

Feedback on issues highlighted at Peckham and Nunhead Community Council on 20 June 2012

Question	Responses
<p>Question 2 Public question raised at the last community council on 20 June 2012.</p> <p>Removal of railings along Peckham Hill Street and junction of Peckham High Street</p> <p>Action The community council requested transport for London (TfL) attends a community council meeting to explain what their policy was with regard to the removal of the railings highlighting the concerns, expressed at the meeting.</p>	<p>The following response was sent from TfL</p> <p>Thank you for your correspondence. Unfortunately I will not be attending the meeting on the 24 September. However, I hope my response below helps.</p> <p>By way of background, the Mayor's Transport Strategy highlights the need to improve the experience of pedestrians by taking action to ensure safe, comfortable and attractive walking conditions. One of the ways to achieve this is to enhance the pavement space for pedestrians by removing guardrails and other such obstacles. Ultimately, the goal is to de-clutter and tidy up London streets, making them a safer and more pleasant environment for those living and visiting the Capital. In addition extensive research by the Department for Transport combined with our own and others experience has shown that the theoretical safety benefit that it was assumed in the past that these railings provided, does not manifest itself in reality.</p> <p>In line with this, Transport for London (TfL) has been reviewing the use of pedestrian guardrails across the TfL Road Network including. The reviews include a stringent risk assessment and a road safety audit, which looks at every site independently. In turn, a safety audit response is also produced. The audit will take into consideration any safety risks that may arise as a result of removing the guardrail and in most cases the issues are subjective. A number of factors come into play before a decision is made, including:</p> <ul style="list-style-type: none"> • Guardrail is obstructive and inconvenient for pedestrians • It is a hazard to cyclists, who can become trapped between it and vehicles • It narrows crossings, causes overcrowding, and results in pedestrian becoming stuck in the road • It reduces visibility between drivers and pedestrians and in particular impedes visibility of small children • It can create a feeling of safety and therefore engender higher speed from drivers. On Jamaica Road where we removed guardrail before and after speed surveys showed a reduction in the 85th percentile speed from 33 to 30mph. <p>I must also stress that guardrails are not a vehicle restraint barrier and do not provide pedestrians protection from vehicles. They can provide a false sense of security to both pedestrians and drivers which could result in both paying less care and attention to their environment.</p> <p>Around 80km of guardrail has already been removed from TfLs network. At two busy junctions where we have removed guardrail, on street customer satisfaction surveys showed that around 80% of pedestrians preferred the layout after the</p>

	<p>guardrail had been removed. Top reasons were the ease of movement and reduction in overcrowding.</p> <p>Please rest assured, following the removal of pedestrian guardrail, further audits are undertaken to ensure that the sites remain safe in operation.</p> <p>Kind Regards, Ismail Fadzil, TfL</p>
<p>Question 3: Public question raised at the last community council on 20 June 2012.</p> <p>Approximately 32 garages in Brenchley Gardens had their electricity disconnected when new fillings were installed. EDF / Southwark would not pay for reconnection this appears to be a complete waste after £44,000 was spent doing the works.</p>	<p>Councillors Mills and Hamvas agreed to take the matter up and provide feedback at the next community council.</p>
<p>Question 3: Public question raised at the last community council on 20 June 2012. The resident stated that the former London Assembly Mayor sent out information to residents which indicated that Londoners would pay as part of their council tax payment, 38 pence per week from 2006/7 until 2016/2017.</p> <p>He asked why council tax payers were charged this amount up 2017 (after the Olympics had taken place) and why couldn't TfL cover the cost for infrastructure and road maintenance and were these extra payments necessary?</p> <p>He asked for further clarification on the following:</p> <ol style="list-style-type: none"> 1. What did the previous London Mayor say about the 38 pence charge to council tax payers? 2. What is the actual time frame for these payments? 3. What exactly would the money be used for? 	<p>Awaiting a response from the Council's finance team.</p>