

Quietway Route 7 Frequently Asked Questions

General

What are Quietways?

Quietways are a network of radial and orbital cycle routes throughout London. Linking key destinations, they will follow direct back-street routes, through parks, along waterways or tree-lined streets. The routes will overcome barriers to cycling, targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a more gentle pace.

Each Quietway will provide a continuous route for cyclists, and every London borough will benefit from the programme. This network will complement other cycling initiatives such as the Central London Cycling Grid, Cycle Superhighways and mini-Hollands.

To develop the new, continuous cycle routes, new wayfinding, surface and junction improvements will be introduced and barriers, such as chicanes, will be removed.

How have the routes been defined?

At the inception of the Quietways programme in early 2013, the Cycling Commissioner met with each of the London boroughs to discuss their route aspirations for the Quietways programme. In September 2013, Sustrans was appointed by TfL as the Design Agent for a 12 month commission, to coordinate and write the Route Delivery Plans (RDPs) for the first seven routes.

Southwark's quietway network was endorsed by the council's Cabinet as part of its Cycle Strategy in June 2015.

The first phase Quietway routes were chosen for the following reasons:

- Met the Quietways criteria, including buildability by 2016
- Included a good geographical spread linking key destinations across 17 London boroughs
- Demonstrated different Quietways characteristics, e.g. routes through parks, different levels of interventions needed, complementing existing and planned infrastructure

Where are the first phase routes?

The first phase routes are

- Waterloo to Greenwich (Lambeth, Southwark, Lewisham, Greenwich)
- Bloomsbury to Walthamstow (first phase to Mare Street) (Camden, Islington, Hackney, Waltham Forest and Lea Valley Regional Park)
- Regents Park to Gladstone Park (Dollis Hill) (Westminster, Brent, Camden)
- **Elephant & Castle to Crystal Palace (Southwark, Lambeth)**
- Aldgate to Hainault (first phase Whitechapel to Fulwell Cross) (Tower Hamlets, Newham, Redbridge, Hackney, and the London Legacy Development Corporation)
- Waterloo to Croydon (via Clapham Common) (Lambeth, Wandsworth, Croydon)
- Clapham Common to Wimbledon (Lambeth, Wandsworth, Merton)

How do Quietways link with Cycle Superhighways, the Central London Cycling Grid, and Mini-Holland routes in outer London?

- Quietways are a network of radial and orbital cycle routes throughout London. They will be well-signed, linking key destinations that follow direct back-street routes, through parks, along waterways or tree-lined streets. They will also be designed to overcome barriers to cycling, targeting less confident cyclists who want to use lower traffic routes, whilst also providing for existing cyclists who want to travel at a more gentle pace.

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- Cycle Superhighways are cycle routes running from outer London into and across central London. They provide faster and more direct journeys to and from the city and are characterised by higher levels of segregation, distinctive blue surfacing, and are intended to give cyclists a quicker way into work and get around London.
- The Central London Cycling Grid is a network in Zone 1 made up of Quietways and Cycle Superhighway routes predominately using specially selected low-trafficked streets. Initially announced as part of the consultation which ran from December 2013 to April 2014, 85km of routes have been prioritised for delivery by 2016. The routes provide a coherent and continuous network linking key destinations across Central London and are a result of discussions between TfL, boroughs and our delivery partners. These routes have been selected in order to provide less trafficked and more attractive cycle facilities.
- In spring 2014, the mini-Hollands programme awarded three outer London boroughs (Enfield, Kingston-upon-Thames and Waltham Forest) c. £30m of funding each, to transform local cycling facilities and encourage people to take to two-wheels. Proposals include the redesign of key town centres, new suburban Cycle Superhighways, new cycle routes, Dutch-style roundabouts and rail superhubs. It is hoped these boroughs will become as cycle friendly as their Dutch counterparts.

How can I find out more about cycling?

Visit the cycling pages on the Southwark Council and TfL websites:

<http://www.southwark.gov.uk/cycling>

<http://www.tfl.gov.uk/corporate/publications-and-reports/cycling>

How is Quietway Route 7 being funded?

The Quietways programme is being funded by the Mayor's Vision for Cycling, a 10-year plan to deliver cycling improvements across London with spending set to total £913m by 2022. The current allocation for the whole of Quietway 7 is £2.5m.

Will there be more and faster cyclists in my area because of the new Quietways route?

The Quietways Route is one of a number of initiatives being delivered by councils and TfL to improve safety and encourage more people to cycle. We recognise that a number of faster commuter cyclists currently use the route and will continue to do so. However, the main aim is to attract a wider range of new people to cycle, particularly those who are less confident such as children, families and older people, as well as recreational cyclists. Attracting a much wider range of people is the key focus of all the current investment in cycling within London, it is not just about providing faster routes for commuters.

How will you deal with inconsiderate cycling and improve pedestrian safety?

Southwark Council is aware that some residents have concerns over inconsiderate cycling, and this is a major challenge in terms of convincing residents and the wider public of the benefits of cycling. We work closely with cycling groups, the police and a range of other organisations to deliver extensive publicity, training, awareness and enforcement programmes to encourage cyclists to use the roads considerately and safely. The Council is happy to look at any specific locations for targeted work in these areas. However, it is important to recognise that inconsiderate cyclists are the minority, the same way that inconsiderate motor vehicle drivers are the minority.

Could you include additional proposals to improve safety, particularly for pedestrians?

The Council recognises that residents and pedestrians have concerns over high volumes of cyclists and pedestrian/cycle conflict and invite residents to put forward suggestions for additional improvements along the route and where possible these will be taken into consideration. While the Quietway Route is clearly a cycle scheme with the primary objective of providing improved conditions for cyclists, the Council have included improvements that

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aim to benefit all road users, particularly pedestrians, such as the widening of footways and upgrading pedestrian facilities where possible.

Calton Avenue & Turney Road

What can be done about the school coaches using Calton Avenue?

The Foundation Schools Coach service plays an important role in home to school transport provision in Dulwich village. Any changes to this service to deal with concerns raised by local residents are outside the scope of the Quietways project. However, Southwark Council and the Dulwich Foundation schools have agreed to work together to investigate ways to manage the impact of the coach service. A study is being jointly commissioned and the results will be shared with the local community as soon as is practicable.

Why are you proposing parking restrictions?

Parking restrictions are proposed to ensure adequate visibility is provided between road users at junctions and also to assist the flow of vehicles close to junctions. The Highway Code suggests you do not stop or park opposite or within 10 metres of a junction, our proposals are in line with this guidance.

Why is the new zebra crossing on Calton Avenue located south of Woodward Road?

Pedestrian movement analysis highlighted that should the existing traffic island be removed, the pedestrian desire line would be to the south of Woodward Road and as such, the crossing is located here.

Why is priority being changed from Court Lane to Calton Avenue?

It is proposed to change the priority at Calton Avenue / Court Lane to improve the connectivity along Calton Avenue, as this is the proposed Quietway Route. In practice, this will prioritise Calton Avenue traffic over vehicles on Court Lane. This may result in delays to vehicles on Court Lane, however, this situation will be carefully monitored should these proposals be taken forward.

How will the school crossing patrol on Calton Avenue be affected by these proposals?

The school crossing patrol on Calton Avenue will continue to operate in its current location and will not be affected by the proposals.

Why are you replacing the recently installed speed humps along the route?

In order to achieve vehicle speeds of 20 miles per hour along the Quietway 7 route, the spacing between existing road humps was reviewed. There are a few instances where road humps will be relocated and additional humps proposed to achieve the required reduction in vehicle speeds. Consideration will be given to replacing all speed cushions with smoother (sinusoidal) profile cycle friendly road humps.

Dulwich Village junction

How would the proposals improve operation of the junction for all road users and reduce congestion / delays?

The proposals will reduce the overall cycle time at the junction resulting in the junction operating more efficiently and overall green time to drivers will be increased. Pedestrian wait times will also be reduced.

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What impact will reducing the traffic lanes on Calton Avenue from three to two have on traffic queues / congestion?

The removal of a traffic lane will allow there to be a safe, segregated area for cycles to use to navigate the junction. Lane utilisation is currently poor with the vehicles turning from Court Lane blocking the use of all lanes. Changing the priorities at the junction of Calton Avenue / Court Lane will smooth traffic flow onto the stop line at the junction and will maximise the use of the space for all users. It is not known for certain how the traffic on Court Lane will interact but the indications are that the rationalisation of space to two lanes should improve traffic discharge from this arm of the junction.

How will the proposals at Dulwich Village junction affect pedestrians and their journey times?

Pedestrians using Dulwich Village junction will now be required to cross the road in two phases on Turney Road and Calton Avenue. However, pedestrian wait times will be reduced. To improve pedestrian facilities, pedestrian count down aspects advising on crossing times will be installed to provide pedestrians with more information at this junction.

Pedestrian green times and waiting times are summarised in the tables below:

Table 1: Pedestrian green time in seconds

Location	Existing		Proposed	
	AM	PM	AM	PM
Staggered crossing on Turney Road	13	13	Phase M: 18	Phase M: 18
			Phase F: 47	Phase F: 48
Staggered crossing on Calton Avenue	6	6	Phase L: 7	Phase L: 7
			Phase H: 45	Phase H: 46

(*Please refer to phase diagram below for junction signals phase information)

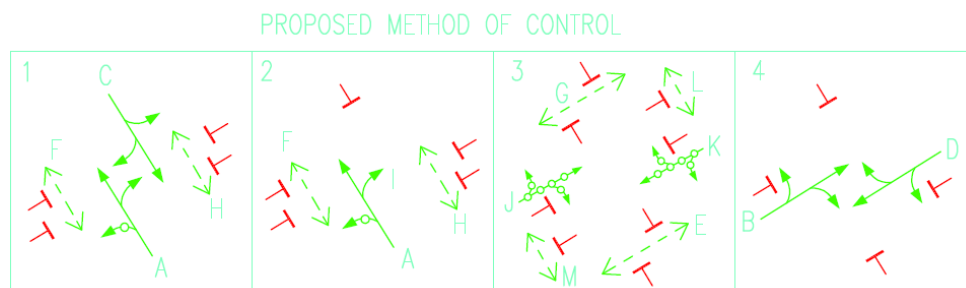


Table 2: Pedestrian waiting time in seconds (maximum)

Existing		Proposed	
AM	PM	AM	PM
82	72	77	69

Why can't we have straight crossings for pedestrians, instead of staggered?

To achieve a reduction in the total signals cycle at Dulwich Village junction and to improve the operation of the junction, the pedestrian phase needs to be divided into two movements and to accommodate this, staggered crossing islands are required. With straight crossings, a reduction in the overall cycle time would not be possible. This also facilitates provision of safe cycle facilities at the junction.

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Will the proposed staggered islands be wide enough to accommodate the volume of pedestrians?

The width of the islands has been dictated by the geometry available at the junction, with a view on the crossing numbers using existing crossings. The staggered crossings do not currently experience high levels of pedestrian usage – the crossing outside the school is the busiest. The staggered islands will be able to accommodate the flow of pedestrians.

How will pedestrians and cyclists interact safely?

With the new junction layout cyclists are offered a separate phase to clear the junction before general traffic. However, this phase is shared with pedestrians crossing Turney Road and Dulwich Village (north of Turney Road). This means that if there is pedestrian demand at the above crossings, cyclists will be held at a red light and will have to stop at the stop lines before these crossings. Adequate space is provided for cyclists to stop and wait at these locations.

What data was used to model the junction?

Traffic counts from February 2015 and July 2015 have been used to model the junction. Validation has been undertaken on site and via specific videos commissioned to review the junction movements.

General

What other measures have been considered?

At workshops held in Autumn 2015 residents highlighted the need to reduce traffic volumes at Dulwich Village junction. In response to this, Southwark Council commissioned a traffic re-assignment model exercise to determine the feasibility of interventions such as point closures, banned turns and one way operation. This exercise highlighted that these interventions would need a significant network review and would involve radical works that extend beyond the scope of the Quietway project.

How much will the current proposals cost, and what are the proposed measures of success?

Quietway improvements along Calton Avenue & Turney Road will cost in the region of £175k
Dulwich Village Junction upgrade will cost in the region of £400k

There's not enough information to know if I agree.

There will be drop in events where you will have the opportunity to discuss the proposals with project engineers and officers from Southwark Council. Details of these events will be provided in the consultation material distributed. Alternatively, you can contact us on 020 7525 3152 or email streetcare@southwark.gov.uk

What happens next?

The Dulwich Community Council will consider the results of this public consultation at its June meeting. We will carefully consider all comments received.

Following this, a formal decision on the scheme will be taken by the council's cabinet member for Environment and the Public Realm.

Further information on Community Council meeting agendas can be found at our website, under Council and Democracy – www.southwark.gov.uk.

What is the time scale?

February 2016 – mid-March 2016 – Public Consultation and drop-in sessions
15th March 2016 – interim consultation outcome reported to Dulwich Community Council
June 2016 – full results reported to Dulwich Community Council

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August 2016 - decision on the scheme
Completion – Summer 2017

How do I show my support/opposition/comment and how will I be consulted?

Please contact us by completing the questionnaire online. Full results of the public consultation will be reported to Dulwich Community Council in June 2016. The outcome of this consultation will also be communicated to residents in due course. Your local ward Councillors can also be contacted with your views.