



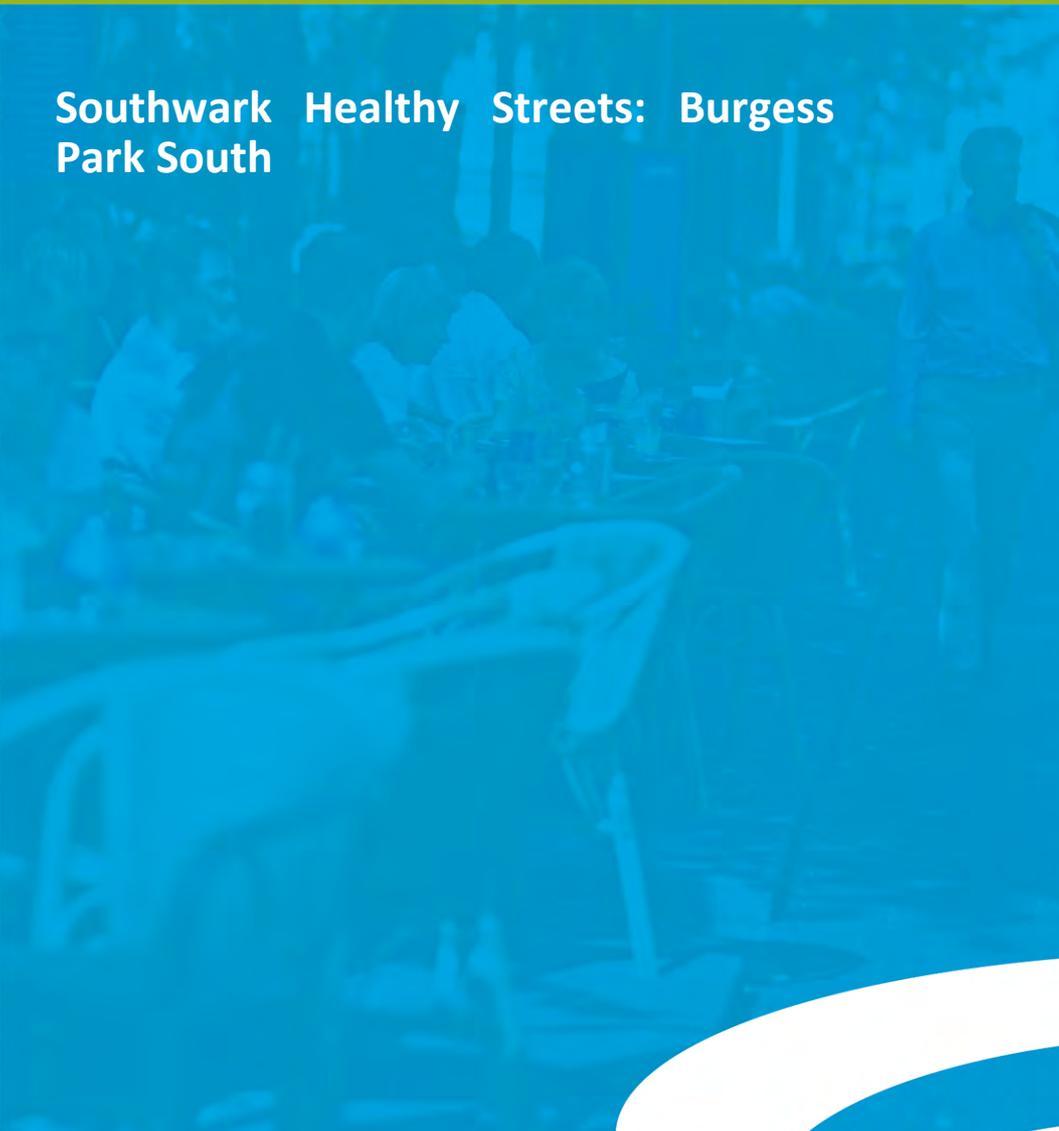
FINAL REPORT

Commissioned by:
London Borough of Southwark

Report number:
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**Southwark Healthy Streets: Burgess
Park South**



TRAFFIC • MOBILITY • TRANSPORT

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Colophon

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Mobycon, May 2018

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1. INTRODUCTION

1.1 Background

The London Borough of Southwark (LBS) is working on healthier, safer streets for walking and cycling, which is in line with the London Healthy Streets Approach. The Southwark Spine is Southwark’s trunk cycle corridor, running along calmer streets, complementing TfL’s Quietways and separated cycleway schemes. Part of this route is being upgraded in the Burgess Park South healthy street project. At the same time, the Southwark Borough Council is proposing the introduction of a new Controlled Parking Zone (CPZ) in the area. Conceptual designs and area-wide public engagement are needed in order to produce an outcome that will provide a stable foundation of support among residents.

The project area for the study is pictured in figure 1. The boundary on the north boundary of the project area is Burgess Park, the southern boundary is Peckham Rd.



Figure 1: Project area



1.2 Reading guide

Engagement was the main focus of the design process, which this report outlines. Following the process overview, the opportunities and threats of the area that were found during the design process are discussed. This then leads to the development of design alternatives, highlighting the preferred design. The report concludes with recommendations for future processes.





2. PROJECT PROCESS AND ENGAGEMENT

This chapter summaries the participatory design process for the study. Engagement sessions provided input for the design process, from problem identification in the first session, to envisioning design options, to arriving at a preferred design. The design process is visualized in figure 2.

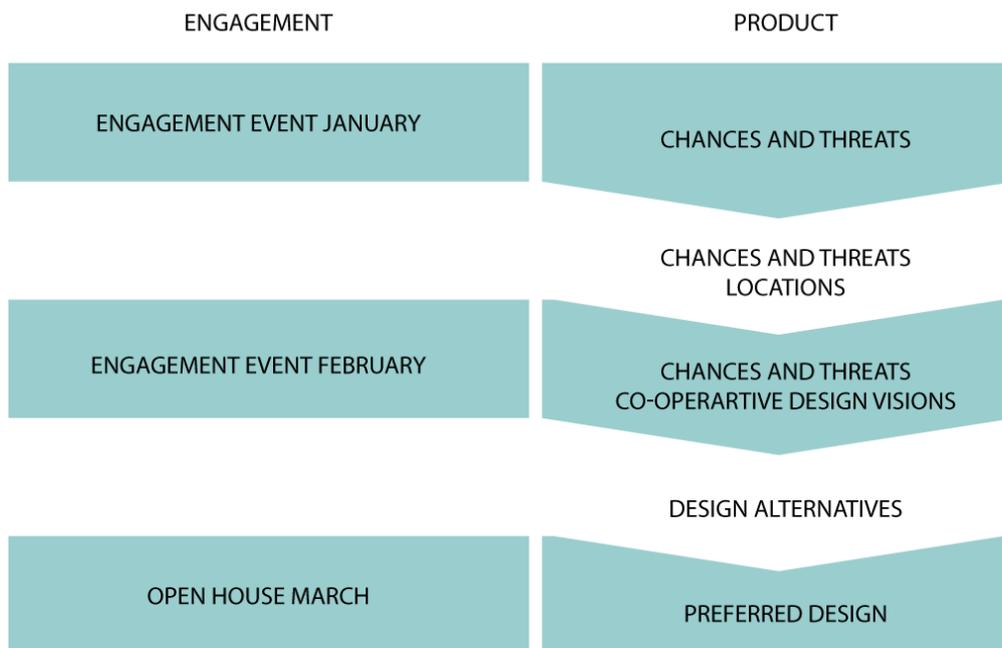


Figure 2: Design process

Engagement event January 2018: Opportunities and threats

The first engagement workshop kicked-off the design process, which was announced with 4,348 invitations that were sent to all addresses across the study area. During the workshop, local residents and members from Friends of Burgess Park, Southwark Cyclists, and other stakeholders created an inventory of the existing opportunities and threats. The outcome of the workshop was populated on a map of the study area. Based on the results, four locations were identified as requiring specific attention, which will decide the success of the project. These were:

1. St. George's Way, between Wells Way and Chandler Way
2. Commercial Way, between Chandler Way and Kelly Ave
3. The junction of Kelly Ave/Lyndhurst Way with Peckham Rd
4. Southampton Way, between Bonsor St and Peckham Grove



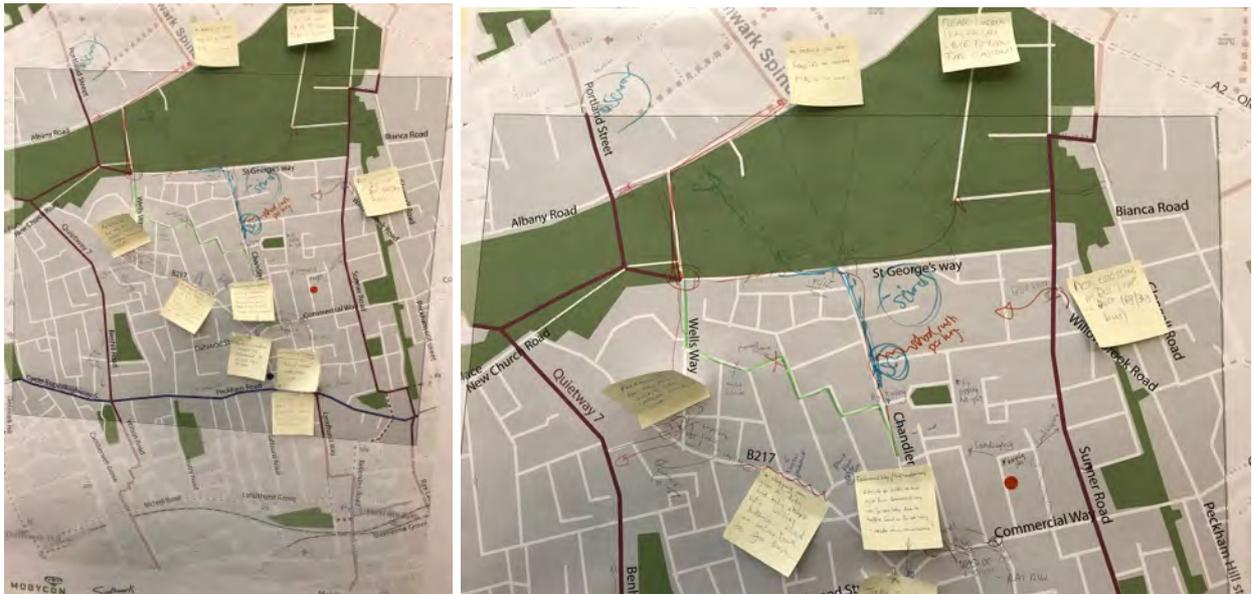


Figure 3: Maps with identified threats and opportunities

Engagement event February 2018: Design alternatives

The second engagement workshop provided the first steps towards the design alternatives. The workshop was announced with posters in the study area. During the engagement workshop, local stakeholders (consisting of Southwark Cyclists, local residents, and council members) were led on a walking tour of the study area. During the walking tour, further opportunities and threats for the design were identified and discussed. Special attention was given to the locations that were identified as threats from the January workshop.

After the walking tour, people were invited to join a walk-in workshop. The participants of the workshop discussed and brainstormed design options for the four locations identified. The results of this workshop generated an updated map of opportunities and threats, as well as several new and inventive ideas for the output of the various design options.



Figure 4: Walking tour



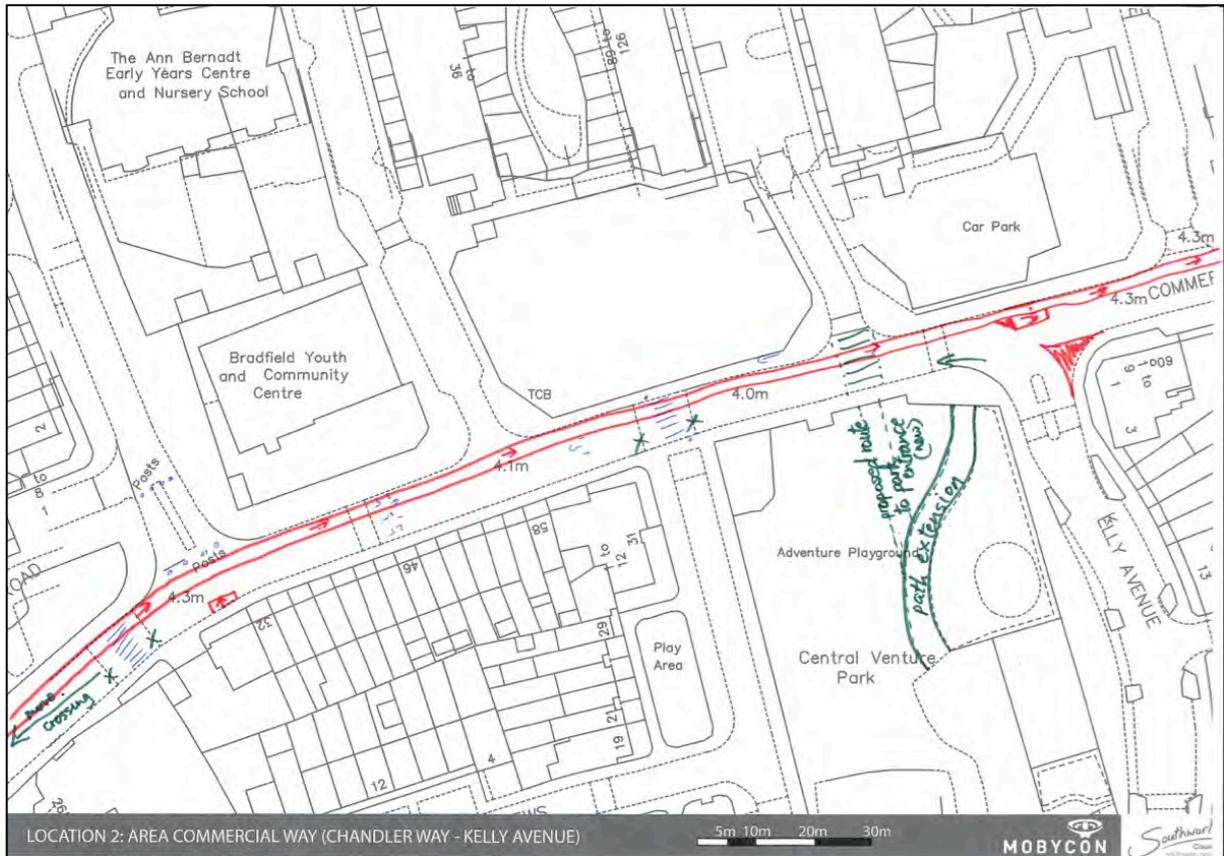


Figure 5: Co-operative design option for Commercial Way

Open house: Preferred design

The third stakeholder event was an open house. To gather participants, a second round of invitations was sent to each address in the study area. In preparation for this event, the input from the first and second workshop was used to design multiple alternatives for each of the three locations which remained: St. George’s Way, Commercial Way, and the junction of Kelly Ave and Peckham Rd.

For two locations, St. George’s Way and Commercial Way, two design alternatives were developed. One based on the idea of slowing down and sharing the street, the other based on safety in segregation. For one location, the junction with Peckham Rd, only one feasible design was developed.

During the open house, all design alternatives, and the process leading to them, were presented. The open house was the last engagement session with Southwark Cyclists and local residents in this design process. The result of the open house was the preferred designs for the three locations.





3. COLLECTED OPPORTUNITIES AND THREATS

In this chapter, the results of session one (identified opportunities and threats) and session two (the walking tour) are discussed. Figure 6 shows the opportunities (in green) and threats (in red) identified by the stakeholders and residents. The opportunities are about providing extra connections for pedestrians and cyclists, and reducing car access. Most threats are about dangerous or difficult junctions, parking, and rat running through the neighbourhood.



Figure 6: Map with the identified opportunities and threats

Figures 6 and 7 show the proposed route for the spine that resulted from the first workshop. The opportunities and threats were identified by local stakeholders and residents. When focusing on the direct area of the proposed spine, commuters and parked vans create a parking problem on St. George's Way. There is, however,



an opportunity to connect the spine to Quietway 7 via Wells Way. Residents considered the junction of St. George’s Way and Chandler Way as dangerous for children walking to school and people on bicycles. The junction of Chandler Way and Burcher Gale Grove is also considered dangerous by residents, especially during the school rush, due to the large number of cars that turn right onto Chandler Way. Local stakeholders and residents identified the right-turn from Commercial Way onto Kelly Ave as a dangerous manoeuvre because of the speed and volume of cars turning the corner. The junction at Kelly Ave/Lyndhurst Way-Peckham Rd was also considered difficult to cross for cyclists. An opportunity was also provided: to make a two-stage crossing at this junction.

Based on these opportunities and threats, four locations were chosen as crucial to the success of the route:

1. St. George’s Way, between Wells Way and Chandler Way
2. Commercial Way, between Chandler Way and Kelly Ave
3. The junction of Kelly Ave/Lyndhurst Way with Peckham Rd
4. Southampton Way, between Bonsor St and Peckham Grove

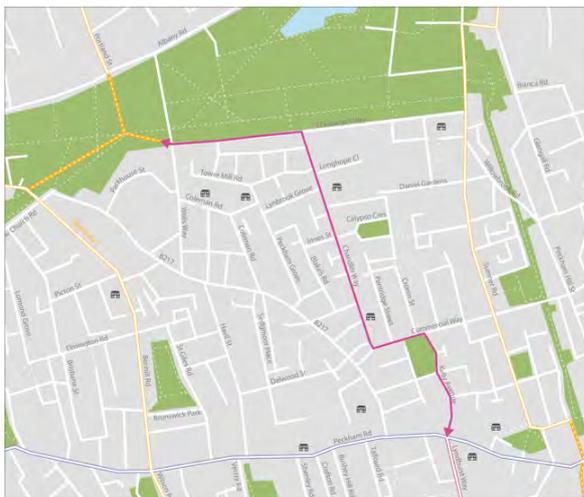


Figure 7: Proposed spine

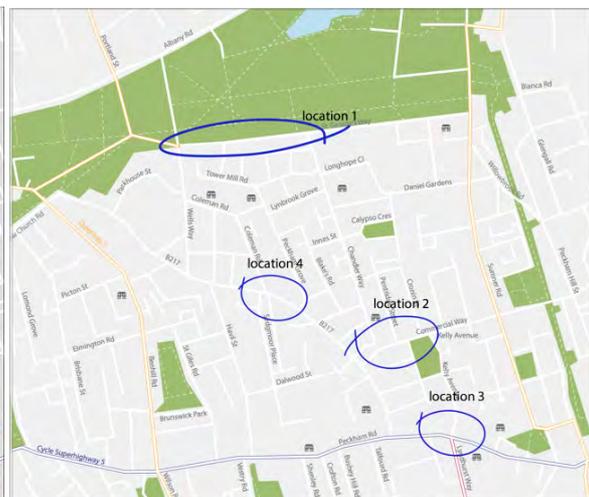


Figure 8: Four design locations

The co-operative design visions, together with the identified opportunities and threats, were the starting point for the proposed design alternatives. Based on the results of the workshop and the preferred route of the spine, it has been decided to further develop 3 locations:

1. St. George’s Way, between Wells Way and Chandler Way
2. Commercial Way, between Chandler Way and Kelly Ave
3. The junction of Kelly Ave/Lyndhurst Way with Peckham Rd





4. DESIGN ALTERNATIVES

The design alternatives based on the second engagement session are discussed in this chapter. The three locations where the most urgent problems were identified are discussed individually as well as a continuous route. The three locations are:

- St. George’s Way, between Wells Way and Chandler Way
- Commercial Way, between Chandler Way and Kelly Ave
- Junction at Kelly, Ave/Lyndhurst Way with Peckham Rd

Based on the location of an existing pedestrian crossing, it was decided to shift the proposed spine from Commercial Way-Kelly Ave to Commercial Way-Moody Rd. The Kelly Ave/Lyndhurst Way - Peckham Rd junction is the same for both alternatives: bike boxes for two-stage turns for right-turning cyclists. The design alternatives on a bigger map can be found in appendix A.

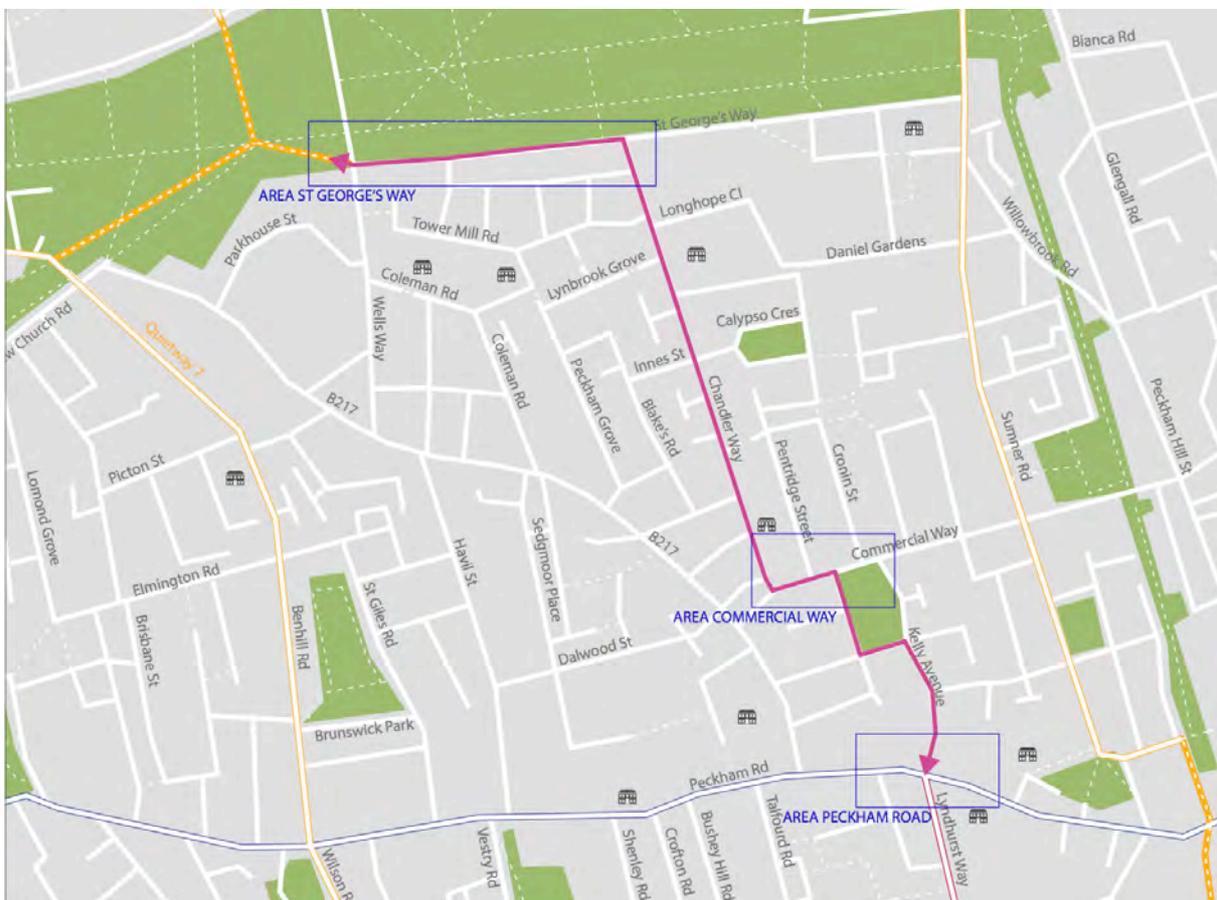


Figure 9: Three design locations and the final proposed spine

4.1 Slow and shared

There are two different approaches to providing safe space for cycling. In the design alternative ‘*slow and shared*’, the focus is on slowing cars on the route. By slowing cars, it is possible for cyclists and cars to safely share the roadway. On St. George’s Way, cars are slowed with a raised junction. St. George’s Way is closed to cars east of Chandler Way, forcing through-traffic take another route. Only local traffic will travel on the street,



reducing the volume and speed of cars. On Commercial Way, installing a pedestrian island at Chandler Way and narrowing the street with a bicycle jug-handle at Moody Rd changes the profile of the street, also slowing car traffic.

4.2 Safety through separation

In the second design approach, the focus is on *'traffic safety through separation'*, the focus is on creating separated bicycle facilities wherever possible. The space for cars is constrained to create space for cyclists. Cyclists travelling west to east on St. George's Way are provided with a dedicated cycle lane while those travelling east to west share the road with cars. The junction with Chandler Way is raised and contains a zebra crossing. On Commercial Way the roadway is narrowed to create a separated two-way cycle track on the north side of the roadway. Pedestrians and cyclists can cross safely at the raised crossing at Moody Rd.

4.3 St. George's Way

The designs for St. George's Way follow a long stretch, therefore design alternatives are presented for each sub-location.

Junction with Wells Way

The junction with Wells Way will mostly remain the same for both alternatives. The turning box in the middle of the street remains since the size is perfect for cyclists wanting to turn right. Cyclists entering and exiting Burgess Park have a dedicated signalized cycle facility, connecting them to St. George's Way. Cyclists on Wells Way have dedicated bike boxes. The northeast corner of the junction is redesigned with a wider curb radius to give more room to pedestrians.

For design alternative *'share the road'*, the street is narrowed to create parking bays and provide street greening, in line with the Healthy Street Approach. Instead of on-street parking, the road is shared by all road users. For design alternative *'safety through separation'*, the start of the dedicated cycle lane can be seen as well as a bike box for westbound cyclists.



Figure 10: Junction Wells way *'share the road'* (left) and *'safety through separation'* (right)



Street profile

For design alternative *'share the road'*, the junction with Comfort St is raised to increase visual awareness and keep the speed low, the street is also narrowed to 6 meters. The alternative *'safety through separation'* has dedicated cycle infrastructure for one direction while the remaining 5.5 meter roadway in the opposite direction is shared.



Figure 11: St. George's Way *'share the road'* (left) and *'safety through separation'* (right)

Junction at Chandler Way

In design alternative *'share the road'*, St. George's Way is closed to cars east of Chandler Way; pedestrians and cyclists continue to have permeability. The closure results in a space for pedestrians to cross safely. As a result, the pedestrian crossing west of the junction is removed. The design *'safety through separation'* also moves the pedestrian crossing towards the junction, but keeps it on the west side. The junction is raised to alert users of the high volume of turning movements.



Figure 12: Junction Chandler Way *'share the road'* (left) and *'safety through separation'* (right)

4.4 Commercial Way

The Commercial Way design alternatives are discussed individually below. Please note that the area just north of Commercial Way is a planned development site.

Share the road with crossings at Chandler Way and Moody Rd

For this design alternative, most of Commercial Way is kept as is. The on-street parking is still possible for most of Commercial Way, which keeps the speed of cars lower, but also reduces space for cyclists. A traffic island is installed at the closure of Chandler Way, allowing for a two-stage right turn. The two-stage turn provides





northbound cyclists a safe place to wait before crossing. Eastbound cyclists use a jug handle that feeds cyclists southbound across a prioritized raised crossing that leads to Moody Rd. The entrance of Moody Rd contains a two-way cycle facility which is also safe for pedestrians



Figure 13: Design alternative 'share the road'

Separated two-way cycle track with crossing

For the design alternative 'safety trough separation', the roadway is narrowed to 6 meters between Southampton Way and Pentridge St, and to 5.5 meters between Pentridge St and Moody Rd. The northern side of Commercial Way, between Chandler Way and Moody Rd, contains a 2.5-3.0 meter wide separated two-way cycle track.



Figure 14: Design alternative 'safety through separation'





At Chandler Way, the cycle-track curves away from the main roadway. The two-way cycle track connects to Moody Rd via a raised crossing with priority, and a short two-way cycle facility at the start of Moody Rd. The raised crossing is the same in design alternative ‘share the road’.

4.5 Junction Kelly Ave/Lyndhurst Way - Peckham Rd

The Kelly Ave/Lyndhurst Way - Peckham Rd junction is the same for both alternatives – the design for this junction is a design suggestion. The suggested design is to be coordinated with TfL since this junction is managed by them. by

To improve the ease of crossing Peckham Rd from Kelly Ave, the approach of Kelly Ave is narrowed to a 4 meter wide bicycle facility. Eastbound cyclists wishing to turn right have a safe space to wait in front of southbound cyclists on Kelly Ave. Southbound cyclists reach a dedicated traffic signal on Kelly Ave. The two-way cycle facility on Kelly Ave is wide enough for emergency vehicles to enter. Additionally the bollard in the middle can be removed, allowing emergency vehicles to enter freely.

It is suggested that the bike boxes on Peckham Rd are removed since they are not considered safe or appropriate on multi-lane roads. Because of the merge due east of the junction, it should be investigated to have only one eastbound through-lane and have a dedicated right-turning lane instead of a combined through-and-right-turning lane. This could have positive effects for bicycles downstream of the junction, at the current merge. The westbound bicycle lane on the south side of Peckham Rd has a bike box away from traffic for right-turning cyclists.



Figure 15: Design suggestion for the Kelly Ave/Lyndhurst Way - Peckham Rd junction





5. PREFERRED CONCEPTUAL DESIGN

Local stakeholders, residents, and Mobycon – as a professional advisor – all favour the preferred conceptual design. The preferred design was chosen during the open house. The preferred conceptual designs consist of a *'slow and shared'* St. George's Way with a closure east of Chandler Way, a narrowed Commercial Way with a separated two-way bicycle facility between Chandler Way and Moody Rd, and the junction of Kelly Ave/Lyndhurst Way - Peckham Rd fitted with two-stage turns for cyclists. The entire preferred design on a larger scale can be found in appendix B.

5.1 St. George's Way

For St. George's Way, *'slow and shared'* is the preferred design alternative. This option was chosen because closing off a part of St. George's Way removed significant through-traffic from the route, as well as solving the dangerous junction with Chandler Way. This option provides for more extensive cycle network connectivity, connecting east of Chandler Way into the Bermondsey to Catford Quietway.

Closing off St George's Way east of Chandler Way means that car drivers will have to take a different route to their destination. For locations that are east and west of the closure, the additional travel time was measured and visualised in figure 16. Locations west of St. George's Way will experience similar travel times. The circulation maps on a larger scale can be found in appendix C.

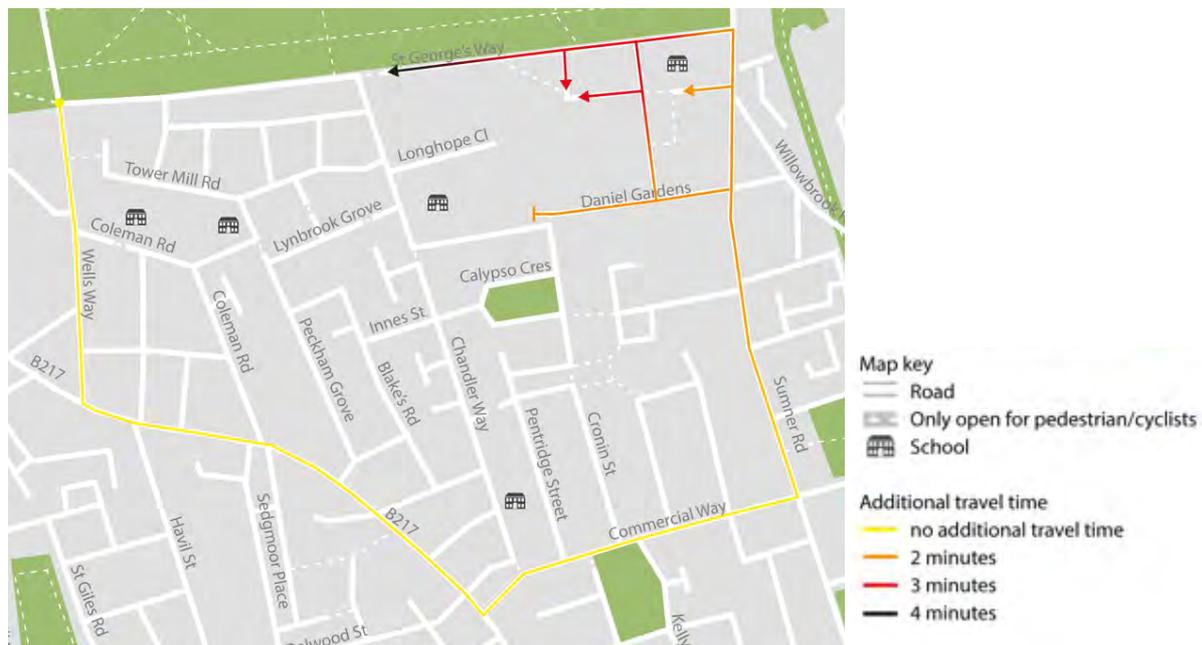




Figure 16: Circulation for locations east (top) and west (bottom) of Chandler Way



Figure 17: Preferred design for St. George's Way

The design for St. George's Way follows a long stretch of street, as can be seen in figure 17. Therefore, three key design areas are shown in detail.



Figure 18: Width of the street



The roadway of St. George’s Way is shared by all road users. The roadway is narrowed to 5.8 meters between Wells Way and Comfort St. (figure 19), and to 6.0 meters between Comfort St and Chandler Way. The current on-street parking is changed to parking bays, which keeps the width of the street static whether or not cars are parked. Additionally, the parking bays provide space for intermittent street greening through the planting of trees, which is in line with the Healthy Street Approach. The bays along St. George’s Way create uniformity with the parking bays on Comfort St. The junction with Comfort St is raised to increase recognizable awareness of turning vehicles and crossing pedestrians. Furthermore, the raised platform slows cars down, making the road feel less like a race track. East of the junction the road is narrowed to 6 meters to give more space to pedestrians and to keep the road safe for shared use. The current on-street parking on the north side of St. George’s Way is removed.

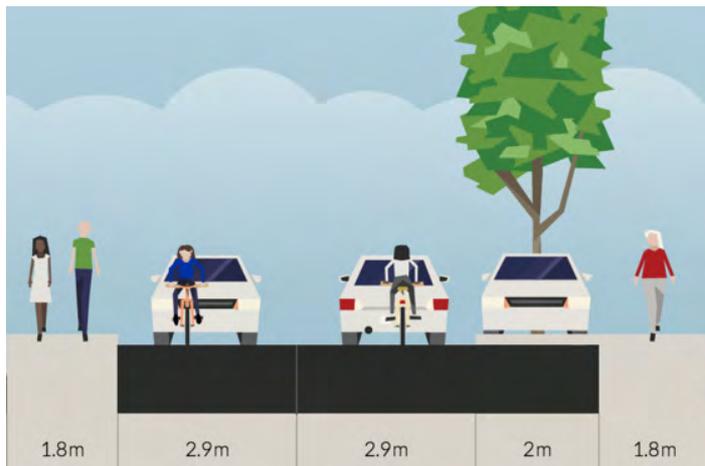


Figure 19: Cross section of St. George’s Way





Figure 20: Junction with Wells Way

The junction with Wells Way remains mostly the same. Cyclists turning right onto St. George's Way may utilize the existing turning lane to safely wait before crossing together with (smaller) cars. Cyclists entering and exiting Burgess Park have a dedicated signaled cycle facility, which connects them to St. George's Way. Cyclists on Wells Way have dedicated bike boxes. The northeast corner of the junction is redesigned with a wider radius to give pedestrians more space. The pedestrian crossing facilities remain the same as the current situation.

St. George's Way is closed to cars east of Chandler Way; pedestrians and cyclists continue to have permeability. The closure results in a safe space for pedestrians to cross. As a result, the pedestrian crossing west of the junction is removed.

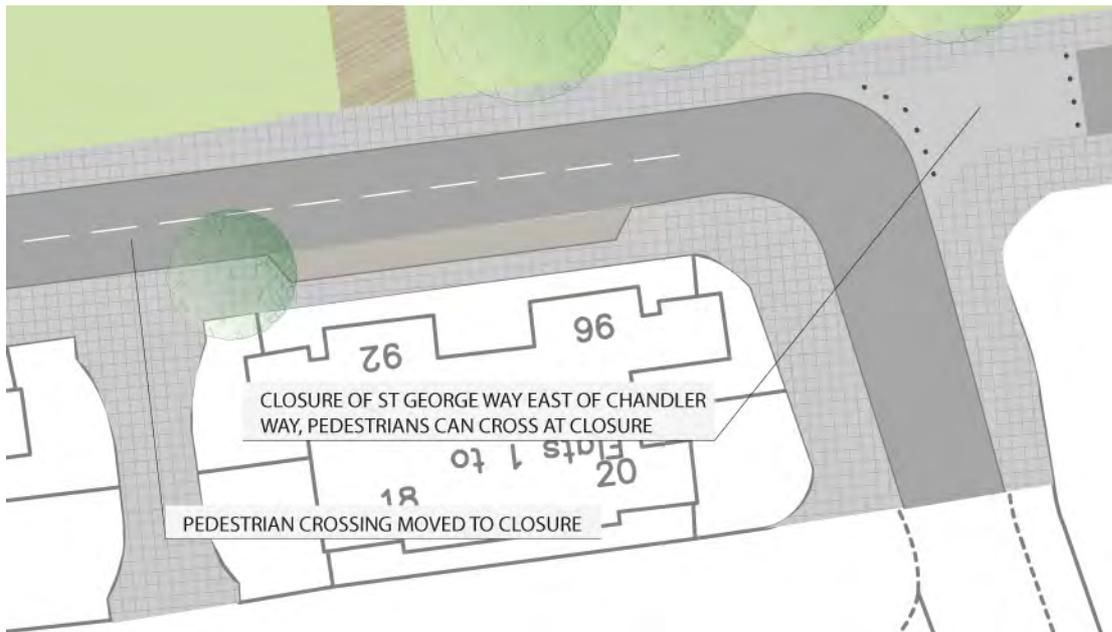


Figure 21: Closure east of Chandler Way

5.2 Commercial Way

Since Commercial Way is significantly busier than St. George’s Way, the preferred design between Chandler Way and Kelly Ave is a narrowed roadway with a separated two-way bicycle track. Given the limited available space on Commercial Way, the cycle lane terminates at Moody Road, where cyclists will cross into Moody, which is a dead-end street and has very limited car traffic.



Figure 22: Preferred design of Commercial Way

The roadway on Commercial Way is narrowed to 6 meters, and down to 5.5 meters near the Moody Rd crossing. There is a 3.0 meter wide cycle-track along the north side, which curves away from the main roadway at Chandler Way. Chandler Way was already closed to cars, making it the easiest option for cyclists to use. The bicycle facility crosses Pentridge St, where it narrows to 2.5 meters. East of Pentridge St, the cycle-track feeds onto Moody Rd. The existing raised pedestrian crossing at Moody Rd is widened and fitted with a bicycle crossing, moving the



existing pedestrian crossing a few meters eastward. By combining the pedestrian crossing with a bicycle crossing, cyclists are more visible and gain priority. A cut through in the footpath crossing Moody Rd is provided and a two-way bicycle facility with bollards is installed. The parking space where the cycle-track enters Moody Rd is removed, allowing cyclists free access.

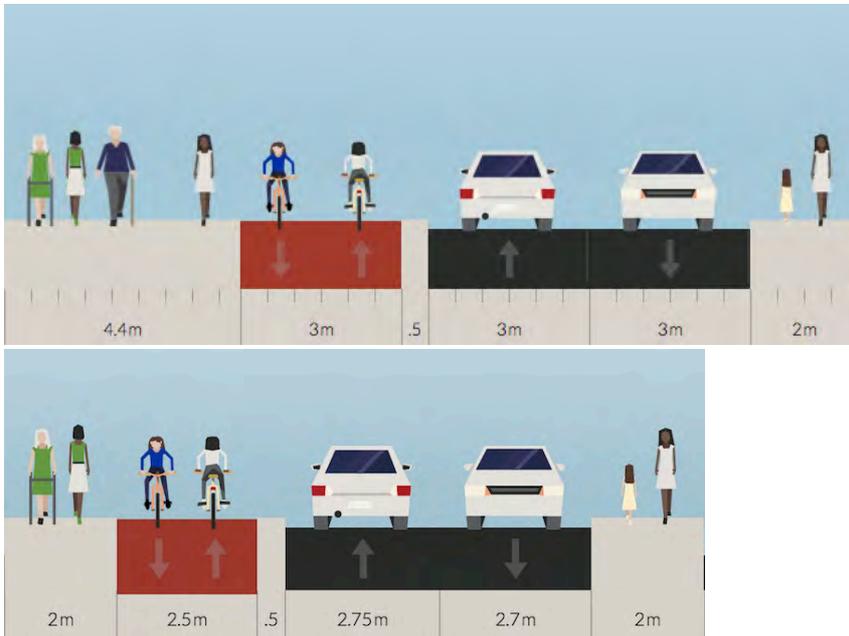


Figure 23: Cross sections of Commercial Way

The road narrowing on Commercial Way removes approximately 14 on-street parking spaces between Chandler Way and Cronin St. The road continues at the narrowed width in both directions with parking bays replacing traditional on-street parking. The new bicycle-track does not interfere with the existing electrical features along Commercial Way between Chandler Way and Pentridge St.



Figure 24: Zoom in of bicycle facility





5.3 Kelly Ave/Lyndhurst Way - Peckham Rd junction

The final design for the junction at Peckham Road is the responsibility of TfL and therefore this preferred design is a suggestion. During the ‘opportunities and threats’ workshop, this junction was identified by cyclists as being difficult to cross. This design advice is recommended since it is of high importance for the success of the overall route.

To improve the ease of crossing from Kelly Ave onto Lyndhurst Way, the opening of Kelly Ave is narrowed to a 4 meter wide bicycle-track. The two-way cycle facility is wide enough for emergency vehicles to enter Kelly Ave and the bollard in the middle can be removed, allowing them to enter freely. The westbound bicycle lane on the south side of Peckham Rd has a bike box for a two-stage turn for right-turning cyclists. These bicycle facilities have dedicated traffic signals to allow safe crossing of the junction. The current traffic signal scheme will need to be adjusted to accommodate these new bicycle-dedicated signals.

It is suggested that the current bike boxes on Peckham Rd are removed since they are not considered safe or appropriate for multi-lane roads. Cyclists wanting to continue straight should stay in the cycle lane, those wanting to turn right can safely use the safely placed bike box for a two-stage turn. Due to the merge just east of the junction, it is advised to have only one eastbound through lane, and have a dedicated right-turning lane instead of a combined through-and-right-turning lane. The effects on bus reliability needs to be investigated further.



Figure 25: Preferred design Kelly Ave/Lyndhurst Way - Peckham Rd junction





6. RECOMMENDATIONS

Based on the preferred designs, a number of future recommendations are presented in this chapter.

Traffic assessment

In the preferred design, St. George's Way is closed east of Chandler Way. During the design process, a rough circulation scheme was drafted, showing that all streets were still accessible. It is recommended that a more thorough traffic assessment, showing circulation and distribution, is conducted before implementation.

Parking

The area's proposed introduction of a Controlled Parking Zone (CPZ) is part of the background for this project. The CPZ will free-up parking spaces in the area, handing over more space to pedestrians and cyclists. In the preferred design, on-street parking is removed from the north side of St. George's Way and from Commercial Way, between Chandler Way and Cronin St. The removal of parking spaces is a consequence of the preferred design – this should be a topic of discussion during the consultation phase.

Wayfinding

Users should easily be able to navigate the Burgess Park South healthy streets route. Eastbound cyclists on St. George's Way will be naturally guided south onto Chandler Way due to the car-closure at the junction. In both directions, the turn between Moody Rd and Kelly Ave is especially challenging for cyclists to find their way. This route is not a mandatory route, rather it is the safest route. It is therefore recommended to design efficient wayfinding between Moody Rd and Kelly Ave.

Connection to Quietway 7

One of the opportunities identified in the first engagement workshop was a connection to Quietway 7, which is west of the route. This connecting route could take cyclists along Wells Way, through Cottage Green, across Southampton Way, through Benhill Rd, and ending at Edmund St (Quietway 7). If the wish for this connection continues in the future, there should be a heavy focus on providing a safe crossing at Southampton Way.

Reducing junction size at Peckham Road

To allow for a shorter traffic light phase, the size of the junction at Peckham Road can be reduced. This can be achieved by shifting the pedestrian refuge islands closer together, by making use of the fact that the opening of Kelly Avenue is narrowed. Both the eastern and the western refuge island can be moved, reducing the size of the junction significantly. This should be further investigated as part of TfL studies.





7. APPENDICES

1.1 Appendix A: Design Alternatives



The Ann Bernadt
Early Years Centre
and Nursery School

Bradfield Youth
and Community
Centre

Car Park

BICYCLE CROSSING BESIDES EXISTING
PEDESTRIAN CROSSING

PARKING ONLY IN PARKING BAYS WITH TREES

TWO-WAY CYCLE PATH TO CONNECT
CHANDLER WAY TO MOODY ROAD

BUMP-OUT OF CYCLE PATH AT
CHANDLER WAY

COMMERICAL WAY NARROWED TO 5,5 M

COMMERICAL WAY NARROWED TO 6,0 M

TCB

TWO-WAY CYCLE TRACK TO CONNECT MOODY
ROAD TO COMMERCIAL WAY

PARKING ONLY IN PARKING BAYS WITH TREES

Play
Area

The Ann Bernadt
Early Years Centre
and Nursery School

Bradfield Youth
and Community
Centre

Car Park

COMMERCIAL WAY

BICYCLE CROSSING BESIDES EXISTING
PEDESTRIAN CROSSING

BICYCLE JUG HANDLE ADDED

STREET NARROWING

TCB

TWO-WAY CYCLE TRACK TO CONNECT MOODY
ROAD TO COMMERCIAL WAY

ISLAND FOR TWO-STAGE BICYCLE TURN

Play
Area





AREA PECKHAM ROAD (KELLY AVENUE - LYNDHURST WAY)
TWO-STAGE CROSSING AND BICYCLE FACILITY AT KELLY AVENUE





7.1 Appendix B: Preferred design



The Ann Bernadt
Early Years Centre
and Nursery School

Bradfield Youth
and Community
Centre

Car Park

BICYCLE CROSSING BESIDES EXISTING
PEDESTRIAN CROSSING

PARKING ONLY IN PARKING BAYS WITH TREES

TWO-WAY CYCLE PATH TO CONNECT
CHANDLER WAY TO MOODY ROAD

BUMP-OUT OF CYCLE PATH AT
CHANDLER WAY

COMMERICAL WAY NARROWED TO 5,5 M

COMMERICAL WAY NARROWED TO 6,0 M

TCB

TWO-WAY CYCLE TRACK TO CONNECT MOODY
ROAD TO COMMERCIAL WAY

Posts

Play
Area

PARKING ONLY IN PARKING BAYS WITH TREES



AREA PECKHAM ROAD (KELLY AVENUE - LYNDHURST WAY)
TWO-STAGE CROSSING AND BICYCLE FACILITY AT KELLY AVENUE





7.2 Appendix C: Circulation maps closure east of Chandler Way





