

July 2024

The Aylesham Centre, Peckham

Transport Assessment

Document reference: AC06

ARUP



Berkeley

Designed for life

Berkeley Homes (Capital) Plc.

Aylesham Centre

Transport Assessment

Document reference: AC06

July 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 285344-00

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Introduction

1. Introduction

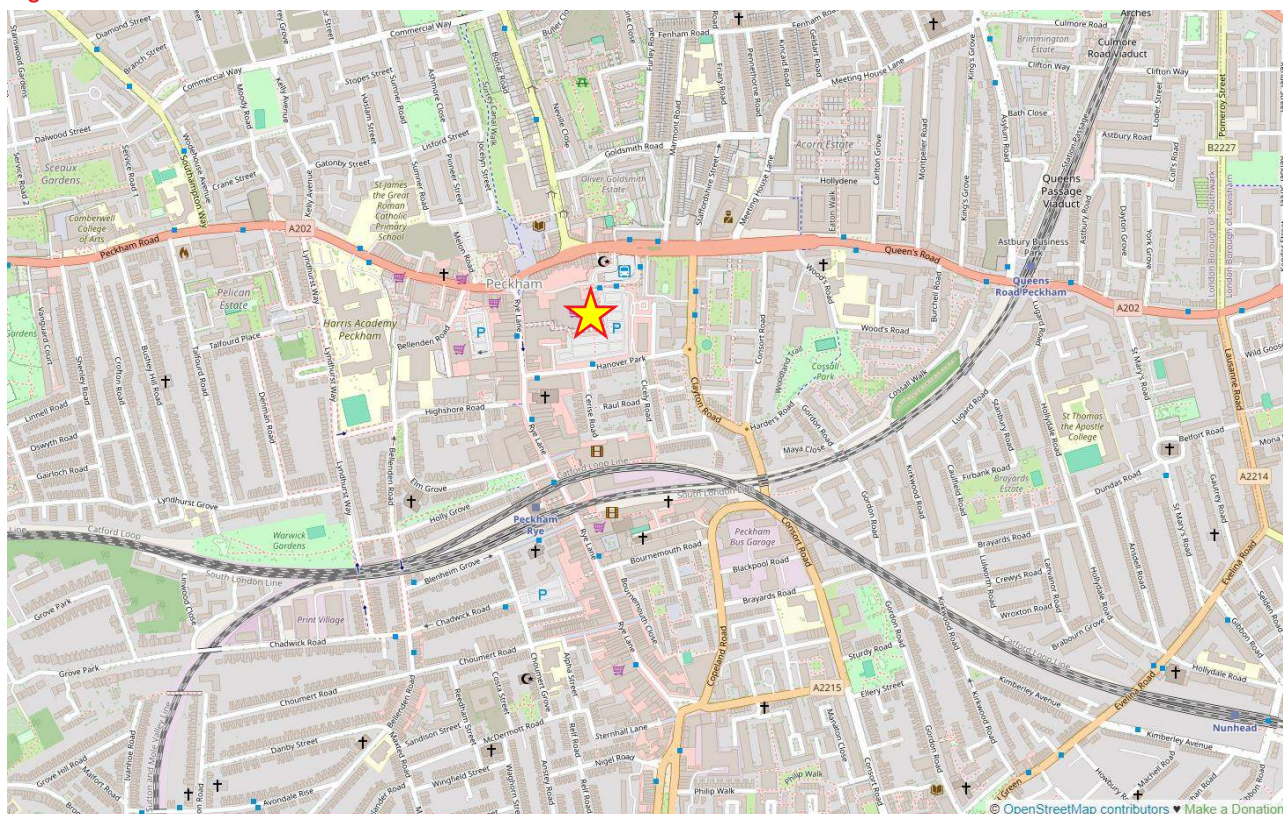
1.1 Appointment

This Transport Assessment has been prepared by Ove Arup & Partners ('Arup') to accompany an application for full planning permission being submitted by the Applicant, Berkeley Homes (Capital) Plc, to the London Borough of Southwark (LBS).

1.2 Site Location

The Aylesham Centre (the 'Site') is located in Peckham Town Centre as shown in Figure 1.

Figure 1: Site Location Plan



1.3 Site & Transport Context

The Site is located within Peckham town centre within the administrative boundary of LBS (the Local Planning Authority ('LPA')). Rye Lane bounds the Site to the west, Hanover Park to the south and McKerrell Road to the east. Peckham Bus Station, fronting onto Peckham High Street, bounds the Site to the north. LBS is the local highway authority and Transport for London (TfL) is the strategic transport authority and Greater London Authority (GLA) is the strategic planning authority.

The Site is broadly bounded by Rye Lane to the west, Hanover Park to the south, and McKerrell Road to the east with Peckham Bus Station and the rear of properties fronting Peckham High Street bounding the Site to the north.

The Site is located adjacent to Peckham Bus Station and c.300m walk from Peckham Rye rail station. Peckham High Street to the north of the site is part of the Transport for London Road Network (TLRN).

1.4 Existing Use

The Site currently comprises:

- Retail uses (including general retail, food outlets, and a Morrisons supermarket) amounting to a total Gross Internal Area of c.10,085sqm in the Aylesham Centre;
- A c. 98sqm (GIA) petrol filling station associated with Morrisons supermarket;
- A ground level car park including 353 spaces (including 22 Blue Badge and 9 Parent and Child spaces) serving Morrisons supermarket; and
- Two service yards (one to the south west and one to the north west) serving the Aylesham Centre and the existing Morrisons supermarket.

1.5 Development description

The Proposed Development comprises:

- Demolition of existing buildings and phased redevelopment to provide a replacement supermarket and associated service yard and car parking (Use Class E(a)); flexible retail, leisure (including drinking establishment), and commercial accommodation (Use Class E/Sui Generis); dwellings (Use Class C3); landscaping; and associated works.

This includes:

- 877 homes Residential Apartments (C3);
- Replacement supermarket (Use Class (E(a))) c. 4,450sqm (GIA);
- Retail, Leisure and Commercial Floorspace (Use Class E/Sui Generis) of c. 6,470sqm (GIA):
 - a replacement supermarket;
 - a mix of other units across a range of sizes to accommodate a mix of potential town centre use occupiers such as:
 - retail
 - food and beverage
 - office
 - work/maker space; and
 - leisure facilities;
- A 140-space basement car park (which is a contractual requirement with the supermarket operator and is a pre-requisite to enable development) including 8 Blue Badge spaces (6% of total) and 8 Parent and Child spaces (6% of total); and
- 11 Blue badge car parking for residents and employees of the town centre (non-supermarket) uses (6 on street within the Site and 5 in the basement car park).

The primary changes (from a transport perspective) compared with the existing land uses on the Site are:

- the introduction of residential development;
- slight increase to non-residential floorspace on the Site;
- the removal of the Petrol Filling Station; and
- the reduction of supermarket car parking reduced from 353 spaces to 140 spaces.
- New pedestrian and cycle routes through the Site.

Within the site, the Proposed Development includes:

- New east-west and north-south landscape led public realm accommodating pedestrians and cyclists on desire lines through substantially enhanced spaces;
- New segregated and enclosed service yard, accessed from Hanover Park, for the supermarket (which is a contractual requirement with the supermarket operator, must be segregated from other uses on the Site, and is a pre-requisite to enable development); and
- Removal of the existing northern and southern service yards and replacement with on-street routes for servicing within the Site.

The Proposed Development is also expected to contribute towards, secure or deliver the following where the site interfaces with the surrounding area to enhance connectivity and deliver public benefits:

- Public realm enhancements on Hanover Park along the site's frontage including opportunities to provide wider footways, landscaping and improved crossing opportunities;
- Public realm enhancement on the western side of McKerrell Road; and
- enhancements to pedestrian and cycle connections to the north via Peckham Bus Station, through consultation with TfL, and between Peckham Bus Station and Bull Yard.

1.6 Consultation

The design of the Proposed Development and scope of this Transport Assessment has been developed through extensive engagement with LBS, the GLA and TfL between 2022 and 2024. This included consultation on a Transport Assessment Scoping Report dated November 2022 and transport focussed preapplication meetings in September 2022, November 2022 and March 2024. The engagement informed key aspects of the assessments undertaken, including the scope of The Active Travel Zone Assessment, Vision Zero assessment, as well as the multi-modal and servicing trip generation analysis undertaken for the development. The pre-app advice provided general support for the principles of The advice received provided general support for the walking and cycling strategy, cycle parking provision, quantum of blue-badge spaces as well as improvements in connectivity and public realm within and surrounding the site.

The engagement also informed the requirements for provision of supporting documents appended to this Transport Assessment and submitted separately such as the Workplace & Residential Travel Plan, The Delivery and Servicing Plan, The Parking Design and Management Plan as well as the Outline Construction Logistics Plan.

1.7 Report Purpose

This Transport Assessment (TA) has been produced in the context of London Plan Policy T4 which notes:

- 'When required in accordance with national or local guidance, **transport assessments**/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.'

This TA has been prepared in the context of relevant policy and guidance, and particularly ‘Healthy Streets TA Format, TfL, 2019’ (‘the TfL guidance’). Additional key policy documents that has been considered as part of this Transport Assessment as well as the design development stage include:

- National Planning Policy Framework (NPPF), 2023
- The London Plan, 2021
- Southwark Plan, 2022

1.8 Report Structure

Following this introductory chapter, the remainder of this report is structured as follows:

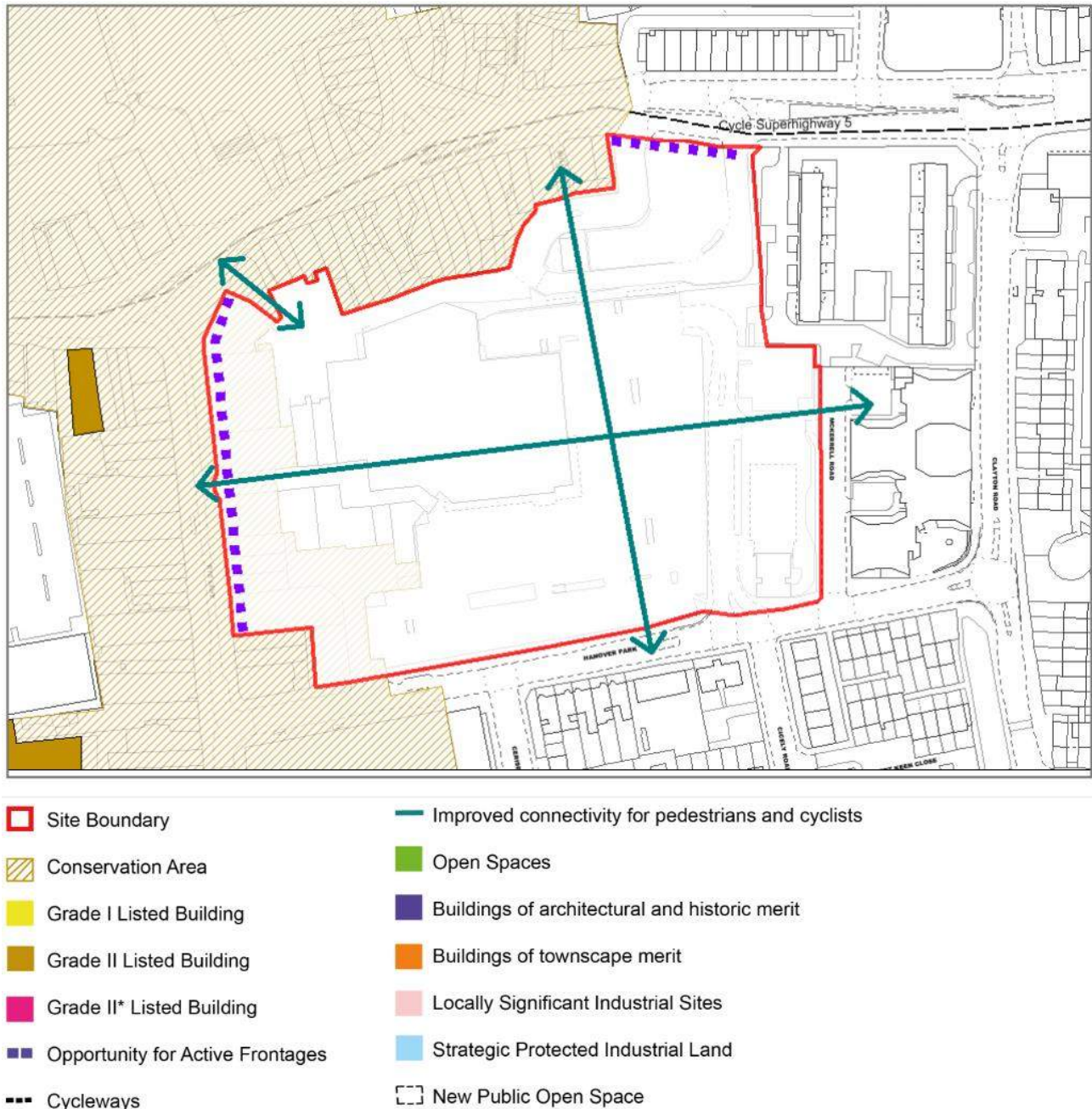
- Chapter 2 – completes the introduction to the project by summarising project specific policies applicable to the Site;
- Chapter 3 – describes how the development responds to the transport needs of people;
- Chapters 4 to 12 – describe the baseline Site and surroundings;
- Chapters 13 to 20 – describe the proposed Site and surroundings;
- Chapter 21 – describes the active travel zone;
- Chapters 22 to 24 – describe the London wide network including travel demand and modal impact assessment;
- Chapter 25 summarises construction; and
- Chapter 26 draws conclusions.

2. Site Specific Policy Context

2.1 Southwark Plan 2022

The Site is identified in the ‘Southwark Plan 2022’ (SP2022) and is the subject of NSP74 site allocation, with the key plan reproduced in Figure 2.

Figure 2: Policy NSP74 Plan



The expectations relevant to transport include:

- *Retain bus station capacity;*
- *Provide enhanced public realm and civic space;*
- *Provide new north-south and east-west green links”*
- *Currently there is poor access to Peckham High Street and Queens Road due to the location of the bus station. Redevelopment should maximise opportunities to improve links across the site, provide new civic space and connect to the existing road and public realm layout, while retaining bus station capacity.*

Transport Planning for People

3. Transport Planning for People

This section provides a breakdown of the prospective users of the Site associated with the land uses and facilities proposed, followed by the specific requirements of users and how they will be met as part of the Proposed Development. This is in line with the principles outlined within the London Plan related to Healthy Streets and Vision Zero.

Table 1 provides the user type assumptions and requirements by land use for the Proposed Development.

Table 1: Proposed Development Users and Requirements

Land use	User type assumptions	Requirements of user types
Residential	<p>The Proposed Development will provide residential units across a mixture of tenures and sizes. Future residents are therefore expected to comprise single occupants, couples, and young families. A proportion of this provision could be rented to tenants in the future and therefore attract a higher occupant turnover. Future residents of the Proposed Development could include children and those with a range of mobility impairments.</p> <p>Most outbound trips are expected to occur in the morning hours, around the network AM peak period, comprising those commuting, likely predominantly via Rye Lane station, bus, walking and cycling and those travelling to school.</p> <p>The afternoon peak period, which is associated with residents' arrival from work, school, leisure, and retail, is expected to occur between 15:00-19:00 to reflect the end of the school day and workday. Modal choice will be influenced by journey purpose and destination; however, many trips are expected to be made within the Site or in local catchment, therefore likely to be walking and cycling trips.</p>	<p>The residential units will generate trips for a variety of purposes and by a variety of users with a range of mobility requirements.</p> <p>Routes to and from the residential units should cater for all requirements and should be direct, convenient, and safe, linking the Proposed Development to public transport hubs, areas of employment, community, education, and leisure.</p> <p>Routes should be safe and mainly designed for active travel; they should ensure a sense of place and community is created. This is in line with the overarching objectives of the Proposed Development.</p> <p>Pleasant walking and cycling routes should form primary links to promote travel by active modes as a primary choice, including adequate resting place, shade and shelter and things to see and do.</p>
Supermarket, Retail, Food & Beverage (including Drinking Establishment)	<p>The supermarket and retail units are forecast to have a local and district catchment, as replacement facilities, will continue from part of the wider town centre as a destination.</p> <p>Visitor trips to supermarket and town centre retail uses are likely to be peaked in nature made around PM peak hours and Interpeak (midday).</p> <p>Visitor trips to the retail/commercial units include pass-by / linked trips (e.g., trips by employees on-site and in the local area) as well as primary trips (with sole purpose being shopping), likely to be undertaken by sustainable modes of transport including walking, cycling and public transport.</p> <p>Trips associated with retail employees are most likely to be made outside the AM and PM peak hours / prior to opening and post-closing times.</p>	<p>The commercial units should be in a prominent, attractive, and easy to access location.</p> <p>Short stay cycle parking should be provided close to the commercial units.</p>
Leisure, Indoor Sport, Recreation or Fitness	<p>The floorspace allows for the provision of a local community or leisure use such as a gym which would serve residents and workers of the development. A leisure use would likely attract the majority of trips prior to and after peak hours with some interpeak activity around midday in line with typical working times. Most anticipated to be made by active modes (walking and cycling) and linked to a wider town centre visit. Employee trips would likely occur throughout the day and be made by sustainable modes (walking, cycling and public transport) drawn from the local area.</p>	<p>Users of these facilities would likely comprise both visitors, residents and employees of the Site and the local area. Therefore adequate pedestrian and cycle routes and facilities are required to encourage trips by active modes. Accessibility should consider the potential for vulnerable user trips (children and the elderly) and therefore routes should be created that provide quieter alternatives to direct connections from key residential and employment areas.</p>
Flexible workspace (Office,	<p>Flexible workspace provision on site is intended to meet employment demand and offer flexible workplaces. Employee trips are expected to be focused around the</p>	<p>Convenient, direct routes should be provided for employees, particularly to and from public transport nodes. Routes should</p>

Land use	User type assumptions	Requirements of user types
Professional services, maker space)	<p>network AM (08:00-09:00) and PM (17:00-18:00) peak hours and be tidal in nature.</p> <p>Most inbound trips are expected to take place in the AM peak hour, comprising of those commuting, likely predominantly via Peckham Rye stations and nearby bus services or walking and cycling.</p> <p>The PM peak is associated with employees' departure from work and will spread across the PM peak hour.</p> <p>Most employees are expected to travel by sustainable and active modes.</p> <p>Some visitor trips will also be associated with this provision – also envisaged to travel by sustainable long-distance modes.</p>	<p>prioritise walking and cycling over other modes and provide adequate accessibility for a full range of user mobility requirements.</p> <p>Routes should connect to areas of appropriate cycle parking storage as well as surrounding local facilities and amenities.</p>

Site and Surroundings

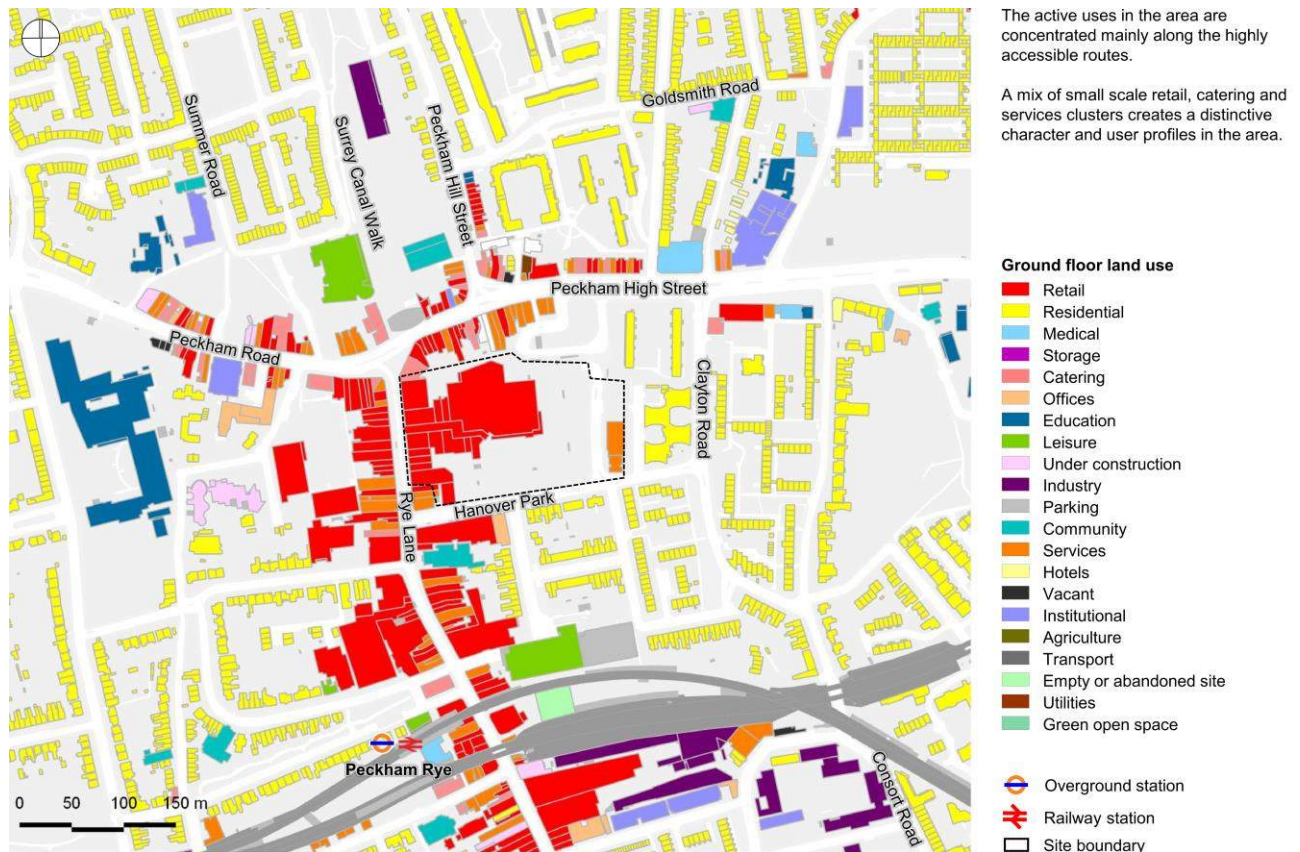
4. Baseline Amenities & Facilities Accessibility

4.1 Amenities and Facilities

The Site is located in the heart of Peckham Town Centre and benefits from the wide range of amenities and facilities available within walking distance, and indeed those facilities which will be re-provided and enhanced within the Site.

The key local ground floor land uses were identified in a Space Syntax urban baseline study undertaken in 2018. There are no significant changes that have occurred since which would materially affect the findings in respect of the ground floor uses. This is reproduced in Figure 3.

Figure 3: Local Ground Floor Uses



This shows the extensive area of retail space currently provided in the local area, as well as education, medical, leisure, community, and employment space. In particular, the Harris Nursery, Primary and Secondary schools are immediately west of the Site (c.300m west along Peckham High Street).

A wide range of facilities are available within a short walk of the Site including schools, libraries, dentists and GP practices. A selection of these facilities is summarised in Table 2. As shown by the distances in Table 2, many of the facilities are within walkable distance of the site.

Table 2: Local Facilities and Distances from the Site

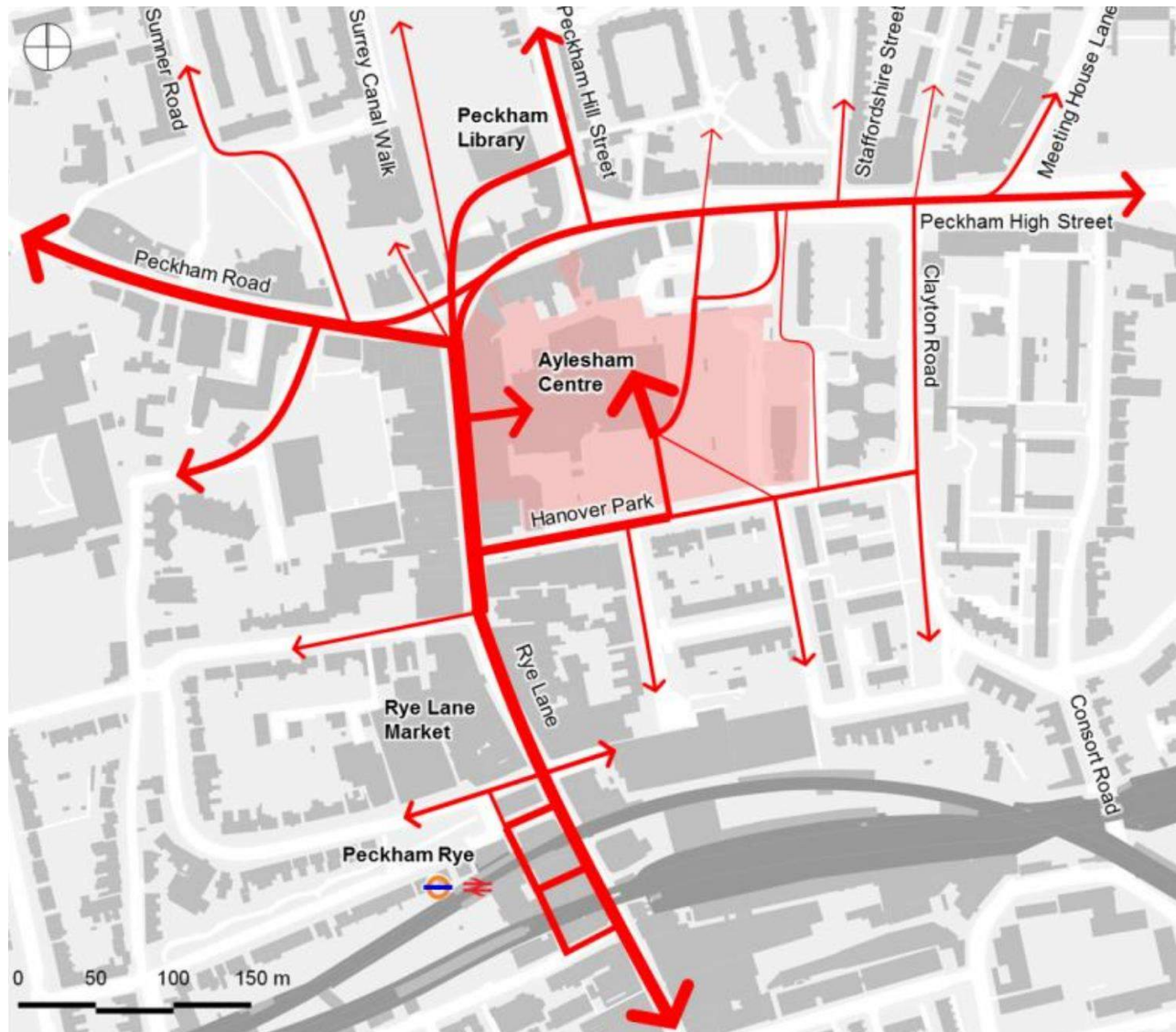
Category	Facility and Distance
Education	Harris Primary Free School Peckham (c.300m) St James the Great RC Primary School (c.350m) John Donne Primary School (c.500m) St Mary Magdelane CofE Primary School (c.600m) Harris Primary Academy Peckham Park (c.650m) The Villa School and Nursery (c.750m) The Belham Primary School (c.900m) The Harris Academy Peckham Secondary (c.300m)
Health	Morrisons Pharmacy (onsite) Boots Pharmacy (c.20m) Queens Road Surgery GP (c.400) The Lister Practice GP (c.600m) Kings College Hospital (c.2.3km)
Retail	Morrisons Supermarket (onsite) Peckham Town Centre (onsite and adjacent)
Leisure	Public amenity (onsite) Peckham Town Centre (onsite and adjacent) Cossall Park (c.350m) Warwick Gardens (c.600m)

5. Baseline Pedestrian Accessibility

5.1 Walking Network

The key local pedestrian routes were identified in the 2018 Space Syntax study undertaken in 2018. This is reproduced in Figure 4.

Figure 4: Pedestrian Routes in the Vicinity of the Site



Rye Lane in particular is an important pedestrian route, as a town centre shopping street, with Peckham High Street also being a shopping street but typically carrying fewer pedestrians than Rye Lane. Rye Lane also forms a key route between Peckham Rye station and the town centre, some bus services, and the communities to the north.

The other local streets tend to have a more local function, partly due to the severance created by the rail line which focusses north-south demand on Rye Lane and partly due to the urban grain which focusses east-west movements on Peckham High Street.

Within the Site, an existing north south route runs between Hanover Park to the south and Peckham High Street to the north via the existing car park and bus station. McKerrell Road immediately adjacent to the Site also accommodates north-south movements.

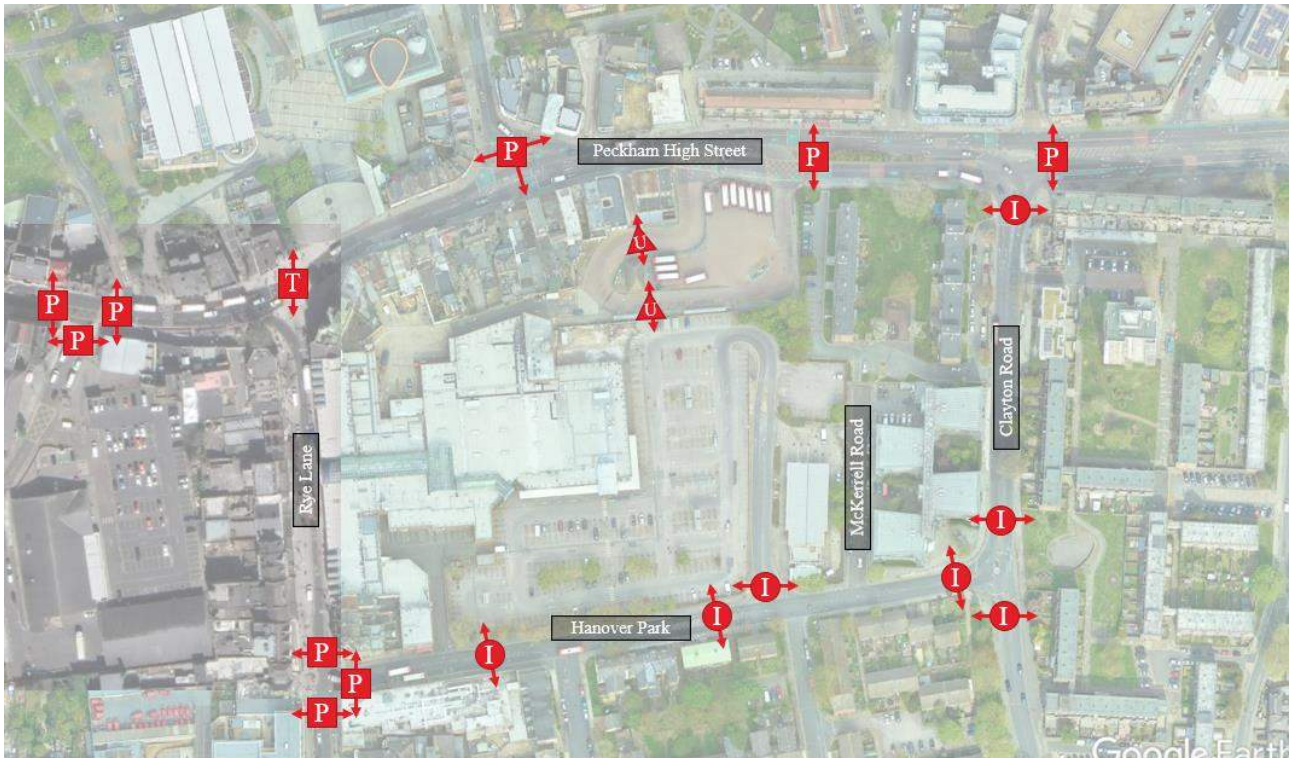
It is possible to move east-west into the Site from Rye Lane but there is no east-west route fully permeating the Site at present. Hanover Park primarily provides access to the existing supermarket on the Site, to existing bus stops, and to the routes north-south through the Site.

5.2 Pedestrian Crossings

Key pedestrian crossings in the vicinity of the Site are summarised in Figure 5 showing puffin/pelican/pedestrian signal-controlled crossings (P), island crossings (I), toucan pedestrian, cycle signal-controlled crossings (T) and uncontrolled crossing (U). Of particular relevance are the two island crossings across Hanover Park and the one across the car park entrance on Hanover Park which directly interface with the Site.

Crossings generally fall at junctions, at logical locations and on desire lines. There are no apparent deficiencies or absences.

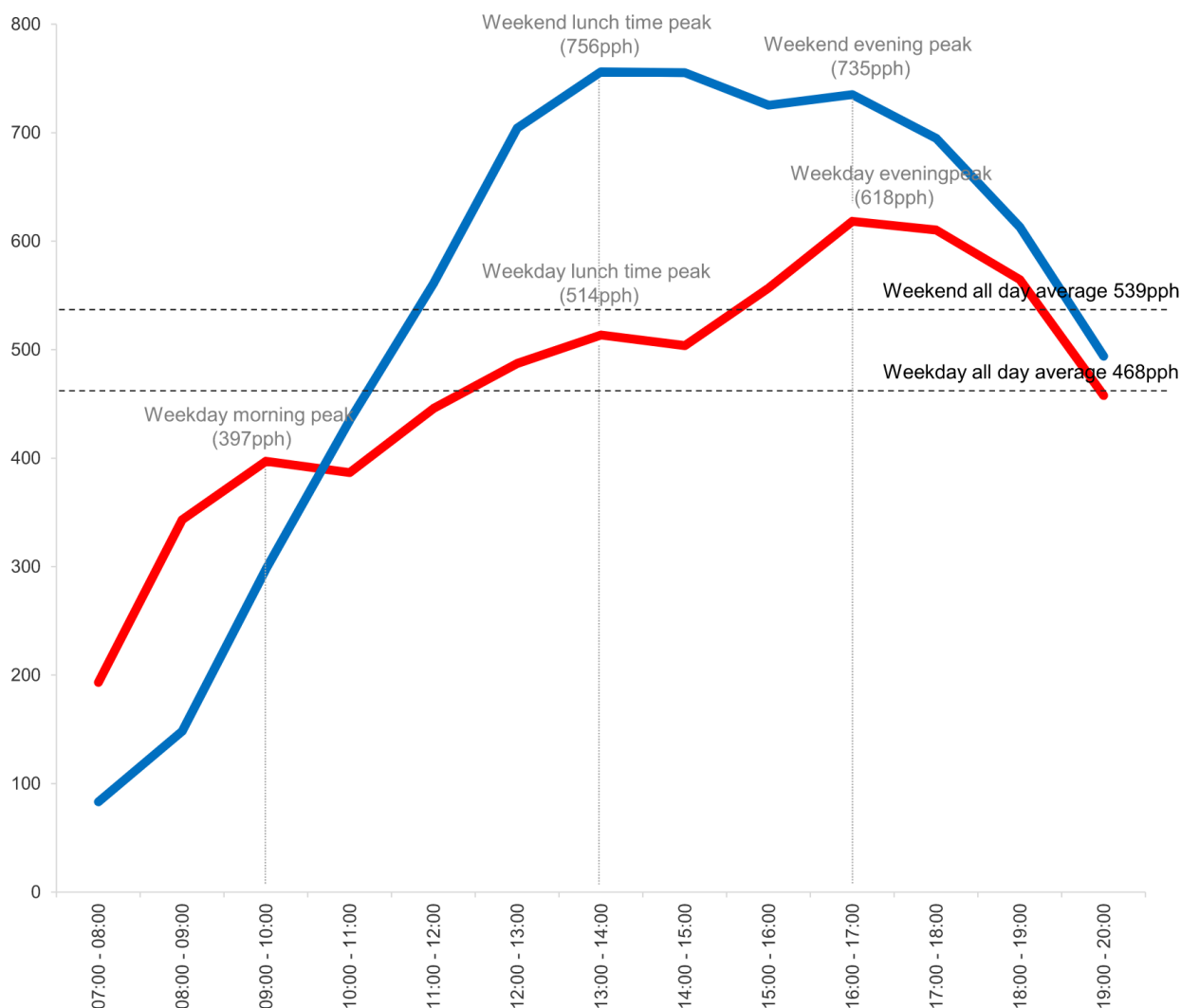
Figure 5: Pedestrian Crossing Locations



5.3 Prevailing Pedestrian Movement

The overall level of pedestrian movement in the town centre was described in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 6.

Figure 6: Pedestrian Movement in the Vicinity of the Site (pedestrians per hour)



The data shows that the weekend lunch time (1300-1500) is the busiest time of day overall, with the evening peak (1600-1800) being the busiest time on a weekday, but still some 15% lower than a weekend.

The movement on selected streets in the town centre was described in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 7, Figure 8, Figure 9, and Figure 10.

This data shows that the high level of pedestrian movement on Rye Lane is substantially greater than on any other street at peak times, as might reasonably be expected given the nature of the network.

Note that the data presented in these figures is total movement and is not segregated by footway (i.e. it is the sum of the footways on each side of a road).

Figure 7: Pedestrian Movement Weekday 1600-1700 (pedestrians per hour)

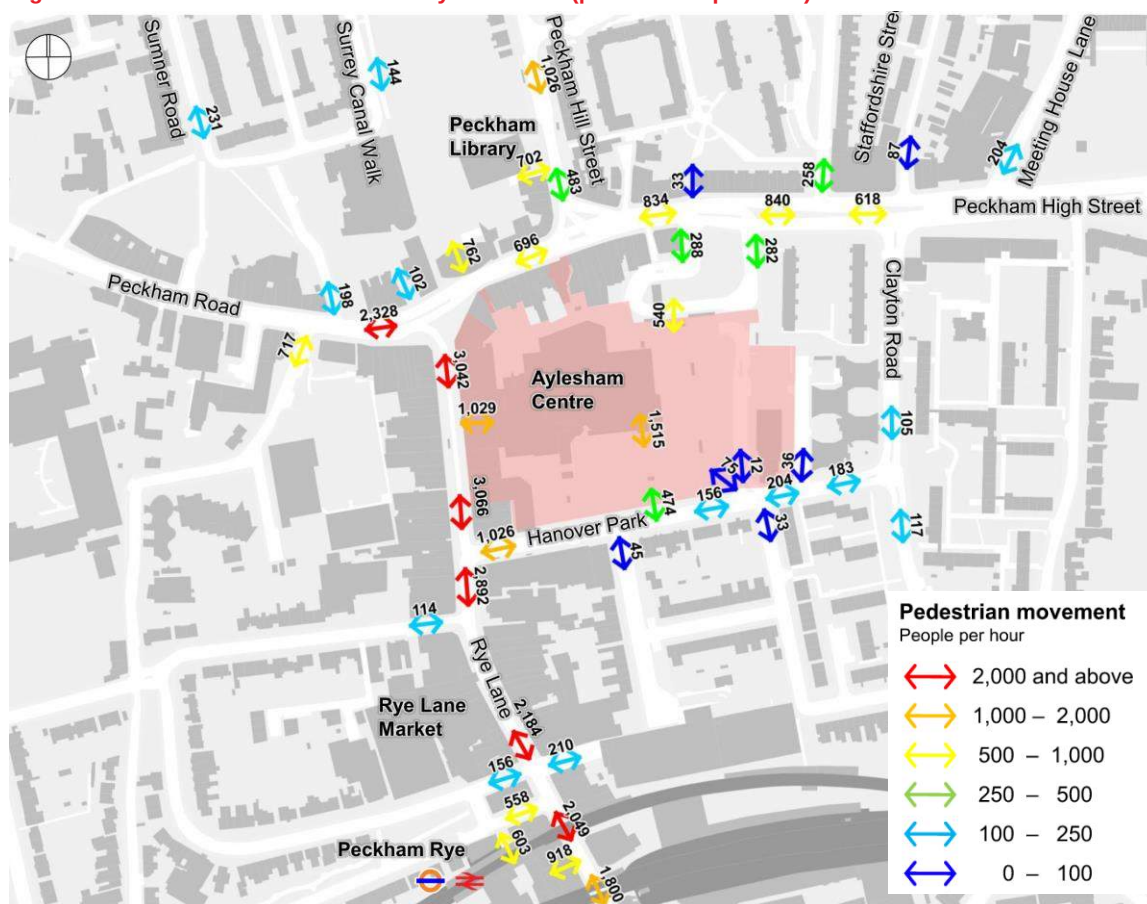


Figure 8: Pedestrian Movement Weekday 1700-1800 (pedestrians per hour)

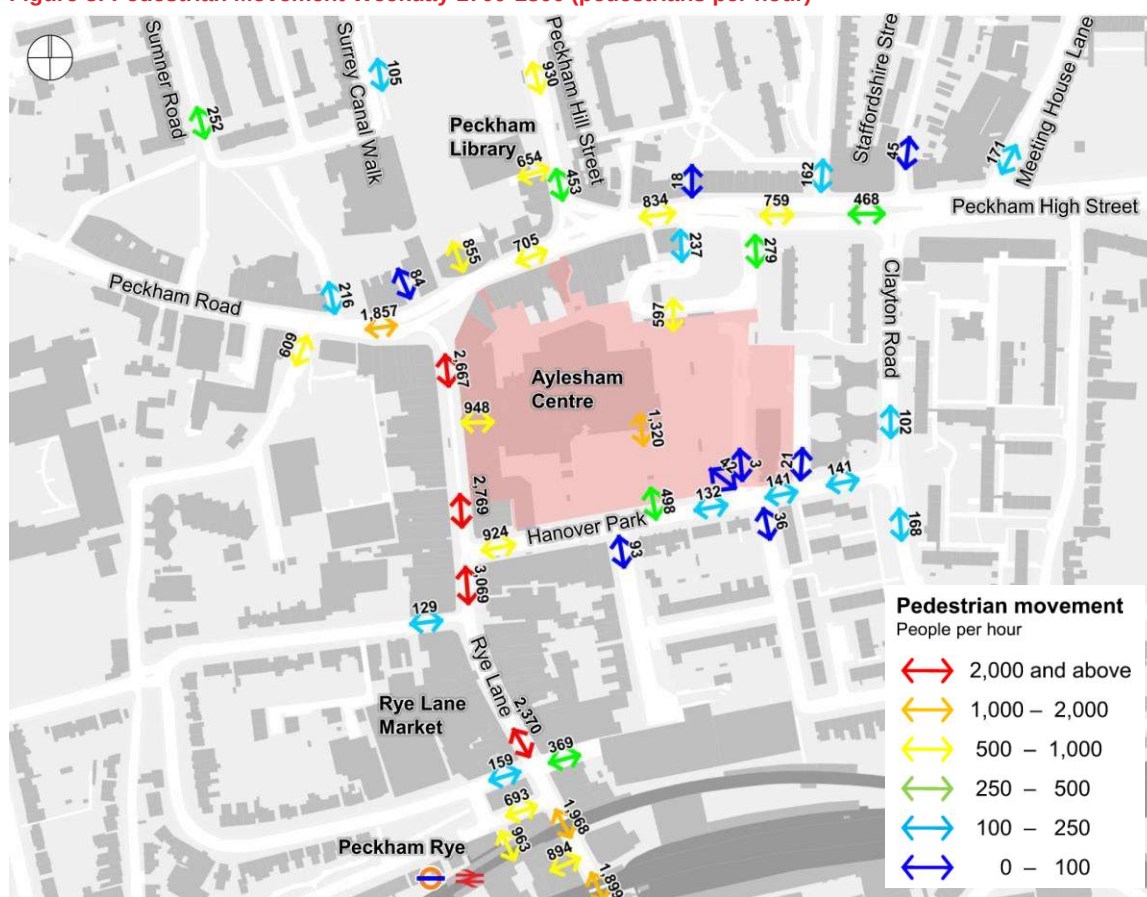


Figure 9: Pedestrian Movement Weekend 1300-1400 (pedestrians per hour)

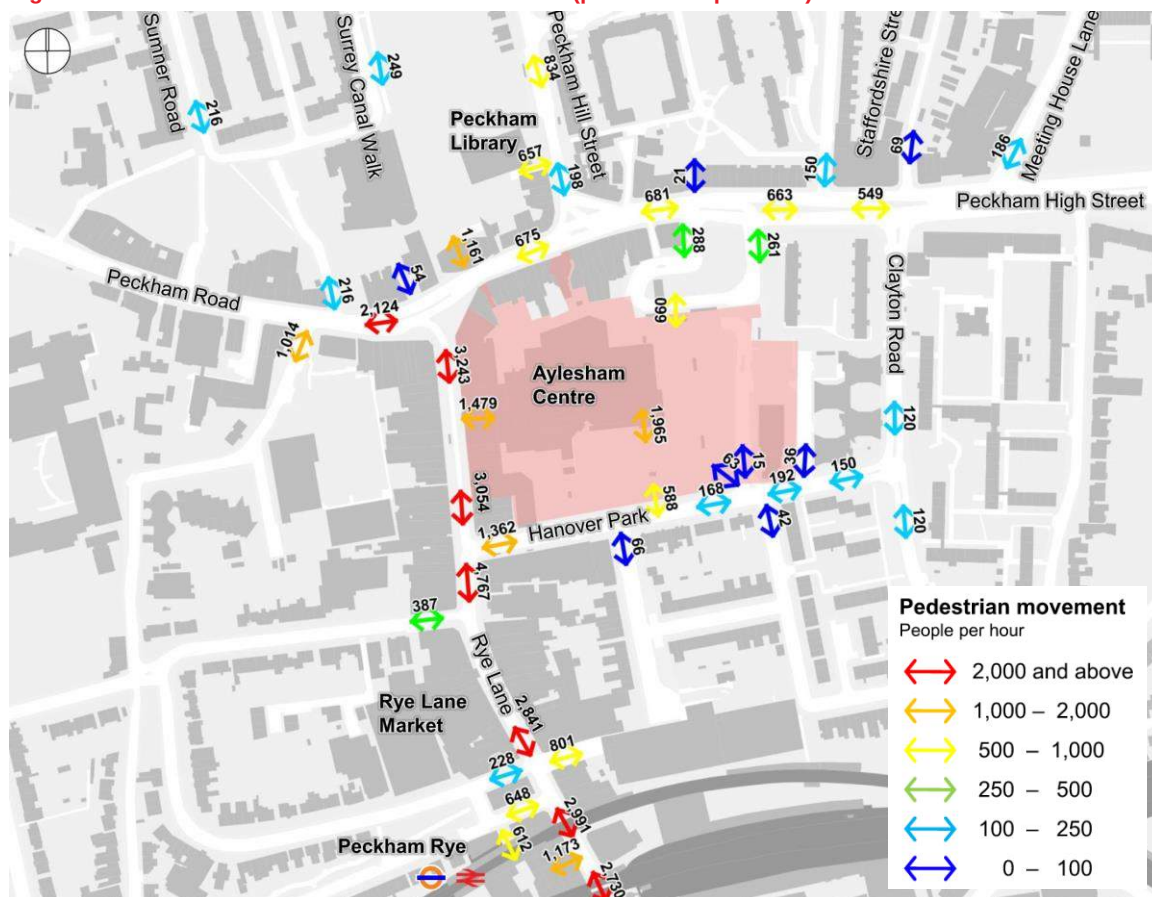
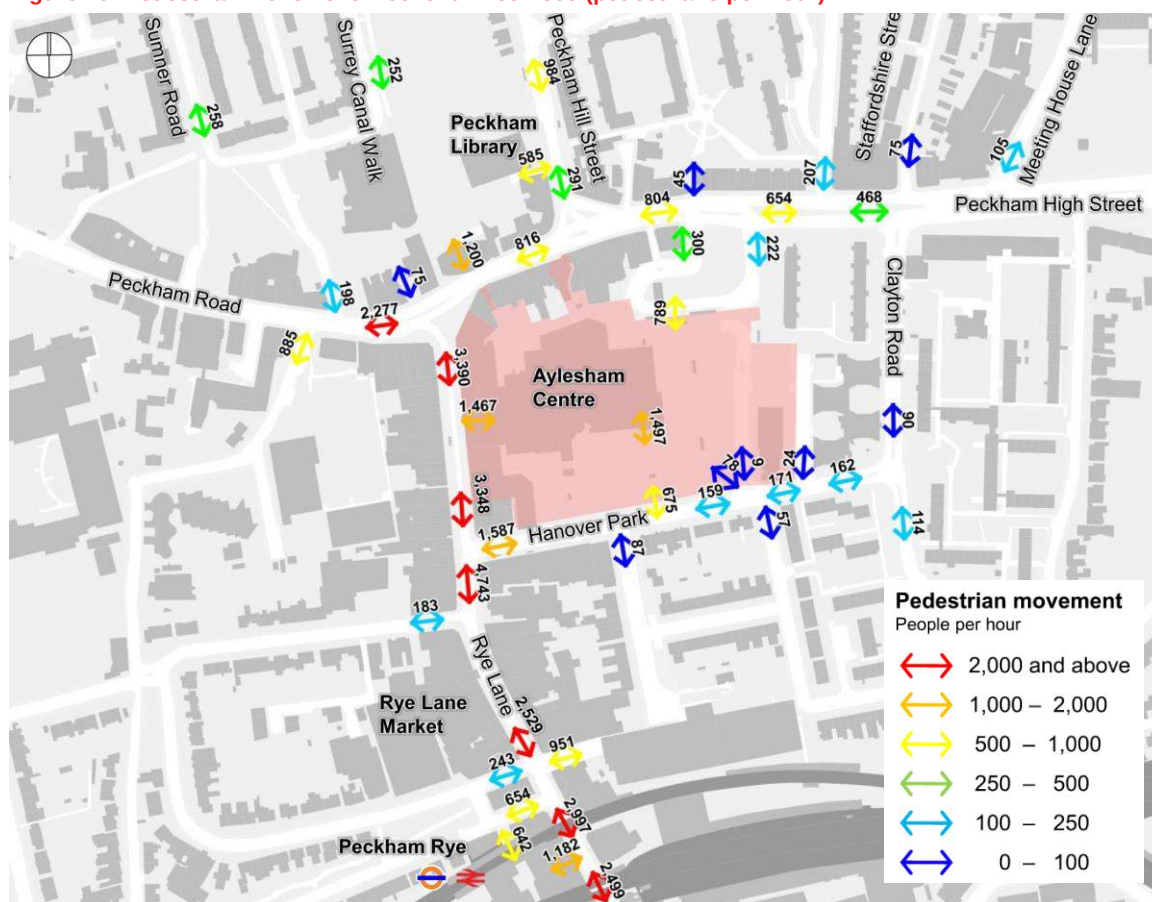


Figure 10: Pedestrian Movement Weekend 1400-1500 (pedestrians per hour)



5.4 Updated surveys

Additional surveys were conducted by an independent survey company on behalf of the Applicant in November 2022 at locations directly around the Site to provide updated counts and to provide data in a form suitable for Pedestrian Comfort Level Assessment, with the results summarised in Figure 11, Figure 12, Figure 13 and Figure 14.

Figure 11: Pedestrian Movement Weekday 1600-1700 (pedestrians per hour)

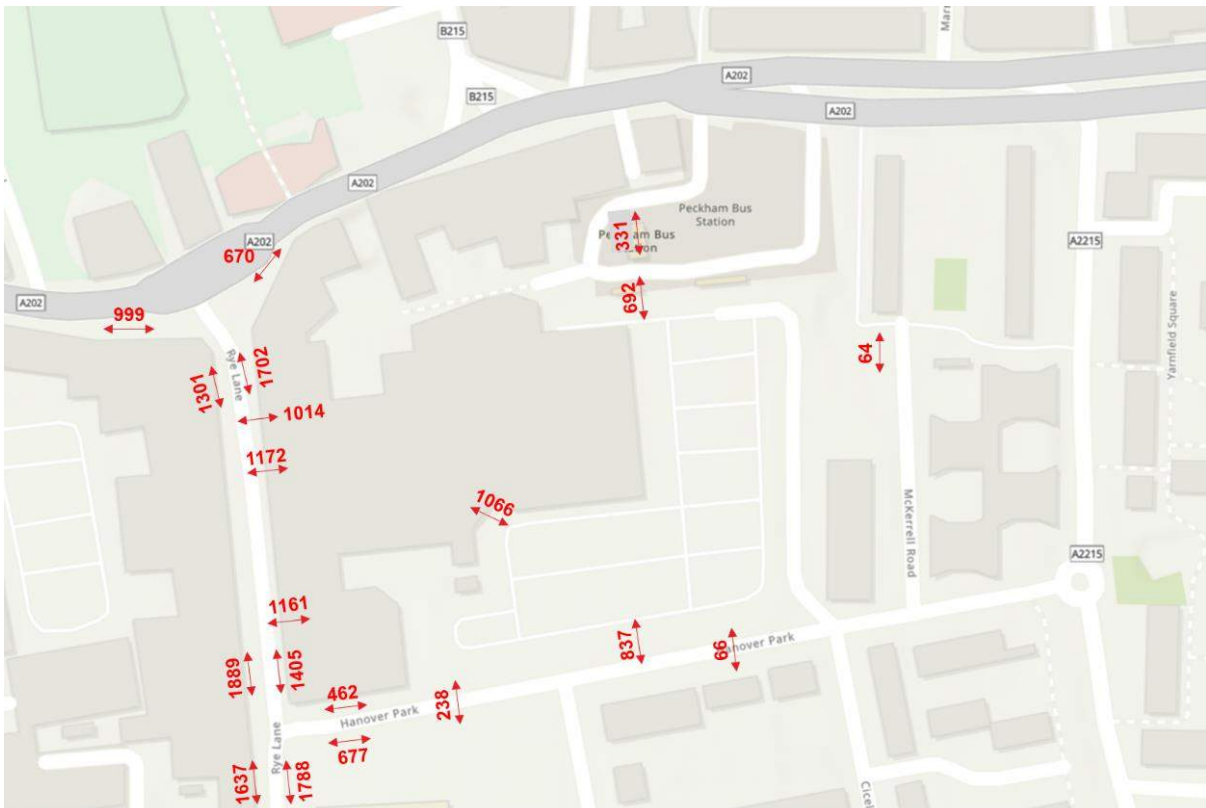


Figure 12: Pedestrian Movement Weekday 1700-1800 (pedestrians per hour)

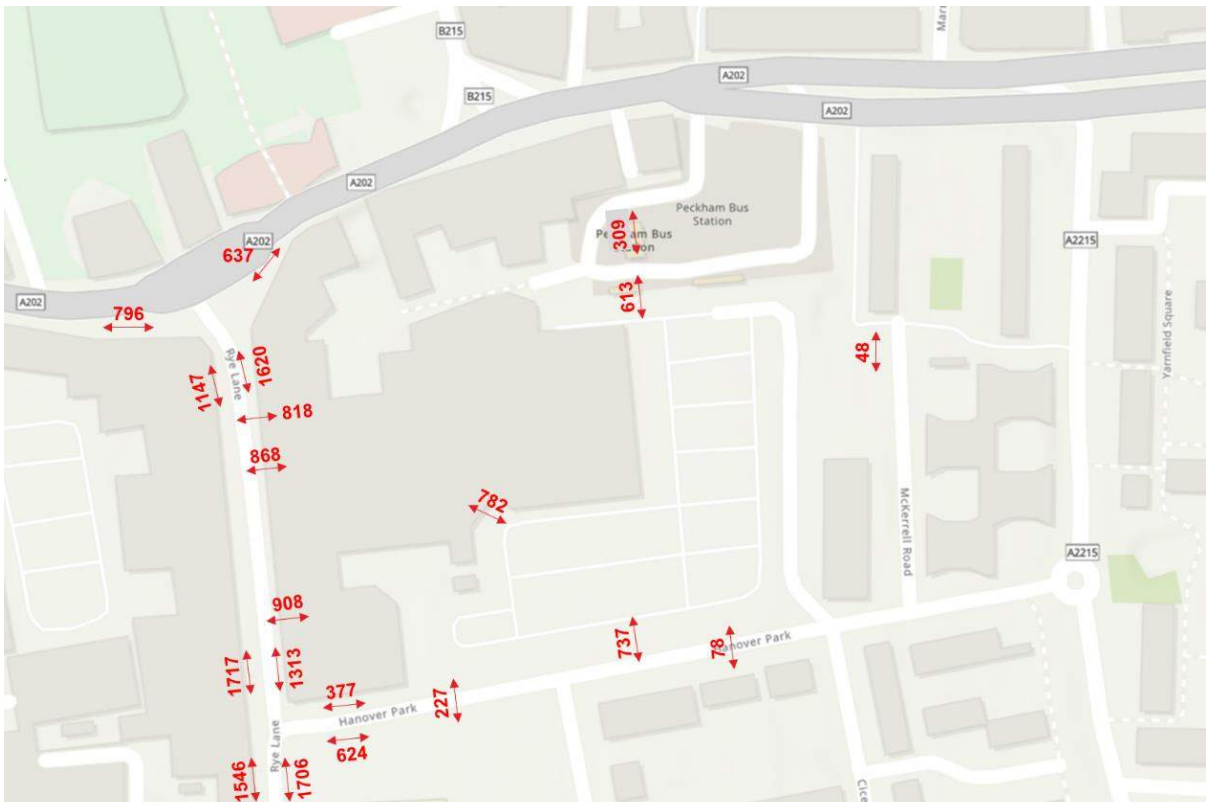


Figure 13: Pedestrian Movement Weekend 1300-1400 (pedestrians per hour)

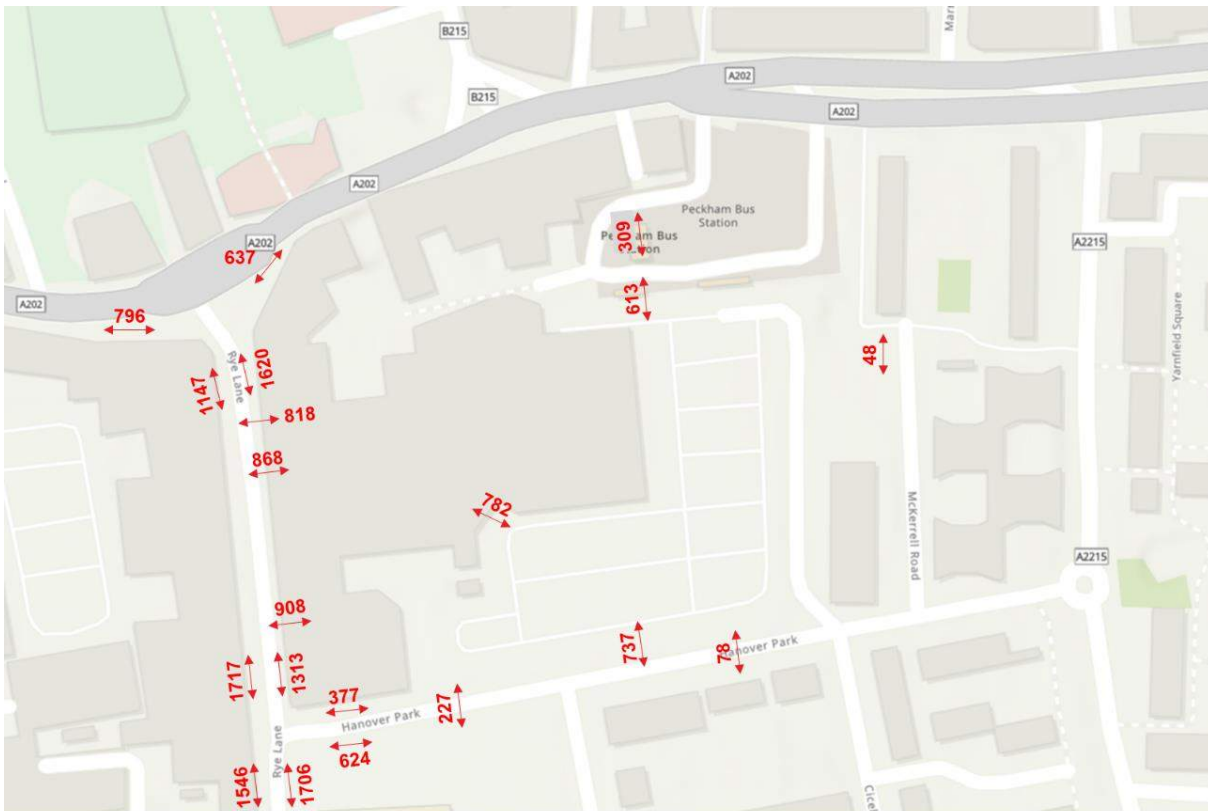
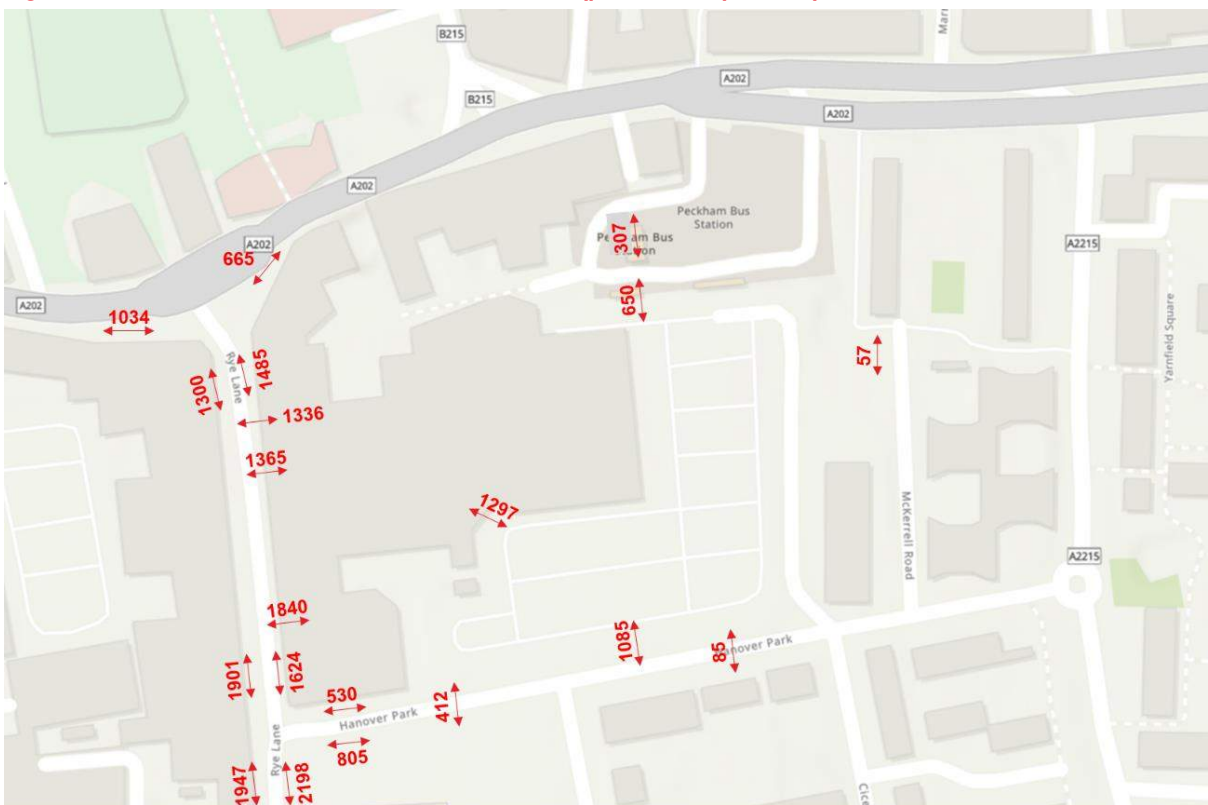


Figure 14: Pedestrian Movement Weekend 1400-1500 (pedestrians per hour)

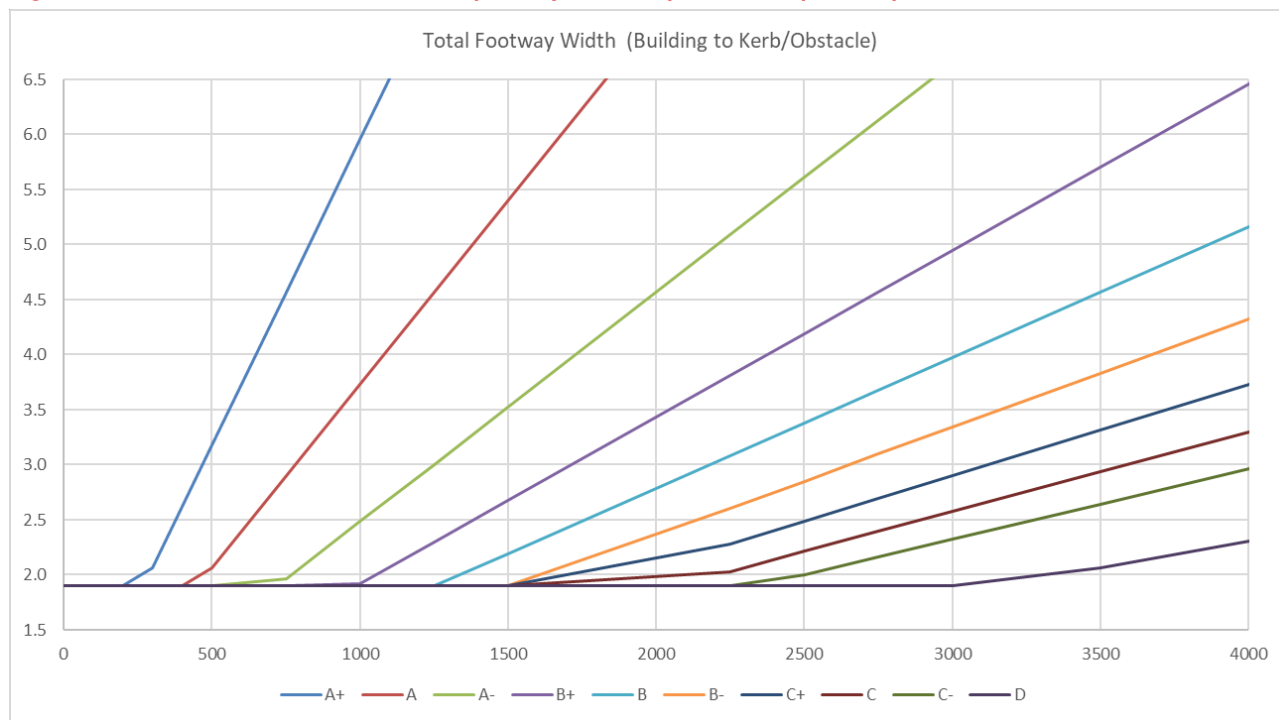


5.5 Pedestrian Comfort Levels

It is helpful to refer to the criterion set out within TfL Pedestrian Comfort Level Guidance when considering high volumes of movement.

Figure 15 shows the relationship between movement and pedestrian comfort level, noting that a minimum width (building to kerb without obstructions) of 1.9m is required to achieve a score above 'F'. A PCL of B+ is recommended for all areas, but in a High Street environment a PCL of B is acceptable, in a residential area B- is acceptable and in the vicinity of a transport interchange C+ is acceptable.

Figure 15: Pedestrian Comfort Level Chart (footway width vs pedestrians per hour)



The data outlined in Figure 15, shows:

- for flows of up to 1,000 pedestrians per hour, a total unobstructed width of 1.9m is recommended in all scenarios;
- at 2,000 pedestrians per hour 3.5m would be recommended but a total unobstructed width of 2.2m is acceptable at a transport interchange, 2.4m in a residential street, or 2.8m in a High Street; and
- at 3,000 pedestrians per hour 5.0m would be recommended but a total unobstructed width of 2.5m is acceptable at a transport interchange, 3.4m in a residential street, or 4.0m in a High Street.

It is unlikely that any single footway would exceed 3,000 pedestrians per hour based on the available flow data.

A report undertaken on behalf of LB Southwark titled ‘Peckham Walking: Movement Analysis, 2016’ includes some further pedestrian survey data and also sets out a PCL assessment of the arrangement in place at the time (which has since changed in places to enhance facilities for pedestrians and cyclists but remains a helpful reference). This is reproduced in Figure 16 and Figure 17.

Figure 16: Weekday PM Movement and PCL Analysis

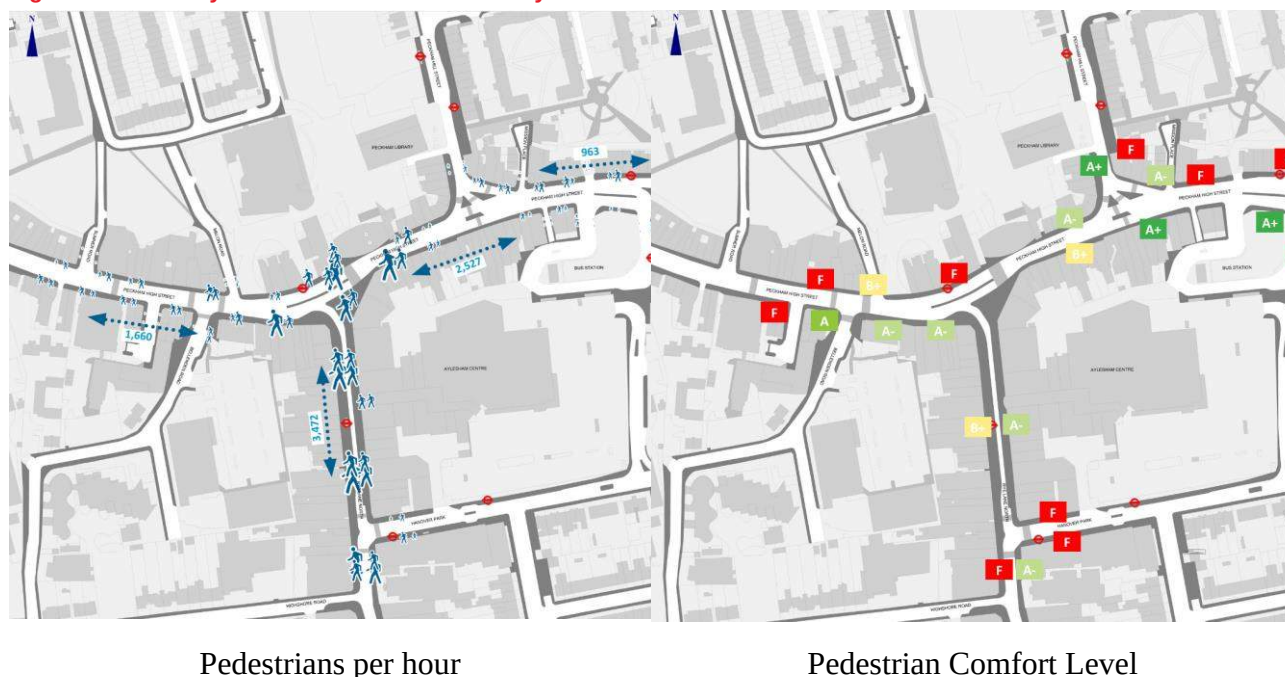
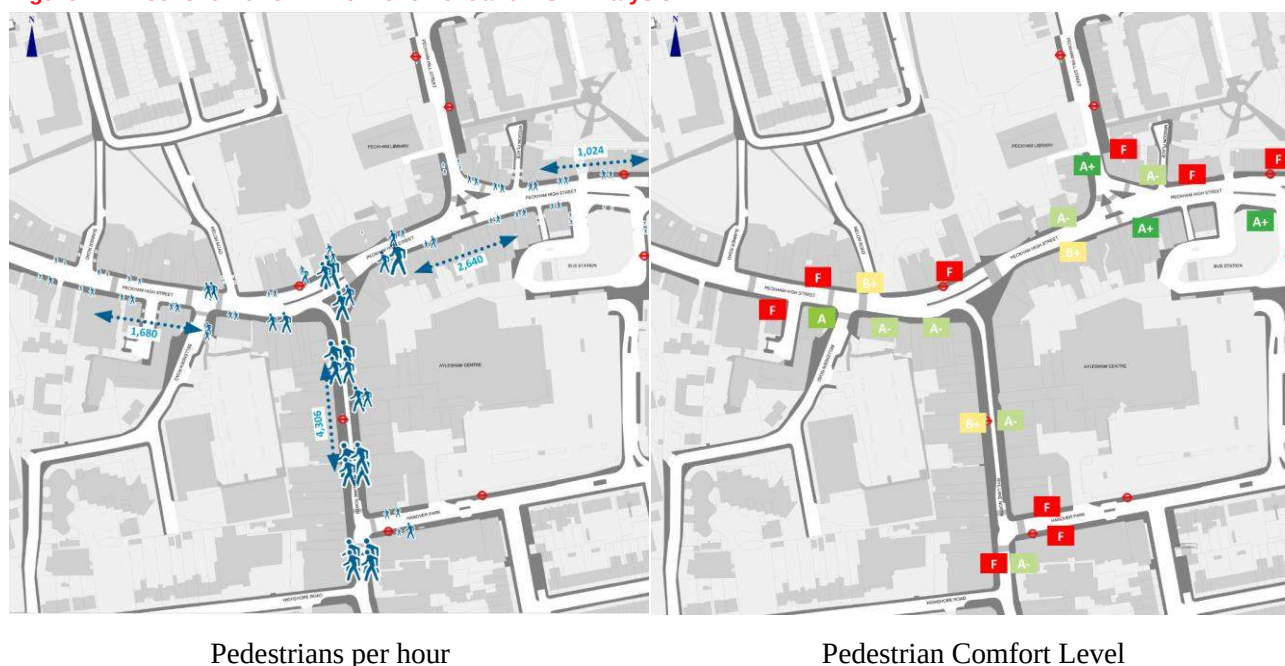


Figure 17: Weekend Lunch Time Movement and PCL Analysis



This data identifies several locations where existing footways do not meet the minimum width requirement (1.5m clear width or 1.9m unobstructed building to kerb) and therefore score ‘F’. These locations still function as effective parts of the pedestrian network and this is likely the result of localised pinch points around street furniture with little to no effect of the practical comfort for pedestrians.

The data otherwise suggests that PCLs are B+ or better, implying that footways generally meet or exceed the recommended comfort levels, with some scope for flows to increase of footways to narrow while remaining within ‘acceptable’ criteria (High Street ‘B’, residential area ‘B-’ and transport interchange ‘C+’).

6. Baseline Cycle Accessibility

6.1 Cycling Network

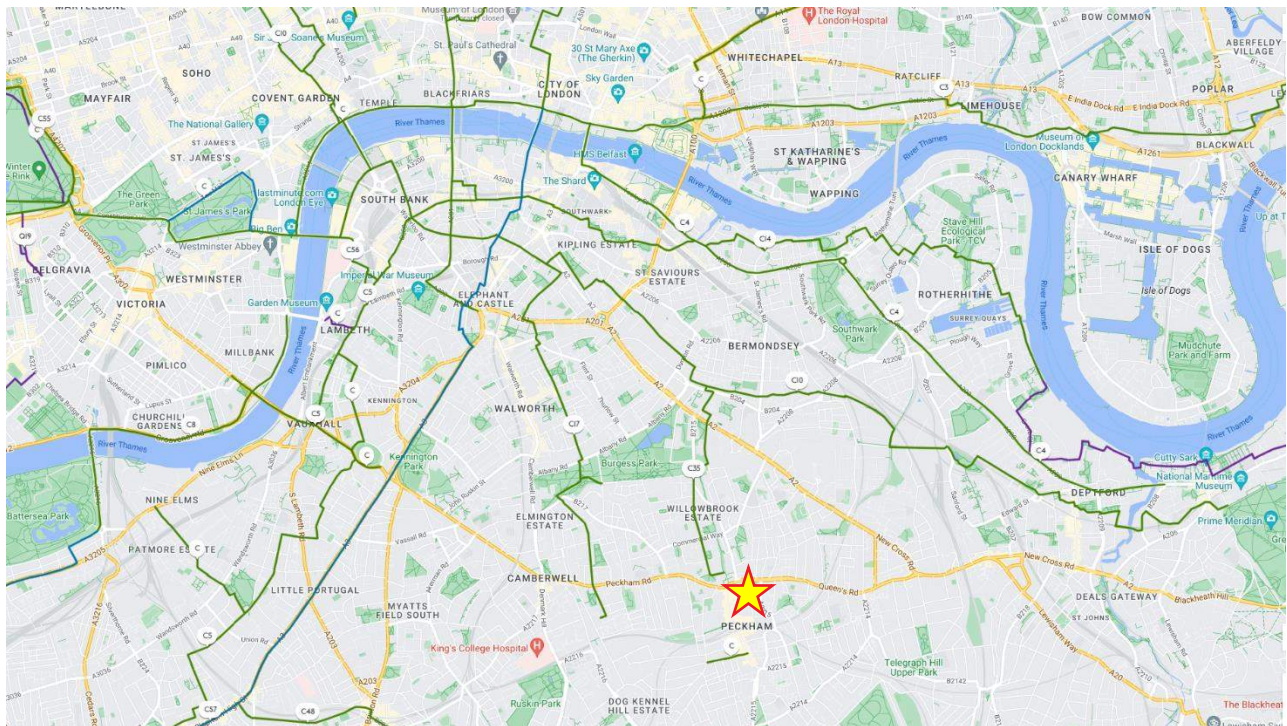
The key cycle routes in the vicinity of the Site are Rye Lane and Peckham High Street and are shown in Figure 18 (including reference to typical hourly cycle use from surveys surveyed cycle use from a report undertaken on behalf of LB Southwark titled 'Peckham Walking: Movement Analysis, 2016') with regional connectivity shown in Figure 19.

Figure 18: Local Cycle Routes



Imagery ©2022 Google, Imagery ©2022 Bluesky, Getmapping plc, Infoterra Ltd & Bluesky, Maxar Technologies, The GeoInformation Group, Map data ©2022

Figure 19: Regional Cycle Routes



Mapdata ©2024 Google

Rye Lane adjacent to the Site includes a segregated southbound cycle lane and cycles share a one-way bus only (and limited servicing) street northbound. On Peckham High Street, cycle facilities include shared bus

lanes, dedicated on-carriageway cycle lanes and advanced cycle stop lines. The Rye Lane cycle lane continues north across Peckham High Street (via a toucan crossing) and connects to cycleway 35 which then provides a formal cycle route to central London.

6.2 Cycle Parking

Some 30 cycle parking spaces are provided along Rye Lane in the form of Sheffield stands.

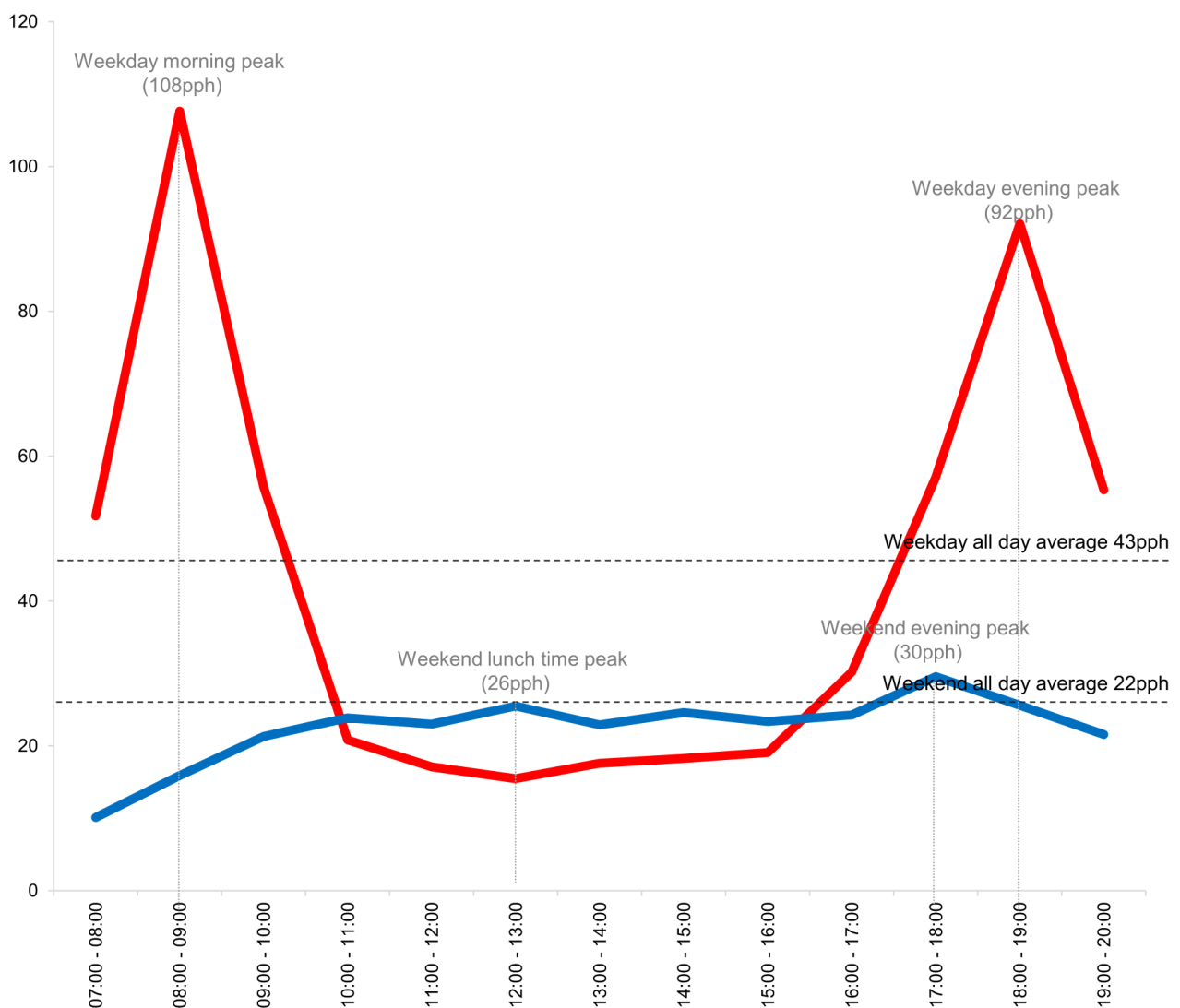
6.3 Cycle Hire

Both Forest and Lime currently operate cycle hire schemes in Peckham, with electric cycles and electric scooters available.

6.4 Prevailing Cycle Movement

The overall level of cycle movement in the town centre was described in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 20.

Figure 20: Cycle Movement in the Vicinity of the Site (cyclists per hour)



The data shows that the weekday morning (0800-0900) and evening (1800-1900) peaks being the busiest time across the week, with a continuous level of demand of around 25-30% of peak demand throughout the day and at weekends.

The movement on selected streets in the town centre was described in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 21 and Figure 22. This data shows the high level of cycle movement on Rye Lane and on Peckham High Street.

Figure 21: Cycle Movement Weekday 0800-0900 (cyclists per hour)

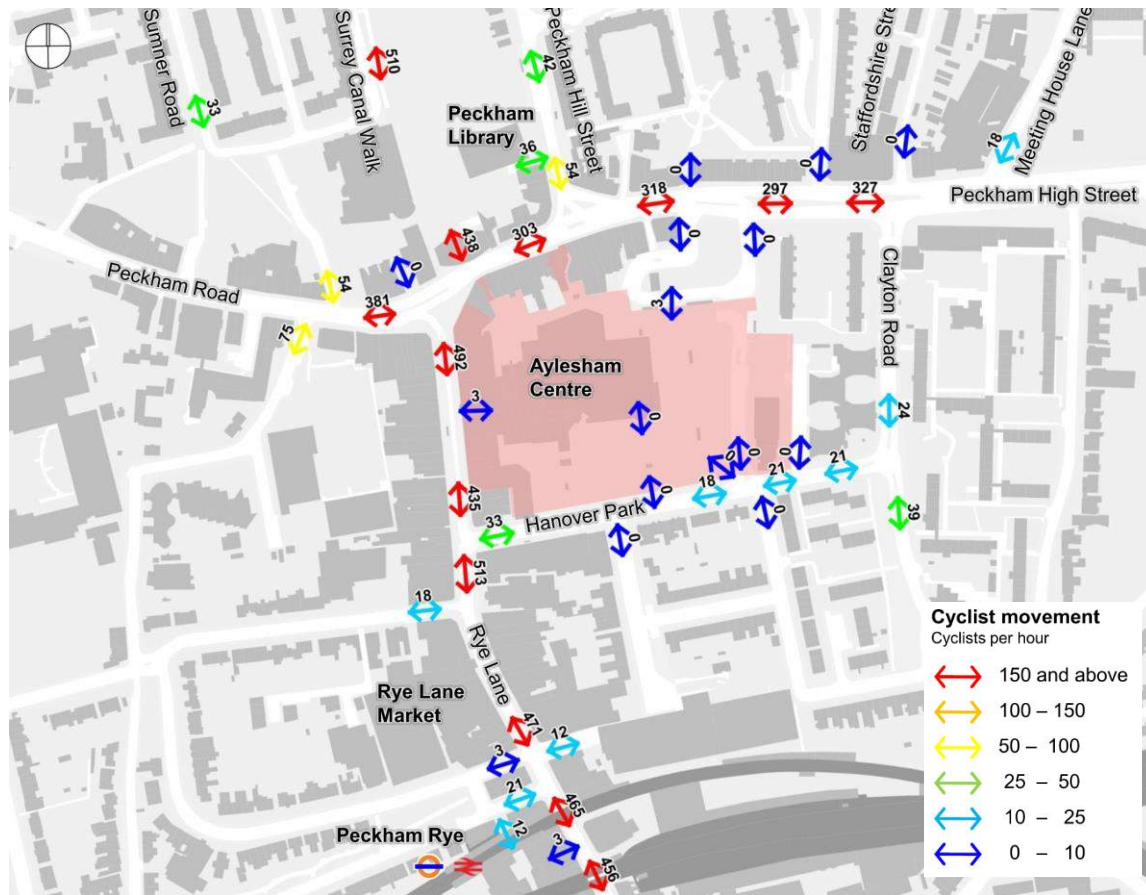
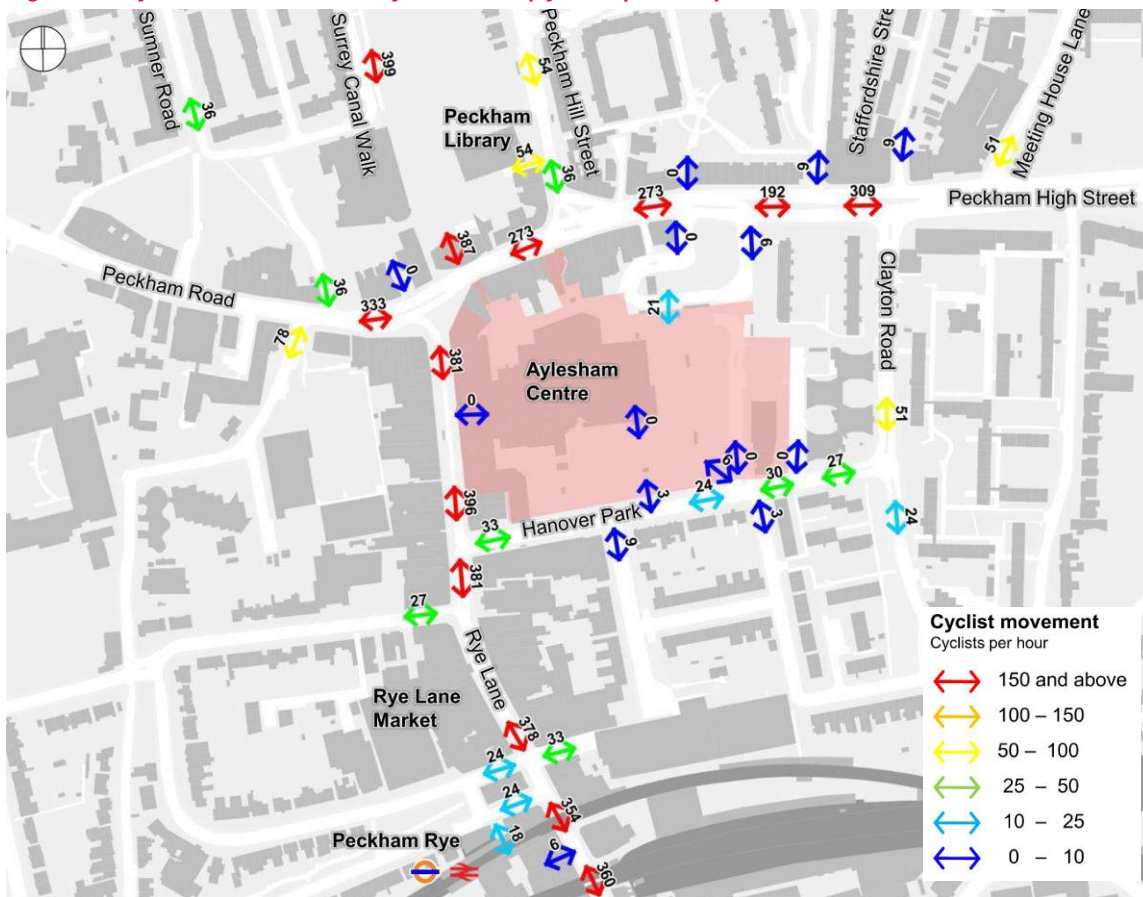


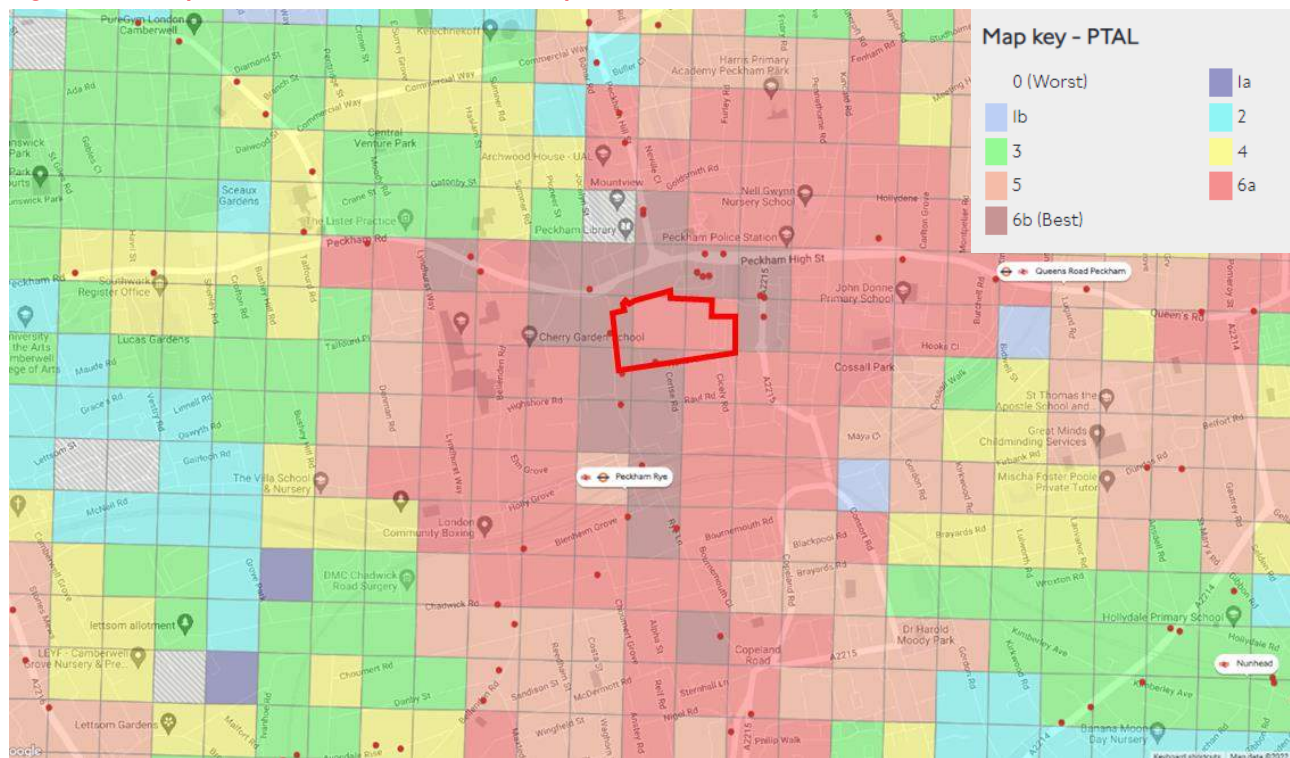
Figure 22: Cycle Movement Weekday 1800-1900 (cyclists per hour)



7. Baseline Public Transport Accessibility

The Site and the surrounding area benefits from a PTAL of 6a/6b (on a scale of 1a to 6b, with 6b being excellent) as shown in Figure 23.

Figure 23: Transport for London WebCAT PTAL output



Based on TfL's 'TIM' mapping, all of central London is accessible within a 45-minute public transport journey, together with large parts of south London. This is shown in Figure 24.

Figure 24: Time Mapping (2031 Average, All Public Transport Modes)



TfL’s ‘TIM’ mapping shows that journey times are largely unaffected if restricting journey routes to only those with step free access. This is shown in Figure 25.

Figure 25: Time Mapping (2031 Average, Step Free Only)

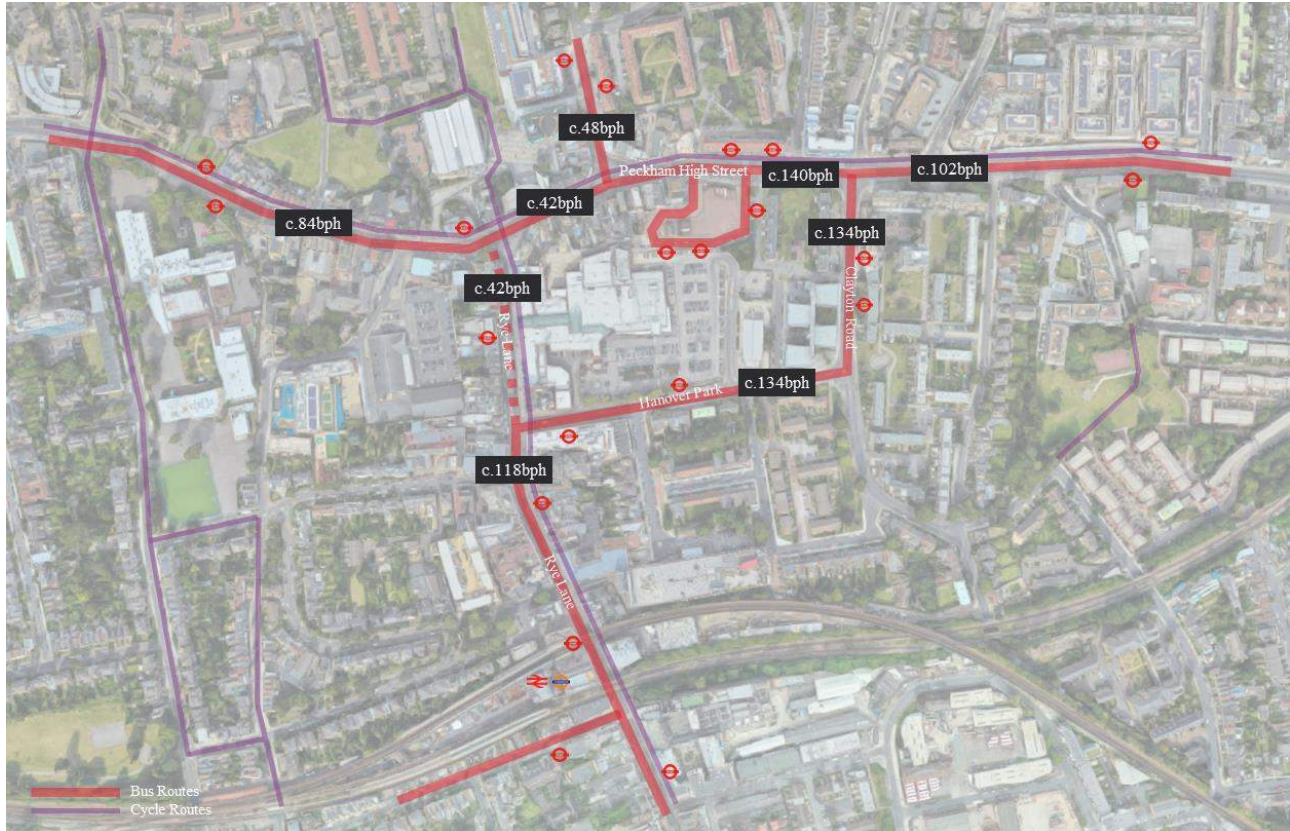


8. Baseline Bus Accessibility

8.1 Bus Network

The main roads surrounding the Site are bus routes (Peckham High Street, Rye Lane, Hanover Park, and Clayton Road) and Peckham Bus station is adjacent to the Site to the north- east. The key bus routes in the vicinity of the Site are shown in Figure 26.

Figure 26: Bus Routes and Bus Frequency



8.2 Bus Routes

At present, five routes terminate at Peckham Bus Station, with 11 other routes travelling through Peckham adjacent to the Site.

Bus stops are located both immediately north and south of the stretch of Rye Lane which runs parallel with the Site. Bus stops are also available from the existing bus station north of the Site, with pedestrian access available via the Aylesham Centre Site, as well as along Hanover Park, directly to the south of the Site. Current services and frequencies are summarised in below in Table 3.

Table 3: Bus Frequencies

Direction of services	Stop	Route no.	Frequency per direction per hour	Combined Frequency
East - West	Rye Lane	36	8	24
	Rye Lane	136	6	
	Rye Lane	171	5	
	Rye Lane	436	5	

Direction of services	Stop	Route no.	Frequency per direction per hour	Combined Frequency
North - South	Hanover Park	63	7	19
	Hanover Park	78	6	
	Hanover Park	363	6	
West - South	Rye Lane	12	5	13
	Rye Lane / Hanover Park	343	8	
East - South	Hanover Park / Bus Station	P12	4	8
	Hanover Park / Bus Station	P13	4	
West - Terminates	Rye Lane / Bus Station	345	8	8
North - Terminates	Bus Station	381	5	5
East - Terminates	Bus Station	177	5	5
South - Terminates	Hanover Park / Bus Station	37	6	11
	Hanover Park / Bus Station	197	5	
Total				88

9. Baseline Rail Accessibility

9.1 Rail Services

Peckham Rye Station is the closest station to the Site and is approximately 300m walking distance from the Site boundary. Southern, Thameslink, Southeastern and London Overground (Windrush) services operate from Peckham Rye Station, provide regular train services to a wide range of key destinations and numerous interchange opportunities with other services. Routes are shown in Figure 27, Figure 28 and Figure 29.

Figure 27: Southern & Thameslink Routes



Figure 28: Southeastern Routes

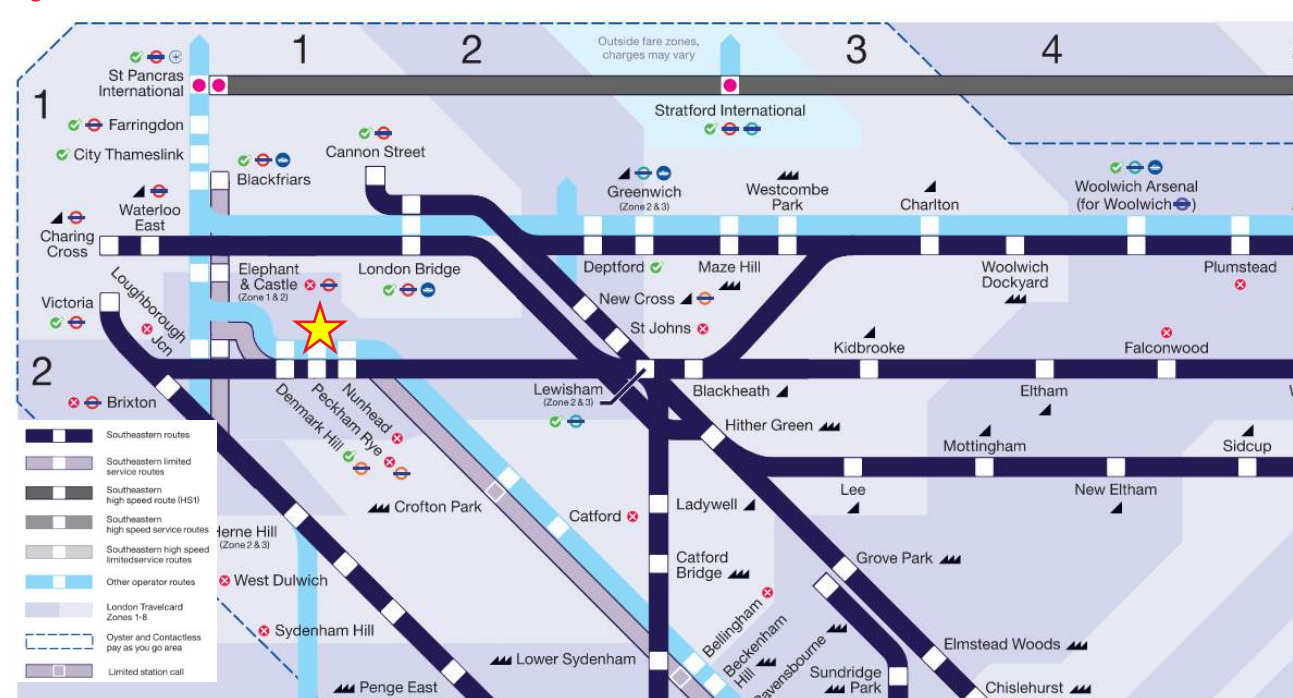
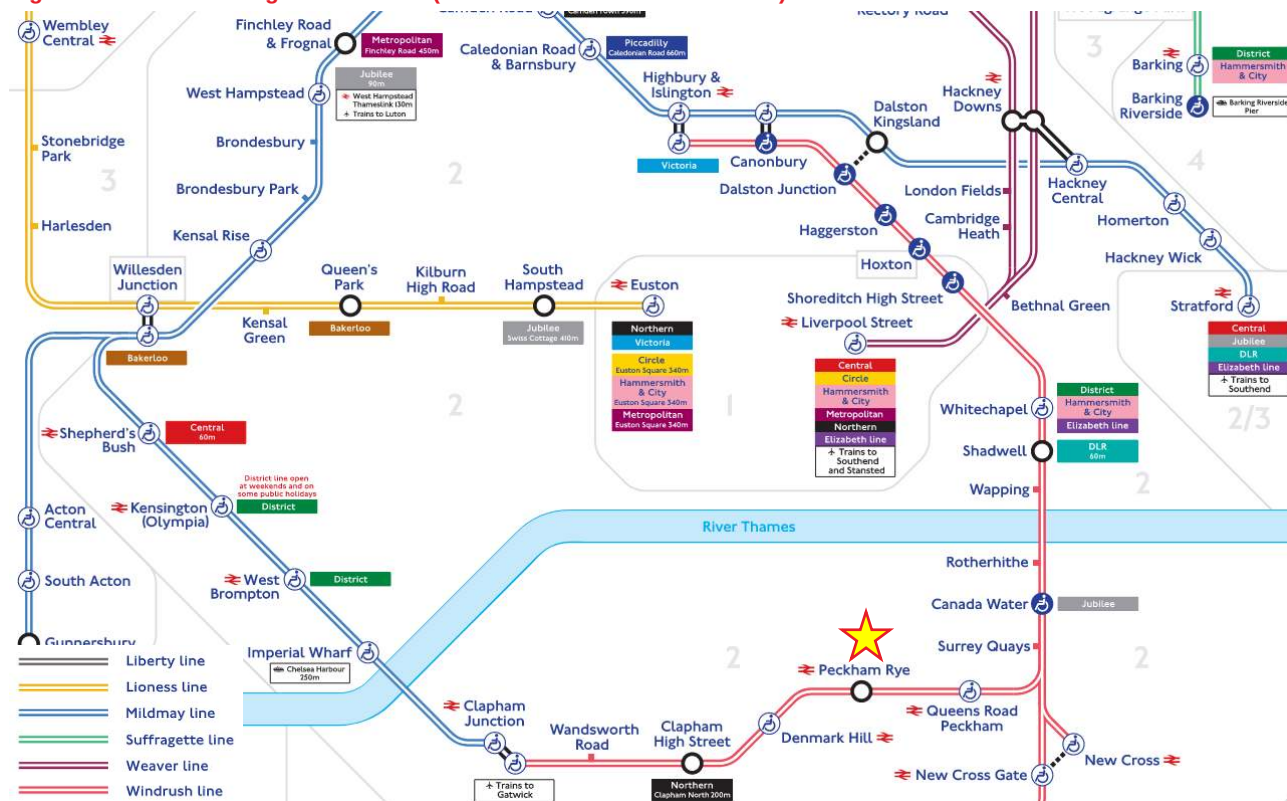


Figure 29: London Overground Routes (as Renamed from Autumn 2024)



Rail frequencies are set out in Table 4.

Table 4: Rail Services Frequencies (Peckham Rye)

Rail Operator	Route	Frequency per direction
London Overground	Windrush (Clapham Junction branch)	4
Southern	Terminating London Bridge	4 (6 in peak)
Southeastern	Terminating London Victoria	2 (3 peak)
Thameslink	Via London St Pancras	2 (4 in peak)
Total		12 (17 in peak)

9.2 Peckham Rye Station Upgrade

Currently, Peckham Rye is the busiest interchange station in the entire country without step free access to platforms or accessible facilities for passengers.

In June 2020, Network Rail received £1m from the Department for Transport to develop designs to improve the station for passengers.

On 7th March 2022, Network Rail submitted Planning and Listed Building Consent applications to upgrade Peckham Rye station to make it fully accessible with more capacity and better facilities for passengers. Listed Building Consent was granted on 13/09/2022 and planning permission was granted on 25/08/2023 from LBS.

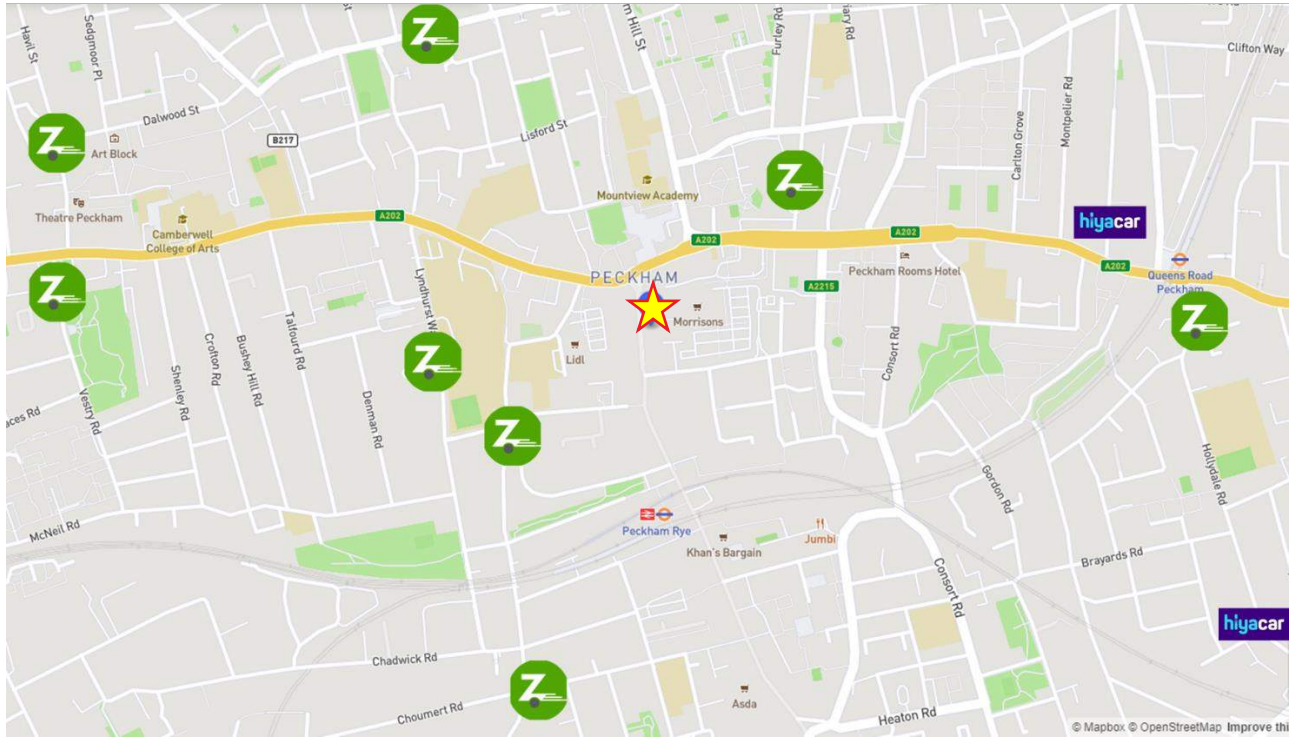
The proposals would also deliver wider platforms, larger passageways, new lifts and staircases, larger gate lines and larger entrances plus improved integration with the surrounding public realm, including better access into the station.

10. Baseline Car Club and Parking Context

10.1 Car Clubs

Peckham has an extensive car club network operated by Zipcar, as part of a contract with LBS. The locations of eight Zipcar Car Clubs are shown in Figure 30. Zipcar provides a flexible travel option for travellers, which allow them to take one-way trips as well as the more traditional return journey car club model. In addition to Zipcar, Hiyacar operates on two sites nearby to the Site. There is a parking bay on King's Grove just off Queen's Road and another Site further away on Hollydale Road.

Figure 30: Car Club Locations

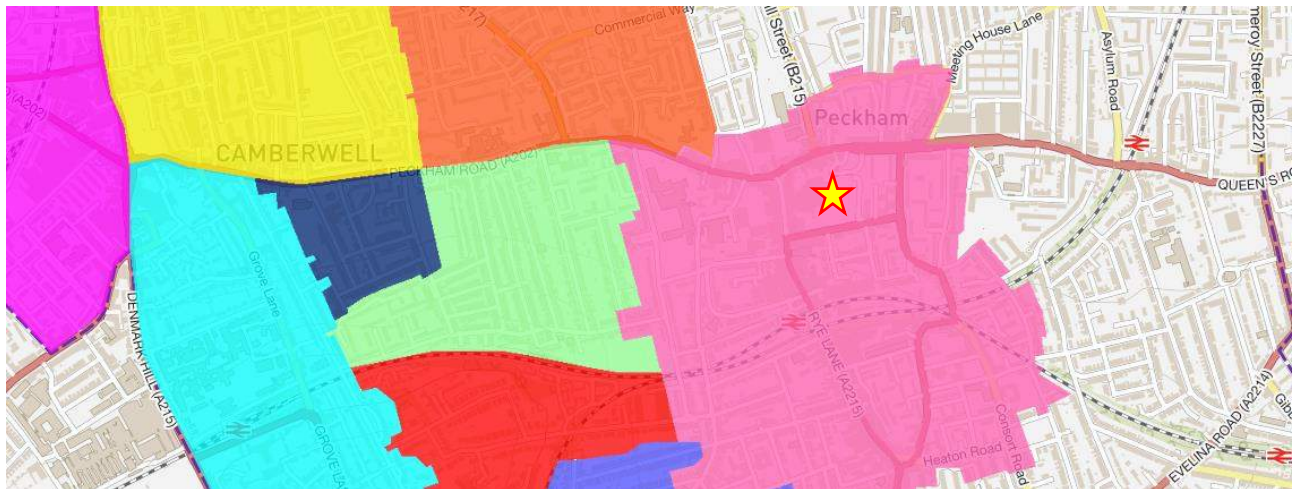


The London Plan does not support new car clubs for highly accessible locations.

10.2 Car Parking Restrictions

The Site is located within Controlled Parking Zone (CPZ) B, which operates between 8:30 to 18:30, Monday to Saturday and is shown in Figure 31. The CPZ cover all streets within a 200m distance of the Site (200m being the recommended maximum distance for parking displacement in the Lambeth Council Parking Survey Guidance Note (2021) commonly quoted ‘Lambeth Methodology’).

Figure 31: CPZ B Boundary Extent



source: <https://www.southwark.gov.uk/parking/find-somewhere-to-park/parking-zones>

10.3 Existing Car Park Utilisation

The existing Aylesham Centre car park provides free car parking for up to 2 hours. It is monitored through Automatic Number Plate Recognition (ANPR) cameras. Previous analysis of the data showed that the busiest period of the week is generally Saturday between 1100 and 1400 and a Friday between 1300-1500. Car Park utilisation during busy times commonly ranges between 85% and 100% but does slightly exceed 100% (up to 106%) on the busiest occasions. Data for a typical week, provided by Morrisons for a 12 month period between 2017-2018, is presented in Figure 32.

Figure 32: Existing car park utilisation

% Car Park Full		00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
25/06/2018	Monday	2	1.1	0.6	0.9	1.1	0.9	3.1	3.7	7.1	24	63	71	74	84	67	63	59	61	60	31	17	6.3	4.5	2.3
26/06/2018	Tuesday	1.1	1.1	1.4	2	1.4	2	4.3	7.4	11	22	65	65	75	75	66	60	62	59	52	31	20	8.8	5.7	4.3
27/06/2018	Wednesday	4.3	3.4	2.6	2.3	2.6	4.3	6	5.1	8	25	53	69	76	73	70	58	65	60	60	38	17	6	4.8	3.7
28/06/2018	Thursday	3.4	2	2	2.6	2.6	3.4	4.8	5.7	12	27	60	81	94	86	81	66	63	57	51	32	19	9.9	6.3	2.6
29/06/2018	Friday	2	2	1.7	2.6	1.7	2.6	4.8	5.7	8.2	31.3	86.6	88.1	89.2	102	101	79.3	82.7	79.8	67.6	43.5	28.1	17.9	6.5	3.4
30/06/2018	Saturday	2.6	2.3	1.7	3.1	1.7	1.7	3.7	5.4	14.2	35.5	63.6	100	103	102	88.1	77.8	78.4	63.9	52.6	36.4	21.6	7.7	6	2.8
01/07/2018	Sunday	2	2	1.4	1.4	1.1	1.4	1.4	1.1	2	4.8	19	47	63	57	66	62	53	26	7.7	4.8	3.4	2.3	3.4	2.3

To further understand the journey purposes of those parking in the car park, interview surveys were conducted by an independent survey company at each of the main entry/exit points for pedestrians entering and leaving the car park in March 2019. Overall:

- 32% were visiting Morrisons only;
- 32% were only visiting the town centre only; and
- 36% were visiting both Morrisons and the town centre.

Vehicular activity at the Site was surveyed on a Friday and a Saturday (the busiest days) in November 2022.

Car parking accumulation for Friday 25/11/2022 and Saturday 26/11/2022 is shown in Figure 33 and Figure 34 respectively. On the Friday, car park utilisation during busy times ranges between 70% and 90% of capacity. On the Saturday, car park utilisation was observed to be between 80% and 100%.

Figure 33: Car parking accumulation – Friday 25/11/2022

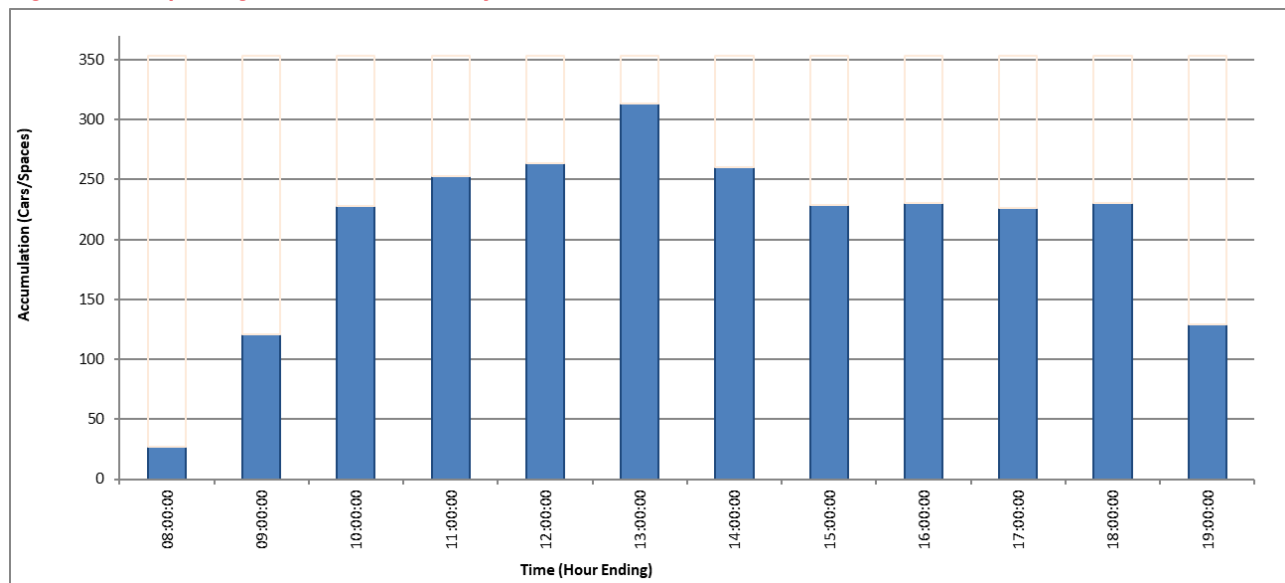
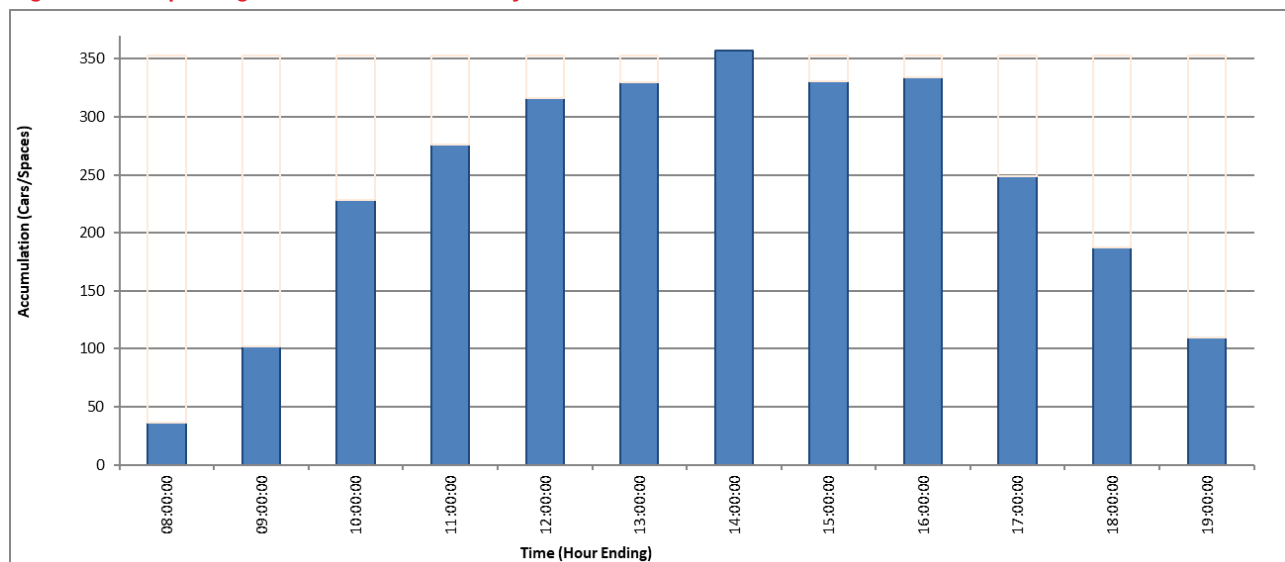


Figure 34: Car parking accumulation – Saturday 26/11/2022



10.4 Existing On-Street Parking Utilisation

On-street car parking stress surveys were undertaken in line with the standard ‘Lambeth Methodology’ on the 23rd and 24th November 2022. The survey included those streets within 200m of the Site where parking can legally take place and was undertaken at 0030 to capture maximum residential car parking demand. The results of the survey are shown in Table 5 and in Appendix E.

Table 5: Surveyed street parking stress

	Capacity	Wed		Thu	
		Demand	Occupancy	Demand	Occupancy
Disabled Bay	6	2	-	1	-
Permit Holders Only	107	78	73%	82	77%
Shared Use	23	21	-	18	-
Single Yellow	53	4	-	4	-
Double Yellow		5	-	3	-
Total (incl. single yellow capacity)	189	110	58%	108	57%
Total (excl. yellow capacity)	136	110	81%	108	79%

The survey covered:

- McKerrell Road;
- Ciceley Road;
- Moncrieff Street;
- Raul Road;
- Cerise Road; and
- Marmont Road.

The survey shows permit holder bays are c.77-78% utilised, which is broadly similar to the total demand for car parking across all available spaces (not including the capacity of single yellow lines). Not presented in Table 5, the surveyed streets also included a car club bay and a several motorcycle spaces.

11. Baseline Road Safety and Vision Zero Assessment

The Mayor's Transport Strategy (2018) focuses on achieving Vision Zero objectives which seek to eliminate all deaths and serious injuries from London's transport network by 2041. Personal Injury Accident (PIA) data has been obtained from TfL (provided at Appendix G) and has been analysed to draw out any clusters or patterns, particularly by location or mode. PIAs within the vicinity of the site are summarised in Table 6.

Table 6: PIAs along surrounding links

Link	Slight			Serious			Fatal		
Name	Ped	Cyc	2W	Ped	Cyc	2W	Ped	Cyc	2W
Peckham Road (A202)	1	12	2	2	1	0	1	0	0
Peckham High Street (A202)	16	29	15	5	9	2	2	0	0
Queens Road (A202)	0	14	8	0	1	1	0	0	0
Peckham Hill Street	15	2	2	4	0	0	0	0	0
Rye Lane	9	1	0	1	1	0	0	0	0
Clayton Road	1	1	2	2	0	1	0	0	0
Hanover Park	2	2	4	0	1	0	0	0	0

The data in Table 6 suggests higher densities of collisions on streets with higher volumes of movement (the A202 in particular), which is to be expected.

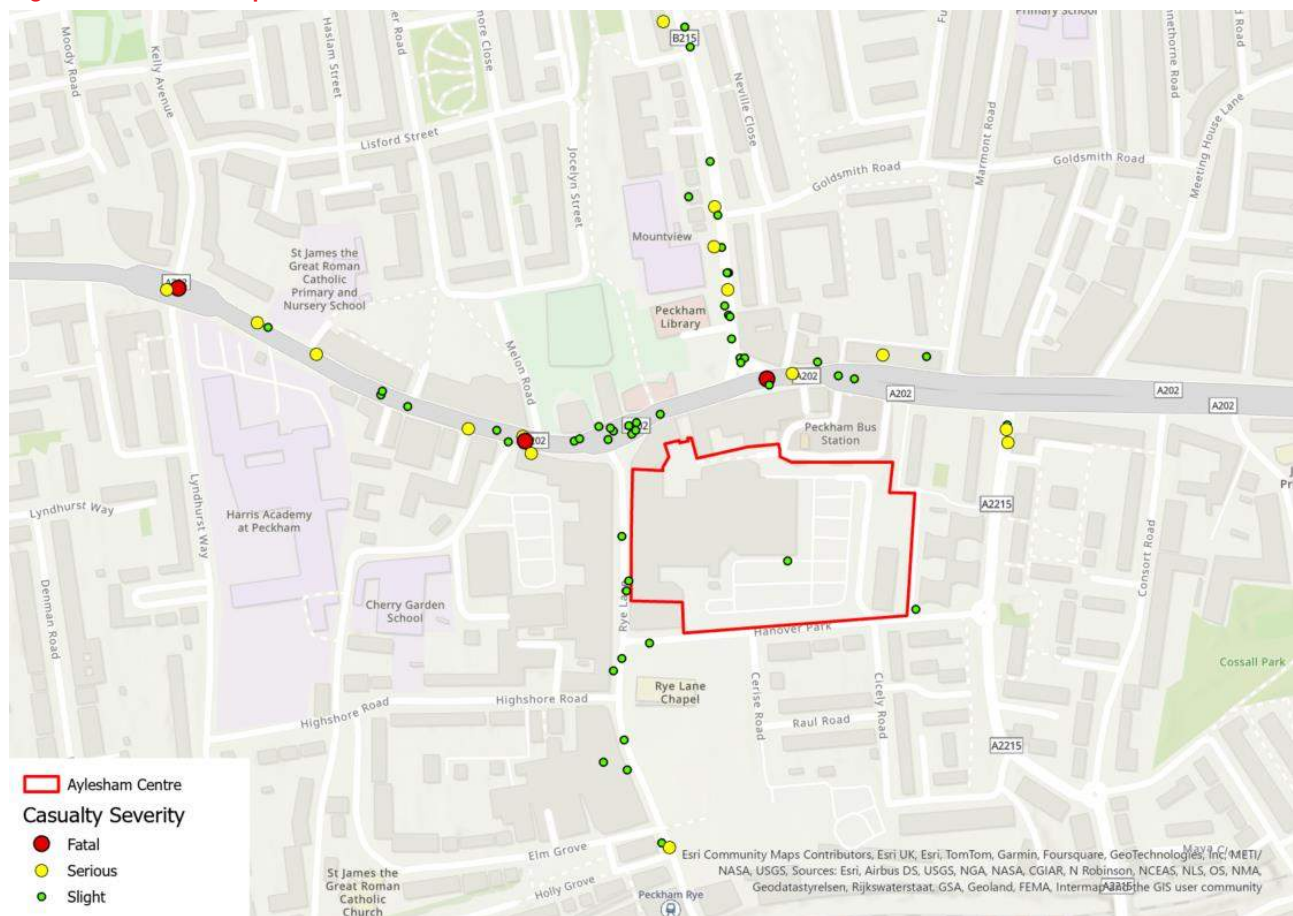
The serious and fatal collisions have been interrogated in a greater level of detail in the remainder of this chapter to seek to identify the contributory factors (where record data allows) and what measures or improvement might have prevented the collision. This does not imply that any such measures or improvements should be addressed as part of this planning application. Mitigation secured through a planning conditions and obligations must meet the requirements set out in the National Planning Policy Framework (NPPF) at paragraphs 55 to 58, including being necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. The accident details for pedestrians, pedal cyclists, powered two-wheelers and other vehicles (cars, bus or coach, taxi, goods vehicles and other vehicles).

Note that limited data is available within the collision records which limits the depth by which the records can be analysed.

11.1 Pedestrians

PIAs affecting pedestrians within the vicinity of Site are shown in Figure 35.

Figure 35: Location of pedestrian PIAs



Fatal and serious collisions are summarised and reviewed in Table 7.

Table 7: Details of serious and fatal PIAs for pedestrians

Date	TfL Ref	Link/Junction	Casualty Severity	Description of Contributory Factors	Review of Retrospective Preventative Opportunities
30/01/2020	1200233492	Peckham Road	Fatal	Impaired by drugs	Incident due to intoxication
08/01/2020	1200229060	Peckham High Street	Fatal	Vehicle blind spot Failed to judge vehicle's path or speed Wrong use of pedestrian crossing facility Failed to judge other person's path or speed	Appears to be due to human error
23/08/2023	1230462032	Peckham High Street	Fatal	Failed to look properly	Appears to be due to human error
13/12/2019	1190224693	Peckham Road	Serious	Failed to judge vehicle's path or speed	Appears to be due to human error
16/12/2019	1190226690	Peckham Road	Serious	Pedestrian trying to cross the road in front of stationary bus	Appears to be due to human error

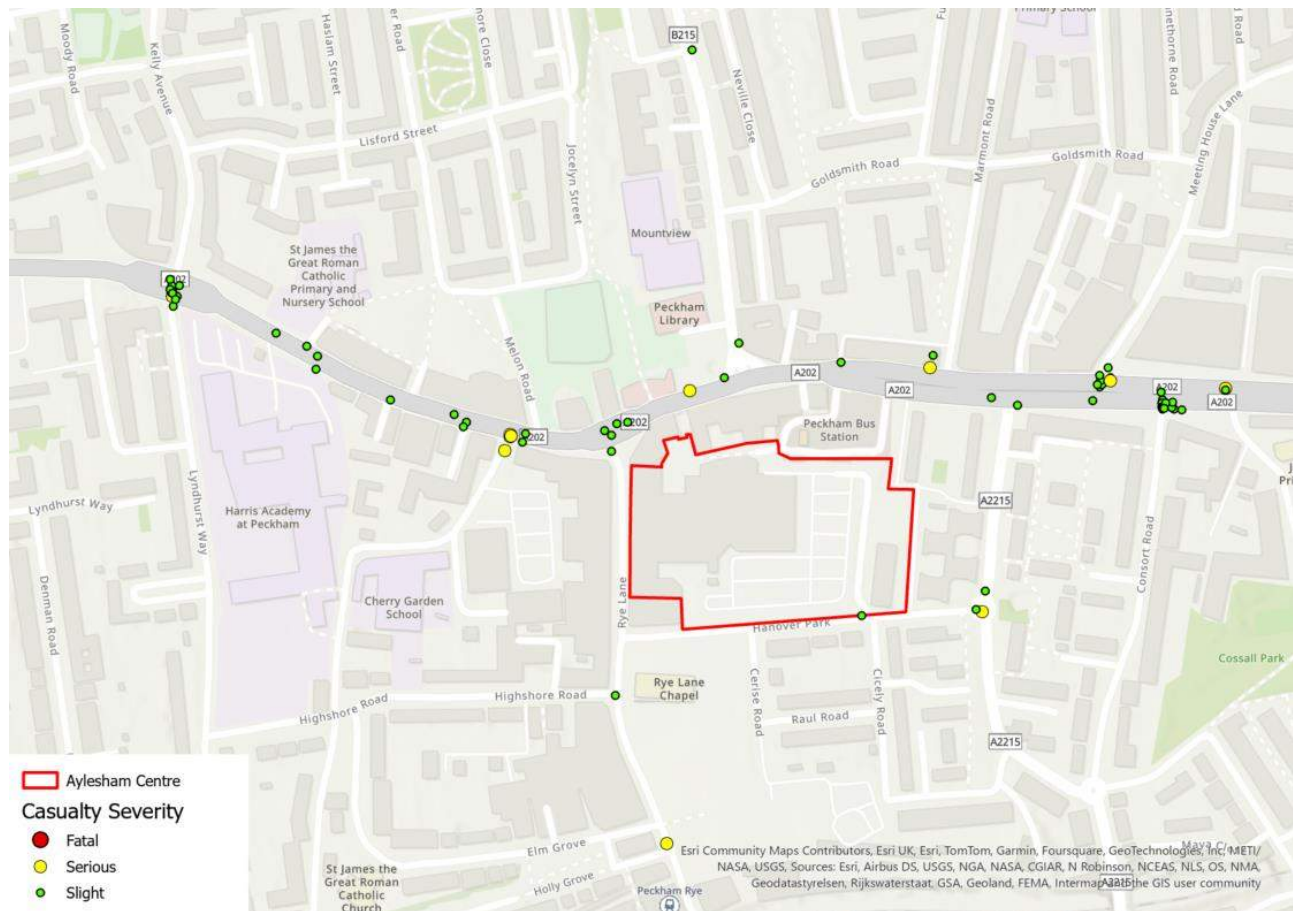
Date	TfL Ref	Link/Junction	Casualty Severity	Description of Contributory Factors	Review of Retrospective Preventative Opportunities
				Struck by vehicle when crossing	
26/04/2021	1210303856	Peckham High Street	Serious	Failed to look properly	Appears to be due to human error
03/12/2021	1210347780	Peckham High Street	Serious	Failed to look properly Careless, Reckless or in a hurry	Appears to be due to human error
11/07/2023	1230454669	Peckham High Street	Serious	Failed to look properly Stationary or parked vehicle Disobeyed automatic traffic signal Travelling too fast for conditions	Appears to be due to human error
10/10/2019	1190213956	Peckham High Street	Serious	Crossing road masked by stationary or parked vehicle Vehicle failed to judge other person's path or speed	Appears to be due to human error
02/12/2019	1190222202	Peckham High Street	Serious	Failed to look properly	Appears to be due to human error
10/07/2023	1230454413	Peckham High Street	Serious	Careless, Reckless or in a hurry Failed to judge other person's path or speed	Appears to be due to human error
03/12/2023	1230482537	Clayton Road	Serious	Not stated	Not stated
13/01/2023	1230421282	Clayton Road	Serious	Careless, Reckless or in a hurry	Appears to be due to human error
07/08/2022	1220392637	Peckham Hill Street	Serious	Failed to look properly	Appears to be due to human error
26/11/2022	1220412997	Peckham Hill Street	Serious	Impaired by alcohol	Incident due to inebriation/human error
08/11/2022	1220409283	Peckham Hill Street	Serious	Not stated	Not stated
09/05/2023	1230441888	Peckham Hill Street	Serious	Failed to look properly	Appears to be due to human error
16/12/2023	1230484403	Rye Lane	Serious	Failed to look properly	Appears to be due to human error

The data shows a cluster of collisions on Peckham High Street at the northern end of Rye Lane, in the location of the Toucan Crossing, where movement is focussed. The data is reflective of the level of vehicle and pedestrian movement on the A202 corridor and Peckham Hill Street.

11.2 Pedal Cycle

PIAs affecting pedal cyclist within the vicinity of Site are shown in Figure 36.

Figure 36: Location of pedal cyclist PIAs.



Fatal and serious collisions are summarised and reviewed in Table 8.

Table 8: Details of serious PIAs for pedal cyclist

Date	TfL Ref	Link/Junction	Casualty Severity	Description of Contributory Factors	Review of Retrospective Preventative Opportunities
26/11/2019	1190220824	Peckham Road	Serious	Pedal cyclist hit the rear wing of the van Failed to look properly	Appears to be due to human error
05/07/2020	1200255124	Peckham High Street	Serious	Not stated	Not stated
05/02/2019	1190161635	Peckham High Street	Serious	Junction restart Careless, reckless or in hurry Failed to judge other person's path or speed Poor turn or manoeuvre Failed to judge other person's path or speed	Appears to be due to human error

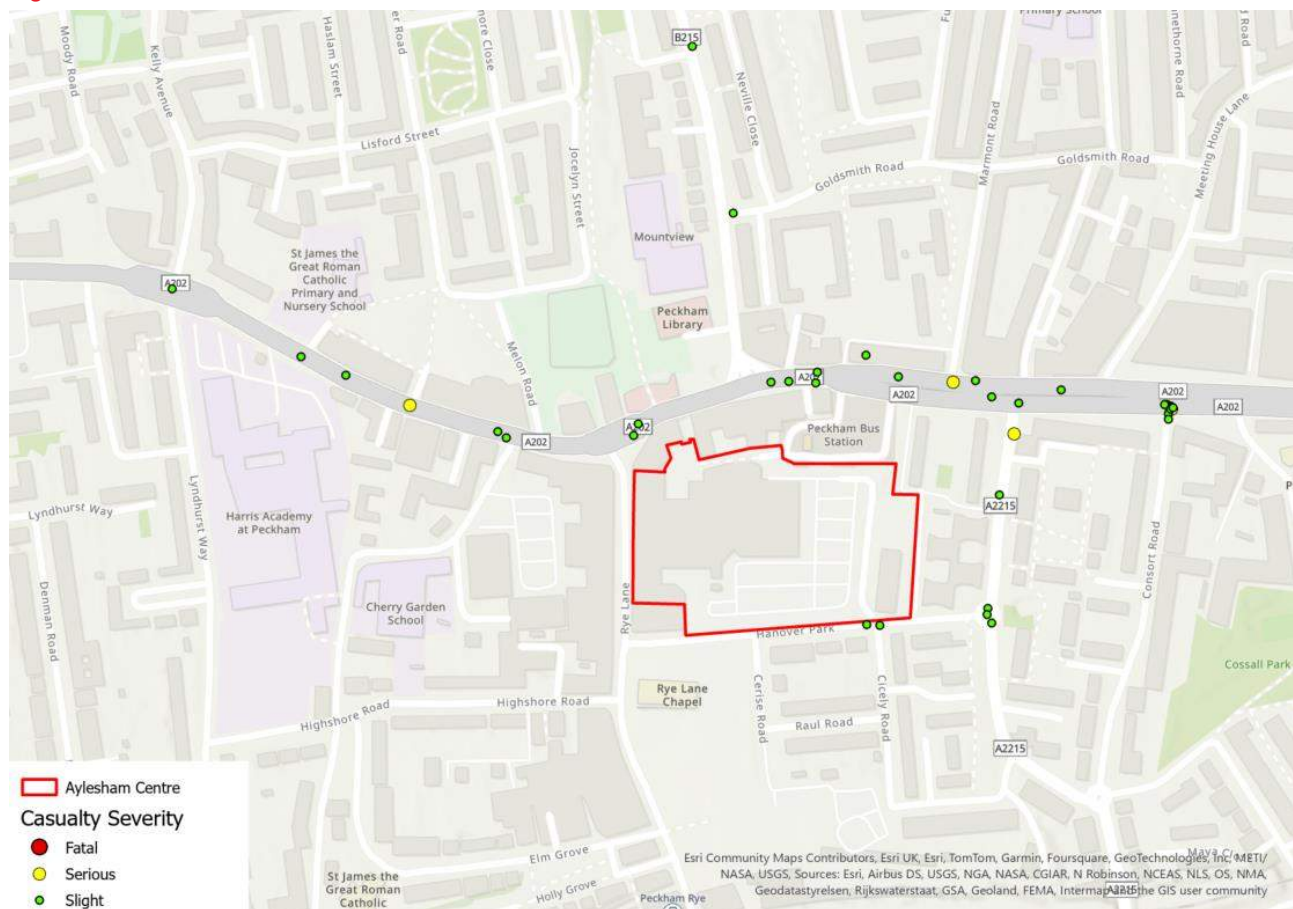
Date	TfL Ref	Link/Junction	Casualty Severity	Description of Contributory Factors	Review of Retrospective Preventative Opportunities
25/05/2020	1200249071	Peckham High Street	Serious	Following too close Poor turn or manoeuvre Careless, reckless or in hurry Failed to judge other person's path or speed	Appears to be due to human error
21/03/2019	1190170334	Peckham High Street	Serious	Cyclists failed to judge vehicle's path or speed and collided	Appears to be due to human error
27/06/2022	1220384964	Peckham High Street	Serious	Not stated	Not stated
04/10/2023	1230469837	Peckham High Street	Serious	Not stated	Not stated
12/12/2020	1200286077	Peckham High Street	Serious	Not stated	Not stated
11/07/2023	1230454547	Peckham High Street	Serious	Failed to look properly	Appears to be due to human error
08/11/2023	1230476727	Hanover Park	Serious	Not stated	Not stated
24/03/2022	1220367233	Queens Road	Serious	Dazzling sun Following too close Failed to judge other person's path or speed	Appears to be due to human error

The data shows a cluster of collisions on the A202 corridor. The data is reflective of the level of vehicle and cycle movement on the A202 corridor.

11.3 Powered Two-Wheeler

PIAs affecting powered two-wheelers within the vicinity of Site are shown in Figure 37.

Figure 37: Powered Two-Wheelers PIAs



Fatal and serious collisions are summarised and reviewed in Table 9.

Table 9: Details of serious and fatal PIAs for powered two-wheelers

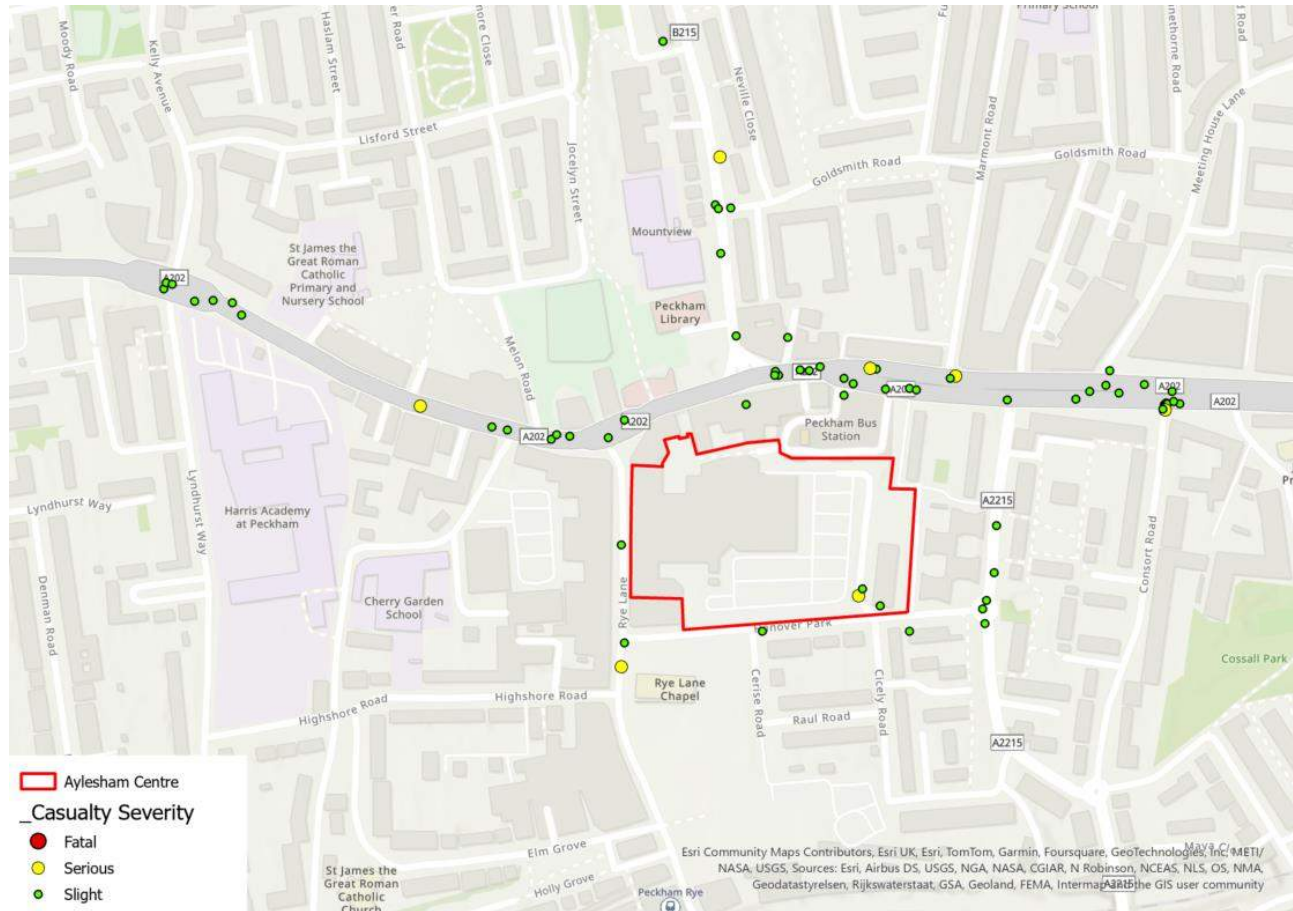
Date	TfL Ref	Link/Junction	Casualty Severity	Description of Contributory Factors	Review of Retrospective Preventative Opportunities
08/10/2022	1220403564	Peckham High Street	Serious	Failed to look properly Collision with stationary or parked vehicle	Appears to be due to human error
20/08/2022	1220395044	Peckham High Street	Serious	Careless, Reckless or in a hurry Failed to look properly	Appears to be due to human error
25/09/2020	1200269895	Clayton Road	Serious	Not known how collision occurred but stated to be due to loss of control	Appears to be due to human error
15/07/2019	1190193755	Queens Road	Serious	Poor turn or manoeuvre by PHV	Appears to be due to human error

The data shows a cluster of collisions on the A202 corridor. The data is reflective of the level of vehicle movement on the A202 corridor.

11.4 Other Vehicles

PIAs affecting other vehicles within the vicinity of Site are shown in Figure 38. This includes cars, bus or coach, goods vehicles, taxi and private hire vehicles.

Figure 38: Other Vehicles (Car, Bus or Coach, Goods Vehicle)



Fatal and serious collisions are summarised and reviewed in Table 10.

Table 10: Details of serious PIAs for other vehicles

Date	TfL Ref	Link/Junction	Casualty Severity	Description of Contributory Factors	Review of Retrospective Preventative Opportunities
12/02/2019	1190163048	Peckham High Street	Serious	Casualties were bus passengers injured due to sudden breaking by driver Trying to avoid collision with a child at the crossing (Light was green for vehicles)	
13/08/2023	1230460359	Peckham High Street	Serious	Failed to look properly	Appears to be due to human error
22/04/2019	1190176407	Peckham High Street	Serious	Loss of control Mounted kerb and hit CCTV post	Appears to be due to human error
04/10/2023	1230469837	Car Park Access	Serious	Not stated	Appears to be due to human error

Date	TfL Ref	Link/Junction	Casualty Severity	Description of Contributory Factors	Review of Retrospective Preventative Opportunities
16/08/2020	1200262261	Peckham Hill Street	Serious	Impaired by Alcohol Not known how collision occurred	Due to inebriation
27/05/2023	1230445483	Rye Lane	Serious	Poor turn or manoeuvre	Appears to be due to human error

The data shows a cluster of collisions on the A202 corridor. The data is reflective of the level of vehicle movement on the A202 corridor.

11.5 Review

The data presented in this chapter has been interrogated based on the level of detail available from TfL collision records. This indicates the A202 corridor experiences a higher number of collisions compared with the wider network, which reflects the higher volume of movement on this corridor. The proposed development will result in a net reduction in vehicle movement from the Site to offset any increase in pedestrian movement on this corridor.

12. Baseline Highway Conditions

12.1 Baseline traffic flows

The Site currently takes access from Hanover Park (for car and servicing access), Peckham High Street via Peckham Bus Station (for servicing access) and McKerrell Road (gated access). In addition to Hanover Park and Peckham High Street, the other key ‘roads’ in the vicinity of the Site are Clayton Road and Peckham Hill Street.

Traffic flow data is available for junctions and links in the vicinity of the Site from surveys undertaken in June 2019 and November 2022 (refer to Appendix E). The prevailing traffic flows on the network in the vicinity of the Site is shown in Table 11.

Table 11: Traffic Flow Data

Link	Location	AM Peak		PM Peak		18hr AAWT	
		Vehs	HGVs	Vehs	HGVs	Vehs	HGVs
Peckham Hill Street	North of Hanover Park	750	70	784	37	10,865	931
Peckham High Street	West of Peckham Hill Street	1189	137	1,273	56	17,427	1,645
	West of Clayton Road	1841	243	2,204	125	28,567	3,192
	East of Clayton Road	1120	162	1,320	81	17,230	2,114
Clayton Road	North of Hanover Park	878	134	1,231	96	14,846	2,051
	South of Hanover Park	669	23	777	3	11,246	202
Hanover Park	West of Clayton Road	415	116	810	83	11,244	1,558
	East of Rye Lane	120	106	111	87	1,648	1,414

The total baseline vehicle travel demand observed arising from the Site (from car parking, service yards and the petrol filling station) is shown in Table 12.

Table 12: Baseline Site Vehicle Activity

	AM Peak		PM Peak		18hr AAWT	
	Vehs	HGVs	Vehs	HGVs	Vehs	HGVs
North Service Yard Access	6	1	15	1	164	22
South Service Yard Access	5	1	16	0	212	23
Car Park	196	4	531	0	6,579	56
Petrol Filling Station	62	2	88	0	1,306	24
Total Site	269	6	650	1	8,812	105

13. Proposed Development Overview

13.1 Proposed Land Use Overview

The Proposed Development comprises:

- Demolition of existing buildings and phased redevelopment to provide a replacement supermarket and associated service yard and car parking (Use Class E(a)); flexible retail, leisure (including drinking establishment), and commercial accommodation (Use Class E/Sui Generis); dwellings (Use Class C3); landscaping; and associated works.

This includes:

- 877 homes Residential Apartments (C3);
- Replacement supermarket (Use Class (E(a)) c. 4,450sqm GIA;
- Retail, Leisure and Commercial Floorspace (Use Class E/Sui Generis) of c. 6,470sqm GIA;
- A 140-space basement car park (which is a contractual requirement with the supermarket operator and is a pre-requisite to enable development) including 8 Blue Badge spaces (6% of total) and 8 Parent and Child spaces (6% of total); and
- 11 Blue badge car parking for residents and employees of the town centre (non-supermarket) uses (6 on street within the Site and 5 in the basement car park).

Table 13 sets out the parameters controlling the commercial uses within the Proposed Development and provides a comparison with existing provision on-site.

Table 13: Commercial floor space parameters

Land use	Existing (GIA)	Proposed (GIA)
Supermarket (Use Class E(a))	4,975.7sqm	4,448.9sqm (10,725.8 including associated service yard and car park)
Flexible Retail, Leisure and Commercial (Use Class E(a-g)/Sui Generis) (exc Supermarket)	5,109.2sqm	3,744.6sqm, Subject to the following caps: <ul style="list-style-type: none"> - Up to 350 sqm drinking establishment (Sui Generis) - Up to 320sqm of workspace (Use Class E(g))
Petrol Filling Station	98	-
Workspace (Use Class E(g))	-	2,725.3sqm
Total	10,182.9	10,918.8sqm (17,195.7sqm including associated service yard and car park)

The overall proposed retail and leisure space is slightly smaller than the current provision, but is offset through the provision of a new c. 2,725.3sqm of workspace use. The proposed supermarket is slightly smaller than the existing provision on-site but not materially so.

The primary changes (from a transport perspective) compared with the existing land uses on the Site are:

- the introduction of residential development;
- slight increase to commercial uses on the Site;
- the removal of the Petrol Filling Station;
- the reduction of supermarket car parking reduced from 353 spaces to 140 spaces;
- Introduction of new public green spaces; and
- Provision of additional cycle parking.

13.2 Proposed Access Overview

Within the Site, the Proposed Development includes:

- New east-west and north-south landscape led public realm accommodating pedestrians and cyclists on desire lines through substantially enhanced spaces;
- New segregated and enclosed service yard, accessed from Hanover Park, for the supermarket (which is a contractual requirement with the supermarket operator, must be segregated from other uses on the Site, and is a pre-requisite to enable development); and
- Removal of the existing northern and southern service yards and replacement with on-street routes for servicing within the Site.

13.3 Proposed Connectivity Overview

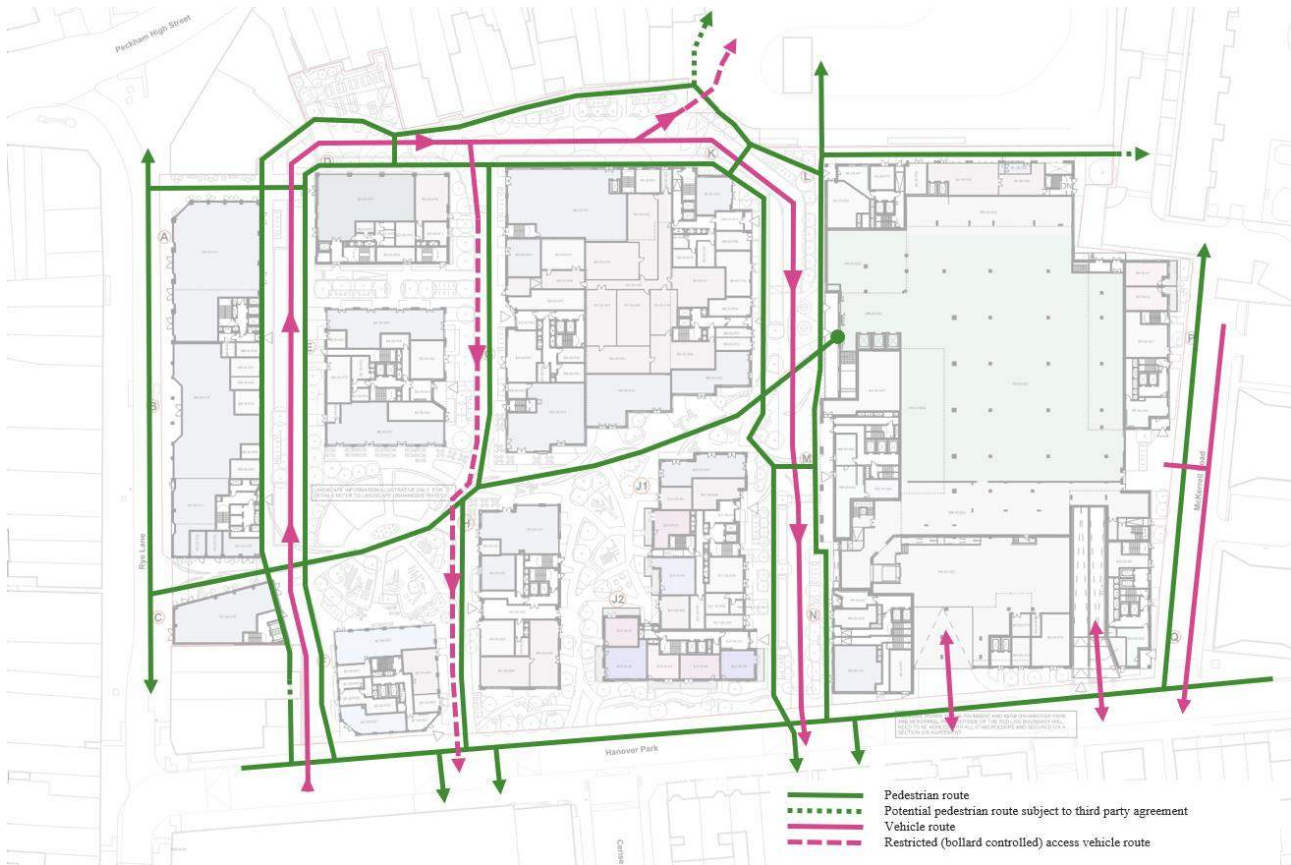
The Proposed Development is also expected to contribute towards, secure or deliver the following where the Site interfaces with the surrounding area to enhance connectivity and deliver public benefits:

- Public realm enhancements on Hanover Park along the Site's frontage including opportunities to provide wider footways, landscaping and improved crossing opportunities;
- Public realm enhancements on the western side of McKerrell Road; and
- Enhancements to improve pedestrian and cycle connections to the north via Peckham Bus Station, through consultation with TfL, and between Peckham Bus Station and Bull Yard.

14. Proposed Pedestrian Strategy

The proposed pedestrian strategy is shown in Figure 39 and in Appendix A.

Figure 39: Pedestrian Permeability & Connectivity



Pedestrian access will be accommodated throughout the Site. Segregation and sharing between vehicles and pedestrians is shown in Figure 39. Segregated routes for pedestrians are provided on the general vehicle access route which operates clockwise within the Site. One predominantly pedestrian route will also facilitate limited vehicle access for refuse collection and direct commercial and large furniture deliveries to residential dwellings (north-south through the centre of the Site, one way southbound). Vehicle access on to this route will be bollard controlled, managed by the on-site management team.

Several enhancement schemes are proposed beyond the boundary of the Site including:

- Enhanced pedestrian environment on Hanover Park subject to agreement with LB Southwark as highway authority and consultation with TfL;
- Enhanced pedestrian environment on McKerrell Road subject to agreement with LB Southwark as highway authority;
- New pedestrian connection through to the public realm around Purdon House subject to agreement with LB Southwark as landowner;
- New pedestrian route around the northern edge of the TfL bus station subject to agreement with TfL as landowner;
- New pedestrian route between the TfL bus station and Bull Yard subject to agreement with TfL as landowner of the bus station and LB Southwark as highway authority for Bull Yard; and
- Continuous pedestrian route at the southwest corner of the masterplan on the western side of the western vehicle access across a 'notch' in the redline boundary in this location subject to agreement with the land owner.

Works on public highway will be secured as part of a planning permission (through either a planning condition or s106 agreement) and delivered by, or funded by, the Applicant. Works not on public highway have been identified as being beneficial to the delivery of a comprehensive development but the acceptability of the planning application is not contingent upon these works, and it is anticipated that a planning permission would secure a requirement for the Applicant to fund and work with relevant land owners to seek to deliver those works (subject to agreement on suitable wording in a s106 agreement to not prejudice the delivery of the Proposed Development).

15. Proposed Cycle Strategy

15.1 Cycling Routes

The primary cycling routes through the Site are shown in Figure 40 and in Appendix A. In practice, cycling will be permitted on all hard surfaced public realm. This has been developed in the context of the surrounding cycle routes set out in chapter 6.

Figure 40: Cycle Permeability & Connectivity



The Site does not form a meaningful ‘through’ route for cyclists, by virtue of the severance created by the rail line which focusses north-south demand on Rye Lane and partly due to the urban grain which focusses east-west movements on Peckham High Street. Cycle activity within the Site will therefore be primarily associated with visitors to the town centre and with residents and employees of the Site. Cycle activity within the Site will therefore be relatively modest.

Reflecting the nature and level of cycling within the Site, cycles will share space with vehicles or will share space with pedestrians, depending on the location within the Site. This is proportionate to the very low level of vehicle activity within the Site and the predominantly ‘trip end’ as opposed to ‘through’ nature of cycling activity within the Site, as well as the modest volume of cycle activity within the Site.

Slow speed mixed priority spaces avoid giving either pedestrians, vehicles or cyclists any undue sense of priority, which is more appropriate in this location, than segmented areas which can introduce a hazard in high use areas.

The majority of cycle activity to and from the Site is likely to be to and from Rye Lane which acts as the primary north-south axis for ‘through’ cycling (to and from Central London).

An enhancement scheme is proposed beyond the boundary of the Site:

- New cycle connection through to the public realm around Purdon House subject to agreement with LB Southwark as landowner;

Works not on public highway have been identified as being beneficial to the delivery of a comprehensive development but the acceptability of the planning application is not contingent upon these works, and it is anticipated that a planning permission would secure a requirement for the Applicant to fund and work with relevant land owners to seek to delivery those works (subject to agreement on suitable wording in a s106 agreement to not prejudice the delivery of the Proposed Development).

15.2 Proposed Cycle Parking

Secure and covered cycle parking will be provided in line with the London Plan 2021 requirements and in accordance with London Cycle Design Standards (LCDS).

Cycle parking will be located in a mix of ground and upper floor stores. Upper floor stores are proposed to be accessed by two lifts, sized to reflect the minimum requirements of LCDS.

Long-stay cycle parking will be provided as a mix of double stackers (no more than 75%), standard Sheffield stands (minimum 20%) and at least 5% Sheffield stands for oversized cycles. Cycle parking provision is summarised in Table 14 and Table 15 in the context of policy. Cycle parking for commercial uses has been calculated on the basis of the maximum workspace floor space being provided on-site and the remaining flexible commercial space has been divided between retail and F&B (split of 50:50).

Table 14: Cycle Parking, Long Stay

Land Use	Quantum assessed	Policy	Policy Total	Provision Total
Residential	877 dwellings (90no. 1 bed 1 person, 297no. 1 bed 2 person and 490no. 2 bedroom or more)	1 space per studio/ 1 bed 1 person; 1.5 space per 1 bed 2 person 2 space per 2 bedroom or more	1,517	1,517
Workspace	c. 3,263sqm	1 space per 75 sqm	44	44
Supermarket	c. 4,449sqm	1 space per 175 sqm	26	26
Flexible retail & F&B uses	c. 3,838sqm	1 space per 175 sqm	22	22

Table 15: Cycle Parking, Short Stay

Land Use	Quantum	Policy	Policy Total	Provision Total
Residential	877 dwellings	1 space per 40 dwellings	44	44
Workspace	c. 3,263sqm	First 5,000 sqm: 1 space per 500 sqm; Thereafter: 1 space per 5,000 sqm	7	7
Supermarket	c. 4,449sqm	First 750 sqm: 1 space per 20 sqm; Thereafter: 1 space per 150 sqm	63	63
Flexible commercial (retail)	c. 1,919sqm	First 750 sqm: 1 space per 20 sqm; Thereafter: 1 space per 150 sqm	46	46
Flexible commercial (F&B)	c. 1,919sqm	1 space per 20 sqm	96	96

Residential long-stay cycle parking is predominantly provided through several centralised ‘hubs’ reflecting the constrained ground floor available within the Proposed Development, prioritising town centre uses to create active frontages. Residential and staff cycle store locations, visitor cycle parking, locations of lifts, access routes are shown in Figure 41, Figure 42 and Figure 43 and in Appendix A.

Figure 41: Ground Floor Level Cycle Stores



Figure 42: Mezzanine Floor Level Cycle Stores



Figure 43: First Floor Level Cycle Stores

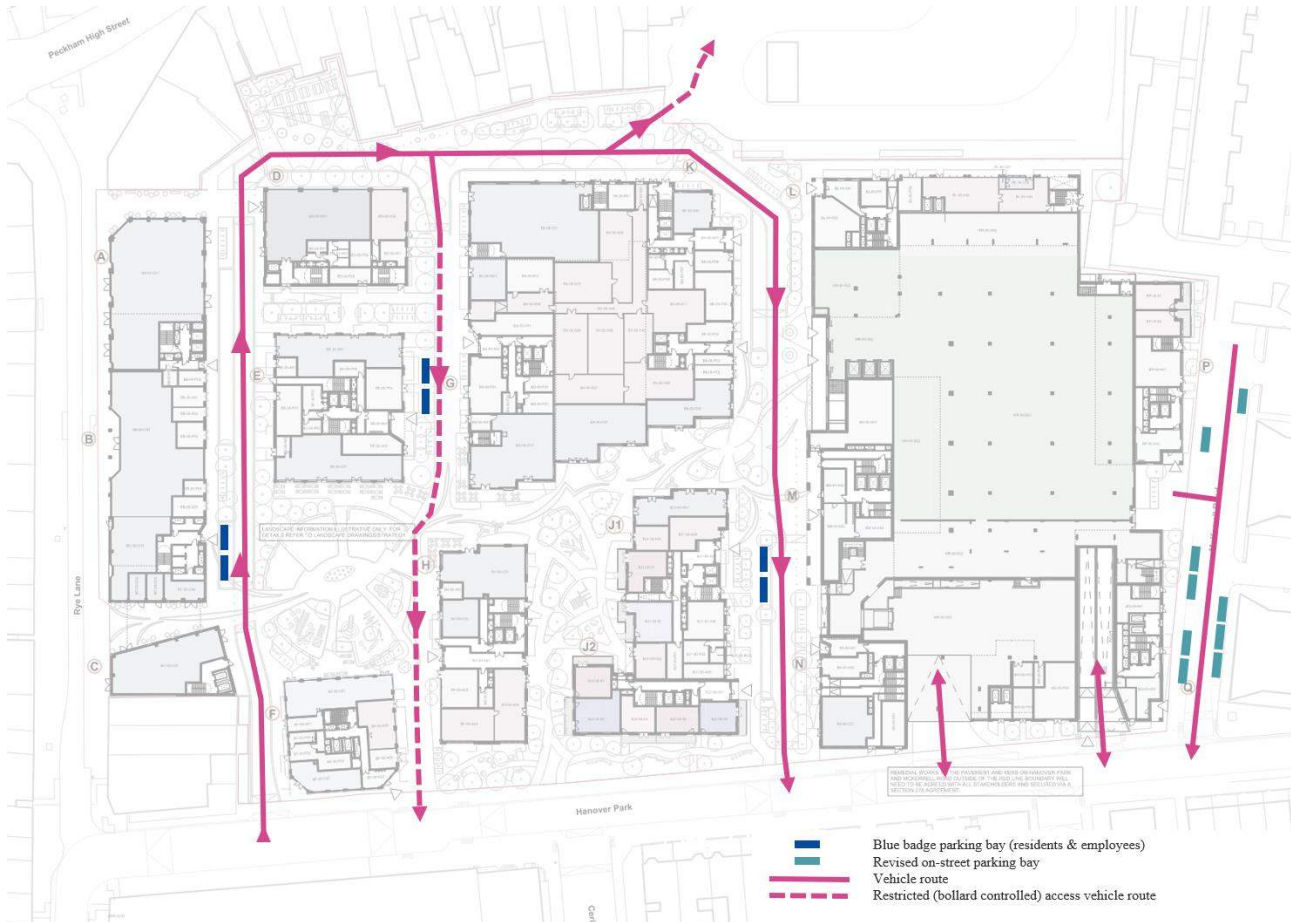


16. Vehicular access strategy and car parking

16.1 Vehicle Access

The primary vehicle routes through the Site and street level car parking are shown in Figure 44 and in Appendix A. These routes will also provide sufficient access to the Proposed Development to meet emergency access requirements.

Figure 44: Vehicle access and surface level car parking



Key features of the vehicle access strategy include:

- General vehicle access (predominantly for servicing) operates clockwise within the Site, on a street level loop (replacing the existing northwest and south west service yard accesses);
- One predominantly pedestrian route will facilitate limited vehicle access for refuse collection and direct commercial and large furniture deliveries to residential dwellings (north-south through the centre of the Site, one way southbound) as well as providing fire access. Vehicular access on to this route will be bollard controlled, managed by the on-site management team;
- The Site currently has a right to take two way access through the northern carriageway of the Peckham Bus Station – the proposed development will restrict access on this route through bollard control and access will become outbound only (which will allow greater space to be afforded to pedestrians and cyclists adjacent to the northern carriageway of the Peckham Bus Station as the westbound lane could be removed) – use of this route is expected to be extremely low and the vehicle access strategy does not rely upon it;
- A new (replacement) supermarket service yard access at the south east corner of the Site to replace the existing supermarket service yard access through the Peckham Bus Station;

- A new (replacement) supermarket car park access at the south east corner of the Site to replace the existing car park; and
- McKerrell Road is proposed to be revised with the introduction of a bollard access controlled facility to allow refuse vehicles to turn (as the McKerrell Road cul-de-sac is not currently provided with a turning head).

The substantial majority of vehicles will enter and exiting the Site to and from the east from Hanover Park (due to restrictions on Rye Lane which limits access to buses, taxis and limited servicing to the south and buses only to the north).

The junctions on Hanover Park are spaced at least 20m apart (centre to centre). Only the car park junction will carry a material volume of vehicle movement and a substantial reduction compared with existing.

16.2 Supermarket Car Parking

The regeneration of the Aylesham Centre is contingent upon meeting certain contractual requirements with the current occupiers, including the supermarket. In particular, providing 140 spaces for the supermarket for customers is a pre-requisite to enable development and is a contractual requirement. The spaces are proposed to be provided within a basement car park as part of Phase 1 of the development proposals. In line with the London Plan 2021 policy, 6% of spaces will be for blue badge users. The basement supermarket car parking is shown in Figure 45.

Figure 45: Supermarket Basement Car Parking



16.3 Resident and Employee Blue Badge Car Parking

The Proposed Development will be car free for residents and employees in line with London Plan (2021) policy with a limited provision of blue badge parking. During pre-application engagement with TfL, GLA and LBS, blue badge car parking below usual London plan 2021 levels was supported in principle by virtue of the Site's town centre location and excellent healthy and sustainable accessibility (including step free access). The Proposed Development includes 11 blue badge spaces for residents and employees (equating to 1.3% of dwellings), of which one or more could be used to accommodate a car club to provide vehicle access to blue badge holders without the need to own a car. Permits to use the blue badge car parking spaces will be managed and regulated by the Site management team (subject to holding a blue badge). Blue badge car parking locations are shown in Figure 44 and Figure 45.

Contextual data on demand for blue badge car parking is set out below:

- DfT dataset DIS0105 provides data on blue badges held per person in all local authorities in England showing an average 2.7% of the population with blue badge in London but only 2% LB Southwark as a whole.
- DfT dataset DIS0111 provides data on blue badges issued annually showing no upward trend (arguably slightly downwards over 13 years)
- DfT dataset DIS0502 provides data on journey purpose for blue badge holders and shows that blue badge holders substantially travel (at an England level) for shopping, personal business and visiting friends which tend to be short distances. Indeed, some 70%+ of journeys are for shopping, personal business and visiting friends, which is a very different profile to non-blue badge holders who tend to travel for purposes associated with longer distances. These shopping, personal business and visiting friends would be reasonably accommodated in an urban centre without having to travel a 'driving distance' and could be accommodated via accessible public transport.
- DfT dataset DIS0501 provides data of journeys made by mode for blue badge holders. This shows that of car-based journeys made by blue badge holders, 2/3rds are as driver and 1/3rd as passenger, implying an average car ownership of c.65% per blue badge holder.
- Bus stops around the Site are, or can be made, accessible (buses in London are generally accessible with high kerbs at stops and automated access ramps to board buses). The Proposed Development includes proposals to enhance the environment within Peckham Bus Station and on Hanover Park, through which bus stop accessibility will be further reviewed.
- Network Rail is planning to upgrade Peckham Rye Station to provide new facilities to make the station accessible to all users including people with reduced mobility with construction planned to begin in 2026.
- The TfL TIM mapping shows that step free accessibility from Peckham across London is almost indistinguishable from journeys by all public transport modes if ignoring step free access, as shown in Chapter 7.
- High density town centre urban environments such as Peckham can accommodate most, if not all, needs locally and within an accessible walking distance, without the need for a car (especially given restrictions on destination car parking in accessible locations).

The quantitative and qualitative evidence demonstrates that a 3% level of provision is unnecessary. Given the high accessibility and strong range of services and facilities available in the urban town centre environment, a provision as low as 0% is reasonable but a provision of 1.3% is proposed to provide flexibility.

Given the limited ground floor level space available within the proposed development, any additional blue badge car parking would either reduce the area available for the provision of green open space or require additional basement, affecting scheme viability and the number of affordable dwellings which the scheme is able to deliver.

Subject to approval through a planning permission, on-street car parking space could be used to accommodate a car club vehicle, to reduce the need for blue badge holders to own a car.

16.4 Parking Design and Management Plan

A 'draft' Parking Design and Management Plan (a version of which is expected to be secured as part of a planning permission through either a planning condition or s106 agreement) is included at Appendix D.

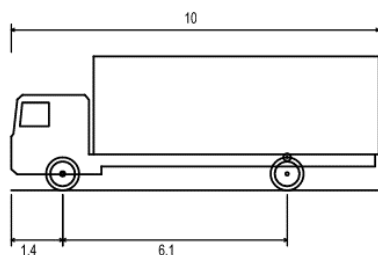
17. Proposed Servicing Strategy

17.1 Servicing vehicles

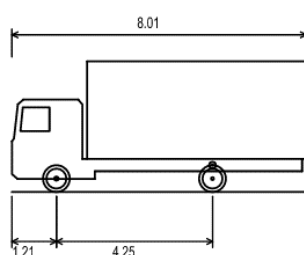
Servicing will be made by a range of vehicle sizes and types, and largely those shown in Figure 46. As the Proposed Development includes a supermarket, the Site will also attract articulated HGVs, though these can be directly controlled by the operator.

TfL increasingly encourage and require that the ‘last mile’ leg of a delivery journey is undertaken by increasingly sustainable means. Cargo cycles are expected to become an increasingly common sight across London. Data isn’t yet available to forecast what this future may look like or at what rate that shift may take place, but it is important to consider how deliveries by cargo-cycle can be accommodated over time.

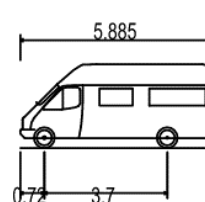
Figure 46: Servicing Vehicles



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	11.000m

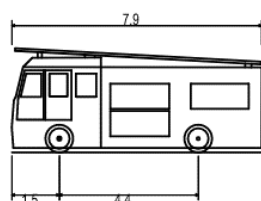


7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m



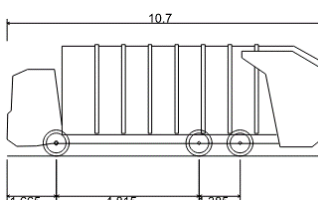
4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

Largest delivery vehicle



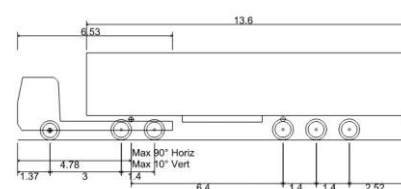
Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	8.350m

Typical largest HGV delivery vehicle



LBS Refuse Vehicle	
Overall Length	10.700m
Overall Width	2.550m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.000m

Typical largest LGV delivery vehicle



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Fire tender

Largest refuse collection vehicle

Swept path analysis of the streets and service yard (as well as car park) for the largest vehicles expected to use each location and route is provided in Appendix A.

The servicing vehicle access strategy as well as location of loading bays and other locations where vehicles can load are shown in Figure 47 and in Appendix A.

The map illustrates the delivery routes and loading spaces for the University of York campus. Buildings are labeled with letters (A-P) and numbers (J1, J2). Streets shown include Peckham High Street, Rye Lane, and Hanover Park. The legend indicates:

- Delivery/service vehicle marked loading space
- Unmarked but controlled location where loading can take place
- Vehicle route
- - - Restricted (bollard controlled) route where loading can take place

Key features on the map include:

- Red solid lines:** Marked loading spaces for delivery/service vehicles.
- Blue solid lines:** Unmarked but controlled locations where loading can take place.
- Green solid lines:** Vehicle routes.
- Green dashed lines:** Restricted (bollard controlled) routes where loading can take place.

Specific locations marked for loading include buildings A, B, C, D, E, F, G, H, I, J1, J2, K, L, M, N, O, and P. The map also shows the location of the University of York Library and the University of York Student Union.

- General vehicle access (predominantly for servicing) operates clockwise within the Site, on a street level loop (replacing the existing northwest and south west service yards) including:
 - Four marked loading bay locations; and
 - One unmarked location where a refuse vehicle can stand to collect refuse without blocking passing vehicles;
- One predominantly pedestrian route will facilitate limited vehicle access for refuse collection and direct commercial and large furniture deliveries to residential dwellings (north-south through the centre of the Site, one way southbound) – vehicle access on to this route will be bollard controlled, managed by the on-site management team and vehicles will be able to stand at any location on the route as advised by the on-site management team – no more than one vehicle is expected to be permitted in to this space at any one time;
- An enclosed service yard for the Morrisons Supermarket;
- Space on McKerrell Road for light goods vehicles to stand on yellow line no-waiting restrictions while delivering to blocks P and Q facing McKerrell Road; and
- Refuse collection from McKerrell Road for blocks P and Q.

17.3 Commercial Delivery and Servicing Strategy

The commercial deliveries strategy is shown in Figure 48, in line with the strategy described in section 17.2.

Figure 48: Commercial Delivery and Servicing Strategy



All commercial deliveries and servicing (refuse collection) will be scheduled through a booking system providing target delivery windows, to minimise the risk of demand for loading space exceeding supply. The number of loading bays has been set to reflect the anticipated demand, described in section 17.6. The supermarket yard would be managed directly by the supermarket.

The Jones and Higgins building north west of the Site has an established right to take deliveries from within the Site and can continue to be facilitated as illustrated in Figure 48. No other units outside of the Site have established rights to be serviced from the Site. As part of a longer term vision, it is hoped that the units fronting Peckham High Street will redevelop their southern (rear) areas to create active frontage on this boundary, and in that scenario such south facing units may be permitted to take servicing from within the Site as illustrated in Figure 48.

17.4 Residential deliveries

The residential deliveries strategy is shown in Figure 49, in line with the strategy described in section 17.2.

Figure 49: Residential Deliveries Strategy



Generally, deliveries will be made directly to the residents or post rooms for letters and small parcels. A concierge is provided at the bottom of block M which will be able to take in non-perishable deliveries.

17.5 Residential waste collection

The residential waste collection strategy is shown in Figure 49 and in Appendix A, in line with the strategy described in section 17.2.

Figure 50: Residential Waste Collection Strategy



Residential waste stores are located within the 10m of the back of the refuse vehicle standing position. On McKerrell Road, refuse collection will take place on-street and a turning facility is provided to allow for refuse collection vehicles to turn around as described in section 17.2.

17.6 Forecast Servicing Demand

17.6.1 Residential Servicing Forecast

Demand for residential deliveries has been increasing for some time, with some significant uncertainty in the longer term around how technology may disrupt traditional logistics models. The covid pandemic, starting in 2020, accelerated a trend towards increased demand for home deliveries, pushing the economy to a ‘peak delivery’ state. The patterns that arose during the pandemic provide a reasonable ‘bookend’ for how far traditional delivery models are likely to go before they become disrupted by future models (if indeed they do, subject to regulatory constraints) such as ground, or air based automated delivery.

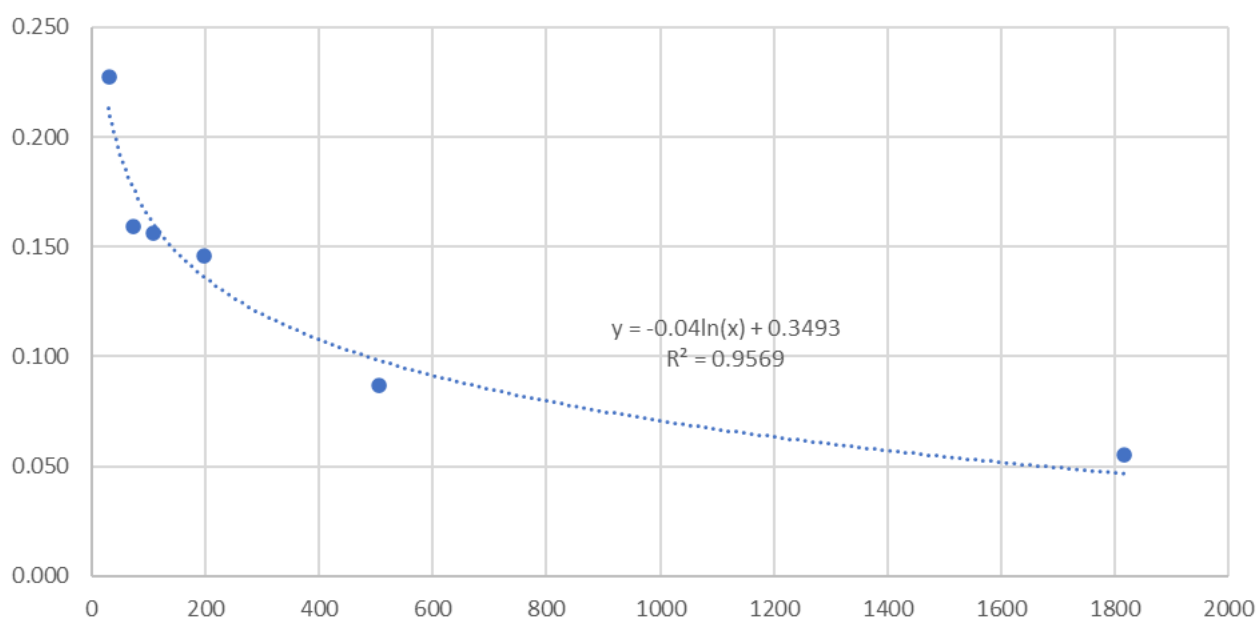
At present, there remains insufficient direct covid or post-covid servicing demand data available at a 'per dwelling' level and therefore it is sensible to combine data sources. The following data sources have therefore been considered:

- TRICS survey data for 2019 (last pre-pandemic surveys) providing hourly demand data
- TfL Travel in London Report 13 (2020) describing effects of the covid pandemic on servicing demand at a trend level
- Detailed surveys of Imperial Wharf and Bow Quarter from 2014 providing detailed minute-by-minute accumulation and duration of stay data for servicing for over 2,500 dwellings (published as part of the 2017 Transport Assessment which supported a planning application for the redevelopment of the former Parcellforce site, Stephenson Street, London Borough of Newham)
- TRICS survey data since 2020 (covid/post-covid) providing hourly servicing demand by mode
- Surveys of Woodberry Down (another Berkeley development located in London Borough of Hackney) from 2021 providing hourly servicing demand by mode for c.400 dwellings

The TRICS database includes 50 residential site surveys collected in 2019 across England covering sites varying in size from 9 to 1817 dwellings. This provides a good data source to understand how the size of a development influences the number of servicing trips attracted to a site. For example, while a single dwelling may attract, say 2 deliveries vehicles a week, it does not necessarily follow that 1,000 dwellings would attract 2,000 delivery vehicles a week. At a site or neighbourhood scale, each vehicle would serve multiple properties within that neighbourhood. Figure 51 shows an analysis of the TRICS data to define this relationship on a trip rate per dwelling basis.

Figure 51: 0700-1900 Servicing vehicle arrival trip rate by site size analysis

Dwelling Max	Dwelling Total	Site Count	Dwelling Average	In	Rate Out	Tot
50	321	11	29	0.227	0.221	0.449
85	804	11	73	0.159	0.158	0.317
150	1087	10	109	0.157	0.159	0.316
250	2167	11	197	0.146	0.145	0.291
1000	3024	6	504	0.087	0.086	0.173
2000	1817	1	1817	0.055	0.054	0.109

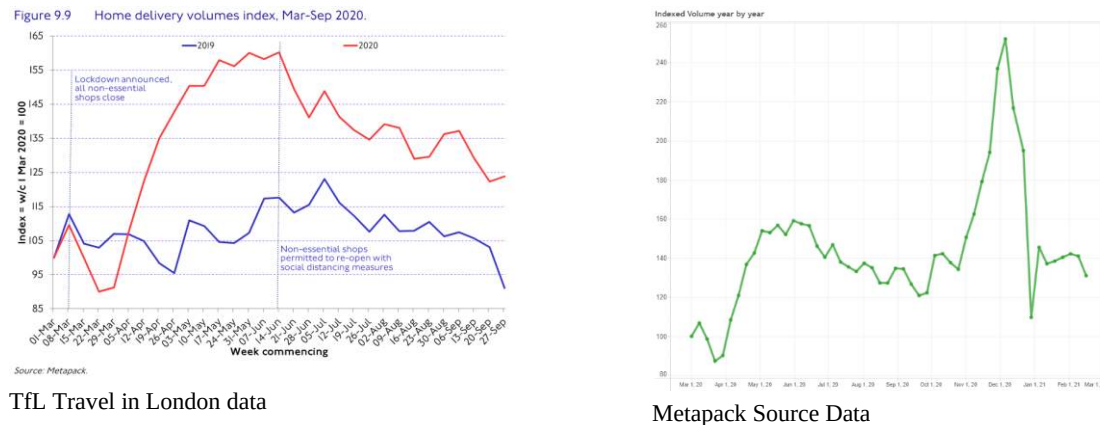


Based on: WS-03-M-20; WS-03-M-19; HC-03-M-12; NF-03-M-04; WS-03-M-21; WS-03-M-18; ES-03-M-17; ES-03-M-15; BN-03-M-02; NF-03-M-01; NF-03-M-05; HC-03-M-11; NF-03-M-02; SC-03-M-08; NF-03-M-14; HC-03-M-10; DV-03-M-02; ES-03-M-16; CF-03-L-01; SW-03-L-02; TY-03-L-01; HO-03-K-01; HG-03-A-01; HF-03-A-03; ES-03-A-05; IW-03-A-01; HC-03-A-23; SF-03-A-07; NF-03-A-05; WS-03-A-11; WF-03-A-02; SC-03-A-05; WK-03-A-04; NF-03-A-06; CH-03-A-10; CH-03-A-11; BN-03-A-03; NF-03-A-04; NF-03-A-08; NF-03-A-09; IS-03-C-07; HM-03-C-02; WF-03-C-01; DS-03-C-03; RD-03-C-04; NF-03-C-02; SK-03-C-03; TH-03-C-04; HF-03-C-03; HG-03-C-01

This analysis suggests a clear relationship between site size and servicing demand. This however reflects demand in 2019, prior to the Covid pandemic. To reflect decreased sample size with the larger sites, when applying this methodology in practice, the scale-based reduction in trip rate has been capped at 800 dwellings – that is to say that the same rate would be applied to a 5,000 dwelling scheme as would be applied to an 800-dwelling scheme. In practice, the rate per dwelling may be lower at a larger site.

The Travel in London 13 report by TfL provides some data on the influence of the covid pandemic on residential servicing demand. Section 9.4 of that report states “*home deliveries remained 30 per cent higher than pre-lockdown levels at the end of August*”. The source of the data was a study by Metapack, with that source data reproduced in Figure 52 together with Figure 9.9 from the Travel in London 13 report. Note that Travel in London 14, 15 and 16 reports do not include any more recent equivalent data. Also note that the spike seen in December in the Metapack source data reflects the Christmas period.

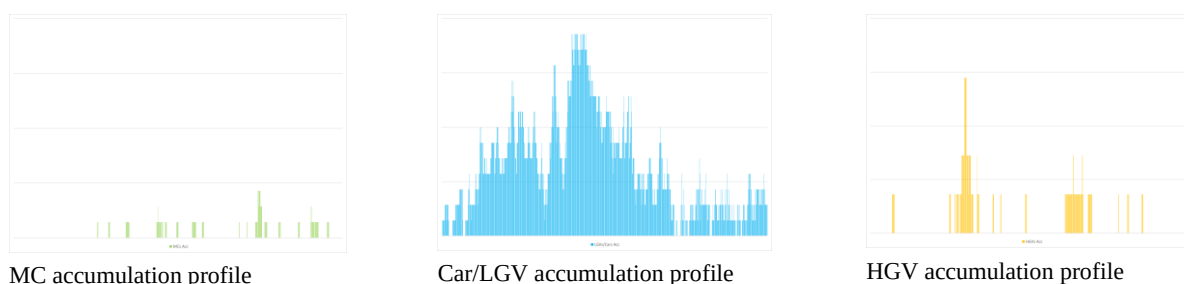
Figure 52: Covid influence on residential servicing demand



On this basis, it is reasonable to assume that demand for home deliveries post covid may be 30% higher than would have been the case in 2019.

Surveys of Imperial Wharf and Bow Quarter (2,518 dwellings combined) from 2014 provide a comprehensive reference source for live arrival and departure times and durations of stay on a minute-by-minute basis. The arrival and departure profile from this dataset provides a greater level of granularity than is available from other sources (such as TRICS which provides only hourly arrival and departure data and therefore does not necessarily allow detailed accumulation estimates to be derived). This detailed accumulation profile is presented in Figure 53.

Figure 53: Residential servicing accumulation profile



Note that Figure 53 presents the accumulation profile for the three user classes at the same scale and for the same time period (0600-2200). This profile can be applied to the 12hr forecasts arrivals derived from TRICS and the Covid adjustment to generate a forecast level of accumulation.

It is helpful though to also consider how the mode split of servicing vehicles has changed over time.

TRICS includes a relatively modest number of surveys of London residential sites with servicing data since March 2020. Many of these sites are also very small. This data does however provide some evidence to inform the level of servicing demand and the mode split which may be anticipated in a covid/post covid scenario. This is shown in Figure 54 for sites with more than 100 dwellings.

Figure 54 Covid/post covid surveyed TRICS London residential servicing demand

2020+ London TRICS Demand			0700-1900 Arrivals					
			MC	Car	LGV	OGV1	OGV2	Total
RD-03-C-07	14/06/2023	170	2	6	8	5	0	21
HD-03-M-06	25/11/2021	107	2	0	12	0	0	14
IS-03-C-08	20/10/2022	190	22	5	26	0	0	53
Trip Rate		467	0.056	0.024	0.099	0.011	0.000	0.188
Mode Share			30%	13%	52%	6%	0%	100%

2019 TRICS Size Based Demand, +30% Covid Uplift, Imperial & Bow MC/LGV			0700-1900 Arrivals					
			MC	Car	LGV	OGV1	OGV2	Total
Trip Rate		156	0.012	0.149		0.031		0.192
Mode Share			6%	78%		16%		100%

For comparison with the 2019 TRICS data and the Travel In London 30% uplift presented earlier, this rate of c.0.188 total arrivals compares well with a rate of c.0.192 derived from that methodology for 156 dwellings (the average number of dwellings across the surveys) providing some confidence that the overall level of demand is reasonable. The mode share shows a significant weighting towards motorcycles in this survey compared with the Imperial Wharf and Bow Quarter Surveys from 2014 and the 2019 TRICS data. This supports the hypothesis that servicing vehicles are generally getting smaller, particularly in London and highly urban locations.

Berkeley has recently undertaken servicing demand surveys of one of its operational sites, Woodberry Down. Servicing demand to blocks containing 401 dwellings was captured in 2021 with the results summarised in Figure 55.

Figure 55 Covid/post covid surveyed Woodberry Down residential servicing demand

2021 Woodberry Down Survey			0700-1900 Arrivals					
			MC/PC	Car	LGV	OGV1	OGV2	Total
Woodberry	21/10/2021	401	26	1	22	5	0	54
Trip Rate		401	0.065	0.002	0.055	0.012	0.000	0.135
Mode Share			48%	2%	41%	9%	0%	100%

2019 TRICS Size Based Demand, +30% Covid Uplift, Imperial & Bow MC/LGV			0700-1900 Arrivals					
			MC/PC	Car	LGV	OGV1	OGV2	Total
Trip Rate		401	0.009	0.111		0.023		0.143
Mode Share			6%	78%		16%		100%

For comparison with the 2019 TRICS data and the Travel In London 30% uplift presented earlier, this rate of c.0.135 total arrivals compares well with a rate of c.0.143 derived from that methodology for 401 dwellings, again providing some confidence that the overall level of demand is reasonable. As was apparent from the TRICS surveys of London residential sites with servicing data since March 2020, the mode share shows a significant weighting towards motorcycles in this survey compared with the Imperial Wharf and Bow Quarter Surveys from 2014 and the 2019 TRICS data.

This further supports the hypothesis that servicing vehicles are generally getting smaller, particularly in London and highly urban locations. A greater component of smaller vehicles reduces the demand for street space for servicing as several motorcycles can, for example, be accommodated in a bay designed for an LGV.

Based on the available data sources, it is reasonable to derive servicing accumulation from a combination of:

- 2019 TRICS data (to determine an appropriate daily total trip attraction to the site for light and heavy vehicles based on the size of the site),
- applying a 30% uplift to demand (to allow for uplifts to demand arising from behavioural changes following covid reflecting ‘peak servicing’),
- applying an arrival and departure profile derived from detailed surveys of Imperial Wharf and Bow Quarter (to estimate peak accumulation of servicing vehicles on the site), and
- applying a mode split for light vehicles from surveys since 2020 (to determine the breakdown between motorcycles/pedal cycles and cars/light goods vehicles).

However, the interaction between a total trip rate derived from site size and change in mode share due to changes in servicing behaviour must also be accounted for. The number of servicing trips made by LGVs and HGVs does, as expected, reduce for larger sites as a single vehicle serve multiple dwellings. However, the same may not be true of motorcycles and pedal cycles which have a much more limited servicing capacity.

For a site of c.877 dwellings, it is therefore reasonable to derive the HGV and LGV rate from the first three points in the methodology described above, but then reasonable to review motorcycle and pedal cycle separately. The demand derived from the first three points in the methodology is presented in Figure 56.

Figure 56 Forecast residential servicing demand prior to motorcycle adjustment

2019 TRICS Size Based Demand, +30%			0700-1900 Arrivals				
Covid Uplift, Imperial & Bow MC/LGV		MC/PC	Car	LGV	OGV1	OGV2	Total
Trip Rate	878	0.007	0.083		0.017		0.106
Mode Share		6%	78%		16%		100%

To estimate the number of motorcycle and pedal cycles which may be attracted to the Site, the weighted average demand from the post covid TRICS surveys and the Woodberry Down survey has been used in place of the rate derived from the methodology above as shown in Figure 57.

Figure 57 Forecast residential servicing demand

Forecast		0700-1900 Arrivals					
		MC/PC	Car	LGV	OGV1	OGV2	Total
Trip Rate	878	0.052	0.083		0.017		0.152
Mode Share		34%	54%		11%		100%
Trips		46	73		15		134

The duration of stay for motorcycles and pedal cycles tends to be much shorter than for LGVs and HGVs and the smaller vehicles also require far less space in the public realm when making deliveries. This gives rise to the total servicing accumulation and arrival profile across the day across 877 dwellings shown in Figure 58 and Figure 59 respectively.

Figure 58 Forecast residential servicing demand accumulation

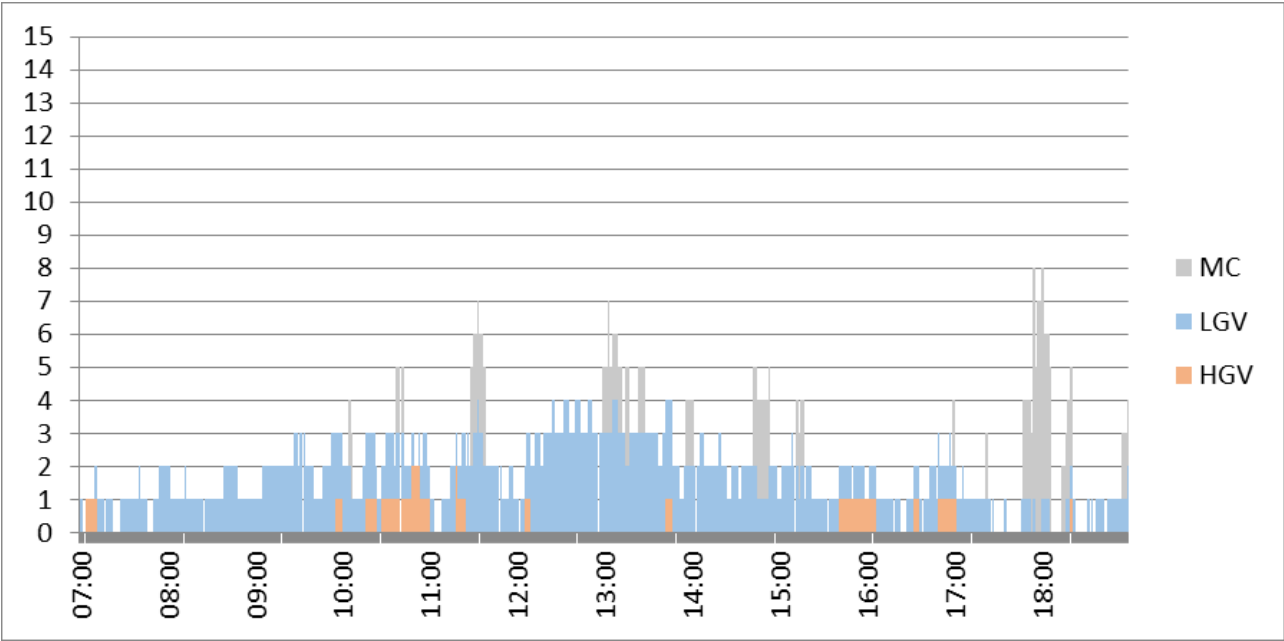
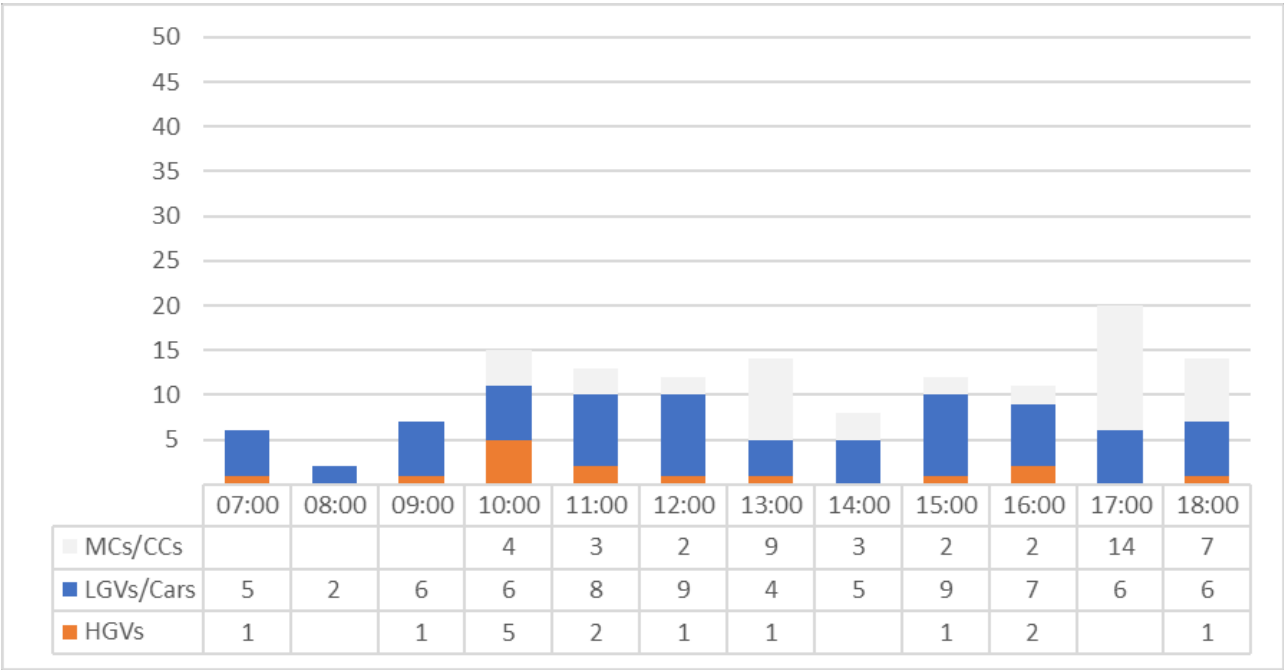


Figure 59 Forecast residential servicing demand arrivals



17.6.2 Commercial Servicing forecast

Demand for servicing at non-residential uses is unlikely to have been affected by covid in the same way as residential demand and can be managed more readily. To determine a trip attraction for the non-residential servicing attraction to the Site minute-by-minute arrivals profiled have been drawn from surveys of surveys of Imperial Wharf. Retail demand has been taken from a combination of rates derived from Imperial Wharf to supplement retained demand observed from the existing retail uses at the Aylesham Centre. Office demand has been derived from a review of TRICS surveys. Non-residential servicing forecasts are presented in Figure 60.

Figure 60 Forecast non-residential servicing demand

Forecast		0700-1900 Arrivals				
		MC/PC	Car	LGV	OGV1	OGV2
Retail Rate	2767.8	0.083	0.607		0.386	
Office Rate	2831.9	0.000	0.144		0.014	
Retail Trips		2	17		11	
Office Trips		0	4		0	
Observed		0700-1900 Arrivals				
		MC/PC	Car	LGV	OGV1	OGV2
Retail Observed	1000	120	15		4	

This approach reflects the rise of on-demand deliveries such as ‘Uber-Eats’ and ‘Deliveroo’. Many such deliveries are likely to be made by pedal/cargo cycle, in favour of motorcycle as time goes on. Around half of the MC/PC servicing trips observed at Aylesham Centre were pedal cycles in 2022.

Applying the observed arrival and departure profiles from Imperial Wharf, adjusted to apply a booking system with target arrival times to avoid deliveries during peak hours, to the Figure 60 forecasts provides the following accumulation profiles and arrival profile shown in Figure 61 and Figure 62 respectively.

Figure 61 Forecast non-residential servicing demand accumulation

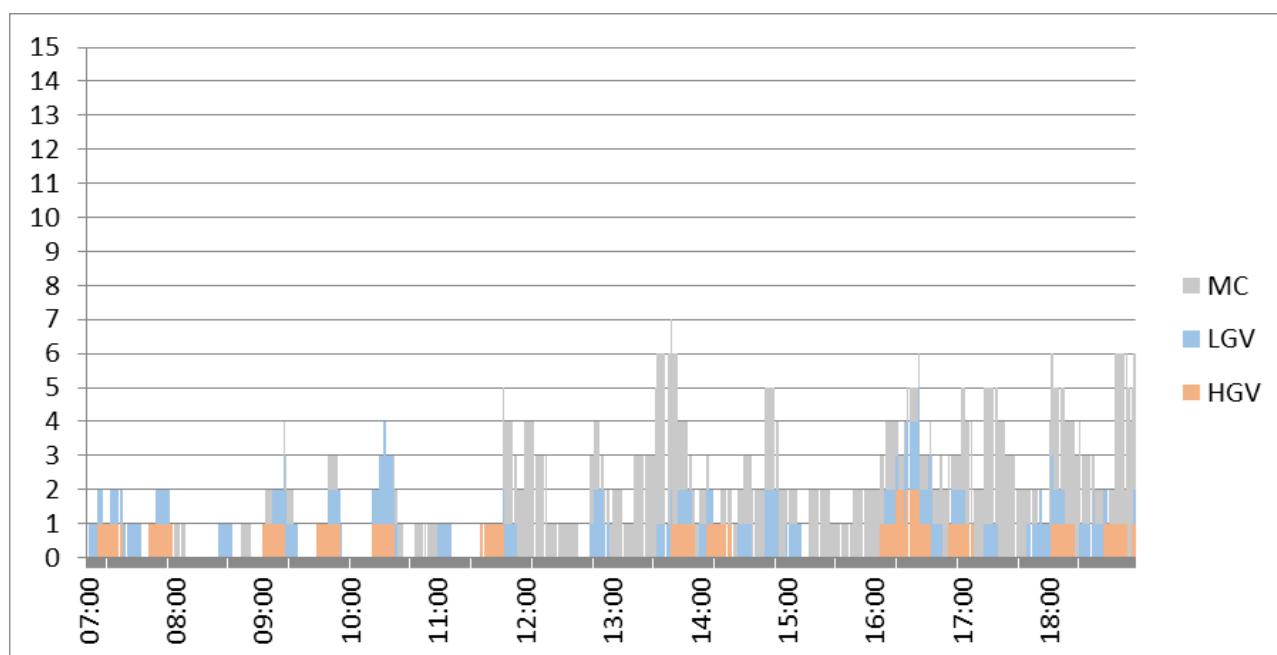
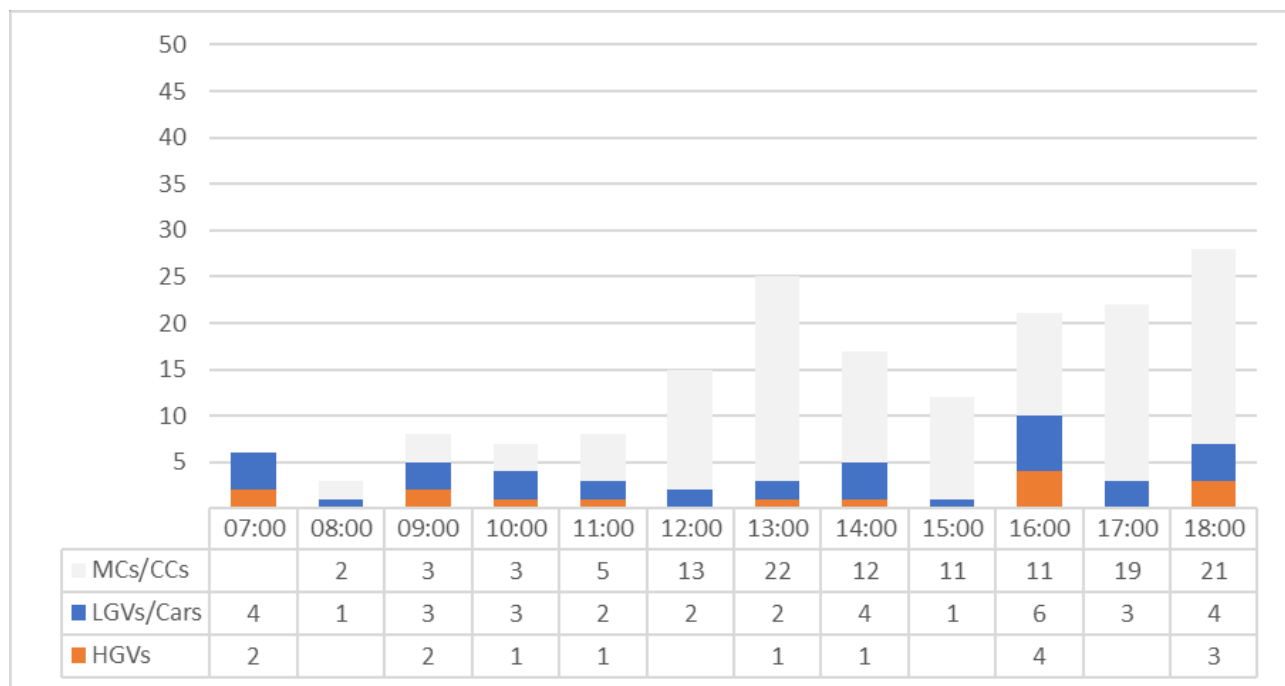


Figure 62 Forecast non-residential servicing demand arrivals



17.6.3 Combined Servicing Forecast (Excluding Supermarket)

In practice, servicing space will be shared between uses and it is therefore sensible to review the servicing demand in combination, as shown in Figure 63 and Figure 64.

Figure 63 Forecast total servicing demand accumulation

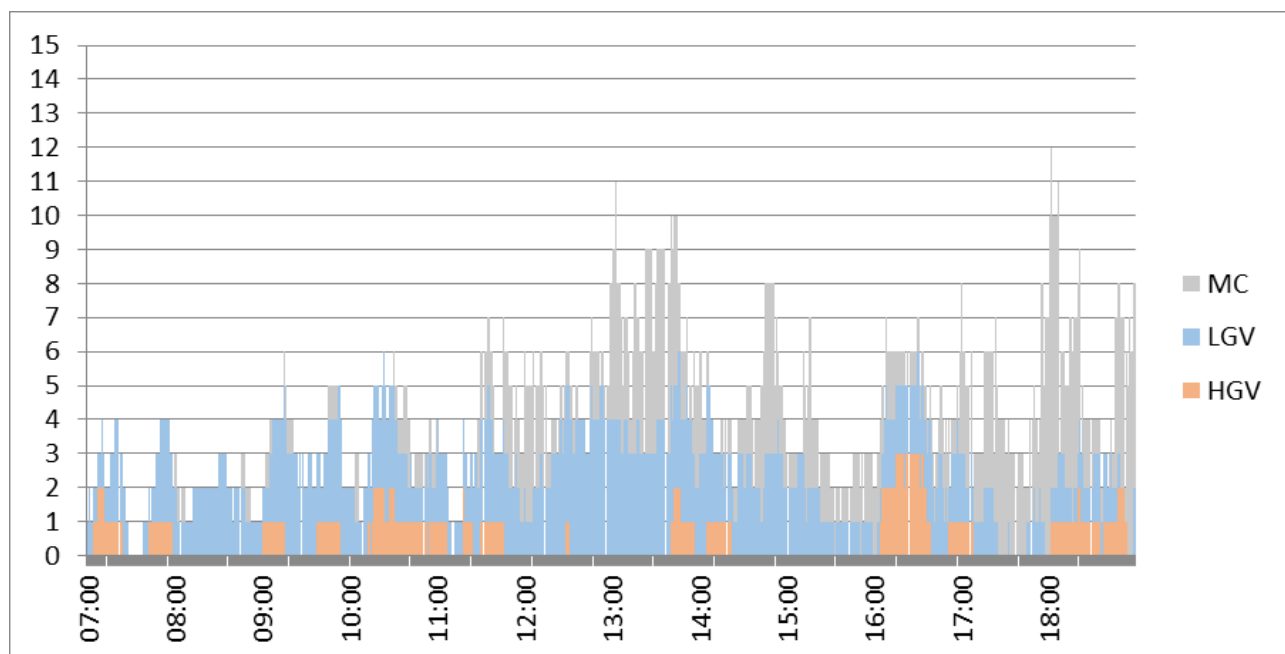
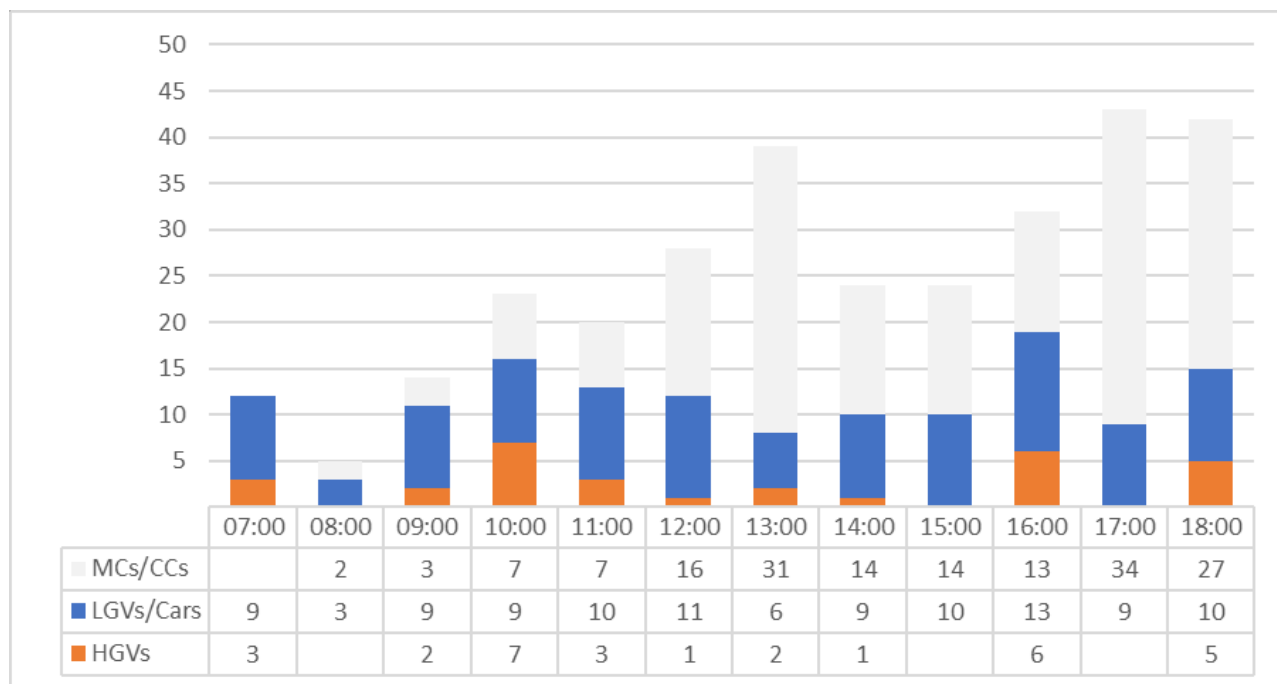


Figure 64 Forecast total servicing demand arrivals



This implies a requirement for space for c.6 HGVs/LGVs to stand at one time, plus space for cargo cycles and motorcycles which will typically fit within loading bays without additional provision.

17.6.4 Supermarket Servicing Demand

The supermarket servicing demand is defined by the proposed operator, Morrisons. This is expected to include c.5 HGV arrivals per day.

17.7 Delivery and Servicing Plan

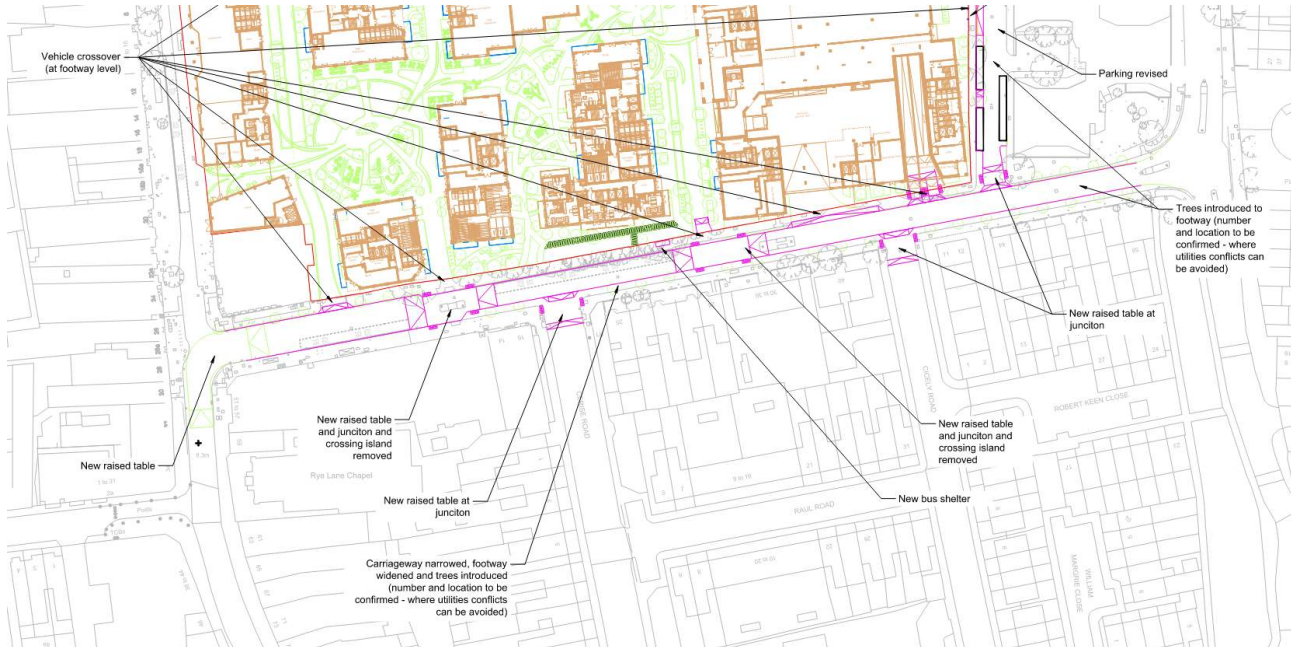
A 'draft' Delivery and Servicing Plan (a version of which is expected to be secured as part of a planning permission through either a planning condition or s106 agreement) is included at Appendix C.

18. Proposed Offsite Public Realm Schemes

18.1 Hanover Park

A public realm improvement scheme is proposed for Hanover Park, as shown in Figure 65 and in Appendix A.

Figure 65: Illustrative Hanover Park Public Realm Scheme



The total volume of vehicle movements using Hanover Park has reduced over several years, associated with restrictions on Rye Lane, and will reduce further as a result of the Proposed Development and the reduction in supermarket car parking. An illustrative public realm scheme has been developed to respond to this opportunity, integrated into the access proposals for Hanover Park. This includes:

- Proposed Site accesses and existing junctions on Hanover Park raised to footway level to prioritise pedestrians;
- Raised tables across Hanover Park to prioritise pedestrians crossing;
- Narrowing of the McKerrrell Road junctions to prioritise pedestrians crossing;
- Seeking opportunities to introduce street trees where this can be achieved without conflicting with utilities; and
- Narrowing Hanover Park to 6.4m along part of its length to continue to facilitate two-way bus movement while reallocating space to pedestrians.

18.2 McKerrell Road

A public realm improvement scheme is proposed for McKerrell Road, as shown in Figure 66 and in Appendix A.

Figure 66: McKerrell Road



Following a street parking stress survey of the streets in this vicinity of the Site, an illustrative public realm scheme has been developed for McKerrell Road to reduce car parking, improve refuse access, and improve the environment for pedestrians. This includes:

- Seeking opportunities to introduce street trees where this can be achieved without conflicting with utilities;
- A new space for refuse vehicles to turn; and
- Space for light goods vehicles to service the Proposed Development.

The illustrative scheme shows nine retained car parking spaces on-street, which is a reduction of eight spaces compared with the existing 17 spaces. The resultant revised on-street car parking stress (for comparison with Table 5) is shown in Table 16, and shows overall street stress remaining at c.85% across the study area.

Table 16: Forecast street parking stress

	Capacity	Wed		Thu	
		Demand	Occupancy	Demand	Occupancy
Disabled Bay	6	2		1	
Permit Holders Only	99 (-8)	78	79% (+6%)	82	83% (+6%)
Shared Use	23	21		18	
Single Yellow	53	4		4	
Double Yellow		5		3	
Total (incl. single yellow capacity)	181 (-8)	110	61% (+3%)	108	60% (+3%)
Total (excl. yellow capacity)	128 (-8)	110	86% (+5%)	108	84% (+5%)

18.3 Bus Station & Bull Yard

A public realm improvement and pedestrian scheme is proposed for Peckham Bus Station, as shown in Figure 67 and in Appendix A.

Figure 67: Bus Station & Bull Yard



Bull Yard is currently grade separated from the Peckham Bus Station with a physical barrier preventing access. The Applicant will engage with LBS and TfL to seek to identify a scheme which the Applicant could fund and deliver as part of the Section 106 agreement, to open this route to pedestrians, including investigating the provision of a new stepped or ramped access – while respecting the physical constraints such as existing building entrances.

The Applicant will also work with TfL to fund and deliver an improved route for pedestrians (and potentially cycles) utilising space which is released by the closure of the norther bus station road to ‘inbound’ traffic to the Site.

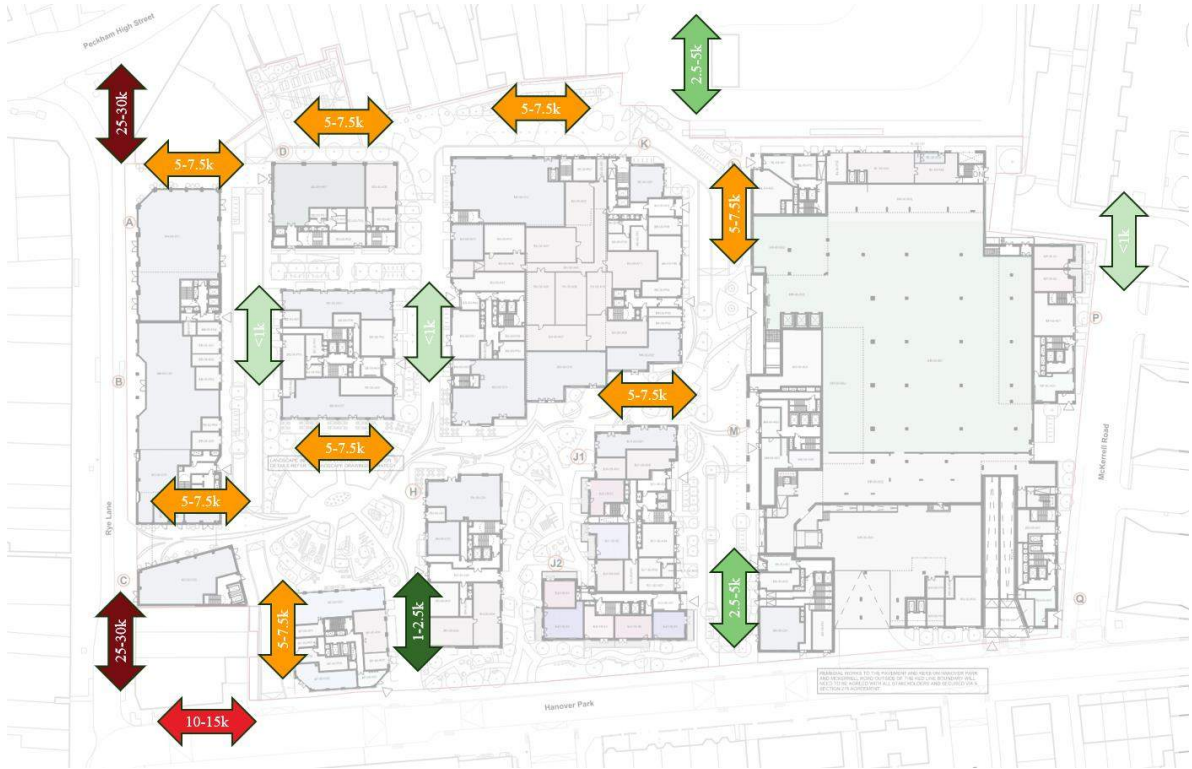
19. Site Wide Movement Overview

The anticipated level of movement across the Site, based on forecasts presented in Chapters 17 and 22, is summarised in Figure 68 (vehicles) and Figure 69 (pedestrians). This shows the two-way level of movement (in+out as applicable).

Figure 68: Typical Vehicle Movements (Two Way)



Figure 69: 12hr (0700-1900) Estimated Pedestrian Footfall (Two Way)



20. Proposed Policy Alignment Review

The Proposed Development has been reviewed against the site-specific policies set out in Southwark Plan 2022 (SP2022) as they relate to transport as follows:

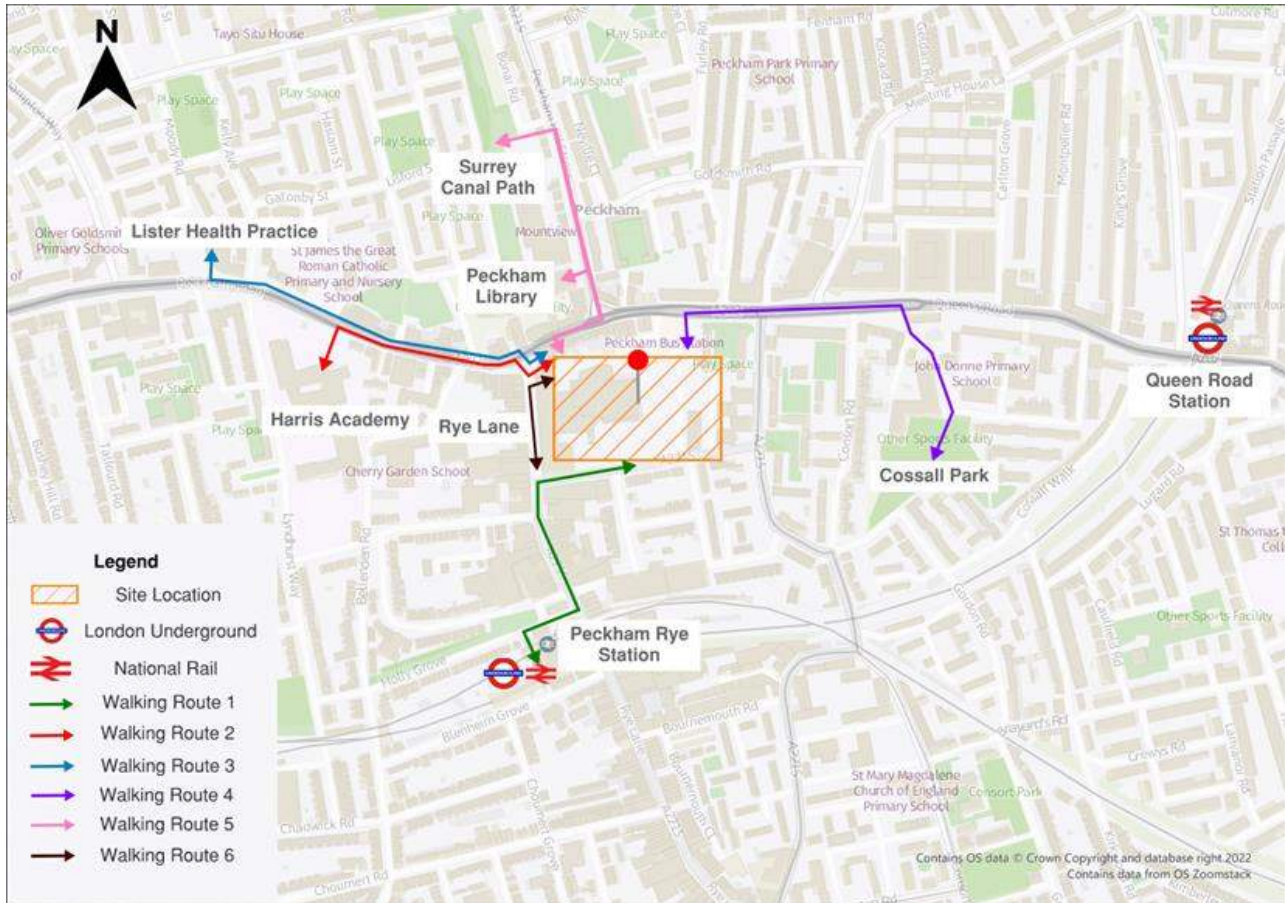
- The Proposed Development does not affect bus stopping or standing capacity at the bus station, or indeed elsewhere. The Proposed Development is therefore aligned with the SP2022 policy expectation to retain bus station capacity. In being compliant with SP2022 by retaining bus station capacity, the Proposed Development is also compliant with London Plan 2021 Policy T3.
- The Proposed Development includes significantly enhanced public realm and civic space including new publicly accessible north-south and east-west corridors through the Site delivering a mix of hard and soft public space. The Proposed Development is therefore aligned with the SP2022 policy expectation to provide enhanced public realm and civic space and the expectation to create new public space through redevelopment.
- The north-south and east-west corridors through the Site form ‘green links’ both in the sense that they include significant amounts of soft landscape and in the sense that they accommodate pedestrian and cycle movement. Beyond the Site, the aspiration is to enhance crossings over Hanover Park on the public highway. The Proposed Development is therefore aligned with the SP2022 policy expectation to provide new north-south and east-west green links and the expectation to improve the pedestrian and cycle access to the bus station and Queens Road.
- The Applicant will work with TfL and LB Southwark to enhance pedestrian routes between the Site and Peckham High Street/Queens Road via their landholdings at the bus station (while retaining bus station capacity) and the residential estate to the north-east. The Proposed Development is therefore aligned with the SP2022 policy expectation to provide enhanced public realm and civic space and the PNAAP expectation to improve the pedestrian and cycle access to the bus station and Queens Road.

Active Travel Zone

21. Active Travel Zone Assessment

An Active Travel Zone Assessment (ATZ) was undertaken on the 19th March 2024, between the hours of 15:00 and 20:00. The assessment includes six key routes between the Site and key local facilities which were agreed with TfL in advance through scoping as shown in Figure 70.

Figure 70: ATZ routes



The routes are:

- Route 1- from the Site towards Peckham Rye Station (Daytime and Nighttime assessment)
- Route 2 – from the Site towards Harris Academy (Daytime assessment)
- Route 3 – from the Site towards Lister Health Practise (Daytime and Nighttime assessment)
- Route 4 – from the Site towards Cossall Park (Daytime assessment)
- Route 5 – from the Site towards Peckham Library and Surrey Canal Path (Daytime and Nighttime assessment)
- Route 6 – from the Site along Peckham Rye (Daytime and Nighttime assessment)

The purpose of an ATZ is to identify the ‘worst’ points (in the context of Healthy Streets indicators) on each route and to identify possible improvements. This does not imply that any such possible improvements should be addressed as part of this planning application. Mitigation secured through a planning application must meet the requirements set out in the National Planning Policy Framework (NPPF) at paragraphs 55 to 58, including being necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. The findings of the ATZ assessment are set out in Table 17.

Table 17: ATZ Worst Point Review

	Image	Indicators	Observations	Opportunities
1		<p>Things to see and do</p> <p>Easy to cross</p> <p>People feel safe</p> <p>Not too noisy</p>	<p>This image was captured on Station Way, a covered walkway on the approach to Peckham Rye station. The walkway features a mirror so pedestrians can see around the corner before entering. At the time of the assessment, the walkway had a high level of footfall.</p>	<p>Whilst this route does have features to promote safety at night, the walkway could benefit from some additional lighting.</p>
2		<p>Shade and shelter</p> <p>People choose to walk and cycle</p> <p>People feel safe</p> <p>Things to see and do</p> <p>People feel relaxed</p>	<p>This image was captured on Peckham High Street at the vehicular entrance of Harris Academy. The footway here features good, clear and wide quality footway with excellent field of vision.</p>	<p>This junction could benefit from the installation of tactile paving on the eastern side to be more inclusive for blind and partially sighted users.</p>
3		<p>Things to see and do</p> <p>People feel relaxed</p> <p>People feel safe</p>	<p>This image was captured at the point where Peckham Road merges into Peckham High Street. This section features a wide, clear footway with a good field of vision.</p>	<p>Protruding routes of some street trees along this section may cause a hazard to pedestrians and cyclists. As shown in the image, the routes are shifting the footway upwards, creating a slightly uneven surface, potentially resulting in a trip hazard.</p>

	Image	Indicators	Observations	Opportunities
4		<p>Things to see and do</p> <p>People feel safe</p> <p>People feel relaxed</p> <p>Shade and shelter</p>	<p>This image was captured in Peckham Bus Station, just off Peckham High Street. This section featured good quality of footways. As seen in the image, the width of the footway at this particular section of the Bus Station.</p>	<p>Opportunities to improve the available width should be explored.</p>
5		<p>People feel safe</p> <p>Clean air</p> <p>People feel relaxed</p> <p>Not too noisy</p>	<p>This image was captured along the Surrey Canal Walk and features good levels of lighting along its route.</p>	<p>Lighting along the footpath only reaches a few metres either side, and beyond that the area can be quite dark. Providing additional lighting along this route would solve this issue and create a safer environment.</p>
6		<p>Things to see and do</p> <p>People choose to walk and cycle</p> <p>Shade and shelter</p> <p>People feel safe</p> <p>People feel relaxed</p> <p>Easy to cross</p> <p>Everyone feels welcome</p>	<p>This image was captured on Rye Lane and features clear, wide, good quality footways with a good line of sight.</p>	<p>Installation of tactile paving between the footway and cycleway could be beneficial, as well as improvements to the overall quality of the cycleway surfacing.</p>

London Wide Network

22. Changes in Travel Demand

22.1 Travel Demand Change Sources

The primary changes to travel demand at the Proposed Development are expected to arise from:

- An increase in travel by healthy and sustainable modes arising from additional residential development;
- A reduction in vehicle travel arising from the removal of the existing Petrol Filling Station;
- A reduction in vehicle travel arising from the reduction in supermarket/to centre car parking (a principle supported by policy, and indeed policy would support the complete removal of the car parking but 140 spaces must be retained to enable the development);
- Displacement of supermarket trips to other modes within Peckham Town Centre;
- A change in servicing demand arising from increased management and restrictions imposed on town centre uses and additional demand arising from residential development; and
- A potential increase in employees in the town centre associated with the introduction of workspace led development.

The effective reprovision of the town centre retail space is not expected to result in any material change in travel demand to the town centre.

22.2 Existing Travel Demand

The existing vehicular trips associated with the Site, based on surveys undertaken in November 2022 are shown in Table 18.

Table 18: Traffic Flow Data

Link	AM Peak		PM Peak		07:00-19:00	
	Vehs	HGVs	Vehs	HGVs	Vehs	HGVs
Aylesham Centre, N Servicing	6	1	15	1	135	18
Aylesham Centre car park & PFS	258	6	619	0	7,013	70
Aylesham Centre, S Servicing	5	1	16	0	176	19
Total	269	8	650	1	7,324	107

Multimodal travel demand associated with existing uses which will be retained (and replaced) on the Site has not been forecast as this would not result in any 'change'. Changes to existing demand are expected to be wholly a reduction in car journeys with no increase or reduction by any other mode.

22.3 Proposed Travel Demand

22.3.1 Residential Travel Demand

TRICS was interrogated for similar and comparable surveyed sites, as far as reasonably practicable, and for those sites of a sufficient scale that their data can be considered in isolation for comparison with the Proposed Development. The following criteria was used:

- Main land use: C3 Residential
- Multi-modal trip rates
- Location: London
- Weekday surveys only
- 250 dwellings or more
- Survey date: No older than 2012 in accordance with the TRICS cut-off point.
- TRICS site survey data that includes specific servicing surveys.

Utilising the criteria above, the following three sites were identified as summarised in Table 19.

Table 19: Residential sites selected from TRICS

Site reference	Location	No. of units	Date of survey
BE-03-C-02, Block of Flats	Belvedere, Bexley	402	2018
BT-03-C-02, Block of Flats	Wembley, Brent	472	2016
HG-03-C-01, Block of Flats	Tottenham Hale, Haringey	255	2019

The derived person trip rates, expressed as trips per unit and the resultant person trips based on the 877 units proposed at the Site are provided in Table 20 for the AM and PM peak hour.

Table 20: Residential Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rate/ Dwelling	0.052	0.437	0.489	0.268	0.155	0.423
Movements	46	384	429	235	136	371

22.3.2 Residential Mode Share

The mode share from TRICS is representative of a modern flatted development and the typical demographic and travel behaviour arising from such a location. This has therefore been used as the starting position. However, as the Proposed Development is car free it is necessary to reassign car trips to other modes. It is also reasonable to reflect a sensible cycle mode share which might arise given the extensive cycle parking, excellent cycle access and the wider ongoing physical and policy interventions enabling greater travel by this mode.

The TRICS mode share has been revised to set cycle mode share as 6% (reflecting London Plan targets) and car and motorcycle mode shares have been set to 0%. The net displacement of trips has been assigned to rail and bus proportionately to the observed split in the TRICS site. This gives rise to the modal split shown in Table 21 and Table 22 while Table 23 compares the modes share from TRICS with the mode share derived for the Site.

Table 21: Residential Trip Rates by Mode

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	0.052	0.437	0.489	0.268	0.155	0.423
Pedestrians	0.025	0.076	0.101	0.067	0.048	0.115
Bus	0.015	0.132	0.146	0.090	0.044	0.134
Rail	0.009	0.202	0.213	0.095	0.053	0.149
Cyclists	0.003	0.026	0.029	0.016	0.009	0.025
Car Drivers	0.000	0.000	0.000	0.000	0.000	0.000
Motorcycles	0.000	0.000	0.000	0.000	0.000	0.000
Car Passengers	0.000	0.000	0.000	0.000	0.000	0.000
Taxis	0.003	0.003	0.006	0.002	0.002	0.004

Table 22: Residential Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	46	384	c	235	136	371
Pedestrians	22	67	89	59	42	101
Bus	13	116	128	79	39	118
Rail	8	178	187	84	47	130
Cyclists	3	23	26	14	8	22
Car Drivers	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0
Car Passengers	0	0	0	0	0	0
Taxis	3	3	5	2	2	4

Table 23: Mode Share Comparison

Mode	TRICS		Development Specific	
	AM	PM	AM	PM
Total People	100%	100%	100%	100%
Pedestrians	21%	27%	21%	27%
Bus	19%	17%	30%	32%
Rail	27%	19%	43%	35%
Cyclists	4%	2%	6%	6%
Car Drivers	18%	22%	0%	0%
Motorcycles	0%	1%	0%	0%
Car Passengers	10%	11%	0%	0%
Taxis	1%	1%	1%	1%

22.4 Employee Travel Demand

The industry standard TRICS database has been reviewed for comparable surveys to the Proposed Development. The surveys in the TRICS database include both staff and visitor trips. The following criteria have been used:

- Land use and category: 02 Employment; A – Office
- Regions: Greater London
- Survey type: Multi-modal
- Survey date range: January 2014 – March 2020
- Survey days: Weekdays
- PTAL: 4 – 6b
- Trip rate parameters: Per employee

The six sites meeting the above criteria are summarised in Table 24.

Table 24: TRICS Office Sites

Site	Borough	Floor Area	PTAL	Date	Reference
Empire Way, Wembley	Brent	920sqm	6a	03/06/2015	BT-02-A-03
Empire Way, Wembley	Brent	10,625sqm	5	14/05/2015	BT-02-A-04
Fitzroy Street, Fitzrovia	Camden	26,639sqm	6b	06/12/2017	CN-02-A-03
Millington Road, Hayes	Hillingdon	12,100sqm	4	26/06/2018	HD-02-A-09
Ladbroke Grove, Kensal Green	Kensington and Chelsea	2,255sqm	5	17/06/2019	KN-02-A-01
Streatham High Road, Streatham	Lambeth	3,054sqm	6a	05/11/2019	LB-02-A-02

The total number of employees has been calculated at this stage assuming one employee per 12sqm NIA and applied to the floor area of a workspace focussed building, using appropriate GIA to NIA conversion factors. The net increase in employees is assumed to equate to 172 FTE employees (2,725.9sqm GIA, 2067sqm NIA).

The use of the sites selected from the TRICS database results in the total person trip rate (per employee) and total number of trips shown in Table 25.

Table 25: Employee Trip Rates

Mode	08:00 – 09:00			17:00 – 18:00		
	In	Out	Total	In	Out	Total
Trip Rate (per employee)	0.332	0.025	0.357	0.020	0.292	0.312
Total Person Trips	57	4	61	3	50	54

22.4.1 Workspace Employee Mode Share

An employee mode share has been derived from 2011 Census travel to work data (for the MSOA containing the Site [022]), subject to suitable adjustments to reflect future cycle mode shares (6%) and the absence of car parking (0%), applying the same methodology as was applied for the residential mode share adjustment.

This gives rise to the modal split shown in Table 26 and Table 27 while Table 28 compares the modes share from TRICS with the mode share derived for the Site.

Table 26: Employee Trip Rates by Mode

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	0.332	0.025	0.357	0.020	0.292	0.312
Pedestrians	0.042	0.003	0.045	0.003	0.037	0.039
Bus	0.165	0.012	0.177	0.010	0.145	0.155
Rail	0.104	0.008	0.112	0.006	0.092	0.098
Cyclists	0.020	0.002	0.021	0.001	0.018	0.019
Car Drivers	0.000	0.000	0.000	0.000	0.000	0.000
Motorcycles	0.000	0.000	0.000	0.000	0.000	0.000
Car Passengers	0.000	0.000	0.000	0.000	0.000	0.000
Taxi	0.001	0.000	0.001	0.000	0.001	0.001

Table 27: Employee Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	57	4	61	3	50	54
Pedestrians	7	1	8	0	6	7
Bus	28	2	31	2	25	27
Rail	18	1	19	1	16	17
Cyclists	3	0	4	0	3	3
Car Drivers	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0
Car Passengers	0	0	0	0	0	0
Taxi	0	0	0	0	0	0

Table 28: Mode Share Comparison

	Census	Development Specific
Total People	100%	100%
Pedestrians	13%	13%
Bus	32%	50%
Rail	21%	31%
Cyclists	4%	6%
Car Drivers	28%	0%
Motorcycles	1%	0%
Car Passengers	2%	0%
Taxis	0%	0%

22.5 Change in Supermarket Travel Demand

Based on surveys undertaken in November 2022 at the supermarket entrance, the existing traffic demand for the supermarket (excluding petrol filling station only trips) is as shown in Table 29.

Table 29: Supermarket Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	153	43	196	273	258	531

These trips are expected to reduce in line with the available car parking provision as a result of the Proposed Development. Those trips which are displaced may be displaced spatially, temporally, or modally. In the absence of any primary data, it is assumed that half of trips would be displaced modally within the same time periods, which the remaining half of trips would displace spatially to other supermarkets or would change habits to reduce frequency of visit or move to online shopping (which is enabled by the Proposed Development).

It is also assumed that car occupancy for supermarket journeys is 1.4 people per vehicle (based on LTDS data) and that once shifted, the same person trip rate would shift directly. It is also assumed that such trips would shift on to longer distance modes rather than foot, which may slightly overestimate displacement onto public transport, but this is on the basis that those within a walking distance are those most likely to already travel to the supermarket by foot. It is assumed that 6% of modally displaced trips would shift to cycle, 5% to taxi, and the balance to bus.

This gives rise to the following net change in travel demand at the Site as a result of the change in parking provision for the supermarket, as shown in Table 30 and Table 31.

Table 30: Proposed Supermarket Trip Generation Total

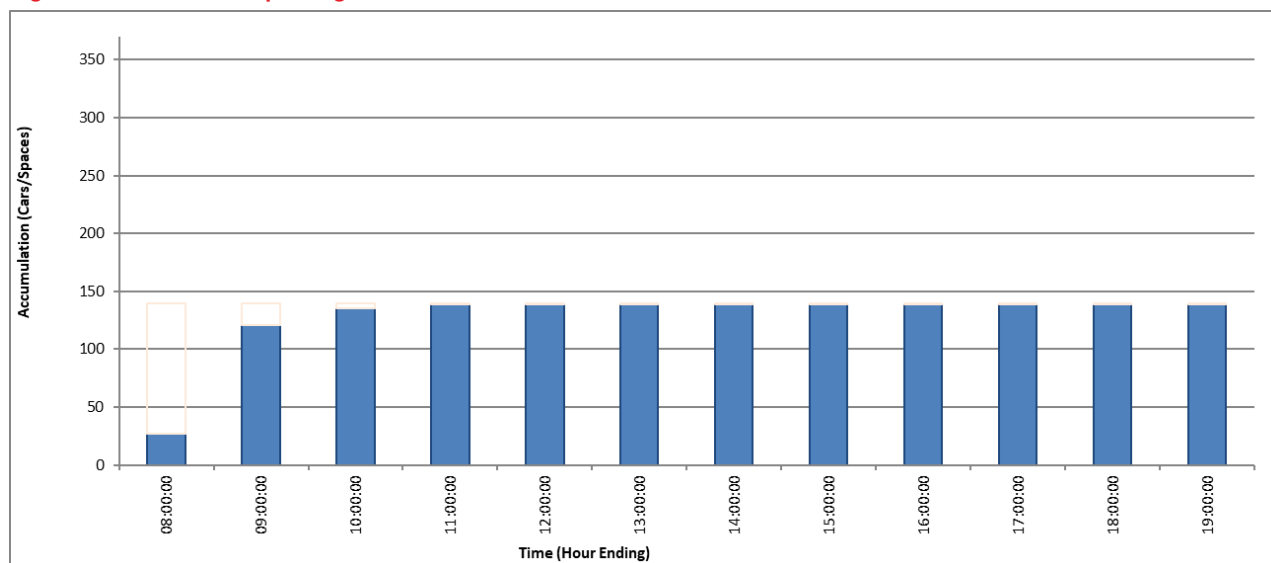
Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	135	41	176	152	152	304

Table 31: Proposed Supermarket Trip Generation Net Change

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	-13	-1	-14	-85	-74	-159
Pedestrians	0	0	0	0	0	0
Bus	11	1	12	75	66	141
Rail	0	0	0	0	0	0
Cyclists	1	0	1	5	4	10
Car Drivers	-18	-2	-20	-121	-106	-227
Motorcycles	0	0	0	0	0	0
Car Passengers	-7	-1	-8	-48	-42	-91
Taxi	1	0	1	4	4	8

This gives rise to the following weekday car parking accumulation profile in the basement (shown in Figure 71), for comparison with Figure 33.

Figure 71: Forecast car parking accumulation



Taxi pick-up and drop-off would be facilitated within the supermarket basement car park.

22.6 Change in Petrol Filling Station Travel Demand

Based on the November 2022 surveys data, the existing traffic demand for the Petrol Filling Station (only) is as shown in Table 32.

Table 32: Petrol Filling Station Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	31	31	62	44	44	88

These trips would be removed from the local network and be displaced to other petrol filling stations. For the purposes of total person trip generation, vehicle trips to the petrol filling station are simplistically assumed to have 1 person per vehicle.

22.7 Servicing Travel Demand

Servicing forecasts are described in Chapter 17. Applying that same methodology gives rise to the following servicing demand in the peak hours, as set out in Table 33.

Table 33: Total Peak Hour Servicing Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
MC/CCs	2	2	4	34	34	68
LGVs	3	3	6	9	9	18
HGVs	0	0	0	0	0	0

Only the residential servicing trip generation is a net change compared with the existing situation as the other trips are associated with town centre uses which are, essentially, replacing existing equivalent uses and areas. This gives rise to the net servicing travel demand shown in Table 34.

Table 34: Net Peak Hour Servicing Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
MC/CCs	0	0	0	14	14	28
LGVs	2	2	4	6	6	12
HGVs	0	0	0	0	0	0

22.8 Travel Plan

A ‘draft’ Travel Plan (a version of which is expected to be secured as part of a planning permission through either a planning condition or s106 agreement) is included at Appendix B.

23. Net Travel Demand Change

The Proposed Development is forecast to result in the following changes in travel demand, set out in Table 35, based on the data presented in Chapter 22.

Table 35: Net change in trips by mode

Mode	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Total People	62	358	420	112	70	182
Pedestrians	29	67	96	59	48	108
Bus	53	120	171	156	130	286
Rail	26	179	206	85	63	147
Cyclists	7	23	30	19	16	35
Car Drivers	-49	-33	-82	-165	-150	-315
Motorcycles	0	0	0	0	0	0
Car Passengers	-7	-1	-8	-48	-42	-91
Taxi	3	3	6	6	6	12
Total Vehicles	-47	-31	-78	-145	-130	-275
Cars	-49	-33	-82	-165	-150	-315
MCs	0	0	0	14	14	28
LGVs	2	2	4	6	6	12
HGVs	0	0	0	0	0	0

The Proposed Development results in a substantial reduction in vehicle trips and an increase in travel by healthy and sustainable modes.

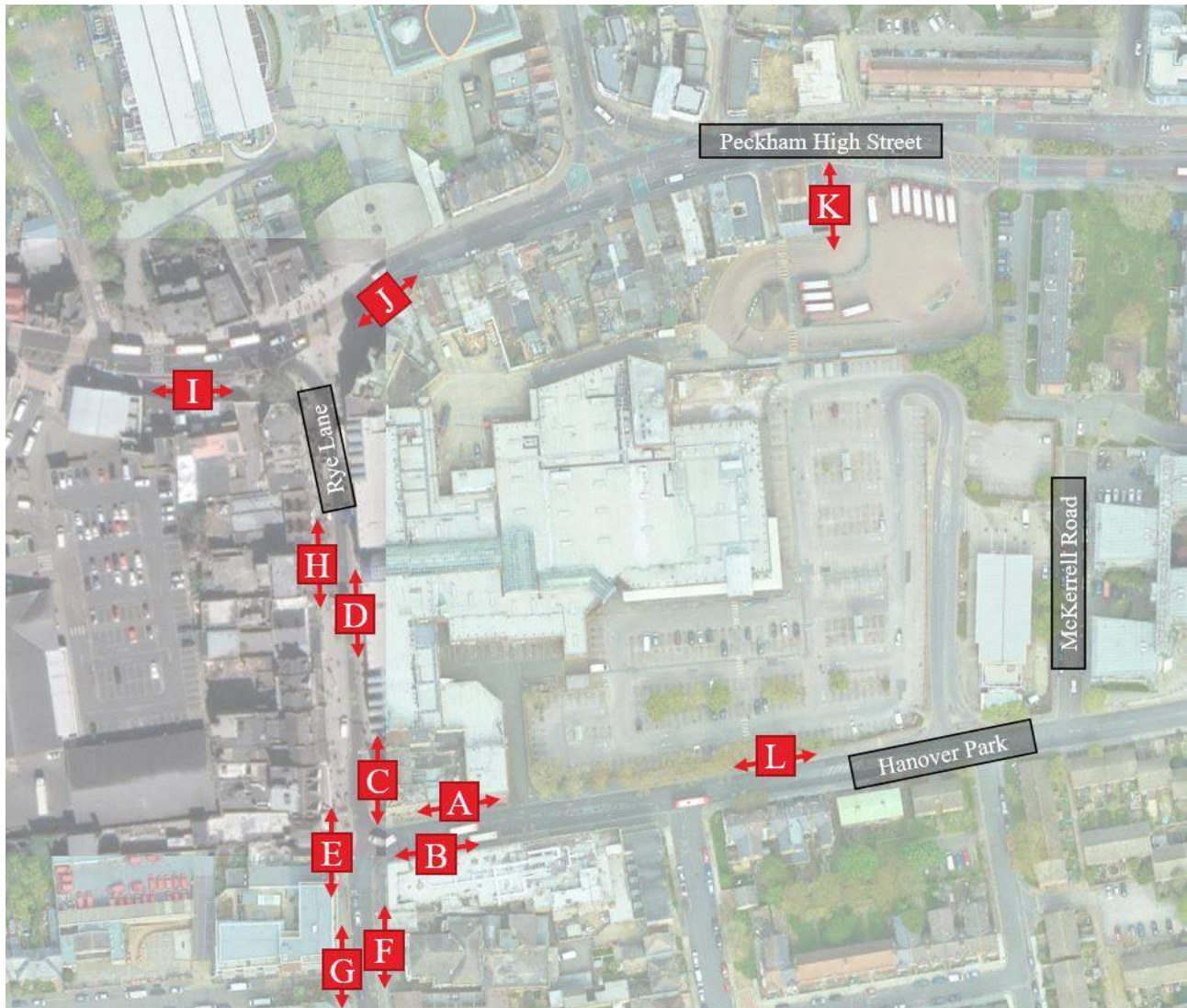
24. Modal Assessment

24.1 Pedestrians

The Proposed Development will result in a net enhancement to the pedestrian environment through new routes, enhanced footway widths, improved crossings and enhanced streetscape.

A Pedestrian Comfort Level assessment (PCL) has been undertaken for the busy parts of the surrounding existing network through which development related trips are likely to walk – on routes towards destinations such as bus stops, Peckham Rye Station and local schools and amenities. Locations are shown in Figure 72.

Figure 72: PCL assessment locations



The results of the Pedestrian Comfort Level (PCL) are shown in Table 36 and in Appendix F.

Table 36: Pedestrian Comfort Level at key locations

Location	AM peak				PM peak			
	Baseline		With Development		Baseline		With Development	
	Average	Peak	Average	Peak	Average	Peak	Average	Peak
A	F	F	F	F	F	F	F	F
B	A	A+	A	A+	A	A-	A	A-
C	A-	A	A-	A	A-	B+	A-	B+
D	A	A	A	A	A	A-	A	A-
E	B+	A-	B+	A-	B+	B	B+	B-
F	B+	A	B+	A	B+	B	B+	B
G	A-	A	A-	A-	A-	B+	A-	B+
H	A	A	A	A	A	A-	A	A-
I	A-	A	A-	A	A-	B+	A-	B+
J	A	A+	A	A+	A	A-	A	A-
K	F	F	F	F	F	F	F	F
L	A	A+	A	A	A	A-	A	A-

Figure 15 presented earlier in this report shows the relationship between movement and pedestrian comfort level, noting that a minimum width (building to kerb without obstructions) of 1.9m is required to achieve a score above 'F'. A PCL of B+ is recommended for all areas, but in a High Street environment a PCL of B is acceptable, in a residential area B- is acceptable and in the vicinity of a transport interchange C+ is acceptable.

The results of the PCL assessment in Table 36 show majority of the local footway network performing with a good level of pedestrian comfort. Locations A and K shows an 'F' level of service, due to the constrained available width.

- Location K (in the TfL Bus Station) will be reviewed as part of engagement with TfL to potentially improve pedestrian routes through the bus station (improving widths) and Bull Yard (providing an alternative route).
- Location A is on Hanover Park and will be reviewed as part of the public realm scheme proposed for this street – though which relocation of street furniture should be considered as the available footway width between the building and the kerb edges is more than adequate to achieve a good PCL.

During the PM peak hour, the assessment shows that for Location E, PCL reduces from B to B- as a result of the additional demand generated by the Proposed Development. This places it within the “at risk” category for High Street areas. It should be noted that the footway width is constrained at this location by the placement of a phone box and removal/relocation of it would improve the operation of the footway. Pedestrian Comfort Guidance provides the following recommendations when a single location is deemed uncomfortable:

- “If a single location within your site does not meet the recommended comfort level the first action is to create additional footway space by either removing or repositioning street furniture or increasing the footway width. This is especially important if the PCL is Level D or E as the footway will be extremely uncomfortable at this location. If this is not possible it is important that the footway in the immediate area (6m either side) is clear of obstructions to ensure this pinch point is not perceived as a reason to avoid the area”.

Therefore, if it is not possible for the street furniture to be removed, given the footway for 6m on either side of the phone box is wider, this should not result in pedestrians avoiding the area.

24.2 Cyclists

The Proposed Development will provide extensive cycle parking (in line with London Plan 2021 policy T5) and will create new cycleable streets within the development for residents, employees and visitors to the Site. The routes through the Site are not expected to serve an important ‘through’ function, with the Site connecting to Rye Lane through ‘trip end’ routes shared with pedestrians for connection to the wider London cycle network. Through engagement with stakeholders, the Proposed Development will also deliver enhancements beyond the Site boundary, through Peckham Bus Station and on Hanover Park.

24.3 Public Transport – Bus

The forecast net change in bus trips during the AM and PM peak hours are outlined in Table 37.

Table 37: Net change in bus trips

Time	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Net change in bus trips	53	120	171	156	130	286

Some 16 bus services run in close proximity to the Site, with 88 buses per hour per direction. An additional 171 two-way passengers in the AM peak hour and 286 two-way trips in the PM peak would not have a perceptible effect on bus services. Table 38 outlines the distribution of trips by bus service based on a review of bus service routes, frequencies and trip origins and destinations drawing on data from 2011 Census (noting 2021 Census was affected by a national lockdown), and the locations of local attractors such as schools and other town centres.

Table 38: Trips distributed by bus route

Service	Direction	AM peak			PM peak		
		Arrivals	Departures	Total	Arrivals	Departures	Total
12	N	4	6	10	6	6	12
	S	0	0	0	2	2	4
36	E	1	3	4	5	3	8
	W	5	6	11	8	8	16
37	W	1	2	3	4	3	7
	E	0	2	2	5	3	8
63	N	1	4	5	6	4	10
	S	1	1	2	3	2	5
78	N	1	8	9	9	7	16
	S	0	4	4	3	2	5
136	N	4	7	11	7	6	13
	S	3	5	8	6	5	11
171	N	3	6	9	6	6	12
	S	1	4	5	5	5	10
177	E	2	5	7	7	5	12
	W	0	0	0	2	2	4
197	S	0	0	0	2	2	4
	N	0	0	0	2	2	4
343	N	7	11	18	10	10	20
	S	2	6	8	4	3	7
345	W	7	7	14	9	9	18
	E	7	7	14	9	8	17
363	N	1	4	5	5	3	8
	S	0	0	0	2	2	4
381	E	0	1	1	3	2	5
	W	0	3	3	4	3	7
436	W	2	3	5	4	6	10
	E	2	5	7	6	5	11
P12	N	0	1	1	3	2	5
	S	0	3	3	2	1	3
P13	E	0	4	4	3	1	4
	W	0	1	1	4	2	6

The forecast number of passengers per bus, based on the frequency of each service during the peak hours, is outlined in Table 39.

Table 39: Trips distributed by bus route

Service	Direction	Peak hour frequency		AM peak		PM peak	
		AM Peak	PM Peak	Arrivals	Departures	Arrivals	Departures
12	N	5	5	0.8	1.2	1.2	1.2
	S	5	5	0.0	0.0	0.4	0.4
36	E	8	8	0.1	0.4	0.6	0.4
	W	8	8	0.6	0.8	1.0	1.0
37	W	6	6	0.2	0.3	0.7	0.5
	E	6	6	0.0	0.3	0.8	0.5
63	N	7	7	0.1	0.6	0.9	0.6
	S	7	7	0.1	0.1	0.4	0.3
78	N	6	6	0.2	1.3	1.5	1.2
	S	6	6	0.0	0.7	0.5	0.3
136	N	6	6	0.7	1.2	1.2	1.0
	S	6	6	0.5	0.8	1.0	0.8
171	N	5	5	0.6	1.2	1.2	1.2
	S	5	5	0.2	0.8	1.0	1.0
177	E	5	5	0.4	1.0	1.4	1.0
	W	5	5	0.0	0.0	0.4	0.4
197	S	5	5	0.0	0.0	0.4	0.4
	N	5	5	0.0	0.0	0.4	0.4
343	N	8	8	0.9	1.4	1.3	1.3
	S	8	8	0.3	0.8	0.5	0.4
345	W	8	8	0.9	0.9	1.1	1.1
	E	8	8	0.9	0.9	1.1	1.0
363	N	6	6	0.2	0.7	0.8	0.5
	S	6	6	0.0	0.0	0.3	0.3
381	E	5	5	0.0	0.2	0.6	0.4
	W	5	5	0.0	0.6	0.8	0.6
436	W	5	5	0.4	0.6	0.8	1.2
	E	5	5	0.4	1.0	1.2	1.0
P12	N	5	5	0.0	0.2	0.6	0.4
	S	4	4	0.0	0.8	0.5	0.3
P13	E	4	4	0.0	1.0	0.8	0.3
	W	4	4	0.0	0.3	1.0	0.5

The analysis shows that the Proposed Development would not result in a perceptible change in the demand for each bus, with typically one or fewer additional people per bus which is negligible.

24.4 Public Transport – Rail

The forecast net change in rail trips during the AM and PM peak hours is outlined in Table 40.

Table 40: Net change in rail trips

Time	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Net change in rail trips	26	179	206	85	63	147

Peckham Rye station, located within a short walk of the Site, provides access to London Overground and national rail services. Table 41 outlines the distribution of trips by rail service and direction based on a review of rail service routes, frequencies and trip origins and destinations drawing on data from 2011 Census (noting 2021 Census was affected by a national lockdown), and the locations of local attractors such as schools and other town centres.

Table 41: Net change in rail trips by service and direction

Line	AM peak hour				PM peak hour			
	Arrival		Departure		Arrival		Departure	
	From East	From West	To East	To West	From East	From West	To East	To West
London Overground	8	5	72	18	35	8	23	8
National Rail	3	10	15	75	7	36	6	25

The forecast number of passengers per train, based on the frequency of each service during the peak hours, is outlined in Table 39.

Table 42: Forecast passengers per train by direction

Line	AM peak hour				PM peak hour			
	Arrival		Departure		Arrival		Departure	
	From East	From West	To East	To West	From East	From West	To East	To West
London Overground	2.0	1.3	18.0	4.5	8.8	2.0	5.8	2.0
National Rail	0.2	0.8	1.2	5.8	0.5	2.8	0.5	1.9

The analysis shows that the Proposed Development would not result in a perceptible change in the demand for each train, with a small number of additional passengers forecast on any one train.

The latest (2022) TfL ‘NUMBATS’ data on existing demand at Peckham Rye station and on the London Overground Line at Peckham Rye has been reviewed for comparison with the additional demand arising from the propose development. This comparison is shown in Table 43, Table 44 and Table 45.

Table 43: Existing station entries compared with Proposed Development

	AM Peak Hour		PM Peak Hour	
	2022 Existing	Development	2022 Existing	Development
Station Entries	1,756	179 (10%)	932	63 (7%)
Station Exits	649	26 (4%)	1,123	85 (8%)

Table 44: Existing London Overground line loading compared with Proposed Development

	AM Peak Hour		PM Peak Hour	
	2022 Existing	Development	2022 Existing	Development
Denmark Hill - Peckham Rye - EB	1,008	8 (1%)	1,546	35 (2%)
Peckham Rye - Queens Road Peckham - EB	1,425	72 (5%)	1,670	23 (1%)
Queens Road Peckham - Peckham Rye - WB	1,621	5 (0%)	959	8 (1%)
Peckham Rye - Denmark Hill - WB	1,666	18 (1%)	766	8 (1%)

Table 45: Existing London Overground capacity (706 pax capacity per train) compared with Proposed Development

	AM Peak Hour		PM Peak Hour	
	2022 Existing	With Development	2022 Existing	With Development
Denmark Hill - Peckham Rye - EB	36%	36% (0%)	55%	56% (1%)
Peckham Rye - Queens Road Peckham - EB	50%	53% (3%)	59%	60% (1%)
Queens Road Peckham - Peckham Rye - WB	57%	58% (1%)	34%	34% (0%)
Peckham Rye - Denmark Hill - WB	59%	60% (1%)	27%	27% (0%)

The data in Table 43, Table 44 and Table 45 shows the Proposed Development results in a 5-10% increase in station entries at Peckham Rye but that this results in a negligible change on any London Overground service arriving at or departing from Peckham Rye and that services at Peckham Rye will remain well within capacity.

24.5 Highway network

The net trip generation of the Proposed Development reflects a reduction in vehicle trips relative to the existing Site use, mainly due to the significant reduction in car parking from circa 353 spaces to 140 spaces. As such, the application scheme represents a net improvement to traffic conditions.

Construction

25. Construction

25.1 Introduction

Full details of the construction proposals relevant to transport are provided in the Outline Construction Logistics Plan, which has been provided as a standalone document in support of the application.

25.2 Construction Programme

The programme of construction for The Aylesham Centre has been developed by Berkeley. Construction is expected to last for approximately 8 years and 4 months with works commencing in 2026 and an indicative final completion anticipated in mid 2034. Table 46 provide a high-level breakdown of the programme by the key construction stages. Construction will be continuous with blocks overlapping in their construction.

Table 46: Construction programme

Construction phase	Start	End
Site set up and demolition	June 2026	September 2030
Basement excavation and piling	July 2026	November 2031
Sub-structure	October 2026	December 2032
Super-structure	February 2027	July 2033
Cladding	July 2027	July 2034
Fit-out, testing and commissioning	December 2027	October 2034

25.3 Forecast Construction Trips

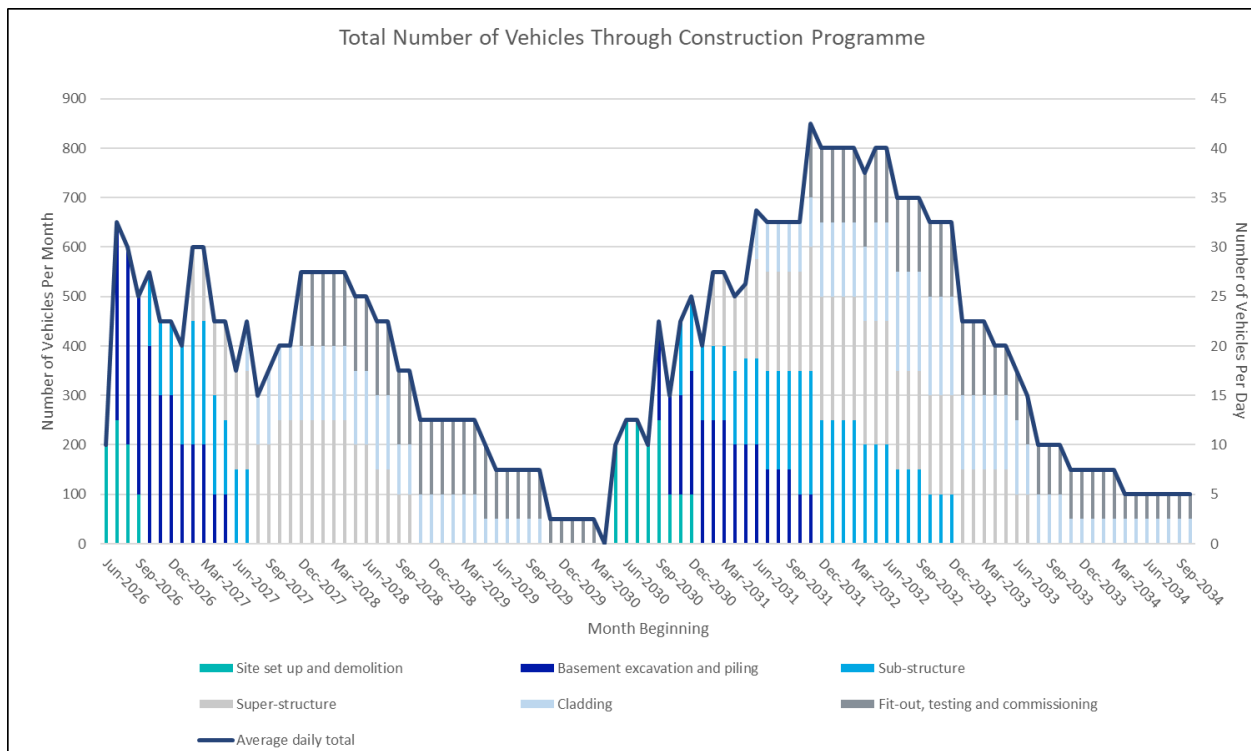
The number of vehicles forecast to access the Site during the various phases of construction have been outlined in Table 47. The forecast has been developed by Berkeley based on previous experience, proposed programme and construction methodology.

Table 47: Estimated Construction Vehicles – Monthly and Daily

Construction phase	Period of stage	Ave. No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2026 – Q3 2030	188	10
Basement excavation and piling	Q2 2026 – Q4 2031	225	12
Sub-structure	Q4 2026 – Q4 2032	181	9
Super-structure	Q1 2027 – Q3 2033	193	10
Cladding	Q2 2028 – Q3 2034	118	6
Fit-out, testing and commissioning	Q4 2027 – Q2 2034	125	7
Peak period of construction	Q4 2031	850	43

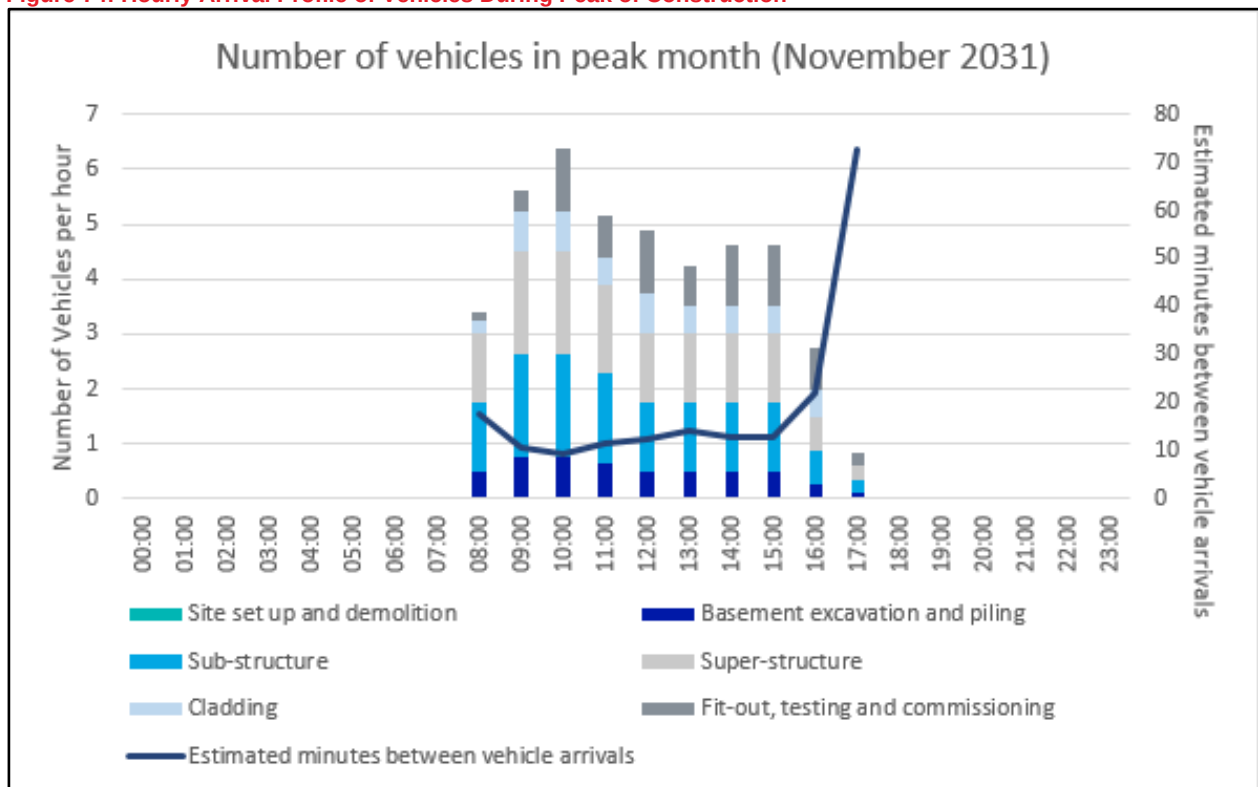
Figure 73, extracted from the Outline Construction Logistics Plan (CLP) shows a more detailed forecast of the construction vehicles throughout the construction programme.

Figure 73: Estimated construction vehicles – Monthly and daily



Additionally, the hourly arrival profile of vehicles during the peak period of construction is outlined in Figure 74.

Figure 74: Hourly Arrival Profile of Vehicles During Peak of Construction



25.4 Review

The reduction in the size of the supermarket car park from 353 spaces to 140 spaces will be required to enable construction (in a temporary car park) and the petrol filling station will also be closed from the outset. This will result in an immediate net reduction in vehicle traffic to and from the Site which will more than offset the construction vehicle activity associated with the Proposed Development.

Conclusion

26. Conclusion

26.1 Summary of Outcomes

Summarises the key transport issues and opportunities and how the Proposed Development responds to these.

Table 48: Summary of outcomes

Section	Key transport issues and opportunities	Solutions and mechanisms
Site and Surroundings	Changes to travel demand and character associated with the Proposed Development leads to identification of offsite interventions focussed on prioritising pedestrians and healthy travel	<p>Works on public highway will be secured as part of a planning permission (through either a planning condition or s106 agreement) and delivered by, or funded by, the Applicant. Works not on public highway have been identified as being beneficial to the delivery of a comprehensive development but the acceptability of the planning application is not contingent upon these works, and it is anticipated that a planning permission would secure a requirement for the Applicant to fund and work with relevant land owners to seek to delivery those works (subject to agreement on suitable wording in a s106 agreement to not prejudice the delivery of the Proposed Development):</p> <ul style="list-style-type: none"> • Enhanced pedestrian environment on Hanover Park subject to agreement with LB Southwark as highway authority and consultation with TfL; • Enhanced pedestrian environment on McKerrell Road subject to agreement with LB Southwark as highway authority; • New pedestrian connection through to the public realm around Purdon House subject to agreement with LB Southwark as landowner; • New pedestrian route around the northern edge of the TfL bus station subject to agreement with TfL as landowner; • New pedestrian route between the TfL bus station and Bull Yard subject to agreement with TfL as landowner of the bus station and LB Southwark as highway authority for Bull Yard; and • Continuous pedestrian route at the southwest corner of the masterplan on the western side of the western vehicle access across a 'notch' in the redline boundary in this location subject to agreement with the land owner. <p>Delivery and Servicing Plan to be secured to control delivery and servicing activity</p> <p>Parking Design and Management Plan to be secured to control car parking</p>
Active Travel Zone	'Worst' points on network identified do not identify any issues which meet NPPF tests for mitigation through development	No additional interventions beyond those identified in Site and Surroundings
London Wide Network	The Proposed Development will reduce vehicle travel demand and result in negligible increases on buses and trains, and pedestrian networks will perform well but interventions to be considered in Peckham Bus Station and on Hanover Park to address PCL F scores	<p>Travel Plan to be secured to embed healthy travel and monitor travel demand</p> <p>No additional interventions beyond those identified in Site and Surroundings</p>
Construction	The Proposed Development will result in reduced vehicle traffic during construction	Construction Logistics Plan to be secured to control construction activity and routes

26.2 Overall Conclusions

The Proposed Development gives residents a choice about how they travel and provides secure and suitable access for all by sustainable modes. The Site is located close to good frequency bus routes and rail services, good quality pedestrian and cycle routes and in close proximity to key local facilities.

The proposals create a safe and secure layout that minimises conflict between vehicles, cyclists and pedestrians. The new routes through the Site prioritise active travel. The Proposed Development reduces the number of vehicle trips generated by the Site while increasing development density and delivering new homes and jobs for Peckham.

A Framework Travel Plan accompanies this document (see Appendix B) and will be implemented on Site to maximise the uptake of sustainable transport modes. Plans will also be secured to control delivery and servicing, car parking and construction activity.

The level of car parking proposed reflects the level which is achievable and viable on the Site that enable the delivery of the regeneration of the Site and the delivery of affordable homes. This provides a suitable balance between a need to accommodate a level of demand for car parking and the need to prioritise sustainable travel.

Extensive cycle parking is proposed across the development for residents, employees and visitors and is designed to be accessible to all and is in line with London Plan policy requirements.

Proposals to enhance the surrounding transport networks take advantage of the available opportunities to maximise the potential for sustainable travel without causing unacceptable effects.

The Proposed Development reflects the aspirations of national and local policies to promote sustainable development in transport terms.