

Central London Cycle Grid

Cycle Route from Bayswater Road to Edgware Road (“Circle Line North West Quietway”)

Public Consultation Report (Stage 1 Feasibility)

This report summarises public consultation undertaken during design development (Stage 1 Feasibility) of a proposed cycle route from Bayswater Road to Edgware Road (“Circle Line North West Quietway”), 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 Bayswater Road to Edgware Road 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 being consulted on within the City of Westminster is approximately 3km in length. The streets affected by these proposals are Bayswater Road, Ossington Street, Palace Court, Moscow Road, Hereford Road, Prince’s Square, Kensington Gardens Square, Porchester Gardens, Porchester Terrace, Craven Hill Gardens, Craven Hill, Craven Road, Sussex Gardens, Norfolk Crescent and Burwood Place.

This quietway will intersect with the proposed East-West Cycle Superhighway at Westbourne Terrace. To the west, this quietway will extend into the Royal Borough of Kensington and Chelsea (RBKC), and proposals were consulted on by the RBKC. To the east, this Quietway will connect to a complementary cycle route from Edgware Road to Fitzrovia, which was consulted on in October 2015, and to a complementary cycle route from Hyde Park to Fitzrovia, which was consulted on in January and February 2016.

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

Pre-public consultation

The pre-consultation phase included the following aspects:

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

Public consultation overview

Public consultation started on 18th December 2015 and ended on 11th March 2016. The standard consultation period of four weeks was extended by Westminster City Council in response to the late delivery of letters over the Christmas period.

The section of the proposed Central London Cycle Grid that was consulted on is approximately 3km in length and is due for completion in 2016, subject to the outcome of the consultation.

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

Approach to consultation

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

- **Letters were sent to stakeholders within a 100m radius along the route of the Quietway including residents, businesses and schools.** The letter is shown in Appendix B. Approximately 10,300 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 200 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. **128 people accessed the online questionnaire - of these, 121 completed the questionnaire. 6 paper questionnaires were also submitted.** Only completed questionnaires were retained for analysis. The questionnaire is shown in Appendix E. To help understand opinions, the route was divided into 4 sections:
 - Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road
 - Prince's Square, Kensington Gardens Square, Porchester Gardens and Porchester Terrace
 - Craven Hill Gardens, Craven Hill and Craven Road
 - Sussex Gardens, Norfolk Crescent and Burwood Place
- **Public exhibitions were held on the 16th January 2016 and the 20th January 2016 at Paddington Library, 45 Porchester Road, W2 5DU.** 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 good - around 30 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. **Approximately 15 emails were received** (Appendix F).
- Westminster City Council's Policy, Performance and Communications team issued press releases and used social media to encourage awareness of the consultation.

Findings

- Respondents indicated that they principally found out about the proposals by:
 - Receiving a letter from Westminster City Council (44 responses)
 - Social Media (40 responses)These 2 responses accounted for 58% of the answers.
- **Overall, the respondents expressed support towards the proposals. Along the length of the route:**
 - **54% of respondents stated that they "strongly support" or "tend to support" the proposals.**
 - **8% of respondents stated that they "support some elements but not all".**
 - **3% of respondents stated that they "neither support nor oppose" the proposals.**
 - **31% of respondents stated that they "tend to oppose" or "strongly oppose" the proposals.**
 - **3% stated that they "don't know".**

- Along the route:
 - Along Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road, 61% of respondents stated that they “strongly support” or “tend to support” the proposals or “support some elements but not all”. 32% stated that they “tend to oppose” or “strongly oppose” the proposals
 - Along Prince’s Square, Kensington Gardens Square, Porchester Gardens and Porchester Terrace, 64% of respondents stated that they “strongly support” or “tend to support” the proposals or “support some elements but not all”. 29% stated that they “tend to oppose” or “strongly oppose” the proposals.
 - Along Craven Hill Gardens, Craven Hill and Craven Road, 63% of respondents stated that they “strongly support” or “tend to support” the proposals or “support some elements but not all”. 30% stated that they “tend to oppose” or “strongly oppose” the proposals.
 - Along Sussex Gardens, Norfolk Crescent and Burwood Place, 62% of respondents stated that they “strongly support” or “tend to support” the proposals or “support some elements but not all”. 34% stated that they “tend to oppose” or “strongly oppose” the proposals.
- **Data analysis and charts summarising this data are shown in Appendix G.**
- Among respondents who entered a home postcode which is within the City of Westminster (70 people), referred to as **Residents** in Appendix G, there is **support** for the proposals. 63% stated that they “strongly support” or “tend to support” the proposals. A further 3% “support some elements but not all”. 4% stated that they “neither support nor oppose” the proposals. 24% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 5% stated that they “don’t know”.
- Among respondents who entered a home postcode which is outside of the City of Westminster (57 people), referred to as **Non-Residents** in Appendix G, 43% stated that they “strongly support” or “tend to support” the proposals. A further 15% “support some elements but not all”. 2% stated that they “neither support nor oppose” the proposals. 40% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 0% stated that they “don’t know”.
- Among respondents who cycle every day or a few times a week (67 people), referred to as **Cyclists** in Appendix G, there is **strong support** for the proposals. 69% stated that they “strongly support” or “tend to support” the proposals. A further 11% “support some elements but not all”. 3% stated that they “neither support nor oppose” the proposals. 16% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 0% stated that they “don’t know”.
- Among respondents who cycle once a week or less (60 people), referred to as **Non-Cyclists** in Appendix G, 37% stated that they “strongly support” or “tend to support” the proposals. A further 5% “support some elements but not all”. 4% stated that they “neither support nor oppose” the proposals. 48% stated that they “tend to oppose” or “strongly oppose” the proposals. Finally, 6% stated that they “don’t know”.
- The 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 (70%), overcrowded public transport systems (69%), traffic congestion (73%) and road traffic collisions (61%).
- The majority of respondents stated that they “agree” or “strongly agree” that more people cycling for everyday journeys can help to solve these issues. (71%,67%,63% and 51% respectively)
- 34% of the respondents stated that in the area being consulted on, the cycling conditions are currently “very good” or “fairly good”, 22% stated that they are “neither good nor poor” and 43% stated that they are “fairly poor” or “very poor”.
- 56% of respondents said they “strongly agree” or “agree” that they would be more likely to cycle in central London if there was a network of easy to follow, quiet cycle routes, whilst 29% stated that they “disagree” or “strongly disagree”.

Key Themes

A number of key themes were raised during consultation.

- Based on the online consultation feedback, there is support for proposals for this Quietway and the proposals are well received by the respondents. Overall, **62% of respondents support or partially support the proposals**, whilst 31% oppose or tend to oppose them. Among respondents who stated that their home address is within the City of Westminster, **66% support or partially support the proposals**, whereas 24% oppose or tend to oppose them.

- There are calls to allocate more **space for cycling**, including additional **segregated cycle tracks**. This is a common theme across other public consultations. In this instance, these proposals include a reasonable level of separation between cycle traffic and general traffic where it is most needed (on busier streets). Segregated cycle facilities are proposed along Sussex Gardens, and these will link to segregated cycle facilities along Westbourne Terrace which are being implemented as part of the East West Cycle Superhighway.
- The issue of **adverse impacts on taxi movements** along Sussex Gardens was raised. A separate meeting will be held with TfL / LTDA to discuss the potential impacts of proposed cycle infrastructure on taxi movements.
- The issue of **potential tailbacks due to stopping buses** along Sussex Gardens was raised. This issue will be reviewed at a later stage of design, with Westminster City Council and TfL.
- Several respondents have commented that **flows of motor traffic should be reduced** along the Quietway streets, e.g. by the use of modal filtering. This is a common theme across other public consultations on cycling projects in the City of Westminster.
- There are calls to create a **direct cycle link along Bayswater Road**, or adjacent to Bayswater Road, in Hyde Park and there are calls to create **better links to Paddington Station** from the proposed Quietway. Any further provision for cycle traffic along key desire lines, or linkages to key trip generators such as Paddington Station, could be considered by all relevant stakeholders in the future as the central London cycle network develops, subject to TfL funding.
- There is a call for **additional cycle parking**, in particular cycle hangars for residential cycle parking.
- There are concerns about potential **congestion** impacts of these proposals. There are concerns about proposed losses of **parking spaces and loss of parking capacity**, in particular along Sussex Gardens and Norfolk Crescent.
- There are concerns over perceived **conflicts of cyclists with pedestrians**, in particular at shared use areas such as the proposed Bayswater Road crossing.
- There are some concerns over the perceived **behaviour** of some cyclists, who are perceived to not adhere to the Highway Code. The design team believes that a more comprehensive programme of enforcement and education could be developed to help mitigate some of these concerns, working with Transport for London, Westminster City Council, other authorities and groups to help encourage and enforce safe behaviour on highways in the City of Westminster amongst all road users.

Recommendations

The proposals were well received during public consultation, both by the overall respondents (62% support or partial support) and by the respondents who stated that their home address is within the City of Westminster. (66% support or partial support). However, some concerns were raised, particularly with potential impacts of the proposed level of intervention along Sussex Gardens. Based on the outcome of consultation, it is recommended to consider key issues and themes raised during consultation to help inform the decision by Westminster City Council to continue the design and implementation of this proposed Quietway.

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

General recommendations:

- Consider introducing early release for cyclists on traffic signal controlled junctions along the alignment of the Quietway, where feasible at certain junctions, to help manage the risk of left-hook collisions between vehicles and cycle traffic. This recommendation will be carried forward in the next stage of discussions with TfL regarding signal timings and signal infrastructure design.
- Subject to TfL funding, additional cycle parking should be investigated along the route to accommodate additional cycle journeys.

East of Westbourne Terrace:

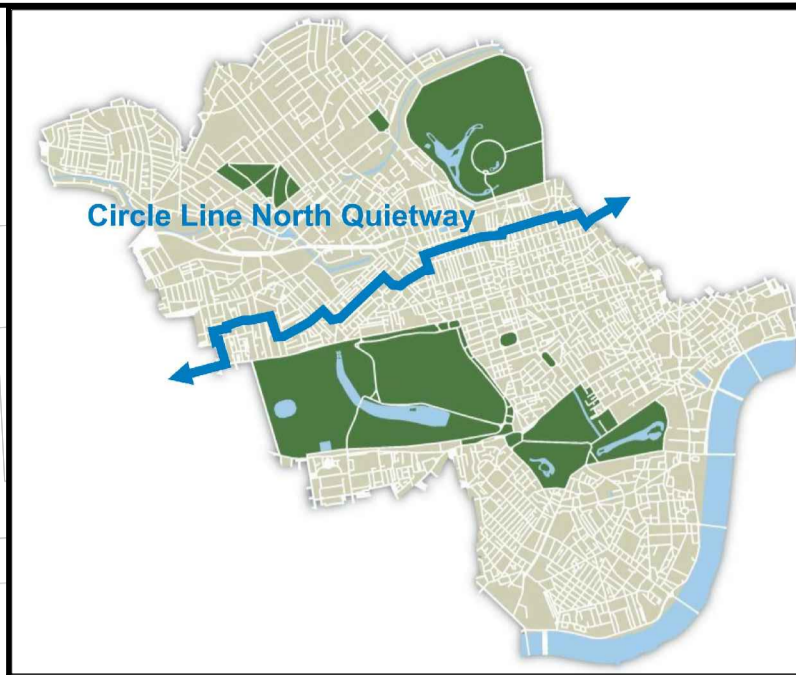
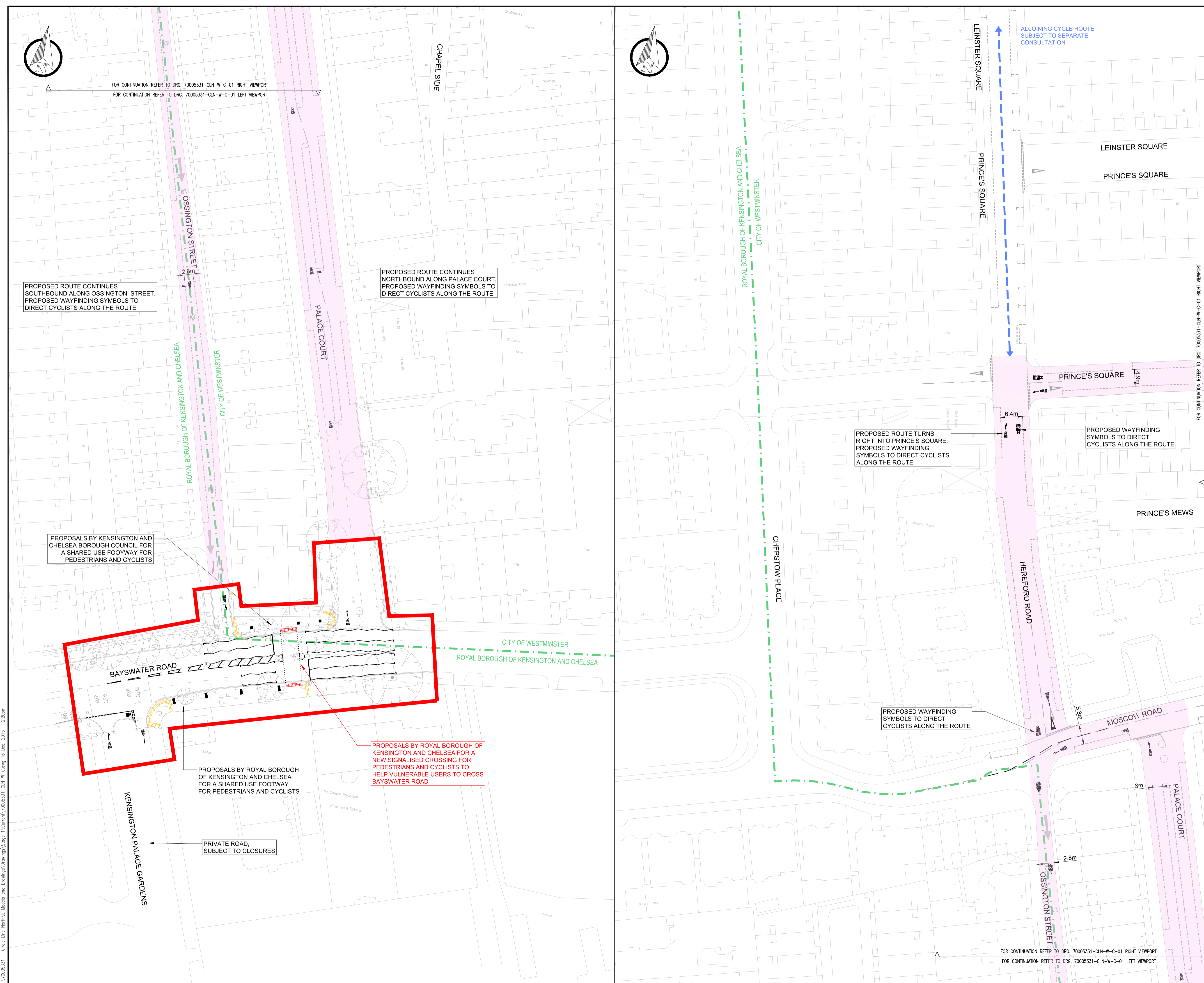
- Continue design development to attempt to resolve concerns relating to the proposed segregated cycle facility along Sussex Gardens, including liaising with key stakeholders and residents associations e.g. Hyde Park Estate Association and South-East Bayswater Residents Associations (SEBRA).
- Continue co-ordination of the Quietway with the implementation of the East-West Cycle Superhighway at Westbourne Terrace. Continue to co-ordinate the design of the Quietway along Sussex Gardens with the on-going Thames Water works along this section of the route, which may continue until December 2016.

- Continue co-ordination of this Quietway on Norfolk Crescent, with the design development and implementation of an adjacent Quietway route between Edgware Road and Fitzrovia. Continue co-ordination with the TfL design proposals for Edgware Road / Burwood Place TLRN junction, including the connection with the proposed Quietway route from Edgware Road to Fitzrovia along Harrowby Street.
- Continue co-ordination of this Quietway at Hereford Road, with the alignment of a proposed additional cycle link along Hereford Road and Talbot Road.
- Subject to TfL funding, consider complementary cycling measures to assist cyclists to access Paddington Station, which is a key trip generator in the area.

West of Westbourne Terrace:

- Continue to co-ordinate the design of the Quietway with the Royal Borough of Kensington and Chelsea, including the feasibility of crossing Bayswater Road and using Kensington Palace Gardens as a route for cyclists.
- Ensure co-ordination of this cycle route with proposals for the Queensway public realm scheme.

Appendix A – Proposals presented during public consultation



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 - PROPOSED FOOTWAY BUILD OUT
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 - PROPOSED/RELOCATED PARKING BAY
 - PROPOSED REMOVAL OF PARKING BAY
 - EXISTING DIRECTION OF TRAVEL
 - CONNECTION TO CENTRAL LONDON CYCLE GRID
 - BOROUGH BOUNDARY
 - AREA SUBJECT TO THIRD PARTY OR FUTURE SCHEME
 - ROUTE ALIGNMENT

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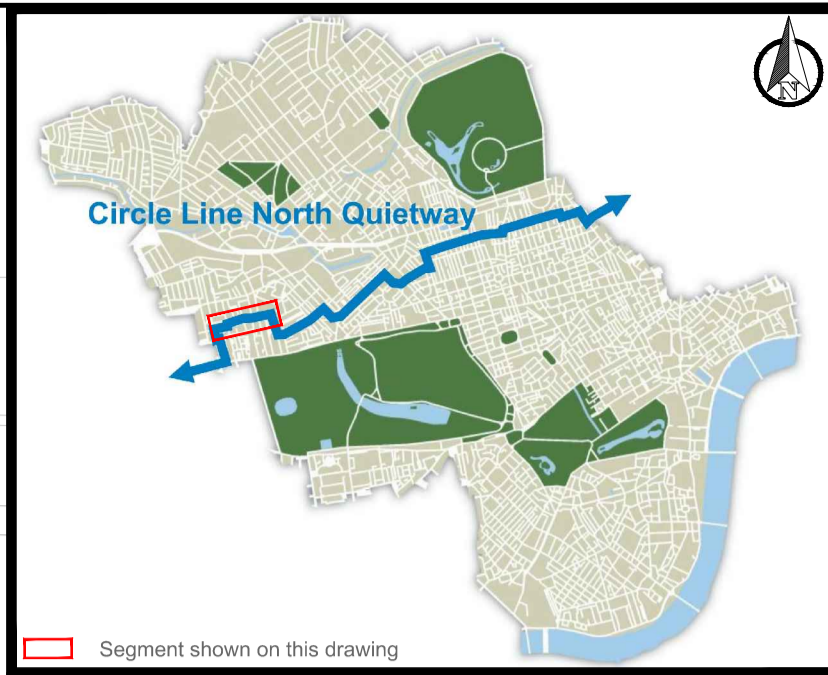


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QUIETWAY BAYSWATER TO FITZROVIA

TITLE
MOSCOW ROAD TO NORFOLK CRESCENT
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SHEET 1 OF 6

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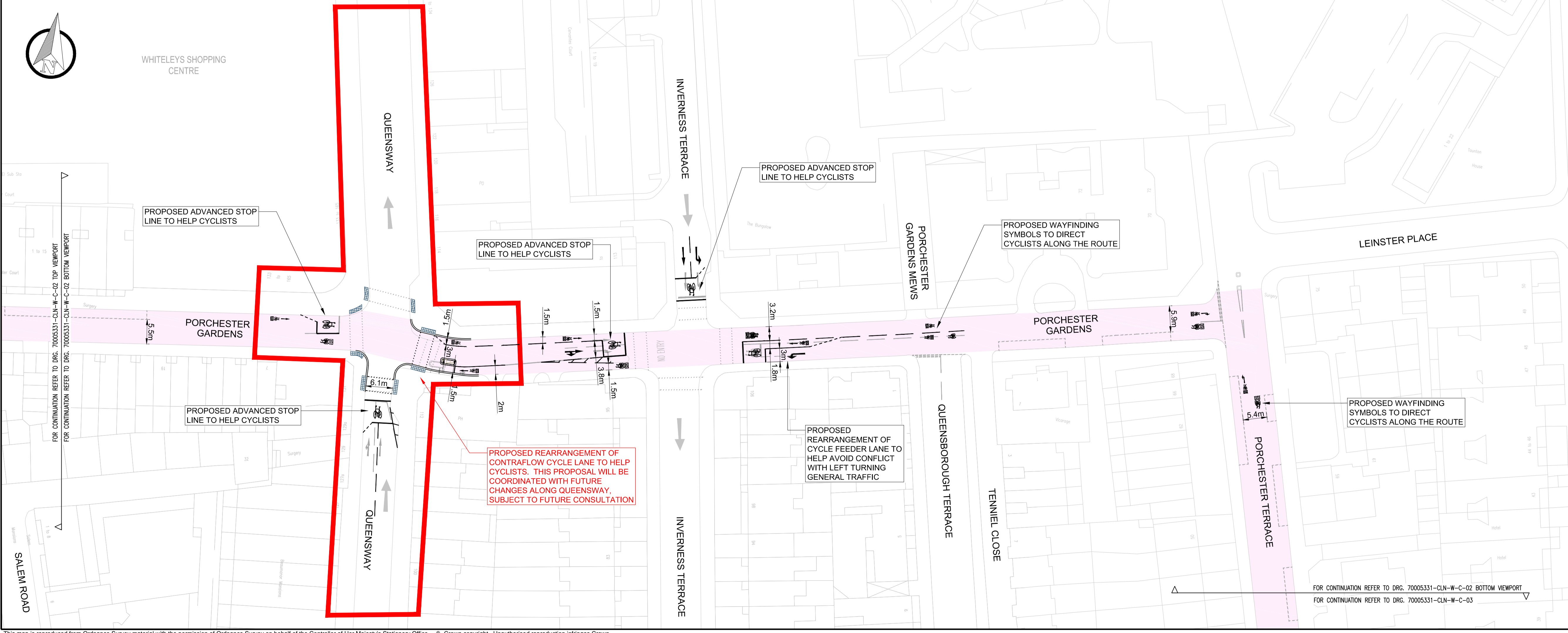
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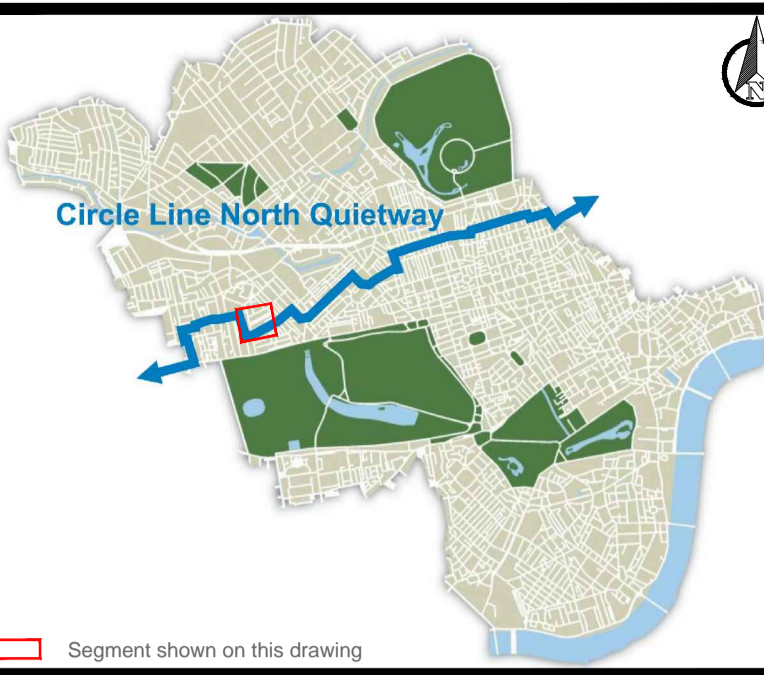
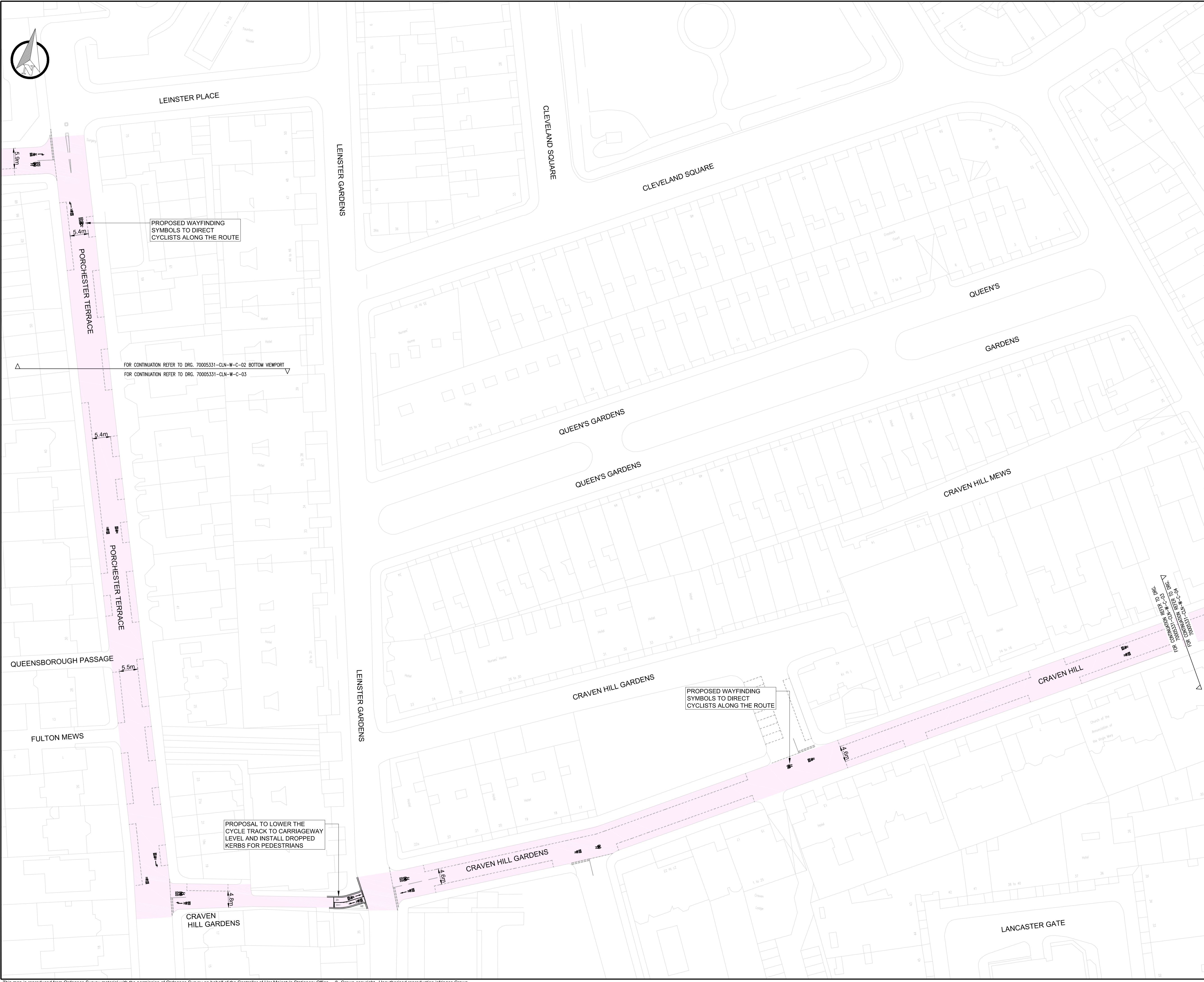
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SHEET 2 OF 6

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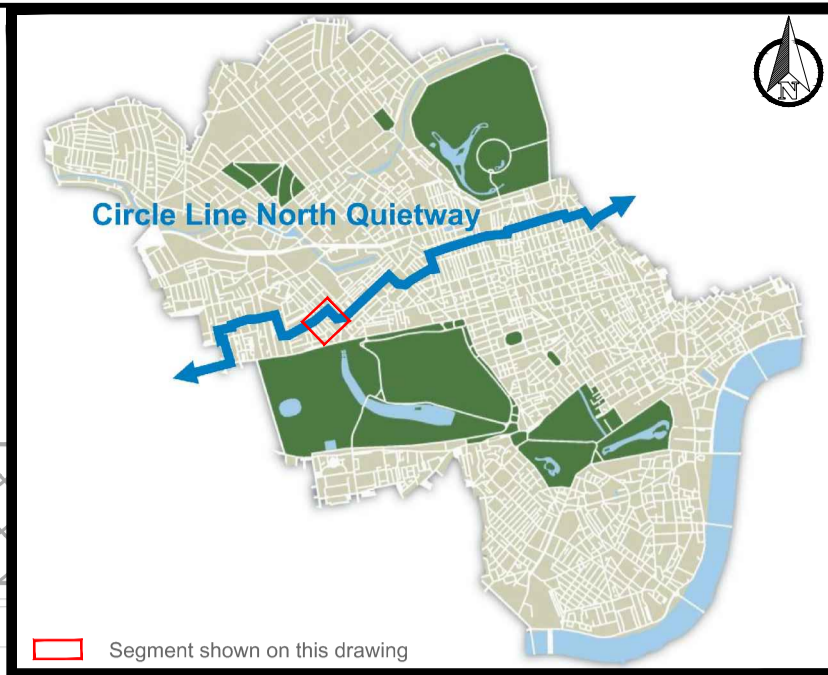
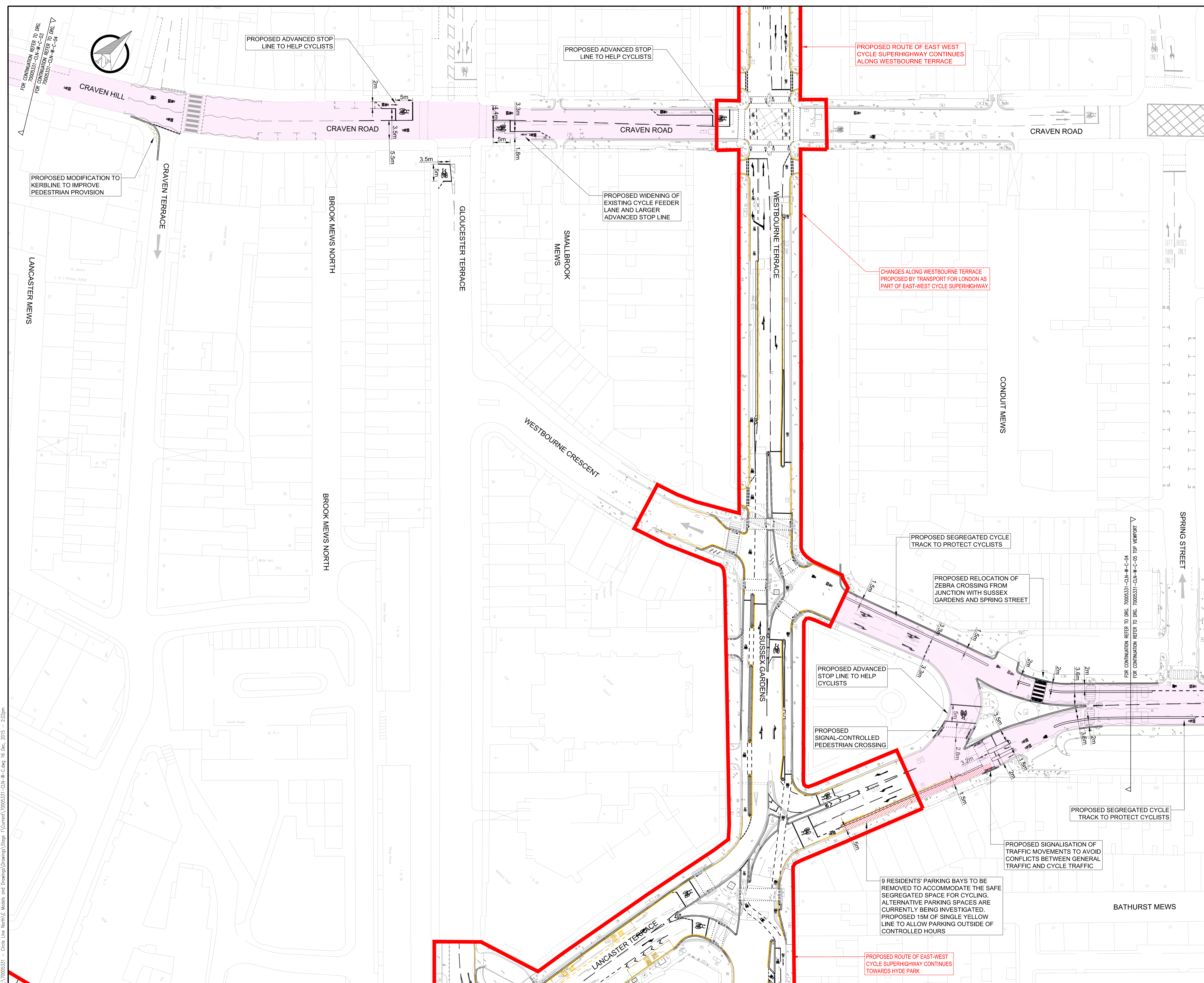


PROJECT
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TITLE
MOSCOW ROAD TO NORFOLK CRESCENT
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SHEET 3 OF 6

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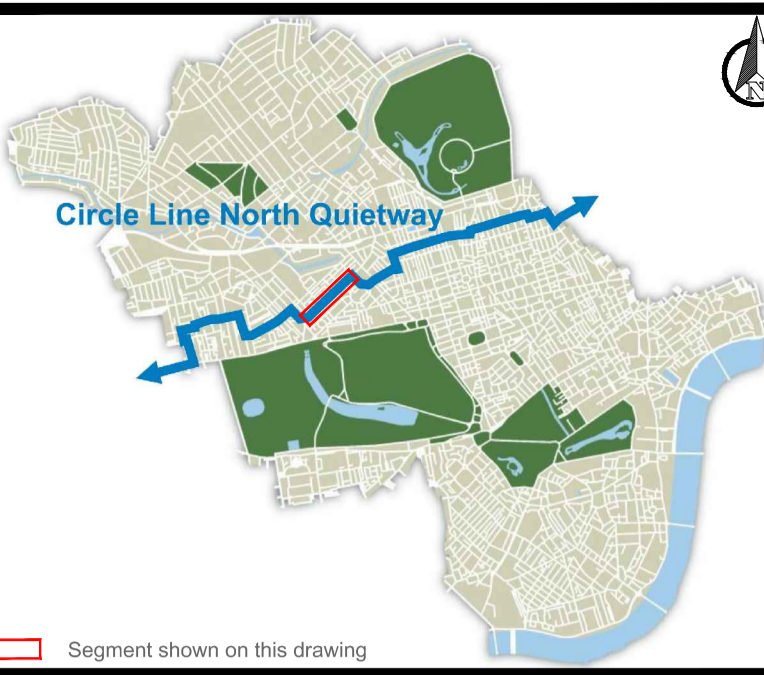
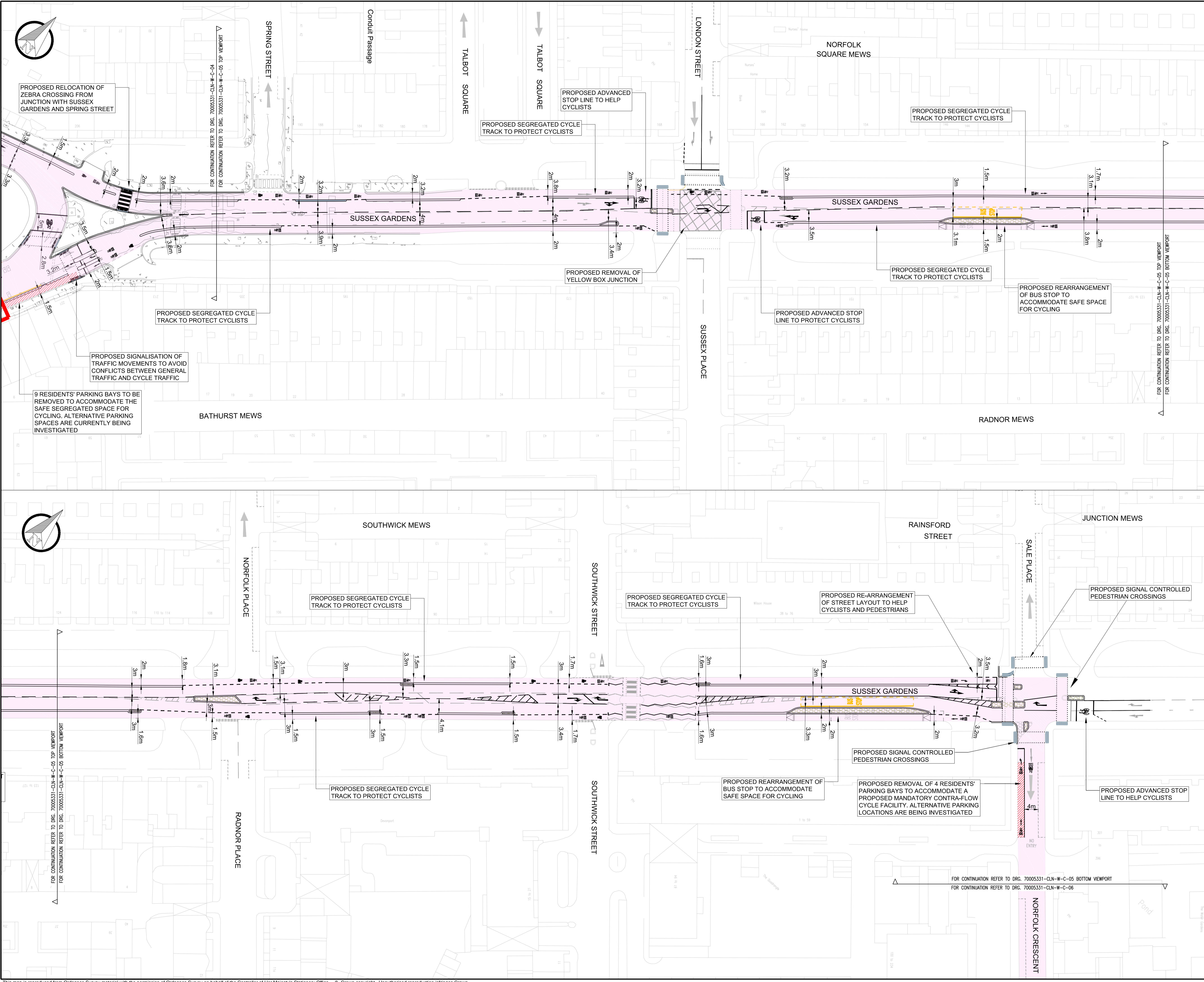
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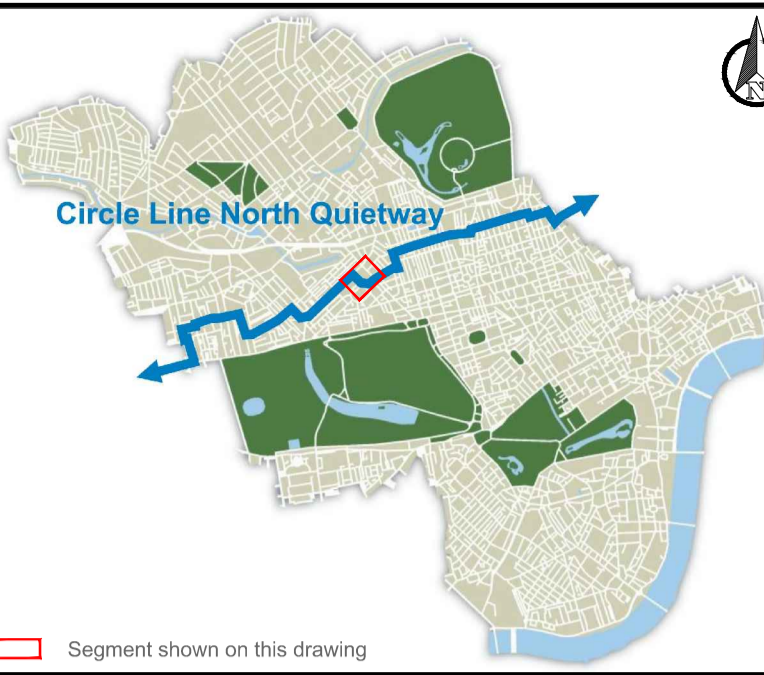
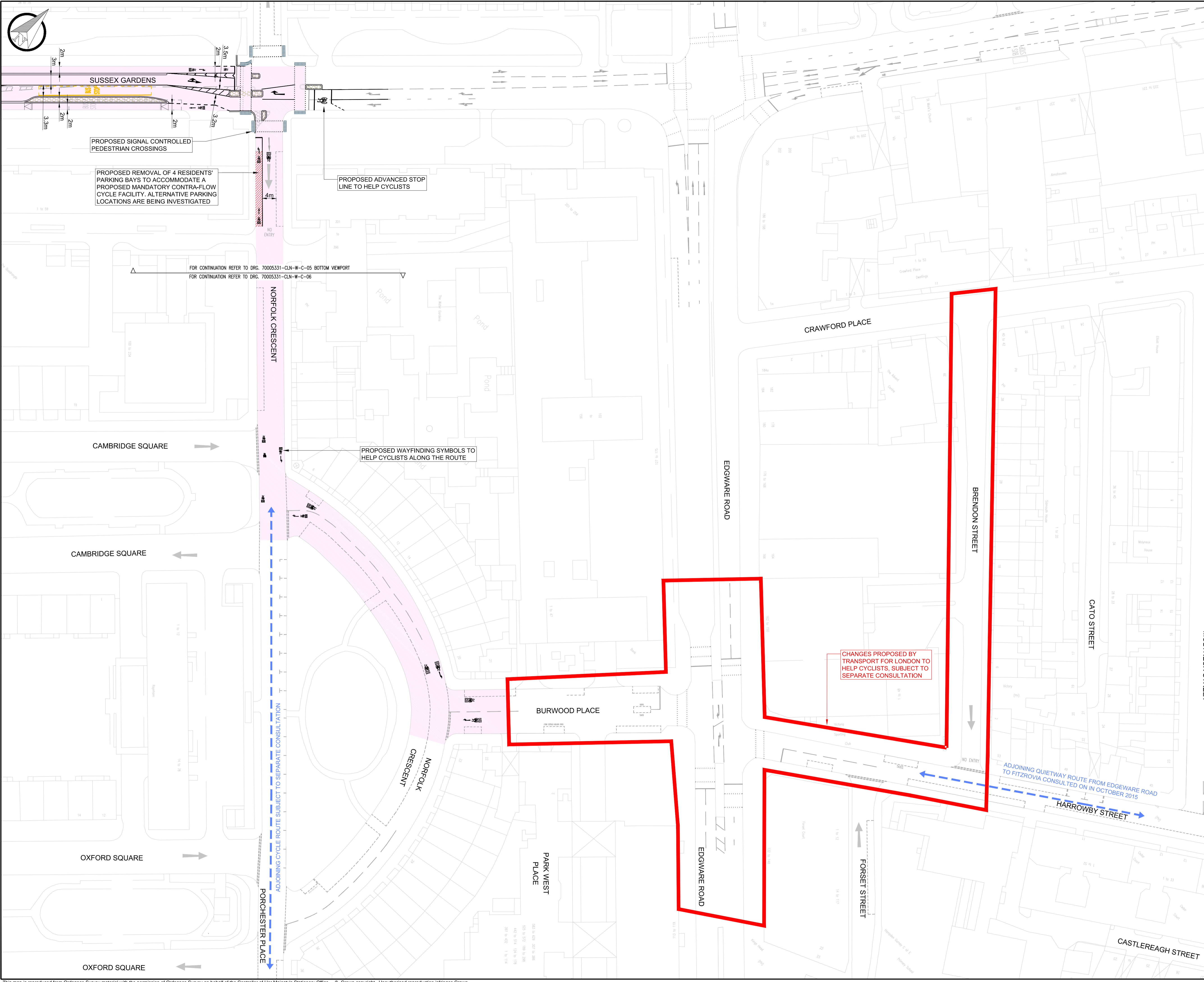
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SHEET 5 OF 6

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QUIETWAY BAYSWATER TO FITZROVIA

TITLE: MOSCOW ROAD TO NORFOLK CRESCENT
WITHIN CITY OF WESTMINSTER

SHEET 6 OF 6

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
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JOB No:	FMC PROJECT No:	BREF/DSS No:			
70005331	B1731300	BR 21505			
DRAWING No:					REV.
70005331-CLN-W-C-06					A

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Appendix B – Letter



Dear Sir / Madam

Consultation on the Central London Cycle Grid, Circle Line North (West) (Quietway Bayswater Road to Edgware Road)

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 Bayswater and Edgware Road. It will benefit all people who want to cycle in the area, particularly those wishing to avoid some of the busier, highly trafficked main roads. Improvements to pedestrian facilities have also been proposed as part of the scheme.

The section of this route being consulted on within the City of Westminster is approximately 3km in length. The streets affected by these proposals are Bayswater Road, Ossington Street, Palace Court, Moscow Road, Hereford Road, Prince's Square, Kensington Gardens Square, Porchester Gardens, Porchester Terrace, Craven Hill Gardens, Craven Hill, Craven Road, Westbourne Terrace, Sussex Gardens, Norfolk Crescent and Burwood Place.

This Quietway will intersect with the proposed East-West Cycle Superhighway at Westbourne Terrace and proposals are being coordinated. To the west this Quietway will extend into the Royal Borough of Kensington and Chelsea (RBKC), subject to future consultation. To the east this Quietway will connect to a complementary cycle route from Edgware Road to Fitzrovia, which was consulted on in October 2015. Details of this previous consultation can be found on our website.

Proposed intervention measures

The design proposals for **Bayswater Road**, between its junctions with **Kensington Palace Gardens** and **Palace Court** are being undertaken by the council of the Royal Borough of Kensington and Chelsea. Their proposal is to create shared use footways on both the north and south footways connected by a dual signalised toucan crossing. This proposal can be viewed on the following website: www.rbkc.gov.uk/cyclegrid

Along **Bayswater Road, Ossington Street, Palace Court, Moscow Road, Hereford Road, Prince's Square, Kensington Gardens Square** and **Porchester Gardens**, we are proposing to introduce wayfinding symbols on the road to help cyclists follow the route of this Quietway.

In **Porchester Gardens**, at the junction with **Queensway**, we will coordinate proposals with those being developed as part of wider public realm improvements along **Queensway**. At the junction with

Inverness Terrace, new Advanced Stop Lines are proposed to help cyclists. In **Porchester Terrace**, we are proposing to introduce wayfinding symbols on the road to help cyclists follow the route of this Quietway.

In **Craven Hill Gardens**, we are proposing to improve the existing cycle track through to **Leinster Gardens** by dropping the cycle track to road level and introducing dropped kerbs for pedestrians. In **Craven Hill**, we are proposing to introduce wayfinding symbols on the road to help cyclists follow the route of this Quietway. At the junction with **Gloucester Terrace** we are proposing to add three Advanced Stop Lines. The design of the junction with **Westbourne Terrace** is being designed as part of the **East-West Cycle Superhighway**.

The Quietway will follow the alignment of the **East-West Cycle Superhighway** along **Westbourne Terrace** from **Craven Road** to **Sussex Gardens**. Along **Sussex Gardens**, segregated cycle facilities are proposed on both sides of the street to provide comfortable cycling conditions consistent with provision along **Westbourne Terrace**. At the junction with **London Street**, new Advanced Stop Lines are proposed. We are proposing to redesign the footway adjacent to two bus stops to accommodate space for cycling. At the junction of **Sussex Gardens** and **Norfolk Crescent** we are proposing to provide signal controlled pedestrian crossings.

In the one-way section of **Norfolk Crescent**, we are proposing to enable two-way cycling. This will involve the removal of the four residents' parking bays; we are currently looking for alternative locations for these bays in the area. The design of the junction of **Burwood Place**, **Edgware Road** and **Harrowby Street** is being undertaken by Transport for London and is subject to a separate consultation. Please visit our website for more information.

Please tell us what you think

We would be grateful if you would visit our online consultation

at <https://www.westminster.gov.uk/cycling-consultations> to view the proposal plans and to share your views of these proposals with us. This consultation closes on Monday 8th February 2016.

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

Public Exhibitions, where you will be able to ask questions and view plans, will be held at Paddington Library, 45 Porchester Road, W2 5DU on:

- Saturday 16th January (10am -2pm)
- Wednesday 20th January (4pm - 7pm)

Please visit our website to see more details on these public exhibitions.

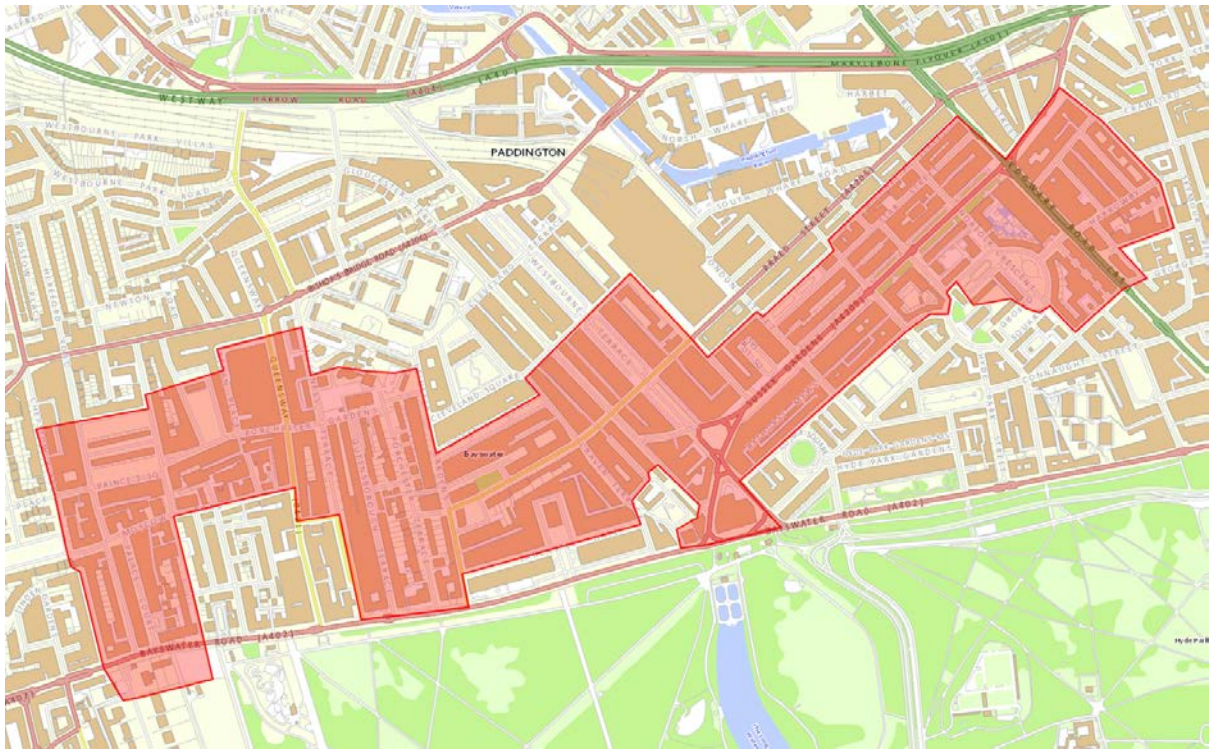
Yours faithfully,

Councillor Heather Acton



Cabinet Member for Sustainability and Parking

Appendix C – Extents of Letter Drop



Letter drop zone for Quietway from Bayswater Road to Edgware Road

A distance of approximately 100m on either side of the route alignment was defined by Westminster City Council for the letter drop area. The letter drop zone comprises approximately 10,300 addresses.

Appendix D – Key Stakeholders Contacted

	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London
	Transport for London (Buses)
	Transport for London (Buses)
	Transport for London Surface Transport Communications
	Transport for London
	Royal Borough of Kensington and Chelsea
	Royal Borough of Kensington and Chelsea
	Royal Borough of Kensington and Chelsea
	Royal Borough of Kensington and Chelsea
	Royal Borough of Kensington and Chelsea
	Royal Borough of Kensington and Chelsea
	Hallfield Estate Residents' Association
	Hyde Park Estate Association
	Hyde Park Estate Association
	North Paddington Society
	Star Street Association
	20 is Plenty Campaign
	British Medical Association
	British Telecom National Noticing Centre
	Cab Shelter Fund
	Cable and Wireless
	Confederation of Passenger Transport UK
	CTC
	EDF Energy plc
	FM Conway
	Freight Transport Assoc. Ltd.
	Licensed Private Hire Car Association
	Living Streets
	Living Streets
	London Ambulance
	London Ambulance
	London Ambulance
	London Ambulance
	London Cab Drivers Club
	London Chamber of Commerce
	London Cycling Campaign
	London Cycling Campaign
	London Cycling Campaign
	London TravelWatch
	Metropolitan Police Service
	Metropolitan Police Service
	Metropolitan Police Service
	National Grid
	National Grid
	National Grid
	National Grid
	National Grid
	Nokia
	RMT London Taxi Drivers' Branch
	Royal Mail
	Taxi & Private Hire
	Thames Water Utilities
	The British Motorcyclists' Federation

	The Gardens Trust
	The Lancaster London
	The Licensed Taxi Drivers' Association (LTDA)
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The London Fire Brigade
	The Road Haulage Assoc. Ltd.
	Transport for All
	Unite the Union (Cab Section)
	Volunteer Centre Westminster
	Vice Chair Westminster Liberal Democrats
	Weatherby Preparatory School
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Living Streets Group
	Westminster Property Association
	Westminster resident
	Westminster resident
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	WSP-Parsons Brinckerhoff
	Notting Hill East Neighbourhood Forum
	Westbourne Neighbourhood Forum
	College Park School
	Connaught House School
	Hallfield Primary School
	Hampden Gurney CofE Primary School
	International Community School
	Lansdowne College
	Bayswater Residents Association
	City West Homes
	City West Homes
	City West Homes
	City West Homes
	Harrowby and District Residents Association
	London Forum of Amenity & Civic Societies Residents
	PRACT (Paddington Residents' Active Concern on Transport)
	SEBRA and South East Bayswater Residents Association
	Westminster Residents Panel
	Ramada Jarvis Hyde Park
	Pembridge Hall School
	St Sophia Greek Cathedral
	Garnd Plaza
	Whiteley's Shopping Centre
	Hilton London Hyde Park
	Shafetsbury Hyde Park
	La Suite West
	The Caesar Hotel
	Blakemore Hotel
	The Henry VIII Hotel
	The Duke of Leinster Hotel

	Thistle Hotel
	Best Western Shaftesbury Paddington Court
	The Brunel
	Abor Hyde Park Hotel
	Prince William Hotel
	St James' and St Michael's C of E Primary school
	Columbia Hotel
	Corus Hotel Hyde Park
	Park Grand Hotel
	Lancaster Hotel London
	St James's Church Paddington
	The Shaftesbury Hotel
	Abbey Court Westpoint Hotel
	Hotel Indigo London Paddington
	St John's Church (Hyde Park Estate)
	Marble Arch Marriott Hotel
	Russian Embassy
	Czech Embassy
	Slovak Embassy
	Lebanese Embassy
	The Champion (PH)
	Nepalese Embassy
	Westland Hotel
	The Prince Edward (PH)
	Phoenix Hotel
	Grand Plaza Bayswater Hotel
	Prince Alfred (PH)
	Campaign for Better Transport

Appendix E – Questionnaire

Questionnaire for Consultation

Quietway Route from Bayswater to Edgware Road

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.

The section of this route being consulted on within the City of Westminster is approximately 2.5km in length.

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

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

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

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

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

6. To what extent do you support the proposals which are being consulted on at the moment in Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road?

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

7. To what extent do you support the proposals which are being consulted on at the moment in Prince's Square, Kensington Square Gardens, Porchester Gardens and Porchester Terrace?

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

8. To what extent do you support the proposals which are being consulted on at the moment in Craven Hill Gardens, Craven Hill and Craven Road?

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

9. To what extent do you support the proposals which are being consulted on at the moment along Sussex Gardens, Norfolk Crescent and Burwood Place?

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

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. Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say

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

- Yes
- No

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

Name:

Email address:

Postcode:

Thank you for completing this questionnaire. Please return the completed questionnaire to:

WSP Cycle Grid team

c/o FM Conway Ltd

25, Mandela Way

London

SE1 5SZ

Please return by 8 February 2016

Appendix F – Emails & Telephone Calls

Central London Cycle Grid - Quietway Route from Bayswater Road to Edgware Road (CLN(W)) - Responses received (excluding Questionnaire and Online Survey)

Date	Format	From	Comment (Redacted and Edited by consultation team)
03-Mar-16	Phone	Local resident	Local resident strongly supports the proposals and cycling schemes in Westminster. Objects to people using large cars for the school run. Raised the issue of idling whilst stopped and strongly objects to air pollution. Raised the issue of cycles with no lights.
20/01/2016	Event	Local resident	It was helpful to cycle the proposed route first and then have the consultation.
20/01/2016	Event	Local resident	Are there buses currently standing westbound on Sussex Gardens before Norfolk Place? If so what will be done about these?
02-Mar-16	Event	SEBRA	<p>Our comments are confined to the Sussex Gardens section. Any that we have on the Toucan crossing in Bayswater Road will be sent to RBK&C (by 18 March), as requested.</p> <p>Comments on the Westminster section of the offshoot along Hereford Road to Talbot Road will be sent separately (by 18 March).</p> <p>The eastern section of this route is contentious as two lanes of traffic are lost in Sussex Gardens by a segregated cycleway in each direction. Sussex Gardens is a designated 'A' road connecting Marylebone Road with Bayswater Road and is used by six bus routes. Thus, improving conditions for cyclists by creating segregated lanes for them carries the risk of imposing severe delays on buses and other traffic. For the rest, the route is designed as a 'Quietway', for a low volume of cyclists – the change in its character in Sussex Gardens is disproportionate.</p> <p>We have seen no results of modelling the impact of halving the vehicular traffic, in terms of the social costs of delays to buses and other traffic. At present we have no knowledge of the impact of opening of the East-West Superhighway from which some cyclists may divert to this 'Quietway'.</p> <p>We therefore regard the separation of cycleways and narrowing of the carriageway as premature and believe that at least initially a marked cycle lane, from which vehicles would be excluded 8 am to 7 pm (as with the present hours for SYL), would be perfectly adequate.</p> <p>In addition to the general adverse impact on vehicular traffic, SEBRA has the following concerns about the proposal :-</p>
02-Mar-16	Event	SEBRA	<p>The chairman of SEBRA (South East Bayswater Residents Association) raised the following points:</p> <ul style="list-style-type: none"> - SEBRA support the crossing over Bayswater Road - In the proposed shared use footway, a cycling zone should be made clear in buff coloured surface - Sussex Gardens/Westbourne Terrace junction: improve visibility at proposed pedestrian crossings. Retain a number of bays and SYL. - Right-turn pocket into Norfolk Place is not wide/long enough. - Proposed "floating" bus stop near Norfolk Crescent would cause tailbacks. - SEBRA objects to segregated lanes in Sussex Gardens
18-Jan-16	Email	SEBRA (South East Bayswater Residents' Association)	<p>I was pleased to see the controversial route along both sections of Gloucester Terrace from Bishop's Bridge through to Porchester Road is 'on hold' for present.</p> <p>The proposed signalled crossing across the Bayswater Road between Ossington Street & Palace Court (scheme led here by RBK&C) seems good idea but detailing wrong or could be improved e.g. tactile paving shown at crossings on both streets but not WCC policy to use tactile unless zebra or signalled crossing and also cyclist need to cycle on pavement in this section to be able to use crossing and proposal needs modifying.</p> <p>Working east the proposals are not controversial and no major changes planned to existing 'cycle route' just a few improvements such as at Porchester Gardens in two places and at Leinster Gardens/ Terrace and Craven Hill Gardens but I suggested several minor improvements/ changes, BUT when you get to Sussex Gardens (shared with SEBRA / HPEA) much more controversial and no doubt will produce much heated debate on several counts :</p> <p>A lane each side of Sussex Gardens is being lost to accommodate a segregated lane for cyclists and will not only reduce by 50% vehicle capacity causes servicing and parking problem at the southern end of the street.</p> <p>Loss of substantial amount of Res Parking (9 bays) at southern end of street on east side from about No 215 to No 235 at j/w with Westbourne Street (where already all parking on east side being lost with Super Highway) with no replacement parking proposed that I could see.</p> <p>More controversial proposal element could be is the provision of a segregated concrete strip running almost whole length of Sussex Gardens on both sides which will not only take away a traffic lane 24 hours a day but stop all overnight parking –which is heavy - by hotel guest and especially Monday to Friday (and where are they going to park – I assume in residential side streets off Sussex Gardens) – at present I recall parking hours for single yellow lines along both sides is 8am (maybe 7am or 08.30 am to 7pm</p> <p>Another issue is that when buses (all stops on east side and new stop being introduced north of London Street around No's 137/141) pull up it seems motorists must wait unless they overtake into lane on on going traffic.</p> <p>You have made some allowance (two bus lengths) for buses, taxis and other vehicles wanting to turn unto Norfolk Place after coming down from Edgware Road but not enough in my opinion.</p> <p>Major changes to zebra crossing just south of Spring Street maybe be controversial but at least safe access by signalled crossing given to get into northern side of public gardens to complement new access being provided under the Super Cycle highway scheme.</p> <p>Another issue seemed to me that vehicles waiting to turn into Spring Street coming south from Edgware Road or other streets on route will hold up traffic wanting to continue to Westbourne Street or Westbourne Terrace.</p> <p>I also note in the HPEA area that four resident parking bays being lost in Norfolk Crescent where you wish to put in a 'contra flow' cycle lane in Norfolk Crescent running up to Sussex Gardens and again no extra bays proposed elsewhere at present.</p> <p>The proposals at Burwood Place / Edgware Road were not part of this consultation as being dealt with separately by TfL.</p>

Central London Cycle Grid - Quietway Route from Bayswater Road to Edgware Road (CLN(W)) - Responses received (excluding Questionnaire and Online Survey)

05-Feb-16	Email	Westminster Cycling Campaign	<p>General comments</p> <p>The western end of this Quietway is an established cycle route with comparatively low volumes of motor traffic. We are pleased to see that a couple of difficulties with this route are being addressed – though others remain.</p> <p>We are pleased also to see that the eastern end of the route, where traffic speeds and volumes are higher, is to benefit from segregated cycle tracks. We also welcome the lifting of an annoying one-way restriction.</p> <p>This is probably the highest-quality Quietway that Westminster has proposed so far.</p> <p>Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road</p> <p>The crossing of Bayswater Road between Kensington Palace Gardens and Palace Court / Ossington Street is currently difficult, not only for cyclists but also for pedestrians, including users of the westbound bus stop. We would therefore welcome a crossing at this point.</p> <p>We have some doubts about the advisability of sharing the footway either side of Bayswater Road, because of possible conflict with pedestrians - and trees. However, moving the crossing slightly further west, towards the junction with Ossington Street, could reduce this risk. That would shorten the distance ridden on the footway by cyclists approaching the crossing from Ossington Street or Kensington Palace Gardens. Cyclists leaving the crossing (to the right) could remain in the carriageway.</p> <p>Palace Court has car parking not only along each side but also in the middle of the road. This reduces the remaining carriageway width to about three metres, which means that motor vehicles cannot overtake cyclists. This leads to motorists' impatience and intimidation of cyclists. The use of cycle logos on the road surface by itself is unlikely to solve the problem.</p> <p>Using St Petersburg Place and Ilchester Gardens (with two-way cycling) could avoid the problems associated with Palace Court and the crossing of Bayswater Road. However, it would be less convenient for cyclists making north-south journeys to/from Hereford Road.</p> <p>Rating: Support some elements but not all</p>
05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>Prince's Square, Kensington Square Gardens, Porchester Gardens and Porchester Terrace</p> <p>We note that the junction with Queensway is the subject of another project. A flower stall has sometimes blocked the contraflow cycle lane in Porchester Gardens. We trust that, as part of the Queensway project, the flower stall can be accommodated without blocking the cycle lane.</p> <p>At the Queensway junction there is some risk of conflict between eastbound cyclists going straight ahead from Porchester Gardens (west) to Porchester Gardens (east) and traffic turning left from Porchester Gardens (west) into Queensway (north). There is a similar risk of conflict between cyclists going straight ahead from Queensway (south) to Queensway (north) and traffic turning left from Queensway (south) into Porchester Gardens (west). We would like to see these risks eliminated when the junction is redesigned.</p> <p>The width of the exit from the contraflow cycle lane in Porchester Gardens into the junction with Queensway is currently constrained by a splitter island. We trust that a wider exit can be provided as part of the rearrangement of this junction. That will allow cyclists to enter the junction two abreast. This is important: given that less green time is likely to be given to cyclists exiting from Porchester Gardens (east) than other phases. There could otherwise be capacity problems for cyclists at this junction.</p> <p>For many years we have been telling Westminster that it makes no sense to have the westbound lead-in lane on Porchester Gardens at the approach to the junction with Inverness Terrace on the left-hand side. All motor vehicles have to turn left, making conflict inevitable with cyclists proceeding straight ahead. We are therefore pleased to see the proposal to move the lead-in lane to the right-hand side of the westbound traffic lane.</p> <p>Southbound cyclists cannot currently turn right from Inverness Terrace into Porchester Gardens. It would be useful to be able to do this, so that cyclists could join the Quietway from the north and then head westwards.</p> <p>Rating: Tend to support</p>
05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>Craven Hill Gardens, Craven Hill and Craven Road</p> <p>We agree that it is helpful to lower the exit from the cycle track from Porchester Terrace across the footway of Leinster Gardens / Leinster Terrace, in order to make it more apparent to pedestrians. However, the numbers of pedestrians and cyclists are far lower than in the similar situation at Wellington Street / Strand, so we feel that the proposed feature, although helpful, is not urgent.</p> <p>At the junction with Gloucester Terrace we would like to see the signals reconfigured to eliminate conflict between cyclists and turning traffic, as well as oncoming traffic when cyclists are turning right.</p> <p>We note that little assistance is given to eastbound cyclists turning right from Craven Road into Westbourne Terrace. In particular we question the value of the ASL feeder lane on the left when cyclists following the Quietway will be turning right – unless there is a two-stage right turn.</p> <p>We note that vehicles are not currently allowed to turn right from Westbourne Terrace (south) into Craven Road (east). This is likely to be a problem for cyclists using the East-West Cycle Superhighway, preventing them from reaching Paddington Station.</p> <p>Rating: Tend to support</p>

Central London Cycle Grid - Quietway Route from Bayswater Road to Edgware Road (CLN(W)) - Responses received (excluding Questionnaire and Online Survey)

05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>Sussex Gardens, Norfolk Crescent and Burwood Place</p> <p>The complex junction of Sussex Gardens with Westbourne Terrace is currently a difficult one for cyclists. We therefore welcome the installation of traffic signals with time separation for cyclists. The proposals appear to cater for most manoeuvres, except that it is not clear how cyclists will reach Sussex Gardens from Westbourne Terrace (south).</p> <p>Traffic speed can be a bit high on Sussex Gardens. We therefore welcome the provision of a segregated cycle track along each side, in order to provide suitable protection. However, the proposed width of the cycle tracks – sometimes as little as 1.5 metres – will make it difficult for faster cyclists to overtake slower ones, especially as there are some quite long stretches of segregation. We would therefore have preferred wider cycle tracks.</p> <p>Passing bus stops can be a problem for cyclists on any road. We are therefore pleased to see the proposal for 'floating' bus stops on Sussex Gardens. The comparatively low number of passengers using these stops makes them well suited to this design, which is now tried and tested at locations elsewhere in London.</p> <p>The proposed Quietway does not go past Paddington Station. Although this may be convenient for cyclists who are not going there, the station is likely to be a popular origin or destination for cyclists using the Quietway. More should be done to assist cyclists using the station.</p> <p>Westbound cyclists coming from Paddington Station via London Street have a difficult right turn into Sussex Gardens. Not only do they have to gain the right-hand lane but they need to avoid other right-turning traffic in order to reach the cycle track on the left of Sussex Gardens.</p> <p>We have also observed that the southbound right-turning lane from London Street is given the green signal simultaneously with the northbound left/ahead/right lane of Sussex Place. These two lanes meet head on inside the junction! This danger for cyclists needs to be eliminated.</p> <p>Could this be a candidate for a two-stage right turn?</p>
05-Feb-16	Email	Westminster Cycling Campaign (cont.)	<p>The obvious route for westbound cyclists going to Paddington Station would have been via Sale Place and Star Street; but the junction of Norfolk Crescent with Sussex Gardens appears to be designed to prevent cyclists from crossing into Sale Place. The next two opportunities are to turn right from Sussex Gardens into Southwick Street or Norfolk Place. But neither of these junctions is signal controlled and it could be difficult to reach the right-turning lane from the cycle track on the left – a manoeuvre than many less experienced cyclists would hesitate to make. More thought is required on this.</p> <p>There is some concern that motor vehicles could encroach on the cycle lane at breaks in segregation. This appears to be most likely at the westbound approach to the pedestrian crossing near Southwick Street, where the traffic lane is deflected to the left.</p> <p>For many years we have been seeking without success to make the one-way section of Norfolk Crescent two-way for cycling. We are therefore pleased that this forms part of the current proposals. The width of the one-way section is the same as the two-way section and the restriction has clearly been imposed merely to prevent rat-running by motorists. So there is no good reason for not allowing two-way cycling.</p> <p>Rating: Tend to support</p> <p>We trust that you will take our comments fully into account in designing the final scheme.</p>
10-Feb-16	Email	Local resident	<p>Please note my concern that this quiet ways scheme will adversely affect road safety for the children at Hampden Gurney school.</p>
10-Feb-16	Email	TfL, Bus Operations	<p>Comments made on behalf of TfL Bus Infrastructure team.</p> <p>Bus Operations do not support the use of floating islands for passenger waiting areas at bus stop locations. We are concerned about the potential conflict between pedestrians crossing the cycle lane and oncoming cyclists.</p> <p>Bus stop ES (33283), 59 metres west of Norfolk Crescent, is served by 6 day services and 2 night services with a frequency of 52 buses per hour. The drawing doesn't show how long the proposed bus cage is but I would be concerned that, if it is not sufficiently long, 2 or more buses arriving together will either be queuing to set down passengers onto the raised island area or will be setting them down into the carriageway.</p> <p>Traffic held behind buses serving stop ES will block through the junction of Sale Place. At busy times this could cause tailbacks that impact on Edgware Road.</p> <p>Currently, if a bus stop closure is needed to facilitate planned or unplanned works we have the ability to site a temporary bus stop elsewhere on Sussex Gardens to minimise passenger disruption. The cycle lane segregation will prevent this from being an option.</p> <p>Bus stop Z1 (BP5543) is a live bus stand, currently used by the 436 due to the ongoing closure of Sussex Gardens by Crossrail / Thames Water. The drawing doesn't show how long the proposed bus cage will be. Although it is proposed that in the long term the 436 will return to stand at Lancaster Gate, I would like to retain the ability to use this stand for up to 3 buses at a time. With the ongoing Crossrail works, pending CSH E-W works and a number of current and future development projects in the Paddington area, having some contingency stand space to manage the impact of major works on other stand space would be vital to maintain bus services to this busy interchange during periods of disruption.</p>
11-Feb-16	Email	TfL, Bus Operations	<p>Comments made on behalf of TfL Bus Infrastructure team.</p> <p>I also have major concerns about the width of the bus stop island – 2m. There is not enough space to install a bus shelter, the bare minimum width is 2.5m, but this stop has 6 day routes calling so 3m is the necessary width.</p> <p>With this current island width, when a wheelchair user exits the bus down the ramp are they potentially in conflict with users of the cycle lane?</p> <p>Can the cycle lanes be reduced to 1.5m both sides of the road to allow an acceptable bus stop island width?</p> <p>Is the cycle lane level along the length of the island behind the stop with the pavement?</p>

Central London Cycle Grid - Quietway Route from Bayswater Road to Edgware Road (CLN(W)) - Responses received (excluding Questionnaire and Online Survey)

18-Feb-16	Email	TfL, Bus Operations	<p>Comment made on behalf of TfL Bus Infrastructure team.</p> <p>Please can you tell me the carriageway width on the approach to Queensway in Porchester Gardens?</p>
11-Mar-16	Email	SEBRA	<p>1. Adverse impact on major bus top</p> <p>1.1 There is a major bus stop on the southern side of Sussex Gardens, close to the junction with Norfolk Crescent. A segregated cycleway requires people using it to cross the cycleway and wait for their bus on a kerb between the cycleway and other traffic. (We appreciate that crossing the cycleway to reach the bus stop would be at the level, slowing cyclists down, and have been told that there would be space enough for a shelter at the bus stop, but regard this as doubtful.)</p> <p>1.2 The stop area is marked on the road with enough space for two or more buses. All other traffic would have to wait behind buses at their stop, as overtaking in the face of oncoming traffic would be dangerous and may be made illegal by solid lines in the centre of the road at the bus stop. Blocked vehicles may tail back across the junction with Norfolk Crescent.</p>
11-Mar-16	Email	SEBRA (cont.)	<p>2. Adverse impact on local businesses</p> <p>There are many small hotels along Sussex Gardens. At present there are single yellow lines where guests may park in the evenings, from 7 pm, and all day on Sundays. This would be lost and may damage the hotels' business. SEBRA was therefore very surprised to learn that the change is supported by the Paddington Business Improvement District.</p> <p>3. Adverse impact on residential amenity</p> <p>3.1 There is a net loss of six residents' parking spaces in the 'Triangle' area, which is additional to the loss of nine parking spaces in nearby Westbourne Street, due to the cycling 'Superhighway'. The contra-flow cycleway in Norfolk Crescent will result in the loss of a further four residents' parking spaces.</p> <p>3.2 In the Triangle area where there are no private service roads there will be difficulties with servicing, refuse and recycling collections and deliveries, due to having to stop in a narrowed carriageway and cross segregated cycle lanes</p>
11-Mar-16	Email	SEBRA (cont.)	<p>4. Adverse impact on right turning traffic</p> <p>4.1 Buses making the right turn into Norfolk Place have barely enough space to wait for the opportunity to make their turn without impeding oncoming or following traffic. We have been told that the detailed design will be tweaked to alleviate this problem, but have seen no details.</p> <p>4.2 There is no parallel provision to create a space for right turning vehicles at the junction with Spring Street and we were told at a meeting that it would not be feasible to do so at this location. This will cause delays to traffic moving straight on. Once access to Paddington Station on its western side has been reopened, taxis and hire cars will wish to use this route to drop off, as before, near to the station in Spring Street. And once Eastbourne Terrace has been fully reopened, many vehicles will wish to take the Spring Street/Eastbourne Terrace route, e.g. to reach the A40, as the alternative via Westbourne Terrace is also to be reduced to a single vehicular lane and may well become congested.</p>
11-Mar-16	Email	SEBRA (cont.)	<p>5. The pedestrian route between Lancaster Gate Station (Central Line) and Paddington Station</p> <p>We understand that this is to be rerouted across the mini-triangle at the eastern end of the main triangle. We need more information on the trees now there and on the new crossing over to it. Paving work may be needed on the public footpath in front of the gardens within the main triangle</p> <p>For all the above reasons we request a reconsideration of the proposal as it now stands, with a view to improving conditions for cyclists without going so far as to create segregated lanes in Sussex Gardens.</p>

Appendix G – Data Analysis

Central London Cycle Grid

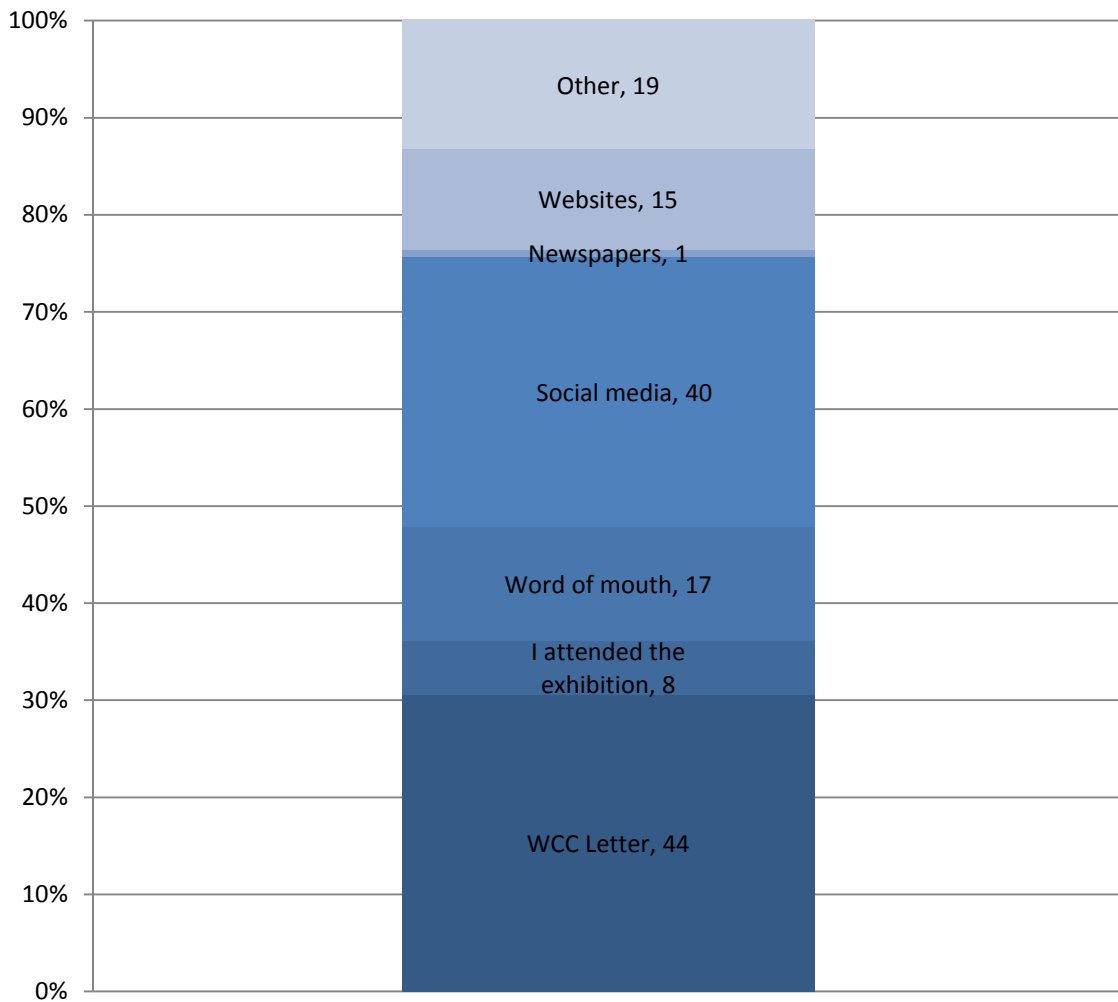
Quietway Route from Bayswater to Edgware Road ("Circle Line North West")

Survey Responses during Public Consultation from 18 December 2015 to 11 March 2016

Total Usable Responses	127
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How did you find out about the proposals? (multiple choice)						
WCC Letter	I attended the exhibition	Word of mouth	Social media	Newspapers	Websites	Other
44	8	17	40	1	15	19

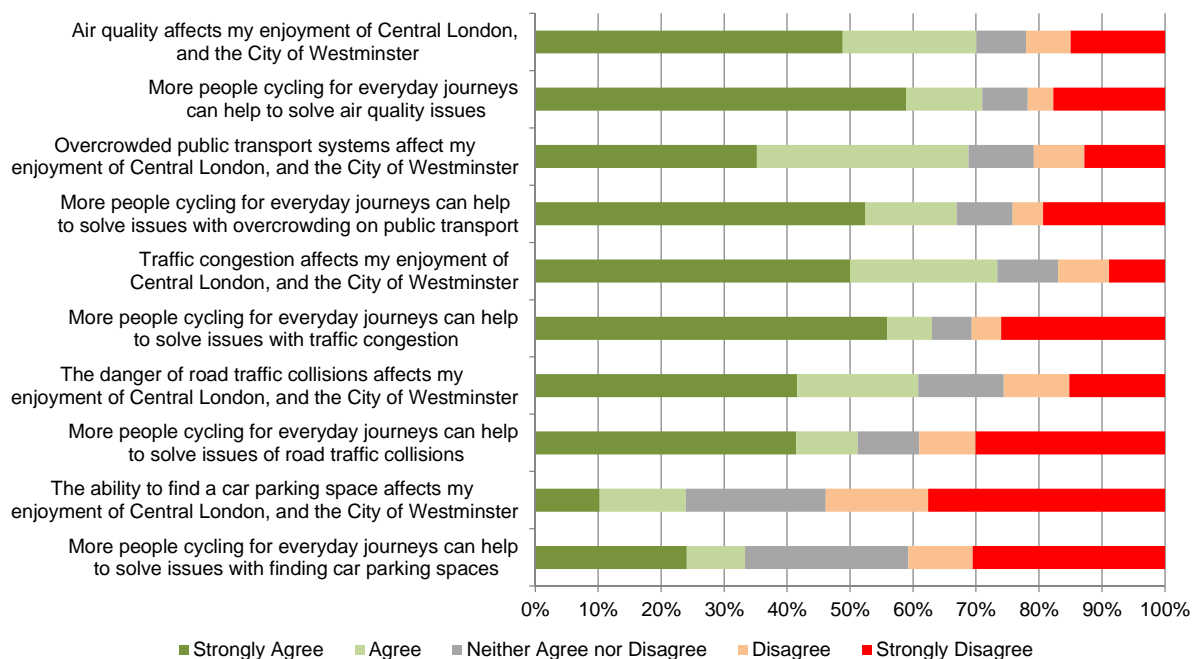
How did you find out about the proposals? (multiple choice)



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

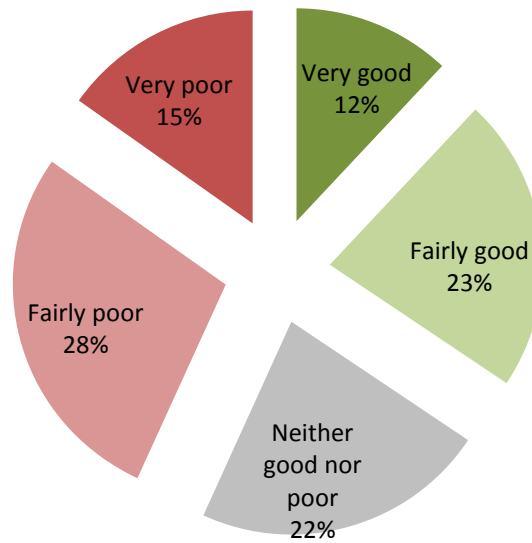
	More people cycling for everyday journeys can help to solve issues with finding car parking spaces	The ability to find a car parking space affects my enjoyment of Central London, and the City of Westminster	More people cycling for everyday journeys can help to solve issues of road traffic collisions	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	26	12	51	52	71	62	65	44	73	62
Agree	10	16	12	24	9	29	18	42	15	27
Neither Agree nor Disagree	28	26	12	17	8	12	11	13	9	10
Disagree	11	19	11	13	6	10	6	10	5	9
Strongly Disagree	33	44	37	19	33	11	24	16	22	19

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



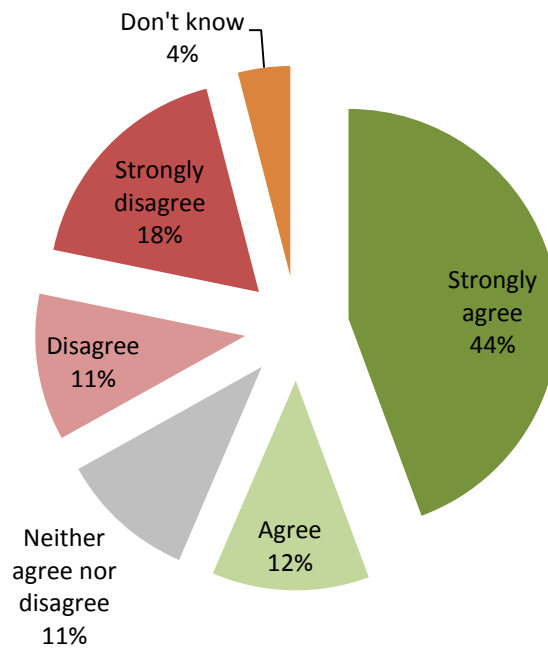
In the area being consulted on, cycling conditions are currently...?

Very good	15
Fairly good	28
Neither good nor poor	28
Fairly poor	35
Very poor	19



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

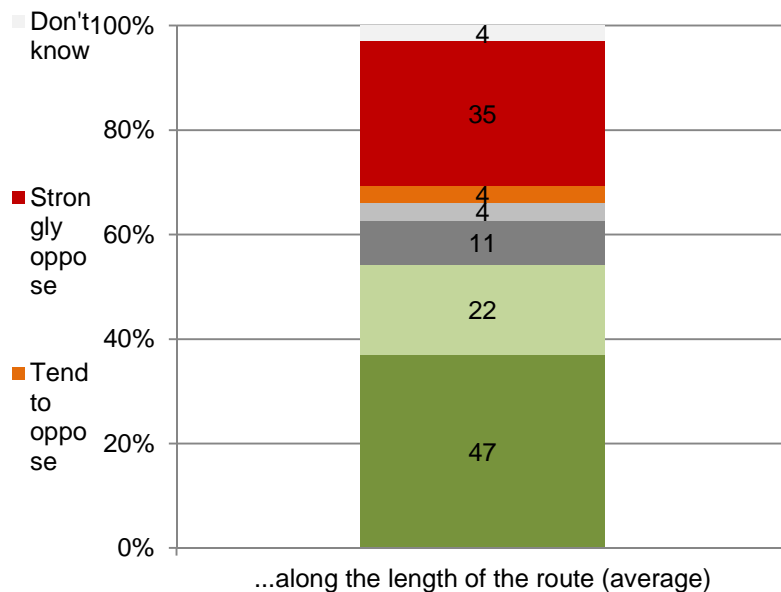
Strongly agree	55
Agree	15
Neither agree nor disagree	13
Disagree	14
Strongly disagree	22
Don't know	5



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

	...along the length of the route (average)	...along Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road ?	...along Prince's Square, Kensington Square Gardens, Porchester Gardens and Porchester Terrace?	...along Craven Hill Gardens, Craven Hill and Craven Road?	...along Sussex Gardens, Norfolk Crescent and Burwood Place?
Strongly support	47	45	44	44	53
Tend to support	22	20	26	26	15
Support some elements but not all	11	12	11	9	10
Neither support nor oppose	4	3	5	5	4
Tend to oppose	4	6	4	5	2
Strongly oppose	35	35	32	32	40
Don't know	4	6	4	4	1

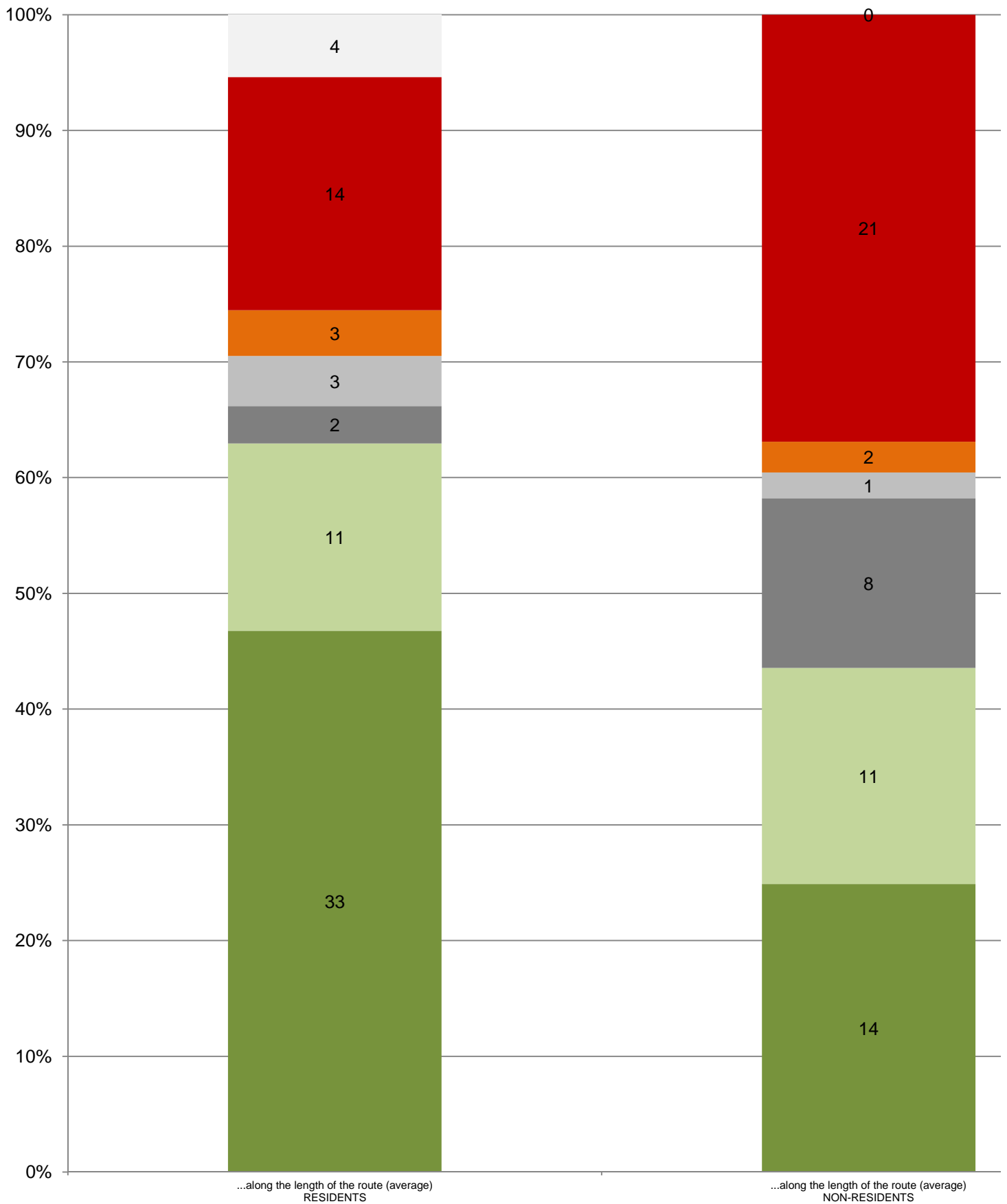
To what extent do you support the proposals which are being consulted on?



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	...along Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road? RESIDENTS	...along Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road? NON-RESIDENTS	...along Prince's Square, Kensington Square Gardens, Porchester Gardens and Porchester Terrace? RESIDENTS	...along Prince's Square, Kensington Square Gardens, Porchester Gardens and Porchester Terrace? NON-RESIDENTS	...along Craven Hill Gardens, Craven Hill and Craven Road? RESIDENTS	...along Craven Hill Gardens, Craven Hill and Craven Road? NON-RESIDENTS	...along Sussex Gardens, Norfolk Crescent and Burwood Place? RESIDENTS	...along Sussex Gardens, Norfolk Crescent and Burwood Place? NON-RESIDENTS
Strongly support	33	14	33	12	33	11	32	12	32	21
Tend to support	11	11	9	11	12	14	14	12	10	5
Support some elements but not all	2	8	2	10	2	9	1	8	4	6
Neither support nor oppose	3	1	3	0	4	1	3	2	2	2
Tend to oppose	3	2	4	2	3	1	3	2	1	1
Strongly oppose	14	21	13	22	12	20	12	20	19	21
Don't know	4	0	6	0	4	0	4	0	1	0

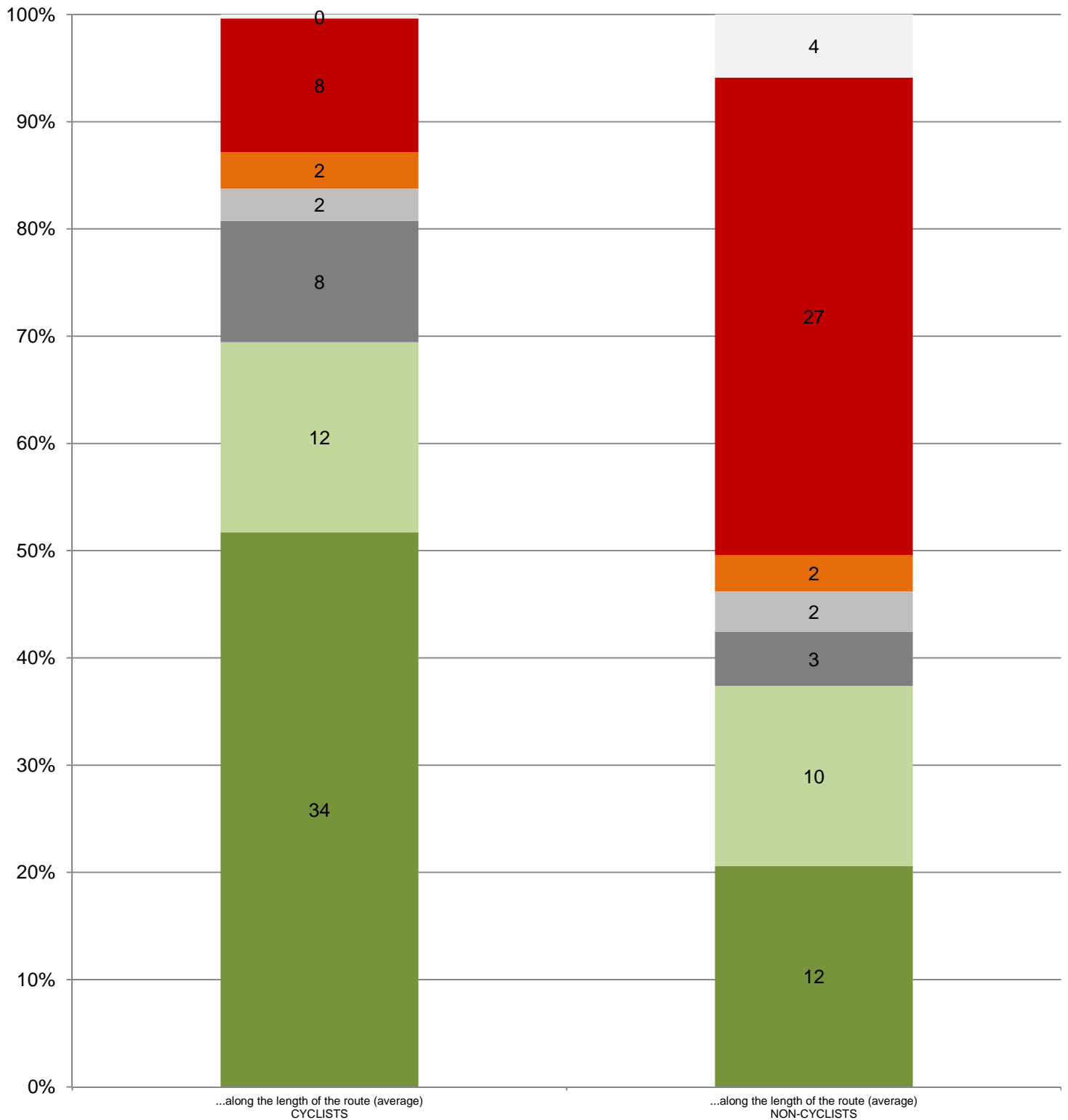
**To what extent do you support the proposals which are being consulted on...?
(Residents and Non-Residents)**



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	...along Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road? CYCLISTS	...along Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road? NON-CYCLISTS	...along Prince's Square, Kensington Square Gardens, Porchester Gardens and Porchester Terrace? CYCLISTS	...along Prince's Square, Kensington Square Gardens, Porchester Gardens and Porchester Terrace? NON-CYCLISTS	...along Craven Hill Gardens, Craven Hill and Craven Road? CYCLISTS	...along Craven Hill Gardens, Craven Hill and Craven Road? NON-CYCLISTS	...along Sussex Gardens, Norfolk Crescent and Burwood Place? CYCLISTS	...along Sussex Gardens, Norfolk Crescent and Burwood Place? NON-CYCLISTS
Strongly support	34	12	32	13	32	12	32	12	41	12
Tend to support	12	10	12	8	15	11	14	12	6	9
Support some elements but not all	8	3	10	2	8	3	7	2	5	5
Neither support nor oppose	2	2	1	2	2	3	3	2	2	2
Tend to oppose	2	2	3	3	2	2	2	3	2	0
Strongly oppose	8	27	8	27	8	24	7	25	10	30
Don't know	0	4	1	5	0	4	0	4	0	1

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



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

Comments received in the online survey - Quietway Route from Bayswater Road to Edgware Road ("Quietway Circle Line North West")

Answer**General comment about the Quietway proposals****To what extent do you support the proposals along Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road?**

Strongly support

A large part of the scheme involves simply painting cycle symbols in the middle of the road, there is little proof this has any genuine effect on cycling numbers.

Busy roads need segregation. It's not good enough to use 8 year olds to slow down taxi drivers and van drivers.

Can I applaud Westminster Council on taking these initiatives to improve cycling conditions. It is very much welcomed and appreciated, keep pressing or with more improvements!

Cycling in the area currently is dangerous at worst and unpleasant at best. Please do focus on giving cyclists of all ages and abilities the chance to cycle safely and to feel safe!

Further traffic calming measures/speed humps would be good, as vehicles often travel quite fast down mainly residential streets.

Good start but more segregated track urgently required.

I strongly support the proposals, which I think are the highest-quality Quietway that Westminster has proposed so far. I would like to see stronger, clearer links from this Quietway and from the East-West Cycle Superhighway to Paddington Station. Cyclists are not currently allowed to turn right from Westbourne Terrace (south) into Craven Road (east). This is likely to be a problem for cyclists, preventing them from reaching Paddington Station. I also note that westbound cyclists coming from Paddington Station via London Street have a difficult right turn into Sussex Gardens. Not only do they have to gain the right-hand lane but they need to avoid other right-turning traffic in order to reach the cycle track on the left of Sussex Gardens. I have also observed that the southbound right-turning lane from London Street is given the green signal simultaneously with the northbound left/ahead/right lane of Sussex Place. These two lanes meet head on inside the junction, and I almost had a head-on collision here. This danger for cyclists needs to be eliminated.

No comments about this part of the scheme, but as someone who cycles from Soho to the area in question, the sensible route starts as you have it (Gt Marlborough St > Maddox St) it should, indeed must, then continue in a straight line down Grosvenor Street to meet up with your pink dotted line in Grosvenor Square and on to Hyde Park. Grosvenor Street is not busy, and no-one heading to Bayswater is going to head south to the hell of Hyde Park Corner before heading north again. Please add a pink dotted line!

No concerns. I just want to make sure that this happens! This will affect my road (Gloucester Terrace) and many surrounding roads. Even if it incurs some inconvenience as it's under construction, I fully support this project and all the cycle-related projects.

None. I think it is great.

Only that they will take too long to out in place

Particularly support the segregated sections which are most useful if they continue through junctions

Porchester Gardens is a trafficked route used by taxis to get from Bayswater Road/Notting Hill to Paddington Station along Leinster Gardens. Cycle friendly lanes and traffic calming measures are therefore vital to avoid collisions at the cross roads and T junctions along the route, which present a danger to cyclists.

The big issue in this area is the overprovision of parking spaces which takes space away from cyclists and pedestrians. as far as I can see these schemes (which are generally welcome) fail to address that. Hugely better to reduce parking spaces and then put in more dedicated bike lanes to allow better connectivity.

The cross from Frampton Street to canal path west to east should be improved

The number of junctions and 'stops' for a cycle system to work are very important. zig-zagging across various streets and stopping at traffic lights and other junctions is frustrating

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

The segregated cycle lanes are fantastic and would definitely make me cycle more.

It would be very good if the route from Sussex Gardens, over the Edgware Road towards the Marylebone Road and Cosway Street could also be made segregated. This would significantly improve the cycling journey from North of the Marylebone Road, which is currently quite challenging to cross.

This is a great initiative. More and easier roads for cycles will encourage everyone to cycle. Healthier, happier neighbours and less traffic is for all to enjoy!

two things that I think should be considered:

1) Bike parking spots are very rare in the Craven Terrace towards the Hyde Park area. You can see bikes locked to lamps and urban furniture. This is becoming an issue and as numbers of cycles increase it will become unsustainable unless more more are built. Flats tend to be small in this area so leaving them outside is usually the only option.

Also, regular racks tend to be insecure. You can see many bikes being vandalized in the area if they left in the same place for more than 3-4 days. This again prevents people from cycling & having bikes. A solution for this is having caged racks . You can already see some of these in Camden and work very well. I think we have enough space in the Craven Terrace / Lancaster area to have a few of these

2) Link to the canal. The canal path is a great comuter line for cycles coming form the ealing / east side and also the west (Camden, etc). The link of both the Paddington cycle highway and this Quietway could be better the canal.

Thanks! and keep it up!

This proposal will greatly benefit cyclists and pedestrians. Objections raised by local businesses (Waitrose/Argos/Casino) should not be weighted towards this scheme proceeding. The Edgware Road approach needs to be improved for all concerned.

Where drop kerbs are installed, install them so that even children can ride over them. Many installations are defective 'Wayfinding signs' need to be 'idiot proof' and not subject to impact by HGV/buses. And ideally placed by somebody who knows the area.

.....
 Crossing across Bayswater Road between Palace Court and Ossington Street leading to Kensington Gardens would be an improvement. It would be helpful to remove the cobbles or create a cobble-free strip at the entrance to Kensington Palace Gardens.
 Cambridge Square - please add a cyclist-only passage. Could improve route to Paddington Station from Craven Road and Westbourne Terrace. I would like a system to ensure cycle markings on the road surface are replaced after road works.

.....
 Tend to support

.....
 1. I understand the intention is to find quiet, green, safe routes - in this case I do not accept that Sussex Gardens should be used. This is a busy, congested road and part is a bus route (between Sussex Gardens and Norfolk Place). A much better, quieter, greener, more scenic and less angular route would be Sussex Place, Gloucester Square, Somers Crescent, Hyde Park Crescent, Cambridge Square, Norfolk Crescent.
 2. The proposals are incomplete - it is admitted there is no plan at present to replace the 4 parking bays in the one-way part of Norfolk Crescent. Why not turn the area north of Sussex Gardens into an F/B joint area? The plan for Burwood Place/Edgware Road/Harrowby Street is not clear.
 3. The proposals are confusing. There are two sets of 4 bays in the one-way part of Norfolk Crescent. Which one is being referred to?

.....
 20mph limits should be imposed on all Quietway Streets

.....
 Anything to improve Sussex Gardens would be welcome; it is the most terrifying part of my 5 mile route

.....
 I like the segregation on Sussex Gardens

.....
 I would like a cycling path from Notting Hill to Victoria Gate in Bayswater Road (or allow cycling within the park). The street is quite large and removing one lane should not cause a major disruption to traffic.
 From Ossington street seems to me an up and down.
 Thank you

.....
 I'm not sure the scheme is good enough to encourage novice or inexperienced cyclists to use the facilities but they are better than the current ones.

.....
 It is genuinely delightful to see Westminster Council propose a separated cycle track. What should be a truly wonderful area is currently a miserable and stressful place to work and travel due to the traffic, the pollution and the congestion.

.....
 Although it is churlish to say so at this stage, the cycling network would be better served if it could follow the clear desire line down Bayswater Road, which is currently unpleasant for cycling. Nevertheless, the quietway route would be an improvement on the current provision.

.....
 The key challenge for Westminster will be to minimise rat-running traffic on the route, choosing to prioritise local residents on affected routes over motorists passing through, who will be outraged by any form of filtering, which will be necessary to truly reduce traffic volumes.

.....
 The absence of a clear accessible route to connect the Quietway / Superhighway to Paddington station will be another issue, with some confused cyclists likely to travel to or from London Street despite the one-way system.

.....
 My commute is going to be to Kings Cross starting later this year. This quietway will not be an obvious part of it but would likely be a nice variation/redirection through Hyde Park.

.....
 Only that sometimes cyclists can be as dangerous a car drivers.

.....
 Quietways are NOT cycling infrastructure. You need to provide quality segregated provision. The small section you propose on Sussex Gardens is good but it needs to be extended everywhere.

.....
 My 7 year old can not cycle on so-called Quietways when there are impatient drivers queued up behind her. She can cycle on quality segregated cycleways even if they are on the busiest main road.

.....
 You know that getting more people onto bikes is the answer to so many of London's ills, please make it possible. Thanks

.....
 Route is not direct, therefore a missed opportunity.

.....
 The focus on segregation south of Paddington Station is a very good thing and this should feature more in Westminster. Segregation is key to improving cycle safety and encouraging new cyclists onto the streets. Only cycle segregation will attract new cyclists to the streets.

.....
 The most important place to increase cycling in this area is in Kensington Gardens and Hyde Park - very large spaces with plenty of room in which to create cycle only paths which are safer than mixed use with pedestrians. It is wrong that the anticycling lobby which is the Friends of Kensington Gardens & Hyde Park hold so much sway with The Royal Parks. There are very few places to cycle there and frankly the streets in this 'Quietway' proposal especially Craven Road are anything but quiet, leading as it does to Praed Street.

.....
 NB The cycle lane before the advance stop box by the entrance to Paddington mainline station is always blocked by black cabs waiting on double yellow lines with their engines running - this has been reported but nothing is ever done about this unlawful situation.

.....
 Bayswater Rd is busy and dangerous and cycle only paths are needed; a new east-west cycle only path parallel with Bayswater Rd is an obvious solution but is unreasonably resisted by The Royal Parks. The superhighway on the road through the park is likely to get very crowded. The population in London is increasing at a rapid rate. More new, safe, segregated routes are needed for the increasing cyclists.

.....
 Why is Leinster Square not mentioned in the list of streets affected?

.....
 I am not a cyclist any longer so mine are comments of an observer, however many cyclists need serious education to keep to their side of safety arrangements.

.....
 The scheme would be more valid if it included a strong campaign of education for cyclists who often are the cause and object of accidents and casualties.

.....
 Support some elements but not all

.....
 A bit weak in helping cyclists

.....
 I would like to see more of these streets closed to through motor traffic otherwise they will never be 'Quiet'.
 I would also like to see segregated cycling installed here where possible.

.....
 Lack of segregation in the Bayswater to Craven Road sections, where cyclists must mix with cars and HGVs is unlikely to lead to children and non-traditional groups cycling in this area. This is a shame because there are a lot of children and older people that would love to cycle if motor vehicles did not pose a risk.

.....
 Also, there is a problem with the right turn from Sussex Gardens to Norfolk Crescent. This needs a two-stage turn facility.

My partial support of the first three sections is due to the fact that there will be no appreciable reduction of motor traffic, nor any new cycling facilities. Cycling on narrow roads hemmed in by parking with frequent oncoming vehicles is not pleasant, to say the least. Perhaps you could investigate the possibility of further filtering of traffic, or changing certain streets to one way for motorists.

The segregated lanes along Sussex Gardens are a fantastic addition!

Quietways must have restricted access to motor vehicles to be effective

Response of Westminster Cycling Campaign:
General comments

The western end of this Quietway is an established cycle route with comparatively low volumes of motor traffic. We are pleased to see that a couple of difficulties with this route are being addressed – though others remain.

We are pleased also to see that the eastern end of the route, where traffic speeds and volumes are higher, is to benefit from segregated cycle tracks. We also welcome the lifting of an annoying one-way restriction.

This is probably the highest-quality Quietway that Westminster has proposed so far.

Response of Westminster Cycling Campaign (cont.)

Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road

The crossing of Bayswater Road between Kensington Palace Gardens and Palace Court / Ossington Street is currently difficult, not only for cyclists but also for pedestrians, including users of the westbound bus stop. We would therefore welcome a crossing at this point.

We have some doubts about the advisability of sharing the footway either side of Bayswater Road, because of possible conflict with pedestrians - and trees. However, moving the crossing slightly further west, towards the junction with Ossington Street, could reduce this risk. That would shorten the distance ridden on the footway by cyclists approaching the crossing from Ossington Street or Kensington Palace Gardens. Cyclists leaving the crossing (to the right) could remain in the carriageway.

Palace Court has car parking not only along each side but also in the middle of the road. This reduces the remaining carriageway width to about three metres, which means that motor vehicles cannot overtake cyclists. This leads to motorists' impatience and intimidation of cyclists. The use of cycle logos on the road surface by itself is unlikely to solve the problem.

Using St Petersburg Place and Ilchester Gardens (with two-way cycling) could avoid the problems associated with Palace Court and the crossing of Bayswater Road. However, it would be less convenient for cyclists making north-south journeys to/from Hereford Road.

Rating: Support some elements but not all

Response of Westminster Cycling Campaign (cont.)

Prince's Square, Kensington Square Gardens, Porchester Gardens and Porchester Terrace

We note that the junction with Queensway is the subject of another project. A flower stall has sometimes blocked the contraflow cycle lane in Porchester Gardens. We trust that, as part of the Queensway project, the flower stall can be accommodated without blocking the cycle lane.

At the Queensway junction there is some risk of conflict between eastbound cyclists going straight ahead from Porchester Gardens (west) to Porchester Gardens (east) and traffic turning left from Porchester Gardens (west) into Queensway (north). There is a similar risk of conflict between cyclists going straight ahead from Queensway (south) to Queensway (north) and traffic turning left from Queensway (south) into Porchester Gardens (west). We would like to see these risks eliminated when the junction is redesigned.

Response of Westminster Cycling Campaign (cont.)

The width of the exit from the contraflow cycle lane in Porchester Gardens into the junction with Queensway is currently constrained by a splitter island. We trust that a wider exit can be provided as part of the rearrangement of this junction. That will allow cyclists to enter the junction two abreast. This is important: given that less green time is likely to be given to cyclists exiting from Porchester Gardens (east) than other phases. There could otherwise be capacity problems for cyclists at this junction.

For many years we have been telling Westminster that it makes no sense to have the westbound lead-in lane on Porchester Gardens at the approach to the junction with Inverness Terrace on the left-hand side. All motor vehicles have to turn left, making conflict inevitable with cyclists proceeding straight ahead. We are therefore pleased to see the proposal to move the lead-in lane to the right-hand side of the westbound traffic lane.

Southbound cyclists cannot currently turn right from Inverness Terrace into Porchester Gardens. It would be useful to be able to do this, so that cyclists could join the Quietway from the north and then head westwards.

Rating: Tend to support

 Response of Westminster Cycling Campaign (cont.)

Craven Hill Gardens, Craven Hill and Craven Road

We agree that it is helpful to lower the exit from the cycle track from Porchester Terrace across the footway of Leinster Gardens / Leinster Terrace, in order to make it more apparent to pedestrians. However, the numbers of pedestrians and cyclists are far lower than in the similar situation at Wellington Street / Strand, so we feel that the proposed feature, although helpful, is not urgent.

At the junction with Gloucester Terrace we would like to see the signals reconfigured to eliminate conflict between cyclists and turning traffic, as well as oncoming traffic when cyclists are turning right.

We note that little assistance is given to eastbound cyclists turning right from Craven Road into Westbourne Terrace. In particular we question the value of the ASL feeder lane on the left when cyclists following the Quietway will be turning right – unless there is a two-stage right turn.

We note that vehicles are not currently allowed to turn right from Westbourne Terrace (south) into Craven Road (east). This is likely to be a problem for cyclists using the East-West Cycle Superhighway, preventing them from reaching Paddington Station.

Rating: Tend to support

 Response of Westminster Cycling Campaign (cont.)

Sussex Gardens, Norfolk Crescent and Burwood Place

The complex junction of Sussex Gardens with Westbourne Terrace is currently a difficult one for cyclists. We therefore welcome the installation of traffic signals with time separation for cyclists. The proposals appear to cater for most manoeuvres, except that it is not clear how cyclists will reach Sussex Gardens from Westbourne Terrace (south).

Traffic speed can be a bit high on Sussex Gardens. We therefore welcome the provision of a segregated cycle track along each side, in order to provide suitable protection. However, the proposed width of the cycle tracks – sometimes as little as 1.5 metres – will make it difficult for faster cyclists to overtake slower ones, especially as there are some quite long stretches of segregation. We would therefore have preferred wider cycle tracks.

Passing bus stops can be a problem for cyclists on any road. We are therefore pleased to see the proposal for 'floating' bus stops on Sussex Gardens. The comparatively low number of passengers using these stops makes them well suited to this design, which is now tried and tested at locations elsewhere in London.

The proposed Quietway does not go past Paddington Station. Although this may be convenient for cyclists who are not going there, the station is likely to be a popular origin or destination for cyclists using the Quietway. More should be done to assist cyclists using the station.

Westbound cyclists coming from Paddington Station via London Street have a difficult right turn into Sussex Gardens. Not only do they have to gain the right-hand lane but they need to avoid other right-turning traffic in order to reach the cycle track on the left of Sussex Gardens. We have also observed that the southbound right-turning lane from London Street is given the green signal simultaneously with the northbound left/ahead/right lane of Sussex Place. These two lanes meet head on inside the junction! This danger for cyclists needs to be eliminated. Could this be a candidate for a two-stage right turn?

 Response of Westminster Cycling Campaign (cont.)

The obvious route for westbound cyclists going to Paddington Station would have been via Sale Place and Star Street; but the junction of Norfolk Crescent with Sussex Gardens appears to be designed to prevent cyclists from crossing into Sale Place. The next two opportunities are to turn right from Sussex Gardens into Southwick Street or Norfolk Place. But neither of these junctions is signal controlled and it could be difficult to reach the right-turning lane from the cycle track on the left – a manoeuvre that many less experienced cyclists would hesitate to make. More thought is required on this.

There is some concern that motor vehicles could encroach on the cycle lane at breaks in segregation. This appears to be most likely at the westbound approach to the pedestrian crossing near Southwick Street, where the traffic lane is deflected to the left.

For many years we have been seeking without success to make the one-way section of Norfolk Crescent two-way for cycling. We are therefore pleased that this forms part of the current proposals. The width of the one-way section is the same as the two-way section and the restriction has clearly been imposed merely to prevent rat-running by motorists. So there is no good reason for not allowing two-way cycling.

Rating: Tend to support

.....
 Serious consideration has to be given to filtering i.e. restricting through traffic on minor roads - quiet side streets, back roads and residential areas - effectively giving a reason for access, only to residents, visitors, traders, emergency services etc.

Without this essential action, little will change.

Currently a mass of people wishing to cycle are being denied this basic freedom to travel by bike, due to the excessive and inappropriate usage of motor vehicle traffic that is both subjectively and objectively intimidating.

Likewise, two way access must be allowed for cycling on all minor roads (and major routes also - where light segregation such as is being employed in many other boroughs from Waltham Forest to Kingston, would be essential to keep cyclists separate from heavy and fast moving contributors to the somewhat extreme and out of hand numbers of motor vehicle traffic).

Cycling - a basic human freedom? Deprived by the 'freedom' assumed for too long by, and granted to, motorists. Driving culture is one where lawlessness and disregard for other road users and in turn the denial of this very clear, and obvious daily behaviour has led to denial and worse, to victim blaming.

When large numbers of the population are engaged in a 'too scared to try the alternative they join in with the all-too convenient and over-catered-for motor masses, exacerbating all the problems that impact society adding to the list of ills, a chronic drainage of public and personal funds. The difficulty of finding a solution to all of this appears more difficult as a result.

The simple, effective and very inexpensive solution of curtailing access to through traffic (rat-runners) is a win all round (though may need to be hard-fought for).

Where it has occurred, the benefits are so great that people are amazed how things could have ever been different!

Plenty of evidence exists for this across the North Sea of course, as it does increasingly nearer to home.

.....
 Strongly support the physical segregation of cycle lanes, removal of car parking spaces and signage. Well done.

.....
 There should be no removal of resident parking bays in areas where cycle lanes are introduced. There is already a shortage of bays and residents paying an annual fee for a residents parking permit should not be disadvantaged by new cycle routes.

.....
 Two way cycling on one way streets - with segregation where necessary is a must, as is a comprehensive scheme of filtered permeability, restricting access to through traffic on minor roads.

These must be considered and implemented for the scheme to have any integrity, and to realise the full ambition of allowing the freedom currently denied to a vast number of people, to cycle without intimidation, whilst restricting the excessive and out of control 'freedom' historically granted to motor users - many of whom would otherwise fit the former camp.

Such an aim and ambition has been achieved elsewhere in Europe and the wider world.

The improvements and benefits to the rest of society cannot be overestimated.

A majority of schoolchildren have expressed the wish to travel to school by bike in the UK - (around 70%?) - the figure for those actually doing so is 1%. In Odense (Denmark's third largest city), 81% of schoolchildren cycle to school.

.....
 Neither support nor oppose

.....
 Concerned that taxis will be able to load people in wheelchairs where there are segregated cycle lanes.

.....
 It's a very bad idea to have cyclists turning right out of Craven Road onto Westbourne Terrace. Until Crossrail is finished traffic density on Westbourne Terrace is too high for cycling to be safe. Additional hazards will be created by the large volume of heavy goods vehicles servicing the proposed Paddington Sorting Office development.

.....
 Tend to oppose

.....
 I strongly object to the share-pavement scheme on Bayswater Road.

.....
 There should be some degree of traffic calming or modal filtering on Hereford Road to prevent rat running.

.....
 Priorities should be changed to follow the quietway route, over other small side-streets. This would improve wayfinding a great deal and make the route more appealing to those on bikes as less stop-start.

.....
 Sussex Gardens need to ban the turns into Sussex Place/London Street as this will clearly lead to high risk-left hooks. I approve of the separated space for cycling on Sussex Gardens

.....
 The cycle route is a very good idea in principle. However, most of the proposed improvements only involve advanced stop lines and wayfinding symbols. These are not adequate measures at all. I strongly support the cycle route, but not the measures proposed, with the exception of the segregated facilities along Sussex Gardens. The remainder of the route should have similar facilities, such as physical segregation, cycle-only lanes, traffic calming measures shared used pedestrian / cycle footways, cycle-only traffic lights etc. Providing ASLs and wayfinding symbols does not make a road a cycle route.

.....
 The designers and those authorizing these schemes should ask themselves honestly whether or not they would allow their children to use these routes. If the answer is no, then you have the answer if they are adequate. These Quietways, are simply an effort to deflect demands to reduce and eliminate polluting and dangerous motor vehicles from places where people walk, run, cycle - live. They will fail in their supposed goal of encouraging non-cyclists to cycle. But they will also fail to deflect efforts to restrict motor vehicles to access only and for full segregation where required.

.....
 Yes, Quietways are NOT the way to go. This is lazy. You need segregated pathways

.....
 At the moment Bayswater Road is poor, with potholes and poor road surface. I have complained for 3 years- nothing. The cars do not slow, and no room to cycle there

.....
 I have had numerous accidents and near misses.

.....
 Westminster is among the worst for cycling

.....
 No pathways nor places to lock bikes.

.....
 Poor road conditions.

.....
 I commute to Denmark Hill every day and Lambeth and Southwark do take cyclists seriously.

.....
 Quietways do not work.

.....
 Strongly oppose

.....
 Bike lanes are too often being built replacing bus lanes or taking away space otherwise used by bus. this is making the traffic collapse, creating permanent traffic congestion, e.g. from Knightsbridge to Hyde Park Corner, where the footpath was recently expanded to accommodate the new bike lane. I pay for TFL and I'm really fed up with the continue worsening of the service and longer commuting time.

By implementing a cycle lane you are making traffic worse as the road has become smaller. So air pollution will be worse.

Cycle lanes are not used by all biker riders therefore a waste of money.

I am extremely concerned about your proposals. I live close to Gloucester Terrace. Creating cycling routes will increase traffic, noise and pollution in my area.

You are addressing the traffic issue in London from the wrong end. The root cause of the problem is the number of cars in London. Creating cycling routes - and therefore reducing driving space - will only create more congestion and accidents.

Please reconsider your plans. Gloucester Terrace is already very busy. For completeness: I do not have a car and use public transportation.

I am disabled, being unable to walk, and rely on my car for all activities in the area where I live (I have Blue and white Westminster dashboard badges). There are already too few parking facilities for me, and it seems to me that your proposals will make my life even more difficult. The wholesale abolition of parking spaces in Wimpole Street where I, and I assume many others, receive medical care will probably mean that I shall have to use a taxi. Will you pay for this as my mobility problems mean I cannot work and therefore earn the considerable expense? The reduction of New Cavendish Street to one lane will be a disaster, and lead to even more congestion, all for the sake of a minority of people, most of whom disregard road markings and traffic lights as a matter of course. I am sure this will include your laughable "Advanced Stop Line" facilities. What a joke!

I have lived in London 10 years! The problem with cycling is not the lack of space, it's the lack of education. Cyclists don't even use the lanes because they want to be able to use the roads, they think they have every right and for pedestrians, people with babies or children (who are the main residents around here!) it is so dangerous!! I got knocked over by a bike while heavily pregnant and the cyclist left while swearing! I will oppose to this project with all my heart and all my friends on the area think the same!

I object to the implementation of shared-use footways. In my view they will be dangerous to both pedestrians and cyclists alike. My experience with cyclists whilst living in this area has not been good. In fact, where you are proposing a shared footway on Bayswater Road with Kensington Palace Gardens was where I was almost run down by a bicycle whilst crossing the pedestrian crossing that was flashing a green man. The cyclist failed to stop on a red light. I was 8 months pregnant.

In fact, I rarely see a cyclist stop on a red traffic light when they can cycle on through, often meaning pedestrians need to jump out of the way. I am not convinced that these proposals will make any difference to road safety. Rather than having accidents involving cars, it will be substituted by more accidents between cyclists and cars/buses, and cyclists with pedestrians. Fatalities/serious injuries from collisions are likely to be higher not lower given the lack of protection that a cyclist and a pedestrian has in these sorts of accidents.

It is also highly unlikely that residents will give up their cars to turn to cycling given that there is only a certain amount one can carry on a bicycle. In addition the weather here is not conducive to cycling. Therefore parking is likely to be unaffected by these proposals.

I strongly object to Hereford Road, where I live, being used as a quietway for cyclists. It is congested enough and I simply envisage having to jump out of the way of cyclists on a regular basis. I have children and I cross Hereford Road regularly, I object to there being any use of the road for the purposes of encouraging cycling.

If there are superhighways and designated Quietway routes - it may lead to large numbers of cyclists going at speed through quiet residential areas. I am uneasy about this as I have found that a significant proportion of everyday/advanced cyclists flout the rules of the road and are a danger to pedestrians and themselves. I would want to be sure that they understand that they are not the only users of the roads and to keep in mind the local people who live in the area. For example most cars will stop and allow pedestrians to cross in front of them on small quiet residential roads. I have never seen a cyclist give way to a pedestrian before unless forced to by pedestrian crossings or lights (and they run red lights all the time). This needs to be considered and harsher penalties given to cyclists who think the rules and laws of the road does not apply to them.

It is extremely foolish to concentrate lots of bicycles in quiet residential streets where they are likely to endanger pedestrians and children and damage the quality of life. The proposed cycleway in streets like Ossington Street will be extremely harmful for local residents. It is much better for bicycle traffic to be spread out than trying to force bicyclists to all follow the same routes. The Mayor's vanity project to build cycle superhighways throughout London is likely to be damaging to the city and cause endless delays and upheaval. Instead of concentrating bicycle traffic in lanes and tracks, it is much better to remove road markings, lines and lanes and encourage shared use of roads as Kensington and Chelsea council has done in places like Kensington High Street. The shared space approach encourages all road users - cars, other motor vehicles and bicycles - to proceed more slowly and carefully and is a much better system than endless new lanes and tracks.

Palace Court Road is already a very busy street and very narrow with the four lanes of car parking. The junction at Moscow Road to Hereford Road has low visibility and if you add bikes there will definitely be more accidents. There are several school in Pembridge Square and the children walk daily as a whole class with their teacher along Moscow Road and Palace Court Road for school PE. Adding bikes who will not stop for the children is extremely dangerous. Palace Court Road is NOT a low traffic or quiet Road. It is a very busy street for residence to gain access to homes in the area. And, on weekends, the entire Moscow Road is packed full of cars on both sides of the street parking on the single yellow lines, causing traffic to condense to a single and very dangerous lane. The bike route SHOULD NOT go along Palace Court Road!! There are other roads you can use for the bikers to get to the Princes Square area. Bikers in general do not follow the rules of the road, causing more delays at rush hour by weaving in out of traffic. By allowing them use of Palace Court Road will cause more injuries, more traffic, more accidents and will be putting residents and school children in danger. There is already very limited parking for the residents of Palace Court and Moscow Road. Please do not take away any parking to build a cycle road!!

Pandering to the non paying road users.

Parking for residents is being removed at the expense of cyclists

As both a motorist and cyclist, There needs to be a fair balance.

Even the wording of the questions in this consultation is strongly biased towards cyclists and anti car.

This is clearly not fair and a very politically motivated agenda.

Please stop digging up the road and making the lives of commuters, residents and businesses a living hell for the sake of cycle lanes that are empty more than 80% of the time in a city that does not have the right climate for extended outdoor transport like cycling.

These streets are already crowded, and I am concerned that designating space for a specific route will disadvantage everyone who does not cycle. I say this not as a driver, but as a pedestrian. It seems clear from the Tube trials at Holborn that simply prioritising the needs of one group who might be running up the stairs actually leads to more crowding. Furthermore, a desirable trait of Hereford Road is that it is very quiet and residential, particularly in comparison to Westbourne Grove, and I am concerned that the so-called 'Quietway' would greatly increase the flow of traffic down this road. I hope that the council takes these views into account.

Will cause even more traffic chaos and pollution.

You have already created havoc in central London with your schemes, let the schemes you have installed settle down and be assessed before you crack on with more misguided prejudiced looney left schemes.

You will create traffic chaos.

.....
 You're creating more emissions by taking away more space for cars therefore more congestion .

.....
 Don't know

I am a regular user of this route going over from Marylebone to North Kensington weekly. The proposals to get around Paddington Station are a great improvement on an unpleasant stretch on Praed Street and the two-way Norfolk Crescent offers a safer crossing of Edgware Road. I warmly support the scheme.

My main comments would be over traffic lights settings (e.g. on Craven Hill and at Bayswater Road) which leave the cyclist waiting for a couple of minutes in the cold even when there is no crossing traffic. I realise that the Harrowby Road part is more for TfL but the opportunity could be taken to create a pick-up space outside the Argos warehouse for cars to use for a few minutes when collecting heavy items; I see people struggling to carry cumbersome items across the road, also creating accident risks.

.....
 I would be more in favour of these schemes if I thought for one minute cyclists would stop breaking the law and use them.
 Walking is far more healthy than cycling, much safer, and requires less investment and disruption.

My kids are at school at Hampden Gurney. In terms of the School and the safety of our children we have two main concerns:

1) The change in access from Edgware Road onto Harrowby Street (no right turn onto Harrowby Street) could mean that more vehicles will use Nutford Place and Forset St to access Edgware Road. Also with the directional change on Brendon Street, it is likely that more delivery lorries will use Forset Street as a route through to the back of shops on Brendon Street i.e. Waitrose and the Casino. This already tight road will become even more dangerous for our children.

2) They are also intending to raise the crossing on the Harrowby Street. We already have a raised crossing on Forset Street which causes great confusion with the children who believe it is still pavement. With vehicles travelling at a faster speed on Harrowby Street, this could have disastrous consequences as children could easily step out into the Road.

.....
 The issue with Westbourne Terrace is you have a number of entrances to private roads on either side of the road which would cut across the proposed segregated lanes. The scheme needs to ensure that these roads can generally be entered and exited without danger to cyclists and the road users -i.e. cyclists must stop at relevant red lights or there must be a designated "Stop" at entrances and exits to the private roads. Of particular concern is the junction with Westbourne Terrace and Sussex Gardens where there is an entrance to a Westbourne Terrace private road on the "round-about". Currently cars and bicycles alike pull out on to Sussex Gardens without realising that a car might drive into the private road. There are daily near misses as cars on WT pull out assuming the car going around the Sussex Gardens Square will continue round and not cut into the WT private road. This will be seriously exacerbated if a large number of cyclists are on the road who are likely to coast round assuming the car will not be cutting directly in front of them. It either needs a raised crossing on the intersection, some kind of raised hump to slow people/stop them and some kind of "Stop Concealed Entrance" sign. Happy to show someone the relevant area of concern. Many thanks.

.....
 The proposals for Sussex Gardens will remove all single yellow lines therefore removing all after hours parking. This road is full of hotels and sees many delivery trucks for supplies and linen etc. stop to offload. With the proposals as they are these trucks will block the now single traffic lanes possibly forcing traffic into the opposite lane to overtake thus increasing in my view greatly the chances of traffic collisions especially involving motorbikes. I think the proposed kerbs in the road are a big mistake. Please re think, maybe simple signage and lines could do the job while allowing deliveries to be made safely to the hotels and also not loosing all the after hours parking along the single yellow lines.

