



# CYCLE QUIETWAY INITIAL CONSULTATION

## What are Quietways?

The Quietways programme was launched in 2013 as part of the 'Mayor's Vision for Cycling' which outlined the Mayor's ambition for cycling to become 'a normal part of everyday life'. The Quietways programme is being funded by TfL, and they are working in partnership with London Boroughs and other organisations such as The Royal Parks and the Canals and River Trust to ensure the successful delivery of the programme.

Quietways are intended to provide quieter, alternative routes for cyclists who prefer to use low-traffic environments, rather than busier main roads. When complete, Quietways will form a network of radial and orbital cycle routes throughout London, linking key destinations through a combination of different route types including; residential roads, high streets, parks, and towpaths.

Quietways will complement other London cycling programmes, including the Cycle Superhighways, Central London Cycling Grid, and the Mini-Holland Boroughs, as well as connecting with local borough cycle programmes. Construction works on the first phase of routes in other London Boroughs has already commenced, and TfL intend to open a further six Quietways by spring 2017.



## Proposed Quietway Alignment in Richmond upon Thames

Thanks to £800k funding from TfL, Richmond Council has started to develop proposals for a new Quietway route between Teddington and Ham. This will form part of a longer overall route between Bushy Park and Wandsworth Common which is being developed in collaboration with the London Borough of Wandsworth and The Royal Parks. In turn this route will eventually connect with further Quietway routes across the borough, and a map of this proposed network will be consulted on as part of the Richmond Cycling Strategy in the Autumn.

The proposed Quietway alignment will connect with several existing cycle routes, including; National Cycle Network (NCN) Route 4, and London Cycle Network (LCN) routes to Kingston, Twickenham, and Whitton.



---

## Key Design Features

Quietways are designed to improve the whole street environment for all road users with a particular focus on the benefits of designs for pedestrians and the public realm. In many places the Quietway will only require route signs and road markings, but some sections will require further measures to improve the safety of cyclists using the routes. Some sections of route will need to be on slightly busier sections of road in order to serve key local centres such as Teddington, but a number of measures are proposed in these locations to help create a safer and more pleasant environment for cyclists and pedestrians.

Typical design features likely to be found on the Quietway are as follows:



### Early release cycle signals

This provides cyclists with an 'early release' of between 3-5 seconds before vehicular traffic at signalised junctions. The purpose of early release is to give cyclists a head start and to reduce the risk of conflict between cyclists and turning vehicles at junctions. Early-release signals require the installation of a dedicated low-level cycle signal which is located below the main traffic signal head.

### Repeater cycle markings + Wayfinding measures

These are a key feature of Quietways will be ensuring that routes are continuous and well signed for all users. Repeater road markings will be installed at regular intervals along routes, and will also be used to direct cyclists at junctions. The road markings will be supplemented by wayfinding signage which will includes distances to local destinations and an overview of the route alignment. traffic signal head.



### Sinusoidal Humps

These have a similar profile to round top humps and have the same effect on vehicle speeds, but are much more comfortable to use for cyclists because of the initial rise on the approach to the humps which is shallower than traditional round humps.

### Two-stage right turns

Encourage cyclists to cross signalised junctions in two-stages to reduce the risk of conflict between right-turning cyclists and turning vehicles. This is an increasingly common technique used in London and on the TfL's Cycle Superhighways. Instead of having to cross lanes of moving traffic to turn right and wait in the centre of the junction, cyclists stay left and complete their right turn in two stages.



### Toucan crossings

These are controlled crossing points which can be used by both pedestrians and cyclists using push buttons. They are a common technique for allowing cyclists to cross if busy roads if dedicated cycle facilities are not available. The adjoining footways to toucan crossing are also converted to 'shared use' to enable cyclists to access the crossing point.

---

## Timescales and next steps

Further design work will be undertaken in the coming months and the proposals will be further refined in partnership with Transport for London. A further public consultation on the more detailed proposals will be undertaken in August 2016.

Your views are important to us and will help us to shape the proposals from an early stage. Some difficult choices are likely to be required to prioritise how we spend the funding that TfL has allocated to us, and ensure the funding is spent where it is most needed.

If you require a paper copy of the questionnaire please contact [Carole.Crankshaw@Richmond.gov.uk](mailto:Carole.Crankshaw@Richmond.gov.uk)

---