1. Introduction

Each year Transport for London (TfL) allocates money to the council to deliver local transport improvements. The council’s transport planning team have attended Rotherhithe community council in previous years to get ideas for our funding submission, however our proposals have had to fit into TfL’s strict criteria in order to be considered and there has been little opportunity to recognise local priorities.

2. What is changing?

From the next financial year (2010/11), the system used to allocate this funding is changing fundamentally. To make the process fairer and less bureaucratic the overall allocation for each London borough will now be calculated with a formula based on various criteria including population, road safety, accessibility and air quality. This approach reduces uncertainty and means that the council, together with the community, can have more say in deciding what kind of schemes are implemented where and when.

Under the new funding calculation the council has been allocated £3,349,000 for 2010/11 (broadly in line with previous years). This sum is likely to be similar for the following two years, allowing us to plan ahead. This figure does not include funding for maintenance or area based schemes which continue to be funded separately.

We are being asked by TfL to identify projects in the following categories:

- Corridors - schemes on key routes that address issues such as congestion, walking and cycling routes, bus journey time and road safety
- Neighbourhoods – schemes to improve local areas, control vehicle speeds, improve the public realm and reduce street clutter
- Smarter travel – the promotion of active travel modes (walking and cycling) and public transport, including the involvement of schools and work places
3. What does this mean for Rotherhithe community council?

We have been working to identify potential projects for consideration by each of the community councils. These projects have been developed by looking at all the transport related data we have plus previous feedback in order to identify local areas with the greatest need and/or opportunity for improvement.

The following is a list of some of the evidence used to identify possible project areas in the Rotherhithe community council area:

- Collision and casualty information
- Input from community council meetings
- Community project bank schemes
- School travel plans
- Walking conditions and cycling routes
- Vehicle speeds
- Parking infringements
- Correspondence

4. Proposed schemes for prioritisation

From the information above we have identified five potential schemes within the Rotherhithe community council area. As funding is limited, delivery of these projects will depend on local and borough wide priorities and projects will have to be prioritised. Proposed schemes are described below as small, medium or large. A large scheme may take several years to deliver. See Figure 1 for a map showing the locations of the proposed schemes.

4.1 Reopening of Plough Way

During the recent works in Rotherhithe to extend the East London line, a number of traffic management measures were put in place to ease the impact of the bridge construction and subsequent road closure. One such measure was to open up access from Plough Way to Rotherhithe New Road, crossing the junction of Lower Road. Due to the nature of the temporary traffic order, the no entry (except buses) restriction was reinstated when the works were completed. There is local support to keep the access point open, and this scheme would seek to make a permanent traffic order so that all vehicles could make the east-west movement across Lower Road from Plough Way. Works would include rephasing of the signals and the realignment of the junction. Small

4.2 Salter Road speed reduction

Salter Road has a history of high vehicle speeds and the council has received a number of pieces of correspondence relating to pedestrian safety and lack of safe crossing points. Pending approval for inclusion as pilot location, it is proposed to use an average speed camera to enforce a new 20mph speed limit on this stretch of road (note that other locations in the borough are also being considered). If this is not an option, then further investigations
would be made to establish the degree of physical measures needed to implement a self enforcing 20mph limit on this road. Large

4.3 Local streets traffic calming

This proposal comprises much of the community council area. A large number of smaller streets between the principal roads in the area do not have any speed reduction measures in place and therefore do not benefit from the safer nature of lower vehicle speeds. Where such streets retain a 30 mph speed limit it is proposed to investigate the possibility of reducing the speed limit to 20 mph or to turn these streets into 20 mph zones to complement existing and proposed speed restraint measures. Depending on available funding, any recommendations could be implemented in future years. Medium

4.4 The Docks access improvements

When the streets around Greenland Docks was constructed, little consideration was given to dropped kerbs, gradient of footways and general clutter. Consequently, some locations in the docks are not easily accessed, particularly for those with a mobility impairment. Part of the Canada Water area action plan has been the development of an Open Spaces and Public Realm study for the area. A number of recommendations are made for the docks within this. This scheme would implement the relevant recommendations from this report; improve the quality and provision of dropped kerbs; remove clutter and improve wayfinding and accessibility throughout the area. Small

4.5 Ilderton Road safety measures

Ilderton Road carries a significant amount of traffic, due to the location of a waste transfer station nearby and a number of other industries that attract heavy vehicles. The road is particularly narrow around Surrey Canal Road and the roads and pavements are in a poor state of repair. This scheme would seek to improve safety for all users, and would implement recommendations from previous cycle user studies (the route forms part of the London Cycle network). Also, the scheme would improve conditions for pedestrians by making the road safer and more attractive to walk along and easier to cross. Medium

5. Borough wide initiatives

In addition to these area specific proposals, we are also developing a package of measures that could be applied across the borough. For example, we are putting together proposals for the travel to school programme, for the provision of cycle training and for the development of car clubs.

6. Next steps

The council is asking that the local community consider the proposed schemes and prioritise them in order of importance. This will help plan our delivery programme for the next three
years. Officers are attending Rotherhithe community council to discuss the process and go through the proposals in more detail. We will be asking that people prioritise the proposed schemes and raise any other priorities for consideration.

7. Key dates

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<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>May/June 2009</td>
<td>Officers identify possible transport schemes</td>
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<tr>
<td>June/July 2009</td>
<td>Consultation with community councils and other key stakeholders</td>
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<tr>
<td>September 2009</td>
<td>Schemes presented to full executive for approval</td>
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<tr>
<td>September 2009</td>
<td>Submit to TfL</td>
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<tr>
<td>December 2009</td>
<td>TfL confirm Southwark schemes for 2010/11</td>
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<tr>
<td>April 2010</td>
<td>Delivery of funded schemes commences</td>
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8. Contact

For further information please contact

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Figure 1 – Proposed scheme locations