RD1 Generic scheme objectives

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| **OBJECTIVES** | | | | **FAIRER FUTURE PROMISES** | | | | |
|  | **Objective** | **Transport plan objective** | **Description** | A greener borough (FFP) | Value for money (FFP) | Healthy active lives | Safer comm-unities (FFP) | Revitalised neighbour-hoods |
| 1 | Reduce motor vehicle traffic | Reduce number of all total casualties by 33% in 2020. (Transport Plan) | This objective is about reducing the amount of motor vehicle traffic. It is assessed using automated or manual counts. Reducing unnecessary journeys by motor vehicles can contribute too many other objectives. In particular, it helps free up space for walking, cycling, street trees and other measures to improve the experience of streets for local people. |  |  |  |  |  |
| 2 | Increase cycling traffic | Increase mode shared for cycling to 10% by 2025/6 (Cycling Strategy) | This objective is about increasing the number of people who travel by pedal cycle. . It is assessed by automated or manual counts. Travelling by bike can be healthier and better for the environment than using other types of private vehicle. It is also often quicker too. |  |  |  |  |  |
| 3 | Reduce motor vehicle speeds | Reduce number of all total casualties by 33% in 2020. (Transport Plan) | This objective is about reducing the maximum speeds of motor vehicles. It is assessed using radar surveys. Speed is an important determinant of actual and perceived road safety - particularly where limits are being exceeded. |  |  |  |  |  |
| 4 | Improve conditions for cycling | Increase mode shared for cycling to 10% by 2025/6 (Cycling Strategy) | This objective is about improving the attractiveness, convenience, safety and comfort of the street environments for bicycle users. It is measured using a London-wide assessment known as Cycling Level of Service (CLoS). This is undertaken by professionals - sometimes with input from local cyclists themselves. |  |  |  |  |  |
| 5 | Increase footfall | Increase walking mode share in Southwark to 33% in 2016 (Transport Plan) | This objective is about increasing the number of people who walk. This is assessed using manual or video counts. Increasing the number of people who walk is an important priority for the council as it improves health and relieves pressure on other types of transport infrastructure. Many journeys undertaken by other less desirable modes are short enough to be viable by foot. |  |  |  |  |  |
| 6 | Reduce street clutter |  | This objective is about reducing instances of unsightly traffic signs, road markings and other traffic paraphernalia. This is assessed using a standardised method which weights each instance by its size, location and various other factors. Clutter tends to affect people’s perceptions about how attractive streets are. It may also impact the behaviour of vehicle users by making them look like places for traffic only, or by obscuring important safety information. |  |  |  |  |  |
| 7 | Reduce collisions | Reduce number of all total casualties by 33% in 2020. (Transport Plan) | This objective is about reducing the number of road safety incidents (as reported in police collision records) by improving the safety of the environment. . A 3 year rolling average is used. It is assessed using figures taken directly from police databases |  |  |  |  |  |
| 8 | Improve perceptions about road safety | Reduce number of all total casualties by 33% in 2020. (Transport Plan) | This objective is about improving how safe people who walk and cycle perceive streets to be (in traffic rather than personal safety terms). . It is assessed by asking members of the public to complete questionnaire surveys. This objective recognises that - even when roads are statistically safe - people may not always feel that they are. This may either discourage them from walking or cycling or make them feel uncomfortable or nervous when they do. |  |  |  |  |  |
| 9 | Reduce the proportion of heavy vehicles | Improve air quality: Reduce C02 emissions from road based transport from 227KT Co2 in 2008 to 174 CO2 in 2016 (Transport Plan) | This objective is about reducing both the overall percentage, and absolute number, of large heavy vehicles (like lorries and buses) relative to other types of vehicles (like cars and small vans). . It is assessed using either automated or manual vehicle counts. The frequency of larger vehicles is particularly important to actual and perceived safety for pedal cyclists. |  |  |  |  |  |
| 10 | Extend carriageway life | Extend carriageway life. Maintain proportion of principle road length in poor condition at 11.1% by 2016/2017 (Transport Plan) | This objective is about extending the life of road surfaces and making efficient use of financial and other resources. It is assessed through a combination of expert analysis and inspections. Extending pavement life is most easily achieved by carrying out a deep reconstruction. However, through careful assessment and design, other less comprehensive treatments can also be successful. This can potentially save money and reduce the length of disruption for the travelling public during works. |  |  |  |  |  |
| 11 | Reduce road noise | Improve air quality: Reduce C02 emissions from road based transport from 227KT Co2 in 2008 to 174 CO2 in 2016 (Transport Plan) | This objective is about reducing the noise generated by traffic at known problem locations. It is assessed using readings from road side noise sensing equipment. Too much noise can be upsetting for people who live or work locally. |  |  |  |  |  |
| 12 | Improve air quality | Improve air quality: Reduce C02 emissions from road based transport from 227KT Co2 in 2008 to 174 CO2 in 2016 (Transport Plan) | This objective is about improving the quality or air at known problem locations. This is assessed using readings from road side sensing equipment. Poor air quality can negatively effect the health of local people and the wider travelling public. |  |  |  |  |  |
| 13 | Reduce parking stress, Improve parking compliance | Increase walking mode share in Southwark to 33% in 2016 (Transport Plan) | This objective is about improving the relative availability of parking opportunities compared with demand. Opportunities include both parking bays and kerb side space without restrictions. The parking camera car can be used to determine occupancy levels and an officer assessment with multiple sites visits. Compliance can be determined by checking PCN's issued or site visits. Can reprioritise kerbside space to greener initiatives like trees, cycle hangers, crossings, docking stations |  |  |  |  |  |
| 14 | Improve crossings for pedestrians | Increase walking mode share in Southwark to 33% in 2016 (Transport Plan) | This objective is about improving how quick and direct signalised crossings are pedestrians. It is assessed using a standardised method. This considers two issues: how direct the crossing path is (compared with an ideal desire line as if the road wasn't there) and what the maximum waiting time is between pedestrian green periods. Crossing times have an influence on how attractive and encouraging environments are for journeys on foot. This may influence the number of people who choose to walk. In some instances, long waiting times and/or indirect crossing times may frustrate people into risky behaviour, like cutting across a junction rather than using an intended crossing facility. |  |  |  |  |  |
| 15 | Improve journey times for buses |  | This objective is about improving how quickly buses can pass through areas. It is assessed by measuring how long it takes buses to pass between two or more defined points. Reducing journey times is important to making this way of travelling attractive compared to other alternatives like using private cars. It also helps improve commuting times for residents who already use buses. |  |  |  |  |  |
| 16 | Improve moving traffic compliance |  | This objective is about the extent to which vehicle users comply with banned or mandatory turns, access restrictions and other related requirements about how they may use carriageways - including related rules from the Highway Code. It is assessed using an on-street survey which is carried out to a standardised method. Poor compliance can result in other users of the road being obstructed (e.g. following traffic or pedestrians attempting to cross) and may introduce related safety risks (e.g. vehicles making unexpected banned turns across the paths of pedal cyclists and motor cyclists). |  |  |  |  |  |
| 17 | Improve pedestrian comfort | Increase walking mode share in Southwark to 33% in 2016 (Transport Plan) | This objective is about reducing crowding on footways. . This objective is measured using a standardised method that combines footfall data with measurements of the available footway width. Crowding can affect both actual journey times on foot and people's perceived levels of comfort. Some more vulnerable pedestrians may be deterred from travelling via locations where crowding is high. Crowding can be reduced by increasing the available footway width relative to the number of pedestrians who will be moving along them at peak times of day. Removing obstructions in the footway from street furniture is also often effective. Where it is proposed to narrow footways (e.g. to allow bus or cycle lanes to be introduced) then this objective can also provide an assessment of the impact of this on pedestrians. |  |  |  |  |  |
| 18 | Improve routes for pedestrians | Increase walking mode share in Southwark to 33% in 2016 (Transport Plan) | This objective is about improving the overall quality of a particular route for pedestrian (as opposed to a single footway, crossing or other facility). For example - a route between a local shopping parade and an over-ground station. It is measured using a standardised assessment that requires a great many factors about the quality and location of available footways, crossings and other features to be considered and balanced - as well as the overall route ambience. This assessment is carried out by professionals - sometimes with input from users. |  |  |  |  |  |
| 19 | Increase vehicle traffic free space for pedestrians |  | This objective is about improving the area of a street or space that is available for pedestrians only, and which is wide enough to potentially support casual social activities. The objective is assessed by measuring the available area of such spaces. Providing space for social activities can help animate streets and spaces so making them feel safer and more interesting. This in turn may attract more people to walk and cycle. It can also help relieve feelings of isolation for people who live alone and who have limited opportunities for casual interaction with others (for instance older people). |  |  |  |  |  |
| 20 | Increase the availability of rest opportunities for pedestrians | Increase walking mode share in Southwark to 33% in 2016 (Transport Plan) | This objective is about improving the frequency of formal and informal seating opportunities. The availability of rest opportunities can be an important concern for older people when considering whether or not to make a journey on foot (as well as other vulnerable people). Since walking is often their main form of exercise, and they may sometimes live along with limited opportunities to interact with others, it's important that they are supported in being able to get out and about. This objective is measured using a standardised 'level of service' assessment that considers the type, spacing an quantity of seating relative to how busy a street is. |  |  |  |  |  |
| 21 | Increase social use of the street | Increase walking mode share in Southwark to 33% in 2016 (Transport Plan)   Increase mode shared for cycling to 10% by 2025/6 (Cycling Strategy) | This objective is about improving the number of people who use streets for positive social purposes. The objective is measured using a snap shot survey that counts the number of people who dwell in an area whilst engaging in positive activities for a few minutes or more (for instance, sitting, talking, playing, watching a performance, or shopping at a market stall).Improving social use of streets can help make them feel safer and more interesting by animating them. That in turn may attract more people to walk and cycle. It may also provide people who live fairly isolated lives (for instance, some older people) with increased opportunities for social interaction with others - with all the positive health benefits that follow from that. |  |  |  |  |  |
| 22 | Improve streetscape quality |  | This objective aims to improve people's perceptions about the appearance of streets and the extent to which they support appropriate social activities (like sitting outside and people watching). The objective is assessed by asking members of the public to complete questionnaire surveys. |  |  |  |  |  |
| 23 | Increase long term tree canopy cover | Improve air quality: Reduce C02 emissions from road based transport from 227KT Co2 in 2008 to 174 CO2 in 2016 (Transport Plan) | This objective aims to improve the extent of tree canopy cover over the highway. It is assessed using a standardised method that estimates the cover that will exist 30 years in the future based on the types of tree proposed and the quality of their planting spaces. The amount of canopy cover is important not only to the visual appearance of streets but also to creating cool, shady and comfortable conditions for walking and cycling (anticipating increasing urban temperatures due to climate change). Future canopy cover is preferred to the number of trees as it encourages a focus on the quality and longevity of planting. This is important if new trees are to survive long enough to provide their intended benefits. |  |  |  |  |  |

Table 11 Generic scheme objectives.