Annual Monitoring Report 2017/18

Delivering Southwark's Transport Plan: A summary of the progress made in achieving the targets set out in the Southwark Transport Plan 2011

December 2018

Southwark Council
southwark.gov.uk

Contents

What is the Transport Plan Annual Monitoring Report?

The Annual Monitoring Report monitors the delivery of the *Transport Plan* and our work towards achieving our objectives, targets and outputs. The report identifies the progress that has been made to achieving these aims as well as possible reasons to explain the data that has been observed.

Adopted in July 2011, Southwark's *Transport Plan* sets out how we will improve travel to, within and from the borough and contribute to wider economic, social and environmental objectives of the Council. Since then Southwark Council has adopted a *Cycling Strategy* (2015) and has an emerging *Movement Strategy* (2018) which sets out a strategy to achieve a Vision Zero, which aims to eliminate KSI in accidents. It also sets out a traffic reduction strategy to reduce the number of cars on the borough's roads.

Southwark is working on the emerging Movement Plan which is available for public consultation (closing 25th of January) at https://consultations.southwark.gov.uk/environment-leisure/movement-plan/.

To read Southwark's *Transport Plan* (2011) and *Cycling Strategy* visit the Council's Transport Planning page.

Summary data and maps are publicly available and downloadable at these links Southwark Maps2 or http://vis.oobrien.com/southwark/ (for traffic counts). Raw data is available through FOI (Freedom of Information Act) requests.

Transport Plan's objectives

The objectives listed below help measure and quantify the Transport Plan (2011). These set out what the plan aimed to achieve and this report uses these to measure transport in Southwark.

Objective 1 Manage demand for travel and increase sustainable transport capacity

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

Objective 2. Encourage sustainable travel choices

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

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

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

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

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

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

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

Objective 6. Improve travel opportunities and maximise independence for all

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

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

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

Objective 8. Reduce the impact of transport on the environment

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

Monitoring

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

These targets are focused on five themes:

1. Improving bus service reliability

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

2. Improving the condition of our principal roads

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

3. Reducing CO2 emissions

Target 3: Reduce CO_2 emissions from road based transport from 227kt CO_2 in 2008 to 190kt CO_2 in 2013

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

4. Encouraging walking and cycling

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

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

5. Improving road safety

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

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

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

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

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

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Improving bus service reliability

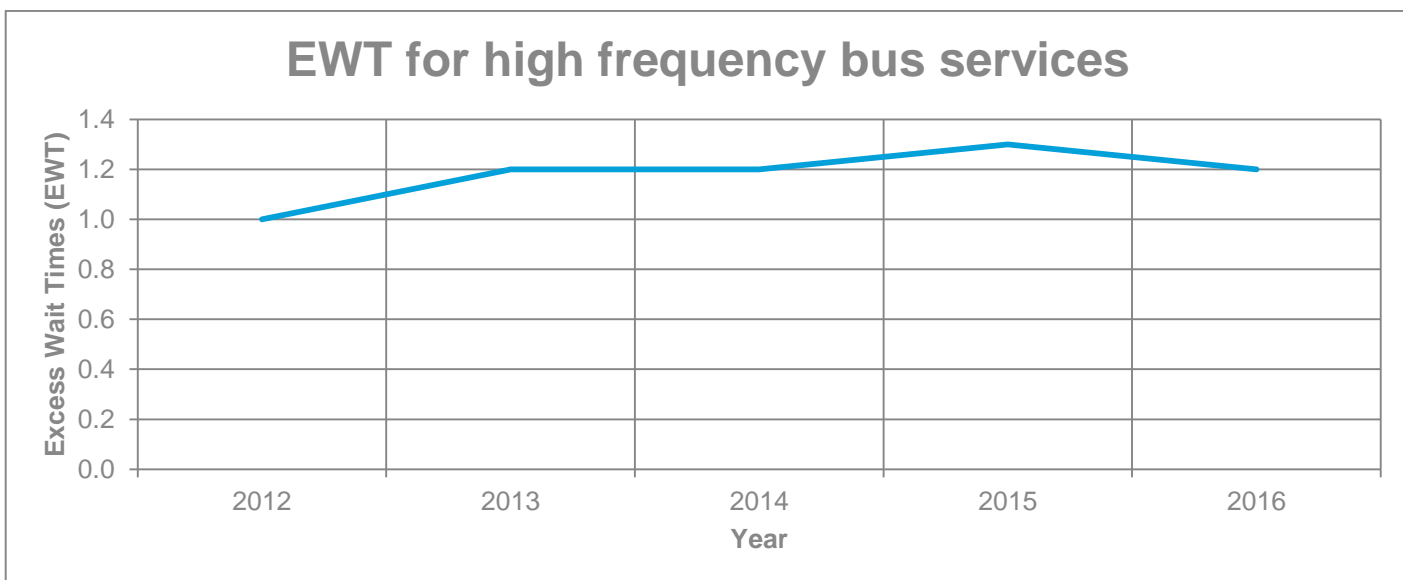| Target 1	Decrease excess wait times for high frequency bus services from 1.0 minute to 0.9 of a minute in 2013/14
Transport Plan objectives	1, 2, 3, 7
Summary of progress	The average excess wait time (EWT) in the Borough was 1.3 minutes in 2016/2017, a decrease from the previous year but the same as 2013 to 2015. The data does not suggest significant advancements have been made towards achieving this indicator. However it should be noted that the difference between 1.0 and 0.9 minutes is six seconds and thus is not a meaningful metric.
Data source/s	Transport for London's London Travel Demand Survey

Figure 1. Bus service Excess wait time (EWT)

Improving the conditions of principal roads

| Target 2	Maintain the proportion of principal road length in poor condition at 11.1 per cent by 2013/14
Transport Plan objective	7
Summary of progress	Our highway assets are managed through a maintenance program and reactive maintenance to issues identified. We have exceeded our target with only 5 per cent of the principal road network in poor condition in 2016/17 with a decrease trend. Data about the principal road length in poor condition are not yet available for 2017/18 and will be updated when available.
Data source/s	Southwark Council
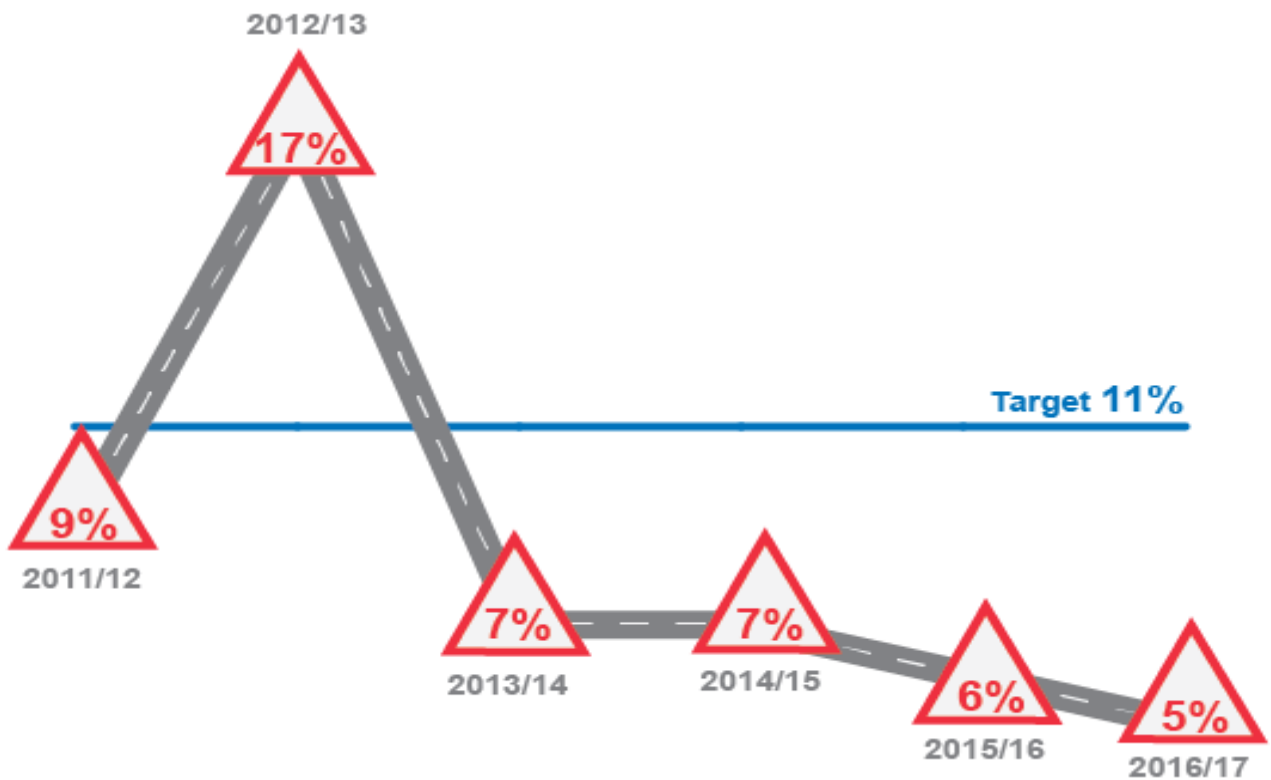
Figure 2. Percentage of the principal road length in poor condition. (Source: Southwark Council)

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

	2013/ 14	2014/15	2015/16	2016/17	2017/18
% of classified roads ('A' 'B' and 'C') below intervention criteria (i.e. need to be consider for remedial treatment).	3	4	5	5	6
Reactive maintenance highways. % of two hour call outs within time*.	99.7%	100%	99.3%	99.8%	99%
Total 24 hour call outs.	8,389	12,361	13,909	9,293	4001

Reducing CO$_2$ emissions

Target 3	Reduce CO2 emissions from road based transport from 227kt CO2 in 2008 to 190kt CO2 in 2013
Transport Plan objective	8
Summary of progress	Emissions from road-based transport have seen substantial decreases over the last seven years. The target of 190kt of CO$_2$ emissions was achieved in early 2010, almost three years earlier than envisioned. Apart from a slight increase in emissions from 2013 to 2014, the amount emitted has continued to decrease year-on-year.

Despite this, the rate of change has been slower recently. Air quality forecasts for the Borough are shown in figures 4 and 5 and show that the ward of 'Cathedrals' to have the highest amount of future emissions. They also show that the road network throughout Southwark is forecast to have high emissions on it.

The drastic reduction in CO$_2$ emissions is likely because of an improvement in vehicle emissions standards and the impact of reducing the number of cars on the roads.

A possible reason for the slower progress in the reduction in CO$_2$ emissions from 2013 to 2015 is that initially it was easier to achieve reductions but is harder now reductions have reached the 'maturity' lifecycle stage. Figures 4 and 5 show certain areas of the Borough and roads within it which can be targeted in the future to reduce emissions further.

However Southwark Council is proactively seeking to further reduce carbon emissions as detailed in the draft *New Southwark Plan* and *Air Quality Action Plan 2017*. These detail rigorous air quality policies, especially in requiring high environmental standards in new-build homes as well as on transport and the types of vehicles used in Southwark.

Further to this, a levy is charged on new development (CIL) that is, in part, used to fund low-carbon infrastructure in the borough. For example there are twenty on-street charging points in the borough that aid the uptake of electric cars. Southwark is also part of the 'Go Ultra Low City Scheme' (GULCS) having been awarded £300,000 in 2015 to support innovative ways of charging ultra-low emissions vehicles.

Southwark Council Pension Fund has invested £150m into the Blackrock Low Carbon Equity Fund. This represents a long-term investment in a low-carbon society and highlights the Council's commitments in this regards. |
| **Data source/s** | London Energy and Greenhouse Gas Inventory (LEGGI)
The London Air Emissions Inventory (LAEI) 2013, which was updated in 2016, is used to measure air quality across London. |
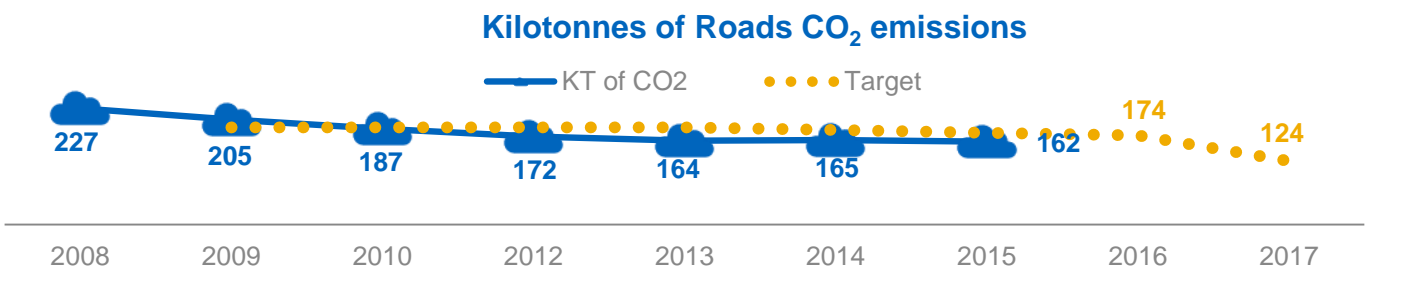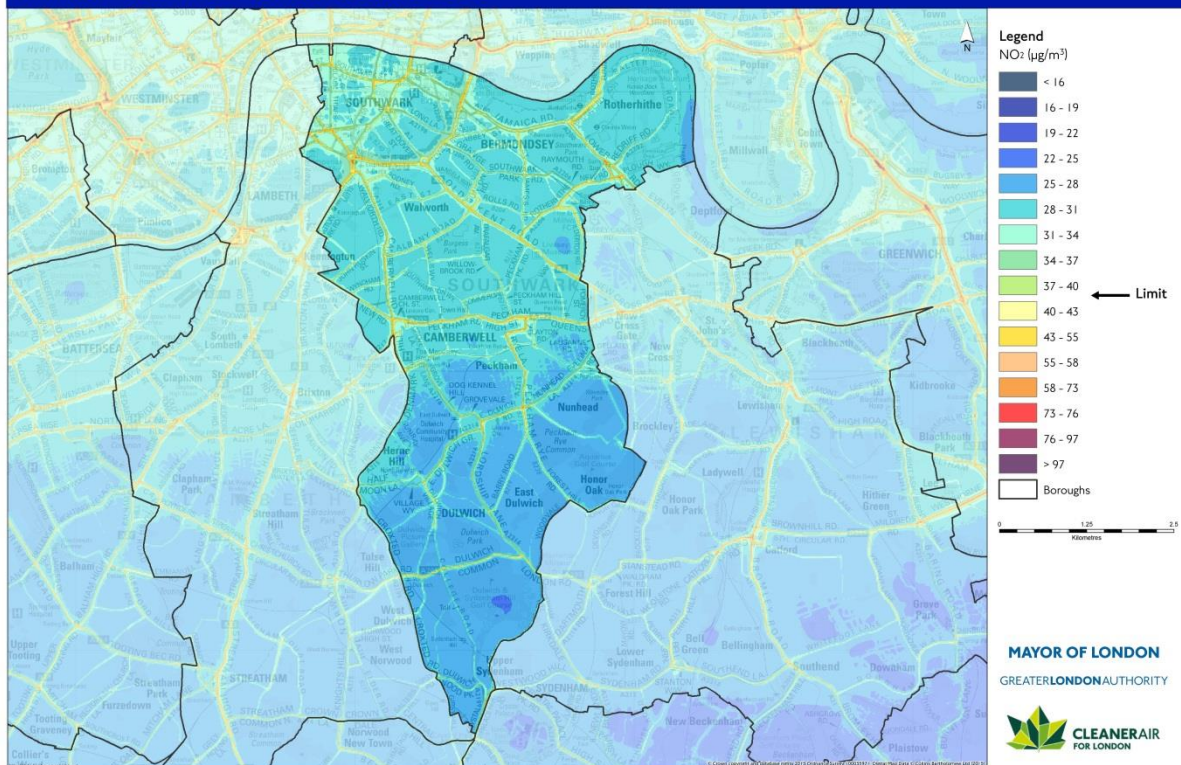
Kilotonnes of Roads CO$_2$ emissions

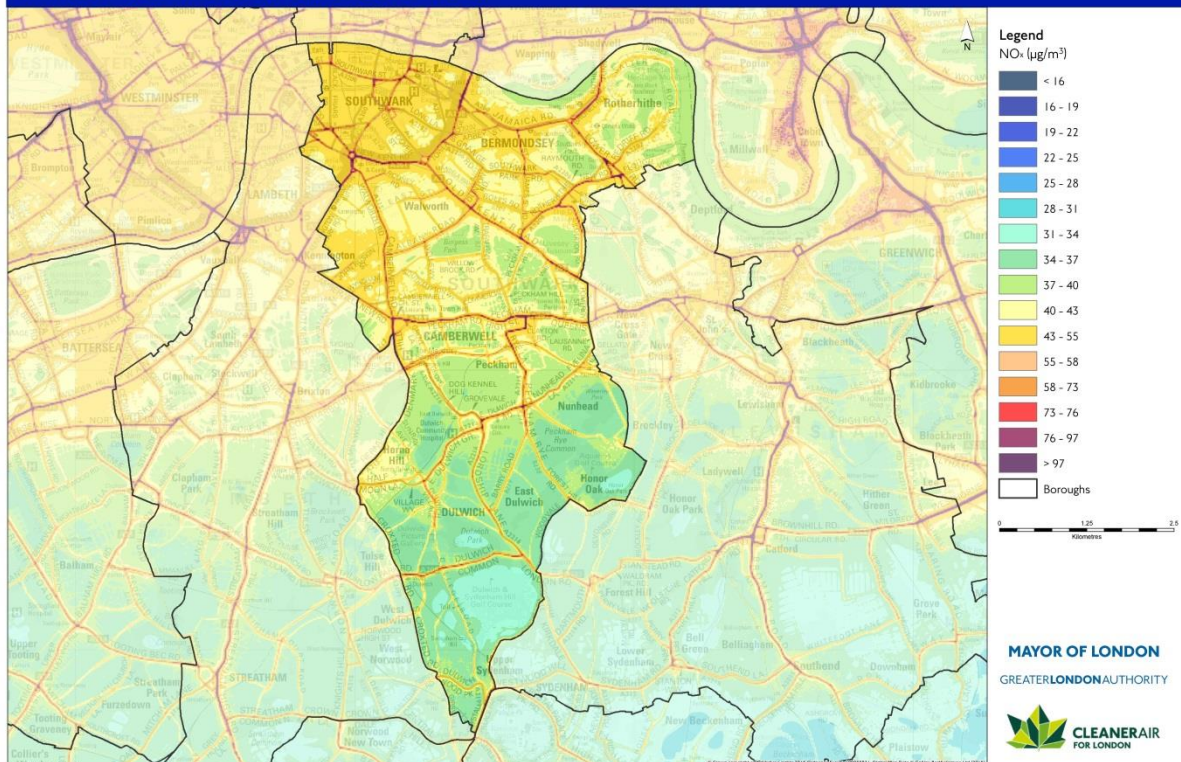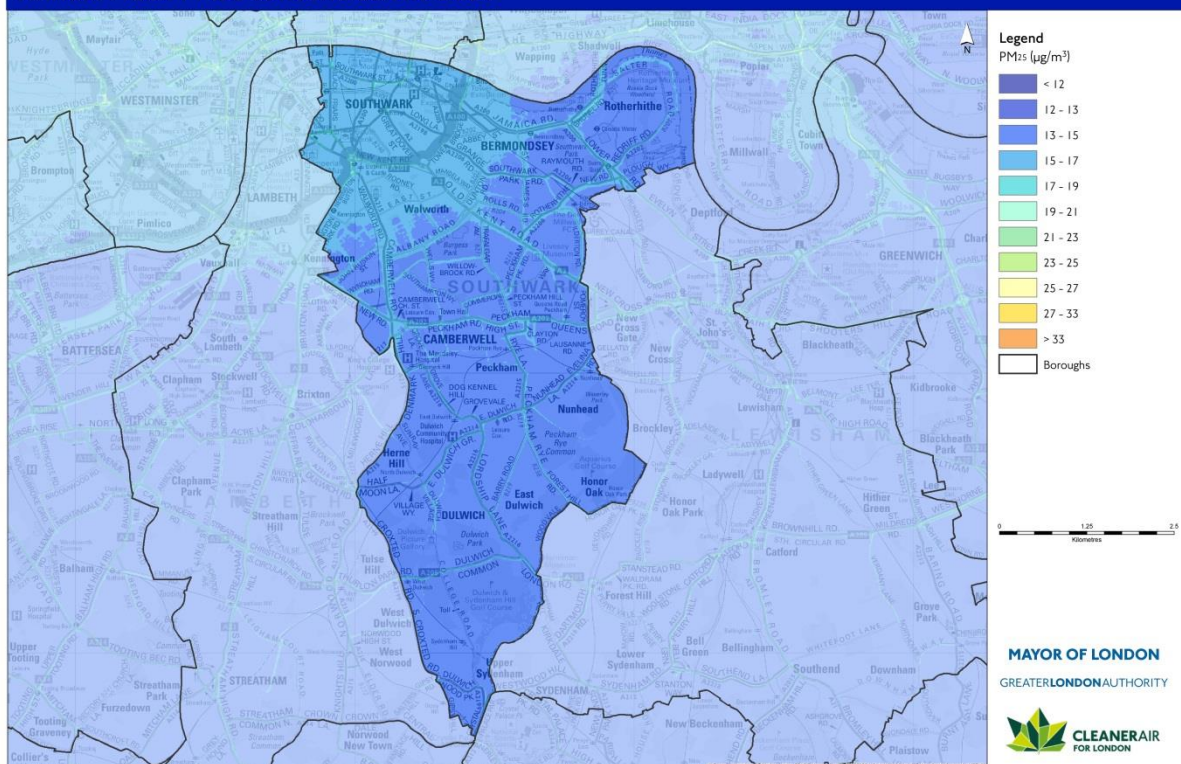Figure 3. CO$_2$ baseline data with target trajectory (2015 is the latest data available). (Source: LEGGI)

Figure 4. Maps of NO₂ and NOₓ forecasted annual mean concentration 2020. (Source: London Air Emission Inventory LAEI)
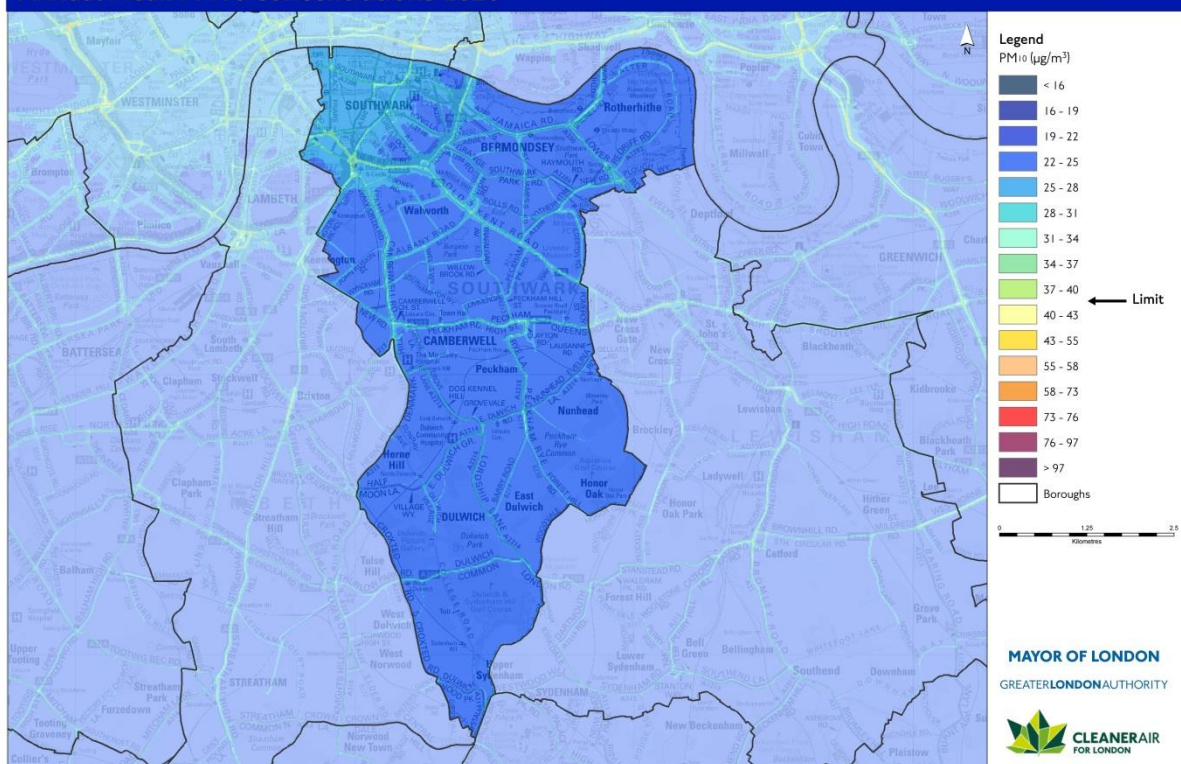
Figure 5. Maps of NO2 and NOx forecasted annual mean concentration 2020. (Source: London Air Emission Inventory LAEI)

Target 4	Reduce traffic levels in Southwark by 6 per cent by 2016
Transport Plan objectives	1, 8
Summary of progress	Below is a summary of how traffic levels in the borough changed between traffic counts conducted in September 2017 and September 2018. The largest decreases in traffic were Southwark Park Road (9,189 vehicles to 2,484); Asylum Road (4,454 to 1,374); Ilderton Road (13,131 to 5,288); and Forest Hill Road (13,334 to 7,393). The largest increases were Cheltenham Road (1,850 to 2,441); and Dulwich Village (10,290 to 14,745). Overall, the number of motor vehicles counted decreased by 12% from the previous year, and the number of cycles by 17%.
	The data shows a very significant decrease on some roads but the majority of traffic counts show an increase. This is particularly focussed on the left-hand side of the borough, on the border with Lambeth. Overall there were larger decreases observed on a small number of roads.
	This data only provides a snapshot of road usage in the Borough because it only counts traffic for two weeks in September. Therefore the results should be interpreted with caution.
	We couldn't conduct automated traffic counts on some of the major roads in the Borough and therefore it is hard to compare the results with last year's report.
Data source/s	London Borough of Southwark

Figure 6. Percentage change in traffic between 2017 and 2018 in all the annual monitoring Automated Traffic Counts locations. (Source: Southwark Council)

Increasing walking and cycling

Target 5	Increase the walking mode share in Southwark to 50 per cent by 2020.
Transport Plan objectives	1, 2, 4, 6
Summary of progress	From a baseline in 2006 of 31% walking mode share. This reached a high of 39% in 2012 and a linear forecast predicts that it will reach 47% in 2020. The number of people walking in Southwark has drastically increased over the 7 years shown and if the rate of increase observed continues into the future then the proportion of people walking in the borough will have nearly reached the target level by 2020. However recent data suggests that the share has decreased.
Data source/s	Transport for London's Travel Demand Survey
Southwark Council

Figure 7. Southwark Walking Mode Share (Source: TfL - London Travel Demand Survey - LTDS)

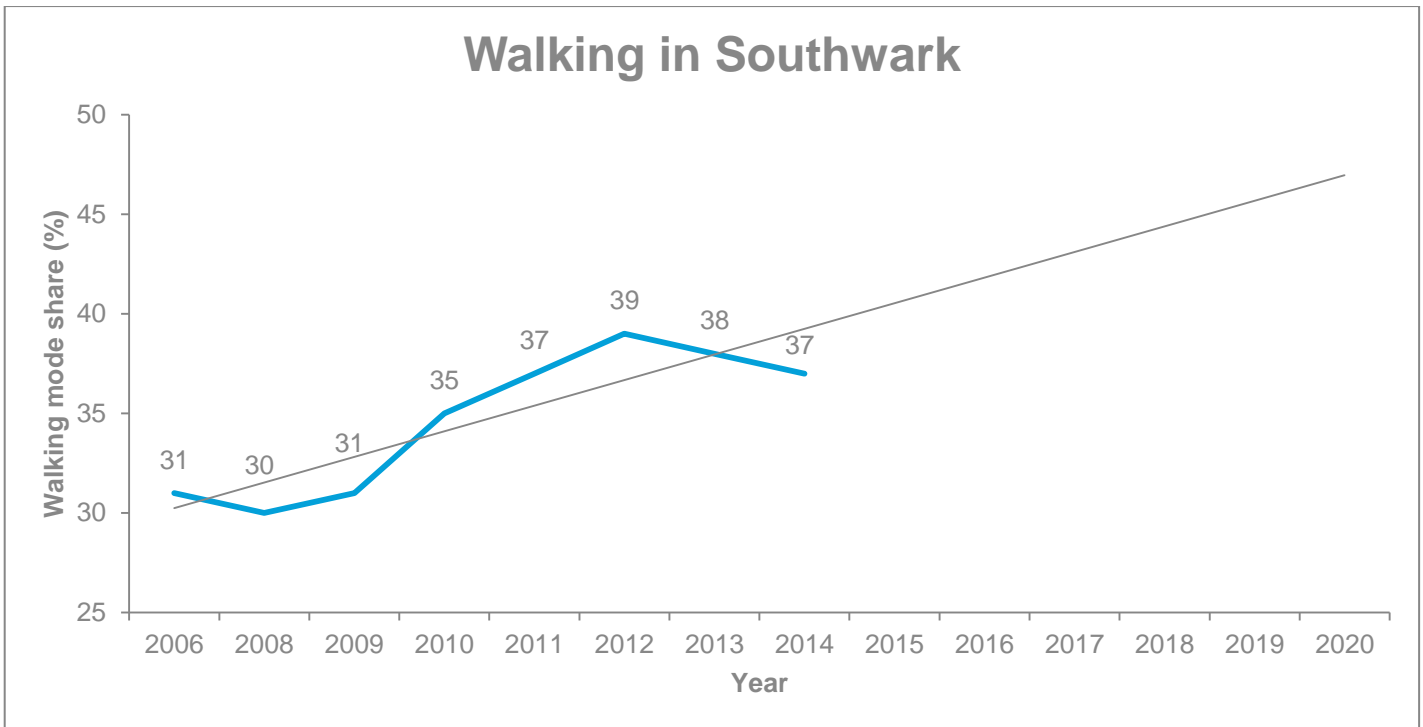| `Target 6	Increase the proportion of those cycling in Southwark from 3 per cent to 10 per cent cycling mode share by 2025/26
Transport Plan objectives	1, 2, 4
Summary of progress	Over the past eight years cycling levels in the borough have fluctuated: a low of 2.9% in 2006; and a high of 4.6% in 2009 and 2012.
	An analysis of data compiled from traffic counts conducted by Southwark Council show weekday cycling to have grown at a faster rate than at the weekend (50% and 13% respectively from 2014 to 2018). There was also a significant difference between counts at different locations during the week, from a high of 201% growth in South Bermondsey to a low of 24% growth in Dulwich.
	The cycle count data provided shows a snapshot of cycling as it was only conducted over a two-week period in September. What is shown is that there is not only a much higher number of people cycling during the week than at the weekend, but also that there has been a much higher uptake in the activity during the week. This suggests that people are using cycling as a means to get to work rather than considering it as a weekend travel option. The large increase in cycling in South Bermondsey may be due to the success of the Quietway which runs through the area and in achieving a modal shift.
	The key to increasing cycling is that it follows investment. Safety is of paramount importance.
Data source/s	Transport for London London Borough of Southwark
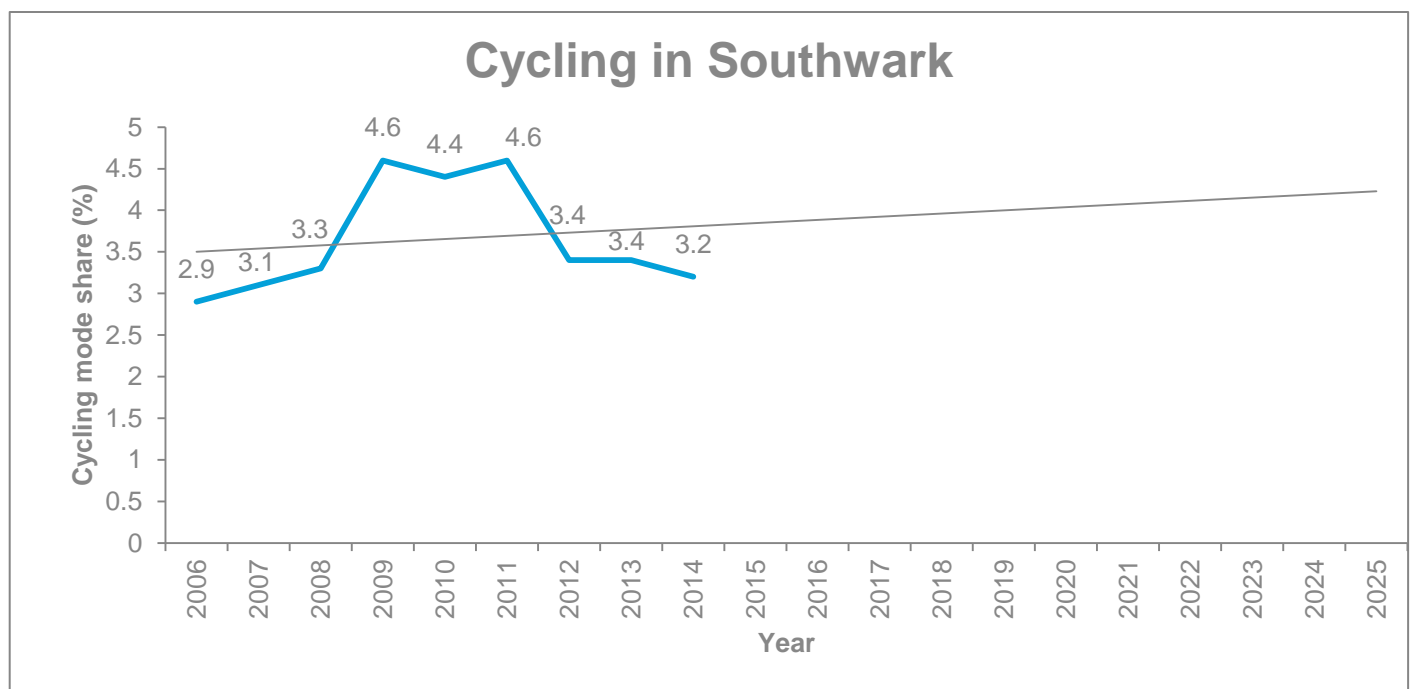
Figure 8. Percentage of trips by cycling

Average Cycle Counts (weekday)
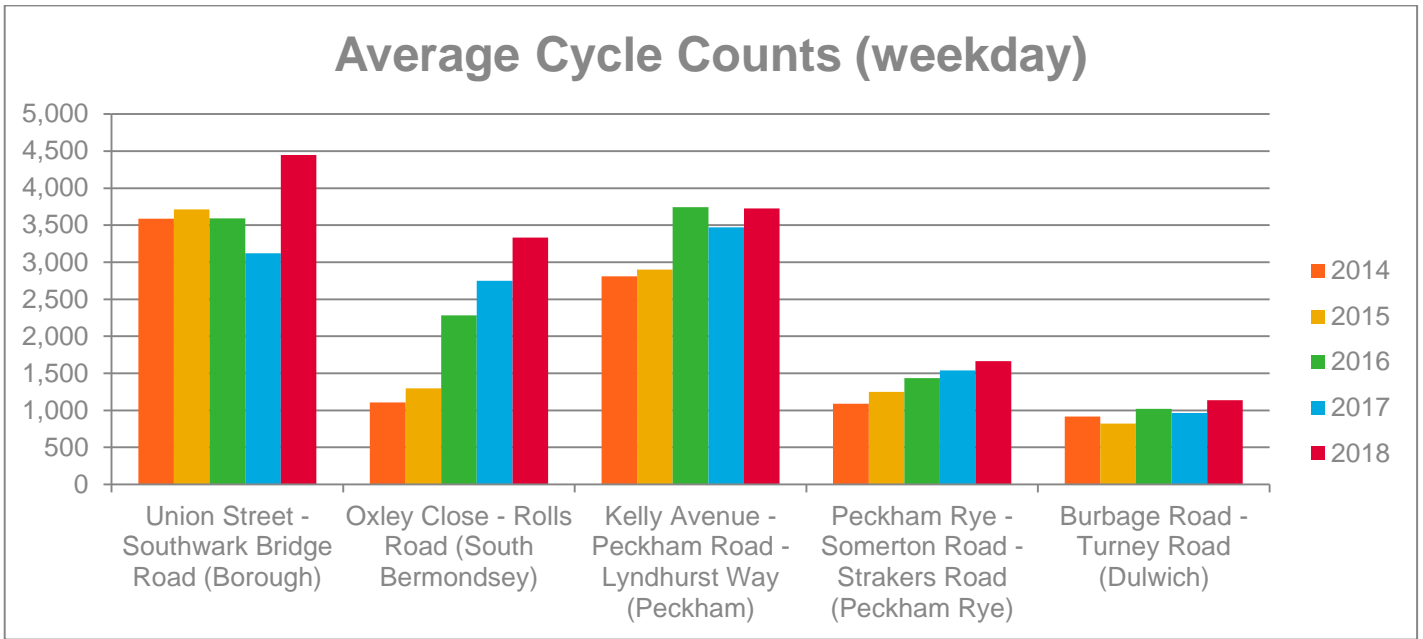
Figure 9. Average Daily Cycle Counts trends and percentage change from Video Junction Surveys (Source: Southwark Council)

Average Cycle Counts (weekend)
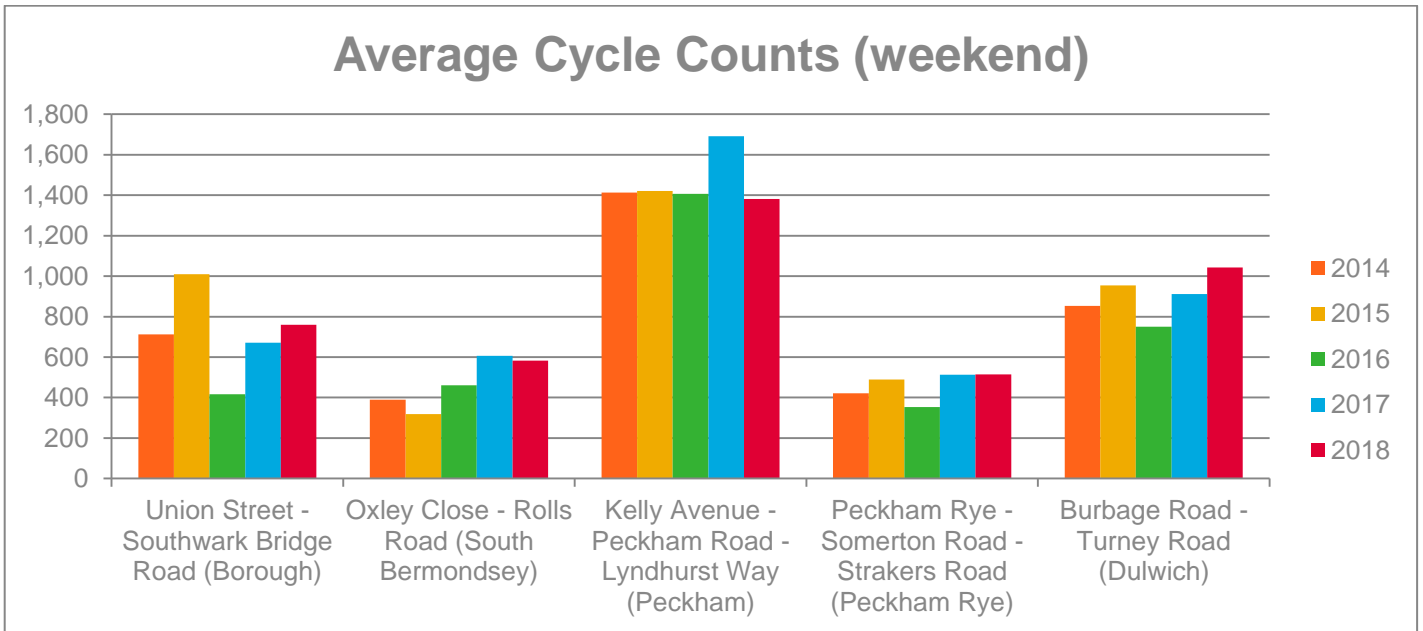
Figure 10. Cycle counts in Southwark during the week

Number of people trained in bikeability
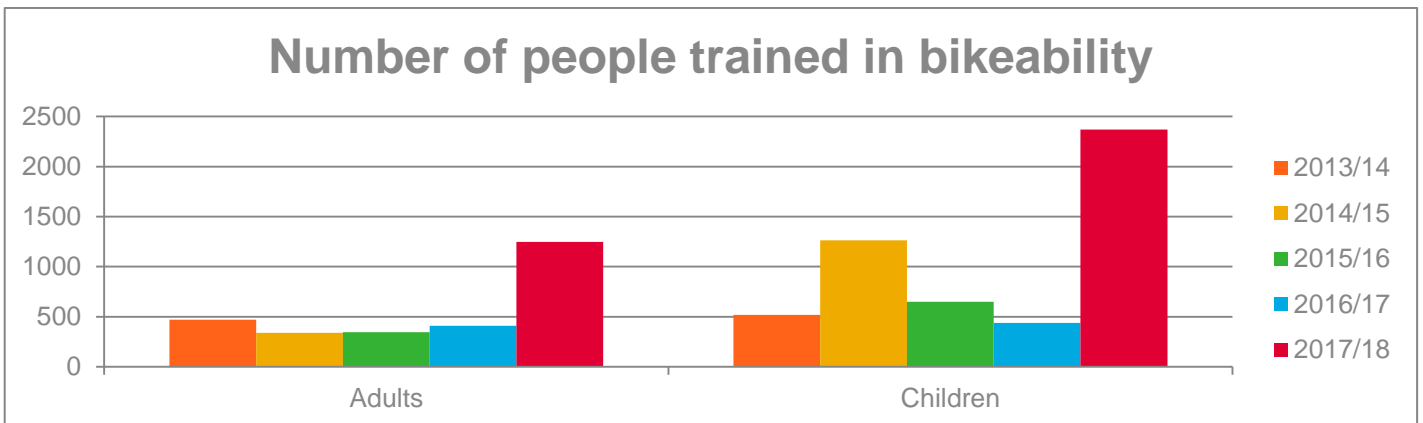
Figure 4. Number of people trained in Bikeability

Southwark Cycle Network Existing and Planned
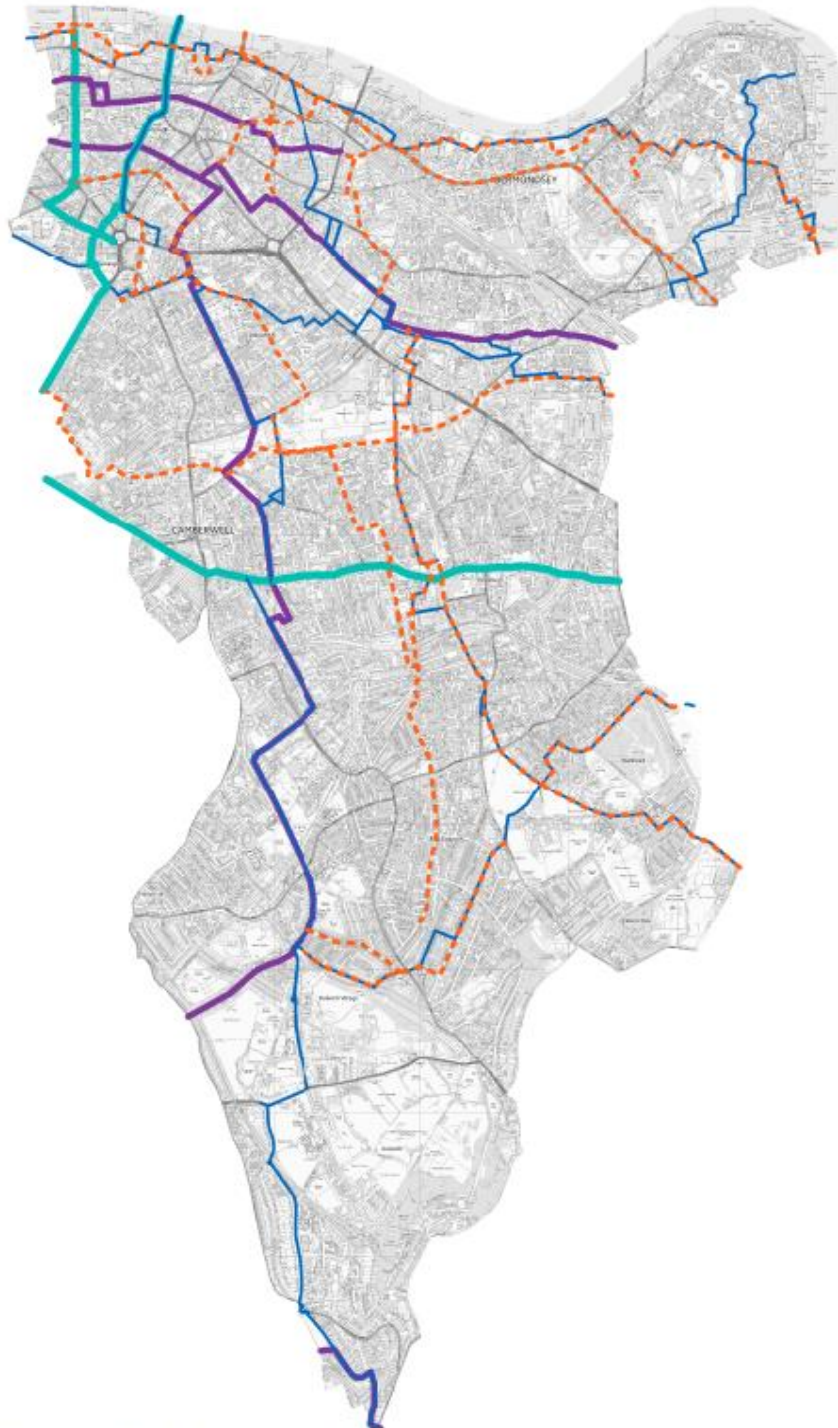
(c) crown copyright and database rights 2017 Ordnance Survey (0) 100019252

Existing Cycle Network
— Cycle Superhighway
— London and National Cycle Network
— Quietways
Planned Cycle Network

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Council
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Figure 11. Existing and planned cycle routes in Southwark (Source: Southwark Council and TfL. Last updated November 2017)

Improving road safety

Target 7	Reduce the number of all total casualties by 33 per cent by 2020
Transport Plan objective	5
Summary of progress	Road accidents have fluctuated between a high of 1274 in 2004 and a low of 992 in 2013. The target level of reduction has not yet been reached.
	Fig 13 shows the number of accidents that occur at different times of the day. The highest number of accidents occurred between 9am and 1pm (194), and 3pm and 6pm (220). The lowest number of accidents occurred between 1pm and 3pm (113).
	Fig 14 shows accidents by age group and reveals that the highest number of accidents occurred in the 26 to 35 age category (375). 37% of the accidents in this age category were from bicycles. The second highest age category is 16 to 25. A low number of individuals over the age of 65 are involved in road accidents.
	The highest number of accidents involved bicycles. Buses, coaches, taxis and goods vehicles formed a low number of accidents in 2017.
	The lowest number of accidents occured around the middle of the day into the early afternoon.
	The majority of accidents occur among younger age groups and therefore achieving the target will only be done by focussing on reduction in the 25 to 26 age category.
	The data shows that bicycles are involved in the highest number of accidents,
	Of all the accidents recorded, buses only form a low amount (8%) of these..
Data source/s	Police STATS19 Accident Form Database

Figure 12. All casualties in Southwark trends from 2004 to 2016 (Source: TfL - Police's STATS 19 Accident Form Datatabase)

Accidents by time of day
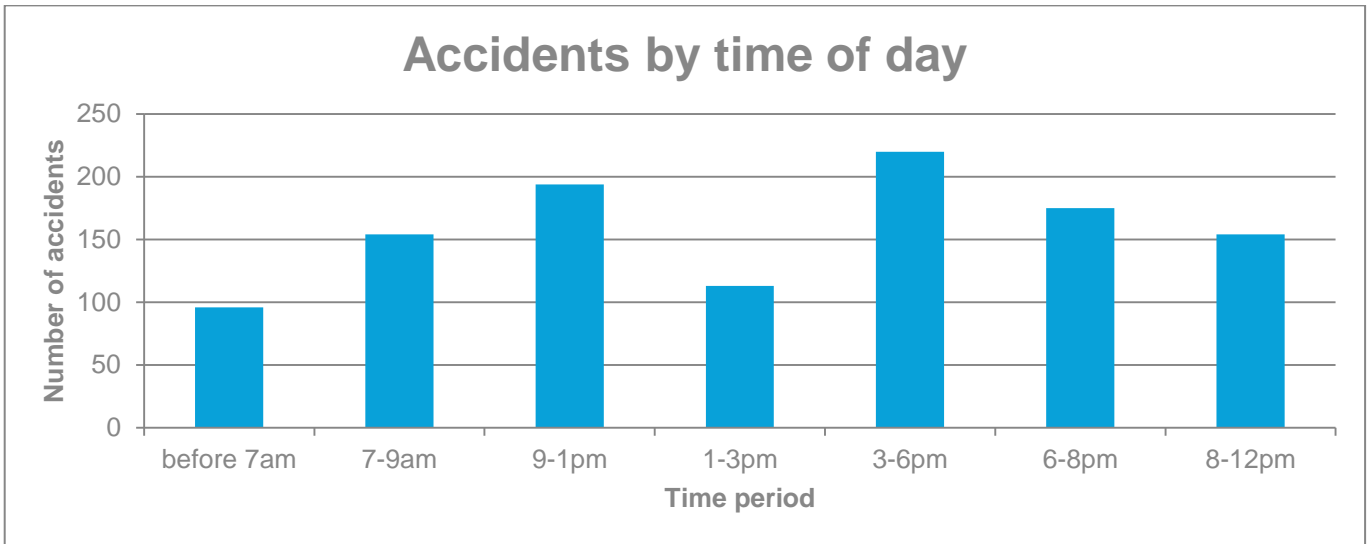
Figure 13. Accidents by time of day (Source: TfL - Police's STATS 19 Accident Form Datatabase)
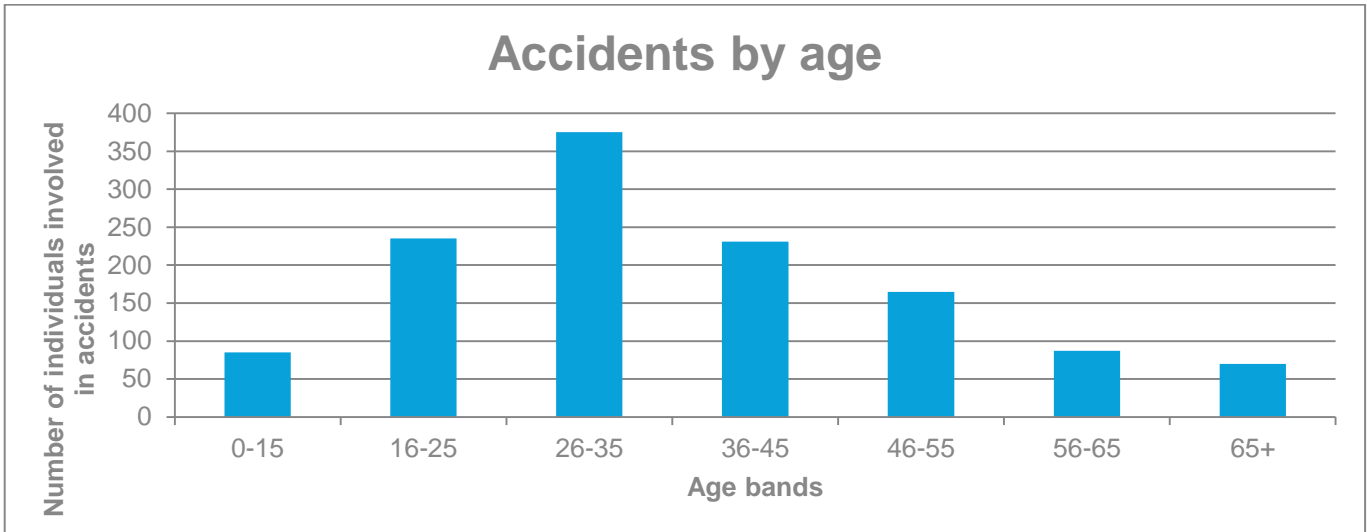
Accidents by age

Figure 14. Accidents by age (Source: TfL - Police's STATS 19 Accident Form Datatabase)

Accidents by mode of transport
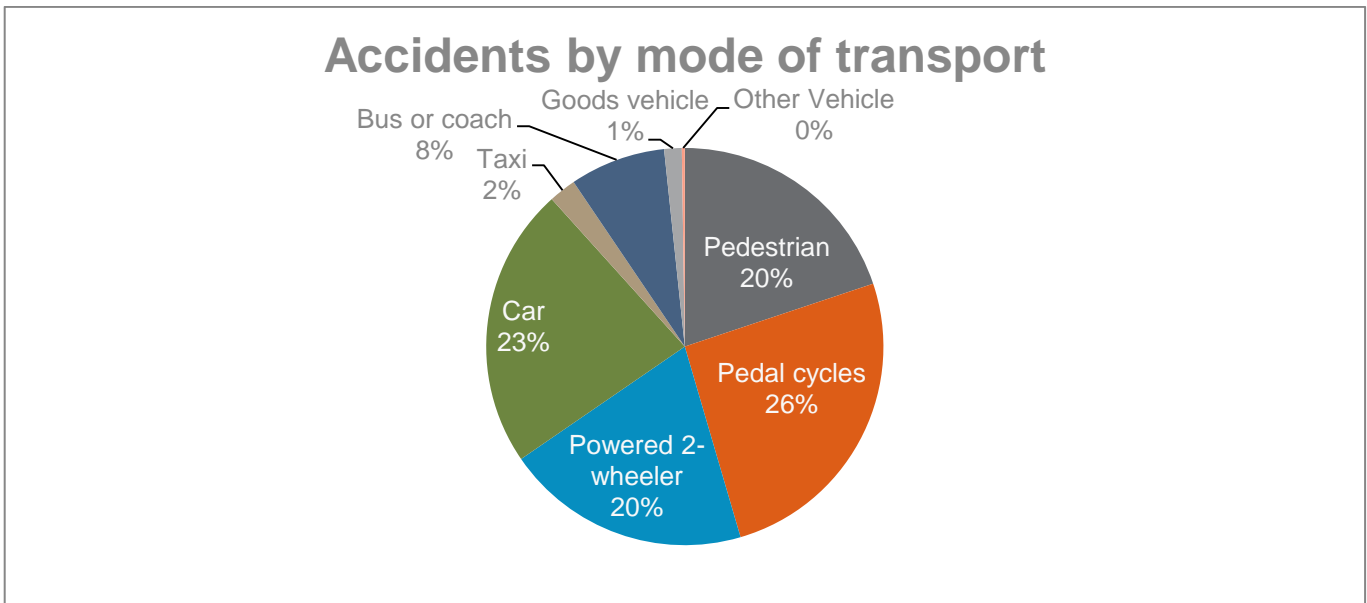
Figure 17. Accidents by mode of transport (Source: TfL - Police's STATS 19 Accident Form Datatabase)

Target 8	Reduce the number of killed and seriously injured by 33 per cent to 2020
Transport Plan objectives	5
Summary of progress	The target level of reduction was achieved in 2013 but rose above this level in 2017. The highest number of these accidents were among the 16 to 25 age category of which the majority involve a bicycle. This share increases in the 26 to 35 and 36 to 45 age categories. Powered 2-wheelers were also involved in a large number of KSI accidents in these groups whereas cars made up a low amount. The number of KSI in road accidents reduced below the target level in 2013 following a year-on-year decrease since 2010. However the level rose above the target in 2017. This though may be an anomalous event and will require future data collection to determine if this is a continuous trend or not. A further breakdown of the data reveals that the majority of accidents in this category involve a pedestrian, a cyclist or a powered 2-wheeler.
Data source/s	Police STATS19 Accident Form Database

**Killed or Seriously Injured
in Road Accidents in Southwark**
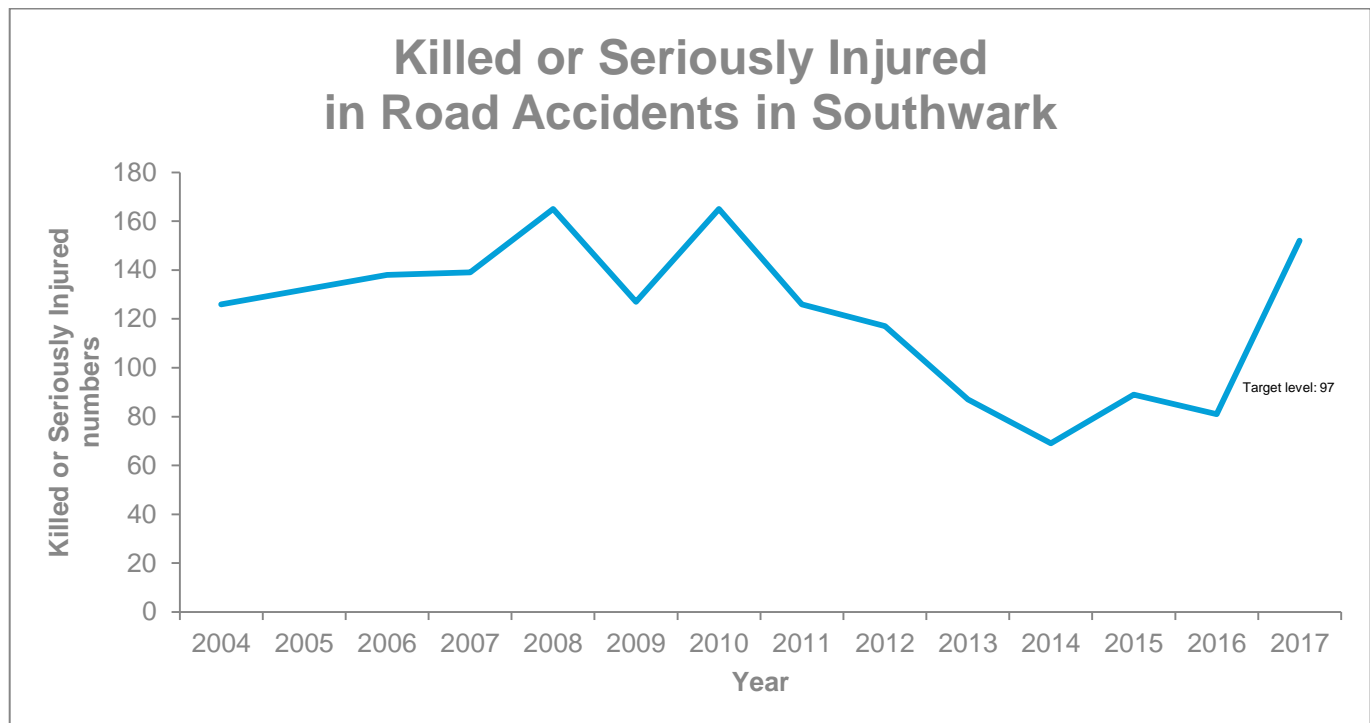
Figure 18. All Southwark casualties killed or seriously injured trends from 2004 to 2017. (Source: TfL - Police's STATS 19 Accident Form Datatabase)

Accidents in the 0 to 15 year-old age group
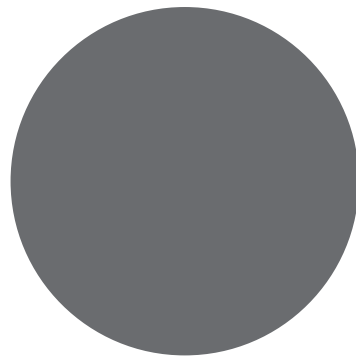
Legend:
- Pedestrian
- Powered 2-wheeler
- Car
- Goods vehicle
- Cycle
- Bus or coach
- Other

Figure 19. KSIs by age group

Accidents in the 16 to 25 year-old age group
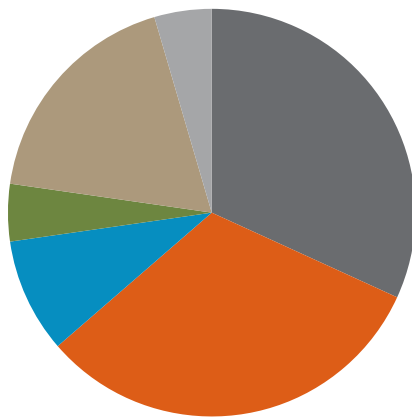
Legend:
- Pedestrian
- Powered 2-wheeler
- Car
- Goods vehicle
- Cycle
- Bus or coach
- Other

Figure 20. KSIs by age group

Accidents in the 26 to 35 year-old age group
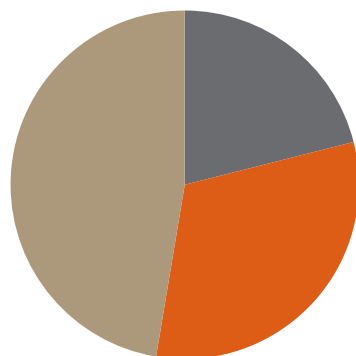
Legend:
- Pedestrian
- Powered 2-wheeler
- Car
- Goods vehicle
- Cycle
- Bus or coach
- Other

Figure 21. KSIs by age group

Accidents in the 36 to 45 year-old age group

Legend:
- Pedestrian
- Powered 2-wheeler
- Car
- Goods vehicle
- Cycle
- Bus or coach
- Other
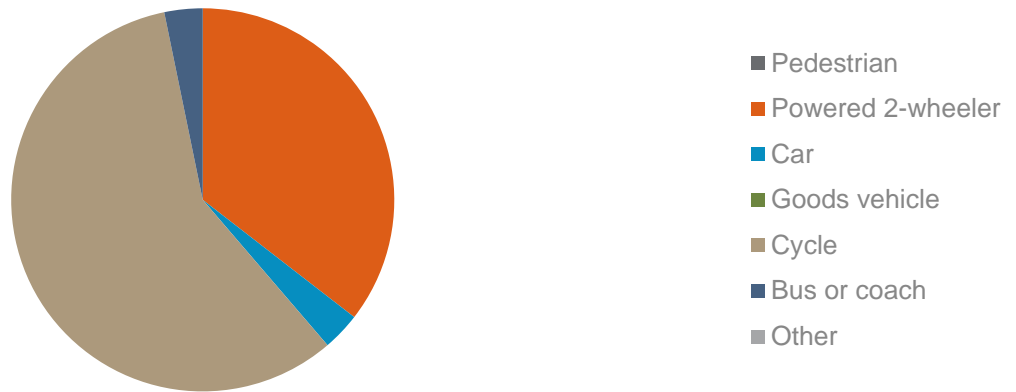
Figure 22. KSIs by age group

Accidents in the 46 to 55 year-old age group

Legend:
- Pedestrian
- Powered 2-wheeler
- Car
- Goods vehicle
- Cycle
- Bus or coach
- Other

Figure 23. KSIs by age group

Accidents in the 56 to 65 year-old age group

Legend:
- Pedestrian
- Powered 2-wheeler
- Car
- Goods vehicle
- Cycle
- Bus or coach
- Other

Figure 24. KSIs by age group

Accidents in the 65 and over age group

Legend:
- Pedestrian
- Powered 2-wheeler
- Car
- Goods vehicle
- Cycle
- Bus or coach
- Other

Figure 25. KSIs by age group

Target 9	Reduce the total number of slight casualties by 33 per cent by 2020
Transport Plan objective	5
Summary of progress	The number of road-based slight casualties has not dropped lower than the target level over the 13-years of data. The data shows no clear trend in either direction.
Data source/s	Police STATS19 Accident Form Database

Slight Casualties in Road Accidents in Southwark

Target level: 884
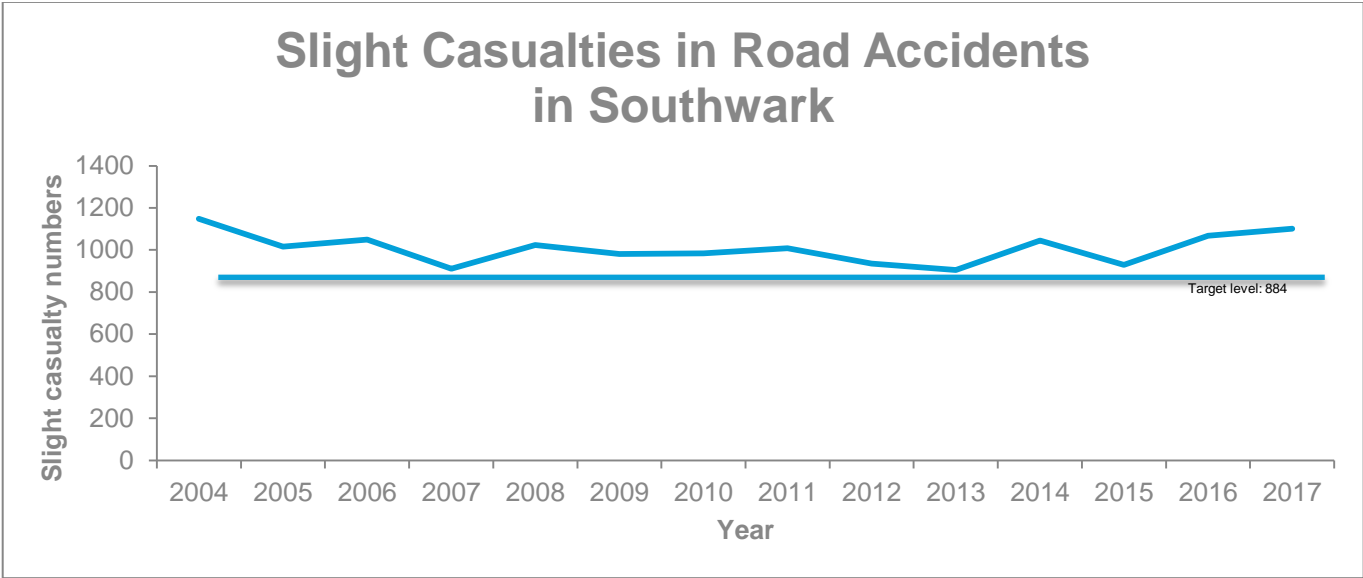
Figure 26. All Southwark slight casualties trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Datatabase)

Target 10	Reduce all cyclist casualties by 44 per cent by 2020
Transport Plan objective	5
Summary of progress	Cyclist casualties have doubled since 2004 and this could be related to the rise in the number of cyclists, however Vision Zero is looking at ways to reduce KSIs despite the rise in the number of people cycling.
Data source/s	Police STATS19 Accident Form Database
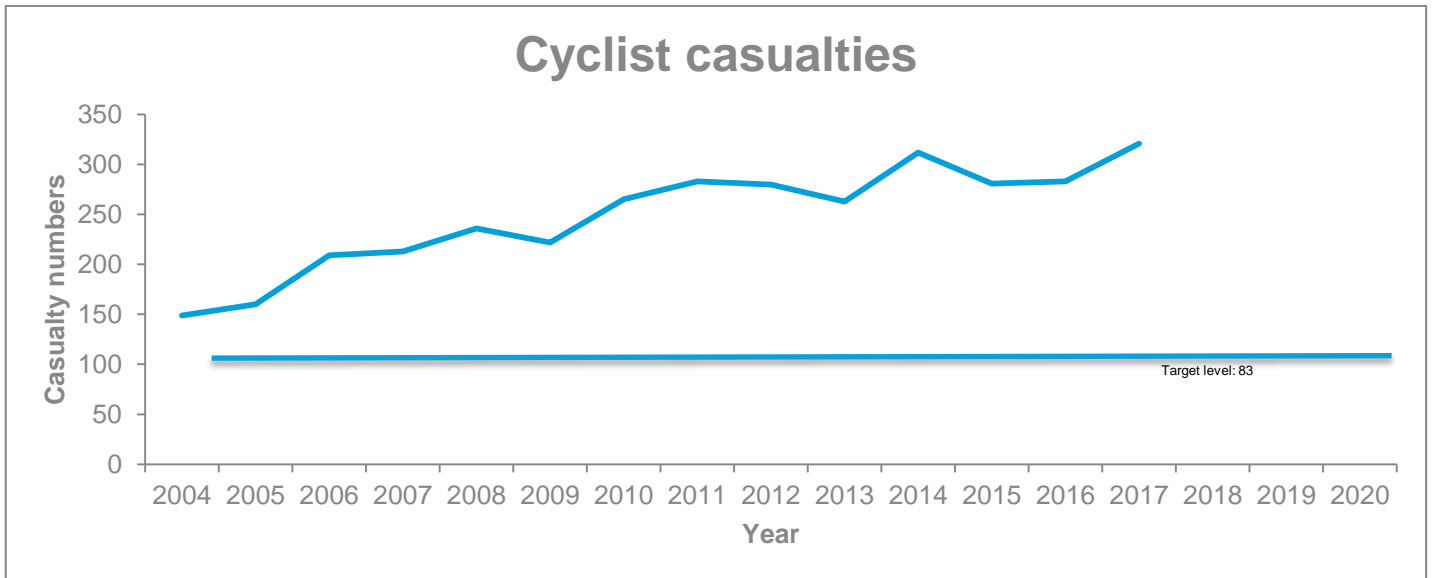
Figure 25. All Southwark cyclists casualties trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Datatabase)

Target 11	Reduce all pedestrian KSIs by 11.1 per cent by 2020
Transport Plan objective	5
Summary of progress	The number of pedestrians involved KSI in accidents has peaked and troughed over time but has trended downwards. The target level has been achieved multiple times over the 13-years of data collected. In 2017 the number rose above the target level but previous to that had been below for five years. The general trend shown in Figure 26 displays a general downward trend over time and from 2011 to 2017 was below the target-level.
Data source/s	Police STATS19 Accident Form Database

Figure 26. All Southwark pedestrians casualties trends from 2004 to 2016. (Source: TfL - Police's STATS 19 Accident Form Datatabase)

Improve accessibility

|	**Improve travel opportunities and maximise independence for all**
Transport Plan objectives	4, 6
Summary of progress	The Mayor confirmed £200m investment for step-free access on the London Underground over the next five years which will include the Northern line at Elephant & Castle station. The Department for Transport announced in April 2014 that it's *Access for All* funding scheme has committed to making some stations fully accessible by 2019, including Peckham Rye.
	Southwark Council worked with TfL to increase the number of accessible bus stops.
	The independent training bus programme for young people and adults with learning difficulties was provided on demand and now most of the schools are doing their training independently. Southwark Council works in partnership with Arriva, Metropolitan Police, TfL Travel Mentoring Service, Revenue Protection and Tesco to provide this training throughout the year.
	For members of our community who are unable to use mainstream public transport services there is a range of alternative options supported by the council and local transport operators. The quality of these services is currently under review by London Councils and TfL. These include:
	○ **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.

Data source/s	London Borough of Southwark

Table 2. Training bus sessions and attendees (Source: Southwark Council)

	2013/14	2014/15	2015/16	2016/17	2017/18
N of	10	11	10	11	10
N of attendees	273	314	535 (398 trainees, 102 helpers, 34 visitors)	570 (409 trainee, 125 helpers, 36 visitors)	493 (341 trainees, 144 helpers, 8 visitors)

Effective kerbside management

	Effective kerbside management
Transport Plan objectives	1,2
Summary of progress	Southwark has seen the addition of two new *Controlled Parking Zones* (CPZ; blue outline with orange infill), meaning that there are parking controls in place for a substantial amount of the borough. A CPZ means that parking is only permitted in designated spaces and to certain groups of people. In 2019 will be 25 CPZs, an increase from 20 in 2010.
	Southwark has observed a 135% increase in the number of individual Zipcar registrations from the start of the data in January 2013 to the end of the data in July 2018. 47% of the growth in memberships occurred from July 2017 to September 2018. The rate of new memberships was much greater over this period.
	The increase of CPZs during this decade shows the Council's commitment to aiming to effectively manage its kerbside and parking spaces. Figure 27 shows car ownership fluctuating between 56,500 and 59,000 over the last seven years. There needs to be a focus on a sustained period of decreased car ownership. The greatest decrease (16%) has been observed in the light goods category but there has been an increase in the number of buses and coaches.
	While the aim of increasing parking controls is to dissuade private car ownership, other forms of transport that are replacing this must be acknowledged. This includes on-demand services, such as Uber, and car rent options such as car clubs. Zipcar is one such club and the data presented shows a rapid increase in use over the last five years. This shows that there are alternatives in Southwark to traditional forms of transport and that they are growing – and will continue to grow – at a fast rate.
	Dockless transport options are an opportunity area but questions of safety, minimising street clutter and vandalism will need to be answered.
Data source/s	London Borough of Southwark Zipcar

Figure 27 . Car ownership in Southwark over time. (Source: DfT)

Vehicle Removals Last 5 years
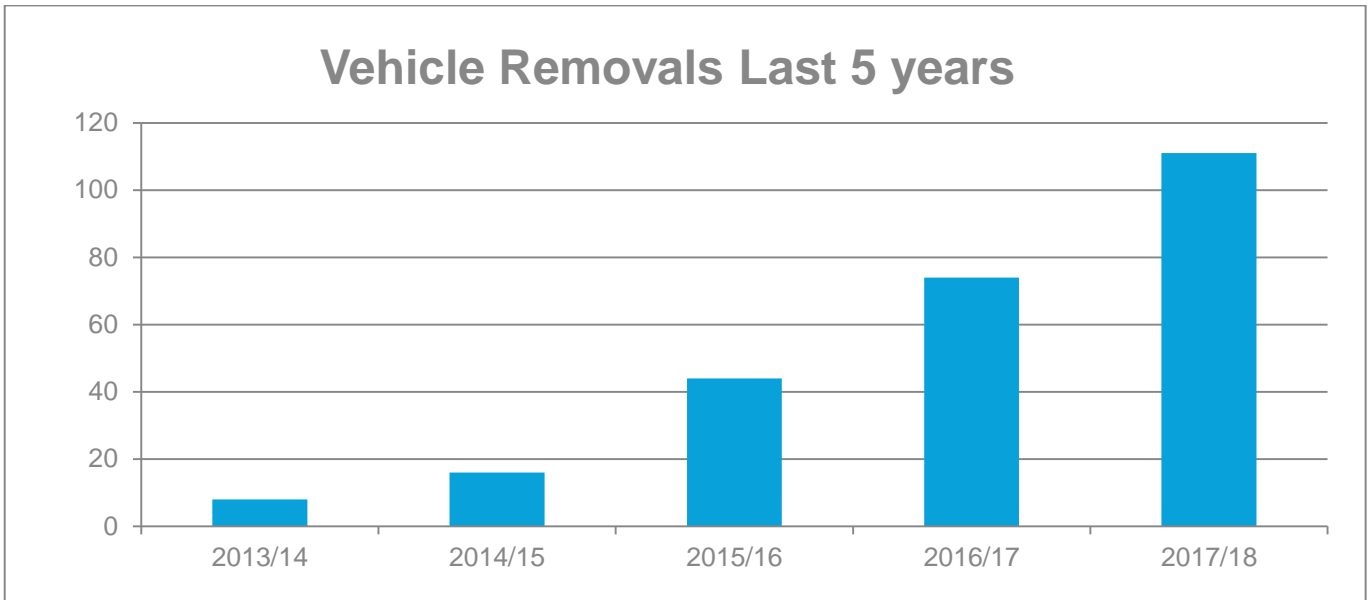
Figure 8.Removal of vehicles on Southwark Council's highway. (Source: Southwark Council

Membership of Zipcar in Southwark
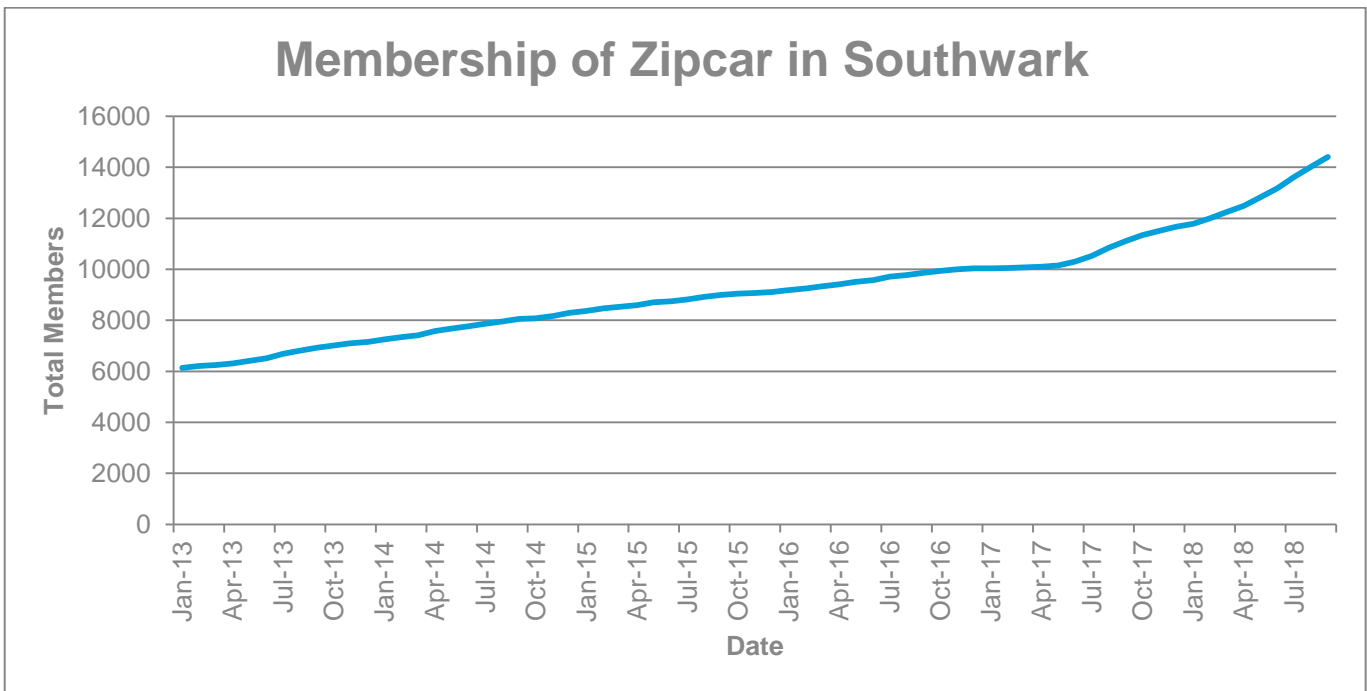
Figure 31. Zipcar membership in Southwark
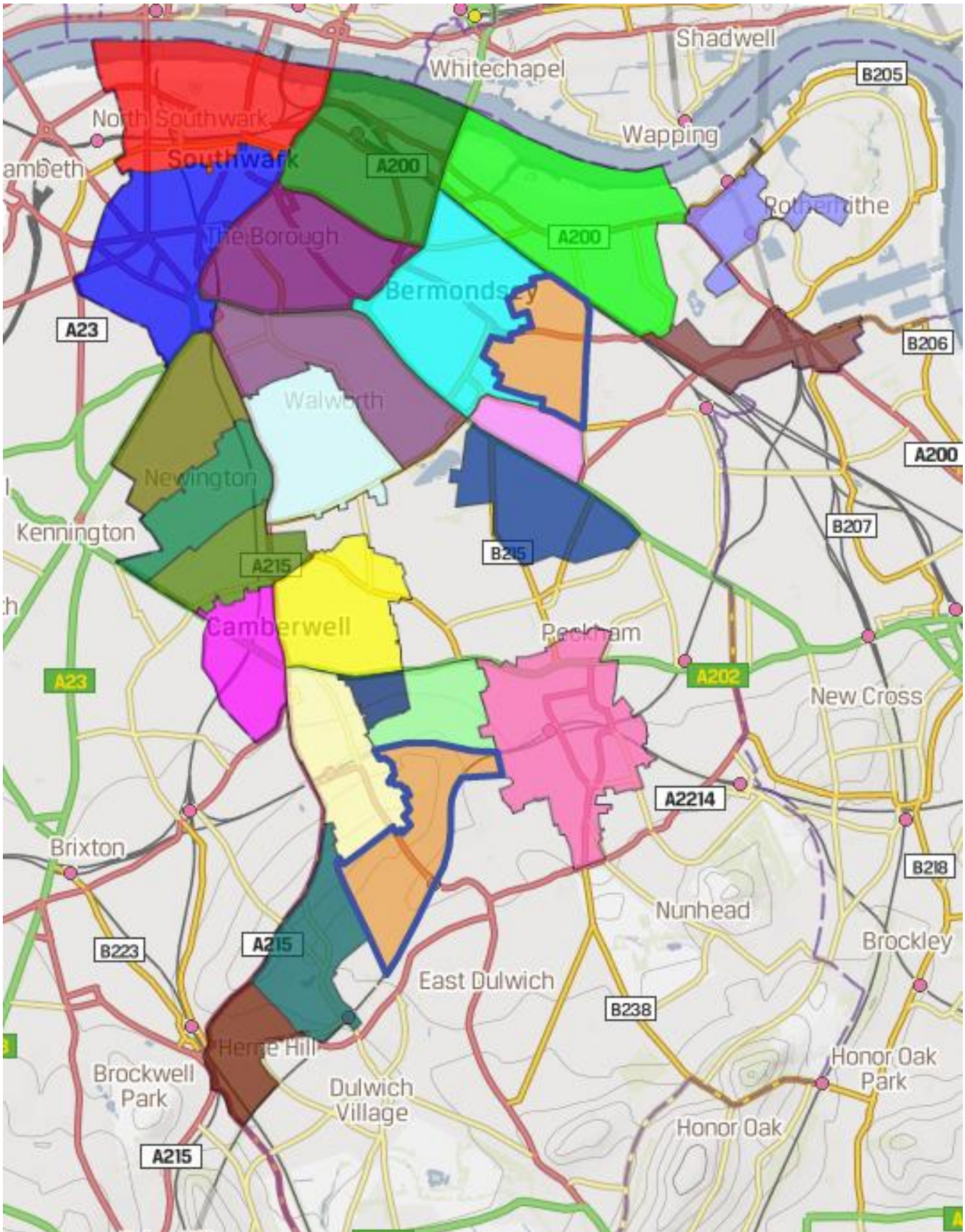
Figure 32. Map of Southwark Controlled Parking Zones (Source: Southwark Council)

Penalty Charge Notices

Number of PCNs issued by location

	PCNs issued by location - Environment	PCNs issued by location - Housing and Communities	Total PCNs issued by location
2014	91,543	10,226	101,769
2015	91,459	13,108	104,567
2016	96,392	13,449	109,841
2017	99,719	14,873	114,592
2018	102,397	16,411	118,808
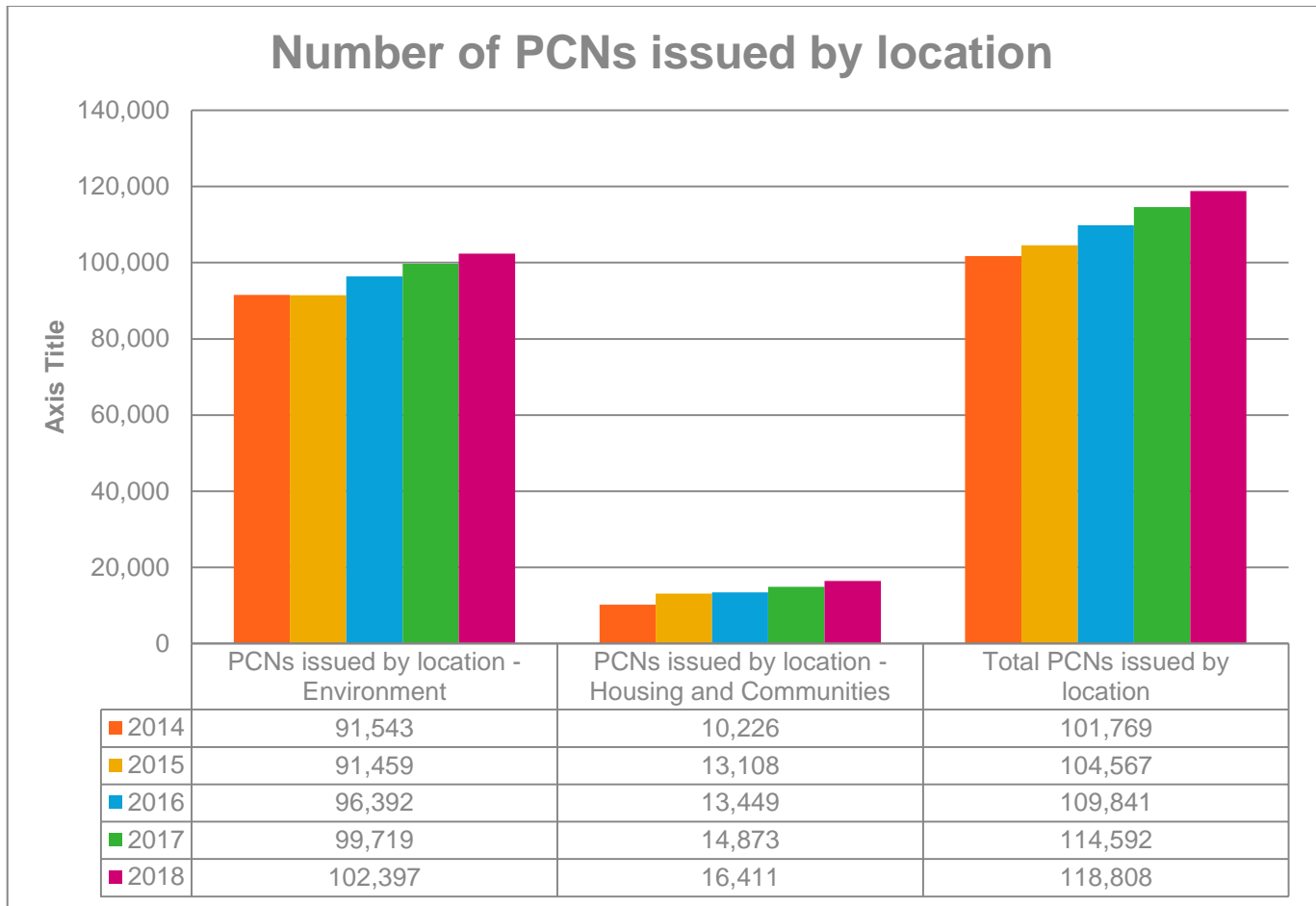
Figure 33. Number of PCNs issued by Environment Public Realm / Housing and communities (Source: Southwark Council)

PCNs by contravention type

	2013/14	2014/15	2015/16	2016/17	2017/18
Parking	89,940	96,850	75,420	77,828	81,402
Bus Lane	564	902	1,690	4,328	6,586
Traffic	11,265	6,815	32,731	32,436	30,820
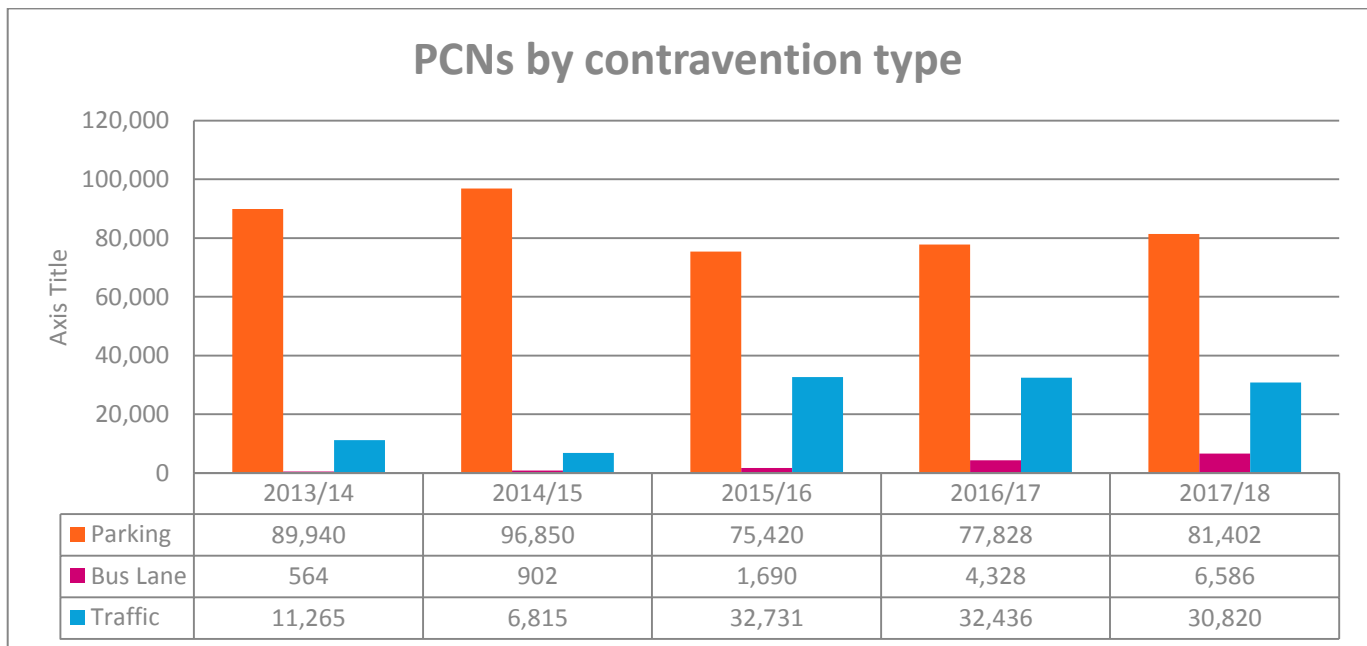
Figure 34. Number of PCNs issued by contravention type and percentage change from 2015/16. (Source: Southwark Council)

PCNs by charge band

30,820	
6,586	
11,343	70,059

- Higher differential level parking PCNs under the TMA 2004
- Lower differential level parking PCNs under the TMA 2004
- Bus lane PCNs issued under the LLAA 1996
- Moving Traffic PCNs issued under the LLA & TfL Act 2003
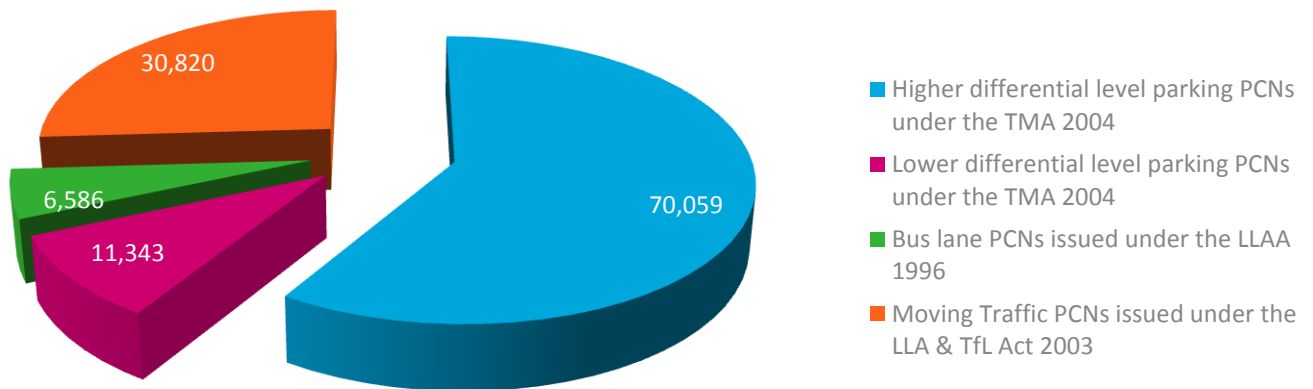
Figure 35 Number of PCNs issued by charge band. (Source: Southwark Council)

Number of PCNs issued by source

	Parking PCNs by CEOs on the Highway	Parking PCNS by CEOs on Housing car parks	Parking PCNs by CCTV	Bus Lane PCNs	Moving Traffic PCNs	Total PCNs
Financial Year 2013/14	61,344	10,226	18,370	564	11,265	101,769
Financial Year 2014/15	65,623	13,108	18,119	902	6,815	104,567
Financial Year 2015/16	60,807	13,449	1,164	1,690	32,731	109,841
Financial Year 2016/17	62,310	14,873	645	4,328	32,436	114,592
Financial Year 2017/18	64,448	16,411	543	6,586	30,820	118,808

Figure 36 Number of PCNs issued by source. (Source: Southwark Council)

PCNs issued by outcome

	Number of PCNs paid	Number of PCNs paid at discounted rate	Number of PCNs which have had an informal or formal representation made	Number of PCNs which been cancelled as a result of informal or formal representation made	Number of PCNs appealed to the parking adjudicator	Number of PCNs cancelled as a result of parking adjudicator appeal	Number of PCNs cancelled for other reasons	Number of PCNs where processing has concluded	Outstanding PCNs
Financial Year 2013/14	70311	59761	23556	9394	1260	288	6626	10919	4231
Financial Year 2014/15	71750	59376	22926	5001	1247	286	8072	10236	9312
Financial Year 2015/16	76541	63101	23328	6276	713	218	7547	11028	8231
Financial Year 2016/17	82514	67658	23872	6242	638	154	8068	12647	4967
Financial Year 2017/18	84041	70498	23623	6817	514	116	8325	11687	7822

Figure 37. Number and percentage of PCNs issued by outcome. (Source: Southwark Council)

Public transport

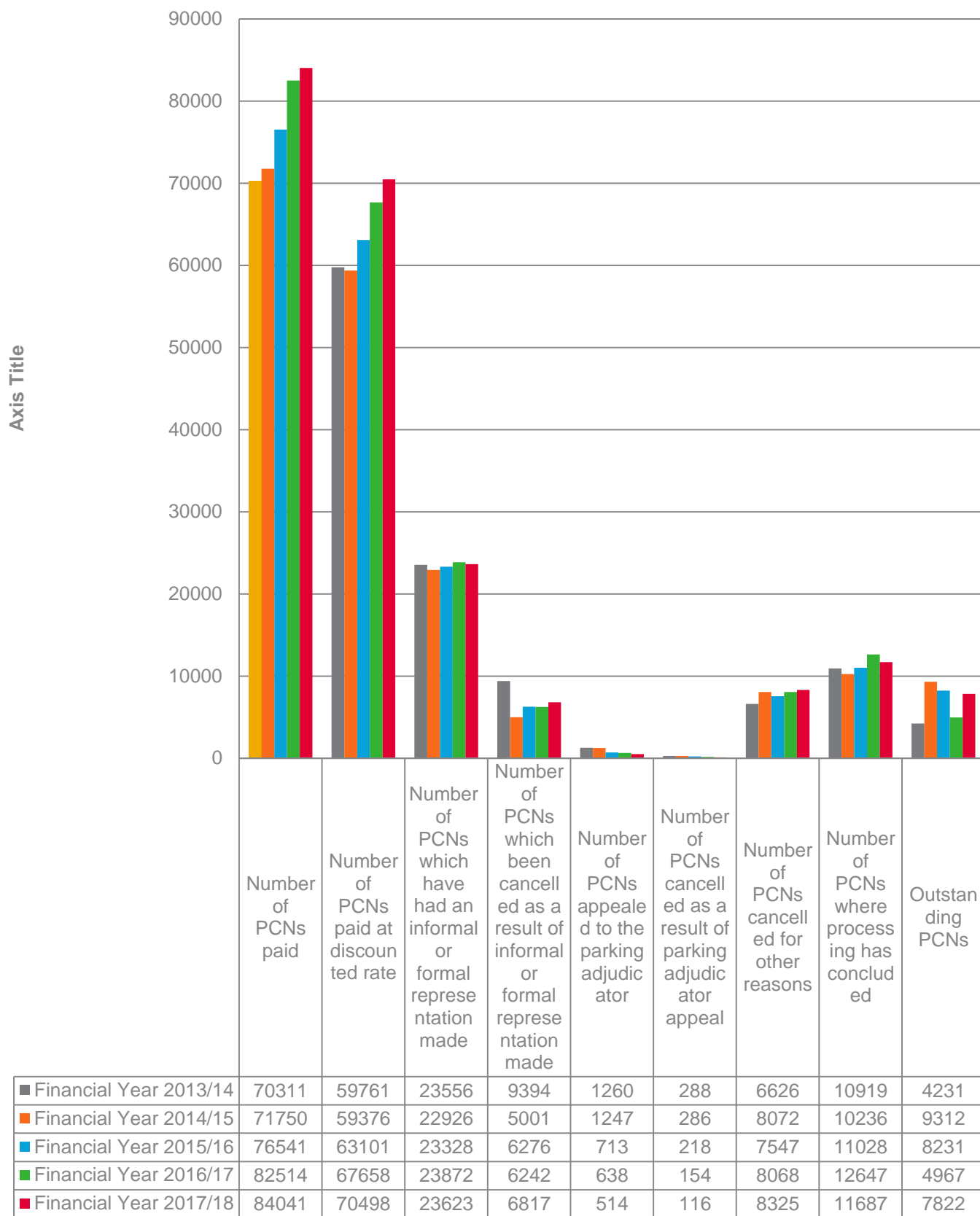| Output	Efficient Rail and River services
Summary of progress	Over the seven-year period all the stations in the Southwark area have experienced an increase in usage levels. This is highest at London Bridge which is used by 69 million people annually. The least busy station is Kennington with nearly 6 million users a year. Figures 40 and 41 compares change over time in *Passengers in Excess of Capacity* (PiXC) between London Bridge, London and Great Britain. This is a measure of the number of passengers on a service compared to how many passengers a service is meant to accommodate. 5 out of the 7 stations experience over 10 million users annually. It is suggested that the increase in users over time is reflective of station capacity. The most growth was observed in the North of the Borough, while the overground stations in the South display no discernible geographic trend in growth or decline. London Bridge has a decrease in the number of Passengers in Excess of Capacity (PiXC) between 2011 and 2013, however it has risen then at a faster rate than other train stations.
Data source/s	Transport for London UK Government Statistical Datasets
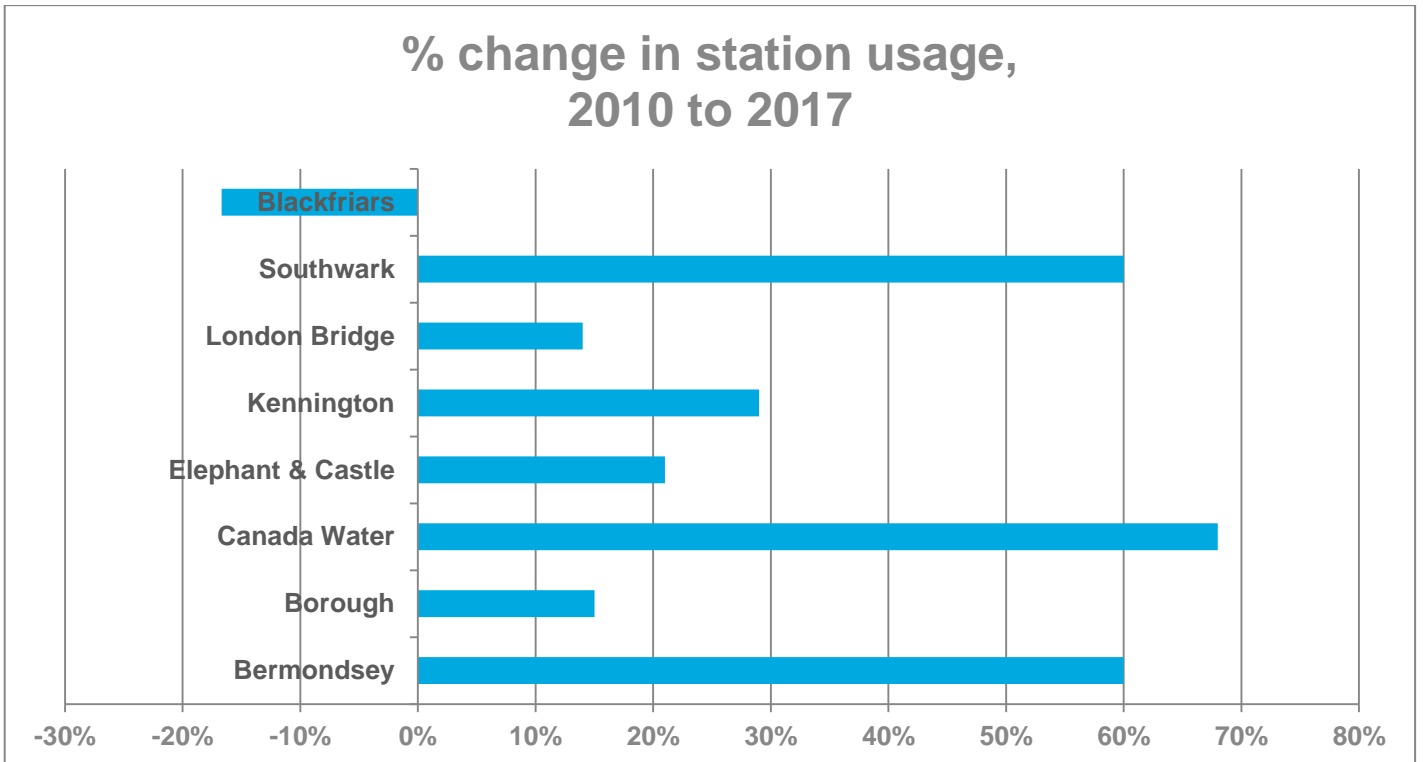
Figure 38: Station usage in Southwark (underground)

% change in station usage (Overground and National Rail), 2013 to 2016

West Dulwich
Sydenham Hill
Surrey Quays
South Bermondsey
Rotherhithe
Queen's Road Peckham
Peckham Rye
Nunhead
North Dulwich
East Dulwich
Denmark Hill

(Scale: -80%, -60%, -40%, -20%, 0%, 20%, 40%, 60%)
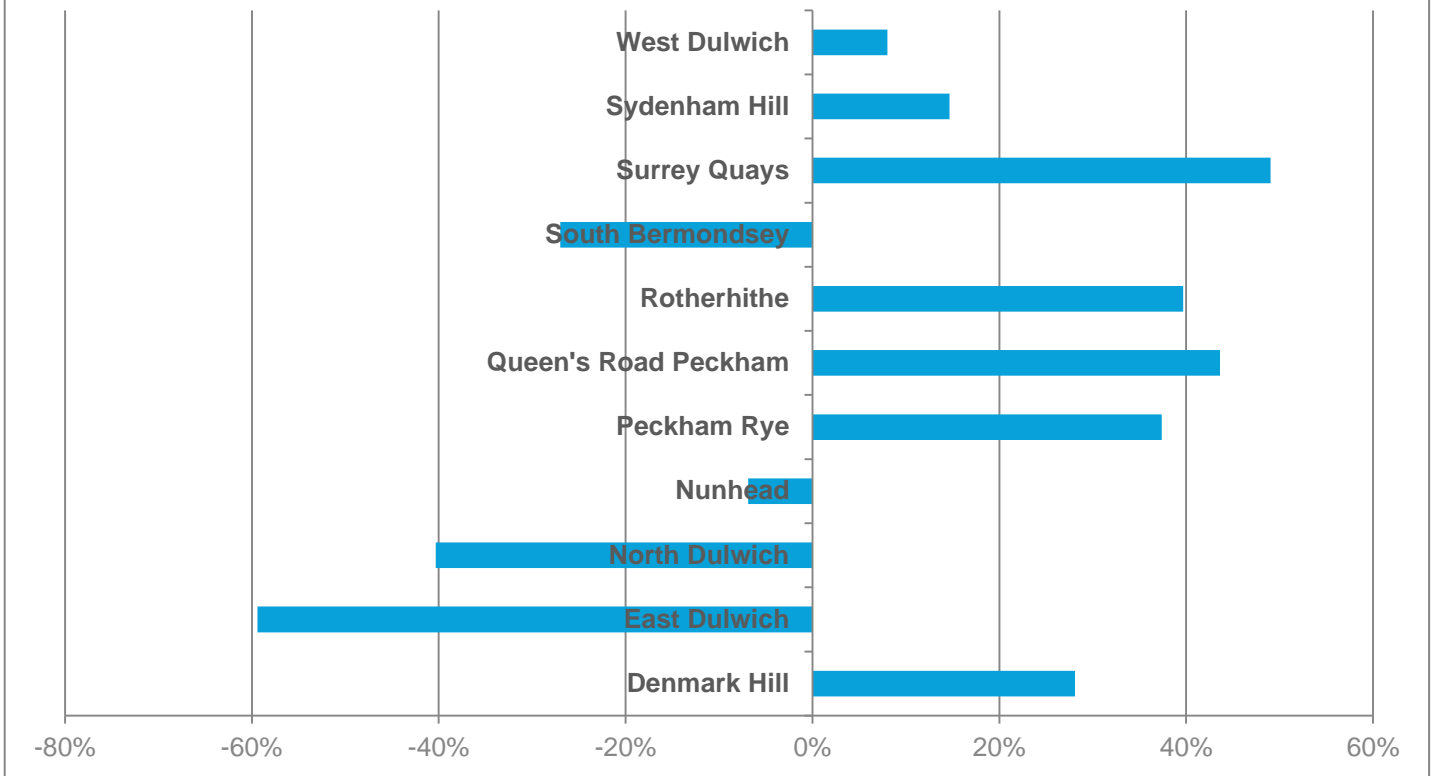
Figure 39: Station usage in Southwark (Overground and National Rail)

AM peak PiXC

(Y-axis: 0.0%, 1.0%, 2.0%, 3.0%, 4.0%, 5.0%, 6.0%, 7.0%)
(X-axis: 2011, 2012, 2013, 2014, 2015, 2016, 2017)

Legend: London Bridge, London, Total for all cities
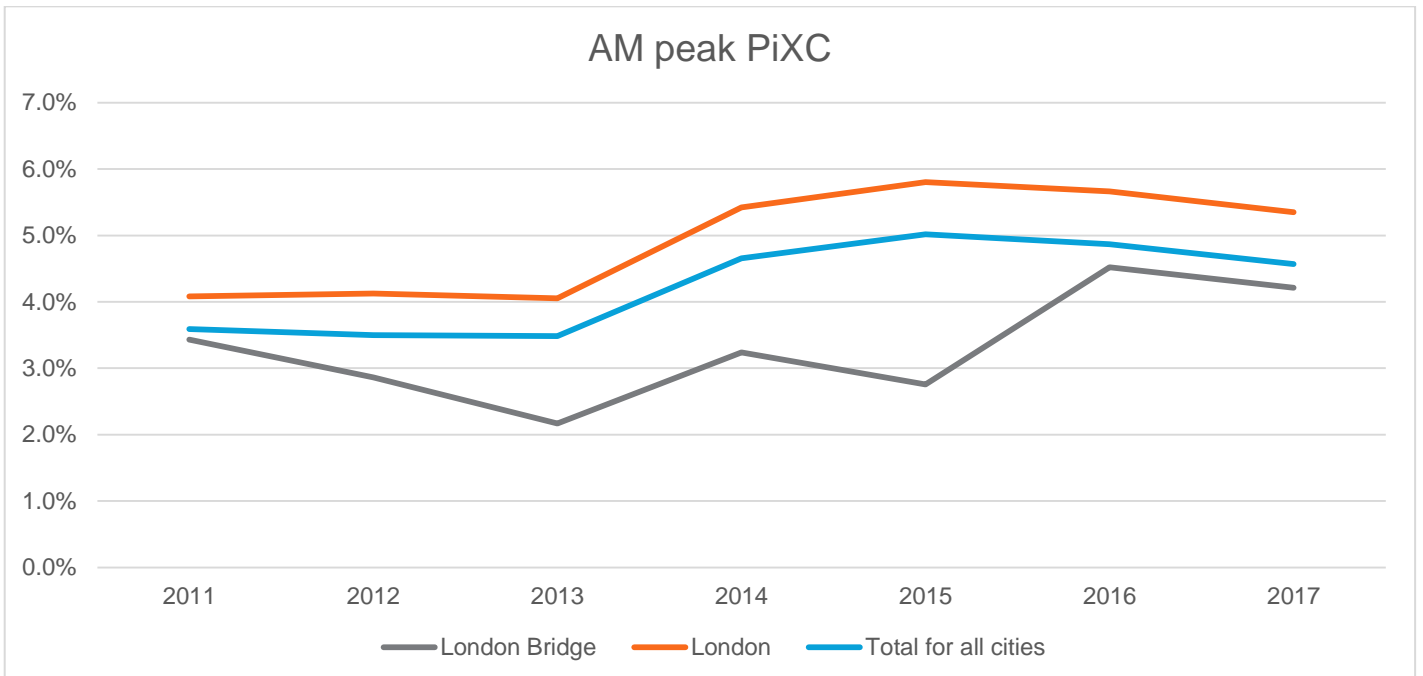
Figure 40: Morning passengers in Excess of Capacity at train stations

PM peak PiXC

Legend: London Bridge, London, Total for all cities

Figure 41: Morning passengers in Excess of Capacity at train station

Working with schools

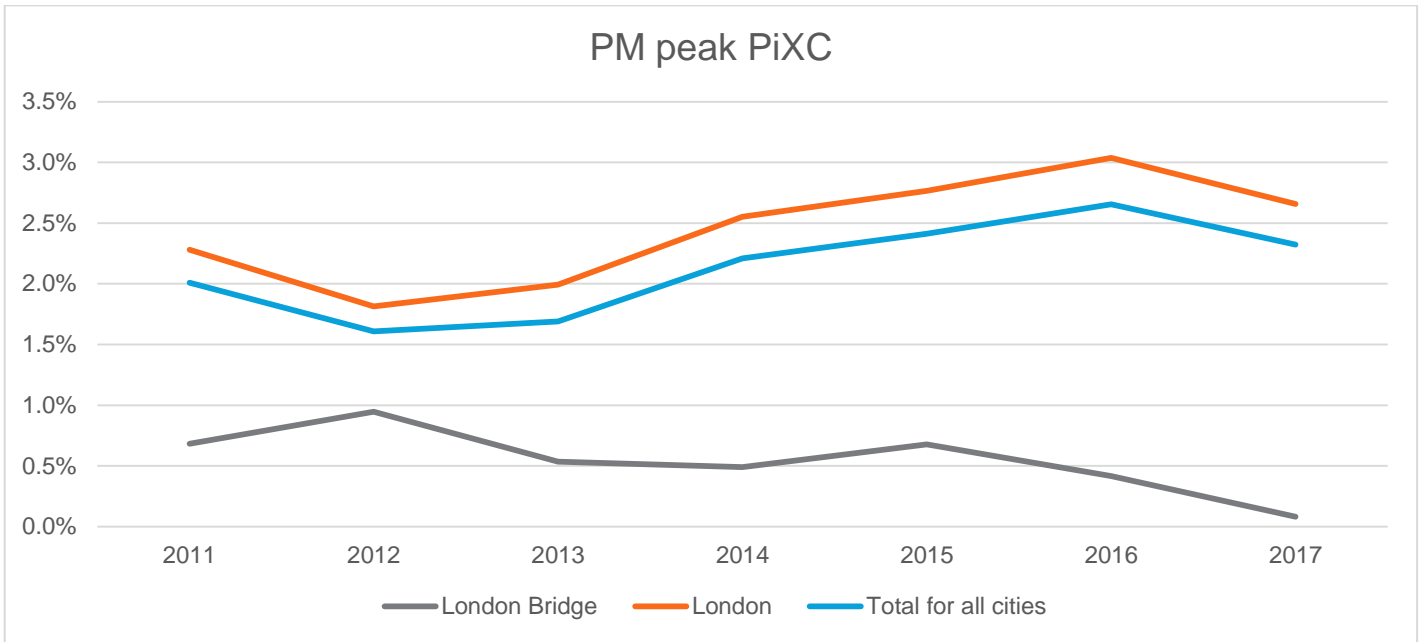|	Increasing sustainable travel to and from school
Summary of progress	Each year, Southwark Council works with schools in the borough to produce accredited School Travel Plans. The School Travel Plan serves as a partnership between the council and the school community, with a major function to support more sustainable travel choices and to monitor how students travel to and from school. For a school to be awarded an accredited School Travel Plan they must achieve a baseline criteria set out by TfL. There are three levels of criteria for accreditation: *Bronze, Silver* and *Gold*, and to progress to a higher accreditation level a school must demonstrate that it is making greater improvements to active and safe travel in their school. Each school is required to complete an annual "*Hands up Survey*" in order to achieve accreditation. Since 2013 there has been an increase in the number of schools getting accreditation and Gold accreditation is increasingly higher. Southwark helped schools in different activities during the past years such as: • *Walking sticker challenge* with children receiving stickers if they have walked to school at least once that week. • Activities to encourage walking as an active travel mode, including *Walking Buses* and *Walking Trips*. • **Build-a-Bike**, a project which gives children the opportunity to build, maintain and keep a bike using recycled parts. • Other activities, such as the **Junior Travel Ambassadors** (former Junior Road Safety Officer) scheme, the **Junior Citizen scheme**, the **Children's Traffic Club, Scooter Training and Theatre in education, Bikeability** continue to be sponsored by Southwark Council in order to increase awareness of transport and traffic issues in children and parents (Table 4). • **Pedestrian training** (Table 3) is targeted at year 3 (aged 8). Practical training is undertaken on the streets outside the school which encourages the children to look and listen for traffic, to talk about the dangers and practice crossing • **Clean Air 4 Schools**
Data source/s	Transport for London, Southwark Council
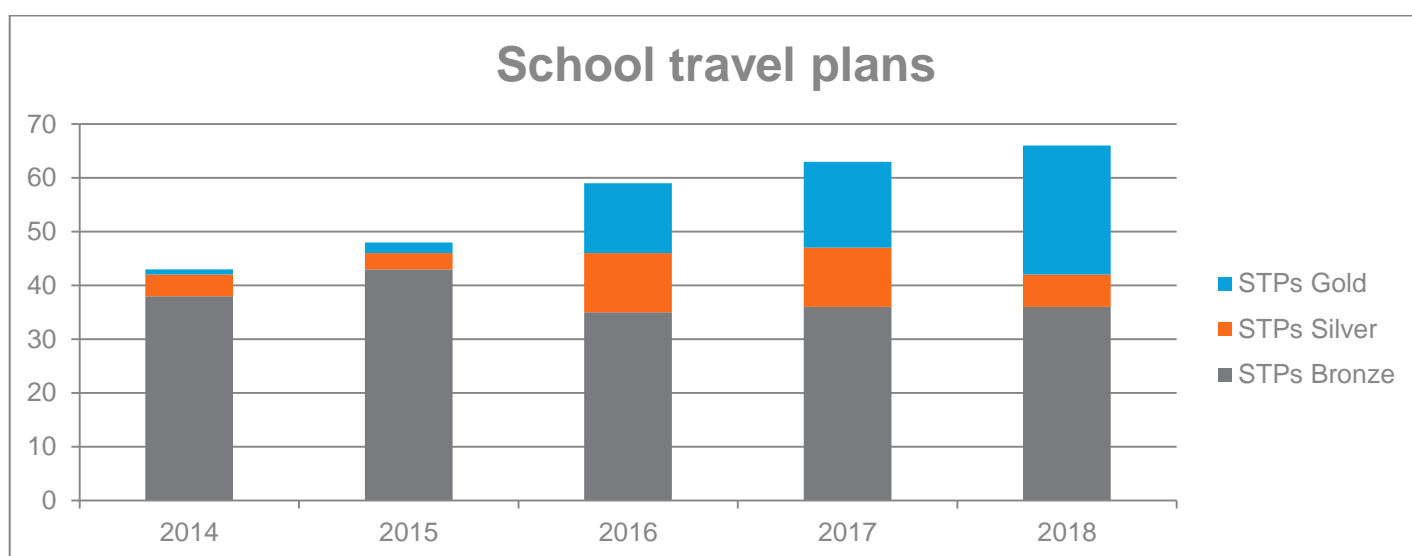
Figure 42 Number of schools with School Travel Plans and their accreditations. (Source: Southwark Council)

Hands up Survey 2016-2017

43%

24% Walking

6% Scooting

24% **24%** Cycling

25% **17%** Public Transport

14% **13%** Car

5% **8%** Car Share

2% **2%** Other

⬇ Actual ● Preferred
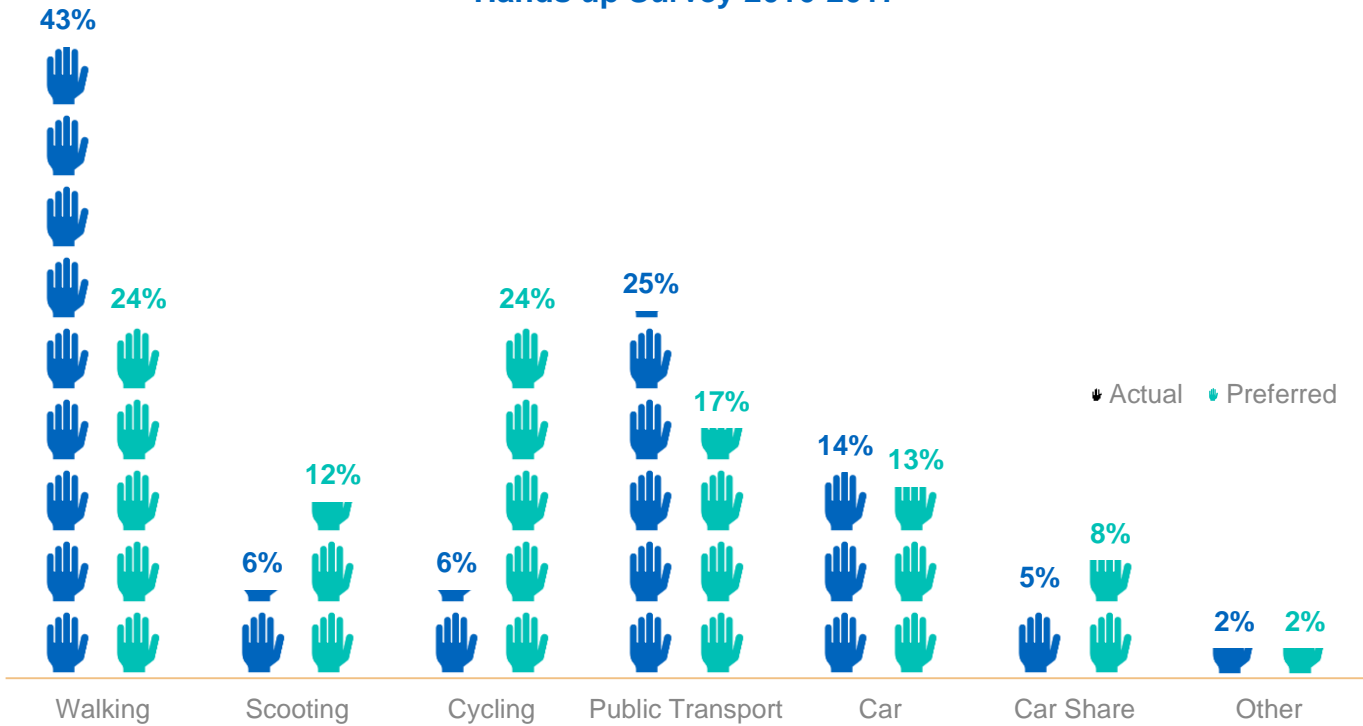
Figure 43. Hands up Survey travel data. (Source: Southwark Council)

Table 3 Number of people receiving pedestrian training (Source: Southwark Council)

	2013	2014	2015	2016	2017	2018
Number of people receiving pedestrian training	1,925	2,914	2,758	3,074	3,052	2,915

Table 4 Education interventions. (Source: Southwark Council)

Type of education intervention	Data recorded	2013/14	2014/15	2015/16	2016/17	2017/18
Theatre in education	No. plays to children	120	100	112	110	106
Junior Travel Ambassadors (Junior Road Safety Officers)	No. of schools	14	N/A	21	20	17
Junior citizen	No. of schools	88	27	29	52	16
Exchanging places	No. of events	N/A	N/A	4	6	19

Greener streets

	Install street trees by the 'right tree, right place' method
Transport Plan objective	4
Summary of progress	The number of street trees being replaced was 753 in 2018, from a low of 46 in 2016. The number of new trees planted on the highway was relatively low compared to the numbers that have fallen in the between 2014 and 2016, and has fallen to 0 in the last two years. From 2014 to 2016 there were many more street trees that had fallen than were replaced. However in 2017 and 2018 the number of replacements has increased.
Data source/s	London Borough of Southwark

Replacement of Trees on the Highway

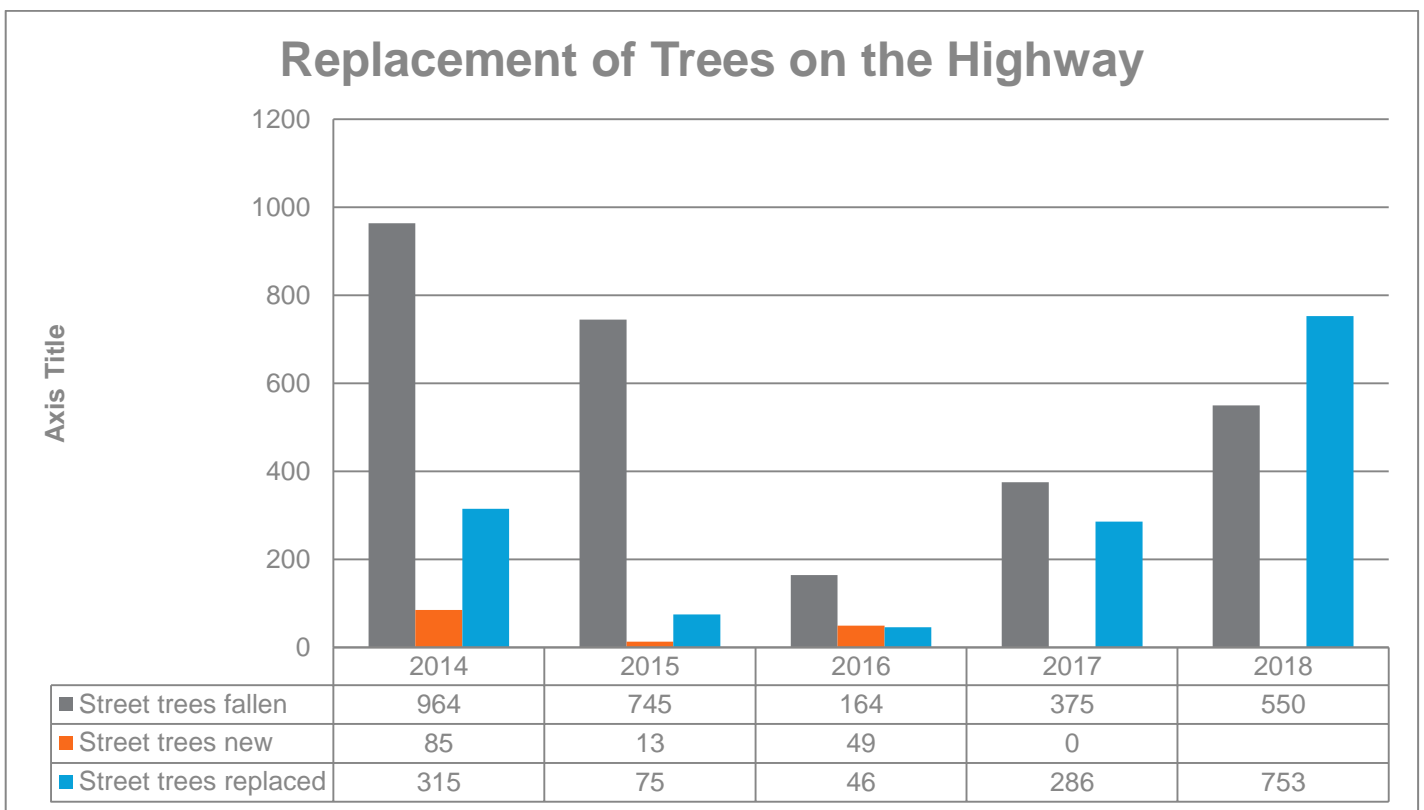|	2014	2015	2016	2017	2018
■ Street trees fallen	964	745	164	375	550
■ Street trees new	85	13	49	0	
■ Street trees replaced	315	75	46	286	753

Figure 9 Replacement and new street trees on the highway in Southwark (Source: Southwark Council)

Funding

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

Southwark Council's key sources of funding for the Transport Plan include TfL, planning obligations (section 106) and the council's own budget. This work includes the borough's improvement programme, major schemes, parking, maintenance and highway asset programs.

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

Table 5. Income from parking for the last five financial years. (Source: Southwark Council)

Income	Financial year, in £000s						
	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/17	2017/18
Parking Meters/Pay and Display	2,481	2,784	2,739	3,257	3,392	3,762	3,795
Parking Permits	2,003	2,497	2,761	3,005	3,159	3,991	3,664
Off-Street Car Parks	238	181	148	86	90	70	68
Clamping and removal	447	485	0	0	0	0	0
Penalty Charge Notices	4,583	5,200	5,233	5,350	5,907	6,177	6,220
Bailiffs (PCN recovery)	505	591	513	408	643	766	763
Other income	369	398	195	203	171	134	482
Total income	10,626	12,136	11,589	12,308	13,363	14,900	14,992
Total expenditure	-8,565	-7,953	-6,919	-7,156	-7,348	-8,104	-8,879
Surplus	2,061	4,183	4,670	5,152	6,015	6,796	6,113

Table 6. How the surplus from parking income has been spent? (Source: Southwark Council)

Expenditure	Financial Year, in £,000						
	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Surplus	2,061	4,183	4,670	5,152	6,015	6,796	6,113
Road Safety including School Crossing Patrols	-265	-263	-242	-252	-268	-278	-266
Road Maintenance	-1,769	-3,020	-3,628	-3,886	-5,484	-6,287	-5,847
Environment Reserve	0	-900	-800	-946	0	0	0
Housing and Community reserve	0	0	0	-148	-363	-231	0
Contribution by council - estate set up costs	0	0	74	-66	0	0	0
Net	0	0	0	-146	0	0	0

Table 7. Application of reserve (Environment). (Source: Southwark Council)

Application of reserves (Environment)	2013/14	2014/15	2015/16	2016/17	2017/18
Total	-900	-875	-1,821	-1,821	-1,821
Bridge works	100	0	0	0	0
Road Repairs	250	0	0	0	0
Drainage/Gully works	245	0	0	0	0
Parks Maintenance	230	0	0	0	0
Net	-75	--875	-1,821	0	-1,821

Table 8. Application of reserve (Housing and Communities). (Source: Southwark Council)

Application of reserves (Housing and Communities)	2013/ 14	2014/ 15	2015/ 16	2016/17	2017/18
Total	0	-148	-363	-231	-742
Outgoing	0	0	0	0	71
Net	0	-148	-363	-742	-671

Table 9. Transport for London Local implementation Plan (LIP) final figure for financial year (Source: Southwark Council)

LIP Funding	2013/14	2014/15	2015/16	2016/17	2017/18
Principal Road Maintenance	546,000	931,000	718,000	659,000	460,000
Bridge Assessment & Strenghtening	836,000	86,000	193,000	0	82,000
Corridors and Neighbourhoods - Capital	2,579,346	1,790,000	2,281,000	1,950,000	1,381,000
Corridors and Neighbourhoods - Revenue	453,328	974,070	714,000	562,000	697,000
Major Schemes	90,756	100,000	890,000	0	0
Bus Programme Total	300,000	301,000	565,000	251,000	170,000
Discretionary Funding Total	100,000	100,000	100,000	100,000	100,000
Cycle Programme Total	457,156	667,000	4,889,000	1,767,775	2,493,600
Air Quality Funding	107,500	147,000	47,000	0	0
Total	**5,470,086**	**5,096,070**	**10,397,000.00**	**5,289,775**	**5,383,600**

Conclusion

While Southwark has achieved or made significant progress towards achieving most of its targets, there are some where progress has been slower. This is the case for active transport in the borough where levels of walking are very high (37% of all journeys made) but cycling represents a small number of journeys made (3%). Perhaps this is due to the high level of accidents in the borough, although a low number of these comprise individuals killed or seriously injured (KSIs). A more detailed breakdown of the data reveals that more detailed targeting of certain age groups and modes of transport are needed to achieve further decreases.

Regarding air quality, the Council adopted an Air Quality Action Plan in 2017, which sets out interventions and targets to reduce air pollution and the health risks connected with that. In late-2017 the Mayor of London introduced an additional charge (T-Charge) in the congestion charge zone for older and more polluting vehicles. This is the first step towards the introduction of an Ultra Low Emission Zone (ULEZ) – a 24-hour charging standard for older vehicles. Here, significant reductions have been made in reducing levels of traffic and in improving air quality in the Borough.

Southwark Council is working towards a cohesive Movement Plan that aims to achieve a Vision Zero and eliminate KSI in accidents. It also sets out a traffic reduction strategy to reduce the number of cars on the borough's roads. If successful, this strategy could positively impact on many of the indicators used in this report either directly or indirectly through improvements in health and wellbeing. This is a redefinition of what a transport strategy should be and thus the indicators in next year Annual Monitoring Report will change.