Wells Way as a Greenway route

Joe Parker, Southwark Cyclists
Wells Way

- Used as by large numbers of cycles already (~1000 per hour)
- Planned to double before 2024 (Southwark Council Cycling Strategy, 2014)
- Nonetheless not safe for cycles
- Unpleasant for pedestrians
Area Context

Albany Way / Portland St junction heavily used

St George’s Way junction still a difficult point
Wells Way quick wins

- 2 lanes of parked cars, mostly non-residential
- South end space for off-road lane separated by trees

Existing footway includes ~1.8m wide cycle surface delineated by trees

Still leaves parking room for laundry trucks on footway
Wells Way junction

- Lack of space limits the options available at the moment
- Lots of space available if power company access road opened (~4.0m)

1.8m section of cooling station access drive opened to cycles (yellow box retained to prevent unauthorised stopping)
Joining the Dots (1)

- 2.0m-wide section of fence by cooling stn. access drive opened to cycles. Yellow box / parking restrictions retained.
- 2.0m-wide cycle track created on existing 3.6m-wide footway.
- Separated from 1.6m-wide pedestrian section by (existing) planted trees.
- Narrowest section, wider in most places.

Junction bell mouth to be tightened.
Kerb realignment to be investigated.
Potential crossing to segregated cycle lane on NW east side.
Existing pedestrian island to be widened.
Joining the Dots (2)

• Relatively quick wins exist on Wells Way, a route that is already highly used
• Cycle traffic for regular cyclists on this route exceeds 1,000 / hour already at peak
• This is a ‘key link’ in the network, already. We should invest in it.