

Item No. 11.	Classification: Open	Date: 7 February 2015	Meeting Name: Peckham and Nunhead Community Council
Report title:		Brayards Road Neighbourhood Walking and Cycling Improvements	
Ward(s) or groups affected:		The Lane and Nunhead	
From:		Head of Public Realm	

RECOMMENDATION

That the Community Council:

1. Support the recommendation to be made to the cabinet member for Regeneration, Planning and Transport, as per paragraph 19, to implement the Brayards Road neighbourhood improvement project as detailed in APPENDIX A.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 of the Southwark Constitution community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representation to the cabinet member for Regeneration, Planning and Transport as part of the consultation process.
4. The objectives of the scheme are to:
 - Improve walking environment for pedestrians;
 - Discourage speeding in the area;
 - Encourage cycling in the area; and
 - Improve the general public realm and introduce greenery
5. The Brayards Road neighbourhood improvements scheme was identified in the Peckham and Nunhead Local Implementation Plan and was planned for implementation in the 2014/15 financial year.
6. The Brayards road neighbourhood area is located to the east of Rye Lane and northwest of Nunhead town centre. The area is built up with a mix of residential and commercial properties. The area to the north west of the study area is mainly commercial in nature with a mix of light industrial uses and car garages. The remainder of the area is mainly residential with pockets of commercial activities and educational facilities, amenity uses in the area consist of Consort Park and Dr Harold Moody Park which includes a games court and a playground.

The main vehicular routes through the area are Copeland Road and Consort Road, and to a lesser extent Brayards Road. The study area west of the rail bridge is currently part of a controlled parking zone (CPZ). Parking is a major issue east of the rail bridge with both sides of the roads constantly fully parked not only by the residents

but also by the car mechanics and commuters.

7. An initial scoping study was carried out which identified opportunities for improvement of the general public realm and to improve safety for all road users. Collision analysis was carried out to identify if any patterns could be identified from the recorded collisions in the area, recommendations were made to improve the carriageway condition particularly along Brayards Road.

Officers visited the study area and identified opportunities to improve the footway conditions at various locations to improve access for pedestrians. Improvement to existing infrastructure to help vulnerable people such as tactile paving and dropped kerb provisions were also identified. Opportunities to reduce vehicular speeds in the area were also identified by replacing existing traffic calming features with more effective measures such as sinusoidal humps and speed tables.

Public realm officers also identified opportunities to improve the environment under the two rail bridges in the area located on Brayards road and Kirkwood road to improve the amenity value at these locations and encourage these locations as potential areas for communal gatherings of the residents in the area. Locations for potential greening opportunities were identified which would help improve the streetscape characteristics of the area.

KEY ISSUES FOR CONSIDERATION

8. Local residents were engaged during the scheme development process, officers have identified the key concerns raised by residents:
 - Brayards road under the rail bridge is unfriendly and unsafe due to its alignment and poor visibility.
 - Car mechanics within the area leave damaged cars or cars waiting to be repaired in the area; at times repair works are carried out on public highway.
 - Traffic speed along Brayards road and area as a whole.
 - Footway conditions and accessibility along Brayards road is poor.
 - Improve greening in the area.
 - Parking in the area is a major issue, especially east of the rail bridge.
 - Parking demands are high and made worse by the illegal parked cars from car mechanics.
9. A preliminary design was developed, incorporating the comments from the stakeholder meeting and ensuring the proposed layout is feasible for implementation. See Appendix A for scheme layout. The key elements of the scheme are:
 - Bournemouth road – improve greenery and carriageway renewal.
 - Copeland road between Bournemouth road and Brayards road – widening and greening of eastern footpath. Tightening of junctions to improve pedestrian accessibility by footway buildouts.
 - Brayards road west of Consort road – widen northern footway by removing parking bays, footway and carriageway renewal and improve greenery.

- Brayards road between Consort road and Gordon Road – widen northern footway, relocating parking bays to Consort road and improve greenery.
- Brayards road rail bridge – footway widening to improve visibility for all users and discourage vehicle parking under the bridge, bridge cleaning and repair works, lighting improvement, introduce greenery.
- Brayards road east of rail bridge – footway buildouts at junctions to improve pedestrian accessibility and provide opportunity for greening, dropped kerbs at junctions, replace speed cushion with sinusoidal speed humps, footway and carriageway renewal.
- Kirkwood road – footway and carriageway renewal, bridge cleaning / repair and lighting improvements, replace existing speed cushions, realignment of Kirkwood road / Kimberley Avenue junction to give priority to Kirkwood road.

10. A public consultation was held in November 2014 for a period of three weeks.
11. Out of the 512 consultation leaflets delivered in the November consultation, a total of 51 responses were received during the consultation period, equating to a 10% response rate. (see appendix B)
12. 77% of respondents are in favour of the proposals in general. Broadly most respondents felt that proposals are an improvement on the existing situation.

All specific schemes elements received over 70% of support except the relocation of parking bays from Brayards road to Consort road which receive 66% support. From the comments received, the reason for the lower level of support is due to the loss/relocation of parking.

13. Southwark Living Streets is very supportive of all the proposals. There are a number of comments made as part of the response, which is included in appendix B in full, which include:
 - Concerns about vehicles speed on Consort road and Copeland road;
 - Give pedestrian priority over vehicle access into Atwell Estate;
14. Southwark Cyclists feels there is no cycle improvement from the scheme. A number of comments and suggestions were made, a full response is included in B2, the following summarises the comments:
 - Buildouts are dangerous for cyclists as they force cyclists to swerve and into the general traffic flow.
 - Remove one side of parking on Bournemouth road.
 - Introduce cycle lane on Copeland road rather than footway widening.;
 - Brayards road between Copeland road and Consort road, introduce cycle lane on both side of the road instead of footway widening on north side.
 - Brayards road between Consort road and Gordon Road, would like to see a contra-flow cycle lane.
 - Under the rail bridge - a fully segregated cycle lane should be introduced.
 - Brayards road east - do not feel buildouts will achieve much as the area is fully parked.
 - Give Kirkwood road priority over Brayards Road east-west movement.
 - Changing priority at Kimberley Avenue / Kirkwood road junction would make it difficult for cyclists on LCN 65. Suggested to square up the junction and retaining existing priority.

15. Stage 1 Road Safety Audit has been carried out for the scheme. One of the concerns is vehicles emerging from Kimberley Avenue might not be aware of cyclists on Kirkwood road in the southbound direction. Other issues raised can be resolved by minor amendments. This issue will be investigated further as part of the detailed design process.

16. **Response to Consultation Comments**

Officers response to comments by Southwark Cyclists and Living Streets is addressed in appendix B.

Recommendations to the Cabinet Member for Regeneration, Planning and Transport

17. On the basis of the results of the public consultation the cabinet member is recommended to:

- Approve the implementation of the non-statutory elements of Brayards Road neighbourhood proposal as shown in consultation document in **APPENDIX A**, subject to minor amendments from safety audit.
 - a) Footway widening
 - b) Kerb realignment
 - c) Pedestrian refuge islands
 - d) Junction priority amendment
 - e) Bridge cleaning and repair work
- Approve the implementation of the statutory features of the proposal subject to the outcome of statutory consultation and minor amendments from road safety audit which is programmed to commence in spring 2015.
 - a) Raised tables
 - b) Replace speed cushions with sinusoidal humps
 - c) Proposed removal and relocation of parking bays

18. If any objections are received during the statutory period a further report will be presented to the cabinet member for a decision.

Policy Implications

19. 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 1.8 – Improve the walking environment and ensure that people have the information and confidence to use it

Policy 1.10 – Improve the cycling environment and ensure that people have the information and confidence to use it

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

Policy 4.2 – Create places that people can enjoy

Policy 4.4 – Make our streets greener

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

Policy 5.4 – Seek to reduce vehicle speeds and educate and enforce against those who break speed limits

Policy 6.1 – Make our streets more accessible for pedestrians

Community impact statement

20. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
21. This scheme was identified as one which would help to deliver Southwark's aim of increasing walking and cycling levels in the borough by improving safe access without any noticeable adverse impact on the vulnerable road users
22. The scheme will result in a loss of three parking spaces and gain two loading spaces in total.
23. This scheme is intended to encourage the use of sustainable modes of transport.

Resource implications

24. The project is wholly funded by Transport for London Local Implementation Programme for 2014/15 (£255k) and 2015/16 (£200). The project is within the scope of permitted uses of the funding. The total allocated budget is £455,000. All funding sources have been confirmed and approved by Cabinet.
25. Works will be implemented by the Council's highways term contractor, CONWAY AECOM, and are expected to be carried out in spring 2015.

Consultation

26. Prior to developing proposal for consultation several meetings were held with local stakeholders.
 - Meeting Brayards Road resident representatives (Andy Tweedley and Howard Garfield) in August 2014 on site.
 - Meeting at the Council office with Prof. Bruce Lynn (Southwark Cyclists representative) in December 2014.
 - Meeting with local councillors prior to consultation.
27. Ward members were consulted prior to commencement of the public consultation.
28. The scheme has been developed in partnership with residents and stakeholders to ensure proposals have the clear support of the local community.
29. The report provides an opportunity for the final comment to be made by the Community Council prior to a non-key decision scheduled to be made by the cabinet member for Regeneration, Planning and Transport in February 2015.

BACKGROUND PAPERS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects 160 Tooley Street London SE1 2QH http://www.southwark.gov.uk/info/20010/transport-policy/1947/southwark-transport-plan-2011	Clement Agyei-Frempong 020 7525 2305

APPENDICES

No.	Title
Appendix A	Consultation plan
Appendix B	Consultation report and comments
Appendix C	Consultation Area 1 and 2

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Clement Agyei-Frempong, Senior Engineer	
Version	Final	
Dated	27 January 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Date final report sent to Constitutional Team		27 January 2015

APPENDIX A

Consultation plans - see attachment



