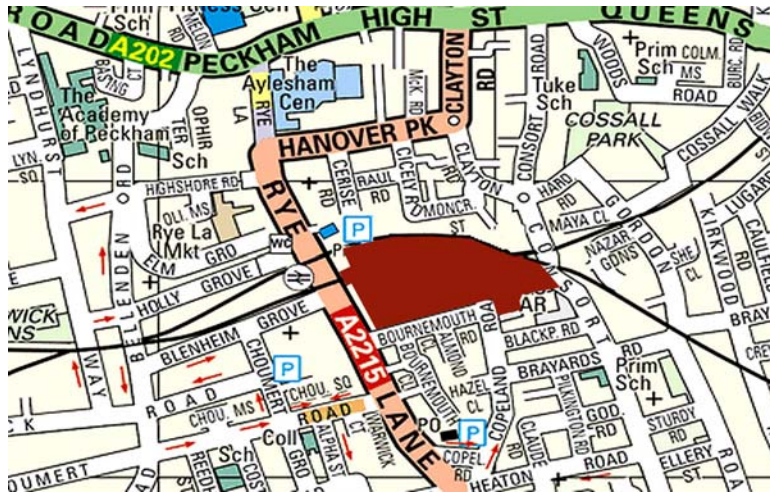


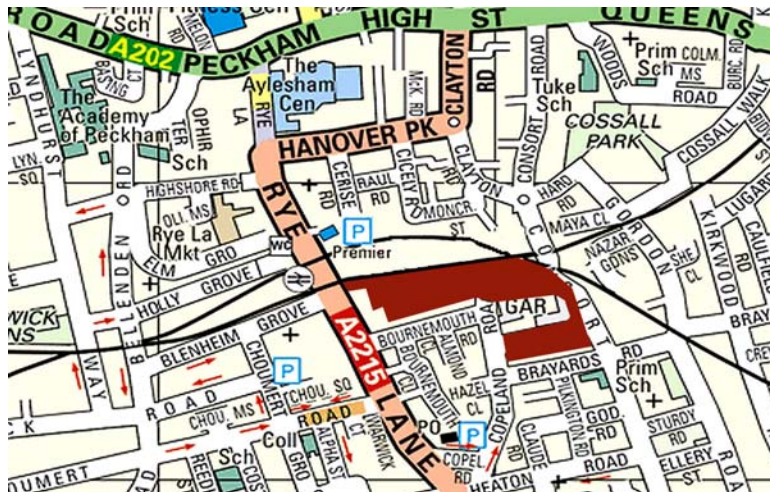
PLANS FOR TRAM DEPOT IN PECKHAM TOWN CENTRE

New 'Split-Site' Depot plan & original 'Single-Site' Depot plan – some comparisons

Original Single-Site Depot Draft Plan



New Split-Site Depot Draft Plan



- 'split-site' depot plan for 34 trams instead of the 48 in original 'single-site' depot plan
- scale of the engineering and maintenance works seem to be similar.
- depot would stretch south almost to Brayards Road; original plan stopped at Bournemouth Rd.
- in new plan there would be new non-depot buildings along frontage of Bournemouth Rd, & land between the railway lines would not be taken.
- Rye Lane shop frontage would be a bit deeper than the 6 metres originally planned.
- the land taken by the split-site depot only marginally smaller than the original single-site depot plan.

- In new plan, depot intrudes much further into the residential area, almost surrounded by housing.
- the new housing on Rye Lane end of site would now remain, right up against the depot.
- all the businesses & jobs, artists' studios & churches, on the land behind the frontages, would still disappear. BuildBase on Blackpool Rd would also now go.
- The bus garage would remain in both plans.
- the long trams (two & half times a bendy-bus) would still come into the depot under the Consort Road railway bridge at two minute intervals in peak hours at a very sharp turn. The junction would be shared with the main north-south road traffic, probably bringing congestion there, & traffic dispersal through residential areas such as Bellenden, Lyndhurst, Nunhead.

The overall disruption and disturbance to town centre economic and social activities, jobs and businesses, and residents' amenities, would still be very significant. Still blight over very large area for at least 10 years.