

Scrutiny Sub-Committee C

Tuesday October 13 2009

7.00 pm

Town Hall, Peckham Road, London SE5 8UB

Membership

Councillor Toby Eckersley (Chair)
Councillor Anood Al-Samerai (Vice-Chair)
Councillor Susan Elan Jones
Councillor Richard Livingstone
Councillor Jane Salmon
Councillor Mackie Sheik
Councillor Robert Smeath

Reserves

Councillor Columba Blango
Councillor Robin Crookshank Hilton
Councillor Helen Jardine-Brown
Councillor Alison McGovern
Councillor Gordon Nardell

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Contact

Sally Masson on 020 7525 7224 or email: sally.masson@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Annie Shepperd

Chief Executive

Date: October 5 2009



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Scrutiny Sub-Committee C

Tuesday October 13 2009
7.00 pm
Town Hall, Peckham Road, London SE5 8UB

Order of Business

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PART A - OPEN BUSINESS

1. APOLOGIES

**2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR
DEEMS URGENT**

In special circumstances, an item of business may be added to an agenda within five clear working days of the meeting.

3. DISCLOSURE OF INTERESTS AND DISPENSATIONS

Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.

4. MINUTES

1 - 10

To approve as a correct record the Minutes of the meeting held on July 20 2009.

**DISCUSSION OF ANY OTHER OPEN ITEMS AS NOTIFIED AT THE
START OF THE MEETING.**

PART B - CLOSED BUSINESS

**DISCUSSION OF ANY OTHER CLOSED ITEMS AS NOTIFIED AT THE
START OF THE MEETING AND ACCEPTED BY THE CHAIR AS
URGENT.**

5. EXECUTIVE MEMBER QUESTION TIME

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Interview with the Executive Member for Citizenship, Equalities and Communities: Councillor Adele Morris.

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	Review Scoping.	

Date: October 5 2009



SCRUTINY SUB-COMMITTEE C

MINUTES of the Scrutiny Sub-Committee C held on Monday July 20 2009 at 7.00 pm
at Town Hall, Peckham Road, London SE5 8UB

PRESENT: Councillor Toby Eckersley (Chair)
Councillor Susan Elan Jones
Councillor Richard Livingstone
Councillor Mackie Sheik

**OFFICER
SUPPORT:** Jo Anson, Head of Financial Governance
Norman Coombe, Legal Services
Sally Masson, Scrutiny Project Manager

1. APOLOGIES

Apologies were received from Councillors Al-Samerai, Salmon and Smeath.

2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

There were none.

3. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

4. MINUTES

To approve as a correct record the minutes of the of the meeting held on
June 22 2009.

**5. EXECUTIVE MEMBER INTERVIEW - COUNCILLOR LEWIS ROBINSON
- CULTURE, LEISURE AND SPORT**

- 5.1 The original questions and written answers were circulated with the previous agenda.
- 5.2 Q1 The committee asked Councillor Robinson about the planned closures and downgrading of Southwark's libraries
- 5.3 The executive member said that the budget process is ongoing at the moment and he was not currently aware of any proposals to close libraries.
- 5.4 Q2 Is it likely that work being undertaken on the Canada Water library will come in on time and on budget?
- 5.5 The contract time is for 88 weeks but not having the details in front of him the executive member couldn't be sure of the specifics. It is likely that work on the library will be completed by January and it should come in on budget as the cost had been fixed before work began.
- 5.6 Q3 The committee wanted to know more about what was happening with the disused library stock.
- 5.7 When libraries were closed, all schools had been contacted to offer books that were deemed suitable; the remainder were offered to other libraries.
- 5.8 Q4 Referring to question one (original question); Were there any plans to see how the stock might be distributed and has there been any exploration into what the issues might be around the transfer of stock?
- 5.9 The new library at Canada Water will be a key library as well as the key libraries at Peckham and Dulwich, however it is recognised that there is no strategic library in the borough. There is no plan to down grade the service. Also, in Newington there is a very good library with a particularly good reference section.
- 5.10 Q5 Will the libraries at Seven Islands and Elephant and Castle be good quality?
- 5.11 There is currently a large investment plan which is scheduling a refurbishment. There is money set aside for what will be a considerable amount of investment needed for this particular site and more will be known about what is going to take place, in the near future.
- 5.12 Q6 Are we (Members of Southwark), satisfied with Fusion? Is

Fusion the right company for us, or are there other options? Their contract has been extended to 2016. How have they worked with our leisure centres and leisure centres in other boroughs to provide good facilities?

- 5.13 Southwark is investing in a capital programme of works and we are interested in reaching a wider market. This means that there may be some strategic centre closures. Fusion's contract has been extended, however extra criteria had been added before the contract was renewed. Extra penalties have also been put in place should they fail to deliver the agreed service. Fusion understand this and Southwark have devised clearer systems to enable Fusion to more easily understand what is expected with regards to the agreed service level.
- 5.14 Q7 Does the new agreement include standards of cleanliness, customer care and so on?
- 5.15 Yes - standards of cleanliness and customer care should now be improved. It is also expected that there will be a 6 monthly user group meetings to discuss topics such as hygiene and general conditions. The group will then report back to the Council.
- 5.16 Q8 "What support is the Council proposing to provide for facilities in Peckham Rye Park?" Are community councils going to get a say in what happens?
- 5.17 Cllr Robinson said that a report was presented to the executive identifying issues around Peckham Rye and the provisional management of the site. It was thought that it was not a controversial issue and that officers would take plans forward as a matter of course. There were no more resources to channel into further facilities for the park.
- 5.18 Q9 Are you fully satisfied that there are adequate reasons for closing leisure centres, should they not come up to standards required?
- 5.19 The executive member said that it depended what the issues were that might result in the closure. Southwark are currently investing in the Dulwich centre and if Fusion take the contract on offer, this would make them liable if there were a shortfall in service provision or inadequate equipment stock. As for the review into asbestos in Council owned buildings; the Council would have to take responsibility for the clearing of any toxic substances from Council owned property if it were found. It would not be for the contractor to undertake liability.
- 5.20 With regard to the Seven Islands site, personally, the executive member felt that refurbishment was preferable. The pool is good but the building needs improving. Anything more ambitious is

possible but not viable in the present economic climate.

- 5.21 Q10 Members wanted to know more about the £6 million investment for Burgess Park. Community councils have also been asked to fund projects through the cleaner, greener, safer bid and the committee wanted to know how these strands of money were being coordinated?
- 5.22 The executive member said that six million was not a huge amount for the park but over the next few years there will be other opportunities to coordinate bids, such as money for sports provision, which hopefully could be as early as next year.
- 5.23 The Chair thanked the executive member.

6. SCRUTINY REVIEW: WHAT IS THE TRUE MEANING OF THE BUDGET AND POLICY FRAMEWORK?

- 6.1 After considering the officer report, the Chair felt that Members should concentrate on the issues of improving and clarifying the way the budget is presented to Council. The budget part of the framework was to be treated separately to the policy section. It was thought the review would conclude by the second half of the meeting in October.
- 6.2 The committee looked at section 4 of the report:
- “The Secretary of State was empowered to make regulations in respect of the allocation of responsibilities for functions between the executive and the full council and the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (“the Regulations”) require the following function to be carried out by full council:*
- the adoption or approval of the budget and any plan or strategy for the control of the local authority’s borrowing or capital expenditure.”*
- 6.3 Principal lawyer, Norman Coomb said that there have been changes to the regulations to ensure that changes to the budget framework are reserved for Council Assembly. The Council lays down the regulations for the executive to follow and the executive would need to provide good reasons for asking for the regulations to be changed.
- 6.4 It had been debated at length whether the capital programme should go to Council Assembly. The view at the time was that it might be right for the Council to control expenditure and borrowing. However, Members were not now sure that the Council should be dealing with both the capital expenditure as well as borrowing in

the future.

- 6.5 As to whether there should be two separate strategic discussions to address both borrowing and expenditure, it was felt that a long term capital plan should go to Council Assembly for approval. For example, the Elephant and Castle and Aylesbury redevelopments will have a massive impact on budget and Council Assembly should be considering borrowing and spending in this context.
- 6.7 The head of financial governance responded by saying that the budget, encompassed all budget requirements and the plans and/or strategy for the control of the local authority's borrowing and/or capital expenditure. The capital budget impacts on the capital programme which falls outside council tax and so this creates and opportunity for an indirect way of maintaining control.
- 6.8 *The head of financial governance went on to say that there needs to be an element of transparency because Members can find it difficult to take decisions, not understanding the whole picture. However, there is a balance between providing too much detail which may impede a strategic view and too little information for Members to make informed decisions.*
- 6.9 With regard to the decisions on capital spends it was felt that these decisions should be made at a more strategic level.
- 6.10 The plan submitted to Council should involve the key components of capital expenditure and the committee asked that officers come back with further advice on whether the capital programme should be taken to council assembly and how the regulations translate in practice. It may be that there are ways of improving how the regulations are applied, especially in relation to funding sources that need to be arranged on a 3 year basis.
- 6.11 It was felt that there needed to be increased transparency regarding Executive Member's responsibility. Unlike some boroughs such as Westminster, the budgets are not allocated to each individual portfolio. Southwark budgets are set to span all portfolio areas and it is not easy to unpick the spending of each portfolio.
- 6.12 Officer's said that there would be further thought on why separating out the individual spend for each portfolio couldn't be done, although officers wanted to maintain the current reporting style which has improved the way in which the budgets are viewed. In theory Officers should be able to trace spending back to each portfolio.
- 6.13 The Members of the committee felt that it was very important that the budget information was made available at the appropriate time. Some members were concerned that the timing of the sharing of information might be strategic and political.

- 6.14 Overview and Scrutiny (O&S) must be afforded the opportunity to see budgetary information. It was thought that all of the information was not being shared with Scrutiny. Currently the budget was being viewed in political groups but members felt that there should be a more open way of informing members apart from the Executive and Council Assembly meetings.
- 6.15 Members debated whether it could be a good idea to hold a separate session where Council Members, setting aside their political views, could be briefed more thoroughly on the budget. Members would have to be disciplined in not being tempted to political point scoring in this arena. This session would form an all members budget seminar. (The committee felt that this idea could form a strong recommendation to the executive).
- 6.16 Officers confirmed that it was a legal requirement for O&S to see budget information and be involved in setting the timing of when the information is seen. It was felt that officers and O&S should work together to ensure the budget is included on future scrutiny work plans.
- 6.17 Officers acknowledged that one million pounds went to 'Southwark Circle' which came out of reserves. It came under a Social Services remit but there was no Social Services budget line for this venture. It was therefore necessary to draw down funding from reserves. Officers referred the committee back to the officer report:
- 6.18 The officer report states that:
- "Once the budget has been approved, it is recognised that changing circumstances may require monies to be reallocated. The Guidance notes that the authority's financial standing orders will need to include provisions to enable the executive to reallocate monies within the budget. It also notes that they should cover situations where the executive needs to make an urgent decision which would otherwise be contrary to the budget, without full reference to the council and suggests that they are worded so as to allow the executive to take any decision which is contrary to or not wholly in accordance with the budget providing that any additional costs can be offset by additional (unforeseen) income, contingency funds (reserves and balances) or savings from elsewhere within the budgetary allocations to functions which are the responsibility of the executive. Such provisions should not allow the executive to incur additional expenditure which cannot be offset in these ways without reference to the full council."
- 6.18 Officers then referred the committee to the Councils constitution (Page 92, point 4) which considers Urgent decisions outside the budget or policy framework:

- 6.19 a) *The executive, a committee of the executive or an individual member of the executive or officers, or joint arrangements discharging executive functions may take a decision which is contrary to the council's policy framework or contrary to or not wholly in accordance with the budget approved by council assembly if the decision is a matter of urgency.*
- 6.20 *However, the decision may only be taken:*
- 6.21 i) *if it is not practical to convene a quorate meeting of the council assembly; and,*
(See also Access to Information Procedure Rule 20 where this procedure is listed as one of the urgent decisions. The clause includes a definition of this process).
- 6.22 ii) *if the chair of the overview and scrutiny committee agrees that the decision is a matter of urgency.*
- 6.23 *The reasons why it is not practical to convene a quorate meeting of council assembly and the chair of the overview and scrutiny committee's consent to the decision being taken as a matter of urgency must be noted on the record of the decision. In the absence of the chair of the overview and scrutiny committee the consent of the mayor and in the absence of both the deputy mayor will be sufficient.*
- 6.24 b) *Following the decision, the decision taker will provide a full report to the next available council assembly meeting explaining the decision, the reasons for it and why the decision was treated as a matter of urgency.*
- 6.25 The officers reiterated that according to the constitution, matters of urgency implies that it is outside the budget framework but decisions taken out of the framework need to be passed at Council Assembly if the Executive needs to endorse it.
- 6.26 It was debated as to who might be in charge of defining a decision as 'urgent.' A decision such as this might be the subject of a call in and therefore Scrutiny would need to be aware of any 'urgent decisions' in the first place.
- 6.27 Officers explained that it was not always practical to call a Council Assembly meeting for a decision defined as a matter of urgency. It could be that the leader (or mayor) and Chief Exec take the matter to the Chair of O&S who can agree the matter within 10 working days. If it is genuinely urgent, there are safeguards to be followed in the constitution but then it is all the more important to ensure that the Chair of O&S is included in the process.
- 6.28 Officers said that windfall income can be used for issues which

may need to draw on reserves and this could have been the case with the Southwark Circle project.

- 6.29 The national guidance states that it is acceptable to use reserves to fund extra expenditure and the finance director had a statutory duty to report to Members, all funding which draws on reserves.
- 6.30 The Chair wanted to have an update on a proforma which had been designed to assist with the understanding of the various budget streams. This proforma included information designed to help clarify authorisations for draw down reserves. The Chair wanted to know if this system was currently being implemented. Officers said that they would report back to the committee on what the position was.
- 6.31 It needed to be made clear that some reserves are not meant to be drawn upon at all, as this would have implications for council tax.
- 6.32 Cllr Tim McNally and Duncan Whitfield to assist the committee with what is currently in process.
- 6.33 Officers said that there was still scope to look at the amount and quality of information going to Council Assembly and whether it might be a worthwhile exercise to look at what other Councils are doing.
- 6.34 Councillors agreed that if the system were to be improved, taking into account members requirements, it would be a very welcome contribution to providing openness and transparency to what is currently a very complicated area.
- 6.35 Developing an earlier point; officers said that it should be possible to breakdown budget strands into each portfolio area, perhaps starting with a brief summery, followed by a more detailed account of budgetary movements. The information then needed to be tied together to form clear summarised pages.
- 6.36 Because the information is currently confusing Members felt that taking good practice from other boroughs in areas where Southwark had some vagueness, would be a sensible way forward.
- 6.37 It was acknowledged that Southwark wouldn't want to lose the linkage of growth items which was currently being included in the reporting system. It was agreed that Members should have the opportunity to see further funding details when they asked for it.
- 6.38 The plan submitted to Council should involve the key components of capital expenditure and the committee asked that officers come back with further advice on whether the capital programme should be taken to council assembly and how the regulations translate in

practice.

RESOLVED

1 The plan submitted to Council should involve the key components of capital expenditure and the committee asked that officers come back with further advice on whether the capital programme should be taken to council assembly and how the regulations translate in practice. It may be that there are ways of improving how the regulations are applied, especially in relation to funding sources that need to be arranged on a 3 year basis.

2 Officers to come back to committee with further thought on why separating out the individual spend for each portfolio couldn't be done or how it might be done in the future.

3 Members debated whether it could be a good idea to hold a separate session where Council Members set aside their political views and are briefed more thoroughly on the budget. Members would have to be disciplined in not being tempted to political point scoring in this arena. It would form an all members budget seminar. The committee felt that this could form a strong recommendation to the executive.

6 Officers to draft a paper for the next meeting, containing suggestions for improvements, ensuring clarity for members.

5 Cllr Tim McNally and Duncan Whitfield to assist the committee with what is currently in process for draw down reserves.

4 The Chair wanted to have an update on a proforma which had been designed to assist with understanding the various budget streams. This proforma included information designed to help clarify authorisations for draw down reserves. The Chair wanted to know if this system was currently being implemented.

CHAIR:

DATED:

Questions from Sub-Committee C to Councillor Adele Morris, Executive Member for Citizenship, Equalities and Communities. October 2009

- (1) What percentage of Southwark Council staff have completed Equalities & Diversity Training?
- (2) What work is the Council currently undertaking to promote equalities and diversity in the community?
- (3) Are you satisfied with the nature and scope of Equalities Impact Assessments undertaken by the council before it takes major decisions?
- (4) Can the executive member outline her thoughts on how she thinks community councils should develop in the future, in terms of roles, responsibilities and operation?
- (5) Given the relatively low level of attendance of the public at community council meetings and the high number of council officers who attend them, how can the council redress this balance to get better value for money?
- (6) For Cleaner Greener Safer money, some proposals in the last round were put forward to a number of community councils for a proportion of the funds required for a project, potentially creating issues for those projects going ahead where some community councils agreed and others rejected the bid. How can we better co-ordinate processes between community councils around such proposals?
- (7) In her recent interview with the Southwark News, she said that she was proud of the introduction this year of the Highways and Lighting Budget at community councils. How well has this operated in its first year?
- (8) What are the executive member's views on the effectiveness of the council's resident involvement team since their move to the regeneration and neighbourhood department?
- (9) Southwark spends about 50 percent of grant to SHRREB. Can you describe their role in Southwark? What are the strengths, weaknesses and challenges facing this organisation.
- (10) How can larger communities like the Sierra Leone and Latin American Communities benefit in future of having a community centre.
- (11) What plans do you have for ensuring that youth community councils link in with the main community councils?
- (12) Given the current state of the nation's economy and the inevitable spending restrictions to come, what work are you undertaking to prepare the voluntary sector?
- (13) Can you give us an update on the restructure of your departments?

Budget and Policy Framework Review.

Question from Sub-Committee C to Cllr Tim McNally, Executive Member for Resources.

What progress has been made with the implementation of a performance mechanism, introduced by Cllr Eckersley during his time on the Executive, for authorisations for draw down reserves outside the budget framework?

Item No:	Classification: Open	Date: October 13 2009	Meeting Name: Scrutiny Sub-Committee C
Report Title:		Follow up report on budget framework	
Ward(s) or Group affected:		All	
From:		Finance Director	

RECOMMENDATION

1. That the committee notes the report and considers what action it would wish to take, with reference to the proposals set out in the presentation to the committee.

BACKGROUND INFORMATION

2. At their meeting on 22 June 2009, members of this sub-committee considered proposals for scrutiny reviews for inclusion in their work programme for the coming year. They agreed to take as their first topic "What is the true meaning of the budget and policy framework?" and a report on the budget and policy framework was presented to members at their meeting on 20 July 2009.
3. The July report set out the requirements of the Local Government Act 2000 and associated Regulations (the Local Authorities (Functions and Responsibilities) (England) Regulations 2000) in relation to the role of council assembly and executive in setting the budget and the policy framework and also looked at government guidance on what the term 'budget' includes. It also addressed reallocation of monies within the budget and outside the budget framework.
4. The report then considered the format and level of detail of information presented on the annual revenue budget including reserves at Southwark and also at Westminster.
5. Members agreed to focus further attention on the budget rather than the policy framework and identified a number of areas for further consideration.

KEY ISSUES FOR CONSIDERATION

6. Issues identified for further consideration were: format and detail of revenue budgets; scrutiny of budget proposals and improved consideration by council assembly; approval of the capital programme; and use of reserves. A presentation will be made at the meeting to help provide context and more detail for members in their consideration of these issues. It will cover the areas listed below.

Budget framework –

- Statutory context
- Regulatory context
- Local context – as per the council’s constitution, including
 - budgetary responsibilities reserved to council assembly and the executive;
 - the budget and policy framework procedure rules;
 - decisions (including urgent ones) outside the budget framework and in-year changes; and
 - the financial standing orders

Format and detail of revenue budgets**Scrutiny of budget proposals and more detailed consideration by council assembly****Role of council assembly in approving the capital programme****Use of reserves****BACKGROUND DOCUMENTS**

Background Papers	Held at	Contact
Financial Governance files	Financial Management Services, Tooley Street, Second Floor	Jo Anson 020 7525 4308

Audit Trail

Lead Officer	Duncan Whitfield		
Report Authors	Jo Anson		
Version	Final		
Dated	02/10/2009		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER			
Officer Title		Comments Sought	Comments included
Strategic Director of Communities, Law & Governance		No	
Finance Director		N.A.	
Executive Member		No	

Road safety plan

Transport 2009





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Introduction

Introduction

Road collisions have serious and often devastating effects for those involved, their families and friends. People should be able to travel safely and without fear to the places where they live, work, shop, study and spend their leisure time. The purpose of this road safety plan is to achieve measurable reductions in road casualties, to promote active travel such as walking and cycling and to help make all modes of transport safer and more accessible.

This road safety plan intends to help the council provide a safer and more convenient environment for the more sustainable modes of transport as well as reducing the dangers that are associated with the use of vehicular traffic. The plan sets out a programme that will help make Southwark's streets safer and more pleasant for everyone. Such measures include speed reduction, better facilities for vulnerable road users, training to improve road user behaviour and initiatives to improve our children's safety on the road.

These measures are to be targeted where they are needed most and will go a long way to help the council exceed the targets for reducing road deaths and casualties while also making travelling in Southwark safer and more enjoyable.



Improving road safety makes a crucial contribution to the achievement of the priorities set out in Southwark 2016, the sustainable community strategy. The road safety plan is most closely linked to the objectives of making the borough a better place for all people and improving individual life chances. The sustainable community strategy acknowledges that one of the most important contributing factors in road casualties is speed and that speed reduction should be a priority for action in Southwark.

In today's world there are a number of issues that are impossible to ignore. Levels of child obesity have doubled in the past decade and obesity is arguably the biggest issue facing general public health today. High on the government's agenda is investment in changing people's eating habits and increasing their levels of activity. The built environment is a fundamental part of this and by encouraging more people to walk and cycle, daily activity levels will be increased and some of these issues addressed.

People's willingness to walk and cycle is often determined to an extent by fear of traffic, and the Choosing Health white paper seeks to address this issue through road danger reduction and the encouragement of walking and cycling as healthy exercise. Highlighted in the White Paper is the safety of children and the encouragement of walking and cycling to school as crucial to forming lifelong healthy habits. Environments that are conducive to active travel involve creating safe and pleasant routes whilst providing the information needed for people to make healthy choices.

The road safety plan has been prepared in partnership with Transport for London (TfL) whose role is to coordinate road safety improvements across London. The plan is also a response to the UK Government's targets for road casualty reduction set out in its road safety strategy Tomorrow's Roads, Safer for Everyone. The plan also explains how actions taken in Southwark will support the Mayor of London's Transport Strategy and forms part of Southwark's Local implementation plan (Lip), the borough's five year transport strategy.

Beyond 2010

The Department for Transport have produced a draft road safety strategy for 2010-2020, *A Safer Way: Consultation on Making Britain's Roads the Safest in the World*, which will build on the progress of *Tomorrows Roads, Safer for Everyone*. This document sets out proposals for the future of road safety beyond 2010. The Government has a vision of making Britain's roads the safest in the world, with a target of reducing all road deaths in the UK by one third, by 2020.

National road safety policy in future will focus on engineering roads to be more forgiving of human error, training people to be more skilled at using the road and making the vehicles we use safer. The council welcomes the document and the package of proposals associated with it and will contribute to the development of the strategy.

2.1 National influences**Tomorrow's Roads – Safer for Everyone (Department for Transport (DfT), 2000)**

Tomorrow's Roads has been pivotal in creating a structured and achievable delivery of road safety in the UK. It set out the government's framework for achieving safer roads; the core of which was the establishment of reduction targets to be achieved nationwide by 2010. The main target is a reduction of 40% of those killed or seriously injured (KSI) (50% for children) by 2010 from a baseline of the average over 1994 to 1998.

Road Safety Act 2006

The Road Safety Act was introduced in 2006 and allowed a raft of new measures including new penalties for careless, unlicensed, uninsured and disqualified drivers and penalties relating to the use of mobile phones while driving. It is hoped that these measures will contribute the necessary tools to ensure that the 2010 targets for casualty reduction are met.

Traffic Management Act 2004

The Traffic Management Act was introduced in 2004 to tackle congestion and disruption on the road network. The act gives authorities additional tools to better manage parking and moving traffic enforcement and the coordination of street works. Two significant changes relating to road safety were to allow local authorities powers to enforce moving traffic contraventions and empower local authorities to spend surpluses from their on-street parking accounts on environmental improvements, parking facilities, provision and improvements to public transport services and road improvements. The council has developed its own network management duty report for implementation from 2009 onwards.

Road danger reduction forum (RDRF)

The road danger reduction forum (RDRF) was established in 1994 to challenge the culture and philosophy of the traditional road safety movement. The emphasis of the forum is to focus on those who are the source of the danger to both themselves and others, rather than focusing on making vulnerable users better prepared to deal with potentially unsafe situations. The council is a member of the RDRF and welcomes an alternative approach to road safety.

The Road Danger Reduction Charter pledges to:

1. Seek a genuine reduction in danger for all road users by identifying and controlling the principle sources of threat.
2. Find new measures to define the level of danger on our roads. These would more accurately monitor the use of and threat to benign modes.
3. Discourage the unnecessary use of motor transport where alternative benign modes or public transport are equally or more viable.
4. Pursue a transport strategy for environmentally sustainable travel based on developing efficient, integrated public transport systems. This would recognise that current levels of motor traffic should not be increased.
5. Actively promote cycling and walking, which pose little threat to other road users, by taking positive and co-ordinated action to increase the safety of these modes.
6. Promote the adoption of this charter as the basis of both national and international transport policy.





2.2 Regional influences

In November 2001 TfL published London's Road Safety Plan as part of the Mayor of London's Transport Strategy. This notes that the government's targets in Tomorrow's Roads are challenging and London has particular difficulties with high numbers of pedestrian casualties and casualties of people riding cycles and powered two wheelers (PTWs) (motorcycles or scooters). The plan further refines the targets specific to London to achieve a 40% reduction in KSI casualties sustained by pedestrians, cyclists and PTW riders to ensure that attention and action is focused on these groups.

In 2006 progress against the national targets was reviewed and the Mayor adopted a revised set of targets for London in response to good progress towards the original targets:

- A 50% reduction in the number of people KSI
- A 50% reduction in the number of pedestrians KSI
- A 50% reduction in the number of cyclists KSI
- A 40% reduction in the number of PTW riders KSI
- A 60% reduction in the number of children KSI
- A 25% reduction in the number of people slightly injured

The council welcomes the extended targets and believes that, although ambitious, they are achievable in Southwark if we can work in partnership with TfL.

2.3 Local influences

Southwark 2016 – the sustainable community strategy

The sustainable community strategy sets objectives to help achieve the vision of making Southwark a better place to live, to learn, to work and to have fun by improving individual life chances making the borough a place for people and to ensure quality public services. In turn, each objective contains a range of priorities and more detailed actions, a number specifically relating to road safety:

- Staying safe: specific target of reducing the number of people KSI in road collisions
- Target our fire, flood and road safety prevention services to increase public awareness and protect the most vulnerable
- Improve our interventions to reduce the number of road collisions that result in death or serious injury
- A liveable public realm including the roll out of 20mph zones throughout the borough.
- Encourage the 'home zone' approach with local people, seeking agreement on ways to make streets and estates more pedestrian and child friendly.

Local implementation plan (Lip)

This road safety plan forms part of a strategy for transport in the borough which is contained in the Lip. The ten overarching objectives within the Lip are derived from and complement those contained in Southwark's sustainable community strategy, national transport policy and the Mayor of London's Transport Strategy. These ten objectives are to:

- Improve accessibility throughout the borough;
- Promote more sustainable modes of travel and improve travel choice;
- Improve safety and personal security;
- Promote greater integration of land use development and transport;
- Improve the quality, efficiency and reliability of transport;
- Improve the efficiency, reliability and safety of freight distribution;
- Promote and improve social inclusion, economic development, education, employment and housing;
- Improve visual amenity and the quality of the environment;
- Reduce energy use;
- Work with partners to progress and promote transport improvements.

This road safety plan is primarily aimed at reducing road deaths and casualties and making sustainable transport safer and more attractive. In doing this, it will help to achieve wider council objectives such as encouraging shift to more active modes of travel, tackling issues of obesity and addressing issues surrounding climate change.

Southwark's road safety targets

The targets for casualty reduction to be adopted as part of this plan are shown in table 1. This table also outlines our achievements against the set targets over a number of years and includes the target figure for each of the categories.

Table 1 – Casualty reductions against the targets¹

Casualty type	Baseline 1994-98 average	2010 Target reduction	2010 Target number	2004 Total	2005 Total	2006 Total	2007 Total	2008 Total	% Change over baseline
Pedestrians KSI	80	50%	40	57	43	57	55	52	-35%
Pedal Cycle KSI	25	50%	12	7	14	21	22	29	18%
Children KSI	34	60%	14	15	9	18	9	8	-76%
PTW KSI	47	40%	28	28	30	32	37	33	-30%
Slight casualties	1,543	25%	1157	1148	944	1050	912	982	-36%
All KSI	239	50%	120	121	122	138	139	156	-35%

KSI - Killed or seriously injured

The table shows that there have been good reductions in all areas with regards to those who have been killed or seriously injured (KSI). KSI is where the person involved required an extended stay in hospital or died as a result of the collision and this figure does not include slight casualties.

The KSI figures are low numbers and therefore may be vulnerable to fluctuations; they may not represent the overall collision trends in Southwark. Therefore, in addition to the above targets, the council looks at collision trends for all severities at a more in depth level annually.

Collision and road casualty information is made available by the Metropolitan Police (Met Police) via the London Road Safety Unit (LRSU), a division of TfL and statistics are monitored every month. Annual reports are prepared by TfL for London detailing the main identified trends in collisions and road casualties, and the council produces a local report each year.

¹The collisions figures for 2008 are provisional and subject to confirmation by the London Road Safety Unit



Sustainable modes of travel strategy (SMOT)

Southwark Council has developed a sustainable modes of travel strategy in response to Section 508 of the Education and Inspection Act 2006, which outlines the duty placed on the authority to promote sustainable travel to children and young people.

Southwark Council and key stakeholders are committed to achieving the following objectives:

- Continue to create healthy and happy children and young people that do better in life.
- Facilitate parents, carers and guardians to establish a safe and appropriate journey to and from school using sustainable modes of transport.
- Ensure that infrastructure improvements address the needs of children and young people where appropriate.
- Develop, implement and monitor travel plans in all schools and further education institutions.

It is the council's intention to work closely with key stakeholders to deliver a comprehensive programme of travel planning, education, road safety, training and infrastructure improvements that aim to make the borough a place where every child and young person can have and meet high expectations and have the best opportunities.

Why road casualties happen

Why road casualties happen

In order to reduce the risk of collisions and casualties on our roads an understanding of the main sources of threat is required. Many of these are obvious. Higher rates of casualties can occur due to the volume of traffic, the excessive speed of motor vehicles, or the dangerous behaviour of some road users. Some sources of threat are less obvious, such as poor parking controls, inadequate crossing points or poor street design in general.

Road collisions rarely have one single cause. Causes range across behavioural, highway and vehicle related factors. By far the most common of these are behavioural factors. These include excessive speed, lack of concentration, impairment and bad judgement. The second most common are highway related factors which can include design and maintenance issues, driving conditions, poor lighting, poor signage and poor visibility. In a very small percentage of collisions, vehicle related factors, such as brake failure or worn tyres, play a part. Usually a combination of these factors will contribute to a collision that may result in a casualty.

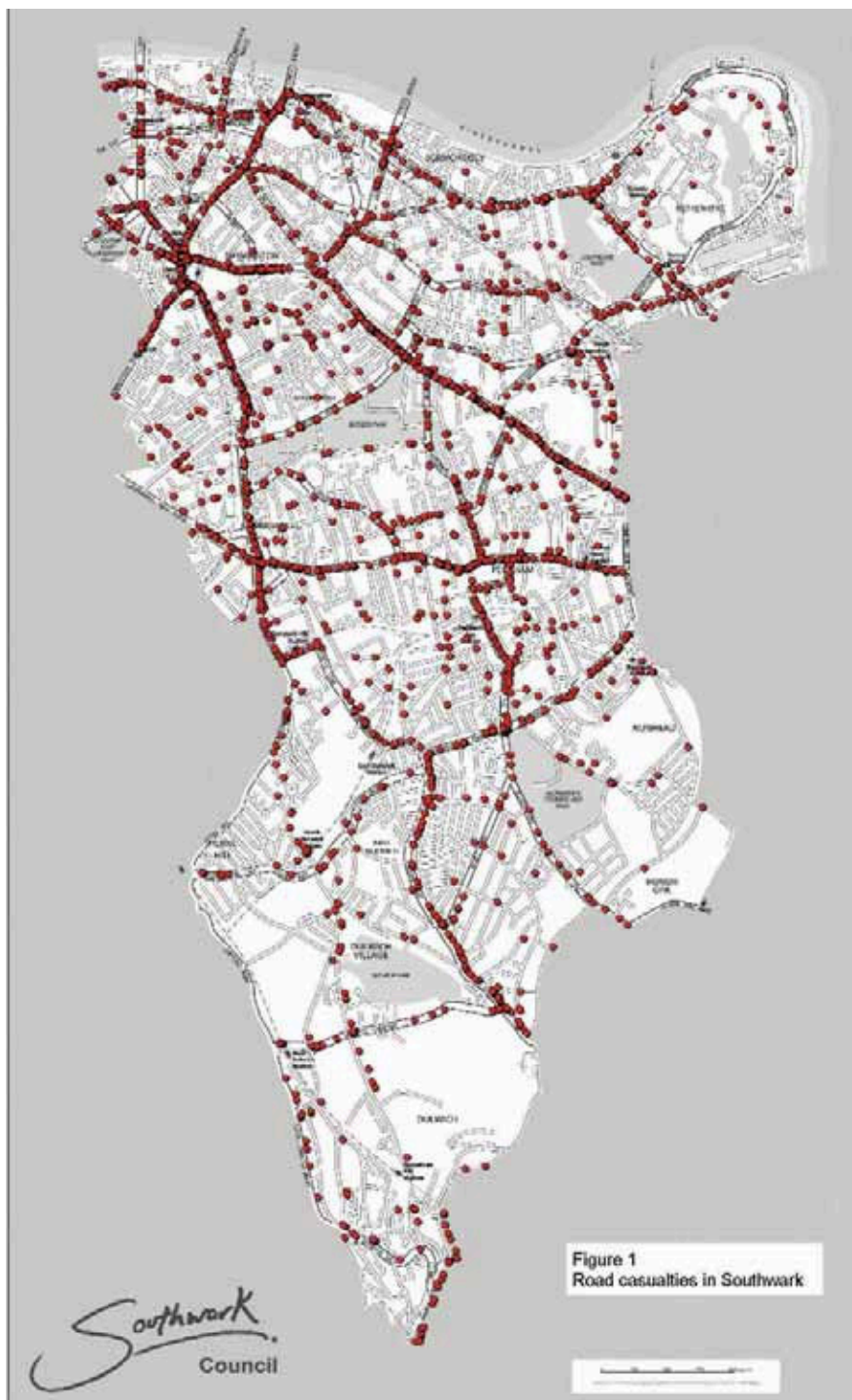
In Southwark, there are specific locations that have higher vehicle flows and speeds. It is on these busy sections on road that the majority of collisions occur. There are clusters of collisions around major gyratories and intersections. Some town centres also have higher collision rates, reflecting generally higher levels of street activity as well as higher numbers of pedestrians and vehicles.

3.1 Collision trends in Southwark

Figures from the LRSU show that in 2008 there were eight people killed, 148 people seriously injured and 982 people slightly injured on the borough's roads. This represents a total increase of 87 for all casualties or 8% change from 2007 figure of 1,051 and is 644 casualties or 36% down on the 1994-98 average of 1782.

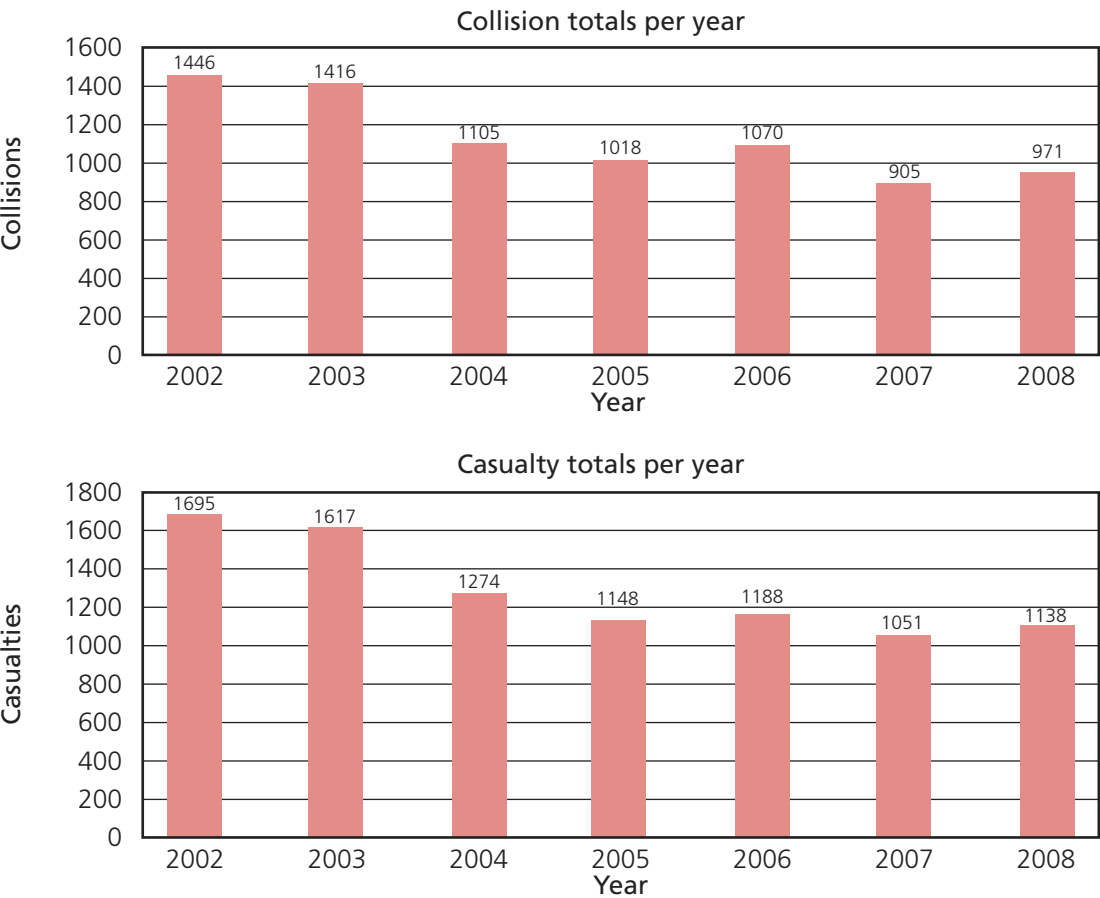
The reductions in Southwark are similar to other London boroughs and there have been particularly encouraging achievements made in recent years in the reduction of PTW rider, car passenger and child pedestrian casualties. This is by no means a reason to become complacent about road safety; the council recognises that there have been a number of easy wins in recent years, in terms of treating collision hot spots and it will become more challenging to deliver road safety improvements in future.

Figure 1 – Road casualties in Southwark



Why road casualties happen

Table 2 - Collision and casualty trends in Southwark²



Fewer pedestrians, children, drivers and their passengers were injured in Southwark during 2008 than in the previous year, but unfortunately injuries to cyclists have increased for the fifth year running. This is a major concern for the council, but should be viewed in context to the rising number of people that have taken up cycling, with pronounced annual increase in numbers. Proportionally, there has been a reduction in cyclist casualties; however they tend to be more serious.

The group to benefit most from casualty reductions are car occupants and while the council is pleased with this decline, it is also of a concern that the rates of decline are not equitable amongst all road users.

²The collision figures for 2008 are provisional and subject to confirmation by the London Road Safety Unit



Research and investigation

Good evidence is fundamental to this plan and underpins our direction for delivering casualty reduction. We are especially keen to understand links between collisions and other social, environmental and economic factors. Ongoing research, at local, regional and national levels has allowed the council to analyse a body of research in order to identify key priority areas and actions for delivery.

One successful method is the use of geographic information systems (GIS) to find relationships between collisions and other features, such as levels of deprivation, the cycling network, land use and development. This innovative approach is helping the council to ensure that collisions are better understood and investment is appropriately prioritised.

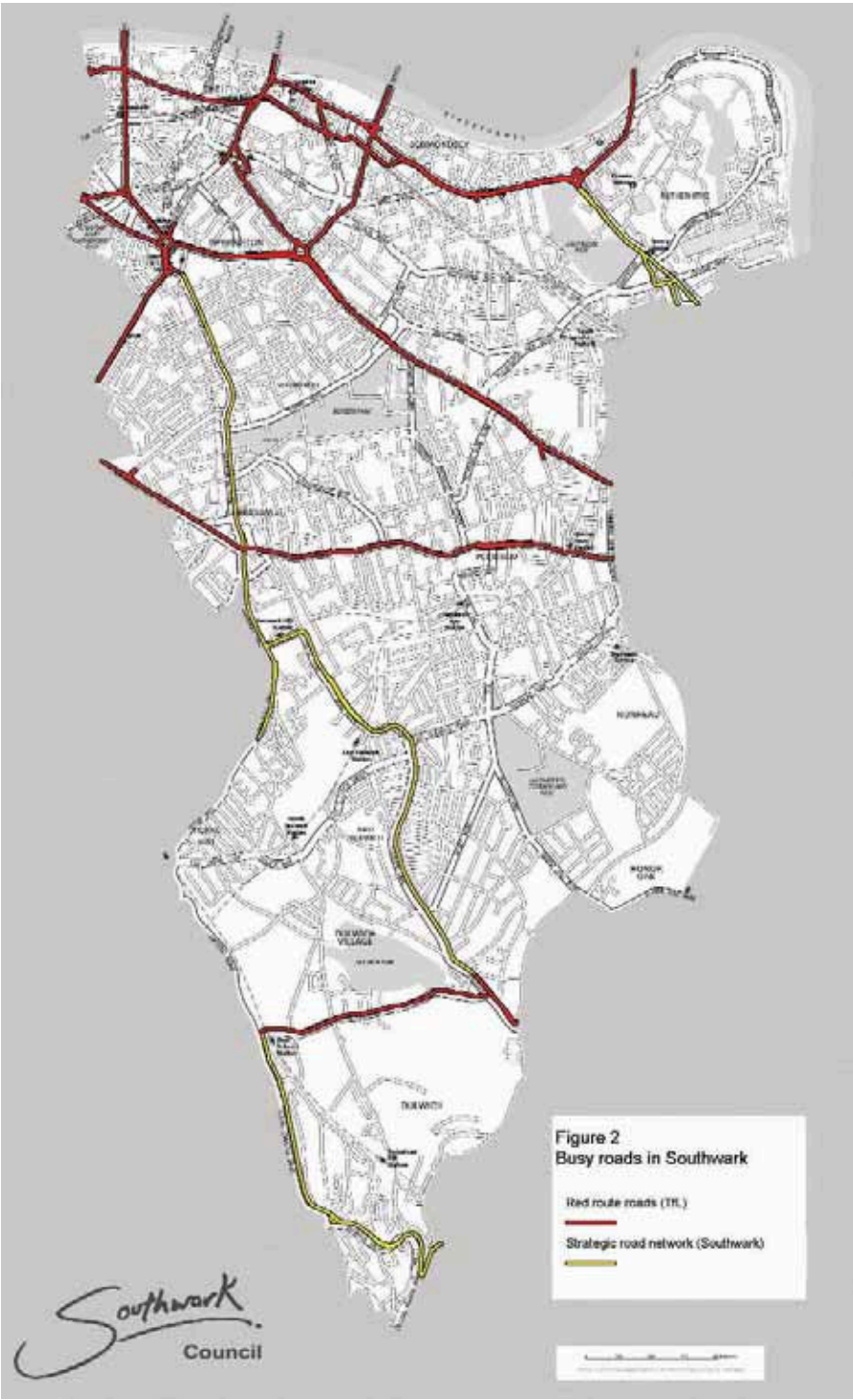
The council will continue to research and analyse in more detail the specific factors that lead to collisions on our roads in order to develop more effective measures to reduce them. This will include the analysis of collision trends and a review of progress each year. This will be presented in a report containing the main findings. In addition to this the council will take part in the investigation of collisions involving fatalities as part of its ongoing work in partnership with the Met Police.

3.2 Busy roads

Around 70% of all collisions in Southwark occur on the busier roads like Borough High Street and the Old Kent Road. The speed limit on these roads is usually 30mph and collisions are likely to be more severe. The busy roads are often on red routes. The red route network (red markings on the road edge) carries 1/3 of all traffic in London and is managed by TfL rather than the boroughs (see figure 2).

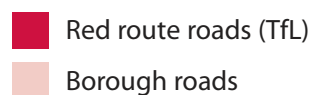
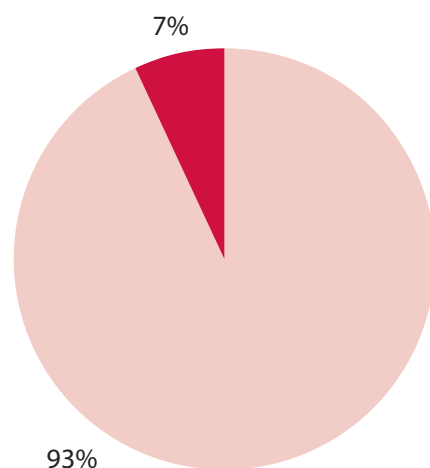
Busy roads play an important role in the distribution of traffic but this should not be at the expense of safety. They are essential for the servicing of our town centres and for the supply of goods and services. The majority of buses also travel on these roads and often run through town centres, where we see higher concentrations of road users and a higher risk of conflict.

Figure 2 - Busy roads in Southwark

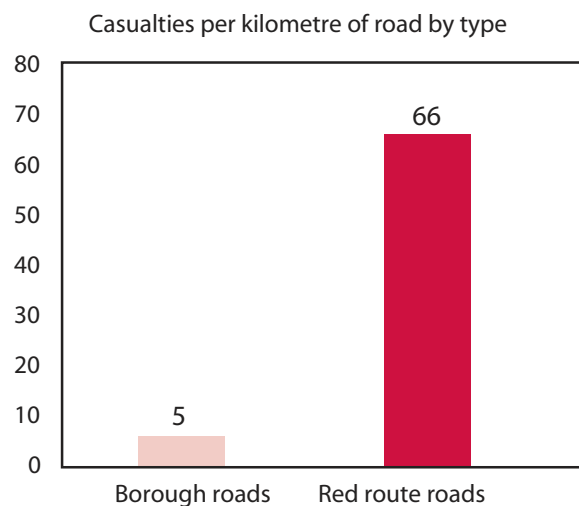


In our commitment to addressing safety on the busy roads, the council intends to reevaluate the way in which these roads operate. Roads can be both busy and safe, there need not be a trade off. This is achievable by altering the character of a road to encourage users to behave in a safer way. Driver perceptions and vehicle speeds can be positively influenced by the presence of landscaping, varied road and footway width, pedestrian activity and legible, simple street furniture.

Percentage of network that are borough roads or red route roads



Collisions on borough roads compared to red route roads



Approximately half of all collisions in Southwark happen on the red route roads, and half on the borough controlled roads. However, red route roads make up only than 7% of the total road length in Southwark. This means that the level of risk on these roads is much higher.

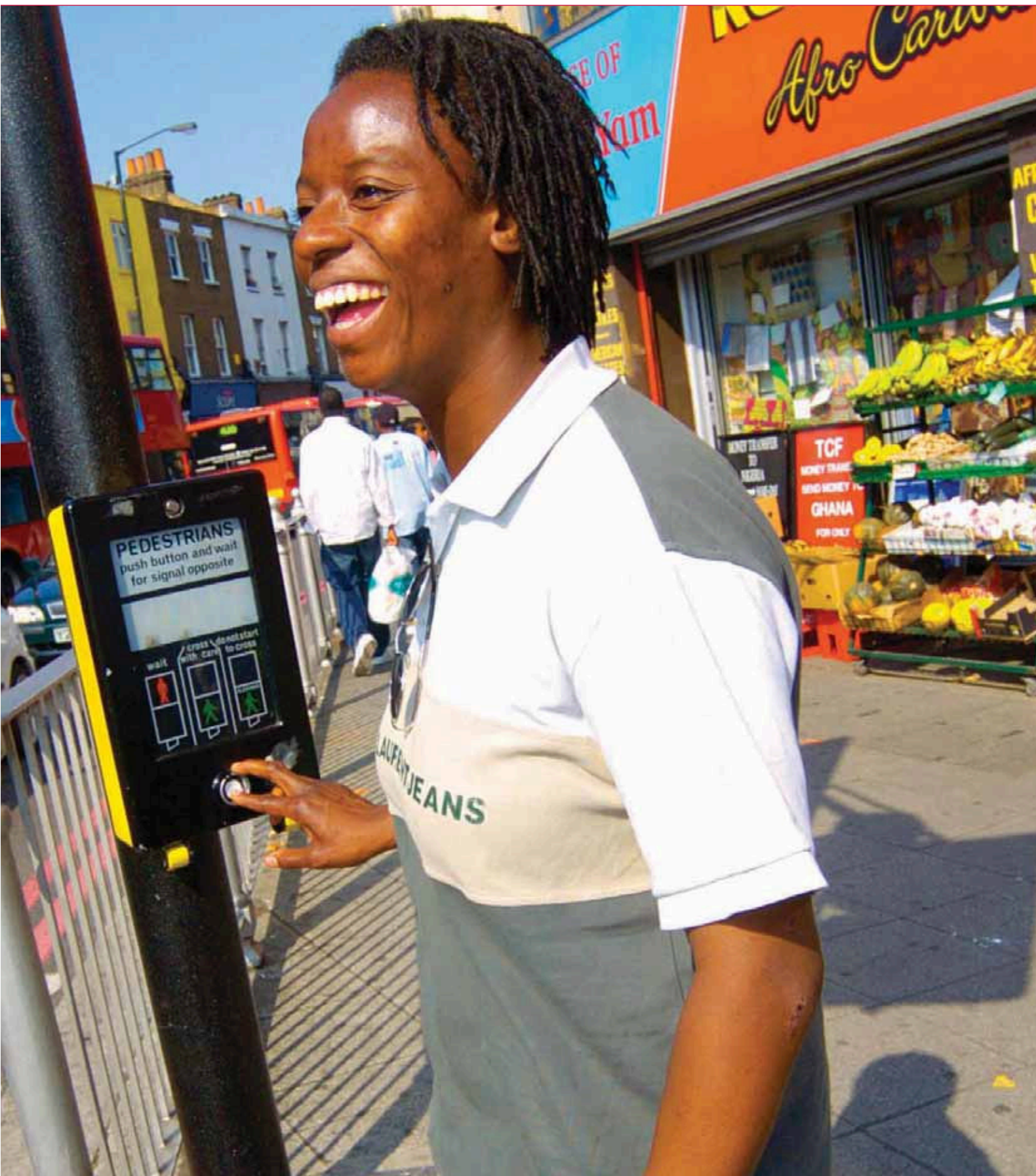
The council is keen to work with TfL to improve safety on the red routes and has been involved in the development of the TfL network management plans. Regular liaison will be necessary to promote safety and develop schemes further and the council has found it difficult in the past to engage TfL on matters concerning safety on the red route roads. The council will also introduce safety measures on its own busy road network and will work to ensure that further collision hot spots are identified and improved.

3.3 Transport interchanges

People in Southwark use a number of different modes of transport to get where they want to go. Comparatively low levels of car ownership in the borough mean that people frequently use public transport in their daily travels. Many journeys are likely to involve two or more modes of transport, like walking to the bus stop then taking the bus to another destination and then taking the train. The council wants to ensure that all transport interchanges are convenient and recognises the importance of a safe and reliable public transport network.

Transport interchange points can be busy and congested. People often rush to get to their bus or train and interchange points are often located in places where there are high numbers of vehicles competing for space. This is particularly intensified at peak times when there are higher volumes of traffic and more people about.

In some locations, like Camberwell and the Elephant and Castle, there is observed conflict between buses and other road users at the busier bus stops. In particular, pedestrians are more vulnerable at these locations and the council will work to ensure that bus stops are in safe and convenient locations.



3.4 Levels of traffic

There has been a steady rise in the number of users of Southwark's roads. The major increase has been vehicular traffic since the 1970s but in more recent years there has been an increase in both cyclists and PTW riders. Since levels of car ownership in Southwark are traditionally low, the natural tendency is for people to walk, cycle and use public transport.

There has been a substantial growth in the number of people who cycle regularly and this is more reason to provide safe and convenient facilities, particularly as there has been an increase in cyclist casualties. It is recognised that pedestrians and cyclists gain from safety in numbers and the council will continue to promote walking and cycling in order to maximise these safety gains.

In addition to this, all users should be aware of how to behave in a safe manner to help prevent injury to themselves and other people. This can be achieved through appropriate training and education.

Southwark supports the vision that current levels of motor traffic should not be increased and is pursuing strategies to reduce the overall levels of motor traffic. This is in line with the Mayor of London's Transport Strategy that seeks a 15% reduction in traffic in central London and zero growth in inner London. The most successful reductions have been seen within 20mph zones where there has been a marked decrease in motor vehicle traffic.

Vehicles should travel on appropriate roads for their purpose; local residential roads are not to be used as distribution routes and the council will continue to work to identify rat running and provide measures to prevent it where possible.

Southwark Council is also pursuing overall traffic reduction through a number of initiatives aimed at encouraging people to use active modes of travel and discourage unnecessary car ownership. For example:

- Local travel planning groups
- Controlled parking zones (CPZs)
- More accessible public transport
- Better cycle routes
- The improvement of key walking routes
- Car free developments

The London Plan has set the target of 1,630 new homes per year in Southwark; this may change when the Mayor introduces a new housing strategy and London Plan. This means that the population will continue to grow rapidly and there will be more new people using our roads each year and possible increases in traffic. In light of this, achieving reductions in road casualties will be even more of a challenge; it will be more difficult to meet the set targets with a growing population. The council embraces this challenge and carefully controls all development. There are set standards for minimum cycle parking in new developments and both residential and business travel plans are encouraged.

Driving on the job

The nature of traffic on our roads has changed over the past few years. With the growth of the internet online shopping has increased substantially and many of us now order our groceries, clothes and books online. This means that there are more delivery vans and couriers making more trips each day, characterised by the 'white van man' or motorcycle courier. The DfT estimates that one third of all road collisions involve someone at work. This means that up to 400 people are injured in Southwark each year where someone involved in a collision is driving while at work.



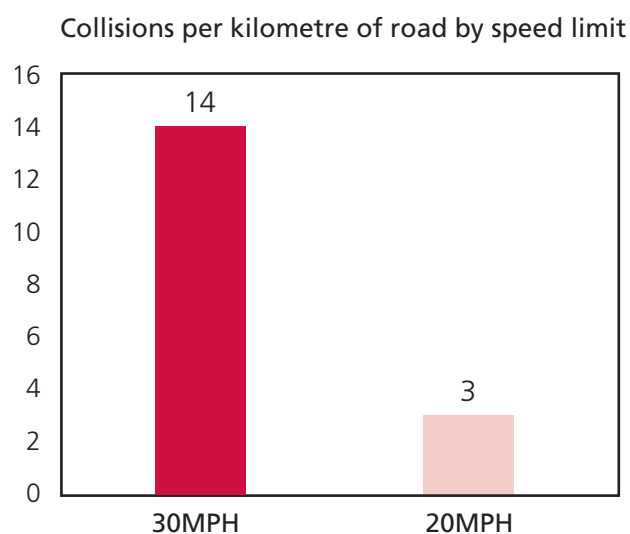
Southwark Council plays a role in nurturing small and medium businesses and run campaigns to encourage people to buy local. The lively and bustling markets, like East Street Market and Borough Market provide quality goods to people from all over London. Less home deliveries by van for groceries and other goods mean less overall vehicle trips. Locally brought produce also supports local enterprise and residents who shop locally interact more in their community.

Our own fleet of vehicles is one of the largest in the borough with 350 council vehicles in operation and makes up a significant proportion of vehicles on the road. Driver safety and education is very important and the council hope to set an example of a safe and efficient fleet.

The council also supports initiatives by one local travel planning group to reduce vehicular traffic on the roads. Better Bankside is trialling Velo Taxis (human powered rickshaw taxis) and cycle courier deliveries from Borough Market and hopes to promote a cycle based economy in the north of the borough.

3.5 Speed

Among behavioural factors, inappropriate speed is a primary concern for the council; not only can excessive speed cost lives, but it can also make for unpleasant, intimidating streets that act as social as well as physical barriers to movement. Most collisions in Southwark occur on busy roads and at junctions where the speed limit is 30mph. Speed is not only a cause of road collisions, but it multiplies the devastating effects of a crash. Areas in the borough with lower speed limits, however, typically have low collision rates when compared nationally. In particular, areas contained within 20mph zones tend to have lower collision rates and therefore a lower risk of being injured in a road crash



In Southwark, approximately one third of all road crashes are speed related. Across the borough the speed limit is habitually broken. Even driving at the designated speed limit can be inappropriate at times, especially when there is poor visibility. As a rule, 30 mph cannot be considered an inherently safe speed when more than four out of ten pedestrians hit by a vehicle travelling at that speed will die as a result. Since 2005 the council has successfully been implementing 20mph zones as part of its road safety plan and is committed to rolling out 20mph limits on all borough managed roads.

This plan sets out measures to encourage drivers to drive at appropriate speeds within the given speed limit. This is to be achieved in consultation with the public and with the redesign of streets where necessary to achieve speed reduction.

3.6 Road safety and deprivation

Southwark is a borough of contrasts and contains some of the most deprived and least deprived communities in the United Kingdom.

Research from Scotland has shown that children from the most socially excluded areas of Lothian were as much as six times more likely to be injured in a road traffic collision than those from the most affluent areas. Many areas of Southwark have high rates of deprivation and may therefore have associated increased risks.

Studies commissioned by TfL show that there is a strong relationship between deprivation and injury risk, particularly amongst ethnic minorities. For pedestrians, the most deprived are twice as likely to be hit by a vehicle than the least deprived and most at risk are black male youths between the ages of nine and 14³.

Getting the message across

Southwark is one of seven London boroughs to secure funding from TfL to carry out a project with a group of black youths in some of the most deprived neighbourhoods in London.

This project produced a DVD that would appeal to young people and deliver a powerful road safety message at the same time. Through the use of modern media techniques, popular music and local artists, the message of the DVD is not only up to date and fun, but credible and acceptable to the target audience. The council hopes that this will help to address some of the inequalities in our communities by promoting safer behaviour on our roads.

Following the initial success of the project, Southwark is leading a steering group to set up a toolkit for production and is working in partnership with three other London boroughs to distribute the DVD to young people in other communities.

It is important that the links between road safety and deprivation are fully understood. The council will continue to further investigate the as it is a particularly relevant local issue and encourage further research by the government.

³ Deprivation and road safety in London, London School of Hygiene and Tropical Medicine (for TfL) 2007

The way that people behave on the roads ultimately determines their safety and that of others. Recent research by the RAC suggests that the way that people now drive has changed over the last 30 years and that road rage and aggressive driving is now more prevalent than ever. The danger of being involved in a collision increases with higher vehicle speeds and with driver/rider distraction or inattention so ultimately, speed is the crucial element in reducing the risk.

Motor vehicles are not only a source of danger when they are being driven or ridden too fast. They are also a danger when they are driven or ridden carelessly, without consideration for other road users and especially when they are being controlled by people under the influence of drink or drugs. Other road users may, of course, increase the level of danger to themselves by not taking care and being aware of others. Pedestrians impaired by alcohol are amongst one of the higher at risk groups involved in road crashes and make up a noticeable percent of all pedestrian casualties in Southwark.

Some concepts of driver behaviour are generally understood, such as drinking and driving, although that message has to be constantly reinforced. The need to keep vehicle speed down is not so widely understood and supported. Indeed, enforcing speed controls is sometimes portrayed as persecution of motorists and simply an excuse to raise revenue through fines.

The vision is that speeding will in future be viewed in the same way that drinking and driving is now; socially unacceptable and intolerable. Less than 2% of all reported collisions in Southwark involve a driver/rider impaired by alcohol, while about one third of all collisions involve someone who was speeding or driving too fast for the conditions. A significant shift in the way that people perceive speed can only be achieved through a combination of measures. These include a substantial national publicity campaign on the effects of speeding, emphasised by local enforcement and engineering. The number of traffic police on our roads has dwindled over the years, so the role of enforcement is not being fulfilled to a wide extent.

As well as raising awareness of road safety issues, the council is working with other agencies and individuals to provide training in the skills that are needed to use the road safely. This is particularly important for children; pedestrian and cyclist training in schools is now more common and will help to form good life long habits.

All road users have a duty of care to respect others and behave responsibly. This includes cyclists stopping at red lights and pedestrian crossings and not cycling on pavements where they are not permitted. Equally it means that drivers should respect the highway code and observe local speed limits and pedestrians should take care when crossing the road. The council promotes the safe use of all modes through education, training and publicity. For example, cyclist training is free to all people who live, work or study in the borough. In addition to this, the council operates a pedestrian education programme in local schools and organises road safety campaigns throughout the year.

London Safety Camera Partnership (LSCP)

There is growing support for the use of safety cameras as a way of preventing road casualties and as a deterrent to speeding. The London Safety Camera Partnership (LSCP) is responsible for implementing a comprehensive safety camera programme to reduce speed and red light running road casualties in London. Southwark Council supports the partnership and its work:

- To target collision hotspots and areas of community concern around London;
- To improve driver behaviour using sustained education and enforcement;
- To increase the support of Londoners for safety camera deployment.

The LSCP is currently restricted by legislation controlling where and when cameras can be implemented. The council will lobby the DfT and other partners to relax these restrictions to allow broader use of safety cameras where there is a demonstrable need to reduce traffic offences and poor driver behaviour.



4.1 Who is most at risk on our roads?

Some people are more vulnerable to injury on our roads than others; for example the risk of a cyclist being injured in a collision is typically much higher than that of a car passenger.

Southwark's road user hierarchy was established in 2005 during the development of the Lip to provide a more cohesive assessment of the differing interests and needs of road users and their relative risk. The hierarchy facilitates the allocation of the finite road space and is of particular importance when competing demands on the road network must be balanced and assessed.

1. Pedestrians
2. Cyclists
3. Public transport and community transport
4. Powered two wheelers (PTW)
5. Taxis
6. Freight vehicles
7. Private cars

The hierarchy underpins the council's ambition to encourage a shift to more sustainable forms of travel like walking and cycling, as well as recognising the vulnerability of specific road users. It may be used to assess the feasibility of transport schemes and can help to direct resources and allocate road space appropriately.

Pedestrians

Pedestrians make up 20% of all casualties on our roads and the majority of these are aged 25 to 59. Sadly, collisions involving pedestrians tend to be more severe than other modes and 50% of people killed on London roads are pedestrians.

The council is particularly concerned with improving pedestrian safety and encouraging safe behaviour among both pedestrians and other road users.

The largest contributory factor in collisions involving pedestrians is “pedestrian failed to look properly”, followed by “careless/reckless pedestrian behaviour”. It is not the intention of a pedestrian to be hit by a vehicle so this data suggests that pedestrians and vehicle drivers may not perceive the danger or see each other.

It is worth considering that people are often in a hurry and that many of these crashes are located on busy roads near town centres. This also leads to the issue of provision for pedestrians in these locations. The council will investigate if there are adequate formal and informal crossing facilities at these locations and will lobby TfL to ensure that the red routes are more pedestrian friendly.

Despite some identifiable patterns for collisions involving pedestrians; most remain random in nature, so prove difficult to treat. Given the extensive evidence that links vehicle speeds with casualty frequency and severity, the most positive contribution that the council can make towards pedestrian safety (and all other road users) is to reduce vehicle speeds.



Cyclists

Of all people injured on Southwark's roads, 18% are cyclists and the vast majority of are males aged between 25 and 59. Cyclists are the only group of users to suffer an increase in the numbers who have been injured or killed on Southwark roads and therefore cyclist safety of paramount concern to the council.

The increase in casualties should be seen in context of the growing popularity of cycling. Since 2000 there has been an 83% increase in the number of people making cycle trips each day. Southwark's cycling plan sets out in detail how the council plans to improve conditions for cyclists and supports the vision of getting more people cycling more often. Increased numbers of cyclists means fewer cars on the road and can help to address wider social issues of obesity, health and the environment.

Recent years have seen record levels of investment in Southwark for transport infrastructure, provision of cyclist training and promotion. Work has involved improvements at junctions, investment in cycle links through green spaces and the introduction of a comprehensive training programme. The council is also addressing the potential for conflict between cyclists and heavy goods vehicles (HGVs) at junctions and undertakes publicity campaigns at routes used heavily by HGVs to educate both cyclists and drivers. Awareness training with the council's own fleet of vehicles has recently been introduced. The council are also involved in the education of TfL bus driver trainers to raise awareness to the specific needs of cyclists.

The council is aware of the potential danger for cyclists at junctions where guard railing is present and is undertaking a review of the provision of guard railing. This is further detailed in section 5.3.



Cyclist training

Every person who lives, works or studies in Southwark is eligible for free one to one cyclist training. The training programme has been very successful so far and the council aims to train 500 school pupils each year.

The council is increasing publicity for free training, particularly through the local travel planning groups and local schools. A new initiative is to target children during the school holidays and a particular focus has been promoting the training in Southwark's parks.

Council staff are encouraged to undertake cyclist training particularly before using the pool bike system. The council will also encourage promotion by its partners, such as the Primary Care Trust (PCT) and the integration of cyclist training into work based travel planning by businesses across the borough. This is reflected in the council's own travel plan.



Powered two wheeler (PTW) riders

Nationally, PTW riders represent 20 percent of fatalities on the road, but only one percent of the overall traffic. Injuries sustained by PTW riders tend to be more severe and the council is committed to continuing to improve rider safety. The rate of decrease has also been slowing and the number of PTW riders on our roads continues to grow.

The council is keen to promote safe and assertive behaviour for all PTW riders and will work to further promote BikeSafe and ScooterSafe, two initiatives led by TfL and the Met Police.



People sometimes refer to particular sections of a road as being dangerous. This is generally a misconception because it is almost invariably the way that people use and interpret the road that results in the danger. The street environment should be perceived in such a way that motorists take their cues from their surroundings and drive at an appropriate speed and manner. This means taking a holistic approach to street design by emphasising local activity and a sense of place rather than roads as simply places of transit.

Critical to reducing the danger on Southwark's roads must be the general reduction of vehicle speeds. Overwhelming evidence links the frequency and severity of collisions with speeds for example; a pedestrian struck by a vehicle has a one in five chance of being killed at 30mph; at 20mph, a one in 40 chance.

To reduce the risk on our roads and improve safety the council's aim is to become a 20mph borough. This means that the default speed limit across the whole of Southwark will be 20mph and any roads not covered by 20mph limits will be the exception to this rule, such as red route roads. Safety on red routes is a priority, as many collisions occur on these roads and the council will continue to lobby TfL to apply principles of speed reduction on its own network. Regarding the council's own busy roads, the aim of 20mph will remain the default position however we recognise that at some locations this will be difficult and close working with TfL and innovative approaches to street design will be required to deliver this objective.

The council will employ a variety of methods for achieving lower speeds throughout the borough. These may include:

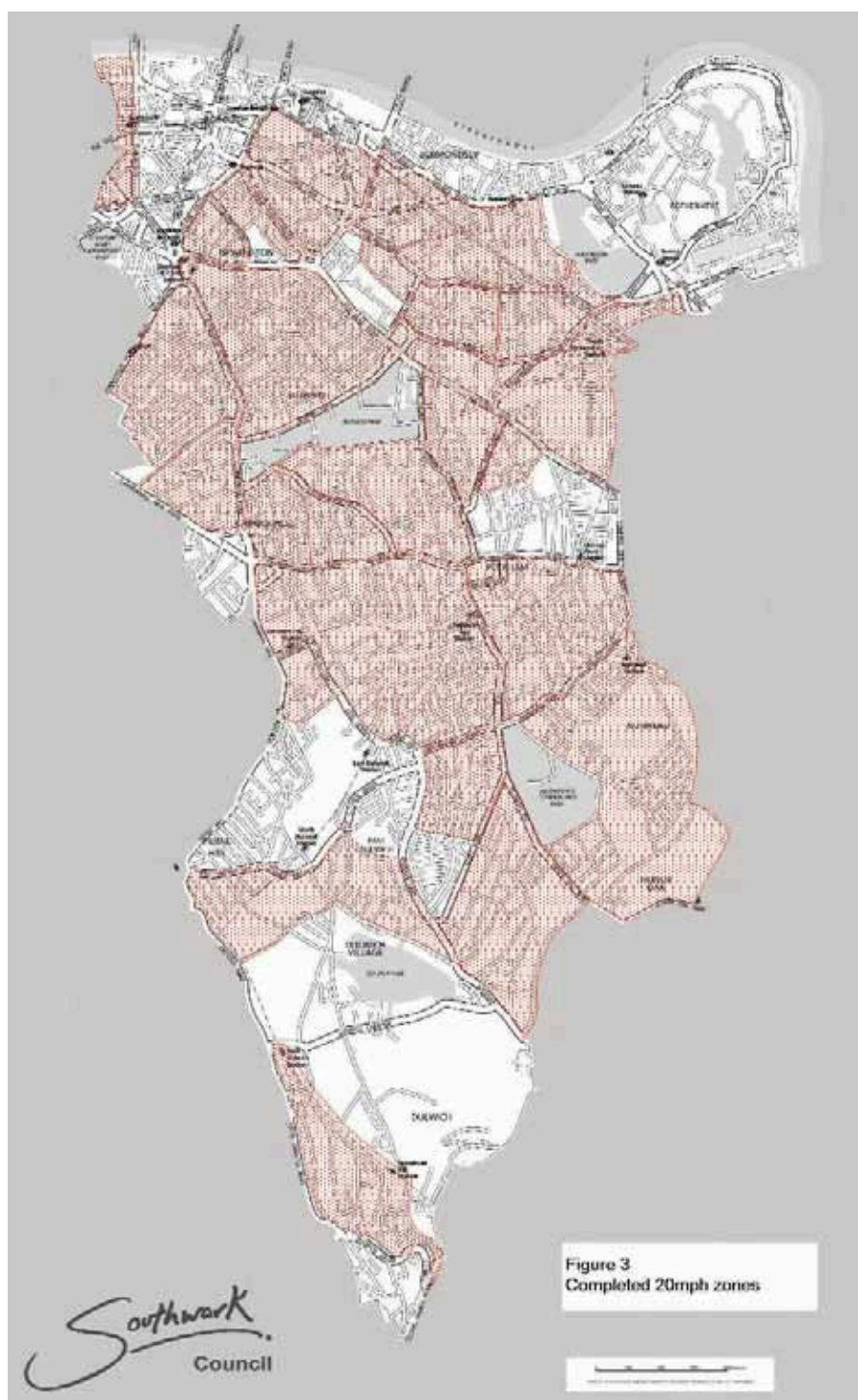
- 20mph zones – The use of terminal signs together with suitable traffic calming measures to provide a self enforcing element. These are not enforced by the police.
- 20mph speed limits – The use of speed limits indicated by entry and repeater signs alone, agreed in consultation with the police. These limits are also enforceable by the police

In addition to these, the council will actively seek to introduce innovative technologies, including average speed cameras that do not require any physical changes to the carriageway; details of these are contained in section 5.3.

5.1 20mph zones

20mph zones are an effective way of reducing vehicle speeds over an area of roads and primarily use physical measures to slow vehicle speeds. The council has successfully delivered 25 zones over the last eight years and they remain a suitable option for achieving casualty reduction on the majority of borough roads. The specific location of these zones is illustrated on the following page.

Figure 3 - Completed 20mph zones



Methods for selection

The council undertakes an annual review to prioritise and rationalise the order in which new 20mph zones are to be implemented. In order to maximise the benefits following implementation, they are progressed according to set criteria:

- Areas where there are high levels of casualties, particularly KSI casualties in vulnerable road user categories including pedestrians, cyclists, PTW riders and children;
- The social deprivation level of the area based on the national index of multiple deprivation for wards;
- The ability to incorporate lower speed limits as part of planned local safety schemes, proposed highway schemes, or as part of wider regeneration initiatives
- The proximity of certain built and natural features such as schools, parks/playgrounds, childcare centres, hospitals and aged care centres.

Options for delivery

The majority of existing 20mph zones have physical measures, such as chicanes and humps alongside entry treatments and raised junctions. These measures have proven to be successful in reducing speeds and will remain the principal tool with which to achieve these reductions.

Any physical measures introduced need to take account of the differing needs of various road users such as cyclists, bus passengers, the mobility impaired and the emergency services. All new zones undergo a safety audit when being designed to ensure the needs of all road users are balanced and any potential for conflict resolved. Extensive consultation is carried out with local residents on the proposed design of new 20mph zones, the results of which are then taken into account in the final design of the zones. The police and the emergency services are also consulted with special consideration given to key emergency services routes.

Monitoring the programme

The council will review existing and newly implemented 20mph zones and the measures used within them to ensure that they remain effective. A programme of improvement to existing zones has been developed and improvements made to a number of zones. This was a response to public feedback and a review of traffic speeds in existing zones. This monitoring ensures that the 20mph zones in Southwark are as effective as possible and remain self enforcing and safer for all road users.

5.2 Speed limits

The council is investigating the possibility of introducing 20mph limits on some Southwark roads to complement existing 20mph zones.

According to DfT guidelines, roads that are suitable for the introduction of 20mph limits, instead of 20mph zones are those with an average speed of 24mph or less. These roads should essentially be suited to lower speeds without the need for enforcement and usually would not require any additional traffic calming measures. Generally, identified roads that are suitable for 20mph limits are then developed in consultation with the Met Police and require approval from the DfT.

5.3 New technology in speed reduction

Vehicle technology continues to improve the safety of road users and new technological methods of speed reduction have the potential to reduce collisions on our roads even further.

The council will remain receptive to new technology and be prepared for the changes in the way and how people travel. Where possible, the council will work to take part in trials to help with develop new technology.

Two such improvements are the introduction of intelligent speed adaptation (ISA) technology and camera enforced 20mph limits. Southwark Council is pleased to be working alongside its partners to help develop and test these new methods and inform and educate the public on the long term benefits of safer roads.



Intelligent speed adaptation (ISA) speed limiters

ISA is a system where a vehicle is aware of a speed limit on the road by obtaining information from a digital speed map. There are then three levels of ISA intervention:

- Advisory, where the driver is informed of the local speed limit (usually displayed on the vehicles dash board);
- Voluntary, where the driver can choose to have the maximum possible speed on the vehicle limited to the road speed limit;
- Mandatory, where the driver is unable to override the system.

The use of ISA technology has the potential to improve road safety through greater compliance with the speed limits but also improve driving patterns for better fuel efficiency and the associated cost reduction. There may also be the benefit of lower vehicle emissions resulting from more controlled vehicle movements and speeds.

Southwark Council has been involved in some of the first trials of the technology in our own fleet vehicles and hopes to install ISA in all council and subcontractor vehicles in future. The council would also encourage the introduction of speed limiters on TfL vehicles, particularly the bus fleet to demonstrate their duty of care to other road users by helping to regulate the speed on London roads to that of the speed limit.

Speed camera technology

Technology makes it possible to enforce 20mph limits with the use of cameras and Southwark Council is pleased to have been chosen for some of the first trials of average speed cameras in London. Cameras are positioned along a stretch of road and monitor the time it takes for vehicles to travel a certain distance, calculating the average speed and reading the vehicles number plate. This type of camera would help prevent the surges in traffic often seen with traditional fixed cameras as vehicles slow down then speed up as they pass the camera site.

It is recognised that on some long, straight stretches of road it is difficult to slow traffic using traditional methods, like cushions and humps and the council welcomes the opportunity to trial the cameras on suitable roads.

Depending on the outcome of the trails and the necessary type approval from the Home Office, the council will seek to implement camera technology as a means of enforcement where appropriate and in partnership with the LSCP.

5.4 Local safety schemes

A local safety scheme is a location specific scheme that introduces physical measure to address an identified casualty trend. A scheme may involve works to remove hazards and may be single site treatment or the treatment of multiple sites along a corridor.

There is limited funding available each year for local safety schemes so it is important that the council is able to prioritise and target the work to maximise the benefit. Because of this, a framework has been established to undertake the annual selection of future schemes and the monitoring of existing schemes.

This framework sets out a sophisticated methodology to prioritise safety works and takes into account a number of factors primarily the history and nature of collisions resulting in injury at the location concerned. Other factors include any planned developments, levels of social deprivation, the presence of schools and shops and the prevailing speed of traffic. Council officers visit the site and assess each situation, observing road user behaviour and interactions before deciding on appropriate measures. In some cases, where the causes are less obvious or more complex, a detailed investigation will be undertaken and a report produced detailing the likely causes of the collisions and any suitable solutions.



5.5 Making local areas safer

Recent studies have looked at the ways that road users interact with their environment and how the design of the public realm can promote better behaviour and safer roads. By creating a quality street environment and improving the way a place feels, a positive shift towards safer roads can be made.

The presence of more pedestrians and cyclists can also have a large impact on the perceptions of drivers/riders and influence them to reduce their speeds. This means building an environment that facilitates and encourages pedestrian and cyclist activity can have a positive impact on road safety for all users.

The council is therefore committed to creating and maintaining high quality street environments where people can travel in comfort and enjoy being in. This includes the development of public spaces where people can stop and chat or take a rest on a conveniently located bench.

An example of this sort of scheme is The Cut in the north of the borough where spaces were created on a widened pavement to allow people to linger in a pleasant environment. The additional pavement space has allowed local cafes and bars to provide outdoor seating which has resulted in a new, revitalised street culture and a lively night time economy. This is called a 'streets for people' scheme.

Streets for people projects aim to introduce a package of measures to reduce vehicle dominance, increase community cohesion, encourage sustainable forms of transport and improve personal security and perceptions of safety. The council is developing a method for prioritising investment and is working to further extend the programme. The schemes tend to be very expensive and require approval and funding from TfL so the way in which they are selected and delivered must be considered very carefully.



Town centres

Southwark's town centres represent the heart of local communities. They are places to meet, to shop and where many local residents work and spend leisure time. People should be able to get to and move around these locations without the fear of vehicles. The success of a local economy is dependent on people wanting to visit and spend money, so the reallocation of street space to be conducive to shopping and social activities can contribute to the viability of Southwark's town centres.

Town centres are often bustling areas where competition for space is high. The local economy relies on vehicle access for servicing and delivery whilst competition for parking space is great. They are often located on major distributor roads with high volumes of traffic and tend to have busy bus stops.

Invariably, it is pedestrians who are most at risk at these locations, although other road users also face potentially unsafe situations. In Southwark the areas that are of particular concern are:

- Peckham town centre
- Lordship Lane
- The Blue
- Camberwell

The council will prioritise where improvements to road safety in town centres can be made and pursue a holistic approach to treating town centre locations. Where funding is available, improvements will be made to reallocated more space to pedestrians and improve safety for all road users. The council will also make visual improvements, reduce clutter and generally make the places more pleasant to be in.

The council's vision for town centres in Southwark is for places where people can go any time of the day and feel safe and comfortable. At night the characteristics of town centres often change and motor vehicle speeds and driver/rider behaviour can become more dangerous. This can be intimidating for other users and deter people using the area outside of the standard shopping hours. By creating safe spaces where pedestrians and cyclists want to visit at night, town centres can be bustling and active at all times, where vehicle speeds are lower, ultimately creating a vibrant, safe town centre.

The Walworth Road project

The Walworth Road has had a history of high numbers of collisions resulting in injury. Pedestrians were particularly vulnerable and this was of major concern to the council. Funding was secured to provide a holistic treatment that would make the road safer, reduce crime, improve perceptions of safety, manage traffic movements and help revitalise the local area.



The town centre is a lively and diverse place but there were major problems with conflict between buses, motor vehicles, cyclists and pedestrians. It is the main shopping precinct for thousands of Southwark residents and the council wanted to deliver a high quality project that reflected the needs of the people who live, work and visit there. Extensive public consultation and traffic modelling was undertaken to determine the best solution to the problems. The final design was chosen by public vote and encompassed the reclamation of space for pedestrians, the installation of additional crossing points, benches, lighting and cycle parking while at the same time providing for the loading needs of local businesses.

The result has been an award winning, renewed high street where people can get around easily and enjoy their shopping experience. The council expect to see a reduction in the overall casualty rate and hopes that pedestrians will benefit greatly from reduced risk of collision and injury. In order to measure this the council will be undertaking detailed post monitoring to carry out comparisons with how the road used to be.

Pedestrian guard railing

The council is currently reviewing the provision of pedestrian guard railing in Southwark. When assessing the safety benefits of such railing, the potential benefit to pedestrians on the footway must be weighed against any negative impacts to vulnerable road users on the carriageway. Guard railing was originally conceived to protect pedestrians from motor vehicles. More recent thinking questions whether the extensive use of barriers between the carriageway and the footway may result in an increase in vehicle speeds, and lead to pedestrians crossing the road in difficult locations.

In addition, the council is committed to providing good pedestrian facilities and improved permeability; part of this is to eliminate street clutter and improve the quality of the streetscape. It is recognised that consideration of the effectiveness of guard railing must be made on a case by case basis, taking into account specific local circumstances. To this end the council is adapting a methodology for the assessment and monitoring of these sites to allow a thorough and consistent set of principles to be applied to identify where removal would be beneficial.

5.6 Managing the road network

Everyone who travels in Southwark is affected by the condition of the road network and the objects on it. This includes all roads, footways, street furniture, lighting, signs and markings on the road. These things help people to travel safely and find their way around so it is of the utmost importance that all elements are maintained in a good order.

Certain aspects of the network, such as yellow lines and parking restrictions contribute to protecting other road users by designating where it is and is not safe for vehicles to be. The council is committed to maintaining and managing the network to a high standard and attending to identified safety hazards promptly.

As well as designing roads that do not cause unnecessary hazards, they should be kept in a good state of repair. For example, the object of creating a cycle lane where cyclists can travel without being impeded by motor traffic will be defeated if it is not clearly marked out or if its surface is so badly damaged that it becomes an obstacle course. A good state of repair also means illuminated bollards, good levels of street lighting, proper signage and a trip-free surface for pedestrians.

The council's asset management plan is being developed so that the limited resources available can be delivered most effectively. Each year, the council surveys and inspects the roads including lighting and street furniture and provides maintenance programmes for servicing, cleaning and repairs. The inspections also form part of the selection criteria for identifying improvements to the road. When carrying out any major improvements the council will remove trip hazards, install dropped kerbs where needed and ensure that levels of lighting on the road are to a safe high standard. This benefits all road users and makes a vital contribution to achieving our road casualty reduction targets.

All road, street lighting or street furniture faults that are reported by the public as dangerous will be repaired or made safe between a period of 1 hour and 24 hours following assessment by staff. This ensures that the risk of a collision because of a dangerous fault is minimised. Routine repairs which are required are carried out in longer timescales but still quick enough to ensure any risk is minimised and the network is properly maintained.



Road works

Temporary road works not only have the potential to disrupt traffic flows, they can also displace pedestrians and cyclists. Apart from being an inconvenience, they can potentially be a risk to road users.

Whilst the council have a duty to coordinate all temporary works, responsibility to ensure such sites are safe rests with the companies carrying out the works. The council works actively with such companies to ensure sites are safe and works completed without undue delay.

Current legislation only permits the council to inspect a random 10% sample of such sites, though if a potentially unsafe site is brought to the council's attention it is fully investigated to make certain remedial measures are taken. This ensures works are undertaken with the minimum of disruption, and to the highest possible safety standards.

Parking

The council has a programme of installing double yellow lines on road junctions and corners where there is an identified problem. A double yellow line means no parking (also known as waiting) at any time and by keeping sight lines clear helps to improve road safety for all road users. This particularly assists safety for pedestrians, especially those with limited mobility or visual impairment. Double yellow lines also assist in providing unobstructed access for emergency vehicles, thereby improving road safety for all road users.

Controlled parking zones (CPZs) assist in rationalising a limited amount of kerb space but also improve road safety by designating where it is or is not safe for motorists to park. CPZs by their very definition control every aspect of the kerbspace either by way of a parking place or a waiting restriction (yellow line). All CPZs will have yellow lines installed at junctions in order to provide unimpeded access and maintain clear sight lines to improve road safety for every road user.

The council will conduct safety audits on all new CPZ designs and implement the recommendations to ensure that the needs of all users are considered. Further details on CPZs can be found in the parking and enforcement plan.

Road user behaviour is the primary cause of most road collisions and education, training and publicity (ETP) play an integral role in changing attitudes and habits towards responsible behaviour and help people to understand and accept road safety measures. Two of the most successful campaigns are drink drive and seatbelt campaigns. Driving while drunk and not wearing a seatbelt are now considered socially unacceptable thanks to nationwide advertising campaigns coupled with support from local authorities and active enforcement, although these messages still need to continual reinforcement.

Research suggests that it will become harder in future to achieve good casualty reductions once all collision black spots are addressed. A coordinated approach to reinforce the message of safe behaviour is needed to continue the success of previous years reductions. This requires working with health, enforcement, safety and education partnerships on a local level to be successful. ETP is playing an increasingly important role particularly for innovative and progressive work and the council has been expanding its programme.

6.1 Education, training and publicity (ETP) in Southwark

The council is working closely with schools, the public and our partners to deliver a coordinated package of measures to help educate and inform the public. We hope that this will create the step change towards safer behaviour for all road users and help us succeed in reducing road casualties. The sort of work that they are involved in includes:

- Free cyclist training for all people who live, study or work in Southwark;
- Developing a dedicated road safety website containing information and downloadable resources;
- Child pedestrian training available to all schools
- Road safety theatre delivered to the elderly and schools
- The loan of road safety resources to schools; and
- Campaigns including fitting child seats, drinking and driving and HGV/cyclists.

The council has been involved in some innovative projects such as working with children with learning disabilities for more tailored and specialised pedestrian training. A road safety DVD has been produced in conjunction with young people from deprived communities and the council will lead on helping other boroughs undertake similar work.

In terms of value for money, a comprehensive programme can be delivered for less when compared to the growing costs of physical interventions, such as 20mph zones. With this in mind, the council will continue to deliver a coordinated package of training and publicity measures. We have to date been successful in expanding the delivery of cycle and pedestrian training programmes.

The safety of children on the road requires special attention as they have particular needs. Encouraging more children to walk or cycle is important for their personal and social development, but these activities have been declining as the car is often the primary mode of transport. This is often as a response to perceived road dangers and concerns about personal security. The number of children killed or seriously injured on Southwark's roads has dramatically decreased over recent years, in 2008 there had been a 78% decrease in child KSI from the 1994-1998 baseline average.

Southwark has carried out a child road safety audit to measure the safety of children in the road environment and to help prepare actions plans that include education and promotion as well as physical works. A review of road safety around all schools is required as part of the council's Lip and is developed alongside school travel plans (STPs). The council has also developed its expertise in road safety and links with schools by appointing a STP officer to work with other education and training staff as outlined above.

Road safety training in schools needs to be given a high priority and the current programme makes pedestrian and cyclist training available to all schools in Southwark. This type of training sets the foundation for responsible behaviour in later life and is most successfully delivered through the education system. The council will seek to develop a wide range of coordinated programmes together with schools, parents, the wider community and other agencies. These programmes are needed to halt and reverse the decline in the numbers of children walking and cycling to school.

STPs are the primary impetus for this and set out various initiatives to encourage walking and cycling such as Walk on Wednesdays and Bike Week. Appropriate training, cycle storage facilities and other measures will complement these campaigns. Local ownership of travel plans will ultimately lead to their success and the council has helped to establish junior road safety officers in schools and directly engages with teachers and parents/carers to achieve this.

Monitoring our progress

Monitoring our progress

Part of this road safety plan is to develop an annual review framework to monitor the progress of the programme as set out in the action plan of this document. This framework will examine existing schemes to monitor their performance against their original objectives. For safety schemes this will involve assessing if there has been a notable reduction in the number of collisions, a change in the severity and patterns of collisions and if one road user (like pedestrian, cyclist etc) has benefitted more than another. From this we will identify successful and failed schemes and develop a lessons learnt log that will help inform future schemes and help achieve value for money.

The council reports on its road safety targets as part of the corporate assessment. This information is made available to the public via the website.



Southwark 2016, sustainable community strategy

The sustainable community strategy ensures the quality of public service and presents a vision for Southwark to make it a better place to live, work and learn.

The road safety plan underpins many of the principals that are contained within the sustainable community strategy including the themes to make Southwark a cleaner, greener and safer place to be and reflects this vision for the borough.

Local development framework

The Planning and Compulsory Purchase Act (2004) introduced a new planning system called the local development framework (LDF). The LDF is a folder of planning documents that set out the policies and guidance for development in Southwark and these will gradually replace the Southwark Plan. The LDF folder includes;

- Development plan documents (such as the core strategy) and supplementary planning documents
- The statement of community involvement which specifies how stakeholders and communities are involved
- A local development scheme sets out details of each of the local development documents will be produced including the timescale and arrangements for production
- An annual monitoring report setting out progress in terms of producing documents and in implementing policies

The core strategy is the key plan within the LDF and this document sets out the overall vision for how Southwark should develop and the strategic objectives needed to address the key issues in the borough. Other development plan documents include area based action plans. Supplementary planning documents do not set new policy but provide further guidance on specific topics or areas. All planning documents must be consulted on in line with the requirements set out in the statement of community involvement which sets out who the council will consult, how they will do this and when. Once a plan or policy has been adopted it is monitored through the council's annual monitoring report to make sure that it is having a positive impact in the borough.



The Southwark plan

The Southwark plan, part of the local development framework was adopted in 2007. In line with government advice, the plan aims to be a spatial development plan and provide a translation of the aims of the sustainable community strategy into actions in the physical environment. It aims to encourage Southwark's objective to be a compact city area with efficient use of land, so that the need to travel by private car is reduced and cycling and walking are much more viable. The plan also supports the neighbourhood renewal strategy in addressing poverty and social exclusion. It contains sections on promoting prosperity, improving life chances and making Southwark cleaner and greener.

The Southwark plan has a profound impact on the design quality of new developments and this should include their performance with regard to achieving better standards of road safety. Where road safety issues arise in the consideration of applications for planning permission the plan provides for the impacts of developments to be taken into account and any adverse effects to be mitigated through planning obligations.

The Southwark plan supports the school organisational education plan in providing for improvements to schools and, where necessary, new schools. New schools and other community facilities need to be carefully located according to a range of criteria including issues of road safety.

Local implementation plan (Lip)

The Lip is a statutory document that sets out how the borough proposes to implement the Mayor of London's Transport Strategy, which was published in 2001. The Lip was approved by the Mayor of London in 2007 and has helped coordinate the delivery of transport improvements and service.

The Lip identifies transport issues and priorities, such as road safety and sustainable travel and demonstrate how they will be addressed. The Lip is the overarching transport strategy for the borough and is supplemented by a series of more detailed documents including this road safety plan, the school travel plan strategy, the parking and enforcement plan and the walking plan and the cycling plan.

The Lip is the framework for funding for the road safety plan and is central to the delivery of transport improvements in Southwark.

The council will develop a comprehensive bidding strategy to seek to take forward all strands of the action plan, which will also be subject to annual review.

Southwark's road safety plan will be implemented using funds from TfL as well as other sources, through its development planning and other regulatory functions and through lobbying and partnership working with other organisations. The main forms of funding for the actions set out in this plan are as follows.

Local implementation plan (Lip) funding

TfL provides boroughs with much of the funding for highway maintenance and improvements including most of the physical measures described in this plan such as local safety schemes and 20mph zones. In addition, funding is available for other measures such as promoting sustainable transport, preparing STPs and implementing their recommendations, and undertaking walking and cycling education and training. Until Boroughs prepare an annual bid guided by a longer term strategy as outlined in the Lip, which sets out priorities for several years ahead and details how.

London Borough of Southwark

The council supports the road safety plan through revenue funding of many of the services involved. The council also has capital programmes, which are coordinated to support a range of objectives flowing from the sustainable community strategy. These include the cleaner, greener, safer programme, which takes into account road safety issues wherever necessary. The council is also responsible for regeneration programmes, which often include general area improvements. There are also Section 106 (S106) planning obligations, which are used to mitigate the effects of developments in a wide range of circumstances, and these may include actions to improve road safety associated with a development. In addition, there is scope to utilise funding from council's parking revenue on various transport initiatives.

Other partnership funding

As part of this road safety plan the council will consider all opportunities to find common interests with partner organisations some of which will be able to provide or augment the funding for certain parts of the programme. These may include organisations involved in health or education provision as well as the police and emergency services.

The Metropolitan Police (Met Police)

The police have a key role in enforcing speed controls and other traffic management regulations. Enforcement must be an integral part of any road safety programme and can lead to significant road casualty reduction. The police deal with the after effects of collisions and are also responsible for collecting data on collisions resulting in personal injury, essential for use in collision analysis. The borough holds liaison meetings with all of the emergency services. In order to provide a better service to London boroughs and the public, the Met Police have a Traffic Operational Command Unit. The unit is specially tasked to work in partnership with local authorities to tackle traffic crime and help to meet government casualty reduction targets. Their major focus over this year will be:

- To play a significant role in reducing road casualties;
- To assist in increasing awareness, through education, of the importance of road safety;
- To assist in the application of engineering solutions to road problems;
- To secure greater compliance with road safety legislation through enforcement.

Transport for London (TfL)

The borough relies on TfL to provide funding and technical advice in working towards the 2010 targets for casualty reduction. In addition, TfL is responsible for strategic roads, the Transport for London Road Network (TLRN), also known as red route roads, which run through the borough and consist of 359 km of roads. These roads generate a large proportion of the casualties within Southwark and we look to continue our association with TfL in helping to reduce casualties on the TLRN. To this end, the borough regularly meets TfL to discuss matters arising on both red route roads and adjacent borough roads. All personal injury collisions involving a motor vehicle on public highway must be reported to the police within 24 hours of the incident. This data is collated by the police and passed on to the LRSU, part of TfL. London boroughs are provided with this information, which is essential in planning our strategies and programme of initiatives aimed at reducing casualties. The council works alongside the LRSU to help them develop new technological solutions to delivering road safety improvements



London Safety Camera Partnership (LSCP)

Following changes in legislation in April 2000, the government formed the LSCP to take a strategic overview on the installation of safety cameras on the TLRN and borough road network in London. Government research into existing camera sites shows that average speeds can be reduced by up to four to five mph and collisions reduced by 28%. Safety cameras also reduce the number of KSI casualties. The members of the partnership are:

- Metropolitan Police (Met Police);
- City of London Police (CoLP);
- London Councils;
- Greater London Magistrates' Courts Authority;
- Transport for London (TfL)

There are 31 fixed speed and red light cameras installed in Southwark. This does not include trial cameras or TfL cameras.

The council intends to continue to work closely with the LSCP to further develop and identify suitable sites for new cameras and will lobby for the general roll out of new camera technology for speed enforcement.

Safer Southwark Partnership (SSP)

The Safer Southwark Partnership (SSP) has been operating since the early 1990s and consists of council, police and other local agency representatives. The partnership exists to make Southwark a safe place to live, work and play by reducing crime and anti-social behaviour, tackling substance misuse and increasing public reassurance across all sections of the community. The Crime and Disorder Act 1998 placed specific responsibilities on the council and police to set up crime and disorder partnerships and to work together and with other agencies to tackle crime and disorder issues. Accordingly, in 2003, the crime and disorder partnership and the drug and alcohol action team formally integrated under the banner of the SSP.

The partnership has developed a new strategy for 2005 to 2008 called the crime and drugs strategy. The strategy recognises the role that the partnership can play in combating road safety and other transport related issues such as drink and drug driving; poor driver behaviour including speeding and illegal manoeuvres; personal safety particularly at transport nodes and rail interchanges; and other anti social issues such as the theft of blue badges. The strategy recognises this road safety plan and accordingly, the two documents are fully coordinated in their approach to delivering road safety improvements in the borough.

Southwark Primary Care Trust (PCT)

Southwark PCT is the local National Health Service (NHS) organisation responsible for all local primary and community care services. In addition, it is responsible for improving the health of local people and tackling health inequalities as well as commissioning hospital services. The road safety plan can assist the PCT in improving the health of the borough by reducing the incidence of personal injury and by making walking and cycling safer. This encourages healthy forms of exercise and can improve the overall health of the population by tackling disease related to inactivity and obesity, such as heart disease and type 2 diabetes.

At the same time, the PCT can work with the council to raise awareness of the health costs of the dangers on our roads and it is already working with us to promote the health benefits of walking and cycling.

South east London transport strategy (Seltrans)

The South east London transport strategy (Seltrans) was established in 1998 as a partnership between the seven south east London boroughs of Bexley, Bromley, Croydon, Greenwich, Lambeth, Lewisham and Southwark, transport providers and operators, and groups representing the interests of businesses and passengers. The broadest objective of Seltrans is to find ways in which an integrated transport system can help enhance London's economic prosperity, environment, promote social inclusion and the quality of life of Londoners.

Southwark works with Seltrans to improve the environment around transport interchanges to improve safety and connectivity. In particular, the council is working in partnership to develop station access schemes at key locations throughout the borough.

Community and stakeholder involvement

Public support and engagement is essential for all of the measures to promote road safety. People need to feel that they have ownership of schemes such as traffic calming in their neighbourhoods and this can help to build respect for speed limits. For example, if they have been involved in the planning of a 20mph zone they are more likely accept this practice themselves and set an example to others.

All engineering schemes undergo extensive public engagement. In addition to this, the council will contact relevant stakeholders such as the emergency services, cyclist and pedestrian interest groups to ensure that all proposals meet their approval.

Appendices

Appendix A

The action plan

Actions	Main partners	Funding sources	Milestones
Implement local safety schemes and monitor their success.	TfL	TfL, S106, LBS	Ongoing
Implement 20mph zones on all borough roads.	TfL	TfL, S106, LBS	Complete by 20012/13
Provide free cyclist training for all people who live, work or study in Southwark and increase the amount of cyclist training courses available to school students.	TfL	TfL, LBS	Provide cyclist training to all schools, and train 700 people each year
Identify and prioritise area based schemes for progression from step one to implementation. This includes streets for people, stations access and town centre schemes	TfL, Network Rail, TOCs, town centre managers	LBS, TfL, S106	Identify and progress one area based schemes a year
Support the development of STPs, which encourage use of safe and sustainable modes of transport. Review existing plans as required	TfL, schools, parents, teachers	TfL, LBS, DfT	100% of schools to have a STP by 2009.
Implement measures identified in all STPs, consisting of both safety improvements to the roads around schools and resources for schools	TfL, schools, parents, teachers	TfL	Annual programme
Develop coordinated programme of school road safety information through a resource library, available through the central schools library service	Schools, TfL	LBS, TfL	2010

Appendix A

The action plan (continued)

Actions	Main partners	Funding sources	Milestones
Undertake child pedestrian training in Southwark schools and expand programme to include different age groups	Schools	LBS, TfL	Ongoing
Review the road safety plan annually and report on progress.	LRSU, TfL	LBS	Annual programme, July
Deliver a package of improvements to parking provision including the introduction of CPZs and double yellow lines at junctions	TfL	TfL	Ongoing
Undertake specialist cyclist awareness training with drivers of large vehicles (buses, HGVs)	TfL, Met Police	LBS	Ongoing
Work with the Met Police to encourage the effective enforcement of speed limits.	Met Police	LBS	Ongoing
Work with the LSCP to identify locations that qualify for cameras.	LSCP	LBS	Ongoing
Promote the use of new technology including safety cameras to reduce personal injury incidents and publicise the positive effects of these measures.	LSCP, TfL	TfL, LBS	Ongoing
Develop procedures for recording information on the occurrence of collisions and the presence of hazards using GIS. This information will then be correlated with other relevant data.	TfL, LRSU	LBS	Mid 2006

Appendix A The action plan (continued)

Actions	Main partners	Funding sources	Milestones
Identify suitable locations for town centre improvements, particularly for pedestrian provision.	TfL, town centre managers	LBS	Ongoing
Carry out inspections of sites where collisions causing death take place so that immediate actions to address identified hazards may be carried out.	Met Police	LBS	Ongoing
Undertake safety audits before the implementation of all schemes considering the needs of pedestrians and cyclists and the mobility impaired.		LBS	Ongoing
Undertake child road safety audits taking into account child casualties together with risk factors surrounding journeys to school, traffic volumes and speeds and other factors.	Schools	LBS	2009/10
Carry out child pedestrian training in all Southwark schools.	Schools, TfL	TfL, LBS	Ongoing
Review the provision of pedestrian guard railing and develop a standard for assessment and monitoring	TfL	TfL, LBS	Ongoing
Review pedestrian facilities in town centres and other key locations including the provision of crossings	TfL, town centre managers	TfL, LBS	Ongoing

Appendix A
The action plan (continued)

Actions	Main partners	Funding sources	Milestones
Undertake safety audits on all new CPZs to ensure the quality of design contributes to a safer public realm		LBS	Ongoing
Carry out junction hot spot treatments and improve safety by installing double yellow lines where feasible.		LBS	Ongoing
Establish monitoring framework for 20mph zones and local safety schemes to be undertaken on an annual basis as part of the road safety plan review	LRSU	LBS	Annually

Appendix B**Monitoring framework****20mph zones and limits**

Pre implementation average speeds

Post implementation average speeds

Pre implementation casualties (3 year)

Post implementation casualties (3 year)

Breakdown of casualties

- Pedestrians
- Cyclists
- PTW riders
- Car drivers
- Car passengers
- Children

Local safety schemes

Pre implementation casualties (3 year)

Post implementation casualties (3 year)

Breakdown of casualties

- Pedestrians
- Cyclists
- PTW riders
- Car drivers
- Car passengers
- Children

Appendix C - Abbreviations

BTP	British Transport Police
CoLP	City of London Police
CPZ	Controlled parking zone
DfT	Department for Transport
ETP	Education, training and publicity
GIS	Geographical information system
GLA	Greater London Authority
HGV	Heavy goods vehicle
ISA	Intelligent speed adaptation
KSI	Killed or seriously injured
LBS	London Borough of Southwark
LDA	London Development Agency
Lip	Local implementation plan
LRSU	London Road Safety Unit
LSCP	London Safety Camera Partnership
Mvk	Million vehicle kilometres
NHS	National Health Service
PCT	Primary Care Trust
PTW	Powered two wheeler
RDRF	Road Danger Reduction Forum
S106	Section 106
Seltrans	South east London transport strategy
SPD	Supplementary planning document
SSP	Safer Southwark Partnership
STP	School travel plan
TfL	Transport for London
TLRN	Transport for London Road Network
TOCs	Train operating companies
TOCU	Traffic Operational Command Unit

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সাউথওয়ার্কে যানবাহনের উন্নতির ব্যাপারে এই প্রমাণপত্র বা
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যোগাযোগ করুন

Ce document concerne l'amélioration des
transports à Southwark. Si vous voulez en obtenir
un exemplaire dans votre langue, contactez l'un
des One-Stop Shops de la mairie.

Este documento versa sobre la mejora del
transporte en Southwark. Si desea recibir una
copia redactada en su propio idioma, sírvase
comunicarse con una de las tiendas One-Stop
Shop del Concejo Municipal.

此文件針對有關改善 Southwark 區的交通服務。
若你想要此文翻譯成你的母語的版本，請聯絡政務
會的任何一個一站式服務處（One-Stop Shop）。

Bu belge Southwark'ta ulaşımı iyileştirmekle
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Shop'larından biriyle irtibat kurunuz

Tài liệu này nói về việc cải thiện tình hình giao
thông ở Southwark. Nếu quý vị muốn có một bản
bằng ngôn ngữ của quý vị, hãy liên hệ với một
trong các One-Stop Shop (công ty cung cấp các
dịch vụ cho khách hàng) của hội đồng.

Walworth One Stop Shop
151 Walworth Road
London SE17 1RY

Peckham One Stop Shop
122 Peckham Hill Street
London SE15 5JR

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