

Local transport improvements in Nunhead and Peckham Rye

Briefing note prepared for Nunhead and Peckham Rye community council

July 2009

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1. Introduction

Each year Transport for London (TfL) allocates money to the council to deliver local transport improvements. The council's transport planning team have attended Nunhead and Peckham Rye community council in previous years to get ideas for our funding submission, however our proposals have had to fit into TfL's strict criteria in order to be considered and there has been little opportunity to recognise local priorities.

2. What is changing?

From the next financial year (2010/11), the system used to allocate this funding is changing fundamentally. To make the process fairer and less bureaucratic the overall allocation for each London borough will now be calculated with a formula based on various criteria including population, road safety, accessibility and air quality. This approach reduces uncertainty and means that the council, together with the community, can have more say in deciding what kind of schemes are implemented where and when.

Under the new funding calculation the council has been allocated £3,349,000 for 2010/11 (broadly in line with previous years). This sum is likely to be similar for the following two years, allowing us to plan ahead. This figure does not include funding for maintenance or area based schemes which continue to be funded separately.

We are being asked by TfL to identify projects in the following categories:

- Corridors - schemes on key routes that address issues such as congestion, walking and cycling routes, bus journey time and road safety
- Neighbourhoods – schemes to improve local areas, control vehicle speeds, improve the public realm and reduce street clutter
- Smarter travel – the promotion of active travel modes (walking and cycling) and public transport, including the involvement of schools and work places

3. What does this mean for Nunhead and Peckham Rye community council?

We have been working to identify potential projects for consideration by each of the community councils. These projects have been developed by looking at all the transport related data we have plus previous feedback in order to identify local areas with the greatest need and/or opportunity for improvement.

The following is a list of some of the evidence used to identify possible project areas in the Nunhead and Peckham Rye community council area:

- Collision and casualty information
- Input from community council meetings
- Cleaner, greener, safer schemes
- School travel plans
- Walking conditions and cycling routes
- Bus stop accessibility audits
- Correspondence

4. Proposed schemes for prioritisation

From the information above we have identified five potential schemes within the Nunhead and Peckham Rye community council area. As funding is limited, delivery of these projects will depend on local and borough wide priorities and projects will have to be prioritised. Proposed schemes are described below as small, medium or large. A large scheme may take several years to deliver. See Figure 1 for a map showing the locations of the proposed schemes.

4.1 Evelina Road

Nunhead Lane and Evelina Road form a strategic route that carries significant levels of traffic through the area. High traffic volumes and high speeds on certain sections form a barrier to pedestrian movement and detract from the setting of local shops and amenities. Collisions have been recorded at key junctions with resulting casualties including children. The village area is attractive despite this, but there remains considerable scope for improvement. A scheme in this area would seek to improve conditions for pedestrians by providing additional crossing points and making junctions safer. The central section of Evelina Road could be treated in such a way as to give it a distinctive feel and to reduce motor vehicle dominance. High speeds could be addressed with a trial of average speed cameras and / or traffic calming. General improvements including provision of seating and improved pavements could be provided. *Medium.*

4.2 Nunhead station surrounds

The area around Nunhead station currently provides poorly for pedestrians. Access to the station is disjointed and there are few crossing points. The area has a high crime rate and the local environment could be improved. Bus stops are not well located. To address these

issues better crossing points could be implemented, bus stops relocated and a general upgrade of the local environment carried out. *Small.*

4.3 Peckham Rye south

The area identified covers both the east and west branches of Peckham Rye from Scylla Road and Dewar Street in the north down to Barry Road and Somerton Road to the south. These busy streets carry significant amounts of through traffic and crossing them can be difficult for pedestrians. The junction with East Dulwich Road has a very high level of collisions. There is a well used cycle route on the eastern side, but conditions for cyclists are patchy. Not all bus stops meet the required standards. To address these issues a review of the timings of the junctions on East Dulwich Road could be carried out. Additional raised crossings could be provided on both branches of Peckham Rye. A trial of average speed cameras could be carried out to control vehicle speeds. Improvements to the cycle route could be made by implementing additional cycle lanes and removing pinch points. *Medium.*

4.4 Copeland / Consort Road

Copeland Road and Consort Road form part of a one-way traffic system to the east of Rye Lane. The area identified runs from Clayton Road down to Heaton Road. These roads are relatively busy and vehicle dominated and very wide in places. This makes it difficult for both pedestrians and cyclists to cross the area and detracts from the quality of the local environment. Vehicle speeds, particularly on Copeland road, can be high. Pedestrian crossing points are not always in the right place and this affects the local school. There is a marked cycle route through the area, but this is disjointed. To address these issues the existing zebra crossings could be improved by raising them up and adjusting their locations. General improvements to pavements could be made including the provision of seating. The cycle route could be improved by making Brayards Road and Blackpool Road easier to get to. For the longer term, a study could be commissioned to look at the whole one-way system. *Medium.*

5. Borough wide initiatives

In addition to these area specific proposals, we are also developing a package of measures that could be applied across the borough. For example, we are putting together proposals for the travel to school programme, for the provision of cycle training and for the development of car clubs.

6. Next steps

The council is asking that the local community consider the proposed schemes and prioritise them in order of importance. This will help plan our delivery programme for the next three years. Officers are attending Nunhead and Peckham Rye community council to discuss the process and go through the proposals in more detail. We will be asking that people prioritise the proposed schemes and raise any other priorities for consideration.

7. Key dates

May/June 2009	Officers identify possible transport schemes
June/July 2009	Consultation with community councils and other key stakeholders
September 2009	Schemes presented to full executive for approval
September 2009	Submit to TfL
December 2009	TfL confirm Southwark schemes for 2010/11
April 2010	Delivery of funded schemes commences

8. Contact

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Figure 1 – Proposed scheme locations

