	2,463	3,519	3,388	1,891	2,061

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

Table 57: Expenditure of surplus for the last five financial years

Expenditure of surplus	Financial year				
	2007/08 (£k)	2008/09 (£k)	2009/10 (£k)	2010/11 (£k)	2011/12 (£k)
Road safety including school crossing patrols	251	244	271	277	265
Nuisance and abandoned vehicle service	101	136	80	81	0
Road network management	157	856	443	630	0
Road maintenance	1,533	2,283	2,595	903	1,769
CCTV	421	0	0	0	0
Street lighting	0	0	0	0	0
Total expenditure of surplus	**2,463**	**3,519**	**3,388**	**1,891**	**2,061**

Figure 36: Expenditure of surplus in 2010/11



Delivering major schemes

There are a number of transformational schemes currently being delivered and a project update is provided below.

Table 58: Major schemes update

London Bridge bus station	Recently completed in 2011/12, London Bridge bus station has been transformed into a modern and open transport interchange. Through the revision of the layout of the station interchange with rail services has been improved and congestion within the bus station between buses and taxis has been reduced. Passengers have also seen an improvement in the waiting area environment.
Camberwell town centre	In 2011/12 data collection and transport modelling was completed and option development commenced. Community consultation on design options is planned for January 2013.
Lower Road gyratory removal	Pre-feasibility works were undertaken this year to review network impacts and indicative costs to be refined to continue progress on the scheme.
Denmark Hill station	Network Rail's station upgrade scheme is due to be finished in October 2012 with supporting public realm works completed in the first half of 2012.
Queens Road Peckham station	Feasibility works and community consultation were undertaken to progress the delivery of a package of improvements including a new station entrance, platform lift, retail development and new public square with implementation planned for 2012/13.

Lip schemes completed in 2011/12

Working together to improve travel choice and opportunity

Cyclist training

Cyclist training was delivered to both schools and individuals in 2011/12 (see Policy 2.4, page 34 for further information).

All schools within the borough are offered programs of cyclist training and the majority of our training is delivered to years 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 Bike Ability levels 1-3. Children from the age of 9 can also receive this training though only with an adult present. Groups can also be accommodated these sessions can include identifying safe routes to and from a college or place of work, advice on cycle purchase and correct clothing, group rides and basic cycle maintenance checks.

As part of the cyclist training program, promotion and publicity for the training also occurs with the instructors providing leaflets to locations such as libraries, museums, leisure centres, swimming pools and coffee shops.

Pedestrian training

Pedestrian training was provided to many schools in Southwark in 2011/12 (see Policy 2.4, page 34 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 2011/12 (see Policy 5.7, pages 43 and 44 for further information).

The Junior Road Safety Officer (JRSO) scheme involves the schools taking part appointing up to 4 pupils to become Junior Road Safety Officers for the school. The JRSOs 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 Transport for London 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 2011, 19 schools took part in the quiz and the photo opposite shows the winners and runners up from the quiz representing Pheonix Primary School and Langbourne Primary School respectively.

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 2011/12 (see Policy 5.7, pages 43 and 44 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 2011/12 (see Policy 6.3, page 46 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 seven events that took place in 2011/12 in response to needs and requests of the community (see Policy 5.7, page 43 and 44 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 the new plan (see Policy 2.1, page 30 for further information).

Small grants
To support schools in implementing actions in their travel plans a grant scheme allows schools to bid for money to develop them.

In 2011/12 24 grants were awarded ranging from £50 to £2,500. Schemes varied from installation of new cycle parking to 'no parking' banners, provision of pedometers, cycle maintenance courses, pool bikes for staff and innovative projects like a scooter loan scheme to get children more active.

Active travel promotion events
A wide range of travel awareness events took place this year (see Policy 2.3, pages 32 and 33 for further information) and a new 'Travel Active' website was set up (which can be found here: **http://www.travelactivesouthwark.org.uk/index.html**)

Dr Bikes
A program of Dr Bike events ran in 2011/12 (see Policy 2.3, pages 32 and 33 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 2011/12 (see Policies 2.2 and 2.3, pages 31 to 33 for further information).

Development travel plans

The work to assess and monitor development travel plans has continued in 2011/12. 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.

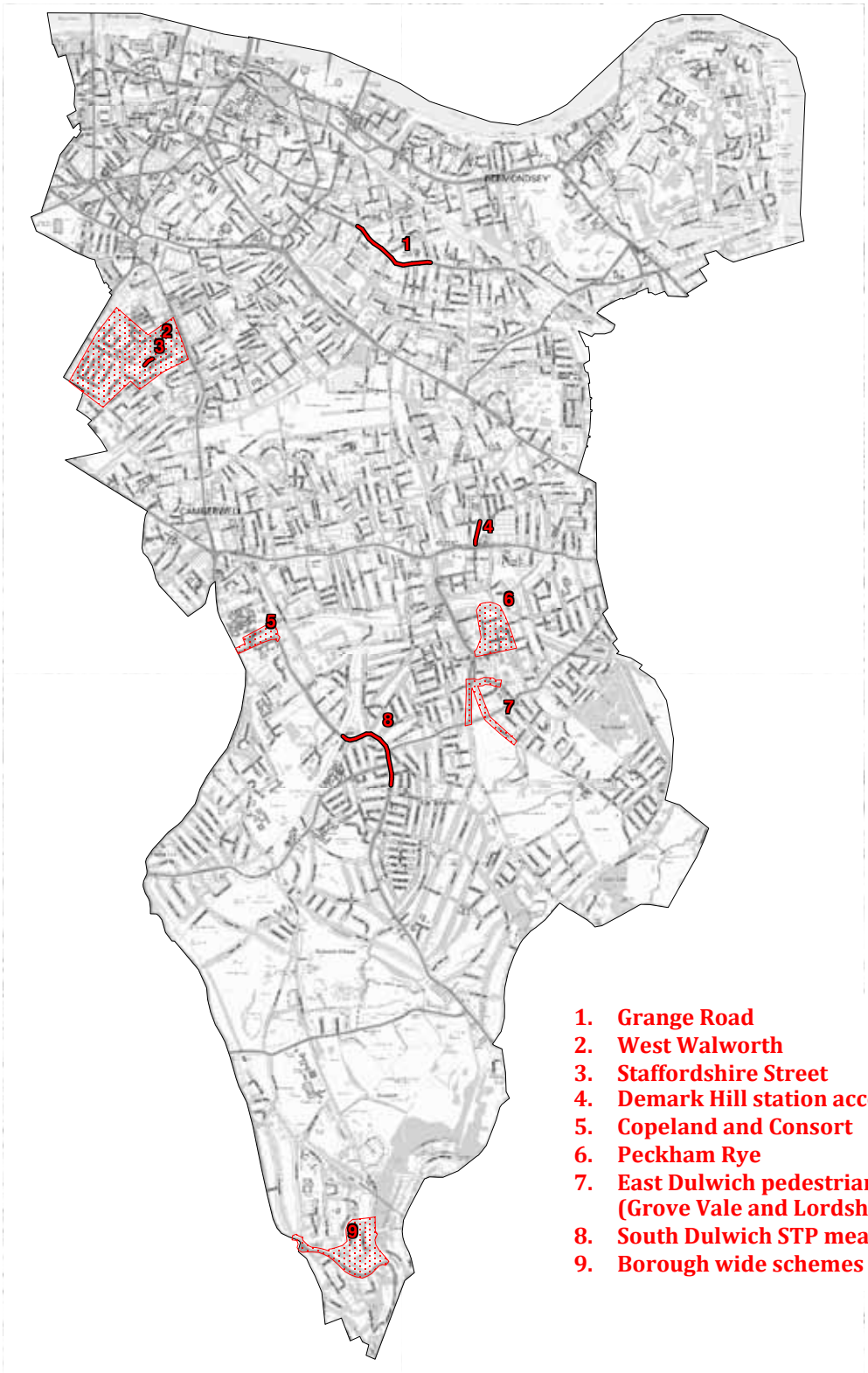
Voluntary travel plans and travel planning groups

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 low.

The Travel Planning Groups in the borough (Camberwell and Better Bankside) have been supported with administration and technical expertise. Projects to support travel plans have been funded by Southwark Council and carried forward by the groups, for Bankside Southwark supported the Park Street walking map, aimed at increasing walking levels in the area. For Camberwell we supported the printing and distribution of the walking maps, as well as a comprehensive data analysis exercise bringing together existing travel data and collecting new travel data from organisations in the area. In Camberwell an Olympics Travel Planning event was held by Southwark and Lambeth councils to inform local organisations about the impact of the games and how to plan and prepare accordingly. In Bankside, similar events were held by TfL, and were supported and publicised by the council.

The borough completed the delivery of nine improvements to streets in 2011/12 through the transport improvement program and the following map shows their locations.

Figure 37: Map showing 2011/12 schemes



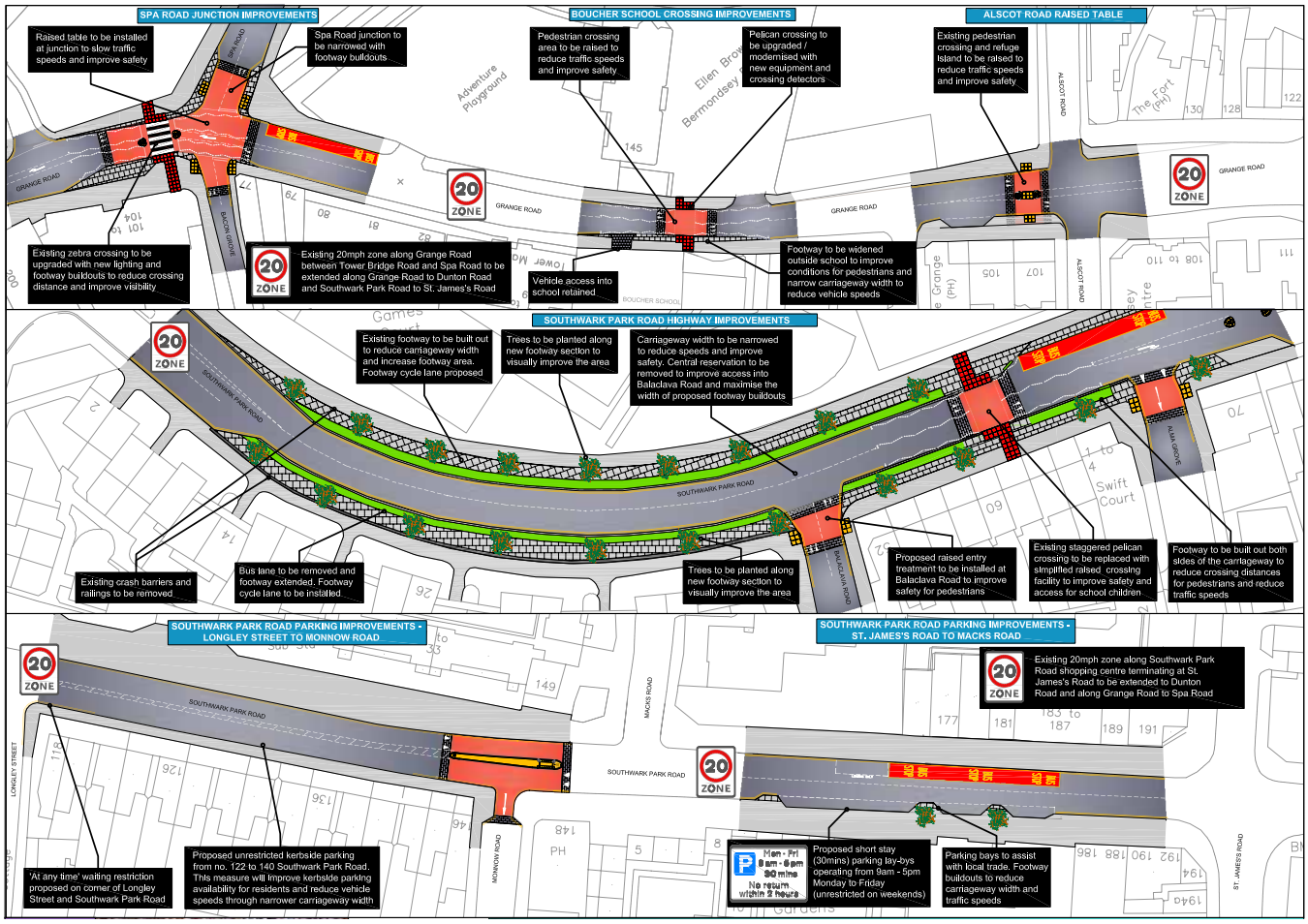
1) Grange Road

Scheme objective

To improve safety on Grange Road and Southwark Park Road, complementing measures implemented in 2010/11 on Southwark Park Road and Grange Road and in The Blue. Other objectives include improving pedestrian accessibility and conditions for cyclists, along with general public realm improvements and greening of the street.

Scheme delivery

Feasibility design



Consultation took place in July and August 2010 and there were 39 household responses to the consultation which is around 4% of the total number consulted. These, along with the responses from local businesses and key stakeholders showed that 78% of respondents were in favour of the proposals.

Before and after photos

Table 59: Financial spend profile

Source	2010/11	2011/12	Total
Lip	£274,256	£312,204	£586,460
Developer contribution	£83,000	£11,000	£94,000
Total	**£367,256**	**£312,000**	**£680,460**

Monitoring

Methodology

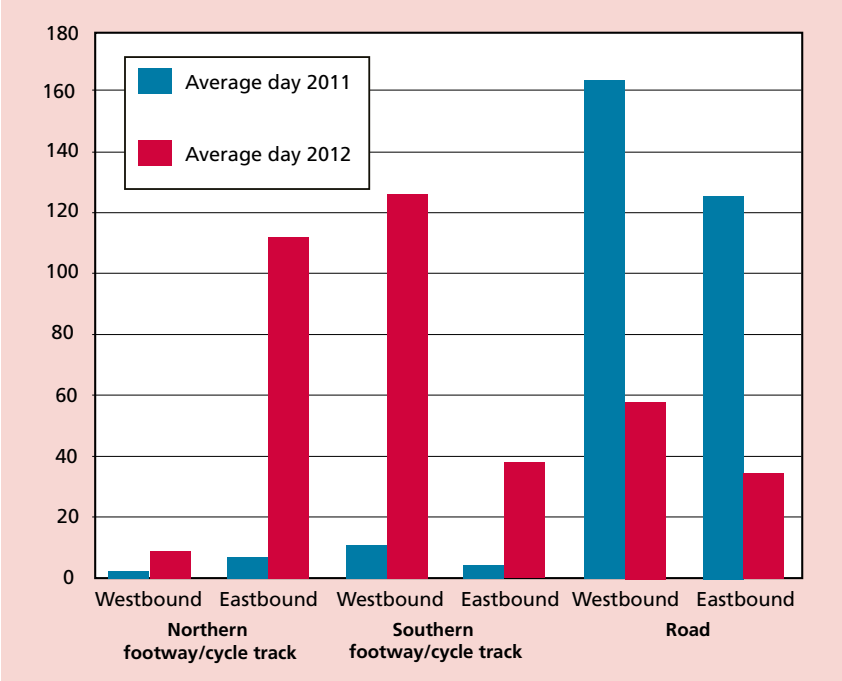
The objective of this scheme was to encourage walking and cycling and to improve road safety. Therefore before and after cyclist counts, traffic counts and collision data will be used to assess the success of the scheme.

Results

Cyclist counts

Before counts took place in April 2011 over two days (one weekday and one Saturday) and the after counts took place in April 2012 over four days (three weekdays and one Saturday), so more weekdays were included in the after surveys compared to the before surveys (which may affect the results). It is also worth noting that cyclist numbers in Southwark went up in general over this period (see target section of this document) and that the weather for the before counts was recorded as 'fine' but for the after counts it was recorded as 'wet'.

Figure 38: Cyclist count results



There was an average increase of 20% in the number of cyclists on Grange Road between 2011 and 2012 across all days however at the 0.1 significance level this is not a statistically significant increase, i.e. there is a reasonable chance that these observations could have been made under the hypothesis that there is no increase in the number of cyclists using Grange Road.

However, if we look at the number of cyclists on the footways (and cycle tracks in 2012) there is statistically significant increase* in the number of cyclists on the northern footway/cycle track heading eastbound and on the southern footway/cycle track heading westbound leading to statistically significant increase* in cyclists on both footways/cycle tracks. Complementing this is a statistically significant decrease* in the number of cyclists using the carriageway in both directions. This seems logical as those heading westbound on the carriageway in 2011 would, in 2012, have the option to easily join the southern footway and those heading eastbound on the carriageway in 2011 would, in 2012, have the option to easily join the northern footway. Those cycling on the footways in 2011, however, were doing so illegally.

*at the 95% confidence level using student's T distribution

Before the scheme's implementation 8% of cyclists were using footway compared to 92% using the carriageway. Since the scheme's implementation around 24% of cyclists use the carriageway, 66% use the new cycle tracks and 9% use the footway.

Collisions

Before and after collisions are compared over three year periods so collision analysis will be done in the 2014/15 monitoring report.

Traffic counts

The before counts took place in April 2010, the after counts in April 2012. It is worth noting that the figures below are against a back drop of falling traffic levels over this period. Grange Road 1 is located between Bacon Grove and Alscot Road (adjacent to Bermondsey Spa). There was a decrease in speed in both directions at this location and in volume of traffic in the eastbound direction. Grange Road 2 is located between Dunton Road and Balaclava Road (dual carriageway section) and there was an increase in speed in the westbound direction and decrease in volume in the eastbound direction at this location. Grange Road 3 is located between Alma Grove and Reverdy Road and at this location there was an increase westbound in speed and a decrease in traffic volume in both directions[13].

[13] For statements an increase or decrease refers to a statistically significant increase or decrease measured at the 99% confidence level on a one tailed test using students T distribution

Table 60: Comparing before and after traffic count data

Location	Direction	Total flow	85th percentile speeds (mph)
Grange Road 1 before	Eastbound	7,530	30.9
Grange Road 1 after	Eastbound	5,115	29.3
Grange Road 1 before	Westbound	6,124	29.5
Grange Road 1 after	Westbound	5,884	27.1
Grange Road 2 before	Eastbound	7,054	28.6
Grange Road 2 after	Eastbound	6,223	28.6
Grange Road 2 before	Westbound	5,506	26.5
Grange Road 2 after	Westbound	5,198	28.9
Grange Road 3 before	Eastbound	7,078	27.2
Grange Road 3 after	Eastbound	6,088	27.5
Grange Road 3 before	Westbound	6,764	27.3
Grange Road 3 after	Westbound	5,386	28.7

Concluding remarks

The main objective of the scheme is to improve road safety and conditions for cyclists so cyclist counts, traffic speeds and collision data are the main monitoring tools.

The cyclist counts show that cycle usage has increased but not by a statistically significant amount, however given the very small sample sizes for the before and after counts this is not surprising. In addition it is worth considering the difference in the weather for the before and after counts ('fine' before and 'wet' after) as this may have an impact on the number of those travelling on foot or by bicycle. The data also shows that there has been a significant shift from those using the carriageway to the newly provided cycle tracks.

Regarding the traffic count data this does not show a significant reduction in speed and in some locations even shows a slight increase, although this could be due to the reduced traffic volumes at those locations. There does appear to be a slight reduction in traffic flow however this is likely to be inline with borough wide trends over the 2010 to 2012 period.

A collision assessment will be completed in 2014/15 when we are able to compare before and after collision rates, until this time we are unable to determine whether or not this scheme has fully met its objectives.

2) West Walworth

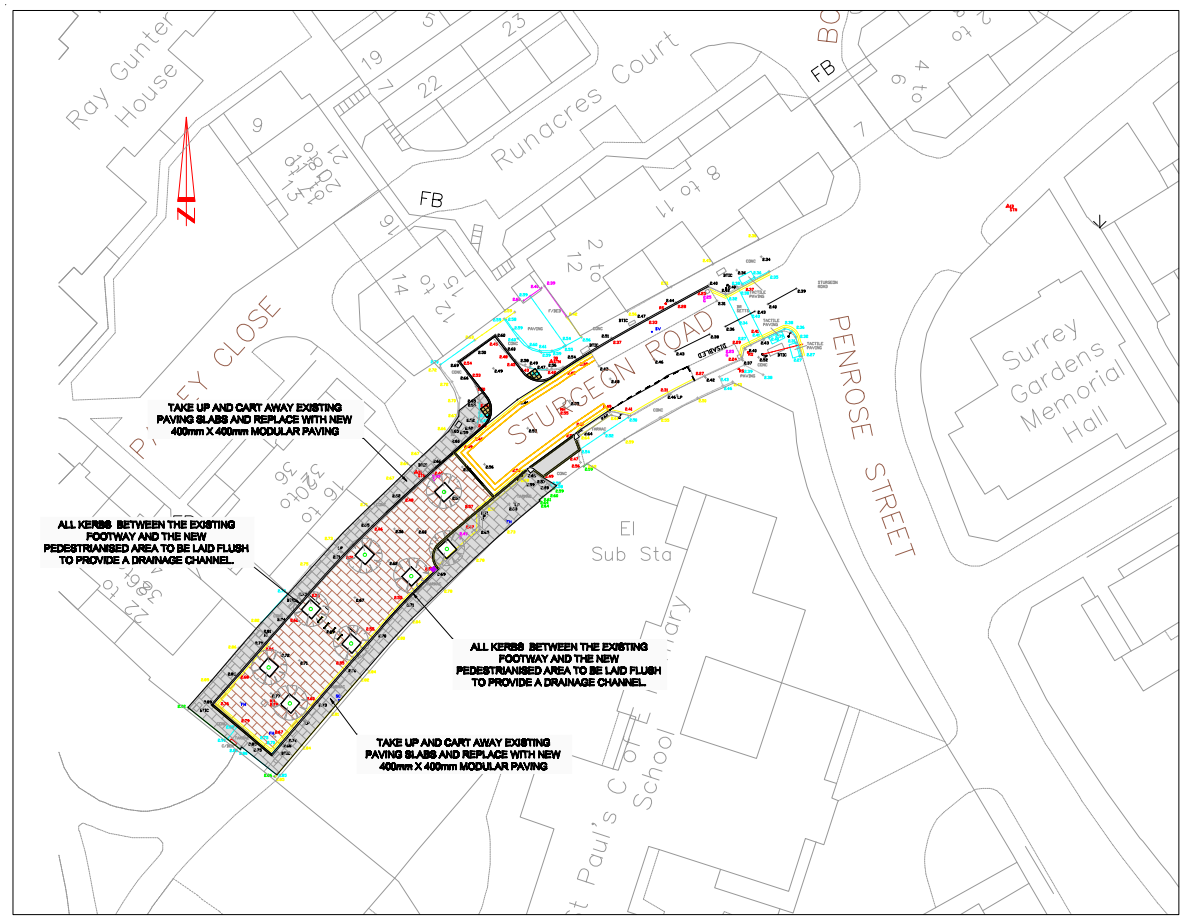
Scheme objective

To improve accessibility and pedestrian amenity at the junction of Manor Place and Penton Place and along Manor Place and to change the use of Sturgeon Road from a no through road to a pedestrian area to complement the relocation of the school entrance. Proposals included narrowing the Manor Place/Penton Place junction, improving the existing zebra crossing and creating a pedestrian area outside the new school entrance on Sturgeon Road.

Scheme delivery

Feasibility design - Manor place/Penton Place

Feasibility design - Sturgeon Road



The consultation for the Manor Place/Penton Place junction works took place in May and June 2011. 54 responses to the consultation were received equating to a 7.6% response rate. Of the respondents 85% were in favour of the proposals.

Consultation for the Sturgeon Road element of the scheme took place in June 2011. The consultation documents were sent to 71 households in the area and key stakeholders including 350 to the parents of children at St Paul's C of E Primary School. There were 16 household responses to the consultation which is around 23% of the total number consulted. 81% of respondents were in favour of the proposals.

Before and after photos

Manor Place/Penton Place

Sturgeon Road

Table 61: Financial spend profile

Source	2010/11	2011/12	Total
Lip	£80,747	£220,827	£301,574

Monitoring

Methodology

The objective of this scheme was to improve the area for pedestrians, and to encourage travel on foot to the school. Therefore before and after pedestrian counts are the main tool used to assess the success of the scheme along with school hands up survey data.

Results

Pedestrian counts

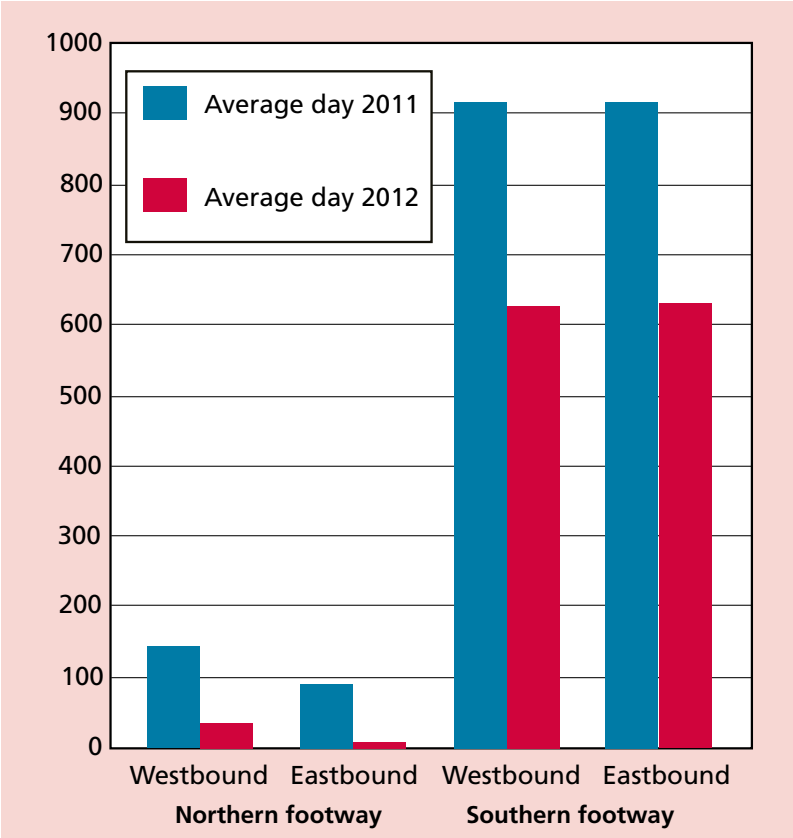
Due to the timing of completion of the Manor Place/Penton Place element of the scheme the after pedestrian counts and surveys will be carried out in April 2013 and the analysis will be included in next year's report.

For the Sturgeon Road element of the scheme, the before counts took place in April 2011 and the after counts took place in April 2012. All counts were over three days (two weekdays and one Saturday) so in terms of the number and type of days the results should be comparable. However, the observation points were slightly different so it is possible that certain pedestrian movements, particularly on the northern footway, were not picked up in the after counts. In addition the weather for the before counts was recorded as 'fine' for every count day; but for the after counts the weather was recorded as 'rain/wet' for every count day. This may have affected the numbers of those choosing to travel on foot.

There was an average decrease of 38% in the number of pedestrians on Sturgeon Road between 2011 and 2012 across all days. This figure is statistically significant at the 90% confidence level[14].

[14] using student's T distribution

Figure 39: Pedestrian count results



School hands up survey data

Due to the timing of completion of the Sturgeon Road element of the scheme the after school hands up survey data will be carried out in 2012/13 and the analysis will be included in next year's report. The before hands up survey data is included below.

Table 62: Hands up survey data June 2011

Mode	Number	Percentage
Car	45	14
Car share	3	1
Bus	65	21
Rail	2	1
Cycle	15	5
Walk	179	57
Park and walk	6	2
Other	1	0
Total	**316**	**100**

Concluding remarks

The objective of the Manor Place/Penton Place element of the scheme was to improve the conditions for pedestrians so the pedestrian counts and hands up survey data are the main monitoring tools. These will be compared in the 2012/13 report and any conclusions regarding the scheme will be made then.

For the Sturgeon Road element of the scheme the pedestrian counts show that pedestrian usage has decreased since the implementation of the scheme although this could be due to the location of the new school entrance and the weather which was 'fine' for the before counts but 'wet' for the after counts, possibly dissuading some from walking (April, the month the counts took place, was the coldest April since 1989 and the wettest since 2000). As such caution must be used when drawing conclusions from these results and they should be considered alongside the hands up survey results which will be included in the 2012/13 report.

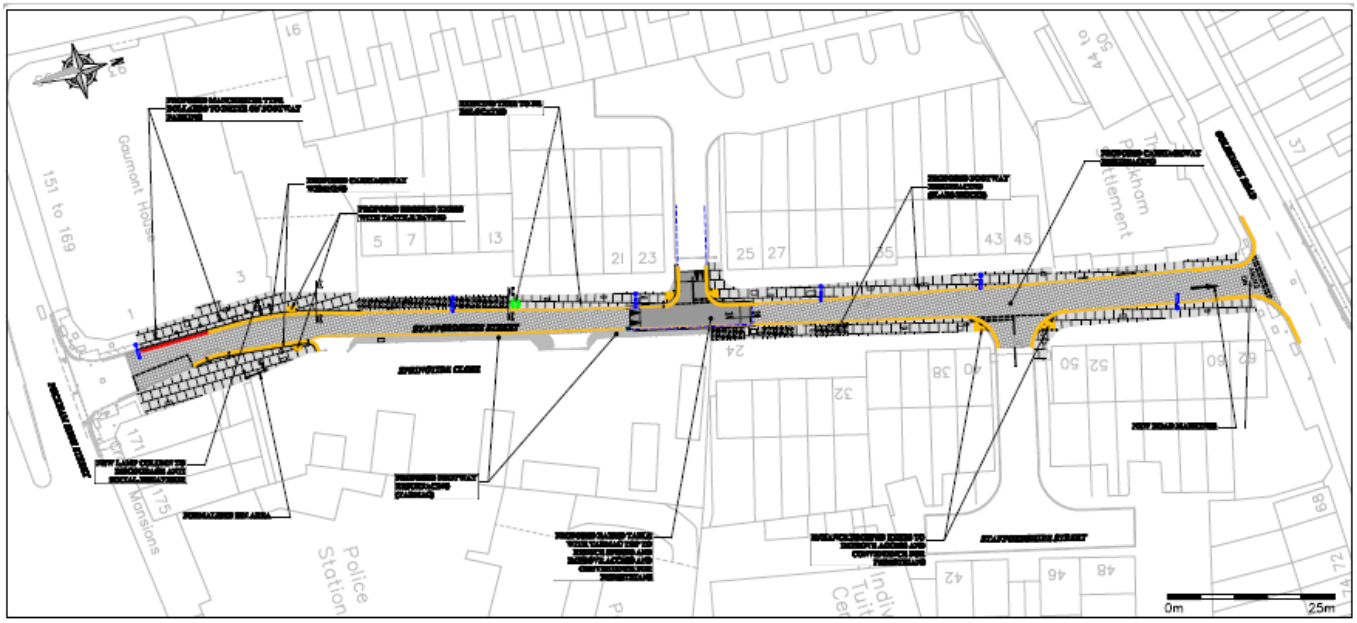
3) Staffordshire Street – Community streets scheme

Scheme objective

To work with the residents of Staffordshire Street (the street chosen for the pilot community streets scheme) 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 October 2010 and was completed in April 2011. The consultation process involved close working with the local residents including a street audit and design workshops. The final design was an amalgamation of the two designs the residents came up with in the design workshops, with elements from both designs made affordable through addition Lip funding/discretionary funding.

Before and after photos

Table 63: Financial spend profile

Source	2010/11	2011/12	Total
Lip – Community streets	£0	£10,000	£10,000
Lip – Discretionary funding	£78,059	£0	£78,059
Total	**£78,059**	**£10,000**	**£88,059**

Monitoring

Methodology

The objective of this scheme was to work with the local community to address the issues on their street which included speeding traffic. The main tools used to assess this schemes are the before and after residents surveys and traffic count data.

Results

Resident surveys

Three quarters of people who responded to the after survey thought the project was a good idea and two thirds would recommend the project to friends, family or a neighbouring street. The same number (two thirds) thought the street had been improved for the better with the pedestrian friendliness of the street being most improved.

Figure 40: How residents rated the pedestrian friendliness of their street before

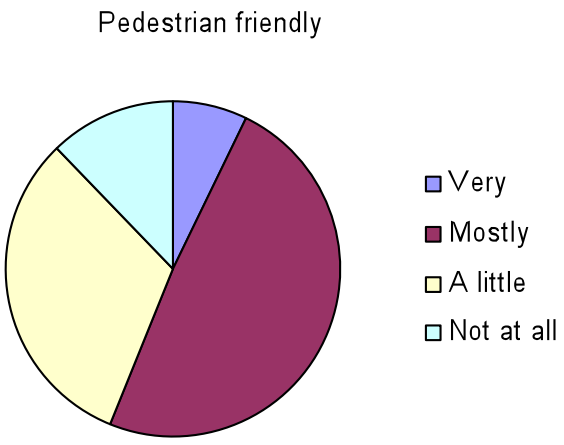
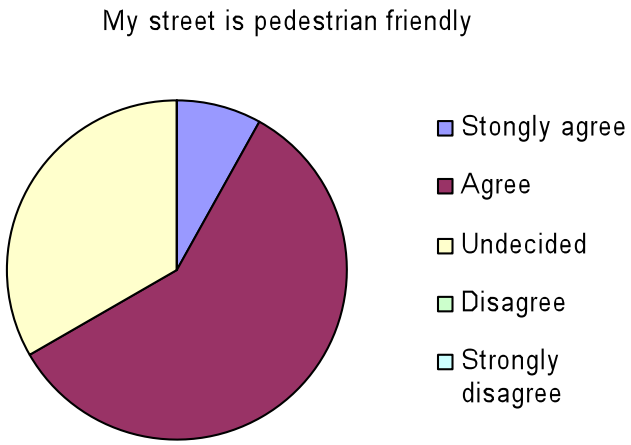


Figure 41: How residents rated the pedestrian friendliness of their street after



Most residents that responded agreed that traffic speeds had been reduced which is confirmed by the traffic count data (see below). They also agreed that the street is greener and more pleasant, the footway condition has improved and so has the lighting. It should be noted however that only a small number of responses were received to the after survey (12 compared with 46 to the before survey).

It is also interesting to note that only a third of the after respondents had been to an event although most felt they had contributed as much as they would have liked to and that enough events were held in order for them to participate.

Traffic counts

The before counts took place in September 2010, the after counts in October 2011. It is worth noting that the figures below are against a back drop of falling traffic levels over this period. From the table below it can be seen that there has been no change in traffic volumes using the street. The speed of vehicles has been reduced and this reduction is statistically significant at the 99% confidence level on a one tailed test using students T distribution.

Table 64: Comparing before and after traffic count data

Location	Direction	Total flow	85th percentile speeds (mph)
Staffordshire Street before	Northbound	228	22.6
Staffordshire Street after	Northbound	228	20.6

Concluding remarks

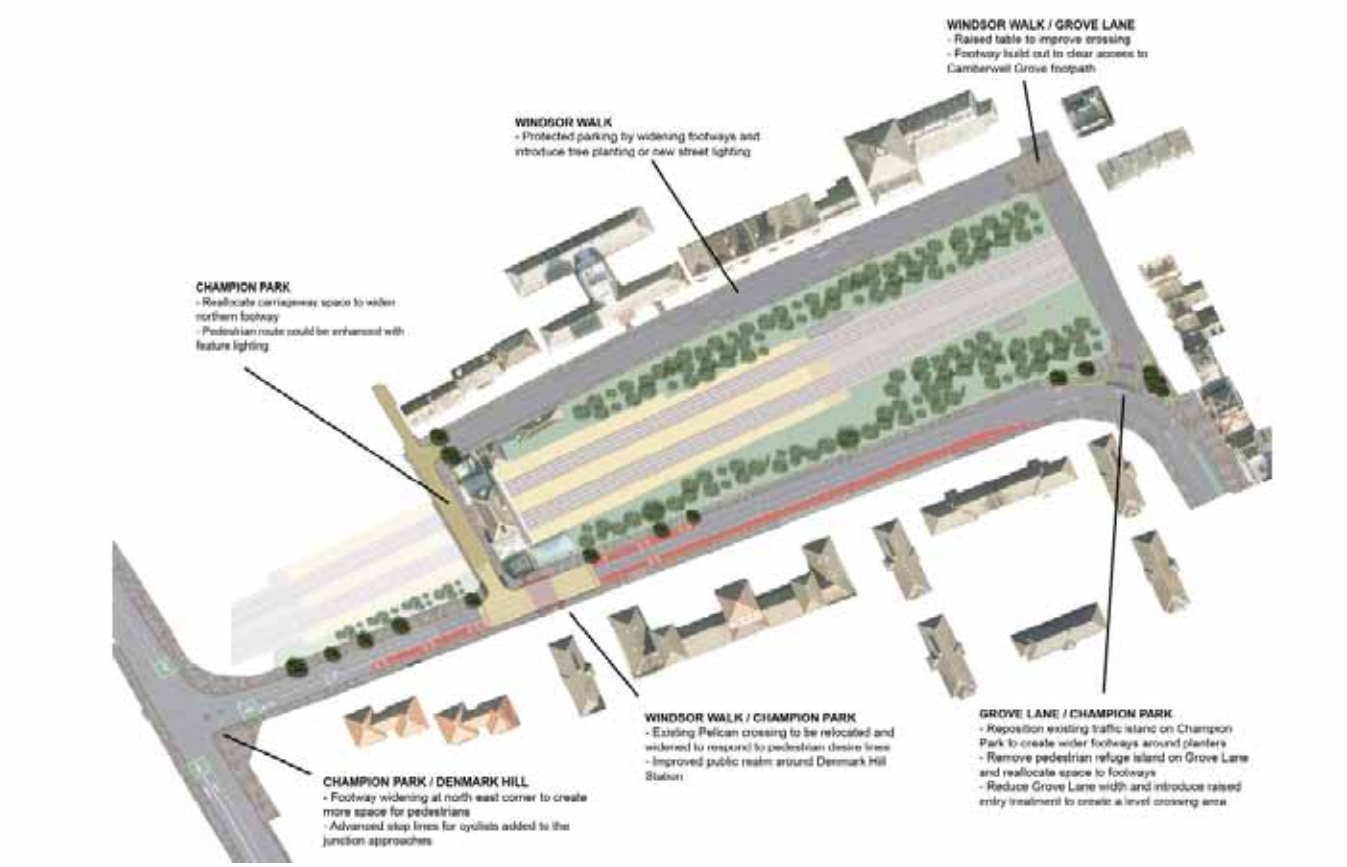
The main objective of the scheme was to work with the residents of Staffordshire Street to redesign their street according to local priorities. From the results of the after survey it is clear that most were happy with the improvements on their street implying that the aim of the scheme (to work with residents to design their street) was met. The resident's main objectives (as discovered through the before surveys and consultation events) were to reduce traffic speed and improve the pedestrian accessibility of the street. Comparing the before and after surveys and traffic counts it appears that the resident's objectives were also met.

4) Denmark Hill station access scheme - Phase 2

Scheme objective

To improve access for all and to complement the redevelopment of the station. Many pedestrians and cyclists travel through the area and the aim of the scheme is to make this movement easier, safer and more pleasant.

Scheme delivery



Stakeholders were contacted at the beginning of 2009 and public consultation included a display at King's College Hospital. Most public feedback came via Camberwell Travel Planning Group who were one of the key stakeholders contacted at the start of the scheme.

Table 65: Financial spend profile

Source	2009/10	2010/11	2011/12	Total
Lip - major schemes	£41,000	£200,294	£112,308	**£316,602**

Before and after photos

Monitoring

Methodology

The objectives of this scheme were to encourage walking, cycling and the use of public transport and to improve road safety therefore a variety of tools will be used to assess the success of the scheme including traffic counts, collisions and pedestrian counts.

Results

Pedestrian counts

Due to the timing of the signal completion it was not possible to perform pedestrian counts in the same month as the before count (September) therefore we will compare the before after counts in the next year's monitoring report.

Traffic counts

The before counts took place in March 2010, the after counts in April 2012. It is worth noting that the figures below are against a back drop of falling traffic levels over this period. The counts were located between Denmark Hill and Windsor Walk on Champion Park.

The results below show that there has been a statistically significant increase in traffic speeds in both directions and decrease in traffic volume in the eastbound direction but an increase in traffic volume in the westbound direction[15].

Table 66: Comparing before and after traffic count data

Location	Direction	Total flow	85th percentile speeds (mph)
Champion Park before	Eastbound	6,335	26.0
Champion Park after	Eastbound	5,550	31.5
Champion Park before	Westbound	5,908	26.2
Champion Park after	Westbound	6,485	32.3

Concluding remarks

Although the after pedestrian counts and collision analysis are still to be done we can preliminarily assess the scheme based on the traffic count data which shows that traffic has altered, with volume decreasing in one direction and increasing in the other, and speeds have gone up. The speed increase could be due to the reduction in traffic volume in the eastbound direction (as this could have led to a reduction in congestion) but this doesn't explain the increase in speed in the westbound direction. Speed reduction was not an objective of the scheme so it is still possible that the scheme may meet its objectives and this will be analysed in subsequent reports.

[15] measured at the 99% confidence level on a one tailed test using students T distribution.

5) Copeland and Consort Road

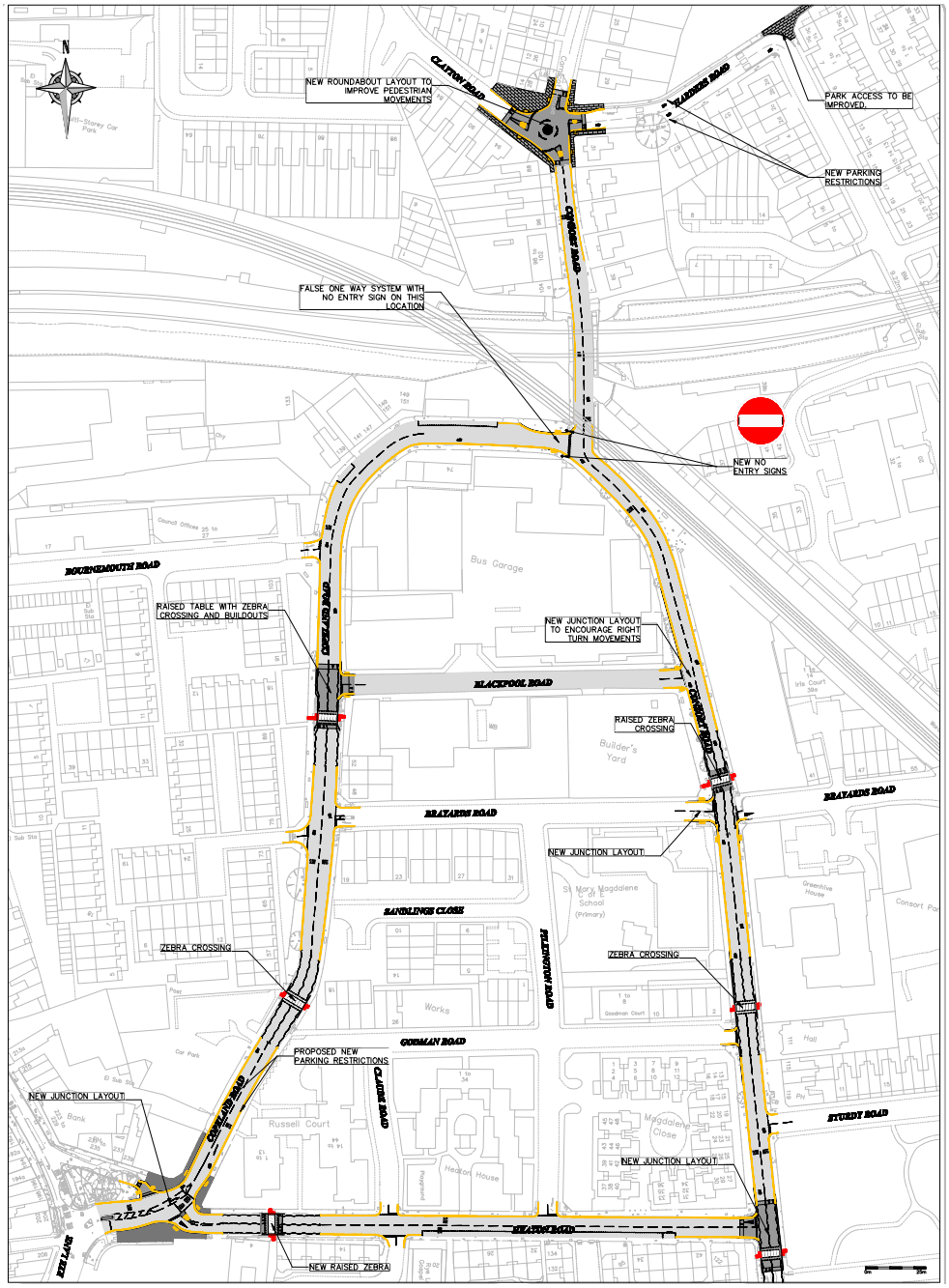
Scheme objective

To reduce vehicle dominance and speed through the removal of the one way restrictions, to improve the accessibility for pedestrians and cyclists travelling within and through the area including the provision of new/improved crossing points and to improve road safety through the area.

Scheme delivery

Feasibility design

Consultation took place in June and July 2011. There were 31 household responses to the consultation



which is around 6.5% of the total number consulted. These, along with the responses from local businesses and key stakeholders showed that 42% of respondents were in favour of the proposals and 58% objected to them.

In principal the respondents were in favour of individual proposals but sceptical of the two way working. In order to progress with the scheme it was decided that monitoring of the system would take place post implementation and, where necessary, additional measures would be considered.

Before and after photos

Table 67: Financial spend profile

Source	2010/11	2011/12	Total
Lip	£92,349	£314,000	**£406,349**
Developer funding		£28,469	**£28,469**
Total	**£92,349**	**£342,469**	**£434,818**

Monitoring

Methodology

The objectives of this scheme were to reduce vehicle dominance and speed, reduce collisions and improve the accessibility for pedestrian and cyclists travelling within and through the area, as such before and after traffic counts, collision analysis and before and after cyclist counts and interviews are the tools used to assess the success of the scheme.

Results

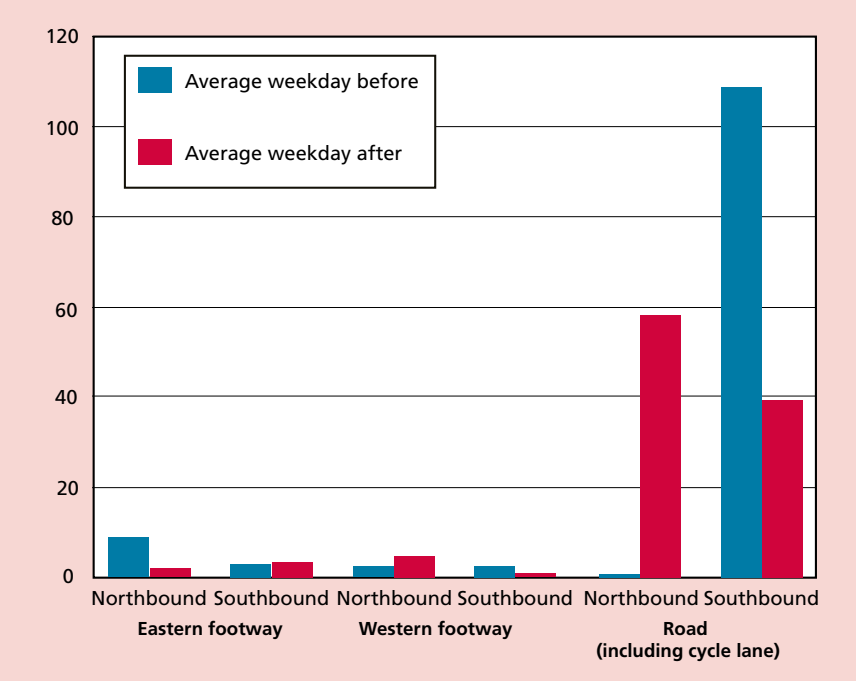
Collisions

Before and after collisions are compared over three year periods so collision analysis will be done in June 2014.

Cyclist counts

Before counts took place in April 2010 over three days (two weekdays and one Saturday) and the after counts took place in April 2012 over four days (three weekdays and one Saturday), so more weekdays were included in the after surveys compared to the before surveys (which may affect the results). It is also worth noting that cyclist numbers in Southwark went up in general over this period (see target section of this document) and that the weather for the before counts was recorded as 'fine' but for the after counts it was recorded as 'wet'.

Figure 42: Cyclist count results for Copeland Road



Overall there was a 13% reduction in the number of cyclists using Copeland Road between 2010 and 2012 but this not a statistically significant decrease[16]. The number of cyclists travelling southbound has decreased and the number travelling northbound has increased however none of these changes are statistically significant although they are logical given the road was one way in the southbound direction during the before counts and was a two way street for the after counts. The fact that cyclists were travelling northbound in the after counts suggests that this movement was desired but suppressed before the changes came in.

Cyclist surveys

Before interviews were carried out with 62 cyclists travelling through the scheme area and after interviews were carried out with 23 cyclists. Interviews took place at the same time as the cyclist counts (April 2010 and April 2012) and over the same set of days but due to the low numbers of after interviews it is not possible to draw any conclusions from a comparison of the results. The poor response rate may have been due to the weather conditions which were very poor at the time of the after interviews. Further interviews may be carried out at a later date. Although the results are not comparable we can see from the before surveys that the majority of cyclists using the area were commuting to and from work and 95% were experienced cyclists.

[16] Measured at the 90% confidence level on a one tailed test using Student's T distribution

Figure 43: Interview results before scheme

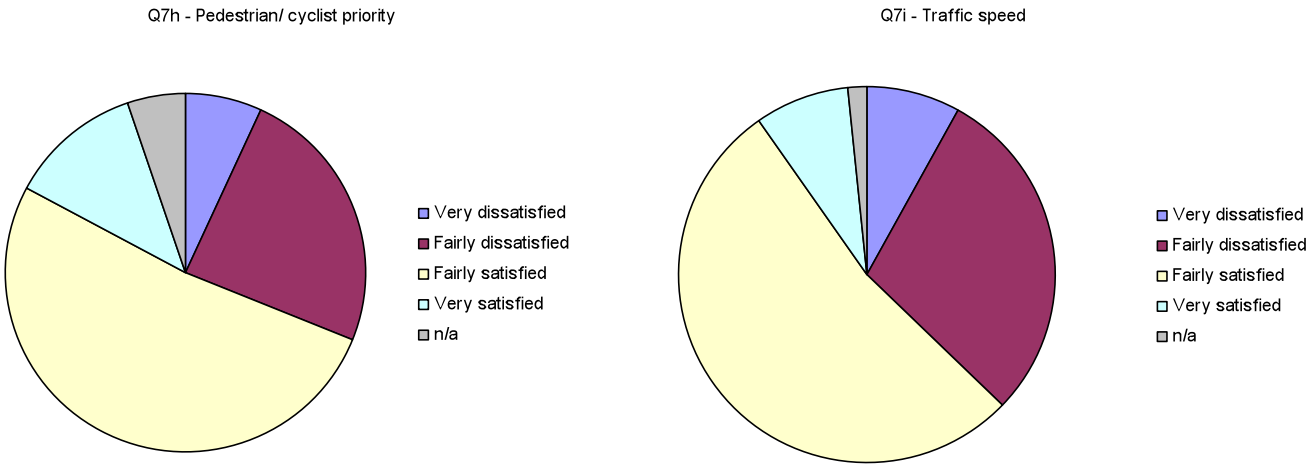
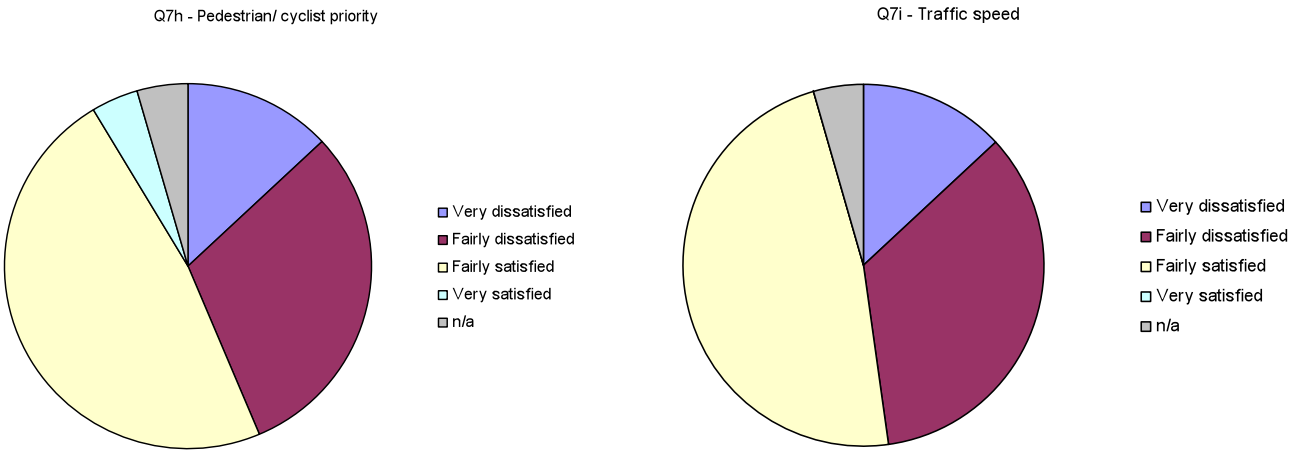


Figure 44: Interview results after scheme



From the questions above it can be seen that despite the scheme, opinion on traffic and pedestrian/cyclist priority has not changed (and may even be slightly worse) although it should be noted that the sample size for the after surveys is not large enough to make statistically significant comparisons. The after surveys did ask people's opinion on the scheme and most answered 'no opinion' with three people providing positive comments about the scheme and one providing a negative comment.

Pedestrian counts

The before pedestrian counts involved a series of gates that were used in February (one weekday and one weekend day) between 07:00 and 19:00 to monitor the number of pedestrians. Pedestrians were counted for five minutes each hour in order to get an average number of pedestrians per hour over the whole day. For the after pedestrian counts these were done simultaneously with the cyclist counts so were in April 2012

over three weekdays and one weekend day. Again they were between 7:00 and 19:00 but the counts were continuous over this time in order to obtain the average number of pedestrians per hour on an average day. In addition after data is only available at four of the before count locations. These cannot be compared scientifically as they are at different times of year and use different counting methods but it is interesting to see the general changes.

Figure 45: Pedestrian weekday count results

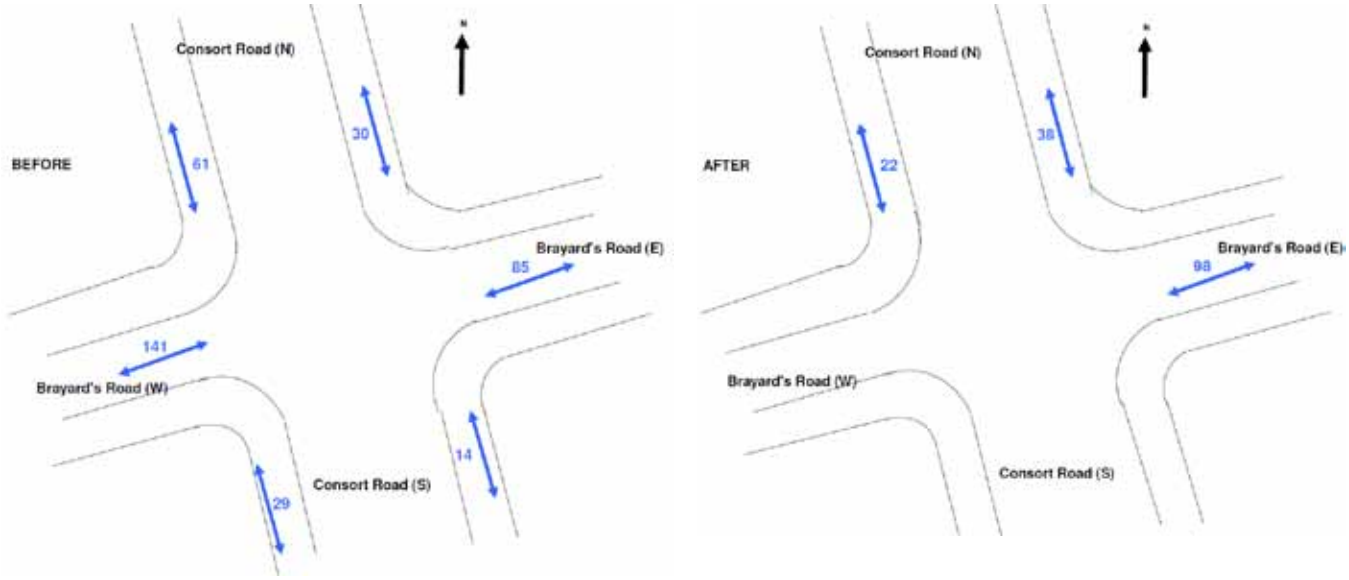
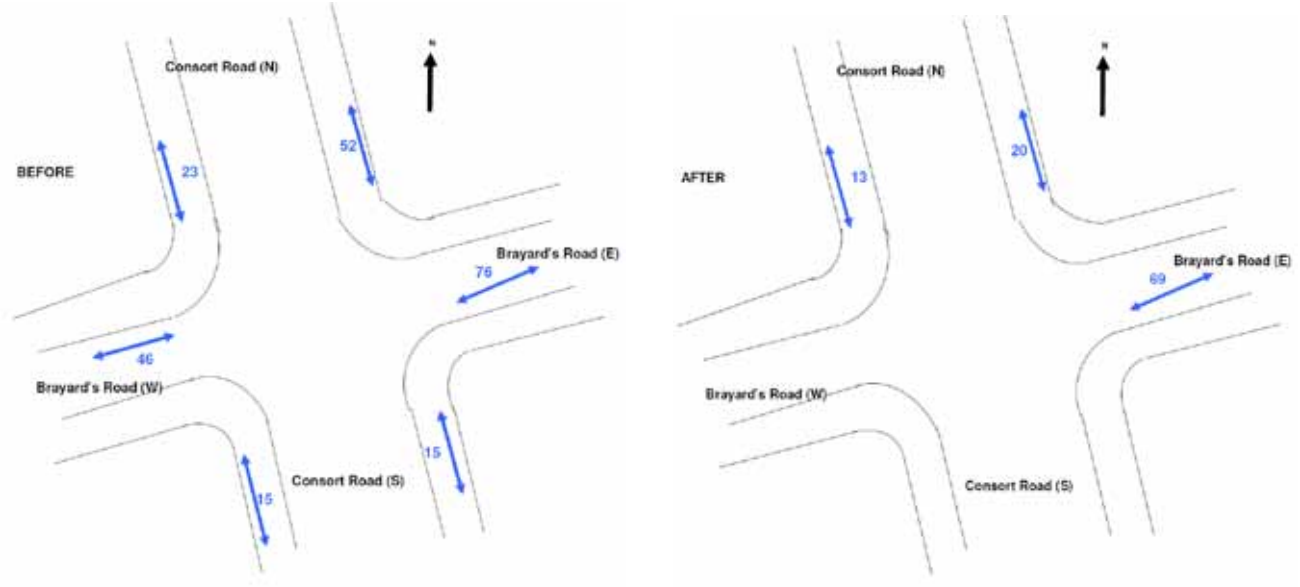


Figure 46: Pedestrian weekend count results



Traffic counts

The before counts took place in April 2010, the after counts in April 2012. It is worth noting that the figures below are against a back drop of falling traffic levels over this period.

The counts on Copeland Road were located between Brayard's Road and Heaton Road. The traffic speed on Copeland Road in the northbound direction decreased by 0.9mph and this is a statistically significant decrease. The traffic reduction northbound is also statistically significant but a much more substantial change with a 24% reduction in traffic flow. Obviously there were no flows in the southbound direction before the scheme and after they appear quite low presumably as drivers adapt to the changes.

The counts on Heaton Road were located between Pilkington Road and Wivenhoe Close and there was a 7.7mph decrease in speed in the westbound direction and a decrease in volume by 32%. Both of these decreases are statistically significant. Similar to Copeland Road there is only after data for the opposite direction (eastbound) but speeds are not high and volume is still very low, again, presumably as drivers adapt to the changes in the one way system[17].

Table 68: Comparing before and after traffic count data

Location	Direction	Total flow	85th percentile speeds (mph)
Copeland Road before	Northbound	9,868	29.8
Copeland Road after	Northbound	7,500	28.9
Copeland Road before	Southbound	N/A	N/A
Copeland Road after	Southbound	2,110	29.3
Heaton Road before	Easbound	N/A	N/A
Heaton Road after	Easbound	1,433	24.2
Heaton Road before	Westbound	9,577	27.2
Heaton Road after	Westbound	6,526	19.5

Concluding remarks

The main objectives of the scheme were reduce vehicle dominance and speed through the removal of the one way restrictions, to improve the accessibility for pedestrian and cyclists travelling within and through the area including the provisions of new/improved crossing points and to improve road safety through the area. We cannot assess the success of this scheme in terms of improving road safety until 2014/15, in particular the impacts of the new zebra crossing. However, from the count and survey results it appears that there has been no change in the number of cyclists using the area, although their movements are different now that northbound is an option, and opinion on the scheme area has not changed significantly (although this cannot be verified statistically). The traffic count results show volumes and speeds decreasing in the directions that were previously one way which is positive although obviously there is now higher volumes and speeds in the previously restricted movements (as before there were none).

[17] For all statements an increase or decrease refers to a statistically significant increase or decrease measured at the 99% confidence level on a one tailed test using students T distribution

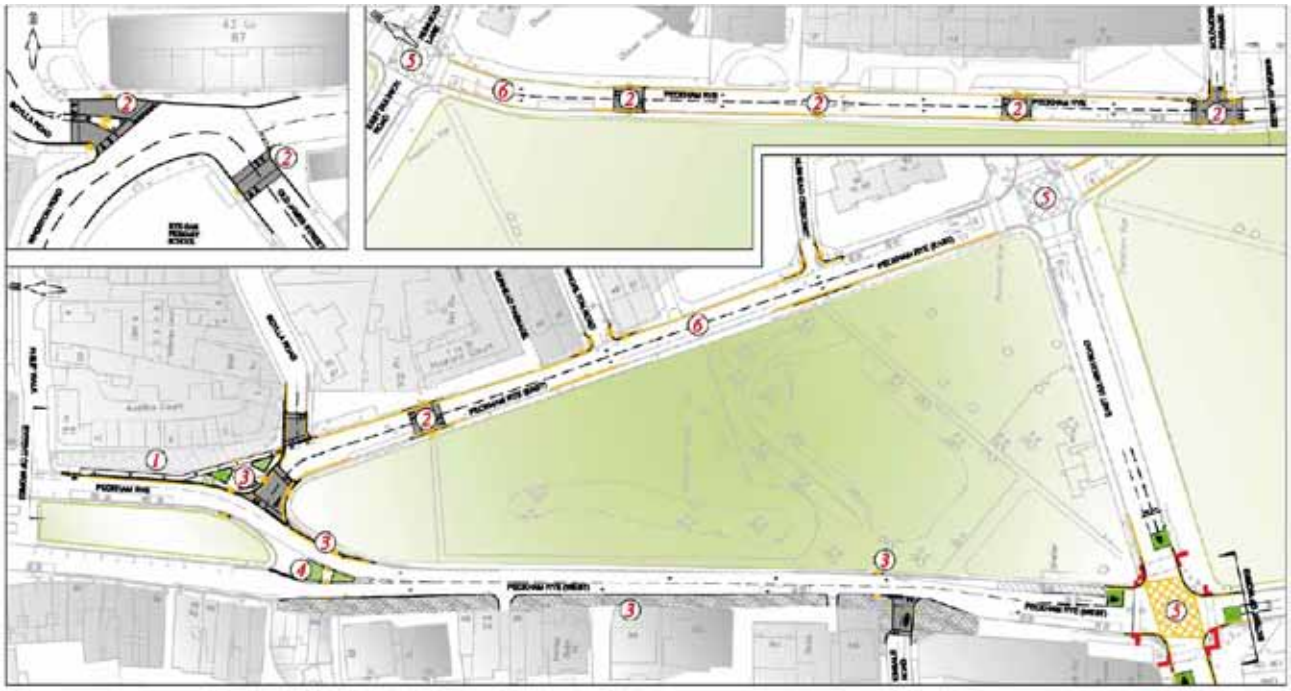
6) Peckham Rye

Scheme objective

To address safety concerns, particularly at the junction of Peckham Rye and East Dulwich Road, reduce traffic speeds and improve provision for and attractiveness to those walking and cycling. Other objectives including improving access to the common and measures to deter rat running on local roads.

Scheme delivery

Feasibility design



Consultation took place in June 2011. There were 78 household responses to the consultation which is around 4% of the total number consulted. These, along with the responses from local businesses and key stakeholders showed that 93% of respondents were in favour of the proposals.

Before and after photos

Table 69: Financial spend profile

Source	2010/11	2011/12	Total
Lip funding	£86,125	£435,713	**£521,838**

Monitoring

Methodology

The objective of this scheme was to address safety issues and improve conditions for cyclist and as such before and after traffic counts, before and after cyclist counts and surveys and collisions are the main tool used to assess the success of the scheme.

Results

Cyclist counts and surveys

Due to the timing of completion the after cyclist counts and surveys will be done in April 2013 and analysis completed in next year's report.

Traffic counts

Due to the timing of completion the after traffic counts will be done in April 2013 and analysis completed in next year's report.

Collisions

Before and after collisions are compared over three year periods so collision analysis will be done in 2015.

Concluding remarks

The main objective of the scheme is road safety and improved conditions for cyclists, therefore we are currently unable to assess it. An initial assessment of the scheme will be done in next year's report (2012/13) and a full assessment will be done in the 2014/15 report.

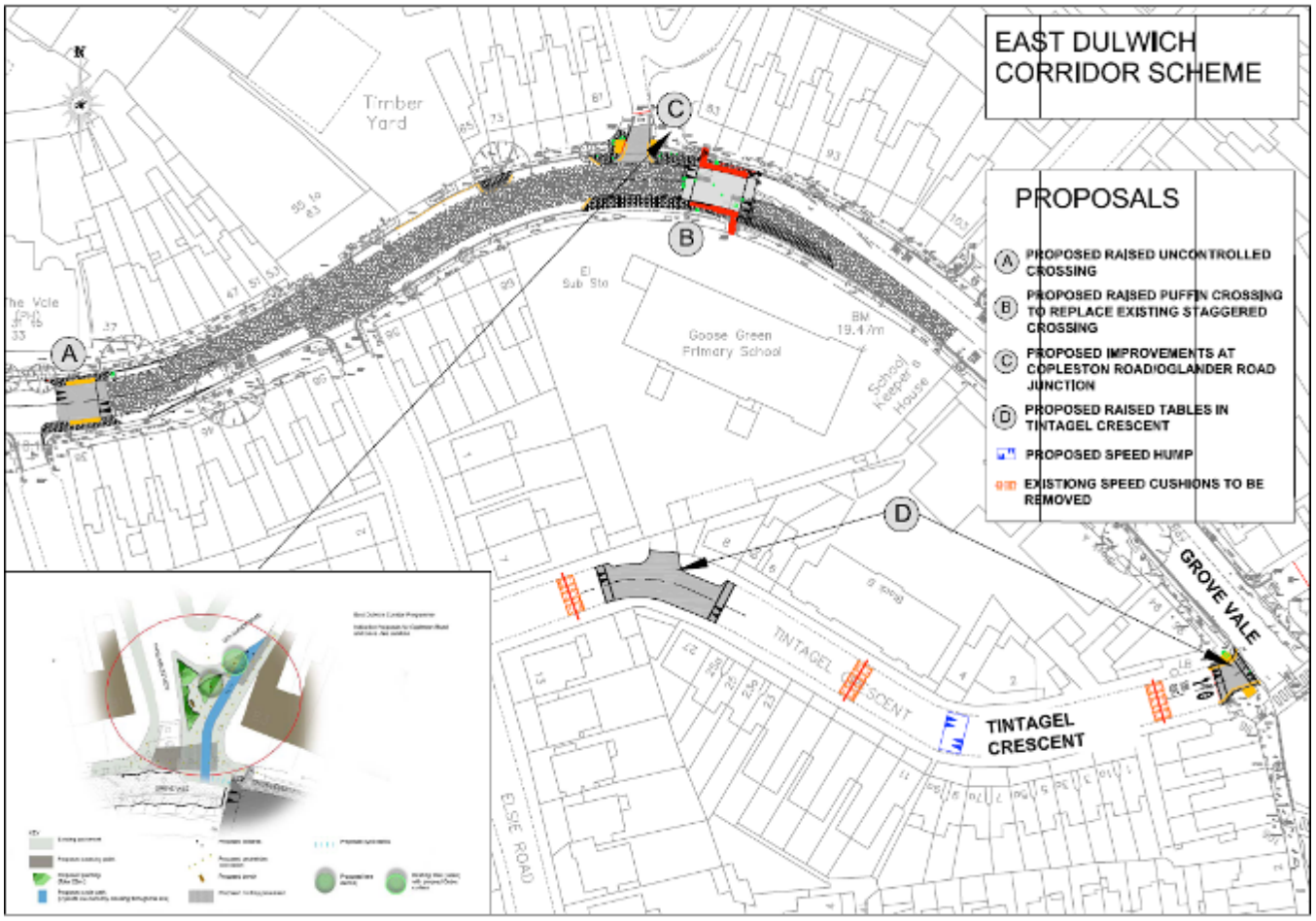
7) East Dulwich pedestrian access scheme (Grove Vale and Lordship Lane)

Scheme objective

To improve pedestrian accessibility and safety on Grove Vale and Lordship Lane by reducing vehicle speeds and improving and adding crossing facilities.

Scheme delivery

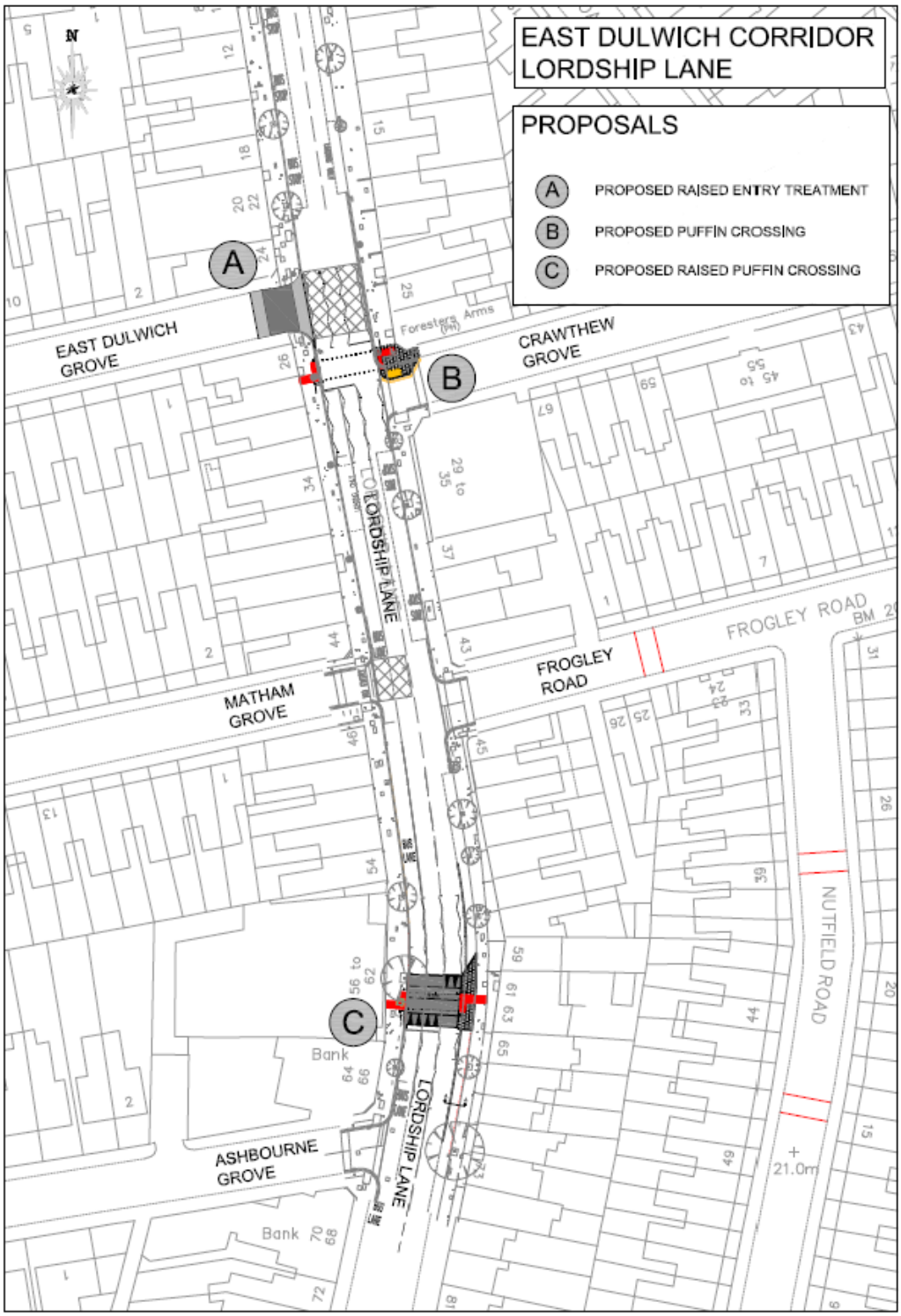
Feasibility design - Grove Vale



The consultation for the Grove Vale element of the scheme took place in December 2010. There were 11 household responses to the consultation which is around 3% of the total number consulted. These, along with the responses from local businesses and key stakeholders showed that 82% of respondents were in favour of the proposals.

The consultation for the Lordship Lane element of the scheme took place in May and June 2011. There were 72 responses from local residents and businesses which is 16% of the total number consulted. The questionnaire asked for opinion of three proposals (see feasibility design below) and 72% supported proposals A and B and 80% supported proposal C.

Feasibility design – Lordship Lane



Before and after photos - Grove Vale

Before and after photos - Lordship Lane

Table 70: Financial spend profile

Source	2010/11	2011/12	Total
Lip funding	£101,554	£449,514	£551,068

Monitoring

Methodology

The objective of this scheme was to address safety issues and as such before and after traffic counts and collisions are the main tool used to assess the success of the scheme. There were also parking issues identified on the street (Lordship Lane is one of the locations with the highest number of PCNs issued each year) so the number of PCNs have also been monitored.

Results

Collisions
Before and after collisions are compared over three year periods so collision analysis will be done for the 2014/15 monitoring report.

Traffic counts
The before counts took place in March and April 2010 and the after counts in April 2012. It is worth noting that the figures below are against a back drop of falling traffic levels over this period.

The Grove Vale traffic counts were located between Ondine Road and East Dulwich Road. The Lordship Lane traffic counts were located near Zenoria Street on Lordship Lane.

The results of the counts as given in the table below show that there has been a statistically significant increase in traffic speed in the northbound direction on Grove Vale and a statistically significant reduction in traffic volume in both directions on Grove Vale[18]. Similarly on Lordship Lane there has been a statistically significant increase in traffic speed in the northbound direction and a statistically significant reduction in traffic volume in both directions[18].

Table 71: Comparing before and after traffic count data

Location	Direction	Total flow	85th percentile speeds (mph)
Grove Vale before	Northbound	10,741	27.9
Grove Vale after	Northbound	9,880	29.2
Grove Vale before	Southbound	9,168	28.3
Grove Vale after	Southbound	8,470	27.9
Lordship Lane before	Northbound	11,743	21.6
Lordship Lane after	Northbound	10,536	24.6
Lordship Lane before	Southbound	12,310	23.2
Lordship Lane after	Southbound	10,764	22.8

PCNs
The number of PCNs issued for each year by a walking CEO has been outlined below. It appears the numbers of PCNs issued each year are going down and Lordship Lane is slightly improved in the rankings (Walworth Road now has more PCNs issued per year). However, it should be noted that works were taking place in 2010/11 and 2011/12 so that may have had an effect on the number of PCNs. In addition the number of CEOs patrolling the street (and the number of patrols they do) has a large affect on the number of PCNs issued. Finally, the figures below are for the whole street whereas works to address parking issues only took place at the very north of the street (in the scheme area) and the PCNs below may have been issued elsewhere. The number issued in 2012/13 will be monitored and included in the 2012/13 report.

[18] significance is measured at the 99% confidence level on a one tailed test using students T distribution.

Table 72: Comparing PCNs on Lordship Lane

Lordship Lane PCNs	2008/09	2009/10	2010/11	2011/12
Number of PCNs issued	1,812	2,711	1,495	1,500
Rank of street in terms of PCN numbers	1	1	2	2

Concluding remarks

The main objective of the scheme was road safety and therefore we are unable to assess it based solely on traffic count data; however this data shows an increase in speed northbound and no statistically significant change southbound. The increase in speed northbound could be due to the traffic reduction in both directions as this may have led to less congestion. It is clear that the scheme has not met its speed reduction objectives but it will not be possible to say whether or not the scheme has met its road safety objectives until the before and after collisions are compared in 2015. Also, the data shows that it is possible the scheme has reduced the number of PCNs issued but this is very difficult to tell from the data as it covers the entire Lordship Lane.

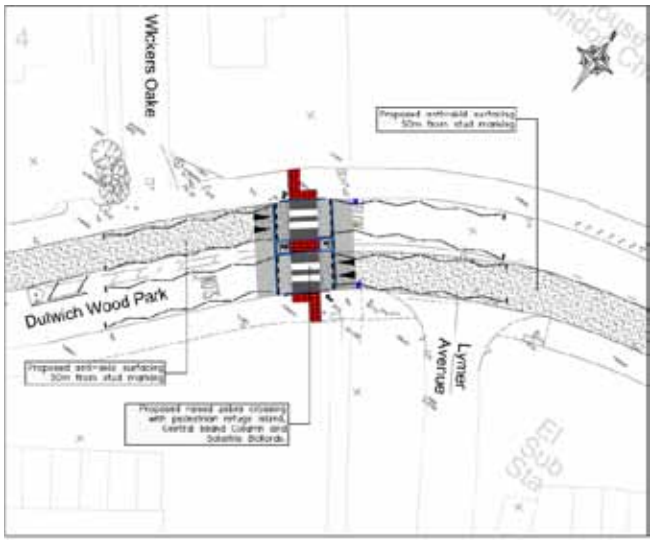
8) South Dulwich STP measures

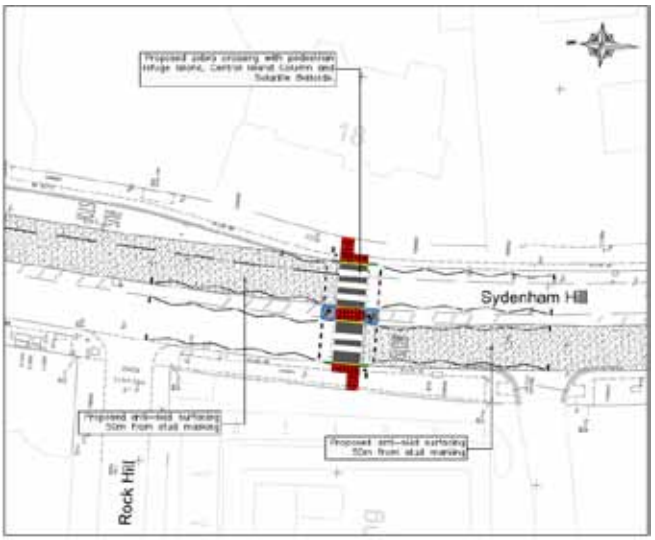
Scheme objective

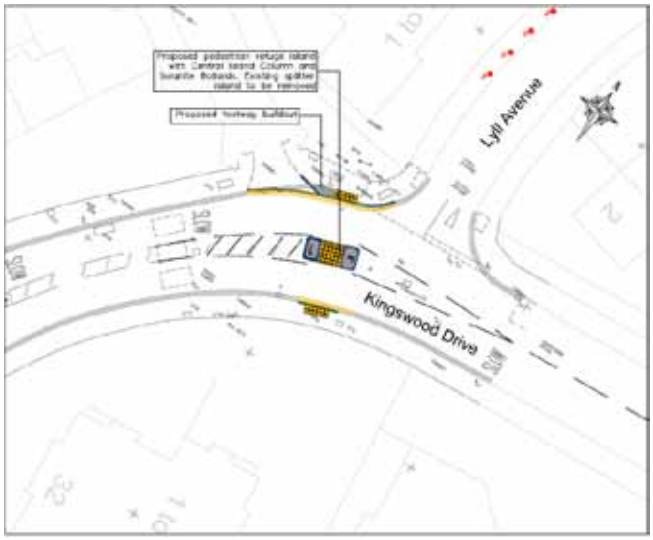
To provide pedestrian crossing facilities on College Road, Sydenham Hill, Dulwich Wood Park and Kingswood Drive.

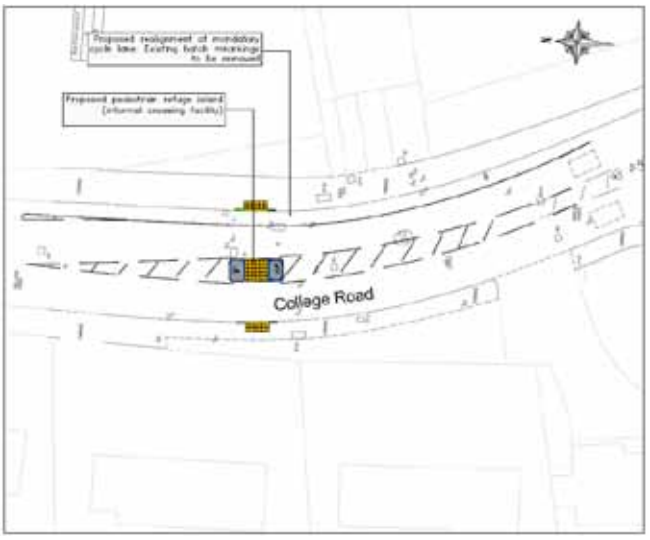
Scheme delivery

Feasibility designs original



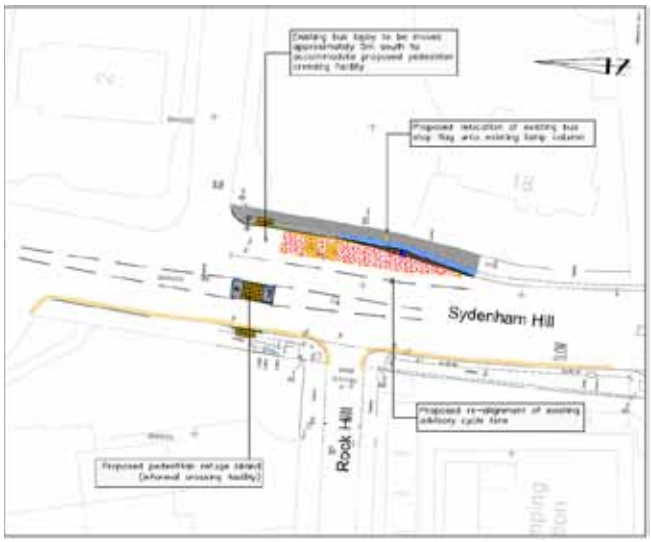


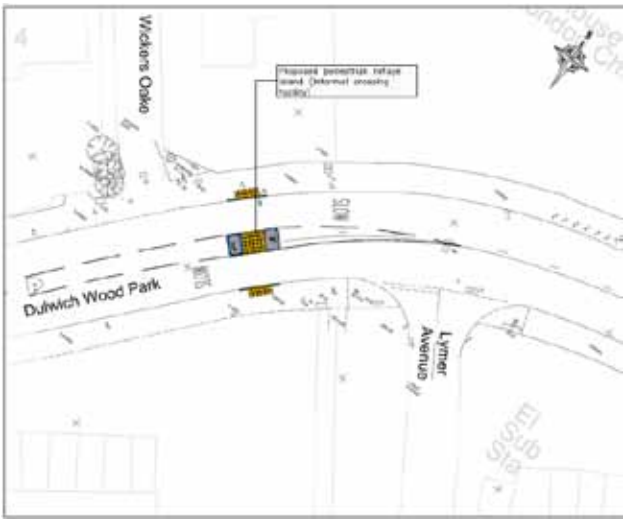




The consultation for this scheme, which took place in March 2012, was to limited 25 households and key stakeholders including local schools and ward Councillors. From the consultation 4 objections were received which resulted in the originally proposed zebra crossings being replaced with pedestrian refuge islands.

Feasability designs - replaced





Before and after photos

Table 73: Financial spend profile

Source	2010/11
Lip funding	£76,265
Total	**£76,265**

Concluding remarks

The main objective of the scheme is improved accessibility for pedestrians and therefore we are unable to assess it based on location specific data (such as traffic count data, collisions etc).

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 CO2 emissions. The measures included in this section are improved footways (better pavements), installation of electric vehicle charging bays and estate cycle parking, guard rail removal, planting of street trees and the installation of dropped kerbs.

Scheme delivery

Feasibility design

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

Better pavements

Electric vehicle charging bays

Estate cycle parking

Guard rail removal

Street trees

Sustainable travel infrastructure

Table 74: Financial spend and delivery profile in 2011/12

Scheme (source for all is Lip funding)	Amount spent	Amount delivered
Better pavements	£100,000	5 streets addressed
Electric vehicle charging bays	£26,213	5 points provided
Estate cycle parking	£83,541	171 lockers provided
Guard rail removal	£22,329	666km removed
Street trees	£17,642	43 trees installed
Sustainable travel infrastructure	£62,000	29 dropped kerbs installed 152 on street cycle parking spaces provided
Total	**£311,725**	

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).

Conclusions regarding schemes complete in 2011/12

Based on the traffic data it appears that several locations (Champion Park eastbound and Grove Vale and Lordship Lane northbound) had reduced traffic volumes but increased traffic speeds, possibly due to reduced congestion. Several schemes (Copeland Consort and Staffordshire Street) showed speed reduction which is positive given speed reduction was one of their main aims. Most schemes have road safety as a main objective and this cannot be assessed until collision data (a 3 year average before and after) is available. For schemes where other data was available such as surveys and pedestrian and cyclist counts it appears that schemes did not make the anticipated impact although the weather is likely to have been a major factor (sunny for all the pre counts but rainy for all the after counts).

Lip schemes completed in 2010/11

One scheme in 2010/11, Southampton Way, was unable to be assessed in last year's annual report due to the timing of completion of the project. Included below is the assessment of this scheme based on the data that is now available.

Southampton Way

Methodology

The objective of this scheme was to address safety issues and as such before and after traffic counts and collisions are the main tool used to assess the success of the scheme.

Results

Collisions
Before and after collisions are compared over three year periods so collision analysis will be done in 2015.

Traffic counts

The before counts took place in April 2010, the after counts in April 2012. It is worth noting that the figures below are against a back drop of falling traffic levels over this period.

Southampton Way 1 is located between Bonsor Street and Sedgmoor Place. There was a decrease in speed in both directions and an increase in volume in the eastbound direction at this location. Southampton Way 2 is located between Peckham Grove and Diamond Street. There was an increase in speed in both directions and no change in volume at this location. Southampton Way 3 is located just north of Peckham Road and at this location there was a decrease in speed in the eastbound direction and an increase in traffic volume both directions[19].

Table 75: Comparing before and after traffic count date

Location	Direction	Total flow	85th percentile speeds (mph)
Southamption Way 1 before	Eastbound	4,498	25.8
Southampton Way 1 after	Eastbound	4998	24.2
Southampton Way 1 before	Westbound	4434	26.1
Southampton Way 1 after	Westbound	4691	24.4
Southampton Way 2 before	Eastbound	4,621	16.8
Southampton Way 2 after	Eastbound	4,901	23.3
Southampton Way 2 before	Westbound	4,689	17.9
Southampton Way 2 after	Westbound	4,651	23.3

Eastbound is southbound at some locations and westbound is northbound at some locations

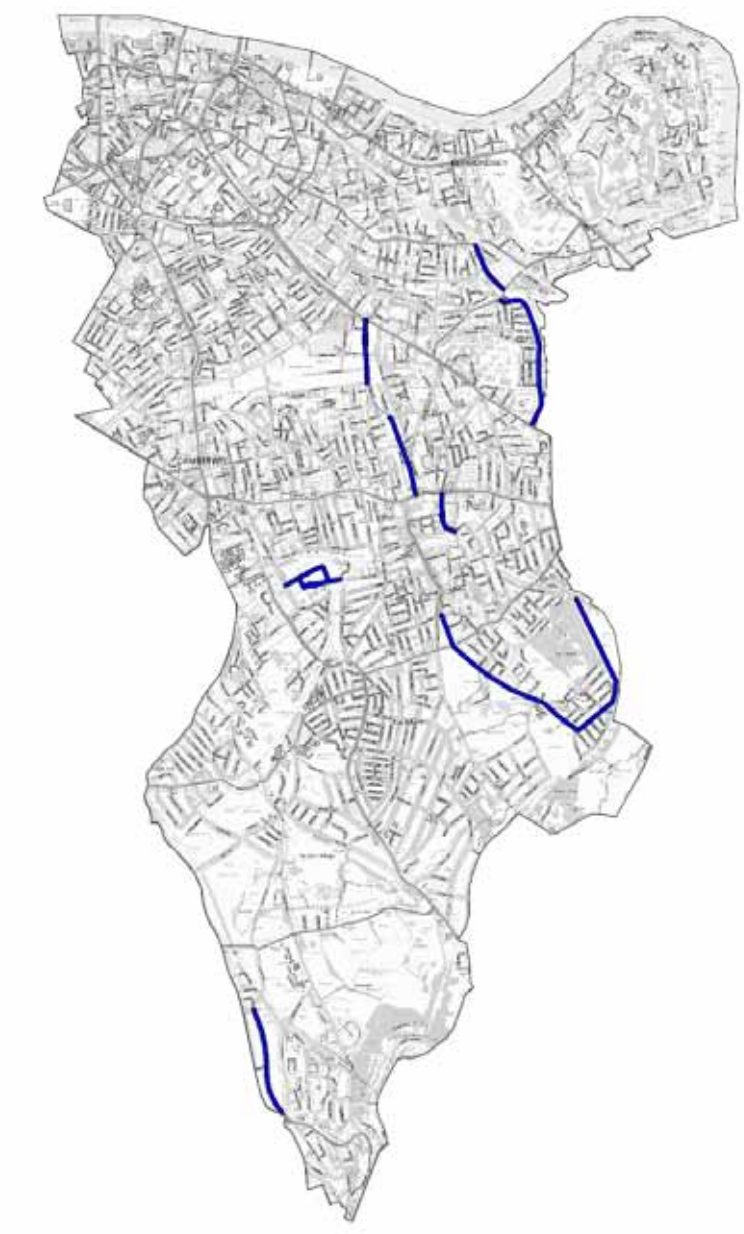
Concluding remarks

The main objective of the scheme is road safety and therefore collision analysis will be the main tool used to assess the scheme. Looking at the traffic count results we can see that speeds have only increased in one location and at this location before speeds were very low (less than 20mph). Traffic volumes have remained the same or have increased which may explain the speed reduction (it may be due to congestion). These results should be viewed in context with the collision analysis as road safety was a major priority of the scheme and this will be done in the 2014/15 report.

Principal and non principal road renewal

Two streets were addressed as part of the principal road renewal programme in 2011/12 and 10 as part of the non principal road renewal programme in 2010/11 and 2011/12. Works to these streets involved carriageway and/or footway resurfacing and the following map shows the non principal roads on which these works took place. Also included below is a pair of before and after photos from Alleyn Road, one of the streets addressed in 2011/12. For a full breakdown of non principal road renewal locations please see Appendix 3.

Figure 47: Map of non principal road renewal schemes in 2010/11 and 2011/12



Before and after photos

Lighting schemes completed in 2011/12

A total of 264 new bulbs were installed throughout the borough in 2011/12. These were installed either in new columns or as replacements in remaining columns. The map below shows an even spread of new or replacement lighting apart from the Borough, Bankside & Walworth area. For a full breakdown of locations please see Appendix 3.

Figure 48: Map of streets with new or replacement lighting in 2011/12

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 shown in the following table.

Table 76: Transport plan targets performance monitoring

Target/ Indicator	Transport plan objectives								Progress on target (RAG)
	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	
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 CO2 emissions from road based transport from 227kt CO2 in 2008 to 190kt CO2 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. The following table details the data set used to provide the baseline data and whether the target is required by TfL or a locally reported target.

Table 77: 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 CO2 emissions from road based transport from 227kt CO2 in 2008 to 190kt CO2 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.

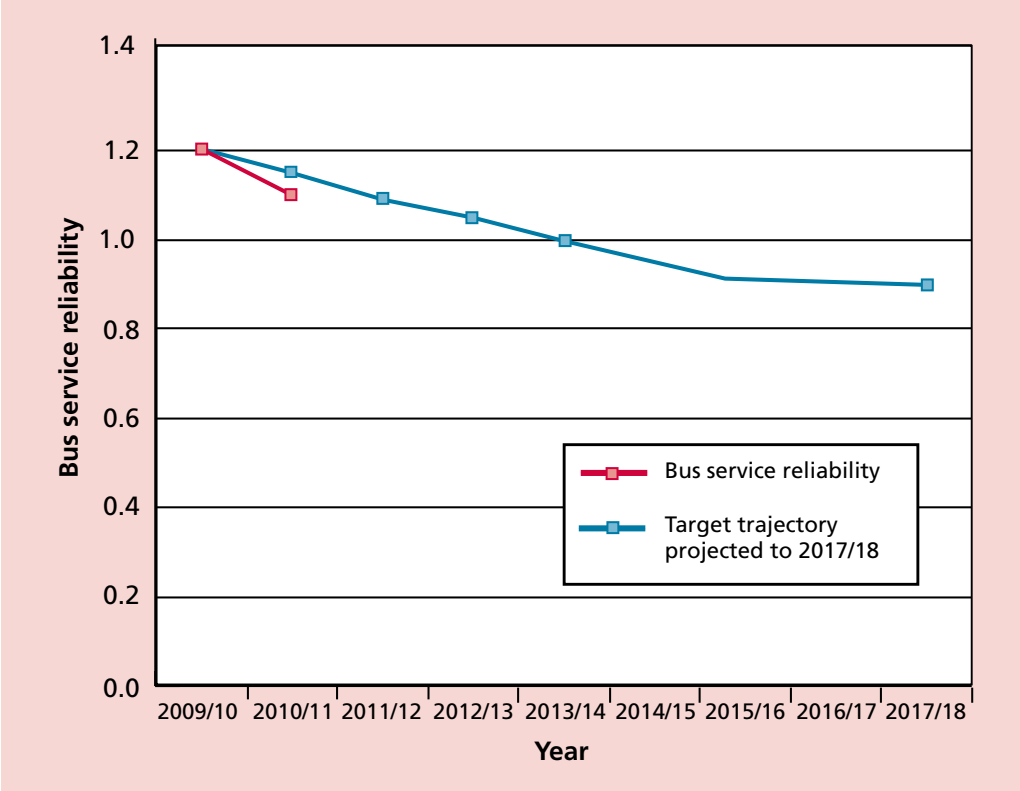
Table 78: Bus service reliability target

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	Status (RAG)	

Table 79: 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	2012/12	2013/14	
Bus service reliability	2009/2010	1.2	2013/ 2014	1.0	1.2	1.1	1.1	1.0	0.9

Figure 49: 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 50, road condition has varied significantly between 2003/04 and 2009/10. 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.

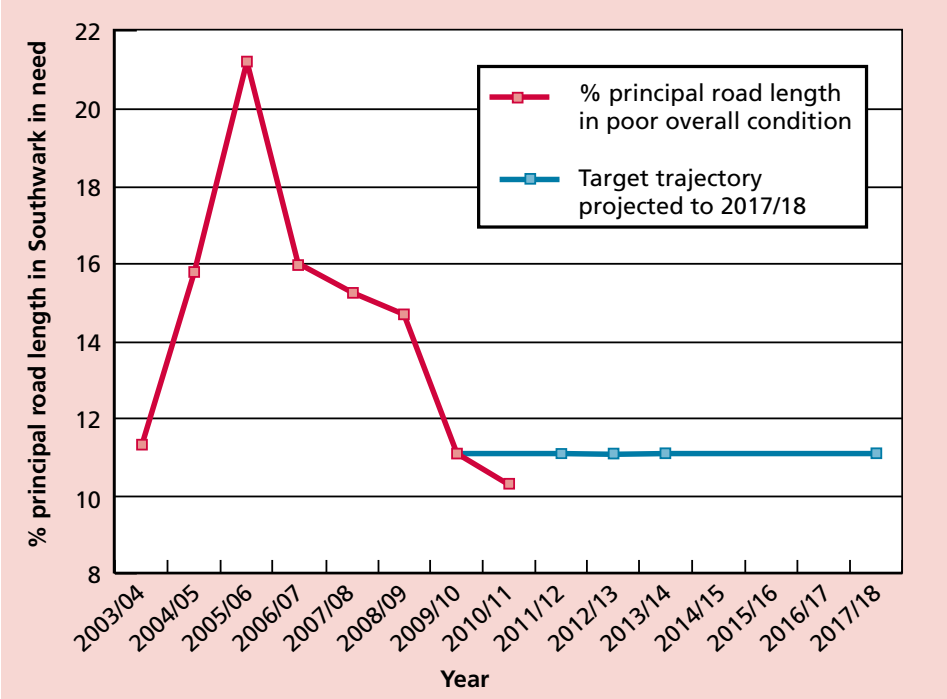
Table 80: Road condition target

Maintain the % of principal road length in poor condition at 11.1% by 2013/14			
Tracking over previous year	2010/11: 10.3% of principal road network length which is in poor overall condition and requires maintenance based on DVI survey data	Status (RAG)	

Table 81: 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	2012/12	2013/14	
Asset condition	2009/2010	11.1%	2013/2014	11.1%	11.1%	11.1%	11.1%	11.1%	11.1%

Figure 50: Percentage length of the PRN in poor overall condition, baseline and 2010/11 data with target trajectory



CO2 emissions target

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

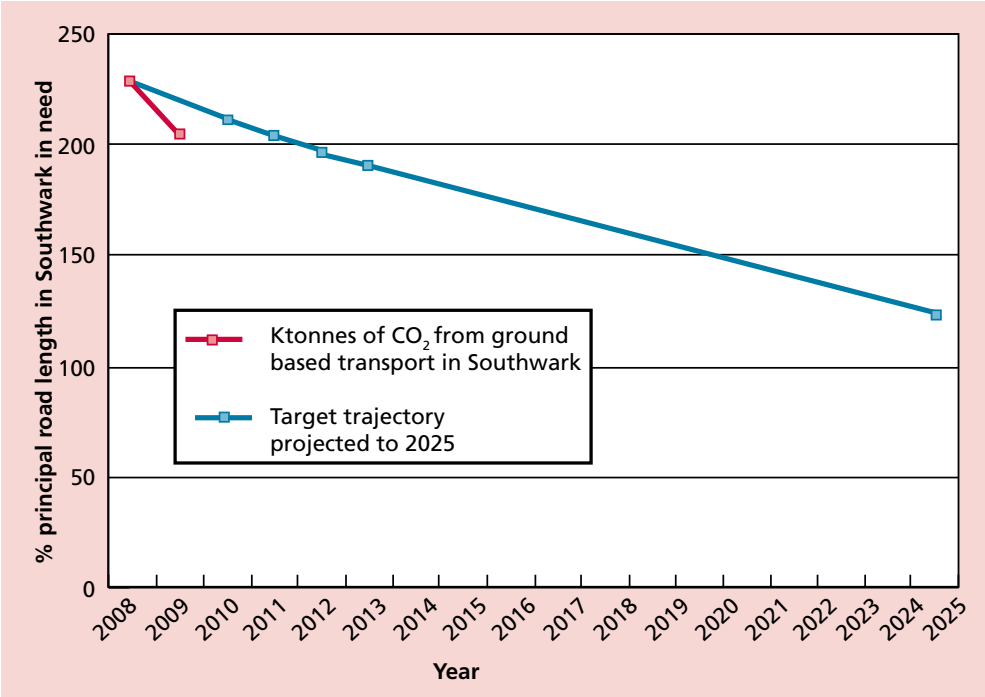
Table 82: CO2 emissions target

Reduce CO2 emissions from road based transport from 227kt CO2 in 2008 to 190kt CO2 in 2013			
Tracking over previous year	2009: 205kt of CO2 from ground based transport in Southwark	Status (RAG)	

Table 83: CO2 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	2012/12	2013/14	
% reduction in CO_2	2008	227	2013	190.09	211.45	204.07	196.96	190.09	124.17

Figure 51: kt of CO2 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 CO2 as we assume that as traffic volume decreases so too will CO2 emissions.

Traffic level reduction target

This target is set to complement the council's CO2 emissions and mode share targets. If sustainable mode share can be increased, then a corresponding decrease in emissions from road traffic could be projected over the same timescale.

Table 84: Traffic level reduction target

Reduce traffic levels in Southwark by 3% from 2010 to 2013			
Tracking over previous year	2011 screen line results in traffic flow both directions for a 'virtual day': Northern north-south screen line - 86,379 Southern north-south screen line – 60,583 East-west screen line - 122,032	Status (RAG)	

RAG status is Amber because a reduction was achieved (although it was less than projected).

Table 85: Southwark screen line program

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

Table 86: Traffic levels baseline data with target trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data		
					2010/11	2011/12	2012/12
Traffic volumes	2010	270,669	2013	262,547	267,961	265,253	262,547

Figure 52: Traffic levels across all screen lines, baseline and 2011 data with target trajectory

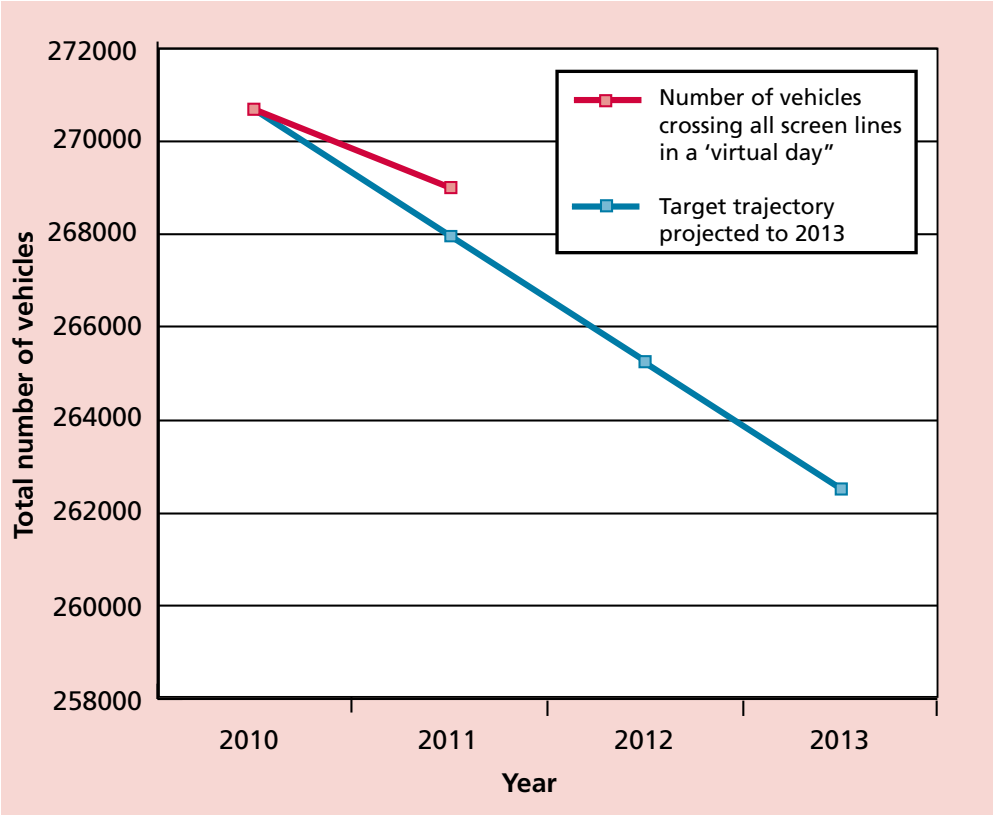
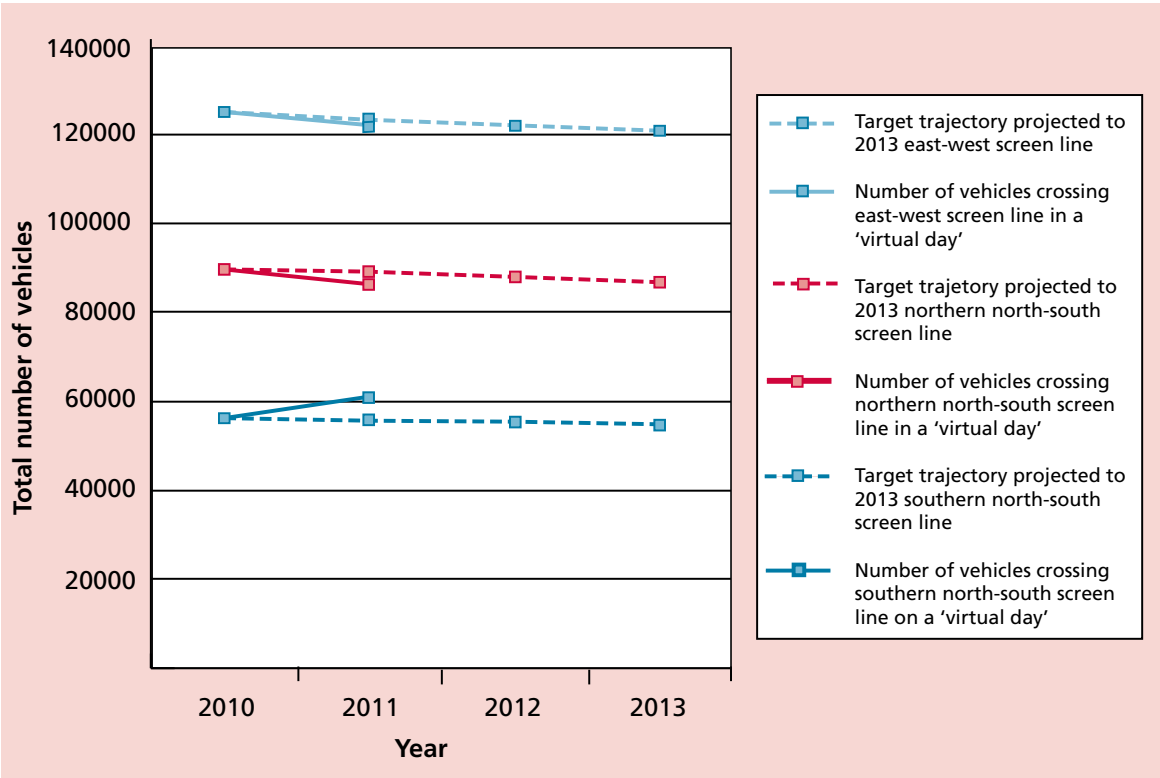


Figure 53: Traffic levels across each screen line, baseline and 2011 data with target trajectory



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.

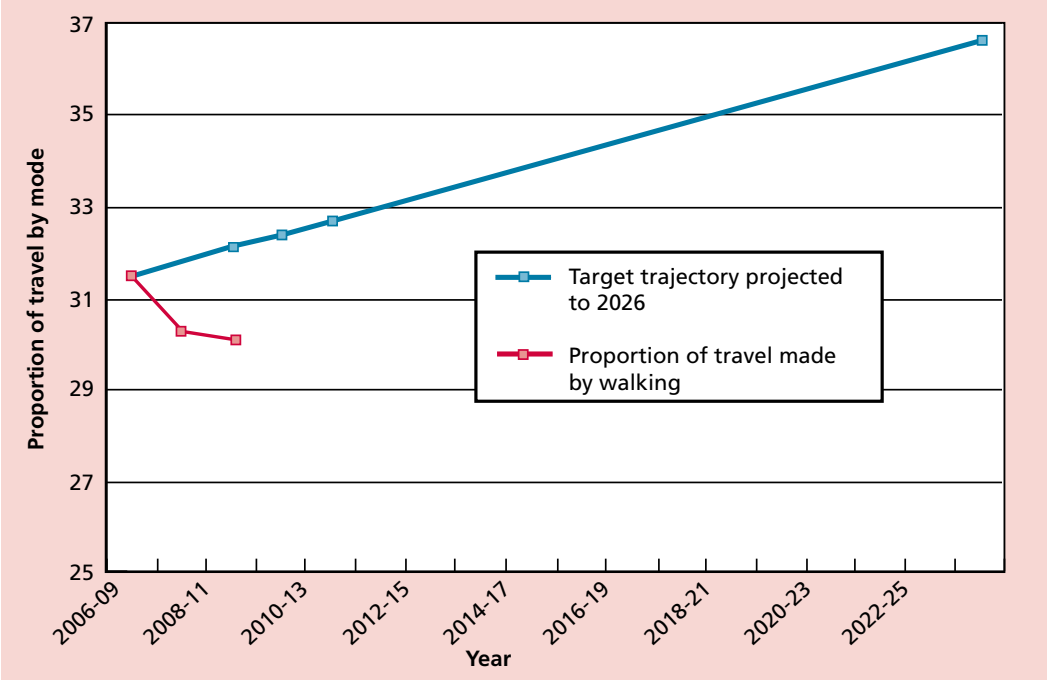
Table 87: Walking mode share target

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

Table 88: Walking baseline data with target trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2023/26) target
					2008/11	2009/12	2010/13	2011/14	
Walking mode share	2006 -2009	31.5%	2011-2014	33.0%	32.1%	32.4%	32.7%	33.0%	36.6%

Figure 54: Walking mode share, baseline, 2007/08-2009/10 and 2008/09-2009/11 data with target trajectory



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.

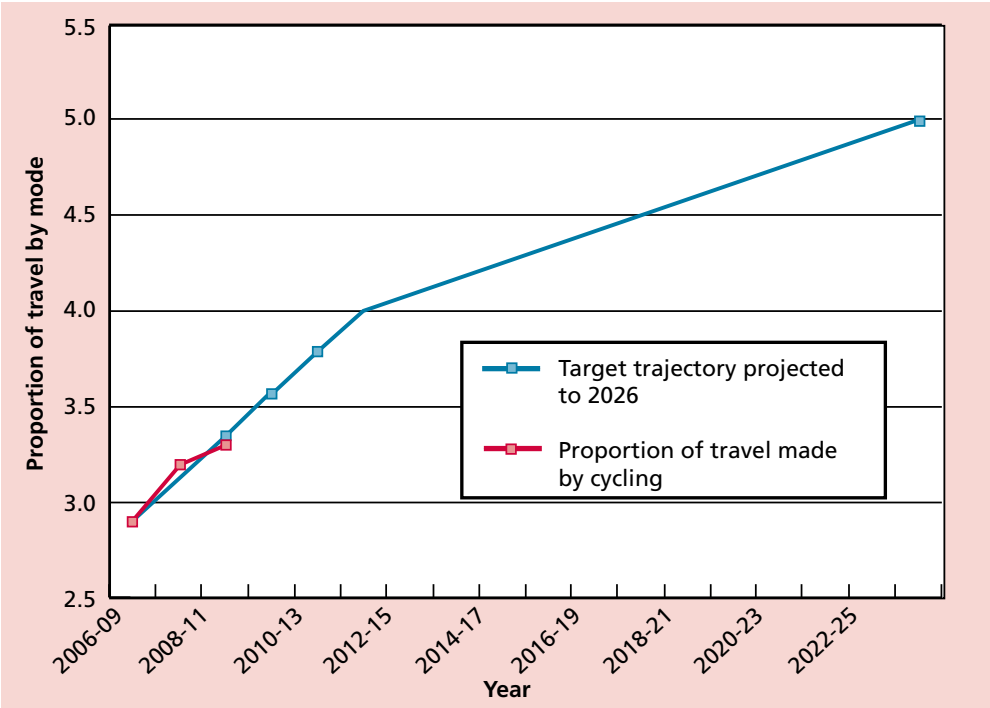
Table 89: Cycling mode share target

Increase the walking mode share in Southwark to a third (33%) by 2013/14			
Tracking over previous years	2007-2010: Cycling mode share 3.2% 2008-2011: Cycling mode share 3.3%	Status (RAG)	

Table 90: Cycling baseline data with target trajectory

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2023/26) target
					2008/11	2009/12	2010/13	2011/14	
Cycling mode share	2006 -2009	2.9%	2011-2014	4.0%	3.3%	3.6%	3.8%	4.0%	5.0%

Figure 55: Cycling mode share, baseline, 2007/08-2009/10 and 2008/09-2009/11 data with target trajectory



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.

Annual cyclist counter results

Figure 56: Weekday cycling levels

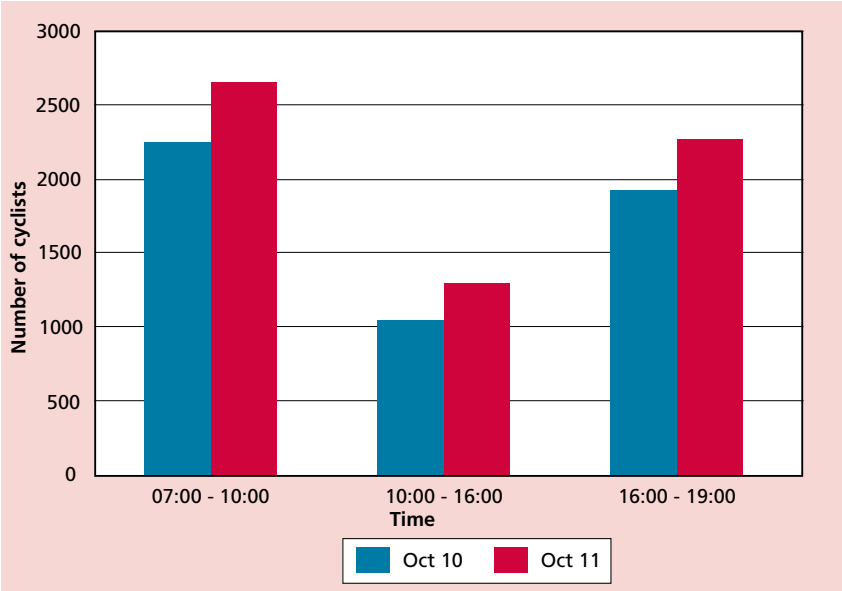


Figure 57: Saturday cycling levels

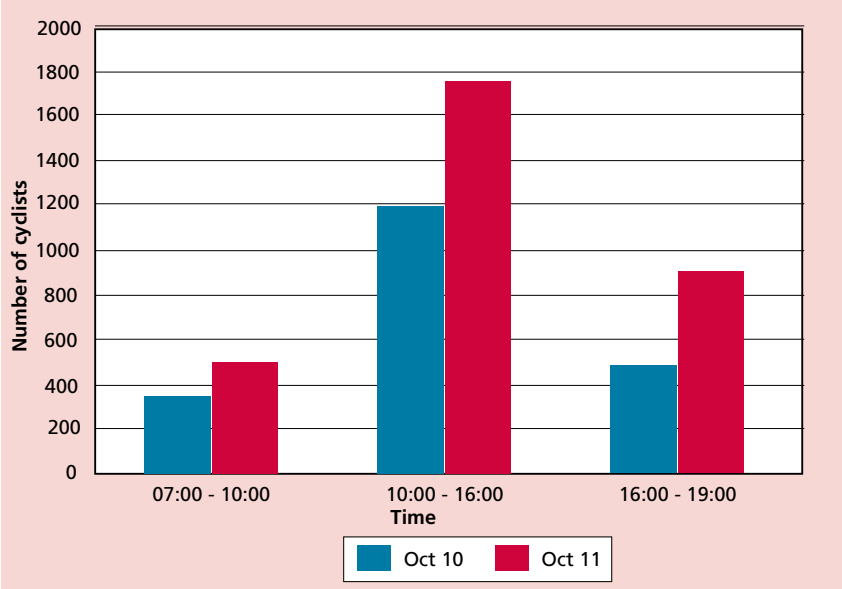


Table 91: Percentage increase between 2010 and 2011

	07:00 – 10:00	10:00 – 16:00	16:00 – 19:00
Weekday % increase	18	24	18
Saturday % increase	39	47	86

The percentage increases recorded are all statistically significant at the 95% confidence level and all but the weekday evening % increase are statistically significant at the 99% confidence level (using students T distribution).

Permanent cyclist counter results

Table 92: Permanent cycle counters cycling levels

Quarter	Churchyard Row			Boathouse Walk		
	2010	2011	% increase 10 to 11	2010	2011	% increase 10 to 11
Jan – Mar	14,811	19,060	29		2,389	
Apr – Jun	18,580	34,338	**85**		3,191	
Jul – Sep	26,469	43,310	64		3,802	
Oct - Dec	18,740	38,942	**108**	1,888	2,814	49

The percentage increases for Churchyard Row quarter 2 (April – June) and quarter 4 (October – December) are statistically significant at the 95% confidence level (using students T distribution). The other increases are not statistically significant.

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 93: Road safety targets - general

Reduce the number of casualties by 33% by 2020			
Tracking over previous year	2008/10: 1148 casualties 2009/11: 1131 casualties	Status (RAG)	
Reduce the number of KSIs by 33% by 2020 compared with a 2004/08 baseline			
Tracking over previous year	2008/10: 152 casualties 2009/11: 139 casualties	Status (RAG)	

Table 94: Casualty trajectory targets - general

Definition	Base year	Base year value	Target year	Target year value	Trajectory data				Long-term (2018/20) 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 58: All casualties, baseline and 2006/08-2009/11 data with target trajectory

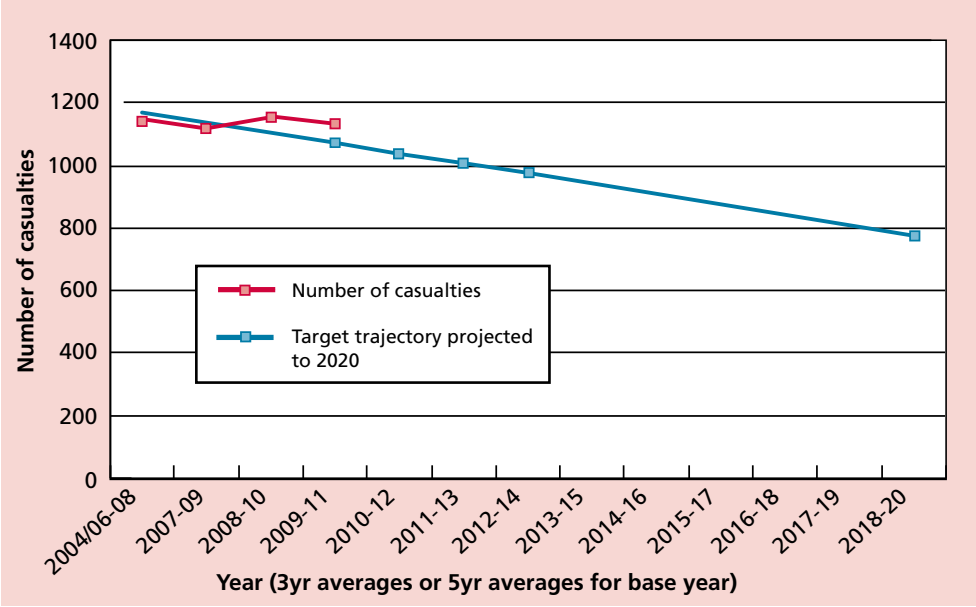


Figure 59: KSI casualties, baseline and 2006/08-2009/11 data with target trajectory

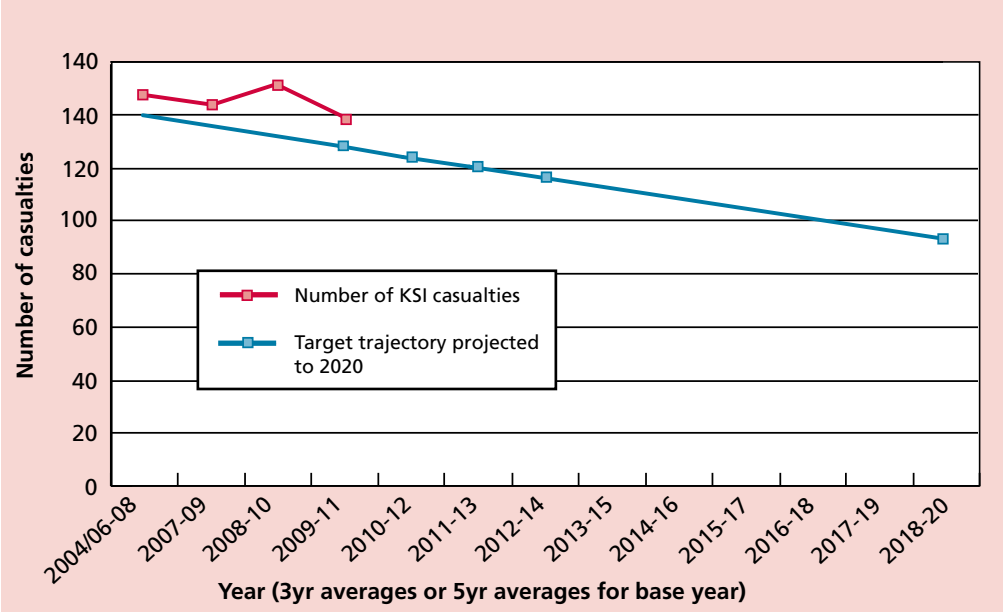
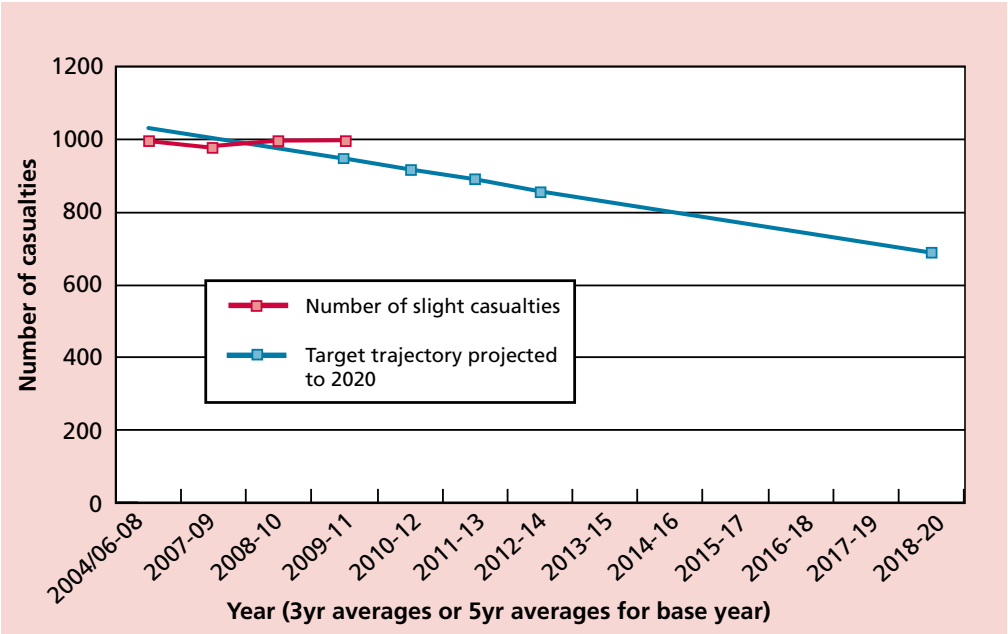


Figure 60: Slight casualties, baseline and 2006/08-2009/11 data with target trajectory



As can be seen above 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).

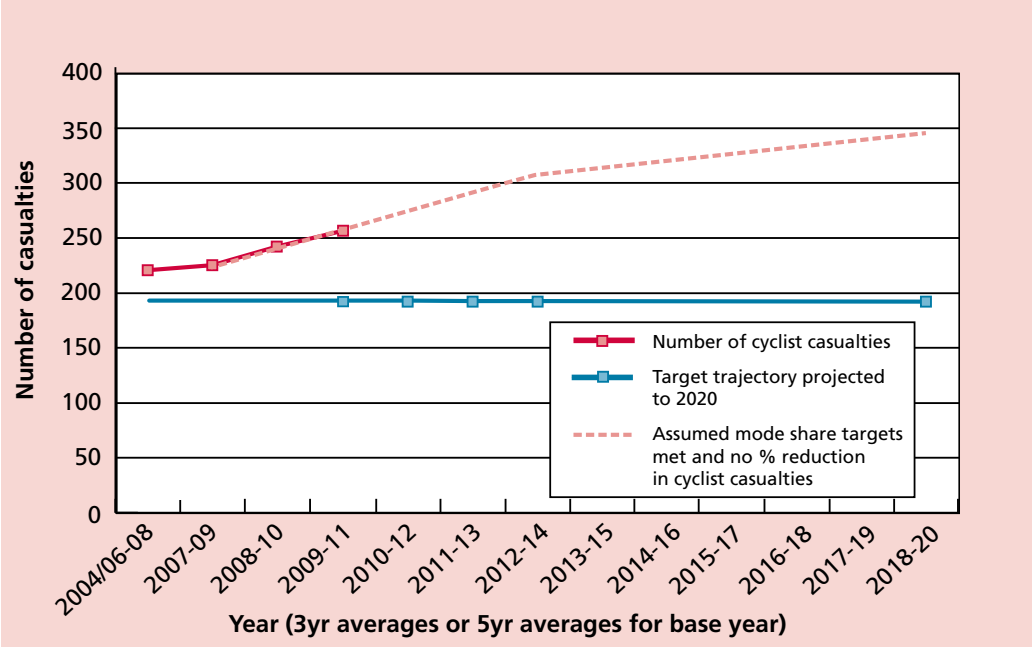
Table 95: Road safety targets - cyclists

Reduce all cyclist casualties by 44% by 2020 based on a 2004/08 baseline			
Tracking over previous year	2008/10: 241 casualties 2009/11: 258 casualties	Status (RAG)	

Table 96: 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	2004-08	193	2018/20	193	193	193	193	193	193

Figure 61: Cyclist casualties, baseline and 2006/08-2009/11 data with target trajectory



As can be seen above 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 meeting our mode share targets it appears that the risk to cyclists has remained constant. Our target involves reducing the risk so we are currently not meeting our target.

Appendix 1

Annual report to TfL

Output reporting sheet		v1.0
Borough:	Southwark	
Year:	2011/12	
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	152
	Number of off-street spaces	154* (1)
Cycle training	Number of adults	635
	Number of children	857
Commentary on other interventions to assist cyclists (eg measures to improve permeability)	The Peckham ladies group was taken on a lead ride this year in order to encourage and assist ladies cycling.	
Walking		
Protected crossing facilities (eg refuges, zebra crossings, pelican crossings etc)	Number	15* (2)
Guardrail removal	Metres	46
Commentary on other interventions to assist pedestrians (eg way-finding measures such as Legible London)	As part of the travel awareness campaign at the Elephant and Castle walking maps using Legible London were produced and handed out to commuters, residents and local businesses to try to encourage walking from the Elephant and Castle.	
Road safety and personal security		
Education and training interventions (eg theatre in education or pedestrian training)	Number	84
20 mph zones / limits	Number	0
Commentary on other interventions to improve road safety or personal security (eg lighting and signing on key routs to stations)	Many of the child education initiatives were expanded this year with more events held for the Children's Traffic Club and more schools taking part in the Road safety quiz compared to last year. 750 pupils attended these events (in comparison to 638 in 2010/11).	
Buses		
Bus lanes	Kilometres	0
Accessible bus stops	Number	0
Commentary on other interventions to assist buses (eg bus gates)		

Smarter travel		
Development of workplace travel plans and review of existing plans	Number of workplaces	1* (3)
Annual monitoring of school travel plans	Number of schools	46
Walking promotions (eg Number of schools participating in 'Walk on Wednesdays'	Number of schools	34
	Number of workplaces	15
	Number of events	2
Cycling promotions (eg Number of events during Bike Week)	Number of schools	17
	Number of workplaces	0
	Number of events	31
Smarter driving (ie Eco-driving), greener vehicles, liftshare and car club promotions	Number of events	5
Public transport promotions (eg Freedom Pass promotions)	Number of events	5
Commentary on other smarter travel interventions	One of Southwark Council's 200 club event series was a sustainable transport event which included presentations from TfL, Southwark Council and the Maudsley Hospital. Sustainable travel partners such as Zipcar, London Cycling Campaign and Living Streets exhibited and introduced special offers for the 200 club members and of the attendees 86% rated the material as 'good' or 'excellent'.	
Environment		
Electric vehicle charging points	Number on-street	5
	Number off-street	Unknown
	Number of workplace	Unknown
Car club bays implemented or secured by the borough	Number on-street	12
	Number off-street	Unknown
Street trees	Number of new trees planted	20
	Number of replacement trees planted	120
	Number felled for natural / safety reasons	38
	Number felled for other reasons	102
Commentary on other environmental interventions	The Council installed two new air quality monitoring stations in 2011/12 these began collecting data in 2011/12	
Local area accessibility		
Shopmobility or scootability	Number of schemes implemented	0
Commentary on other interventions to improve accessibility	The training bus, where those with disabilities and/or special needs are invited to use a dedicated bus in order to gain the confidence and skills needed to travel independently around London, held 10 sessions in 2011/12 with 210 participants.	

Controlled parking and freight		
New zones implemented	Number	2* (4)
Waiting and loading reviews	Number	28* (5)
Commentary on other interventions to review parking or freight issues and smoothing traffic flow	In recognition of the increased demand for space in evenings and weekends the Bankside CPZ has been extended to operate on Saturdays (9.30-12.30) and until 11pm every day of the week. East Camberwell CPZ has been extended to cover a larger area and Lucas Gardens CPZ has been extended, both to deal with high demand for parking space associated with commuter parking.	
Cleaner local authority fleets		
European emission standard of fleet for heavy duty diesel-engined vehicles (all vehicles with a gross vehicle weight of 8,800kg or over, including lorries and buses)	Number of Euro II vehicles	0
	Number of Euro III vehicles	1
	Number of Euro IV vehicles	1
	Number of Euro V vehicles	6
Electric vehicles in fleet	Number fully electric	0
	Number hybrid electric	6
Commentary on other interventions to improve the efficiency of vehicle fleets	The Council's fleet size reduced by 14 vehicles in 2011/12.	

(1) - Cycle parking off street - only included estate cycle parking, not those installed as part of the development control process.

(2) - Crossing facilities - 7 new and 8 improved in 2011/12.

(3) - These are the voluntary travel plans as DC travel plans could be workplace or housing.

(4) - 1 new zone and 1 extension.

(5) - This number reflects local parking amendments - they may not necessarily be related to waiting or loading.

Appendix 2

Further details of pedestrian surveys, cyclist surveys, traffic counts and collisions

Table 97: Pedestrian counts and interviews (start dates)

Location	Before			After		
	D	M	Y	D	M	Y
Sturgeon Road	2	April	2011	24	April	2012

Figure 62: Location of pedestrian surveys for Sturgeon Road scheme

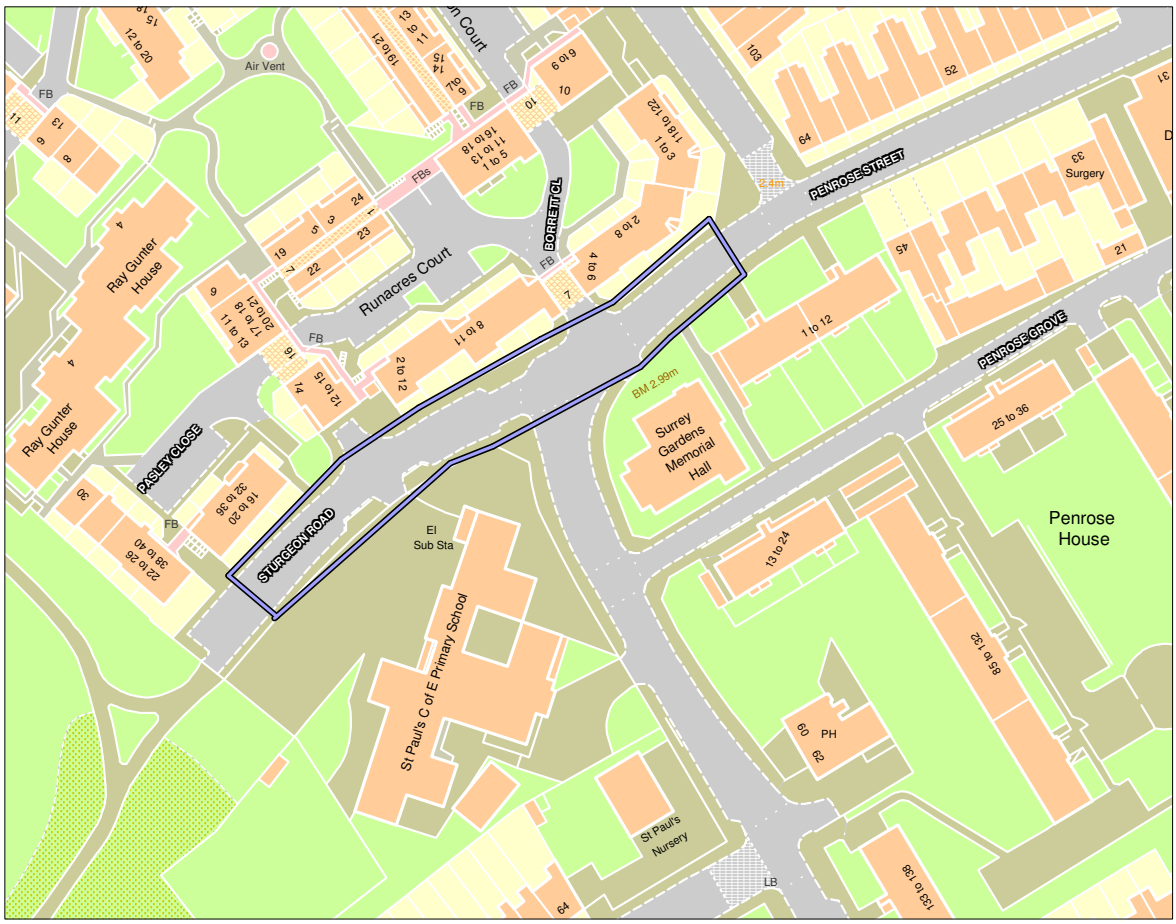


Table 98: Cyclist counts and interviews (start dates)

Location	Before			After		
	D	M	Y	D	M	Y
Grange Road	31	March	2011	24	April	2012
Copeland and Consort	21	April	2010	24	April	2012

Figure 63: Location of cyclist surveys for Grange Road scheme

Figure 64: Location of cyclist surveys for Copeland / Consort Road scheme

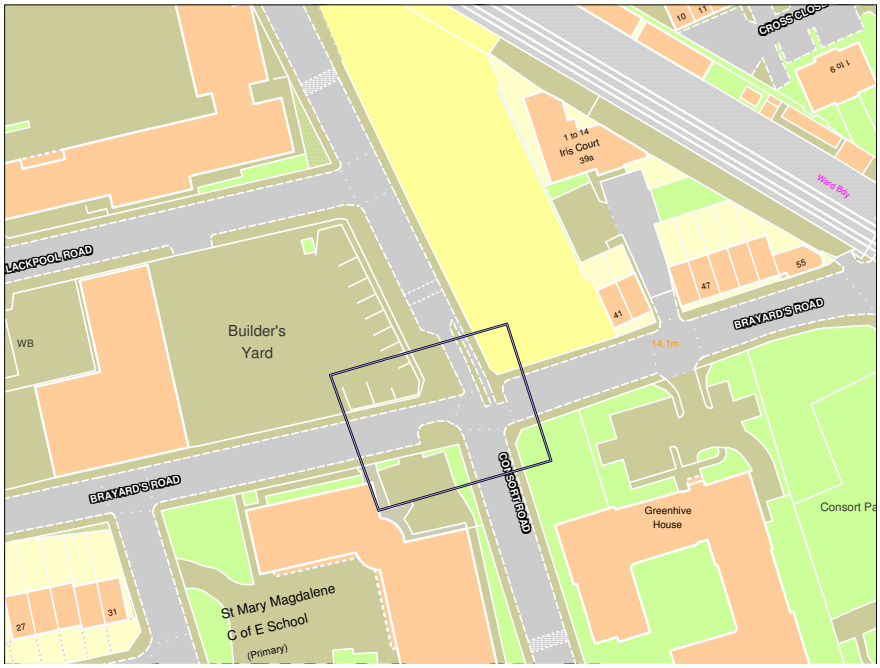


Table 99: Traffic counts (start dates)

Location	Before			After		
	D	M	Y	D	M	Y
Grange Road	20	April	2010	14	April	2012
Staffordshire Street	20	April	2010	24	September	2011
Champion Park (Denmark Hill)	19	March	2010	14	April	2012
Copeland Road and Consort Road	20	April	2010	14	April	2012
Peckham Rye	20	April	2010	TBA 2013		
Grove Vale	20	April	2010	14	April	2012
Lordship Lane	25	March	2010	14	April	2012
Southampton Way	20	April	2010	14	April	2012

Figure 65: Location of traffic counts and collisions for Grange Road scheme

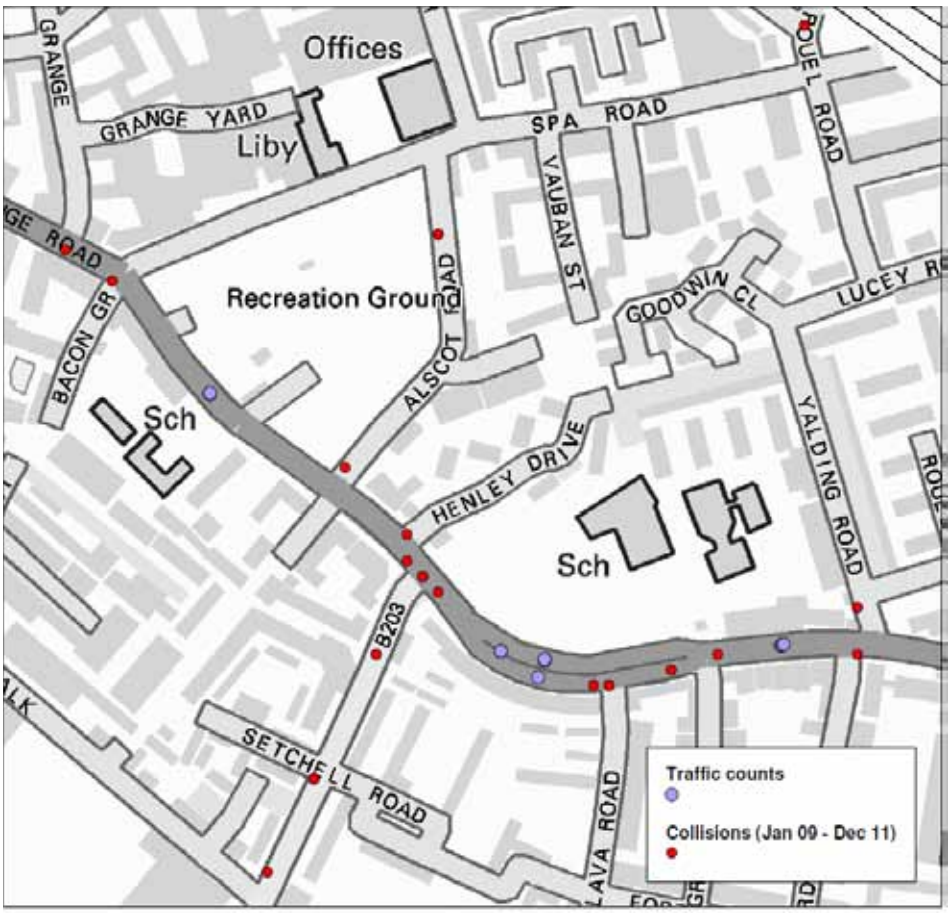


Figure 66: Location of traffic counts and collisions for Staffordshire Street scheme

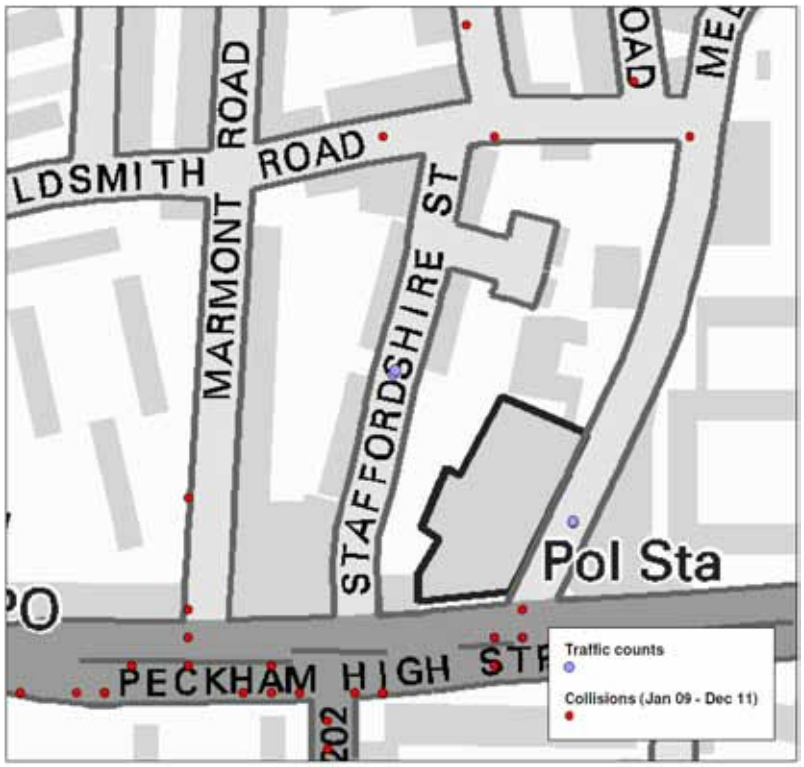


Figure 67: Location of traffic counts and collisions for Denmark Hill scheme

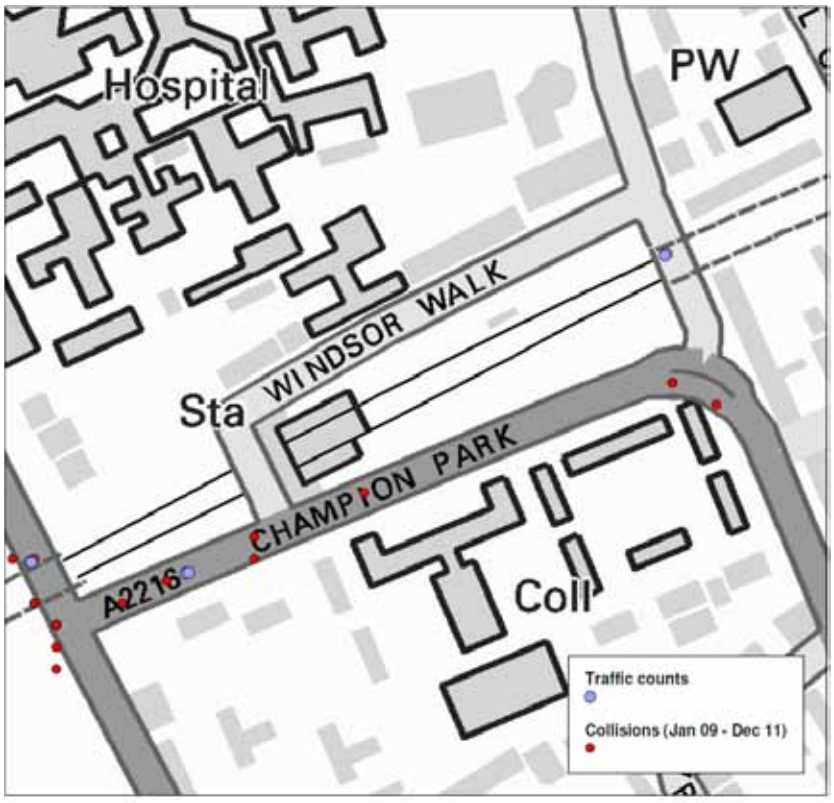


Figure 68: Location of traffic counts and collisions for Copeland/Consort Road scheme

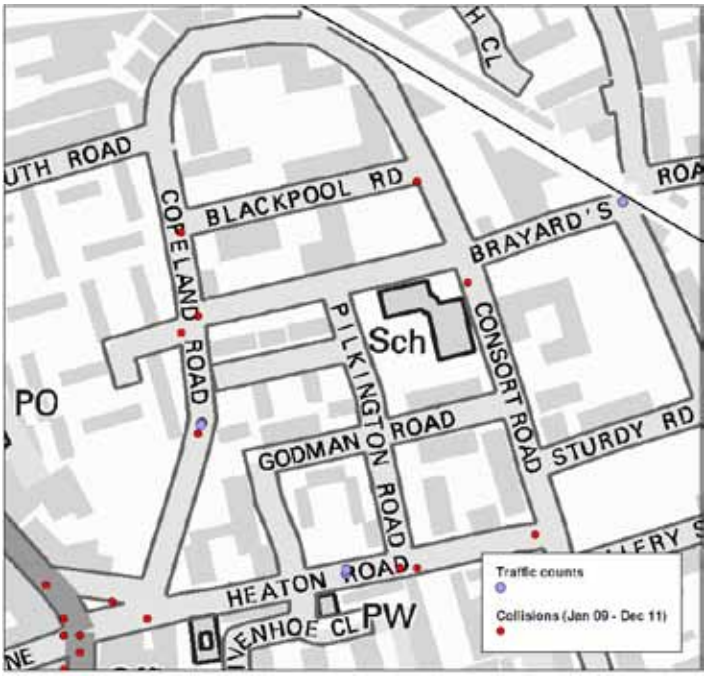


Figure 69: Location of traffic counts and collisions for Peckham Rye scheme

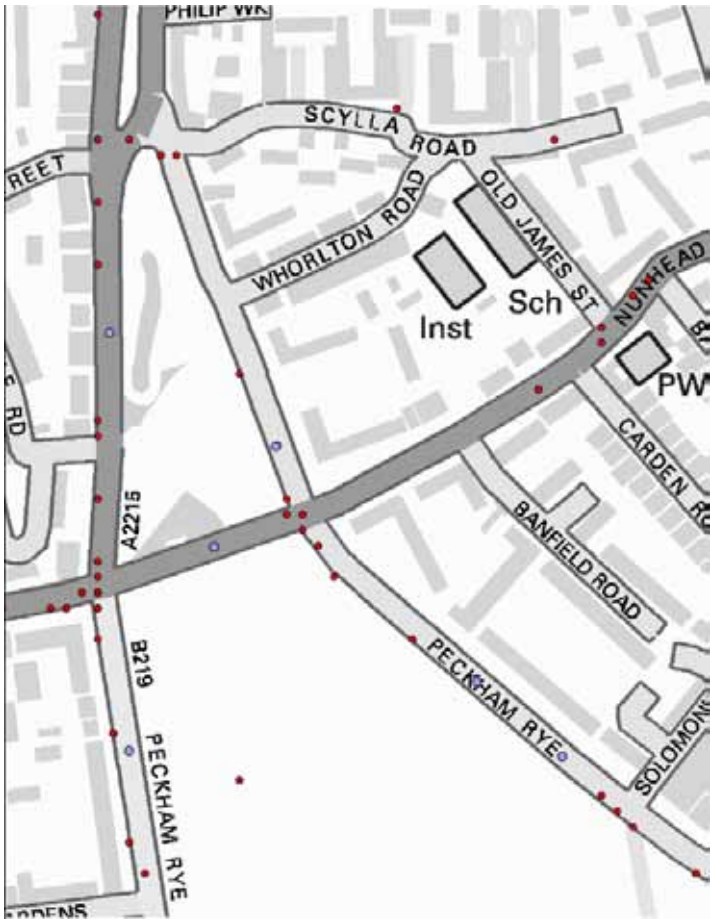
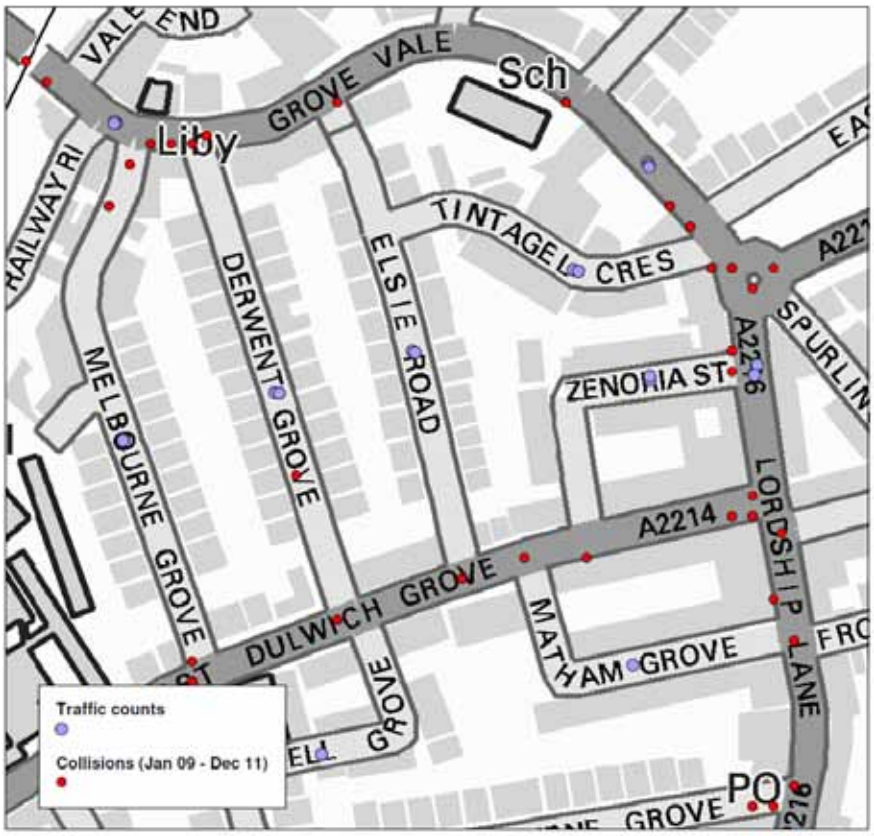


Figure 70: Location of traffic counts and collisions for East Dulwich pedestrian accessibility scheme



Appendix 3

Table 100: Full details of non principal road renewal schemes

Street name	Community Council	2010/11 or 2011/12	Cost in £k
Alleyn Road	Dulwich	2011/12	600
Cheltenham Road	Nunhead & Peckham	2011/12	182
Clayton Road	Nunhead & Peckham	2010/11	71
Galleywall Road	Bermondsey & Rotherhithe	2010/11	335
Grove Park	Camberwell	2010/11	283
Ilderton Road	Nunhead & Peckham	2010/11	718
Ivydale Road	Nunhead & Peckham	2011/12	240
Peckham Hill Street	Nunhead & Peckham	2010/11	255
Peckham Rye (east)	Nunhead & Peckham	2011/12	136
Trafalgar Avenue	Borough, Bankside & Walworth	2010/11	200

Table 101: Full details of lighting schemes

Street name	Community Council	2010/11 or 2011/12	Length of street (m)
Albion Channel	Bermondsey & Rotherhithe	7	586
Alscot Road	Bermondsey & Rotherhithe	16	303
Aysgarth Road	Dulwich	7	196
Canada Street	Bermondsey & Rotherhithe	2	186
Canada Water	Bermondsey & Rotherhithe	4	0
Champion Hill	Camberwell	26	597
Champion Park	Camberwell	11	288
Coleman Road	Camberwell	5	375
College Road	Dulwich	2	2121
Croxted Road	Dulwich	6	2268
Crystal Palace Parade	Dulwich	9	712
Curtis Street	Bermondsey & Rotherhithe	1	116
Devonshire Grove	Bermondsey & Rotherhithe	4	128
Dulwich Wood Avenue	Dulwich	7	683
Dulwich Wood Park	Dulwich	13	685
Elmington Road	Camberwell	16	516
Fountain Drive	Dulwich	6	428
Glengall Road	Peckham	25	757
Goodwin Close	Bermondsey & Rotherhithe	4	238
Grove Vale	Dulwich	5	469
Highshore Road	Nunhead & Peckham	2	325
Hitherwood Drive	Dulwich	11	273
Kimpton Road	Camberwell	3	207
Longfellow Way	Bermondsey & Rotherhithe	1	115
Peckham Rye	Nunhead, Peckham	13	1745
Rolls Road	Bermondsey & Rotherhithe	1	661
Rouel Road	Bermondsey & Rotherhithe	7	264
Ruby Triangle	Bermondsey & Rotherhithe	3	90
South Croxted Road	Dulwich	32	458
St Giles Road	Camberwell	7	401
St Stephens Church Path	Dulwich	5	30
Vestry Road	Camberwell	1	424
Whorlton Road	Nunhead & Peckham	1	174

Table 102: Locations of 2011/12 planted street trees

Street name	Community Council	Number of trees planted
Abbeyfield Road	Bermondsey & Rotherhithe	1
Alexis Road	Bermondsey & Rotherhithe	1
Barry Road	Dulwich	1
Carver Road	Dulwich	1
Chandler Way	Nunhead & Peckham	1
Crimscott Street	Bermondsey & Rotherhithe	1
Druid Street	Bermondsey & Rotherhithe	2
Dulwich Village	Dulwich	1
East Dulwich Road	Camberwell	1
East Street	Borough, Bankside & Walworth	1
Fishermans Drive	Bermondsey & Rotherhithe	1
Geldart Road	Nunhead & Peckham	1
Grove Vale	Camberwell	4
Holly Grove	Nunhead & Peckham	1
Lambeth Road	Borough, Bankside & Walworth	1
Latona Road	Nunhead & Peckham	1
Linsey Street	Bermondsey & Rotherhithe	2
Lorrimore Road	Borough, Bankside & Walworth	1
Maltby Street	Bermondsey & Rotherhithe	1
Marlow Way	Bermondsey & Rotherhithe	1
Olney Road	Borough, Bankside & Walworth	2
Portland Street	Borough, Bankside & Walworth	3
Salter Road	Bermondsey & Rotherhithe	4
Snowsfields	Borough, Bankside & Walworth	1
Spa Road	Bermondsey & Rotherhithe	2
Sultan Street	Camberwell	1
Sunray Avenue	Camberwell	1
Tabard Street	Borough, Bankside & Walworth	1
Walworth Road	Borough, Bankside & Walworth	1
Warner Road	Camberwell	1
Wyndham Road	Camberwell	1