

# Peak Time Travel

September 2016

# Peak Time Travel in Southwark

Southwark has seen much change in recent years, an increasing number of people living, working and visiting the borough. This has led to an increase in the number of trips being made. We have also seen an increase in the journey time and decrease in the passenger experience especially in peak time.

The 2011 census found that the daytime population moving around Southwark is about 100,000 people more (this includes people working or visiting the borough) than the resident population of 306,745.

## Travelling at peak time in Southwark

Train travel is the key challenge for those travelling in the peak hours. Two of the most severely overcrowded rail services in the UK serve Southwark<sup>1</sup>, the most overcrowded service in the UK was the 07:00 Brighton-Bedford service. The number of passengers in excess of capacity (PIXC) is 513 which represents a standard class load factor of 222%. In 8<sup>th</sup> place was the 08:08 Sutton-St Albans City service. The number of passengers in excess of capacity is 489. This represents a standard class load factor of 166%.

The morning peak route into Blackfriars via Elephant and Castle experienced the highest number of passengers in excess of capacity (PIXC)<sup>2</sup> across London. In the evening peak the routes out of Blackfriars via Elephant and Castle was the second highest across London.

Similar figures for routes into London Bridge reveal that levels are the lowest of all routes into London. However, this still retains a PIXC figure of 5.8%. For routes out of London Bridge the PIXC was 0.7% which was the lowest across London. The average PM peak PIXC was 2.8%.

It is clear to see the impact that the Thameslink blockade is having regarding overcrowding of services due to diversion of services via Blackfriars. This

---

<sup>1</sup> Department for Transport, July 2016

<sup>2</sup> Passengers in Excess of Capacity (PIXC) - This is the number of standard class passengers on a service that are in excess of the standard class capacity at the critical load point.

alongside the continued industrial dispute on the Southern services leads to a poor passenger experience on the line.

The council supports the Mayor of London's ambition to see the devolution of rail service to the Mayor's office with a greater emphasis on London metropolitan services and improvements to the passenger experience.

The borough's railway stations are equally busy in supporting these services with London Bridge being<sup>3</sup> the 4<sup>th</sup> busiest station in the country. Blackfriars and Canada Water in addition are used by over 25 million entries and exits annually, showing a growth from 2013/14 by 5.1% and 66.3% respectively.

Across the borough there are numerous peak period station pinch points, for example queuing at London Bridge, poor access and connectivity at Elephant and Castle and passenger congestion at Denmark Hill Station.

## London Underground services

Travel on the underground via the Bakerloo, Jubilee and Northern Lines remains high within the borough. Southwark annual entries and exits at tube stations accounts for 4.8% of all network movements.

Congestion on the Jubilee Line is an ongoing issue, particularly at Canada Water station where it acts as an integral interchange with the London Overground East London Line.

Station and platform capacity at Elephant and Castle, Borough and Kennington stations are all of concern.

## Bus services

Southwark has some of the highest bus ridership in London supported by an extensive network of high frequency bus services through the borough.

---

<sup>3</sup> These station usage figures are based on ticket sales data and as such it is not possible to specifically attribute figures to time period.

Bus journey time is increasing across London and this is no different within Southwark. In recent times, a bus journey time (and the management of times through curtailment – stopping short of the destination) has been increasing, particularly through the delivery of the north south cycle superhighway and changes at Elephant and Castle.

|         | Londonwide                      | Southwark |
|---------|---------------------------------|-----------|
| Year    | All day average bus speed (mph) |           |
| 2015/16 | 7.9                             | 9.4       |
| 2014/15 | 8.5                             | 9.6       |

### By car

Car use remains a key mode in the borough with the highway network showing high levels of congestion. The total number of cars and vans owned by Southwark residents decreased by 4% in Southwark between 2001 and 2011 however given increases in population the actual number of vehicles remains static.

The highway network is significantly congested; Jamaica Road, for example, is one of the worst congested roads in London with extremely low average speeds in the PM peak hours. Congestion and delay both contribute to vehicular emissions and increase individual's exposure. Traffic has decreased on average about 0.03% from 2010 to 2015 with an increase of vans and large good vehicles, related to an increasing number of deliveries, with a high increase of personal home deliveries.

### Travelling on foot

The numbers of people who choose to walk are increasing in the borough. The mode share of walking was 39% in 2014/15, an increase from the 34% and 37% in the two previous years.

In key locations (such as crossing London Bridge) pedestrians represent a large proportion of all trips. In these locations, pavements are crowded limiting personal space and mobility, especially for people with special needs. The journeys are also slower and greater levels of risk taking behaviour (walking in the

carriageway, walking on red and crossing away from signalled crossings).

Pedestrian casualties decreased by 8% from 2014 to 2015 when considered over a longer period are generally static; this is true across the peak and inter-peak hours.

For an increasing walking population and to support this increment more space needs to be made available to create a pleasanter and safer environment, even in peak times, for a healthy way of commuting.

### Travelling by cycle

People are increasingly choosing to cycle, with 3.4% mode share. Cycling shows its highest usage in the peak hours and can represent up to 20% of traffic using the carriageway in key locations, such as Southwark Bridge Road and Tooley Street.

In 2016 new cycling infrastructure (Quietway 1, North South Cycle Superhighway) were completed with monitoring planned for early 2017. Cyclist congestion at superhighways traffic lights is observable during peak times. According to TfL over 4,695 cyclists are using Blackfriars Bridge in the AM peak, more than a thousand more than prior to implementation



The cycle hire service is also heavily used in peak hours, especially by people interchanging with other modes of transport and Southwark is lobbying for an extension in zone 2 to increase availability and relieve public transport.