

## Central London Cycle Grid

### Cycle Route from Fitzrovia to Pimlico (“Quietway 88”)

#### Public Consultation Report (Stage 1 Feasibility)

This report summarises public consultation undertaken during design development (Stage 1 Feasibility) of a proposed cycle route from Fitzrovia to Pimlico (“Quietway 88”), developed as part of the Central London Cycle Grid.

#### Background

Westminster City Council, in partnership with Transport for London and other local authorities, is supporting the delivery of the proposed Central London Cycle Grid, which comprises Quietways and Cycle Superhighways.

A proposed Quietway cycle route from Fitzrovia to Pimlico seeks to improve the provision for cycling along quieter streets, particularly for people wishing to avoid some of the busier main roads in the area.

The section of this route consulted on within the City of Westminster is approximately 4km in length. The streets affected by these proposals are Cleveland Street, Mortimer Street, Berners Street, Wardour Street, Whitcomb Street, Pall Mall East, Trafalgar Square, Spring Gardens, The Mall, Horse Guards Road, Storey’s Gate, Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street.

This proposed route will intersect with the proposed East-West Cycle Superhighway at Birdcage Walk, which is being delivered by Transport for London. To the north, this route will connect with a proposed Quietway from Edgware Road to Fitzrovia, which was consulted on in autumn 2015. To the south, this route will connect with Cycle Superhighway 5 along Bessborough Gardens and Vauxhall Bridge Road, which has recently been implemented by Transport for London.

As part of the assessment of the feasibility of this proposed Quietway cycling route, public consultation was undertaken in December 2015 to February 2016. Public consultation sought the views of residents, visitors, business owners and other interested groups to support the development and delivery of the Central London Cycle Grid. As Quietways are intended to attract new, less confident and beginner cyclists to make short trips by bicycle, engagement was considered key to garnering interest and enthusiasm for the programme of projects, raising awareness, and ultimately, achieving longer term behavioural change.

#### Pre-public consultation

The pre-consultation phase included the following aspects:

- A Public Realm Advisory Group (PRAG) meeting in Westminster City Council
- A Parking Review Group (PRG) meeting in Westminster City Council
- A pre-consultation meeting, inviting key stakeholders to discuss key issues along the route, including Councillors, local Amenity Societies, adjacent managing authorities, Living Streets, London Cycling Campaign, and CTC
- A Design Review by the Sponsor team in Transport for London

#### Public consultation overview

Public consultation started on 18<sup>th</sup> December 2015 and ended on 19<sup>th</sup> February 2016. The standard consultation period of four weeks was extended by Westminster City Council in response to the late delivery of letters over the Christmas period.

The section of the proposed Central London Cycle Grid that was consulted is approximately 4km in length and is due for completion in 2016, subject to the outcome of the consultation.

The findings of the consultation will help shape the design proposals for this section of the Central London Cycle Grid at the next stage of design (stage 2). Proposals presented during public consultation (stage 1 feasibility design drawings) are shown in Appendix A.

## Approach to consultation

Several different approaches were used during public consultation to raise awareness of the Central London Cycle Grid and this Quietway cycling route, in order try to gain a wide range of views and responses. The following methods were used:

- **Letters were sent to stakeholders within a 100m radius along the route of the Quietway including residents, businesses and schools.** The letter is shown in Appendix B. Approximately 10,200 letters were posted. The letter distribution area is shown in Appendix C. Authored by Councillor Heather Acton, Cabinet Member for Sustainability and Parking, the letter helped to explain the proposed specific interventions along the proposed cycle route and their likely impacts. The letter included the web address where design proposals could be seen and commented on. The letter also included information on how to request hard copy plans of proposals.
- **Letters were also emailed to approximately 550 key stakeholders** (including ward Councillors, landowners, adjacent managing authorities, Residents' Associations and schools). The list of stakeholders is shown in Appendix D.
- **Design proposals and a questionnaire were hosted online on Westminster City Council's website.** This included explanatory text and an interactive map of the Quietway route being consulted on. There was an online form (i.e. a questionnaire) to capture comments and responses. The questionnaire included a free form response box to capture as many opinions as possible. **177 people accessed the online questionnaire - of these, 175 completed the questionnaire. 1 paper questionnaire was also submitted.** Only completed questionnaires were retained for analysis. The questionnaire is shown in Appendix E. To help understand opinions, the route was divided into 6 sections:
  - Cleveland Street (Section 1)
  - Mortimer Street and Berners Street (Section 2)
  - Wardour Street and Whitcomb Street (Section 3)
  - Pall Mall East, Trafalgar Square and Spring Gardens (Section 4)
  - The Mall, Horse Guards Road and Storey's Gate (Section 5)
  - Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street (Section 6)
- **Public exhibitions were held on the 30<sup>th</sup> January 2016 and the 3<sup>rd</sup> February 2016 at the Westminster Reference Library, 35 Saint Martin's Street, London WC2H 7HP.** This provided an opportunity for members of the public to view proposals, and to discuss them with the design team. A questionnaire was provided (consistent with the online form) to capture views. **Attendance was low - around 10 people attended these events.**
- Responses were encouraged through the online questionnaire. In addition, an email address and a telephone number were provided to allow respondents to share their views with the design team. **A small number of emails were received** (Appendix F).
- Westminster City Council's Policy, Performance and Communications team issued press releases and used social media to encourage awareness of the consultation.

## Findings

- Respondents indicated that they principally found out about the proposals by:
  - Receiving a letter from Westminster City Council (50)
  - Social Media (39)
  - Websites (18)
  - Word of mouth (47)

These 154 responses accounted for 85% of the 182 answers.

- **Overall, the respondents expressed support for the proposals. Along the length of the route, 55% of respondents stated that they "strongly support" or "tend to support" the proposals and a further 8% stated that they "support some elements but not all". 27% of respondents stated that they "tend to**

**oppose” or “strongly oppose” the proposals. 5% of respondents stated that they “neither support nor oppose” the proposals and finally 5% stated that they “don’t know”.**

Along the route:

- Along Cleveland Street, 59% of respondents stated that they “strongly support” or “tend to support” the proposals. 26% stated that they “tend to oppose” or “strongly oppose” the proposals.
- Along Mortimer Street and Berners Street, 59% of respondents stated that they “strongly support” or “tend to support” the proposals. 25% stated that they “tend to oppose” or “strongly oppose” the proposals.
- Along Wardour Street and Whitcomb Street, 57% of respondents stated that they “strongly support” or “tend to support” the proposals. 29% stated that they “tend to oppose” or “strongly oppose” the proposals.
- Along Pall Mall East, Trafalgar Square and Spring Gardens, 51% of respondents stated that they “strongly support” or “tend to support” the proposals. 29% stated that they “tend to oppose” or “strongly oppose” the proposals.
- Along The Mall, Horse Guards Road and Storey’s Gate, 53% of respondents stated that they “strongly support” or “tend to support” the proposals. 25% stated that they “tend to oppose” or “strongly oppose” the proposals.
- Along Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street, 52% of respondents stated that they “strongly support” or “tend to support” the proposals. 26% stated that they “tend to oppose” or “strongly oppose” the proposals.

**Data analysis and charts summarising this data are shown in Appendix G.**

- Among **Westminster residents** (75 people), there is **support** for the proposals. 53% stated that they “strongly support” or “tend to support” the proposals. A further 5% “support some elements but not all”. 9% stated that they “neither support nor oppose” the proposals. 27% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 6% stated that they “don’t know”.
- Among **non-residents** (101 people), there is **support** for the proposals. 59% stated that they “strongly support” or “tend to support” the proposals. A further 11% “support some elements but not all”. 2% stated that they “neither support nor oppose” the proposals. 24% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 4% stated that they “don’t know”.
- Among respondents who cycle every day or a few times a week (104 people), referred to as ‘**cyclists**’ in Appendix G, there is **strong support** for the proposals. 66% stated that they “strongly support” or “tend to support” the proposals. A further 10% “support some elements but not all”. 2% stated that they “neither support nor oppose” the proposals. 16% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 6% stated that they “don’t know”.
- Among respondents who cycle once a week or less (72 people), referred to as ‘**non-cyclists**’ in Appendix G, there are mixed views with regards to the proposals. 39% stated that they “strongly support” or “tend to support” the proposals. A further 5% “support some elements but not all”. 9% stated that they “neither support nor oppose” the proposals. 43% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 3% stated that they “don’t know”.
- The majority of respondents “agree” or “strongly agree” that their enjoyment of central London and of the City of Westminster is affected by air quality (74%), overcrowded public transport systems (70%), traffic congestion (79%) and road traffic collisions (63%). The majority of respondents also “agree” or “strongly agree” that more people cycling for everyday journeys can help to solve these issues (73%, 71%, 72% and 53% respectively).
- 28% of the respondents stated that in the area being consulted on, the cycling conditions are currently “very good” or “fairly good”, 19% stated that they are “neither good nor poor” and 52% stated that they are “fairly poor” or “very poor”.
- 68% of respondents stated that they “strongly agree” or “agree” that they would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes. 6% stated that they “neither agree nor disagree”, 25% stated that they “disagree” or “strongly disagree”, whilst 1% stated that they “don’t know”.

## Key Themes

A number of key themes were raised during consultation.

- Overall, this **Quietway route has been well received**. This may be due in part to several key attributes of this proposed route:
  - It is a more convenient and direct north-south route through central London and the City of Westminster
  - It connects with key cycle routes: Cycle Superhighway 5 at Vauxhall Bridge Road, the East West Cycle Superhighway at Great George Street, and several Quietways proposed for implementation in 2016 and at later dates.
  - It links up with key destinations such as The Regent's Park, Fitzrovia, Soho, Leicester Square and Trafalgar Square.
- Many people who currently cycle are requesting provision of **space for cycling** for safer and more pleasant conditions for cycling. This can include measures such as segregated cycle tracks, protected space at junctions, early release traffic signals, additional carriageway space and reduced general traffic flows along cycle routes.
- There are calls for additional measures to **reduce a perceived conflict** between road users. This can include measures, subject to funding availability, such as:
  - Shared use area monitoring
  - Modal filtering, delivery consolidation and time-dependent traffic management schemes, to reduce the level of general traffic levels and congestion within the City of Westminster
  - Education of road users and additional focus on enforcement of existing rules
- There are concerns over the **behaviour** of certain road users. This can include motorists travelling too fast, pedestrians stepping into the carriageway without looking, or cyclists not stopping at pedestrian crossings.

Among Westminster residents, the major key themes that emerged were:

- Provision of space for cycling, including segregated cycle tracks and protected space at junctions
- Reduction in through motor traffic flows
- Concerns over perceived or real disbenefits for pedestrians (e.g. potential conflicts with cyclists)
- Concerns over perceived or real congestion impacts
- Concerns about the narrow widths of Wardour Street and Whitcomb Street

## Recommendations

The overall response to the proposals was positive with approximately 63% of respondents supporting or partially supporting the proposals. Based on the outcome of consultation, it is recommended to consider the following key issues and proceed to the next stage of design development.

Based on the results of the consultation, the following considerations should be reviewed:

### General recommendations

- Consider introducing early release for cyclists on traffic signal controlled junctions along the alignment of the Quietway, where feasible at certain junctions.
- Subject to TfL funding, investigate potential sites for additional cycle parking along this route to cater for the growing numbers of cycle journeys.

### 1. North of Oxford Street

- Consider a connection to and from Marylebone to this Quietway. This would be achieved by a proposed connecting Quietway route along Devonshire Street.
- Consider options to relocate two disabled bays from Cleveland Street in order to reduce vehicular conflict.
- Consider investigating traffic signal changes to the junction of Berners Street / Mortimer Street, and the junction of Mortimer Street / Cleveland Street / Goodge Street, in collaboration with TfL.
- Continue coordination and collaboration with Berners-Allsopp Estate to deliver Cycle Grid proposals along Berners Street.



## **2. Between Oxford Street and East West Cycle Superhighway**

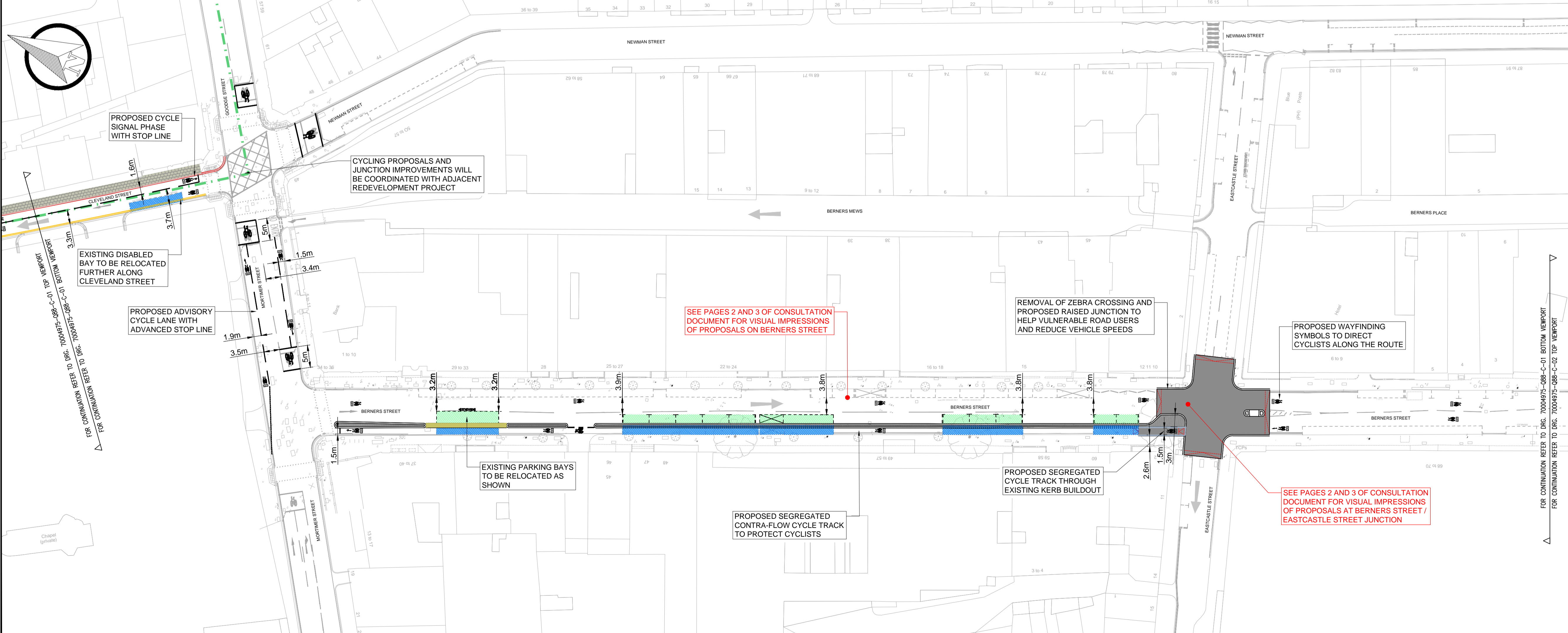
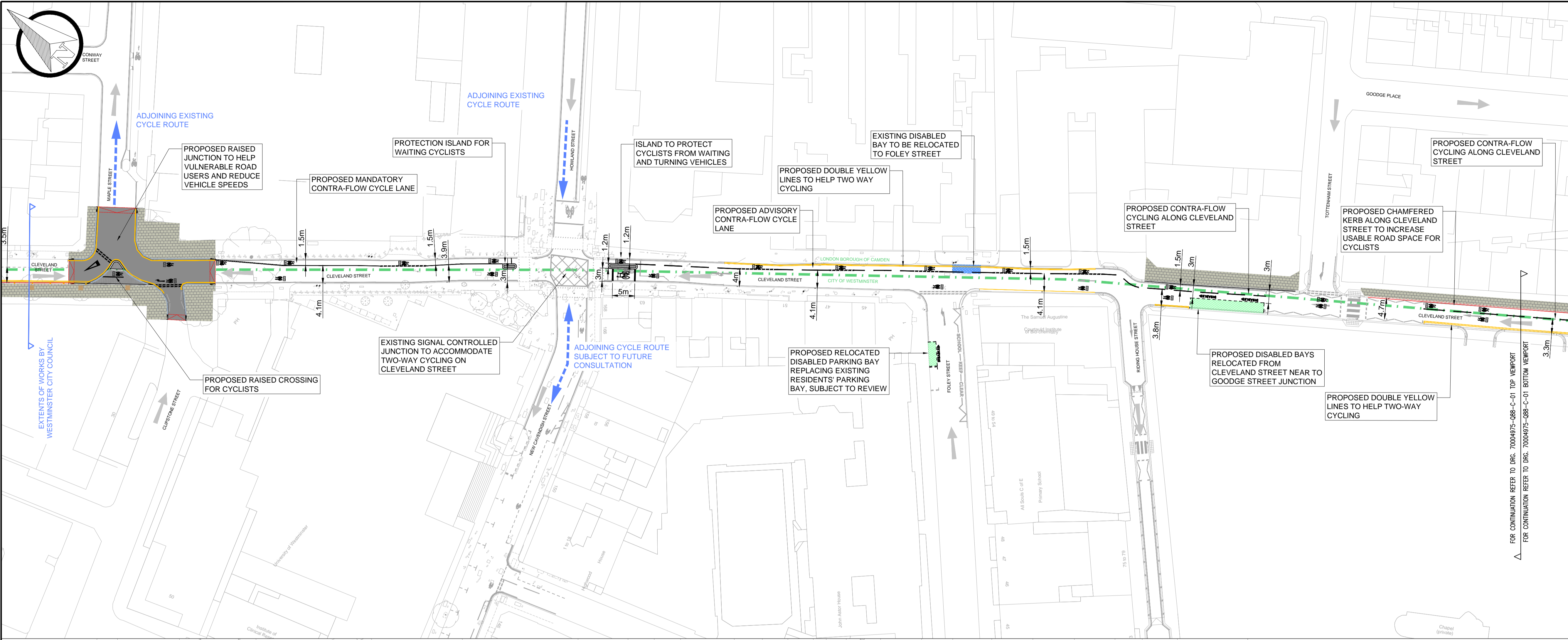
- Subject to TfL funding, consider post-implementation monitoring to assess pedestrian and cycle movements at key locations along this proposed Quietway. This could include monitoring of the proposed shared-use footway around Canada House.
- Subject to TfL funding, additional cycle parking should be investigated along the route to accommodate additional cycle journeys.

## **3. South of the East West Cycle Superhighway**

- Coordinate the linkage between this proposed Quietway with Cycle Superhighway 5 along Vauxhall Bridge Road.

## Appendix A – Proposals presented during public consultation





- KEY**
- PROPOSED RAISED JUNCTION (MATERIAL AND SPECIFICATION STILL TO BE CONFIRMED)
  - PROPOSED 750x600x63mm CONCRETE PAVERS
  - PROPOSED 250x150x100mm GRANITE SETTS
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  - PROPOSED RAMP
  - PROPOSED 300x200mm GRANITE KERB
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  - BOROUGH BOUNDARY
  - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18.12.2015	CEP	INITIAL ISSUE	RH	NW

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**PROJECT**  
CENTRAL LONDON CYCLE GRID  
QUIETWAY ROUTE FITZROVIA TO PIMLICO

**TITLE**  
CLEVELAND STREET TO BESSBOROUGH GARDENS  
WITHIN THE CITY OF WESTMINSTER

**SHEET 1 OF 7**

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# Berners Street

# visual impressions

## Existing



## Proposed





# Berners Street / Eastcastle Street

# visual impressions

## Existing



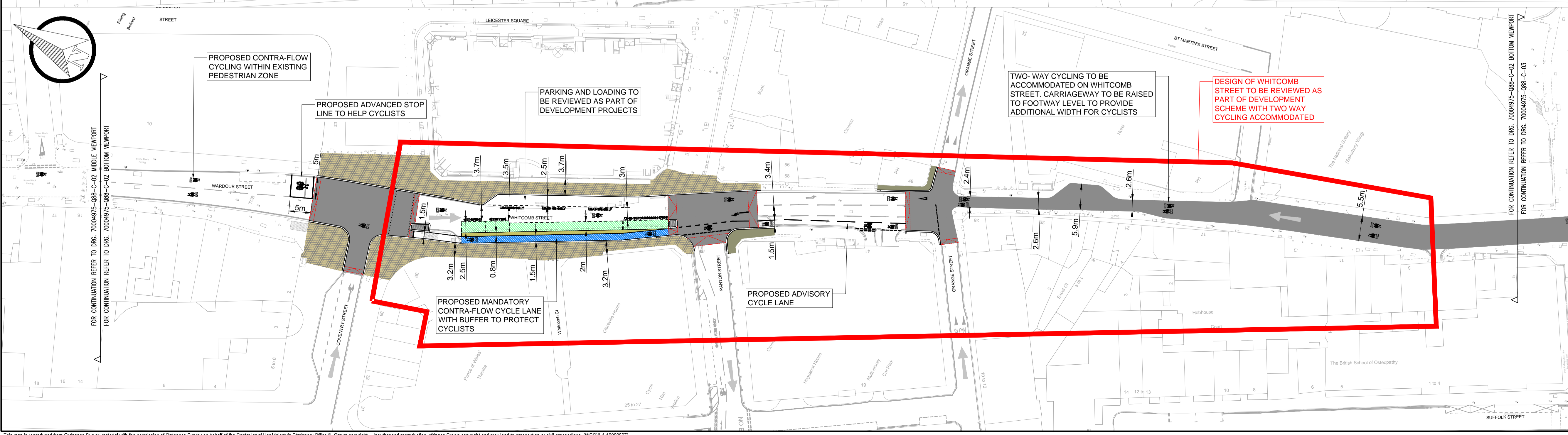
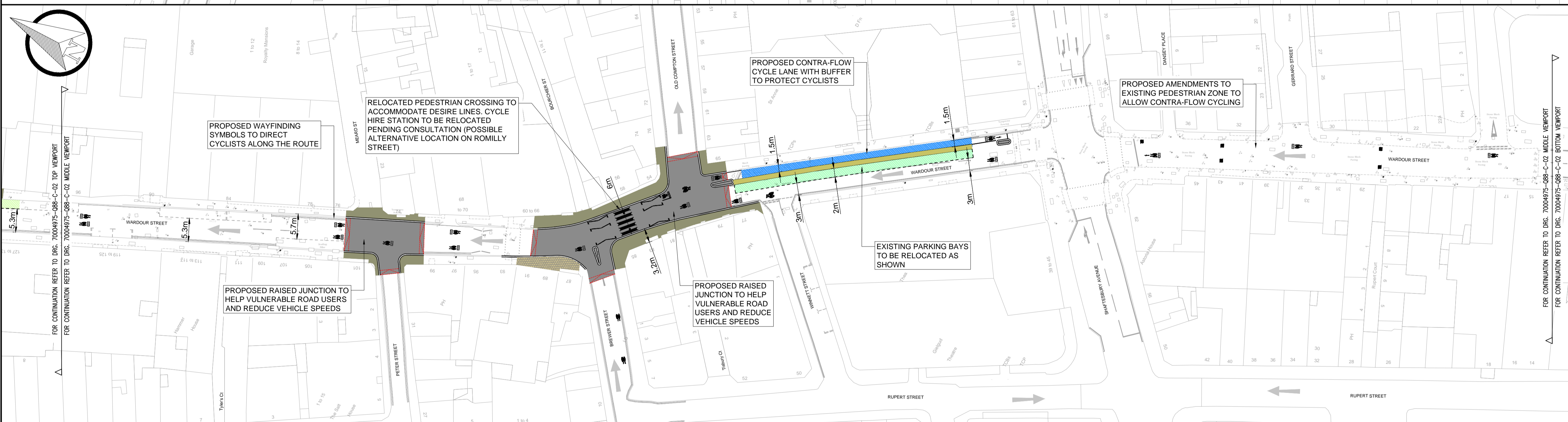
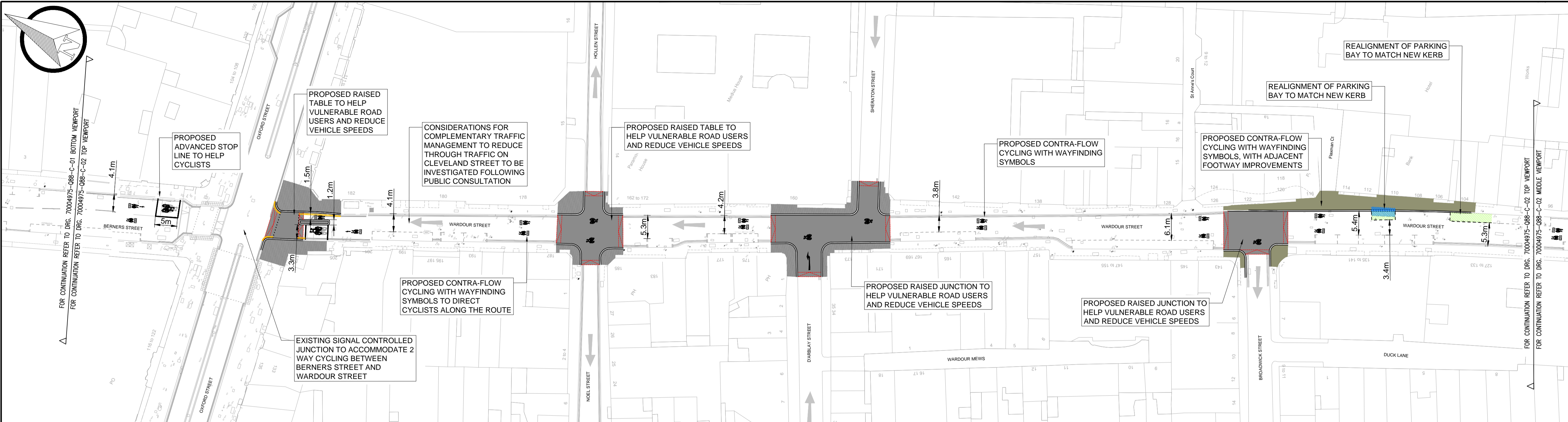
## Proposed



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Possible Design - B





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SHEET 2 OF 7

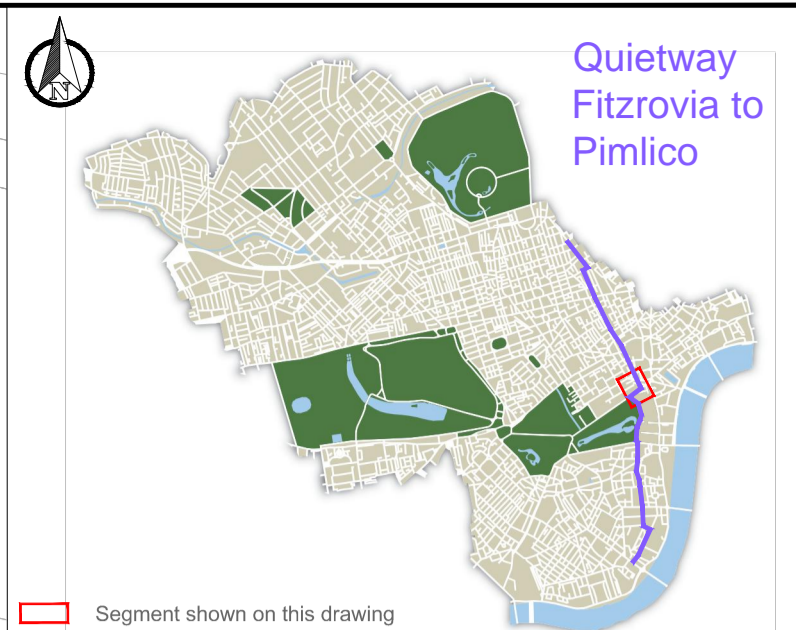
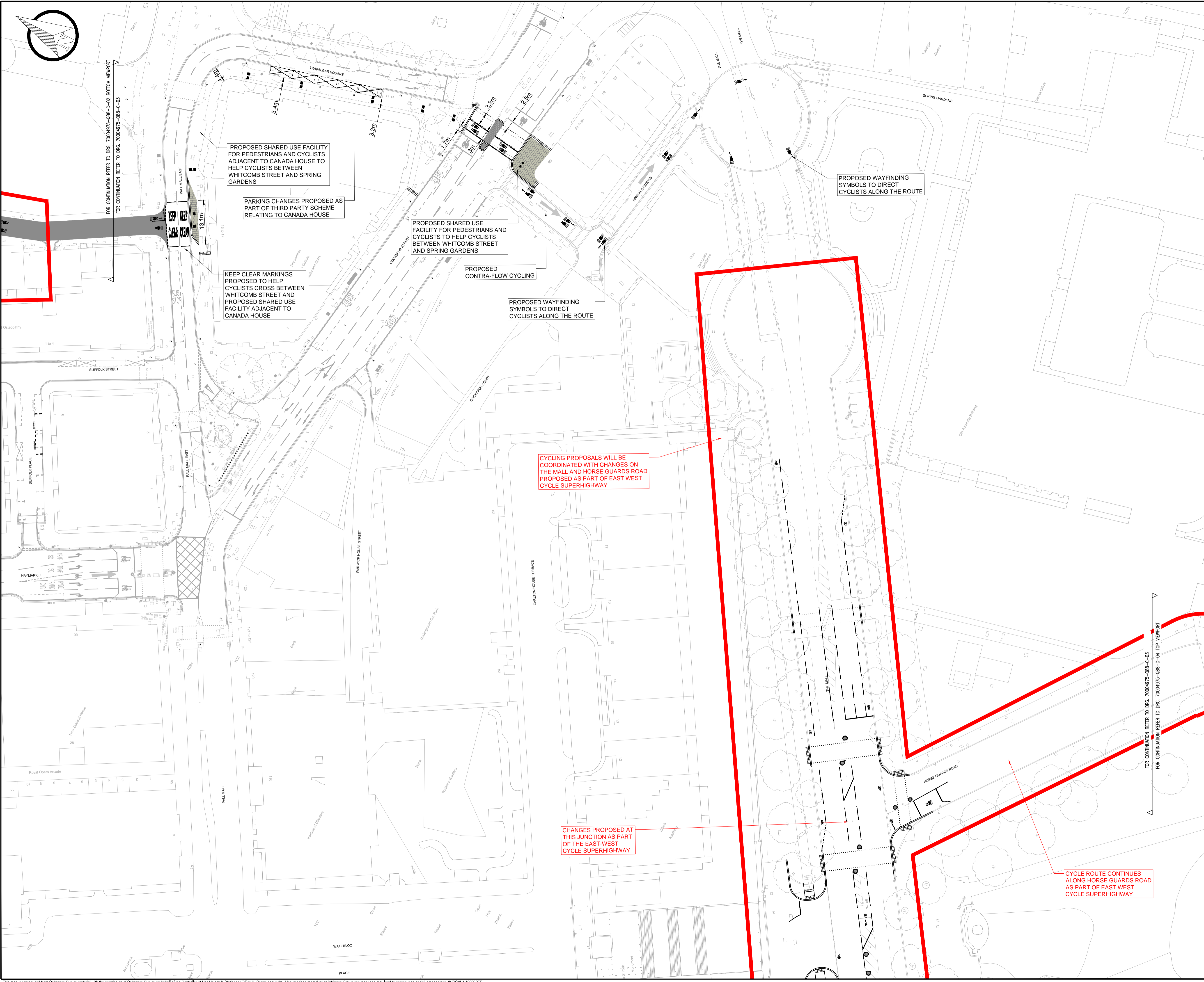
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KEY

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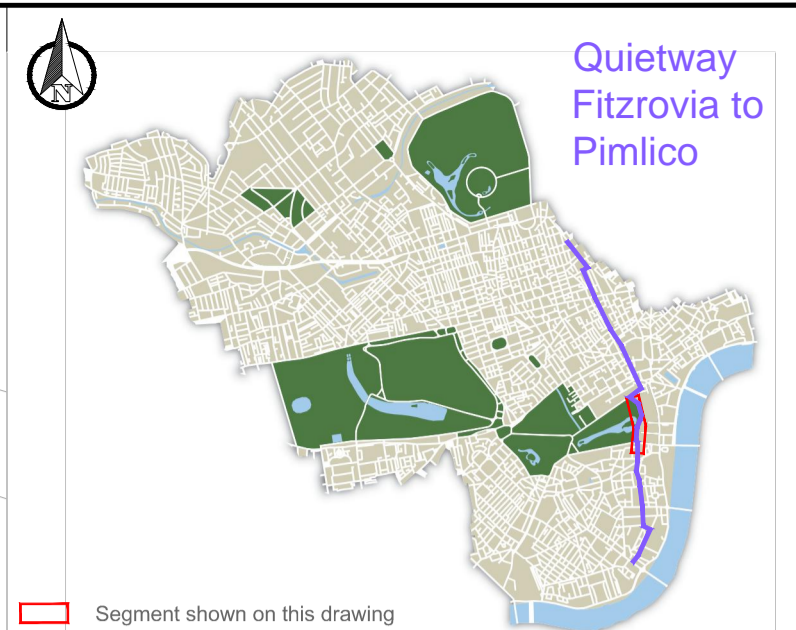
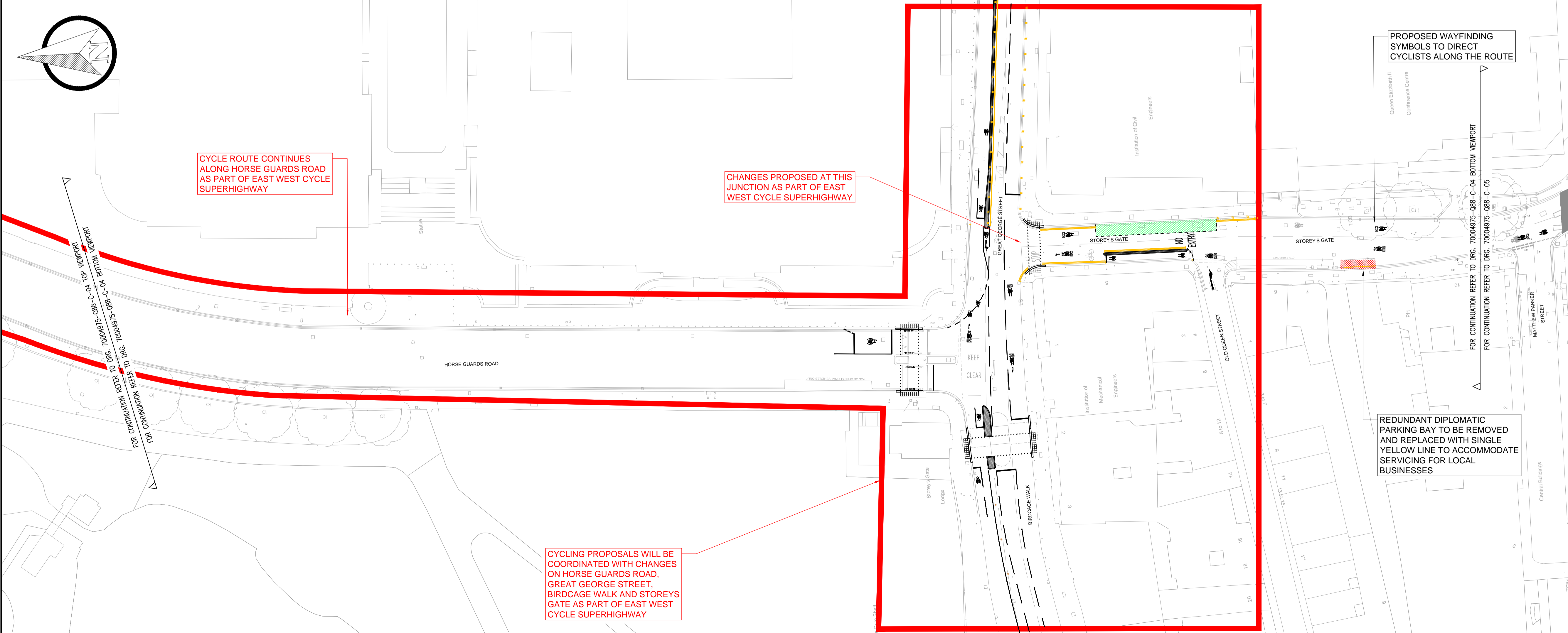
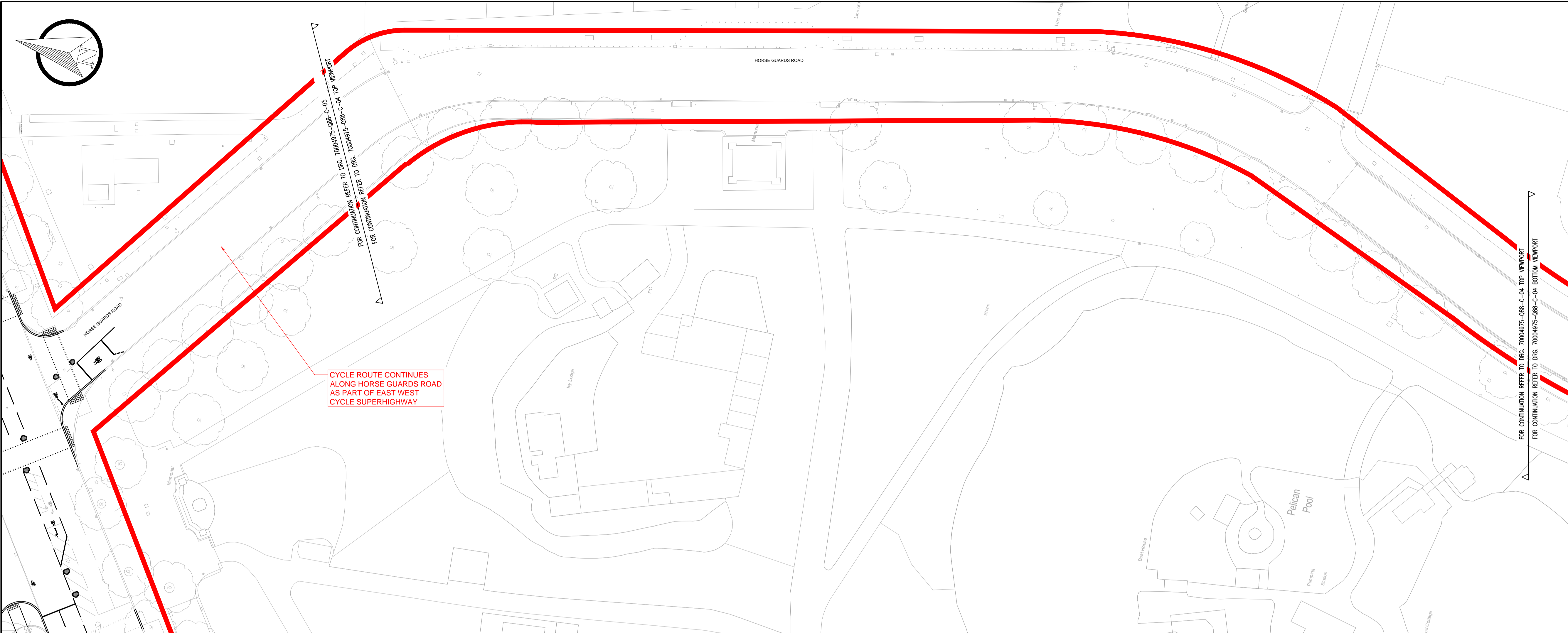
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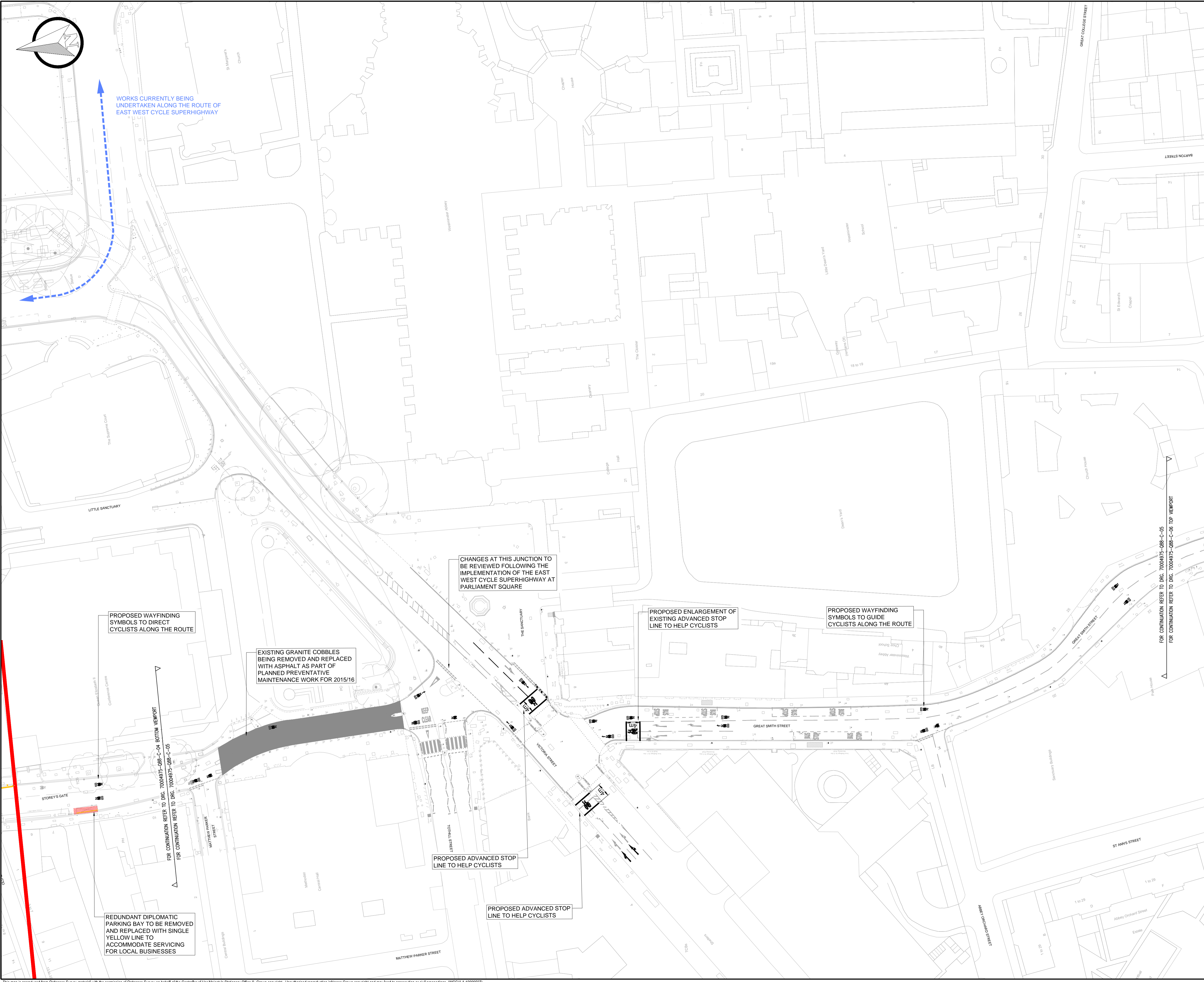
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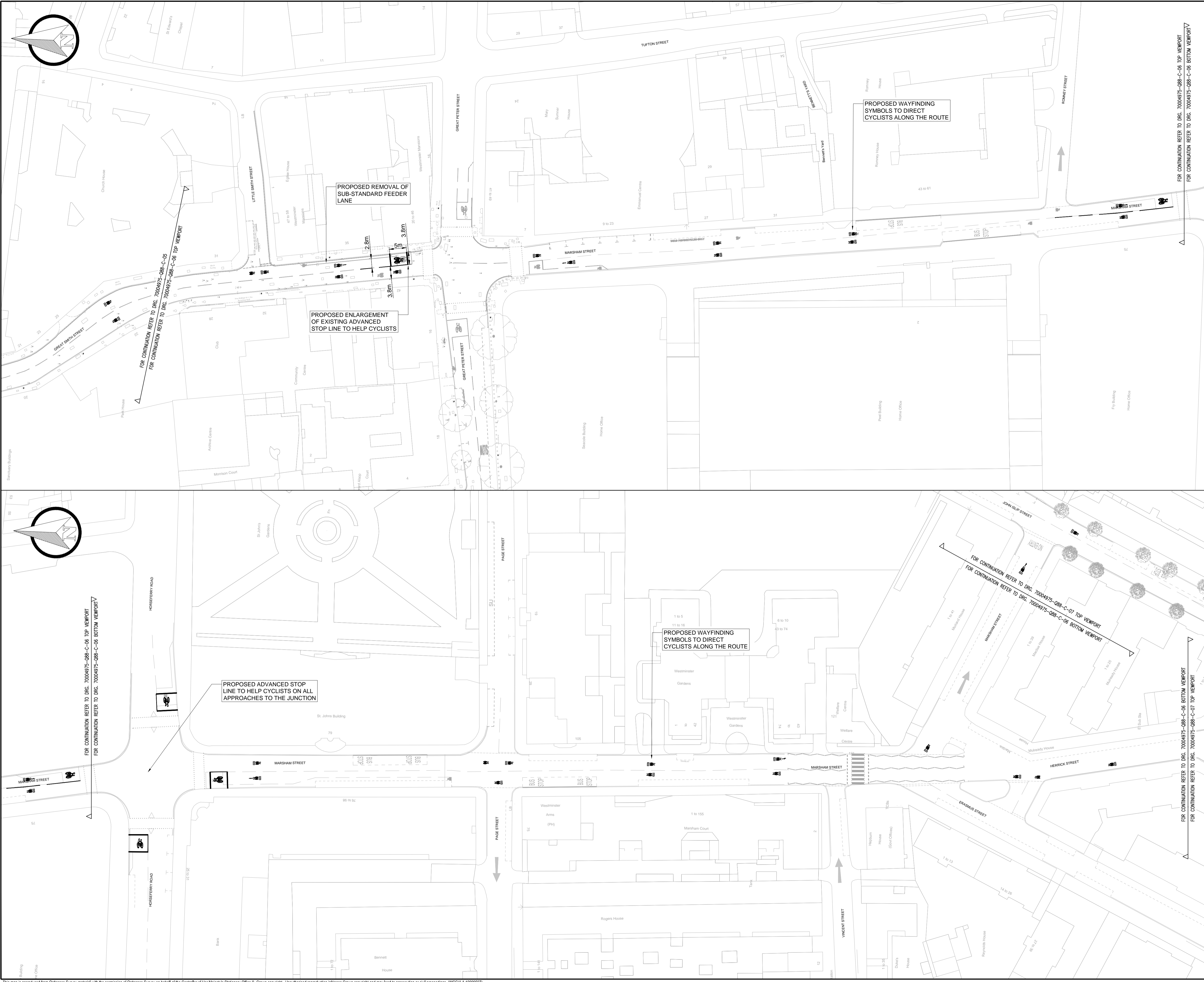
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SHEET 5 OF 7

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DRAWING NO.					REV.
70004975-Q88-C-05					A

T:\20004975 - Quietway 88/E Models and Drawings\Drawings\Stage 1\Current\70004975-Q88-C-05.dwg 18 Dec 2015 - 2:05pm  
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- KEY**
- PROPOSED RAISED JUNCTION (MATERIAL AND SPECIFICATION STILL TO BE CONFIRMED)
  - PROPOSED 750X600X63mm CONCRETE PAVERS
  - PROPOSED 250X150X100mm GRANITE SETTS
  - PROPOSED 750x600x63mm YORK STONE PAVERS
  - PROPOSED FOOTWAY MASTIC ASPHALT
  - PROPOSED BUFF SURFACING
  - PROPOSED RAMP
  - PROPOSED 300x200mm GRANITE KERB
  - PROPOSED 300x200mm CHAMFER KERB
  - PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER
  - PROPOSED YELLOW LINE MARKINGS
  - PROPOSED WHITE LINE MARKING
  - PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
  - PARKING BAYS TO BE RELOCATED
  - PROPOSED/ RELOCATED PARKING BAY
  - PARKING BAY TO BE REMOVED
  - EXISTING DIRECTION OF TRAVEL
  - EXISTING KERB
  - EXISTING LINE MARKING
  - ADJOINING CYCLE ROUTE
  - BOROUGH BOUNDARY
  - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18.12.2015	CEP	INITIAL ISSUE	RH	NW

**CONSULTATION**

25 Mansel Way, London, SE1 1SZ  
www.fonway.co.uk www.wspgroup.com

**Client**

City of Westminster

**Project**

CENTRAL LONDON CYCLE GRID  
QUIETWAY ROUTE FITZROVIA TO PIMLICO

**Title**

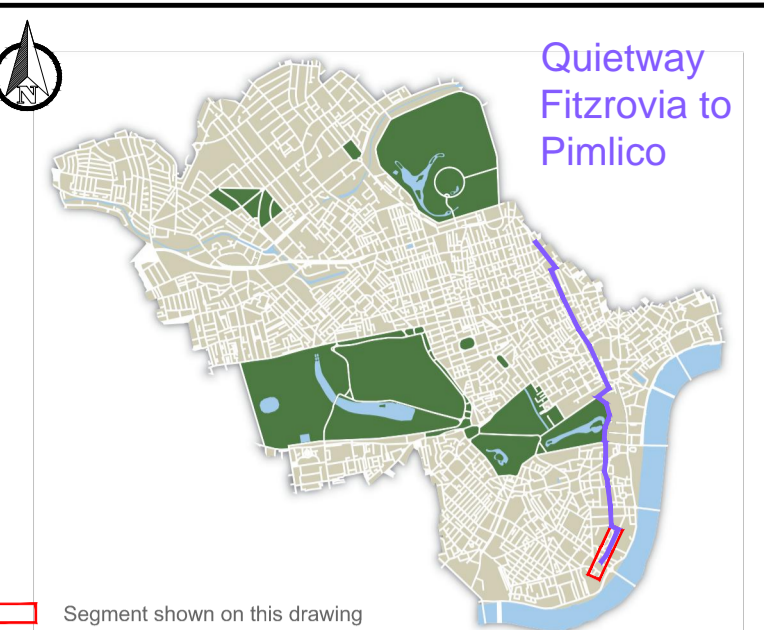
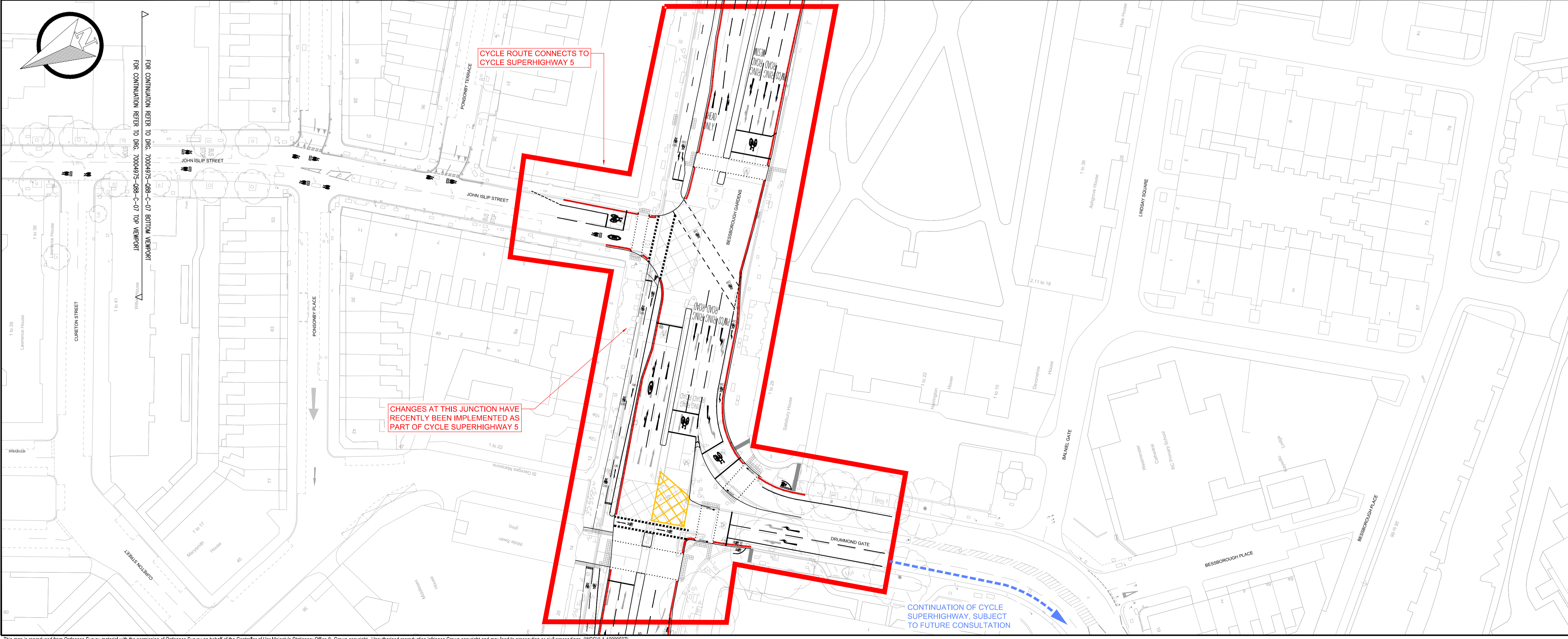
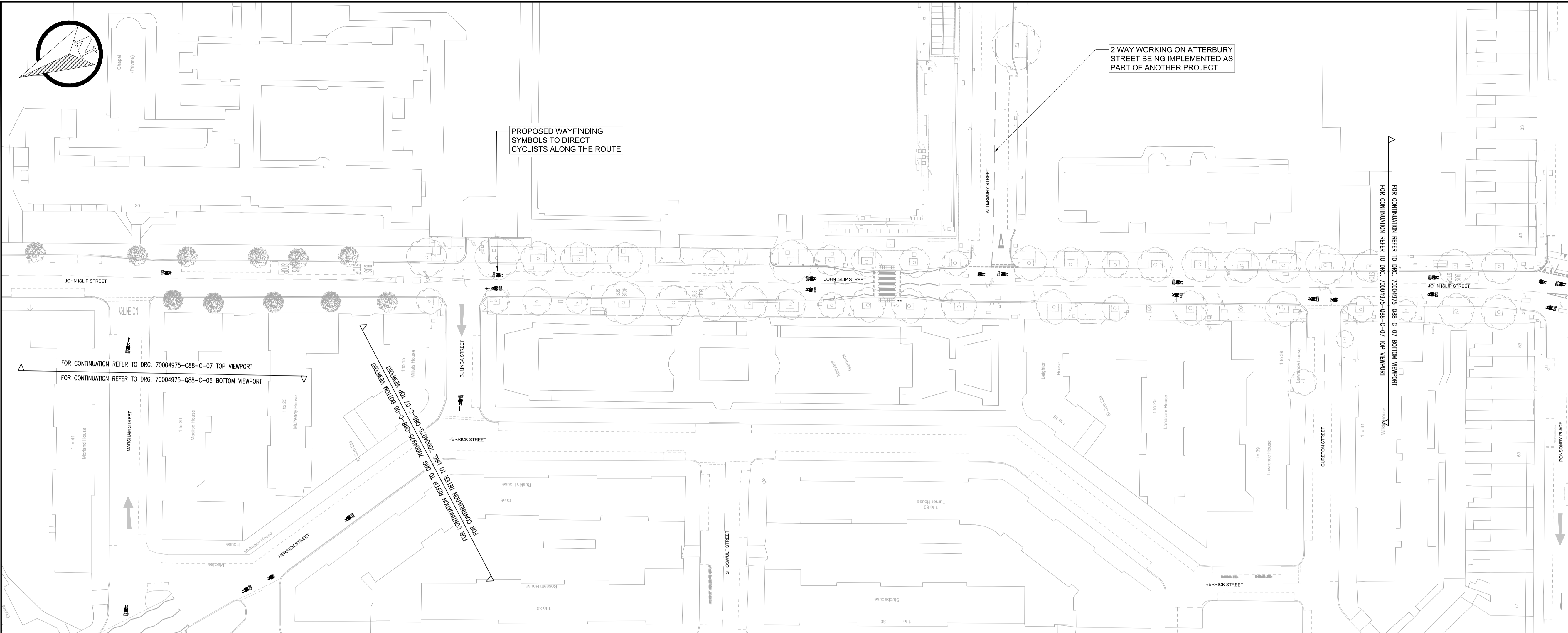
CLEVELAND STREET TO BESSBOROUGH GARDENS  
WITHIN THE CITY OF WESTMINSTER

SHEET 6 OF 7

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	28/10/2015	CDS	RH	NW	A1
JOB No.	FMC PROJECT No.	BREF/DSS No.			
70004975	WWESA1197	BR 15861			
DRAWING No.					REV.
70004975-Q88-C-06					A

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- KEY
- Segment shown on this drawing
  - PROPOSED RAISED JUNCTION (MATERIAL AND SPECIFICATION STILL TO BE CONFIRMED)
  - PROPOSED 750x600x63mm CONCRETE PAVERS
  - PROPOSED 250x150x100mm GRANITE SETTS
  - PROPOSED 750x600x63mm YORK STONE PAVERS
  - PROPOSED FOOTWAY MASTIC ASPHALT
  - PROPOSED BUFF SURFACING
  - PROPOSED RAMP
  - PROPOSED 300x200mm GRANITE KERB
  - PROPOSED 300x200mm CHAMFER KERB
  - PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER
  - PROPOSED YELLOW LINE MARKINGS
  - PROPOSED WHITE LINE MARKING
  - PROPOSED CYCLE SYMBOL (WAYFINDING MARKER TO BE CONFIRMED)
  - PARKING BAYS TO BE RELOCATED
  - PROPOSED/ RELOCATED PARKING BAY
  - PARKING BAY TO BE REMOVED
  - EXISTING DIRECTION OF TRAVEL
  - EXISTING KERB
  - EXISTING LINE MARKING
  - ADJOINING CYCLE ROUTE
  - BOROUGH BOUNDARY
  - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18.12.2015	CEP	INITIAL ISSUE	RH	NW

DRAWING STATUS: **CONSULTATION**

25 Mandel Way, London, SE1 1SZ  
www.fonway.co.uk www.wspgroup.com

CLIENT: **City of Westminster**

PROJECT: **CENTRAL LONDON CYCLE GRID  
QUIETWAY ROUTE FITZROVIA TO PIMLICO**

TITLE: **CLEVELAND STREET TO BESSBOROUGH GARDENS  
WITHIN THE CITY OF WESTMINSTER**

SHEET 7 OF 7

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:500	28/10/2015	CDS	RH	NW	A1
JOB No:	FMC PROJECT No:	BREF/D88 No:			
70004975	VVWESA1197	BR 15861			
DRAWING No:					REV.
70004975-Q88-C-07					A

T:\2004975 - Quietway 881E Models and Drawings\Drawings\Stage 1\Current\70004975-Q88-C.dwg 18 Dec 2015 - 2:07pm

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## Appendix B – Letter



Contact: | cyclegrid@westminster.gov.uk  
Phone: | 020 7641 1109  
Ref: | CLCG\_Q88  
Date: | 18 December 2015

Dear Sir / Madam

### **Consultation on the Central London Cycle Grid (Quietway 88 Fitzrovia to Pimlico)**

Westminster City Council, in partnership with Transport for London and other local authorities, is supporting the delivery of a proposed Central London Cycle Grid. This Cycle Grid is being funded under the Mayor of London's Vision for Cycling, a 10-year plan delivering cycling improvements across London. The plan includes a network of Quietways and Cycle Superhighway routes, providing connected ways for cycling across central London.

This project aims to improve provision for cycling on streets along a proposed route between Fitzrovia and Pimlico. It will benefit all people who want to cycle in the area, particularly those wishing to avoid some of the busier, highly trafficked main roads. Improvements to pedestrian facilities have also been proposed as part of the scheme.

The section of this route being consulted on within the City of Westminster is approximately 4 km in length. The streets affected by these proposals are Cleveland Street, Mortimer Street, Berners Street, Wardour Street, Whitcomb Street, Pall Mall East, Trafalgar Square, Spring Gardens, The Mall, Horse Guards Road, Storey's Gate, Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street.

This proposed route will intersect with the proposed East-West Cycle Superhighway at Birdcage Walk, which is being delivered by Transport for London. To the north, this route will connect with a proposed Quietway from Edgware Road to Fitzrovia, which has been consulted on in Autumn 2015. Details of this previous consultation can be found on our website. To the south, this route will connect with Cycle Superhighway 5 along Bessborough Gardens and Vauxhall Bridge Road, which has recently been implemented by Transport for London.

### **Proposed intervention measures**

The proposed route will run through high profile retail and residential areas in central London. A variety of interventions, including public realm improvements, are proposed to improve the experience for cyclists and pedestrians in these areas.

At the junction of **Cleveland Street** and **Maple Street** we are proposing a raised junction to assist all users. Between **Howland Street** and **Riding House Street**, we are proposing to place double yellow lines on the eastern side of the street to help the flow of traffic; loading and servicing can take place on the western side of the street. Between **Riding House Street** and **Mortimer Street**, we are proposing to install a chamfered kerb along the western side of the street to increase the amount of usable road space for cyclists. Between **Tottenham Street** and **Mortimer Street**, we are proposing to place double yellow lines on the eastern side of the street to help two way cycling. At the junction of **Cleveland Street** and **Mortimer Street**, we wish to introduce a new phase in the signal controlled junction to assist cyclists along this route.

In **Mortimer Street**, we are proposing to introduce cycle lanes to help cyclists between **Cleveland Street** and **Berners Street**. Along **Berners Street** between **Mortimer Street** and **Eastcastle Street**, we are proposing to introduce a segregated cycle lane on the western side of the street for north bound cycles and we are coordinating with the Berners and Allsop Estate project. A raised table is proposed at the junction of **Berners Street** and **Eastcastle Street** to reduce vehicle speeds and to help cyclists and pedestrians cross the road.

Along **Wardour Street** (currently one-way north bound), we would like to introduce two-way cycling through the placement of wayfinding symbols on the road which will provide a direct and convenient connection for local people to make journeys by bicycle. To support this, we are planning to introduce raised tables at all road junctions along **Wardour Street** (except **Winnet Street**) to reduce vehicle speeds and to help cyclists and pedestrians. At the junction of **Brewer Street** and **Wardour Street**, we are proposing to redesign an

existing pedestrian crossing and relocate it to a more convenient location for pedestrians. Between **Old Compton Street** and **Shaftesbury Avenue**, we wish to help cyclists by introducing a separated contra-flow cycle facility between parking bays and the footway. South of **Shaftesbury Avenue**, we propose to amend the existing pedestrian zone to allow two-way cycling at all times.

Along **Whitcomb Street** we are proposing to enable two-way cycling. On the western side of the street between **Coventry Street** and **Panton Street** we propose to have a segregated cycle lane for northbound cyclists. We are proposing a shared surface between **Orange Street** and **Pall Mall**, which will help to reduce vehicle speeds and assist cyclists and pedestrians. Design development will be coordinated with other development schemes in this area.

Adjacent to **Trafalgar Square**, we are proposing a shared use facility around the eastern side of Canada House to help cyclists between **Whitcomb Street** and **Spring Gardens**. As part of these proposals, we also wish to convert an existing pedestrian crossing over **Cockspur Street** into a Toucan crossing, to allow cyclists to share this with pedestrians.

Transport for London, in partnership with The Royal Parks Agency, is undertaking improvements along **The Mall, Horse Guards Road** and **Birdcage Walk** as part of the East-West Cycle Superhighway, and these changes will include new pedestrian crossings.

In **Storey's Gate**, wayfinding symbols on the road are proposed to help direct cyclists along the Quietway. The existing granite cobbles have recently been replaced by asphalt. Minimal interventions are proposed at the junction of **Storey's Gate, Victoria Street** and **Great Smith Street**, whilst we await the implementation of the East West Cycle Superhighway at Parliament Square.

In **Great Smith Street, Marsham Street, Herrick Street, Bulinga Street** and **John Islip Street**, wayfinding symbols on the road are proposed to help direct cyclists along the Quietway. At the junction of **Great Smith Street** and **Horseferry Road**, we wish to introduce Advanced Stop Lines on all four arms of the junction to help cyclists.

**Please tell us what you think**

**We would be grateful if you would visit our online consultation at <https://www.westminster.gov.uk/cycling-consultations> to view the proposal plans and to share your views of these proposals with us. This consultation closes on Monday 8<sup>th</sup> February 2016.**

If you would prefer to view paper copies of proposals, please request these using the contact details on the top of this letter. Please include the reference number CLCG\_Q88 when you contact us.

Public Exhibitions, where you will be able to ask questions and view plans, will be held at Westminster Reference Library, 35 Saint Martin's Street, London WC2H 7HP on:

- Saturday 30<sup>th</sup> January 2016 (10am to 2pm)
- Wednesday 3<sup>rd</sup> February 2016 (4pm to 7pm)

Please visit our website to see more details on this public exhibition.

Yours faithfully,

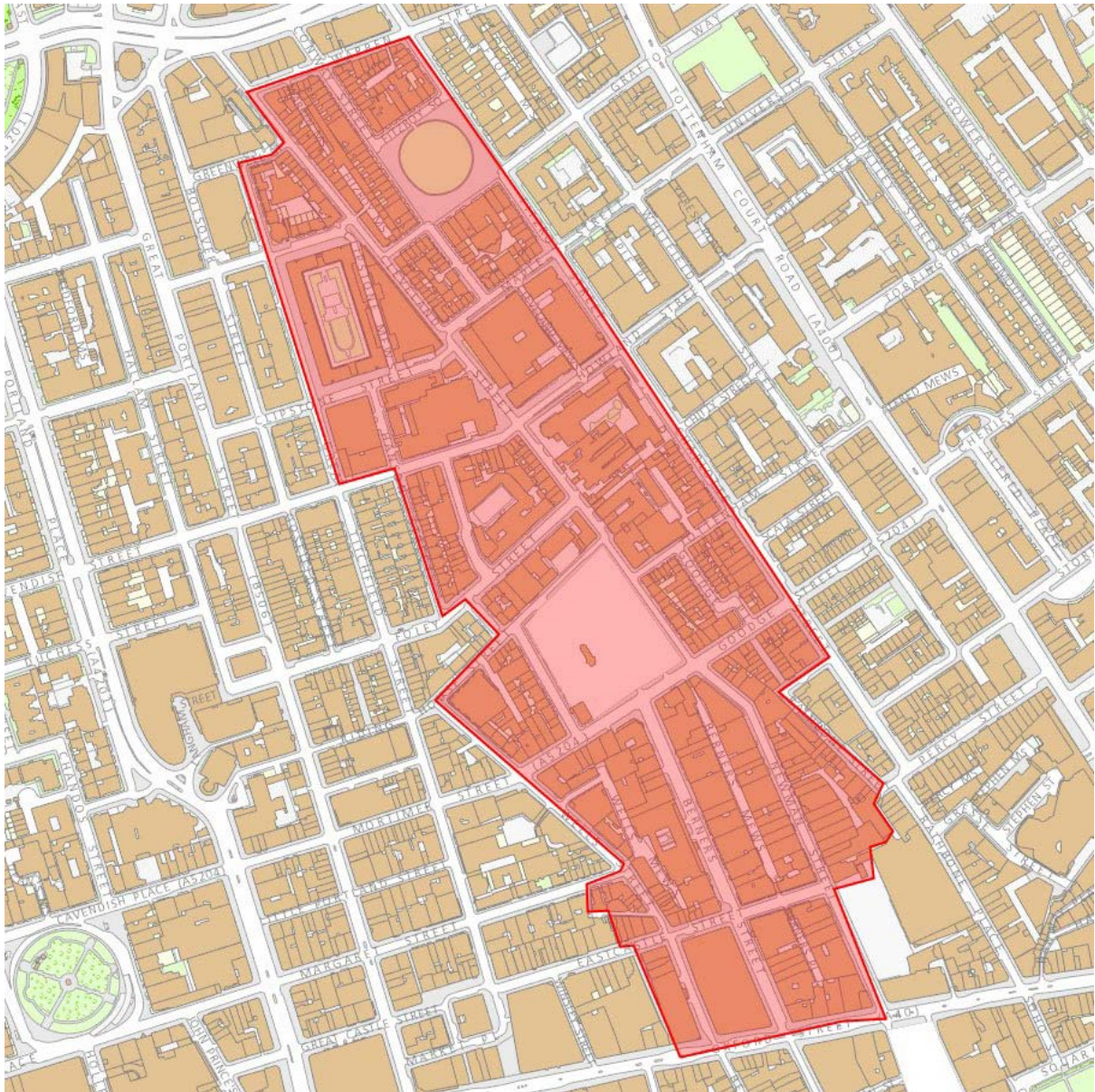
**Councillor Heather Acton**



**Cabinet Member for Sustainability and Parking**

## Appendix C – Extents of Letter Drop

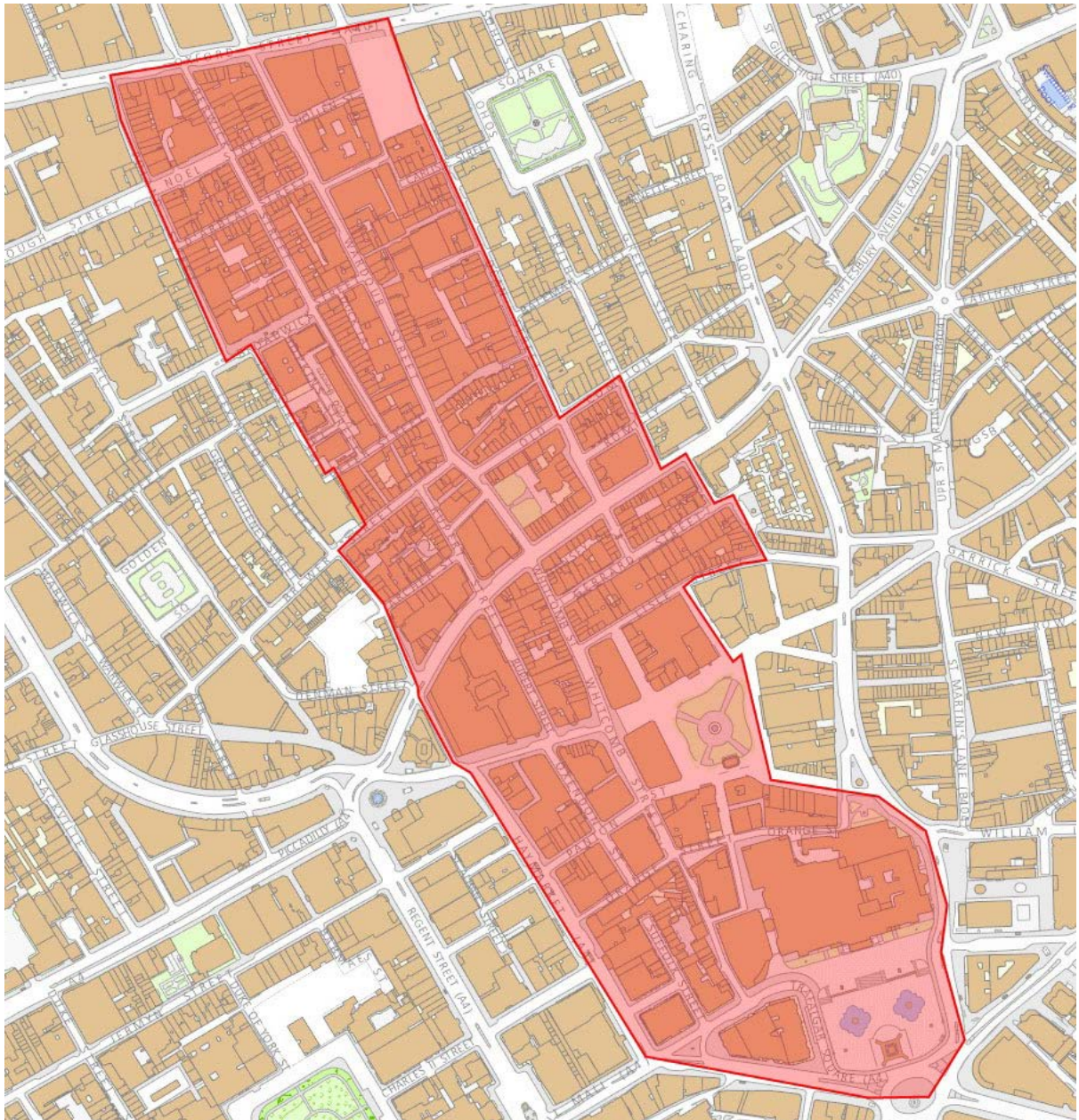




Letter drop zone for Quietway Fitzrovia to Pimlico

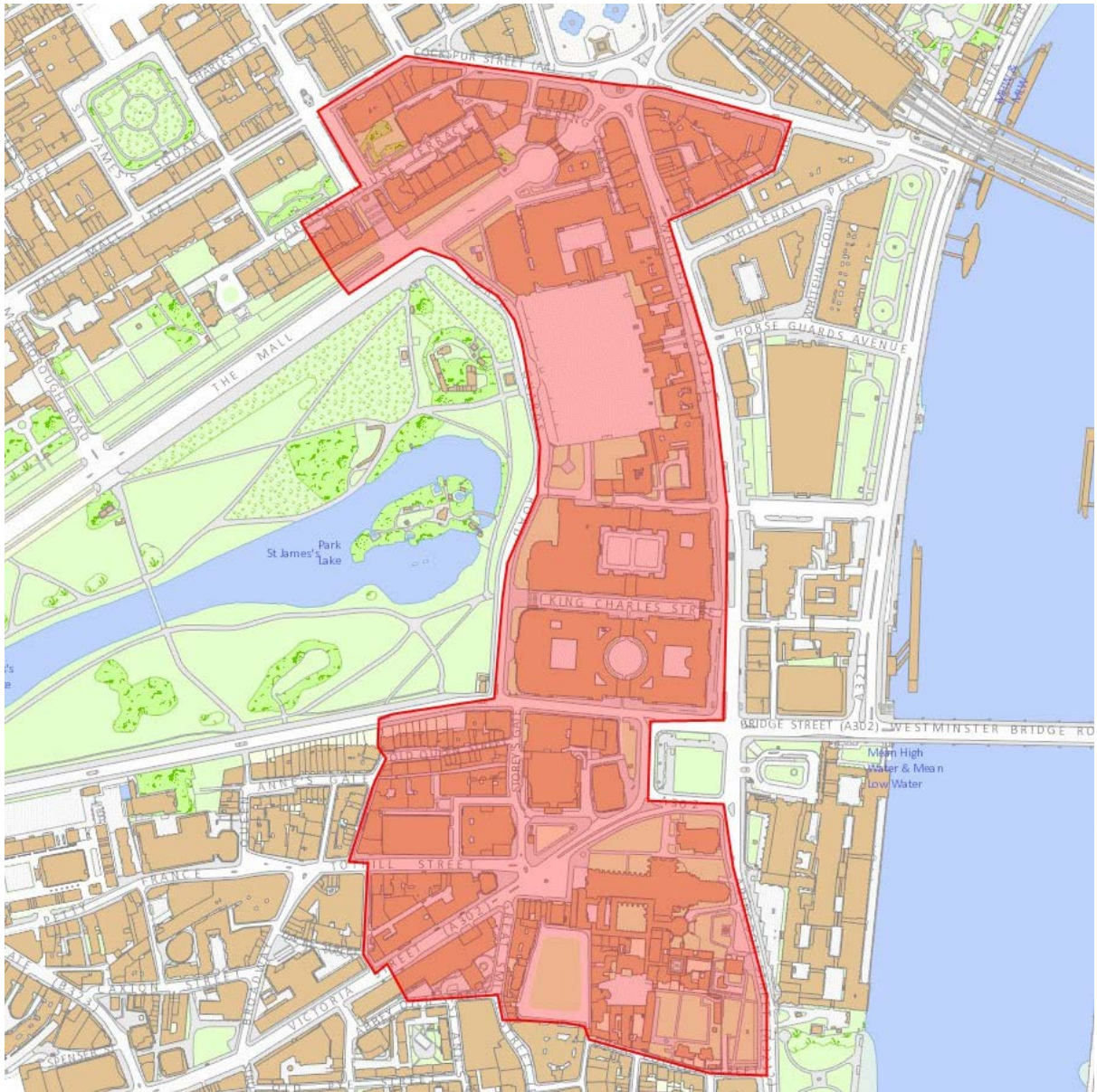
A distance of approximately 100m on either side of the route alignment was defined by Westminster City Council for the letter drop area. The letter drop zone comprises approximately 10,200 addresses.





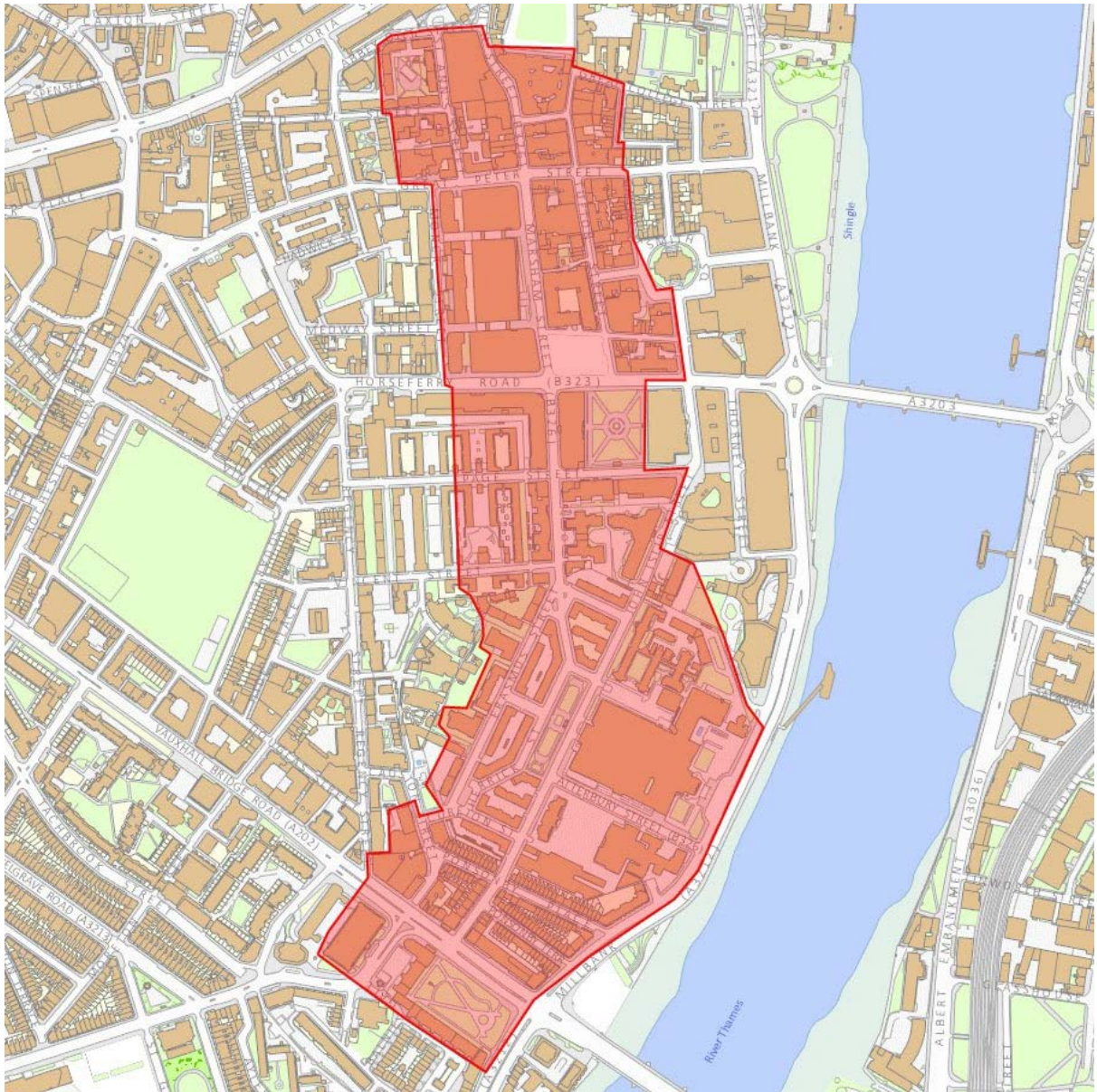
Letter drop zone for Quietway Fitzrovia to Pimlico (continued)





Letter drop zone for Quietway Fitzrovia to Pimlico (continued)





Letter drop zone for Quietway Fitzrovia to Pimlico (continued)

## Appendix D – Key Stakeholders Contacted





	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London (Buses)
	Transport for London (Buses)
	Transport for London Surface Transport Communications
	Transport for London
	Transport for London
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	London Borough of Camden
	The Royal Parks Agency
	The Royal Parks Agency
	The Royal Parks Agency
	The Royal Parks Agency
	The Royal Parks Agency
	Army & Navy Club
	Ashley Gardens Residents' Association
	Bessborough Gardens Estate
	Brunswick & Dalkeith Residents' Association
	Camden Cycling Campaign / Traffic Free Regent's Park
	Chinatown Stake Holders Group
	Fitzrovia Neighbourhood Association
	Leicester Square Association
	Millbank Estate Management Organisation
	Millbank Estate Management Organisation
	Ponsonby Residents' Association
	Residents' Society of Mayfair and St. James's
	Residents' Society of Mayfair and St. James's
	Residents' Society of Mayfair and St. James's
	Siddons and Stirling Residents Association
	Soho Society
	Soho Society
	St. James's Conservation Trust
	St. Marylebone Society
	The Westminster Society
	Vincent Square Residents' Association
	20 is Plenty Campaign
	British Medical Association
	British Telecom National Noticing Centre
	Cab Shelter Fund
	Cable and Wireless
	Camden Cycling Campaign
	Chelsea College of Arts

	Chelsea College of Arts
	Confederation of Passenger Transport UK
	CTC
	EDF Energy plc
	FM Conway
	FM Conway
	FM Conway
	FM Conway
	Freight Transport Assoc. Ltd.
	Holiday Inn London Regent's Park Hotel
	Licensed Private Hire Car Association
	Living Streets
	Living Streets
	London Ambulance
	London Ambulance
	London Ambulance
	London Ambulance
	London Cab Drivers Club
	London Chamber of Commerce
	London Cycling Campaign
	London Cycling Campaign
	London Cycling Campaign
	London TravelWatch
	Metropolitan Police Service
	Metropolitan Police Service
	Metropolitan Police Service
	National Grid
	National Grid
	National Grid
	National Grid
	National Grid
	National Grid
	Nokia
	Publica
	Publica
	Publica
	RMT London Taxi Drivers' Branch
	Royal Mail
	Shaftesbury PLC
	Shaftesbury PLC
	Shaftesbury PLC
	Tate Britain
	Tate Britain
	Tate Britain
	Taxi & Private Hire
	Thames Water Utilities
	The British Motorcyclists' Federation
	The Gardens Trust
	The Licensed Taxi Drivers' Association
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The Road Haulage Assoc. Ltd.
	Transport for All
	Unite the Union (Cab Section)





	Soho Steering Group
	Soho Steering Group
	Soho Steering Group
	Soho Steering Group
	Soho Steering Group
	Soho Steering Group
	Soho Steering Group
	Brunswick & Dalkeith Residents Association
	City West Homes
	City West Homes
	City West Homes
	City West Homes
	City West Homes
	City West Homes
	City West Homes
	Federation of Pimlico Residents Association
	Holcroft Court Residents Association
	Kemp House Residents Association
	London Chinatown Chinese Association
	London Chinatown Chinese Association
	London Forum of Amenity & Civic Societies Residents
	Residents of Carlton House Terrace
	Residents Society of Mayfair and St. James's
	West End Partnership and Soho Neighbourhood Forum
	Westminster Residents Panel
	Nepalese Embassy
	Department for Transport
	Department for Education
	Home Office
	Department for Communities and Local Government
	The Abbey Centre
	Westminster Abbey and Westminster Abbey school
	Church House
	Department for Business and Innovation Skills
	Westminster Arms (Public House)
	Methodist central Hall
	QE II Conference Centre
	Department for Work and Pensions
	Embassy of Chile
	One Birdcage Walk Conference Centre
	Institution of Mechanical Engineers
	Institution of Civil Engineers
	HM Treasury
	Churchill War Rooms
	The UK Supreme Court
	The Royal Institution of Chartered Surveyors
	The National Gallery
	The Mall Galleries
	Institute of Contemporary Arts
	Uganda High Commission
	Canadian High Commission
	The Trafalgar Hotel
	The Admiralty
	Odeon Panton Street
	Odeon West End
	Every Hotels Piccadilly
	Prince of Wales Theatre
	LSQ London
	The W Hotel

Empire Cinema and Casino
China Town London
The Queen's Theatre
Apollo Theatre
Gielgud Theater
Lyric Theatre
Best Western Hotel Shaftesbury Ave
Westminster Kingsway college
The Soho Hotel
Plaza Oxford Street
Marshall Street Leisure Centre
Sanderson Hotel
Edition Hotel
Fitzroy Place
Croatian Embassy
Royal National Orthopaedic Hospital
Thistle Hotel (The Royal Trafalgar Square)
University of Notre Dame in London
The National Dining Rooms
The Lithuanian Embassy
Shepherd's Restaurant
Great Minster House (Barratt Homes)
The King and Queen Public House (Cleveland Street)
The Tower Tavern
Campaign for Better Transport
BABAJI
National Outsourcing Association
Café Espana
I Camisa & son
Ho Modern Vietnamese
Comptons (faucet inn)
Ryness lighting & Electrical
Algerian Coffee Stores
Blue zp0
Balans Soho Society
La Polenteria
Rushes
Tuscanic
Gerrys wine and spitits
Jackson and Rye
Starbucks coffee
Mas q Menos
London International Couriers
Bunnychow
Thought works
Wahaca
Vapiano
Hommus Brothers
D&D london floridita restaurant
Snowflake gelato
Scribbler cards
Basaba eathai soho
The Ship
Wardour News (newsagents)
Gail's Bakery
Enrique Tomas
Inamo
Finish TV
20ten creative



Deluxe London/Company 3/Method Studios
Yamaha Music London
Joy
Evolutions media company
Cinesite vfx
Montise Create
Fair Share
Polpo
Polpo
Sharethrough
Reign Vintage
Silk Sound
The Berwick Street Cloth Shop
Soho Dry Cleaners
Borovick Fabrics
Flat White
The Mediterranean Café
Gosh!
Soho Artists / Cassart
SOHOST
SOHOST
Downtown Artists
SOHOST
SOHOST
Underground
That's Andy
Beatroot
MGE shops
So High Soho
The Purple Salon
Subway
The Cloth house
Fox & Ginger
Resident
Nude Jeans Co Repair Shop
Oasis Dental Care
Mandy Ward Artist Management
Catering Services International
Felt Music
Sister Ray
Bathroom Merchant Services
Maharani Soho
Mix Max
Absolute Vintage
Soho Editors
Scrub
Tyrell CCT
Foot Patrol London
Oliver Spencer
Cotton Café
Parallel Media Group
LOKI
Location Partnership
Production Switchboard
Lucky Strike London
Amazing Space
Feel Hairdressers
Mutiny Media
Chloe Nelkin Consulting

Syson Grainger Casting
Andrew Tailor
Syte Architects
Gianni Botsford Architects
Johann Molineus Architects
Plain Jane Events
Onward Display
Red Dog Restaurants Ltd
My Place
Amsys Holdings Ltd
Centrepoint Berwick Street (Youth Hostel)
Berwick Post
Soho Bikes
Boom Ltd
Bandstand
Studio aka
Reckless Records
Chris Kerr
Misan Brothers
Voiceover Soho
Euro Accessories
Comm Comm UK
Future Shots
Vital Ingredient
Tasty Lebanon
Joe and Co Barbershop
The Lounge Soho
Supreme
Bone Daddies
The Juice Well
artFix
Stela 9
La Pietra
Yauatcha
Broadwick Silks
Clear Cut Sound
Uppercut Films
Milkstudio
Cascade Pictures
Thunderhead
Quod
Zest Essentials
Qubit
E-Office
Agent Provocateur
Sounds of the Universe
Duck Lane Studios
Timeline Television
EAT
Crosstown Doughnut
Heavy Entertainment
Byron Burgers
Orrsum Socks
Kingston Smith
Paul A Young
Ali Paras
Cote Restaurant
Native Music Soho
Jungle Studios

	Printroom Soho
	Signal TV
	Whitecoat Brand Films
	Tilling Creative
	City Gates Church
	Trinity
	The Soho Hotel
	Busuba Eathai
	Carom Soho
	Hummus Bros
	Sheridans
	Angela Mortimer
	Mishmash Management
	Piccadilly Pictures
	Colour TV
	Dirty Soup
	Banana Tree
	Piers Meadows Recruitment Ltd
	Filmon.com
	Amathus
	Toni & Guy
	Moving Picture Company
	Harris Associates
	Hoo Ha Ltd
	Short Films
	PHA Media
	Open Mike Productions
	Onyx Media & Communications Ltd
	Pure Soho
	Lip Sync
	Princi
	Mediatonic
	First Point Group Limited
	One
	Hakkasan
	Zone
	Hands Hair Salon
	Above + Beyond
	Bare Escentuals
	The Hummingbird Bakery
	L'Eto Caffè
	The Eye Company
	St Moritz Swiss Restaurant Ltd
	Pho
	Imli Street
	Christine Lee & Co (Solicitors) Limited
	Escape Technology
	Wasabi
	Parallel Private Equity
	RPMC
	Base Soccer
	Pit Stop Café
	Savage Salads
	Freebird Burritos
	Jerusalem Falafels
	Ronnies Flowers
	Market Trader 1109
	Soho Estates
	L'Estrange London

	Studio of Design and Architecture
	The Box
	Pilau Restaurant
	SLW
	SLW
	Soho Estates
	Soho Estates
	PMB
	PMB
	PMB/ CommComm UK
	The Soho Society
	The Soho Society
	GVA
	GVA
	Shaftesbury Soho
	Shaftesbury Soho
	Shaftesbury Soho
	BHC ltd
	Sister PR
	Westminster Kingsway College
	Westminster Kingsway College
	Resident Ingestre Court
	Resident Broadwick Street
	Gerald Eve / Soho Estates
	GPE



## Appendix E – Questionnaire

## Questionnaire for Consultation

### Quietway Route from Quietway Fitzrovia to Pimlico

Westminster City Council, in partnership with Transport for London and other local authorities, is supporting the delivery of the proposed Central London Cycle Grid. This is a set of connected routes for people to cycle across central London, comprising a network of Quietways and Cycle Superhighway routes. The Central London Cycle Grid is being funded by the Mayor of London's Vision for Cycling, a 10-year plan to deliver cycling improvements across London.

The section of this route being consulted on within the City of Westminster is approximately 4 km in length. The streets affected by these proposals are Cleveland Street, Mortimer Street, Berners Street, Wardour Street, Whitcomb Street, Pall Mall East, Trafalgar Square, Spring Gardens, The Mall, Horse Guards Road, Storey's Gate, Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street.

More information about the Westminster Cycle Strategy can be found at <https://www.westminster.gov.uk/cycling-consultations>

More information about the Central London Cycle Grid, including London's Quietways, can be found at <http://www.tfl.gov.uk/travel-information/improvements-and-projects/central-london-cycling-grid>

#### 1. How did you find out about the proposals? (tick all which apply)

- I received a letter from Westminster City Council
- I attended the exhibition
- Word of mouth
- Social media
- Newspapers
- Websites
- Other

#### 2. To what extent do you agree or disagree with the following statements?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
My enjoyment of Central London, and the City of Westminster, is affected by air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My enjoyment of Central London, and the City of Westminster, is affected by overcrowded public transport systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My enjoyment of Central London, and the City of Westminster, is affected by too many road traffic collisions and casualties	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My enjoyment of Central London, and the City of Westminster, is affected	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

by traffic congestion

My enjoyment of Central London, and the City of Westminster, is affected by my ability to find a car parking space

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

**3. To what extent do you agree or disagree with the following statements?**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
More people cycling in Central London and the City of Westminster for everyday journeys can help to solve traffic congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More people cycling in Central London and the City of Westminster for everyday journeys can help to solve air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More people cycling in Central London and the City of Westminster for everyday journeys can help to solve overcrowded public transport systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More people cycling in Central London and the City of Westminster for everyday journeys can help to solve road traffic collisions and casualties	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More people cycling in Central London and the City of Westminster for everyday journeys can help to solve my ability to find a car parking space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**4. In the area being consulted on, cycling conditions are currently...?**

- Very good
- Fairly good
- Neither good nor poor
- Fairly poor
- Very poor

**5. I would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes.**

- Strongly agree
- Agree
- No opinion
- Disagree
- Strongly disagree
- Don't know

**6. To what extent do you support the proposals which are being consulted on at the moment along Cleveland Street?**

- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

**7. To what extent do you support the proposals which are being consulted on at the moment on Mortimer Street and Berners Street?**

- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

**8. To what extent do you support the proposals which are being consulted on at the moment on Wardour Street and Whitcomb Street?**

- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

**9. To what extent do you support the proposals which are being consulted on at the moment on Pall Mall East, Trafalgar Square and Spring Gardens?**

- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

**10. To what extent do you support the proposals which are being consulted on at the moment in The Mall, Horse Guards Road and Storeys Gate?**

- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose
- Tend to oppose
- Strongly oppose



Don't know

**11. To what extent do you support the proposals which are being consulted on at the moment in Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street?**

- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

**12. If you have any particular concerns or comments about the scheme, please state them here:**

.....

.....

.....

.....

.....

**13. How often do you currently cycle?**

- Everyday
- A few times a week
- About once a week
- A couple of times a month
- Once a month or less often
- Never

**14. How often do you plan to cycle on the proposed Quietway cycle route?**

- Everyday
- A few times a week
- About once a week
- A couple of times a month
- Once a month or less often
- Never

**15. What age bracket do you fall into?**

- Under 16
- 16 - 24
- 25 - 44
- 45 - 59
- 60+
- Prefer not to say

**16. Are you?**

- Male
- Female

**17. Do you consider yourself to have a disability?**

- Yes
- No
- Prefer not to say

**18. Would you like to be kept informed on developments relating to this consultation and other initiatives relating to cycling and highway schemes that may impact on your local area?**

- Yes
- No

**19. If you replied 'Yes' to the previous question, please provide us with your name, email address and postcode so we may contact you. The information you provide will not be passed on to any other organisation.**

Name: .....

Email address: .....

Postcode: .....

**Thank you for completing this questionnaire. Please return the completed questionnaire to:  
WSP Cycle Grid team  
c/o FM Conway Ltd  
25, Mandela Way  
London  
SE1 5SZ  
Please return by 8<sup>th</sup> February 2016**

## Appendix F – Emails & Telephone Calls

## Central London Cycle Grid - Quietway Route from Fitzrovia to Pimlico (Q88) - Responses received (excluding Questionnaire and Online Survey)

Date	Format	From	Comment (Redacted and edited by consultation team)
30-Jan-16	Event	Member of the public	A member of the public wished to view / discuss the proposals
30-Jan-16	Event	Member of the public	A member of the public made the following comments: <ul style="list-style-type: none"> <li>• Storeys Gate: New asphalt surface is good; please review and replace cobbles on existing man hole covers</li> <li>• Admiralty Arch: Can this be improved to make the right turn for southbound cycle traffic easier? E.g. Consider rearranging traffic lanes to accommodate a two-way cycle only facility on the northern most arch, with eastbound traffic in the central arch, and westbound traffic using the southern most arch</li> <li>• Clipstone Street: Consider exempting cycle traffic from the existing right turn ban onto Cleveland St (south). This would help southbound cyclists connect to the grid.</li> </ul>
30-Jan-16	Event	Local resident	A local resident suggested improving the pedestrian crossing provision over Wardour St, between Broadwick Street and St Anne's Court, e.g. with a zebra crossing.
03-Feb-16	Event	Member of the public	A member of the public working in Westminster was very supportive of the scheme, however has concerns over the width of Whitcomb Street. Also stated that lots of motor vehicles and pedestrians use the route currently.
03-Feb-16	Event	Member of the public	A member of the public supported the proposals, but objected to the Quietway passing along the pedestrianised section of Wardour Street (near Gerrard Street). Stated that there are too many pedestrians at this location for a cycle route. Stated that rickshaws and cyclists pose a problem to tourists.
03-Feb-16	Event	Member of the public	A representative of the Berners Street Development was in support of the proposals. Queried how taxi passengers would access the hotels in Berners Street, given the proposed segregated cycle track. Also, raised the issue of loading/unloading. Suggested possibility of a raised table to slow cyclists and to aid loading and unloading.
03-Feb-16	Event	Local residents	Two local residents objected to the proposals and made the following comments: <ul style="list-style-type: none"> <li>o Cyclists in Marshall Street do not stop at crossings. Police enforcement and training for cyclists are necessary.</li> <li>o Cyclists approach silently and are; therefore, a danger when stepping out onto the road to enter / exit parked cars.</li> <li>o Cyclists should be licensed and have insurance.</li> <li>o Queens Walk should be and remain pedestrians only.</li> <li>o Footway and cycle track at different levels is not a good idea.</li> <li>o Bicycle parking on street furniture and fences is a problem; however object to bike hangars or Sheffield stands.</li> <li>o Bicycle race road closures cause huge unnecessary delays.</li> <li>o The East-West Cycle Superhighway along Victoria Embankment is a waste of money as it is empty of cyclists. It would have been better to have a shared road facility with signal controlled lanes.</li> </ul>
18-Jan-16	Email	Local business	A local business owner stated support for the scheme.
13-Jan-16	Email	Local resident	A local resident made the following comments: Pavements nowadays are impossible to use by the pedestrians owing to the numerous cyclists using them, not only by adults but also by children, both cycling as maniacs. We have to contend with hoverboards, scooters, cases, invalid chairs, pushchairs, shopping bags, and now for what it is proposed the pavements around our area will be reduced to please the cyclists who have their own law and no respect or consideration for the pedestrians. This is a quiet area and we wish it to stay so, we do not want hordes of manic cyclists spoiling this unique area. We were surprised at the recent cycling lane in Vauxhall Bridge Road - here the pavement was narrowed down to introduce a cycle lane which runs where many people stop to cross at the traffic lights to go to the Pimlico Station. How sensible is this? I hope that we, in Marham Street or the streets around it, have no cycle lanes. We, as tax payers, would like to see the money better spent than for the cyclists - too much money has already been spent on them and they need to be licensed and insured.
05-Feb-16	Email	Westminster Cycling Campaign	Overall Comments  This route has great potential as a Quietway. It is very direct and connects with several other Quietways and Cycle Superhighways. Traffic is comparatively light along most sections – though more should be done to reduce it further, especially in Wardour Street. Otherwise less experienced cyclists, to whom Quietways are intended to appeal, could be deterred.  The sections south of the Mall are already a popular cycle route, with cycles representing half of the traffic at peak times in Great Smith Street. However, it is extremely disappointing that there are no proposals to reduce the difficulty faced by southbound cyclists at the junction with Victoria Street.  The sections north of Trafalgar Square are a good way of avoiding either Regent Street or Charing Cross Road and pass through fewer signal-controlled junctions than either of these. At present this section cannot be cycled from end to end because of various one-way restrictions. We are therefore pleased that Westminster has proposed two-way cycling along several one-way streets. However, the proposals to share space with pedestrians in three places, in particular in Trafalgar Square, have provoked adverse criticism from cyclists.

## Central London Cycle Grid - Quietway Route from Fitzrovia to Pimlico (Q88) - Responses received (excluding Questionnaire and Online Survey)

05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>Cleveland Street</p> <p>We welcome the introduction of a contraflow cycle lane in this street. Cycling through Fitzrovia is currently made more difficult by the labyrinthine arrangement of one-way streets. Exemptions for cyclists are therefore welcome, where they can safely be allowed.</p> <p>It is unclear where northbound cyclists will go after reaching the junction with Clipstone Street other than east along Maple Street – which could, however, be useful for those going to UCL or UCH. A link towards Regent's Park would also be useful. We would therefore welcome northbound cycling in Cleveland Street north of Maple Street as well as westbound cycling in Clipstone Street. We trust that one or both of these will be a feature of the Edgware Road – Fitzrovia Quietway.</p> <p>We are concerned about conflicting movements at the junction of Cleveland Street with Clipstone Street and Maple Street. The position of the existing Maple Street cycle track on the right-hand side and the building of a petrol station just north of the junction add to the complication. The exit from the proposed cycle track leading from Cleveland Street (north) to Cleveland Street (south) could be difficult. We suggest a re-think of this junction in order to prevent conflict. Would other options help, for example giving Clipstone Street priority over Cleveland Street (south)?</p> <p>The London Cycle Design Standards has a rule of thumb 'to avoid situations where motorised vehicles and cyclists are expected to move together through a width between 3.2 metres and 4 metres.' That rule appears to have been broken in parts of Cleveland Street in the with-flow direction. Widening the contraflow cycle lane and narrowing the with-flow lane could allow adherence to the rule. Further measures to reduce traffic speed and volumes would also be helpful.</p> <p>Rating: tend to support</p>
05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>Mortimer Street and Berners Street</p> <p>Can we assume that southbound cyclists exiting Cleveland Street into Mortimer Street will have their own signal phase, preventing conflict with northbound traffic from Newman Street?</p> <p>Although cyclists entering Mortimer Street from Cleveland Street or Berners Street cannot be right- or left-hooked, this does not apply to cyclists coming from Mortimer Street (west), Goodge Street or Newman Street. Will the signals be reconfigured to prevent this risk?</p> <p>Our initial reaction to this alignment was one of surprise that the route did not follow Newman Street, which would have avoided the signal-controlled junction of Mortimer Street and Berners Street as well as a section along the busy Mortimer Street. However, we understand that Berners Street is due for an upgrade, so it makes sense to incorporate a contraflow cycle lane in the new arrangement. However, we are concerned that, in the with-flow direction, the width will still be in the range between 3.2 metres and 4 metres, against the advice of the London Cycle Design Standards. A solution could be to narrow the with-flow traffic lane by widening the footway or the strip between the contraflow cycle lane and the parking bays. Removing the parking bays would of course be another solution.</p> <p>Mortimer Street is probably the busiest section of the whole route, apart from Trafalgar Square and the Mall. Cyclists would therefore benefit from further segregation along this short section.</p> <p>Rating: Support some elements but not all.</p>
05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>Wardour Street and Whitcomb Street</p> <p>It is currently difficult to find a southbound cycle route through Soho, so we welcome the creation of one.</p> <p>We would like to check that cyclists will be allowed to turn from Berners Street or Wardour Street into Oxford Street and vice versa. This is important in order to enable cyclists to leave or join the Quietway at this point.</p> <p>The plans for Wardour Street include a reference to 'considerations for complementary traffic management to reduce through traffic on Cleveland Street'. We consider it imperative to reduce through motor traffic in both Cleveland Street and Wardour Street, in order to improve conditions for cyclists, pedestrians and local residents, workers and visitors. But this is especially true of Wardour Street, where contraflow cyclists will not have the protection of a contraflow lane. Apart from Mortimer Street, Trafalgar Square and the Mall, this is the busiest section of the entire route. Less experienced cyclists, to whom Quietways are intended to appeal, are likely to be deterred by sharing quite a narrow space with a significant volume of motor traffic.</p> <p>The retention of certain parking bays on the west side of Wardour Street, such as outside Nos 163-169, leaves insufficient room for a motor vehicle to pass an oncoming cyclist.</p> <p>Whilst we support proposals for double yellow lines along much of the route along Cleveland Street and Wardour Street, we do not see any restrictions on loading and unloading mentioned in the plans. This is a particular issue in Wardour Street, which has more shops and other businesses than any of the other streets on this route. What arrangements are being made to minimise difficulties caused to cyclists by vehicles stopping to load or unload?</p> <p>Cyclists are always faced with the danger of collision with pedestrians looking the wrong way (or not looking at all) before stepping off the kerb. This is likely to be a particular danger in Wardour Street, where no contraflow cycle lane is marked, where cyclists will often be forced by other traffic to ride close to the kerb – and where there are a significant number of pedestrians. Is there a way of reminding pedestrians to look – preferably in the right direction? For example more frequent cycle logos facing the appropriate way in the carriageway.</p>



## Central London Cycle Grid - Quietway Route from Fitzrovia to Pimlico (Q88) - Responses received (excluding Questionnaire and Online Survey)

05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>We look forward to westbound cycling in Old Compton Street, which we understand will be part of Quietway 19. That will allow cyclists to join the Quietway in Wardour Street.</p> <p>We note with some concern that southbound cyclists will be constrained to single file by an island in Wardour Street at the approach to the junction with Shaftesbury Avenue. Given that we would expect Wardour Street to be given less green time than Shaftesbury Avenue and that this is one of the more central sections of the route, we consider that greater capacity should be provided by allowing cyclists to enter the junction at least two abreast. A similar concern arises at the entrance to Wardour Street from Oxford Street.</p> <p>It is good that cycling is to be allowed through the section of Wardour Street south of Shaftesbury Avenue. We tried unsuccessfully to have cycles exempted from the current prohibition – which also extends to Lisle Street – so as to maintain a useful northbound route for cyclists.</p> <p>We recognise that cycling will effectively be limited to walking speed through this short section at busy times. It would be useful if cycling were also allowed in Lisle Street after 12 noon, so as to allow cyclists to leave or join the Quietway at this point.</p> <p>Allowing northbound cycling in Whitcomb Street beyond Pantom Street is long overdue. We have been waiting for this route for a long time, as recompense for poor cycling provision on Haymarket and Lower Regent Street.</p> <p>We recognise that the narrow width of Whitcomb Street just south of Orange Street presents difficulties in accommodating two-way cyclists in addition to northbound motor vehicles and pedestrians and that the introduction of a shared surface is probably the only solution acceptable to Westminster. This is something we would otherwise have wished to avoid. Even if cyclists are delayed by pedestrians or oncoming vehicles, the route will still save time compared with waiting at traffic signals on other routes. The low volume of pedestrians and motor vehicles improve the chances that the scheme will work. Prohibiting entry for motor vehicles into Whitcomb Street from Pall Mall East except for access would also make the scheme more successful.</p> <p>Rating: tend to support</p>
05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>Pall Mall East, Trafalgar Square and Spring Gardens</p> <p>The proposal to designate the west footway of Trafalgar Square for shared use by pedestrians and cyclists has provoked much strong criticism from cyclists. The limited width of the footway, the gradient and the likely number of cyclists all mean that this is not an ideal footway for sharing. The only redeeming factor is that the number of pedestrians is probably lower than in other parts of Trafalgar Square.</p> <p>If this feature forms part of the final scheme, it will need careful marking to indicate to both cyclists and pedestrians that this is a shared space – and where it ends. We would prefer the route to reduce space for motor vehicles rather than degrade conditions for pedestrians.</p> <p>A number of cyclists have suggested a route around the back of Canada House. This was included in earlier proposals for this Quietway but it had a number of shortcomings. Is it possible to design a route without those shortcomings?</p> <p>Of the various designs we have seen for this section of the route, the one we liked most was the one by Atkins, showing a narrow northbound cycle track along the footway on the west side of Trafalgar Square and a southbound cycle lane down the west side of the carriageway.</p> <p>We welcome the introduction of northbound cycling up Spring Gardens, which cyclists have been suggesting for many years. However, we are concerned about arrangements for exiting this street at the junction with Cockspur Street: northbound cyclists waiting for the signal to cross will obstruct pedestrians walking along the south footway.</p> <p>The right turn from Spring Gardens into the Mall is going to be a difficult one. Cyclists will be blocked either by a queue of eastbound traffic or by moving eastbound traffic. If they make it to the middle of the road, they then have to cross westbound traffic. It has been suggested that these problems could be avoided by dedicating the north arch of Admiralty Arch to two-way cycling, moving eastbound motor traffic to the central arch.</p> <p>Rating: Support some elements but not all.</p>
05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>The Mall, Horse Guards Road and Storey's Gate</p> <p>We support the replacement of the two existing pedestrian crossings on the Mall and the bollard at the junction with Horse Guards Road with a signal-controlled junction. The exit from Horse Guards Road is currently difficult, not only for cyclists but also for other vehicles. And Horse Guards Road is difficult for pedestrians to cross.</p> <p>We consider that Horse Guards Road is a good choice for a Quietway, since it attracts relatively low numbers of motor vehicles.</p> <p>The junction of Horse Guards Road, St George Street, Storey's Gate and Birdcage Walk is currently rather chaotic, though the designation of right-turning lanes has helped. The introduction of traffic signals is probably inevitable here, given the additional complexity caused by the East-West Cycle Superhighway.</p> <p>We were pleased to see that the cobbles in Storey's Gate have recently been replaced by asphalt. There is no longer the bizarre sight of cyclists attempting to follow the yellow lines because they are smoother!</p> <p>Rating: strongly support.</p>

## Central London Cycle Grid - Quietway Route from Fitzrovia to Pimlico (Q88) - Responses received (excluding Questionnaire and Online Survey)

05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street</p> <p>Although the crossing from Great Smith Street to Storey's Gate is quite easy northbound, this is a difficult manoeuvre southbound. Even though there are times when the traffic in Victoria Street is stopped by signals, vehicles from the Parliament Square direction still turn right into Tothill Street at these times. In the past we have explored repositioning signals east of the junction or running a cycle track across the footway outside the bank on the corner of Tothill Street and Victoria Street, but neither option was considered feasible. We understand that authorities are currently reluctant to consider any changes to this junction until the effects of the modifications of Parliament Square for the East-West Cycle Superhighway have been gauged. But we strongly urge them to include this junction as a priority in their future programmes and to set aside funds for it.</p> <p>Could any of the feeder lanes at the junctions with Great Peter Street and with Horseferry Road be retained and widened by moving the centre line further to the right?</p> <p>Although we would generally prefer a cycle route to follow the same streets in each direction, we do not consider the one-way section through Bulinga Street and Herrick Street at the south end of Marsham Street to be a problem – provided that the left turns from John Islip Street into Bulinga Street and towards the south end of Marsham Street are clearly indicated. Unlike many other one-way systems, this one does not involve cycling longer distances or through more junctions.</p> <p>The section of the route south of Great Peter Street attracts remarkably little motor traffic. It is therefore a rare example of a Quietway in Westminster that can truly be described as quiet!</p>
05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>There are a number of deflections along the left-hand side of John Islip Street caused by parking bays and a zebra crossing. These could cause conflict between cyclists and faster vehicles, though the comparatively low traffic volumes and generally reasonable traffic speeds lessen this problem.</p> <p>Since Cycle Superhighway 5 runs along the north-east side of Bessborough Gardens to/from Vauxhall Bridge, it is quite easy for NW-bound cyclists to turn right from CSH 5 into John Islip Street. Before CSH 5 this was a difficult manoeuvre. However the current road markings and signals do not specifically assist cyclists to cross Bessborough Gardens from John Islip Street to the marked NW extension of CSH 5 in Drummond Gate: cyclists making this manoeuvre would be best advised to do so in the general traffic lane. The movement in the opposite direction is quite easy, with a route marked by elephant's footprints and a short section of segregated cycle track.</p> <p>Rating: Support some elements but not all.</p>
07-Feb-16	Email	Local resident	<p>We believe the plan is totally unnecessary and is politically motivated. It is designed to appease a very small minority of road users and will create unacceptable congestion and disruption.</p> <p>London is a living and working major city that needs to have vehicular traffic moving without hindrance. The proposed plan will add further nails into the coffin of the West End of London.</p> <p>It is clear that we the residents who have been living and working in the centre of London know the area better than the "Planners". You are proposing a "shared surface between Orange Street and Pall Mall". This clearly demonstrates the planners total ignorance of the area, as there is no communication between Orange Street and Pall Mall. Orange Street runs from the Haymarket to Charing Cross Road. This fashion in shared space is total nonsense. There will be more disruption to the working city through unnecessary roadworks that only benefit the contractors.</p> <p>In your letter you state: "Along Whitcomb Street we are proposing to enable two-way cycling. This is an insane and impractical idea. Between Pall Mall East and Orange Street half the street's length is only just wide enough to accommodate a car. Creating further obstacles to vehicular traffic is a total waste of money and road space for political reasons. There is no practical reason to alter this road. It would be a crime.</p> <p>No doubt this so called "Consultation" will be ignored, and Westminster and TfL will carry on with their insane plans as usual to the detriment of our precious Capital. And after a few years the whole project will be scrapped and another fortune will be spent with further disruption to the West End to start another crazy project.</p> <p>We DO NOT NEED MORE CYCLE LANES. We do not need local, short-term politicians to use our Capital as a toy to play with at their whim!</p>

## Central London Cycle Grid - Quietway Route from Fitzrovia to Pimlico (Q88) - Responses received (excluding Questionnaire and Online Survey)

02-Mar-16	Email	London Borough of Camden	<ul style="list-style-type: none"> <li>• South of Howland Street the kerb separator island is 1.2m and cycle lane 1.2m. Is it possible to reduce the island to 1m (450mm clearance from gen traffic and 250mm clearance from cycle lane). This gives 1.4m in cycle lane.</li> <li>• Have you considered segregation for contraflow cyclists at junction of Clipstone Street/Cleveland Street?</li> <li>• Is there an early release for cyclists proposed from Howland Street to New Cavendish Street?</li> <li>• Disabled bays on Cleveland between Riding House and Tottenham block through traffic forcing them to encroach on contraflow cyclists. What alternatives have been explored? What is the expected level of usage of these bays?</li> </ul> <p>Camden Council officers are supportive of the progression of the Central London Cycle Grid schemes, particularly those which benefit existing cyclists and have the potential to encourage more people to cycle.</p> <p>We acknowledge that currently Westminster City Council have two Cycle Grid consultations open which overlap with the Camden borough boundary and the Council's West End project, including the Hyde Park to Fitzrovia and Fitzrovia to Pimlico routes. Camden's main point of interest is with the Fitzrovia to Pimlico link, specifically the interfaces at Maple Street and Howland Street, which are existing Camden grid routes.</p> <p>We also acknowledge that a general disabled parking bay currently on Camden's network would be relocated to a suitable nearby location in Foley Street, on Westminster's road network.</p> <p>Having reviewed the proposals at the provided links, officers do not foresee any issues that would be caused by the proposed changes and are broadly supportive of the intended interventions for cyclists.</p>
11-Mar-16	Email	Berners-Allsopp Estate	<p>In freehold terms the Berners London Estate comprises the whole of Berners Street between Eastcastle Street and Mortimer Street with the exception of 12-16 Berners Street and further properties in Mortimer Street, Eastcastle Street, Wells Street, Wells Mews and Newman Street. The family have owned the land on which those buildings are built for over 300 years and hope to be in the same position in 300 years time! They are thus long term owners with a strong interest in that part of Fitzrovia.</p> <p>Generally speaking the Estate firmly supports the proposed Cycle Quietway (Route 88) design in principle and specifically as proposed (but hopefully with integrated additional Public Realm improvements the Estate is hoping to fund) along Berners Street for its length between Mortimer Street and Eastcastle Street.</p>
11-Mar-16	Email	Berners-Allsopp Estate (cont.)	<p>The design developed by the Estate's consultants, in partnership with the City Council's consultants, WSP, is aimed at rebalancing pedestrian and road space to create a better street environment overall, which can encourage walking and cycling, as sustainable methods of transport. In particular there is an opportunity with TFL, in coordinating and integrating the cycle lane and the public realm improvements as an exemplar, others may wish to follow.</p> <p>The importance of Berners Street as an exemplar solution, with integrated cycle and public realm improvements has many benefits for the future of this district, within the close catchment of other transportation modes notably :</p> <p>(a) The proposed Crossrail Stations, especially the Tottenham Court Road station site with its entrance / exit on the junction of Dean Street and Oxford Street.</p> <p>(b) The resultant expected dramatic increases in pedestrian movements in and around to and from that stations (and other existing public transport hubs).</p> <p>This will not only be to and from the whole Oxford Street shopping and refreshment corridors but also into the area north of Oxford St (AKA Fitzrovia) with considerable amounts of the expected increase envisaged to use Berners St as a result of the significantly expanding office and residential and entertainment uses both north of Oxford Street in Fitzrovia (as already evidenced by the Fitzroy Place mixed use development on Mortimer Street) and shortly Copyright House in Berners St (pre let to Capita) and the Great Portland Estates development on Rathbone Place (pre let to Facebook) will be occupied. Furthermore developments across Bloomsbury (Derwent London Estate and University/Hospital and British Museum growth and cultural areas) and East Marylebone, as well as south and east of Oxford Street districts of Soho and Holborn ("Midtown") areas are likely to increase both cycle and pedestrian use of Berners St.</p>
11-Mar-16	Email	Berners-Allsopp Estate (cont.)	<p>Berners Street's image will improve through :</p> <ul style="list-style-type: none"> <li>• Decluttering of redundant traffic signage and road paint markings, whenever possible.</li> <li>• Green infrastructure can be increased with additional trees, low level planting and the possible installation of innovations, including Sustainable Urban Drainage Systems (SUDS).</li> <li>• Higher quality paving and lighting is proposed with the new cycleway, distinctive, in a bound gravel finish.</li> <li>• Parking and servicing kerbside arrangements can be reorganised, with locally raised table sections at cross paths, access ways and at road junctions together with wider footway spaces and widths, in order to balance risks between pedestrians crossing cycle and other vehicle carriageways.</li> <li>• With this type of design, gathering at safe crossing points will be promoted.</li> </ul> <p>Through careful design there will be an overall enhancement of the streetscape, soft landscape and improving the image of adjacent buildings, including key listed structures and buildings across the Estate, such as The Sanderson Hotel (Grade 2* Listed).</p> <p>In summary my instructing Trustees thoroughly endorse the creation of Cycle Quietway (Route 88), would welcome the opportunity to discuss further with both TFL and Westminster City Council if either or both so require and sincerely hope that the creation of Route 88 along Berners Street will be integrated with additional Public Realm improvements which could be funded by the Trustees.</p>

## Appendix G – Data Analysis

## **Central London Cycle Grid**

### **Quietway Route from Fitzrovia to Pimlico ("Q88")**

Survey Responses during Public Consultation from 18 December 2015 to 19 February 2016

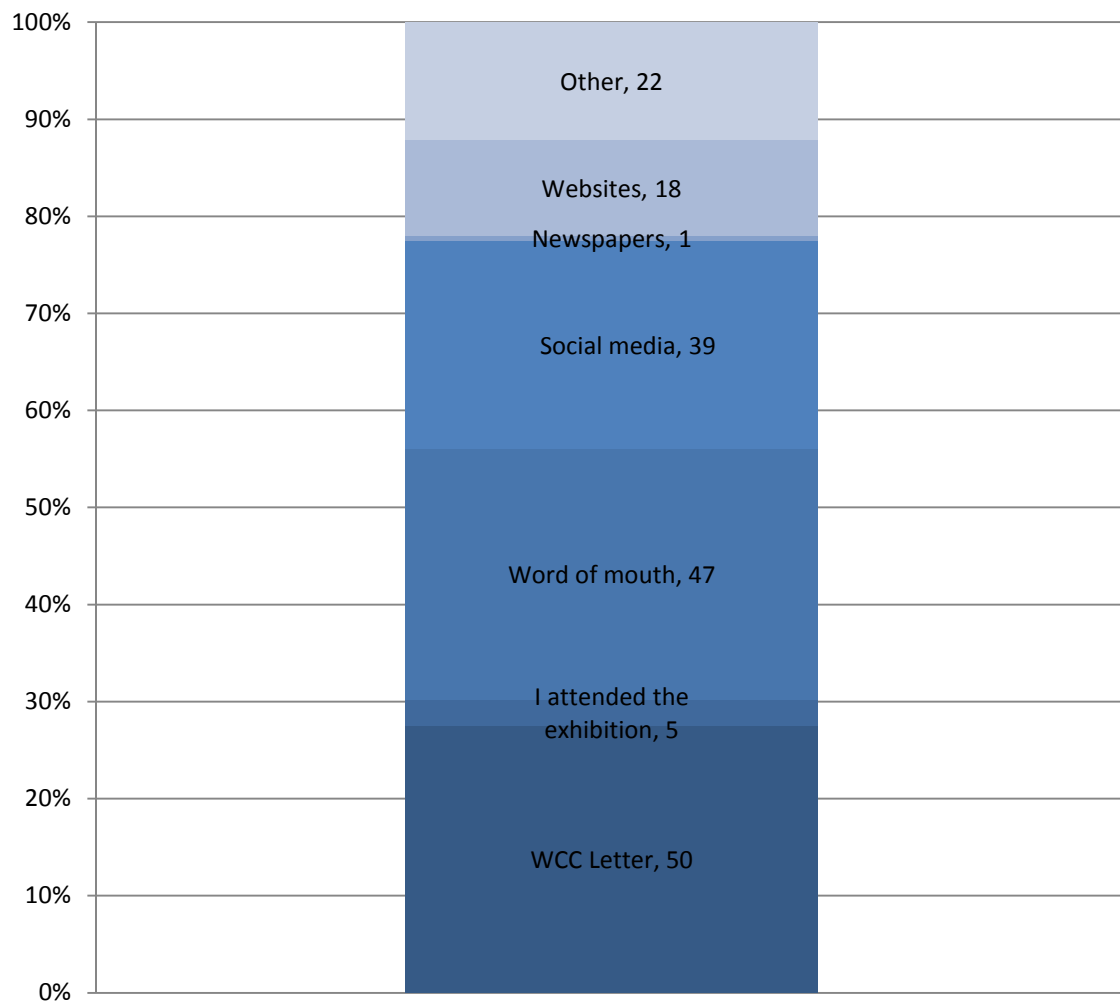


<b>Total Usable Responses</b>	<b>176</b>
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**How did you find out about the proposals? (multiple choice)**

WCC Letter	I attended the exhibition	Word of mouth	Social media	Newspapers	Websites	Other
50	5	47	39	1	18	22

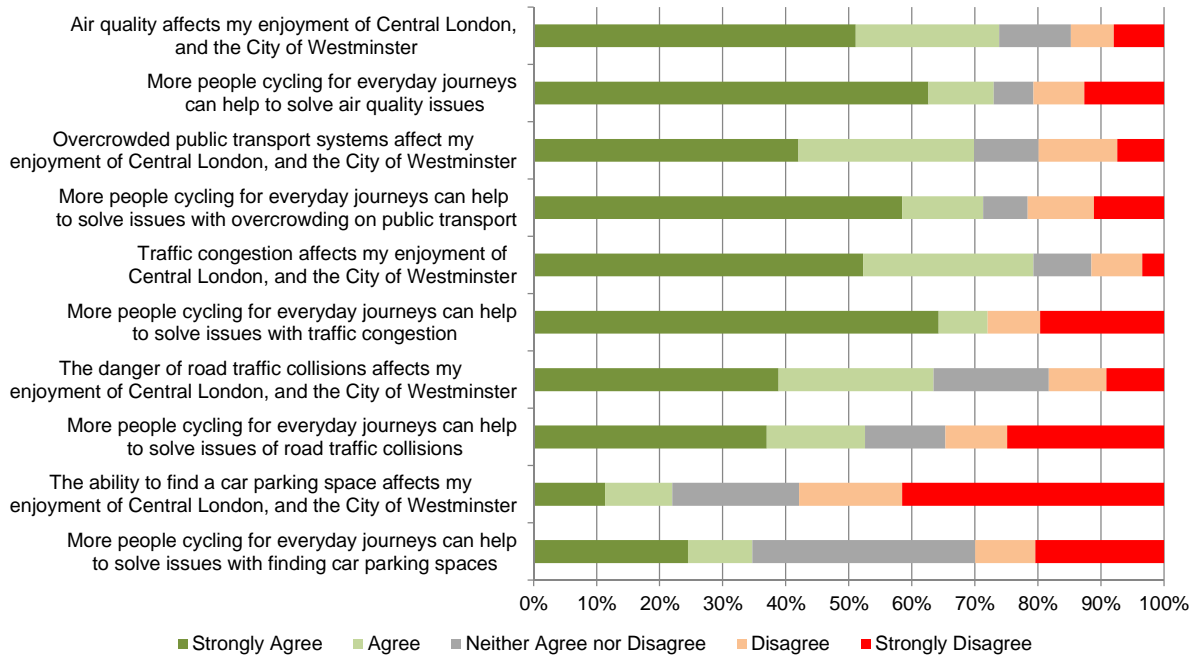
**How did you find out about the proposals? (multiple choice)**



**What affects your enjoyment of Central London, and the City of Westminster? Could more cycling help solve these issues?**

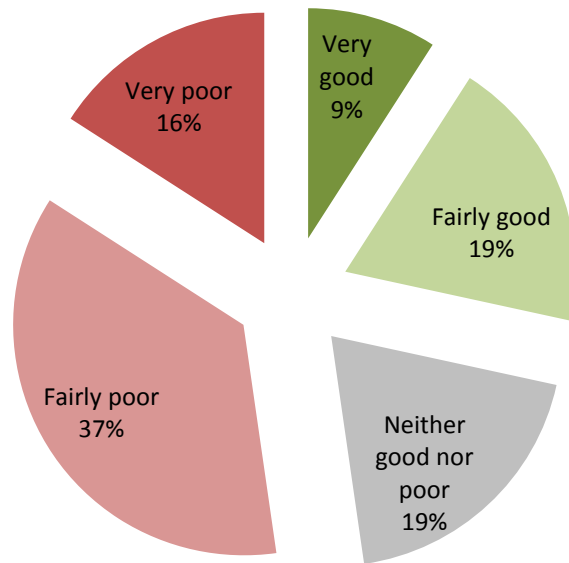
	More people cycling for everyday journeys can help to solve issues with finding car parking spaces	The ability to find a car parking space affects my enjoyment of Central London, and the City of Westminster	More people cycling for everyday journeys can help to solve issues of road traffic collisions	The danger of road traffic collisions affects my enjoyment of Central London, and the City of Westminster	More people cycling for everyday journeys can help to solve issues with traffic congestion	Traffic congestion affects my enjoyment of Central London, and the City of Westminster	More people cycling for everyday journeys can help to solve issues with overcrowding on public transport	Overcrowded public transport systems affect my enjoyment of Central London, and the City of Westminster	More people cycling for everyday journeys can help to solve air quality issues	Air quality affects my enjoyment of Central London, and the City of Westminster
Strongly Agree	36	18	64	68	108	91	100	74	109	90
Agree	15	17	27	43	13	47	22	49	18	40
Neither Agree nor Disagree	52	32	22	32	0	16	12	18	11	20
Disagree	14	26	17	16	14	14	18	22	14	12
Strongly Disagree	30	66	43	16	33	6	19	13	22	14

**What affects your enjoyment of Central London, and the City of Westminster? Could more cycling help solve these issues?**



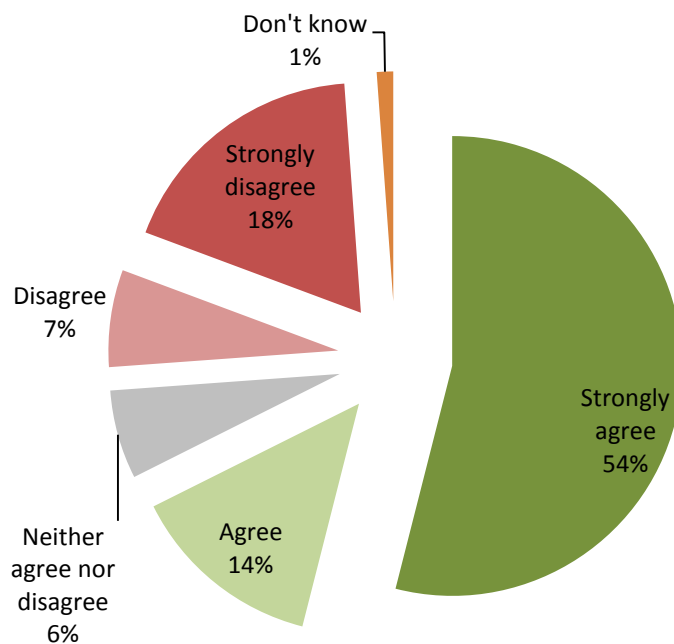
**In the area being consulted on, cycling conditions are currently...?**

Very good	16
Fairly good	34
Neither good nor poor	34
Fairly poor	64
Very poor	28



**I would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes.**

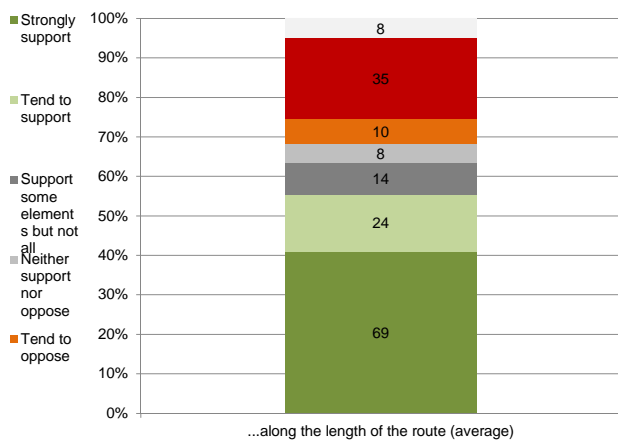
Strongly agree	95
Agree	24
Neither agree nor disagree	11
Disagree	12
Strongly disagree	32
Don't know	2



To what extent do you support the proposals which are being consulted on...?

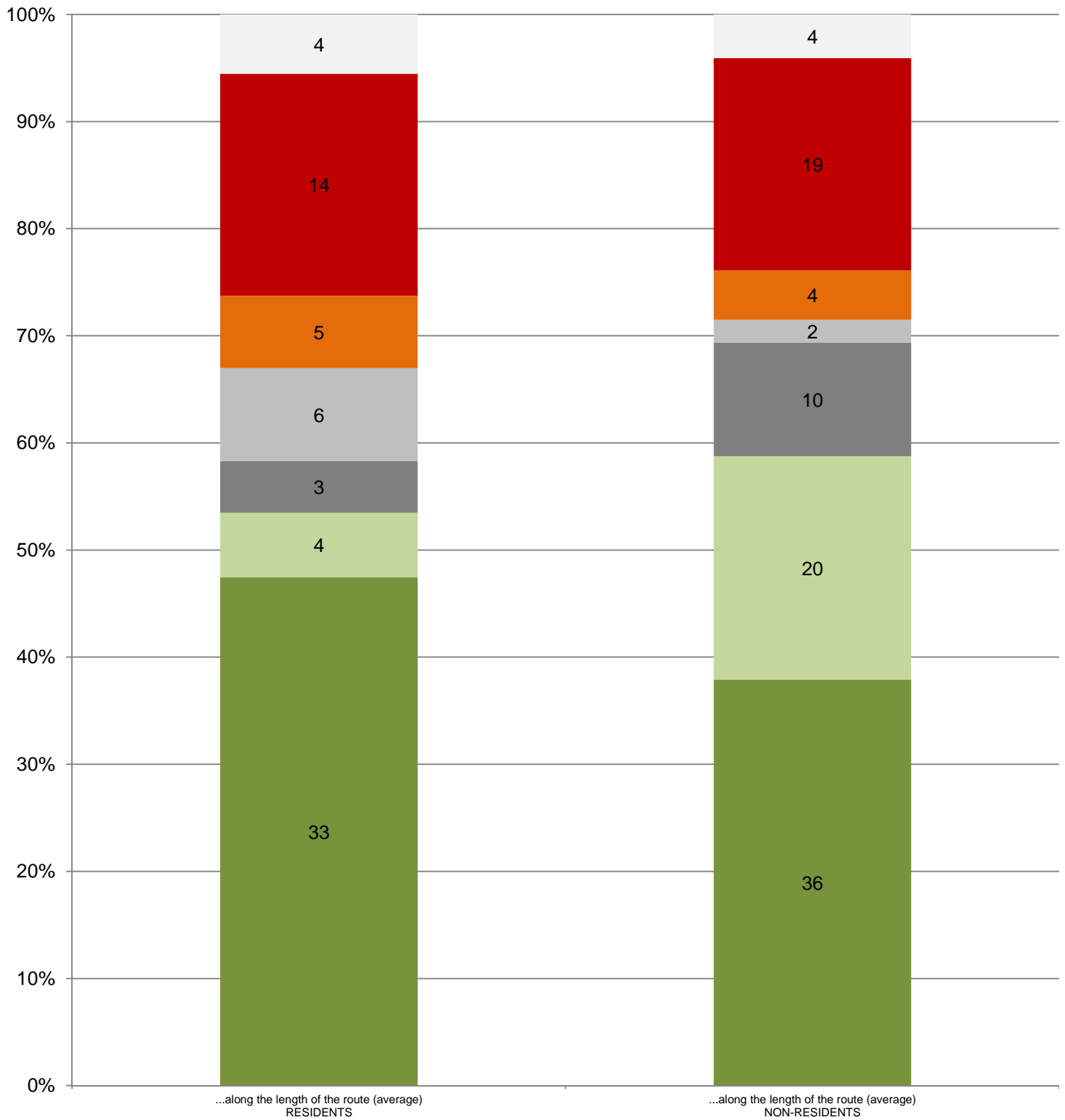
	...along the length of the route (average)	...along Cleveland Street?	...along Mortimer Street and Berners Street?	...along Wardour Street and Whitcomb Street?	...along Pall Mall East, Trafalgar Square and Spring Gardens?	...along The Mall, Horse Guards Road and Storey's Gate?	...along Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street?
Strongly support	69	73	83	64	61	66	65
Tend to support	24	28	18	32	22	22	22
Support some elements but not all	14	10	11	13	18	13	16
Neither support nor oppose	8	6	7	8	7	13	8
Tend to oppose	10	13	10	11	14	7	7
Strongly oppose	35	31	33	37	34	35	37
Don't know	8	10	8	2	7	9	13

To what extent do you support the proposals which are being consulted on?



Strongly support	33	36	33	40	36	47	30	34	31	29	33	33	34	31
Tend to support	4	20	5	23	4	14	6	26	4	18	3	19	3	18
Support some elements but not all	3	10	2	8	3	8	4	9	4	14	2	10	5	11
Neither support nor oppose	6	2	6	0	7	0	7	1	5	2	7	5	4	4
Tend to oppose	5	4	7	4	4	5	5	5	5	7	4	2	3	3
Strongly oppose	14	19	12	18	13	18	15	20	15	18	15	19	16	19
Don't know	4	4	6	3	4	3	1	0	2	5	4	5	6	7
	...along the length of the route (average) RESIDENTS	...along the length of the route (average) NON-RESIDENTS	...along Cleveland Street? RESIDENTS	...along Cleveland Street? NON-RESIDENTS	...along Mortimer Street and Berners Street? RESIDENTS	...along Mortimer Street and Berners Street? NON-RESIDENTS	...along Wardour Street and Whitcomb Street? RESIDENTS	...along Wardour Street and Whitcomb Street? NON-RESIDENTS	...along Pall Mall East, Trafalgar Square and Spring Gardens? RESIDENTS	...along Pall Mall East, Trafalgar Square and Spring Gardens? NON-RESIDENTS	...along The Mall, Horse Guards Road and Storey's Gate? RESIDENTS	...along The Mall, Horse Guards Road and Storey's Gate? NON-RESIDENTS	...along Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street? RESIDENTS	...along Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulinga Street and John Islip Street? NON-RESIDENTS

**To what extent do you support the proposals which are being consulted on...?  
(Residents and Non-Residents)**

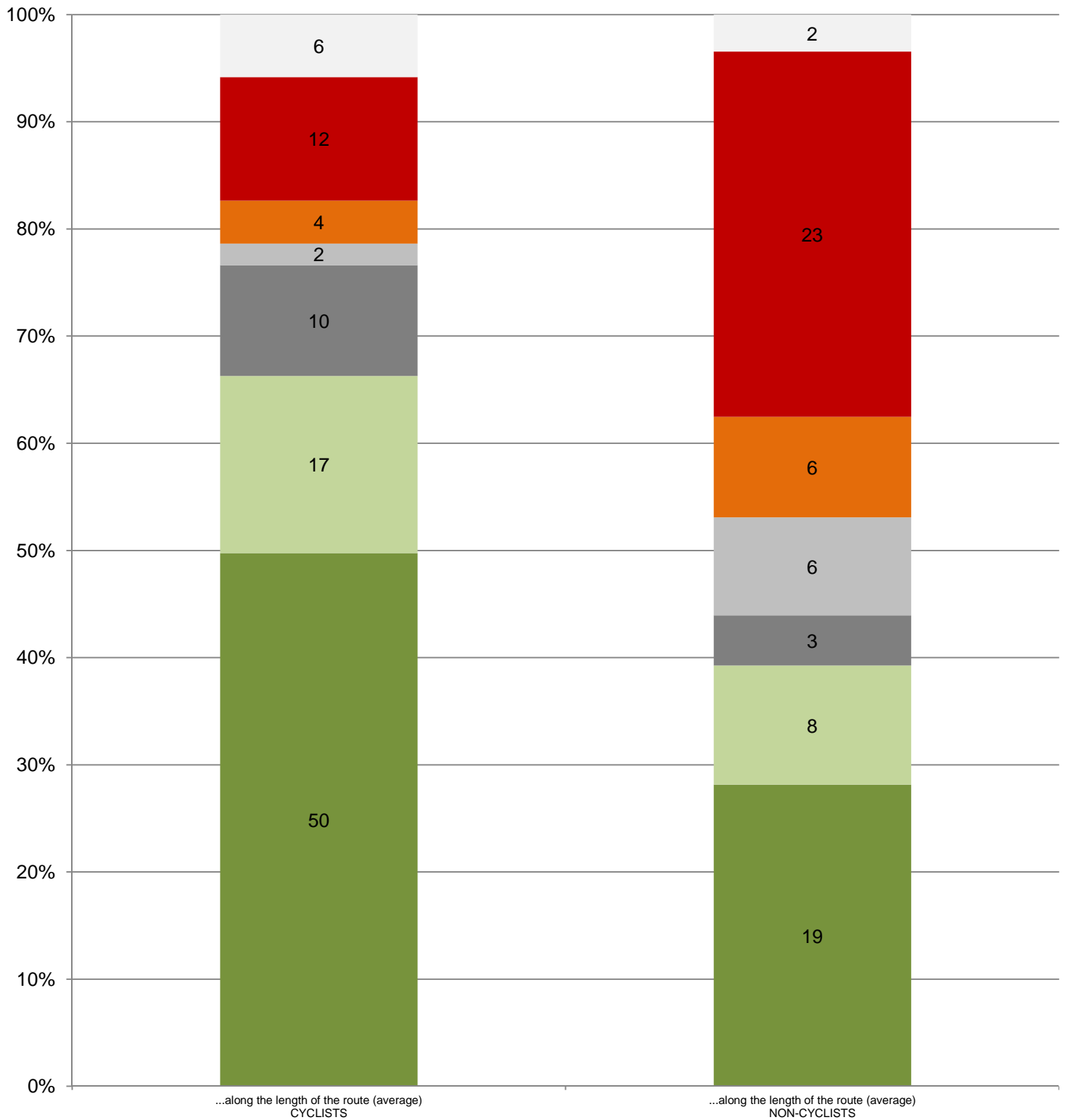


- Strongly support
- Support some elements but not all
- Tend to support
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know



	...along the length of the route (average) CYCLISTS	...along the length of the route (average) NON-CYCLISTS	...along Cleveland Street? CYCLISTS	...along Cleveland Street? NON-CYCLISTS	...along Mortimer Street and Berners Street? CYCLISTS	...along Mortimer Street and Berners Street? NON-CYCLISTS	...along Wardour Street and Whitcomb Street? CYCLISTS	...along Wardour Street and Whitcomb Street? NON-CYCLISTS	...along Pall Mall East, Trafalgar Square and Spring Gardens? CYCLISTS	...along Pall Mall East, Trafalgar Square and Spring Gardens? NON-CYCLISTS	...along The Mall, Horse Guards Road and Storey's Gate? CYCLISTS	...along The Mall, Horse Guards Road and Storey's Gate? NON-CYCLISTS	...along Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulginga Street and John Islip Street? CYCLISTS	...along Victoria Street, Great Smith Street, Marsham Street, Herrick Street, Bulginga Street and John Islip Street? NON-CYCLISTS
Strongly support	50	19	55	18	58	25	46	18	45	16	48	18	46	19
Tend to support	17	8	18	10	14	4	24	8	14	8	14	8	15	7
Support some elements but not all	10	3	9	1	9	2	8	5	14	4	11	2	11	5
Neither support nor oppose	2	6	1	5	1	6	2	6	1	6	4	9	3	5
Tend to oppose	4	6	4	9	4	6	5	6	6	8	2	5	3	4
Strongly oppose	12	23	10	21	11	22	13	24	12	22	12	23	11	26
Don't know	6	2	7	3	6	2	2	0	5	2	7	2	8	5

**To what extent do you support the proposals which are being consulted on...?  
(Cyclists and Non-Cyclists)**



- Strongly support
- Support some elements but not all
- Tend to support
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know



I'm a cyclist, pedestrian and driver.

Wardour Street is currently horrible for pedestrians and cyclists. Even though my nearest Santander Cycle dock is on Wardour Street, I try to avoid Wardour street where possible since it's frequently jammed with cars who randomly choose to be on either sides of the road so cycling requires zig-zagging around cars and often squeezing between a parked car and a queuing car. I don't think there would be space for two way cycling without removal of the parking spaces and marked cycle lanes to encourage the drivers to stay in a line. With the volume of people for the restaurants and such narrow pavement it's often impossible to walk down the street without partly walking in the road.

It's a real shame the East-West Superhighway route won't take the shorter route via Northumberland Avenue. Cycling East from Soho, I would still choose to navigate via Trafalgar Square and Northumberland avenue rather than much longer way around this cycling route would take to join up with the East-West Superhighway.

Where the cycle lanes are mandatory, tiny separators like large cats-eyes to dissuade car drivers from driving in the cycle lane are working wonders in parts of Camden. Whilst vehicles can drive over them if need be they tend not to, making it so much safer for cyclists without the huge expense of separate cycle lanes.

In particular I would like to see improvements on the Berners Street/ Cleveland Street section.

It sounds brilliant, please implement it as fast as possible. I used to cycle daily in London but it's just so dangerous and unpleasant right now. I would love to again.

It's so dangerous to ride on the streets now, it's the main reason I haven't cycled more often. I hope this goes through.

Junction The Mall - Horse Guards Road: there is no safe way for cyclists to turn off The Mall onto Horse Guards Road: there is no safe place to wait. We need painted lines on the road. Similarly for cars & bikes coming from Buckingham Palace turning down Horse Guards Road: there is only 1 traffic cone on a concrete plinth. We need a 2nd concrete plinth.

Junction Horseferry - Marsham/Great Smith Street: cycling bay in front of traffic would be great.

Just make sure this is more than a sign on the road - needs some reasonable changes to the roads and junctions to make it properly cycle friendly.

Markings on road are a pathetic compromise. Remove parking for a handful of private cars to allow safe segregated cycling.

More protected space would be welcome, or ways to reduce motor traffic.

Consider making Maple St two-way for cyclists.

Increase size of Maple St westbound cycle track to create two-way cycle track allowing cycling in both directions.

Or change cycle track to contra-flow bike lane, and move eastbound cycling to the main traffic lane / a segregated Eastbound track.

More segregation - still far too dangerous for children.

More segregation would greatly improve safety and encourage more cycling. Wardour Street especially is busy and I'm not sure the proposal is enough to do this.

Particularly anxious to see improvements Berners Street - Mortimer Street - Cleveland Street.

Special cycling paths can make cycling much safer.

Strong suggestion to improve cycling conditions near and leading up to Rathbone place, where large office construction is currently taking place.

The proposals don't go far enough. Space should be taken from motor vehicles and given to cyclists and pedestrians.

The protected contraflow lanes, where provided, are a great addition to the route. However, in some locations two way flow has been introduced without regard for cyclists safety, most egregiously on Wardour Street. This street is currently uncomfortable to ride on with the flow of traffic, so I am interested to know how cycling against traffic on a 3m wide lane could be considered 'quiet'. At the risk of exaggerating, I am not sure any motorist actually knows where the passenger side of their car is. Nearly every time I have been passed in a contraflow situation, the driver has given more space to their near side mirror than myself. To remedy the issue, the street could be freed from mandatory parking (leaving off hours loading), which would free up enough space for at least a lightly segregated contraflow lane (and in most locations an advisory cycle lane in the flow direction to boot).

Whitcomb street between Orange Street and St. Martin's Street should be converted to cycle and pedestrian access only. Even with the carriageway at footpath level, 2.4m is not enough width for a two way street (see my earlier comment on driver behaviour).

Locating a shared footway next to Trafalgar Square seems like a rather dicey proposition due to the huge load of tourists, blissfully unaware of British traffic markings (or just unaware). Perhaps routing it around the other direction? No really good answer here without removing lanes of traffic.

The turn from Spring Gardens onto The Mall looks a bit dicey as well. Could the large useless round bit of pavement that isn't actually a roundabout be reconfigured to reflect the actual usage? Perhaps keep the idea of the round space with granite paving and such, but have kerbs installed along the traffic lanes to allow for crossing the near side traffic flow and a refuge to wait for traffic coming from Trafalgar Square.

This scheme is needed NOW

This scheme will be great and I would use it every day to cycle - please do it as soon as possible. I live in King's Cross and work in Whitehall, and the route I would need to take at present is quite scary around Bloomsbury Street-Shaftesbury Avenue and very dangerous and unpredictable around Trafalgar Square. This will solve everything. On Wardour Street and Whitcomb Street pedestrian use is also very important, and pedestrians, including many tourists, tend to walk the streets without looking. There will need to be measures to tell cyclists to share with pedestrians and give them priority and that cyclists are not entitled just to race through. When cyclists think they have the right of way they can be too aggressive and race through even though they know pedestrians tend to wander. Also there will need to be more cycle parking around the route, particularly in Soho.

Vehicles park in the cycle lanes in Tavistock Place and Gower Street. A taxi driver pulled into the cycle lane whilst I was on it and the passenger opened the taxi door and knocked me off my bike. She didn't even apologise and the taxi driver couldn't see a problem. Lorries also park in Gower Street cycle lane in the early mornings.

Wardour St/Brewer St

The pedestrian crossing needs to be obvious and have clear pedestrian priority.

The proposal for Wardour St being 2-way means that vehicular traffic has to be banned. Is this the proposal. If cars/motorbikes/vans can still use this road, the road "too narrow" for 2 way cycles and vehicles! There are too many pinch-points on this road.

Tend to support

Between Victoria Street and John Islip Street inclusive, there should be improvements beyond wayfinding symbols, such as segregation or traffic calming measures. Along Cleveland Street the route is better than the former area, although this also could have further improvements, such as segregation or cycle-only lanes. In addition, I believe that The Mall, Horse Guards Road and Storey's Gate should have far better measures than are being proposed, more in line with the rest of the route, particularly the sections immediately beforehand, where a degree of segregation is involved. I believe that this is very important here, since these are busy roads - not quiet at all - and measures such as traffic calming features, physical segregation and separate cycle traffic light systems should be utilised.

Cleveland Street lanes should be supported with Orcas (E.g. as used on Tavistock Place) or similar markers to prevent incursion.

Mortimer Street needs much greater degree of intervention - narrow advisory lanes are not sufficient for such a busy street.

I approve of the Berners Street protected cycle track, but the 1.5m proposed width is too narrow. This track should continue to the junction with Oxford Street.

A shared use pavement should only be used in areas of very low footfall - this certainly doesn't describe a route around Trafalgar square. This route needs significant additional intervention to create separate space for cycling. This may be best found by routing the other way round Canada House in a kerb protected lane (2-way, 3m width cycles only).

The Mall and Constitution Hill should be closed to general traffic though-out the week, rather than just on Sundays.

Protected space for cycling is needed to enable N-S continuation of cycles on the quietway across Victoria Street.

Great Smith Street should have a modal filter at Abbey Orchard Street to reduce motor traffic volumes on this street

Central traffic islands and the pinchpoints created should be removed on John Islip Street. Modal filtering should instead be used to reduce the levels of motor traffic.

Response from the Westminster Cycling Campaign

Overall Comments

This route has great potential as a Quietway. It is very direct and connects with several other Quietways and Cycle Superhighways. Traffic is comparatively light along most sections – though more should be done to reduce it further, especially in Wardour Street. Otherwise less experienced cyclists, to whom Quietways are intended to appeal, could be deterred.

The sections south of the Mall are already a popular cycle route, with cycles representing half of the traffic at peak times in Great Smith Street. However, it is extremely disappointing that there are no proposals to reduce the difficulty faced by southbound cyclists at the junction with Victoria Street.

The sections north of Trafalgar Square are a good way of avoiding either Regent Street or Charing Cross Road and pass through fewer signal-controlled junctions than either of these. At present this section cannot be cycled from end to end because of various one-way restrictions. We are therefore pleased that Westminster has proposed two-way cycling along several one-way streets. However, the proposals to share space with pedestrians in three places, in particular in Trafalgar Square, have provoked adverse criticism from cyclists.

Response from the Westminster Cycling Campaign (cont.)

Cleveland Street

We welcome the introduction of a contraflow cycle lane in this street.

Cycling through Fitzrovia is currently made more difficult by the labyrinthine arrangement of one-way streets. Exemptions for cyclists are therefore welcome, where they can safely be allowed.

It is unclear where northbound cyclists will go after reaching the junction with Clipstone Street other than east along Maple Street – which could, however, be useful for those going to UCL or UCH. A link towards Regent's Park would also be useful. We would therefore welcome northbound cycling in Cleveland Street north of Maple Street as well as westbound cycling in Clipstone Street. We trust that one or both of these will be a feature of the Edgware Road – Fitzrovia Quietway.

We are concerned about conflicting movements at the junction of Cleveland Street with Clipstone Street and Maple Street. The position of the existing Maple Street cycle track on the right-hand side and the building of a petrol station just north of the junction add to the complication. The exit from the proposed cycle track leading from Cleveland Street (north) to Cleveland Street (south) could be difficult.

We suggest a re-think of this junction in order to prevent conflict.

Would other options help, for example giving Clipstone Street priority over Cleveland Street (south)?

The London Cycle Design Standards has a rule of thumb 'to avoid situations where motorised vehicles and cyclists are expected to move together through a width between 3.2 metres and 4 metres.' That rule appears to have been broken in parts of Cleveland Street in the with-flow direction. Widening the contraflow cycle lane and narrowing the with-flow lane could allow adherence to the rule. Further measures to reduce traffic speed and volumes would also be helpful.

Rating: tend to support

Response from the Westminster Cycling Campaign (cont.)

Mortimer Street and Berners Street

Can we assume that southbound cyclists exiting Cleveland Street into Mortimer Street will have their own signal phase, preventing conflict with northbound traffic from Newman Street?

Although cyclists entering Mortimer Street from Cleveland Street or Berners Street cannot be right- or left-hooked, this does not apply to cyclists coming from Mortimer Street (west), Goodge Street or Newman Street. Will the signals be reconfigured to prevent this risk?

Our initial reaction to this alignment was one of surprise that the route did not follow Newman Street, which would have avoided the signal-controlled junction of Mortimer Street and Berners Street as well as a section along the busy Mortimer Street. However, we understand that Berners Street is due for an upgrade, so it makes sense to incorporate a contraflow cycle lane in the new arrangement. However, we are concerned that, in the with-flow direction, the width will still be in the range between 3.2 metres and 4 metres, against the advice of the London Cycle Design Standards. A solution could be to narrow the with-flow traffic lane by widening the footway or the strip between the contraflow cycle lane and the parking bays. Removing the parking bays would of course be another solution.

Mortimer Street is probably the busiest section of the whole route, apart from Trafalgar Square and the Mall. Cyclists would therefore benefit from further segregation along this short section.

Rating: Support some elements but not all.

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Response from the Westminster Cycling Campaign (cont.)  
Wardour Street and Whitcomb Street

It is currently difficult to find a southbound cycle route through Soho, so we welcome the creation of one.

We would like to check that cyclists will be allowed to turn from Berners Street or Wardour Street into Oxford Street and vice versa. This is important in order to enable cyclists to leave or join the Quietway at this point.

The plans for Wardour Street include a reference to 'considerations for complementary traffic management to reduce through traffic on Cleveland Street'. We consider it imperative to reduce through motor traffic in both Cleveland Street and Wardour Street, in order to improve conditions for cyclists, pedestrians and local residents, workers and visitors. But this is especially true of Wardour Street, where contraflow cyclists will not have the protection of a contraflow lane. Apart from Mortimer Street, Trafalgar Square and the Mall, this is the busiest section of the entire route. Less experienced cyclists, to whom Quietways are intended to appeal, are likely to be deterred by sharing quite a narrow space with a significant volume of motor traffic.

The retention of certain parking bays on the west side of Wardour Street, such as outside Nos 163-169, leaves insufficient room for a motor vehicle to pass an oncoming cyclist.

Whilst we support proposals for double yellow lines along much of the route along Cleveland Street and Wardour Street, we do not see any restrictions on loading and unloading mentioned in the plans. This is a particular issue in Wardour Street, which has more shops and other businesses than any of the other streets on this route. What arrangements are being made to minimise difficulties caused to cyclists by vehicles stopping to load or unload?

Cyclists are always faced with the danger of collision with pedestrians looking the wrong way (or not looking at all) before stepping off the kerb. This is likely to be a particular danger in Wardour Street, where no contraflow cycle lane is marked, where cyclists will often be forced by other traffic to ride close to the kerb – and where there are a significant number of pedestrians. Is there a way of reminding pedestrians to look – preferably in the right direction? For example more frequent cycle logos facing the appropriate way in the carriageway.

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We look forward to westbound cycling in Old Compton Street, which we understand will be part of Quietway 19. That will allow cyclists to join the Quietway in Wardour Street.

We note with some concern that southbound cyclists will be constrained to single file by an island in Wardour Street at the approach to the junction with Shaftesbury Avenue. Given that we would expect Wardour Street to be given less green time than Shaftesbury Avenue and that this is one of the more central sections of the route, we consider that greater capacity should be provided by allowing cyclists to enter the junction at least two abreast. A similar concern arises at the entrance to Wardour Street from Oxford Street.

It is good that cycling is to be allowed through the section of Wardour Street south of Shaftesbury Avenue. We tried unsuccessfully to have cycles exempted from the current prohibition – which also extends to Lisle Street – so as to maintain a useful northbound route for cyclists.

We recognise that cycling will effectively be limited to walking speed through this short section at busy times. It would be useful if cycling were also allowed in Lisle Street after 12 noon, so as to allow cyclists to leave or join the Quietway at this point.

Allowing northbound cycling in Whitcomb Street beyond Pantom Street is long overdue. We have been waiting for this route for a long time, as recompense for poor cycling provision on Haymarket and Lower Regent Street.

We recognise that the narrow width of Whitcomb Street just south of Orange Street presents difficulties in accommodating two-way cyclists in addition to northbound motor vehicles and pedestrians and that the introduction of a shared surface is probably the only solution acceptable to Westminster. This is something we would otherwise have wished to avoid. Even if cyclists are delayed by pedestrians or oncoming vehicles, the route will still save time compared with waiting at traffic signals on other routes. The low volume of pedestrians and motor vehicles improve the chances that the scheme will work. Prohibiting entry for motor vehicles into Whitcomb Street from Pall Mall East except for access would also make the scheme more successful.

Rating: tend to support

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Response from the Westminster Cycling Campaign (cont.)  
Pall Mall East, Trafalgar Square and Spring Gardens

The proposal to designate the west footway of Trafalgar Square for shared use by pedestrians and cyclists has provoked much strong criticism from cyclists. The limited width of the footway, the gradient and the likely number of cyclists all mean that this is not an ideal footway for sharing. The only redeeming factor is that the number of pedestrians is probably lower than in other parts of Trafalgar Square.

If this feature forms part of the final scheme, it will need careful marking to indicate to both cyclists and pedestrians that this is a shared space – and where it ends. We would prefer the route to reduce space for motor vehicles rather than degrade conditions for pedestrians.

A number of cyclists have suggested a route around the back of Canada House. This was included in earlier proposals for this Quietway but it had a number of shortcomings. Is it possible to design a route without those shortcomings?

Of the various designs we have seen for this section of the route, the one we liked most was the one by Atkins, showing a narrow northbound cycle track along the footway on the west side of Trafalgar Square and a southbound cycle lane down the west side of the carriageway.

We welcome the introduction of northbound cycling up Spring Gardens, which cyclists have been suggesting for many years. However, we are concerned about arrangements for exiting this street at the junction with Cockspur Street: northbound cyclists waiting for the signal to cross will obstruct pedestrians walking along the south footway.

The right turn from Spring Gardens into the Mall is going to be a difficult one. Cyclists will be blocked either by a queue of eastbound traffic or by moving eastbound traffic. If they make it to the middle of the road, they then have to cross westbound traffic. It has been suggested that these problems could be avoided by dedicating the north arch of Admiralty Arch to two-way cycling, moving eastbound motor traffic to the central arch.

Rating: Support some elements but not all.

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Response from the Westminster Cycling Campaign (cont.)  
The Mall, Horse Guards Road and Storey's Gate

We support the replacement of the two existing pedestrian crossings on the Mall and the bollard at the junction with Horse Guards Road with a signal-controlled junction. The exit from Horse Guards Road is currently difficult, not only for cyclists but also for other vehicles. And Horse Guards Road is difficult for pedestrians to cross.

We consider that Horse Guards Road is a good choice for a Quietway, since it attracts relatively low numbers of motor vehicles.

The junction of Horse Guards Road, St George Street, Storey's Gate and Birdcage Walk is currently rather chaotic, though the designation of right-turning lanes has helped. The introduction of traffic signals is probably inevitable here, given the additional complexity caused by the East-West Cycle Superhighway.

We were pleased to see that the cobbles in Storey's Gate have recently been replaced by asphalt. There is no longer the bizarre sight of cyclists attempting to follow the yellow lines because they are smoother!

Rating: strongly support.

Response from the Westminster Cycling Campaign (cont.)  
Victoria Street, Great Smith Street, Marsham Street, Herrick Street,  
Bulinga Street and John Islip Street

Although the crossing from Great Smith Street to Storey's Gate is quite easy northbound, this is a difficult manoeuvre southbound. Even though there are times when the traffic in Victoria Street is stopped by signals, vehicles from the Parliament Square direction still turn right into Tothill Street at these times. In the past we have explored repositioning signals east of the junction or running a cycle track across the footway outside the bank on the corner of Tothill Street and Victoria Street, but neither option was considered feasible. We understand that authorities are currently reluctant to consider any changes to this junction until the effects of the modifications of Parliament Square for the East-West Cycle Superhighway have been gauged. But we strongly urge them to include this junction as a priority in their future programmes and to set aside funds for it.

Could any of the feeder lanes at the junctions with Great Peter Street and with Horseferry Road be retained and widened by moving the centre line further to the right?

Although we would generally prefer a cycle route to follow the same streets in each direction, we do not consider the one-way section through Bulinga Street and Herrick Street at the south end of Marsham Street to be a problem – provided that the left turns from John Islip Street into Bulinga Street and towards the south end of Marsham Street are clearly indicated. Unlike many other one-way systems, this one does not involve cycling longer distances or through more junctions.

The section of the route south of Great Peter Street attracts remarkably little motor traffic. It is therefore a rare example of a Quietway in Westminster that can truly be described as quiet!

Response from the Westminster Cycling Campaign (cont.)

There are a number of deflections along the left-hand side of John Islip Street caused by parking bays and a zebra crossing. These could cause conflict between cyclists and faster vehicles, though the comparatively low traffic volumes and generally reasonable traffic speeds lessen this problem.

Since Cycle Superhighway 5 runs along the north-east side of Bessborough Gardens to/from Vauxhall Bridge, it is quite easy for NW-bound cyclists to turn right from CSH 5 into John Islip Street. Before CSH 5 this was a difficult manoeuvre. However the current road markings and signals do not specifically assist cyclists to cross Bessborough Gardens from John Islip Street to the marked NW extension of CSH 5 in Drummond Gate: cyclists making this manoeuvre would be best advised to do so in the general traffic lane. The movement in the opposite direction is quite easy, with a route marked by elephant's footprints and a short section of segregated cycle track.

Rating: Support some elements but not all.

I prefer measures to help cycling on more free flowing main (well signposted) routes, particularly where cycling is in the direction of traffic flow, or where there is enough space for well segregated cycling against the flow.

I also feel that the addition of raised platforms does not necessarily provide a net benefit to cyclists.

I represent British Telecommunications plc who have the iconic BT Tower building in Cleveland Street, W1. Whilst BT fully support issues such as the cycle routes, they are concerned that access to the BT Tower building will be retained and remain unrestricted. If there is a database or registry being pulled together recognising parties who have an interest in the scheme then could I please request to be included. Any communications being sent to the BT Tower building itself are often not addressed to any one in particular and will remain unanswered so if you could use my details I would be grateful.

I strongly support the creation of a contraflow cycle lane along Berners Street and the addition of trees and rain gardens. The road will make it an unique experience where water management and additional trees have been considered. The improvement of Berners St will make it a more cyclist and user friendly road.

I tend to agree with all changes that segregate/separate cyclists from other road users. I would like to see all cycle highways and quiet ways operating 24/7. It bears belief that when families and younger cyclists might be able to enjoy riding on secure cycle lanes, i.e., on weekends the cycle ways are suspended, with cars parked on it or using them to bypass others.

I would particularly like to see the improvements on the Berners Street – Cleveland Street section

If Whitcomb Street is given over to two-way cycling, will this be exclusive to cyclists or will there still be vehicle traffic as well? Whitcomb Street between Orange Street and Pall Mall is very narrow and could not accommodate both.

I've been cycling to work in Central London for almost 6 years, and these improvements would really mean a lot to me, especially the ones on Berners Street.

Needs more protected cycle lanes.

Strong concerns about how cyclist are expected to cross Pall Mall from Spring Gardens, there is no type of safe crossing.

Also it's not realistic for cyclist to be able to reach the left turning lane of Victoria Street from Storey's Gate, a separate offside lane and signal should be created.

There also should be not vehicular access to Whitmore Street between St Martin's Street and Orange Street.

This route need to be done correctly as it has the potential to be a very popular cyclist route, as it passes many Central London destinations.

The final part of the route is just wayfinding symbols - could do better by filtering out motor traffic on some streets.

Whole route should have 20mph limit.

.....  
 This change may affect my upcoming commute even more than the Hyde Park - Fitzrovia one I have just filled in. Converting one-ways into contraflow where bikes can go both ways is very convenient. I like the other changes as well.

.....  
 Will motor traffic be removed from Whitcomb Street? The entrance from Orange Street, is too narrow to safely let motor traffic and cyclists. This is mainly used as a rat-running route by taxis, when Charing Cross Road could be used instead.

.....  
 Could there be 'Keep Clear' marking (and / or protection from both ends when waiting in the middle of the road) on The Mall to help turning from Spring Gardens? The turning could be hard to manage without them.

.....  
 I don't see where you could stop safely on Great George Street when turning from Horse Guards Road and Storey's Gate. The current areas to wait are essential because Great George St is so busy. If there is a removal of motor traffic this problem could be eased.

.....  
 Turning from Storey's Gate to Victoria Street is currently very dangerous, particularly with all the lorries and coaches. I often get off my bike or cycle on the pavement. The proposed changes does not stop the junction being dangerous.

.....  
 Support some elements but not all

.....  
 How are contraflow arrangements supposed to work? Drivers of motor vehicles seem to have no understanding of these systems and most contraflow arrangements, without segregation, are actually inherently dangerous. In any case, a 20 mph or less speed limit, which is enforced, should be a key element of the plan. Enforcement always seems to be forgotten.

.....  
 One thing that is essential to bring about an increase in cycling with all the aforementioned benefits has to be Filtered Permeability measures. Without these, Quietways, quiet routes and so on become meaningless whilst less confident, less able, less experienced and returning cyclists have to share space with rat running traffic.

.....  
 Rat running traffic, in racing to take SAT NAV-aided short cuts will usually provide a far worse subjective experience for the above groups of people cycling than would be had for people cycling on main roads!

.....  
 Speed restrictions, traffic calming measures and other physical interventions such as tightening up angles for traffic turning into junctions will only provide a minimal improvement and have been shown not to work in isolation from the only thing to make a 'Quiet Way' worthy of the title - actual physical interventions to through traffic.

.....  
 A tough win, but absolutely essential to bring about benefits that will be provided even for those currently dismissing them.

.....  
 We have heard from a vociferous car driving minority that demand the right to use quiet residential areas to gain a few minutes or even seconds, advantage on their (mostly) short journeys. This is at the great expense of course, that creates a huge disincentive to those who would otherwise walk or cycle.

.....  
 In addition, this is at odds with the concept of allowing people the freedom to travel by whatever chosen means is available i.e. the means to cycle is not open to people who are massively deterred by the few that think it acceptable to dominate the area with all the menace, threat and hostility (and all too often outright aggression) that heavy machinery driven at entirely inappropriate speeds and in unsuitably high numbers impose. Car and van drivers racing to hit deadlines are often the least considerate to more vulnerable road users.

.....  
 This amounts to one group of road users denying the freedom of choice to another group (elsewhere, people do not expect to have to take the risk of being maimed or killed if they take the bus or tube). This deprivation impacts in an effective removal of liberty of a massive group of individuals including of course many children.

.....  
 If this is not the case, then where is the evidence to suggest otherwise?

.....  
 Examples: the UK as is often quoted has around 1% of children of primary age cycling to school whereas in Odense, the third largest city in Denmark, it is 81%!!!

.....  
 This ongoing deprivation by a group with a perverse expectation of the right to drive anywhere, anyhow and at anytime - whatever the cost to everyone else, has been due to history cultural background of excessive traffic provision for motor vehicles, will not be curtailed until what (just now) looks like drastic action, is taken.

.....  
 The bull needs to be taken by the horns - the louder and more vociferous and boorish the mob, too used to having had things their own way (heard previously by those once allowed to smoke and pollute the immediate air of non-smokers, and likewise in cars occupied by younger people), the more determined the RIGHT response has to be.

.....  
 This is only after all, only about keeping traffic to MAIN routes, not banning it outright. A series of minor interventions in the scheme of things that will benefit the many.

.....  
 The initially reaction and complaint will be forgotten once people once afraid to travel by a sustainable means are given the possibility of doing so! And of course they will very likely be joined by those car-drivers making such a fuss about it!

.....  
 Parking on Great Smith Street should be banned as the curves of the road make it very dangerous for cyclists.

.....  
 Quietways are not the solution cyclists and potential cyclists want. We need high quality segregated cycle tracks, not roads with painted cycle symbols or paths shared with pedestrians (who don't want that either). Dedicated cycle tracks, separated from traffic by a kerb or bollards, and with separate phase signals at junctions are what is needed.

.....  
 Quietways must have restricted access to motor vehicles to be effective.

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 Response from the London Cycling Campaign

We welcome the theory of Quietways 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. We also welcome the Mayor's vision for Quietways that are direct, designed as whole routes, segregated from motor traffic where they briefly join busy roads and make use of "filtered permeability" that restricts through motor traffic etc.

Sadly, our assessment based on the first routes to reach public consultation is that Quietways thus far fail to fulfil these ambitions to the degree needed to genuinely boost cycling numbers. This is the case with too many sections of this Quietway.

So, while we support the principle of a direct cycle route along this alignment, avoiding major roads, we wish to raise several serious concerns regarding this route and the detail associated with it:

Cleveland Street – we believe more could and should be done to ensure this street is appropriately quiet for all ages, all abilities cycling. Modal filters would be an ideal solution, or opposing one-ways, that would remove through traffic – which is much of the traffic on this street.

At the least, more should be done along Cleveland Street to facilitate movement for cyclists including: reworking the junction with Clipstone Street to enable westbound cycling, and to reduce likely conflicts. The route should also continue northwards towards Regent's Park etc.

The carriageway on Cleveland Street should also be reduced to match the 3m it is at its narrowest points to give more space to cyclists riding in the contra-flow lane. The lane could also then be further protected as a "hybrid" or "stepped" track, or "semi-segregated" protection. And increasing the width of the track would be more inclusive design for a wider range of cyclists.

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 Response from the London Cycling Campaign (cont.)

As well as this, the carriageway should feature raised tables at junctions and/or sinusoidal speed humps to appropriately slow traffic in the carriageway. Certainly, the carriageway should at no point be a width between TfL's "Cycling Level of Service" "critical fail" parameters of 3.2 and 4.0m. Sections of Cleveland Street are.

Mortimer Street junctions – the double junction and brief stretch on Mortimer Street are a fundamental barrier for a Quietway. This road is simply too busy and aggressive for likely Quietway users. As well as ensuring all turning movements for cyclists are separated in space or time from motor vehicle traffic to avoid "hook" collision risks and aggressively near passes (on all arms – to/from Cleveland Street, to/from Berners Street and those turning from/into either to/from Mortimer or Goodge Streets), the advisory lanes on Mortimer Street are completely unacceptable – a minimum should be semi-segregated tracks here.

Berners Street – parking seems to have been prioritised over cyclist safety, convenience or comfort. 1.5m contra-flow tracks are too narrow, while again, "critical fail" widths for the main carriageway are in evidence. Removing parking bays and/or ensuring an appropriately slowed and narrowed main carriageway width would result in far better conditions for cyclists. The uncontrolled crossing of Eastcastle Street also represents a failure to adequately quieten a Quietway.

Oxford Street junction – again, has enough to be done to ensure cyclists turning from/to Oxford Street are protected from hook risks from motor vehicles? And are cyclists able to make turns onto and off the Quietway, and Oxford Street?

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 Response from the London Cycling Campaign (cont.)

Wardour Street – this route is in no way appropriately quiet for a Quietway. Wardour Street features high through traffic flows, often travelling at speed. Yet the proposals include no real protection or proposal to remove through traffic. Modal filters should be seriously considered here, or other ways of removing most if not all of the through traffic here. At the very minimum, the protected track seen just north of Shaftesbury Avenue should be continued to Oxford Street (and that track should be 2m). Also, how well enforced are traffic regulations at the southern end including the currently pedestrianised area? If this area is not well enforced, then obviously it will also fail to be an adequately quiet section to cycle through for a Quietway. We would also support proposals to exempt cyclists from restrictions on Lisle Street also.

Shaftesbury Avenue junction – again this should be designed and phased to avoid hook risks and allow less confident cyclists to pass through the junction without facing conflict with motor vehicle traffic.

Whitcomb Street – for an appropriately quiet Quietway, the ideal would be to use modal filters or other measures to stop through traffic from using this narrow street, and/or to reduce traffic volumes. That said, we recognise this is one of the lower traffic volume streets in the scheme.

Trafalgar Square – the measures proposed around Trafalgar Square are simply unacceptable for a Quietway and represent a major barrier in the plans. The crossing of Pall Mall East will not allow less confident cyclists or younger cyclists to cross realistically – given the heavy and aggressive traffic flows that currently dominate this road. The proposal to share pavement with pedestrians around the Square itself, and potentially have to dodge parked cars also, is similarly unacceptable. Either alternative proposals should be put forward, or motor vehicle space (perhaps the parking space?) should be given to pedestrians and cyclists to deal with this issue.

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Response from the London Cycling Campaign (cont.)

Cockspur Street/Spring Gardens – the crossing of Cockspur Street risks putting pedestrians and cyclists into conflict at a high-flow location. Worse, the uncontrolled crossing into The Mall from cyclists exiting Spring Gardens will feel hostile and be complex – again, hardly appropriate design for a Quietway. Reorganising the use of motor vehicle traffic through Admiralty Arch could conceivably deal with this issue. Further work will also need to be done on The Mall to ensure cyclists are appropriately separated from motor vehicle traffic until they join the Cycle SuperHighway and Quietway.

Storey's Gate/Victoria Street/Great Smith Street junction – we appreciate the issue of the East-West Cycle SuperHighway nearby, but want to be clear that again, for a Quietway, more will need to be done to eliminate hook risks and calm motor vehicle traffic appropriately for cyclists to be able to move through this junction along the Quietway, without it acting as a barrier to cycling uptake.

Marsham Street junction – again, more work needs to be done to eliminate hook risks at the junctions with Great Peter Street and Horseferry Road particularly and to ensure cyclists turning are appropriately facilitated.

John Islip Street – despite this being a fairly low traffic volume street, we would prefer if pinch points and pedestrian refuges were removed (in favour of zebra crossings, for the latter), to minimise conflict and need to negotiate between cyclists and motor vehicle drivers. We also want to ensure cyclists entering and exiting John Islip Street from and to the Cycle SuperHighway are appropriately enabled to do so, no matter which direction they come from.

Finally, and in general, the London Cycling Campaign would like to see all schemes given a CLoS rating (as well as adhering to the latest London Cycle Design Standards) that demonstrates significant improvement from the current layout will be achieved for cycling, and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation.

These proposals carry almost zero effort to implement a comprehensive, safe, protected cycle network which will attract normal people other than those on racing bikes. Please make cycling safe by building a real Dutch-style cycling network.

Neither support nor oppose

Concerned about cyclists going two way on Wardour Street. At our junction (Broadwick St) it is difficult to cross with our two children already, I'm also worried that you would take away some of our residents parking spaces, which we rely on. But mainly I find cyclists are very disrespectful to families with children. We would need a pedestrian crossing where cyclists must stop at Broadwick St/St Anne's Court junction with Wardour Street.

Firstly the questions above are NOT put together using fair statistical or research methodology ... You are deliberately swaying questions so that you can publish how cycling will solve air pollution.

Secondly although I favour cycle ways to a degree I only do this now with the understanding that cyclists behave more responsibly, respect pedestrians and children and TFL now start imposing very hefty fines on those who don't. I have as a taxpayer footed the bill for the cycle crossing at Pimlico on Vauxhall Bridge Road. It is not clearly enough marked that cyclists must give way to pedestrians. I want massive signs across London now saying that pedestrians have priority at crossings over cyclists. As you are intent on giving cyclists more power you now need to equate that with greater self-responsibility. Too many people speeding through lights and over crossings is making London more dangerous not less. We will judge you now on what you decided to do about it.

I am particularly concerned about shared space/junctions between pedestrians and cyclists. There is already scant regard given to the interests/safety of pedestrians with cyclists somehow being elevated to a priority status over both pedestrians and drivers (of which I am not one). In my experience a large proportion of cyclists care little for the pedestrian with jumping red lights being at epidemic proportions and cycling the wrong one down a one-way street being regarded as okay.

Pedestrians and residents are in danger by too many cyclists who runs so fast and tend not to stop when the pedestrians cross the road. This is worse than vehicle drivers. No more cyclists particularly for commuting from outside of Westminster. Santander cycle would be fine. The cyclist should pay congestion charge if they would like to cycle in the centre of London.

Reducing traffic will inevitably lead to higher speeds of motor vehicles. This is the main concern for cyclists. There is no enforcement to prevent dangerous driving and excessive speeding. Also the Advanced Stop lines are routinely ignored by motorists and unless they are enforced by cameras are as good as useless.

Tend to oppose

Cleveland Street is too narrow to accommodate a cycle lane. If you mean to ban parking in order to make it work, this will cause problems elsewhere. Please bear in mind the knock-on effects of roads becoming more problematic for drivers.

As a pedestrian I am concerned about proposals for two-way cycling/one-way driving as this is confusing. Also, raised 'barriers' separating cycle lanes are difficult to see for both pedestrians and car drivers. What's wrong with white lines? if you keep the raised barriers please paint them white so that they are clearly visible.

There is huge investment in the cycling policy; I hope it pays off. Currently many cyclists ignore existing cycle lanes.

Cyclists are a hazard to pedestrians. There need to be speed bumps for cyclists on the quiet streets and particularly in Carburton Street, where there is a nursery and sheltered housing.

For effective encouragement of cycle use in the centre of the city uni-directional segregated facilities have to be provided all along the route. The only section adhering to that measuring is Berners St and it needs to be done everywhere, if we seriously want to raise the perceived safety levels for people to use bikes.

Segregation is the only effective measure, look at the Netherlands and Denmark, please stop inventing cycle superhighways and Quietways, just copy measures that already work. Paint on the road doesn't help grannies and children cycle in safety, segregated lanes do.

I do not cycle. If I did, I would strongly support any initiative to improve the training of cyclists to make them responsible road users, to have them insured, to have them share the cost of maintaining our roads and to make the use of minimum personal safety equipment, compulsory.

Making Wardour Street 2 way cycling route is absolute madness -

a) it is the last direct way to drive through Soho - which those of us who live here and drive need

b) it's a busy place - you can't make it quiet. Why not choose a street that has already been deadened, like Frith St or Dean St, through misguided traffic measures?

c) why not avoid Soho altogether - we have had enough. Are there any town planners out there who understand that you can't chop up an urban village with huge new transport routes?

My principal concern about the proposals, as set out in Heather Acton's letter, is a seeming conflation of cyclist and pedestrian concerns and interests. I live near Marsham Street and walk to and from work in Park Street W1. Cyclists often have a negative impact on this experience, often giving no warning of their approach, being mounted in areas clearly designated as no cycling (particularly in Hyde Park and Green Park) and generally having very little consideration for pedestrians, not realizing (according to the Highway Code) they have right of way.

The probable outcome of this scheme will (in my experience of watching who cycles in Westminster) be that the Scheme will benefit mainly fitness 'fanatics' or 'power cyclists' (i.e.: fit young people going to and from work. Probably few families or tourists of this scheme will benefit to anything like the same extent. May I therefore kindly ask that more consideration be given to pedestrians, of the impact of the scheme benefiting cyclist in the main, and a particular type of cyclist, at that.

There is no junction between Horseferry Road and Great Smith Street.

I object to your biased questions and your bias towards cyclists rather than every other form of transport. Will they be making a financial contribution? Congestion has increased recently due to additional cycle lanes which aren't used. Smart technology would help at traffic lights. Many accidents are caused by the aggressive attitude of cyclists. When will you get them off the pavements? Why do you have a vendetta against the black cabs? You've obviously made up your mind about what you're going to do. With your threats regarding charges for residents with diesel cars, I've just spent money I could ill afford to buy a petrol car. I only drive in and out of London, not within. You need to help the traffic flow. This consultation is just to prove that you've carried one out.

This consultation is not very good. The maps and drawings are not very easy to read. From what I can see is a lot of 'raised junctions' - these do not work. I have seen them in practice along CS1 in North-East London and cars tend to ignore them so no improvement at all. This will not make cycling any safer. Neither will new signage and trees??

Some of these roads are the busiest of all of London and you should take this into consideration. Your proposals will not attract more cyclists, especially not from segments of the population who are currently not cycling (children, older people etc...)

I have and will avoid cycling through the West End at all cost as it is one of the most dangerous areas of London to cycle in.

Wardour Street is already congested. Allowing cycles to go south down Wardour Street will endanger pedestrians who are by far the most important people here. Cycle Lanes will use up road space and remove parking/delivery space which is already at a premium. The majority of traffic in Soho - deliveries, taxis/mini-cabs, visitors to theatres, restaurants and shops will never change to cycles. Putting a cycle route of this kind through congested, stressed, night-time economy Soho, which will simply bring additional cycle through-traffic to Soho's problems and pre-empt the work of Soho Neighbourhood Forum is absurd.

Strongly oppose

Cars will be stationary for longer emitting CO2 because you have narrowed roads removed parking spaces and created congestion.

Cycle paths should never be on pavements. It is unsafe for pedestrians, especially children, elderly, frail, disabled and animals.

Cycle speed controls are needed on Carburton Street W1.

To reduce pollution, totally ban all diesel vehicles - especially taxis.

Look at your picture above, all the cyclists are male - and many tend to be fast and aggressive. Keep them away from pedestrians. If you want more cyclists - specially women - then manage cyclists speed and behaviour.

The routes are not 'quiet' unless you ban cars and motorbikes from them.

Cycling in built-up urban spaces is dangerous to cyclists, vehicle drivers and pedestrians. The proposed plans, in particular the Fitzrovia to Pimlico Quietway through the most built-up and urban area of central London, will have a very strong impact on existing traffic and pedestrian arrangements. In particular the area around Leicester Square, Wardour Street and Shaftesbury Avenue, where many pedestrians walk along and cross roads, will be adversely affected by encouraging more cyclists and making further bicycle arrangements.

There are large numbers of pedestrians in the Leicester Square area day and night and more cycles will mean more danger to them; many cyclists neither know nor care about traffic regulations, or courtesy towards pedestrians (or cars).

The area around Soho welcomes many tourists, many of whom spend time around Wardour Street (e.g. food lovers), Old Compton Street (e.g. gay and lesbian tourism) and especially around China town (Chinese and general community), where many pedestrians stand, look around and take photographs and 'selfies'. Such leisurely pursuits would suddenly become dangerous and likely would result in more accidents and more congestion if more cycles were routed this way, rather than fewer incidents and less congestion, as suggested by some of the survey questions.

As a local resident since 1992 and regular car and bicycle user, I know from personal experience how 'stressed' the whole area has become over the years, and how the many pedestrians, cars AND bicycles are already causing congestion, incidents and also a lot of noise nuisance for residents. Introducing the Quietway here and making more provision for cyclists is likely to compound the existing problems and is no solution.

Cyclists are becoming a real hazard to pedestrians. The cycle highway in Vauxhall Bridge Road brings shivers to my spine every time I try to cross by the White Swan to get to Pimlico tube. It's very scary. I really hate it. Individuals on foot clearly don't count any more. I'm much more scared by aggressive cyclists who don't stop for anyone than cars.

I have been cycling in London for over 30 years, and cross the West End both East-West through Fitzrovia and North-South Fitzrovia thru Soho frequently.

1) The amendments to the Cleveland St junction are assuming that the current plan East-West through Fitzrovia goes ahead, despite all the objections to it. Which, as someone who works with older people who live in that area, and a frequent cyclist through the area, I completely agree with. It's entirely daft to move the East-West route currently used by most cyclists (New Cavendish St westbound, Weymouth St/Clipstone St eastbound) up to Devonshire/Carburton St. when again most people pick up Weymouth St from Ashland Place. It will also very badly affect the older population on Carburton St.

2) The idea that Wardour St is a 'quietway' is laughable. Was any of this tested by a cyclist? The idea that a sign allowing cyclists to go south on that street will make it possible without removing all parking and making a separated path is very un-thought through, and it makes more sense to do the south-bound route via Rathbone Place.

Look at other cycle ways. Empty for 22/24 hrs a day. Awful idea which hurts my business.

The plan is complicated "tinkering". Two-way cycling on Wardour Street while it is still a one-way street for cars makes no sense at all, especially by the use of "wayfinding symbols", which cyclists will either miss or ignore. Helping cyclists on parts of certain streets is dangerous, in my opinion. Cyclists are not generally alert or careful enough to observe changes in the use of a street. You cannot convert central London to a cycling-friendly city for everyone (meaning including the "occasional" cyclist) without separating bikes from traffic completely. I am a "cyclist", by the way, meaning I dedicate much of my leisure time to the pursuit.

This cycle scheme madness is totally paralysing London traffic. It is ill thought out. It's not even using smart technology so there is no system to detect if cycles are there but the lights are phased for them even at 2am if there are no bikes. It's total madness

.....  
 This scheme is all for cyclists and offers precious little for pedestrians which is a group abused by cyclists. This consultation is worded deliberately to deliver support for cycling and cyclists. Pedestrian proposals in the scheme are lip service only.

I will not support further cycle-friendly measures unless a proper amount of the budget for same is ring fenced for measures such as advertising and enforcement to encourage cyclists to abide by the highway code and stop abusing pedestrians. Until Boris Johnson and City of Westminster give adequate weight in all their messaging to the need for cyclists to obey the law I will not support public investment in just giving over more space to cyclists.

There is no reason to suppose that cyclists as a cohort are less law abiding than the wider population. The reason therefore that cyclists have such disregard for the law can only be down to the environment around cycling and that is created by TfL, Boris and Westminster never doing anything that links cycling improvements to cycling compliance.

.....  
 This will cause more congestion. And in turn more pollution which leads to more deaths.  
 Not everyone is able or wants to cycle. More cars on the road than ever -your solution is to cut road space. It's madness. London is not just a bike city. People need to move around this city.

.....  
 Too much emphasis is put on cycling with very little concern for pedestrian safety which should be the top priority, since far more people walk in London than cycle. I was astonished at the bias in favour of cycling at the consultation exhibition with a disregard of danger to pedestrians from the proposed shared crossings and pathways and from cyclists' excess speed and disregard of traffic regulations. All cyclists should have third party insurance and licence plates for identification. Far too many current cyclists in Westminster have no or insufficient lighting, are colour blind (red lights?), travel too fast and expect pedestrians to "get out of the way". Your proposals will make this situation worse than it is already. For instance, the removal of cobbles in Storey's Gate has allowed cyclists to travel fast along the road, rather than take greater care and slow down. All of the TfL and associated consultations have based proposed cycling provision on rush hour numbers. As a result cycling lanes are being built which will be little used outside rush hours and ye roads such as the Embankment, which is one of Central London's main thoroughfares, will have half of its former road surface empty most of the time. The result is increased congestion on all of the proposed cycling routes, for private, business and public transport with poorer air quality from the impeded traffic. Crazy! Marsham Street, where I live, is part of the Quietway route. Speeding cyclists are the norm here and we do not want any more of them.

.....  
 Why are cyclists ( of which I am one), being given so much of our Capital City's road space? Businessmen should not be expected to cycle!

.....  
 Why is there the need for all these cycle lanes?!? This will cause mayhem on the roads!! What if an ambulance or fire truck wants to get past and a stupid cycle lane blocks its path?

One question for you...how much does a cyclist pay in road fees for these cycle lanes?!?!?? When there is a law that states a cyclist pays a road tax or cycle lane tax then. Stop putting in cycle lanes!!!

.....  
 With experience, it is now clear that a large number of cyclists ignore all traffic rules and simply do what they want, where they want as often as they want. This same group believes that cars should not be on the same road as they are. Therefore, all cycling should be on residential streets which are not heavy traffic routes. This would separate the cyclists from the remainder of the traffic which use the main traffic routes (Victoria Street, Albert Embankment, Victoria Embankment, Vauxhall Bridge Road, Horseferry Road, etc.). By adding cycle lanes as has been done on Vauxhall Bridge Road nearer the river, it further congests a main traffic route causing near grid-lock at busy times.

.....  
 You haven't got a clue, clueless sums you all up!  
 .....

