

Item No. 14.4	Classification: Open	Date: 4 February 2015	Meeting Name: Camberwell Community Council
Report title:		Wells Way Walking and Cycling Improvements	
Ward(s) or groups affected:		Brunswick Park	
From:		Head of Public Realm	

RECOMMENDATION

1. That Camberwell Community Council support the recommendation to be made to the cabinet member for regeneration, planning and transport, as per paragraph 19, to implement the Wells Way Improvement project as detailed in Appendix A of the report.

BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 of the Southwark constitution, community councils are to be consulted on the detail of strategic parking / traffic / safety schemes. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representation to the cabinet member for regeneration, planning and transport as part of the consultation process.
4. The objectives of the scheme are to:
 - Improve walking environment for pedestrians;
 - Discourage speeding on Wells Way and through the one-way system;
 - Encourage cycling in the area; and
 - Improve the general public realm and introduce greenery
5. The Wells Way improvements scheme was originally part of the Coleman Road neighbourhood scheme which was identified in the local implementation plan (LIP).
6. Due to the complexity of the Coleman Road scheme and the required timeframe to incorporate the parking zone proposal. It was decided to progress Wells Way as an individual scheme for implementation in the 2014/15 financial year.

KEY ISSUES FOR CONSIDERATION

7. Local residents were engaged throughout the scheme development process, officers have identified key concerns raised by residents:
 - Feasibility of removing the one-way system on Wells Way and Cottage Green
 - Traffic speed along Wells Way
 - Safety concern at the Wells Way / Parkhouse Street junction

8. After initial investigations, it has been decided that removing the one-way system on Wells Way and Cottage Green would not be feasible due to insufficient road widths to convert these roads to two-way operation with the current level of traffic. A decision was made to focus on improving the walking and cycling environment instead.
9. Project officers met in September 2014 with stakeholders to discuss the proposed options, which take into consideration concerns raised during previous stakeholder liaison meeting. Representatives of Wells Way Triangle Residents Associations (WWTRA) attended this meeting. Two feasibility options (Figure 1 and Figure 2 in Appendix B of the report) were developed showing a different layout at the Wells Way / Cottage Green junction and the operation at the Wells Way / Southampton Way junction.
10. The pros and cons of the two options were discussed. Having carefully reviewed the comments from the meeting, it was decided that a combination of option 1 and 2 will be developed for preliminary design. Option 1 layout for the Wells Way / Cottage Green junction is preferred as it is felt that a mini-roundabout at this location would not provide sufficient protection for northbound cyclists.

For the Wells Way / Southampton Way junction, option 2 was preferred as it retained existing movements.

In the same meeting, stakeholders commented on the insufficient width of the Southampton Way footway which was further narrowed by the refuse bins along the frontage of the properties.

11. A preliminary design was then developed, incorporating the comments from the stakeholder meeting and also fine-tuning the design to ensure the proposed layout is feasible for implementation. See Appendix A for layout. The key elements of the scheme are:
 - Northbound contra-flow cycle lane on Wells Way between Southampton Way and Cottage Green. The contra-flow cycle lane to be partially segregated by planters;
 - Reconfiguration of the Wells Way / Southampton Way junction to incorporate a right turn bay for cyclists turning into Wells Way;
 - Raised table on Wells Way on the approach to the Southampton Way junction to reduce vehicle speed and improve public realm;
 - Widening of Southampton Way footway to improve pedestrian accessibility;
 - Raised junction table at Wells Way / Cottage Green as part of the proposed traffic calming measure;
 - Give way control for the Cottage Green traffic to provide priority for the northbound cyclists;
 - Widening the pedestrian island off Coleman Road to improve pedestrian safety;
 - Right turn pocket for cyclists exiting Coleman road heading in the northbound direction;
 - Tightening of the Parkhouse Street junction bell-mouth to reduce vehicle speed and pedestrian crossing distance;
 - Replace existing speed cushions with speed tables and sinusoidal speed humps.
 - Existing parking bays on Southampton Way will be relocated to Cottage Green. Two loading bays will be introduced on Southampton Way instead.
 - Three parking spaces in total will be lost on Wells Way due to insufficient widths after the introduction of the contra-flow cycle lane.

12. A public consultation was held in November 2014.
13. 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.
14. A number of questions were put forward to gauge the support from the general public. Full detail of the response can be found in Appendix C.
15. 80% of respondents are in favour of the proposals in general. Broadly most respondents felt that proposals are improvements on existing situation.

All other specific schemes except footway widening on Southampton Way received overwhelming support from the responses. From the comments received, the reason for the lower level of support on the footway widening of Southampton way is due to the loss/relocation of parking. The footway widening itself is welcomed.

16. Southwark Living Streets and Southwark Cyclists have provided official responses to the consultation. WWTRA has not submitted an official response and has left individual members to respond.

Broadly, Southwark Living Streets is very supportive of the proposal; while Southwark Cyclists are in general support but with a few comments.

Southwark Cyclists commented on the Wells Way / Cottage Green junction where they do not believe that the priority cycle lane will be sufficiently visible and highlighted. They suggested the use of additional measures to improve the visibility of the cycle route and reinforce cycle priority.

Southwark Cyclists also commented on the opportunity to provide a high quality north-south cycle link utilising the dis-used cycle track along the western footway.

17. Stage 1 road safety audit has been carried out for the scheme. One of the issues raised is that cyclists right turning into Wells Way contra-flow cycle lane might be vulnerable due to the oncoming traffic on Southampton Way. This concern can be address by introducing an island to protect cyclists or using road markings to deviate motorists from any conflict and accentuating the presence of cyclists. An exception report will be prepared to respond to this concern. Other issues raised can be resolve by minor amendments.
18. Officers response to comments made by respondents can be seen at Appendix C

Recommendations to the Cabinet Member for Regeneration, Planning and Transport

19. On the basis of the results of the public consultation the cabinet member is recommended to:
 - Approve the implementation of the non-statutory elements of Wells Way improvement proposal as shown in consultation document in Appendix A of the report, subject to minor amendments from safety audit.

- a) Footway widening
- b) Kerb realignment
- c) Pedestrian refuge islands
- d) Junction operation amendment

- Approve the implementation of the statutory features of the proposal subject to the outcome of statutory consultation and minor amendments from road safety audit which is programmed to commence in spring 2015.

- a) Raised tables
- b) Contra-flow cycle lane
- c) Proposed relocation of parking bays and new loading bays

20. If any objections are received during the statutory period a further report will be presented to the cabinet member to determine those objections.

Policy Implications

21. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 1.1 – Pursue overall traffic reduction

Policy 1.8 – Improve the walking environment and ensure that people have the information and confidence to use it

Policy 1.10 – Improve the cycling environment and ensure that people have the information and confidence to use it

Policy 2.3 – Promote and encourage sustainable travel choices in the borough

Policy 4.2 – Create places that people can enjoy

Policy 4.4 – Make our streets greener

Policy 5.1 – Improve safety on our roads and to help make all modes of transport safer

Policy 5.4 – Seek to reduce vehicle speeds and educate and enforce against those who break speed limits

Policy 6.1 – Make our streets more accessible for pedestrians

Community impact statement

22. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
23. This scheme was identified as one which would help to deliver Southwark's aim of increasing walking and cycling levels in the borough by improving safe access without any noticeable adverse impact on the vulnerable road users
24. The scheme will result in a loss of three parking spaces and gain two loading spaces in total.
25. This scheme is intended to encourage the use of sustainable modes of transport.

Resource implications

26. The project is wholly funded by Transport for London local implementation programme funding. The project is within the scope of permitted uses of the funding. The total allocated budget is £170,000 for 2014/15.
27. Works will be implemented by the council's highways term contractor, CONWAY AECOM, and are expected to be carried out in spring 2015.

Consultation

28. Prior to developing proposal for consultation several meetings were held with local stakeholders.
- Meeting Wells Wall Triangle Resident Association (WWTRA) in September 2014 at Trinity College Centre.
 - Meeting at the residence of the Secretary of WWTRA in September 2014.
 - Meeting at the Council offices with Dr Joe Parker (Southwark Cyclists representative) in December 2014
 - Meeting with local councillors prior to consultation
29. Ward members were consulted prior to commencement of the public consultation.
30. The scheme has been developed in partnership with residents and stakeholders to ensure proposals have the clear support of the local community.
31. The report provides an opportunity for the final comment to be made by the community council prior to a non-key decisions scheduled to be made by the cabinet member for regeneration, planning and transport in February 2015.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/20010/transport_policy/1947/southwark_transport_plan_2011	Clement Agyei-Frempong Tel: 020 7525 2305

APPENDICES

No.	Title
Appendix A	Wells Way Improvements - Consultation plan
Appendix B	Feasibility Options

Appendix C	Consultation response and comments
Appendix D	Consultation area

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Clement Agyei-Frempong, Senior Engineer	
Version	Final	
Dated	21 January 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	21 January 2015	