

Delivering Southwark's Transport Plan

Annual Monitoring Report 2015/16



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Southwark's Transport Plan

Adopted in July 2011, Southwark's *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. Since the *Transport Plan* has been adopted, Southwark Council has also adopted a *Cycling Strategy* (2015) and consulted on the *Draft Kerbside Strategy* (2017).

To read Southwark's *Transport Plan* visit www.southwark.gov.uk

What is the 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 also identifies areas for improvement.

Working in partnership

We ensure that we are working together, with an integrated delivery plan across all council-wide and departmental programmes. We also work together in partnership with other boroughs, central and regional government, transport providers, including Transport for London (TfL) and rail operators, organisations, businesses, schools, universities, developers and community groups. The successful delivery of the Transport Plan relies on these partnerships and good working relationships.

Next steps

Southwark Council continues to make progress towards achieving the eight objectives of the Transport Plan.

In 2015/16 period Southwark successfully met five out of the 10 targets:

- Increase of walking mode share to a third (33 per cent) by 2016/17
- Reduce the number of Killed and Seriously injured (KSI) by 33 per cent by 2020 compared with a 2004/08 baseline
- Reduce all pedestrian KSI by 2020 based on a 2004/08 baseline
- Reduce CO2 emissions from road based transport from 227kt CO2 in 2008 to 174kt CO2 in 2016

Like all London Boroughs the remaining targets, including those for reducing traffic and road traffic casualties, are proving more of a challenge. In particular, the rise in the number of cycle casualties is very concerning. With an increase in the amount of traffic across London, there has also been slow progress on the bus excess waiting time and congestion levels. Air quality continues to be of concern, particularly with the increase of NO2 emissions and PM2.5 and PM10.

In order to address these challenges, Southwark Council has identified measures to be introduced. In 2015, Southwark Council adopted the Cycling Strategy. Emerging policies in the New Southwark Plan and Kerbside Strategy, which have both been consulted on, seek to further improve Southwark's transport network. Southwark's Transport Plan will start to be reviewed later this year, once the Mayor of London's new Transport Strategy has been published <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/the-mayors-transport-strategy>.

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 1. 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
Parking Meters/Pay and Display	2,481	2,784	2,739	3,257	3,392
Parking Permits	2,003	2,497	2,761	3,005	3,159
Off-Street Car Parks	238	181	148	86	90
Clamping and removal	447	485	0	0	0
Penalty Charge Notices	4,583	5,200	5,233	5,350	5,907
Bailiffs (PCN recovery)	505	591	513	408	643
Other income	369	398	195	203	171
Total income	10,626	12,136	11,589	12,308	13,363
Total expenditure	-8,565	-7,953	-6,919	-7,156	-7,348
Surplus	2,061	4,183	4,670	5,152	6,015

Table 2. Parking account the last five years how the surplus has been spent. (Source: Southwark Council)

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

Table 3. Application of reserve (Environment). (Source: Southwark Council)

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

Table 4. Application of reserve (Housing and Communities). (Source: Southwark Council)

Application of reserves (Housing and Communities)	2013/ 14	2014/ 15	2015/ 16
Total	0	-148	-363
Outgoing	0	0	0
Net	0	-148	-363

Objectives

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 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 and 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 continuing work with the community and in particular young people, helping 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 whereas others require major investment which needs to be planned over the long term such as making stations fully accessible.

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 are focused on five themes:

- Improving bus service reliability
- Improving the condition of our principal roads
- Reducing CO₂ emissions
- Encouraging walking and cycling
- Improving road safety

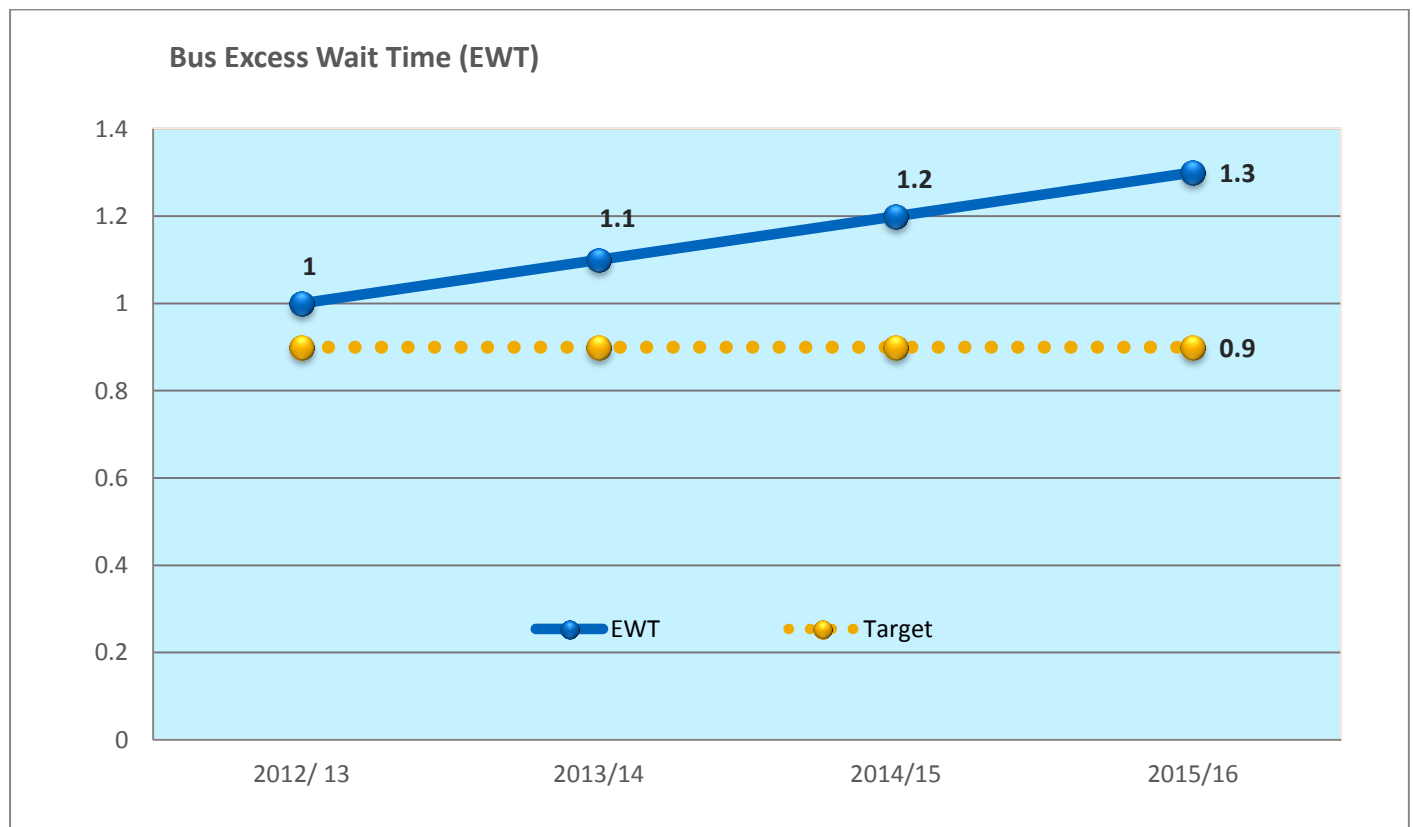
These targets aimed to be both ambitious and realistic given anticipated funding levels.

We also monitor and report on other measures which don't have targets.

Target 1: Improve bus journey time reliability

Target 1	Excess wait times for high frequency bus services from 1.0 minute to 0.9 of a minute in 2013/14
Baseline	2009/10
Transport Plan objectives	1, 2, 3, 7
Transport Plan summary	Over the period 2008/09 to 2009/10 the excess wait time (EWT) in the borough was on average 1.2 minute. In 2011, TfL projected that the annual average EWT across London will increase from 1.1minutes (2010/11) to 1.2minutes in 2013/14.
Key risks	Reductions in service frequency and increases in traffic volumes will increase bus delays. An additional key risk is funding for a major scheme not coming forward such as Camberwell town centre and Lower Road gyratory.
Data source/s	Transport for London
2015/16 report	<ul style="list-style-type: none"> This target has not been achieved as there has been an increase in congestion which has had an impact on routes without dedicated bus lanes. In 2016 some bus routes were diverted from Tooley Street to accommodate the London Bridge Thameslink Programme works. These diversions increased the length of the journey for some routes which resulted in higher wait time when compared with the data of previous years with more direct routes. The council is lobbying TfL for routes rationalisation and improvements to the service.

Figure 1. Excess wait time (EWT) for high frequency services in Southwark from 2012/13 to 2015/16. (Source: TfL).



Target 2: Road condition

Target	Maintain the proportion of principal road length in poor condition at 11.1 per cent by 2013/14
Baseline	2009/10
Transport Plan objectives	7
Transport Plan summary	In 2011, the condition of the principal roads in Southwark placed the borough in the bottom quartile when compared with the rest of London. The funding likely to be made available through maintenance funding was only expected to enable us to maintain the current standard of the principal road network. Performance data in 2011 showed that the condition of the principal roads had worsened so it was considered that to aim to maintain the current state of repair was ambitious.
Key risks	Unusual or extreme weather conditions, such as hot dry summers and snow and ice in winter, may cause increased damage to road surfaces in the borough and across London as a whole. A lower level of funding than anticipated could also severely affect performance.
Data source/s	Southwark Council
2015/16 report	Our highway assets are managed through a maintenance program and reactive maintenance to issues identified. We have exceeded our target with only 6 per cent of the principal road network in poor condition.

Figure 2. Percentage of the principal road length in poor condition. (Source: Southwark Council)

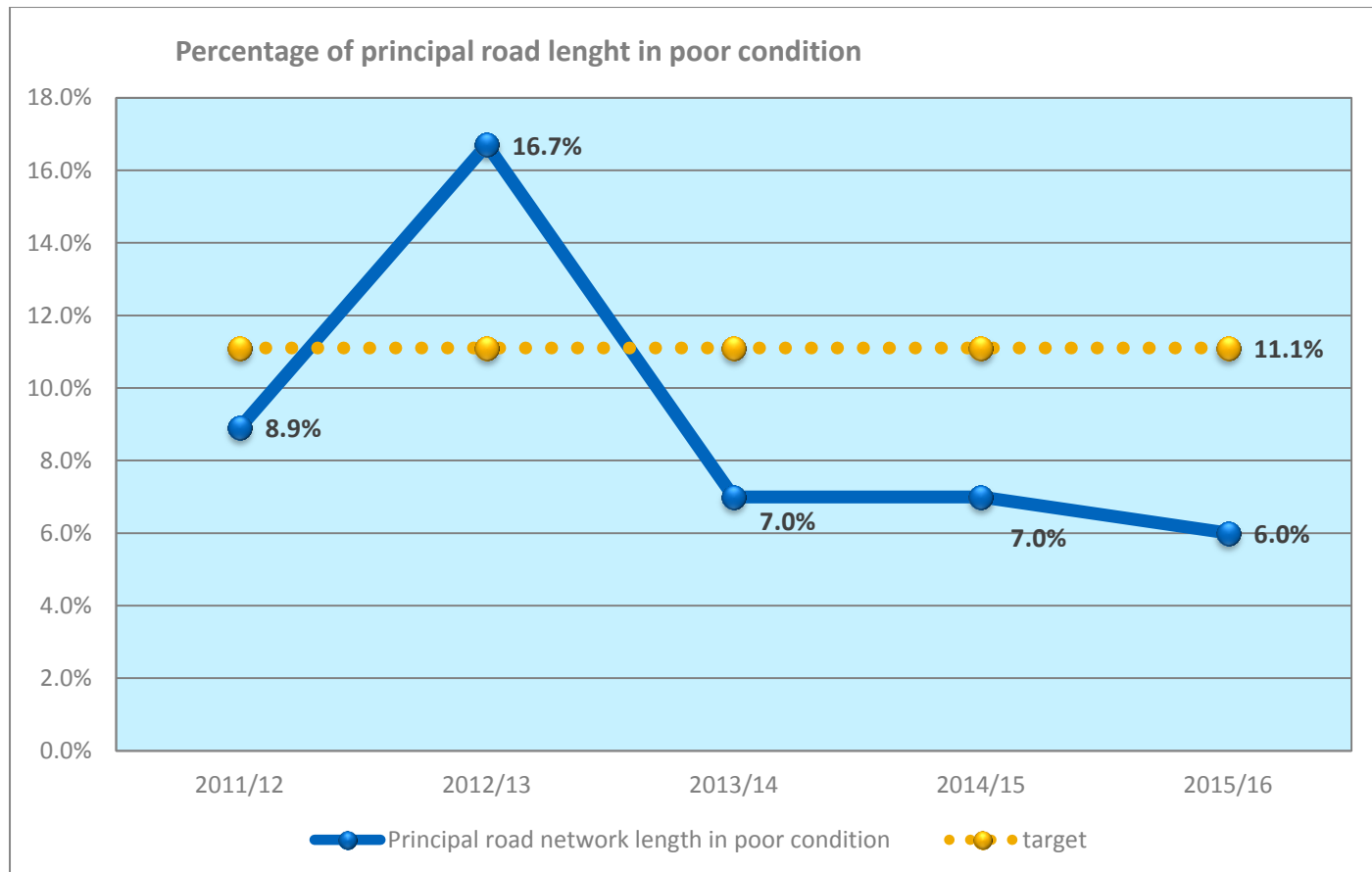
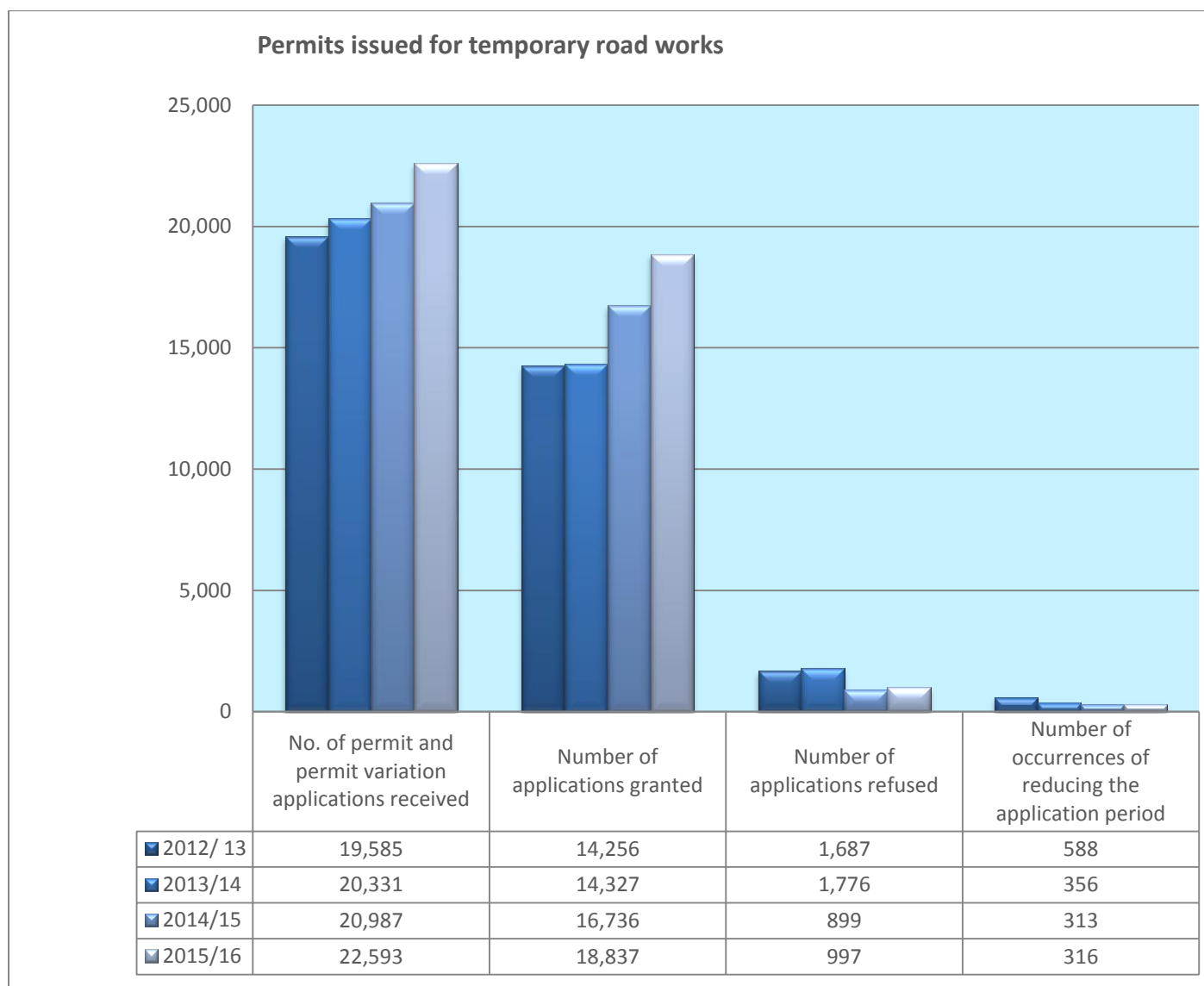


Table 5. Keeping the highway assets in good repair (Source: SOUTHWARK COUNCIL)

	2013/ 14	2014/15	2015/16
% of classified roads ('A' 'B' and 'C') below intervention criteria (i.e. need to be consider for remedial treatment).	3	4	5
% of unclassified roads below intervention criteria (i.e. need to be consider for remedial treatment).	21	16	6
Km of principal roads resurfaced.	1.014	6.9	3.088
Km of non principal roads resurfaced.	15.48	24.2	6.564
Reactive maintenance highways. % of two hour call outs within time*.	99.7	100	99.3
Total two hour call outs*.	1,070	434	1,014
Reactive maintenance highways. % of 24 hour call outs within time.	99.3	97.4	96
Total 24 hour call outs.	8,389	12,361	13,909

Figure 3. Permits issued for temporary road works. (Source: Southwark Council)



Target 3: Reduce CO2 emissions

Target	Reduce CO₂ emissions from road based transport from 227kt CO₂ in 2008 to 190kt CO₂ in 2013
Baseline	2008
Transport Plan objectives	8
Transport Plan summary	<p>Our target for 2013 was an interim target that took into account the Mayor's target of a 60 per cent reduction in London's CO₂ by 2025 from a 1990 baseline. The Mayor's Transport Strategy states that emissions in the range of 5.3 million tonnes to 4.6 million tonnes will be required if the Mayor's target for 2025 is to be met. Our target is based on the upper point of the range of required transport sector CO₂ emissions (i.e. 5.3 million tonnes), equating to 190 kilo-tonnes by 2013 and 124 kilo-tonnes by 2025. This represents a 45.3 per cent reduction between 2008 and 2025.</p> <p>Collection of data for the national indicator 186 (per capita CO₂ emissions) shows that transport emissions have fallen by 6.6 per cent between 2005 and 2008. This is a 2.2 per cent decrease every year whereas our target is slightly more ambitious than this with a decrease of around 3.3 per cent every year from 2008 to 2013.</p>
Key risks	Uptake up of electric vehicles is dependent on improved infrastructure as well as being dependent on Government initiatives. Participation in a London wide electric vehicle scheme can minimise the risk of a low take up.
Data source/s	<p>London Energy and Greenhouse Gas Inventory (LEGGI)</p> <p>London Borough of Southwark</p> <p><i>Traffic volume data will be used a proxy measure for CO₂, with the assumption that as traffic volume decreases so too would CO₂ emissions. The London Air Emissions Inventory 2013, which was updated in 2016, is used to measure air quality across London.</i></p>

2015/16 report

- CO₂ emissions have been steadily decreasing in Southwark, and at 165kt we have met the 2016 target.
- Despite this, the council remains concerned with other pollutants with stronger air quality policies in the emerging *New Southwark Plan* and *Air Quality Strategy*.
- Southwark currently has 17 electric vehicle charging points. The council is undertaking a review of the existing points and their functionality under the new management arrangement.
- The following maps show where the different pollutants have a higher annual mean concentration.

Figure 4. CO₂ baseline data with target trajectory. (Source: LEGGI)

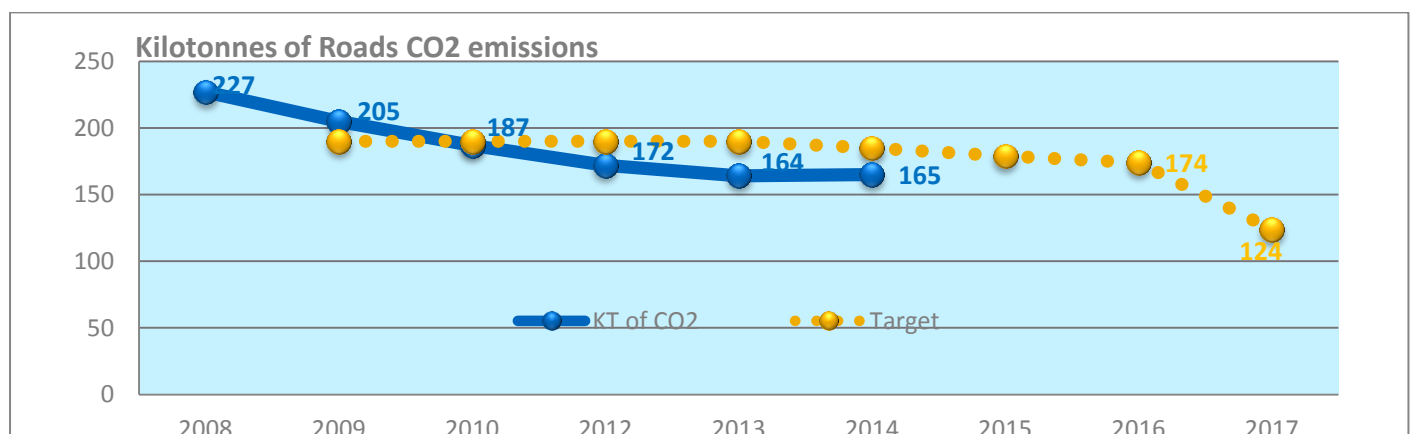


Figure 5. Map of Annual mean NO₂ concentration 2013. (Source: LAEI 2013)

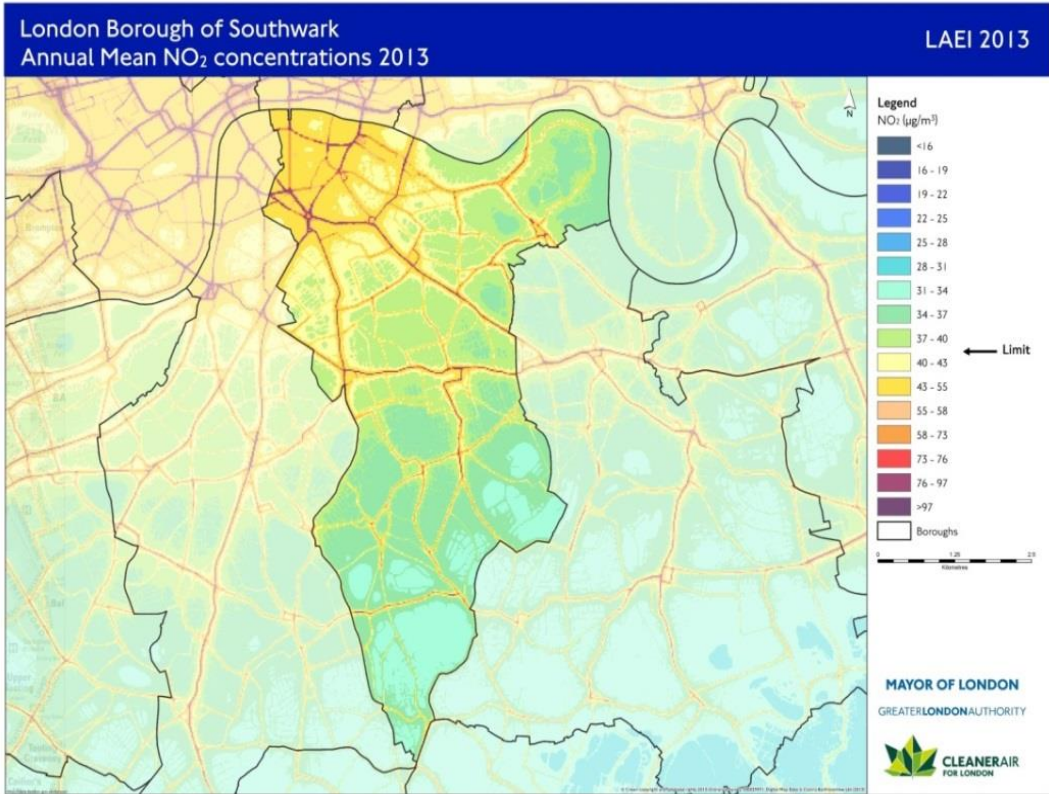


Figure 6. Map of annual mean NO_x concentrations 2013. (Source: LAEI 2013)

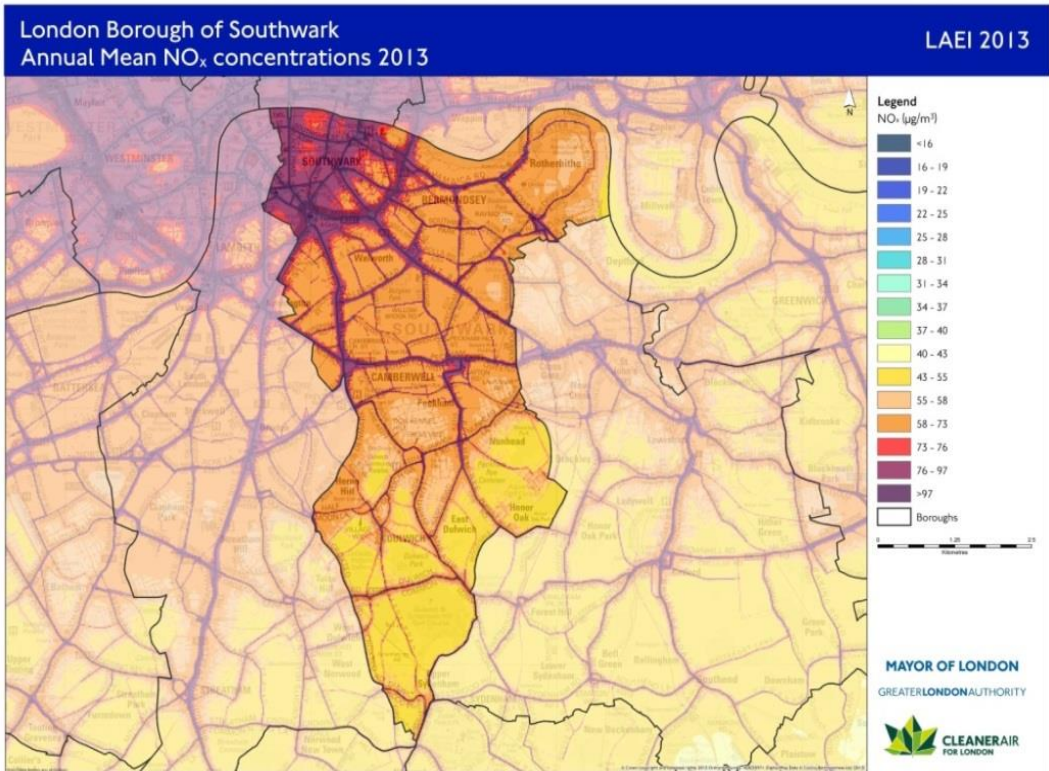


Figure 7. Bus routes serving Southwark which have vehicles already compliant with ULEZ. (Source: TfL)

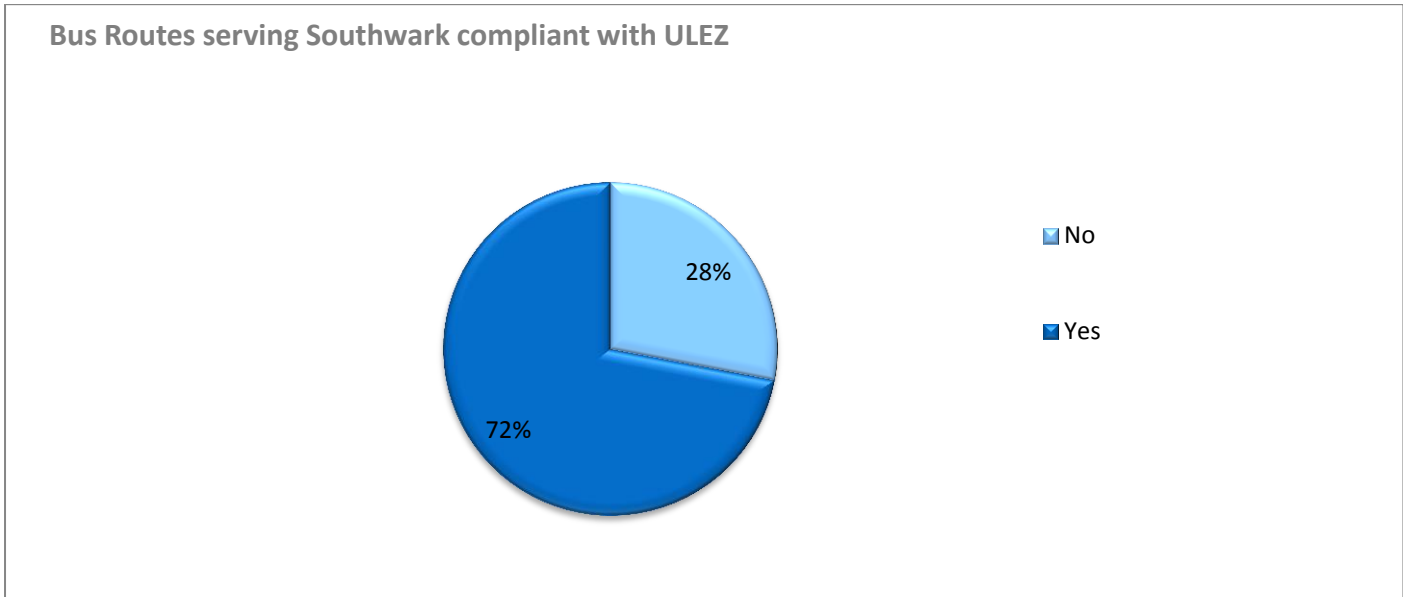
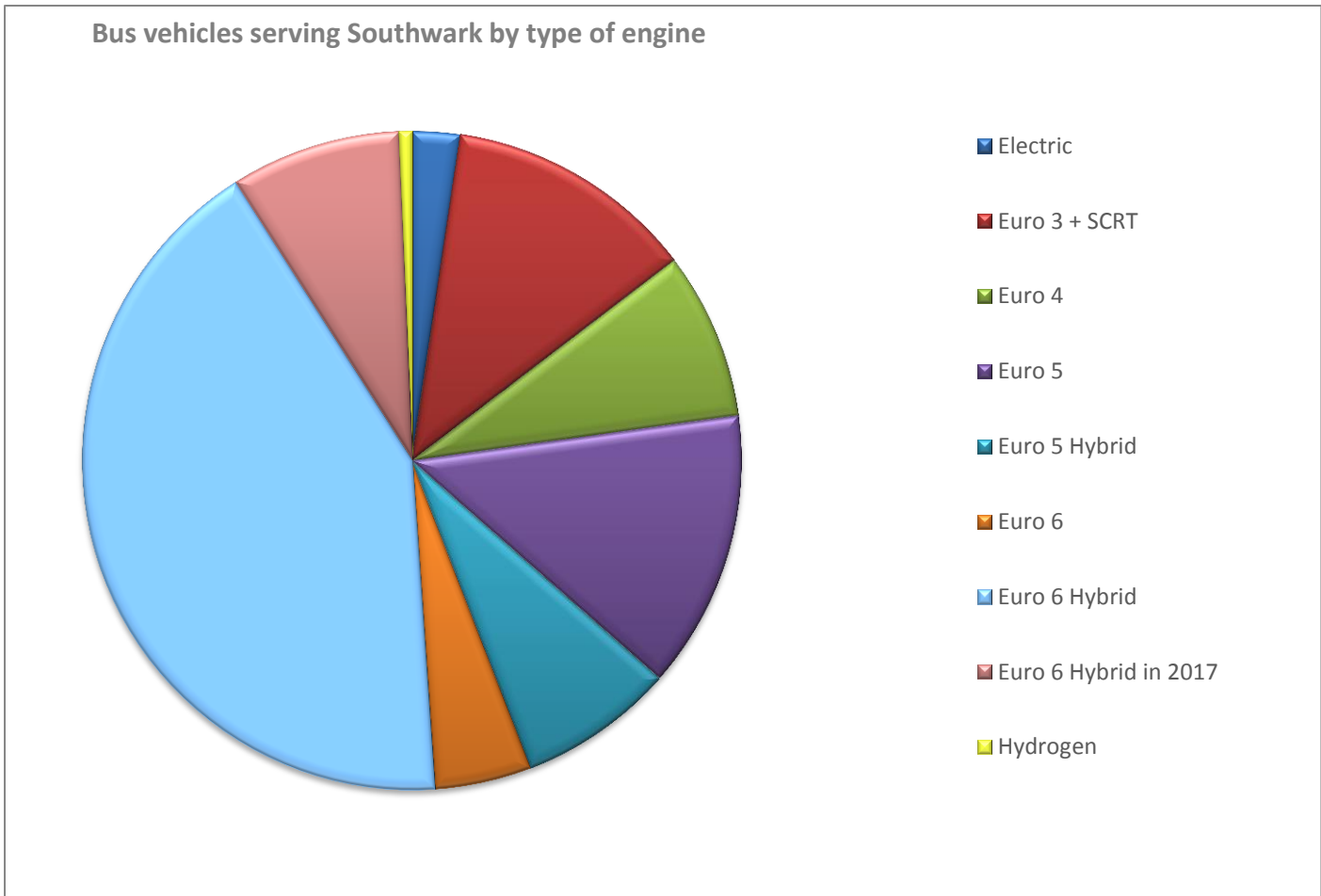


Figure 8. Type of bus vehicles in routes serving Southwark. (Source: TfL)



Target 4: Reduce traffic levels

Target	Reduce traffic levels in Southwark by 3 per cent by 2013
Baseline	2010
Transport Plan objectives	1, 8
Transport Plan summary	This target is set to complement the mandatory indicator on CO2 emissions as well as mode share. If sustainable mode share (walking and cycling) can be increased by 3 per cent then a corresponding decrease in traffic volumes could be projected over the same timescale.
Key risks	Increased development will lead to an increase in demand for travel. This can be mitigated by ensuring that, where feasible, developments are car free and that all developments have robust travel plans in place.
Data source/s	<p>London Borough of Southwark</p> <p><i>Data about traffic is collected each year for a two week period at the end of September and beginning of October through Automated Traffic Counts (ATCs) in specific locations. These locations form one east west and two north south screen lines (see map in Figure 9). This will be measured throughout the borough by monitoring traffic flow at chosen locations across screen lines annually. The data is presented in virtual day summaries, providing a daily average of the data collected over the two sample weeks.</i></p>
2015/16 report	<ul style="list-style-type: none"> • The target was not met; however, we were very close to meeting the target in the East-West and in the Northern North-South screenlines (See Figure 10). • A consistent improvement is required in southern North-South screenline to meet the target. • Analysis of the traffic count data shows that there are no regular trends. It is important to note that these counts represent only two weeks in a year and the data can be affected by special events and conditions. • The data in the graph in Figure 10 includes total vehicles movements, including cycles. ATCs and video surveys are also undertaken in other locations on an annual or ad hoc basis to identify issues in specific areas of the borough. Annual monitoring locations and percentage change in traffic between 2010 and 2016 are shown in Figure 11.

Figure 9. Southwark ATC screenline locations. (Source: Southwark Council)

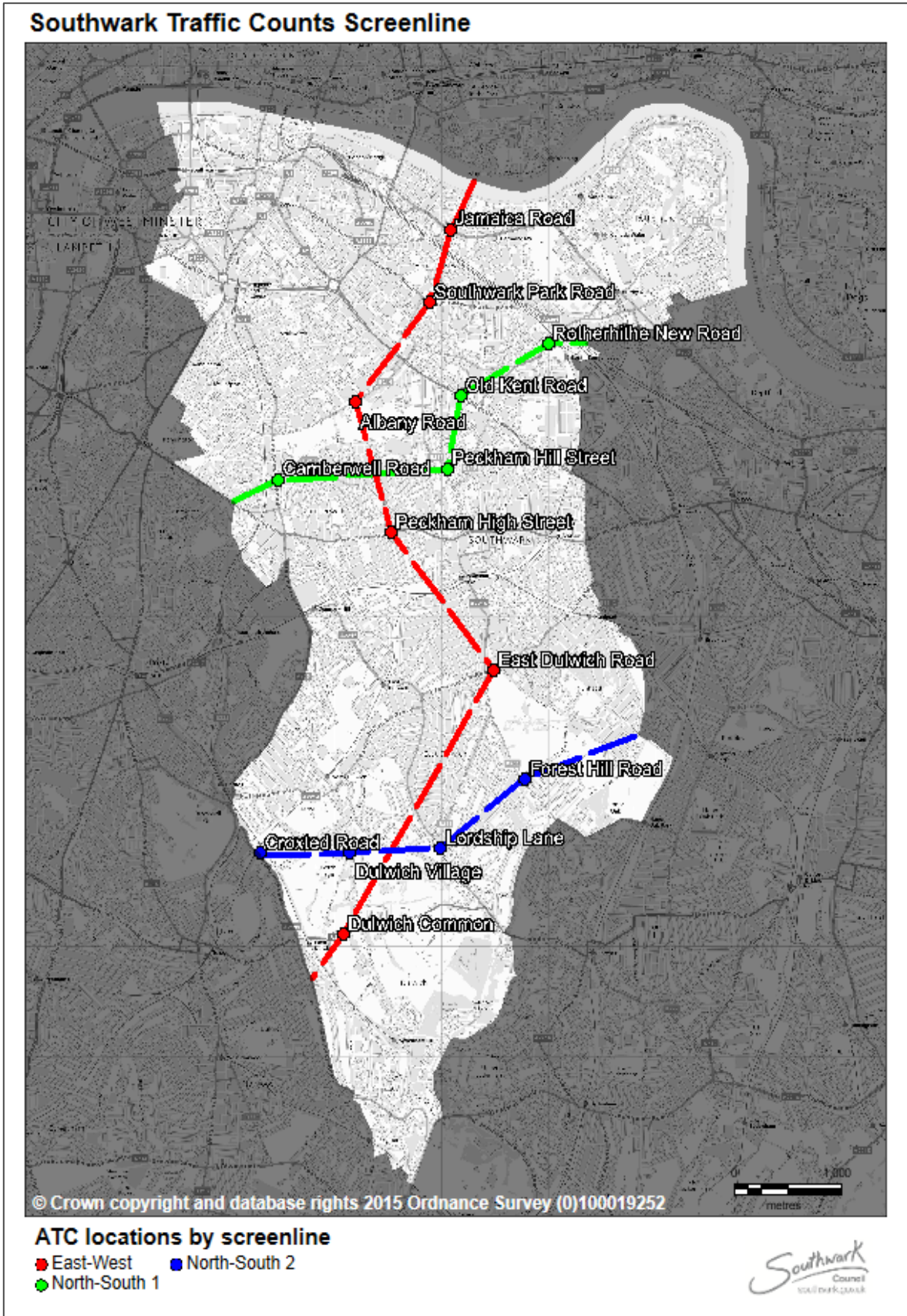


Figure 10. Screenline traffic trends between 2010 to 2016. (Source: Southwark Council)

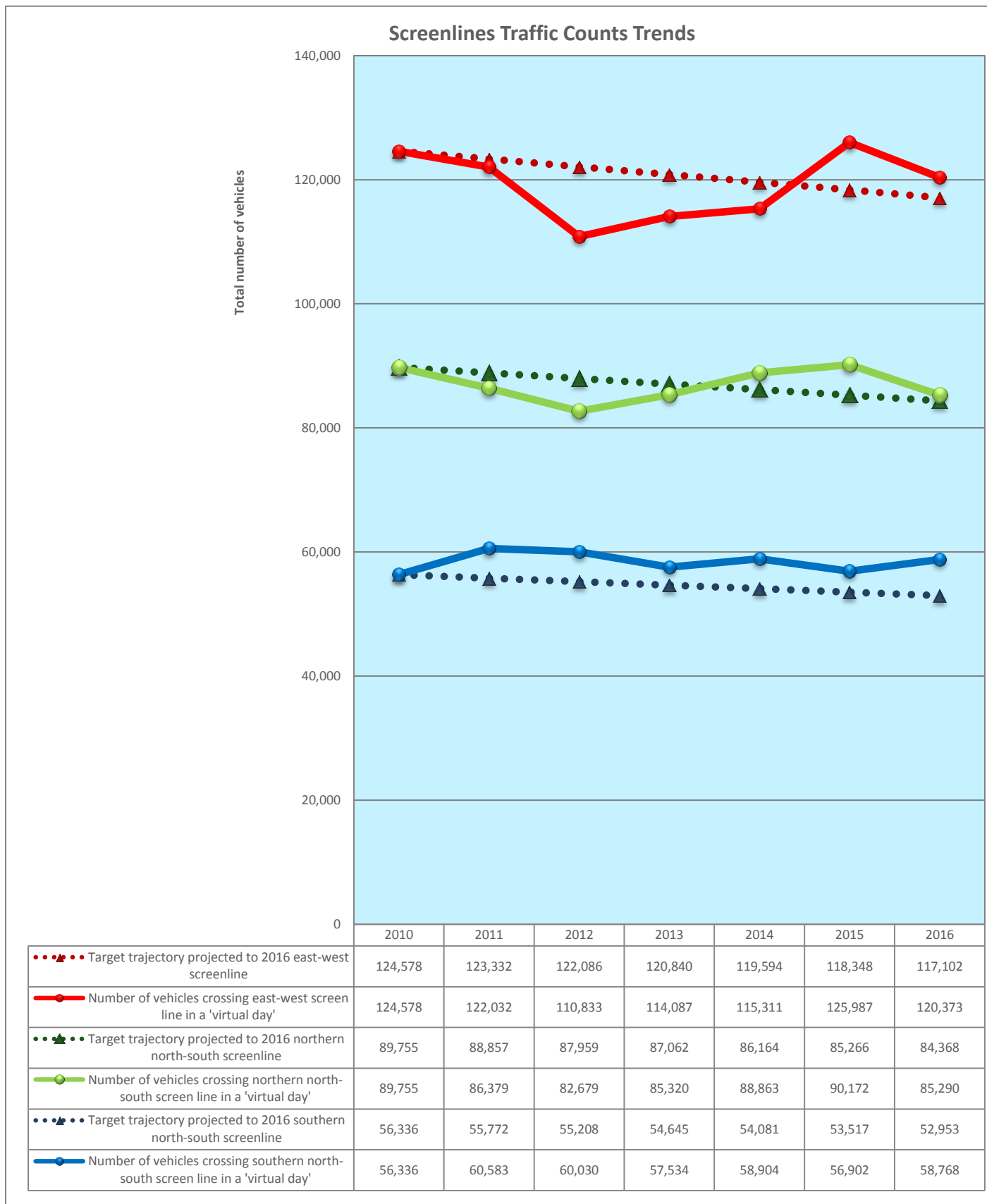
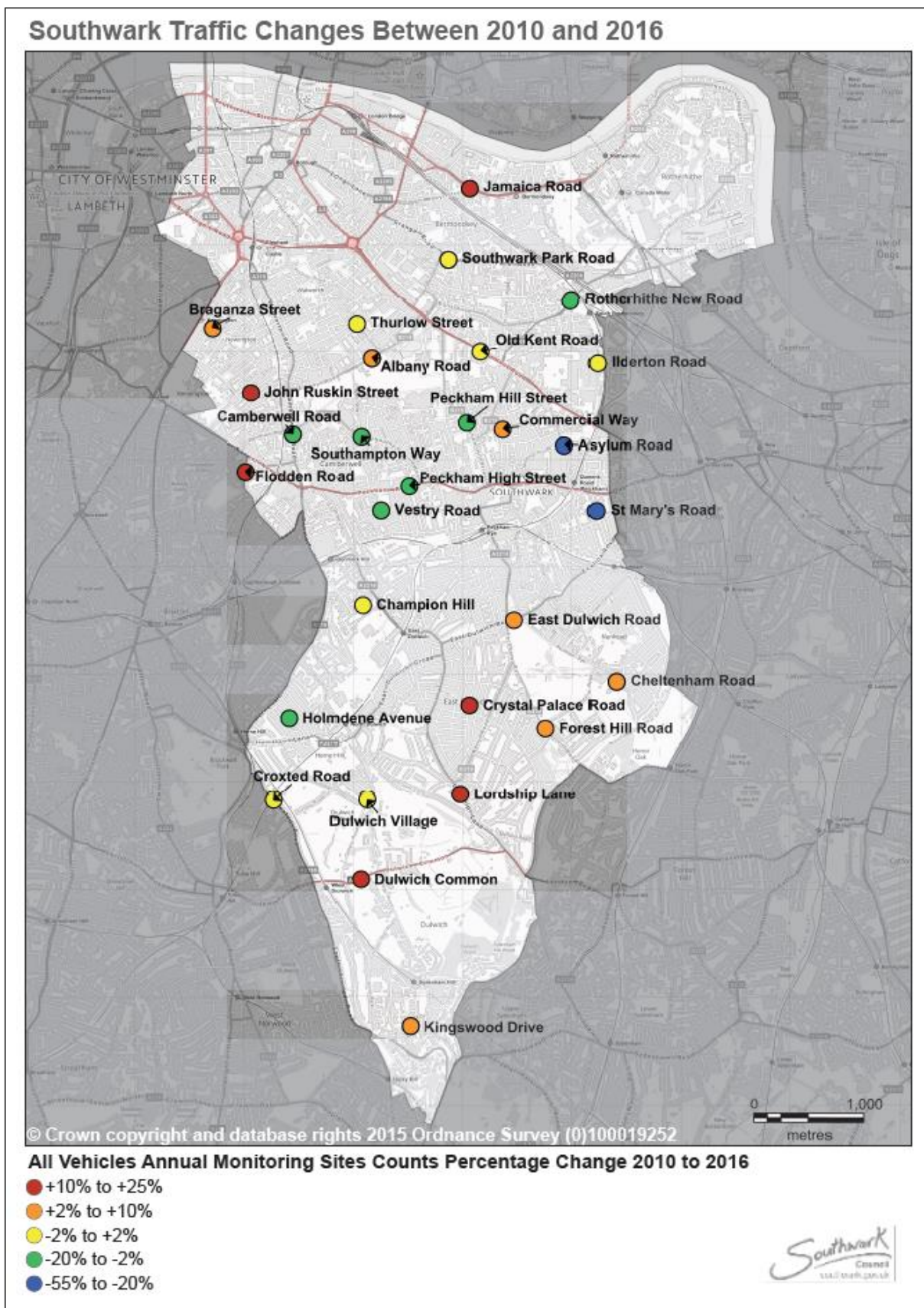


Figure 11. Percentage change in traffic between 2010 and 2016 in all the annual monitoring ATC locations. (Source: Southwark Council).



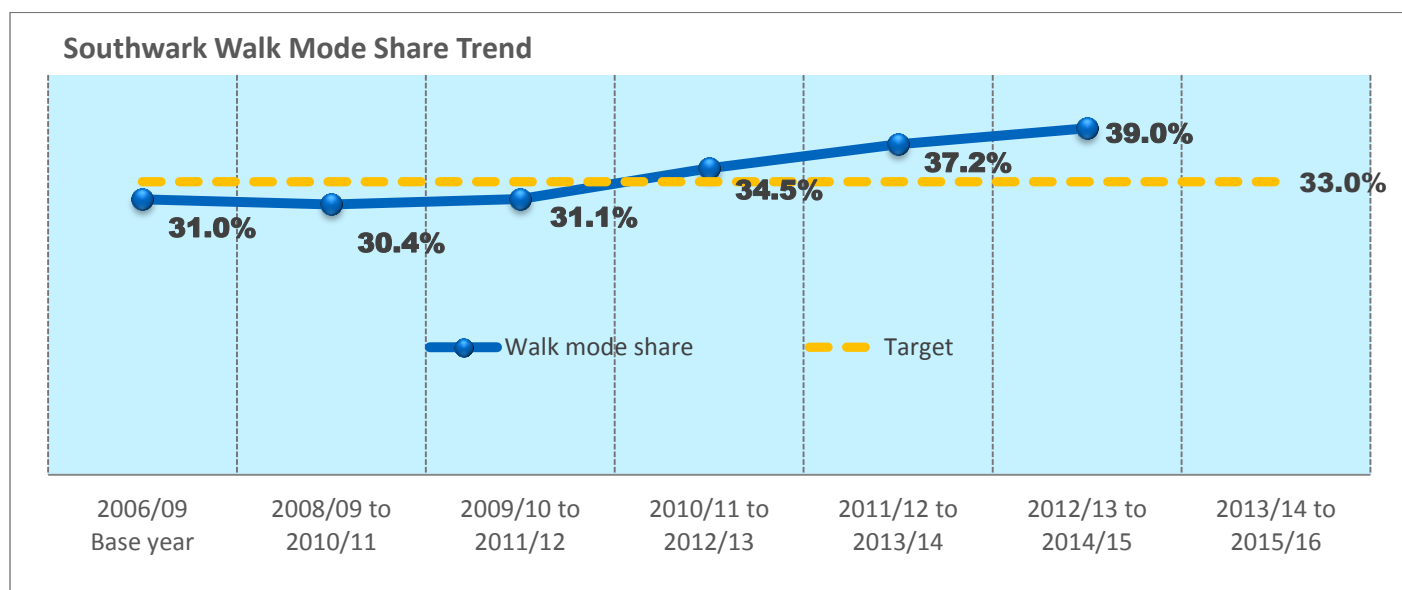
Target 5: Increase walking

Target	Increase the walking mode share in Southwark to a third (33per cent) by 2013 /14
Baseline	2006/2008 three year average
Transport Plan objectives	1, 2, 4, 6
Transport Plan summary	The percentage of walking trips has varied over time reflecting car ownership and usage levels, changes to the public transport services and shifts in community attitudes. Walking levels increased significantly during the 1970s and declined during the 1980s, to a low in 1991. Since this time they have remained relatively stable. We believe that as walking is already a significant proportion of the overall mode share, aiming to increase it to this level is ambitious. This target, together with the cycling mode share target, complements our target for CO2 reduction and in particular a reduction in vehicular traffic in the borough.
Key risks	There is a risk that improved traffic flow and greater reliability of motorised modes may increase this mode share and therefore reduce walking levels. This will be combated by prioritising walking above all other modes in scheme design.
Data source/s	Transport for London Southwark Council

2015/16 report

- Southwark's walking mode share target was achieved in 2012/13 (figure 12). A new target has been proposed as part of the emerging *Kerbside Strategy* (2017) to increase walking mode share to 50 per cent by 2020.
- To improve the walking environment the following measures were delivered in 2015/16:
 - Resurfacing and decluttering of pavements across Southwark
 - Introduction of dropped kerbs in a number of areas to improve informal crossings
 - 20 junctions were improved with buildouts and dropped kerbs
 - 10 junctions were raised to provide level access for pedestrians
 - 30m of new footway built to provide pavements in areas where people were previously walking on the road

Figure 12. Londoners' trips with an origin in Southwark. Walk mode share per average day (7-day week), by three-year averages. (Source: TfL – LTDS)



Target 6: Increase cycling

Target	Increase the proportion of those cycling in Southwark from 3 per cent to 4 per cent by 2013/14
Baseline	2007/09 three year average
Transport Plan objectives	1, 2, 4
Transport Plan summary	Our long term target in the Transport Plan was to achieve a 5 per cent cycling mode share by 2025/6. A report by TfL's policy analysis team found that there was significant potential for mode shift to cycling among local residents in Southwark. It was determined that 47 per cent of all trips by mechanised modes could potentially be made by cycle.
Key risks	There is a risk that improved traffic flow and greater reliability of motorised modes may increase this mode share and therefore reduce cycling levels. This will be addressed by prioritising cycling in accordance with the borough's road user hierarchy when designing street improvement schemes.
Data source/s	Transport for London London Borough of Southwark
2015/16 report	<ul style="list-style-type: none"> In order to ensure a greater uptake of cycling across different demographics in the borough, Southwark's <i>Cycling Strategy</i> was adopted in 2015. The strategy provides a clear outline of how we will invest in cycling. We consulted on our vision and proposals and we received overwhelming support, both from people who currently cycle and those that don't. A new target of 10 per cent cycling mode share by 2025/26 was adopted. Southwark is working with TfL and other Inner London boroughs on the expansion of the cycle network, with a mixture of Quietways and Cycle Superhighways. Quietway 1 (Waterloo to Greenwich) opened in April 2016 which included interventions to tackle rat running through some residential roads, making it safer for both pedestrian and cyclists. TfL opened the North-South Cycle Superhighway on Blackfriars Road and is currently monitoring the usage of the infrastructure. Further Quietways and Superhighways routes are being designed and consulted, as well as the <i>Southwark Spine</i>, a borough initiative designed to Quietway's standard, which will run North-South through the borough providing connectivity to the other routes. In addition to the cycle routes, 19 junctions were also improved for cycling. Achieving cycle mode share targets has proved a challenge, although overall levels have remained around the 3 per cent mode share. There is evidence in some locations that we reached 5 per cent mode share. Annual cycle counts are carried out via video surveys at five locations throughout the borough. In 2016 this was increased to 15 locations. The graph in Figure 15 shows an overall increase of cyclists in the five locations, with only one location having a slight decrease. Oxley Close, part of the newly implemented Quietway 1, had a 76 per cent increase, suggesting that the Quietways schemes are attractive routes to cycle. TfL, with the support of the council, continued to expand the Santander cycle hire scheme. Further increases came mostly from intensification and slight expansion outside the scheme border. Southwark Council is actively seeking funding from developers and lobbying TfL to extend the scheme to include Walworth, Bermondsey, Rotherhithe, Camberwell and Peckham. Southwark was the first authority to request developers to provide annual membership for

new residential developments.

- Southwark Council continued participation in the EU funded scheme VeloCitta, considering marketing and operational improvements which could be applied to the Santander cycle hire scheme.
- Cycle theft remained an issue. There was a slight decrease on cycle theft figures from 1,096 in 2014/15 to 1,090 in 2015/16. While the figures have remained consistent the concern is that many thefts go unreported. Southwark Council is working to provide more secure cycle parking through the planning process and the cycle hanger programme which is being introduced in 2017/18.
- Individual cyclist training involves one or more two hour lessons arranged at a location convenient to the individual. A new training venue has been secured in Burgess Park and additional cycles have been purchased to support the Adult Group cyclist training sessions.
- A range of travel awareness events took including Dr Bike sessions. Dr Bikes are free bike checks where anyone can bring their bike along for safety checks by a qualified person. Advice is given on any mechanical problems which cannot be quickly fixed on the spot.

Figure 13. Southwark Cycle Mode Share. (Source: TfL – LTDS)

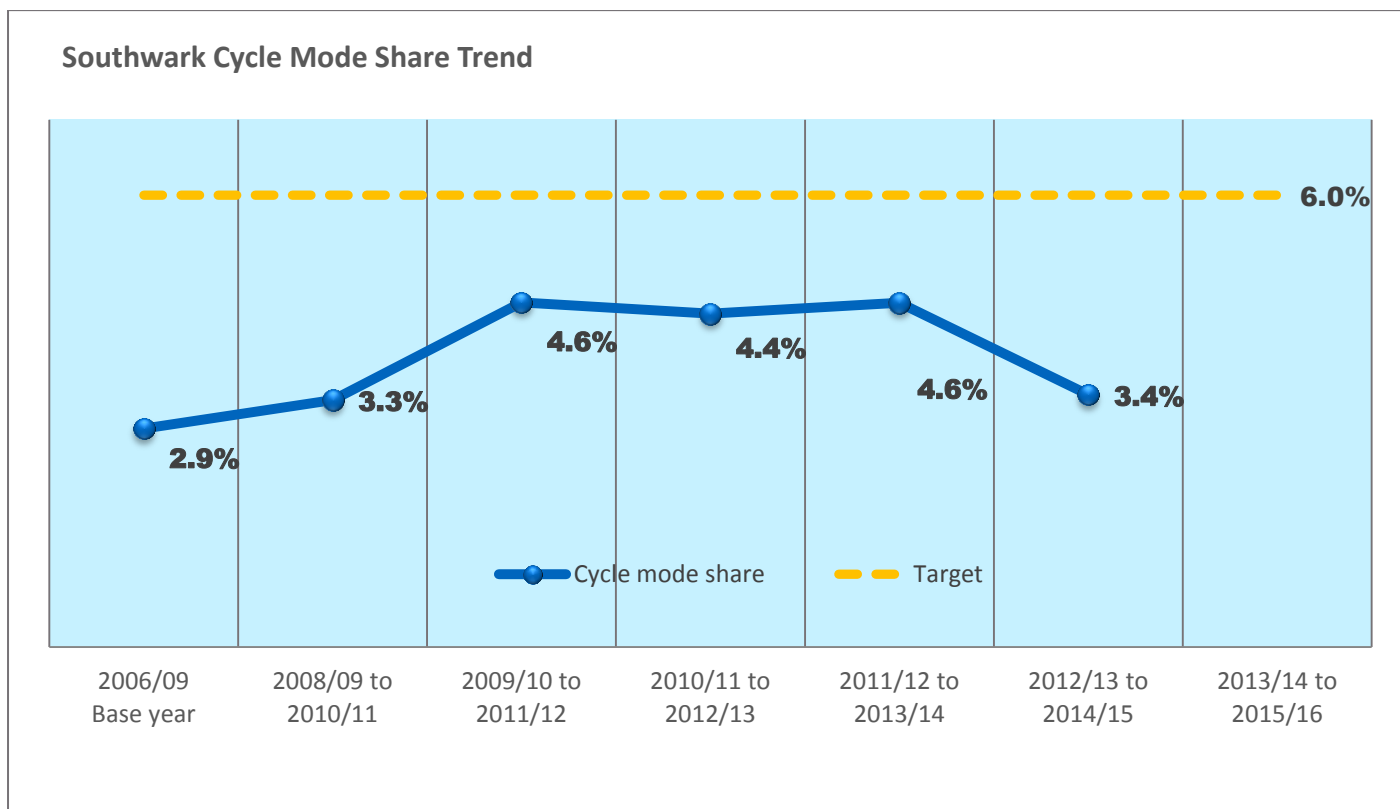


Figure 14. Existing and planned cycle routes in Southwark. (Source: Southwark Council and TfL)

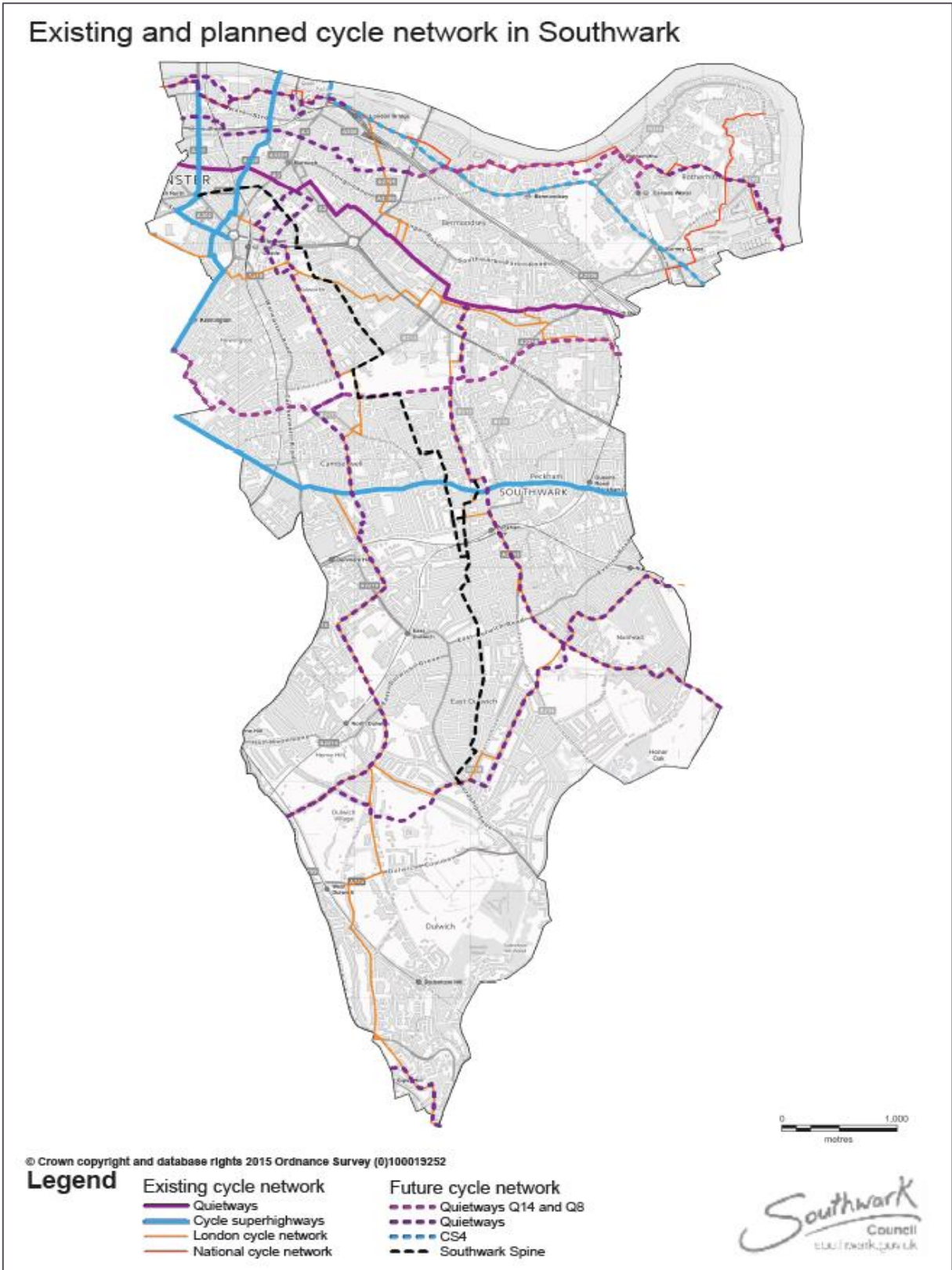


Figure 15. Average aaily cycle counts trends 2014 to 2016. (Source: Southwark Council)

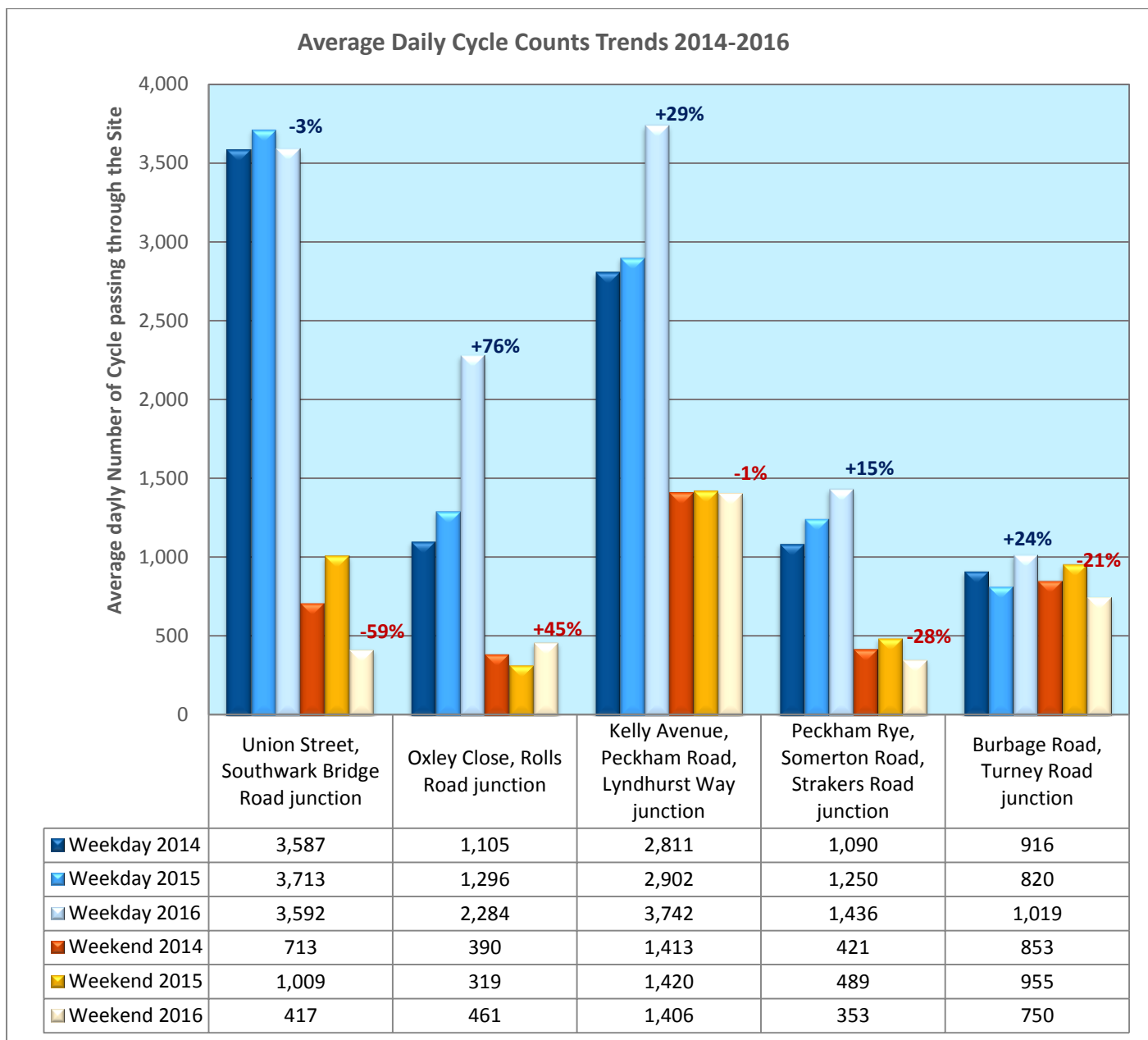


Table 6. Active travel promotions and participation in walk to work week by Southwark residents and work places. (Source: Southwark Council)

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

Figure 16. Santander Cycle Hire docking stations and their usage (number of hires and docks) 2011 to 2016. (Source: TfL)

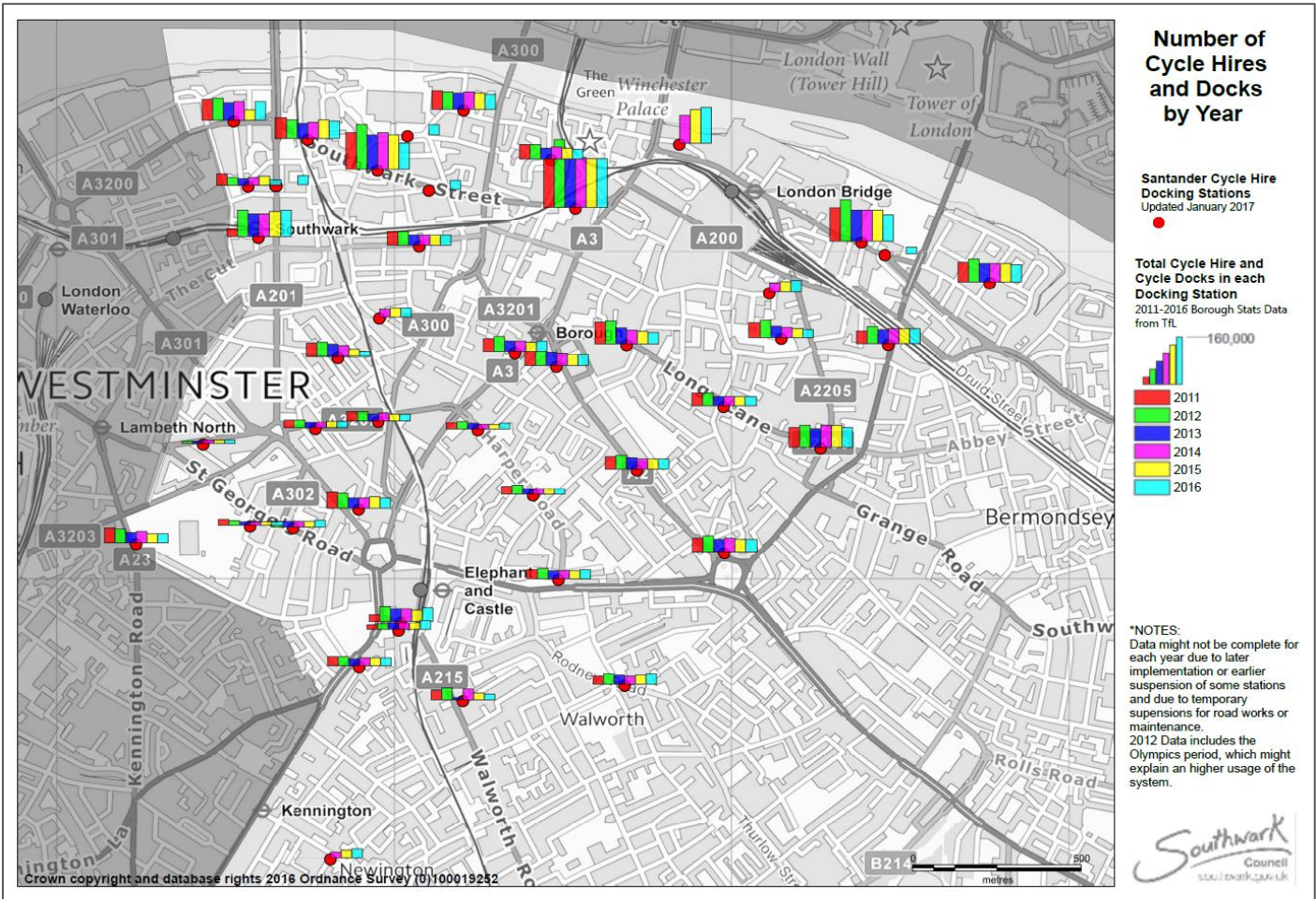
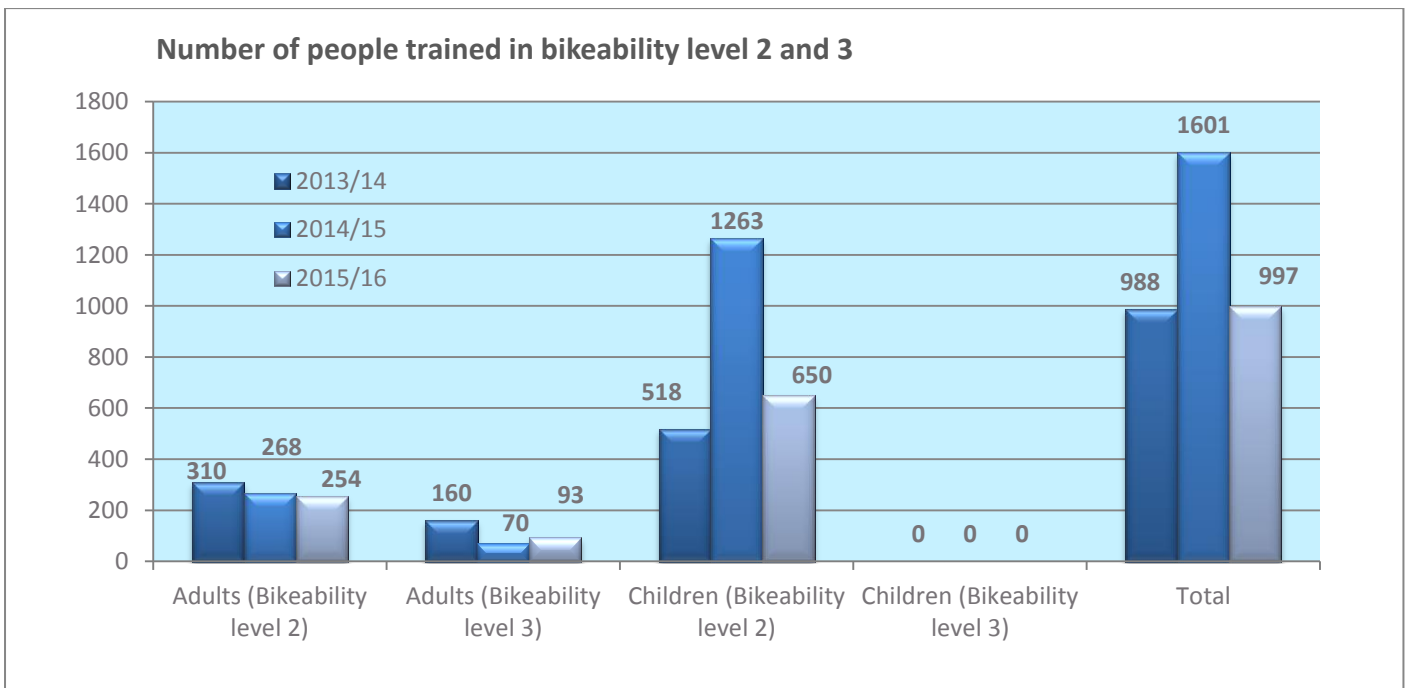


Figure 17. Children and adult cycle confidence (bikeability) training. (Source: Southwark Council)



Target 7: Reduce total casualties

Target	Reduce the number of all total casualties by 33 per cent by 2020
Baseline	2004/2008 five year average
Transport Plan objectives	5
Transport Plan summary	In 2011, no new targets had been set by the government or the Mayor to reduce the number of KSI or slight casualties. Southwark Council set this target in order to address this gap. The target was considered ambitious given that data for KSIs appeared to be levelling out.
Key risks	An important risk to this target is that increases in walking and cycling may lead to greater numbers of collisions. Pedestrian and cyclist training can help to reduce this risk. There is decreased scope for reducing casualty numbers through engineering measures and so increased emphasis will be given to influencing the behaviour of road users. When the Transport Plan was adopted over half of all casualties in the borough occur on the TLRN and so TfL has a pivotal role in reducing the number of casualties on these roads.
Data source/s	STATS19
2015/16 report	<ul style="list-style-type: none"> The number of casualties in 2015 decreased from 2014 but it is still higher than 2013. In March 2015, Southwark became a 20mph borough. Speed counts were undertaken before (2014) and after (2015) to monitor the differences on the average speed before and after the scheme. New junction layouts and controls are some measures that have been installed to reduce casualties. The Transport for London Road Network (TLRN) makes up only 9 per cent of Southwark's roads. Despite this, the amount of casualties on the TLRN was very high. Southwark Council is working with TfL to improve safety on these roads.

Figure 18. All casualties trends from 2004 to 2015. (Source: STATS19)

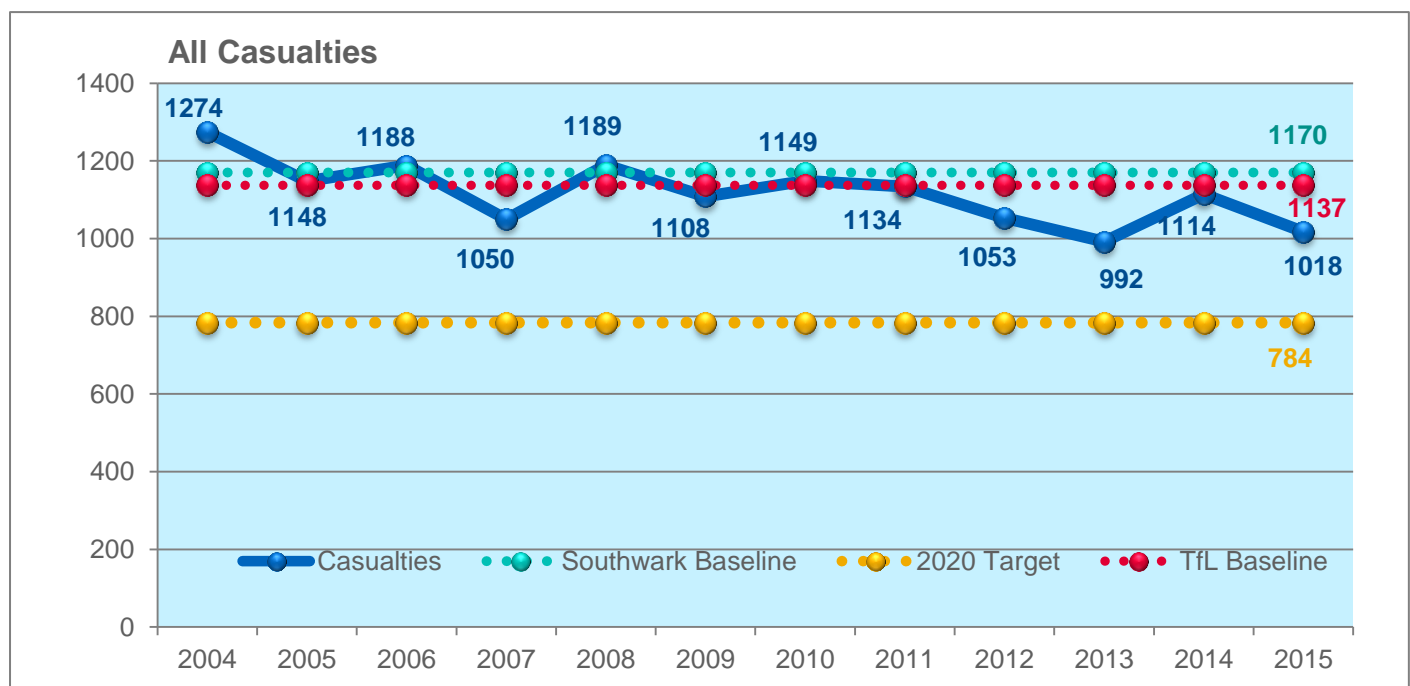


Figure 19. Comparison of KSI on Southwark Roads and Transport for London Road Network. (Source: STATS19)

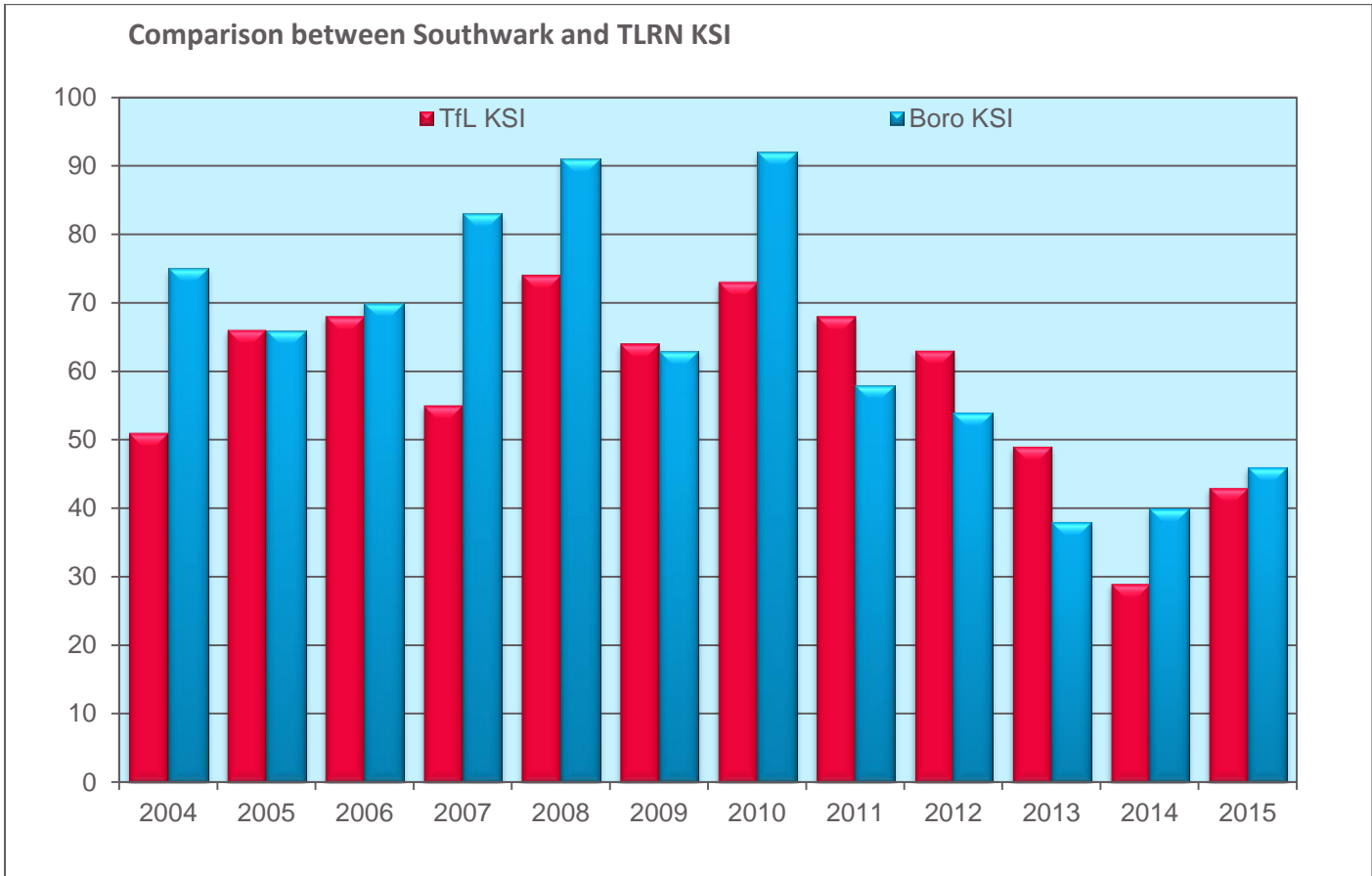


Figure 20. Difference in speed before and after the 20mph borough scheme. (Source: Southwark Council)

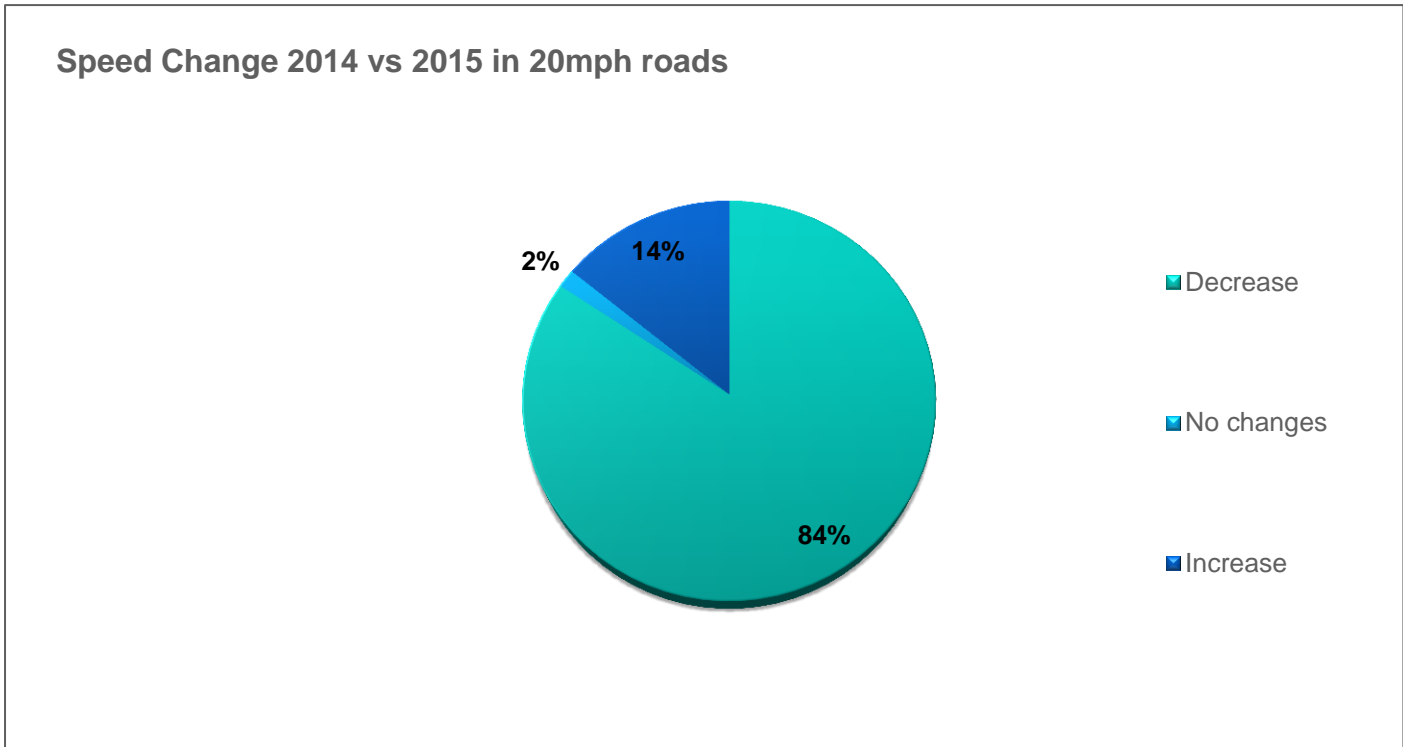
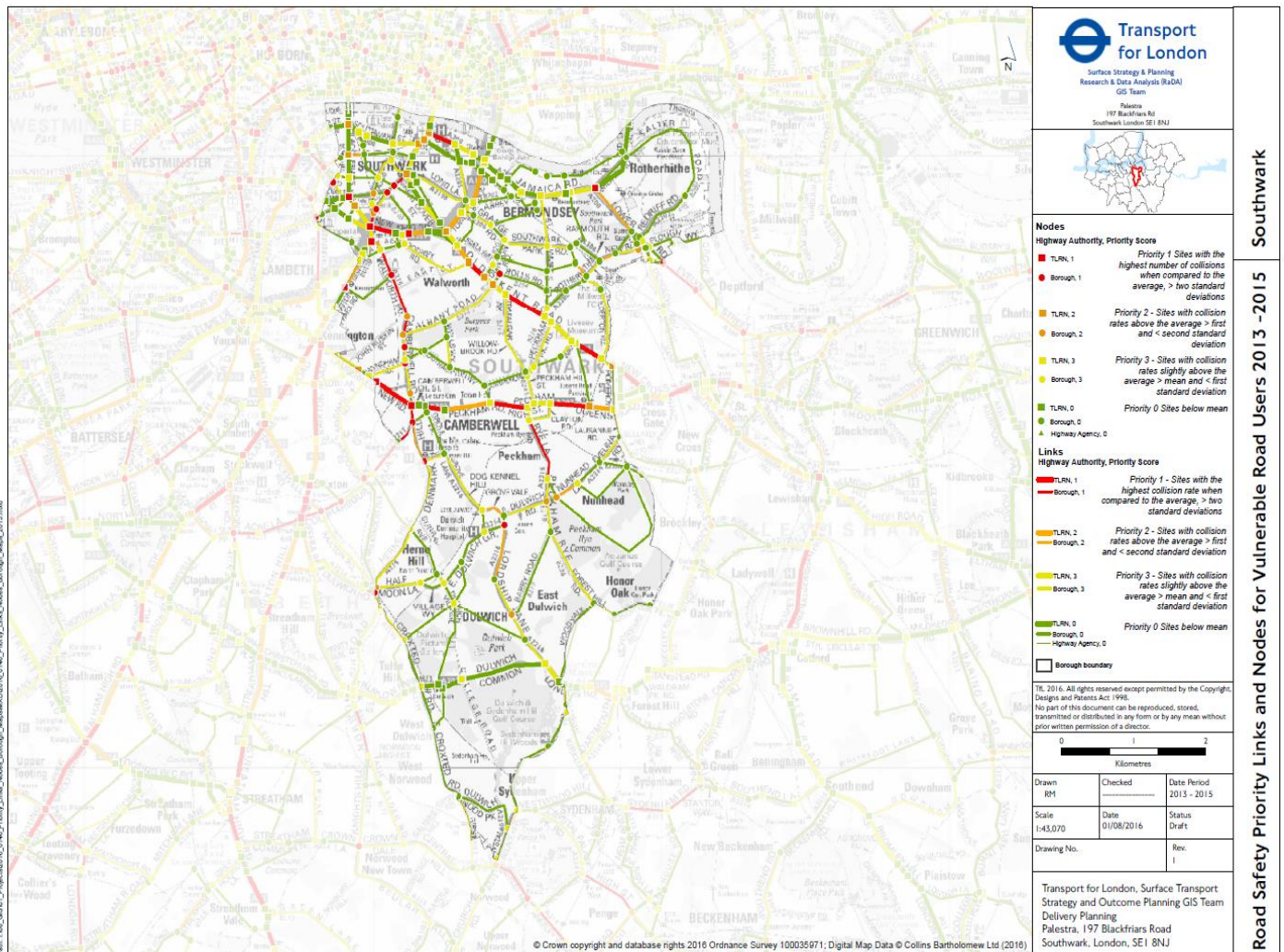


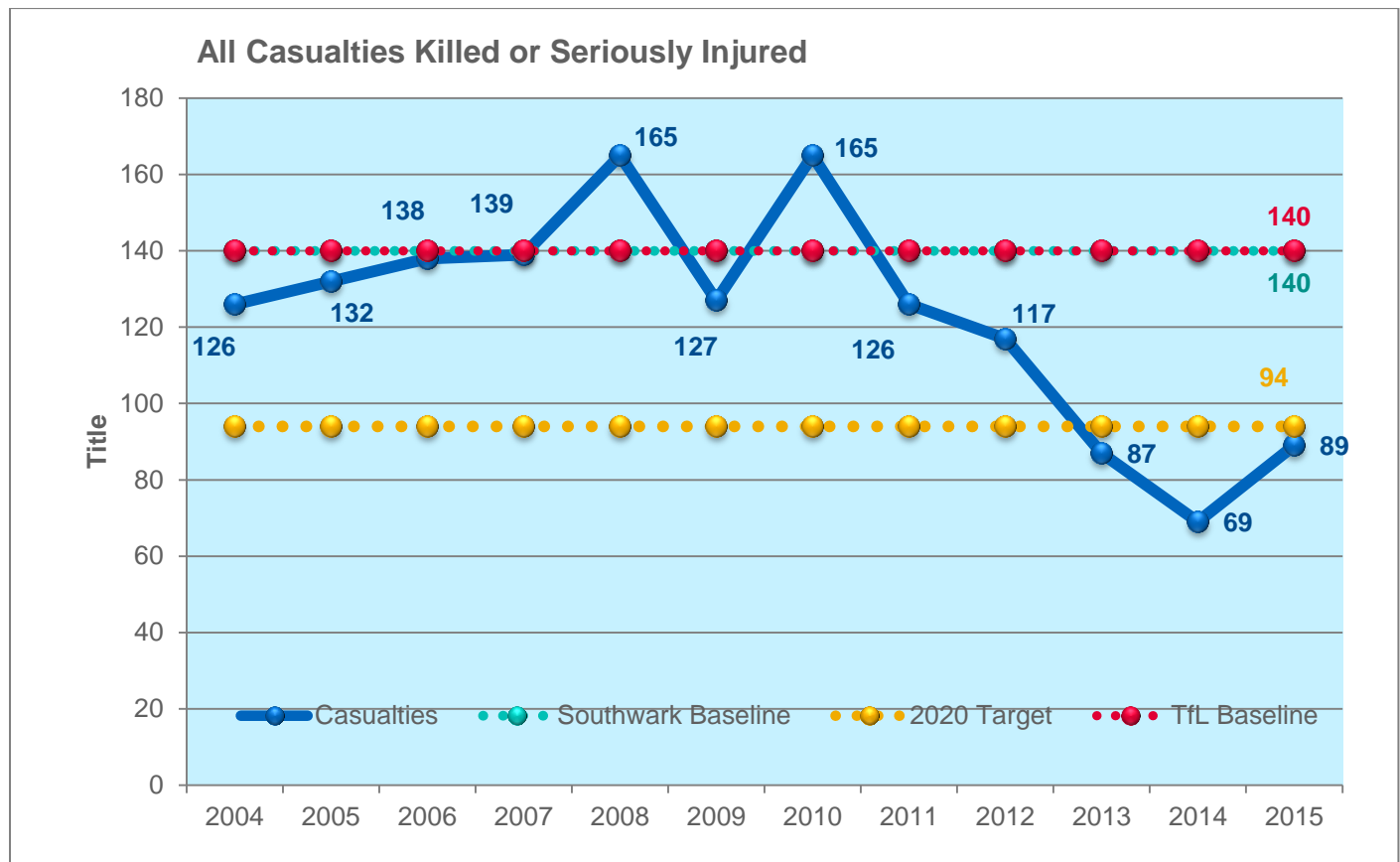
Figure 21. Road Safety priority Links and Nodes for Vulnerable Road Users 2013-15 in Southwark. (Map created by TfL. Source: Trafficmaster)



Target 8: Reduce killed or seriously injured

Target	Reduce the number of killed and seriously injured by 33 per cent to 2020
Baseline	2004/2008 five year average
Transport Plan objectives	5
Transport Plan summary	In 2011, no new targets had been set by the government or the Mayor to reduce the number of KSI or slight casualties. Southwark Council set this target in order to address this gap. The target was considered ambitious given that data for KSIs appeared to be levelling out.
Key risks	An important risk to this target is that increases in walking and cycling may lead to greater numbers of collisions. Pedestrian and cyclist training can help to reduce this risk. There is decreased scope for reducing casualty numbers through engineering measures and so increased emphasis will be given to influencing the behaviour of road users. When the Transport Plan was adopted over half of all casualties in the borough occur on the TLRN and so TfL has a pivotal role in reducing the number of casualties on these roads.
Data source/s	STATS19
2015/16 report	<ul style="list-style-type: none"> There was a significant drop in Killed or Seriously Injured (KSIs) casualties from 2010, with the 2020 target reached. Despite this, we are working to ensure that the slight increase in 2015 does not become a negative trend – and that everything possible is done to ensure we are working towards vision zero.

Figure 22. All casualties killed or seriously injured trends from 2004 to 2015. (Source: STATS19)

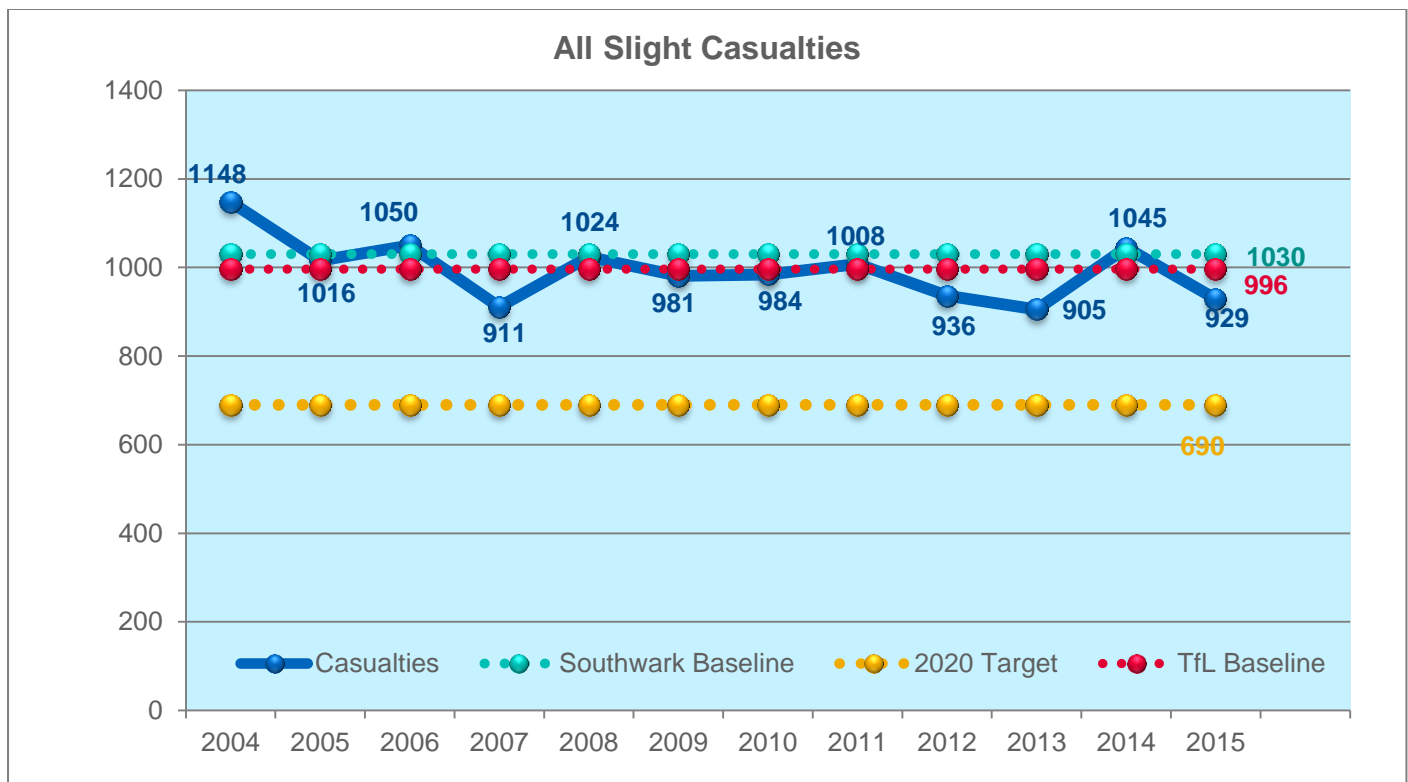


Target 9: Reduce slight casualties

Target	Reduce the total number of slight casualties by 33 per cent by 2020
Baseline	2004/2008 five year average
Transport Plan objectives	5
Transport Plan summary	In 2011, no new targets had been set by the government or the Mayor to reduce the number of KSI or slight casualties. Southwark Council set this target in order to address this gap. The target was considered ambitious given that data for KSIs appeared to be levelling out.
Key risks	An important risk to this target is that increases in walking and cycling may lead to greater numbers of collisions. Pedestrian and cyclist training can help to reduce this risk. There is decreased scope for reducing casualty numbers through engineering measures and so increased emphasis will be given to influencing the behaviour of road users. When the Transport Plan was adopted over half of all casualties in the borough occur on the TLRN and so TfL has a pivotal role in reducing the number of casualties on these roads.
Data source/s	STATS 19

- 2015/16 report
- There was a drop in slight casualties from 2014, but this was not significant to reach the target. From 2010 the slight casualties number stayed quite constant between the lowest being 905 and the highest being 1045.
 - We are working to ensure that the slight decrease in 2015 will be the start of a positive trend rather than an occasional decrease and that everything possible is done to ensure we are working towards vision zero.

Figure 23. All slight casualties trends from 2004 to 2015. (Source: STATS19)



Target 10: Reduce cyclist casualties

Target	Reduce all cyclist casualties by 44 per cent by 2020 based on a 2004/08 baseline
Baseline	2004/2008 five year average
Transport Plan objectives	5
Transport Plan summary	Southwark's interim target was to reduce the total number of cyclist collisions in the borough from a 2004/2008 baseline by 44 per cent in 2020 given an increase in mode share. This was based on the trajectory for the final target of a 50 per cent reduction in cyclist collisions by 2026 given an increase in mode share. When developing this target we considered our ambition to increase the number of cyclists on our roads.
Key risks	Increased exposure to risk as numbers of cyclists increase, mitigated by targeted training of cyclist and awareness campaigns for targeted groups such as HGV drivers.
Data source/s	STATS19
2015/16 report	<ul style="list-style-type: none"> This target has not been achieved yet with an increase in the number of cyclist casualties over the years. This increase is due in part to an increase in the number of cyclists; however, we continue to invest and work towards creating safer streets for cyclists. A disproportional amount of cyclist collisions continue are with HGVs and we continue to lobby for safer HGVs and practices.

Figure 24. All cyclist casualties trends 2004 to 2015. (Source: STATS19)

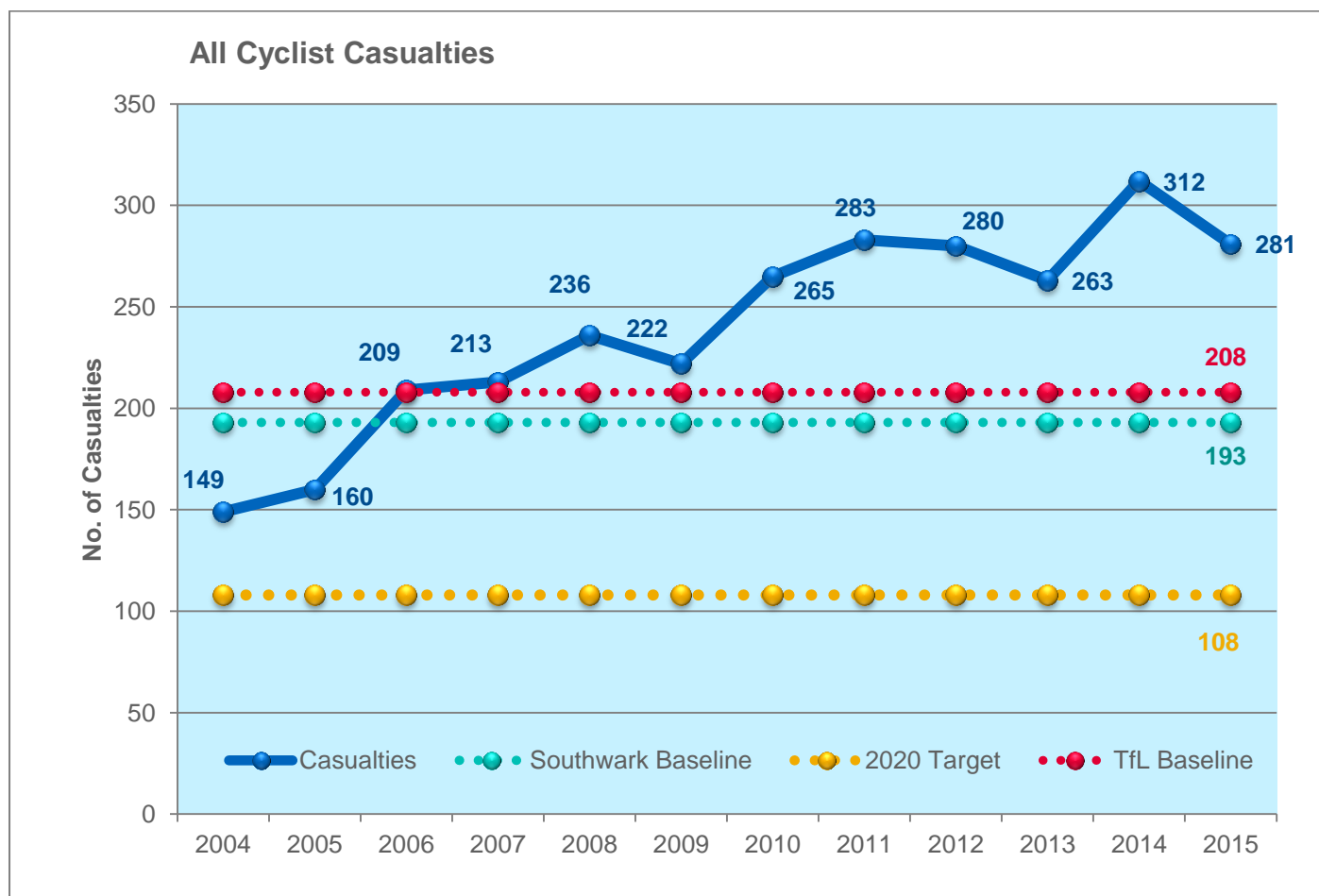
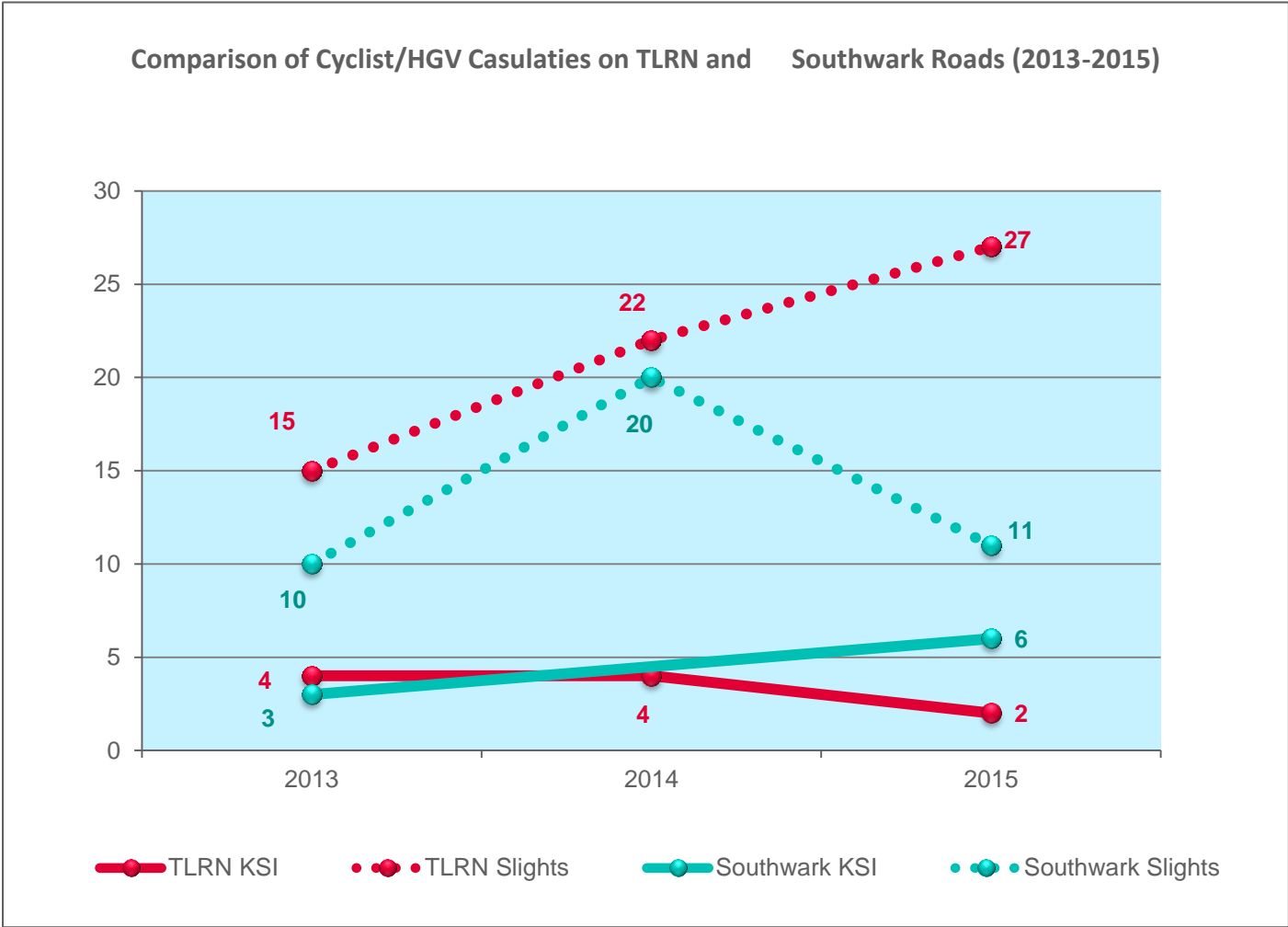


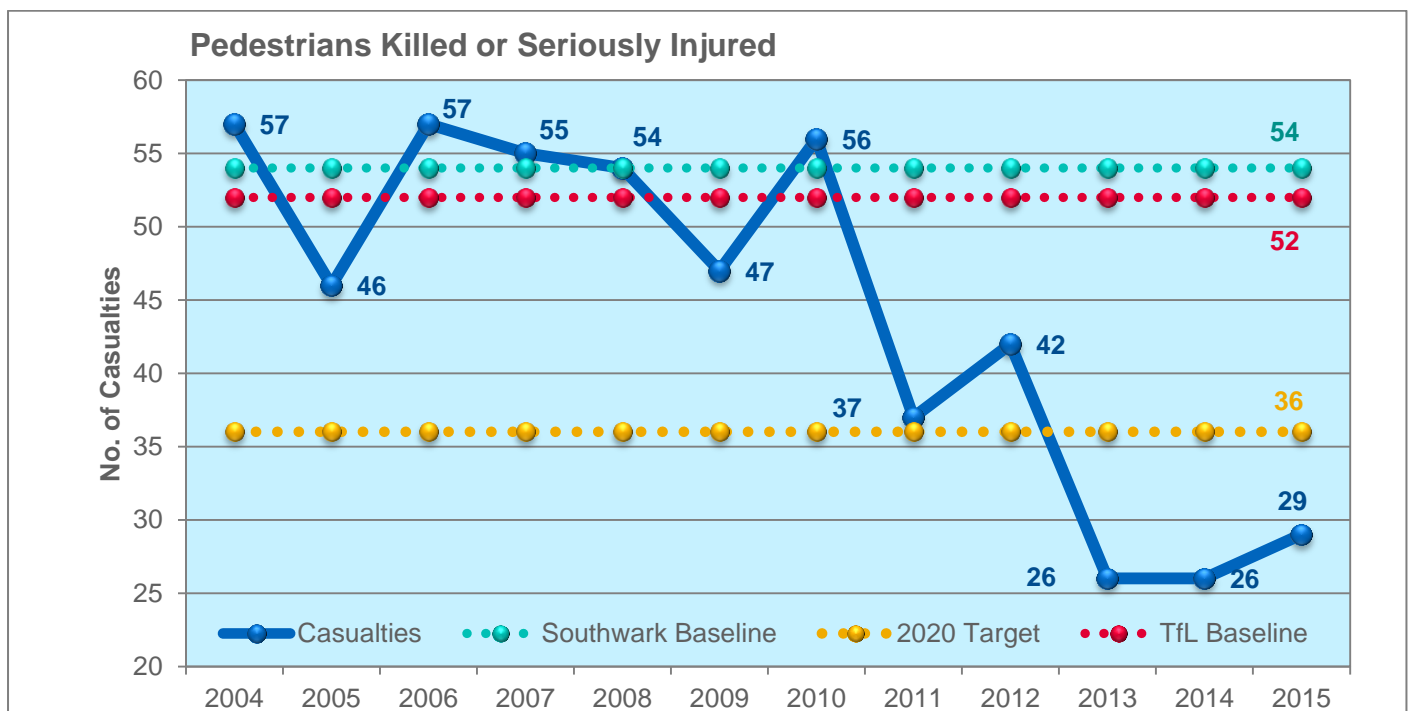
Figure 25. Comparison of Cyclist Casualties with HGVs on TLRN and Southwark Roads 2013 to 2015. (Source:STATS19)



Target 11: Reduce all pedestrian KSIs

Target	Reduce all pedestrian KSIs by 11.1 per cent by 2020 based on a 2004/08 baseline
Baseline	2004/2008 five year average
Transport Plan objectives	5
Transport Plan summary	In 2011, no new targets had been set by the government or the Mayor to reduce the number of KSI or slight casualties. This target was not in the original 2011 Transport Plan and was introduced to measure pedestrian safety in the borough.
Key risks	An important risk to this target is that increases in walking and cycling may lead to greater numbers of collisions. Pedestrian and cyclist training can help to reduce this risk. There is decreased scope for reducing casualty numbers through engineering measures and so increased emphasis will be given to influencing the behaviour of road users. When the Transport Plan was adopted over half of all casualties in the borough occur on the TLRN and so TfL has a pivotal role in reducing the number of casualties on these roads.
Data source/s	There is a risk that improved traffic flow and greater reliability of motorised modes may increase this mode share and therefore reduce walking and cycling levels. This will be combated by prioritising walking and cycling above all other modes in scheme design.
2015/16 report	<ul style="list-style-type: none"> In 2013 this target was met; however in 2015/16 there was a slight increase in the number of pedestrian casualties increased The Transport for London Road Network (TLRN) makes up only 9 per cent of Southwark's roads. Despite this, the amount of casualties on the TLRN is very high. Southwark Council is working with TfL to improve safety on these roads. New junction layouts and controls are some measures that have been installed to reduce casualties.

Figure 26. Pedestrians Killed or seriously injured trends 2004 to 2015. (Source: Stats19)



Improve accessibility

Output	Improve travel opportunities and maximise independence for all
Baseline	2013/14
Transport Plan objectives	4, 6
Transport Plan summary	In 2011, one in four households in Southwark reported at least one member with a health problem that may affect their ability to travel. Coupled with this there are low levels of satisfaction in the borough regarding ease of access to key services for those with disabilities. Improving travel opportunities and maximising independence for all is key to creating a borough in which everyone is able to get around.
Key risks	
Data source/s	London Borough of Southwark Department for Transport
2015/16 report	<ul style="list-style-type: none"> 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 its <i>Access for All</i> funding scheme has committed to making some stations fully accessible by 2019, including Peckham Rye. Southwark Council is working with TfL to increase the number of accessible bus stops. In 2015/16 the training bus programme was provided on demand as 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, Canada Water Bus Station and Tesco to provide this. 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 are currently under review by London Councils and TfL. These include: <ul style="list-style-type: none"> 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. Provision of disabled parking places at the origins and destinations of journeys made by people with disabilities is important for accessibility of services. Southwark Council continued to increase the number of disabled parking spaces in 2015/16.

Table 7. Training bus sessions and attendees. (Source: Southwark Council)

	2013/14	2014/15	2015/16
N of sessions	10	11	10
N of attendees	273	314	535 (398 trainees, 102 helpers, 34 visitors)

Table 8. Disabled parking bays installed. (Source: Southwark Council)

Number	2013/ 14	2014/15	2015/16
Disabled parking bays installed	43	64	46

Parking and car ownership

Output	Effective kerbside management
Baseline	2013/14
Transport Plan objectives	
Transport Plan summary	Parking controls are required in order to allocate space fairly and are an important traffic demand management tool, improving safety, accessibility, servicing, and ensure appropriate use of the highway network. Enforcement activity aims to keep traffic moving, minimise obstructions, safety hazards and encourage compliance with the regulations.
Key risks	
Data source/s	London Borough of Southwark Department for Transport

2015/16 report

- There are 21 Controlled Parking Zones in Southwark, which equates to approximately 800 streets (40 per cent of the borough covered). In 2015/16 Southwark implemented one new zone (Zone P) and extended two zones (Zone H and EC).
- While parking tickets decreased there was a significant increase in traffic and bus lanes penalties. This is an indicator that there is an issue with motorists' behaviour and that further actions are required to ensure drivers follow the highway code.
- When considering new applications in those areas located within a controlled parking zone (CPZ) and with a high Public Transport Accessibility Level (PTAL) rating, Southwark Council seeks to secure car free developments. In negotiations with the developer, commitments are sought to provide a guarantee to sustainable transport usage. 82 per cent of planning applications were granted as car free. Despite this, the number of vehicles licenced are slightly increasing after years of decrease borough wide. Cars, buses and coaches are increasing the most.
- In 2015/16 ZipCar data registered three new car club bays. Only 17 per cent of households are currently more than five to ten minutes walk from a car club bay situated in Southwark¹. Southwark is also looking to move to a multi-operator car club model to increase competition and improve the service.

Table 9. Vehicles registered in Southwark and percentage change (Source: DfT)

Year	Cars	Motor cycles	Light goods	Heavy goods	Buses and coaches	Other vehicles	Total	% Change
2010	58798	4086	5456	417	1251	1576	71584	
2011	57780	4109	5114	341	1070	1114	69528	-2.9%
2012	57149	4079	4730	325	1291	1063	68637	-1.3%
2013	56824	4047	4805	326	1332	1131	68465	-0.3%
2014	57289	4060	4831	300	1359	1195	69034	0.8%
2015	57600	4044	4822	281	1443	1193	69383	0.5%

¹ These figures do not take into account car club bays situated in neighbouring boroughs which could serve households close to the boundary.

Figure 27. Total Southwark licenced vehicles yearly from 2010 to 2016. (Source: DfT)

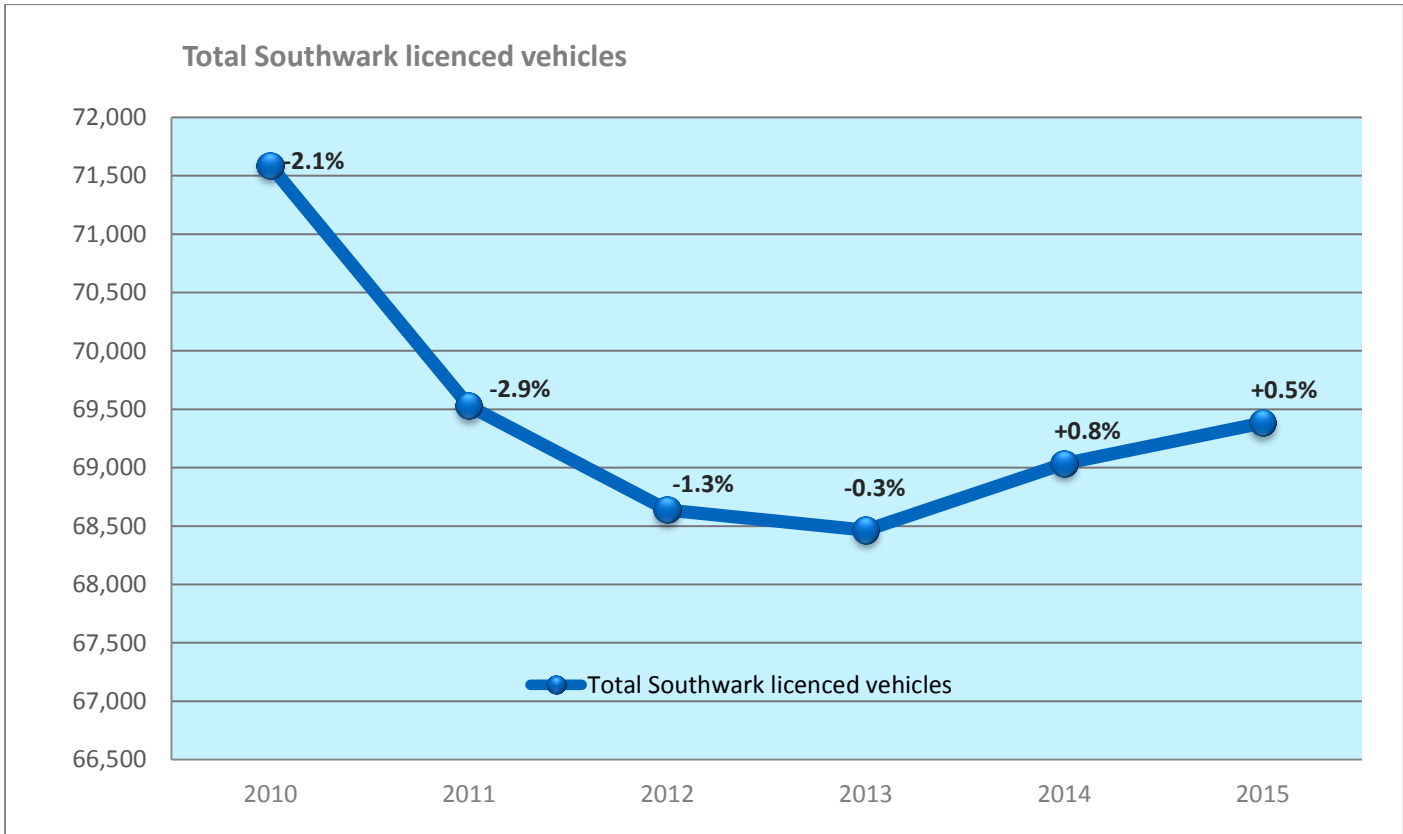


Figure 28. Percentage of vehicles registered in Southwark by type. (Source: DfT)

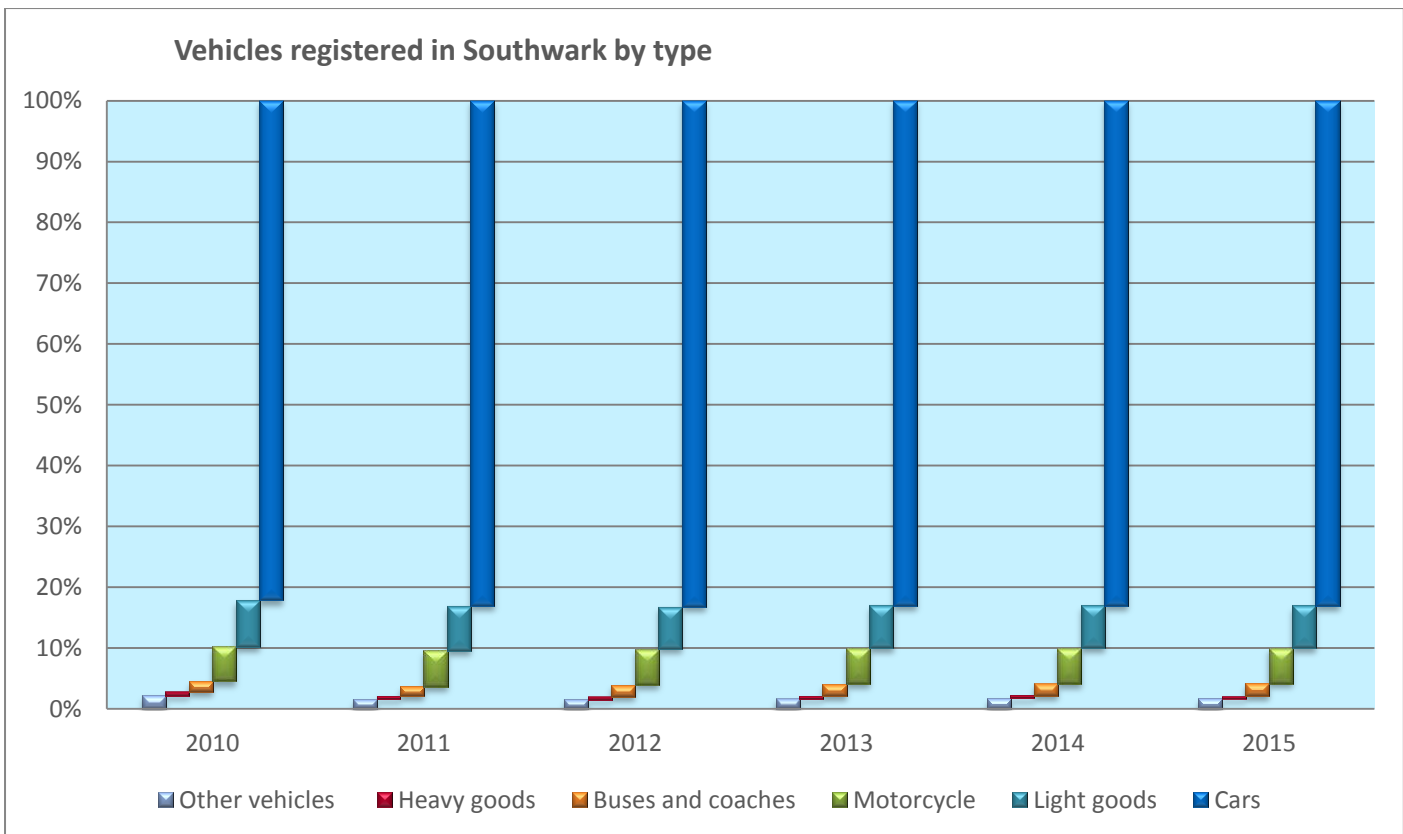


Figure 29. Annual Growth (AG) in Zipcar membership 2014 to 2016. (Source: Zipcar)

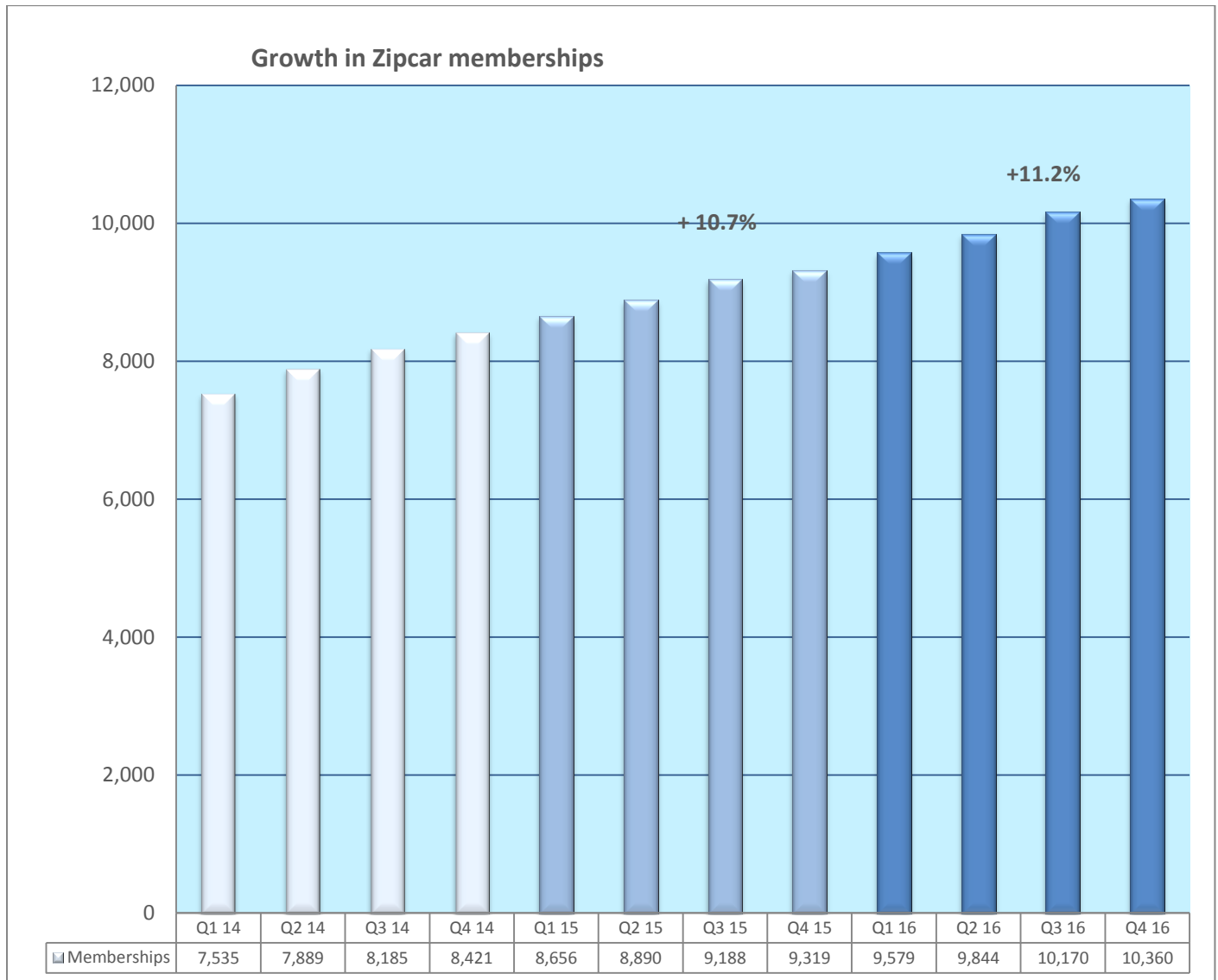


Figure 30. Car club locations in Southwark in 2016. (Source: Southwark Council)

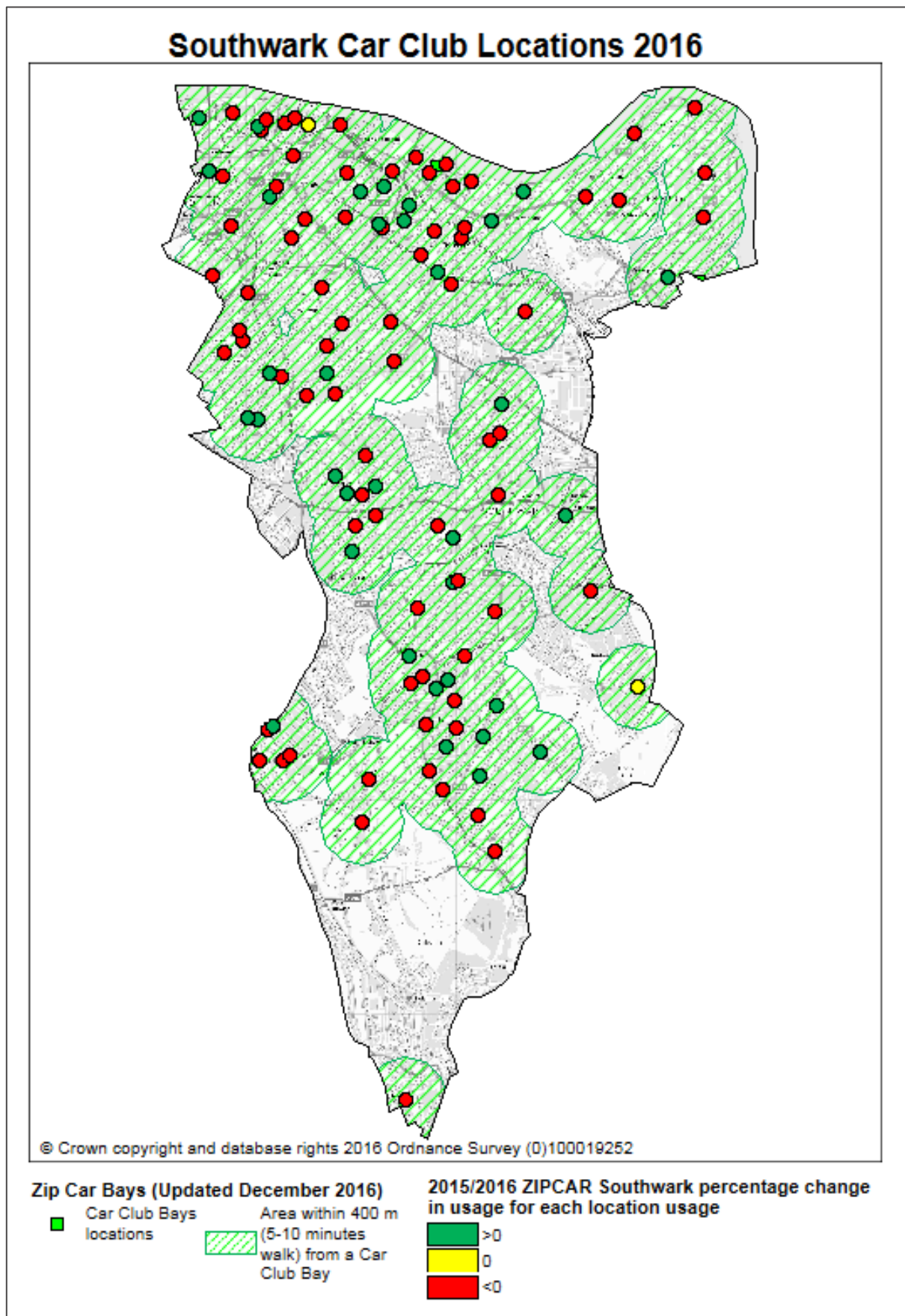


Figure 31. Map of Southwark Controlled Parking Zones - March 2016. (Source: Southwark Council)

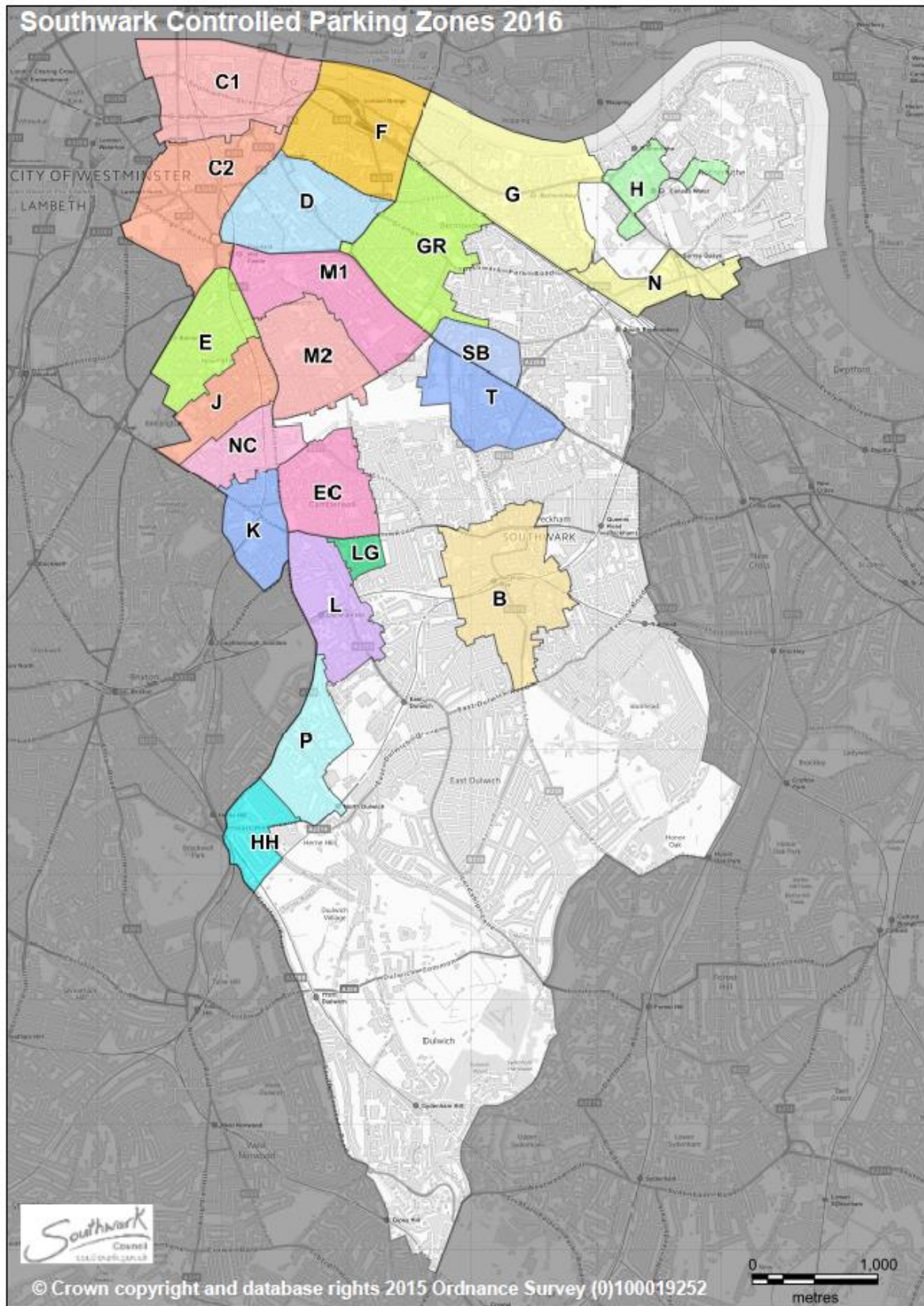


Figure 32. Number of PCNs issued by location Environment Public Realm / Housing and communities. (Source: Southwark Council)

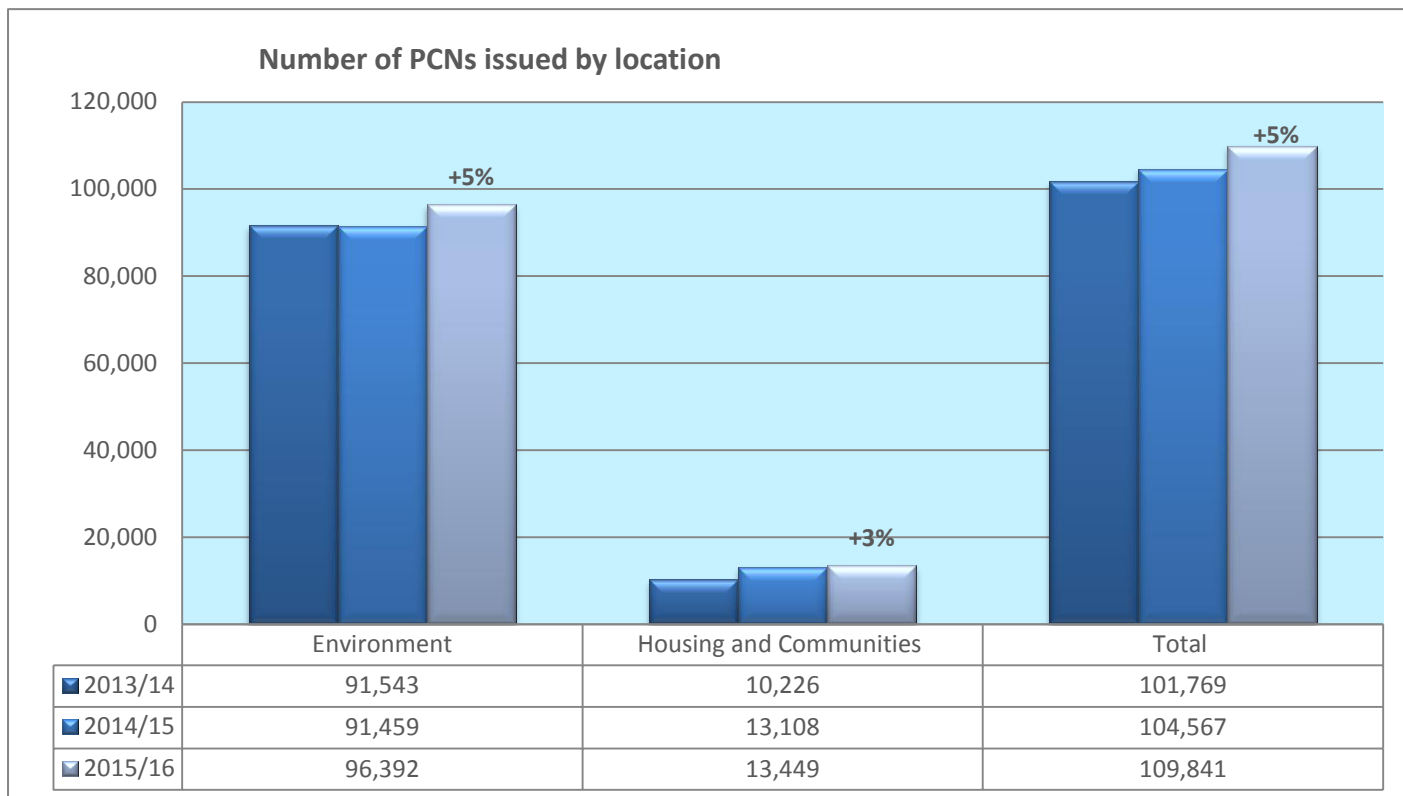


Figure 33. Number of PCNs issued by contravention type. (Source: Southwark Council)

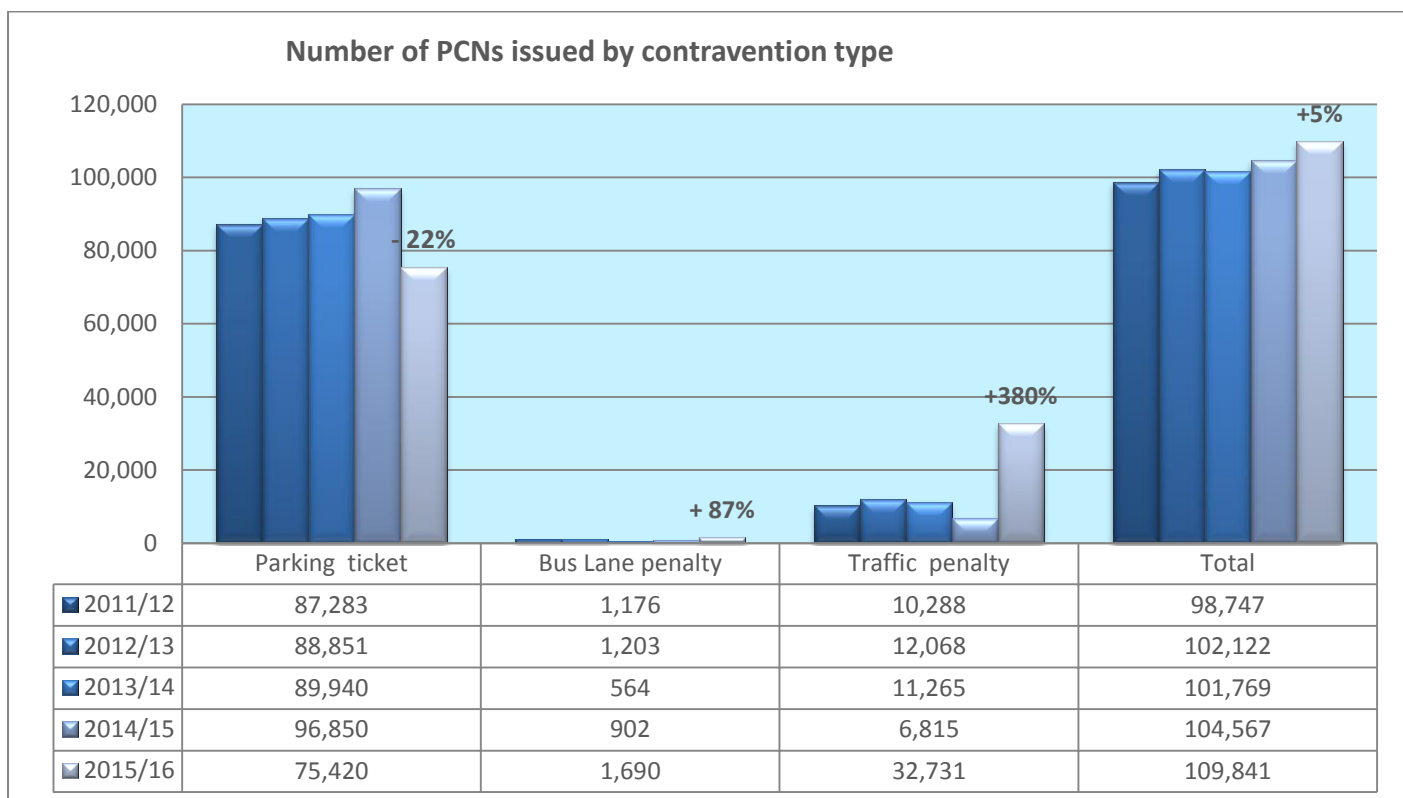


Figure 34. Number of PCNs issued by charge band. (Source: Southwark Council)

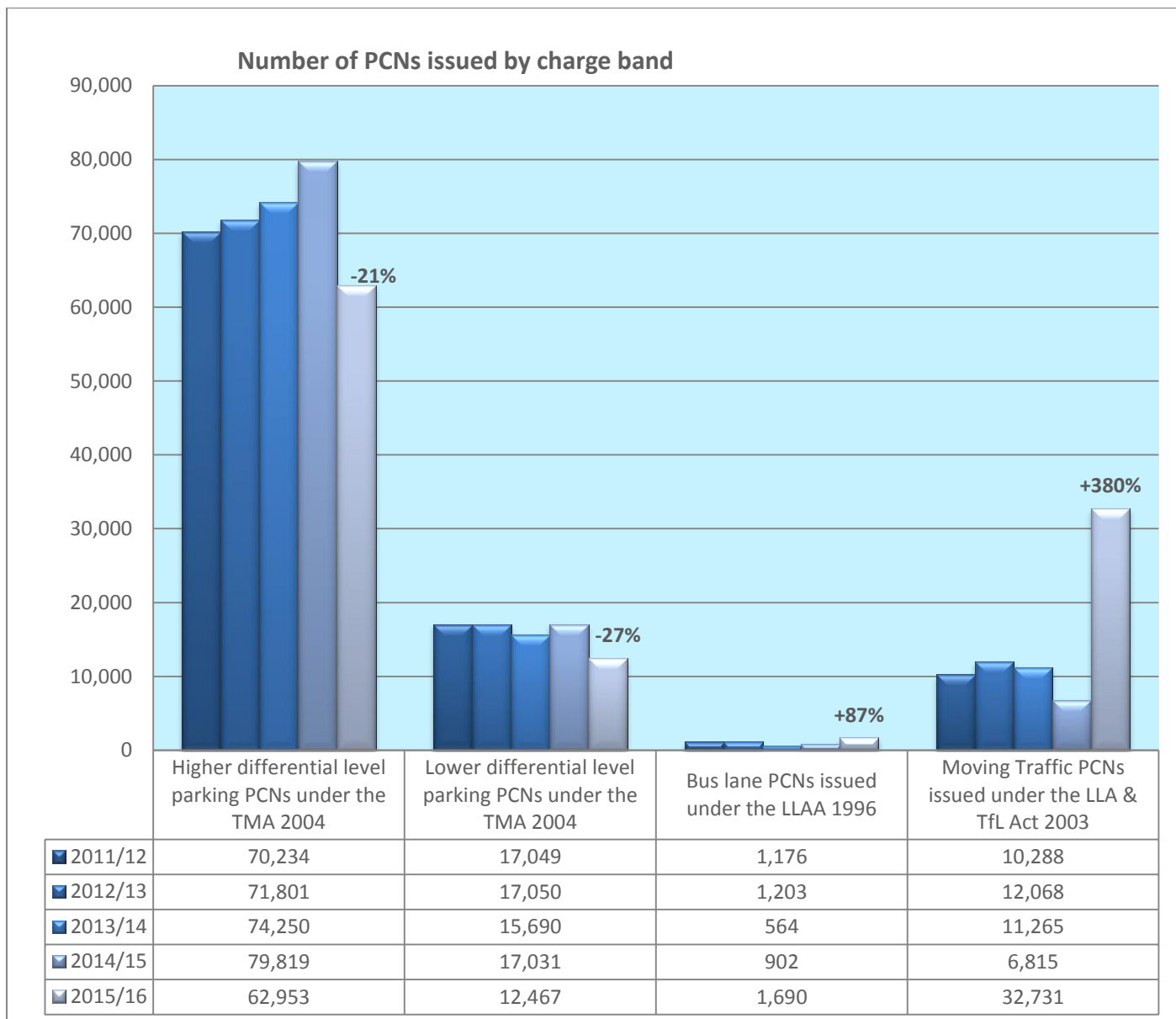


Figure 35. Number of PCNs issued by source last five years. (Source: Southwark Council)

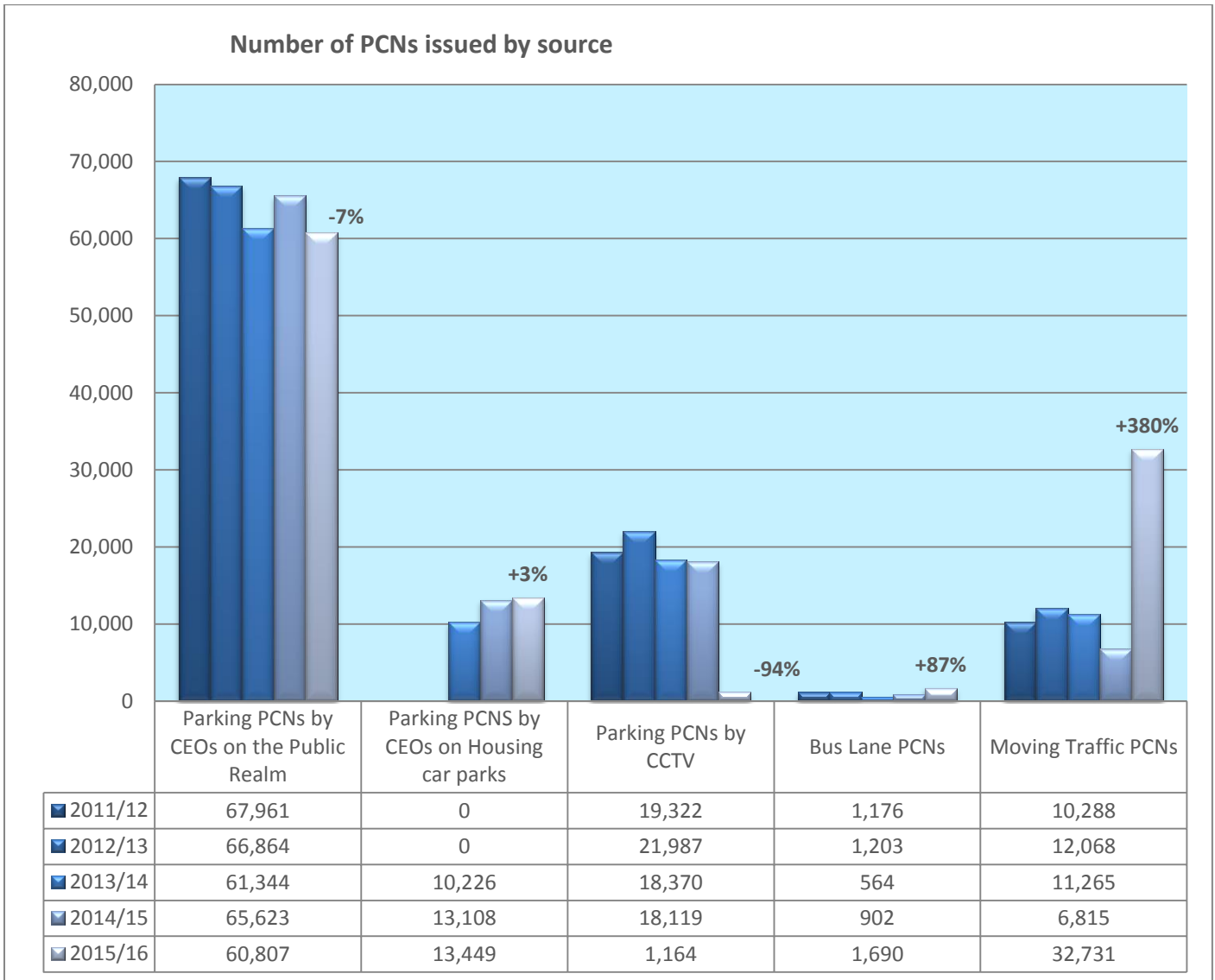


Figure 36. Removal of vehicles on Southwark Council's highway. (Source: Southwark Council)

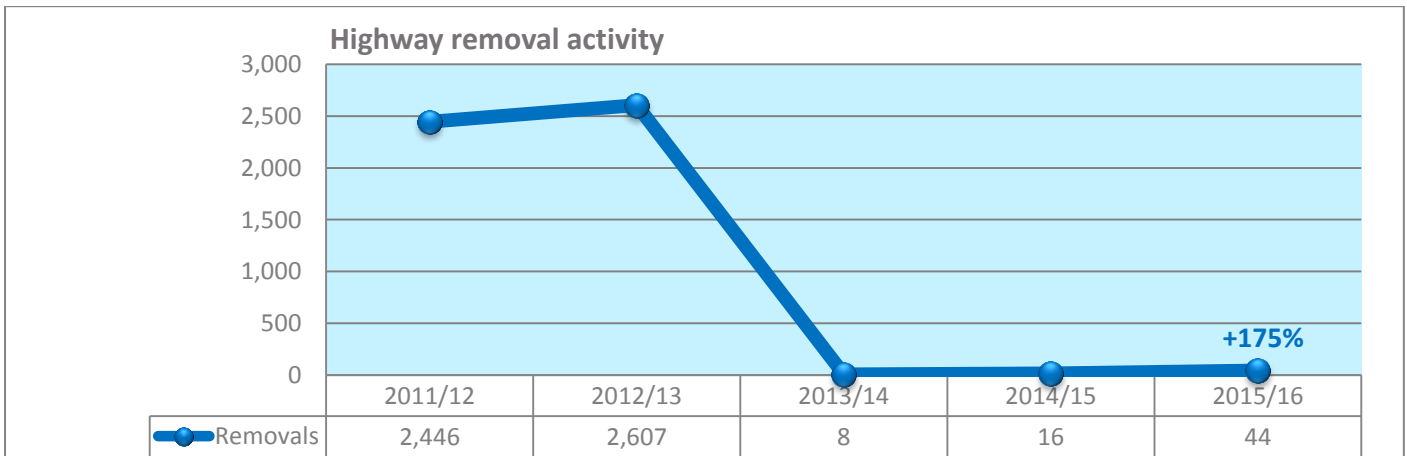


Table 10. Number and percentage of PCNs issued by outcome. (Source: Southwark Council)

	Financial Year 2011/12		Financial Year 2012/13		Financial Year 2013/14		Financial Year 2014/15		Financial Year 2015/16	
	#	%	#	%	#	%	#	%	#	%
Total PCNs	98747		102122		101769		104657		109841	
Number of PCNs paid	67645	68.5%	72781	71.3%	70311	69.1%	71750	68.6%	76541	73.1%
Number of PCNs paid at discounted rate	56311	57.0%	60533	59.3%	59761	58.7%	59376	56.7%	63101	60.3%
Number of PCNs which have had an informal or formal representation made	29170	29.5%	19351	18.9%	23556	23.1%	22926	21.9%	23328	22.3%
Number of PCNs which been cancelled as a result of informal or formal representation made	10633	10.8%	7481	7.3%	9394	9.2%	5001	4.8%	6276	6.0%
Number of PCNs appealed to the parking adjudicator	1743	1.8%	1524	1.5%	1260	1.2%	1247	1.2%	713	0.7%
Number of PCNs cancelled as a result of parking adjudicator appeal	531	0.5%	326	0.3%	288	0.3%	286	0.3%	218	0.2%
Number of PCNs cancelled for other reasons	3957	4.0%	7764	7.6%	6626	6.5%	8072	7.7%	7547	7.2%
Number of PCNs where processing has concluded	9193	9.3%	8670	8.5%	10919	10.7%	10236	9.8%	11028	10.5%
Outstanding PCNs	6788	6.9%	5100	5.0%	4231	4.2%	9312	8.9%	8231	7.9%

Public transport – Rail and River services

Output	Efficient Rail and River services
Transport Plan summary	The council does not have direct responsibility for operating or maintaining rail or river services, which includes stations and piers; however, we do actively engage in seeking to improve the access routes, services, accessibility and public realm to and from public transport interchanges for all users.
Data source/s	Transport for London
2015/16 report	<ul style="list-style-type: none"> Southwark Council continues to lobby for improvements to public transport capacity and access. The public transport network (road and rail) within Southwark has significant pressure due to the high level of demand, and the congestion this causes. In regard to rail, the morning peak route into Blackfriars via Elephant & Castle experienced the highest number of passengers in excess of capacity (PIXC) across London. In the evening peak the route out of Blackfriars via Elephant & Castle was the 2nd highest across London. Two of the most severely overcrowded rail services in the UK also serve Southwark: <ul style="list-style-type: none"> The 07:00 Brighton-Bedford service with 513 passengers in excess of capacity (PIXC)² which represents a standard class load factor of 222 per cent The 08:08 Sutton-St Albans City service. The number of passengers in excess of capacity is 489 with a standard class load factor of 166 per cent <p>The council continues to work with TfL to develop the case for a new railway station at Camberwell and supports the Bakerloo line extension proposed for 2030.</p>

Table 11. Southwark underground stations annual entries and exits in millions. (Source: TfL)

Station	2010	2011	2012	2013	2014	2015	% Change
Bermondsey	6.60	7.38	8.00	8.64	9.38	10.16	8%
Borough	5.09	4.57	4.84	4.89	5.31	5.36	1%
Canada Water	9.01	9.91	10.72	11.56	11.81	12.78	8%
Elephant & Castle	18.23	17.72	17.96	17.67	18.48	19.09	3%
Kennington	4.32	4.52	4.59	4.68	4.96	5.53	12%
London Bridge	60.79	65.44	67.16	69.88	74.98	71.96	-4%
Southwark	10.44	11.07	11.98	13.46	14.15	17.94	27%

² The number of standard class passengers on a service that are in excess of the standard class capacity at the critical load point

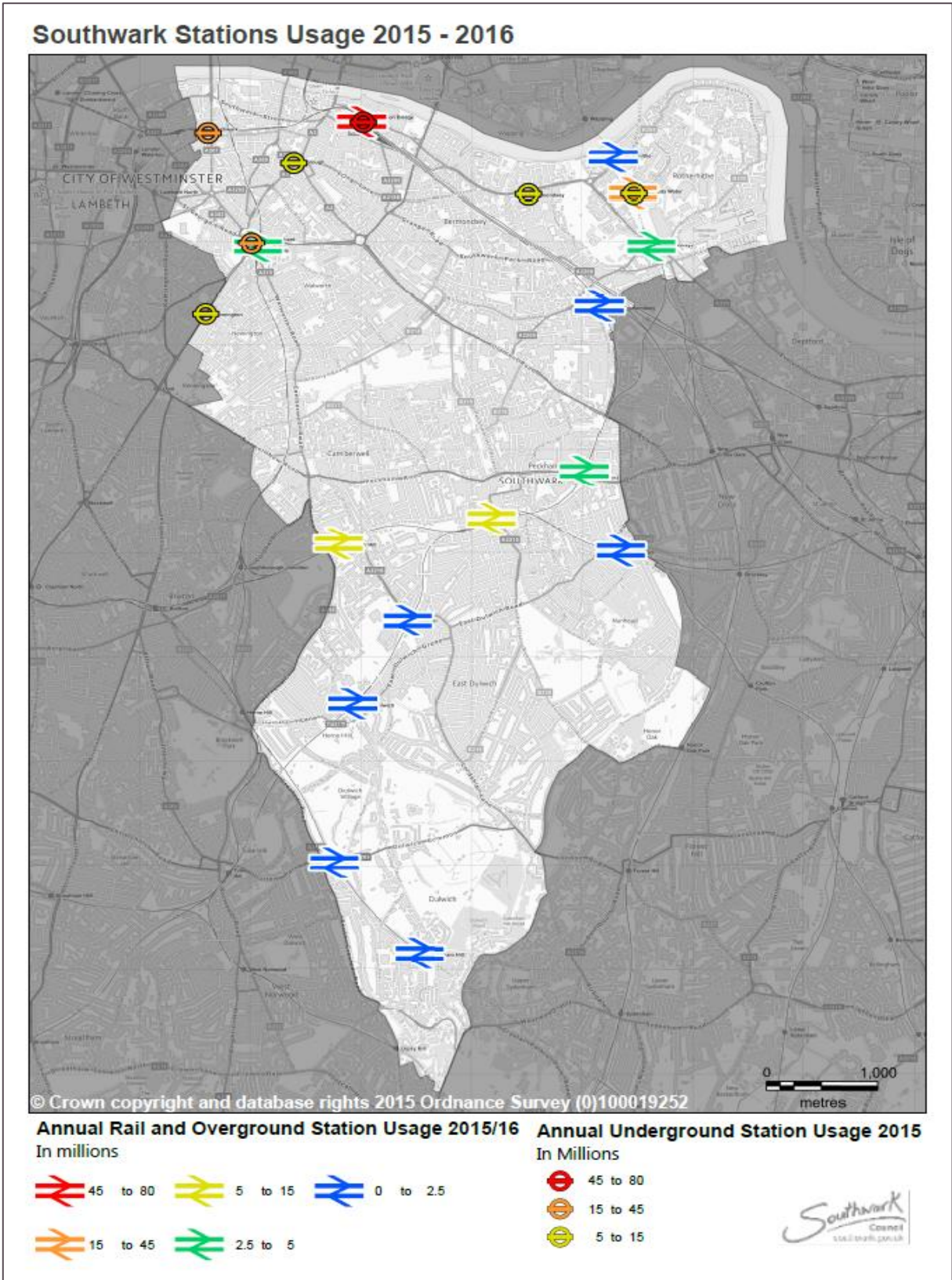
Table 12. Estimates of Station usage data (Source: Office of the Rail Regulator)

Station Name	2013-14	2014-15	2015-16	Est. change with 15/16 Methodology
Canada Water	6.21	10.33	23.64	9.84
Denmark Hill	5.17	5.63	7.00	0.54
East Dulwich	2.12	1.99	1.71	-0.27
Elephant & Castle	2.95	3.26	3.29	-0.60
London Bridge	56.44	49.52	53.85	-2.27
North Dulwich	0.87	0.83	0.80	-0.05
Nunhead	1.24	1.29	1.20	-0.13
Peckham Rye	4.67	5.07	7.52	1.49
Queen's Road Peckham	1.59	1.79	2.85	0.66
Rotherhithe	1.11	1.20	1.73	0.36
South Bermondsey	0.80	0.81	0.76	-0.03
Surrey Quays	2.38	2.65	4.21	1.16
Sydenham Hill	0.64	0.70	0.72	-0.03
West Dulwich	1.03	1.10	1.17	0.01

Table 13. Pier usage. (Source: TfL)

Pier usage	2014-15	2015-16	% Change
Greenland	111,682	101,154	-9%
Hilton Docklands	182,756	193,597	+6%
London Bridge City	188,208	198,752	+6%
Bankside	154,278	188,520	+22%

Figure 37. Southwark stations usage in million passengers per year. (Source: DfT and TfL)



Working with schools

Output	Increasing sustainable travel to and from school
Transport Plan summary	<p>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: <i>Bronze</i>, <i>Silver</i> and <i>Gold</i>, 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 “<i>Hands up Survey</i>” in order to achieve accreditation.</p>
Data source/s	Transport for London
2015/16 report	<ul style="list-style-type: none"> • 2015 was the first year where more than half of all journeys surveyed were cycled, scooted or walked. • According to the <i>Hands Up Survey</i>, the amount of pupils walking to school has stayed relatively the same. However, the number of children scooting and cycling has increased. Car use has decreased by 4 per cent since 2013. • Just under half of all Southwark schools have accredited school travel plans; however, the council worked with 23 non-accredited schools that are engaged with the School Travel Plan process. These particular schools did not manage to reach the accreditation criteria in 2015/2016. • 43 schools were encouraged to participate in <i>Walk Once a Week</i> during the academic year, with children receiving stickers if they have walked to school at least once that week. These schools also participate in nationwide promotions such as <i>Walk to School Week</i> and <i>Walk to School Month</i>. • Southwark Council also supported schools to look at other walking activities in order to encourage walking as an active travel mode. These include <i>Walking Buses</i> and <i>Walking Trips</i>. • Most of Southwark’s schools engage with the Bikeability Training programme • All accredited schools within proximity of a cycle routes have the opportunity to apply for TfL’s Cycling Grants and Cycle Parking Grants. This has allowed many of our schools to host Cycling Clubs, attend workshops at the BMX Track and Herne Hill Velodrome. This has also allowed the council to invest in pool bikes for pupil and staff use and the provision of secure cycle and scooter parking. • In 2015/16 the council delivered Build-a-Bike, a project which gives children the opportunity to build, maintain and keep a bike using recycled parts. This course encompasses bike maintenance skills to children who would not necessarily have access to a bike. Since the project started in 2014, this project has been delivered in 19 schools with 152 children have participating. • Other activities, such as the Junior Travel Ambassadors (former Junior Road Safety Officer) scheme, the Junior Citizen scheme, the Children’s Traffic Club and Theatre in education continue to be sponsored by Southwark Council in order to increase awareness of transport and traffic issues in children and parents. • Pedestrian training was provided to 45 schools (309 sessions) in Southwark in 2015/16. Pedestrian training 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 then to practice crossing.

Figure 38. School Travel Plans and their accreditations. (Source: Southwark Council)

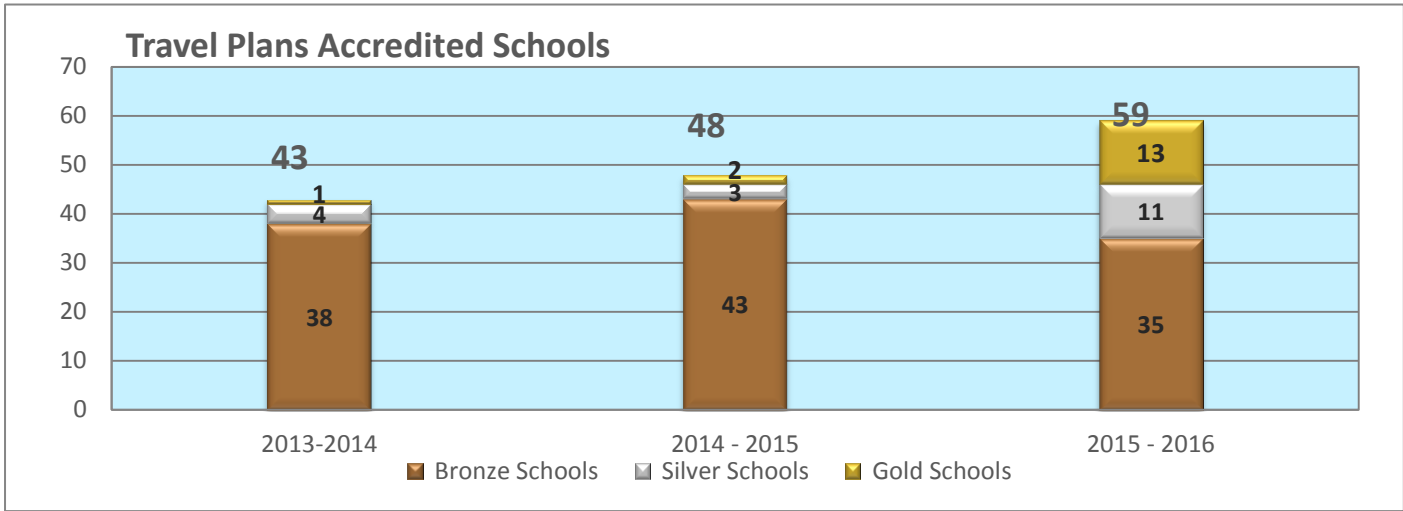


Figure 39. Hands up Survey travel data. (Source: SOUTHWARK COUNCIL)

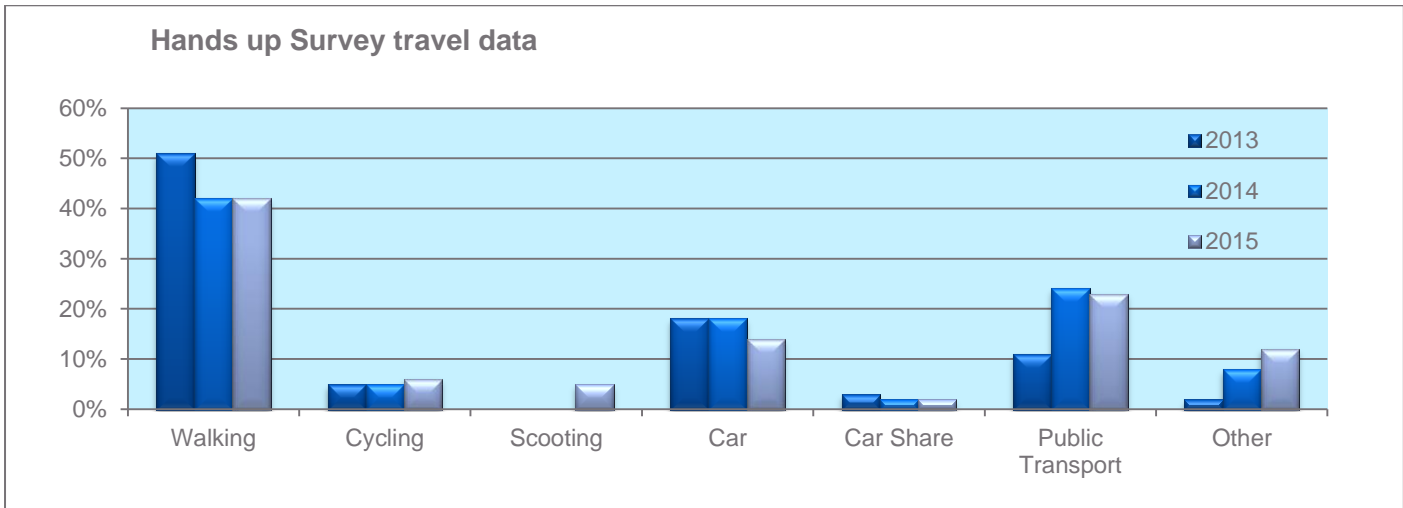


Figure 40. Proportion of children who said they will cycle to school after the Build-a-Bike project. (Source: Southwark Council)

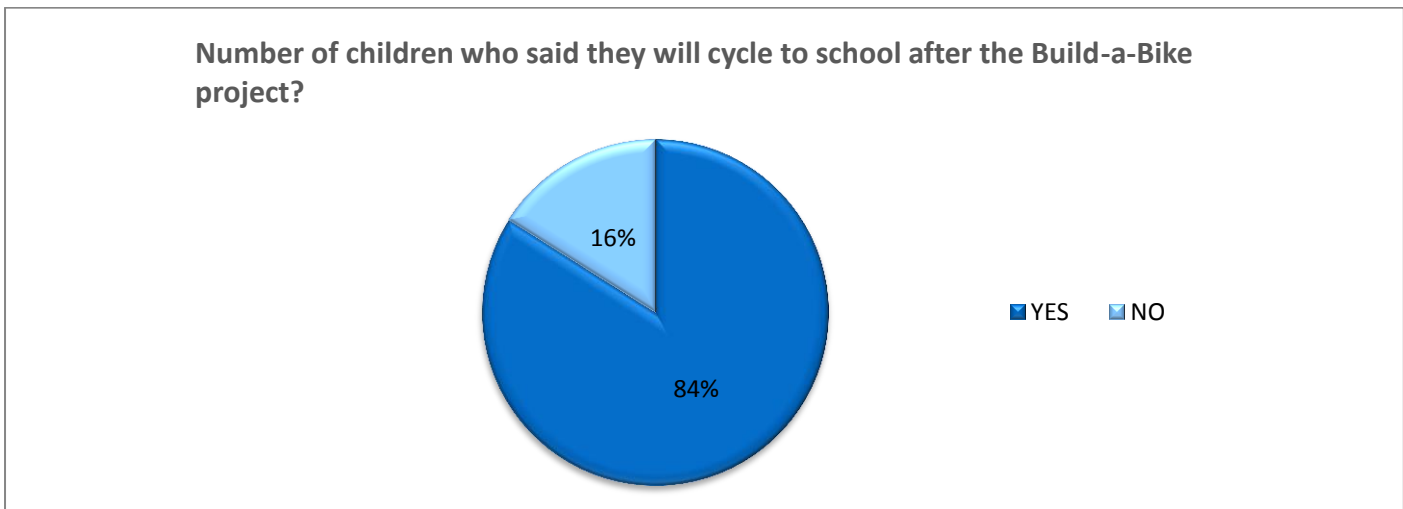


Figure 41. Number of people receiving pedestrian training (Source: Southwark Council)

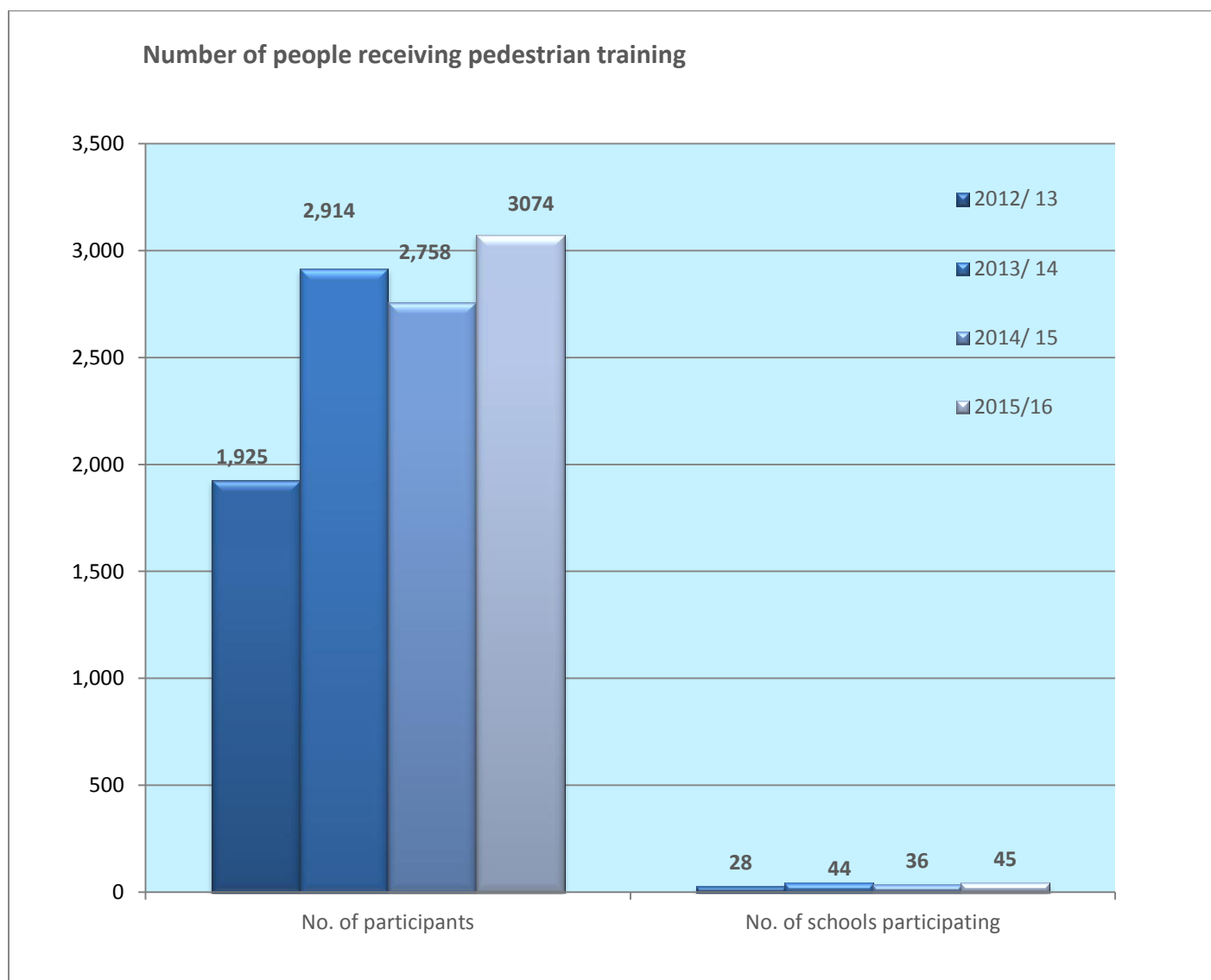


Table 14. Education interventions. (Source: Southwark Council)

Type of education intervention	Data recorded	2013/ 14	2014/ 15	2015/ 16
Theatre in education	No. plays to children	120	100	112
Junior Travel Ambassadors (Junior Road Safety Officers)	No. of schools	14	N/A	21
Junior citizen	No. of schools	88	27	29
	No. of pupils	3,585	1,111	1212
Exchanging places	No. of events	N/A	N/A	4

Health and physical activity

Output	Improve the health and wellbeing of all by making the borough a better place
Baseline	2008/09
Transport Plan objectives	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 their entire journey. This may be cycling to the station to go to work, catching the bus to the shops or walking to school. There are many benefits to travelling sustainably, from improved health through increased physical activity, to the wider community benefits associated with reduced car dependency, traffic congestion and related pollution levels.
Transport Plan summary	Obesity is one of many symptoms of poor life style associated with morbidity and mortality. These undesirable health risks can be greatly reduced by physical activity leading to improved fitness. Exercise is one of the ways in which we can cut obesity numbers and improve people's health, along with diet and cutting drinking/smoking.
Key risks	There is a risk that improved traffic flow and greater reliability of motorised modes may increase this mode share and therefore reduce walking and cycling levels. This will be combated by prioritising walking and cycling above all other modes in scheme design.
Data source/s	Public Health England
2015/16 report	<ul style="list-style-type: none"> In 2014/15 27.4 per cent of adults were inactive. Southwark also had some of the highest rates of overweight and obesity in the country. In 2014/15, 26.4 per cent of 4-5 year olds and 43.2 per cent of 10-11 year olds were considered overweight, and 55.3 per cent of adults were considered as being overweight. Diabetes is another health problem connected with inactivity. The percentage of people affected by diabetes is increasing and in 2014/15 was around 5.6 per cent per cent of population. To encourage more incidental exercise Southwark Council is working to create streets that support more walking and cycling and promotes active travel.

Figure 42. Percentage of children 4-5 years old in excess weight trends 2006/7 to 2014/15. (Source: Public Health England, Public health Outcomes Framework)

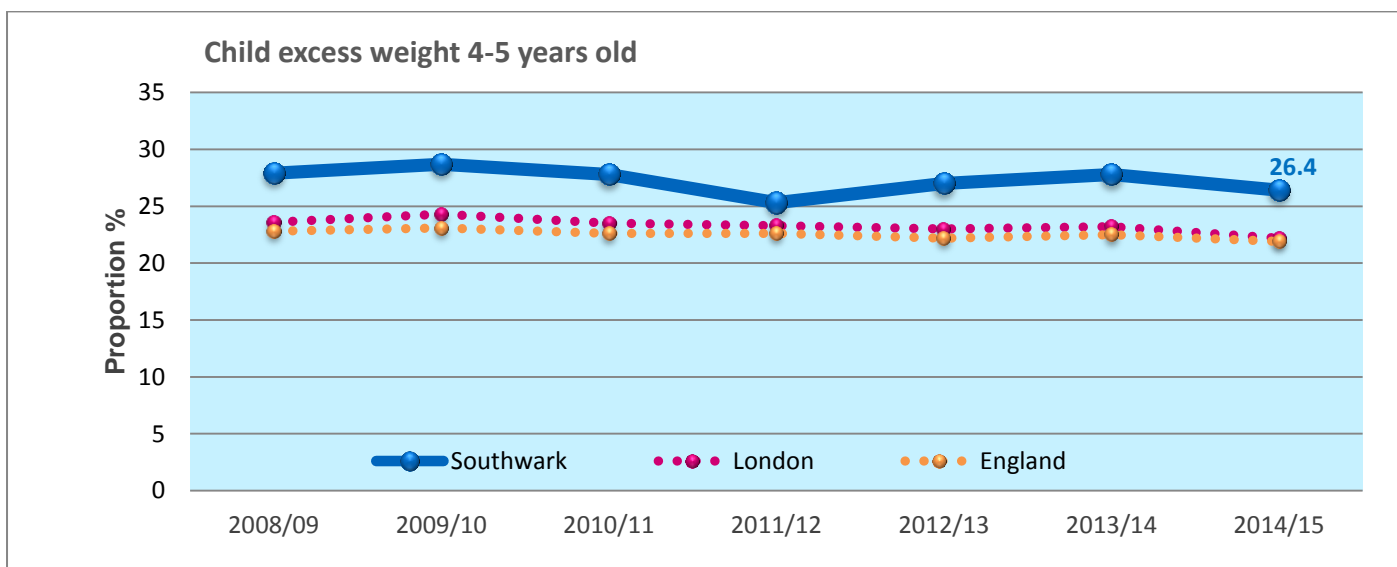


Figure 43. Percentage of children of 10-11 years old in excess weight trends 2006/7 to 2014/15. (Source: Public Health England, Public health Outcomes Framework)

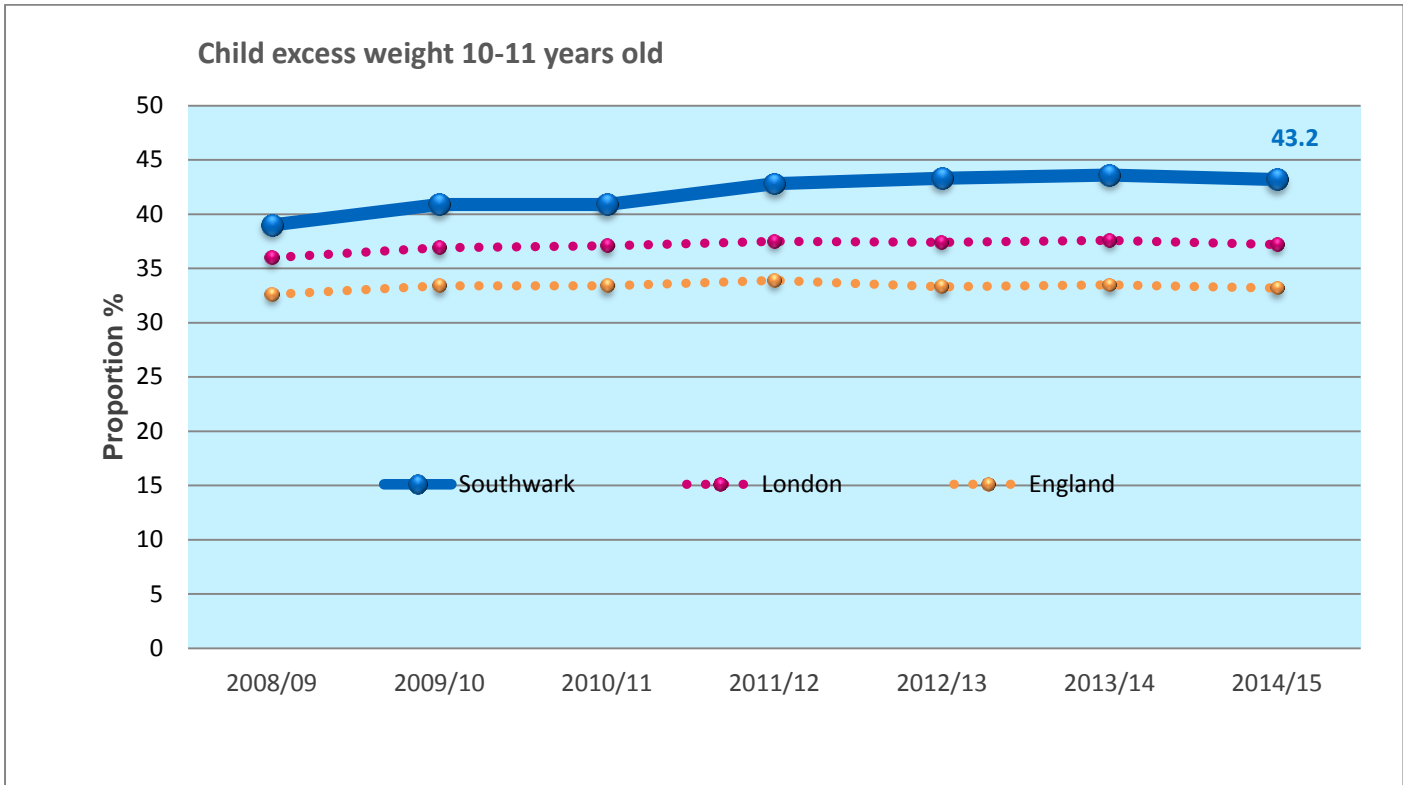


Figure 44. Percentage of adults in excess weight trends 2012/14 to 2013/15. (Source: "Public health Outcomes Framework"- Public Health England)

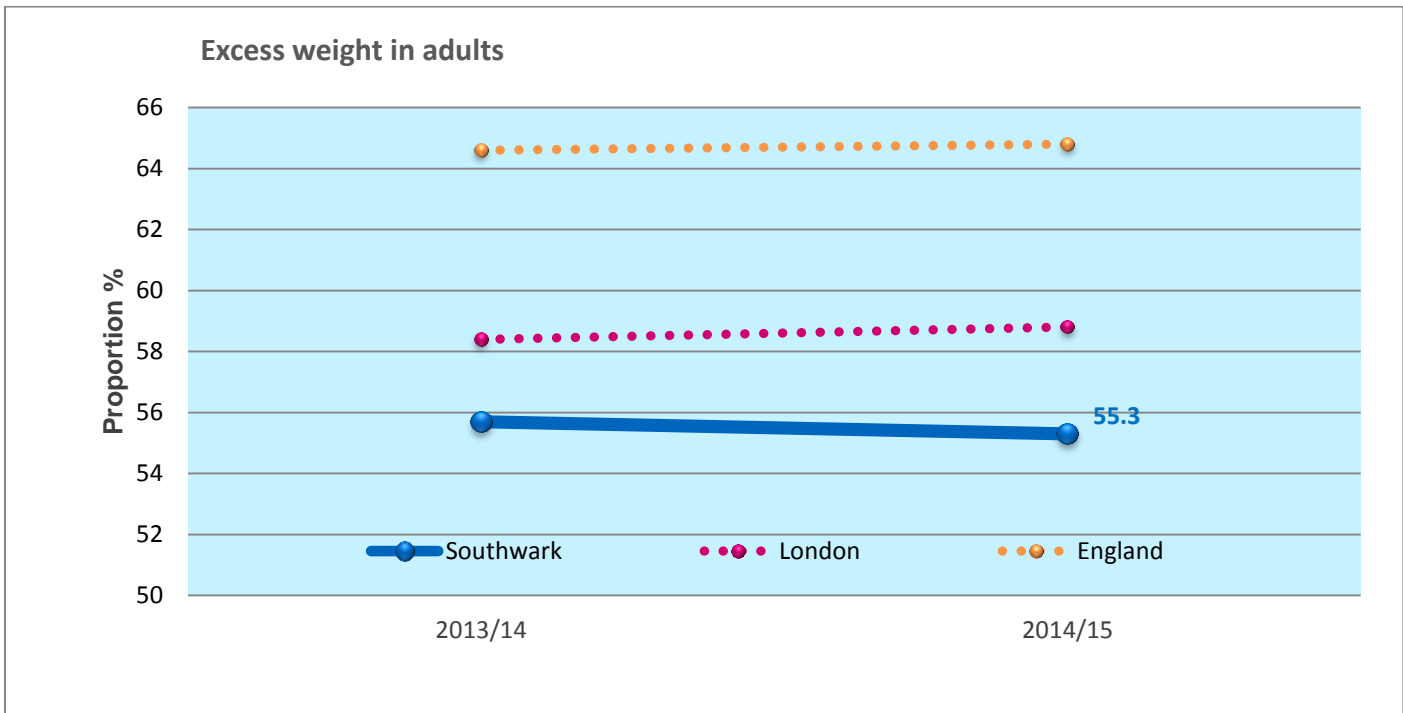


Figure 45. Percentage of physically inactive adults trends from 2012 to 2015. (Source: "Public health Outcomes Framework"- Public Health England)

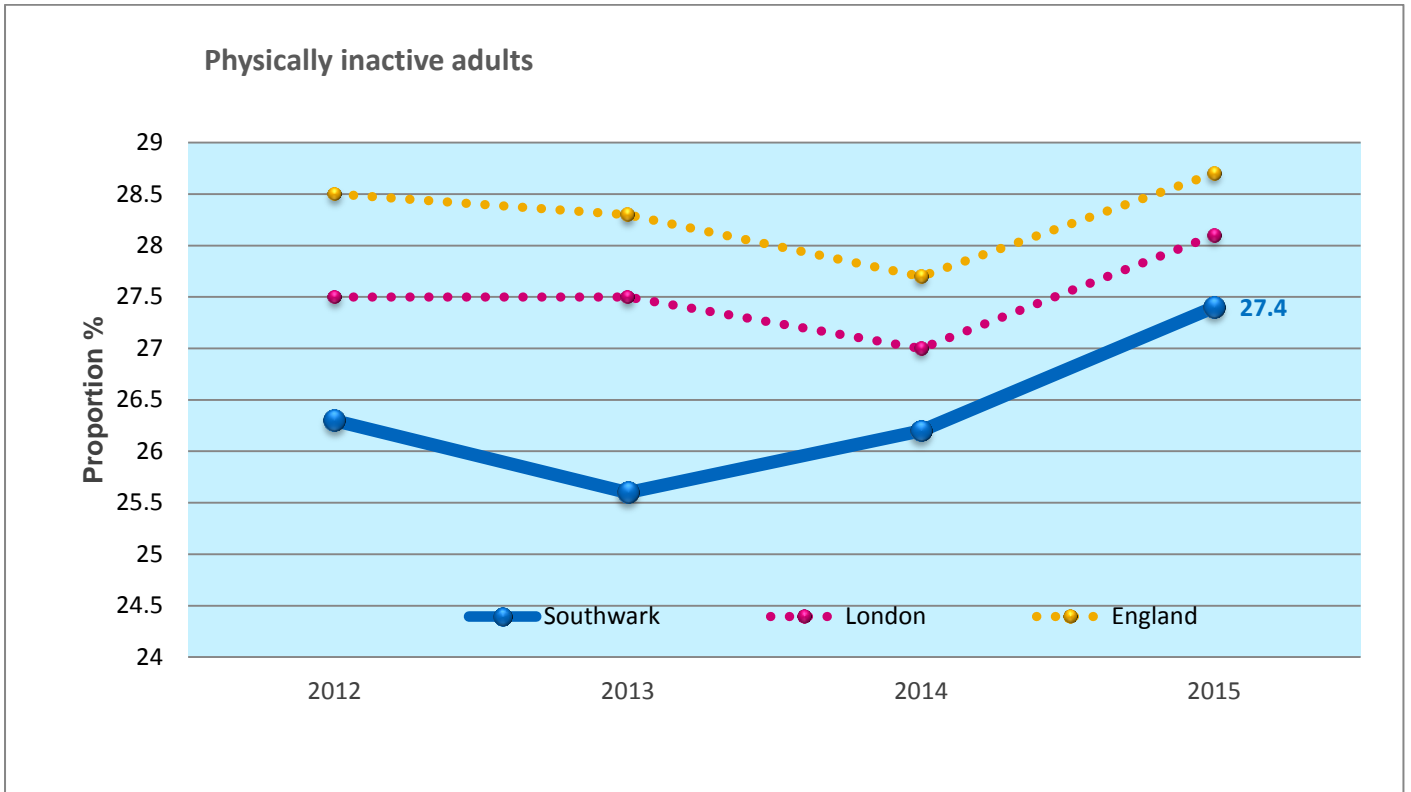
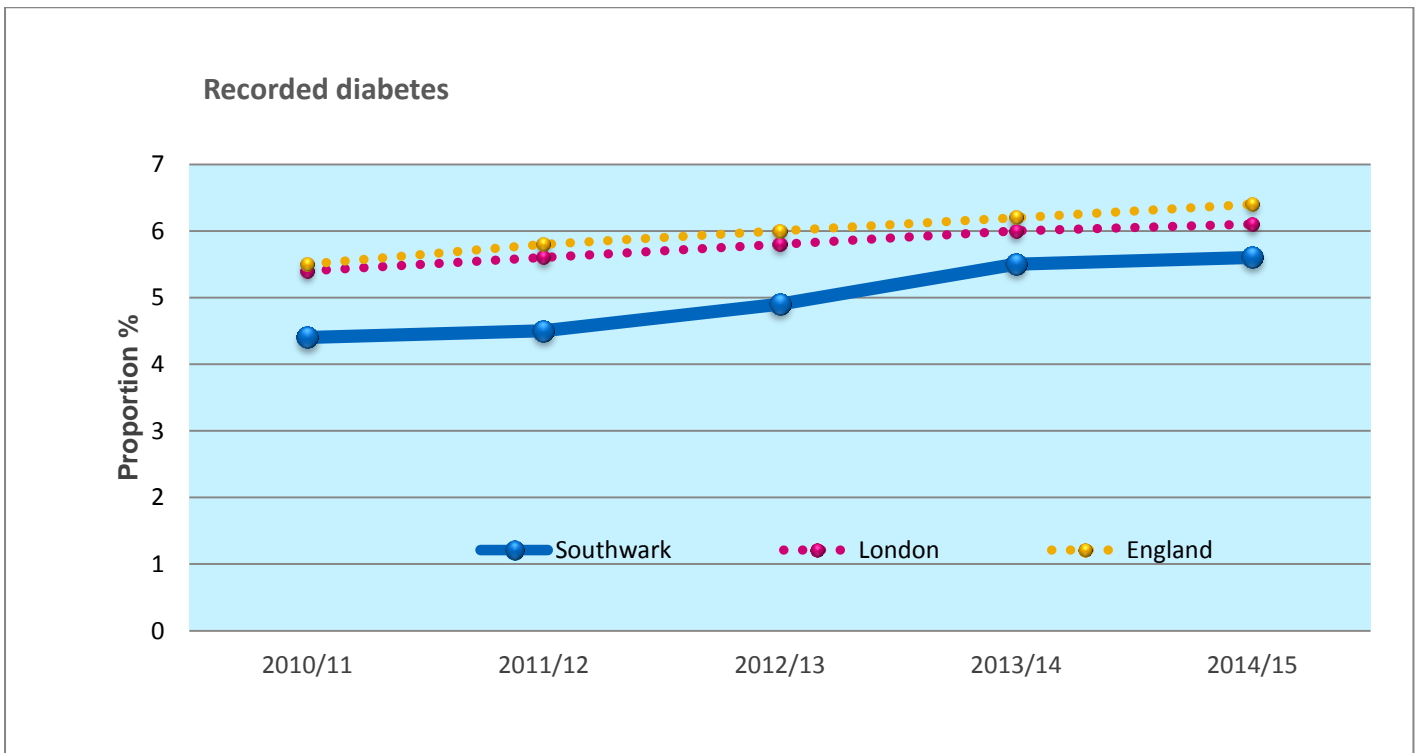


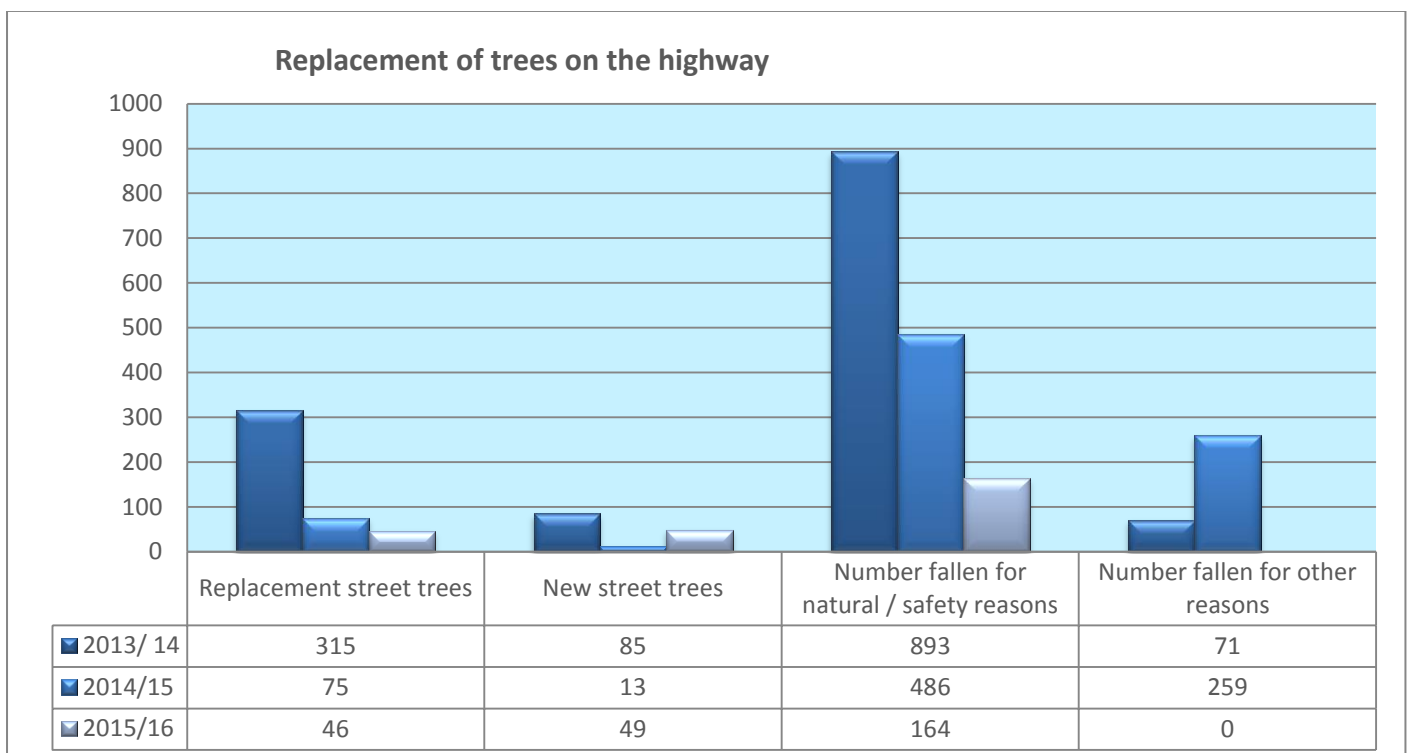
Figure 46. Percentage of people with diabetes diagnosed trends from 2010/11 to 2014/15. (Source: Public Health England, Public health Outcomes Framework).



Greener streets

Output	Install street trees by the 'right tree, right place' method
Baseline	2013/14
Transport Plan objectives	4
Transport Plan summary	Street trees and landscaping provide an important function in our streetscape, improving the way streets look and making the environment more pleasant. Trees (particularly mature trees) and vegetation provide shading and cooling, help to mitigate climate change, improve local amenity and can mask traffic noise. By intercepting rain and reducing heavy run off, they can also reduce flood risk. Well chosen trees can contribute to biodiversity in terms of habitat and food. Evidence also suggests that strategic planting can act as a form of traffic calming. Southwark Council is responsible for the direct management, maintenance and care of over half of the borough's tree stock. The remaining trees within Southwark include those managed by TfL, trees located within residential gardens and those on other private land.
Key risks	Potential negative impacts on biodiversity where construction works and buildings of infrastructure are undertaken.
Data source/s	London Borough of Southwark
2015/16 report	<ul style="list-style-type: none"> Southwark Council is responsible for the direct management, maintenance and care of over half of the borough's tree stock. The remaining trees within Southwark include those managed by TfL, trees located within residential gardens and those on other private land. The table below shows that 49 new trees were planted in 2015/16 compared to only 13 in 2014/15. We were also able to decrease the number of trees felled for natural or safety reasons.

Figure 47. Replacement and new street trees on the highway in Southwark (Source: Southwark Council)



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