**Quietways 1 Consultation Proposals**

1. **Overview**

The Council undertook some initial engagement exercises with local residents about proposals for Quietways in the borough in July 2016. These included drop-in discussion sessions at Ham Library on the 6th July and Teddington Baptist Church on the 11th July. In addition to the drop-in sessions the proposals were published and local residents could comment on them via an online or paper survey.

All the feedback and views collected during this initial engagement will be collated and along with the responses we receive from the consultation that will run from the 4th November to 16th December 2016 (including feedback gather from the drop-in sessions in November and the survey). A report setting out the consultation findings will be published on the Councils website towards the end of December and will be used to inform the final Quietways proposals.

We are aware that there were some concerns about aspects of the proposals from the initial engagement these have been taken on board and will be included in the final report for action from January 2017. We thank you all for your responses and value the time taken to provide them.

Set out below is a description the key aspects of each of the 15 main sections of Quietway 1, you can also view a map of the overall route and a map for each of the 15 main sections which illustrate the proposals on the Councils website

1. **Description of proposals.**

**Ham Gate Avenue (junction with Church Road)- Drawing Sheet 1**

* The existing shared use path along Ham Gate Avenue would be resurfaced and widened to 2.5m to improve the comfort of the facility for both pedestrian and cyclists.
* A separate design proposal has also been prepared which would install a raised table at the junction of Church Road and Ham Gate Avenue to increase visibility of the junction.

**Ham Gate Avenue - Drawing Sheet 2**

* The existing shared use path along Ham Gate Avenue would be resurfaced and widened to 2.5m to improve the comfort of the facility for both pedestrian and cyclists.

**Ham Gate Avenue (junction Ham Common and Petersham Road) - Drawing Sheet 3**

* The existing shared use path along Ham Gate Avenue would be resurfaced and widened to 2.5m to improve the comfort of the facility for both pedestrian and cyclists.
* The adjoining shared use footways at the junction of Ham Common and Petersham Road (A307) will be widened to 2.5m to improve pedestrian and cyclists’ comfort.
* The shared use path would have priority over side-entry junctions on Ham Gate Avenue to increase visibility of the route and to improve continuity.

**Ham Common (junction Martingales Close and Ham Common) - Drawing Sheet 4**

* The Quietway proposals for Ham Common would install cycle logos at regular intervals along the road to increase visibility of cyclists and raise awareness of the Quietway route.
* Four separate design proposals have also been prepared for the junction of Martingales Close and Ham Common – all four options would rationalise the existing road layout which would enable widening of the existing footways around the junction.

**Lock Road and Ham Common - Drawing Sheet 5**

* Cycle logos would be installed at regular intervals along Lock Road and Ham Common to increase visual continuity for cyclists using the Quietway, and to raise the visibility of the Quietway to other road users.

**Hardwick Road (junction of Broughton Avenue) - Drawing Sheet 6**

* A new raised table would be installed on Hardwicke Road between the existing shared use paths to improve the crossing for both pedestrian and cyclists, and also to increase the visual prominence of the crossing to approaching vehicles.
* A new footway build-out would be installed at the junction of Broughton Avenue with the existing shared path to improve the visibility of the crossing point and to provide a landing area for cyclists exiting the shared path.

**Riverside Drive - Drawing Sheet 7**

* A new zebra crossing with a parallel cycle crossing is proposed on Riverside Drive to connect the two adjoining shared use paths. This would significantly improve pedestrian and cycle comfort and improve visibility of the crossing point to vehicles.
* The existing shared use paths would be resurfaced to remove the slight level difference which would improve the effective width of the paths.

**Teddington Lock - Drawing Sheet 8**

* The arrangement of the existing chicane points on Teddington Lock will be reviewed to ensure that they are passable for pedestrians.

**Ferry Road (junctions at Kingston Road and Broom Road) - Drawing Sheet 9**

* A new Advanced Stop Line (ASL) will be installed for northbound cyclists on Kingston Road at the junction with Broom Road which will provide cyclists with a dedicated area ahead of vehicles.
* The new ASL would be complemented by early release cycle signals at the junction which will give cyclists a 3 – 5 second head start on vehicles
* The junction priority at Broom Road and Ferry Road would be changed to give Ferry Road priority through the junction which would emphasise the continuity and visibility of the Quietways route through the junction.
* Cycle logos would be installed at regular intervals along Ferry Road and Teddington High Street to increase visibility of the Quietway route.

**Teddington High Street (junctions between Udney Road and Twickenham Road) –**

**Drawing Sheet 10**

* A new zebra crossing is proposed on Teddington High Street outside of no.172 Teddington High Street which will provide an important new controlled crossing point for pedestrians – the crossing would require the removal of 41m (equivalent to 8 bays) of uncontrolled parking.
* A new right-turn pocket will be installed for cyclists turning right from the High Street into Twickenham Road.
* Cycle logos would also be installed at regular intervals along the High Street to increase visibility of the route.
* The existing centre line road markings would also be removed from the High Street.

**Teddington High Street (junctions between Vicarage Road and Udney Park Road) –**

**Drawing Sheet 11**

* The existing pedestrian island outside of no.45 on Teddington High Street will be converted to a new zebra crossing which will provide an important new controlled crossing facility for pedestrians
* Cycle logos would also be installed at regular intervals along the High Street to increase visibility of the route.
* The existing centre line road markings would also be removed from the High Street.

**Teddington High Street (junctions with Park Road / Broad Street to Vicarage Road) –**

**Drawing Sheet 12**

* Rationalisation of the existing carriageway widths and tightening of the roundabout radii will enable footway widening and improvement of the existing off-street cycle tracks.
* Parallel cycle crossings will be installed adjacent to the existing zebra crossings, and the existing zebra crossing on the High Street would be converted to a single stage crossing by removing the pedestrian island.
* The proposals would also install a raised table across the Station Road junction to improve pedestrian comfort across the junction.

**Park Road and Adelaide Road - Drawing Sheet 13**

* Cycle logos would be installed at regular intervals along Park Road and Adelaide Road to ensure visual continuity of the route, and to inform cyclists of key turning points.

**Victoria Road, Clarence Road and Avenue Gardens - Drawing Sheet 14**

* Cycle logos would be installed at regular intervals along Victoria Road, Clarence Road, and Avenue Gardens to improve visibility of the Quieteways route.

**Park Road (junctions with Avenue Gardens and Chestnut Avenue) - Drawing Sheet 15**

* The existing pedestrian crossing on Park Road would be converted to a toucan crossing which would enable cyclists to use the crossing point. The adjoining footways would be converted to shared use to enable cyclists to access the new crossing point.
* The proposals for the south side of the junction are subject to approval from The Royal Parks.