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ATKINS

Peckham Town Centre Walking and Safety Study

ANALYSIS AND STAKEHOLDER ENGAGEMENT REPORT

July 2016

Table of Contents

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Executive Summary

1


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Introduction

Atkins was commissioned by Transport for London (TfL) in partnership with Southwark Council to undertake a research study in Peckham Town Centre to inform the Peckham Walking project.

Peckham Walking is a partnership project focussed on improving the safety, accessibility and attractiveness of the pedestrian environment in Peckham town centre. The project is part of a wider pilot programme arising from Transport for London's Pedestrian Safety Action Plan and seeks to identify innovative measures to improve road safety that may be applied across town centres in London. The main objectives of the programme are:

- To identify innovative and creative approaches to reduce pedestrian casualties in the town centre, with a primary focus on the reduction of pedestrian casualties.
- To reduce the risk of pedestrian casualties in the town centre through increasing pedestrian activity.
- To improve overall pedestrian experience in the town centre.

Atkins developed a methodology, the Town Centre Pedestrian Safety Toolkit to inform the process. As part of the brief, Atkins undertook extensive data collection and analysis of a number of spatial and behavioural elements such as traffic and collision data, pedestrian flows, land use and key destinations in the area and character of the public realm. The report also includes an overview of the community engagement activities, which included online survey, stakeholder and community workshops, including workshops with local schools, Living Streets Community Street Audits, and a drop-in session with the the local community. The findings from the data analysis and community engagement activities, combined with feedback have been used to develop potential options for the town centre.

Key findings

Peckham town centre is a vibrant, bustling area. It provides a range of land uses including community and health centres, schools, supermarkets, a range of ethnic food shops, cafes and two busy train stations, all of which have a catchment area well beyond the immediate town centre. These facilities, in addition to large housing stock, makes Peckham town centre unique. An online survey carried out during the community engagement process showed that 64% of respondents walk to the area and 45% visit Peckham town centre at least 5 days a week.

However, there are also issues with safety. Within the last five years there were 118 collisions involving a pedestrian, resulting in 121 casualties. While the slight cases were observed throughout the study area, there was a prevalence of fatal and serious casualties along Peckham High Street,including Peckham Road and Queens Road, specifically at the junctions with Rye Lane, Queens Road Station and Southampton Way. While there were some clear cases where a lack of a formal crossing or inadequacy of the crossing provided played a contributory factor for the collision, the majority of collisions took place away from formal crossings

The community engagement activities highlighted that not only has the local community a deep knowledge of current issues, but were also keen to inform and suggest potential improvements. These ideas ranged from the implementation of new crossings, the re-design of Rye Lane/Peckham High Street junction, the relocation of bus stops, the widening of footways along Rye Lane to out of hours delivery slots, or giving organic waste to farmers as a solution to improving recycling. The output of the stakeholder engagement exercise was transposed to the development of potential options.

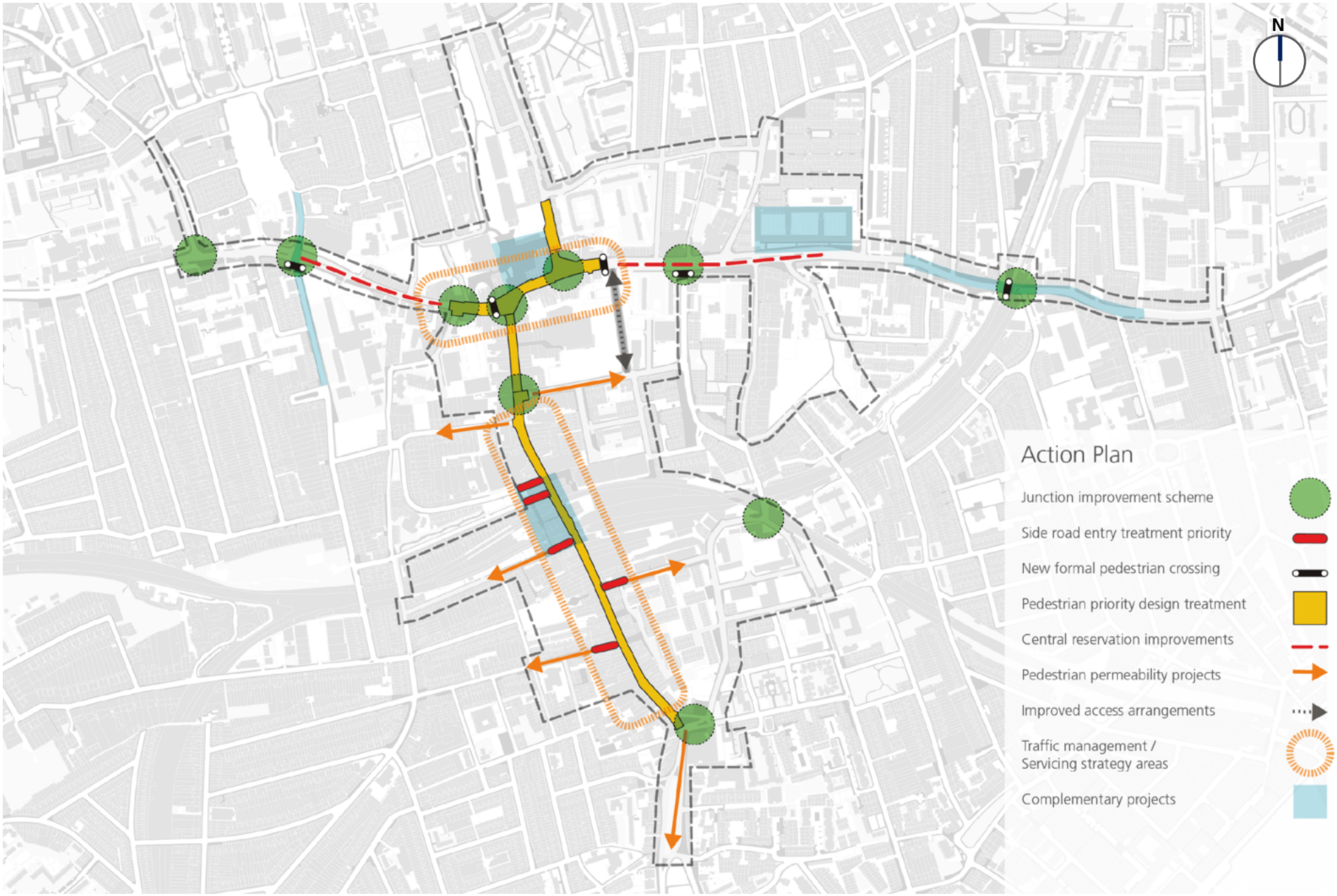
One of the proposals includes a pedestrian priority crossing treatment in front of the new Station Plaza. The objective is to incorporate the proposed public space to Rye Lane, making the crossing in this particular location as safe as possible. Another example is the proposal to reconfigure the Rye Lane / Peckham High Street junction. Another proposal aims to connect the new Peckham Library square to Rye Lane via an innovative crossing design, which aims to make the access between the two destinations safer.

In summary, the potential options plan was developed using 11 core infrastructure strategies and 12 behavioural change measures components. The infrastructure strategies included junction improvement schemes, pedestrian priority design treatment as well as pedestrian permeability projects. The behavioural change measures include promotion of alternative walking routes via quieter streets, road safety marketing campaigns and school travel planning schemes.

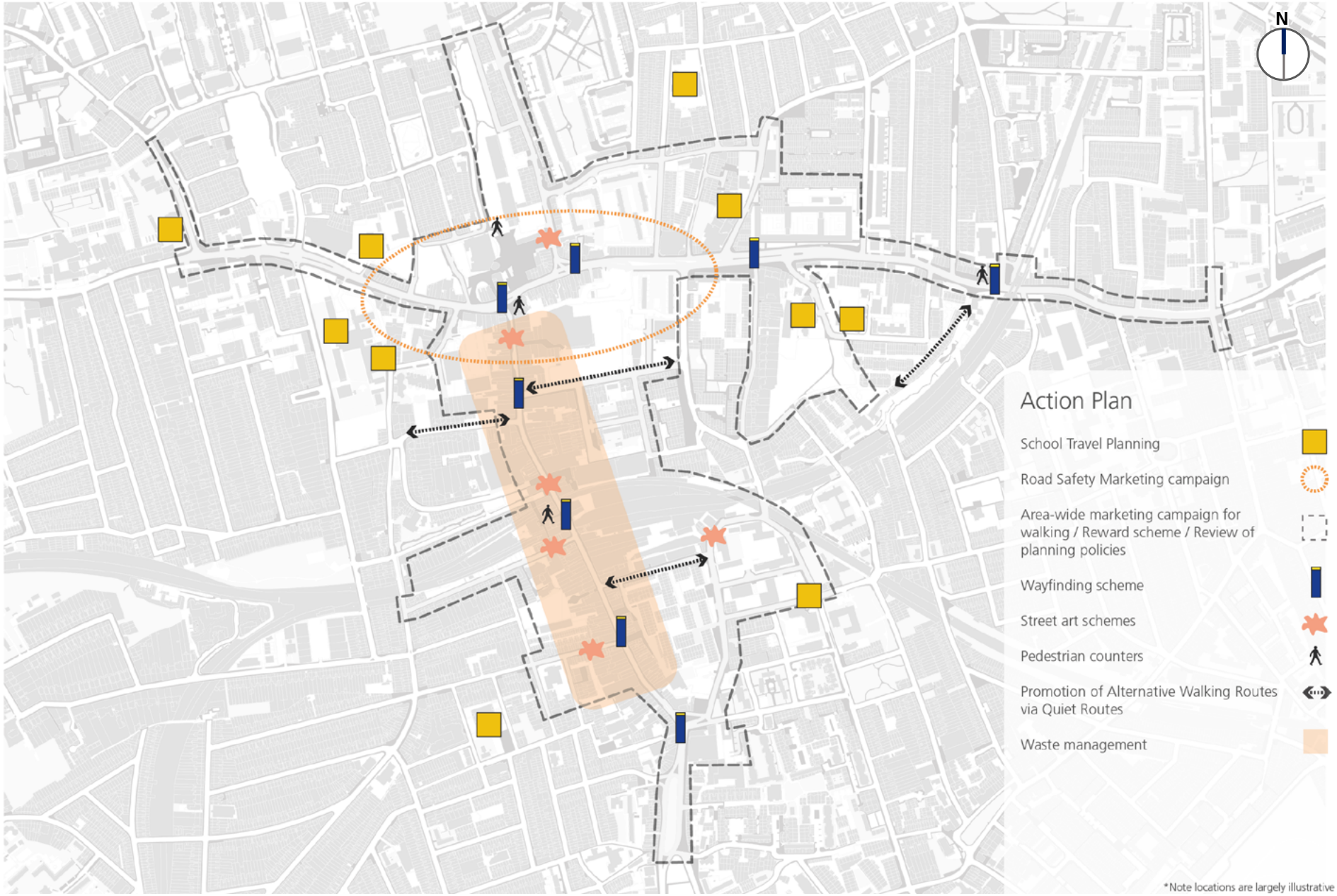
The overall result was the development of potential options that stitch the study area into the existing large scale urban fabric, focusing on improving the accessibility across the area with routes which are safe and easy to get to by pedestrians, creating the conditions for a sustainable and safe urban centre, while promoting street mobility.

The images on the following pages summarise the infrastructure strategies and the components of behavioural change measures.

All recommended infrastructure measures



All recommended behaviour change measures

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Introduction

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Introduction

Transport for London (TfL) and Southwark are working in partnership to improve pedestrian safety and promote walking in Peckham.

This report provides an evidence base for potential options that provide innovative ideas to reduce collisions and pedestrian casualties on Peckham's streets.

Peckham town centre has been selected as one of two town centre pilot locations, alongside Tooting in South London, to generate an integrated approach to strategising and delivering road safety improvements across the Transport for London Road Network (TLRN) and borough highways. Peckham was selected by TfL based on the high number of pedestrians Killed or Seriously Injured (KSI) in recent years and the relatively high pedestrian safety risk (defined as the rate of pedestrian KSIs per billion kilometres walked). Learning from these pilots can then be used across town centres in London.

The study area, shown on the next page, has been defined by TfL and Southwark Council and consists of almost 2km of the TLRN and 3km of local authority roads. These links exhibit a wide variety of functions in the road network: the TLRN A202 providing a major east-west arterial route from Westminster to Greenwich; Rye Lane acting as the spine of Peckham and the centre for community activity and retail; and several side streets which serve as local routes to residential areas beyond.

In 2013, a total of 838 pedestrians were killed or seriously injured on London's streets – the largest number for a single transport mode.

TfL, 2013

In the 36 months ending 31st December 2014, a total of 187 Personal Injury Collisions were recorded on Peckham High Street from Southampton Way to Pomeroy Street.

TfL Road Space Management, 2015

Context

Developing town centres that are vibrant and economically sustainable depends on understanding the problems that are faced and created by pedestrians, and other users. The key to the success of any public realm is to have a layout that is accessible to the wider community as well as locally distinct, which will bring to the area a diversity of users – residents, workers, and visitors – and with them the right levels of space use for urban vitality, economic prosperity and social cohesion.

In line with Transport for London's 'Improving the Health of Londoners' Transport report, a safe and attractive urban environment can encourage people to walk and consequently to become more active. Similarly, there has been a long history of studies (Gehl[1], Hart[2] and Hillier[3]) that reiterate how accessibility is crucial for the development and sustainability of local economies and to reinforce a sense of place and the welfare of local communities.

In Peckham town centre, there are several examples of the local infrastructure acting as a physical barrier to the movement of people. For instance, the entrance to Peckham Rye Station is confusing, its visibility across Rye Lane is limited, the adjacent footways are narrow and restrict accessibility for less mobile people.

Often, people were observed walking on the road itself, increasing the risk of collisions and casualties. The access between Peckham Library, a hub of cultural activities, and Rye Lane, the shopping destination, is another example of community severance.

The crossing at the junction of Rye Lane and Peckham High Street, despite being a signalised crossing, is far from safe, as highlighted by the number of casualties over the past five years.

1. Gehl, J (1987) Life Between Buildings: Using Public Space, Van Nostrand Reinhold, New York, USA.
2. Hart, J (2015) Towns and Cities: Function in Form, Ashgate Publishing Ltd, Farnha, England.
3. Hillier, B (2004, 2007) Space is the Machine, Space Syntax, London.

Study Area

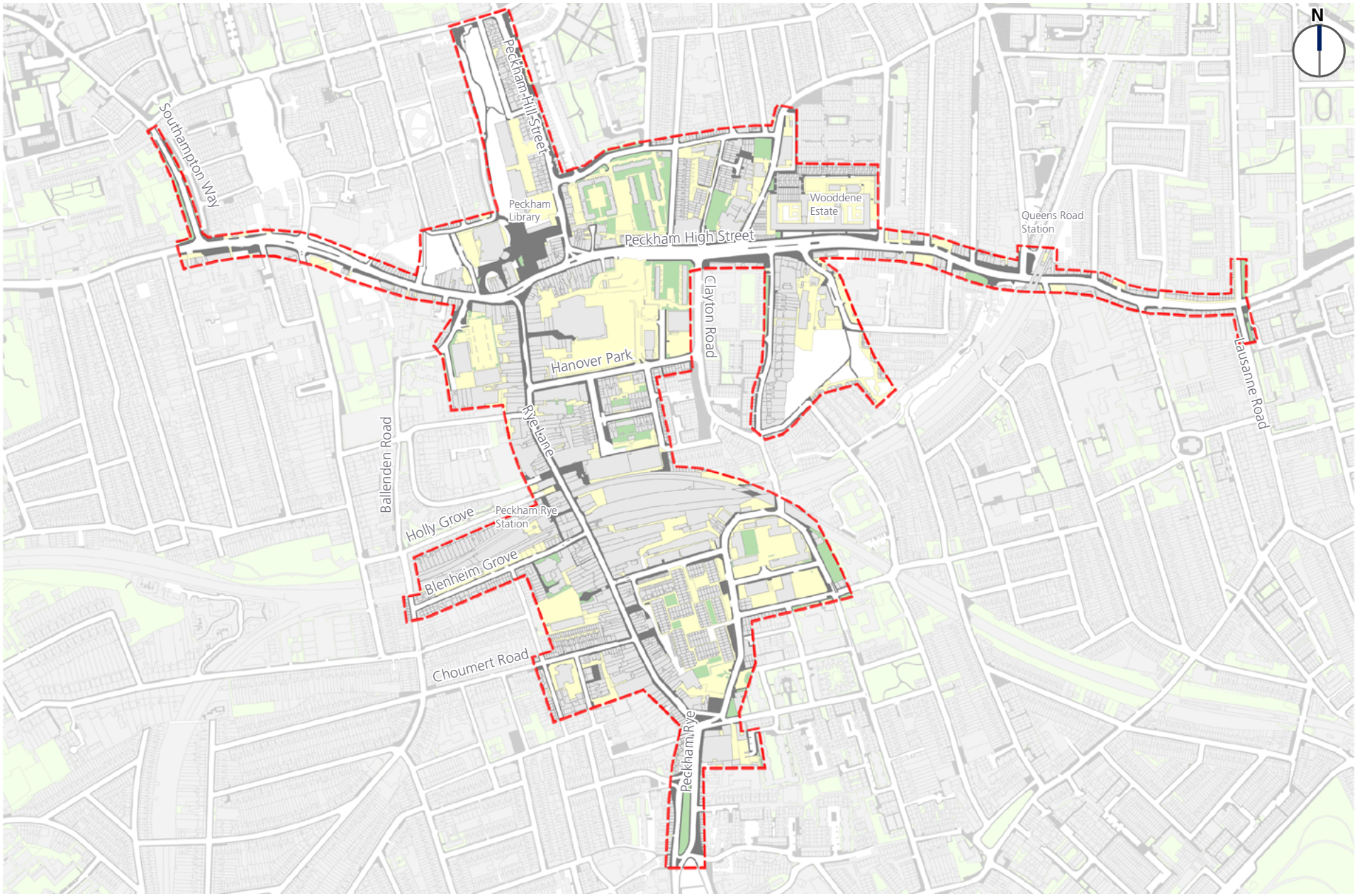


Figure 1: Peckham town centre study area

Rye Lane public space

Aims & Objectives

TfL's 2013 document - The Road Safety Plan for London 2020 - set a target of reducing KSI casualties by 40% compared to 2005-09 figures (later revised to 50% in 2014).

Southwark Council has its own road safety targets and it has made great progress in meeting them. This project builds on this, targeting KSI reduction in Peckham town centre specifically.

Aims

1. Proposing innovative and deliverable approaches to reducing pedestrian casualties in the town centre.

2. Enabling actual and perceived safety benefits in the relatively short term.

3. Integrating a package of deliverable engineering solutions and tangible behaviour change measures which contribute to reducing pedestrian risk.

4. Enhancing the quality of the public realm and walking experience, reflecting the rich cultural heritage and aspirations of the community.

In order to develop the evidence base for these proposals, a series of opportunities will be identified, working with key stakeholders and the local community, with the intention of:

Objectives

1. Understanding how and why collisions have resulted in pedestrian casualties in the area in recent years.

2. Understanding how pedestrians use the existing urban environment.

3. Identifying aspects of the place that are distinct and give a sense of local identity.

4. Assessing the quality of the existing walking environment by examining key issues relating to user experience and community perception.

Methodology

Data Analysis

Traffic and collision data has been provided by Transport for London and used to examine trends.

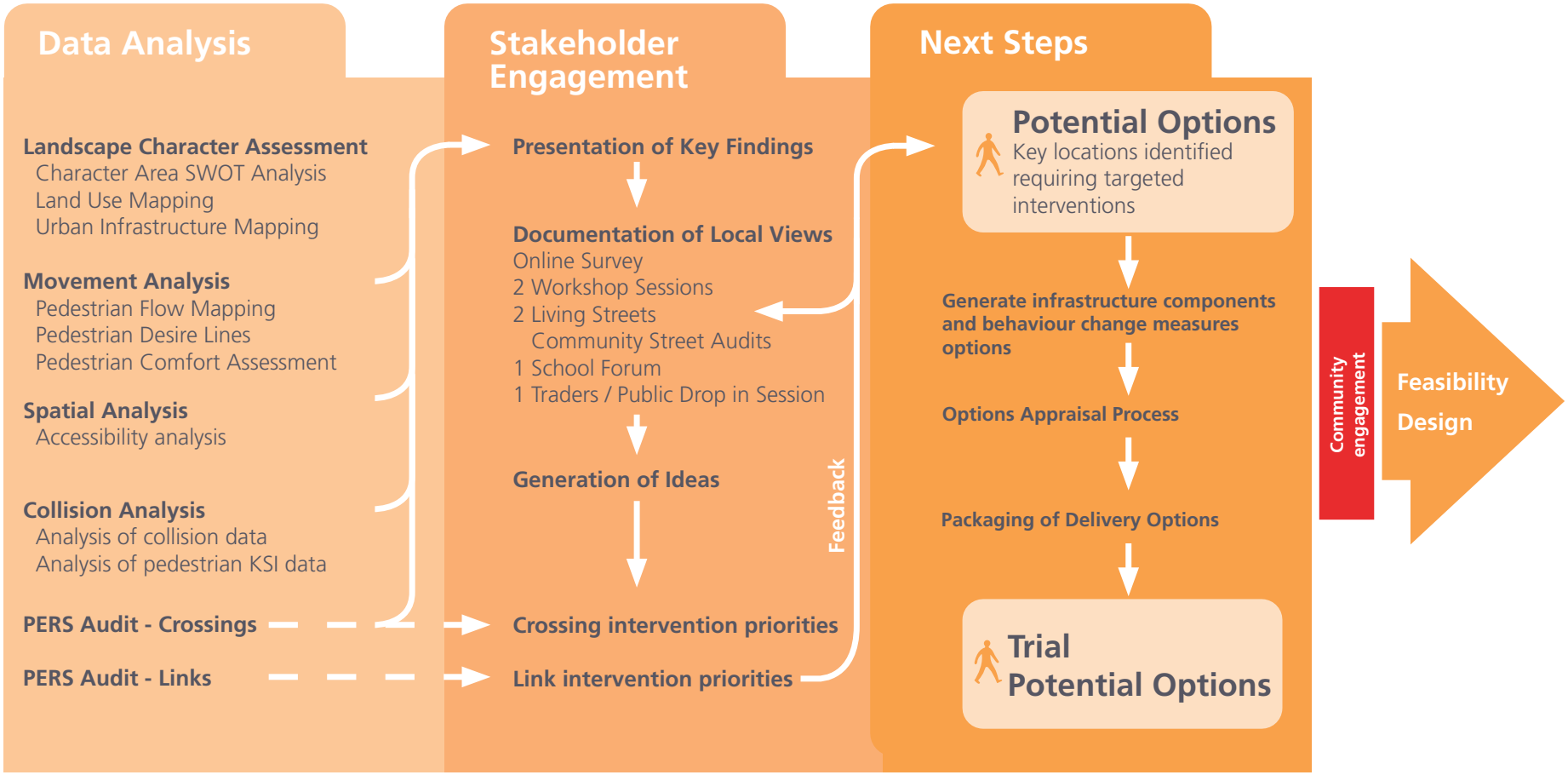
Pedestrian flow data was collected on site on Thursday 24 September 2015.

Pedestrian Environment Review System audits were conducted on 16, 17 and 30 September 2015.

Stakeholder Engagement

An online questionnaire was compiled and open from 5 October to 8 November 2015. The first workshop session was held on Thursday 15 October 2015, with a follow-up workshop on 5 November. Two Community Street Audits by Living Streets with representatives from Peckham community were conducted on 22 October to generate ideas and interest in the project. A further meeting was held with two local schools and a traders/wider public drop in session also took place in October.

The speech bubble icon highlights quotes lifted directly from public consultation




"Pedestrian kerbs on Rye Lane are over congested with goods on display and wrapping/boxes/ pallets/waste from retail far, far too regularly and it makes walking on Rye Lane frustrating and dangerous."
S & S CASH & CARRY
Lycamobile

Key issues

3

‘Bus walls’ on Peckham High Street create issues of visibility and severance

Key issues

The spatial assessment, collision analysis and feed back from the stakeholder engagement and Community Street Audits methodologies have been combined to highlight key issues regarding pedestrian safety.

Seven key descriptors have emerged from the evidence base which document the main considerations which will shape the potential options. These key factors are listed below and mapped overleaf.

Key factors

Severe collisions involving pedestrians
Documented in the collision analysis - detailing KSI locations, mostly located on Peckham High Street.

Collision cluster points
Locations where the collision analysis highlights localised recurring collision spots involving pedestrians, generally where pedestrian flows are highest adjacent to the station and at the junction of Peckham High Street and Rye Lane.

Low quality formal crossing provision identified as high priority for intervention
A product of the PERS crossing assessment showing those formal crossings which should be prioritised.

Insufficient footway capacity creating congestion for pedestrians
Assessed as part of the movement analysis and PERS assessments showing where pedestrian comfort levels are lowest.

Regular traffic congestion with pedestrians crossing in between vehicles
Observed qualitatively and as part of the movement analysis, particularly problematic on Peckham High Street towards the junction with Rye Lane.

Key pedestrian desire lines observed with no existing formal crossing provision
Assessed as part of the movement analysis and PERS assessments showing where pedestrian comfort levels are problematic, on Rye Lane west footway and Peckham High Street / Rye Lane junction.

Other informal pedestrian crossing areas, driven by the location of retail and bus stops
Assessed as part of the movement analysis and spatial assessments, showing where a density of retail and transport infrastructure acts as a driver for informal pedestrian crossing movements.

Key issues

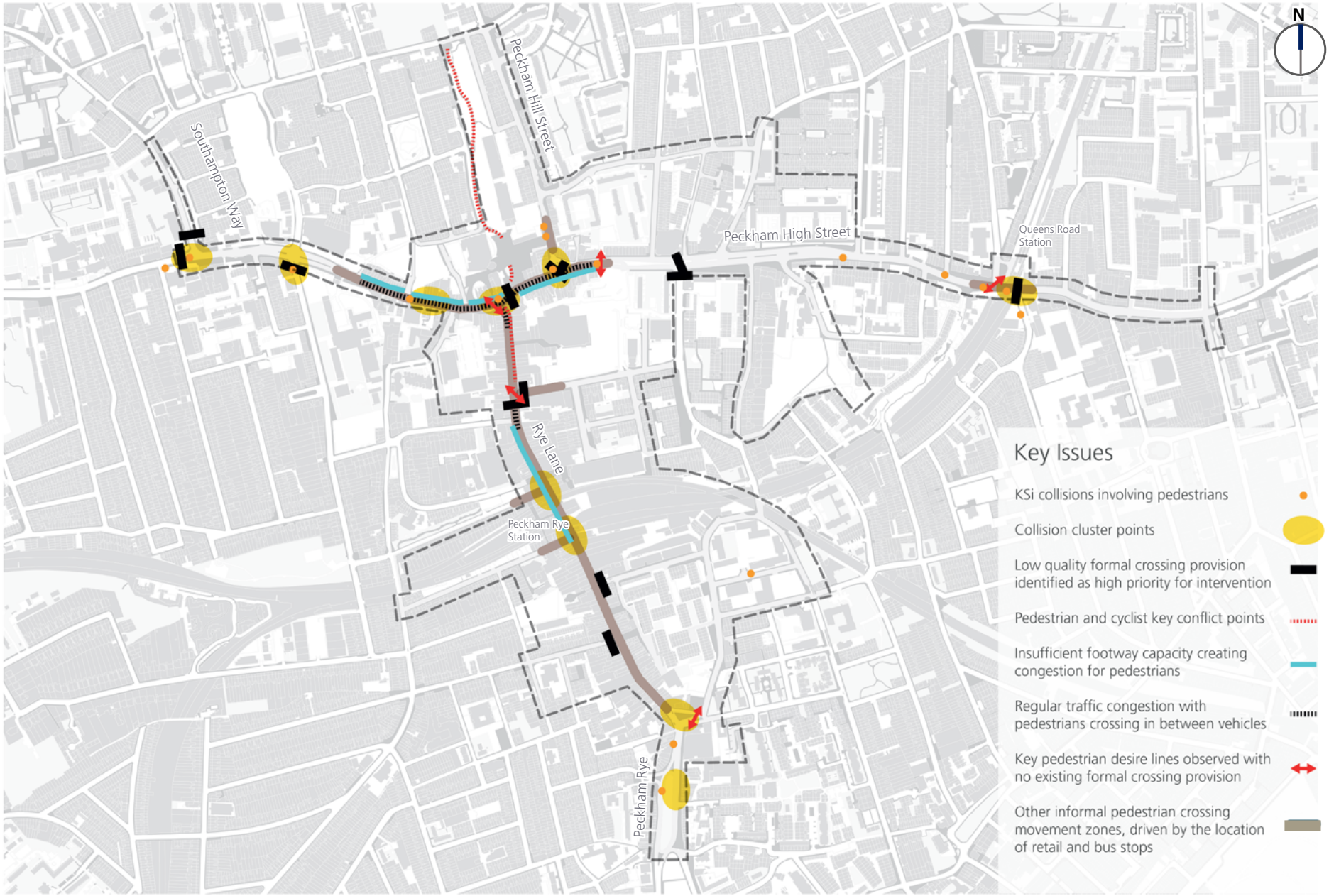
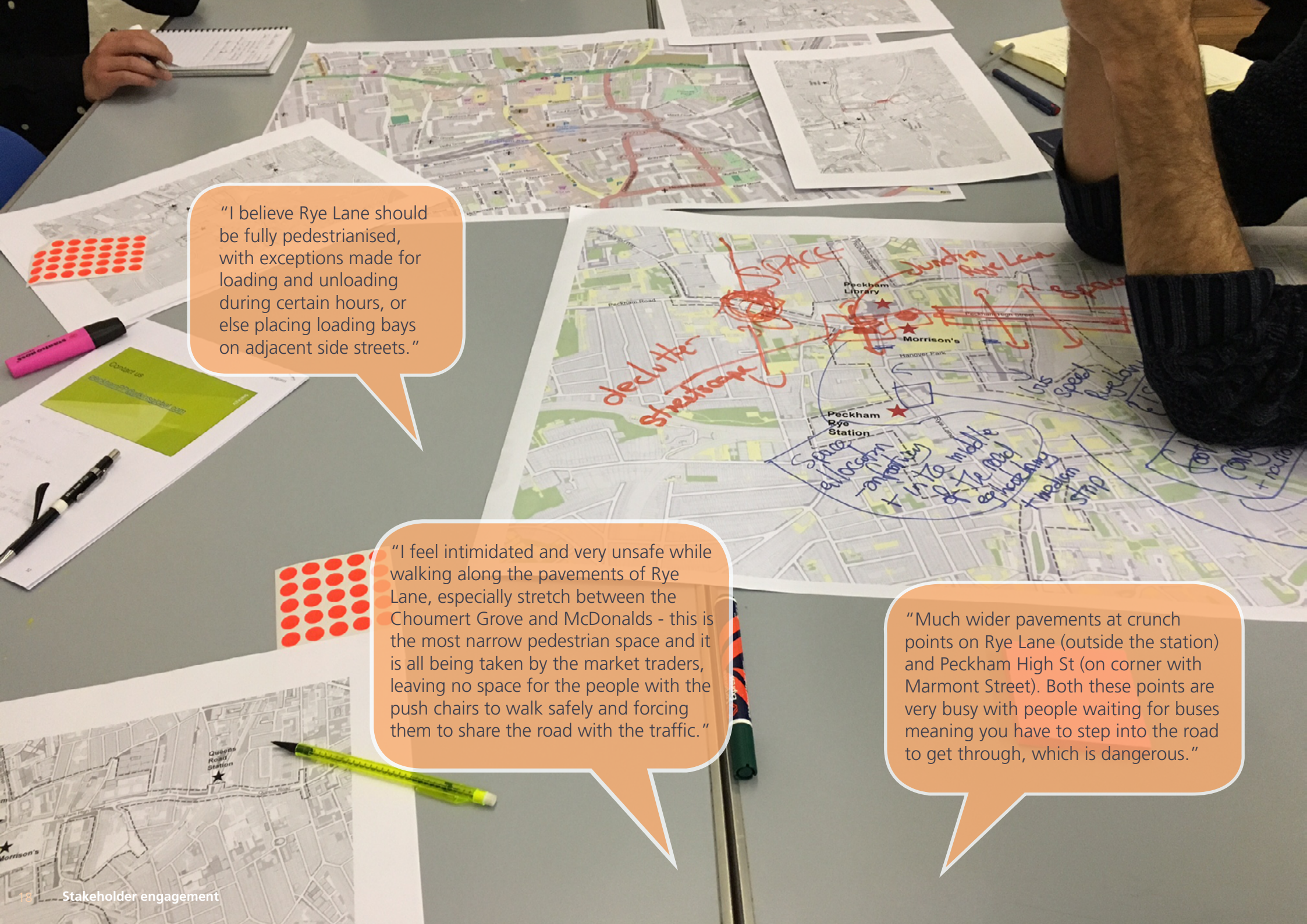


Figure 2: Peckham town centre key issues diagram


"I believe Rye Lane should be fully pedestrianised, with exceptions made for loading and unloading during certain hours, or else placing loading bays on adjacent side streets."
"I feel intimidated and very unsafe while walking along the pavements of Rye Lane, especially stretch between the Choumert Grove and McDonalds - this is the most narrow pedestrian space and it is all being taken by the market traders, leaving no space for the people with the push chairs to walk safely and forcing them to share the road with the traffic."
"Much wider pavements at crunch points on Rye Lane (outside the station) and Peckham High St (on corner with Marmont Street). Both these points are very busy with people waiting for buses meaning you have to step into the road to get through, which is dangerous."
Peckham Library
Morrison's
Peckham Rye Station
Queens Road Station

Stakeholder engagement

4

Introduction

Stakeholder engagement was a key element of this study ensuring that the views and knowledge of local people were taken into account. This report presents the key activities carried out throughout the study with various stakeholders. Key messages for the stakeholders were as follows:

Key Stakeholder Messages

1. New pilot safety project for Peckham, benefitting from £5 million TfL investment

2. This stage is the start of a bigger project of potential improvements, have your say now in order to influence the future of Peckham's streets

3. Have your say on current issues

4. Have your say on solutions to these issues

5. Creating safer streets and better public spaces for Peckham

In terms of the general publicity for the project, Southwark Council created a project webpage, to remain live throughout the project duration, available at: www.southwark.gov.uk/peckhamwalking. A flyer was also produced to publicise the project, a visual of this is shown opposite.

Overview of Consultation Activities

The consultation activities with each user group, as an overview, were as follows: (detailed feedback on each group is included within further sections of this report).

User group	Type of engagement activities	Numbers engaged
Stakeholder groups / wider public	Email from LBS introducing project and events, stakeholder survey, stakeholder workshops, Community Street Audits, town centre event	Online survey – 229 responses (plus 8 additional responses for Fix My Street) Workshop 1 – 9 attendees Workshop 2 – 22 attendees Community Street Audits – 8 attendees (promoted via posters and tweets)
Transport for London (TfL) officers	Meeting / workshop	13 officers attended the meeting / workshop
Schools	Meeting, stakeholder survey	2 schools attended the meetings (Harris Academy Peckham and Oliver Goldsmith Primary). A further two schools filled in the online survey (Bellenden Primary and St James The Great Primary)
Local traders / wider public	Town centre event, stakeholder survey	8 people were engaged in depth and approx. 100 leaflets were given out

Figure 3: Flyer produced to publicise the project

Living Streets Community Street Audits

Two Community Street Audits were held during the study, organised and facilitated by Living Streets. Both Community Street Audits were held on Thursday 22nd October 2015, from 10.30 – 12.00 and 18.30 – 20.00. The audits were attended by a total of eight stakeholder attendees, plus Living Streets, Southwark Council and Atkins staff.

To facilitate the attendance, Living Street staff put up 60 posters (both A4 and A3) around the town centre for a limited period of time (from 9th to 14th October).

Living Streets also tweeted multiple times throughout October from @weidustreets – these were picked up and retweeted by various accounts. These attracted over 10,000 impressions (views) and 216 engagements (clicks).

The routes of the Community Street Audits are illustrated below.

Summary of key issues identified during the Community Street Audits:

Peckham High St West

- Car-centric design (lane width, wide junction splays into Lyndhurst Way, high mounted street lights).
- Poor light configurations – drivers speed in order to race to beat red light.
- Poor pavement quality, street clutter, pinch points restricting pedestrian movement.
- Poor side road junctions (pooling etc.).
- Long waits and short green man should be highlighted too.

Peckham Library Area

- Peckham Hill Street difficult to cross – cars don't yield at informal crossing, zebra too far north
- Pavement parking on Peckham Hill Street at night – blocking entire western footway.
- Width of Queen Street (road starts to widen again at eastern edge of this area).
- Staggered crossing at Palm Tree Island.
- Crowding at bus stop G due to concentrated number of routes.

Peckham High St East

- Lane width.
- Narrow crossings at Clayton Road junction + cars parking across crossing on green man.
- HGVs during Wooddene construction.

Rye Lane North and Peckham Rye Station

- Pedestrian and cyclist conflict on northern Rye Lane – this should be addressed even if buses don't get re-routed.
- Street clutter – street furniture in the wrong places and trade refuse.
- High speed for what is a de facto shared space.
- Pavement parking + improper use of loading bays.
- Hanover Park southern footway – signs straddling footway, redundant bus stop, crowding at bus stops.

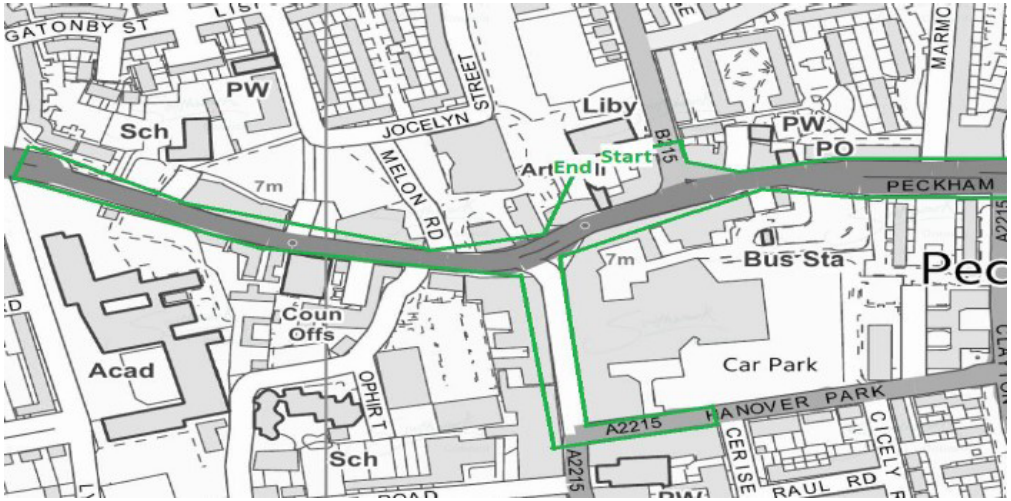


Figure 4: Community Street Audit route

Figure 5: Community Street Audit walk

Summary of recommendations:

Peckham Hill St

- Explore options to improve the uncontrolled crossing – either by experimenting with different materials or colours to communicate pedestrian movement, or perhaps converting it into a zebra crossing.
- Another option would be to shift the current zebra at Goldsmith Road further south.
- Undertake a complete redesign of the Peckham Hill Street/Peckham High Street junction – convert into a T-junction and allocate reclaimed carriageway width to footways.

Peckham High Street (Peckham Hill Street to Marmont Road)

- Make Peckham High Street 20mph – to make the road safer and more befitting of a town centre.
- Consider physical traffic calming measures to reinforce the speed limit – such as the removal of centre lines.
- Make carriageway width consistent by continuing the narrowness of Peckham High Street at the Rye Lane junction eastwards – any extra space could be given to footways.
- Remove the centre island and staggered crossing at the junction of Peckham Hill Street and Peckham High Street, and reallocate this space to footways either side of the road.
- Also, consider the possibility of having a three way scramble crossing with an all green pedestrian phase at the future T-junction.
- Declutter the northern footway – remove the phone boxes, relocate the bins to the edge of the pavement, review and reduce signage, remove any signage straddling the footway, request shops to shift their fruit and vegetables displays off the footway.
- Explore options to reduce crowding at bus stop G – one option could be separating routes, for example the 63 and 363 could be sensibly located elsewhere.
- Declutter the southern footway – remove bell bollard, unnecessary poles, signs straddling the footway, request mobile phone booths to stop spilling onto narrow footway.

Clayton Road Junction

- Redesign the junction into a T-junction – if this option is taken ahead, then also close Staffordshire Street to traffic.
- Consider installing continuous pavements across the mouth of Meeting House Lane.
- Install a crossing (or two crossings) outside the Wood Dene Estate to enable north-south movement.
- Consider having a light controlled junction at Consort Road.

Rye Lane

- Limit speed of buses to 10 or 15mph, or alternatively route buses away from the top of Rye Lane altogether and make it a pedestrian/cyclist only space.
- Explore options to reduce pedestrian/cyclist conflicts – looking at speeds, routes, visibility etc.
- Review street furniture and rationalise in order to reduce clutter – consider removing A boards, telephone boxes, placement of bins.
- Consider limiting deliveries to before 8AM only.
- Consider installing a scramble crossing at Hanover Park junction with an all green phase to accommodate multidirectional pedestrian movements.
- Consider options to stop private vehicles using Rye Lane – perhaps bring back the bollards?

Hanover Park

- Explore options to reduce traffic speeds at night.
- Encourage active frontages, working with Morrison's and Primark's to make a more animated street.
- Make Peckham High Street 20mph – to make the road safer and more befitting of a town centre.
- Tackle car-centric design of Peckham High Street. Review the infrastructure to shift the balance of the road towards pedestrians - one option could be lowering the street light mountings.
- Tackle overcrowding at bus stop – perhaps by separating some of the routes.
- Rationalise and improve crossings – consider installing a scramble crossing at Bellenden Road junction, reduce the waiting time at the Job Centre Plus crossing.
- Create some kind of visual gateway into Peckham town centre – consider a western gateway along this stretch of Peckham High Street, also consider improving/linking up the green spaces either side of Sumner Road.
- Convert this junction into a T-junction, reduce the width of the road and tighten the splays to encourage slower speeds.
- Provided the road will be narrowed, remove staggers and install straight across crossings – with a simultaneous green man if possible.
- Extend the bus lane west of the junction to reduce aggressive driving.

Peckham Square and Pulse Alley

- Encourage more cyclists to use Sumner Road – reducing the amount of cyclists using the Surrey Canal Path.
- Consider retaining the different levels at Peckham Platform to slow down cyclists.
- Install tactile strips on edge of steps to make them safer for older people.
- Undertake a radical redesign of the crossing – consider significantly widening the crossing across Peckham High Street; significantly increase the green man phase across this crossing.
- Install cameras and enforce against cars/motorbikes which try to creep across the crossing during the green man phase.
- Improve Pulse Alley – improve lighting and consider re-opening the back of the Kentish Drovers to provide natural surveillance and activity, remove one of the bollards to enable easier access for users of double buggies.

General

- Consider doing behaviour change campaigns targeted at drivers, bus drivers, HGV drivers etc. rather than focusing on pedestrians.
- Increase the amount of seating available to make Peckham town centre more friendly and accessible for older people.
- Further greening should consider using evergreen rather than deciduous plants – this will lower maintenance costs and reduce the trip hazard from leaves during wet and icy weather.

Stakeholder Survey

The survey was hosted on the Survey Monkey web survey platform at: www.surveymonkey.com/r/peckhamPP and was live for just over a month during the study.

Survey Monkey was used as a platform because it is easy for participants to use and allows a broad range of question types and images in its design. The survey was publicised to all stakeholders that Atkins engaged with throughout the study, and in numerous different ways, such as by email to Living Streets contacts and to Southwark Council's stakeholder mailing list.

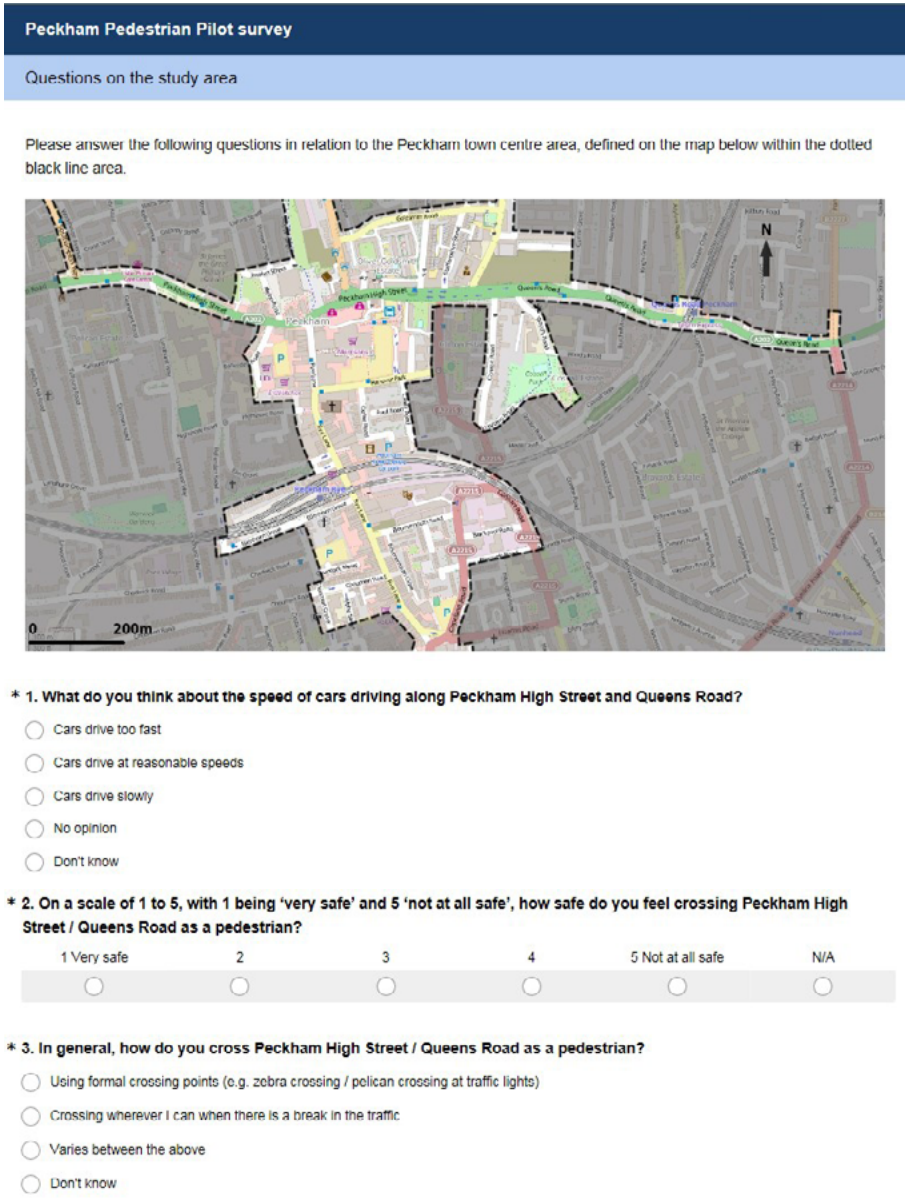
The survey was also publicised to schools, traders and to the workshop attendees that were engaged with. Over the entire survey period a total of 229 responses were collected. Some screen shots for the web survey are shown opposite (Figure 6).

The headline findings are:

- High usage of formal crossing points on Peckham High Street / Queens Road where the traffic speeds / volumes are higher.
- High usage of informal crossing on Rye Lane where traffic speeds / volumes are lower, there are fewer formal crossing points, and the character of the area is different.
- Respondents thought there is insufficient pedestrian space along Rye Lane.
- Self-reported near misses / collisions were noted in clusters along Rye Lane, Peckham High Street and Consort Road.
- Respondents would spend more time in the town centre if there was less traffic.

In order to facilitate the visualization of the output of the stakeholder survey, the next four maps (Figures 7 to 10) present the results to several open response questions summarised according to:

- Locations of pedestrians and vehicle collision and near misses.
- Suggested improvements / additional crossings.
- Further suggestions.
- Perceptions of streets where pedestrians feel intimidated by the traffic.



Peckham Pedestrian Pilot survey

Questions on the study area

Please answer the following questions in relation to the Peckham town centre area, defined on the map below within the dotted black line area.

*** 1. What do you think about the speed of cars driving along Peckham High Street and Queens Road?**

- Cars drive too fast
- Cars drive at reasonable speeds
- Cars drive slowly
- No opinion
- Don't know

*** 2. On a scale of 1 to 5, with 1 being 'very safe' and 5 'not at all safe', how safe do you feel crossing Peckham High Street / Queens Road as a pedestrian?**

1 Very safe	2	3	4	5 Not at all safe	N/A
○	○	○	○	○	○

*** 3. In general, how do you cross Peckham High Street / Queens Road as a pedestrian?**

- Using formal crossing points (e.g. zebra crossing / pelican crossing at traffic lights)
- Crossing wherever I can when there is a break in the traffic
- Varies between the above
- Don't know

Figure 6: Example of the web survey page

Locations of pedestrian and vehicle collisions and near misses

This question is designed to identify any locations where respondents have experienced a collision or a near miss with a vehicle, and what vehicle type it was. This can then be compared with the collision data to identify areas which pose a particular threat to pedestrian safety. For this question, respondents were asked to fill in details of the collision / near miss in an open response text box. These responses have then been categorised into vehicle types as well as locations.

This question was not compulsory; furthermore not all respondents included details of the type of vehicle involved in the near miss. In terms of those who gave this information, 63 responses were received (28% of respondents). The respondents' answers show that the most common collisions or near misses are with cycles (49%). The second most common vehicle type is cars (28%) and then buses (17%).

In terms of locations, the road with the largest share of collisions and near misses is Rye Lane, especially its northern and southern sections - as well as along the road generally (i.e. a specific location was not given in the response), which was mentioned by a total of 30 respondents. Another area which was particularly noted was the junction of Bellenden Road and Peckham High Street which was mentioned by 4 respondents. Copeland Road and Peckham High Street were also highlighted as key areas for self-reported near misses.

Figure 7: Near misses survey responses

"In Rye Lane from outside Blue Inc up to HSBC bank, either make the cycle lane more obvious or remove it. Pedestrians don't notice it's there and don't realise cyclists will come up behind them when it's a one way road and buses are coming towards them. At the crossing outside Blue Inc they don't follow the cycle path anyway so that's really dangerous."

Suggested improvements / additional crossings

This question asked respondents to list the locations of any new crossings that they think should be added to the area, and also any improvements they would like to see to existing crossings. This was a free response comment box, the answers to which have been categorised and mapped.

Suggested new crossings:

There were a total of 73 responses regarding new crossings. There were a number of suggestions along different roads, but the areas which were mentioned most frequently were:

- A new crossing across Peckham Hill Street opposite the Library.
- Opposite Peckham Rye Station on Rye Lane.
- Generally more crossings across Peckham High Street between the Library and police station (in particular between the Post Office and bus station).
- Across Rye Lane between Elm Grove and Highshore Road.
- To the west side of the railway bridge near Queens Road station.

Suggested improvements:

- Similarly to suggested new crossings, respondents were asked (via a free response comment box) to add any suggestions for improvements to existing crossings. These have been categorised and mapped alongside the 'further suggestions' data.
- There were numerous different suggestions about improvements that were generated,. the main ones being:
- Increased crossing time at the Peckham High Street / Rye Lane crossing opposite the Library (18 responses).

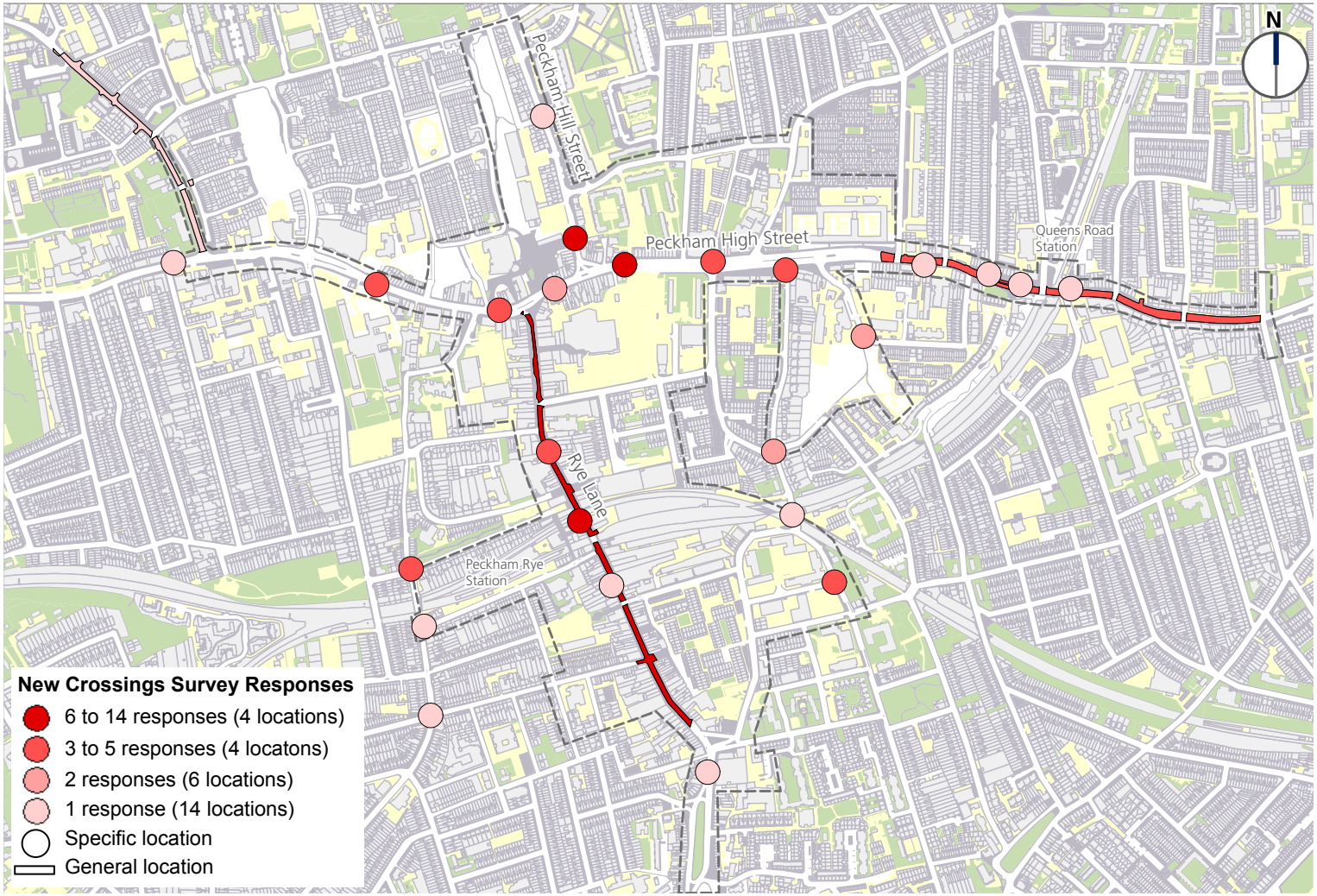


Figure 8: New crossings as suggested by the public survey responses

- An improved crossing at the Peckham High Street / Bellenden Road crossing (10 responses).
- A wider footway along Rye Lane (10 responses.
- To pedestrianise Rye Lane (8 responses).

Further Suggestions

This question aimed to find out whether there were any further suggestions to improve pedestrian safety in Peckham. Respondents were asked to give any further suggestions via a free response comment box. These have then been categorised and mapped. In addition to the survey responses, data was also collected from the 'Fix My Street' website (www.fixmystreet.com/reports/southwark) in terms of suggested improvements.

In total for Question 10 (suggested improvements to crossings) and Question 11 (further suggestions) there were 379 comments from the survey (165 general comments, and 214 area-specific comments), plus eight additional comments from Fix My Street.

A number of suggestions were consistently raised by respondents. The most common suggestions were:

- To increase footway widths along Rye Lane (27 responses).
- To generally improve waste management along the streets (24 responses).
- To pedestrianise Rye Lane (22 responses).
- To remove any trader produce which blocks the footways (18 responses).
- To enforce parking and traffic restrictions and enforcement along cycle lanes (19 responses).

For both the suggested improvements and the further suggestions, we combined the responses into one map which is shown opposite.

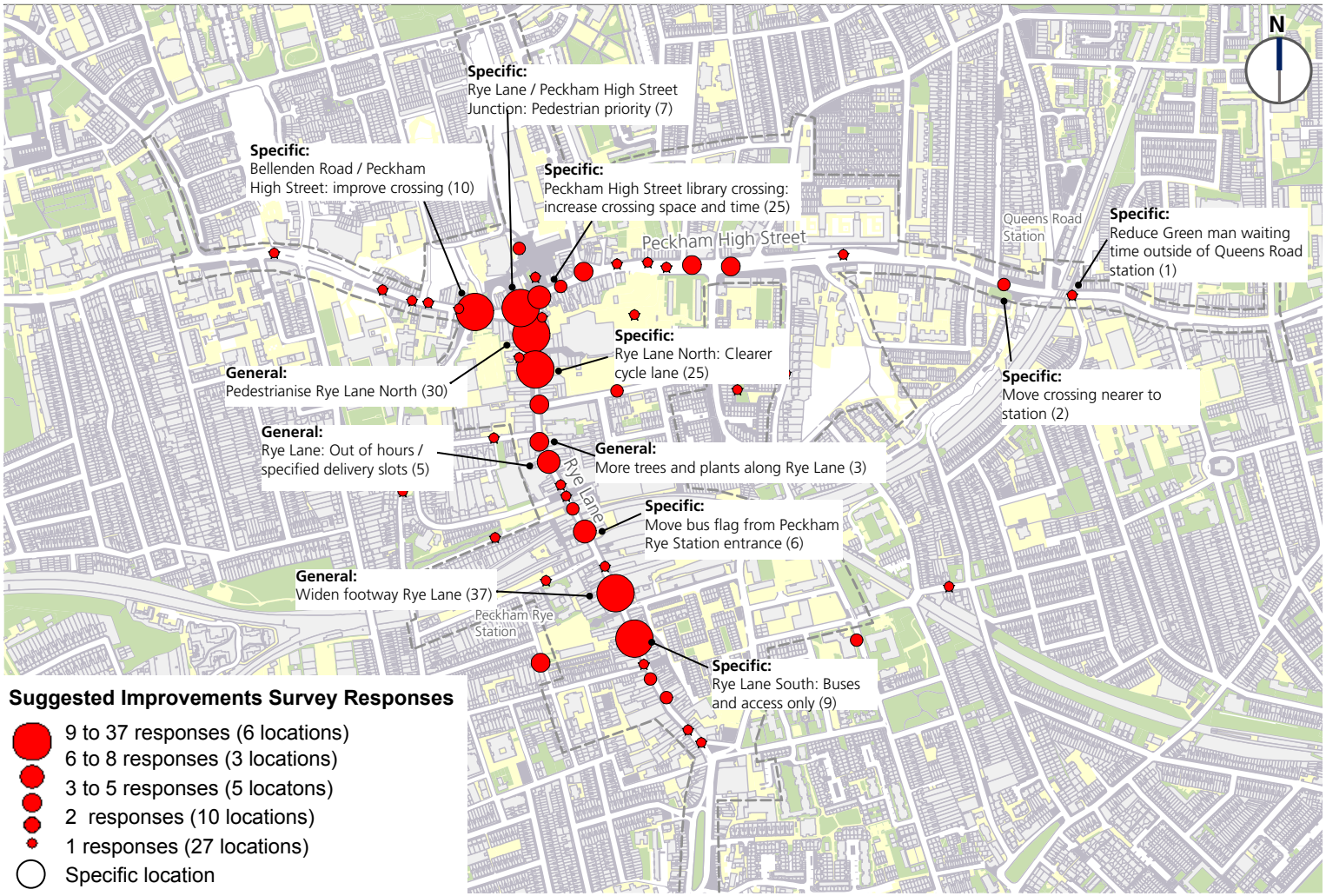


Figure 9: Suggested improvements survey responses

Perceptions of streets where pedestrians feel intimidated by the traffic

The purpose of this question is to locate the streets where pedestrians feel intimidated by the traffic. This could be due to the volume or speed of traffic.

As with the other questions, a number of different streets were named, but the most common were:

- Generally along Rye Lane (26 responses).
- Along Peckham High Street (15 responses).
- The crossing between Peckham High Street and Rye Lane opposite the library (17 responses).
- Consort Road (10 responses).

"There needs to be consistent carriageway widths throughout. It goes from 2 lanes to 7 lanes - ideally the whole of the A202 would be no wider than the narrowest part. The whole streetscape should be designed to ensure that no motor vehicle can proceed at more than 20mph along the A202. On Rye Lane arguably the design speed should be even lower - it is supposed to be a shopping space where the only motor vehicles are the buses. Bus journeys will not really be affected if they are limited to no more than 10 or even 15 mph and that would transform Rye Lane in terms of safety but also attractiveness as a shopping street."

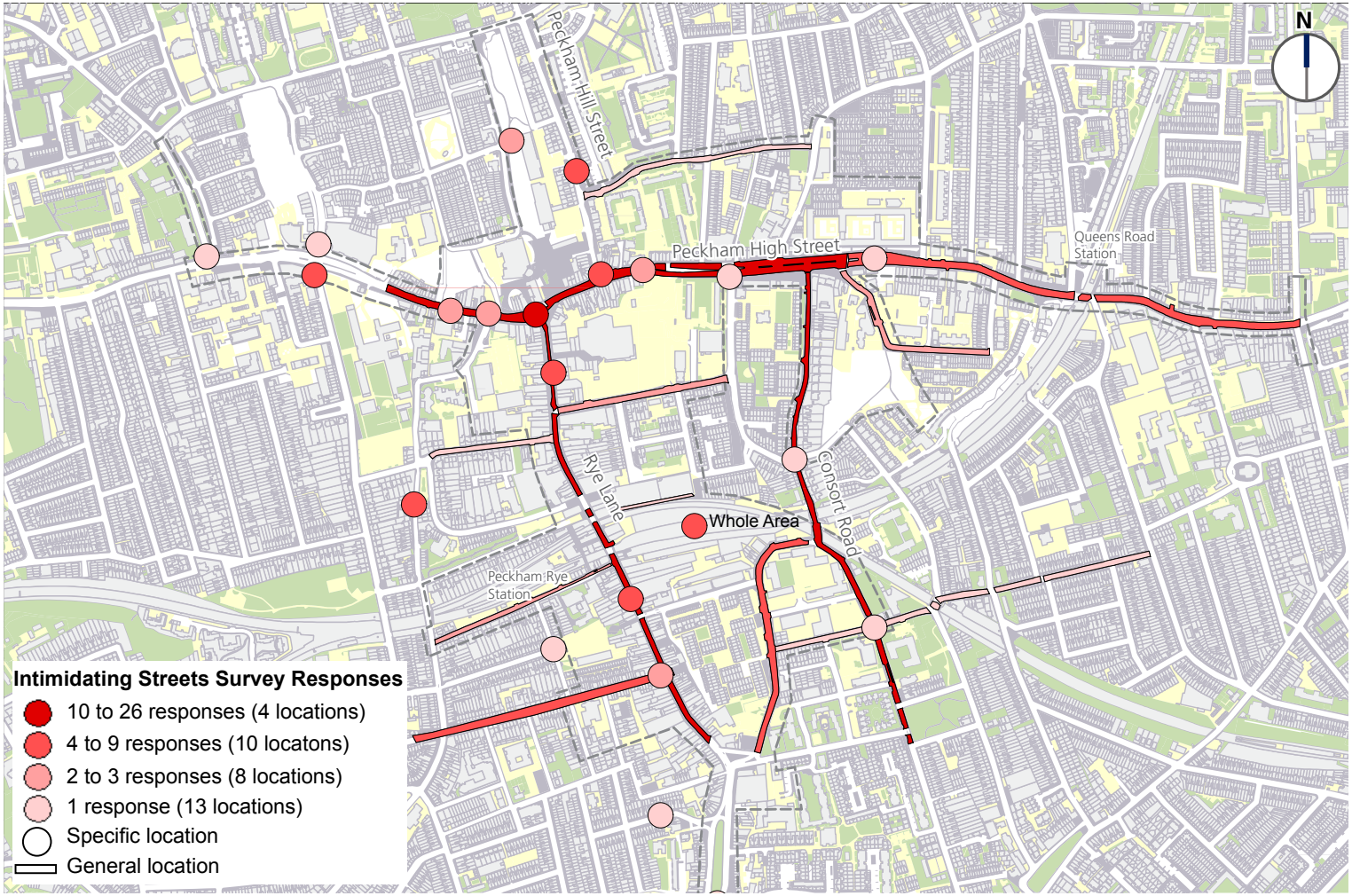


Figure 10: Intimidating streets survey responses

Stakeholder feedback

The stakeholder feedback from the surveys, workshops, Community Street Audits and other stakeholder engagement is summarised below.

Main issues raised by stakeholders

General issues

- High level of traffic and road width inconsistencies on A202 – encourages speeding
- Traffic blocking junctions and crossings, either by being stuck in traffic or by undertaking deliveries & servicing
- Footways not wide enough
- Lack of formal crossings on A202, not catering for desire lines
- Street clutter (including refuse blocking the footway)
- Trader deliveries blocking traffic / inconveniencing pedestrians
- Changing land use of the area
- Signal timings not long enough / not frequent enough for pedestrian phase
- Congestion at bus stops and pinch points e.g. outside cashpoints / key trip generators
- Remove central reservations on A202

Main issues raised by stakeholders

Area-specific issues

- Narrow footways on Rye Lane
- Narrow footways throughout Peckham High Street (between Harris Academy and the bus station area up to Clayton Road)
- Large pedestrian demand at Rye Lane / Peckham High Street junction, which is not currently catered for – multiple desire lines in this area including from bus stop B to Subway
- Pedestrian / cycle conflict on northern section of Rye Lane (cycle lane not delineated sufficiently)
- Bellenden Road / Peckham High Street junction – pedestrian / vehicle conflict, inadequate green man time, yellow hatching not consistent across junction
- High speeds of buses on southern section of Rye Lane, an area where informal crossing is common for pedestrians
- Narrow footways on Rye Lane, unused carriageway space which is not consistent with the level of vehicles (low)
- Southampton Way / Peckham Road – zebra crossings not appropriate
- Choumert Road / Rye Lane junction – pedestrian / vehicle conflict
- Consort / Copeland Road – high traffic volumes and speeds
- Clayton Road / Peckham High Street – no pedestrian phase
- Hanover Park – difficult access through to High Street via bus station / Morrisons
- Holly Grove / Rye Lane – underused entrance to station
- Goldsmith Road – 'rat run' with limited footway width
- Peckham Hill Street – traffic not giving way to pedestrians at informal crossing; northbound cars speeding and not anticipating the crossing coming up
- Melon Road – traffic often backed up in this area as it is difficult for right turning traffic onto Peckham High Street
- Pedestrian movement east of Rye Lane is hindered by heavy traffic

Main solutions raised by stakeholders

General solutions

- Puffin crossings to become PedX to facilitate pedestrian use and understanding of the crossings
- Revolving cones at the bottom of all push buttons on all installations including pelican crossings
- Effective enforcement of traffic / speeding / loading infringements in the area
- 20mph zone throughout area (including TLRN)
- Lower speed limit on southern section of Rye Lane for buses
- Pedestrian countdown timers
- Increased green man time; increased frequency of green man stage
- Remove staggered crossings
- De-clutter footways
- Road safety education campaigns
- 'All red' scramble crossings for pedestrians (e.g. Oxford Circus)
- Diversion of 'out of town' traffic away from the town centre (Old Kent Road as an alternative); reduce traffic levels
- Reduce road widths (consistency needed on A202 widths); widen footways
- Trader refuse / recycling scheme – organic waste scheme, trader loyalty scheme (reduction in business rates for those who take part), central refuse points, restricted delivery times
- Relocate bus stops / crossings away from bus areas – e.g. not next to a cashpoint / key trip generator
- Improve permeability of the area; open up redundant side streets
- Better use of 'Legible London' maps in the area to assist with wayfinding (bus stop maps well used at present, not just by bus users)

Main solutions raised by stakeholders

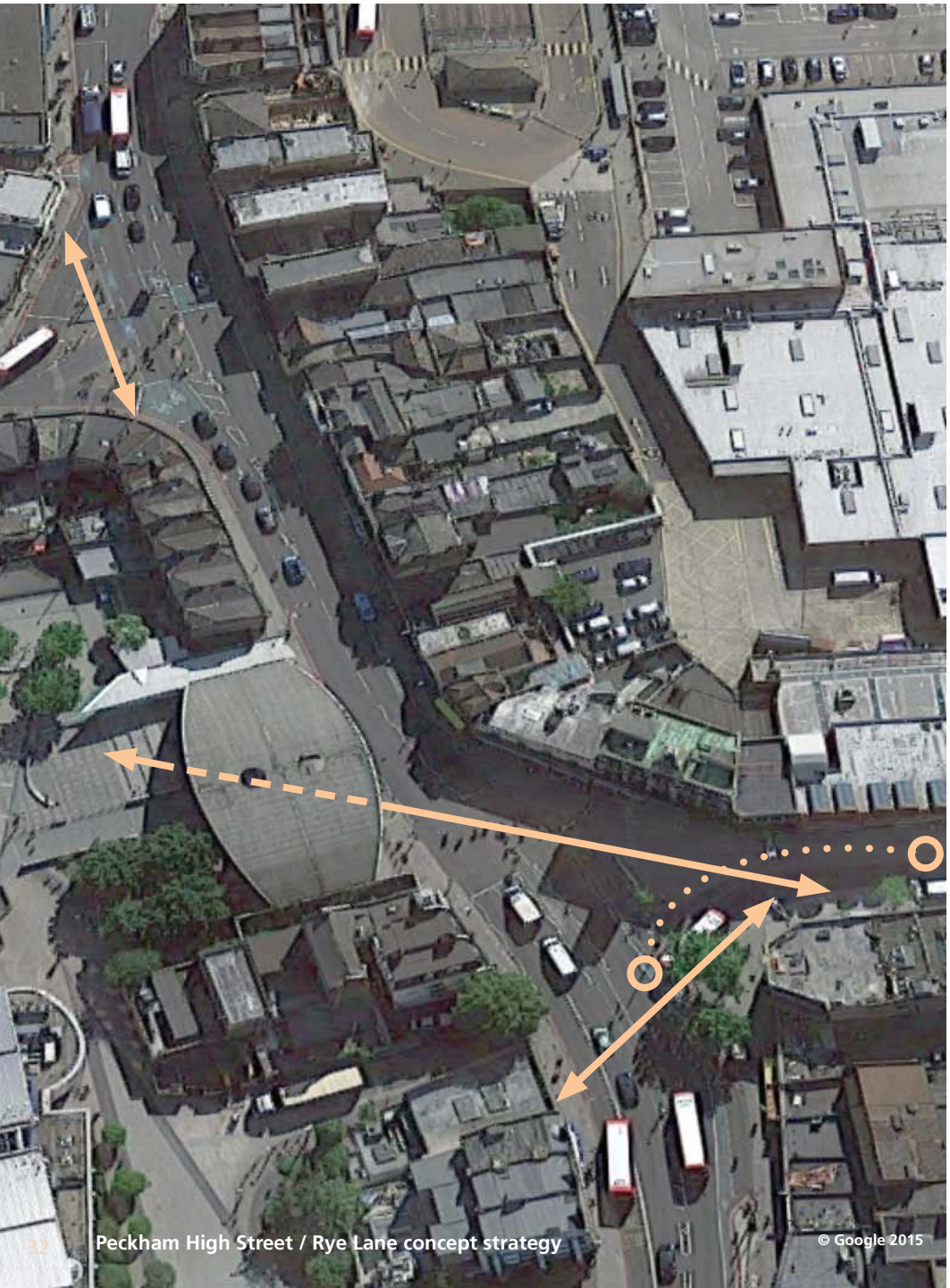
Area-specific solutions

- Wider crossing at Peckham High Street / Rye Lane junction – catering for the multiple desire lines across this whole junction area. Need for an additional crossing point between Subway and bus stop B (e.g. like St Paul's wide crossing)
- Improvements to existing crossings on Peckham High Street
- Provision of new crossing on Peckham High Street between Post Office and bus station
- Southampton Way / Peckham High Street – upgrade crossings from zebra to pelican
- T-junction at Peckham Hill Street / Peckham High Street – remove clutter and staggered crossings
- Pedestrianisation of some sections of Rye Lane
- Remove loading bays on pinch point on Peckham High Street between Rye Lane and Peckham Hill Street
- Provision of pedestrian crossing on Consort Road at railway bridge
- Provision of pedestrian crossing west of Queens Road station railway bridge
- Provision of pedestrian crossing outside Peckham Rye station
- Facilitation of informal crossing on Rye Lane south section
- Hanover Park – facilitate the diagonal crossing movements which are occurring at present
- Widening of footways on Peckham High Street – between Harris Academy and Clayton Road


MEAT
FISH
GROCERY
VEG
AFRO FOODS
CASH & CARRY

Potential Options

5



Peckham High Street / Rye Lane concept strategy

Infrastructure potential measures

This section provides an outline of potential measures that target key issues identified as part of the site analysis, collision data assessment and feed back from the stakeholder engagement. Measures have been identified which directly address pedestrian safety issues, either as infrastructure measures, which include design and management solutions or behaviour change measures.

Notes on costs

Rates are indicative for feasibility work. Each element was costed individually. For instance, for Junction 1 (Peckham High Street with Southampton Way - refer to page 34), the cost was calculated including the removal of kerb, footway, carriageway, surfacing and general excavation; provision of kerb, footway, verge, carriageway, surfacing, non illuminated signs, illuminated signs, road marking and drainage; plus excavation, traffic management, pedestrian crossing, preliminaries and O/B contingency at 40%.

Infrastructure Measures

A. Junction improvement schemes - target priority junctions identified as part of the PERS assessment and the collision analysis, requiring significant changes to signalling, crossing position and junction configuration.

B. Side road entry treatment priority - these measures target location specific uncontrolled crossings where pedestrian priority is required.

C. New formal crossing priority - for key pedestrian desire lines which require a new crossing.

D. Pedestrian priority design treatment - introducing a visual change in road character to facilitate pedestrian priority and support informal crossing in retail areas, by means of a cohesive footway and carriageway surface treatment, reduced kerb height and de cluttering regime.

E. Central reservation improvements - reducing physical severance north-south on Peckham High Street

F. Pedestrian permeability projects - consider footway widening schemes which support east-west pedestrian movements.

G. Improved access arrangements - long term planning for new routes through the Morrisons car park area.

H. Traffic management strategy areas - to reduce congestion and traffic speeds within the town centre.

I. Complementary projects - to tie in with other developments and public realm projects through an integrated approach including improvement and / or new cycle routes.

J. Waste management strategy areas - to better manage deliveries and waste collection.

All recommended infrastructure measures

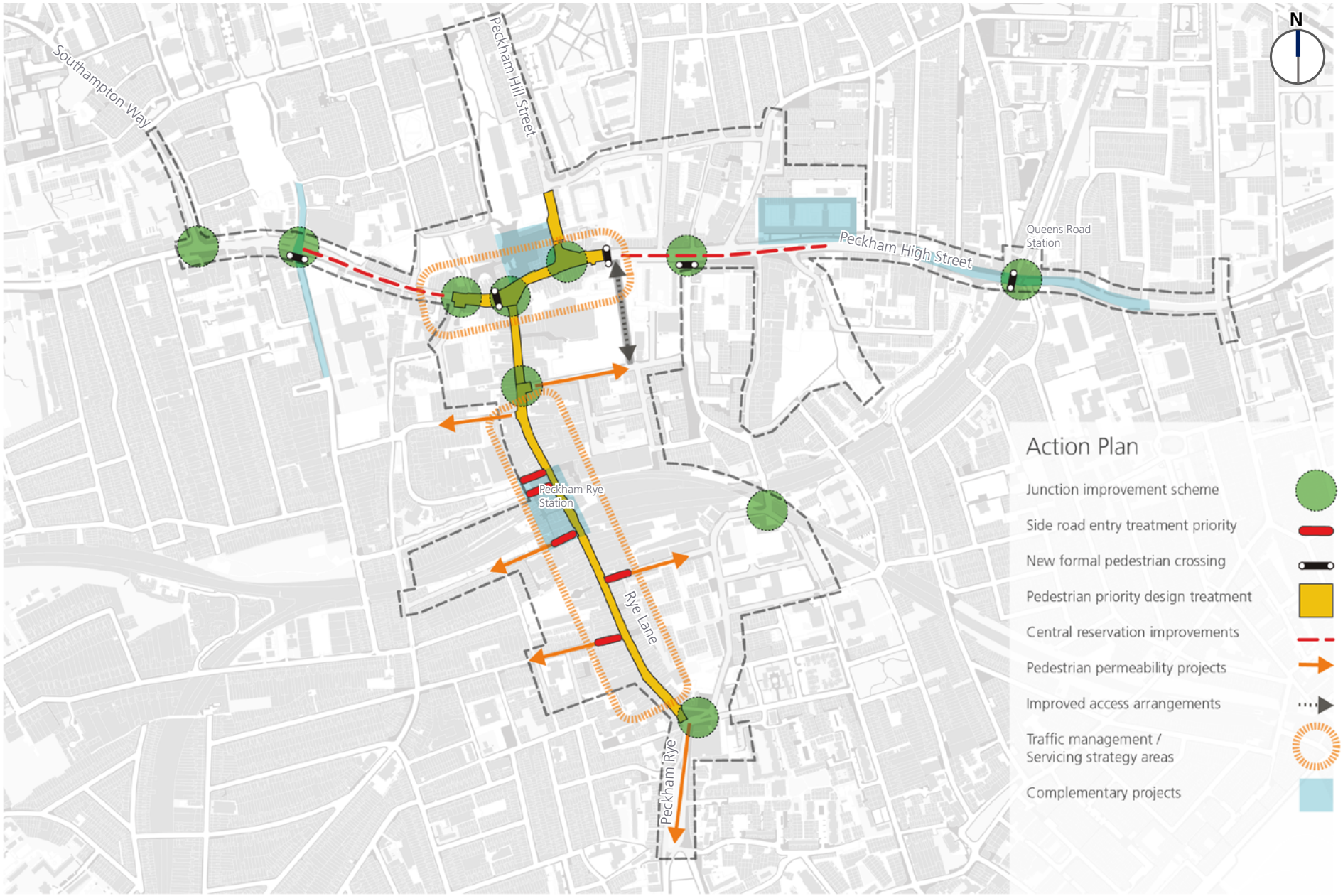


Figure 11: Peckham town centre potential options diagram - all recommended infrastructure measures

A. Junction improvement schemes

1. Peckham High Street / Southampton Way

Quick win: Provide additional surface treatment on the approach to the junction to slow vehicle speeds and encourage greater driver compliance. Consider imprint; stamp the surface so it looks and feels like paving but is more hard wearing and suitable for buses. Relocate drain to edge of crossing.

Future consideration: Assess the feasibility of providing a signalised crossing. Feasibility study to improve lighting at the junction.

Estimated cost: £250,000

2. Peckham High Street / Lyndhurst Way

Future consideration: Assess feasibility of improving signal response time.
Assess the feasibility of providing a dedicated signalised crossing as part of the signal phasing.

Estimated cost: £150,000

3. Peckham High Street / Bellenden Road

Quick win: Consider providing dropped kerb on diagonal to enable convenient diagonal movement.

Future consideration: Assess the feasibility of providing a raised table across Bellenden Road. Consider opportunities to introduce a Toucan crossing to Melon Road, to facilitate a more direct route for cyclists on LCN Route 22 to Jocelyn Street, avoiding taking cyclists through the busy Rye Lane junction.

Estimated cost: £90,000

4. Peckham High Street / Rye Lane

Quick win: Review pedestrian comfort levels and consider further widening of the crossing.

Future consideration: Assess the feasibility of adjusting signal timings along Peckham High Street to ensure vehicles do not back up across this junction. Look to provide an innovative double crossing solution that integrates with a new formal crossing west of Rye Lane. Alternatively, investigate providing formal pedestrian crossings on both Rye Lane north at the existing uncontrolled crossing, in conjunction to installation of a signalised crossing to the west of the left turn. Investigate the feasibility of providing a zebra crossing on Rye Lane at the intersection with Peckham High Street where there is an existing wide uncontrolled crossing; however it is anticipated that the impact on buses looking to exit from Rye Lane will be compromised.

Estimated cost: £620,000

5. Peckham High Street / Peckham Hill Street

Future consideration: Assess the feasibility of removing the slip lanes and simplifying the intersection to a T-junction arrangement, enabling footway widening.

Estimated cost: £520,000

6. Peckham High Street / Clayton Road

Quick win: Widen all formal crossings to a minimum 3.2m.

Future consideration: Assess the feasibility of providing at grade signalised pedestrian crossings on all arms of the junction.

Estimated cost: £250,000

7. Queens Road / Lugard Road

Quick win: Repair tactile paving units.

Future consideration: Assess the feasibility of providing a formal crossing for pedestrians west of the rail bridge to provide a better bus stop interchange. Consider ways of visually extending the station forecourt area across the main road to encourage greater pedestrian priority. Feasibility study to improve lighting at the junction.

Estimated cost: £330,000

8. Rye Lane / Hanover Park

Quick win: Conduct a safety audit with a view towards removing guardrails. Consider formally opening up the diagonal crossing movement.

Future consideration: Assess the feasibility of signal timings which better provide for pedestrians. Widen all crossings.

Estimated cost: £200,000

9. Rye Lane / Copeland Road

Quick win: Provide inset tactile paving to servicing covers.
Safety audit to look at removing guardrailing.

Future consideration: Assess the feasibility of providing an additional footway width on the north side of Copeland Rd adjacent to the existing planting, and look to provide an informal crossing across the slip lane.

Consider widening the central refuge on the south arm of the junction. Feasibility study to revise lighting scheme at the junction. Feasibility study to implement vehicular speed calming measures along Copeland Road.

Estimated cost: £260,000

10. Consort Road / Copeland Road

Quick win: Safety audit to look at removing guardrailing.

Future consideration: Assess the feasibility of providing wider footways and a formal crossing on the south side of the junction.

Consider implementing a lighting installation within the arches to enhance night time visibility.

Estimated cost: £170,000

B. Side road entry treatment priority

The priority side road entry improvements are located adjacent to Rye Lane with the strategy looking to enhance the uncontrolled crossing facilities which have been identified by the PERS audit as especially poor quality.

1. Elm Grove / Holly Grove

Future consideration: Renew all materials across the Elm Grove / Holly Grove raised table.

Consider removal of the gyratory by closing Holly Grove to through traffic, allowing bus stop U to be moved further north, giving more space for the waiting area.

Estimated cost: £40,000

2. Blenheim Grove

Future consideration: Renew all materials across the Blenheim Grove raised table which is an especially busy side street due to its close proximity to Peckham Rye station.

Estimated cost: £40,000

3. Bournemouth Road

Future consideration:
Provide a raised table crossing on Bournemouth Rd at the Rye Lane junction.

Assess the feasibility of providing a formal crossing over Rye Lane that is closely aligned to the desire line to Chadwick Road.

Estimated cost: £40,000

4. Choumert Road

Future consideration: Provide a new raised table crossing with tactile paving.

Estimated cost: £40,000

C. New formal crossing priority

1. Lyndhurst Way

Quick win: Assess the feasibility of providing a dedicated signalised crossing as part of the signal phasing.

Estimated cost: £100,000

2. Peckham High Street / Rye Lane

Future consideration: Look to provide an innovative double crossing solution that integrates with a new formal crossing west of Rye Lane.

Estimated cost: £120,000

3. Peckham High Street - Bus Station

Future consideration: Assess the feasibility of reducing the carriageway width and installing a formal pedestrian crossing.

Estimated cost: £100,000

4. Clayton Road

Future consideration: Assess the feasibility of providing at grade signalised pedestrian crossings on all arms of the junction.

Estimated cost: £100,000

5. Queens Road - Rail Station

Future consideration: Look to provide a formal crossing that serves the west entrance to the station and supports the desire line to bus stop QB.

Estimated cost: £120,000

D. Pedestrian priority design treatment

Overall approach

The design intent is to encourage motorists to give way to informal pedestrian crossing movements in the dense retail areas, by making motorists feel as though they have entered a space where pedestrians have priority. The aim is to provide a consistent treatment across the streets highlighted.

The pedestrian priority design treatment does not necessarily require a complete renewal of surface materials across Rye Lane and Peckham High Street; it could be that gateway treatments are used and/or a visual device such as signage. Alternatively a strip of coloured asphalt at the edge of the carriageway that blends with the tone of the footway could be used to make the carriageway appear narrower than it really is. At key junctions, a resin bound aggregate or coloured asphalt could be used to reinforce the relationship of either side of the road and enable a greater unity of space.

1. Rye Lane
Design intent:

- Create a perception of pedestrian priority.
- Facilitate informal pedestrian crossing.

Design recommendations:

- Select materials that form a visual continuity between footways and carriageway space.
- Reduce kerb heights to ~ 60mm to reduce the physical separation of footways and carriageway.
- Feasibility study to improve street lighting.
- **Estimated cost:** £1.150m

2. Peckham High Street
Design intent:

- Reinforce the character of the High Street as an integrated part of the retail environment on Rye Lane.
- Reduce vehicular dominance and traffic speeds.
- Facilitate additional formal crossing space.
- Enable safer informal pedestrian crossing.

Design recommendations:

- Narrow the carriageway (and in turn reduce the crossing distance).
- Provide wider formal crossings and introduce an additional formal crossing in parallel to the existing Toucan crossing.
- Feasibility study to improve street lighting.

Consider the pedestrian benefits associated with closing Rye Lane north to buses, which could enable a wide partially controlled crossing (such as the one in St Paul's Churchyard), in between two formal crossings on the High Street.

- **Estimated cost:** £600,000

3. Peckham Hill Street
Design intent:

- Reinforce the character of the High Street and Hill Street as an integrated part of the retail environment on Rye Lane.
- Simplify pedestrian crossings and support pedestrian desire lines.
- Reduce carriageway dominance.

Design recommendations:

- Consider removal of slip lanes and simplification of the junction arrangement.
- Extend the town centre surface treatment onto Hill Street to reinforce the town centre pedestrian priority sense of place and better integrate the Library Square as part of the town centre.
- Feasibility study to improve street lighting.
- **Estimated cost:** £320,000

4. Rye Lane / Hanover Park junction
Design intent:

- Rationalise pedestrian crossings and support pedestrian desire lines.
- Incorporate design proposal to remove northbound bus access through to Peckham High Street.

Design recommendations:

- Provide raised junction crossing.
- Ensure that the pedestrianised area has clear delineation by means of a visible kerb or other physical device..
- Feasibility study to improve street lighting.
- **Estimated cost:** £890,000

E. Central reservation improvements

1. Peckham High Street West

Future consideration:

Assess the feasibility of providing a central reservation west of where the pedestrian priority treatment terminates at the junction with Bellenden Road. This could be continued through to Lyndhurst Way and used to help reduce vehicle speeds on the approach to the retail spine, acting as a transitionary measure for vehicles entering the pedestrian priority town centre scheme.

There are no major roads intersecting Peckham High Street between Bellenden Road and Lyndhurst Way, so there is potential to maintain a relatively continuous stretch of central reservation.

Estimated cost: £150,000

2. Peckham High Street East

Future consideration:

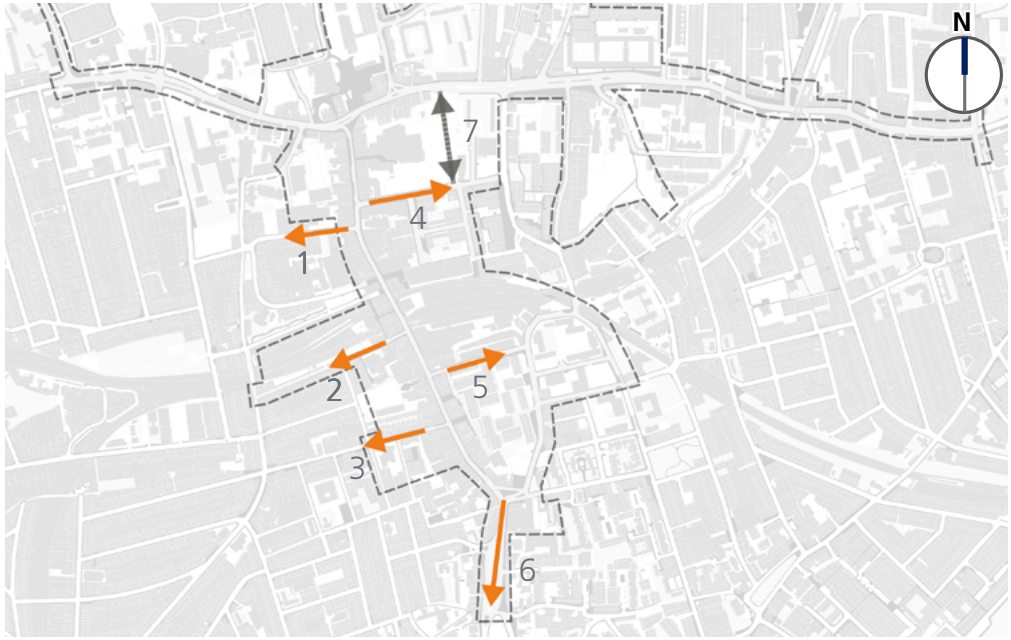
Assess the feasibility of upgrading the existing central reservation east of where the pedestrian priority treatment terminates at the junction with the Bus Station. This would require removal of the central planters and the wall on the approach to Clayton Road.

The reservation could be continued east beyond its existing position up to where the road narrows at Carlton Grove, which would help to lessen the dominance of the carriageway, provide a better setting for the residential development at Wooddene and create more consistency in lane alignments.

Estimated cost: £470,000

Note: The difference in cost to CR1 refers to the demolition of current central reservation and large planters.

F. Pedestrian permeability projects



Projects which look to attract people to use side streets, building on the work of Pocket Places, may include light touch approaches: such as improved signage and temporary installations; or more extensive improvements in lighting, footway widening and / or the creation of active frontage.

1. Highshore Road
Closed to through traffic, Highshore Road already has a pedestrian dominant feel towards it east end, but would benefit from pedestrian signage and a higher quality treatment between Rye Lane and Bellenden Road, to encourage greater footfall and support walking to school programmes. This route will also become increasingly important for cyclists in linking with the Southwark Spine route on Lyndhurst Way.

2. Blenheim Grove
This route acts as a busy link to Rye Lane and Peckham Rye station and will be significantly redesigned as part of the station development. Redevelopment of the arches will inherently bring more people to this area and so footways, lighting and access should be upgraded accordingly.

3. Choumert Road
As a tight tangential retail street to Rye Lane with stalls fronting onto the carriageway, Choumert Road is a bustling market during the day, but is relatively quiet by night. Street lighting improvements already have enhanced security here, but the daytime operation of the street would benefit from a rationalisation of parking arrangements so that the market stalls occupying the north side of the street are not surrounded by parking.

The east end of the road is one-way which helps to reduce traffic through flow but creates some safety issues at the junction with Rye Lane. Realigning the north kerb line to provide additional footway width will give better visibility of the uncontrolled crossing.

4. Hanover Park
Encouraging people to use alternative routes to Rye Lane will assist in reducing footway congestion and help to spatially broaden and diversify the town centre offer. On Hanover Park there may be opportunities to develop and extend the retail further east, through the existing car park, and to provide an improved link north to Peckham High Street (see Improved access arrangements).

5. Bournemouth Road
Street improvements have already been implemented on Bournemouth Road and these look to improve pedestrian crossings and enhance a key walking route to the town centre from residential areas to the south-east. The measures implemented on Bournemouth Road could act as a precedent for future side street improvements along the full length of Rye Lane.

6. Peckham Rye
Despite the town centre retail area continuing south of Rye Lane onto Peckham Rye the Peckham Rye / Rye Lane junction acts as a barrier for pedestrian movement, particularly on the east footway, segregating the physical coherence and character of the town centre. There have been a number of severe collisions involving pedestrians on this road in recent years.

Improvements to the central reservation were made some years ago, including bespoke lighting; however the large reservation remains under utilised as there is no formal access through the green space. There is a clear pedestrian desire line at the south end of the grassed area which would be better supported with signalised crossings.

Long term the viability of the gyratory could be assessed, with a view towards creating a more attractive and usable public space, that acts as a distinct social space and entry point to the town centre. Better linking the existing green space and the shopfronts on the west side of the street could be achieved by closing the northbound lane to through traffic, implementing two way operation on the existing southbound arm of the gyratory.

Estimated cost: £25,000 per location

G. Improved access arrangements / site redevelopment

1. Hanover Park to Peckham High Street

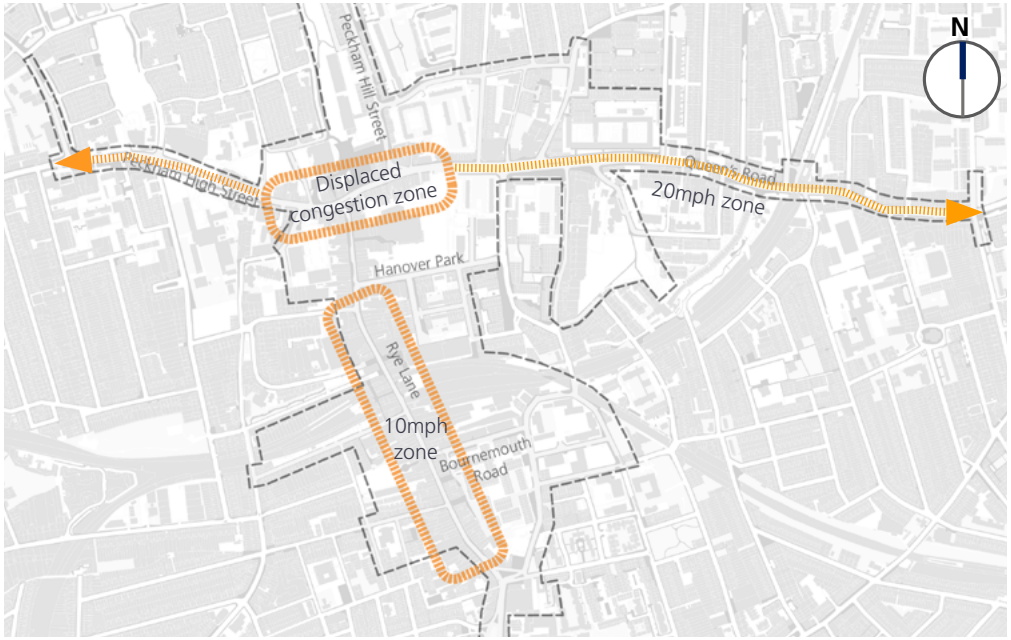
There is a long term aspiration to improve pedestrian and vehicular permeability north-south through the existing supermarket car park and bus station.

This would support the study's assessment of existing conditions which show that pedestrian safety is compromised as a result of the lack of footway space and vehicular continuity on Rye Lane north.

Any changes which are implemented in the short to medium term on Hanover Park and Peckham High Street should be forward planned to consider future changes to the car park site. This includes considering the possible relocation of bus stops as part of the bus routing strategy in the future to enable pedestrianisation of Rye Lane north outside the timeframe of this study.

Estimated cost: It is assumed costs for the car park development will be met through developer's contributions (Section 106 and 278).

H. Traffic management strategy areas



1. Peckham High Street

The focal area at the junction of Rye Lane is a network pinch point, with prolonged traffic congestion coinciding with high pedestrian footfall. The repercussions of this density of activity are observed in the poor pedestrian safety record and a compromised quality of environment.

The core aim of any traffic management strategy would therefore be to reduce the likelihood of traffic backing up through this key area by stacking traffic away from the town centre, potentially using the Split Cycle Offset Optimization Technique (SCOOT), local linking of adjacent signals, and road capacity enhancements upstream.

Traffic modelling will be required to assess how changes to signal timings at Peckham Hill Street junction and Bellenden Road could facilitate greater clearance of traffic flow to higher capacity areas upstream of the Rye Lane / Peckham High Street junction.

A 20mph speed limit pilot project is strongly recommended along the route through the town centre, as this would create a safer environment for pedestrians and cyclists. 20mph routes will be trialled as pilot projects at other locations such as Brixton, Clapham and Camden Street.

The detailed monitoring which would form part of the pilot project would allow potential impacts to be assessed in Peckham, before making the reduced speed limits permanent. Monitoring would assess traffic speeds, affects on journey times, as well as casualty data.

20mph limits have been permanently introduced along the adjacent Camberwell New Road, which would lead on from the Peckham scheme.

2. Rye Lane

Buses are the predominant vehicle on Rye Lane with the convergence of 13 routes contributing to more than 80 buses per hour in the morning peak. A significant proportion of pedestrian collisions on Rye Lane have involved buses.

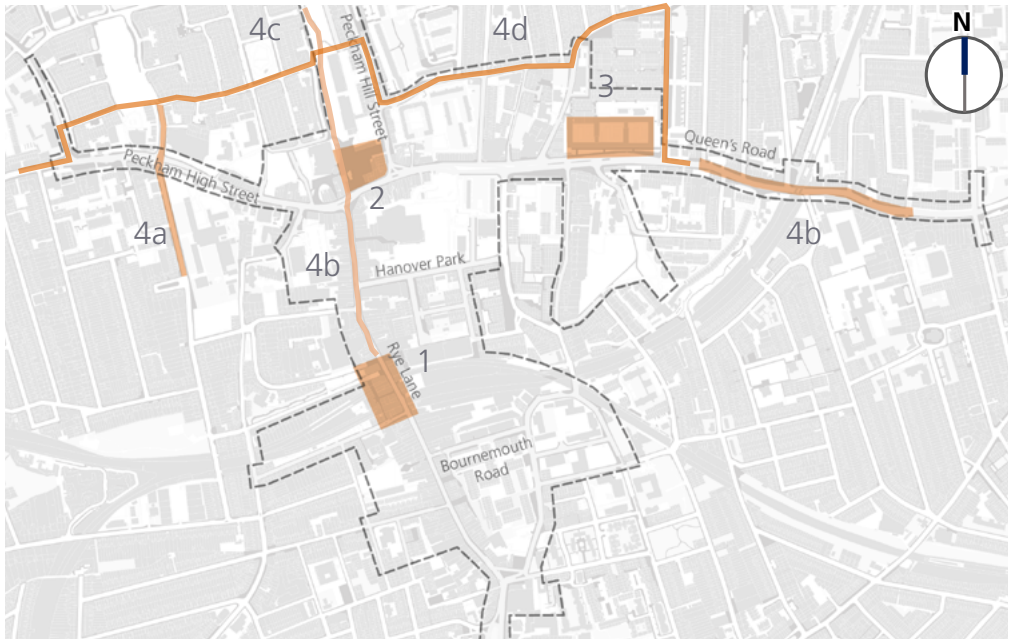
It is therefore recommended that a lower speed limit is considered for buses on Rye Lane. 10mph has been set in comparable locations across the country including Manchester City Centre, and a move towards a lower speed limit would support aspirations for a significantly safer town centre.

Buses frequently stop and start on Rye Lane to make way for pedestrians crossing informally and at controlled crossings, and so a measure which supports a consistently lower and safer driving speed would likely be effective at reducing collisions while having minimal impact on journey time reliability.

Currently on trial, **Bus ISA (Intelligent Speed Assistance)** is a device that can be fitted to a bus to prevent it from exceeding the speed limit. It uses the GPS location of the bus, and the digital speed map that shows what the speed limit is on that road.

Bus ISA is currently being trialled on two routes by Transport for London: 19 and 486, with findings expected by early 2016 (https://tfl.gov.uk/info-for/media/press-releases/2015/june/london-buses-to-trial-speed-safety-technology).

I. Complementary projects



1. Peckham Rye Station

The Peckham Rye Station development will significantly impact on Rye Lane and the streets adjacent to Peckham Rye station. Any road safety interventions implemented before the Gateway Project comes to fruition should complement and facilitate future changes around:

- The station square development including the arches on Blenheim Grove.
- The redevelopment of the Iceland store and buildings on Holly Grove.
- Dovedale Court behind the station.

2. Peckham Library Square

Concept designs are being worked on as part of the Peckham Square Co-Design project. Any changes proposed as part of the masterplan should be reflected as part of wider access arrangements, especially on:

- Peckham High Street - where alignments of the Toucan crossing will need to ensure desire lines to the new square are maintained.
- Peckham Hill Street - where the effectiveness of the raised table uncontrolled crossing may need to be reviewed in light of changes to the square.

3. Wooddene Estate

333 residential units and 450 sqm of flexible retail space has been approved for the Wooddene Estate which will significantly contribute to increased pedestrian flows along and across Peckham High Street and Queens Road. It is anticipated that new active frontage onto Queens Road will create new desire lines to retail areas. The effectiveness of the existing Toucan crossing position will therefore need to be assessed post housing scheme delivery, to ensure that provision is fit for purpose for both pedestrians and cyclists.

4. Cycle Route Improvements

4a. Southwark Spine

While primarily a cycle network improvement scheme, the project offers the potential to improve conditions for pedestrians at key crossings, in particular at Lyndhurst Way.

4b. Existing Route Improvements

There is potential to improve the existing cycle route along Peckham High Street and Rye Lane as a short term solution. Improvements to signage and treating the cycle lane surface (different colour or finish and more prominent carriageway markings) would provide a inexpensive option which would make vast improvements to the visual distinction and safety of the route for both cyclists and pedestrians, especially along Rye Lane. There is also the possibility, as a temporary measure, to relocate the cycle route in Rye Lane north eastern footway to Rye Lane itself. A feasibility study will be required to ensure that pedestrian comfort levels of the adjacent footways are not compromised in case the footways width had to be reduced.

For the route along Surrey Canal path, which is a shared used path, there are a number of 'quick wins' that could be implemented in so far as to make the route safer for both pedestrians and cyclists:

- Adequate signage: Currently signage is limited and often obscured (also applicable for Rye Lane).
- Speed calming measures such as ribbed tiles or inlaid granite sett rumble strips (also applicable for Rye Lane).

4c. Quiet Way Cycle Route Proposals

Proposal for a quietway running along Surrey Canal, through Peckham Library Square and the whole extension of Rye Lane. Still under development (feasibility design planned for 2016 with LBS).

4d. Parallel East - West Alternative Cycling Route

There are few possible solutions for an alternative east - west cycling route due to the configuration of the road layout. More research needs to be conducted, but a preliminary suggestion is outlined on the map opposite. The introduction of an additional route would ease pressure on the existing infrastructure and create a safer route for cyclists along quieter roads.

Figure 12: Surrey Canal path

J. Waste & delivery management strategy

1. Waste

The stacking of waste on-street creates a series of issues relating to reduced footway capacity, quality of place and safety.

The Southwark Council Waste Management Strategy (2003-2021) and the Mayor's Waste Strategy provide the frameworks for collection processes and recycling targets. Across Southwark the collection of domestic and trade waste is undertaken by the Southwark Refuse and Recycling Service.

With extensive public realm improvements planned across Peckham town centre over the next five years, integrating waste management storage and collection regimes that tie in to existing proposals, will help maximise the potential to reduce issues of refuse build-up on Rye Lane.

As a first step there could be a ban on refuse being deposited on Rye Lane and Peckham High Street. This will require enforcement and the cooperation of local businesses. Operation Cleanway (TLRN roads only) has been set up with this aim, where Peckham High Street is one of the top priorities locations.

Underground waste storage facilities could potentially be provided on streets which have already been closed to through traffic such as Parkstone Road and Highshore Road. Generally these spaces can provide good access for waste collection vehicles, without having to sit on Rye Lane.

In addition to this, incentive schemes could be introduced which reward traders for recycling in central refuse areas rather than on the footway. These could be in the form of credits which can be redeemed at local businesses in the area, or for example, reduced business rates. A scheme where organic waste could be sent to local farms which would further reduce waste on the streets could be tried.

Further to proving more space for pedestrians on footways, the waste strategy will contribute to make the area safer (removing the 'need' to walk along the road because footway space is taken with waste) and improve street cleanliness, reducing pollution and health hazardous in the area.

2. Freight

It has been observed that a significant congestion is caused by parking and loading on both sides of Rye Lane. Often delivery vehicles were observed parked on the footway (Chapter 9: Key Observations) prompting people to walk on the road. Collision data has also mentioned collisions as a result of limited visibility caused by stationary vehicles.

A reduction in loading infringements could be achieved through working with TfL and borough enforcement teams to ensure a joined up and proactive approach to town centre enforcement of these issues. Engagement with local businesses would enable a strategy to be developed which would create a mid to long term plan to reduce the number of ad hoc deliveries along Rye Lane which are generally associated with smaller businesses.

A first step would be to engage with the chain stores, many of which are located in the North of the study area, to ensure that their deliveries fall outside of the peak times.

This would set a standard for the smaller businesses which could be reached in smaller stages, such as reducing deliveries from five days a week to four days in the first year, and then restrict times to after the evening peak in the second, and so on until the impact on Rye Lane is significantly reduced.

Likewise for the waste strategy, a more efficient and coherent freight management policy will help to reduce pollution and noise in the area by minimising the number of vehicles driving to Rye Lane, Peckham High Street and other key streets in the study area.

Delivery and Servicing Toolkit

Atkins in conjunction with TfL have carried out a research into the understanding of the delivery and servicing activity in high streets. The outcome of the research is a Toolkit, which objective is to help transport, logistics and property specialists conduct surveys to understand behaviours in their area and, as an outcome, apply solutions to improve the efficiency of delivery and servicing activity and resolve conflicts between freight and other activity.

The Toolkit, published in November, could be adopted by Southwark Council as part of the process of reduction in loading infringements (Figure 13).

Figure 13: Summary Report & Delivery Servicing Toolkit

3. Obstructions of the Highway

In line with current Southwark Council policy, obstructions to the highway, such as trader produce, should be removed by the council as Rye Lane has a high footfall and the narrow footway widths do not allow for displays.

In order to encourage this, incentives could be introduced which rewards traders for compliance and keeping their produce within the boundaries of their store (loyalty scheme). These could be in the form of credits to spend at local businesses in the area or be used towards a reduction in business rates paid to the council.

Engaging with the community in this way would help maintain the vibrancy of the area and ensure that pedestrian safety is maintained through suitable footway widths.

Behaviour change measures

Public workshop

Behaviour Change Measures

A. Infrastructure Behaviour Change Measures:

1. Wayfinding scheme: Improve legibility and navigability of the town centre in line with the physical infrastructure improvements suggested.

2. Street art schemes: facilitate pedestrian movement to key destinations in the town centre

3. Pedestrian counters: Monitor pedestrian footfall along key routes

4. Wayfinding Markers: totems and signs showing maps which highlight key destinations and routes within certain walking radiuses

B. Non-Infrastructure Behaviour Change Measures:

1. School Travel Planning: Promote active travel for the journey to school and reduce traffic levels on local streets and outside schools.

2. Road Safety Marketing campaign: improve user behaviour

3. Area-wide marketing campaign for walking / reward scheme: Encourage and reward walking in the town centre; related health and congestion benefits for residents / workers.

4. Review of planning policies: ensure the impact of new developments is minimised

5. Trader Loyalty scheme: Encourage and reward traders to use central refuse / recycling points

6. Promotion of Alternative Walking Routes via Quiet Routes: encourage people to walk away from the congested streets on alternative routes

7. Bus driver training: Reduce speed of bus drivers on certain stretches of road - e.g. Rye Lane south - in order to increase efficiency and passenger comfort

8. Improvement of bus stop maps: enlargement of area maps within bus stops

All recommended behaviour change measures

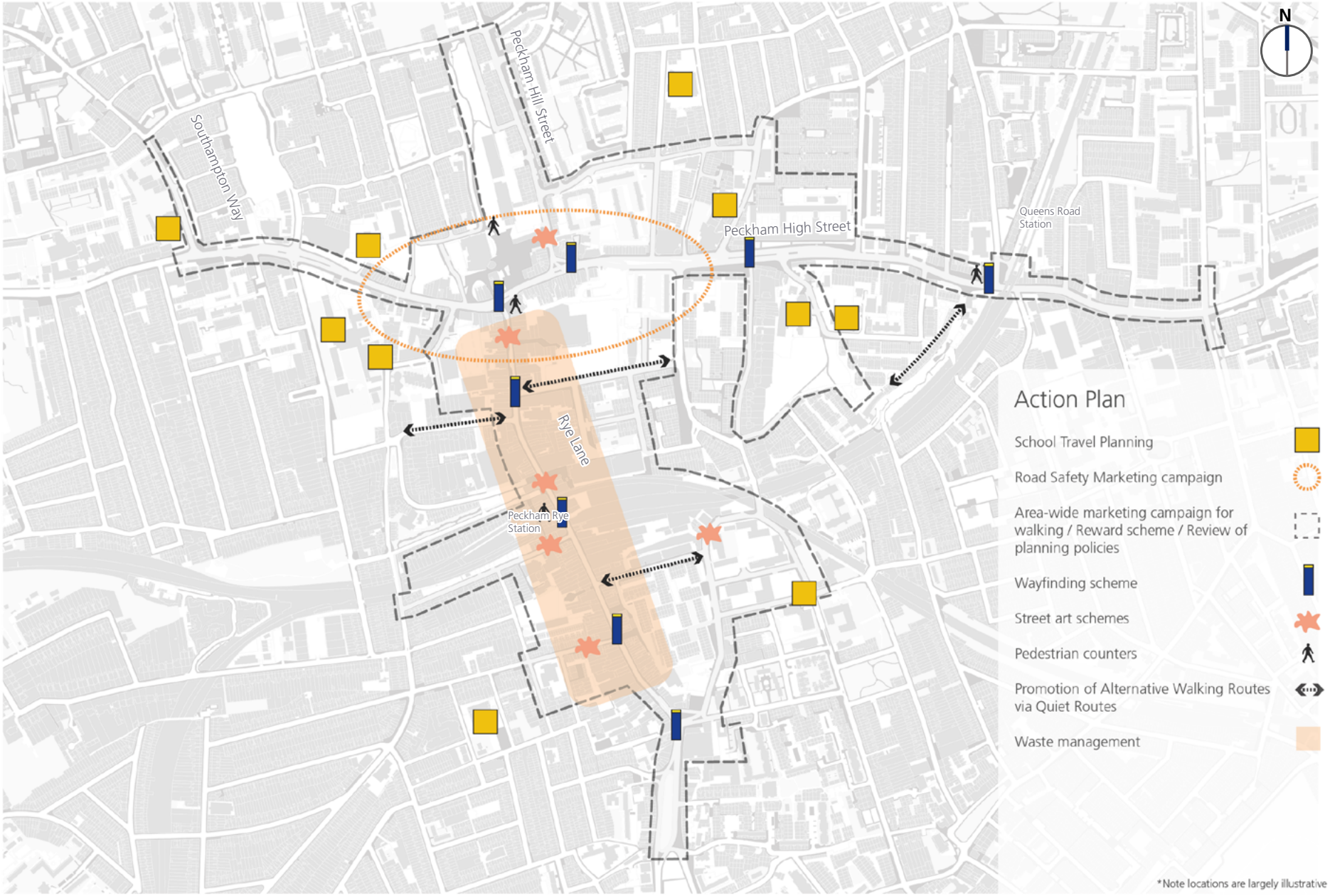


Figure 14: Peckham town centre potential options diagram - all recommended behaviour change measures

A. Infrastructure behaviour change measures

1. Wayfinding totem scheme / use of wayfinding maps across town centre

Rationale: Improve legibility and navigability of the town centre in line with the physical infrastructure improvements suggested. Assist pedestrian wayfinding in the area; make use of redundant shop windows which may otherwise make the area look vacant.

Quick wins: Consider providing painted signage on footways, removable wayfinding stickers and maps on empty facades to provide temporary wayfinding support. Provision of wayfinding totems

Future consideration: Implement a roll-out of wayfinding totems across the town centre to tie in with TfL standard wayfinding systems across London; to be considered and integrated with Legible London.

Estimated cost: £80,000

2. Street Art Schemes

Rationale: Promote the creative nature of Peckham by introducing street art schemes to improve the general nature of the area but also assisting with wayfinding / key destination finding / use of crossings.

Courtesy of designbeats.net

Quick wins: Experimental scheme to trial street art at a crossing point and monitor pedestrian movement during the trial. Involvement of local creative community in trial – Camberwell College of Art, Peckham Platform, etc. Suggested location for trial – any of the following: Hanover Park / Rye Lane; Peckham High Street / Rye Lane;

Future considerations: Introduce permanent footway and crossing street art schemes to assist pedestrian wayfinding around the area and to key destinations. Inclusion of street lighting schemes (via lamp columns and also footway lighting) in order to improve legibility, safety and movement in and around the town centre.

Estimated cost: £10,000

3. Pedestrian Counters

Rationale: Monitor pedestrian footfall along key routes; provide a visual representation of this for the wider community in terms of the importance of walking as a key mode for the town centre (e.g. a visual reminder of the footfall numbers - and how this differs from day to day- could be used as a tool to promote and encourage walking, and provoke thought and discussion around walking as a mode). The counter could be included in a wayfinding totem and there is potential for integration of other items as well, for example an air quality monitoring point.

Future consideration: Provision of pedestrian counter in wayfinding totems for key areas (Rye Lane north section; Rye Lane south near Peckham Rye station to be key focus)

Estimated cost: £10,000

4. Promotion of alternative walking routes via quiet routes

Rationale: Direct pedestrians to alternative routes in order to ease pedestrian pressure on the main routes e.g. Rye Lane and Peckham High Street.

Future consideration: Similar to the 'UPwalk' from Euston to St Pancras stations (an alternative route to the congested Euston Road), labelling of key alternative routes through the area. Provision of lamp post signs and banners in order to facilitate pedestrian movement. Key desire line is from Peckham Rye station area up to the Queens Road area. Creation of an online map showing the route; promotion via social media. Link up with existing walking routes where possible - e.g. Green Chain walk via Crystal Palace.

Estimated cost: Under £10,000

Walk to School
LIVING STREETS
PUTTING PEOPLE FIRST

B. Non-infrastructure behaviour change measures

1. School travel planning

Rationale: Promote active travel for the journey to school; reduce traffic levels on local streets and outside schools.

Quick wins: Ensure School Travel Plans are up to date and regularly reviewed (by the school and the Road Safety & Community Projects Team from Southwark Council / TfL) for the schools in the town centre area, and that schools are actively involved in the town centre programme going forward, including at the public consultation stage in terms of involving pupils and staff in any consultation exercises. Pupil walking audits could be undertaken to understand the issues and feed in to the design process. Ensure schools are also involved in the Children's Traffic Club and STARS projects through their travel plans.

Future consideration: Inter-school competition for walking, for schools in Peckham. Tie in with national campaigns e.g. Walk to School Week - with a particular focus on Peckham schools e.g. a prize for the winning school in the area, additional activities and promotions to encourage participation.

Estimated cost: £5,000 for materials and prizes for walking promotion; LBS staff time for schools engagement.

2. Road Safety Marketing Campaign

Rationale: Improve road user behaviour

Quick wins: Rollout of a marketing campaign at bus stops and other media in order to inform and educate pedestrians on key road safety issues. Concurrent campaign aimed at drivers through the area where possible (billboards, bus stop sides).

Local campaign aimed at pedestrians / cyclists in order to reduce conflict between these modes (Share the Road campaign).

This campaign could also be addressed to pedestrians and cyclists. TfL is undertaking research into pedestrian and cycle conflict, the findings of which could be used in Peckham. Another possibility is to introduce a marketing campaign tailored to shared used paths.

Estimated cost: £10,000

3. Area-wide marketing campaign for walking / reward scheme

Rationale: Encourage and reward walking in the town centre; related health and congestion benefits for residents / workers.

Quick wins: Set up a walking reward scheme in the area, for example under a rewards provider such as:

- Better Points – online rewards for physical activity and active travel – across a geographical area https://www.betterpoints.uk
- Yomp – online reward platform focussed on workplaces: http://yomp.co
- Sustrans – active travel reward scheme https://main.getmeactive.org.uk

Better Points is the recommended option of the above as it can be used on a community level rather than having a focus on a particular workplace / school – for the large number of small businesses in Peckham, plus residents that may not be connected to a particular workplace in the area, we feel this would work best.

Future consideration: Once physical improvements are in place, hold an area-wide marketing campaign focussed on walking – e.g. 'Step into Peckham' or similar, in order to promote and reward everyday walking, alongside the reward platform noted above. The campaign could include advertising, social media promotion, community champions, recommended walking route guides as a minimum.

Estimated cost: £10,000 for marketing and advertising; unknown for Better Points setup and promotion.

4. Trader Loyalty scheme

Rationale: In conjunction with waste & delivery management strategy, reduce clutter and congestion on footways.

Future consideration: Encourage and reward traders to use central refuse / recycling points

5. Review of planning policies

Rationale: Ensure impact of new developments is minimised.

Future consideration: Undertake review of local planning policies and parking standards; ensure low car / car free development (plus further development and promotion of car clubs) in this area where necessary in order to minimise the vehicular impact on the town centre.

Estimated cost: Officer time

6. Bus Driver Training

Driver training scheme in order to reduce sharp braking, speeding, and to smooth out the overall journey on stretches such as Rye Lane. Training could follow the following case study: http://gogreenbusiness.co.uk/articles/2015/02/drive-green

7. Improvement of bus stop maps

Enlargement of area maps within bus stops in the town centre area.

Infrastructure and behaviour change appraisal process

Following the identification of infrastructure and behaviour change measures, as a result of the different data sets analysis and stakeholder engagement various channels, an appraisal process has been used to assess the relative benefits of each measure. Nine criteria have been identified based on the key objectives of the project. This appraisal methodology could also be used for the assessment of other options in future studies.

1. Pedestrian safety
The proposal has demonstrable safety implications for pedestrians as observed at comparable locations.

2. Pedestrian legibility / time saving
The intervention has measurable navigational benefits and / or journey time saving benefits for walking.

3. Pedestrian comfort
More space will be dedicated to pedestrian movement.

4. Cyclist safety
Based on an interpretation of whether cycling space will be reduced or compromised.

5. Place / public realm impact
Indicative of significant urban realm improvements which could facilitate more walking and stationary activity.

6. General traffic impact
High level assessment based on whether there is a likely impact on carriageway capacity.

7. Innovation / Appropriateness
A combined appreciation of whether proposals are aligned to the overarching strategic objectives and / or are appropriately forward thinking.

8. Ease of maintenance / servicing
Assessment based on the likely maintenance implications of the proposal and maintaining access for services. Note that for non-infrastructure behaviour change measures, this criteria has been changed to 'ease of providing ongoing facilitation', to reflect the delivery and scope for maintaining ongoing training programmes.

9. Cost / Benefit
An assessment based on the estimated cost of the intervention, in relation to the anticipated benefits across the other eight criteria.

Each option has been scored, based on a high level appreciation of expected benefits, using the following five tier system:

+2 Significant benefit
+1 Slight benefit
0 No impact
-1 Slight adverse impact
-2 Significant adverse impact

An overall score is provided for each component to assist in understanding the relative benefits of each measure.

Junction improvement schemes

Scheme Option	Pedestrian safety	Pedestrian legibility / time saving	Pedestrian comfort	Cyclist safety	Place / Public realm impact	General traffic impact	Innovation / Appropriateness	Ease of maintenance / servicing	Cost / Benefit	Overall
1. Peckham High Street / Southampton Way										
A.Provide additional surface treatment on the approach to the junction.	1	0	0	1	0	0	0	-1	0	**1**
B. Assess the feasibility of providing a signalised crossing.	1	0	1	0	0	0	0	1	1	**4**
2. Peckham High Street / Lyndhurst Way										
A. Conduct a safety audit with a view towards removing guardrails.	TBC	0	1	1	2	0	0	2	2	**8**
B. Assess feasibility of improving signal response time.	1	2	2	1	1	-1	1	0	1	**8**
C. Assess the feasibility of providing a dedicated signalised crossing as part of the signal phasing.	1	1	1	0	1	-1	1	0	1	**5**
3. Peckham High Street / Bellenden Road										
A. Provide dropped kerb on diagonal.	1	2	1	1	0	0	1	0	2	**8**
B. Introduce a Toucan crossing to Melon Road.	1	1	1	2	1	0	0	0	1	**7**
4. Peckham High Street / Rye Lane										
A. Review pedestrian comfort levels and consider further widening of the crossing.	1	1	1	1	1	0	0	0	1	**6**
B. Assess the feasibility of adjusting signal timings along Peckham High Street.	2	1	1	1	1	1	1	1	2	**11**
C. Provide a double extra wide crossing solution that integrates with a new formal crossing west of Rye Lane.	2	2	2	1	2	-1	2	-1	1	**10**
5. Peckham High Street / Peckham Hill Street										
A. Conduct a safety audit with a view towards removing guardrails.	TBC	0	1	1	2	0	0	2	2	**8**
B. Assess the feasibility of creating a T-junction arrangement.	2	2	2	2	2	-2	1	0	1	**10**
C. Provide crossing improvements to reduce crossing phases from four to three	1	1	1	0	1	0	0	0	1	**5**
6. Peckham High Street / Clayton Road										
A. Conduct a safety audit with a view towards removing guardrails.	TBC	0	1	1	2	0	0	2	2	**8**
B. Widen all formal crossings to a minimum 2m.	0	1	2	0	1	-1	0	0	1	**4**
C. Assess the feasibility of providing at grade signalised pedestrian crossings on all arms of the junction.	1	1	1	0	1	-1	1	0	1	**5**
7. Queens Road / Lugard Road										
A. Assess the feasibility of providing a formal crossing for pedestrians west of the rail bridge.	1	1	1	0	1	-1	1	0	1	**5**
B. Consider ways of visually extending the station forecourt area across the main road to encourage greater pedestrian priority.	1	1	1	0	2	-1	1	-2	0	**3**
8. Rye Lane / Hanover Park										
A. Conduct a safety audit with a view towards removing guardrails.	TBC	0	1	1	2	0	0	2	2	**8**
B. Consider formally opening up the diagonal crossing movement.	1	2	1	0	0	0	1	0	1	**6**
C. Assess the feasibility of signal timings which better provide for pedestrians.	1	2	1	1	1	1	1	1	2	**11**
D. Widen all crossings.	1	1	2	0	0	-1	0	1	1	**5**
9. Rye Lane / Copeland Road										
A. Safety audit to look at removing guardrailing.	TBC	0	1	1	2	0	0	2	2	**8**
B. Provide additional footway width on the north side of Copeland Rd adjacent to the existing planting	1	1	2	-1	1	-1	0	0	1	**4**
C. Widen the central refuge on the south arm of the junction.	1	0	1	0	1	0	0	0	0	**3**
10. Consort Road / Copeland Road										
A. Assess the feasibility of providing wider footways and a formal crossing on the south side of the junction.	1	0	1	-1	1	-1	0	0	0	**1**
B. Consider implementing a lighting installation within the arches to enhance night time visibility	1	1	1	1	1	0	0	0	1	**6**

Side road entry treatments

Scheme Option	Pedestrian safety	Pedestrian legibility / time saving	Pedestrian comfort	Cyclist safety	Place / Public realm impact	General traffic impact	Innovation / Appropriateness	Ease of maintenance / servicing	Cost / Benefit	Overall
1. Elm Grove / Holly Grove										
A. Renew all materials across the Elm Grove / Holly Grove raised table.	1	1	1	0	1	0	0	0	0	**4**
B. Consider removal of the gyratory by closing Holly Grove to through traffic, allowing bus stop U to be moved further north, giving more space for the waiting area.	1	1	1	0	2	-1	2	-1	0	**5**
2. Blenheim Grove										
A. Renew all materials across the Blenheim Grove raised table	1	1	1	0	1	0	0	0	0	**4**
3. Bournemouth Road										
A. Provide a raised table crossing on Bournemouth Rd at the Rye Lane junction.	1	1	1	0	1	0	0	0	0	**4**
4. Choumert Road										
A. Provide a new raised table crossing with tactile paving.	1	1	1	0	1	0	0	-1	0	**3**

New formal crossing priority

Scheme Option	Pedestrian safety	Pedestrian legibility / time saving	Pedestrian comfort	Cyclist safety	Place / Public realm impact	General traffic impact	Innovation / Appropriateness	Ease of maintenance / servicing	Cost / Benefit	Overall
1. Lyndhurst Way										
A. Assess the feasibility of providing a dedicated signalised crossing as part of the signal phasing.	1	1	1	0	1	-1	1	0	1	**5**
2. Peckham High Street / Rye Lane										
A. Look to provide an innovative double crossing solution that integrates with a new formal crossing west of Rye Lane.	2	2	2	1	2	-1	2	-1	1	**10**
3. Peckham High Street - Bus Station										
A. Assess the feasibility of reducing the carriageway width and installing a formal pedestrian crossing.	2	2	2	0	0	-1	0	0	1	**6**
4. Clayton Road										
A. Assess the feasibility of providing at grade signalised pedestrian crossings on all arms of the junction.	1	1	1	0	1	-1	1	0	1	**5**
5. Queens Road - Rail Station										
A. Look to provide a formal crossing that serves the west entrance to the station and supports the desire line to bus stop QB.	1	1	1	0	1	-1	1	0	1	**5**

Pedestrian priority

Scheme Option	Pedestrian safety	Pedestrian legibility / time saving	Pedestrian comfort	Cyclist safety	Place / Public realm impact	General traffic impact	Innovation / Appropriateness	Ease of maintenance / servicing	Cost / Benefit	Overall
1. Rye Lane										
A. Carriageway resurfacing	0	1	0	1	1	0	1	-1	1	**4**
B. Footway resurfacing and reduced kerb heights	1	2	2	1	2	0	2	0	1	**11**
C. Repair cycle contraflow	-1	0	0	1	1	0	0	1	0	**2**
2. Peckham High Street										
A. Carriageway narrowing at junction with Rye Lane	2	1	2	-1	2	-1	1	0	1	**7**
B. Carriageway resurfacing to relate to Peckham Square	1	1	1	0	2	0	2	-1	1	**7**
C. Extension of central median to Peckham Hill Street	1	1	1	-1	1	-1	0	1	1	**4**
3. Peckham Hill Street										
A. Provide crossing improvements to reduce crossing phases from four to three	1	1	1	0	1	0	0	0	1	**5**
B. Assess the feasibility of creating a T-junction arrangement.	2	2	2	2	2	-2	2	0	1	**11**
C. Extend the town centre surface treatment onto Hill Street	2	2	2	1	2	0	2	-1	1	**11**
4. Rye Lane / Hanover Park junction										
A. Provide raised junction crossing	2	2	2	0	2	0	1	-1	1	**9**
B. Consider formally opening up the diagonal crossing	2	2	2	0	0	0	1	0	1	**8**
C. Widen all crossings	1	1	1	0	0	-1	0	1	1	**4**

Central reservations

Scheme Option	Pedestrian safety	Pedestrian legibility / time saving	Pedestrian comfort	Cyclist safety	Place / Public realm impact	General traffic impact	Innovation / Appropriateness	Ease of maintenance / servicing	Cost / Benefit	Overall
1. Peckham High Street West										
A. Assess the feasibility of providing a central reservation west of Bellenden Road to Lyndhurst Way	1	2	1	-1	1	-1	0	0	0	**3**
2. Peckham High Street East										
A. Assess the feasibility of improving and extending the central reservation from Peckham Hill Street to Carlton Grove	1	2	1	-1	1	-1	0	0	0	**3**

Infrastructure Behaviour change										
Scheme Option	**Pedestrian safety**	**Pedestrian legibility / time saving**	**Pedestrian comfort**	**Cyclist safety**	**Place / Public realm impact**	**General traffic impact**	**Innovation / Appropriateness**	**Ease of maintenance / servicing**	**Cost / Benefit**	**Overall**
1. Wayfinding totem scheme / use of wayfinding maps across town centre	0	2	0	0	2	0	2	0	1	**7**
2. Street Art Schemes	1	1	0	0	2	0	1	-1	1	**5**
3. Pedestrian Counters	0	1	0	0	1	0	2	0	0	**4**
4. Promotion of alternative walking routes via quiet routes	1	1	1	0	1	0	1	1	1	**7**

Non-Infrastructure Behaviour change										
Scheme Option	**Pedestrian safety**	**Pedestrian legibility / time saving**	**Pedestrian comfort**	**Cyclist safety**	**Place / Public realm impact**	**General traffic impact**	**Innovation / Appropriateness**	**Ease of providing ongoing facilitation**	**Cost / Benefit**	**Overall**
1. School travel planning	1	1	0	1	1	1	1	1	2	**9**
2. Road Safety Marketing Campaign	2	2	0	1	0	1	1	1	1	**9**
3. Area-wide marketing campaign for walking / reward scheme	1	1	1	0	1	1	1	0	1	**7**
4. Trader Loyalty scheme	0	0	2	0	2	0	1	1	1	**7**
5. Review of planning policies	2	1	1	1	1	1	1	0	1	**9**
6. Bus Driver Training	2	0	0	2	0	1	0	1	1	**7**
7. Improvement of bus stop maps	0	2	1	0	1	0	0	1	2	**7**

Collision Analysis

6

Collision Analysis

Introduction
This section provides a summary of the collision and casualty analysis for the Pedestrian Town Centre Study for Peckham. The analysis focuses on providing an evidence base that underpins strategies to reduce pedestrian, and particularly pedestrian KSI (Killed and Seriously Injured) casualties[1]. The analysis was carried out using the data provided by TfL covering a period of 5 years[2].

Peckham Town Centre – Collision Data Summary

Within the 5 year analysis (April 2010 to May 2015) the annual collision frequency in the study area overall is relatively unchanged, however KSI collisions of all types have reduced considerably.

A total of 512 collisions in the study area involved 576 casualties, of these 118 (23%) collisions involved a pedestrian and resulted in 121 casualties. It is notable that Vulnerable Road Users (VRU's) (i.e. motorcyclists, pedal cyclists and pedestrians) account for 62% of all casualties in the town centre.

- Pedal cyclists (25%), as a user group account for the highest proportion of casualties in the town centre (but a lower KSI ratio) – with pedestrians accounting for a fifth of all casualties.
- Pedestrians as a user group account for the highest proportion of KSI's in the town centre, (30%) – demonstrating their vulnerability when involved in a collision.

The proportion of pedestrians involved in collisions are increasing - this collision type has increased, from 20 in 2010/11 (accounting for 19% of all collisions) to 25 in 2014/15 (accounting for 26% of all collisions) and averaging 24 over a 5 year period.

Pedestrian KSI's are reducing - there were 18 collisions resulting in a pedestrian KSI (resulting in 18 pedestrian casualties; 1 fatal and 17 serious). Despite the increase in pedestrian injury collisions overall, the number of pedestrian injury collisions whereby a KSI injury occurred has reduced from 7 to 3 and averages 4 in number (similar to the downward KSI trend in the study area overall).

Focus on pedestrian injury casualties and trends across the study area - Whilst the focus of the study is pedestrian KSI's, due to their relatively low number and reducing trend overall within the study area, all pedestrian injury casualty types were considered in order to establish a greater evidence base. Furthermore the analysis has focused on general trends across the study area, in line with recommendations in the TfL Peckham Road /Queen's Road Single Site Collision Study. Nevertheless, the assessment also summarises some of the pedestrian collision "hotspot" locations that have been identified in previous reports provided by TfL as well as in this collision data analysis. Note that the term "hot spot" has been used throughout this document to refer to a location where the highest number of collisions have been recorded.

1. When do pedestrian collisions occur?
Considering the time of year and time of day, pedestrian injury collisions generally appear to be more related to exposure, i.e. they occur in greater proportion in the summer months of July, August and September when pedestrian activity is likely to be higher. Pedestrian KSIs generally appear more dispersed through the year.

Day of Week – Over a third of pedestrian injury collisions occur on a Friday or Saturday - again pedestrian KSI injury collisions are relatively dispersed.

Time of Day – pedestrians are generally involved in more collisions around the more traditional traffic peak periods i.e. 08:00 and 16:00 / 17:00 as well as during the inter-peak when pedestrian flows are highest. However it is notable that Pedestrian KSI's occur in greater proportions in the late evening period / darkness

- 7 pedestrian KSI collisions (39%) occurred between 19:00 and 01:00.
- A fifth of pedestrian collisions occur in darkness, slightly lower than the 25% LBS average however a higher 39% of pedestrian KSI's occurring in dark conditions.
- Pedestrian injury collisions are less likely to occur in wet conditions (16% of all pedestrian injury collisions occurred in wet conditions compared to the LBS average for all collisions of 20%). However pedestrian KSI collisions are more likely to occur in wet conditions (28%).

2. Who are the pedestrians involved in collisions? Some pedestrians are involved in a higher proportion of pedestrian injury, and particularly pedestrian KSI injury collisions in the study area:

- **Males -** account for 73 (60%) of all pedestrian casualties (compared to 54% across London) and 15 (83%) of pedestrian injury KSI's. (It is notable that, across London men make up on average 44% of walking journeys).
- **Children aged 0 to 15** - account for 7% of all casualties in the study area. Furthermore this age group are involved in a higher proportion of pedestrian KSI injury collisions (28%, 5 casualties). It is notable that of the 25 child pedestrians, 11 were of Primary School Age (5 to 11) and 6 were recorded as being school pupils.
- **The elderly (aged 60+)** account for 7% of all casualties, 8% (10 casualties) of all pedestrian casualties, (lower than the Greater London average of 13% and a slightly higher 11% (2 casualties) of pedestrian KSI's.

3. Pedestrians are being struck by who?
Certain drivers are marginally more at risk of being involved in a collision with a pedestrian:

- **Older drivers (aged 60+)** were involved in 4% of collisions overall but are more likely to be involved in collisions with pedestrians (8% of all pedestrian injury collisions) and pedestrian KSI injury collisions (11%)
- **Younger drivers (aged 16 to 24)** were involved in 10% of collisions overall, they were less likely to be involved in a pedestrian injury collision (6%) but slightly more likely to be involved in a pedestrian KSI collision.

Also drivers of certain vehicle types are more likely to be involved in pedestrian injury collisions than others, with motorcyclists and to a lesser extent buses involved in a higher proportion of pedestrian injury collisions than might be expected for all collision types:

- **Motorcyclists** - demonstrated a higher involvement in pedestrian injury collisions (20 collisions, 17%) and pedestrian KSI collisions (4 collisions, 22%) compared to all collisions (13%) in the study area;
- **Buses -** were involved in 15 (12%) pedestrian injury collisions in the study area and a slightly higher proportion of pedestrian KSI injury collisions (17%), compared to all collisions (12%) in the study area.

1. Killed: A human casualty who dies within 30 days after collision due to injuries received in the crash. Serious injury: Injury resulting in a person being detained in hospital as an in-patient, in addition to all injuries causing fractures, concussion, internal injuries, crushing, burns, severe cuts, severe general shock which require medical treatment even if this does not result in a stay in hospital as an in-patient. Slightly injury: sprain, bruising or cuts which are not judged to be severe, also slightly shock requiring roadside assistance (iRAP International Transport Statistics Database - Safety Definitions).
2. An excel format summary of all collision and casualty records (selected STATS19 fields only) of collisions / casualties (between April 2010 to May 2015) for the study area and KeyAccident input files detailing all collisions, casualties and vehicle records for the study area (between April 2010 to May 2015).

4. What are the Contributory Factors
Contributory factors (CFs) are designed to give the key actions and failures that led directly to the actual impact to aid investigation of how collisions might be prevented. Up to six CFs are recorded for each collision i.e. multiple factors may be recorded, therefore percentages do not necessarily add up to 100.

Whilst noting that CFs are largely subjective, reflecting the opinion of the reporting police officer, they can offer some insight into possible causation trends.

In summary pedestrian behaviour appears to be a significant issue in pedestrian related collisions:

The dominant CFs category that consistently appears across the collisions involving injuries to pedestrians are "Pedestrian only", suggesting that 'poor pedestrian behaviour' is an issue in the town centre – almost all pedestrian injury KSI's and over four fifths of all pedestrian injury collisions included a CF related to the pedestrian having 'failed to look properly', 'failed to judge vehicle's path or speed' or been 'careless, reckless or in a hurry.[3]' Also, interestingly:

- The "Pedestrian crossing the road was masked by stationary or parked vehicles" CF was recorded in approximately a fifth of both pedestrian and pedestrian KSI collisions throughout the study area.

- The "Pedestrian wrong use of pedestrian crossing facility" was noted in 8% of pedestrian injury collisions and "Pedestrian impaired by alcohol and/or drugs" CFs were noted in a relatively low 4% of pedestrian collisions.

A lower, but substantial proportion of pedestrian injury collisions included 'Driver/rider' CF categories. The most frequently being 'Driver / Rider error or reaction' factors, recorded as a CF in approximately a third of pedestrian injury collisions but a lower 11% of pedestrian collisions resulting in a pedestrian KSI. 'Driver / Rider failed to look properly' was the most frequent of these, cited in a quarter of all pedestrian injury collisions but only 6% of those resulting in a pedestrian KSI. Also, interestingly:

- 'Driver/Rider injudicious actions' CFs such as 'Driver/rider exceeding speed limit' or 'Driver/rider travelling too fast for conditions', 'impaired by alcohol / drugs' or 'using mobile phone' were not prominently recorded in pedestrian related collisions.

- Rather it is apparent that queuing / parked vehicles are an issue with 5% of pedestrian injury collisions including 'driver/rider affected by stationary or parked vehicles' as a CF, in addition to the aforementioned 'pedestrian crossing the road was masked by stationary or parked vehicles' being recorded in approximately a fifth of both pedestrian injury and pedestrian KSI injury collisions.

- The 'Road environment contributed' and 'Vehicle defects' were not recorded as key CFs in pedestrian injury collisions.

5. Where - Key Locations? Pedestrian related injury collisions are noted to occur at specific locations, generally across the study area:

Pedestrian collisions at junction - 80% of all pedestrian collisions and 60% of KSI pedestrian collisions occur at junctions, of these most are occurring at give-way / uncontrolled junctions.

Pedestrian crossings – approximately half of pedestrian collisions are classified as occurring at pedestrian crossings. It is notable that 20% of pedestrian collisions occur at zebra crossings with pedestrian KSI's being a higher 28%

Crossing Masked by Stationary vehicles

As noted in the CF analysis above a number of pedestrian injury collisions involved a pedestrian only factor i.e. "Crossing road masked by stationary vehicles" and for a driver vision affected by "Stationary or parked vehicles" Parked and queueing vehicles are also mentioned in a number of collision descriptions. Additionally the casualty movement records indicate that:

- 19 (16% of all pedestrian casualties) were masked by parked or stationary vehicles. It was noted that the 0 to 15 age group had a higher proportion of these casualty types; 7 (28% of all 0 to 15 year old pedestrian casualties and all of these were male).

- This proportion was slightly higher for KSI pedestrian collisions (4, 22% of all KSI pedestrian casualties). Two of these KSIs were children aged 0 to 15.

Collision data analysis "hot-spot" summary

Pedestrian KSI injury collision locations – it is notable from the collision data analysis that the 18 pedestrian KSI collisions are largely concentrated on (or just off) the A202 Peckham Road/ Peckham High Street /Queen's Road corridor running east/ west through the town centre comprising a total of 14 collisions (78%). Otherwise there are no distinct pedestrian KSI collision clusters.

The map below illustrates the "hot spot" locations identified from the collision data.

The eight maps on the following pages show the collision locations according the following factors, all collisions, collision severity, collisions in the last 12 months, age, main contribution, type of vehicle, type of crossing and time of day.

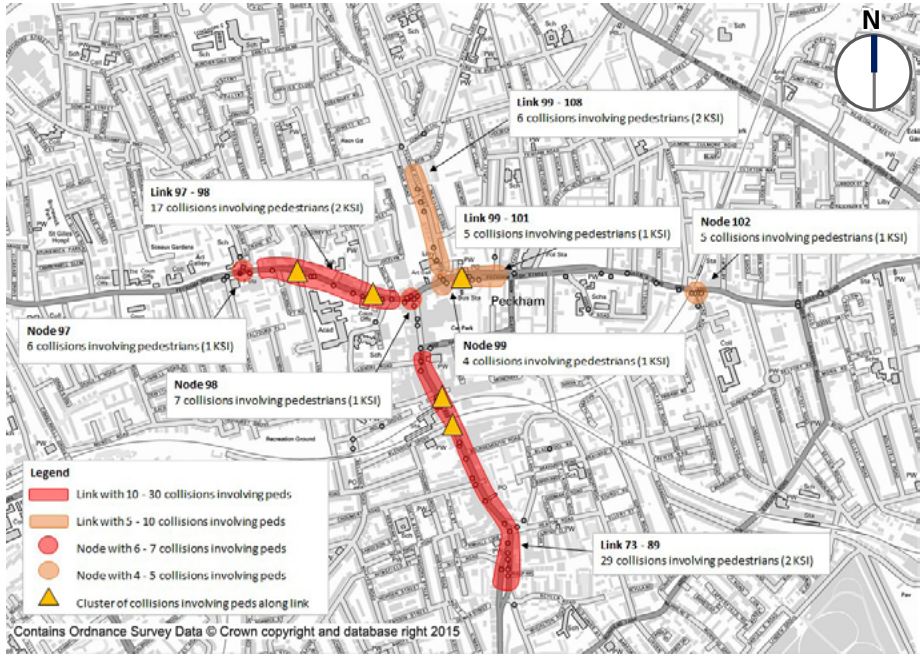


Figure 15: Key pedestrian "hot spot" locations identified from collision data

3. Please note that the terminology such as 'poor pedestrian behaviour' or 'failed to look properly' is set by the policy while recording the collision.

Collision Data

There is evidence of a concentration of collisions (and consequently casualties) in clusters at certain locations. Most notably these are: Peckham High Street at the Bellenden Road junction; on Queens Road outside the station entrance; on Rye Lane between the Holly Grove and Elm Grove junctions; and on Rye Lane at the Blenheim Grove junction.

Selected other streets and junctions also show a tendency for collisions, but the locations are less concentrated and within a wider area. These locations are; on Peckham Road around the Southampton Way junction; Peckham High Street between Sumner Avenue and Melon Road and also around the Rye Lane junction; on Queens Road between the Asylum Road and Montpelier Road junctions.

Rye Lane shows a similar pattern, with a tendency for collisions between the Peckham High Street and Elm Grove junctions; and also between Bournemouth Road to just after the Choumert Road junction. Finally, on Peckham Rye between the Copeland Road and Phillip Walk junctions.

The rest of the study area has witnessed some occasional collisions, but these are in a minority of areas.

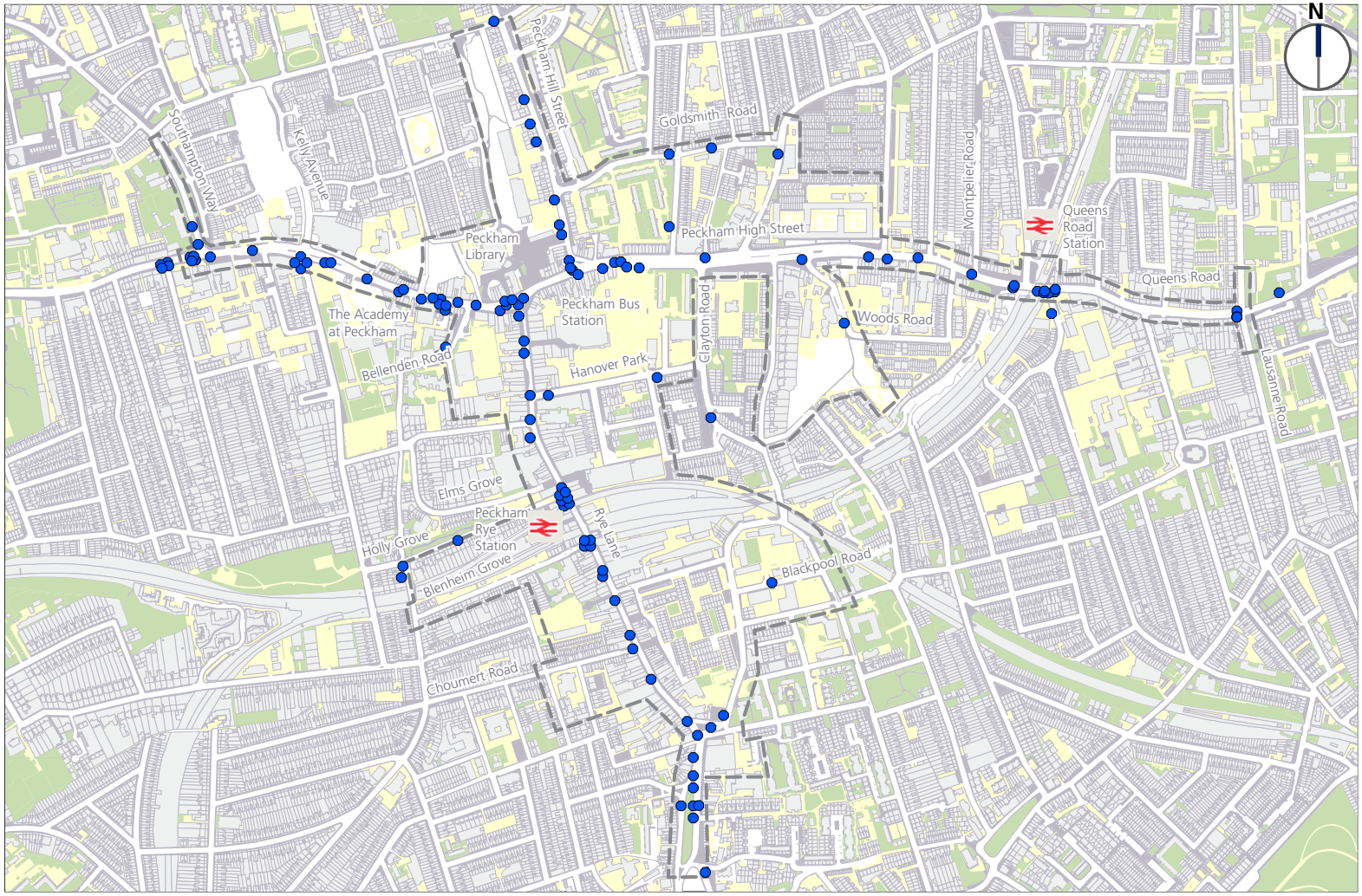


Figure 16: Map showing all casualties involving pedestrians from April 2010 to May 2015. Information about casualties according to severity are presented in Figure 17 (next page)

Casualty Severity

In Peckham, the majority of casualties are categorised as slight and located on the main roads.

Serious and fatal casualties have happened on the Peckham Road / Peckham High Street / Queens Road stretch, and on Peckham Hill Street. The other areas where there have been serious casualties are on Peckham Rye to the South of the study area, and there was also one located on Blackpool Road.

It is also important to acknowledge that all casualties on Rye Lane are slight. This is probably due to the shared character of the street, and consequent higher driver and pedestrian attention and possibly lower vehicle speeds.

The data set excludes a recent pedestrian fatality in Peckham High Street, which took place at the junction of Peckham High Street and Rye Lane. The collision happened in September 2015 and was not included in the statistical and spatial analysis.[1]

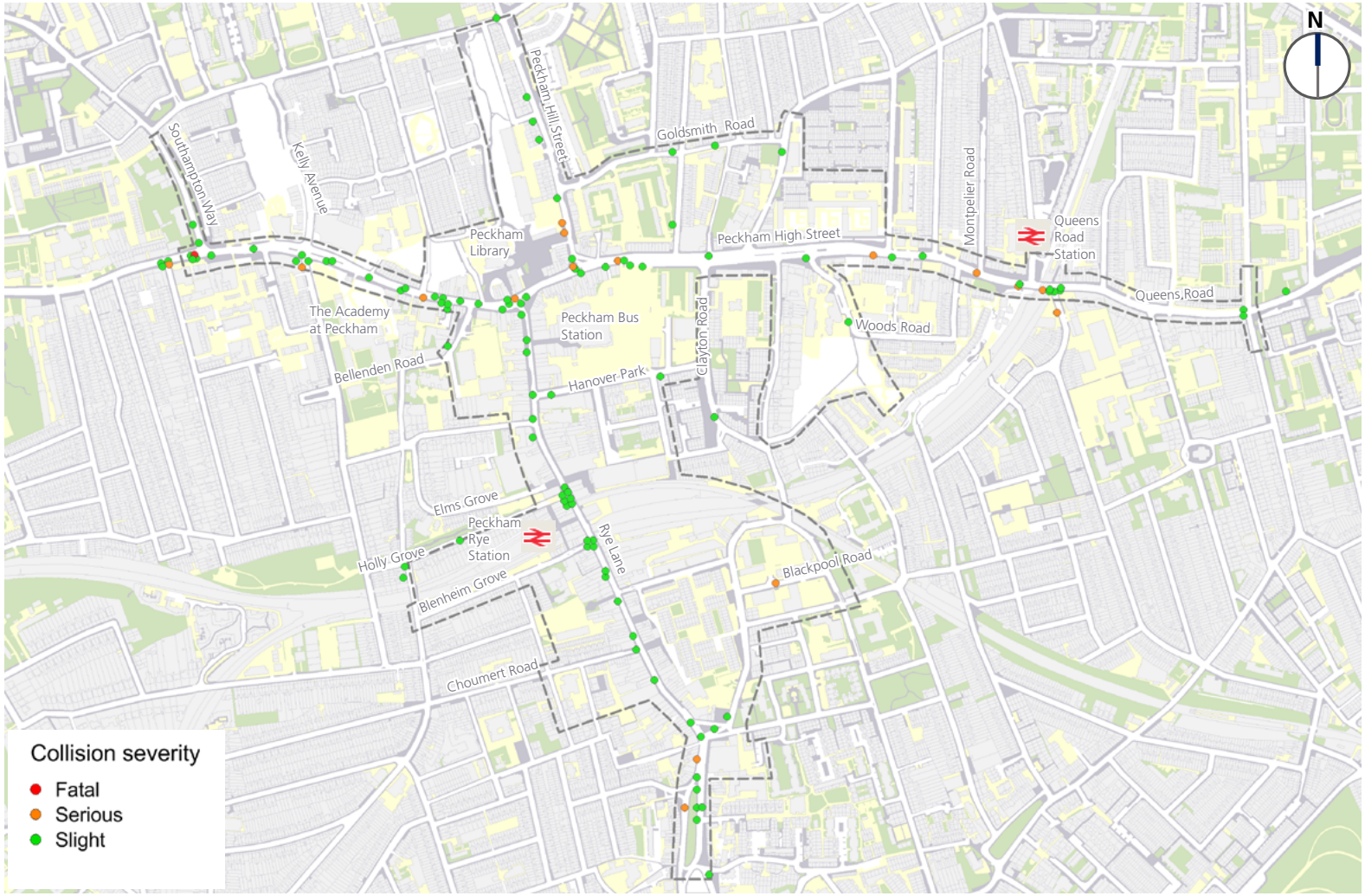


Figure 17: Map showing all casualties according to severity

1 Collision and casualties record data used in the analysis was for the period of April 2010 and May 2015; and the analysis was processed before the September incidence took place.

Casualty Severity - Last 12 months

Collisions data for the last year (between May 2014 and April 2015) was the most up to date data available at the time of analysis. It is important to note that the new schemes taking place in the area may cause a change in the locational patterns of collisions.

Key findings from this data compared to the whole five year data set are:

- No collisions were observed in Peckham Hill in the past 12 months. It is believed that this pattern is directly related to the safety scheme that Southwark Council has successfully implemented in the area, which was pivotal for the reduction of casualties along Peckham Hill. The scheme included a raised carriageway table, relocation of some of the loading bays for the retail units on the eastern side of Peckham Hill Street, and a differentiation in paving to highlight and facilitate access to Peckham Library.
- Collisions are still occurring along the Peckham Road / Peckham High Street / Queens Road stretch and at the south of the study area on Peckham Rye.
- In general, there seem to be fewer collisions occurring on side streets.
- There seem to be fewer collisions on Rye Lane generally, except at specific locations, such as between the Elm Grove and Holly Grove junctions, and up towards the Hanover Park junction.

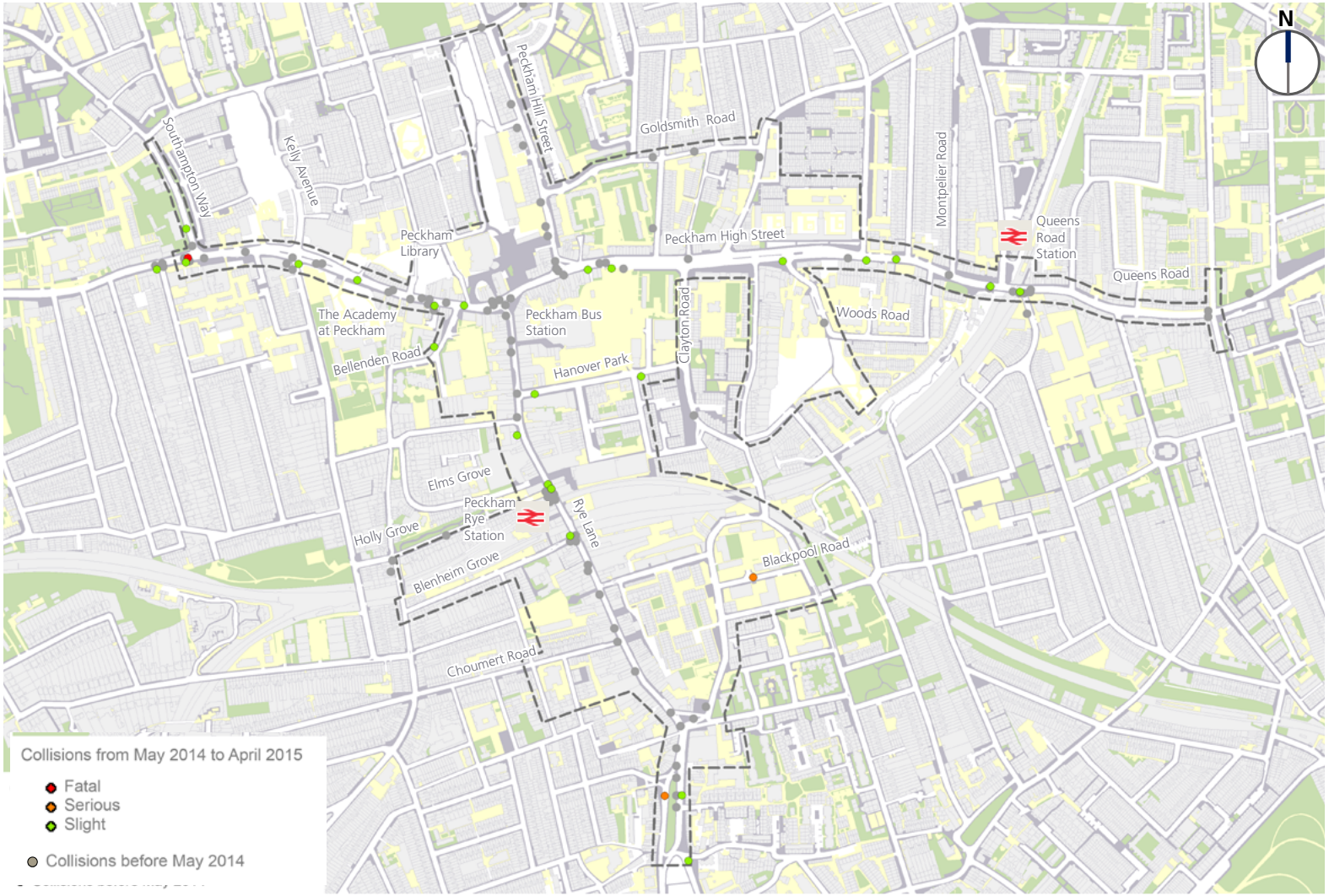


Figure 18: Map showing all casualties (May 2014 to April 2015)

Casualty Age

There is generally a range of different aged casualties in collisions across the area. As expected, the largest age range (25 to 65) has the most casualties.

More notable is the pattern of school pupils as casualties in the area, which are mostly clustered around the Peckham Road / Peckham High Street / Queens Road stretch, and surrounding side streets. Three of the five school pupil casualties are located on roads near schools; The Academy at Peckham, John Donne Primary School and St Thomas The Apostle College.

The majority of casualties on Rye Lane are aged either between 16 and 25 or between 25 and 65. There are no casualties aged between 10 and 16, and only two casualties aged between 0 and 10. This suggests the popularity of the area for young and middle aged users.

Also interesting is the pattern on Peckham Hill Street, which has a majority of collision casualties aged under 16.

There are very few casualties aged between 65 and 84, but these are mainly located on Peckham Road / Queens Road.

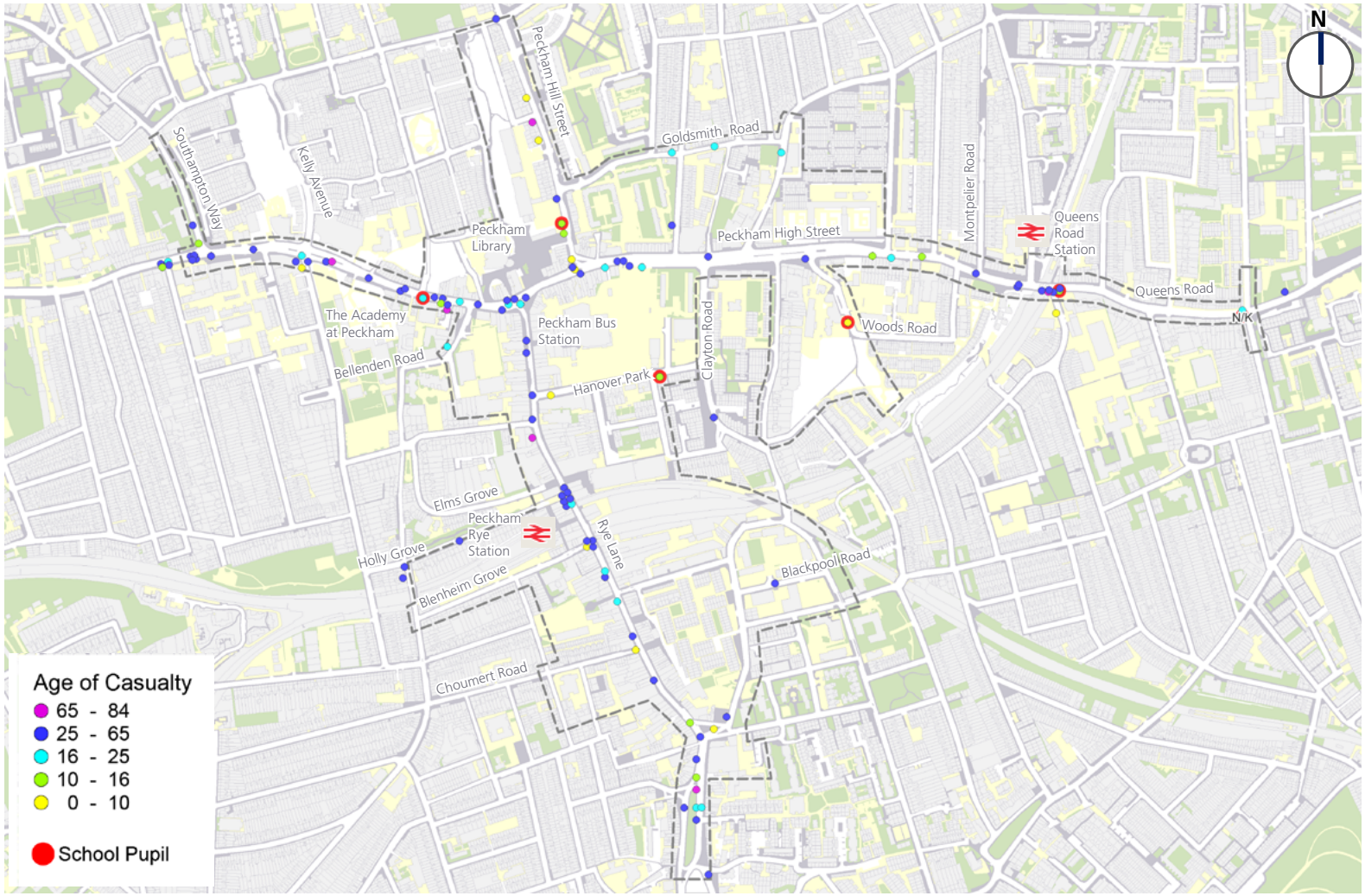


Figure 19: Map showing all casualties according to age of casualties

Main contribution to the collision

Contribution to the collision is separated into pedestrian factors and driver factors:

- Pedestrian factors: such as failing to look properly, wrong use of pedestrian crossing facility, crossing road masked by stationary or parked vehicle, or impaired by alcohol, amongst others.

- Driver / rider factors: in four categories; injudicious action (for example, disobeyed automatic traffic signal or travelling too fast for conditions); driver / rider error or reaction (for example, failed to look properly or sudden braking) ; impairment or distraction (for example, impaired by alcohol or distraction outside vehicle); and behaviour or inexperience (for example, careless, reckless or in a hurry, or learner / inexperienced driver/rider).

There are three clear types of clusters evident in Peckham:

- More driver / rider contributions in the back streets, for example along Goldsmith Road, Bellenden Road, Hanover Park and Clayton Road.

- Pedestrian contribution clusters are along Rye Lane towards the Hanover park junction and near the Blenheim Grove junction. There is also a cluster on Queens Road between Montpellier Road and Wood's road.

- Mixed contributory factors along Peckham High Street around Southampton Way junction; between the Rye Lane and Kelly Avenue junctions; and near Queens Road station. Also to the south along Peckham Rye.

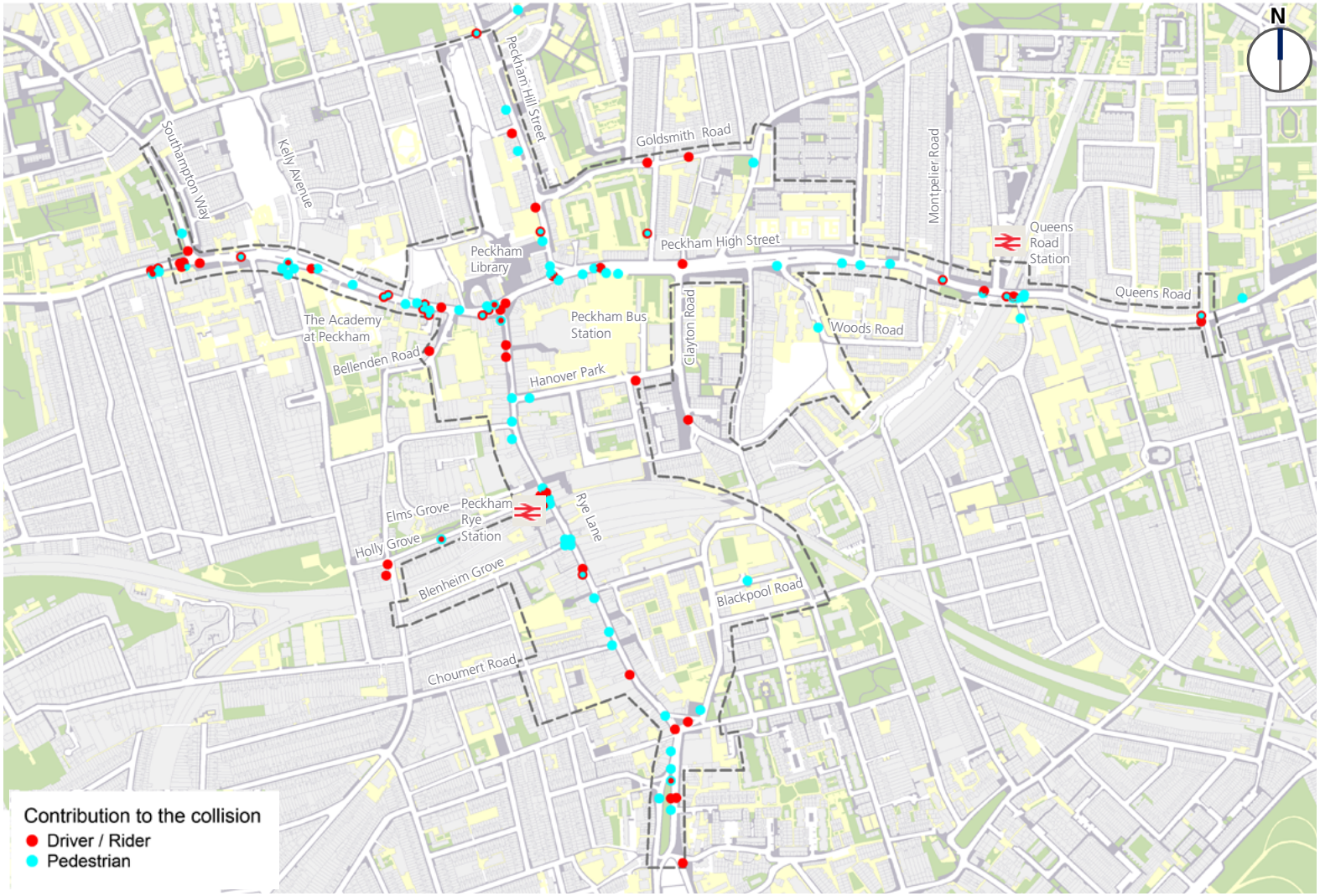


Figure 20: Map showing all casualties according to contribution factors

Type of Vehicle

Type of vehicle data was only analysed for collisions between one or more pedestrians and one or more vehicles. Collisions between two vehicles were not included in the analysis.

Collisions involving buses were almost always in busier areas where there is a concentration of retail, for example along Rye Lane and Peckham High Street. The exception to this pattern is the collision on Blackpool Road, a side road to the East of the area.

Collisions involving cyclists are located on the main roads of Rye Lane and Peckham Road / Peckham High Street / Queens Road. This pattern is expected as these are the main cycle routes in the area.

Interestingly, there are no van or goods vehicle collisions at the main junction of Rye Lane and Peckham High Street, nor in the busier retail area of Rye Lane North.

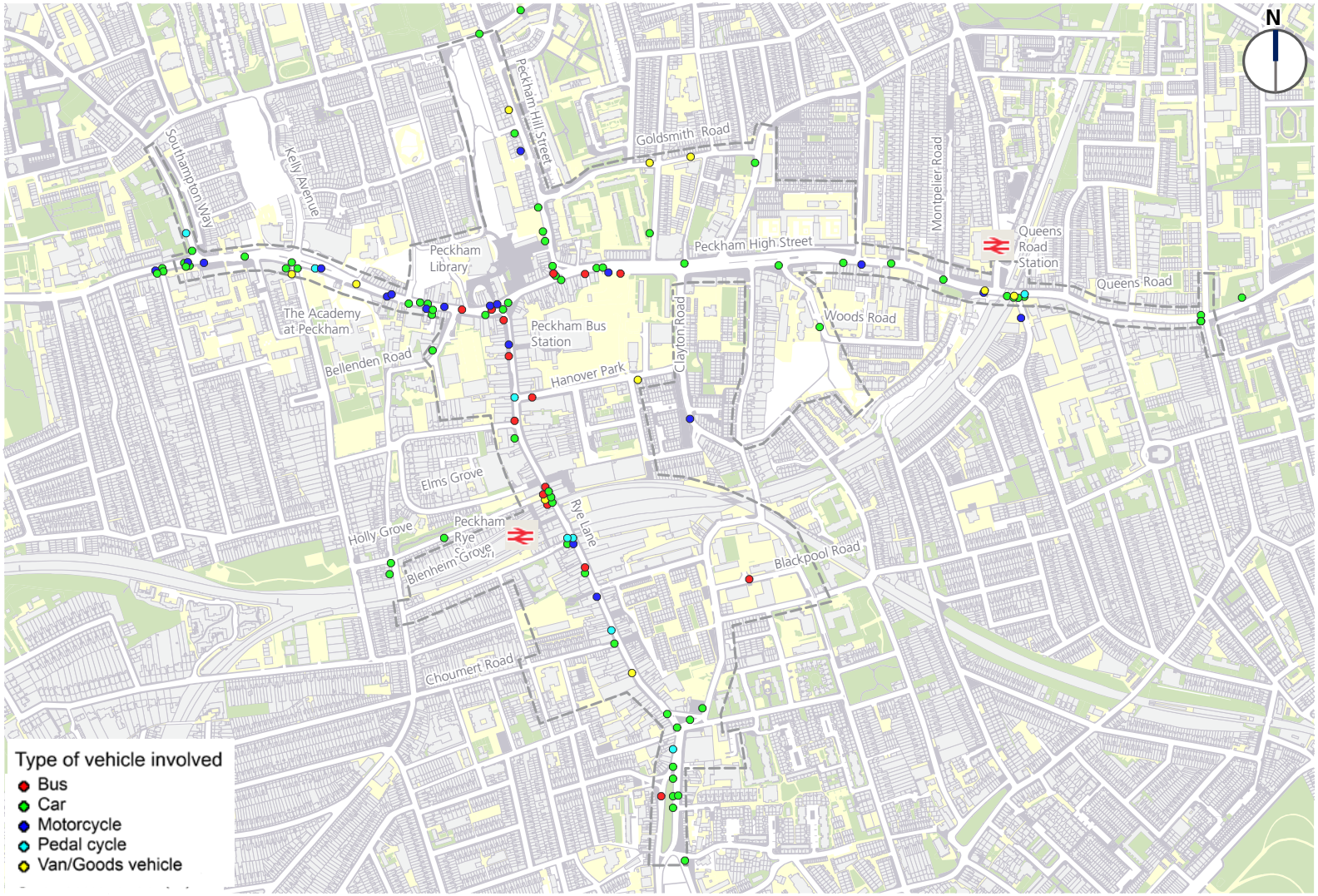


Figure 21: Map showing all casualties according to type of vehicle

Type of crossing

The majority of collisions are either not on a formal crossing or they are on a zebra crossing, which suggests that the crossing provision is inadequate as most people are crossing informally.

This is especially evident on Peckham Road at the Southampton Way junction and along Queens Road between the Wood's Road junction and the Queens Road Station. Also along Rye Lane from Peckham Rye station to Copeland Road, and then from Copeland Road along Peckham Rye to the end of the study area. Peckham Hill also has a similarly notable pattern, however as there are new schemes along this road, the data might be out of date. There were also no collisions in the past year on this stretch, which suggests that the new schemes may have improved that particular area.

Surprisingly, the majority of collisions at main junctions are on controlled crossings, although it is important to note that the 'Pedestrian Phase at ATS' category doesn't specify whether the pedestrian was crossing on the red or green man.

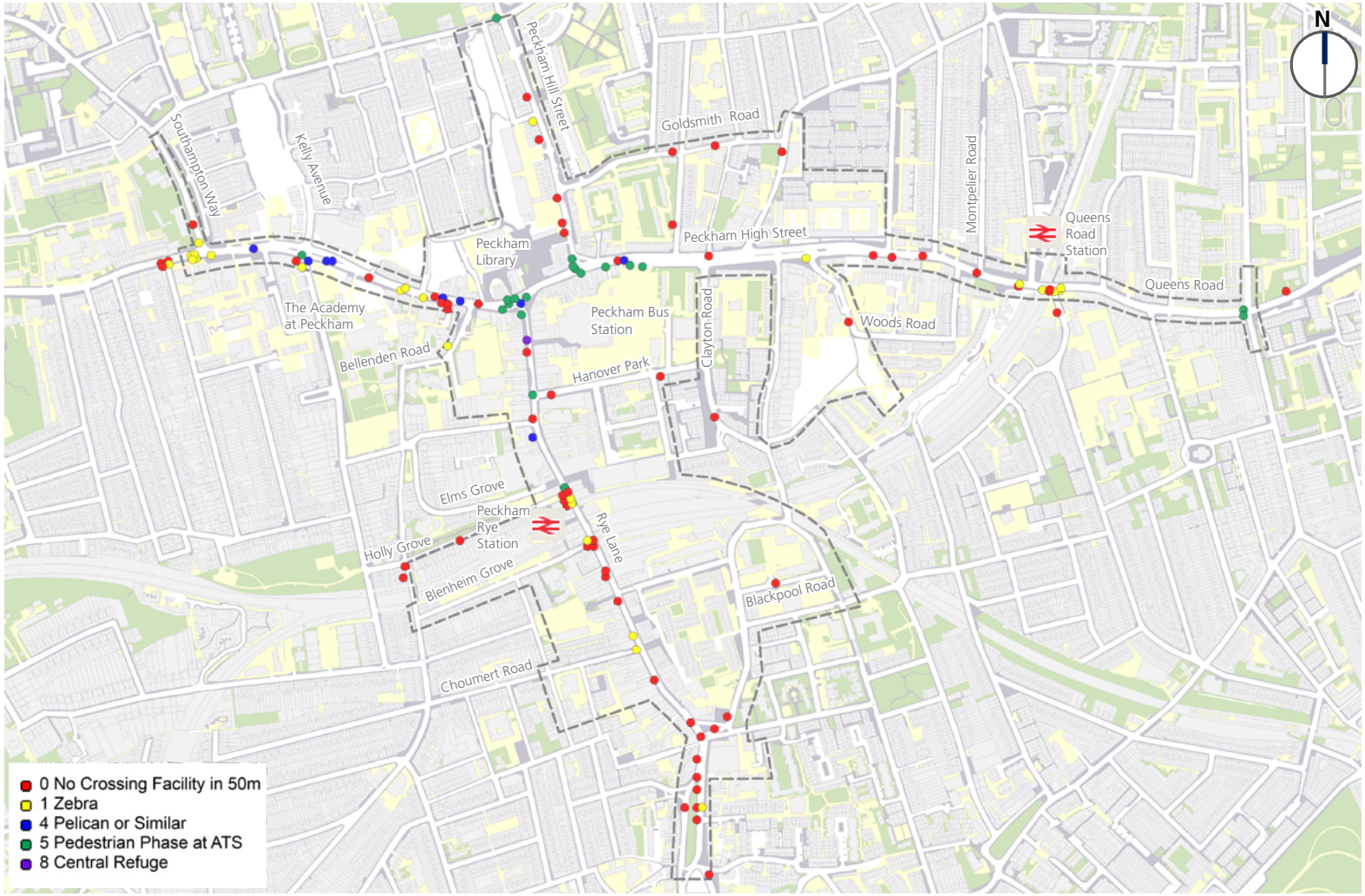


Figure 22: Map showing all casualties according to type of crossing

Time of the day

Collision time was analysed due to the potential factors that could influence collisions. For example, this could be factors such as commuter patterns, retail hours, delivery hours or the implications of dark streets on collisions.

We have identified 3 locations which possibly requires an assessment of lighting conditions due the prevalence of night collisions: Southampton Way / Peckham Road junction, Queens Road / Lausanne Road junction and Peckham Rye / Copeland Road junction.

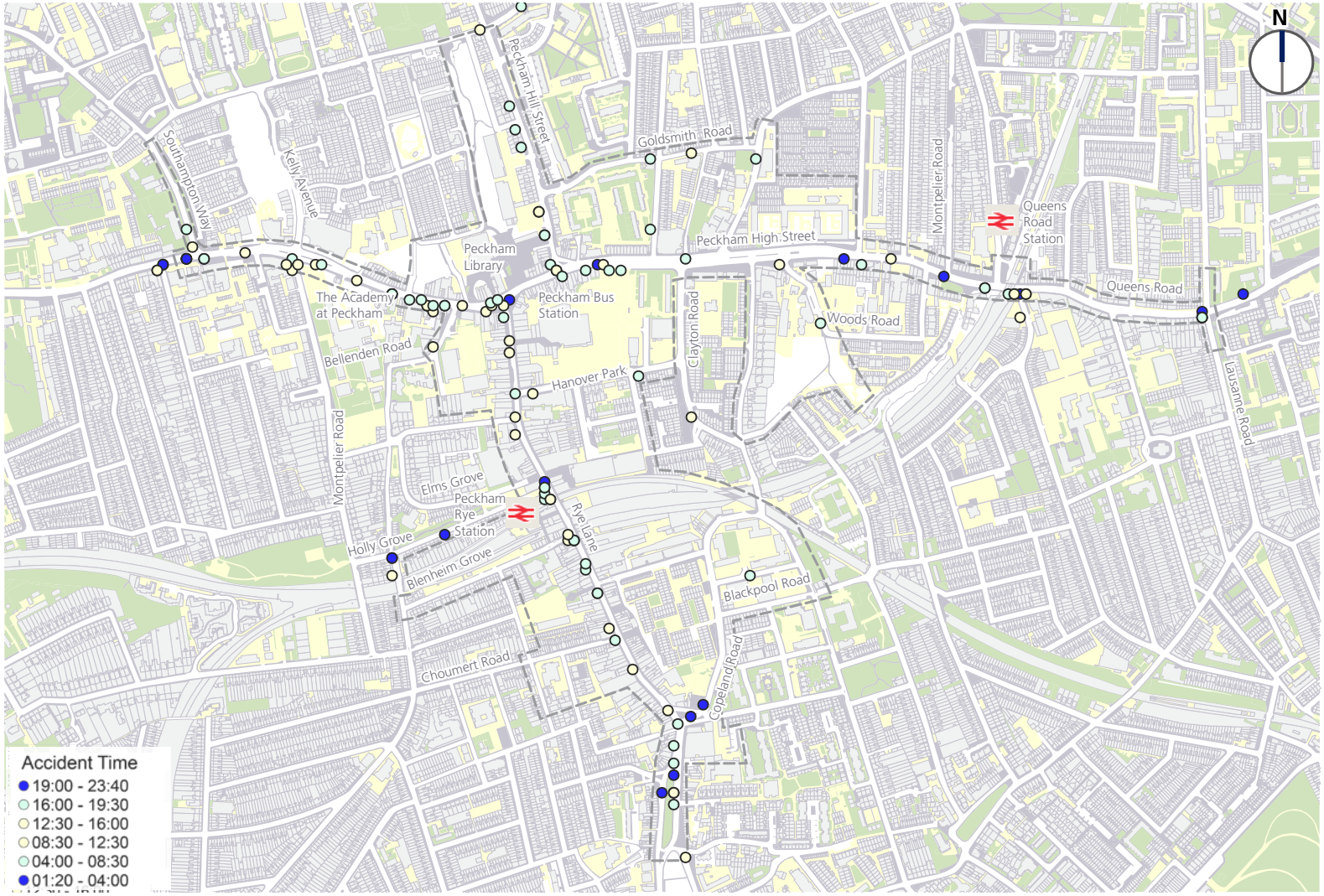


Figure 23: Map showing all casualties according to time of day


[Peckham High St / Rye Lane crossing] "...remove all street furniture and redesign the space on similar lines to Oxford Circus"
"The pavements are so crowded on Rye Lane that if you are walking in a hurry to the station there is a great temptation to step into the road and once or twice I have almost stepped into the path of a bus"
"Separate pedestrians, from cyclists. It's dangerous where the cycle lane and pavement mix."
HSBC

Landscape Character Assessment

7

64 **Peckham Hill Street and its historic cafes**

Landscape Character Analysis

Movement and Place

Transport for London employs a rigorous process of "Street Type" classification that assesses the role of streets in the road network. It is useful to consider the balance of the movement and place functions of the main streets and how the characters change across the study area, in order to work towards developing site specific and complementary measures that respond to movement demands, while reflecting the distinct character of the town centre, as a prerequisite to develop the potential options.

Existing Character

In terms of total vehicle flows, it is clear that Peckham High Street has a more significant movement function in the road network compared to Rye Lane. It should be emphasised however that Rye Lane acts as a major spine for buses, with nine bus routes serving the town centre. Both streets change distinctly in character along their length and so for this reason the study area has been divided into core character areas based on where the architecture and street configuration creates a contrast in functionality. The Character Areas map (Figure 24 - next page) highlights these seven areas which centre on the core streets of Peckham High Street and Rye Lane.

Area 1: Peckham High Street West
High vehicle flows and a wide street cross section (upwards of 22 metres) with a lack of distinct architectural features and land uses, and a fragmented urban structure.

Area 2: Peckham Library Area
Busy focal area with a high density of retail, public spaces, and several major junctions, severed by traffic backing up along Peckham High Street.

Area 3: Peckham High Street East
This area returns to a more fragmented character and a wide street configuration, with potential for the Wooddene development site to make a positive change to the character of the street.

Area 4: Queens Road Station Area
Recent public realm improvements have helped create a more vibrant street scene on the north footway, which continues to grow with new retail and cafe spaces.

Area 5: Rye Lane North
A dense retail area with a typical London high street character of multinational stores and widened footways, albeit in a relatively narrow street cross section of around 13 metres.

Area 6: Peckham Rye Station Area
A locally distinct retail offer with independent markets and a bustling urban character, coupled with a lower quality of public realm materials.

Area 7: Rye Lane South
The distinct retail offer continues further south, with closed streets used for market stalls and a slightly wider street profile and lower footfall than the north end of Rye Lane.

A SWOT analysis[1] for each area follows which looks in more detail at the overarching character of each area in terms of the architecture, land use, scale of the street and opportunities to build on the existing character.

1. SWOT analysis is a structured planning method used to evaluate the **S**trengths, **W**eaknesses, **O**pportunities and **T**hreats involved in a project.

Character Areas

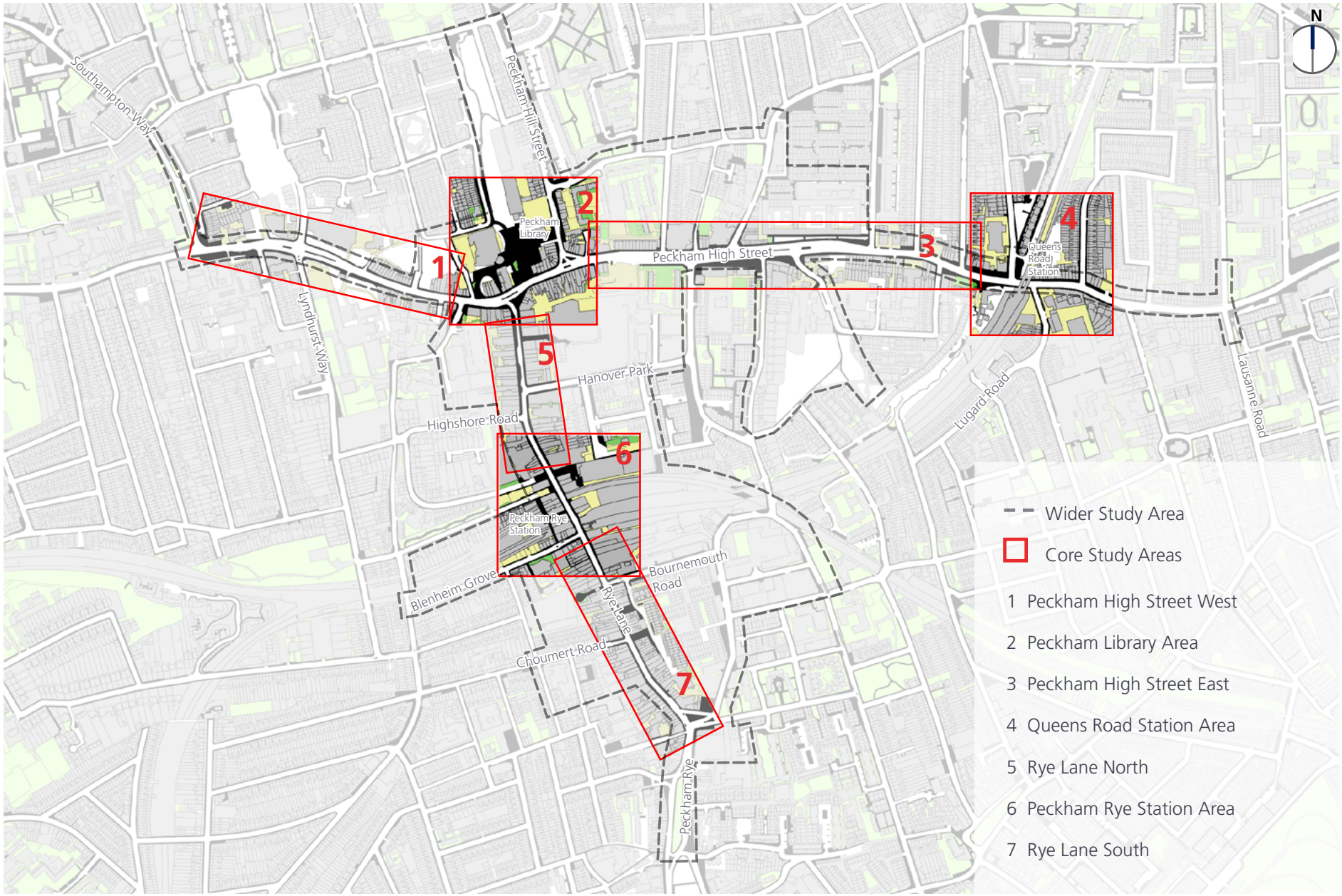


Figure 24: Peckham town centre character areas

Area 1. Peckham High Street West

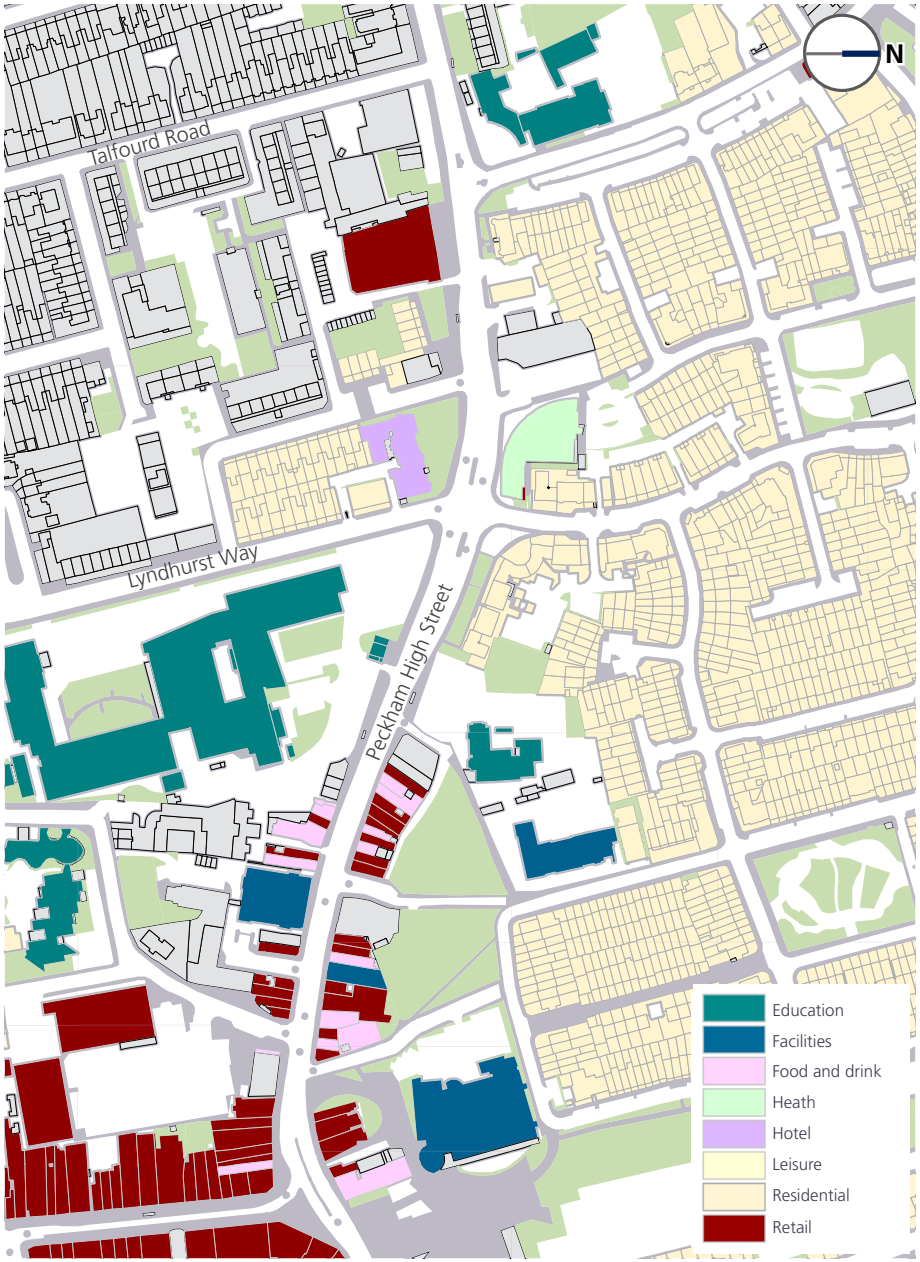


Figure 25: Peckham High Street West Area land use

Low density of active frontages

Wide street cross section (up to 22m)

Non-standard TLRN street materials

Strengths

- Wide footways help to give pedestrians sufficient space away from the main road.

Weaknesses

- Carriageway dominant setting with generally high vehicle speeds.
- Fragmented urban character with an inconsistent building line.
- Lack of potential for new active frontages in the short to medium term.

Opportunities

- Space to provide additional formal crossings to facilitate safer access to bus stops.

Threats

- Major distributor road requires journey time reliability to be maintained; extensive interventions will be difficult to facilitate in the short to medium term.
- Generally low footfall as there is a lack of trip attractors, so may not be considered a priority area.

Area 2. Peckham Library Area

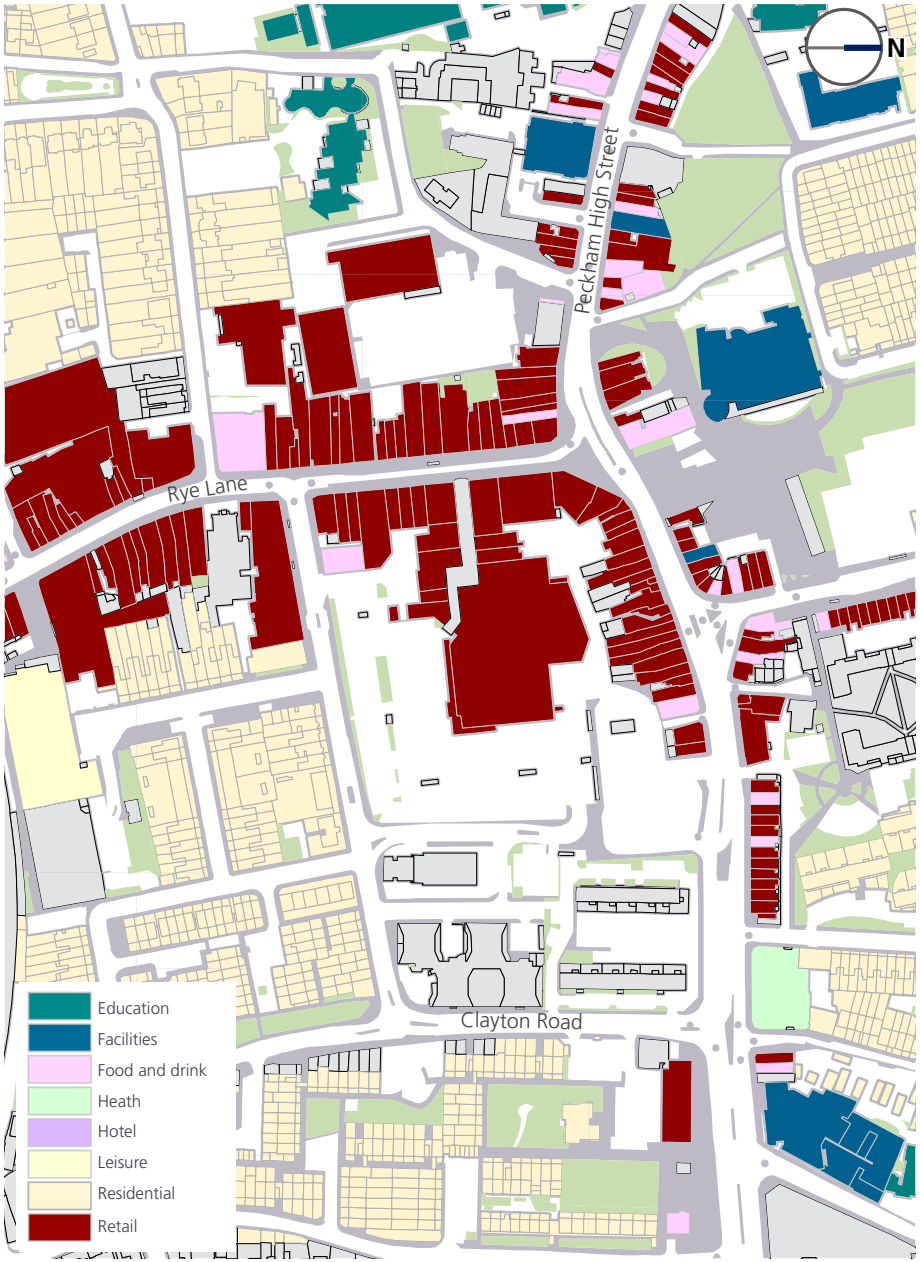


Figure 26: Peckham Library Area land use

High density independent retail area with distinct facades

Narrow footways and high pedestrian flows

High traffic flows creating north-south severance

Strengths

- Distinct urban character with some distinct 18th / 19th Century architecture.
- Strong sense of identity and history with independent retail outlets on Peckham High Street.

Weaknesses

- Constrained footways make walking uncomfortable.
- High traffic flows and levels of congestion reduce the quality of the public realm.
- Major junction not aligned with the main desired lines of pedestrian movement.

Opportunities

- Potential for significant improvements to the junction with Peckham Hill Street.
- Footway widening in this area will help alleviate footway congestion.
- Improved crossing capacity and formal crossing placement will help create pedestrian priority and minimise the risk of collission.

Threats

- Traffic backing up through the area creates an unpleasant walking environment and severs either side of the street. Measures to improve this part of the study area will require significant changes elsewhere on the network to alleviate these problems.

Area 3. Peckham High Street East

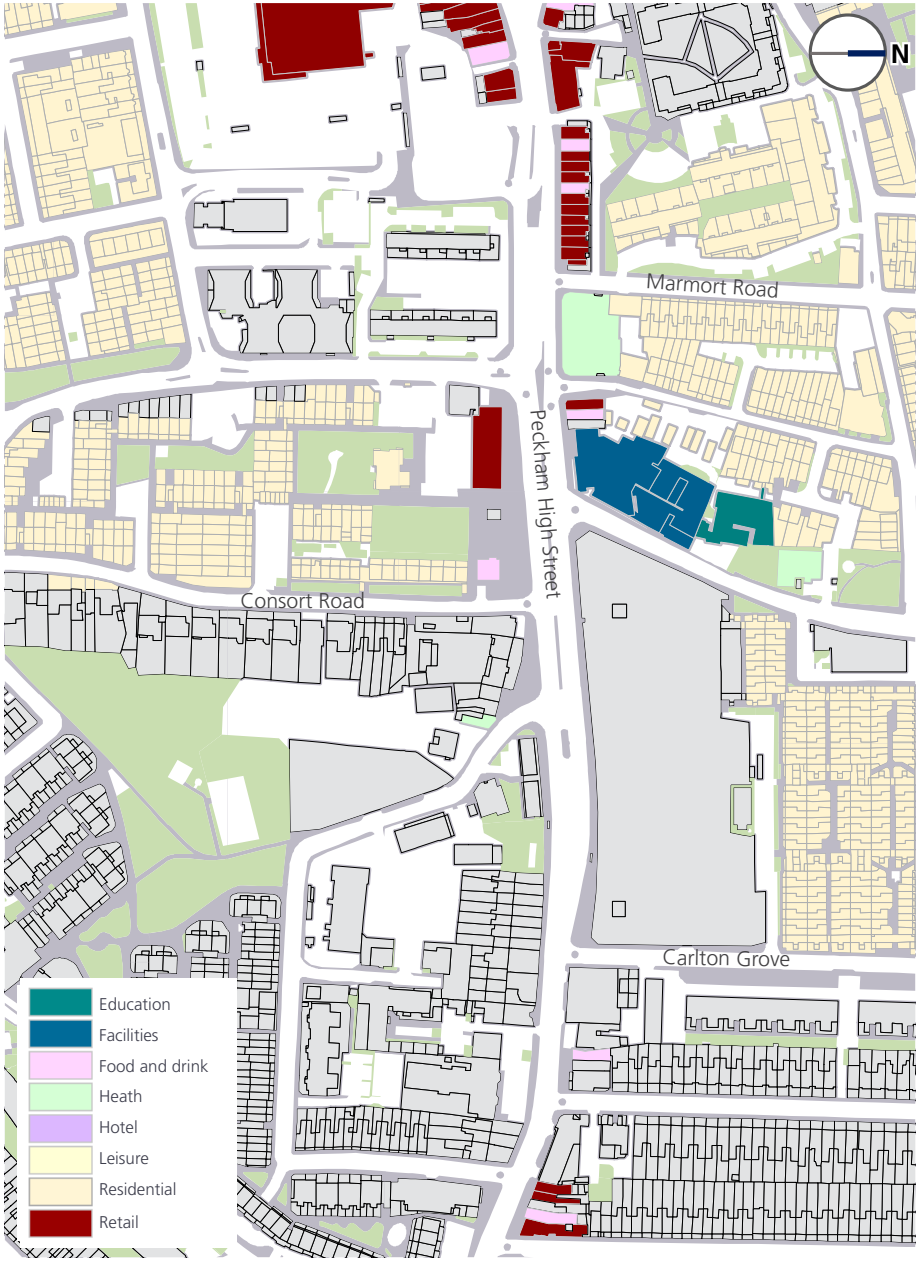


Figure 27: Peckham High Street East Area land use

Low density of active frontages

Busy bus station access

Development sites (Former Wooddene Estate) will create a high density residential street character

Strengths

- Relatively wide footways help to give pedestrians some space away from the main road.

Weaknesses

- Very wide carriageway with up to five lanes of traffic, creates a place where pedestrians may not feel comfortable walking.
- Fragmented urban character with an inconsistent building line and lack of active frontage.
- North-south permeability is severed with walls and guardrailings.
- Lack of feature buildings or landmarks to help with wayfinding.

Opportunities

- The new mixed use development (former Wooddene Estate) will contribute to increased footfall on Peckham High Street and there is potential to create a more continuous building frontage that responds to the main road.
- There are opportunities to simplify several of the staggered crossing arrangements that currently impact on crossing legibility and potential to collisions.

Threats

- The scale of the road, volume of traffic and high vehicle speeds will continue to sever north-south permeability, unless strategic decisions are made regarding the role of the road in the wider network.

Area 4. Queens Road Station Area

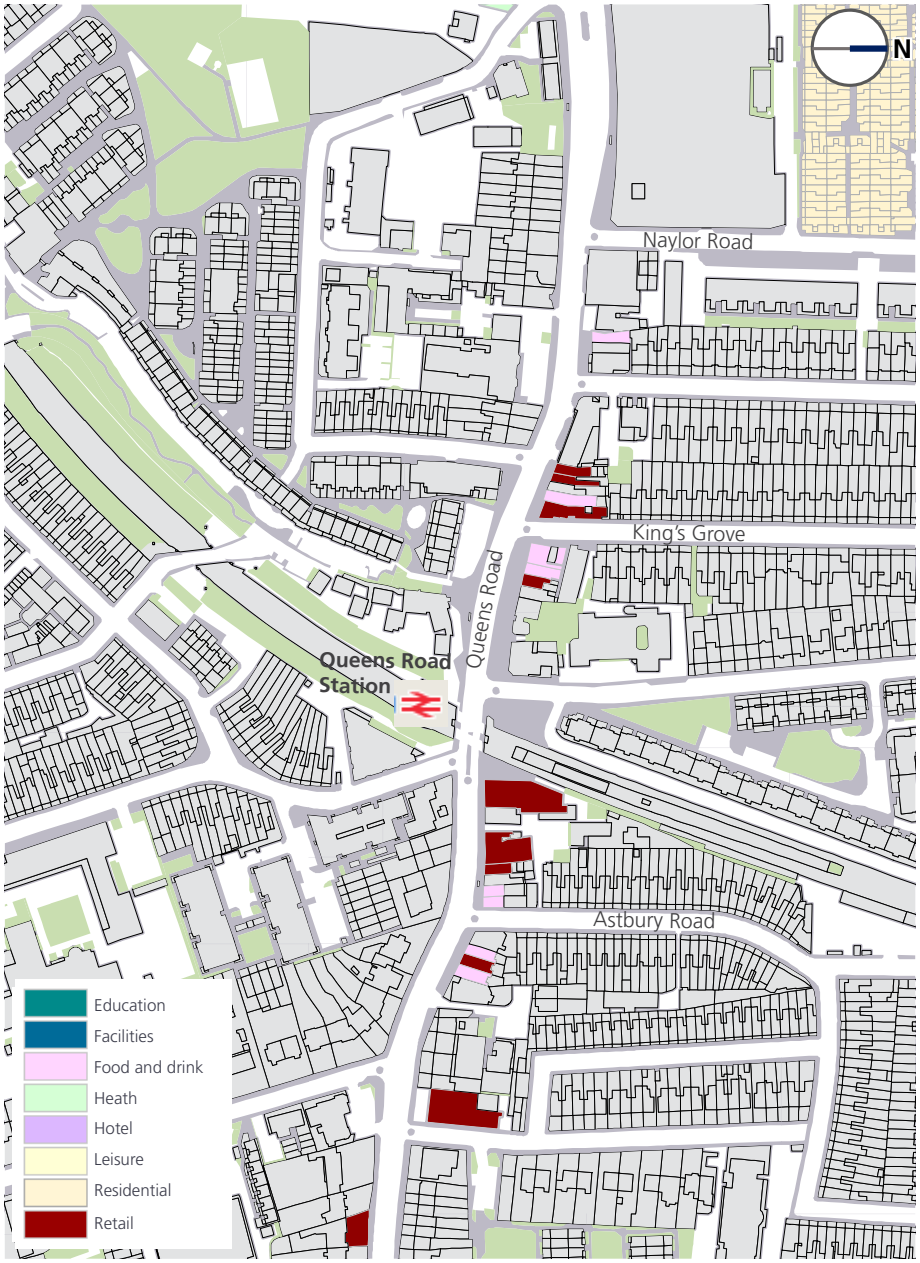


Figure 28: Queens Road Station Area land use

Mixed use developments adjacent to station

Station forecourt area supports cafes / leisure uses

Interchange area and wide footways

Strengths

- Station public realm improvement project has created an additional station entrance and enhanced the forecourt areas.
- New retail units front directly onto Queens Road.

Weaknesses

- There remains an issue of north-south severance with formal crossings not located on observed pedestrian desire lines.

Opportunities

- Potential to facilitate additional active frontages and build on the high footfall around the station.
- Wide street profile enables flexible street design opportunities.

Threats

- Retail currently limited to the north side of Queens Road with limited opportunity to diversify on the south side.

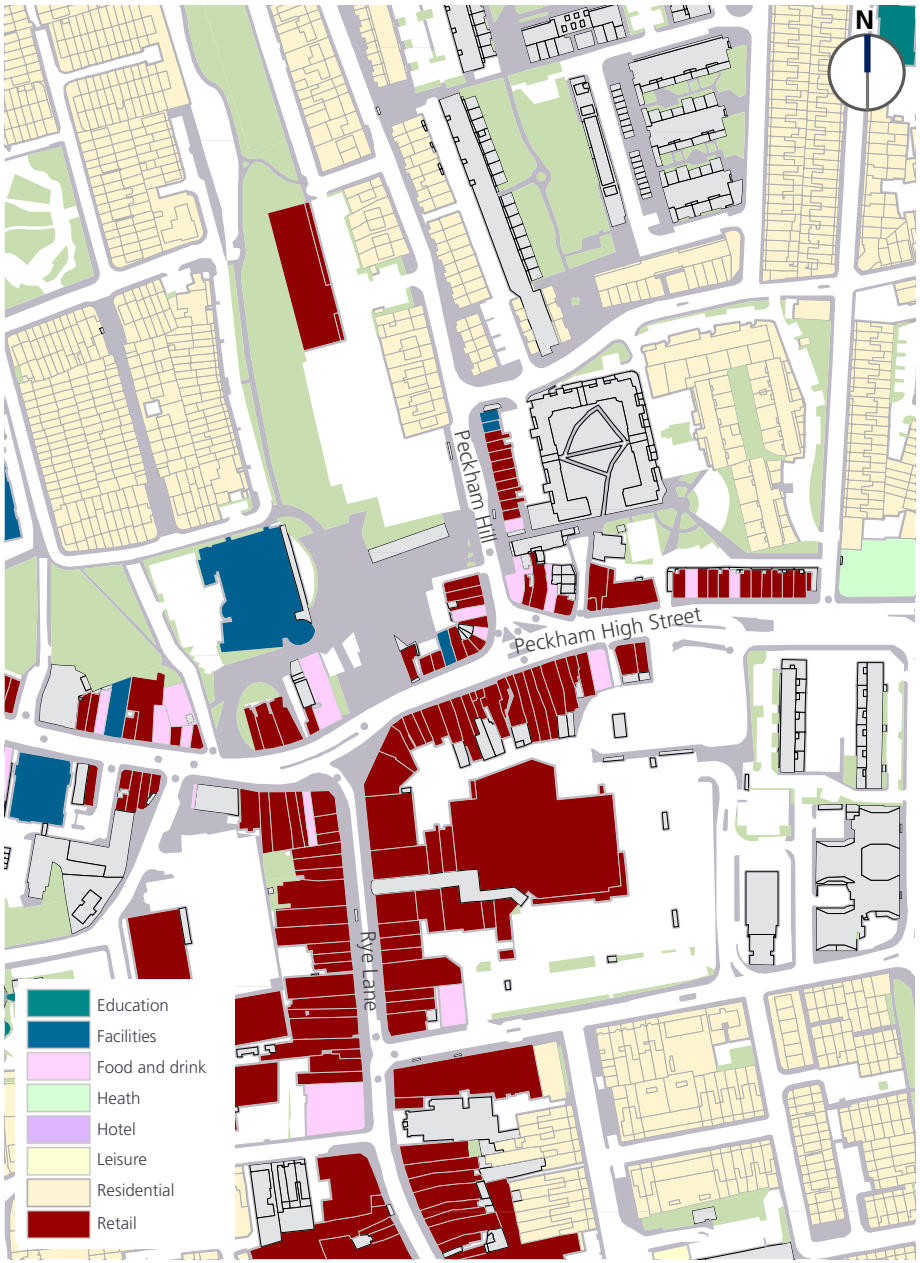


Figure 29: Rye Lane North Area land use

Dense high street with multinational chain stores

Wider footways than the south of Rye Lane and a more pedestrianised character

Cycle contraflow adjacent to northbound bus only route

Strengths

- Rye Lane has a typical high street character with retail lining both sides.
- Relatively recent street improvements have facilitated a more pedestrian dominant setting than elsewhere in the study area.
- Peckham Hill Street has historic retail and noteworthy architectural character fronting onto the junction.

Weaknesses

- Rye Lane north lacks the distinctive independent retail character of the southern part of the street.
- Buses segregate either side of Rye Lane and create difficulties in crossing at Peckham High Street.
- Peckham High Street is frequently congested on this stretch of road, reducing the quality of environment.

Opportunities

- There is potential to further improve pedestrian conditions, by looking to reduce traffic through flow.
- There is an opportunity to create a better relationship with the Library area and reduce north-south severance.
- Peckham Hill Street junction has space for significant improvements to be made.

Threats

- Bus journey time reliability needs to be maintained which may limit re-routing options.
- Any significant improvement in pedestrian provision on Peckham High Street will likely adversely impact on traffic capacity.

Area 6. Peckham Rye Station Area

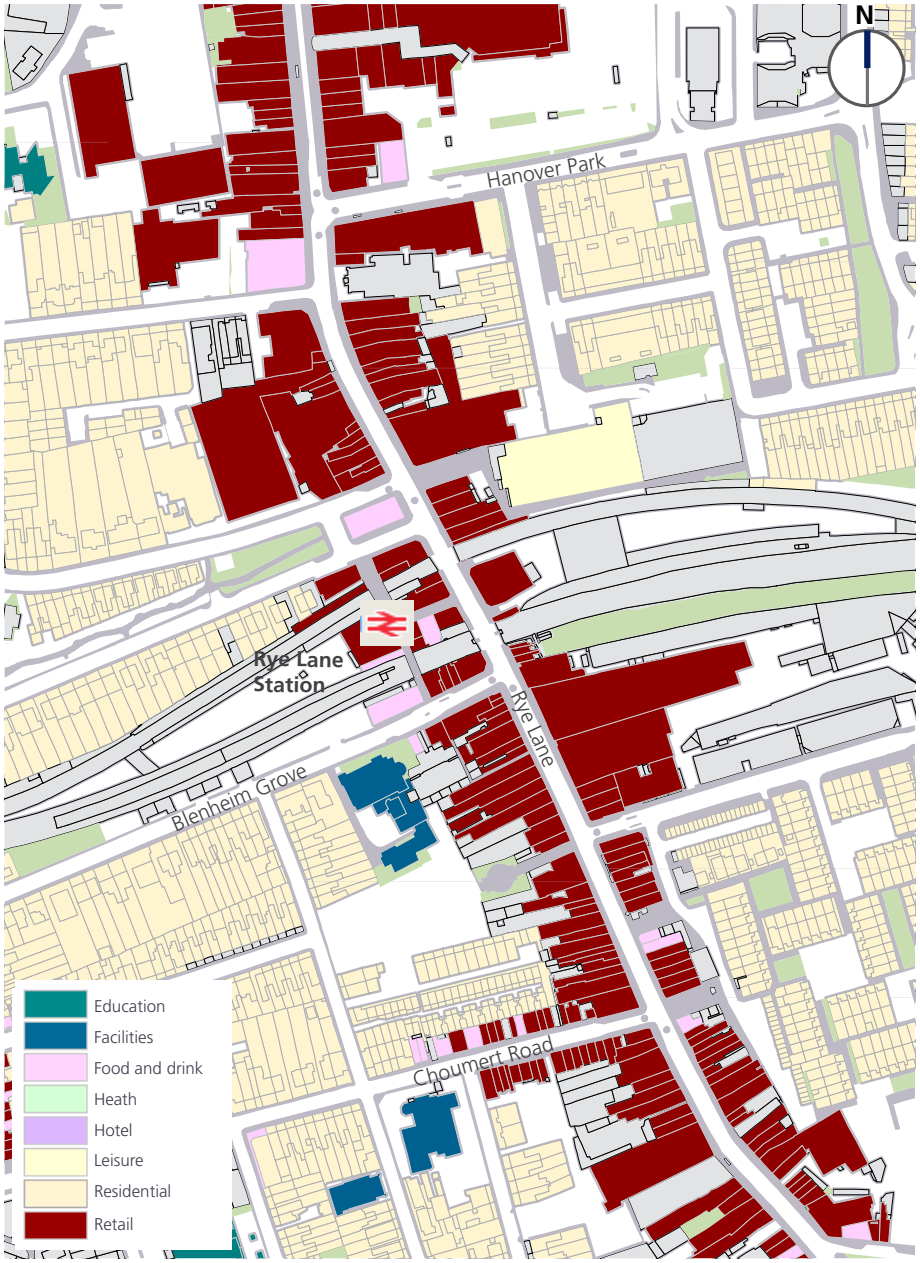


Figure 30: Rye Lane Station Area land use

High pedestrian flows in constrained interchange area

Independent retail spills out onto the footways

Street clutter and low quality surface materials

Strengths

- Distinct local character and sense of place.
- High pedestrian flows create a perception of pedestrian priority.

Weaknesses

- Narrow footways and lack of space for comfortable walking.
- Frontages and public realm in poor condition.
- Poor visibility and legibility, with a lack of signage to aid navigation.

Opportunities

- Station public realm project will likely facilitate additional space for pedestrians.
- Potential to further prioritise pedestrians by encouraging informal crossing.

Threats

- Narrow street cross section creates limited potential for significant footway widening.
- Position of railway lines and arches limit design flexibility.
- Shopfront forecourt spillout difficult to manage.

Area 7. Rye Lane South

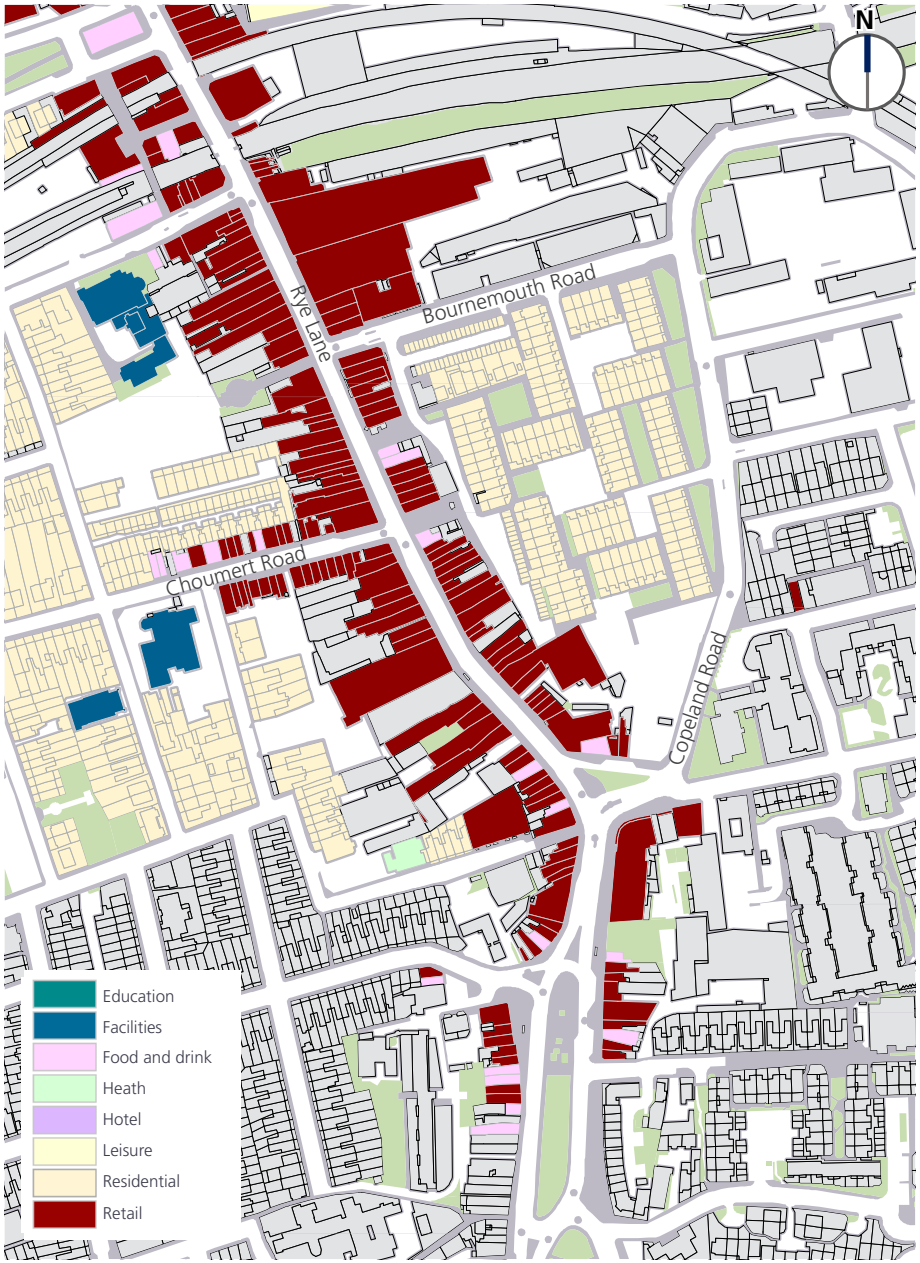


Figure 31: Rye Lane South Area land use

Independent fashion and textile shops, local cafes and markets line the street

High density of street clutter adjacent to low quality office / retail buildings

Footways on the public highway are narrow with stalls spilling across

Strengths

- Characterful 19th Century buildings with distinct local retail offer.
- 20mph speed limit.

Weaknesses

- Street clutter, bollards and waste.
- Lower footfall than northern end of Rye Lane.

Opportunities

- Cafes and restaurants fronting onto the street are creating a more vibrant street character.
- Wider street cross section than northern end of Rye Lane, affording more space for wider footways.

Threats

- Higher average vehicle speeds than more congested northern end of Rye Lane.

Town centre - Overarching character

ARCHITECTURE

Some well preserved 18th Century architecture and a mixed quality of frontage and diverse retail offer across the central part of the study area.

PUBLIC REALM

Moderately poor urban realm conditions for cycling and walking with narrow footways and high levels of street clutter.

DETAIL

Patchwork of materials, even where there has been relatively recent intervention.

Rye Lane arcade and its independent traders

Pedestrian Environment Review

8

Summary of PERS crossing results

The Pedestrian Environment Review System (PERS) results highlight the proliferation of moderate to low scoring crossings in the area, reflecting a below average level of performance, legibility and capacity in the majority of locations.

Crossing provision

Peckham High Street typically provides formal signalised crossings at major junctions with some standalone signalised crossings interspersed along the route. Side road entries typically have an uncontrolled crossing, with some variation in design - most providing a raised table or a dropped kerb. The most problematic crossings are those which are uncontrolled as part of a busy signalised junction, on Lyndhurst Way and Staffordshire Street; or where an inappropriate crossing type has been used, notably zebra crossings at Southampton Way.

Performance

The most significant performance issue can be seen at key junctions where signalised staggered crossings create a delay upwards of 90 seconds, resulting in a large proportion of people choosing to cross on the red pedestrian phase. This was observed at Lyndhurst Way, Peckham Hill, Staffordshire Street and Hanover Park.

Deviation from desire line

A number of the crossings have wide staggers which create some deviation for pedestrians. In locations close to bus stops and at the junction of Peckham High Street and Rye Lane, there are clear desire lines which are not being catered for with a formal crossing.

Capacity

Formal crossings are generally too narrow for the observed pedestrian flows, particularly towards the Peckham High Street / Rye Lane junction. Especially problematic are the signalised crossings at Lugard Road, Staffordshire Street, Peckham Hill, Rye Lane and Hanover Park.

Legibility

Tactile paving is inconsistent across the study area and dropped kerbs are not provided in all locations. Signals are generally in good condition with good accessibility features. Complex staggered crossings at Peckham Hill and Staffordshire Street create some legibility issues.

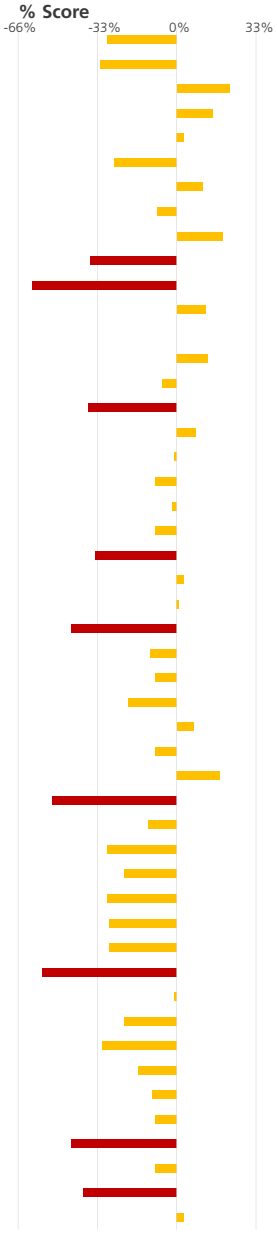
Obstructions

Guardrailings are present at Staffordshire Street, Peckham Hill and Lyndhurst Way which create an obstruction for pedestrian desire lines. Street clutter and shopfronts spilling out onto the footway create obstruction issues on narrow footways on Rye Lane and towards the Peckham High Street / Rye Lane junction.

Surface quality

The majority of locations suffer issues relating to poor surface quality as most crossings have not been resurfaced in recent years.

Crossing	Location	Type	Total Score	% Score	RAG	Priority
1	Peckham Rye South	Uncontrolled x2	-26	-29	A	Low
2	Scylla Rd	Uncontrolled x2	-29	-32	A	Low
3	Peckham Rye North	Zebra x2	26	22	A	Low
4	Nigel Rd	Uncontrolled x2	18	15	A	Low
5	Peckham Rye / Copeland Rd	Signalised junction x3	4	3	A	Moderate
6	Copeland Rd South	Zebra	-23	-26	A	Moderate
7	Copeland Rd North	Zebra	13	11	A	Low
8	Brayards Rd / Consort Rd	Zebra / uncontrolled x2	-7	-8	A	Low
9a	Rye Lane / Choumert Rd	Zebra	23	19	A	Low
9b	Choumert Rd	Uncontrolled	-32	-36	R	High
10	Rye Lane / Bournemouth Rd	No dedicated crossing	-54	-60	R	High
11a	Rye Lane / Blenheim Grove	Zebra	14	12	A	Moderate
11b	Blenheim Grove	Uncontrolled	0	0	A	Moderate
12a	Rye Lane / Holly Grove	Pelican	16	13	A	Moderate
12b	Holly Grove	Uncontrolled	-5	-6	A	Moderate
13	Rye Lane / Hanover Park	Signalised x 3	-33	-37	R	High
14	Peckham High St / Rye Lane	Toucan	9	8	A	High
15	Peckham High St / Pomeroy St	Signalised x 3	-1	-1	A	Moderate
16	York Grove	Uncontrolled	-8	-9	A	Low
17	St. Mary's Rd	Uncontrolled	-2	-2	A	Low
18	Astbury Rd	Uncontrolled	-8	-9	A	Low
19	Peckham High St / Lugard Rd	Signalised/ uncontrolled	-31	-34	R	High
20	Asylum Rd	Uncontrolled	4	3	A	Low
21	Peckham High St / King's Grove	Pelican	1	1	A	Low
22	King's Grove	Uncontrolled	-40	-44	R	Moderate
23	Burchell Rd	Uncontrolled	-10	-11	A	Low
24	Montpelier Rd	Uncontrolled	-8	-9	A	Low
25	Carlton Grove	Uncontrolled	-18	-20	A	Low
26	Peckham High St / Wood's Rd	Toucan	8	7	A	Low
27	Consort Rd	Uncontrolled	-8	-9	A	Low
28	Meeting House Lane	Uncontrolled	21	18	A	Low
29	Peckham High St / Staffordshire St	Signalised x 3	-47	-52	R	High
30	Marmont Rd	Uncontrolled	-11	-12	A	Low
31a	Bus station entrance	Uncontrolled	-26	-29	A	High
31b	Bus station exit	Uncontrolled	-20	-22	A	High
32	Peckham High St	Pelican staggered	-26	-29	A	Moderate
33	Mission Place	Uncontrolled	-25	-28	A	Moderate
34	Bull Yard	Uncontrolled	-25	-28	A	Moderate
35	Peckham High St / Peckham Hill	Signalised x 5	-50	-56	R	High
36	Rye Lane	Uncontrolled	-1	-1	A	Moderate
37	Melon Rd	Uncontrolled	-20	-22	A	Moderate
38	Peckham High St / Bellenden Rd	Signalised x3	-28	-31	A	Moderate
39	Collyer Place	Uncontrolled	-14	-16	A	Moderate
40	Peckham High St/ Sumner Rd	Signalised / uncontrolled	-9	-10	A	Moderate
41	Sumner Avenue	Uncontrolled	-8	-9	A	Low
42	Peckham High St / Lyndhurst Way	Signalised x 4	-40	-44	R	High
43	Grummant Rd	Uncontrolled	-8	-9	A	Low
44	Southampton Way	Zebra x2	-35	-39	R	High
45	Peckham Hill Street	Uncontrolled	4	3	A	Low



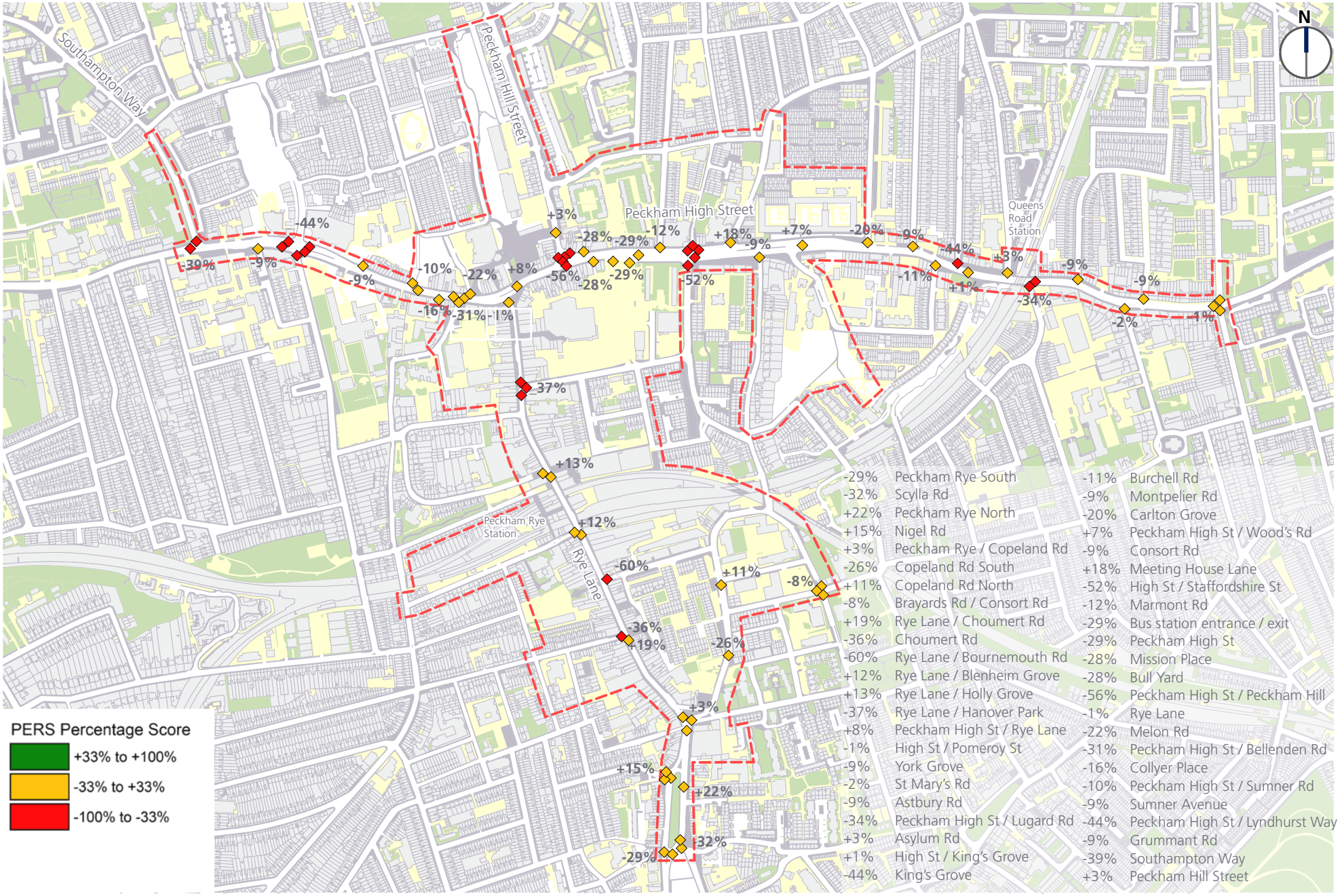


Figure 32: PERS crossings results map

Crossing intervention priorities

***Approx. May 2015 costs**

£ = £0 - £20,000
££ = £20,000 - £50,000
£££ = £50,000+

✓ = Aesthetic / accessibility benefits
✓✓ = + Behavioural / safety benefits
✓✓✓ = + Wider transformative benefits

Summary

The priority for intervention considers the overall PERS score in conjunction with other factors relating to the impact on pedestrian safety if changes are not made. All locations with PERS scores of less than -33% (Low Quality) are considered high priority sites; however there are a number of other locations which, despite scoring a Moderate Quality PERS score, have been allocated as high priority sites, based on the wider need for improvements to be made.

HIGH PRIORITY Critical issues which need essential improvements as part of the study for enhancing pedestrian safety and public realm quality.

MEDIUM PRIORITY For more localised issues which are significant but may not have such a wide impact on pedestrian safety.

LOW PRIORITY Improving on these issues is desirable but the impact will be less significant in relation to the key objectives of this study.

The table opposite lists all the high priority crossing intervention recommendations arising from the PERS audit. Quick wins and future considerations are listed alongside an approximate cost to benefit scoring system. The benefits are graded such that the lowest level of benefit would see an aesthetic and accessibility benefit, the next level seeing measurable safety benefits, and the highest level resulting in a transformation of the public realm. A transformative project will include safety and accessibility benefits but may also impact on the wider area by creating a greater sense of place and enabling opportunities to support the local economy.

HIGH PRIORITY LOCATION	INTERVENTION	COST*	BENEFIT
1. Choumert Rd	**Future consideration:** Provide a new raised table crossing with tactile paving	££	✓✓
2. Rye Lane / Bournemouth Rd	**Future consideration:** Provide a raised table crossing on Bournemouth Rd at the Rye Lane junction. Assess the feasibility of providing a formal crossing over Rye Lane that is closely aligned to the desire line to Chadwick Road.	 ££ £££	 ✓✓ ✓✓
3. Rye Lane / Hanover Park	**Quick win:** Conduct a safety audit with a view towards removing guardrails. Consider formally opening up diagonal crossing movement. **Future consideration:** Assess the feasibility of signal timings which better provide for pedestrians. Widen all crossings.	£ £ £ ££	✓✓ ✓✓ ✓✓ ✓✓
4. Peckham High St / Rye Lane	**Quick win:** Review pedestrian comfort levels and consider further widening of the crossing. **Future consideration:** Assess the feasibility of adjusting signal timings along Peckham High Street to ensure vehicles do not back up across this junction. Look to provide an innovative crossing solution that integrates with a new formal crossing west of Rye Lane.	££ ££ £££	✓✓ ✓✓ ✓✓✓
5. Peckham High St / Lugard Rd	**Quick win:** Repair tactile paving units. **Future consideration:** Assess the feasibility of providing a formal crossing for pedestrians west of the rail bridge to provide a better bus stop interchange. Consider ways of visually extending the station forecourt area across the main road to encourage greater pedestrian priority.	£ £££ £££	✓ ✓✓ ✓✓✓
6. Peckham High St / Staffordshire St	**Quick win:** Conduct a safety audit with a view towards removing guardrails. Widen all formal crossings to a minimum 2m. **Future consideration**: Assess the feasibility of providing at grade signalised pedestrian crossings on all arms of the junction.	£ ££ ££	✓✓ ✓✓ ✓✓
7. Bus station entrance / exit	**Quick win:** Relay tactile paving to provide consistent materials. Provide a central refuge. Widen footway on west side to improve visibility of oncoming buses. **Future consideration:** Assess the feasibility of reducing the carriageway width and installing a formal pedestrian crossing.	£ £ ££ £££	✓ ✓✓ ✓✓ ✓✓✓
8. Peckham High St / Peckham Hill	**Quick win:** Conduct a safety audit with a view towards removing guardrails. **Future consideration:** Assess the feasibility of removing the slip lanes and simplifying the intersection to a T-junction arrangement, enabling footway widening.	£ £££	✓✓ ✓✓✓
9. Peckham High St / Lyndhurst Way	**Quick win:** Conduct a safety audit with a view towards removing guardrails. **Future consideration:** Assess feasibility of improving signal response time. Assess the feasibility of providing a dedicated signalised crossing as part of the signal phasing.	£ ££ ££	✓✓ ✓✓ ✓✓
10. Southampton Way	**Quick win**: Relocate drain to edge of crossing. Provide additional surface treatment on the approach to the junction to slow vehicle speeds and encourage greater driver compliance. **Future consideration:** Assess the feasibility of providing a signalised crossing.	£ £ £££	✓ ✓✓ ✓✓✓

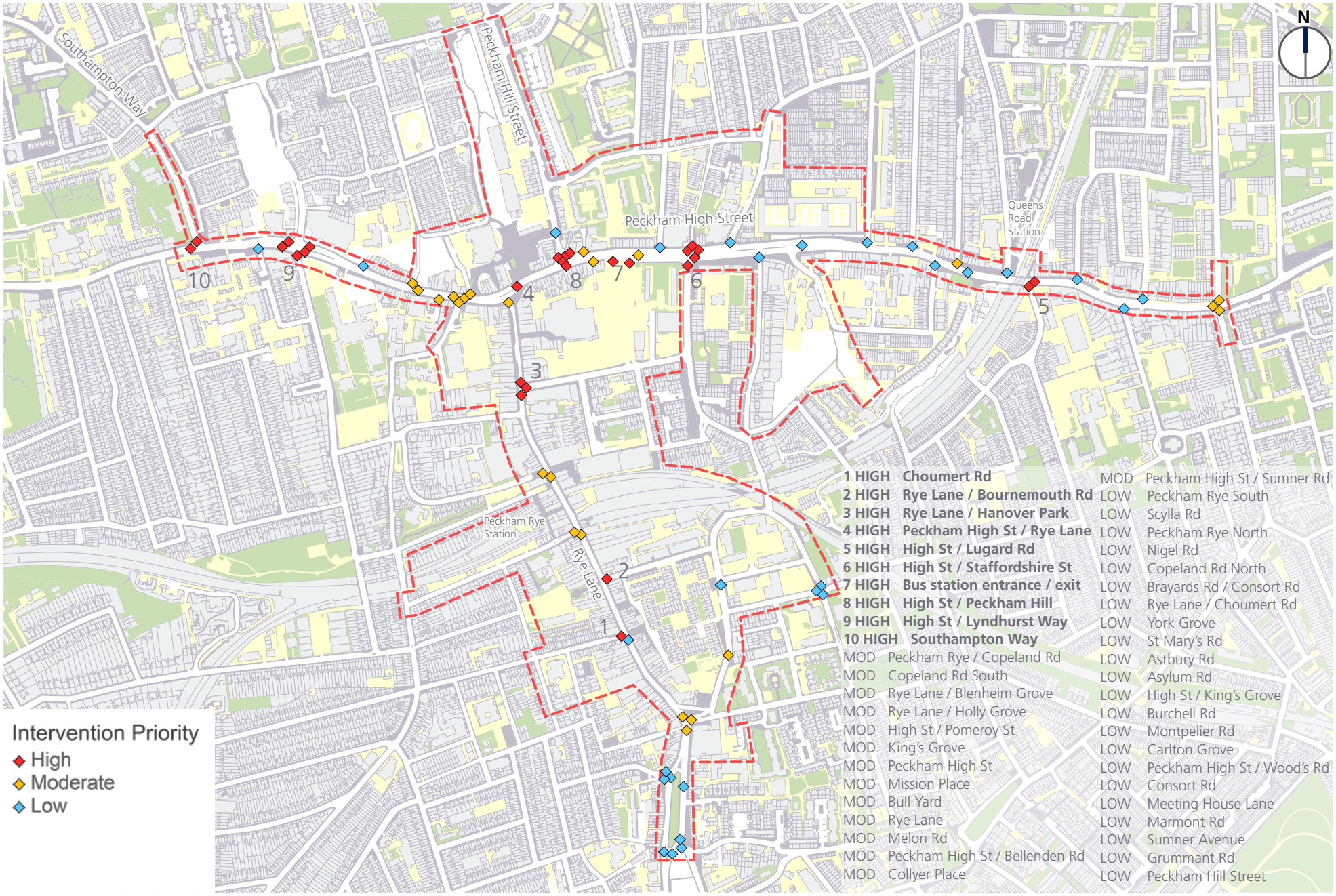


Figure 33: Crossing interventions priority

Summary of PERS link results

The Pedestrian Environment Review System (PERS) results highlight the wide range in quality of footways within the study area, with busy areas around Peckham Rye station and the Rye Lane / Peckham High Street junction performing especially poorly in terms of capacity and quality of environment.

Effective width / User conflict
Peckham High Street typically has wide footways in excess of 3 metres; however towards Rye Lane, footways narrow considerably - street furniture and light columns can form pinch-points of around 1.5 metres. This creates issues of footway congestion particularly where people are queuing at a bus stop, ATM or shop fronting directly onto the street. On Rye Lane, footways are especially constrained adjacent to Peckham Rye station, under the rail bridge, at bus stops and where market stalls spill across the footway. Waste and litter further impact on the effective width of the footway, often forcing pedestrians onto the carriageway in peak periods to pass round pinch-points.

Obstructions
On both streets there is a relatively clear furniture zone, with the main obstructions coming in the form of temporary clutter: refuse being left next to bins and market stalls edging across the footway. Bollards at the south end of Rye Lane are prone to collecting additional refuse. Pedestrians at bus stops are a transient yet enduring element of the streetscape that create an obstacle where the footway is too narrow.

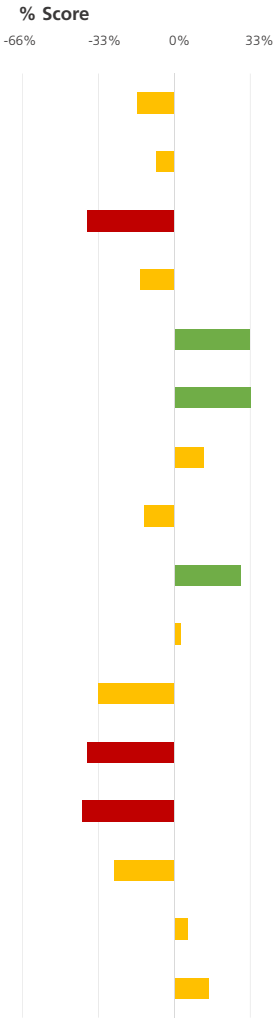
Permeability
High traffic flows and a near constant barrier of congestion on Peckham High Street at the junction with Rye Lane, creates north-south permeability issues for pedestrians. Elsewhere on Peckham High Street, the wide carriageway and high road speeds creates additional cross-street permeability issues.

Legibility
There is a distinct lack of wayfinding signage for pedestrians which impacts on the user experience. The gently meandering road network on both Rye Lane and Peckham High Street, means that long vistas are restricted and intuitive points of reference to aid navigation are limited.

Surface quality
Footway materials on almost all links are relatively poor, not conforming to TfL standards of best practice and consisting of a mixed palette of setts adjacent to the carriageway and / or ASP paving. The north end of Rye Lane scores well for its use of granite; however there is significant staining and signs that servicing and maintenance regimes have not replaced like for like.

Personal security
The area outside the immediate vicinity of Rye Lane feels isolated with high vehicle speeds creating a perception that there is a lack of natural surveillance. Pedestrian flows are low throughout the day, creating additional perceptions of insecurity.

Link	Location	Total Score	% Max score	RAG	Priority
A	Rye Lane west footway (Blenheim Grove to Peckham Rye)	-19	-16	A	Moderate
B	Rye Lane east footway (Bournemouth Road to Peckham Rye)	-10	-8	A	Moderate
C	Rye Lane west footway (Highshore Road to Blenheim Grove)	-45	-38	R	High
D	Rye Lane east footway (Hanover Park to Bournemouth Road)	-18	-15	A	Moderate
E	Rye Lane west footway (Peckham High Street to Highshore Road)	53	33	G	Low
F	Rye Lane east footway (Peckham High Street to Hanover Park)	61	38	G	Low
G	Peckham High Street south footway (Rye Lane to Lausanne Road)	21	13	A	Low
H	Queen's Road north footway (Station to Pomeroy Street)	-16	-13	A	Moderate
I	Queen's Road north footway (Montpelier Road to Station)	46	29	G	Low
J	Peckham High St north footway (Staffordshire St to Montpelier Rd)	5	3	A	Low
K	Peckham High St north footway (Peckham Hill St to Staffordshire St)	-40	-33	A	Moderate
L	Peckham High St south footway (Rye Lane to Bus station)	-46	-38	R	High
M	Peckham High St north footway (Sumner Avenue to Peckham Hill St)	-48	-40	R	High
N	Peckham High St south footway (Basing Court to Rye Lane)	-31	-26	A	Moderate
O	Peckham High St south footway (Southampton Way to Basing Court)	10	6	A	Low
P	Peckham High St north footway (Southampton Way to Sumner Ave)	24	15	A	Low



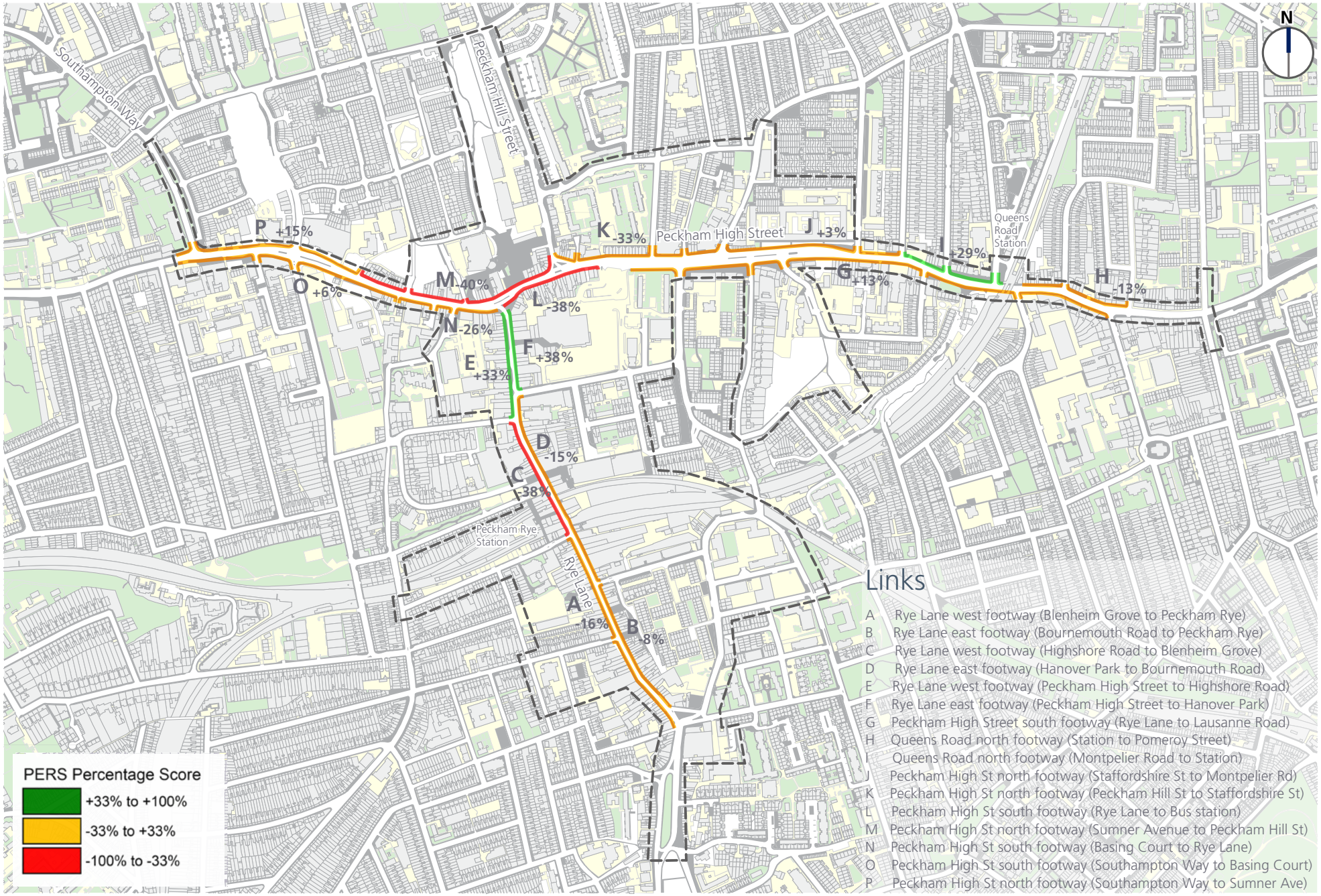


Figure 34: PERS links results map

Link intervention priorities

***Approx. May 2015 costs**

£ = £0 - £20,000
ff = £20,000 - £50,000
fff = £50,000+

✓ = Aesthetic / accessibility benefits
✓✓ = + Behavioural / safety benefits
✓✓✓ = + Wider transformative benefits

Summary

The priority for intervention considers the overall PERS score in conjunction with other factors relating to the impact on pedestrian safety if changes are not made. All locations with PERS scores of less than -33% (Low Quality) are considered high priority sites. Locations which score -33 to +33% are classified as a moderate quality and those locations which would most benefit from a design intervention are listed in the table opposite as Moderate Priorities.

HIGH PRIORITY Critical issues which need essential improvements as part of the study for enhancing pedestrian safety and public realm quality.

MODERATE PRIORITY For more localised issues which are significant but may not have such a wide impact on pedestrian safety.

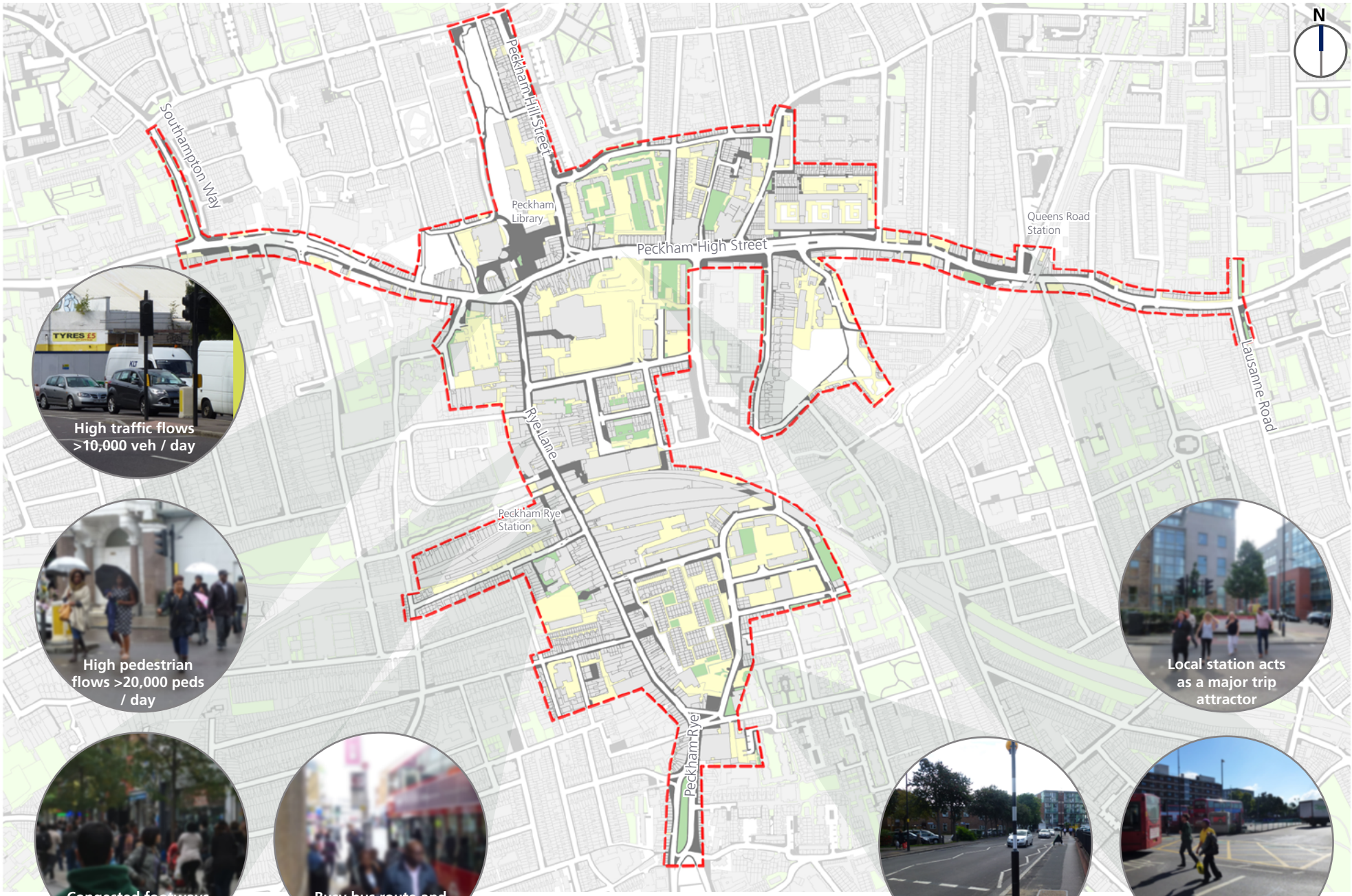
LOW PRIORITY Improving on these issues is desirable but the impact will be less significant in relation to the key objectives of this study.

Potential quick wins and future considerations are listed with an approximate cost to benefit scoring system. The benefits are graded such that the lowest level of benefit would see an aesthetic and accessibility benefit, the next level seeing measurable safety benefits, and the highest level resulting in a transformation of the public realm. A transformative project will include safety and accessibility benefits but may also impact on the wider area by creating a greater sense of place and enabling opportunities to support the local economy.

HIGH AND MODERATE PRIORITY LOCATIONS	INTERVENTION	COST*	BENEFIT
A. Rye Lane west footway (Blenheim Grove to Peckham Rye)	**Quick win:** Remove no loading bollards / attach signage to lamp columns. **Future consideration:** Widen footways from Blenheim Grove to Choumert Road. Resurface all footways with a consistent treatment for Rye Lane.	£ fff fff	✓✓ ✓✓✓ ✓✓✓
B. Rye Lane east footway (Bournemouth Road to Peckham Rye)	**Quick win:** Remove no loading bollards / attach signage to lamp columns. **Future consideration:** Widen footways from Bournemouth Road to Parkstone Road. Resurface all footways with a consistent treatment for Rye Lane.	£ ff fff	✓✓ ✓✓✓ ✓✓✓
C. Rye Lane west footway (Highshore Road to Blenheim Grove)	**Quick win:** Remove no loading bollards / attach signage to lamp columns. Remove street clutter outside TSB bank. **Future consideration:** Widen and resurface footways from Highshore Road to Blenheim Grove. Consider closing Holly Grove to traffic, opening up Elm Grove to two way operation, enabling bus stop U to be moved across Holly Grove and to provide additional footway space near the station.	£ £ fff fff	✓✓ ✓✓ ✓✓✓ ✓✓✓
D. Rye Lane east footway (Hanover Park to Bournemouth Road)	**Future consideration:** Widen footway from Elm Grove to Bournemouth Road.	 fff	 ✓✓✓
H. Queens Road north footway (Station to Pomeroy Street)	**Quick win:** Resurface footway crossover. **Future consideration:** Resurface footway to current TLRN specifications. Relocate formal crossing to align with station forecourt.	£ fff fff	✓ ✓✓ ✓✓✓
K. Peckham High St north footway (Peckham Hill St to Staffordshire St)	**Quick win:** Remove straight ahead signal on footway at bus cage G. **Future consideration**: Remove slip lane from Peckham Hill Street junction and widen footway from Mission Place to Peckham Hill Street. Remove central median planter and reduce the width of the central median to enable footway widening from Staffordshire Street to Mission Place.	£ fff fff	✓ ✓✓✓ ✓✓✓
L. Peckham High St south footway (Rye Lane to Bus station)	**Quick win:** Provide footway loading pads on Peckham High Street. **Future consideration:** Assess the feasibility of removing a westbound lane of traffic from Clayton Road to Peckham Hill Street enabling footway widening.	ff fff	✓✓ ✓✓✓
M. Peckham High St north footway (Sumner Avenue to Peckham Hill St)	**Quick win:** Relocate bus stop B east of the Toucan crossing. Provide wayfinding signage. **Future consideration:** Assess the feasibility of removing an eastbound lane of traffic from Sumner Road to Peckham Hill Street enabling footway widening and traffic stacking west of the town centre.	ff £ fff	✓✓✓ ✓✓ ✓✓✓
N. Peckham High St south footway (Basing Court to Rye Lane)	**Quick win:** Provide footway loading pads on Peckham High Street. Remove street clutter at east end including the kiosk, phone boxes, bollards, relocate feeder pillars and street cabinets. **Future consideration:** Resurface footway to current TLRN specifications.	ff ff fff	✓✓ ✓✓ ✓✓✓

Movement Analysis

9


N
Southampton Way
Peckham Hill Street
Peckham Library
Peckham High Street
Queens Road Station
Lausanne Road
Rye Lane
Peckham Rye Station
Peckham Rye
High traffic flows >10,000 veh / day
High pedestrian flows >20,000 peds / day
Local station acts as a major trip attractor
Congested footways along a popular retail core
Busy bus route and station interchange
Quiet residential back streets
Informal crossing to bus stops

Informal pedestrian crossing on Peckham High Street west of Rye Lane.

Key Observations - Pedestrians

As part of our understanding of the patterns of pedestrian flows in the area, we conducted a survey on pedestrians routes along key areas on Peckham High Street

The data was collected on 24th September during lunchtime. Each segment was observed for five minutes.

The survey shows that two distinctive scenarios: in Rye Lane, there is a constant flow of pedestrians between the two sides of the road. While shopping, people 'zig zag' between the two sides. The bus stops and Peckham Rye Station also contribute to clusters of crossings between Rye Lane east and west footways (Figure 35).

Along Peckham High Street (including Peckham Road and Queens Road), the pattern is slightly different, i.e, there are clear desired lines of pedestrian routes between key destinations: bus stops, entrance to Queens Road Station, Rye Lane and Peckham Hill Street (via Peckham Library) and the access to Morrison's Supermarket from Peckham HIll and Marmont Road.

Figures 35 illustrates the desired lines of pedestrian flows along the survey area and Figure 36 summaries the main desire lines of pedestrian flows.

Peckham High Street

- Pedestrians frequently choose to cross informally to access bus stops directly.
- Traffic regularly backs up across junctions near Rye Lane. Farside signals cannot be seen and pedestrians squeeze in between vehicles.
- Vehicular dominance with few gaps in traffic and high volumes of buses, severing one side of the road from the other.
- Lack of provision for the mobility impaired.
- Insufficient capacity on crossings towards Rye Lane.
- Frequent inter-green pedestrian crossing movements.

Rye Lane

- Pinch points on footways, forcing pedestrians onto the carriageway.
- Informal crossing throughout particularly to key destinations such as shopping malls.
- Lack of distinctly recognisable character features and places within the public realm.
- The street acts as a thoroughfare with no real sense of a destination.

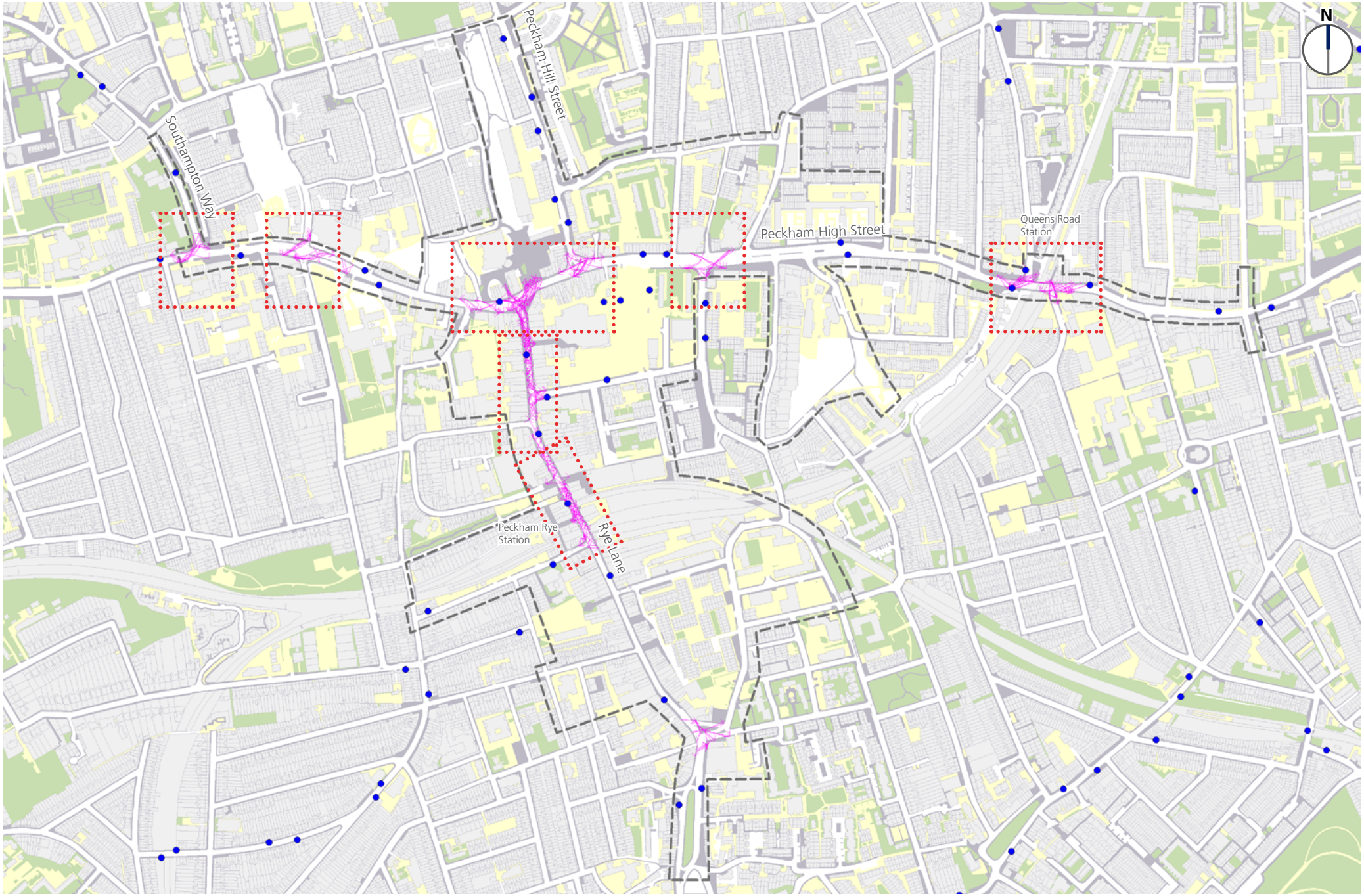


Figure 35: Image showing the informal routes (desire lines - in pink - of pedestrian movement) in the town centre. Survey areas identified by the dotted red lines, bus stops represented by the blue dots.

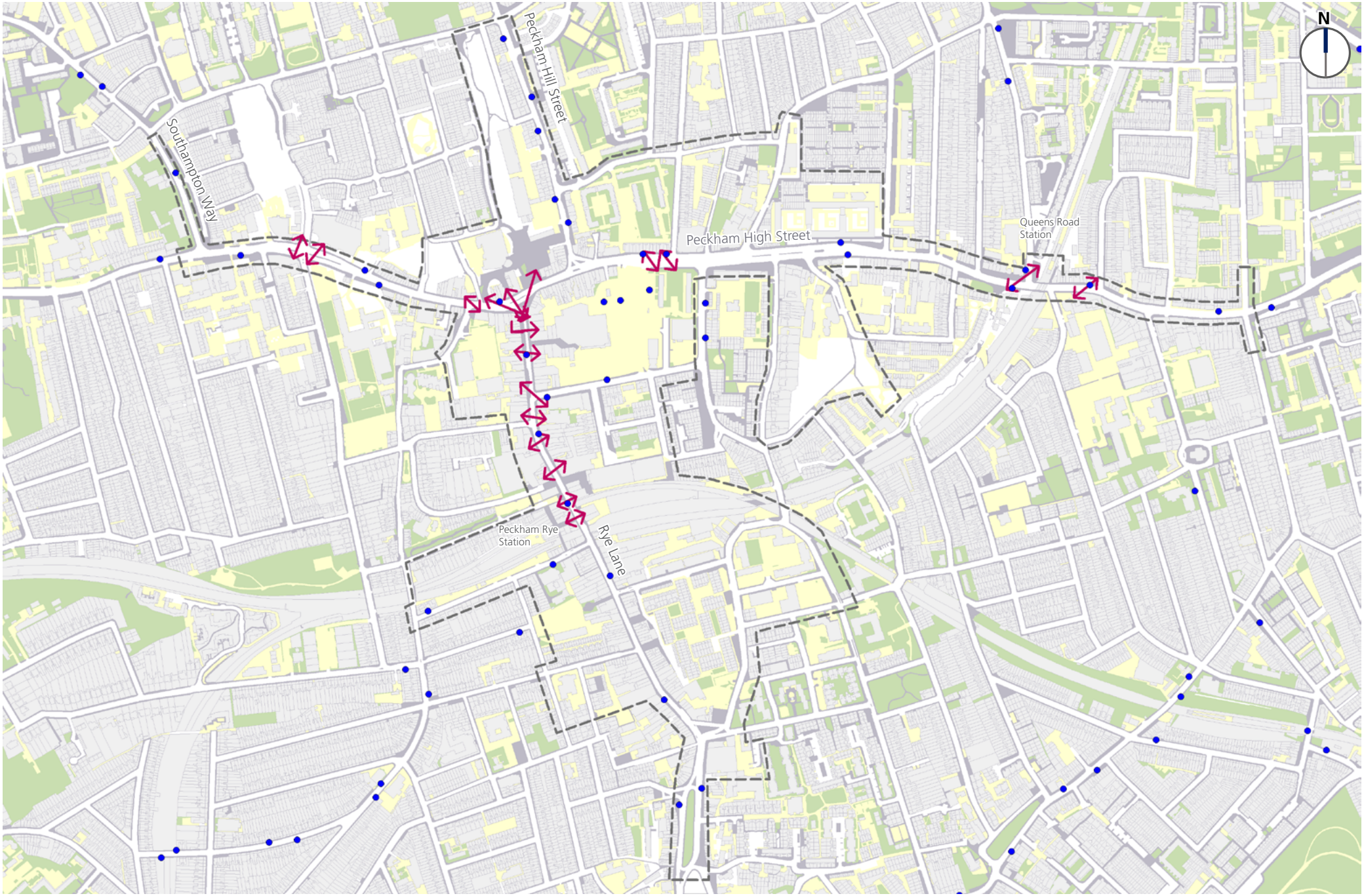


Figure 36: Summary of the desire lines of pedestrian movement in the town centre. Bus stops represented by the blue dots.

88 **Rye Lane Toucan crossing**

Key Observations

Cyclists

- Lack of dedicated on-carriageway space for cyclists.
- Lack of turning provision, especially at Lyndhust Way.
- Desire line conflict with contraflow cycling on Rye Lane and on footway movements observed.
- Poor visibility at junctions, with cyclists straying forward through red signals.
- Private cycles frequently parked on lamp posts and cycle parking at full capacity in most locations.
- Lack of adequate signage and speed calming measures along Surrey Canal path, which is a shared used path.

"I find the cycle lanes on Rye Lane difficult. They used to be clearly marked out but now they are the same colour as the pavement so pedestrians and cyclists find it confusing. It is also annoying that cyclists cut the corner off at the top of Rye Lane near the pawnbrokers - it is dangerous when they don't stick to the cycle path."

"Too many buses squeezing down Rye Lane. They back up and congest Rye Lane and it becomes dangerous for cyclist and pedestrians."

The cycle contraflow lane at Rye Lane is used by cyclists in both directions, but it lacks sufficient width to operate satisfactorily and cyclists riding in an unexpected direction can surprise pedestrians.

Cyclists waiting at the Toucan crossing congest the footway and look to pull out across waiting pedestrians during the crossing phase.

Cycle route along Jocelyn Street (Surrey Canal path): Pedestrians have reported that cyclists cycle too fast and that there have been collisions with pedestrians and young children.

Key Observations

Loading / Servicing

- Significant congestion is caused by parking and loading on both sides of the street.
- Vacant resident permit spaces were observed being used for deliveries.
- Several vehicles were observed receiving parking tickets for failing to pay and display.

Waste / Clutter

- Significant congestion is also caused by waste left on the footways.
- On several occasions, pedestrians were observed walking along the road as the footway was too congested by the placement of waste, delivery goods, signage, or any other elements causing obstruction of the highway

Motorists

- Significant sustained congestion through Rye Lane / Peckham High Street junction including the formation of a 'bus wall' during peak periods.
- High vehicle speeds, in excess of 26mph on the rest of Peckham High Street / Queen Street (refer to Figures 37 and 38).
- Motorists looking to keep tight to the vehicle in front, often results in vehicles straddling crossings during green man pedestrian phases.

"Pedestrian curbs on Rye Lane are over congested with goods on display and wrapping/boxes/ pallets/waste from retails far, far too regularly and it makes walking on Rye Lane frustrating and dangerous."

Rye Lane on-street deliveries resulting in bus traffic congestion

Regular deliveries adversely impact on effective footway widths.

Goods are often unloaded at the front door and stacked outside on the footway.

Waste obstructing footways quickly accumulates and creates visibility, usability and crossing issues.

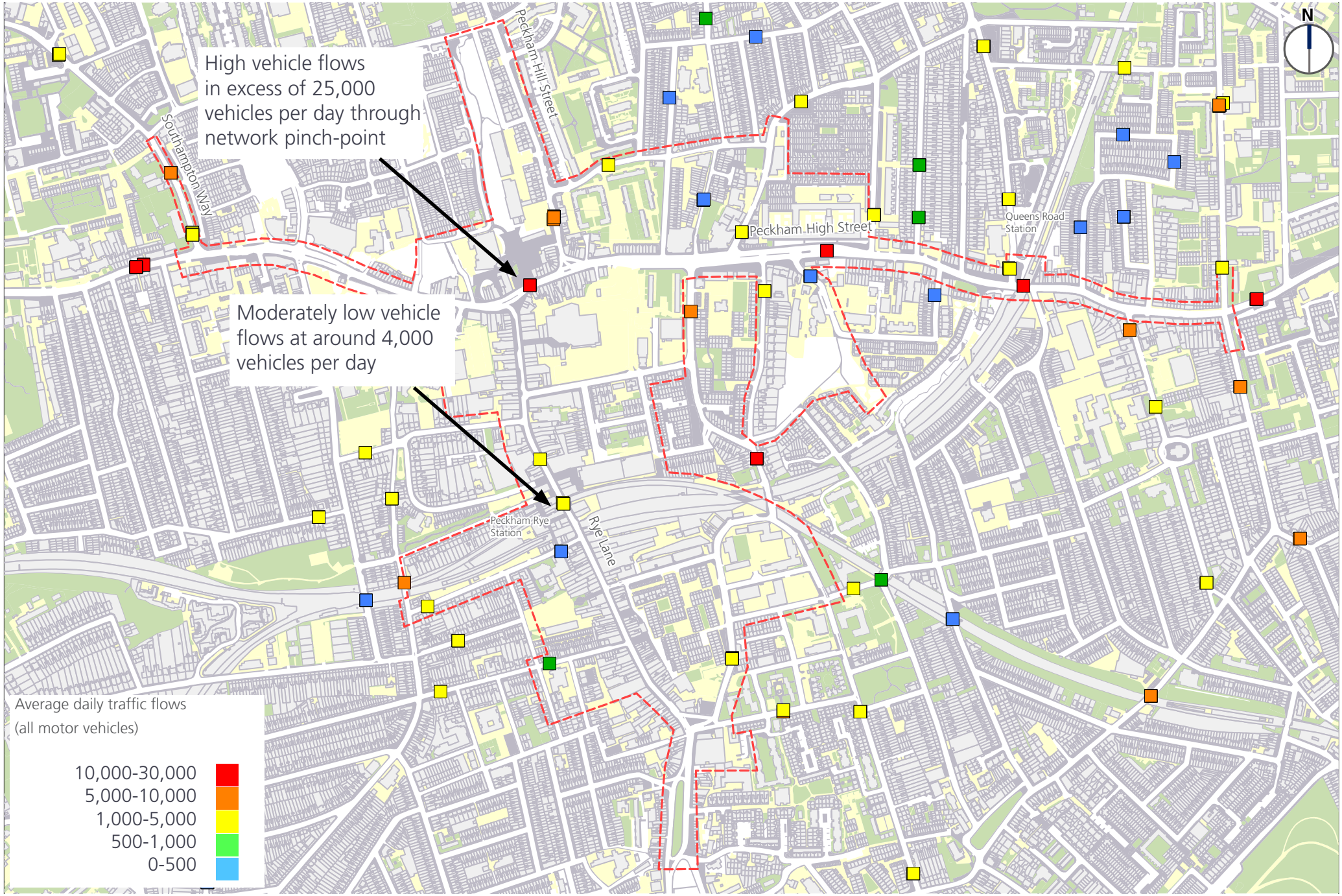


Figure 37: Average daily traffic flows (LB Southwark data, 2014)

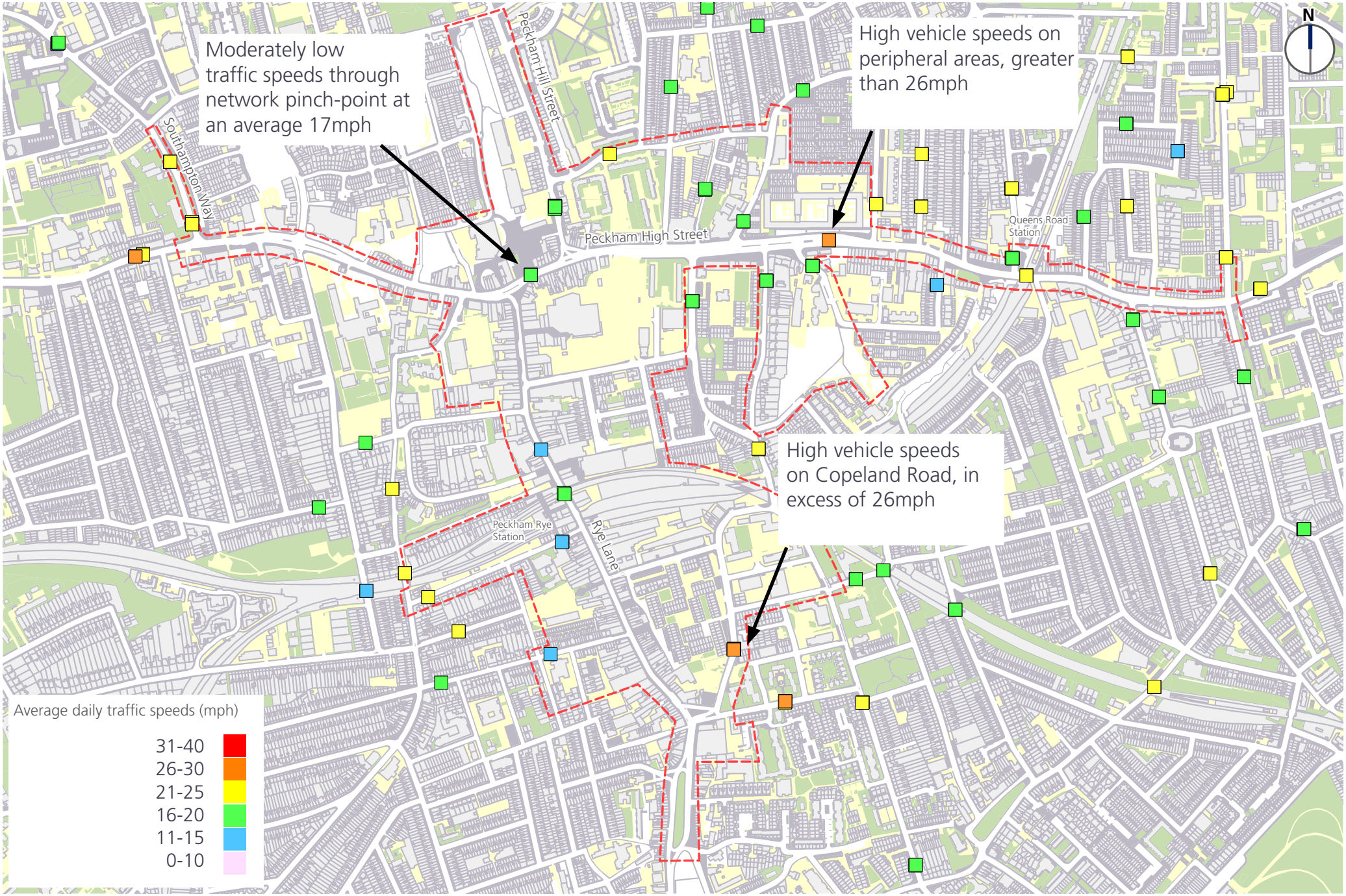


Figure 38: Average traffic speeds (LB Southwark data, 2014)

Pedestrian Safety Toolkit

10


“perhaps remove all of the islands at that junction and institute a super-crossing when all lights are red. “

The Town Centre Pedestrian Safety Toolkit

A pedestrian focused approach for understanding pedestrian collisions

This study has involved the collection of a large amount of data covering various aspects of the urban environment: movement data, collision data, the urban configuration, and pedestrian environmental qualities.

The study also carried out an extensive stakeholder engagement ensuring that the views and knowledge of local people were taken into account and, in many cases, were paramount to address constraints from standardised surveys.

In order to derive meaning from this data and stakeholder engagement output, an interlinked approach is essential to identify causal factors that can inform design interventions to improve pedestrian safety. This approach is named **The Town Centre Pedestrian Safety Toolkit.**

This interlinked approach requires datasets to be layered and assessed side by side for targeted areas. While typical road safety assessments look at various collision datasets, in particular vehicular, to derive and identify conflict issues on the carriageway, this study has also emphasised the importance of understanding pedestrians and what is driving pedestrian movements across the public realm. By first identifying and understanding the urban form and function of the street, we can anticipate how pedestrians will move along and across the street. Pedestrian decision points and desire lines are the product of the urban form of the street and so this study emphasises an innovative approach to documenting wider aspects of place and urban configuration to better understand pedestrian collision causation.

We have called this layered approach The Town Centre Pedestrian Safety Toolkit as there are a series of steps that can be used to document the character of the street, understand how pedestrians movement is a manifestation of urban form, and identify how the existing urban realm supports or hinders pedestrian movements. Town centres are especially concentrated places of land use and pedestrian movement, so an understanding of drivers of pedestrian movement is crucial for informing strategies that facilitate safe interaction with other modes.

1. Understand the urban form and function of the street

Map the Spatial Configuration – the scale of the street, coupled with its connectivity to other streets, impacts on the density for pedestrian activity and the value of the street as an urban link. These factors can be assessed by mapping the network visibility and connectivity to highlight particular areas such as urban squares or wide footways that will attract greater pedestrian activity and encourage major desire line trends.

2. Understand key drivers for pedestrian movement

Map the Land use – retail concentration and different types of retail attract contrasting volumes of pedestrians at different times of day. By mapping land use and observing on-site pedestrian movements, an appreciation of local desire lines can be made.

Map Transport – accessibility to public transport and interchange is a key consideration especially if two complementary modes acting as part of a linked trip requires pedestrians to cross a busy road. Identifying usage of interchange facilities can further enable

Draw on local knowledge - People who use the street everyday are an invaluable resource from which to draw together an understanding of key issues. Near misses in particular can be an excellent untapped source of data for recurring problems.

3. Understand existing public space conditions

Assess the condition and capacity of footways – the Pedestrian Environment Review System offers an effective way of capturing details on footway

Pedestrian Comfort Guidance can also be used to support this process of identifying where pedestrians may step onto the carriageway due to

Assess the condition and performance of crossings – identifying operational limitations in existing facilities is a key issue, especially

4. Ascertain why the collision happened where it did, as a result of assessments 1 -3

Conventional collision analysis and documentation of the incident is useful for understanding what happened at the scene of a collision. However the Town Centre Pedestrian Safety Toolkit looks to understand deeper underlying issues: why it happened where it did. The assessment process aims to identify the underlying drivers for pedestrian movements and highlight where there are insufficient physical measures to ensure safe vehicle behaviour and operation.

5. Develop intervention options that fulfil pedestrian movement requirements

By layering the above approach with more conventional flow data and speed data analysis, public realm design options can be developed that better provide for pedestrians and in doing so, reduce the likelihood of collisions involving pedestrians.

6. Understand results from public engagement activities

Five different methods of public engagement were used;

- Online survey
- Stakeholder workshops
- Living Streets Community Street Audit
- School Forum
- Traders / wider public drop in

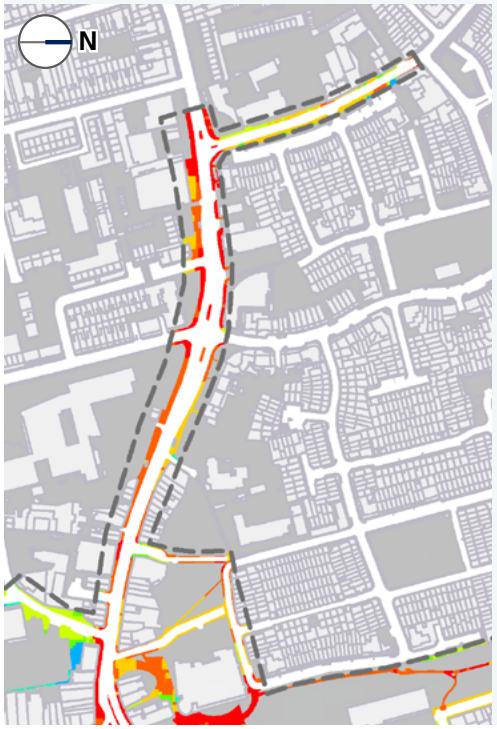
Data from all these activities was analysed and displayed on maps to inform the collation of the potential options. The data contained comprehensive information on both problematic areas and suggestions for improvements in Peckham Town Centre (showing only suggested improvement survey responses).

The following section details how this layered approach has been applied to Peckham to develop the potential options.

Area 1. Peckham High Street West

Desire lines: Spatial Configuration (Accessibility Analysis)

The main road, Peckham High Street, is very accessible in terms of visibility, which highlights its significance in the wider street network as a focal route for walking. Side roads such as Southampton Way have upper-intermediate visual accessibility and so are expected to have lower pedestrian flows and lower crossing movements.

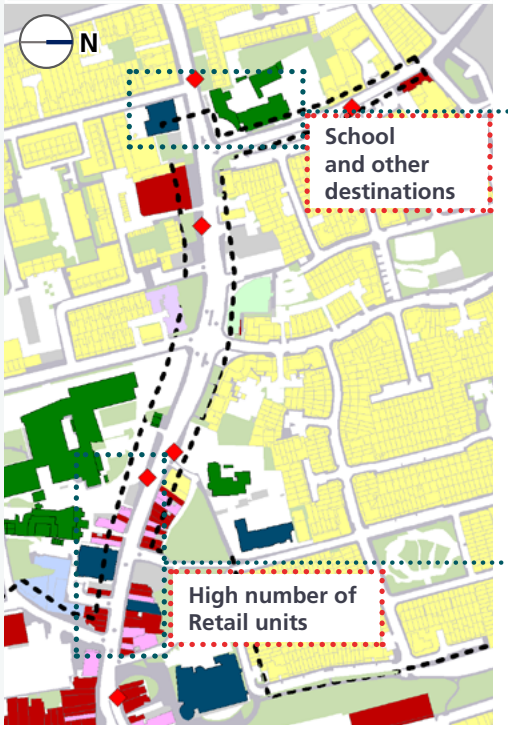


Spatial Accessibility - 500m distance

- High
- Low

Desire lines: Points of Attraction (Land Use and Transport)

There is a clear concentration of retail to the east of the area along Peckham High Street, with more facilities and educational facilities at the west side near Southampton Way. These areas are where pedestrians are likely to want to cross. The bus stops are spread reasonably equally through the area.

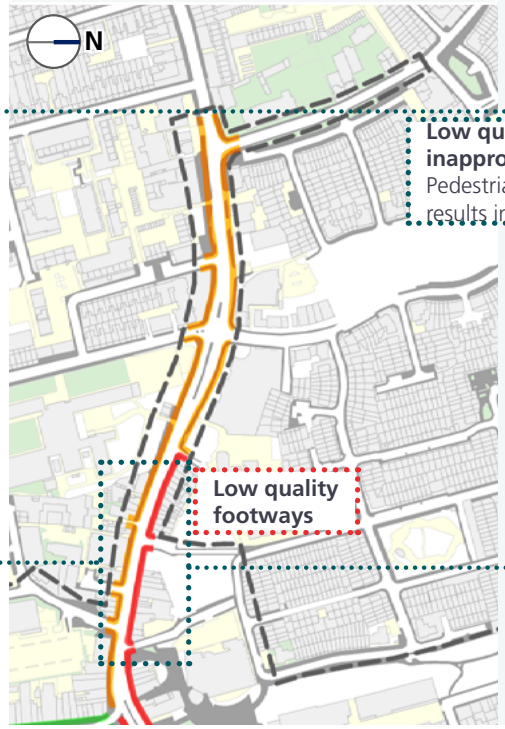


Land Use

- Education
- Facilities
- FoodDrink
- Health
- Leisure
- Residential
- Retail
- Commercial
- Stations
- Bus Stops

Design suitability: footways (PERS Links)

PERS analysis has described most footways in the area as moderate in quality. The north footway along Peckham High Street is shown to be of low quality even though this is a busier area. This suggests that the quality of the pedestrian experience on the north footway is compromised.



PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

Design suitability: crossings (PERS Crossings)

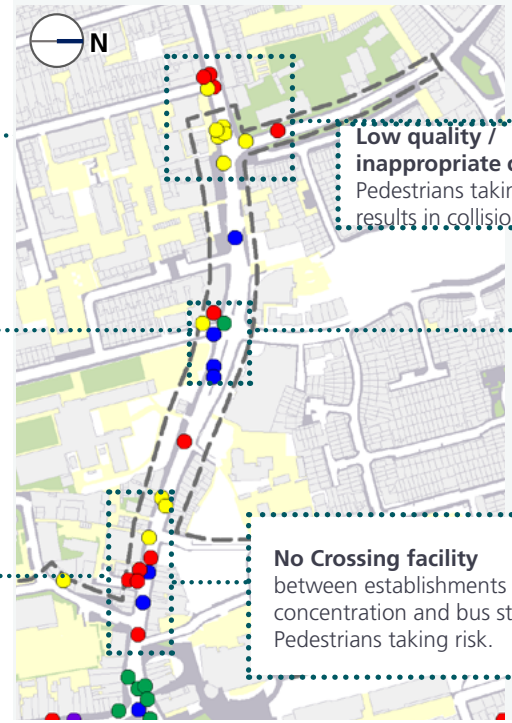
Crossings are analysed as moderate or low quality. There are clusters of poor quality crossings around Southampton Way and Lyndhurst Way junctions. There is also a clear desire line around the Bellenden Road junction, but only moderate crossing facilities.

PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

Collision properties: Crossing situation

There are a high number of collisions on zebra crossings in this sector, and also where there are no crossing facilities in 50m, suggesting that the current facilities are inappropriate, especially around the Southampton Way junction. There are a surprising number of collisions on formal crossings, around Lyndurst Way junction and Bellenden Road.



- 0 No Crossing Facility in 50m
- 1 Zebra
- 4 Pelican or Similar
- 5 Pedestrian Phase at ATS
- 8 Central Refuge

Collision properties: Main contribution

Collision contributory factors in this sector tend to be more associated to pedestrian behaviour in the middle section, with more mixed contributions in the East and more driver / rider contributions to the West.

This points to improving pedestrian movement accommodation as a priority.

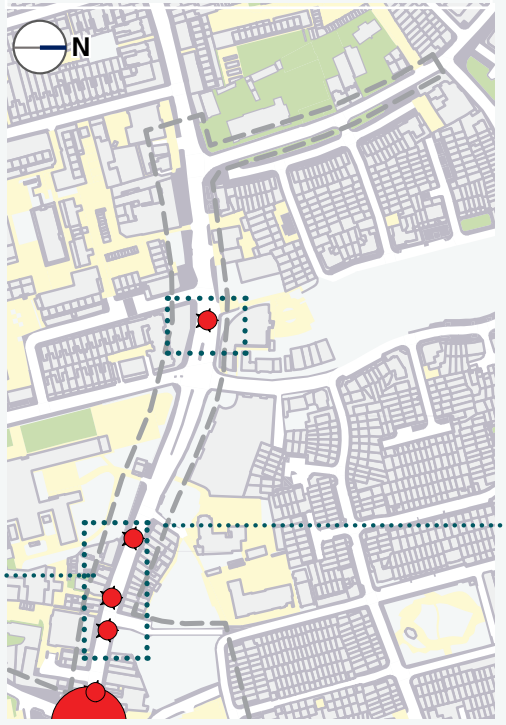
Contribution to the collision

- Driver / Rider
- Pedestrian

Public Engagement - Community Street Audit

The main points which were identified were:

- Southampton Way junction is intimidating to cross on the existing zebra.
- Lyndhurst Way is difficult to cross due to poor quality crossings.
- Traffic travels fast along Peckham High Street / Peckham Road.

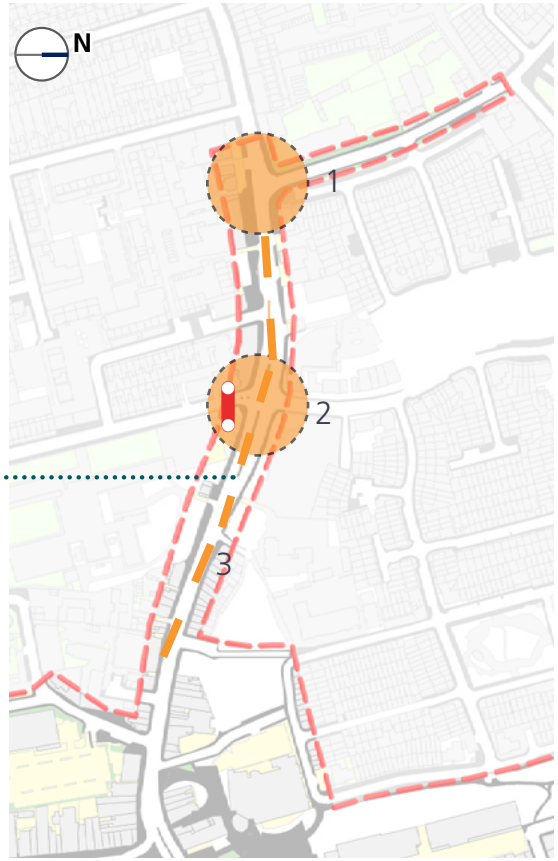


Suggested Improvements Survey Responses

- 9 to 37 responses (6 locations)
- 6 to 8 responses (3 locations)
- 3 to 5 responses (5 locations)
- 2 responses (10 locations)
- 1 responses (27 locations)
- Specific location

AREA DIAGNOSIS AND KEY ACTIONS

1. Reconfigure and improve crossing provision at Southampton Way, potentially signalising the junction.
2. Improve crossing provision at Lyndhurst Way, including addition of formal phase on south side of junction.
3. Consider ways to support desire lines to retail areas and facilitate safe informal crossing, by means of a central reservation or carriageway narrowing.



Area 2. Peckham Library Area

Desire lines: Spatial Configuration (Accessibility Analysis)

The spatial configuration creates generally high accessibility on main routes and open spaces in the area. Side streets tend to have more moderate visibility, except for Rye Lane and Peckham Hill Street which maintain the high visibility.

Desire lines: Points of Attraction (Land Use and Transport)

There are two key areas of pedestrian flow drivers in the sector, the mixed unit centre around Peckham High Street and Rye Lane junction, and the educational area of the Peckham Academy. There are also a number of bus stops in the area on both sides of the roads which will drive pedestrian movements as this is a vibrant, densely used junction.

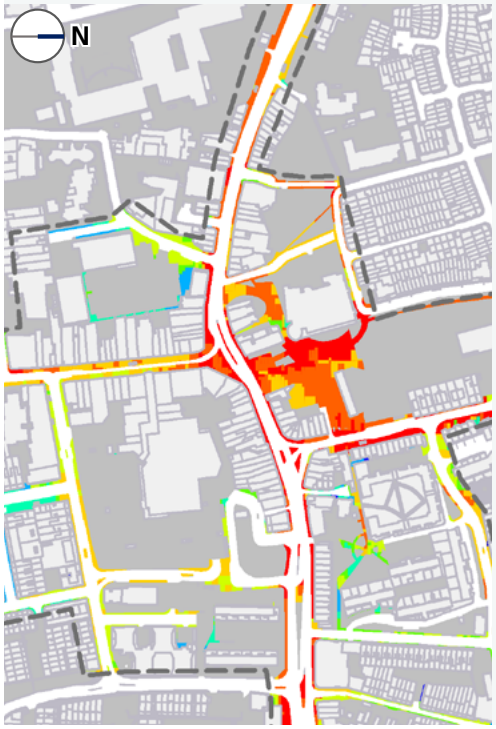
Design suitability: footways (PERS Links)

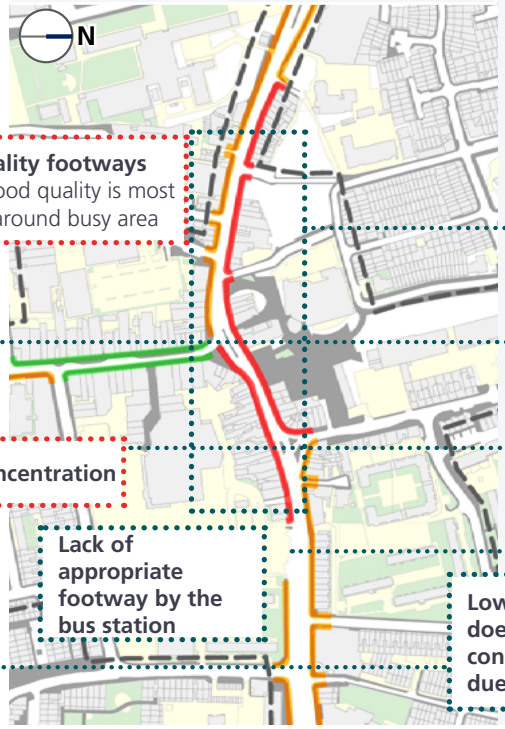
PERS analysis has described Peckham High Street as poor and moderate quality even though these are the areas where good footways are most needed.

In contrast, Rye Lane has a good quality footways in this section.

Design suitability: crossings (PERS Crossings)

Crossings are overall analysed as moderate or low quality. In particular, the crossings around Peckham Hill Street and the Clayton Road junctions are very low quality.





Visual Accessibility - 500m distance

High — Low

Land Use

- Education
- Facilities
- FoodDrink
- Health
- Leisure
- Residential
- Retail
- Commercial
- Stations
- Bus Stops

PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

Collision properties: Crossing situation

In this section, the majority of collisions on main roads are on formal pedestrian crossings. Generally on side roads the collisions are not on a crossing and are much more widely spread out.

Collision properties: Main contribution

Collision contributory factors in this sector tend to be very mixed, although there is a cluster of pedestrian contribution factors to the east of the section.

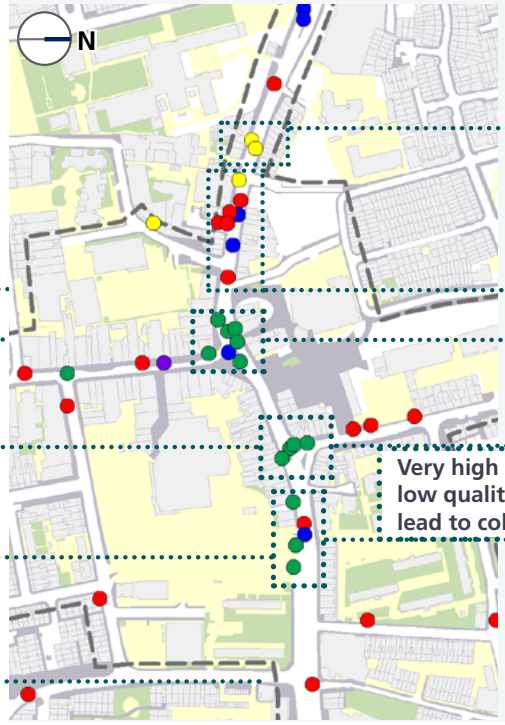
Public Engagement - Community Street Audit

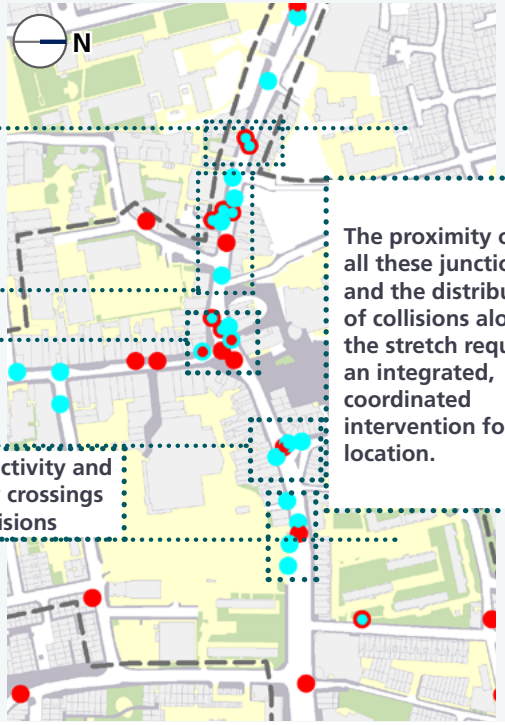
The main issues mentioned were:

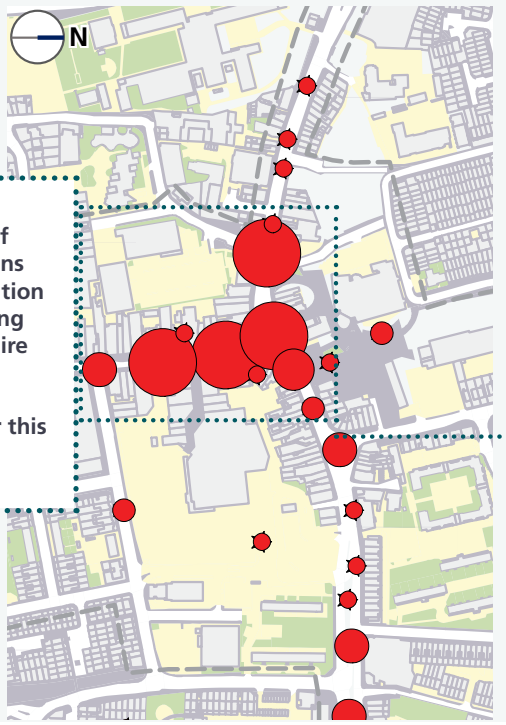
- Generally poor pedestrian priority around Rye Lane / Peckham High Street junction and green phases are too short at the crossing.
- Bellenden Road / Peckam High street crossing is difficult to use due to long wait times and queuing cars blocking the crossing.

AREA DIAGNOSIS AND KEY ACTIONS

1. Improve crossing quality and provision at Bellenden Road.
2. Consider how to provide formal support of the pedestrian desire line west of Rye Lane.
3. Reconfigure the Hill Street junction to better accommodate pedestrian desire lines and reduce carriageway dominance.
4. Consider pedestrian priority design and surface treatments to enhance perception of pedestrian priority.

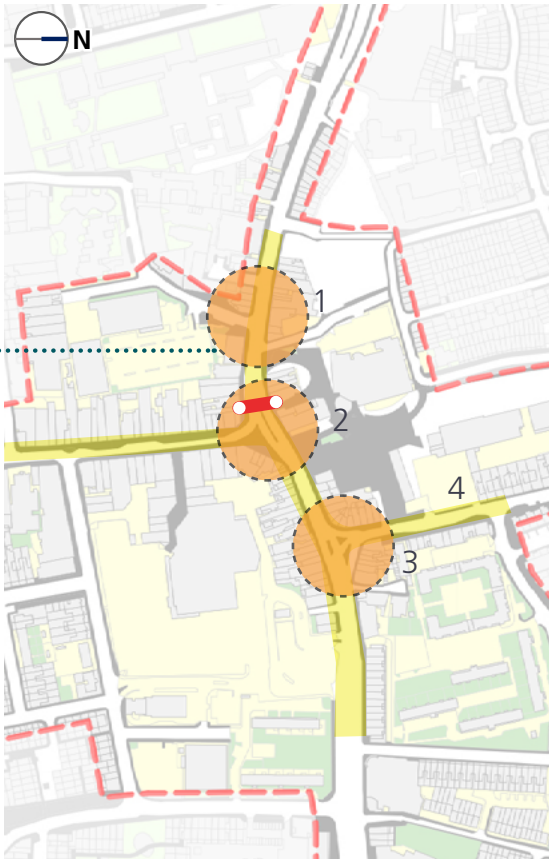






The proximity of all these junctions and the distribution of collisions along the stretch require an integrated, coordinated intervention for this location.

Very high activity and low quality crossings lead to collisions



- 0 No Crossing Facility in 50m
- 1 Zebra
- 4 Pelican or Similar
- 5 Pedestrian Phase at ATS
- 8 Central Refuge

Contribution to the collision

- Driver / Rider
- Pedestrian

Suggested Improvements Survey Responses

- 9 to 37 responses (6 locations)
- 6 to 8 responses (3 locations)
- 3 to 5 responses (5 locations)
- 2 responses (10 locations)
- 1 responses (27 locations)
- Specific location

Area 3. Peckham High Street East

Desire lines: Spatial Configuration (Accessibility Analysis)

Similar to the other sections along this stretch, Peckham High Street has high visibility, and the side roads generally have moderate visibility.

Desire lines: Points of Attraction (Land Use and Transport)

Not being one of the most vibrant zones within the study area, this sector main pedestrian drivers are the bus stops (on both sides of Queens Road) and a retail concentration on the north side of Queens Road.

Design suitability: footways (PERS Links)

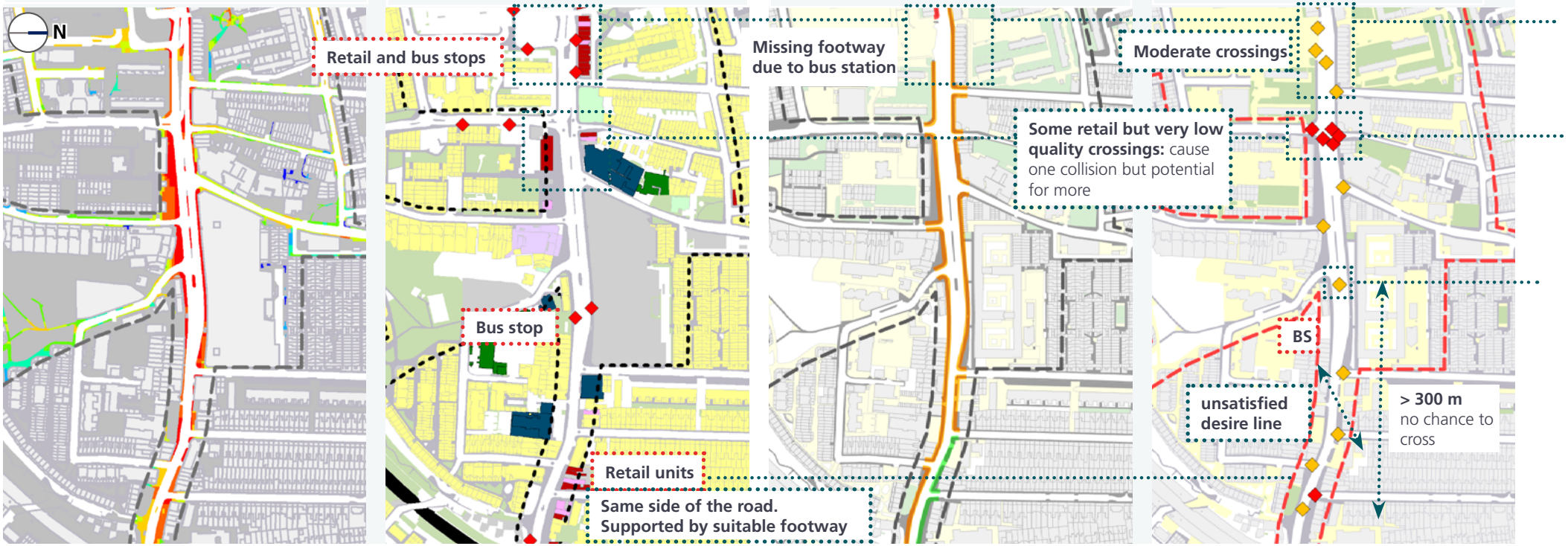
PERS analysis has described most footways in the area as moderate quality.

Only one footway is good quality and convenient, which is on the north side of the road.

Design suitability: crossings (PERS Crossings)

Crossings are overall analysed as low or moderate quality

It is also remarkable the lack of a crossing across Queens Road, especially because of the desire line linking the retail frontage and the bus stop on the other side of the street between King's Grove and Wood's Road.



Visual Accessibility - 500m distance

High — Low

Land Use

- Education
- Facilities
- FoodDrink
- Health
- Leisure
- Residential
- Retail
- Commercial
- Stations
- Bus Stops

PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

Collision properties: Crossing situation

The lack of a crossing supporting the desire line between the retail frontage and the bus stop is potentially the main explanation for a number of collisions at this location.

Collision properties: Main contribution

Collision contributory factors in this sector tend to be more associated to pedestrian behaviour than to the driver/river.

This points to improving pedestrian movement accommodation as a priority.

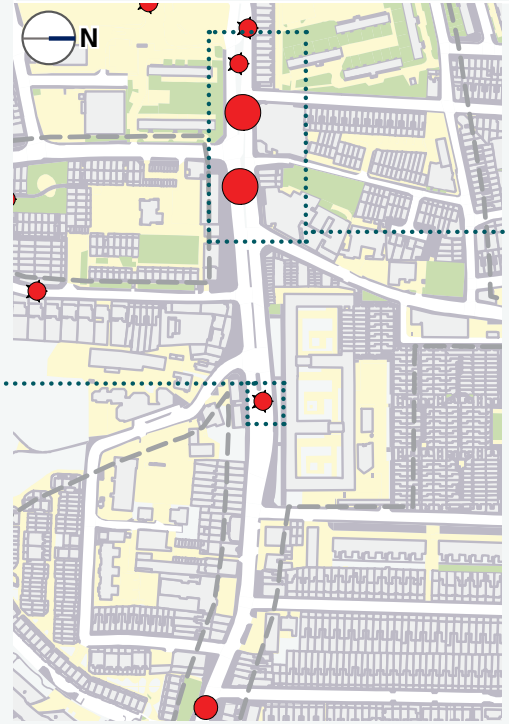
Public Engagement - Community Street Audit

Main issues mentioned were:

- Wider pavements along Peckham High Street.
- Improve crossing at Clayton Road junction as difficult to cross due to turning traffic.
- Difficult to cross Peckham High Street near bus station.

AREA DIAGNOSIS AND KEY ACTIONS

1. Consider providing a formal crossing facility at the Bus Station.
2. Improve crossing provision at Clayton Road junction with a formal crossing on the south side.
3. Consider opportunities to support informal crossing to bus stop QC, potentially by means of extending the central reservation.



- 0 No Crossing Facility in 50m
- 1 Zebra
- 4 Pelican or Similar
- 5 Pedestrian Phase at ATS
- 8 Central Refuge

Contribution to the collision

- Driver / Rider
- Pedestrian

Suggested Improvements Survey Responses

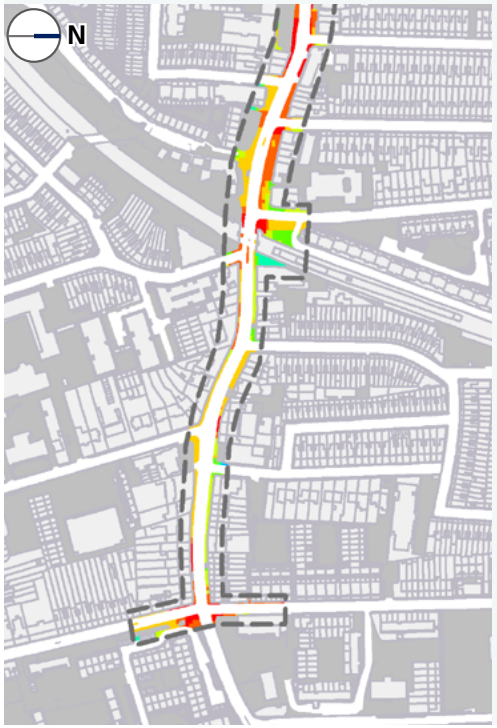
- 9 to 37 responses (6 locations)
- 6 to 8 responses (3 locations)
- 3 to 5 responses (5 locations)
- 2 responses (10 locations)
- 1 response (27 locations)
- Specific location

Area 4. Queens Road Station and East

Desire lines: Spatial Configuration (Accessibility Analysis)

The spatial configuration creates two visual hot spots. One happens on the very wide footway close to Consort Road.

The other one is on Queens Road, by the Station and extended West, towards the retail concentration.

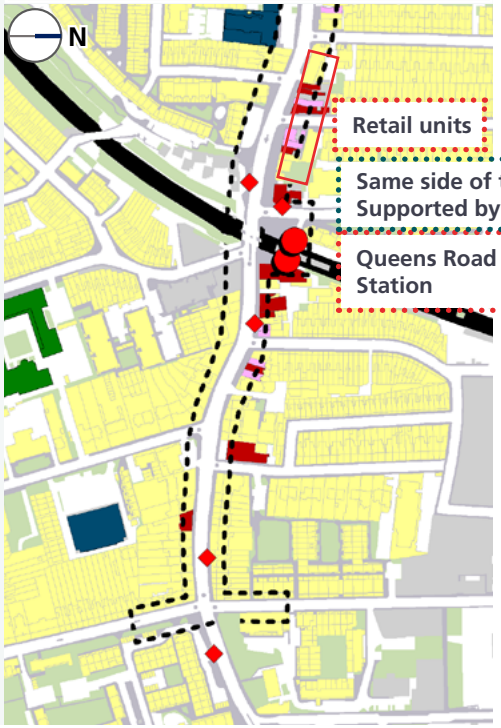


Visual Accessibility - 500m distance

High — Low

Desire lines: Points of Attraction (Land Use and Transport)

Not being one of the most vibrant zones within the study area, the main pedestrian drivers in this sector are Queens Road Peckham Station, the bus stops (on both sides of Queens Road) and a retail concentration on the north side of Queens Road.



Land Use

- Education
- Facilities
- FoodDrink
- Health
- Leisure
- Residential
- Retail
- Commercial
- Stations
- Bus Stops

Design suitability: footways (PERS Links)

PERS analysis has described most footways in the area as inappropriate.

Only two footways are a convenient, high quality and support the retail frontage and Queens Road Station which are on the north side of the road.

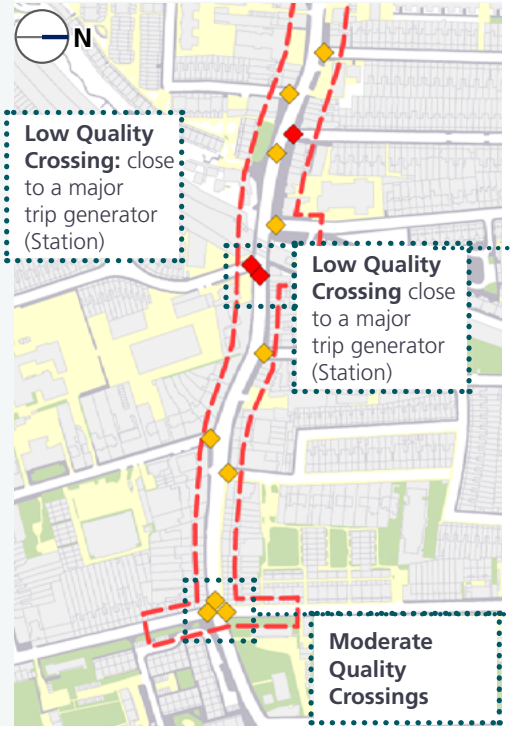
PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

Design suitability: crossings (PERS Crossings)

Crossings are overall analysed as moderate or low quality.

It is also remarkable the lack of a crossing across Queens Road, that should provide good access to Queens Road station.



PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

Collision properties: Crossing situation

The lack of a crossing supporting the desire line between the retail frontage and the bus stop is potentially the main explanation for a number of collisions at this location.

The very inconvenient crossing facilities near Queens Road Station, as well as on Wood's Road, are likely to be the cause of the collisions.

Collision properties: Main contribution

Collision contributory factors in this sector tend to be more associated to pedestrian behaviour than to the driver/river.

This points to improving pedestrian movement accommodation as a priority.

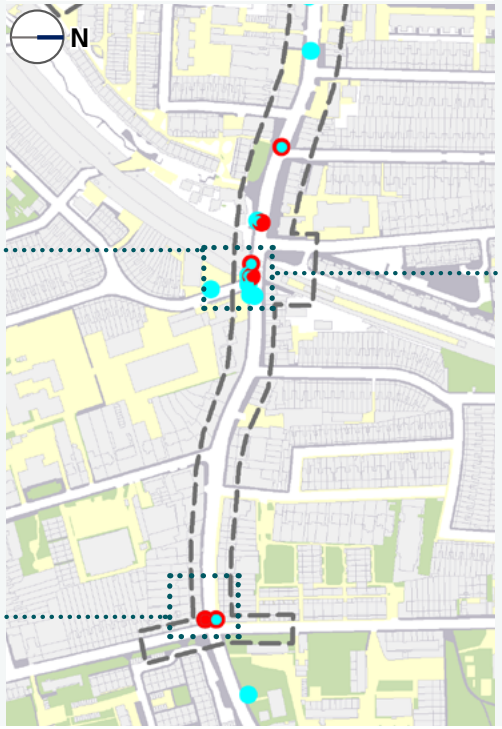
Public Engagement - Community Street Audit

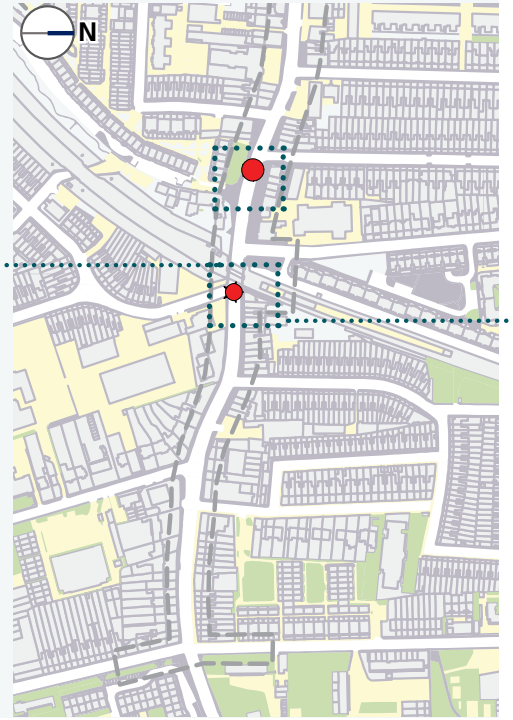
The main issues raised were:

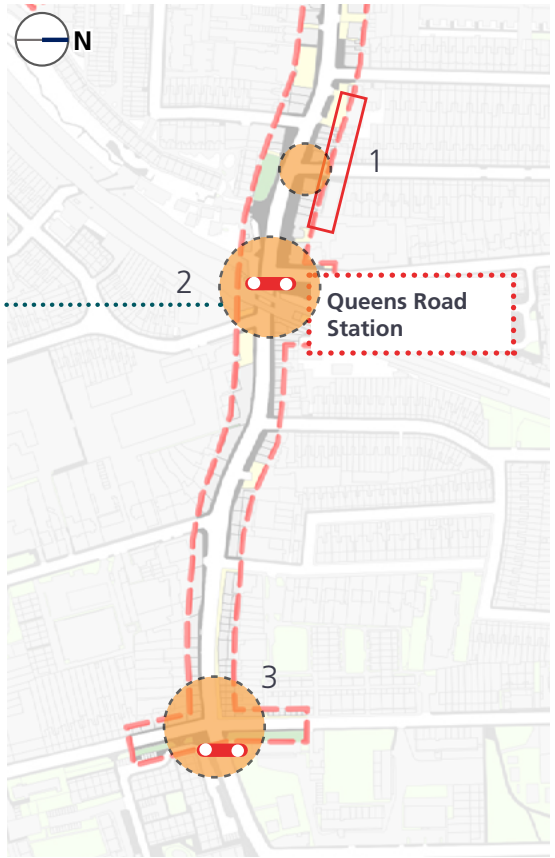
- Move crossing nearer to bus stops and Queens Road Station.
- Reduce wait time at existing crossing to the east of the station.

AREA DIAGNOSIS AND KEY ACTIONS

1. Improve existing crossing, such as reducing delay, to accommodate desire line between bus stop and retail frontage.
2. Improve crossing provision by the station, with consideration for a new formal crossing to support access to the west entrance.
3. Consider supporting pedestrian desire line to bus stop at Pomeroy Street with a formal crossing on the east side of the junction.







- 0 No Crossing Facility in 50m
- 1 Zebra
- 4 Pelican or Similar
- 5 Pedestrian Phase at ATS
- 8 Central Refuge

Contribution to the collision

- Driver / Rider
- Pedestrian

Suggested Improvements Survey Responses

- 9 to 37 responses (6 locations)
- 6 to 8 responses (3 locations)
- 3 to 5 responses (5 locations)
- 2 responses (10 locations)
- 1 response (27 locations)
- Specific location

Areas 5 and 6. Rye Lane North and Peckham Rye Station Area

Desire lines: Spatial Configuration (Accessibility Analysis)

Rye Lane has upper moderate visibility, whereas the surrounding side streets have lower moderate to low visibility.

Desire lines: Points of Attraction (Land Use and Transport)

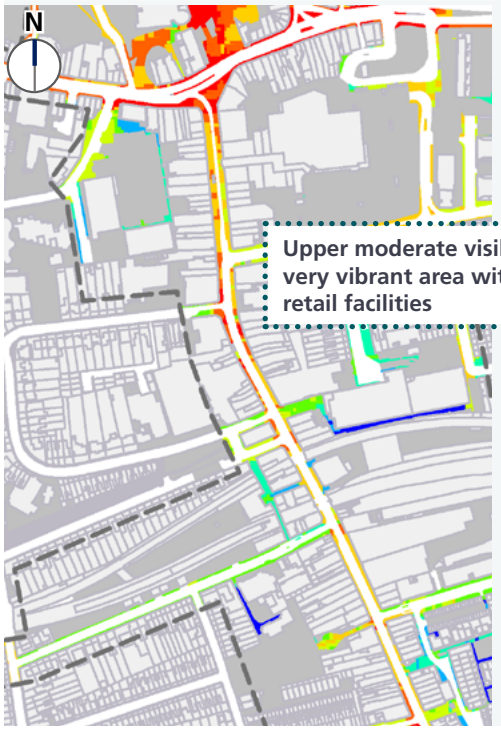
The whole section is very busy with many retail spaces and bus stops as points of attraction. In addition to this, Peckham Rye Station is also an attraction.

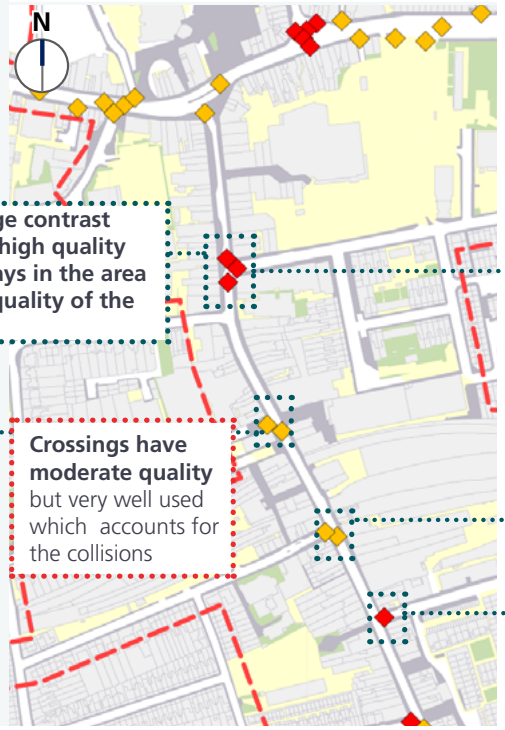
Design suitability: footways (PERS Links)

There are vast contrasts in the footway quality in this section, with the north end of Rye Lane having good quality footways, but the section outside the station has the lowest quality.

Design suitability: crossings (PERS Crossings)

Crossing provision on this section of Rye Lane varies between moderate in the northern and southern sections and low quality in between.





Visual Accessibility - 500m distance

High — Low

Land Use

- Education
- Facilities
- FoodDrink
- Health
- Leisure
- Residential
- Retail
- Commercial
- Stations
- Bus Stops

PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

Collision properties: Crossing situation

In general the crossing situations are very mixed throughout the area. The majority of collisions on Rye Lane are not on a crossing facility, especially in the south stretch. The northern stretch has a number of collisions on formal crossings.

Collision properties: Main contribution

In general, collision contribution is very separated along Rye Lane, with only one notable mixed contribution area around the Holly Grove junction.

This suggests that pedestrians are taking risks due to inadequate crossing provision.

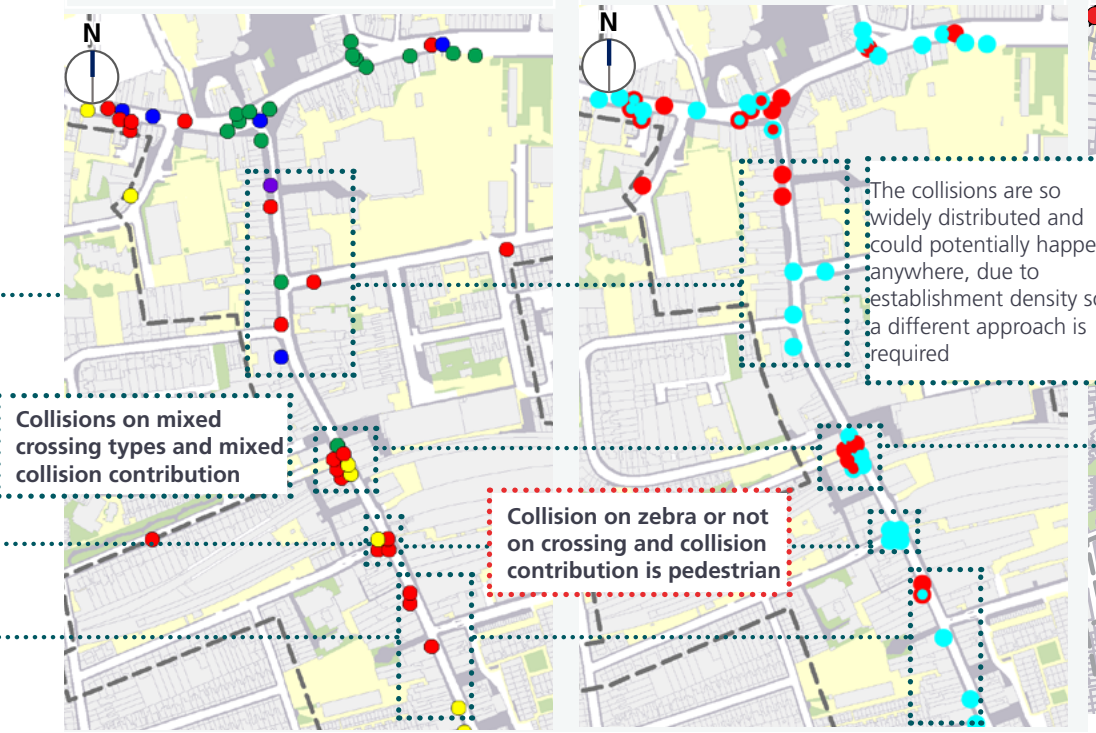
Public Engagement - Community Street Audit

The main issues raised were:

- Difficult to cross in between buses on Rye Lane North.
- Narrow pavements along length of Rye Lane.
- Difficult to cross Rye Lane / Hanover Park junction.
- Difficulty crossing uncontrolled side roads.

AREA DIAGNOSIS AND KEY ACTIONS

1. Consider ways to reduce collisions on Rye Lane north.
2. Reconfigure the Hanover Park junction to accommodate diagonal pedestrian desire line.
3. Consider removal of gyratory on Holly Grove / Elm Grove and provide improved side road entries that support uncontrolled pedestrian crossing.
4. Provide improved side road entry on Blenheim Grove that supports uncontrolled pedestrian crossing.



- 0 No Crossing Facility in 50m
- 1 Zebra
- 4 Pelican or Similar
- 5 Pedestrian Phase at ATS
- 8 Central Refuge

Contribution to the collision

- Driver / Rider
- Pedestrian

Suggested Improvements Survey Responses

- 9 to 37 responses (6 locations)
- 6 to 8 responses (3 locations)
- 3 to 5 responses (5 locations)
- 2 responses (10 locations)
- 1 responses (27 locations)
- Specific location

Area 7. Peckham Rye Station Area and Rye Lane South

Desire lines: Spatial Configuration (Accessibility Analysis)

The southern section of Rye Lane shown in this sector has moderate visibility, and the side roads are low moderate to low visibility.

Peckham Rye towards Peckham Rye Park and Common has a high visibility hotspot as there is a section of green space for people to walk.

Desire lines: Points of Attraction (Land Use and Transport)

There is still a concentration of retail in this section, as well as Peckham Rye Station to the North. Peckham Rye has more food and drink outlets on the left had side of the road and residential on the right.

Other than the station, there are much fewer bus stop attractors than Rye Lane North section.

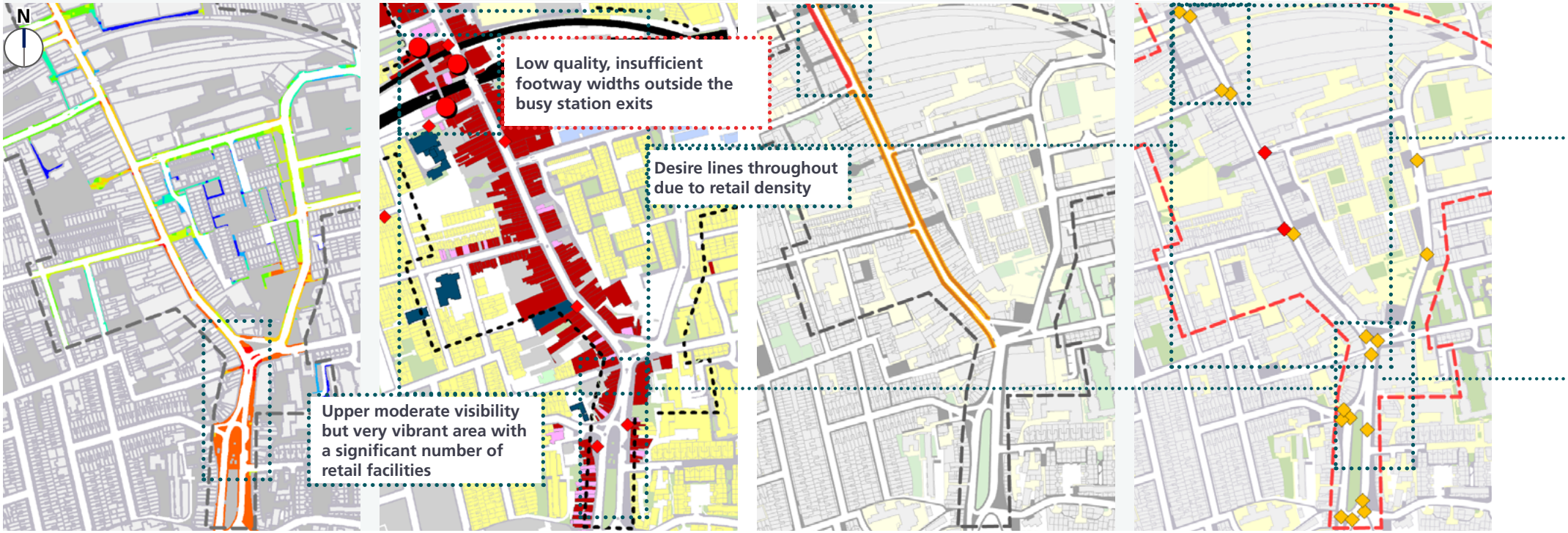
Design suitability: footways (PERS Links)

Other than the low quality section of footway outside the station, the rest of the footways in the section are moderate quality.

Design suitability: crossings (PERS Crossings)

In general, the crossings in this section are moderate quality, with two that are low quality. These are at the Bournemouth Road and Choumert Road junctions with Rye Lane.

Further south towards Peckham Rye there are more clusters of moderate crossings.



Visual Accessibility - 500m distance

High — Low

Land Use

- Education
- Facilities
- FoodDrink
- Health
- Leisure
- Residential
- Retail
- Commercial
- Stations
- Bus Stops

PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

PERS Percentage Score

- +33% to +100%
- -33% to +33%
- -100% to -33%

Collision properties: Crossing situation

All except one collision in the area have either no crossing facility within 50m, or are on a zebra crossing, which highlights the need for improved crossing provision.

The collisions are also well spread out along the roads, which suggests that people are crossing the road at any point. and emphasise the need to improve the crossing provision.

Collision properties: Main contribution

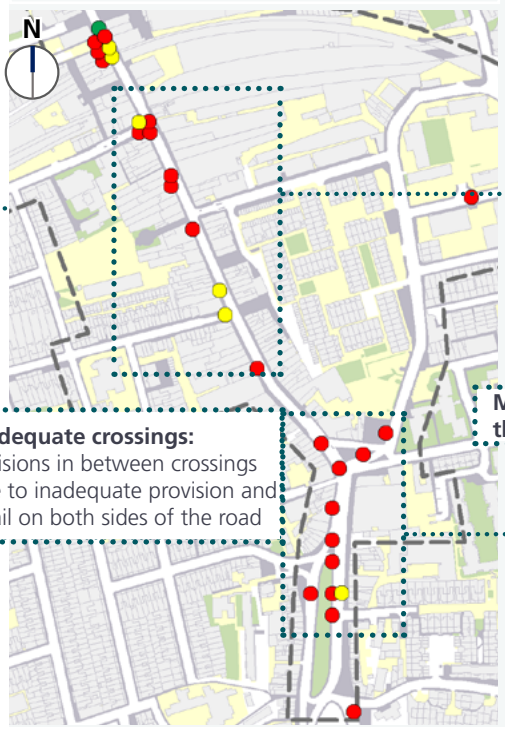
There are two main clusters of collision contribution near the station, one mixed and one all pedestrian contribution.

In the rest of the area, there is no clear pattern as the collision contributions are spread out linearly along the roads.

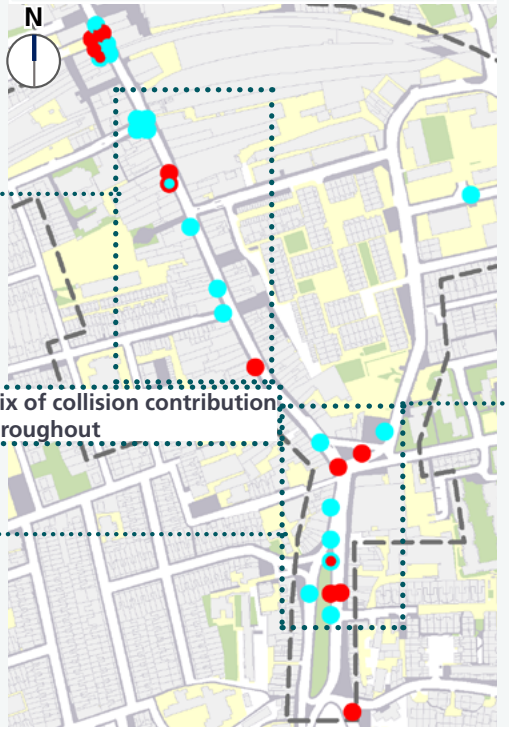
Public Engagement - Community Street Audit

The main issues raised were:

- Narrow pavements along Rye Lane force people to walk in the road.
- Fast moving traffic makes it challenging to cross uncontrolled side roads.
- Copeland Road and Bournemouth Road treated as rat runs.



Inadequate crossings: collisions in between crossings due to inadequate provision and retail on both sides of the road



Mix of collision contribution throughout

- 0 No Crossing Facility in 50m
- 1 Zebra
- 4 Pelican or Similar
- 5 Pedestrian Phase at ATS
- 8 Central Refuge

Contribution to the collision

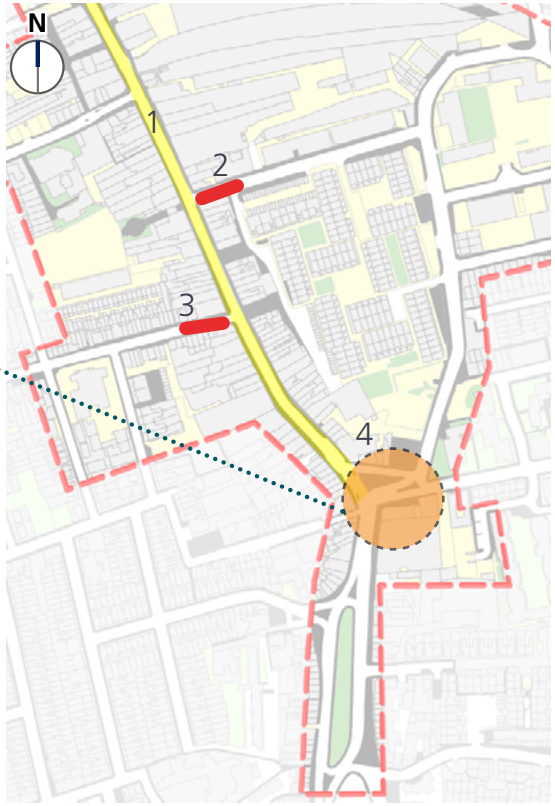
- Driver / Rider
- Pedestrian

Suggested Improvements Survey Responses

- 9 to 37 responses (6 locations)
- 6 to 8 responses (3 locations)
- 3 to 5 responses (5 locations)
- 2 responses (10 locations)
- 1 responses (27 locations)
- Specific location

AREA DIAGNOSIS AND KEY ACTIONS

1. Enhance perception of pedestrian priority by supporting informal crossing with a bespoke surface treatment.
2. Improve side road entries on Bournemouth Road to support uncontrolled crossing priority.
3. Improve side road entry on Choumert Road to support uncontrolled crossing priority and consider further street improvements to support the market.
4. Support pedestrian desire lines to Copeland Road with a reconfigured junction design, and review position of formal crossings on Peckham Rye to better access the green space.



Conclusion

11

Key questions posed in the original brief

1. How and why is pedestrian safety currently compromised?

Within the last five years, there were 118 collisions involving a pedestrian, resulting in 121 casualties. Of those, 18 resulted in a KSI: 1 fatal and 17 serious. While the slight cases were observed throughout the study area, there was a prevalence of KSIs along Peckham High Street (including Peckham Road and Queens Road) in particular at the junctions with Rye Lane, Queens Road Station and Southampton Way.

While there were some clear cases where a lack of a formal crossing (such as Queens Road Station) or inadequacy of the crossing provided (zebra crossing at the junction of the Peckham Road and Southampton Way[1]) played a contributory factor for the collision, the majority of collisions took place away from formal crossings, which suggests that the crossing provision is inadequate.

The majority of pedestrians are generally crossing major roads outside the designated areas. This is evident along Rye Lane[2]. People cross Rye Lane multiple times during a typical shopping trip to the area. Likewise, there is a clear conflict between drivers and people walking between north of Peckham High Street / Peckham Hill and Rye Lane. And while 'poor' pedestrian behaviour is an issue[3], our challenge was to establish where the pedestrian desire lines occur and develop potential options which are sympathetic to the patterns of space use in the area so that the conflict between pedestrians and vehicles is eliminated.

2. How is the town centre used, by all modes of transport?

Peckham town centre is a vibrant, bustling area. It provides a range of land uses: community and health centres, schools, supermarkets, a range of ethnic food shops, cafes, services, two busy train stations, etc., all of those have a catchment area well beyond the immediate town centre. These facilities, in addition to large housing stock, makes Peckham town centre unique.

The web survey showed that 64% of all visitors walk to the area, 18% come by bicycle and 11% by bus. Further, 45% of all people visit Peckham town centre at least 5 days a week, another 18% visit 3 to 4 days a week and 23% of those come to Peckham 1 to 2 days a week.

3. How has engagement with stakeholders informed strategy development?

It is clear that, as observed via several site visits and confirmed during the stakeholder engagement process, Peckham town centre is an important destination for the local community and we have addressed that in the development of the potential options with a number of behaviour change measures and design solutions which will enhance pedestrian safety.

Peckham town centre is an important destination for the local community, with stakeholder engagement playing a key role in identifying possible solutions. An online survey, workshops, drop in session and a forum with local schools were organised. From the outset, it became clear that not only has the local community a deep knowledge of the current issues, but also many improvements, from design solutions to behaviour change measures.

These ideas ranged from the implementation of new crossings, the re-design of Rye Lane/Peckham High Street junction, the relocation of bus stops, the widening of footways along Rye Lane to out of hours delivery slots, or giving organic waste to farmers as a solution to improving recycling as well as removing the obstruction of the highways through a loyalty reward scheme.

4. How have existing strategies and plans for the area been considered, and how will the devised strategy complement them?

Currently there are several major schemes being considered for Peckham town centre, the most prominent ones are Peckham Rye Station, Peckham Library Square and Wooddene Estate.

The options included in this report support these major schemes. For example, the proposals include a pedestrian priority crossing treatment in front of the new Station Plaza so that the proposed public space can be 'incorporated' to Rye Lane, making the crossing in this particular location as safe as possible, an area which at present has been identified as a cluster area for collisions.

Another example is a proposal to reconfigure the Rye Lane / Peckham High Street junction. Not only did this location show to be a 'hot spot' of collisions (KSIs), but also it was one of the top locations identified by the community as unsafe and in need of improvement. In addition, the potential options aims to connect the new Library public square to Rye Lane via an innovative crossing design, which aims to make the access between the two destinations safer.

The Wooddene estate redevelopment was taken into account as part of our study, which was also identified by the stakeholders to be a key consideration in terms of future population and movement. This has been taken into account by the proposals to reconfigure nearby junctions between this site and the town centre, namely the Clayton Road / Peckham High street junction.

Taking on board the comments from the public engagement, we have incorporated to the design other proposals such as way finding and street art schemes.

5. How will the resulting potential options deliver against the objectives, and to what extent are pedestrian casualties in the town centre expected to reduce?

The potential options were developed under eleven core infra structure strategies and twelve behaviour change measures components. The infra structure strategies included junction improvement schemes, pedestrian priority design treatment as well as pedestrian permeability projects.

The behaviour change measures include promotion of alternative walking routes via quieter streets, road safety marketing campaigns and school travel planning schemes.

All proposals were carefully assessed against the objectives of the study.

1. The only recorded fatal casualty according to the data provided.
2. Link 73-89 with 29 casualties involving pedestrians, refer to Figure 15 (page 53).
3. Terminology used by the policy.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