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Peckham Walking: Movement Analysis

Final Report

Southwark Council

October 2016

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1. Introduction

Peckham Walking is a project identified through the Transport for London (TfL) Pedestrian Safety Action Plan. The project focuses on improving safety, accessibility and attractiveness of the pedestrian environment in Peckham town centre.

Steer Davies Gleave has been commissioned by Southwark Council to provide additional evidence related to the movement of pedestrians in the town centre and develop concept design interventions that reconcile the findings of previous studies and the findings of the current movement analysis.

Previous analysis and consultation material have identified a series of intervention packages to respond to the challenges identified.

Various improvement proposals are being explored in relation to the development opportunities identified in the town centre. For example the Peckham Pedestrian Town Centre Programme Action Plan has explored opportunities such as potential pedestrianisation of the northern part of Rye Lane as well as a review of signal timings and the alignment and width of crossing facilities.

Separate regeneration projects involve the re-landscaping of the space in front of the Peckham Library as well as redevelopment of key sites such as the Shopping Centre and Bus Station.

The main purpose of this study is to provide a detailed picture of movements across the study area in preparation for design work, focusing on the crossing activity and underlying motivation for the way the space is currently being used. The movement study is intended to complement previous studies and provide sufficient data to support future improvement proposals.

Report structure

The remainder of this chapter introduces the study area. Subsequent to this introduction, the report is set out as follows:

Chapter 2: Pedestrian Movement, summarises pedestrian flows, user profile, desire lines and pedestrian comfort levels.

Chapter 3: Cycling Movement, analyses the cycle flows and main desire lines for cyclists.

Chapter 4: Crossing Movement, explores the crossing flows, compliance with signals and informal crossing activity.

Chapter 5: Bus Passenger Movement, summarises bus patronage and desire lines of passngers.

Chapter 6: Traffic Speed Analysis, briefly presents the findings of traffic speed analysis in the study area.

Chapter 7: Concept Interventions, presenting high level design and interventions that could be explored in the short and medium term and as other regeneration opportunities come forward.

Appendix A: Plans related to proposals for Library Square and Melon Road have been provided for reference.

Study area

The study area (see "Figure 1") has a very vibrant pedestrian environment with numerous shops and social and cultural venues as well as many bus stops that provide access to the heart of Peckham.

The central part of the study area, between Sumner Road and the Bus Station has the highest footfall on Peckham High Street. The street is also part of the TLRN and is expected to support reliable movement of general traffic and buses.

To the north, the study area extends to include the junction with Peckham Hill Street and the courtesy crossing adjacent to the library. To the south it incorporates the junction with Rye Lane all the way down to the junction with Hanover Park.

Previous studies highlighted the need for greater pedestrian permeability across Peckham High Street and reduction in conflicts especially with cyclists and motorists.

There are also visible capacity constraints along the footways as well as specific concerns regarding traffic blocking back at junctions especially due to bus activity further ahead.

A summary of the key challenges has been included on the opposite page (see "Figure 2") .

As part of this study, surveys were undertaken on 9th and 12th March and included:

- pedestrian and cyclist turning counts;
- informal pedestrian crossing counts;
- compliance with signals at crossings;
- pedestrian path tracing (sample).

The analysis of the survey data has been presented in the following chapters and, if not otherwise stated, it should be considered as the source of figures.

Figure 1. Study area

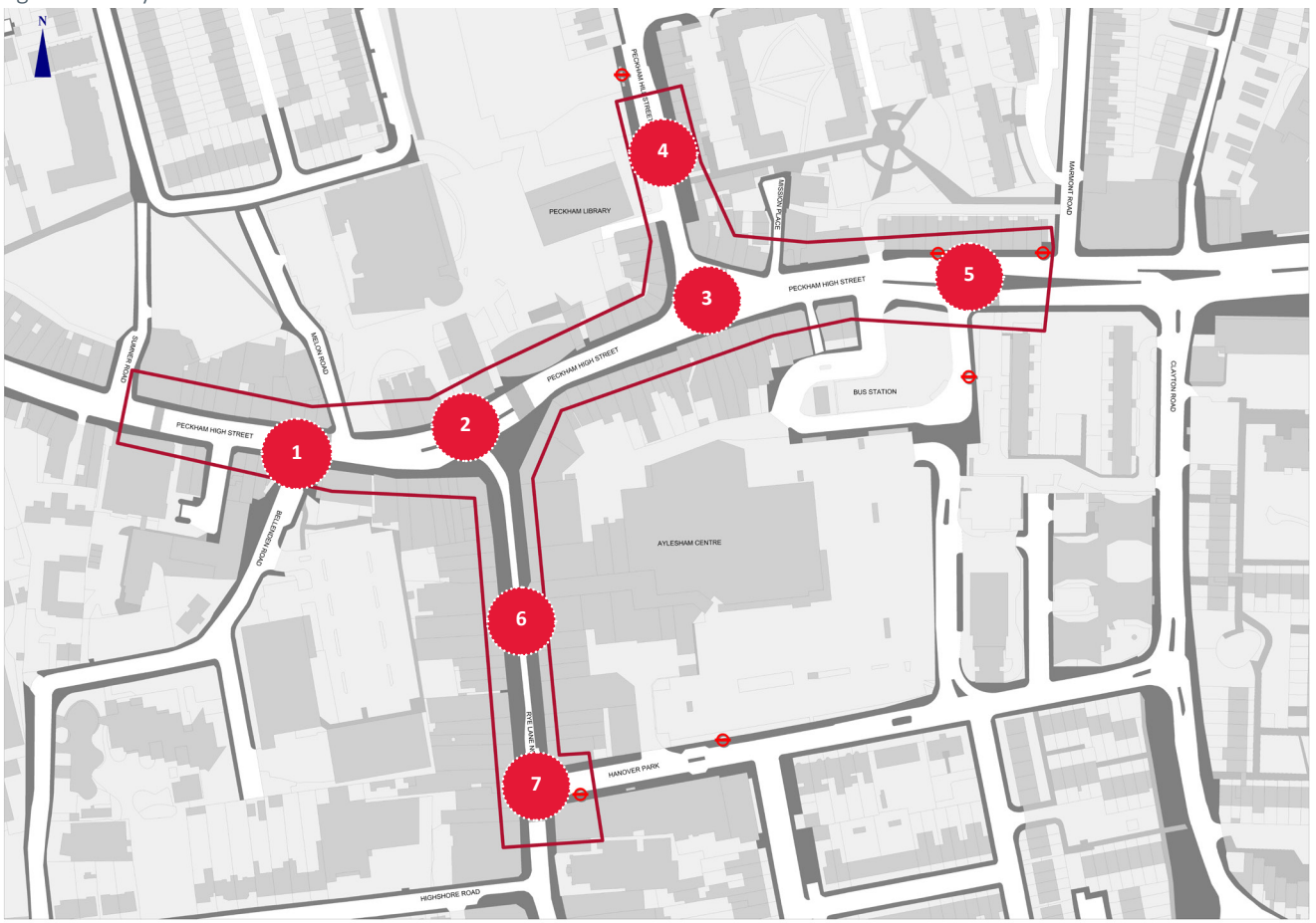


Figure 2. Key challenges to movement

1 Heavy traffic conditions approaching Peckham Town Centre and queues which affect inter-visibility, alter behaviour and encourage pedestrian informal crossing or on red. Increased risk of collisions with weaving cyclists and motorcyclists.

2 Existing bus stop draws pedestrians away from the formal crossing. Footway space is inadequate for the high level of pedestrian activity and the placement of the ATMs is also adding to the congestion. Pedestrians cross informally and are at risk from filtering cyclists and motorcyclists.

3 Exit blocking due to congestion in the eastbound direction also provides opportunities for pedestrians to attempt crossing on red or informally, causing heavy braking incidents and near misses. Informal crossing is common. The width of the road also encourages this behaviour.

4 Traffic does not always slowdown in the vicinity of the courtesy crossing; as a consequence pedestrians sometimes run in between vehicles or wait on the side until the traffic is still.

5 Very busy bus stop and inadequate footway width. Footway widening or bus stop relocation should be explored.

6 High numbers of pedestrians with conflicts likely to occur between pedestrians and cyclists. Busy bus stop opposite the entrance to the shopping centre increases the likelihood of pedestrians stepping into the road in the path of cyclists or even buses.

7 High levels of crossing on red and informally. Not all cyclists are familiar with the cycling priority signal. Although the signals should support safe movements at junctions, the long wait for pedestrians and cyclists generates more risk taking.

2. Pedestrian Movement

Pedestrian flows

The study area benefits from the concentration of retail units, transport nodes and cultural facilities which generate high activity both during the weekday and weekend.

The weekday pedestrian flow profile (see "Figure 3") shows that the busiest weekday times are between 15:00 and 17:00. This level of movement is justified by the concentration of activity from the schools and early evening shopping and commuting.

The morning peak represents roughly 60% of the inter peak and evening peak times.

This pattern shows that demand management interventions, such as shifting servicing and delivery to quieter periods when there is lower demand for kerb side space, could be introduced before 08:00 in the morning and after 20:00 in the evening.

During the weekend (see "Figure 4"), pedestrian activity peaks between 12:45 and 13:35 in the afternoon and starts to slowly decrease afterwards. The Saturday evening peak is between 20:00 and 21:00, after which the number of users starts to slowly decrease. This pattern is typical for a popular dining and entertainment location such as Peckham.

Overall the gender and age balance during the weekday suggests there are roughly similar percentages of adult users in the morning, inter peak and evening peak, with higher percentages of younger users (under 18) in the inter peak and evening peak. This split is generally justified by the school times.

One particular aspect of the user profiles (see "Figure 5") is the low presence of older people on the high street.

While the percentage of older residents in the borough and in the two wards that form the study area is approximately 8%, less than 0.5% of users recorded in the counts were classified as older users.

There are many circumstances that could explain these low percentages.

- Firstly there is subjectivity in the classification of users via video counts.
- Also, the profile of users in the area is likely to be formed only partially by residents, as commuters from other parts of the borough and London use the town centre, weighting the percentage in favour of younger users.
- Another possible explanation for the low percentages of older users could be the reluctance of this age group to use the town centre due to various factors such as congestion, noise, crowding, lack of places to seat, lack of places to engage in various activities as well as concerns over safety when crossing the road.

Figure 3. Weekday pedestrian movement profile

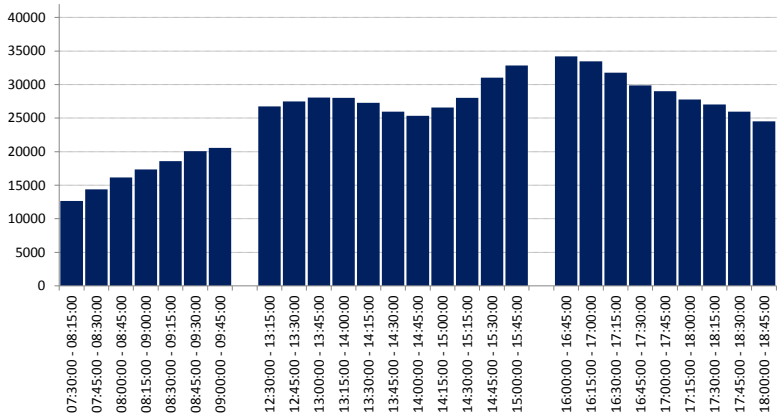
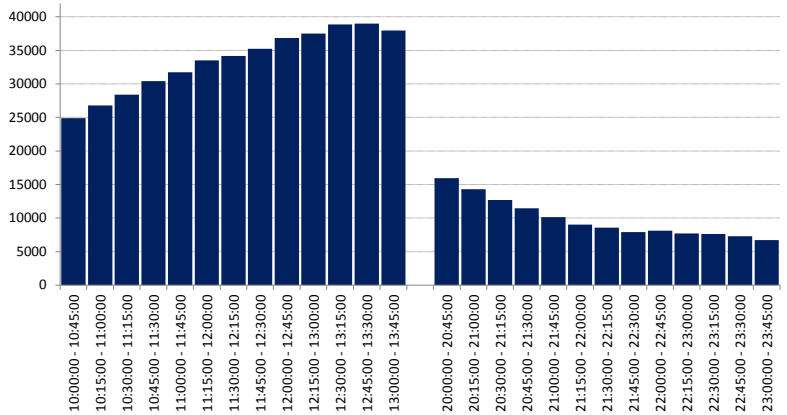


Figure 4. Weekend pedestrian movement profile



Pedestrian desire lines

Analysis of the pedestrian flows suggests the main pedestrian desire lines are located east-west along the high street and north-south along Rye Lane (see "Figure 7" and "Figure 8").

These desire lines emphasise the importance of the crossing points in joining the two main movements, facilitating movement across the town centre and supporting trips to/from Peckham Rye Station.

Pedestrian comfort level

Congestion and insufficient footway width has been highlighted in the previous research undertaken in the area.

Usually locations such as bus stops but also footways along the TLRN have been identified as narrow and not supporting high street and town centre activities, causing unsafe behaviour such as people walking onto the carriageway to avoid large crowds (at bus stops, ATM points or even crossings).

Analysis of the pedestrian comfort level was undertaken at key locations along the high street to identify any constraints for moving flows and also deficiencies in waiting and queuing spaces at bus stops.

The majority of locations on the high street have a level of service (LoS) lower than B- and fall under the unacceptable/ uncomfortable range for a high street typology (see "Figure 6").

There are also locations where there are high differences in LoS from one side of the road to the other, this is usually due to the informal crossing that takes place.

Overall the LoS analysis shows there is high pressure for increased footway widths especially along the TLRN.

In this context, design interventions could focus on increasing footway width, where possible, improving permeability along Peckham High Street and increasing the comfort of pedestrians using the area.

Figure 5. Weekday and weekend age and gender split

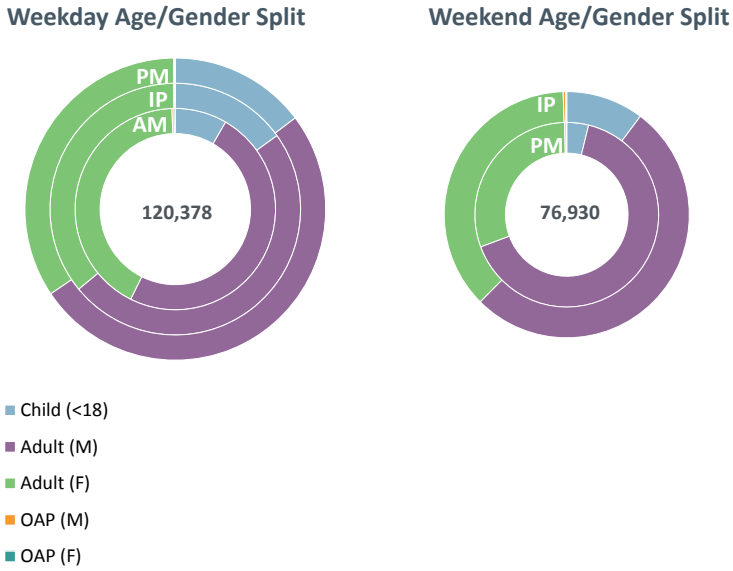
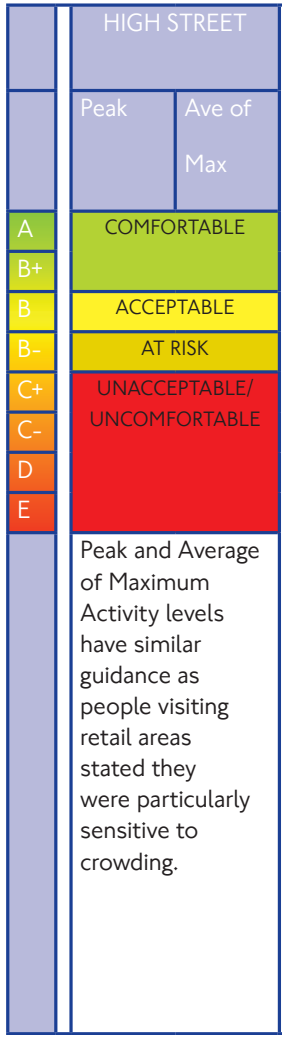
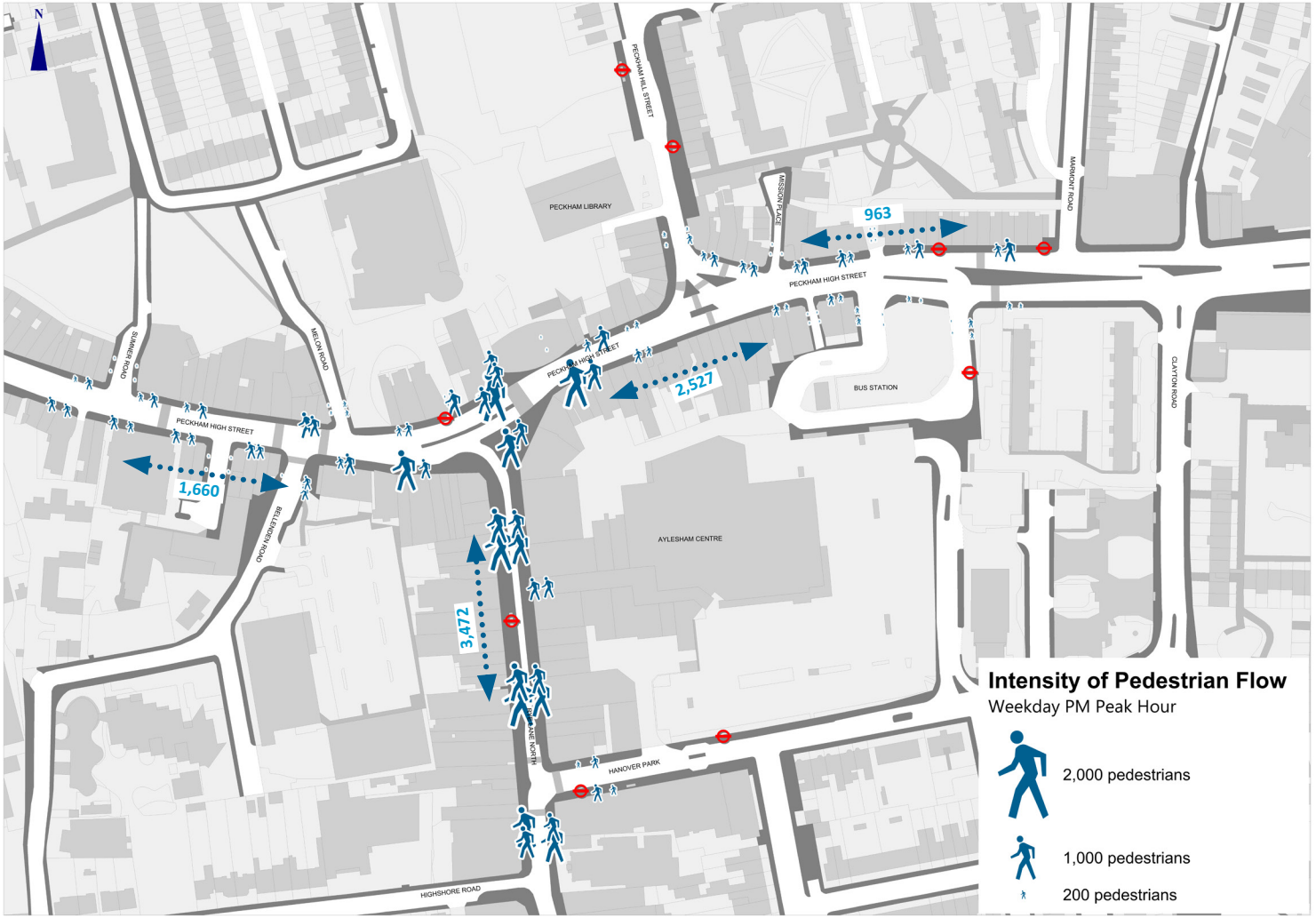


Figure 6. Acceptable pedestrian comfort levels



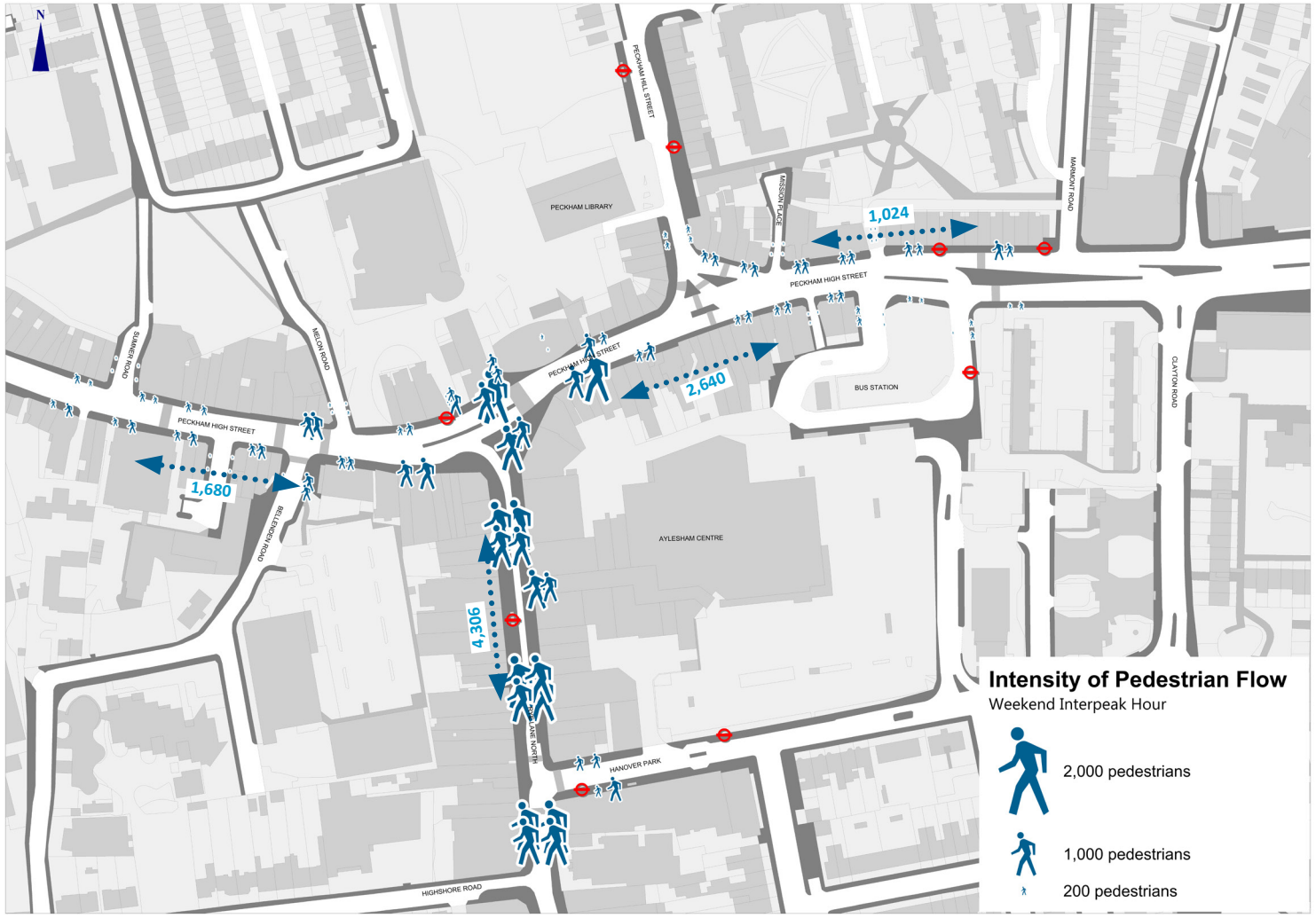
Source: Pedestrian Comfort Guidance (PCG), TfL 2010

Figure 7. Intensity of pedestrian flows (weekday evening peak hour)



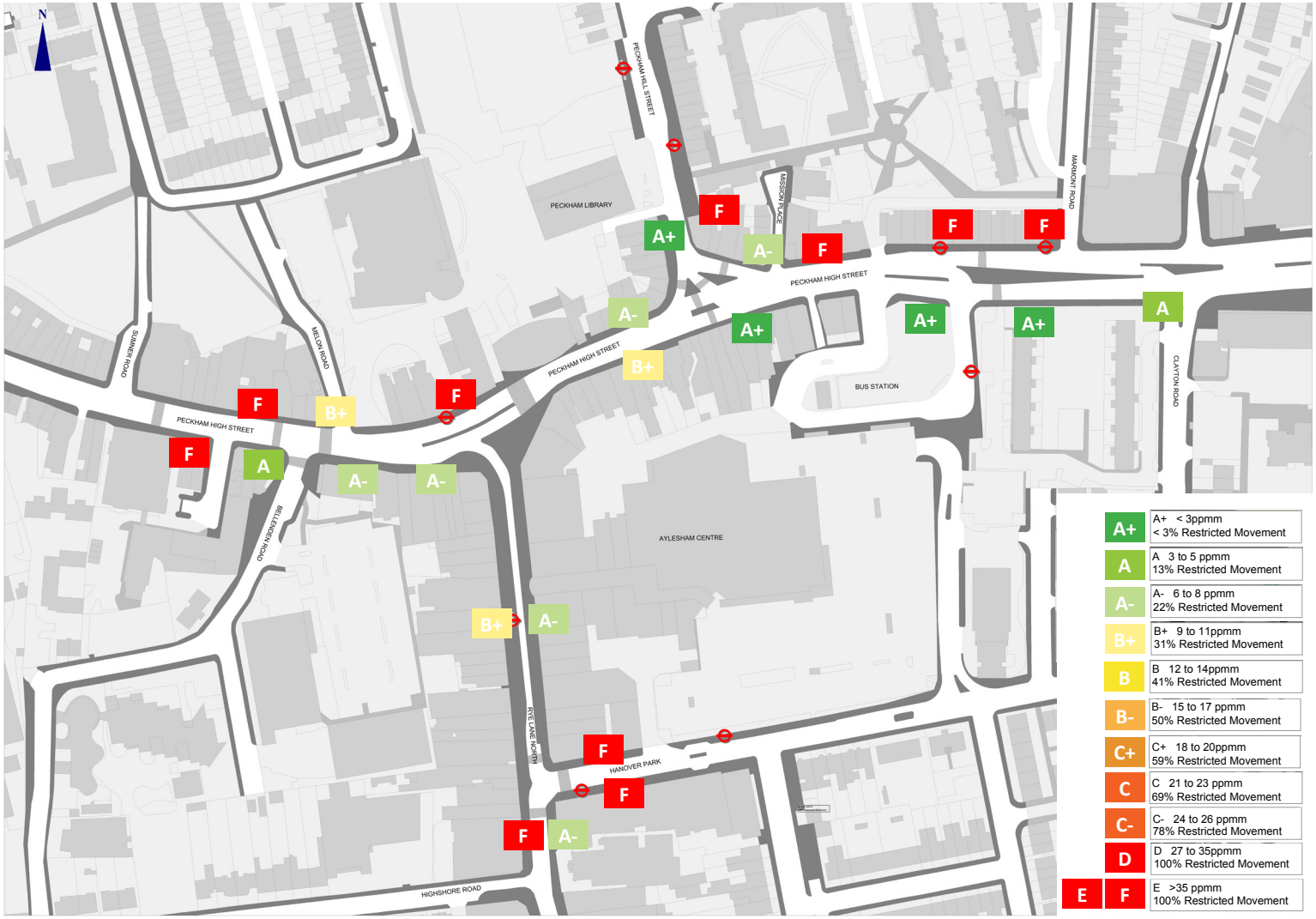
- Pedestrian activity - bi-directional cumulative flows- heavily focused along the "T" area defined by Rye Lane north and Peckham High Street.
- The majority of people in this area experience conflict or closeness with other pedestrians.
- Bi-directional movement is sometimes difficult due to queing or waiting at bus stops.

Figure 8. Intensity of pedestrian flows (weekend interpeak hour)



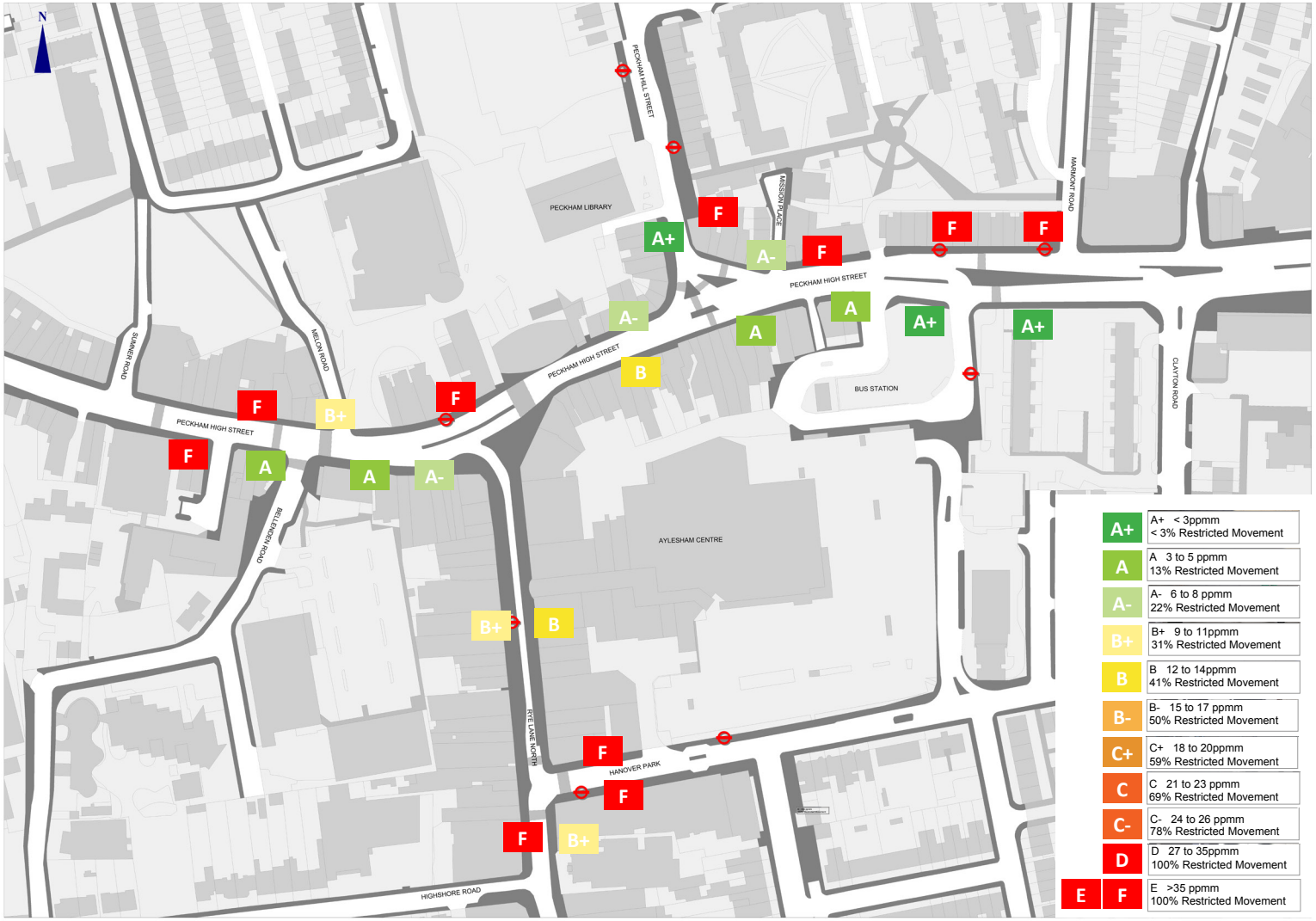
- Pedestrian activity - bi-directional cumulative flows- heavily focused along the "T" area defined by Rye Lane north and Peckham High Street.
- The majority of people in this area experience conflict or closeness with other pedestrians.
- Bi-directional movement is sometimes difficult due to queing or waiting at bus stops.

Figure 9. Weekday peak hour indicative pedestrian comfort levels



- Level of service F is reached due to clear footway width not reaching the minimum requirement of 1.5 metres.
- Development proposals are likely to increase the need to increase footway space and provide safer crossing points.
- At PCL B and PCL B- normal walking speed is still possible but conflicts become more frequent and, in retail areas, people start to consider avoiding the area.

Figure 10. Weekend peak hour indicative pedestrian comfort levels



- Level of service F is reached due to clear footway width not reaching the minimum requirement of 1.5 metres.
- Development proposals are likely to increase the need to increase footway space and provide safer crossing points.
- At PCL B and PCL B- normal walking speed is still possible but conflicts become more frequent and, in retail areas, people start to consider avoiding the area.

3. Cycling Movement

Cycling flows

Turning counts were undertaken as part of the analysis both during the weekday and weekend and captured cyclists' movements. The profile of these flows shows that during the weekday (see "Figure 11") flows are tidal with considerably higher volumes in the morning and evening peaks and very low flows throughout the afternoon.

During the weekend (see "Figure 12") there is generally a constant level of cycling throughout the day and flows tend to drop during the evening hours after 20:00.

Figure 11. Weekday cycling movement profile

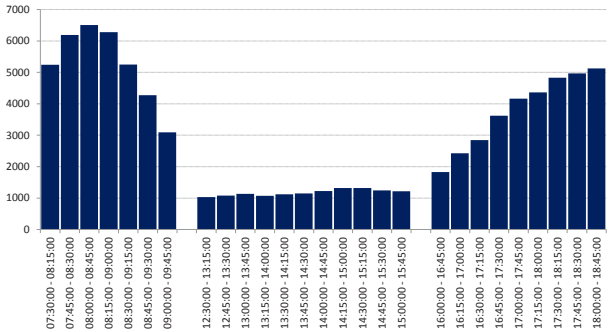


Figure 12. Weekend cycling movement profile

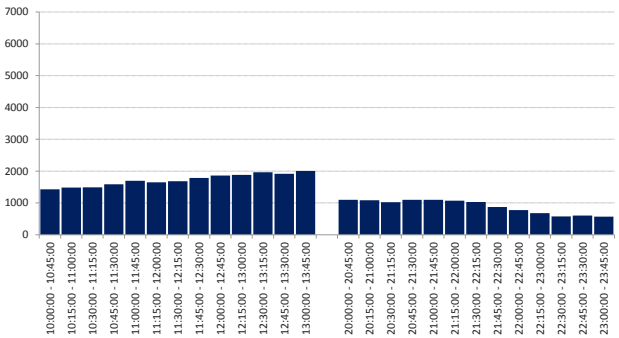
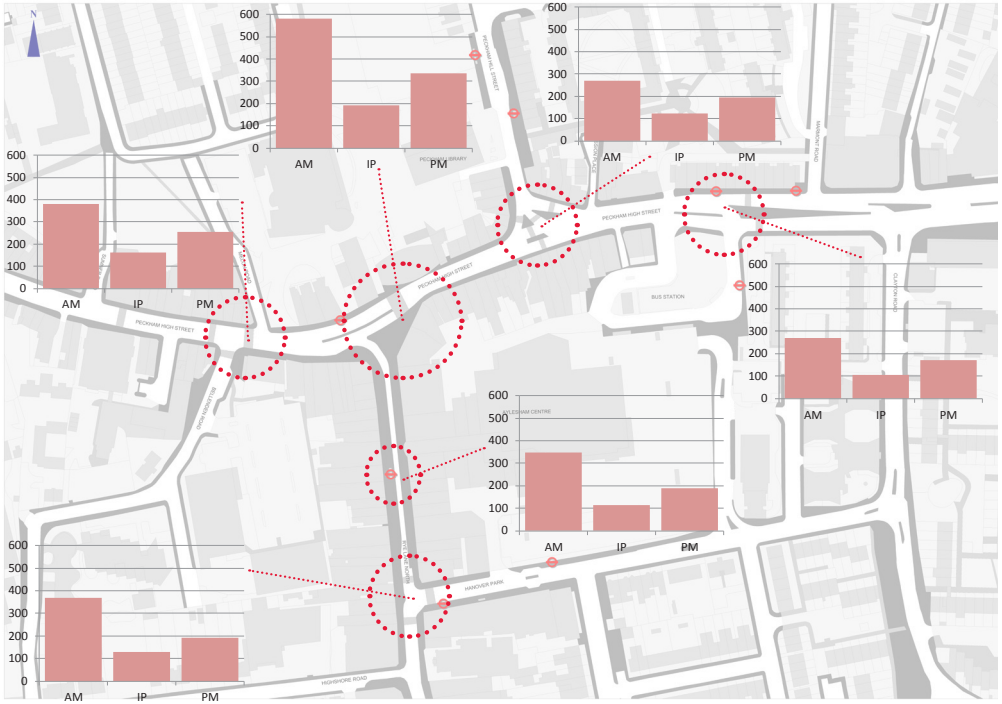


Figure 13. Weekday cycling volume at junctions



Cyclists' desire lines

During the weekday demand is relatively similar at all counted locations with two main desire lines defined along the north-south line on Rye Lane north and east-west along Peckham High Street (see "Figure 13" on page 10).

The weekend turning counts show a relatively stronger desire line east-west along the high street compared to north-south (see "Figure 14").

A location that stands out from site visits and observations is the eastern side of the footway at the junction of Rye Lane north and Peckham High Street.

Here, cyclists heading northbound through the Library Square tend to ride on the footway, instead of using the provided cycle lane as their desire line is better aligned with the high street crossing than with the designed cycle track.

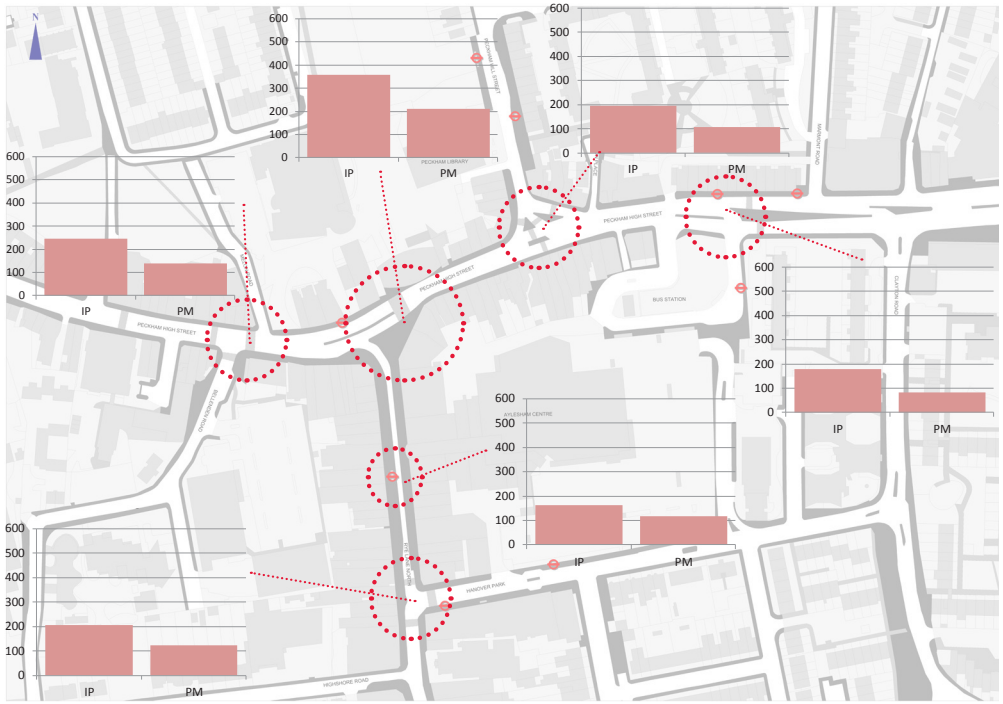
There is also a desire for cyclists to join the corridor from side streets such as Melon Road. At this junction, due to the high level of congestion, cyclists would sometimes dismount and use the pedestrian crossing instead.

Overall, out of the cycling movements recorded, 21% during the week and 18% during the weekend were on the footway with the remaining on the road.

Figure 15. Cyclists on Rye Lane

Figure 16. Cyclist trying to join Peckham High Street at the junction with Melon Road

Figure 14. Weekend cycling volume at junctions



4. Crossing Movement

The concentration of diverse uses in the town centre generates many desire lines and crossing movements both at the signalised crossings as well as informally, away from the marked facilities.

There are six main signalised crossing locations in the study area.

Counts undertaken throughout the area, during the weekday and weekend showed that crossing activity follows closely the pedestrian flow profiles.

Generally the morning weekday (see “Figure 18”) is quieter than the afternoon and evening times with the highest point of activity from 16:00 to 17:00. During the analysed Saturday (see “Figure 19”) there is a peak of activity around 12:45 and an early evening peak at 20:00.

As with the pedestrian flow profiles, the peak in weekday activity is explained by the school time and early evening shopping.

In terms of the user profiles, users classified as younger than 65 account for more than 99% of the people crossing during the weekday and weekend.

Figure 17. Location of signalised crossings in the study area

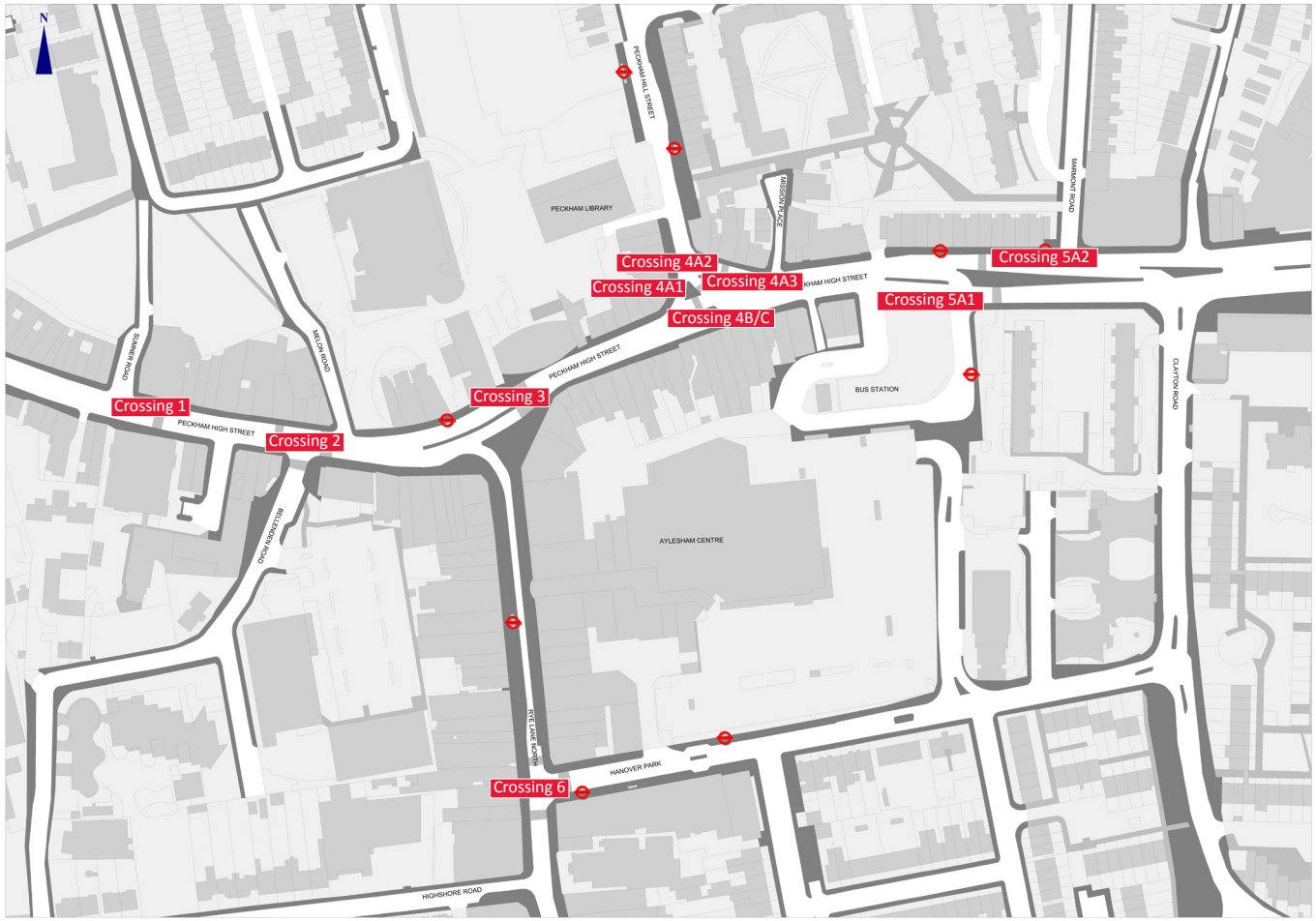


Figure 18. Weekday crossing activity profile

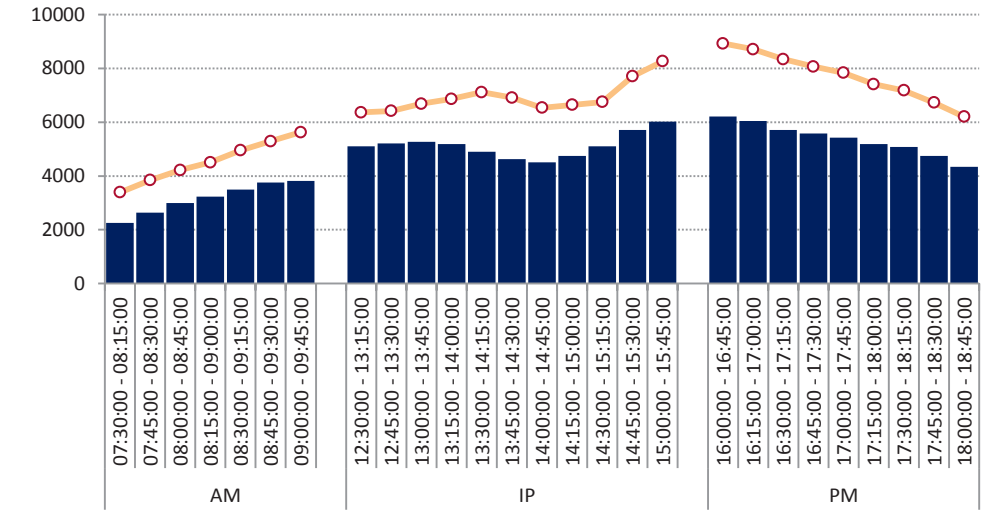


Figure 19. Weekend crossing activity profile

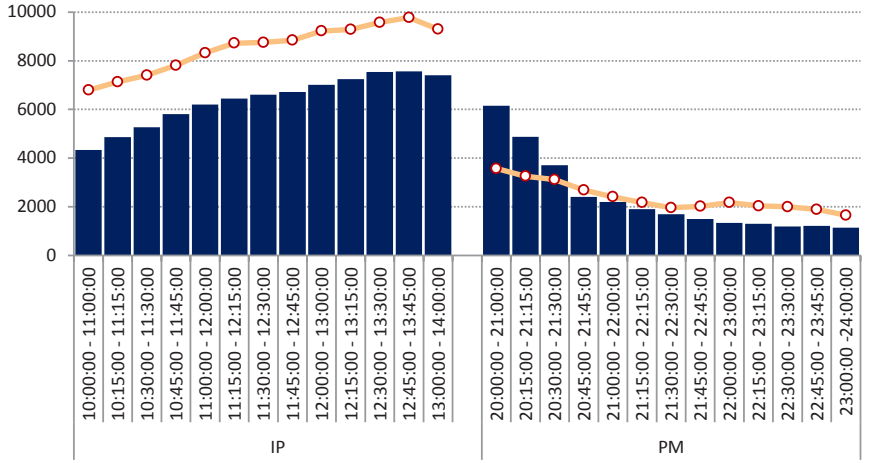
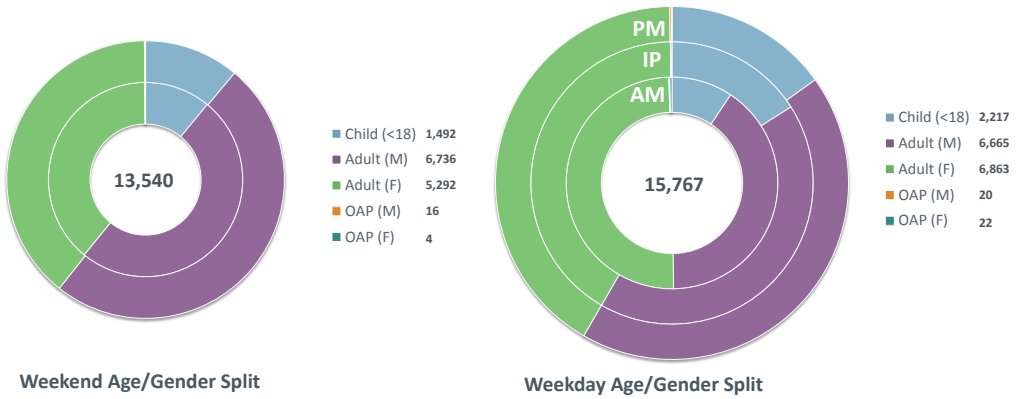


Figure 20. Weekday and weekend age/gender split



Pedestrian compliance at signalised crossings

Previous studies and site visits have raised concerns regarding the level of compliance with the pedestrian green signal and the timing allocated for crossing.

Surveys undertaken for this study show that generally there are more people crossing on green irrespective of the time of the day or day of the week "Figure 21").

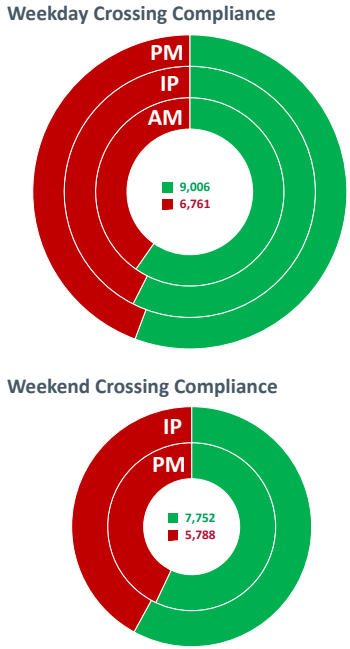
At the same time there are generally more informal crossings than formal crossing movements (see "Figure 18" and "Figure 19"). Whilst this situation shows that the pedestrian desire lines are not generally met, there are also other circumstances that are conducive to people crossing away from the formal, signalised crossings.

One of the typical reasons for people crossing on red is the long wait for the pedestrian phase at signalised crossings.

The analysis of pedestrian green time relative to the total cycle time (see "Figure 22") shows that generally there tends to be a higher signal compliance at crossings or crossing arms that allocate more time to pedestrians.

In spite of this the low green time at crossings does not explain all the crossings on red, and factors such as slow moving traffic and high congestion on the footways are also contributing to low compliance.

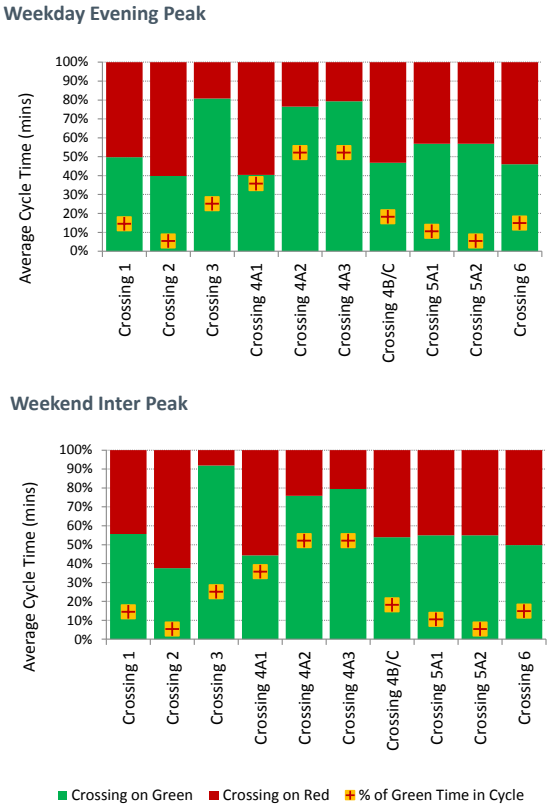
Figure 21. Weekday and weekend crossing compliance



Reference of crossing locations

Crossing Code	Location Description
Crossing 1	On Peckham High Street, east of Sumner Road
Crossing 2	Junction of Peckham High Street and Bellenden Road
Crossing 3	Junction of Rye Lane North and Peckham High Street
Crossing 4A1	Junction of Peckham High Street and Peckham Hill Street (western arm)
Crossing 4A2	Junction of Peckham High Street and Peckham Hill Street (middle arm)
Crossing 4A3	Junction of Peckham High Street and Peckham Hill Street (eastern arm)
Crossing 4B/C	Junction of Peckham High Street and Peckham Hill Street (southern arm)
Crossing 5A1	On Peckham High Street, west of Marmont Road (southern arm)
Crossing 5A2	On Peckham High Street, west of Marmont Road (northern arm)
Crossing 6	Junction of Rye Lane North and Hanover Park

Figure 22. Pedestrian signal compliance



Informal crossing activity

Informal crossing movements have been captured as part of the video surveys. Any crossing movement away from marked crossing facilities has been categorised as informal.

All these entries have been mapped in GIS throughout the study area and for all time periods.

The analysis shows that there are many more informal movements than there are crossings at the signalised locations. The high numbers are generally driven by the activity on Rye Lane north and the main crossing on Peckham High Street.

On average the recorded movements suggest that across the study area there is an informal crossing movement happening roughly every 20 seconds.

The most frequent movements are at the junction of Rye Lane North with Hanover Park (see “Figure 23” and “Figure 24”). In this area there is an informal movement recorded every 3 seconds during the weekday and every 2 seconds during the weekend.

Another two areas where informal crossing is particularly frequent is at the courtesy crossing on Peckham Hill Street and at the main crossing at the junction with Rye Lane North.

Here, informal movements are recorded every 11 seconds during the weekday and every 6 seconds during the weekend. In the case of the courtesy crossing on Peckham Hill Street this frequent activity shows that the crossing performs its intended function, albeit observational evidence shows that drivers do not always respond to the raised table.

In the case of the central crossing across Peckham High Street, the frequent informal movements at only 6 seconds apart shows the magnitude of the challenge of relying only on signalised crossing facilities to accommodate all movements.

Further analysis of informal crossing has been undertaken in relation to the signal compliance at junctions. Both during the weekday and weekend two crossing arms stand out in terms of number of people that cross on red. The first one is north-south at the junction of Rye Lane and Hanover Park and east-west at the junction of Peckham High Street and Bellenden Road.

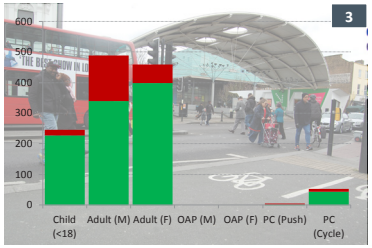
The following three pages summarise the analysis that has been undertaken and highlights the challenge to accommodate all movements safely.

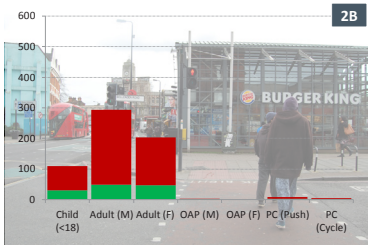
Informal crossing on Peckham High Street

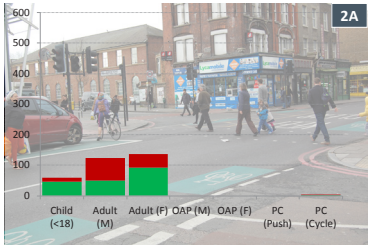
Courtesy crossing on Peckham Hill Street

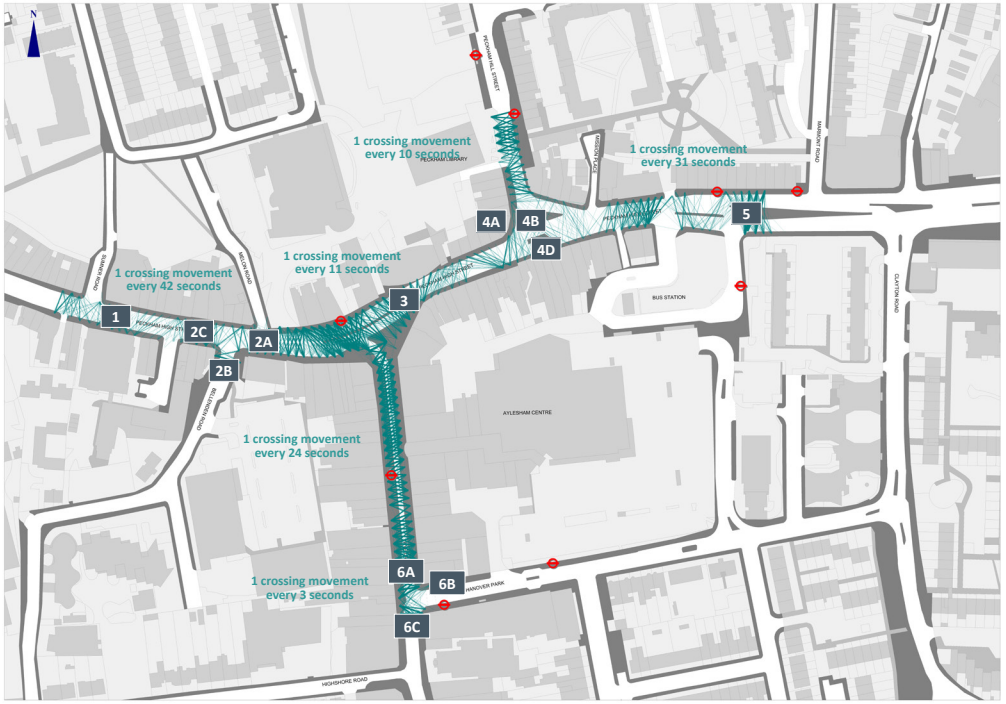
Informal crossing on Peckham High Street

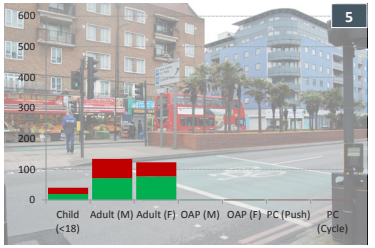
Figure 23. Weekday crossing behaviour peak hour (16:00- 17:00)

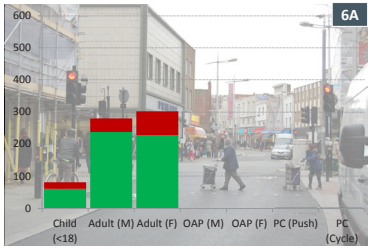


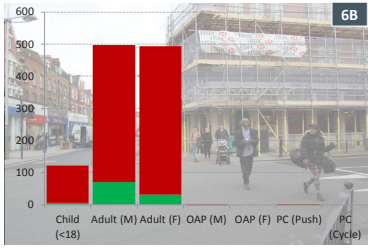






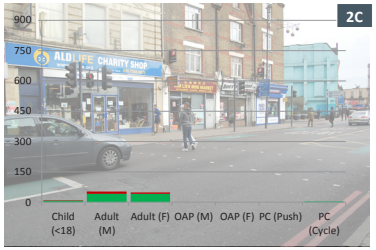


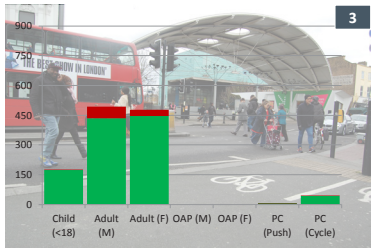


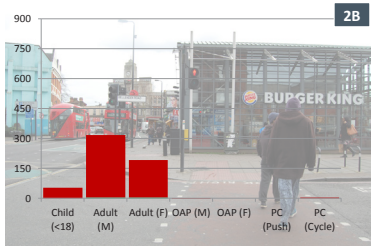


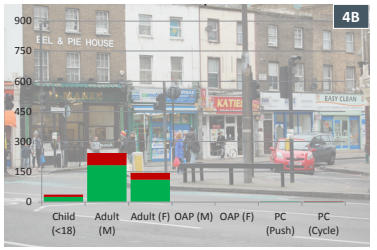
Note: The informal crossing maps show all movements and the average frequency of crossing recorded throughout the day

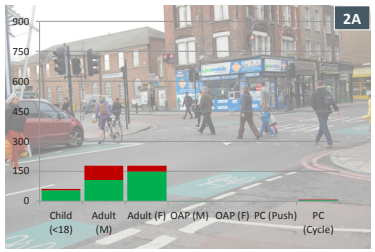
Figure 24. Weekend crossing behaviour peak hour (14:45- 13:45)

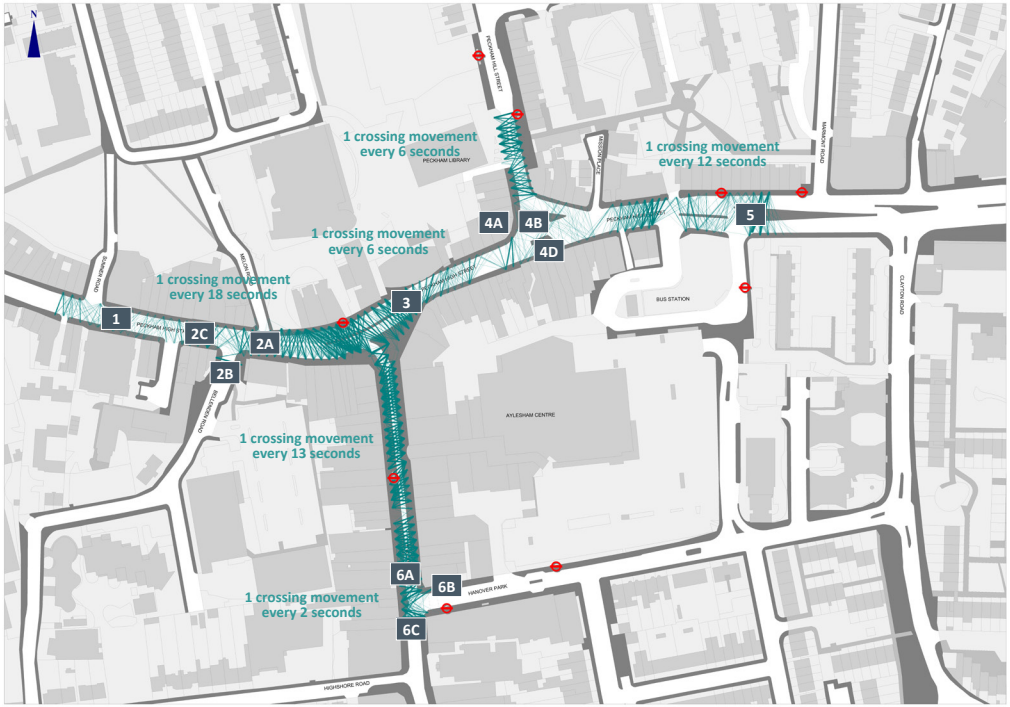


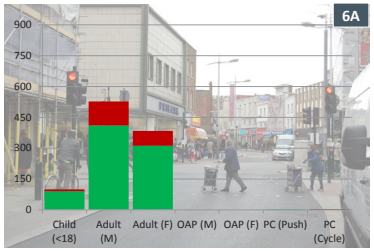


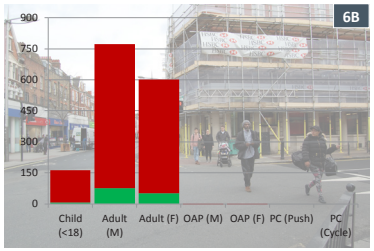


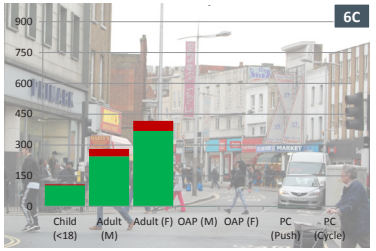












Note: The informal crossing maps show all movements and the average frequency of crossing recorded throughout the day

5. Bus Passenger Movement

Peckham town centre lies at the intersection of 16 bus routes. There are key east-west movements as well as north -south routes that intersect or terminate/start in the town centre.

The focus of this study has been on activity at bus stops B,C, D,F,G P,M, R and W and pedestrian desire lines from stops B, P, D, W and F/G.

Bus patronage

The bus patronage analysis shows that the busiest times are the evening peak period during the weekday and the inter peak period during the weekend, corresponding to the peaks identified for all other pedestrian movements.

The busiest stops are stop B on the high street and stop R on Rye Lane north (see "Figure 26"). Bus stop B is predominantly an alighting stop both in the weekday evening and weekend inter peak while stop R tends to be slightly more used by boarders than alighters.

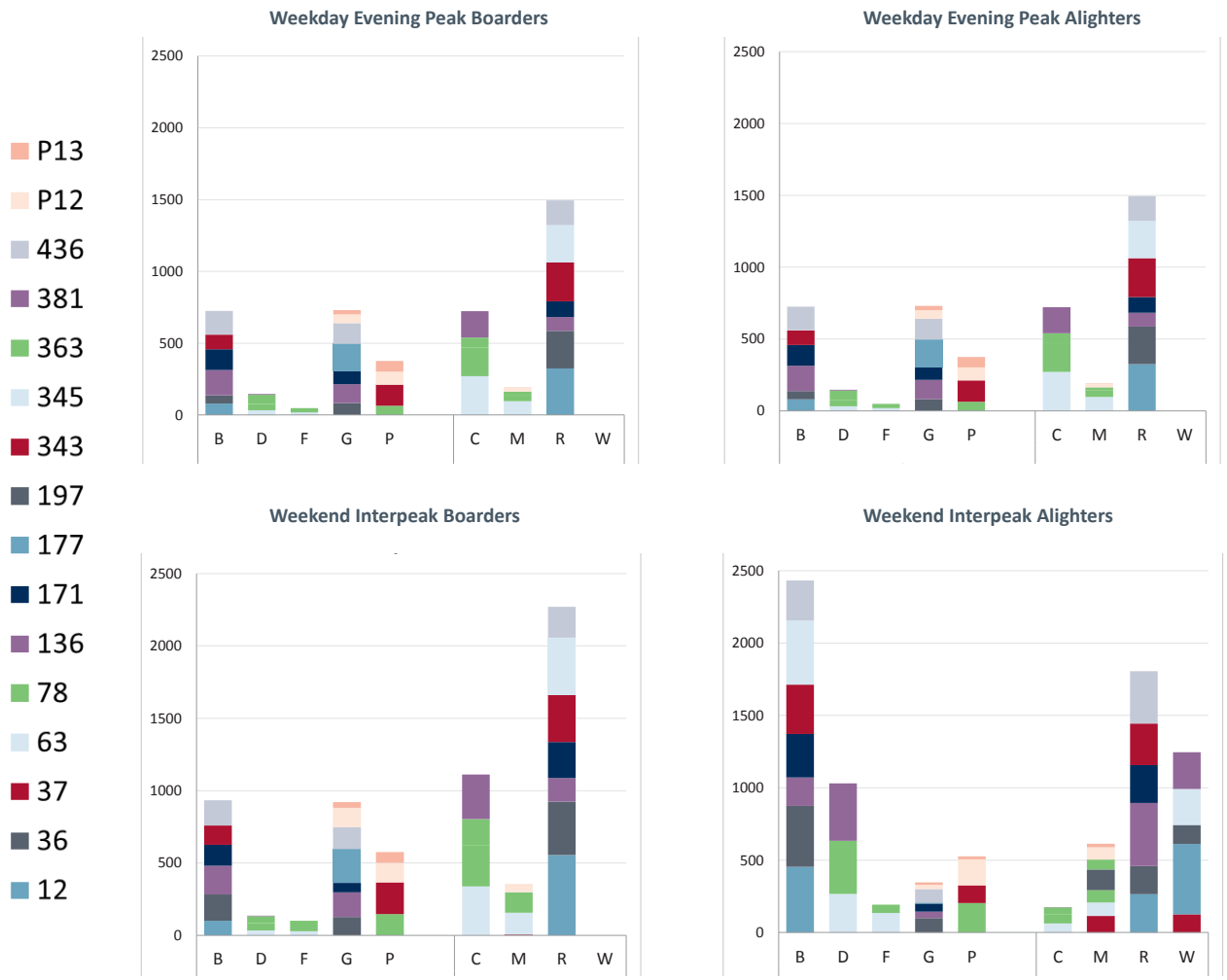
The least busy stop is F. This stop has very low levels of patronage both in the weekday and weekend peak periods.

Previous studies have highlighted periodic problems with bus congestion on the stretch of the TLRN going eastbound from the junction with Peckham Hill Street.

This congestion is likely to occur due to buses exiting from the Bus Station joining routes turning eastbound from Peckham Hill Street as well as eastbound routes on Peckham High Street and stationary services at bus stops F and G.

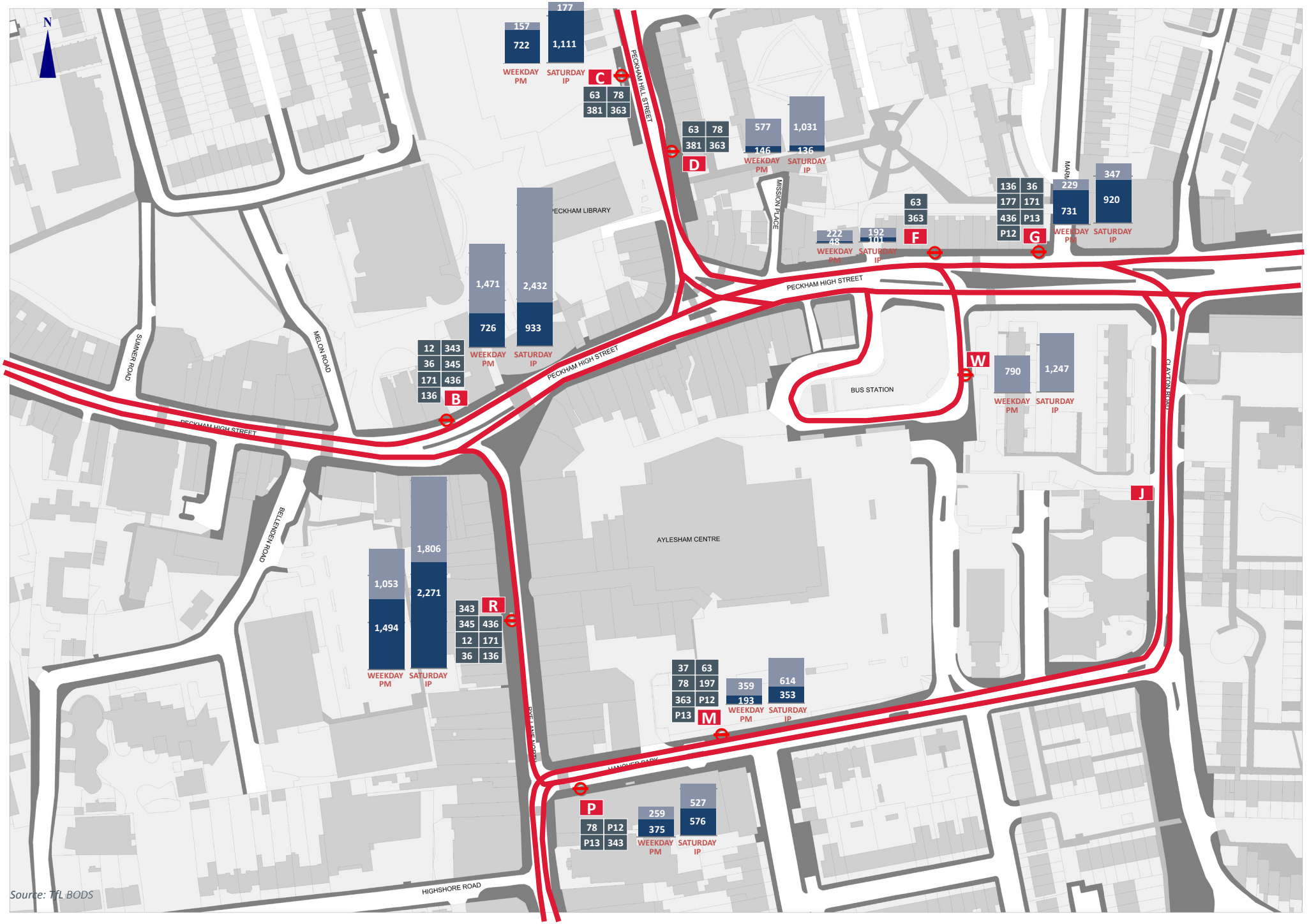
In this context there is scope to consider the potential of consolidating bus services at F and G under one stop.

Figure 25. Bus passenger patronage by service - three hour peak period



Source: TfL BODS

Figure 26. Overall bus passenger patronage- three hour peak periods



Source: TfL BODS

Bus passenger desire lines

In addition to the main desire lines reflected by the pedestrian flows, a sample of paths has been traced across the study area, mainly from the bus stops and the entrance to the shopping centre (see “Figure 27” and “Figure 28”).

From each origin, 180 trips were traced during the weekday and 80 trips during Saturday.

The following analysis shows trip types based on the final destination recorded during the survey.

Both during the weekday and weekend, the majority of trips are related to shopping or shopping/residential locations. There are also considerable desire lines through Library Square and to/from the Bus Station.

The analysis also shows the destination of trips from each of the selected points. As expected, bus stops along or in the immediate vicinity of Rye Lane North generally serve shopping related trips. Some of the trips that did not end in a specific location, identifiable either as a shopping, residential or commercial frontage,have been categorised as through trips.

Due to the proximity of the rail stations on Peckham Rye and Queens Road, we would suggest these trips indicate that there is interchange, both at the Bus Station and from the bus stops to other stops or rail.

One of the interchange movements that is apparent is from stops F/G to the Bus Station. This location has also been identified as an important crossing desire line.

In addition to this, options to pedestrianise Rye Lane north, proposed as part of previous studies raise two main considerations for bus movements:

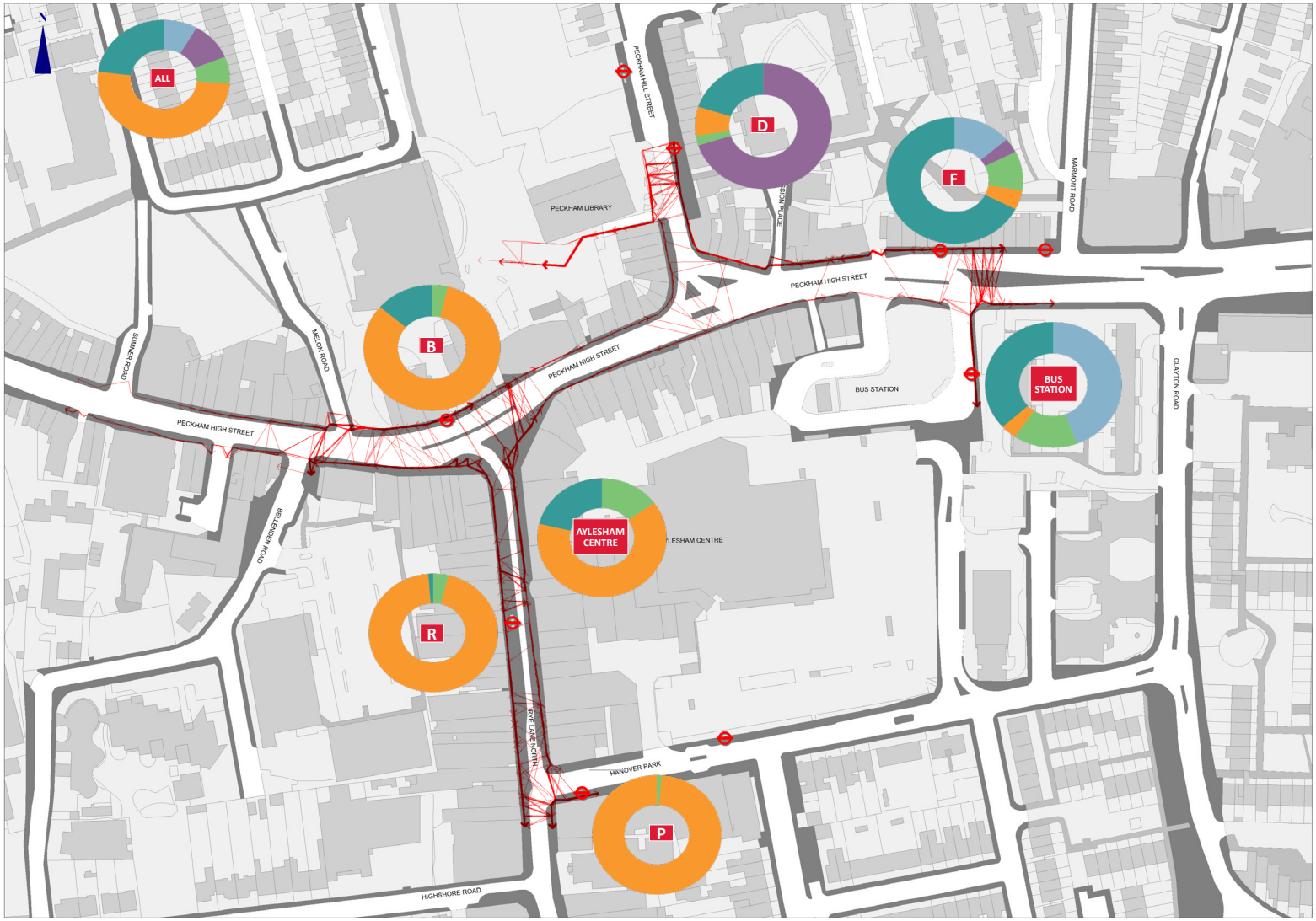
- Firstly, buses terminating at the station, that do the loop on Hanover Park and return on Rye Lane north and Peckham High Street will need to either be terminated elsewhere or the arrangement for in/out of the Bus Station will need to be reviewed.
- Secondly, routes that currently do the loop but do not enter the Bus Station (36, 136, 171 and 436) will need to be accommodated on the high street. This is likely to require the provision of a suitable bus stop that can hold approximately 60% of the current activity at bus stop R and J based on the patronage data.

Figure 27. Main destinations of pedestrian trips (weekday peak period)

Main direction/purpose of trips:

- bus station
- library square
- passing through
- shopping
- shopping/residential
- commuting

Figure 28. Main destinations of pedestrian trips (weekend peak period)



Main direction/purpose of trips:

- bus station
- library square
- passing through
- shopping
- shopping/residential
- commuting

6. Traffic Speed Analysis

Previous analysis undertaken on the high street has highlighted the speed of traffic as an influential factor encouraging informal crossing or crossing on red.

It was outside of the scope of this study to collect and analyse information regarding traffic volumes or turning movements, nevertheless, speed of traffic was recorded remotely from data on Google Maps.

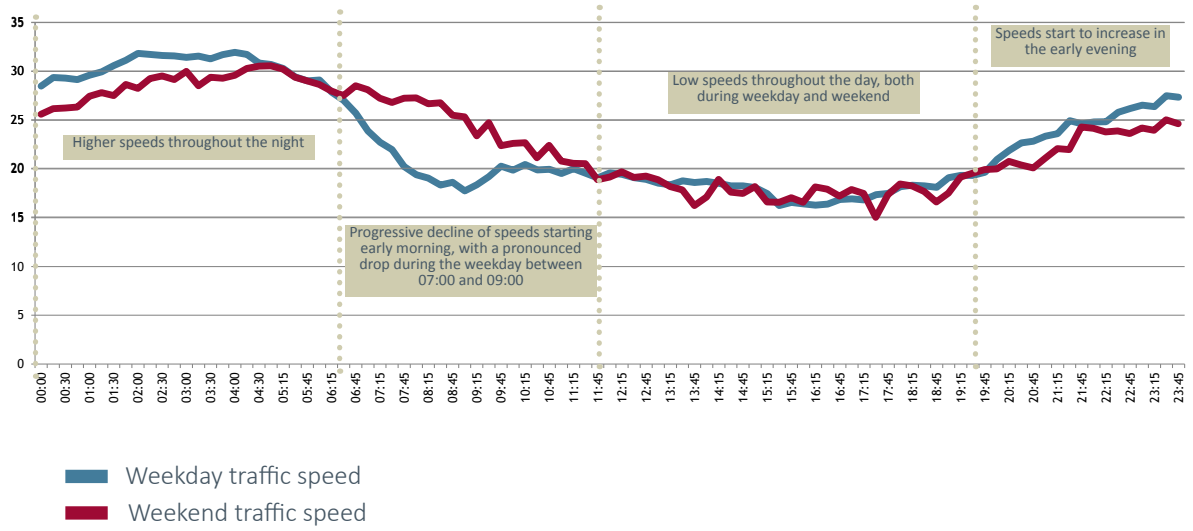
The analysis of the average speed recorded during the weekday and weekend shows a big drop as traffic approaches the town centre at the key junctions with Rye Lane and Peckham Park Hill.

The lowest speed in the study area is at the junction of Hanover Park and Park Lane. This is mainly due to the presence of bus stops where buses come to a standstill.

Previous analysis has pointed out that the frequency of crossings along the high street might also cause more near misses and collisions, as well as blocking of traffic at junctions. Observations during site visits found that the multitude of turning movements at each of the junctions adds potential conflicts, reduces visibility of more vulnerable users and also increases the risks for those crossing informally or on the red signal.

Additional information will be required to understand the underlying issues related to the movements on the carriageway and their implications for integrated solutions.

Figure 29. Traffic speed profile for weekday and weekend



Source: Google Data and Analysis by Steer Davies Gleave

Figure 30. Average traffic speed during the weekday (km/hr)

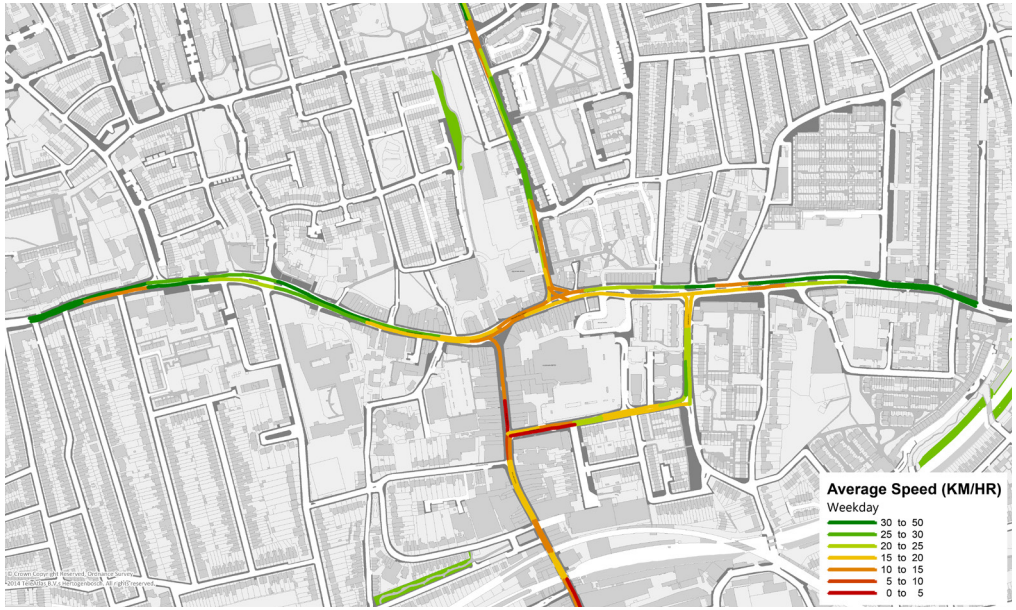
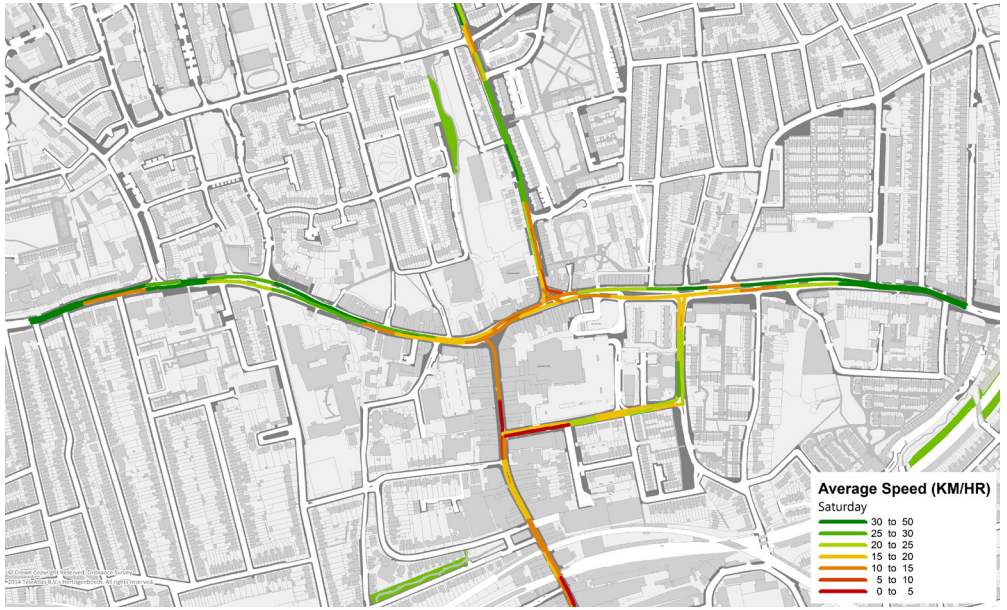


Figure 31. Average traffic speed during the weekend (km/hr)



Source: Google Data and Analysis by Steer Davies Gleave

7. Concept Interventions

Design context

There are a number of large development sites that have been identified across the town centre including the Aylesham Centre and the Bus Station.

The potential developments are likely to focus on strengthening and diversifying the retail offer, providing a range of non-residential uses including community, leisure, cultural and business as well as residential accommodation, including affordable housing.

These future developments are expected to attract additional activity in the town centre, increasing the pressure for pedestrian and public space improvements.

Key design drivers

The movement analysis as well as previous studies have identified a series of key challenges that represent the main driver behind design interventions.

These can be summarised as follows:

- Pedestrian movement constrained at key locations along the high street with level of service dropping below acceptable levels due to insufficient footway width,
- Important cycling route through the heart of the town centre especially N-S via Rye Lane,
- Very high levels of informal and non compliant crossing that will need to be safely accommodated,
- Key location for bus movements and interchange due to the proximity to Rye Lane station and the Peckham Bus Station,
- Generally low traffic speeds and congestion along the high street.

High level optioneering

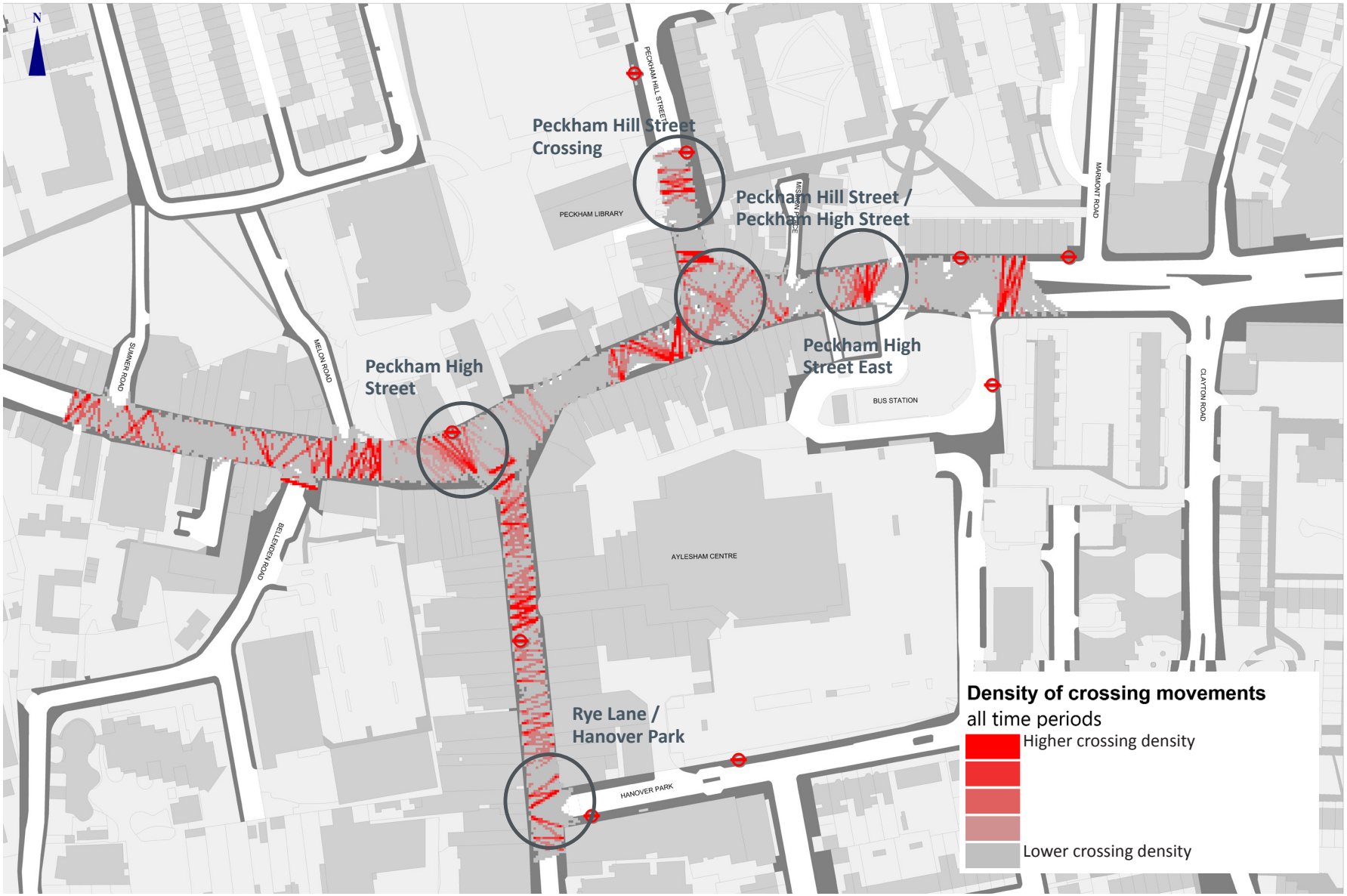
The following pages present some high level concepts for further review at the following locations:

- Peckham High Street, from Bellenden Road to east of Rye Lane
- Junction of Hanover Park / Rye Lane
- Junction of Peckham Hill Street / Peckham High Street
- Crossing of Peckham Hill Street at the library
- Peckham High Street east of Mission Place

Particular attention has been given to addressing the key locations with dense crossing movements, those locations with high levels of informal crossings (see “Figure 32” on page 27) and locations with high numbers of people crossing outside the green pedestrian phase.

However given the sheer volume of pedestrian movements in all of these categories and the uncertainty around the impact that new development is likely to have, the proposed concept interventions are aimed at improving the situation generally whilst accommodating as many pedestrian and cyclist desire lines as possible.

Figure 32. Density of crossing movements and main pedestrian crossing lines



Peckham High Street

Design concept 1

This design concept (see “Figure 33”) seeks to improve the High Street between Bellenden Road and the area east of Rye Lane through a series of specific interventions.

The existing crossing at the northern end of Rye Lane is proposed to be widened and a new crossing installed west of Rye Lane. The operation of the crossings would be synchronised to effectively work as one very wide ‘super crossing’, thereby better accommodating and making it more comfortable for pedestrians.

The central median would be extended further east and west to provide refuge for informal crossing movements which happen outside of the green man time.

Due to the need to retain vehicle access to Melon Road the bus stop would need to be retained in its current position, therefore there will be no benefit for pedestrians walking east-west along this section of footway. However, the provision of a wider pedestrian crossing and extended median will help accomodate pedestrians crossing to and from the stop.

The northern end of Rye Lane should be improved with landscape measures that visually relate to the proposed improvements to the square outside the library, north of Peckham High Street.

The cycle connection on the northern end of Rye Lane, where it meets the high street, would be realigned through the pedestrian area (potentially as a shared space design) to provide a more direct route to and from the crossing. Street furniture such as benches and cycle stands could be aligned along the western side of this route to help demarcate this and provide a buffer for pedestrians walking east-west across the area.

Within the ‘super crossing’ a marked area should be provided aligned to the start of the cycle route to the south, and to the desire line running north, to encourage cyclists to use a specific area of the crossing and reduce conflict between pedestrians and cyclists.

The footway on the southern side of the high street would be extended, where possible, by narrowing the carriageway, to increase comfort for pedestrians moving east-west. In addition, the disabled parking and loading zones would have a raised surface treatment to effectively function as part of the footway when not in use for parking/loading.

Central median strip accommodating informal and formal crossing movements in Hornchurch

A ‘super crossing’ outside St Pauls Cathedral, London

Figure 33. Peckham High Street- Design concept 1

1. Introduce a raised side road entry treatment across Bellenden Road.
2. Install raised table with special surfacing to create shared surface on Melon Road, slowing traffic and prioritising pedestrians, as well as connecting the pub with the public space on the east side.
3. New crossing synchronized with existing to create a "super crossing" zone.
4. Existing crossing widened and realigned.
5. Mark cycle crossing zone, parallel with pedestrian crossing, aligned with cycle route.
6. Extend central median to create a refuge for pedestrians and cyclists crossing informally.
7. Retain bus stop in current position.
8. Resurface disabled parking and loading zones as shared use so can be used as footway.
9. New landscape treatment to visually connect to new square outside library, including new trees, planters, seating, and bicycle parking.
10. Cycle route through pedestrian area to connect to contra-flow cycle lane on Rye Lane.
11. Realign kerb to narrow the carriageway and extend footway.

Design concept 2

This design concept (see “Figure 34”) addresses the same area as concept 1, however takes a more comprehensive approach to improvement which would offer a stronger contribution to the town centre environment as well as better accommodate pedestrian movement.

As per concept 1, the existing crossing at the northern end of Rye Lane is proposed to be widened and a new crossing installed west of Rye Lane. The operation of the crossings would be synchronised to effectively work as one very wide ‘super crossing’, thereby better accommodating and making it more comfortable for pedestrians.

However, in this concept the central median would be removed in order to provide wider footways on the northern side of the High Street. The wider footway means that the existing bus stop can be retained in the current location, however the shelter would be shifted towards the realigned kerb so that there is more space for pedestrians to pass along the footway behind the shelter. This would reduce the likelihood of informal crossing movements from Rye Lane skewing further west, as might occur in concept 1.

The southern end of Melon Road is proposed to be raised and treated with special surfacing to give pedestrian priority, calm traffic, and visually link the street with the public realm on the east side, which will benefit the pub on the west side of Melon Road, and the planned development on the corner of Melon Road and Peckham High Street.

In this concept, Rye Lane is proposed to be made pedestrian and cycle access only. Timed access would need to be allowed for servicing and deliveries. The street would be designed in a shared space style, rather than with strongly demarcated cycle lanes.

As per concept 1, a marked area should be provided within the ‘super crossing’ area to connect the cycle route north and south.

A comprehensive resurfacing of the pedestrian areas could be used throughout the town centre to visually tie it together. Special surfacing could also be used in the carriageway to calm traffic and contribute to the overall appearance.

Special carriageway surfacing

A ‘super crossing’ outside St Pauls Cathedral, London

Figure 34. Peckham High Street- Design concept 2

1. Install raised table with special surfacing to create shared surface on Melon Road, slowing traffic and prioritising pedestrians, as well as connecting the pub with the public space on the east side.
2. New "super crossing" zone formed by synchronising two parallel crossings.
3. Realign kerb to narrow the carriageway and extend footways on norther side of Peckham Rye.
4. Use special surfacing tones to highlight crossings.
5. Mark cycle crossing zone, to align with cycle route.
6. Introduce a raised side road entry treatment across Bellenden Rd.
7. Extend kerb and shift bus stop to provide more space for waiting passengers while keeping the footway clear for pedestrian movement.
8. Resurface roadway to visually connect public spaces.
9. New landscape treatment to visually connect to new square outside library, including new trees, planters, seating, and bicycle parking.
10. Make Rye Lane pedestrian and cycle only, designated as a shared space.

Rye Lane North / Hanover Park

The design concepts (see “Figure 35” and “Figure 36”) for this location seek to address the high levels of demand for pedestrian crossing movement moving diagonally across the junction between north-west and south-east corners, and between the west side and the north-east corner.

Design concept 1

The junction geometry is such that it would not be possible to reduce its size, as this would mean that buses would not be able to make turning movements. However the signal phasing already includes an all-red phase for traffic. This means a scramble crossing could be introduced so that pedestrians can cross in all directions.

Special surfacing could be used to demarcate the key pedestrian routes between north-west and south-east corners, and between the west side and the north-east corner.

To facilitate this the western footway will need to be ‘de-cluttered’ of excess furniture and items. The existing CCTV column and signal cabinets will need to be retained, but there are five cycle stands and a bin which could be relocated to facilitate the crossing.

Existing cycle facilities would be retained.

Design concept 2

Concept 2 relies on the closure of Rye Lane north to traffic, making it pedestrian and cycle only. This would enable the kerb line to be realigned slightly on the northern side of the junction.

As per concept 1 a scramble crossing would be introduced so that pedestrians can cross in all directions, with special surfacing to demarcate the pedestrian route between north-west and south-east corners.

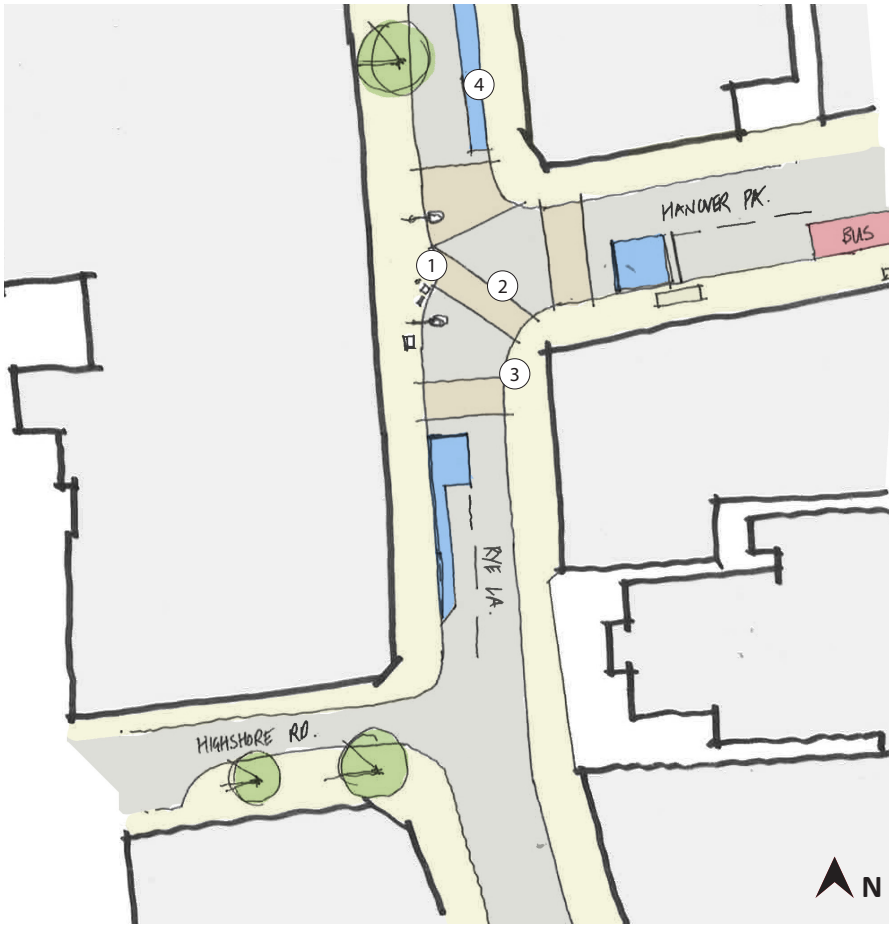
Although Rye Lane would be treated as a shared pedestrian and cycle space, formal cycle lanes would be introduced for a short stretch of Rye Lane where it joins the junction on the northern side. A dedicated signal phase for cyclists would be included to allow them to enter/exit Rye Lane at this location. The arrangements at the junction will require further investigation to enable this to work effectively in terms of phasing.

A clutter-free street in Bloomsbury

A scramble crossing at Oxford Circus

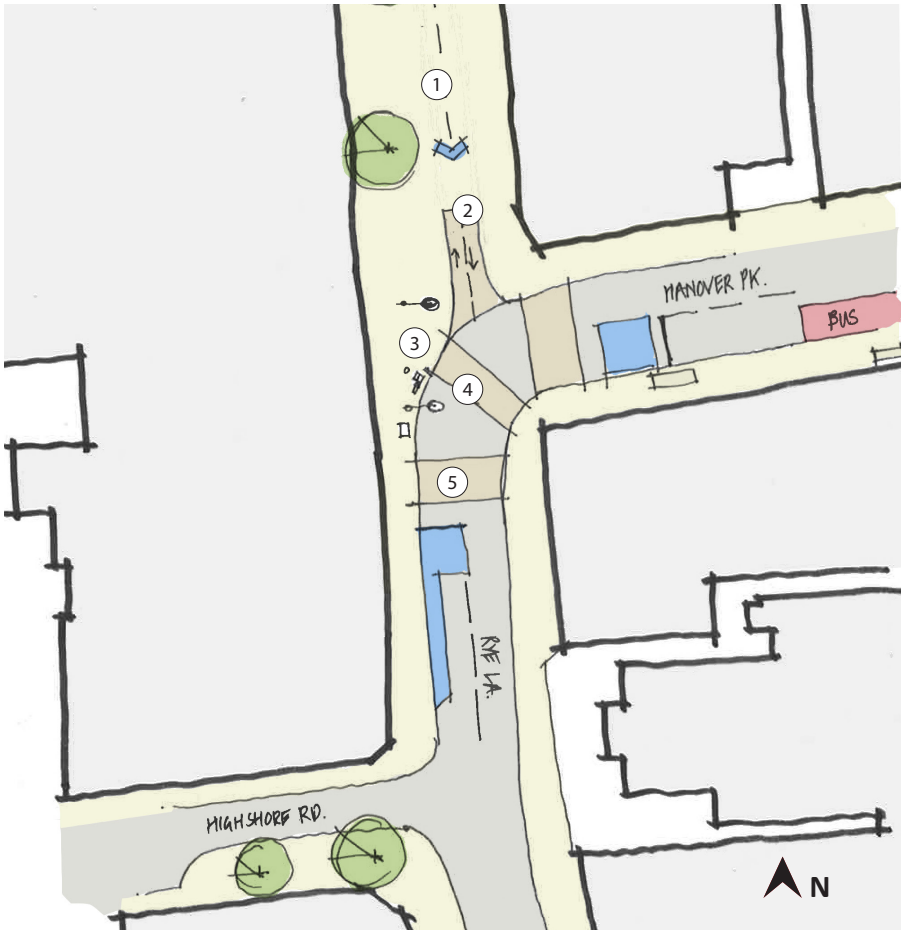
Cycle route marked through pedestrian area

Figure 35. Rye Lane / Hanover Park - Design concept 1



1. Declutter the footway.
2. Introduce a scramble crossing to improve pedestrian crossing movement.
3. Use special surfacing tones to highlight crossings.
4. Maintain existing traffic arrangements including contra-flow cycle lane on Rye Lane.

Figure 36. Rye Lane / Hanover Park - Design concept 2



1. Make Rye Lane pedestrian and cycle only, using a shared space style treatment.
2. Incorporate formal cycle facilities and cycle phase at signalised junction.
3. Declutter the footway.
4. Introduce a scamble crossing to improve pedestrian crossing movement.
5. Use special surfacing tones to highlight crossings.

Peckham Hill Street Crossing

The courtesy crossing point on Peckham Hill Street adjacent to Peckham Library is intended to give priority to pedestrians and determine vehicles to give way. In reality this doesn't always happen. To address this it is suggested that a special design is used to mark the crossing more strongly, using distinctive colours and/or textures to delineate the location as a crossing point, but without marking it as a formal zebra crossing. This could be done by:

- Resurfacing the crossing in special materials, such as coloured asphalt, resin bonded aggregate, coloured pavers, or stone setts.
- Painting the crossing in bright colours or patterns, potentially using a local artist to create a distinctive design.

Examples of these approaches are illustrated on the opposite page.

Peckham Hill Street / Peckham High Street

The current traffic staging and crossing arrangement at the junction between Peckham High Street and Peckham Hill Street affects pedestrian movements with long waiting times and deviations from natural desire lines. For these reasons, many users are seen to be crossing informally or on a red signal, by taking advantage of gaps in traffic. A range of options could be implemented in order to improve safety and facilitate better usage of the crossing facilities.

Below are presented a series of options that would need to be further investigated, largely due to vehicle traffic and signal phasing implications before a design concept can be put forward.

Option 1

A moderate improvement to the junction environment could be achieved by:

- Introducing a pedestrian island for informal crossing immediately west of the Bus Station access. The island would mark the end of a tapered section that extends towards the northbound flare into Peckham Hill.
- Relocating the loading bay located within the eastbound arm of Peckham Hill and widen the adjacent footway. Loading space could be re-provided along the cul-de-sac of Mission Place.

Option 2

A more substantial set of improvements could be obtained by removing the northbound slip lane on the west arm, and the corresponding triangular island. This would allow:

- Widening of the footway on the north-western corner
- A two-stage crossing on the northern arm and
- A straight crossing on the western arm

This option would entail revising the junction operations, and will require modelling.

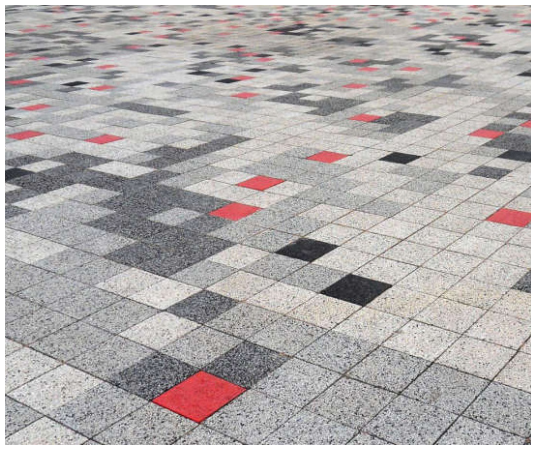
Option 3

An alternative option to be explored would be a simplified T-junction layout, with the removal of all islands and introduction of straight crossings. This option might require restricting northbound turning movements from the western arm, in order to limit the number of stages in the junction operation; or alternatively, an all-green stage for pedestrians could be provided as an additional stage. This would be a significant change to the junction operation and will require modelling.

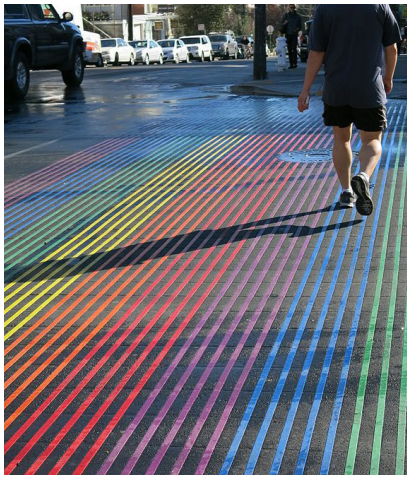
Further considerations

- The closure of Rye Lane north to vehicle traffic would improve the pedestrian and cycle environment but, the implicit relocation of bus stop B would generate a requirement for footway capacity along Peckham High Street for passenger queuing and waiting,
- The crossing at the eastern end of Peckham High Street is essential for supporting the north south crossing and interchange movements. Future plans to redevelop the Bus Station site could consider the potential to reconfigure the carriageway to provide additional pedestrian space, improved pedestrian crossing, and / or a median to support informal crossings,
- The potential to increase the green-man time allocated at junctions with low pedestrian compliance should be further investigated. There is scope to reconsider the vehicle turning movements allowed at junctions to reduce conflicts, blocking back of traffic and create opportunities for more pedestrian green time.
- Servicing facilities are vital for supporting the high street nevertheless there is scope to consider better timing of scheduled deliveries, design interventions such as raised surface treatments to effectively function as part of the footway when not in use for parking/loading.

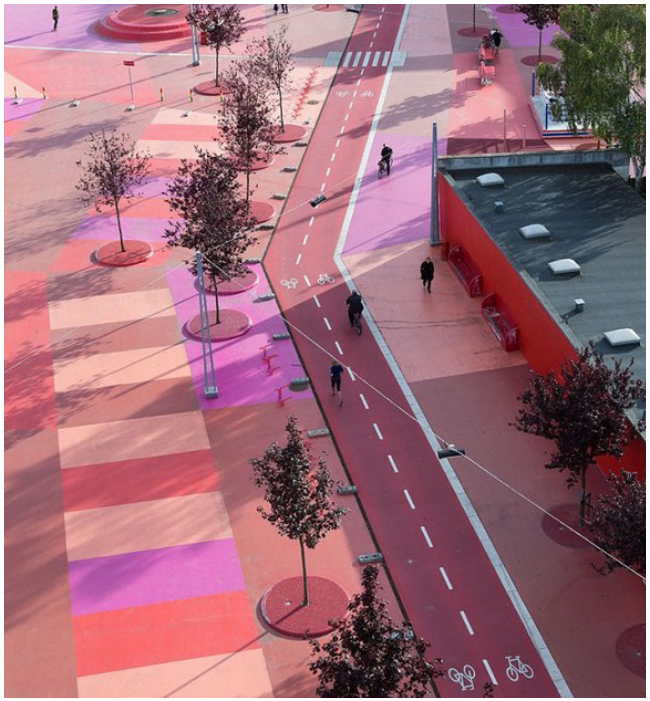
Examples of Special Surface Treatments



Special paving blocks



Decorative paint schemes



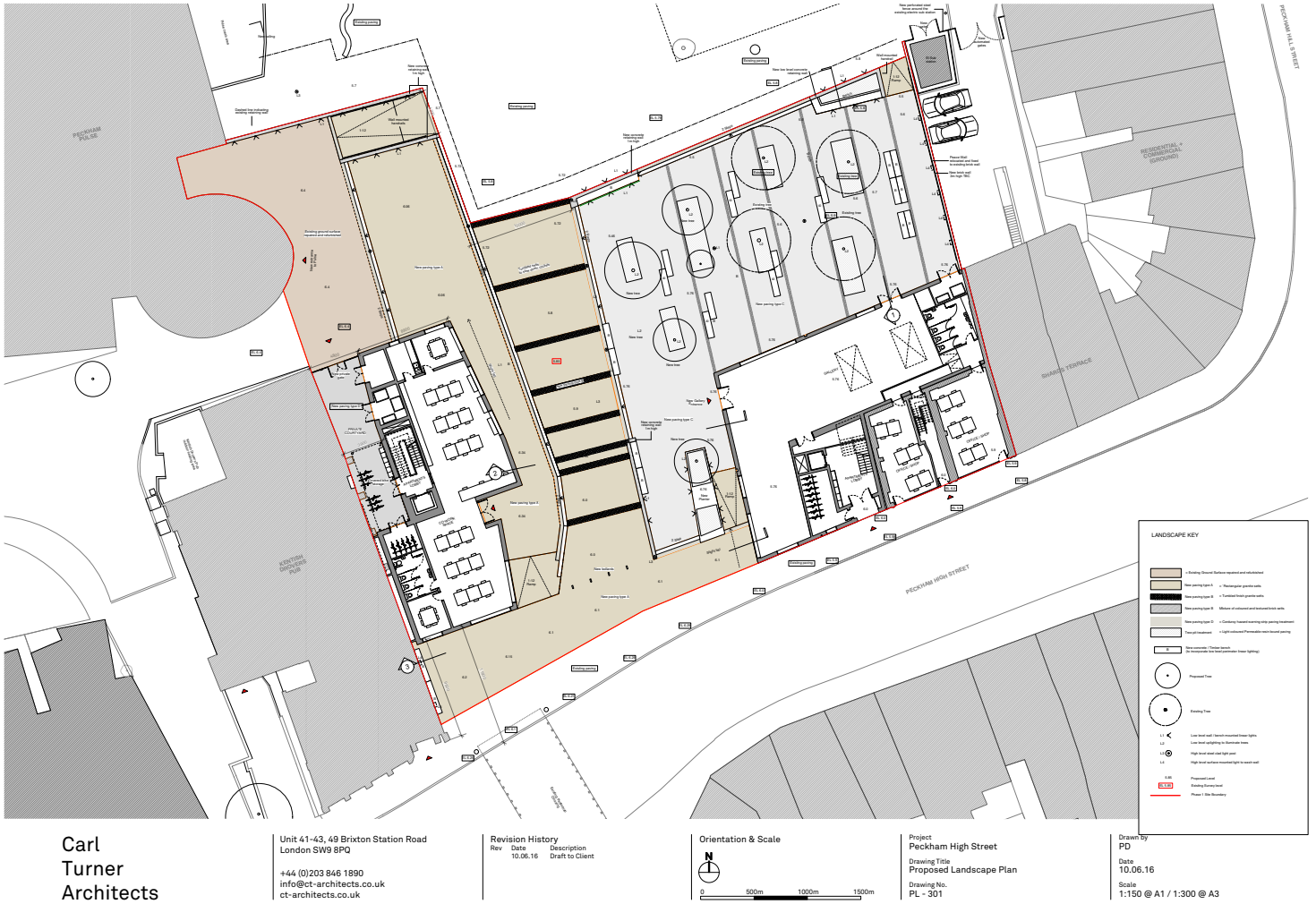
Coloured resin bonded surfacing

A.

The proposed concept designs and analysis has been informed by proposals for Library Square and Melon Road.

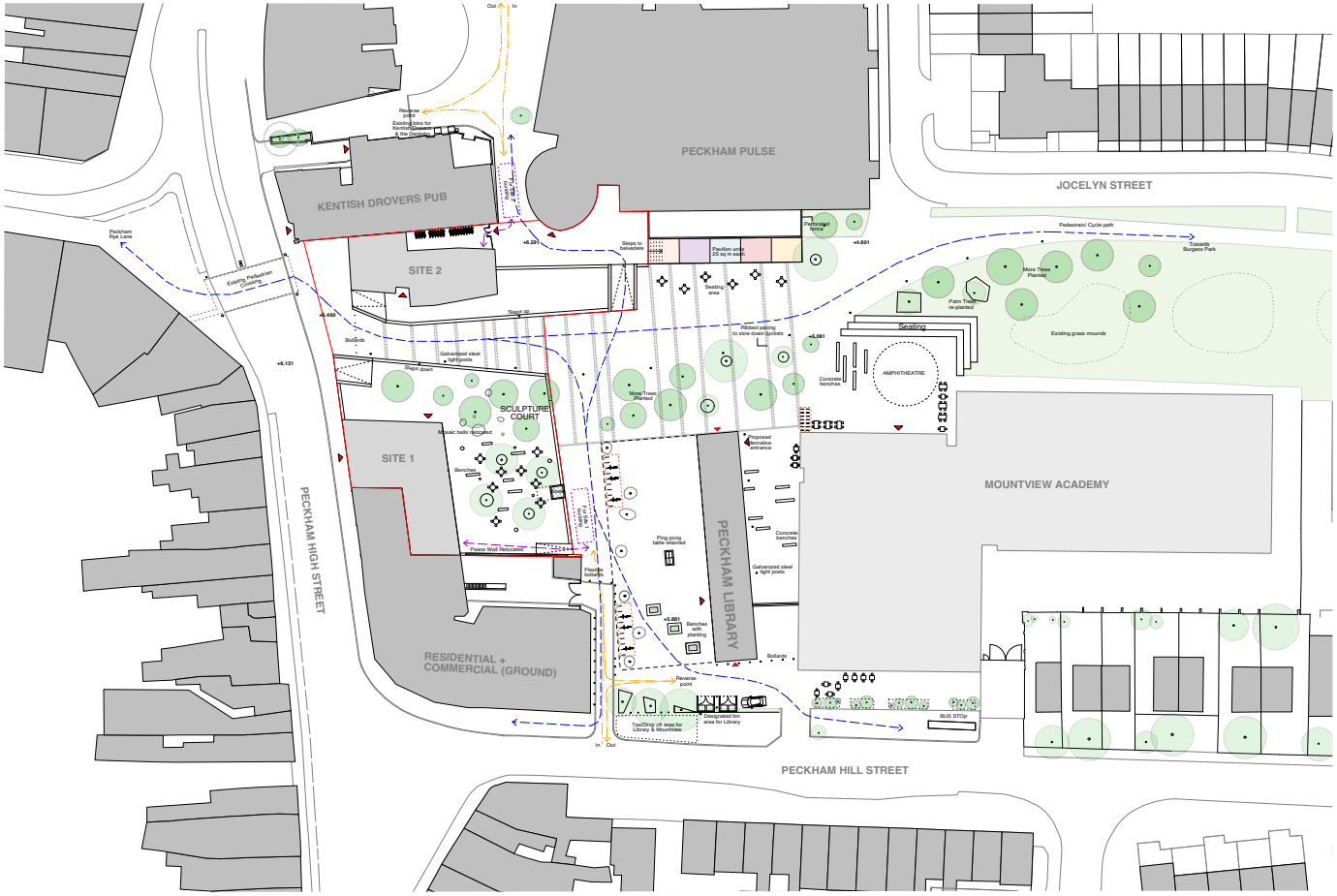
The plans provided by Southwark Council have been included here for reference.

Peckham Library Proposals: Carl Turner Architects



Source: Southwark Council

Peckham Library Proposals: Carl Turner Architects



Carl Turner Architects

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info@ct-architects.co.uk
ct-architects.co.uk

Key

- Site boundary
- Proposed cycle route
- Possible bin/delivery access route
- Possible bin/delivery collection point
- Gallery bin / delivery trolley route
- Bicycle racks
- Existing trees
- New trees

Orientation & Scale

Project: Peckham Square
Drawing Title: Proposed Site Plan Option 1
Drawing No.: P002

Drawn by: KF
Date: March. 2016
Scale: 1:700 @A3

Source: Southwark Council

Melon Road Proposals: Southwark Council, East, Levitt Bernstein, stuf - Starategic Urban Futures

Sumner House is to be refurbished, this includes new-build extensions.

Building footprint strongly defines and characterises the Sumner Avenue route.

Building footprints preserve the view of Sumner House from the High Street

Low building height onto Jocelyn Street to reduce the impact on buildings to the north. Individual entrances at ground floor reflect the character of the homes opposite.

A level of transparency to be maintained through building entrances into the courtyards

An outdoor seating area enlivens the public space behind the high street

The Corner to Peckham High Street and Melon Road will be restored, strengthening the corner of the high street and the public square at the rear. Glazed shopfronts at ground levels will help to enliven the space of the public square.

Source: Southwark Council

Melon Road Proposals: Southwark Council, East, Levitt Bernstein, stuf - Starategic Urban Futures

The landscape strategy aims to improve the experience of the surrounding streets making them feel safer and welcoming. The improvements will not only benefit the development itself but also the surrounding buildings and area.

Source: Southwark Council