

Jacob Gemma

Sent: 15 November 2022 12:19
Subject: FW: Herne Hill Working Group

From: Foden, Dale <[REDACTED]@southwark.gov.uk>
Sent: 15 October 2022 10:33
To: Birch John (IDP) <[REDACTED]@tfl.gov.uk>
Cc: Robison, Tom <[REDACTED]@southwark.gov.uk>; Wells, Richard <[REDACTED]@southwark.gov.uk>
Subject: RE: Herne Hill Working Group

Hi John

No problem and you should be able to dip out of this meeting.

There isn't really a dispute between Lambeth and Southwark, and we are working together now to reinstate the regular catch ups we used to have a while back but seemed to drop off during COVID.

The two bones of contention we had recently was the Herne Hill Signals report written by your TfL colleagues. We just didn't agree with the comment that all the problems on Croxted Road were down to Southwark schemes. The argument put forward by TfL was unsound and under researched by we as Southwark officers don't want that to be raised as it is done and dusted now. I can't say the same for our local councillors who seem to want blood!

The other slight issue is Lambeth's announcement and formal decision on their Big Shift strategy. It would have been nice if Southwark had been made aware other than reading it in council published papers. But again, it's done now and we need to move on and the regular inter Borough meetings should help. I would like Claire to attend too as we should have no secrets from TfL and it saves a further meeting. Lambeth don't seem so keen but I will be working on them!

Of course the biggest issue for Southwark is the recently opened public consultation on Dulwich which can be found here.....

<https://consultations.southwark.gov.uk/environment-leisure/dulwich-village-streets-for-people-phase-2/>

Not so much lobbing a stone in a pond and creating a few ripples as dropping a ten tonne concrete block!

Cheers

Dale

Dale Foden

[REDACTED]
Head of Highways
Environment and Leisure - Highways Division
London Borough of Southwark
Third Floor – Hub 2
160 Tooley Street
SE1 2QH
London

E-mail [REDACTED]@southwark.gov.uk

From: Birch John (IDP) <[REDACTED]@tfl.gov.uk>
Sent: Friday, October 14, 2022 2:44 PM
To: Foden, Dale [REDACTED]@southwark.gov.uk>
Cc: Robison, Tom [REDACTED]@southwark.gov.uk>; Wells, Richard [REDACTED]@southwark.gov.uk>
Subject: Herne Hill Working Group

Hello Dale,

Hope you're well.

I've just received the recurring invite for the Herne Hill Working Group. I'm not sure that I have much to add to this meeting and with colleagues from LCP and NMD in attendance I don't think that I need to be there. While this is a scheme coming under my funding portfolio I don't like to get too involved in micromanagement of boroughs' delivery. I understand that network impact in the wider area is a concern locally but I see this as a matter for Southwark and Lambeth to resolve between yourselves, with TfL's NMD involved where it affects the TLRN, SRN or where a review of signal timings is required. I can of course get involved as and when required to try and help resolve any issues from my side but I feel that my fortnightly catch-up with Tom and Richard is sufficient for this purpose. One thing that I am conscious of is that if there is a dispute between both boroughs that can't be resolved then the GLA can exercise its powers to resolve the issue. This option has only been used once to date but I came close in Croydon recently and had to write a lengthy report with legal colleagues about this so I'm relatively well informed on that front.

Is this reasonable or would you prefer me to attend?

Thanks
John

**John Birch | Principal Sponsor – South-East (Croydon and Southwark)
Network Sponsorship | Investment Delivery Planning | Surface Transport**
Palestra 10th floor, 197 Blackfriars Road, London, SE1 8NJ
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EVERY JOURNEY MATTERS

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From: [Norman Will \(Will Norman, Walking & Cycling Commissioner\)](#)
To: [Herbert Sarah \(PA to Deputy Chair of TfL\)](#)
Subject: FW: Southwark Catch UP and TfL report on bus journey times and the Dulwich Scheme
Date: 01 November 2022 12:35:05
Attachments: [Herne Hill Working Group Supporting Questions and Next Steps on Herne Hill Area Traffic Management.msg](#)
[Tfl_Herne Hill Signal Intervention report June 2022.pdf](#)

Sarah Herbert

Personal Assistant to Will Norman Walking & Cycling Commissioner

Palestra – 7th Floor (7B4) 197 Blackfriars Road, Southwark, London, SE1 8NJ

Auto: [REDACTED] Direct dial [REDACTED]

Mobile: [REDACTED]

Email address: [REDACTED]@tfl.gov.uk

From: Norman Will (Will Norman, Walking & Cycling Commissioner)

Sent: 22 July 2022 12:08

To: Preen Heather [REDACTED]@tfl.gov.uk>

Subject: FW: Southwark Catch UP and TfL report on bus journey times and the Dulwich Scheme

Hi Heather

We have a problem with Southwark and this this report. See below from Catherine Rose. I've agreed to a meeting. It would be useful if one of your team could come too. Would this have come from Network Work Management?

Will

Will Norman

Mayor's Walking & Cycling Commissioner

City Hall | Kamal Chunchie Way | London | E16 1ZE

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From: Rose, Catherine <[REDACTED]@southwark.gov.uk>

Sent: 21 July 2022 17:13

To: Norman Will (Will Norman, Walking & Cycling Commissioner) <[REDACTED]@tfl.gov.uk>

Cc: Beddoe, Jack [REDACTED]@southwark.gov.uk>

Subject: Southwark Catch UP and TfL report on bus journey times and the Dulwich Scheme

Dear Will

I would very much appreciate catching up to discuss our work in Southwark as it has been sometime since we last met. I've been reappointed to Cabinet and am working on not just the legacy of our 10 schemes but what more we want to achieve as a borough in order to have a transformative impact to support walking and cycling. I'd be happy to take you on cycle tour and discuss issues after that. I would also like to talk to you about this piece of work from TfL as referred to in the press article. The report is attached for information.

https://twitter.com/Southwark_News/status/1550134045941452803?s=20&t=_PZFn5XTf7yGgP4100a9ZQ

There are various issues and mistakes made in relation to how it was sent out to residents, which I am addressing with officers in Southwark. But the fundamental issue is how TfL approached the piece of work, which was intended to show improvements over time to bus journeys as a result of recent interventions. Instead we have a narrative of TfL being deemed to have passed a guilty verdict on the Dulwich Streetspace scheme. This has set our work back with this community on Croxted Road years in effect.

I have written to colleagues directly involved in TfL and Lambeth via the Herne Hill working group, which Helen Hayes MP chairs, setting out my concerns. I have

attached this email to this message.

I hope to catch up with you to also talk about the positives in the borough and our plans for the years ahead. This latest incident is indicative of some of the issues we continue to face dealing with TfL at times.

Many thanks

Catherine.

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From: [Rose, Catherine](#)
To: [Bala Balaskanthan](#); [Cllr Fred Cowell](#); [Cllr Pauline George](#); [Simone Saviantoni](#); [Michael Munnely](#); [Clements Chris](#); [Cllr Danny Adilypour](#); [Cllr Mahamed Hashi](#); [Foden, Dale](#); [Newens, Margy](#); [SIMMONS, Andy](#); [Simon Phillips](#); [Wells, Richard](#); [Long, Tim](#); [Hutley Kieran](#); [Birch John \(IDP\)](#); [Rose, Catherine](#); [Leeming, Richard](#); [Melbourne Jennifer \(ST\)](#); [RSandbrook](#); [Alleguen Claire](#); [ADAMS, Niall](#); [REDACTED]@lambeth.gov.uk; [REDACTED]@lambeth.gov.uk; [Cllr Jim Dickson](#)
Cc: helen.hayes.mp@parliament.uk
Subject: Herne Hill Working Group: Supporting Questions and Next Steps on Herne Hill Area Traffic Management

Dear Colleagues from TfL and Lambeth

We are due to convene at the Herne Hill working group, there is full agenda to discuss. In addition to this, and so not to dominate the time at the meeting, I feel it is important to set out in writing some key issues in terms of constructive participation and working in partnership with you both in relation to traffic management in the Herne Hill area.

There are some clear issues on the sharing and dissemination of information and reports from TfL to officers, Cllrs and then residents, that I won't comment on now, but must be resolved going forward. I didn't receive the report until late on and therefore awareness of the concerns about the report did not occur until it was too late to discuss with TfL.

Following the release of this report to residents in Croxted Road, relating to the Dulwich LTN scheme, there is a clear need for factual accuracy, completeness of data and transparency to provide a parallel report, from TfL, on historic and current congestion levels in the Herne Hill area in 2020 and 2021. Including but not limited to:

- ULEZ,
- Railton Road
- amendments to the traffic signals and sequencing along Norwood Road prior to the junction with Croxted Road.
- installation of a segregated cycle lane in Rosendale Road
- other ancillary road works in the surrounding area, particularly at Herne Hill Bridge and junction carried out by Lambeth, TfL, Network Rail and other infrastructure organisations/ utility companies.

The report clearly shows that the largest increases to bus journey times did not occur on Croxted Road until well into 2021, some months after the largest increases on Norwood Road, which were during 2020. There is a clear lag, rather than at the same time (referenced as implementation of the Dulwich scheme).

[What caused this variation and what occurred to alleviate Norwood Road but increase bus journey times on Croxted Road?](#)

Similarly the installation of a segregated cycle lane in Rosendale Road and other ancillary road works at Herne Hill Bridge and junction carried out by Lambeth, TfL, Network Rail and other infrastructure organisations/ utility companies in 2020 and 2021. Essentially all the other area related work to the road network that Southwark Council does not manage in the area during the same timeframes as set out in the Dulwich report.

Without this, there cannot be a full consideration or understanding of what contributed to the traffic patterns of 2020/2021 in the Herne Hill area. This is important to understand, so that we can move forward and improve traffic patterns for our residents and that they have confidence in us. I don't want to dwell on historic data we cannot alter, but I do want our work on solutions to be founded on a full understanding.

Relative improvements to bus journeys on Croxted road (in addition to the Dulwich

scheme doing what it aims to do, reduce traffic volumes over time) occur before the reduction in the timed restrictions in Dulwich, which also indicates that the Dulwich scheme is not the sole contributor to congestion and bus journey times on Norwood and Croxted Road.

[When can we expect this data and report from TfL? Ideally in advance of the next rescheduled meeting with residents?](#)

Subsequently our own data shows the traffic patterns have again been influenced since the timed restrictions were changed in February 2022, showing a sustained reduction on pre pandemic traffic levels, even with shorter timed restrictions, to the overall traffic volumes on Croxted Road.

What we also need from Lambeth and TfL is the full data and information on the positive impacts from the Railton scheme and the impact of the Rosendale Road cycle lane. [When might we expect this data from Lambeth and TfL?](#)

[Further to that, I understand the Southwark funded origin and destination work has been completed and once it has been shared and commented on by the Herne Hill working group, who from TfL and Lambeth will lead on disseminating that to residents?](#)

This is also vital to ensure Southwark residents can have confidence in what else TfL is able to do to maintain and improve this for the long term, especially in regard to the restoration of trust in our bus services. Equally our ability to engage with organisations such as local schools around reducing traffic in term time as the Southwark data clearly shows to be the main source of morning am congestion. I welcome the data that Lambeth has released in relation to the Railton scheme so far. TfL, has until this report was issued seemingly generated most information via FOI requests rather than area wide or scheme based reports.

Southwark Council has provided and shared more data, more frequently than any other organisation in this area. We have provided more communication, information and engagement on traffic in the Herne Hill area and wider Dulwich than any other. Southwark Council has commissioned more resource and direct financial support on a cross borough basis for research to ensure we have a complete picture of data and analysis.

The TfL Dulwich report has been received and presented by members of the residents group as TfL's "verdict" on the Dulwich LTN scheme, it is their right to do so and is consistent with their concerns expressed in meetings. **But as I have set out, this is neither an accurate or a constructive basis for working together going forward.**

There has been over a year's worth of road specific engagement with Croxted residents, that myself, Southwark ward councillors, consultation officers and highways officers have facilitated to complement and support this strategic Herne Hill working group. If we are to avoid a return to the binary discussion, that the solution to Herne Hill's traffic issues is solely the removal of the Dulwich measures, then this additional data and analysis must be provided.

We risk instead losing the progress the Croxted Road group has made so far, in terms of agreement on data, confidence in the Southwark data dashboard and joint efforts to tackle congestion during term time especially in the morning peak.

The Dulwich scheme has been a significant success. I have oversight of 10 schemes in Southwark, all of which have led to long term reductions in traffic volumes, against London wide trends on car use, and are delivering significant benefits in line with Healthy Streets policy, active travel, car journey reduction and the London Transport Plan.

I cannot think of a circumstance in Southwark, or any other borough in

London, where a TfL report would set out to, or would want to be cited in any way, as evidence against a scheme that has reduced through traffic, supported ULEZ at the South Circular, decreased the overall volume of cars, increased active travel (especially school journeys and road safety by schools) through modal shift by creating better, safer routes for walking and cycling to complement the use of buses and public transport.

Given the changes I have made to the Dulwich timed restrictions and all the other work to the wider Dulwich scheme and local road network, we are reliant now on those that manage the majority of the network in the area.

Going forward, leadership on engagement with residents on both sides of the boundary along Croxted Road is now best served by TfL and Lambeth. Southwark remains committed to supporting this.

Getting this additional information and further report out as requested, is key to this groups continued progress.

I look forward to your response.

Cllr Catherine Rose



JUNE 2022

Herne Hill Signal Intervention Report

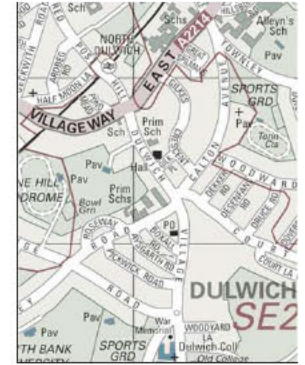
TfL report detailing the March 2022 signal intervention at the junction of Herne Hill/Half Moon Lane, as it relates to the Dulwich Village LTN



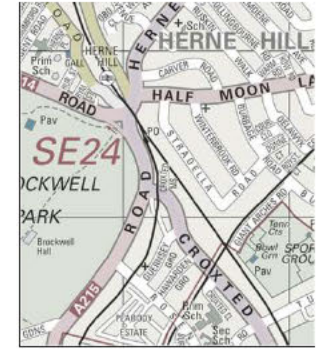
EVERY JOURNEY MATTERS

Dulwich Village LTN

- Phase 1 was implemented in June 2020, and involved the closure of Calton Avenue to all vehicles except cyclists
- Phase 2 was implemented on the 16th November 2020, and involved a timed closure of Dulwich Village between 08:00 - 10:00 and 15:00 – 18:00 to all general traffic vehicles.
- In February 2022 the hours of operation of the timed closure were reduced to 08:00 – 09:00 and 15:00 – 16:30



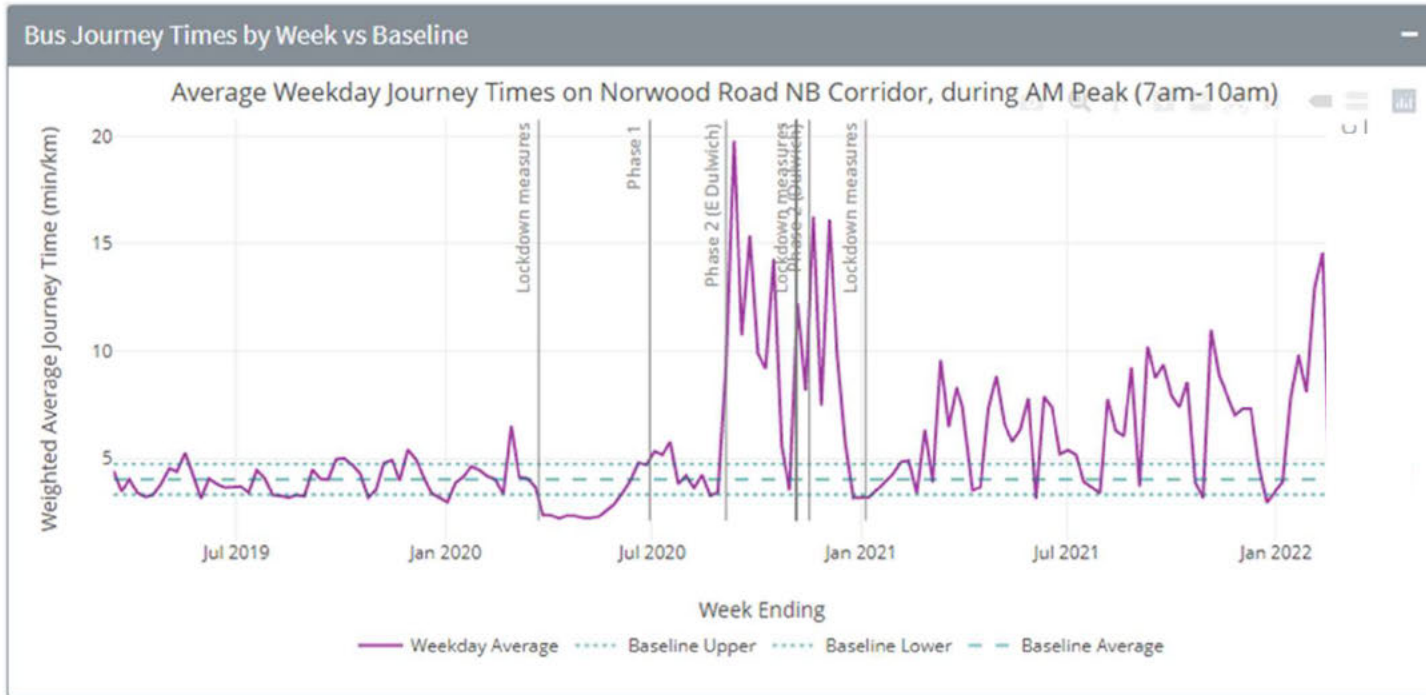
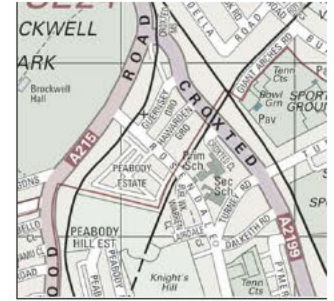
Croxted Road and Norwood Road



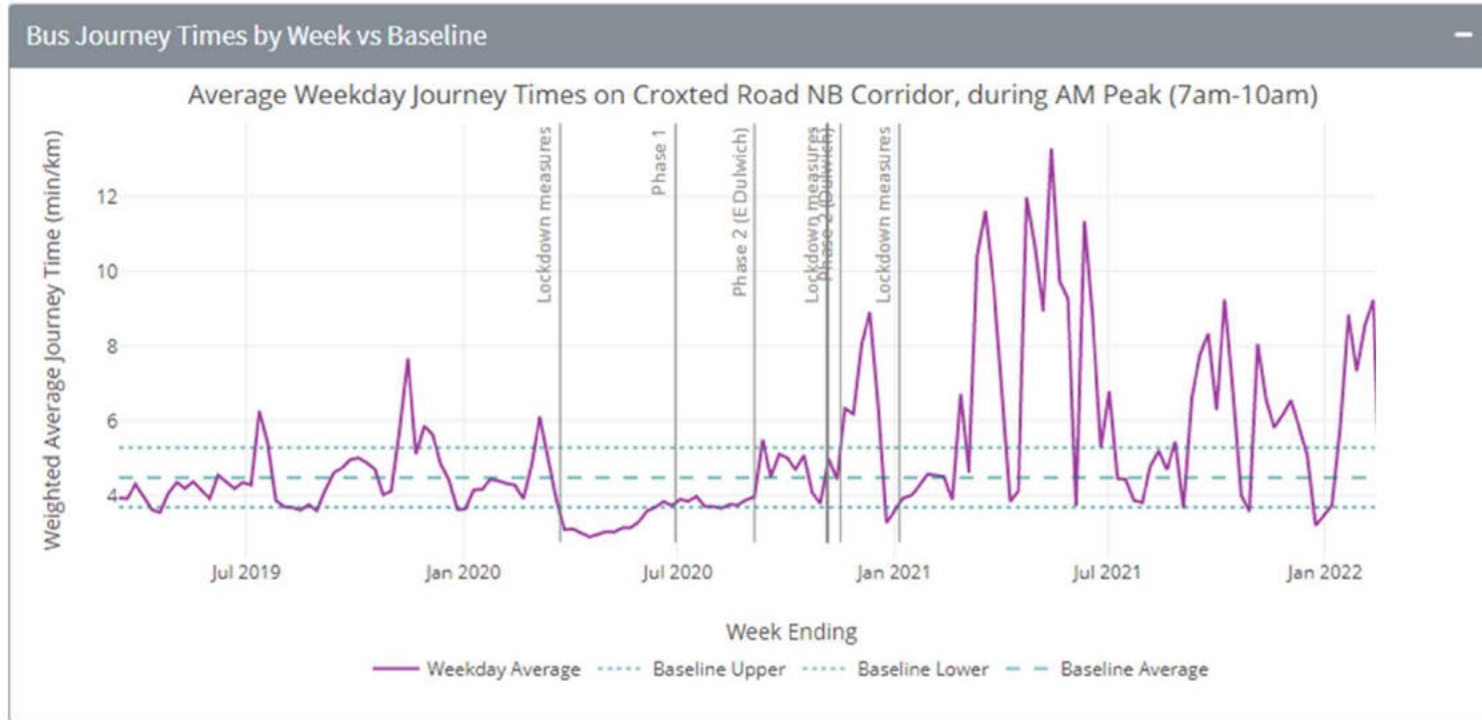
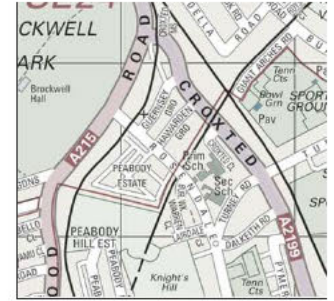
- There has been a measurable increase in delays and queue lengths on both Croxted Road and Norwood Road since the implementation of Phase 2, as shown by the effect these delays have had on our bus network as shown in the charts that follow
- This was of key concern to TfL as these roads have a high number of bus routes and patronage
 - Norwood Road has the routes 196, 68, 468, 322, This is around 23 buses per hour
 - Croxted Road has the routes 3 and 201, around 10 buses per hour



Norwood Road bus journey times significantly increased

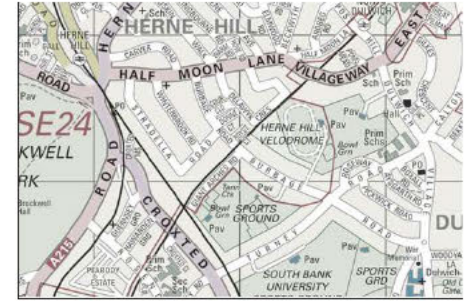


Croxted Road bus journey times significantly increased

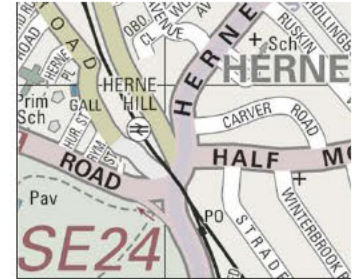


Root cause of delays

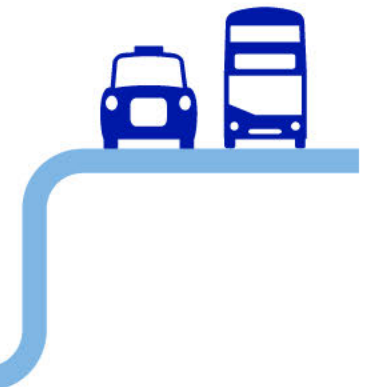
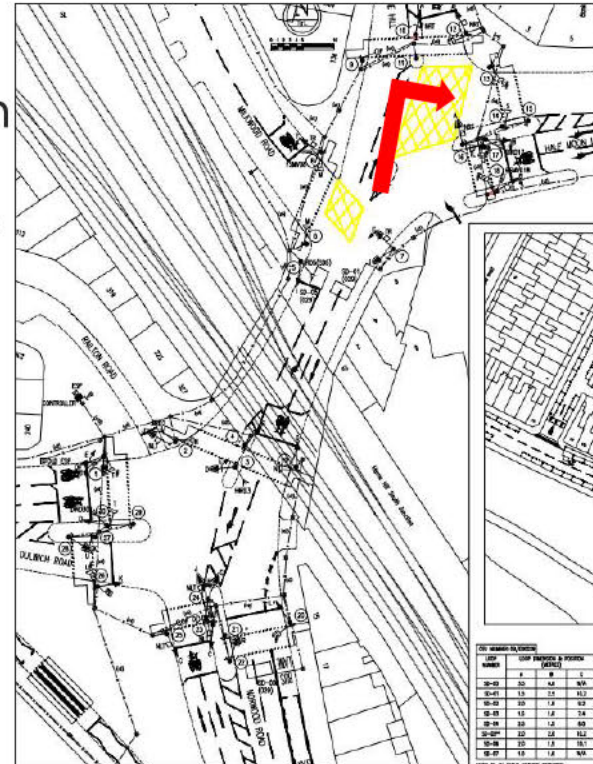
- Herne Hill is the best logical alternate route for northbound drivers who are otherwise unable to travel through Dulwich Village.
- This has caused increased flows through this section of the network resulting in increased congestion



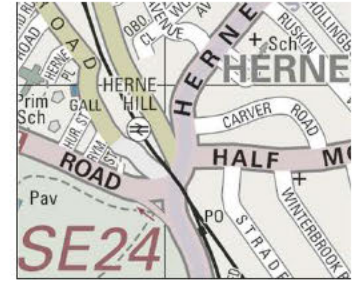
Increased right turners into Half Moon Lane has led to increased congestion



- TfL, Southwark and Lambeth officers agree that there has been a measurable increase in the number of right turners into Half Moon Lane since the Phase 2 implementation
- Right turning vehicles block the traffic flow under the bridge leading to congestion on Norwood Road and vehicles unable to exit Croxted Road



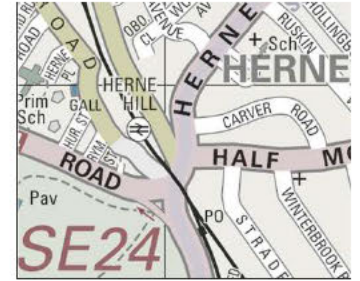
Junction modification to reduce congestion



- Following numerous discussions and site visits with interested parties, a proposal was made by TfL Network Performance Team to make a change to the hardware at the Herne Hill station junction
- This change would allow right turners into half moon lane to turn more easily with the aim of reducing the queuing under the bridge
- This change was agreed by TfL, Lambeth and Southwark and Lambeth funded the works which was implemented on 21st March 2022



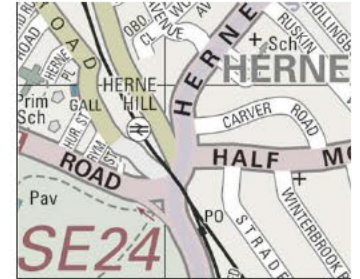
21st March 2022 – Go Live



- The hardware change was designed and implemented by TfL in early 2022, with the change going live on street on March 21st
- At least a week of adjustments and observations then occurred before TfL were confident that the new method of control was functioning as intended



Increased Signal Green Time for Norwood Road

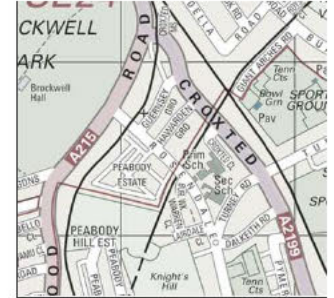


- Signal Green Times on Norwood Road northbound and Herne Hill southbound have changed significantly since the hardware change. Norwood Road in the morning peak now receives an average of 18 seconds more than Herne Hill, prioritising right turners

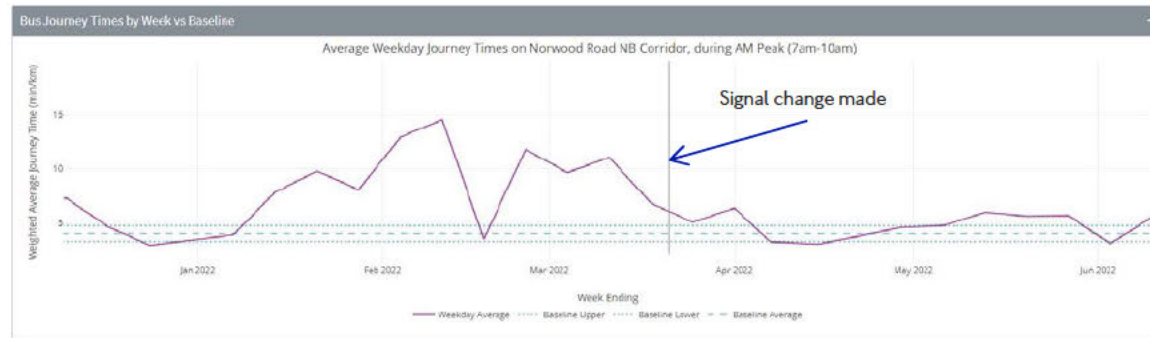


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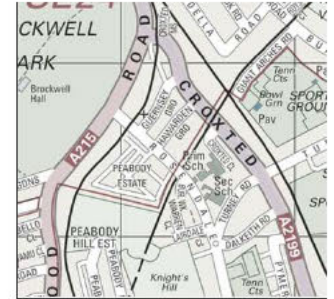
Norwood Road northbound has shown improvements



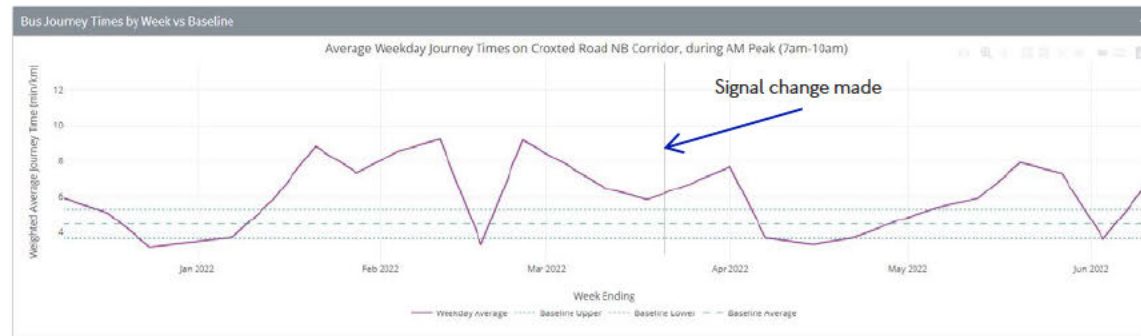
- Bus journey time data since January shows that there has been a marked reduction since the March implementation date
- Journey times are now much closer to the pre-COVID baseline than before the change
- Since installation average bus journey time has improved from 10.3mins / km to 5.4 mins / km (compared to a pre LTN baseline of 4 mins / km)



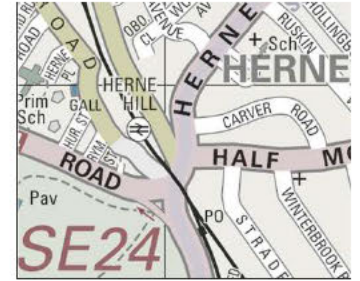
Croxted Road northbound has shown a minor improvement



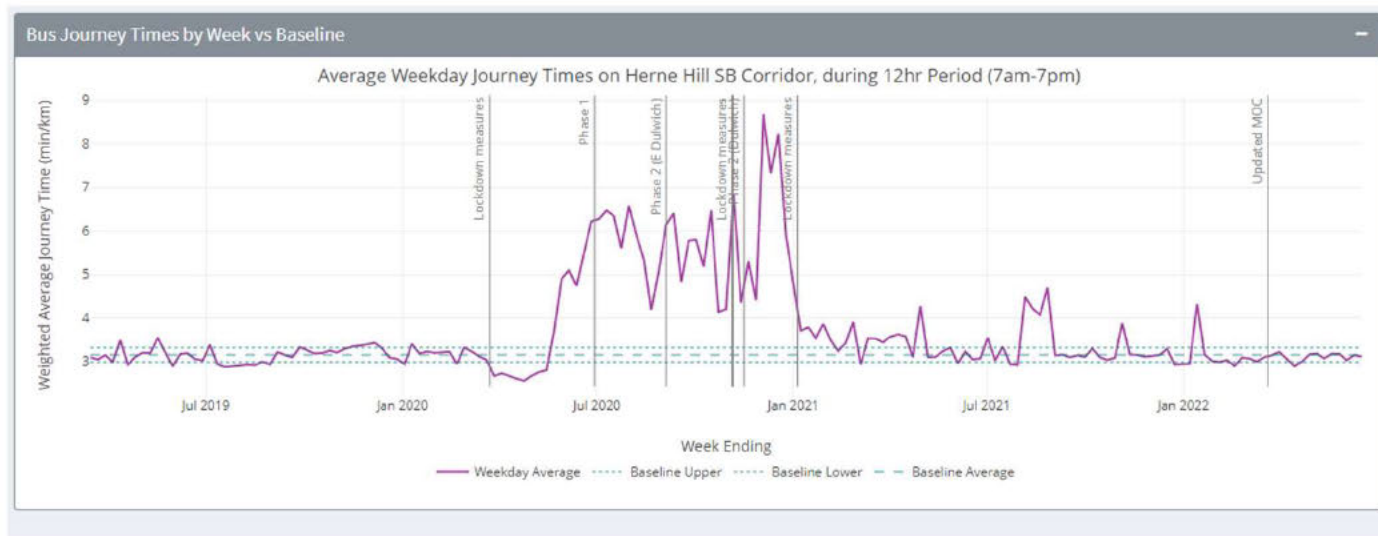
- Signal green time on Croxted Road is now higher than it has been in the last 5 years due to these signal adjustments
- Bus journey time data since January shows some improvement since March, with maximum journey times now not as high as they were prior to the change
- Since installation average bus journey time has improved from 7.7mins / km to 6.5 mins / km (compared to a pre LTN baseline of 4.5 mins / km)
- The improvement is less than the Norwood Road improvement as Norwood Road is prioritised due to a higher bus flow.



Herne Hill Southbound has not been impacted

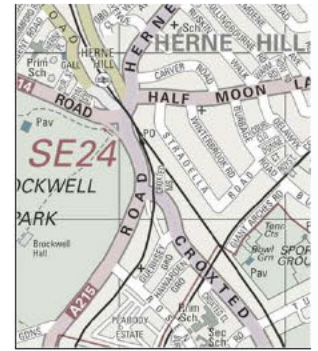


A key concern was whether buses and general traffic on Herne Hill southbound would suffer as a result of this change, it can be seen that the buses on Herne Hill southbound are still operating well



Conclusions

- The hardware change has provided time for right turners into Half Moon Lane to turn unopposed. This is reducing delay to those turners, and reducing blocking back under the bridge
- Bus journey times on the two key northbound inputs have both shown improvement since the change
- In addition, data from Lambeth shows the queues on both Norwood Road and Croxted Road have decreased in the AM peak
- TfL are confident that the changes have been worthwhile and should remain in place permanently
- TfL remain concerned about bus journeys through the Herne Hill area and remain in discussions with Lambeth and Southwark about this difficult section of the network



From: [Norman Will \(Will Norman, Walking & Cycling Commissioner\)](#)
To: [Herbert Sarah \(PA to Deputy Chair of TfL\)](#)
Subject: FW: Southwark Catch UP and TfL report on bus journey times and the Dulwich Scheme
Date: 01 November 2022 12:33:46

Sarah Herbert

Personal Assistant to Will Norman Walking & Cycling Commissioner

Palestra – 7th Floor (7B4) 197 Blackfriars Road, Southwark, London, SE1 8NJ

Auto: [REDACTED] Direct dial: [REDACTED]

Mobile: [REDACTED]

Email address: [REDACTED]@tfl.gov.uk

From: Norman Will (Will Norman, Walking & Cycling Commissioner)

Sent: 22 July 2022 12:23

To: Rose, Catherine [REDACTED]@southwark.gov.uk>

Subject: RE: Southwark Catch UP and TfL report on bus journey times and the Dulwich Scheme

I understand that this was technical report was sent to your officers and they sent it out to residents. Is this the case?

I also heard that there was a meeting last night where two of the TfL team were subject to a lot of abuse and were left upset and in tears. This is obviously completely unacceptable if this is the case. Were you aware of this?

Let's schedule a separate meeting and try and work this out.

Will Norman

Mayor's Walking & Cycling Commissioner

City Hall | Kamal Chunchie Way | London | E16 1ZE

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From: Rose, Catherine [REDACTED]@southwark.gov.uk>

Sent: 22 July 2022 12:20

To: Norman Will (Will Norman, Walking & Cycling Commissioner) [REDACTED]@tfl.gov.uk>

Cc: Beddoe, Jack <[REDACTED]@southwark.gov.uk>; Herbert Sarah (PA to Deputy Chair of TfL) [REDACTED]@TfL.gov.uk>

Subject: RE: Southwark Catch UP and TfL report on bus journey times and the Dulwich Scheme

Dear Will

Thanks on both counts. Sarah can come back to me directly, [REDACTED] but I'm sure we find a date that works for us both.

I'm having to push back on the TfL report and defend the scheme again, it's important that we don't end up back to square one in the public debate over Dulwich and keeping the junction closure permanent, so any insights and support from your enquiries would be much appreciated.

Best Wishes

Catherine

From: Norman Will (Will Norman, Walking & Cycling Commissioner) [REDACTED]@tfl.gov.uk>

Sent: Friday, July 22, 2022 12:04 PM

To: Rose, Catherine [REDACTED]@southwark.gov.uk>

Cc: Beddoe, Jack [REDACTED]@southwark.gov.uk>; Herbert Sarah (PA to Deputy Chair of TfL) [REDACTED]@TfL.gov.uk>

Subject: RE: Southwark Catch UP and TfL report on bus journey times and the Dulwich Scheme

Dear Catherine

Of course. It would be great to meet up. I'm copying in my colleague Sarah who can help find a time to meet.

I wasn't aware of that press piece or the report. I'll talk to colleagues at TfL to find out more.

Will

Will Norman

Mayor's Walking & Cycling Commissioner

City Hall | Kamal Chunchie Way | London | E16 1ZE

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From: Rose, Catherine <[REDACTED]@southwark.gov.uk>

Sent: 21 July 2022 17:13

To: Norman Will (Will Norman, Walking & Cycling Commissioner) <[REDACTED]@tfl.gov.uk>

Cc: Beddoe, Jack <[REDACTED]@southwark.gov.uk>

Subject: Southwark Catch UP and TfL report on bus journey times and the Dulwich Scheme

Dear Will

I would very much appreciate catching up to discuss our work in Southwark as it has been sometime since we last met. I've been reappointed to Cabinet and am working on not just the legacy of our 10 schemes but what more we want to achieve as a borough in order to have a transformative impact to support walking and cycling. I'd be happy to take you on cycle tour and discuss issues after that. I would also like to talk to you about this piece of work from TfL as referred to in the press article. The report is attached for information.

https://twitter.com/Southwark_News/status/1550134045941452803?s=20&t=_PZFn5XTf7yGgP4100a9ZQ

There are various issues and mistakes made in relation to how it was sent out to residents, which I am addressing with officers in Southwark. But the fundamental issue is how TfL approached the piece of work, which was intended to show improvements over time to bus journeys as a result of recent interventions. Instead we have a narrative of TfL being deemed to have passed a guilty verdict on the Dulwich Streetspace scheme. This has set our work back with this community on Croxted Road years in effect.

I have written to colleagues directly involved in TfL and Lambeth via the Herne Hill working group, which Helen Hayes MP chairs, setting out my concerns. I have attached this email to this message.

I hope to catch up with you to also talk about the positives in the borough and our plans for the years ahead. This latest incident is indicative of some of the issues we continue to face dealing with TfL at times.

Many thanks

Catherine.

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