

# Changes to the funding of local transport improvements

Briefing note prepared for Walworth Community Council

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## 1. Introduction

Each year, the council bids for money from Transport for London (TfL) to deliver local transport improvements. The council's transport planning team have attended Walworth 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 £3,349,000 for 2010/11 (broadly in line with previous years); 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 maintenance or area based schemes which continue to be funded separately.

The three new programme areas are:

- Corridors - These are 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, 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 Walworth 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 all the transport related data we have plus previous feedback in order to identify those areas with the greatest need and/or opportunity for improvement.

The following is a list of some of the evidence used for the Walworth community council area:

- Key walking and cycling routes
- Demographics (car ownership, levels of deprivation)
- Collision and casualty information
- Community project bank and cleaner, greener, safer schemes
- School travel plans
- Correspondence
- Input from community council meetings

### 4. Proposed schemes for prioritisation

From the information above we have identified five potential schemes within the Walworth 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.

#### 4.1 Walworth Road south

Covering the section of Walworth Road south of Fielding Street and the northern section of Camberwell Road, to the junction with Albany Road. The carriageway is very wide along this stretch, an extremely high number of collisions have been recorded and the streetscene is worn and in need of improvement. The proposed scheme would extend the existing Walworth Road project to the south – as was the original intention – addressing the issues of wide carriageways, motor vehicle dominance and low quality urban realm. This would be a major project and a comprehensive scheme would probably take several years to deliver given the scope of the funding available for the TfL programme. *Large.*

#### 4.2 East Street Market

This scheme would aim to improve the street environment and the setting of the market. On market days the high volume of pedestrian activity results in congestion in the area. There is also conflict at the junction of East Street / Brandon Street / Portland Street where there have been several collisions. Changes to this junction could help reduce vehicle speeds. Additionally, general improvements such as better lighting, more seating, visitor cycle parking and litter bins could be provided. *Small.*

### 4.3 Camberwell Road

This scheme would cover Camberwell Road from Albany Road to Addington Square. This stretch is dominated by motorised traffic and there a number of barriers to pedestrians along the route. A high number of casualties have also been recorded, in particular around the junctions at Albany and Addington Roads. This scheme would primarily focus on developing safety improvements at those junctions and this would require several stages starting with a feasibility study, the outcomes of which could be implemented in subsequent years. *Large.*

### 4.4 West Walworth pedestrian improvements

Covering an area of lightly trafficked local access streets serving local residential properties. The scheme would address a number of minor issues that together affect the accessibility and attractiveness of the area. Measures would include improvements to footways, improvements to parking, signage and bus stops, more dropped kerbs and cycle parking. Additionally the existing junctions with mini-roundabouts would be improved for pedestrians. Consideration would also be given to some footway widening and tree planting. *Medium.*

### 4.5 Albany Road

This road does not have any traffic calming measures in place although it has been designated as a 20 mph road with actual speeds considerably higher. A number of collisions have also been recorded along the route and there is a general lack of pedestrian crossing facilities with those that there are in poor condition. The scheme would consider options to control vehicle speeds on Albany Road, either through infrastructure or using average speed cameras. The scheme would also upgrade existing pedestrian crossings and consider the provision of additional crossing points. Other options include resurfacing and widening of some footways. *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 will be attending Walworth 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 comment on any other priorities for consideration.

## 7. Key dates

<b>May/June 2009</b>	Officers identify possible transport schemes
<b>July 2009</b>	Consultation with community councils and other key stakeholders
<b>September 2009</b>	Schemes presented to full executive for approval
<b>September 2009</b>	Submit to TfL
<b>December 2009</b>	TfL confirm Southwark schemes for 2010/11
<b>April 2010</b>	Delivery of funded schemes commences

## 8. Contact

For further information please contact

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**Figure 1 – Proposed scheme location**

