

# Peckham and Nunhead Community Council

Monday 23 March 2015  
7.00 pm  
Harris Academy Peckham, 112 Peckham Road,  
London SE15 5DZ

## Supplemental Agenda No. 1

### List of Contents

Item No.	Title	Page No.
17.	Ivydale Traffic Calming Review – report	
	<b>Note:</b> This is an executive function.	
	Members to consider the recommendations in the report.	

**Contact** Beverley Olamijulo on 020 7525 7234 or email:  
beverley.olamijulo@southwark.gov.uk

Date: 20 March 2015

<b>Item No.</b> 17.	<b>Classification:</b> Open	<b>Date:</b> 23 March 2015	<b>Meeting Name:</b> Peckham and Nunhead Community Council
<b>Report title:</b>		Ivydale Road traffic calming review	
<b>Ward(s) or groups affected:</b>		Nunhead	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

That the Community Council:

1. Agree to implement revised Ivydale Road traffic calming review proposals as detailed in appendix A of this report, subject to the outcome of any statutory procedures.
2. Notes the proposed changes to the scheme outlined in paragraph 15
3. Notes the lack of support for some fundamental elements of the scheme, as shown in the consultation response summary at appendix C.

## BACKGROUND INFORMATION

4. Part 3H of the Southwark Constitution delegates decision making for the cleaner, greener, safer capital programme to community councils.
5. Part 3H of the Southwark Constitution sets out that the community council will take decisions on non-strategic matters traffic matters
6. Funding has been secured through the council's cleaner, greener, safer (CGS) programme to review existing traffic calming on Ivydale Road, between Linden Grove and Lanbury Road. This is due to complaints by residents living close to the speed tables. They are concerned about environmental nuisance caused by the humps when used by motorists, noise, vibration and perceived structural disturbance to their properties. This report gives recommendation to remove four existing road humps and replace with road narrowing measures.

## KEY ISSUES FOR CONSIDERATION

6. Although Ivydale Road is a local residential street, it can be busy with buses, local and through traffic accessing local amenities along the road eg Nunhead Train Station, schools, churches etc.,
7. The existing traffic calming scheme on Ivydale Road was introduced as part of Nunhead 20mph zone scheme in 2010. Traffic calming measures for the section of Ivydale Road, between Linden Grove and Athenlay Road, are a combination of speed cushions and road narrowings (footway buildouts) incorporating speed tables. The southern section of Ivydale Road, towards Cheltenham Road, currently employs road narrowings with give-way / priority system to calm the traffic but without raised features.

8. The CGS funding was provided to specifically review the road narrowings incorporating speed tables on the section between Linden Grove and Lanbury Road, but not the speed cushions or the section south of Lanbury Road. Over the last few years some residents of Ivydale road, particularly those living close to these speed tables have complained about the impact of the humps on the quality of their life, with noise, vibration, environmental nuisance and perceived structural damage to their property quoted, particularly when the speed tables are traversed by lorries and buses.
9. A site walkabout between council officers, residents and a ward councillor was held in September 2014. The aim was to inform project officers of residents' aspiration for the impending traffic calming review. This will then feed into the scheme development. It was clear from residents who attended that they would like to see the speed tables removed. Officers were asked to explore similar traffic calming measures to those operating at the southern end of Ivydale Road i.e. road narrowings with alternating priority but no raised feature.
10. Based on the feedback from the walkabout, officers proposed the following changes to address residents' concerns:
  - Remove existing speed tables at locations shown on the plan in appendix B
  - Narrow the road to 3.0m, at locations where the tables are removed - from the current 4.0m – to compensate for the traffic calming impact lost by removal of raised feature
  - Introduce a give-way / priority system as a form of traffic calming and regulate the traffic. Priority will alternate along the road.
  - Extend existing double yellow lines at some locations to allow adequate waiting gaps
11. The proposed changes are similar to existing traffic calming measures on the southern end of Ivydale Road, between Inverton Road and Cheltenham Road where there are no speed tables but the pinch points are narrower and there is a give-way / priority system to help slow and regulate the traffic.
12. The proposed changes will not address existing concerns about traffic congestion on this northern section of Ivydale Road, which is generally narrower, compared to the Cheltenham Road. Existing road layout and kerbside parking at the northern section of Ivydale Road reduces the available road width to 5.0-5.5 metres for two-way traffic. This is not wide enough for two buses to pass each other at any time, thus the need for waiting gaps.
13. For the give-way / priority system to work safely, adequate waiting areas are required. Therefore the proposals included extending double yellow lines on each side of the pinch points resulting in the loss of 1 parking space at each pinch point. In total around 8 parking spaces were proposed to be lost as part of the consulted plans.
14. Ivydale Road speed survey (mph) – between Linden Grove and Lanbury Road is shown below. These results suggest there is currently not a significant problem with speed of vehicles.

Location (House Nos)	Northbound (average / 85 <sup>th</sup> percentile ) mph	Southbound (average / 85 <sup>th</sup> percentile ) mph
142/117	21 /25.5	20.8 / 25.3
98/85	19.2 / 22.6	19.8 / 24.2
38	20.8 / 25.3	20.3 / 25.1

The 85th percentile speed is the speed that 85 percent of vehicles do not exceed, or 15 percent of vehicles go faster than this speed, and 85 percent go at or below this speed.

### Summary of consultation responses

15. A public consultation was undertaken in Ivydale Road - the consultation period was from 1-19 December. Responses received afterwards were acknowledged. The consultation document is shown in appendix B.
16. Out of total of 365 consultation leaflets delivered in December 2014, a total of 44 responses were received during the consultation period equating to 12% response rate.
17. Summary of consultation responses
  - 79.5% of respondents are in favour of removing the tables.
  - 56.8% support narrowing of the pinch points.
  - 50% are not in favour of priority system with double yellow lines..
18. Summary of respondents' comments as to why they don't support some features of the proposal and officer response to these comments is shown in appendix C. The lack of support for the priority system with double yellow lines is mainly due to concerns about loss of parking.
19. In the questionnaire it was made clear that the give-way / priority system can't operate without the double yellow lines. The proposed road narrowing will allow only one car to pass at a time thus the need for a priority system.
20. A meeting was also held between Cllr Fiona Colley, officers, and the Chair of Governors of Ivydale School to discuss the detail of the scheme and some of the possible issues.
21. If the community council approves the progression of the scheme, a statutory consultation will be carried out prior to implementation. If any objections are received to this process, a further report will be required for the community council to consider and determine those objections.
22. Consideration was also given to not removing the raised feature opposite the church however it is considered preferable to maintain consistency and treat all the pinch-points on the road similarly given the concerns raised by residents were not solely regarding one particular pinch point.
23. To address issues raised during consultation, the following modifications have been made to the proposals:
  - Double yellow lines proposed at junctions of Ivydale Road with Limesford Road and Harlescott Road to improve road safety and inter-visibility for all road users – approximately 7.5m on each side as per Southwark's design standard

- Additional 20mph roundel markings to encourage speed reduction
- Replace speed cushions within the section under consideration with sinusoidal humps which give a better ride for cyclists
- Extended double yellow lines to be applied to only one side of each narrowing rather than both sides as proposed. This will result in loss of 4 parking spaces instead of 8.

Officers will keep the last issue under review, it is hoped that only extending the double yellow line on one side will be sufficient to maintain flow of traffic given the clear sight lines between vehicles on each side approaching the pinch points, however officers have some concerns about whether this will be sufficient. If this proves not to be successful, it may become necessary to consider extending the provision on the second side of the pinch points in the future.

### **Policy implications**

24. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

Policy 5.1 – improve safety on our roads and to help make all modes of transport safer

### **Community impact statement**

25. The proposal is intended to maintain the existing level of traffic calming whilst ensuring local residents do not suffer the perceived side-effects of the present scheme.
26. The scheme will not have a significant impact on walking and cycling levels in the borough. It should improve bus services by increasing levels of comfort and reliability.

### **Resource implications**

27. Funding allocation from 2014/15 CGS programme for this scheme is £41,750. S106 funding of £7000 is also earmarked. There is currently a budget shortfall of £20,000 which the Community Council will need to meet before works can commence, or alternatively a phased approach to the works will need to be agreed.
28. Works will be implemented by the council's highways term contractor, Conway Aecom, and are expected to be carried out in 2015 /16 financial year.

### **Consultation**

29. Ward members were consulted prior to commencement of the public consultation. A public consultation was carried out in December 2014 as outlined above.
30. If approved for implementation the proposal will be subject to statutory consultation, required in the making of any permanent Traffic Management Orders. If objections are received a further report to the Community Council will be required to consider and determine those objections.

**Reason for Urgency**

31. It is unreasonable to not feed back the consultation results to the local community in a timely fashion as the report has already been postponed once, and there is a significant gap until the next planned meeting.

**Reason for Lateness**

32. Additional analysis and options were required following the public consultation.

**BACKGROUND DOCUMENTS**

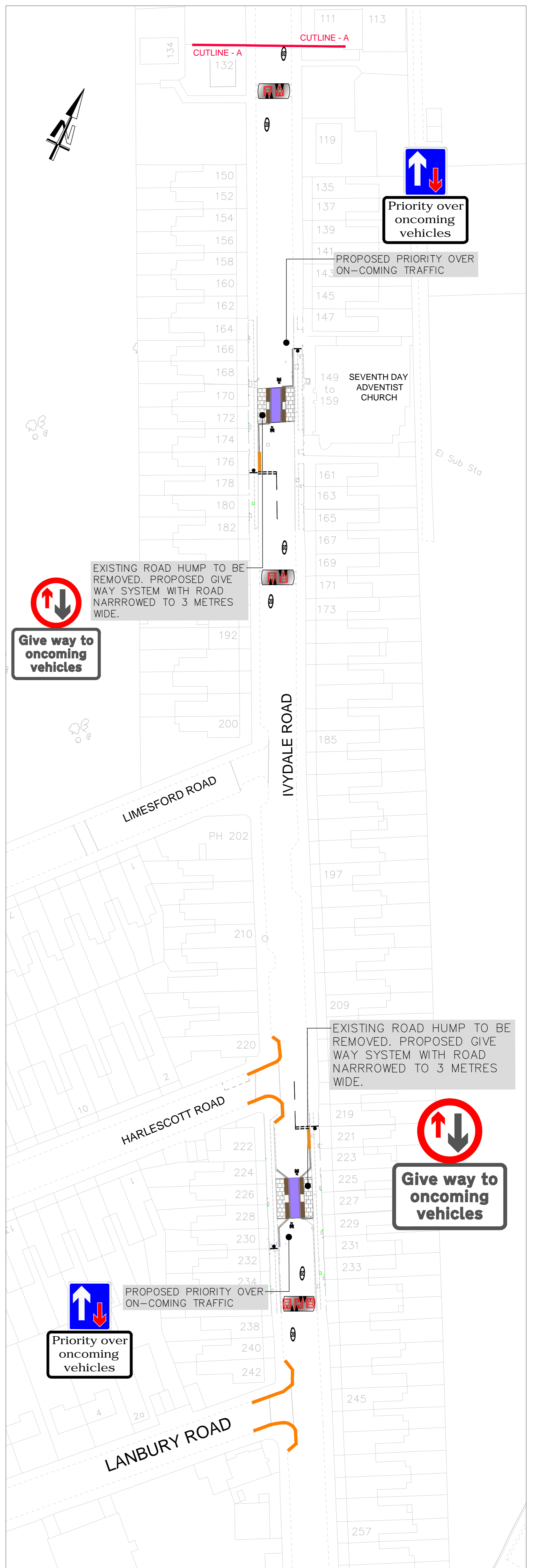
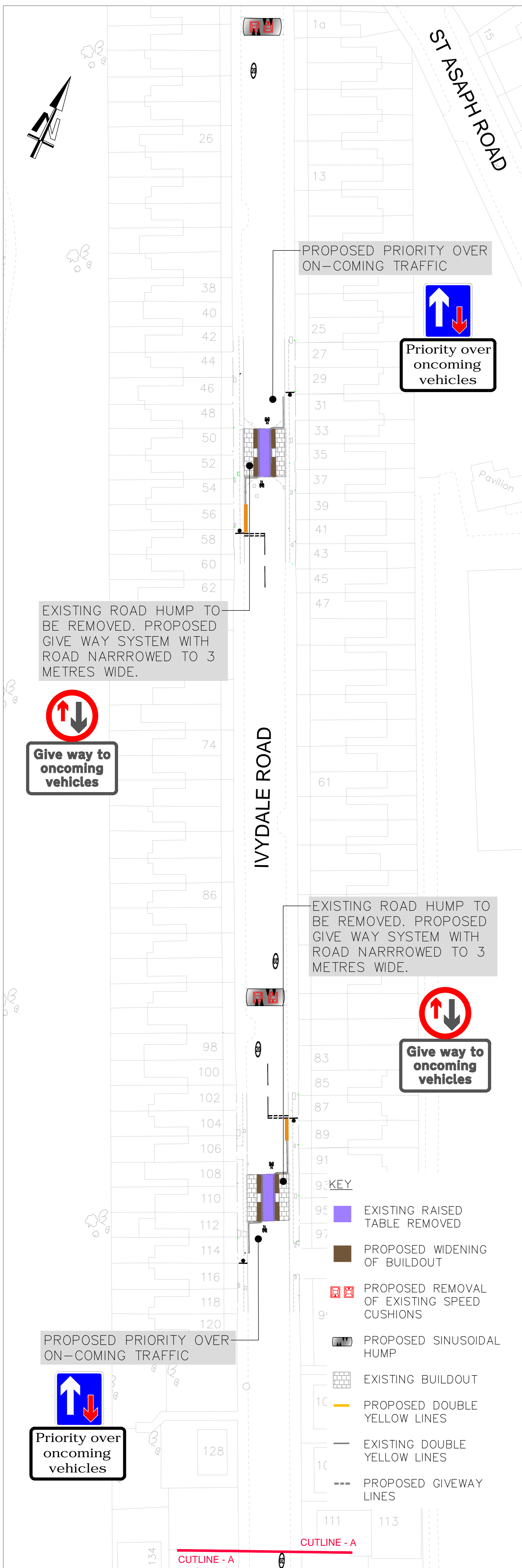
<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council 160 Tooley Street London SE1 2QH	Clement Agyei –Frempong Tel: 0207 525 2305

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	Ivydale Road – revised proposal
Appendix B	Ivydale Road –traffic calming review – consultation document
Appendix C	Summary of consultation responses and comments
Appendix D	Consultation area

**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Clement Agyei-Frempong, Senior Projects Engineer	
<b>Version</b>	Final	
<b>Dated</b>	19 March 2015	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Date final report sent to Constitutional Team</b>	19 March 2015	



# Ivydale Road - Traffic calming review

Public consultation

December 2014

[www.southwark.gov.uk](http://www.southwark.gov.uk)



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This document contains information about street improvement works in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below

## Chinese

这篇文件包含关于在 Southwark 的街道进行信息。如果您需要一份关于您自己的语言的翻译文本或另外形式的出版例如录音带或大字本，请查看下面的地址。

## Bengali

এই ডকুমেন্টটি সাউথওয়ার্ক রাস্তা উন্নতির সম্বন্ধে তথ্য ধারণ করে। যদি আপনি অন্যান্য অনুবাদ অথবা অন্যান্য বিন্যাস যেমন অডিও অথবা বড় লেখা প্রিন্টের সঙ্গে প্রয়োজন বোধ, দয়া করে নিচে সম্বোধন করা ঠিকানায় পরিদর্শন করুন।

## Arabic

تتوفر هذه الوثيقة على معلومات حول تحسين شكل الطرقات في سادك، وإذا كنت بحاجة للمساعدة بخصوص

الترجمة أو أي تنسيقات مثل نسخة صوتية أو طباعة بأحرف أكبر فالمرجو الاتصال بالعنوان المذكور أدناه.

## French

Ce document contient des informations concernant des améliorations dans les rues de Southwark. Si vous avez besoin d'aide avec la traduction ou autre formats tel que audio ou en gros caractères, s'il vous plait visitez l'adresse ci-dessous.

## Somali

Dokumiintigaan wuxuu ka hadlayaa macluumaad ku saabsan horumarinta waddooyinka Southwark. Haddii aad u baahan tahay in lagaa caawiyo in lagu tarjumo ama haddii aad u baahatid qaabab kale sida cajalad ahaan ama nuqul ballaaran, fadlan booqo cinwaanka hoos ku qoran.jumoa di

## Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros requiere otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

## Turkish

Bu belge Southwark'taki sokak düzenlemeleri hakkında bilgi içermektedir. Tercüme veya seslendirme konusunda yardım almak, ya da bu yazının büyük harflerle yazılmış biçimini elde etmek için lütfen aşağıdaki adresi ziyaret ediniz.

## Vietnamese

Tài liệu này chứa thông tin về việc cải tiến đường phố ở Southwark. Nếu bạn cần giúp đỡ về dịch thuật hoặc các định dạng khác như âm thanh hay in chữ lớn, xin vui lòng truy cập vào địa chỉ dưới đây.

## One stop shops

Walworth  
376 Walworth Road  
SE17 2NG

Bermondsey  
11 Market Place 'The Blue'  
Southwark Park Road  
SE16 3UQ

Peckham  
122 Peckham Hill Street  
Ground floor  
London SE15 5JR

Customer Centre  
Telephone 020 7525 5000

To complete online follow link <http://www.southwark.gov.uk/consultations>

For more information contact: Clement A-Frempong

Tel: 020 7525 2305 or

E-mail: [streetcare@southwark.gov.uk](mailto:streetcare@southwark.gov.uk)

Return by 19th December 2014

FREPOST SE1919/14

SE1P 5LX

London

Clement A-Frempong (Hub1 - 3rd Floor)

Public Realm Projects: (Ivydale Road)

Environment and Leisure Department

LONDON BOROUGH OF SOUTHWARK

NO  
STAMP  
REQUIRED

BUSINESS REPLY SERVICE  
FREPOST SE1919/14

Fold Here

Please fold the completed questionnaire as indicated by the dotted line, using the self adhesive strip and return to the address above. There is no need to use a stamp.



# Ivydale Road - Traffic calming review

Dear Resident

Over the last few years residents of Ivydale Road have complained about the current traffic calming measures on your street. In particular residents who live closest have complained of:

- Traffic noise and vibration to building from vehicles going over speed tables
- Traffic congestion and associated altercations between drivers due to road narrowing

To address concerns about vibration resulting from the speed tables, the Council is proposing to remove the humps and further narrow existing pinch points to slow traffic speed. An alternating give-way / priority system will operate at the pinch points

These proposed changes are similar to the current traffic calming measures on the southern end of Ivydale Road, between Inverton Road and Cheltenham Road where there are no speed tables, but the pinch points are narrower and there is a give-way/priority system to help slow and regulate the traffic.

The proposed changes will not address concerns of about traffic congestion due to the road narrowing. The existing road layout and kerbside parking reduces the available road width to 5.0-5.5metres at this section of Ivydale. This is not wide enough for two buses to pass each other at the same time.

For the give-way / priority system to work safely adequate waiting areas are required at both sides of the pinch point. This will result in the loss of 2 parking spaces at each pinch point. In total around 7 parking spaces lost.

We appreciate that parking pressure is also a major issue on Ivydale Road and that there are pros and cons to these proposals. For this reason we are consulting all residents along the affected stretch of the road and look forward to hearing your views and ideas on the proposals.

Please complete the enclosed consultation survey, fold and post to the FREEPOST address by 19 December 2014

For more information contact: Clement A-Frempong  
 Tel: 020 7525 2305  
 Or E-mail: streetcare@southwark.gov.uk

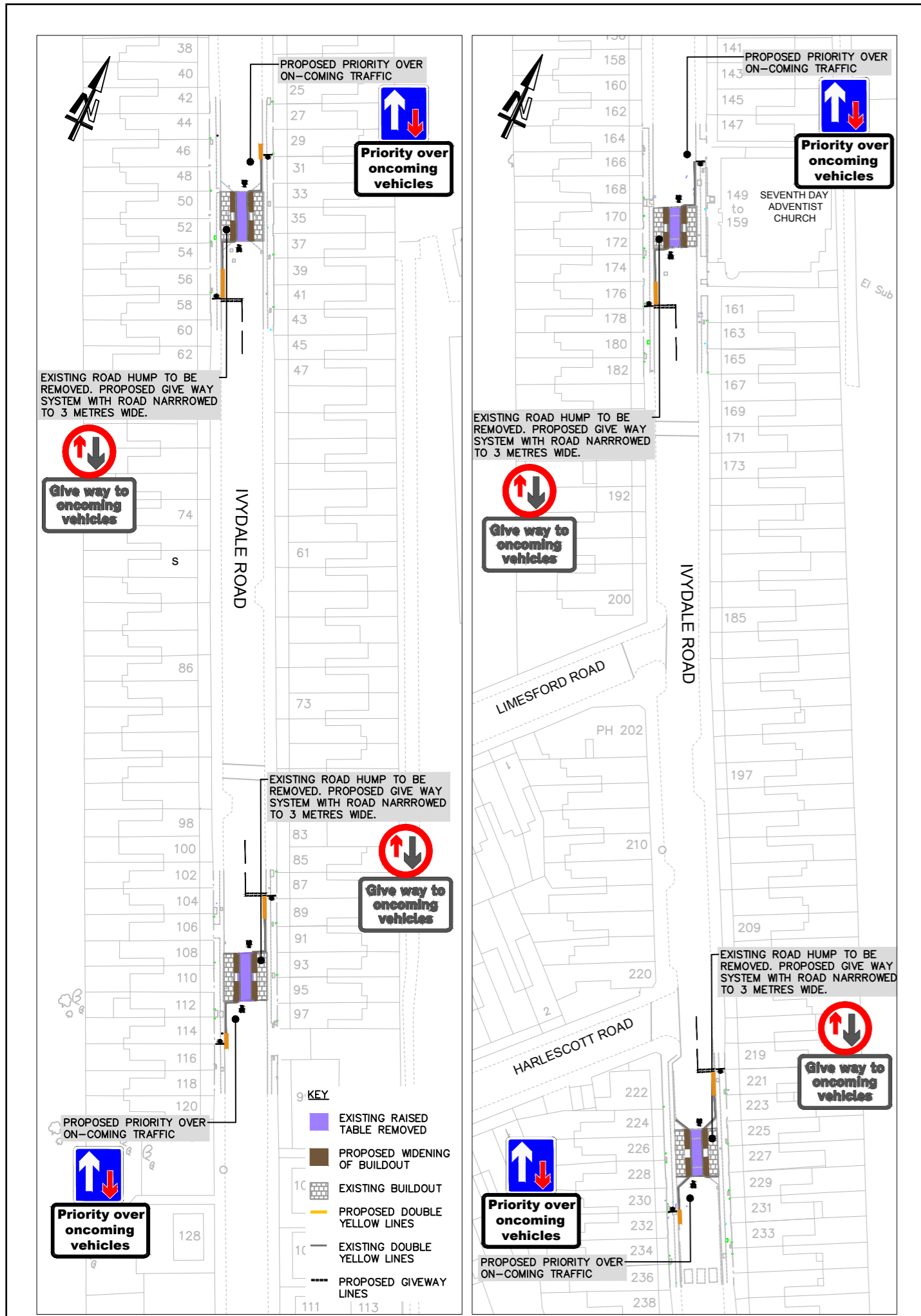
## What changes are proposed?

- Remove existing speed tables at locations shown on the plan.
- Narrow the road to 3.0m, at locations where the tables are removed.
- Introduce a give- way / priority system as a form of traffic calming. Priority will alternate along the road. Extend double yellow lines at some locations to allow sufficient waiting area.

## What happen next?

The proposals are planned to be discussed at the Peckham and Nunhead community council meeting on 07/02/2015 and a decision made at that meeting regarding implementation of the proposal

Further information on meeting agendas can be found on our website [www.southwark.gov.uk](http://www.southwark.gov.uk).



## Have your say about Ivydale Road traffic calming review

Complete the questionnaire below, then tear off this page, fold and post to the FREEPOST address by 19th December 2014

Have your say online: [www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations)

Q1 Please state your name

Q2 Please provide your address

Postcode

The numbering the box corresponds to that on the magnified plan

	Yes	No
Q1 Generally do you support the changes to remove the speed tables?		
Q2 Do you support the proposed narrowing of the pinch points		
Q3 Do you support the alternating give-way / priority system and extension of double yellow lines to allow sufficient waiting area (the give-way/ priority system can't operate without yellow lines)		

Please write any comment that you may have on the proposals in the box below:

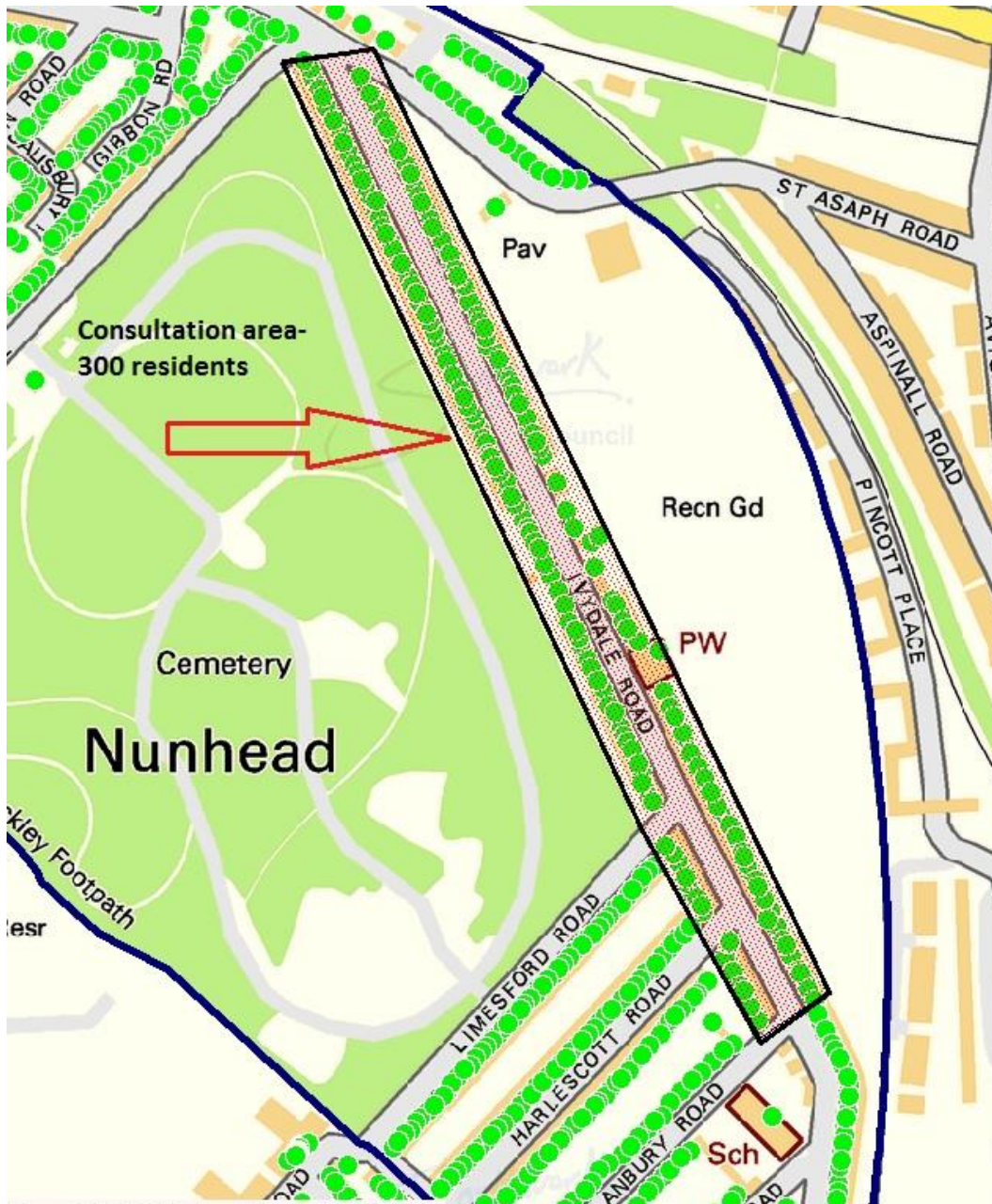
*Summary of consultation responses and comments*

Questions	Yes	No
Q4 Generally do you support the changes to remove the speed tables?	35	9
Q5: Do you support the proposed narrowing of the pinch points?	25	17
Q6 Do you support the alternating give-way/priority system and extension of double yellow lines to allow sufficient waiting area (the give-way/priority system can't operate without yellow lines)?	19	22

Comment by Respondents	Officers Response
why are you providing a waiting area when on the current hump system outside my house only 1 car or bus can pass at a time anyway	The current traffic management system works on the principle of courtesy between drivers .However, uncertainty about who has priority cause disputes and altercations among some drivers. The design intends to remove this ambiguity and regulate priority, which will contribute to the traffic calming benefits of the scheme. The double yellow line extension will ensure adequate waiting area is provided for buses. The proposal will improve existing traffic management.
Signage which flashes SLOW DOWN to drivers going over 20mph as well as average speed cameras.	Speed cameras are not approved to be used on this type of road. Flashing signage has minimal traffic calming benefits and is not self-enforcing
the road should be made for permit holders only as many people park in our road and use the train to get to work	This will be brought to the attention of the parking design team but is outside of the scope of this project
Best solution to make one way road except for buses and make Ivydale Rd for residents parking only. Only good is make one way except for buses.	One-way roads can encourage speeding, especially without traffic calming. It also creates long detours for cycles without a contra –flow. Having to exempt buses will negate the benefits. Parking zone issues are outside project scope but will be logged with parking design team
The Council should also consider alternative bus routes, as these cause significant issues) and the banning of HGVs on Ivydale Road.	HGV ban cannot be justified on this road. Buses are essential part of the public transport system and cannot easily be removed from this road
I am unconvinced that narrowing pinch points further will slow traffic speed as currently only one car can pass through these pinch points at any time and so an informal give way system	The current traffic management system works on the principle of courtesy between drivers .However, uncertainty about who has priority cause disputes and altercations among some drivers. The design intends to remove this ambiguity and regulate priority, which will contribute to the traffic calming benefits of the scheme. The double yellow line extension will ensure adequate

<p>operates. For this reason I am also unsure that a formal give way system with consequent loss of parking spaces will be beneficial overall.</p>	<p>waiting area is provided for buses. The proposal will improve existing traffic management.</p> <p>Traffic surveys before and after implementation will be carried out to assess the effectiveness of the proposal.</p>
<p>If this measure is to be introduced, additional measures are needed to address parking on Ivydale Rd such as making parking only available to residents including during evenings.</p>	<p>This will be brought to the attention of the parking design team but is outside the scope of this project</p>
<p>The removal of the raised crossings at the pinch points will mean that traffic speed increases, and the children do not have as many safe crossing points</p>	<p>Traffic surveys before and after implementation will be carried out to assess the effectiveness of the proposal – the additional narrowing is intended to compensate for the lack of vertical deflection since vehicles are expected to slow significantly more to pass through a 3m gap than a 4m gap.</p>

Consultation area



**PECKHAM AND NUNHEAD COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST (OPEN)  
MUNICIPAL YEAR 2014-15**

**NOTE:** Original held by Constitutional Team (Community Councils) all amendments/queries to Beverley Olamijulo Tel: 020 7525 7234

Name	No of copies	Name	No of copies
<b>To all Members of the Community Council</b>		<b>Others</b>	
Councillor Johnson Situ (Chair)	1	Elizabeth Olive, Audit Commission	
Councillor Cleo Soanes (Vice-Chair)	1	160 Tooley Street	1
Councillor Evelyn Akoto	1		
Councillor Jasmine Ali	1	<b>Total:</b>	52
Councillor Sunil Chopra	1		
Councillor Fiona Colley	1	<b>Dated:</b> 27 June 2014	
Councillor Nick Dolezal	1		
Councillor Gavin Edwards	1		
Councillor Renata Hamvas	1		
Councillor Barrie Hargrove	1		
Councillor Richard Livingstone	1		
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Councillor Jamille Mohammed	1		
Councillor Sandra Rhule	1		
Councillor Michael Situ	1		
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<b>Press</b>			
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<b>Members of Parliament</b>			
Harriet Harman MP	1		
Tessa Jowell MP	1		
<b>Officers</b>			
Constitutional Officer (Community Councils) Hub 4 2 <sup>nd</sup> Floor, 160 Tooley Street	30		
Gill Kelly, (Community Council Development Officer) Hub 4 2 <sup>nd</sup> Floor, 160 Tooley Street	1		