



**FOBP Discussion Document February 2015**

## **WELLS WAY GREEN PARK ROAD**



Wells Way – looking from Albany Road through Burgess Park

## Introduction

Burgess Park provides much needed and loved recreational space for South Londoners. People use the park for different reasons: leisure, sports, exercise, formal and informal social and artistic events. As well as for appreciation of nature and enjoy a bit of peace and quiet.

Since the regeneration usage of Burgess Park has increased dramatically. There are more joggers, dog-walkers and cyclists as well as children and families. At times, the different uses come into conflict.

## Routes through the park



Burgess Park is dissected by Trafalgar Avenue and Wells Way. In addition, cyclists use the Surrey Canal Walk and the main avenue through the park as an East/West commuter route. They also use other paths and sometimes cut across the grass and the bridge across the lake as a North/South route.

A big empty space can be seen as an easy solution to traffic problems. FOBP intend to preserve the integrity of the park which is so important for the physical and mental well-being of the community.



### Leisure Cycling

Leisure cycling, at a leisurely pace is appropriate in the park and is compatible with other park activities. It gives small children the chance to learn to cycle and encourages less able cyclists to practice cycling in safety before venturing onto the road.

Commuter cycling at speed is not compatible with other park activities and affects the enjoyment and safety of other park users. Naturally, commuter cyclists want to use the most direct route at the greatest possible speed for their twice daily commute. Unfortunately, when that is straight across Burgess Park, they become the traffic hazard for other park users.



### Six principals from Southwark's Draft Cycling Strategy:

- Stress free cycling
- Cycling as a priority
- Cycling for everyone
- Cycling for health and wellbeing
- Cycling as an investment
- As easy as walking

Reallocate road space is the solution.

There is an opportunity to reallocate parts of the carriageway to cycling. This will involve some difficult decisions but we will be mindful of congestion impacts, particularly for buses. This should not have an impact on the walking network and any improvements to the cycling network will need to take into account pedestrian use, and the dual need to create a cohesive, direct, safe, attractive, comfortable and easy to navigate walking environment.



### Commuter cycling

Commuter cyclists are of great benefit to our city. They reduce traffic congestion and pollution making our roads safer and healthier. They also improve their own health and therefore make fewer demands on the National Health Service. They endure dangerous road conditions and deserve road improvements that allow them to cycle in safety.

**DIVERSITY** Southwark has a diverse population evenly split between males and females. 60 per cent of the population is from a black or ethnic minority background. Existing cyclists are predominately 25 to 44 years old, white and male. There are significant gains to be made if we have a broader demographic, such as women, older people and people from ethnically diverse backgrounds cycling. Everyone should be able to cycle in a way that suits their background and lifestyle. (Southwark's Cycling Strategy)

## Cycling Issues

The strength of feeling on the issue of commuter cycling in the park cannot be overstated. Some cyclists see Burgess Park as an obstruction in the way of the most direct North-South route and that they should be able to cross the park by the shortest route at the fastest possible speed.

Other park users see commuter cyclists as traffic which brings with it the same hazards that pedestrians face when using the roads. It limits their enjoyment of the park and the way that they are able to use it.

## Wells Way Green Route

**AT THE FEBRUARY MEETING THE FRIENDS OF BURGESS PARK DISCUSSED THE PROPOSAL THAT WELLS WAY SHOULD BE TRANSFORMED INTO A GREEN PARK ROAD.**



It was agreed that:

**Wells Way should be the preferred cycle route for fast commuter cyclists.**

A safer, less stressful route for young and inexperienced cyclists

A safer, less stressful route for pedestrians with improved crossing places to provide a better link between the two halves of the park.

It was agreed that the minimum requirements for cycle routes would be:

- a) **Continuous cycle paths in both directions the length of Wells Way, between Albany Road and Southampton Way.** This would involve the purchase or right of way access across land at the cooling station and removal of the railings at that point.
- b) **Parking restrictions on at least one side of the road.** There are currently a number of cars which have for sale notices. Some of them appear to have been parked for a long time as there is a collection of leaves and debris around them.
- c) **A wider pedestrian crossing to the north of the subway plus better sight lines from park.**
- d) **Connecting cycle path between Wells Way and Subway route**

For Wells Way to work as the preferred cycle route, it has to link in to a well-designed network of cycle routes.

The design proposals are set out below on a map of Wells Way.

In addition, we make the following suggestions for your consideration that have not yet been agreed by FOBP



- An additional bridge across the subway on the west side for cyclists



- A Cycling Hub beside The Old Bath-house comprising drinking fountain, repair station with tyre pumps, covered bike rack, cycle hire and leisure bike hire {Trikes, banana bikes etc}. Grouping all of these cycle facilities together could make a meeting place and start point for cycling lessons and group rides and a place to shelter from the rain.

- Rumble strips on paths in the park to slow the speed of cyclists.
- Greening/ planting of central island at Albany Road Junction.
- **Welcome to Burgess Park** notice with speed limit
- Changes to road surface colour to make it look different from surrounding roads.



- Adjust traffic light sequence to give more frequent pedestrian crossing times in sequence
- Improvements to the junction with Albany Road giving priority to cyclists with protected right turns into Albany Road from Wells Way and into Portland Street from Albany Rd.
- Improvement to pedestrian crossing at St George's Way Increase width of pavement on corner, move traffic lights back along St George's Way to permit long vehicles to turn into Wells Way.

# Design proposal for greening Wells Way



