

Central London Cycle Grid

Cycle Route Bloomsbury to South Bank (“Quietway 68”)

Public Consultation Report (Stage 1 Feasibility)

This report summarises public consultation undertaken during design development (Stage 1 Feasibility) of a proposed cycle route from Bloomsbury to South Bank (“Quietway 68”), 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 Bloomsbury to Southbank 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 800 metres in length. The streets affected by these proposals are Endell Street and Long Acre, Bow Street, Wellington Street, Lancaster Place and Waterloo Bridge.

The route will continue into the London Borough of Camden to the north and the London Borough of Lambeth to the south. The route is proposed to continue north into the London Borough of Camden and south into the London Borough of Lambeth.

As part of the assessment of the feasibility of this proposed Quietway cycling route, public consultation was undertaken in September/October 2015. 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 16th September 2015 and lasted for 4 weeks, ending on 16th October 2015.

The section of the proposed Central London Cycle Grid that was consulted is approximately 800m in length and is due for completion in 2016, subject to the outcome of consultation and

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 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 1,800 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 180 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. **959 people accessed the online questionnaire - of these 771 completed the questionnaire.** Only the answers of the 771 respondents who completed the questionnaire were retained for analysis. The questionnaire is shown in Appendix E. To help gauge opinion accurately, the route was divided into 4 sections:
 - Endell Street, Long Acre and Bow Street (Section 1)
 - Wellington Street between Russell Street and Exeter Street (Section 2)
 - Wellington Street between Exeter Street and Strand (Section 3)
 - Lancaster Place and Waterloo Bridge (Section 4)
- **A public exhibition was held on 30 September and 3 October at the Nuffield Fitness and Wellbeing Gym in Endell Street.** 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. **One telephone call and 7 email conversations 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:
 - Social Media (261)
 - Viewing them online (199);
 - Word of mouth (186)These 3 responses accounted for 84% of the 771 answers.
- **Overall, the respondents support the proposals. Along the length of the route, approximately 87% of respondents state that they "strongly support" or "tend to support" the proposals.** Along the route:
 - 83% state that they "strongly support" or "tend to support" the proposals for Endell Street, Long Acre and Bow Street (Section 1)
 - 84% state that they "strongly support" or "tend to support" the proposals for Wellington Street between Russell Street and Exeter Street (Section 2)
 - 91% state that they "strongly support" or "tend to support" the proposals for Wellington Street between Exeter Street and Strand (Section 3)
 - 89% state that they "strongly support" or "tend to support" the proposals for Lancaster Place and Waterloo Bridge (Section 4)Data analysis is shown in Appendix G.
- There is support for the proposals amongst Westminster residents who responded online (69 people). The percentage of respondents stating that they "strongly support" or "tend to support" the proposals is 91% for section 1, 93% for section 2, 96% for section 3 and 93% for section 4.
- People who visit or work in Westminster also support the proposals (649 people).

- Among respondents who cycle every day or a few times a week (687 respondents), there is large support for the proposals. The percentage of respondents stating that they “strongly support” or “tend to support” the proposals is 83% for section 1, 84% for section 2, 92% for section 3 and 90% for section 4.
- Among respondents who cycle once a week or less (80 respondents), there is large support for the proposals.
- The vast majority of respondents stated that they “agree” or “strongly agree” that their enjoyment of Central London and of the City of Westminster is affected by air quality (93%), overcrowded public transport systems (82%), road traffic collisions (82%) and traffic congestion (90%). The vast majority of respondents also stated that they “Agree” or “Strongly Agree” that more people cycling for everyday journeys can help to solve these issues.
- The majority (73%) of respondents stated that in the area being consulted on, cycling conditions are currently “fairly poor” or “very poor”. 93% of respondents said they “strongly agree” or “tend to agree” that they would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes.

Key Themes

A number of key themes were raised during consultation.

- Provision of dedicated space for cycling (e.g. protected space at junctions, segregation on links and relocation of bus stops) was the most commonly cited theme mentioned in the free-form response box questionnaire.
- Parking related issues were cited (e.g. obstruction due to parked vehicles and ‘dooring’)
- Restriction of through motor traffic in Wellington Street and Bow Street was requested
- Existing concerns over pedestrian / cycle conflicts were raised.

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

- Provision of space for cycling
- Concerns over Pedestrian/cycle conflicts
- Restriction of through motor traffic in Wellington Street and Bow Street
- Reduction in general traffic speeds

Recommendations

The overall response to the proposals was very positive with approximately 90% of respondents who expressed their view 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:

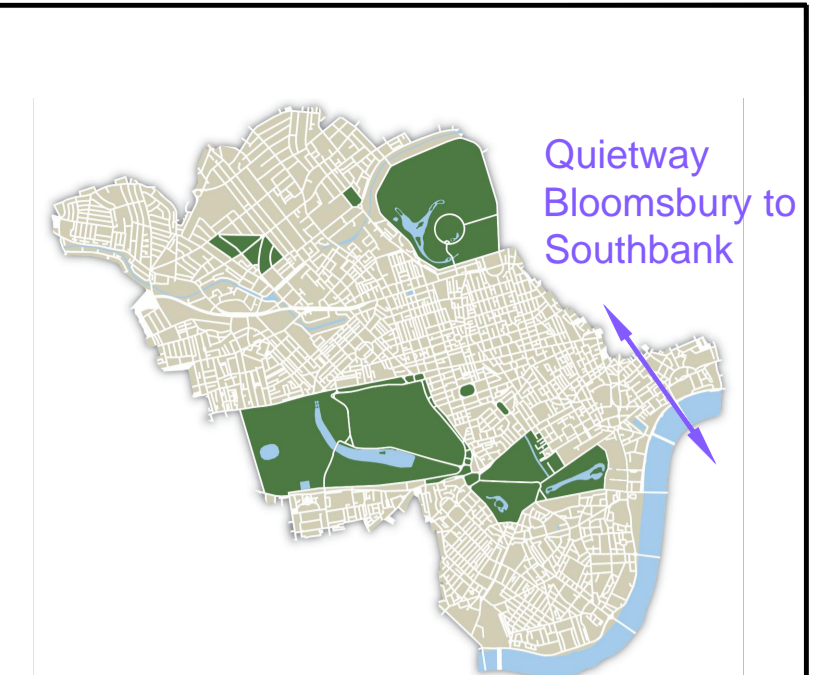
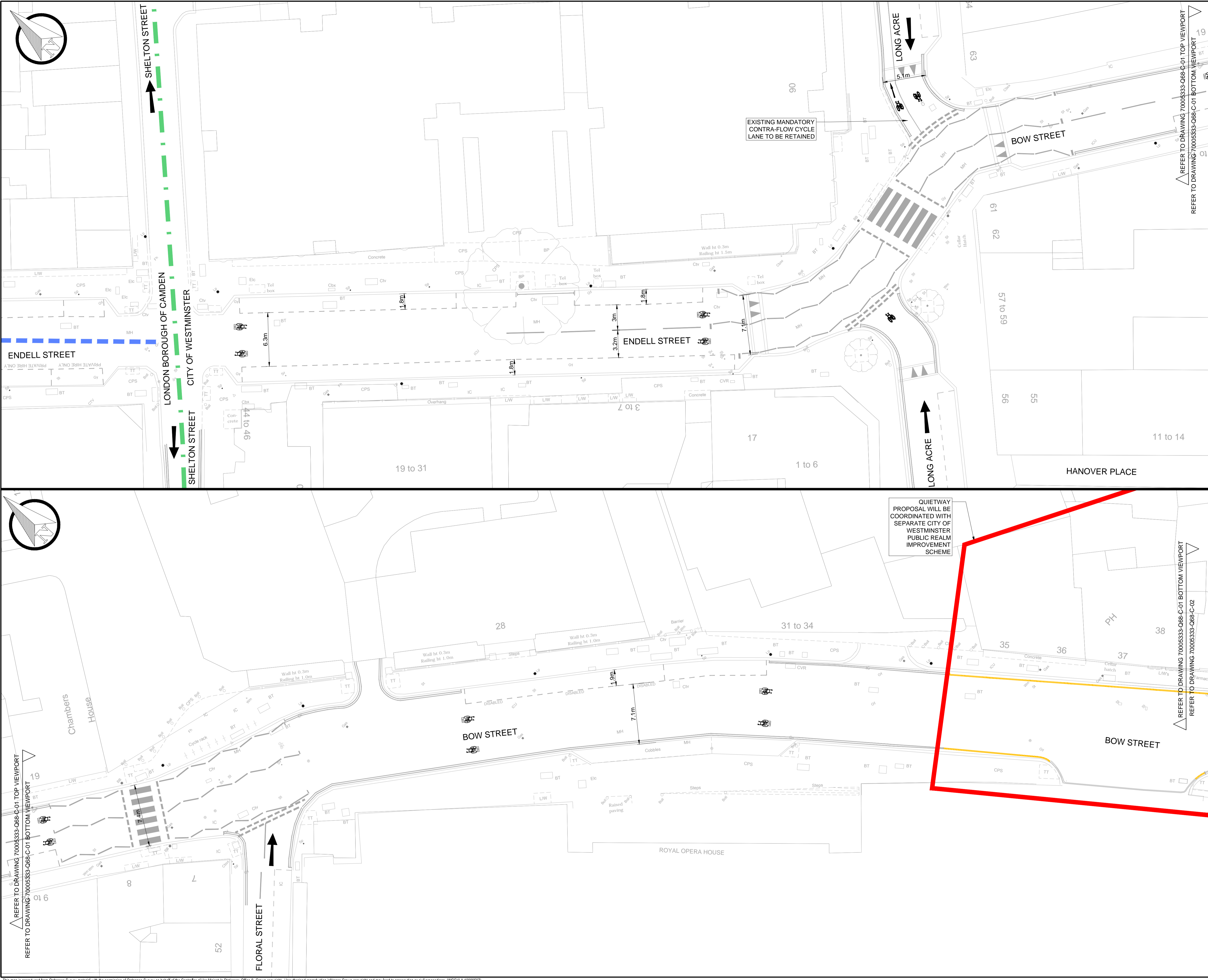
1. Endell Street, Long Acre, Bow Street and Wellington Street

- Consider future provision for making adjacent one-way streets two-way for cycling.
- Consider reviewing the level of upstand to be provided on the flush section of the proposed cycle track on Wellington Street. This should be considered with a view to managing southbound cycle speeds along the proposed cycle track to reduce risk of conflict between cycle traffic and pedestrian movement.
- Consider location and quantity of replacement, new cycle stands.

2. Lancaster Place and Waterloo Bridge

- Consider a quick win to implement kerbside restrictions along Waterloo Bridge.
- Subject to funding, consider future provision for additional turning movements for cycle traffic between Wellington Street and the Strand, and the Strand and Lancaster Place, to connect up with the East West Cycle Superhighway.
- Consider further liaison with the GLA and TfL to investigate issues concerning the proposal to remove the northbound bus stop on Lancaster Place.

Appendix A – Proposals presented during public consultation



- KEY
- PROPOSED PRIMROSE YELLOW LINE MARKINGS WITH LOADING RESTRICTIONS
 - PROPOSED WHITE LINE MARKING
 - PROPOSED CYCLE LOGO (WAYFINDING MARKER TO BE CONFIRMED)
 - EXISTING KERB
 - EXISTING LINE MARKING
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME
 - QUIETWAY ROUTE WILL CONTINUE INTO THE LONDON BOROUGH OF CAMDEN
 - EXISTING BUS STOP, SHELTER AND FLAG PROPOSED FOR REMOVAL, SUBJECT TO TFL APPROVAL AND FUTURE CONSULTATION
 - EXISTING ROAD MARKING TO BE REMOVED
 - EXISTING DIRECTION OF TRAFFIC
 - BOROUGH BOUNDARY

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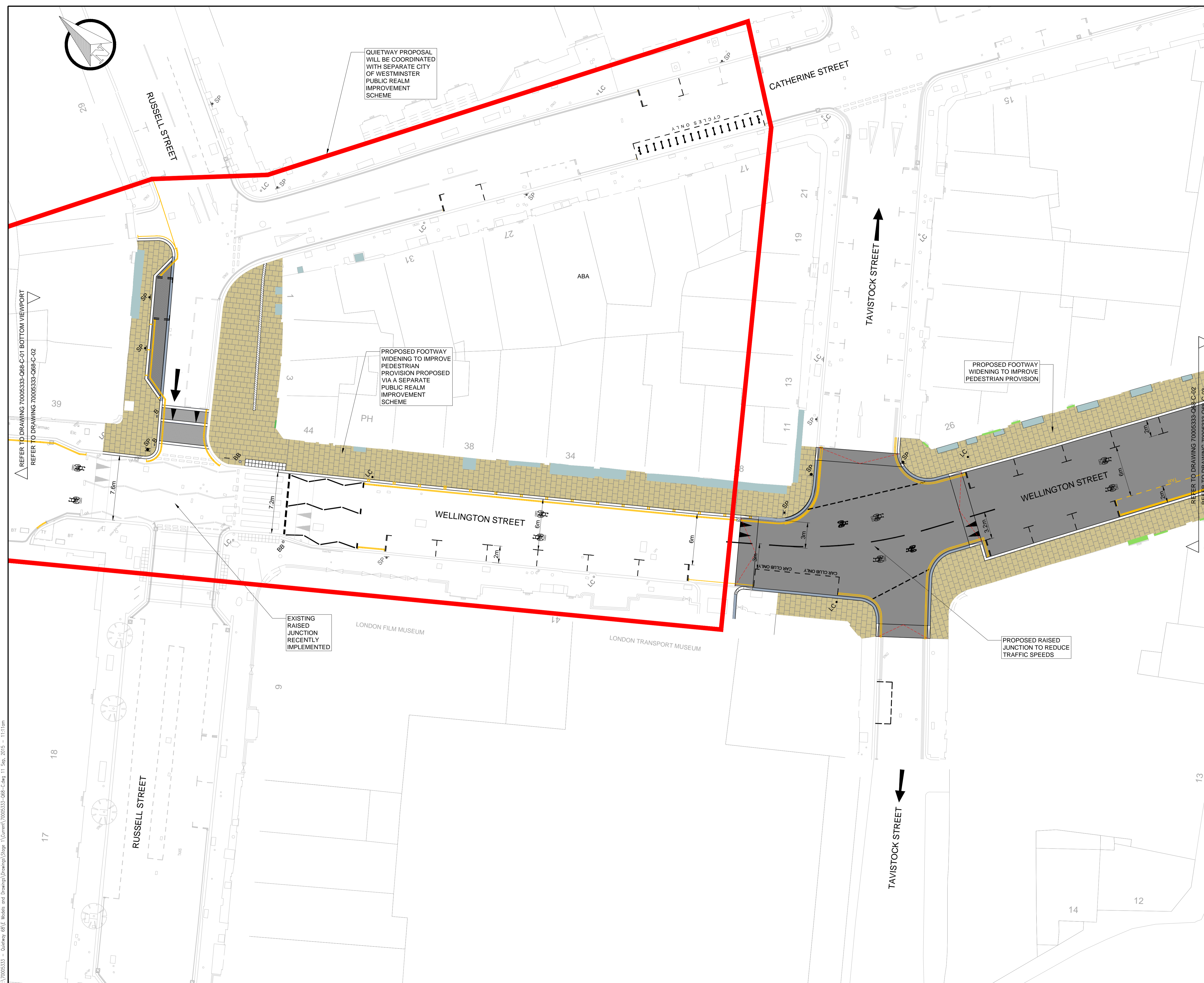
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TITLE					
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JOB No.			BREF/DSS No.		
70005333			BR 15878		
DRAWING No.					REV.
70005333-Q68-C-01					A

17/0005333 - Quietway 68/E Models and Drawings/Drawings/Stage 1/Current/70005333-Q68-C-01.dwg 11 Sep 2015 - 11:10am
 REFER TO DRAWING 70005333-Q68-C-01 TOP VIEWPORT
 REFER TO DRAWING 70005333-Q68-C-01 BOTTOM VIEWPORT

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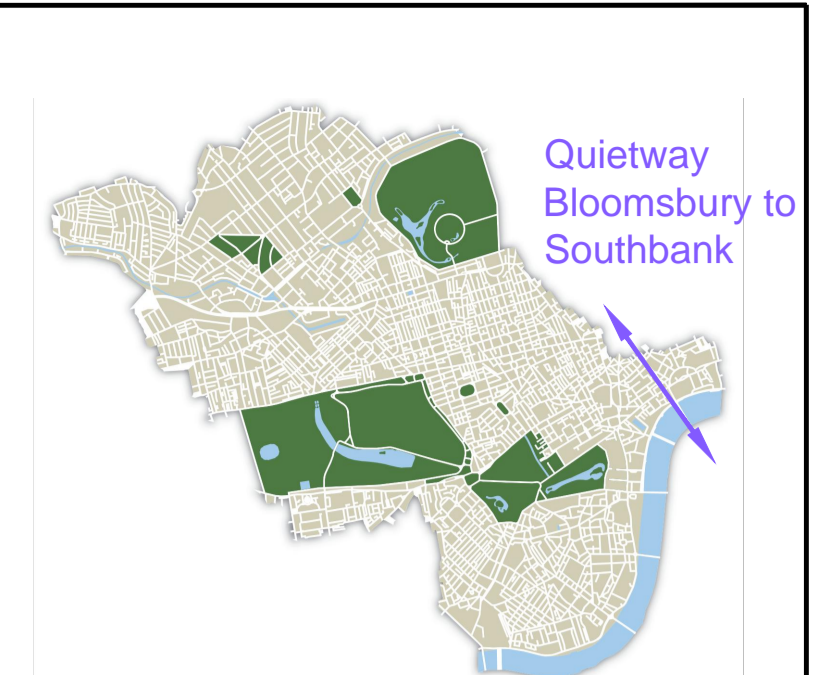
QUIETWAY PROPOSAL WILL BE COORDINATED WITH SEPARATE CITY OF WESTMINSTER PUBLIC REALM IMPROVEMENT SCHEME

PROPOSED FOOTWAY WIDENING TO IMPROVE PEDESTRIAN PROVISION PROPOSED VIA A SEPARATE PUBLIC REALM IMPROVEMENT SCHEME

PROPOSED FOOTWAY WIDENING TO IMPROVE PEDESTRIAN PROVISION

PROPOSED RAISED JUNCTION TO REDUCE TRAFFIC SPEEDS

EXISTING RAISED JUNCTION RECENTLY IMPLEMENTED



- KEY**
- PROPOSED YORKSTONE PAVING (INDICATIVE ONLY)
 - PROPOSED YORKSTONE SETTS (INDICATIVE ONLY)
 - PROPOSED MIXED GREY GRANITE SETTS (INDICATIVE ONLY)
 - PROPOSED CARRIAGEWAY SURFACE COURSE
 - EXISTING BASEMENT LIGHTS / PRIVATE FORECOURTS
 - EXISTING BUILDING ACCESS
 - PROPOSED SHARED USE WAYFINDING INLAY TILES (SPECIFICATION TO BE CONFIRMED)
 - PROPOSED 300x200mm GRANITE KERB
 - PROPOSED 300x200mm FLUSH GRANITE KERB WITH DROPPER
 - PROPOSED PRIMROSE YELLOW LINE MARKINGS WITH LOADING RESTRICTIONS
 - PROPOSED WHITE LINE MARKING
 - PROPOSED CYCLE LOGO (WAYFINDING MARKER TO BE CONFIRMED)
 - PROPOSED BOLLARD
 - PROPOSED REMOVABLE BOLLARD
 - PROPOSED BOLLARD STORAGE SOCKET
 - PROPOSED TREE OR SHRUBS WITH NEW TREE RESIN BOUND TREE PIT
 - RELOCATED CYCLE HIRE STATION (PAVING BELOW PROPOSED AS YORKSTONE SETTS)
 - EXISTING KERB
 - EXISTING LINE MARKING
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME
 - EXISTING ROAD MARKING TO BE REMOVED
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A	10/09/2015	CDS	FIRST ISSUE	RH	NW

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City of Westminster

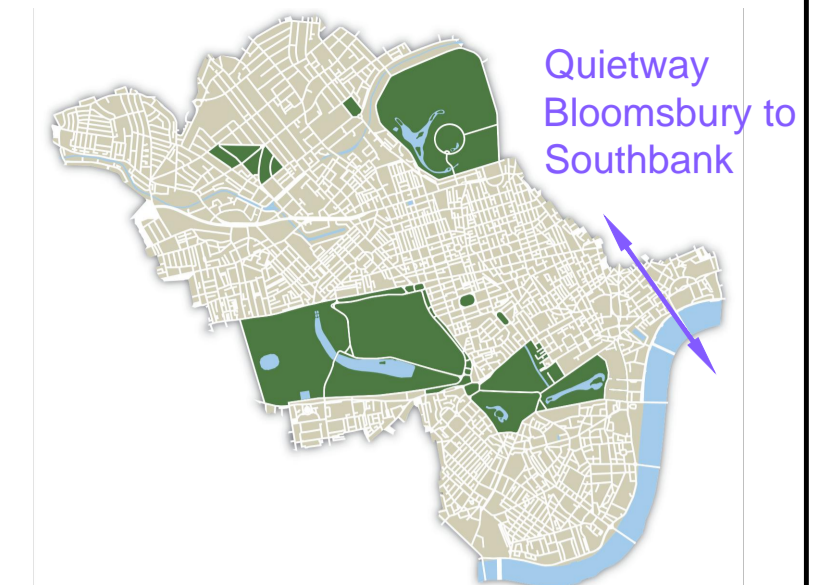
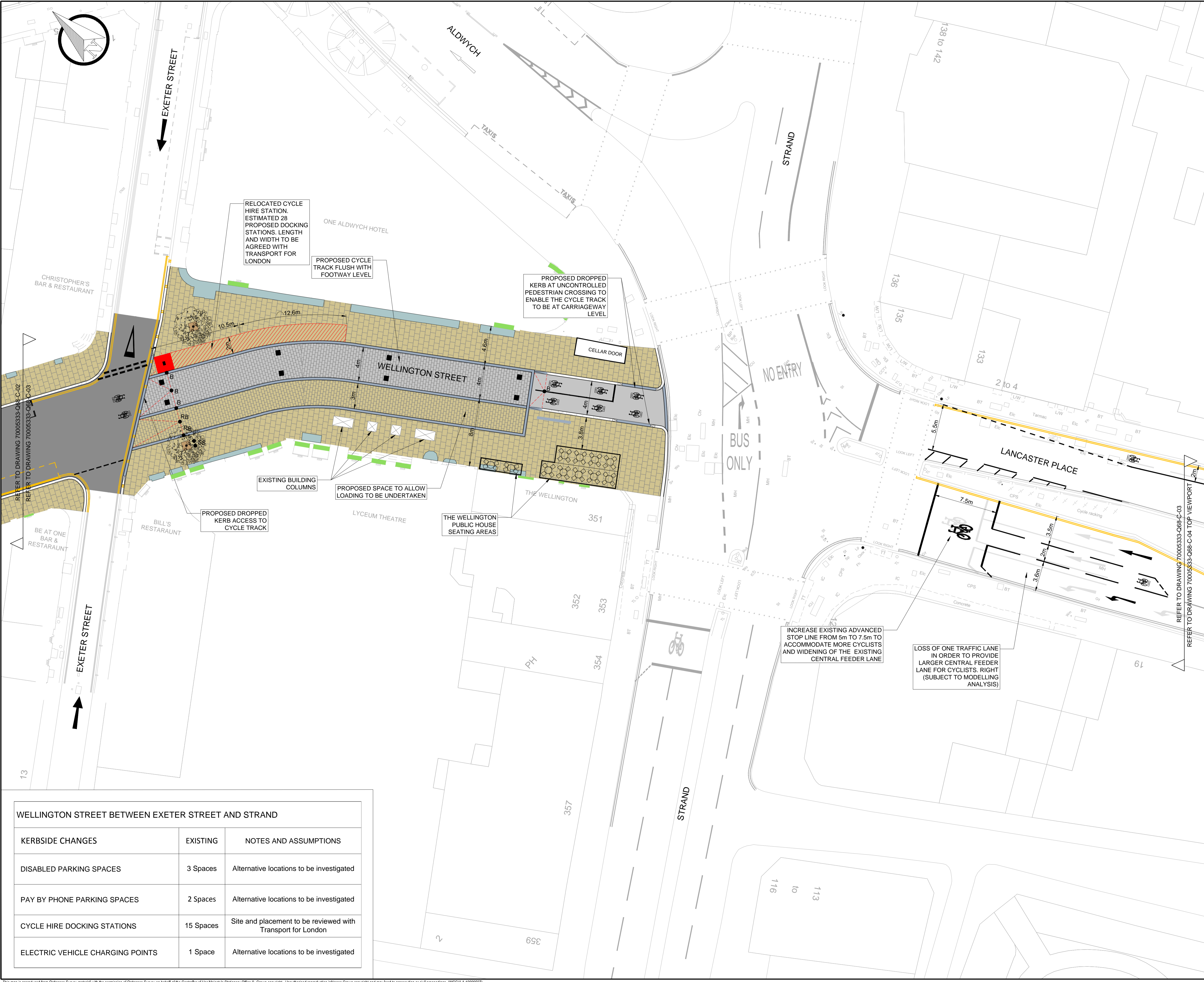
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QUIETWAY ROUTE BLOOMSBURY TO SOUTH BANK

TITLE: ENDELL STREET TO WATERLOO BRIDGE
WITHIN CITY OF WESTMINSTER
SHEET 2 OF 4

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 - PROPOSED YORKSTONE SETTS (INDICATIVE ONLY)
 - PROPOSED MIXED GREY GRANITE SETTS (INDICATIVE ONLY)
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CLIENT: City of Westminster

PROJECT: CENTRAL LONDON CYCLE GRID
QUIETWAY ROUTE BLOOMSBURY TO SOUTH BANK

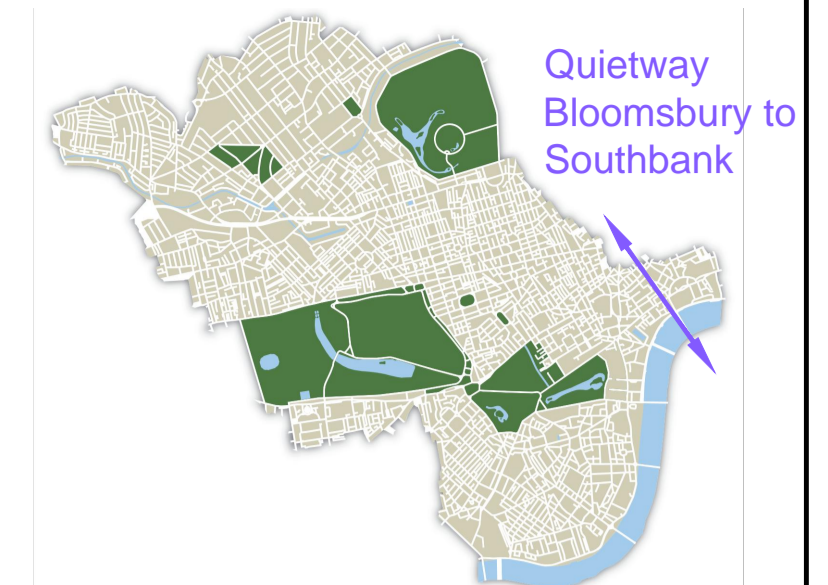
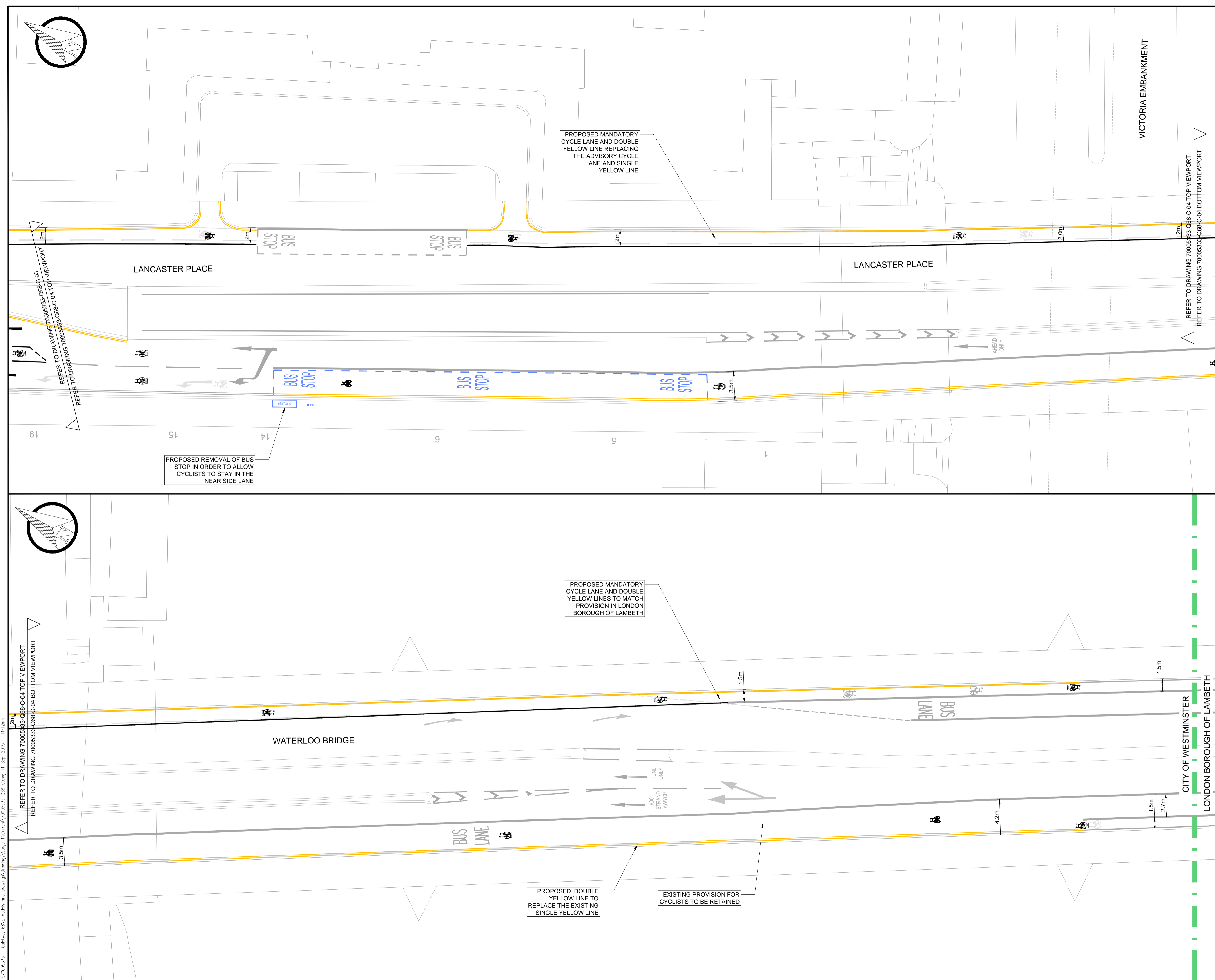
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WITHIN CITY OF WESTMINSTER
SHEET 3 OF 4

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DRAWING No.	70005333-Q68-C-03		REV.		A

WELLINGTON STREET BETWEEN EXETER STREET AND STRAND		
KERBSIDE CHANGES	EXISTING	NOTES AND ASSUMPTIONS
DISABLED PARKING SPACES	3 Spaces	Alternative locations to be investigated
PAY BY PHONE PARKING SPACES	2 Spaces	Alternative locations to be investigated
CYCLE HIRE DOCKING STATIONS	15 Spaces	Site and placement to be reviewed with Transport for London
ELECTRIC VEHICLE CHARGING POINTS	1 Space	Alternative locations to be investigated

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PROJECT: CENTRAL LONDON CYCLE GRID
QUIETWAY ROUTE BLOOMSBURY TO SOUTH BANK

TITLE: ENDELL STREET TO WATERLOO BRIDGE
WITHIN CITY OF WESTMINSTER

SHEET 4 OF 4

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Appendix B – Letter



Contact: | cyclegrid@westminster.gov.uk
Phone: | 020 7641 1109
Ref: | CLCG_QW68
Date: | 11 September 2015

Dear Sir / Madam

Consultation on the Central London Cycle Grid (Quietway route from Bloomsbury to South Bank)

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 Quietway route between South Bank and Bloomsbury via Covent Garden. 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. Facilities for pedestrians will also be improved as part of the scheme.

The section of this route being consulted on within the City of Westminster is approximately 800 metres in length. The streets affected by these proposals are Endell Street and Long Acre, Bow Street, Wellington Street, Lancaster Place and Waterloo Bridge. The route will continue into the London Borough of Camden to the north and the London Borough of Lambeth to the south.

Proposed intervention measures

This is already a key route for cyclists in central London, and we are looking to improve provision for cycling where it is most needed.

In **Bow Street, Long Acre and Endell Street**, we are proposing to introduce cycle logo road markings to direct cyclists along this proposed Quietway. Future route alignment will be coordinated with the London Borough of Camden and the West End Partnership.

In **Wellington Street, between Russell Street and Exeter Street**, we are proposing to resurface the carriageway, and provide a new raised table at the junction of Wellington Street and Tavistock Street to help slow vehicle speeds and help pedestrians to cross the road more easily. Pedestrians will benefit from widened footways.

In Wellington Street, between Exeter Street and the Strand, we are proposing to improve the public realm environment by widening footways and reducing access for general traffic. A 4 metre cycle track will provide space for cycle movement through the area.

At the junction of Wellington Street and the Strand, existing street furniture will be rationalised and the existing cycle facility will be widened to 4 metres to provide space for cycling. A more traditional street layout will be adopted to help pedestrians and cyclists at this junction. The cycle facility will be dropped to carriageway level. The introduction of a kerb along the footway, with a level difference between the footway and cycle facility, will help enable more comfortable movement at this busy location.

Along **Waterloo Bridge**, we are proposing double yellow lines to improve space provision for cycling. This will be consistent with provision on the bridge within the London Borough of Lambeth. On the northbound approach along Lancaster Place, we would like to remove bus stop T to help vulnerable cyclists and powered two wheeler riders on their approach to the junction with Strand and Wellington Street. We are currently discussing this with Transport for London and believe many bus passengers currently using this stop at Lancaster Place could use bus stops nearby on the Strand and on Aldwych. There would be separate TfL consultation on changes to bus stops.

Please tell us what you think

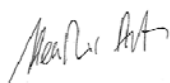
We would be grateful if you would visit our online consultation at <https://www.westminster.gov.uk/cycling-consultations> to view the proposal plans and to share your views on these proposals with us. This consultation closes on Friday 16th October 2015.

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_QW68 when you contact us.

A public exhibition will be held at the Nuffield Fitness and Wellbeing Gym, 9 Endell Street, WC2H 9SA on Wednesday 30th September between 4pm and 8pm and on Saturday 3rd October between 10am and 4pm, where you will be able to ask questions and view plans. Please visit our website to see more details on this public exhibition. We will also be attending September's Cycle Station event on Wellington Street on 28th September between 4pm and 7pm.

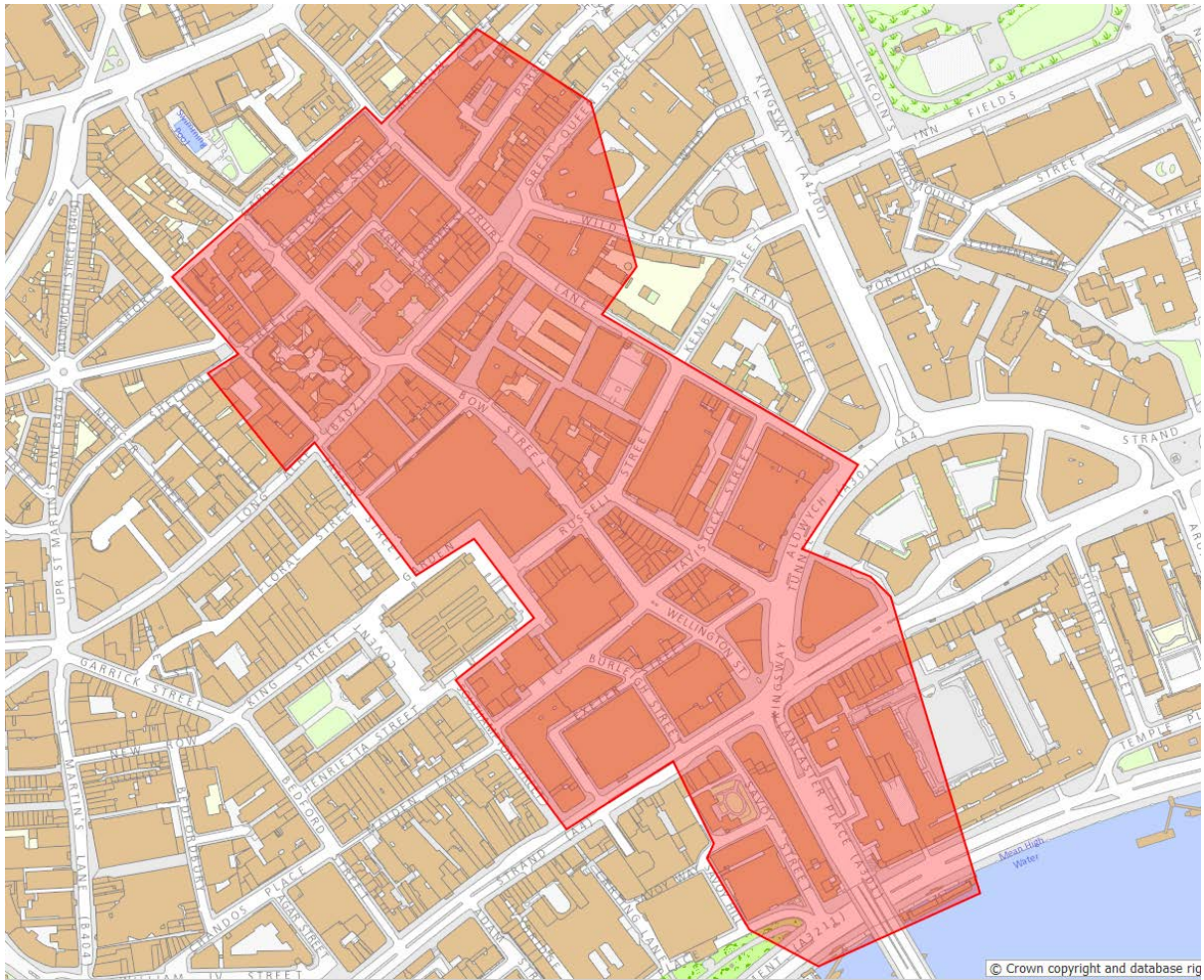
Yours faithfully,

Councillor Heather Acton



Cabinet Member for Sustainability and Parking

Appendix C – Extents of Letter Drop



Letter drop zone for Quietway Bloomsbury to South Bank

A distance of approximately 100m on either side of the route alignment was chosen to define the letter drop area. The letter drop zone comprises in the region of 1,800 the addresses.

Appendix D – Key Stakeholders Contacted

Central London Cycle Grid - Quietway Route from Bloomsbury to South Bank (Q68)
List of stakeholders who were informed of the consultation by email

Full Name	Organisation
Councillor Melvyn Caplan	Westminster City Council
Councillor Heather Acton	Westminster City Council
Councillor Jacqui Wilkinson	Westminster City Council
Councillor Robert Rigby	Westminster City Council
Councillor Brian Connell	Westminster City Council
Councillor Cameron Thomson	Westminster City Council
Councillor Louise Hyams	Westminster City Council
Councillor Tim Mitchell	Westminster City Council
Ms Lydia Clarkson	Westminster City Council
Mr Graham King	Westminster City Council
Mr Martin Low	Westminster City Council
Mr Sion Pryse	Westminster City Council
Ms Jayne Rusbatch	Westminster City Council
Mr Tim Butcher	Westminster City Council
Mr Philip Condon	Covent Garden Community Association
Mr Peter Handley	Westminster Society
Mr Andy Godfrey	Heart of London and Piccadilly/St James
Mr Kiaran MacDonald	Northbank BID
Sir Peter Rogers	New West End Company
Mr Richard Dickinson	New West End Company
Ms Ruth Duston	Northbank BID
Ms Sarah Porter	Heart of London and Piccadilly/St James
Ms Alison Gregory	Northbank BID
Ms Katherine Fleming	Northbank BID
Mr Steven Medway	New West End Company
Mr Paul Smith	London Ambulance
Ms Lilli Matson	Transport for London
Mr Stephen Smith	Confederation of Passenger Transport UK
Mr Lee Sandy	The London Fire Brigade
Anthony Jackson	The London Fire Brigade

Mr Alan Bristow	Transport for London
Mr Paul Greaney	Westminster City Council
Mr Alan McGrady	London Cab Drivers Club
Mr Alan Palmer	London Ambulance
Mr Ben Williams	Westminster City Council
Mr Charles Begley	Westminster Property Association
Mr Chris Colwell	Westminster City Council
Mr Colin Wing	London Cycling Campaign
Mr Craig Gentle	Nokia
Mr Dave Bulbrook	The London Fire Brigade
Mr Dave Franks	Westminster City Council
Mr Dave Wallis	RMT London Taxi Drivers' Branch
Mr David Scott-Smith	The Road Haulage Assoc. Ltd.
Mr David Yates	The London Fire Brigade
Mr Dominic Fee	London Cycling Campaign
Mr George Johnston	Westminster Living Streets Group
Mr Hugh Small	Westminster Living Streets Group
Mr Jimmy Jenkins	Cab Shelter Fund
Mr Jonathan Rowing	Westminster City Council
Mr Ken Hunt	Royal Mail
Mr Peter Hartley	Westminster Living Streets Group
Mr Peter Rose	Unite the Union (Cab Section)
Mr Philip Jobson	The London Fire Brigade
Mr Rakesh Vaghela	Westminster City Council
Mr Richard Massett	The Licensed Taxi Drivers' Association
Mr Robert Hall	Transport for London Surface Transport Communications
Mr Steve Wright	Licensed Private Hire Car Association
Mr Tim Kyte	The London Fire Brigade
Mr Jack Skillen	Living Streets
Mr Vincent Stops	London TravelWatch
Ms Rosalind Hick	Westminster City Council
Ms Maddy Findlay	Westminster City Council
Ms Nicole Harris	Taxi & Private Hire

Mr Paul Gibson	London Ambulance
PC Brian McDonnell	Metropolitan Police Service
Sir / Madam	The British Motorcyclists' Federation
Sir / Madam	London Chamber of Commerce
Tracy Porter	London Ambulance
Sir / Madam	Freight Transport Assoc. Ltd.
Daryll Stroud	The London Fire Brigade
Ms Sarah Williams	Living Streets
Ms Kirsty Sherwood	Transport for London
Mr Arshad Hussain	Transport for London
Ms Jules Vindis	Transport for London
Mr Dan Tait	London Borough of Camden
Mr John Futcher	London Borough of Camden
Mr Richard Ambler	London Borough of Lambeth
Ms Louise McBride	London Borough of Camden
Ms Simi Shah	London Borough of Camden
Ms Samantha DeLotz	Transport for London (Buses)
Mr Mike Weston	Transport for London (Buses)
Mr James O'Keefe	Transport for London
Mr Philip Condon	Covent Garden Community Association
Miss Olwen Rowlands	The Westminster Society
Mrs Jo Weir	Covent Garden Community Association
Ms Angela Hobsbaum	Camden Cycling Campaign / Traffic Free Regent's Park
Dr Rob Finean	Westminster resident
Mr Adolf Karacsony	Christopher's Wellington Street
Mr Alan Kraven	FM Conway
Mr Andrew Hicks	Covent Garden London
Ms Michele Simon	Covent Garden London
Mr Tom Picking	Covent Garden London
Mr David Kaner	Covent Garden Community Association
Mr Gordon Anderson	Cellar Door
Mr Karl Brunger	Bill's Kitchen, 21 Wellington Street
Mr Kostas Sfaltos	One Aldwych Hotel

Mr Luke Hudson	Lyceum Theatre
Mr Philip Benstead	CTC
Mr Ralph Hitchman	WSP
Mr Seb Thalanany	
Mr Steve Revill-Darton	Publica
Ms Elizabeth Armstrong	Vice Chair Westminster Liberal Democrats
Ms Julia Wilkinson	Shaftesbury plc
Mr Tom Welton	Shaftesbury plc
Mr Charles Owen	Shaftesbury plc
Ms Ruth Grant	Wellington Public House
Ms Sarah Lane	Covent Garden Area Trust
Ms Tierney Lovell	Publica
Ms Victoria Wagner	Publica
Sir / Madam	Christopher's Wellington Street
Sir / Madam	VCW
Ms Cuqui Rivera	New London Theatre
Sir/Madam	City Lit
Mr Kevin McKinley	Royal Opera House
Sir/Madam	Covent Garden market
Sir/Madam	London Transport Museum
Sir/Madam	London Film Museum
Mr Rupert Bielby	Theatre Royal Drury Lane
Mr Morne Landman	Strand Palace Hotel
Ms Samantha Clark	Duchess Theatre
Ms Gloria Louis	Novello Theatre
Ms Alison Palin	Waldorf Hilton Hotel
Mr Steve Hughes	Aldwych Theatre
Sir / Madam	High Commission India
Mr Adolfo Montalvo	ME London Hotel
Ms Deborah Swallow	Courtauld Gallery
Sir/Madam	Courtauld Institute
Mr Jonathan Reekie	Somerset House
Sir/Madam	Bush House

Sir/Madam	Fielding Hotel
Sir/Madam	Fortune Theatre
Sir/Madam	Crown Court
Sir/Madam	Crown Court Church of Scotland
Mr Jeremy Leach	20 is Plenty Campaign
Ms Christine Winton	Siam Eatery 24 Wellington Street
Sir / Madam	Peyton and Byrne 44 Wellington Street
Sir / Madam	Penhaligon's 41 Wellington Street
Mr Remi Costecalde	Champagne+Fromage 22 Wellington Street
Sir / Madam	Charles Dickens Coffee House 26 Wellington Street
Sir / Madam	On The Bab 36 Wellington Street
Ms Angela Abrahams	St Clement Danes CofE Primary School
Sir / Madam	St Joseph's Primary School (LB Camden)
Mr Ian Caldwell	King's College
Mr Phil Newsham	LSE
Ms Sarah Beck	LSE
Mr Adam Scott	Soho Steering Group
Mr Andrew Murray	Soho Steering Group
Mr Colin Hunt	Soho Steering Group
Mr Darren Pickup	Soho Steering Group
Mr David Bieda	Soho Steering Group
Mr David Evans	Soho Steering Group
Mr David Gleeson	Soho Steering Group
Mr Ed Jones	Soho Steering Group
Mr Harry Trahair	Soho Steering Group
Mr Joe Chambers	Soho Steering Group
Mr John James	Soho Steering Group
Mr John Walker	Soho Steering Group
Mr Jonathan Glanz	Soho Steering Group
Mr Ken White	Soho Steering Group
Mr Mark Jowett	Soho Steering Group
Mr Matthew Bennett	Soho Steering Group
Mr Neil Thompson	Soho Steering Group

Mr Phil Thompson	Soho Steering Group
Mr Rob Kirk	Soho Steering Group
Mr Simon Buckley	Soho Steering Group
Mr Simon Quayle	Soho Steering Group
Mr Tom Harvey	Soho Steering Group
Ms Beverley Groenewald	Soho Steering Group
Ms Catherine Brindley McEvoy	Soho Steering Group
Ms Christine Yau	Soho Steering Group
Ms Fiona Rhys Jenkins	Soho Steering Group
Ms Glenys Roberts	Soho Steering Group
Ms Jessica Carney	Soho Steering Group
Ms Jessica Stewart	Soho Steering Group
Ms Lisa O'Donnell	Soho Steering Group
Ms Liz Callingham	Soho Steering Group
Ms Victoria Searls	Soho Steering Group
Sgt Dave Winton	Soho Steering Group
Sgt Michael Tame	Soho Steering Group
Sir / Madam	Soho Steering Group
Ms Soosan Beirne	Soho Steering Group
Ms Repa Khan	City West Homes
Ms Neili Karim	City West Homes
Ms Tasnim Ahmed	City West Homes

Appendix E – Questionnaire

Questionnaire for Consultation

Quietway Route from Bloomsbury to South Bank

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 850 metres in length. The streets affected by these proposals are Waterloo Bridge, Lancaster Place, Wellington Street, Bow Street, Endell Street & Long Acre. The route will continue into the London Borough of Lambeth to the south and into the London Borough of Camden to the north.

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

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
- I viewed these proposals online
- 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 by traffic congestion	<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 my ability to find a car parking space

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
- Tend to agree
- No opinion
- Tend to disagree
- Strongly disagree
- Don't know
- Support some elements but not all

6. To what extent do you support the proposals which are being consulted on in Endell Street, Long Acre and Bow Street?

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

7. To what extent do you support the proposals which are being consulted on in Wellington Street between Russell Street and Exeter Street?

- Strongly agree
- Tend to agree
- No opinion
- Tend to disagree
- Strongly disagree
- Don't know
- Support some elements but not all

8. To what extent do you support the proposals which are being consulted on in Wellington Street between Exeter Street and Strand?

- Strongly agree
- Tend to agree
- No opinion
- Tend to disagree
- Strongly disagree
- Don't know
- Support some elements but not all

9. To what extent do you support the proposals which are being consulted on along Lancaster Place and Waterloo Bridge?

- Strongly agree
- Tend to agree
- No opinion
- Tend to disagree
- Strongly disagree
- Don't know
- Support some elements but not all

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

.....

.....
.....
11. 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

12. 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

13. What age bracket do you fall into?

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

14. Are you?

- Male
- Female

15. What is your post code? This will be used by Westminster City Council and their consultants WSP for analysis of these survey results only and will not be passed onto third parties.

.....

16. Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say

Thank you. Please return the completed questionnaire by 16 October 2015 to:

WSP Cycle Grid team

c/o FM Conway Ltd

25, Mandela Way

London SE1 5SZ

Appendix F – Emails & Telephone Calls

Central London Cycle Grid - Quietway Route from Bloomsbury to South Bank (Q68) - Responses received (excluding Questionnaire and Online Survey)

Date	Format	From	Comment (Redacted and Edited by consultation team)
15-Oct-15	Phone	The Aldwych Hotel	The Aldwych Hotel wished to know who they could send the questionnaire and comments to and enquired when there would be a decision regarding the scheme.
30-Sep-15	Public Event	Local business	A Nimax Theatres representative wished to view/discuss the proposals
30-Sep-15	Public Event	LCC Member	A representative of the LCC stated that he was in favour of promoting the right turn from Wellington Street into the Strand to help southbound cyclists connect with the East West Cycle Superhighway. Was also in favour of enabling buses and cyclists to make the right turn from Strand to Lancaster Place.
30-Sep-15	Public Event	Local commuter	A lady who commutes locally by bicycle was supportive of the scheme and wished to obtain more maps and information on cycling.
03-Oct-15	Public Event	Soho Square Society Member	A representative of the Soho Square Society wished to view/discuss the proposals, in particular wished to see how Westminster City Council's proposals joined up with the London Borough of Camden's proposals and whether the route would affect Crossrail works.
03-Oct-15	Public Event	Local resident	Local resident generally welcomed the proposals but queried why there are not any improvements to the zebra crossing at Bow Street/Endell Street/Long Acre.
06-Oct-15	Email	WCC officer	Recommends adjusting the location of the cycle hire station to maintain existing pedestrian desire lines and adjusting DYs to prevent parking and stopping over the proposed cycle track
13-Oct-15	Email	TfL	I would like to object the loss of the bus stop on Lancaster Place. It is served by 20 bus routes and is a valuable stop to bus passengers.

Central London Cycle Grid - Quietway Route from Bloomsbury to South Bank (Q68) - Responses received (excluding Questionnaire and Online Survey)

17-Oct-15	Email	Lyceum Theatre	<p>I am really keen for us to do all we can to make the Wellington Street area as welcoming as possible. It seems the plans are progressing at a great pace which is good to hear, but I would be really keen to see if we can green up the area as much as possible, especially around the cycle superhighway and the loading area for our deliveries. I certainly think the space has great potential in the summer. Could you confirm if we are looking to make the whole road one design in order to highlight the openness of the whole space? If the area is to become heavily pedestrianised, I wonder if there is anything we can do to offer our customers a greater experience at the front of the venue, before they even come through the doors?</p> <p>I feel that this is one thing that Theatres lack and with this development taking place, I feel it is a great opportunity for us to offer our customers something different to anywhere else. I would love to hear your thoughts on the matter.</p>
19-Oct-15	Email	Stop Killing Cyclists	<p>We support Westminster's decision to designate this route a Quietway for cycling.</p> <p>We support the improvements for pedestrians and cyclists on the section of Wellington Street from Exeter Street to the Strand.</p> <p>We support the introduction of double yellow lines on Waterloo bridge and the introduction of a mandatory cycle lane in both directions.</p> <p>However as there is the space for a mandatory lane, there is the space for a physically protected cycle lane across the bridge, just like there is already on Southwark and Vauxhall Bridges.</p> <p>However for a Quiet Route to be a route that is genuinely safer for everybody to cycle on including young children (who have access to safe streets in the Netherlands), the rest of the Quiet Route including Endell Street needs to be closed to through traffic.</p> <p>The Royal Opera House is one of London's premier institutions but the front of it is little better than a noisy polluted rat-run and is a major embarrassment to the city. This is a unique opportunity to close Bow Street to through vehicular traffic and creating a beautiful piazza at the Opera House's entrance - most leading opera houses in the world have such a square in front of them. Pedestrians and cyclists could then pass safely along this section of the Quiet route.</p> <p>The proposals for Endell Street are nothing but cosmetic painting of cycles on the road. This is not a Quiet Route. This section needs radical re-thinking – either closing it to through traffic or making it a one-way street using the space freed up to create protected cycle lanes in both directions.</p> <p>If traffic is to be maintained going south, then a protected left hand turn for cyclists turning into Long Acre from Endell Street needs to replace the current build-out which forces cyclists into the path of vehicles.</p>
.	Email	Westminster Cycling Campaign	<p>I am writing on behalf of Westminster Cycling Campaign, the local group of the London Cycling Campaign. Thank you for inviting us to comment on the Bloomsbury to South Bank Quietway proposals. We see the Central London Cycling Grid as essential to attracting new people to cycling and achieving the Mayor's Vision of 'more women cycling, more older people cycling, more black and minority ethnic Londoners cycling, more cyclists of all social backgrounds' and the Council's Cycling Strategy Vision 'to make Westminster a national leader in cycling provision, making it safer and more attractive for a greater number of people from all backgrounds, to cycle more frequently'.</p>

Central London Cycle Grid - Quietway Route from Bloomsbury to South Bank (Q68) - Responses received (excluding Questionnaire and Online Survey)**Endell Street – Bow Street – Wellington Street north of Exeter Street**

This is already a popular cycle route. Our recent count in Bow Street recorded an hourly two-way flow of 526 cycles in the evening peak, exceeding the hourly flow of 486 motor vehicles. The volume of motor traffic is still going to exceed 2,000 Passenger Car Units per day, however. This is the Dutch maximum for main cycle routes where cyclists share space with motor traffic.

Our observation is that this route is heavily used by rat-running motor traffic, especially taxis and delivery vans by-passing Covent Garden and trying to join the Strand westbound. If this route is to be safe for cycling, the rat-running traffic needs to be eliminated by forcing it back onto the major roads where it should be. The failure to eliminate rat-running traffic will compromise the whole scheme.

We are pleased to note that some car parking bays will be removed from Wellington Street. But there will still be car parking along one side or other for much of the way, leaving a free carriageway width as little as 6 metres. Less experienced cyclists who fail to take the primary position will therefore be at risk from opening doors as well as from motorists pulling out from parking bays.

There is some risk of collision with vehicles pulling out from side streets. Russell Street already has an entry treatment and we are pleased to see a proposal to narrow the mouth of Exeter Street (east), which should reduce traffic speeds. An entry treatment could also be appropriate here.

We are pleased to note that a road table is proposed at the junction with Tavistock Street, which should reduce traffic speeds along that part of Bow Street and Wellington Street.

We are pleased also to see that the improvement of the cycle route is being considered as part of scheme to improve the local environment and conditions for pedestrians. This does not always happen!

It is disappointing to see that no further measures are proposed to improve cycling conditions. By our reckoning, the Cycling Level of Service will improve from 36% to only 44%, far below the 70% that we would expect for a cycle route. The following would all help:

- Further measures to reduce traffic speed, such as a 20mph limit.
- A reduction in motor traffic volumes below a peak flow of 200 per hour / 2000 PCUs per day.
- Further reductions in car parking.
- Resurfacing the road, which is in a poor condition in places.
- Two-way cycling in side streets, so as to allow better access to/from the route – Long Acre (west) and Tavistock Street (west) are strong candidates for this.
- Improved direction signing, especially at the junction with Long Acre.
- Provision of more cycle parking, which is in short supply in Covent Garden.
- Restricting motor traffic to one way, allowing more space for cycling.

Central London Cycle Grid - Quietway Route from Bloomsbury to South Bank (Q68) - Responses received (excluding Questionnaire and Online Survey)**Wellington Street: Exeter Street to the Strand**

The cycle track through this section of Wellington is already heavily used. So much so that it cannot accommodate the growing number of cyclists at peak times. We are therefore pleased to see that the cycle track is to be widened, allowing cyclists to queue two abreast – as well as pass cyclists coming in the opposite direction. Ever since the cycle track was introduced, there has been conflict with pedestrians walking along the Strand and we have been calling for the cycle crossover to be better marked. We are therefore pleased to see the proposal to lower the cycle track where it crosses the footway, so as to make it more obvious to pedestrians. There has also been a problem of motorists entering this section of Wellington Street unaware that there is no exit for them into the Strand and consequently having to turn around. We believe that the new arrangement should reduce this problem. We are again pleased to see that the improvements to the cycle route are being proposed as part of a local environment / pedestrian scheme. This end of Wellington Street is a bit scruffy at present and would benefit from improvement. We believe, however, that the cycle track should be more clearly marked through the pedestrianised space, for example by continuing it northwards from the Strand at a lower level. It is not clear where the cycle parking will be sited in the new scheme. As ever in Covent Garden, it would be useful to have some more stands.

Central London Cycle Grid - Quietway Route from Bloomsbury to South Bank (Q68) - Responses received (excluding Questionnaire and Online Survey)

Strand junction – Lancaster Place – Waterloo Bridge

The northbound approach to the Strand junction is very difficult for cyclists at present: as well as the need to squeeze past buses at a stop, there is a terrifyingly narrow lead-in lane to the ASL reservoir at the junction. We are therefore pleased to see the proposals to remove the bus stop, widen the lead-in lane and eliminate one traffic lane. It could still, however, be difficult for cyclists to reach the lead-in lane between lanes 1 and 2 and we would like to see a solution to this.

Another long-standing frustration has been that car parking has been allowed at certain times in the cycle lanes in Lancaster Place and on Waterloo Bridge. This is a particular problem in Lancaster Place (southbound), where motor vehicles are forced to tailgate cyclists in the narrow space remaining. A bus standing at the southbound stop can have a similar effect. We are therefore pleased to see the proposal for double yellow lines.

Although it is used less frequently by buses, cyclists have reported problems when a bus stops at the southbound stop in Lancaster Place. This tends to force cyclists into the flow of fast traffic which is very frightening. We would therefore like to see this stop removed or relocated to a less awkward place.

Cyclists are not currently allowed to make certain turns at the Strand junction, namely:

- Strand (west) to Lancaster Place
- Strand (east) to Wellington Street
- Wellington Street to Strand (west)

It would be useful to be able to make these turns, not only as a northbound route from King's College but also to reach the Cycle Superhighway along the Victoria Embankment. Allowing cyclists from Wellington Street to turn right and reach the Cycle Superhighway via Savoy Street would require a second stop line at the Strand (west) pedestrian crossing. In our opinion, demand for this manoeuvre will be significant once the Cycle Superhighway opens, and it will be safer to accommodate this demand than to deny it and risk a continuation of the pedestrian/cycle conflict that currently blights this junction.

It looks as if the proposals will not require any changes to the traffic signals at the Strand junction. However, modifying those signals would allow a better solution for Lancaster Place (northbound), namely continuing the cycle lane up to the Strand junction and introducing a 'hold the left' arrangement there.

The volume of motor traffic is going to exceed 2,000 Passenger Car Units per day in Lancaster Place. This is the Dutch maximum for main cycle routes where cyclists share space with motor traffic. It is therefore important that cyclists should be separated from motor traffic for the whole length and not have to cross a traffic lane.

We trust that you will be able to take our views into account in the final design for this scheme and we look forward to its timely implementation.

Central London Cycle Grid - Quietway Route from Bloomsbury to South Bank (Q68) - Responses received (excluding Questionnaire and Online Survey)

19-Oct-15	Email	One Aldwych Hotel	<p>We feel that there is a lot of positive aspects to the Central London Cycle Grid proposed intervention measures. In November 2014 and upon my request, I personally met with WCC to present our concerns for the safety of both cyclists and pedestrians on Wellington Street, particularly the section from Exeter Street to the Strand. I am therefore delighted that attempts are made to decongest Wellington Street and address the safety issue, the accidents and the many near misses. Unfortunately, having reviewed your proposed plan, I am disappointed that you are not fully addressing the issue. Therefore, I would like to object to the current proposed plan for the following reasons:</p> <ul style="list-style-type: none"> - There are a few key facts which have not been considered in your proposed plan and will continue to pose a risk to the safety of both cyclists and pedestrians, unless you introduce a kerbside to the entire length of Wellington Street (from the Strand to Exeter Street): <ul style="list-style-type: none"> a) The footfall is heavy not only where Wellington meets the Strand but also all the way to where Wellington Street meets Exeter Street. This is due to the high numbers of theatre goers which also include schools during matinee performances, people visiting the numerous restaurants, Somerset House and Waterloo Bridge and also those heading to and from Covent Garden. With so many pedestrians and cyclists, unless you create a clear height separation and not only visual distinction you will fail to address the current issue of safety, as both will overlook the visual distinction due to the sheer volume. b) If you maintain the cycle route at the same level with the pavements, this will not deter vehicles from taking the wrong turn in Wellington street, which is constant occurrence. c) If you maintain a loading space as deep as in front of the Wellington Pub, this will also encourage the same. We have reviewed the frequency of supplies brought to the local businesses (namely Wellington Pub, Lyceum and Cellar Door) and they are far from daily – a shorter and more clearly restricted vehicle path will still allow for deliveries albeit not right in front of each establishment. d) Finally, the current cycle route still allows for cyclists to develop very high speeds coming from the top of Wellington street as it also allows them to ride outside the cycle route as they currently do. - I really question the rationale of an increased Cycle Hire Station by another 13 bikes (taking to a total of 28 bikes). Aesthetically you are taking over more than a third of the pavement length and you leave hardly any space for pedestrians between our building and the cycle hire station. How is that an improvement? In addition, if you review the use of the hire station, you will find that every day more than half the bikes remain unused. Why would you even propose an increase? Most importantly, there is a 31 cycles hire station only 2 minutes away on Tavistock Street, the first road parallel to Exeter Street. The proposed cycle hire station will also create an awkward and disruptive access to the hire station vans which, currently, ironically, park right on top of the existing cycle route. I strongly believe that the hire station should be completely removed. - The pavement width distribution is highly unfair. Our intention is to follow suit with the Wellington Pub and also trade with outdoors seating, however, the current pavement width will restrict us from doing so and would therefore like to see this re-considered. A more centrally positioned cycle route would not only align the advanced cycle stop line coming from Waterloo Bridge but would also align the cycle traffic heading north or south to and from Wellington Street. <p>I would be grateful to receive your comments and to also meet in person and further explain our concern which comes from the experience of closely monitoring what is one of the worse designed London streets in such an important and vibrant location. We also have photographic reference to the street during different days and times of the week, which clearly highlights the above points and which I would be delighted to share with you.</p>
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Central London Cycle Grid - Quietway Route from Bloomsbury to South Bank (Q68) - Responses received (excluding Questionnaire and Online Survey)

26-Oct-15	Email	TfL (Taxi Rank & Interchange)	<p>We have received some consultation letters recently regarding various Quietways proposed within the borough of Westminster; notably, Edgware Road to Fitzrovia and Bloomsbury to Southbank. It is likely that other consultations will come through within the borough. We would therefore have the following general comments on these consultations;</p> <ul style="list-style-type: none"> • There are several routes proposed which are likely to cross some taxi ranks within the area. For example, we have taxi ranks along the Bloomsbury to Southbank route at Wellington Street. • Access into and out of the taxi ranks, including any local roads used that are not directly within the plans will also need to be looked at in more detail. • All taxi ranks along the routes will need to be maintained and we have found that working closely with the boroughs at an early stage with cycle schemes helps to ensure that all modes are provided for. • If banned movements are being considered as part of these schemes then we would need to look at them in more detail with our stakeholders to ensure taxi and phv journey times are not disproportionately affected and that access to key routes are maintained. • We meet every three months with Roger Pye from Westminster (copied into this email) and the taxi trade associations and we also have regular meetings with Martin Low at Westminster that the taxi trade associations attend. However, a systematic approach to engaging with ourselves and the taxi trade regarding these and other cycle routes planned would be a good approach. This could perhaps be done in regular meetings or added onto existing meetings that the taxi trade already attend.
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Central London Cycle Grid - Quietway Route from Bloomsbury to South Bank (Q68) - Responses received (excluding Questionnaire and Online Survey)

26-Oct-15	Email	Assembly Member, Greater London Authority	<p>Parking on Waterloo Bridge. I have recently been contacted by constituents who have drawn my attention to the problem of vehicles parking on Waterloo Bridge and obstructing cycle lanes in both directions. This not only causes congestion as a significant portion of the bridge is blocked by parked vehicles but is also highly dangerous for cyclists who are forced out into the path of buses and other traffic. The lack of parking restrictions on Waterloo Bridge is an impediment to the creation of a safe central London cycle network. Both myself and my colleagues urge you to follow the example of Blackfriars bridge and prohibit parking on this busy route by installing double yellow lines.</p> <p>The Mayor of London yesterday responded to a formal question I tabled on this matter: <i>Parking on Waterloo Bridge Question No: 2013/3396</i></p> <p><i>Vehicles parked on both sides of Waterloo Bridge cause unnecessary congestion and obstruct cycle lanes in both directions, forcing cyclists and motorbike riders out into the path of buses and other vehicles. Will you raise this issue with LB Lambeth officers and recommend that double red lines, as on Blackfriars Bridge, are installed so that cycle lanes on this bridge are no longer obstructed?</i></p> <p><i>Written response from the Mayor TfL has contacted Traffic and Transportation officers at LB Lambeth in order to ascertain whether the borough would be receptive to changing the parking regime on Waterloo Bridge. LB Lambeth has already installed double yellow lines on one side of Waterloo Bridge, and is now in the process of investigating the traffic order for the other side to see if it may be feasible to install double yellow lines on that side too. LB Lambeth is only responsible for the southern half of the bridge, and TfL has also made contact with Westminster City Council in relation to the parking regime on the northern half of the bridge.</i></p> <p>We urge you to respond positively to TfL's approach and install double yellow lines on Waterloo Bridge.</p>
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Appendix G – Data Analysis

Central London Cycle Grid

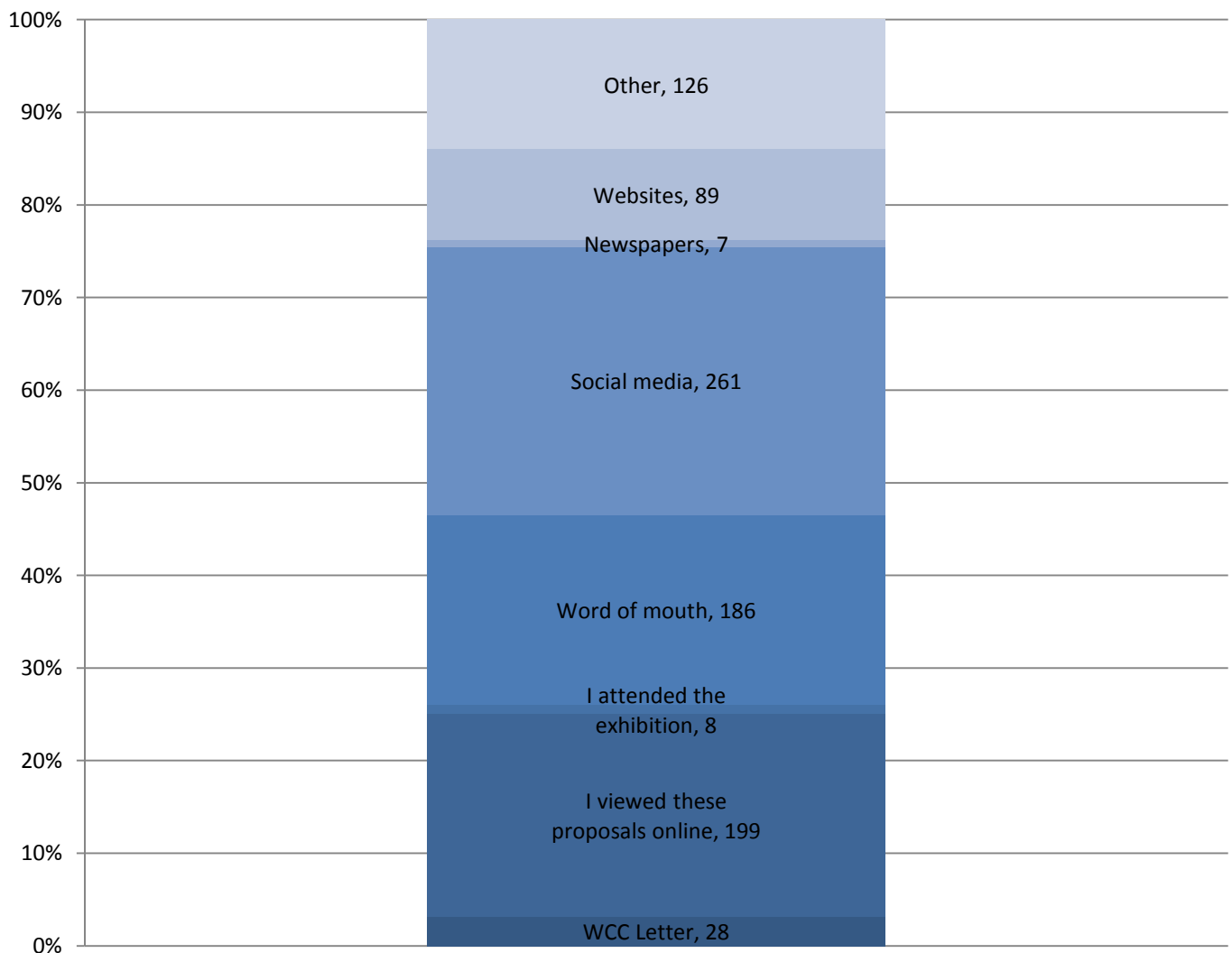
Cycle Route Bloomsbury to South Bank (“Quietway 68”)

Survey Responses during Public Consultation from 11 September 2015 to 16 October 2015

Total Usable Responses	771
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How did you find out about the proposals? (multiple choice)							
WCC Letter	I viewed these proposals online	I attended the exhibition	Word of mouth	Social media	Newspapers	Websites	Other
28	199	8	186	261	7	89	126

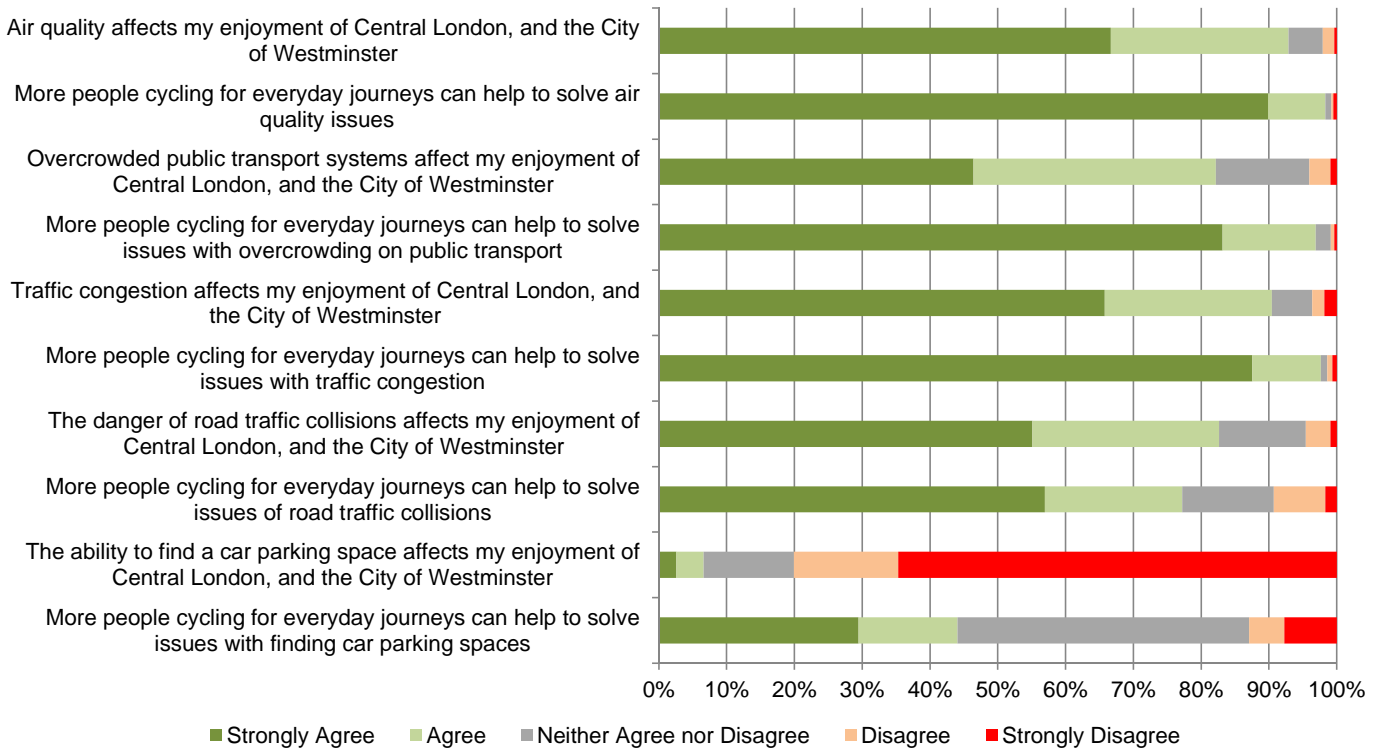
How did you find out about the proposals? (multiple choice)



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

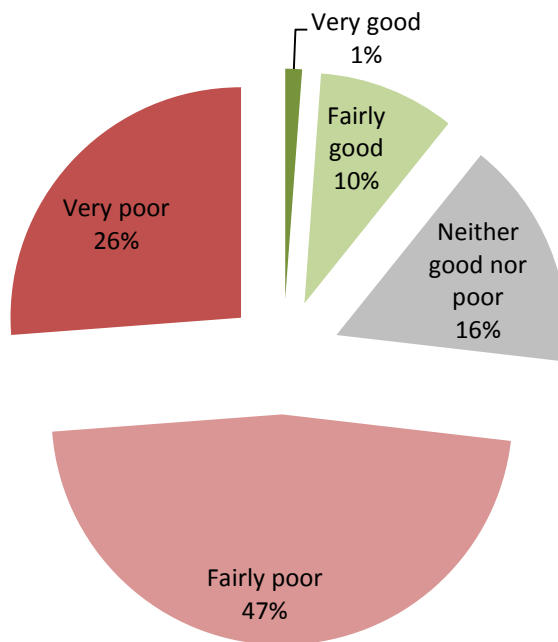
	More people cycling for everyday journeys can help to solve issues with finding car parking spaces	The ability to find a car parking space affects my enjoyment of Central London, and the City of Westminster	More people cycling for everyday journeys can help to solve issues of road traffic collisions	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	198	18	435	422	675	507	641	357	692	514
Agree	98	28	155	211	78	190	106	275	65	202
Neither Agree nor Disagree	289	93	103	98	7	46	17	106	7	39
Disagree	35	107	58	28	6	14	4	24	2	13
Strongly Disagree	52	451	13	7	5	14	3	7	4	3

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



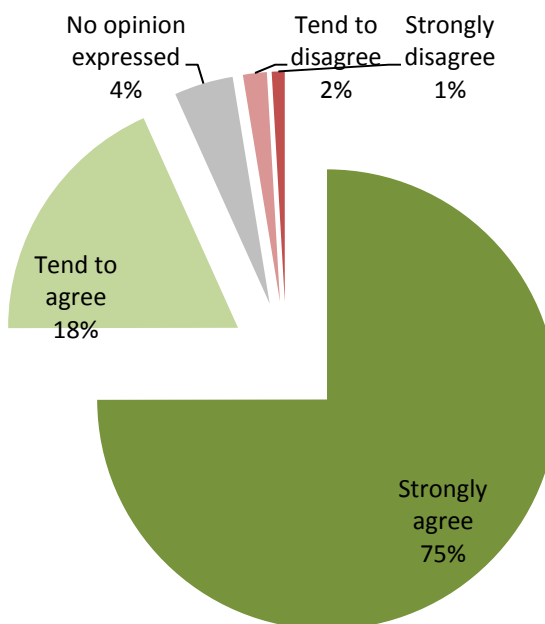
In the area being consulted on, cycling conditions are currently...?

Very good	9
Fairly good	74
Neither good nor poor	124
Fairly poor	362
Very poor	202



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

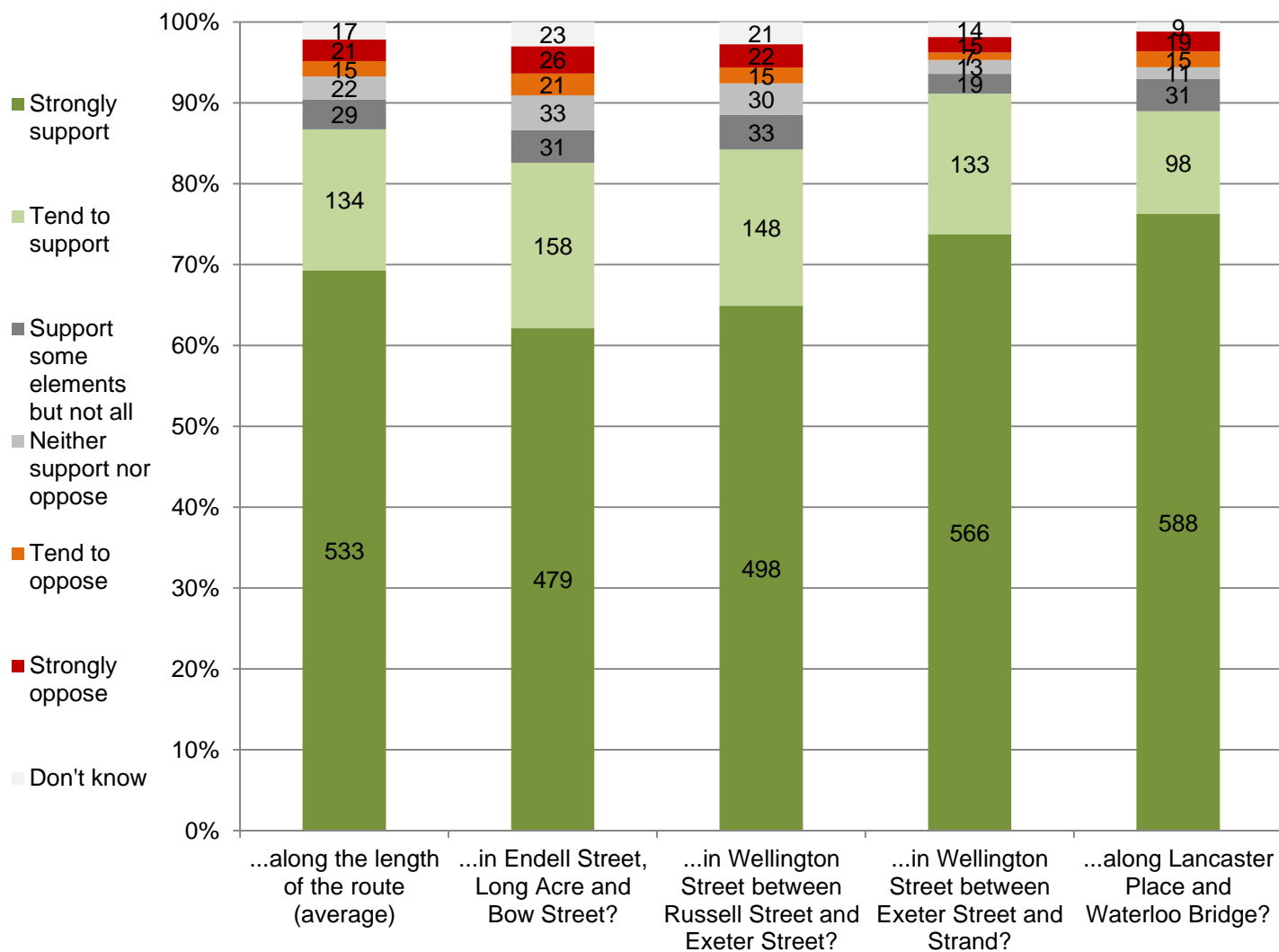
Strongly agree	578
Tend to agree	141
No opinion expressed	32
Tend to disagree	13
Strongly disagree	7



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

	...along the length of the route (average)	...in Endell Street, Long Acre and Bow Street?	...in Wellington Street between Russell Street and Exeter Street?	...in Wellington Street between Exeter Street and Strand?	...along Lancaster Place and Waterloo Bridge?
Strongly support	533	479	498	566	588
Tend to support	134	158	148	133	98
Support some elements but not all	29	31	33	19	31
Neither support nor oppose	22	33	30	13	11
Tend to oppose	15	21	15	7	15
Strongly oppose	21	26	22	15	19
Don't know	17	23	21	14	9

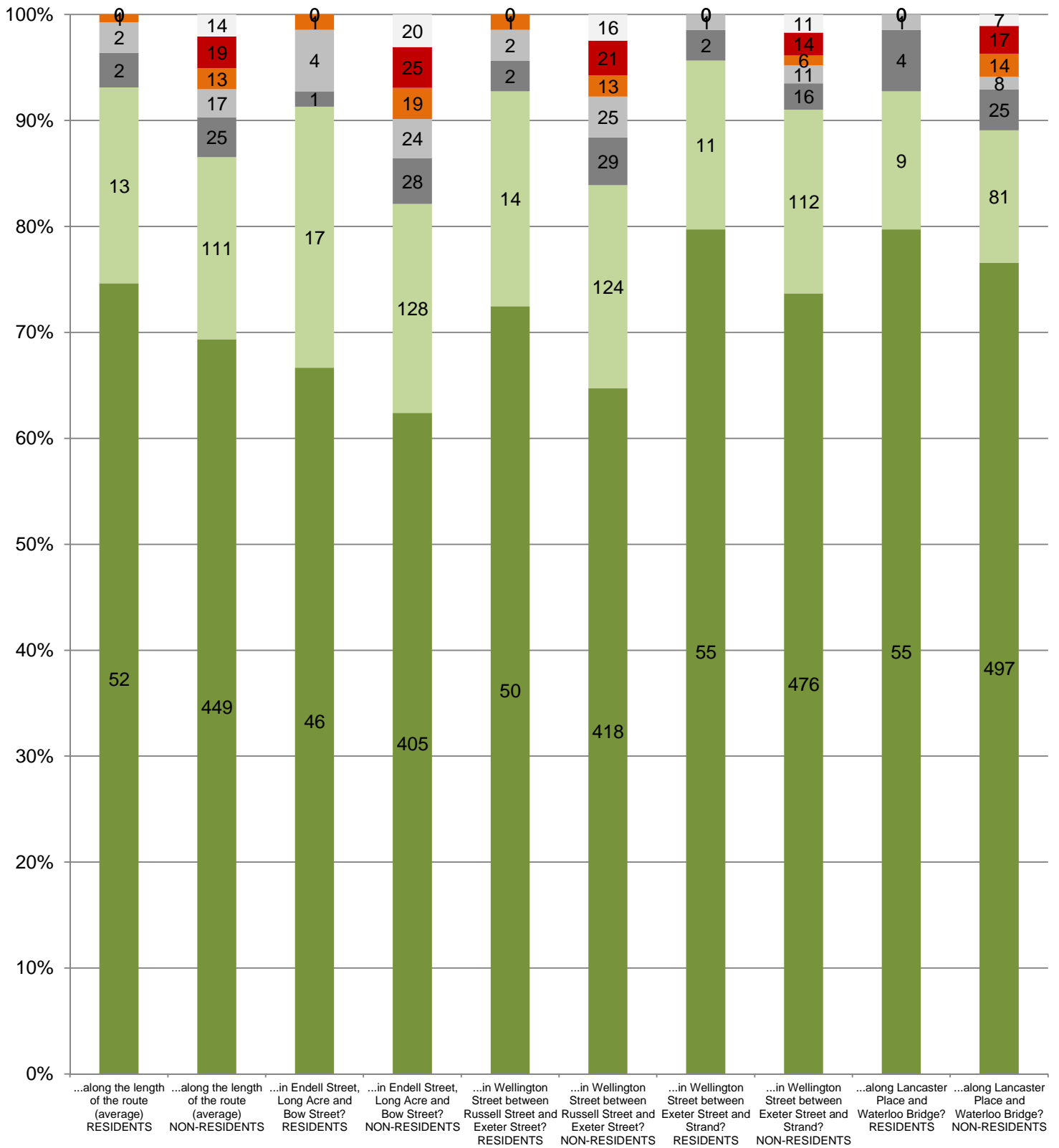
To what extent do you support the proposals which are being consulted on?



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

	...along the length of the route (average) RESIDENTS	...along the length of the route (average) NON-RESIDENTS	...in Endell Street, Long Acre and Bow Street? RESIDENTS	...in Endell Street, Long Acre and Bow Street? NON-RESIDENTS	...in Wellington Street between Russell Street and Exeter Street? RESIDENTS	...in Wellington Street between Russell Street and Exeter Street? NON-RESIDENTS	...in Wellington Street between Exeter Street and Strand? RESIDENTS	...in Wellington Street between Exeter Street and Strand? NON-RESIDENTS	...along Lancaster Place and Waterloo Bridge? RESIDENTS	...along Lancaster Place and Waterloo Bridge? NON-RESIDENTS
Strongly support	52	449	46	405	50	418	55	476	55	497
Tend to support	13	111	17	128	14	124	11	112	9	81
Support some elements but not all	2	25	1	28	2	29	2	16	4	25
Neither support nor oppose	2	17	4	24	2	25	1	11	1	8
Tend to oppose	1	13	1	19	1	13	0	6	0	14
Strongly oppose	0	19	0	25	0	21	0	14	0	17
Don't know	0	14	0	20	0	16	0	11	0	7

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

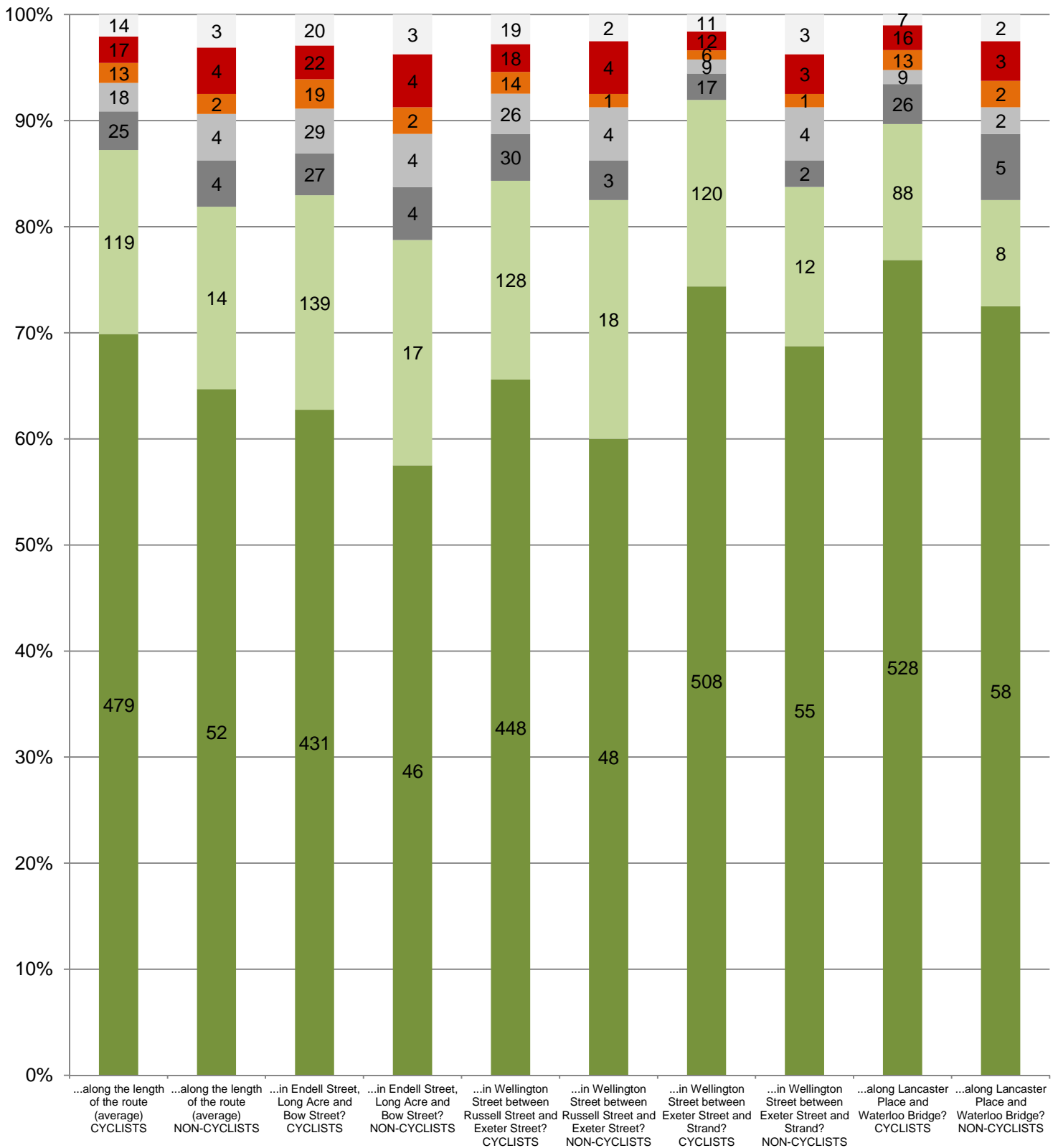


- Strongly support
- Tend to support
- Support some elements but not all
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- Don't know

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

	...along the length of the route (average) CYCLISTS	...along the length of the route (average) NON-CYCLISTS	...in Endell Street, Long Acre and Bow Street? CYCLISTS	...in Endell Street, Long Acre and Bow Street? NON-CYCLISTS	...in Wellington Street between Russell Street and Exeter Street? CYCLISTS	...in Wellington Street between Russell Street and Exeter Street? NON-CYCLISTS	...in Wellington Street between Exeter Street and Strand? CYCLISTS	...in Wellington Street between Exeter Street and Strand? NON-CYCLISTS	...along Lancaster Place and Waterloo Bridge? CYCLISTS	...along Lancaster Place and Waterloo Bridge? NON-CYCLISTS
Strongly support	479	52	431	46	448	48	508	55	528	58
Tend to support	119	14	139	17	128	18	120	12	88	8
Support some elements but not all	25	4	27	4	30	3	17	2	26	5
Neither support nor oppose	18	4	29	4	26	4	9	4	9	2
Tend to oppose	13	2	19	2	14	1	6	1	13	2
Strongly oppose	17	4	22	4	18	4	12	3	16	3
Don't know	14	3	20	3	19	2	11	3	7	2

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



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

Comments received in the Survey**Answer****Comment****I would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes.**

No opinion

No Data

Strongly agree

No Data

Strongly disagree

No Data

Support some elements but not all

As a cyclist I want to take the quickest and most direct route. if a "quiet route" means large detours, extra sets of red lights, and lots of backstreets with junctions that I need to stop at then i will not use them - I would stick to the main roads

I already cycle daily on parts of this route. There is v little alternative. If the route was improved, it would make my daily commute safer.

I commute into London and have limited knowledge of other routes but have cycled to kings cross from fitzrovia and not found the cycle lanes that helpful

I cycle everywhere anyway, however a network of quiet cycle routes would enhance my experience.

I cycle into Whitehall from Richmond - I'm slow, not very brave cyclist - I need direct routes and not ones that weave around the back streets. A blue cycle lane on Embankment is great.

I do cycle every day in central London. I am a safe cyclist, courteous and conscientious. I believe that cyclists and motor vehicles can share the roads safely... if we were all courteous and conscientious... however, many are put off cycling due to the perceived danger. quiet cycle routes is a good way of building peoples confidence, and with more cyclists may come a situation where more drivers are conscious of looking out for cyclists. However, there are a minority of cyclists who flout the rules of the road, and give cycling a bad name. At the same time as encouraging people to cycle, this minority need to be corrected.

I do cycle everywhere, but I would feel a lot better about it if it was safe.

I would be more likely to cycle in central London if there was a network of protected cycle routes, where motor traffic is kept away from vulnerable road users, whether by kerbs or by being filtered out of unsuitable roads.

If the definition of "quiet routes" is protected segregated cycle lanes to desirable locations such as shops & high streets, then yes. If it means meandering, un-protected back street routes mixing with rat-running traffic, then no

I'm an everyday cyclists with no problem to use roads if necessary but happy about good bikelanes

It depends what is meant by 'quiet'. Traffic free - or with hardly any traffic, yes - but many of the proposed quietways don't seem to involve tackling the major problem: too much traffic, especially rat-running taxis.

Quiet routes are fine if they go where I want them to without having to meander all over the place and so long as it doesn't involve having to stop and start all the time. Otherwise, I will take the more direct and faster routes despite the risk, but this is not desirable.

quietways are not the answer. we need 100 % safe cycling infrastructure ie segregated cycle lanes, one-way systems and roads that are access-only for residents.

Routes should be direct AND safe.

The proposal for Waterloo Bridge does not seem to improve the situation for cycling north (ie off the bridge across the Strand).

There is little space for cycling as the buses are often in a jam and there is little space to move round them. Currently i avoid that area and cycling to Covent Garden / West End unless i have to. I spend my money in restaurants, pubs and shops in other areas of London because of this horrible link.

The routes don't have to be "quiet", rather I would prefer direct routes with protected space for cycling.

They don't have to be "quiet" - just SAFE!

We also need protected routes on main roads as a network cannot be built on backstreets.

While I strongly support the construction of new cycle infrastructure, segregated cycle infrastructure is required, merely painting a few logos & some lines on the roads is not enough to encourage cycling.

Tend to agree

No Data

Tend to disagree

No Data

To what extent do you support the proposals which are being consulted on in Endell Street, Long Acre and Bow Street?

Don't know

No Data

Neither support nor

No Data

oppose

Strongly oppose

No Data

Strongly support

No Data

Support some

See final comment.

elements but not all

A lot of the proposals seems to consist of widening pavements and painting bike logos on the road. To improve the cycling experience and encourage others to cycle you need to restrict motor traffic more and provide more segregated cycling facilities

At some times Endell Street is still used by traffic cutting through to avoid congestion on other parts of the road network. It is far from 'quiet' and more radical steps must be taken to restrict access for non-delivery vehicles to this area.

Doesn't go far enough

Doesn't go far enough. The street should be blocked to through traffic with access for businesses and rubbish collection only, and a through route for cyclists. Wider pavements should be created for pedestrians. There are quite high levels of motor traffic on this street that often travel at high speed. It's not quiet enough to be called a 'quietway'

Doesn't seem to be designed to remove the through traffic from the area. Too much parking retained as well.

I am a vehicular cyclist who rides every day and have no problems with 'mixing it' with motor traffic, but I also plan and lead social bike rides for new and nervous cyclists. Good infrastructure is mandatory to enable more people to cycle, so my replies are based on what I have learned on my social rides.

I gather the double yellow lines on the bridge will be unnecessary as parking is being removed from the bridge anyway

I strongly support the idea of improved cycle facilities in this area. However, with the volumes of motor traffic here it is imperative that segregated cycle provision be provided or that the volume of motor traffic be reduced.

Inadequate measure slightly better than nothing. But only slightly.

Introducing cycle logo road markings does not make cycling safer or more attractive. It does not give cycling more space, it does not reduce motor traffic, it does not slow down motor traffic.

Lipstick on a pig. These are busy streets and in no way suitable to being described as a 'quietway'. In order to be a quietway, they require filtering to reduce the amount of motor traffic.

More could be done to reduce vehicle speeds to ensure that intimidation of cyclists and pedestrians is reduced. The use of 100mm sinusoidal full width roads humps would help ensure that speeds remain at 20mph or below. The introduction of a 20mph speed limit would be helpful too.

More needs to be done here to take away motor traffic to make a pleasant and efficient place to cycle. More cycle parking would be very useful.

Motor traffic remains too dominant here to provide adequate quality space for cycling on a Quietway

Need to restrict through motor traffic or provide segregated cycle path. Logos and signage alone are inadequate. Cycle routes should be suitable for people of all ages.

Needs to be supported with an immediate and massive reduction in traffic volumes across the capital as I am still breathing in the rubbish vehicles - particularly diesels - emit.

New infrastructure is required and I support the construction of it but only Dutch-style segregated cycle infrastructure will encourage more people to cycle and create the safe environment for pedestrians and cyclists that I assume is the ultimate aim of the works.

No through traffic should be allowed across the Long Acre. This would reduce car traffic and improve conditions for pedestrians and cyclist in the area. It will help connect the areas of Covent Garden and Holborn for pedestrians and cyclists.

Painted cycle signs don't make a quiet way need filtering and restricted parking, and priority lights on route painting bicycles in a traffic lane is not a safe solution, cyclists need a dedicated space

Painting stuff on the road is not cycle infrastructure. How is that going to help anyone?

Please provide more safe space for cycling.

resurfacing streets won't change anything. cyclists will still die. as long as you force motorists and cyclists onto the the same part of the street, cyclists will die.

Still too much emphasis on motor traffic

The plans are unambitious and will not deliver safe 8-80 cycle provision for all. They are better than nothing, but much more intervention is required. Through motor traffic should be limited to distributor and trunk roads. Safe cycling for disabled people, like me, requires physical protection from drivers of motor vehicles.

The plans should be more ambitious, removing parking bays will make the cycle route safer (cyclists will not need to constantly move into/out of traffic to pass parked cars, nor will they risk a dooring) and perhaps closing some through routes would make the area much more pleasant for pedestrians and cyclists. Note that cyclists and pedestrians are much more likely to spend money in the borough than through traffic.

The proposals do not do enough to make this very crowded route safe and inviting for cycling. People on bikes share space with heavy taxi traffic. I would suggest making Bow St and Wellington St one-way southbound for motor traffic between Tavistock St and Long Acre, and creating a high-quality cycle contraflow. Northbound motor traffic can in any case use Drury Lane as an easy alternative.

These roads are full of taxis moving very slowly at rush hour and cycling through here is pretty challenging at the moment. I am pleased you are adding some raised tables to slow traffic but the issue here is that the roads are narrow, made narrower by parked cars and you are proposing to make them even narrower, which will make cycling home in the evenings even harder and more dangerous as people will be obliged to squeeze down the side of taxis.

Too much motor traffic and not enough space for cycling, leading to it being an ineffective quietway.

Tend to oppose No Data

Tend to support No Data

To what extent do you support the proposals which are being consulted on in Wellington Street between Russell Street and Exeter Street?

Don't know No Data

Neither support nor oppose No Data

Strongly oppose No Data

Strongly support No Data

Support some elements but not all Again, doesn't go far enough! The street should be blocked to through traffic with access for businesses and rubbish collection only, and a through route for cyclists. Remove parking spaces and drastically increase the width of the pavements for pedestrians. A zebra or light controlled pedestrian crossing needs to be added along this section to make it easier for pedestrians to cross the road. There are quite high levels of motor traffic on this street that often travel at high speed. It's not quiet enough to be called a 'quietway'.

Again, if the volume of motor traffic is not significantly reduced then segregated bike facilities are required. I agree that conditions for pedestrians need to be improved.

As a vehicular cyclist, I ignore cycle lanes, but they are vital for my social rides. I am concerned these do not offer enough protection for the new and nervous cyclist

As above in '6

As above, you need to restrict motor traffic., Too many u turning and rat running black cabs in this area.

Bikes are fun

doesn't go far enough

Doesn't seem to be designed to remove the through traffic from the area. Too much parking retained as well.

I am in favour of more segregated cycle lanes, in my opinion the changes don't go far enough in support of cycling in the city

I note that there is a separate public realm consultation involving the area outside the Coach & Horses public house. This area MUST form part of this quietway consultation as the current situation of Coach & Horses patrons drinking not only on the pavement but actually in the road is exceptionally dangerous for all, but especially cyclists. The public house must be made to control the abuse of this space.

It is wrong to widen the pavements without removing parking. Widening pavements will mean even less space for cycling, and more likelihood of dangerous overtakes by drivers, if parking is not removed.

Lipstick on a pig. These are busy streets and in no way suitable to being described as a 'quietway'. In order to be a quietway, they require filtering to reduce the amount of motor traffic.

More needs to be done here to take away motor traffic to make a pleasant and efficient place to cycle. More cycle parking would be very useful.

More of the side roads on this street should be closed to motor traffic and turned into better pedestrians precincts. There is no need for parking on the western stub of Russell Street: just access for deliveries to Covent Garden. Removing parking and access on these streets would make this route quieter for both pedestrians and cyclists.

Motor traffic remains too dominant here to provide adequate quality space for cycling on a Quietway

Need to restrict through motor traffic or provide segregated cycle path. Logos and signage alone are inadequate. Cycle routes should be suitable for people of all ages.

Needs to be supported with an immediate and massive reduction in traffic volumes across the capital as I am still breathing in the rubbish vehicles - particularly diesels - emit.

New infrastructure is required and I support the construction of it but only Dutch-style segregated cycle infrastructure will encourage more people to cycle and create the safe environment for pedestrians and cyclists that I assume is the ultimate aim of the works.

Painted signs do not make a cycle route need reduction in traffic by filtering

painting bicycles in a traffic lane is not a safe solution, cyclists need a dedicated space

Please provide more safe space for cycling.

Resurfacing the carriageway will make cycling more pleasant, but it does not represent a change in infrastructure which gives more space to cycling and helps to make cycling more attractive in the long term. Routine maintenance and capital improvements are different things. A raised table at the junction may slow vehicle speeds at that point, but does not reduce motor traffic and does not increase space for cycling.

See final comment.

The plans should be more ambitious, removing parking bays will make the cycle route safer (cyclists will not need to constantly move into/out of traffic to pass parked cars, nor will they risk a dooring) and perhaps closing some through routes would make the area much more pleasant for pedestrians and cyclists. Note that cyclists and pedestrians are much more likely to spend money in the borough than through traffic.

The removal of parking space on the east side is welcome - but the expansion of pavement means the road is still narrow, and again this space is shared between bikes and heavy taxi traffic. Making Bow St and Wellington St one-way for motor traffic would help solve this. The platform at Tavistock St is welcome.

Too much motor traffic and not enough space for cycling, leading to it being an ineffective quietway.

Widening pavements means less space for cyclists, and often means narrow roads with cyclists riding along with a car revving behind them as they can't overtake. This is especially intimidating for less confident or physically able cyclists. But this is what you have in The Strand, so maybe it is part of your strategy.

Widening the footways is welcome, but this is a cycling scheme. There is too much parking here already, and narrowing the roadway will put people cycling in even more conflict with vehicles. This is especially true where there is parking on both sides of the street. Since the amount of traffic won't decrease, and Wellington Street is very busy today, this doesn't meet the definition of a Quietway.

Would like more space for cyclists AND pedestrians.

Tend to oppose No Data

Tend to support No Data

To what extent do you support the proposals which are being consulted on in Wellington Street between Exeter Street and Strand?

Don't know No Data

Neither support nor oppose No Data

Strongly oppose No Data

Strongly oppose There appears to be no change to existing arrangements. How are south-bound cyclists supposed to get across the Strand?

This looks like a waste of cycling funds on general street improvements. Cycling funds should be spent on proper infrastructure which provides genuine benefits, particularly protection, to cyclists.

	No Data
Strongly support	<p>Great. This area needs a complete restart. The area needs clear marcation of bike lane vs pavement and there needs to be proper space for people to congregate outside the theatre. This solution would be brilliant.</p> <p>Helps reduce pedestrian/cyclist conflict. More cycle parking is needed in Covent Garden</p> <p>It will provide more clarity for pedestrians crossing the cycle track, who often don't realise that it's there and walk in front of moving bikes. It will also prevent motor traffic from doing three-point turns across the cycle lane and reversing into traffic.</p> <p>The extended cycle path that is separated from the footpath is a welcome addition. Perhaps the cycle lane should be at a slightly different level than the footpath to give a visual clue to pedestrians.</p> <p>There are gaps which make the route ineffective, a two way cycle lane would mean I could complete the route in safety</p> <p>Very good to see a dedicated loading area separate from the cycle track. Also, pleased that there is a clear distinction between the footway and the cycle track. I would prefer a (painted, no beacons) zebra for pedestrians to cross, as I am somewhat concerned that people waiting for the light onto the bridge may block the unmarked pedestrian crossing.</p>
Support some elements but not all	<p>"Proposed drop kerb at UNCONTROLLED pedestrian crossing" beside the Cellar Door club. This is insufficient - the pedestrian crossing must be controlled as this is an incredibly busy area and most pedestrians (many of them tourists) do not realise they are standing in a cycle lane, causing danger to themselves as well as cyclists.</p> <p>As a vehicular cyclist, I ignore cycle lanes, but they are vital for my social rides. I am concerned these do not offer enough protection for the new and nervous cyclist</p> <p>doesn't go far enough</p> <p>Need to restrict through motor traffic or provide segregated cycle path. Logos and signage alone are inadequate. Cycle routes should be suitable for people of all ages.</p> <p>Needs to be supported with an immediate and massive reduction in traffic volumes across the capital as I am still breathing in the rubbish vehicles - particularly diesels - emit.</p> <p>New infrastructure is required and I support the construction of it but only Dutch-style segregated cycle infrastructure will encourage more people to cycle and create the safe environment for pedestrians and cyclists that I assume is the ultimate aim of the works.</p> <p>painting bicycles in a traffic lane is not a safe solution, cyclists need a dedicated space</p> <p>Please provide more safe space for cycling.</p> <p>Quiet ways require less filtering and priorities at junctions.</p> <p>See final comment.</p> <p>The curb proposed in Wellington Street where it meets the strand is not adequate for the volume of theatre goers in the area. - This area needs a clear separation between cyclists and pedestrians in this whole street. - The pavement width proposed on the One Aldwych hotel side is requested to be reviewed as it is no fairly distributed if looking at the opposite side i.e Wellington Pub. Please contact me to elaborate further on this point - We propose that Wellington street is decongested and the bike hire station removed and subsequently increased at the Tavistock Street station which is only 2 minutes walk away.</p> <p>We need proper segregation not widened pavements and less access for vehicles</p> <p>Widening the cycle facility to 4 metres is good, but will it be segregated? A more traditional street layout means what? How will it help cyclists at the junction?</p> <p>Would like more space for cyclists AND pedestrians. Make cycle line appear as road so pedestrians are not confused.</p>
Tend to oppose	No Data
Tend to support	<p>I support the principle of providing better cycling and pedestrian facilities. however, the plans as they stand are poor and do not make enough provision for active transport. Volume and speed of through motor traffic must be significantly reduced in these areas.</p> <p>Road narrowing/pavement widening puts cyclists in conflict with other road users by increasing the number of motor vehicles in a smaller space.</p> <p>Sounds reasonable.</p> <p>The eastern end of Exeter Street (leading one-way from Catherine Street) should be closed off. This is a cabbie's rat-run and makes conditions on Wellington Street far from quiet. I strongly support the proposal to bollard Wellington Street south of Exeter Street and make it into a better public space - this is exactly the approach that should be used on more of these minor roads in this area.</p>
No Data	The protected area at Wellington Street looks pretty good.
To what extent do you support the proposals which are being consulted on along Lancaster Place and Waterloo Bridge?	
Don't know	No Data
No opinion	No Data
Strongly agree	No Data
Strongly disagree	No Data

Support some
elements but not all

As a local resident, I find the pedestrian crossing of Lancaster place (between the Maplin and the Pret a manger) very hazardous at times. The hazard is caused by the volume of cyclists travelling Southwards from Wellington Street. The traffic signals holding them at the bottom of the hill change at the same time as the pedestrian lights turn green for pedestrians across Lancaster place. Cyclists are intended to travel across the strand and then wait at the pedestrian crossing only about 20m further along. Many do not wait and this is particularly tricky given the speeds some are travelling at if they are coming with pace down the hill from Wellington street. A lot of benefit comes to the environment from cyclists but I think it is important that signage is very clear at the Lancaster street crossing to show that they must wait. In part I think the current signage may be confusing some of them but there are a fair chunk of London cyclists that seem to feel that cyclists have the option of whether or not to wait at red lights. Teaching road safety to primary age children in very Central London very much has to be: "wait for the green man, look very carefully for the courier cyclist who may still be coming through.

As a vehicular cyclist, I ignore cycle lanes, but they are vital for my social rides. I am concerned these do not offer enough protection for the new and nervous cyclist

Def requires no Parking plus filtering to reduce traffic. Needs priority crossings at junctions

Double yellow lines are meaningless without enforcement.

Extremely pleased to see parking on the bridge removed 24 hours. This is an obvious improvement, so well done. However, the plans for an ASL at the northern junction of the bridge are laughable. An ASL feeder lane between two lanes of traffic *IF* the modelling supports it? This is weak, weak infrastructure. Given the numbers of busses that use Waterloo Bridge, it's also very uncomfortable to cycle southbound with the bus stop positioned where it is on Lancaster Place. Would prefer the stop to be moved north so there would be space for a bus stop bypass with traffic still able to go around stopped buses. (The central median and railing would need to be redone.)

Having a mandatory cycle lane on the east side of the bridge is a small improvement, but why not have one on the west side as per the Lambeth end of the bridge? Really, the cycle lanes should be protected to keep motor vehicles out of them. The central feeder lane heading north into the ASL box on Lancaster place is very poor - it looks dangerous and will not encourage anybody to cycle.

How do double yellow lines provide space for cycling? They aren't a cycle lane, and if they are to stop cars from parking, which is great, how do they stop the newly formed space being taken up with motor vehicles that are not parked but just congestion.

I am pleased with the proposal to remove bus stop T, but it is much more important (imperative) to remove bus stop B at Somerset House on the southbound carriageway of Lancaster Place. Alternatively, buses 176 and 139 must be held at traffic lights on the Strand whilst cyclists pass on to Lancaster Place first, and beyond bus stop B. Currently the situation is exceptionally dangerous, with these two buses cutting into the stream of cyclists, showing utter contempt for either safety or right of way.

I strongly support elements concerning the double yellow lines, relocation of bus stop T, street layout of cycleway widening, however I have reservations about the loss of one traffic lane northbound on Lancaster Place as this would lead to more queuing traffic on Waterloo Bridge.

I support the instigation of traffic restrictions on Waterloo bridge. However the requirement to merge with general traffic at the junction with the Strand is dangerous

I support the introduction of double-yellow lines protecting the cycle lane in both directions; I don't support the removal of the northbound bus stop on Lancaster Place. The phasing of the traffic lights at the south end of Wellington Street also needs to be reviewed to enable cyclists to get a green phase right through the junction to Lancaster Place.

Lancaster Place proposals are potentially dangerous. Waterloo Bridge proposals are better than existing conditions but could benefit from segregated facilities,

Make cycle path same colour (and widen) as road so pedestrians are not confused.

Need to go further and provide some segregated cycling facilities. Double yellow lines will not protect me from tons of metal going too fast over the bridge.

Need to restrict through motor traffic or provide segregated cycle path. Logos and signage alone are inadequate. Cycle routes should be suitable for people of all ages.

New infrastructure is required and I support the construction of it but only Dutch-style segregated cycle infrastructure will encourage more people to cycle and create the safe environment for pedestrians and cyclists that I assume is the ultimate aim of the works.

Not clear what this actually means. Does it mean that cyclists get to use the bus lane? If so then this is a terrible solution. Do you really think vulnerable cyclists want to cycle around buses, which are massive and scary.

Not sure the removal of bus stop will make any difference at all. The main issue is the Wellington/Strand interchange and making it more obvious to pedestrians that there is a cycle way there: that is a "brilliant" idea.

painting bicycles in a traffic lane is not a safe solution, cyclists need a dedicated space, the changes to parking on Waterloo bridge however are very VERY welcome

Proposed removal of useful bus-stop at Lancaster Place north-bound. One I use often - bus routes diverge after this point so next bus-stop is long way away in either direction.

Segregated cycle facilities are required on Waterloo Bridge due to conflict with current bus traffic

Strongly support double yellow lines (should be double red) on the bridge at ALL times. Night cycling is more than hazardous with cars parking on the bridge in the evenings. Not sure about moving the bus stop, that's no concern of mine.

Strongly support the introduction of double yellow lines and the removal of the north-bound bus stop. The south-bound bus stop should also be removed. This is actually more dangerous than the north-bound bus stop as visibility is poor around the corner and the traffic is flowing faster at this point making it extremely dangerous for cyclists to pull out around the bus stop.

Support double lines on bridge.

Support removal of off-peak parking and moving bus stop. Would suggest a continuous mandatory northbound cycle lane from the bridge to the junction, and a separate cycle signal to cross the junction. This would be much safer and easier to use than the central bike lane. The scheme does not support several cycle movements between the Strand, Wellington St and Lancaster Place, and it should.

The addition of double yellow lines southbound towards Waterloo is long overdue and very welcome. However I am disappointed and concerned that the northbound cycle lane simply disappears. I use this route every day, and it is intimidating to jostle for space with speeding buses. The addition of cycle logos to "encourage" people to ride in the middle of the lane, in front of buses, will not be respected by many drivers or novice cyclists. This is a busy route and requires segregation in order to make all people on bikes safe, in line with the Quietway project principles.

The arrangement at the junction with Strand, where the cycle lane is sandwiched between two motor lanes, is unpleasant, and I would like to see that changed. It is also not clear from the drawing whether the double yellow lines run all the way to the Lambeth border and thus form a continuous parking prohibition across the bridge. This needs to happen.

There should be a "give way to cyclists" sign before the bus stop so that cyclists can overtake stopped buses safely.

This is the difficult bit. Firstly really well done for proposing to boost the parking restriction to double yellow lines southbound - that is a really important change and will make a difference to cyclist safety. BUT if you are boosting the provision to double yellow lines why not introduce some form of protection (armadillos?) in the section before the bus lane commences southbound. This would really make difference to reduce intimidation as vehicles pass by very quickly at this point. Secondly vehicle speeds turning left onto the bridge from the Strand are high and the danger to pedestrians (especially tourists) crossing from east to west at this point is very high as vehicles cannot be easily seen coming off the Strand onto the bridge. I know that people should wait at the controlled crossing but not all do - the kerb should be built out (by the Pret A Manger) to reduce vehicle speeds and may a tighter and slower turn at this point. Finally vehicle speeds throughout the length of the bridge are very high - there is a strong case for the introduction of average speed cameras set at 30mph or if Westminster, Lambeth and TfL are really interested in encouraging walking and cycling reducing the speed on the bridge to 20mph as is proposed on Westminster Bridge and currently occurs on Tower, London, Southwark and Blackfriars Bridges.

Wholly unacceptable proposals for Waterloo Bridge. There should either be a segregated two-way cycle track over the bridge, kerb-segregated cycle lanes in both directions or at the very least, lightly-segregated lanes, with wands to provide protection to cyclists. Cyclists, especially new, nervous and disabled people who want to cycle are NOT protected by a shared bus and cycle lane. It is obvious that Sustrans are yet again supporting councils to deliver half-arsed attempts to deliver rubbish 'cycle routes' yet again in this case. The proposals to put in double yellow line is a minor improvement on the present situation but are grossly inadequate. Waterloo Bridge is terrifying to cycle over. There should be safe space for cycling and motor traffic should be slowed to 20 mph, with strict camera enforcement. I drive. I want to cycle. Westminster needs to do more than this to get me to cycle along this key route, which is one I use very often. Even when driving, I feel safer and more relaxed when I don't have cyclists weaving around me - cycle tracks are better for us drivers too! Please be more ambitious as this very limited plan will not achieve its objectives if not significantly improved. Of course, I strongly support the small amount of cycle track proposed! We just need more of them!

No Data

Tend to agree No Data

Tend to disagree No Data

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

- Apart from the short length of Wellington Street between Exeter St and Strand, which is excellent, this proposal falls far short of adequate or safe provision for 'quiet' cycling. - Buses are involved in hundreds of collisions annually with cyclists an

I am opposed to the Wellington Street (Russell Street to Exeter Street) proposals because they will make the carriageway narrower but not reduce through traffic. It will become horrible for cycling, like Cheapside.

I support Westminster's decision to designate this route a Quietway for cycling. I support the improvements for pedestrians and cyclists on the section of Wellington Street from Exeter Street to the Strand. I support the introduction of double yellow lines on Waterloo bridge and the introduction of a mandatory cycle lane in both directions. However as there is the space for a mandatory lane, there is the space for a physically protected cycle lane across the bridge, just like there is already on Southwark and Vauxhall Bridges. However for a Quiet Route to be a route that is genuinely safer for everybody to cycle on including young children (who have access to safe streets in the Netherlands), the rest of the Quiet Route including Endell Street needs to be closed to through traffic. The Royal Opera House is one of London's premier institutions but the front of it is little better than a noisy polluted rat-run and is a major embarrassment to the city. This is a unique opportunity to close Bow Street to through vehicular traffic and creating a beautiful piazza at the Opera House's entrance - most leading opera houses in the world have such a square in front of them. Pedestrians and cyclists could then pass safely along this section of the Quiet route. The proposals for Endell Street are nothing but cosmetic painting of cycles on the road. This is not a Quiet Route. This section needs radical re-thinking - either closing it to through traffic or making it a one-way street using the space freed up to create protected cycle lanes in both directions. If traffic is to be maintained going south, then a protected left hand turn for cyclists turning into Long Acre from Endell Street needs to replace the current build-out which forces cyclists into the path of vehicles

- I think the cycle track in Wellington Street should all be at carriageway level, with a kerb dividing it from the footway, so it is obvious to pedestrians include blind and partially sighted people. I see no argument for why it should all be level - why

1) Current situation is danger to pedestrians & cyclists. Just painting lines, putting up signs and perhaps raising the roadbed at points, not going to solve problems. Pedestrian crossing & sidewalks should be respected by cyclists as well as by cars, cyclists should have distinctive and ideally cordoned off corridors (just even different color road surface as in Germany might help). Don't see how proposed changes will help on or at the bottom of Wellington St.

1) Wellington Street at junction with Exeter Street: the signage needs to be improved at this junction. Cars often continue long Wellington street looking to join the Strand and then reach a deadend and do 3 (or 5) point turns. The 'dead end' signage is so far off to the side of this wide road, and lost amongst an array of competing signs and distractions, that drivers often miss the fact it is a dead-end. This needs to be improved, I suggest locating the no-entry/dead-end signs a few metres further into Wellington street (ie towards the Strand) to make them more prominent. Also, for these drivers looking for the Strand, there needs to be a new sign instructing them which way to turn. 2) Where Wellington Street meets the Strand junction, at the place where the cyclists have to cross the pavement to get into Wellington Street, there should be some thin bollards/poles lining the cycle path, to indicate to pedestrians this is a cycle path. Ground markings are not noticed by pedestrians at this location because of all the commotion and all the people, so you need something physical coming out of the ground to make them aware. I would even suggest some cycle signs attached to these poles. I suggest these poles be located where the proposed drop kerb is to be. I suggest there are cyclist logs with directional arrows the exact space where Wellington Street meets the Strand for two reasons i) the tourists who populate this area will not know which way to check (they are likely from a country with right sided roads) and ii) cyclists approaching at speed from the Strand need to quickly understand which side of the path they are supposed to approach; instinctively understandable guidance should be given because the junction is an unusual design and the cyclist should not be expected to have familiarity with such an unusual junction or any experience of using a similar one previously. With the extreme busyness and potential for accidents in this spot, clear arrow guidance should be provided. 3) Outside the Lyceum theatre, there should be cycle logos on the road, to make the theatre goers exiting a show and standing around that there is a cycle path there. The logos should include directional arrows, to make the direction of the cyclists clearer to the tourists from the show who will expect right sided travel direction rather than left sided. 4) There should be a raised pedestrian crossing at the junction of Wellington Street/Exeter road, outside Christophers bar and restaurant, because cars/taxis come racing along this road having just come off the high speed of the main busy road, and they need slowing down and adjusting to the smaller streets. 5) The junction of Russell Street and Wellington Street: the road bump for drivers approaching this junction is too low and the bump needs to be increased in effect. It is so low that drivers can see that they hardly need to break during their approach, and can continue at full speed. 6) Russell Street: the approach to Covent Garden is a mess, there is too much street furniture clutter, and the pavements are far too narrow considering the number of people in the area, the fact it is so close to Covent Garden, and the fact it is an important and prominent walking route for pedestrians entering and leaving Covent Garden. The space for taxis is too large and should be reduced. 7) The existing contra flow cycle lane on Long Acre (coming off Bow Street) needs to have more cycle logos with directional arrows. Currently there are too few arrows, which i) encourages drivers to not recognise the significance of the contraflow lane and therefore not allow enough space between car and cycle, and ii) pedestrians walking along the busy pavement towards Drury Lane will surprisingly often briefly step off the pavement into the cycle lane to get past a crowd, and in doing so not look in the correct direction for traffic, because they do not realise it is a counterflow lane. More cycle logos on the road, with directional arrows, will solve this. 8) Please improve the pavement quality on Waterloo Bridge. It is atrocious quality, and considering the view is so fantastic, and that the route is used by many walking commuters walking to/from Waterloo station, it should be a much better quality. Ideally, the pavement should be widened on the Eastern side, considering so many walking commuters use it.

6. There appears to be no improvements or changes proposed in this area. This isn't good enough. The area needs to be made safer for cyclists and pedestrians, with reduction/removal of traffic. 7. Wellington Street between Russell Street and Exeter Street: Raised table should high enough to drastically reduce speeds (e.g. at least 15cm), not just a small bump of a few centimetres. If the footway on Wellington St is to be widened, the parking spaces on that side should be removed to reduce the risk of "dooring" which would become more likely on a narrower street. 8. Wellington Street between Exeter Street and Strand: Cycle track next to Wellington Public house should be widened. Currently it is too narrow and causes congestion. Too much street furniture (phone box, upright map, bollards, traffic light posts etc) in the way. Agree with the other plans. 9. Waterloo Bridge: agree with double yellow lines to stop parking in cycle lanes and removal of bus stops. But I'd like to see the central reservation removed to make room for a segregated cycle lane.

9 is positive and long overdue, it is barking that it has taken so long. 8 could help too. 6 & 7 are a grotesque waste of money typical of the rubbish with which Westminster fobs people seeking to cycle off. An absolute disgrace which does nothing to make cycling more attractive or safer - these roads should have the through motor traffic removed using filtered permeability schemes.

9000 people die per year in London due to pollution. 1 in 3 children are obese. People are dying due to inactivity. This MUST change and cycling is one of the best ways to change this. We will then reduce the NHS bill. and get business moving

A bit of paint and making it harder to cycle by putting in pavement build-outs creating pinch points is not a good idea. Nothing is being done to remove any of the horrendous amount of traffic driving around those streets, its like you want to just ignore that Westminster has a traffic problem and pretend that putting a bit of paint down will make people cycle. This is a ridiculous scheme. At least parking is being removed from Waterloo Bridge - ridiculous that it was allowed to congest the bridge and interrupt people coming to the west end via bus. Hopefully the council gets some sense and builds some proper plans with proper infrastructure and starts removing the ridiculous amount of traffic in the area.

A dangerous interface is the left turn of cyclists into Wellington Street from the Strand (cycling eastwards and turning left). Some cyclists do this but pedestrians have little way of seeing them and I see this daily resulting in clashes between pedestrians and cyclists. Besides educating cyclists, I'm wondering if banning this left turn, or adding a pedestrian light, would be useful?

a good start but it's not going far enough, still far too much consideration is given to car space against cyclists safety.

A particular area of conflict on the proposed route is that around the junctions of Long Acre and Bow St. This is a frequent site of conflict with the behaviour of drivers, pedestrians, and cyclists equal contributory factors. Particular issues arise with drivers attempting crossings across the lane (i.e. Westbound traffic on Long Acre turning right, Eastbound traffic turning right) in combination with the location of the pedestrian crossing. This frequently results in vehicles blocking progression of traffic through the pedestrian crossing, as well as confusing and frustrating pedestrians who are prone to ignore the blocked pedestrian crossing. Cyclists attempting to navigate the snarl up are at risk from aggressive pulling-out maneuvers and are frequently involved in near misses with both cars and pedestrians. It is not clear that the current proposals will address this issue, which is a major source of stress during peak hours.

A splash of white painted logos will not aid cycle uptake in central London. Taking space away from motor vehicles and restricting their entry into central is the only solution.

About this questionnaire: sections 2 & 3 final questions assume I have a car, I (& many others) don't so the question stigmatises us & is an impossible question to answer.

Absence of protected cycle lanes on Westminster bridge is unfortunate.

Anything that can be done to improve conditions for cyclists in central London is a very good thing and money well spent

As a cyclist in London, pedestrians are my biggest concern as they do not follow any rules and are especially oblivious to cyclists. Anything that can make them more aware and clarify right of way would make the streets safer for pedestrians and cyclists. It would be great to have jay walking laws but I know that would never happen in the UK.

As a cyclist, I would welcome a clear situation on Endell Street. Please no cycle markings allowing cyclists to go against car traffic. That's confusing for cyclists, pedestrians and drivers.

As a Dutch person I really support all schemes that improve the cities infrastructure for cyclists. It should be safe to cycle in London

As someone who works in the general area, I regularly visit the Oasis Sports Centre at the top of Endell Street. It would be very convenient for access to this facility if a cyclists contra flow was introduced in the part of Endell Street which is currently one way (southernly direction only). This area is currently just outside the scope of the consultation, but would link the proposed quietway with both a well used local facility and with routes across the rest of London.

Aside from the welcome double yellow lines on Waterloo bridge, and improvements to the junction at Wellington Street, there is very little in Westminster's plans which will improve conditions for cycling. I cycle through Covent Garden on a daily basis and the main problems are related to congestion, particularly with lorries that are much too large using the routes.

At the bottom of Wellington St, at the junction with The Strand, cyclists have a dedicated traffic light. There needs to be a dedicated traffic light, or similar, for pedestrians, to alert them when cyclists have a green light. The current situation is chaotic: pedestrians who are not familiar with the junction (especially tourists) cross the bike route without realising they are in danger. I have seen innocent people knocked over here. I am a daily cycle commuter from and to Waterloo Station. I work in the Covent Garden area so most of my commute is in the consultation area.

At the end of wellington street, moving the cycle track to road level is a significant improvement, but I would suggest that tactile pavement for pedestrians about to cross the cycle track would be helpful. Please make the cycle track a distinctive colour so it stands out to pedestrians also. This will help avoid pedestrian-cyclist conflict, which I have observed to be an issue with the current provision at this location. Mandatory cycle lanes are a significant improvement, but it might be worth considering whether physical demarcation would be possible. (Please don't use 'armadillos' though, they're dangerous!) More needs to be done to reduce motor traffic volumes on the areas with no cycling provision other than bike symbols painted on the road.

BAN DIESEL IN CENTRAL LONDON IMMEDIATELY

Banning car parking all day, every day, on Waterloo Bridge should be a top priority for implementation.

Bow Street and Wellington Street are heavily congested by taxis at certain times (particularly early evening), making cycling unpleasant at those times. Restricting taxi access to the streets of Covent Garden would go a long way to improving conditions for cyclists and pedestrians.

Building times

Bus stop T is a nightmare for cyclists and getting rid of it will mean more safety for cyclists. Buses are frequently backed up here and the cycle lane disappears. Buses often drive too close to cyclists and don't provide space for them to manoeuvre around them. They often pull out of busstop T without looking or just plow on regardless of whether a cyclist is near them or not. The junction of Wellington Street and Strand is also a nightmare for cyclists and pedestrians. This urgently needs to be addressed as less cyclists are going up Kingsway and going up Wellington street is a very popular alternative. This is because getting to Kingsway along Aldwych, you are likely to get hit by a bus getting into a bus stop or car turning left into Catherine St or Drury Ln. Currently the junction going from Waterloo Bridge to Wellington street is unsafe as pedestrians wander into the bike lane and it is not hard to see why as it is not very clear that it is a bike path. Also coming down Wellington St towards Strand/Waterloo is awful as cars frequently turn left and almost hit cyclists when turning into Tavistock St, then again you are almost hit by taxis coming onto Wellington street from the left at Exeter st junction. Mix a load of tourists looking the wrong way and wandering into the street, its amazing there aren't more casualties every day. Please make these proposed changes!

By constantly reducing road space you are causing congestion and air pollution. Get off your political high horses and get real. Stop wasting public money on hair brained schemes.

Cars should not be allowed to park on Waterloo Bridge

Coming from Charing Cross Road the right turn from Long Acre into Bow Street is currently problematic and doesn't look a lot better in the proposal. Cars coming from Endell Street wait before the zebra crossing and block the junction for cyclists. The bottom end of Endell Street needs to get decluttered, at the moment there is not enough space for cyclists because of traffic-signs, etc. This is esp. problematic when coming off Waterloo Bridge and trying to reach safety before getting right-hooked by drivers heading for Aldwych. Clear visual indication of the bike lane on the pavement is required to avoid conflicts with pedestrians, who have priority but often are not aware that cyclists use come through. It should be made easier for cyclists coming from Trafalgar Square along the Strand to turn onto Waterloo Bridge. At night and during weekends the bike lane on Waterloo Bridge is used as a car park, that causes serious safety issues on the bridge.

concerned that the junction between wellington street and exeter street is dangerous because vehicles parked around the junction cause visibility problems for drivers exiting exeter street on to wellington street. Many drivers seem not to see or expect cyclists heading south. The current proposals do not address this and may exacerbate the situation by reducing the sense that cyclists on wellington road have priority.

Conflicts being cyclists and pedestrians in Bow Street and Wellington Street are the most important aspect here. The area is teeming with tourists and theatre goers who are unaccustomed to sharing space with cyclists. Meaningful separation of cycling space from pedestrian space is key.

Core route proposals are OK, but very disappointed with wider proposals, e.g. just painting cycle logos along Long Acre. Shouldn't aim be to discourage use of roads such as Long Acre as a rat run (pushing through traffic into e.g. Strand), and keeping CG roads for access?

Current car parking around Waterloo Bridge make cycling unnecessarily dangerous

Currently a very off putting area to cycle in, and I am a regular cycle commuter in central london

Cycle infrastructure needs to be strengthened

cycle lanes already imposed in fitzrovia have lead to INCREASED collisions and casualties. These cycle lanes across lanes of travel lead to more dangerous conditions as cycles travel in a direction unexpected to pedestrians and cars. Also the routes proposed are through residential areas and will change the feel of the area and quietness of residential streets, for the worse. This should not be done.

Cycle lanes must have some physical enforcement beyond just paint on the road, else they will be completely ignored by almost all drivers

Cycle route must be marked and segregated from pedestrians to prevent conflict

cycle routes must be kept away from traffic, either by a curb or by exclusion of traffic

Cycling and pedestrian experiences in London are currently completely dominated by cars and lorries and this is unfair and short sighted. As a cyclist on the proposed route I was recently almost crushed by a lorry deciding to reverse round a corner to turn round in rush hour on a busy major road. Why is this allowed? Surely cyclists deserve some consideration?

Cycling infrastructure needs to improve for the health of London. Other cities will follow suite. Air quality issues can only be resolved by less motor vehicles and more people using sustainable transport

Cyclists waiting on Wellington Street are hemmed in by street clutter on both sides, causing long queues in the evenings. When cyclists do get a green light, their ride onto the Strand is hampered by tourists and other pedestrians who don't have a clue that they're walking across a cycle track. And why should they? The cycle track is the same level and colour as the pavement! But once you've reached the cycle lanes on Waterloo Bridge it improves, doesn't it? Not if you're cycling in the evening or at weekends Westminster City Council's northern half of the bridge has single yellow lines, so you'll find the cycle lanes blocked by parked cars! Coming from the southern side of Waterloo Bridge, you have to squeeze past a bus stop into a terrifyingly narrow cycle lane at the approach to the Strand junction.

delighted that Wellington Street cycle hire dock will be retained albeit moved and with increased points

Delighted to see proposals to make Waterloo bridge more cycle-friendly - long overdue and very welcome. The bridge currently forms a major deterrent to cycling.

Displacement parking from Waterloo Bridge out of peak hours will clearly be an (initial) problem needing management / mitigation

Double yellows are a good start, but this does not go far enough. These parking restrictions make an ideal opportunity to provide segregated space for cycling across the bridge in cooperation with Lambeth.

Drury lane is currently more cycle friendly and a good connection. Please retain or improve this.

Endell Street is currently heavily congested with taxi drivers and minicabs driving dangerously. It is no environment for safe cycling, never mind a "quietway". Narrowing the carriageway will make overtaking the often-stationary motor traffic even more dangerous. The route needs to be blocked to through motor traffic.

Endell Street, Bow Street and Wellington Street are unpleasant to cycle on, with much too fast moving motor traffic. They are narrow so that cars can't overtake easily, so on a bike one is usually bullied by impatient drivers pushing up from behind. How you can suggest to widen the footpath there is beyond me. The suggestions for the lower part and Wellington Street and Waterloo Bridge, on the other hand, are more reasonable. I would like to see a physically segregated cycle lane on Waterloo Bridge, but the proposed changes are an improvement on the current scary situation.

Endell Street, Long Acre and Bow Street are horrible to cycle on. Too much traffic at a standstill and cyclists/pedestrians having to mix with traffic. Please reduce the traffic or ban cars from some areas where possible.

Ensuring clear signage so that pedestrians are aware there is a cycle lane is important. At the moment, many pedestrians seem unaware they're about to step into a cycle lane.

Experience has shown that increasing the number of bicycles and decreasing the number of cars results in excessive speeds by motor vehicles. Excessive speed is by far the biggest problem for safety

Fantastic that parking will no longer be allowed on Waterloo bridge. I have been forced into traffic on my bike many times due to parked cars.

For cycling to feel safer through motor traffic needs to be removed from routes. Without doing this there is nothing 'quiet' about your quietways. This also helps pedestrians, and is good for businesses. Painting logos on the road does nothing to protect anyone, and nobody knows what they're supposed to mean.

For my work, I cycle regularly on these roads, between my home in Battersea, my office on Portland Place, and various secondary schools around London. Whilst some existing cycle provision is helpful, these proposals seem fair and reasonable improvements to some of the worst areas. They won't encourage me to cycle more, because I already cycle almost every day, however they are very likely to encourage people who currently feel that it is unsafe to do so. Particularly, I worked with some of my colleagues at the office to encourage them to cycle. They repeatedly say that they are put off by crowded roads where they feel unsafe, being forced to share busy roads with lots of cars, buses and lorries.

Fully segregated cycle facilities are needed but anything is better than nothing.

Fully 'segregated' or protected cycle lanes are essential to encourage more people to cycle

General: this route is heavily used by rat-running motor traffic especially taxis and delivery vans by passing Covent Garden and trying to join the Strand westbound. If this route is to be safe for cycling the rat-running traffic needs to be eliminated by forcing it back onto the major roads where it should be. The failure to eliminate rat-running traffic will compromise the whole scheme. The current situation at the southern end of Wellington St where it joins the Strand is a disaster. The junction is often packed with tourists and visitors seeking to visit London landmarks and lost or confused in the process. These people are distracted from the road (why wouldn't they be they are on a pavement) when they suddenly find themselves swamped by cyclists crossing the pavement which has suddenly become shared use with very little street marking to make this obvious. So the proposal to drop the track at this point is beneficial. Hopefully the track will be sufficiently obvious to allow the bollard to be removed this is an unhelpful and unnecessary obstruction. There probably needs to be some attention to the Sheffield hoops here which could probably be moved up towards the front of the Lyceum which would open the route up which is particularly important in the evening when large numbers of cyclists are using the junction and often block the northbound lane. However from what I can see in pedestrianizing the road outside the Lyceum you are repeating the mistake that you have just corrected at the Strand junction by creating shared space which is not properly, visibly and physically defined. In addition at this location which is at the bottom of a long downhill stretch many cyclists are travelling at higher speeds which is not a good mix with confused sightseeing pedestrians. The cycle track outside needs clear definition so that pedestrians have a visual and physical indication that there is traffic. In Lancaster Place there should be segregated space for cycling, there are simply too many vehicles to mix bikes and motor traffic. That said, I am a little surprised that it is the bus stop on the northbound carriageway you are seeking to relocate. Generally in my experience this is the lesser evil, traffic tends to be slower moving as the fast stuff has disappeared down the underpass and filtering for cyclists is possible with their wits about them. It is the bus stop on the southbound side which is a problem. As motor traffic clears the traffic lights at the Aldwych and accelerates often to excessive speed into Lancaster Place towards the clear section of road which is Waterloo Bridge, the stopped buses tend to force cyclists into the flow of fast traffic which is very frightening.

Genuine improvements to the safety, amenity and movement of pedestrians and cyclists will only be achieved with significant reductions in motor vehicles particularly black cabs and mini-cabs. Many trips by taxis could be made by walking, bicycle and public transport.

Get rid of the parking on Waterloo Bridge ASAP. Not only is it a hazard to cyclists, it ruins what should be one of the most beautiful tourists spots in London.

getting the ends of bridges right is crucial to London. There has to be a hierarchy of SAFETY and people - ambulances/ disabled first, children and pedestrians next, then cyclists, then buses, and lastly cars followed by HGVs!

Given that raised platforms all over Westminster and across London are in a state of shocking dis-repair, are almost without exception disintegrating - I don't believe raised platforms are the way to proceed. Why not introduce a 20mph limit, which is becoming the norm now and has proven to slow traffic?

Given the mandatory cycle lane on Waterloo Bridge it is a shame it is not physically segregated from traffic.

Great: no parking on the bridge. Terrible: you can't just designate a busy taxi rat run as a Quietway and expect more people to cycle along it. You have to remove the motor traffic OR provide physical segregation for people on bikes. Those are the only two options.

Have always find it difficult cycling along this mentioned area.. That's why sometimes I had to walk along with my bike in the area than riding it . fully supporting this expansion idea..

Hope the proposals are implemented soon.

How will double yellow lines on Waterloo Bridge make this a Quietway for cyclists? Will there be double yellow lines and wide cycle lane with at least a solid white line?

Hurry it up

I agree that making the cycle lane/quietway off of Waterloo Bridge heading north more obvious, by making it the same colour as the road and lower than the pavement, would be an excellent idea. I have seen bikes and people collide on a regular basis.

I agree to all the proposals

I already cycle between Wellington Street and the Victoria Embankment / new CycleSuperhighway. I think cyclists should be able to turn right from Wellington Street without conflicting with the pedestrian crossing on the Strand.

I am a pedestrian and was knocked over on my way to work and quite badly injured on the cycle path connecting Waterloo Bridge and Bow Street (by the Wellington Pub). I think that part of the cycle route is not properly signed and looks to be part of the pavement. It is very busy with pedestrian commuters, street furniture, parked bikes, pub tables and access to an underground bar. I think it's very dangerous as packs of cycles come across from Waterloo bridge and funnel into a narrow cycle path across the pavement. I think that as per the proposals there needs to be greater designation between the footpath and the cycle path so that pedestrians are fully aware of it.

I am concerned that part of the consultation is to ask if increasing cycling will improve air quality. It is a fact that people driving and using buses cause air to be polluted and that cycles do not - it is not a matter of opinion and people should not be allowed to let their assumptions take precedence over facts and hard evidence and possibly jeopardise vital improvements to our roads. Cycling money should not be spent on pedestrian scheme. Where a cycling project can incorporate pedestrian improvements for no extra or negligible cost, of course that is great, but when such a pathetic amount of money is spent on cycling and as 99.9% of Westminster's street already have segregated, kerb-protected and dedicated provision for pedestrians (also known as footpaths), the priority must be to get a similar level of provision for cycling!

I am concerned that the portion on Endell St and what looks like car parking - I'm worried as this street is often congested with motor vehicles it will still be difficult to pass. You consider removing the parking. The Waterloo Bridge approach to the Strand does not seem to have any space for cycling

I am not sure they go far enough, and proper segregation on Waterloo bridge is required.

I am particularly concerned of the current situation in the section 'Wellington Street between Exeter Street and Strand'. When approaching from Waterloo Bridge, pedestrians, especially tourists, do not realise that the cycle lane crosses the path here, and think cyclists are ringing their bells for some other reason. This leaves the cyclist with the choice of potentially running into the pedestrian, or being hit from behind by a motor vehicle... This solution will create the safest situation for both cyclists and pedestrians. Additionally, the proposal for the 'Wellington Street' section will not only protect cyclists and pedestrians, but will also save drivers of motor vehicles from getting stuck thinking they can drive on to the Strand. This is especially true for continental coaches, which must then reverse up the road as vehicles exit Exeter Street and cyclists approach.

I am writing on behalf of Westminster Cycling Campaign, the local group of the London Cycling Campaign. Thank you for inviting us to comment on the Bloomsbury to Southbank Quietway proposals. We see the Central London Cycling Grid as

I commute to The City of London, from Roehampton, on a daily basis. I have observed good behaviour and bad behaviour from all modes of transport users. My thoughts are more people should be encouraged to cycle. Congestion should be reduced by 'pay to play' charges through heavily congested areas. The congestion zone should be extended west to cover Kensington and Chelsea. Movements of large trucks and goods vehicles should be limited to early mornings or late evenings. Outside of these periods drivers would require a permit to drive through the centre of London.

I currently use the Strand crossing from Wellington St to Waterloo Bridge almost every day. It's too crowded, blocked by pedestrians, and Waterloo Bridge is very difficult. This area should be a priority for scheme to address.

I cycle and would like to be able to reach Savoy Street from Wellington Street, so I can continue down to the Thames. Currently I have to dismount to do this.

I cycle in this area on a daily basis as part of my commute, and an improved Quietway would make an enormous difference to my (and other cyclist and pedestrians's) safety & journeys

I cycle the latter part of the route on work commute and have seen so many accidents / near misses / conflicts with tourists unaware of cycle route and dangers of parked cars on bridge having to pull out, that this would be a genuine improvement and reduce conflicting road user "events". Thank you.

I don't think that the suggested improvements go far enough to minimize the hazards around junctions at Bow St/Long Acre/Endell St.

I fear that motor traffic will still be too dominant for the scheme to be really effective

I have already registered feedback yesterday, but would like to make additional feedback please. On Tavistock Street, the one-way section that is just west of Wellington Street, there should be a counter-flow cycle lane installed, allowing cyclists to travel eastwards. The benefits of this would be many-fold. 1) The idea is to encourage cyclists to avoid using the Strand. The Strand is a surprisingly narrow road for traffic (due to a paved central reservation) and cyclists have a significant negative impact on traffic flow, slowing down cars, because cyclists have to take the centre of the lane because there is not enough road width to manoeuvre past a vehicle to the side. Similarly, cars cannot get past cyclists and are slowed down. Every second of traffic light green light counts in this extremely busy area. Strategically, a quietway cycle route could be established running west to east, starting at St Martins Lane, running along William IV Street then Chandos Place, Maiden Lane and Tavistock Street. This would allow the cyclist heading west from Waterloo Bridge to bypass the Strand (which is extremely busy and tight) and bypass Trafalgar Square. It would create a quick direct and quiet route for cyclists. The only thing stopping its relatively simple execution is Tavistock Street which is currently one-way, which is why I recommend a counterflow lane be incorporated into the current scheme, for relatively little extra cost but for a big benefit for the driver and cyclist making it very good value. Furthermore, I recommend a cycle path be installed across the pavement at the junction of the Strand/Agar Street, a cycle path of similar design to the one at the junction of Wellington Street/Strand. This would enable cyclists to bypass the south section of the Strand and quickly access Charing Cross Road. I suggest a right-turn for westbound cyclists be introduced at the Pedestrian crossing currently at this Agar Street/Strand junction, utilising the central reservation as a waiting area for cyclists waiting to turn right, then turning green in unison with the pedestrian green light. This would enable westbound cyclists on the Strand to avoid the busy/slow/dangerous south section of the Strand before continuing their journey north, and for eastbound cyclists on the Strand to avoid the busy/slow Strand leading up to Waterloo Bridge.

I have been concerned for some time about the cycle crossing on the Strand leading onto Wellington St and believe everything must be done to make pedestrians aware cycles may be crossing from the Strand at any time, or else implement a scheme to control when cyclists should give way to pedestrians, or vice versa. I would be willing to cycle further in order to use a quietway such as proposed along Great Smith St and Wardour St or the cycle superhighway in order to get from Vauxhall to Fitzrovia area

I have concerns about loading area on the southern part of Wellington Street. This is a messy solution. Also a lot of pedestrian flow in this area. Perhaps lights to control pedestrians as well as cyclists and motor traffic at this junction across the pavement?

I have cycled along these roads many times and the number of cyclists using them is increasing. The proposed Quietway is a great idea and apart from increasing safety for existing cyclists, is likely to encourage others to cycle.

I have cycled many times along this route. It is quite confusing and dangerous cycling down Wellington Street towards the point where it meets the strand. It gets worse when waiting at the lights contending with high pedestrian traffic, cycle traffic and motor traffic, all of whom seem to be equally confused by the current layout. Once the lights turn green I can then cycle as far as the lights on Waterloo bridge which have already turned red, meaning cyclists have to wait in the middle of the road. Then, Waterloo Bridge appears to have cycle lanes, on which people can park their cars at the weekends, rendering the cycle lanes pointless. I wholeheartedly agree with the proposals.

I have two concerns: 1. the junction at Lancaster Place, coming off the bridge, is very dangerous. The removal of a lane with widening of the cycle lane helps but only marginally as it still requires filtering between two lanes of traffic which typically consist of large vehicles (buses and HGVs). Very scary. 2. the modifications north of this junction as mostly minimal, except for the southern stretch of Wellington St which I like. The streets north of Lancaster Place are narrow and have significant traffic and the changes proposed do not deal with this effectively.

I like the general theme of making the roads more friendly to all users. Currently the run from Endell street down to Wellington street is very car centric. cycling down here always feels like you are running the gauntlet with numerous taxi drivers and pedestrians visiting the theatres. It can be very intimidating. Bringing the Westminster side of Waterloo bridge into line with the Lambeth side with double yellows is essential. I really dislike the fact that if I have to work slightly late my route along this bridge is made so much more dangerous through the cycle lane being blocked by parked cars.

I often use these routes particularly Long Acre and Waterloo Bridge and anything that can be done to improve the safety and quality of the experience for cyclists would be welcome.

I once tried to cycle from Covent Garden down to Waterloo and it was terrifying. I got off my bike and pushed it in the end. Needless to say I have not tried again so far.

I ride along The Strand (Eastbound) and travel over Waterloo Bridge - there is no right-turn option so I have to make a sharp left off the Strand to the shared space at the bottom of Wellington Street. This is a highly dangerous manouver for me and pedestrians. Please allow cyclists to turn right at the junction of The Strand/Waterloo Bridge. Removal of the Bus Stops on Waterloo Brdige nr the Strand (in N direction) would be much appreciated.

I started cycling in London in 1984. These routes have been necessarily well used by cyclists due to a lack of other options not due to the facilities provided or the quality of the provision. The sheer number of people riding these routes demands provision of practical, high quality (safe) infrastructure and pro-cycling measures. In comparison to white vans, taxis and cars, cyclists take up no room, don't create air or noise pollution. They will not do so even as their numbers increase. Improvements are 20 years overdue.

I strongly support any improvements which can be made to make cycling safer. I do not believe cycle logo road markings do anything to improve safety, so where this is your only suggestion, I would say you need to do much more.

I support any attempt to make cycling safer

I support improvements. But they must go further. We need segregated cycling on these streets, even if means reduced car parking. We also need a 20 MPH limit on these streets. 30 MPH is not quiet!!!!

I support Lancaster Place to Waterloo Bridge to some extent but I still believe Waterloo Bridge should be single yellow lined as most traffic has subsided by the evening and riders must also learn to be patient and use common sense when riding. We don't own the road, we share it. As a cyclist I find many of the riders charge down Waterloo bridge with no consideration for other vehicles and pedestrians. They often go through the red light when pedestrians are crossing.

I support the mandatory cycle lane and DYL south bound. The shared north-bound bus lane near the junction is hugely problematic: bus jams here make it impossible to get through by bike at peak times, making it a truly horrendous and definitely not 'quiet'.

I support the pro-cycling measures - most of which are long-needed - but although they are necessary they are not sufficient. There is no way the changes proposed are adequate to meet the standards required for a quietway for "less confident cyclists who want to use low-traffic routes". Specifically: 1. The approach eastbound off Waterloo Bridge toward The Strand is currently very unpleasant and dangerous. There's nothing in the plan that mitigates this. Having a central feeder lane is a ridiculous idea. The whole point of quietways is cyclists don't have to mix with heavy traffic and weave around large vehicles; yet this proposal requires them to do exactly that. A much bolder intervention is required here. 2. The width of the cycle path at the junction of Wellington St/Strand is currently nowhere near enough to accommodate the existing volume of cyclists. As a result waiting westbound cyclists tend to spread out and block the junction. This needs to be addressed. 3. Lancaster Place westbound: clearly having a bus stop in the middle of the cycle lane isn't acceptable. 4. Wellington St: there is a significant amount of traffic on this street - more than is acceptable for a quietway. Some kind of filtered permeability is required to reduce traffic levels. 5. Generally no thought seems to have been given to the fact that this area is the final destination for many users. The maze of one-way streets that connect to Wellington St remains. All of these need to have cyclist exceptions, and indeed the whole of Westminster needs to have a scheme to remove these unnecessary restrictions, which force cyclists to use long, suboptimal and unsafe routes.

I support Westminster's decision to designate this route a Quietway for cycling. I support the improvements for pedestrians and cyclists on the section of Wellington Street from Exeter Street to the Strand. I support the introduction of double yellow lines on Waterloo bridge and the introduction of a mandatory cycle lane in both directions. However as there is the space for a mandatory lane, there is the space for a physically protected cycle lane across the bridge, just like there is already on Southwark and Vauxhall Bridges.

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I take this route a lot cycling from the King's Cross area to Royal Festival Hall. It's always seem totally half-assed to me. To have cycle lights and what seems like a specific dedicated route for cyclists only, but for it to be not separated or marked in any way, and actually to be obstructed by all sorts of crap! I've never understood it. It must have been half done many years ago or something. I hate having to ding my bike repeatedly at pedestrians - it just creates animosity between us which is totally unnecessary as when I'm off my bike, I'm walking, and I'm sure many of them wandering in to the bike lane unknowingly cycle too! We on bikes need a clear, distinct, separate lane so people walking know to STOP and LOOK so we're not getting into scuffles unnecessarily.

I think reducing the street clutter and improving the bike path on Wellington Street leading onto the Strand is a good idea and will reduce pedestrian/cyclist conflict. I think double yellow lines on the bridge are a good idea as this will mean cyclists are not forced out into the flow of traffic. I think the plans for further up Wellington Street mostly consist of painted bike symbols on the road and will have little to no effect whatsoever.

I think the more obvious the cycle route is to pedestrians the better. Can it all be at road level and not at pavement level, so it is obvious to everyone including blind and partially sighted pedestrians?

I think these are fine proposals and will do well to improve the space haven to an increasing cycling population. This must be coupled with good signage during the transition to the new infrastructure, including clear explanations of where drivers can go to get a car parking space. I would also all that you monitor the traffic light priorities around the area. When heading southbound from Wellington Street, I seem to fall straight into a red light in front of the Pret on the corner. This is fine if there aren't many cyclists but could become an issue if you have a large body of cyclists waiting in the middle of the junction

I think this is a fantastic idea - I highly doubt you'll reduce Lancaster Place to 2 lanes or remove the bus stop, but if you do then it's a cracking bit of work. But you have to do something about the pedestrian/cycling conflict outside The Wellington.

I travel this route by bicycle every weekday and also use the area as a pedestrian. The roads are plagued by taxis (black and minicabs) and by a generally poor standard of driving. It is a hugely attractive area for Londoners and tourists and I have always felt that it should be given over to pedestrians and cyclists (and other sustainable forms of transport). The whole stretch should, in my view, be as is proposed for the south end of Wellington Street, with allowances made, where necessary, for delivery vehicles.

I use this route a lot. I very much like what you are doing in Wellington street - need you'll be reducing the risk from turning delivery trucks and taxis. I like the removal of Westminster bridge bus stop - that one is always a problem - buses overtaking then pulling in, or busses pulling out. (Even though the bus drivers are good, that pull in and out from that stop is still a risk) I think you can do better on Westminster bridge though - in my opinion you have room for a protected cycle lane each way. The double yellows should be considered an interim measure.

I use this route almost daily, and am generally impressed (especially on Waterloo Bridge/ Strand). The provision of a mandatory cycle lane will make an enormous difference - so long as that mandatory lane extends all the way to the ASL at the Strand. Right now, the crushing together of traffic prior to the junction poses extreme risk to cyclists. I also like the new Strand interchange. However I remain concerned that Welling Street/ Bow Street will remain somewhat of a free-for-all. I would welcome more thought on improving protected provision for cyclists here

I would cycle everywhere all the time if it was made safer, cyclists were segregated and protected from the dangers of motor traffic. They are the obvious, healthy solution to a stressful, polluted city centre. Cities that have good cycling infra structures are way nicer to be in, and seem to prosper because of it.

I would encourage the council to consider lowering or more clearly colouring the cycle lane south of Exeter Street to more clearly delineate it for pedestrians. It currently could be clearer for pedestrians/tourists that large number of cyclists travel through here.

I would like to see additional safety measures on Waterloo Bridge such as a segregated cycle lane. this is also a very pedestrian and visitor unfriendly bridge that seems to be treated like an urban motorway despite location near the South Bank Centre and Covent Garden etc. The area is well served by public transport, used by most people to access this part of London and car parking creates additional accident danger for very little benefit.

I would like to see cyclists being able to integrate back into the main traffic areas easily as in some systems it is easy to get stuck and not be able to turn when needed.

I would like to see safety for cyclists as a top priority. HGV vehicles should be either banned in Central London or disallowed any left hand turns. Quiet routes should truly be quiet and safe, as well as link up to major cycle routes within Central London.

I would like to see the traffic lights at Wellington St/Strand southbound rephased so that you can cross the Strand and then go onto Waterloo Bridge without having to stop for a pedestrian phase outside Pret a Manger

I would like to suggest helping cyclists get in the right road position at the Waterloo bridge junction. A very few turn left, many go straight on and use Wellington street lane which always blocked cos it's so narrow and many head right up to Kingsway. If you do the route everyday it's fine but if you're new or on a hire bike then it can be very confusing. A few arrows painted in the box would be helpful. Also coming from Wellington to the bridge the street furniture is a joke. Terrible design. And please get rid of the parked cars on the bridge. Traffic goes fast at this later time and cyclists who have to place themselves in a position safe from a parked car door opening are routinely beeped and narrowly passed. Thanks!

I would prefer the all of the cycle lane to be at carriageway level to make this clearer. This would be a better visual aid for pedestrians and deter cyclist from straying from the lane. Due to motorised traffic congestion the entrance to the cycle lane on Long Acre is very difficult feels unsafe.

I'd find central London a lot more pleasant if the traffic were much reduced in number. And considerably slower. I'd also like to see the streets clearly prioritise the safe and quick movement of pedestrians, then cyclists, over motorised transport.

If you want to encourage safe cycling in this area then the proposals do not meet the level of change that is required. There should be no car parking in this area at all (except perhaps disabled) Waterloo Bridge has high levels of cycle use and cyclists provision should reflect the contribution they are making to clean air/reduction of congestion/overcrowding on public transport, etc. White paint is not enough and it certainly does not make the road safer or encourage more people to cycle (especially those that have already been knocked off their bikes by cars or buses whilst putting their trust in white lines) Would a parent trust their child to your white-line-protected Quietway proposal? This is a short-sighted failure of a proposal. The streets around Covent Garden need to be pedestrianised for starters. There should be trees planted down the middle of the Bow Street and loads of cycle parking provided

I'm especially pleased about the plans for Waterloo Bridge which actually becomes worse to cycle across currently when cars park there at the evening and weekends.

I'm excited by the scheme and do really hope it goes forward as the worst part of my daily commute is Waterloo to Bloomsbury.

I'm not entirely sure that there is any value to cycling to any of the proposals. In some instances, the only apparent indication that the route is a quiet way is to paint a bicycle on the road. In other instances, there are genuinely confounding approaches - e.g. crossing the junction at the northern end of Waterloo, with absolutely no protection for cyclists wanting to go straight. I consider myself a regular, confident cyclist (having cycled in London on a daily basis for ten years) but I avoid Waterloo Bridge as much as possible and would never consider guiding anyone that way either. These plans do nothing to encourage me to use these routes any more than I already do.

I'm not sure that "cycle logo road markings" actually serve much purpose but the other proposals are a good step forward.

I'm very keen that the changes described at Wellington Road and The Strand take place, and that car parking is removed from Waterloo Bridge. These two areas cause massive contention between bicycles and other road users.

Improvements are urgently needed due to increased numbers of cyclists in recent years.

In order to encourage greater take-up of cycling among current non-cyclists, these quietways need far more separation from traffic, not just wayfinding markings in the street! Great that Waterloo Brg is finally being cleared of parked cars on the Westminster side.

Increased cycling provision is essential to solving Lindons congestion and pollution problems as well as economic mobility and health

Insufficient cycle provision on Waterloo Bridge and Lancaster Place. South end of Wellington Street proposal is much better and will avoid conflict with pedestrians, but remainder of Wellington Street has inadequate provision and more needs to be done to keep cyclists safe at junctions.

Is it okay for cycle users to turn right from the Strand onto Waterloo Bridge like buses do? I do this often and if it isn't allowed, I see no reason why it shouldn't be.

It appears that bikes have to mix with traffic for most (all) of this route, with no changes in place to divert traffic elsewhere or provide separate bike tracks.

It is good to see the junctions which are difficult for cyclists being improved. E.g. Waterloo Bridge. It is also good to see that good cycle routes are beginning to link up rather than be isolated sections. Continuous through routes are vital if cycling is going to be made easier, especially for casual users like visitors and tourists.

It is unfortunate that the opportunity to provide a protected cycle lane over Waterloo Bridge has not been taken at this point in time. On busy roads such as the bridge it is really important that people can choose to cycle without having to mix with large motor vehicles.

It looks as if the pedestrian view and way along Exeter Street is blocked by the cycle hire totem. That and the bollards might be best aligned with the trees? Who will manage the bollards? Its would be a shame if the pub abused it and parked vehicles. Are the yellow lines across the throat of the cycleway really necessary? Its effectively crossing the carriageway. Why can't cyclists make the "bus only" right turn from Strand? They do it anyway... The green light for cyclists should be a cycle symbol, not as present a standard green light.

It would be much safer to have bricked up, separate bike lanes, rather than yellow lines along Waterloo bridge (e.g. across Southwark Bridge). This would ensure the safety of cyclist even when traffic is busy and the bridge is congested.

It's a major improvement, which could be made even better by the removal of car park spaces along Wellington Street to create more space for pedestrians and cyclists.

It's a welcome improvement, but I would like to see the proposals go further, be redesigning the roads, Dutch style, so it is impossible to drive a motor vehicle through the area therefore only allowing vehicles making deliveries to properties in the area into the relevant streets.

It's great that Westminster are finally addressing cycling, and this location particulatly. For several years I've had exchanges with your Councillors who've been ignorant to the benefits of cycling (and by that I also mean economic benefits to residents/businesses). As well as sensible implementation of new infastructure and large addition to existing cycling parking is required. The Westminster Council line of 'cycling stands would affect kerbside activity) is massively flawed as a shortage of stands encourages cyclists to lock wherever they can which may indirectly cause more of an obstacle than bikes stands in dedicated locations. The perception by Westminster is clearly that cyclists don't spend money - well, we do and we work and spend money in Westminster. You need to be brave and provide the infrastructure.

it's important to keep motorised traffic to a mimimum on cycle routes using filtered permeability. Segreagation on busy roads like Waterloo Bridge is essential.

It's pretty lame. Why not remove some parking spaces and put some proper segregated cycle lanes in place?

Just paint ting signs on the road doesn't make a cycle route, need filtering and priority changes to reduce traffic and make safer. 20 mph limit throughout Westminster. Enforce restrictions Join up with other routes.

Just to add that as a cyclist getting from Wellington Street to waterloo bridge the traffic light phase is all wrong. You are held at wellington street then when you are allowed to go you are held at traffic lights on to Waterloo bridge. That is totally useless. the second set of lights should be green at the same time. for a safe and even a pleasant cycle journey.

Living in inner London I would like to be able to cycle into central London not only for work but also for leisure and shopping. Although I cycle in for work I don't cycle in for leisure and shopping as much. I would definately to this more if it were safer to cycle and the roads less congested, with better air quality.

Long overdue

Long overdue improvements to reduce the domination of motor traffic, illegal NO2 levels and appallingly high KSIs in Westminster. More urgently needed.

Looks like a good improvement and much needed.

Love the cycleway dropping to carriageaway level where Wellington Street joins the Strand, this is currently very difficult to negotiate around pedestrians. I like that Waterloo Bridge will have double yellow lines.

'LSE is pleased to see that measures are being proposed for the Quietway cycle route between Bloomsbury and Southbank via Covent Garden. In particular we welcome the proposed improvements to the junction of Strand/Aldwych/Wellington Street which is a key route for pedestrians and cyclists approaching LSE from the south and west. We suggest that the improvements are monitored to ensure that the improvements benefit all users as we would not wish pedestrians to be disadvantaged over cyclists'

Make cycling safer and more people will cycle. More cyclists mean less pollution, less congestion, and healthier people so fewer taxes spent on preventable illnesses.

Make sure pedestrians on the Strand know that they are crossing a cycle path. Stop cars parking in the bike lane on Waterloo bridge. It's too dangerous for cyclists.

Many cyclists already follow this or similar routes from Waterloo to Bloomsbury. Measures to calm traffic and to improve co-ordination with pedestrians would be much improved. The current cycle path along Tavistock Place is far too narrow and can be dangerous - there needs to be space for cyclists to pass each other. A single track each way is not enough!

More bicycles, better public transport, fewer cars!

More could be done to reduce or remove motorised traffic from cycle routes.

more could be done to reduce traffic at long acre / bow street junction. too many cars. area is busy with pedestrians, restricting motor traffic could improve the area, increase footfall and improve shopping. the bridge should be segregated, as motor traffic is fast.

more kerbed cycle lanes - needs to link up with other cycle infrastructure

More must be done to reduce traffic on these routes and design them effectively to prevent pedestrian crossings. There is too much traffic and parking in Westminster and this is a great opportunity to reduce traffic, parking and improve conditions for cyclists and walking.

More must be done to separate vehicles from bikes. Waterloo bridge is wide enough to provide dedicated cycle tracks to achieve this. Road traffic laws also need to be changed to be the same as they are in Holland - then things will really take off !

More needs to be done, than is proposed here, to make cycling a stress-free option for many more people. There are clearly many demands on the contested street space throughout the City of Westminster, and there are challenges. But ultimately more robust ideas are needed for Westminster to take the lead on cycling. At the moment, Southwark is ahead.

More of the same please! This is exactly what the city needs.

More protected Dutch-standard infrastructure is needed to make it happen.

More segregated cycling facilities on Waterloo Bridge - a double yellow line isn't enough. I am a confident urban cyclist and a cycle trainer - but even with my level of experience and training expertise I find Waterloo Bridge daunting. It's not safe for inexperienced/unconfident cyclists and doesn't encourage cycling.

most of these suggestions will not make cycling safer and is another poor demonstration of Westminster Council's unwillingness to improve cycling infrastructure. Wake Up! it's 2015

Moving the bus stops will not solve the safety problems where Waterloo bridge meets the strand. The road is too narrow for the number of lanes (where it is two alongside the descent to the underpass) buses in the lanes mean the numerous cyclists cannot get through and are trapped in pollution from the buses. This trapping also prompts cyclists to try and squeeze through narrow gaps (dangerous) or go on the pavement. Cyclists need to have the option to be totally separated from traffic here. Just moving the bus stops will make little difference as the same number of buses will be going through the junction.

N/a

New infrastructure is required and I support the construction of it but only Dutch-style segregated cycle infrastructure will encourage more people to cycle and create the safe environment for pedestrians and cyclists that I assume is the ultimate aim of the works.

No concerns

No parking on Waterloo Bridge will transform cycling on it, make it safer and pleasurable

None

North end of Waterloo Bridge is difficult and dangerous for cyclists

North of Waterloo Bridge conflicts with pedestrians are normal. This has to be addressed!

Not enough (if anything) is being proposed to remove motor traffic from these routes. As a result the proposals will do little to encourage and protect cyclists in the area concerned. Try looking north at Camden and their segregated facilities.

NOT GOOD ENOUGH

Not good enough. No private car needs to be in Covent Garden. Ever.

Not much change in the first sections. Mandatory cycle lane on Lancaster Place and bridge is very welcome. Given speed and amount of motor vehicles a segregated lane would be improve safety and pleasure of cycling.

Only above comments.

Only have two concerns. The city of Westminster should not allow vehicles to travel North and south from Bow Street into Endell Street and vice-versa. This would effectively turn Endell Street and Bow Street, respectively, into dead end roads for vehicles but allowing cyclist to continue to traverse Long Acre. Improving pedestrian condition in the area. I am especially impressed with the upgrade of the Advisory cycle into a mandatory cycle lane (although segregation would of been better this is still good) on Lancaster Place/ Waterloo Bridge. Northbound on Lancaster Place/ Waterloo Bridge, consider converting the Bus Lane into a Mandatory Cycle Lane. I don't think it's ok for cyclist to share in one of the busiest bus lanes in London, 15 bus routes use this lane with 4 bus arriving or departing every minute during the peak. Overall I'm pleased with what is proposed (more than I was with what was proposed for Edgware Road to Fitzrovia route).

Only 'tend to support' because proposals do not go far enough. Bridge needs greater segregation. And narrowing already congested roads and adding bike symbols does not make a route a quiet route, it will just squeeze cyclists so my children and my wife will never want to cycle there.

Only that it's not happening on my commute! ;)

Overall the scheme tends to suffer from a devastating lack of ambition. There is a lack of river crossings in London that feel safe to the beginner-intermediate cyclists that quietways are targeting. Adding double-yellow lines on Waterloo bridge does nothing to make the bridge more attractive for less confident cyclists, and by failing to provide an attractive link across the river, the overall Quietways scheme will suffer. Westminster Council, Lambeth Council, and TfL should be using this opportunity to build fully segregated lanes on the bridge.

Overall the schemes have good starts. However, for the route to be truly friendly to cyclists of all ages, and styles more should be done to make the route less motor car dominated. Modal filtering should be added to the route throughout. The ASL feeder lane on Waterloo bridge is a poor design and will lead to serious injury or death. It should not be included at all. Parking should be removed from the bridge as a matter of urgency.

Overall, this is very welcome. However, there's actually quite a lot of motor vehicle traffic going over Waterloo Bridge. If the purpose of the double-yellows on the bridge is to deter parking, might that not me done better and bikes very much better protected by a solid protection as per Southwark Bridge?

Painting bicycle symbols or strips of paint on the ground are totally useless in terms of increasing safety for people cycling. They offer no protection whatsoever and are absolutely no deterrent to motorists driving and/or parking on them. Motor traffic needs to be slowed, restricted or banned to enable the young, old and the unathletic to feel and be safe riding bicycles in most areas. Contraflows for bikes are unpopular with both cyclists and motorists, unless these are on a separate track from motorvehicles.

Painting cycle logos on the road is a wholly inadequate response to the need to make this route work for people on bikes. There is too much motor traffic here which should be on parallel main road routes - restricting access to through traffic is the only solution to make this route truly 'quiet' and improve air quality for everyone.

Painting cycle symbols on Long Acre is not enough, any Quiet Way should actually be quiet, the level of traffic, particularly taxis, needs to be reduced along this busy shopping area. Pedestrianisation + bike lane would be ideal

Parking on Waterloo Bridge should be banned at all times.

Parking should never be allowed on Waterloo or any other bridge across the river

Pavements have been widened in the borough which reduces road space for all, this needs to be reviewed prior to cycle lanes being installed. Private hire licensing numbers are out of control 600 new licenses per week, causing traffic congestion

pedestrians (many of whom are tourists) need to be made aware of the existence of the cycling lane at the Waterloo Bridge end of Wellington Street. The new cycle lane on the bridge must be kept clear of parked cars at all times.

Pedestrians already just walk into the road on Wellington street without looking and the street appears as a normal road with a dropped kerb, would a flush road and pavement not make this worse? A large cycle stop lane at the beginning of Lancaster place/ going south over Waterloo bridge would help as lots of cyclists sit waiting for the lights to change amongst the buses etc. you could hold the traffic back further around the corner if possible.

pedestrians walk around in a daze. this is necessary.

Please can the cycle path onto Waterloo Bridge from Bow Street be marked in a different colour?

Please ensure the no parking is 24/7 with no loading pips. There should be a proper cycle track, and preferably a floating bus stop.

Please hurry up with these works

Please let's implement these proposals as soon as possible A bridge you can currently only cycle half way across before hitting parked cars is clearly a bit silly.

Please make more dedicated cycle ways. Cyclists should be rewarded for cycling not punished by constantly risking their lives due to terrible aggressive and arrogant drivers. Make it happen please...

Please make the scheme the best for cyclists that you can.

Please make Wellington Street less confusing to cycle and walk along. Please make the route through to the Strand clearer for both pedestrians and cyclists. Ambiguity means those in a hurry or less considerate take priority rather than having a fair and reasonable system for safe passage for all. No parking on Waterloo bridge. Enforce 20 mile an hour laws. This is the most important factor that will encourage more cycling, less pollution and less accidents. Thanks.

Please prevent parking on Waterloo Bridge! It's madness!

Please provide more safe space for cycling. Remove car parking. Provide segregated cycle paths. Introduce 20mph speed limits.

Please put double yellow lines on Waterloo Bridge!!!!

Please remove car parking from the bridge. It is extremely dangerous to cyclists with a high risk of car dooring incidents.

Please stop cars parking on Waterloo bridge at all times and enforce the restrictions. This section of route feels dangerous and intimidating to cycle across due to the high speed of the traffic and the risk of doors being opened from parked cars.

Please try to reduce the amount of motor traffic using Bow Street.

Pretty unambitious. The plans seem to highlight infrastructure already in place and proposals for pedestrian provision. The addition of double yellow lines on Waterloo Bridge is welcome, but they are often ignored and poorly enforced. Segregated cycle lanes with bus stop bypasses are needed here. The biggest improvement to the area would be to convert the narrow streets to pedestrian/cycle only streets.

Proper cycling tracks are needed on Waterloo Bridge and 24/7 no parking or loading Q6+7 those roads are too busy for 'quietway' - need full segregation there.

Quiet routes should be closed to through traffic and have segregation at junctions with major roads. If there is parking, there should a safe distance marked out from cars to avoid 'dooring'. Cyclists should not have make a choice between being 'doored' or riding primary position and feel like they are holding up vehicles and be at increased risk of close or even punishment passes. When there is not space to provide this, the road should be no parking 24 hours a day.

Quietways are not really an answer. Concentrate on safe routes asking main roads!

Quietways only work where there is proper speed and access control for motorised vehicles. Simply painting roundells on the ground does not work. The area in front of the Opera House should be pedestrianised with cycle access and no motorised vehicles to go down Bow Street - or with strict time limits. Long Acre - people should have priority to walk across from one side to the other - currently taxi drivers drive at you on the raised table and the zebra is not on the correct desire line. Bring back weekend and evening congestion charging to deter non-essential vehicles. Where pavements are widened it leaves less room for cycling unless motor vehicles are banned too. Waterloo Bridge is perfectly wide enough for a properly segregated cycle lane as on Southwark Bridge. Double yellows are welcome but not good enough. Exhibition Rd is an example of where shared use does not work because it is a rat run for vans, taxis etc therefore the roads mentioned have to be for bikes and walking only - with occasional vehicle use. Ban lorries during peak hours and the evenings and weekends.

Remove parking from Westminster Bridge

Removing the bus stops would really help the Lancaster Gate section. I'm concerned making the Strand/Wellington junction for cyclists 4m wide rather than current 2.5m isn't sufficient. Adding 75cm in either direction wont be sufficient to cope with current let alone future growth in cycling. I'd suggest 5.5m with 3m south facing and 2.5m north facing. Going north along Endell Street all the way would be brilliant.

Removing the parking is very welcome. It will make the cycle route much safer for cyclists. With the current setup it is very stressful to move into fast traffic to overtake parked cars.

Road marking for cycles is ok but I am concerned that on these busy streets will have not much effect on the behaviour of other road users

Road narrowing will mean that people cycling will not be able to filter easily and drivers will have less opportunity to overtake them safely. They are making the area more dangerous

Routes south of Oxford Street need strong disincentives to vehicles, and limited times for lorries - especially at a time like now with heavy construction traffic.

Scheme does not do enough to restrict traffic on the 'quietway' sections. Road narrowing and logos is not enough to allow the young or elderly to cycle through these locations. Strong support improvements on Waterloo bridge and junction to the north however a bus stop bypasses are needed on the bridge.

Scheme needs to be more ambitious in order to tackle appalling pollution and motor- dominated unsafe streets in London and especially Westminster.

Schemes could be even better - still need more space for cyclists and more protection from other traffic!

Segregated cycle lanes and a 24/7 ban on parking are required on Waterloo Bridge and Lancaster Place. I always feel very vulnerable when cycling across the bridge and approaches, due to the cycle lane being permanently under cars and lorries.

Segregated cycle track would be better than a painted line.

Segregated cycling provision is required for non-cyclists to take it up. The current proposals are lacking in vision and adequate investment.

Segregation of the cycle routes and clearer demarcation is urgently needed for the safety of all road users and pedestrians especially on Wellington Street.

Shame that the cycle lane on Waterloo Bridge is proposed to lead straight into a bus stop. would be better to have some provision to allow cycles to bypass this.

Should be no parking on Waterloo Bridge ever.

Signal phasing at the Strand/ Waterloo Bridge junction should be investigated further to ensure sufficient time at busy periods for cyclists to have sufficient time to cross the carriageway

Simply painting bicycles on the road gives little value to safety, nor drivers patience. Therefore, your proposals in Endell Street, Long Acre and Bow Street may need bulking up a bit, in line with the other (better) parts of the proposal.

Splitter island before underpass should be removed on Waterloo Bridge and cycle lane extended. Recently installed bus stop on Lancaster Place (southbound) should also be removed. Options to widen pavements on Waterloo Bridge should be explored as it is quite a tourist attraction as well as busy with commuters. Entry to Tavistock Street (east) and exit from Floral Street should be narrowed to improve safety and pedestrian amenity. Can a zebra crossing be installed at Shelton Street junction with Endell Street. Can Camden install bollards on corners on north side of junction (like those on south side) to prevent drivers cutting the corner and endangering pedestrians.

Still inadequate provision for Cycling proposed, volume of traffic requires greater segregated provision being made if a wider range of people are to cycle in central London, such as my wife and children, rather than on-road solutions.

Still need proper cycling tracks on Waterloo Bridge (compare with those on Southwark Bridge, which although aren't perfect, help separate motor and cycle traffic). Also need to remove all parking from Waterloo Bridge.

Strongly support increased safety and ease of journey for bikes. I travel through here with my kids in a cargo bike. Would like them to be able to ride themselves within 5 years. Some sections need much better bike provision than you propose, preferably by reducing motor traffic levels by blocking some routes to through traffic.

Strongly support removal of car parking on Waterloo bridge. In general the proposals need improvement - more space for cycling please.

Sustainable cities are the future. The sooner London adopts more cycle friendly infrastructure the better the city will be

The approach onto the Strand from Wellington Street has to be addressed. The current situation, where pedestrians are unaware they're walking over a cycle lane, is extremely dangerous. When cycling north I avoid this route, riding up Aldwych instead, which often means risking collision with lorries and taxis crossing from one side to the other. If the Wellington Street section is changed I'll feel like I can use it again.

The ASL at Lancaster Place is regularly infringed by motorists; enforcement required. The central entry lane requires cyclists to cross the left-hand lane of traffic in order to access the ASL; a left-hand access lane that continued from the main cycle path on Waterloo Bridge would be better. Cycle priority lights on the northbound exit of Lancaster Place would reduce conflict between right-turning motor traffic and cyclists either turning right or crossing into Wellington Street. The southbound track from Wellington Street currently has cycle lights but these stay green for a very small proportion of the full traffic cycle. The existing track is often not noticed by pedestrians, who wander across regardless of approaching or queueing cycle traffic; lowering the track and colouring it blue might help with this. The pedestrian crossing at the end of Longacre is regularly subject to continuous foot traffic making it near impossible for motorists or cyclist to make progress along Bow Street or Endell Street without forcing their way into too-small gaps between groups of pedestrians. Preventing a right-turn for motor traffic from Longacre might help with this.

The ASL on Waterloo Bridge is not an adequate solution for slower cyclists and users of larger cycles such as handbikes and trikes. An adequate solution for this Quietway would be a separate track to the junction and a separate phase for cycles to cross to Wellington Street. The grey granite sets need to be smooth to ensure the comfort of disabled cyclists.

The closing of the area outside the Lyceum Theatre is welcomed as it used mainly as a turnaround. Have the council given consideration to when the theatre empties after a matinee. Currently this is chaotic and the removal of traffic will lead to crowds spilling across the newly created cycle lane. The crowds consist of long lines of school children.

The current situation causes lots of conflict between pedestrians and cyclists at the north end of Waterloo bridge.

The current system doesn't work properly for cyclists. The clashes with pedestrians happen every day - they're not aware it's a cycle lane so you always have to make them aware! Someone is going to get really hurt!

The cycle lane outside the Lyceum theatre needs to be a different colour to the pavement, or at least made more obvious! I've been writing to the council about this for years. At the moment tourists don't know it's a cycle lane and step into it.

The cycle track at the bottom of Wellington Street, where cyclists cross Strand, is currently AWFUL. Pedestrians routinely stand in the cycle track or wander/ amble across it, seemingly oblivious to the fact it is a cycle track. It needs to be much more clearly marked in terms of colour, surface, different height to the pavement. I have witnessed many near misses here between cyclists and pedestrians. Also, the double yellow lines on Waterloo Bridge are ESSENTIAL. It is currently very dangerous for cyclists at the weekends, when the cycle lane disappears under a line of parked cars across much of the Bridge, and people on bikes are forced out into a lane of fast-moving motor traffic.

The cycle way from Waterloo bridge is one of my main ways into the West End; these changes would make it much safer and more pleasant for both cyclists and pedestrians; and I would certainly spend more time and money in the area as a result.

the existing junction of Long Acre with Bow St and Endell St doesn't always work well in the morning rush hour - cars, cyclists and pedestrians fight for space and it's not always safe - please make sure that a potential increase in cyclists can be accommodated. I'd love to see Bow Street pedestrianised, with a wide cycle path through the middle.

The junction at the north end of Waterloo Bridge is still dangerous under your plans. Removal of parking on Waterloo Bridge is fantastic and long overdue - it will make a major contribution to safer conditions on the bridge itself for pedestrians, people on bikes and those who use buses

The Lancaster Place and Waterloo Bridge proposals are really disappointing. Full segregation is required over their entire length with dedicated signals at the junctions. The currently proposed central feeder lane to ASL is a design known to be very dangerous and, in practice, are infrequently used. A segregated lane is required and at the very least, an early start system as on Bow roundabout utilised. Bus lanes are not safe-cycling facilities and should not be regarded as such.

The Lancaster Place and Waterloo Bridge section will be especially important.

The main issue on Wellington Street is masses of stationary taxis in particular the evening rush hour making the road near impossible to navigate safely on a bike. The sections on Waterloo Bridge and proposed improvements at the junction are well overdue. I'm not sure the footway widening is going to help that situation.

The maps are inadequate. Cycle lanes need to be properly separated not just paint on the road.

The measures proposed are improvements, but only small ones. There will continue to be too much traffic on this corridor for it to be a genuinely 'quiet' cycle route that will attract ordinary, cautious people to cycling under these plans. The best solution would be a road-closure, or one-way working for motor vehicles, with cycle contraflow, on Bow Street. Westminster's engineers should look at the schemes Camden has been proposing for its Quietway routes, which are far better, with segregation of cyclists or measures to reduce traffic to very low levels.

The most important part of this is the junction between Wellington Street and the Strand and making it more obvious to pedestrians that they are crossing a cycle lane.

The most important thing is to make the pedestrian public aware that there is a cycle way between Strand and Wellington Street. Chaos is caused daily.

The new junction at Wellington Street between Exeter Street and Strand would make journeys for pedestrians and cyclists much safer as you'll take out the risk of cars and taxis turning after realising it's a dead end. Also pedestrians will realise it's a bike lane which at the minute they are always surprised when the light goes green.

The permeable filtering changes proposed at the Strand end of Wellington will do nothing to improve the uncontrolled crossing of Wellington Street. Landscape/streetscape features are required to inform pedestrians and cyclists on busy pavements or fearing death at busy junctions when each has priority through the traffic lights. Waterloo Bridge and Lancaster Place need segregated cycleways, not graffiti in the form of yellow paint allowing pushy road users to bully more vulnerable people without consequence.

The plans look good to me - they are a considerable improvement to what was there previously.

The proposal to put double yellow lines on Waterloo Bridge, matching Lambeth's provision is excellent, and long overdue.

The proposals are generally good but must take into account the points made above.

The proposals are very good, especially for Wellington Street, which is dangerous at present.

The proposals don't go far enough! We need to do even more to limit private cars in zones 1-2. This will benefit residents, the majority of commuters and businesses.

The proposals for Waterloo Bridge and the approach to it (de-cluttering and widening of the cycle path) are an improvement, but nothing is being done there or in the other sections to improve cycle safety on these busy roads.

The proposals north of Exeter Street do precisely nothing to make cycling on the route safer and more pleasant. I strongly support the proposed reordering at the Wellington St/Strand junction, but the narrowing of Wellington St further north will make cycling more unpleasant, not improve it. The signalling at the Wellington St/Strand junction also needs to be changed so a green light for cyclists waiting to cross the junction southbound enables them to continue on to Lancaster Place. At the moment, one is held at a red light at the north end of Lancaster Place, which means getting tangled up with queuing motor traffic there. While the removal of parking from Waterloo Bridge is welcome, the volume and speed of motor traffic in the bridge is such that it requires properly segregated cycle lanes, not just painted lanes.

The proposals would make things better than they are, but they do not create actual quietways. I commute by cycle in to Russell Sq from the north, and whenever I venture further south I regret it: Bow Road, for instance, is a rat run where there could and should be a relaxed pedestrian/cycle/sidewalk cafe environment. Again, what's proposed is (slightly) better than what exists, but it is not a quietway. A quietway is a place where cyclists who don't want to (or, in the case of my 8 year old, aren't allowed to) mix with impatient rat-running drivers feel comfortable. It is a place where 80 year old cyclists feel comfortable. Most of this scheme doesn't meet that standard - it doesn't even try to, and I can only suppose that the Westminster council doesn't really want to.

The proposed segregated lanes on Wellington Street are good. The paint-on-the-road proposals on Waterloo Bridge are inadequate. Proper segregation is needed.

The scheme doesn't address the issues with the pedestrian crossing at Long Acre and Bow St. This is frequently jammed up with traffic and pedestrians. A large part of the issue is the way that the road jinks round, meaning that it's hard to get a clear view of traffic as a pedestrian, and it's hard for larger vehicles to get across smoothly. The road also narrows here, reducing space for cyclists. As cyclists can travel through pedestrians with more ease and less fuss than the traffic, this scheme should look at how to either deliver less traffic to this junction, or how to provide enough space for cyclists, traffic, and pedestrians to use the road safely. There is a similar issue with the crossing by Russell Street, with large numbers of pedestrians going to and from Covent Garden, though this is not as severe a problem as the previous crossing mentioned. If the crossing was a pelican crossing, rather than a zebra, this would provide a safer environment for pedestrians and cyclists.

The scheme doesn't seem to be proposing very much that will actually make a difference. I cycle into central London from Tooting, and have had my fill of cycling lanes which are parked on, ignored, only operational in peak times. We need more than cycle logos and a token speed bump.

The scheme must not impede those cyclists who wish to use other main routes in the area.

The scheme relies on a narrow painted lane which offers little protection and no subjective safety. The bus stops are not bypassed which will force those cycling into the main lanes. The central feeder lane going westbound is crazy. The whole thing, including the junction with The Strand needs to be properly protected for cycling.

The south-bound bus stop on Lancaster Place should be removed. This bus stop is actually in a more dangerous location than the north-bound bus stop, which would be removed under the proposals, because visibility is poor around the corner and the traffic is flowing faster at this point making it extremely dangerous for cyclists to pull out around the bus stop.

The thing I find most difficult is the lack of consistent routes, paths just peter off or you get hemmed in. Leaving this aside and the aggression of drivers the thing that concerns me the most is trying to find routes that avoid the busiest roads.

The two key areas are: 1. the cycle cut-through between Wellington Street and the Strand, where the cycle way cuts across the pavement - there is not enough to warn pedestrians that this is a cycle route. 2. The junction coming off Waterloo Bridge onto the Strand. This feels very dangerous with lots of buses changing lanes and other large vehicles. The current cycle lane in between the two lanes of traffic (on Waterloo Bridge approaching the junction heading North) feels dangerous as there are often two very large vehicles either side of you. Moving the bus stop would help a lot as it would presumably mean the buses don't have to change lanes at that point.

The vocal minority who have an irrational and frankly sociopathic hatred of people who cycle some of their journeys must not be allowed to block the delivery of high quality cycle infrastructure that will benefit everyone, even the rabid mentalists who lose the plot every time the word 'cyclist' is mentioned. The scheme should be at the highest possible standards. I mostly drive in Westminster as I am disabled and intolerant of sharing road space with heavy, fast and/or aggressive motor traffic. Giving people like me the chance to cycle when we want to deprives others of nothing desirable - unless they have a death wish and like inhaling toxic pollutants. My friend was killed on Westminster's roads when cycling to work. She was an incredible, decent person and the world is poorer without her (literally - she was a leading climate scientist). We need as many safe cycle routes to be delivered as fast as possible. High quality cycle infrastructure requires reallocation of road space and high levels of protection/segregation (in space or time). Westminster Council has a reputation for being at best unenthusiastic and at worst openly hostile to kerb-protected cycle ways and overly concerned about the needs of us drivers. A great many current drivers are only driving so much because of a lack of safe and convenient cycle routes. My only criticism is that too many of the Quietway routes are not being designed to the Dutch standards that are essential to make them truly successful. I urge Westminster to be bold and do what is right. Even if every other respondent said that they thought that increasing cycling would be harmful, it would not make their assertion correct. Decisions should be made on real evidence, not opinions based purely on assumptions and prejudice. The evidence is clear - investment in high quality cycle routes pays for itself more rapidly and has more extensive benefits than any other form of transport. Don't let the psychopaths and weirdo NIMBYs who can only campaign by spreading lies and fear get in the way of these essential changes to our streets. Thank you for considering my rather forthright views!

The Waterloo Bridge junction outside the Lyceum is a must for development. I have seen collisions with pedestrians here nearly every time I use the junction

The Wellington Street junction at the south must be made very clearly a junction where cyclists have priority when the lights are green for them. It must not be any sort of shared space.

There appear to be no additional space for cycling or restriction on traffic movement at all in these proposals. This makes them a waste of time money and effort. The area consulted on is plagued by rat-running taxis and greater limitation of through routes is required. Endell Street in particular is far far too busy for a quietway without physical separation of cycle and motor traffic and well above the recommended threshold of 2000PCU/day The only good part of the scheme proposed is the Southern end of Wellington Street - but this is only a cosmetic improvement on current situation.

There appears to be no measures to make the route better for cyclists, currently in peak hours (and evenings) the roads are heavily congested and these proposals will do nothing to change this. The Wellington Street public realm scheme is just that and that is not where the focus on any infrastructure changes should be targeted. There appears to be no motor traffic filtering which would help to reduce the number of motor vehicles using this area as a cut through (mainly southbound). The widening of footways will benefit pedestrians but squeeze the amount of space on the carriageway, especially as motor traffic parking is being retained. In peak hours buses normally queue back to beyond the bus stop so its removal will not have that much benefit during those hours. There needs to be some type of segregation into the junction. Exeter Street is used as a very popular motor traffic cut through and should be closed. This is a very poor scheme which, in my opinion, will do little to encourage increased cycle usage by those who tend not to cycle due to motor traffic related safety issues.

There are currently substantial issues where Wellington Street meets Strand with pedestrians not realising there is a cycle route crossing here, this causes conflict, particularly when cyclists have a green light. hopefully the new designs will make the use of the space clearer. Strongly support the removal of parking on Waterloo Bridge.

There is no detail on junction improvements (if any). I assume there will be further consultation on this

There is no need for private cars in Covent Garden. Bad for business, bad for everyone

There is often a lot of illegal parking along much of this stretch. When it's van's or lorries unloading on double yellow lines (as it often is) this makes it very difficult for a cyclist to see what is coming. When cycling south down Wellington Street towards the Strand, vehicles are often turning across you in order to go north from Exeter Street to Wellington Street. This feels very dangerous, as the vehicle pulling out is unsighted and often only sees the cyclist at the last minute. I particularly welcome not allowing parking on Waterloo Bridge. I've often felt in peril by parked cars pulling out or opening doors on the bridge and there's no point in having a cycle lane and then allowing parking in it just when it's needed most (i.e. after dark).

There need to be signs on the pedestrian crossing between the Cellar door and the Wellington, notifying pedestrians that this is also a cycle route.

There's far too much motor traffic on the central part of the route and the proposals fail to do anything to resolve this. It's not just awful for people cycling but also those on foot. Restrict through motor traffic, install 20mph zone, make all side streets two-way for cycling, as the City of London has managed to do. Why is City of Westminster so backwards?

These are appalling proposals, and they are in disagreement with the quoted cycling strategy. Endell Street, Long Acre and Bow Street: This is a horrible bit to cycle on, much too much traffic here, nothing is being proposed to improve. Wellington Street between Russell Street and Exeter Street. Nothing for cycling. How can you use cycling money for footway resurfacing? Wellington Street between Exeter Street and Strand - good idea to drop the junction to carriageway level -- I had a horrible accident here recently. There is still too much for cars, though. Have you actually thought about how you could improve this area? Retaining the central feeder lane on Waterloo Bridge is criminal. I've been caught out on this by right-turning buses to my left before, and would never use it again. Please think about these things and the effect they can have on people's safety before you propose them. Lancaster Place and Waterloo Bridge - there are so many cyclists here, and all you do is put some paint down? And you call this a cycling scheme? This is laughable. Why not create a segregated lane?

These are bad proposals. They don't make cycling safer. We need proper cycle paths, not some white paint on the road, or widened/repaved footpaths (how is that even going to help cycling?).

These are good proposals but don't go far enough. Other areas also need better treatment for riding bikes eg filter traffic or one way driving/two way cycling in places like Paddington St, Crawford St, Seymour Place, Marylebone High St, Bow St. I regularly use cycle hire bikes in the area whilst at work.

These are great plans, more protected space for cycling is essential for London and the planet.

These are great proposals for what is a dangerous route

These improvements are needed without further delay.

These proposals do nothing to make cycling safer or more appealing to women, children, older people or disabled people. Please consider kerb-protected cycle tracks on Waterloo Bridge, a fully Dutch-style junction at Strand and close rat-runs to motor vehicles at Wellington Street / Bow Street

These roads are particularly cluttered and uninviting for cyclists. Please make these improvements to help us move towards a healthier, safer, less contaminated society.

These routes are good, and would help with utility transport while cycling.

These schemes are neither fish nor fowl. The roads are *not* quiet. The only way to make them quiet is to remove through motor traffic, routing through traffic via main roads with segregated cycle provision. The scheme as proposed is lip service. You're not providing anything that will help people take up riding a bike. It's not safer as you haven't removed the inherent problem of mixing with motor traffic. The Dutch have this sorted. If you have >2000 motor traffic movements a day, you need segregated lanes. It's that simple. Paint on a road solves nothing. So either remove the traffic, or put in separate bike lanes. It's not a difficult concept.

They don't go far enough! It's ridiculous that Covent Garden hasn't been largely pedestrianised yet. The 'quietway' is very busy at the moment with motorised traffic and large goods vehicles that often travel at high speed. There aren't enough crossings for pedestrians, which mean that they often walk into traffic. Pavements are too narrow for the volume of pedestrians using them. The road is narrow and parked cars often pull out in front of cyclists or open doors into traffic. The entire road should be blocked to motorised traffic. The majority of parking bays should be removed leaving loading and disabled bays only to increase the size of pavements. Crossings should be changed to light-controlled to enable the better flow of traffic.

Think you should do this sooner rather than later as the benefits are immense

This area desperately needs improved facilities for cyclists and pedestrians and a general reduction in motor traffic, and I'm pleased something might finally be done about it. I would like the cycle lane over Waterloo bridge to be fully segregated, however.

This area forms part of my daily commute to work (from Lewisham to Tottenham Court Road/Great Russell Street) and the junction at the north end of Waterloo Bridge, while it has improved, is still really awkward for cyclists and pedestrians and these proposals will improve things.

This can be a very congested area (especially with taxi's) and tourists crossing the street everywhere. Congested taxi's/cars often block the flow of cyclists. Please implement a continuous demarcated cycling lane on the side of the road to allow good flow through and prevent accidents. Also, have you considered a traffic light for pedestrians near Long Acre - Bow St - Endell St?

This entire area, which has very heavy pedestrian and cycle use, should be restricted to 20mph, enforced with average speed cameras. Two-way cycling on adjacent roads (particularly Long Acre (west)) would be useful.

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 This is a scheme of two halves, after the Exeter Street junction from the raised part of Wellington Street to Waterloo Bridge inclusive, it is very good and a massive improvement in these areas (bridge esp). This all falls apart at Exeter Street and through Covent Garden where the changes proposed can be summarised as "some paint" and are woefully inadequate to provide safe cycling, or indeed improve the street environment in any way. If parking spaces were all eliminated on the vehicular parts of Wellington/Bow/Endell Streets then a safe, protected continuous cycleway could be provided using the space freed up. This would also reduce demand for vehicular use of these streets which would massively improve the environment for other users.

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 This is a very disappointing scheme, that changes very few elements of the existing roads to make them safer and more welcoming for cyclists. It looks like an attempt by Westminster to get hold of cycling funds to make street improvements with a few minimal 'cycle-friendly' elements thrown in, which will provide little benefit. In my view, the Mayor and TfL should withhold funds and give them to boroughs which are more willing to make the necessary accomodations for proper cycle infrastructure.

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 This is a woeful effort. For people on bikes this scheme is not much more than a splash of paint on what is otherwise a pretty unpleasant route. There is nothing proposed to reduce traffic volumes between Endell Street and Strand - something that should be fundamental to a Quietway where cycling is mixed with other traffic. This route is normally very full of stationary taxis in the PM peak, and very unpleasant to cycle along. It's unpleasant too for pedestrians and drivers. The Strand junction also needs amendments to the signal timings to allow people on bikes to cross from Wellington Street to Lancaster Place on a single green light and therefore avoid the chaotic and very unsafe feeling of sitting in the middle of the junction as currently. It would also help to avoid the poor level of compliance amongst people on bikes with the second signal. The one thing I support is the removal of the northbound bus stop on Lancaster Place, but why is the southbound bus stop not also removed? This too presents a hazard to people on bikes. Waterloo Bridge needs segregated cycle lanes. Mixing people on bikes and 20000+ vehicles per day, including 4000+ buses in the same space, is absolutely not what a Quietway should be. I cannot stress this more strongly. On Waterloo Bridge I am frequently subjected to abuse in the form of beeping, close passing and verbal abuse from bus and taxi drivers whilst cycling. There is no sharing here and you propose nothing to help this situation. It is a major oversight. In summary - much more is needed, and if not done properly this will make a mockery of the whole Quietway programme.

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 This is actually an awful route currently.

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 This is mostly harmless, but insufficient. A bit of yellow paint and some ASLs will not a quietway make. Quietways are unraveled from motor thoroughfares through filtered permeability. Using a bus lane by definition is not quiet, and should not be advertised as such. Please do not lead the public onto busy thoroughfares they are not ready for. This scheme needs to either provide segregated and separately signalled cycling lanes such as on the east-west superhighway, or use bollards spaced at least 1.7m apart to permit pedestrians, cycles, mobility scooters, and wheelchairs to pass through while preventing rat runs for motor traffic. Please reconsider the ability for automobiles to treat important destinations (such as the ones on the northern segment of this route) as thoroughfares. This confusion about destination and thoroughfare is precisely why the exhibition road "shared space" is such a frightening place to walk or cycle: people can share terminating destination spaces with cars, but not thoroughfares.

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 This is very disappointing proposal. The measures here seem cosmetic. They won't discourage car use in the area, nor segregate cycles, so won't improve cycle safety. This feels like a huge wasted opportunity, particularly compared to other developments in London (e.g. Vauxhall Bridge / East-West Superhighway) which make a genuine difference in the cycleability of the city,

.....
 This really needs proper segregation along Waterloo bridge and thus redesigned entry from Wellington Street. Waterloo Bridge is a major crossing, this is currently a hostile place to cycle. Mandatory cycle lanes still invariably get blocked and if you can't cross the Thames safely this negates the benefit of the whole route.

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 This scheme is largely cosmetic and will do little to encourage cycling.

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This scheme is poorly thought out and does not increase safety for cyclists. I use this route twice daily and these are the main issues for me with this proposal: * widening footpaths while maintaining parking spaces and narrowing the road carriageway will make my journey by bike more dangerous. I already have to filter with little space past queuing cars (mostly taxis) with risk of dooring, and having less space to do so will be more dangerous. * painting cycle logos on the road does not make a road a cycle route. In order to make this a quietway you need to remove through traffic. Currently this is a ratrun from Endell Street to Tavistock St, with too much traffic to constitute a quiet cycle route. Cars also ratrun westbound from Exeter Street and some illegally go against the one-way on the western part of Exeter Street, and all cut across cyclists going north/south even if legally going west on Tavistock St. Speeds of these cars is high and there are often near misses at the junctions with Exeter St and Tavistock St. You need to stop through-traffic on these streets. Adding a raised table is not sufficient. * the dropped kerbs at the cycle traffic lights on Wellington St is welcome, but this whole track needs to be at carriageway, not flush with the pavement. There are conflicts between pedestrians and cyclists here - it is not clear enough this is a cycle track, and only lowering the kerb in one place is not enough to rectify that. * An additional help for cyclists when turning left from The Strand onto the cycleway at Wellington St would be a separated lane after the lights on The Strand to prevent cars from coming too close behind you as you turn. Many drivers don't expect a cyclist to be tuning left there (even when indicating as it doesn't look like a road) so they come close behind and often I have to stop to let a pedestrian cross and feel scared I'll be hit from behind. A separated curb or pedestrian island with a cycle only track on the left would help here. * It is welcome that parking will be disallowed on Waterloo Bridge, but the route northbound is not good enough. It is choked with buses and the current cycling provision is not sufficient for the number of cyclists using it. A cycle lane in the middle of two lanes of traffic, however wide you make it, will not encourage anyone to cycle and looks like infrastructure from the 1980s. * Please could you look again at the junction of Long Acre and Bow Street. The right turn into the cycle contraflow on Long Acre is often dangerous as HGVs pull out of Long Acre without expecting cyclists to be turning right, and the line of sight for cyclists to check what is coming from the north is poor. There are lots of pedestrians here and the provision for them is poor too. I would like you to consider making Long Acre a non-through route for motorised traffic, still allowing loading, but not rat-running. Overall, I would suggest you need to look again at the volumes of motorised traffic going through this area as a whole if this is to be a proper quietway. Covent Garden as a whole could be improved for all if it was less of a traffic jam, and if there was less pollution.

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This scheme needs to provide safe segregated cycling facilities. The roads in question do not need to have much motorised vehicle access beyond access for taxis, residents and disability access. Deliveries should be regulated to small delivery vehicles on non-peak hours. The proposal in point 8 needs to also limit access to taxis and pedicabs outside the Lyceum Theatre which is a major risk to people on bicycles at the present time. Also the timing of the crossing at the start of Waterloo Bridge needs to be synchronised to the cycle phase from Wellington Street onto the Strand to prevent conflict with pedestrians due to cyclists stopping and starting as at the present time

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this will only help to create more congestion in the area and more accidents caused by people on cycles that have no idea of the highway code have you given any thought to the people that have to drive in central london to earn there living

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This would make a massive difference to the quality of life of cyclists and pedestrians.

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Through motor traffic must be prevented on this route or you are preserving the rat run otherwise. All these roads are served by ample public transport and run parallel with major roads so why is anyone driving down them (except Waterloo Bridge)? There should be no motors at all on Endell St, Wellington and Bow Streets (alternatively they are each a prime candidate for no through motors). Too much parking, creating dangers for passing cyclists and crossing pedestrians. The creation of further pinch points by widening the pavement will not help pedestrians cross but will create a further danger to cyclists. If there is space for parking and wider pavements, there is space for a protected cycle lane, and yet there is not a SINGLE one on the entire route. It is simply not the case that there is "no room" anywhere on this route (see Bury Place WC1 for a small road with space for cycling). The omission of a protect cycle lane on Waterloo Bridge is unforgivable. As from the Aldwych / Wellington St crossing, there is in fact no cycling provision at all for the entire route. Just pedestrian crossings and some white paint. How is this a proper use of TfL's cycling budget? I strongly support the changes to the Wellington St / Aldwych ("Lion King") junction. Pedestrians are thoroughly confused there at the moment. I would however suggest that the pedestrian crossing is light controlled, since the lights are already there to control the bikes - pedestrians could still legally cross on a red man but would be encouraged to look before stepping out. Aside from rat running, the worst thing about this route is the pot holes and speed bumps. I note that yet more speed bumps are proposed on the route, which is appalling. As has now been firmly accepted by all stakeholders in the CS11 Consultation, speed bumps are dangerous to cyclists, and increase noise congestion and pollution. They are a misuse of TfL's meagre cycle budget.

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Through motor-traffic should be removed to make this route "quiet". If not, then protected space for cycling should be provided: segregated cycle tracks.

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Vital that double yellow lines on Waterloo Bridge go ahead to encourage cycling. Parked cars reduce the road space and make this at present a stressful, even hazardous experience.

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Waterloo bridge and Lancaster Place need segregation from buses along the entire route, particularly northbound.

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Waterloo Bridge is a really scary place to cycle. I support the removal of parking, which will make it a bit easier, but I would really prefer a proper wide cycle lane, like on Vauxhall Bridge. I don't think you will get many people with children cycling along here unless the changes are quite a lot more drastic. If I commuted by bicycle, it would be this route, but I've tried it over this bridge a couple of times, and it's really unpleasant. Similarly, I would be much happier cycling if motor traffic on this route overall was reduced - I'm sure a couple of road closures or one-way streets could encourage people to take the A4200 instead, which is less than 300m away.

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Waterloo bridge is extremely dangerous to cycle across. It needs a dedicated cycle lane

Waterloo bridge needs improvement urgently. It's impossible to safely cycle across it northbound.

Waterloo bridge parking at weekends is a disgrace to our city. The pavements are incredibly crowded and if people were not bringing cars there would be more space for everyone to get around safely. Cars are astonishingly inefficient as a way to use public street space in a city. Let's allocate it more fairly and stop assuming that streets are "for" cars. In the centre of our amazing city streets must be "for" people (on foot and on bikes).

Waterloo bridge provides no cycle facilities so note saying retain existing makes no sense. I support the very mild improvements to Wellington Street junction. Nothing else in this proposal is sufficient to make this a route the target of the Quiet way/ Central grid (people new to cycling). Crossing the bridge will still be dangerous and none of the roads are quiet enough to have such low levels of intervention. Why can a protected lane and separate lights phase not be provided on the very busy junction? Why is more not being done to route traffic away from these streets which are often very busy with taxis speeding about.

Weekend and evening parking on Waterloo bridge, and the Bus Stops, are a great problem and danger for cycling. It is particularly dangerous coming around the corner from the Strand into Lancaster Place (going south along the bridge). The cyclist is often forced out into the middle of the road by parked cars or stopped buses. I have witnessed accidents as a result of this. The double yellows are a good idea. The bus stop should also be removed. The improvements going north from Waterloo Bridge onto Strand/Aldwych are good, but there needs to be more provision for cyclists between the tunnel entrance and the junction. At the moment it becomes too narrow. Buses move from the bus lane into the cycle lane (which ends) and squash bikes. Bikes cannot get through the queuing traffic. This needs to be addressed

Wellington street coming towards (and off) Waterloo bridge needs to be improved. Pedestrians are confused by people cycling on the pavement and cyclists are confused by pedestrians standing in the cycle lane.

Westminster Council has been poorly in providing safe routes for cycling. A liveable city needs to put pedestrians and cyclists at its heart. Westminster is often too concerned about motor traffic.

Westminster should follow the example of high quality schemes such as in Camden and the Waltham Forest mini-Holland

What is proposed is mostly good, but I would like to see more improvements on the Northern part of the route to either protect cyclists from motor traffic or prevent through traffic through a few well-selected closures to motor traffic.

What on earth is the Council doing? These are appalling proposals. The Council seem to have utterly disregarded the LCDS2 and LCC recommendations for Quietway provision and instead decided to do virtually nothing. Where money *is* spent it is on pavement widening to benefit pedestrians, not cycling. There is no reason whatsoever why these streets, right in the heart of London, should be accessed by private cars. Taxis, yes, deliveries/loading yes (at prescribed times) but all private cars, all the time? Madness. Unless additional permeability measures benefit bikes, and modal filters discourage cars, they will struggle to create a cycle-friendly network that encourages cycling as an everyday activity. Furthermore lots of car parking and loading bays *are* retained which (contrary to stated on the plan) create pinch points and encourage car use. Instead the spaces should be inset to the pavement if they are to be retained at all. Section 1 (Bow St etc) - there is hardly anything here proposed to comment on. No modal filters, nothing. Strongly oppose. Section 2 (Covent Garden etc) - again nothing for cycling to comment on at all. The gain of raised tables will be more than offset by retained car parking and to include footway resurfacing as part of a 'cycling scheme' is laughable. Section 3 (Strand) - the only element of this proposal that is genuinely welcome is dropping the junction across the Strand to carriageway level. The rest of the proposal is nonsense (again, why are private cars to be allowed to drive and park outside the Lyceum, exactly?!) and the unprotected central feeder lane on Waterloo Bridge n/bound is utter madness. It belongs in the 1990s and will be incredibly dangerous - encouraging some novices to the centre of the traffic whilst providing zero protection. If a traffic lane can be lost then why not provide a fully segregated facility on this incredibly busy bridge? Section 4 (Waterloo bridge northern end) - this proposal is so close to criminally liable I'm amazed the Council even let it out into the public domain. Given the documented incredibly high cycle mode share on this bridge, to protect cycle traffic with a **single white line of paint on the road** eg a mandatory on-road cycle lane, when there is a central reservation present, is beyond belief. This won't do anything, *at* *all* to improve safety. TO call this a cycling scheme is wholly disingenuous and the Council should consider seriously whether they have opened themselves to a judicial review by doing so.

While Waterloo bridge should have double yellow lines, these proposals just don't go far enough to protect people on bikes! Really they need proper separation from road traffic! The Embankment should be an example of what can be done when it's finished!

Whilst any improvement in traffic mode separation is to be applauded, understand that anything short of fully segregated cycle routes falls short of a satisfactory and safe solution. The acid test for any new cycle infrastructure proposal has to be: "Would I be confident letting my children ride this route unaccompanied."

Whilst I strongly support the measures being taken, they go nowhere near far enough to create a genuinely Quiet Route, to the standard of roads in Holland, where children can cycle safely

Whilst I strongly support the measures being taken, they go nowhere near far enough to create a genuinely Quiet Route, to the standard of roads in Holland, where children can cycle safely. Painting cycle signs on roads does not a Quiet Route make. The route needs to be closed to through traffic or made one way and the space dedicated to a properly physically protected cycle route

You don't actually seem to be proposing very much except across Waterloo bridge. The traffic lights onto Waterloo bridge for bikes coming of Wellington Street should be synchronised so one can get all way to the bridge in one go.

You need to crack down on car parking on Waterloo Bridge

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You need to make it safer to cross waterloo bridge from the junctions at both ends of the bridge. I used to work in the area and the danger at the junctions put me off cycling. So had to get overcrowded tube

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You should reduce the amount of traffic and make more areas pedestrian only.

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Your intentions are fantastic, but your proposals will do nothing to improve the journey along these routes for cyclists. You are doing nothing to reduce vehicular traffic flow, but simultaneously intend to reduce road width (pushing cyclists and vehicular traffic closer together). New surfacing won't make any difference either. Cars will always dominate shared space because they are bigger and more powerful. Please do not waste valuable public money putting lipstick on a pig, as they say. I urge you to go back to the drawing board and work with the London Cycling Campaign and urban planners who have proven experience of building world-class cycling infrastructure. Please, for the sake of the city. For the sake of reducing congestion, improving air quality and the health of the people living and working here. Start again.

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