

Southwark Q&A for Quietways (Dulwich): August 2015

1. What are 'Quietways?'

Quietways are a set of quiet cycling routes that will appeal to people who would rather ride their bikes away from the main roads. Quietways will be in all boroughs in London. Quietways are designed to be well-signposted, direct and easy to follow for less confident people who would prefer to cycle on quieter, calmer routes. Quietway routes will follow quiet streets, through parks and along rivers and canals.

Southwark is going to have one of the first seven routes, from Elephant & Castle to Crystal Palace.

Quietways are funded by Transport for London as a key part of the Mayor of London's cycling vision to help make boroughs more cycle friendly and encourage more people to cycle. The new scheme also supports the council's ambition to become a safer place for all road users and make cycling a more enjoyable experience.

2. How was this route chosen?

This route was agreed by the Greater London Authority (GLA), TfL, and local councils to improve an already popular cycle route. Dulwich Village is part of the existing London Cycle Networks (LCN) 23 and LCN 25 which are signposted along the route and also printed on the road surface.

The Elephant and Castle to Crystal Palace route has been part of the London Cycle Network for over ten years. The new Quietway is set to improve this existing route and the route via Turney Road is felt to be better able to meet Quietway standards than Dulwich Village.

We've talked to many people in the Dulwich area who would like to cycle in their neighbourhood if calmer, easier and better connected routes were available.

Evidence elsewhere shows as better routes are developed the number of people riding bikes increases and diversifies. We expect to see more teenagers, women, and older people cycling on Quietway routes.

3. What are you now consulting on?

The work we are doing with the community in Dulwich Village is to re-design this part of the route. It goes beyond the formal consultation process required for road changes to engage with local people on the best design solutions. Changes to this section of the route will be discussed collectively and complex issues explored together, resulting in a concept design that will go through the usual formal

consultation procedure. The aim of this work is quieter streets for everyone to enjoy; when they are walking, cycling and driving.

4. How is it different to the Southwark Spine, Safe Routes to School, Cycle Networks and Cycle Superhighway?

The Quietway (number 7) will run from Elephant & Castle to Crystal Palace.

Quietways complement the work already underway in Southwark to improve infrastructure for all road users. Together these initiatives will increase the number of people choosing to travel on foot or by bike, reduce congestion and improve air quality for everyone.

Improving the transport infrastructure and facilities will make cycling safer and more accessible for all. Encouraging people to cycle instead of drive for shorter journeys will improve the health and wellbeing of all Southwark residents.

- *Quietways* is part of the Mayor of London's Cycling Vision with routes which will eventually provide direct, quiet routes from all boroughs and join a central London grid of cycling routes.
- The *Southwark Spine* is entirely within the Southwark borough boundary and is designed and managed by Southwark Council as part of their cycling strategy.
- *Safe Routes to School* is a Sustrans initiative which helps young people to walk and cycle to school through local partnership working on a series of highway measures.
- *Cycle Networks* are found across the UK and within London, known as the National Cycle Network (NCN) across the UK or the London Cycle Network (LCN) in London. They are a wide range of different routes and paths for cycling designed, implemented and maintained by the Local Authority (LCN) or Sustrans, the sustainable transport charity (NCN).
- *Cycle Super Highways* are individual cycle routes designed to carry large numbers of people on bikes along main routes across London.

5. Who benefits from all this work?

The programme benefits everyone who lives, works, and spends time in Southwark. By making changes to the transport infrastructure in the borough we are able to make improvements to the neighbourhood as a whole. Making getting around by foot or bicycle easier for people lowers congestion on the roads and increases footfall in areas to boost local business.

People who begin walking or cycling regularly due to the changes will see improvements in health and wellbeing.

The outcomes expected from this TfL expenditure are:

- The area will be safer for people cycling, walking and driving
- An increase in cycling will ease congestion on the roads for all road users
- Less traffic will reduce emissions, improving air quality and creating a more pleasant environment for all
- More people cycling and walking will improve the health and fitness of residents
- Improvements to public space will make the area more enjoyable place to live
- Increase in footfall in areas creating a boost for businesses

6. Who funds Quietways and how much will this specific Quietway cost?

The programme is entirely funded by Transport for London as part of the Mayor's Cycling Vision and it will seek to join up with other highways projects along the route to maximise the funding pot and benefits to road users

It is not possible to calculate how much the section through Dulwich Village will cost until we have designed the interventions together. The full route from Elephant & Castle to Crystal Palace is allocated £2.5 million which is all funded by Transport for London.

7. Who is Sustrans and what is their role?

- Sustrans is the leading charity in sustainable transport, delivering over 14,000 miles of National Cycle Network along with numerous active travel initiatives within communities. Sustrans is the delivery partner for the Quietways programme, coordinating activities along each route in partnership with TfL and local authorities.
- Boroughs can also engage Sustrans to help with specific work, for example engineering or community engagement on street design, where we work

with residents to harness their knowledge to collaboratively design changes that work best for all users.

8. Who implements Quietways?

While Sustrans coordinates each Quietways route, the local authority implements the route from community engagement through to design and construction. They can also commission Sustrans' services in Community Engagement and Engineering if they wish.

9. When is the target date for this Quietway?

The target for construction of this route is autumn 2016.

10. What is a 'less confident cyclist'?

Anyone who wants to cycle but might be put off by busy roads or difficult junctions; People who would like to try cycling for the first time but find that their route to work, school or to friends' houses involves too many difficult manoeuvres, or intimidating traffic.

11. How many cyclists are there in Village Ward?

We've talked to many people who would like to cycle in their neighbourhood if calmer, easier and better connected routes were available.

Evidence elsewhere shows as better routes are developed the number of people riding bikes increases and diversifies. We expect to see more adolescents, women, and older people cycling on Quietway routes.

12. Where's the evidence that they want to ride a bike?

We know that by improving the routes, making them safer and more enjoyable, as well as making direct cycle routes to where people want to go, residents will be presented with a better alternative to using their car.

13. What's the timing?

The programme as a whole aims to deliver a joined up, direct, Quietways network across London so this route crosses a number of boroughs.

The aim is to coordinate the construction to happen all together so that people using Quietways can have a coherent and connected route to cycle when it is launched. This will also deliver the route at the best value for money.

- July 2015 - Meeting key stakeholders, pop ups on street and at schools.
- September/October 2015 – Walkabouts, concept design workshops, visualisations of concept design(s).
- October/November 2015 – Informal consultation on concept(s) from workshops
- November/December/January 2015-16 – Southwark Council develops more detailed designs
- January/February 2016 - Formal Consultation
- March 2016 - Dulwich Community Council decision
- April 2016 – Cabinet Member decision and statutory consultation (as required)
- Implementation –Summer / Autumn 2016

14. What opportunities do I have to make my voice heard?

- A pre-consultation including an invitation to attend a walkabout and three workshops in September to discuss the issues and potential solutions in depth.
- People who are interested can also respond to the informal consultation in November, and the formal consultation in February which will be sent to properties within the engagement area, and where relevant there will be a statutory consultation on the scheme as well in Spring 2016.

15. Is this a genuine consultation?

Southwark Council has asked Sustrans to work with the community in Dulwich to understand what local people want for the streets around this route.

16. How far will the consultation spread?

The exact area is to be confirmed.

17. Who are you consulting?

We want to hear from everyone who is interested in the Quietway route through Dulwich Village. This could be residents, businesses, community groups, residents associations, societies, schools, motorists, cyclists and many more.

18. Will I be able to:

a. drive around the area

Residents of Dulwich Village will still be able to drive around their area. Ease of access to important destinations such as hospitals and doctors surgeries will be taken into account.

b. to walk safely

The intention is to never have a negative impact on pedestrian safety and in many cases provision for pedestrians will be improved.

c. back my car out over my dropped kerb

We are aware of worries that people have about people riding bikes when backing out of their drives. Where dropped kerbs are prevalent, the designs will take this concern into consideration. You should always drive forwards from your drive onto the highway.

d. park my car

A full parking survey has been undertaken for Calton Avenue and Turney Road to understand the capacity and turnover of parking in these streets. This will allow us all to think creatively about parking.

19. When can I find out more & what are key dates for the diary?

Attend the Dulwich Community Council meeting:

- 9th September 2015. Sustrans officers will be running through findings to date and explaining next steps

Join in with walkabouts at peak traffic times:

- 17th September at 08:00, 15:00 or 17:30 leaving from the Calton Avenue/ Townley Road Junction.

First workshops to discuss possible interventions:

- Wednesday 24th September at 18:30
- Saturday 26th September at 11:00

Concept Design workshop – to narrow down design options

- Saturday October 3rd at 10:30

20. Who should I contact with any feedback?

- Email Sustrans dedicated email address for Quietways feedback on londonfeedback@sustrans.org.uk
- Call the Quietways feedback line at Sustrans on 020 7954 3031 and leave a message
- Contact your local councillors in Village and College Wards. All ward Councillors have contributed to the engagement process so far and they are happy to hear more from residents on the topic;
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