



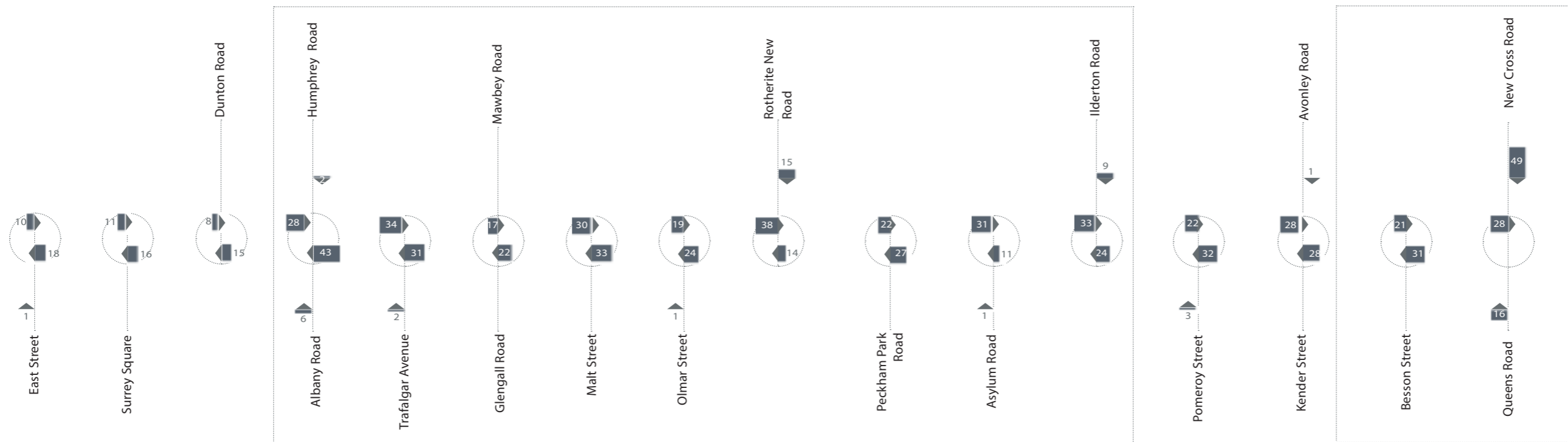
Heavy goods vehicles in the vicinity of the Queen’s Road junction



Queue of heavy goods vehicles during the morning peak



Heavy goods vehicle joining Old Kent Road



The majority of HGV traffic is concentrated in the central part of the corridor between Albany Road and Ilderton Road

HGV traffic tends to join the corridor predominantly from the eastern end.

Source: Based on Traffic Surveys (November 2015), TfL Surveys (2014/2015)

Urban fabric assessment

Both the analysis of current conditions and the stakeholder consultation have identified very similar challenges and opportunities both regarding the movement and place function of the corridor.

Any future design considerations for the corridor will need to take into account the practical constraints such as the presence of listed and valuable buildings and frontages.

Therefore, whilst the previous sections have focused on movement this diagram illustrates the key buildings and sections which contribute importantly to the historic fabric and character of the route and are recommended for retention.

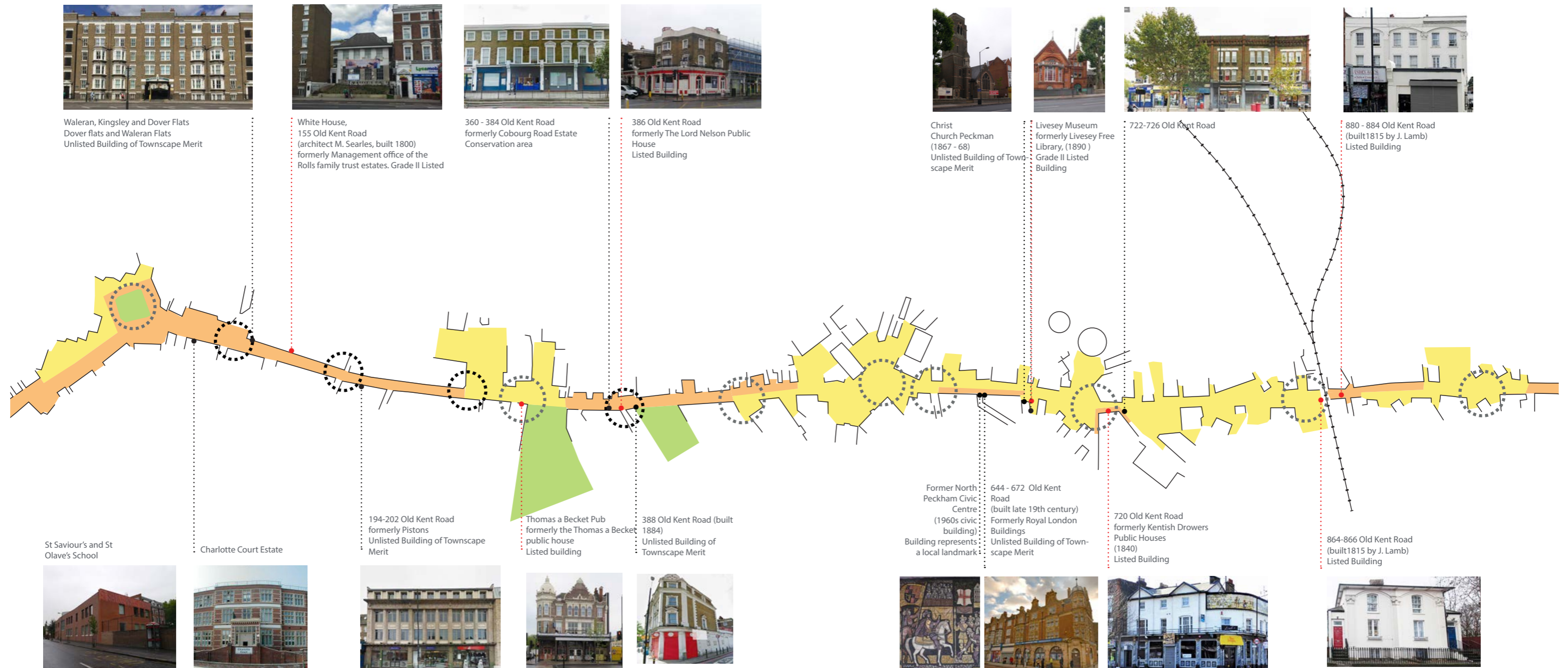
The quality of the public realm varies hugely along the route. Generally those sections with stronger buildings lining the pavement edge perform much better than where development is set back away from the road.

KEY CHALLENGES

- > The public realm is poorly enclosed by buildings along the corridor, particularly as one moves east
- > Some of the best sections of historic buildings constrain the road width

DESIGN CONSIDERATIONS

- > The provision of pedestrian space needs balancing through future interventions with wider pavement provision on the south side where possible
- > Sections of new development frontage could be pulled back to allow for more generous public realm



Stakeholder mapping of key challenges and opportunities

An initial stakeholder workshop to map out the challenges and opportunities along the corridor has been undertaken on 9th December 2015.

The workshop gathered representatives from TfL, GLA, LB Southwark and LB Lewisham. In summary, the identified challenges and opportunities can be grouped as follows:

Public space and pedestrian safety:

- > strong local characteristics scattered along the corridor should be reinforced to create a more cohesive high street feeling
- > legibility along the corridor should be improved
- > wayfinding and sense of arrival should be strengthened
- > streetscape should be consistent and there should be a reduction of the retail park's presence on the road
- > the quality of walking and crossing infrastructure needs to be increased

Reliability of bus operations:

- > buses play a vital role in transporting people along and across the corridor
- > bus priority should be enhanced to increase reliability of services
- > significant bus interchanges require good queuing and waiting spaces for passengers
- > opportunities to increase connectivity across the corridor to link the southern part of LB Southwark with the City should be explored

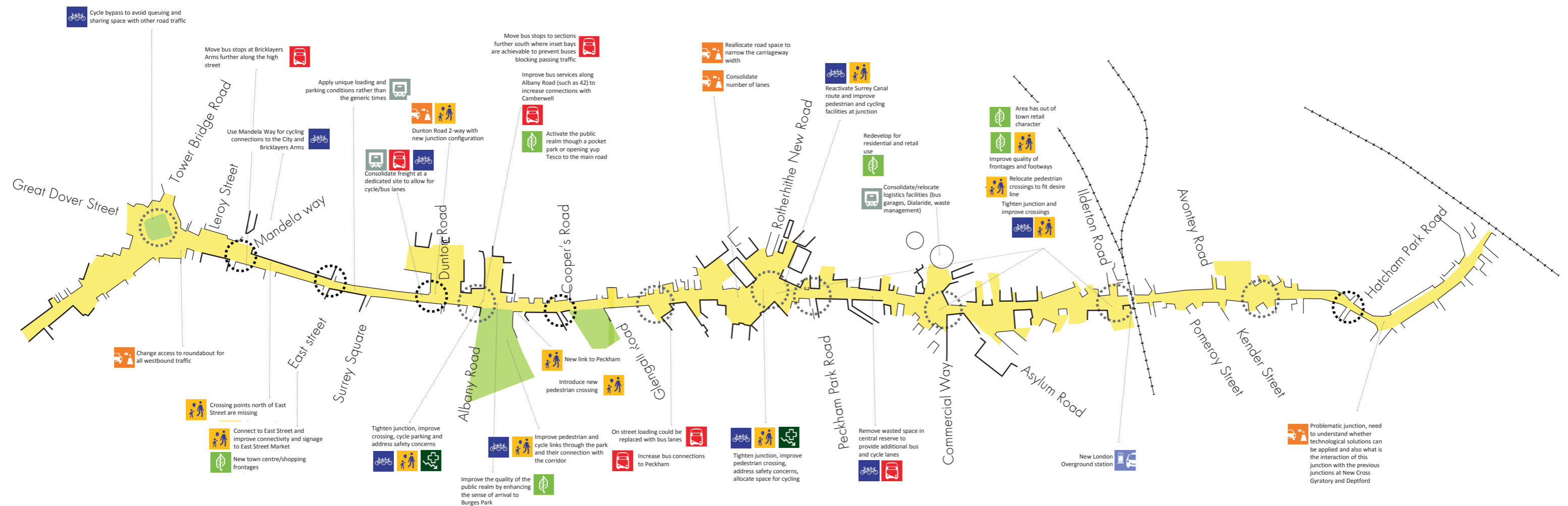
Safety of cyclists:

- > absence of cycle lanes requires cycling with general traffic
- > lack of ASLs at most junctions and very few crossing opportunities should be addressed

Reliability of freight traffic:

- > freight is an important component of the current traffic but is likely to change together with the character of the road
- > provision should be considered for servicing and loading/unloading
- > consolidating freight along the corridor can represent a viable option to reduce heavy goods vehicles traffic but is likely to increase the use of smaller freight vehicles

We have summarised some of these findings as noted during the workshop on the map below.



Source: Stakeholder workshop (9th December 2015)

Chapter contents

- Future developments
- Potential future demand
- Key implications of potential growth

3

Old Kent Road Corridor in the Future

The Draft Old Kent Road Area Action Plan was published in May 2016. The vision for Old Kent Road highlighted in the document presents an ambition for deep transformation in the function of the area, with considerable investment in housing and employment development as well as transport infrastructure.

The aspiration for the Opportunity Area is to become increasingly part of central London through the expansion of London's central activity zone and the construction of the Bakerloo line extension.

The provision of at least 20,000 new homes and 5,000 new jobs is expected to be accompanied by the restoration of the Old Kent Road corridor as a thriving high street with shops, business space, leisure, civic, cultural and community uses.

In the process the out-of-centre style retail parks and superstores will be replaced with development that provides strong, well-defined street frontages and transition from single use industrial and warehousing uses to mixed use neighbourhoods will be encouraged.

As noted previously, the Strategic Transport Study has concluded that the BLE will be a primary enabler of growth in the OA. However, surface transport will still have a key role to play. Therefore, aside from the provision of two new underground stations and interchange opportunities, the Old Kent Road is envisaged as a modern boulevard with improved public realm for pedestrians, protection for cyclists and improved bus infrastructure along its entire length served by new open spaces and green links.

The vision emphasises the importance of walking and cycling focussing around new parks and improved public realm, and areas with more intense activity on the Old Kent Road.

The location and quantum of development will create new pressures on the corridor but are also likely to open up opportunities to rethink the layout of the corridor and priority of modes.

There are currently three main development scenarios that are being considered and each one of them has been presented in the following section.

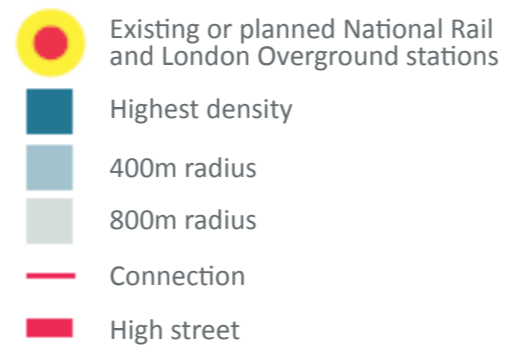
TfL has undertaken modelling for these scenarios and has provided estimates of the implications that the development will have on demand.

These results have also been summarised in the following section.

Future developments

Currently there are three potential scenarios under consideration each proposing different levels of residential and employment development within the opportunity area.







- > The **low development scenario** considers the implications on future demand that 8-9,000 homes and 50-60,000 sqm of employment space would have without the Bakerloo line extension. Most development in this scenario is likely to be focused around the existing industrial areas and the former Surrey Canal route. This scenario also does not include the development of Mandela Way.
- > The **medium development scenario** looks at the implications of delivering 15,000 homes and 70-80,000 sqm of employment space with the Bakerloo line extension. Under this scenario high density development is expected including on Mandela Way and Cantium Retail Park. Two new Bakerloo line stations are assumed, one between East Street and Burgess Park and the second between Commercial Way and Brimington Park.
- > The **high growth development scenario** is looking at achieving 20,000 homes and 70-80,000 sqm of employment space with the Bakerloo line extension. This scenario assumes development on all sites with densities exceeding 550 units/ha in some locations. Two new Bakerloo line stations are assumed, one between East Street and Burgess Park and the second between Commercial Way and Brimington Park.



Low Growth Scenario (no BLE)





-  Proposed Bakerloo Line extension nodes
-  Highest density
-  400m radius
-  800m radius
-  Connection
-  High street

Medium Growth Scenario (with BLE)



High Growth Scenario (with BLE)



Potential future demand

Strategic transport modelling has been undertaken by Mott MacDonald on behalf of TfL, in order to understand likely future movement patterns in the area both now and in the future. A multi-modal modelling approach has been taken, and the modelling has been undertaken at two different levels. This modelling relates to the weekday AM peak period.

This section presents a summary of the results most relevant to surface transport, but further detail on the strategic modelling can be found in the Surface Transport Study.

London Transportation Studies (LTS) model outputs

At the higher level, the multi-modal London Transportation Studies (LTS) model has been used to forecast future demand for movement. It should be noted that as the LTS model uses a relatively coarse zoning system, the results presented here relate to an area that is larger than the OA itself. The outputs from the model are shown in the graphs to the right, and the numbers show the number of trips over a three hour weekday AM peak period.

It can be seen that the total transport demand increases significantly, from approximately 68,000 trips at present, up to 92,000 in the low growth scenario and 123,000 in the high growth scenario. The bulk of this absolute increase is predicted to be for public transport trips and non-mechanised (walking and cycling) trips, with a smaller increase in vehicle trips. This highlights that all of the growth scenarios will result in a very significant increase in the demand for movement in the area, and this growth is especially large in the high growth scenario. There will therefore need to be a focus on catering for walking, cycling and public transport trips.

However, whilst the overall volume of movement is expected to increase considerably, at this coarse level the LTS outputs suggest that the percentage mode split will generally remain stable across all of the scenarios.

HAM / Railplan model outputs

More localised modelling using the HAM (highway) and Railplan (public transport) models was also undertaken. These models do not include non-mechanised trips. Whilst these are still strategic models, their zoning system is more detailed, which means that the outputs presented here relate to the opportunity area itself. The results presented to the right relate to a one hour weekday AM peak period.

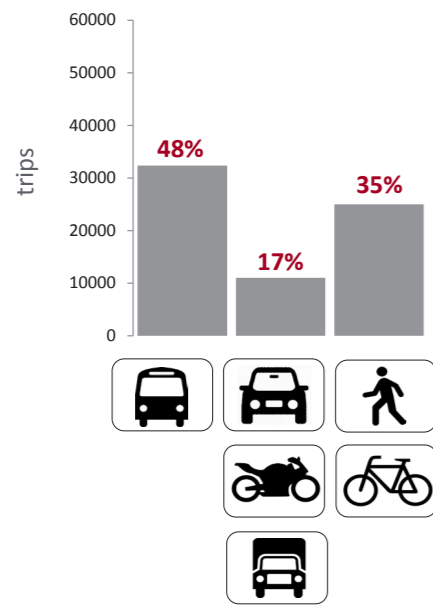
Mirroring the LTS results, a very significant absolute increase in the number of trips made is expected. In particular, there are very large increases in demand for movement by public transport in the medium and high growth scenarios, due to the inclusion of the Bakerloo line extension in these scenarios. There is also expected to be an increase in demand for vehicular movement, but to a lesser extent than for public transport.

For the low growth scenario (without the BLE) the modelling results suggest a significant increase in the volume of bus demand. This high demand is likely to require specific attention on the bus provision and routing along and across the corridor and increase even further the pressure on bus occupancy numbers and allocation of space for queuing and waiting activity.

These changes in absolute demand mean that there is a significant increase in the public transport mode share relative to the vehicle mode share, between the existing situation and all of the scenarios. This suggests that increasing a greater focus on public transport movement is necessary in order to facilitate future development.

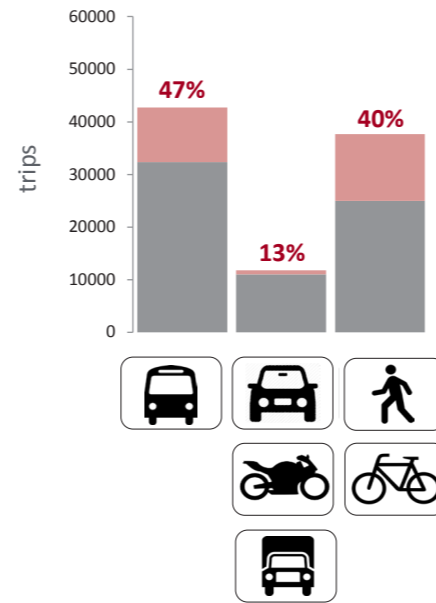
CURRENT MODE SPLIT

LTS OUTPUTS
(3 HOURS AM PEAK PERIOD,
AREA LARGER THAN OA EXTENT)



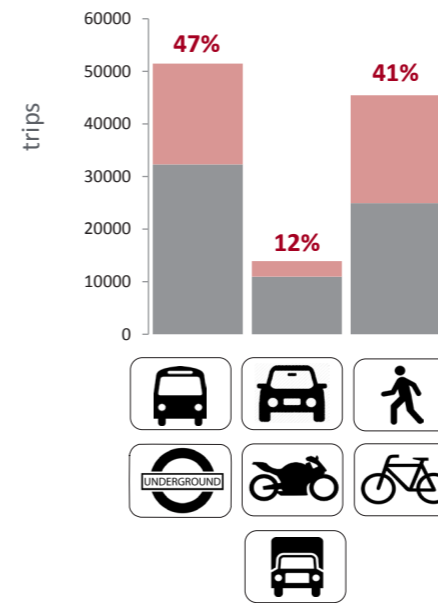
LOW GROWTH SCENARIO
(NO BLE)

- > +8-9,000 residential units (net increase)
- > +50-60,000 sqm employment space (gross)



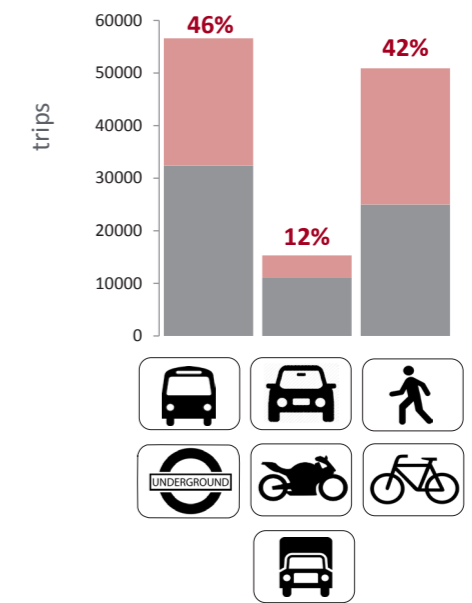
MEDIUM GROWTH SCENARIO
(WITH BLE)

- > +15,000 residential units (net increase)
- > +70-80,000 sqm employment space (gross)

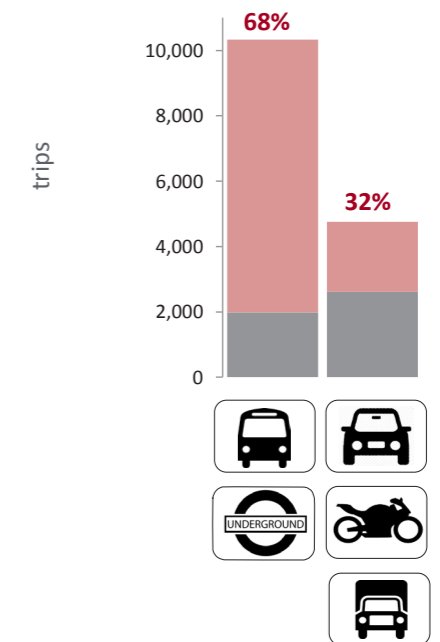
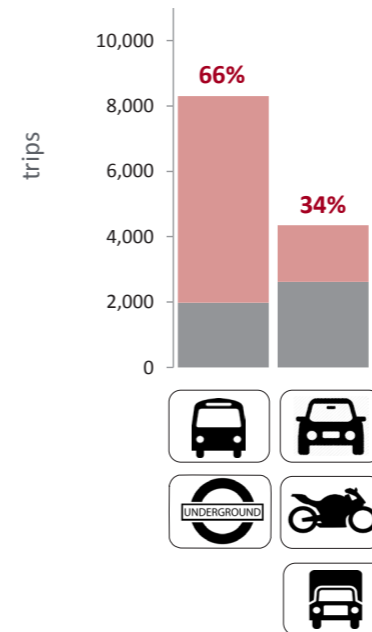
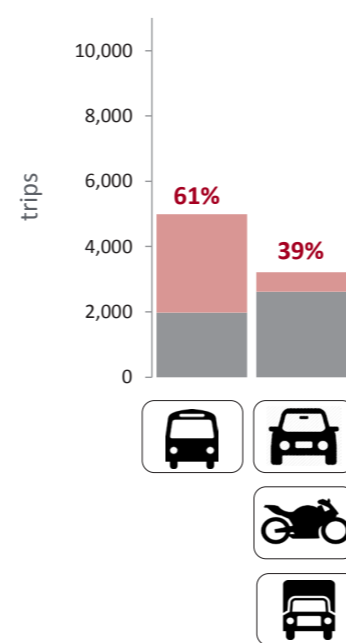
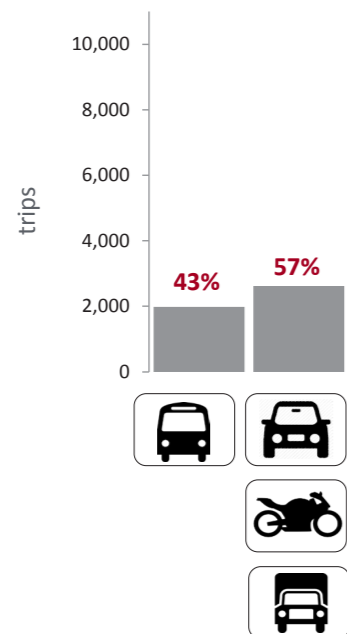


HIGH GROWTH SCENARIO
(WITH BLE)

- > +20,000 residential units (net increase)
- > +70-80,000 sqm employment space (gross)



HAM/RAILPLAN OUTPUTS
(1 HOUR AM PEAK PERIOD,
OA EXTENT)



Note: Percentages in red show mode share

Note: Percentages in red show mode share

Key implications of potential growth

Generally, the potential growth will increase pressure and competition for space from all modes.



- Increased pressure on pedestrian environment and connectivity
- Higher demand for public and green space
- New, unfamiliar users of the area will require better wayfinding and legibility



- Increased need for bus priority to maintain service reliability
- Increased need for improved interchange facilities and waiting and queuing areas



- Higher need to accommodate safe cycling trips and integrate them with interchange opportunities
- Increased residential provision is likely to encourage more local, short trips



- Modelling shows that the road network is generally at capacity
- Increased urgency for mode shift and higher public transport accessibility



- Increased residential occupation together with offices and new retail units is likely to accentuate the need for access for deliveries and servicing
- As the developments come forward strategic heavy traffic will need to be also accommodated

Chapter contents

- Key movement challenges
- Potential corridor function
- Concept interventions
- Corridor-wide options
- Over-arching urban realm considerations
- Option: Incremental improvements
- Option: Enhanced cycle provision
- Option: Enhanced bus provision
- Future design considerations
- Key advantages and disadvantages of options

4

Corridor Concept Interventions

Key movement challenges

Chapter 2 of this report discussed the key challenges that are already facing the corridor, and Chapter 3 examined the impact of the growth that is planned for this area, including how it may intensify the existing challenges. As such, the key movement challenges affecting the Old Kent Road corridor now and in the future include:

- > There is potentially very high growth in non-mechanised trips (pedestrian and cycle trips)
- > There is potentially high growth in the number of public transport trips; some of these can be catered for by the BLE, but in the absence of the BLE all of these would be by bus
- > The road network is generally operating at capacity, and future development may generate an absolute increase in vehicle trips to and from the area (even if the overall mode share for vehicle trips declines)
- > Through vehicles trips also need to be considered, however key bottlenecks elsewhere (both now and in the future) potentially limit how much traffic can get on to the section of Old Kent Road that is examined by this study
- > Conflicts between different road users appear to contribute to collisions along the corridor, and this is only likely to become more acute as the corridor becomes used more intensively

Addressing these key existing and future movement challenges has been one of the key considerations taken into account when developing the interventions that are discussed later in this chapter.

Potential corridor function

However, whilst the movement challenges are important, it is also vital that the potential future function of the Old Kent Road corridor is also considered in a holistic manner, to ensure that it is consistent with the wider aspirations for the area. This section therefore discusses the future of the corridor using the framework of place and movement functions, as set out in the Roads Task Force report.

Future Place Function

Given the potential for very significant growth in the numbers of houses and jobs around Old Kent Road, it is clear that the level of activity on this corridor is likely to increase significantly in the coming years. There will be more people spending time on Old Kent Road, and it will be vital that communities on either side of the corridor are not severed from each other.

Therefore, in order to support development in the area, the place function of the corridor will need to be enhanced. This may involve a number of elements, such as improving connectivity and reducing severance between the two sides of the road, and improving the quality of the urban realm.

Future Movement Function

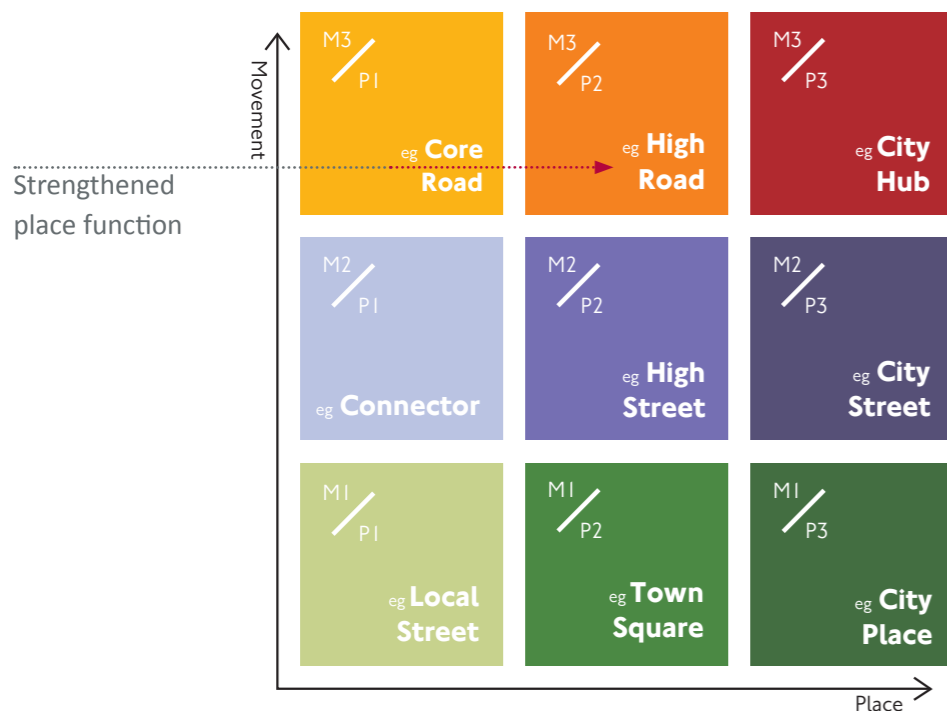
On the other hand, Old Kent Road will continue to be an important movement corridor, and there are a number of movement challenges that have been outlined above. This not only encompasses its current movement role, but also the necessity of supporting the movement needs of new development in the area. This means that the relative importance of movement by different modes is likely to change going forwards.

Future Street Type

Bringing the above together suggests that using the Roads Task Force Street Types matrix, the potential is for Old Kent Road to move towards the right from its current designation as a Core Road, as its place function is strengthened.

However, there is (to some extent) an inherent tension between place and movement functions; for example, providing more direct pedestrian crossings that minimise waiting times for pedestrians can have an adverse impact on movement. However, while reducing the movement function of Old Kent Road may appear to be one way of helping to enhance its place function, this would be difficult to achieve in practice.

As such, the most appropriate future street type for Old Kent Road is likely to be a High Road or perhaps a City Hub. However, whilst the movement function of the entire corridor should be consistent, the place function of the corridor may differ along its length, and this is discussed later in this chapter.



Source: Roads Task Force, The vision and direction for London's streets and roads

Concept interventions

Taking into account the considerations described above, a range of concept interventions has been developed that demonstrates various possibilities for responding to the future aspirations for the corridor. These have been organised under three headings:

- > **Corridor:** Corridor-wide interventions have been developed, that primarily respond to movement needs. These have been developed at a corridor-wide level, as there needs to be some level of consistency along its length in order to provide a coherent route for movement.
- > **Places:** The character of the corridor will not be uniform along its length, but will rather consist of a string of places and moments. As such, a number of key places have been identified, with interventions at these places that respond to and support the planned future mix and form of development in these areas.
- > **Stitches:** At key points along the route, new routes and interventions will stitch the two sides together and create clear moments. New routes will be forged to physically link areas north and south of the road and supporting east-west routes will be reinforced to ease the operation of the Old Kent Road as a high street.

This overall framework, and how it relates to some broader elements of the Opportunity Area, are shown in the diagram below.

Key Design and Movement Principles

A series of principles has therefore been developed to inform the overall approach to the development of interventions for the corridor:

- > The Old Kent Road becomes the join rather than the barrier
- > The corridor is the focus of activity and interchange
- > The streetscape has a well-defined character and rhythm
- > Movement along and across the corridor is maintained and enhanced
- > Capacity for general traffic is generally maintained
- > Public transport, walking and cycling have priority at key junctions

Wider Constraints

However, having set out the potential future function of the corridor and the key principles, it is also important to acknowledge that there are a number of wider constraints that may have a bearing on the implementation of any interventions. These include:

- > Finite space, constrained by existing buildings and infrastructure
- > The need to minimise severance
- > Our work has focussed on the Old Kent Road corridor itself, and whilst we have considered how it fits into wider movement networks this will need to be investigated further
- > The implementation of any interventions will be subject to obtaining funding
- > Programme for surrounding development

These factors mean that any package of surface transport interventions will need to appropriately balance a large number of considerations, some of which may contradict each other.



1 CORRIDOR



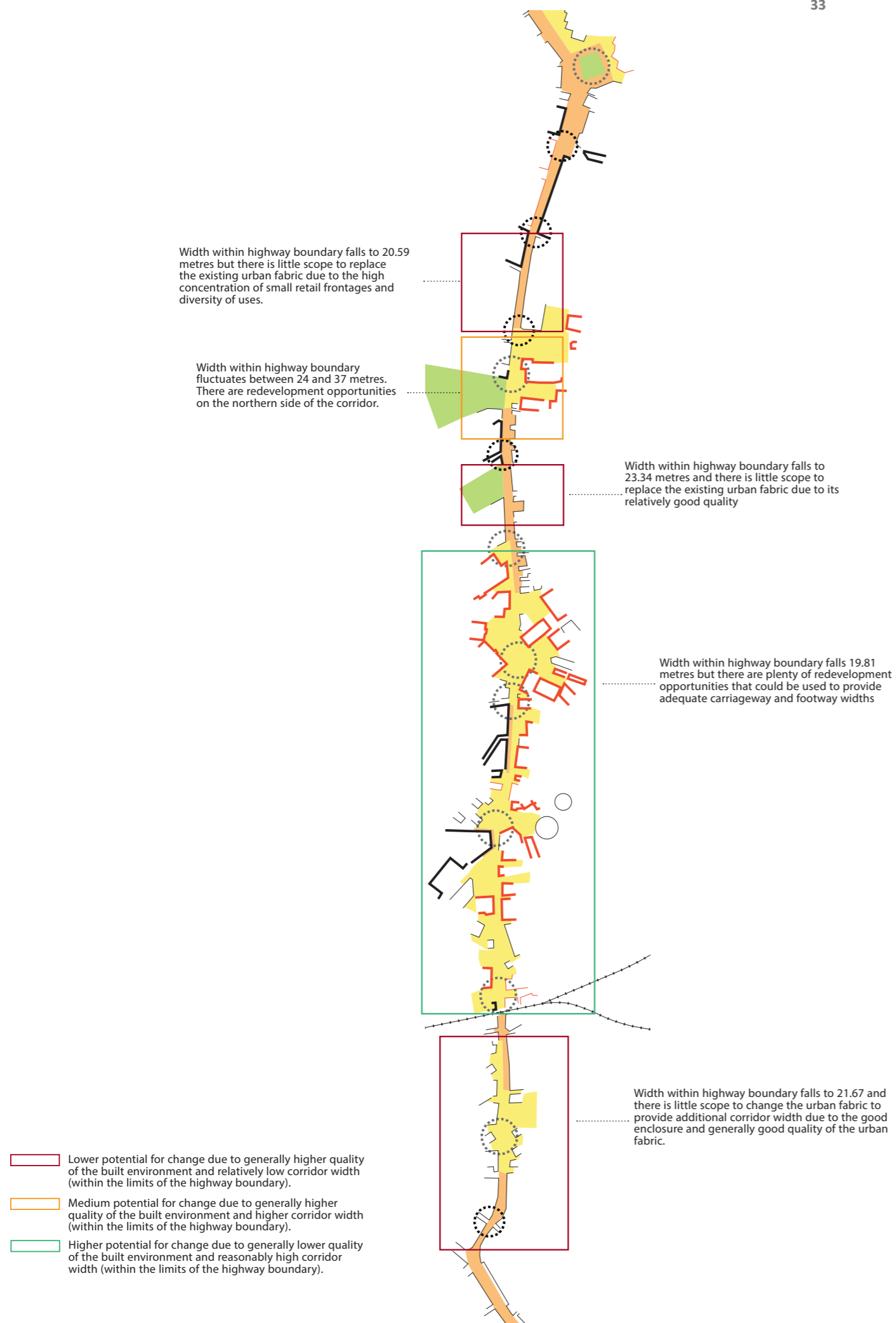
2 STITCHES



3 PLACES: THE HIGH STREET



4 PLACES: MIXED-USE NEIGHBOURHOODS



Corridor-wide options

There are a number of different options for corridor-wide movement interventions. A longlist of options was initially developed based on the analysis in the previous chapters, and these have been narrowed down to the options presented here based on an assessment of their impacts and discussions with stakeholders.

This range of different corridor-wide movement interventions has to represent varying degrees of intervention, and also a range of different emphases in terms of modal priorities. Whilst they seek to address movement issues, they have also taken into account the desire to enhance Old Kent Road’s place function.

However, the available width along the corridor varies, constrained by existing building lines. This is shown on the adjacent diagram.

Whilst future redevelopment may create the opportunities to remove some of these constraints, there are some parts of the existing building fabric that may be desirable to retain.

Over-arching urban realm considerations

Before discussing the interventions related to each option, this section outlines some of the more general place considerations that are relevant to all of the options.

Principles

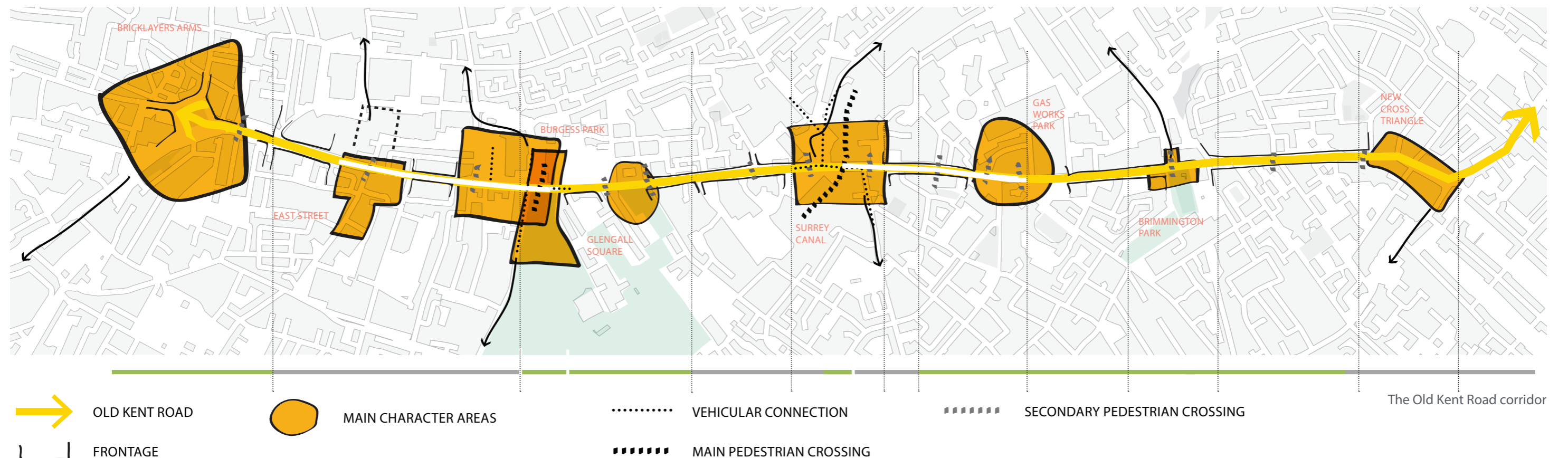
In order to achieve a layer of consistency along the route there are several urban design tools that can be considered. A successful high street is a vibrant place which allows local residents to interact in a safe public environment. Creating an urban landscape that provides access to retail, is easy to read and navigate, is appropriately landscaped and celebrates the history as well as the now, should be the ambition for Old Kent Road. In order to achieve this, the following themes of interventions are suggested:

- > **Creating frontage on to the street:** having frontages with activities towards the street will make a major contribution to better defining the public realm and street space and will promote a strong urban experience.
- > **Clear signage and high quality street furniture:** there is a need to reduce the clutter of signage and street furniture and enhance the clarity of the space.

Signage and street furniture will be important elements of a successful high street, making it easier to navigate and more welcoming and useful to its users.

- > **Robust materials palette:** in order to create a coherent and attractive environment a strong and robust materials palette should be used. The palette should represent the best of London and the local area. It should be simple and enduring, and provide the setting for buildings and activities.
- > **Minimum pavement width:** in order to create a public realm that users can enjoy and easily navigate a minimum pavement width is required throughout the area, allowing uninterrupted movement of people. A re-apportioning of space will be required in some locations to give an appropriate amount of space to the large volume of pedestrians.
- > **Street trees:** street trees and landscaping elements will be critical to supporting an attractive environment. Currently sections of street trees work hard to frame and enclose the street. In the future, the sections of street trees need to be supported and extended to ensure a comfortable and adaptable environment is created throughout for pedestrians.

- > **Celebrate the historic fabric:** the Old Kent Road has a long and unique history and this must play a central role in informing the public realm treatment. Unveiling the historic fabric and story of the route should be done in subtle but inspiring ways.
- > **New public spaces:** creating new public urban spaces along the route will be important in transforming the Old Kent Road into a destination in itself. Defining the visual identity in the area is an essential element that has to be defined in this project. The visual identity is defined by different components, and will include:
 - > The choice of materials, for different areas and uses;
 - > Street furniture, the choice of different type of benches, seating and other such elements;
 - > Bollards, where appropriate;
 - > Signage, making the area readable and highlighting key historical elements;
 - > Lighting that transforms the aesthetics in the area and makes it a safer place; and
 - > Public art, used in a variety of forms to tell the story of the road and enliven places along it.



Precedents

The approach taken to the transformation of Old Kent Road must learn from precedents and previous examples. Many other strategic London routes have sought to respond to changing needs including:

- > A23 Streatham High Road
- > Blackfriars Road
- > Stratford High Street
- > Walworth Road

Each of these examples has sought to re-allocate space and improve the pedestrian and cycle environment. In doing so, some have actively discouraged vehicular use, and others have experienced unintended consequences.

In particular some of these schemes have significantly impacted bus journey time and reliability. Given the strategic importance of Old Kent Road an appropriate balance needs to be struck between different modes.

Places along the route

Fragments of historic high street along the Old Kent Road, pockets of finer grain industry and the line of the former Surrey Canal are all evidence of the area's vibrant past. Some more prominent landmarks also stand out such as the gas holders and surviving public houses. This history is what has to be respected and combined with all new interventions in the area.

The Old Kent Road will be the focus for high street retail once again. The core of shopping frontage will be within two key sections, East Street - Burgess Park and Old Kent Road - Gasworks. These two sections build on the surviving high street frontage and would each be supported by a new tube station.

In both sections, existing good quality high street frontage is to be retained and enhanced. Much of the character and identity of the high street will be formed by these key pieces, and they therefore need the investment to shine alongside the sections of new development.

These high street sections form an initial layer of character along the route which is largely based on activity and experience. Over and outside these is another layer of places which take their cue from existing assets and form defined areas of specific character.

Key crossing points

The wider place-making work has identified a number of "stitches" along the corridor. These are key points along the route where the two sides of the street will be brought closest together. Here the pedestrian connections across the street will be at their strongest. These points will be where greatest emphasis and investment is made to transform the image and experience of the Old Kent Road. The stitches will involve:

- > investment at key crossing points;
- > a change in materials to emphasise the importance of the location;
- > a greater priority shown to pedestrians, ideally through the provision of direct pedestrian crossings across the whole width of the road;
- > a celebration of the historic fabric; and
- > the creation of new public urban spaces.



A23 Streatham High Road



Walworth Road



Blackfriars Road

Option: Incremental improvements

Movement interventions

This option represents an evolution of the current layout of Old Kent Road, and as such represents a lower degree of intervention relative to the other options, whilst still providing benefits. Compared to the existing situation, this option essentially involves:

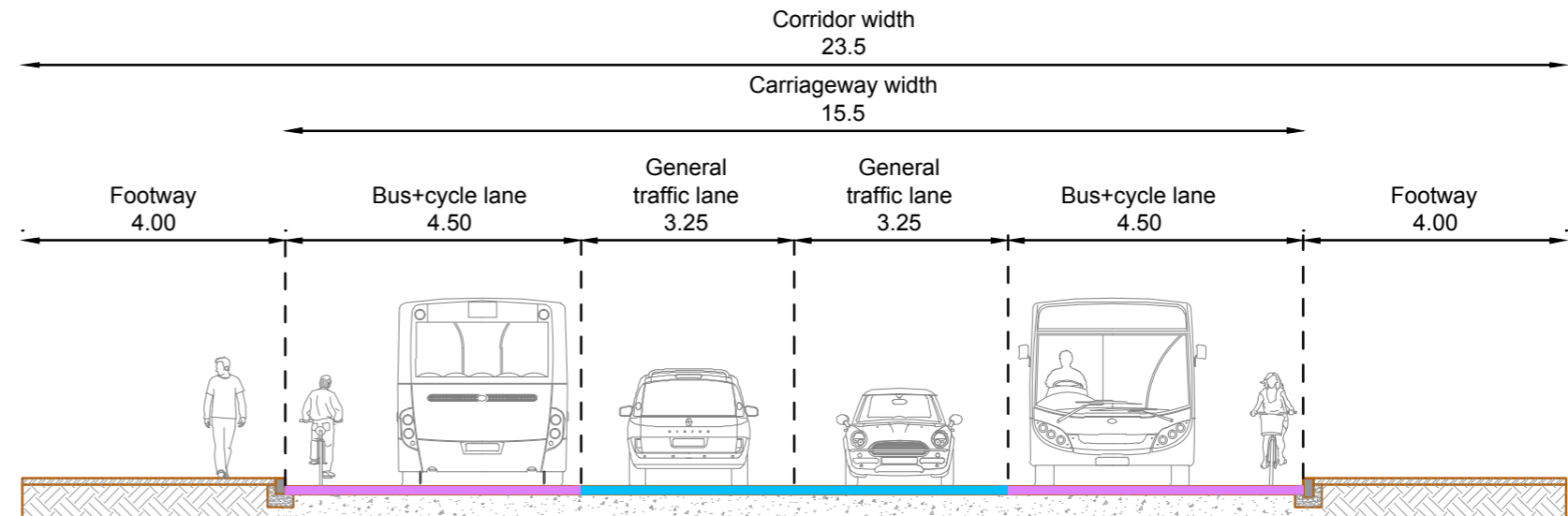
- > Enhancing bus priority by improving the continuity of the existing bus lanes
- > Enhancing provision for cycles by creating bus + cycle lanes that can be shared by these two user groups, more comfortably than they can share the existing narrow bus lanes

The typical mid-block cross section for this option would therefore include a shared bus + cycle lane in each direction, and a general traffic lane in each direction. The carriageway width of this option would depend on the exact lane widths selected, but could be as low as 15.5 metres, which is narrower than the other options.

As this option represents a lower degree of intervention, it is likely to be cheaper and quicker to implement relative to the other options. It could also potentially be implemented in stages along the length of Old Kent Road, as it does not necessarily need to be implemented all at once. This option also requires the least complexity at junctions.

On the other hand, it offers lower benefits for buses and cycles compared to the other options. In particular, conflicts remain between the high flows of buses and cycles along Old Kent Road.

Typical mid-block cross-section



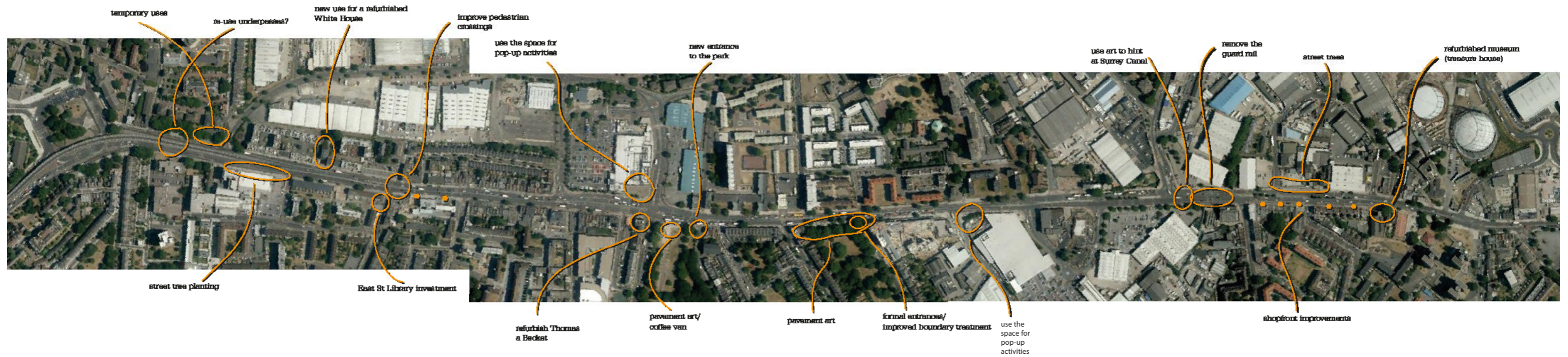
Urban realm interventions

In the short term, there are many locations and potential opportunities to introduce enhancements to the public realm and to point towards the future vision and character of the road. These include temporary or meanwhile projects as well as interventions which can be implemented in the short term as part of the longer term strategy. Interventions for the short terms include highlighting locations where street tree planting can be introduced where the future pavement line should not be disrupt them and they can mature and support the character of the road in the long term.

Temporary projects include pop-up stalls and cafes in locations that will become much more active parts of the high street environment along the Old Kent Road.

Such activities can help change the perception of the road and hint towards the change that is coming.

Enhancing the edges and entrances to Burgess Park, Glengall Square and Brimmington Park also represent short term opportunities and would help emphasise their presence on the road and their contribution to the public realm character.



Option: Enhanced cycle provision

Movement interventions

This option focuses on improving provision for cycles along Old Kent Road. This is in response to the already high number of cycles on Old Kent Road, and the significant number of cycling trips likely to be generated by future development. Given the multiplicity of conflicts with other road users that exist along the corridor, this enhanced provision takes the form of segregated cycle facilities. Two sub-options have been developed, and they include the following changes relative to the existing situation:

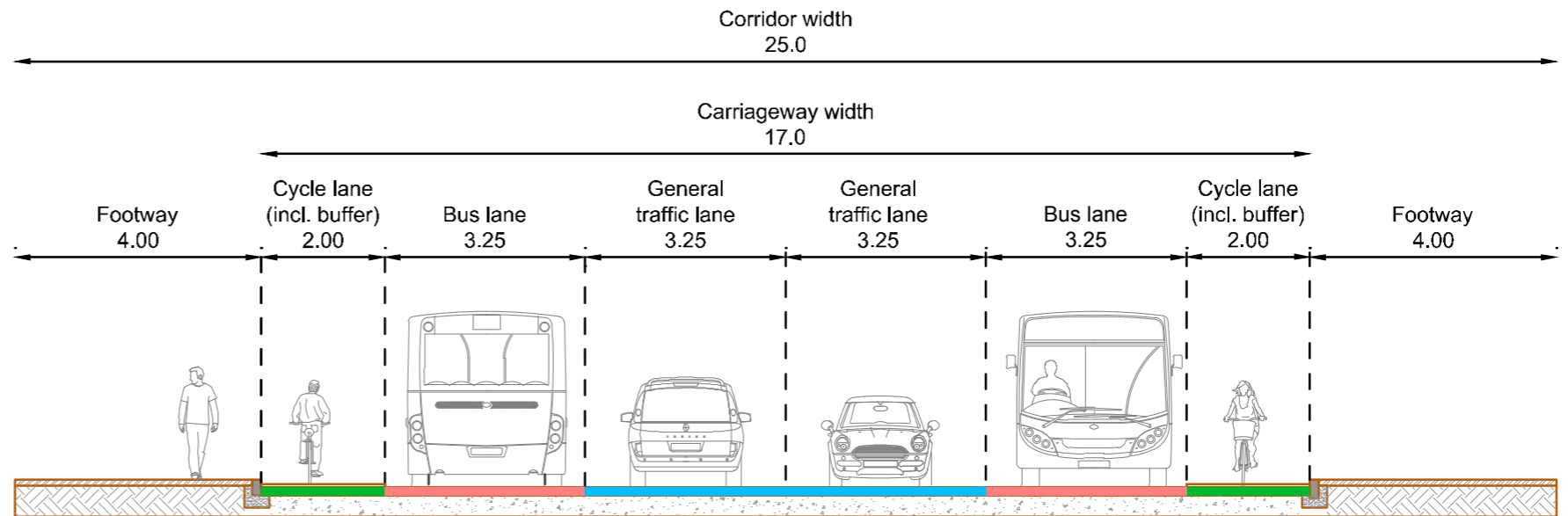
- > Enhancing provision for cycles by creating a segregated cycle route, that either consists of a pair of one-way cycle lanes on either side of the road, or a two-way cycle track along the northern side of Old Kent Road; and
- > Enhancing bus priority by improving the continuity of the existing bus lanes

The first sub-option consists of a pair of one-way cycle lanes along Old Kent Road, which would have some form of segregation. This is the more conventional arrangement, but means that there are still potential conflicts between cyclists and other road users on both sides of the road. It is likely to be simpler to implement relative to the two-way cycle track sub-option, and its implementation could potentially be phased.

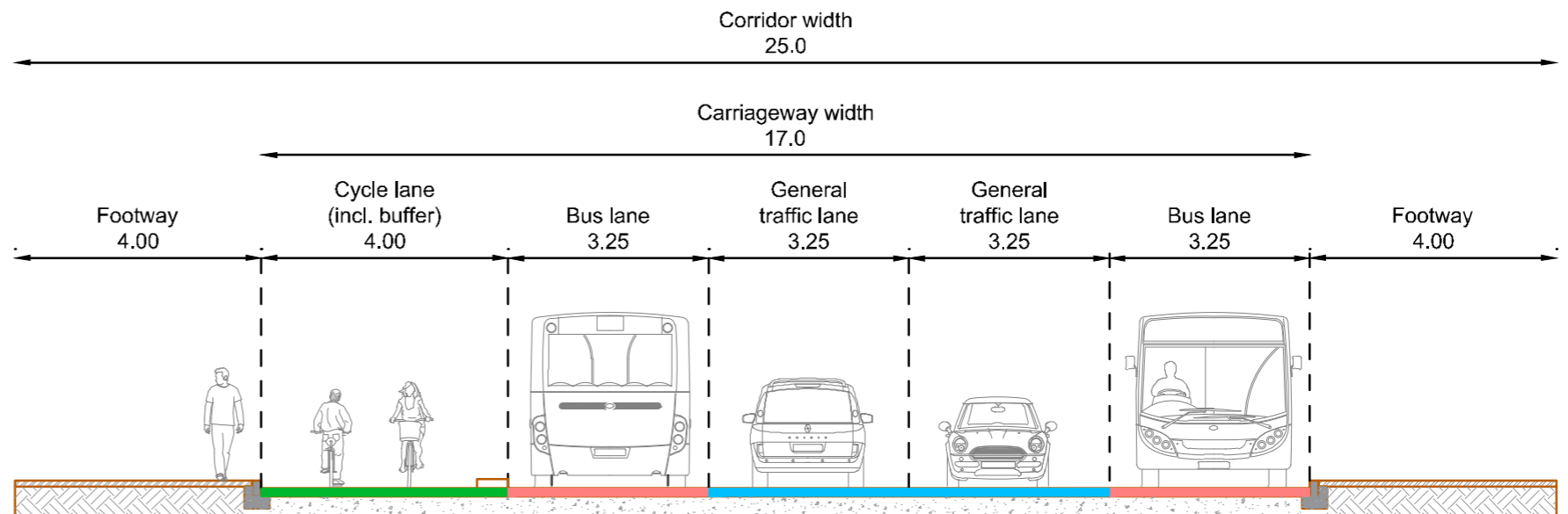
The other cross-section includes a two-way cycle track on one side of Old Kent Road, similar to those being built elsewhere in London. The key advantage of this is that given the highly tidal nature of cycle flows, more effective use of space is made, as it will be easier for cyclists to overtake each other using the full width of the cycle track when there are not any cyclists travelling in the opposite direction. Whilst the cycle track could be located on either side of Old Kent Road, positioning it on the northern side may be more appropriate. This is because the bus stops on the southern side of the road generally cater for more waiting pedestrians due to a higher volume of passengers heading towards central London in the morning peak, and also because there are slightly more intersecting roads to the south of Old Kent Road relative to the north side.

The key disadvantage of this sub-option is that complex signalised locations could be required in order to manage conflicts between cyclists using the track and turning vehicles. In addition, connectivity for cycles between the cycle tracks and areas to the south of Old Kent Road could be more difficult.

Typical mid-block cross-section
Sub-Option: One-way Cycle Lanes



Sub-Option: Two-way Cycle Track



Urban realm interventions

A strategy which moves beyond incremental improvements would allow a much more significant enhancement of the public realm along the Old Kent Road. Fundamental issues around the amount of pavement space, the quality of surfaces and the nature of pedestrian crossings can be addressed through re-appportioning the space between buildings or sites either side of the road.

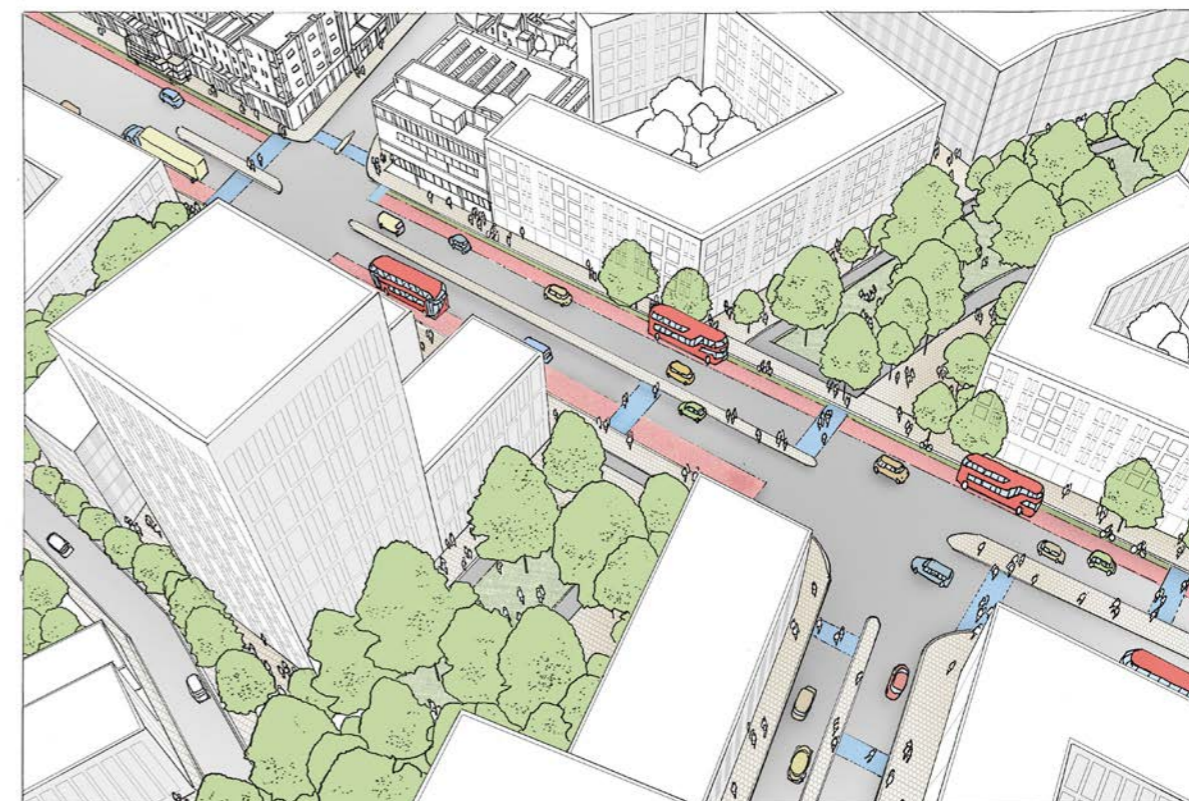
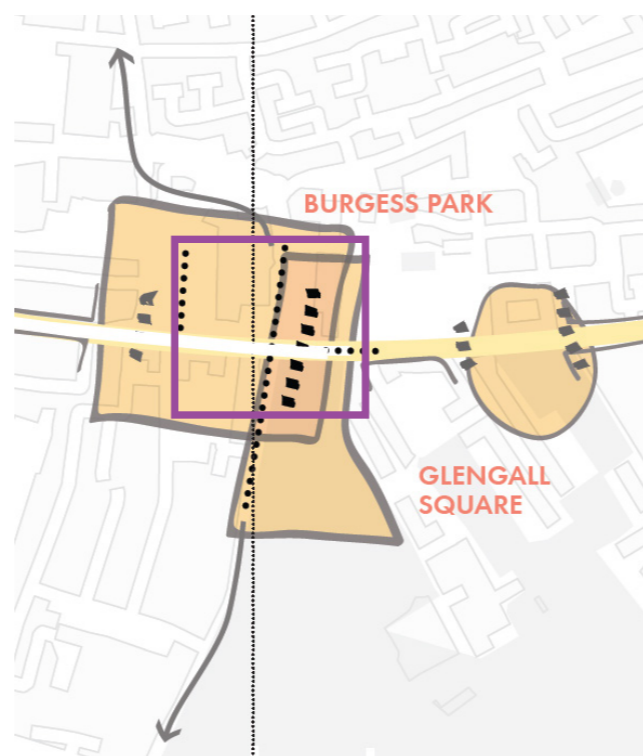
An option that includes enhanced cycle provision with a two-way cycle track on the north side of Old Kent Road could release the south side of the road to support much greater pedestrian activity. In this option, a wider pavement on the south side would be preferential where possible. Extensive street tree planting along new sections of pavement on the south side would help buffer and define the edge between pedestrians and vehicles.

At key junctions, such as Burgess Park, Rotherhithe New Road and Ilderton Road, straight-across pedestrian crossings could be introduced to create points with much easier pedestrian movement. These locations would be linked to greater public realm investment to support stronger spaces in and around these zones. Higher quality materials would be appropriate in these locations, potentially alongside changes in surfaces stretching across the road itself to define crossing points.

Place focused example: Burgess Park

Today, Burgess Park has relatively little presence on the Old Kent Road, however it is a major asset in the area. One of the main opportunities of reworking the junction of Albany Road and Old Kent Road is to “stretch” Burgess Park across the road, meaning people experience more of the park whilst on Old Kent Road. The existing park will be connected with a new space on the north side of the road, with a generous pedestrian crossing linking the two. Part of the intervention is the introduction of a new station at this key point on the Old Kent Road. The new space will form a station square and will make a major contribution to the public realm of the area.

In order to maximise the interaction and connectivity between the two sides of the road, direct pedestrian crossings are preferred, enhancing the ease with which pedestrians can cross the road. Due to the volume of vehicular traffic the junction must accommodate it is likely that a central refuge will need to remain. In order to emphasise the greater pedestrian priority at this point, a raised table could be introduced.



Possible urban realm at Surrey Canal (concept only)



Possible urban realm at Ilderton Road (concept only)

Option: Enhanced bus provision

Movement interventions

This option primarily seeks to significantly improve bus priority along Old Kent Road, in order to improve both bus journey times and journey time reliability, as well as enabling potential bus capacity increases. The key elements of this option are:

- > A pair of dedicated bus rapid transit (BRT) lanes in the centre of Old Kent Road. These would be separated from general traffic lanes by a physical barrier (for example a concrete kerb).
- > Bus stops would therefore also be located in the centre of the road, with bus passengers needing to cross a carriageway to access the bus stops.

The key advantage of this option is that it improves bus priority to a greater degree than the other options. By placing buses in segregated lanes, it also removes conflicts between buses and cycles.

On the other hand, placing buses in the centre of the road may require complex junction layouts, with complex staging and phasing arrangements at signalised junctions. This is particularly the case at junctions where bus routes are joining and/or leaving Old Kent Road. It also requires a wider carriageway along with physical barriers to separate the BRT lanes from general traffic lanes, which could make it more difficult for pedestrians to cross and would therefore increase severance between both sides of the road.

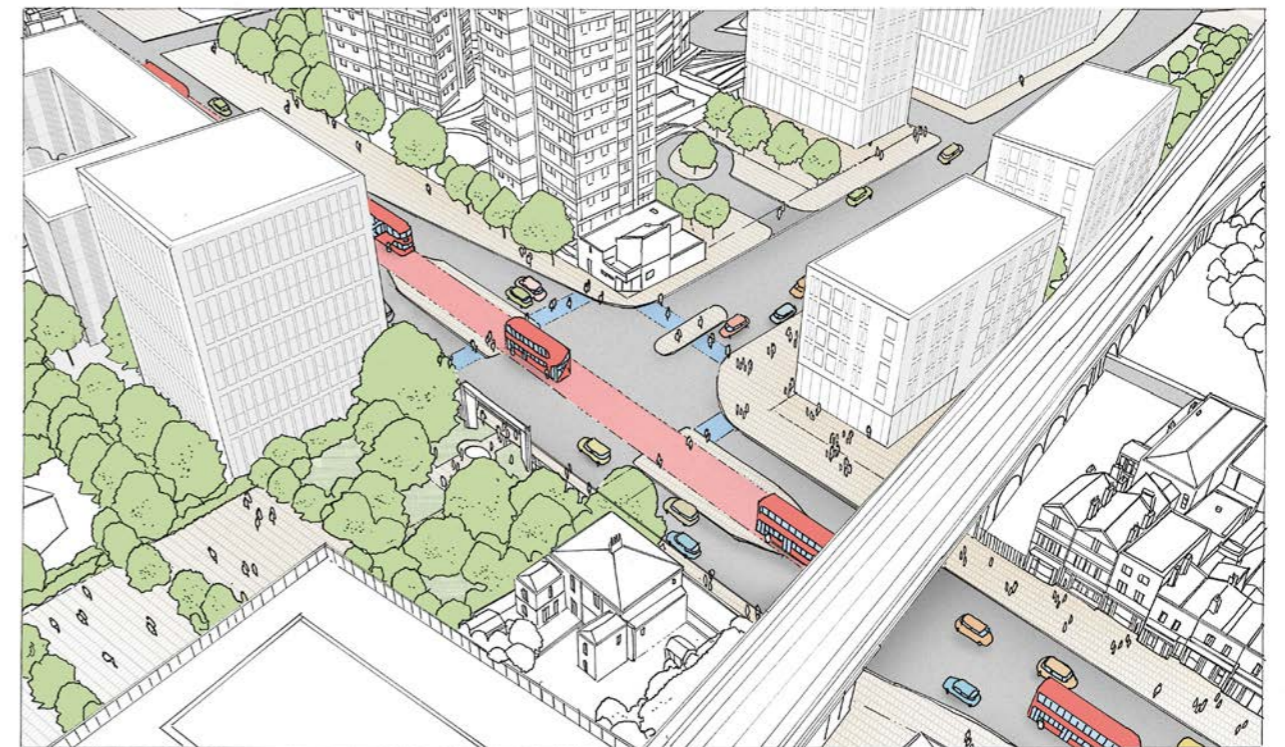
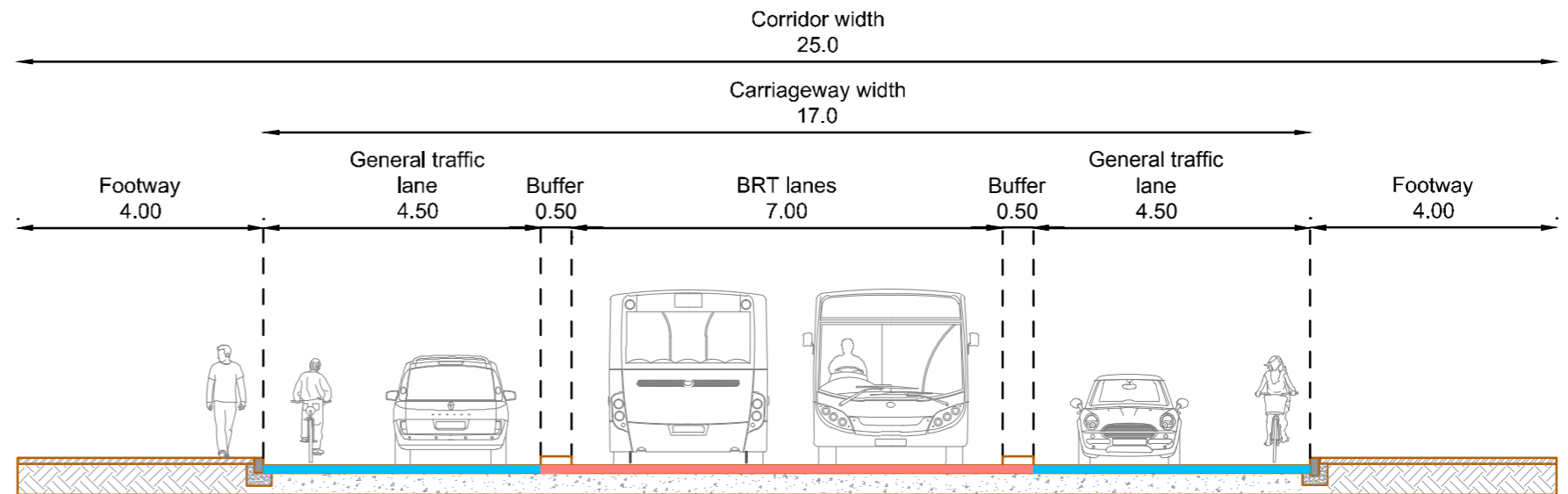
This means that this option will have the highest implementation cost out of the options considered. Its nature means that it would be difficult to implement this in stages, as only having an intermittent BRT along some sections of Old Kent Road would not be practical.

Urban realm interventions

The creation of a BRT as part of the enhanced bus provision option would involve more comprehensive change to the entire length of the Old Kent Road. The nature of the public realm could change significantly too. In particular the nature of pedestrian crossings would shift. At some of the key junctions these could become more generous crossings that could be distinctive in their treatment.

The pavement space in the will be more constrained and therefore wider pedestrian crossings may be helpful in avoiding congestion of pedestrians at peak times, and to ensure a general feeling of generous pedestrian space is maintained.

Typical mid-block cross-section



Possible urban realm at Ilderton Road (concept only)

The BRT would entail the removal of the central refuge areas, and therefore the street trees and vegetation these contain. The urban realm interventions in this option must therefore replace and enhance this contribution elsewhere, most likely as street trees along the pavements. This option would create a wider street section along the route, and the enclosure of the space will therefore need to be improved. Street trees will have an important role in this.

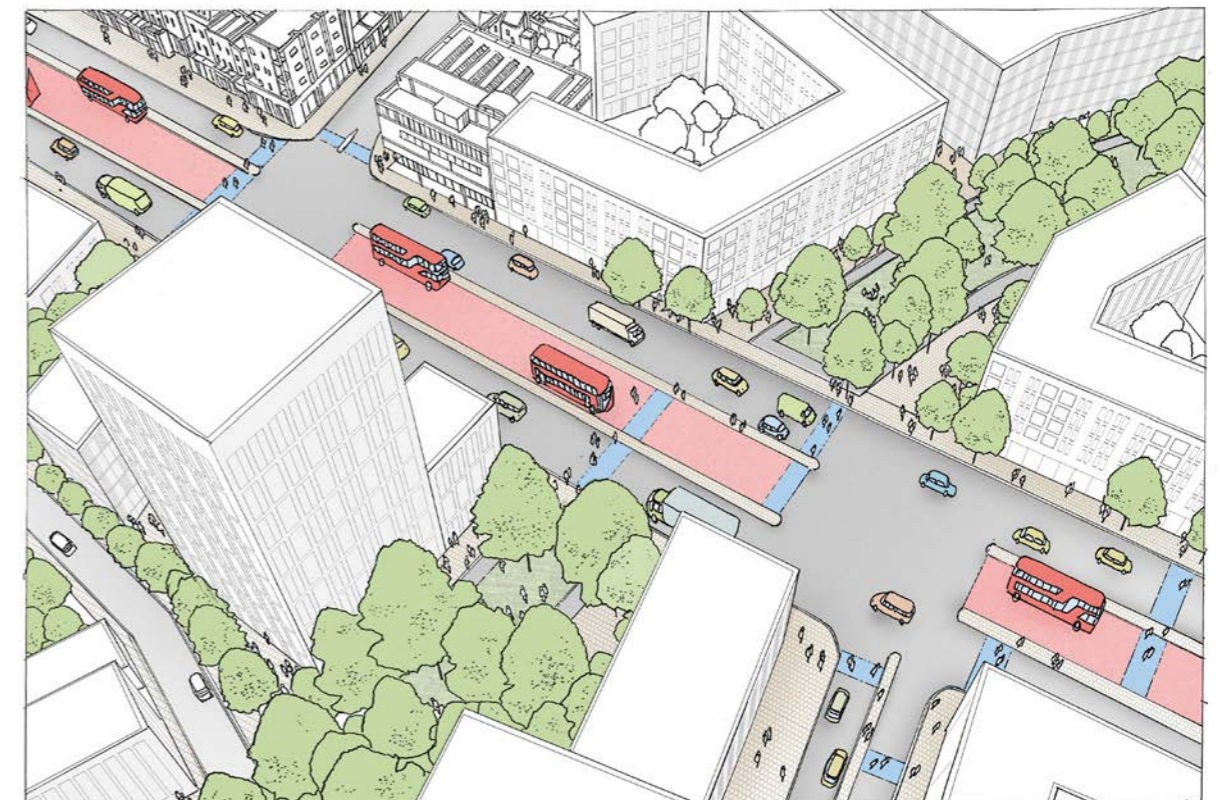
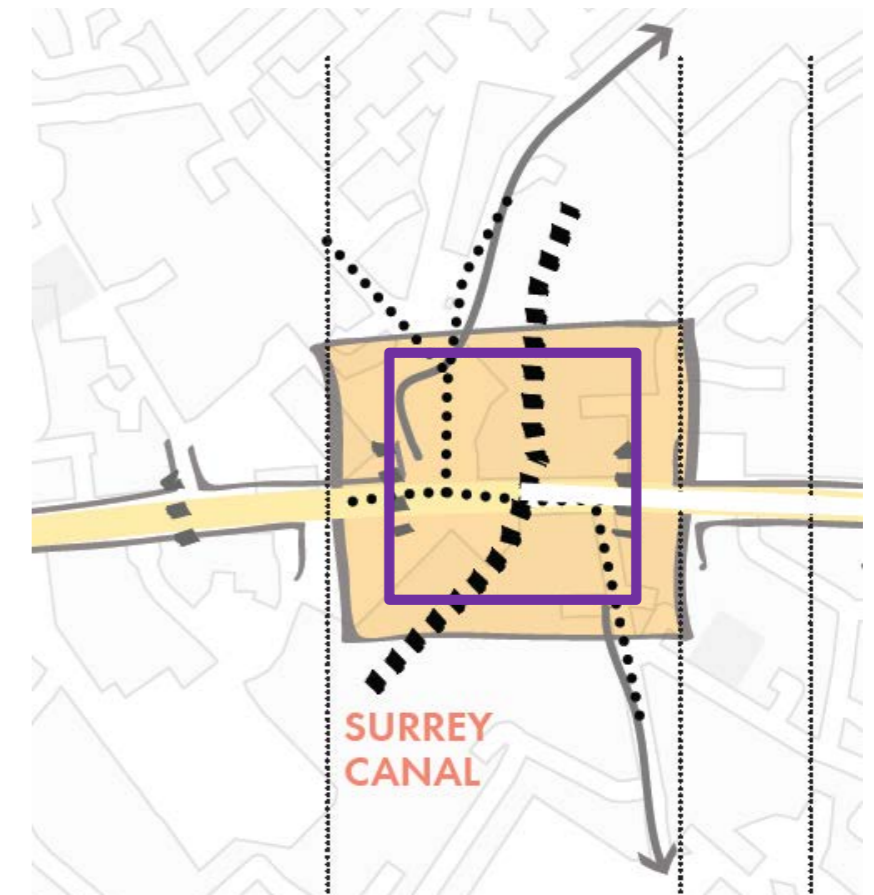
Place focused example: Surrey Canal crossing

By re-opening the former canal route there is a great opportunity to create a new kind of street and connection for the area, focusing on pedestrian and cycle activities, allowing all modes of transport but restricting vehicular access to Old Kent Road.

The new route will cross Old Kent Road and form the focus of this “stitch”. The moment of crossing will be important but should not be overstated. Onward pedestrian and cycle connections along the new route should be easily facilitated via crossings. The openings should be emphasised through planting, but the scale of opening should be kept relatively intimate, reflecting the historic character of the canal.

By establishing this new crossing there is an opportunity to completely re-work the section west of Peckham Park Road. In order to create a more active environment, new frontage on to the street is proposed. Lining the street with trees throughout this section will help both to frame the street and create a higher quality pedestrian environment.

A consistent and generous pavement width on both sides of the road is proposed in order to create an environment that is welcoming to people and promotes pedestrian activity. The increase of the width also allows for space for trees that would enhance the environment.



Possible urban realm at Surrey Canal (concept only)

Further design considerations

It is important to recognise that there are further design considerations that need to be taken into account before any of the options above could be implemented in practice. As noted previously, the cross-sections shown for each option show minimum mid-block widths, and therefore cannot simply be extruded along the full length of the corridor.

At certain points, it is likely that a greater width would be required, for reasons including:

- > Additional lanes may be needed in the vicinity of junctions (in particular the larger signalised junctions), in order to provide adequate vehicular capacity and/or to cater for turning movements;
- > At certain points additional width may be required for bus stops;
- > If on-street parking and/or loading is retained, then space would need to be allowed for this; and
- > It may also be desirable to add a central median to these cross sections.

The cross sections provide an indication of the additional width that may be required in some of these situations. Further work is required to identify the most suitable locations for these elements, and it may be possible to optimise these in order to avoid the need for excessive width. Nevertheless, it is clear that the actual corridor width that would be required to actually implement any of the options would vary along its length, and would need to be confirmed through further design and modelling work. Some of the key constraints that affect the corridor are shown on the map opposite.

Therefore, whilst some portions of the existing corridor would be sufficient to accommodate the options above, other sections are narrower. Given the scale of change that is planned for the area, it may be possible to widen the existing boundary if necessary where development proposals permit. However, in some parts of the corridor, it may be desirable to maintain the current building fabric, which would limit the width of the corridor at these points.

In addition, various other elements would need to be considered as part of the further development of any of the options. These include:

- > Locations and layouts of pedestrian crossings
- > Treatments to be applied to minor side road junctions

Key advantages and disadvantages of options

Advantages and Disadvantages

Based on the discussion above, the adjacent table highlights the key advantages and disadvantages of each option. At this stage, this is generally based on a qualitative assessment of the concept interventions. Confirmation of these advantages and disadvantages is subject to further design work and quantitative analysis.

Option	Key advantages	Key disadvantages
Incremental Improvements	<ul style="list-style-type: none"> > Relatively narrow width would leave the most space to improve the pedestrian environment along Old Kent Road > The narrow road width would also help to facilitate pedestrian movements across Old Kent Road, thereby reducing severance > Cheaper and quicker to implement > Least complexity at junctions > Implementation could be phased 	<ul style="list-style-type: none"> > Conflicts between buses and cycles remain
Enhanced Cycle Provision: One-way Cycle Lanes	<ul style="list-style-type: none"> > Significantly improves the cycling environment > Removes conflicts between buses and cycles > Simpler junction layouts compared to two-way cycle track > Implementation could be phased 	<ul style="list-style-type: none"> > Conflicts between cycles, bus passengers and junctions need to be managed on both sides of Old Kent Road
Enhanced Cycle Provision: Two-way Cycle Track on north side	<ul style="list-style-type: none"> > Significantly improves the cycling environment > Removes conflicts between buses and cycles 	<ul style="list-style-type: none"> > Signalised junction layouts could be complex > Complexity of two-way cycle track could increase severance for pedestrians > More difficult for cyclists to access to / from the south > Difficult to phase implementation > Higher cost to implement
Enhanced Bus Provision	<ul style="list-style-type: none"> > Significantly improves bus priority > Removes conflicts between buses and cycles 	<ul style="list-style-type: none"> > Wide carriageway width required, potentially limiting the space available for pedestrian movement along Old Kent Road > Width of the road, combined with features such as the BRT segregation and central bus stops, may make it difficult to reduce severance > Difficult to phase implementation > Highest cost to implement

Summary of concept interventions

The preceding sections of this chapter have described a wide range of interventions, organised around the themes of corridor-wide, places and stitches. These are summarised in the adjacent table.

As noted previously, these are concept interventions that would need to be developed in further detail before they could be considered for implementation. However, when put together the interventions under the four categories would form a package of measures that would support the aspirations for the corridor. It should be noted that the corridor-wide movement interventions consist of three alternative options; whilst these might all be investigated in more detail, only one would be taken forward for implementation.

Whilst the full package of interventions may take some time to develop and implement, there are potential short term opportunities to implement some specific interventions within a shorter time frame. These opportunities are also noted in the table.

	Corridor-wide: movement	Corridor-wide: urban realm
Principles	<ul style="list-style-type: none"> > Focus on addressing movement challenges whilst taking into account place considerations > A range of options has been developed, representing different focuses and degrees of intervention 	<ul style="list-style-type: none"> > Achieve a layer of consistency along the route by considering several urban design tools > A vibrant place which allows local residents to interact in a safe public environment > Create an urban landscape that provides access to retail, is easy to read and navigate, is appropriately landscaped and celebrates the history as well as the now
Summary of interventions	<p>Three different options have been considered for the corridor-wide movement interventions. These are alternatives, and would not all be implemented together. However, they could all potentially be developed in further detail, which would enable their advantages and disadvantages to be confirmed, in order to better inform a decision on which option should be implemented.</p> <p><u>Incremental Improvements:</u></p> <ul style="list-style-type: none"> > Enhancing bus priority by improving the continuity of the existing bus lanes > Enhancing provision for cycles by creating bus + cycle lanes that can be shared by these two user groups, more comfortably than they can share the existing narrow bus lanes <p><u>Enhanced Cycle Provision:</u></p> <ul style="list-style-type: none"> > Enhancing provision for cycles by creating a segregated cycle route, that either consists of a pair of one-way cycle lanes on either side of the road, or a two-way cycle track along the northern side of Old Kent Road; and > Enhancing bus priority by improving the continuity of the existing bus lanes <p><u>Enhanced Bus Provision:</u></p> <ul style="list-style-type: none"> > A pair of dedicated bus rapid transit (BRT) lanes in the centre of Old Kent Road. These would be separated from general traffic lanes by a physical barrier (for example a concrete kerb) > Bus stops would therefore also be located in the centre of the road, with bus passengers needing to cross a carriageway to access the bus stops 	<p>Themes of interventions along the corridor:</p> <ul style="list-style-type: none"> > Creating frontage on to the street > Clear signage and high quality street furniture > Robust materials palette > Minimum pavement width > Street trees > Celebrate the historic fabric > New public spaces
Short term opportunities	<p>It would not be practical to implement small sections of the Enhanced Bus Provision option or the Enhanced Cycle Provision sub-option with a two-way cycle track in the short term.</p> <p>However, it would be possible to implement sections of the Incremental Improvements option in the short term, and also the Enhanced Cycle Provision sub-option with one-way cycle lanes.</p>	<p>Whilst implementing the corridor-wide place interventions may need to proceed in tandem with the corridor-wide movement interventions, there may be the opportunity to implement some of the themes of intervention in the short term.</p>

	Places	Stitches
Principles	<ul style="list-style-type: none"> > Respect fragments of the historic high street and combine with new interventions > Old Kent Road will be the focus for high street retail, with a core in two key sections > Retain and enhance existing good quality high street frontage alongside sections of new development 	<ul style="list-style-type: none"> > Investment at key crossing points > Change in materials to emphasise the importance of the location > Greater priority shown to pedestrians, ideally through the provision of direct pedestrian crossings > A celebration of the historic fabric > The creation of new public urban spaces
Summary of interventions	<p><u>East Street and the High Street:</u></p> <ul style="list-style-type: none"> > Key centre for local neighbourhoods > Historic frontage will be reinforced and supported > Strong retail activity on both sides of the road > Junction with East Street will be given greater importance > Higher frequency of pedestrian crossings <p><u>Surrey Canal and High Street:</u></p> <ul style="list-style-type: none"> > A key piece of High Street > Responsive shift away from industrial uses > New residential neighbourhoods > New development fronting onto generous pavement > Rotherhithe New Road and Peckham Road is a key join along the route > Line of former Surrey Canal as a connection across Old Kent Road <p><u>Glengall Square:</u></p> <ul style="list-style-type: none"> > Enhanced relationship between the street and the park > New entrances and landscape improvements > Better treatment of the boundary along the edge of the Old Kent Road > Re-shape its local identity > Introduce new functions such as a small play area to support the uplift in local population <p><u>Brimmington Park:</u></p> <ul style="list-style-type: none"> > Shift to residential led mixed-use neighbourhood > Significant new development will make the junction much more important. > Landscape and historic assets of the area should be celebrated > Much stronger frontage on to the street > Major landscape improvements > Street trees should be given more space to flourish 	<p><u>Brimmington Park:</u></p> <ul style="list-style-type: none"> > Open up Burgess Park > Maximise interaction between the two sides > Celebrate history <p><u>Surrey Canal crossing:</u></p> <ul style="list-style-type: none"> > Establish a new piece of street > Open up a Surrey Canal route > Draw together the whole junction <p><u>Brimmington Park / Ilderton Road:</u></p> <ul style="list-style-type: none"> > Connect into the park > Frame the junction > Support pedestrian connections
Short term opportunities	<p>Opportunities at various locations along the corridor, including:</p> <ul style="list-style-type: none"> > Temporary uses > Street tree planting > Refurbishment of landmark buildings > Improve pedestrian crossings > Shop front improvements > Pop-up activities > New park entrances and improved boundary treatments > Public art > Guardrail removal 	<p>Achieving a significant improvement in connectivity between the two sides of the road is largely dependent on changes to major junctions, which would be difficult to achieve in the short term.</p> <p>However, it would be possible to implement some of the non-junction elements of the interventions at each stitch (such as improving connections to adjoining parks) in the short term.</p>

5

Conclusions and Next Steps

Conclusions

This study has examined movement issues relating to the Old Kent Road corridor, both those associated with the existing situation as well as how these are likely to be affected by future planned growth. It is clear that Old Kent Road serves a very wide range of movement needs, and that the demand for movement in the area will increase significantly in line with the thousands of new jobs and homes that are planned.

On the other hand, facilitating movement is not the only consideration. A key ambition is to make Old Kent Road a better place, that can be a focus of activity and links the community, rather than presenting a barrier.

In response to these considerations, a wide range of surface transport interventions has been developed, around the themes of corridor-wide, places and stitches. Some of these represent a high degree of intervention, and it would be a number of years before these could be implemented. However, some elements of the identified interventions could be implemented in the short term.

CONCLUSIONS

- > Demand for movement will increase significantly
- > There is a key ambition to make the corridor a better place
- > A range of surface transport interventions has been developed:
 - > The *Incremental Improvements* option allows for the highest future flexibility but does not provide a step change in terms of movement and place
 - > The option for *Enhanced Cycle Provision* could increase safety and provide opportunities for better public realm and bus priority
 - > The option for *Enhanced Bus Provision* could increase reliability of services but is also expected to decrease the corridor permeability

Next steps

However, this study has only developed the interventions at a concept level, and also presents a number of different options. In order to appropriately identify the most suitable package of surface transport interventions to respond to the needs associated with future development, it will first be necessary to investigate in greater detail what the implications future development in the area will have for movement on all modes of transport. This also encompasses taking into account the likely timescales for the implementation of the BLE, and confirming where its stations will be located. This will allow surface transport implications to be analysed in greater detail, and appropriate interventions developed and implemented.

Whilst the concept interventions described in this report provide a starting point, they will require further development, and the corridor - wide interventions in particular may take some time to translate into reality. The timing of their implementation will therefore need to be considered vis-à-vis the likely progress of surrounding developments. It may be the case that interim interventions are needed to ensure that the surface transport system does not lag behind development.

In particular, this further work is likely to comprise elements that include the following:

NEXT STEPS

- > Identifying impacts on underground utilities
- > Development of further traffic modelling to confirm the implications of future development, as well as to test the interventions once they have been developed in more detail
- > Impacts on the existing highway boundary
- > Cost estimates, and identifying funding sources and mechanisms
- > Consideration of implementation phasing
- > More detailed consideration of interfaces with movement networks and developments outside the Old Kent Road corridor

