Changes to the funding of local transport improvements

Briefing note prepared for Dulwich Community Council

1. Introduction

Each year, the council bids for money from Transport for London to deliver local transport improvements. The council's transport planning team have attended Dulwich community council in previous years to get ideas for local transport improvements, however these have had to fit into Transport for London's strict criteria in order to be considered and there was little opportunity to recognise local priorities.

2. What is changing?

Next financial year (2010/11), the system used to allocate this funding is fundamentally changing. Aimed at making the process fairer and less bureaucratic, the overall allocation for each London borough will now be decided by a formula based on criteria including population, road safety, accessibility and air quality. This means that the council, together with the community will have much more say in deciding what schemes get funded and the timescales for delivery.

Under the new funding calculation, the council has been allocated the £3,349,000 for 2010/11; the sum is likely to be similar over the next three years, allowing us to plan scheme delivery over multiple years. This does not include the maintenance or the area based scheme allocation.

The three new programme areas are:

- Corridors - These are schemes on key routes that address issues such as congestion, bus journey time and road safety

- Neighbourhoods – Schemes to improve local areas, including traffic calming, public realm and reduction of 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 Dulwich Community Council?

We have been working to identify potential projects for consideration by each of the community councils. These projects have been developed through the creation of an evidence base and the identification of those areas with the greatest need and/or opportunity for improvement.

The following is a list of some of the evidence used for the Dulwich Community Council area:

- Key walking and cycling routes
- Community audit of Lordship Lane
- Demographics (car ownership, levels of deprivation)
- Collision and casualty information
- Community project bank and Cleaner Greener Safer schemes
- Correspondence
- Input from community council meetings and local councillors
- Dulwich Going Greener report from the Dulwich Society

4. Proposed schemes for prioritisation

From the evidence base we have identified five potential schemes within the Dulwich Community Council area. As funding is limited, delivery of these projects would depend on local and boroughwide priorities.

4.1 Lordship Lane (From The Plough to Overhill Road)

This proposal will address pedestrian accessibility and road safety along the length of Lordship Lane from The Plough to Overhill Road. It will take into account the recommendations made in the community street audit and provide better crossing facilities and improve safety at the junctions.

4.2 Grove Vale

This proposal will improve pedestrian accessibility, address vehicle speeds and improve the public realm, particularly around the station. It would include a review of crossings, including the dogleg crossing near Coplestone Road and a study into the provision of pedestrian facilities at the north end of Lordship Lane. The refurbishment of the rail bridge and improvements to lighting are also included as options.

4.3 Crystal Palace Parade

This is primarily a safety scheme and will address safety concerns at the mini roundabout and further south, near the bus station. A safety study has been carried out and the scheme would implement the recommendations contained in the report. In addition to this, the scheme would seek to improve access to the park and from the Kingswood estate.

4.4   Gallery Road

Gallery Road has a history of high vehicle speeds and the council has received a number of pieces of correspondence relating to pedestrian safety and severance. 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. The scheme would also implement the recommendations contained within the Dulwich Going Greener report.

4.5   Bus 42 extension

The council is investigating whether the money could be used to fund an extension of the number 42 bus to Sainsbury's. Council officers are in the process of engaging TfL so that we can better understand the costs that would be incurred. The funding of this may mean that no other major schemes could be delivered if an ongoing commitment to paying for the extension of this service was made through this funding stream.

5. Boroughwide 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 and for the provision of cycle training.

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 will be attending Dulwich community council to discuss the process and go through the proposals in more details. We will be asking that people prioritise the proposed schemes and comment on any other priorities for consideration.

7. Key dates

May/June 2009	Officers identify possible transport schemes
July 2009	Consultation with community councils and other key stakeholders
September 2009	Schemes presented to full executive for approval
September 2009	Submit to TfL
December 2009	TfL confirm Southwark schemes for 2010/11
April 2010	Scheme development and/or delivery commences

8. Contact

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Figure 1 – Proposed scheme locations