

# Open Agenda



**Nunhead and Peckham Rye Community Council  
Traffic and Transport Sub-Group Meeting  
AGENDA**

**Thursday 2 September 2010  
6.30 pm  
Room D, Southwark Town Hall, 35 Peckham Road SE5 8UB**

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1. Welcome, introductions and apologies.
  2. Minutes from previous meeting 17/02/2010.
  3. Matters arising.
  4. Campaign to extend the 63 bus to Honor Oak Park station.
  5. Improvements to Rye Lane (including enforcement measures on issues such as shopkeepers putting produce and waste on pavements, car parking and deliveries during rush hours).  
*(Simon Phillips Principal Transport Planner & Officer from Housing & Env.)*
  6. Update on the traffic scheme being put in place to deal with the opening of the Harris Boys Academy.  
*(Officer from Housing & Env.)*
  7. Update on the Peckham Rye South Scheme.  
*(Simon Phillips Principal Transport Planner)*
  8. A.O.B
  9. Date of Next Meeting.

Chaired by Cllr. Gavin Edwards

For more information contact Marian Farrugia on:  
0207 525 1780 and [marian.farrugia@southwark.gov.uk](mailto:marian.farrugia@southwark.gov.uk)

**Nunhead and Peckham Rye Community Council  
Traffic and Transport Sub-Group Meeting  
Wednesday 17 February 2010, Town Hall 35, Peckham Road SE5 8UB  
Draft Minutes**

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1. **Present:** Cllr .D.Thorncroft, Cllr M Glover,  
Alistair Hanton & Jeremy Leach (JL) Living Streets,  
  
**Apologies:** Michael Carnuccio (MC) Team leader Planning Policy  
  
**In attendance:** Sally Crew,(SC) Group Manager, Policy and Programmes  
Nadine James, (NJ) Community Council Development Officer
  
2. **Minutes from the previous 02/12/09 meeting;** Agreed. Matters arising to be dealt with in the main agenda.
  
3. **Transport model of the Peckham Area** - Sally Crew, Group Manager, Policy and Programmes

SC gave a presentation about a model to test possibilities of different plans and ideas regarding traffic flow that impinge on the area as part of the PNAAP.

**ACTION:** Report to be completed by end of August 2010 and reported back to next meeting.

SC gave feedback on collision data and traffic counts (See report Appendix 1).

A resident suggested that it would be interesting to include the point of view of people of all ages getting to the central area on foot, and that perhaps both presentations could be put together to produce a vision.

SC explained that the transport model does not look at pedestrian or cyclists but it can introduce pedestrian capacity. She suggested that the sub-group would need to get ideas and information (vision) into the PNAAP.

SC also confirmed that the T&T sub-group had made a significant contribution in the model being produced.

Cllr Glover thanked SC, MC and the Street Scene departments, residents, councillors and officers for their part in making the sub group worthwhile and said that the T&T sub group was needed to continue to feed information into the council.

5. **Camberwell Grove Railway Bridge update** - Sally Crew – Group Manager, Policy and Programmes  
 Network Rail are looking at when and how to rebuild the railway bridge (40 tonne limit) so the above 'model' has been extended to cover that area, however funding still needed to be secured funding. Bridge assets come from a pan London body to the council then to Network Rail to carry out the works which should happen within the next 3 years. Decision regarding the bridge to be taken in June.  
**ACTION:** SC to update re; above decision and Denmark Hill Station works at next meeting.
6. **Peckham Parking Study (part of PNAAP)** – Sally Crew\_ Group Manager, Policy and Programmes  
 SC said that the next steps for the study is to look at car parking provision and invited comments on street/off street, CPZ etc.
7. **Initial ideas for pedestrian & cycle routes in Nunhead and Peckham Rye –**  
 Jeremy Leach – Living Streets  
 JL gave an in-depth presentation regarding – 'Improving Streets and Public Places in SE15' (See attached Appendix 2)
- John Gorsuch provided feedback on pedestrian routes to Rye Lane provided by Nunhead Residents Association which stated that 8 people find the shortest route, 5 always use the safer route i.e. avoid Consort and Atwell estates and 1 person uses the shortest during the day and the safest in the evening.
- ACTIONS:**
- JL to continue to work on the study and circulate draft/s for feedback.
  - The sub-group to produce a list of recommendations from this piece of work which could be presented to and hopefully adopted by community council.
8. **Traffic and Transport on Forest Hill Rd (top of the hill section)**  
 Resident brought up issues around speed , traffic and the P12 and P4 bus routes on Forest Hill Road, right on the border of Southwark and Lewisham. SC replied that Southwark Council does not ignore boundary roads so any problems in that area could be pursued. The sub-group asked if it would be possible and reasonable for the team in Southwark to talk to the team in Lewisham and for solutions to be found.  
**ACTION:** SC will discuss this with TFL and report back
9. **Traffic Signs, Parking and CCTV**  
 Residents would like to recommend a review of signs as they do not work effectively and signage/traffic signs around the town centre are not clear. There are several redundant signs; perhaps these could be mapped?  
**ACTION:** Invite David Sole (parking services and development manager) to a future meeting to discuss this.

## 10. Any Other Business

### E. Comms update from previous meeting:

Further to the Sept 09 meeting discussions, Alice Ainsworth, E-content Manager for Communications, provided an update re; the new Southwark website.

**ACTION:** Sub-group to look at the new site and send Alice any comments.

### Future of the sub-group following elections.

The participants would like the sub-group to continue, but this will depend on the new community council members.

### Blocked roads around Friern Road

Bill Wood and John Green, Friern Road residents, expressed their concern that several roads have been blocked off and Friern Road is now used as a short cut (rat run) to avoid the traffic lights and congestion on the main road at Peckham Rye. The top end (by the park) is a designated cycle road and with the opening of Harris Academy in September 2010 there will be 950 boys vying with a large number of cars, vans, lorries and cyclists. The residents stated that potential for serious accidents are real especially with the increased school traffic and children walking and cycling to school.

**ACTION:** SC to look at the transport assessment for the school, check with the development team and feed back to the residents via email and report back to the sub-group.

## 11. Date of Next Meeting

Future meetings to be determined by Community Council

Cllr. Thorncroft thanked everyone for taking part in the sub group; he hoped the group had found meetings useful and that it would move forward after the elections.

### **Attachments:**

Appendix 1 = Transport Model

Appendix 2= Peckham – Improving Streets and Public Places in SE15 (Living Streets)

Chaired by Cllr Dominic Thorncroft

Minutes taken by Nadine James.

# Transport for London



Our Ref: MH/T284/Stage4/0909

Consultation and Engagement Centre  
Surface Transport Communications  
Transport for London

11th Floor, Zone G2, Palestra  
197 Blackfriars Road  
London SE1 8NJ

18 September 2009

[STEngagement@tfl.gov.uk](mailto:STEngagement@tfl.gov.uk)

Dear Stakeholder

## **Routes 21/N21, 63/N63, 321 & 363**

We previously wrote to you on 16 December 2008 in relation to proposals for the above bus routes. Contracts have now been awarded for these routes and following consideration of comments made in response to our earlier letter we can now confirm the changes being made. These changes are planned for introduction in October and November 2009.

### **Route 21 (Newington Green – Moorgate – London Bridge – Old Kent Road – New Cross – Lewisham)**

The contract for this route was retained by London Central. It will be operated using new double deck buses.

We are going to increase the existing Monday to Saturday daytime frequency from every 8 minutes to every 6-7 minutes.

### **Route N21 (Trafalgar Square – Fleet Street – London Bridge – Old Kent Road – New Cross - Lewisham – Eltham – Blackfen – Sidcup)**

The contract for this route was retained by London Central. It will be operated using new double deck buses.

We are going to alter this service between Eltham and Sidcup to run to Bexleyheath via Blackfen and Bexley Village (route 132). This will provide additional night bus links to Bexleyheath. This means that route N21 will no longer serve Willersley Avenue, Sidcup Station, Sidcup Hill or Fooks Cray. Route 321 will become a 24 hour operation between New Cross and Sidcup, Fooks Cray (see below).

As a result Willersley Avenue, Halfway Street, Sidcup Station and Station Road will no longer be served by night buses. These roads are served by day route 51 which will have had additional early morning journeys from January 2009. In addition, route N21 and 24 hour route 321 will provide alternative facilities for many users.

Route N21 will run every 30 minutes between Trafalgar Square and Bexleyheath Market Place with extra buses at weekends providing a 15 minute frequency between Trafalgar Square and Eltham. There would also be an additional 30 minute night frequency between New Cross and Eltham provided by route 321.

Out of over 600 passenger journeys taken on Sunday to Thursday nights our research shows that only 40 passenger journeys will change as a result of the re-routing.

The new structure will be kept under review.

**Route 321 (New Cross, Sainsbury's – Lewisham – Eltham – Sidcup – Foots Cray, Tesco)**

The contract for this route was retained by London Central. It will be operated using existing double deck buses.

We will run a 24 hour service on this route with buses running every 30 minutes at night throughout the route. This will provide a new night service for Footscray Road and New Eltham. It will also provide a more direct routing between Eltham and Sidcup compared with the existing N21 which would no longer serve Sidcup.

We are not making any changes to the daytime service on this route, or to the vehicle type.

The new structure will be kept under review.

**Route 63 (King's Cross – Blackfriars – Elephant & Castle – Old Kent Road – Peckham – Honor Oak)**

The contract for this route was retained by London Central. It will be operated using new double deck buses.

There is going to be an increase in the frequency of this service in the evenings and on Sundays after 10am from every 10 minutes to every 8 minutes.

When the East London Line re-opens passenger travel patterns will be kept under review.

We are not making any changes to the routing of this service.

**Route N63 (King's Cross – Blackfriars – Elephant & Castle – Old Kent Road – Peckham – Honor Oak – Crystal Palace)**

The contract for this route was retained by London Central. It will be operated using new double deck buses.

There is going to be an increase in frequency at weekends from every 20 minutes to every 15 minutes.

We are not making any changes to the routeing of this service.

**Route 363 (Elephant & Castle – Old Kent Road – Peckham – Honor Oak – Crystal Palace)**

The contract for this route was retained by London Central. It will be operated using existing double deck buses.

We are not making any changes to the route or frequency of this service.

This letter is part of the process which fulfils the requirement for TfL to consult under Section 183 of the Greater London Authority Act 1999.

Please contact me with any further comments.

Yours sincerely



Gary Murphy  
**Consultation and Engagement Centre**  
Transport for London  
STEngagement@tfl.gov.uk



# Transport for London



Our Ref: T284/Stage2/General/1208

Stakeholder Engagement  
Surface Transport Communications  
Transport for London

11th Floor, Zone B2, Palestra  
197 Blackfriars Road  
London SE1 8NJ

16 December 2008

[STEngagement@tfl.gov.uk](mailto:STEngagement@tfl.gov.uk)

Dear Stakeholder

## **Routes 21/N21, 63/N63, 321 & 363**

London Buses reviews its services regularly. A comprehensive review is undertaken before developing the specification for a new contract. The review includes passenger usage, passenger and stakeholder feedback, reliability data, timetables, vehicle type and area served. At the start of each year we ask for comments from stakeholders about routes that will be reviewed during that year.

This letter represents a second stage of consultation which is usually undertaken when we invite tender bids for new contracts. None of the routes are eligible for further contract extensions at this stage so new contracts will commence in autumn 2009.

Details of proposed changes are shown below. The 21/N21 & 321 have been listed together along with the 63/N63 & 363.

### **Route 21 (Newington Green – Moorgate – London Bridge – Old Kent Road – New Cross – Lewisham)**

We propose to increase the existing Monday to Saturday daytime frequency from every 8 minutes (with additional journeys at peak times), to every 6-7 minutes. The additional peak journeys would be incorporated into the main service.

No changes are proposed to the routing of vehicle type.

### **Route N21 (Trafalgar Square – Fleet Street – London Bridge – Old Kent Road – New Cross - Lewisham – Eltham – Blackfen – Sidcup)**

We propose to re-route this service between Eltham and Sidcup to run to Bexleyheath via Blackfen and Bexley Village (route 132). This would provide additional night bus links to Bexleyheath. These proposals would mean that route N21 would no longer serve Willersley Avenue, Sidcup Station, Sidcup Hill or Foots Cray. We also propose that route 321 would become a 24 hour operation between New Cross and Sidcup, Foots Cray (see below). As a result

Willersley Avenue, Halfway Street, Sidcup Station and Station Road would no longer be served by night buses. These roads are served by day route 51 which will have additional early morning journeys from January 2009. In addition route N21 and 24 hour route 321 would provide alternative facilities for many users.

Route N21 would run every 30 minutes between Trafalgar Square and Bexleyheath Market Place with extra buses at weekends providing a 15 minute frequency between Trafalgar Square and Eltham. There would also be an additional 30 minute night frequency between New Cross and Eltham provided by route 321.

No changes are proposed to the vehicle type on this route.

**Route 321 (New Cross, Sainsbury's – Lewisham – Eltham – Sidcup – Foots Cray, Tesco)**

We propose to run a 24 hour service on this route with buses running every 30 minutes at night throughout the route. This would provide a new night service for Footscray Road and New Eltham. It would also provide a more direct routing between Eltham and Sidcup compared with the existing N21 which would no longer serve Sidcup.

No changes are proposed to the daytime service on this route, or to the vehicle type.

**Route 63 (King's Cross – Blackfriars – Elephant & Castle – Old Kent Road – Peckham – Honor Oak)**

We propose to increase the frequency of this service in the evenings and on Sundays after 10am from every 10 minutes to every 8 minutes.

Consideration has been given to requests for this service to be extended from Honor Oak to Brockley Rise to provide connections Honor Oak Park station which will gain an improved rail service with the East London Line extension. We are not able to justify an extension of route 63 but will give further consideration to the possibility of providing new links to Honor Oak Park station.

No changes are proposed to the routing of this service or the vehicle type.

**Route N63 (King's Cross – Blackfriars – Elephant & Castle – Old Kent Road – Peckham – Honor Oak – Crystal Palace)**

We propose to increase the frequency at weekends from every 20 minutes to every 15 minutes.

No changes are proposed to the routing or vehicle type.

**Route 363 (Elephant & Castle – Old Kent Road – Peckham – Honor Oak – Crystal Palace)**

No changes are proposed to the frequency, routeing or vehicle type on this service.

This letter is part of the process which fulfils the requirement for TfL to consult under Section 183 of the Greater London Authority Act 1999.

If you have any comments please forward them to me by **30 January 2009**.

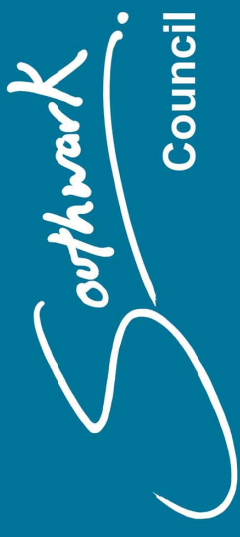
Yours sincerely

A handwritten signature in black ink that reads "P Bradley". The signature is written in a cursive style with a long, sweeping tail on the letter "y".

Peter Bradley  
**Head of Stakeholder Engagement**  
SEngagement@tfl.gov.uk  
Surface Transport  
Transport for London



# Travel in Nunhead and Peckham Rye

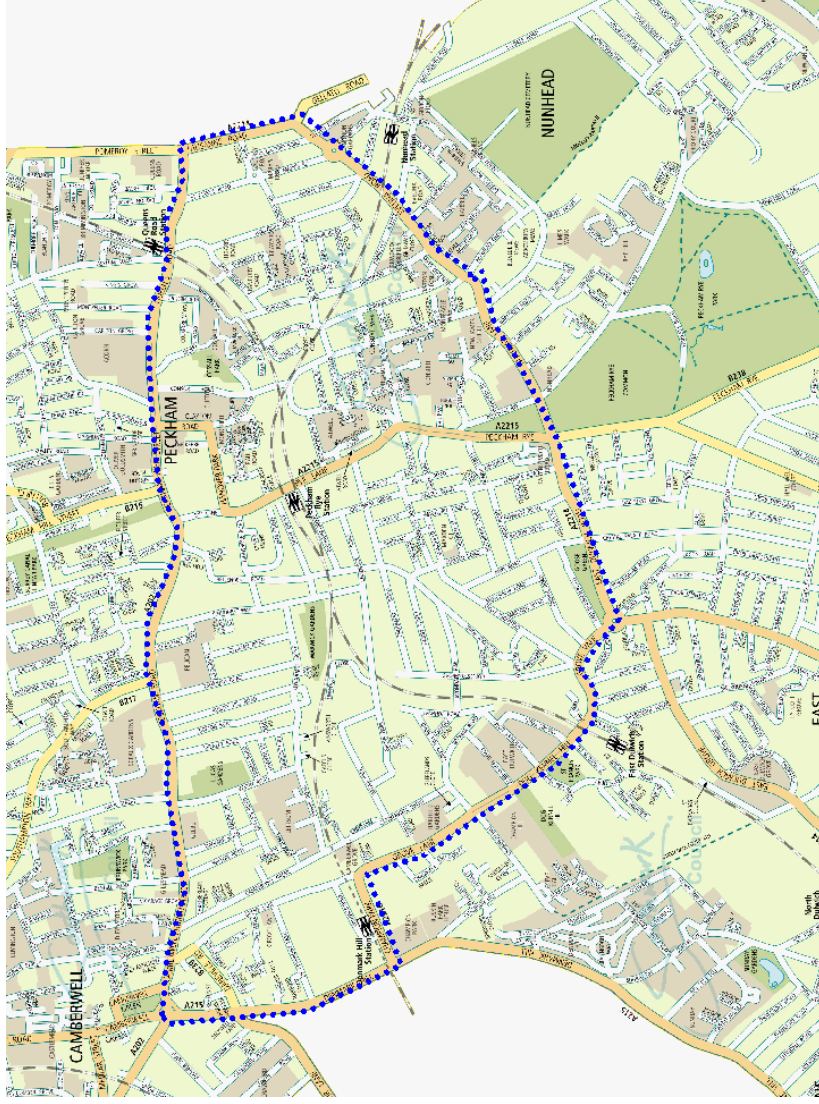


# Transport model

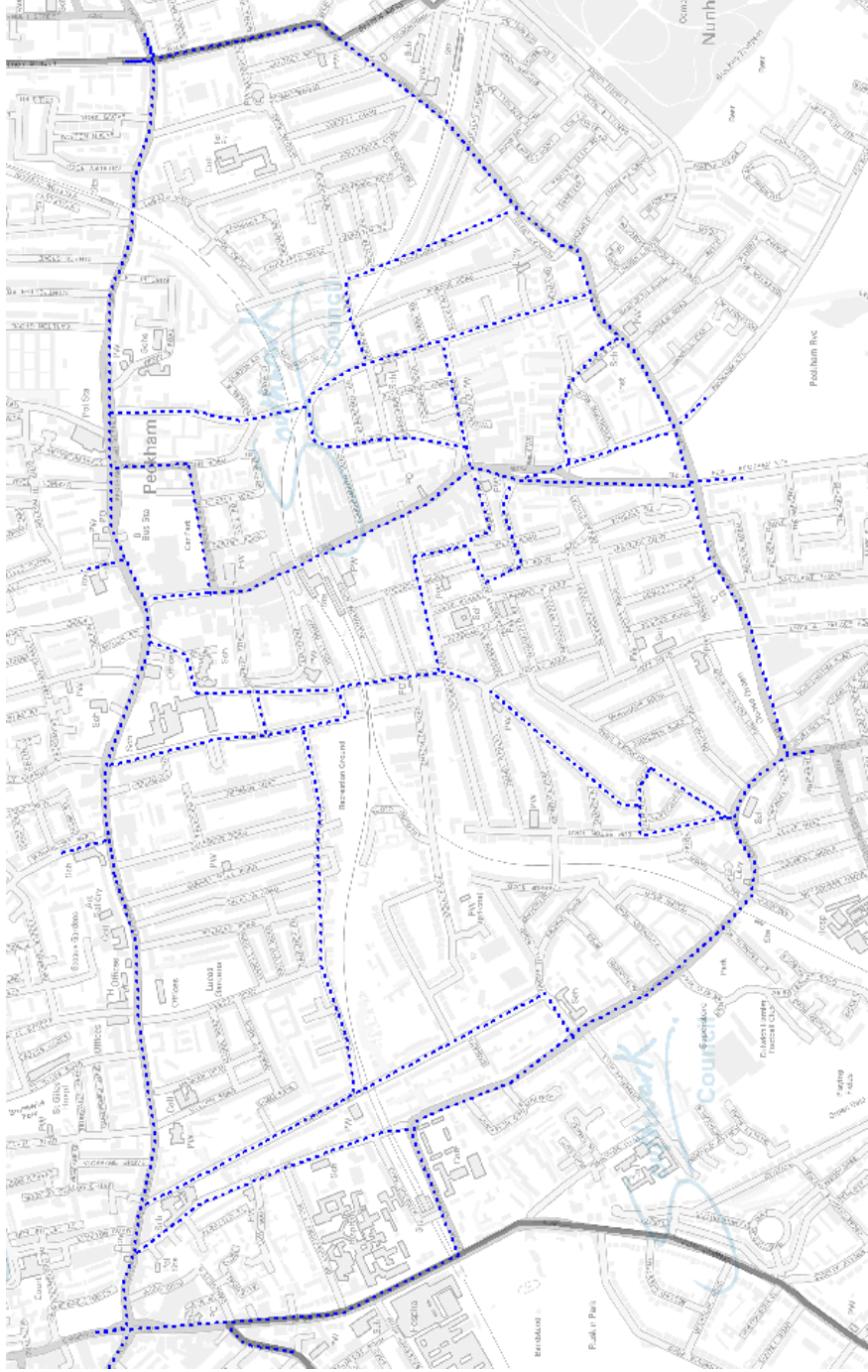
# The area covered

Covers the weekday am and pm peak periods

Supplemented by observed traffic flow counts



# The highway network to be built



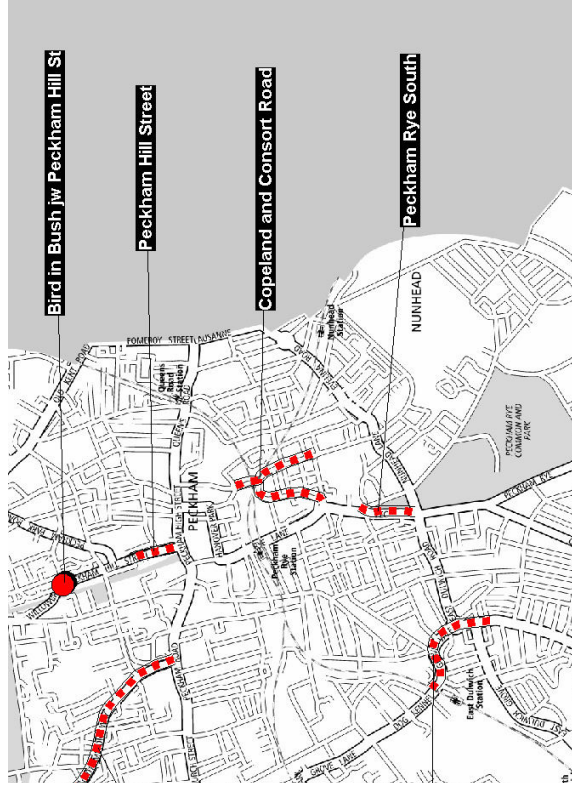
# What does the computer model do?

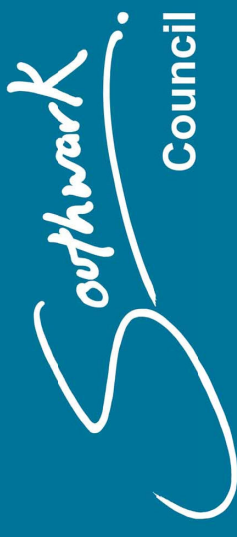
- **Replicate the current pattern of transport that relates to movements into, out of and within the study area**
- **Demonstrate the impact of the proposed developments on the local area network.**
- **Provide forecasts of the modal share of personal trips generated and attracted to the developments**
- **Provide forecasts of the distribution of all modes of personal trips within the local area as a result of the short and long term land use and transportation developments**



# How will the model be used?

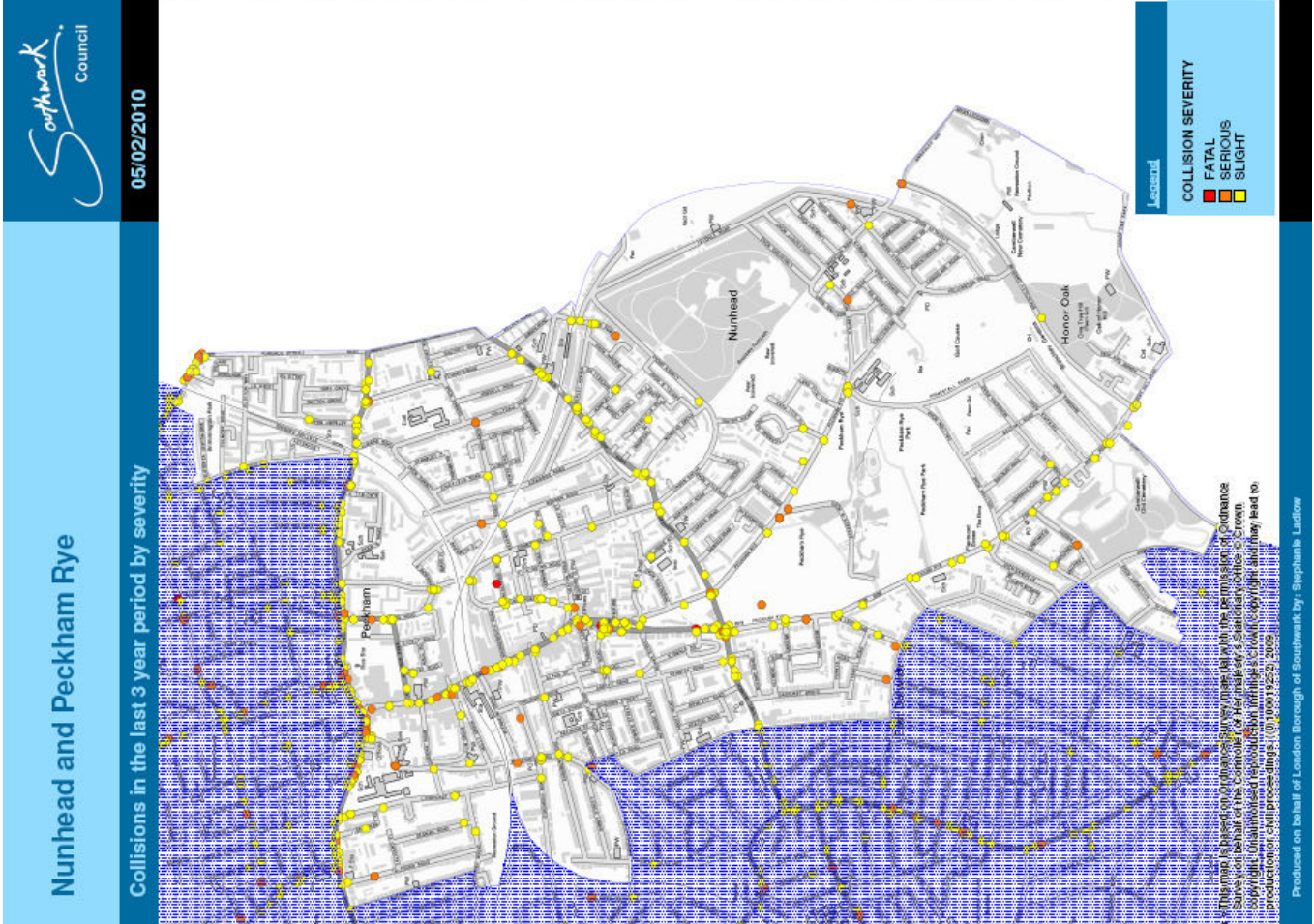
- To inform an early assessment of the impact of proposed developments in the area.
- To test strategies for resolving problems identified.

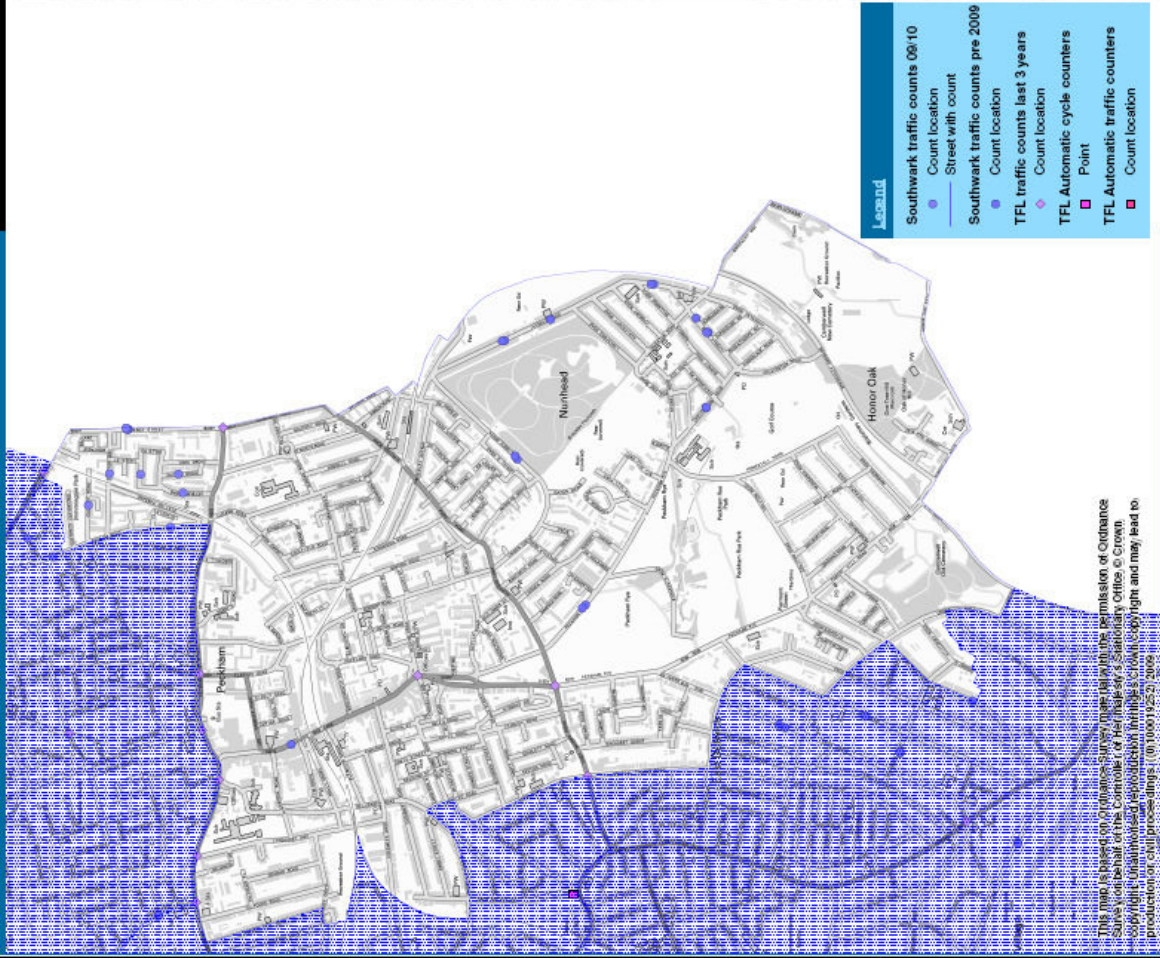




# Collisions and traffic counts

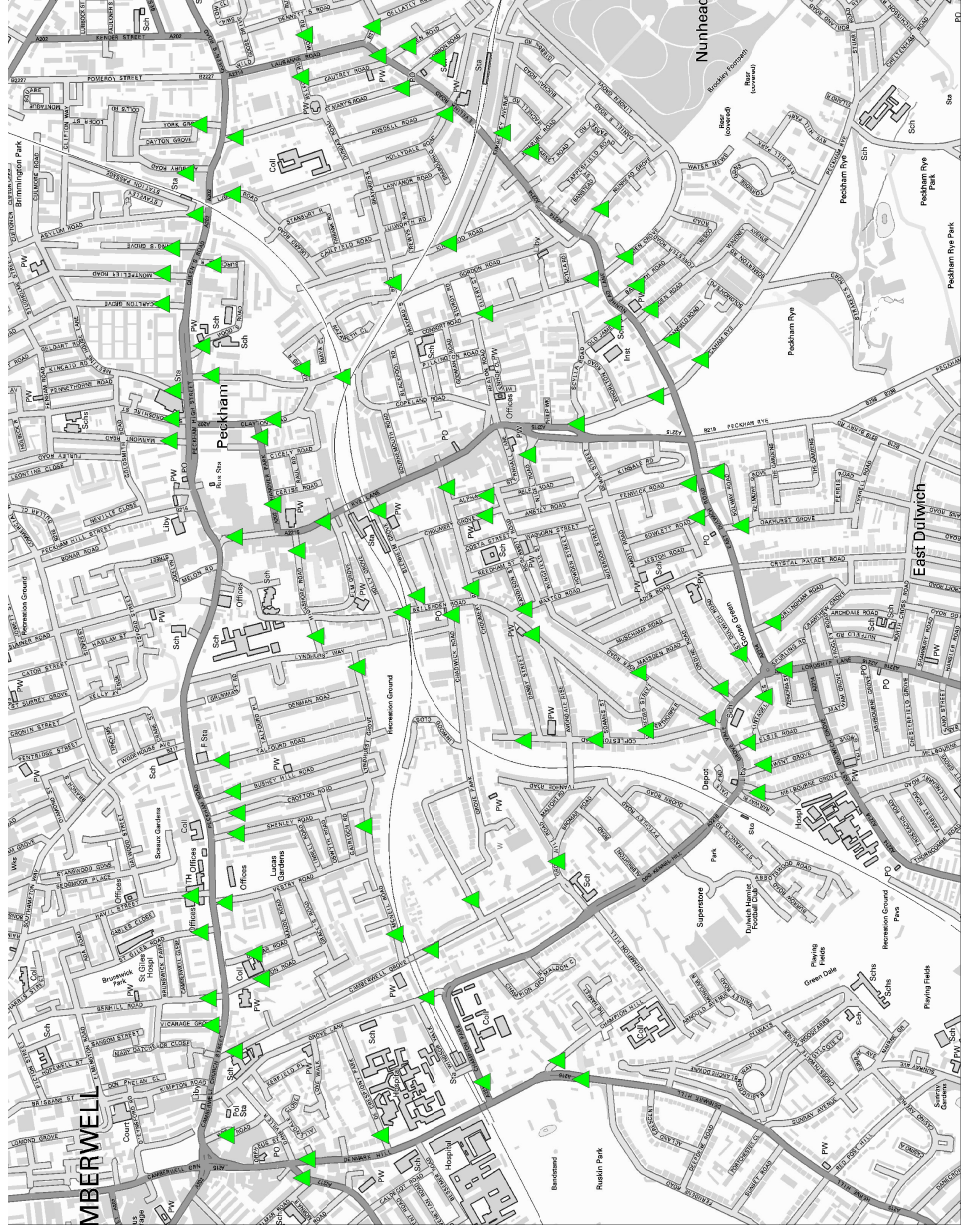
# These area the collision over a three year period





# These area the traffic counts undertaken in the area in the past three years





# Further information

## Contact

Sally Crew  
Group manager, policy and programmes  
Southwark Council  
PO Box 64529  
London SE1P 5LX  
[sally.crew@southwark.gov.uk](mailto:sally.crew@southwark.gov.uk)  
DD: 020 7525 5564

# Peckham – Improving Streets and Public Places In SE15



**LIVING STREETS**  
PUTTING PEOPLE FIRST

7<sup>th</sup> June 2010

[www.southwarklivingstreets.org.uk](http://www.southwarklivingstreets.org.uk)

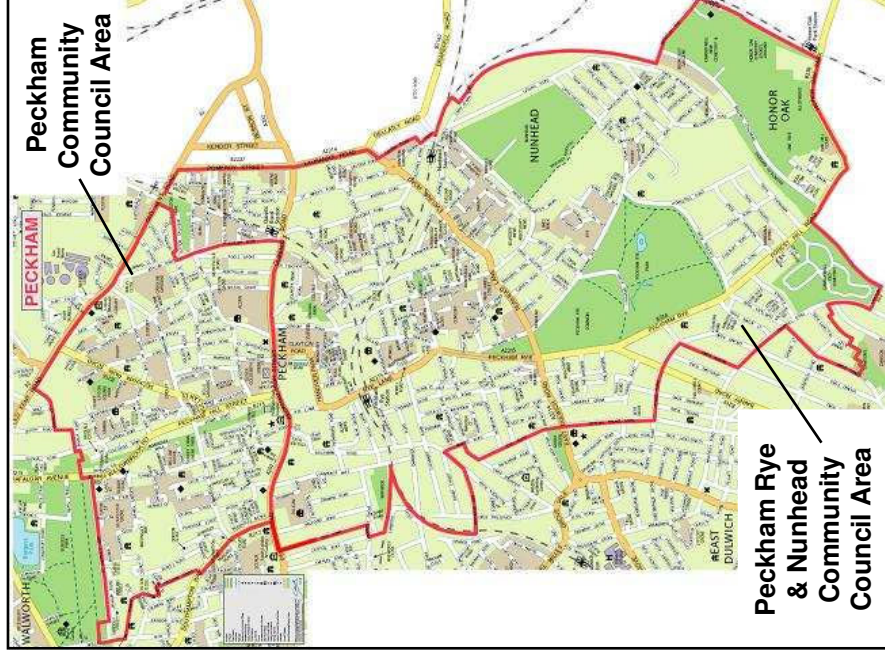


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**Map of the Area**





## Introduction.

- This document brings together the work of a number of groups over the past few years. Its aim is to draw together many of the ideas that local people have had to make Peckham a safer and far more pleasant place to get to and move around in on foot and by bicycle.
- Peckham has the potential to a fantastic place to access on foot or by bike. Large numbers of people live within a short walk of the town centres of Peckham and Nunhead and the parades of local shops that are dotted around the area. To the north and south are large parks and other characterful green areas that are often only a short walk or cycle ride away.
- In recent decades, however, provision for motor vehicles has dominated the agenda and Peckham's roads currently serve to sever communities from their local facilities. High levels of casualties on almost all of the major roads in the area are the smoking gun evidence that the streets of Peckham are no longer arteries that link communities together but are canyons for vehicles to use to pass through as quickly as they can to their destinations.
- This document attempts to look at the wide array of Peckham's streets and roads from the point of view of those on foot and those who cycle and point out what needs to change over the short, medium and longer terms if we are to create a town that successfully balances the needs of vehicles with the desire of pedestrians and cyclists for streets that are safe and pleasant places for them to use and spend time. The ultimate aim is to create a place which people will want to walk and cycle to and through. It will be economically successful and a place where residents and businesses alike want to come and spend their time and money.
- Over the following pages we look at the parts of Peckham and Nunhead where improvements would offer the greatest benefits to the quality of the economic, social and environmental fabric of the area and make some suggestions as to how problems might be solved. The full list of the locations and ideas can be seen on the final page. The suggestions that are made here are not exhaustive; the aim is to get the issues out in the open so that answers can be developed. We hope that this work will be of particular value in the development of the Peckham and Nunhead Area Action Plan.
- We would like to thank Southwark Council for their provision of maps that we have used throughout to identify locations.

## Reducing Danger From Motor Vehicles. High casualty levels on the main roads make reducing road casualties a key task in making Peckham safer and more liveable.

- The road casualty data that accompanied the recent 2008 Southwark Council Road Safety Plan shows the high levels of road traffic danger on Peckham’s main roads.
- Congested spaces coupled with at times fast moving vehicles in the town centre (also a major public transport interchange) and on the one-way systems east and west of Rye Lane cause many pedestrian and cyclist casualties.
- Pedestrian casualties are very high on the east-west TfL run red routes on Peckham Rd, Peckham High St and Queen’s Rd and on a number of borough roads including Peckham Hill St, Rye Lane, Peckham Rye, and Evelina Rd.

### All Collisions



- Past 3 years.
- Each dot represents a collision which resulted in a casualty.

### Pedestrian Collisions



- Past 3 years.
- Each dot represents a collision which resulted in a casualty.
- Dot: Green – Slight; Blue – Serious; Red – Fatal.

### Pedal Cycle Collisions



- Past 3 years.
- Each dot represents a collision involving a motor vehicle which resulted in a casualty to the cycle rider.



## Improving Peckham Town Centre – 1. Peckham High Street.

- The themes for the improving Peckham High Street focus on:
  - Increasing space for pedestrians (the economic lifeblood of the town centre) by widening pavements and reducing road capacity wherever possible.
  - Making crossings safer and more direct; removing the guard-railing and the need for it.
  - Reducing the danger to pedestrians and cyclists from traffic in Peckham by the above means and reducing the speed limit to a maximum of 20mph.
  - Improving the town centre environment by planting trees, improving the lighting and providing more seating.
- A few of these issues are illustrated below:



Almost all space on the street is allocated to vehicles – pavements are narrow throughout.



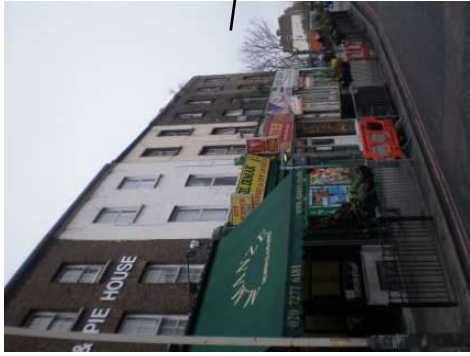
Pedestrians need and want to cross the High Street throughout its length.



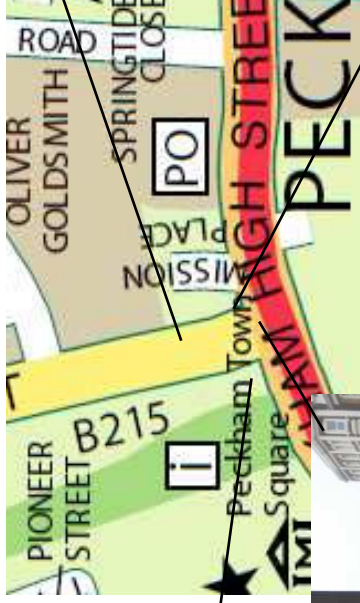
North side – pavements are especially crowded around the many bus stops.

## Improving Peckham Town Centre – 2. The Junction of Peckham High Street and Peckham Hill St.

- This junction poses significant problems for pedestrians and cyclists as is evidenced by the high numbers of collisions and casualties both at the junction itself and in the section of Peckham Hill St as far as Goldsmiths Rd.
- At the heart of the problems here is the tension between roads designed to facilitate vehicle movements and the numerous pedestrians using these streets to reach the town centre and who cross Peckham Hill St to reach local amenities such as the Library, Peckham Square and the Pulse, to access buses and to reach the many homes north-east of the junction.



Narrow pavement – guard rail throughout.



Major pedestrian crossing to the square, Library and Pulse – no formal crossing provision.



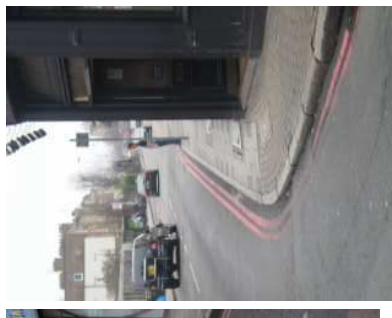
Mission Place – forgotten section of red route.



Cramped cluttered crossing pen for pedestrians.



Contrast road capacity at this junction with pavement widths.



## Improving Peckham Town Centre – 3. Rye Lane.

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- As a street Rye Lane has tremendous potential. It is a vibrant and active shopping street that is crowded throughout the day. It retains many of its original buildings and offers access to many local amenities such as the railway station, cinema and close links to the Peckham Library, the Pulse and the Peckham Square.
- At the same time, there are significant problems too:
  - Although traffic volumes are low (and access is managed), traffic can be fast moving and pedestrian casualty levels are very high as people wish to cross the street at will. There is a real contrast between the high casualty levels south of Hanover Park and low pedestrian casualties in the pedestrianised section to the north.
  - Pavement widths are inadequate for the volumes of pedestrians and pedestrians spill out to the road throughout. This particularly evident in the crowded sections north and south of the station.
  - The side roads are very cluttered both with standard street furniture but also with the remains of failed traffic management schemes that have not been removed.
- In the longer term a reappraisal of the purpose and role of Rye Lane is needed if these issues are to be addressed. The high numbers of shoppers on foot and the high numbers of casualties are at odds with the narrow pavements, the large capacity of the carriageway (for the volumes of traffic that use the street) and the ability of vehicles to move through the space at speed.
- At the heart of any future scheme is the need to support and encourage a successful retail environment. It is likely that far more overt pedestrianisation may well be needed in the form of wider pavements, safer and easier crossing and a reduction in the danger from motor vehicles (whether buses, cars or delivery vans).



# Improving Peckham Town Centre – 3. Rye Lane. Illustrating the main issues.

## 1. Imbalance between vehicles and pedestrians.



Pedestrians pushed to the margins – wide often empty carriageway.

## 2. Narrow pavements.



Narrow crowded pavements – especially problematic by the station.

## 3. Crossing Rye Lane.

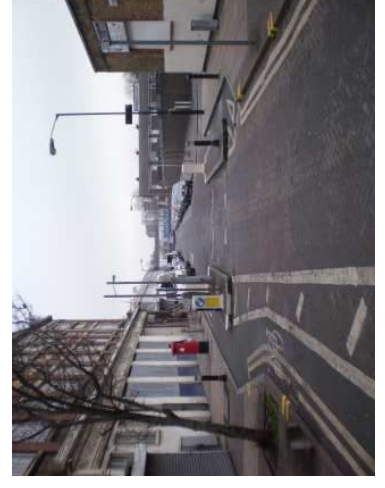


Pedestrians wish to cross at will to shops on the other side of the street.

## 4. Clutter.



...on pavements.



...on sideroads from failed traffic management schemes.

## Improving Peckham Town Centre – Summary Of Proposed Improvements.

- In summary the following improvements are proposed for the roads that form Peckham town centre – Peckham Hill St, Peckham High St and Rye Lane.

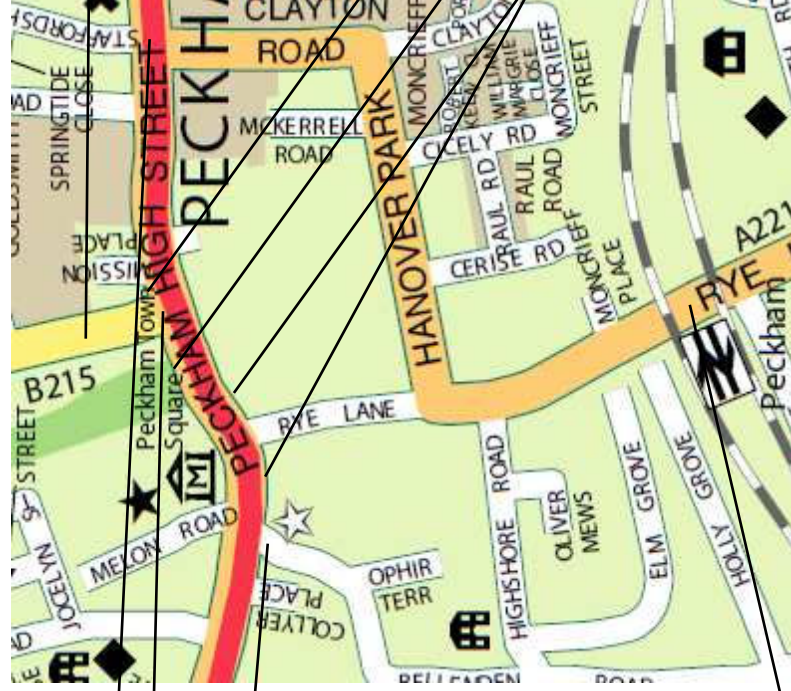
### Junction Improvements and Simpler Crossings for pedestrians needed at:

- Clayton Rd.
- Peckham Hill St.
- Bellenden Rd (junction width needs to be reduced).

### Peckham Hill St.

- Safer east-west crossings needed throughout its length.
- Slower speeds.

These should be achieved by the LIP funded £300K spend in 2010/2011.



### Rye Lane – rethink needed (south of Hanover Park) of:

- Role of the street. People treat it as a pedestrianised high street (wanting to cross at will) but some vehicles are moving fast along it.
- Pavement widths are inadequate throughout for the volumes of pedestrians. Pavements are especially crowded by the railway station.

### Wider pavements needed on Peckham High St at:

- Junction with Peckham Hill St (opportunity to reduce road capacity on the north-east corner).
- North side between Peckham Hill St and Summer Rd.
- South side from the bus garage to Bellenden Rd.

20mph speed limit needed within the town centre area and especially throughout the length of Peckham High St.



# The Gateway Roads – 1. The Northern Gateway – Old Kent Road to Peckham High St.

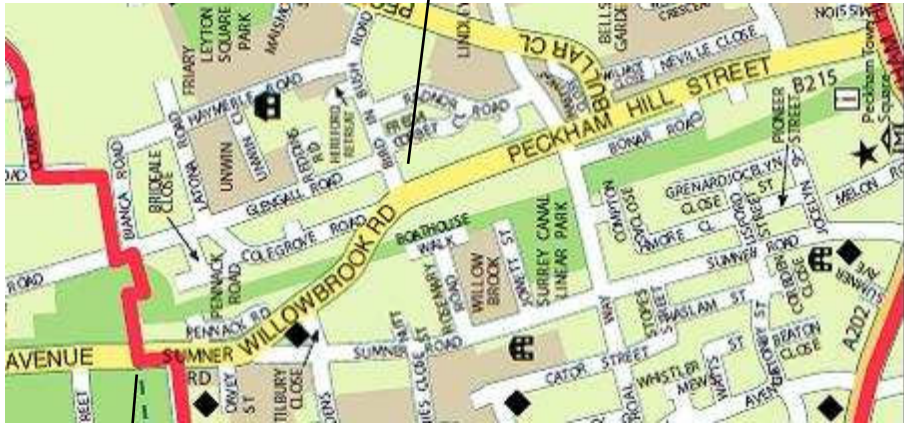
- The route is made up of two parts. The northern section runs from the OKR to the start of Peckham Hill St. along Trafalgar Avenue and Willowbrook Rd and consists of uncalmed straight stretches. Vehicle speeds are especially high as the route passes Burgess Park.
- The second section, where casualties are particularly high, runs the whole length of Peckham Hill St. The road is characterised by being narrow and straight with very narrow pavements on the west side. There are no cycle lanes along the route.

### Trafalgar Avenue

- Key link across Trafalgar Avenue between the sections of Burgess Park.
- Important section heavily used by both cyclists and pedestrians. There is a light controlled crossing BUT no claming. As a result approach speeds can be very high.
- Proposed green finger type treatment to connect Burgess Park with the canal route to Peckham as is planned across Albany Road.



View north-long straight & fast.



Casualties in Past 3 Years – OKR to Peckham	
Pedestrian Casualties	12
Cyclist Casualties	6



View south along Peckham Hill St - long straight & fast.



## The Gateway Roads – 2. The Western Gateway – Southampton Way to Rye Lane.

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### Junction of Peckham Rd & Lyndhurst Way

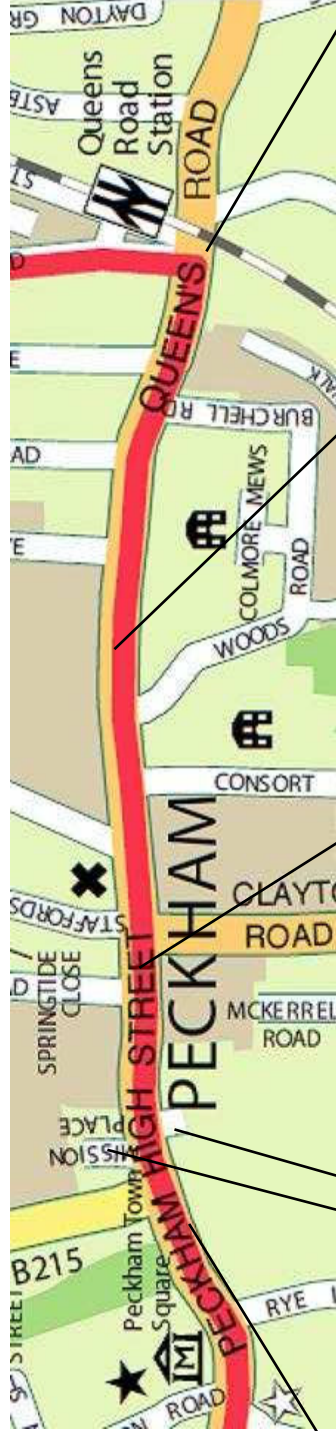
- Amazing levels of over-capacity for motor vehicles at this junction.
- Junction itself takes up vast amounts of space and the west bound right turning lane of Peckham Rd has been sectioned off with red and white plastic blocks for at least a decade.
- On the northern side of the junction is the residential housing and a medical centre.
- The whole junction needs to be redesigned and capacity reduced to allow people shorter and safer crossings throughout.

### Crowded Narrow Pavements

- Improvements at the junction of Peckham High St and Rye Lane will offer significantly more space for pedestrians and cyclists BUT
- Pavements are very crowded from Rye Lane west to the Academy owing to the numbers moving east-west and wanting to use public transport. Crowding is a major problem at the bus stops.
- Large amounts of clutter from street furniture and retail spilling out on to the pavement. Pavement widths need to be increased.
- Casualties are high throughout this section owing to the large numbers who need to cross north-south across the High St. Street design needs to consider the town centre high street role the road plays and not solely function as a through route.

# The Gateway Roads – 3. The Eastern Gateway – Queens Rd Station to Rye Lane.

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## Pavements

- Narrow and cluttered pavements from the bus garage through to Rye Lane.
- Many pedestrians use this crowded link to the town centre from the bus station.



## Side Roads

- Poorly maintained and managed sections of the red routes.
- Could be used to create pedestrian or cycling links into the areas beyond.
- Spaces are currently either unmanaged (with cars parked haphazardly) or neglected with no plan for their potential uses.



## Crossings

- Complicated multi-stage crossings for pedestrians.
- Guardrailing throughout adds to clutter and sense of pedestrians being caged in.
- Vehicles frequently park over the pedestrian crossings.
- No cycle facilities.



## Carriageway Widths

- Heading west, road widens from 2 lanes to arguably space for 6 lanes at the site of the Woodene Estate.
- Road space must be rationalised to reduce capacity and speeds.
- Space recovered (even if only the hatching in the middle of the road) would be more than enough to create a tree lined boulevard!



## Queen's Rd Station

- Improved space in front of station BUT...
- High approach speeds to the pedestrian crossing from east and west on the red route.
- Narrow pavements under the bridge on the northern side.
- Space compromised by large amounts of guard railing.

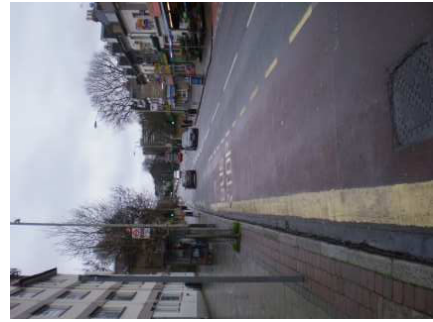


## The Gateway Roads – 4. The Southern Gateway – Forest Hill Rd to Rye Lane.

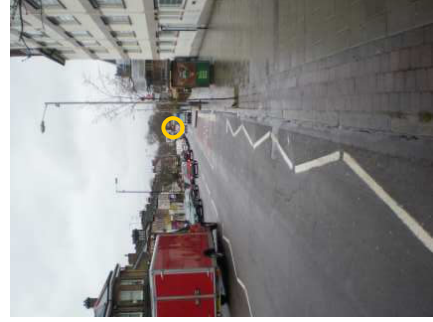
- The route is made up of three distinct sections. From the south Forest Hill Rd runs north to Peckham Rye. The more southerly part of Peckham Rye runs north along the edge of the park to the junction with East Dulwich Rd and Nunhead Lane. Peckham Rye then runs north to its junction with Rye Lane.

### Forest Hill Rd.

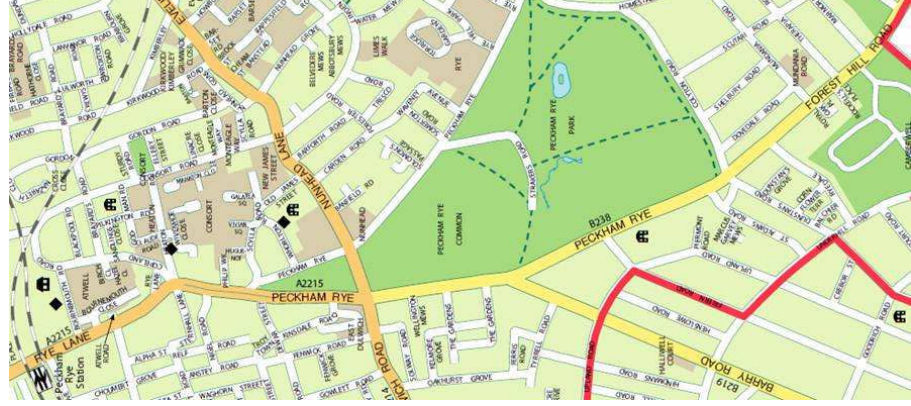
- Although casualties are relatively low, there are significant problems on this stretch owing to difficulties of crossing the road and access to the parades of shops and public transport from:
  - High vehicle speeds (especially approaching down the hill from the south).
  - Lack of formal crossings. There is no formal crossing between Rockell's Place and Colyton Rd.
- Although CGS funding is planned for 2010/2011, more is needed to encourage the local shopping facilities on the west side of Forest Hill Road. A scheme similar to that on Great Suffolk St (although this is a far more major road) would help to give a clear identity to the shops in this area and to make crossing to and from them far easier throughout the length of the parades.



High vehicle speeds heading north and passing the shops.



View from Rockell's Place – yellow circle marks the lights at Colyton Rd.



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### The Harris Boys Academy.

- The new site of the Academy is scheduled to open in September 2010. The relationship between the new school and Forest Hill Rd presents a number of problems that should be considered/tackled before this date.
- Although there are speed cameras in both directions in front of the site, these are set to be activated at 30mph. The speed that vehicles should pass the Academy should be no more than 20mph given the high numbers of students who will access the school at the start and end of the school day.
- Although it is good that there are yellow zig-zag lines on both sides of the road at this point, these will (if effective) create a free space that will encourage vehicles to increase speeds.
- The pavement on the east-side of the road at this point is very narrow and will pose a significant threat to exuberant boys.
- There are no cycle lanes on Forest Hill Rd.



East side - Very narrow pavements



Main entrance – is a crossing needed at this point by the entrance to the park?

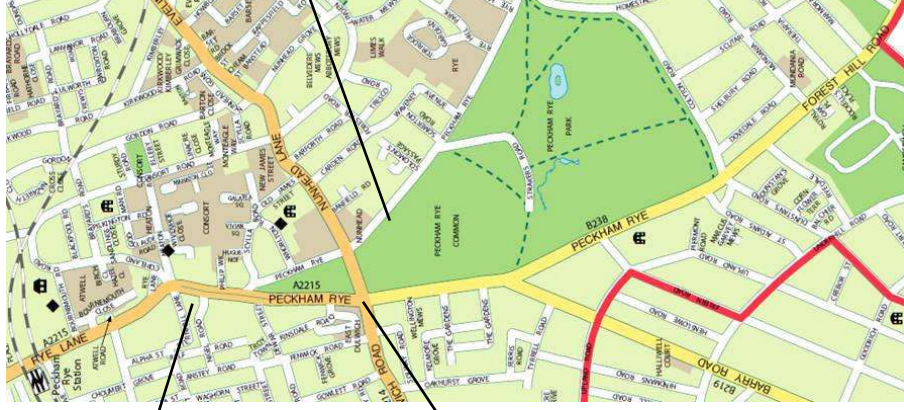
## The Gateway Roads – 4. The Southern Gateway – Forest Hill Rd to Rye Lane (continued).

### Nigel Rd Junction with Peckham Rye.

- High levels of casualties owing to the width of Peckham Rye encouraging high speeds, the range of vehicle movements allowed by the road layout and the large number of pedestrian movements across the road owing to the interchange with many buses and the parade of shops.
- A major scheme is currently being installed (March 2010) as an attempt to address these issues.

### Junction With East Dulwich Rd & Nunhead Lane.

- There are high levels of casualties at this junction. Large road capacity and at times fast moving traffic approaching from all directions add to pedestrian danger.



### Lack of Cycle Facilities.

- A major feature of the routes into Peckham from Nunhead and Honor Oak Park is the lack of safe cycle facilities.
- There are no cycle lanes along Peckham Rye from Nunhead and this leaves cyclists sharing the road with often fast moving traffic that combines private vehicles, lorries and buses.
- Ideally an off-road cycle route would be created on Peckham Rye Common but considerable consultation has previously occurred about such a scheme and concerns were raised owing to the potential conflicts between cyclists and pedestrian users of the park.
- It remains the case, however, that there is a high need for a safer route for cyclists and further exploration of this should be considered.





## The One-Way Systems – East of Rye Lane (includes Clayton Rd & Consort Rd).

- The roads that serve to allow most vehicles to avoid Rye Lane to the east and west play a significant role in severing the town centre off for those who wish to cross them on foot to visit the town centre.
- East of Rye Lane the one-way system which is fed by Clayton Rd and Consort Rd north of the mini-roundabout is particularly hard to cross. Being one-way, traffic moves naturally more quickly and pedestrians are compelled to cross both vehicles heading north (Copeland Rd) and those heading south (on the southern section of Consort Rd).

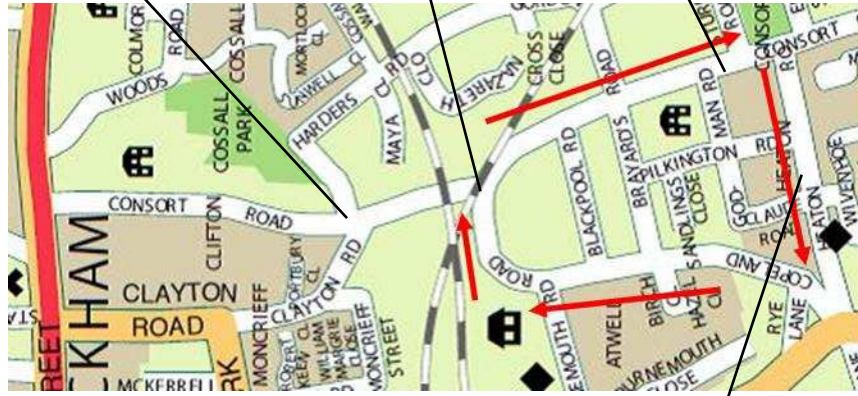
Views of Copeland Rd – looking south.



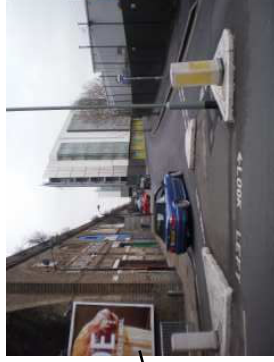
Views of Copeland Rd – looking north.



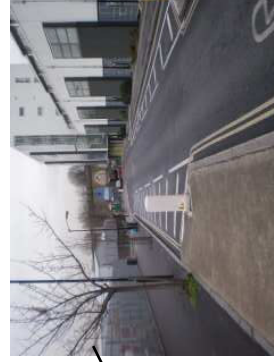
Heaton Rd – two lanes of fast moving traffic moving west.



- The mini-roundabout:
- Lengthens crossing distances for pedestrians.
  - Encourages high approach speeds by vehicles assuming they have priority at the junction.



- Road layout consistently :
- Facilitates faster vehicle movements as junctions are designed to smooth vehicle flows.
  - Makes crossing for pedestrians less easy as there are few crossing points, roads are wide and speeds are relatively high.



- Approaches to date:
- Have attempted to address these issues by reducing carriageway capacity but much dead carriageway space remains and a soulless street-scape results.

## The One-Way Systems – West of Rye Lane – Bellenden Road Shops.

- Although the one-way system that sits to the west of Rye Lane is not as intrusive its counterpart to the east, it still causes vehicles to increase their dominance of relatively small streets that are residential in quality.
- Although the parade of shops on Bellenden Rd does not sit on the one-way system it suffers a number of effects from it which reduces its accessibility and attractiveness as a shopping area for local people on foot.

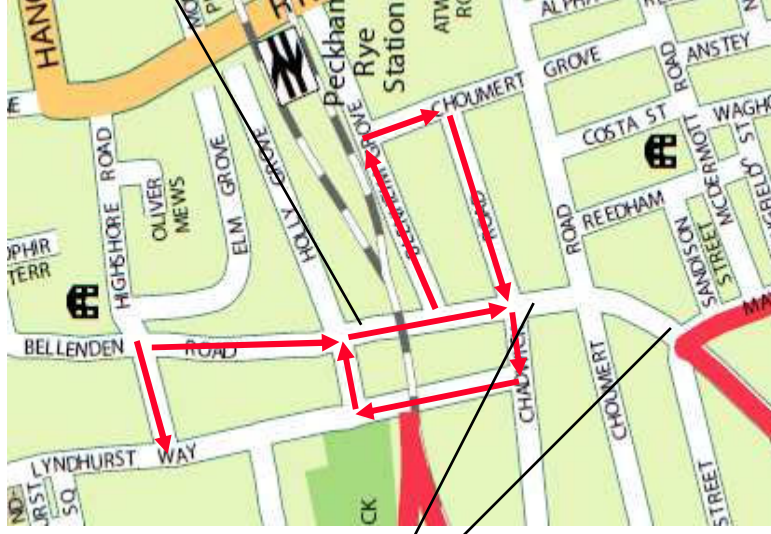


The parade of shops on Bellenden Rd is poor for pedestrians owing to:

- High vehicle speeds and consequent difficulties crossing the road.
- Narrow, crowded and cluttered pavements.

Consider:

- (Where possible) widening pavements/ creating build-outs to help people cross and slow vehicles down.
- Better management of clutter/ enforcement of parking rules.
- Turn the island crossing on Bellenden Rd between Choumert Rd and Chadwick Rd into a zebra crossing.



Area map – one-way streets shown in red.



Redundant road capacity on

Bellenden Rd at the same time as narrow pavements leads to high speeds. Consider removing the single yellow parking lines on Bellenden Rd between Holly Grove and Choumert Road to allow on street parking. This would:

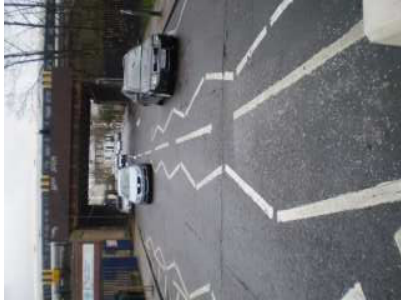
- Narrow this section of road and help (with calming) reduce vehicle speeds to 20mph.
- Provide additional parking to benefit the many struggling businesses of Bellenden Rd





## The One-Way Systems – West of Rye Lane (continued).

- The key streets affected by the one-way system are the rectangle formed by Bellenden Rd, Chadwick Rd, Lyndhurst Rd and Holly Grove and the section of Bellenden Rd north of Holly Grove. The negative effects are those typically associated with one-way systems and relate to:
  - Increased vehicle speeds (owing to the confidence drivers have that they will not meet anyone coming the other way).
  - Roads that are harder to cross (as pedestrians often face two-lanes of vehicles coming towards them).



Two lanes of vehicles heading north along Lyndhurst Way – no crossing facility between Warwick Gardens and Chadwick Rd.



Chadwick Rd.

- In addition to these issues, there is a double mini-roundabout at the junction of Bellenden Rd and Highshore Rd which further adds to the difficulties for pedestrians. The points at which pedestrians can cross are set back from the former line of the pavements, vehicles assume they have priority owing to the presence of a roundabout-based junction and crossing distances are increased by the increased splays at each arm of the roundabout.



- Negative effects of the one-way system are also felt on other major entry and exit roads to the system and include:

**Nigel Road**

**Adys Rd/  
Oglander Rd/  
Maxted Rd**

**Choumert Rd/  
Alpha St**

**Lyndhurst  
Grove/Way**

## The One-Way Systems – West of Rye Lane (continued). Improving links between Warwick Gardens & Holly Grove.

- One of the effects of the one-way system west of Rye Lane is to highlight the poor quality links between two green spaces in the area – Warwick Gardens & the gardens that run along the north side of Holly Grove.
- Access between the two is extremely poor owing to the fact that:
  - Holly Grove consists of two lanes of east-flowing carriageway between Lyndhurst Way and Bellenden Rd at this point.
  - The pavement is extremely narrow on both sides of the road and especially narrow on the northern side which pedestrians would be more likely to use in crossing between these two green spaces.
- There is a clear potential for an easy win to reduce the dominance of the space that vehicles have at this point by (at the very least) widening the northern section of pavement significantly.



Warwick Gardens.



View east from Warwick Gardens  
– wide carriageway and extremely narrow pavements.



View west from Holly Grove Gardens.



Holly Grove Gardens.



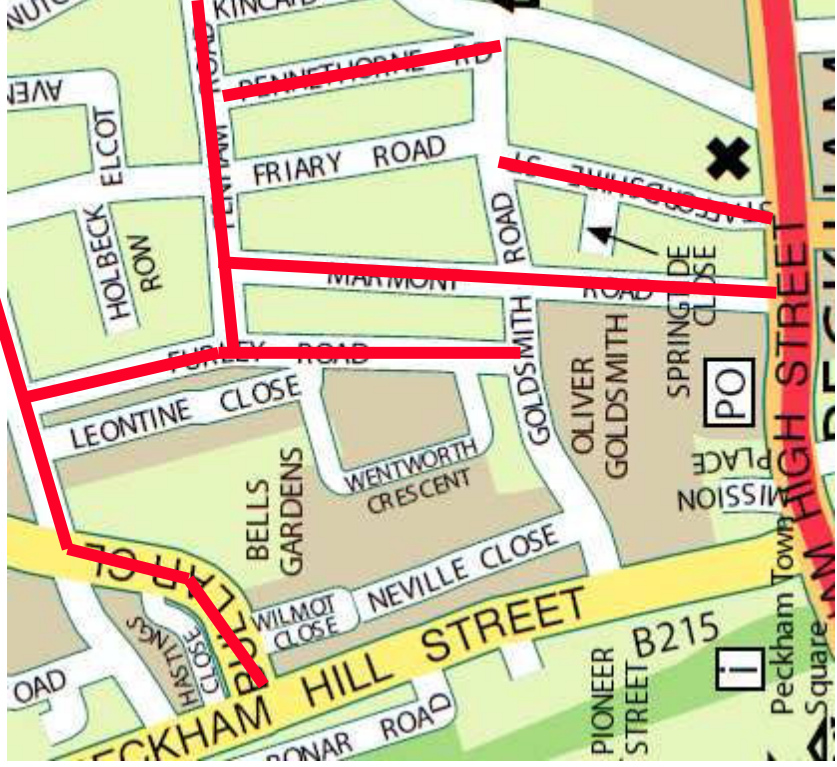
## North Peckham – Bells Garden & Oliver Goldsmith Estates.

- In spite of the large numbers of residents living in and around this area and the numbers of children who go to school at the Peckham Park Primary School, vehicles are able to use a number of roads in the streets north and east of Peckham High St and Peckham Hill St as rat runs to avoid the junction of these two main roads. Although collision levels appear low, vehicles and especially vans fly down these streets and are intimidating to the large numbers of pedestrians in the area.



Cars and vans rat running south along Furley Rd.

Area map – uncalmed roads shown in red.



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Staffordshire St – relatively lightly used but vehicles can travel fast down it. Could this be turned into a play street via a Sustrans DIY street project or similar?



Marmont Rd used as a rat run throughout its length. Passes Peckham Park Primary School and Oliver Goldsmith Estate. Are there opportunities for Safer Routes to School funding?



No drop kerb provision for buggies etc at the junction of Marmont Rd and Goldsmith Rd – right next to the All Nations Nursery!

## East Dulwich to Nunhead.

- The route from East Dulwich through to Nunhead and the borders of Lewisham has high numbers of casualties. Key here is the desire of people to cross to the facilities that line this route and the problems of (at times) free flowing traffic. Important facilities run right along this route including parks and green spaces, leisure facilities and, most significantly, the shops to the north of East Dulwich Rd and in Nunhead town centre on Evelina Rd.



Casualties in Past 3 Years – Peckham Rye to Evelina Rd	
Pedestrian Casualties	14
Cyclist Casualties	5

Safe crossings are needed across the wide EDR to shops, school and playground.





## Linking Up Green Spaces – The Opportunities in the Peckham CC area.

- Green Links is a Southwark-wide project seeking to create a network of routes between green and open spaces that offer an alternative to streets dominated by vehicles. They are intended for residents to get about the borough in a healthy, safe and pleasant environment in their day-to-day journeys for work, school shopping and leisure.
- The routes are intended to provide direct benefits:
  - To people’s physical and mental health.
  - In improving the environment in terms of both air and noise.
  - Contributing to the Council meeting climate change obligations, by offering credible & attractive alternatives to short car journeys.
  - Encouraging people make a far greater number and range of journeys by walking and cycling.

### • A number of Green Links have been proposed in Peckham & Nunhead. In the Peckham CC area. They are:

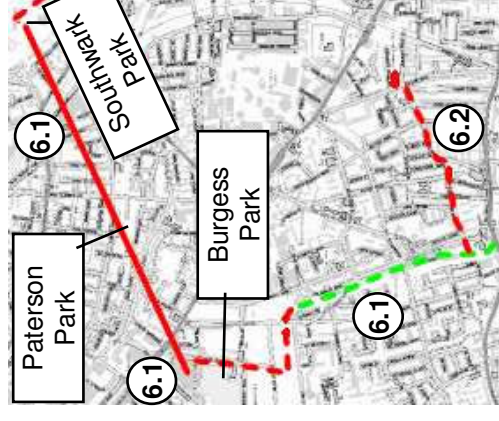
- 6.1 Peckham to Southwark Park and the amenities of the Rotherhithe Peninsula. A route would run north along the canal path to Burgess Park. The route would then be signposted to Southwark Park and Rotherhithe and run via Paterson Park.
- 6.2 Peckham to Brimington Park. This route would run along Goldsmith Rd and Meeting House Lane. The main work along this route would be making a safe crossing at Peckham Hill St (LIP funding is in place for this) and at the mini-roundabout at the junction of Meeting House Lane and Asylum Rd.



6.1 Surrey Canal Path.



6.2 Pedestrian crossing distances increased significantly by large space taken up by mini-roundabout by Brimington Park - location of a number of collisions



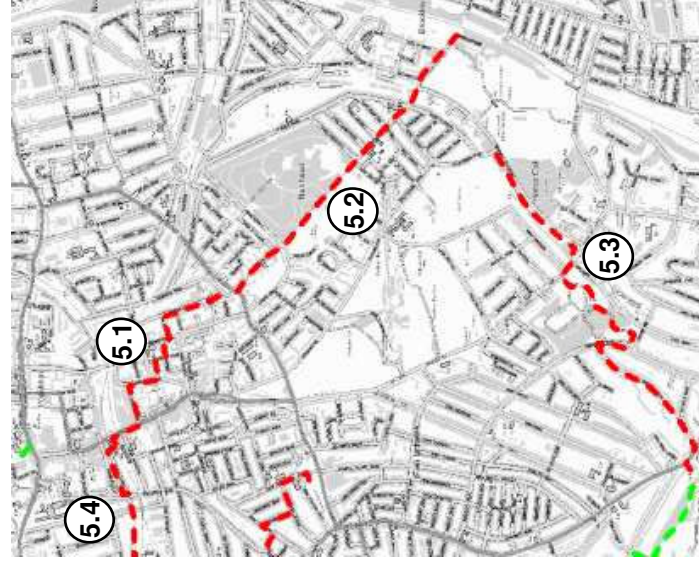
### Peckham CC Area – Proposed Routes.

- 6.1 Peckham to Southwark Park (& Rotherhithe).
- 6.2 Peckham to Brimington Park.

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## Linking Up Green Spaces – The Opportunities in the Peckham Rye & Nunhead CC area.

- In the Peckham Rye & Nunhead Community Council area, the proposed Green Links are:
  - 5.1 Peckham Rye Station to Nunhead town centre at Evelina Rd via Consort Park. The route runs via Bournemouth Rd (preferably through the proposed Copeland Cultural Quarter), Copeland Rd, Godman Rd passing Consort Park and on to Gordon Rd.
  - 5.2 Nunhead town centre to Eddystone Bridge at the Lewisham border. The route runs along Nunhead Grove, along the whole length of the Brockley Footpath south along Inverton Rd and Brockley Way.
  - 5.3 One Tree Hill (south Nunhead) to Dulwich Park. This route uses the paths through the linear park on Brenchley Gardens as far as Forest Hill Road. It then goes through Camberwell Old Cemetery, mostly on existing paths but with a short new length of path and new gate to cross Underhill Road onto Overhill Road before crossing Lordship Lane and entering Dulwich Park at the Fireman's Alley entrance.
  - 5.4 Peckham Rye Station to Camberwell. Via Holly Grove Gardens, Holly Grove, Warwick Gardens, Azenby Rd, Lyndhurst Grove, McNeil Rd and Camberwell Grove.



### Peckham Rye & Nunhead CC Area – Proposed Routes.

- 5.1 Peckham Rye Station to Nunhead town centre
- 5.2 Nunhead town centre to Eddystone Bridge at the Lewisham border.
- 5.3 One Tree Hill (south Nunhead) to Dulwich Park.
- 5.4 Peckham Rye Station to Camberwell.



# Linking Up Green Spaces – Illustration Of Some Of The Proposed Improvements.

## Green Links in Peckham Rye & Nunhead.



5.1 Improving the link for pedestrians from Copeland Rd to Godman Rd.



5.1 The introduction of greenery, removal of much unused carriageway and increased use by those on foot & on bikes could help bring streets like Godman Rd (above) and Bournemouth Rd to life.



5.2 The heart of the route – making Brockley Footpath a more attractive and safer option for those on foot and on bicycles.



5.3 Creating a path for those on foot and on bikes through the linear park of Brenchley Gdns.



5.4 Linking Holly Grove Gardens and Warwick Gardens at the short one-way stretch of Holly Grove. 23



## Bringing Streets To Life.

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- Although there are many pleasant and attractive streets in Peckham, it is noticeable that a number of streets that are close to the town centre are barren and devoid of character.
- These are streets that have relatively little traffic and which are not particularly heavily parked in. They are characterised by having large amounts of bare and empty tarmac and little in the way of trees or other planting to bring them to life.
- It is suggested that these are prime candidates for a major rethink with the options of turning them into pocket parks, allotments, Green Links or low cost versions of HomeZones via the DIY Streets scheme from Sustrans). Involving local people in the discussion of what should become of them could lead to CGS bids that could transform them from their current sterile state to a benefit for the local community.
- Examples of the sterile streets (east of Rye Lane):



Claude Rd



Blackpool Rd



Godman Rd



Bournemouth Rd

## Regenerating and Improving Public Spaces.

- There are a number of very poor public spaces close to the centre of Peckham. These are extremely intimidating to pedestrians during the day (let alone at night) and are characterised by being barren, with little or no life to them at all. Below, one example is shown the could be part of an interesting and attractive walking route to the town centre from for example the Cossall Estate to the east.
- This route leaves Rye Lane by the Multiplex cinema at Moncrieff Place, passes behind the multi-storey car park before reaching Moncrieff St.



Moncrieff Place – the large windows (formerly Woolworths) have recently been removed and replaced with blank walls.



Peckham Multiplex.



Between the car park and the railway line.



Route to Moncrieff St.

## Access to Peckham Rye Station.

- The Peckham Rye station travel plan is currently looking at routes to the station from the neighbouring area. Although its focus is on soft measures and behavioural change to encourage people to walk to the station, the layout of roads in the area does little to go beyond the purely functional provision of walking routes. With some imagination, it would be possible to create pleasant and attractive routes that the large numbers of people who live nearby would want to use to reach both the station and the town centre.
- Key is the imbalance in the provision of space between the needs of the relatively small numbers of vehicles that use the streets that surround the station and the provision for pedestrians.



Poor quality public realm by the pedestrian entrance to the station on Blenheim Grove – clutter from the redundant access scheme still remains.



Blenheim Grove – looking east towards the station entrance and Rye Lane.



Blenheim Grove – looking west towards Bellenden Rd. Imbalance in the provision of carriageway space for vehicles and narrow and poorly maintained pavements.



## Funding for Planned Improvements.

- There is already significant funding in place to address a number of the issues as part of the Local Implementation Plan (LIP) from Transport for London. The table below show the locations, the approximate amounts and timing for these improvements. LIP funding relates to borough roads only and does not cover any improvements that may also be planned (and needed) on the TfL managed red routes roads.

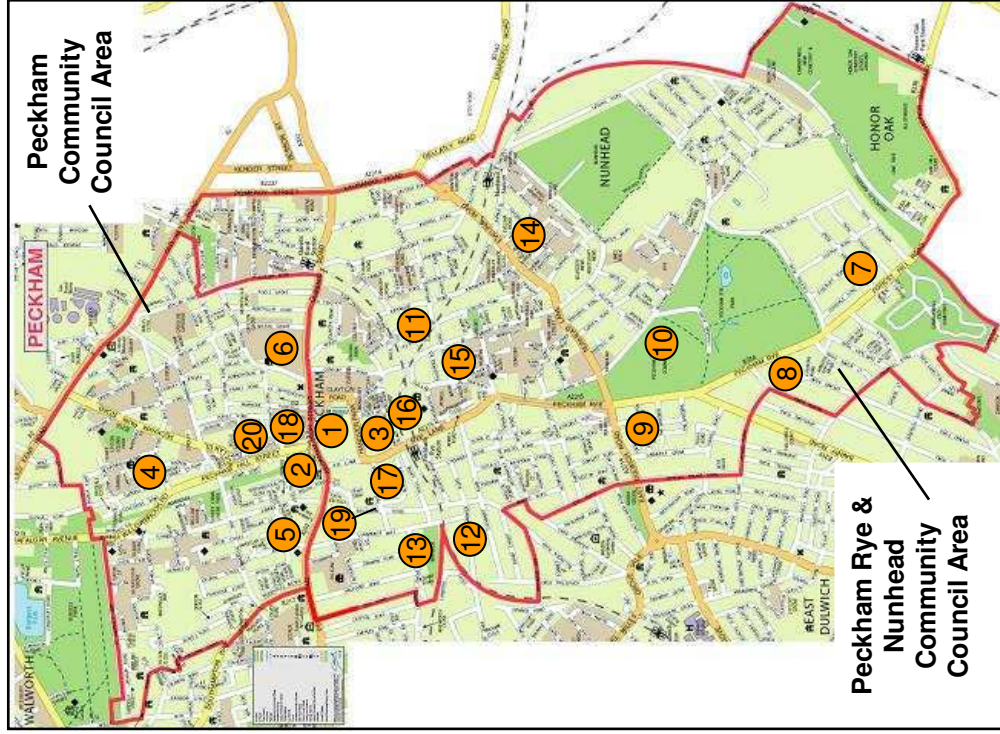
Location	Scheme	2010/ 2011	2011/ 2012	2012/ 2013
Peckham Hill St (between Commercial Way and Peckham High Street).	<ul style="list-style-type: none"> <li>• Road safety and bus stop interchange improvements (20mph limit).</li> </ul>	£300K		
Bird in Bush junction with Peckham Hill Street.	<ul style="list-style-type: none"> <li>• Raised zebra to improve road safety and access to the canal and the introduction of a 20mph speed limit on this stretch of road.</li> </ul>	£200K		
Peckham Rye South (between Scylla Road, East Dulwich Road & Nunhead Lane).	<ul style="list-style-type: none"> <li>• Review of signalised junctions, pedestrian and cycle improvements.</li> </ul>	£190K	£300K	
Evelina Road pedestrian improvements	<ul style="list-style-type: none"> <li>• Traffic calming and improved crossing points. Calmed central area.</li> </ul>			£250K
Nunhead Station.	<ul style="list-style-type: none"> <li>• Accessibility improvements around station.</li> </ul>			£151K
Copeland Road and Consort Road.	<ul style="list-style-type: none"> <li>• Improvements to pedestrian and cycle facilities, particularly around school on Brayard's Road.</li> </ul>	£250K		
Bellenden area traffic management scheme.	<ul style="list-style-type: none"> <li>• Review of one-way system and network operation in the Bellenden area.</li> </ul>			£75K
Peckham access improvements.	<ul style="list-style-type: none"> <li>• Accessibility and declutter/public realm improvements on the streets that run between Commercial Way and St George's Way.</li> </ul>			£215K



## Summary Map Of Improvements.

- The improvements outlined in the earlier pages are summarised below:

### Map Of Proposed Improvements



### Proposed Improvements By Location

- Peckham High St.** Widen pavements (especially by bus stops), improve crossings, lower vehicle speeds.
- Junction Peckham High Street & Peckham Hill St.** Create crossing area to the Square and the bus stops – widen pavements.
- Rye Lane.** Shared space – very low speeds, crossing throughout.
- Northern Gateway: OKR to Peckham High St.** Lower speeds; safe crossing at Burgess Park (consider green finger (as proposed for Albany Rd)).
- Western Gateway: Southampton Way to Rye Lane.** Widen pavements; reduce excess road widths; address Lyndhurst Way junction size.
- Eastern Gateway: Queens Rd to Rye Lane.** reduce excess road widths; simpler crossings (towards town centre).
- Southern Gateway: Forest Hill Rd to Rye Lane.** Slower speeds; safer crossings.
- Harris Boys Academy.** Rethink needed ahead of Academy opening.
- Junction East Dulwich Rd & Nunhead Lane.** Review needed; road capacity reduced; speeds lowered; cycle facilities created.
- Peckham Rye (east of park).** Off-road cycle lane needed in Park.
- One-Way system (east of Rye Lane).** Reduce traffic dominance and speed. Consider return to two-way streets.
- One-Way system (west of Rye Lane).** Reduce traffic dominance & speed. Widen pavements/create build-outs (perhaps with tree planting) on Bellenden parade of shops.
- Linking Warwick Gardens & Holly Grove.** Widen pavements.
- Nunhead Town Centre.** Lower speeds, safer crossing, wider pavements.
- Sterile Streets.** Consider linear parks; Sustrans DIY Streets projects.
- Footpaths by Car Park.** Improve lighting; dramatically increase planting.
- Access to Peckham Rye Station.** Dramatically reduce carriageway and increase pavement space.
- Stub Roads on the red route (such as Mission Place).** Need to be returned into town centre streets.
- Mini-roundabout at junction of Bellenden Rd & Highshore Rd.** Newly installed but serves to facilitate vehicle movements and should be removed.
- North Peckham.** Safer streets needed at Bells Garden and Oliver Goldsmith estates.