

# Ham Quietway

## Have your say



### Introduction from Cllr Peter Buckwell, Richmond Council Cabinet Member for Highways and Street Scene

"We know that more and more people are turning to cycling for an affordable and healthy way of getting around the Borough. We are always looking for viable ways to support those on two wheels.

"These proposed cycling improvements will open up more options for new and infrequent cyclists to take to the streets using less busy roads and some of the most beautiful parts of our borough. This will encourage greater numbers to visit on foot and by bike.

"We are disappointed that we can't continue the Quietway through Teddington. However, we will work with the community and TfL to review what improvements might be possible for Teddington in the next two years."

### What is this consultation about?

This consultation is about gathering views from the public on revised proposals to improve the environment for cycling and pedestrians along the 'Quietways' route in the Ham area.

Quietways are a network of cycle routes throughout London aimed at overcoming barriers to cycling. One Quietway in London has been launched and up to seven more are expected to be launched in early 2018. They utilise low traffic routes within parks and back streets whilst also seeking to provide improved access and safety where they pass along busier roads and through local centres.

### Why is Teddington not included in this consultation?

In the original consultation (in 2016), it was proposed to include a Quietway through Teddington High Street. However, following a review of the route, comments received and a review of

funding, it has been decided not to continue with this stretch of road as part of the Quietway scheme. The Council plans to re-consider improvements to Teddington High Street that will benefit cyclists and other road users, subject to full consultation and engagement with the community, and future funding. Therefore, the Quietway scheme will only now consider Ham Gate towards the Teddington Lock Footbridge.

### Why are changes being proposed for this area?

The Council is committed to making Richmond upon Thames roads safer for everyone living in, working in and visiting the borough. Creating an environment that will encourage more walking and cycling is a key part of the Council's transport vision and an essential part of Richmond's transport strategy (Local Implementation Plan) and successive Mayors' Transport Strategies.

In Spring 2013 the Mayor of London published the Cycling Vision for London – a 10 year strategy with approximately £1bn investment to increase the levels of cycling in London. One of the primary objectives of

the strategy is to create a "tube network for the bike" containing a mixture of Superhighway and Quietway routes. Quietways are well signed, connected cycle routes that provide an attractive and accessible environment for cyclists often on low traffic roads.

**One of the key objectives of the Quietways is to link destinations, often following backstreet routes, through parks, along waterways or tree-lined streets.**

In addition to meeting this objective the Quietways will encourage the use of cleaner and greener transport options, particularly cycling and walking. They will provide an alternative to private car journeys which is key to the long-term objectives for the Council and brings a wide range of benefits, including:

- Reducing road danger and accidents
- Improving personal mobility
- Creating safer, cleaner, and quieter residential neighbourhoods
- Improving pedestrian and cyclist crossing facilities



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### Previous Consultations

In 2016 Richmond Council consulted locally about the proposals to introduce a Quietway between Bushy Park and Richmond Park via Teddington High Street, Teddington Lock and Ham.

There were over 400 responses to an online questionnaire, as well as comments made in writing and at drop-in sessions. The main issues arising included:

1. 30% of respondents said that Quietways proposals would mean they would be likely to cycle more in the area in the future
2. 33% of respondents did not support a Quietway through Teddington High Street
3. 30% did not support loss of parking

A full copy of November 2016 consultation results report is available by going to: [haveyoursay.citizenspace.com/richmondecsc/quietway1](https://haveyoursay.citizenspace.com/richmondecsc/quietway1)

### Amended proposals include:

- Excluding Teddington in the current scheme, to be reviewed at a later date
- Kerb built-outs at the junction of Ham Common and Martingale Close to increase public space and improve road safety
- A road narrowing in Hardwicke Road, Ham, to improve road safety

### What happens next?

You can have your say on the proposals:

- Online at: <https://haveyoursay.citizenspace.com/richmondecsc/quietway-1>
- An exhibition will be held on Wednesday 7 February from 3pm - 8pm at Ham Library Annexe, Ham St, Richmond TW10 7HR.

The Council will incorporate any amendments into the final plans before expected implementation, which could start in March 2018 in Ham.

### Information

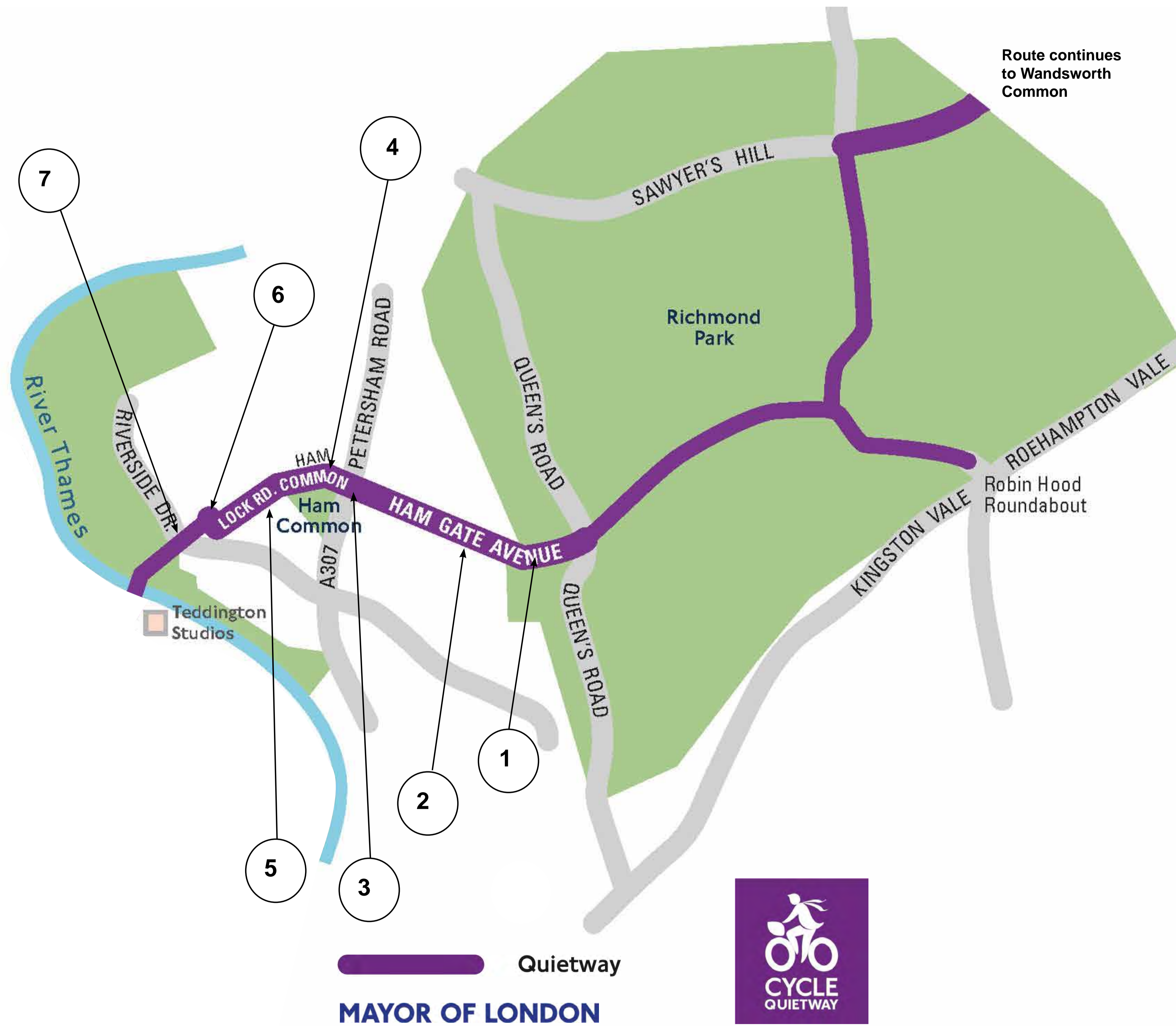
For further information on these proposals, please email: [highwaysandtransport@richmond.gov.uk](mailto:highwaysandtransport@richmond.gov.uk)

For more information on the Mayor's Quietway programme, go to: [tfl.gov.uk/travel-information/improvements-and-projects/quietways](https://tfl.gov.uk/travel-information/improvements-and-projects/quietways)



# Quietway Route Map

## Wandsworth Common to Teddington Lock - Proposed route

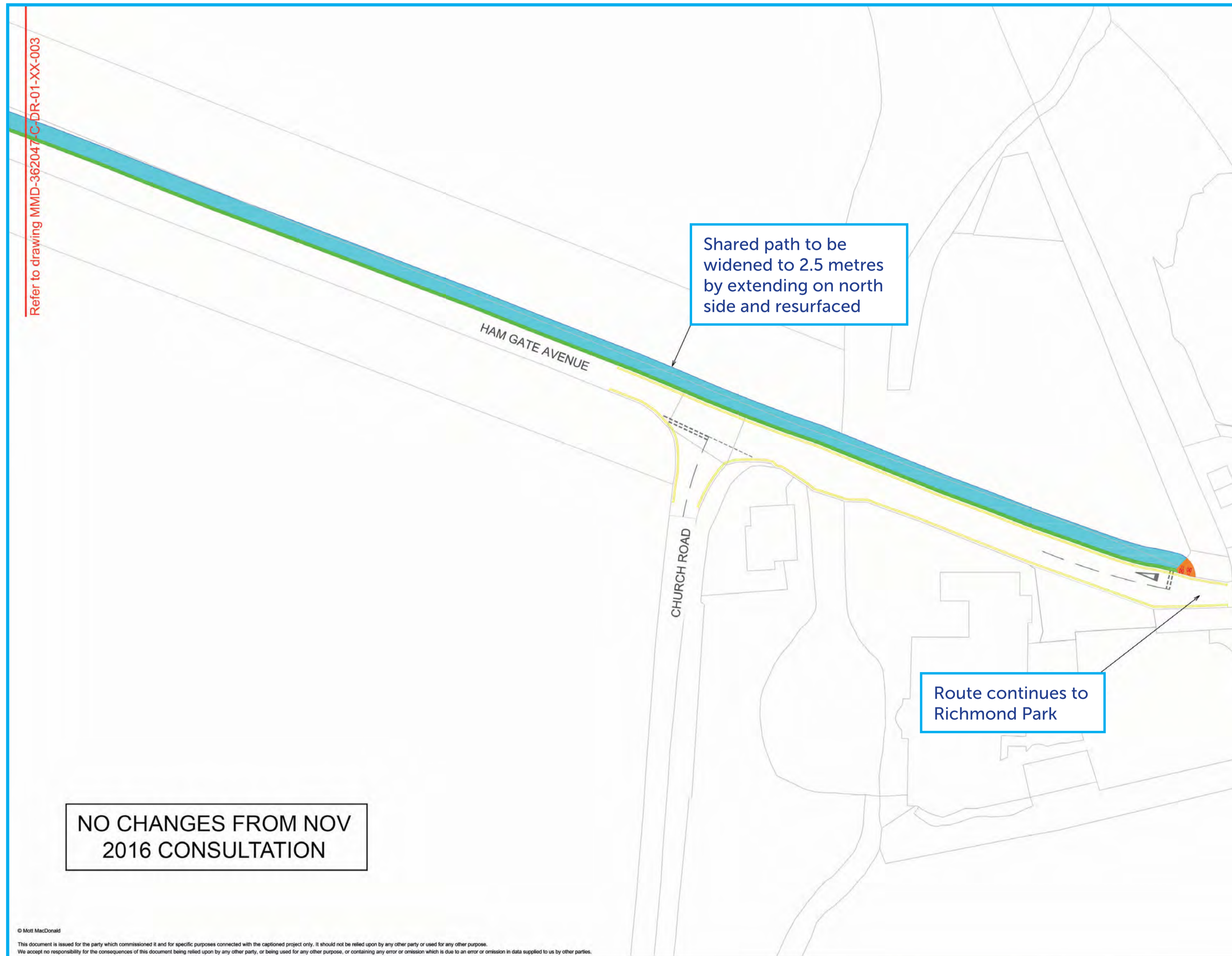


### Location of Proposed Changes

1. Ham Gate Ave
2. Ham Gate Ave
3. Ham Gate Ave/Petersham Road
4. Martingale Close/Ham Common
5. Lock Road
- 6a. Broughton Avenue.
- 6b. Hardwicke Road
7. Riverside Drive



# Location 1: Ham Gate Avenue - Section 1



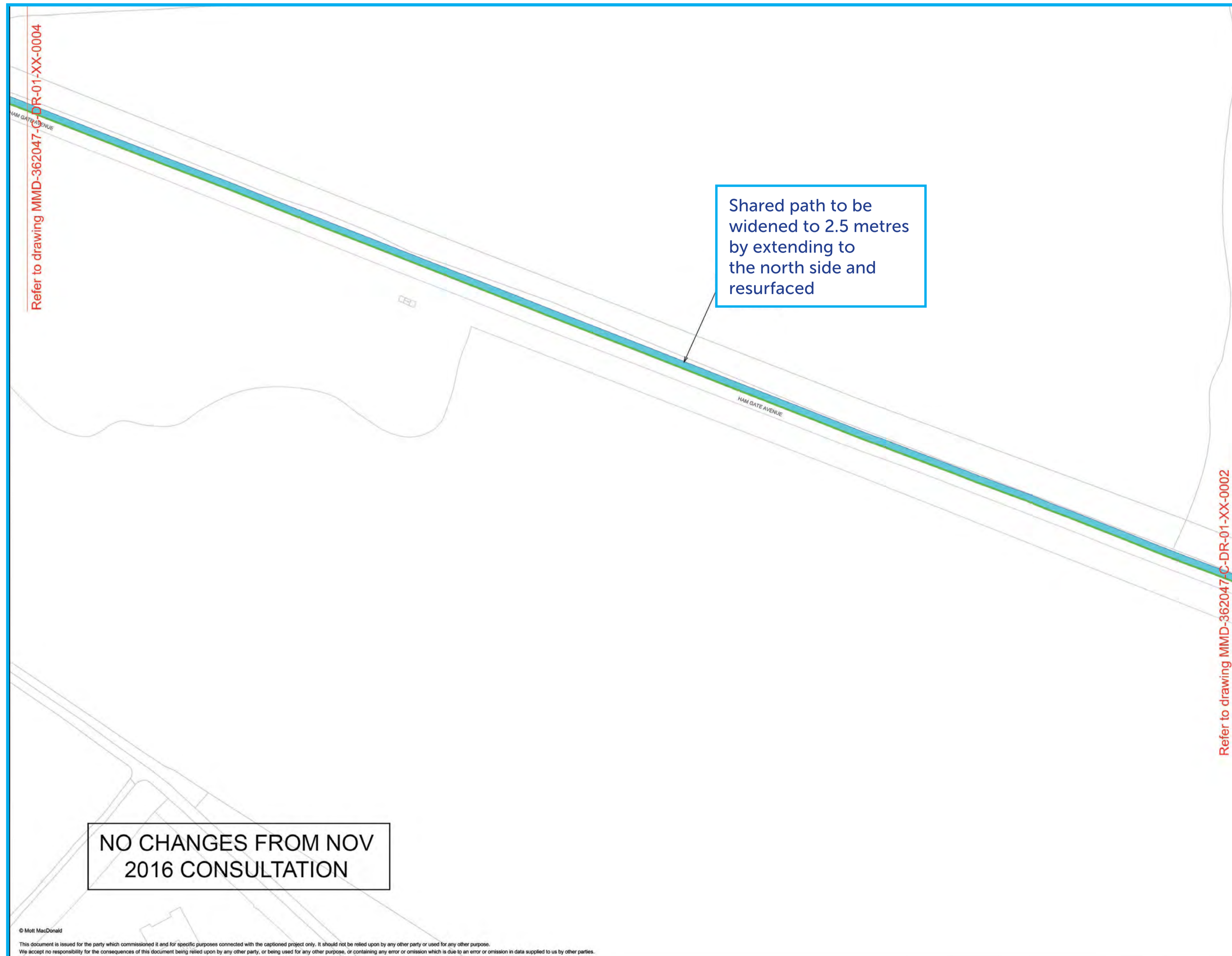
## CURRENT PROPOSAL

Existing shared path to be widened to 2.5 metres and resurfaced, to improve levels of comfort for pedestrians and cyclists.

- Cyclists on carriageway section
- Modified footway
- Cyclist / Pedestrian shared path
- Cyclist dismount section
- Cycle lane
- Cycle drop kerb
- Proposed build out
- Proposed raised table
- Grass verge
- Tactile surface
- Existing road markings
- Proposed road markings
- Existing parking restrictions
- Proposed parking restrictions
- Existing parking bays
- Existing Bus Stop / Stand
- Existing speed Cushion
- Existing traffic / pedestrian island
- Proposed traffic / pedestrian island















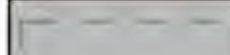
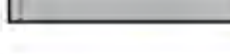





# Location 2: Ham Gate Avenue - Section 2



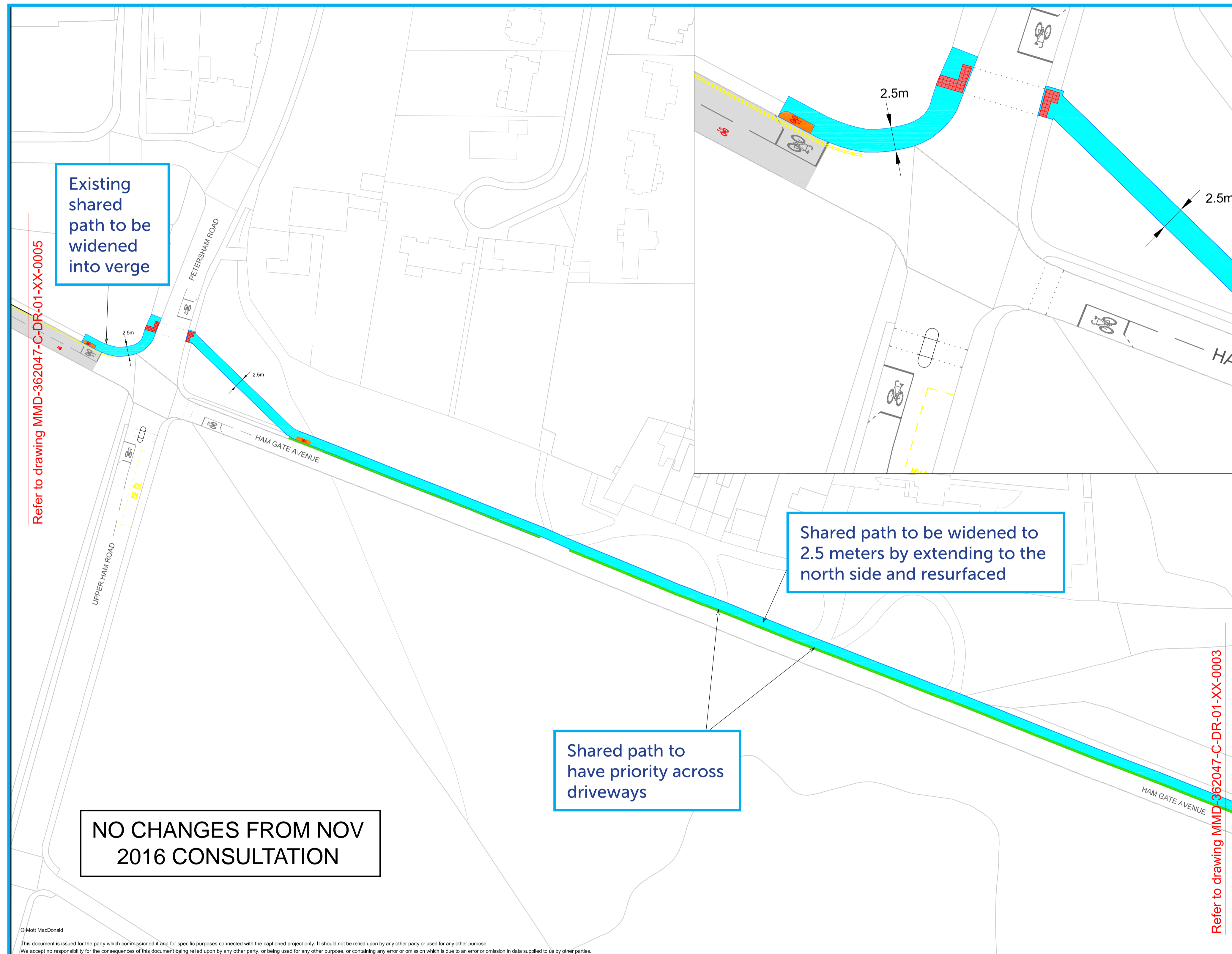
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-  Proposed traffic / pedestrian island



# Location 3: Ham Gate Ave/Petersham Road



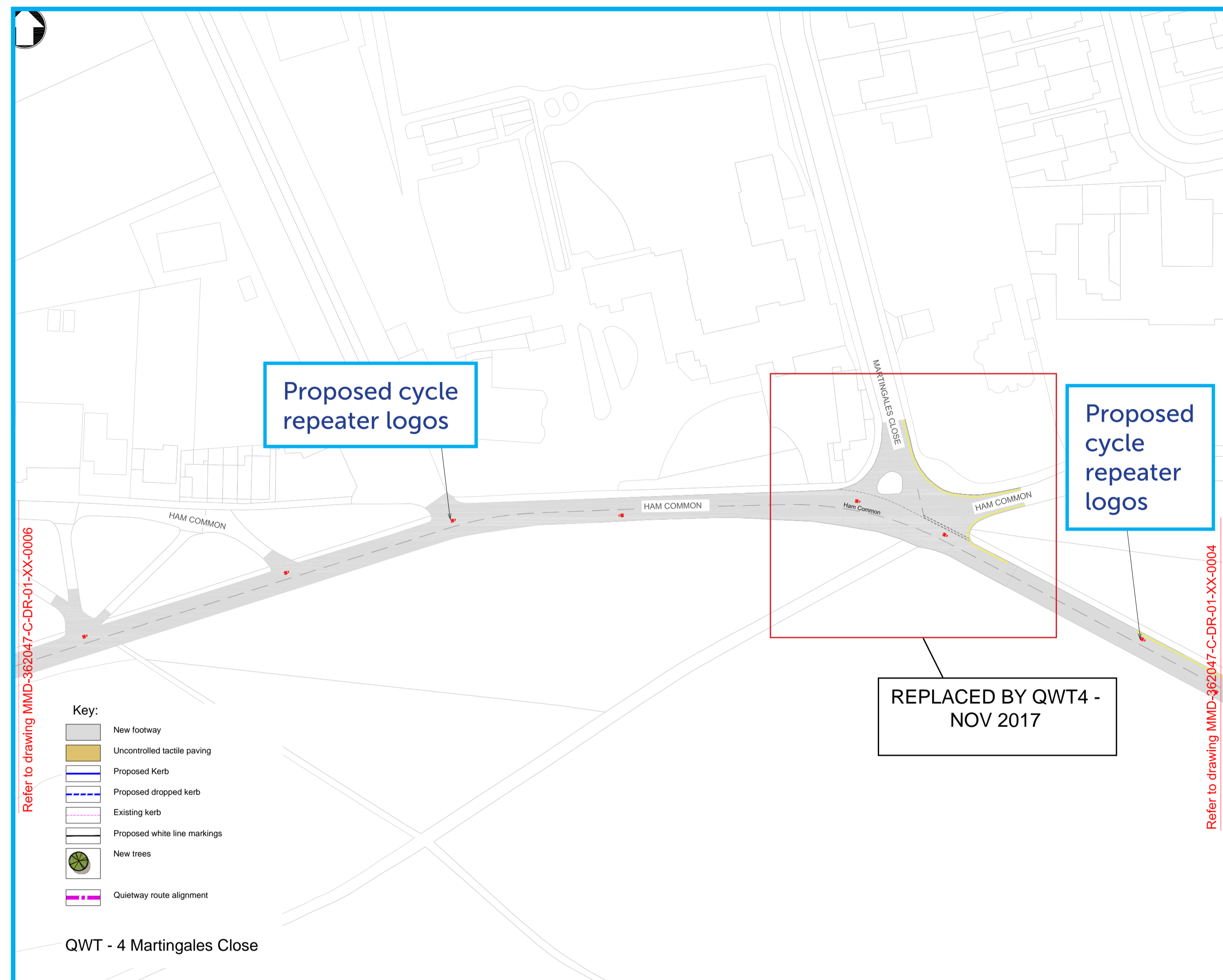
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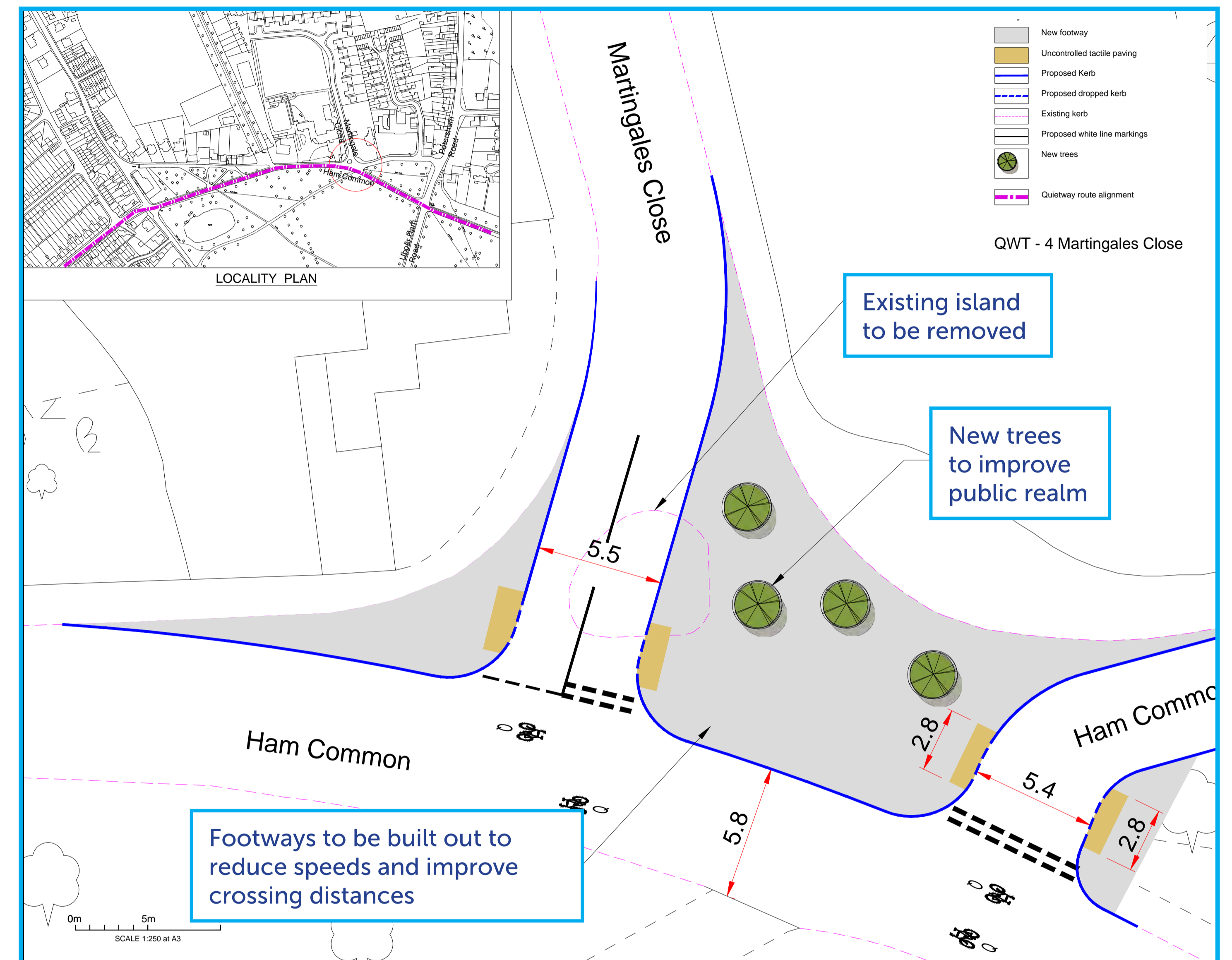


# Location 4: Martingales Close/ Ham Common



## PREVIOUS PROPOSAL

Line markings to re-configure entrance to Martingales Close

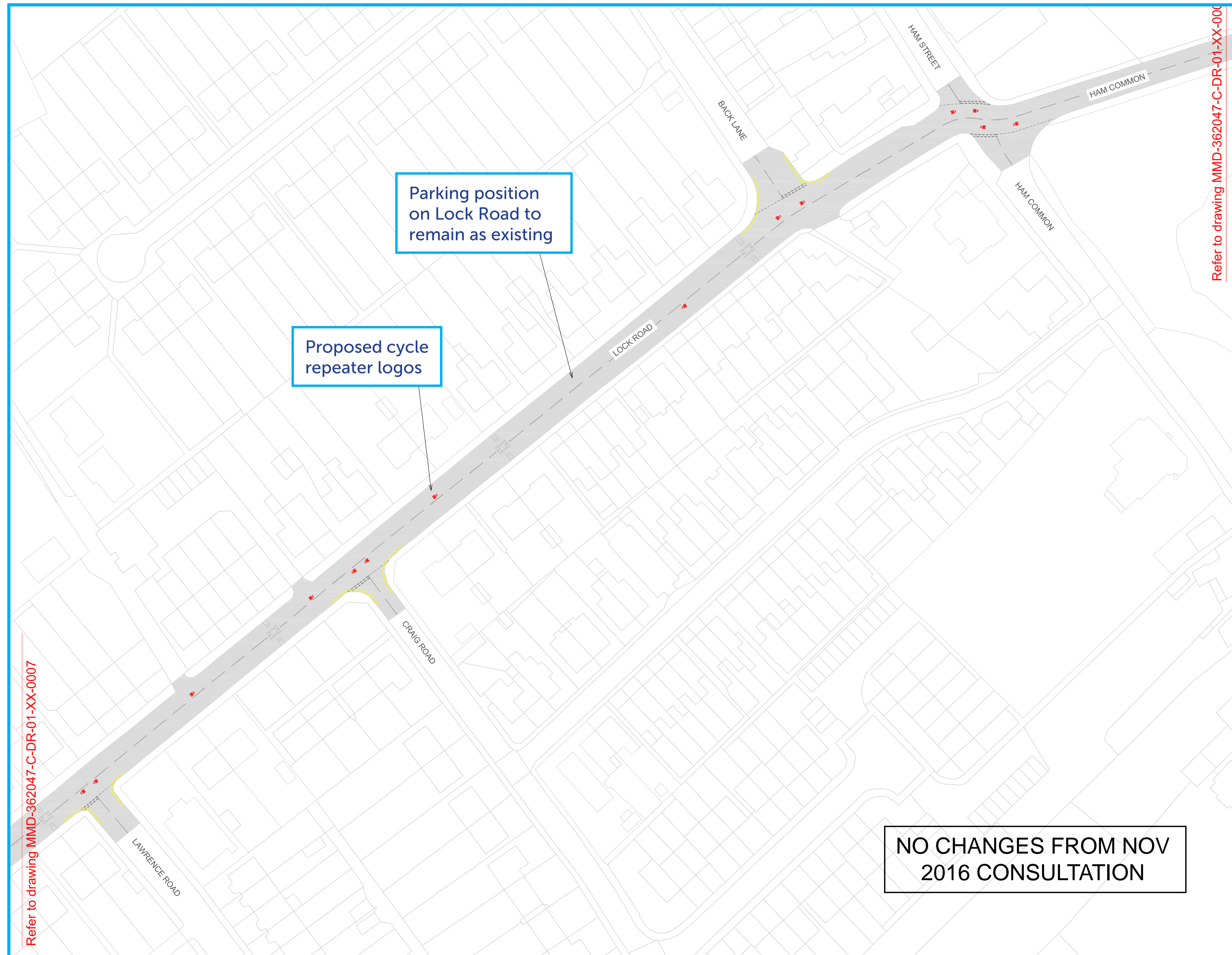


## AMENDED PROPOSAL

Footway has been widened into unused carriageway space. Corner radii has been reduced to reduce speed of vehicles entering Martingales Close. Additional greening and planning has been incorporated into scheme.



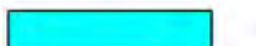














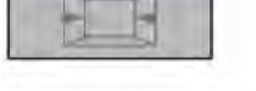



# Location 5: Lock Road



## CURRENT PROPOSAL

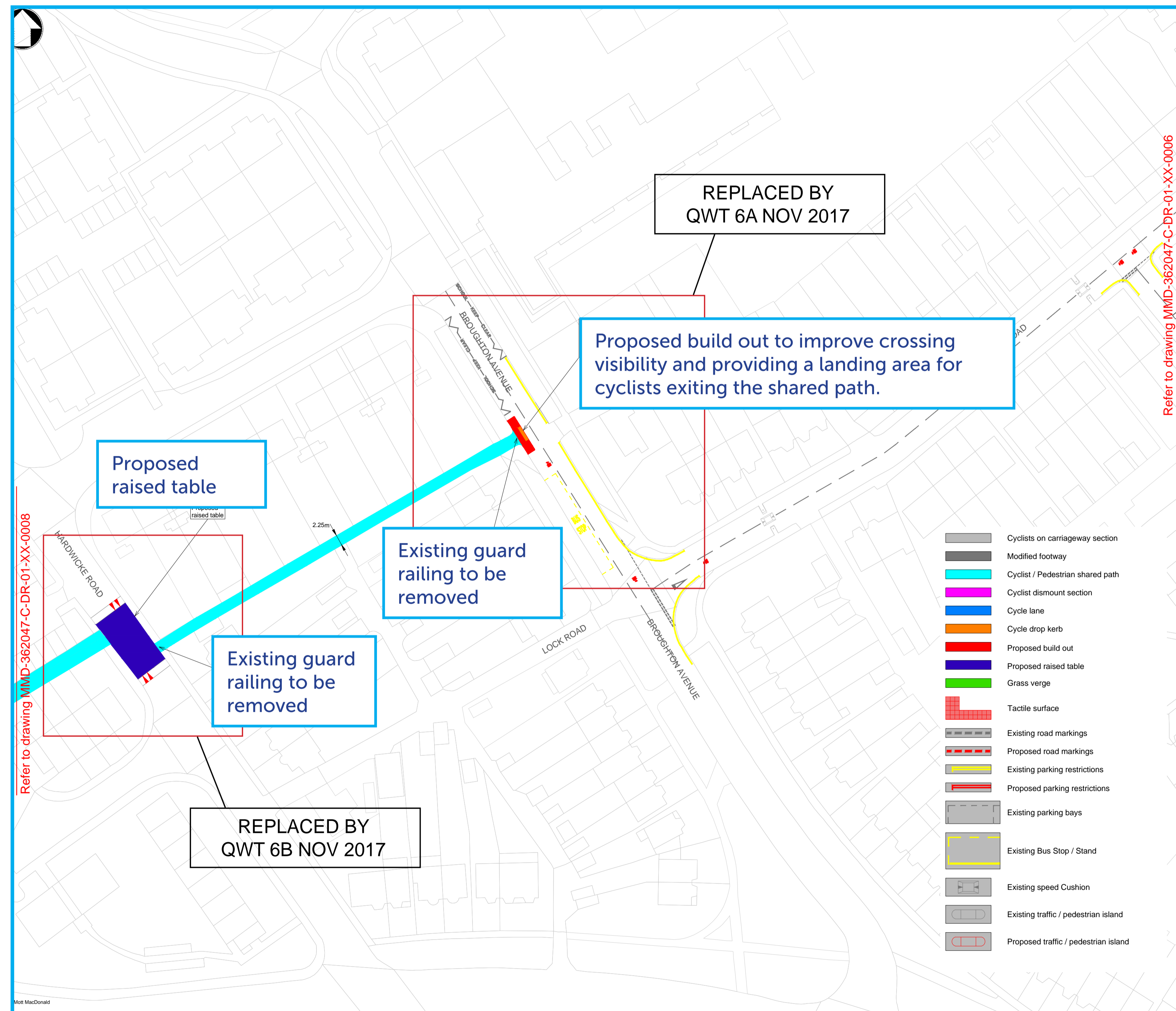
Introduction of cycle logos to emphasise presence of cyclists.

-  Cyclists on carriageway section
-  Modified footway
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-  Cyclist dismount section
-  Cycle lane
-  Cycle drop kerb
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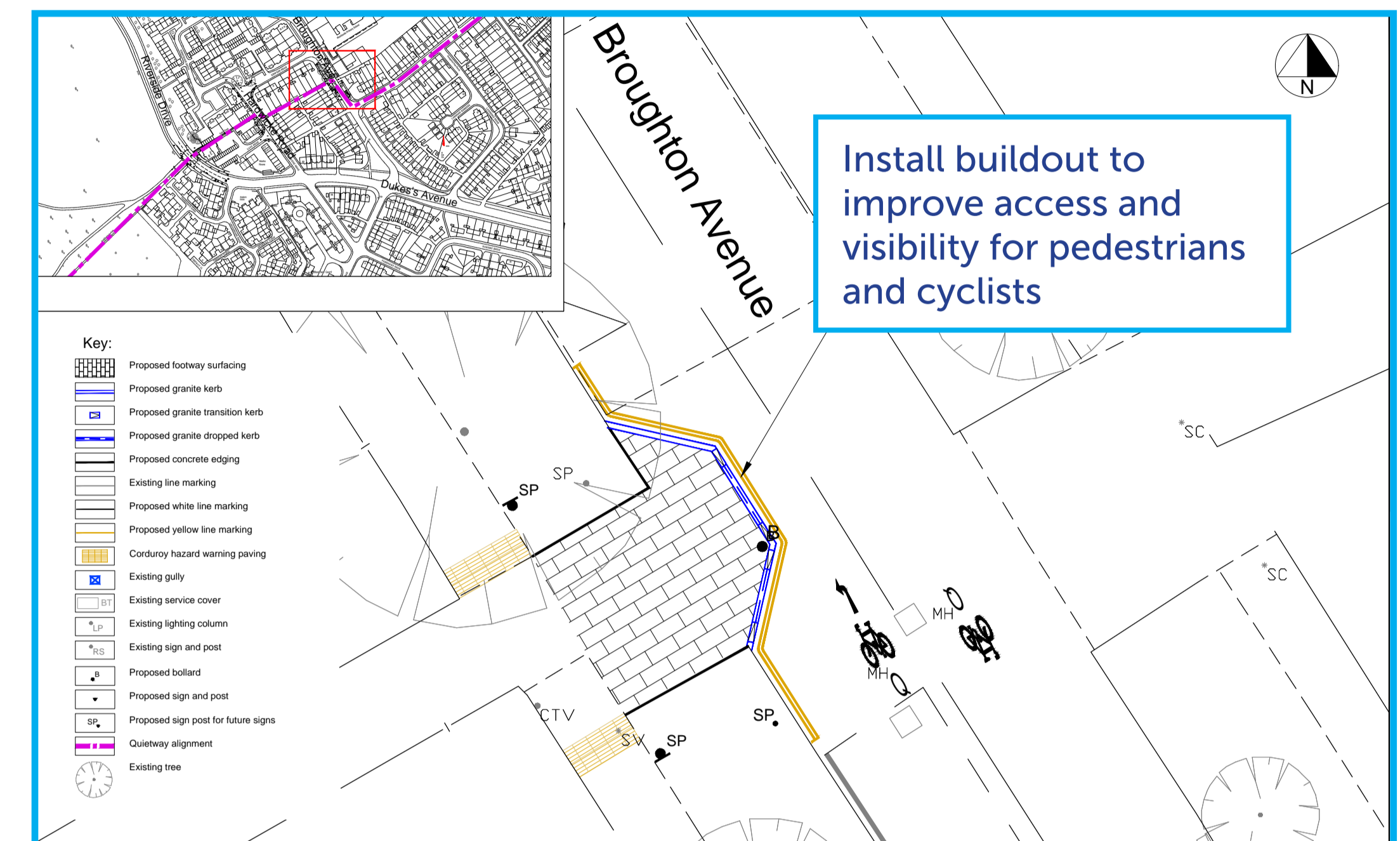


# Location 6: Broughton Avenue/ Hardwicke Road Crossings



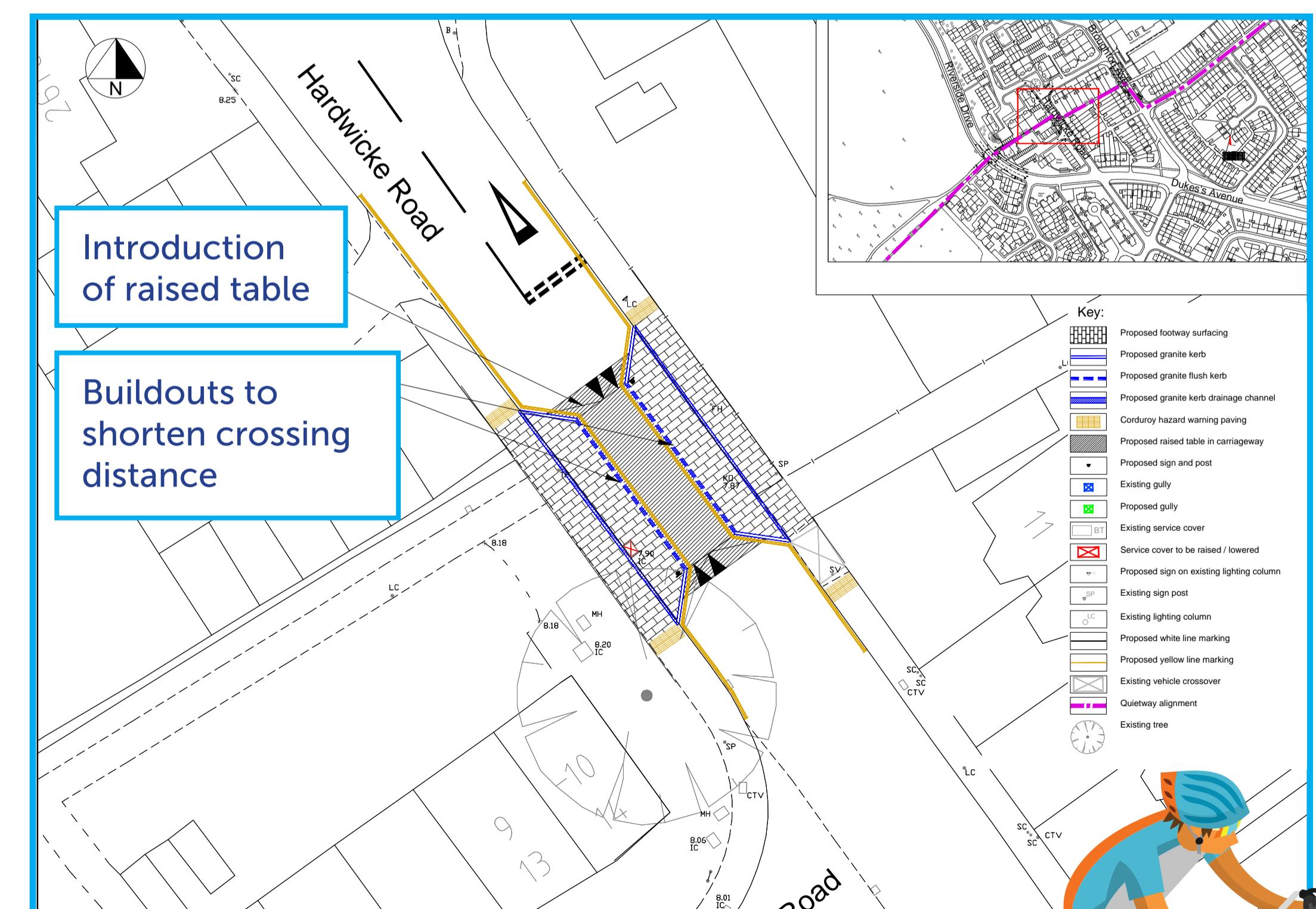
## PREVIOUS PROPOSAL

Build-outs on Broughton Avenue to enable access to shared use path. New raised table on Hardwicke Road.

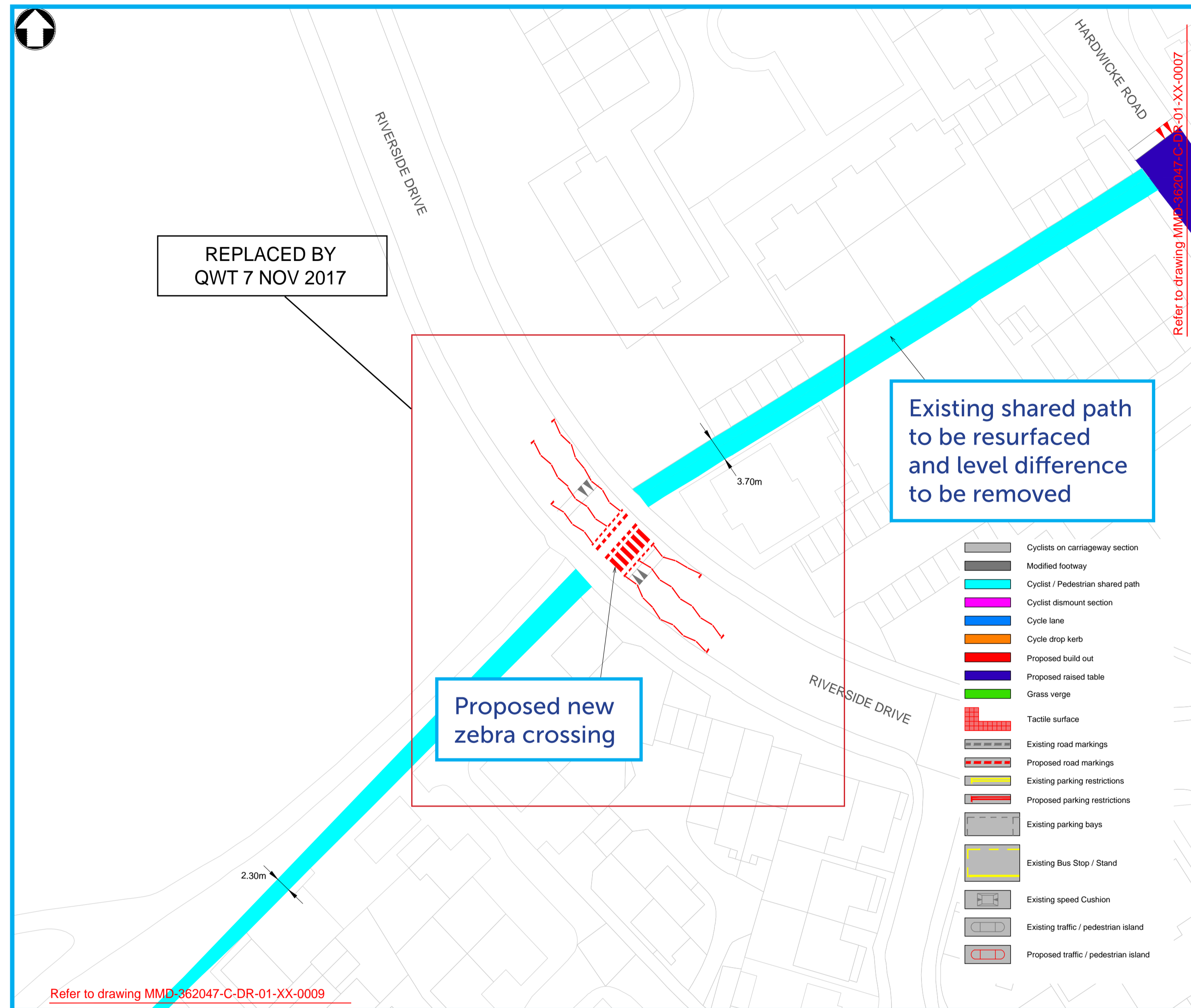


## CURRENT PROPOSAL

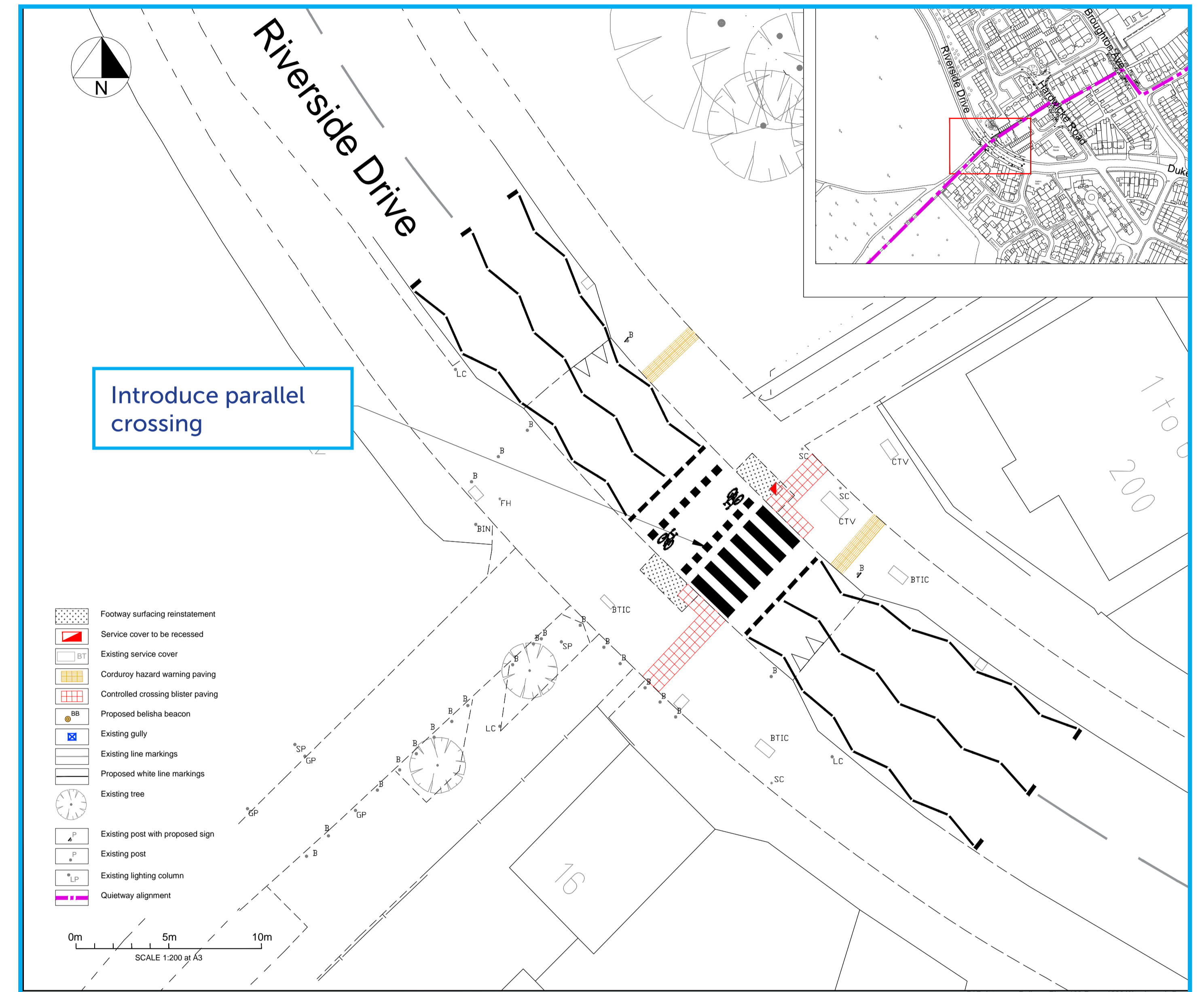
Build out tapered at connection to shared use path in Broughton Avenue. Table has been adapted into one-way priority table on Hardwicke Road to slow traffic travelling along road.



# Location 7: Riverside Drive Crossing



**PREVIOUS PROPOSAL**  
Resurfacing shared path to improve levels of comfort for pedestrians and cycles. New zebra crossing installed.



**AMENDED PROPOSAL**  
Parallel zebra crossing to be introduced on existing raised table to provide safe crossing for pedestrians and cycles.

