

# QUIETWAYS SIGNING GUIDANCE

MAYOR OF LONDON



**TRANSPORT  
FOR LONDON**  
EVERY JOURNEY MATTERS

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# Introduction

This document outlines the requirements for signing cycle routes delivered through the Quietways programme. It supplements the 2014 draft London Cycling Design Standards (LCDS) and should be read in conjunction with that document.



Chapter 6 of LCDS covers general signing issues, such as regulatory signing required for all on-highway cycling provision. This document contains programme-specific standards and covers variations from the LCDS that are applicable only to Quietway routes.



Use of the term ‘signing’ in this document refers both to vertical signs and surface markings. Surface colour, which has no regulatory meaning, is not included within this definition. This document should be followed by engineers when designing signage schedules for the Quietway programme.

# Chapter 1

## Design principles





## Design principles

- 1.1** Signing to support wayfinding for Quietways should follow the good design outcomes set out in LCDS.
- **Safety** – signing or surface colour used for wayfinding should support and reinforce, not compromise, signing that has an identified safety function
  - **Directness** – signing should assist users to make their journey without undue deviation (ie remaining on the identified route, or using the most direct means of accessing an intersecting route)
  - **Comfort** – signing should give users the confidence to follow a route, or access an intersecting route, using information on-/off-street (ie without needing to refer to other sources of information)
  - **Attractiveness** – appropriate signing should be selected to avoid compromising other street design and urban design objectives
  - **Adaptability** – preferred and variant options are set out within this guidance. Options are provided within the toolkit so that authorities can continue to apply their own design guidance and satisfy any place-specific considerations
  - **Coherence** – although there is flexibility in this guidance, it is important that signing on- and off-highway should be used in a broadly consistent way on all Quietway routes
- 1.2** Signing for Quietways should also adhere to the following three basic rules:
1. The primary means of signing for Quietways is the cycle symbol and route number used together on the carriageway surface – throughout this guidance, this combination is referred to as the ‘Q symbol’. This has two functions:
    - As route reassurance – repeated at intervals along the route
    - As direction signing – to indicate the direction in which a route continues at a decision point (in which case the Q symbol appears with a direction arrow)
  2. The Q symbol primarily has a wayfinding function. The cycle symbol alone (ie without a route number) is used for road positioning or awareness-raising. This relates to LCDS guidance that the cycle symbol can have three separate functions: to show a recommended (but not required) road position, to raise driver awareness of cyclists and to give wayfinding information.
  3. Signs should be used sparingly and may be considered: ahead of where routes intersect or where extra wayfinding information is needed. Improvements to existing street signing and road signs may negate the need for cycle-specific signs.
- 1.3** The rules apply both to on-highway and off-highway scenarios. However, more variation is permitted off-highway.

| Purpose   |             | Preferred   | Permitted variations   |
|---|-------------|---|--|
| For route continuity (on a link)  | On-highway  | Q symbols   | Confirmatory signs (usually after junctions/decision points only). These may be used as well as Q symbols or, where surface markings cannot be applied, instead of Q symbols |
|   | Off-highway | Q symbols or inlaid repeater symbols                                      | Confirmatory signs, where surface markings cannot be applied   |
|   |             |   | Omission of route number for repeater  |
|   |             |   | Agreed alternative symbol, such as cycle and pedestrian symbol for shared use  |
| For signing a change of direction   | On-highway  | Q symbol or standard Quietway direction sign                              | Q symbol and standard Quietway direction sign  |
|   |             |   | Finger posts – to be used only in exceptional circumstances (see paragraph 4.9)  |
|   | Off-highway | Q symbol or inlaid symbol, with direction arrow                           | Finger post  |
|   |             |   | Bollard-mounted sign   |
| For signing a more complex movement or an intersection with another route | On-highway  | Standard Quietway direction sign or map-type sign ahead of decision-point |  |
|   | Off-highway | Standard Quietway direction sign or map-type sign ahead of decision-point | Finger post with multiple directions   |

1.4 Summary of guidance.

See section 7 for a full specification list of the correct signs to be used in a number of scenarios. This section also contains a visualisation of each scenario based in a real life street context.

# Chapter 2

## Network and naming strategy



## Network and naming strategy

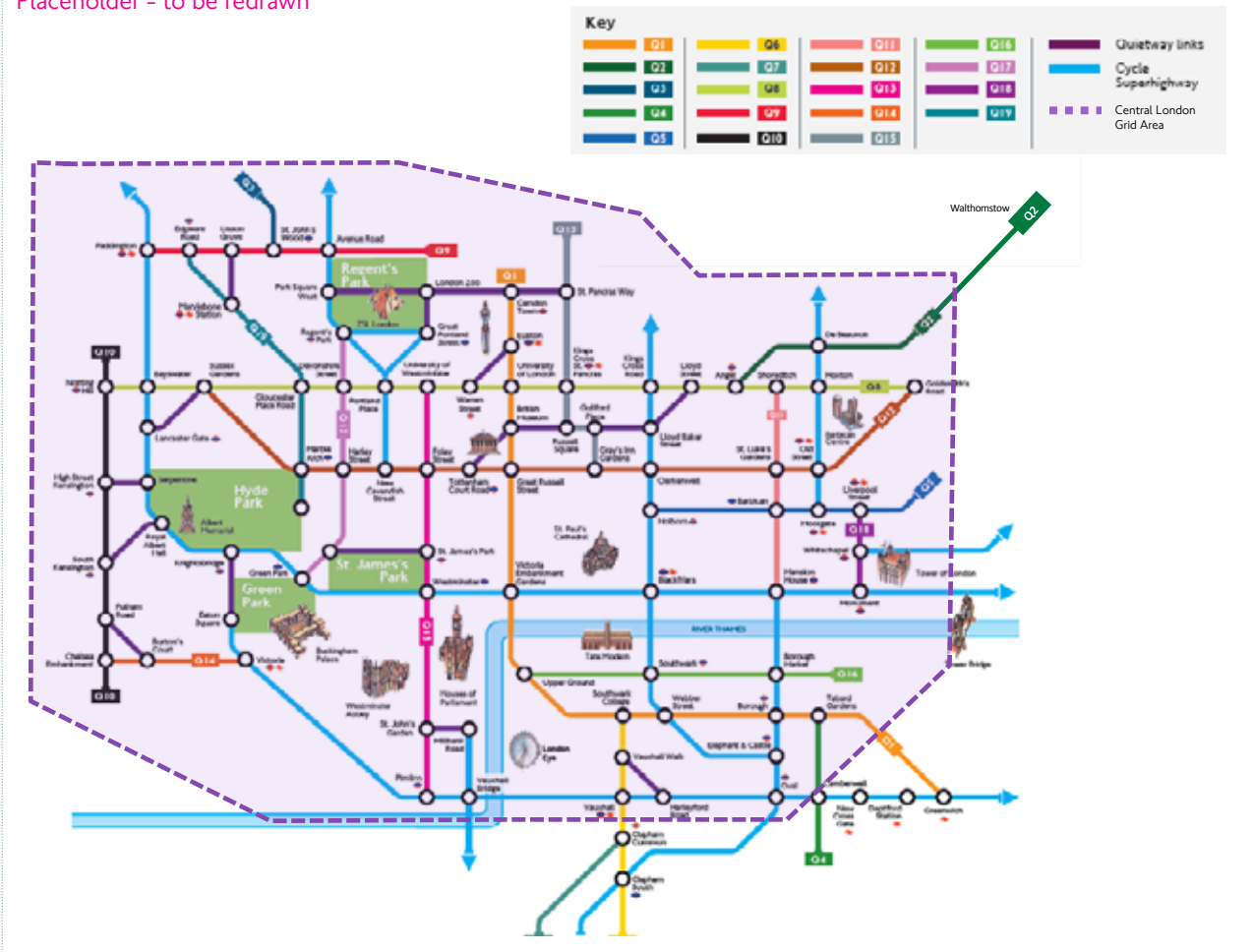
**2.1** The Quietways will feature a 'Colours and Numbers' system of route naming and mapping. This system will sequentially number each Quietway based on the order in which they are delivered. The first two Quietways will be named 'Route 1' (between Waterloo and Greenwich) and 'Route 2' (between Bloomsbury and Walthamstow). Further route naming will be agreed as future phases of the Quietways programme are confirmed.

**2.2** An illustrative map for the Central London Grid is shown below. Please note that the displayed route numbers are for example only and are in no way indicative of actual proposals. As shown, routes would be numbered sequentially, with those extending outside of the Grid area (e.g. Routes 1 and 2) retaining those numbers through to their final destinations.

**2.3** Future phases of the Quietways programme will include radial and orbital routes which do not connect to the Central London Grid. These routes will be numbered in the same way, with the next available route number being assigned.

**2.4** 'Colours' would only be applied in the context of route mapping and would not be shown on any signing or road markings.

Placeholder - to be redrawn



# Chapter 3

## Surface markings



## On-highway surface markings

**3.1** Use of surface markings should generally follow the advice set out in LCDS (2014) chapter 6. They must also comply with the Traffic Signs Regulations and General Directions (TSRGD) and follow guidance set out in the Traffic Signs Manual Chapter 5 (2013). TSRGD (2002) remains in place until superseded by a revised version in spring 2015. The guidance in this section draws on the consultation draft of TSRGD (published in 2014), referring to table numbers from that document.

**3.2** Effectiveness of road markings for wayfinding will depend on surface quality and on maintenance. Markings applied to a rough or damaged surface are not likely to endure. Application must therefore be read with guidance (in LCDS chapter 7) on surface quality, with an expectation that any street forming part of a Quietway will have a good quality riding surface. Guidance on maintenance of cycle routes may also be found in chapter 7 of LCDS. Note that Quietways fall under the ‘prestige’ definition for maintenance regimes.

**3.3** For Quietways, three types of regular road marking are used, generally all at the smallest available size.

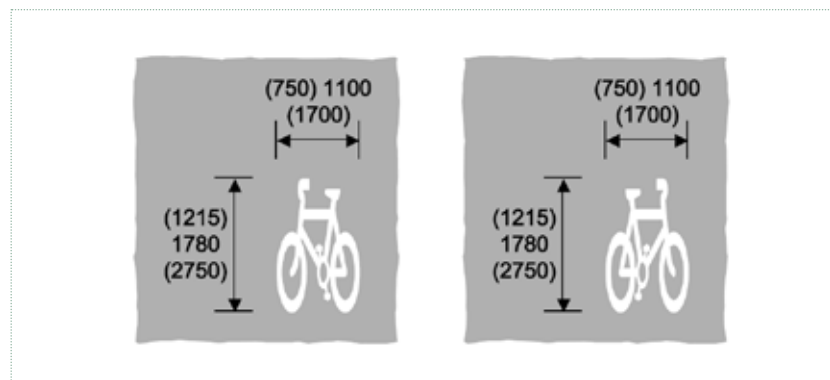


Table 48, item 28

(diagram 1057 from TSRGD 2002)

The cycle symbol (750mm wide, 1215mm high) has an established meaning when used on its own, but for the purposes of wayfinding for Quietways, forms part of the ‘Q symbol’.

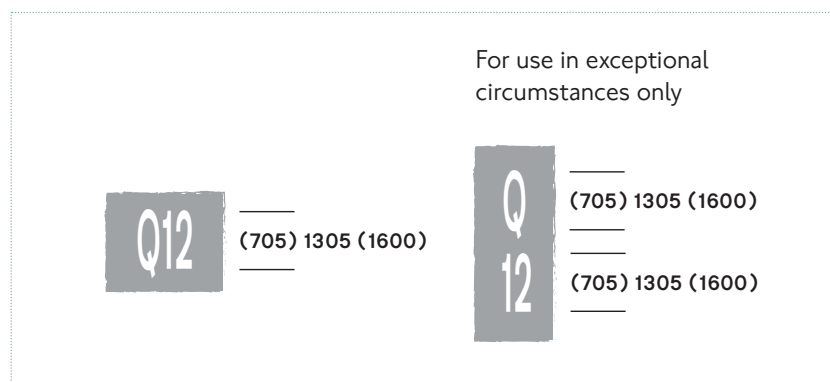


Table 42, item 29

(diagram 1057.1)

The route number is the other part of the Q symbol. For Quietways, it consists of Q followed by a number.

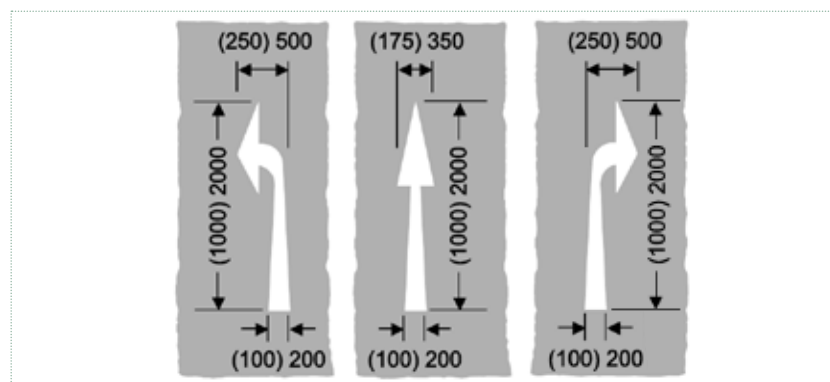


Table 42, item 32

(diagram 1059)

The direction arrows are used to indicate a change in direction so are not needed for route continuity but are needed at decision points. Arrows should only be used in conjunction with the Q symbol.

### 3.4 Q symbols for confirmation and route continuity.

On routes, Q symbols should be repeated so that the user receives regular reassurance that they remain on the Quietway route. There is no requirement for the next to be visible from the previous, unless there is any doubt about the continuity of the route. The maximum spacing is 250 metres but indicatively most circumstances are likely to require 150–200 metre spacing. This applies to:

- Streets with mixed traffic
- Cycle streets
- Cycle tracks, with separation from motor vehicles
- Cycle lanes

The absolute minimum spacing is 20 metres and 50 metres should be used as a working minimum.



**3.5** Quietway purple should not be used for Q symbols. Refer to LCDS chapter for general guidance on the use of surface colour.

**3.6** Note that lateral positioning should follow guidance provided in chapter 6 of LCDS on placement of 1057 symbols. Q symbols

should never be placed where they might put cyclists into a vulnerable position.

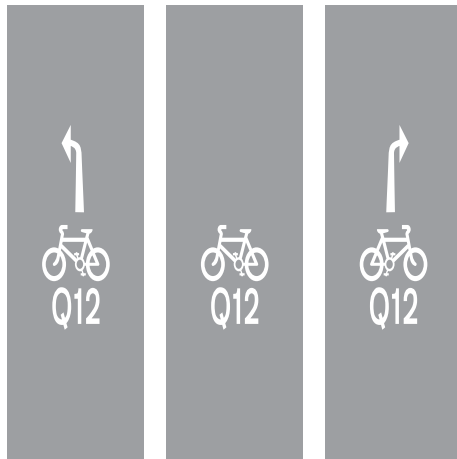
Where the purpose of the symbol is for recommended road positioning or to alert other road users to the cycle route, then the cycle symbol alone should be used, following guidance in chapter 6 of LCDS.



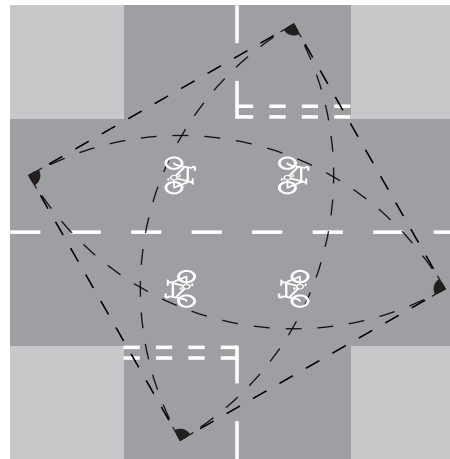
Upper Berkeley Street – Q symbol.



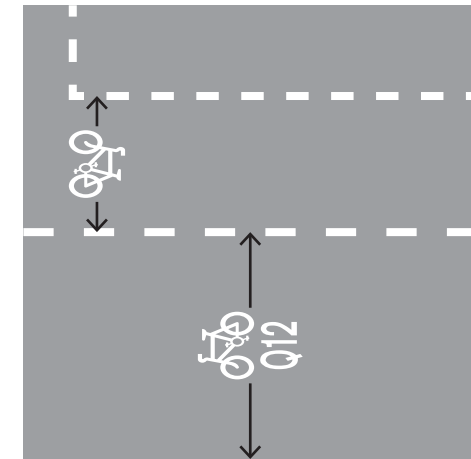
Wayfinding



Conspicuity



Positioning



**3.7** Note that 1057 cycle symbols and associated numbers or coloured patches are only prescribed for route confirmation purposes by the Department for Transport. However, in practice, they can perform two other functions: to improve conspicuity of cyclists to general traffic and suggest a position in the road that cyclists should adopt.

A symbol or patch that does not satisfy all three of these uses may have implications for cycling safety. Symbols placed close to a side road or row of parked cars for example will indicate to cyclists that the route continues, indicate to drivers entering and exiting the junction or space that they should expect to see cyclists but may not be in the recommended riding position for optimum visibility between cyclists and drivers.

Engineers must attempt to satisfy all three functions.

1. Wayfinding
2. Conspicuity
3. Positioning

Note: Cycle symbols and Q symbols should never be placed on top of other line markings.



## On-highway surface markings



Martello Street junction with London Lane – standard sign, Q symbols, arrow.



London Lane junction with Martello Street – standard sign, Q symbols, arrow.



Childers Street junction with Etta Street – cycle symbols.

## On-highway surface markings



Surrey Canal Road – shared use marking with Q number.



Surrey Canal Road junction with Trundley's Road – map, shared use marking, see through confirmatory.

### 3.8 Q symbols for changes of direction.

Where Q symbols are used for simple changes of direction, they need to be accompanied by the direction arrow. These markings should be placed immediately before the movement to be made. After the movement, a confirmatory Q symbol should be used to show the continuation of the route.

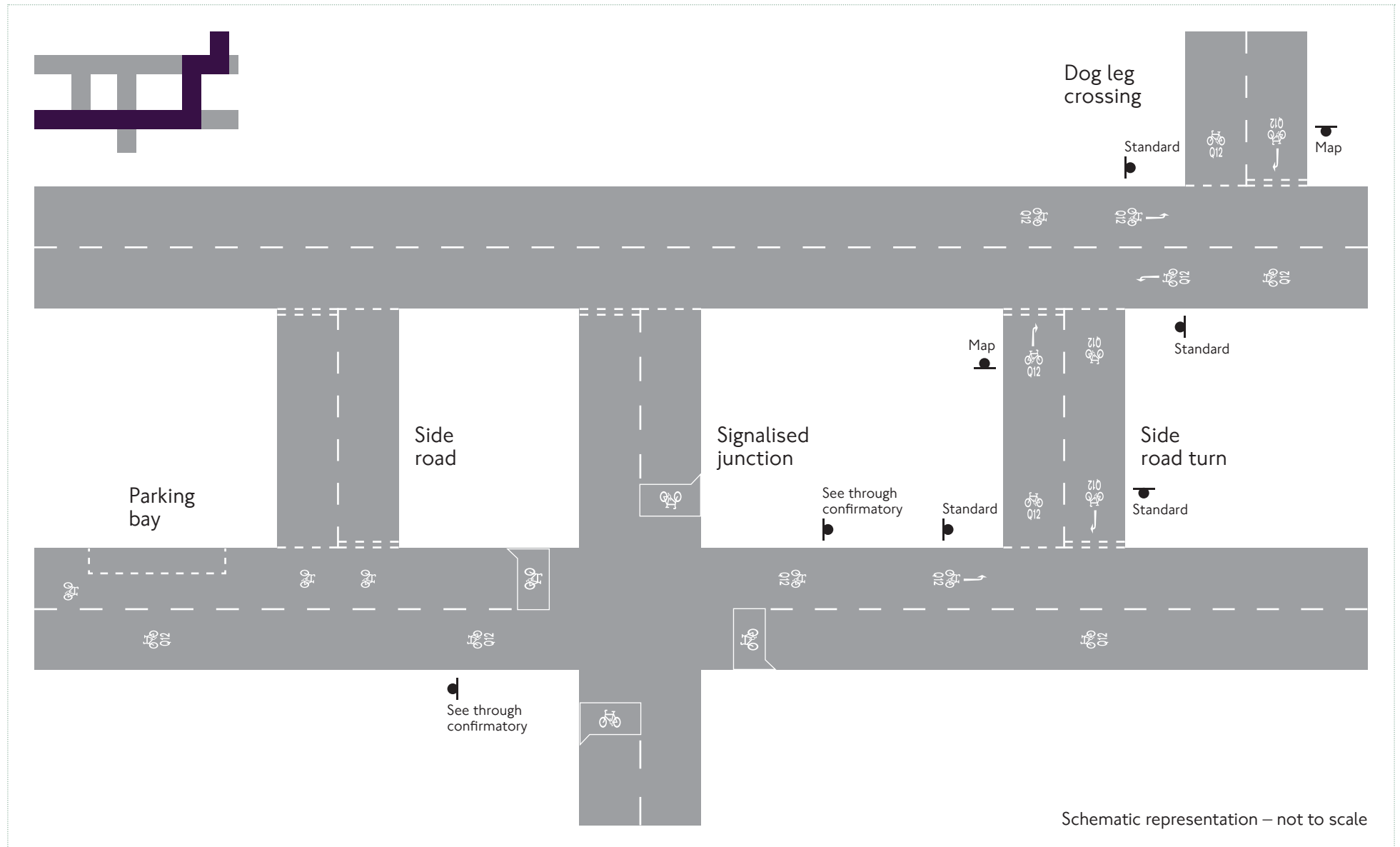
**3.9** The Q symbol and arrow should only be used where it is clear that cyclists are permitted to make all movements at a decision point, but that the direction shown is to continue on the Quietway route. This is most likely to be the case:

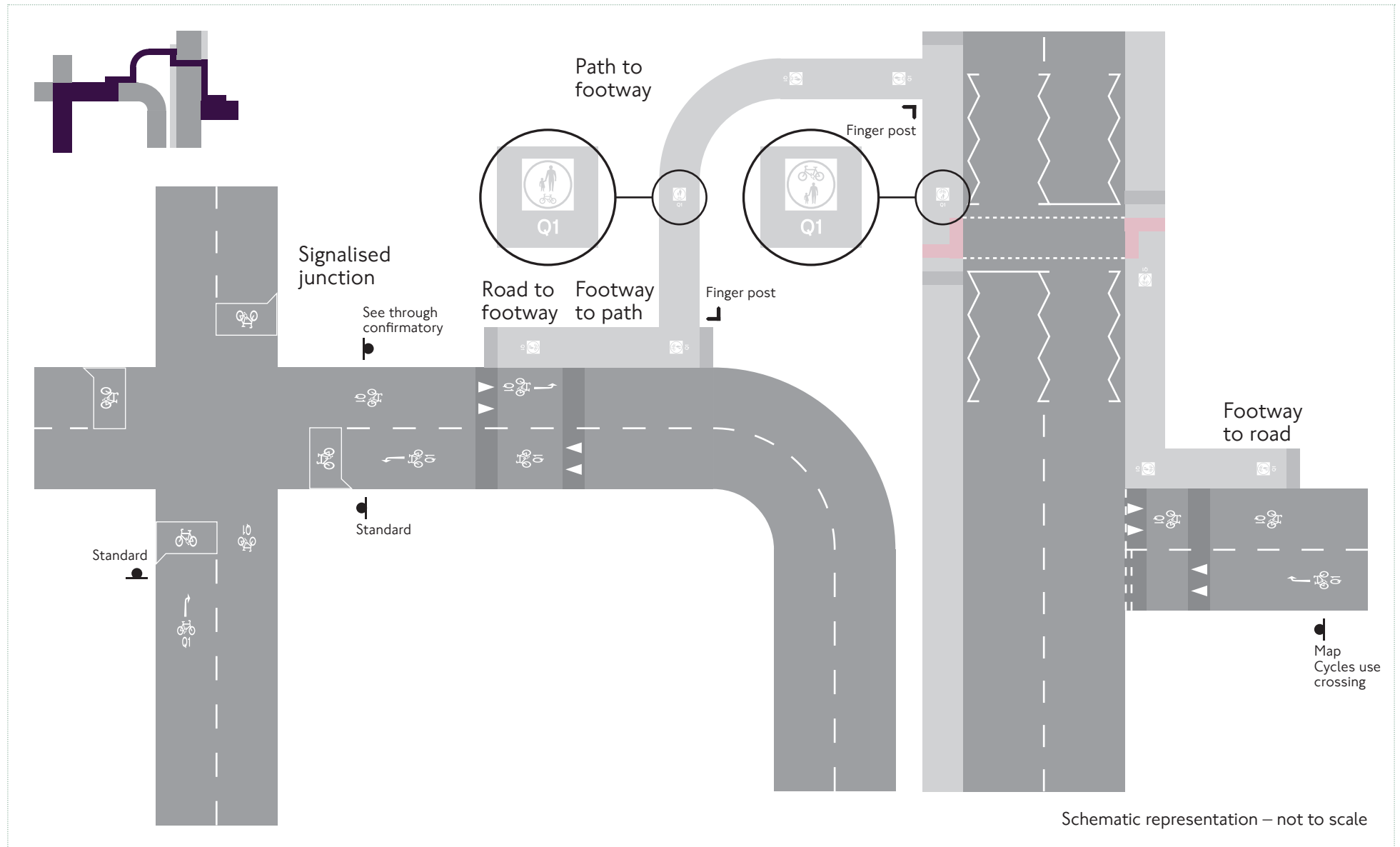
- a) Where the Quietway route turns from a major road onto a minor road and where it is clear that cyclists may continue on the major road (this may be reinforced by use of diagram 1057 symbols or cycle lanes on that road).
- b) At signalised junctions, where it should be clear that all movements may be made unless they are explicitly prohibited.

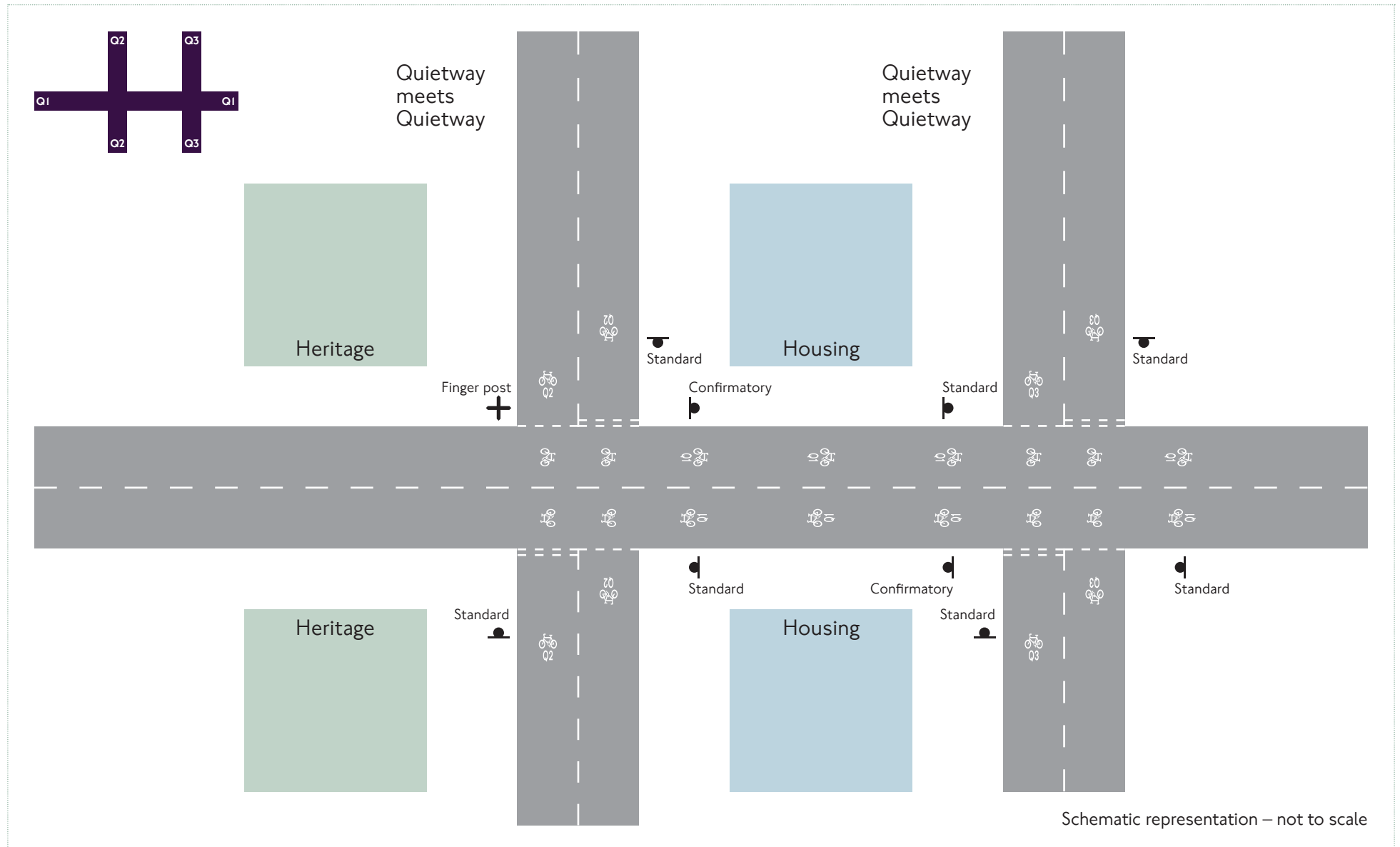
More care is needed at a T-junction where the Quietway route leaves the minor arm to join the major road and where there may be ambiguity about whether turning in the other direction is permitted for cyclists.

**3.10** In street environments where the Q symbol and arrow would be the most prominent road marking, designers need to take a view on whether their use could mislead other road users about access at the junction ahead. In such situations, the alternative is to use the Quietway direction sign, either with destinations and directions or with a map-type element (see paragraph 4.10 onwards).











## Off-highway surface markings

**3.11** Surface markings used through parks and other green spaces and on canal towpaths should be developed and agreed with the land owner or managing authority. The preference is for a combination of signs at decision points, supported by selective use of surface markings. Where it is problematic to use surface markings, an exemption may be gained to allow for use of signs only.

**3.12** Use of regulatory surface markings (ie painted white markings) should generally be avoided in these environments, although the Q symbol with direction arrow could be applied in some 'road-like' contexts through parks and in order to give consistency to wayfinding on a route.

**3.13** Markings inlaid in tiles can work well in park and towpath environments – for example, using the 'shared use' cycle and pedestrian symbol or a variant of it. To indicate intended pedestrian priority in off-highway scenarios, the order may be reversed so that the pedestrian symbol appears at the top, but note that this version should not be used on-highway. Use of the Quietway route number on such signing is optional.

**3.14** Surface markings for route continuity are generally only required after decision points, to give those cyclists turning onto the route the confidence that they are following the Quietway. Any further repetition of the marking is at the discretion of the designer. Towpaths, and any other context in which it is clear that there is only one direction that can be taken to stay on the route, do not need further repeaters for route continuity.



Kensington Palace – shared use tile with Q number (adapting existing tile).



Kensington Palace – shared use suggesting pedestrian priority with Q number.

## Off-highway surface markings



Clapham Common – existing cycle only path with Q number reassurance where required.



Regent's Canal towpath – shared use marking (suggesting pedestrian priority) with Q number.



Law Street – shared use marking, confirmatory signs.



# Chapter 4

## Signs



## On-highway signs

**4.1** Use of signs should generally follow the advice set out in LCDS (2014) chapter 6. They must also comply with the Traffic Signs Regulations and General Directions (TSRGD) and follow guidance set out in the Traffic Signs Manual Chapter 7 (2013). TSRGD (2002) remains in place until superseded by a revised version in spring 2015. The guidance in this section draws on the consultation draft of TSRGD (published in 2014), referring to table numbers from that document.

**4.2** In summary, signs can:

- Provide complex directional information
- Show links to interconnecting routes
- Facilitate orientation, allowing cyclists to determine their current location
- Indicate the effort required to complete the journey (physical and mental)

**4.3** Quietway signs should be provided in a way that minimises street clutter, following the advice set out in figure 6.3 in LCDS (2014). The most practical options for Quietways signs are likely to be: replacement of existing signs or consolidation of cycle signing, and mounting on existing poles and lamp columns. All signs should be mounted according to guidance set out in LCDS (2014) chapter 6. Key points include the following:

- Signs should be mounted so as to be as visible as possible to the intended user
- For wall and bollard mounting, heights of between 0.5 metres and 1.5 metres are recommended
- Anti-rotational fixings must be used
- Signs for existing cycle networks on the route should be removed in order to avoid confusion

**4.4** Signs placed on posts on the footway can reduce pedestrian comfort and add to street clutter. They should therefore only be used at key decision points or where route coherence is lost – for example across a busy transport interchange or offset junction. Vertical and horizontal clearance are the two main considerations and so the following minimum requirements must be met.

- The base of the sign should be no lower than 2.1 metres (2.3 metres if cyclists are using the space)
- The edge of the sign should be no closer than 450mm from the edge of the carriageway



- 4.5** Sign design should also follow the basic principles set out in LCDS (2014) chapter 6 and the Traffic Signs Manual Chapter 7 (2013). Legend x-height should generally be a minimum of 25mm (25mm or 30mm will usually be appropriate for minimising the overall size of the sign). Larger x-heights may be required for legibility of map-type signs. Closest destinations should be listed at the top with more distant and strategic destinations below (see section 6 for more details).
- 4.6** Times to destinations should be provided rather than distances, as described in TSRGD (2014), table 46, item 6. The abbreviation ‘mins’ should be used. Journey times on-highway can indicatively be calculated using an average cycling speed of 10mph (16kph) but should be confirmed by riding the route at different times and under different conditions. Times should be rounded up to the nearest five minutes, except where a journey is expected to last less than 20 minutes.
- 4.7** TSRGD (table 44, item 10) sets no requirement for cycle route signs to be illuminated, but use of reflectorising material is advisable, as is placement of signs in such a way as to be illuminated by street lighting.
- 4.8** For Quietways, signs are only required where preparation of the signing schedule identifies that there is a need for additional directional information at a given location. This is most likely to occur where routes cross. There may also be a case for signing where opportunities exist to transfer between different route types – Superhighways, Quietways. Cyclists should be able to choose their route based on an expectation of the level of service it will provide.



4.9 TSRGD provides for four main types of sign. For Quietways we are proposing three main types, with finger posts permitted in exceptional circumstances. This may include the following:

- a) In locations such as Conservation Areas where the area-specific guidance precludes the use of the standard Quietway sign and/or Q symbol. In such locations, a further alternative is to adapt the Quietway signing to adhere with the relevant conservation or heritage area guidance.
- b) As a last resort, where there is a need to sign a change of direction or sign to another route, but where physical constraints dictate that the standard Quietway sign and/or Q symbol and arrow cannot be accommodated.

| Sign  | Guidance on use   | Example |
|---|---|---------|
| a) Standard Quietway direction sign (table 6 I, item 23)  | Can incorporate destinations and directions or a map-type sign on a panel. To be used principally for signing a complex movement or direction signing to another route. It may also be used as an alternative to the Q symbol and arrow for basic direction signing.  |         |
| b) 'Map-type' sign ('Indication of a route for cyclists through a road junction ahead' – table 6 I, item 22)      | May be used where the continuity of a Quietway route through a junction may not be immediately obvious, but there is no need to provide directions to other routes.   |         |
| c) Route confirmatory sign (table 4 I, item 37)   | Not to be used for a change of direction or signing to another route, but may be acceptable in certain sensitive locations as an addition or alternative to the Q symbol where confirmation is needed of the continuation of a route. It's also recommended for use across signalised junctions to enable cyclists to see through to where the route continues. |         |
| <b>Exception</b><br>d) Finger post direction sign (table 45, item 8B), with route number on purple-coloured patch | Exceptional circumstances on-highway on a Quietway route – see paragraph 4.34.<br><br>Note that this sign may also be used to sign a Quietway from a different cycle route type.  |         |

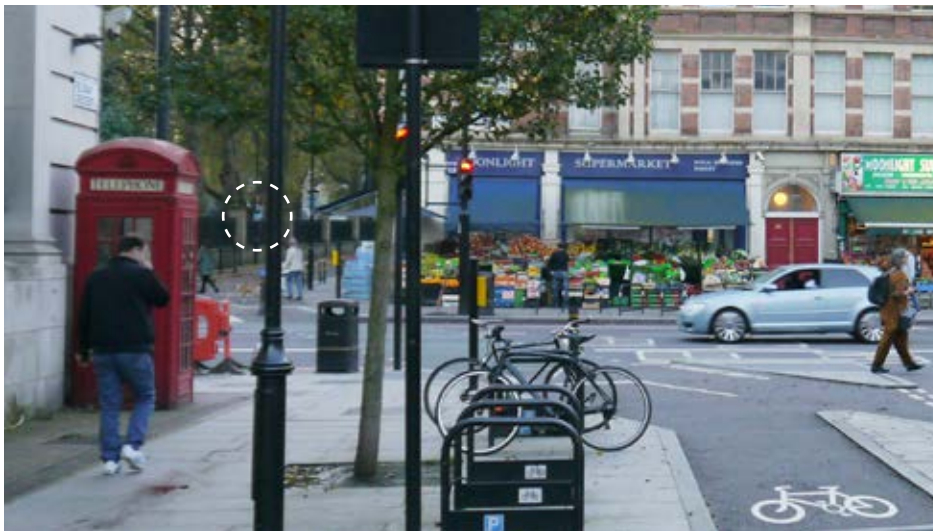
## Signs



Manor Road, Bexley – see through confirmatory sign.



Queen Street – see through confirmatory sign.



Fieldway Crescent junction with Madras Place and Holloway Road – see through confirmatory sign.



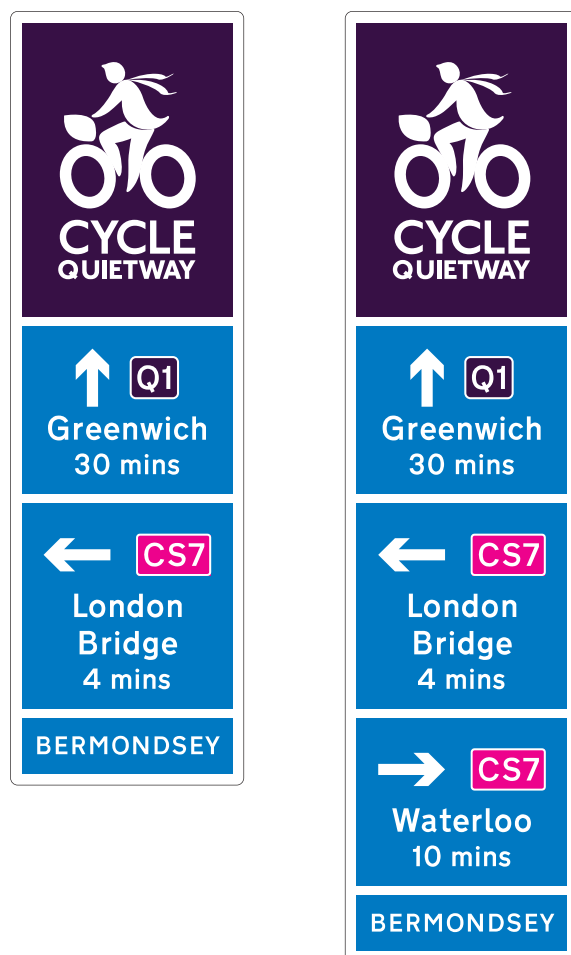
Cornwall Road junction with Stamford Street – see through confirmatory sign.



## Signs



Theobald's Road junction with Lambs Conduit – standard sign, see through confirmatory sign.



#### 4.10 Standard Quietway sign.

TSRGD Table 61, item 23, 'Indication of routes leading from a junction on a cycle Quietway'.

This sign incorporates a branding panel at the top with the Quietway logo, and a location panel at the bottom. Its purpose is to sign destinations on the Quietway route and any intersecting Superhighway or Quietway route. It should not include NCN routes, LCN routes or local destinations.

**4.11** The sign can incorporate up to three panels, with each panel showing one direction and the route number and type. Within the Central London Grid, one destination only should be provided for each direction. Outside the Grid, more than one destination may be provided. See section 5 for further details.

**4.12** The order of directions, from top to bottom, should be: ahead (top) panel, left (next panel) and right (lowest panel). The panels must not be re-ordered to nearest first.

**4.13** Route types are shown by their colour and optional prefix:

- 'Q' with a purple background for Quietways
- 'CS' with a rubine red background for Cycle Superhighways

As dictated by TSRGD table 43, item 23, patches may be in any contrasting colour. The white edge to the patch may be omitted if the patch has a light background.

**4.14** Times to destination should be provided as a default, but may be omitted in some circumstances to minimise sign height and/or width.

**4.15** Where one route is accessed from another, this may be shown on the sign by placing the second route number, with its coloured patch, in brackets after the first. Different route types / colours may be combined on the same sign.

## On-highway signs



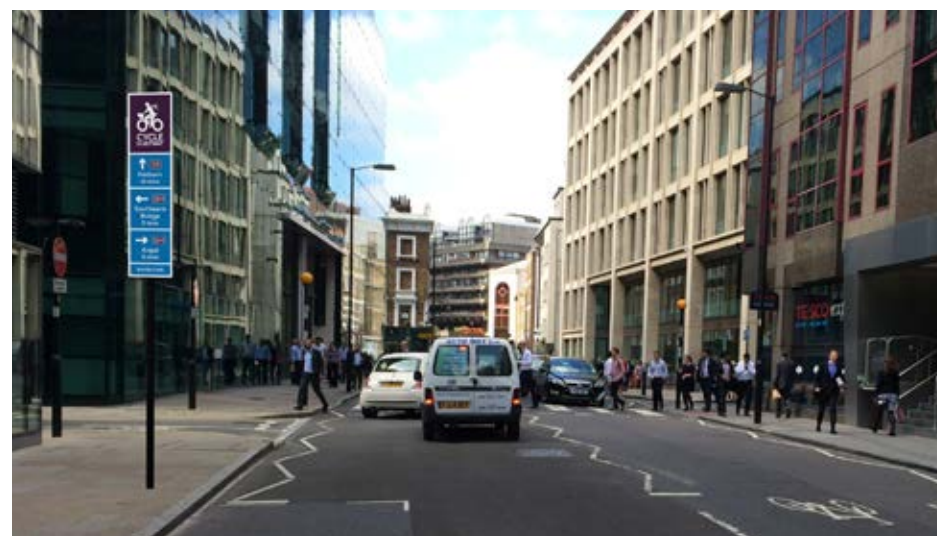
Hamilton Street junction with Deptford High Street – map sign, Q symbols, arrow.



Mare Street, London Lane – map sign, Q symbols.



Deptford Church Street junction with Coffey Street – map sign, Q symbols, see through confirmatory.

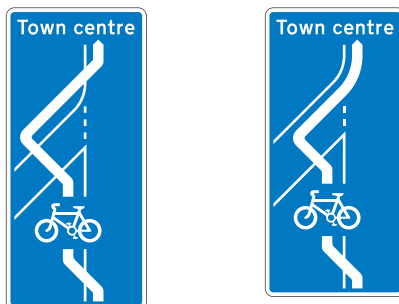


Chiswell Street – standard sign.



**4.16** Map-type sign.

TSRGD table 61, item 22, 'Indication of a route for cyclists through a road junction ahead'.



**4.18** The symbols indicating the road layout and the route for cyclists may be varied as appropriate except that individual symbol widths may not be varied (see Traffic Signs Manual Chapter 7 (2013) for further guidance).

**4.19** Destinations may be omitted, varied or added. For Quietways, the route number on a purple patch may be provided next to the cycle symbol to clarify the Quietway route.

**4.20** Finger direction sign.

TSRGD table 45, item 8, 'Sign showing route for cyclists'.

This sign, which can point either left or right, is a generic cycle route sign and should not be used other than in the circumstances described in 4.9 above. TSRGD (2014) shows a blank finger post sign, to be populated with elements from tables 46, 50 and 51, such as names of destinations and journey times. The destination on the sign is required to be 25–60mm x-height. On Quietways, 25mm should suffice for most purposes.



**4.21** TSRGD table 50, item 3, 'Route for pedal cycle with an indication of... route number', demonstrates how a component showing a cycle route might be included on the finger post direction sign. Quietway routes can be indicated by use of the purple patch and route number. A further route, accessed from the first, may be provided in the way described in 4.15 above. The sign must always include the cycle symbol.

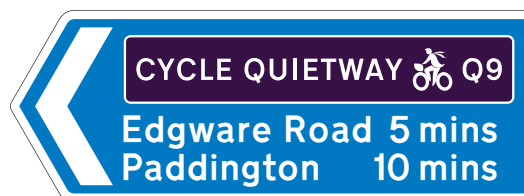


- 4.17** The Quietway direction sign may be used:
- Ahead of complex decision points.
  - Ahead of a decision-point where there is an intersection with another Quietway or Superhighway route.
  - Instead of the Q symbol and arrow combination, to sign a simple change of direction (in circumstances described in paragraph 3.9).

- 4.22** Signs put together in this way are likely to resemble diagram 2602.1B from The Traffic Signs (Amendment) (No.2) Regulations and General Directions (2011), with journey time in minutes provided instead of distance.



- 4.23** Finger post signs developed for Cycle Superhighways show what a Quietway finger post could look like. Note that this may include the branded route name and Quietway logo on a purple strip. While other route types, such as LCN routes, may be signed from Superhighway finger posts, **Quietway routes should only include signing to Superhighways and other Quietways.**



- 4.24** Route confirmatory sign.

Table 41, item 37 'Numbered route for pedal cycles'.

As described in 4.9 above, this is a variant sign for the 'Q symbol' surface markings and should be used where confirmation is needed but the Q symbol cannot be provided. They should also be used as a visual cue for cyclists across signalised junctions.

Route numbers may be provided on coloured patches – which includes use of 'Quietway' purple. A second route, accessible from the first, may be provided in brackets.



- 4.25** As with the other sign types described above, this can include the purple coloured patch for Quietways and rubine red patch for Superhighways.

#### 4.26 Signing cycle routes from other road signs.

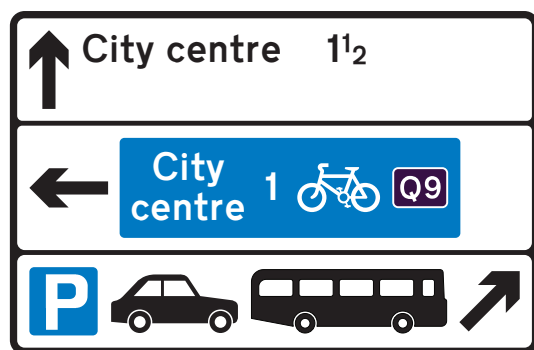
A cycle route may be signed from any road sign to the diagrams shown in Table 45, items 1, 2, 3 and 7. The most pertinent for Quietways is likely to be item 1, 'Sign placed on or near a non-primary route'. This may be divided into sections, one or more of which could incorporate signing to a cycle route in the way shown in TSRGD diagram 2106.1.



A

B

TSRGD (2014) – table 45, item 1



Adapted version of TSRGD (2002) diagram 2106.1 to include Quietway route patch.

#### 4.27 TSRGD table 46, Item 4 describes requirements for the cycle route panel on such a road sign. The route number should have a letter height that is 80% of that used for the main legend on the sign.



## Off-highway signs

**4.28** Signs off-highway are not subject to the same regulations as on-highway signing, and generally will need to conform with branding and standards operated by the managing authority for the park, green space or canal towpath in question. The basic approach is to adapt Quietway branding elements to existing signing.

**4.29** Use of the on-highway toolkit is, however, an option for parks and other green spaces. The standard Quietway sign may be appropriate for wider paths in open spaces, where cycling speeds are higher – potentially at the ‘gateway’ between the space and the highway. A simple, highways standard direction sign, mounted on a wall or fence, or a route confirmatory sign on an existing pole, may also be appropriate. Use of this signing where a route runs for a short distance through a park can help to maintain the consistency of signing through the Quietway route.

**4.30** In most cases, the Quietway logo and/or the route number on a purple patch should be incorporated into existing signing. This may be done with finger posts, showing a Quietway route in one direction on one finger with one or two locations on the route and the time to destinations. Examples adapted to Royal Parks, Canal and River Trust, Clapham Common and Legible London signing systems are shown below.



Regent's Canal towpath – Legible London adapted finger post.



Kensington Palace – adapted confirmatory sign.



## Off-highway signs



Regent's Canal towpath – finger post.



Regent's Canal towpath – Legible London adapted finger post.



Clapham Common – standard sign at edge of public highway.



Kensington Park – adapted existing highway sign at edge of park.

## Off-highway signs



Kensington Palace – Royal Parks green finger post with Q number.



Kensington Palace – Royal Parks black finger post with Q number and logo.



Deptford Creek Development – adapted confirmatory sign.



**4.31** In calculating riding times on off-highway sections of Quietway, 8mph should generally be applied. This is appropriate for canal towpaths and many other width-constrained and shared path contexts. In some instances, 10mph may be more appropriate in a park setting.

**4.32** With the agreement of the managing authority, other types of sign in off-highway environments may be adapted to include the Quietway branding. This should ideally comprise the Quietway logo and route number on a purple patch, but either one may be omitted to fit the sign design. An example of an adapted Canal and River Trust 'Thank you for slowing down' sign is shown above right.

**4.33** Direction signs in off-highway environments are generally only needed at decision-points and at the points of access to the route. Repeaters are optional – adapting existing signs with the Quietway branding to act as repeaters on a route is preferred to introducing new signs.



Hampstead Heath – adapted confirmatory sign.



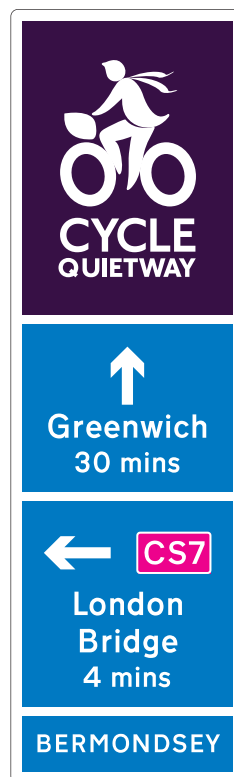
Regent's Canal – adapted confirmatory sign.



Hampstead Heath – non prescribed.

## Quietway links

**4.34** As described in chapter 2, the Quietway network will be comprised of individually numbered end to end routes. In some instances, especially in central London, there may be the need for short 'Quietway links' between these numbered routes. These links will adopt the same signing requirements as shown on full numbered routes, but with the removal of the Q symbol from all signage and the removal of the route number from all road markings (see right).

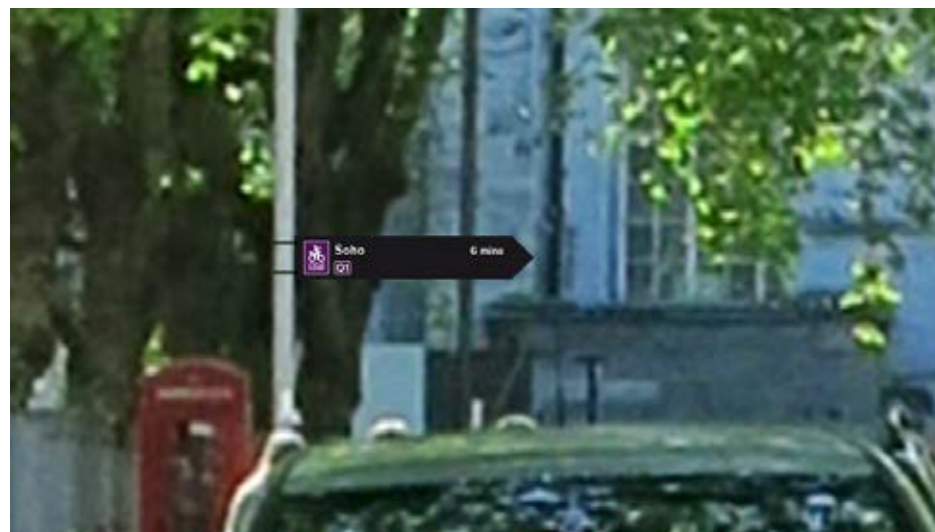
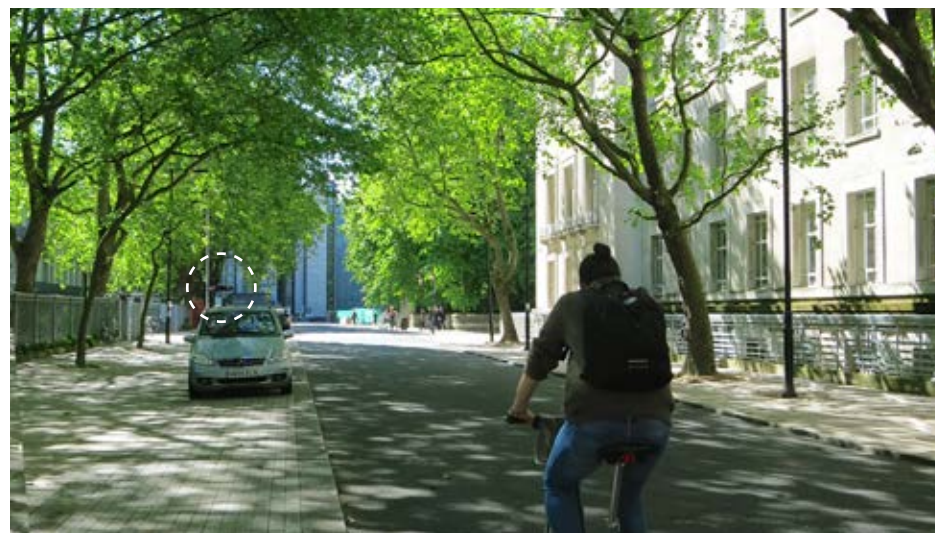


Upper Berkeley Street – Q link.



## Locations where special considerations apply

**4.35** Variations from the preferred direction sign and marking types set out in this document are permitted in areas subject to local design guidance, such as conservation areas. Where surface markings cannot be used, directional information should be conveyed using any sign type permitted by such guidance or as otherwise specified by the relevant highway authority. The Quietway branding may, for example, be adapted to existing finger posts to give directions and, where necessary, reassurance.



Montague Street – heritage finger post.

# Chapter 5

## Procedures for preparing a signing schedule



## Procedures for preparing a signing schedule

- 5.1** A signing schedule should be prepared for each Quietway route through collaboration between the relevant authorities and TfL. This should take account of and maintain appropriate continuity with existing and known future signing of cycle routes. Signing to Superhighway and Quietway routes should be provided. Signing to Greenway, NCN and LCN routes from Quietways is not required, but those routes should be assessed as part of the audit of local signs.
- 5.2** For Quietway routes, the default position is that signs and markings provided according to requirements set out in this document should replace existing signs and markings. This applies, for example, to sections of existing LCN routes that have become parts of Quietways. However, a signing audit should take place in order to identify existing signs, and to assess whether they should be replaced or be removed.
- 5.3** To undertake such an audit, designers should identify existing routes, networks and links within 0.5km of the Quietway route, and record the signing of these routes on base plan. Joining, leaving and crossing points should be identified from site observations and user representative input, with the aim of facilitating the safe and convenient movement of cyclists on to, along and off the Quietway. Special attention should be given to each end of the route to promote onward journeys.
- 5.4** Existing sign posts and lamp columns close to potential decision points should also be assessed and recorded on the base map. Where road signs generally need replacement or upgrade then this should also be noted – there may, in some locations, be benefit in incorporating wayfinding to and from Quietways into existing road signs rather than proposing a new sign.
- 5.5** Strategic (primary and secondary) destinations should be identified. The strategic (cycling) destinations for London are listed in the table at the end of this document. Other local destinations not included in this table can also be used to complement the strategic ones and provide a comprehensive signing service for each route. Alternatives such as these should be proposed and agreed with TfL.
- 5.6** A diagram or set of diagrams should be produced for the whole route, showing locations proposed for new and upgraded direction signs, including the destinations to be signed in each case.
- 5.7** On Quietway direction signs located outside of the Central London Grid area, one, two or three destinations may be signed in any one direction, as taken from the table on the following pages. The sign should include corresponding journey times in minutes and the next destination at the top of the sign.
- 5.8** The Central London Grid will form a dense network of Quietway and Superhighway routes with many interconnections. Within the Grid, only the nearest primary destination should be shown for each orientation arrow on standard route direction signs. This will help to keep the length of the signs to a minimum and avoid unnecessary clutter where multiple routes converge.
- 5.9** Place holder: Legible London – we are still considering how to tie in with Legible London and would value your comments.

| Main primary   | Other primary   | Local main  |  | Other local  | Supplementary   |
|--|---|---|--|--|---|
| Up 30 mins (6 miles)   | Up to 15 mins (3 miles)   | Up to 10 mins (2 miles)   |  |  |   |
| Barking<br>Brixton<br>Bromley<br>Camden Town<br>Canary Wharf<br>Carshalton<br>Central London (for use in outer London only)<br>The City<br>Croydon<br>Ealing<br>Edgware<br>Enfield<br>Greenwich<br>Hammersmith<br>Harrow<br>Hounslow<br>Ilford<br>Kingston<br>Lewisham<br>Richmond<br>Romford<br>Stratford<br>Sutton<br>Uxbridge<br>Walthamstow<br>Wandsworth<br>Wembley<br>West End (Inner only)<br>Wimbledon<br>Wood Green<br>Woolwich | (High) Barnet<br>Battersea<br>Bexleyheath<br>Catford<br>Clapham<br>Crystal Palace<br>Elephant & Castle<br>Eltham<br>Feltham<br>Finchley<br>Finsbury Park<br>Hackney<br>Hayes (Middx)<br>Heathrow Airport<br>Highgate<br>Kensington (N-S only)<br>Kilburn<br>King's Cross<br>Orpington<br>Paddington<br>Peckham<br>Tottenham<br>Twickenham<br>Streatham<br>Victoria<br>Westminster | Acton<br>Angel<br>Archway<br>Bank<br>Barnes<br>Brent Cross<br>Bethnal Green<br>Camberwell<br>Charing Cross<br>Covent Garden<br>Crouch End<br>Dalston<br>Deptford<br>Euston<br>Finchley<br>Fulham<br>Hampstead<br>Hendon<br>Highgate<br>Holborn<br>Holloway<br>Hyde Park<br>Liverpool Street<br>London Bridge<br>Oval<br>Marylebone<br>Muswell Hill<br>New Cross<br>New Malden<br>Norbiton<br>Putney<br>Regents Park | Shepherds Bush<br>Soho<br>Southall<br>Stoke Newington<br>Surbiton<br>Teddington<br>Thamesmead<br>Tower Bridge<br>Vauxhall<br>Whitechapel | Aldgate<br>Bankside<br>Barbican<br>Barnsbury<br>Bermondsey<br>Bethnal Green<br>Blackfriars<br>Bloomsbury<br>Borough<br>Cannonbury<br>Clerkenwell<br>Farringdon<br>Finsbury<br>Fitzrovia<br>Guildhall<br>Hornsey<br>Hoxton<br>Islington<br>Kennington<br>Mayfair?<br>Monument<br>Moorgate<br>Newington<br>Osterly<br>Pimlico<br>Rotherhithe<br>South Bank<br>Southwark<br>Stepney<br>Temple<br>Walworth | Examples:<br>Parks<br>Shopping centres<br>Sports centre<br>Stations (see note 5)<br>Tourist attractions<br>Named cycle routes eg<br>Thames Cycle Route<br>Roding Valley Way<br>Wandle Trail<br>Waterlink Way<br>Thames bridges eg<br>Tower Bridge<br>OR<br>eg use (via Hyde Park) |

Outside GLA boundary

| Main primary  | Other primary  | Local main                          |  | Other local | Supplementary |
|---|--|-------------------------------------|--|-------------|---------------|
| Up 30 mins (6 miles)  | Up to 15 mins (3 miles)  | Up to 10 mins (2 miles)             |  |             |               |
| Dartford<br>Leatherhead<br>Redhill<br>Sevenoaks<br>Staines<br>Tilbury<br>Watford<br>Windsor | Basildon<br>Epping<br>Epsom<br>Esher<br>Leatherhead<br>Potters Bar<br>Rickmansworth<br>Waltham Abbey | Bushey<br>Elstree<br>Epsom<br>Ewell |  |             |               |



# Chapter 6

## Sign use specification





## Sign use specification

| Street type        | Scenario                           | Signing required                                 | Visual example |
|--------------------|------------------------------------|--|----------------|
| Public highway     | Mid link                           | Q symbol   | page 44        |
| Public highway     | Priority junction (minor to major) | Standard, Q symbols, arrow                       | page 45        |
| Public highway     | Priority junction (major to minor) | Standard, Q symbols, arrow                       | page 46        |
| Public highway     | Priority junction (passing)        | Cycle symbol                                     | page 47        |
| Public highway     | Crossing (informal)                | See through confirmatory, Q symbol               | page 48        |
| Public highway     | Crossing (parallel zebra)          | See through confirmatory                         | page 49        |
| Public highway     | Crossing (toucan)                  | See through confirmatory                         | page 50        |
| Public highway     | Crossing (parallel signalised)     | See through confirmatory                         | page 51        |
| Public highway     | Signalised (minor)                 | See through confirmatory                         | page 52        |
| Public highway     | Signalised (major)                 | Standard, see through confirmatory, cycle symbol | page 53        |
| Public highway     | Offset junction (priority)         | Map, see through confirmatory, Q symbols, arrow  | page 54        |
| Public highway     | Offset junction (crossing)         | Map, see through confirmatory, Q symbols         | page 55        |
| Public highway     | Offset junction (signalised)       | Map, see through confirmatory, Q symbols         | page 56        |
| Public highway     | Connection                         | Standard   | page 57        |
| Towpath            | Mid link                           | Non prescribed                                   | page 58 and 59 |
| Towpath            | Connection                         | Non prescribed                                   | page 60        |
| Local park         | Mid link                           | Non prescribed                                   | page 61        |
| Local park         | Connection                         | Non prescribed                                   | page 62 and 63 |
| Royal park         | Mid link                           | Non prescribed                                   | page 64 and 65 |
| Royal park         | Connection                         | Non prescribed                                   | page 66        |
| CoL park           | Mid link                           | Non prescribed                                   | page 67        |
| CoL park           | Connection                         | Non prescribed                                   | page 68        |
| Housing land (LA)  | Mid link                           | Non prescribed                                   | page 69        |
| Private land       | Mid link                           | Non prescribed                                   | page 70        |
| Shared use footway | Mid link                           | Context specific based on materials              | page 71        |
| Shared use footway | Connection                         | Context specific based on materials              | page 72        |

## Upper Berkeley Street



Public highway, mid link – Q symbol.



## London Lane junction with Martello Street



Public highway, priority junction (minor to major) – standard, Q symbols, arrow.



## Martello Street junction with London Lane



Public highway, priority junction (major to minor) – standard, Q symbols, arrow.



## Childers Street junction with Etta Street



Public highway, priority junction (passing) – cycle symbol.



## De Beauvoir Road junction with Northchurch Road



Public highway, crossing (informal) – see through confirmatory, Q symbol.



## Manor Road



Public highway, crossing (parallel zebra) – see through confirmatory.

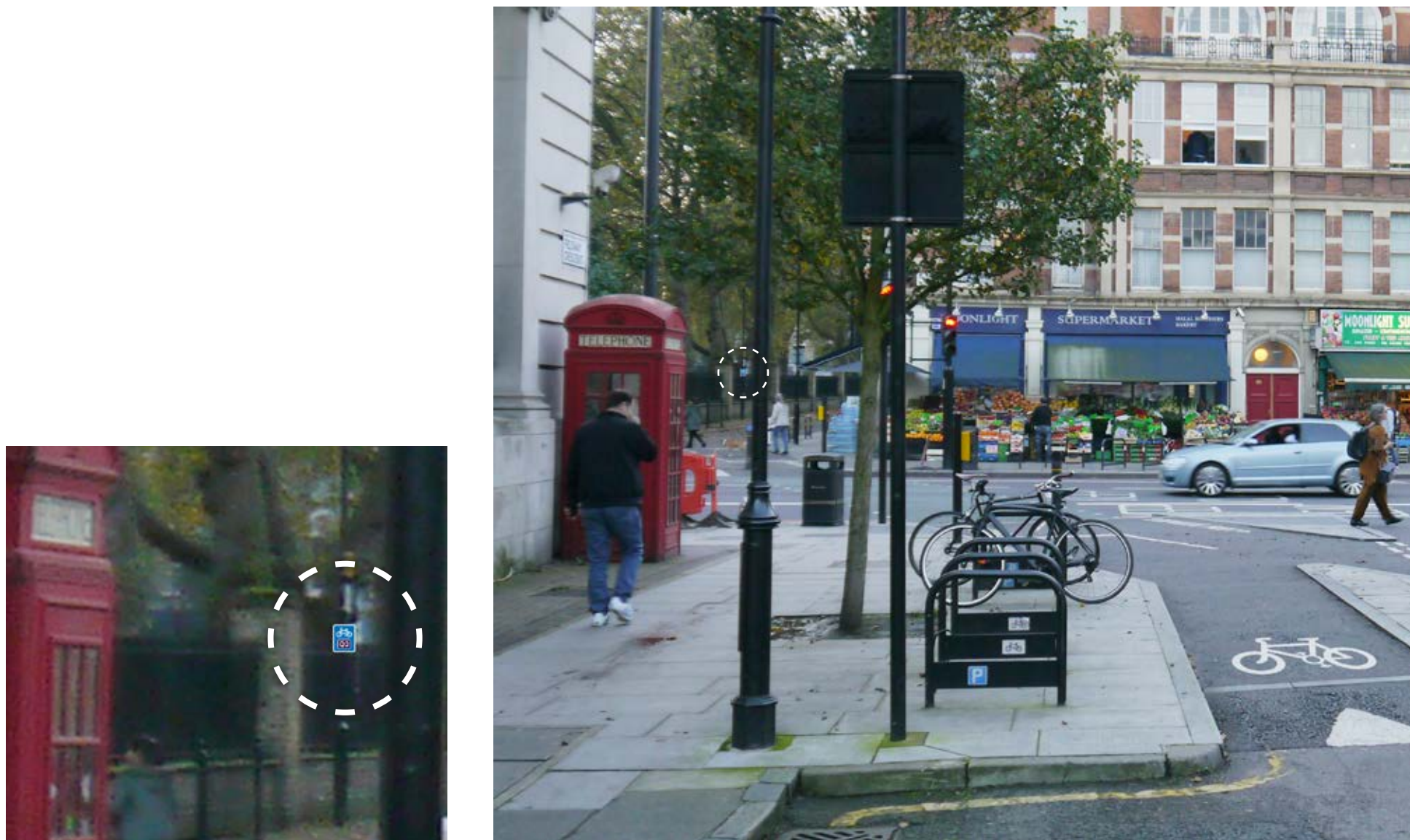
## Queen Street



Public highway, crossing (toucan) – see through confirmatory.



## Fieldway Crescent junction with Madras Place and Holloway Road



Public highway, crossing (parallel signalised) – see through confirmatory.

## Cornwall Road junction with Stamford Street



Public highway, signalised (minor) – see through confirmatory.





## Theobald's Road junction with Lambs Conduit



Public highway, signalised (major) – standard, see through confirmatory, cycle symbol.



## Hamilton Street junction with Deptford High Street



Public highway, offset junction (priority) – map, Q symbols, arrow.



## Deptford Church Street junction with Coffey Street



Public highway, offset junction (crossing) – map, see through confirmatory, Q symbols.



## Mare Street junction with London Lane



Public highway, offset junction (signalised) – map, see through confirmatory, Q symbols.



## Chiswell Street junction with Moor Lane



Public highway, connection – standard.



## Regent's Canal towpath



Towpath, mid link – non prescribed.



## Regent's Canal towpath



Towpath, mid link – non prescribed.



## Regent's Canal towpath



Towpath, connection – non prescribed.



## Clapham Common



Local park, mid link – non prescribed.



## Clapham Common



Local park, connection – non prescribed.

## Clapham Common



Local park, connection – non prescribed.



## Kensington Palace



Royal park, mid link – non prescribed.



## Kensington Palace



Royal park, mid link – non prescribed.

## Kensington Palace



Royal park, connection – non prescribed.



## Hampstead Heath



City of London park, mid link – non prescribed.



## Hampstead Heath



City of London park, connection – non prescribed.



## Law Street



Housing land (LA), mid link – non prescribed.



## Deptford Creek Development



Private land, mid link – non prescribed.



## Surrey Canal Road



Shared use footway, mid link – shared use marking.



## Surrey Canal Road junction with Trundley's Road



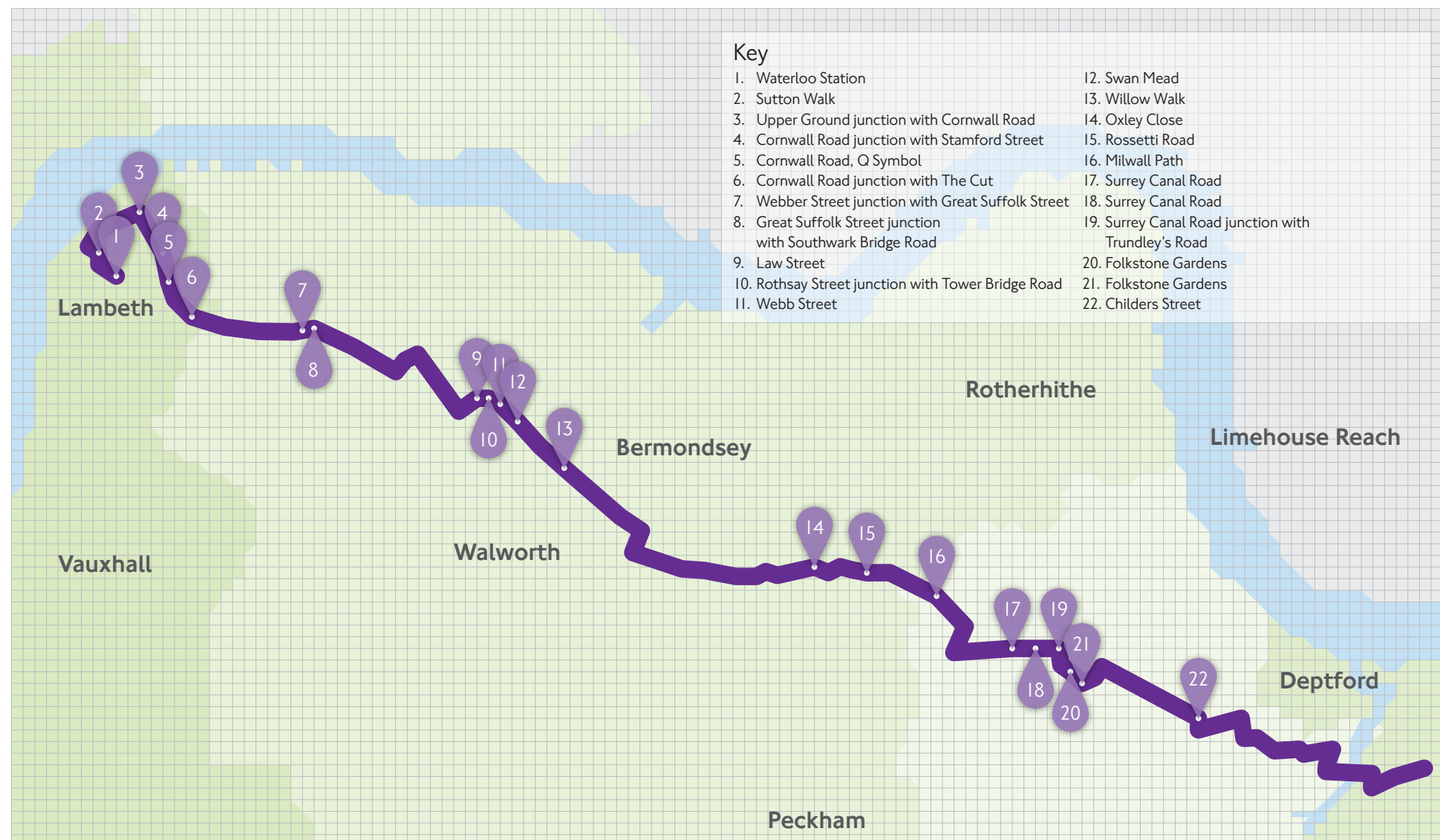
Shared use footway, offset crossing (informal) – map, see through confirmatory, shared use marking.

# Chapter 7

## Quietway 1: case study



## Quietway 1: Between Waterloo and Greenwich case study

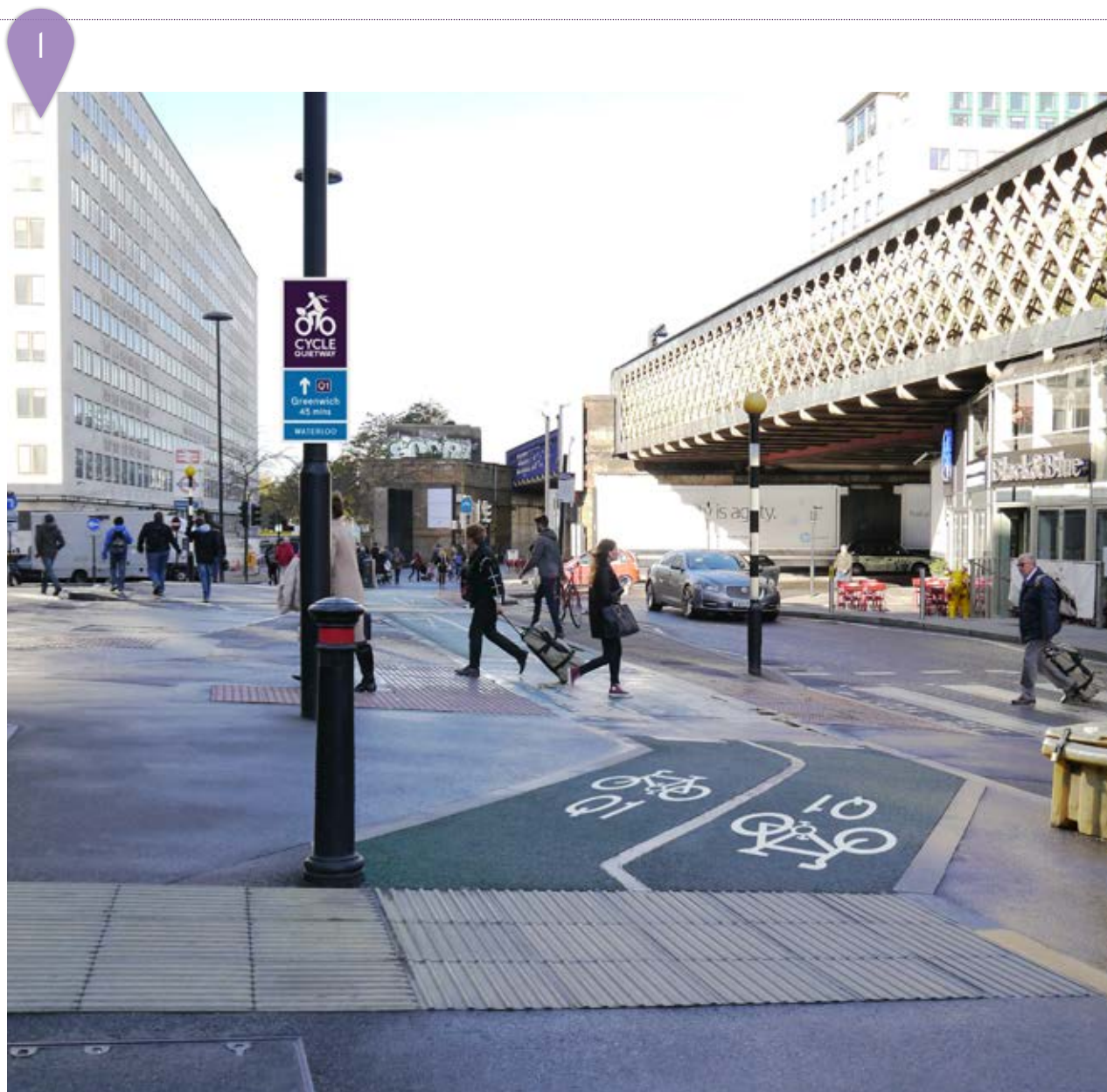




## Quietway 1: Waterloo Station

This section outlines the variety of signage needed to complete a comprehensive wayfinding scheme for the new Quietway routes.

As a pilot scheme we have used a route that addresses all locations that demand wayfinding solutions through a variety of scenarios and urban environments.



Route start/end – standard, see through confirmatory, Q symbols.

## 2 Quietway 1: Sutton Walk



Shared use path – context specific based on materials.



### 3 Quietway 1: Upper Ground junction with Cornwall Road



Major to minor – standard.



#### 4 Quietway 1: Cornwall Road junction with Stamford Street



Signalised junction (minor) – see through confirmatory.



## 5 Quietway 1: Cornwall Road



Mid link – Q symbols.



## 6 Quietway 1: Cornwall Road junction with The Cut



Signalised junction at connection – standard, Q symbols.



## 7 Quietway 1: Webber Street junction with Great Suffolk Street



Minor to major – standard, Q symbols, arrow, see through confirmatory.

## 8

## Quietway 1: Great Suffolk Street junction with Southwark Bridge Road



Signalised junction connection – standard.



## 9 Quietway 1: Law Street



Mid link – Q symbols.



## 10 Quietway 1: Rothsay Street junction with Tower Bridge Road



Uncontrolled crossing – see through confirmatory.



## II Quietway 1: Webb Street



Housing land – confirmatory.



## 12 Quietway 1: Swan Mead



Housing land – Q symbols, confirmatory.



## 13 Quietway 1: Willow Walk



Past parking bays – cycle symbols.



## 14 Quietway 1: Oxley Close



Housing Estate – Q symbols, confirmatory.



## 15 Quietway 1: Rossetti Road



Major to minor – standard.



## 16 Quietway 1: Millwall Path



Private land – standard.



## 17 Quietway 1: Surrey Canal Road



Shared footway crossing – see through confirmatory.



## 18 Quietway 1: Surrey Canal Road



Shared footway mid link – shared use marking with Q number.



## 19 Quietway 1: Surrey Canal Road junction with Trundley's Road



Shared footway to uncontrolled crossing – map, shared use marking with Q number, see through confirmatory.



## 20 Quietway 1: Folkstone Gardens



Local park approach to uncontrolled crossing – map, non prescribed shared use marking with Q number, see through confirmatory.



## 21 Quietway 1: Folkstone Gardens



Local park path – non prescribed shared use marking with Q number.



## 22 Quietway 1: Childers Street



Public highway to local park path – Q symbol, confirmatory, non prescribed shared use marking with Q number.

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## Appendix

# Preferred products and performance specifications

The basic elements of the Quietways brand identity.





## The Quietways logotype

The logo has been created as a digital artwork and should not be recreated or altered in any way. To obtain digital files, please contact TfL Corporate Design.

The primary (preferred) use of the logo is the boxed colour version for two or more colour printing. The black and white version should only be used when colour printing is not available. The primary logo negative should only be used on dark backgrounds.

Please ensure sufficient contrast with backgrounds for legibility and compliance with TfL accessibility guidelines.

[tfl.gov.uk/corporatedesign](https://tfl.gov.uk/corporatedesign)

The icon may be used as a background illustrational image (except on signage), but in these instances it must also appear with the Primary logo in colour.

Primary logo colour



Primary logo black



Primary logo negative\*



Icon as illustration



Clear space



| A | | A |

A = minimum X, maximum 2X

The Quietway logo should never be reproduced in print at a width less than 20mm.

The logo should never be reproduced for onscreen use at a width less than 68 pixels.

Minimum size

| 20mm |



| 68 pixels |

\* Please note, the black background behind the logo in this example is for illustrative purposes only and is not part of the logo.

## Quietways colour

On-highway signage will generally use the Quietway purple and DfT blue. Other colours may be required in certain circumstances, such as the Cycle Superhighway magenta, and the relevant guidelines should be adhered to for those applications.

Colours for off-highway and non-prescribed use may depend on the location. Seek guidance from the relevant authority, such as Royal Parks or the Canal and River Trust.

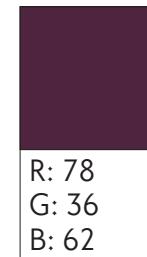
For all other applications, such as printed posters and communication materials, refer to the specification here, and in other relevant guidelines, such as TfL's Colour standard:

<https://www.tfl.gov.uk/cdn/static/cms/documents/tfl-colour-standard.pdf>

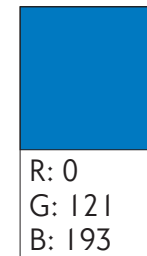
Colour specifications for Department for Transport signs can be found here:

<https://www.gov.uk/traffic-sign-images>

### Primary logo colour: Cycle Quietway Purple



### Secondary colour: DfT Blue





## Quietways typeface

The primary font for on-highway use is Transport. For full guidance on how to use the Transport font please refer to:

[www.gov.uk/working-drawings-for-traffic-signs](http://www.gov.uk/working-drawings-for-traffic-signs)

Further guidance on the design and layout specifications for on-highway signage can be found here:

<http://tsrgd.co.uk>

(Traffic Signs Regulations and General Directions)

Off-highway and non-prescribed use will depend on the location, using either Transport, New Johnston, or seek guidance from the relevant authority, such as Royal Parks or the Canal and River Trust.

For all other applications, such as printed posters and communication materials, use New Johnston. Please refer to the relevant TfL standard for each application:

<https://www.tfl.gov.uk/info-for/suppliers-and-contractors/design-standards>

Type  
face

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz  
1234567890

## Quietways signage basics

In most instances, signage should conform to DfT standards for on-highway applications as outlined elsewhere in this document. Off-highway and non-prescribed applications will need to conform to the relevant guidelines depending on location, such as Royal Parks or the Canal and River Trust. The type of signage required in each scenario is outlined elsewhere in this document.

The Quietways standard and map signs should conform to DfT standards in the application of typography, direction arrows, and number patches. The application of the Quietways Brand panel, the direction panel or map panel, and the location panel, is shown here.

The standard and map signs should always be produced at a width of 350mm. The height will vary depending on the information displayed.

The Quietways Brand panel should always include the maximum 2X clear space as defined on page 99.

Positioning and height clearance of signs should always conform to DfT standards.

If you have any queries please contact

TfL Corporate Design:

**Phone 020 7126 4462**

**Internal (64462)**

Map sign



Single destination



Double destination



Treble destination



Brand panel

Map/destination panel(s)

Location panel