

Wells Way – Walking and Cycling improvements: Summary of the consultation responses

1 Introduction

1.1 Background

The Wells Way scheme was originally part of the Coleman Road Neighbourhood scheme but due to the complexity and timescale requirement of the Coleman Road scheme; it was decided to progress as an individual scheme.

A proposed layout was developed after a scoping stage and initial liaison with local residents. Public consultation was then carried in November 2014 to gauge the level of support for the scheme. Consultation leaflet and questionnaire were distributed on 1 November 2014. The consultation period lasted 3 weeks and was completed on 21 November 2014.

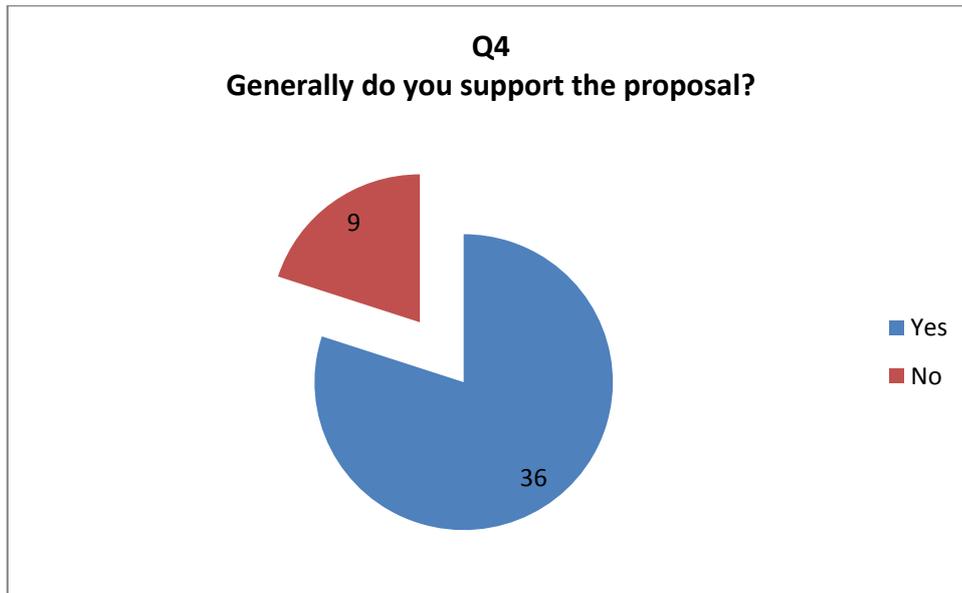
Leaflet distribution area bounded by the dashed line below.



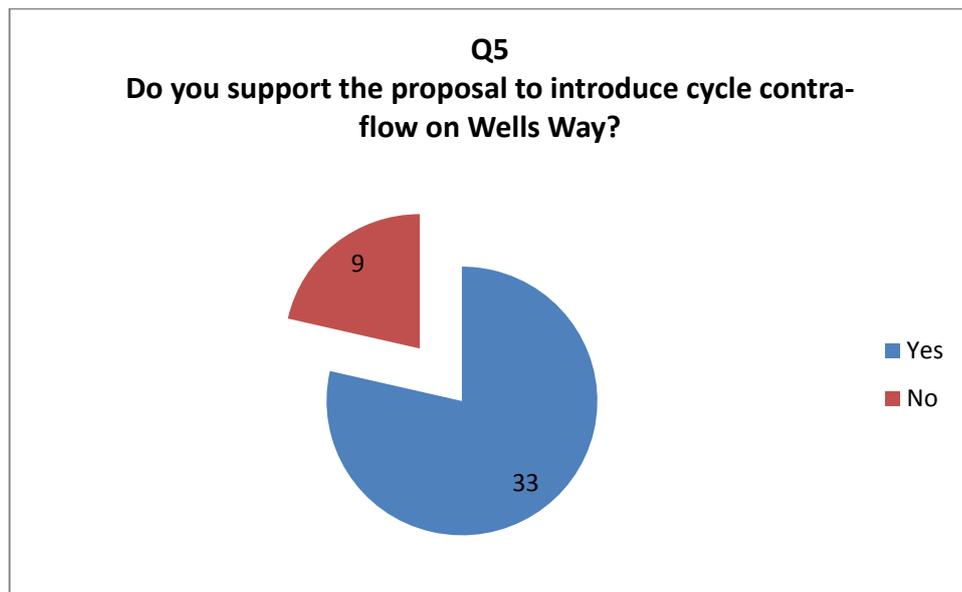
2 Key issues for consideration

Out of the 442 consultation leaflets delivered in the November consultation, a total of 49 responses were received during the consultation period, equating to an 11% response rate. The responses are summarised in this section with the repeated comments summarised. All responses received are collated and can be found in Appendix A.

2.1 Consultation Responses



This question aims to gauge the level of support for the overall scheme. The response to this question shows 80% are in support of the proposed scheme in general.



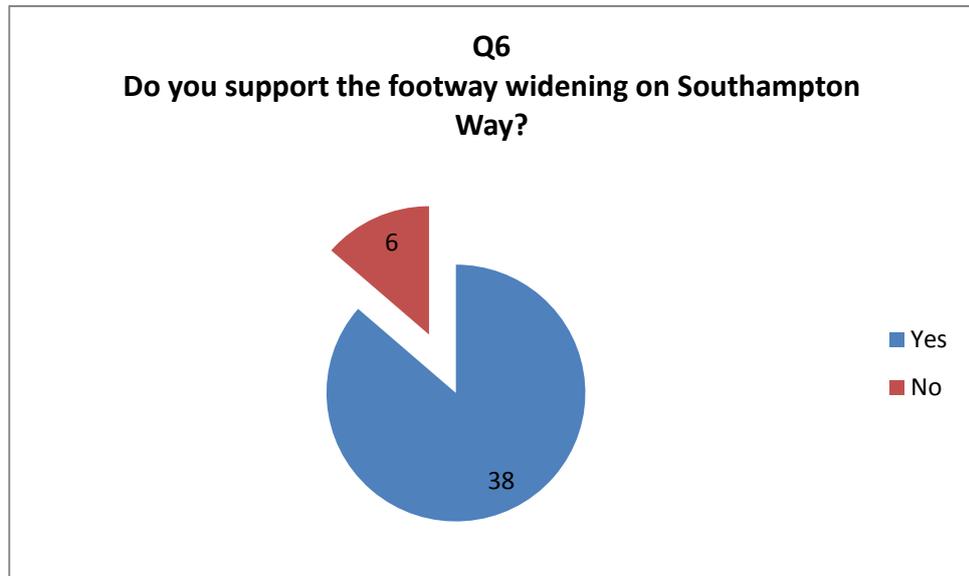
This question aimed specifically at the proposed contra-flow cycle lane on Wells Way between Southampton Way and Cottage Green. The response to this question shows 79% are in support for this proposal.

The majority of those consulted are overwhelmingly in favour of additional cycling measures. However, there are a few suggestions made that may require consideration:

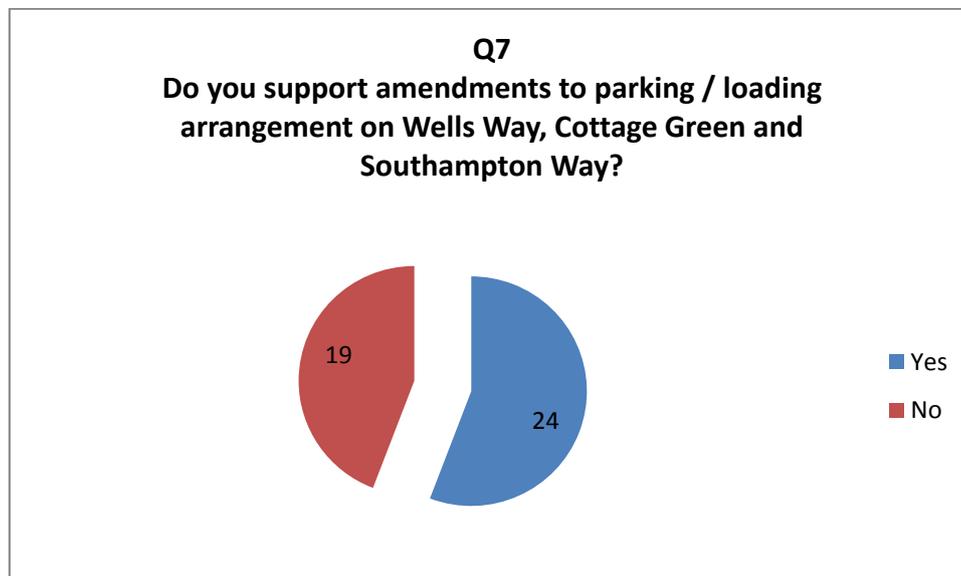
- One of the most frequent comments regards to the continuation of the cycle link north to Burgess Park possibly by utilising the western footway.
- There are suggestions on the introduction of a southbound contra flow cycle lane on Cottage Green.
- Regarding safety issues, concerns have been made regarding the danger of vehicles turning right from Southampton Way into the proposed contra-flow on Wells Way.

Summary of the consultation responses

- There were also comments on issues with regards to safe cycle access onto Cottage Green from the existing LCN+.



Under the proposal, the eastern footway of Southampton Way will be widened to improve pedestrian access along the section between Wells Way and Cottage Green. The response to this question shows 86% are in support for this proposal.

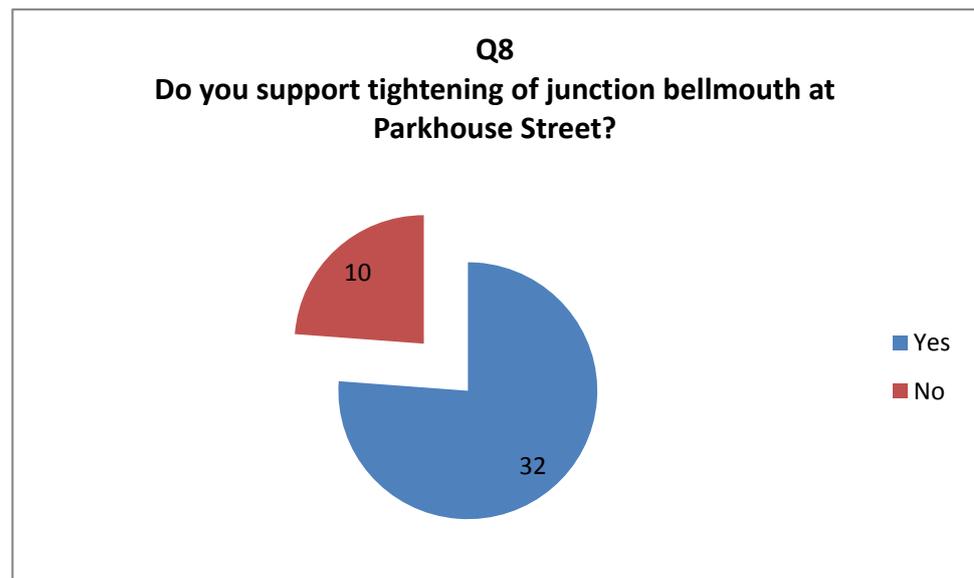


The response to this question shows 56% are in support for this proposal which is a majority but at a much lower level than the other proposed measures.

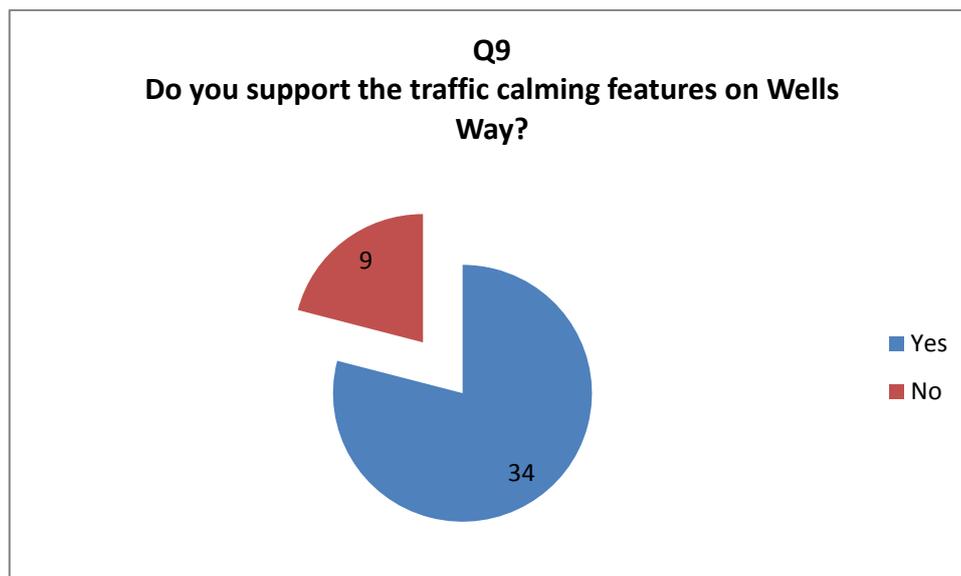
The parking / loading issues also attracted a number of comments:

- The area already does not have enough parking spaces, further loss would make it difficult for residents to park in the vicinity of their homes
- Regarding the local businesses, the public house on Wells Way will not be able to load on Wells Way due to the narrowing of carriageway which will be a major problem for the business. There is also need for spaces where taxis can wait which serve the customers especially during the busy night time shift.

Summary of the consultation responses



This proposal involves tightening the junction bell mouth at Parkhouse Street by widening the footway. There is a high level of support at 76% for this proposal. Most comments received are in support of this proposal.



The response to this question shows 79% are in support for this proposal. Comments were generally in support of this proposal.

2.2 Other comments

There are other comments made that are not included within these questions, the repeated comments are summarised below:

- Walking and cycling improvement at the Wells Way / St George's Way junction needed;
- Road surface on Southampton Way is in poor condition;
- There are concerns regarding cycle safety at the junctions with high volume of traffic.

3 Stakeholders

This section focuses on the official response from the key stakeholders.

Q4 Generally do you support the proposal	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q5 Do you support the proposal to introduce cycle contra-flow on Wells Way	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q6 Do you support the footway widening on Southampton Way	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q7 Do you support amendments to parking/loading arrangements on Wells Way, Cottage Green, and Southampton Way	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q8 Do you support tightening of junction bell mouth at Parkhouse Street	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

Q9 Do you support the traffic calming features on Wells Way	Yes	No
Southwark Cyclists	✓	
Southwark Living Streets	✓	

In summary, both Southwark Living Streets and Southwark Cyclists are in support of the proposed scheme in general. There are specific comments which are summarised below. The full responses are included in Appendix B.

Southwark Living Streets:

- Support the proposed scheme in general.
- Specific comment was made on the potential problem in maintaining the planters with bad experience on Royal College Street.
- They would support the continuation of the protected cycle lane to at least as far as Coleman Road, potentially off-carriageway.
- They are concerned that vehicle speeds on Cottage Green and Wells Way will not be reduced to 20mph.

Summary of the consultation responses

Southwark Cyclists:

- Support scheme in general but felt there are a few omissions / opportunities missed;
- Wells Way / Cottage Green might become a significant hazard to cyclists as they do not believe vehicles from Cottage Green have sufficient visual indication that cycle traffic are expected in the northbound direction;
- Footway widening measures are welcome but the narrow carriageway must be resurfaced;
- Support contra-flow cycle lane. Suggested to use robust planters;
- Question why Parkhouse Street junction cannot be tightened further;
- Concern that the widening of refuge island on Wells Way will create a pinch point;
- ASLs at Wells Way / St George's Way is welcome;
- Suggestion to introduce bus stop bypass on Wells Way;
- They would like to see cycle improvement extend to Albany Road along Wells Way to achieve a major north-south link of high quality.

Officers response to consultation comments

1. The responses from the public consultation show overwhelming support (80%) for the scheme in general. All other measures received over 70% of support except the proposal to amend parking / loading arrangement on Wells Way, Cottage Green and Southampton Way which has 56% of response in favour. The main reason for the lower level of support is residents find it difficult to find parking spaces outside of their homes. However, the parking amendments is vital to the safe operation of the proposals. The loss of 3 parking spaces on Wells Way is required to accommodate new cycle facilities safely.

The arrangement on Southampton Way and Cottage Green is also essential if the footway widening on Southampton Way is to be implemented.

Concern has been raised by the operator of the Flying Dutchman Pub which will not be able to load on Wells Way. It is proposed to move the proposed loading bay on Southampton Way closer to Wells Way to accommodate the needs of the pub.

2. Southwark Living Streets expressed concerns about speeding on Cottage Green. This is a one-way road with redundant carriageway space which tends to encourage speeding. The proposed relocation of parking onto this road and the junction narrowing near Wells Way will reduce available road width and encourage speed reduction. The new raised table Cottage Green / Wells way junction will encourage speed reduction.

An off carriageway cycle track is out of scope for this scheme. However, officers will flag this as part of the Burgess park master plan review and the wider cycle strategy, for consideration.

3. Southwark Cyclists commented that the proposed cycle lane might not be sufficiently visible - in particular across the Cottage Green junction with Wells Way. Sufficient signage and road markings will be provided to highlight the presence of the proposed contra-flow cycle lane. The proposed raised table will encourage motorists to slow down at this junction

Wells Way, between Southampton Way and Cottage Green, would be resurfaced. Localised resurfacing can be considered along Wells Way. Resurfacing on Southampton Way is out of scope for this project and could be considered as part of future non-principal road maintenance programme

Any planters or other feature to segregate the contra-flow lane will need to be robust in nature but also sustainable for the plants. This will be reviewed carefully during the detailed design stage.

Summary of the consultation responses

The overtaking of cyclists at the refuge island near Parkhouse Street will be discouraged by maintaining a road width that prevents cyclists from being squeezed.

Any further tighten of Parkhouse street junction will affect access for Lorries / HGVs using the industrial estate

Floating bus stop will not be necessary at this location due to the low bus frequency on this route. Only two buses use this stop. There is concern about possible conflict with pedestrians due to inadequate footway width. Cyclists will have to re-join the carriageway if a floating bus stop is introduced and this could create conflict with motorists.

Existing traffic calming measures on Wells Way, between Southampton Way and St Georges Way will be amended to improve speed reduction (speed cushion replaced with tables)

In terms of the suggestion of a north-south cycle track that connects Southampton Way to Burgess Park this is out of scope for this project. However, officers have passed these comments to the teams managing the Burgess park master plan review and the wider cycle strategy, for future consideration.

Summary

There are overwhelming supports for each of the measures except a slightly lower support rate with regard to the parking / loading arrangement in the area.

4 Recommendations

On the basis of the results of the public consultation it is recommended to implement the proposals for Wells Way – Walking and Cycling improvements subject to required statutory processes and to resolving any issues raised at Road Safety Audit.

Southwark Cyclists
Response to consultation: “Wells Way, walking and cycling improvements”

- 1. Details of consultation**
- 2. Overall remarks**
- 3. Detailed remarks on the content of the proposal**
- 4. Recommendations**

1. Details of consultation

Due date: 21st November 2014

Area affected: Wells Way, Southampton Way, College Green, Park house Street, St. George's Way

Lead author: Dr. Joe Parker

Co-authors (Southwark Cyclists): Angus Hewlett, Sally Eva, Roger Stocker, Kristian Gregory, Francis Bancroft

Additional input: Donnachadh McCarthy (Stop Killing Cyclists), Sarah Coleman, Jane Davis (Lewisham Cyclists)

2. Overall Remarks

Support the overall proposal: Yes

Overall remarks:

- We are supporting these changes as proposed.
- However there are several glaring omissions, and several opportunities for 'easy wins' have been missed.
- **The scheme introduces one new junction hazard.**

We have therefore some specific recommendations we are keen to discuss with the Council. We believe our input earlier in the planning stage (prior to the proposal being finalised) as daily users of this route would have been very useful to the scheme designers.

3. Detailed remarks on consultation

The scheme as proposed is an improvement on the current situation. Taken together, these measures will improve walking and cycling safety for most residents and commuters. This response is specifically focused on cycling safety measures, though SC recognise the importance of a good and safe walking environment for pedestrians and users of mobility devices.

However the scheme is extremely limited in extent, and a number of opportunities to significantly improve safety at low cost have been missed. In addition a new collision hazard has been introduced at Cottage Green. This section deals with those aspects of the consultation proposed in detail, while the final section of this response document deals with the wider issues and makes summary recommendations.

A significant hazard is introduced by the scheme at College Green / Wells Way. We do not believe that the priority cycle lane (northbound contraflow on Wells Way) will be sufficiently visible and highlighted. At present, vehicles released from the lights at College Green / Southampton Way are able to speed round this corner onto Wells Way because there is no traffic approaching from the southern arm of the College Green / Wells Way junction (this road

Summary of the consultation responses

being one-way southbound). The proposal will allow northbound contra-flow cycle traffic, with cycles taking priority. We do not believe that motor traffic emerging from College Green will have sufficient visual indication that cycle traffic will be expected from their right, or visibility to detect them, given the junction angle. Collisions will occur as a result. **We strongly urge you to consider additional measures to improve the visibility of the cycle route, and reinforce cycle priority.**

Footway widening measures are welcome and will improve pedestrian safety. However for cyclist safety to be maintained on the narrowed carriageway, the road must be resurfaced, and motor traffic calmed effectively so that average speeds fall below 20mph. To this end **we call for complete resurfacing**, and for all speed cushions (which on this road alter motorists' lateral behaviour - swerving - but not their speed) to be replaced with **cycle-friendly sinusoidal speed humps**.

The **contra-flow cycling lane** on the southern end of Wells Way is a welcome improvement. We suggest that robust planters be used, as some of the steel ones in use on Royal College St have been dented in collisions.

The **kerb build-out at Parkhouse Street** is welcome and should decrease traffic speeds and risk for pedestrians crossing this road; however we question why the radii cannot be further narrowed - closer to the nearly 90-degree ones found at the Coleman Road junction.

Widening the **southern traffic island on Wells Way (Q9)** will necessarily create a **pinch-point**. These are recognised as a source of collision risk for cycles and motor traffic, of particular concern given the high bus volumes on this route. Please consider measures to either **warn vehicles to expect cycles in the middle of the lane, and wait to pass safely**, or else consider **segregated cycle track provision** at these pinch points.

Provision of **ASLs at Wells Way / St George's Way** is welcome and overdue, although we question whether cyclists will be able to access them safely at peak times.

The bus stop on Wells Way northbound could easily be converted to a **bus stop bypass - Southwark's first**. This would greatly improve safety for cyclists and pedestrians, including bus passengers.

4. Recommendations

We make the following observations:

1. The scheme that has been proposed could easily, with modifications, be extended to provide a safe route for cyclists between Southampton Way and Albany Road along Wells Way. This would achieve a major north-south link of high quality.
2. The key issue is the provision of segregation along Wells Way, and how to achieve it. There is ample space for segregation at the extreme northern and southern ends of Wells Way (existing track adjacent to BMX tracks / contraflow proposed in this scheme), and in the middle of Wells Way between Cottage Green nearly up to the junction with St. George's Way.
3. The narrowest, and so most problematic, section of this route would be the junction of Wells Way and St. George's Way. In particular, there is 2m width on each footway and

Summary of the consultation responses

6m on the carriageway, insufficient for two footways, and segregated cycle tracks, and two traffic lanes.

4. Significant width is wasted, however, by the National Grid access layby adjacent to the electricity substation cooling unit. Approximately 5m is available, and a cycle track need not obstruct access for service/emergency vehicles.

Based on these observations we recommend that this scheme be modified to take advantage of the opportunity to provide a high-quality north-south cycling link. Assuming the available space at the northern and southern ends of Wells Way is converted to bidirectional segregated or semi-segregated cycle tracks (southbound cycles after Dowlas St. could be routed through Dowlas St. / Rainbow St. to Southampton Way), the most difficult section of the route on which to segregate or semi-segregate cycle traffic is the junction with Wells Way / St. George's Way. We propose three alternative ways to achieve this (in no particular order of preference):

1. **Bidirectional segregated tracks achieved by filtered permeability on southern arm of junction:** Bus traffic would be retained by rising bollards, but other motor traffic except emergency vehicles and motorcycles would be prohibited. This would increase the available space for cycle traffic by 3.0m, sufficient for two 1.5m cycle tracks (in practice slightly wider). **Alternatively all of Wells Way below St. George's Way** could be converted to one way operation, including busses (though we accept routing the busses elsewhere would be extremely unattractive).
2. **Bidirectional segregated tracks achieved by signal-controlled single lane at the junction.** On Camberwell Grove, traffic from three directions flows through a single-carriageway junction at McNeil Rd - controlled by three-way signals. This would provide an additional 3.0m for cycle tracks, as in (1) above.
3. **Two-way cycle track on the west of Wells Way by using National Grid layby.** In this option approx. 4m of space could be reclaimed from the layby currently assigned to National Grid (though hardly ever used). Removable bollards could easily prevent its use by motor traffic, and ample space would be recovered for a two-way cycle track to the west of the junction, bypassing it altogether. This would provide very good safety for cycle traffic and pedestrians, with zero impact on motor traffic using the junction.
4. **Two-way traffic operation along the whole length of Wells Way,** with permeability filtering for 'cycles only' on Cottage Green (access for residents/garage retained.) Two-way, off-carriageway cycle track facility along west side of Wells Way from Parkhouse St to Burgess Park, bypassing St. George's Way junction using current National Grid parking/access bay.