

# [Draft] Southwark Council Borough Spending Plan (Transport) 2004/5-2006/7

July 2003

# TABLE OF CONTENTS

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<b>EXECUTIVE SUMMARY .....</b>	<b>vi</b>
<b>1. INTRODUCTION.....</b>	<b>1</b>
1.1. General .....	1
1.2. The National and Regional Policy Framework.....	1
1.3. Southwark Council's Policy Framework.....	2
1.4. A Background to Transport & Regeneration in Southwark.....	7
1.5. Community Involvement & Consultation.....	9
<b>2. PRINCIPAL ROADS MAINTENANCE .....</b>	<b>15</b>
2.1. Introduction .....	15
2.2. Road Condition .....	15
<b>3. BRIDGE STRENGTHENING .....</b>	<b>17</b>
3.1. Introduction .....	17
<b>4. 20MPH ZONES &amp; LOCAL SAFETY SCHEMES .....</b>	<b>19</b>
4.1. Introduction .....	19
4.2. Methodology for Selection of Safety Schemes.....	20
4.3. Undertaking Road Safety Schemes in Southwark.....	20
4.4. 20mph Zones .....	22
4.5. Home Zones/Traffic Management Areas.....	24
4.6. Local Safety Schemes .....	28
4.7. Education, Training and Publicity.....	31
4.8. Other Relevant Schemes (Herne Hill) .....	35
4.9. Summary of All Road Safety Schemes Bids.....	35
<b>5. SAFER ROUTES TO SCHOOLS .....</b>	<b>36</b>
5.1. Introduction & Background.....	36
5.2. Southwark's SRtS Programme .....	37
5.3. School Selection .....	37
5.4. Incorporation of SRtS in related schemes .....	38
5.5. Current participation.....	38
5.6. St Johns and St Clements School .....	38
5.7. East Dulwich Zone .....	39
5.8. Albion School .....	39
5.9. Spa School.....	39
5.10. Alfred Salter School .....	40
5.11. St Anthony's School.....	40
5.12. Summary of Bids.....	40

<b>6.</b>	<b>CONTROLLED PARKING ZONES .....</b>	<b>41</b>
6.1.	Introduction & Background.....	41
6.2.	Community Involvement in Southwark CPZs .....	42
6.3.	Monitoring & Review of CPZs.....	42
6.4.	Proposed CPZs.....	43
6.5.	Summary of Bids.....	49
<b>7.</b>	<b>TRAVEL AWARENESS .....</b>	<b>50</b>
7.1.	Introduction .....	50
7.2.	Travel Awareness Events .....	52
7.3.	Travel Plans .....	54
7.4.	New Initiatives.....	56
7.5.	Summary of Bids.....	58
<b>8.</b>	<b>WALKING .....</b>	<b>60</b>
8.1.	Introduction .....	60
8.2.	Borough Road Improvement Works – Stage 2.....	60
8.3.	Living Streets Audits .....	61
8.4.	Pool of London Public Spaces Network - St. Olaves Estate Environs .....	64
8.5.	East Walworth Pedestrian Improvements.....	65
8.6.	West Dulwich Walking and Cycle Path.....	66
8.7.	Summary of Bids.....	66
<b>9.</b>	<b>CYCLING.....</b>	<b>67</b>
9.1.	Cycling in Southwark – An Overview.....	67
9.2.	Cycle Training .....	67
9.3.	Cycle Parking.....	69
9.4.	Cycle Links, Priority and Access Improvements.....	72
9.5.	Summary of Bids.....	77
<b>10.</b>	<b>AREA BASED SCHEMES.....</b>	<b>78</b>
10.1.	Introduction .....	78
10.2.	Town Centres.....	79
10.3.	Streets-for-People.....	84
10.4.	Interchanges .....	87
10.5.	Summary of Bids.....	91
<b>11.</b>	<b>REGENERATION AREA SCHEMES .....</b>	<b>92</b>
11.1.	Introduction .....	92
<b>12.</b>	<b>FREIGHT .....</b>	<b>93</b>
12.1.	Lewisham and Southwark Freight Quality Partnership.....	93
12.2.	Summary of Bids.....	95

<b>13. AIR QUALITY .....</b>	<b>96</b>
13.1. Introduction .....	96
13.2. Traffic Monitoring and 'HEAVEN' .....	96
13.3. Low Emission Zone Project .....	97
13.4. Summary of Bids.....	98
<b>14. ACCESSIBILITY .....</b>	<b>99</b>
14.1. Introduction .....	99
14.2. Estates Programme: Aylesbury Regeneration – Pedestrian Crossing for Albany Road ..	99
14.3. Peckham Rye Station Access and Security Improvements.....	100
14.4. South Bermondsey Station .....	101
14.5. Great Suffolk Street .....	103
14.6. Summary of Bids.....	103
<b>15. LOCAL BUS PRIORITY MEASURES .....</b>	<b>104</b>
15.1. Bids being made through the LBI Lead Authority .....	104
<b>16. BUS STOP ACCESSIBILITY WORKS .....</b>	<b>105</b>
16.1. Introduction .....	105
16.2. Bus Route 3 – South Croxted Road .....	105
16.3. Bus Route P5.....	105
16.4. Route 42 – East Street & Red Post Hill/Half Moon Lane.....	105
16.5. Route 68 – Herne Hill/Carver Road .....	106
16.6. Bus Route 225 .....	106
16.7. Route 343 - Cheltenham Road Accessibility .....	106
16.8. Approval in Principle of Proposed Schemes.....	106
16.9. Summary of Bids.....	106
<b>Appendix A – Finance Forms .....</b>	<b>107</b>
<b>Appendix B – SIMPLA Forms .....</b>	<b>108</b>
<b>Appendix C – Safety Scheme Scorecard.....</b>	<b>109</b>
<b>Appendix D – Partnership Statements.....</b>	<b>111</b>
<b>Appendix E – Community Council Issues for Consideration in Future Years .</b>	<b>113</b>

## **INDEX OF TABLES**

Table 1	Comparison of the Mayor’s Transport Objectives with Southwark Council’s ILIP Objectives.....	2
Table 2	Community Strategy Priorities, Transport Objectives and Implementation Mechanisms.....	5
Table 3	Outline of Transport Strategies, Principal Purposes and Link to other Policies.....	6
Table 4	Timeline for Community Council Involvement in the BSP process.....	10
Table 5	BSP Schemes that Respond to Community Council Issues.....	11
Table 6	BSP Schemes that Respond to Issues from the Traffic Petitions and Deputations Panel .....	13
Table 7	Principal Road Maintenance – 2003/04 to 2008/09.....	16
Table 8	Programme for Assessment, Strengthening & Other Structural Maintenance of Highway Structures – 2003/04 to 2008/09.....	18
Table 9	Programme Stages for Implementation of Road Safety Schemes .....	20
Table 10	20mph Zones – 2004/05 to 2006/07 .....	23
Table 11	Homes Zones – 2004/05 to 2006/07 .....	27
Table 12	Local Safety Schemes – 2004/05 to 2006/07 .....	29
Table 13	Education, Training & Publicity Programmes– 2004/05 to 2006/07 .....	35
Table 14	All Road Safety Scheme Bids – 2004/05.....	35
Table 15	Safer Routes to Schools Schemes – 2004/05.....	40
Table 16	Controlled Parking Zones – 2004/05 & 2005/06.....	47
Table 17	Travel Awareness Schemes – 2004/05 & 2005/06.....	56
Table 18	Walking Schemes – 2004/05 & 2005/06.....	64
Table 19	Cycling Schemes – 2004/05 to 2006/07 .....	75
Table 20	Categorisation of Council’s Priority Transport Locations .....	76
Table 21	Area Based Schemes – 2004/05 & 2005/06.....	89
Table 22	Freight Schemes – 2004/05 & 2005/06 .....	93
Table 23	Air Quality Schemes – 2004/05 & 2005/06.....	96
Table 24	Accessibility Schemes – 2004/05 & 2005/06.....	101
Table 25	Bus Stop Accessibility Works – 2004/05 .....	104

## **INDEX OF FIGURES**

Figure 1	Links Between Strategy and Implementation .....	4
Figure 2	Major Transport Infrastructure in Southwark .....	After Page 7
Figure 3	Southwark Community Councils .....	After Page 10
Figure 4	Principal Road Maintenance .....	After Page 15
Figure 5	Bridges and Other Structural Maintenance .....	After Page 18
Figure 6	20mph Zones .....	After Page 23
Figure 7	Home Zones .....	After Page 24
Figure 8	Local Safety Schemes .....	After Page 30
Figure 9	Safer Routes to School Sites .....	After Page 38
Figure 10	Controlled Parking Zones .....	After Page 43
Figure 11	Walking Schemes .....	After Page 58
Figure 12	Borough Road Improvement Works – Stage 2 .....	After Page 59
Figure 13	Pool of London Public Spaces Network - St. Olaves Estate .....	After Page 62
Figure 14	East Walworth Pedestrian Improvements .....	After Page 64
Figure 15	The Cycle Network in Southwark .....	After Page 65
Figure 16	Area Based Schemes .....	After Page 76
Figure 17	Air Quality Monitoring Sites .....	After Page 95
Figure 18	Accessibility Schemes .....	After Page 98
Figure 19	London Bus Priority Network .....	After Page 102
Figure 20	Bus Stop Accessibility Schemes .....	After Page 103

## EXECUTIVE SUMMARY

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1. This is the Borough Spending Plan (BSP) for the London Borough of Southwark. The BSP is the annual bidding document for transport expenditure made to TfL. It sets out an ongoing programme of works, targets and monitoring.
2. The BSP provides details of proposed bids for financial year 2004/5. For some categories, such as road maintenance, it is possible to formulate a programme for the next 5 years. For other categories it is not possible to give definite spending details for years beyond 2004/5 since some schemes need to be implemented incrementally and their effects understood (including migratory effects to adjacent areas) before proceeding with further works in an area or nearby. Furthermore, future spending priorities will become clearer after TfL's allocation for 2004/5 subsequent to the current bidding round. Indicative proposals are given where possibly for 2005/6 and 2006/7.
3. The policy context for the *BSP* is laid out in the *Interim Local Implementation Plan 2002/3*, which is the strategy and policy document that outlines the borough's transport objectives for the next five years. Further information about the Council's policy framework is given in Section 1.3. The schemes that make up the bids within this document aim to facilitate the Mayor's Objectives laid out in the *Mayor's Transport Strategy*.
4. The BSP was subject to consultation with internal departments and external partnerships and other representative bodies during May and June (see Section 1.5).
5. The table below is a summary of the bids for 2004/5.

Principal Roads Maintenance	£ 2,029,000
Bridge Strengthening	£ 655,000
Local Safety Schemes and 20mph Zones (including Home Zones)	£ 2,125,000
Safer Routes to Schools	£ 385,000
Controlled Parking Zones	£ 400,000
Travel Awareness	£ 115,000
Walking	£ 400,000
Cycling	£ 424,000
Area Based Schemes	£ 645,000
Freight	£ 130,000
Air Quality	£ 135,000
Accessibility	£ 423,000
Bus Stop Accessibility Works	£ 379,000
<b>TOTAL</b>	<b>£ 8,245,000</b>

6. The above table includes instances where Southwark is acting as lead bidder for the following joint bids:
  - With the Pool of London Partnership, in relation to a walking scheme in and around St Olaves Estate (see Section 8.4)
  - With the London Borough of Lewisham in relation to a Freight Quality Partnership (see Section 12.1)
  - With Network Rail in relation to a cycleway and pathway in West Dulwich (see Section 9.4)
  - With South Central Trains in relation to Peckham Rye station access and security improvements (see Section 14.2)
7. In addition, Southwark Council is making a joint bid with the Corporation of London (as lead bidder) for the Borough High Street/Bishopsgate corridor. The two authorities will contribute £10,000 each and are seeking £60,000 from TfL.
8. The Council supports the London Borough of Lambeth's traffic scheme at Herne Hill (see Section 4.8) and although a joint bid has not been made in this regard the Council will work in partnership with Lambeth as required.
9. The Council has made a series of bids for local bus priority measures under the LBI Programme, led by Bromley amounting to £381,000.
10. The Council wants to highlight that the road safety bids made here will support the Council's PSA targets.
11. The costs of the bids herein include the costs of physical works, project management and monitoring.



# 1. INTRODUCTION

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## 1.1. General

- 1.1.1. This *Borough Spending Plan 2004/05 – 2006/07* (the BSP) has been prepared in accordance with Transport for London's (TfL) *Advice to London Local Authorities* (as updated May 2003). The BSP sets out Southwark Council's programme and intentions for transport projects for the next three years with the emphasis on funding for the 2004/05 financial year. This is based on the Council's broader policy framework as well as various national and regional policies, as discussed in Sections 1.2 and 1.3.
- 1.1.2. The structure of this BSP follows the *Advice to London Local Authorities* (hereafter referred to as "the Guidance") provided by TfL. Accordingly, the remaining chapters each outline the schemes for which funding is being requested, under the 15 categories outlined in the Guidance.
- 1.1.3. In addition, the appendices that accompany this document provide the Finance Forms and the Supporting Information/Monitoring Pro formas for London Authorities (SIMPLA forms) for the relevant scheme categories. The remainder of this Section provides a background to the BSP under the following sub-headings:
  - (1) The National and Regional Policy Framework;
  - (2) Southwark Council's Policy Framework;
  - (3) A Background to Transport & Regeneration in Southwark; and
  - (4) Consultation Undertaken as Part of this BSP.

## 1.2. The National and Regional Policy Framework

- 1.2.1. There are various national and regional policies that influence the provision of transport services and facilities within the borough.
- 1.2.2. At the national level, the most relevant document is the Government's *10-year Transport Plan*, which was published in 1997. This document sets out the Government's agenda for transport over the short to medium terms and numerous proposals for achieving these aims.
- 1.2.3. At a regional level, there are three main documents that have relevance to the BSP. The primary document that influences transport matters is the Mayor's *Transport Strategy*, published in July 2001. It contains 10 key objectives as an agenda for action. The schemes given in Southwark's BSP reflect these objectives and the other proposals in the Mayor's *Transport Strategy*.
- 1.2.4. The Mayor's *draft London Plan (draft Spatial Development Strategy for Greater London)* was published in June 2002 and the final version of this document is due for release toward the end of 2003. This regional policy document is also of particular importance to transport and suggests that land-use planning and transport planning should be integrated more closely with one another and with other aspects of public policy, and is consistent with Government Guidance in the newly revised *PPG13*, March 2001.
- 1.2.5. As some forms of transport are major sources of pollution, the Mayor's *Air Quality Strategy* also influences this bid. The targets set out in this regional policy document are key deliverables and it is intended that the BSP will promote and contribute to their achievement.

### 1.3. Southwark Council's Policy Framework

- 1.3.1. Each year the Council prepares a BSP that sets out proposed spending details for the coming financial year (2004/5) and indicative spending in future years. It is the Council's annual bidding document for transport related expenditure made to TfL, and at a local level is influenced by various policies of which the headline policy is the *Southwark Community Strategy*.
- 1.3.2. The borough's transport objectives are also achieved - particularly in the case of major, long-term investment in public transport infrastructure - through lobbying activity and partnership working with the Government, Transport for London, public transport operators and others.
- 1.3.3. A third major means of achieving the borough's transport objectives is through the *Unitary Development Plan*. This document is being revised and the main thrust of the new plan, the *Southwark Plan*, is to continue to develop Southwark as a compact, mixed urban area with a wide range of accessible jobs, facilities and services. The urban form sought through the *Southwark Plan* is intended to reduce the need to travel and will foster the viability of sustainable modes of transport. This supports the Mayor's draft *London Plan*.
- 1.3.4. The Council has previously agreed a set of local transport objectives that were based on the Mayor's objectives in the *draft Transport Strategy* (although these were subsequently revised in the final *Transport Strategy*). The priorities from the Mayor's *Transport Strategy* as approved are shown below together with the objectives set out in the *Interim Local Investment Plan, 2002/2003*, July 2001 (the "ILIP").

**Table 1: Comparison of the Mayor's Transport Priorities with Southwark Council's ILIP Objectives**

<b>Mayor's Transport Strategy 2002 Key Priorities</b>	<b>Southwark ILIP 2002/2003 Objectives</b>
Reducing traffic congestion;	To develop a sustainable transport system for the borough that reduces traffic congestion and overall levels of traffic
Overcoming the backlog of investment on the Underground so as to safely increase capacity, reduce overcrowding, and increase both reliability and frequency of services;	To seek increased accessibility to Underground rail services within the borough and to improve the environs of Underground stations
Making radical improvements to bus services across London, including increasing the bus system's capacity, improving reliability and increasing the frequency of services;	To contribute towards the improvement of bus services in an through the borough and to promote bus travel
Better integration of the National Rail system with London's other transport systems to facilitate commuting, reduce overcrowding, increase safety and move towards a London wide, high frequency 'turn up and go' Metro service;	To improve interchange arrangements at national rail stations and to help develop enhanced service levels
Increasing the overall capacity of London's transport system by promoting: major new cross-London rail links including improving access to international transport facilities; improved orbital rail links in inner London; and new Thames river crossings in east London;	To develop and promote alternatives to car travel so that the proportion of trips made by car in the borough is reduced

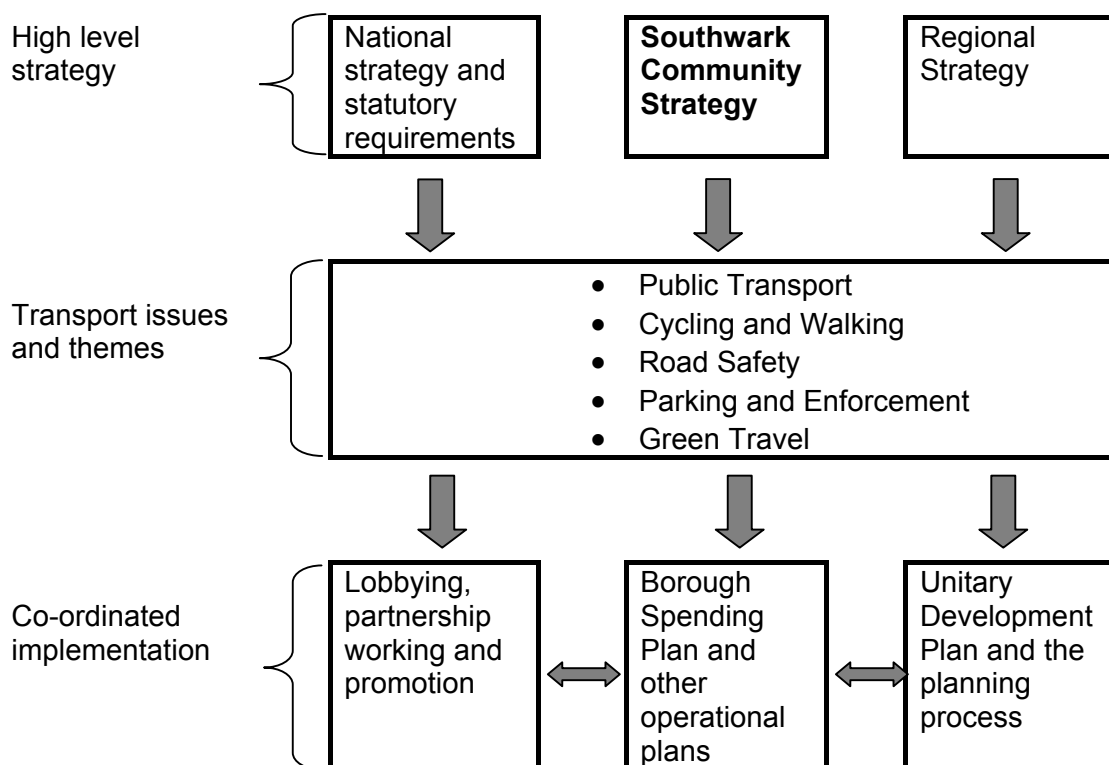
**Table 1 Continued: Comparison of the Mayor's Transport Priorities with Southwark Council's ILIP Objectives**

<b>Mayor's Transport Strategy 2002 Key Priorities</b>	<b>Southwark ILIP 2002/2003 Objectives</b>
Improving journey time reliability for car users, which will particularly benefit outer London where car use dominates, whilst reducing car dependency by increasing travel choice;	To continue to develop and extend a programme of local transport initiatives that reflect local needs and opportunities, improves safety and security, while strengthening the local economy
Supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, Safer Routes to School, road safety improvements, better maintenance of roads and bridges, and improved co-ordination of street works;	To work with businesses and other relevant organisations to support the local economy by improving the reliability and efficiency and environmental impact of the distribution of goods and services within and through the borough
Making the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts;	To enhance safety and security and provide better travel information and waiting environments at appropriate locations for all forms of travel in the borough and to develop proposals to improve key interchanges
Improving the accessibility of London's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion;	To work with transport operators and others to develop a transport system in Southwark which provides a choice of sustainable transport modes for everyone giving equal access to employment, shopping, housing, health and leisure facilities for all
Bringing forward new integration initiatives to: provide integrated, simple and affordable public transport fares; improve key interchanges; enhance safety and security across all means of travel; ensure that taxis and private hire vehicles are improved and fully incorporated into London's transport system; and provide much better information and waiting environment.	To promote and facilitate new transport infrastructure in Southwark particularly river crossing and guided bus/tram projects which increase transport capacity and accessibility.

- 1.3.5. While the Council's objectives support the Mayor's priorities they also support local aims. The Council's policies laid out in the strategy documents are coherent. The Council's overarching policy document is its *Community Strategy* and it can be demonstrated that through the Council's transport objectives and priorities how transport initiatives and planning support the borough's own priorities.
- 1.3.6. The Council currently intends to produce or update the following transport related strategy documents:
- Parking and Enforcement Strategy;
  - Road Safety Strategy;
  - Walking Strategy; and
  - Cycling Strategy.
- 1.3.7. These strategies are intended to provide a clear explanation of the strategic choices that the Council has made with regard to how it will support the *Community Strategy* through transport. The programme for implementation of the strategies, setting out targets year by year and priorities for spending, will be set out in programme or plan documents. The Council also produces a *Green Travel Plan*.

- 1.3.8. Each of these strategies or plans will deliver different aspects of the Council's transport objectives. Through the development of the transport related strategy documents above and the revision of the UDP a strategic framework for transport objectives is emerging that will explain how each of the Council's transport strategies and plans will deliver the objectives through: direct spending and implementation of operational programmes by the Council; lobbying and partnership working; and, the development planning process. This strategic framework will enable the Council to demonstrate more clearly that its objectives are being pursued in a co-ordinated way and that opportunities to achieve each objective are not being missed.
- 1.3.9. The framework will make it explicit how an individual action of the Council, for example, the implementation of a cycling infrastructure project, relates back to a programme to improve conditions for cycling co-ordinated with other agencies and with the development plan. In turn, the objectives to promote cycling will be set into the context of a broader transport strategy which establishes priorities relative to other areas of transport improvement and then relates these back to the *Community Strategy*. The framework will also show how priorities coming from the *Community Strategy* are influenced and shaped by the intervention of national and regional policy.
- 1.3.10. Southwark's *Community Strategy* and the other strategies and plans that flow from it are compatible with the Mayor of London's vision to make London:
- A city for people
  - An accessible city
  - A prosperous city
  - A fair city
  - A green city

**Figure 1: Links Between Strategy and Implementation**



- 1.3.11. The transport issues and themes involve many crosscutting issues such as co-ordination of cycling and walking initiatives with road safety.

1.3.12. Examples of the ways in which the implementation mechanisms should be co-ordinated include linking *Borough Spending Plan* expenditure to Section 106 agreements that have arisen through proposals in the *Unitary Development Plan* to secure transport infrastructure improvements. These are also linked to larger scale, long-term investments that are achieved through lobbying and partnership working with TfL, the transport operators and others. The UDP also provides safeguarding of land and routes for transport infrastructure investment. Implementation of transport projects also supports the Council's finances in other ways. For example, the implementation of local safety schemes (including those relating to schools) will help the Council to meet its Public Service Agreement (PSA) with central Government, relating to road safety and personal safety on school journeys; if targets are reached by 2005 the Council will be eligible for a performance bonus.

**Table 2: Community Strategy Priorities, Transport Objectives and Implementation Mechanisms**

<b>Community Strategy Priority</b>	<b>Transport strategic objective</b>	<b>Implementation mechanism</b>
Tackling poverty	<ul style="list-style-type: none"> <li>● Improving accessibility</li> <li>● Reducing the need to travel</li> </ul>	<ul style="list-style-type: none"> <li>● Investment in public transport – lobbying/partnership</li> <li>● <i>Cycling Strategy</i> and <i>Walking Strategy</i> – public realm investment/promotion</li> <li>● Land-use policies – UDP</li> <li>● Area regeneration initiatives</li> </ul>
Making Southwark cleaner and greener	<ul style="list-style-type: none"> <li>● Reducing congestion</li> <li>● Reducing energy use</li> <li>● Reducing emissions</li> <li>● Reducing the need to travel</li> <li>● Shift to sustainable modes</li> </ul>	<ul style="list-style-type: none"> <li>● Investment in public transport – lobbying/partnership</li> <li>● <i>Parking and Enforcement Strategy</i></li> <li>● Congestion charging</li> <li>● Land-use policies – UDP</li> <li>● <i>Streetscape Strategy</i></li> <li>● <i>Cycling Strategy</i> and <i>Walking Strategy</i> – public realm investment/promotion</li> <li>● <i>Air Quality Strategy</i></li> <li>● <i>Green Travel Plan</i></li> </ul>
Cutting crime and fear of crime	<ul style="list-style-type: none"> <li>● Making sustainable transport safer and more secure</li> <li>● Designing out crime</li> </ul>	<ul style="list-style-type: none"> <li>● Investment in public transport – lobbying/partnership</li> <li>● <i>Cycling Strategy</i> and <i>Walking Strategy</i> – public realm investment/promotion</li> <li>● <i>Parking and Enforcement Strategy</i></li> <li>● <i>Road Safety Strategy</i></li> </ul>
Raising standards in our schools	<ul style="list-style-type: none"> <li>● Increasing proportion of journeys to school by sustainable transport<sup>1</sup></li> </ul>	<ul style="list-style-type: none"> <li>● <i>Cycling Strategy</i> and <i>Walking Strategy</i> - Safer routes to schools programme</li> </ul>
Improving the health of the borough	<ul style="list-style-type: none"> <li>● Reducing emissions</li> <li>● Reducing road deaths and casualties</li> <li>● Encouraging walking and cycling</li> </ul>	<ul style="list-style-type: none"> <li>● Investment in public transport – lobbying/partnership</li> <li>● <i>Road Safety Strategy</i></li> <li>● <i>Cycling Strategy</i> and <i>Walking Strategy</i> – public realm investment/promotion</li> </ul>

<sup>1</sup> Transport strategy does not contribute directly to school attainment standards. However, the proportion of journeys to school by sustainable means is a cross-cutting indicator of various aspects of sustainability including satisfaction with local schools and social cohesion as well as the quality of public transport and the walking and cycling environment

- 1.3.13. Ultimately, the strategic framework will be brought together as an integral document, the *Local Implementation Plan*, which will be a policy document showing how the Council intends to implement the Mayor's *Transport Strategy* in the borough (and other Mayoral Strategies as they affect transport) in accordance to the Council's own policies. The Council is required to produce the *Local Implementation Plan* under the *Greater London Authority Act, 1999*. The Council will produce the *Local Implementation Plan* in due course, when TfL offers guidance about its production.
- 1.3.14. Until such time the Council will continue to develop its strategic framework for transport objectives, which will identify links with other strategies and actions such as the *Neighbourhood Renewal Strategy*.
- 1.3.15. The transport strategic framework will explain how the *Community Strategy* priorities are translated into transport objectives and then into a co-ordinated programme of action. Co-ordinated action will, in many cases, be through area regeneration initiatives such as those for the Elephant and Castle and Canada Water.
- 1.3.16. The strategic objectives for transport shown above will also provide the basis for monitoring the effectiveness of the Council's strategies. Congestion, energy use, emissions, road casualties and the shift to more sustainable modes of transport can all be measured. The manner in which monitoring is proposed to be undertaken is discussed in more detail in the relevant Sections of this document.
- 1.3.17. Under the umbrella of the transport strategic framework, policy and programme documents can be produced in a co-ordinated way. The following documents will be brought forward:

**Table 3: Outline of Transport Strategies, Principal Purposes and Link to other Policies**

Strategy Document	Principal purposes	Links to
<i>Public Transport Strategy</i>	<ul style="list-style-type: none"> <li>State the Council's position with regard to major infrastructure proposals</li> <li>State the Council's priorities with regard to bus service improvements</li> </ul>	<ul style="list-style-type: none"> <li><i>Unitary Development Plan</i> policies and protection lines</li> <li><i>Borough Spending Plan</i> enabling works</li> <li><i>Local Implementation Plan</i></li> </ul>
<i>Parking and Enforcement Strategy</i>	<ul style="list-style-type: none"> <li>Explain the purpose of parking controls</li> <li>Link controls to improvements ('stick' to 'carrot')</li> <li>Explain the expected impact of Controlled Parking Zones (CPZs)</li> <li>Explain the expected impact of UDP car parking standards</li> <li>Set the programme for the extension &amp; introduction of CPZs</li> </ul>	<ul style="list-style-type: none"> <li><i>Unitary Development Plan</i> parking standards for new developments</li> <li><i>Parking and Enforcement Plan</i> – times of operation, scale of charges, enforcement procedures (e.g. CCTV)</li> </ul>
<i>Walking Strategy and Cycling Strategy</i>	<ul style="list-style-type: none"> <li>Set priorities for infrastructure improvements</li> <li>Design guide for infrastructure improvements</li> <li>Provide background to UDP policies</li> <li>Set priorities for promotion activities</li> </ul>	<ul style="list-style-type: none"> <li><i>Unitary Development Plan</i> cycle parking standards</li> <li>Streetscape plan</li> <li><i>Borough Spending Plan</i> infrastructure improvements</li> <li><i>Walking Plan</i> and <i>Cycling Plan</i></li> </ul>
<i>Road Safety Strategy</i>	<ul style="list-style-type: none"> <li>Set priorities and programme of action for implementation of safety enhancement schemes</li> <li>Design guide for infrastructure improvements</li> <li>Co-ordinate road safety promotion issues</li> </ul>	<ul style="list-style-type: none"> <li><i>Borough Spending Plan</i> infrastructure improvements</li> <li><i>Road Safety Plan</i></li> </ul>

- 1.3.18. The transport strategic framework will also explain how the Council's activities with regard to promoting the use of alternatively fuelled vehicles and other sustainable transport initiatives link to the Community Strategy. The Council's Green Travel Plan is an important contribution to the co-ordinating actions to make the Council and its employee's travel and transportation requirements sustainable. This demonstrates leadership to encourage other organisations to do likewise. This also links into the Council's procurement procedures. Promoting sustainable transport is a field in which Southwark has established a strong reputation internationally with its participation in innovative European funded projects such as ZEUS and MOSES.
- 1.3.19. Southwark's priorities for investment in local transport will be shaped in the coming years by the eight Community Councils that have recently been established by the elected assembly, with the aim of bringing local government closer to the community. Concerned residents are able to join in debates and decisions at these Community Council meetings, helping Councillors to address the needs of their community. This is discussed in more detail in Section 1.5 below.

#### **1.4. A Background to Transport & Regeneration in Southwark**

- 1.4.1. This subsection provides a brief outline of the main transport and regeneration issues in Southwark.

##### Transport

- 1.4.2. Due to Southwark's central London location the borough benefits from a wide range of transport infrastructure. However, the quantity and quality of this varies throughout the borough and suffers some of the disadvantages that its central position brings, such as heavy congestion, and the convergence of traffic seeking river crossings.
- 1.4.3. The highest daily traffic flows generally occur in the northern section of the borough on roads such as the following:
- The Inner Ring Road of the congestion charging zone (Kennington Lane, Elephant & Castle, New Kent Road and Tower Bridge Road);
  - The Old Kent Road;
  - Jamaica Road and the Rotherhithe tunnel; and
  - Blackfriars Road and London Bridge (river crossings).
- 1.4.4. The Mayor's Congestion Charging Scheme (CCS) has made a significant difference to the pattern of flows and it is important that these are monitored effectively so that the Council can react quickly where necessary. The Council supports the principle of CCS and in order to facilitate the scheme and to protect the interests of residents, the borough has successfully bid for and implemented various complementary measures.
- 1.4.5. The core transport infrastructure in Southwark is shown in Figure 2. This diagram indicates several key characteristics of this infrastructure including:
- The Underground network is concentrated in the very north of the borough;
  - There are two gaps in the rail network. One is centred on Burgess Park (from Camberwell to Bermondsey) and the other is centred on the area between Peckham Rye Park and Dulwich Park; and
  - The London Bus Priority Network (LBPN) covers the borough extensively, and provides the main public transport provision in areas away from rail stations.

- 1.4.6. The key public transport deficiencies in the borough arise from a lack of rail provision in certain parts of the borough and accessibility to existing services for the mobility impaired where facilities are lacking. A series of major transport projects are planned that would help to reduce deprivation and ease social exclusion in the parts of the borough that have been identified as having the greatest need. These projects include:
- The East London Line extension;
  - Cross River Transit; and
  - Thameslink 2000.
- 1.4.7. Southwark will continuously seek further investment in its transport infrastructure to ensure that services and facilities are of high quality, provide access for the mobility impaired and that cater for the travel needs of residents, local businesses and the increasing number of visitors to the borough.

Regeneration

- 1.4.8. Southwark is undergoing considerable changes environmental and social change. Similar to the rest of Inner London, the borough is experiencing a rapid population growth (in the draft *London Plan* Southwark is projected to have the second largest growth of London Authorities). However, the changes occurring to Southwark go well beyond demographic changes.
- 1.4.9. Despite the Borough's location beside the River Thames, 'central London' is often regarded as being north of the river, focused around the dual centres of the City and the West End. Historically, Central London functions have resisted moving south of the river resulting in relatively depressed land use in Southwark and neighbouring Lambeth.
- 1.4.10. This situation is now changing and is especially due to improvements to transport infrastructure in the Borough. In particular, the introduction of the Jubilee Line extension has considerably altered the potential for regeneration. Bus services have been improved the provision of bus lanes and other measures and with the introduction of the CCS higher frequency bus services have been implemented on some routes along with some new services. Planned improvements such as the East London Line extension and Cross River Transit are seen as vital to further improving the regeneration potential of other parts of the Borough.
- 1.4.11. There is an important social aspect to regeneration that helps knit communities together. Apart from the social support structures (e.g. housing, health, education and other governmental frameworks), regeneration is enabled through access to employment opportunities, through appropriate transport facilities and also by the physical form of the environment. Together these factors can encourage greater social inclusion, create a more pleasant and healthy environment, reduce crime and improve personal security and safety.
- 1.4.12. According to the Office of the Deputy Prime Minister's Multiple Index of Deprivation, Southwark ranks as one of the most deprived local districts in England. Deprivation is multifaceted, and indices measuring it are based on Census and other data using indicators such as unemployment, low income, health, education, crime and housing.



- 1.4.13. According to the 1991 index the borough was ranked the 2<sup>nd</sup> most deprived of the 354 districts in England.<sup>2</sup> New indices were constructed in 1998 and the degree measure, which measures overall deprivation across a district, ranked Southwark as the 8<sup>th</sup> most deprived district in England<sup>3</sup>. According to the 2000 rank of average of ward scores, Southwark was ranked the 14<sup>th</sup> most deprived district in England.<sup>4</sup>
- 1.4.14. Care should be taken in interpreting this changing rank, since the indices referred to above are based on different measures. However, the apparent improved status of Southwark over the last decade is consistent with regeneration in the borough.
- 1.4.15. A recent report by the London Central Learning and Skills Council<sup>5</sup> notes that of the 20 most deprived wards in London Central, 8 are in Southwark in the following order (out of 159): Friary (1), Consort (4), Liddle (5), Brunswick (6), Rotherhithe (8), Chaucer (9), Barseet (12) and The Lane (14).
- 1.4.16. The same report shows that of the 20 wards with the highest unemployment rates, 10 are in Southwark: Friary (1), Rotherhithe (2), Cathedral (3), Consort (4), Burgess (6), Barseet (8), Abbey (10), Faraday (15), Brunswick (17) and St Giles (20).
- 1.4.17. With regard to the 20 most educationally deprived wards in London Central, Southwark has 14 wards: College (1), Liddle (2), Rotherhithe (3), Consort (5), Brunswick (6), The Lane (7), Friary (8), St Giles (9), Abbey (10), Bricklayers (11), Chaucer (12), Browning (13), Barseet (15) and Burgess (18).
- 1.4.18. It should be noted that these wards relate to the ward boundaries prior to the May 2002 local government elections, for which data is readily available.
- 1.4.19. As may be appreciated from the above, the core area of deprivation in the borough extends from the north-west corner to Camberwell, Peckham and Bermondsey. The bids made in this BSP supports modal shift and aim to encourage regeneration, particularly in the deprived wards. In Southwark transport infrastructure changes and the planning process encourage densification around transport nodes, and hence support sustainable development.

## **1.5. Community Involvement & Consultation**

- 1.5.1. In Southwark, the involvement of the local community is considered to be of great importance in the identification and prioritisation of transport related issues. Furthermore, there are many other bodies and organisations as well as regional partnerships that influence the ability to implement transport improvements that have a tangible benefit for the residents and businesses within the borough.
- 1.5.2. This subsection briefly outlines how the community is being invited to take part in the transport improvements and how other organisations and partners have been consulted in the preparation of this BSP.

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<sup>2</sup> *The Capital Divided, Mapping Poverty and Social Exclusion in London*, London Research Centre, November 1996.

<sup>3</sup> *Focus on London* – by the London Research Centre, Government Office for London and the Office for National Statistics - published by the Stationery Office, 2000.

<sup>4</sup> *Indices of Deprivation 2000*, Department of the Environment, Transport and the Regions.

<sup>5</sup> Central London Skill Needs Assessment 2002, London Central Learning and Skills Council, February 2002.

Community Councils

- 1.5.3. As indicated, Southwark's elected assembly has recently established eight Community Councils to enable residents to have a greater role in discussing their local issues and needs and to take part in the decision making process.
- 1.5.4. The new Community Councils have the power to allocate some budgets and make decisions on issues including community safety, environmental improvement, traffic, planning and licensing. The Community Councils are based on agglomerations of three wards apiece (see Figure 3) and have up to nine elected Councillors as voting members on each. All meetings are advertised in advance through public notices, newspapers and on the Council website, to encourage all local residents to become actively involved.
- 1.5.5. TfL's BSP Guidance states that funding priorities should be related to local priorities. It is the Council's intention that the Community Councils will play an important role in highlighting local transport issues and prioritising the issues and schemes that are put forward for funding requests, as part of the BSP.
- 1.5.6. The following table provides an outline of the proposed annual timetable for the involvement of Community Councils in the BSP process. The Council will endeavour to assist this process by ensuring that the Community Councils can offer credible suggestions based on available information. It should be noted, however, that this timeline is dependant on when TfL issue their Guidance for the preparation of the BSP and the final submission date.

**Table 4: Timeline for Community Council Involvement in the BSP process.**

<b>Period</b>	<b>Actions</b>
August to November	Community Councils highlight issues and potential schemes for consideration and investigation.
December to February	Council officers investigate issues and formulate schemes.
March	Schemes and responses to issues are reported back to Community Councils for consideration and commendation.
April to June	Council officers prepare BSP document.
June/July	BSP document is considered by the Executive and submitted to TfL.

- 1.5.7. The inaugural Community Council meetings were not held until May 2003 and consequently there has been very little time to enable this new process to be fully utilised for this year's BSP.
- 1.5.8. Notwithstanding this, some of the issues raised in the Community Councils since May 2003 have influenced the development and prioritisation of schemes that are being bid for as part of this BSP. Examples of these, which have previously been identified in communication with officers, are being included in this bid (for 2004/05) to help deal with these issues, are provided in the following table:

Table 5a: BSP Schemes that Respond to Community Council Issues.

ISSUES RAISED	RELATED SCHEME(S)
<b>Bermondsey</b>	
Traffic Calming, Road Safety and Pedestrian Safety	<ul style="list-style-type: none"> <li>- Bermondsey 20mph Zone</li> <li>- Coopers Road 20mph Zone</li> <li>- Coopers Road Home Zone</li> <li>- Alscot Road Home Zone</li> <li>- Freaun Street Area Home Zone</li> <li>- Abbey Street j/w Druid Street Local Safety Scheme</li> <li>- Abbey Street j/w Maltby Street Local Safety Scheme</li> <li>- Grange Road Local Safety Scheme</li> <li>- Long Lane Local Safety Scheme</li> <li>- Mandela Way Local Safety Scheme</li> <li>- Pool of London Public Spaces Network</li> </ul>
Road Maintenance	<ul style="list-style-type: none"> <li>- Bermondsey Street</li> <li>- Druid Street</li> </ul>
Safer Routes-to-Schools	<ul style="list-style-type: none"> <li>- Spa School</li> </ul>
Cycling (including youth cycling)	<ul style="list-style-type: none"> <li>- Bike Week</li> <li>- Travelwise Week</li> <li>- School Cycle Training</li> <li>- Millennium Path</li> <li>- South Bermondsey Cycle Routes</li> </ul>
Heavy Goods Vehicle Traffic	<ul style="list-style-type: none"> <li>- Freight Quality Partnership</li> </ul>
Station Security/Safety	<ul style="list-style-type: none"> <li>- South Bermondsey Station</li> </ul>
<b>Borough &amp; Bankside</b>	
Traffic Calming, Road Safety and Pedestrian Safety	<ul style="list-style-type: none"> <li>- Borough High Street-Newington Causeway Local Safety Scheme</li> <li>- Borough Road j/w Southwark Bridge Road Local Safety Scheme</li> <li>- Long Lane j/w Crosby Row Local Safety Scheme</li> <li>- Borough Road Improvement Works</li> </ul>
Road Maintenance	<ul style="list-style-type: none"> <li>- Southwark Bridge Road</li> <li>- Long Lane</li> <li>- Borough Road</li> <li>- Borough High Street</li> <li>- Lambeth Road</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>- Newcomen Street Cycle Route Improvements</li> </ul>
<b>Camberwell</b>	
Traffic Calming, Road Safety and Pedestrian Safety	<ul style="list-style-type: none"> <li>- Camberwell East 20mph Zone 1</li> <li>- Camberwell West 20mph Zones 1 &amp; 2</li> <li>- Peckham North West 20mph zone</li> <li>- Peckham West 20mph zone</li> <li>- Grosvenor Terrace Home Zone</li> <li>- Malfort Road Home Zone</li> <li>- Bowyer Place Local Safety Scheme</li> <li>- Camberwell Road Local Safety Scheme</li> <li>- Denmark Hill North Local Safety Scheme</li> <li>- Denmark Hill South Local Safety Scheme</li> <li>- Southampton Way Local Safety Scheme</li> </ul>
Road Maintenance	<ul style="list-style-type: none"> <li>- Denmark Hill</li> <li>- Camberwell Road</li> </ul>
Safer Routes-to-Schools	<ul style="list-style-type: none"> <li>- St Johns and St Anthony's School</li> </ul>

Table 5b: BSP Schemes that Respond to Community Council Issues.

ISSUES RAISED	RELATED SCHEME(S)
<b><i>Dulwich</i></b>	
Traffic Calming, Road Safety and Pedestrian Safety	<ul style="list-style-type: none"> <li>- Camberwell East &amp; West 20mph Zones</li> <li>- East Dulwich 20mph Zone</li> <li>- Gypsy Hill 20mph Zone</li> <li>- Herne Hill road safety scheme (bid by Lambeth)</li> <li>- Barry Road Local Safety Scheme</li> <li>- Crystal Palace Parade South Croxted Road</li> <li>- Lordship Lane Local Safety Scheme</li> <li>- South Croxted Road Local Safety Scheme</li> </ul>
Road Maintenance	<ul style="list-style-type: none"> <li>- East Dulwich Road</li> </ul>
Safer Routes-to-Schools	<ul style="list-style-type: none"> <li>- East Dulwich School</li> <li>- St Anthony's School</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>- East Dulwich Cycle Link</li> <li>- West Dulwich Station Pathway</li> </ul>
<b><i>Nunhead &amp; Peckham Rye</i></b>	
Traffic Calming, Road Safety and Pedestrian Safety	<ul style="list-style-type: none"> <li>- Barseet 20mph zone</li> <li>- East Dulwich 20mph zone</li> <li>- Peckham North East 20mph zone</li> <li>- Peckham West 20mph zone</li> <li>- Waverly 20mph zone</li> <li>- Barry Road Local Safety Scheme</li> <li>- Evelina Road Local Safety Scheme</li> <li>- Forest Hill Road Local Safety Scheme</li> <li>- Rye Lane Local Safety Scheme</li> </ul>
Road Maintenance	<ul style="list-style-type: none"> <li>- Peckham Rye</li> <li>- East Dulwich Road</li> </ul>
Rail Station Security/Access	<ul style="list-style-type: none"> <li>- Peckham Rye Station</li> <li>- Queens Road Peckham Station</li> <li>- Nunhead Station</li> </ul>
<b><i>Peckham</i></b>	
Traffic Calming, Road Safety and Pedestrian Safety	<ul style="list-style-type: none"> <li>- Peckham North East 20mph zone</li> <li>- Peckham North West 20mph zone</li> <li>- Willowbrook 20mph zone</li> <li>- Southampton Way Local Safety Scheme</li> <li>- Peckham Hill Street j/w Bird in Bush Road</li> </ul>
Safety, Security, Streetscapes, Station Access, etc	<ul style="list-style-type: none"> <li>- Peckham Precinct</li> <li>- Peckham Gateway North</li> <li>- Peckham Gateway South</li> <li>- Peckham Town Centre Safer Routes</li> <li>- Queens Road Peckham Station</li> </ul>
<b><i>Rotherhithe</i></b>	
Traffic Calming, Road Safety and Pedestrian Safety	<ul style="list-style-type: none"> <li>- Bermondsey 20mph Zone</li> <li>- Chilton Grove 20mph zone</li> <li>- Southwark Park Road 20mph zone</li> <li>- Brunel Road Local Safety Scheme</li> <li>- Galleywall Road j/w Rotherhithe New Road Local Safety Scheme</li> <li>- Ilderton Road Local Safety Scheme</li> <li>- Lower Road Local Safety Scheme</li> <li>- Rotherhithe New Road - Plough Road</li> <li>- Rotherhithe Street Local Safety Scheme</li> <li>- Salter Road Local Safety Scheme</li> </ul>

**Table 5c: BSP Schemes that Respond to Community Council Issues.**

ISSUES RAISED	RELATED SCHEME(S)
<b><i>Rotherhithe Continued</i></b>	
Road Maintenance	- Rotherhithe New Road
Safer Routes-to-Schools	- Albion School - Alfred Salter School
Station Security/Safety	- South Bermondsey Station
Cycling	- Canada Water Tube Cycle Parking - Surrey Quays Cycle Routes
<b><i>Walworth</i></b>	
Traffic Calming, Road Safety and Pedestrian Safety	- Willowbrook 20mph zone - Albany Road Local Safety Scheme - Bowyer Place Local Safety Scheme - Camberwell Road Local Safety Scheme - Rodney Road - Thurlow Street Local Safety Scheme - Walworth Road Streets-for-People - Aylesbury Estate Accessibility Improvements - East Walworth Pedestrian Improvements
Road Maintenance	- Walworth Road
Safety, Security and Streetscape	- Walworth Road Streets-for-People (early consultation exercise)
Cycling	- Burgess Park Central Avenue Cycle Path

- 1.5.9. A consolidated list of requests fielded at Community Council meetings is included here as Appendix E. These will be considered in next year's submission, or other programmes, where possible.

*Traffic Petitions and Deputations Panel*

- 1.5.10. In addition to issues that have been raised through the Community Councils, several other issues have been raised over the past 12 months through the Council's Traffic Petitions and Deputations Panel. As a result of these petitions, this BSP includes proposed schemes that should help to alleviate the problems that have been raised. These petitions and the schemes that address the issues raised are included the following table:

**Table 6: BSP Schemes that Respond to Issues from the Traffic Petitions and Deputations Panel**

ISSUES RAISED	RELATED SCHEME(S)
Bird In Bush Road - Traffic Calming	- Peckham North-East 20mph Zone
Tower Bridge Primary School - Traffic Calming	- Bermondsey 20mph Zone
Bellenden Area - Traffic Management	- Peckham West 20mph zone
Melford Road - Traffic Calming	- Peckham West 20mph zone
Nigel Road - Heavy Goods Vehicles	- Peckham West 20mph zone
Underhill Road – Rat Running	- East Dulwich 20mph Zone
Nunhead Lane – Pedestrian Crossing	- Evelina Road – Nunhead Lane Local Safety Scheme
Chilton Grove – Speeding Traffic	- Chilton Grove 20mph zone

Consultation with Other Organisations and Partners

- 1.5.11. Consultation on the issues and schemes identified in this bid was also undertaken with various other organisations and the partnerships that Southwark belongs to. This consultation has been ongoing for 12 months.
- 1.5.12. Some of those that have been consulted have participated in the production of bid elements within the BSP. The organisations and partnerships that have been consulted include the following:
- Central London Partnership;
  - Corporation of London;
  - Cross River Partnership;
  - Living Streets;
  - London Cycle Network (LB Camden);
  - London Buses;
  - London Borough of Lambeth;
  - London Borough of Lewisham;
  - Metropolitan Police;
  - Pool of London Partnership;
  - SELTRANS;
  - Southwark Cyclists;
  - TfL Bus Priority Unit;
  - TfL Street Management.
- 1.5.13. The funding bids in this document that are successful will, of course, be consulted further. Consultees will include the above organisations and partnerships, as well as local resident, businesses and other affected institutions (such as schools),.

## **2. PRINCIPAL ROADS MAINTENANCE**

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### **2.1. Introduction**

2.1.1. This Section outlines Southwark's programme for Principal Road maintenance for the next five years, which has been developed in accordance with TfL's Guidance.

### **2.2. Road Condition**

2.2.1. The residual economic life of the carriageways is periodically assessed to generate a prioritised programme of maintenance. In addition to carriageway maintenance, repairs are also carried out to footways, traffic signs, guardrails, pedestrian refuges and other street furniture. Furthermore, improvements to street lighting to modern standards continue to be implemented, thus aiding the safe movement of vehicles and the safety and security of pedestrians during hours of darkness.

2.2.2. A five-year programme for the structural maintenance of carriageways is provided in Table 7 (see also Appendix A and Figure 4).

2.2.3. The priority order is based on a combination of machine surveys (FWD) carried out by Southwark Council's Consultants and condition survey (DVI) carried out by London Borough of Hammersmith and Fulham (commissioned by Transport for London).

2.2.4. The order of priority is also adjusted in view of accommodating future major development works affecting the highway network.

2.2.5. The cost estimates are based on rates specified in recent contracts.

2.2.6. The column for 2003/04 in Table 7 shows the expenditure in the current grant of £772,000.

Table 7: Principal Road Maintenance – 2003/04 to 2008/09

Priority	Name of Road	UKPMS Condition Rating		Cost estimate (£'000s)					
		Length (M) (CI>70)	Length (M) (CI 70 to 50)	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
1	Lordship Lane	590	40	772					
2	Denmark Hill	370	80		534				
3	Southwark Bridge Road	340	80		496				
4	Bermondsey Street	140	120		515				
5	Long Lane	330	80		484				
6	Rotherhithe New Road	190	220			542			
7	Borough Road	280	0			438			
8	Borough High Street	220	20			366			
9	Peckham Rye	200	20			335			
10	Walworth Road	160	140			325			
11	Lambeth Road	160	0				300		
12	Camberwell Road	120	40				279		
13	Druid Street	100	40				241		
14	East Dulwich Road						150		
15	Half Moon Lane							179	
16	Camberwell Green							100	
17	Marshalsea Road							85	
18	Waterloo Road							87	
19	Champion Park								136
20	Crystal Palace Parade								75
21	Village Way								50
			<b>Total</b>	<b>772</b>	<b>2,029</b>	<b>2,006</b>	<b>970</b>	<b>451</b>	<b>261</b>

CI = Condition Index



## **3. BRIDGE STRENGTHENING**

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### **3.1. Introduction**

3.1.1. The programme to assess bridges and other highway structures for their capability to carry 40 tonne vehicles has been used to formulate this bid. It has been carried out with consideration to the following order of priorities.

- Primary Routes;
- Bus Priority Network;
- Other Bus Routes; and
- Local Roads.

3.1.2. A package approach has been introduced to provide a more co-ordinated and prioritised method for the funding of assessment and strengthening programme of highway bridges and structures in London. Other Structural Maintenance has also been incorporated in the latest refinement to the Package Approach Prioritisation. Westminster City Council has taken the lead role in setting up and operating the London-wide package and acts as lead advisor to Transport for London on behalf of all 33 London Authorities.

3.1.3. A London-wide prioritisation strategy has been developed to ensure that maximum use is made of available funding and that those structures most at risk on the most important routes are dealt with first. This strategy provides a fair basis for the allocation of funding between the Boroughs and bi-monthly monitoring of the expenditure allows funds to be re-allocated during the financial year. In this way, the total available grant funding for London will be fully utilised.

3.1.4. Westminster City Council is working closely with other London Boroughs, via the LoBEG forum, in producing a strategy for identifying the backlog in bridge maintenance and producing a prioritised forward investment programme to meet this objective. Boroughs are providing individual bids showing local priorities.

3.1.5. The programming of works is co-ordinated with adjoining local authorities including riparian owners of road-river crossings in order to minimise impacts. Regular meetings take place, attended by the parties involved.

3.1.6. As part of the assessment programme, Network Rail has carried out a detailed assessment of the loading capacity of the Red Post Hill Bridge on behalf of the Council. As a result, the bridge was weight restricted to 7.5 tonne gross vehicle weight. Due to this weight restriction, buses serving Dulwich Hospital, schools and the North Dulwich railway station were diverted, causing considerable discomfort to the public.

3.1.7. Consequently, lane restriction works were carried out to increase loading capacity of the bridge to 17 tonne Gross vehicle weight. This enabled the double-decker buses to use the bridge once again on a temporary basis. However, the bridge needs to be strengthened in the near future and a feasibility study was carried out to establish the most suitable and economical method of strengthening the bridge. A bid for detailed design and strengthening works is included in this submission.

3.1.8. A five-year programme for the assessment, strengthening and other structural maintenance of highway-structures including this year's bid, is provided in Table 8 below and in Appendix A (see also Figure 5).

**Table 8: Programme for Assessment, Strengthening & Other Structural Maintenance of Highway Structures – 2003/04 to 2008/09**

	STRUCTURE NAME	Cost Estimate (£'000s)					
		2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
	<b>LBS Bridges</b>						
1	Commercial Way Bridge	(A) 5	--	--	--	--	--
2	Lavender Lock Bridge	(A) 5	--	--	--	--	--
3	Willowbrook Road Bridge	(A) 5	--	--	--	--	--
4	Redriff Road Bridge	--	(A) 5	--	--	--	--
5	Farquhar Road Bridge	--	(OSM) 120	--	--	--	--
6	Dulwich Wood Park Retaining Wall	--	(S) 160	(S) 100	--	--	--
	<b>RAILTRACK Bridges.</b>						
7	Camberwell Grove Bridge	--	(IM) 10	--	--	--	--
8	Red Post Hill Bridge	(S) 365	(S) 350	--	--	--	--
	<b>LUL Bridge</b>						
9	Rotherhithe New Road Bridge	--	(F.S) 10	--	--	--	--
	<b>TOTAL</b>	<b>380</b>	<b>655</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Notes:**

F.S = Feasibility Study  
A\* = Load Testing – Desktop Study  
I.M = Interim Measures  
A = Assessment  
S = Strengthening  
OSM = Other Structural Maintenance

## 4. 20MPH ZONES & LOCAL SAFETY SCHEMES

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### 4.1. Introduction

- 4.1.1. Southwark Council's road casualty reduction strategy is currently under review and it is anticipated that the draft *Southwark Road Safety Strategy* will be considered by Council in autumn 2003. However, for the purposes of this BSP, a summary of the strategy is provided below.
- 4.1.2. The five main components, upon which the draft *Road Safety Strategy* will rely, include Engineering, Education (including Training and Publicity), Encouragement, Enforcement and Effectiveness.
- 4.1.3. Within these five components, there are six categories of schemes that are implemented by the Council including:
- (1) 20mph Zones;
  - (2) Home Zones/Traffic management Areas;
  - (3) Local Safety Schemes;
  - (4) Safer Routes to School Schemes;
  - (5) Cycling Schemes;
  - (6) Walking Initiatives.
- 4.1.4. This Section outlines the bids for the main engineering schemes (1 to 3 above) and the Education, Training and Publicity (ETP) schemes that the borough intends to implement over the next five financial years.

#### *A Comment About Road Safety in Southwark*

- 4.1.5. The Council is progressively covering the borough with area-wide traffic calming schemes. These mainly relate to the development of 20mph zones, as described in this Section. In addition, the Council has introduced several Traffic Management Areas as complementary measures to the CCS within the charging zone. It is the Council's intention to take traffic calming further and introduce Home Zones where it can.
- 4.1.6. In addition, the Council wishes to tackle improvements to road safety along corridors as well as areas and single sites. The Council made a successful bid to the DfT for a pilot road safety demonstration project for the Walworth Road scheme and this is described further in Section 10.3. The Council is an innovator and aims to be at the forefront in making corridor-based improvements to road safety.
- 4.1.7. For the Council to meet its Public Service Agreement (PSA) with central Government, relating to road safety and personal safety on school journeys, it would be helpful if TfL could lend support by allocating the scale of funding sought. This will help the Council to reach agreed targets by 2005 so that it will be eligible for a performance bonus.

## 4.2. Methodology for Selection of Safety Schemes

4.2.1. Until 2003, local safety schemes and 20mph zones in Southwark were generally prioritised based on the total number of casualties in a specific location. This methodology has now been revised and potential safety engineering schemes are assessed using a scorecard (see Appendix C) that takes the following factors into consideration:

- (1) The number of Killed and Seriously Injured (KSI) casualties in vulnerable road user categories (i.e. pedestrians, pedal cyclists, power two wheelers and children). Road user categories that are not achieving the corresponding TfL targets at the required rate are given greater weighting;
- (2) The ability to treat the problem based on an analysis of the major contributing factors relating to the casualties;
- (3) The cost effectiveness or First Year Rate of Return (FYRR) of potential schemes (this is determined by considering possible treatments, cost of implementation and likely casualty reductions);
- (4) The social deprivation level of the area (based on the National Index of Multiple Deprivation for Wards);
- (5) The proximity to other existing safety schemes or proposed schemes that will be undertaken within the next 12 months; and
- (6) Facilities and features close to the location concerned (e.g. schools, parks/playgrounds, child care centres, hospitals, aged care centres).

4.2.2. In addition to these factors, which in most cases can be quantified, the vehicle, pedestrian and traffic flows in the proposed locations are considered, where such data is available. It is envisaged that these additional factors will form part of the prioritisation scorecard when a sufficient database of traffic volumes has been compiled. This will be an ongoing task over the next few years.

4.2.3. This scorecard methodology is applied by a panel of the Council's road safety engineers and confirmed with the Metropolitan Police. Through this process, it is possible to rank the schemes.

4.2.4. The following subsections will outline the 20mph zones, Home Zones and local safety schemes and that are being bid for as part of this year's BSP.

## 4.3. Undertaking Road Safety Schemes in Southwark

4.3.1. The manner in which engineering schemes are implemented in Southwark is currently being reviewed and this methodology will form part of the draft *Road Safety Strategy*. It is proposed that all schemes will consist of 3 stages as outlined in the following table:

**Table 9: Programme Stages for Implementation of Road Safety Schemes**

Stage 1	Preliminary Design
	Consultation
Stage 2	Detailed Design
	Safety Audit Stage 2
	Monitoring Phase 1
	Implementation
	Safety Audit Stage 3
Stage 3	Monitoring Phase 2

- 4.3.2. **Stage 1** involves the preliminary design of the scheme by the Council's road safety engineers or, depending upon resources, by a consultant selected under tender. This stage also consists of a thorough consultation exercise including ward Councillors, local residents, businesses, schools, community groups, faith groups, the Metropolitan Police Service, bus providers and other interested parties.

For small single site schemes consultation includes a mail-out to all registered postal addresses in or near the affected area, incorporating written and illustrative details of the scheme and a freepost feedback form.

Larger schemes require more extensive consultation in their development and the staged approach discussed here may be undertaken iteratively. 20-mph Zones are implemented incrementally. The initial scheme elements are based on local community requests for road specific traffic calming and pedestrian facilities that reduce severance and isolation both between and within such areas. The preliminary designs are developed through exhibitions or other means of establishing local concerns. When the initial scheme elements are implemented the practical consequences are assessed before further works are developed to consolidate zones.

- 4.3.3. **Stage 2** involves the detailed design of the scheme incorporating any relevant amendments arising out of the consultation process. Prior to this design being finalised for construction, an independent and qualified engineer undertakes a Stage 2 Safety Audit. The first phase of monitoring is also undertaken at this time and involves the following key tasks:

- (a) Consideration of the casualty statistics using information provided by TfL's London Accident Analysis Unit (LAAU);
- (b) Site Investigations to record details of the physical environment at and surrounding the site; and
- (c) Surveys of the traffic volumes and speeds over a seven-day period.

- 4.3.4. Following these tasks, the scheme is implemented. Southwark aims to minimise the disturbance to road users and residents and accordingly, aims to undertake implementation during off-peak times. Within 6 months of completion of implementation, a Stage 3 Safety Audit is undertaken and any recommended adjustments carried out.

- 4.3.5. **Stage 3** - which involves Phase 2 of the monitoring process - is an ongoing task. This consists of annual comparisons of casualty data being made after the scheme has been completed to record the degree of success of the scheme. After 3 years, a more thorough review of the scheme is made using the same elements as the Phase 1 monitoring. The results are then summarised in a short written report.

- 4.3.6. For larger-scale schemes a project may take place in phases over several years, with Stages 1 to 3 being undertaken for each phases.

- 4.3.7. It should be noted that the cost estimates that are included in this BSP include amounts for the after-monitoring of schemes, even though the main element of this work is not undertaken until 3 years after the main design and implementation takes place. Southwark seeks reassurance from TfL that this funding should be made available either in advance or at the appropriate time as indicated in the remainder of this section.

#### **4.4. 20mph Zones**

- 4.4.1. The Council's approach to 20mph zones reflects the Council's transport, environmental and quality objectives, and the local community's increasing desire for high standards in streetscape and less dangerous pedestrian environments. Reducing non-essential through-traffic in residential areas will improve air quality and reduce noise. Schemes under consideration are consistent with and included in the Council's *Air Quality Improvement Plan*.
- 4.4.2. The 20mph zones that have been identified as part of the preparation of the draft *Road Safety Strategy* are generally defined as being 'areas' where treatment is required.
- 4.4.3. **Areas** are geographic regions with boundaries based on identifiable logical traffic areas, such as the routes that form the major road network, or other key built or natural features. In some instances the boundary is also defined by the borough boundary. Once an area is determined, it is possible to plot the distribution of casualties throughout the area for a specific time period and identify patterns involving vulnerable road users in that area.
- 4.4.4. Southwark is undertaking a systematic approach to 20mph zones throughout the borough, with the intention of installing 20mph restriction in all residential areas, where reasonable to do so, over the next 5 years or so. At present, there are 11 main, logical geographical areas that have been identified for short to medium term treatment. However, the Council recognises that the cost of implementing 20mph zones and the resources required to do so, can limit the extent and quality of the final works. Accordingly, some of the largest of the 11 areas have been broken down into 2 or more stages to make their implementation more manageable. Furthermore, given current resources, the proposed programme aims to implement 2 or 3 schemes per year whilst having a further 2 or 3 schemes in development.
- 4.4.5. The proposed 20mph zones have been further prioritised to coincide with or follow on from other 20mph zones, local safety schemes and various other environmental improvements in these localities. The 'areas' that have been identified for treatment to create 20mph zones over the next five years and that form part of this bid are outlined in Table 10 and in Appendix A. These areas are illustrated on Figure 6.
- 4.4.6. The early proposals outlined in Table 10 - Peckham West, East Dulwich, Barsest and Waverly schemes - are consolidations of 20-mph zones currently being developed. The Bermondsey schemes build upon traffic calming measures recently implemented as complementary measures to the CCS. Coopers Road is a 20-mph Zone in conjunction with a proposed Home Zone, which is described below (see Section 4.5). The Peckham North-East scheme is a complementary project in support of the alignment of the Cross River Transit scheme through north Peckham.
- 4.4.7. The Camberwell West 2 zone is in response to resident requests and covers an area including Flodden Road, which borders an existing 20mph zone in Lambeth, to the west. Flodden Road especially has experienced increased traffic since Lambeth implemented scheme in the adjacent area across the borough boundary. Residents on both sides of the road supported a recent petition to implement traffic calming with positive support given from 59 out of 74 households.

Table 10: 20mph Zone Programme – 2004/05 to 2008/09

SCHEME NAME	COST ESTIMATE (£,000s)										Scheme Total
	2004/05		2005/06		2006/07		2007/08		2008/09		
Harper Road Area	15	70									90
Peckham West 2	50	240									300
East Dulwich 2	30	135									175
East Dulwich 3	30	135									175
Barset Stage 2		30	135								175
Waverley 2		30	135								175
Bermondsey 1			30	135							175
Bermondsey 2			25	115							150 + 10
Coopers Road				25	115						140 + 10
Peckham North-East 1				25	115						140 + 10
Peckham North-East 2					25	115					140 + 10
Chilton Grove					20	95					115 + 10
Peckham North-West						25	115				140 + 10
Camberwell East 1						25	115				140 + 10
Camberwell East 2							25	115			140 + 10
Camberwell West 1							20	95			115 + 10
Camberwell West 2								25	115		140 + 10
Gypsy Hill								25	115		140 + 10
<b>TOTALS</b>	<b>765</b>		<b>625</b>		<b>535</b>		<b>570</b>		<b>270</b>		<b>2,875</b>

- Stage 1 Preliminary Design & Consultation
- Stage 2 Detailed Design & Implementation
- Stage 3 Monitoring (3 years post completion)

#### **4.5. Home Zones/Traffic Management Areas**

##### Introduction

- 4.5.1. There are a number of Home Zones that are being pursued in Southwark that build upon neighbourhood renewal and regeneration work that has been undertaken in recent years. Although some of these Home Zones would be most appropriate to be undertaken at the same or similar time to some of the 20mph Zones that are proposed in this Section, it is understood that TfL have not specifically made allowance for Home Zones in this year's Guidance.
- 4.5.2. The Council's aspiration is that traffic speeds in residential area should be similar to walking speeds. While the intention is to have Home Zones in these areas, the Council appreciates that the development of full Home Zones involves costly expenditure that is not readily available. The Council is nonetheless determined to lower speeds in certain areas and will seek to achieve this through modestly costed schemes as 'Traffic Management Areas'. Traffic Management Area may thus be regarded as proto-Home Zones and for very small area may involve the implementation of preliminary measures to reduce speeds, such as partial road closures, road narrowing and tree planting.
- 4.5.3. A bid is made under this 20mph Zone category for five Home Zones/Traffic Management Areas. However, if it is TfL's decision that this is not the most appropriate category for such schemes, Southwark seeks an assurance that these schemes, or any others in this category, will not be prejudiced in the assessment and allocation funds. Furthermore, if it is TfL's decision that Home Zones cannot be funded under this year's BSP, Southwark strenuously requests that these be considered for future funding years and that the schemes listed hereunder be recorded for that purpose. The Home Zones that are being bid for as part of this BSP are listed below in priority order:
- (1) Coopers Road
  - (2) Malfort Road
  - (3) Frean Street Area
  - (4) Alscot Road Area
  - (5) Grosvenor Terrace
- 4.5.4. A brief description of each of these schemes is provided within the remainder of this subsection (see also Figure 7).

##### Coopers Road

- 4.5.5. This scheme would be a joint development between Southwark Housing and the Peabody Trust and incorporates the demolition and rebuilding of the existing estate, generally bounded by Coopers Road, Rolls Road, Marlborough Grove and Old Kent Road. The intention would be to incorporate the new estate roads into a Home Zone.
- 4.5.6. Streets in the area, such as Mawbey Place and Coopers Road, have seen a large increase in traffic over recent years. The introduction of the CCS has exacerbated traffic problems in the area. Local residents have complained that since the commencement of the CCS the level of traffic on Coopers Road has increased markedly and they are very keen to see some traffic calming measures introduced on these two roads. Furthermore, a new resident parking scheme was introduced in this area as a complementary measure to the CCS, and consequently Coopers Road is now almost clear of parked cars and traffic tends to travel at much higher speeds.



- 4.5.7. The programme for these works is to undertake the implementation in 3 phases with Phase 1 from 2003-2005, Phase 2 in 2005/06 and Phase 3 in 2006/07. This is set out in more detail in a report prepared by ECD Architects in 2002, a copy of which can be made available upon request.
- 4.5.8. It is only possible to incorporate a basic level of estate traffic calming within the agreed scheme budget of approximately £284,000. Accordingly, a bid is made for match funding of £280,000 so that the base case scheme may be developed into a full Home Zone. Of this amount, £60,000 is being requested for the 2004/05 financial year to kick start the process.
- 4.5.9. It should be noted that as there is no funding to carry out any traffic calming improvement to surrounding adopted highways a bid for a 20mph zone has been made as part of this BSP (see Section 4.4) and this Home Zone bid would complement that scheme.

*Malfort Road*

- 4.5.10. Residents in the streets around Malfort Road – Grove Hill Road, Ivanhoe Road and Bromar Road - have been expressing considerable concern over the past two years about increasing levels of traffic in the area and the speed of traffic at off-peak times. The area, situated within the developing Peckham West 20mph zone, offers one on a few east-west crossing points across a railway line in the area via Avondale Road and is therefore sensitive to fluctuations in traffic levels.
- 4.5.11. The Council is keen, in the context of the wider development of the 20mph zone in this area, to calm traffic in this area more than it would for a 20mph zone. Accordingly, the Council wishes to treat this area as a Traffic Management Area by implementing physical traffic calming measures and measures to provide precedence of pedestrians and cyclists over cars. It envisages that this may involve road narrowing and tree planting to achieve this end.
- 4.5.12. The Council wishes to do preliminary works early in 2004/05, at a cost of £60,000, and see how the area behaves in the context of the development of the surrounding 20mph zone. A marker is also put down here for an additional £60,000 in 2005/06.

*Frean Street Area*

- 4.5.13. The Council has a Regeneration Program for the area around Bermondsey Spa. The intention of this program is to improve the quality of housing in this area and create mixed tenure accommodation from existing Council-owned estates, taking advantage of the improved accessibility offered by the new Bermondsey Underground station on the JLE. Bermondsey Spa is one of several key regeneration areas identified in the Council's revised UDP, which will result in an increase in the borough's population. The scale of regeneration activity projected in Southwark is such that the borough is projected to have the second highest population growth in the Mayor's *London Plan*. Bermondsey Spa is located in one of the most deprived pockets of the (former) wards of Abbey, Bricklayers and Riverside (with ward rankings in the ODPM's Multiple Index of Deprivations of 577, 1141 and 1362 respectively).
- 4.5.14. The Council is seeking funds to create Home Zones in two areas of Bermondsey Spa: around Frean Street and Spa Road/Alscot Road. In the case of Frean Street monies are sought from TfL to create a Home Zone in the heart of the new residential development.

- 4.5.15. The Frean Street housing scheme is bounded by Frean Street, Old Jamaica Road and Thurland Road. It is proposed to develop a Home Zone to link 5½ acres of comprehensive new development along with existing uses, including a primary school, a park (with play space), nursery school uses and primary health facilities. This project would be an integral part of the established regeneration program. This Home Zone was highlighted in last year's (2003/04) BSP.
- 4.5.16. The Home Zone would be situated within a proposed Bermondsey 20mph Zone with Spa Road as its spine. This will reduce traffic speeds even further in this known rat-running area, reinforce a new perspective of pedestrian-friendly/cycle-friendly area and create a safe environment for pedestrians to transfer between homes, work spaces, commuter destinations such as bus stops, the Bermondsey Tube Station, schools, parks and primary health facilities. The proposed programme for this scheme is as follows:
- 2004/05 preliminary design and consultation. Commence detail design. Planning approval to be sought in conjunction with the detailed development proposals of the adjacent sites.
  - 2005/06 Commence Implementation
  - 2006/07 Continuation and Completion of Scheme
- 4.5.17. The total cost of this scheme is estimated at approximately £1,300,000 and it is expected that the Bermondsey Spa Regeneration Program would contribute approximately £800,000 towards the project's delivery. Accordingly, the bid made for this scheme is a total of £500,000, of which £200,000 is being requested for the 2005/06 financial year.
- 4.5.18. The scheme will have dramatic benefits for residents and businesses in the area by reducing traffic speeds, creating a pedestrian friendly area and making safer, better use of the public realm space (including highways).

*Alscot Road Area*

- 4.5.19. Residents have complained about rat-running activities along these roads, which flank Spa Gardens. Traffic calming was introduced as a complementary measure to the CCS to curb anticipated increases in rat-running. This scheme will build upon these improvements to develop a Home Zone adjacent to the park. It will link several acres of comprehensive new development, public realm improvements, new play and education facilities in Spa Park with existing uses, including a nursery school, a primary school a new private nursery and primary health facilities.
- 4.5.20. The proposed Home Zone would be located within a proposed Bermondsey 20mph Zone and close to the proposed Frean Street Home Zone.
- 4.5.21. The proposed programme for this scheme is as follows:
- 2004/05 preliminary design and consultation. Commence detail design. Planning approval to be sought in conjunction with the detailed development proposals of the adjacent sites.
  - 2005/06 Implementation of Scheme
- 4.5.22. The total cost of this scheme is estimated at approximately £250,000, of which £125,000 is being requested for the 2004/05 financial year.

- 4.5.23. The effect of scheme will be as if Spa Park were enlarged, thereby making better use of the public realm space (including highways). Residents and businesses in the area will benefit from reduced traffic speeds and the creation of a safer, pedestrian friendly area.

Grosvenor Terrace

- 4.5.24. The small area bounded by Grosvenor Terrace, Bethwin Road and Camberwell Road has experienced eight road casualties in the past three years. Due to the inception of the CCS, the John Ruskin Street/Albany Road axis has experienced an increase in traffic, since it offers an alternative to the inner ring road for traffic moving via the Rotherhithe Tunnel.
- 4.5.25. Residents of this area have been complaining to the Council for the past 18 months about rising traffic levels in the area. With the inception of the CCS this has become worse. The Council wishes to develop the surrounding area as a 20mph zone, Camberwell West 1, later in its programme than 2004/05.
- 4.5.26. In advance of the creation of the 20mph zone in this area the Council wishes to treat the Grosvenor Street area as a Traffic Management Area by implementing preliminary works early in 2004/05, at a cost of £90,000. Various measures will be explored including partial street closure, road narrowing and tree planting.
- 4.5.27. The Council wishes to undertake the work in an incremental fashion to see how traffic settles down before further works are implemented. An indicative bid of £90,000 is made for 2005/06.

Summary of Home Zone Bids

- 4.5.28. The Home Zone bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid and future year funding (see Table 11).

**Table 11: Homes Zones – 2004/05 to 2006/07**

Scheme	Cost Estimate (£'000s)		
	2004/05 Bid	2005/06 Bid	2006/07 Bid
Coopers Road	60	100	120
Malfort Road	60	90	
Frean Street Area		200	300
Spa Road/Alscot Road Area	125	125	
Grosvenor Terrace	60	120	120
<b>Total Bid</b>	<b>305</b>	<b>635</b>	<b>540</b>

#### **4.6. Local Safety Schemes**

- 4.6.1. Local Safety Schemes that have been identified as part of the preparation of the draft *Road Safety Strategy* are generally defined as being either 'single sites' or 'corridors'.
- 4.6.2. **Single Sites** are individual locations that require attention due to the total number of road casualties that have occurred there over a period of time, such as within the last 36 months. Generally, single sites are small confined areas such as junctions, small geographical areas (i.e. approximately 50m radius) or short lengths of roadway (e.g. less than 50m).
- 4.6.3. **Corridors** are longer sections of a particular road. Attention is drawn to sections of a route that tend to have more casualties occurring within them than might be expected for that type of road and volume of traffic.
- 4.6.4. Southwark recognises that treating problems at single sites in isolation can sometimes result in that problem being relocated further down a stretch of road or to another location in proximity to the site. Accordingly, the borough wishes to make corridor treatments where appropriate to complement traditional area-based schemes and single sites. The Council is currently developing a demonstration corridor-based road safety scheme along the Walworth Road, as described in the Streets-for-People bid in this document (see Section 10.3).
- 4.6.5. As there are many corridors that require treatment in Southwark, a lengthy period of works is required and accordingly a programme of works over the next five financial years has been compiled. Given the current and expected future resources within the Council and adopting a realistic implementation timeframe, it is intended to implement between 3 and 5 schemes per year whilst having a similar number of schemes in development.

#### *The Proposed Schemes*

- 4.6.6. The single sites and corridors that have been identified for inclusion in the Local Safety Scheme programme for the next three years are outlined in Table 12 and in Appendix A. These are illustrated in Figure 8.
- 4.6.7. The proposed schemes are organised in priority order using the scorecard system described earlier (see Section 4.2). In developing this priority due account has been made of other projects bid for, so that safety benefits may occur over a wider area, and also of the practicability of the programme. It should also be noted that schemes that are in bold in Table 12 are schemes that require signal works.

Table 12a: Local Safety Scheme Programme – 2004/05 to 2008/09

SCHEME NAME	COST ESTIMATE (£,000s)										Scheme Total
	2004/05		2005/06		2006/07		2007/08		2008/09		
Borough High St-Newington Causeway	60	135	135								345
<b>Albany Road</b>	40	190									238
Lower Road	15	70									90
<b>Borough Rd/Southwark Bridge Rd</b>	7	50									60
Barry Road	15	80									100
Lordship Lane	25	120									150
Salter Road		15	65								85
Brunel Road		11	60								75
Ilderton Road		12	63								80
Rotherhithe New Rd-Plough Road		20	95								120
Evelina Road – Nunhead Lane			25	120							150
<b>Rodney Road-Thurlow Street</b>			35	155							200
Grange Road			20	95							120
Denmark Hill North				110	180	180	180				650 + 15
Rye Lane				20	95						115 + 5
Forest Hill Road				15	80						95 + 5
<b>Sub Total</b>	<b>865</b>		<b>1,013</b>		<b>535</b>		<b>206</b>		<b>54</b>		<b>2,698</b>

<b>Stage 1</b>	Preliminary Design & Consultation
<b>Stage 2</b>	Detailed Design & Implementation
<b>Stage 3</b>	Monitoring (3 years post completion)

Table 12b: Local Safety Scheme Programme – 2004/05 to 2008/09

SCHEME NAME	COST ESTIMATE (£,000s)										Scheme Total
	2004/05		2005/06		2006/07		2007/08		2008/09		
<i>Sub Total from Table 12a</i>	865		1013		535		206		54		2698
Abbey Street J/W Maltby St					7	60					67 + 3
Abbey Street J/W Druid St					7	60					67 + 3
Crystal Palace Parade					12	63					75 + 5
Grange Rd (J/W Alscot & J/W Henley)					7	60					67 + 3
Willowbrook Road						25	120				145 + 5
<b>Galleywall Rd J/W Rotherhithe New Rd</b>						25	120				145 + 5
Rotherhithe Street						15	80				95 + 5
Camberwell Road						60	135	135			330 + 15
<b>Long Lane</b>							15	80			95 + 5
Mandela Way							8	52			60 + 5
Peckham Hill St J/W Bird in Bush Rd							5	42			47 + 3
Southampton Way							15	65			80 + 5
South Croxted Road								15	70		85 + 5
Bowyer Place								5	42		47 + 3
Denmark Hill South								15	80		95 + 5
<b>TOTALS</b>	<b>865</b>		<b>1,013</b>		<b>936</b>		<b>1,113</b>		<b>246</b>		<b>4,273</b>

- Stage 1 Preliminary Design & Consultation
- Stage 2 Detailed Design & Implementation
- Stage 3 Monitoring (3 years post completion)

**4.7. Education, Training and Publicity**

4.7.1. There are several elements that currently contribute toward the Council's Road Safety - Education, Training and Publicity (ETP) Programme. These include:

- School Crossing Patrols;
- Safer Routes to School (SRtS);
- Travel Awareness Projects; and
- Cycling Initiatives.

4.7.2. School crossing patrols provide great assistance in reducing the potential for danger to children from traffic on their journeys to and from school. In Southwark, there are 53 justified school crossing patrol sites of which 47 have patrols in operation. The Council supports the effort of providing a 100% take up of these sites and encourages new volunteers. In 2002/03 the Council contributed £224,000 toward these patrols.

4.7.3. The Council's SRtS Programme can help increase children's road awareness and safety skills and this contributes greatly to the overall ETP Programme. The SRtS Programme and related bids are discussed in detail in Section 5 of document.

4.7.4. The travel awareness and cycling initiatives that contribute to the ETP Programme are outlined in Sections 7 and 9 of this bid, respectively. The types of schemes that help increase road safety awareness include: Walk to School Week; Bike Week; Travelwise Week; Green Travel Plans; car clubs and cycle training.

4.7.5. The Council wishes to broaden the scope of ETP initiatives over the next few years and accordingly, this bid contains several new proposals. These proposals are aimed at targeting problem areas and issues within the Borough and in order to do this, each bid contains an element of revenue funding, to contribute toward the engagement of a qualified Road Safety Advisor to manage and undertake these proposals. It should be noted that the success of this programme of works depends on this revenue stream for the 2004/05 financial year. The ETP proposals that are outlined below include:

- Drug Driving Education;
- Business Driver Education;
- Council Fleet Driver Training;
- Youth Centre Cycle Training;
- Council Employee Cycle Training;
- Beware of Cyclists on Left Turn Signs;
- Town Centre Casualty Signs; and
- Hot Spots Casualty Signs.

*Drug Driving Education (Pilot Programme)*

4.7.6. The objective of this proposal is to increase the awareness of road users of the dangers of driving whilst under the influence of drugs. This may be either prescription drugs, which people commonly do not associate with diminished reaction times, or illegal drugs, which are commonly a problem in the more deprived parts of the Southwark community.

4.7.7. The approach to this effort is twofold. Firstly, it is proposed to prepare and distribute leaflets that outline the dangers of drug driving and to place these in doctor's surgeries, health care centres, libraries, leisure centres and similar venues around the Borough. Secondly, it is proposed undertake six education seminars in health,

community, youth or leisure centres involving service providers involved in drug treatment and/or drug users themselves. It is proposed that the Road Safety Advisor who would be funded by the programme of ETP works outlined here will undertake the seminars. It is expected representatives from the Health Department and the Metropolitan Police will assist, but the extent of their involvement will depend on the feedback to these proposals.

4.7.8. It is anticipated that the total cost for production of the leaflets and six seminars would be in the order of £24,000. The programme for undertaking this proposal would be as follows:

- Invite health providers, MPS and others to participate (April 2004);
- Preliminary design and consultation on leaflets (May 2004);
- Select of seminar locations and participants (June 2004);
- Finalisation/printing of leaflets and distribution (July 2004); and,
- Undertake education seminars (August 2004 to March 2005).

#### *Business Driver Education*

4.7.9. The objective of this proposal is to target several large businesses within Southwark and increase the road safety awareness of their employees. It is proposed that the Road Safety Advisor who would be funded by the programme of ETP works outlined here will undertake road safety awareness seminars at the business premises.

4.7.10. Each seminar would address the main modes of personal transport used by the employees (to be determined in a preliminary survey), the main safety issues for those modes of transport, safety issues in that specific locality as well as broader road safety concerns. It is anticipated that a member of the Metropolitan Police would accompany and assist the Road Safety Advisor in this task. It is anticipated that the total cost for six seminars would be in the order of £15,000 and the businesses would be invited to contribute £500 each toward the cost. Accordingly, the bid made here is for £12,000. The programme for this proposal would be as follows:

- Distribute invitations to businesses (April to May 2004);
- Consider and select proposals of interest (May to June 2004);
- Undertake preliminary surveys of businesses (July 2004); and,
- Undertake education seminars (August 2004 to March 2005).

#### *Council Fleet Driver Training*

4.7.11. The objective of this proposal is to improve the road safety awareness and driving skills of Council's fleet drivers by undertaking a comprehensive driver training programme. The Council will be undertaking driver training for approximately 100 fleet drivers from its Social Services Department in 2004/05. This training is to be provided by FleetCraft, who specialise in providing Police level (Class 1) driver training.

4.7.12. The training commonly consists of an initial driver assessment and a half-day theory seminar, at £59 per person, covering various safe driving and eco friendly driving techniques. If drivers are assessed as being of medium or high risk, they are then put through a 1 or 2 day practical training course, at a cost of £245 or £400 per person, respectively. The Council is fully funding training in 2003/4 at a cost of £30,000 and training will commence in the autumn.



- 4.7.13. It is proposed to accelerate the number of drivers undergoing training next year and accordingly, a bid of £30,000 is made here for 2004/05. The Council will match-fund this amount.

*Youth Centre Cycle Training*

- 4.7.14. The objective of this proposal is to improve road safety for youth cyclists in a deprived part of the Borough. This proposal has arisen out of consultation undertaken during 2002/03 'Bike week' in Southwark, where social inclusion was considered by many to be of importance where such training schemes are proposed.
- 4.7.15. To achieve this objective, the Council proposes to target a youth centre (the Salmon Youth centre in Bermondsey) and provide cycle training for up to 80 youths. These sessions will address issues such as cycle control and maintenance, hand signals and the Highway Code, the importance of being clearly visible to other road users and negotiation of particular road situations, such as junctions. In addition, it is proposed to purchase 10 bicycles for the youth centre, for continuing this training.
- 4.7.16. The cost of the training and purchase of bicycles is likely to be in the order of £15,000. This training will be launched during Bike Week 2004/05 and continue through the remainder of the financial year.

*Council Employee Cycle Training*

- 4.7.17. It is proposed to undertake comprehensive cycle training for all Council employees wishing to undertake it, in order to reduce the number of cycle injuries incurred by staff that cycle to work. It is proposed that approximately 150 cycle training sessions will be undertaken, addressing the same issues as discussed under the Youth Centre Cycle Training proposal above. The total cost of this programme has been estimated at £15,000 for 2004/05.

*Beware of Cyclists on Left Turn Signs (Publicity)*

- 4.7.18. The Council wishes to commence a local publicity campaign to help reduce the number of cyclists being injured as a result of being hit by goods vehicles when they make left-hand turns. In recent years the occurrence of such injuries has increased, particularly in the north-west of the Borough, where concentrations of cyclists are greatest.
- 4.7.19. It is proposed that this publicity campaign would comprise the erection of signs and posters in locations where incidents have occurred or are most likely to occur. These locations will be selected in consultation with Southwark Cyclists and initially it is planned to target 25 sites. The total cost of this proposal has been estimated at approximately £25,000. After preliminary design and consultation in April to June 2004, it is anticipated that the signage could be erected in July to August 2004.

*Town Centre Casualty Signs (Publicity)*

- 4.7.20. The Council wants to encourage a culture of road safety in town centres in the borough. Large concentrations of road casualties occur in these areas, with particular concentrations occurring around the town centres of Camberwell, Peckham (particularly along the A202) and Walworth.

- 4.7.21. The Walworth Road is the subject of a road safety demonstration project using funds from the DfT. A bid is made in this document for a more holistic Streets-for-People treatment for the Walworth Road (see Section 10.3). As part of this project the Council is giving consideration to 'gateway' treatments at either end of the shopping area to delineate it more clearly. The treatments are likely to involve 'welcoming/please drive carefully' signs that refer to the town centre, along with textured surfaces on the road so as to reinforce the message to drivers that they have entered a different space. The Council wants to take advantage of European best practice, where textured surfaced areas are used in similar areas. Since the DfT scheme is a demonstration project there is an opportunity to be experimental. Hence, the Council may designate the Walworth Road within the gateways as a 'shopping zone'. The effect that the creation of this new driving space has on road casualties can be investigated in advance of the other works.
- 4.7.22. The Council wishes to try a more limited version of this concept at other town centres in the borough, thereby extending the experiment, by having 'welcoming/please drive carefully' signs at the beginnings of other town centres in the borough: at Peckham, Camberwell, East Dulwich, Nunhead and the Elephant & Castle. Since some of the roads involved belong to the TLRN this project will be conducted in partnership with TfL's Street Management.
- 4.7.23. In the case of Peckham it is intended that this signage will be accompanied by other gateway treatments and a town centre precinct scheme (see Section 10.2)
- 4.7.24. In the case of the Elephant & Castle, the shopping centre is relatively isolated. The area is fed by five main roads and is a major road casualty hotspot. There is considerable pedestrian interchange activity between the buses, the Underground and the main line station, mostly via subways but also supplemented by significant volumes of pedestrian movements at surface level. There is also a substantial amount of movements related to Southbank University and the London College of Printing. The signage for this area will need to reflect the mixture of usage.
- 4.7.25. A bid of £45,000 is made to install appropriate signage at these sites. The long-run effect that the signs have on road casualties will be monitored as part of the Walworth road safety demonstration project and the results reported back to TfL and others.

*Hot Spots Casualty Signs (Publicity)*

- 4.7.26. Similar signage to the Town Centre Casualty Signs discussed above will be applied to four other road casualty hotspot areas in the borough: Grange Road/Southwark Park Road, Willowbrook Road, Albany Road and Lower Road. The signage will omit references to 'town centres'. Schools are located in the vicinity of the first three mentioned, while Lower Road and part of Southwark Park Road flank Southwark Park.
- 4.7.27. A bid of £24,000 is made to install appropriate signage at these sites. The long-run effect that the signs have on road casualties will be monitored and the results reported back to TfL.

Summary of ETP Bids

4.7.28. The bids for the above ETP schemes are indicated in Table 13 below (see also Appendix A).

**Table 13: Education, Training & Publicity Programmes – 2004/05 to 2006/07**

Scheme	Cost Estimate (£'000s)
	2004/05 Bid
Drug Driving Education (Pilot)	24
Business Driver Education	12
Council Fleet Driver Training	30
Youth Centre Cycle Training	15
Council Employee Cycle Training	15
Beware of Cyclists on Left Turn Signs	25
Town Centre Casualty Signs	45
Hot Spots Casualty Signs	24
<b>Total Bid</b>	<b>190</b>

**4.8. Other Relevant Schemes (Herne Hill)**

4.8.1. The Council supports a major traffic scheme under development at Herne Hill Junction, being undertaken by Lambeth Council. The area is located on the western boundary with Lambeth. Five roads including Herne Hill, Half Moon Lane, Dulwich Road, Railton Road and Milkwood Road, converge at this point and it has long been a traffic bottleneck and safety issue.

4.8.2. Consultants WS Atkins have recently approached TfL with preliminary ideas for a detailed and comprehensive study covering modelling, design and consultation for a scheme to rectify the problems at Herne Hill.

4.8.3. TfL have suggested that Lambeth Council bid for the estimated £400,000 needed to construct the new junction scheme. Accordingly, Lambeth have included a bid for £300,000 in their BSP and a further £100,000 is being sought via the SELTRANS BSP and Section 106 money in the locality. If this funding is received, it is anticipated that the scheme could be installed in the 2004/05 financial year. Southwark is keen to progress this scheme and will work in partnership with Lambeth Council to achieve a positive outcome for this junction in the near future.

**4.9. Summary of All Road Safety Schemes Bids**

4.9.1. The bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid (see Table 14).

**Table 14: All Road Safety Scheme Bids – 2004/05**

Scheme	Cost Estimate (£,000s)
	2004/05 Bid
20mph Zones	765
Home Zones/Traffic Management Areas	305
Local Safety Schemes	865
Education, Training & Publicity	190
<b>Total Bid</b>	<b>2,125</b>

## **5. SAFER ROUTES TO SCHOOLS**

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### **5.1. Introduction & Background**

- 5.1.1. As an inner city borough with significant levels of deprivation, the use of the car for the journey to school is less prominent than in other areas since car ownership in the borough is relatively low. In the majority of primary schools in Southwark, walking is the major mode of travel for pupils and the proportion of walkers is much higher than the national average. The focus in many schools in Southwark is therefore making walking routes safer. In the north of the borough many schools do not allow pupils to cycle because traffic is perceived to be more concentrated in this area. The Council wants to encourage cycling in every school in the borough and to help achieve this the Council wishes to change the culture of road safety in Southwark through the provision of appropriate facilities and by engaging with the schools concerned.
- 5.1.2. The Council is progressively covering the borough with 20mph zones, and has demonstrated its ability to deliver its programme. The further rolling out of this programme is discussed in Section 4. In addition, the Council wishes to tackle improvements to road safety along corridors as well as areas and single sites. This is changing the climate against which schools may consider the adoption of safe cycling routes for schools.
- 5.1.3. A bid is made here for child cycle training, which will be available throughout the borough (See Section 9.2). In addition, the Council will be seeking to overcome negative attitudes towards cycling that exist in certain schools.
- 5.1.4. Opportunities also exist to encourage cycling in the east and south and schools in these areas are very willing to champion cycling as a mode of transport. The main mode of transport for secondary school pupils is bus travel, walking is also popular, but walking routes to schools need physical and environmental improvements.
- 5.1.5. For the Council to meet its Public Service Agreement (PSA) with central Government relating to road safety and personal safety on school journeys it would be helpful if TfL could lend support by allocating the scale of funding sought. This will help the Council to reach agreed targets by 2005 so that it will be eligible for a performance bonus.
- 5.1.6. The Council's Safer Routes to School programme is led by the Southwark Safer Routes to School (SRtS) Steering Group, which is organised by the Council's Transport Group. The twenty-five members include school representatives, voluntary organisations, the police, public health services and various Council Departments. The Steering Group has been running for nearly three years with a high level of support and commitment.
- 5.1.7. In 2002 the Council produced a SRtS toolkit. The toolkit gives practical information on setting up a scheme, an electronic School Travel Plan pro-forma and electronic questionnaires. It is distributed to all schools and agencies that are interested in the scheme.
- 5.1.8. In 2003/03, eight schools in two clusters participated in SRtS. By consulting with pupils, parents and teachers, detailed information about the walking routes was gained and the information used in the design of 20mph zones in West Walworth (in the 2002/03 BSP programme), Tabard Gardens and Bartholomew Street (as complementary measures to the CCS). Currently, a Home Zone is being designed for the area around Sutherland Square; this scheme is in close proximity to St. Paul's C of E School, which is participating in the SRtS programme.

5.1.9. In 2002 the Council made a successful bid for a Kerbcraft Pedestrian Training Co-ordinator from the Department of Transport. The post holder started in Spring 2003 and is working in ten primary schools, all of which have involvement in the SRtS programme. This year a MORI poll of young people and parents was conducted as part of the Council's Public Safety Agreement (PSA) giving unprecedented information on the journey to school.

## **5.2. Southwark's SRtS Programme**

5.2.1. Southwark's current SRtS programme has the following objectives:

- (1) Increase levels of walking (2001 baseline 62% in primary schools; 2002 baseline 38% in secondary schools);
- (2) Increase the number of children cycling to school by 100% (2001 baseline 1.6% in primary schools; 1% in secondary schools);
- (3) Reduce the number of primary school children driven to school by 20%(2001 baseline 27%);
- (4) Encourage Southwark schools to develop SRtS schemes (31 schools developed schemes);
- (5) Encourage Southwark schools to make SRtS part of the school ethos (10 School Travel Plans completed).

5.2.2. As part of the programme, two levels of support are offered to schools and these are as follows:

- In all schools, surveys are conducted with parents and pupils to determine routes and issues with the journey to school.
- In 'Champion Schools', schools are offered a package of support including assistance with developing a *School Travel Plan* (STP) and implementing measures to achieve STP objectives, including curriculum work, promotional activities and engineering measures. Schools are given support for 18 months, following which the scheme is evaluated.

## **5.3. School Selection**

5.3.1. In determining the type of assistance and funding that interested schools will receive, Southwark places the schools in one of two categories. Funding is either allocated to 'new schools' that have not participated in the programme before, or 'reward grants' are given to schools that are presently running SRtS schemes and that need additional support. This is described in more detail below.

### *BSP funding for new schools*

5.3.2. For the last three years schools in the borough have been invited by letter to participate in the scheme. As demand outstrips supply, schools are ranked according to the following factors: willingness to develop a STP; high casualty rates in the vicinity of the school; and percentage of children on free school meals (as an indicator of deprivation). Deprivation is a factor since statistical analysis should that accident rates are correlated with deprivation. If possible, schools are clustered geographically to add value. This also ensures that schools that do not have the resources to participate at the current time benefit from route improvements.

### *BSP reward grant for schools running SRtS schemes*

5.3.3. This element of the bid enables the Council to reward schools that are developing SRtS schemes independently and to support schools with on-going schemes with capital funding. Many of the schools would have received non-financial support from the Council's Transport Team.

#### **5.4. Incorporation of SRtS in related schemes**

- 5.4.1. One of the main objectives of the Council is to provide for vulnerable road users. The selection of allied schemes such as 20mph zones is influenced by the presence of schools, as is scheme design. The Council have also worked with TfL to ensure the needs of school pupils are taken into account on TRLN roads, as demonstrated by the addition of guardrailling on the New Kent Road as part of the Bricklayers Roundabout improvements. The Council's Walk to School Week and provision of free child cycle training to 30 of Southwark's schools are other related schemes.

#### **5.5. Current participation**

- 5.5.1. All schools in Southwark providing education to 16 are invited to participate in the SRtS scheme. Southwark has set targets relating to participation in SRtS and production of *School Travel Plans* as outlined above. In 2002/03, 13 schools participated in SRtS (8 with BSP funding), two travel plans were completed and one draft STP was produced. For 2003/04 the Council is aiming to have a further four STPs completed.

- 5.5.2. The schools that have expressed interest, and for which funding is sought in this year's bid, are as follows:

- St Johns and St Clements School;
- East Dulwich Zone (a partnership comprising Alleyn's Secondary School, James Allen's Girls School, James Allen's Preparatory School and Alleyn's Junior School);
- Albion School;
- Spa School;
- Alfred Salter School; and
- St Anthony's School.

- 5.5.3. The issues and proposed actions for each of these are outlined in more detail below (see also Appendix B and Figure 9).

#### **5.6. St Johns and St Clements School**

- 5.6.1. St. John's and St. Clement's School has expressed an interest in the scheme and is prepared to develop a School Travel Plan. The school's pupil population is 327, aged between 3 and 11 years, 18 percent of which receive free school dinners.

- 5.6.2. Between 2000 and 2002, six pedestrians sustained slight injuries in road traffic incidents within 500 metres of the school. This statistic is directly related to the school's main concerns with the school journey.

- 5.6.3. The school's main concerns with the school journey are traffic and congestion around the school entrance and in the area of the school. They have also cited lack of safe walking routes as a major issue. The school would like to investigate setting up a walking bus and parents are very keen to install bicycle racks and to encourage cycling to school. In order to investigate these measures a pedestrian and cycle safety audit the main routes to school is required.

**5.7. East Dulwich Zone**

- 5.7.1. A reward Grant is being bid for here, which is designed to support measures identified as part of work arising from the innovative East Dulwich Zone School Travel Plan, that is currently in draft form. The STP has been written with the partnership of Alleyn's Secondary School, James Allen's Girls School, James Allen's Preparatory School and Alleyn's Junior School.
- 5.7.2. The support for the STP has been funded by the Transport Energy SSA Advice Scheme. These independent schools have a combined role of over 1,600 pupils. Work includes asking pupils to electronically map their route to school and identify danger points. The STP has measurable targets aimed at increasing the number of pupils walking and cycling.
- 5.7.3. Charter Secondary School is also in close proximity and is developing a School Travel Plan that will link with the East Dulwich Zone School Travel Plan. It is anticipated that some of the funding being requested as part of this bid element will contribute to investigating and/or implementing some form of traffic calming in Red Post Hill, outside the school, where traffic regularly uses this as a shortcut and recently a young school girl was hit by a car.

**5.8. Albion School**

- 5.8.1. Albion School has expressed an interest in the SRtS scheme and is prepared to develop a school travel plan. The pupil population at the school is 187, aged between 3 and 11 years, 51 percent of which receive school dinners.
- 5.8.2. The school's main concerns with the school journey are, traffic congestion in the school area and danger from congestion at the entrance to the school. The school would like to investigate traffic calming measure on the approach to the school entrance and relocation of parking bays from the immediate area around the school.

**5.9. Spa School**

- 5.9.1. Spa School is a school for children with special needs however, they do encourage independent travel amongst their pupils. The pupil population (full and part-time) at the school is 80, aged between 11 and 19 years, 56 percent of which receive school dinners.
- 5.9.2. The main concerns of the school is traffic speeds in the local area; congestion at the school entrance and the lack of safe places to cross. The existing one-way entrance outside of the school is ignored; this causes serious safety issues for pedestrians crossing the road. Illegal double parking outside the school is also a serious concern as this causes long queues of traffic and disadvantages pupils who are taken to school by car/bus.
- 5.9.3. In 2001, two pedestrians aged 16 years and under, sustained fatal injuries in road traffic incidents, whilst one pedestrian sustained serious injuries within 500 metres of the school. Furthermore, in 2002, three pedestrians were slightly injured in road traffic incidents within 500 metres of the school. These statistics illustrate the seriousness of the pedestrian safety issues within this area.
- 5.9.4. The school is very keen to; develop a School Travel Plan; improve pedestrian crossing at junctions around the school and support the enforcement of the one-way system and parking facilities in the area. In order to investigate the concerns a pedestrian safety audit of crossing facilities on the routes to school is required along with other investigations on implementing traffic calming reassures and possible the implementation of school parking bays.

**5.10. Alfred Salter School**

- 5.10.1. Alfred Salter School's pupil population at the school is 450, aged between 11 and 19 years, 19 percent of which receive free school dinners. The school developed a School Travel Plan in 2002, with the co-operation of the whole school community and a parents group monitors the plan. The school was successful in gaining funding for cycle training for the whole school and extra cycle parking. From an average of 20 cycles in 2002, the number of bicycles parked at the school is now 50.
- 5.10.2. One component of the STP is to review parking in the immediate vicinity of the area. The funding being requested as part of this bid will be to review current parking restrictions, the provision of bollards and dropped kerbs in the area.

**5.11. St Anthony's School**

- 5.11.1. St. Anthony's CE School has expressed an interest in the scheme and is prepared to consider developing a School Travel Plan. The pupil population at the school is 327, ages between 3 and 11 years, 18 percent of which receive school dinners.
- 5.11.2. In 2002, one pedestrian aged 16 or under sustained serious injuries in a road traffic incident within 500 metres of the school. Furthermore, between 2000 and 2002, five pedestrians were slightly injured in road traffic incidents within 500 metres of the school. These figures illustrate the need for safer routes to school in this location, particularly the danger of speeding vehicles.
- 5.11.3. The school's main concerns with the school journey are; danger from traffic speed in the area; traffic and congestion around the school entrance and lack of safe places to cross. A pedestrian safety audit of the main routes to school is required along with traffic calming measures.

**5.12. Summary of Bids**

- 5.12.1. The 2004/05 bid for the above schemes is indicated in Table 15 below.

**Table 15: Safer Routes to Schools Schemes – 2004/05**

Scheme	Cost Estimate (£,000s)
	2004/05 Bid
St Johns and St Clements School	60
East Dulwich Zone	150
Albion School	35
Spa School	40
Alfred Salter School	50
St Anthony's School	50
<b>Total Bid</b>	<b>385</b>



## 6. CONTROLLED PARKING ZONES

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### 6.1. Introduction & Background

- 6.1.1. The Council is in the process of reviewing its parking regime and part of this review involves the revision of the Council's *Unitary Development Plan*. The Council also wishes to produce a policy document, the *Parking and Enforcement Strategy*, which will form the basis of its *Parking and Enforcement Plan*, as required by the Mayor's *Transport Strategy*.
- 6.1.2. A strategic approach is needed to balance the needs of different transport users, to take due account of the Council's high level policy in its *Community Strategy*, to encourage modal shift and to deal with the implications of regeneration in the borough.
- 6.1.3. Such a strategic approach is essentially to implement parking restrictions where indiscriminate parking causes congestion, access difficulties, creates hazards for pedestrians. Furthermore, the Council aims to ensure that the parking regime allows appropriate access for emergency and essential service vehicles is maintained.
- 6.1.4. Many parking problems arise in the borough from acute commuter parking, leaving residents with less space available for parking. Accordingly, the Council aims to implement permit parking in appropriate locations. This will encourage greater use of alternate means of transport to the private motor vehicle, such as public transport, and where possible walking and cycling. In turn, this will assist in reducing congestion, in line with the Mayor's *Transport Strategy*.
- 6.1.5. Southwark has implemented Controlled Parking Zones (CPZs) across much of the northern parts of the Borough. Some of these have been long standing, although recently some new CPZs were added as complementary measures to the CCS. Other areas that suffer from severe parking pressures also have CPZs, and these tend to be centred on railway stations. CPZs have only been introduced where the local community has supported them.
- 6.1.6. The CCS has had some knock-on effects. A range of new CPZs was introduced to manage the effects of the Congestion Charging Scheme and these CPZs were in place prior to the commencement of the scheme. However, the scheme has resulted in the displacement of parking to other areas of the Borough not covered by existing CPZs. This displacement was not originally envisaged.
- 6.1.7. Southwark wishes to continue its programme of implementing CPZs. However, additional funding is required to enable this to take place. There are two main reasons that further CPZs are required and cannot be implemented using Council funds alone. These reasons are outlined below.
- 6.1.8. Firstly, TfL has advised that there is no remaining funding under the CCS complementary measures budget, despite the consequential impact that the scheme continues to have. Accordingly, monies are sought here to create new zones to deal with displacement issues and to review existing CPZs to create an effective system of parking controls where this is required and called for by the local communities affected. The purpose of reviews is to bring existing zones in line with current parking policy, to receive feedback from residents and local businesses with regard to the effectiveness of the controls and to support the local economy. The

latter is achieved by offering short-term parking, more flexible use of parking space through the provision of pay-and-display machines, shared use bays and more business-friendly permits. The inclusion of these bids is in accordance with advice received from TfL's Congestion Charging Division in their correspondence to the Council of 8 July, 2003.

- 6.1.9. Secondly, there has been an urgent need to allocate the Council's parking surplus toward many critical highways maintenance works in recent years. These critical works cannot be funded through any other means at the present time, particularly as there is no funding available from TfL for Non-Principal Road maintenance. Despite this, in excess of £200,000 from other sources (including Section 106 contributions) has already been or will be contributed in this financial year toward parking projects.

## **6.2. Community Involvement in Southwark CPZs**

- 6.2.1. Over many years, Southwark has been refining and reviewing the public consultation process used to develop CPZs. Most recently, a team consisting of the Council's Media, Marketing and Consultation Units and the Executive Member for Transport, reviewed and produced a standard consultation method. This method exceeds the requirements of the *Local Authority Traffic Orders Procedures Regulation* and is aimed at increasing the participation in consultation exercises. The CPZs recently introduced as complementary measures to the CCS achieved a consultation response rate of about 15% of households, about twice that typically achieved by other London boroughs.

- 6.2.2. The Council has also harnessed work being done under the 'e-government' project to produce a database combining all know address sources to ensure maximum coverage during consultation. Furthermore, the newly created Community Councils have been nominated as the bodies that will give final approval to local permit control schemes.

- 6.2.3. Southwark has also digitised all parking information for inclusion in the Council's website to improve access to information for residents and business within the Borough. This will also assist TfL in mapping all schemes that are being undertaken in Southwark. To this end, all CPZ that are being proposed under this BSP have been mapped using MapInfo and a compact disc submitted with this bid, providing detailed electronic information about the areas. This is intended to help TfL to provide a coordinated approach to CPZs in London.

- 6.2.4. The Council believes that it has a successful community involvement process that ensures that CPZs are implemented where they are needed, and where there is community support for such schemes. This is consistent with TfL's Guidance. The Council will not develop schemes that are not locally supported. The new zones under consideration may be of much smaller extent depending on the local community response.

## **6.3. Monitoring & Review of CPZs**

- 6.3.1. The review of CPZs in Southwark is undertaken in accordance with the legislative requirements and this is to be funded by Council. The Council also wishes to instigate before and after monitoring of new CPZs in order to report back to TfL as to the effectiveness of the controls implemented in dealing with the issues in those particular localities. This monitoring process would consist of the following main elements:

**BEFORE:**

- (1) Undertake Beat Surveys prior to preliminary design of the CPZ to determine the extent and type of parking pressures and to identify trip generators that are causing these pressures; and
- (2) Undertake a Density Survey to determine the availability of parking within the area and the user demand based on Driver and Vehicle Licensing Agency (DVLA) information, cross-referenced with the latest Census data.

**AFTER:**

- (3) Undertake Beat Surveys approximately 2-3 months after implementation to determine whether the causal influences identified in the 'Before' surveys have been addressed. A short written report will be provided to TfL, summarising these results; and
- (4) Undertake a further Density Survey and compare these results with actual parking permits sold, level of utilisation of parking spaces and the types of users that have been issued Penalty Charge Notices (PCNs) up to the time of monitoring. This information will be fed back into the Council's proposed Parking and Enforcement Plan.

6.3.2. This before and after monitoring has been factored into the cost of the schemes that are outlined in the remainder of this Section.

#### **6.4. Proposed CPZs**

6.4.1. The Council wants to implement seven new CPZs in Southwark over the next two financial years and undertake a review of a further CPZ. The CPZ review is required due to pressures arising from the implementation of the CCS. TfL's Congestion Charging Division suggested that due to budgetary restriction in that Division monies may be sought to undertake the review through the BSP process. Accordingly, this BSP contains bids for a programme of CPZs in the following priority order:

- (1) Nunhead – New Zone (2004/05);
- (2) Camberwell East – New Zone (2004/05);
- (3) Brandon – New Zone (2004/05);
- (4) Zone D – Review (2004/05);
- (5) East Dulwich – New Zone (2005/06);
- (6) Queens – New Zone (2005/06);
- (7) Asylum Way – New Zone (2005/06); and
- (8) Peckham North – New Zone (2005/06).

6.4.2. In addition, a bid is being made here for power two wheeler (PTW) parking in and around the Congestion Charging Zone to cater for the increased usage of power two wheelers since the introduction of the Mayor's CCS.

6.4.3. Each of these schemes is outlined in the remainder of this Section (see also Figure 10) and further details are provided in the SIMPLA forms attached to this Plan (see Appendix B).

*Nunhead (NH) – New Zone*

- 6.4.4. The objective of this scheme is to combat commuter parking around Nunhead station, which has increased dramatically since the introduction of the CCS. This has been brought to the Council's attention through numerous resident letters and petitions and has been observed on several site visits in the area in recent months. Furthermore, there have been requests from emergency services and refuse collectors for waiting restrictions, due to the reduced access arising from the increased density of parked vehicles during business hours.
- 6.4.5. This zone will also close the gap between CPZ 'B' to the west (which surrounds Peckham Rye station) and the CPZ implemented by Lewisham Council that surrounds Brockley station to the east. Furthermore, this zone will ensure that there is no further parking pressure placed on this area resulting from the expansion of CPZ 'B', which is being undertaken in 2003/04 as a complementary measure to the CCS.
- 6.4.6. It is proposed that this zone will be implemented in the 2004/05 financial year to follow on from the CPZ 'B' expansion. Specifically, the programme would be as follows:
- Preliminary Design and Consultation (April to July 2004);
  - Detailed Design (August to September 2004); and
  - Implementation (October to December 2004).
- 6.4.7. The total cost of this scheme has been estimated at £220,000 (including monitoring) of which £110,000 is being bid for as part of this BSP. The remainder is to be funded from Section 106 planning gain funds and from other Council sources.

*Camberwell East (CE) – New Zone*

- 6.4.8. The objective of this scheme is to combat displacement of commuter parking from an existing CPZ that surrounds Denmark Hill station (CPZ 'L') and a CPZ that is currently being implemented in the east Walworth area (CPZ 'M2'). This zone encompasses an area within a maximum of 10 minutes from three BR stations, namely, Denmark Hill and Peckham Rye, in Southwark, and Loughborough Junction station in Lambeth.
- 6.4.9. The area is also well serviced by bus routes to the Elephant & Castle and the City. Hence, many commuters park in this area and commute via public transport to the north of the borough as well as north of the Thames. Although the Council supports the concept of park and ride, the impact of commuter parking in this area is on residential streets and the situation for residents and local businesses is becoming untenable. This has been brought to the Council's attention through numerous letters, petitions and phone calls from residents and local businesses.
- 6.4.10. It is proposed that this zone will be implemented in the 2004/05 financial year and specifically the programme would be as follows:
- Preliminary Design and Consultation (June to September 2004);
  - Detailed Design (October to November 2004); and
  - Implementation (December 2004 to February 2005).
- 6.4.11. The total cost of this scheme has been estimated at £220,000 (including monitoring) of which £110,000 is being bid for as part of this BSP. The remainder is to be funded from Section 106 planning gain funds and from other Council sources.

Brandon (BR) – New Zone

- 6.4.12. The objective of this scheme is to combat existing acute commuter parking pressures, which have been caused by its proximity to the Mayor's CCS as this is the closest area to the Congestion Charging Zone not to have permit parking. Furthermore, this scheme will combat the anticipated displacement of commuter parking from CPZs currently being implemented to the north, south, and west as complementary measures to the CCS. It should also be noted that this area is bounded to the east and west by major bus routes into central London (via the Camberwell Road/Walworth Road and Camberwell New Road respectively).
- 6.4.13. There has been considerable supportive feedback for a CPZ in this area from local Ward Councillors, tenant and resident associations (T&RA) and in many letters, petitions and phone calls from residents and local businesses.
- 6.4.14. This zone will be implemented in the 2004/05 financial year and specifically the programme would be as follows:
- Preliminary Design and Consultation (July to October 2004);
  - Detailed Design (November to December 2004); and
  - Implementation (January to March 2005).
- 6.4.15. The total cost of this scheme has been estimated at £220,000 (including monitoring) of which £110,000 is being bid for as part of this BSP. The remainder is to be funded from Section 106 planning gain funds and from other Council sources.

Zone D – Enhancement

- 6.4.16. The objective of this scheme is to enhance the existing CPZ 'D'. Recent CPZs installed in the borough have implemented innovative features that make them more attractive to local residents and the business community. Such features include discounts on residents permits for environmentally vehicles, improved opportunities for disabled parking, motorcycling parking and greater utilisation of available parking space through the use of shared use parking (which allows permit parking and through pay-and-display). The proposed enhancement will roll out these innovations to this CPZ, which is located in the CCS charging zone, and will better orientate controlled parking to the new conditions that have arisen and so better support the CCS. The Council wishes to provide more flexible parking solutions for local businesses to counter the reduced custom that has been associated with declining passing trade caused by the CCS. This has been highlighted to the Council through local business groups and individual traders. The Council supports the CCS but also wishes to foster conditions that support economic activity in the borough in pursuit of *Community Strategy* objectives. To support the local economy in this regard and to make best use of premium road space in this area, the Council wishes to offer shared use bays that will increase the extent of pay-and-displayed bays available. Also, greater provision will be made for motorcycle parking through specific bays. Monies for this enhancement were sought from TfL's CCS section but due to lack of funds this section suggested that a bid be made in the BSP.
- 6.4.17. The programme for this enhancement will not be a rigid as for a new zone and therefore it is proposed to undertake consultation as early as possible in 2004 and advance funding from TfL would assist this process. Accordingly, the programme for 2004 would be as follows:
- Consultation (January to February 2004);
  - Detailed Design (March 2004); and
  - Implementation (April to June 2004).

- 6.4.18. The total cost of this scheme has been estimated at £80,000 of which £40,000 is being bid for as part of this BSP. The remainder is to be funded from Section 106 planning gain funds and from other Council sources.

*Power Two Wheeler (PTW) Parking*

- 6.4.19. The objective of this scheme is to provide new, secure parking for PTWs in and around the congestion charging zone. This parking is in response to the recommendations of a study undertaken in 2002, which was funded by TfL as a CCS complementary measure and which investigated modal shift to PTW use in response to the CCS.
- 6.4.20. The scheme involves the identification of provision of approximately 40 secure parking bays, accommodating space for 5 PTWs, at transport nodes, such as stations and major bus interchanges, in and around the congestion charging zone
- 6.4.21. The total cost for this scheme has been estimated at £30,000. This scheme could be implemented almost immediately and accordingly, the programme would be as follows:
- Detailed Design (April 2004); and
  - Implementation (May to June 2004).

*Peckham West/East Dulwich (PW) – New Zone*

- 6.4.22. The northern section of this zone would create continuous controlled parking across this part of the borough and is an area that has not been put to the local community previously.
- 6.4.23. A CPZ in the very south of this area was considered as a complementary measure to the CCS. On consultation the local community rejected this proposal. The Council's experience since the introduction of CCS is that some areas of the borough that initially rejected the opportunity to have a zone are now seeking controlled parking. The situation is a dynamic one: uncontrolled areas have become subjected to commuter parking resulting from the migration of parking from areas in which CPZs have been newly introduced. The Council wishes to give local residents and businesses in the area another opportunity to reconsider a zone in this area. Factors that are also relevant include a recent expansion locally of high-density key worker accommodation, new live-work business employment and the need to protect local economic interests through the use of the innovative elements described in "Zone D – Enhancement" above.
- 6.4.24. This scheme has two objectives. Firstly to create continuous controlled parking in the Peckham/Camberwell area in order to give precedence to local residents and businesses above commuter parking from elsewhere. Secondly to address acute commuter parking surrounding East Dulwich station, which extends into the town centre along Lordship Lane. This area is a pinch point between two existing CPZs with Peckham Rye Station and Denmark Hill station being no more than an 8 minutes walk from any part of the zone.
- 6.4.25. Furthermore, there is likely to be an increase in parking density due to the introduction of a new CPZ on both the Southwark and Lambeth sides of Herne Hill station and the expected displacement from the proposed Camberwell East CPZ (see above). There have been many letters, petitions and phone calls received in regard to this matter from residents and local businesses. Migratory parking from other newly controlled rail heads is likely to increase to East Dulwich station, which is in Travelcard Zone 2 area.

6.4.26. This zone will be implemented in the 2005/06 financial year and the proposed programme would be as follows:

- Preliminary Design and Consultation (April to July 2005);
- Detailed Design (August to September 2005); and
- Implementation (October to December 2005).

6.4.27. The total cost of this scheme has been estimated at £220,000 (including monitoring) of which £110,000 is being bid for as part of this BSP. The remainder is to be funded from Section 106 planning gain funds and from other Council sources.

*North Dulwich – New Zone*

6.4.28. A CPZ in this area was considered as a complementary measure to the CCS. On consultation the local community had mixed views about the proposal. While there was support for the immediate vicinity of the station the general view was to reject a new zone, so it was not pursued at that time. However, the local community expressed the view that they wanted to review this when the CCS had been introduced.

6.4.29. There is likely to be an increase in parking density in this area due to the introduction of a new CPZ on both the Southwark and Lambeth sides of Herne Hill station and the expected displacement from the proposed Camberwell East CPZ (see above).

6.4.30. This zone will be implemented in the 2005/06 financial year and the proposed programme would be as follows:

- Preliminary Design and Consultation (April to July 2005);
- Detailed Design (August to September 2005); and
- Implementation (October to December 2005).

6.4.31. The total cost of this scheme has been estimated at £220,000 (including monitoring) of which £110,000 is being bid for as part of this BSP. The remainder is to be funded from Section 106 planning gain funds and from other Council sources.

*Queens (Q) – New Zone*

6.4.32. A CPZ in this area was considered as a complementary measure to the CCS. This scheme aims was to address acute commuter parking surrounding Queens Road Peckham station. At that time, the scheme the majority of respondents indicated their support for the scheme. However, local councillors decided against its implementation.

6.4.33. Since the implementation of the CCS commuter parking has increased and support from local residents has also increased based on feedback from the local community commenting on the changed local conditions.

6.4.34. It is anticipated that by 2005/06, there will be displacement from other zones into this area. Accordingly, it is proposed that this zone will be implemented in the 2005/06 financial year as follows:

- Preliminary Design and Consultation (June to September 2005);
- Detailed Design (October to November 2005); and
- Implementation (December 2005 to February 2006).

6.4.35. The total cost of this scheme has been estimated at £220,000 (including monitoring) of which £110,000 is being bid for as part of this BSP. The remainder is to be funded from Section 106 planning gain funds and from other Council sources.

*Asylum Way (AW) – New Zone*

6.4.36. This scheme is proposed to prevent the expected displacement of commuter parking from an existing CPZ that surrounds Peckham Rye station (CPZ 'B') and a CPZ that is currently being implemented in the Trafalgar area (CPZ 'TR'). Furthermore, there is expected to be displacement from proposed CPZs surrounding New Cross station in Lewisham.

6.4.37. It is proposed that this zone will be implemented in the 2005/06 financial year and specifically the programme would be as follows:

- Preliminary Design and Consultation (July to October 2005);
- Detailed Design (November to December 2005); and
- Implementation (January to March 2006).

6.4.38. The total cost of this scheme has been estimated at £220,000 (including monitoring) of which £110,000 is being bid for as part of this BSP. The remainder is to be funded from Section 106 planning gain funds and from other Council sources.

*Peckham North (PN) – New Zone*

6.4.39. This scheme is proposed on the basis of current high vehicle densities in the locality and to prevent the anticipated displacement of commuter parking from the expansion of an existing CPZ that surrounds Peckham Rye station (CPZ 'B') this financial year and from two CPZs that are currently being implemented in East Walworth (CPZ 'M2') and Trafalgar (CPZ 'TR'). The works on all of these three CPZs are being implemented to combat commuter parking pressures as a result of the CCS.

6.4.40. It is proposed that this zone would be implemented in the 2005/06 financial year and specifically the programme would be as follows:

- Preliminary Design and Consultation (July to October 2005);
- Detailed Design (November to December 2005); and
- Implementation (January to March 2006).

6.4.41. The total cost of this scheme has been estimated at £220,000 (including monitoring) of which £110,000 is being bid for as part of this BSP. The remainder is to be funded from Section 106 planning gain funds and from other Council sources.



**6.5. Summary of Bids**

6.5.1. The bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid and future year funding (see Table 16).

**Table 16: Controlled Parking Zones - 2004/05 & 2005/06**

<b>Scheme</b>	<b>Cost Estimate (£'000s)</b>	
	<b>2004/05 Bid</b>	<b>2005/06 Bid</b>
Nunhead – New Zone	110	
Camberwell East – New Zone	110	
Brandon – New Zone	110	
Zone D – Enhancement	40	
Motorcycle Parking	30	
Peckham West/East Dulwich – New Zone		110
North Dulwich		110
Queens – New Zone		110
Asylum Way – New Zone		110
Peckham North – New Zone		110
<b>Total Bid</b>	<b>400</b>	<b>550</b>

## 7. TRAVEL AWARENESS

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### 7.1. Introduction

- 7.1.1. As discussed in Section 1, the Council's *Community Strategy* has five priorities. One of these is "Making Southwark cleaner and greener" while another is "Improving the health of the borough". Both of these priorities are relevant to the BSP as a whole, but are particularly relevant to travel awareness issues.
- 7.1.2. Southwark is an innovator in this field. It has a wide portfolio of European funded projects in this area. There is wide spread regeneration projects taking place or planned in the borough, some of which are large-scale, such as at Elephant & Castle, London Bridge and Canada Water. In addition, there are several large-scale transport projects undertaken or planned within or close to the borough, including the Jubilee line extension, the East London line extension, the Cross River Transit tram, Thameslink 2000 and Crossrail.
- 7.1.3. This combination of factors makes Southwark an ideal test bed in which to conduct travel awareness experiments and to try out new travel awareness schemes. Part of the borough is within the congestion charging zone. The Council successfully made a bid to TfL in May 2002 to be one of four Travel Smart pilot areas in London, for a project in the charging zone. These pilots are currently underway and are being undertaken by consultants acting on behalf of TfL.
- 7.1.4. The Council understands that subject to the outcomes of the pilot that TfL may wish to roll out a Travel Smart programme across London. As stated in the Council's original bid to TfL last year, there is scope to conduct other credible Travel Smart experiments in Southwark given the borough's dynamic nature, for example outside the congestion charging zone along the JLE corridor. The Council welcomes the opportunity to take part in further Travel Smart projects.
- 7.1.5. Southwark Council is committed to modal shift. This can be achieved through awareness programmes, which involves experimenting with different ways to reduce dependence on the private car and reduce single car occupancy.
- 7.1.6. The Council is also committed to encouraging greater awareness of alternatives to conventional fuels, and related measures that may help secure environmental and energy benefits, wherever dependence on the private car and other motorised road vehicles is vital or necessary for transport and supply.
- 7.1.7. To further these two aims, the Council's travel awareness programme is designed to complement its main modal shift programmes (buses, walking, and cycling) and its air quality programme. Part of the Council's travel awareness programme concerns awareness options relating to the private car and other motor vehicles. Hence, the Council's travel awareness programme provides an opportunity to develop an integrated approach towards all forms of travel within the overall framework of reducing congestion and reducing external environmental effects such as air pollution. In keeping with national and regional policy this is increasingly being developed through 'travel planning' or 'travel plans'.
- 7.1.8. In Southwark the Council manages its travel awareness programme as three strands, each in its own way contributing to modal shift and raising awareness about the environmental effects of motorised vehicles.

- 7.1.9. Firstly, through *'Travel Awareness Events'* the Council aims to convey *messages* regarding alternatives to car dependency, ownership, single occupancy and conventional fuels as well as to encourage improved attention to maintenance of motor vehicles (so as to prevent them from becoming 'gross polluters'). These *messages* are devised in an immediate and accessible way during *'Travel Awareness Events'* (local campaigns and events and by participating in pan-London travel awareness events, for example, 'Don't Choke Britain' and 'Car Free Week'). The bids that form part of this year's programme demonstrate the breadth of this 'hearts and minds' work. For example, priority areas that have already been identified within European Car Free Week, range from messages that focus on the promotion of business cycling, to increasing awareness of alternative fuels, and encouraging drivers to leave their private car at home on occasions to use alternative modes (to be achieved by further development of the bus rear advertising campaign piloted in 2003/4).
- 7.1.10. The second strand of the Council's overall *'Travel Awareness'* approach is its focus on raising awareness of the value of *'Travel Plans'*. This concentrates on providing advice to developers and master-planners, and the setting out of exemplars, including updating the Council's own plan, and further down the line, an area-based plan for the local university and local hospital zone together with their satellite buildings for business and accommodation. In addition, the Council's medium-term approach includes the development of locally focussed travel plan advice, exemplars through the internet/web pages and improving knowledge about the modal choices being stimulated at Southwark's new residential developments, through empirical study.
- 7.1.11. The third approach Southwark takes to *'Travel Awareness'* is to allow the borough to be a test bed for *'Innovatory Idea's'*. New technology from the industry, new ways of moving away from our dependence on individual car ownership, use of conventional fuels, and other novel approaches need pilots. These provide the opportunity to find out how workable new supply measures are (new products, services, infrastructure, technology, etc.), and how useful new 'demand management' measures are (new types of car-free development, parking controls, land-use planning tools etc.). In a country still firmly dominated by the aspiration for individually owned, conventionally fuelled cars and road vehicles, sometimes poorly maintained, it is vital to raise awareness about this form of transport and new ideas that can help address negative external effects (congestion, air quality, health and economic).
- 7.1.12. Southwark's approach to devising new initiatives for travel awareness includes the securing of opportunities to transfer and learn from experience abroad. For example, through European co-financed programmes (AIR AWARE, AIR SANTE, SEA, ZEUS and MOSES) Southwark has produced pioneering exemplars. These programmes have enabled the Council and other partner local authorities to slowly shift from a car culture, in line with continental Europe. However, they have also allowed Southwark Council to network with other UK and European cities, creating a firm basis for future innovation and partnership.
- 7.1.13. In accordance with the three types of approach adopted in Southwark for Travel Awareness the schemes that are being bid for this year are outlined in the remainder of this Section under the following three subheadings:
- Travel Awareness Events;
  - Travel Plans;
  - New Initiatives.
- 7.1.14. Each of the bids within these subsections are further detailed in the SIMPLA forms attached to this Borough Spending Plan (see Appendix B).

## **7.2. Travel Awareness Events**

7.2.1. This subsection outlines the regional and local travel awareness programmes that Southwark wishes to undertake in 2004/05. These are described under the following components:

- Regional/Pan-London Events (including Walk to School Week; Bike Week and 'Travelwise' Week); and
- Local Events (Bankside).

### *Regional/Pan London Events – Walk to School Week*

7.2.2. For 2004/05 'Walk to School Week' is being developed into the format of a local area walking plan for schools. This is to be undertaken by selecting two schools through Community Council consultation. These schools will be given an introductory lesson to look at examples of potential local traffic management measures after which pupils will walk the local network of roads.

7.2.3. Subsequently, pupils will work in groups, guided by Council officers, to put their ideas down on paper (local traffic management or transport improvements that would best help the local walking environment). The results will be written into a Travel Plan format and presented to the local Community Council so as to influence policy and funding bid development. The project aims to present a format that, if successful, has scope for wider adoption by all Community Councils.

7.2.4. The total cost to undertake this project in two schools is estimated to be £7,000.

### *Regional/Pan London Events – Bike Week*

7.2.5. The Council's primary aim for Bike Week for 2004/05 is to encourage local businesses (especially those with, or considering, travel plans), schools, local community groups and individuals to arrange events such as bike breakfasts, pedalling picnics and bike rides during Bike Week. Letters of invitation will be sent to the above parties, including those who have received free cycle training from the Council, encouraging them to arrange events during Bike Week and to contribute towards fund raising for these events. Invitations to participate will also be placed on the Council's website and Southwark Cyclists website.

7.2.6. During April 2004 interested parties will be encouraged to arrange events and invited to bid for funding. The Council will distribute funds to interested parties in the form of free cycle training courses, breakfasts, bike maintenance, vouchers from local bike shops or other rewards as needed. It is expected that in early May, the parties to receive funding will be identified. During late May and early June, successful applicants will organise the events with the Council's assistance, with the events taking place in late June. Following these events, participants will be asked to provide feedback information to the Council, including whether the events were successful in encouraging new cyclists. The Council will then collate the results, evaluate them and provide feedback to TfL. It will then be possible to determine whether the project should be continued into 2005/06 or 2006/07.

7.2.7. To sponsor rewards, pay for publicity and staffing costs, £5,000 is being bid for here. It is envisaged that event sponsorship will also be sought by the participants from other sources such as local bike shops and the wider business community.

- 7.2.8. Adults who have had free cycle training (see Cycling section of this BSP) will be encouraged to cycle to work during the week and attend Southwark Cyclists' Bike Breakfast or cycle on a locally organised bike ride or arrange a Bike Breakfast at their work place.

*Regional/Pan London Events – 'Travelwise' Week*

- 7.2.9. The Guidance issued by TfL indicates that 'Travelwise' Week consists of the June 'Don't Choke' Britain' event and the September 'European Car Free Week'. Southwark is bidding for a driver awareness programme that addresses the 'gross polluter' during the former and for selected events during the latter of these weeks. The particular events and schemes proposed will now be outlined.

*'Don't Choke' Britain' Week*

- 7.2.10. During 'Don't Choke' Britain' week, the Council will hold events that enable drivers to obtain free emission testing and re-tuning. Information about the environmental and fuel efficiency benefits of proper maintenance and tuning of fuel/engine systems will be provided to the motorists. As in past years, these popular awareness-raising events are likely to be provided at supermarket car parks, subject to the approval of local retail businesses. In addition, a demonstration and display of state-of-the art remote sensing equipment is planned, subject to availability. This provides a real-time means of measuring peaks and troughs of emissions as the car drives past; a novel system that the Council has been exploring as an awareness-raising tool under a European air quality programme.
- 7.2.11. Feedback on the scheme will be provided to TfL in the form of a written report, drawing on the questionnaires and comments of participants. This will follow the second part of this awareness programme, which is scheduled for autumn 2004 under 'Responsible Car use' day during European 'Car Free Week' (see below).
- 7.2.12. In accordance with discussions with TfL, it is understood that the September 'Car Free Week' will consist of eight 'themed' days. These are listed below and it is Southwark's wish to bid for events held on the priority days shown below in bold type:

- Day 1 - Public Transport Day
- **Day 2 - Cycling Day**
- Day 3 - Living Streets/Greenways Day
- **Day 4 – Green Travel Day**
- **Day 5 - Responsible car use day**
- Day 6 - Mobility & Health Day
- Day 7 - Leisure/shopping day
- **Day 8 - 'In Town without my car!' day**

- 7.2.13. Feedback on the events described below will be provided to TfL in the form of a written report, drawing on the questionnaires and comments of participants.

*Day 2 – Cycling Day*

- 7.2.14. This aims to complement Southwark's business (travel plan) approach for Bike Week 2004/05, by supporting a scheme that has relevance to social inclusion. The objective of 'Cycling Day' responds to an issue raised during the 2003/04 consultation on cycling initiatives and is being addressed by devising and promoting a *Youth Centre Cycle Training Scheme* that aims to reach people who do not normally cycle and may not have access to their own bike.

- 7.2.15. This 'Cycling Day' scheme is designed for a youth centre in a deprived part of the borough, in Bermondsey. The Council will assist the centre in fundraising to buy 24 new mountain bike cycles and publicise, on Cycling Day 2004/5, the success of the scheme. This will enable the youth centre and its trained cycle instructors, who live and work close by, to promote the concept more widely.

*Day 4 – Clean Vehicle Event*

- 7.2.16. The objective of this event is to foster a greater local understanding of alternative fuels, in particular drawing public attention to their current availability, cost and provide incentives for drivers in the Southwark area who are considering replacing their car or other motor vehicle. This will be achieved by a display of the Council's alternative fuelled vehicles at a seminar day for local people, fleet managers and drivers.

*Day 5 – Responsible Car Use Event*

- 7.2.17. The objective of this day is to follow-up the work proposed for 'Don't Choke Britain Week' that focuses on raising awareness about 'gross polluters' and the advantages of maintaining a car's engine/fuel system properly. It will draw on the experience gained during the earlier event and exhibit the results and conclusions drawn. The exhibition will demonstrate the extent of badly tuned and easily repaired car engines and encourage a more long-term local programme to help address this problem.

*Day 8 – 'In Town without my car!' day*

- 7.2.18. A street or road closure is envisaged for this, the final day of 'Travelwise' Week, supported by a development of, or variation on, the Bus Rear Advertising Campaign introduced by the Council in 2003/04. The road closure will be identified through consultation, and may be a selected 20mph zone, a park, or a proposed Home Zone, rather than a commercial street, in order to emphasise the Council's commitment to calming and removing inessential traffic from residential areas.

*Travelwise total bid*

- 7.2.19. The total amount of funding being requested for all components of the 2004/05 'Travelwise Week' (inclusive of 'Don't Choke' Britain' week) is £25,000.
- 7.2.20. The various evaluation reports for each component of 'Travelwise Week' will be summarised in a single executive report, in autumn 2004.

*Local Events – Bankside Open Day*

- 7.2.21. As part of the annual Bankside Open Day event, the Council wishes to produce and distribute a leaflet that, in addition to offering half price entry to restaurants, galleries and other destinations, will make Travelwise offers. These offers may be for free car club use for a day, free trial of an electric vehicle for day or use of a free bug bike for a day. The total cost of this proposal is likely to be in the order of £12,000 and is to be part funded by Council or SRB funds. Accordingly, the bid here is for £8,000.

**7.3. Travel Plans**

- 7.3.1. This subsection outlines the *Travel Plans* programme that Southwark wishes to undertake in 2004/05. This programme will be developed in partnership with SELTRANS's green travel officer and Sustainable Energy Action (SEA) - which is developing Green Travel Plans with businesses in the Southwark area and assisting with review of the Council's Travel Plan.

- 7.3.2. The aim of the programme area is encourage modal shift for new development rather than cater for increased road traffic and highway capacity through old-style 'predict-and-provide' philosophy. This will lead to reduced demand for parking, less congestion and an improved environment in line with Planning Policy Guidance 13 Transport (March 2001) as well as government and regional guidance.
- 7.3.3. The Council plans to develop local awareness of modal shift through concentrating its Travel Plans process on eight themed projects described below:
- (a) Review the Council's *Green Travel Plan*;
  - (b) Preparation of written guidance for developers;
  - (c) Monitoring the travel generation of recently completed residential developments and the level of use made of facilities such as cycle parking in basement car parks;
  - (d) Establishing a local *Green Travel Plan* database
  - (e) Establishing a Green Travel Plan website with local information and contacts;
  - (f) Developing a Travel Plan for the university quarter;
  - (g) Developing a travel plan for the hospital quarter
  - (h) Developing school travel plans.

*Southwark Council Green Travel Plan Revision*

- 7.3.4. The Council is bidding for £10,000 funding to revise its first Green Travel Plan, based on green travel surveys that have been undertaken (and completing surveys in Departments yet to do so). A report will be made into changes in modal shift over the duration of the first plan. This work will be carried out in partnership with the Sustainable Energy Agency.

*Green Travel Plan Advisory Guide for Developers*

- 7.3.5. Southwark is experiencing a considerable amount of development activity and consequently the Council has to deal with a large number of Masterplan and regeneration proposals at concept stage, as well as actual planning applications. To facilitate this activity and support the preparation of travel plans for new developments, the Council wishes to develop a guide for developers in for 2004/05. The Council is bidding for £5,000 to develop and distribute a fully illustrated *Advisory Guide*.

*Longer-term Travel Plan Programme Elements*

- 7.3.6. In addition to the Travel Plan projects that are being bid for above for the 2004/05 financial year, indicative bids are programmed for other Travel Plan projects for future years as follows:
- *Residential Development Monitoring*: This project will monitor how facilities at new residential development support modal shift, and will dovetail into a European-co-financed project being undertaken with SEA that is examining standards and take-up/use of modal shift facilities such as cycling in new residential developments;
  - *Green Travel Plan Database*: To develop a travel plan database that would enable local businesses to see real examples of locally applicable travel plans and draw on these for their own plans;
  - *Green Travel Plan Website*: To develop a travel plan website to enhance the value of the database described above. This would enable local businesses to obtain locally applicable information and expert advice and to draw on these for their own plans;

- *University Quarter Travel Plan*: To develop a travel plan for the university quarter and its satellite sites, centred on the South Bank University campus at London Road; and
- *Hospital Quarter Travel Plan*: To develop a travel plan for the hospital quarter and its satellite sites centred near to Denmark Hill in Camberwell.

*Overall Programme*

- 7.3.7. In order to make a success of the BSP funded 'Travel Plans' programme, which for 2004/5 will encompass the Councils revised and extended Travel Plan and the Guide for Developers, an independent report will be commissioned comparing the approach taken by these documents to those that are produced by other local authorities. This benchmarking report will be made available to TfL.
- 7.3.8. The 'Travel Plans' programme has links to an environmental agency, Sustainable Energy Action (SEA), and to regional advice and policy such as the Mayor's Spatial Development Strategy (SDS). School travel plans are dealt with under the Safer-Routes-to-School category of this BSP (see Section 5).

**7.4. New Initiatives**

- 7.4.1. This subsection outlines the *New Initiatives* that Southwark wishes to undertake in 2004/05, which comprises two elements - Continental-style Carsharing (car clubs) and Green Fuels.

*Continental-style Car Sharing (Car Clubs)*

- 7.4.2. The Council wishes to build upon the experience of developing its City Car Club. The objectives of the programme are:
- (a) To influence *demand management* through innovative use of the land-use planning system and parking controls to ensure that the ethos of reduced car dependence and car-sharing (car clubs) is designed for, and built securely into, the fabric of new development;
  - (b) To raise *public awareness* through awareness-raising and demonstration projects designed expressly to help people consider car-sharing (city car clubs) as an alternative to the private car that can help them reduce their car dependency and relieve urban congestion and pollution; and
  - (c) To influence *the supply side* through demonstration projects with UK market operators, benchmarking their car-sharing (car club) activities with more advanced continental-style operators, and encouraging gradual transfer of the more advanced systems, know-how and experience into the UK market.
- 7.4.3. To achieve these objectives it is proposed to continue working in close collaboration with Southwark Council's partner cities in the UK and continental Europe as the formal EU 'City of Tomorrow' MOSES (Mobility Services for Urban Sustainability) project draws to a close.
- 7.4.4. This bid centres on objective (b) above, with the aim of developing local marketing around two focal points:
- (i) *Jubilee Corridor/CCS Zone Car Club*
  - (ii) *Aylesbury Regeneration Area Car Club*
- 7.4.5. The bid sought for 2004/5 is £15,000 for each of the above two focal points.



- 7.4.6. In order to make a success of the two focal point schemes and integrate the BSP-funded work into other funding streams, each awareness-raising event will be monitored and participants required to feedback about their attraction to the idea, the quality of the scheme offered, their overall experience and propensity to join a continental-style car sharing (car club) system.
- 7.4.7. The programme has links to the environmental agency SEA, the Aylesbury New Deal for Communities programme and the Mayor's Congestion Charging Scheme. The programme is planned in conjunction with European partner cities and the European commission who are co-operating under the EU funded MOSES programme. Through these links, the BSP car sharing (car club) bid for 2004/5 will link into best practice elsewhere. Indicative funding has therefore been included for the two following years. Significantly, this programme also dovetails into the Council's *Air Quality Plan* and will help to achieve its objectives.

#### *Green Fuels*

- 7.4.8. Funding is sought for 2004/5 to assist the Council in encouraging public awareness of alternatives to conventional motor fuels and an understanding of their energy and environmental benefits. The Council seeks, as a parallel measure, to improve driver awareness of how to carry out simple maintenance of conventionally fuelled fuel/engine systems, raising awareness that good maintenance can often prevent a vehicle becoming a 'gross polluter' and wasting conventional fuels. Southwark Council's 'Green Fuels Programme' consists of the following three elements:

#### *Green Fuels – Bio-Diesel Implementation*

- 7.4.9. Drawing on work under way in 2003/4, funding is sought from the BSP for 2004/5 to carry out phase 2 of Southwark Council's bio-diesel plan. Phase 2 will comprise site-specific design and feasibility work to implement bio-diesel from waste recycling, following the assessment of potential and feasibility carried out in 2003/4 for Southwark Council by Sustainable Energy Action (SEA).
- 7.4.10. Because of the medium-term nature of this programme, still in its inception phase, costings for BSP financial support in subsequent years is purely indicative.

#### *Green Fuels – Electric /Electric Hybrid Implementation*

- 7.4.11. The former *ZEUS (Zero and Low Emission Vehicles in Urban Society)* project, run by Southwark Council to improve fleet emissions through alternative fuel and vehicle procurement policy, led to the gradual introduction of electric vehicles. Consultancy studies undertaken in 2002/3 and 2003/4 have looked in some detail into the development of the electric fleet with the latest models and with electric hybrids.
- 7.4.12. The Council now proposes to advance this programme, supplementing available funds with a contribution from the BSP 'Travel Awareness' section since much of the focus will be on increasing public awareness of these alternative fuel vehicles. This awareness raising programme aims to ensure, through a mobile exhibition, that schools, local businesses, and individuals are aware of the electric and electric hybrid vehicles that the Council has in its programme and can visit for a planned test drive under supervised conditions.
- 7.4.13. It is planned to develop this awareness raising work into a three year programme, gradually drawing links for local schools, businesses and individuals, between the electric and electric hybrid platform and the potential of fuel cell technology. For this reason indicative costings for a contribution from the BSP after 2004/5 are included.

- 7.4.14. All users of the vehicles, and visitors to the exhibition, will be asked to complete a questionnaire, and the results fed back to TfL in a report.

*Green Fuels - Remote Sensing & 'Stop-and-tune'*

- 7.4.15. At the present time this programme element of the Council's Green Fuels work is not subject to a funding bid from the BSP process under the BSP 'Green Fuels' section. The Council's bids under this section concentrate on alternatives to petrol and diesel rather than their more efficient use. Nonetheless, it is imperative that the Council seek to improve the emissions problem caused by conventional engines and fuels, and to this end this forms part of the Council's overall Green Fuels programme. It concentrates on the detection of 'gross polluters', vehicles using conventional fuels and engines, and polluting badly. The programme involves advice to motorists following roadside and supermarket checks on vehicles and through the development of remote sensing to automatically detect high emitters through emissions profiling.

Longer-term Green Fuels Programme Elements

- 7.4.16. In addition to the Green Fuels projects that are being bid for above for the 2004/05 financial year, indicative bids for are programmed for other Green Fuels projects for future years. In this regard, the Council indicative plans are as follows:
- Green Fuels – Website: To develop a Green Fuels website showing the location and availability of alternative fuel garages and stations, and offering background information about local incentives and policies;
  - Green Fuels – Parking Rewards: To develop a Parking rewards programme to, for example, integrate free or discount provision of parking incentives into Controlled Parking Zones (CPZs); and
  - Green Fuels – Minicab/Courier Study: To carry out a study into the fuel types used by local minicab and courier companies and seek ways to encourage their greater use of alternative fuels amongst this group.

Overall Programme

- 7.4.17. The programme has links to the environmental agency SEA and is planned in conjunction with European partner cities who are preparing a bid under the EU funded STEER programme. Through these links, the BSP green fuel/clean fuel travel awareness bid for 2004/5 will form part of a continuing programme of green/clean fuel travel awareness projects in the borough, linking into best practice elsewhere.
- 7.4.18. Indicative funding has therefore been included for the two following years. Significantly, this programme also dovetails into the Council's Air Quality Plan, and helps to meet its objectives.

Cycling Map Info Project

- 7.4.19. A bid is made elsewhere (see Section 9.4) to chart cycling facilities and cycling project information in Map Info. This will enable the Council to promote cycling more effectively and to market the facilities available.

**7.5. Summary of Bids**

- 7.5.1. The bids that have been outlined above are in the following table with the amount that is being requested as part of the 2004/05 bid and future years (see Table 17).

**Table 17: Travel Awareness Programme - 2004/05 to 2008/09**

CATEGORY	Cost Estimate (£,000s)				
	2004/05	2005/06	2006/07	2007/08	2008/09
<b>Travel Awareness Events</b>					
Pan-London - Walk to School Week	7	7	7	✓	✓
- Bike Week	5	5	5	✓	✓
Pan-London - 'Travelwise' Week	25	25	25	✓	✓
Local Event - Bankside Open Day	8	✓	✓	✓	✓
<b>Travel Plans</b>					
Southwark Council Green Travel Plan Review	10		✓		✓
Green Travel Plan Advisory Guide for Developers	5				
Residential Development Study		10			
School Travel Plans	(see Section 5)	(see Section 5)	(see Section 5)	(see Section 5)	(see Section 5)
Green Travel Plan Database		5		✓	
Green Travel Plan Website		5		✓	
University Quarter Travel Plan			10		
Hospital Quarter Travel Plan			10		
<b>New Initiatives</b>					
Car Club - Jubilee Corridor/CCS Zone Car Club	15	10	✓	✓	✓
- Aylesbury Regeneration Area Car Club	15	10	✓	✓	✓
Green Fuel Programme - Bio-Diesel Implementation	10	15	20	✓	✓
- Electric /Electric Hybrid Implementation	5	5	5	✓	✓
- Remote Sensing & 'Stop-and-tune'	10	✓	✓	✓	✓
- Parking Rewards			5		
- Infrastructure Website		5	✓	✓	
- Minicab/Courier Study			10		
<b>TOTALS</b>	<b>115</b>	<b>102</b>	<b>97</b>		

✓ Indicates where funding via the BSP is likely to be requested in future years, although the amount is not yet known.

## **8. WALKING**

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### **8.1. Introduction**

- 8.1.1. Southwark's strategy for walking is to make it the first choice of travel for short journeys. The main objectives of this strategy are reducing car use and dependency, improving health and revitalising the borough, both socially and economically. The Council's ultimate aim is to create Home Zones in residential areas as far as is practicable and which accords with local community desires, and to create bicycle friendly arrangements at road junctions. As these aims are fulfilled in particular areas, then the borough will become increasingly friendly to pedestrians and cyclists alike.
- 8.1.2. There are 4 bids being made under the walking category as part of this year's bid (see Figure 11) and these are:
- Borough Road Improvement Works – Stage 2;
  - Living Streets Audit;
  - Pool of London Public Spaces Network; and
  - East Walworth Pedestrian Improvements.
- 8.1.3. The first scheme, Borough Road, is a continuation of funding that has been received for the 2003/04 financial year. The second bid is for street auditing in several locations around the borough, as there is a lack of consolidated base information about the pedestrian environment. The four audits proposed for next year will provide the basis of preliminary design and consultation inputs for future works, which will require detailed assessments.
- 8.1.4. The third scheme proposed is a joint bid with the Pool of London Partnership that builds upon other recent project work in the St Olaves Estate area. This scheme will increase pedestrian and cyclist permeability, improve lighting, increase safety and result in the creation of a pocket park.
- 8.1.5. The final scheme is to replace a complete pedestrian environment, which has been removed on a large housing estate. This scheme has been based on local consultation and a study, which highlighted the distress and despair that many of the residents felt about the dangers and difficulties they encountered whilst trying to move in and around the estate.
- 8.1.6. Each of these bids is outlined below and greater detail is provided in the SIMPLA forms attached to this Plan (see Appendix B).

### **8.2. Borough Road Improvement Works – Stage 2**

- 8.2.1. In last year's BSP, Southwark identified Borough Road as a road that, with improvements, could become a calm pedestrian route with links to two busy transport interchanges – the Elephant and Castle and London Bridge. Borough Road falls within the CCS zone, runs between St Georges Circus and Newington Causeway, and leads towards Borough tube station. It is a borough road and unusually wide with little activity on the frontages.

- 8.2.2. As the road falls between the Cross River and Pool of London Single Regeneration Budget (SRB) areas, it has therefore been excluded to date from regeneration programmes. The library at the Circus has become a crèche and the majority of the buildings fronting the road are university owned. There are a number of 'pedestrianisation' schemes proposed in the immediate locality and the improvements to Borough Road will complement this move toward a better walking environment within the Congestion Charging Zone.
- 8.2.3. Accordingly, the main objective of this scheme is encourage people not familiar with the area to walk between locations in the area and the transport interchanges as well as encouraging local people to use the route for pleasure. The St Georges Circus Action group has also requested, at the Bankside Community Council, that the road become a greenway.
- 8.2.4. The 2003/04 BSP walking programme included £60,000 for improvements to walking conditions along Borough Road. This money has being used to prepare a feasibility drawing (see Figure 12) to identify a range of physical improvements along the length of the road and to begin implementation of some of these works. Some of the works identified included raised entry tables, dropped kerbs, central island refuges, a pedestrian phase to existing lights, signs and seats.
- 8.2.5. To progress the programme of proposed works, transport officers from Southwark met a representative from TfL's Street Management Division met on site in June 2003 to discuss the possibility of implementing the whole range of improvements that had been identified in the feasibility drawing. The TfL representative encouraged a further bid to cover the cost of the remainder of the proposed improvements, staged over the 2004/5 and 2005/6 financial years. Accordingly, a proposed programme for this scheme has been developed:
- Preliminary Design & Consultation (June to December 2004);
  - Detailed Design & Stage 1 implementation (January to March 2005); and
  - Stage 2 Implementation (April to June 2005).
- 8.2.6. The total cost of the proposed scheme is in the order of £426,000, of which £300,000 is requested for next financial year and the remainder for the 2005/06 financial year. A cost breakdown of the scheme elements can be provided on request.

### **8.3. Living Streets Audits**

- 8.3.1. This programme includes a proposal to engage Living Streets to undertake street audits in locations around the Borough to examine the scope for improvements that would increase the personal comfort and security of pedestrians and increase the amount of walking in the areas concerned.
- 8.3.2. Initially, it is proposed to undertake four audits in locations that have been identified as areas that would benefit most from works to improve walking. These areas are also within the top 5-10% most deprived wards in England based on the most recent Index of Multiple Deprivation. These locations are:
- Bricklayers Arms;
  - Borough Tube Station;
  - East Dulwich Grove; and
  - West Walworth.

- 8.3.3. In assessing streetscapes, Living Streets has developed an on-street methodology for ascertaining the views of local people, rather than the more traditional use of questionnaires and surveys. This process involves inviting local people and their representative organisations to participate in Community Street Audits led by Living Streets facilitators. This ensures greater understanding of the challenges and opportunities that different people face in using public space, as well as constructive feedback on possible ways forward.
- 8.3.4. It is envisaged that study areas would generally be audited twice – once during daylight hours and once after dark. For each audit, the area would be appraised in three sections and walked by three groups, with each group led by a Living Streets facilitator.
- 8.3.5. The audits would examine the scope for improvements in the public realm that would enhance access for all (including those with specific mobility needs) and the personal security, comfort and ease of movement of pedestrians. Attention will be paid to the needs of cyclists and power two-wheeler riders, especially addressing potential conflict with people on foot and the opportunities to improve cycle and power two-wheeler parking and access.
- 8.3.6. It is envisaged that invitations to participate in the audit process would be sent to:
- Residents and tenants associations;
  - Local traders, businesses and their representative organisations;
  - Disabled, elderly and ethnic minority groups;
  - Youth and community groups;
  - Community police officers;
  - Local schools;
  - Ward Councillors; and
  - Local people who have expressed concern about pedestrian issues.
- 8.3.7. The audit process would provide a consumer perspective on the street environment, easily understood by local residents and business people. In addition to a detailed analysis of the conditions that currently exist along the audit route, the audit report will include suggestions and recommendations for possible improvements to the streetscene, presented in a variety of formats, with an approximate costing.
- 8.3.8. The four areas that have been identified as part of this programme will now be briefly outlined.

*Bricklayer's Arms*

- 8.3.9. The area north-west of Bricklayer's Arms junction consists of an "island" bounded by three busy and dangerous roads - New Kent Road, Newington Causeway/Borough High Street and Great Dover Street. The area is a living community with two schools, pubs, local shops and a mixture of residential provision. The area is blighted by traffic and very little evidence of walking activity was observed during site visits.
- 8.3.10. There is a second community "island" to the east of this area, bounded by Great Dover Street, Long Lane and Tower Bridge Street. This area is largely residential, and consists of a variety of residential accommodation, including a factory converted into flats. There are two children's playgrounds and a number of walking routes that might be security concerns for residents after dark. There is more evidence of local people walking in this "island", with parents and children using the park and residents visiting the shops in Tower Bridge Road.

- 8.3.11. It is proposed that routes are chosen by local users from the two identified “islands”, and particular emphasis is placed on improving the walking environment for routes that local people use. It is proposed that pedestrian routes across the Bricklayer’s Arms Junction are evaluated as part of this study.

*Borough Tube Station*

- 8.3.12. The Cross River Partnership’s *Transport Strategy for London South Central* identified that pedestrian links in the area are poor, as is its legibility in terms of wayfinding. The area of investigation proposed here, based around Borough tube station, will help to address these deficiencies in this particular area of LSC.
- 8.3.13. It is proposed that this audit should place particular emphasis on crossing facilities in the Borough High Street/Great Dover Street/Long Lane area where facilities for pedestrians are very variable. There is a great deal of pedestrian movement to and from the station and crossing the roads.
- 8.3.14. Specifically, it is proposed that the audit area should cover the roads in the immediate vicinity of Borough Station and should cover the area bounded by Borough High Street, Long Lane, Bermondsey Street and St Thomas Street. Two schools are located in this area: Beormund Special School and Snowsfield Primary.
- 8.3.15. There are positive points in the identified area. Little Dorritt Park is a popular and well-used children’s play area near St Joseph’s Primary school. The aim of this study would be to build on the positive aspects of the area and to encourage more people to walk by improving the quality of the local walking environment.

*East Dulwich Grove*

- 8.3.16. This audit will be based on the area around the junction of East Dulwich Grove and Lordship Lane, which Living Streets visited area in 2003. During the visit local people were asked about the main issues that concerned them as street users. The intention of this audit is to complement improvements to the main road being considered in relation to a LBI scheme for route 185 by investigating the conditions of surrounding residential streets. The scope of area to be covered will include links to local schools (Bessemer Grange, the Charter school, James Allen Girls School and Goose Green Primary) and local shops (Sainsbury’s and those along Grove Vale). This activity will also support the Safer Routes to School bid in this document for the East Dulwich Zone (see Section 5.7).

*West Walworth*

- 8.3.17. This audit will be based on residential roads to the west of the Walworth Road to complement the Walworth Road Streets-for-People project (see Section 10.3). Walworth Road is a major local centre of commercial, social and residential activity, with a concentrated mixture of uses well suited to high levels of walking. The audit will look at the main pedestrian routes to the shops and to local schools. Local residents have expressed particular concern about the safety of routes that pass under the railway viaduct. There are numerous parks and schools in the area and the audit will make recommendations that will encourage people to walk around the area more.

Programme and Costs

8.3.18. These audits will be undertaken in 2004/05 with the intention of implementing the recommended improvements in 2005/06. It is also proposed that this will be an ongoing programme with audits for four new locations being also being undertaken in 2005/06. The specific audit programme as defined by Living Streets can be summarised as follows:

- (1) Conduct a preliminary planning visit;
- (2) Prepare a project plan, including resource allocation and timetable;
- (3) Conduct literature researches and other preliminary research;
- (4) Prepare maps from Ordinance Survey DXF/DWG titles of the audit area;
- (5) Arrange venues for audit briefings;
- (6) Invite local contacts on audits, liaising with them as necessary;
- (7) Conduct audits;
- (8) Collate a database of the audit attendees findings;
- (9) Produce a draft report;
- (10) Consult with client on draft report and revise as necessary;
- (11) Produce finished report, with photos, maps and a database of attendees findings; and
- (12) Deliver Final Report.

8.3.19. The cost of undertaking each audit is estimated at £5,000 and accordingly, it is proposed that an annual bid of £20,000 be made. It should be noted that if four audits are undertaken at the one time, economies of scale might enable the total figure to be reduced.

**8.4. Pool of London Public Spaces Network - St. Olaves Estate Environs**

8.4.1. The London Borough of Southwark and the Pool of London Partnership (PLP) are making a joint bid here for £55,000 from TfL towards a £350,000 scheme for the St Olaves Estate and its environs. Most of the cost of this scheme will derive from PLP SRB funds and Section 106 More London funds.

8.4.2. The scheme is illustrated in Figure 13 and builds upon other recent project work in the area including:

- A £5.3 million environmental improvement scheme along Tooley Street to the north (which was implemented by More London, Pool of London Partnership and TfL as a complementary measure to the CCS),
- A £200,000 lighting and environmental improvement to the Brunswick Court tunnel (part of the Green Lanes network of pedestrian and cycleways, funded by TfL, implemented as a complementary measure to the CCS);
- The creation of the Tanner Street 20mph zone (implemented as a complementary measure to the CCS) and other improvements to open spaces in the area (e.g. Tanner Street Park, using £100,000 of S106 More London funds;
- Potters Fields and St John's Churchyard funded by £1.075 million S106 agreement More London funds and £0.9 million by the Pool of London Partnership

8.4.3. The main elements of the project, which are well-supported by the local community, are:

- Closure of Druid Street to through traffic between Crucifix Lane and Tooley Street. Make this route a pedestrian priority route linking the housing estate with local shops, schools, bus stops etc;
- Closure of Fair street to through traffic between Tower Bridge Road and Tooley Street;



- Installation of new pedestrian crossing on Druid Street linking St. John's Churchyard Park and Tanner Street Park;
- New lighting schemes and improved pedestrian links through the Whites Grounds, Crucifix Lane and Banham Street tunnels; and
- Promotion of walking to people on the St. Olaves Estate, and a long term reduction in the amount of space taken up by garages and estate parking.

8.4.4. The proposed closure of Druid Street would enable the creation of a pocket park in the middle of the estate. The net effect of the scheme would be to increase pedestrian and cycling permeability through the area, which suffers severance due to the dissecting nature of the rail viaduct to London Bridge station, making local facilities such as Leathermarket Gardens, Tanner Street Park and Bermondsey antique market more accessible to local residents and the increasing number of visitors to this area of London. The closure of Fair Street would create a pedestrian friendly alternative to Tooley Street and create a safer environment to the playground, nursery and St John Churchyard to the immediate south of Fair Street.

8.4.5. The scheme will also make some improvements to lighting in the area, which will encourage use of public transport at night in accordance with the Mayor's intention to improve personal security for night travel.

## **8.5. East Walworth Pedestrian Improvements**

8.5.1. When the Aylesbury estate in East Walworth was first constructed, pedestrian and vehicle movements were separated through a network of second floor decks above the roadways to form three main routes running East-West across Thurlow Street and two running North-South. This design resulted in minimal pedestrian facilities at ground level. Over time this high level network of walkways was perceived to create crime related problems on the estate, with the Police referring to them as rabbit warrens. In response a large number of bridges were removed in the 1990s, resulting in one pedestrian crossing in Thurlow Street replacing the three walkways and increased severance.

8.5.2. A study carried in 2001/2 by Sustainable Energy Action - the East Walworth Pedestrian Facilities Investigation Study - identified a wide range of works, which would significantly ameliorate the problems associated with the removal of the Thurlow Street bridges. It is proposed to construct several pedestrian crossings on a rolling programme 2004/5, 2005/6 and 2006/.

8.5.3. The study raised other concerns about pedestrian movements. Certain walls were built to separate the estate from the road to encourage people to use the raised pedestrian decks. As pedestrians now have to move at ground level the walls force people to walk on the narrow pavements close to the busy roads. In addition pedestrian barriers were placed in various locations to stop pedestrian access to car parks when the walkways were in place. They were not removed along with the walkways and people are now forced onto the road. To address these issues a range of other works is required to improve pedestrian safety, comfort and access. These include lighting, barriers, levelling, new paths, dropped kerbs, ramps, raised pedestrian features, cycle racks, benches, landscaping.

- 8.5.4. This area has the highest density of schools in the borough, including Walworth Upper and Lower, English Martyrs Primary, St Peter's, Michael Faraday and Surrey Square.
- 8.5.5. There has been an increase in traffic levels through the East Walworth area after implementation of the CCS, although a CCS complementary measure to traffic clam the area is due to be installed during 2003/4. The effects of this scheme will need to be monitored and taken account of in the rolling programme of pedestrian improvements proposed here.
- 8.5.6. The Council is seeking £25,000 in 2004/5 to undertake the improvements in the Inville Road/Alsace Road area shown in Figure 14, which has been identified as a priority as these would serve the Aylesbury Youth Centre and the Community Centre on Thurlow Street.

**8.6. West Dulwich Walking and Cycle Path**

- 8.6.1. Attention is drawn here to a bid made in the Cycling Section (see Section 9.4) for the creation of a joint walking and cycle path to the west of the railway serving West Dulwich station. The existing path is for pedestrians only and is of low quality. The proposed scheme will result in a considerable improvement for pedestrians wishing to access the railway station from the estates to the south west of the station and builds upon a recent SELTRANS, Network Rail and Connex scheme to install lighting on the existing pathway.

**8.7. Summary of Bids**

- 8.7.1. The bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid and future years (see Table 186).

**Table 18: Walking Schemes – 2004/05 & 2005/06**

Scheme	Cost Estimate (£'000s)	
	2004/05 Bid	2005/06 Bid
Borough Road Improvement Works	300	126
Living Streets Audit (4 Sites)	20	20
Pool of London Public Spaces Network	55	
East Walworth Pedestrian Improvements	25	
<b>Total Bid</b>	<b>400</b>	<b>146</b>

## 9. CYCLING

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### 9.1. Cycling in Southwark – An Overview

- 9.1.1. Southwark Council supports TfL's aim to make London safer and more convenient for cycling and to encourage more people to cycle. The Council works in partnership with the London Cycle Network+ (LCN+) organisation to implement high quality, direct, comfortable and safe cycle routes throughout the borough as part of an on-going project (see Figure 15) and accordingly LCN+ will be responsible for bidding for improvements to the LCN+ on behalf of the Council.
- 9.1.2. Further to this, the Council aims to make all roads safe for cycling and there are a number of ways the Council is seeking to achieve this – through the implementation of 20mph zones, Home Zones and Traffic Management Areas throughout and by ensuring that all transport-related schemes undertaken in the borough consider the needs of cyclists and incorporate them into the design.
- 9.1.3. The Council also recognises the important role that cycle training plays in achieving this aim by giving people the confidence to cycle on London's streets. It is for this reason that the Council wishes to secure funding to provide free training sessions throughout the year for both adults and children for the next three years.
- 9.1.4. Southwark Council benefits from a good working relationship with Southwark Cyclists, the main representative user group in the area, and they are consulted on all cycle schemes and on planning applications. Consequently, the bids contained within this document have been devised in association with Southwark Cyclists.
- 9.1.5. The cycling schemes that are being bid for this year are outlined under the following subheadings in this Section:
- Cycle Training;
  - Cycle Parking; and
  - Cycle Links, Priority and Access Improvements.
- 9.1.6. Furthermore, each of the bids within these subsections is detailed in the SIMPLA forms attached to this Plan (see Appendix B).

### 9.2. Cycle Training

#### School Cycle Training

- 9.2.1. The objective of this programme is to teach children how to cycle safely to give them confidence to cycle to school and to influence them to choose cycling as their main mode of transport for the rest of their lives.
- 9.2.2. To achieve this objective, it is proposed to undertake 30 school cycle training sessions in schools throughout the borough. The cycle training sessions are suitable for school pupils in year 5 and above and will be offered to the 89 state primary and secondary schools in the borough. Each cycle training session involves four two-hour sessions for 10 pupils and is undertaken on both the road and in the playground. Should the Council receive more interest from schools for cycle training courses than there are courses available, the Council will undertake a school selection. This selection will be based on a number of factors including deprivation (the percentage of pupils eligible for free school meals will be taken as an indicator) and whether the school supports and encourages the use of alternative forms of transport (including bicycles) for journeys to school.

- 9.2.3. Southwark would like to offer cycle training in schools over the next three years. The programme for 2004/05 would entail the following four elements:
- Selection of the schools and the cycle training provider (April/May 2004);
  - Cycle Training (June to October 2004);
  - Feedback from schools and the cycle training provider to the Council (November/December 2004); and
  - The Council will provide feedback to TfL (January to February).
- 9.2.4. The total programme cost for one year is £16,500 and this consists of £15,000 for 30 cycle training sessions (£500 per session) and £1,500 for publicity and staffing costs. Based on past experiences, schools are required to pay £50 per session to ensure that a value is placed on the training by the schools. Accordingly, the total bid being made under this BSP is £15,000 per annum.
- 9.2.5. In order to monitor the success of the programme, the successful cycle training provider will be required to provide feedback about the training undertaken and individual schools will be requested to monitor whether students who took part in the cycle training session were cycling to school at set periods (i.e. 3, 6 months, 1 year later) and will be encouraged to collect and analyse data for school projects.
- 9.2.6. This program has links to the proposed Bike Week Event in the Travel Awareness Section (see Section 7.2). Schools who receive cycle training will be encouraged to hold an event during Bike Week to encourage the children who have been trained to cycle to school. In addition, schools that receive cycle training will also be offered secure cycle parking stands, if the school does not currently have them (see Section 9.3). This programme also links to Southwark's Safer Routes to School Programme (see Section 5).

#### Adult Cycle Training

- 9.2.7. The objective of this programme is to teach individuals how to ride a bike or to help occasional cyclists to gain more confidence cycling on London's streets. The intention is that once they have gained this confidence they will be encouraged to cycle more regularly.
- 9.2.8. In order to achieve this objective, it is proposed to provide 150 free, 2 hour, one-on-one cycle training sessions to residents of Southwark. The cycle training sessions are suitable for anyone although they will primarily be aimed at adults and will be advertised via the Council's website, letters to Community Groups, posters at bike shops and various other means. The training is to be undertaken by experienced instructors.
- 9.2.9. Southwark would like to offer adult cycle training over the next three years. The programme for 2004/05 would entail the following three elements:
- Selection of the cycle training provider and advertising of training (April/May 2004);
  - Cycle Training undertaken. Feedback received from cycle training provider and follow-ups undertaken with individuals trained (June 2004 to March 2005);
  - The Council will provide feedback to TfL (January to March 2005).
- 9.2.10. The total programme cost for one year is £12,000. This consists of £9,000 for 150 cycle training sessions (£30 per hour x 2 hour session), £1,000 for Bike Hire (50 bikes at £10 per hour x 2 hour session) and £2,000 per annum for publicity and staffing costs. Accordingly, the total bid being made under this BSP is £12,000 per annum.

- 9.2.11. In order to monitor the success of the programme, the successful cycle training provider will be required to provide feedback about the training undertaken and the Council will follow-up with individuals to monitor whether they are cycling more regularly.
- 9.2.12. This program has links to the Bike Week Event proposed in the Travel Awareness Section of this BSP (see Section 7.2) as individuals who receive cycle training will be encouraged to arrange or take part in an event during Bike Week.

*Complementary Measures to the Mayor's Cycling Initiative*

- 9.2.13. This scheme aims to support the Mayor's Cycling Initiative for Children & Young People – 'A programme for the Provision of Cycle Parking Facilities at Schools and Colleges'. It is proposed to offer additional training for new pupils in schools that have been granted cycle parking facilities through the Mayor's Initiative, but have not been selected as part of this School Cycle Training programme that is outlined above. The reason this is being proposed is that some schools may be granted money under the Mayor's Initiative throughout the year, after the allocation for School Cycle Training has already been made.
- 9.2.14. It is anticipated that this complementary training will be offered to 6 schools and this would be undertaken throughout the year. It is estimated that the training would cost £2,500 per school and so a total of £15,000 is being requested here.
- 9.2.15. In order to monitor the success of the programme, the cycle training provider will be requested to provide feedback about the training undertaken and individual schools will be requested to monitor whether students who took part in the cycle training session were cycling to school at set periods (i.e. 3, 6 months, 1 year later) and will be encouraged to collect and analyse data for school projects.

**9.3. Cycle Parking**

*Southwark Cycle Parking Facilities - Stage 2*

- 9.3.1. This bid builds upon work being undertaken in the 2003/4 BSP programme. Market research was undertaken in 2003 (by consultants with the participation of Southwark Cyclists and using feedback from the general public) to identify where additional cycle parking facilities were needed throughout the borough, so that measures could be implemented to meet the following objectives:
- Improve the quantity & quality of cycle parking throughout the borough;
  - Promote cycling to shops, public buildings and national rail & underground stations; and
  - Provide up-to-date information to cyclists about the location of cycle parking facilities, which would also be accessible via the Council's website.
- 9.3.2. In 2003/04, £30,000 was received from TfL to implement the recommendations of the market research. An additional £16,000 is needed to implement cycle parking facilities at the remaining locations identified. The following programme has been identified:
- Issue Brief and Select Consultants (April to June 2004);
  - Preliminary Design (July/August 2004);
  - Consultation with Southwark Cyclists, Ward Councillors etc (September 2004);
  - Detailed Design (October/November 2004); and
  - Implementation (November 2004 to February 2005)

- 9.3.3. To monitor the success of the programme, the Council will follow-up with Southwark Cyclists, local businesses and through feedback via the Council's website whether the parking facilities are being utilised and appropriately located.

*Doctors' Surgeries/Health Centre Cycle Parking*

- 9.3.4. The objective of this programme is to promote cycling to doctors' surgeries and health centres by providing cycle parking facilities at or near all doctors' surgeries and health centres in the borough.
- 9.3.5. A 3-year programme is proposed, commencing with a survey of the existing facilities, to be undertaken by Council staff, followed by implementation as necessary. It is estimated that 10 surgeries/centres will be treated per year and approximately 4 Sheffield Stands installed at each surgery. The programme for 2004/05 would entail the following elements:
- Survey of existing facilities (April/May 2004);
  - Preliminary Design and Consultation (June to August 2004);
  - Detailed Design (September/October 2004); and
  - Implementation (November 2004 to January 2005)
- 9.3.6. A bid of £10,000 is made for 2004/05, with £10,000 requested in each of the following two financial years. The surgeries/centres will be encouraged to contribute toward the funding, in which case the programme can be undertaken on an accelerated timescale.
- 9.3.7. In order to monitor the success of the programme, the Council will follow-up with the doctors' surgeries and health centres and request feedback as to whether the parking facilities are being utilised and appropriately located. This will be undertaken at set periods after the implementation is complete (i.e. 3, 6 months, 1 year later).
- 9.3.8. This program has links to the proposed School and Adult Cycle Training programmes (see Section 9.2) and the proposed Bike Week Event in the Travel Awareness Section (see Section 7.2).

*Cycle Parking in Parks*

- 9.3.9. The objective of this scheme is to ensure that adequate and appropriate cycle parking facilities are available in Southwark's parks. To achieve this the Council proposes to evaluate cycle parking provisions in all of Southwark's major parks.
- 9.3.10. Based on this evaluation by Council staff 3-year programme of improvements to cycle parking will commence. It is estimated that 6 parks will be treated per year and approximately 6 Sheffield Stands installed at each park. The programme for 2004/05 would entail the following elements:
- Survey of existing facilities (April/May 2004);
  - Preliminary Design and Consultation (June to August 2004);
  - Detailed Design (September/October 2004); and
  - Implementation (November 2004 to January 2005)
- 9.3.11. A bid of £9,000 is made for 2004/05, with £9,000 requested in each of the following two financial years.
- 9.3.12. Ultimately, this project will result in improvements that make parks accessible for all sections of the community and will generate more use of green spaces throughout the borough. It will also work towards improving a Green Chain link between the Borough's open spaces.

Cycle Parking on Estates

- 9.3.13. The objective of this scheme is to provide secure cycle parking facilities on housing estates where there is a demonstrable need due to high levels of vandalism. To do this, it is proposed to evaluate secure cycle parking provision on estates where the lack of such facilities is a disincentive to cycling. Where security is a particular issue possibility of providing bicycle lockers will be considered.
- 9.3.14. This is proposed to be an ongoing programme and as an initial phase, it is proposed to concentrate on the Aylesbury Estate in East Walworth. A cycle facility study on this estate would complement the walking proposals for in the same area described in Section 8. In particular, the evaluation exercise will investigate whether disused car parks could be used for the provision of some secure bike parking facilities and assess cycle routes that could be developed through the estate. Southwark Cyclists are keen to participate in this project and the proposed programme for 2004/05 would entail the following elements:
- Issue Brief and Select Consultants (July/August 2004);
  - Preliminary Design (September/October 2004);
  - Consultation with Southwark Cyclists, Ward Councillors etc (November 2004);
  - Detailed Design (December 2004 to January 2005).
  - Implementation (February to March 2005);
- 9.3.15. For 2004/05, the total cost for evaluation and some preliminary implementation is £7,000 and it is expected that a similar amount will be requested on an annual basis thereafter to continue the programme on a different estate.
- 9.3.16. This program has links to the proposed Adult Cycle Training programme (see Section 9.2).

Canada Water Tube Station Cycle Parking

- 9.3.17. The objective of this scheme is to improve the quality of cycle parking at Canada Water Tube Station to encourage greater numbers of people to cycle to the station. The existing cycle parking that is provided adjacent to the station and is not used because it is located in an area that is not highly visible, is not easily accessible and is of a design that requires a certain type of security lock. As a result, bicycles are locked to railings on the other side of the road.
- 9.3.18. It is proposed to install Sheffield Stands in place of the existing cycle parking. It is envisaged that 40 Sheffield Stands will be installed in the first instance and could be easily accommodated in the existing area. The project will consider the scope to introduce CCTV in future years. The programme for 2004/05 to carry out these works will be as follows:
- Feasibility & Preliminary Design (April to May 2004);
  - Consultation (May to June 2004);
  - Detailed Design (July to August 2004);
  - Implementation (September 2005).
- 9.3.19. The total cost for this project is £18,000, which consists of £10,000 for 40 Sheffield Stands and £8,000 for investigation CCTV provision, consultation, administration and monitoring.
- 9.3.20. To monitor the success of the scheme, surveys of numbers of users would be undertaken before and after the installation and feedback would be requested from Southwark Cyclists.

#### **9.4. Cycle Links, Priority and Access Improvements**

##### Minor Maintenance

- 9.4.1. Over time, small maintenance issues arise on cycle routes through the borough - such as additional signage, replacement of drop kerbs and repairing potholes. A small amount of funding could help resolve these issues almost immediately after they arise and are brought to the Council's attention.
- 9.4.2. Accordingly, a bid is made here for annual funding of £5,000 to enable regular and timely maintenance on cycle routes.

##### Cycle Route Resurfacing Assessment

- 9.4.3. The Council wishes to ensure that main cycle routes in the borough are kept in good cycle-worthy condition. Southwark, given its central London location, has many cycle routes converging into and through it. Many cycle routes in the borough are in dire need of resurfacing and unfortunately, these roads are not always considered to be a priority for road resurfacing. This proposal of this project is to identify which roads require skim resurfacing and to initiate a rolling programme of works in subsequent years.
- 9.4.4. This programme would commence with a comprehensive survey of cycle routes, prioritisation of routes and preliminary costings for resurfacing. This is proposed to be undertaken in 2004/05.
- 9.4.5. The bid for this study in the 2004/05 financial year is £10,000, and is expected that annual requests for implementation funding will follow when the extent of costs is determined.

##### Advance Stop Lines (ASLs) at all junctions

- 9.4.6. The objective of this scheme is to identify and provide ASLs at all signalised junctions within the Borough that do not already have them or that require completion of existing works. This complies with the Mayor's policy that all applicable junctions should have a painted ASL.
- 9.4.7. This will require a rolling programme of works. It is estimated that approximately 20 junctions will be treated in the first year at a cost of £90,000 and that subject to a survey and assessment of the feasibility the programme will be accelerated in the following two years. The Council welcomes the opportunity to discuss with TfL the possibility of accelerating this programme further. The programme for 2004/05 would entail the following elements:

- Survey of existing facilities (April to June 2004);
- Preliminary Design and Consultation (July to August 2004);
- Detailed Design (September to November 2004); and
- Implementation (December 2004 to March 2005)

##### One-ways to two-ways or contra-flows

- 9.4.8. The objective of this scheme is to identify all one-way streets that could be adjusted to incorporate contra-flow cycle lanes or converted to two-way streets and to begin a 3-year programme of works. In particular, the Council proposes to investigate and undertake works on two specific roads as part of the first year of works: Bellenden Road and Munton Road.



- 9.4.9. The bid for the 2004/05 financial year is £45,000 and is expected that increasing annual requests for implementation funding will follow as the extent of works is assessed.

West Dulwich

- 9.4.10. A bid is made here, in partnership with Network Rail, to create a combined cycleway and footpath to the west of West Dulwich station.
- 9.4.11. The main entrance to West Dulwich station is located on the South Circular road, the A205. Access to the northbound platform is via a footpath to the rear and to the west of the railway, while access to the southbound platform is along the A205 and via a footpath to the east of the railway.
- 9.4.12. The footpath on the west of the railway connects to a housing estate to the south west of the station. The footpath is of low quality, is relatively narrow, has tree roots breaking the surface creating trip hazards and is subject to intrusion by brambles and other vegetation from the railway embankment. Until recently the footpath was unlit. Local residents and users of the station have complained about lack of security on the footpath, and recently a high court judge was mugged on the footpath.
- 9.4.13. Southwark Cyclists, an active local cycling group, have been campaigning to have the footpath widened to permit shared use by cyclists and pedestrians. The cycleway would therefore provide a quiet alternative route to Cycle Route 23 along Alleyn Park.
- 9.4.14. The entire length of the footpath is about 360m. It is comprised of three sections, which southwards from the station building are as follows:
1. An 80m long stretch hemmed between a brick wall to the west and a chain link fence to the east that protects the railway embankment. This land, although owned by Network Rail, is part of the station lease operated by Connex.
  2. The existing footpath continues for about 230m southwards and is flanked to the west by a row of trees and Glazebrook Close. Network Rail owns the land.
  3. A paved pathway of about 50m connects Glazebrook Close with Acacia Grove. The footpath runs parallel to it, but at a lower level. The paved pathway is owned and maintained by Southwark Council, while Network Rail owns the footpath.
- 9.4.15. SELTRANS recently undertook a study on how to improve over 20 stations in its area. This study, which was reported on by consultants in April 2002, included West Dulwich station. The main recommendations made related to upgrading the footpath referred to above. Lighting has been installed in 2003 to this footpath and that to the southbound platform through a project funded by SELTRANS, Network Rail and Connex in 2003/4.
- 9.4.16. Southwark and Network Rail want to build upon the lighting project to create a combined cycleway and footpath. The intention is that the existing footpath be widened by taking down the chain link fence, clearing undergrowth and 4 trees to a width of about 1m, excavate soft ground, relay a new bitmac surface, erect a new metal palisade fence and provide signage and linage. The widened facility would become Southwark adopted highway. It is estimated that this full scheme would cost £123,000 of which Network Rail will contribute approximately £20,000.

- 9.4.17. It would be possible to undertake a partial scheme whereby the works above would be undertaken to section (1), section (2) would be resurfaced and widened to the tree line to the west (cyclists would use Glazebrook Close), and section (3) brought up to a common level. This scheme would cost £87,000 of which Network Rail will contribute £20,000.
- 9.4.18. Network Rail welcomes the removal of 4 trees referred to above, since these are species that exacerbate leaf fall problems to the line.
- 9.4.19. The scheme will provide a Safer Route to School for Dulwich College pupils using the railway station. The route will take advantage of a newly installed traffic island in Alleyn Park placed there recently as part of a traffic calming scheme down this road. The cycleway will connect well with a toucan on the A205, especially if TfL introduced a short distance cycleway in the pavement on this TLRN road. The station has secure cycle parking facilities.
- 9.4.20. The scheme will complement the introduction of a 20mph zone in Sydenham Hill under development as part of the 2003/4 BSP programme.

*Burgess Park Central Avenue*

- 9.4.21. The central avenue cycle path in Burgess Park has now been completed and links the Walworth Road with the old Surrey Canal. However, directional signage and cycle path identifiers are still needed.
- 9.4.22. Accordingly, a bid is made here for £1,000 to install this signage. This is a scheme that can be delivered almost immediately upon receipt of funding and will have benefits for many cyclists in this area.

*Newcomen Street Cycle Route Improvements*

- 9.4.23. This scheme is part of the Waterloo/London Bridge Accessibility Project and its objective is to provide a cycle link to new facilities on Union Street (which connects intersect with LCN+ Route 23) with LCN+ Routes 22 and 2. The feasibility of this has already been investigated and the London Cycling Centre of Excellence promotes such a link.
- 9.4.24. It is proposed to undertake improvements to cycling in the Newcomen St area by introducing a new east-bound route from Borough High Street, through Mermaid Court, Bowling Green Place and Newcomen Street. This will include a 60m long contra-flow on Newcomen Street between Bowling Green Place and Crosby Row. The programme for 2004/05 to carry out these works is as follows:
- Preliminary Design (April to June 2004);
  - Consultation (July 2004);
  - Detailed Design (August/September 2004);
  - Implementation (October to December 2004).
- 9.4.25. The total cost for this scheme is £12,000, which consists of the contra-flow works, signage and associated lining.
- 9.4.26. To monitor the success of the scheme, counts of cyclists will be taken before and after implementation and feedback would be requested from Southwark Cyclists.

*East Dulwich Link Route*

9.4.27. The objective of this scheme is to provide a link route from Greendale to East Dulwich joining the Herne Hill area with the Sainsbury's superstore. This scheme had been developed several years ago but was stalled whilst it awaited funding from a new retail development in the area. This development has now been refused by the Courts and accordingly, it is requested that funding be provided through this BSP to resurrect the scheme. The programme for these works would be as follows:

- Preliminary Design (June to July 2004);
- Consultation (August to September 2004);
- Detailed Design (October to November 2004);
- Implementation (December 2004 to January 2005).

9.4.28. The extent of works required to undertake this project is not as substantial as might be expected and accordingly, a bid is being made here for £25,000.

*LCN+ Cycle Links*

9.4.29. The objective of this scheme is to encourage greater use of cycle facilities and improve the connectivity of cycle routes by building a network of linking routes feeding into the LCN+. This would give cyclists choices where LCN+ routes vary from inbound and outbound journeys, enabling a journey to be made using one route going in and linking with another returning. A higher number of cycle lanes and fewer interruptions have been identified as important issues for cyclists.

9.4.30. Accordingly, this proposal is for a study to investigate where link routes can be provided and give the greatest benefit to cyclists. The total cost for this study is £6,000.

*Millennium Path*

9.4.31. The objective of this scheme is to progress work that has been undertaken in recent years towards the Millennium Path in the vicinity of South Bermondsey national rail station and the proposed new East London line station at Surrey Canal Road. The aim is to create a new walking and cycling path (a Green Corridor Pilot scheme). A preliminary study has already been carried out and partially funded by Groundwork Southwark and this has been in consultation with Lewisham Council who have funding for their part of the route.

9.4.32. This bid is for £10,000 in 2004/05 to prepare a more detailed study that will allow the scheme to be implemented in 2005/06.

*Map Info Project*

9.4.33. Southwark wishes to continue some preliminary work in the area of mapping all cycle routes and facilities within the borough, using the GIS software package Map Info. All existing and proposed cycling routes and facilities will be mapped and all known future cycle facilities planned or under consideration will be recorded in this format. This information will be used for marketing purposes. Map Info is capable of printing out maps to user-defined scales, so it is possible to create local maps or borough-wide maps to promote cycling. Map Info uses layers that can be turned on or off - so it is possible to develop bespoke maps as required. It is anticipated that this information will be provided on the Council's website. TfL will be provided with a copy of the data so that it can assist TfL in tracking all cycle schemes in the Borough. A bid is made here for £15,000 for the 2004/05 financial year.

*South Bermondsey Cycle Routes*

- 9.4.34. The objective of this scheme is to dramatically improve the extent and quality of cycle routes and facilities in the South Bermondsey area and as a result, encourage modal shift.
- 9.4.35. A preliminary study was undertaken in 2002, which identified cycle routes in this area that needed to be provided or improved. The Council wishes to begin implementation of the recommendations from this study and aims to do this over the next two financial years. Some of the elements of the proposed improvements include:
- New lanes and linkages;
  - Improved lining and signing of existing cycle routes;
  - Repair of route surfacing;
  - Provision of ASLs; and
  - Introduction of dropped kerbs.
- 9.4.36. This scheme will progress straight to detailed design and the total cost is likely to be in the order of £96,000. Accordingly, £48,000 is being bid for 2004/05 with the remainder to be under the 2005/06 bid.
- 9.4.37. To monitor the success of the improvements, counts of cyclists will be taken before and after implementation and feedback will be requested from Southwark Cyclists.

*Surrey Quays Cycle Routes*

- 9.4.38. The objective of this scheme is to improve the extent and quality of cycle routes and facilities in the Surrey Quays area and as a result, encourage modal shift. This is an ideal area for a local network of foot/cycle paths due to its compact and close-knit community. The area is criss-crossed by water channels, which remain from the docks, making it a very scenic and practical location in which to make these facilities available.
- 9.4.39. A preliminary study was undertaken in 2002, which identified cycle routes in this area that needed to be provided or improved. The Council wishes to begin implementation of the recommendations from this study and aims to do this over the next two financial years. Elements included in the proposed improvements are:
- New lanes and linkages;
  - Improved lining and signing of existing cycle routes;
  - Repair of route surfacing;
  - Provision of ASLs; and
  - Introduction of dropped kerbs.
- 9.4.40. These elements of the scheme will progress straight to detailed design and the total cost is likely to be in the order of £30,000. Accordingly, £15,000 is being bid for 2004/05 with the remainder to be under the 2005/06 bid. It should be noted that the study also recommends other improvements such as the introduction of numerous toucan crossings. As these improvements are substantial in their nature and cost (i.e. £285,000), the Council believes they warrant further investigation and accordingly, bids for these works are likely to be made in future years.
- 9.4.41. To monitor the success of the improvements, counts of cyclists will be taken before and after implementation and feedback will be requested from Southwark Cyclists.

## 9.5. Summary of Bids

9.5.1. The bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid and future years (see Table 19).

**Table 19: Cycling Schemes – 2004/05 to 2006/07**

Scheme	Cost Estimate (£'000s)		
	2004/05	2005/06	2006/07
Cycle Training – School Cycle Training	15	15	15
Cycle Training – Adult Cycle Training	12	12	12
Cycle Training – Complementing Mayor's Initiative	15		
Cycle Parking – Southwark Stage 2	16		
Cycle Parking – Doctors Surgeries/Health Centres	10	10	10
Cycle Parking – Parks	9	9	9
Cycle Parking – Estates	7	7	7
Cycle Parking – Canada Water Tube Station	18		
Cycle Links, Priority & Access – Minor Maintenance	5	5	5
Cycle Links, Priority & Access – Resurfacing Study	10		
Cycle Links, Priority & Access – Advance Stop Lines	90	120	150
Cycle Links, Priority & Access – Burgess Park Signage	1		
Cycle Links, Priority & Access – Newcomen Street	12		
Cycle Links, Priority & Access – East Dulwich Link	25		
Cycle Links, Priority & Access – West Dulwich Pathway	103		
Cycle Links, Priority & Access – LCN+ Cycle Links	6		
Cycle Links, Priority & Access – 1-Ways to 2-Ways	45	90	90
Cycle Links, Priority & Access – Millennium Path	10		
Cycle Links, Priority & Access – Map Info Project	15		
Cycle Links, Priority & Access – South Bermondsey		48	48
Cycle Links, Priority & Access – Surrey Quays		15	15
<b>Total Bid</b>	<b>424</b>	<b>331</b>	<b>361</b>

## 10. AREA BASED SCHEMES

### 10.1. Introduction

- 10.1.1. There are numerous locations within Southwark that have been targeted for improvements under Council's local policies as well as various regional plans. As indicated in Section 1 of this Plan, the Council's *Community Strategy* and *Neighbourhood Renewal Strategy* have set the framework for Southwark's regeneration and neighbourhood renewal priorities. These documents are supported by the existing *ILIP* and the emerging transport strategies and together, form the Borough's programme of transport priorities.
- 10.1.2. Furthermore, various regional strategies, such as the Mayor's *London Plan* and TfL's *Interchange Plan*, highlight locations within Southwark, that are of regional importance and that require attention.
- 10.1.3. The Council is keen to progress its programme of improvements and from a transport perspective the following are the key areas that are being targeted for attention:

**Table 20: Categorisation of Council's Priority Transport Locations**

Council's Priority Transport Locations	Relevant Area based Categories		
	Town Centre	Interchange	Streets-for-People
Elephant and Castle	✓	✓	
London Bridge Station & Environs	✓	✓	✓
Canada Water	✓	✓	
<i>Walworth Road (1)</i>	✓		✓
<i>Peckham (2)</i>	✓	✓	✓
Camberwell	✓		
Queens Road Peckham Station		✓	
<i>Nunhead Station (3)</i>		✓	

- 10.1.4. As the table above illustrates, area based treatments in these locations can cover more than one category. The areas that have been selected for inclusion in this bid are italicised and the priority for the purposes of this BSP only, is indicated in parentheses adjacent to the location name. For simplicity, even though some treatments cover more than one category, the shaded cells in the table show the category under which bids are made in this BSP (see also Figure 16).

*Where further details may be found about Area-Based Schemes*

- 10.1.5. The first three locations indicated in Table 20 are very considerable development opportunities with significant transport implications and the Council will be undertaking separate discussions with the Greater London Authority (GLA) family of organisations. It should be noted that Elephant and Castle and London Bridge are amongst the seven 'first tier' Opportunity Areas identified in the Mayor's draft *London Plan*. *Further comments about Elephant & Castle and London Bridge are made in Section 10.4 though no bids are made here.*

- 10.1.6. The Council is making a joint bid with the Corporation of London to explore the scope to convert all or part of the Borough High Street/Bishopsgate corridor from a through route for general traffic to a corridor giving public transport, pedestrian and cycle priority. The Corporation is acting as lead bidder, with full bid details given in the Corporation of London's BSP. The opportunity to reallocate road space has arisen due to the successful reduction in traffic achieved through the CCS, and would facilitate regeneration in the London Bridge area and in Bishopsgate (another first tier Opportunity Area).
- 10.1.7. There are very large-scale development possibilities at Canada Water that the Council is progressing. This will involve the development of new retail facilities. The Council may make a bid for transport related expenditure to support this in future years, but no bid is made here for 2004/5. A recent analysis by SELTRANS of all town centres in its area has shown that Surrey Quays shopping centre deserves transport-related improvements. This will be considered in relation to the wider Canada Water project. The Council commissioned a strategic retail study, which reported in 2002 and this showed that there is considerable retail leakage out of the borough. This underscores the development potential of Canada Water, and also of Peckham, Elephant & Castle and Walworth town centres.
- 10.1.8. The Walworth Road Streets-for-People bid is discussed in Section 10.3.
- 10.1.9. Projects in Peckham town centre are discussed in Section 10.2.
- 10.1.10. The Council has aspirations for making improvements to Camberwell town centre. In addition, the Camberwell Community Council is forming a list of transport improvements it wishes to see developed and may produce its own Transport Plan for Camberwell. These proposals are at too early a stage to make bids for 2004/5.
- 10.1.11. Queens Road Peckham and Nunhead stations are discussed in Section 10.4. Accessibility improvements to South Bermondsey are discussed in Section 14.2.
- 10.1.12. Furthermore, each of the bids within these subsections is detailed in the SIMPLA forms attached to this Plan (see Appendix B).

## **10.2. Town Centres**

### *Peckham*

- 10.2.1. The Council's second priority for area-based treatment under this BSP, relates to areas within and around Peckham town centre. Peckham is not only a significant pocket of deprivation within London but is also significant nationally. The three wards located around the town centre itself have high rankings in the Index of Multiple Deprivation, with Friary ranking 171, Liddle 251 and The Lane 445. There are also very deprived wards on the periphery of the town centre: Consort (ranked 243) and Barseet (406).
- 10.2.2. Peckham features in the Mayor's *London Plan* as one of the capital's 'major' town centres, which is ripe for regeneration, a point noted in TfL's *Area Based Approach Seminar* in November 2002. The regeneration of Peckham and its town centre is of a large-scale and will, of necessity, take a number of years to undertake.

*Phase 1*

- 10.2.3. The first phase of this regeneration activity is complete, which involved the largest SRB re-housing project in Britain on the north Peckham estates in Liddle and Friary wards, and is marked by the winding up of the Peckham Partnership (led by the Council) in March 2002 that oversaw this project. A recent MORI survey showed high levels of satisfaction with the outcomes of the Peckham Partnership. Apart from the re-housing project the Partnership also created a new town square based around the award winning Peckham Library and Peckham Pulse.

*Phase 2*

- 10.2.4. The regeneration activity is now in an interim second phase that is concerned with consolidating improvements to the urban realm, which will be described shortly. The Council's Peckham Programme team is leading this activity.

*Phase 3*

- 10.2.5. The third phase, the regeneration of the town centre, itself needs to be put into context. The Council wishes to engage in major development at three of its town centres: Elephant and Castle, Canada Water and Peckham. A recent study commissioned by the Council, (*Retail Study Main Report, 2003*), made a strategic assessment of the development potential of these centres. The study concluded that there is considerable retail leakage out of the borough and that further retail offer could credibly be developed. The Peckham Programme commissioned a *Peckham Town Centre Strategy Study* that was completed in November 2001. This identified the strengths and weaknesses of the town centre, and considered that it consisted of a 'high street' section with multiple traders between the new northerly focus of Peckham Library and Peckham Rye station, and an ethic-oriented trading section south of the station that would be desirable to promote as a unique feature.
- 10.2.6. The study also suggested that the existing low quality arcade in front of the station be cleared to create another town square in the middle of the town centre and gateway squares at its southern extremity.
- 10.2.7. The Council supports the outcomes of the study, and recently commissioned, with SELTRANS and Network Rail, a study (*Peckham Rye Station Regeneration Project, 2003*) into the redevelopment of the station in conjunction with development sites to the east of Rye Lane where depot facilities for the Cross River Transit could be located. Through the Cross River Partnership, the Council is actively exploring with TfL how depoting arrangements for CRT may be developed, perhaps with terminal facilities in the town centre. These explorations are at an early stage. The inception of CRT and the extended East London line services into Peckham will offer greater scope for the regeneration of Peckham.
- 10.2.8. In view of this the Council is considering how Peckham town centre may be regenerated on a larger scale. As may be appreciated, the third phase is beyond the scope of this BSP in terms of any immediate time scale, and will be the subject of further discussions with organisations in the GLA family and other parties.



*Phase 2 Proposals in this Bid*

10.2.9. In cognisance of the potential that may exist in Phase 3, the Council wishes to engage in a series of relatively small-scale improvements to the urban realm that will further encourage inward investments into Peckham. The following are the transport works that the Council wishes to pursue as part of Phase 2:

- Peckham Precinct;
- Peckham Gateway North;
- Peckham Gateway South;
- Peckham Town Centre Safer Routes; and
- Peckham Rye Station Access Improvements.

10.2.10. Each of these schemes is outlined below and summarised at the end of this subsection. Furthermore, in accordance with discussions with TfL, one encompassing SIMPLA form has been prepared for this Town Centre submission and is attached to this Plan (see Appendix B).

*Peckham Precinct*

10.2.11. The objective of this scheme is to create a well-used public civic space that is clearly identifiable, is of high quality design and safe for young people using local facilities.

10.2.12. In order to do this, it is proposed to improve street lighting, signage and furniture, thereby creating a civic precinct based around the civic buildings on Peckham Road (the A202) between Havil Street and Kelly Avenue. The proposed programme of works will include planting, pavement reconfiguration, improved access to local school and improved crossings perceived as dangerous on the Peckham Road at its junction with Southampton Way and between schools St James the Great and Warwick Park. The A202 is part of the TLRN so the borough proposes a partnership approach with TfL for this project.

10.2.13. A feasibility study was carried out in 2000 and is in need of review. Accordingly, it is proposed that the review and commencement of works should take place in 2004/05, with the remainder of physical works over the following two years. Accordingly, the bid for the 2004/05 financial year for the feasibility study review and commencement of works is £75,000. Following this, it is anticipated that a bid for the 2005/06 year would be in the order of £75,000.

10.2.14. In order to monitor the success of these works, it is proposed to undertake before and after surveys with the local population and if the programme of works is phased, surveys will be undertaken at the end of each phase.

*Peckham Gateway North*

10.2.15. The objective of this scheme is to provide a high quality, visually co-ordinated treatment of the Peckham High Street/Peckham Hill Street stretch of the A202 between Kelly Avenue in the west and Consort Road in the east. The A202 is part of the TLRN so the borough proposes a partnership approach with TfL for this project.

10.2.16. Currently traffic flow through this area is in conflict with pedestrian movement across two parts of the town centre, pavements are obstructed by unnecessary street furniture and there is no design co-ordination. The scheme seeks to resolve these problems by reducing street clutter, creating a visual style that makes the area safer and easier for pedestrians to enjoy and resolving some of the traffic flow problems associated with this part of the A202.

- 10.2.17. The scheme will involve removing unnecessary street furniture, co-ordinating signage and lighting, rationalising business servicing and pedestrian crossing facilities and repaving to a high standard of design. In addition, drivers will be alerted to their arrival in the town centre giving sense of place.
- 10.2.18. In order to implement these works, it is proposed that a preliminary design study will be commissioned early in the 2004/05 financial year, to examine the current situation, liaise with local businesses and users of the centre and to recommend a design style/approach for the study area. A survey will also identify current perception and issues for pedestrians and drivers and bus companies.
- 10.2.19. Following this, it is proposed to undertake more thorough consultation and detailed design, with implementation commencing toward the end of the 2004/05 financial year. Implementation would continue into 2005/06.
- 10.2.20. The total cost of this scheme is estimated to be in the order of £150,000 of which £50,000 is being requested for 2004/05 to kick start the project. It is also possible that funding might be available from the Peckham Neighbourhood Renewal Fund to add value to the proposed works.
- 10.2.21. In order to monitor the project, the Peckham Programme Project Team at Southwark Council will undertake an empirical street and business survey both before and after the works.
- 10.2.22. The Council wishes to emphasise that very high road casualty rates apply to this section of the TLRN, and that the proposed works will substantially reduce road casualties.

*Peckham Gateway South*

- 10.2.23. The objective of this scheme is to create an 'urban village' feel to the southern end of the town centre to promote evening use and encourage businesses to locate in this rundown area. The traffic islands in this area have been neglected and lack visual interest, contributing to an impression of decline in this part of the commercial centre.
- 10.2.24. The intention is to create a new leisure quarter in the town centre encouraging local people and the immediate catchment to enjoy this part of the town, which benefits from open space provided by the north end of Peckham Rye Common. Through simple pedestrian friendly measures this area can be made safer for pedestrians and more attractive and it is considered that the space could lend itself to providing much needed evening leisure activity that would be attracted if the infrastructure was improved.
- 10.2.25. To achieve these aims and objectives, it is proposed to implement traffic calming and pedestrian friendly measures, such as environmental improvements to the three traffic islands at Copeland Road/Heaton Road/Sternhall Lane crossing.
- 10.2.26. In order to implement these works, it is proposed that a preliminary design assessment is undertaken early in 2004/05, to examine the current situation, liaise with local businesses and users of the centre and to recommend a design style/approach for the study area. A survey will also identify current perception and issues for pedestrians and drivers and bus companies.
- 10.2.27. Following this, it is proposed to undertake more thorough consultation and detailed design. Implementation would commence toward the end of the 2004/05 and continue into 2005/06.

10.2.28. The total cost of this scheme is estimated to be in the order of £150,000 of which £50,000 is being requested for 2004/05 to kick start the project. It is also possible that funding might be available from the Peckham Neighbourhood Renewal Fund to add value to the proposed works.

10.2.29. In order to monitor the project, the Peckham Programme Project Team at Southwark Council will undertake an empirical street and business survey both before and after the works.

*Peckham Town Centre Safe Routes*

10.2.30. The objective of this scheme is to tackle fear of crime and pedestrian safety on the main routes from the residential catchment areas and points of arrival surrounding the town centre.

10.2.31. To do this, it is proposed to improve signage, lighting and paved areas to encourage more pedestrian movements through the area and reduce people's fears of walking around the scheme area by clear well marked routes with pedestrian level signage. In particular, the following areas would be targeted for treatments:

- Routes from car parks to commercial centre (Moncrieff Alleyway and Copeland Road Car Park to Rye Lane) - lighting and signage;
- Routes from housing estates to Peckham High Street/Rye Lane (Sumner Road, Rye Lane Passage, Bournemouth Road) - lighting and signage;
- Peckham High Street and Rye Lane - disability measures to improve pavement and access into premises, removal of unwanted street clutter and out of date signage;
- Peckham Rye - traffic calming/pedestrian improvements, environmental improvements;
- Rye Lane and Peckham High Street and adjoining roads - town centre signage scheme.

10.2.32. In order to implement these works, it is proposed that a preliminary design and consultation will be undertaken commissioned in the first half of 2004/05. Following this, detailed design and the first phase of implementation would be undertaken toward the end of 2004/05 and be continued into 2005/06.

10.2.33. The total cost of this scheme is estimated to be in the order of £180,000 of which £120,000 is being requested for 2004/05. It is also possible that funding might be available from the Peckham Neighbourhood Renewal Fund to add value to the proposed works.

10.2.34. In order to monitor the project, the Peckham Programme Project Team at Southwark Council will undertake an empirical street and business survey both before and after the works.

*Peckham Rye Station Access and Security Improvements*

10.2.35. Proposals to improve station accessibility and security to Peckham Rye station are discussed in Section 14.3. These improvements will improve the image of the town centre, make it more accessible and thereby assist inward investment.

### **10.3. Streets-for-People**

#### Introduction

- 10.3.1. The Council's main priority for an area-based scheme is the Walworth Road. As discussed below, the Council has been successful in its road safety demonstration bid to the Department for Transport but needs additional funds from TfL to complete its holistic treatment for this road as a Streets-for People project.
- 10.3.2. Traffic calming treatments have been applied to the west and east of the Walworth Road, including the further improvement works to the West Walworth 20mph zone using BSP funding in 2002/3 and area-wide traffic calming in east Walworth as a complementary measure to CCS, to be implemented in 2003/4. In addition, in west Walworth a Home Zone is being developed in Sutherland Square under the DfT's Home Zone Challenge. Other project work in east Walworth includes an SRB project and New Deal for Communities Project on the Aylesbury estate, as well as a new CPZ as a complementary measure to CCS, which at the time of writing has been consulted on.
- 10.3.3. The Streets-for People project for the Walworth Road itself, in conjunction with the DfT's road safety demonstration project, will represent a considerable makeover to the heart of this busy shopping area, which lies in the heart of this deprived community.
- 10.3.4. The three wards in this area (pre May 2002 boundaries) rank high in the ODPM's Index of Multiple Deprivation for the 8414 wards in England: Browning (558), Faraday (576) and Newington (674). The Council wishes to develop the scheme in partnership with a variety of organisation, including TfL's Street Management, London Buses and the Metropolitan Police (in terms of both crime reduction and road safety divisions).

#### The Walworth Road Bid

- 10.3.5. This scheme is one of 16 area-based that has been allocated funding for years 2003/4 to 2005/6, as noted in the BSP Guidance.
- 10.3.6. Following the BSP 2003/4-2007/8 submission last year, the Council successfully bid for £1 million of DfT funding for a *Mixed Priority Route Road Safety Demonstration Project* pilot project. The aim of the DfT scheme is to reduce casualties for all road users, pedestrians and cyclists whilst protecting the role of the route as a traffic distributor. This will include, amongst other things, redefining the boundary between the road surface and the pavements, improving pedestrian crossing points and reducing street furniture clutter. The Walworth Road has a relatively high number of road casualties, about 250 over three years.
- 10.3.7. Walworth Road is a busy arterial road into central London, carrying around 20,000 vehicles per day and up to 80 buses per hour. However, Walworth Road is also a popular shopping area with high pedestrian volumes which, combined with narrow and cluttered pavements, has led to the relatively high road casualty rate. The extensive use of guard railing contributes towards pedestrian congestion, notably around bus stops, fear of crime and actual crime. Walworth Road is one of the borough's crime hotspots.

*Streets-for People and other project elements: the “Walworth Project”*

- 10.3.8. The Council wishes to undertake an area-based transformation of this key shopping area and community resource to create a more socially inclusive public realm that may be managed and maintained in a sustainable way. Walworth Road was identified in the Council’s *Interim Local Implementation Plan* as a priority area for a Streets-for-People scheme. The Street-for-People scheme offers a holistic treatment of the area, within which the road safety project is situated. The scheme will include quality design features to give the area a clearer identity, reduce the severance effect of the road, improve personal safety and security, and provide improved urban liveability (through new green spaces and an improved public realm generally). Lighting will be enhanced to improve road safety, personal security and encourage night time travel.
- 10.3.9. The Council has also successfully bid for the project to be a pilot in Transport 2000’s *Revitalising Communities on Main Roads* initiative, which will provide insights into improving local community involvement and European best practice. The Transport 2000 dimension comes without any additional funding. The purposes of this initiative are similar to the holistic treatments intended by the Streets-for-People scheme. While the main focus of the Walworth Project is on road safety, the DfT recognises that such a project cannot be undertaken without recourse to wider issues as contained within Streets-for-People schemes, such as those mentioned earlier, and the long term maintenance and management of the street scene.
- 10.3.10. In recognition of the overlapping nature of these projects, this project will be referred to as the “Walworth Project”. Good quality consultation is an underlying theme for all of these projects, and a core part of the Walworth Project will be a comprehensive and inclusive consultation programme, both with the local community and relevant stakeholders, in order to achieve lasting buy-in from end-users.
- 10.3.11. The DfT funding will enable the Council to accelerate its work programme for this scheme. However the DfT funding, given the pilot nature of the project, requires that the Council engages in a more thorough monitoring schedule and documentation of the project than would normally be expected for a scheme of this type.
- 10.3.12. The DfT bid was based around an indicative scheme, which was illustrated in last year’s BSP. The indicative scheme was costed at £1.6 million. The Council considers that a more prudent outturn estimate for the overall scheme should be £1.8 million in order that it may better relate to proposals for Elephant & Castle and cover the additional costs arising from the requirements of the pilot road safety project. It is considered that this level of funding is necessary if the project is to have a real and lasting impact.
- 10.3.13. The Council’s plans for the Elephant & Castle, currently out to consultation, envisages that this area may be better regenerated as a high street model - by continuing the Walworth Road – rather than through the creation of an extensive shopping mall, as was previously considered. Further details about the E&C project are given elsewhere (see Section 10.4).
- 10.3.14. The Walworth Project is currently underway. The intention is that the consultation process will take up most of 2003/4, with the majority of physical works being undertaken over the following two financial years. In 2003/4 the TfL funding of £104,000 will be used to undertake a topographical survey of the entire route, street audits with local community participation, signage and minor street works. A holistic framework, upon which further improvements can be made, is being developed and

instigated. This framework is required so that the project can fulfil the requirements of an area-based approach and can mesh with existing project work in the surrounding area, as well as the broader vision of further improvements to Walworth Road in the context of the Elephant & Castle project.

10.3.15. The Walworth Project will be managed by a Project Board, and will include TfL representation amongst other external agencies.

10.3.16. The objectives of the project closely match those of TfL, particularly:

- Reducing the number of people injured on London's roads
- Making the area more pedestrian friendly
- Targeted reduction in pedestrian and cyclist casualties
- Improvements in bus usage and operation
- Designing areas to be durable, maintainable, usable and pleasant for people, and attractive for businesses.

10.3.17. The project also meets TfL's priority aim of developing area-based schemes to ensure a holistic approach to maximize synergies between schemes. Also matched are the themes of the Mayoral objectives – a growing and prosperous city, a city for people, a green city, and an accessible city.

10.3.18. Other complementary projects in the surrounding area include:

- A number of improvements made as part of the LBI, in particular the establishment of bus lanes along the majority of Walworth Road in both directions (LBI schemes for routes 68 and 35)
- The Council's Community Safety Fund, which in 2003/4 will be targeted to improve personal safety through lighting improvements
- The creation of a Home Zone based on Sutherland Square, which is adjacent to the Walworth Road, using DfT (formerly the DLTR) funding of £360,000
- Two projects close to Walworth Road that complement the Congestion Charging Scheme: a new CPZ centred on the Aylesbury estate; and a traffic-calming scheme in East Walworth;
- Partnership projects (e.g. a SELTRANS project for improving Elephant & Castle interchange, Cross River Partnership projects in the London South Central area and Central London Partnership's Walking Strategy Programme)
- BSP funded traffic monitoring along Walworth Road as part of Air Quality measuring.

10.3.19. In appraising this proposal, the Council wishes to highlight the following:

- The wards either side of Walworth Road are within the 10% most deprived wards in England.
- A Streets-for-People scheme is identified as a priority plan in the Council's ILIP and Air Quality Action Plan.
- The core funding for the scheme relates to road safety and personal security issues are of particular concern in this crime hotspot. Metropolitan Police officers from both the road safety and crime areas are included in the project management framework
- The scheme will create a more socially inclusive public realm, to encourage walking and cycling and reduce the effects of severance
- Deliverability will be improved by local community participation in the project and the direct involvement of officers from London Buses and TfL's Street Management in the project management framework
- Community involvement and support will be encouraged through the year-long consultation process, direct participation in street audits and the Council's Street Leaders programme, through best practice guidance offered by

advisers (Transport 2000) and through local community representatives in the project management framework. Particular attention will be given to involving the business community in the project, given the strong commercial nature of Walworth Road and the Council's policy of improving prosperity

- The Council will improve the overall condition of the public realm in a sustainable way, by taking account of long-term management and maintenance issues from initial design onwards. The Council will adopt a Street Excellence framework
- Design quality will reflect local community needs. The consultation process will help direct where resources need to be spent and this will be considered in design terms from the outset. Recognition will be taken of the need to harmonise with the evolving requirements of the Elephant & Castle project
- Both the Council and the DfT will be conducting before and after monitoring surveys covering a variety of attributes, including the perception of street-users
- This project will complement various related projects as itemised above. The Elephant & Castle is one of seven high-level Opportunity Areas identified in the Mayor's (draft) *London Plan* and is the foremost interchange identified for improvements in the second tier of TfL's *Interchange Plan*
- The Walworth Road project will add value to the proposed CPZ and traffic calming schemes for East Walworth and the Route 35 bus LBI project being implemented in 2003/4

10.3.20. The DfT funding for the road safety demonstration project will have to draw to a close in 2004/5, save for monitoring. For this reason the Council wishes to end-load its bid to TfL towards 2005/6. Accordingly, a bid is made here for £300,000 for the 2004/05 financial year, with a further £400,000 for the 2005/06 financial year. The accelerated programme made possible by the DfT funding will not require further funding beyond 2005/6.

#### **10.4. Interchanges**

##### *Lewisham and Southwark Rail Security Partnership*

10.4.1. The Government is keen to undertake pilot projects that explore how personal security at rail stations can be improved. To this end the Government Office for London invited Connex to nominate stations in its area that it considers to have the worse security situations, which can come under scrutiny under this initiative. The stations nominated are: Catford, Catford Bridge, Crofton Park and Ladywell (all in Lewisham), and Nunhead and Denmark Hill in Southwark. South Central were invited to meetings held in the summer 2003, and wished to also include the following stations for consideration: New Cross Gate (in Lewisham), and Peckham Rye, Queens Road Peckham and South Bermondsey in Southwark.

10.4.2. All of the Southwark stations have been examined by SELTRANS, and improvements have been identified. Some project work has occurred in and around some of these stations (South Bermondsey, Peckham Rye, Queens Road Peckham), some is planned in the near future (Nunhead, Queens Road Peckham) to be paid for using Southwark Council money, and further improvements are required in others. Of all the stations in Connex's area, Denmark Hill has been identified as the station most in need of lifts and a bid to the SRA under its Rail Passenger Partnership (RPP) fund may well have been pursued if the SRA had not (temporarily) frozen this source of funding and had Connex not lost its franchise. It is significant that Queens Road Peckham, Peckham Rye and Denmark Hill are stations on the proposed extended East London line.

- 10.4.3. The GoL has of budget of £50,000 to spend on this project, and the Partnership is exploring other sources of money to bring in. At the time of writing it is possible that the bulk of money being brought together for this project may be applied at one station (Nunhead is a prime candidate for consideration).

*Area-based Approach to Rail Corridors*

- 10.4.4. The Council considers that an area-based approach should be used for rail corridors, and urges that TfL considers this for its next bidding round. SELTRANS and SWELTRAC are using this approach (in partnership with the SRA, TfL, Network Rail and TOCs) on the pilot South London Metro line stations.
- 10.4.5. The stations referred to above would constitute a suitable corridor for project work on this basis.

*London Bridge Station*

- 10.4.6. The Council wishes to note here that the SRA and Network Rail have submitted that they wish to include London Bridge Masterplan scheme as part of the Thameslink 2000 project. The SRA is offering no firm commitment that the Thameslink 2000 project will indeed be pursued.
- 10.4.7. The Council wishes to assist Network Rail and SRA to make the necessary improvements at London Bridge. Southwark Council, in conjunction with the GLA, are acting as lead partners, in the London Bridge Strategic Development Management Group, which brings together local government and development partners to manage an area-based approach to improving the street scene around the station as the station and its environs become the subject of major regeneration and development projects (such as the proposed London Bridge Tower).

*Queens Road Peckham*

- 10.4.8. The Council is poised to undertake a £200,000 forecourt improvement program at this station using Council monies. The scheme involves the sale of some of its property to Network Rail to create an enlarged forecourt. The project will be pursued in partnership with Network Rail and South Central. The Council would like to build upon add to this project by adding CCTV coverage and a lift.
- 10.4.9. The Council would like to build upon his project by adding CCTV coverage and a lift, and will discuss options with rail industry partners. Prior to these discussions it is premature to make a bid here for these 'add ons', although the Council may wish to make a bid next year, especially when the possibility of SRA RPP funding may become clearer. It is desirable to make these and further improvements to this station, since it is proposed that it will be on one of the southern extensions of the East London line.

*Nunhead Station*

- 10.4.10. Of those stations being scrutinised by the Lewisham and Southwark Rail Security Partnership Nunhead station has one of the highest levels of reported crime. The local perception of the station is that it is reported as showing unacceptable levels of being unsafe. The fear of crime is deterring the local population, which has a high number of elderly people, from availing themselves of this public transport option in an area not especially well served by public transport.



- 10.4.11. The Council is spending £70,000 Community Safety money in 2003/4 to undertake works that will deter graffiti, upgrade lighting in the station approach and help reduce the fear of crime around the station. In addition, as recently agreed by the Nunhead and Peckham Rye Community Council, £20,000 will be spent on minor repaving works outside the station using the Council's *Cleaner, Greener and Safer* capital programme. It is desirable to have improved CCTV coverage at this station and there could be scope to draw funds from the Lewisham and Southwark Rail Security Partnership.
- 10.4.12. The Council wishes to build upon this work and complete a programme of urgent minor works based on further analysis of a SELTRANS report into this and other stations in south east London undertaken in 2002.
- 10.4.13. Based on local community concerns, the local community has prioritised its actions for the station. The number one suggestion to make the station more attractive to use is to increase active staff presence at the station. Leaving this suggestion aside, which is an operational issue, the priorities identified by the local community and station operator are costed at £45,000 and include:
- An electronic train indicator at street level - to avoid need to wait on isolated platform;
  - New information panels and local map;
  - Digital CCTV ('ideally' linked to Southwark active monitoring system);
  - New seating;
  - New safer stair rails; and
  - A waiting shelter at street level.
- 10.4.14. There are also concerns about the platform level layout. Security would be greatly improved if redundant buildings were demolished and new shelters with perspex windscreens were provided. These works are estimated to be in the region of £200,000 to £250,000. A bid is made here for £25,000 to undertake a more detailed refurbishment plan for the station. Accordingly, a total bid of £70,000 is made here.

*Elephant & Castle*

- 10.4.15. The scale of development at Elephant & Castle is so large that it is one of seven 'first tier' Opportunity Areas stated in the Mayor's *London Plan*. The interchange itself needs improvement and TfL fully appreciates this as it is ranked as B/1 in TfL's *Interchange Plan*.
- 10.4.16. Given the complex and large-scale nature of the Elephant & Castle Project, the borough will need have detailed discussions with the GLA family organisations – especially TfL and the LDA – about the sequencing and financing of public realm works. In advance of these discussions, TfL needs to be aware of how it may assist in helping to move the project forward. Two matters are of particular importance at this juncture: (1) how the Council intends to proceed with the regeneration project; and (2) the implications of Thameslink 2000 works at Elephant & Castle.
- (1) How the Council intends to proceed with the regeneration project.*
- 10.4.17. The shape of the project has evolved, and following a Masterplan project the Council wishes to regenerate Elephant & Castle as a high street model by continuing the Walworth Road through the location of the existing shopping centre towards the northern roundabout. The outline proposals are currently out to consultation in a document, *Framework for development: principle & interim planning guidance (Part 1: strategic principle), Draft for Consultation*, June 2003.

- 10.4.18. In broad terms, the first step to realising the regeneration project, as agreed by the Council, is to move existing residents out of the Heygate estate to new housing in the area as a prelude to demolishing the estate, and to consolidate the Council's site with further land holdings released by the removal of the Elephant and Castle shopping centre and the re-working of the road network
- 10.4.19. The majority of existing tenants support this, and those who wish to be rehoused in the immediate vicinity have been identified. The local population is being actively assisted to secure the maximum possible benefits from this change through programmes managed under the Elephant Links SRB Partnership. The demolition of the Heygate Estate, achieved through the re-housing of its residents, is central to the development proposals set out in the Framework for Development, which was agreed for consultation by the Council's Executive on the 22nd April.
- 10.4.20. In developing this re-housing programme the Council will achieve three objectives of immediate importance.
- (a) The replacement of poor quality, unpopular, estate-based housing with high quality new units in mixed tenure developments as Phase 1 of the project - i.e. delivering immediate and visible benefits to the local population in advance of the main commercial development.
  - (b) An opportunity to bring early coordinated investment and improvement into locations around the core development area where there are clusters of early housing sites.
  - (c) The assembly of approximately 25 acres of development land necessary to create the regeneration opportunity based on the town centre model that has been endorsed by the Executive in April 2003.
- 10.4.21. Following consultation on the regeneration project, and as the sequencing of re-housing becomes clearer the Council will seek transport related funding from TfL in the vicinity of the new housing. Initially four locations have been identified to accommodate some of the Heygate replacement units in the following areas - Harper Road, Rodney Road, St Mary's Churchyard, and South Newington.
- 10.4.22. No explicit bids are made here for 2004/5, although the following bids elsewhere in this documents are relevant: Funds will be sought in future years. This investment will be important, as it will demonstrate to existing local residents that the early programme brings immediate local environmental and transport benefits. Successful delivery of these early projects will pave the way to the opening up of the core area for comprehensive redevelopment on the basis of the proposals set out in the Framework for Development.
- (2) The implications of Thameslink 2000 works at Elephant & Castle.*
- 10.4.23. The SRA and Network Rail have indicated that they wish to include the Council approved London Bridge Masterplan scheme as part of the Thameslink 2000 project. This will overcome deficiencies at the station identified in the Inspector's Report, and will enable the station to handle the additional pedestrian flows at London Bridge resulting from Thameslink 2000. In consequence, works at London Bridge are likely to take place during the entire construction period of the project, and the SRA and Network Rail are exploring how this may be achieved with the minimal disruption to rail passengers. It is likely that turn back facilities will be introduced at Elephant & Castle and some services will be diverted from London Bridge to Elephant & Castle to facilitate the London Bridge works.

10.4.24. The SRA and Network Rail have a general concern about the relatively poor interchange arrangements between the national rail station and the Underground at Elephant & Castle. While this is an issue that will be dealt with as part of the regeneration project, legibility and way finding improvements are desirable in the interim. The Council is not making a bid here to address this issue but rather, given the strategic importance of Elephant & Castle as a hub station, a bid is made in this year's SELTRANS bid to TfL.

### **10.5. Summary of Bids**

10.5.1. The bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid and future years (see Table 21).

**Table 21: Area Based Schemes – 2004/05 & 2005/06**

<b>Scheme</b>	<b>Cost Estimate (£'000s)</b>	
	<b>2004/05 Bid</b>	<b>2005/06 Bid</b>
Town Centres – Peckham Precinct	75	75
Town Centres – Peckham Gateway North	50	100
Town Centres – Peckham Gateway South	50	100
Town Centres – Peckham Safe Routes	100	80
Streets-for-People – Walworth Road	300	400
Interchanges – Nunhead Station	70	250
<b>Total Bid</b>	<b>645</b>	<b>1,005</b>

# 11. REGENERATION AREA SCHEMES

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## **11.1. Introduction**

- 11.1.1. The Council has numerous regeneration areas and regeneration activity spread throughout the borough, including at Elephant & Castle, London Bridge, Peckham, Bermondsey Spa, Aylesbury Estate, Canada Water and Camberwell.
- 11.1.2. The Council is not making any bids under this heading. However, bids are made elsewhere in this document that have a bearing on regeneration.
- 11.1.3. Regeneration at Elephant & Castle and London Bridge are referred to in Section 10.4, although no specific bids are made here in relations to these areas.
- 11.1.4. Bids are made in relation to regeneration in Peckham town centre in Section 10.2.
- 11.1.5. Bids in relation to the regeneration of Bermondsey Spa are given in relation to 20mph-zones (see Section 4.4) and Home Zones (see Section 4.5).
- 11.1.6. A bid in relation to the regeneration of Bermondsey Spa is made in relation to accessibility improvements (see Section 14.1).
- 11.1.7. Reference is made to the regeneration of Canada Water in Section 10.1, though no bid is made here.
- 11.1.8. Reference is made to the regeneration of Camberwell town centre in Section 10.1. Bids are made here in relation to corridor based local safety schemes in Camberwell in Section 4.6 (for Denmark Hill and Camberwell Road) and 20mph-zones in Section 4.4 (Camberwell East, Camberwell West and the extension of Peckham West).

## **12. FREIGHT**

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### **12.1. Lewisham and Southwark Freight Quality Partnership**

- 12.1.1. Lewisham and Southwark are making a joint Freight Quality Partnership bid in this year's bidding round for a project to help improve freight distribution in this key part of London's economy, and in such a way that protects local residents. Southwark is the lead authority for this bid. The bid is also made in conjunction with the University of Westminster's Transport Studies Group, a leading expert in this area.
- 12.1.2. The bid relates to the specific area around Bermondsey, Rotherhithe and Deptford. This area contains a number of distribution centres, predominantly feeding businesses in the City and the West End based on Just-in-Time logistics. In addition, there are other freight handling activities taking place in this area. An example is the traffic going to the SELCHP combined heat and power station, which straddles the two boroughs, that converts solid waste to energy.
- 12.1.3. Despite various traffic calming measures in this area, the local community continue to complain about heavy goods traffic passing through streets that are residential in nature.
- 12.1.4. For example, in Southwark traffic calming measures are in place in the area around Tranton Road and Webster Road, yet the volume of goods traffic is an issue for residents in these roads. While road narrowing or partial stopping up may be a solution in the above roads (subject to consultation and emergency access) other roads are not so amenable. For example, Rolls Road is a local distributor, while Catlin Street carries two bus routes. Other 'problem' roads include Rowcross Street, Verney Road and Ilderton Road.
- 12.1.5. In Lewisham, extensive area traffic calming has taken place in this northern segment of the Borough. However, many roads still suffer from the high volume and speed of goods traffic and this leads to a continuing nuisance to local residents. The changing land-use in this area has also resulted in problems being exacerbated. For example, Grindstead Road has become more residential in nature and goods vehicles using this road are creating residential amenity and road safety problems. The road condition of many roads is also being undermined by the inappropriate use by goods vehicles.
- 12.1.6. Lewisham is examining innovative and sustainable ways of providing for the Borough's fuel requirements. A study was undertaken to evaluate the viability of setting up a biodiesel production facility from waste (or used) cooking oil. Biodiesel has significantly reduced levels of pollutants, yet performs favourably compared to petroleum diesel. Lewisham is seeking to establish a pilot production plant.
- 12.1.7. The two boroughs want to take a pragmatic view with regard to road works in this area, and most of the money bid for here will relate to practical solutions for residents. However, the boroughs want to take a wider view and develop a Freight Quality Partnership to the benefit of commercial interests, which can consider more sustainable solutions. The focus of physical works in 2004/5 will be the area indicated above, although the Freight Quality Partnership is likely to address freight issues across the whole of the two boroughs.
- 12.1.8. Southwark is very active in seeking sustainable solutions through EU sources. Southwark has the largest fleet (and highest proportion) of alternatively fuelled vehicles of any local authority in Britain, acquired through the EU's Zeus initiative (1996-2000). Another example is the work undertaken in the EU's MOSES (Mobility Services for Urban Sustainability) 'City of Tomorrow' project.

- 12.1.9. Southwark's commitment to improving air quality is exemplified by the fact that it was one of the first local authorities in Britain to produce its *Air Quality Review and Assessment, Third Stage Report*. This was made available on the (then) DETR website as an exemplar report and is now available at <http://www.uwe.ac.uk/aqm/review/examples/index.html>. Southwark has also produced an Air Quality Strategy and Improvement Plan (AQSIP). Section A2.16 & A2.17 of this Plan deals with reducing emission from local Heavy and Light Goods Vehicle. Further details of the AQSIP can be obtained from <http://www.southwark.gov.uk/publications>. Within the plan, Measure 2v is connected with Freight Partnerships and states the following:

*"Establish a regional partnership with local coach operators, local operators of Heavy Goods Vehicles and light vans, private hire vehicles, and other local authorities and agencies serving key routes i.e. A2 A20 A200 A3 to provide information, demonstration of cleaner technologies, funding sources, and promote grant take up and improve vehicle logistics. Support and participate in similar arrangements established by Central London Boroughs and GLA."*

- 12.1.10. Currently, Southwark, the University of Westminster and others (notably Daimler-Chrysler and VW) have put in a freight related bid, the SULTAN project, under the EU's 6<sup>th</sup> Framework. Southwark is waiting for bidding guidance to make a partnership bid under another 6<sup>th</sup> Framework project – STEER.
- 12.1.11. Lewisham and Southwark consider that there are advantages to the freight industry if deliveries were better co-ordinated, and through the less polluting goods vehicles. Furthermore, there is scope to provide better integration of freight handling carried by road, rail and the river. Hither Green in Lewisham is a significant rail distribution centre, while nearby Angerstein Wharf is another key inter-modal distribution location.
- 12.1.12. Lewisham and Southwark want to develop a freight quality partnership for the area identified above and roll this out to a larger area in the longer term. The two boroughs are within the SELTRANS partnership, and wish to learn lessons from the freight quality partnership being developed in 2002/3 in the adjacent SELTRANS borough, Greenwich. The Central London Partnership is also keen to explore how the reduced traffic observed in the CCS area can facilitate better freight handling in partnership with local authorities in this area. The current bid can provide useful experience to help develop a better undertaking of freight and logistics for London, and to inform agents such as the Central London Partnership.
- 12.1.13. The University of Westminster (UoW) has been conducting research into freight transport operations in towns and cities for more than fifteen years. UoW's research in this field has addressed the following topics: the economic and social importance of urban logistics, the study of existing patterns of urban freight transport, the difficulties experienced by distribution companies in servicing urban locations, the traffic and environmental impacts caused by goods vehicle movements, and the likely response of distribution companies to new policy measures. The work has also been concerned with new directions in urban freight transport technology and operations such as fuel and vehicle technologies, urban transshipment, and service vehicle traffic.
- 12.1.14. The UoW will investigate the current patterns of freight transport operations and will identify the major freight transport issues in the study area. This will be achieved through interviews and survey work with representatives of a range of businesses in the area, companies supplying goods and services to these businesses, freight transport companies (including goods vehicle drivers) active in the area, community groups and local policy makers. UoW will work with Southwark and Lewisham and business representatives participating in the Quality Partnership to develop initiatives that will address the current freight issues identified in the work.

They will also help to investigate the views, likely behavioural responses and impact on sustainability of these initiatives. This will be achieved through interviews and group discussions with business representatives and the wider community.

12.1.15. The aim of the proposed Freight Quality Partnership is to improve the sustainability of freight in Southwark and Lewisham. This will be achieved by working with industry to understand current problems and by developing initiatives that will make freight transport more efficient and reduce the negative impacts of freight transport in the two boroughs. The objectives of the Partnership in Southwark and Lewisham include:

- Providing a contact point and discussion forum for freight transport issues
- Joint working with the freight industry to better understand current freight patterns, identify issues needing action, and develop and implement solutions
- Making better use of existing freight infrastructure
- Promotion of modal shift
- Reducing freight's contribution to air pollution
- Reducing the total distance travelled by road freight vehicles
- Reducing conflicts between road freight and other road users
- Ensuring that freight initiatives also reflect the views and aspirations of the wider community

12.1.16. Specific initiatives to be carried out by the Quality Partnership will depend on the freight transport issues identified in the Quality Partnership meetings and the research to be carried out by the University of Westminster. However the initiatives to be addressed will take into account the five categories identified in the Freight Quality Partnership Guide published by the Department for Transport in 2003:

- Access measures,
- Information measures,
- Point of delivery measures,
- Vehicle standards and vehicle use measures, and
- Distribution system measures.

12.1.17. Possible examples of initiatives within these categories include: reviewing of the suitability of existing parking and loading controls and facilities, improving signing and availability of information concerning goods vehicle movements, encouraging greater use of less polluting vehicles, systems for achieving greater consolidation of deliveries.

12.1.18. The initiatives will be selected and developed by the members of the Freight Quality Partnership. Views on, and likely responses to, these initiatives will be investigated by the University of Westminster among the wider business population and community groups representing people living and working in the study area.

## **12.2. Summary of Bids**

12.2.1. The bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid and future years (see Table 22).

**Table 22: Freight Schemes – 2004/05 & 2005/06**

Scheme	Cost Estimate (£'000s)	
	2004/05 Bid	2005/06 Bid
Freight Quality Partnership	130	60
<b>Total Bid</b>	<b>130</b>	<b>60</b>

## 13. AIR QUALITY

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### 13.1. Introduction

- 13.1.1. During the last year the Authority has completed the *Fourth Stage Review and Assessment of Air Quality* and completed the Council's *Air Quality Strategy and Improvement Plan*. In the preparation of the *Strategy and Improvement Plan*, source apportionment was carried out. This confirmed that, at present, the main source of emissions in the Borough is due to traffic.
- 13.1.2. Unfortunately, technical assessment of the Council's 'Air Quality Improvement Plan' predicts that even if all the measures in that plan are put in place, the air quality in the Borough will still not meet the Government's National Air Quality Strategy objective levels.
- 13.1.3. The Council therefore supports the work of the Central London Borough's Air Quality Cluster Group, which found that a Low Emission Zone within the M25 area would deliver a large contribution to reducing such gaps. Optimism surrounding this approach is however tempered by the findings of a DEFRA/GLA/ALG/London Borough's study which reported that a Low Emission Zone could not be implemented until after 2005, and the reduction of airborne pollutants may not be as great as first predicted. This implies that the Government, GLA and the London Boroughs need to plan additional concerted or individual measures to reduce emissions and bring air quality into compliance.

### 13.2. Traffic Monitoring and 'HEAVEN'

- 13.2.1. In last year's BSP Southwark made a successful bid for ten permanent traffic counters spread throughout the borough. The installation of the counters is part of a 3-year rolling programme and the Council is making a bid here to pursue the second stage of the programme in 2004/5.
- 13.2.2. The traffic data will be fed into software, part of the HEAVEN system, which then estimates what effects changes in traffic levels and the composition of traffic have on air quality at a macro level. The outputs are relevant to the London-wide debate on managing air quality.
- 13.2.3. Heaven stands for '**Healthier Environment through Abatement of Vehicle Emissions and Noise**'. This is an acronym for a European demonstration project under the Information Society Technologies Programme of the European Community that has now been completed by various European cities and is being 'rolled out' to test its wider application in other European cities that have air quality problems, such as London.
- 13.2.4. Over the last year, Southwark has become the HEAVEN pilot and lead borough for London. To help complete the project, disseminate its results, and evaluate its merits for other London boroughs, a bid is included in this BSP.
- 13.2.5. The project started in April 2003 with an establishment of 10 of the 30 fixed roadside traffic monitoring programme over 3 years and the setting up of the air quality, noise and transport models. The planned decision tool will inform the users of potential synergies and conflicts between transport and its environmental effects.
- 13.2.6. More widely, this programme will support other environmental and regeneration programmes such as Proposal 19 of the Mayor's *draft Ambient Noise Strategy*, the monitoring of the Walworth Road Streets-for-People Project (see Section 10.3)) and the regeneration of the Elephant and Castle area (see Section 10.4).



13.2.7. Within this wider context, the Mayor recognises linkages between transport air quality and other important environmental effects. For example, the Mayor's *draft Ambient Noise Strategy* states the following:

<p>Proposal 19</p>	<p>Transport for London will, and the London boroughs should, apply appropriate multi-criteria assessment procedures, adapted to routine day-to-day management and programme decisions and small scheme assessment, as well as larger scheme design and selection, to ensure that noise and vibration impacts of highway schemes, traffic control and management, and other transport projects and programmes are identified and reduced to a practical, cost- effective minimum, taking account of other needs.</p>	<p>Transport Air Quality (General linkages)</p>
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13.2.8. This synergistic approach mirrors Government progress in developing a National Ambient Noise Strategy with links to air quality strategies. There is a EU directive requirement to carry out noise mapping of large agglomerations and produce noise action plans to reduce noise exposure to the population of the cities. The Council is also keen to link the work of reducing transport-related pollution in the borough with the impact traffic has on the noise climate, so as to make informed judgements and improve the 'Quality of Life' for residents, employee and visitors alike. The HEAVEN project better positions the Council, and in due course other London boroughs, to aim for such an integrated approach.

13.2.9. The 2004/5 funding bid for year two of the HEAVEN programme, will establish a further 10 fixed roadside traffic monitoring sites (see Figure 17), update the traffic model for the Borough, and complete software programming of the decision making management software.

### 13.3. Low Emission Zone Project

13.3.1. The Borough has completed its review and assessment of air quality and has declared the majority of the borough an 'Air Quality Management Area'. In January 2003 the Council published its *Air Quality Strategy and Improvement Plan* containing 85 measures to improve the air quality in the Borough. Measure 3d encourages the Government and the Mayor to continue to support the feasibility of introducing a Low Emission Zone within London. In 2000, TRL completed a study for the City of Westminster into the benefits of introducing a low emission zone (LEZ) for the Greater London area.

13.3.2. This study was followed up by another study commissioned by the ALG on behalf of all the London Boroughs, GLA, DEFRA, DfT and TfL. This study was reported in two phases. The second phase report was published in July 2003, and recommended that the most appropriate option for a London LEZ would be a scheme including all of the Greater London area that targets HGV's, London Buses and coaches starting in mid 2006. The scheme would be enforced by the use of a traffic regulation order using either manual or automatic enforcement methods. The study concluded that:

- A manual enforcement method would have an estimated £2.8 million set-up cost, with running costs of around £4 million,
- An automatic enforcement method would cost between £6 million to £10 million to set up with running costs of £5 million to £7 million for an automatic enforcement system using cameras.

13.3.3. The Council seeks funding to consider the points in the study that were highlighted as warranting further investigation. These include:

- The potential for considering excluding older cars in a low emission zone, or targeting these vehicles through alternative action.
- The assessment of the socio – economic effects on LGV's owners and operators from an LEZ, particularly on small companies and owners-drivers.
- Further consideration of extending the current PM<sub>10</sub> based RPC schemes forward in time, to all heavy vehicles, and to include NO<sub>x</sub>.
- The consideration of a 'rolling' scheme for heavy vehicles after 2007, based on a 5 – 6 year age limit for these vehicles (beyond which time the vehicles would need to meet the Reduce Pollution Certificate criteria.

13.3.4. The ALG has advised that it is likely that the Mayor of London and the London Boroughs will implement the proposed LEZ scheme. A bid is made here for £50,000 to cover the above work and on the presumption that the LEZ will go ahead, to cover the consultation on the LEZ scheme and Southwark's contribution towards the costs of making the relevant TRO and any associated Bill, and if relevant, regulations to decriminalise offences and the introduction of a national certification scheme.

#### **13.4. Summary of Bids**

13.4.1. The bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid (see Table 23).

**Table 23: Air Quality Schemes – 2004/05**

<b>Scheme</b>	<b>Cost Estimate (£'000s)</b>
	<b>2004/05 Bid</b>
Air Quality – 'Heaven'	85
Low Emission Zone Project	50
<b>Total Bid</b>	<b>135</b>

## **14. ACCESSIBILITY**

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### **14.1. Introduction**

14.1.1. One of the Council's main policy objectives is to improve access and security for its residents to public transport as well as community, shopping, work and recreational facilities. In order to improve access to these types of facilities and public transport, four bids are being made here. These bids target areas that suffer from high levels of deprivation and social exclusion and include:

- (1) Aylesbury Estate (access to Burgess Park and Community Facilities);
- (2) Peckham Rye Station;
- (3) South Bermondsey Station;
- (4) Great Suffolk Street.

14.1.2. These schemes are shown on Figure 18.

### **14.2. Estates Programme: Aylesbury Regeneration – Pedestrian Crossing for Albany Road**

14.2.1. The objective of this scheme is to improve access to Burgess Park and associated facilities from the Aylesbury Estate in East Walworth. The Aylesbury Estate is a predominantly residential neighbourhood characterised by a dense mix of social housing largely in Council ownership. The estate comprises over 2,800 dwellings constructed over a number of years during the late 1960s and early 70s. As the estate is within the 10% most deprived wards in England (in the ODPM's Multiple Index of Deprivation), it has been identified as needing special attention through three regeneration programmes: New Deal for Communities, Single Regeneration Budget and Sure Start. Southwark Council is working in conjunction with the Aylesbury NDC to regenerate the Aylesbury Estate.

14.2.2. Burgess Park is to the south of the Aylesbury Estate and access to the park involves crossing Albany Road, which is widely perceived as a physical and psychological barrier. The implementation of the CCS has resulted in an increase in traffic on Albany Road, which is part of an alternative orbital route to the Inner Ring Road for those wishing to travel via the Rotherhithe Tunnel.

14.2.3. In a Place Check exercise carried out in 2002, many stakeholders appreciated having a large green space so close to the estate, but felt it was under-utilised due to poor crossings on Albany Road. Numerous consultation exercises have consistently identified the real and perceived severance of the road with many community groups expressing support for better links to the park.

14.2.4. Aylesbury Plus Sure Start will soon be locating a new parents and carer centre on the periphery of Burgess Park to provide 50 placements for babies and children up to the age of 4 years. The Sure Start programme aims to give children under 4 years of age a better start in life through meeting the needs of parents and families with young children. Many of the users will be from the estate that will need to negotiate the poor crossings, barriers to movement and increased orbital movements along Albany Road. The parents and carer centre will be co-located with Chumleigh Gardens, an existing community café, educational garden and conference centre. This provides a key focal point for Burgess Park.

- 14.2.5. It is proposed to provide crossing facilities on Albany Road, approximately 30m west of its junction with Chumleigh Street, in proximity to the proposed entrance to the new centre. It should be noted that in the past 3 years, there has been 5 personal injury accidents near this junction, with 2 involving pedestrians. Accordingly, there is likely to be an added casualty reduction benefit from this scheme.
- 14.2.6. The total cost of these works is likely to be in the order of £50,000. Aylesbury Plus Sure Start has agreed to provide £2,000 toward the scheme. Aylesbury NDC has also agreed to provide £5,000. Accordingly, the bid here is for £43,000.
- 14.2.7. It is likely that construction of the centre will be completed in late 2004 and accordingly, it is proposed to undertake the crossing works in accordance with the following programme:
- Preliminary Design (April 2004);
  - Consultation (May 2004);
  - Detailed Design (July to August 2004);
  - Implementation (September 2004).
- 14.2.8. It is envisaged parents and children accessing the new facility on a daily basis and general users of Burgess Park, including local school groups who use the playing fields adjacent to the site, will use the crossing, and improve the number of people safely accessing the park.

### **14.3. Peckham Rye Station Access and Security Improvements**

- 14.3.1. The objective of this project is to improve personal security and access in the immediate vicinity of Peckham Rye Station, and improve security within the station itself, in order to encourage increased usage of rail and access to the town centre. Improvements are urgently required at Peckham Rye station, which is ranked C/4 in TfL's *Interchange Plan*.
- 14.3.2. Peckham Rye railway station is the gateway to the more prosperous northern end of Southwark but suffers from poor image and high crime levels. The Council wishes to work in partnership with South Central Trains, the transport operating company (TOC) that operates the station, to undertake a coordinated programme of works so that users of the station may feel safe and secure throughout the travelling experience. To do this the Council is seeking 'match funding' through the BSP process.
- 14.3.3. There are two components to this project:
- Works in the town centre en route to the station, for which a BSP bid is made.
  - Works within the station, which will be paid for by the TOC, including extra staffing.
- 14.3.4. *Town Centre works.* A bid is made here to carry out the former. This will involve providing new and improved lighting on the station approaches and rail underpasses, reducing footway clutter, improving signage, providing new paving and installing drop kerbs on pedestrian desire lines. It is proposed that these works be undertaken over a 2-year period with preliminary design and consultation being undertaken in 2004/05 and the implementation of some of the project elements, with the rest of the implementation being undertaken in 2005/06. In order to carry out these works, £100,000 is requested here, with £50,000 being requested for 2004/05.

- 14.3.5. *Station works.* South Central Trains, the new franchisees for the South Central rail operation, is keen to enhance the personal security and safety of its passengers and in order to make a difference wishes to make improvements as earlier as possible in its franchise period. The franchise period is for 7 years, shorter than the TOC would have liked, which has therefore curtailed some of its aspirations. Based on experience elsewhere, South Central Trains knows that taking ownership and control of a 'line of route' produces the greatest benefit for the travelling public and significantly reduces levels of crime and disorder. Control is already achieved at London Bridge by gated access. The TOC intends to gate Peckham Rye station and thereby control access to a highly used and vulnerable section of its network. More staff would be made available at the station, which is a frequently made request in passenger rail surveys. As part of the gating project the TOC will enhance lighting, improve fencing and other facilities. The estimated capital cost of improving the station is about £270,000. Taking account of the extra maintenance and staffing cost the total cost of the project to the TOC will amount to about £600,000 over the life of the franchise. The TOC has indicated that 'match' funding for the town centre works will provide the incentive and lever to make the work on the station viable from a 'whole route' perspective. If TfL allocated the costs for the town centre works the TOC could commence the station works as early as financial year 2003/4. (The TOC's financial year commences in June.)
- 14.3.6. In order to monitor this scheme it is proposed to undertake, in conjunction with South Central Trains, a customer perception survey before and after implementation of the works.
- 14.3.7. The Council wishes to point out that there is scope to work in a wider partnership through the Lewisham and Southwark Rail Security Partnership, described later below.
- 14.3.8. The Council has recently undertaken a SELTRANS, Network Rail and Council funded scoping study into land-use development prospects in and around the station, taking due account of depoting possibilities with respect to Cross River Transit. The above project would fit with longer-term developments and support the station being served by an extended East London line.

#### **14.4. South Bermondsey Station**

- 14.4.1. This scheme consists of a package of works to improve the environment surrounding South Bermondsey Station in order to promote the use of rail as a means of alternative transport to the car. This proposal was put forward as a complementary measure to the Mayor's CCS and its inclusion in this bid is in accordance with advice received from TfL's Congestion Charging Division in their correspondence to the Council of 8th July 2003.
- 14.4.2. The main objectives of this package of works is to improve the environment to increase the perception of personal security, improve the pedestrian access to the station and the level of personal safety and to create general amenity improvements in the vicinity of the station. This is seen as particularly important given the lack of other high intensity public transport in the area.
- 14.4.3. The perceived lack of personal security is a function of the poor quality of the environment in the area. Combined with the lack of alternative public transport, this means that people prefer to use private motor vehicles to commute. This is in direct contradiction to the *Mayor's Transport Strategy*. Improving the safety and the quality of the environment around the station will encourage people to use the train as a viable alternative to the private motor vehicle.

- 14.4.4. Furthermore, there is anecdotal evidence to suggest that since the start of the CCS, traffic volumes and congestion have increased on Rotherhithe New Road, although it should be noted that insufficient time has elapsed for meaningful traffic counts to be taken and assessed.
- 14.4.5. The proposed environmental work includes: making the station approaches more obvious; providing new fencing; upgrading footpath paving; providing new road crossing points; preventing vehicular parking on the pavement providing new benches, litter bins, cycles racks and bollards; restricting parking to prevent commuters parking all day; and increasing the number of parking spaces by changing the parking layout.
- 14.4.6. The proposed lighting work involves upgrading the existing lighting along the pathway to the station and providing new lighting in the area around the shops on Ilderton Road.
- 14.4.7. The proposed CCTV involves five (5) CCTV cameras located at various locations around the station pathways and on Ilderton and Rotherhithe New Roads. The cameras will be primarily monitored at the Southwark Police Station Control Room and a 'turnkey' transfer switch would be installed to facilitate the Cameras to be controlled from the Metropolitan Police Service Control Room, which is situated within the Millwall Football Club Ground, on Match Days. Connection of the cameras is proposed to be via a dedicated Fibre Optic Link connecting into the existing CCTV Control Equipment within the Southwark Control Room.
- 14.4.8. The total estimated cost to implement the proposed package of works is £291,460 of which £100,000 is for the environmental improvements, approximately £65,000 is for lighting and £124,000 is for the CCTV. However, the Council is able to contribute £50,000 from its community safety capital programme toward the CCTV component and accordingly, a bid is made here for £250,000.
- 14.4.9. The programme for implementing these works is primarily influenced by the football off-season, which runs from early May to early August. Work during this period will avoid the large crowds that use the station and Ilderton Road on Match days. It is critical that the lighting is in place prior to the installation of the CCTV, as the CCTV will not be capable of being tested or operated without sufficient lighting levels. Furthermore, it is critical that the main infrastructure of the lighting and CCTV is in place prior to the paving and landscaping components of the environmental improvements.
- 14.4.10. Accordingly, it is proposed that the lighting and CCTV could be implemented as soon as funding is received from TfL as the disruption from these works would be minimal. The environmental improvement works would be undertaken between May to July 2004.
- 14.4.11. This project is related to several other schemes that have recently been undertaken in the locality or that are proposed. These include: a new signalised crossing and associated works on Ilderton Road (funded by SELTRANS and the Council); various traffic calming measures (such as kerb build-outs, entry treatments and road lining) along Galleywall Road to reduce traffic speeds and improve pedestrian safety; a proposed signalised junction at Rotherhithe New Road and Galleywall Road (complemented by a new pedestrian phase at the existing signals at the junction of Rotherhithe New Road and Ilderton Road) to improve pedestrian safety (see Section 4.6); and a walkway between the South Bermondsey Station and the Millwall Football Club.

**14.5. Great Suffolk Street**

- 14.5.1. Great Suffolk Street contains a marginal shopping area surrounded by social housing in one of the most deprived areas of the borough (Cathedral ward is the 550 most deprived ward in England according to the Multiple Index of Deprivation). Great Suffolk Street is located within the charging zone. Local traders are concerned that with the reduced levels of traffic within the zone since congestion charging was introduced, the already marginal prospects for business may become even more fragile.
- 14.5.2. One of the Council's five priorities in its *Community Strategy* is to tackle poverty, and maintaining local business activity is a way of helping to achieve this. Accordingly, the Council wants to introduce measures to maintain and promote the local shops in Great Suffolk Street and minimise travel out of the area by local residents.
- 14.5.3. The Council aims to encourage the local economy by upgrading the local street environment by such measures as improving pedestrian routes, removing street clutter, providing better lighting and introducing green landscape features. The Council is making a bid here for £80,000 to make an assessment of prioritised improvements and introduce the first batch of improvements in 2004/5. On the basis of this, further improvements will be tabled in 2005/6.

**14.6. Summary of Bids**

- 14.6.1. The bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid and future years (see Table 24).

**Table 24: Accessibility Schemes – 2004/05 & 2005/06**

Scheme	Cost Estimate (£'000s)	
	2004/05 Bid	2005/06 Bid
Aylesbury Estate Pedestrian Improvements	43	
Peckham Rye Station Access & Security	50	50
South Bermondsey Station	250	
Great Suffolk Street	80	
<b>Total Bid</b>	<b>423</b>	<b>50</b>

## **15. LOCAL BUS PRIORITY MEASURES**

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### **15.1. Bids being made through the LBI Lead Authority**

15.1.1. The Council has made a series of bids for local bus priority measures under the LBI Programme, led by Bromley. Southwark's component of the LBI bid is illustrated in Figure 19 and is for the following:

<b>Route</b>	<b>Amount bid for (£,000s)</b>
37	238
47	84
225	19
5	44
<b>TOTAL</b>	<b>385</b>

15.1.2. No additional bids are made here.



## 16. BUS STOP ACCESSIBILITY WORKS

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### 16.1. Introduction

16.1.1. In accordance with discussions with TfL and the Guidance, the bids under this category have been placed within priority order dependant upon the type of accessibility issues that the scheme addresses. The three 'Priorities' as specified by TfL are:

- Priority 1: Schemes that involve improving bus-to-stop access, allowing a service to fully access a bus stop and park within 200mm of the kerb line in order for disabled ramps to work effectively.
- Priority 2: Schemes that improve passenger-to-bus access, through provision of such measures as buildouts, improvement in kerb heights etc.
- Priority 3: Schemes that improve passenger-to-stop access through the provision of pedestrian crossing facilities, refuge islands and entry treatments.

16.1.2. The following subsections describe the proposed works that are being bid for, the routes concerned and the priority status of these works. and Further details are provided in the SIMPLA forms attached to this Plan (see Appendix B) and Figure 20.

### 16.2. Bus Route 3 – South Croxted Road

16.2.1. The bus stops located along South Croxted Road have been identified as not being fully accessible under current guidelines. Both cage lengths and kerb heights are below current specifications and buses are unable to load parallel to the kerb. Pedestrian accessibility is also poor to many of the bus stops along this section of the route. The bid submitted is to review current bus stop layout and implement changes that meet the current guidelines and accessibility legislation. Works will involve investigating bus borders in areas where there is a high proportion of residential parking and adjusting bus stop kerb heights and cage lengths to make them fully accessible. Pedestrian facilities such pelican crossings, entry treatments and pedestrian islands will also be investigated. These are Priority 1, 2 and 3 works that have a total cost in the order of £128,000.

### 16.3. Bus Route P5

16.3.1. The P5 bus service experiences conflict with indiscriminate parking and bus stop layouts that do not reflect current guidelines to make them fully accessible. Accordingly, the P5 service experiences journey time delays as well as being unable to effectively deploy disabled ramps due to existing bus stop cage lengths and positioning. The bid submitted is to review bus stop locations and layouts to make them fully accessible for the disabled. These are Priority 1 and 3 works that have a total cost in the order of £58,000.

### 16.4. Route 42 – East Street & Red Post Hill/Half Moon Lane

16.4.1. Bus stops located along East Street are currently inaccessible. Numerous fixed stops do not have bus cages with indiscriminate parking causing delays to the service. Introduction of bus stop clearways, buildouts and traffic management schemes will be investigated. These are Priority 1, 2 and 3 works that have a total cost in the order of £65,000.

**16.5. Route 68 – Herne Hill/Carver Road**

16.5.1. Bus stops at this location have poor pedestrian access and are not to LBI specification. The bid submitted is to provide fully accessible bus stop clearways and improved pedestrian links. Works will involve provision of bus stop buildouts and entry treatments across side streets in close proximity. Bus cage lengths and flag/shelter locations will also be reviewed. These are Priority 3 works that have a total cost in the order of £25,000.

**16.6. Bus Route 225**

16.6.1. The 225 bus service is currently subject to delays and problems including indiscriminate parking, traffic congestion and accessing fixed bus stops. These problems are most prolific in the northern parts of the Borough along Rotherhithe Street, resulting in accessibility and journey time issues. The bid submitted is to review bus stop locations and layouts to make them fully accessible for the disabled. These are Priority 1 and 2 works that have a total cost in the order of £58,000.

**16.7. Route 343 - Cheltenham Road Accessibility**

16.7.1. Bus stops along the Cheltenham Road, which are part of the Route 343 bus service, need to be redesigned to make them fully accessible. The bid submitted is to provide fully accessible bus stop clearways for low floor buses and in addition, provision of bus borders and parking resections will be investigated. These are Priority 2 works that have a total cost in the order of £64,000.

**16.8. Approval in Principle of Proposed Schemes**

16.8.1. It should be noted that all bus stop accessibility schemes that are being proposed as part of this bid have been approved in principle with London Buses Southeast Area ATC.

**16.9. Summary of Bids**

16.9.1. The bids that have been outlined above are shown below with the amount that is being requested as part of the 2004/05 bid (see Table 25). In accordance to guidance the bids are expressed in terms of the Priority. Full route and Priority details are given with the SIMPLA forms.

**Table 25: Bus Stop Accessibility Works – 2004/05**

Scheme	Cost Estimate (£'000s)
	2004/05 Bid
Priority 1	79
Priority 2	151
Priority 3	168
<b>Total Bid</b>	<b>398</b>

# **APPENDIX A – FINANCE FORMS**

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## **APPENDIX B – SIMPLA FORMS**

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# APPENDIX C – SAFETY SCHEME SCORECARD

## 1. Casualty Severity

Fatal	=	<input type="text"/>	x	Points		=	<input type="text"/>
Serious	=	<input type="text"/>	x	3		=	<input type="text"/>
Slight	=	<input type="text"/>	x	2		=	<input type="text"/>
				1		=	<input type="text"/>
				<b>Sub-Total</b>		=	<input type="text"/>

## 2. Number of KSI casualties in vulnerable road user categories

Pedestrians	=	<input type="text"/>	x	Points		=	<input type="text"/>
Pedal Cyclists	=	<input type="text"/>	x	1		=	<input type="text"/>
Power Two Wheelers	=	<input type="text"/>	x	3		=	<input type="text"/>
Child	=	<input type="text"/>	x	3		=	<input type="text"/>
				1		=	<input type="text"/>
				<b>Sub-Total</b>		=	<input type="text"/>

NB: Points for Pedal Cyclists & Power Two Wheelers have been given greater weighting as the targets for these categories are not being met.

## 3. Treatability of Problem

Low	=	<input type="text"/>	x	Points		=	<input type="text"/>
Medium	=	<input type="text"/>	x	1		=	<input type="text"/>
High	=	<input type="text"/>	x	4		=	<input type="text"/>
				8		=	<input type="text"/>
				<b>Sub-Total</b>		=	<input type="text"/>

Low = Cost of remedial measures are high and cannot be undertaken within 12 months  
 Medium = Cost of remedial measures are high and can be undertaken within 12 months  
 High = Cost of remedial measures are low and can be undertaken 12 months

## 4. Cost effectiveness (FYRR) of scheme

<100%	=	<input type="text"/>	x	Points		=	<input type="text"/>
100-200%	=	<input type="text"/>	x	1		=	<input type="text"/>
201-300%	=	<input type="text"/>	x	4		=	<input type="text"/>
>350%	=	<input type="text"/>	x	8		=	<input type="text"/>
				16		=	<input type="text"/>
				<b>Sub-Total</b>		=	<input type="text"/>

**5. Ward Deprivation Ranking (Index of Multiple Deprivation)**

			Points			
<30	=	<input type="text"/>	x	1	=	<input type="text"/>
30-45	=	<input type="text"/>	x	4	=	<input type="text"/>
45.1-60	=	<input type="text"/>	x	8	=	<input type="text"/>
>60	=	<input type="text"/>	x	16	=	<input type="text"/>
				<b>Sub-Total</b>	=	<input type="text"/>

**6. Other Safety Schemes In Proximity to Site?**

				Points		
No	=	<input type="text"/>	x	0	=	<input type="text"/>
Yes	=	<input type="text"/>	x	5	=	<input type="text"/>
				<b>Sub-Total</b>	=	<input type="text"/>

**7. Facilities/Features in Proximity to Site**

Schools	=	<input type="text"/>	x	2	=	<input type="text"/>
Parks & Playgrounds	=	<input type="text"/>	x	2	=	<input type="text"/>
Child Care Centres	=	<input type="text"/>	x	2	=	<input type="text"/>
Hospitals	=	<input type="text"/>	x	2	=	<input type="text"/>
Aged Care Centres	=	<input type="text"/>	x	2	=	<input type="text"/>
				<b>Sub-Total</b>	=	<input type="text"/>
				<b>GRAND TOTAL</b>	=	<input type="text"/>

## **APPENDIX D – PARTNERSHIP STATEMENTS**

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### **CENTRAL LONDON PARTNERSHIP**

The London Borough of Southwark is a partner in the Borough Spending Plan bid for Central London partnership's transport programme for central London, which is being submitted by CLP (full details of the bid are contained in CLP's submission).

Works carried out through this partnership bid will be complimentary and additional to the other works contained in the London Borough of Southwark's submission.

This bid covers central London (Islington, Camden, Wandsworth, Westminster, Kensington and Chelsea, Southwark, Lambeth and the Corporation of London) and builds on previous work by CLP, looking at walking, cycling, car share and car club initiatives, with particular reference to joint working with business where appropriate. The projects are cross-borough strategic in order to develop a consistent approach to scheme identification, development and implementation and to champion emerging 'Best Practice'.

### **LONDON ACCESS GROUP**

The London Borough of Southwark is a member of the EU ACCESS – Eurocities for a New Mobility Culture network and the London Members Group. Membership of ACCESS brings specific benefits to London in terms of the networking potential of working with other European cities and authorities pursuing policies and interventions aimed at addressing the pressing problems of urban mobility.

Policy discussion and project dissemination is undertaken through five ACCESS working groups hosted by cities across Europe. Participation in the working groups by the London ACCESS Group members is an essential element of active membership but one that is restricted by available Council funds to allow visits. Additionally there is a need to develop the awareness of the activities of the London ACCESS Group in order to establish potential funding opportunities and partners to support any EU bids.

In order to progress the proactive role of the London ACCESS Group the London Borough of Southwark endorses the package bid by the London Borough of Bromley for support funding to the group. The funding of activities and necessary working group participation would be managed by Bromley in agreement with the group.

### **SELTRANS**

The London Borough of Southwark is a partner in the regional spending plan bid for the South East London Transport Strategy (SELTRANS), which is being submitted by the London Borough of Bromley.

Projects undertaken by the SELTRANS partnership provide a strategic framework for transport investment in the south east of London complementing projects and objectives in neighbouring transport partnerships and strategic development areas. This two-tier approach to transport funding bids is supported by this Council as a sensible and efficient method of securing appropriate transport improvement for local people and business in meeting and managing travel demands in the region.

Accordingly the borough spending plan bid by the London Borough of Southwark should be read in the context of the strategic framework provided by the SELTRANS plan (and other partnership bids for which this borough is a member). Specific reference to individual schemes where there is overlap between borough objectives and sub-regional planning is mentioned within the body of both the borough and regional spending plan bids. In particular the regional spending plan bid identifies and agreed sub-regional priority for investment in:

- Town centres
- Transport interchanges
- Rail improvements
- Travel awareness and green travel

The London Borough of Southwark is committed to transport improvement in south east London for the benefit of its residents and economy. To that end the complementary sub-regional bid by SELTRANS is endorsed as a vital part of the Council's BSP.

### **STRATEGIC WALKING ROUTES IN LONDON**

The London Borough of Southwark is a partner in the Borough Spending Plan Bid for Strategic Walking Routes in London, which is being submitted by the Corporation of London. (Full details of the bid are contained in the Corporation of London submission).

Works carried out through this partnership bid will be complementary and additional to the other works relating to walking contained in the London Borough of Southwark submission.

This bid is London-wide and will complete and promote the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path, the Jubilee Walkway, the Green Chain Walk and the Lee Valley Walk. In doing so the bid will:

- Make a significant contribution to making London one of the most walk friendly cities in the world;
- Promote walking in London and encourage more people to walk;
- Improve conditions for pedestrians along the 500km of route in the GLA area, bringing the six routes up to a standard where they are Connected, Conspicuous, Comfortable, Convenient and Convivial;
- Provide high quality walking experiences making London a more attractive place to live, work or visit;
- Increase the amount of walking generally but specifically the number of walking journeys made on the six strategic routes. This would have consequent benefits for individual physical and mental health and the local economy. Where these replace journeys otherwise made by vehicles there will also be indirect benefits including less traffic congestion, better air quality, lower noise pollution and a stronger sense of community;
- Offer attractive, cheap and reliable ways of seeing London, taking pressure off congested public transport in central London;
- Provide a strategic framework for the development of more local networks of walking improvement schemes, set exemplar standards for the design, management and promotion of quality walking environments and link the different authorities across the capital providing opportunities for people to walk north, south, east and west.

The London Borough of Southwark is committed to completing and promoting the six strategic walks and where the Borough has responsibility for maintaining these routes the Borough will continue its maintenance duties following the completion of any works.



# APPENDIX E – COMMUNITY COUNCIL ISSUES FOR CONSIDERATION IN FUTURE YEARS

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## ***Introduction***

Workshop exercises were held at Community Council meetings in June 2003. The local communities were invited to offer comments about transport issues in their areas. These issues could then be considered and developed as bids in future BSP. The Council was aware of some of the issues raised, which will be dealt with through the bids made in the current BSP.

## ***Bermondsey***

- Grange Road/Dunton Road – traffic investigation.
- Crosby Road/Long Lane – conflict between residential community and ambulances serving of Hospital.
- Investigation of turning movements in Tower Bridge Road/Druid Street area to enable 20mph zone.
- Yalding Road parking issues.
- George Row – speeding.
- CPZ – on Longley Street.
- Bridge strengthening on St. James Road (near Patterson park).
- The corner of Rolls Road and St. James Road – pedestrian issues.
- Southwark Park Road - more zebra crossings required.
- Rolls Road - Pelican crossing required.
- Dunton Road /Willow Walk//Lynton Road junction needs a yellow box junction.

## ***Borough & Bankside***

- Traffic investigation – Great Dover Street/Law Street/Wild Rents/Bessemer Street/Tabard St Long Lane and New Kent Road.
- Southwark Street needs pedestrian crossing.
- Pedestrian route from Southwark station to the Tate Modern requires better signage.
- The intersection of Great Suffolk Street & Union Street needs a longer pedestrian phase.
- Great Suffolk Street with Southwark Street should have pedestrian crossing.
- The lack of a bus lane in Long Lane.
- Manciple Street is a rat run.
- Chicanes are needed on Law Street.
- Law Street –20 mph zone.
- Put traffic lights at Long Lane or another zebra crossing to reduce danger.
- Blackfriars and Union Street – yellow box or filter traffic lights urgently required.
- Gladstone/Colnbrook Street should either be closed except for access or made into a home zone.
- Pedestrian lights needed at junction of Borough Road and Southwark Bridge Road.

***Camberwell***

- Public transport links in general need to be improved.
- Bus congestion is a significant problem at Camberwell Green.
- Traffic should not be able to turn right from De Crespigny Park into Grove Lane.
- Denmark Hill station needs a bicycle ramp.
- There are insufficient cycle lanes in Camberwell.
- Better signage for cyclists.
- Rat running around Camberwell Grove.
- Signage in Camberwell town centre.
- CPZs - better facilities for visitors requested.
- More speed control cameras.
- Remove no right turn from Champion Hill to Dog Kennel Hill as it leads to rat run and pushes traffic past a junior school.
- Remove no right turn into Orpheus Street from Denmark Hill as cars and buses ignore it.
- No right turn at bottom of Grove Lane ignored causing a hazard.
- Traffic island to be extended from Camberwell Green to Wren Road.
- More cycle racks around Camberwell and more motor cycle parking facilities.
- Pilot study concerning Home Zones in Camberwell.

***Dulwich***

- Speeding in Kingswood Drive.
- Make Fountain Drive no entry from CP Parade, except buses.
- Lobby TfL to extend next phase of tram project to Dulwich.
- Need clearly demarcated parking bays.
- The traffic light sequence at Park Hall Road shopping area needs to be improved for pedestrians.
- Provision of shoppers car park near Lordship Lane for the cars that are displaced by the Bus Lane.

***Nunhead & Peckham Rye***

- Rye Lane - road safety measures from Highshore Road to Moncrieff Place.
- Pedestrian improvements on Peckham Rye - junctions with Copeland Road, Heaton Road and Sternhall Lane.
- Evelina Road - road safety measures from Consort Road to St Mary's Road.
- Close Sternhall Lane to rat runners.
- Include disability parking in Rye Lane.
- Set a limit for the size of lorries permitted to pass through residential areas.

**Peckham**

- Vehicles turning illegal left off Old Kent Road.
- Further traffic calming measures required.

**Rotherhithe**

- Drop kerbs throughout, especially along Lower Road.
- Pedestrian facilities needed at Bush Road/ Bestwood Road.
- Excess traffic on Bestwood Street.
- Need a strategic review of Jamaica Road, Lower Road, Rotherhithe Tunnel access.
- Access from Jamaica Road junction to Lower Road confusing for car drivers.
- Speeding & sheer traffic volume on Salter Road and Rotherhithe Street.
- Hawkstone Road - speed of traffic.
- Lack of disabled parking bays in Lower Road.
- Road safety improvements - Salter Road between Downtown Road and Shipwright Road.

**Walworth**

- Pedestrian crossing needed - Manor Place towards Walworth Garden
- Difficult for pedestrians to cross Browning Street - heavy traffic flow.
- Penrose Street - some form of traffic control measure need to enter/leave Walworth Road.
- Wooler Street used as rat run.
- Villa Street, Dawes Street could be made one-way.
- Pavement parking on Ambergate Street.