

COVID-19 Post-Lockdown Highway Schemes

Appendix	1
Location	Peckham Rye
Proposal	Bus gate between Nunhead Crescent and Nunhead Lane
Ward(s) affected	Rye Lane

Background / Request

The Council's transport response to Covid-19 includes promoting active travel measures to make it easier to walk, cycle and use public transport, whilst removing through traffic, especially as the lockdown movement restrictions are reduced.

The scheme extents are between the junction with Scylla Rd and the junction with Nunhead Lane on the eastern leg of Peckham Rye. The proposals are intended to cut out through traffic on the eastern leg of Peckham Rye, and improve conditions for walking and cycling, provide more carriageway space for cyclists and provide more crossing points for pedestrians.

The proposals for this scheme are:

- A bus gate between Nunhead Crescent and Nunhead Lane, allowing buses, cyclists and authorised vehicles only through this section
- Segregated cycleways on Peckham Rye, northbound and southbound
- Revised line markings on Peckham Rye
- A zebra crossing opposite The Rye public house
- An informal crossing on Peckham Rye between the junction with Nunhead Passage and Whorlton Rd,
- Suspension of parking bays on the west kerblin – to be partially reallocated on Whorlton Rd
- A traffic island and no entry sign on the entry to Peckham Rye at the junction with East Dulwich Rd
- No right turn except cyclists from Nunhead Lane into Peckham Rye East
- No left turn except cyclists from East Dulwich Rd in to Peckham Rye East
- No straight ahead except cyclists, left or right turn only from Peckham Rye heading north at the East Dulwich Rd / Nunhead Lane junction
- A point closure on Scylla Rd near Whorlton Rd
- A point closure on Scylla Rd near Old James St, extending existing School Streets closure

Location



Feedback from Stakeholders

Comments

Emergency Services

Emergency services (Fire, Police and Ambulance) have indicated they will not support schemes which promote hard road closures, as they will increase response times. Their preference is for camera enforced closures without physical prevention for vehicles. They also requested that emergency vehicles are exempt from the bus gate.

Our position is that:

- camera enforcement is an expensive option to install on all schemes
- We have preserved access to all roads.
- We will ensure advance signage is installed to prevent vehicles from turning in to no-through roads in error.
- Hard road closures with bollards provide a better public realm improvement and are safer for cyclists and pedestrians.
- The benefits to safety and wellbeing of the public by reducing traffic, improving walking and cycling, improving air quality outweigh the negatives of the scheme
- We will allow emergency service vehicles through the bus gate as authorised vehicles

TfL Buses

Buses currently only run southbound on this leg of Peckham Rye, and there is currently no intention from TfL for buses to be two-way through this section. TfL requested that buses were still able to overtake other stationary buses along Peckham Rye.

We have only allowed for southbound buses along this leg of Peckham Rye. We have allowed sufficient width for buses to overtake stationary buses in the section within the bus gate.

Refuse Collection

The Waste Contract and Strategy Manager commented that the bus gate on Peckham Rye would pose a problem as there is no turning circle on the public highway, unless refuse collection vehicles were permitted through the bus gate.

The closure at the end of Old James St on Whorlton Rd would cause difficulties for refuse collection vehicles turning here, and lockable bollards were requested.

We propose to allow refuse collection vehicles through the bus gate as an authorised vehicle. A lockable bollard will be installed at the end of Old James St so that refuse collection vehicles can pass through the closure to avoid difficult turning manoeuvres.

Ward Councillors

Rye Lane Councillor Jasmine Ali was in favour of the proposals to promote walking and cycling, and agreed this is in line with the Council's policies on active travel and climate change. The councillor requested we engage with residents to promote a positive message on this scheme.

Southwark Cyclists

Southwark cyclists are in favour of the cycling improvements in this area. They requested some added cycling road markings and a minimum width of 1.2m for the segregated lane.

We have accommodated all the suggestions from Southwark cyclists.

Investigation and conclusions

- The location of Peckham Rye has been put forward as an LSP scheme as it complements and contributes towards the aims of several other nearby highway schemes, both current and planned.
- In particular, this leg of Peckham Rye is on the route for Cycleway 35, part of Southwark's Cycling Strategy and TfL's Cycling Action Plan (formerly Quietway 9, Bermondsey to Catford). The route for Cycleway 35 is currently impeded between Peckham High Street and Nunhead Lane, and this scheme helps fill part of that gap.
- The temporary closure of Rye Lane as part of Southwark's COVID-19 response gives potential for Cycleway 35 to be made continuous in future
- Southwark Spine, a key part of Southwark's cycling strategy, is 500m to the west and runs parallel north to south to this proposal
- Other schemes nearby brought forward as part of TfL's LSP programme include works on Bellenden Rd, a School Streets Closure on Whorlton Rd and a zebra crossing on Clayton Rd.
- The aim is that drastically reducing the traffic on this section of Peckham Rye will make it safer for vulnerable road users by providing more carriageway space for cycling and more crossing points for pedestrians.
- Following the experimental phase of this scheme, we would look to make permanent connection to cycleway 35 and other nearby cycle infrastructure.
- The detailed design is subject to Sponsor Review from TfL to ensure it meets their design standards and cycling objectives. Any amendments to the design required by TfL will be made prior to implementation.
- The design has undergone Sponsor Review from TfL who have supported the design, with no negative comments.

Recommendation

It is recommended to install proposed measures described above.

This proposal is subject to Experimental Traffic Management Order (ETMO). As such, consultation and feedback will be considered during the period of the order and a decision made on whether the order is to be made permanent, amended or rescinded after a period, normally six to twelve months. The maximum time an experimental order can be in place is eighteen months

Design drawings of the proposal are provided within this document.

Next steps

Should this non-strategic Traffic and Highway improvement proposal be approved, then arrangements will be made to commence the ETMO and implementation of the changes.

Audit trail

Reference	Appendix 1
Report author	Nigel Bradbury
Ward members notified	Yes

